

DEVELOPMENT SCHEME

Prepared under Section 25 (3)
of the Urban Renewal Authority Ordinance



PLANNING REPORT



**Cheung Wah Street /Cheung Sha Wan Road
(SSP-018)**

**Urban Renewal Authority
September 2021**

PART 1
PLANNING REPORT

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EXECUTIVE SUMMARY

1. The Urban Renewal Authority (URA) submits this planning report to seek approval of the Town Planning Board (TPB) for the draft Development Scheme Plan (DSP) No. S/K5/URA3/A. The draft DSP refers to the proposed Development Scheme (the Scheme) at Cheung Wah Street / Cheung Sha Wan Road (SSP-018).
2. First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic urban renewal planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.
3. Built in 1976, the existing Cheung Sha Wan Sports Centre at Site A of the Scheme which will be reprovisioned and upgraded at Site B up to present-day standard. Site B of the Scheme will be redeveloped to provide a POS larger than the existing Cheung Sha Wan Path Sitting-out Area and other new Government, institution and community (GIC) facilities to serve the public in a wider district. Under an integrated approach, the new GIC complex and its adjacent proposed public open space (POS) will form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground for public enjoyment.
4. Including the reprovision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”.

5. Through re-structuring and re-planning of existing land uses, the Scheme will optimize the land uses to achieve more planning gains for the community. Apart from materializing the planning intention of current OZP in providing GIC facilities and POS without the need to divert portion of Cheung Sha Wan Road, the GIC site can be fully utilized to provide more GIC facilities under the Scheme, while Site A after redevelopment can also optimize for residential use to increase flat supply of about 830 flats.
6. A maximum building height of 140mPD is proposed in Site A of the draft DSP for creating 15m wide tower separation and various podium setbacks for better air ventilation and walking environment. The proposed 5-storey podium will accommodate retail uses and GIC facilities with headroom requirements.
7. Taking this integrated renewal opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect the open space provided in both URA projects (SSP-017 and SSP-018) to enhance connectivity of amenity features for public. The resultant all-weathered at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but also enhance overall permeability and connectivity of a wider area of Sham Shui Po in the vicinity of the Scheme in the vicinity of the Scheme.
8. Under an integrated urban renewal approach, the Scheme also provides various opportunities for feasible revitalisation initiatives outside the Scheme area. With the provision of underground public vehicle park at Site A, opportunities for the replacement of some on-street parking spaces in the area will be created to make way for possible pavement widening at strategic locations. Those separate revitalisation initiatives will in particular strengthen the connector role of Cheung Wah Street to enhance the connectivity between the medium aged building cluster further north and the future leisure and community hub in the south, thus benefits a wider area. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with Leisure and Cultural Services Department (LCSD) on the associated revitalisation work separately, upon approval of the DSP and subject to further coordination and acceptancy of relevant Government departments.

行政摘要

1. 市區重建局(市建局)向城市規劃委員會提交發展計劃草圖(編號 S/K5/URA3/A)，並命名為昌華街/長沙灣道發展計劃(SSP-018) (該計劃)。
2. 首先，位於兼善里/福華街 (SSP-017) 合共 90 幢樓齡超過 60 年的樓宇，均沒有升降機設施，對重建有殷切需求。唯現時 SSP-017 的地積比已高至 8.12，剩餘地積比只有 0.88，欠缺重建誘因。據現場觀察，大部分單位亦已被分間成多個劏房出租。SSP-017 雖已具備所有重建的訴求，但重建潛力很低，因此需要以整區作規劃考慮一併處理。市建局以「規劃主導」的模式，近年制定部分的深水埗區為深水埗行動區 (SSPAA1)，貫徹以全面的規劃方式進行市區更新工作。SSP-018 包括沿長沙灣道兩旁的地盤 A 及地盤 B 的政府用地，將與 SSP-017 一併納入重建，藉著重整現有土地用途，為社區帶來更大的規劃裨益。SSP-018 地盤 A 內擬議的住宅用途亦為 SSP-017 的重建帶來契機。
3. 現時位於地盤 A 的長沙灣體育館建於 1976 年，將會重置至地盤 B，並提升至現今康樂設施的規格及設計標準。地盤 B 重建後將提供比現時長沙灣徑休憩處更大的公共空間，以及全新的政府、機構或社區設施。透過整體規劃，期望將新的政府、機構或社區設施綜合大樓、擬議的公共空間，以及鄰近的深水埗運動場，融合成一個社區康樂設施集中點，將規劃裨益擴展到該計劃以外的周邊社區，以惠及更多居民。
4. 為配合地區對社會福利及地區康健設施的需求，該計劃建議提供不少於 38,000 平方米的非住宅樓面面積作政府、機構或社區設施用途，當中包括重置後的長沙灣體育館，為現時政府、機構或社區設施樓面面積的 33 倍。有關建議亦切合政府現行提倡「一地多用」的政策。
5. 該計劃藉著重整及重新規劃現有土地，優化土地用途並為社區帶來更大的規劃裨益。該計劃無需透過部分長沙灣道改道，亦能實踐現時分區計劃大綱圖內的規劃意向，善用該計劃地盤 B 的政府、機構或社區設施綜合大樓，提供更多政府、機構或社區設施，並提供公共空間。重建後的地盤 A 亦能地盡其用，提供約 830 個住宅單位。
6. 發展計劃草圖建議該計劃地盤 A 土地的建築物高度限制為 140 米(主水平基準以上)，為該計劃內的樓宇設計提供更大彈性，包括 15 米的樓宇間距及建築物部分地面後退以確保良好的空氣流通及改善行人環境。擬議的 5 層基座平台，亦可容納零售設施和有淨空高度要求的政府、機構或社區設施。

7. 藉此整體規劃的機會，該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接兩個重建項目(SSP-017 及 SSP-018) 內的公共空間，以加強擬議社區設施的連接性。全天候的地面及高架行人網絡不單連接不同的政府、機構或社區設施和公共空間，亦能加強深水埗區一帶的連接性。
8. 作為整體市區更新模式，該計劃亦希望為該計劃範圍以外的地方帶來活化更新的機遇。在地盤 A 興建的地下停車場，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路，有助推動該項目以外的活化項目，進一步提高昌華街的暢達性，加強北面「中年」樓宇群及重建後南面的社區康樂設施集中點的連接，惠及鄰近社區。市建局將與康樂及文化事務署(康文署)在細部設計階段時檢討，以活化方式進一步改善地盤 B 內的公眾休憩用地和現時深水埗運動場的連接性。然而有關工程須視乎相關政府部門的意見/許可而定。

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1. INTRODUCTION

- 1.1 The Cheung Wah Street / Cheung Sha Wan Road Development Scheme (the Scheme) (SSP-018) is located in Sham Shui Po District, comprises Sites A and B along Cheung Sha Wan Road.
- 1.2 The Development Scheme is included in the Urban Renewal Authority (URA)'s 20th Business Plan, which was approved by the Financial Secretary for commencement in 2021/22. It is proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO). In August 2021, the URA's Board approved the submission of the Development Scheme under section 25(5) of the URAO to the Town Planning Board (TPB). The draft Development Scheme Plan (DSP) No. S/K5/URA3/A is prepared for submission to the TPB.
- 1.3 Pursuant to section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of the Development Scheme on 24 September 2021. The draft DSP is now submitted under section 25(5) of the URAO to the TPB for consideration.
- 1.4 This planning report (Part 1 of the whole report) is prepared to provide the TPB with the necessary background information and the planning proposal to facilitate its consideration of the draft DSP (Part 2 of the report), submitted under section 25 of the URAO. Supplementary information, including the preliminary design of the proposed development, key technical assessments, social impact assessment (SIA) (Stage 1), and implementation approach are enclosed in Part 3 for reference.
- 1.5 First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts has been identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple subdivided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a "planning-led" approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning

gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.

- 1.6 As SSP-017 conforms to the existing planning control, it will be implemented under section 26 of the URAO separately; it does not form part of this DSP.

2. THE DEVELOPMENT SCHEME PLAN AREA

- 2.1. The Development Scheme (the Scheme) is located in Sham Shui Po (SSP) District, comprises Sites A and B along Cheung Sha Wan Road. **Plan 1** shows the location of the Scheme. Site A of the Scheme is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden both under Leisure and Cultural Services Department (LCSD). Subject to site survey upon DSP approval, the net site area used to calculate the development potential of Site A is about 5,197 sq.m.
- 2.2. Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground to the southeast. It covers a gross site area of about 13,857 sq.m, involving the Cheung Sha Wan Path Sitting-out Area and its adjoining garden under LCSD, as well as a temporary maintenance depot of Highways Department. Subject to site survey upon DSP approval, the net site area used to calculate the development potential of the site for Government, institutions or community (GIC) facilities at Site B is about 4,212 sq.m. The Scheme Area is shown in **Plan 2**.
- 2.3. Site A is currently zoned for "Government, Institution or Community (G/IC)" and "Open Space (O)", while Site B is currently zoned for "Government, Institution or Community (G/IC)", "Open Space (O)", and shown as 'Road' on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37. An extract of the OZP is shown on **Plan 3**.
- 2.4. The Scheme aims to optimise the land uses to achieve more planning gains for the community through re-structuring and re-planning. With the proposed development, more GIC facilities up to present-day standard

and a set of connected public open space (POS) will be provided for public enjoyment. The Scheme will create synergy effect with the adjoining URA redevelopment project (SSP-017) (**Plan 4** refers) and manifest the planning gains to serve a wider area of Sham Shui Po. The holistic planning driven approach and objectives of the Scheme are in line with the objectives of urban renewal under the Urban Renewal Strategy (URS) issued in 2011 aiming to:

- Restructuring and replanning of concerned urban areas;
- Designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
- Rationalising land uses within the concerned urban areas;
- Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- Providing more open space and community/welfare facilities; and
- Enhancing the townscape with attractive landscape and urban design.

3. BACKGROUND AND EXISTING CONDITIONS

Historical Background

- 3.1 Cheung Sha Wan where the Scheme locates was named after the long beach between Sham Shui Po and Lai Chi Kok. The Scheme was at the coast in the pre-war era and to the farther southeast of the Scheme founded as a market town at around 1750-1760s. In the early 19th Century, the town was already well-established and functioned as a service centre for shipping and trade. The town grew rapidly as a primary market after the establishment of the city of Hong Kong since it was one of the best-located places for the trade in firewood and fresh food. By the end of 19th Century, certain businesses such as lime-burning, tanning, iron working, boat making and repairing, dyers, joss-stick trades and stone-cutting were well developed in Sham Shui Po. To the northwest of Sham Shui Po was a string of villages with a large piece of cultivated area are found along the coast where the Scheme locates.
- 3.2 In the early 20th Century, private developers started small-scale reclamation work in Sham Shui Po. Before the war, the Government undertook two major reclamations in 1912 and 1919 extending the reclaimed area to Tonkin Street. Historical map and aerial photo records indicate that the coast where the Scheme locates started being reclaimed and developed at around 1950-1960s to provide land for housing and factories to accommodate the flow of immigrants from China after 1949.

Existing Uses

- 3.3. The Scheme consists of Sites A and B along Cheung Sha Wan Road. The existing Cheung Sha Wan Sports Centre at Site A is under the LCSD. The sports centre provides basic recreational facilities for public use during the opening hours and organise various recreational activities and training courses regularly for the public. According to the LCSD's website, the sports centre provides 1 multi-purpose arena for 1 volleyball court or convert to 1 basketball court (sub-standard 5-a-side basketball court) or convert to 4 badminton courts each of which can be converted into 2 table-tennis tables on weekdays. The sports centre was built in 1976 which the design and facilities is below current standard.

- 3.4. Site B of the Scheme involves the Cheung Sha Wan Path Sitting-out Area and its adjoining garden under LCSD, as well as a temporary maintenance depot of Highways Department. The existing open space at both Sites A and B are disconnected while the Sham Shui Po Sports Ground is in the south.

Surrounding Land Uses

- 3.5. The street blocks adjoining the Scheme are a mix of residential, commercial and industrial uses. The Scheme is predominately surrounded by residential buildings to the east while commercial and industrial uses are more concentrated to the west of the Scheme. Some of the industrial buildings appear not to be engaged in manufacturing activities but mainly for office, storage, workshop / showroom uses. To the east across Hing Wah Street is predominantly public housing, Un Chau Estate, while private residential buildings are found mainly to the north of the Scheme. Commercial uses such as retail shops, eateries and car repair shops are found on the ground floor of the surrounded residential buildings.
- 3.6. The Sham Shui Po Sports Ground is located to the south of the Scheme, which is a popular venue for local sports activities and events.

Existing Traffic Network

- 3.7. The Cheung Sha Wan Road in between Sites A and B of the Scheme is a primary distributor forming the major traffic road connecting east and west with high traffic flow. To the east of the Scheme is Hing Wah Street is a district distributor which is a key traffic road connecting north and south. Cheung Wah Street, Fuk Wa Street and Fuk Wing Street are local distributors locating to the northwest of Site A of the Scheme. Some of the local roads are frequently occupied by road-side parking, storage and loading/unloading activities.

Existing Pedestrian Network

- 3.8. The Scheme is located between Lai Chi Kok and Cheung Sha Wan MTR Stations. Cheung Sha Wan Road in between Sites A and B of the Scheme is the major pedestrian corridor in the vicinity. Many residents from Un Chau Estate locating at the east of the Scheme and nearby residential developments locating at the north of the Scheme walk to Cheung Sha Wan Road for public transport services. At present, long

queuing at the bus stops often appear along the pavement of Cheung Sha Wan Road, resulting in a crowded condition along the pavement.

- 3.9. Residents from the nearby residential developments often walk through three inner streets in the vicinity of the Scheme for daily activities, i.e. Cheung Wah Street, Fuk Wa Street and Fuk Wing Street. However, the current pedestrian environment may be unwelcoming as the car repairing activities, dumping and roadside storage often occupied the pavement of these streets.
- 3.10. The existing temporary maintenance depot of Highways Department at Site B is not accessible by public and acts as a major blockage of the pedestrian network. The existing Cheung Sha Wan Sports Centre and Garden at Site A is disconnected from the existing Cheung Sha Wan Path Sitting-out Area at Site B and the Sham Shui Po Sports Ground in the south. Local residents in the north of the Scheme has to pass through the Cheung Sha Wan Path Sitting-out Area to reach the Sham Shu Po Sports Ground for sports activities.

Environmental Condition

- 3.11. The Scheme is along the heavily trafficked Cheung Sha Wan Road between Site A and B and Castle Peak Road to the further northwest. The Scheme is envisaged to be subject to severe traffic noise and air pollutants generated from the heavy traffic along these major roads.

4 PLANNING AND LAND USE PROPOSALS

Development Intensity

- 4.1. Under the draft DSP, the scheme area in orange colour is proposed to be zoned "R(A)", which is primarily for residential use, with the lowest three floors or in the purpose-designed non-residential portion of a building for commercial use as stipulated in the proposed Notes of the "R(A)" zone. The scheme area in green is proposed to be zoned "O" while the scheme area in blue is proposed to be zoned "G/IC".
- 4.2. In the Notes of "R(A)" zone, the proposed plot ratio (PR) is 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, which is in line with the development intensity of "R(A)" zone under the prevailing Cheung Sha Wan OZP. It is proposed to include a clause in the "Remarks" of the proposed Notes of "R(A)" stating that "any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded from PR calculation".
- 4.3. A maximum building height of 140mPD is proposed at Site A under the draft DSP to enable a higher podium design to mitigate the severe traffic noise generated from the surrounding road traffic (details on technical assessments described in paragraph 4.14 to 4.24). This will not only allow for accommodating GIC facilities with appropriate headroom in the podium, but will also opportune for creating 15m tower separation and various podium setbacks, including about 15-20m ground floor setback from Cheung Wah Street for better air ventilation and providing opportunities to preserve existing trees. It is considered compatible with the nearby built environment, which includes Un Chau Estate (120mPD) and The Sparkle (152mPD) to the southeast of the Scheme.
- 4.4. For Site B, a maximum building height of 95 mPD is proposed for the GIC complex.
- 4.5. The proposed development parameters of the Scheme are shown in **Table 4.1**, which will be subject to adjustments in the detailed design stage after DSP's approval.

Table 4.1 Proposed Development Parameters of the Scheme

Parameters (Site A)	Details
Gross Site Area	About 5,197 sq.m.
Site Area for PR Calculation	About 5,197 sq.m. (subject to survey and detailed design)
Proposed Zoning	"R(A)"
Proposed Maximum Building Height	Not more than 140mPD
Proposed Maximum Domestic GFA (PR)^	About 38,978 sq.m. (PR = 7.5)
Proposed Maximum Non-domestic GFA (excluding GIC Provision (PR))^	About 5,197 sq.m. (PR = 1.0)
Proposed Non-domestic GFA for GIC Provision (PR) ^ (proposed to be exempted from GFA calculation under DSP)	Not less than 5,197 sq.m. (PR = 1.0)
Total GFA	Around 49,372 sq.m.
No. of Flats@	About 830 flats
Average Flat Size@ (GFA)	About 46 sq.m.
Internal Transport Facilities for the proposed development (including the proposed provision for GIC facilities)*	Basement ancillary car park to accommodate: <ul style="list-style-type: none"> - 142 nos. private car parking spaces - 12 motor-cycle parking spaces - 9 nos. L/UL bays
Public Vehicle Park*	Basement public vehicle park to accommodate about 50 private car parking spaces
Proposed Public Open Space	About 750 sq.m.

Parameters (Site B)	Details
Gross Site Area	About 13,857 sq.m
Net Site Area (for G/IC)	About 4,212 sq.m. (Subject to site survey and detailed design)
Proposed Zoning	"G/IC", "O"
Proposed Maximum Building Height (for G/IC)	Maximum 95 mPD
Proposed Maximum G/IC GFA (PR)^	About 33,696 sq.m. (8.0)
Proposed Public Open Space	About 9,645 sq.m.
Internal Transport Facilities for the proposed development*	Basement ancillary car park to accommodate: - 65 nos. private car parking spaces - 3 nos. L/UL bays
<p>Notes:</p> <p>^ The exact GFA and PR are subject to TPB approval, detailed design and prevailing First Schedule of Building (Planning) Regulations (B(P)R).</p> <p>@ Indicative only, subject to detailed design at project implementation stage.</p> <p>* Subject to liaison and agreement with Transport Department.</p>	

Conceptual Layout

- 4.6. As shown in the indicative block plan and the section plan of the notional design for the Scheme in (**Appendix 1**), the proposed development at Site A comprises two residential towers (T1 and T2) on top of a commercial/retail/GIC podium, an open space, and a basement car park for public and ancillary parking spaces. Site B comprises of a GIC complex building and a POS.

Re-provision and new provision of GIC facilities for the community

- 4.7. To accommodate the needs of the district on social welfare and health facilities and align with "Single Site, Multiple Uses" principle promoted by Government, it is proposed to provide about 38,893 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more

than 33 times of the existing Cheung Sha Wan Sports Centre of about 1,170 sq.m. at Site A.

- 4.8. The existing Cheung Sha Wan Sports Centre at Site A, built in 1976, will be reprovisioned at Site B and be upgraded to prevailing standard and continue its operation for public enjoyment. The proposed GFA of the reprovisioned sports centre at Site B will be about 9,100sq.m. which will be about 8 times of the existing sports centre at Site A. A multi-purpose air-conditioned main games arena which can be used for 1 netball court/ 2 basketball courts/2 volleyball courts/ 8 badminton courts will be provided in the proposed GIC complex at Site B. In addition, a multi-purpose activity room, dance room, fitness room, table-tennis room, children's play room, etc. will be provided in the new Cheung Sha Wan Sports Centre subject to further liaison with LCSD. The actual uses of the new GIC provision in the Scheme will be subject to liaison with Planning Department, other relevant Government departments as well as the views from the relevant stakeholders.

Re-structuring of POS and provision of all-weathered at-grade and elevated pedestrian network to enhance walkability and connectivity

- 4.9. Under the proposed Scheme, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint-venture partner(s), or its assignee, as it will be fronting the retail facilities of Site A, subject to further liaison with relevant Government departments upon DSP approval. It is envisaged that the proposed POS at Site A will be open to public during reasonable hours.
- 4.10. Taking this redevelopment opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA project (SSP-017). The resultant all-weathered at-grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but will also enhance connectivity of a wider area of Sham Shui Po. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the

proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.

- 4.11. To further enhance the walkability of the Scheme Area, ground floor setbacks will be provided along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street to create a wider pavement for a better walking environment. With an integrated urban renewal approach, the provision of underground public vehicle park at Site A would create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separated revitalization work at strategic locations. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Proposed building height to enhance flexibility in building design

- 4.12. A maximum building height of 140mPD is proposed in Site A of the Scheme Area, which can enable a slimmer building form and wider building separation to enhance building permeability of the local area. Despite not less than 750 sq.m of open space will be provided at Site A, ground floor setbacks (15-20 m along Cheung Wah Street) are also proposed for pavement widening to create better walking environment and provide opportunities to preserve or transplant trees at Site A.
- 4.13. Given the Scheme adjoins to the Cheung Sha Wan Road which is a heavy traffic road, a 5-storey podium is proposed at Site A, with an aim to raise the residential floors to higher levels to mitigate noise impacts according to the respective technical assessments (Details on technical assessments provided in para. 4.16 to 4.26). The 5-storey podium will also allow for accommodating GIC facilities with headroom requirements to serve a wider district. With the proposed building height of 140mPD, the two proposed residential towers in Site A can adopt more flexible design on block size, disposition and layout to provide sufficient building separation as recommended in the Sustainable Building Design (SBD) Guidelines to improve permeability.

Greenery and Landscaping

- 4.14. A total of 294 nos. of trees (with 95mm Diameter at Breast Height (DBH) or above) were identified within the Scheme Area. The majority of the

existing trees were found to be in fair form, fair health and fair amenity value. No old and valuable trees (OVTs) are recorded on site. All the existing trees will be retained or transplanted as far as practical.

- 4.15. The proposed development will follow the SBD Guidelines as far as practicable to provide greenery to enhance the built environment. Greenery will be provided at pedestrian level, podium edge as well as roof top where appropriate and applicable, to create a visual relief and enhancement of the built environment. A tree survey was conducted and a compensation planting proposal was prepared together with a preliminary design concept to address the conditions of the existing vegetation on site (see **Appendix 2**). Mitigation measures are proposed for the trees affected by the proposed development of the Scheme. Detailed landscape design, layout arrangement and proposed tree treatment of the POS at Site B will be further liaised with LCSD upon DSP approval.

Technical Assessments

Visual Impact

- 4.16. A Visual Impact Assessment (VIA) was conducted (see **Appendix 3**) to study the potential visual impact with the implementation of the Scheme. Visual appraisal has made reference to the Town Planning Board Guidelines No. 41 and been carried out at locally viewpoints. The proposed building height of not more than 140mPD at Site A respects and complements the building height profile of the surrounding context. The study has demonstrated that the proposed development was visually compatible with the surrounding built environment and planned developments, and would not create significant visual impact in general.

Social Impact

- 4.17. In accordance with the URS, a non-obtrusive SIA (Stage 1) has been conducted and the report is included as **Appendix 4**. The report includes the local profile of the Scheme, which will need to be prepared for and borne in mind during the implementation of the Scheme. The Stage 2 SIA report is under preparation based on factual data, which has been conducted on the commencement of the Scheme. The Stage 2 SIA report will be submitted to TPB separately. The SIA reports are to assess the likely effect of the implementation of the Scheme and to propose mitigation measures to minimise any social impact.

Traffic Impact

- 4.18. A TIA (see **Appendix 5**) has been conducted to assess the traffic impact of the Scheme and the proposed provision of internal transport facilities of the proposed development. The TIA demonstrated that the Scheme (together with the proposed public vehicle park) has no adverse traffic impact on the local traffic network and the pedestrian walking environment. The proposed parking provision and the internal transport facilities aligns with the requirements in the latest HKPSG and are acceptable from traffic engineering point of view.

Environmental Aspect

- 4.19. An Environmental Assessment (EA) (see **Appendix 6**) was conducted to study any potential environmental impact/benefits associated with the implementation of the Scheme. The study concluded that the impact on air quality, noise impact, land contamination and waste management were not insurmountable with mitigation measures adopted if necessary.
- 4.20. Air quality impact assessment (AQIA) indicated that in view of the local air quality condition, fresh air intake and residential units for the proposed development in Site A of the scheme area shall be located at minimum about 6.35mAG (i.e. about 11mPD) above ground to meet the air quality requirement under AQOs.
- 4.21. On noise assessment, with appropriate noise mitigation measures implemented during the construction period, no adverse impact arising from the construction activities is expected. Based on the notional layout and adoption of mitigated measures such as acoustic fins, acoustic balcony/window, the road traffic noise will be minimized and a noise compliance rate of 80% by flat could be achieved. The potential noise impact from the fixed noise sources has also assessed and no adverse noise impact is anticipated with mitigated measures adopted.
- 4.22. Land Contamination appraisal was made for the Scheme area. It is considered that potential land contamination is very low as the site has been occupied mainly for residential purposes for decades and there was no dangerous good license issued for any activity in the Scheme in EPD's records.
- 4.23. In terms of waste management, appropriate sustainable measures/approaches to waste management are proposed to produce less waste and reuse or recover value from waste, no adverse environmental impacts arising from handling, storage, transportation or

disposal of the wastes generated the construction and operation stage of the Scheme are envisaged.

Air Ventilation

- 4.24. An Air Ventilation Assessment (AVA) has been conducted to assess the ventilation performance of the area surrounding the Scheme (see **Appendix 7**). A comparison of air ventilation was made between the notional design under the OZP-compliant Scheme (the Baseline Scheme) according to the consultation with Planning Department and the notional design under the draft DSP (the Proposed Scheme). It is concluded that no adverse air ventilation impact is anticipated for the Proposed Scheme as compared to the Baseline Scheme.

Drainage and Sewerage Impact

- 4.25. A Drainage and Sewerage Impact Assessment (DSIA) was conducted (see **Appendix 8**). The DSIA report concluded that the impact on the capacities of the existing drainage and sewerage system due to the increase of population from the proposed development will be acceptable. With the provision of new drainage and sewerage pipes and upgrading / diversion of a few sections of existing drainage and sewerage pipes connecting with the proposed development, the discharge generated from the proposed development in the Scheme will be within the capacities and will not have adverse impact to the existing drainage and sewerage systems.

Water Supply Impact

- 4.26. A Water Supply Impact Assessment (WSIA) was also conducted (see **Appendix 9**). Findings of WSIA concluded that there would be no adverse impact to the water supply due to the proposed development.

5 PLANNING AND DESIGN MERITS

5.1 The Scheme will provide the following planning and environmental benefits:-

- Provision of about 38,000 sq.m. GIC GFA for re-provisioning of existing Cheung Sha Wan Sports Centre to be upgraded to prevailing standard and for provisioning of new social welfare and health facilities to address community needs. The total floor area of GIC provision of the Scheme will be about 33 times of the existing GIC provision (ie. Cheung Sha Wan Sports Centre at Site A)
- Re-structuring and rationalising the land uses in the Scheme to optimise the land uses to achieve more planning gains for the community;
- The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017 which has pressing redevelopment need and contribute to flat supply;
- Creation of an all-weathered at-grade and elevated pedestrian network with proposed footbridges across Cheung Sha Wan Road and Cheung Wah Street to enhance connectivity for the benefit of a wider area of Sham Shui Po;
- Provision of no more than 50 underground public car parking spaces and create opportunities for possible pavement widening under URA's separated revitalization initiatives at strategic locations;
- Possible integration of the new POS at Site B with the existing Sham Shui Po Sports Ground in the south under separated associated revitalization work subject to further co-ordination with LCSD; and
- Enhancing the townscape, urban design and environment through sensible building layout and design.

6 IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 6.1. The URA does not own or lease any land within the boundaries of the Scheme, both Sites A and B are currently owned by the government. Close liaison on land matters and construction will be carried out with relevant government departments upon DSP approval.
- 6.2. Supplementary documents detailing the implementation programme for the Scheme is attached in **Appendix 10**. The URA may implement the Scheme in association with one or more parties or implementing the Scheme by itself alone.

URBAN RENEWAL AUTHORITY

September 2021

PART 2
THE DRAFT PLAN

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),

- a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road widths, road junctions and alignments of roads may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Schedule of Uses:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine; and

- (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
- (8) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (9) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

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GOVERNMENT, INSTITUTION OR COMMUNITY	6

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or
Residential Institution	Other Structure above Ground
Public Vehicle Park (excluding container vehicle)	Level other than Entrances
School (in free-standing purpose-designed building only)	Office
Social Welfare Facility	Petrol Filling Station
Utility Installation for Private Project	Place of Entertainment
	Private Club
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading / unloading bay and / or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (7) and/or (8) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (7) and/or (8) hereof.

- (3) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio, or the domestic and/or non-domestic plot ratio of the existing building, whichever is the greater, subject to, as applicable –
- (i) the plot ratio of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (4) In determining the relevant maximum plot ratio/GFA for the purposes of paragraph (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/ unloading bay, plant room, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (5) An at-grade Public Open Space of not less than 750m² shall be provided.
- (6) The provision of underground public car parking spaces will be exempted from GFA calculation.
- (7) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions as stated in paragraphs (1), (2) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area Zoo	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park(excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground
Public Convenience	Level other than Entrances
Public Transport Terminus or Station	Off-course Betting Centre
Public Utility Installation	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
Recyclable Collection Centre	Place of Entertainment
Religious Institution	Private Club
Research, Design and Development Centre	Radar, Telecommunications Electronic Microwave Repeater, Television
School	and/or Radio Transmitter
Service Reservoir	Installation
Social Welfare Facility	Refuse Disposal Installation (Refuse Transfer Station only)
Training Centre	Residential Institution
Wholesale Trade	Sewage Treatment/Screening Plant
	Shop and Services (not elsewhere specified)
	Utility Installation for Private Project
	Zoo

(Please see next page)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET / CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET / CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

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DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the Ordinance), this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Urban Renewal Authority (URA) Cheung Wah Street/ Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On XX September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Cheung Wah Street/ Cheung Sha Wan Road Development Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/ Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/ Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Town Planning Ordinance (the Ordinance).
- 2.5 On XXXX, the draft Cheung Wah Street/ Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in orange colour is designated as “Residential (Group A)” (“R(A)”), the Area in blue colour is designated as “Government, Institution or Community” (“G/IC”), and the Area in green colour is designated as “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP intends to be primarily for a high-density residential development with commercial uses are always permitted on the lowest three floors of an existing building or in the purpose-designed non-residential portion of a building. Site B of the DSP intends to be primarily for Government, Institution or Community (GIC) uses and Public Open Space.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area in this zone and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 On the Approved Cheung Sha Wan OZP No. S/K5/37, Site A is zoned "Government, Institution or Community (G/IC)" and "Open Space (O)", while Site B is currently zoned for "Government, Institution or Community (G/IC)", "Open Space (O)", and an area shown as 'Road' before the exhibition of the Plan.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by Leisure and Cultural

Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. Site B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 7.3 The maximum plot ratio within the “R(A)” zone is 9.0, or the plot ratio of the existing building(s), whichever is the greater. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 7.5. The “R(A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 95 mPD.

- 7.5 The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 7.6 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.7 Subject to confirmation of operational needs and detailed design, about 38,700 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with about 5,100 m² within the non-domestic portion of Site A and about 33,600 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.8 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint-venture partner(s), or its assignee, subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.9 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The resultant at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but will also enhance connectivity of a wider built environment of Sham Shui Po. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.
- 7.10 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, where appropriate, would be explored in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.11 For public benefits, no more than 50 underground public car parking spaces will be provided in a basement car park at Site A according to consultation with Transport Department. Such provision will create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separate revitalization initiatives at strategic locations. The provision of underground public car parking spaces will be exempted from GFA calculation according Joint Practice Note No. 4.

Internal Transport Facilities

- 7.12 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, loading/unloading bays and ancillary car parking spaces will be provided on the ground floor and at basement levels, respectively, of the proposed GIC complex. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Air Ventilation

- 7.13 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

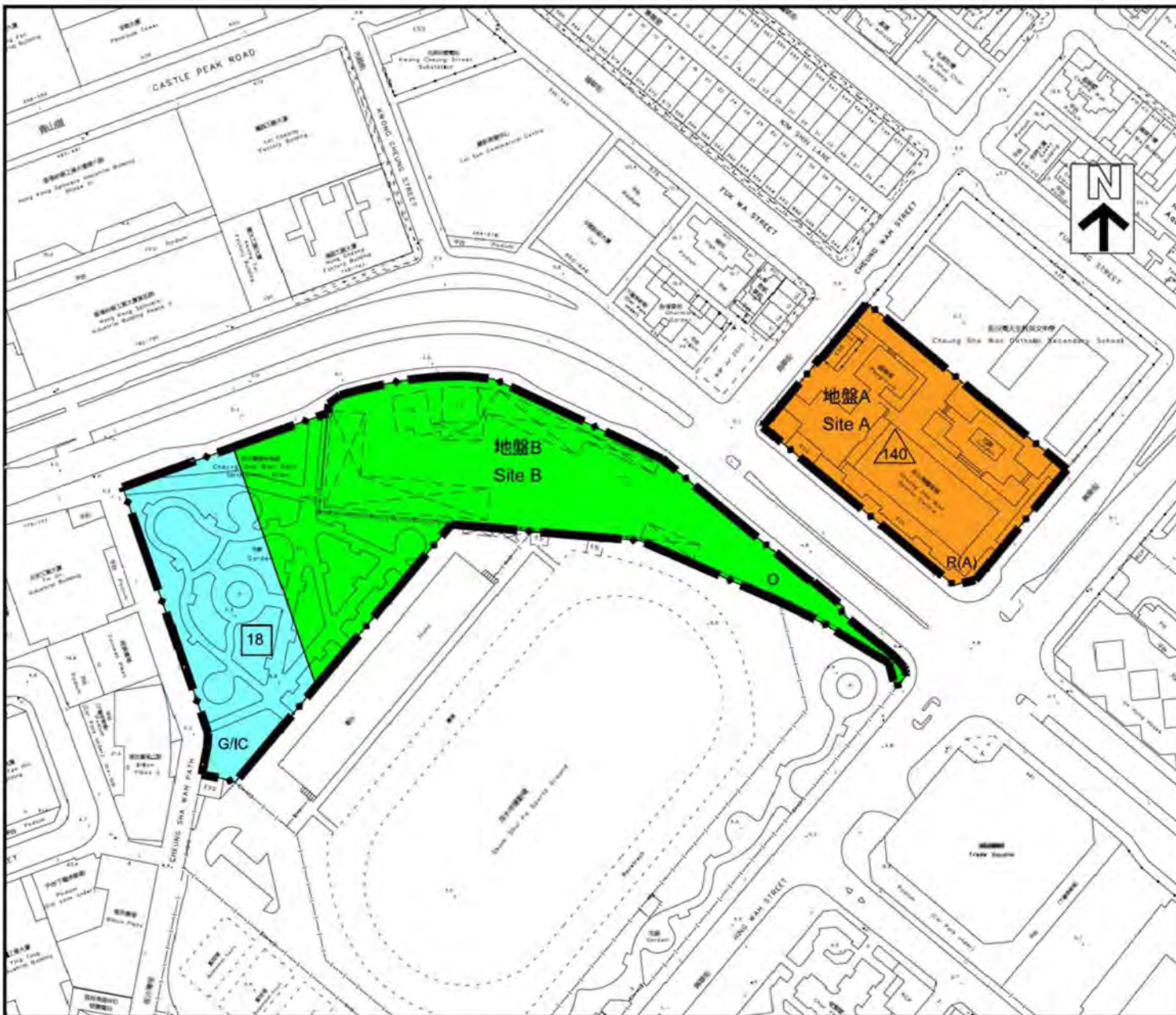
8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Scheme; both Sites A and B are currently owned by the Government. Close liaison on land matters and construction will be carried out with relevant Government departments upon DSP approval. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.

- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

September 2021



圖例
NOTATION

- BOUNDARY OF DEVELOPMENT SCHEME 發展計劃範圍界線
- RESIDENTIAL (GROUP A) R(A) 住宅(甲類)
- GOVERNMENT, INSTITUTION OR COMMUNITY G/C 政府、機構或社區
- OPEN SPACE 休憩用地
- MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 140 最高建築物高度 (在主水平基準上若干米)
- MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 18 最高建築物高度 (樓層數目)

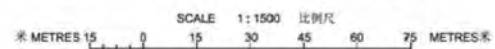
夾附的<<註釋>>屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2021年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為屬可
適宜公布，並於2021年 月 日按照城市規劃條例第5條顯示。
PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL
AUTHORITY ORDINANCE ON 2021 AND EXHIBITED UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2021.

香港城市規劃委員會依據城市規劃條例擬備的市區重建局昌華街/長沙灣道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

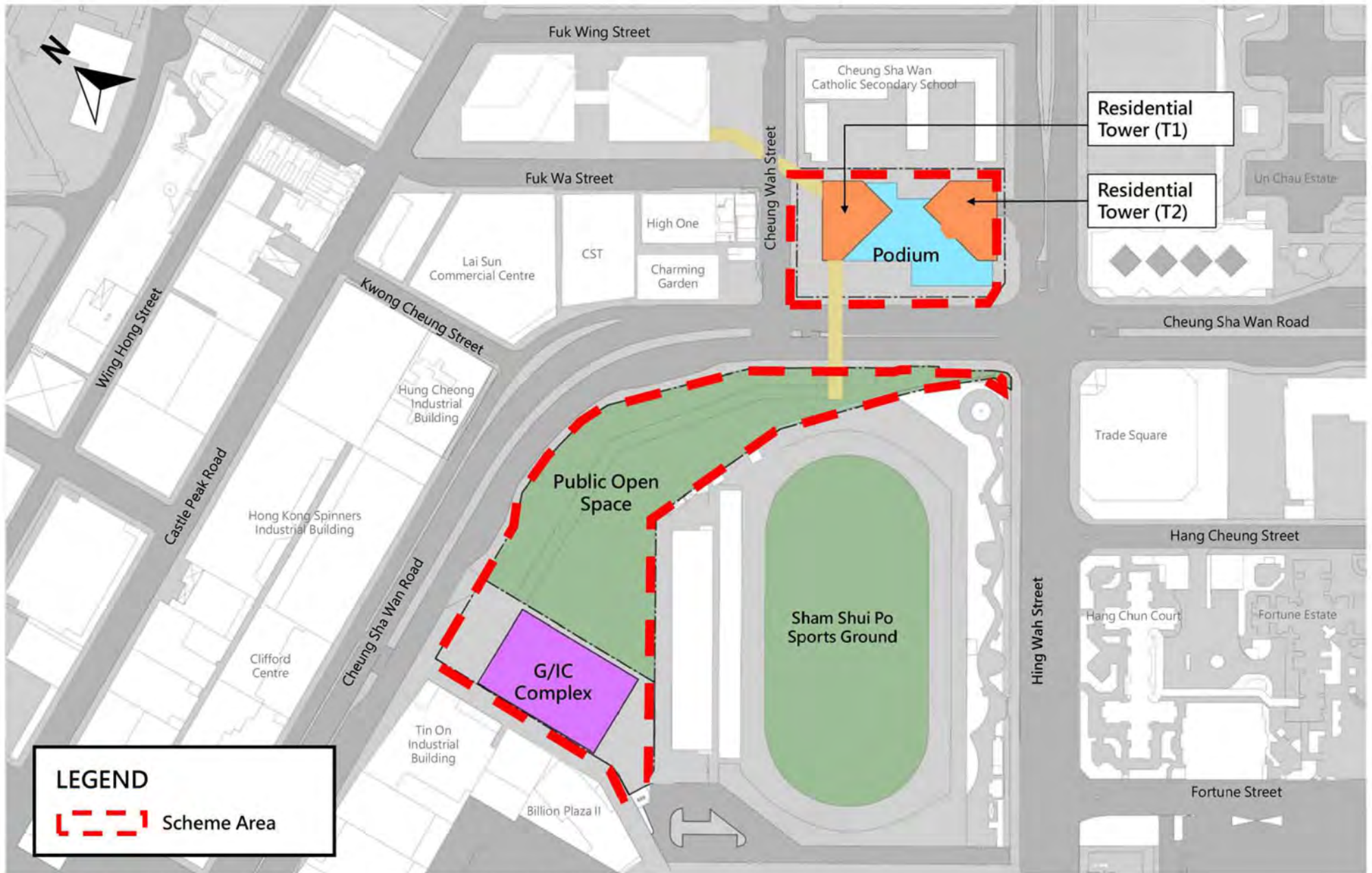


圖則編號
PLAN No. S/K5/URA3/A

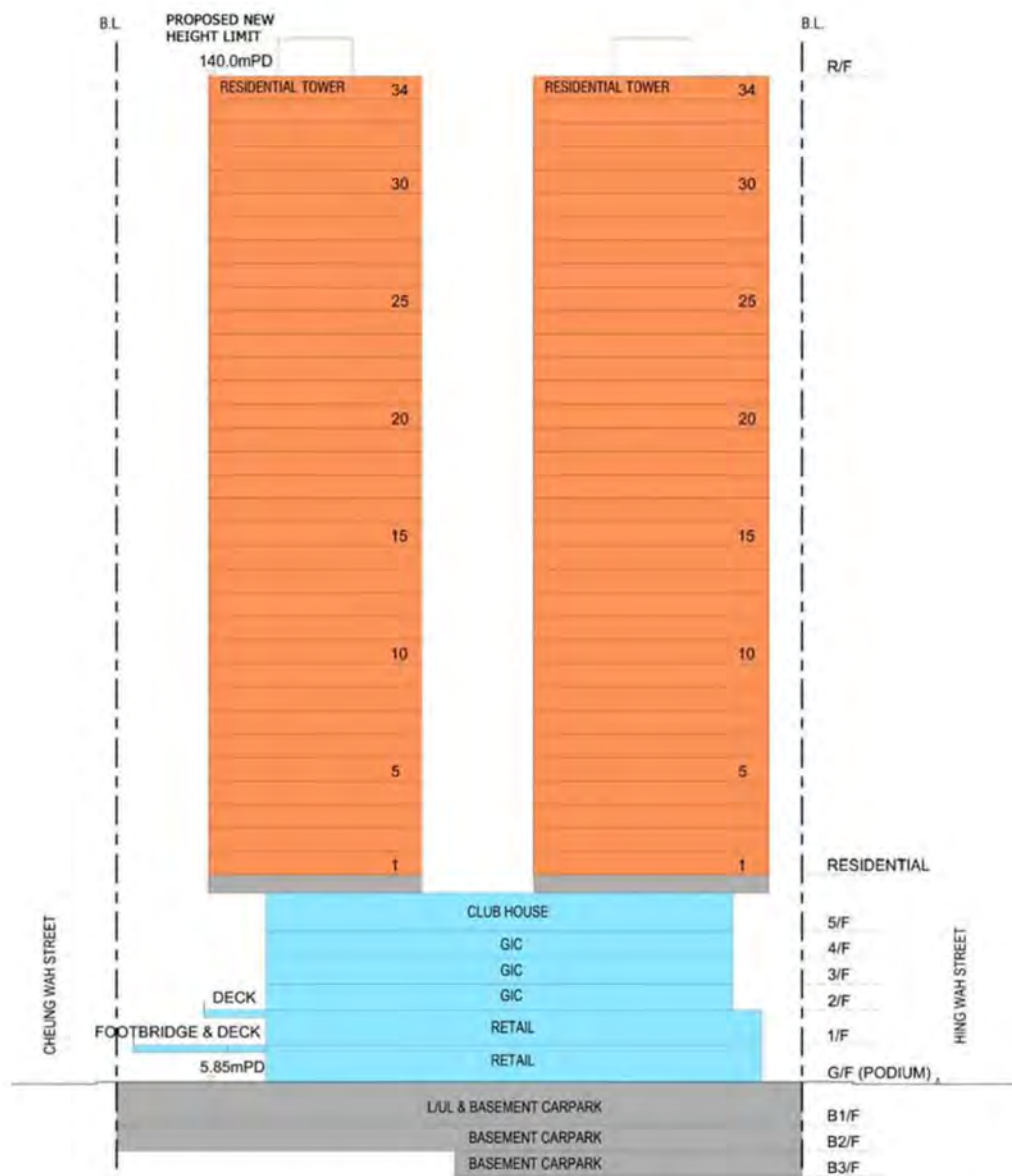
PART 3

SUPPLEMENTARY INFORMATION

Appendix 1
Preliminary Design



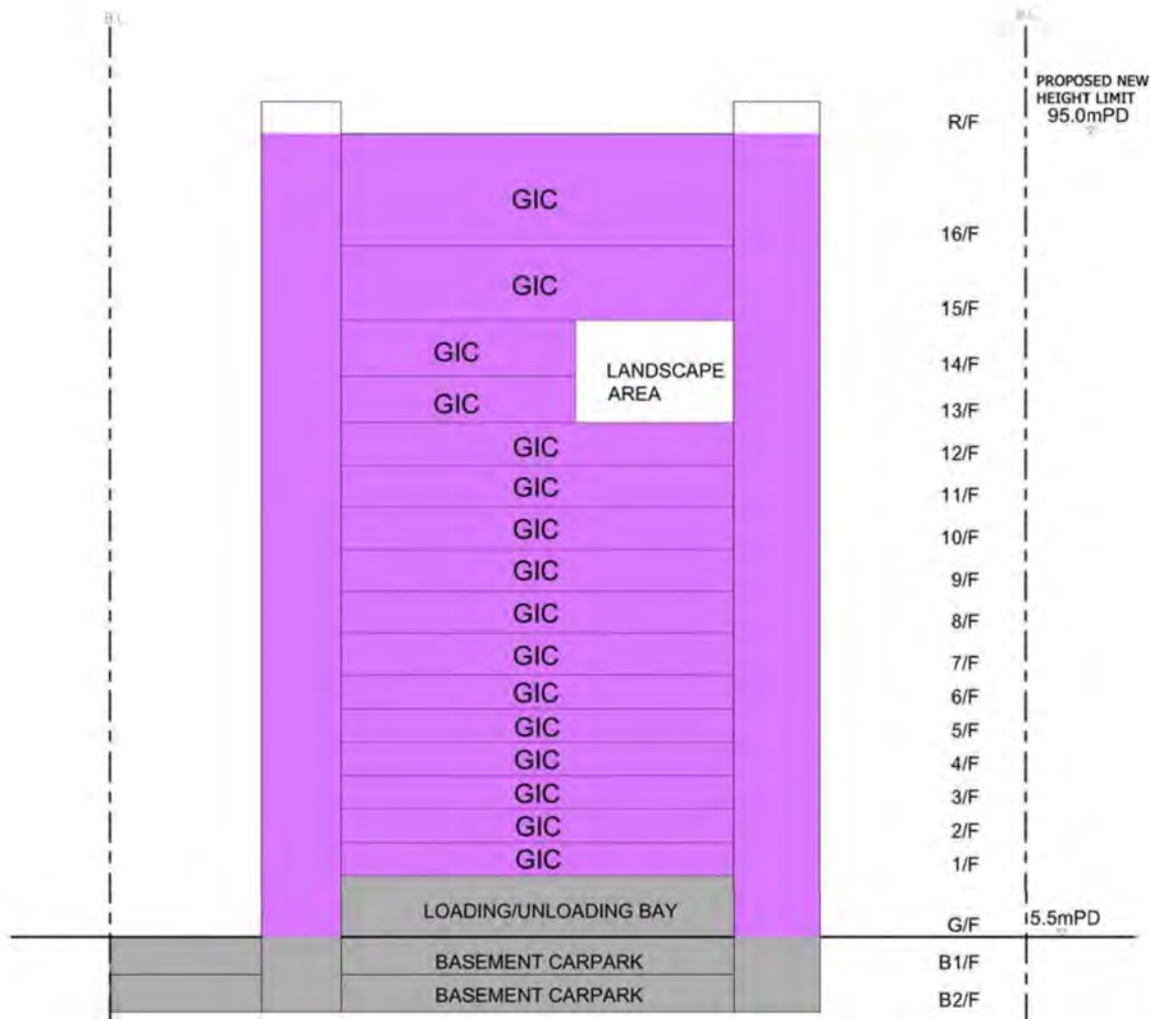
(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



LEGEND

 The Scheme

(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



LEGEND

 The Scheme

(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)

Appendix 2

Preliminary Landscape Design and Tree Survey Report

**Cheung Wah Street / Cheung Sha Wan Road
Development Scheme (SSP-018)**

**Preliminary Landscape Design and
Tree Preservation Proposal**

24th September 2021

Prepared By:

SCENIC Landscape Studio Limited



Project Title	Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018)
Report Title	Preliminary Landscape Design and Tree Preservation Proposal

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20210802	Various	Fiona Yu	Chris Foot	Draft to Client
A	20210805	Various	Fiona Yu	Chris Foot	Draft to Client
B	20210827	Various	Fiona Yu	Chris Foot	Draft to Client
C	20210920	Various	Fiona Yu	Chris Foot	Draft to Client
D	20210924	Various	Fiona Yu	Chris Foot	Final to Client

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1.0 Introduction

- 1.1 The Urban Renewal Authority (URA) has proposed Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). SCENIC Landscape Studio Limited have been commissioned to prepare the Tree Preservation Proposal for a development scheme ("the Proposed Development") at Sham Shui Po ("the Application Site"). The Application Site comprises of site A and B, which fall within areas zoned Open Space (O), Government, Institution or Community (G/IC) and Road on the Approved Cheung Sha Wan (KPA 5) Outline Zoning Plan ("OZP") No. S/K5/37.
- 1.2 The Tree Preservation Proposal outlines the approach and findings of the tree survey and describes the type, number and condition of the existing trees found within the site. The proposal also identifies the trees found to be in conflict with the Proposed Development and makes recommendations for their proposed treatment and provides an indication of the number of new trees required to compensate for the loss of existing trees.
- 1.3 This tree preservation proposal has been prepared in broad accordance with DEVB TC(W) No. 4/2020 "Tree Preservation" and DEVB TC(W) No. 2/2020 'Tree Preservation and Tree Removal Application for Building Development in Private Projects'. The survey approach is presented as **Annex I – Tree Survey Methodology**.
- 1.4 The tree survey was undertaken in June 2021.

2.0 Existing Site Description

- 2.1 The Application Site (site A and site B) covers a total land area of 19,054m². Site A is a sitting out area southwest to Cheung Sha Wan Catholic Secondary School and is bounded by Cheung Sha Wan Street, Cheung Sha Wan Road and Hing Wah Street. Site B, situated opposite to site A along Cheung Sha Wan Road and at northwest to Sham Shui Po Sports Ground, consists of Cheung Sha Wan Path Sitting Out Area at the west and a temporary work site of HyD at the east. Tree and shrub plantings are found throughout site A, Cheung Sha Wan Path Sitting Out Area and along the edge of the temporary work site of site B.

3.0 Project Description

- 3.1 The Proposed Scheme in site A consists of a commercial and G/IC complex building with 2 residential towers with maximum building height of 134.95m. The proposed development provides 838 nos. of household units. Vehicular access will be located at eastern corner of the site where it meets Hing Wah Street.
- 3.2 A G/IC building not exceeding a building height of 90.5m is proposed at the western part of site B. Vehicular access will be located at northern and southern ends of the G/IC building to provide connections between Cheung Sha Wan Road and Sham Shui Po Sports Ground.
- 3.3 The Proposed Scheme will be landscaped to provide quality public open space for enjoyment and a landscape buffer along the periphery of the development to form an effective screen between the proposed development and the traffic. Footbridge connection between site A and site B across Cheung Sha Wan Road will be provided to enhance accessibility.

4.0 Existing Vegetation

- 4.1 A total of 294 nos. trees were identified within the Application Site boundary and immediately adjacent to it. As shown on **Annex II – Tree Location Plan** the tree growth is found within a series of areas both within and at the periphery of the Application Site Boundary.
- 4.2 The existing tree locations are illustrated on **Annex II – Tree Location Plan** and **Annex III - Tree Survey Schedule** provides an identification of numbers of tree species, an assessment of their condition and recommendations for the treatment of the trees and **Annex IV – Tree Photographic Record** provides a visual reference for the assessments.
- 4.3 **Table 4.1** below lists the tree species surveyed and their relative abundance and describes their conservation value (native or exotic).

Table 4.1 Existing Tree Species Summary

Botanical Name	Chinese Name	Overall No. of Trees within Survey Area	Native (N) Exotic (E)	Conservation Status in Hong Kong
<i>Acacia confusa</i>	台灣相思	3	E	Common
<i>Ailanthus fordii</i>	常綠臭椿	9	N	Common
<i>Albizia lebbbeck</i>	大葉合歡	1	E	Common
<i>Aleurites moluccana</i>	石栗	73	E	Common
<i>Araucaria heterophylla</i>	異葉南洋杉	1	E	Common
<i>Bauhinia variegata</i>	宮粉羊蹄甲	1	E	Common
<i>Bauhinia x blakeana</i>	洋紫荊	1	N	Common
<i>Bombax ceiba</i>	木棉	7	E	Common
<i>Callistemon viminalis</i>	串錢柳	7	E	Common
<i>Caryota mitis</i>	短穗魚尾葵	2	E	Common
<i>Caryota ochlandra</i>	魚尾葵	3	E	Common
<i>Celtis sinensis</i>	朴樹	5	E	Common
<i>Choerospondias axillaris</i>	南酸棗	1	N	Common
<i>Corymbia torelliana</i>	毛葉桉	12	E	Common
<i>Dypsis lutescens</i>	散尾葵	1	E	Common
<i>Elaeocarpus obtusus subsp. Apiculatus</i>	長芒杜英	1	E	Common
<i>Ficus benjamina</i>	垂葉榕	20	E	Common
<i>Ficus elastica</i>	印度橡樹	2	E	Common
<i>Ficus microcarpa</i>	細葉榕	3	N	Common
<i>Ficus virens</i>	大葉榕	1	N	Common
<i>Garcinia subelliptica</i>	菲島福木	1	E	Common
<i>Grevillea robusta</i>	銀樺	2	E	Common
<i>Jacaranda mimosifolia</i>	藍花楸	1	E	Common
<i>Juniperus chinensis 'Kaizuca'</i>	龍柏	11	E	Common
<i>Lagerstroemia speciosa</i>	大花紫薇	15	E	Common
<i>Leucaena leucocephala</i>	銀合歡	1	E	Common

Botanical Name	Chinese Name	Overall No. of Trees within Survey Area	Native (N) Exotic (E)	Conservation Status in Hong Kong
<i>Litsea glutinosa</i>	潺槁樹	1	N	Common
<i>Livistona chinensis</i>	蒲葵	14	E	Common
<i>Macaranga tanarius var. tomentosa</i>	血桐	12	N	Common
<i>Melaleuca quinquenervia</i>	白千層	5	E	Common
<i>Melia azedarach</i>	苦楝	18	E	Common
<i>Michelia x alba</i>	白蘭	1	E	Common
<i>Morus alba</i>	桑	2	N	Common
<i>Murraya paniculata</i>	九里香	1	E	Common
<i>Phoenix roebelenii</i>	日本葵	14	E	Common
<i>Podocarpus macrophyllus</i>	羅漢松	5	N	Common
<i>Ravenala madagascariensis</i>	旅人蕉	14	E	Common
<i>Roystonea regia</i>	大王椰子 (王棕)	9	E	Common
<i>Senna siamea</i>	鐵刀木	6	E	Common
<i>Spathodea campanulata</i>	火焰木	1	E	Common
<i>Sterculia lanceolata</i>	假蘋婆	1	N	Common
<i>Syzygium jambos</i>	蒲桃	3	E	Common
<i>Terminalia catappa</i>	欖仁樹	1	E	Common
<i>Terminalia mantaly</i>	小葉欖仁	1	E	Common
Dead trees		0		
Total		294		

- 4.4 The most numerous of the existing trees are *Aleurites moluccana* (73 nos.), *Ficus benjamina* (20 nos.) and *Melia azedarach* (18 nos.). Most of these trees exist along application boundary of site A, site B and at the periphery of Cheung Sha Wan Path Sitting-Out Area of Site B. Other species include *Corymbia torelliana*, *Lagerstroemia speciosa*, *Livistona chinensis* and *Phoenix roebelenii* etc. Other species identified are generally present in quantities of less than 10 nos. with no trees found dead within of the Application Site Boundary. The photographs in **Annex IV** clearly shows the condition of the surveyed existing trees.
- 4.5 The average trunk diameter at breast height (DBH) is 0.35m. The average tree height is 8.16m and the average crown spread is 4.16m.
- 4.6 A high percentage of trees exhibit a fair existing form and condition. This assessment and photographic record show that many of the trees are growing in close proximity to one another or structures resulting in leaning main stem and asymmetrical canopies. The table also shows a high percentage of trees surveyed have fair amenity value. This includes a large proportion of the trees which have a spindly, contorted and often leaning form with asymmetrical canopy growth due to their close proximity to one another and the competition for light. **Annex III - Tree Survey Schedule** provides further information of the form and condition of individual trees, indicating the range of characteristics observed.
- 4.7 Nine nos. specimen of *Ailanthus fordii* were identified by the survey. This species is protected under Forestry Regulations (Cap. 96. sub. leg.) It is also listed as "Near Threatened" in Rare and Precious Plants of Hong Kong (Status in China). However these specimens have been planted as part of the development of the existing open space rather than being naturally growing specimens; and so therefore not considered to be protected.

- 4.8 A number of specimens (15 nos) of *Lagerstroemia speciosa* were identified as part of the survey. *Lagerstroemia speciosa* are generally protected in Hong Kong under the Forestry Regulations (Cap. 96, sub. leg.) except for "plants grown outside Hong Kong or on any land held from the Government under a lease, licence or permit or by virtue of an Ordinance". Since all the recorded *Lagerstroemia speciosa* were found within landscaped areas it is likely that they have been planted as ornamental shrubs and therefore not protected under Cap. 96 and not considered as a floral species of conservation interest for this Project (Hong Kong Herbarium and South China Botanical Garden eds., 2007)
- 4.9 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two trees T143 and T203 are mature specimens with good value.

5.0 Recommendations

- 5.1 Of the 294 nos trees surveyed some 146 nos trees are recommended for retention in-situ/transplantation. The proposed tree protection measures are indicated in **Annex VII - Tree Protection Measures**.
- 5.2 Approximately 31 nos trees are recommended for transplantation and a further 117 nos. for transplantation / felling as they are conflict with the proposed notional design of the Scheme. The locations of the trees to be transplanted / felled are shown in **Annex V – Tree Recommendation Plan**.
- 5.3 The feasibility of transplanting the affected trees has been reviewed. The affected trees will be transplanted as far as practicable subject to the agreement of relevant government departments. The permanent receptor sites for the transplanted trees shall be located, as far as possible, within the Application Site. If this is not possible offsite receptor sites shall be identified preferably within the same area so that the trees will continue to contribute to the landscape and visual amenity of the locale. If transplanting is found to be not feasible / appropriate at the detailed design stage, tree felling will be proposed and the loss of trees shall be compensated. **Table 5.1** provides a summary of the recommendations for the treatment of the existing trees.

Table 5.1 Summary of Tree Recommendations

Recommendation	Approximate Number of Trees	% Trees
Trees to be retained / transplanted	146	50%
Trees to be transplanted	31	10%
Trees to be transplanted / felled	117	40%
Total number of trees	294	

Note: The preliminary tree treatment proposal is not deemed to be final, subject to detailed design and government's agreement.

- 5.4 The recommendations for tree retention and felling are provided in **Annex III - Tree Survey Schedule** and their proposed status recorded on photographic Records of Existing Trees are presented as **Annex IV**. Their proposed status recorded on plans is presented on **Annex V – Tree Recommendation Plan**.

6.0 Preliminary New Tree Planting Proposal

- 6.1 The new tree planting proposals will be based on a compensatory ratio of 1:1 in number. These will be in compensation for the felled trees in the existing Cheung Sha Wan Road Sitting-out Area and Sham Shui Po Sports Ground. The new tree planting will utilise heavy standard trees (min 75mm DBH) with an approximate spacing of 5000 mm and will be planted within new residential Sites A and B and the new extension to the Sham Shui Po Sports Ground.
- 6.2 A summary of the preliminary new tree planting proposals is provided in **Table 6.2** below and shown in Annex VI - New Tree Planting Plan.

Table 6.2: Preliminary New Tree Planting Proposals

Botanical Name	Chinese Name	Native / Exotic	Tree Size
Tree Species			
<i>Adenantha microsperma</i>	海紅豆	N	Heavy Standard
<i>Ailanthus fordii</i>	常綠臭椿	N	Heavy Standard
<i>Bauhinia purpurea</i>	紅花羊蹄甲	E	Heavy Standard
<i>Bischofia javanica</i>	秋楓	N	Heavy Standard
<i>Bixa orellana</i>	紅木	E	Heavy Standard
<i>Libidibia ferrea</i>	巴西鐵木	E	Heavy Standard
<i>Chukrasia tabularis</i>	麻棟	E	Heavy Standard
<i>Cinnamomum camphora</i>	樟	N	Heavy Standard
<i>Cleistocalyx nervosum</i>	水翁	N	Heavy Standard
<i>Ehretia longiflora</i>	長花厚殼樹	N	Heavy Standard
<i>Elaeocarpus japonicus</i>	日本杜英	N	Heavy Standard
<i>Ficus subpisocarpa</i>	筆管榕	N	Heavy Standard
<i>Ficus virens</i>	大葉榕	N	Heavy Standard
<i>Garcinia subelliptica</i>	菲島福木	E	Heavy Standard
<i>Ilex rotunda var. microcarpa</i>	小果鐵冬青	N	Heavy Standard
<i>Jacaranda mimosifolia</i>	藍花楸	E	Heavy Standard
<i>Juniperus chinensis 'Kaizuka'</i>	龍柏	E	Heavy Standard
<i>Koelreuteria bipinnata</i>	複羽葉欒樹	E	Heavy Standard
<i>Liquidambar formosana</i>	楓香	N	Heavy Standard
<i>Machilus breviflora</i>	短序潤楠	N	Heavy Standard
<i>Plumeria rubra</i>	雞蛋花	E	Heavy Standard
<i>Polyspora axillaris</i>	大頭茶	N	Heavy Standard
<i>Pongamia pinnata</i>	水黃皮	N	Heavy Standard
<i>Pterocarpus indicus</i>	紫檀	E	Heavy Standard
<i>Radermachera hainanensis</i>	海南菜豆樹	E	Heavy Standard
<i>Tabebuia chrysantha</i>	黃鐘木	E	Heavy Standard
<i>Terminalia mantaly</i>	小葉欖仁	E	Heavy Standard
<i>Xanthostemon chrysanthus</i>	金蒲桃	E	Heavy Standard

Note: The species selection above is based on the Greening Master Plan for the Sham Shui Po District. The final selection will evolve during the detailed design stage of the project and is subject to the agreement of relevant government departments.

7.0 Relevant Recognised Standards for Tree Preservation and Protection

7.1 The tree preservation, protection and transplanting proposals will be undertaken in accordance with the following:

- BS 3998: 2010 Recommendations for Tree Work;
- BS 4043: 1989 Recommendations for transplanting root-balled trees;
- BS 4428 1989 Code of practice for general landscape operations (excluding hard surfaces);
- BS 5837: 2012 Trees in relation to Construction;
- ArchSD General Specification, Section 25 (2017 edition); and
- Handbook on Tree Management prepared by the Greening, Landscape and Tree Management Section of Development Bureau
(http://www.greening.gov.hk/en/tree_care/Handbook_on_Tree_Management.html)

8.0 Conclusion

8.1 The Application Site contains some 294 nos. specimens, largely comprising of common tree species with a small number of common native species.

8.2 Some specimens of *Ailanthus fordii* and *Lagerstroemia speciosa* were identified and whilst these species are normally protected under Cap. 96 both were planted as part of the development of the existing open space rather than being naturally growing specimens and are therefore not protected.

8.3 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC (W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two trees T143 and T203 are mature specimens with good value.

8.4 Based on the proposed notional architectural layout, approximately 146 nos. of trees are recommended for retention in-situ/ transplantation, 31 nos. of tree are recommended for transplantation and a further 117 nos. for transplantation / felling.

8.5 Should any of the trees be felled the new tree planting proposals will be based on a compensatory ratio of 1:1 in number, using heavy standard trees (min 75mm DBH) Both the new (compensatory) trees and transplanted trees shall be planted within residential Sites A and B and the new extension to the Sham Shui Po Sports Ground as far as practicable. As a whole, the proposed tree preservation and removal proposal shall meet the minimum requirements for compensatory planting as stipulated in DEVB TC(W) No. 5/2020.

Annexes

Annex I Tree Survey Methodology

Tree Survey Methodology

1.0 Tree Survey

1.1 Definitions

- 1.1.1 Scope of Survey: To survey all 'trees' within the Application Site Boundary and the intermediate adjacent area where trees are possibly be affected by proposed road widening works.
- 1.1.2 Tree: A woody plant with a stem diameter over 95mm measured at a point 1300mm above the root collar (DBH).
- 1.1.3 DBH: Diameter at Breast Height as defined in the Practice Note Issue No. 2/2006 issued by AFCD.

1.2 Site Survey

- 1.2.1 The tree locations were recorded by visual assessment and subject to verification by topographic surveyor. Measurements of tree size (DBH, Height and Crown Spread) were primarily measured by Tree Surveyor. Photographs to show the whole tree, tree trunk, tree base are taken for each tree during the tree assessment survey. Topographic plans are attached in Annex VI for reference.

1.3 Basic Tree Information in Tree Survey Schedule

- 1.3.1 The tree survey schedule includes the following information for each tree or group of trees surveyed:
- 1.3.2 **Tree Number** - Each tree is allocated a tree number and clearly marked on site with an identity label showing the tree number and its position plotted on topographic Tree Location Plan(s) (Annex III). The numbering is to follow a logical sequence in numerical order say from north to south.
- 1.3.3 **Species Name (Botanical Name)** - All trees are identified by species, or in some cases by genus if full identification is not possible. Species names currently adopted by AFCD take precedence over other scientific publications.
- 1.3.4 **Jurisdiction** - Authority providing expert advice in vetting of Tree Removal Application for particular trees.
- 1.3.5 **Tree Dimensions** - The following dimensions are to be recorded for each tree:
- Overall **Height** (in metres);
 - **Trunk DBH** (in metres / millimetres; refer to schedule);
 - Overall **Crown Spread** (in metres);
 - **Height at the base of the tree**: In metres above principal datum (mPD); and
 - **Location**: On a slope or flat ground
- 1.3.6 Measurements of tree dimension and location are recorded by topographical surveyor

1.4 Photographic Record

- 1.4.1 Photographs to show the whole tree, tree trunk, tree base are taken for each tree during the tree assessment survey. Four photographs per A4 sheet.

1.5 Tree Health and Condition

1.5.1 Factors considered include both functional health and structural stability, which is evaluated with reference to the following criteria:

Foliage Condition

- Insect and fungal infections. Colour and small size indicating possible damage to roots;
- Crown density and foliage colour in consideration of normal species performance, seasonal and climatic effect;
- Evidence of insect, bacterial or fungal infections;
- Mechanical damage (e.g. typhoons, insect consumption and vandalism).

Branch Condition

- Poor shoot growth and die-back in the crown are often symptoms of root problems caused by a change in the water table level or soil compaction resulting from site development work.
- Dead or crossing branches.
- Heavy horizontal branches [which] may make the tree unstable" (Ref. R.Webb).
- The presence of broken damaged or cut branches to be noted as a possible site for infections, calluses may protect the wounds.
- Damaged branches which make the tree unbalanced or unstable;
- Location of decay and/or voids in the branches.
- Whether the tree is "an edge tree exposed as a result of the removal of adjacent trees [which] often has an unbalanced crown and may be hazardous" (Ref R.Webb).

Trunk Condition

- Tightly forked trunks which may be a source of weakness in the tree and in high winds can be torn apart.
- Inspect for "cavities or internal rot [which] can be revealed by discoloured bark, moisture seeping through the bark or bracket fungi" (Ref R.Webb).
- Co-dominant stems with included bark.
- Open cavities, cracks and bark damage.

Root Condition

- Damaged surficial roots.
- Ground heave evident in cracks in the soil around root zone.
- Branch die-back.

Miscellaneous

- Occurrence of aggressive climbers or parasitic plants.
- Asymmetrical crowns and leaning due to intense competition between adjacent trees.
- Tangled branches or roots.
- Adjacency of underground structures.

1.5.2 Ratings for tree health and condition:

Definition

- G Trees with a low incidence of less serious defects are graded as good;
- F Trees with a higher incidence of less serious defects are graded as fair;
- P Trees with more serious defects are graded as poor; or
- D Trees that are dead or irretrievably unhealthy are graded as dead.

1.6 Tree Form

1.6.1 Assessment of tree form following inspections are classified as follows with reference to the overall tree size, shape and any special features:

G	Good - trees with well-balanced form, upright, evenly branching, well-formed head and generally in accordance with the standard form for its species
F	Fair - Trees with less balanced crowns which are mildly distorted due to competition with neighbouring trees or structures, or which have suffered minor damage or which have leaning trunks for example are graded as average
P	Poor - trees with very unbalanced form, distorted crowns, severely leaning, suffering loss of major branches with general damage; unstable and growing close to adjacent trees.

1.6.2 Terms used to describe tree form:

- Forked: a tree with a division in the main stem or having major branches that divide near ground level.
- Topped: a tree that has had its main trunk severed drastically reducing and distorting its crown development.
- Multi-stem: a tree with more than one main stem or trunk

1.7 Tree Condition

1.7.1 Assessment of tree health and condition involves inspections for the above features and classification as follows:

G	Good - trees with a low incidence of the less serious features listed above and a high chance of a fast recovery from such features.
F	Fair - trees with a higher incidence of the less serious features and a medium chance of recovery.
P	Poor - trees with more serious health features and with a low chance of recovery, even with remedial measures.
D	Dead - no signs of life or irretrievably unhealthy

1.8 Amenity Value

1.8.1 Amenity value is graded as "Excellent", "Good", "Fair" or "Poor". The grading indicates the following qualities in trees or groups of trees:

Excellent	Important trees where species may be of fung shui significance which should be retained by adjusting the design layout accordingly
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Good	Common species and good health, good condition and good form.
Fair	Common species and average health, average condition and average form.
Poor	Common species and little or no functional or visual value and poor health, poor condition and poor form.

1.9 Structural Condition

1.9.1 Assessment of tree structural condition involves inspections for the overall tree structural system features and classification as follows:

G	Good - trees with good structural system and robust form with low risk of structural failure.
F	Fair - trees with overall robust structure despite some minor structural problems and risk of structural failure is medium.
P	Poor - trees with more serious structural problem and with high risk of structural failure.

1.10 Suitability for Transplanting

1.10.1 This assessment is based on the health of the tree and the practicalities of transplantation. Some species are much more tolerant of the stress of transplantation than others. The assessment of the survival rate of a species after transplantation is based on the observed performance of that species in previous transplantation programmes. Species with insufficient transplantation data are assumed to have a low survival rate. Grading are given as follows:

High - very likely to survive transplantation;

Medium - likely to survive transplantation;

Low - unlikely to survive due to poor health/species/form or difficult to transplant.

1.11 Conservation Status

1.11.1 Assessment of conservation status indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong, the IUCN Red List of Threatened Species and the Forests and Countryside Ordinance (Cap. 96) may be used.). The categories include very common, common, rare, rare and protected.

1.12 Remarks

1.12.1 Notes will be made about the condition of the tree including any defects, whether it is leaning or not, asymmetrical canopies, the presence of cavities, tree form issues such as forked main stem, included bark, decay, growth of sprouts; and/or growth of climbers. The schedule shall also record any trees with high conservation values such as rare or protected species, old and valuable trees etc.

2.0 Effects of the Development on Existing Trees

2.1 Treatment of Trees

2.1.1 First priority to retain trees and then if this is not possible transplant trees to new location. Trees in direct conflict with proposals which are necessary to be felled shall be confirmed on site by the Architect's / Engineer's Representative. Existing trees to be retained will be protected during construction.

2.2 Assessment

2.2.1 The assessment leading to the recommendation for the treatment of the tree is based on the following:

Retain

2.2.2 The preferred option for all trees is to be retained in-situ unless they pose a threat to the public or the trees are nuisance species (e.g. *Leucaena leucocephala*). In case a tree group possesses significant value in the landscape or to the ecosystem, it should be retained as a whole even when the individual components are not outstanding aesthetically.

2.2.3 The feasibility of retaining trees has been considered with regard to the following:

- Potential damage to trees as a result of proximity to the works.
- Changes to ground level on a macro scale which affects the ground water table and may cause severe stress.
- Special constructions to maintain the existing ground level are also considered.
- Conflict between tree roots and the proposed works.

Transplant

Statutory Guidelines

2.2.4 The recommendation of Transplanting makes reference to paragraph 7[b] of the DEVB TC(W) No.4/2020 which states '...transplant the affected tree(s) to other permanent locations within the project site or the maintenance area to minimise the loss of vegetation in the local environs'. This should be considered as far as possible unless the trees affected are of low conservation and amenity value, or have a low chance of surviving or recovering to its normal form after transplanting'.

2.2.5 In situations where it is impossible to retain trees then transplanting them is the first consideration. The criteria upon which the assessment of transplanting trees is based includes the following:

- **Variety of species**, rare Hong Kong species are particularly important.
- **Condition of the tree**, especially trees with balanced form, in good health and with high amenity value.
- **Size and maturity**, small and younger trees have a better chance of surviving transplanting while larger, mature trees are difficult to transplant both logistically and in terms of survival rate.
- **Species**, different tree species have differing rates of survival and are better suited to transplanting than others.

- **Access**, large machinery may be required to lift the trees, steep slopes and rocky terrain therefore make it difficult to access trees.

2.2.6 A recommendation to transplant a tree will be made only when:

- It is impossible to retain the tree in-situ due to the unavoidable proximity of proposed retaining walls, viaducts, roads or other structures, including their foundations, which pose major conflicts with its branches, root system or the tree in its entirety.
- It is impossible to retain the tree in-situ due to changes to surrounding ground levels on a macro scale which affect the ground water table thereby severely stressing the tree or where large areas of proposed cut and fill unavoidably affect the tree.
- Transplantation of the tree is feasible and is positive to the landscape and environment for the public.
- The Overall Value of the tree justifies transplanting.

Fell

Statutory Guidelines

2.2.7 The recommendation of Felling makes reference to paragraph 9 of the DEVB TC(W) No. 4/2020 which states ‘...Tree removal arising from government projects shall only be considered and approved under the following circumstances -

- (a) preservation or transplanting is unsuitable or impracticable;
- (b) the tree has been irreparably damaged by inclement weather;
- (c) dead tree(s); or
- (d) any other justifications or circumstances’

2.2.8 Expanding on this the following shall also be considered:

- Trees in direct conflict with the proposals; changes of level etc., trees which cannot be transplanted
- There is no practical alternative and the tree to be felled is neither included in the Register of Old and Valuable Trees under DEVB TCW No. 05/2020 nor potentially eligible to be registered as such.
- The tree has an unrecoverable health problem and is in poor condition;
- The tree has a low amenity value;
- Dead, damaged, hazardous or trees with contagious diseases are also proposed to be felled or
- Trees which are unsuitable for the proposed development. For example poisonous species within a public open space;
- Woodland trees which have had adjacent trees removed and have an unbalanced form or which are at risk of being blown over due to loss of supporting trees are considered for felling; or
- Other justifications provided by the project proponent.

2.2.9 Where it is possible neither to retain trees in-situ nor transplant them to other permanent locations within the site or off-site, felling is recommended. The felling of a tree must be justified by the following criteria:

- No Irreplaceable, rare or protected species (under Forestry Regulation Cap.96) is felled.
- The felling would not cause a serious loss of species diversity in the subject area.
- A genuine development or traffic need exists, which cannot be reasonably overcome.
- Adequate compensatory tree planting is to be implemented, or replacement with a new nursery grown specimen of the same species and comparable size is deemed more cost effective than transplanting, particularly in the case of common pioneer or cultivated species

(e.g. *Acacia confusa*).

- The tree is not an unusually large or fine example of its species.
- The tree has a low amenity value, poor health, and structure or form;
- The tree is in poor condition or is unsuitable for transplanting due to its low survival potential.
- The tree is not in the list of Champion Trees (Ref: Jim, C.Y. 1994. Champion Trees in Urban Hong Kong. Urban Council, Hong Kong) nor Unusual Trees (Ref: AFCD's Register of Unusual Trees in Rural Areas), nor registered Old and Valuable Tree.
- The tree is neither a significant landmark tree nor of special fung shui or cultural significance.
- Existing site conditions are such that transplantation would be hazardous to the public.
- The tree is dead, hazardous or diseased.
- A tree that has been rendered unstable because of the removal of neighbouring trees may be considered for felling.
- The tree possesses invasive habits. According to DEVB TC(W) No. 4/2020 section 8 (e) this includes *Leucaena leucocephala* is identified as an undesirable species with aggressive growth characteristics which prevent natural succession of indigenous species and so is not controlled by the same preservation requirements as other more valuable tree species. Therefore, this weed species should be replaced with native tree species.

2.3 Tree Photography

2.3.1 With respect to the objectives of photo recording and the possible function of the photographs, shot of each tree follows the standards set out below:

- Where practical (within reasonable distance and within a safe location), the whole form of an individual tree will be shown;
- Where obstacle(s) are present (e.g. structures, other trees / nearby vegetation, dense climbers covering, etc.), the main tree trunk(s) from the base level to at least 3m in height will be shown;
- Picture to show the full extent of the canopy (may include more than one shot) and the base of the tree including the adjacent ground conditions;
- Where special feature(s) at the trunk base present (e.g. exposed roots, special rooting medium, etc.), the photo shot of a tree is taken from the location where such feature as well as the largest possible part of the tree can be displayed.

2.4 References

Ordinances, Circulars and Practice Notes




- Chapter 96. Forest and Countryside Ordinance;
- Chapter 586. Protection of Endangered Species of Animals and Plants Ordinance;
- DEVB TC(W) No. 05/2020, Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- DEVB TC(W) No. 04/2020, Tree Preservation;
- DEVB TC(W) No. 2/2020 Tree Preservation and Tree Removal Application for Building Development in Private Projects;
- AFCD Conservation Practice Note No. 2, Measurement of Diameter at Breast Height (DBH); and
- AFCD Conservation Practice Note No. 3, The Use of Plant Names.

Publications

- HU, Q. et al (2003) Rare and Precious Plants of Hong Kong. AFCD, Hong Kong;
- Leisure and Culture Services Department. Register of Old and Valuable Trees. Website: <http://ovt.lcsd.gov.hk/ovt/>
- Webb, R. (1991). Tree Planting and Maintenance in Hong Kong. Standing Interdepartmental Landscape Technical Group, Hong Kong Government, Hong Kong.

Annex II
Tree Location Plan

Legend

-  APPLICATION SITE BOUNDARY
-  EXISTING LEVEL
-  EXISTING TREE

General notes

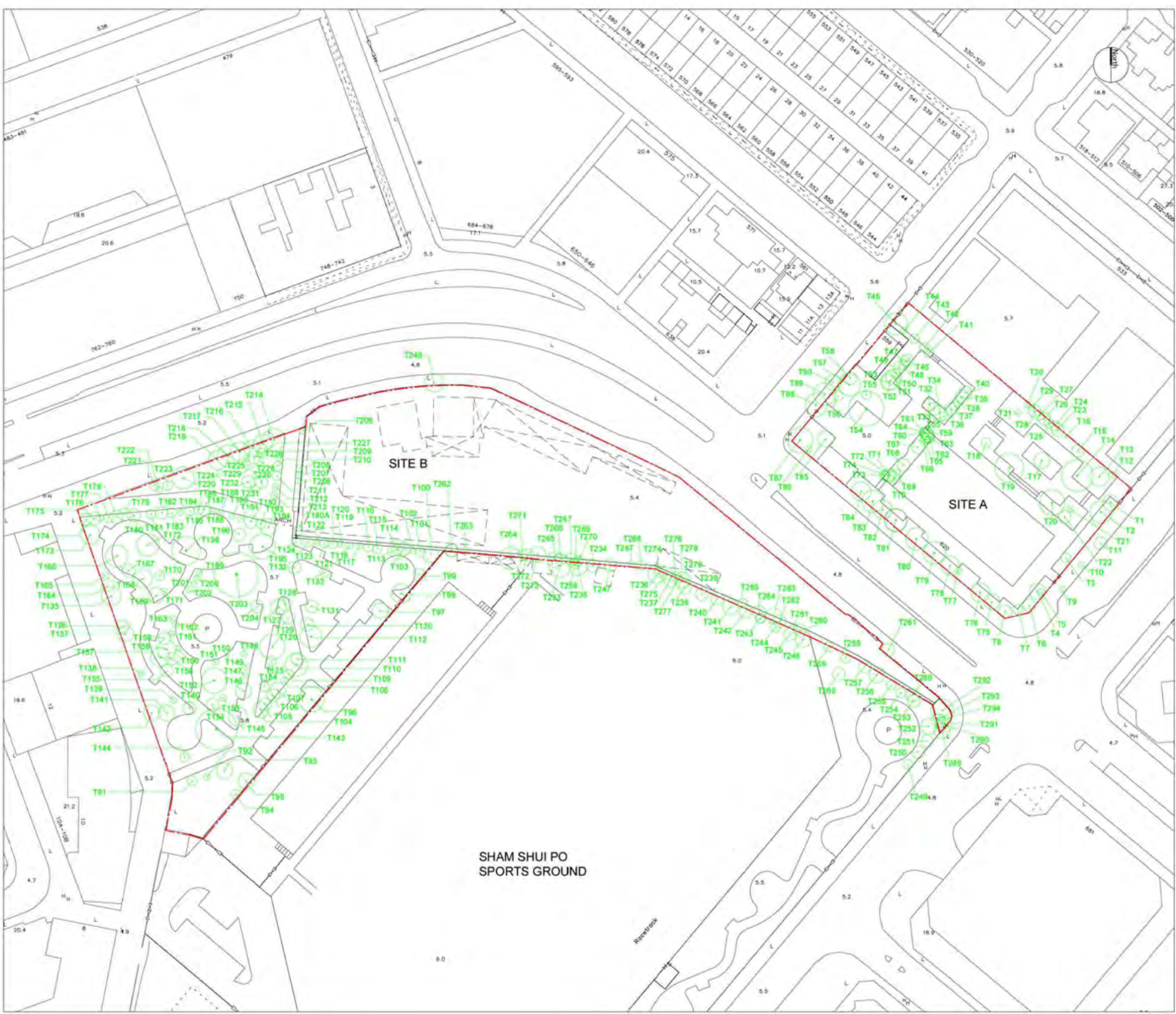
Rev.	Date	Description	Initial

Designed by:	Name:	Signed:	Date:
	CJF		
Drawn by:	FY		
Checked by:	CJF		
Approved by:	JBC		

Project Title:
Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Drawing Title:
TREE LOCATION PLAN

Drawing Number: URAP005-TL001	Revision: -
Project Number: URAP005	Scale: 1:550@A1
	Date: 15/06/2021



Annex III
Tree Survey Schedule

Tree Survey Schedule

Address: Sham Shui Po
 Prepared by a Certified Arborist (Ray Luk)
 Field Survey conducted on [05/06/2021]
 To be read in conjunction with drawing number: URAP005- TL001

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HYD, LCSD/AGD)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Beta: L Trans	Trans	Trans / Fell			
T1	T01	<i>Acacia confusa</i>	台灣相思	LCSD	0.570	11	5			1	1				1								1	1	1	1	1	1	B/C/D/F	Significant pruning in the past	
T2	T02	<i>Acacia confusa</i>	台灣相思	LCSD	0.830	13	7			1	1				1										1	1	1	1	1	B/C/D/F	Asymmetric crown; leaning
T3	T03	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.290	5	3			1	1				1										1	1	1	1	B/F	Major pruning and decay	
T4	T04	<i>Aleurites moluccana</i>	石栗	LCSD	0.510	8	5			1	1				1										1	1	1	1	N/A	Co-dominant branches; Cavity on trunk; Wound on branch	
T5	T05	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.100	2	2			1	1				1										1	1	1	1	N/A	N/A	
T6	T06	<i>Aleurites moluccana</i>	石栗	LCSD	0.480	8	4			1	1				1										1	1	1	1	N/A	Co-dominant branches	
T7	T07	<i>Aleurites moluccana</i>	石栗	LCSD	0.460	8	3			1	1				1											1	1	1	N/A	N/A	
T8	T08	<i>Aleurites moluccana</i>	石栗	LCSD	0.400	6	4			1	1				1											1	1	1	N/A	Cavity on trunk; Exposed roots	
T9	T09	<i>Bombax ceiba</i>	木棉	LCSD	0.300	5	4			1	1				1											1	1	1	N/A	Deformed canopy	
T10	T10	<i>Sterculia lanceolata</i>	假棉蘭	LCSD	0.160	5	2			1	1				1											1	1	1	N/A	N/A	
T11	T11	<i>Barraxia ceiba</i>	木棉	LCSD	0.300	7	4			1	1				1											1	1	1	C/D/F	Leaning, contorted form; canopy damaged	
T12	T12	<i>Grevillea robusta</i>	銀樺	LCSD	0.120	3	2			1	1				1											1	1	1	C/D	N/A	
T13	T13	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.680	10	6			1	1				1											1	1	1	C/D/F	Co-dominant trunks	
T14	T14	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.910	14	10			1	1				1											1	1	1	B/C/D/F	Multiple trunks; Stub	
T15	T15	<i>Muraya paniculata</i>	九里香	LCSD	0.200	3	4			1	1				1											1	1	1	C/D/F	Mature specimen; trunk stub	
T16	T16	<i>Podocarpus macrophyllus</i>	羅漢松	LCSD	0.130	4	1			1	1				1											1	1	1	C/D/F	N/A	
T17	T17	<i>Coryla amilis</i>	短穗魚尾葵	LCSD	0.110	6	5			1	1				1											1	1	1	C/D/F	N/A	
T18	T18	<i>Livistona chinensis</i>	蒲葵	LCSD	0.490	17	3			1	1				1											1	1	1	C/D/F	N/A	
T19	T19	<i>Ficus microcarpa</i>	銀葉榕	LCSD	1.160	19	9			1	1				1											1	1	1	C/D	Co-dominant trunks	
T20	T20	<i>Michelia alba</i>	白蘭	LCSD	0.710	21	8			1	1				1											1	1	1	B/C/D/F	Co-dominant trunks; leaning; pruning wound healed	
T21	T21	<i>Juniperus chinensis 'kaizuka'</i>	龍柏	LCSD	0.110	4	2			1	1				1											1	1	1	B/C/D/F	Mature specimen	
T22	T22	<i>Dyris lutescens</i>	散尾葵	LCSD	0.110	5	4			1	1				1											1	1	1	B/C/D/F	N/A	
T23	T23	<i>Podocarpus macrophyllus</i>	羅漢松	LCSD	0.160	7	4			1	1				1											1	1	1	C/D/F	N/A	
T24	T24	<i>Acacia confusa</i>	台灣相思	LCSD	0.270	7	3			1	1				1											1	1	1	C/D/F	Co-dominant trunks; Included bark	
T25	T25	<i>Podocarpus macrophyllus</i>	羅漢松	LCSD	0.210	5	3			1	1				1											1	1	1	C/D/F	N/A	
T26	T26	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.100	5	4			1	1				1											1	1	1	C/D/F	Co-dominant trunks	
T27	T27	<i>Podocarpus macrophyllus</i>	羅漢松	LCSD	0.170	7	3			1	1				1											1	1	1	C/D/F	N/A	
T28	T28	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.150	6	4			1	1				1											1	1	1	C/D/F	N/A	
T29	T29	<i>Podocarpus macrophyllus</i>	羅漢松	LCSD	0.140	4	2			1	1				1											1	1	1	C/D/F	N/A	
T30	T30	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.110	4	2			1	1				1											1	1	1	C/D/F	N/A	
T31	T31	<i>Garcinia subelipica</i>	星島福木	LCSD	0.200	5	2			1	1				1											1	1	1	C/D/F	N/A	
T32	T32	<i>Livistona chinensis</i>	蒲葵	LCSD	0.250	5	4			1	1				1											1	1	1	B/C/D/F	N/A	
T33	T33	<i>Livistona chinensis</i>	蒲葵	LCSD	0.170	7	4			1	1				1											1	1	1	B/C/D/F	N/A	
T34	T34	<i>Livistona chinensis</i>	蒲葵	LCSD	0.250	7	5			1	1				1											1	1	1	B/C/D/F	N/A	
T35	T35	<i>Livistona chinensis</i>	蒲葵	LCSD	0.240	4	3			1	1				1											1	1	1	B/C/D/F	Leaning	
T36	T36	<i>Livistona chinensis</i>	蒲葵	LCSD	0.260	7	4			1	1				1											1	1	1	B/C/D/F	N/A	
T37	T37	<i>Livistona chinensis</i>	蒲葵	LCSD	0.250	6	3			1	1				1											1	1	1	B/C/D/F	N/A	
T38	T38	<i>Livistona chinensis</i>	蒲葵	LCSD	0.250	4	3			1	1				1											1	1	1	B/C/D/F	N/A	
T39	T39	<i>Livistona chinensis</i>	蒲葵	LCSD	0.240	7	4			1	1				1											1	1	1	B/C/D/F	N/A	
T40	T40	<i>Livistona chinensis</i>	蒲葵	LCSD	0.210	7	4			1	1				1											1	1	1	B/C/D/F	Leaning	
T41	T41	<i>Livistona chinensis</i>	蒲葵	LCSD	0.240	4	3			1	1				1											1	1	1	B/C/D/F	N/A	
T42	T42	<i>Livistona chinensis</i>	蒲葵	LCSD	0.220	4	3			1	1				1											1	1	1	B/C/D/F	N/A	
T43	T43	<i>Callistemon viminalis</i>	串錢柳	LCSD	0.150	4	3			1	1				1											1	1	1	C/D/F	Severe leaning	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HyD, LCSD/RGDI)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (in)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Retain / Trans	Trans	Trans / Fall			
T44	T44	<i>Callistemon viminalis</i>	串錢柳	LCSD	0.110	3	2			1						1								1	common			1	1	C/D/F	Leaning
T45	T45	<i>Aleurites maluccana</i>	石漆	LCSD	0.590	11	7			1					1									1	common			1	1	C/D/F	Restricted roots
T46	T46	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.480	12	4			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T47	T47	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.330	9	3			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T48	T48	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.350	7	3			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T49	T49	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.480	17	4			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T50	T50	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.650	17	8			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T51	T51	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.310	8	5			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T52	T52	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.460	17	6			1					1									1	near threatened			1	1	B/C/D/E/F	Co-dominant branches; protected under Cap. 96
T53	T53	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.370	14	5			1					1									1	near threatened			1	1	B/C/D/E/F	Protected under Cap. 96
T54	T54	<i>Ficus benjamina</i>	變種榕	LCSD	1.240	14	16			1					1									1	common			1	1	B/C/D/E/F	Wound on trunk; Co-dominant branches
T55	T55	<i>Caryota ochlandia</i>	魚尾葵	LCSD	0.100	4	3			1					1									1	common			1	1	B/C/D/E/F	Large specimen; pruning wound for primary branch
T56	T56	<i>Callistemon viminalis</i>	串錢柳	LCSD	0.140	7	8			1					1									1	common			1	1	B/C/D/F	Cracks on trunk base; Leaning; Uprooted
T57	T57	<i>Syagium jambos</i>	蒲葵	LCSD	0.360	13	7			1					1									1	common			1	1	C/D/E/F	Bending trunk; Cavity on trunk; Leaning; Exposed roots
T58	T58	<i>Syagium jambos</i>	蒲葵	LCSD	0.380	8	4			1					1									1	common			1	1	C/D/E/F	Dead wood on trunk; Leaning; Exposed roots
T59	T59	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.180	9	4			1					1									1	common			1	1	C/D/E/F	N/A
T60	T60	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.310	8	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T61	T61	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.250	6	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T62	T62	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.250	5	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T63	T63	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.210	6	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T64	T64	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.290	6	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T65	T65	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.280	6	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T66	T66	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.230	6	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T67	T67	<i>Livingstonea chinensis</i>	蓮霧	LCSD	0.280	8	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T68	T68	<i>Livingstonea chinensis</i>	蓮霧	LCSD	0.290	8	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T69	T69	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.220	7	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T70	T70	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.240	7	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T71	T71	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	0.610	7	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T72	T72	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	2.210	7	4			1					1									1	common			1	1	B/C/D/E/F	N/A
T73	T73	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	2.220	7	8			1					1									1	common			1	1	B/C/D/E/F	N/A
T74	T74	<i>Ravenala madagascariensis</i>	旅人蕉	LCSD	2.550	6	3			1					1									1	common			1	1	B/C/D/E/F	N/A
T75	T75	<i>Aleurites maluccana</i>	石漆	LCSD	0.380	9	5			1					1									1	common			1	1	N/A	Co-dominant branches
T76	T76	<i>Aleurites maluccana</i>	石漆	LCSD	0.510	11	8			1					1									1	common			1	1	N/A	N/A
T77	T77	<i>Caryota ochlandia</i>	魚尾葵	LCSD	0.130	5	2			1					1									1	common			1	1	N/A	N/A
T78	T78	<i>Aleurites maluccana</i>	石漆	LCSD	0.510	11	8			1					1									1	common			1	1	N/A	N/A
T79	T79	<i>Aleurites maluccana</i>	石漆	LCSD	0.470	10	7			1					1									1	common			1	1	N/A	Co-dominant branches; Cavity on branch
T80	T80	<i>Aleurites maluccana</i>	石漆	LCSD	0.510	13	7			1					1									1	common			1	1	N/A	Co-dominant branches
T81	T81	<i>Aleurites maluccana</i>	石漆	LCSD	0.450	12	7			1					1									1	common			1	1	N/A	Cavity on trunk
T82	T82	<i>Aleurites maluccana</i>	石漆	LCSD	0.470	13	6			1					1									1	common			1	1	N/A	N/A
T83	T83	<i>Aleurites maluccana</i>	石漆	LCSD	0.590	16	7			1					1									1	common			1	1	N/A	Co-dominant branches
T84	T84	<i>Aleurites maluccana</i>	石漆	LCSD	0.470	10	6			1					1									1	common			1	1	N/A	Co-dominant branches; Cavity on trunk
T85	T85	<i>Chorospandia axillaris</i>	海欖樹	LCSD	0.400	7	5			1					1									1	common			1	1	N/A	Co-dominant branches
T86	T86	<i>Alanthus fordii</i>	常綠臭椿	LCSD	0.250	11	2			1					1									1	common			1	1	N/A	N/A
T87	T87	<i>Aleurites maluccana</i>	石漆	LCSD	0.570	12	8			1					1									1	common			1	1	N/A	Co-dominant branches
T88	T88	<i>Bombax ceiba</i>	木棉	LCSD	0.460	15	7			1					1									1	common			1	1	N/A	N/A
T89	T89	<i>Bombax ceiba</i>	木棉	LCSD	0.310	15	7			1					1									1	common			1	1	N/A	N/A
T90	T90	<i>Bombax ceiba</i>	木棉	LCSD	0.340	14	5			1					1									1	common			1	1	N/A	Leaning
T91	T91	<i>Melaleuca quinquevnia</i>	白千層	LCSD	0.500	9	3			1					1									1	common			1	1	C/D/E/F	Co-dominant branches

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HyD, LCSD/RGDI)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (in)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Retain / Trans	Trans	Trans / Fall			
T92	T92	<i>Grevillea robusta</i>	銀柳	LCSD	0.480	16	2		1		1				1								1	common			1	1	C/D/E/F	Slightly leaning	
T93	T93	<i>Melolucca guineensis</i>	白千層	LCSD	0.490	14	5		1		1				1									1	common			1	1	C/D/E/F	N/A
T94	T94	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.220	6	3		1		1				1									1	common	1			1	N/A	Asymmetric canopy; contorted
T95	T95	<i>Spathodea campanulata</i>	火絨木	LCSD	0.450	11	5		1		1				1									1	common	1			1	N/A	Co-dominant branches
T96	T96	<i>Ficus virens</i>	大葉榕	LCSD	0.430	15	8		1		1				1									1	common	1			1	N/A	N/A
T97	T97	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.310	8	7		1		1				1									1	common	1			1	N/A	N/A
T98	T98	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.220	8	6		1		1				1									1	common	1			1	N/A	N/A
T99	T99	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.320	7	4			1					1									1	common	1			1	N/A	Wound on trunk
T100	T100	<i>Akurites moluccana</i>	石栗	LCSD	0.530	9	6		1		1				1									1	common	1			1	N/A	Heavy crown load; Wound on trunk; Leaning
T101	T101	<i>Akurites moluccana</i>	石栗	LCSD	0.450	9	3		1		1				1									1	common	1			1	N/A	N/A
T102	T102	<i>Akurites moluccana</i>	石栗	LCSD	0.330	9	2		1		1				1									1	common	1			1	N/A	N/A
T103	T103	<i>Akurites moluccana</i>	石栗	LCSD	0.320	11	4		1		1				1									1	common	1			1	N/A	Gall
T104	T104	<i>Senna siamea</i>	鐵刀木	LCSD	0.430	15	5		1		1				1									1	common		1	1	B/C/D/E/F	Epicormics	
T105	T105	<i>Senna siamea</i>	鐵刀木	LCSD	0.350	16	4		1		1				1									1	common		1	1	B/C/D/E/F	N/A	
T106	T106	<i>Senna siamea</i>	鐵刀木	LCSD	0.350	15	4		1		1				1									1	common		1	1	B/C/D/E/F	Epicormics; Wound on trunk	
T107	T107	<i>Senna siamea</i>	鐵刀木	LCSD	0.340	15	5		1		1				1									1	common		1	1	C/D/E/F	Epicormics; Wound on trunk; Cavity on trunk	
T108	T108	<i>Colistemon viminalis</i>	串錢柳	LCSD	0.100	5	2		1		1				1									1	common	1			1	N/A	N/A
T109	T109	<i>Colistemon viminalis</i>	串錢柳	LCSD	0.150	5	3		1		1				1									1	common	1			1	N/A	N/A
T110	T110	<i>Senna siamea</i>	鐵刀木	LCSD	0.330	17	7		1		1				1									1	common	1			1	N/A	Wound on trunk
T111	T111	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.330	10	4		1		1				1									1	common	1			1	N/A	N/A
T112	T112	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.440	12	7		1		1				1									1	common	1			1	N/A	Contorted trunk
T113	T113	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.420	7	6		1		1				1									1	common	1			1	N/A	Heavy crown load; Asymmetric crown; Epicormics
T114	T114	<i>Akurites moluccana</i>	石栗	LCSD	0.260	9	3		1		1				1									1	common	1			1	N/A	N/A
T115	T115	<i>Akurites moluccana</i>	石栗	LCSD	0.420	8	3		1		1				1									1	common	1			1	N/A	Co-dominant branches; Dieback twigs
T116	T116	<i>Akurites moluccana</i>	石栗	LCSD	0.360	9	3		1		1				1									1	common	1			1	N/A	N/A
T117	T117	<i>Akurites moluccana</i>	石栗	LCSD	0.340	8	2		1		1				1									1	common	1			1	N/A	N/A
T118	T118	<i>Akurites moluccana</i>	石栗	LCSD	0.310	8	2		1		1				1									1	common	1			1	N/A	N/A
T119	T119	<i>Akurites moluccana</i>	石栗	LCSD	0.290	9	2		1		1				1									1	common	1			1	N/A	Dieback twigs
T120	T120	<i>Akurites moluccana</i>	石栗	LCSD	0.320	11	3		1		1				1									1	common	1			1	N/A	N/A
T121	T121	<i>Akurites moluccana</i>	石栗	LCSD	0.310	9	3		1		1				1									1	common	1			1	N/A	N/A
T122	T122	<i>Akurites moluccana</i>	石栗	LCSD	0.310	7	2		1		1				1									1	common	1			1	N/A	Co-dominant branches; leaning
T123	T123	<i>Akurites moluccana</i>	石栗	LCSD	0.320	9	3		1		1				1									1	common		1		1	C/E/F	Co-dominant branches; Dieback twigs
T124	T124	<i>Akurites moluccana</i>	石栗	LCSD	0.250	6	3		1		1				1									1	common		1		1	C/E/F	Dieback twigs; leaning bow shaped stem
T125	T125	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.410	13	3		1		1				1									1	common	1			1	N/A	N/A
T126	T126	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.460	15	8		1		1				1									1	common	1			1	N/A	Co-dominant branches; asymmetric canopy; leaning
T127	T127	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.440	18	8		1		1				1									1	common	1			1	N/A	Leaning; asymmetric canopy
T128	T128	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.330	10	4		1		1				1									1	common	1			1	N/A	N/A
T129	T129	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.470	12	7		1		1				1									1	common	1			1	N/A	N/A
T130	T130	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.570	17	4		1		1				1									1	common	1			1	N/A	N/A
T131	T131	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.160	4	4		1		1				1									1	common	1			1	N/A	Leaning
T132	T132	<i>Corymbia torelliana</i>	毛櫸枝	LCSD	0.510	16	5		1		1				1									1	common		1		1	C/E/F	Contorted stem
T133	T133	<i>Bauhinia x blakeana</i>	洋紫荊	LCSD	0.200	8	3			1					1									1	common	1			1	N/A	Bending trunk; Wound on trunk
T134	T134	<i>Jacaranda mimosifolia</i>	藍花楸	LCSD	0.130	5	3		1		1				1									1	common			1	1	B/C/D/E/F	Leaning
T135	T135	<i>Melia azedarach</i>	苦楝	LCSD	0.660	14	9		1		1				1									1	common		1	1	B/C/D/E/F	Leaning; asymmetric canopy	
T136	T136	<i>Melia azedarach</i>	苦楝	LCSD	0.680	14	8		1		1				1									1	common		1	1	B/C/D/E/F	Co-dominant trunk; Cavity on trunk; Cracks on trunk; leaning	
T137	T137	<i>Melia azedarach</i>	苦楝	LCSD	0.520	12	6		1		1				1									1	common		1	1	B/C/D/E/F	Co-dominant branches	
T138	T138	<i>Colistemon viminalis</i>	串錢柳	LCSD	0.120	3	2		1		1				1									1	common		1		1	B/C/D/E/F	N/A

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HYD, LCSD/RGD)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Retain / Trans	Trans	Trans / Fall			
T139	T139	<i>Callistemon viminalis</i>	串錢柳	LCSD	0.110	3	2	1			1				1						1			common		1		1	B/C/D/E/F	N/A	
T140	T140	<i>Melaleuca quinquevervis</i>	白千層	LCSD	0.330	7	4	1			1				1						1			common			1	1	B/C/D/E/F	Leaning; co-dominant, forked stem	
T141	T141	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.180	6	5	1			1				1						1			common			1	1	B/C/D/E/F	Contorted stem	
T142	T142	<i>Melia azedarach</i>	苦楝	LCSD	0.580	14	7				1				1						1			common			1	1	B/C/D/E/F	Mature specimen	
T143	T143	<i>Ficus microcarpa</i>	細葉榕	LCSD	1.130	17	13				1				1						1			common		1		1	B/C/D/E/F	Mature specimen; leaning	
T144	T144	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.100	3	3				1				1						1			common			1	1	B/C/D/E/F	Mature specimen; leaning	
T145	T145	<i>Corymbia torelliana</i>	毛楸	LCSD	0.490	10	6	1			1				1						1			common		1	1	1	B/C/D/E/F	Co-dominant branches; leaning	
T146	T146	<i>Corymbia torelliana</i>	毛楸	LCSD	0.480	12	5	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning	
T147	T147	<i>Melaleuca quinquevervis</i>	白千層	LCSD	0.270	7	2	1			1				1						1			common			1	1	B/C/D/E/F	Leaning	
T148	T148	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	2	2	1			1				1						1			common		1		1	B/C/D/E/F	N/A	
T149	T149	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	2	2	1			1				1						1			common		1		1	B/C/D/E/F	N/A	
T150	T150	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	2	1	1			1				1						1			common		1		1	B/C/D/E/F	N/A	
T151	T151	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.130	3	2	1			1				1						1			common		1		1	B/C/D/E/F	Transplant	
T152	T152	<i>Melia azedarach</i>	苦楝	LCSD	0.550	9	8	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T153	T153	<i>Bombax ceiba</i>	木棉	LCSD	0.180	9	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Contort'd main stem	
T154	T154	<i>Melaleuca quinquevervis</i>	白千層	LCSD	0.400	13	4	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T155	T155	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.210	7	4	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T156	T156	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.240	6	4	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning	
T157	T157	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.160	7	6	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning	
T158	T158	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.270	8	6	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T159	T159	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.160	5	4	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T160	T160	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	2	2	1			1				1						1			common		1		1	B/C/D/E/F	Leaning low stem	
T161	T161	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	5	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning contorted stem	
T162	T162	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	4	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning contorted stem	
T163	T163	<i>Phoenix roebelenii</i>	日本琴	LCSD	0.110	5	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning contorted stem	
T164	T164	<i>Melia azedarach</i>	苦楝	LCSD	0.390	8	4	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning	
T165	T165	<i>Bombax ceiba</i>	木棉	LCSD	0.130	5	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Leaning	
T166	T166	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.260	11	7	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T167	T167	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.250	4	4				1				1						1			common		1	1	1	B/C/D/E/F	Wound on trunk	
T168	T168	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.280	7	6	1			1				1						1			common		1	1	1	B/C/D/E/F	Tree support	
T169	T169	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.220	6	5	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T170	T170	<i>Juniperus chinensis "Kaituma"</i>	龍柏	LCSD	0.140	3	3	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T171	T171	<i>Bianocarpus obtusus</i> subsp. <i>Agalittus</i>	島松	LCSD	0.440	15	2	1			1				1						1			common		1	1	1	B/C/D/E/F	Slightly leaning	
T172	T172	<i>Lagerstroemia speciosa</i>	大花紫荊	LCSD	0.210	6	7	1			1				1						1			common		1	1	1	B/C/D/E/F	N/A	
T173	T173	<i>Bauhinia variegata</i>	豔紫木棉	LCSD	0.340	9	6				1				1						1			common		1	1	1	B/C/D/E/F	Bending trunk; cavity on trunk; contorted	
T174	T174	<i>Aleurites moluccana</i>	石漆	LCSD	0.540	10	4	1			1				1						1			common		1	1	1	B/C/D/E/F	Co-dominant branches; asymmetric canopy	
T175	T175	<i>Aleurites moluccana</i>	石漆	LCSD	0.480	12	4	1			1				1						1			common		1	1	1	C/D/E/F	N/A	
T176	T176	<i>Aleurites moluccana</i>	石漆	LCSD	0.280	12	2	1			1				1						1			common		1	1	1	C/D/E/F	Dieback twigs; leaning low stem	
T177	T177	<i>Aleurites moluccana</i>	石漆	LCSD	0.340	11	3	1			1				1						1			common		1	1	1	C/D/E/F	Cavity on trunk	
T178	T178	<i>Aleurites moluccana</i>	石漆	LCSD	0.350	13	4	1			1				1						1			common		1	1	1	C/D/E/F	Co-dominant branches	
T179	T179	<i>Aleurites moluccana</i>	石漆	LCSD	0.380	14	4	1			1				1						1			common		1	1	1	C/D/E/F	N/A	
T180	T180	<i>Aleurites moluccana</i>	石漆	LCSD	0.390	9	4	1			1				1						1			common		1	1	1	C/D/E/F	Co-dominant branches	
T181	T181	<i>Aleurites moluccana</i>	石漆	LCSD	0.340	12	3	1			1				1						1			common		1	1	1	C/D/E/F	Cavity on trunk	
T182	T182	<i>Aleurites moluccana</i>	石漆	LCSD	0.390	10	4	1			1				1						1			common		1	1	1	C/D/E/F	Dieback twigs	
T183	T183	<i>Aleurites moluccana</i>	石漆	LCSD	0.350	10	3	1			1				1						1			common		1	1	1	C/D/E/F	Dieback twigs	
T184	T184	<i>Aleurites moluccana</i>	石漆	LCSD	0.320	10	2	1			1				1						1			common		1	1	1	C/D/E/F	Cavity on trunk	
T185	T185	<i>Aleurites moluccana</i>	石漆	LCSD	0.410	16	3	1			1				1						1			common		1	1	1	C/D/E/F	Cavity on trunk	
T186	T186	<i>Aleurites moluccana</i>	石漆	LCSD	0.370	10	3	1			1				1						1			common		1	1	1	C/D/E/F	Dieback twigs	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HyD, LCSD/RGD)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks	
					DBH (in)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Retain / Trans	Trans	Trans / Fall				
T187	T187	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.350	10	4			1														1	common			1	1	C/D/E/F	Dieback twigs; cavity on trunk, primary branch stub with decayed surface	
T188	T188	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.330	8	2			1															1	common			1	1	C/D/E/F	Dieback twigs
T189	T189	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.340	9	2			1															1	common			1	1	C/D/E/F	Dieback twigs; cavity on trunk; lowered stem
T190	T190	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.400	10	2			1															1	common			1	1	C/D/E	Dieback twigs; co-dominant branches with forked stem
T191	T191	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.340	11	2			1															1	common			1	1	C/D/E	Dieback twigs
T192	T192	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.360	10	4			1															1	common			1	1	C/D/E	Wound on trunk
T193	T193	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.340	10	3			1															1	common	1			1	N/A	N/A
T194	T194	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.450	9	5			1															1	common	1			1	N/A	Co-dominant branches; Wound on branch
T195	T195	<i>Terminalia catappa</i>	欖仁樹	LCSD	0.410	10	6			1															1	common	1			1	N/A	Co-dominant branches; leaning; asymmetric canopy, bow shaped main stem
T196	T196	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.110	4	4			1															1	common	1			1	N/A	N/A
T198	T198	<i>Ficus elastica</i>	印度橡樹	LCSD	0.400	15	14			1															1	common		1	1	B/C/D/E/F	Restricted roots	
T199	T199	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.120	2	2			1															1	common	1			1	B/C/D/E/F	N/A
T200	T200	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.110	2	2			1															1	common	1			1	B/C/D/E/F	N/A
T201	T201	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.130	2	2			1															1	common	1			1	B/C/D/E/F	N/A
T202	T202	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.135	2	2			1															1	common	1			1	B/C/D/E/F	N/A
T203	T203	<i>Ficus elastica</i>	印度橡樹	LCSD	2.500	17	14			1															1	common	1			1	B/C/D/E/F	Dieback twigs; Dead branch
T204	T204	<i>Corymbia torelliana</i>	毛扇椏	LCSD	0.620	13	7			1															1	common	1			1	N/A	Co-dominant branches
T205	T205	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.130	6	2			1															1	common	1			1	N/A	N/A
T206	T206	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.120	5	2			1															1	common	1			1	N/A	Tree support
T207	T207	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.140	4	2			1															1	common	1			1	N/A	Tree support
T208	T208	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.120	4	2			1															1	common	1			1	N/A	Tree support
T209	T209	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.110	4	2			1															1	common	1			1	N/A	Leaning
T210	T210	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.170	4	3			1															1	common	1			1	N/A	N/A
T211	T211	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.120	5	3			1															1	common	1			1	N/A	N/A
T212	T212	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.170	4	3			1															1	common	1			1	N/A	Leaning
T213	T213	<i>Juniperus chinensis 'Kaiyuka'</i>	龍柏	LCSD	0.140	4	2			1															1	common	1			1	N/A	Leaning
T214	T214	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.440	10	7			1															1	common	1			1	N/A	Epicormics; slightly leaning form
T215	T215	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.510	11	6			1															1	common	1			1	N/A	Epicormics
T216	T216	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.430	11	5			1															1	common	1			1	N/A	Epicormics
T217	T217	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.350	12	6			1															1	common	1			1	N/A	Epicormics; co-dominant trunks; leaning form
T218	T218	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.340	12	7			1															1	common	1			1	N/A	Epicormics
T219	T219	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.370	12	6			1															1	common	1			1	N/A	Epicormics
T220	T220	<i>Ficus benjamina</i>	垂葉榕	LCSD	0.260	12	7			1															1	common	1			1	C/D/E/F	Epicormics; multiple trunks; leaning form
T221	T221	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.440	11	3			1															1	common	1			1	C/D/E/F	N/A
T222	T222	<i>Terminalia mansaly</i>	小風欖仁	LCSD	0.130	3	3			1															1	common	1			1	C/D/E/F	Slightly leaning
T223	T223	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.440	11	3			1															1	common	1			1	C/D/E/F	N/A
T224	T224	<i>Araucaria heterophylla</i>	黃蘗南洋杉	LCSD	0.140	6	2			1															1	common	1			1	N/A	N/A
T225	T225	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.110	3	2			1															1	common	1			1	N/A	N/A
T226	T226	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.440	10	4			1															1	common	1			1	N/A	N/A
T227	T227	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.500	10	3			1															1	common	1			1	N/A	N/A
T228	T228	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.440	10	3			1															1	common	1			1	N/A	N/A
T229	T229	<i>Phoenix roebelenii</i>	日本葵	LCSD	0.120	3	2			1															1	common	1			1	N/A	N/A
T230	T230	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.410	11	4			1															1	common	1			1	N/A	N/A
T231	T231	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.500	12	4			1															1	common	1			1	N/A	N/A
T232	T232	<i>Roystonea regia</i>	大王椰子(王棕)	LCSD	0.420	11	4			1															1	common	1			1	N/A	N/A
T233	T233	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.390	9	7			1															1	common	1			1	N/A	N/A
T234	T234	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.380	8	4			1															1	common	1			1	N/A	N/A

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HyD, LCSD/RGD)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (in)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Partial Trans	Trans	Trans / Fall			
T235	T235	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.490	9	6		1		1				1							1	common	1				N/A	Co-dominant branches; cavity on trunk; pruning wound		
T236	T236	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.390	7	6		1		1				1								1	common	1				N/A	Co-dominant branches; Wound on branch	
T237	T237	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.240	7	4		1		1				1								1	common	1				N/A	Co-dominant branches; slightly leaning	
T238	T238	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.290	6	4		1		1				1								1	common	1				N/A	Leaning low stem	
T239	T239	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.300	7	4		1		1				1								1	common	1				N/A	Co-dominant branches; dead branches; pruning scars on primary branches	
T240	T240	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.340	6	4		1		1				1								1	common	1				N/A	Co-dominant branches; wounded roots; included bark	
T241	T241	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.240	5	5		1		1				1								1	common	1				N/A	N/A	
T242	T242	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.280	5	4		1		1				1								1	common	1				N/A	Leaning form	
T243	T243	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.220	6	3		1		1				1								1	common	1				N/A	N/A	
T244	T244	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.240	5	3		1		1				1								1	common	1				N/A	Leaning form	
T245	T245	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.370	6	4		1		1				1								1	common	1				N/A	Co-dominant branches; included bark	
T246	T246	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.440	7	5		1		1				1								1	common	1				N/A	Co-dominant trunks; included bark	
T247	T247	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.340	6	4		1		1				1								1	common	1				N/A	Co-dominant trunks	
T248	T248	<i>Celtis sinensis</i>	朴樹	LCSD	0.580	6	6			1	1				1								1	common	1				N/A	Co-dominant branches; bending trunk; restricted roots; contorted form; asymmetric canopy	
T249	T249	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.350	7	3		1		1				1								1	common	1				N/A	Wound on trunk	
T250	T250	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.320	6	4		1		1				1								1	common	1				N/A	Wound on trunk	
T251	T251	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.410	7	4		1		1				1								1	common	1				N/A	Wound on trunk	
T252	T252	<i>Ficus benjamina</i>	垂絲榕	LCSD	0.250	8	5		1		1				1								1	common	1				N/A	N/A	
T253	T253	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.390	7	4		1		1				1								1	common	1				N/A	N/A	
T254	T254	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.250	6	3		1		1				1								1	common	1				N/A	Leaning; asymmetric canopy	
T255	T255	<i>Picus microcephala</i>	細額杉	LCSD	0.250	5	3		1		1				1								1	common	1				N/A	Asymmetric canopy	
T256	T256	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.440	10	5			1	1				1								1	common	1				N/A	Co-dominant branches; Wound on branch	
T257	T257	<i>Syzygium jambai</i>	蒲桃	LCSD	0.150	6	4		1		1				1								1	common	1				N/A	N/A	
T258	T258	<i>Alseodaphne molluccana</i>	石櫟	LCSD	0.420	11	6		1		1				1								1	common	1				N/A	N/A	
T259	T259	<i>Albizia lebbek</i>	九棘白木	LCSD	0.190	7	3		1		1				1								1	common	1				N/A	Asymmetric canopy	
T260	T260	<i>Roystonea regia</i>	北王椰子(王椰子)	LCSD	0.290	9	4		1		1				1								1	common	1				N/A	N/A	
T261	T261	<i>Melia azedarach</i>	苦楝	LCSD	0.600	7	4		1		1				1								1	common	1				N/A	Restricted roots	
T262	T262	<i>Leucaena leucoccephala</i>	龍眼樹	HyD	0.230	6	4			1	1				1								1	common		1	1	G	Unable to label; included bark; leanig form		
T263	T263	<i>Morus alba</i>	桑	HyD	0.350	4	2			1	1				1								1	common	1				N/A	Unable to label; Topped	
T264	T264	<i>Melia azedarach</i>	苦楝	LCSD	0.400	11	7		1		1				1								1	common	1				N/A	Unable to label; Rooting area cannot be reached	
T265	T265	<i>Celtis sinensis</i>	朴樹	HyD	0.190	5	5		1		1				1								1	common	1				N/A	Unable to label; contorted; severely leaning	
T266	T266	<i>Macaranga tanarius var. formicosa</i>	血桐	HyD	0.150	4	4			1	1				1								1	common	1				N/A	Unable to label	
T267	T267	<i>Caryota mitis</i>	棕櫚魚尾葵	HyD	0.150	6	4			1	1				1								1	common	1				N/A	Unable to label	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AFCD, HyD, LCSD/NGO)	Survey Size			Form			Health Condition				Structural Condition			Amenity Value				Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks		
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L		Retain / Trans	Trans	Trans / Fell					
T266	T266	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.390	5	3			1	1				1								1	common	1					N/A	Unable to label		
T269	T269	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.130	4	2			1	1				1									1	common	1					N/A	Unable to label	
T270	T270	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.140	3	3			1	1				1									1	common	1					N/A	Unable to label	
T271	T271	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.170	4	3			1	1				1									1	common	1					N/A	Unable to label; Rooting area cannot be reached	
T272	T272	<i>Celtis sinensis</i>	朴樹	HyD	0.180	5	4			1	1				1									1	common	1					N/A	Unable to label; Rooting area cannot be reached	
T273	T273	<i>Celtis sinensis</i>	朴樹	HyD	0.200	9	5			1	1				1									1	common	1					N/A	Unable to label; Rooting area cannot be reached	
T274	T274	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.140	4	3			1	1				1									1	common	1					N/A	Unable to label; Multiple trunks; Epicormics	
T275	T275	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.150	5	4			1	1				1									1	common	1					N/A	Unable to label	
T276	T276	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.260	3	3			1	1				1									1	common	1					N/A	Unable to label	
T277	T277	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.140	3	2			1	1				1									1	common	1					N/A	Unable to label	
T278	T278	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.150	5	5			1	1				1									1	common	1					N/A	Unable to label	
T279	T279	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.120	2	1			1	1				1									1	common	1					N/A	Unable to label	
T280	T280	<i>Morus alba</i>	桑	HyD	0.350	4	4			1	1				1									1	common	1					N/A	Unable to label; Restricted roots	
T281	T281	<i>Caryota ochlandioides</i>	魚尾葵	HyD	0.110	3	2			1	1				1									1	common	1					N/A	Unable to label	
T282	T282	<i>Litsea glutinosa</i>	雷公枙	HyD	0.140	6	4			1	1				1									1	common	1					N/A	Unable to label; Restricted roots	
T283	T283	<i>Melia azedarach</i>	苦楝	HyD	0.270	6	5			1	1				1									1	common	1					N/A	Unable to label; Restricted roots	
T284	T284	<i>Melia azedarach</i>	苦楝	HyD	0.290	5	4			1	1				1									1	common	1					N/A	Unable to label; Restricted roots	
T285	T285	<i>Melia azedarach</i>	苦楝	HyD	0.390	8	3			1	1				1									1	common	1					N/A	Unable to label; Restricted roots	
T286	T286	<i>Melia azedarach</i>	苦楝	HyD	0.300	7	3			1	1				1									1	common	1					N/A	Unable to label	
T287	T287	<i>Melia azedarach</i>	苦楝	HyD	0.180	3	2			1	1				1									1	common	1					N/A	Unable to label	
T288	T288	<i>Macaranga tanarius</i> var. <i>foeniculosa</i>	血桐	HyD	0.180	4	4			1	1				1									1	common	1					N/A	Unable to label; Wound on trunk	
T289	T289	<i>Celtis sinensis</i>	朴樹	HyD	0.230	5	5			1	1				1									1	common	1					N/A	Unable to label; Asymmetric crown; Climber	
T290	T290	<i>Melia azedarach</i>	苦楝	HyD	0.220	3	5			1	1				1									1	common	1					N/A	Unable to label; Climber; leaning form; asymmetric canopy	
T291	T291	<i>Melia azedarach</i>	苦楝	HyD	0.250	9	4			1	1				1									1	common	1					N/A	Unable to label; Climber	
T292	T292	<i>Melia azedarach</i>	苦楝	HyD	0.440	11	7			1	1				1									1	common	1					N/A	Unable to label	
T293	T293	<i>Melia azedarach</i>	苦楝	HyD	0.120	5	2			1	1				1									1	common	1					N/A	Unable to label; climber; asymmetric canopy	
T294	T294	<i>Melia azedarach</i>	苦楝	HyD	0.140	6	4			1	1				1									1	common	1					N/A	Unable to label; climber; asymmetric canopy	
T180A	T180A	<i>Sesua indica</i>	鹽木	HyD	0.300	6	3			1	1				1									1	common		1				C/D/E/F	Unable to label; Asymmetric crown	
								0	265	29	0	293	1	0	67	234	3	0	6	287	1	0	52	242									
								0%	90%	10%	0%	100%	0%	0%	23%	76%	1%	0%	2%	97%	1%	0%	18%	82%							294		
								G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L	Conservation Status	Retain / Trans	Trans	Trans / Fell	Within Site			Surveyed Total no. of trees	

Legend

Tree Condition / Health

G Good
 F Fair
 P Poor
 D Dead

Tree Form

poor health, poor condition and poor form.

Structural Condition

G Good
 F Fair
 P Poor

Suitability for Transplantation

Hig
 Med
 Low Survival Rate expected after

Justification of Tree Transplanting / Felling

- A Existing dead tree.
- B Existing tree is in conflict with the proposed scheme
- C Existing tree is in conflict with the proposed internal circulation and EDA
- D Recommend to fell as the existing tree has an anticipated low survival rate if transplanted.
- E Tree growing in close proximity to other trees, asymmetrical roots and accessibility.
- F Existing tree has leaning form and broken or damaged branches and trunk.
- G Existing tree is invasive weed species.

Top of Soil Level at the base of the tree

This figure refers to the soil level at the base of the tree to be maintained following the development of the tree. The future soil level should not cover the root collar of the tree.

Tree Girth

* Girth of a tree refers to its trunk circumference at breast height (i.e. measured at 1.3m above ground level)

** Girth of a tree refers to its trunk circumference at breast height (i.e. trees with multitrunk branching were all measured separately at 1m above ground level). The collective girth was then calculated using the methodology set Conservation Practice Note No. 02/2003, Measurement of Diameter at Breast Height (DBH)

Annex IV
Photographic Record of
Existing Trees



T01 (*Acacia confusa*)

Photograph showing the overall form of the tree.



T02 (*Acacia confusa*)

Photograph showing the overall form of the tree.



T03 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T04 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T05 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T06 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T07 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T08 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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FIGURE NO.	URAP005 TSR		REV
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T09 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T10 (*Sterculia lanceolata*)

Photograph showing the overall form of the tree.



T11 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T12 (*Grevillea robusta*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T13 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T14 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T15 (*Murraya paniculata*)

Photograph showing the overall form of the tree.



T16 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

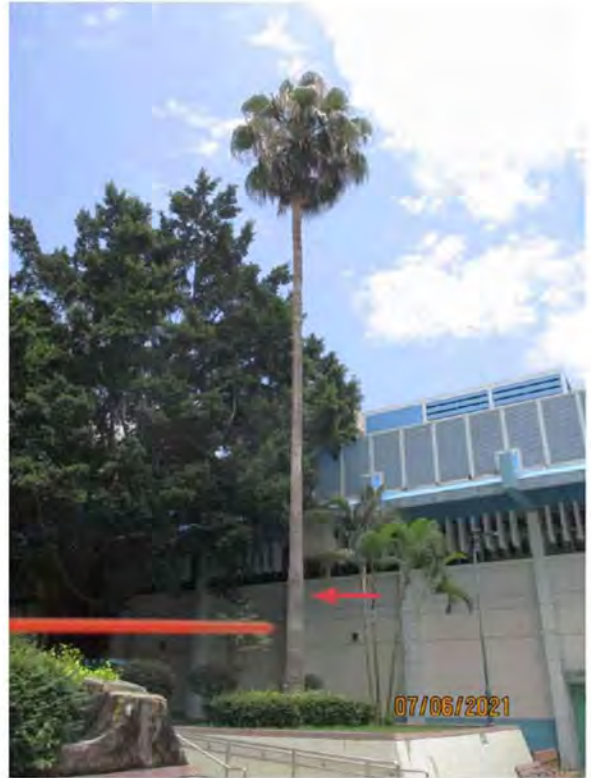
SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T17 (*Caryota mitis*)

Photograph showing the overall form of the tree.



T18 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T19 (*Ficus microcarpa*)

Photograph showing the overall form of the tree.



T20 (*Michelia x alba*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T21 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T22 (*Dyopsis lutescens*)
 Photograph showing the overall form of the tree.



T23 (*Podocarpus macrophyllus*)
 Photograph showing the overall form of the tree.



T24 (*Acacia confusa*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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T25 (*Podocarpus macrophyllus*)
 Photograph showing the overall form of the tree.



T26 (*Ficus benjamina*)
 Photograph showing the overall form of the tree.



T27 (*Podocarpus macrophyllus*)
 Photograph showing the overall form of the tree.



T28 (*Ficus benjamina*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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FIGURE NO.	URAP005 TSR		REV
			-





T29 (*Podocarpus macrophyllus*)
 Photograph showing the overall form of the tree.



T30 (*Ficus benjamina*)
 Photograph showing the overall form of the tree.



T31 (*Garcinia subelliptica*)
 Photograph showing the overall form of the tree.



T32 (*Livistona chinensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T33 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T34 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T35 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T36 (*Livistona chinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T37 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T38 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T39 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T40 (*Livistona chinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T41 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T42 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T43 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T44 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T45 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T46 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T47 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T48 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T49 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T50 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T51 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T52 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T53 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T54 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T55 (*Caryota ochlandra*)

Photograph showing the overall form of the tree.



T56 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T57 (*Syzygium jambos*)

Photograph showing the overall form of the tree.



T58 (*Syzygium jambos*)

Photograph showing the overall form of the tree.



T59 (*Ravenia madagascariensis*)

Photograph showing the overall form of the tree.



T60 (*Ravenia madagascariensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T61 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T62 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T63 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T64 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
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			-





T65 (*Ravenia madagascariensis*)
 Photograph showing the overall form of the tree.



T66 (*Ravenia madagascariensis*)
 Photograph showing the overall form of the tree.



T67 (*Livistona chinensis*)
 Photograph showing the overall form of the tree.



T68 (*Livistona chinensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T69 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T70 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T71 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T72 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T73 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T74 (*Ravenaia madagascariensis*)
 Photograph showing the overall form of the tree.



T75 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T76 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T77 (*Caryota ochlandra*)

Photograph showing the overall form of the tree.



T78 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T79 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T80 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T81 (Aleurites moluccana)

Photograph showing the overall form of the tree.



T82 (Aleurites moluccana)

Photograph showing the overall form of the tree.



T83 (Aleurites moluccana)

Photograph showing the overall form of the tree.



T84 (Aleurites moluccana)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

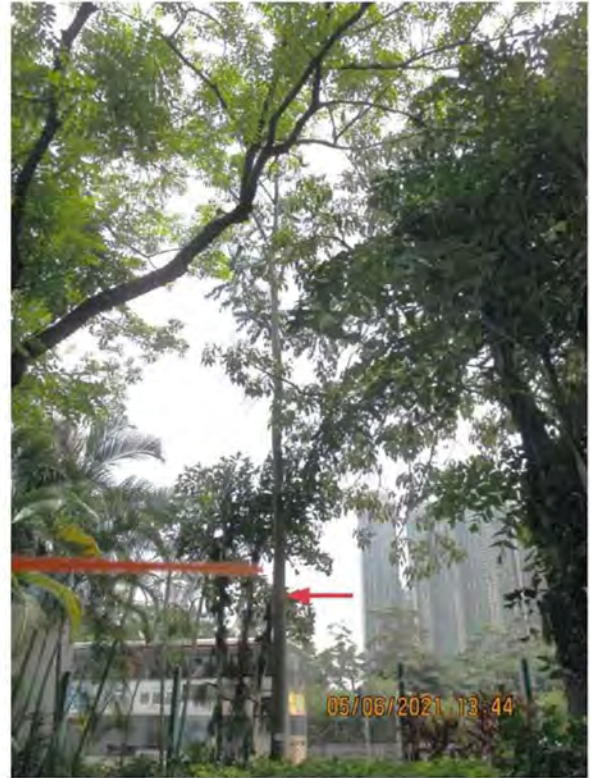
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T85 (*Choerospondias axillaris*)
 Photograph showing the overall form of the tree.



T86 (*Ailanthus fordii*)
 Photograph showing the overall form of the tree.



T87 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T88 (*Bombax ceiba*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T89 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T90 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T91 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T92 (*Grevillea robusta*)

Photograph showing the overall form of the tree.

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Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
			-





T93 (*Melaleuca quinquenervia*)
 Photograph showing the overall form of the tree.



T94 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T95 (*Spathodea campanulata*)
 Photograph showing the overall form of the tree.



T96 (*Ficus virens*)
 Photograph showing the overall form of the tree.

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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T97 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T98 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T99 (*Ficus microcarpa*)
 Photograph showing the overall form of the tree.



T100 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T101 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T102 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T103 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T104 (*Senna siamea*)

Photograph showing the overall form of the tree.

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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T105 (*Senna siamea*)

Photograph showing the overall form of the tree.



T106 (*Senna siamea*)

Photograph showing the overall form of the tree.



T107 (*Senna siamea*)

Photograph showing the overall form of the tree.



T108 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

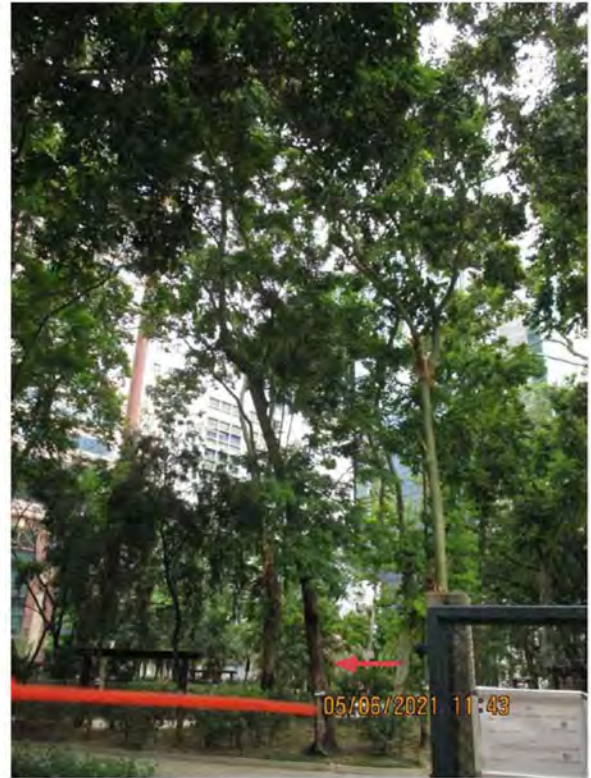
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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FIGURE NO.	URAP005 TSR		REV -





T109 (*Callistemon viminalis*)
 Photograph showing the overall form of the tree.



T110 (*Senna siamea*)
 Photograph showing the overall form of the tree.



T111 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T112 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

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FIGURE NO.	URAP005 TSR		REV
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T113 (*Ficus benjamina*)
 Photograph showing the overall form of the tree.



T114 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T115 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T116 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T117 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T118 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T119 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T120 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T121 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T122 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T123 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T124 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T125 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T126 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T127 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T128 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T129 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T130 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T131 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T132 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T133 (*Bauhinia x blakeana*)
 Photograph showing the overall form of the tree.



T134 (*Jacaranda mimosifolia*)
 Photograph showing the overall form of the tree.



T135 (*Melia azedarach*)
 Photograph showing the overall form of the tree.



T136 (*Melia azedarach*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T137 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T138 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T139 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T140 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T141 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T142 (*Melia azedarach*)
 Photograph showing the overall form of the tree.



T143 (*Ficus microcarpa*)
 Photograph showing the overall form of the tree.



T144 (*Ficus benjamina*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T145 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T146 (*Corymbia torelliana*)
 Photograph showing the overall form of the tree.



T147 (*Melaleuca quinquenervia*)
 Photograph showing the overall form of the tree.



T148 (*Phoenix roebelenii*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T149 (Phoenix roebelenii)
 Photograph showing the overall form of the tree.



T150 (Phoenix roebelenii)
 Photograph showing the overall form of the tree.



T151 (Phoenix roebelenii)
 Photograph showing the overall form of the tree.



T152 (Melia azedarach)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T153 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T154 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T155 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T156 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

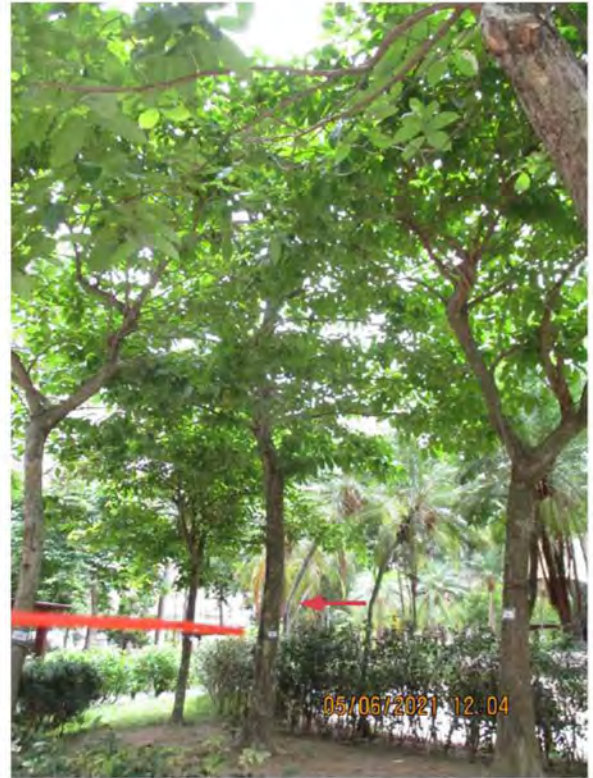
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T157 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T158 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T159 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T160 (*Phoenix roebelenii*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
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			-





T161 (Phoenix roebelenii)
Photograph showing the overall form of the tree.



T162 (Phoenix roebelenii)
Photograph showing the overall form of the tree.



T163 (Phoenix roebelenii)
Photograph showing the overall form of the tree.



T164 (Melia azedarach)
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T165 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T166 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T167 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T168 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T169 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.



T170 (*Juniperus chinensis* 'Kaizuka')
 Photograph showing the overall form of the tree.



T171 (*Elaeocarpus obtusus* subsp. *Apiculatus*)
 Photograph showing the overall form of the tree.



T172 (*Lagerstroemia speciosa*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T173 (*Bauhinia variegata*)

Photograph showing the overall form of the tree.



T174 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T175 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T176 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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FIGURE NO.	URAP005 TSR		REV
			-





T177 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T178 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T179 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T180 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T181 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T182 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T183 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T184 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T185 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T186 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T187 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T188 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T189 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T190 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T191 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T192 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
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T193 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T194 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T195 (*Terminalia catappa*)

Photograph showing the overall form of the tree.



T196 (*Ficus benjamina*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T198 (*Ficus elastica*)

Photograph showing the overall form of the tree.



T199 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T200 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T201 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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T202 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T203 (*Ficus elastica*)

Photograph showing the overall form of the tree.



T204 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T205 (*Juniperus chinensis* 'Kaizuca')

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-

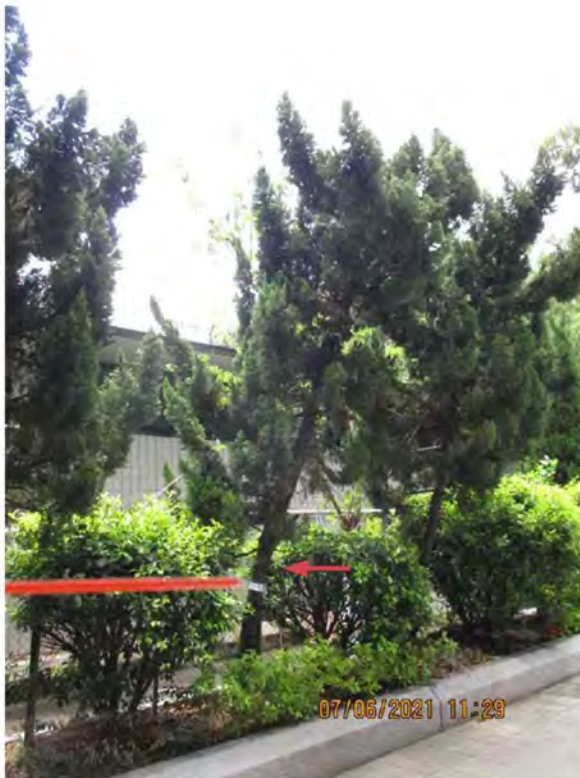




T206 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T207 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T208 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T209 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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T210 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T211 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T212 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.



T213 (*Juniperus chinensis* 'Kaizuca')
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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T214 (Ficus benjamina)

Photograph showing the overall form of the tree.



T215 (Ficus benjamina)

Photograph showing the overall form of the tree.



T216 (Ficus benjamina)

Photograph showing the overall form of the tree.



T217 (Ficus benjamina)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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T218 (Ficus benjamina)

Photograph showing the overall form of the tree.



T219 (Ficus benjamina)

Photograph showing the overall form of the tree.



T220 (Ficus benjamina)

Photograph showing the overall form of the tree.



T221 (Roystonea regia)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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T222 (*Terminalia mantaly*)

Photograph showing the overall form of the tree.



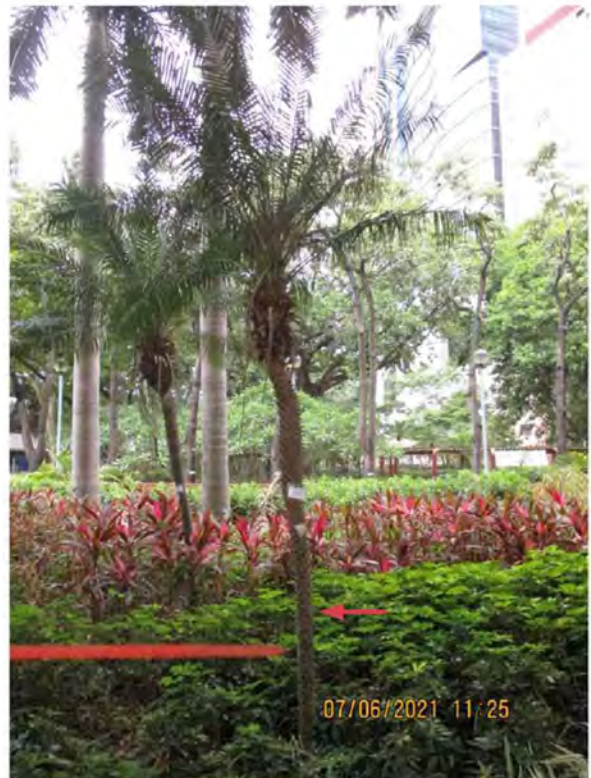
T223 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T224 (*Araucaria heterophylla*)

Photograph showing the overall form of the tree.



T225 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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T226 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T227 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T228 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T229 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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T230 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T231 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T232 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T233 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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T234 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T235 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T236 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T237 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T238 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T239 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T240 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T241 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

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T242 (Aleurites moluccana)
 Photograph showing the overall form of the tree.



T243 (Aleurites moluccana)
 Photograph showing the overall form of the tree.



T244 (Aleurites moluccana)
 Photograph showing the overall form of the tree.



T245 (Aleurites moluccana)
 Photograph showing the overall form of the tree.

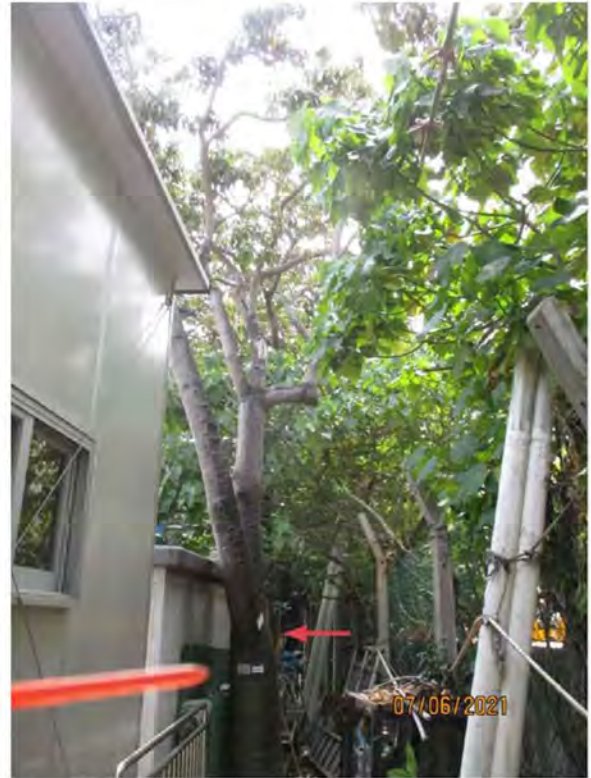
Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)
Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
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T246 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T247 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T248 (*Celtis sinensis*)
 Photograph showing the overall form of the tree.



T249 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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			-





T250 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T251 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T252 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T253 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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T254 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T255 (*Ficus microcarpa*)
 Photograph showing the overall form of the tree.



T256 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T257 (*Syzygium jambos*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T258 (*Aleurites moluccana*)
 Photograph showing the overall form of the tree.



T259 (*Albizia lebbek*)
 Photograph showing the overall form of the tree.



T260 (*Roystonea regia*)
 Photograph showing the overall form of the tree.



T261 (*Melia azedarach*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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			-





T262 (*Leucaena leucocephala*)
 Photograph showing the overall form of the tree.



T263 (*Morus alba*)
 Photograph showing the overall form of the tree.



T264 (*Melia azedarach*)
 Photograph showing the overall form of the tree.



T265 (*Celtis sinensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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T266 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T267 (*Caryota mitis*)
 Photograph showing the overall form of the tree.



T268 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T269 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.

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T270 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T271 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T272 (*Celtis sinensis*)
 Photograph showing the overall form of the tree.



T273 (*Celtis sinensis*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

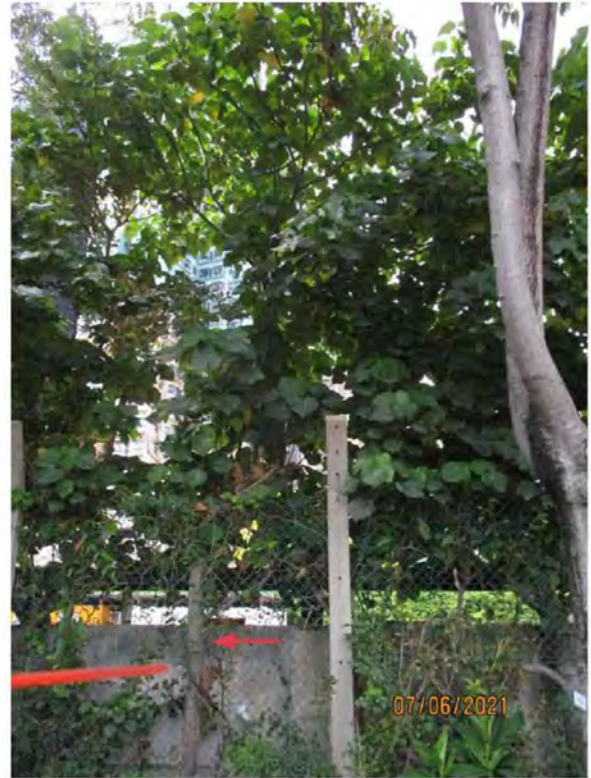
Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T274 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T275 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T276 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
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Tree Photographic Record

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T278 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T279 (*Macaranga tanarius* var. *tomentosa*)
 Photograph showing the overall form of the tree.



T280 (*Morus alba*)
 Photograph showing the overall form of the tree.



T281 (*Caryota ochlandra*)
 Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

Tree Photographic Record

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FIGURE NO.	URAP005 TSR		REV
			-





T282 (*Litsea glutinosa*)

Photograph showing the overall form of the tree.



T283 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T284 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T285 (*Melia azedarach*)

Photograph showing the overall form of the tree.

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Tree Photographic Record

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T286 (Melia azedarach)

Photograph showing the overall form of the tree.



T287 (Melia azedarach)

Photograph showing the overall form of the tree.



T288 (Macaranga tanarius var. tomentosa)

Photograph showing the overall form of the tree.



T289 (Melia azedarach)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
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T290 (Melia azedarach)

Photograph showing the overall form of the tree.



T291 (Melia azedarach)

Photograph showing the overall form of the tree.



T292 (Melia azedarach)

Photograph showing the overall form of the tree.



T293 (Melia azedarach)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

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T294 (Melia azedarach)

Photograph showing the overall form of the tree.



T180A (Senna siamea)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -



Annex V
Tree Recommendation Plan

Legend

-  APPLICATION SITE BOUNDARY
-  EXISTING LEVEL
-  PROPOSED LEVEL
-  PROPOSED ARCHITECTURAL SCHEME
-  EXISTING TREES TO BE RETAINED/ TRANSPLANTED
-  EXISTING TREES TO BE TRANSPLANTED
-  EXISTING TREES TO BE TRANSPLANTED/ FELLED

General notes

Rev.	Date	Description	Initial

Designed by:	Name:	Signed:	Date:
Drawn by:	CJF		
Checked by:	FY		
Approved by:	CJF		
	JBC		

Project Title:
 Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

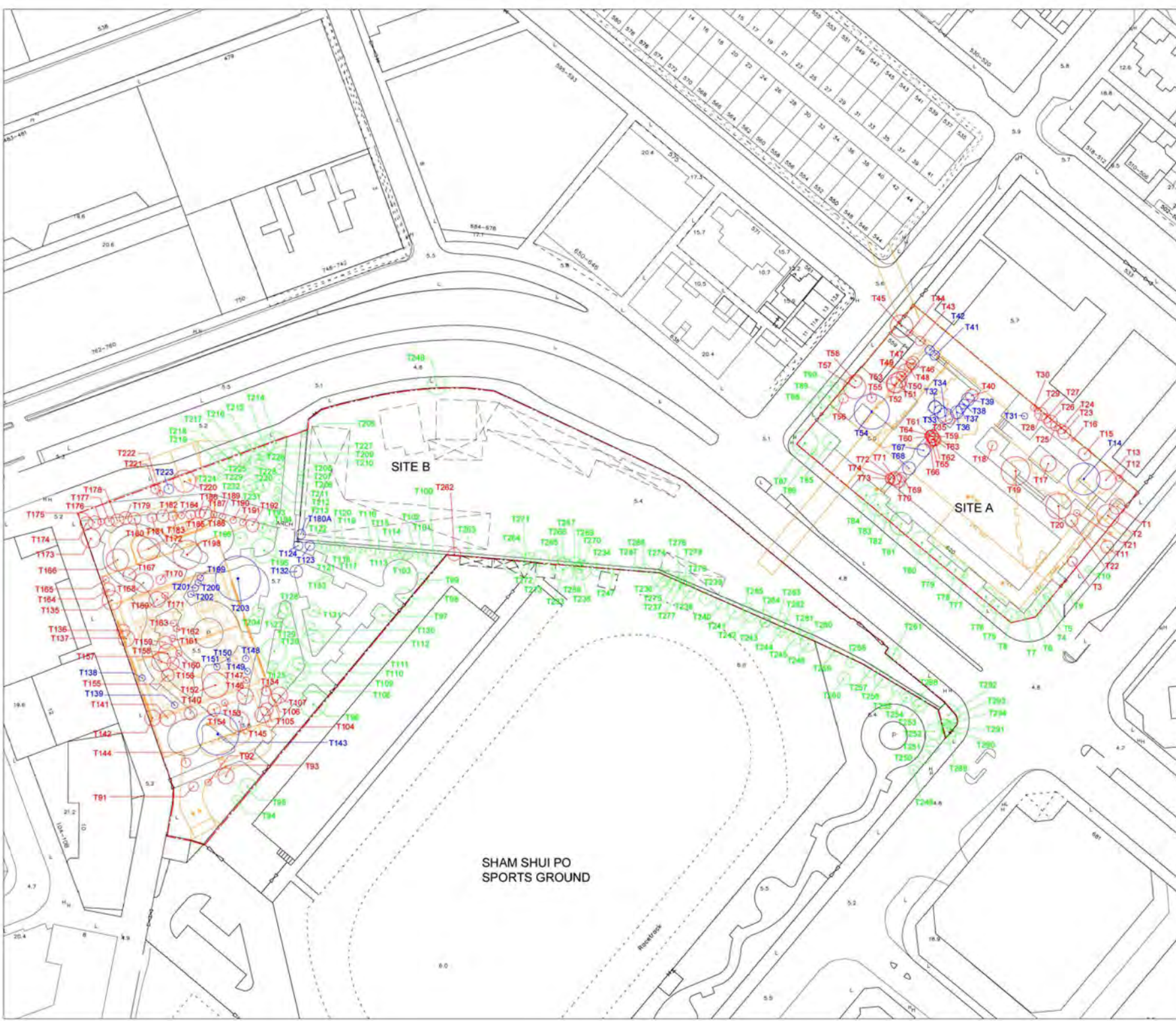
Drawing Title:
 TREE RECOMMENDATION PLAN

Drawing Number:
 URAPO05-TRO01

Project Number:
 URAPO05

Scale:
 1:550@A1

Date:
 15/06/2021



Annex VI
New Tree Planting Plan

Legend

- APPLICATION SITE BOUNDARY
- EXISTING LEVEL
- PROPOSED LEVEL
- PROPOSED ARCHITECTURAL SCHEME
- EXISTING TREES TO BE RETAINED/ TRANSPLANTED
- EXISTING TREES TO BE TRANSPLANTED
- PROPOSED NEW TREE PLANTING

General notes

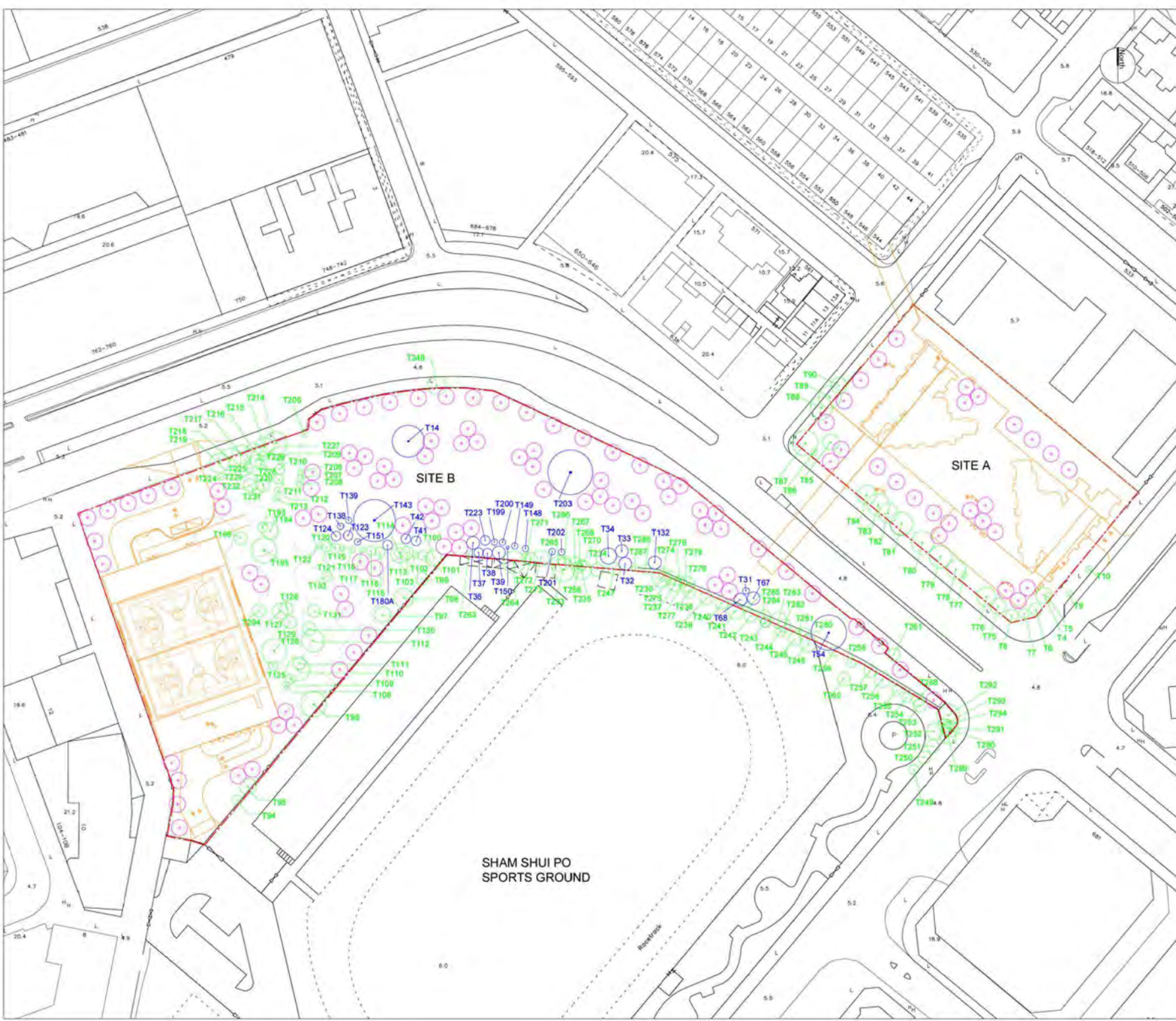
Rev.	Date	Description	Initial

Designed by:	Name:	Signed:	Date:
	CJF		
	FY		
	CJF		
	JBC		

Project Title:
 Cheung Wah Street/ Cheung Sha Wan Road
 Development Scheme (SSP-018)

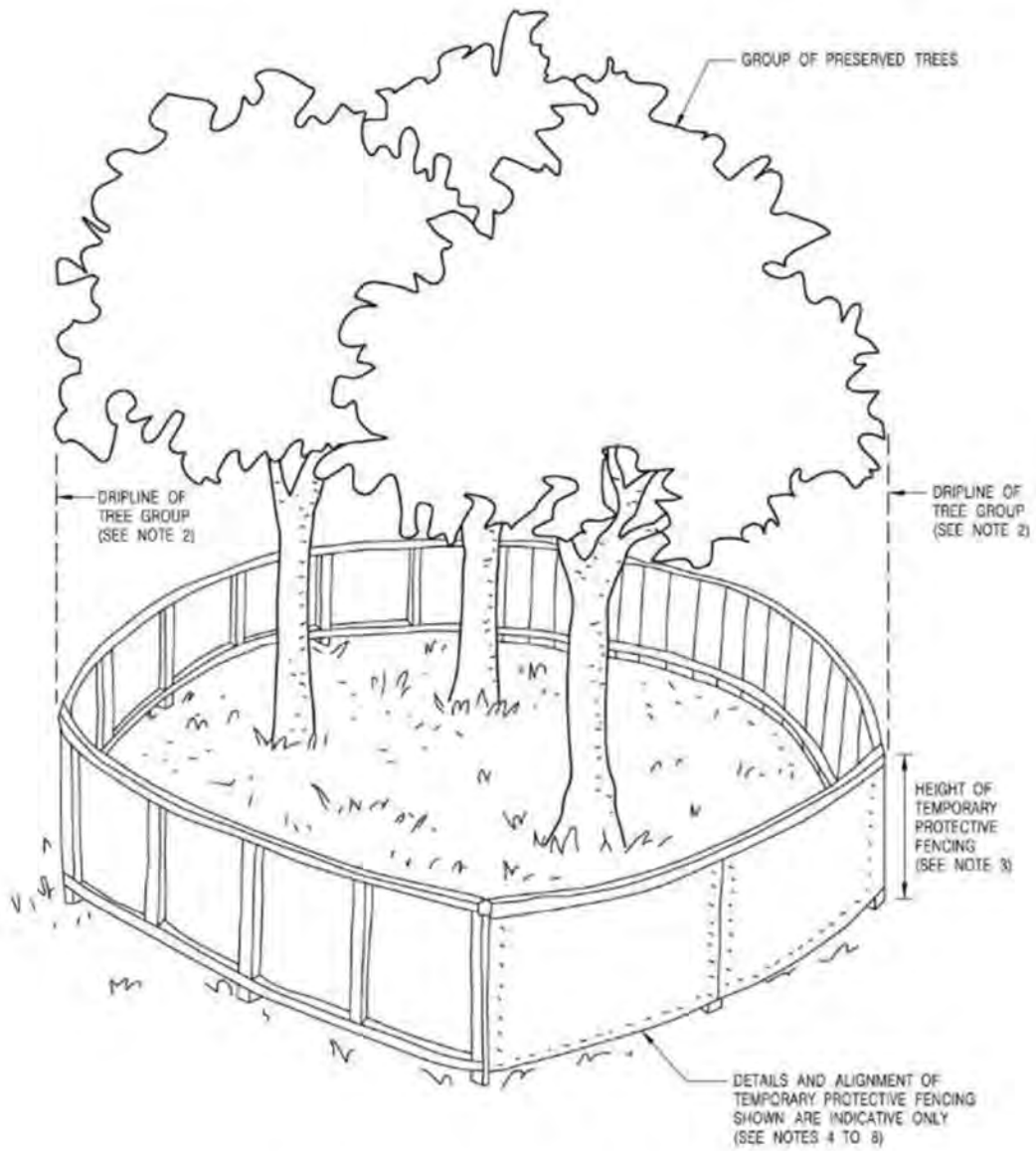
Drawing Title:
 NEW TREE PLANTING PLAN

Drawing Number: URAP005-TC001	Revision: -
Project Number: URAP005	Scale: 1:550@A1
Date: 15/06/2021	



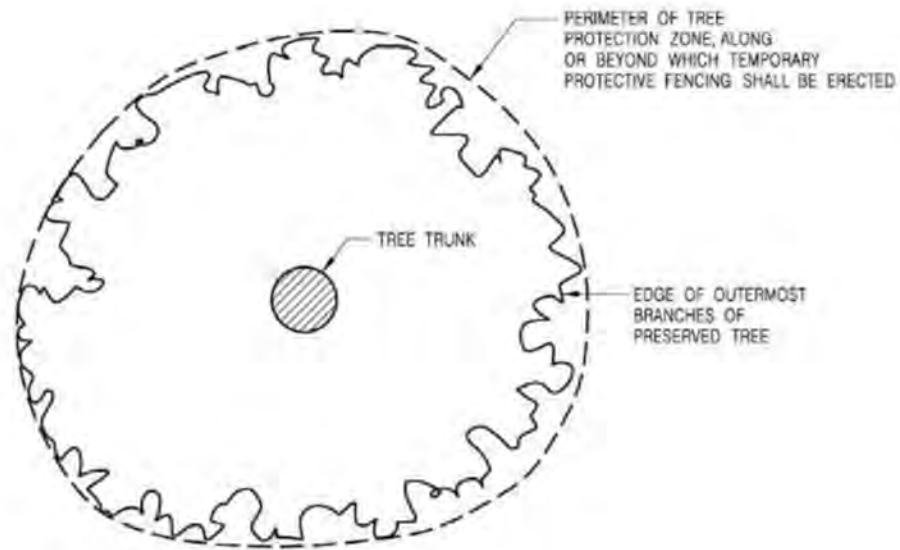
Annex VII
Tree Protection Measures

Tree Protection Measures

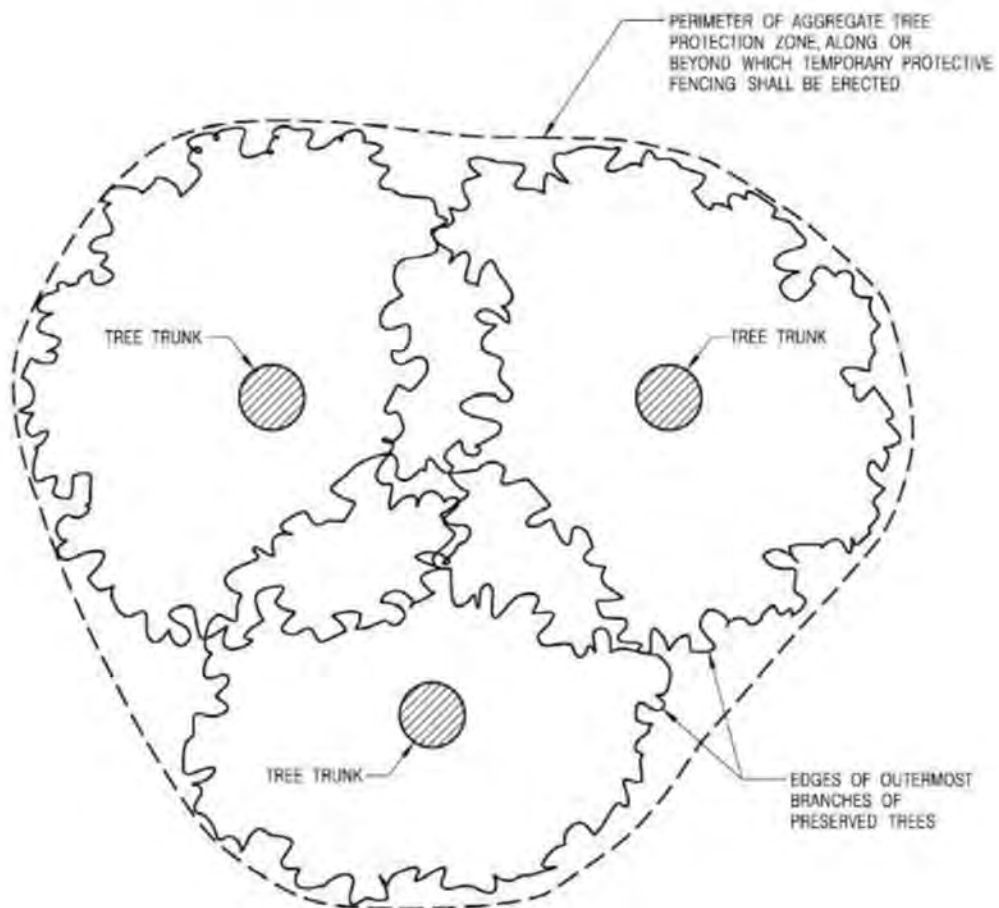


PERSPECTIVE - GROUP OF TREES

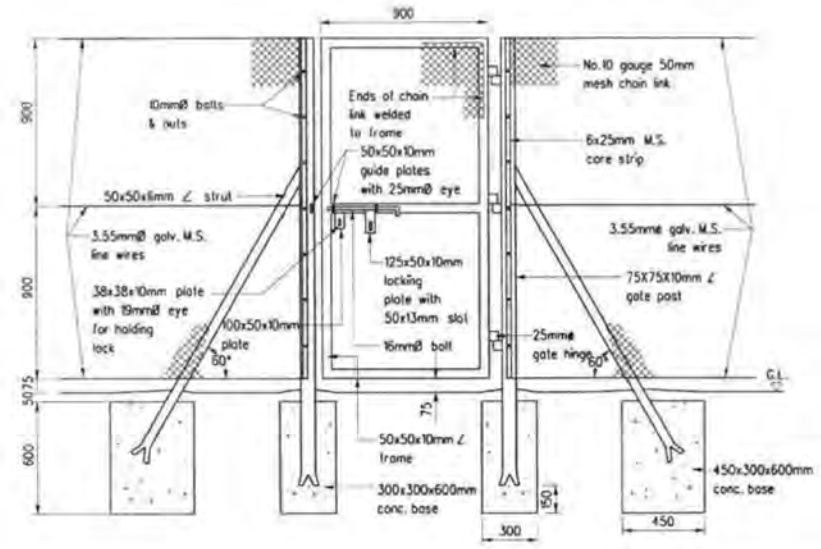
(DIAGRAMMATIC)



PLAN - INDIVIDUAL TREE
(DIAGRAMMATIC)

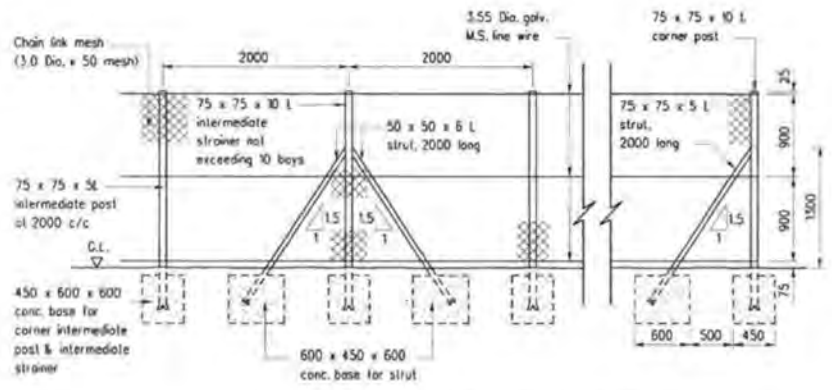


PLAN - GROUP OF TREES
(DIAGRAMMATIC)



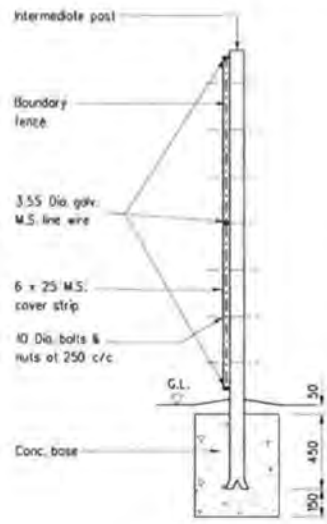
PEDESTRIAN GATE
(NTS)

Note: One pedestrian gate in each enclosure.



ELEVATION OF INTERMEDIATE POST
INTERMEDIATE STRAINER & CORNER POST

(NTS)



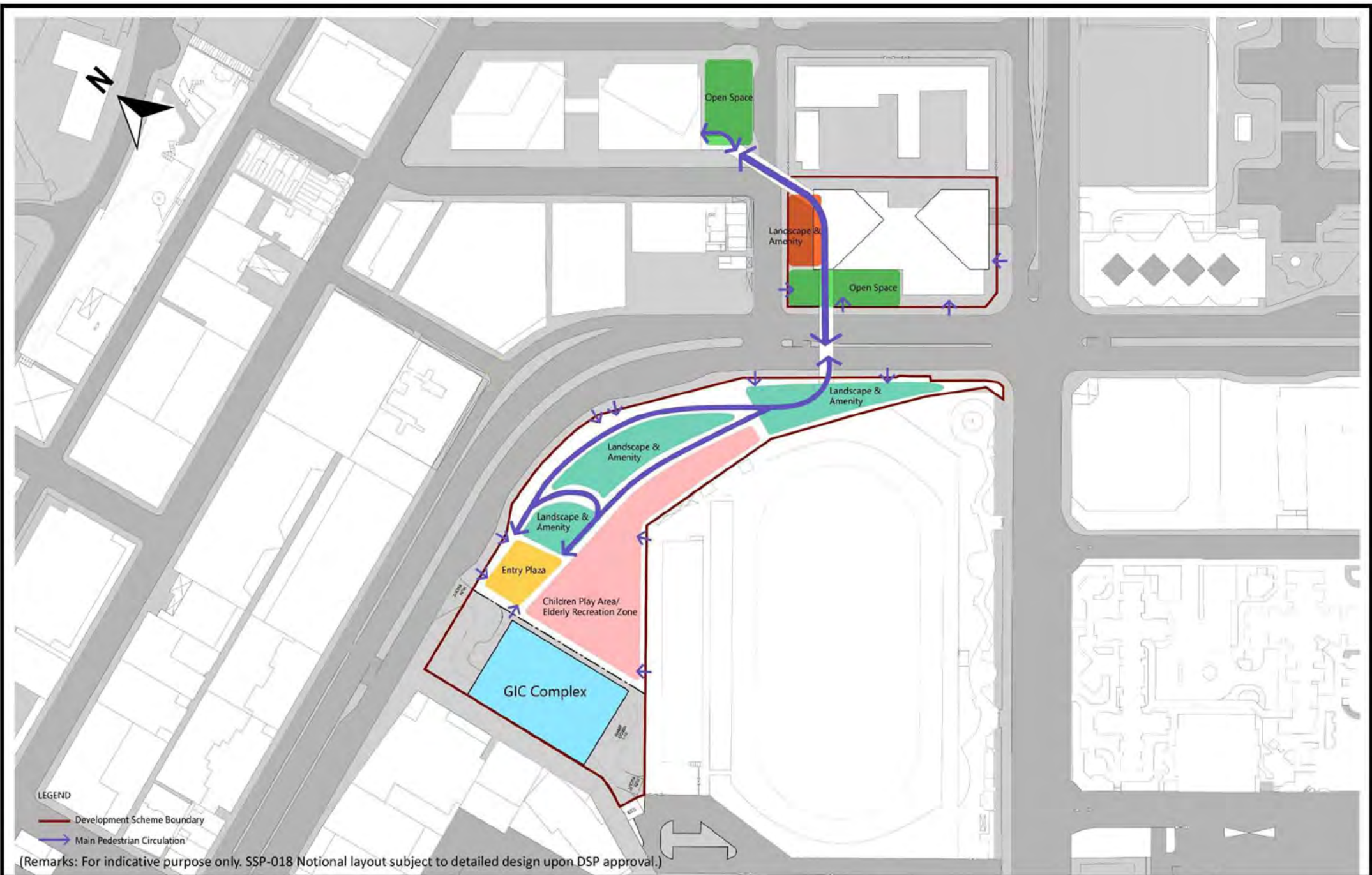
INTERMEDIATE POST

(NTS)

Notes :

1. Dimensions are in millimetres.
2. All welds to be ground smooth.
3. Steel to be grade 43 BS 4360.
4. All site welds to be treated with two coats of zinc rich paint before application of paint system.
5. Steelwork for fencing including wires to be hot dip galvanized to BS 729 to a coating thickness of at least 500 g/m².
6. Chain link mesh to be zinc coated type GL5180 of BS1722 Part 1.
7. Concrete to be grade 30/20.
8. Where the concrete footing is located in block paved footpath, the footing should be lowered to allow for the paving blocks and the sand course.

Annex VIII
Landscape Design Concept



Appendix 3

Visual Impact Assessment (VIA) Report

Urban Renewal Authority Development Scheme
Prepared under Section 25 (3) of the Urban Renewal Authority Ordinance

**Cheung Wah Street /
Cheung Sha Wan Road Development Scheme
(SSP-018)**

Visual Impact Assessment

September 2021

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1 INTRODUCTION

- 1.1 The Urban Renewal Authority (URA) has commenced Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under Section 25 of the Urban Renewal Authority Ordinance (URAO). The draft Development Scheme Plan (DSP) No. S/K5/URA3/A is submitted to the Town Planning Board (the Board) for consideration.
- 1.2 The Scheme is located in Sham Shui Po (SSP) District which comprises Sites A and B along Cheung Sha Wan Road. Site A of the Scheme is broadly bounded by Hing Wah Street to the southeast, Cheung Sha Wan Road to the southwest, Cheung Wah Street to the northwest, and Cheung Sha Wan Catholic Secondary School to the northeast. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden under Leisure and Cultural Services Department (LCSD). Site A is currently zoned for “Government, Institution or Community (G/IC)” with maximum building height of 1 storey and “Open Space (O)” on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37.
- 1.3 Site B of the Scheme broadly bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground to the southeast. It is currently occupied by the Cheung Sha Wan Path Sitting-out Area, part of the Sham Shui Po Sports Ground under LCSD and a temporary maintenance depot of Highways Department. Site B is currently zoned for “Government, Institution or Community (G/IC)” with maximum building height of 1 storey, “Open Space (O)”, and shown as “Road” on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37.

- 1.4 **Figure 1.1** shows the draft DSP. Under the draft DSP, the Scheme area in orange colour is proposed to be zoned "R(A)" with an overall plot ratio (PR) of 8.5 which PR of 7.5 is for domestic uses and the remaining PR of 1.0 is for non-domestic uses. About 5,197 sq.m. (PR of 1.0) non-domestic GFA is also proposed for G/IC uses in the Scheme area which is to be exempted from PR calculation under the draft DSP. A maximum height of 140mPD is proposed at Site A under the draft DSP. For Site B, the scheme area in green is proposed to be zoned "O" while the scheme area in blue is proposed to be zoned "G/IC". A maximum building height of 95mPD is proposed for the "G/IC" uses.
- 1.5 This Visual Impact Assessment (VIA) report is prepared to study the potential visual impact with the implementation of the Scheme under the notional design for consideration by the Board.

2 THE PROPOSED SCHEME

- 2.1 As stated in the Planning Report of the DSP submission, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored.
- 2.2 Under a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning of urban renewal works. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.
- 2.3 As SSP-017 and SSP-018 are interrelated and are commenced on the same day, the Proposed Scheme of this VIA report will also consider the cumulative impact of the SSP-017 and SSP-018 redevelopment. It is noted that SSP-017 conforms to the existing planning control, it will be implemented under Section 26 of the Urban Renewal Authority Ordinance (URAO) separately; it does not form part of this DSP.
- 2.4 **Figure 2.1** shows the layout plan of the notional design (the Proposed Scheme). Site A of SSP-018 comprises two residential towers (T1 and T2) on top of a commercial/ retail/ G/IC podium, a public open space (POS), and a basement car park for public and ancillary parking spaces. For Site B of SSP-018, it comprises one G/IC complex building and a POS.
- 2.5 A maximum building height of 140mPD is proposed at Site A to enhance flexibility on block size, disposition and layout in building design, enable a slimmer building form and create wider building separations as recommended in the Sustainable Building Design Guidelines. Ground floor setbacks from Cheung Wah Street, Cheung Sha Wan Road and Hing Wah Street are

proposed to mitigate visual obstruction, create wider pavement and enhance walking environment. A maximum building height of 95mPD is proposed at Site B to utilize the site for G/IC uses. About 750 sq.m. of POS at Site A and 9,600 sq.m. of POS at Site B are also proposed to enhance the visual amenity.

- 2.6 A maximum building height of 120mPD is proposed at SSP-017, which conforms to the existing planning control. SSP-017 comprises two residential towers on top of a commercial/ retail podium. Ground floor setbacks from Cheung Wah Street is also proposed in SSP-017 to mitigate visual obstruction, create wider pavement and enhance walking environment. Under an integrated urban renewal approach, footbridges across Cheung Sha Wan Road and Cheung Wah Street, which do not form part of the Scheme, are suggested to connect up the public open spaces at both URA projects (SSP-017 and SSP-018) to enhance connectivity of the existing built environment.
- 2.7 The notional design is subject to change at the detailed design stage.
- 2.8 **Table 2.1** presents the development parameters of the Proposed Scheme:

Table 2.1 Development Parameters of SSP-018

	Site A	Site B
Scheme Total Area	About 5,197 sq.m.	About 13,857 sq.m.
Net Site (subject to survey and detailed design)	About 5,197 sq.m.	About 4,212 sq.m.
Proposed Zoning	"R(A)"	"G/IC", "O"
Proposed Maximum Domestic GFA	About 38,978 sq.m. (PR=7.5)	/
Proposed Maximum Non-domestic GFA (excluding GFA for G/IC Provision)	About 5,197 sq.m. (PR=1.0)	/
Proposed G/IC GFA G/IC Provision	Not less than 5,197 sq.m. (PR=1.0) (proposed to be exempted from GFA calculation under the DSP)	About 33,696 sq.m. (PR=8.0)
Proposed Public Open Space	About 750 sq.m.	About 9,645 sq.m.
Number of Blocks *	2	1 (G/IC Complex)

	Site A	Site B
Building Height *	Not more than 140mPD	Not more than 95mPD
Number of storeys *	About 34 storeys (on top of a 5-storey podium)	About 18 storeys (excluding basements)

* Remarks: All design parameters are subject to change at the detailed design stage.

- 2.9 To comprehensively compare the visual impact of the Proposed Scheme, a Baseline Scheme is also presented on **Figure 2.2**. Under the Baseline Scheme, no building will be erected on the scheme area where is zoned either "O" or "Road". Two 1 storey buildings of 12m tall under existing "G/IC" zone within the boundary of SSP-018 Sites A and B are adopted in the Baseline Scheme to reflect the possible redevelopment. For SSP-017, existing buildings are adopted in the Baseline Scheme to reflect the cumulative impact before and after redevelopment.
- 2.10 This VIA will compare the visual changes of both the Proposed Scheme and the Baseline Scheme and thus appraise the visual impact.

3 METHODOLOGY

- 3.1 With reference to the *Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Application to the Town Planning Board* (TPB-PG No.41), this VIA would adopt the following procedures:
- 3.2 **1) Define the assessment area (i.e. visual envelope).** The assessment area would cover the area of visual influence within which the proposed development is pronouncedly visible from key sensitive viewers. The extent of the assessment area would be determined having regard to the size of the proposed development, the distance of the development, potential visibility from the selected viewing points, and the actual site and the surrounding topographical conditions.
- 3.3 **2) Identify Viewing Points (VPs) within the assessment area.** The assessment would take into account views from key local and strategic viewing points. Local VPs are determined with reference to the setting of the project and views of local significance. For strategic VP(s), reference would be made to *Chapter 11 – Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines* (HKPSG). VPs should be at human eye level for a realistic presentation of views. For each identified VPs, their sensitivity would be classified as high, medium or low by their activity, public perception and other relevant factors.
- 3.4 **3) Appraise visual changes.** Visual changes on visual composition, visual obstruction, effect on public views and effect on visual resources would be appraised. Perspectives indicating visual changes will be illustrated by photomontages for each identified VPs.

4 VISUAL IMPACT ANALYSIS

4.1 ASSESSMENT AREA

4.1.1 The assessment area for this VIA is defined by the visual envelope of the indicative Proposed Scheme. This visual envelope covers the fields of views from all sensitive viewers in direct sight of the proposed development. With verification by ground inspection, for Site A, the assessment area is defined by a distance equal to three times of the height (3H) of T1 and T2 in the Proposed Scheme, i.e. 420m, away from Site A. For Site B, since the maximum building height of the G/IC complex is 95mPD, the assessment area is defined by a distance equal to three times of the proposed building height, i.e. 285m, away from Site B. The areas for Sites A and B are combined to form the assessment area of this VIA.

Visual Elements in the Assessment Area

4.1.2 **Figure 4.1** shows the extent of assessment area. The area broadly extends to Ching Cheung Road to the north, Po On Road to the northeast, Cheung Sha Wan Playground to the southeast, Lai Chi Kok Road to the south and Cheung Lai Street to the west of the Scheme. **Figure 4.1** and the following will present the current and future visual elements within the assessment area:

4.1.3 The assessment area is densely developed with increasing number of high-rise developments. To the immediate west of the Scheme is the Cheung Sha Wan business area where is mixed with high-rise office towers and mid-rise industrial buildings. Various developments reaching about 120mPD or above are located to the immediate northwest and southwest of the Scheme, including Billion Plaza II (about 130mPD), Billion Plaza (about 120mPD), Clifford Centre (about 125mPD) and Law's Commercial Plaza (about 130mPD). Besides, there are several future high-rise non-domestic developments of about 130mPD to the further northwest of the Scheme, including the proposed developments covered by planning applications nos. A/K5/816 and A/K5/820 approved by the TPB in 2020.

- 4.1.4 The northern and eastern sides of the assessment area is a densely developed residential area with prolonged redevelopment activities. The area comprises high-rise residential developments, mid-rise residential towers and low-rise tenement buildings. To the northeast of the Scheme is a group of residential developments reaching about 120mPD or above, including Beacon Lodge (about 160mPD), Lotus House (about 135mPD), Heya Aqua (about 120mPD), Heya Crystal (about 120mPD), Heya Star (about 120mPD) and Heya Delight (about 120mPD). The building height of the URA-initiated Kim Shin Lane/ Fuk Wa Street Development Project (SSP-017) located to the north of the Scheme is about 120mPD. To the east of the Scheme is Un Chau Estate with towers mainly of about 120mPD.
- 4.1.5 The southern side of the assessment area comprises various low-rise facilities but also buildings with high building heights. To the immediate south of the Scheme is Sham Shui Po Sports Ground, serving as the major public outdoor space in the vicinity. To the further south of the playground is the low-rise Cheung Sha Wan Temporary Wholesale Poultry Market. To the further southwest of the Scheme is a cluster of high-rise residential developments including The Pacifica of about 165 to 185mPD. On the other side of the Poultry Market, there is a future public housing development of about 150mPD planned by the Government at the Wang Cheong Factory Estate site where is adjacent to an existing residential development of about 150mPD named The Sparkle. To the further southeast of the Scheme is Fortune Estate and Hang Chun Court with towers mainly of about 80 to 120mPD.
- 4.1.6 Apart from Sham Shui Po Sportsground, there are also several public outdoor spaces located within the assessment area. To the southeast of Fortune Estate is Cheung Sha Wan Playground serving as a major open space to the neighbourhood. To the immediate east and further northwest of the Scheme are Hing Wah Street Playground and Wing Hong Street Rest Garden respectively.

4.1.7 To conclude, the assessment area is densely developed with increasing number of high-rise developments. Developments reaching 120mPD or above are common around the Scheme while there are several existing or future developments of about 140 to 185mPD, such as The Pacifica and the future public housing development at the Wang Cheong Factory Estate site. Three major public outdoor spaces and open-air facilities are identified, including Sham Shui Po Sportsground, Hing Wah Street Playground and Cheung Sha Wan Playground are identified to the south, east and southeast of the Scheme.

4.2 IDENTIFICATION OF VIEWING POINTS

4.2.1 Based on the assessment area and visual elements identified, six local viewing points (VPs) are identified within the visual envelope as indicated on **Figure 4.2**. All major public outdoor spaces are included in this assessment. **Figure 4.3** then presents the location of the strategic viewing point identified with reference to the HKPSG.

Table 4.1 Viewing Points

VP	Location	Approximate Distance from the Scheme
Local Viewing Points		
VP1	Hing Wah Street Playground	120m
VP2	Sham Shui Po Sports Ground	150m
VP3	Cheung Sha Wan Playground	400m
VP4	Junction of Cheung Wah Street and Un Chau Street	120m
VP5	Exit B1 of Lai Chi Kok Railway Station	180m
VP6	Wing Hong Street Rest Garden	220m
Strategic Viewing Point		
VP7	Sun Yat Sen Memorial Park	5.2km

4.3 APPRAISAL OF VISUAL CHANGES

4.3.1 Photos of the existing condition and photomontages of both the Proposed Scheme and the Baseline Scheme are prepared for full appraisal and comparison of the visual changes before and after the proposed redevelopment at the Scheme together with future developments within its vicinity. The following will describe the visual composition and appraise visual changes of views for each selected VP. **Table 4.2** in the later part of this section will summarise the visual changes of all seven viewing points.

VP1 – Hing Wah Street Playground

4.3.2 In accordance with **Figures 4.2**, VP1 is about 120m to the east of the Scheme. Hing Wah Street Playground is a football pitch without any passive recreational facility. Although VP1 is close to the Scheme, considered that active football activities involve less public viewers who are sensitive to visual concerns and changes, the visual sensitivity of public viewers from this VP is graded as **medium**.

Visual Composition and Visual Obstruction

4.3.3 **Figure 4.4** presents the existing visual composition of the view from VP1 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.

4.3.4 With reference to **Figure 4.4**, the foreground of the view from VP1 is dominated by Heya Aqua (about 120mPD) and the football pitch of the Playground. Heya Aqua forms a substantial part of the visual composition of the view from VP1. The background of the view is formed by the dense urban development near Cheung Sha Wan Business Area, such as Billion Plaza (about 120mPD), Billion Plaza II (about 130mPD), Charming Garden (about 100mPD) and The Amused (about 100mPD). The local visual context is dense with buildings commonly reaching about 120mPD or above. An open sky view is available at VP1.

4.3.5 Under the Proposed Scheme, the proposed development at SSP-017 (about 120mPD) would be visible on the background of the view from VP1. The proposed T1 and T2 within the Scheme area would be visible in front of the dense urban developments near Cheung Sha Wan Business Area. With due regard to the local visual context, the proposed T1 and T2 are of compatible

and similar size and height, as compared to Heya Aqua and the proposed development at SSP-017. Although the Proposed Scheme would obstruct a portion of the open sky view, the obstruction is less substantial than the one caused by Heya Aqua.

- 4.3.6 Various mitigation measures are included in the Proposed Scheme to enhance the visual composition and obstruction. To minimize the blockage of views, the proposed T1 and T2 are disposed in an orientation parallel to the view towards the Scheme from VP1. The proposed maximum building height of 140mPD also enables a slimmer building form which further reduces the visual obstruction to the sky view. Ground floor setbacks from Hing Wah Street and Cheung Sha Wan Road will further reduce the building mass and visual obstruction, in particular at eye level.
- 4.3.7 With the above mitigation measures, despite the proposed development at the Scheme, a substantial portion of the open sky view from VP1 will be preserved. Furthermore, the visual permeability along Fuk Wing Street from VP1 will be preserved under the Proposed Scheme. Thus, a slightly adverse impact to the visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.8 Noted that Hing Wah Street Playground is a football pitch without any passive recreational facility, public viewers involved into active football activities are less sensitive to visual concerns and changes. Thus, the importance and value of the sky view is not of priority. With the aforementioned mitigation measures, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. Thus the Proposed Scheme would only cause a slight resultant effect to public viewers. On the contrary, it is more important to consider whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. As compared to the existing visual context, the Proposed Scheme has a similar and compatible building height, mass and scale with the neighbouring developments, such as Heya Aqua (about 120mPD). Therefore, a negligible effect on visual resources caused by the Proposed Scheme is considered.

VP2 – Sham Shui Po Sports Ground

4.3.9 In accordance with **Figures 4.2**, VP2 is about 150m to the south of the Scheme. Sham Shui Po Sports Ground comprises a sports ground, a football pitch, two basketball courts and a netball court. Together with the provision of passive recreational facilities and sitting-out areas, the Sports Ground is highly utilised by the general public. Thus, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

4.3.10 **Figure 4.5** presents the existing visual composition of the view from VP2 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.

4.3.11 The current foreground of the view from VP2 is mainly the open-air sports facilities and trees inside Sham Shui Po Sports Ground. Although Hang Chun Court (about 110mPD) to the east of VP2 have substantially blocked the sky view, in overall, a wide open sky view can be enjoyed at VP2. The dense high-rise development along Hing Wah Street and Cheung Wah Street, such as Heya Aqua (about 120mPD), CST (about 100mPD) and Charming Garden (about 100mPD) have formulated the background of the view from VP2.

4.3.12 In accordance with **Figure 4.5**, for the Proposed Scheme, the proposed development at SSP-017 (about 120mPD) would be visible although most portion of it would be behind CST and Charming Garden. Although the two residential towers under the Proposed Scheme would appear slightly taller than the developments along Hing Wah Street and Cheung Wah Street, the Proposed Scheme possesses a compatible, appropriate and harmonious scale to integrate with the existing visual context. Negligible impact to the visual composition of the view from VP2 is considered.

4.3.13 With regard to visual obstruction, the Proposed Scheme would cause no obstruction to the foreground of the view from VP2. With the mitigation measures of slimmer building form and wider building separation included under the Proposed Scheme, only a minimal portion of the wide open sky view would be obstructed. The overall visual obstruction is considered as negligible.

Effect on Public Viewers and Visual Resources

4.3.14 As the Proposed Scheme integrates with the existing visual context, the Proposed Scheme would not create any sore thumb development and visual incompatibility. While the wide open sky view is an important visual resource and value for public viewers considered the high level of public utilisation of the Sports Ground, with the mitigation measures included, the wide open sky view being enjoyed at VP2 is well preserved under the Proposed Scheme. Thus, negligible effect on public viewers and visual resources is considered.

VP3 – Cheung Sha Wan Playground

4.3.15 In accordance with **Figures 4.2**, VP3 is about 400m to the southeast of the Scheme. Being surrounded by a group of residential developments, this Playground is highly utilised by the general public for its recreational facilities such as football pitch, basketball court, skating rink, children's playground and sitting out areas. Therefore, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

4.3.16 **Figure 4.6** presents the existing visual composition of the view from VP3 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.

4.3.17 The current foreground of the view from VP3 is mainly the open-air sports facilities and trees inside Cheung Sha Wan Playground. The dense high-rise residential towers of Un Chau Estate (about 120mPD), Heya Aqua (about 120mPD) and Fortune Estate (about 60 – 120mPD) have composed the background of the view from VP3. A wide open sky view is available on top of these residential towers.

4.3.18 With reference to **Figure 4.6**, the Proposed Scheme is of compatible height with the residential towers of Fortune Estate and Un Chau Estate which demonstrates its full integration and harmony with the existing visual context. Besides, the Proposed Scheme would not induce obstruction to the wide open sky view being enjoyed at VP3. Thus, a negligible effect to visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.19 The open sky view is an important visual resource for public viewers considered the high level of public utilisation and passive recreational activities at the Playground. Noted that the open sky view being enjoyed at VP3 can be preserved and the Proposed Scheme fully integrates with the existing visual context, a negligible effect on public viewers and visual resources is considered.

VP4 – Junction of Cheung Wah Street and Un Chau Street

- 4.3.20 In accordance with **Figures 4.2**, VP4 is about 120m to the northeast of the Scheme. This junction serves as a connector between the Caritas Medical Centre and So Uk Estate towards the transport and community facilities along Cheung Sha Wan Road. Although the duration of sight towards the Scheme of public viewers at VP4 is short, the level of pedestrian and business activities at this junction is high. Thus, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

- 4.3.21 **Figure 4.7** presents the existing visual composition of the view from VP4 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.22 Mid-rise to high-rise residential/ commercial developments, including High One (about 110mPD), Sea Panorama Court (about 85mPD) and The Pacifica (about 165 – 185mPD), have dominated the view from VP4, thus public viewers at VP4 can only access to a narrow sky view.
- 4.3.23 For the Proposed Scheme, the proposed development at SSP-017 would be visible from VP4. Most portions of the residential towers under the Proposed Scheme and the whole G/IC complex would be concealed by the existing buildings along Cheung Wah Street. Although a small portion of the sky view would be obstructed by the Proposed Scheme, it is considered that the Proposed Scheme fully integrates with the existing visual context by its compatible and appropriate building height. The ground floor setbacks from Cheung Wah Street included in both proposed developments at SSP-017 and SSP-018 have further reduced the visual obstruction and enhance the street environment at eye level. Although the footbridge across Cheung Wah Street

connecting SSP-017 and SSP-018 is visible from VP4, it is considered compatible to the local visual context with only minimal visual obstruction at eye level induced. Noted the overall visual compatibility of the Proposed Scheme, a negligible impact to the visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.24 Noted the sky view viewed from VP4 is narrow, it is considered more essential to assess whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. With reference to **Figure 4.7** and the above assessment, the Proposed Scheme can fully integrate with the existing visual context, a negligible effect on public viewers and visual resources caused by the Proposed Scheme is considered.

VP5 – Exit B1 of Lai Chi Kok Railway Station

- 4.3.25 In accordance with **Figures 4.2**, VP5 is about 180m to the west of the Scheme. Although the duration of sight towards the Scheme of public viewers at VP5 is short, a very high level of pedestrian activity is observed at VP5 as it connects the Lai Chi Kok Railway Station and bus stops along Cheung Sha Wan Road to the commercial developments and the Caritas Medical Centre nearby. Therefore, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

- 4.3.26 **Figure 4.7** presents the existing visual composition of the view from VP5 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.27 With reference to **Figure 4.7**, both the foreground and background of the view from VP5 are dominated by the mid-rise to high-rise developments along Cheung Sha Wan Road, including Law's Commercial Plaza (about 130mPD), CST (about 100mPD), Charming Garden (about 100mPD), Yan Fook Centre (about 85mPD) and Tin On Industrial Building (about 45mPD). Public viewers at VP5 can only access to a narrow sky view.

4.3.28 The residential towers under the Proposed Scheme are of compatible height with the towers along Cheung Sha Wan Road which demonstrates its full integration and harmony with the existing visual context. Most portions of the residential towers and the G/IC complex are concealed by the existing development. The Proposed Scheme would only induce minimal obstruction to the narrow sky view.

Effect on Public Viewers and Visual Resources

4.3.29 Noted that the duration of sight of public viewers at VP5 towards the Scheme is short, the importance of sky view is not of priority. Instead, it is more important to consider whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. With reference to **Figure 4.8** and the above assessment, the Proposed Scheme can fully integrate with the existing visual context, a negligible effect on public viewers and visual resources caused by the Proposed Scheme is considered.

VP6 – Wing Hong Street Rest Garden

4.3.30 In accordance with **Figures 4.2**, VP6 is about 220m to the north of the Scheme. Situated next to the Caritas Medical Centre, this rest garden mainly comprises passive recreational facilities and sitting-out areas while the level of public utilisation is not high. Therefore, the visual sensitivity of public viewers from this VP is graded as **medium**.

Visual Composition and Visual Obstruction

4.3.31 **Figure 4.9** presents the existing visual composition of the view from VP6 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.

4.3.32 The current foreground of the view from VP6 is mixed with trees inside the rest garden, and the buildings along Fuk Wa Street, including Por Mee Factory Building (about 55mPD) and CST (about 100mPD). An open sky view can be enjoyed at VP6. With reference to **Figure 4.9**, as the Proposed Scheme will be concealed by the buildings and the proposed development at SSP-017 in the foreground, no visual obstruction will be induced by the Proposed Scheme.

Effect on Public Viewers and Visual Resources

4.3.33 Given that the Proposed Scheme will not be visible from VP6, no effect on public viewers and visual resources is anticipated by the Proposed Scheme.

VP7 – Sun Yat Sen Memorial Park

4.3.34 With reference to **Figure 4.3**, VP7 is one of the key public viewing points stipulated on Chapter 11 in the HKPSG. Viewing from the Sun Yat Sen Memorial Park at the opposite side of the Victoria Harbour, the ridgeline behind Kowloon shall be protected. As shown on **Figure 4.3**, the Proposed Scheme is in front of the ridgeline between Kam Shan and the Eagle's Nest.

4.3.35 By utilizing 3D GIS tools, **Figure 4.10** presents the visual impact analysis of the Proposed Scheme to the view from VP7. The 3D GIS skyline analysis shows that Cullinan West (about 160 to 180mPD), The Sparkle (about 150mPD) and Hoi Lok Court (about 120mPD) will conceal most portions of the Proposed Scheme. In addition, the Proposed Scheme is below both the ridgeline and the 20% building free zone. Therefore, negligible visual impact on the view from VP7 is anticipated by the Proposed Scheme.

Table 4.2 Summary of Anticipated Visual Changes

Visual Elements	Sensitivity of Public Viewers	Visual Change
VP1 – Hing Wah Street Playground		
<p>Foreground dominated by the football pitch of the Playground and Heya Aqua.</p> <p>Background formed by the dense urban development near Cheung Sha Wan Business Area.</p> <p>An open sky view is available.</p>	<p>Medium</p> <p>Although VP1 is close to the Scheme, public viewers involved active football activities are less sensitive to visual concerns and changes.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The proposed buildings are of compatible and similar size and height, as compared to Heya Aqua and the proposed development at SSP-017. With various mitigation measures, obstruction of the open sky view caused by the Proposed Scheme is substantially minimised while the visual permeability along Fuk Wing Street from will be preserved. A slightly adverse impact to the visual composition and obstruction is considered.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>Public viewers involved into active football activities are less sensitive to visual concerns and changes. With various mitigation measures, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. As compared to the existing visual context, the Proposed Scheme has a similar and compatible building height, mass and scale with the neighbouring developments. Thus, a negligible effect on visual resources is considered.</p> <p>Overall Visual Impact:</p> <p>Slightly adverse</p>
VP2 – Sham Shui Po Sports Ground		
<p>Foreground mainly occupied by the open-air sports facilities and trees inside the Sports Ground.</p>	<p>High</p> <p>The Sports Ground is highly utilised by the general public for its</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme creates a compatible, appropriate and harmonious scale to integrate with the existing visual context. With the mitigation measures of</p>

Visual Elements	Sensitivity of Public Viewers	Visual Change
<p>Background formulated by the dense high-rise development along Hing Wah Street and Cheung Wah Street.</p> <p>In overall, a wide open sky view can be enjoyed at VP2.</p>	<p>recreational facilities.</p>	<p>slimmer building form and wider building separation included under the Proposed Scheme, only a minimal portion of the wide open sky view would be obstructed.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The Proposed Scheme would not create any sore thumb development or visual incompatibility. The wide open sky view being enjoyed at VP2 is well preserved under the Proposed Scheme. Thus, negligible effect on public viewers and visual resources is considered.</p> <p>Overall Visual Impact:</p> <p>Negligible</p>
VP3 – Cheung Sha Wan Playground		
<p>Foreground mainly occupied by the open-air sports facilities and trees inside the Playground.</p> <p>Background mainly formed by the dense high-rise residential towers.</p> <p>A wide open sky view on top of the surrounding residential towers is available.</p>	<p>High</p> <p>The Playground is highly utilised by the general public for its recreational facilities.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme is of compatible height with the residential towers in Fortune Estate and Un Chau Estate, which demonstrates its full integration, and harmony with the existing visual context. Besides, the Proposed Scheme would not induce obstruction to the wide open sky view.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The wide open sky view being enjoyed at VP3 can be well preserved and the Proposed Scheme fully integrates with the existing visual context. A negligible effect on public viewers and visual resources is considered.</p> <p>Overall Visual Impact:</p> <p>Negligible</p>

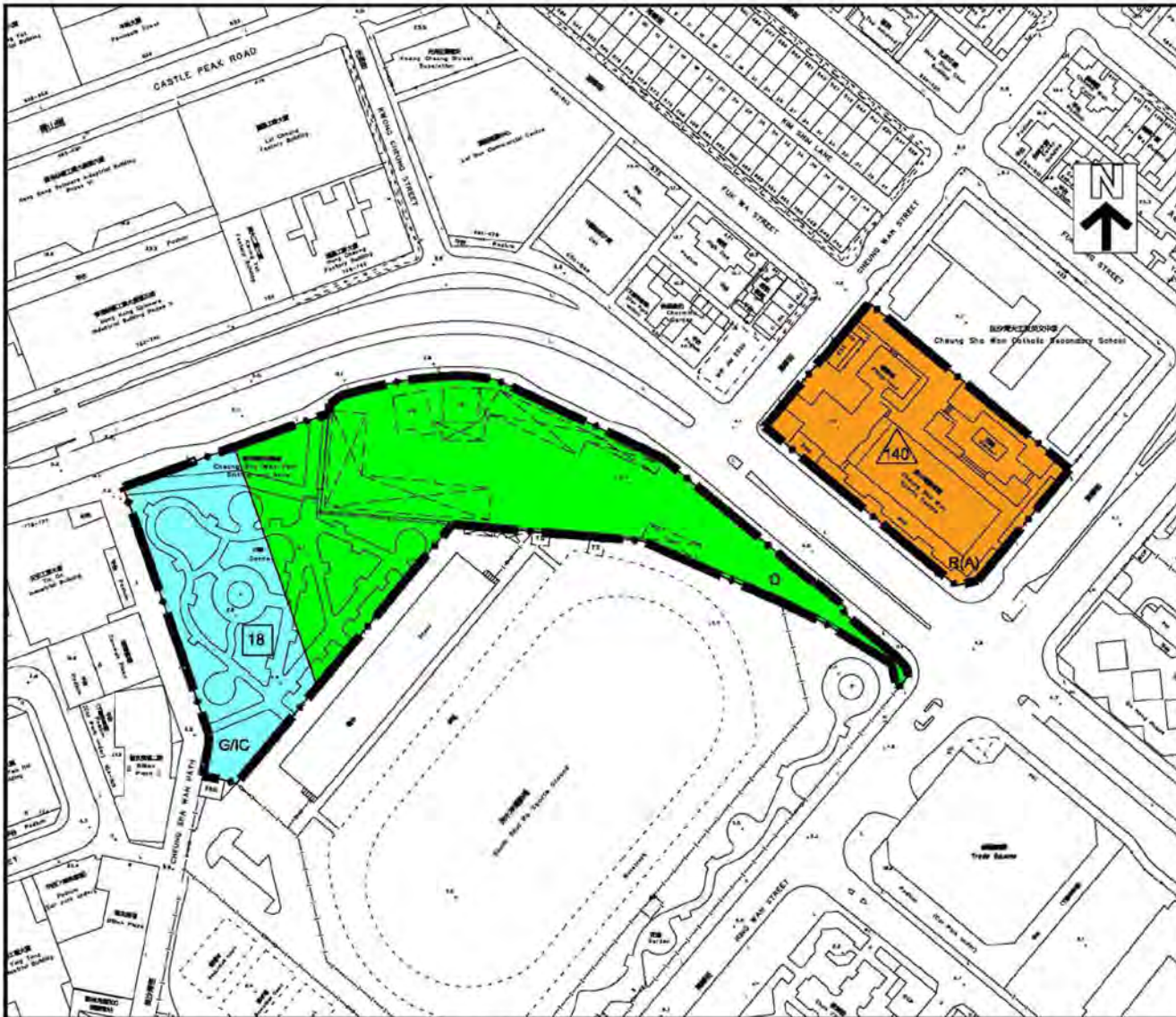
Visual Elements	Sensitivity of Public Viewers	Visual Change
VP4 – Junction of Cheung Wah Street and Un Chau Street		
View with a narrow sky view dominated by mid-rise to high-rise residential/commercial developments along Cheung Wah Street.	<p>High</p> <p>A high level of pedestrian and business activity is observed.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>Most portions of the building blocks of the Proposed Scheme would be concealed by the existing buildings which causes negligible impact. The ground floor setback from Cheung Wah Street included in the Proposed Scheme has further reduced the visual obstruction and enhance the street environment at eye level.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>As the Proposed Scheme can fully integrate with the existing visual context, a negligible effect on public viewers and visual resources caused by the Proposed Scheme is considered.</p> <p>Overall Visual Impact:</p> <p>Negligible</p>
VP5 – Exit B1 of Lai Chi Kok Railway Station		
View dominated by the mid-rise to high-rise developments along Cheung Sha Wan Road with a narrow open sky view.	<p>High</p> <p>A very high level of pedestrian activity is observed.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme is of compatible height with the towers along Cheung Sha Wan Road, which demonstrates its full integration with the existing visual context. The Proposed Scheme only induces very minimal obstruction to the narrow sky view.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The Proposed Scheme can fully integrate with the existing visual context, a negligible effect on public viewers and</p>

Visual Elements	Sensitivity of Public Viewers	Visual Change
		<p>visual resources caused by the Proposed Scheme is considered.</p> <p>Overall Visual Impact: Negligible</p>
VP6 – Wing Hong Street Rest Garden		
<p>View mixed with trees inside the rest garden, and the buildings along Fuk Wa Street. Open sky view can be enjoyed.</p>	<p>Medium</p> <p>The level of public utilisation is not high.</p>	<p>Existing buildings in the foreground conceal the Proposed Scheme. No visual change is anticipated.</p> <p>Overall Visual Impact: Negligible</p>
VP7 – Sun Yat Sen Memorial Park		
<p>View mainly formed by the Victoria Harbour, the dense urban development in Kowloon, a wide open sky and the ridgeline from Kam Shan to Tsz Wan Shan.</p>	<p>-</p>	<p>Existing buildings conceal most portions of the Proposed Scheme. Noted that the Proposed Scheme is below the ridgeline and the 20% building free zone, negligible visual impact is anticipated.</p> <p>Overall Visual Impact: Negligible</p>

5 EVALUATION OF OVERALL VISUAL IMPACT AND CONCLUSION

- 5.1 The above analysis has compared the visual impact induced by the future redevelopment under both the Baseline Scheme and the Proposed Scheme. Block size, disposition and layout of the Proposed Scheme have been carefully designed with respect to the existing urban design, building height profile and key public viewing points in the vicinity. With the proposed maximum building height, various measures such as slimmer building form, wider building separation, careful building disposition and ground floor setbacks are included in the Proposed Scheme to enhance the visual quality and visual impact.
- 5.2 The Scheme is located in a densely developed residential neighbourhood with an increasing number of high-rise residential developments reaching 120mPD or above. Several existing and future developments of 140mPD or above are found around the Scheme, such as The Pacifica, Beacon Lodge and the public housing development at the Wang Cheong Factory Estate site. Therefore, with full regard to the existing visual context, the proposed maximum building height of 140mPD proposed at Site A, and the proposed maximum building height of 95mPD at scheme area coloured in blue will not result in visual incompatibility.
- 5.3 Referring to the visual impact analysis at VP6, the Proposed Scheme will be entirely concealed by existing developments. For VP4, VP5 and VP7, building blocks under the Proposed Scheme will be mostly concealed by existing developments. Noted the minimal visual change caused by Proposed Scheme, **negligible** visual impact is anticipated at these VPs.
- 5.4 Referring to VP2 and VP3, with the mitigation measures of slimmer building form and wider building separation being included, only a minimal portion of the wide open sky view would be obstructed by the Proposed Scheme. Since the Proposed Scheme is of compatible height which fully integrates with the existing visual context, a **negligible** overall visual impact is also anticipated at these VPs.

- 5.5 For VP1, although the Proposed Scheme also presents its compatibility with the existing visual context, the Proposed Scheme would obstruct a portion of the open sky view. Various mitigation measures including careful block disposition and slimmer building form are proposed which substantially minimised the visual obstruction. Noted that the public viewers at VP1 are less sensitive to the visual changes of the sky view, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. Besides, the visual permeability along Fuk Wing Street is also preserved under the Proposed Scheme. Therefore, only a ***slightly adverse*** resultant visual impact is anticipated by the Proposed Scheme.
- 5.6 In conclusion, the Proposed Scheme will induce no significantly adverse visual impact. In overall, the visual impact for most VPs caused by the Proposed Scheme is negligible. The Proposed Scheme has similar building heights with the neighbouring development and is visually compatible to its context. Its induced visual obstruction at VP1 and VP2 could be addressed and minimized by various mitigation measures. Therefore, the result overall visual impact is concluded as ***negligible***.



圖例
NOTATION

- BOUNDARY OF DEVELOPMENT SCHEME 發展計劃範圍界線
- RESIDENTIAL (GROUP A) R/A 住宅(甲類)
- GOVERNMENT, INSTITUTION OR COMMUNITY G/C 政府、機構或社區
- OPEN SPACE 休憩用地
- MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 140 最高建築物高度 (在主水平基準上若干米)
- MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 18 最高建築物高度 (樓層數目)

夾附的<<註釋>>屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2021年 月 日城市規劃委員會根據市區重建局條例第25(3)(a)條為圖則
議定公布, 並於2021年 月 日按照城市規劃條例第60條顯示。
PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL
AUTHORITY ORDINANCE ON 2021 AND EXHIBITED UNDER
SECTION 6 OF THE TOWN PLANNING ORDINANCE ON 2021.

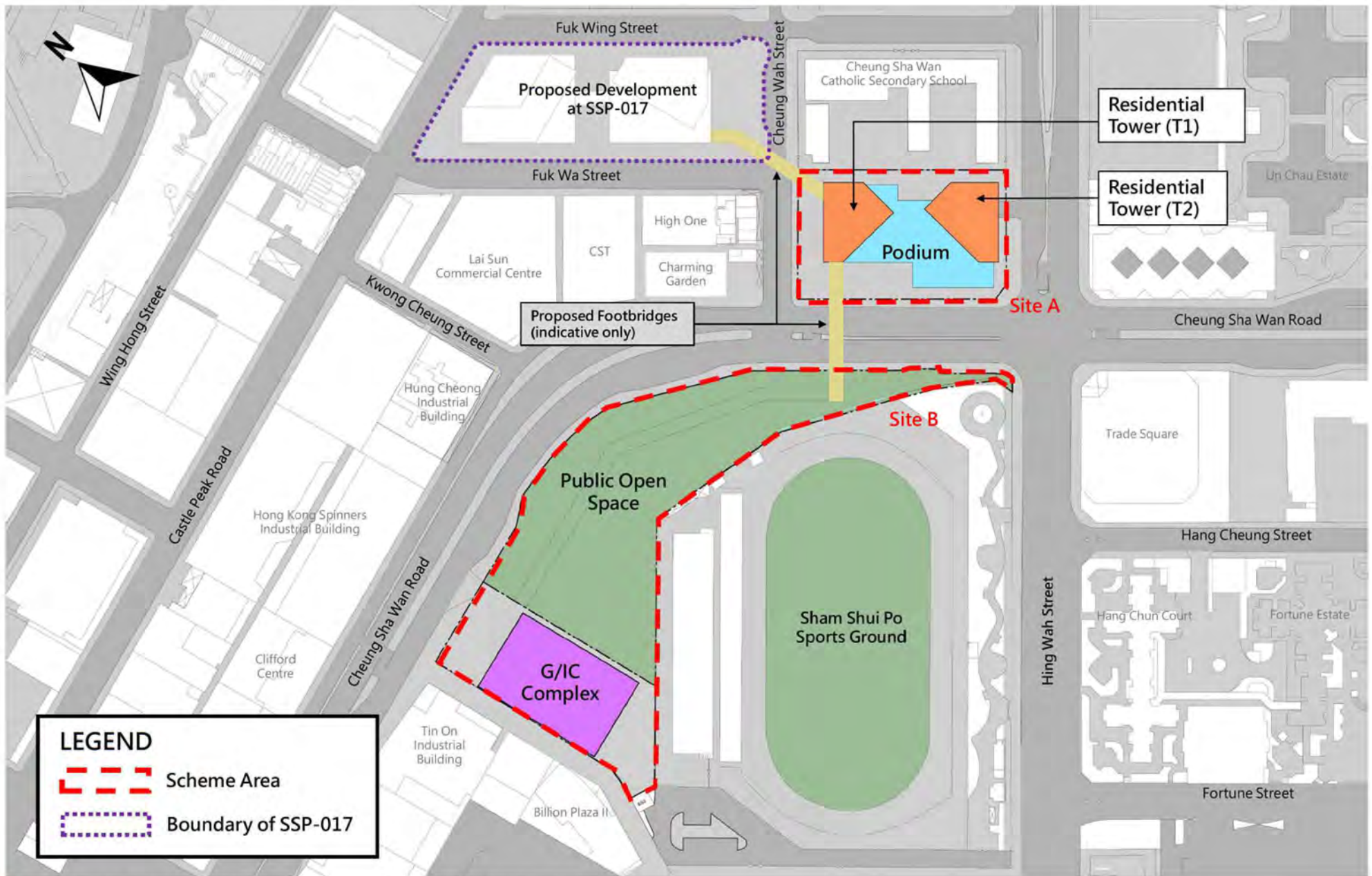
香港城市規劃委員會依據城市規劃條例擬備的市區重建局昌華街/長沙灣道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

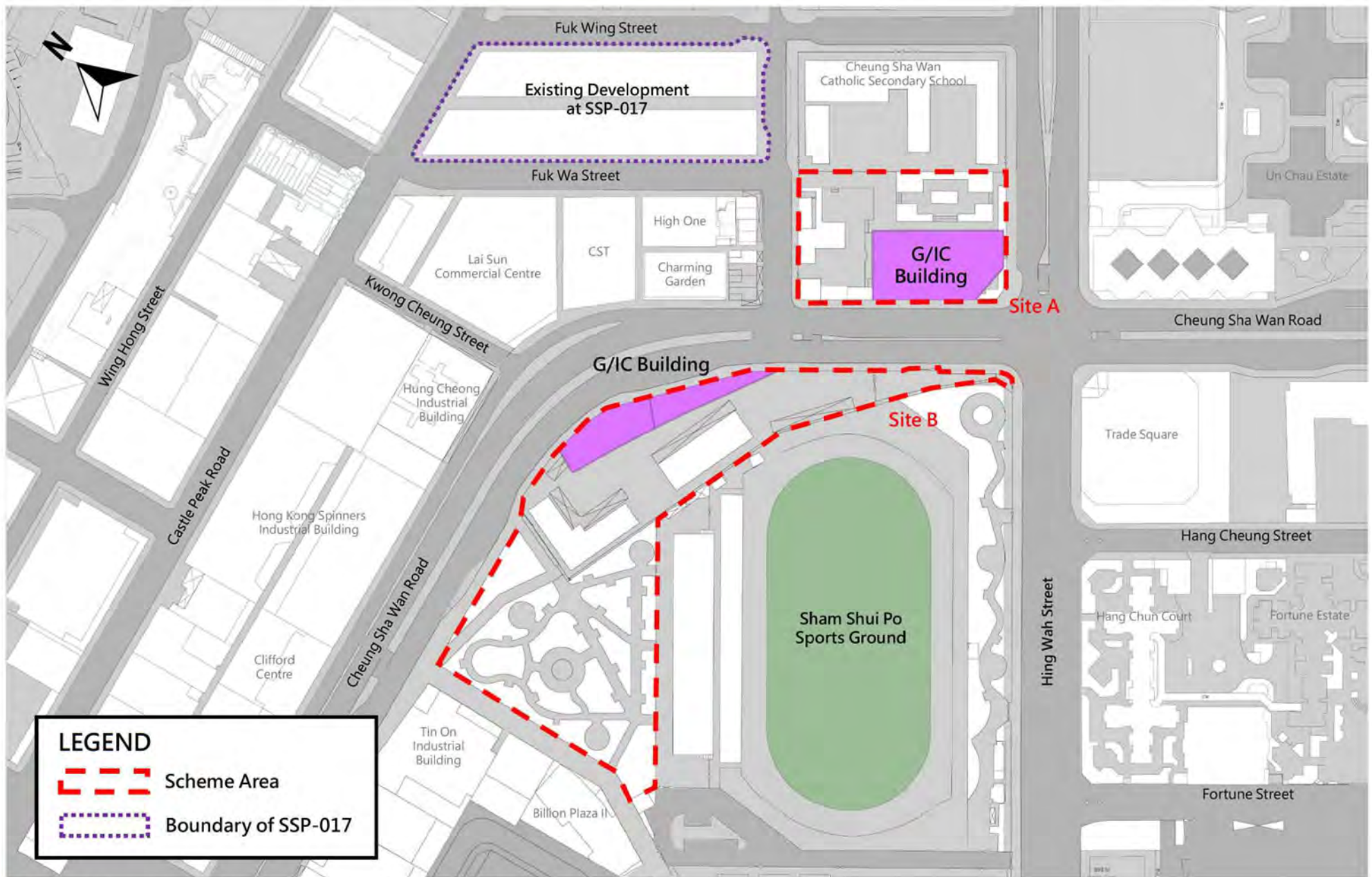
圖則編號
PLAN No. S/K5/URA3/A

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

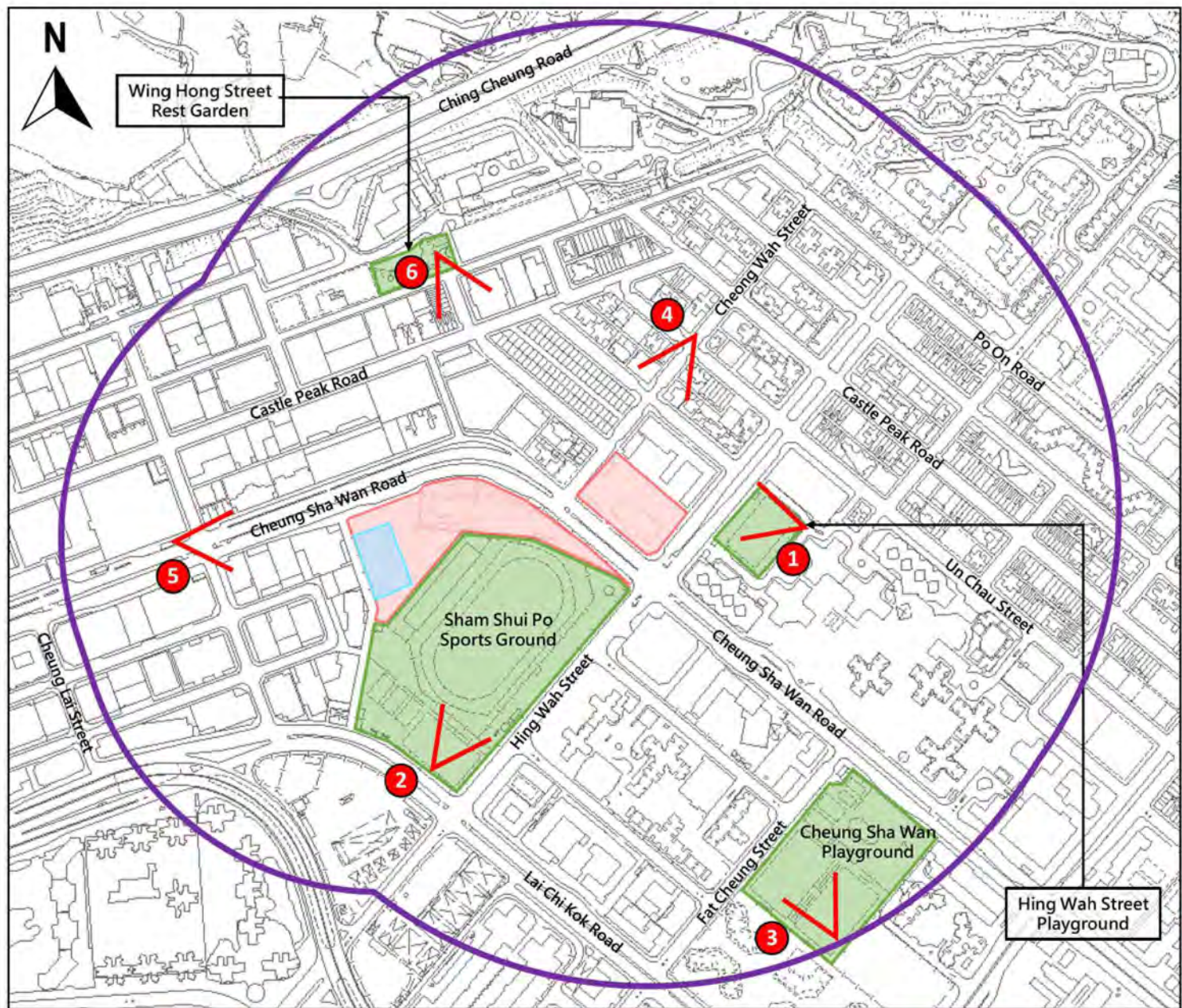
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(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)




(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



Scheme Area 

Proposed GIC Complex 

Assessment Area 

Major Public Outdoor Space 

Viewing Points



1 Hing Wah Street Playground



2 Sham Shui Po Sports Ground



3 Cheung Sha Wan Playground



4 Junction of Cheung Wah Street and Un Chau Street



5 Exit B1 of Lai Chi Kok Railway Station



6 Wing Hong Street Rest Garden



Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/info_serv/via/web/vp_eng.html

Key Plan



Scheme Area █

Assessment Area █

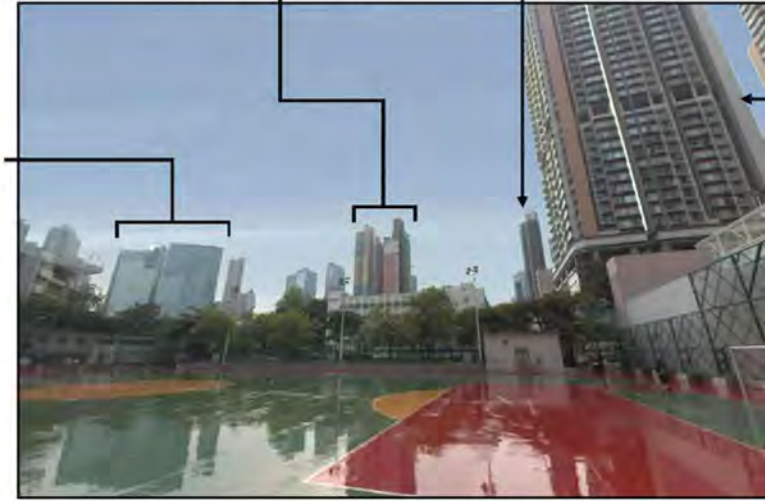
< VP1

(not drawn in scale)

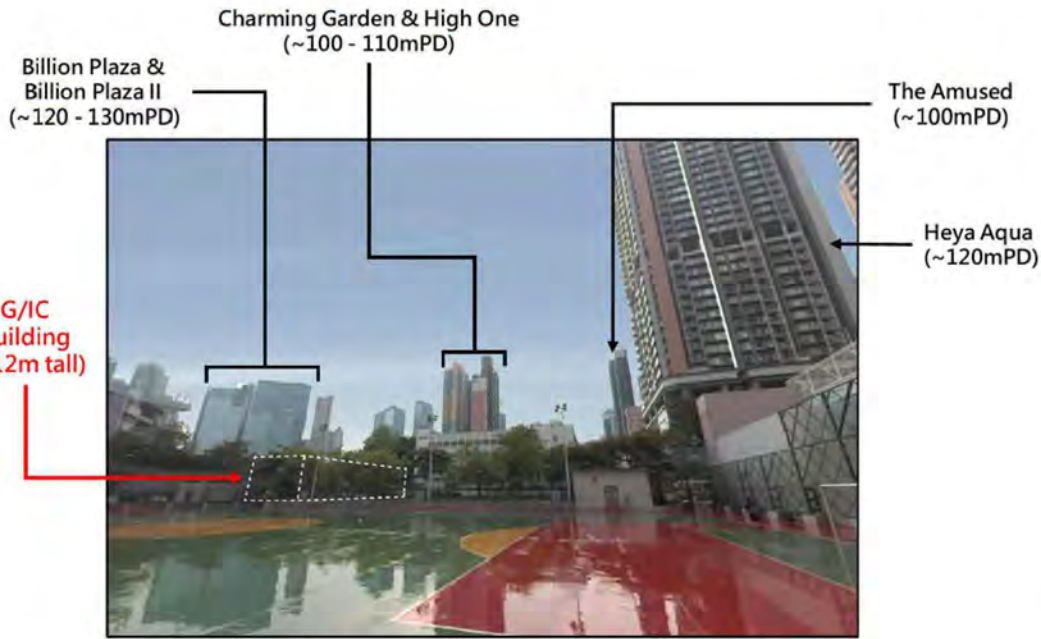
Billion Plaza & Billion Plaza II (~120 - 130mPD)

Charming Garden & High One (~100 - 110mPD)

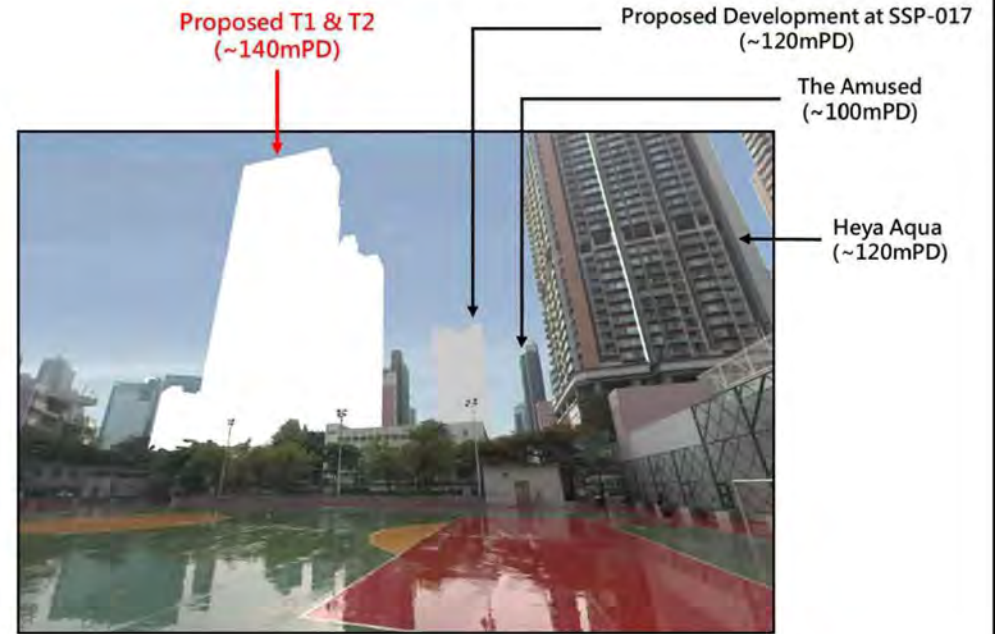
The Amused (~100mPD)



Existing Condition



OZP-Compliant Scheme

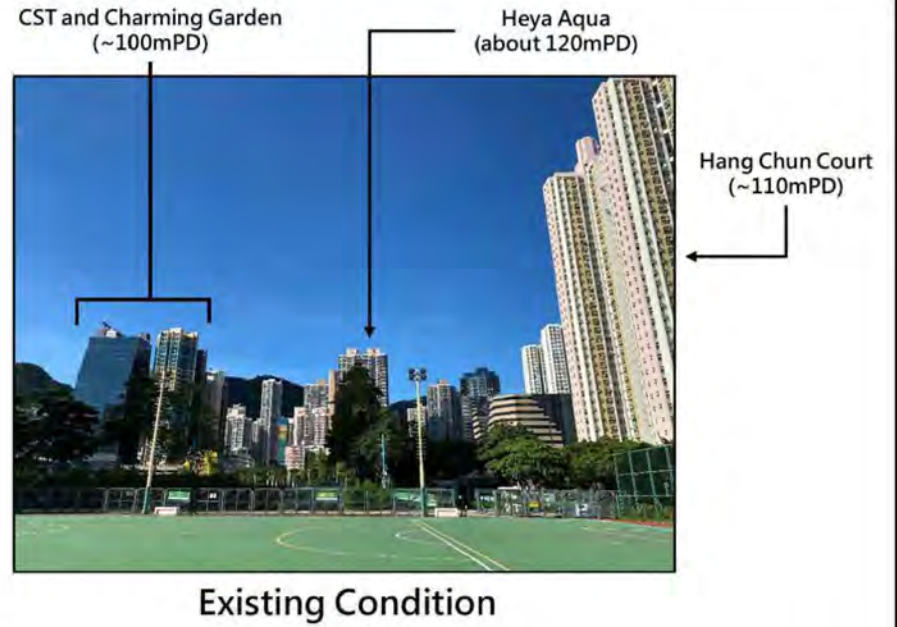


Proposed Scheme

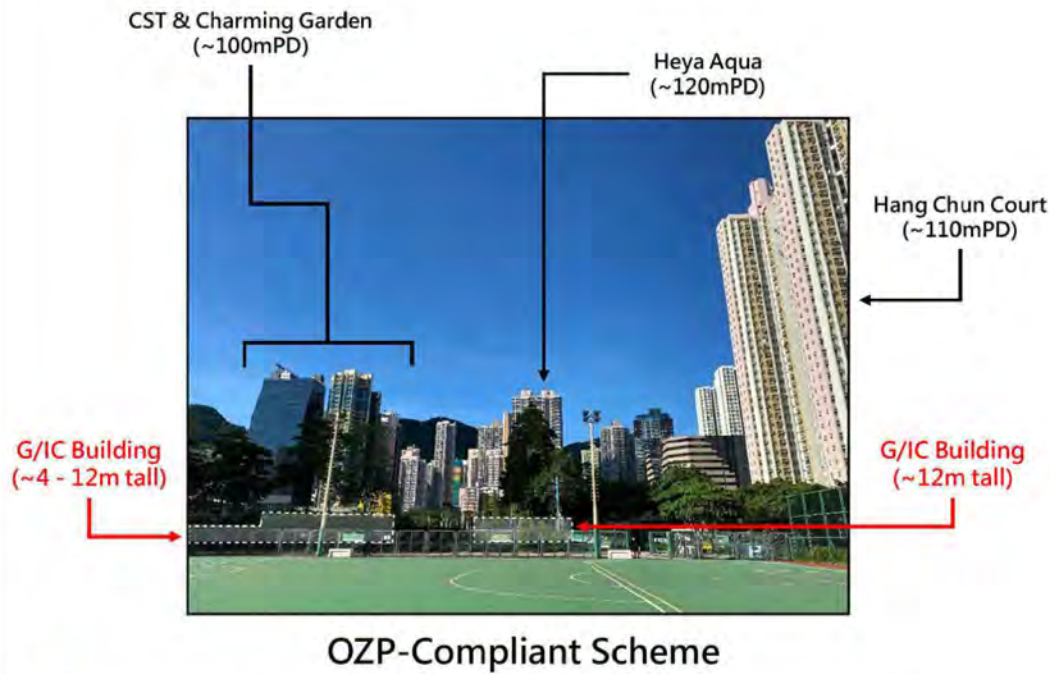
Key Plan



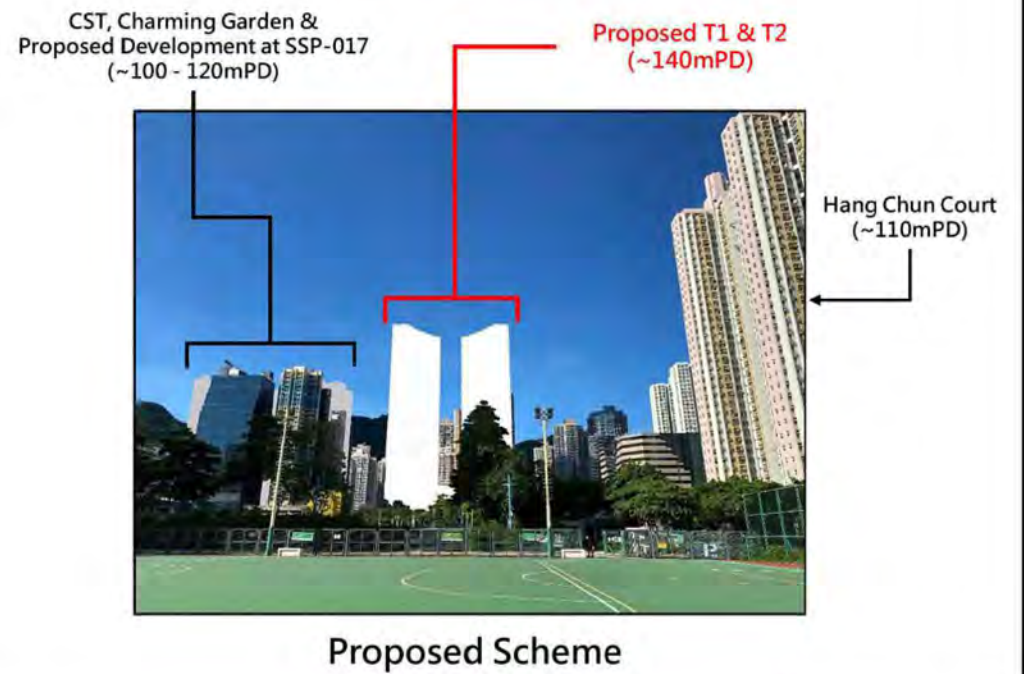
- Scheme Area █
- Assessment Area █
- < VP2
- (not drawn in scale)



Existing Condition



OZP-Compliant Scheme



Proposed Scheme

Key Plan



Scheme Area █
 Assessment Area █
< VP3
 (not drawn in scale)

Fortune Estate (~60 – 120mPD) Heya Aqua (~120mPD) Un Chau Estate (~120mPD)



Existing Condition

Fortune Estate (~60 – 120mPD) Heya Aqua (~120mPD) Un Chau Estate (~120mPD)



OZP-Compliant Scheme

G/IC Buildings (~4 - 12m tall)

Proposed Scheme (~140mPD)

Fortune Estate (~60 – 120mPD) Heya Aqua (~120mPD) Un Chau Estate (~120mPD)

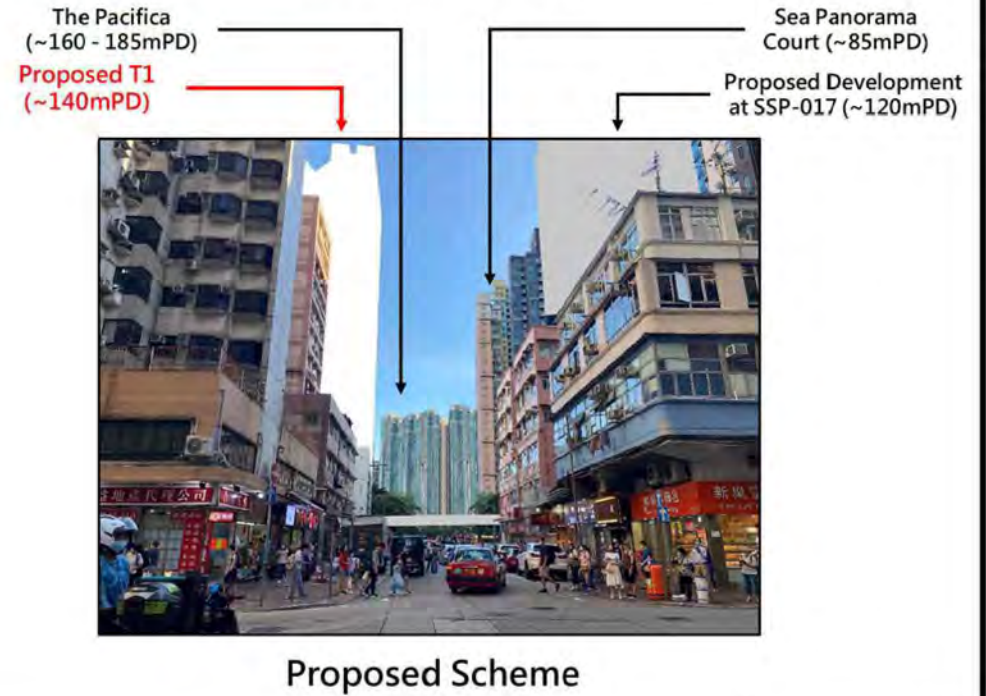
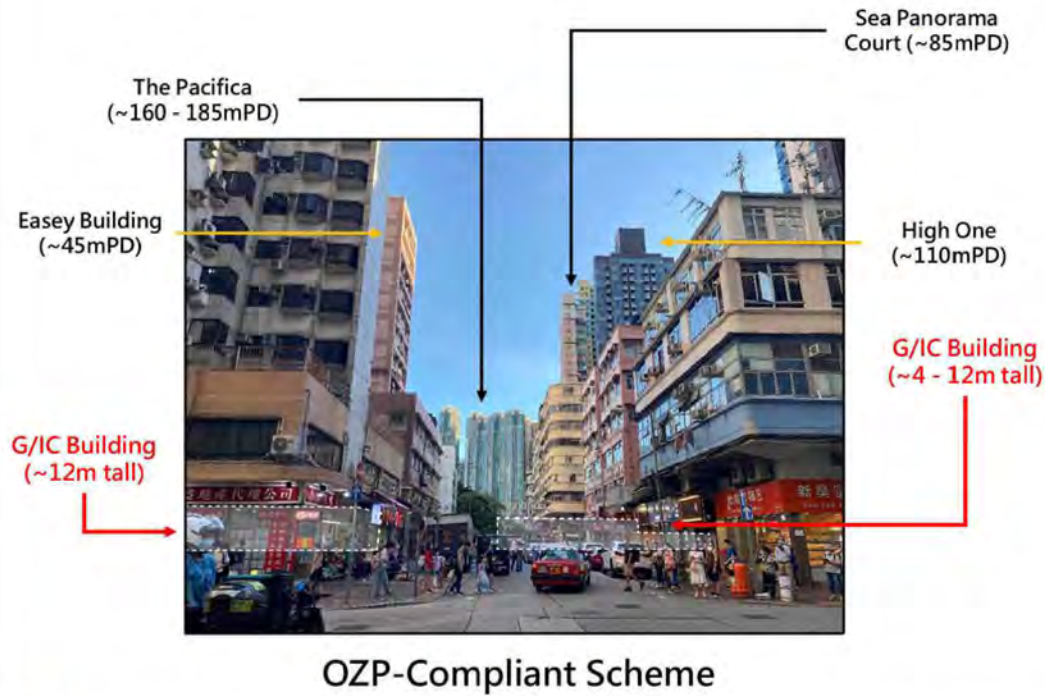


Proposed Scheme

Key Plan



- Scheme Area ▭
- Assessment Area ▭
- < VP4
- (not drawn in scale)



Key Plan



Scheme Area ▭

Assessment Area ▭

< VP5

(not drawn in scale)

Law's Commercial Plaza (~130mPD)

CST & Charming Garden (~100mPD)

Tin On Industrial Building (~45mPD)

Law's Commercial Plaza (~130mPD)

CST & Charming Garden (~100mPD)

Tin On Industrial Building (~45mPD)

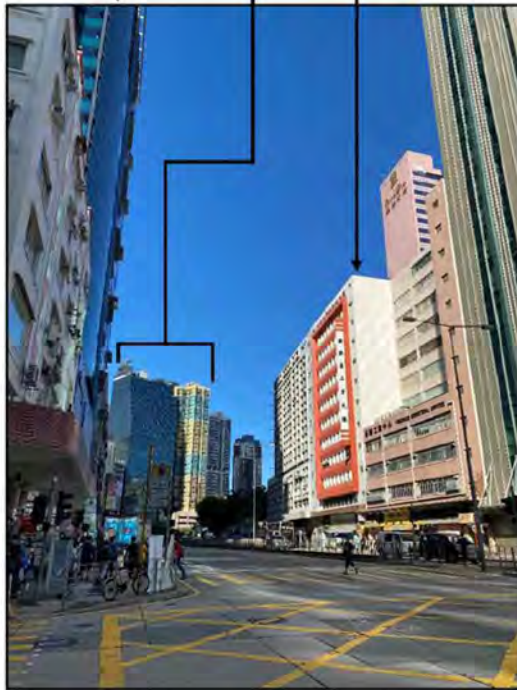
Law's Commercial Plaza (~130mPD)

CST & Charming Garden (~100mPD)

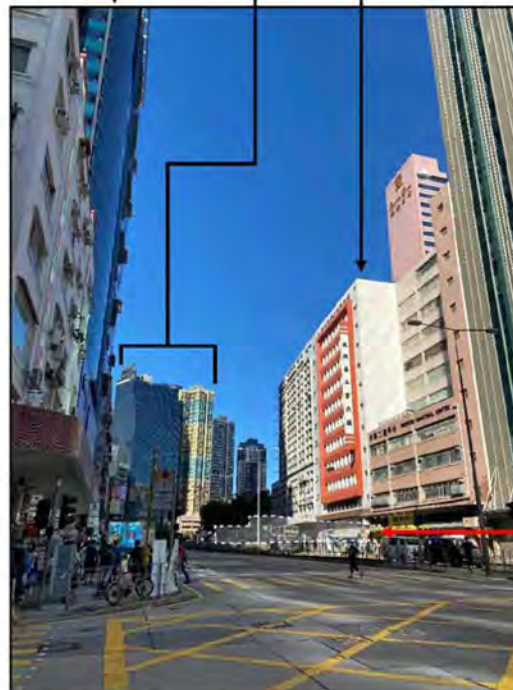
Proposed T1 (~140mPD)

Proposed G/IC Complex (~95mPD)

Tin On Industrial Building (~45mPD)



Existing Condition



OZP-Compliant Scheme



Proposed Scheme

Yan Fook Centre (~85mPD)

Yan Fook Centre (~85mPD)

Yan Fook Centre (~85mPD)

G/IC Buildings (~4 - 12m tall)

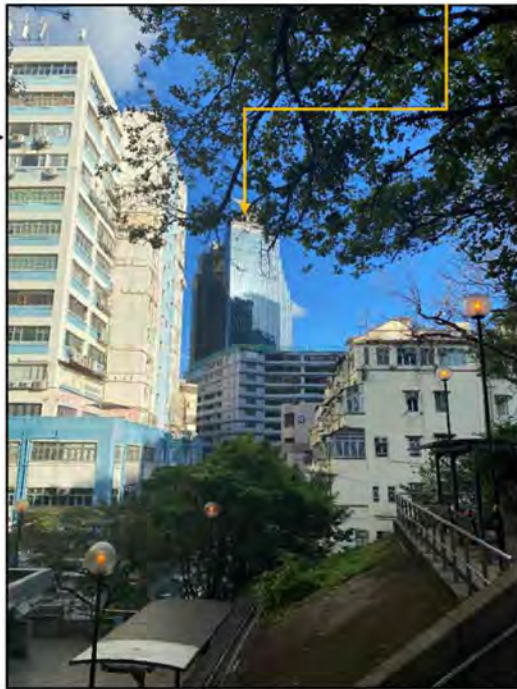
Key Plan



Scheme Area ▭
 Assessment Area ▭
< VP6
 (not drawn in scale)

Por Mee
Factory Building
(~55mPD)

CST
(~100mPD)



Existing Condition

Por Mee
Factory Building
(~55mPD)

CST
(~100mPD)

G/IC
Building
(~12m tall)



OZP-Compliant Scheme

Proposed
Development
at SSP-017
(~120mPD)

Proposed T1
(~140mPD)

Por Mee
Factory Building
(~55mPD)

CST
(~100mPD)

G/IC
Building
(~4 - 12m
tall)



Proposed Scheme



Source:
Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/info_serv/via/web/vp_eng.html

Appendix 4

Social Impact Assessment (Stage 1) Report

Cheung Wah Street / Cheung Sha Wan Road

Development Scheme (SSP-018)



Stage 1 Social Impact Assessment

September 2021

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1. INTRODUCTION

- 1.1 According to the Urban Renewal Strategy (URS) issued by the Government in February 2011, the Urban Renewal Authority (URA) will carry out Social Impact Assessment (SIA) studies in the form of “a Stage 1 social impact assessment before the publication of any proposed redevelopment project in the Government Gazette”, and “a Stage 2 social impact assessment after the proposed project has been published in the Government Gazette”. This Stage 1 SIA is prepared by the URA for the proposed Cheung Wah Street / Cheung Sha Wan Road Development Scheme (the Scheme).
- 1.2 The URS also states “Early social impact assessments will be initiated and conducted by the DURF (District Urban Renewal Forum) before redevelopment is recommended as the preferred option. The URA will update these assessments by DURF before implementing any specific redevelopment project.” In the absence of a District Urban Renewal Forum (‘DURF’) for Sham Shui Po, there is no early SIA conducted by DURF which the URA could update for this Development Scheme.
- 1.3 According to the URS, the main elements of the Stage 1 SIA conducted by the URA before publication of a proposed project should include: -
- the population characteristics of the proposed project area;
 - the socio-economic characteristics of the area;
 - the housing conditions in the area;
 - the characteristics of local business activities, including small shops and street stalls;
 - the degree of overcrowding in the area;
 - the availability of amenities, community and welfare facilities in the area;
 - the historical background of the area;
 - the cultural and local characteristics of the area;
 - an initial assessment of the potential social impact of the proposed project; and
 - an initial assessment of the mitigation measures required.
- 1.4 The Stage 2 SIA will be conducted after the publication of the project based on the factual information collected in the Freezing Survey (FS) upon project commencement. The URS stipulates the URA should submit both Stage 1 and Stage 2 SIA reports to the Town Planning Board (TPB) under section 25 of the Urban Renewal Authority Ordinance (URAO), and should release the reports for public information.

2. THE PROJECT BACKGROUND

- 2.1 First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identified as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored.
- 2.2 Under a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning of urban renewal works. The Cheung Wah Street / Cheung Sha Wan Road Development Scheme (the Scheme) (SSP-018) comprises Sites A and B (**Figure 2.1**), both Government land opposite each other across Cheung Sha Wan Road is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017. As SSP-017 conforms to the existing planning control, it will be implemented under Section 26 of the URAO separately; it does not form part of this Scheme and will be covered by another Stage 1 SIA report.
- 2.3 The Scheme (SSP-018) is located in Sham Shui Po District, comprises Sites A and B along Cheung Sha Wan Road. Site A of the Scheme is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden both under Leisure and Cultural Services Department (LCSD). Subject to site survey and detailed design, the net site area used to calculate the development potential of Site A is about 5,197 sq.m.
- 2.4 Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary. Subject to site survey and detailed design, it covers a gross site area of about 13,857 sq.m, involving the Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground under LCSD, as well as a temporary maintenance depot of Highways Department.

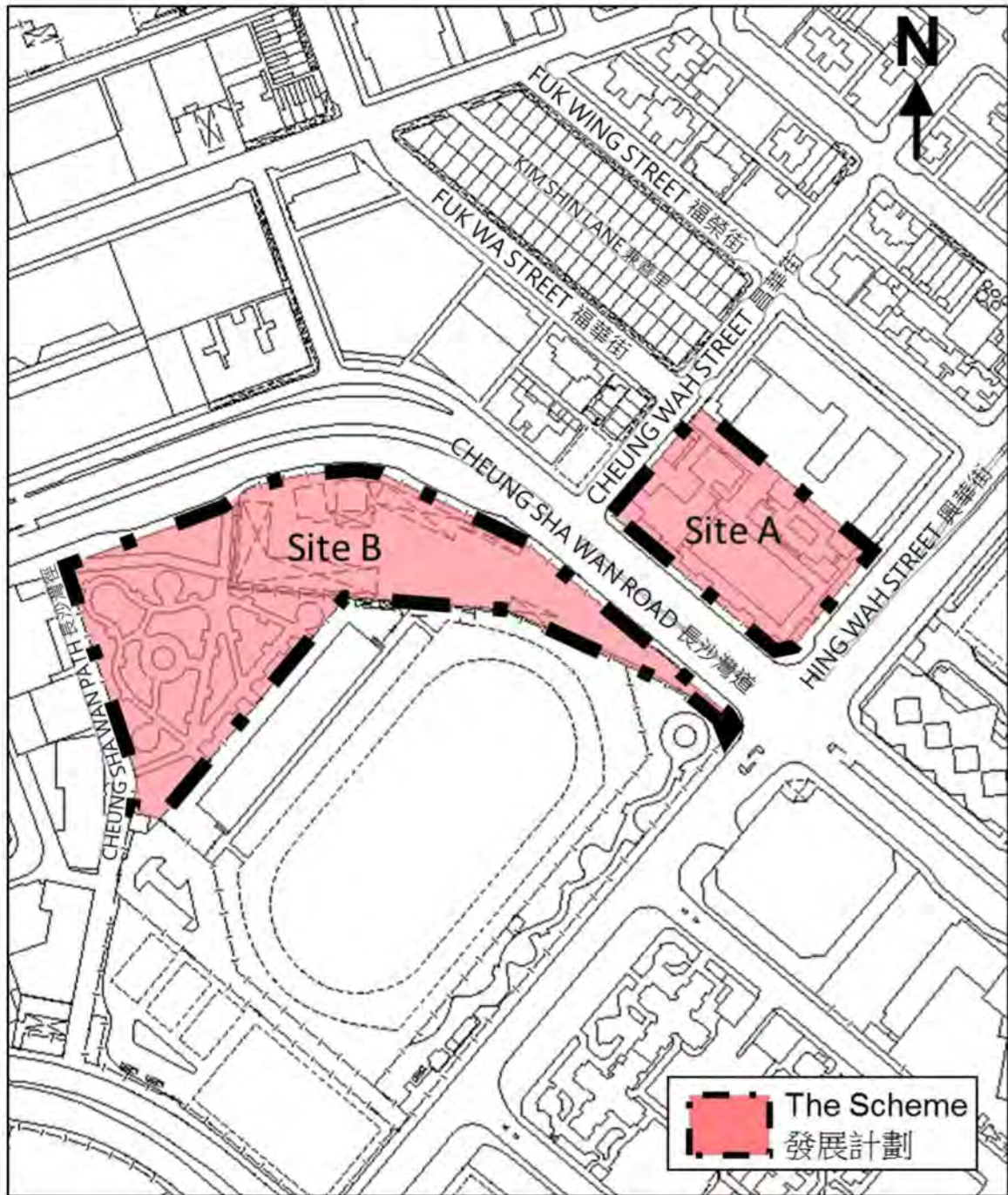


Figure 2.1 Location Plan

Planning Objectives

- 2.5 The URS issued in 2011 promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:
- Restructuring and replanning of concerned urban areas;
 - Designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
 - Rationalising land uses within the concerned urban areas;
 - Providing more open space and community/ welfare facilities; and
 - Enhancing the townscape with attractive landscape and urban design.
- 2.6 Under a “planning-led” approach, the Scheme includes the following key planning proposals to achieve the above URS objectives:
- i. Through re-structuring and re-planning of existing land uses, the Scheme will optimise the land uses to achieve more planning gains for the community. Built in 1976, the existing Cheung Sha Wan Sports Centre at Site A of the Scheme which will be re-provisioned and upgraded at Site B up to present-day standard. Site B of the Scheme will be redeveloped to provide a POS larger than the existing Cheung Sha Wan Path Sitting-out Area and other new Government, institution and community (GIC) facilities to serve the public in a wider district. Under an integrated approach, the new GIC complex and its adjacent proposed public open space (POS) will form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground for public enjoyment.
 - ii. Including the re-provision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”.
 - iii. Taking this integrated renewal opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect the open space provided in both URA projects (SSP-017 and SSP-018) to enhance connectivity of amenity features for public. The resultant all-weathered at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but also enhance overall permeability and connectivity of a wider area of Sham Shui Po in the

vicinity of the Scheme.

- iv. Under an integrated urban renewal approach, the Scheme also provides various opportunities for feasible revitalisation initiatives outside the Scheme area. With the provision of underground public vehicle park at Site A, opportunities for the replacement of some on-street parking spaces in the area will be created to make way for possible pavement widening at strategic locations. Those separate revitalisation initiatives will in particular strengthen the connector role of Cheung Wah Street to enhance the connectivity between the medium aged building cluster further north and the future leisure and community hub in the south, thus benefits a wider area. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalisation work separately, upon approval of the DSP and subject to further coordination and acceptancy of relevant Government departments.

URA Projects in the Vicinity

- 2.7 The Scheme is located close to various completed and on-going URA projects nearby (**Figure 2.2**). To the northeast of the Scheme is a cluster of URA redevelopment projects. Completed URA projects include Fuk Wing Street Development Project (SSP-014), Heya Aqua (K22), Heya Crystal (K21), Heya Delight (K20), Beacon Lodge (K19) and Heya Star (K23), where were completed in 2015 and 2018.
- 2.8 To the east of the Scheme is another cluster of URA redevelopment projects. Tonkin Street/ Fuk Wing Street Development Project (SSP-015) and Castle Peak Road / Un Chau Street Development Project (SSP-016) are currently under construction and are expected to be completed by 2022 and 2023 respectively. There are also two completed URA redevelopment project, Heya Green (K25) and the Ascent (SSP/3/001) which were completed in 2013 and 2018 respectively. To the northwest of the Scheme is the 777-783 Yu Chau West Street Industrial Building Redevelopment Pilot Scheme Project (IB-2:SSP).
- 2.9 The Kim Shin Lane / Fuk Wa Street Development Project (SSP-017) located to the northwest of the Scheme across Cheung Wah Street and was commenced on the same date, allowing broader restructuring and replanning of the neighbourhood. SSP-017 will remove the existing old and dilapidated buildings and develop modern residential developments with commercial/retail uses in the low floors. The Scheme will create synergy with SSP-017 to formulate a comprehensive land-use restructuring together to create more planning gains at district level. As SSP-017 conforms to the existing

planning control, it will be implemented under Section 26 of the URAO separately; it does not form part of this Scheme and will be covered by another Stage 1 SIA report.

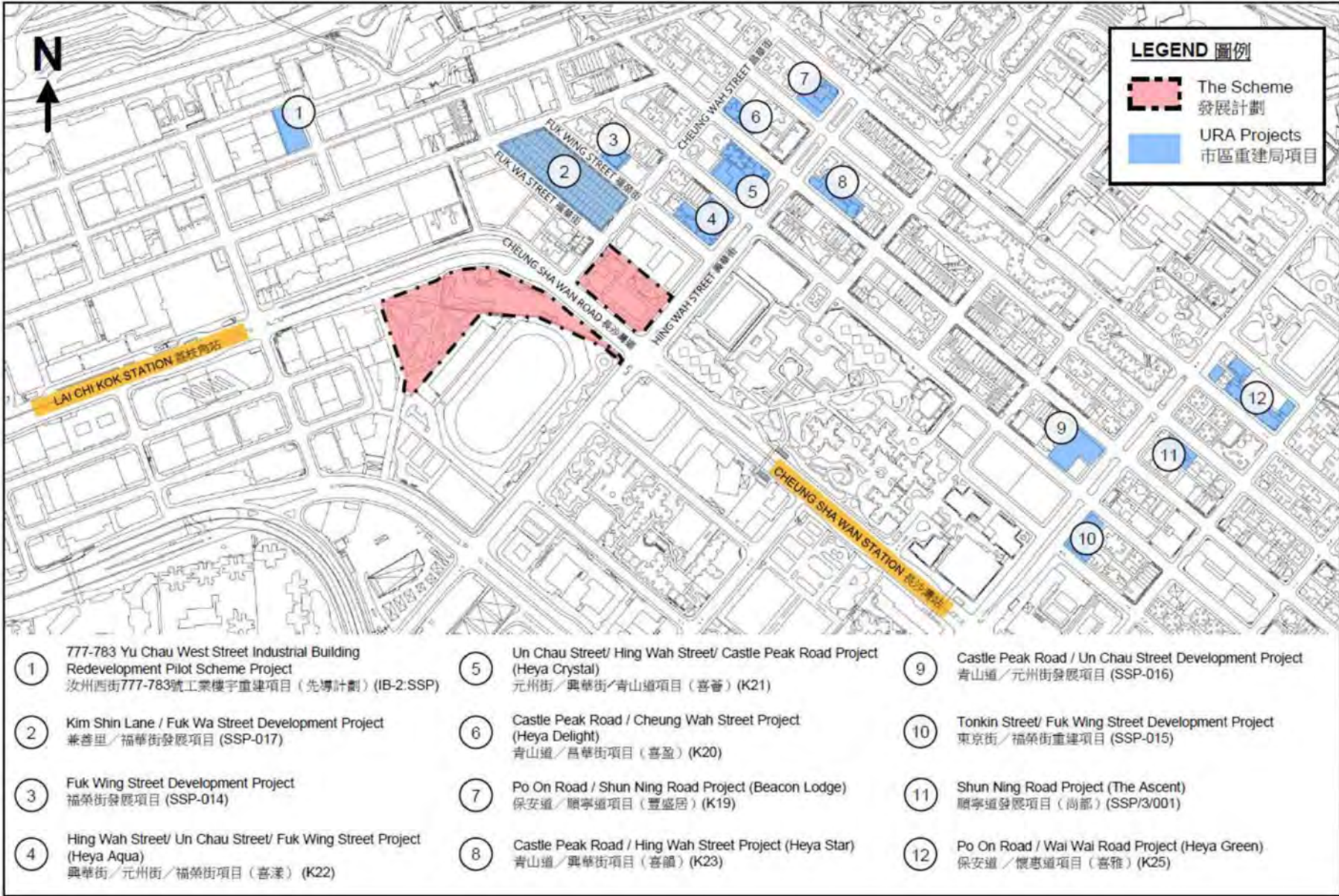


Figure 2.2 URA Projects in the Vicinity

3. HISTORICAL BACKGROUND AND LOCAL CHARACTERISTICS

- 3.1 Sham Shui Po was founded as a market town at around 1750-1760s. In the early 19th Century, the town was already well-established and functioned as a service centre for shipping and trade. The town grew rapidly after the establishment of the city of Hong Kong since it was one of the best-located places for the trade in firewood and fresh food for the new city. As a result, the town became a primary market by the 1870s. By the end of 19th Century, certain businesses such as lime-burning, tanning, iron working, boat making and repairing, dyers, joss-stick trades and stone-cutting were well developed in Sham Shui Po. There were also extensive squatter areas settled by duck farmers, pig farmers and market gardeners, such as today's Apliu Street. The following paragraphs summarize some important development in Sham Shui Po since the 20th Century.

Public Housing

- 3.2 About 40% of housing stock in Sham Shui Po is public rental housing or subsidized home ownership housings (2016 By-Census). Sham Shui Po district also has the first group of public housings in Hong Kong. There are 19 Public Rental Housing (PRH) estates / Tenants Purchase Schemes (TPS) estates, and 9 Home Ownership Scheme / Private Sector Participation Scheme / Green Form Subsidised Home Ownership Scheme (GSH) estates managed by the Hong Kong Housing Authority ('HA') in the District. A number of these public housing estates built in earlier decades, such as Shek Kip Mei Estate and So Uk Estate, have undergone or are undergoing redevelopment in recent years.

Lei Cheng Uk Han Tomb

- 3.3 The Lei Cheng Uk tomb, which is located at No. 41 Tonkin Street (see **Figure 3.1**), is the most important historic feature in Sham Shui Po. It was discovered in 1955 when the Government started construction of resettlement buildings in the area. The tomb was built in the Eastern Han Dynasty (i.e. AD 25-220). Historic items unearthed from the tomb included pottery and bronze objects. The tomb has been declared a gazetted monument for permanent preservation under the Antiquities and Monument Ordinance.

Sham Shui Po Sports Ground

- 3.4 Sham Shui Po Sports Ground (see **Figure 3.1**) located in Cheung Sha Wan was first opened on 9 January 1988. It comprises an all-weather, international standard 400-metre running track (8 lanes), a grass pitch with flood lights and spectator stand for

2,194 seats. It is a popular sports ground used by the local community in Sham Shui Po as well as hosting major sporting events. It was home to the 2011–12 Hong Kong First Division Football League season and the Fourway Athletics in the 2009–10 season.

Caritas Hospital

- 3.5 Caritas Medical Centre (see **Figure 3.1**) was founded by Caritas Hong Kong and opened by the Hong Kong Governor, David Trench, on 17 December 1964. The centre is now a general hospital with 1,206 beds situated in Sham Shui Po, and is co-managed by the Hospital Authority and Caritas Hong Kong. Caritas Medical Centre is the referral centre of the Kowloon West Cluster of the Hospital Authority in ophthalmology service serving the entire Kowloon west region. Caritas Medical Centre ophthalmology team also provides ophthalmic support to Kwong Wah Hospital (KWH). The Orthopaedic Rehabilitation Service for Kowloon West Cluster is also based at Caritas Medical Centre. The hospital runs the largest Developmental Disabilities Unit (Project Sunshine, Chinese: 陽光之家) for the entire territory of Hong Kong, to provide treatment, training and daily care for severely mentally handicapped patients under the age of 16 in a home-like setting. Despite not being a university hospital, it provides clinical training for medical and nursing students from the local universities.
- 3.6 Places with historical background and local character near the Scheme is shown on **Figure 3.1**.



Figure 3.1 Places with Historical Background and Local Character near the Scheme

4. POPULATION & SOCIO-ECONOMIC CHARACTERISTICS

- 4.1 Based on non-obtrusive on-site observation, there is no population and household identified in the Scheme. It will be confirmed at the Stage 2 SIA.
- 4.2 As stated in paragraph 2.3 and 2.4, Site A of the Scheme is currently occupied by the Cheung Sha Wan Sports Centre and a garden under LCSD, while Site B covers the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground also under LCSD as well as a temporary maintenance depot of Highways Department. Hence, no household is included in the Scheme.

5. HOUSING & ENVIRONMENTAL CONDITIONS

- 5.1 No housing is located within the Scheme area. The degree of overcrowding in the Scheme area is not applicable.

Existing Uses

- 5.2 The existing Cheung Sha Wan Sports Centre at Site A is under the LCSD. The sports centre provides some basic recreational facilities for public use during the opening hours and organise recreational activities and training courses regularly for the public. According to the LCSD's website, the sports centre provides 1 multi-purpose arena for 1 volleyball court or converting to 1 basketball court (sub-standard 5-a-side basketball court) or converting to 4 badminton courts, which one of the badminton court can be converted into 2 table-tennis tables on weekdays. The sports centre was built in 1976 which the design and facilities is below current standard.
- 5.3 Site B of the Scheme involves the Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground under LCSD as well as a temporary maintenance depot of Highways Department. There is no public access to the temporary maintenance depot of Highways Department, which is a major blockage of the POS at Sites A and B. Local residents in the north of the Scheme has to pass through the Cheung Sha Wan Path Sitting-out Area to reach the Sham Shui Po Sports Ground in the south.
- 5.4 Site B will be first redeveloped to provide more GIC facilities and POS up to present-day standard for the public. After completion, the existing Cheung Sha Wan Sports Centre at Site A will then be reprovisioned at Site B up to present-day standard and continue its operation.

Environmental Condition

- 5.5 The Scheme is located between Lai Chi Kok and Cheung Sha Wan MTR Stations. Cheung Sha Wan Road in between Sites A and B of the Scheme is a primary distributor with high traffic flow. The Scheme is envisaged to be subject to traffic noise generated from the heavy traffic.
- 5.6 Many residents from Un Chau Estate locating at the east of the Scheme and nearby residential developments locating at the north of the Scheme walk to Cheung Sha Wan Road for public transport services. At present, long queuing at the bus stops often appear along the pavement of Cheung Sha Wan Road, resulting in a crowded condition along the pavement. The major pedestrian circulation is therefore concentrated along the pavement of Cheung Sha Wan Road which is often crowded during peak hours.

6. CULTURAL & LOCAL CHARACTERISTICS, AND CHARACTERISTICS OF LOCAL BUSINESS ACTIVITIES

- 6.1 The Scheme is predominately surrounded by residential buildings to the east while there are more industrial and commercial buildings to the west of the Scheme. To the east across Hing Wah Street is predominantly residential, including a public housing estate - Un Chau Estate, while private residential buildings are found mainly to the north of the Scheme. Commercial uses such as retail shops, eateries and car repair shops are found on the ground floor of the surrounded residential buildings.
- 6.2 No shop is identified within the Scheme area.

7. RECREATIONAL, AMENITY & COMMUNITY AND WELFARE FACILITIES

- 7.1 **Figure 7.1** shows the location of various GIC facilities and public open spaces within the 500m radius of the Scheme area. There are a number of public open spaces near the Scheme area, the closest being Sham Shui Po Sports Ground located to the south and Hing Wah Street Playground to the east of the Scheme.
- 7.2 The major GIC facilities within the 500m radius of the Scheme area include the Cheung Sha Wan Fire Station and Ambulance Depot, and several educational facilities, including primary schools and secondary schools.
- 7.3 For existing social welfare facilities and services (refer to **Table 7.1**), family and child welfare services, services for the elderly, rehabilitation and medical social services, services for offenders, and services for young people are found in close proximity to the Scheme.
- 7.4 Despite of the existing G/IC facilities in the neighbourhood, the Scheme would take the redevelopment opportunity to provide not less than 38,000 sq.m. non-domestic GFA for G/IC uses at both sites in the Scheme, which is more than 33 times of the existing provision. The existing Cheung Sha Wan Sports Centre at Site A will be reprovisioned at Site B up to present-day standard and continue its operation. The actual use of the new GIC provision will be subject to liaison with relevant government departments as well as views from local stakeholders after the approval of the DSP. The provision of floor space for GIC uses is in line with the promotion of the government's policy on "Single Site, Multiple Uses".
- 7.5 Opportunities for place making and cohesive greening/landscaping to integrate with surrounding landscape will also be explored. Subject to further co-ordination with LCSD, there is a possible integration of the new POS at Site B with the existing Sham Shui Po Sports Ground in the south to improve the pedestrian friendly environment and to enhance the connectivity of the neighbourhood, upon approval of the DSP and subject to further coordination and acceptancy of relevant Government departments.

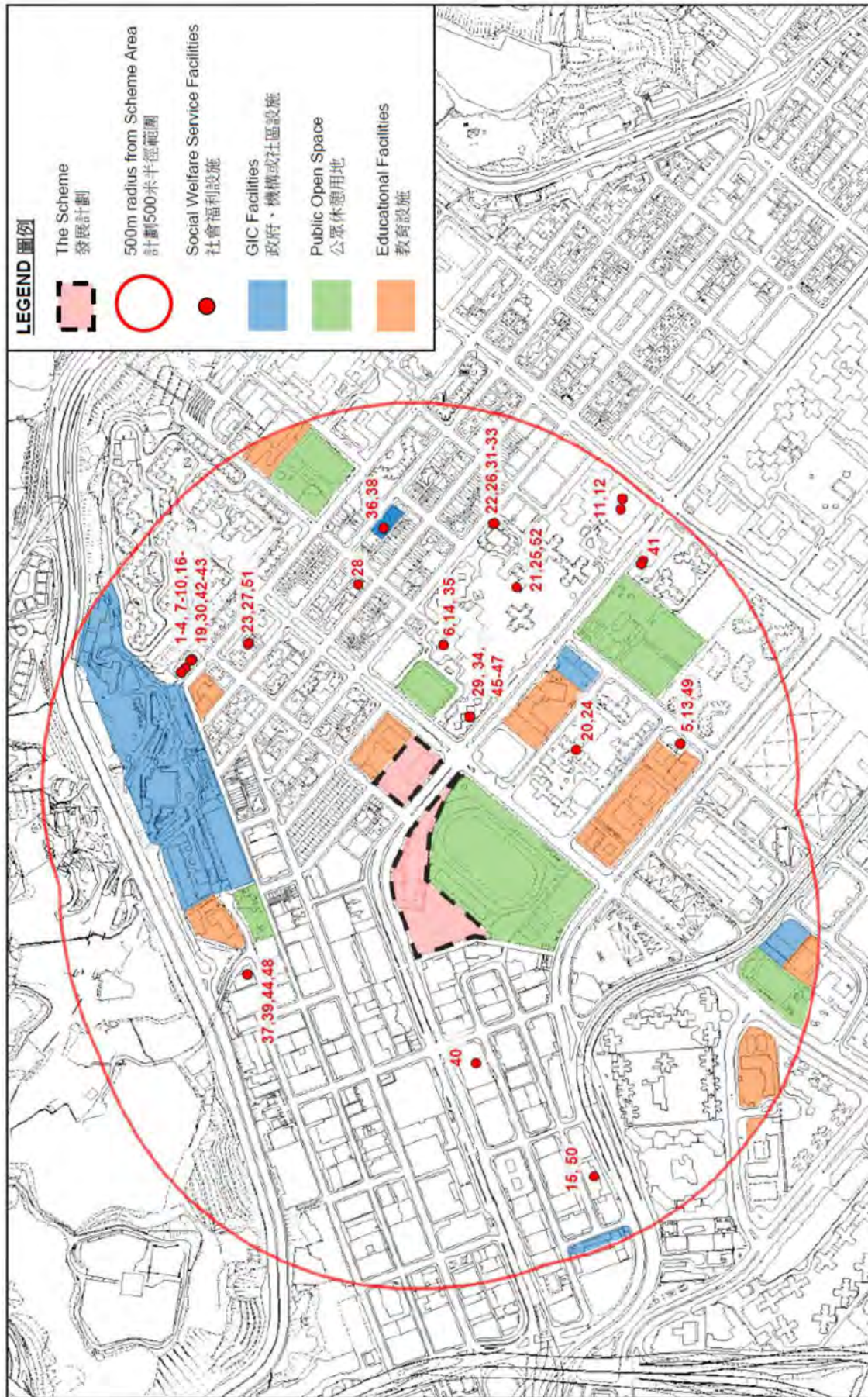


Figure 7.1 G/IC and Amenity Facilities within 500m Radius of the Scheme Area

Table 7.1 Social Welfare Facilities within 500m Radius of the Project Area

Service Unit	Operator	Address	
A. Family and Child Welfare			
<u>Agency-based Enhancement of Professional Staff Support Services in Residential Care Homes</u>			
1.	Hong Kong Christian Service - So Uk Small Group Home 1	Hong Kong Christian Service	So Uk SGH 1, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
2.	Hong Kong Christian Service - So Uk Small Group Home 2	Hong Kong Christian Service	So Uk SGH 2, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
3.	Hong Kong Christian Service - So Uk Small Group Home 3	Hong Kong Christian Service	So Uk SGH 3, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
4.	Hong Kong Christian Service - So Uk Small Group Home 4	Hong Kong Christian Service	So Uk SGH 4, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
<u>Extended Hours Child Care Service</u>			
5.	Baptist Oi Kwan Social Service - Pui Yan Pre-Primary School (OCCS)	Baptist Oi Kwan Social Service	G/F., 1 Fortune Street, Cheung Sha Wan, Kowloon
6.	Hong Kong Young Women's Christian Association - Chiu Oi Wah Nursery School (OCCS)	Hong Kong Young Women's Christian Association	Wing B & C, G/F, Un Fung House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Emergency/Short-term Care in Small Group Home</u>			
7.	Hong Kong Christian Service - So Uk Small Group Home 1	Hong Kong Christian Service	So Uk SGH 1, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
8.	Hong Kong Christian Service - So Uk Small Group Home 2	Hong Kong Christian Service	So Uk SGH 2, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
9.	Hong Kong Christian Service - So Uk Small Group Home 3	Hong Kong Christian Service	So Uk SGH 3, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
10.	Hong Kong Christian Service - So Uk Small Group Home 4	Hong Kong Christian Service	So Uk SGH 4, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon

Service Unit		Operator	Address
<u>Family Aide</u>			
11.	Hong Kong Family Welfare Society - Shamshuipo (West) Integrated Family Service Centre	Hong Kong Family Welfare Society	Unit 204, 2/F, Un Him House, Un Chau Estate, Shamshuipo, Kowloon
<u>Integrated Family Service Centre</u>			
12.	Hong Kong Family Welfare Society - Shamshuipo (West) Integrated Family Service Centre	Hong Kong Family Welfare Society	Unit 204, 2/F, Un Him House, Un Chau Estate, Shamshuipo, Kowloon
<u>Occasional Child Care Service</u>			
13.	Baptist Oi Kwan Social Service - Pui Yan Pre-Primary School (OCCS)	Baptist Oi Kwan Social Service	G/F., 1 Fortune Street, Cheung Sha Wan, Kowloon
14.	Hong Kong Young Women's Christian Association - Chiu Oi Wah Nursery School (OCCS)	Hong Kong Young Women's Christian Association	Wing B & C, G/F, Un Fung House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Specialised Co-parenting Support Centre</u>			
15.	Hong Kong Family Welfare Society – Parent-child Connect Specialised Co-parenting Support Centre	Hong Kong Family Welfare Society	Unit 302, 3/F, Laford Centre, 838 Lai Chi Kwok Road, Kowloon
<u>Small Group Homes</u>			
16.	Hong Kong Christian Service - So Uk Small Group Home 1	Hong Kong Christian Service	So Uk SGH 1, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
17.	Hong Kong Christian Service - So Uk Small Group Home 2	Hong Kong Christian Service	So Uk SGH 2, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
18.	Hong Kong Christian Service - So Uk Small Group Home 3	Hong Kong Christian Service	So Uk SGH 3, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
19.	Hong Kong Christian Service - So Uk Small Group Home 4	Hong Kong Christian Service	So Uk SGH 4, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon

Service Unit	Operator	Address
B. Services for the Elderly		
<u>Contract Home</u>		
20.	Tung Wah Group of Hospitals - Chu Sau Cheung Nursing Home	Tung Wah Group of Hospitals Unit 302 and 401, 3/F and 4/F, Ancillary Facilities Block, Cheung Sha Wan Estate, 391 Cheung Sha Wan Road, Kowloon
21.	Yan Chai Hospital - Lee Wai Siu Kee Elderly Home	Yan Chai Hospital G/F (Part) to 2/F, Un Kin House, Un Chau Estate, No. 303 Un Chau Street, Sham Shui Po, Kowloon
<u>Day Care Centre/Unit for the Elderly</u>		
22.	Hong Kong Christian Service - Shamshuipo Day Care Centre for the Elderly	Hong Kong Christian Service Room 201, 2/F, Un Him House, Un Chau Estate, Sham Shui Po, Kowloon
<u>District Elderly Community Centre</u>		
23.	Caritas - Hong Kong - Cheng Shing Fung District Elderly Centre (Sham Shui Po)	Caritas - Hong Kong UG/F, Lai Bo Garden, 383 Po On Road, Shamshuipo, Kowloon
<u>Neighbourhood Elderly Centre</u>		
24.	Hong Kong Christian Service - Fortune Neighbourhood Elderly Centre	Hong Kong Christian Service G/F, Fook Yat House, Fortune Estate, Sham Shui Po, Kowloon
25.	Hong Kong Christian Service - Un Chau Neighbourhood Elderly Centre	Hong Kong Christian Service Wing C, G/F, Un Lok House & Wing C, G/F, Un Nga House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Pilot Scheme on Community Care Service Voucher for the Elderly</u>		
26.	Yan Chai Hospital - Lee Wai Siu Kee Elderly Home	Yan Chai Hospital G/F (Part) to 2/F, Un Kin House, Un Chau Estate, No. 303 Un Chau Street, Sham Shui Po, Kowloon
<u>Support Team for the Elderly Based at District Elderly Community Centres</u>		
27.	Caritas - Hong Kong - Cheng Shing Fung District Elderly Centre (Sham Shui Po)	Caritas - Hong Kong UG/F, Lai Bo Garden, 383 Po On Road, Shamshuipo, Kowloon

Service Unit		Operator	Address
<u>Enhanced Home and Community Care Services</u>			
28.	Tung Wah Group of Hospitals - Enhanced Home and Community Care Service (Sham Shui Po)	Tung Wah Group of Hospitals	Flat C, 3/F, Shun Lee Commercial Building, 338-340 Castle Peak Road, Cheung Sha Wan, Kowloon
C. Rehabilitation and Medical Social Services			
<u>Agency-based Occupational Therapist Service</u>			
29.	Wai Ji Christian Service - Agency-Based Occupational Therapy Service	Wai Ji Christian Service	1/F, Un Hong House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Care and Attention Home for Severely Disabled Persons with Day Care Services for Persons with Severe Disabilities</u>			
30.	Mental Health Association of Hong Kong (The) - So Uk Home	Mental Health Association of Hong Kong (The)	3/F & 4/F, So Uk Amenity and Com. Bldg., So Uk Estate, Sham Shui Po, Kowloon
<u>District Support Centre for Persons with Disabilities</u>			
31.	Yang Memorial Methodist Social Service - Sham Shui Po District Support Centre	Yang Memorial Methodist Social Service	Unit 201, 2/F, Ancillary Facilities Block, Cheung Sha Wan Estate, Sham Shui Po, Kowloon
<u>Home-based Rehabilitation Training Service</u>			
32.	Yang Memorial Methodist Social Service - Sham Shui Po District Support Centre	Yang Memorial Methodist Social Service	Unit 201, 2/F, Ancillary Facilities Block, Cheung Sha Wan Estate, Sham Shui Po, Kowloon
<u>Home Care Services for Persons with Severe Disabilities</u>			
33.	Yang Memorial Methodist Social Service - Kowloon (1) Regional Home Care Service	Yang Memorial Methodist Social Service	Unit 201, 2/F, Ancillary Facilities Block, Cheung Sha Wan Estate, Sham Shui Po, Kowloon
<u>Hostel for Moderately Mentally Handicapped Persons</u>			
34.	Wai Ji Christian Service - Un Chau Hostel	Wai Ji Christian Service	1/F, Un Hong House, Un Chau Estate, Sham Shui Po, Kowloon

Service Unit		Operator	Address
<i>Integrated Programme in Kindergarten-cum-Child Care Centre</i>			
35.	Hong Kong Young Women's Christian Association - Chiu Oi Wah Nursery School (OCCS)	Hong Kong Young Women's Christian Association	Wing B & C, G/F, Un Fung House, Un Chau Estate, Sham Shui Po, Kowloon
<i>On the Job Training Programme for People with Disabilities</i>			
36.	Baptist Oi Kwan Social Service - Training & Employment Service (Cheung Sha Wan Centre)	Baptist Oi Kwan Social Service	G/F-2/F, 323 Shun Ning Road, Cheung Sha Wan, Kowloon
37.	Society of Rehabilitation and Crime Prevention, Hong Kong (The) - Employment Development Service (HQ contact)	Society of Rehabilitation and Crime Prevention, Hong Kong (The)	Flat A, 4/F, Tai Cheong (Liberal) Fty Bldg, 3 Wing Ming Street, Lai Chi Kok, Kowloon
<i>Sunnyway - On the Job Training Programme for Young People with Disabilities</i>			
38.	Baptist Oi Kwan Social Service - Training & Employment Service (Cheung Sha Wan Centre)	Baptist Oi Kwan Social Service	G/F-2/F, 323 Shun Ning Road, Cheung Sha Wan, Kowloon
39.	Society of Rehabilitation and Crime Prevention, Hong Kong (The) - Employment Development Service (HQ contact)	Society of Rehabilitation and Crime Prevention, Hong Kong (The)	Flat A, 4/F, Tai Cheong (Liberal) Fty Bldg, 3 Wing Ming Street, Lai Chi Kok, Kowloon
<i>Integrated Rehabilitation Services Centre</i>			
40.	Caritas - Hong Kong - Cheer Home	Caritas - Hong Kong	1/F, Ancillary Facilities Block, Cheung Sha Wan Estate, Sham shui Po, Kowloon
41.	Po Leung Kuk - So Uk Child Development Centre	Po Leung Kuk	2/F., Amenity and Community Building, So Uk Estate, Sham Shui Po, Kowloon
<i>Special Child Care Centres cum Early Education & Training Centres</i>			
42.	Po Leung Kuk - So Uk Child Development Centre	Po Leung Kuk	2/F., Amenity and Community Building, So Uk Estate, Sham Shui Po, Kowloon
<i>Supported Employment</i>			

Service Unit		Operator	Address
43.	Society of Rehabilitation and Crime Prevention, Hong Kong (The) - Employment Development Service (HQ contact)	Society of Rehabilitation and Crime Prevention, Hong Kong (The)	Flat A, 4/F, Tai Cheong (Liberal) Fty Bldg, 3 Wing Ming Street, Lai Chi Kok, Kowloon
44.	Wai Ji Christian Service - Supported Employment (Sham Shui Po)	Wai Ji Christian Service	1/F, Un Hong House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Sheltered Workshop</u>			
45.	Wai Ji Christian Service - Un Chau Sheltered Workshop	Wai Ji Christian Service	1/F, Un Hong House, Un Chau Estate, Sham Shui Po, Kowloon
<u>Visiting Medical Practitioner Scheme</u>			
46.	Wai Ji Christian Service - Un Chau Hostel	Wai Ji Christian Service	1/F, Un Hong House, Un Chau Estate, Sham Shui Po, Kowloon
D. Services for Offenders			
<u>Services for Ex-offenders and Discharged Prisoners</u>			
47.	Society of Rehabilitation and Crime Prevention, Hong Kong (The) - Employment Development Service (HQ contact)	Society of Rehabilitation and Crime Prevention, Hong Kong (The)	Flat A, 4/F, Tai Cheong (Liberal) Fty Bldg, 3 Wing Ming Street, Lai Chi Kok, Kowloon
E. Services for Young People			
<u>After School Care Programme</u>			
48.	Baptist Oi Kwan Social Service - [Non-Subvented] Cheung Sha Wan Children Development Education Centre (Formerly known as Cheung Sha Wan After School Care Service)	Baptist Oi Kwan Social Service	1/F., 1 Fortune Street, Cheung Sha Wan, Kowloon
<u>Cyber Youth Support Teams</u>			

Service Unit		Operator	Address
49.	Boys' and Girls' Clubs Association of Hong Kong (The) - Nitecat Online - Cyber Youth Support Team	Boys' and Girls' Clubs Association of Hong Kong (The)	Room 202, 2/F, Laford Centre, 838 Lai Chi Kok Road, Cheung Sha Wan, Kowloon
<i>Family Support Networking Team</i>			
50.	Caritas - Hong Kong - Sham Shui Po Family Support Networking Team	Caritas - Hong Kong	UG/F, Lai Po Garden, 383 Po On Road, Sham Shui Po, Kowloon
<i>District Youth Outreaching Social Work Teams</i>			
51.	Boys' and Girls' Clubs Association of Hong Kong (The) - Sham Shui Po District Youth Outreaching Social Work Team	Boys' and Girls' Clubs Association of Hong Kong (The)	Unit 2, G/F, Un Kin House, Un Chau Estate, Sham Shui Po, Kowloon

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Sham Shui Po), as of 10 September 2021.

8. INITIAL ASSESSMENT OF POTENTIAL SOCIAL IMPACT, AND MITIGATION MEASURES

Potential Social Impact

- 8.1 The proposed redevelopment offers an opportunity to optimize land uses through replanning and restructuring, and improve the walkability and connectivity within the Scheme area.
- 8.2 The services and facilities provided in the existing Cheung Sha Wan Path Sitting-out Area at Site B, existing Cheung Sha Wan Sports Centre and garden at Site A will inevitably be interrupted by the proposed redevelopment during construction.

Mitigation Measures

- 8.3 As stated in paragraph 5.2-5.4, Site B of the Scheme will be first redeveloped to provide a public open space (POS) larger than the existing Cheung Sha Wan Path Sitting-out Area and other new GIC facilities to serve the public in a wider area. Under the current planning, it is the intention of URA to relocate the existing Cheung Sha Wan Sports Centre at Site A to Site B after the completion of the new GIC complex. So, the continuous services for public enjoyment can be maintained as far as practicable. Early notification of changes at the sites and careful consideration will be required to minimize the inconvenience caused as far as practicable.
- 8.4 The URA will arrange briefing session(s) and recording video(s) to the stakeholders of the Scheme to explain the planning intentions and procedures of the proposed development.
- 8.5 The Stage 2 SIA to be conducted after the Freezing Survey will further assess the impact of the Scheme in detail on affected persons and propose mitigation measures.

9. CONCLUSION

- 9.1 This Stage 1 SIA study provides a general profile of the Scheme. The assumptions in this report will be verified by the Stage 2 SIA to be carried out after the Freezing Survey. The needs of the affected persons will be assessed and appropriate arrangements to minimise major adverse social impact, if any, from the Scheme will be proposed in the Stage 2 SIA.

URBAN RENEWAL AUTHORITY

September 2021

Appendix 5

Traffic Impact Assessment (TIA) Report

Urban Renewal Authority Development Project in Sham Shui Po (SSP-018)

Traffic Impact Assessment Report

September 2021



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1. Introduction

1.1. Background

- 1.1.1. The Urban Renewal Authority (URA) has proposed a Development Scheme at Cheung Wah Street/ Cheung Sha Wan Road (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). The Scheme is located in Sham Shui Po district, which comprises Sites A and B. Site A of the Scheme is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary.
- 1.1.2. This Traffic Impact Assessment (TIA) is to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.3. Atkins China Limited (Atkins) was commissioned by URA to conduct a TIA study to assess the traffic impact and the proposal of traffic provisions for the Scheme.

1.2. Scope

- 1.2.1. The scope of this TIA is outlined as follows:
- conduct surveys to collect the existing traffic flows within the study area;
 - recommend an appropriate and feasible provision and layout of internal transport facilities the proposed development schemes of the Scheme;
 - estimate the vehicular and pedestrian traffic to be generated by the Scheme;
 - forecast the future vehicular and pedestrian traffic demand in the vicinity at the appropriate design year;
 - examine the traffic impact of the Scheme on the surrounding road and pedestrian walkway network; and
 - recommend improvement measures to the problematic roads and junctions, if considered necessary and practicable to the Scheme wherever applicable.

1.3. Report Structure

- 1.3.1. Following this introductory chapter, there are 5 chapters:
- **Chapter 2** – presents the Scheme and internal transport facilities;
 - **Chapter 3** – describes the road network and transport facilities in the vicinity;
 - **Chapter 4** – describes the methodology for traffic forecasting;
 - **Chapter 5** – presents the results of the TIA at the adopted design year, and recommends any improvement measures to alleviate the foreseeable traffic problem, if considered necessary; and
 - **Chapter 6** – summarizes the findings of the study and presents the conclusion.

2. The Scheme

2.1. Site Location

2.1.1. Site A of the Scheme is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary. The locations of the subject sites are indicated in **Figure 2.1**.

2.2. Development Parameters

2.2.1. The subject sites cover a total gross site area of about 19,054 m² and the total net site area for plot ratio calculation is about 9,409 m². The Scheme is anticipated to be completed in two phases and full completion will be by year 2034. The proposed development parameters are tabulated in **Table 2.1**.

Table 2.1 Proposed Development Parameters

Component		Development Parameters			
		Site A		Site B	
Completion year		2034		2028	
Gross Site Area		Approx. 5,197 m ²		Approx. 13,857 m ²	
Net Site Area		Approx. 5,197 m ²		Approx. 4,212 m ²	
Proposed Gross Floor Area (GFA) and Plot Ratio (PR)	Residential	Approx. 38,978 m ² GFA	7.5 PR	-	-
	Retail	Approx. 5,197 m ² GFA	1.0 PR	-	-
	GIC ⁽¹⁾	Approx. 5,197 m ² GFA	1.0 PR	Approx. 33,696 m ² GFA	8.0 PR
No. of Building Block		2		1	
No. of Residential Flats	40 m ² GFA < Flat Size ≤ 70 m ² GFA	838 Fats		-	
Average Flat Size		Approx. 47 m ²		-	
Public Open Space		Approx. 750 m ²		Approx. 9,645 m ²	

Note: Subject to change at detailed design stage

Remarks: (1) The use of the GIC is not yet confirmed and subject to liaison with government departments upon approval of the Scheme.

2.3. Parking and Servicing Facilities Provision

2.3.1. The required parking and servicing facilities provision are determined in according with the Hong Kong Planning Standards and Guidelines (HKPSG). The requirements and the proposed parking provisions are summarized in **Table 2.2**.

Table 2.2 Required Transport Facilities According to HKPSG

Type	Parameter	HKPSG Parking Provision Requirement	Required Provision (nos.)	Proposed Provision (nos.)
Site A				
Residential				
Private Car Parking Space	838 flats	Global Parking Standard (GPS): 1 car space for 4 - 7 flats <u>Demand Adjustment Ratio (R1):</u> 40 < Flat Size ≤ 70 = 1.2 <u>Accessibility Adjustment Ratio (R2):</u> Within a 500m- radius of rail station = 0.75 <u>Development Intensity Adjustment Ratio (R3):</u> 5.00 < Plot Ratio ≤ 8.00 = 0.90 Parking Requirement = GPS x R1 x R2 x R3	838 units, 40 < Flat Size ≤ 70	97 - 170
Visitor Car Parking	2 blocks	5 nos. per residential block with more than 75 units	10	10
Motorcycle Parking	838 flats	1 motorcycle parking space per 100-150 flats	6 - 9	9
Loading/unloading Bay	838 flats/ 2 blocks	1 bay per 800 flats or minimum 1 bay for each housing block or as determined by Authority	2	2
Retail				
Private Car Parking Space	5,197 m ²	Zone 1: Car space per 150 – 300m ² GFA	18 – 35	26
Motorcycle Parking	18 – 35	5 – 10% of private car parking space	1 – 4	3
Loading/unloading Bay	5,197 m ²	1 bay for GV for every good vehicle for every 800 - 1,200 m ² GFA	5 – 7	7
GIC Facility (~5,197m²)⁽¹⁾				
Private Car Parking Space	-	N/A	N/A	9
Loading/unloading Bay	-	N/A	N/A	1 ⁽²⁾
Ambulance Lay-by	-	N/A	N/A	1 ⁽³⁾
Taxi and Private Car Lay-by	-	N/A	N/A	1 ⁽³⁾
Motorcycle Parking		N/A	N/A	2 ⁽³⁾
Underground Public Carpark				
Private Car Parking Space	-	-	-	50
Site A Total		Private Car Parking	125 - 215	192
		Motorcycle Parking	7 – 13	14⁽³⁾
		Loading/ unloading Bay	7 - 9	9
		Ambulance Lay-by	-	1⁽³⁾
		Taxi and Private Car Lay-by	-	1⁽³⁾

Type	Parameter	HKPSG Parking Provision Requirement	Required Provision (nos.)	Proposed Provision (nos.)
Accessible Car Parking Space	192	3 spaces for 151-250 total car parking spaces in lot	3	3
Site B				
GIC Facility (~33,696 m² GFA) ⁽¹⁾				
Private Car Parking Space	-	N/A	N/A	65 ⁽³⁾
Loading/unloading Bay	-	N/A	N/A	3 ⁽³⁾
Accessible Car Parking Space	65	2 spaces for 51-150 total car parking spaces in lot.	2	2 ⁽³⁾

Remarks: (1) The intended GIC uses will be subject to further liaison with relevant Government Departments. The proposed transport facilities provision is assumption only.

(2) Loading/unloading bay to be shared used by the Retail and GIC due to low demand for GIC facilities. However, the provision is assumption only and subject to the GIC operator need in later stage.

(3) Provision maybe adjusted/ deleted subject to the GIC operator need.

- 2.3.2. As can be seen in the above table, 192 nos. of private car parking space (including 50 nos. of public parking space and 3 nos. of assessable car parking space), 14 nos. of motorcycle parking space, 9 nos. of loading/unloading bay, 1 no. of ambulance lay-by and 1 no. of taxi and private car lay-by are proposed for Site A whilst 65 nos. of private car parking space (including 2 nos. of accessible car parking space) and 3 nos. of loading/ unloading bay are proposed for Site B to facilitate the operation of both sites.
- 2.3.3. The proposed parking provision is within the range of the required provision according to the latest HKPSG. Since the subject sites are located within short walking distance to MTR Cheung Sha Wan and Lai Chi Kok Stations, low-end parking provision is adopted for the private car parking space for the residential blocks of Site A.
- 2.3.4. As the type of GIC to be provided at both Sites A and B are not yet identified by relevant government departments, the proposed parking provision for the GIC facilities are assumption only and to be agreed with GIC operator in the detail design stage.
- 2.3.5. Underground public carpark with 50 nos. of private car parking spaces is proposed for Site A to compensate the potential suspension of on-street parking space by the revitalization scheme at the adjacent streets to be proposed by another URA's project. The suspension of on-street parking spaces will make way for pavement widening or partial pedestrianization to enhance walkability in the area under the revitalization scheme.
- 2.3.6. The adjacent street to be affected by the revitalization scheme are including the northern kerb of Fuk Wa Street between Castle Peak Road and Cheung Wah Street and the western kerb of Hing Wah Street between Cheung Sha Wan Road and Fuk Wing Street.

- 2.3.7. The proposed 50 nos. of public parking spaces are derived based on the existing on-street parking inventory and on-site observation on the parking demand (including illegal parking) at the sections of streets as mentioned in the previous paragraph. The existing parking space inventory and observed parking demand are summarised in **Table 2.3**.

Table 2.3 Observed Parking Inventory and Demand

Location	Existing Parking Space to be Affected by Revitalization Scheme (nos.)		Observed Parking Demand (nos.)	
	Private Car	Accessible	Private Car	Accessible
Fuk Wa Street	20	0	30 ⁽¹⁾	0
Hing Wah Street	12	2	12	2
Total	32	2	42	2

Remarks: (1) Including illegal parking demand.

- 2.3.8. As can be seen in the above table, total numbers of 44 parking spaces (including the accessible parking spaces) are required to accommodate the affected parking spaces by the revitalization scheme and also the additional parking demand and thus 50 numbers of parking spaces are proposed for the underground public carpark at Site A to provide some buffer capacity.
- 2.3.9. Public parking facilities have not been proposed for Site B as the site is above the MTR railway alignment and thus the excavation depth for basement carpark is limited.
- 2.3.10. Besides, 3 and 2 nos. of car parking spaces at Site A and Site B respectively will be reserved for persons with disabilities.

2.4. Proposed Layout and Arrangement of Internal Transport Facilities

- 2.4.1. Ancillary car park for the Scheme is mostly provided at the basement levels. Car ramp system is proposed at the two sites to provide vertical connections between the ground and basement levels.

Site A

- 2.4.2. The ancillary car park for Site A and the proposed public parking spaces are provided in the two basement levels. The loading/unloading area and the Refuse Collection Point are located on Basement Level 1 whilst the private car parking spaces are provided on both parking floors. The required transport facilities to serve the GIC in Site A will also be provided on the Basement Level 1.

Site B

- 2.4.3. The ancillary car park for Site B is provided on the ground level and the two basement levels. The loading/unloading area is located on the Ground Floor whilst the private car parking spaces are provided on the two parking floors.

2.5. Vehicular Access (Run-in/out) Arrangement

2.5.1. The proposed run-in/out of Site A of the Scheme would be located at northbound of Hing Wah Street. As the site is abuts Hing Wah Street northbound, Cheung Wah Street southbound and Cheung Sha Wan Road eastbound, Hing Wah Street would be the road with less traffic compare to the others. Moreover, it is also the exit arms of a junction and thus the proposed run-in/out would have less impact to the operation of the adjacent junctions.

2.5.2. The schematic layouts of ground level of Site A showing the proposed run-in/out and the typical swept path analysis results are shown in **Figures 2.2 and 2.3**.

2.5.3. Three options of run-in/out for Site B have been studied in the early stage of the TIA and detail are descript as below:

Option 1

2.5.4. As the only road abutting Site B is the busy Cheung Sha Wan Road, run-in/out located at westbound of Cheung Sha Wan Road is identified as Option 1 in this study. An existing bus bay at Cheung Sha Wan Road would be affected by the proposed run-in/out and thus relocation of one of the bus stop to the downstream bus bay might be required. This option has been withdrawn from the study due to the impact on existing bus stop.

Option 2

2.5.5. Although Cheung Sha Wan Road is the only public road abutting Site B, alternative has been explored to avoid impact to the busy road. Option 2 is therefore identified at the south-west corner of the site, to make use of the existing driveway for the car park of Sham Shui Po Sports Ground (SSPSG) with run-in/out on Hing Wah Street. This option has also been withdrawn from the study due to it is not preferred administratively.

Option 3

2.5.6. In order to provide an access road for the GIC building of Site B, Option 3 is proposed also at the south-west corner of the site but forming a new access road along Cheung Sah Wan Path and connecting Lai Chi Kok Road. The proposed access road in Option 3 would take up some of the area of the adjacent basketball court and thus require additional redevelopment of the area. LCSD suggested URA to explore the feasibility of opening a new access from Lai Chi Kok Road leading to the proposed GIC Complex via the LCSD site with 1 no. of seven-a-side football field and 2 nos. of basketball courts to the immediate southwest of the Sham Shui Po Sports Ground. Hence, Option 3 is proposed which is also feasible from traffic perspective, while the rearrangement of the adjacent ball courts will subject to further liaison with LCSD at detailed design stage.

2.5.7. The schematic layout of the run-in/ out, the proposed access road Option 3 and the typical swept path analysis result are illustrated in **Figures 2.4 to 2.6**.

2.5.8. As shown in **Figures 2.3, 2.5 and 2.6**, swept path analysis was assessed at the run-in/ out. The result shows that there are sufficient manoeuvring spaces for the ingress and egress movements of a 11m long heavy goods vehicle.

2.6. Pedestrian Access Arrangement

2.6.1. The anticipated major pedestrian accesses of Site A would be located at both Cheung Wah Street and Hing Wah Street near the boundary of Cheung Sha Wan Catholic Secondary School as an approximate 6.0m walkway connecting the pedestrian entrance of the development is to be provided by building setback.

2.6.2. The major pedestrian accesses of Site B would be located at Cheung Sha Wan Road as which is the only frontage to the public road.

2.6.3. The building/ podium of Site A will have setback on all four side of the site boundary to provide wider pedestrian walkway and thus enhance the pedestrian walking environment.

2.6.4. Moreover, two numbers of footbridges connecting the adjacent URA Project K05/3/002, Site A and Site B of the Scheme will be provided to enhance the connectivity of the redevelopment sites and the public open space at Site B.

2.6.5. The footpath along Cheung Sha Wan Road would be the major access route for the east-west direction between the sites and MTR Lai Chi Kok and Cheung Sha Wan Stations. Pedestrian accessing between the sites and the other public transport nodes could via Cheung Sha Wan Road, Hing Wah Street, Lai Chi Kok Road and Cheung Sah Wan Path. The anticipated pedestrian routes are indicated in **Figure 2.7**.

3. Traffic Context

3.1. Road Network

- 3.1.1. The local road network in the vicinity is essentially a grid formed by east-west and north-south running roads.
- 3.1.2. The subject site will be served by the primary distributors of Cheung Sha Wan Road and Lai Chi Kok Road, district distributors of Hing Wah Street, Castle Peak Road, Un Chau Street and Tung Chau Street and the local distributors of Cheung Wah Street. The major vehicular ingress and egress routes to and from the subject sites are shown in **Figure 3.1**.
- 3.1.3. There are four major frontages of the sites abutting Cheung Sha Wan Road, Hing Wah Street and Cheung Wah Street.
- 3.1.4. The section of Cheung Wah Street abutting Site A is a one-way southbound carriageway providing linkage from Castle Peak Road to Cheung Sha Wan Road and also connects the major district/ local distributors such as Un Chau Street, Fuk Wing Street and Fuk Wa Street.
- 3.1.5. Hing Wah Street is a two-way carriageway providing linkage from Po On Road to the north to Tung Chau Street to the south. The section of Hing Wah Street abutting Site A is a dual three-lanes carriage with metered parking space along the kerb.
- 3.1.6. Cheung Sha Wan Road are dual three-lanes carriageway runs in east-west directions providing linkage to Nathan Road to the east and Kwai Chung Road to the west.
- 3.1.7. Castle Peak Road, Un Chau Street, Lai Chi Kok Road and Tung Chau Street runs in east-west direction providing linkage to the adjacent districts.
- 3.1.8. These adjacent roads provide access to/from other areas in the territory. It is anticipated that the subject site will be well served by the existing road network in the vicinity.

3.2. Public Transport Services

- 3.2.1. Currently, the subject site is serving by several public transport services including MTR, franchised bus, Green Mini-bus (GMB) and Public Light Bus (PLB). The MTR Lai Chi Kok and Cheung Sha Wan Stations are located approximate 300m away from the subject sites. Moreover, there are more than 70 numbers of franchised bus, GMB and PLB routes with servicing points in the vicinity of the subject site. Detail of the services are tabulated in **Table 3.1** and the existing adjacent public transport service points are shown in **Figure 2.7**.

Table 3.1 Existing Public Transport Services

Route No.	Origins & Destinations	Frequency (mins)
Franchised Bus		
KMB		
6	Star Ferry <-> Lai Chi Kok Bus Terminus	8-10
37	Olympic Station <-> Kwai Shing (Central)	13-15
41	Kowloon City Ferry <-> Tsing Yi (Cheung Ching Estate)	25
42	Shun Lee <-> Tsing Yi (Cheung Hong Estate)	15
44	Mong Kok East Station <-> Tsing Yi Estate	8-12
45	Kowloon City Ferry <-> Kwai Chung (Lai Yiu Estate)	20
46	Jordan (West Kowloon Station) <-> Kwai Chung (Lai Yiu Estate)	25-30
72	Tai Wo <-> Cheung Sha Wan	15
86	Wong Nai Tau <-> Mei Foo	15-20
102	Mei Foo -> Shau Kei Wan	3-6
102P	Mei Foo -> Shau Kei Wan	7 scheduled service
171	South Horizons <-> Lai Chi Kok	5-7
171A	Lei Tung Estate -> Lai Chi Kok	9-15
171P	South Horizons -> Lai Chi Kok	5-11
214	Yau Tong <-> Cheung Sha Wan (Kom Tsun Street)	10-13
904	Kennedy Town (Belcher Bay) <-> Lai Chi Kok	12
905	Wan Chai North <-> Lai Chi Kok	5-9
234X	Tsim Sha Tsui East (Mody Road) <-> Tsuen Wan (Bayview Garden)	15
238X	China Ferry Terminal <-> Tsuen Wan (Riviera Gardens)	12
265B	Mong Kok (Park Avenue) <-> Tin Heng Estate	5-6
270B	Olympic Station <-> Sheung Shui	15
270D	Luen Wo Hui -> Sham Shui Po	1 schedule service
272E	Sham Shui Po <-> Tai Wo	2 scheduled services
286C	Shum Shui Po <-> Lee On	6 scheduled services
286P	Mei Chung Court -> Cheung Sha Wan	5 scheduled services
286X	Hin Keng <-> Sham Shui Po (Circular)	10
2A	Lok Wah <-> Mei Foo	8
2B	Chuk Yuen Estate <-> Cheung Sha Wan	30
2F	Tsz Wan Shan (North) <-> Cheung Sha Wan	10
2X	Choi Fook <-> Mei Foo	20
30X	Whampoa Garden <-> Tsuen Wan (Allway Gardens)	15
31B	Shek Lei (Tai Loong Street) <-> Olympic Station	12-13
33A	Mong Kok (Park Avenue) <-> Tsuen Wan (Nina Tower)	15
35A	Kwai Chung (On Yam Estate) <-> Tsim Sha Tsui East	5-8
36A	Lei Muk Shue <-> Cheung Sha Wan (Sham Mong Road)	15
36B	Jordan (West Kowloon Station) <-> Lei Muk Shue	11
42A	Jordan (West Kowloon Station) <-> Tsing Yi (Cheung Hang Estate)	4-8
43C	Island Harbourview <-> Tsing Yi (Cheung Hong Estate)	12

52X	Mong Kok (Park Avenue) <-> Tuen Mun Central	5-9
58X	Mong Kok East Station <-> Leung King Estate	5-8
59X	Mong Kok East Station <-> Tuen Mun Pier Head	3-8
6C	Mei Foo <-> Kowloon City Ferry	9-12
6D	Mei Foo <-> Ngau Tau Kok	12-15
60X	Jordan (West Kowloon Station) <-> Tuen Mun Central	6-8
66X	Olympic Station <-> Tai Hing	8-12
67X	Mong Kok East Station <-> Siu Hong Court	6-11
68X	Mong Kok (Park Avenue) <-> Hung Shui Kiu (Hung Fuk Estate)	10-15
69X	Jordan (West Kowloon Station) <-> Tin Shui	12
86A	Shatin Wai <-> Cheung Sha Wan (Kom Tsun Street)	15
86C	Lee On <-> Cheung Sha Wan	15
98C	Hang Hau (North) (Tseung Kwan O Hospital) <-> Mei Foo	8-10
98S	Lohas Park Station <-> Mei Foo	4 scheduled services
N241	Hung Hom Station <-> Tsing Yi (Cheung Wang Estate)	20
CTB		
E21	Tai Kok Tsui (Island Harbourview) <-> AsiaWorld-Expo	10-15
E21A	Ho Man Tin (Oi Man Estate) <-> Tung Chung (Yat Tung Estate)	15
E21C	Tai Kok Tsui (Island Harbourview) <-> Aircraft Maintenance Area	1 scheduled service
N21	Tsim Sha Tsui (Star Ferry) <-> Airport (Ground Transportation Centre)	20
N21A	Tsim Sha Tsui (Star Ferry) <-> Airport (via Yat Tung Estate)	4 scheduled services
KMB/ NWFB		
N122	Shau Kei Wan <-> Mei Foo	10
KMB/ CTB		
N171	Ap Lei Chau Estate <-> Lai Chi Kok	20
Green Minibus		
44S	Hoi Lai Estate < > Castle Peak Road	10-15
45M	Sham Shui Po (Ki Lung Street) < > Wing Hong Street	10
75	Sham Shui Po (Fu Cheong Estate) < > Cheung Sha Wan (Castle Peak Road)	7-9
411	Kwai Chung (Lai Kong Street) < > Sham Shui Po (Un Chau Street)	8-15
97A	Wonderland Villas < > Cheung Sha Wan (Cheung Fat Street)	6-20
Red Minibus		
-	To Kwa Wan and Hung Hom < > Cheung Sha Wan (Castle Peak Rd)	Depart when fully occupied
-	Wong Tai Sin and Kowloon City < > Cheung Sha Wan (Castle Peak Rd)	Depart when fully occupied
-	Kwun Tong and Wong Tai Sin < > Cheung Sha Wan (Castle Peak Rd)	Depart when fully occupied
-	Ngau Tau Kok Station < > Cheung Sha Wan (HK Spinners Industrial Bldg)	Depart when fully occupied
-	Cheung Sha Wan (HK Spinners Industrial Bldg) < > Kwun Tong (Yee On St)	Depart when fully occupied
-	Tsz Wan Shan < > Cheung Sha Wan and Mei Foo	Depart when fully occupied
-	To Kwa Wan (Jubilant Place) < > Mei Foo	Depart when fully occupied
-	Causeway Bay (Canal Rd Flyover) < > Mong Kok and Cheung Sha Wan	Depart when fully occupied

3.2.2. As shown in the above, the subject site is well served by the existing public transport facilities provided in the vicinity.

3.3. Pedestrian Facilities

3.3.1. The existing pedestrian facilities are well-developed in the vicinity of the subject site. Pedestrians can access the subject sites via the surrounding footpaths and pedestrian crossings to/from nearby taxi, bus and PLB servicing points as well as MTR Lai Chi Kok and Cheung Sha Wan Stations.

3.4. Planned Highway Infrastructure

3.4.1. The Central Kowloon Route (CKR) is a dual 3-lane trunk road connecting the West Kowloon reclamation and the proposed Kai Tak Development to relieve traffic congestion on the existing east-west roads across Central Kowloon area and it is anticipated to be commissioned in 2025. In view of the connection point of the CKR, the local traffic pattern near the Scheme would have insignificant impact by the planned road.

3.4.2. Except from the widening proposal of Hing Wah Street (which has no programme for implementation at the moment), junction improvement schemes in the area have not been identified and thus the existing road network have been adopted for the assessment.

4. Traffic Forecast

4.1. Methodology

- 4.1.1. According to the current programme, the completion of the Scheme is anticipated to be by phases at year 2028 and 2034 for Site B and A respectively. For the purposes of this study, it has been assumed that full occupation of each site will be occurs in each completion year.
- 4.1.2. Therefore, years 2031 and 2037 (3 years after completion of each site) would be adopted as the design years for assessment purpose.
- 4.1.3. As discussed in the previous **Section 3.4**, the CKR is planned to be commissioned by year 2025 and the local traffic pattern would have insignificant impact by the new connection bypass the central Kowloon area. Since the road network in design year would be similar to the existing arrangement, the background traffic forecasts for the design years 2031 and 2037 were therefore derived according to the traffic survey results and projected by applying a growth rate. The traffic forecast has been compared with the 2015 Based District Traffic Models (BDTM) K1 published by Transport Department (TD) and found that the set of traffic flows derived by survey results is generally higher.
- 4.1.4. The growth factor used was derived by referring to the past traffic growth trend on the Annual Traffic Census (ATC) Reports published by TD and the latest 2016-based Territory Population and Employment Data Matrices (TPEDM) of Sham Shui Po Area on the website of Planning Department (PlanD).
- 4.1.5. Trip generations by other planned developments in the vicinity were estimated and assigned onto the surrounding road network to produce the reference traffic forecasts at design year.
- 4.1.6. Trip generations of the Scheme was estimated by using appropriate trip generation rates. Traffic generations were then assigned to the surrounding road network and superimposed onto the reference traffic forecasts to create the design year forecasts for assessment at design year.

4.2. Traffic Survey

- 4.2.1. With reference to the weekday daily traffic pattern of the nearest ATC counting stations at Lai Chi Kok Road (from Tonkin Street to Hing Wah Street) and Tonkin Street (from Cheung Sha Wan Road to Un Chau Street) from the subject sites as shown in **Diagram 4.1**. The peak local traffic is occurred around 9:00 and 18:00 during the morning and evening respectively and an afternoon peak is appeared at Tonkin Street around 13:00. As most of the development trips of the Scheme would be generated during the morning and evening peak periods and the local traffic at the evening peak is the peak of the day, manual classified traffic count surveys were conducted to identify the existing traffic flows during the peak hour periods from 07:30 to 09:30 and from 17:00 to 19:00 on a typical weekday in April 2021 to collect the up-to-date traffic data for the assessment use.

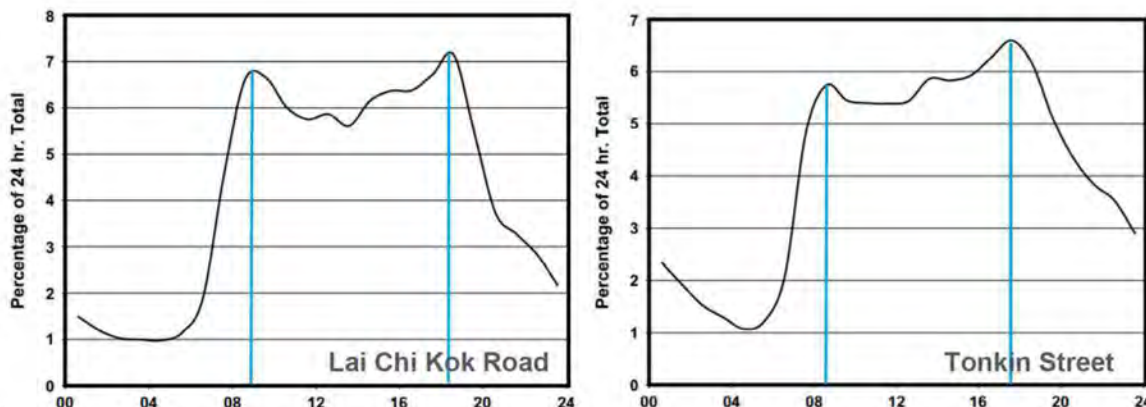


Diagram 4.1 Weekday Traffic Profile at ATC Counting Stations

4.2.2. As the pandemic situation have been stable, the working arrangement have been resumed to normal and the face-to-face class arrangement have been resumed for most of the school with the upper population limit of two-thirds of the school's maximum capacity during the morning period. The school trips would be very similar to normal situation as the school buses will be operated everyday even with less students on board. Since the afternoon school peak would not be overlapped with the local traffic peak during the evening period, the traffic pattern for the morning and evening peak periods during the survey period is considered under the normal traffic condition.

4.2.3. The monthly variation of traffic flows at the above mentioned ATC counting stations (as shown in **Diagram 4.2**) have been referenced to derive the seasonal factor for the local traffic.

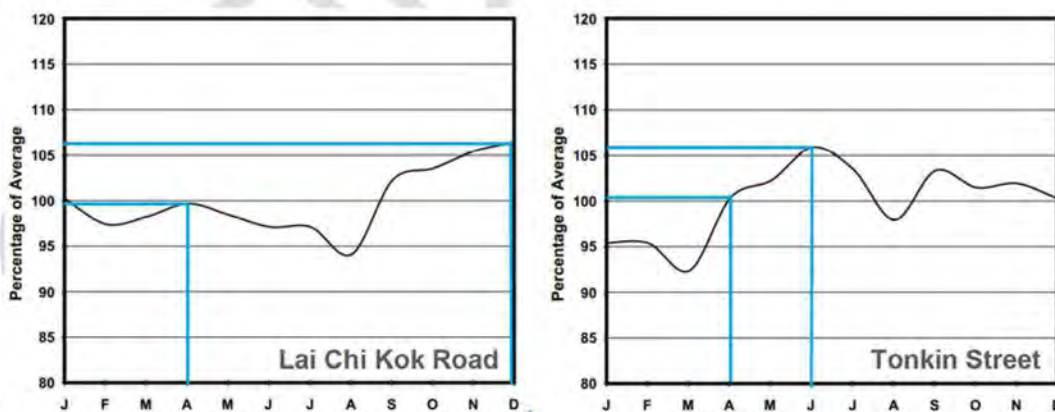


Diagram 4.2 Monthly Variation of Traffic at ATC Counting Stations

4.2.4. As can be seen in the above diagram, the peak traffic demand of the year would occur in December and June at Lai Chi Kok Road and Tonkin Street respectively. An average seasonal factor of 1.06 is applied to the observed traffic flows in this study to reflect the peak traffic season scenario of the local area.

4.2.5. The locations of the surveyed junctions in the vicinity are listed in **Table 4.1** and shown in **Figure 2.1**.

Table 4.2 Location of Key Junctions

Index ⁽¹⁾	Location	Junction Type
J1	Castle Peak Road / Hing Wah Street	Signal
J2	Fuk Wing Street / Cheung Wah Street	Priority
J3	Un Chau Street / Hing Wah Street	Signal
J4	Cheung Sha Wan Road / Cheung Lai Street	Signal
J5	Cheung Sha Wan Road / Tai Nan West Street	Signal
J6	Cheung Sha Wan Road / Cheung Wah Street	Signal
J7	Cheung Sha Wan Road / Hing Wah Street	Signal
J8	Cheung Sha Wan Road / Tonkin Street	Signal
J9	Lai Chi Kok Road / Cheung Lai Street	Signal
J10	Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street	Signal
J11	Lai Chi Kok Road / Hing Wah Street	Signal
J12	Tung Chau Street / Hing Wah Street West	Signal
J13	Sham Shing Road / Hing Wah Street West	Signal

Remarks: (1) Refer to **Figure 2.1**.

- 4.2.6. The morning and evening peak hours were identified as 08:30 to 09:30 and 17:00 to 18:00 respectively. The year 2021 observed traffic flows are presented in **Figure 4.1**.
- 4.2.7. Pedestrian head count survey has been conducted at the key section of footpath along the anticipated access routes of the sites during the morning, noon and evening peak periods (07:30 to 09:30, 12:30 to 14:30 and 17:30 to 19:30) on a typical weekday in April 2021 to collect the existing pedestrian demand in the local area.
- 4.2.8. The survey results indicate that the observed peak 15-minute pedestrian demand would be occurs during 08:40 to 08:55, 13:00 to 13:15 and 18:00 to 18:15 in the morning, noon and evening peak periods respectively and the observed pedestrian flows are presented in **Figure 4.2**.
- 4.2.9. Pedestrian trip generation survey has also been conducted at a similar residential development at 399 Castle Peak Road, Heya Crystal, and the existing Cheung Sha Wan Sport Centre for reference to develop the trip generation rate for the Scheme.
- 4.2.10. In view of the development composition of Heya Crystal with 3 nos. of residential blocks and retail mall in the podium levels, it is located adjacent to the subject sites and completed in the recent years, it is considered as the appropriate site to conduct pedestrian count survey to collect the trip generation data for the study.
- 4.2.11. As Site A of the project would occupy the existing Cheung Sha Wan Sport Centre and to be relocated to the proposed GIC building at Site B, the future sport centre would be serving the same area of local resident and thus the existing pedestrian demand of the sport centre is collected to derive the future demand with reference to the area of both the existing and relocated sport centre.
- 4.2.12. The observed survey results are summarized in **Table 4.2**.

Table 4.3 Trip Generation Survey Results

Development	No. of flat/ m ² GFA	AM Peak		Lunch Peak		PM Peak	
		GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾
		Observed Peak 15-minute Pedestrian Demand (ped/15-min)					
Heya Crytal - Residential	350	49	21	24	24	24	47
Heya Crystal - Retail	3,921	57	69	119	141	48	79
Cheung Sha Wan Sports Centre	1,168	14	12	4	10	4	12
		Pedestrian Trip Generation Rate (ped/15-min/flat or 100m² GFA)					
Heya Crytal - Residential	350	0.1400	0.0600	0.0686	0.0686	0.0686	0.1343
Heya Crystal - Retail	3,921	1.4537	1.7598	3.0349	3.5960	1.2242	2.0148
Cheung Sha Wan Sports Centre	1,168	1.1986	1.0274	0.3425	0.8562	0.3425	1.0274

Remark: (1) "GEN" means "Generation" and "ATT" means Attraction.

4.3. Growth Rate Determination

4.3.1. Traffic forecasts for the design years were projected by applying an appropriate growth rate to the observed traffic flows based on the survey results. The growth rates were determined with reference to the ATC reports and the latest 2016-based TPEDM of Sham Shui Po Area on the website of PlanD.

Annual Traffic Census (ATC)

4.3.2. The historical traffic growth trend of the major roads in the vicinity of the subject site was reviewed making reference to the ATC reports. The Annual Average Daily Traffic (AADT) data from year 2013 to year 2019 were extracted and the estimated average annual growth rate is given in **Table 4.3**.

Table 4.4 Traffic Growth Rate Derived from ATC

Station No.	Road Name	AADT							Growth Rate (p.a.)
		2013	2014	2015	2016	2017	2018	2019	
3008	Lai Chi Kok Rd	16,360	16,350	16,280	16,420	16,460	15,530	15,280	+1.10%
3017	Tonkin St	18,930	18,710	19,580	19,240	18,850	19,320	18,860	
3225	Cheung Sha Wan Rd	23,350	24,880	24,990	24,770	24,970	25,370	23,670	
3260	Un Chau St	10,130	10,620	10,970	10,820	10,760	9,000	9,790	
3261	Castle Peak Rd	16,990	16,600	17,140	16,910	16,800	14,550	12,590	
3263	Hing Wah St	8,650	9,320	9,620	9,490	9,440	13,490	10,870	
3427	Cheung Sha Wan Rd	30,650	31,990	32,630	35,080	34,850	34,550	37,290	
3429	Lai Chi Kok Rd	17,960	16,770	17,850	17,700	17,840	17,960	14,760	
3466	Castle Peak Rd	9,720	9,910	9,160	9,040	8,990	9,110	8,360	
3468	Hing Wah St	10,470	9,620	9,560	9,430	9,380	9,500	9,580	
3670	Hing Wah St	9,120	8,850	7,160	7,830	7,780	7,880	7,210	
3858	Tonkin St	17,430	16,900	17,450	17,320	18,160	18,400	16,840	
3876	Tai Nan W St	7,700	7,460	7,710	7,990	8,120	8,230	7,530	

Station No.	Road Name	AADT							Growth Rate (p.a.)
		2013	2014	2015	2016	2017	2018	2019	
4056	Castle Peak Rd	12,510	12,130	12,530	12,360	11,700	14,380	13,160	
		209,970	210,110	212,630	214,400	214,100	217,270	205,790	

Notes: The AADT figures with grey colour background are estimated values based on the ATC Reports. Those estimated figures are excluded in calculating the weighted average annual growth rate.

- 4.3.3. As shown in **Table 4.3**, the weighted average annual growth rate determined from ATC data is about +1.10% per annum (p.a.) from year 2013 to year 2019.

Territory Population and Employment Data Matrices (TPEDM)

- 4.3.4. Reference was also made to the latest 2016-based TPEDM from year 2016 to year 2026 in Sham Shui Po area published on the PlanD website. The population and employment planning data from year 2016 to 2026 and the estimated annual growth rates are illustrated in **Table 4.4**.

Table 4.5 Traffic Growth Rate Derived from TPEDM

District	Population			Employment			Overall		
	2016	2021	2026	2016	2021	2026	2016	2021	2026
Sham Shui Po	438,050	482,700	484,350	235,750	238,900	235,650	673,800	721,600	720,000
Growth Rate (p.a.)	+1.01%			0.00%			+0.67%		

- 4.3.5. As shown in **Table 4.4**, the annual growth rate determined from TPEDM population, employment and the sum of two are about +1.01% p.a., 0% p.a. and +0.67% p.a. respectively from year 2016 to year 2026.

Adopted Growth Rate

- 4.3.6. Based on the above, the highest growth rate derived from the two sets of data is +1.10% p.a. and thus it is adopted for assessment to produce the years 2031 and 2037 background traffic flows in order to conduct a conservative assessment.

4.4. Other Planned Development Trip Generation

- 4.4.1. According to the available information, it is noted that there are 22 nos. of planned developments which is under construction or approved in planning application in the vicinity of the subject site and the location are shown in **Figure 2.1**. These planned developments are assumed to be completed before the design year 2031 in the study and have been considered in the reference traffic flows forecasting. The relevant development parameters are summarised in **Table 4.5**.

Table 4.6 Design Parameters for Planned Developments

Developments ⁽¹⁾	Development Component	Parameters
URA Projects		
Development at Kim Shin Lane (SSP-017)	Residential	About 995 Flats
	Retail	About 9,249 m ²

Developments ⁽¹⁾	Development Component	Parameters
217-235 Castle Peak Road & 300-308A Un Chau Street (SSP-016)	Residential	About 337 Flats
	Retail	About 2,474 m ²
24-38 Tonkin Street & 240-244 Fuk Wing Street (SSP-015)	Residential	About 175 Flats
	Retail	About 1,070 m ²
Public Housing Development Projects		
North West Kowloon Reclamation (NWKR) Site 1	Residential	About 2,591 Flats
	Retail	About 4,204 m ²
	Office	About 9,454 m ²
	Kindergarten	6 Classrooms
	Social Welfare Services	About 2,990 m ²
North West Kowloon Reclamation Site 6 (Phase 2 & 3 and GIC)	Residential	About 2,483 Flats
	Market	About 80 Stalls
	Indoor Sport Centre	About 2,809 m ²
	District Library	About 2,885 m ²
	Reserved Stack for Hong Kong Central Library	About 7,263 m ²
	Kindergarten	6 Classrooms
	Social Welfare Services	About 6,600 m ²
Wang Cheong Factory Estate	Residential	About 1,200 Flats
	Retail	About 347 m ²
Private Development Projects		
91 King Lam Street	Office	About 92,736 m ²
121 King Lam Street	Industrial	About 7,320 m ²
1016-1018 Tai Nan West Street	Industrial	About 16,488 m ²
NKIL 6572 Junction of Wing Hong Street, Yu Chau West Street and Wing Ming Street	Office	About 34,473 m ²
550-556 Castle Peak Road	Office	About 21,186 m ²
42A Wing Hong Street	Hotel	132 Rooms
320-328 Shun Ning Road	Residential	About 92 Flats
	Retail	About 349 m ²
27-29 Tonkin Street	Residential	About 414 Flats
	Retail	About 3,605 m ²
7, 7A, 9 & 9A Cheung Wah Street	Residential	About 42 Flats
	Retail	About 451 m ²
916-922 Cheung Sha Wan Road	Office	About 12,000 m ²
924-926 Cheung Sha Wan Road	Office	About 16,000 m ²
NKIL 6582 Cheung Shun Street	Office	About 49,995 m ²
	Public Vehicle Park	85 spaces
822 Lai Chi Kok Road	Office	About 20,279 m ²
CDA Site bounded by Lai Hong Street, Fat Tseung Street West, Sham Mong Road and West Kowloon Corridor	Residential	About 3,647 Flats
	Retail	About 11,000 m ²
	Kindergarten	12 Classrooms

Developments ⁽¹⁾	Development Component	Parameters
	Social Welfare Services	About 3,830 m ²
	Public Vehicle Park	97 spaces
NKIL 6549 Off Hing Wah Street	Residential	About 1,347 Flats
NKIL 6550 Off Hing Wah Street	Hotel	975 Rooms

Remarks: (1) Refer to **Figure 2.1** for location of the planned development.

- 4.4.2. Development trips generated by the above planned developments were estimated making reference to the Transport Planning and Design Manual (TPDM) published by TD, the trip rate adopted in the BDTM and the in-house survey data. Mean value of the trip rate provided in TPDM have been adopted in the study to in line with the forecasting methodology of BDTM. The adopted trip rates and traffic generation of the planned/ committed developments are summarized in **Table 4.6**.

Table 4.7 Traffic Generation by Planned Developments

Developments ⁽¹⁾	Parameters	Adopted Trip Rates (pcu/hr/flats or pcu/hr/100m ² GFA or pcu/hr/space) ⁽²⁾				Trip Generation (pcu/hr)			
		AM		PM		AM		PM	
		GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾
Development at Kim Shin Lane (SSP-017)	995 Flats	0.0718	0.0425	0.0286	0.0370	71	42	28	37
	9,249 m ² Retail	0.2296	0.2434	0.3100	0.3563	21	23	29	33
217-235 Castle Peak Road & 300-308A Un Chau Street	337 Flats	0.0718	0.0425	0.0286	0.0370	24	14	10	12
	2,474 m ² Retail	0.2296	0.2434	0.3100	0.3563	6	6	8	9
24-38 Tonkin Street & 240-244 Fuk Wing Street	175 Flats	0.0718	0.0425	0.0286	0.0370	13	7	5	6
	1,070 m ² Retail	0.2296	0.2434	0.3100	0.3563	2	3	3	4
North West Kowloon Reclamation Site 1	2,591 Flats	0.0432	0.0326	0.0237	0.0301	112	84	61	78
	4,204 m ² Retail	0.2296	0.2434	0.3100	0.3563	10	10	13	15
	9,454 m ² Office	0.1703	0.2452	0.1573	0.1175	16	23	15	11
	6 Classrooms	2.3056	2.3056	0.0286	0.0286	14	14	0	0
	2,990 m ² GIC	0.1703	0.2452	0.1573	0.1175	5	7	5	4
North West Kowloon Reclamation Area Site 6	2,483 Flats	0.0432	0.0326	0.0237	0.0301	107	81	59	75
	80 Stalls	0.1340	0.0860	0.0590	0.0350	11	7	5	3
	Indoor Sport Centre	-	-	-	-	10	10	10	10
	District Library	-	-	-	-	10	10	10	10
	Reserved Stack for Hong Kong Central Library	-	-	-	-	5	5	5	5
	6 Classrooms	2.3056	2.3056	0.0286	0.0286	14	14	0	0
	6,600 m ² GIC	0.1703	0.2452	0.1573	0.1175	11	16	10	8
Wang Cheong Factory Estate	1,200 Flats	0.0432	0.0326	0.0237	0.0301	52	39	28	36
	347 m ² Retail	0.2296	0.2434	0.3100	0.3563	1	1	1	1
91 King Lam Street	92,736 m ² Office	0.1703	0.2452	0.1573	0.1175	158	227	146	109
121 King Lam Street	7,320 m ² Industrial	0.0926	0.1386	0.1350	0.1049	7	10	10	8

Developments ⁽¹⁾	Parameters	Adopted Trip Rates (pcu/hr/flats or pcu/hr/100m ² GFA or pcu/hr/space) ⁽²⁾				Trip Generation (pcu/hr)			
		AM		PM		AM		PM	
		GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾
1016-1018 Tai Nan West Street	16,488 m ² Industrial	0.0926	0.1386	0.1350	0.1049	15	23	22	17
NKIL 6572 at Wing Hong Street	34,473 m ² Office	0.1703	0.2452	0.1573	0.1175	59	85	54	41
550-556 Castle Peak Road	21,186 m ² Office	0.1703	0.2452	0.1573	0.1175	36	52	33	25
42A Wing Hong Street	132 Hotel Rooms	0.1329	0.1457	0.1290	0.1546	18	19	17	20
320-328 Shun Ning Road	92 Flats	0.0718	0.0425	0.0286	0.0370	7	4	3	3
	349 m ² Retail	0.2296	0.2434	0.3100	0.3563	1	1	1	1
27-29 Tonkin Street	414 Flats	0.0718	0.0425	0.0286	0.0370	30	18	12	15
	3,605 m ² Retail	0.2296	0.2434	0.3100	0.3563	8	9	11	13
7, 7A, 9 & 9A Cheung Wah Street	42 Flats	0.0718	0.0425	0.0286	0.0370	3	2	1	2
	451 m ² Retail	0.2296	0.2434	0.3100	0.3563	1	1	1	2
916-922 Cheung Sha Wan Road	12,000 m ² Office	0.1703	0.2452	0.1573	0.1175	20	29	19	14
924-926 Cheung Sha Wan Road	16,000 m ² Office	0.1703	0.2452	0.1573	0.1175	27	39	25	19
NKIL 6582 Cheung Shun Street	49,995 m ² Office	0.1703	0.2452	0.1573	0.1175	85	123	79	59
	85 Public Parking Spaces	0.1000	0.0949	0.1154	0.0846	9	8	10	7
822 Lai Chi Kok Road	20,279 m ² Office	0.1703	0.2452	0.1573	0.1175	35	50	32	24
CDA Site at Fat Tseung Street West	3,647 Flats	0.0718	0.0425	0.0286	0.0370	262	155	104	135
	11,000 m ² Retail	0.2296	0.2434	0.3100	0.3563	25	27	34	39
	12 Classrooms	6.9375	6.9375	5.4375	5.4375	83	83	65	65
	3,830 m ² GIC	0.1703	0.2452	0.1573	0.1175	7	9	6	5
	97 Public Parking Spaces	0.1000	0.0949	0.1154	0.0846	10	9	11	8
NKIL 6549 Off Hing Wah Street	1,347 Flats	0.0888	0.0515	0.0356	0.0480	120	69	48	65
NKIL 6550 Off Hing Wah Street	975 Hotel Rooms	0.1329	0.1457	0.1290	0.1546	130	142	126	151
Total						1,671	1,610	1,175	1,204

Remarks: (1) Refer to **Figure 2.1** for location of the planned development.
 (2) Refer to **TPDM Vol. 1, Ch. 3, Appendix, Table 1 and Table 2, BDTM Urban Final Report, Appendix Q** or in-house survey results for public wet market and public car park;
 (3) "GEN" means "Generation" and "ATT" means Attraction.

Note: * Trip Generation is rounded to the nearest digit.

4.4.3. As shown in **Table 4.6**, the planned developments will generate overall 2-way trips of 2,541 pcu/hr and 1,806 pcu/hr during the morning and evening peak hour respectively.

- 4.4.4. In order to produce a comprehensive assessment results, the pedestrian trips to be generated by the adjacent planned development at Kim Shin Lane and 7, 7A, 9 & 9A Cheung Wah Street have also been considered in the TIA study and it is summarised in **Table 4.7**.

Table 4.8 Pedestrian Trip Generation by Planned Development

Development Use	No. of flat/ m ² GFA	AM Peak		Lunch Peak		PM Peak	
		GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾
Pedestrian Trip Generation Rate (ped/15-min/flat or 100m² GFA)							
Residential	-	0.1400	0.0600	0.0686	0.0686	0.0686	0.1343
Retail	-	1.4537	1.7598	3.0349	3.5960	1.2242	2.0148
Pedestrian Trip Generation (ped/15-min)							
<i>Residential Development at Kin Shin Lane</i>							
Residential	995	139	60	68	68	68	134
Retail	9,249	134	163	281	333	113	186
<i>Residential Development at 7, 7A, 9 & 9A Cheung Wah Street</i>							
Residential	42	6	3	3	3	3	6
Retail	451	7	8	14	16	6	9
Total		286	234	366	420	190	335

Remarks: (1) "GEN" means "Generation" and "ATT" means Attraction.

Note: * Trip Generation is rounded to the nearest digit.

4.5. Reference Traffic Flows

- 4.5.1. The traffic and pedestrian demand to be generated/ attracted by the planned/ committed developments will be assigned on the surrounding road network and superimposed onto the years 2031 and 2037 background traffic flows to produce the reference traffic and pedestrian flows. The years 2031 and 2037 reference traffic and pedestrian flows are shown in **Figures 4.3 to 4.5**.

4.6. Development Traffic Generation

- 4.6.1. Trip generation of the Scheme is estimated using the appropriate trip rates given in TPDM and in-house survey data. The estimation of traffic trips to be generated by the Scheme is summarized in **Table 4.8**.

Table 4.9 Traffic Generation by the Scheme

Component	Parameter	Adopted Trip Rates (pcu/hr/flat or pcu/hr/100 m ² GFA) ⁽¹⁾				Trip Generation (pcu/hr)			
		AM		PM		AM		PM	
		GEN ⁽²⁾	ATT ⁽²⁾	GEN ⁽²⁾	ATT ⁽²⁾	GEN ⁽²⁾	ATT ⁽²⁾	GEN ⁽²⁾	ATT ⁽²⁾
<i>Site A</i>									
Residential	838 flats	0.0718	0.0425	0.0286	0.0370	60	36	24	31
Retail	5,197 m ²	0.2296	0.2434	0.310	0.3563	12	13	16	19
GIC ⁽³⁾	5,197 m ²	0.1703	0.2452	0.1573	0.1175	9	13	8	6

Underground Public Carpark	50 space	0.1000	0.0949	0.1154	0.0846	5	5	6	4
Site B									
Indoor Recreation Centre ⁽⁴⁾	6,580 m ²	-	-	-	-	10	10	10	10
GIC ⁽³⁾	27,116 m ²	0.1703	0.2452	0.1573	0.1175	46	66	43	32
Total						142	143	107	102

Remarks: (1) Refer to TPDM Vol. 1, Ch. 3, Appendix, Table 1 and Table 2 or in-house survey results for TD managed public car park;

(2) "GEN" means "Generation" and "ATT" means Attraction;

(3) Trip rate for GIC referenced to Office rate in TPDM Vol. 1, Ch. 3, Appendix, Table 2

Note: * Trip Generation is rounded to the nearest digit.

- 4.6.2. As presented in the above table, the Scheme will produce 2-way trips of 285 pcu/hr and 209 pcu/hr during the morning and evening peak hours respectively.
- 4.6.3. Nominal traffic trip for the Indoor Recreation Centre at Site B is proposed due to it is serving the local area and thus most of the user will make their trips to the centre on-foot. Besides, public parking will not be provided at Site B, it will also encourage the user to the public transport instead.
- 4.6.4. The forecast of pedestrian trip generation for the Scheme was derived with reference to the development schedule and the observed pedestrian trip generation rates in **Table 4.2**. The estimated pedestrian trips of the Scheme during the peak hour periods are tabulated in **Table 4.9**.

Table 4.10 Pedestrian Trip Generation by the Scheme

Development Use	No. of flat/ m ² GFA	AM Peak		Lunch Peak		PM Peak	
		GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾
Pedestrian Trip Generation Rate (ped/15-min/flat or 100m² GFA)							
Residential	-	0.1400	0.0600	0.0686	0.0686	0.0686	0.1343
Retail	-	1.4537	1.7598	3.0349	3.5960	1.2242	2.0148
Sport Centre	-	1.1986	1.0274	0.3425	0.8562	0.3425	1.0274
Pedestrian Trip Generation (ped/15-min)							
Site A							
Residential	838	117	50	57	57	57	113
Retail	5,197	76	91	158	187	64	105
GIC ⁽²⁾	5,197	10	10	10	10	10	10
Sub-total		203	151	225	254	131	228
Site B							
Indoor Recreation Centre	6,580	79	68	23	56	23	68
GIC ⁽²⁾	27,116	50	50	50	50	50	50
Sub-total		129	118	73	106	73	118
Total		332	269	298	360	204	346

Remarks: (1) "GEN" means "Generation" and "ATT" means Attraction.
 (2) Pedestrian trips are assumed value. The type of G/C facilities is to be confirmed with government departments.

Note: * Trip Generation is rounded to the nearest digit.

4.6.5. As can be seen in the above table, the peak demand of 2-way pedestrian trips would be 658 ped/15-minute during the noon peak. The estimated pedestrian trip to be generated by the Scheme will be assigned onto the surrounding pedestrian walkway network based on the trip distribution to/from the major transport node with reference to the model split of the 2016 population by-census results of the adjacent residential buildings as shown in **Table 4.10**.

Table 4.11 Modal Split Adopted for the Subject Development

Development	Type of Population	Population	Population Census Model Split ⁽¹⁾					Total
			MTR	BUS	PLB	Walk	Other	
473 & 473A Castle Peak Road, odd number of 535 – 573 Fuk Wing Street & 1 – 41 Kim Shin Lane	Working	982	60.4%	11.3%	7.3%	21.0%	0%	100%
	Student	256	26.7%	15.4%	-- ⁽²⁾	38.6%	19.3%	100%
475 & 475A Castle Peak Road, even number of 544 – 588 Fuk Wa Street & 2 – 44 Kim Shin Lane	Working	979	42.6%	20.9%	16.5%	18.5%	1.5%	100%
	Student	265	24.2%	21.2%	- ⁽²⁾	38.0%	16.6%	100%
Overall		2,482	45.9%	16.6%	9.4%	23.7%	4.4%	100%

Remarks: (1) Year 2016 population by-census results;
 (2) PLB trips are classified as "Other" for the model split of student's trips.

4.6.6. The estimated development pedestrian trips for each transport mode are then distributed onto the pedestrian network and superimposed onto the 2031 and 2037 reference pedestrian flows to produce the 2031 and 2037 design pedestrian flows (with the Scheme). The 2031 and 2037 design pedestrian forecasts are shown in **Figure 4.6**.

4.7. Design Traffic Flows

4.7.1. The estimated development vehicular flows of the Scheme were assigned on the surrounding road network according to the vehicle access route of each site and superimposed onto the years 2031 and 2037 reference traffic flows to produce the design traffic flows.

4.7.2. The years 2031 and 2037 design traffic flows during the peak hours are shown in **Figures 4.7 and 4.8**.

5. Traffic Impact Assessment

5.1. Methodology

- 5.1.1. Junction capacity analysis was conducted for the base year 2021 and design years 2031 and 2037 (three years after completion of each site) for the junctions which are likely to be affected by the Scheme.
- 5.1.2. Capacity analysis was carried out in accordance with the procedures outlined in the Transport Planning and Design Manual (TPDM). The capacity analysis was based on the observed traffic flows at year 2021 and traffic forecasts at design years 2031 and 2037 for Reference Scenarios (without the Scheme) and Design Scenarios (with the Scheme).

5.2. Junction Analysis

- 5.2.1. The results of the capacity analysis for existing year 2021 Observed Scenario, design years 2031 and 2037 Reference and Design Scenarios are summarized in **Tables 5.1, 5.2 and 5.3** respectively. The calculation sheets are attached in **Appendix B**.

Table 5.1 Junction Performance for Year 2021 Observed Scenario

Index (1)	Location	Junction Type	RC%/ DFC (2)	
			AM	PM
J1	Castle Peak Road / Hing Wah Street	Signal	>50%	>50%
J2	Fuk Wing Street / Cheung Wah Street	Priority	0.68	0.55
J3	Un Chau Street / Hing Wah Street	Signal	>50%	>50%
J4	Cheung Sha Wan Road / Cheung Lai Street	Signal	>50%	>50%
J5	Cheung Sha Wan Road / Tai Nan West Street	Signal	32%	46%
J6	Cheung Sha Wan Road / Cheung Wah Street	Signal	>50%	>50%
J7	Cheung Sha Wan Road / Hing Wah Street	Signal	35%	26%
J8	Cheung Sha Wan Road / Tonkin Street	Signal	>50%	50%
J9	Lai Chi Kok Road / Cheung Lai Street	Signal	32%	47%
J10	Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street	Signal	>50%	>50%
J11	Lai Chi Kok Road / Hing Wah Street	Signal	12%	14%
J12	Tung Chau Street / Hing Wah Street West	Signal	16%	21%
J13	Sham Shing Road / Hing Wah Street West	Signal	>50%	>50%

Remarks: (1) Refer to **Figure 2.1**.
(2) "RC%" means reserved capacity and "DFC" means design flow capacity.

- 5.2.2. As can be seen in **Table 5.1**, most of the assessed key junctions are operating satisfactorily in the existing year 2021 (RC \geq 15% or DFC \leq 0.85). Besides, the junction of Lai Chi Kok Road / Hing Wah Street (J11) would be operated below the marginal capacity (RC < 15%) especially during the morning peak period.

Table 5.2 Junction Performance for Year 2031

Index (1)	Location	RC%/ DFC (2)			
		Reference		Design	
		AM	PM	AM	PM
J1	Castle Peak Road / Hing Wah Street	>50%	>50%	>50%	>50%
J2	Fuk Wing Street / Cheung Wah Street	0.86	0.69	0.86	0.69
J3	Un Chau Street / Hing Wah Street	>50%	>50%	>50%	>50%
J4	Cheung Sha Wan Road / Cheung Lai Street	45%	41%	42%	39%
J5	Cheung Sha Wan Road / Tai Nan West Street	-12%	11%	-12%	11%
J6	Cheung Sha Wan Road / Cheung Wah Street	37%	32%	37%	32%
J7	Cheung Sha Wan Road / Hing Wah Street	12%	8%	9%	6%
J8	Cheung Sha Wan Road / Tonkin Street	29%	29%	29%	28%
J9	Lai Chi Kok Road / Cheung Lai Street	-1%	13%	-3%	11%
J10	Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street	22%	31%	22%	31%
J11	Lai Chi Kok Road / Hing Wah Street	-8%	-5%	-8%	-5%
J12	Tung Chau Street / Hing Wah Street West	-5%	2%	-5%	2%
J13	Sham Shing Road / Hing Wah Street West	>50%	>50%	>50%	>50%

Remarks: (1) Refer to **Figure 2.1**.
 (2) "RC%" means reserved capacity and "DFC" means design flow capacity.

5.2.3. As shown in **Tables 5.2**, the junctions of Cheung Sha Wan Road / Hing Wah Street (J7) would be operating below the marginal capacity limit (i.e. $RC \leq 15\%$) in design year 2031 even without the operational of Site B of the Scheme. Moreover, the junctions of Cheung Sha Wan Road / Tai Nan West Street (J5), Lai Chi Kok Road / Cheung Lai Street (J9), Lai Chi Kok Road / Hing Wah Street (J11) and Tung Chau Street / Hing Wah Street West (J12) would be operating over capacity (i.e. $RC \leq 0$) during the peak hours under the Reference Scenario in 2031.

Table 5.3 Junction Performance for Year 2037

Index (1)	Location	RC%/ DFC (2)			
		Reference		Design	
		AM	PM	AM	PM
J1	Castle Peak Road / Hing Wah Street	>50%	>50%	>50%	>50%
J2	Fuk Wing Street / Cheung Wah Street	0.92	0.73	1.04	0.80
J3	Un Chau Street / Hing Wah Street	>50%	>50%	45%	>50%
J4	Cheung Sha Wan Road / Cheung Lai Street	37%	32%	33%	31%
J5	Cheung Sha Wan Road / Tai Nan West Street	-16%	5%	-16%	5%
J6	Cheung Sha Wan Road / Cheung Wah Street	28%	23%	25%	22%
J7	Cheung Sha Wan Road / Hing Wah Street	5%	2%	2%	-1%
J8	Cheung Sha Wan Road / Tonkin Street	21%	21%	21%	21%
J9	Lai Chi Kok Road / Cheung Lai Street	-6%	6%	-8%	5%
J10	Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street	15%	24%	15%	24%
J11	Lai Chi Kok Road / Hing Wah Street	-14%	-10%	-14%	-11%
J12	Tung Chau Street / Hing Wah Street West	-10%	-4%	-11%	-5%
J13	Sham Shing Road / Hing Wah Street West	>50%	>50%	>50%	>50%

Remarks: (1) Refer to **Figure 2.1**.
(2) "RC%" means reserved capacity and "DFC" means design flow capacity.

- 5.2.4. As shown in **Tables 5.3**, the junctions of Fuk Wing Street/ Cheung Wah Street (J2) and Cheung Sha Wan Road / Hing Wah Street (J7) would be operating below the marginal capacity limit (i.e. $RC \leq 15\%$) in design year 2037 even without the Scheme.
- 5.2.5. The junctions of Cheung Sha Wan Road / Tai Nan West Street (J5), Lai Chi Kok Road / Cheung Lai Street (J9), Lai Chi Kok Road / Hing Wah Street (J11) and Lai Chi Kok Road / Hing Wah Street West (J12) would be overloaded in year 2037 under the Reference Scenario.
- 5.2.6. Owing to the foreseeable adverse traffic conditional to be induced by the traffic growth of the district in the Reference Scenarios and the minor traffic impact (0 to 3%) to be induced by the Scheme to the Junctions J5, J7, J9, J11 and J12, junction improvement schemes are suggested for TD consideration to enhance the operational performance of the critical junctions.
- 5.2.7. Besides, junction improvement scheme is proposed for Junction J2 to mitigate the traffic impact to be induced by the Scheme.

5.3. Junction Improvement Schemes

- 5.3.1. Junction improvement schemes are proposed for the junction to be affected by the development traffic of the Scheme and suggested for the five junctions to be below marginal capacity or overloaded in the design year even without the operation of the Scheme.

Proposed Improvement for Junction of Fuk Wing Street / Cheung Wah Street (J2) – Figure 5.1

- 5.3.2. The existing operational performance is restricted by the visibility from the give-way arm of the junction at southbound of Cheung Wah Street. In order to enhance the operation, it is proposed to re-arrange the give-way arm to Fuk Wing Street. As the traffic flow from Cheung Wah Street is higher than Fuk Wing Street, the proposed give-way arrangement at Fuk Wing Street would benefit the traffic flow on Cheung Wah Street.
- 5.3.3. Moreover, it is noted that building setback at Cheung Wah Street will be proposed by the adjacent planned development and thus the visibility from Fuk Wing Street to the right side of Cheung Wah Street southbound will be improved.

Suggested Improvement for Junction of Cheung Sha Wan Road / Tai Nan West Street (J5) – Figure 5.2

- 5.3.4. The operational performance of the junction of Cheung Sha Wan Road / Tai Nan West Street during the critical morning peak hour is dictated by the heavy traffic flows at the left-turn of Cheung Sha Wan Road eastbound and northbound of Tai Nan West Street.

- 5.3.5. In order to provide more capacity for the critical traffic movement, it is suggested to modify the road marking at eastbound of Cheung Sha Wan Road to provide exclusive left-turn lane and shared straight ahead and left-turn traffic lanes for the near side two lanes and maintain the existing signal phasing sequence. The proposed junction arrangement as shown in **Figure 5.2**.

Suggested Improvement for Junction of Cheung Sha Wan Road / Hing Wah Street (J7) – Figure 5.3

- 5.3.6. The operational performance of the junction of Cheung Sha Wan Road / Hing Wah Street is dictated by the heavy traffic flows along both directions of Cheung Sha Wan Road. As widening to Cheung Sha Wan Road is not feasible due to site constraint and the east-west traffic already running concurrently in the traffic signal phase, enhancement could only be proposed at both arms of Hing Wah Street.

- 5.3.7. In order to enhance the operation, it is proposed to provide one additional traffic lane at both directions of Hing Wah Street and maintain the existing signal phasing sequence. The proposed junction arrangement as shown in **Figure 5.3**.

Suggested Improvement for Junction of Lai Chi Kok Road / Cheung Lai Street (J9) – Figure 5.4

- 5.3.8. The junction of Lai Chi Kok Road / Cheung Lai Street is overloaded due to the heavy traffic along eastbound of Lai Chi Kok Road. An additional traffic lane is suggested at Lai Chi Kok Road near the junction to increase the capacity of the critical carriageway.

- 5.3.9. The existing traffic signal phasing sequence will be maintained and the proposed junction arrangement as shown in **Figure 5.4**.

Suggested Improvement for Junction of Lai Chi Kok Road / Hing Wah Street (J11) – Figure 5.5

- 5.3.10. Similar to Junction J7, the operational performance of the junction of Lai Chi Kok Road / Hing Wah Street is dictated by the heavy traffic flows along both directions of Lai Chi Kok Road, however widening of the road is not feasible due to site constraint.

- 5.3.11. In order to enhance the operation, it is suggested to ban the right-turn movement of Hing Wah Street northbound, provide split phase for the right-turn of Hing Wah Street southbound and modify the vehicle phasing for the north-south directions along Hing Wah Street to runs concurrently.

- 5.3.12. It is anticipated that the affect right-turn from Hing Wah Street northbound would has 70 pcu/hr and 95 pcu/hr traffic during the morning and evening peak periods in the design year 2037. The affect traffic may choose the turn earlier at the junction with Tung Chau Street or turn later at the junction with Cheung Sha Wan Road. However, the diverted traffic may affect the already critical Junction J7.

- 5.3.13. The suggested junction arrangement and signal phasing are as shown in **Figure 5.5**.

Suggested Improvement for Junction of Tung Chau Street / Hing Wah Street (J12) – Figure 5.6

- 5.3.14. The junction of Tung Chau Street / Hing Wah Street would have the similar situation with Junctions J11 and thus junction improvement with ban turn, split phase and north-south traffic running concurrently at the traffic sign phasing are suggested. The affected ban turn for this junction would have only 5 pcu/hr at both peak period in the design year of 2037. Therefore, the diverted traffic would have neglectable impact to the surrounding road network. The suggested junction arrangement and signal phasing are as shown in **Figure 5.6**.
- 5.3.15. The operational performance of the proposed and suggested junction improvement schemes are summarised in **Table 5.4**.

Table 5.4 Junction Performance in Design Years with Improvement Measure

Index (1)	Location	RC%/ DFC (2)							
		2031 Reference		2031 Design		2037 Reference		2037 Design	
		AM	PM	AM	PM	AM	PM	AM	PM
J2	Fuk Wing Street / Cheung Wah Street	0.75	0.72	0.75	0.72	0.80	0.76	0.82	0.77
J5	Cheung Sha Wan Road / Tai Nan West Street	29%	34%	26%	32%	21%	26%	18%	24%
J7	Cheung Sha Wan Road / Hing Wah Street	15%	11%	12%	10%	8%	4%	6%	3%
J9	Lai Chi Kok Road / Cheung Lai Street	20%	37%	17%	34%	14%	29%	11%	27%
J11	Lai Chi Kok Road / Hing Wah Street	31%	34%	31%	34%	23%	26%	23%	26%
J12	Tung Chau Street / Hing Wah Street West	15%	22%	15%	22%	8%	15%	8%	14%

Remarks: (1) Refer to **Figure 2.1**.

(2) "RC%" means reserved capacity and "DFC" means design flow capacity.

- 5.3.16. As can be seen in the assessment results, three of the concerned junctions would be operated within the marginal capacity in the design year 2037 with the implementation of improvement scheme whilst the junction of Cheung Sah Wan Road / Hing Wah Street (J7), Lai Chi Kok Road / Cheung Lai Street (J9) and Tung Chau Street / Hing Wah Street (J12) would be operated below the marginal capacity (i.e. $RC \leq 15\%$).
- 5.3.17. As the critical vehicle phase for Junctions J7, J9 and J12 are on the mainstream Cheung Sha Wan Road, Lai Chi Kok Road and Tung Chau Street respectively and the capacity of those road could not be enhanced due to site constraint. Potential improvement to the three junctions is limited.
- 5.3.18. As indicated by the assessment results in **Tables 5.2** and **5.3**, the proposed/suggested junction improvement scheme is proposed to be implemented by phases according to the schedule in **Table 5.5** to mitigate the foreseeable adverse traffic conditions.

Table 5.5 Junction Improvement Scheme Implementation Proposal

Index (1)	Location	Implementation Year
J2	Fuk Wing Street / Cheung Wah Street	By 2037
J5	Cheung Sha Wan Road / Tai Nan West Street	By 2031
J7	Cheung Sha Wan Road / Hing Wah Street	By 2031
J9	Lai Chi Kok Road / Cheung Lai Street	By 2031
J11	Lai Chi Kok Road / Hing Wah Street	By 2031

Index ⁽¹⁾	Location	Implementation Year
J12	Tung Chau Street / Hing Wah Street West	By 2031

Remarks: (1) Refer to Figure 2.1.

5.4. Pedestrian Walkway Assessment

- 5.4.1. Existing performance of the key footpath and pedestrian crossing facilities likely to be affected by the Scheme are assessed with the observed pedestrian traffic flows.
- 5.4.2. Current performance of the key pedestrian links is summarized in **Table 5.6** below in terms of Level-of-Service (LOS). The key footpath sections are currently operating desirably during the morning, noon and evening peak periods with all of those having LOS A. The evening peak was found to have higher pedestrian demand than the morning and noon peaks in most of these key pedestrian linkages. For details of the LOS, please refer to **Section 5.4.3** and **Table 5.7** below.

Table 5.6 Existing Key Pedestrian Link Performance

Ref ⁽¹⁾	Footpath Width (m)	Effective Width (m) ⁽²⁾	Observed Pedestrian Demand (pph)			Flow Rate (ppm/m)			LOS		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
P1	2.5	1.5	210	235	260	9.3	10.4	11.6	A	A	A
P2	3	1	60	105	130	4.0	7.0	8.7	A	A	A
P3	3.5	2.5	70	105	230	1.9	2.8	6.1	A	A	A
P4	3.5	2.5	150	45	140	4.0	1.2	3.7	A	A	A
P5	4.5	3.5	75	115	135	1.4	2.2	2.6	A	A	A
P6	4.7	3.7	75	120	145	1.4	2.2	2.6	A	A	A
P7	3.5	2	300	170	365	10.0	5.7	12.2	A	A	A

Remarks: (1) Refer to Figure 4.2.

(2) Effective Width = Footpath Width – Dead Width (0.5m for kerb/ wall/ fence, 0.7m for shop frontage and 1.0m for tree pits along the eastern footpath of Cheung Wah Street).

- 5.4.3. Performance of walkway is measured by LOS based on Highway Capacity Manual (HCM) 2000 (Exhibit 11-8). It illustrates the degree of congestion in pedestrian facilities. The definition of LOS is illustrated in **Table 5.7**. The TPDM states that the “LOS C is desirable for most design at streets with dominant ‘living’ pedestrian facilities”.

Table 5.7 Pedestrian Walkway LOS

LOS	Flow Rate (ppm)	Description
A	≤ 16	Pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 – 23	There is sufficient area for pedestrians to select walking speeds freely, to bypass other pedestrians, and to avoid crossing conflicts. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence when selecting a walking path.
C	23 – 33	Space is sufficient for normal walking speeds, and for bypassing other pedestrians in primarily unidirectional streams. Reverse-direction or crossing movements can cause minor conflicts, and speeds and flow rate are somewhat lower.
D	33 – 49	Freedom to select individual walkway speeds and to bypass other pedestrians is restricted. Crossing or reserve-flow movements face a high probability of conflict, requiring frequent changes in speed and position. The LOS provides reasonably fluid flow, but friction and interaction between pedestrians is likely.
E	49 – 75	Virtually all pedestrians restrict their normal walking speed, frequently adjusting their gait. At the lower range, forward movement is possible only by shuffling. Space is not sufficient for passing slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with stoppages and interruptions to flow.
F	> 75	All walking speeds are severely restricted, and forward progress is made only by shuffling. There is frequent, unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

- 5.4.4. The performance of the key pedestrian links in the design years 2031 and 2037 reference (without the Scheme) and design (with the Scheme) scenarios are summarized in **Table 5.8** below in terms of LOS. The pedestrian walkway along the boundary of Site A will be widened in year 2037 due to the proposed building set back.

Table 5.8 Design Years Key Pedestrian Link Performance

Ref ⁽¹⁾	Effective Width (m) ⁽²⁾	Scenario	Pedestrian Demand (pph)			Flow Rate (ppm/m)			LOS		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
P1	1.5	2031 Reference	240	275	300	10.7	12.2	13.3	A	A	A
		2031 Design	260	290	315	11.6	12.9	14	A	A	A
		2037 Reference	260	290	320	11.6	12.9	14.2	A	A	A
		2037 Design	310	345	365	13.8	15.3	16.2	A	A	B
P2	1	2031 Reference	115	185	190	7.7	12.3	12.7	A	A	A
		2031 Design	125	195	200	8.3	13	13.3	A	A	A
		2037 Reference	120	195	200	8	13	13.3	A	A	A
	6 ⁽³⁾	2037 Design	190	285	270	2.1	3.2	3	A	A	A
P3	2.5	2031 Reference	120	185	300	3.2	4.9	8	A	A	A
		2031 Design	205	245	365	5.5	6.5	9.7	A	A	A
		2037 Reference	125	190	320	3.3	5.1	8.5	A	A	A
		2037 Design	240	290	415	6.4	7.7	11.1	A	A	A
P4	2.5	2031 Reference	180	70	170	4.8	1.9	4.5	A	A	A
		2031 Design	235	110	210	6.3	2.9	5.6	A	A	A
		2037 Reference	190	75	180	5.1	2	4.8	A	A	A
	6.3 ⁽³⁾	2037 Design	245	115	220	2.6	1.2	2.3	A	A	A
P5	3.5	2031 Reference	200	305	270	3.8	5.8	5.1	A	A	A
		2031 Design	255	345	310	4.9	6.6	5.9	A	A	A
		2037 Reference	205	315	280	3.9	6	5.3	A	A	A
	8.8 ⁽³⁾	2037 Design	455	620	520	3.4	4.7	3.9	A	A	A
P6	3.7	2031 Reference	180	280	260	3.2	5	4.7	A	A	A
		2031 Design	235	320	300	4.2	5.8	5.4	A	A	A
		2037 Reference	185	290	270	3.3	5.2	4.9	A	A	A
		2037 Design	305	420	375	5.5	7.6	6.8	A	A	A
P7	2	2031 Reference	460	375	530	15.3	12.5	17.7	A	A	B
		2031 Design	490	395	555	16.3	13.2	18.5	B	A	B
		2037 Reference	480	390	560	16	13	18.7	A	A	B
		2037 Design	705	675	780	23.5	22.5	26	C	B	C

Remarks: (1) Refer to **Figures 4.5 and 4.6**.

(2) Effective Width = Footpath Width – Dead Width (0.5m for kerb/ wall/ fence, 0.7m for shop frontage and 1.0m for tree pits along the eastern footpath of Cheung Wah Street).

(3) Footpath widened due to proposed building set back of Site A.

5.4.5. As can be seen in the above assessment results, all of the key sections of footpath are still operating desirably during the morning, noon and evening peak periods with the additional pedestrian trip to be generated by the Scheme.

6. Summary and Conclusion

6.1. Summary

- 6.1.1. A Traffic Impact Assessment (TIA) Study was carried out to investigate the traffic impact induced by Site A and Site B of the Scheme in Sham Shui Po. Site A consist of residential blocks, retail, GIC facilities and underground public car park while Site B consist of public open space and a GIC building with the relocated indoor sport centre.
- 6.1.2. The proposed development parameters for Site A will meet the high-end of the HKPSG parking requirement for the proposed residential and retail development. The transport facilities would be provided at the ancillary basement car park at Site A and the ground floor loading/unloading area and ancillary basement carpark at Site B. Besides, car ramps are proposed for the two sites to facilitate vehicle manoeuvring and entering to the basement car park.
- 6.1.3. To facilitate the future operation needs of the GIC provision, the parking provision is proposed with reference to the same facilities at other development projects. The actual provision for GIC uses will be subject to liaison with the relevant government departments and services providers upon the Development Scheme Plan (DSP) approval.
- 6.1.4. Provision of public car park is proposed at Site A to accommodate some of the parking demand in the local area. The provision of underground public carpark at Site A may create opportunity for the replacement of some on-street parking spaces in the area. It makes way for pavement widening or partial pedestrianization to enhance walkability in the area under separated revitalization scheme.
- 6.1.5. Swept path analysis is conducted based on the notional layout. The notional layout for the development run-in/out and access road is technically feasible from traffic engineering point of view.
- 6.1.6. Building setback on all four side of Site A is proposed to provide wider pedestrian walkway and thus enhance the pedestrian walking environment.
- 6.1.7. Pedestrians can access the subject site via the surrounding footpaths and pedestrian crossings to/ from nearby bus, GMB and PLB servicing points as well as to/ from MTR Lai Chi Kok and Cheung Sha Wan Stations.
- 6.1.8. The key junctions within the study area were assessed with respect to traffic generation of the Scheme in design years 2031 and 2037 (three years after completion of each site), taking into account the traffic generation by the major planned/ approved developments in the vicinity of the subject site.
- 6.1.9. Based on the assessment results, it was found that some of identified junctions would be operating under the marginal capacity (i.e. $RC \leq 15\%$) or even over capacity (i.e. $RC \leq 0\%$) in design years 2031 and 2037 for the scenarios without the Scheme.

6.1.10. Traffic enhancement measure is proposed for one junction that would be overloaded by the development trips of the Scheme and suggested for five junctions that are expected to be overloaded in the design years by the local traffic growth even without the operation of the Scheme for TD consideration to enhance the traffic condition in the local area.

6.2. Conclusion

6.2.1. It is concluded that with the proposed and suggested junction improvement measures, the Scheme would not induce adverse traffic impact on the surrounding road network and would enhance the pedestrian walking environment of the adjacent local streets.

6.2.2. The proposed traffic provision to the Scheme, with reference to the notional layout, is considered technically feasible and acceptable.

Figures



6.2 長沙灣
Cheung Sha Wan Cath

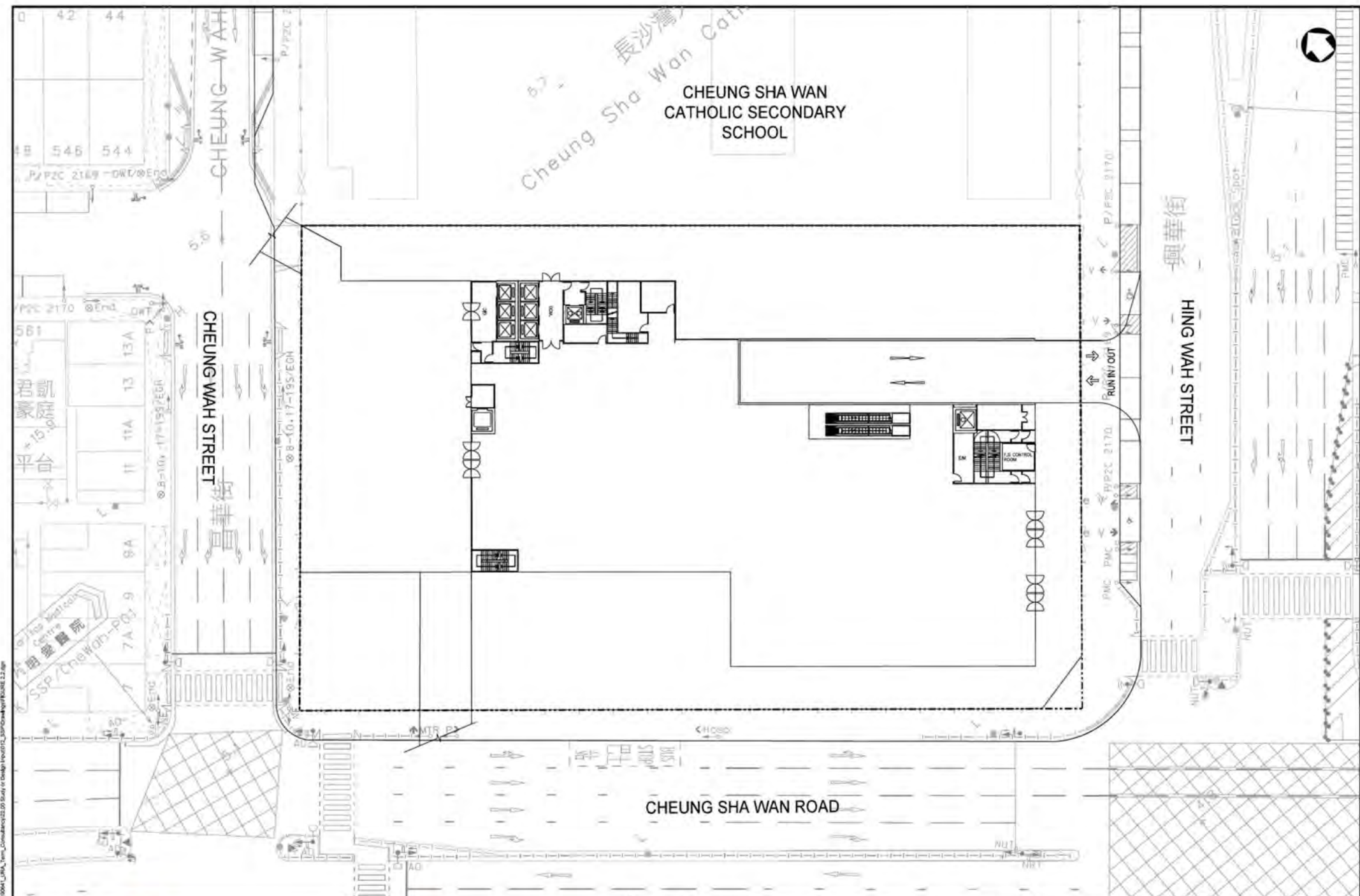
CHEUNG SHA WAN
CATHOLIC SECONDARY
SCHOOL

CHEUNG WAH

CHEUNG WAH STREET

興華街
HING WAH STREET

CHEUNG SHA WAN ROAD



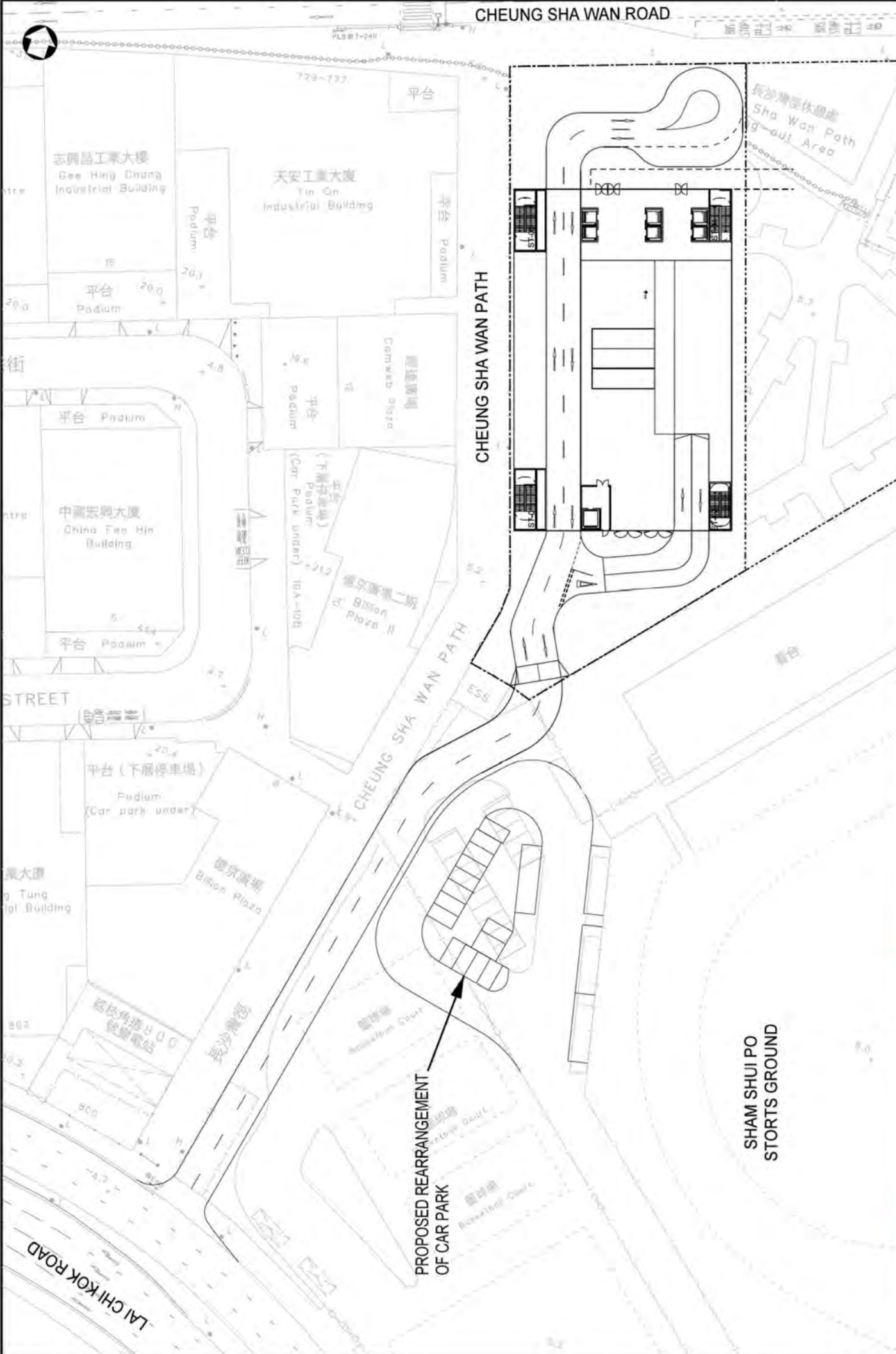
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 CONSULTANCY: SNC Lavalin
 PROJECT: SSP/Che Wah - Plot 9



PROPOSED DEVELOPMENT SCHEME AND
 DEVELOPMENT PROJECT IN SHAM SHUI PO
 (SSP-018)

LAYOUT OF DEVELOPMENT SCHEME
 - SITE A GROUND FLOOR

Scale at A3	1 : 400	Date	AUG 2021	Figure No.	2.2
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LAYOUT OF DEVELOPMENT SCHEME AND PROPOSED ACCESS ROAD - SITE B GIC

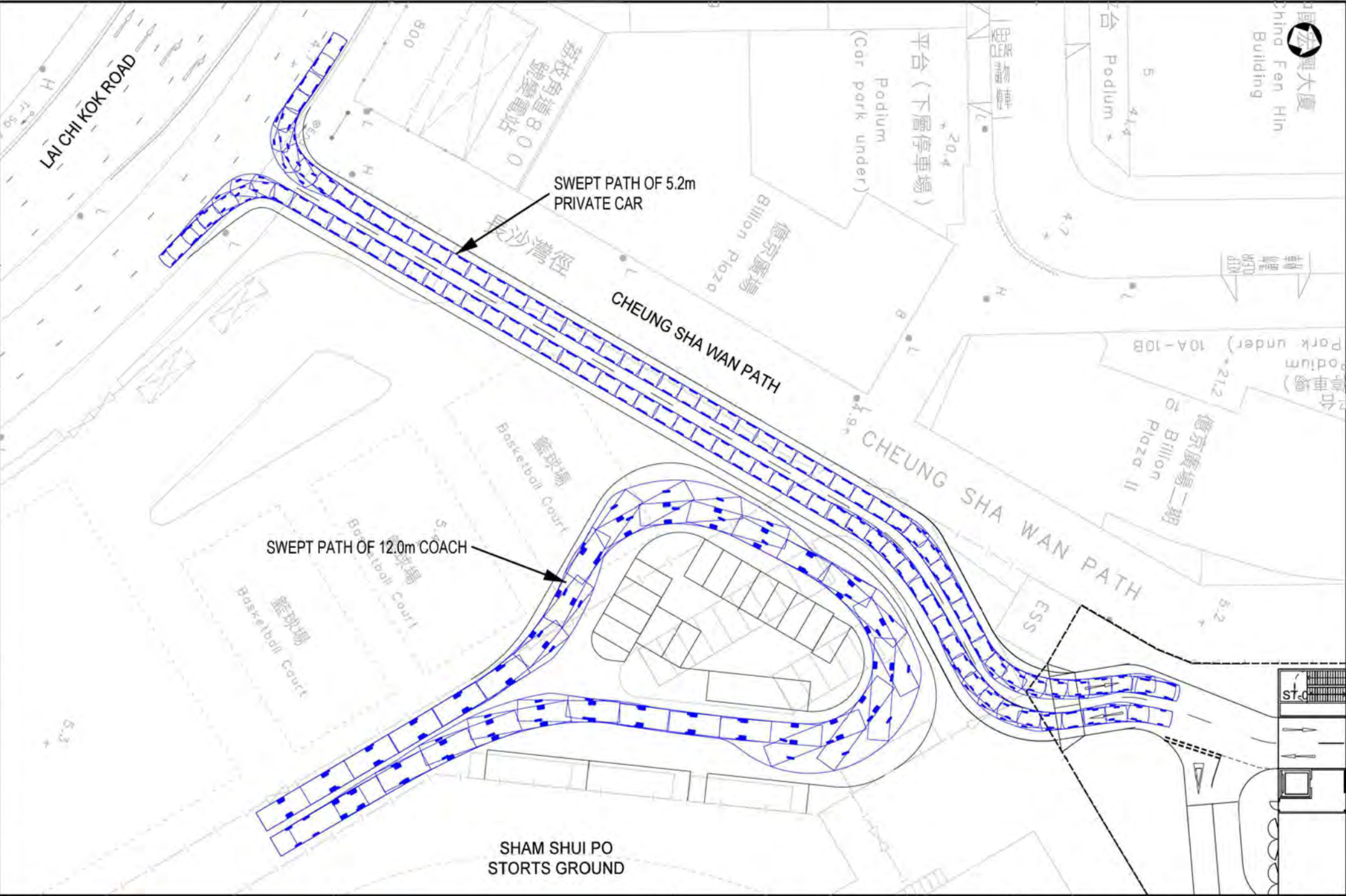
Scale at A3 1 : 600 Date SEP 2021 Figure No. 2.4

PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

ATKINS
Member of the SNC-Lavalin Group

SNC-LAVALIN

市區重建局
URBAN RENEWAL AUTHORITY



SWEPT PATH OF 5.2m
PRIVATE CAR

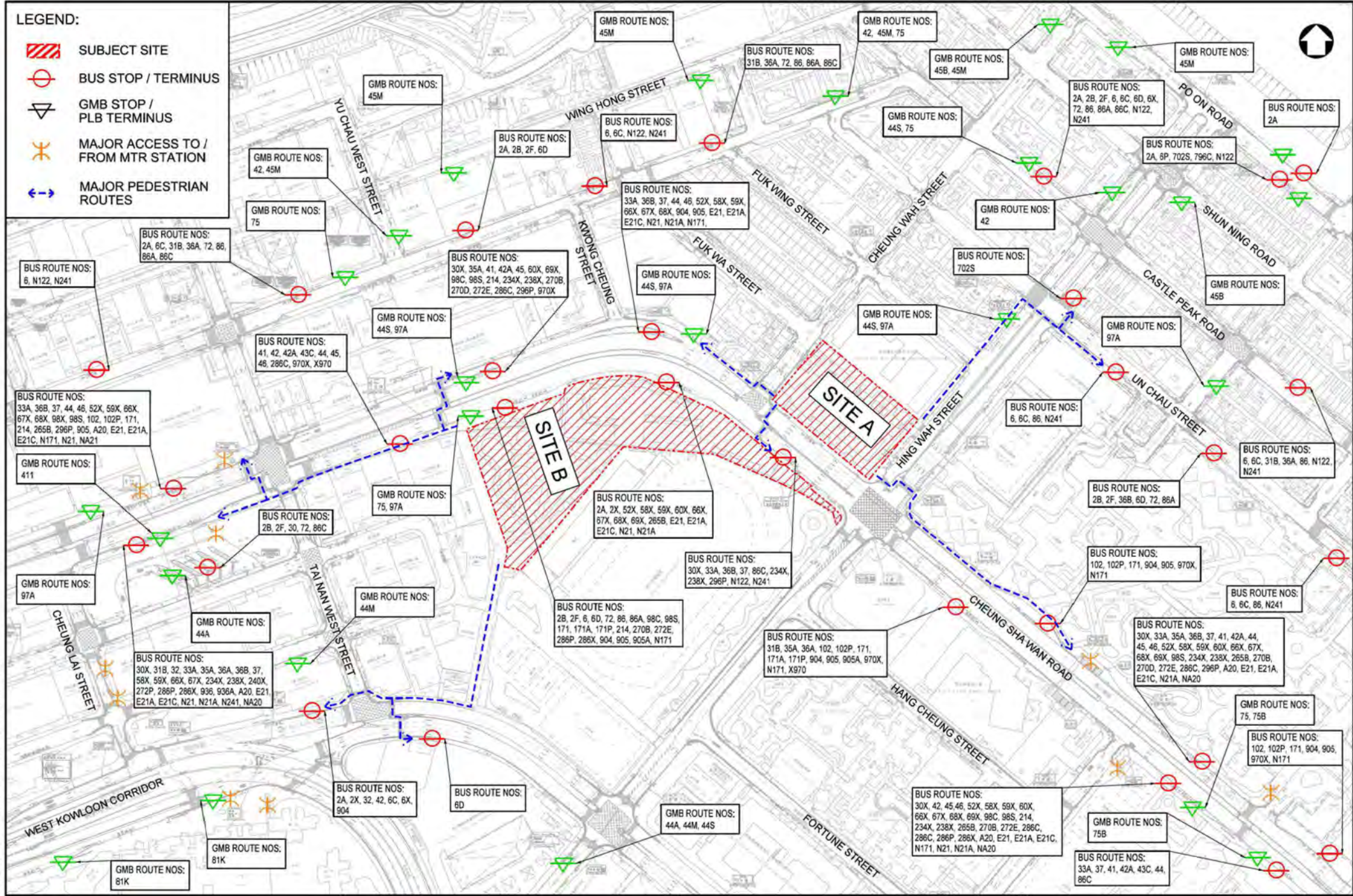
SWEPT PATH OF 12.0m COACH

SHAM SHUI PO
STORTS GROUND

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MODEL NAME: 0004

LEGEND:

-  SUBJECT SITE
-  BUS STOP / TERMINUS
-  GMB STOP / PLB TERMINUS
-  MAJOR ACCESS TO / FROM MTR STATION
-  MAJOR PEDESTRIAN ROUTES



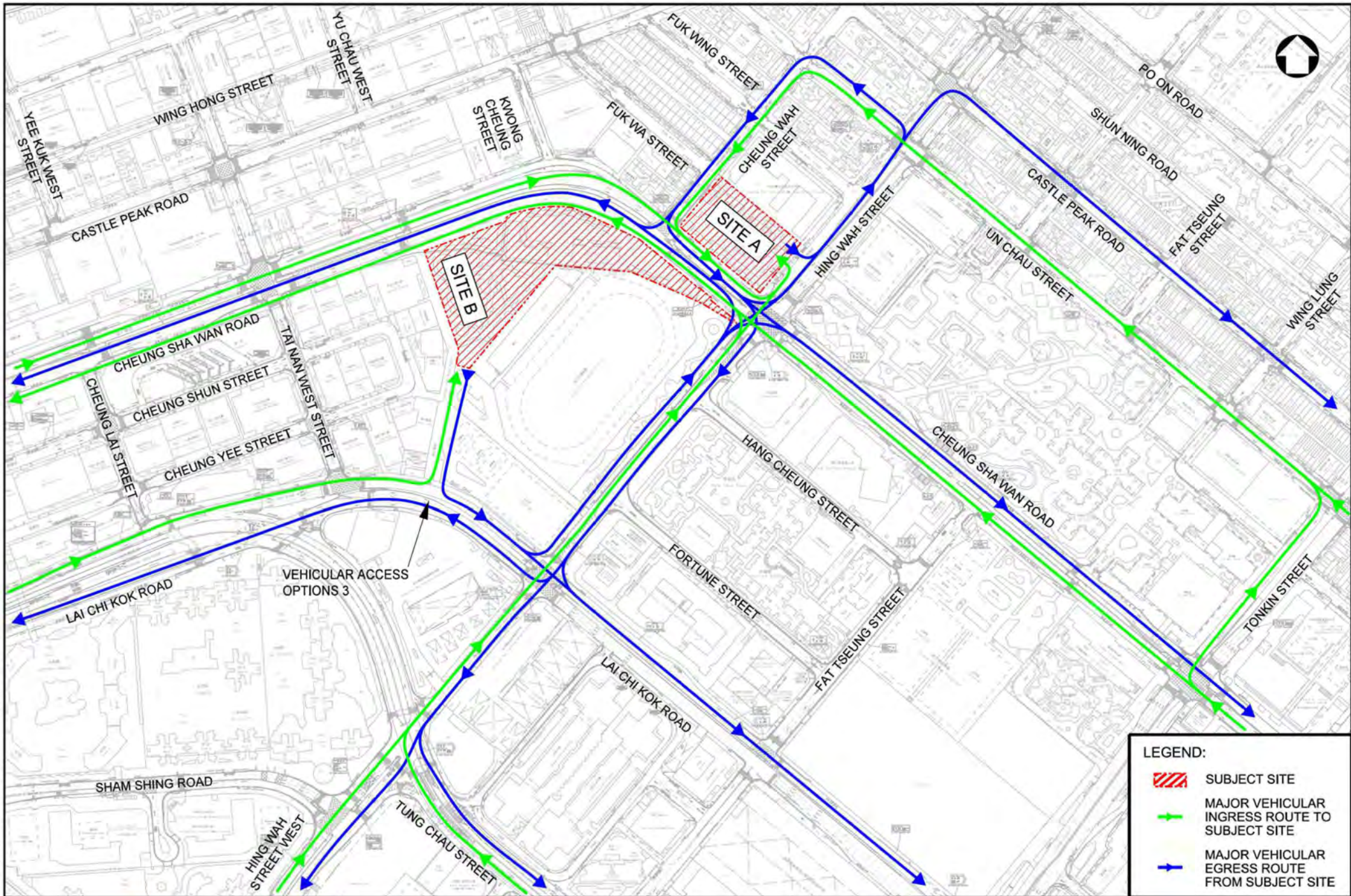
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 CHECKED BY: CHAN YU CHUN
 DATE: 10/06/2021






PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

PEDESTRIAN ACCESSES AND ADJACENT PUBLIC TRANSPORT NODES

Scale at A3	N.T.S.	Date	AUG 2021	Figure No.	2.7
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LEGEND:

-  SUBJECT SITE
-  MAJOR VEHICULAR INGRESS ROUTE TO SUBJECT SITE
-  MAJOR VEHICULAR EGRESS ROUTE FROM SUBJECT SITE

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PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

MAJOR VEHICULAR ACCESS ROUTE

Scale at A3	N.T.S.	Date	AUG 2021	Figure No.	3.1
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LEGEND:

- J1** JUNCTION INDEX
- 100(100)** AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)
- [Red Hatched Box]** SUBJECT SITE

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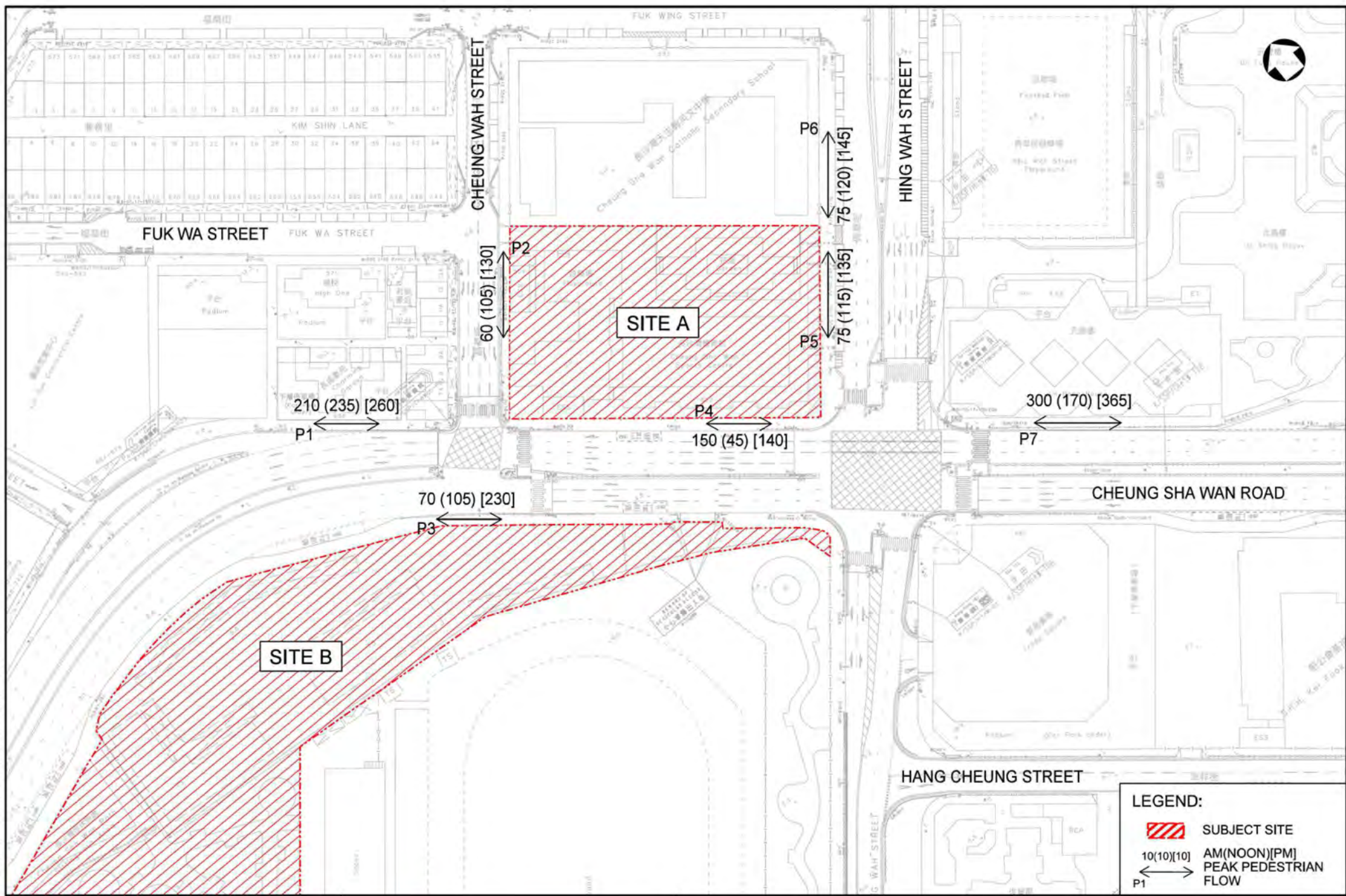


PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

YEAR 2021 OBSERVED TRAFFIC FLOWS

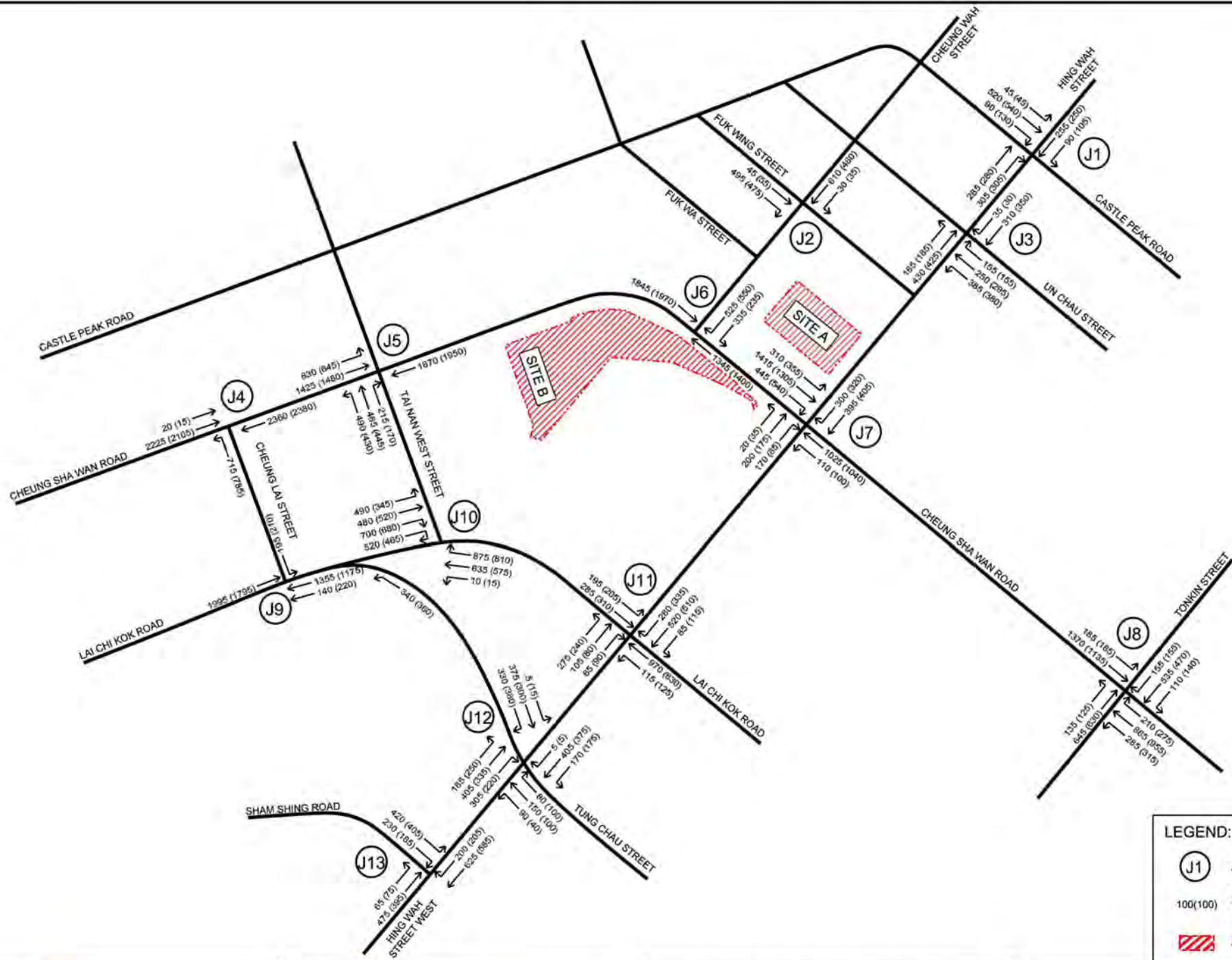
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




PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

Title		YEAR 2021 OBSERVED PEDESTRIAN FLOWS	
Scale at A3	N.T.S.	Date	AUG 2021
		Figure No.	4.2



LEGEND:

-  JUNCTION INDEX
-  AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)
-  SUBJECT SITE

PROJECT NO.: SSP-018 | DATE: 15/09/2021 | DRAWN BY: [Name] | CHECKED BY: [Name] | SCALE: 1:1000 | SHEET NO.: 4.3 OF 4.3



PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

YEAR 2031 REFERENCE TRAFFIC FLOWS

Scale at A3	N.T.S.	Date	SEP 2021	Figure No.	4.3
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LEGEND:

- J1 JUNCTION INDEX
- AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)
- SUBJECT SITE

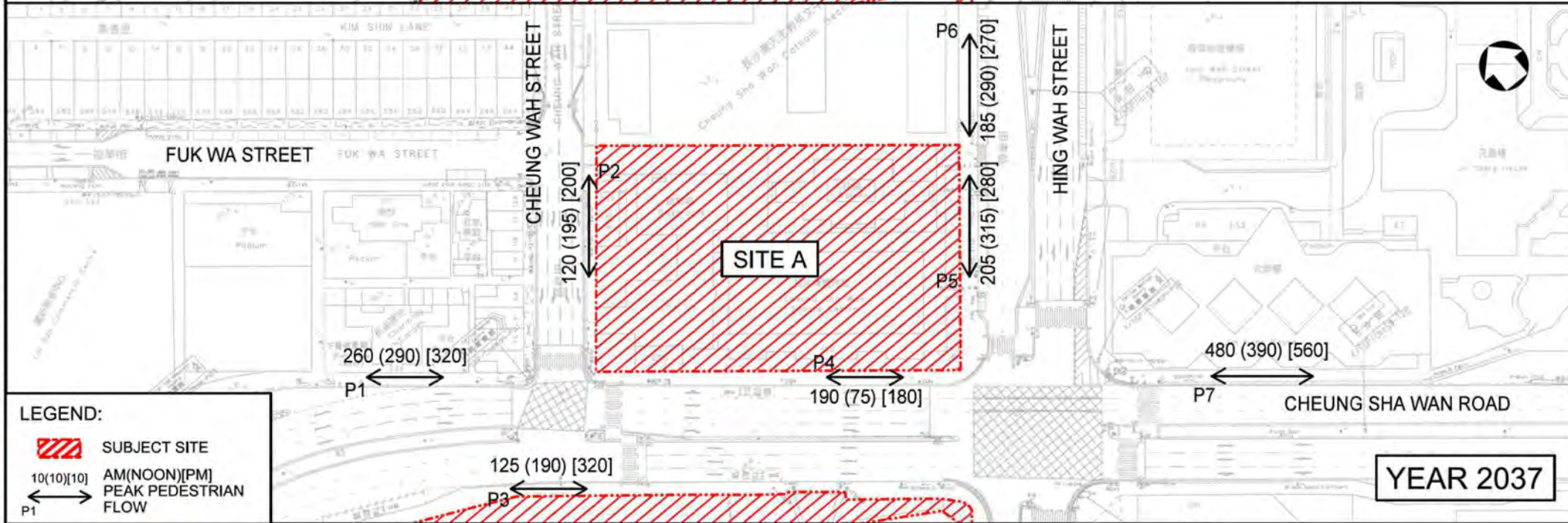
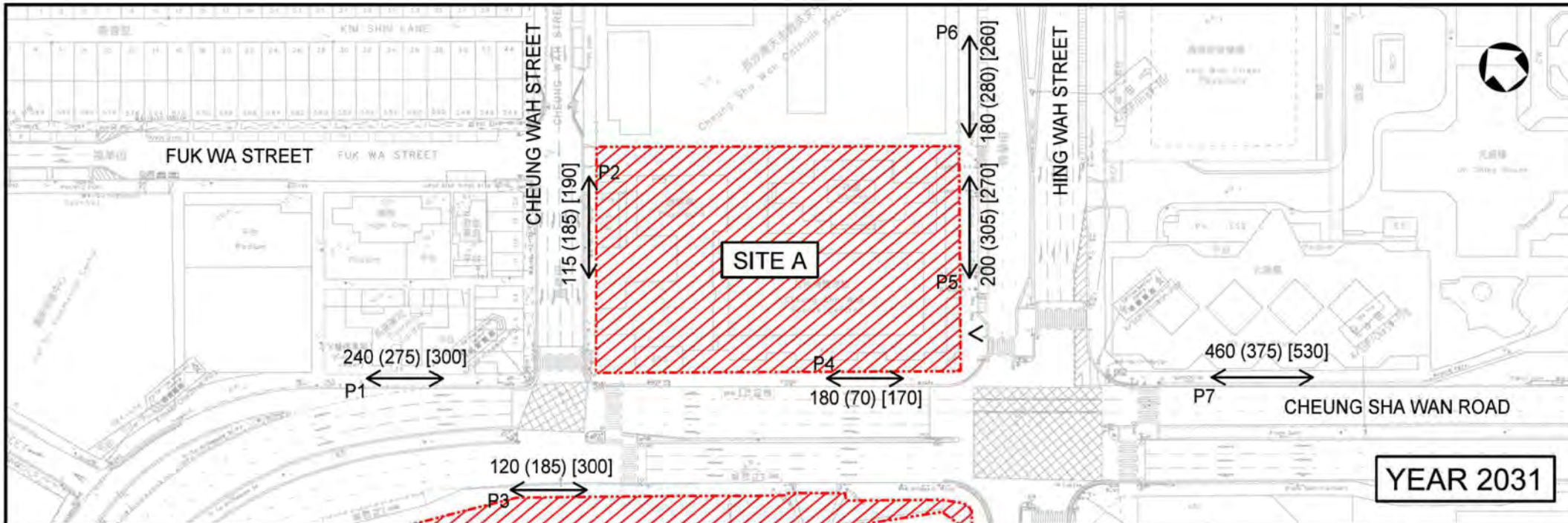
PROJECT NO.: SSP-018; DATE: 2021; DRAWING NO.: TRM-018-04; SCALE: 1:1000; SHEET NO.: 4.4; TOTAL SHEETS: 4.4; PROJECT NAME: PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018); DRAWING TITLE: YEAR 2037 REFERENCE TRAFFIC FLOWS; DRAWING DATE: SEP 2021; DRAWING SCALE: N.T.S.; DRAWING SHEET NO.: 4.4; DRAWING TOTAL SHEETS: 4.4;





PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

TRM
YEAR 2037 REFERENCE TRAFFIC FLOWS

Scale at A3	N.T.S.	Date	SEP 2021	Figure No.	4.4
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LEGEND:

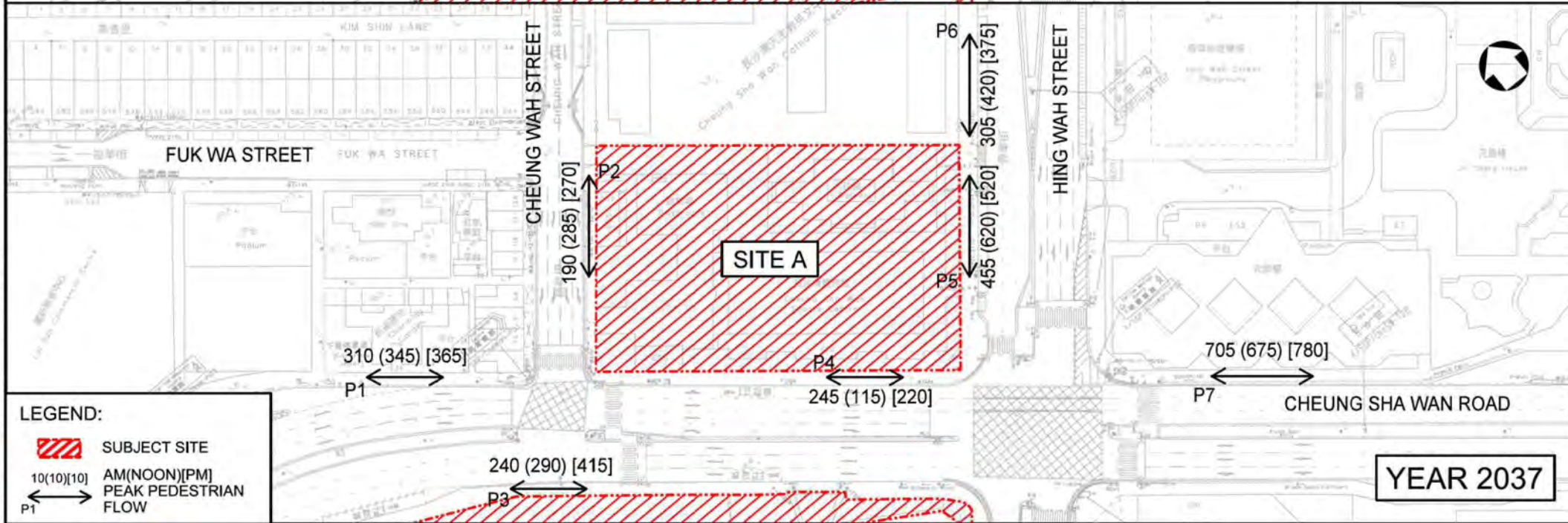
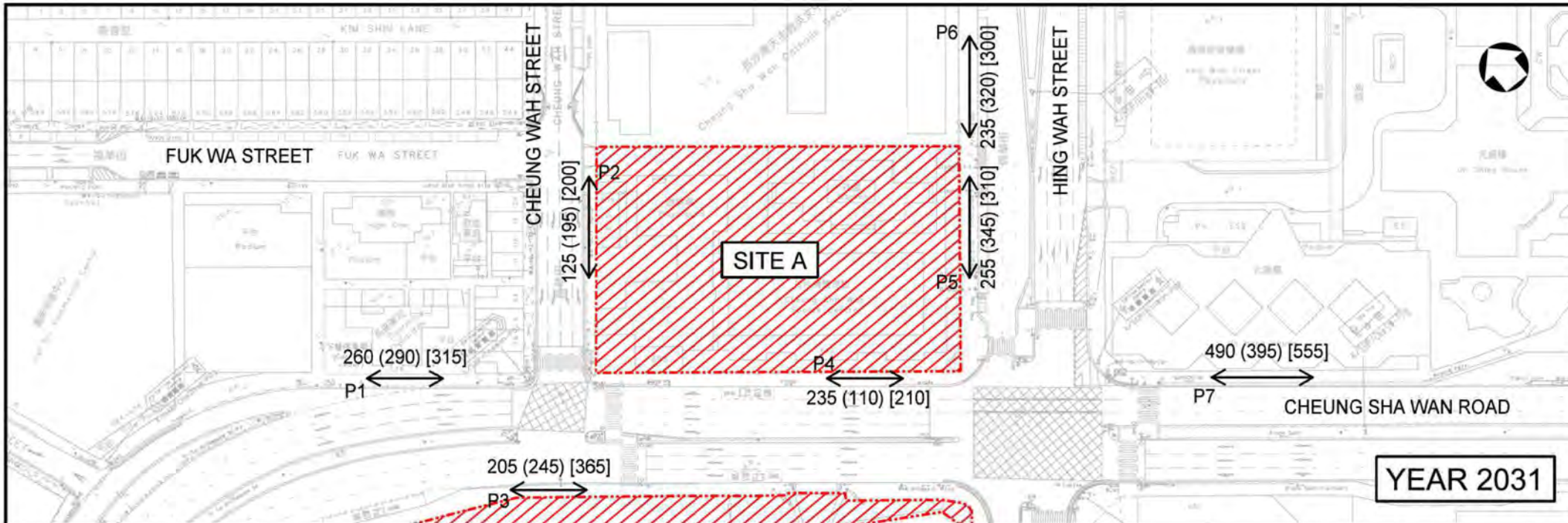
-  SUBJECT SITE
- 10(10)[10] AM(NOON)[PM] PEAK PEDESTRIAN FLOW
- 

PREPARED BY: LEICORP/01/10/2021/142628
 CHECKED BY: P. CHAN/10/20/2021/142628
 MODEL NAME: SSP-018





PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

Title			
YEARS 2031 AND 2037 REFERENCE PEDESTRIAN FLOWS			
Scale of A3	N.T.S.	Date	AUG 2021
		Figure No.	4.5



LEGEND:

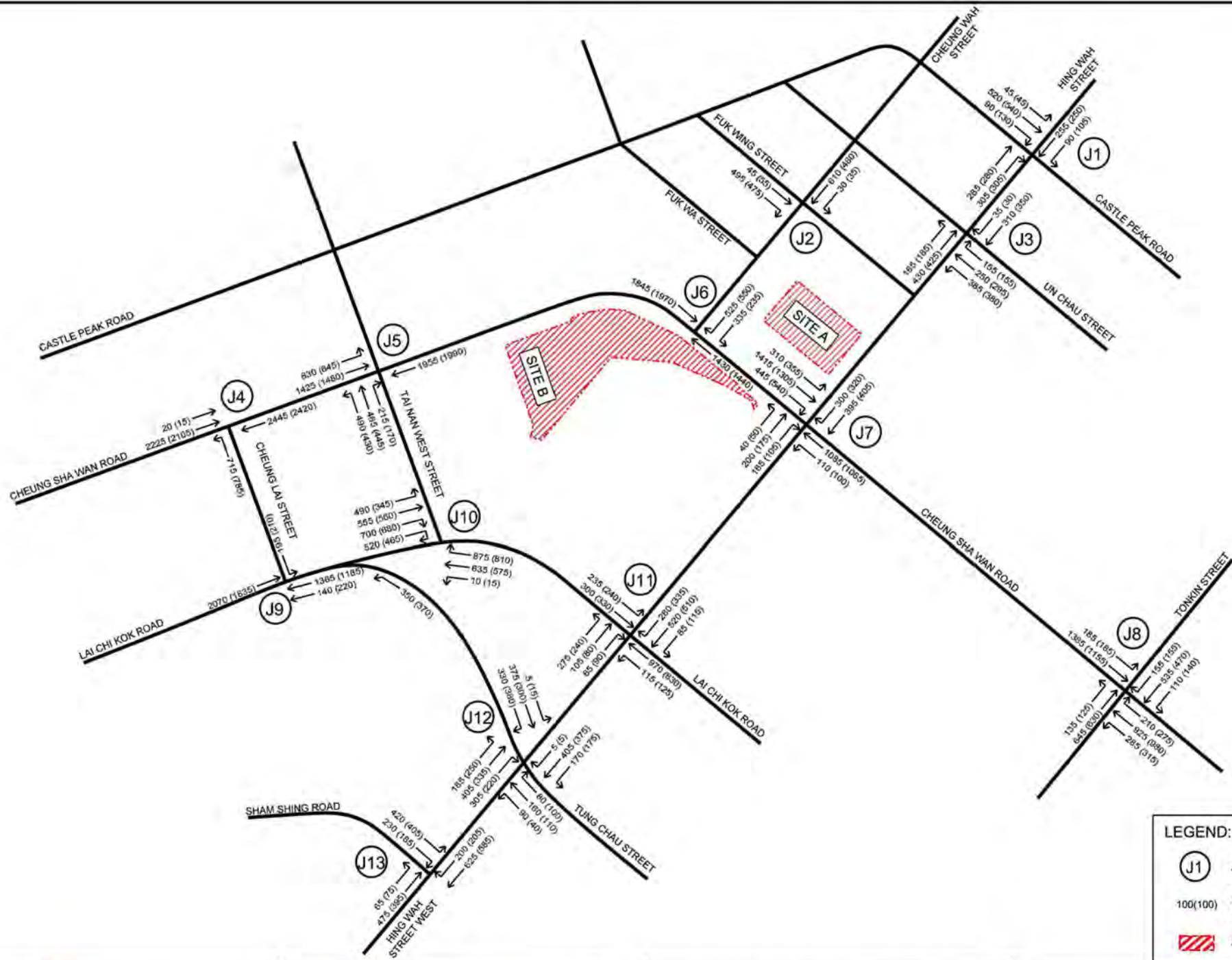
-  SUBJECT SITE
- 10(10)[10] AM(NOON)[PM] PEAK PEDESTRIAN FLOW
- 

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PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

Title			
YEARS 2031 AND 2037 DESIGN PEDESTRIAN FLOWS			
Scale at A3	N.T.S.	Date	AUG 2021
		Figure No.	4.6



LEGEND:

- J1 JUNCTION INDEX
- 100(100) AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)
- SUBJECT SITE

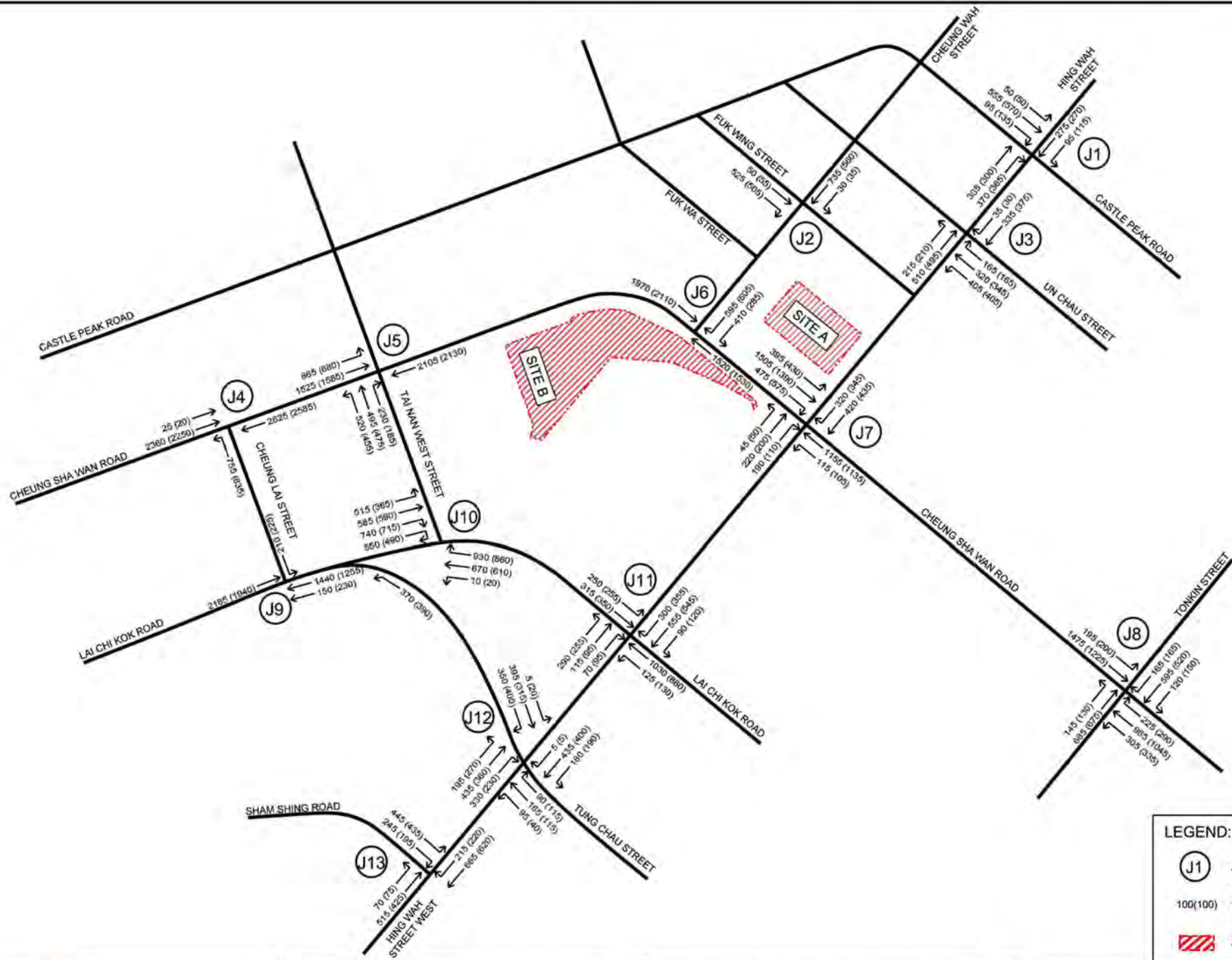
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PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

YEAR 2031 DESIGN TRAFFIC FLOWS

Scale at A3	N.T.S.	Date	SEP 2021	Figure No.	4.7
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LEGEND:

- JUNCTION INDEX
- AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)
- SUBJECT SITE

PROJECT NO.: SSP-018; DATE: 12/2021; DRAWN BY: SNC-LAVALIN; CHECKED BY: SNC-LAVALIN; SCALE: A3; SHEET NO.: 4.8

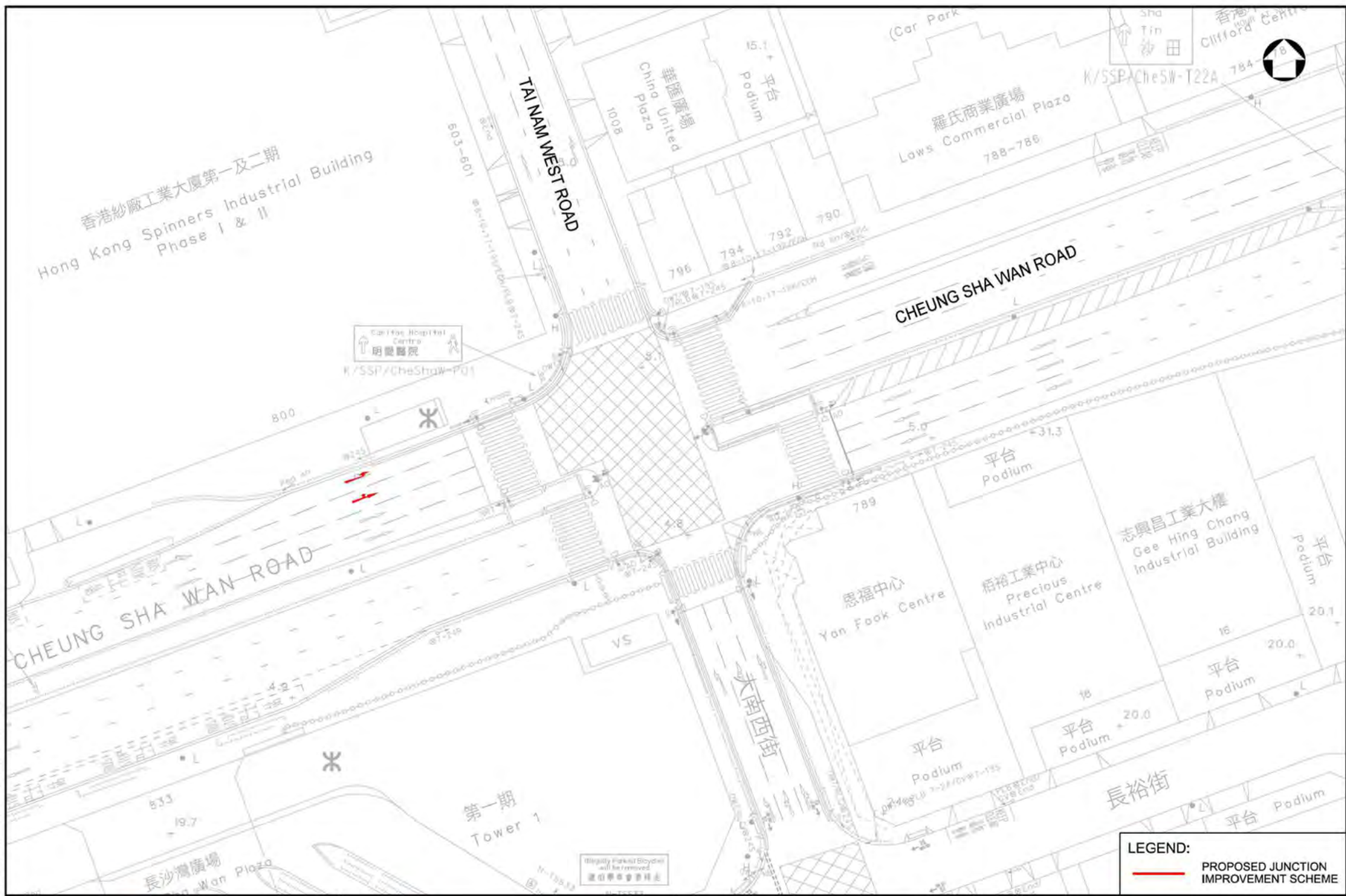


PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)


YEAR 2037 DESIGN TRAFFIC FLOWS

Scale at A3	N.T.S.	Date	SEP 2021	Figure No.	4.8
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PRINTED BY: LEECHONG 10/20/2021 14:26:13
 MODEL NAME: J018



LEGEND:

 PROPOSED JUNCTION IMPROVEMENT SCHEME



PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)

SUGGESTED JUNCTION IMPROVEMENT SCHEME - J/O CHEUNG SHA WAN ROAD / TAI NAN WEST STREET (J5)

Scale at A3 1 : 500 Date AUG 2021 Figure No. 5.2

Appendix A – Junction Calculation Sheets



TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

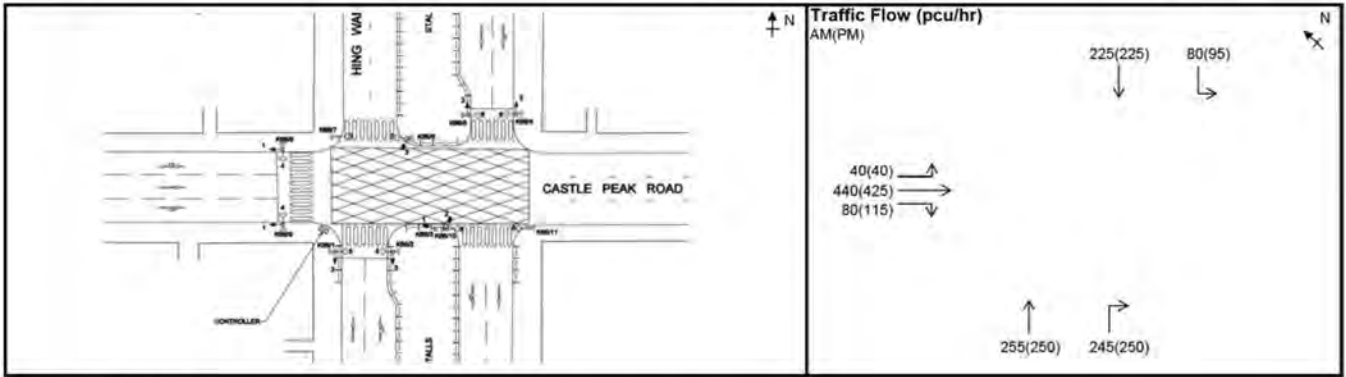
Junction : J1 - Castle Peak Road / Hing Wah Street

Design Year: 2021

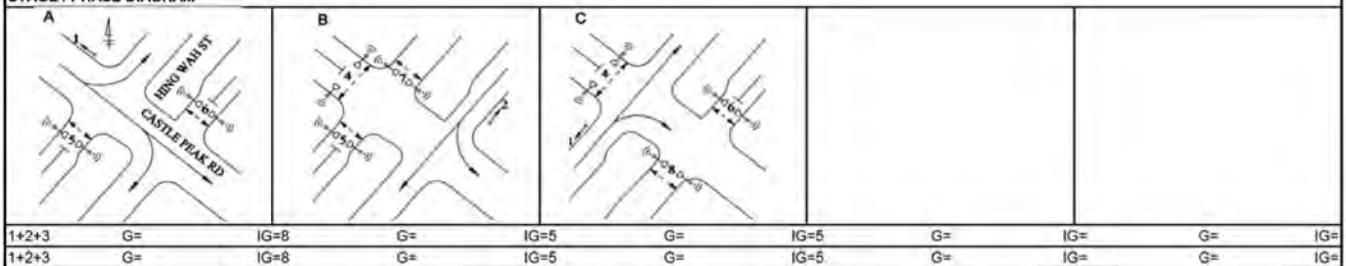
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Castle Peak Road EB														
1A	A	4.00	Y	N	10		169	24%	1750	0.097	177	23%	1755	0.101
1B	A	4.00	N	N			208		2155	0.097	217		2155	0.101
1C	A	4.00	Y	N	10		183	44%	1890	0.097	186	62%	1845	0.101
Hing Wah Street SB														
2A	B	3.60	Y	N	10		141	57%	1820	0.077	147	65%	1800	0.082
2B	B	3.60	N	N			164		2115	0.078	173		2115	0.082
Hing Wah Street NB														
3A	C	3.60	Y	N			255		1975	0.129	250		1975	0.127
3B	C	3.60	N	N	13		245	100%	1890	0.130	250	100%	1890	0.132
4p	B,C		8GM +	10FG =	18	sec								
5p	A,B		6GM +	7FG =	13	sec								
6p	A,C		6GM +	7FG =	13	sec								
7p	B		8GM +	7FG =	15	sec								
8p	C		5GM +	10FG =	15	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.304		0.315
Lost Time L (sec)		15		15
Cycle Time c (sec)		114		124
Practical Y Ypr		0.782		0.791
Reserve Capacity RC		157%		151%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

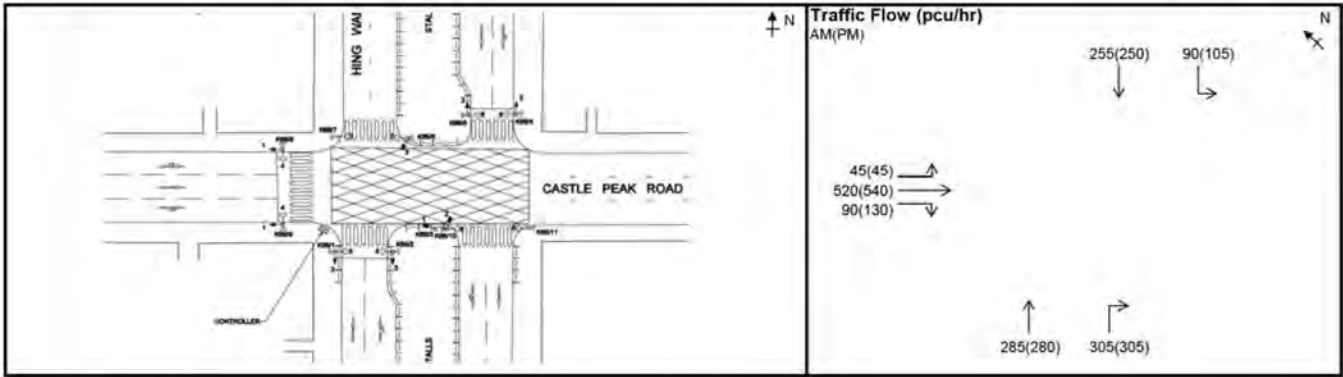
Junction : J1 - Castle Peak Road / Hing Wah Street

Design Year: 2031

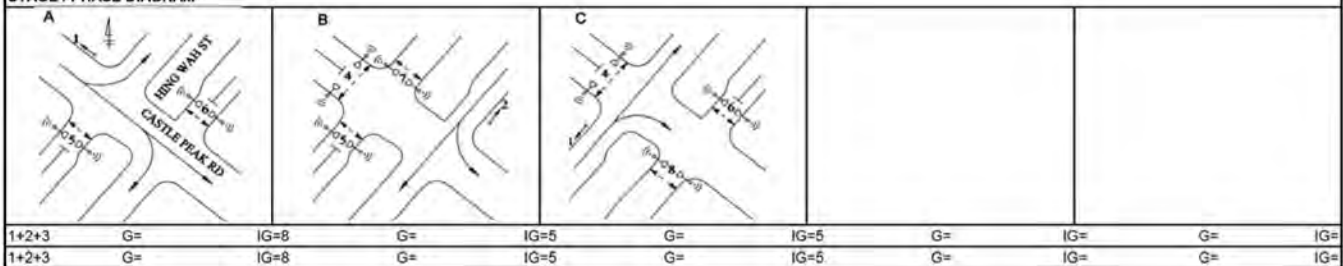
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Castle Peak Road EB														
1A	A	4.00	Y	N	10		198	23%	1755	0.113	218	21%	1760	0.124
1B	A	4.00	N	N			243		2155	0.113	267		2155	0.124
1C	A	4.00	Y	N	10		214	42%	1895	0.113	230	57%	1860	0.124
Hing Wah Street SB														
2A	B	3.60	Y	N	10		160	56%	1820	0.088	163	64%	1800	0.091
2B	B	3.60	N	N			185		2115	0.087	192		2115	0.091
Hing Wah Street NB														
3A	C	3.60	Y	N			285		1975	0.144	280		1975	0.142
3B	C	3.60	N	N	13		305	100%	1890	0.161	305	100%	1890	0.161
4p	B,C		8GM +	10FG =	18	sec								
5p	A,B		6GM +	7FG =	13	sec								
6p	A,C		6GM +	7FG =	13	sec								
7p	B		8GM +	7FG =	15	sec								
8p	C		5GM +	10FG =	15	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.362		0.376
Lost Time L (sec)		15		15
Cycle Time c (sec)		114		124
Practical Y Ypr		0.782		0.791
Reserve Capacity RC		116%		110%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

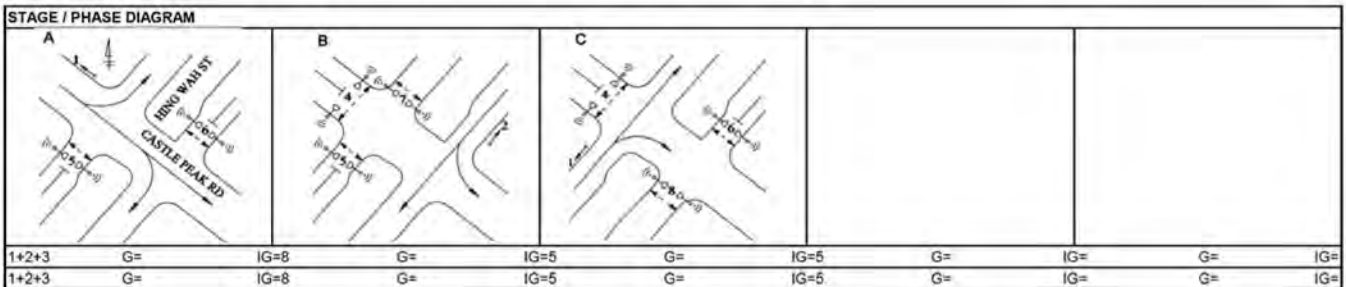
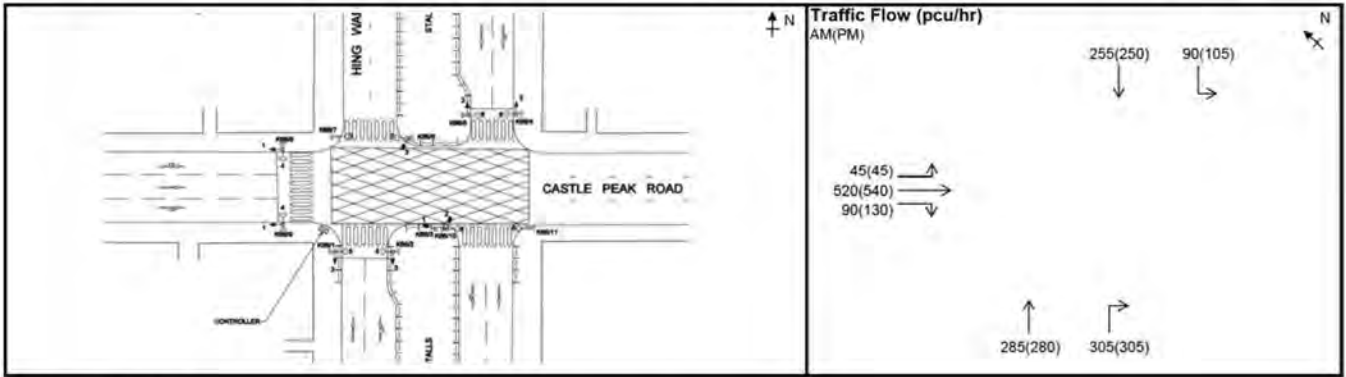
Junction : J1 - Castle Peak Road / Hing Wah Street

Design Year: 2031

Scheme : 2031 Design

Designed by: KH

Checked by: EC



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Castle Peak Road EB														
1A	A	4.00	Y	N	10		198	23%	1755	0.113	218	21%	1760	0.124
1B	A	4.00	N	N			243		2155	0.113	267		2155	0.124
1C	A	4.00	Y	N	10		214	42%	1895	0.113	230	57%	1860	0.124
Hing Wah Street SB														
2A	B	3.60	Y	N	10		160	56%	1820	0.088	163	64%	1800	0.091
2B	B	3.60	N	N			185		2115	0.087	192		2115	0.091
Hing Wah Street NB														
3A	C	3.60	Y	N			285		1975	0.144	280		1975	0.142
3B	C	3.60	N	N	13		305	100%	1890	0.161	305	100%	1890	0.161
4p	B,C		8GM +	10FG =	18	sec								
5p	A,B		6GM +	7FG =	13	sec								
6p	A,C		6GM +	7FG =	13	sec								
7p	B		8GM +	7FG =	15	sec								
8p	C		5GM +	10FG =	15	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.362		0.376
Lost Time L (sec)		15		15
Cycle Time c (sec)		114		124
Practical Y Ypr		0.782		0.791
Reserve Capacity RC		116%		110%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

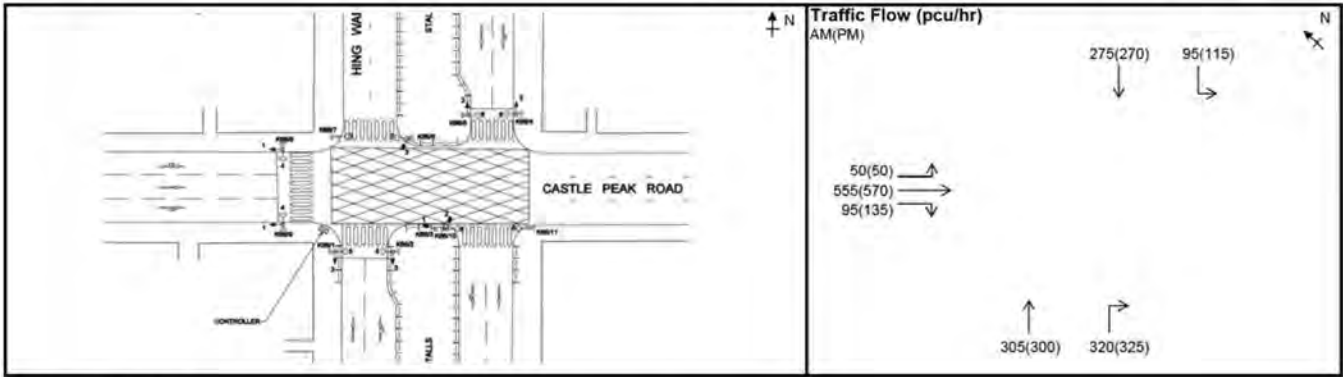
Junction : J1 - Castle Peak Road / Hing Wah Street

Design Year: 2037

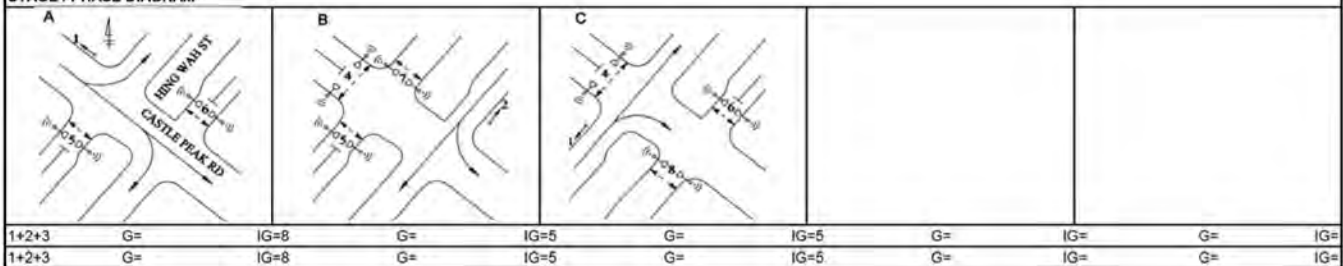
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Castle Peak Road EB														
1A	A	4.00	Y	N	10		211	24%	1750	0.121	230	22%	1755	0.131
1B	A	4.00	N	N			260		2155	0.121	282		2155	0.131
1C	A	4.00	Y	N	10		229	41%	1895	0.121	243	56%	1860	0.131
Hing Wah Street SB														
2A	B	3.60	Y	N	10		171	56%	1825	0.094	177	65%	1800	0.098
2B	B	3.60	N	N			199		2115	0.094	208		2115	0.098
Hing Wah Street NB														
3A	C	3.60	Y	N			305		1975	0.154	300		1975	0.152
3B	C	3.60	N	N	13		320	100%	1890	0.169	325	100%	1890	0.172
4p	B,C		8GM +	10FG =	18	sec								
5p	A,B		6GM +	7FG =	13	sec								
6p	A,C		6GM +	7FG =	13	sec								
7p	B		8GM +	7FG =	15	sec								
8p	C		5GM +	10FG =	15	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.384		0.401
Lost Time L (sec)		15		15
Cycle Time c (sec)		114		124
Practical Y Ypr		0.782		0.791
Reserve Capacity RC		103%		97%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

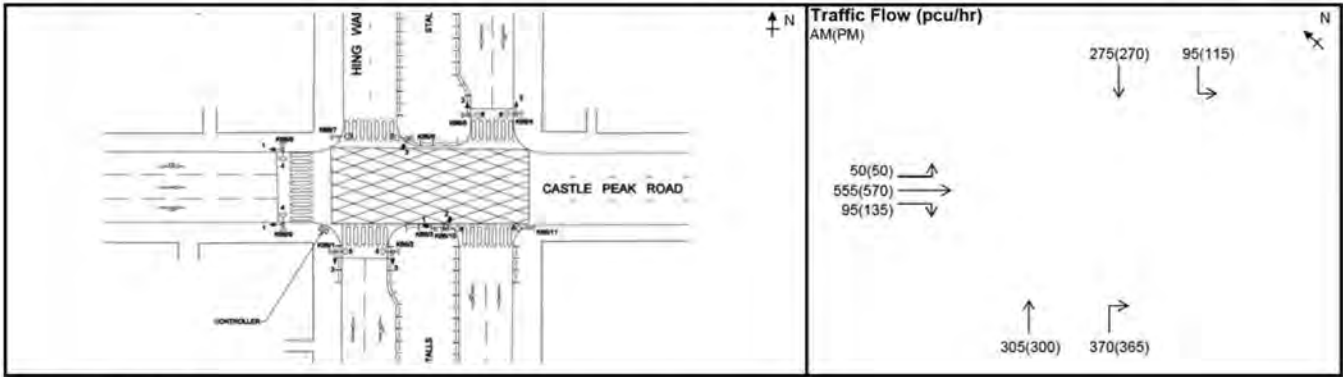
Junction : J1 - Castle Peak Road / Hing Wah Street

Design Year: 2037

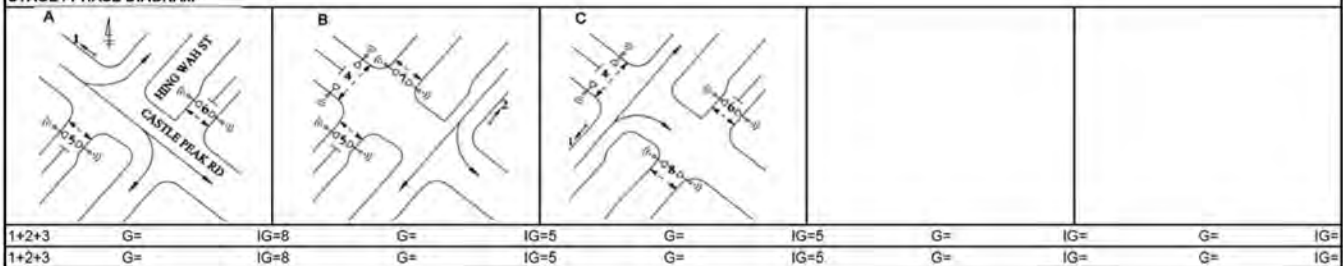
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Castle Peak Road EB														
1A	A	4.00	Y	N	10		211	24%	1750	0.121	230	22%	1755	0.131
1B	A	4.00	N	N			260		2155	0.121	282		2155	0.131
1C	A	4.00	Y	N	10		229	41%	1895	0.121	243	56%	1860	0.131
Hing Wah Street SB														
2A	B	3.60	Y	N	10		171	56%	1825	0.094	177	65%	1800	0.098
2B	B	3.60	N	N			199		2115	0.094	208		2115	0.098
Hing Wah Street NB														
3A	C	3.60	Y	N			305		1975	0.154	300		1975	0.152
3B	C	3.60	N	N	13		370	100%	1890	0.196	365	100%	1890	0.193
4p	B,C		8GM +	10FG =	18	sec								
5p	A,B		6GM +	7FG =	13	sec								
6p	A,C		6GM +	7FG =	13	sec								
7p	B		8GM +	7FG =	15	sec								
8p	C		5GM +	10FG =	15	sec								

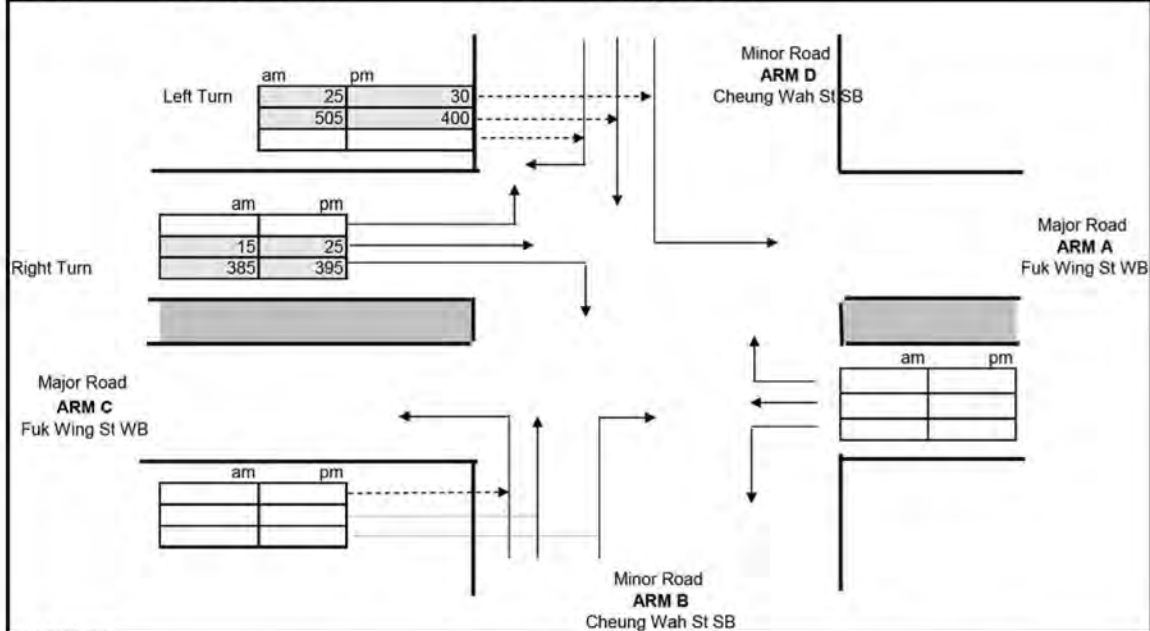
Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.411		0.423
Lost Time L (sec)		15		15
Cycle Time c (sec)		114		124
Practical Y Ypr		0.782		0.791
Reserve Capacity RC		90%		87%

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	Existing	Checked by:	EC
Design Year:	2021	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Fuk Wing St WB	ARM C:	Fuk Wing St WB
ARM B:	Cheung Wah St SB	ARM D:	Cheung Wah St SB



GEOMETRY							
Major road width	W	13.30	Residual width	Wr(c-a)	6.65		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	6.65		
Arm B			Arm D				
Lane widths	w(b-a)	7.00	Lane widths	w(d-c)	7.00		
	w(b-c)	7.00		w(d-a)	7.00		
	w(c-b)	6.65		w(a-d)	6.65		
Visibilities	Vr(b-a)	250 D	1.56	Visibilities	Vr(d-c)	250 D	1.56
	VI(b-a)	250 E	1.47		VI(d-c)	250 E	1.21
	Vr(b-c)	250 F	1.17		Vr(d-a)	35 F	1.43
	Vr(c-b)	25 Y	0.54		Vr(a-d)	250 Y	0.54

ANALYSIS						
	Arm B			Arm D		
	AM PEAK	PM PEAK		AM PEAK	PM PEAK	
TRAFFIC FLOWS	q(c-a)	15	25	TRAFFIC FLOWS	q(a-c)	0
	q(c-b)	385	395		q(a-d)	0
	q(a-b)	0	0		q(c-d)	0
	q(a-c)	0	0		q(c-a)	15
	q(b-a)	0	0		q(d-c)	0
	q(b-c)	0	0		q(d-a)	25
	q(b-d)	0	0		q(d-b)	505
	f	0.00	0.00		f	1.00
CAPACITIES	Q(b-a)	642	666	CAPACITIES	Q(d-c)	853
	Q(b-c)	1094	1094		Q(d-a)	901
	Q(c-b)	873	873		Q(a-d)	907
	Q(b-ac)	642	666		Q(d-ca)	901
	Q(b-d)left	805	798		Q(d-b)left	706
	Q(b-d)right	805	798		Q(d-b)right	853
DFC's	b-ad	0.000	0.000	DFC's	d-c	0.296
	b-cd	0.000	0.000		d-a	0.366
	c-b	0.441	0.452		a-d	0.000
	b-acd	0.000	0.000		d-abc	0.676
DFC		0.44	0.45	DFC		0.68
						0.55

Critical DFC	AM PEAK	PM PEAK
		0.68

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

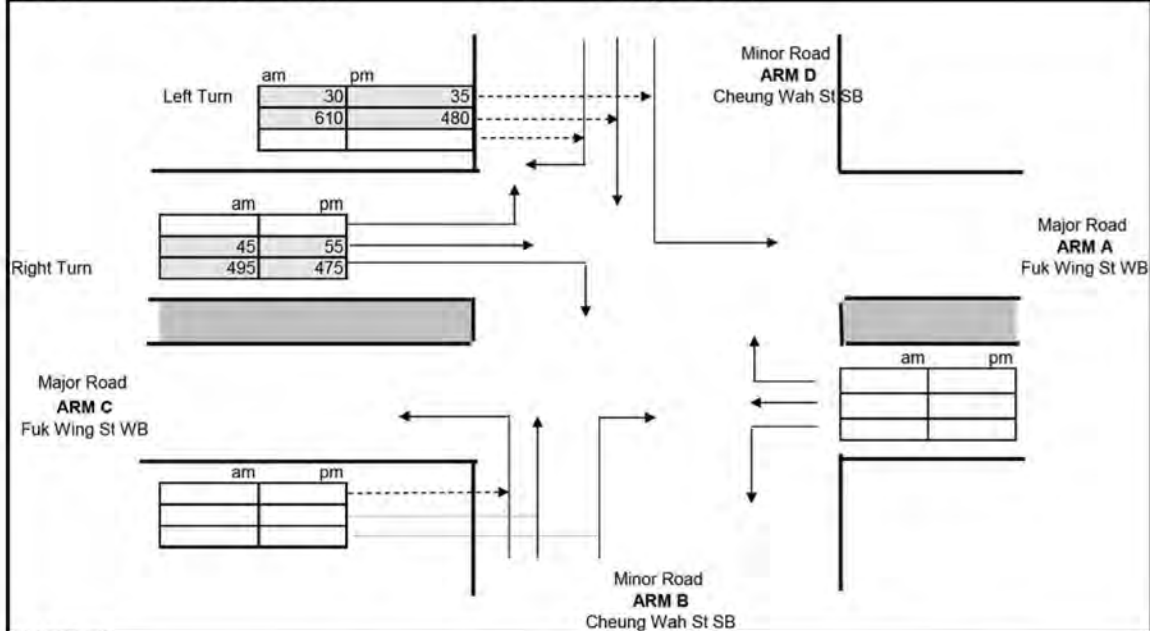
T.P.D.M.V.2.4
Appendix 1

- In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Schema:	2031 Reference	Checked by:	EC
Design Year:	2031	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Fuk Wing St WB	ARM C:	Fuk Wing St WB
ARM B:	Cheung Wah St SB	ARM D:	Cheung Wah St SB



GEOMETRY							
Major road width	W	13.30	Residual width	Wr(c-a)	6.65		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	6.65		
Arm B			Arm D				
Lane widths	w(b-a)	7.00	Lane widths	w(d-c)	7.00		
	w(b-c)	7.00		w(d-a)	7.00		
	w(c-b)	6.65		w(a-d)	6.65		
Visibilities	Vr(b-a)	250 D	1.56	Visibilities	Vr(d-c)	250 D	1.56
	Vl(b-a)	250 E	1.47		Vl(d-c)	250 E	1.21
	Vr(b-c)	250 F	1.40		Vr(d-a)	35 F	1.43
	Vr(c-b)	220 Y	0.54		Vr(a-d)	250 Y	0.54

ANALYSIS							
	Arm B			Arm D			
	AM PEAK	PM PEAK		AM PEAK	PM PEAK		
TRAFFIC FLOWS	q(c-a)	45	55	q(a-c)	0	0	
	q(c-b)	495	475	q(a-d)	0	0	
	q(a-b)	0	0	q(c-d)	0	0	
	q(a-c)	0	0	q(c-a)	45	55	
	q(b-a)	0	0	q(d-c)	0	0	
	q(b-c)	0	0	q(d-a)	30	35	
	q(b-d)	0	0	q(d-b)	610	480	
	f	0.00	0.00	f	1.00	1.00	
CAPACITIES	Q(b-a)	554	600	Q(d-c)	811	814	
	Q(b-c)	1094	1094	Q(d-a)	894	892	
	Q(c-b)	1041	1041	Q(a-d)	855	860	
	Q(b-ac)	554	600	Q(d-ca)	894	892	
	Q(b-d)left	751	757	Q(d-b)left	670	673	
	Q(b-d)right	751	757	Q(d-b)right	811	814	
DFC's	b-ad	0.000	0.000	DFC's	d-c	0.376	0.295
	b-cd	0.000	0.000		d-a	0.489	0.396
	c-b	0.475	0.456		a-d	0.000	0.000
	b-acd	0.000	0.000		d-abc	0.857	0.685
DFC	0.48	0.46	0.46	0.86	0.86	0.69	

Critical DFC	AM PEAK	PM PEAK
	0.86	0.69

Where Vl and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

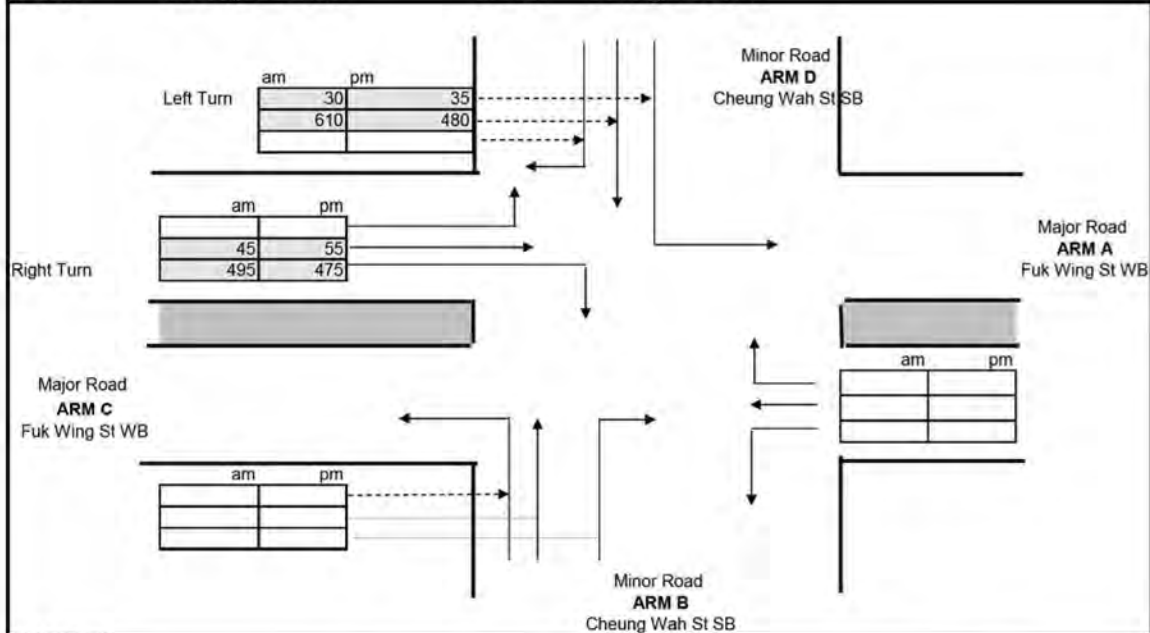
- In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation



ATKINS

Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2031 Design	Checked by:	EC
Design Year:	2031	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Fuk Wing St WB	ARM C:	Fuk Wing St WB
ARM B:	Cheung Wah St SB	ARM D:	Cheung Wah St SB



GEOMETRY							
Major road width	W	13.30	Residual width	Wr(c-a)	6.65		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	6.65		
		Arm B		Arm D			
Lane widths	w(b-a)	7.00	Lane widths	w(d-c)	7.00		
	w(b-c)	7.00		w(d-a)	7.00		
	w(c-b)	6.65		w(a-d)	6.65		
Visibilities	Vr(b-a)	250 D	1.56	Visibilities	Vr(d-c)	250 D	1.56
	Vl(b-a)	250 E	1.47		Vl(d-c)	250 E	1.21
	Vr(b-c)	250 F	1.40		Vr(d-a)	35 F	1.43
	Vr(c-b)	220 Y	0.54		Vr(a-d)	250 Y	0.54

ANALYSIS					
		Arm B		Arm D	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	45	55	q(a-c)	0
	q(c-b)	495	475	q(a-d)	0
	q(a-b)	0	0	q(c-d)	0
	q(a-c)	0	0	q(c-a)	45
	q(b-a)	0	0	q(d-c)	0
	q(b-c)	0	0	q(d-a)	30
	q(b-d)	0	0	q(d-b)	610
	f	0.00	0.00	f	1.00
CAPACITIES	Q(b-a)	554	600	Q(d-c)	811
	Q(b-c)	1094	1094	Q(d-a)	894
	Q(c-b)	1041	1041	Q(a-d)	855
	Q(b-ac)	554	600	Q(d-ca)	894
	Q(b-d)left	751	757	Q(d-b)left	670
	Q(b-d)right	751	757	Q(d-b)right	811
DFC's	b-ad	0.000	0.000	d-c	0.376
	b-cd	0.000	0.000	d-a	0.489
	c-b	0.475	0.456	a-d	0.000
	b-acd	0.000	0.000	d-abc	0.857
DFC	0.48	0.46	DFC	0.86	0.69

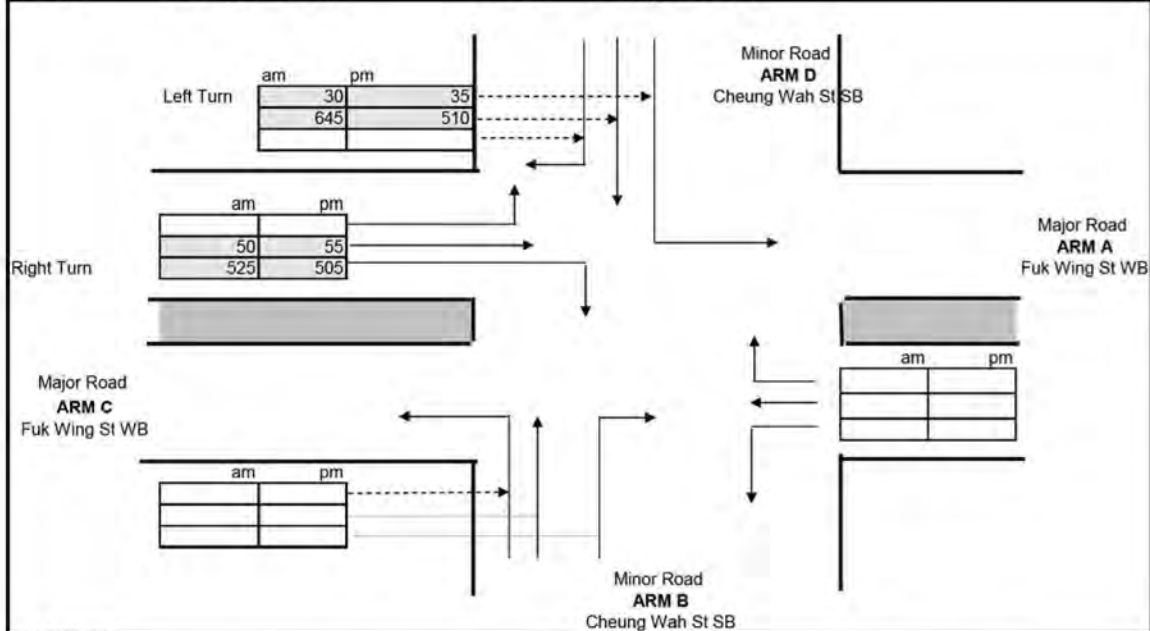
Critical DFC	AM PEAK	0.86
	PM PEAK	0.69

Where Vl and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams
 T.P.D.M.V.2.4
 Appendix 1
 - In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2037 Reference	Checked by:	EC
Design Year:	2037	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Fuk Wing St WB	ARM C:	Fuk Wing St WB
ARM B:	Cheung Wah St SB	ARM D:	Cheung Wah St SB



GEOMETRY							
Major road width	W	13.30	Residual width	Wr(c-a)	6.65		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	6.65		
Arm B			Arm D				
Lane widths	w(b-a)	7.00	Lane widths	w(d-c)	7.00		
	w(b-c)	7.00		w(d-a)	7.00		
	w(c-b)	6.65		w(a-d)	6.65		
Visibilities	Vr(b-a)	250 D	1.56	Visibilities	Vr(d-c)	250 D	1.56
	VI(b-a)	250 E	1.47		VI(d-c)	250 E	1.21
	Vr(b-c)	250 F	1.40		Vr(d-a)	35 F	1.43
	Vr(c-b)	220 Y	0.54		Vr(a-d)	250 Y	0.54

ANALYSIS							
	Arm B			Arm D			
	AM PEAK	PM PEAK		AM PEAK	PM PEAK		
TRAFFIC FLOWS	q(c-a)	50	55	q(a-c)	0	0	
	q(c-b)	525	505	q(a-d)	0	0	
	q(a-b)	0	0	q(c-d)	0	0	
	q(a-c)	0	0	q(c-a)	50	55	
	q(b-a)	0	0	q(d-c)	0	0	
	q(b-c)	0	0	q(d-a)	30	35	
	q(b-d)	0	0	q(d-b)	645	510	
	f	0.00	0.00	f	1.00	1.00	
CAPACITIES	Q(b-a)	530	577	Q(d-c)	800	804	
	Q(b-c)	1094	1094	Q(d-a)	893	892	
	Q(c-b)	1041	1041	Q(a-d)	841	848	
	Q(b-ac)	530	577	Q(d-ca)	893	892	
	Q(b-d)left	737	744	Q(d-b)left	661	665	
	Q(b-d)right	737	744	Q(d-b)right	800	804	
DFC's	b-ad	0.000	0.000	DFC's	d-c	0.403	0.317
	b-cd	0.000	0.000		d-a	0.521	0.423
	c-b	0.504	0.485		a-d	0.000	0.000
	b-acd	0.000	0.000		d-abc	0.917	0.733
DFC	0.50		0.49	DFC	0.92		0.73

Critical DFC	AM PEAK	PM PEAK
	0.92	0.73

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

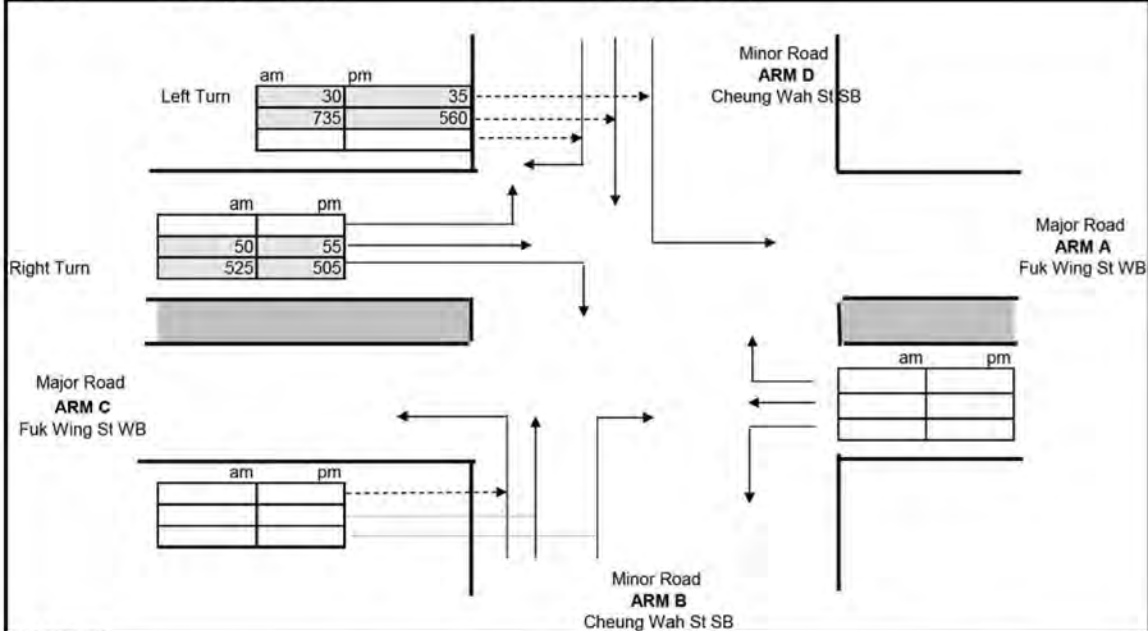
Capacity of combined streams

T.P.D.M.V.2.4
 Appendix 1

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2037 Design	Checked by:	EC
Design Year:	2037	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Fuk Wing St WB	ARM C:	Fuk Wing St WB
ARM B:	Cheung Wah St SB	ARM D:	Cheung Wah St SB



GEOMETRY							
Major road width	W	13.30	Residual width	Wr(c-a)	6.65		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	6.65		
Arm B			Arm D				
Lane widths	w(b-a)	7.00	Lane widths	w(d-c)	7.00		
	w(b-c)	7.00		w(d-a)	7.00		
	w(c-b)	6.65		w(a-d)	6.65		
Visibilities	Vr(b-a)	250 D	1.56	Visibilities	Vr(d-c)	250 D	1.56
	Vl(b-a)	250 E	1.47		Vl(d-c)	250 E	1.21
	Vr(b-c)	250 F	1.40		Vr(d-a)	35 F	1.43
	Vr(c-b)	220 Y	0.54		Vr(a-d)	250 Y	0.54

ANALYSIS							
	Arm B			Arm D			
	AM PEAK	PM PEAK		AM PEAK	PM PEAK		
TRAFFIC FLOWS	q(c-a)	50	55	q(a-c)	0	0	
	q(c-b)	525	505	q(a-d)	0	0	
	q(a-b)	0	0	q(c-d)	0	0	
	q(a-c)	0	0	q(c-a)	50	55	
	q(b-a)	0	0	q(d-c)	0	0	
	q(b-c)	0	0	q(d-a)	30	35	
	q(b-d)	0	0	q(d-b)	735	560	
	f	0.00	0.00	f	1.00	1.00	
CAPACITIES	Q(b-a)	502	562	Q(d-c)	800	804	
	Q(b-c)	1094	1094	Q(d-a)	893	892	
	Q(c-b)	1041	1041	Q(a-d)	841	848	
	Q(b-ac)	502	562	Q(d-ca)	893	892	
	Q(b-d)left	737	744	Q(d-b)left	661	665	
	Q(b-d)right	737	744	Q(d-b)right	800	804	
DFC's	b-ad	0.000	0.000	DFC's	d-c	0.459	0.348
	b-cd	0.000	0.000		d-a	0.589	0.460
	c-b	0.504	0.485		a-d	0.000	0.000
	b-acd	0.000	0.000		d-abc	1.040	0.801
DFC	0.50		0.49	DFC	1.04		0.80

Critical DFC	AM PEAK	PM PEAK
	1.04	0.80

Where Vl and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

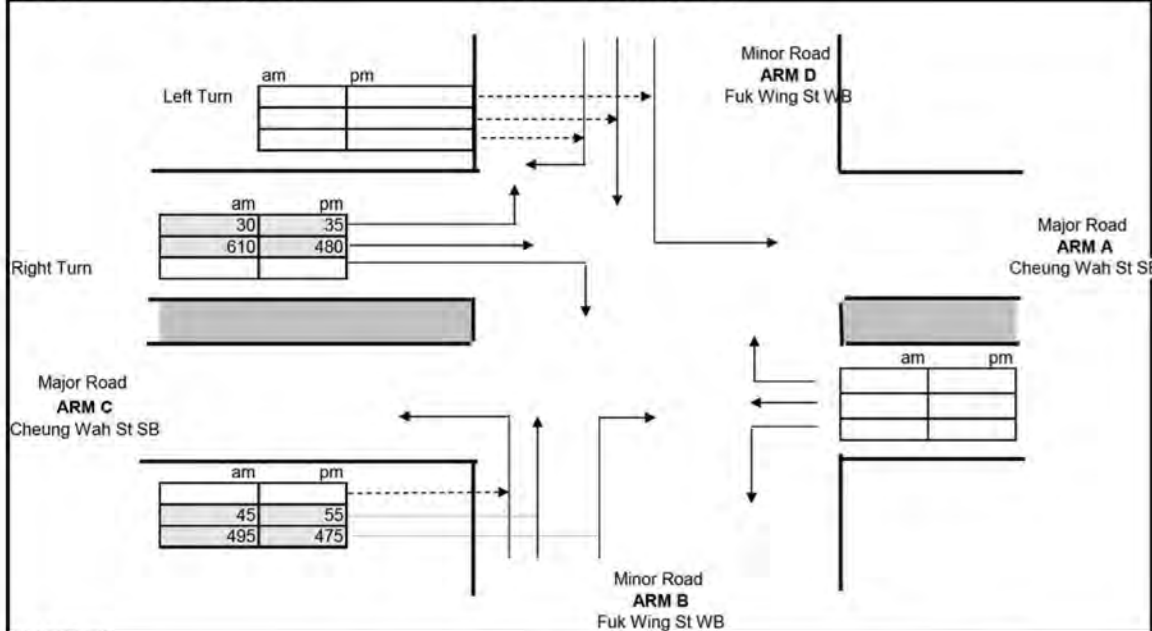
Capacity of combined streams

T.P.D.M.V.2.4
 Appendix 1

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2031 Reference (with junction improvement)	Checked by:	EC
Design Year:	2031	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Cheung Wah St SB	ARM C:	Cheung Wah St SB
ARM B:	Fuk Wing St WB	ARM D:	Fuk Wing St WB



GEOMETRY							
Major road width	W	14.00	Residual width	Wr(c-a)	7.00		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	7.00		
Arm B			Arm D				
Lane widths	w(b-a)	6.65	Lane widths	w(d-c)	6.65		
	w(b-c)	6.65		w(d-a)	6.65		
	w(c-b)	7.00		w(a-d)	7.00		
Visibilities	Vr(b-a)	220 D	1.30	Visibilities	Vr(d-c)	250 D	1.52
	VI(b-a)	30 E	1.43		VI(d-c)	250 E	1.43
	Vr(b-c)	250 F	1.47		Vr(d-a)	250 F	1.47
	Vr(c-b)	250 Y	0.52		Vr(a-d)	250 Y	0.52

ANALYSIS							
Arm B			Arm D				
	AM PEAK	PM PEAK		AM PEAK	PM PEAK		
TRAFFIC FLOWS	q(c-a)	610	480	TRAFFIC FLOWS	q(a-c)	0	0
	q(c-b)	0	0		q(a-d)	0	0
	q(a-b)	0	0		q(c-d)	30	35
	q(a-c)	0	0		q(c-a)	610	480
	q(b-a)	495	475		q(d-c)	0	0
	q(b-c)	0	0		q(d-a)	0	0
	q(b-d)	45	55		q(d-b)	0	0
	f	0.00	0.00		f	0.00	0.00
CAPACITIES	Q(b-a)	719	739	CAPACITIES	Q(d-c)	691	727
	Q(b-c)	1067	1067		Q(d-a)	899	934
	Q(c-b)	1094	1094		Q(a-d)	917	952
	Q(b-ac)	719	739		Q(d-ca)	691	727
	Q(b-d)left	733	752		Q(d-b)left	774	811
	Q(b-d)right	715	734		Q(d-b)right	774	811
DFC's	b-ad	0.698	0.656	DFC's	d-c	0.000	0.000
	b-cd	0.052	0.060		d-a	0.000	0.000
	c-b	0.000	0.000		a-d	0.000	0.000
	b-acd	0.750	0.716		d-abc	0.000	0.000
DFC	0.75	0.72	DFC	0.00	0.00		

Critical DFC	AM PEAK	0.75
	PM PEAK	0.72

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$ Capacity of combined streams

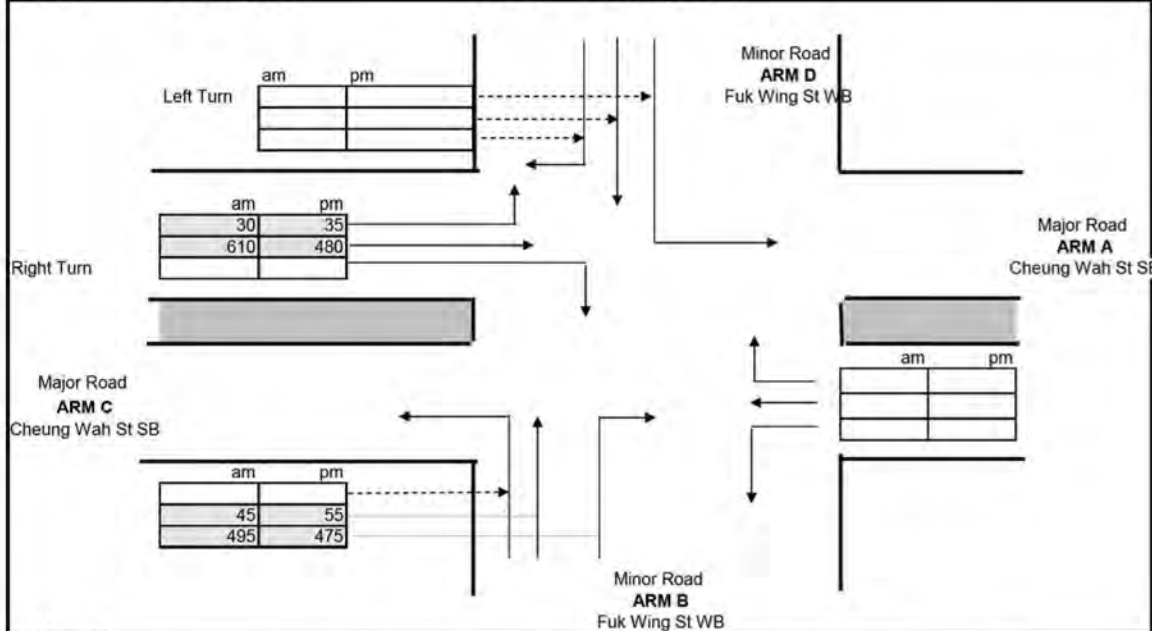
T.P.D.M.V.2.4
Appendix 1

- In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2031 Design (with junction improvement)	Checked by:	EC
Design Year:	2031	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Cheung Wah St SB	ARM C:	Cheung Wah St SB
ARM B:	Fuk Wing St WB	ARM D:	Fuk Wing St WB



GEOMETRY							
Major road width	W	14.00	Residual width	Wr(c-a)	7.00		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	7.00		
Arm B			Arm D				
Lane widths	w(b-a)	6.65	Lane widths	w(d-c)	6.65		
	w(b-c)	6.65		w(d-a)	6.65		
	w(c-b)	7.00		w(a-d)	7.00		
Visibilities	Vr(b-a)	220 D	1.30	Visibilities	Vr(d-c)	250 D	1.52
	VI(b-a)	30 E	1.43		VI(d-c)	250 E	1.43
	Vr(b-c)	250 F	1.47		Vr(d-a)	250 F	1.47
	Vr(c-b)	250 Y	0.52		Vr(a-d)	250 Y	0.52

ANALYSIS						
	Arm B			Arm D		
	AM PEAK	PM PEAK		AM PEAK	PM PEAK	
TRAFFIC FLOWS	q(c-a)	610	480	q(a-c)	0	0
	q(c-b)	0	0	q(a-d)	0	0
	q(a-b)	0	0	q(c-d)	30	35
	q(a-c)	0	0	q(c-a)	610	480
	q(b-a)	495	475	q(d-c)	0	0
	q(b-c)	0	0	q(d-a)	0	0
	q(b-d)	45	55	q(d-b)	0	0
	f	0.00	0.00	f	0.00	0.00
CAPACITIES	Q(b-a)	719	739	Q(d-c)	691	727
	Q(b-c)	1067	1067	Q(d-a)	899	934
	Q(c-b)	1094	1094	Q(a-d)	917	952
	Q(b-ac)	719	739	Q(d-ca)	691	727
	Q(b-d)left	733	752	Q(d-b)left	774	811
	Q(b-d)right	715	734	Q(d-b)right	774	811
	DFC's	b-ad	0.698	0.656	d-c	0.000
	b-cd	0.052	0.060	d-a	0.000	0.000
	c-b	0.000	0.000	a-d	0.000	0.000
	b-acd	0.750	0.716	d-abc	0.000	0.000
DFC	0.75	0.72	DFC	0.00	0.00	

Critical DFC	AM PEAK	PM PEAK
	0.75	0.72

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

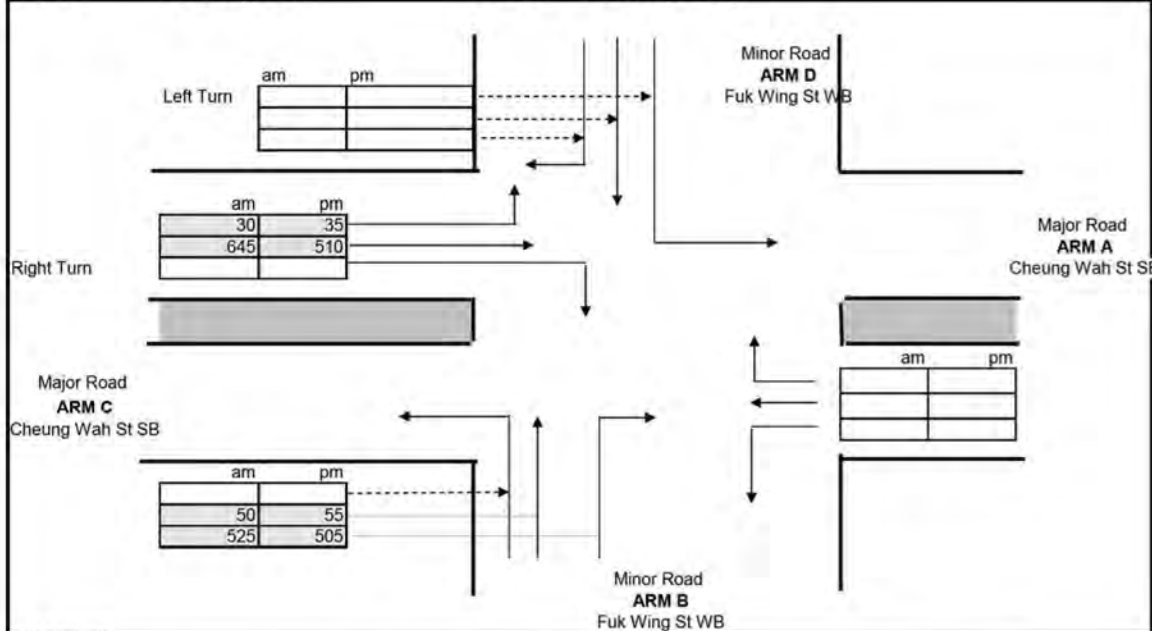
Capacity of combined streams

T.P.D.M.V.2.4
 Appendix 1

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2037 Reference (with junction improvement)	Checked by:	EC
Design Year:	2037	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Cheung Wah St SB	ARM C:	Cheung Wah St SB
ARM B:	Fuk Wing St WB	ARM D:	Fuk Wing St WB



GEOMETRY							
Major road width	W	14.00	Residual width	Wr(c-a)	7.00		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	7.00		
Arm B			Arm D				
Lane widths	w(b-a)	6.65	Lane widths	w(d-c)	6.65		
	w(b-c)	6.65		w(d-a)	6.65		
	w(c-b)	7.00		w(a-d)	7.00		
Visibilities	Vr(b-a)	220 D	1.30	Visibilities	Vr(d-c)	250 D	1.52
	VI(b-a)	30 E	1.43		VI(d-c)	250 E	1.43
	Vr(b-c)	250 F	1.47		Vr(d-a)	250 F	1.47
	Vr(c-b)	250 Y	0.52		Vr(a-d)	250 Y	0.52

ANALYSIS						
	Arm B			Arm D		
	AM PEAK	PM PEAK		AM PEAK	PM PEAK	
TRAFFIC FLOWS	q(c-a)	645	510	q(a-c)	0	0
	q(c-b)	0	0	q(a-d)	0	0
	q(a-b)	0	0	q(c-d)	30	35
	q(a-c)	0	0	q(c-a)	645	510
	q(b-a)	525	505	q(d-c)	0	0
	q(b-c)	0	0	q(d-a)	0	0
	q(b-d)	50	55	q(d-b)	0	0
f	0.00	0.00	f	0.00	0.00	
CAPACITIES	Q(b-a)	714	735	Q(d-c)	675	714
	Q(b-c)	1067	1067	Q(d-a)	890	926
	Q(c-b)	1094	1094	Q(a-d)	908	944
	Q(b-ac)	714	735	Q(d-ca)	675	714
	Q(b-d)left	727	747	Q(d-b)left	764	802
	Q(b-d)right	709	729	Q(d-b)right	764	802
	DFC's	b-ad	0.745	0.699	d-c	0.000
	b-cd	0.060	0.062	d-a	0.000	0.000
	c-b	0.000	0.000	a-d	0.000	0.000
	b-acd	0.805	0.762	d-abc	0.000	0.000
DFC	0.80	0.76	DFC	0.00	0.00	

Critical DFC	AM PEAK	PM PEAK
	0.80	0.76

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

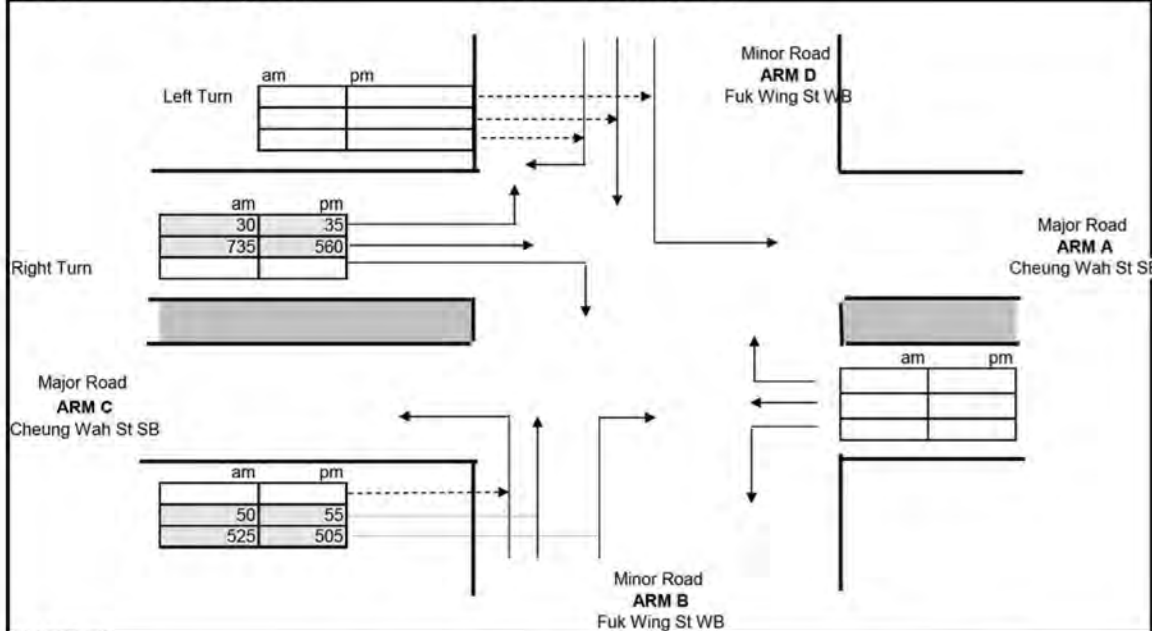
Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

Simplified Priority Junction Capacity Calculation



Job Title:	URA Term Traffic Consultancy Services		
Junction:	J2 - Fuk Wing Street / Cheung Wah Street	Designed by:	KH
Scheme:	2037 Design (with junction improvement)	Checked by:	EC
Design Year:	2037	Job No.:	5190641
		Date :	10/9/2021
ARM A:	Cheung Wah St SB	ARM C:	Cheung Wah St SB
ARM B:	Fuk Wing St WB	ARM D:	Fuk Wing St WB



GEOMETRY							
Major road width	W	14.00	Residual width	Wr(c-a)	7.00		
Central Reserve width	Wcr	0.00	Residual width	Wr(a-c)	7.00		
Arm B			Arm D				
Lane widths	w(b-a)	6.65	Lane widths	w(d-c)	6.65		
	w(b-c)	6.65		w(d-a)	6.65		
	w(c-b)	7.00		w(a-d)	7.00		
Visibilities	Vr(b-a)	220 D	1.30	Visibilities	Vr(d-c)	250 D	1.52
	VI(b-a)	30 E	1.43		VI(d-c)	250 E	1.43
	Vr(b-c)	250 F	1.47		Vr(d-a)	250 F	1.47
	Vr(c-b)	250 Y	0.52		Vr(a-d)	250 Y	0.52

ANALYSIS							
Arm B			Arm D				
AM PEAK			PM PEAK				
TRAFFIC FLOWS	q(c-a)	735	560	TRAFFIC FLOWS	q(a-c)	0	0
	q(c-b)	0	0		q(a-d)	0	0
	q(a-b)	0	0		q(c-d)	30	35
	q(a-c)	0	0		q(c-a)	735	560
	q(b-a)	525	505		q(d-c)	0	0
	q(b-c)	0	0		q(d-a)	0	0
	q(b-d)	50	55		q(d-b)	0	0
	f	0.00	0.00		f	0.00	0.00
CAPACITIES	Q(b-a)	700	727	CAPACITIES	Q(d-c)	649	700
	Q(b-c)	1067	1067		Q(d-a)	866	912
	Q(c-b)	1094	1094		Q(a-d)	883	930
	Q(b-ac)	700	727		Q(d-ca)	649	700
	Q(b-d)left	713	740		Q(d-b)left	738	788
	Q(b-d)right	696	722		Q(d-b)right	738	788
DFC's	b-ad	0.759	0.706	DFC's	d-c	0.000	0.000
	b-cd	0.061	0.063		d-a	0.000	0.000
	c-b	0.000	0.000		a-d	0.000	0.000
	b-acd	0.821	0.770		d-abc	0.000	0.000
DFC	0.82	0.77	0.00	DFC	0.00	0.00	0.00

Critical DFC	AM PEAK	PM PEAK
	0.82	0.77

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$

f = proportion of minor traffic turning left
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

Capacity of combined streams

T.P.D.M.V.2.4
 Appendix 1

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

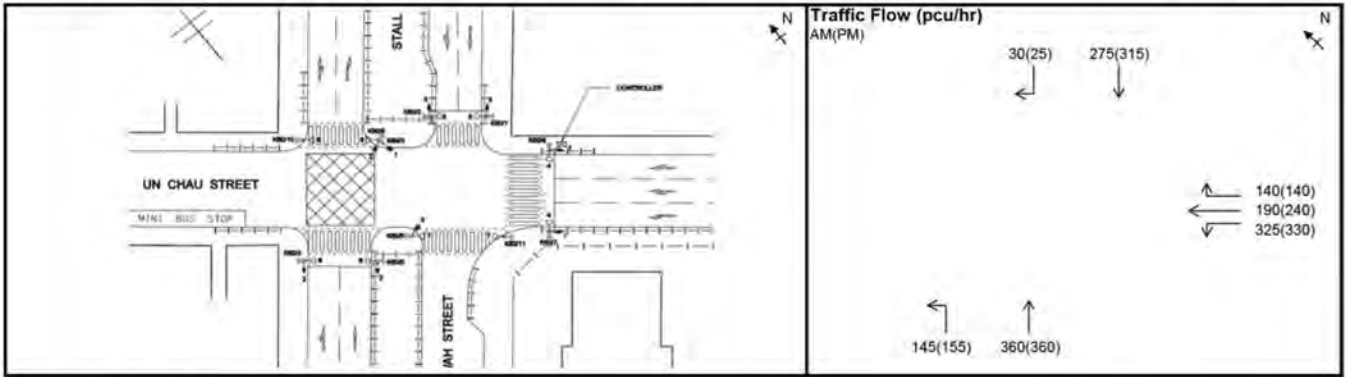
Junction : J3 - Un Chau Street / Hing Wah Street

Design Year: 2021

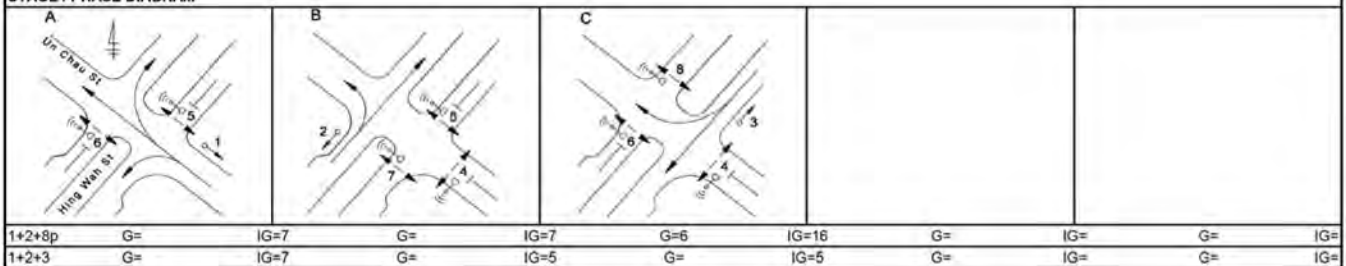
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Un Chau Street WB														
1A	A	4.00	Y	N	10		325	100%	1750	0.186	330	100%	1750	0.189
1B	A	4.00	N	N			181		2155	0.084	207		2155	0.096
1C	A	4.00	Y	N	10		149	94%	1765	0.084	173	81%	1795	0.096
Hing Wah Street NB														
2A	B	3.60	Y	N	10		203	71%	1425	0.142	207	75%	1420	0.146
2B	B	3.60	N	N			302		2115	0.143	308		2115	0.146
Un Chau Street SB														
3A	C	3.60	Y	N			149		1975	0.075	166		1975	0.084
3B	C	3.60	N	N	10		156	19%	2055	0.076	174	14%	2070	0.084
4p	B,C		7GM +	11FG =	18	sec								
5p	A,B		6GM +	9FG =	15	sec								
6p	A,C		7GM +	12FG =	19	sec								
7p	B		7GM +	13FG =	20	sec								
8p	C		6GM +	11FG =	17	sec								

Notes:

	AM Peak	1+2+8p	PM Peak	1+2+3
Sum of Critical y Y		0.329		0.418
Lost Time L (sec)		34		14
Cycle Time c (sec)		114		124
Practical Y Ypr		0.632		0.798
Reserve Capacity RC		92%		91%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

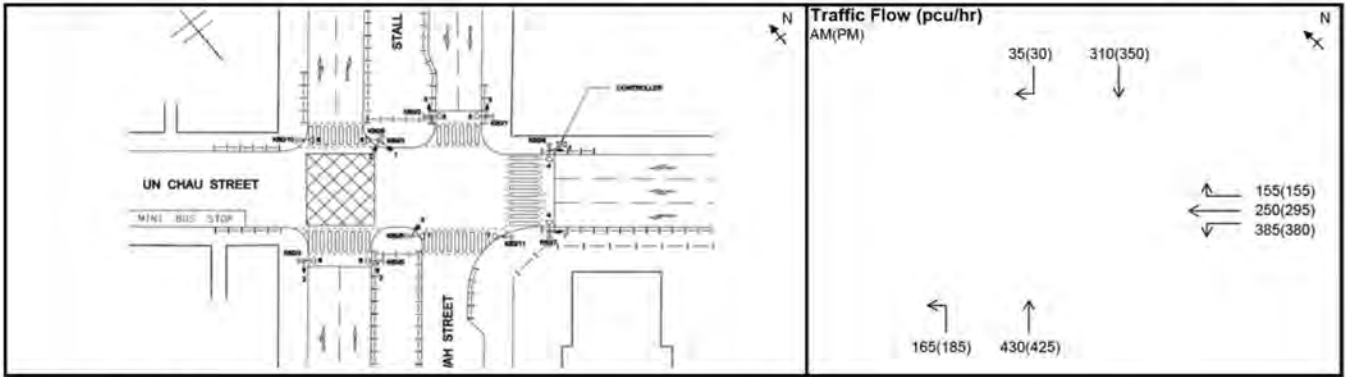
Junction : J3 - Un Chau Street / Hing Wah Street

Design Year: 2031

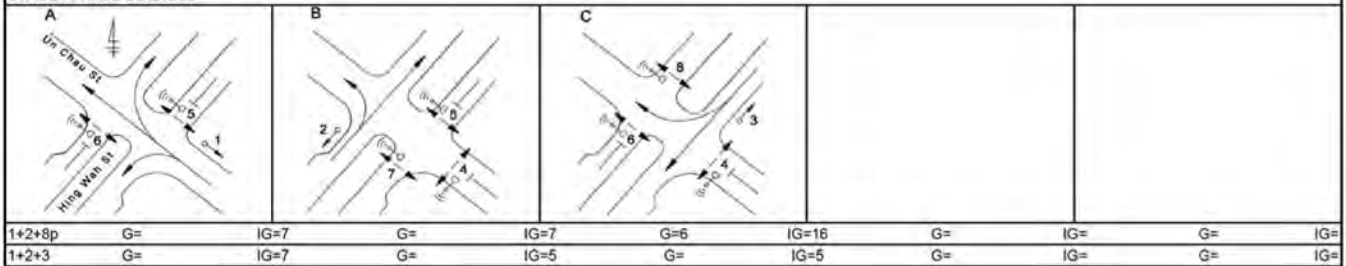
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Un Chau Street WB														
1A	A	4.00	Y	N	10		385	100%	1750	0.220	380	100%	1750	0.217
1B	A	4.00	N	N			221		2155	0.103	245		2155	0.114
1C	A	4.00	Y	N	10		184	84%	1790	0.103	205	76%	1810	0.113
Hing Wah Street NB														
2A	B	3.60	Y	N	10		240	69%	1430	0.168	245	76%	1420	0.173
2B	B	3.60	N	N			355		2115	0.168	365		2115	0.173
Un Chau Street SB														
3A	C	3.60	Y	N			169		1975	0.086	186		1975	0.094
3B	C	3.60	N	N	10		176	20%	2055	0.086	194	15%	2065	0.094
4p	B,C		7GM +	11FG =	18	sec								
5p	A,B		6GM +	9FG =	15	sec								
6p	A,C		7GM +	12FG =	19	sec								
7p	B		7GM +	13FG =	20	sec								
8p	C		6GM +	11FG =	17	sec								

Notes:

	AM Peak	1+2+8p	PM Peak	1+2+3
Sum of Critical y Y		0.388		0.484
Lost Time L (sec)		34		14
Cycle Time c (sec)		114		124
Practical Y Ypr		0.632		0.798
Reserve Capacity RC		63%		65%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

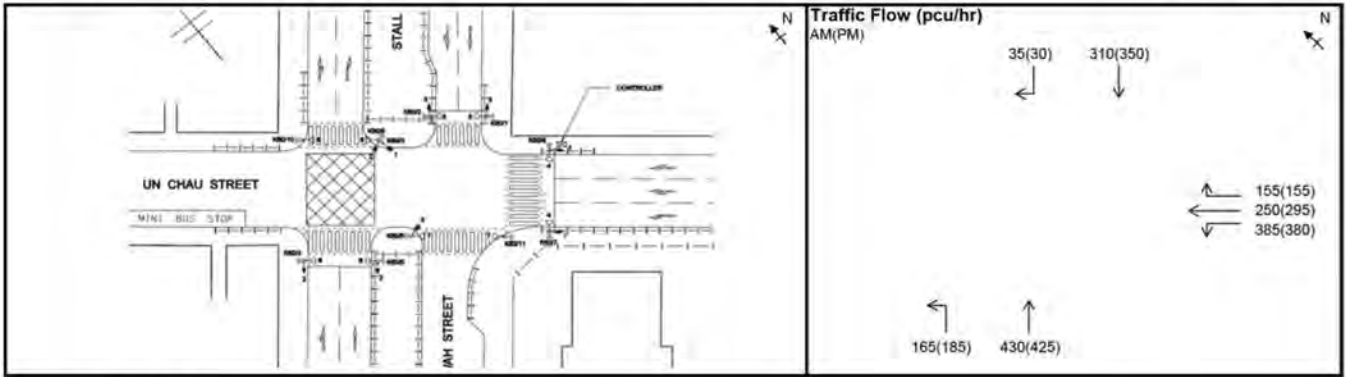
Junction : J3 - Un Chau Street / Hing Wah Street

Design Year: 2031

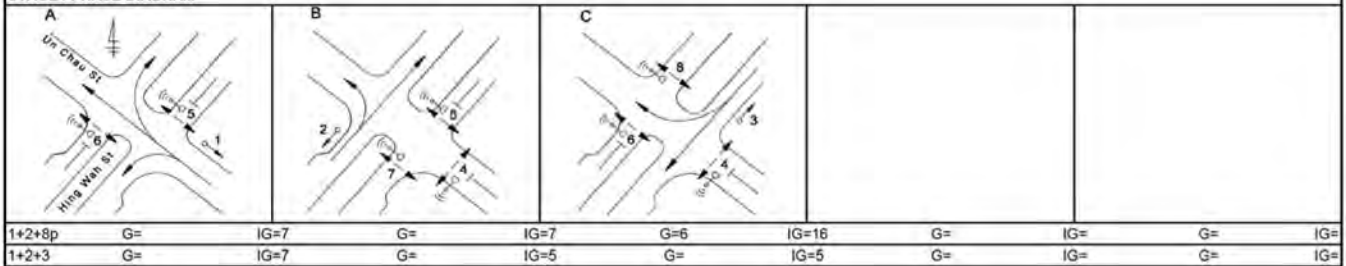
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Un Chau Street WB														
1A	A	4.00	Y	N	10		385	100%	1750	0.220	380	100%	1750	0.217
1B	A	4.00	N	N			221		2155	0.103	245		2155	0.114
1C	A	4.00	Y	N	10		184	84%	1790	0.103	205	76%	1810	0.113
Hing Wah Street NB														
2A	B	3.60	Y	N	10		240	69%	1430	0.168	245	76%	1420	0.173
2B	B	3.60	N	N			355		2115	0.168	365		2115	0.173
Un Chau Street SB														
3A	C	3.60	Y	N			169		1975	0.086	186		1975	0.094
3B	C	3.60	N	N	10		176	20%	2055	0.086	194	15%	2065	0.094
4p	B,C		7GM +	11FG =	18	sec								
5p	A,B		6GM +	9FG =	15	sec								
6p	A,C		7GM +	12FG =	19	sec								
7p	B		7GM +	13FG =	20	sec								
8p	C		6GM +	11FG =	17	sec								

Notes:

	AM Peak	1+2+8p	PM Peak	1+2+3
Sum of Critical y Y		0.388		0.484
Lost Time L (sec)		34		14
Cycle Time c (sec)		114		124
Practical Y Y _{pr}		0.632		0.798
Reserve Capacity RC		63%		65%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

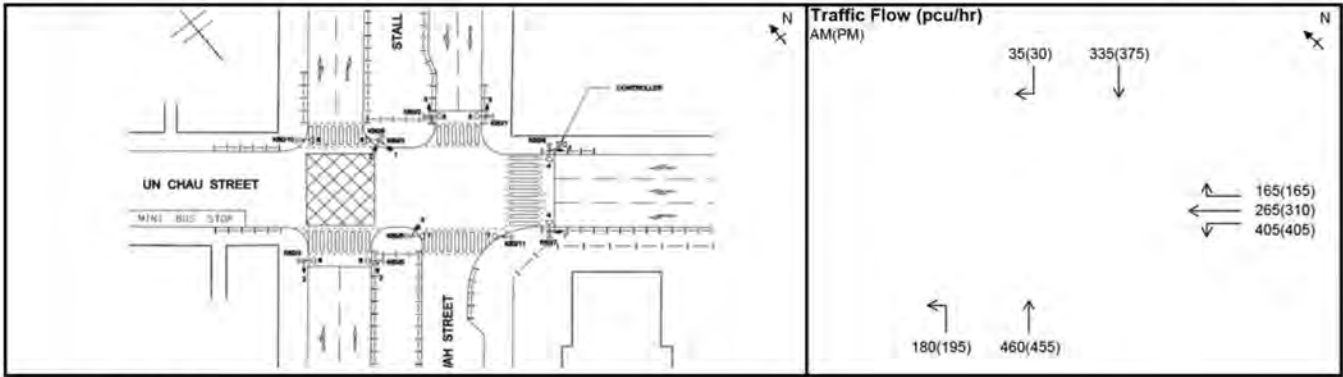
Junction : J3 - Un Chau Street / Hing Wah Street

Design Year: 2037

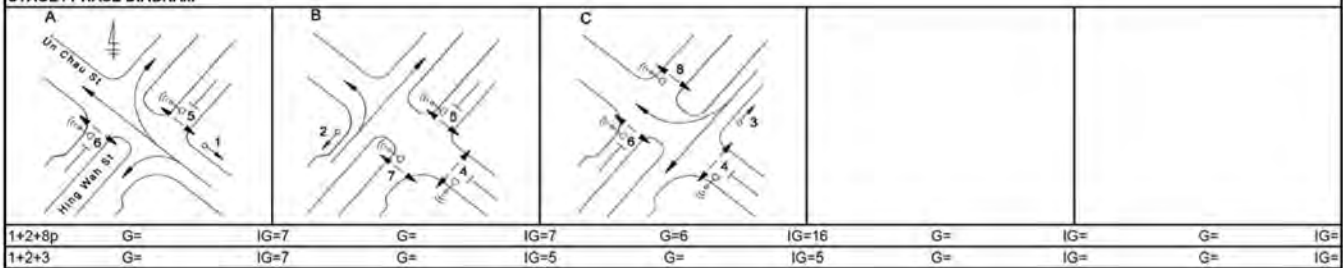
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Un Chau Street WB														
1A	A	4.00	Y	N	10		405	100%	1750	0.231	405	100%	1750	0.231
1B	A	4.00	N	N			235		2155	0.109	258		2155	0.120
1C	A	4.00	Y	N	10		195	85%	1790	0.109	217	76%	1810	0.120
Hing Wah Street NB														
2A	B	3.60	Y	N	10		258	70%	1430	0.180	261	75%	1420	0.184
2B	B	3.60	N	N			382		2115	0.181	389		2115	0.184
Un Chau Street SB														
3A	C	3.60	Y	N			181		1975	0.092	198		1975	0.100
3B	C	3.60	N	N	10		189	19%	2060	0.092	207	14%	2070	0.100
4p	B,C		7GM +	11FG =	18	sec								
5p	A,B		6GM +	9FG =	15	sec								
6p	A,C		7GM +	12FG =	19	sec								
7p	B		7GM +	13FG =	20	sec								
8p	C		6GM +	11FG =	17	sec								

Notes:

	AM Peak	1+2+8p	PM Peak	1+2+3
Sum of Critical y Y		0.412		0.516
Lost Time L (sec)		34		14
Cycle Time c (sec)		114		124
Practical Y Ypr		0.632		0.798
Reserve Capacity RC		53%		55%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

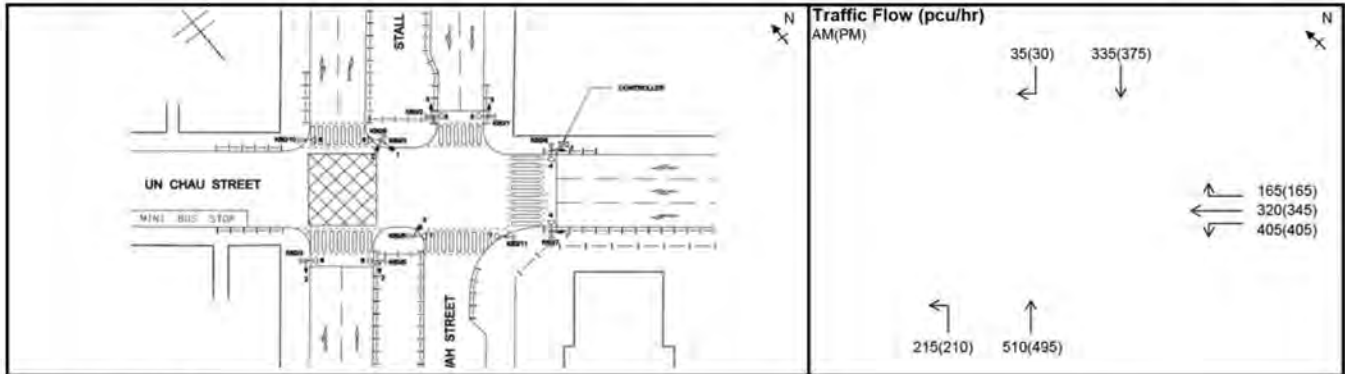
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Design Year: 2037

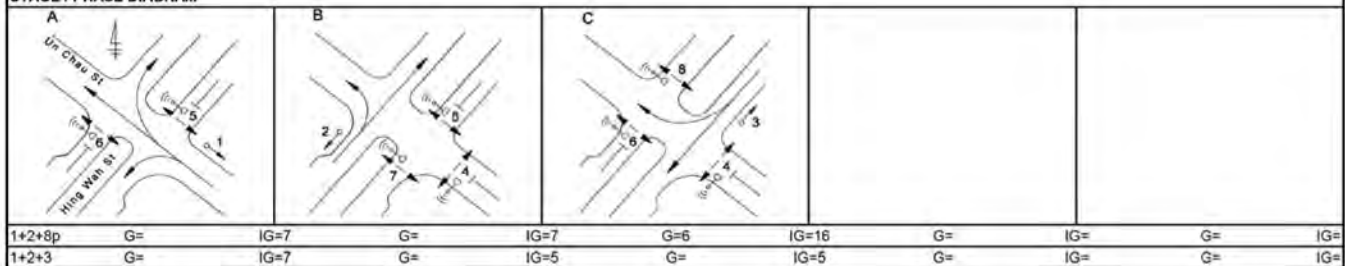
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Un Chau Street WB														
1A	A	4.00	Y	N	10		405	100%	1750	0.231	405	100%	1750	0.231
1B	A	4.00	N	N			263		2155	0.122	276		2155	0.128
1C	A	4.00	Y	N	10		222	74%	1815	0.122	234	71%	1820	0.129
Hing Wah Street NB														
2A	B	3.60	Y	N	10		292	74%	1425	0.205	283	74%	1420	0.199
2B	B	3.60	N	N			433		2115	0.205	422		2115	0.200
Un Chau Street SB														
3A	C	3.60	Y	N			181		1975	0.092	198		1975	0.100
3B	C	3.60	N	N	10		189	19%	2060	0.092	207	14%	2070	0.100
4p	B,C		7GM +	11FG =	18	sec								
5p	A,B		6GM +	9FG =	15	sec								
6p	A,C		7GM +	12FG =	19	sec								
7p	B		7GM +	13FG =	20	sec								
8p	C		6GM +	11FG =	17	sec								

Notes:

	AM Peak	1+2+8p	PM Peak	1+2+3
Sum of Critical y Y		0.436		0.531
Lost Time L (sec)		34		14
Cycle Time c (sec)		114		124
Practical Y Ypr		0.632		0.798
Reserve Capacity RC		45%		50%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

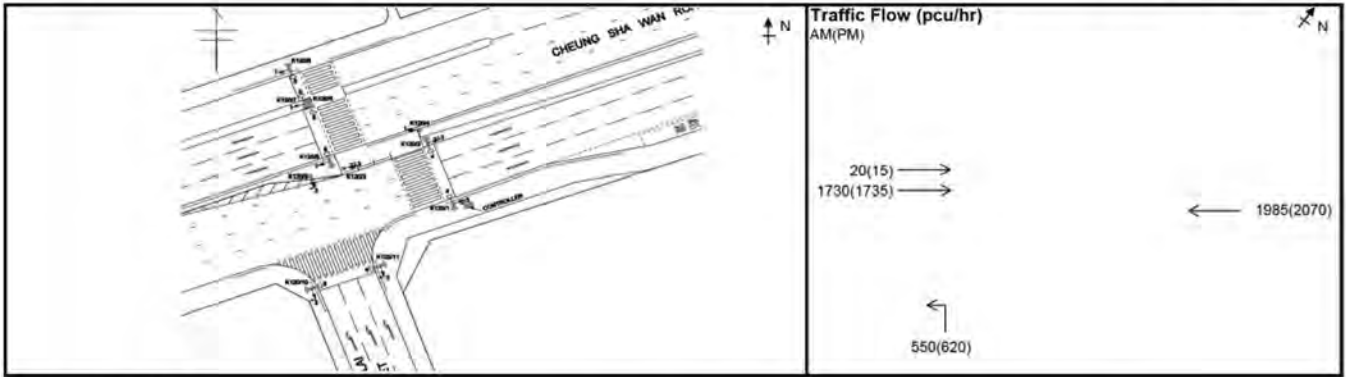
Junction : J4 - Cheung Sha Wan Road / Cheung Lai Street

Design Year: 2021

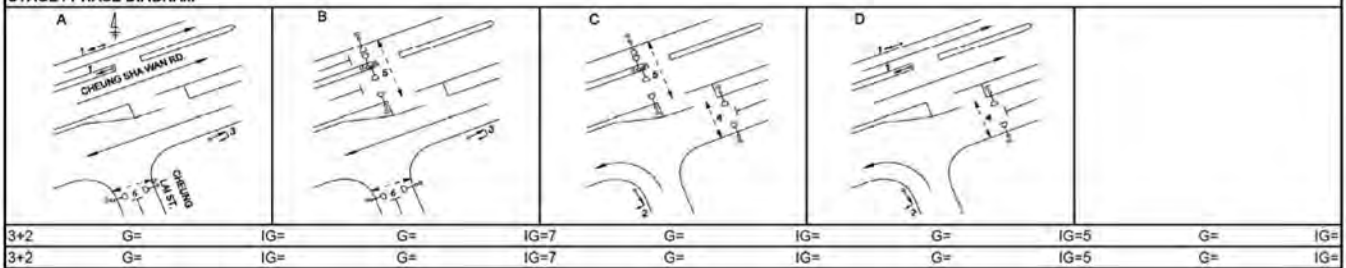
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A,D	5.30	Y	N			20		2145	0.009	15		2145	0.007
1B	A,D	3.30	N	N			577		2085	0.277	578		2085	0.277
1C	A,D	3.30	N	N			576		2085	0.276	579		2085	0.278
1D	A,D	3.30	N	N			577		2085	0.277	578		2085	0.277
Cheung Lai Street NB														
2A	C,D	3.50	Y	N	13		176	100%	1405	0.125	199	100%	1405	0.142
2B	C,D	3.50	N	N	15		192	100%	1530	0.125	216	100%	1530	0.141
2C	C,D	3.50	Y	N	18		182	100%	1450	0.126	205	100%	1450	0.141
Cheung Sha Wan Road WB														
3A	A,B	3.60	Y	N			540		1580	0.342	563		1580	0.356
3B	A,B	3.60	N	N			722		2115	0.341	753		2115	0.356
3C	A,B	3.60	N	N			723		2115	0.342	754		2115	0.357
4p	C,D		6GM +	9FG =	15	sec								
5p	B,C		6GM +	9FG =	15	sec								
6p	A,B		6GM +	18FG =	24	sec								

Notes:

	AM Peak	3+2	PM Peak	3+2
Sum of Critical y Y		0.467		0.498
Lost Time L (sec)		10		10
Cycle Time c (sec)		124		130
Practical Y Ypr		0.827		0.831
Reserve Capacity RC		77%		67%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

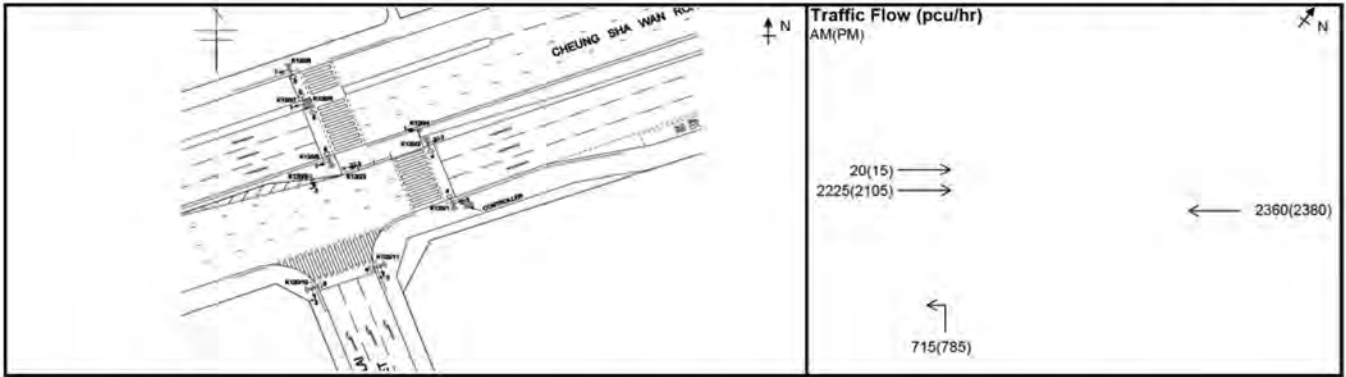
Junction : J4 - Cheung Sha Wan Road / Cheung Lai Street

Design Year: 2031

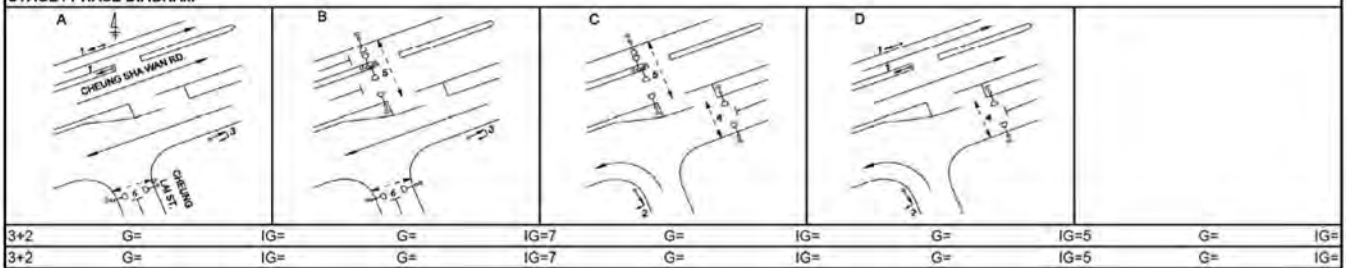
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



3+2	G=	IG=	G=	IG=7	G=	IG=	G=	IG=5	G=	IG=
3+2	G=	IG=	G=	IG=7	G=	IG=	G=	IG=5	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A,D	5.30	Y	N			20		2145	0.009	15		2145	0.007
1B	A,D	3.30	N	N			742		2085	0.356	702		2085	0.337
1C	A,D	3.30	N	N			741		2085	0.355	701		2085	0.336
1D	A,D	3.30	N	N			742		2085	0.356	702		2085	0.337
Cheung Lai Street NB														
2A	C,D	3.50	Y	N	13		229	100%	1405	0.163	252	100%	1405	0.179
2B	C,D	3.50	N	N	15		250	100%	1530	0.163	273	100%	1530	0.178
2C	C,D	3.50	Y	N	18		236	100%	1450	0.163	260	100%	1450	0.179
Cheung Sha Wan Road WB														
3A	A,B	3.60	Y	N			642		1580	0.406	647		1580	0.409
3B	A,B	3.60	N	N			859		2115	0.406	867		2115	0.410
3C	A,B	3.60	N	N			859		2115	0.406	866		2115	0.409
4p	C,D		6GM +	9FG =	15	sec								
5p	B,C		6GM +	9FG =	15	sec								
6p	A,B		6GM +	18FG =	24	sec								

Notes:

	AM Peak	3+2	PM Peak	3+2
Sum of Critical γ Y		0.570		0.589
Lost Time L (sec)		10		10
Cycle Time c (sec)		124		130
Practical Y Y_{pr}		0.827		0.831
Reserve Capacity RC		45%		41%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

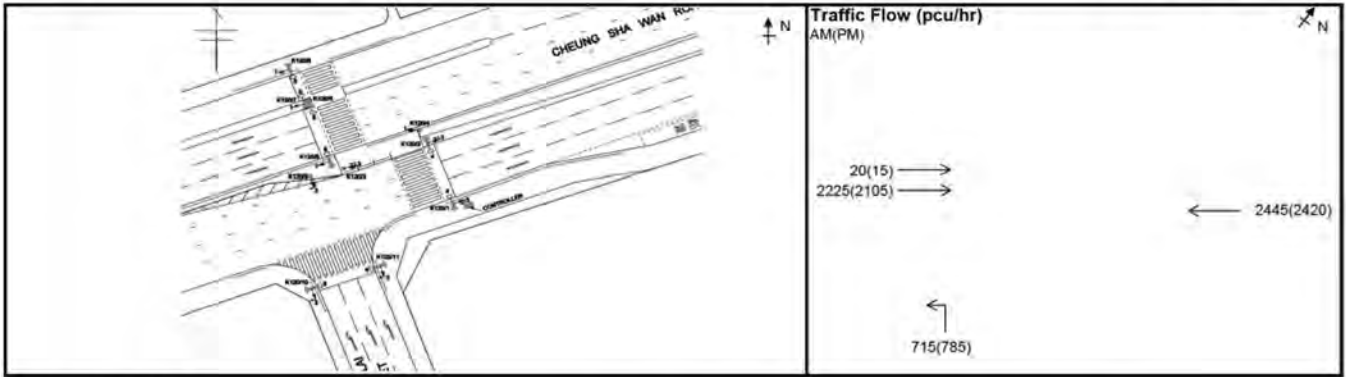
Junction : J4 - Cheung Sha Wan Road / Cheung Lai Street

Design Year: 2031

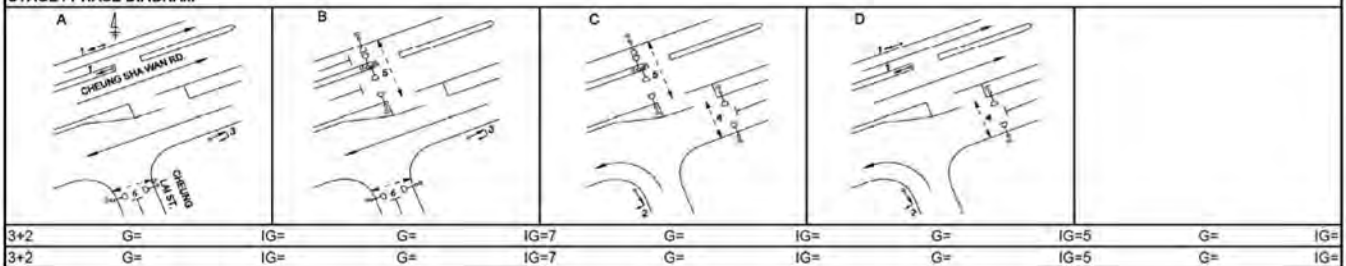
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A,D	5.30	Y	N			20		2145	0.009	15		2145	0.007
1B	A,D	3.30	N	N			742		2085	0.356	702		2085	0.337
1C	A,D	3.30	N	N			741		2085	0.355	701		2085	0.336
1D	A,D	3.30	N	N			742		2085	0.356	702		2085	0.337
Cheung Lai Street NB														
2A	C,D	3.50	Y	N	13		229	100%	1405	0.163	252	100%	1405	0.179
2B	C,D	3.50	N	N	15		250	100%	1530	0.163	273	100%	1530	0.178
2C	C,D	3.50	Y	N	18		236	100%	1450	0.163	260	100%	1450	0.179
Cheung Sha Wan Road WB														
3A	A,B	3.60	Y	N			665		1580	0.421	658		1580	0.416
3B	A,B	3.60	N	N			890		2115	0.421	881		2115	0.417
3C	A,B	3.60	N	N			890		2115	0.421	881		2115	0.417
4p	C,D		6GM +	9FG =	15	sec								
5p	B,C		6GM +	9FG =	15	sec								
6p	A,B		6GM +	18FG =	24	sec								

Notes:

	AM Peak	3+2	PM Peak	3+2
Sum of Critical y Y		0.584		0.596
Lost Time L (sec)		10		10
Cycle Time c (sec)		124		130
Practical Y Ypr		0.827		0.831
Reserve Capacity RC		42%		39%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

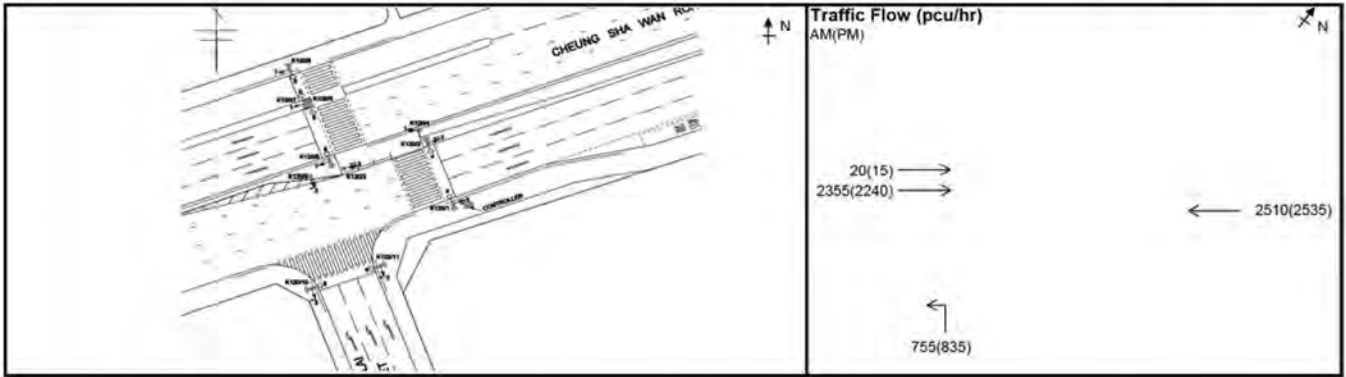
Junction : J4 - Cheung Sha Wan Road / Cheung Lai Street

Design Year: 2037

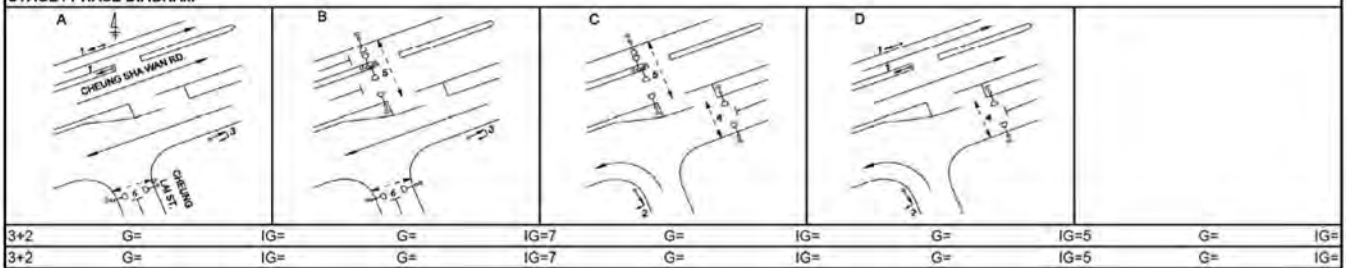
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A,D	5.30	Y	N			20		2145	0.009	15		2145	0.007
1B	A,D	3.30	N	N			785		2085	0.376	747		2085	0.358
1C	A,D	3.30	N	N			785		2085	0.376	746		2085	0.358
1D	A,D	3.30	N	N			785		2085	0.376	747		2085	0.358
Cheung Lai Street NB														
2A	C,D	3.50	Y	N	13		242	100%	1405	0.172	268	100%	1405	0.191
2B	C,D	3.50	N	N	15		263	100%	1530	0.172	291	100%	1530	0.190
2C	C,D	3.50	Y	N	18		250	100%	1450	0.172	276	100%	1450	0.190
Cheung Sha Wan Road WB														
3A	A,B	3.60	Y	N			683		1580	0.432	689		1580	0.436
3B	A,B	3.60	N	N			913		2115	0.432	923		2115	0.436
3C	A,B	3.60	N	N			914		2115	0.432	923		2115	0.436
4p	C,D		6GM +	9FG =	15	sec								
5p	B,C		6GM +	9FG =	15	sec								
6p	A,B		6GM +	18FG =	24	sec								

Notes:

	AM Peak	3+2	PM Peak	3+2
Sum of Critical y Y		0.605		0.627
Lost Time L (sec)		10		10
Cycle Time c (sec)		124		130
Practical Y Ypr		0.827		0.831
Reserve Capacity RC		37%		32%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

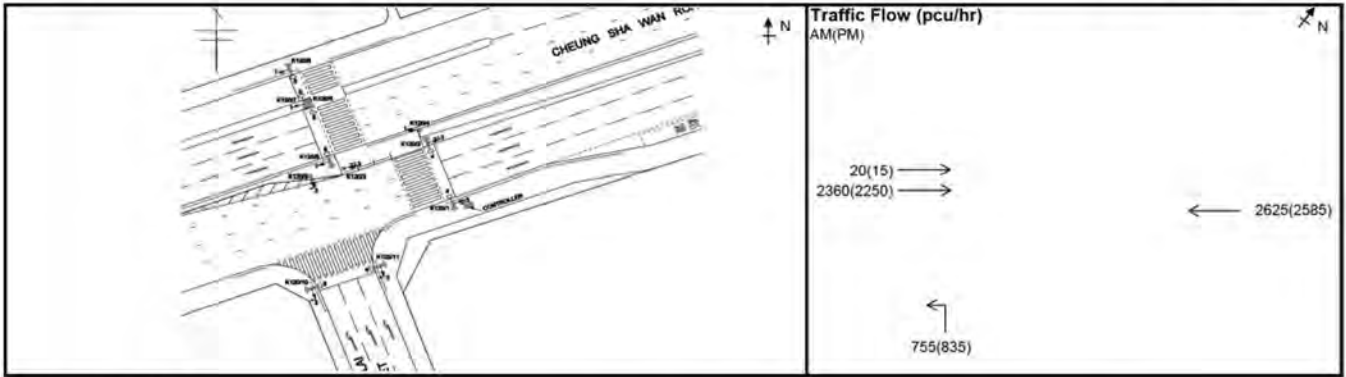
Junction : J4 - Cheung Sha Wan Road / Cheung Lai Street

Design Year: 2037

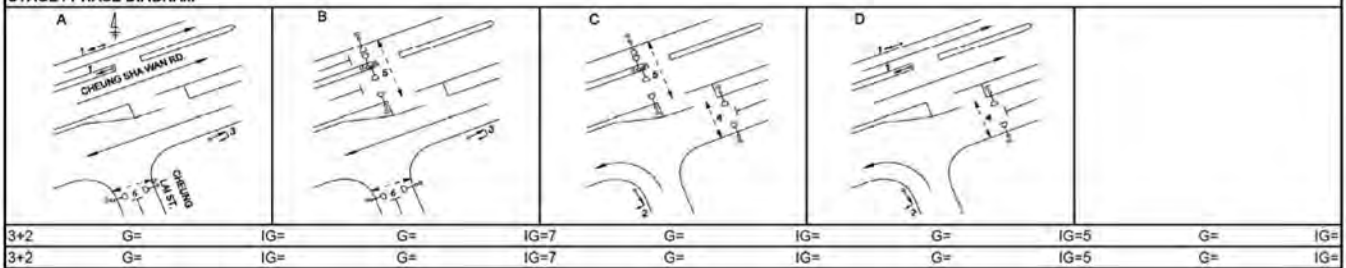
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A,D	5.30	Y	N			20		2145	0.009	15		2145	0.007
1B	A,D	3.30	N	N			787		2085	0.377	750		2085	0.360
1C	A,D	3.30	N	N			786		2085	0.377	750		2085	0.360
1D	A,D	3.30	N	N			787		2085	0.377	750		2085	0.360
Cheung Lai Street NB														
2A	C,D	3.50	Y	N	13		242	100%	1405	0.172	268	100%	1405	0.191
2B	C,D	3.50	N	N	15		263	100%	1530	0.172	291	100%	1530	0.190
2C	C,D	3.50	Y	N	18		250	100%	1450	0.172	276	100%	1450	0.190
Cheung Sha Wan Road WB														
3A	A,B	3.60	Y	N			714		1580	0.452	703		1580	0.445
3B	A,B	3.60	N	N			955		2115	0.452	941		2115	0.445
3C	A,B	3.60	N	N			956		2115	0.452	941		2115	0.445
4p	C,D		6GM +	9FG =	15	sec								
5p	B,C		6GM +	9FG =	15	sec								
6p	A,B		6GM +	18FG =	24	sec								

Notes:

	AM Peak	3+2	PM Peak	3+2
Sum of Critical y Y		0.624		0.636
Lost Time L (sec)		10		10
Cycle Time c (sec)		124		130
Practical Y Ypr		0.827		0.831
Reserve Capacity RC		33%		31%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

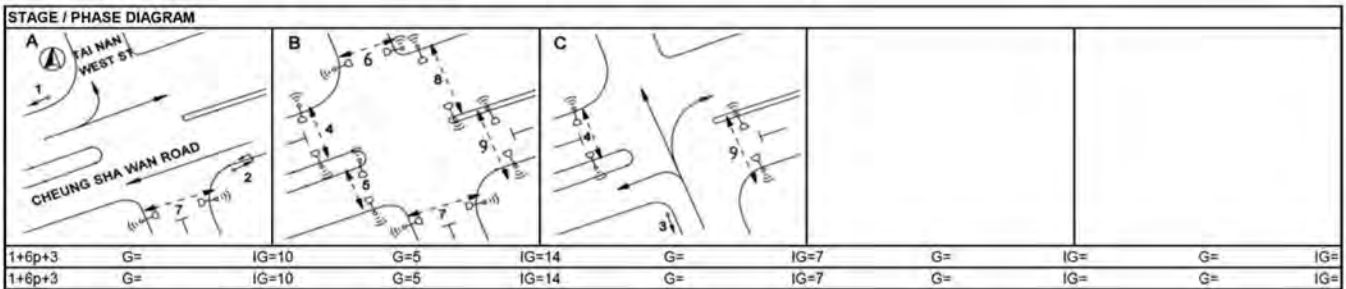
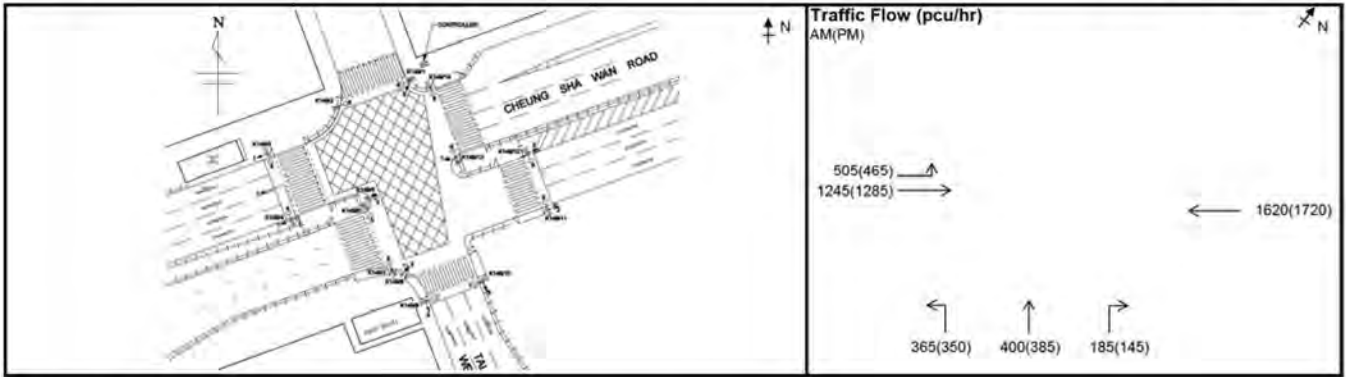
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2021

Scheme : Existing

Designed by: KH

Checked by: EC



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		505	100%	1565	0.323	465	100%	1565	0.297
1B	A	3.00	N	N			415		2055	0.202	428		2055	0.208
1C	A	3.00	N	N			415		2055	0.202	428		2055	0.208
1D	A	3.00	N	N			415		2055	0.202	429		2055	0.209
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			515		1955	0.263	547		1955	0.280
2B	A	3.40	N	N			553		2095	0.264	587		2095	0.280
2C	A	3.40	N	N			552		2095	0.263	586		2095	0.280
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		289	100%	1690	0.171	267	100%	1690	0.158
3B	C	3.30	N	N	13		347	22%	2030	0.171	320	26%	2020	0.158
3C	C	3.30	Y	N	15		314	59%	1835	0.171	293	49%	1855	0.158
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:	AM Peak	1+6p+3	PM Peak	1+6p+3
	Sum of Critical y Y	0.494	Sum of Critical y Y	0.456
	Lost Time L (sec)	34	Lost Time L (sec)	34
	Cycle Time c (sec)	124	Cycle Time c (sec)	130
	Practical Y Ypr	0.653	Practical Y Ypr	0.665
Reserve Capacity RC	32%	Reserve Capacity RC	46%	

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

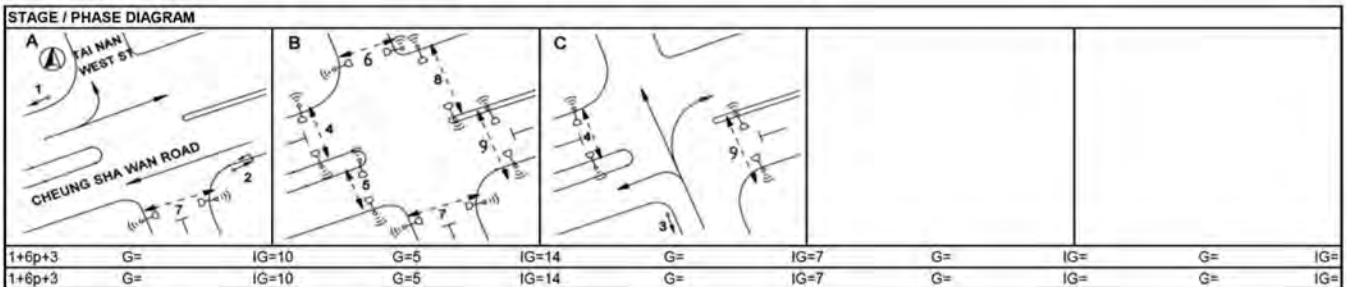
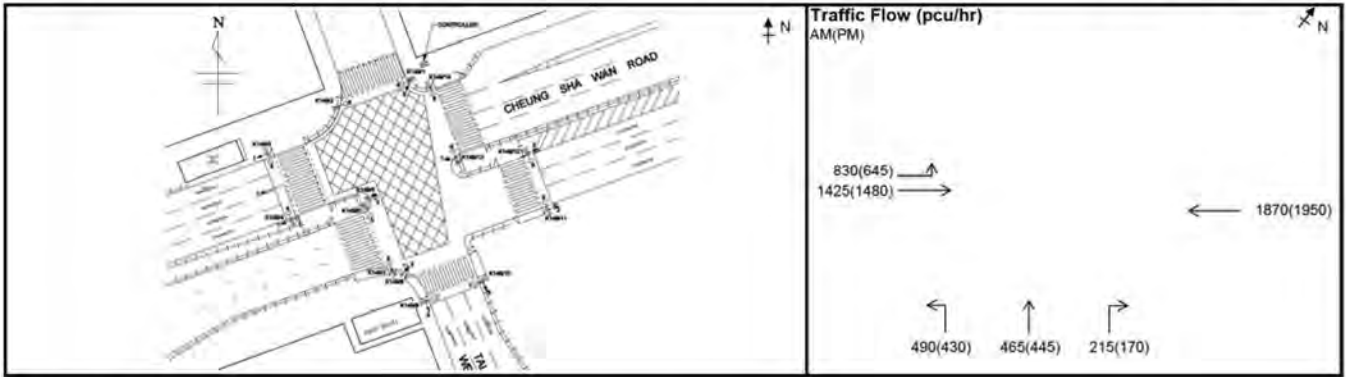
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2031

Scheme : 2031 Reference

Designed by: KH

Checked by: EC



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		830	100%	1565	0.530	645	100%	1565	0.412
1B	A	3.00	N	N			475		2055	0.231	493		2055	0.240
1C	A	3.00	N	N			475		2055	0.231	493		2055	0.240
1D	A	3.00	N	N			475		2055	0.231	494		2055	0.240
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			595		1955	0.304	620		1955	0.317
2B	A	3.40	N	N			637		2095	0.304	665		2095	0.317
2C	A	3.40	N	N			638		2095	0.305	665		2095	0.317
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		357	100%	1690	0.211	318	100%	1690	0.188
3B	C	3.30	N	N	13		424	31%	2010	0.211	378	30%	2015	0.188
3C	C	3.30	Y	N	15		389	55%	1845	0.211	349	49%	1855	0.188
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	1+6p+3	PM Peak	1+6p+3
Sum of Critical y Y		0.742		0.600
Lost Time L (sec)		34		34
Cycle Time c (sec)		124		130
Practical Y Ypr		0.653		0.665
Reserve Capacity RC		-12%		11%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

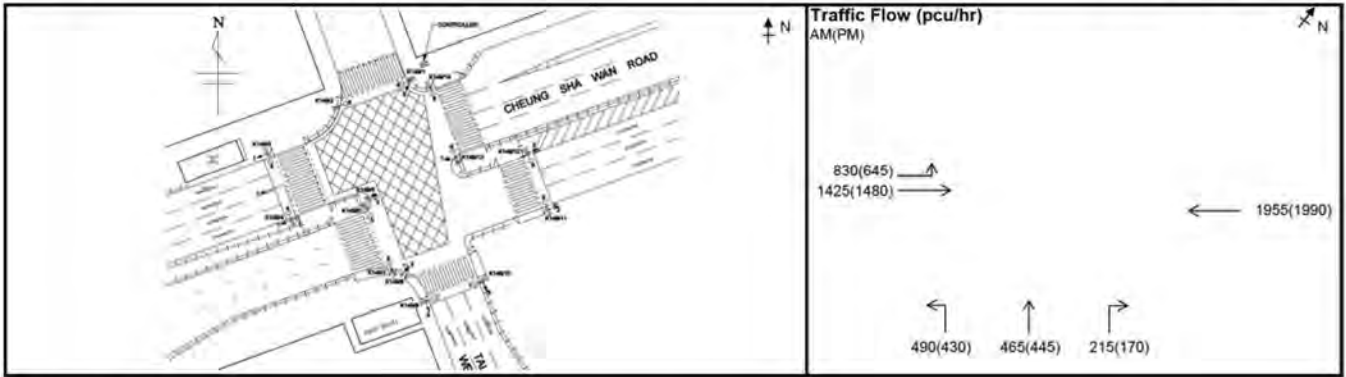
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2031

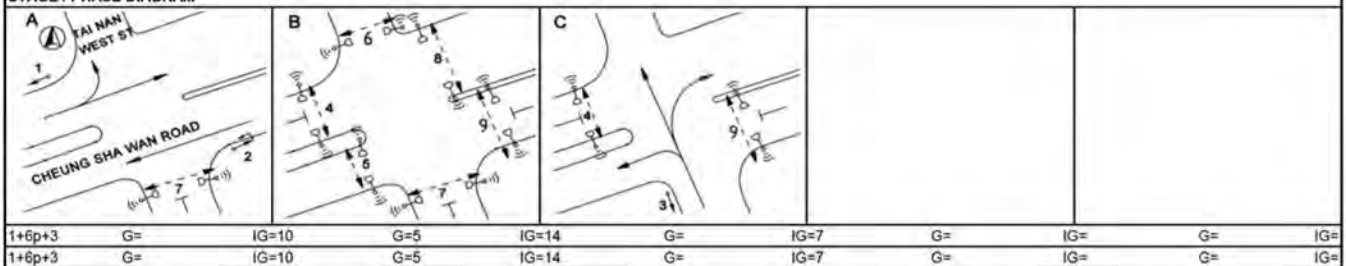
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15	830	100%	1565	0.530	645	100%	1565	0.412	
1B	A	3.00	N	N		475		2055	0.231	493		2055	0.240	
1C	A	3.00	N	N		475		2055	0.231	493		2055	0.240	
1D	A	3.00	N	N		475		2055	0.231	494		2055	0.240	
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N		622		1955	0.318	633		1955	0.324	
2B	A	3.40	N	N		666		2095	0.318	679		2095	0.324	
2C	A	3.40	N	N		667		2095	0.318	678		2095	0.324	
Tai Nan West Street NB														
3A	C	3.30	Y	N	10	357	100%	1690	0.211	318	100%	1690	0.188	
3B	C	3.30	N	N	13	424	31%	2010	0.211	378	30%	2015	0.188	
3C	C	3.30	Y	N	15	389	55%	1845	0.211	349	49%	1855	0.188	
4p	B,C		5GM +	12FG =	17									
5p	B		5GM +	11FG =	16									
6p	B		5GM +	12FG =	17									
7p	A,B		5GM +	11FG =	16									
8p	B		5GM +	12FG =	17									
9p	B,C		5GM +	11FG =	16									

Notes:

	AM Peak	1+6p+3	PM Peak	1+6p+3
Sum of Critical y Y		0.742		0.600
Lost Time L (sec)		34		34
Cycle Time c (sec)		124		130
Practical Y Ypr		0.653		0.665
Reserve Capacity RC		-12%		11%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

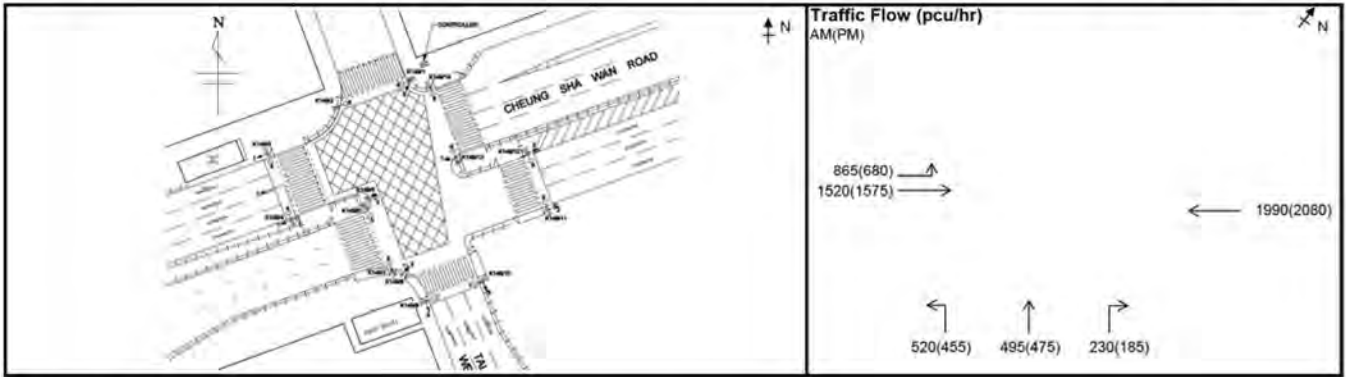
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2037

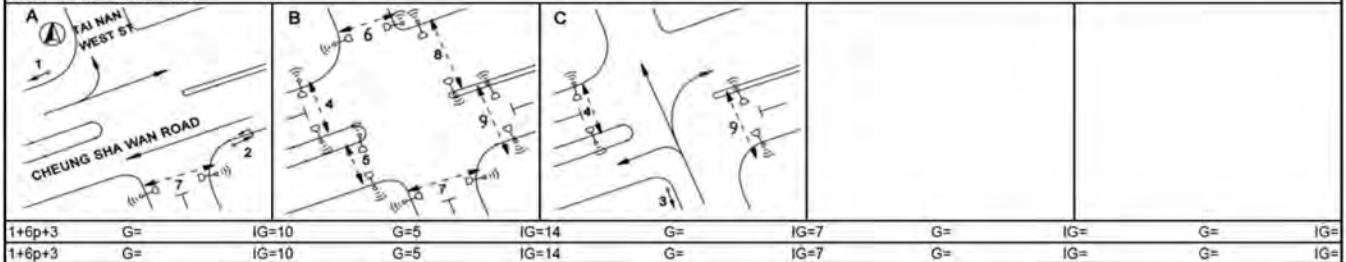
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		865	100%	1565	0.553	680	100%	1565	0.435
1B	A	3.00	N	N			507		2055	0.247	525		2055	0.255
1C	A	3.00	N	N			507		2055	0.247	525		2055	0.255
1D	A	3.00	N	N			506		2055	0.246	525		2055	0.255
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			633		1955	0.324	662		1955	0.339
2B	A	3.40	N	N			679		2095	0.324	709		2095	0.338
2C	A	3.40	N	N			678		2095	0.324	709		2095	0.338
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		380	100%	1690	0.225	339	100%	1690	0.201
3B	C	3.30	N	N	13		451	31%	2010	0.224	404	29%	2015	0.200
3C	C	3.30	Y	N	15		414	56%	1845	0.224	372	50%	1855	0.201
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	1+6p+3	PM Peak	1+6p+3
Sum of Critical y Y		0.778		0.635
Lost Time L (sec)		34		34
Cycle Time c (sec)		124		130
Practical Y Ypr		0.653		0.665
Reserve Capacity RC		-16%		5%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

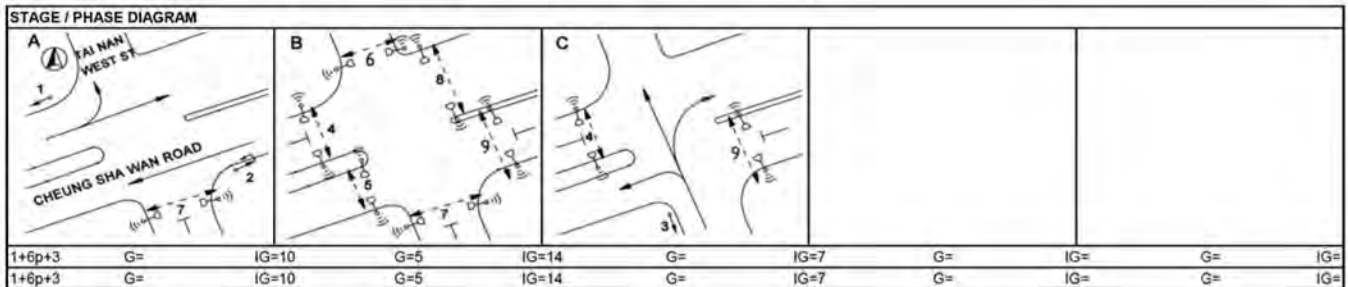
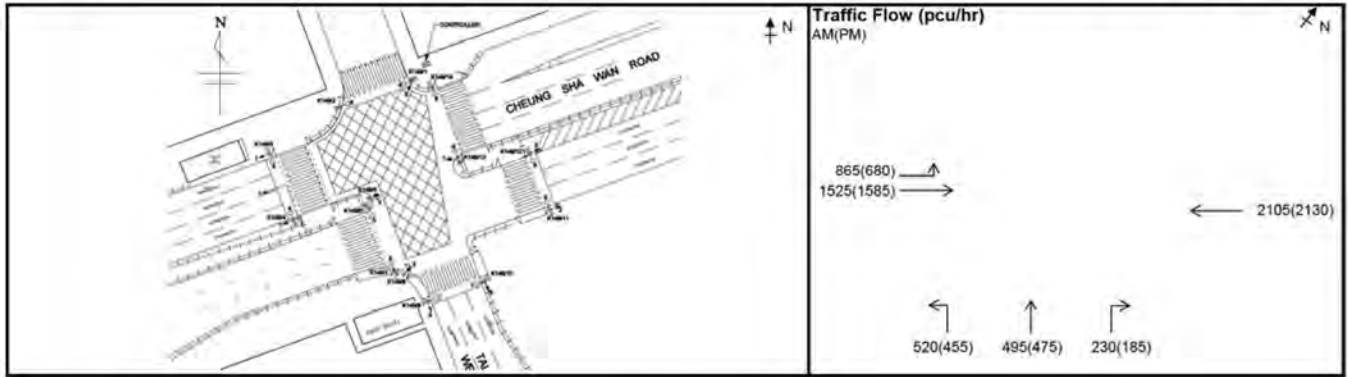
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2037

Scheme : 2037 Design

Designed by: KH

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		865	100%	1565	0.553	680	100%	1565	0.435
1B	A	3.00	N	N			508		2055	0.247	528		2055	0.257
1C	A	3.00	N	N			508		2055	0.247	528		2055	0.257
1D	A	3.00	N	N			509		2055	0.248	529		2055	0.257
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			670		1955	0.343	678		1955	0.347
2B	A	3.40	N	N			717		2095	0.342	726		2095	0.347
2C	A	3.40	N	N			718		2095	0.343	726		2095	0.347
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		380	100%	1690	0.225	339	100%	1690	0.201
3B	C	3.30	N	N	13		451	31%	2010	0.224	404	29%	2015	0.200
3C	C	3.30	Y	N	15		414	56%	1845	0.224	372	50%	1855	0.201
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:	AM Peak	1+6p+3	PM Peak	1+6p+3
	Sum of Critical y Y	0.778	Sum of Critical y Y	0.635
	Lost Time L (sec)	34	Lost Time L (sec)	34
	Cycle Time c (sec)	124	Cycle Time c (sec)	130
	Practical Y Ypr	0.653	Practical Y Ypr	0.665
Reserve Capacity RC	-16%	Reserve Capacity RC	5%	

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

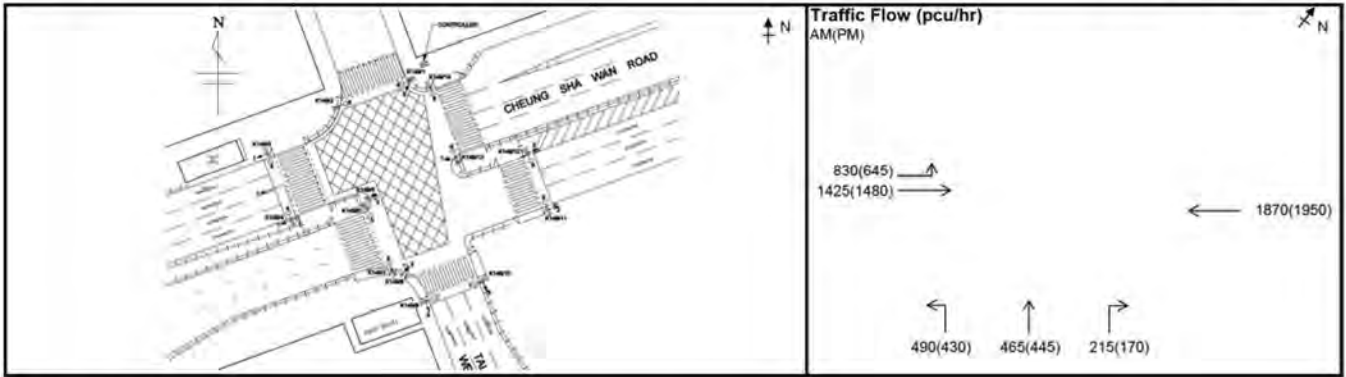
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2031

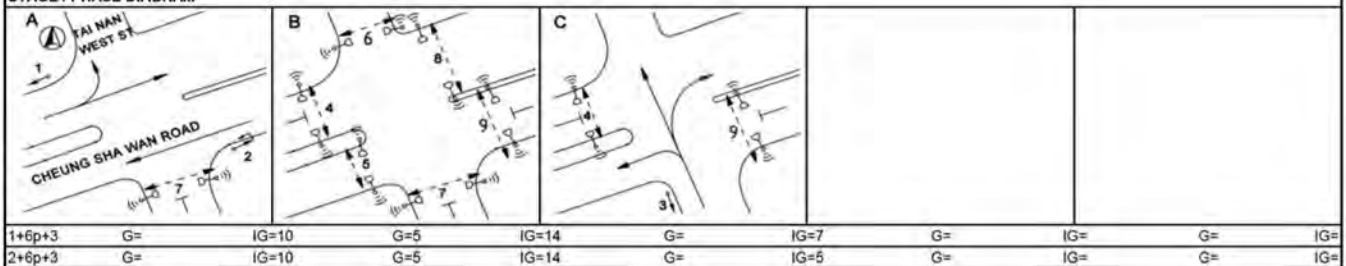
Scheme : 2031 Reference (with improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		463	100%	1565	0.296	434	100%	1565	0.277
1B	A	3.00	N	N	18		576	64%	1950	0.295	551	38%	1990	0.277
1C	A	3.00	N	N			608		2055	0.296	570		2055	0.277
1D	A	3.00	N	N			608		2055	0.296	570		2055	0.277
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			595		1955	0.304	620		1955	0.317
2B	A	3.40	N	N			637		2095	0.304	665		2095	0.317
2C	A	3.40	N	N			638		2095	0.305	665		2095	0.317
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		357	100%	1690	0.211	318	100%	1690	0.188
3B	C	3.30	N	N	13		424	31%	2010	0.211	378	30%	2015	0.188
3C	C	3.30	Y	N	15		389	55%	1845	0.211	349	49%	1855	0.188
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	1+6p+3	PM Peak	2+6p+3
Sum of Critical y Y		0.507		0.506
Lost Time L (sec)		34		32
Cycle Time c (sec)		124		130
Practical Y Ypr		0.653		0.678
Reserve Capacity RC		29%		34%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

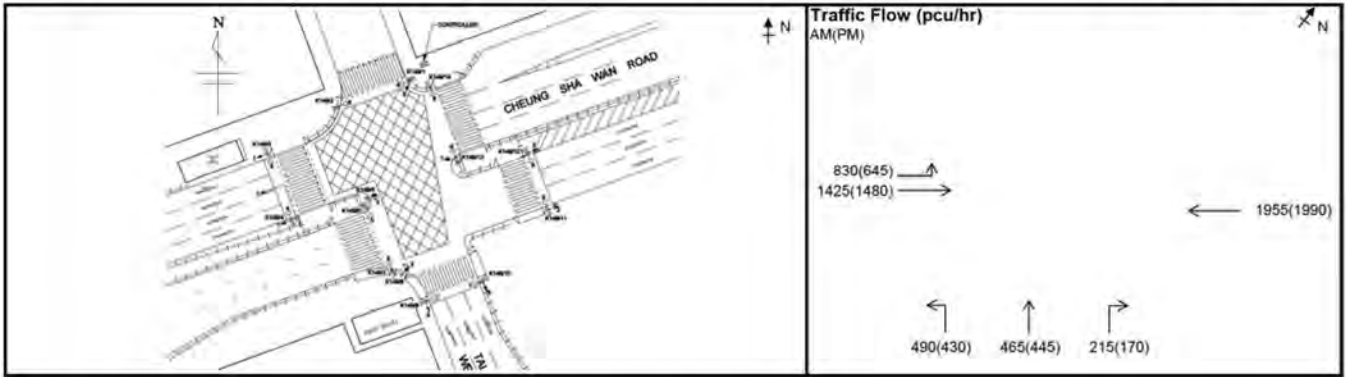
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2031

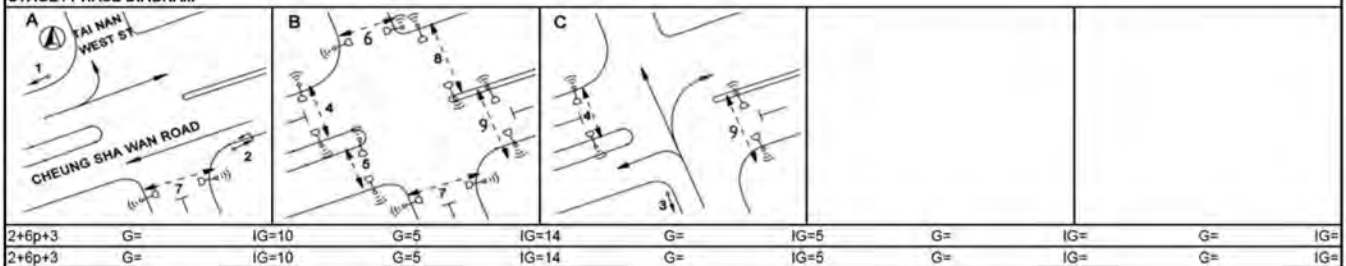
Scheme : 2031 Design (with improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		463	100%	1565	0.296	434	100%	1565	0.277
1B	A	3.00	N	N	18		576	64%	1950	0.295	551	38%	1990	0.277
1C	A	3.00	N	N			608		2055	0.296	570		2055	0.277
1D	A	3.00	N	N			608		2055	0.296	570		2055	0.277
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			622		1955	0.318	633		1955	0.324
2B	A	3.40	N	N			666		2095	0.318	679		2095	0.324
2C	A	3.40	N	N			667		2095	0.318	678		2095	0.324
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		357	100%	1690	0.211	318	100%	1690	0.188
3B	C	3.30	N	N	13		424	31%	2010	0.211	378	30%	2015	0.188
3C	C	3.30	Y	N	15		389	55%	1845	0.211	349	49%	1855	0.188
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	2+6p+3	PM Peak	2+6p+3
Sum of Critical y Y		0.530		0.512
Lost Time L (sec)		32		32
Cycle Time c (sec)		124		130
Practical Y Ypr		0.668		0.678
Reserve Capacity RC		26%		32%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

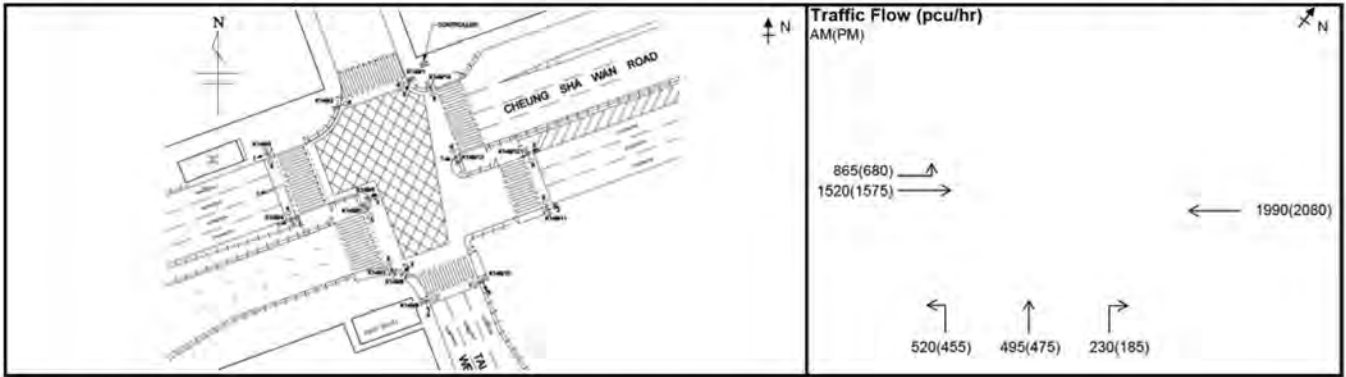
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2037

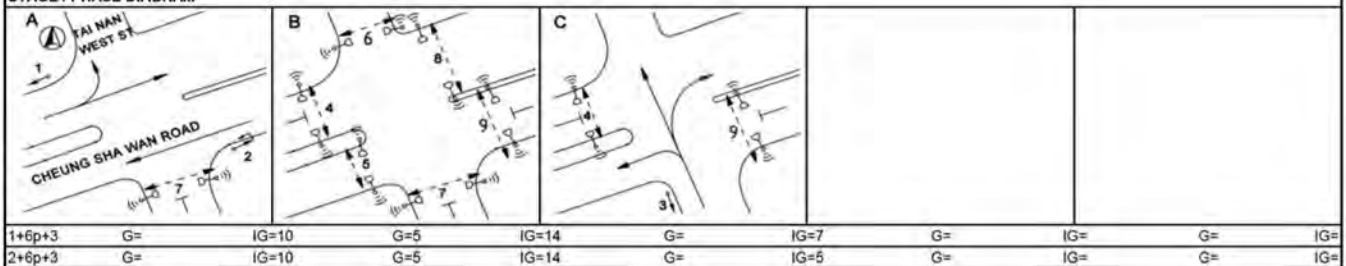
Scheme : 2037 Reference (with improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		489	100%	1565	0.312	460	100%	1565	0.294
1B	A	3.00	N	N	18		610	62%	1950	0.313	586	38%	1990	0.294
1C	A	3.00	N	N			643		2055	0.313	605		2055	0.294
1D	A	3.00	N	N			643		2055	0.313	604		2055	0.294
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			633		1955	0.324	662		1955	0.339
2B	A	3.40	N	N			679		2095	0.324	709		2095	0.338
2C	A	3.40	N	N			678		2095	0.324	709		2095	0.338
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		380	100%	1690	0.225	339	100%	1690	0.201
3B	C	3.30	N	N	13		451	31%	2010	0.224	404	29%	2015	0.200
3C	C	3.30	Y	N	15		414	56%	1845	0.224	372	50%	1855	0.201
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	1+6p+3	PM Peak	2+6p+3
Sum of Critical y Y		0.538		0.539
Lost Time L (sec)		34		32
Cycle Time c (sec)		124		130
Practical Y Ypr		0.653		0.678
Reserve Capacity RC		21%		26%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

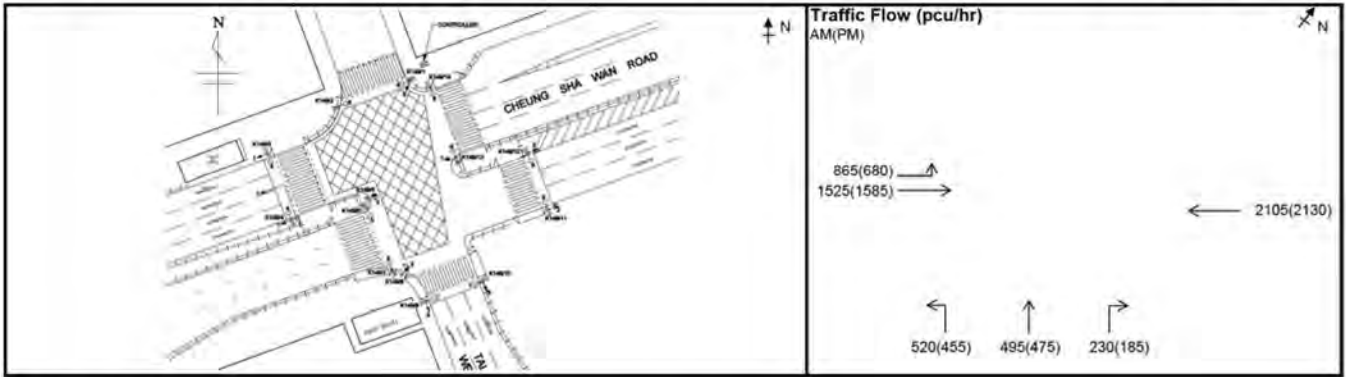
Junction : J5 - Cheung Sha Wan Road / Tai Nan West Street

Design Year: 2037

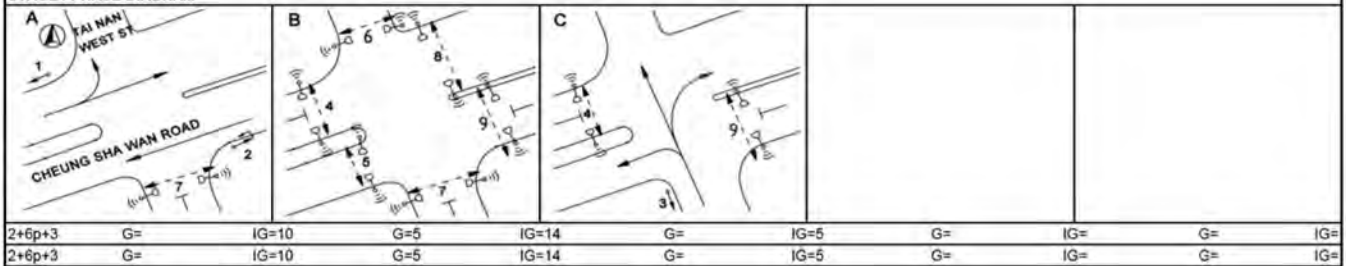
Scheme : 2037 Design (with improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.00	Y	N	15		490	100%	1565	0.313	462	100%	1565	0.295
1B	A	3.00	N	N	18		612	61%	1950	0.314	589	37%	1990	0.296
1C	A	3.00	N	N			644		2055	0.313	607		2055	0.295
1D	A	3.00	N	N			644		2055	0.313	607		2055	0.295
Cheung Sha Wan Road WB														
2A	A	3.40	Y	N			670		1955	0.343	678		1955	0.347
2B	A	3.40	N	N			717		2095	0.342	726		2095	0.347
2C	A	3.40	N	N			718		2095	0.343	726		2095	0.347
Tai Nan West Street NB														
3A	C	3.30	Y	N	10		380	100%	1690	0.225	339	100%	1690	0.201
3B	C	3.30	N	N	13		451	31%	2010	0.224	404	29%	2015	0.200
3C	C	3.30	Y	N	15		414	56%	1845	0.224	372	50%	1855	0.201
4p	B,C		5GM +	12FG =	17	sec								
5p	B		5GM +	11FG =	16	sec								
6p	B		5GM +	12FG =	17	sec								
7p	A,B		5GM +	11FG =	16	sec								
8p	B		5GM +	12FG =	17	sec								
9p	B,C		5GM +	11FG =	16	sec								

Notes:

	AM Peak	2+6p+3	PM Peak	2+6p+3
Sum of Critical y Y		0.568		0.547
Lost Time L (sec)		32		32
Cycle Time c (sec)		124		130
Practical Y Ypr		0.668		0.678
Reserve Capacity RC		18%		24%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

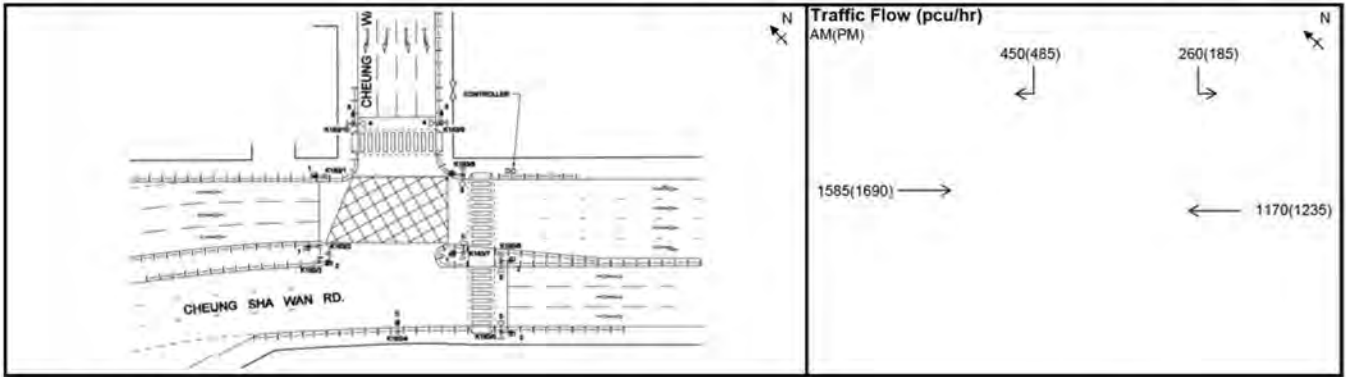
Junction : J6 - Cheung Sha Wan Road / Cheung Wah Street

Design Year: 2021

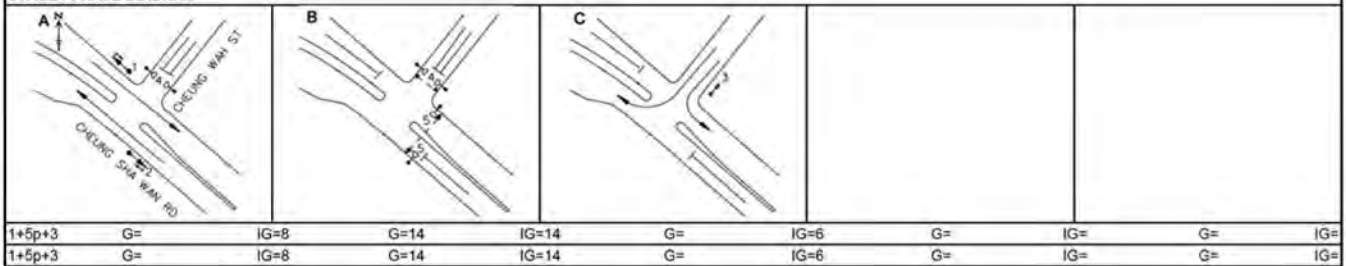
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.30	Y	N			504		1945	0.259	538		1945	0.277
1B	A	3.30	N	N			541		2085	0.259	576		2085	0.276
1C	A	3.30	N	N			540		2085	0.259	576		2085	0.276
Cheung Sha Wan Road WB														
2A	A	3.30	Y	N			222		975	0.228	234		975	0.240
2B	A	3.30	N	N			474		2085	0.227	500		2085	0.240
2C	A	3.30	N	N			474		2085	0.227	501		2085	0.240
Cheung Wah Street SB														
3A	C	3.00	Y	N	10		124	100%	1665	0.074	88	100%	1665	0.053
3B	C	3.00	N	N	13		136	100%	1835	0.074	97	100%	1835	0.053
3C	C	3.00	N	N	18		235	100%	1895	0.124	253	100%	1895	0.134
3D	C	3.00	Y	N	15		215	100%	1740	0.124	232	100%	1740	0.133
4p	A,B				22	sec								
5p	B				26	sec								

Notes:

	AM Peak	1+5p+3	PM Peak	1+5p+3
Sum of Critical y Y		0.383		0.410
Lost Time L (sec)		40		40
Cycle Time c (sec)		124		130
Practical Y Ypr		0.610		0.623
Reserve Capacity RC		59%		52%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

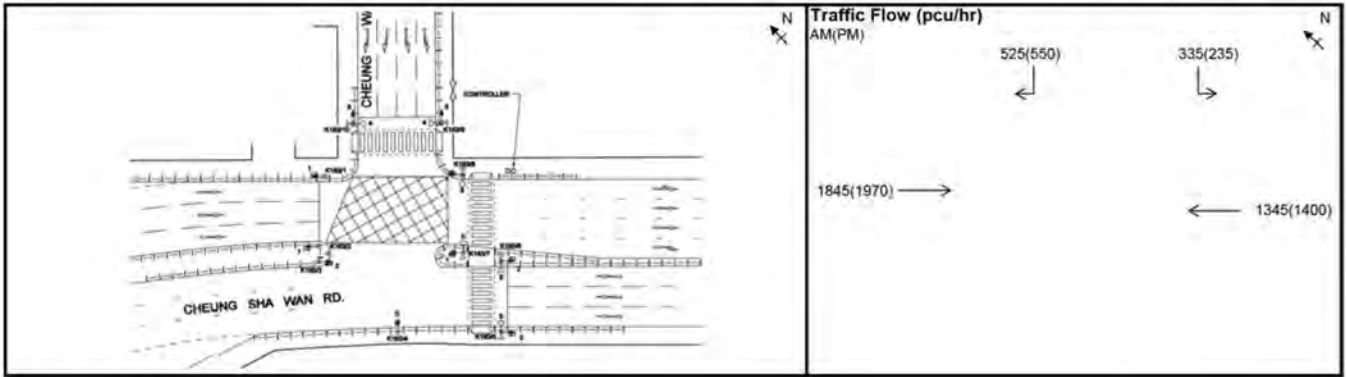
Junction : J6 - Cheung Sha Wan Road / Cheung Wah Street

Design Year: 2031

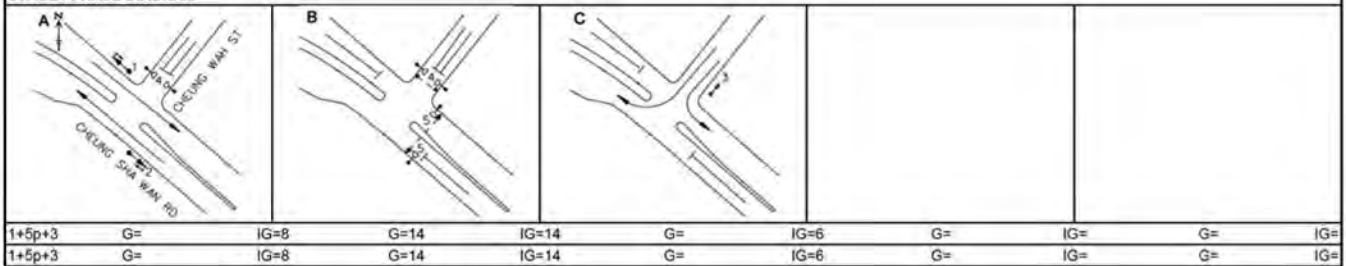
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.30	Y	N			587		1945	0.302	627		1945	0.322
1B	A	3.30	N	N			629		2085	0.302	671		2085	0.322
1C	A	3.30	N	N			629		2085	0.302	672		2085	0.322
Cheung Sha Wan Road WB														
2A	A	3.30	Y	N			255		975	0.262	265		975	0.272
2B	A	3.30	N	N			545		2085	0.261	567		2085	0.272
2C	A	3.30	N	N			545		2085	0.261	568		2085	0.272
Cheung Wah Street SB														
3A	C	3.00	Y	N	10		159	100%	1665	0.095	112	100%	1665	0.067
3B	C	3.00	N	N	13		176	100%	1835	0.096	123	100%	1835	0.067
3C	C	3.00	N	N	18		274	100%	1895	0.145	287	100%	1895	0.151
3D	C	3.00	Y	N	15		251	100%	1740	0.144	263	100%	1740	0.151
4p	A,B				22	sec								
5p	B				26	sec								

Notes:

	AM Peak	1+5p+3	PM Peak	1+5p+3
Sum of Critical y Y		0.446		0.474
Lost Time L (sec)		40		40
Cycle Time c (sec)		124		130
Practical Y Ypr		0.610		0.623
Reserve Capacity RC		37%		32%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

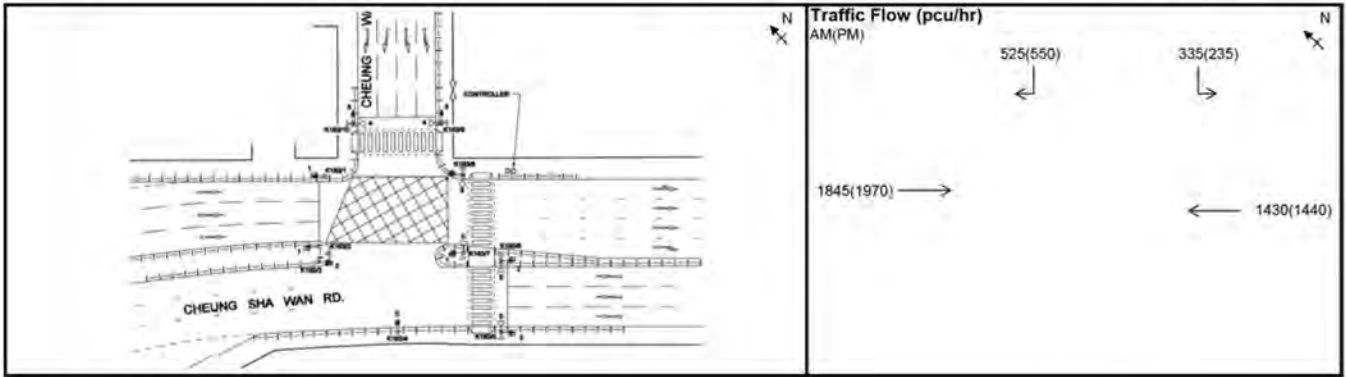
Junction : J6 - Cheung Sha Wan Road / Cheung Wah Street

Design Year: 2031

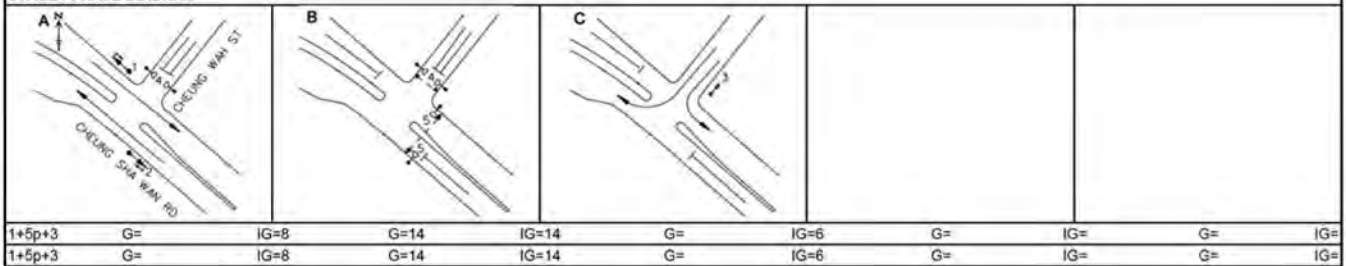
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.30	Y	N			587		1945	0.302	627		1945	0.322
1B	A	3.30	N	N			629		2085	0.302	671		2085	0.322
1C	A	3.30	N	N			629		2085	0.302	672		2085	0.322
Cheung Sha Wan Road WB														
2A	A	3.30	Y	N			271		975	0.278	273		975	0.280
2B	A	3.30	N	N			579		2085	0.278	583		2085	0.280
2C	A	3.30	N	N			580		2085	0.278	584		2085	0.280
Cheung Wah Street SB														
3A	C	3.00	Y	N	10		159	100%	1665	0.095	112	100%	1665	0.067
3B	C	3.00	N	N	13		176	100%	1835	0.096	123	100%	1835	0.067
3C	C	3.00	N	N	18		274	100%	1895	0.145	287	100%	1895	0.151
3D	C	3.00	Y	N	15		251	100%	1740	0.144	263	100%	1740	0.151
4p	A,B		11GM +	11FG =	22	sec								
5p	B		14GM +	12FG =	26	sec								

Notes:

	AM Peak	1+5p+3	PM Peak	1+5p+3
Sum of Critical y Y		0.446		0.474
Lost Time L (sec)		40		40
Cycle Time c (sec)		124		130
Practical Y Ypr		0.610		0.623
Reserve Capacity RC		37%		32%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

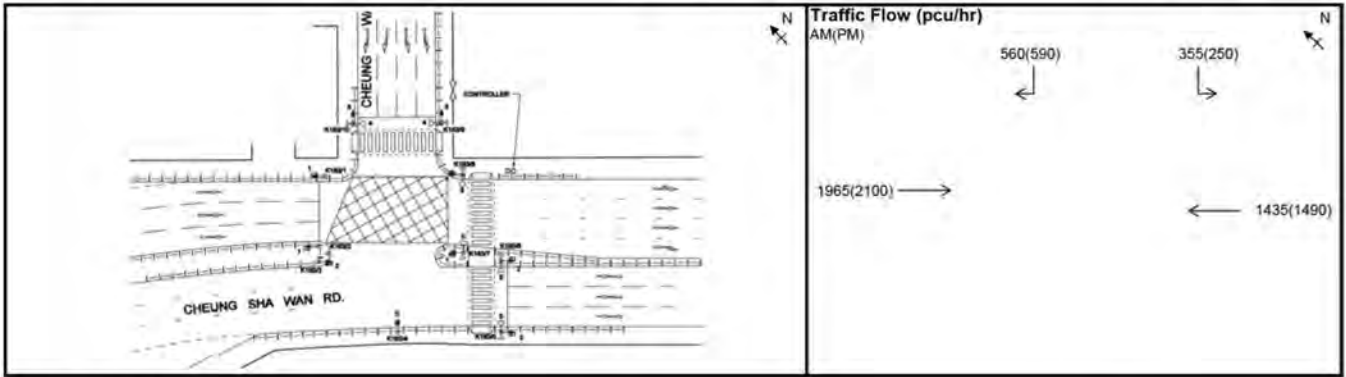
Junction : J6 - Cheung Sha Wan Road / Cheung Wah Street

Design Year: 2037

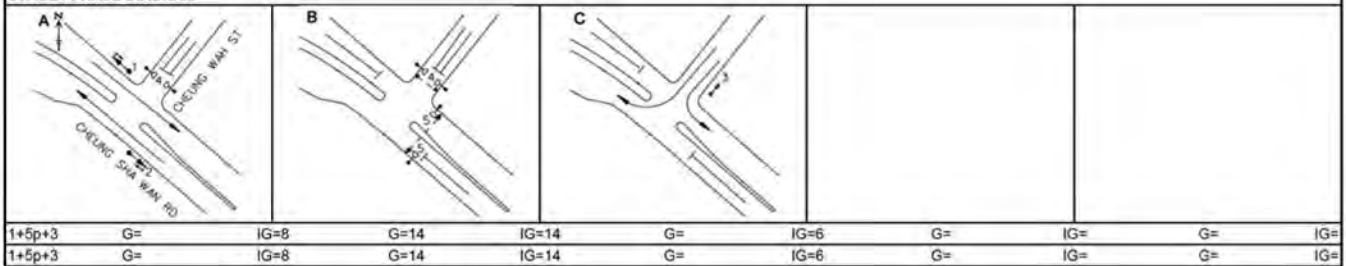
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.30	Y	N			625		1945	0.321	668		1945	0.343
1B	A	3.30	N	N			670		2085	0.321	716		2085	0.343
1C	A	3.30	N	N			670		2085	0.321	716		2085	0.343
Cheung Sha Wan Road WB														
2A	A	3.30	Y	N			272		975	0.279	282		975	0.289
2B	A	3.30	N	N			581		2085	0.279	604		2085	0.290
2C	A	3.30	N	N			582		2085	0.279	604		2085	0.290
Cheung Wah Street SB														
3A	C	3.00	Y	N	10		169	100%	1665	0.102	119	100%	1665	0.071
3B	C	3.00	N	N	13		186	100%	1835	0.101	131	100%	1835	0.071
3C	C	3.00	N	N	18		292	100%	1895	0.154	308	100%	1895	0.163
3D	C	3.00	Y	N	15		268	100%	1740	0.154	282	100%	1740	0.162
4p	A,B				22	sec								
5p	B				26	sec								

Notes:

	AM Peak	1+5p+3	PM Peak	1+5p+3
Sum of Critical y Y		0.475		0.506
Lost Time L (sec)		40		40
Cycle Time c (sec)		124		130
Practical Y Ypr		0.610		0.623
Reserve Capacity RC		28%		23%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

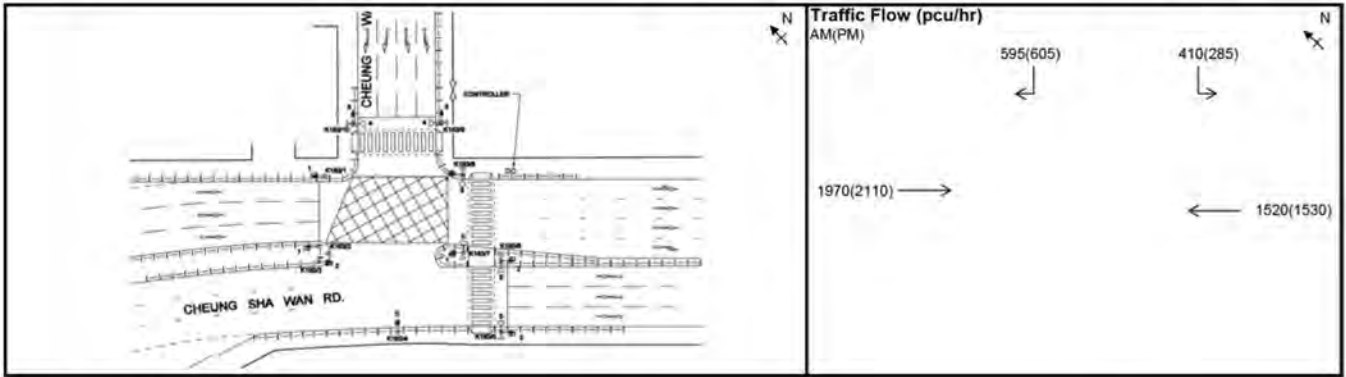
Junction : J6 - Cheung Sha Wan Road / Cheung Wah Street

Design Year: 2037

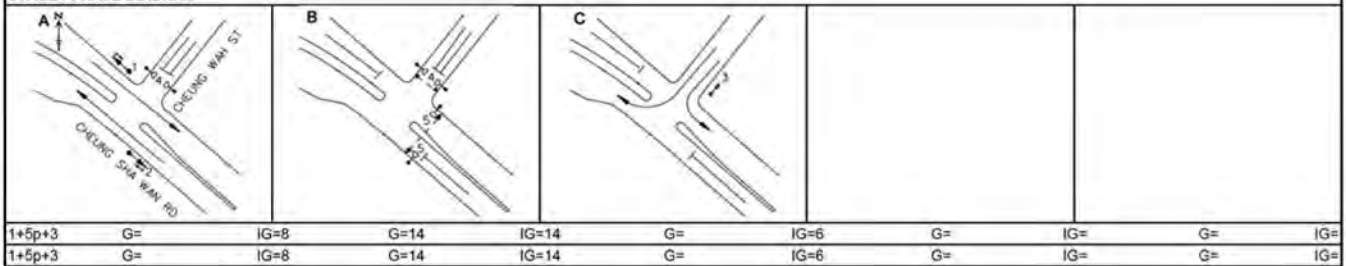
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	A	3.30	Y	N			627		1945	0.322	671		1945	0.345
1B	A	3.30	N	N			671		2085	0.322	720		2085	0.345
1C	A	3.30	N	N			672		2085	0.322	719		2085	0.345
Cheung Sha Wan Road WB														
2A	A	3.30	Y	N			288		975	0.295	290		975	0.297
2B	A	3.30	N	N			616		2085	0.295	620		2085	0.297
2C	A	3.30	N	N			616		2085	0.295	620		2085	0.297
Cheung Wah Street SB														
3A	C	3.00	Y	N	10		195	100%	1665	0.117	136	100%	1665	0.082
3B	C	3.00	N	N	13		215	100%	1835	0.117	149	100%	1835	0.081
3C	C	3.00	N	N	18		310	100%	1895	0.164	315	100%	1895	0.166
3D	C	3.00	Y	N	15		285	100%	1740	0.164	290	100%	1740	0.167
4p	A,B		11GM +	11FG =	22	sec								
5p	B		14GM +	12FG =	26	sec								

Notes:

	AM Peak	1+5p+3	PM Peak	1+5p+3
Sum of Critical y Y		0.486		0.512
Lost Time L (sec)		40		40
Cycle Time c (sec)		124		130
Practical Y Ypr		0.610		0.623
Reserve Capacity RC		25%		22%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

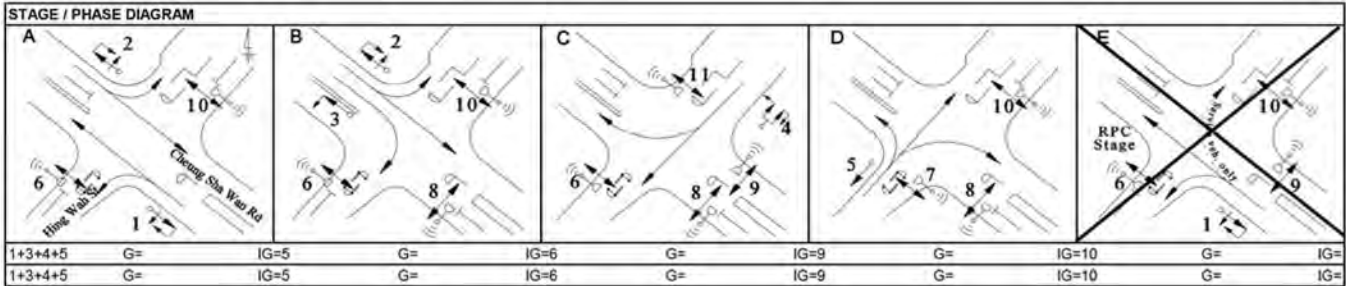
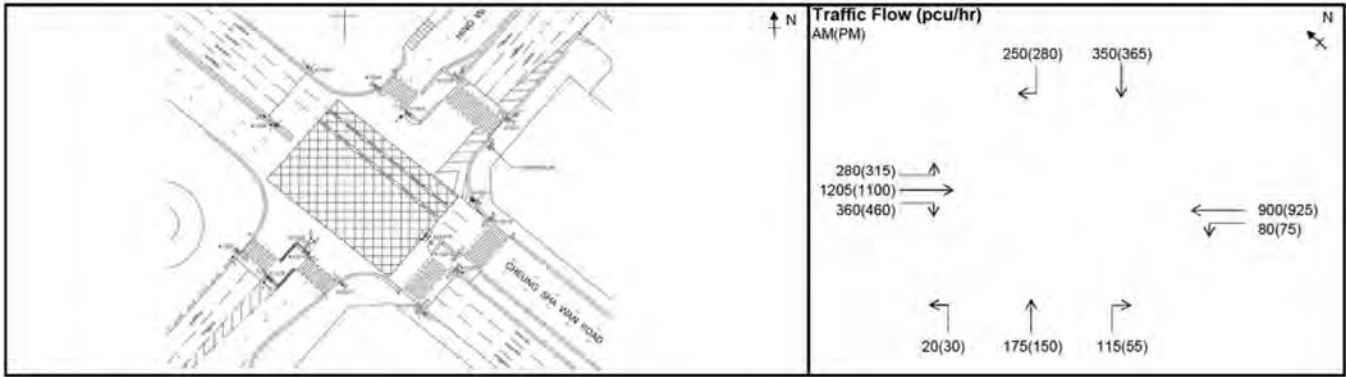
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2021

Scheme : Existing

Designed by: KH

Checked by: EC



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		305	26%	1905	0.160	312	24%	1910	0.163
1B	A,E	3.50	N	N			338		2105	0.161	344		2105	0.163
1C	A,E	3.50	N	N			337		2105	0.160	344		2105	0.163
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		449	62%	1800	0.249	424	74%	1775	0.239
2B	A,B	3.20	N	N			518		2075	0.250	496		2075	0.239
2C	A,B	3.20	N	N			518		2075	0.250	495		2075	0.239
3A	B	3.20	N	N	23		360	100%	1945	0.185	460	100%	1945	0.237
Hing Wah Street SB														
4A	C	3.30	Y	N			195		1945	0.100	210		1945	0.108
4B	C	3.30	N	N	30		207	25%	2060	0.100	222	30%	2055	0.108
4C	C	3.30	N	N	28		198	100%	1975	0.100	213	100%	1975	0.108
Hing Wah Street NB														
5A	D	3.50	Y	N	15		160	13%	1940	0.082	120	25%	1915	0.063
5B	D	3.50	N	N	30		150	77%	1825	0.082	115	48%	1850	0.062
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.529		0.571
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		35%		26%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

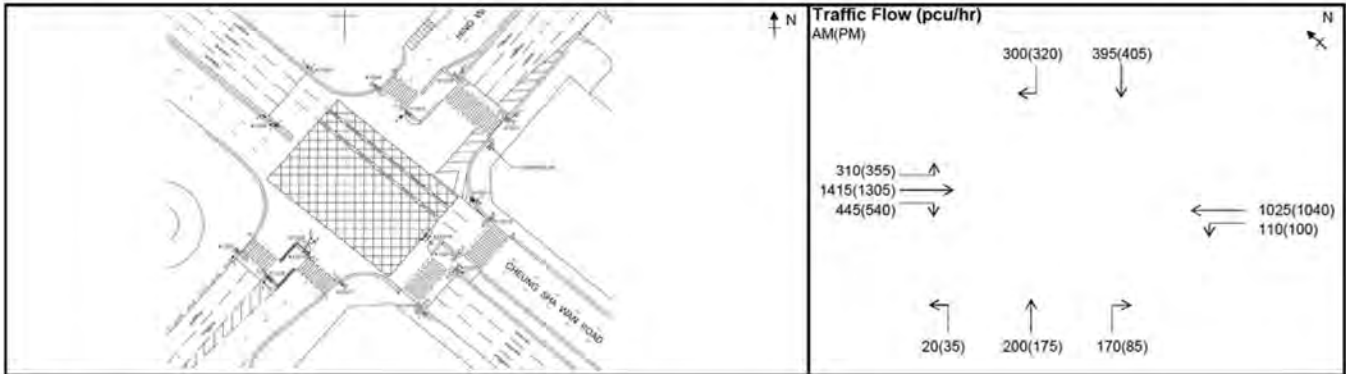
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2031

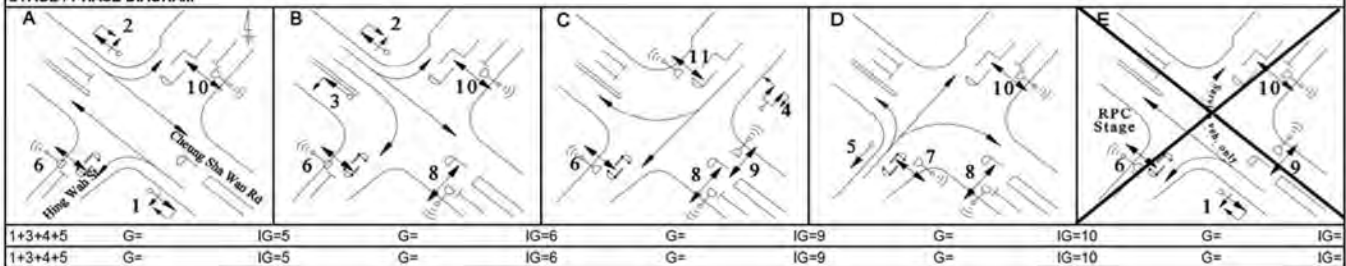
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		352	31%	1895	0.186	355	28%	1900	0.187
1B	A,E	3.50	N	N			392		2105	0.186	393		2105	0.187
1C	A,E	3.50	N	N			391		2105	0.186	392		2105	0.186
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		523	59%	1805	0.290	499	71%	1785	0.280
2B	A,B	3.20	N	N			601		2075	0.290	581		2075	0.280
2C	A,B	3.20	N	N			601		2075	0.290	580		2075	0.280
3A	B	3.20	N	N	23		445	100%	1945	0.229	540	100%	1945	0.278
Hing Wah Street SB														
4A	C	3.30	Y	N			226		1945	0.116	236		1945	0.121
4B	C	3.30	N	N	30		239	29%	2055	0.116	249	32%	2050	0.121
4C	C	3.30	N	N	28		230	100%	1975	0.116	240	100%	1975	0.122
Hing Wah Street NB														
5A	D	3.50	Y	N	15		202	10%	1945	0.104	151	23%	1920	0.079
5B	D	3.50	N	N	30		188	90%	1815	0.104	144	59%	1840	0.078
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.635		0.665
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		12%		8%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

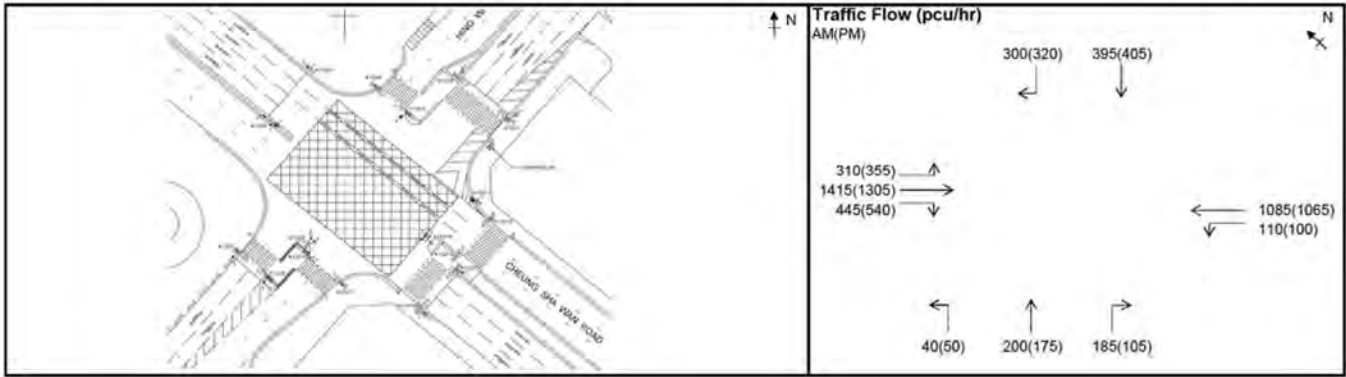
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2031

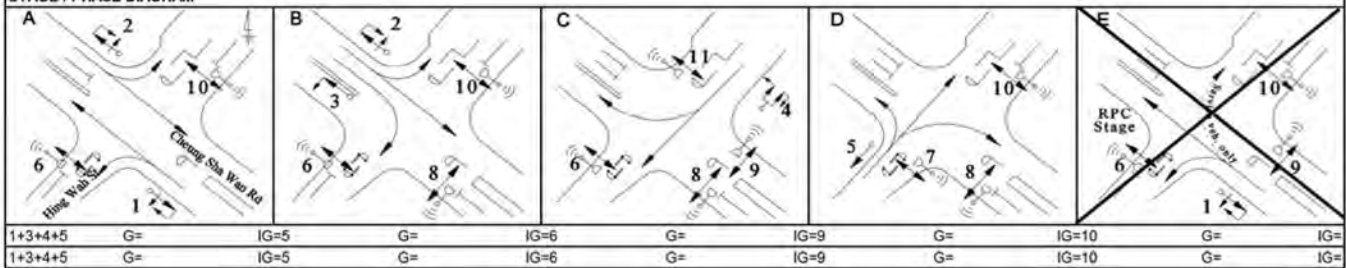
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		371	30%	1895	0.196	363	28%	1900	0.191
1B	A,E	3.50	N	N			412		2105	0.196	401		2105	0.190
1C	A,E	3.50	N	N			412		2105	0.196	401		2105	0.190
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		523	59%	1805	0.290	499	71%	1785	0.280
2B	A,B	3.20	N	N			601		2075	0.290	581		2075	0.280
2C	A,B	3.20	N	N			601		2075	0.290	580		2075	0.280
3A	B	3.20	N	N	23		445	100%	1945	0.229	540	100%	1945	0.278
Hing Wah Street SB														
4A	C	3.30	Y	N			226		1945	0.116	236		1945	0.121
4B	C	3.30	N	N	30		239	29%	2055	0.116	249	32%	2050	0.121
4C	C	3.30	N	N	28		230	100%	1975	0.116	240	100%	1975	0.122
Hing Wah Street NB														
5A	D	3.50	Y	N	15		219	18%	1930	0.113	168	30%	1910	0.088
5B	D	3.50	N	N	30		206	90%	1815	0.113	162	65%	1835	0.088
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.655		0.678
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		9%		6%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

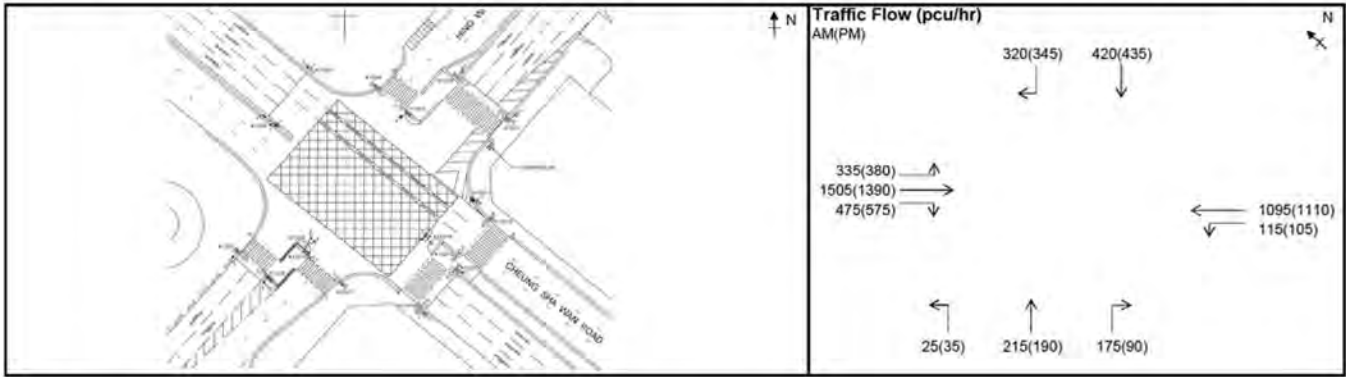
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2037

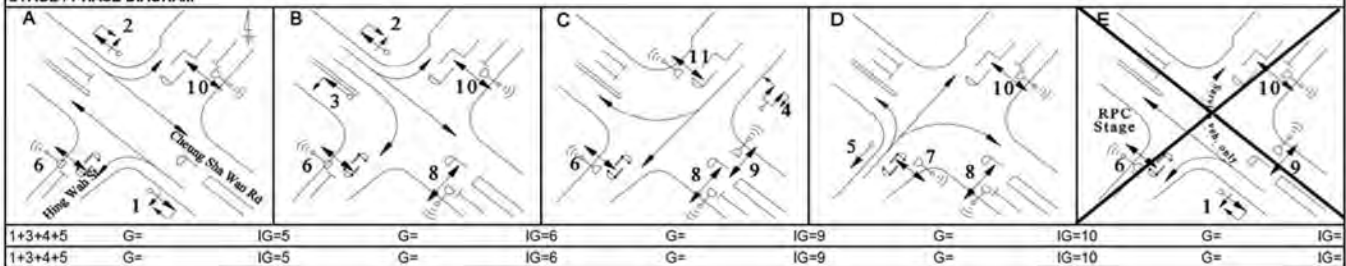
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		376	31%	1895	0.198	378	28%	1900	0.199
1B	A,E	3.50	N	N			417		2105	0.198	419		2105	0.199
1C	A,E	3.50	N	N			417		2105	0.198	418		2105	0.199
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		558	60%	1805	0.309	532	71%	1780	0.299
2B	A,B	3.20	N	N			641		2075	0.309	619		2075	0.298
2C	A,B	3.20	N	N			641		2075	0.309	619		2075	0.298
3A	B	3.20	N	N	23		475	100%	1945	0.244	575	100%	1945	0.296
Hing Wah Street SB														
4A	C	3.30	Y	N			241		1945	0.124	254		1945	0.131
4B	C	3.30	N	N	30		254	30%	2055	0.124	268	32%	2050	0.131
4C	C	3.30	N	N	28		245	100%	1975	0.124	258	100%	1975	0.131
Hing Wah Street NB														
5A	D	3.50	Y	N	15		215	12%	1940	0.111	161	22%	1925	0.084
5B	D	3.50	N	N	30		200	88%	1815	0.110	154	58%	1840	0.084
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.678		0.709
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		5%		2%

Date : 10/Sep/21

Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

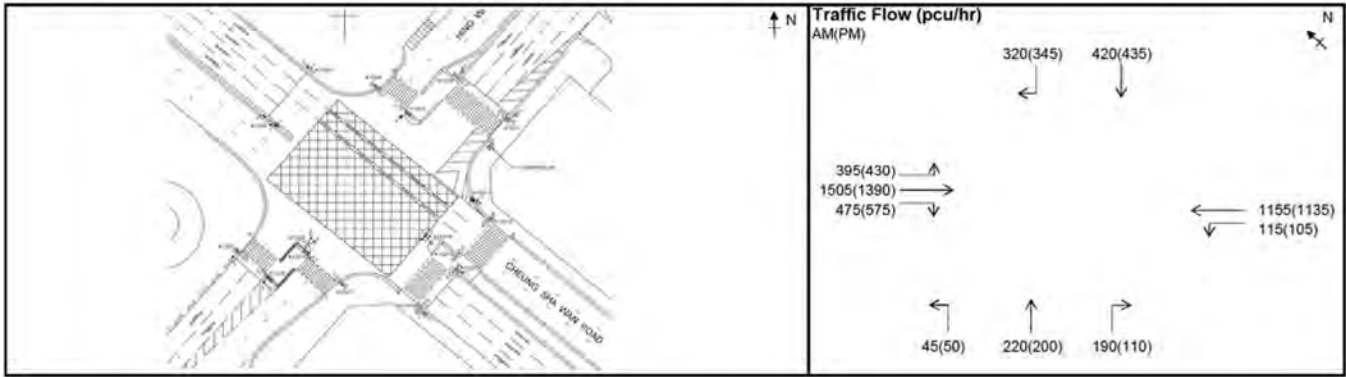
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2037

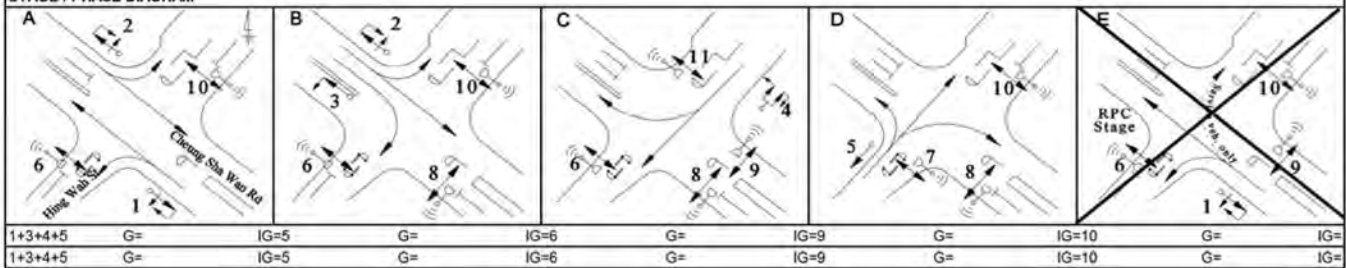
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		395	29%	1900	0.208	386	27%	1905	0.203
1B	A,E	3.50	N	N			438		2105	0.208	427		2105	0.203
1C	A,E	3.50	N	N			437		2105	0.208	427		2105	0.203
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		572	69%	1785	0.320	544	79%	1765	0.308
2B	A,B	3.20	N	N			664		2075	0.320	638		2075	0.307
2C	A,B	3.20	N	N			664		2075	0.320	638		2075	0.307
3A	B	3.20	N	N	23		475	100%	1945	0.244	575	100%	1945	0.296
Hing Wah Street SB														
4A	C	3.30	Y	N			241		1945	0.124	254		1945	0.131
4B	C	3.30	N	N	30		254	30%	2055	0.124	268	32%	2050	0.131
4C	C	3.30	N	N	28		245	100%	1975	0.124	258	100%	1975	0.131
Hing Wah Street NB														
5A	D	3.50	Y	N	15		234	19%	1930	0.121	184	27%	1915	0.096
5B	D	3.50	N	N	30		221	86%	1815	0.122	176	63%	1835	0.096
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.698		0.725
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		2%		-1%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

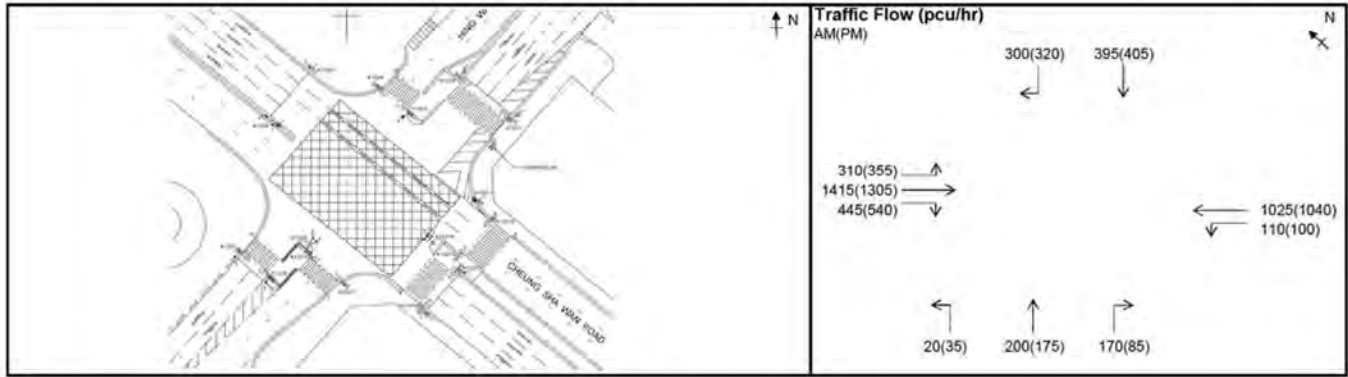
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2031

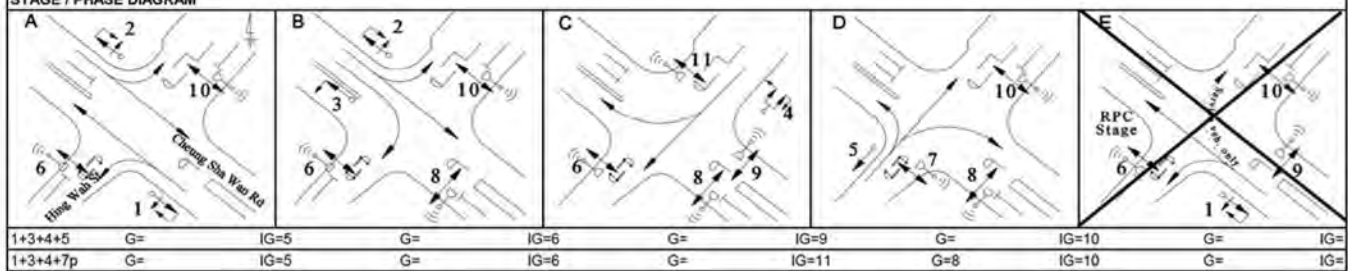
Scheme : 2031 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		352	31%	1895	0.186	355	28%	1900	0.187
1B	A,E	3.50	N	N			392		2105	0.186	393		2105	0.187
1C	A,E	3.50	N	N			391		2105	0.186	392		2105	0.186
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		523	59%	1805	0.290	499	71%	1785	0.280
2B	A,B	3.20	N	N			601		2075	0.290	581		2075	0.280
2C	A,B	3.20	N	N			601		2075	0.290	580		2075	0.280
3A	B	3.20	N	N	23		445	100%	1945	0.229	540	100%	1945	0.278
Hing Wah Street SB														
4A	C	3.30	Y	N			156		1360	0.115	160		1360	0.118
4B	C	3.30	N	N			239		2085	0.115	245		2085	0.118
4C	C	3.30	N	N	30		150	100%	1985	0.076	160	100%	1985	0.081
4D	C	3.30	N	N	28		150	100%	1975	0.076	160	100%	1975	0.081
Hing Wah Street NB														
5A	D	3.50	Y	N	15		20	100%	1785	0.011	35	100%	1785	0.020
5B	D	3.50	N	N			189		2105	0.090	132		2105	0.063
5C	D	3.50	N	N	30		181	94%	2010	0.090	128	66%	2035	0.063
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+7p
Sum of Critical y Y		0.620		0.582
Lost Time L (sec)		26		37
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.644
Reserve Capacity RC		15%		11%

Date : 10/Sep/21

Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

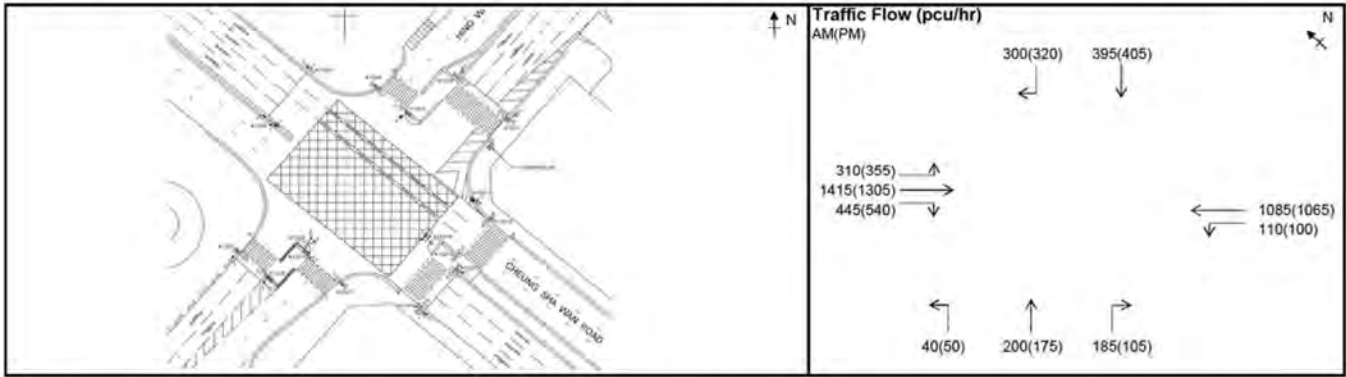
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2031

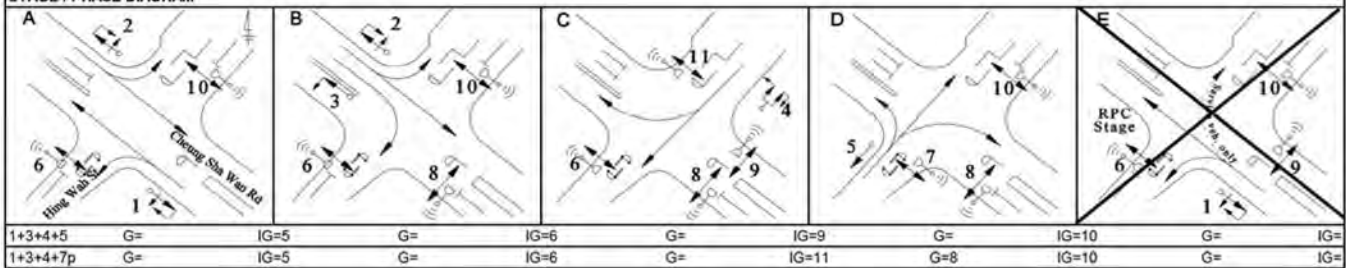
Scheme : 2031 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		371	30%	1895	0.196	363	28%	1900	0.191
1B	A,E	3.50	N	N			412		2105	0.196	401		2105	0.190
1C	A,E	3.50	N	N			412		2105	0.196	401		2105	0.190
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		523	59%	1805	0.290	499	71%	1785	0.280
2B	A,B	3.20	N	N			601		2075	0.290	581		2075	0.280
2C	A,B	3.20	N	N			601		2075	0.290	580		2075	0.280
3A	B	3.20	N	N	23		445	100%	1945	0.229	540	100%	1945	0.278
Hing Wah Street SB														
4A	C	3.30	Y	N			156		1360	0.115	160		1360	0.118
4B	C	3.30	N	N			239		2085	0.115	245		2085	0.118
4C	C	3.30	N	N	30		150	100%	1985	0.076	160	100%	1985	0.081
4D	C	3.30	N	N	28		150	100%	1975	0.076	160	100%	1975	0.081
Hing Wah Street NB														
5A	D	3.50	Y	N	15		40	100%	1785	0.022	50	100%	1785	0.028
5B	D	3.50	N	N			197		2105	0.094	143		2105	0.068
5C	D	3.50	N	N	30		188	98%	2005	0.094	137	77%	2025	0.068
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+7p
Sum of Critical y Y		0.633		0.586
Lost Time L (sec)		26		37
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.644
Reserve Capacity RC		12%		10%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

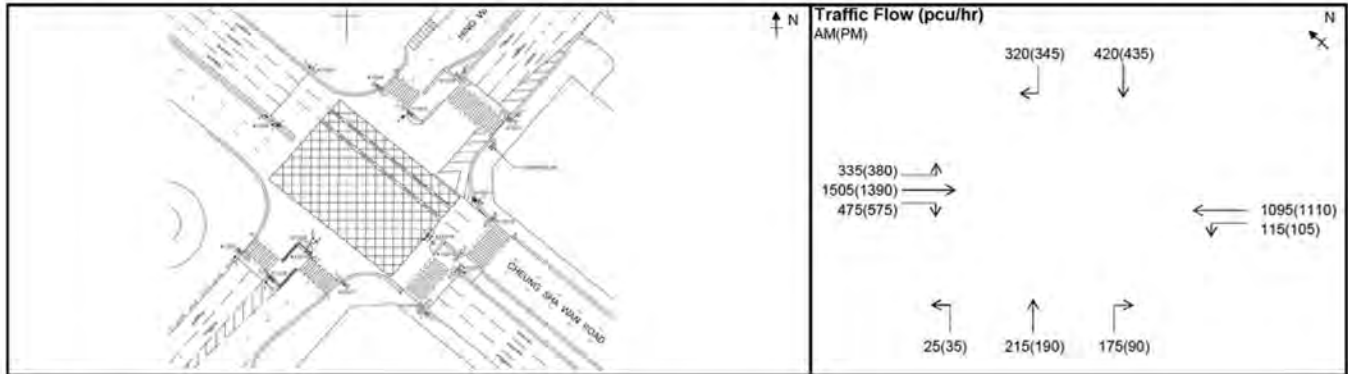
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2037

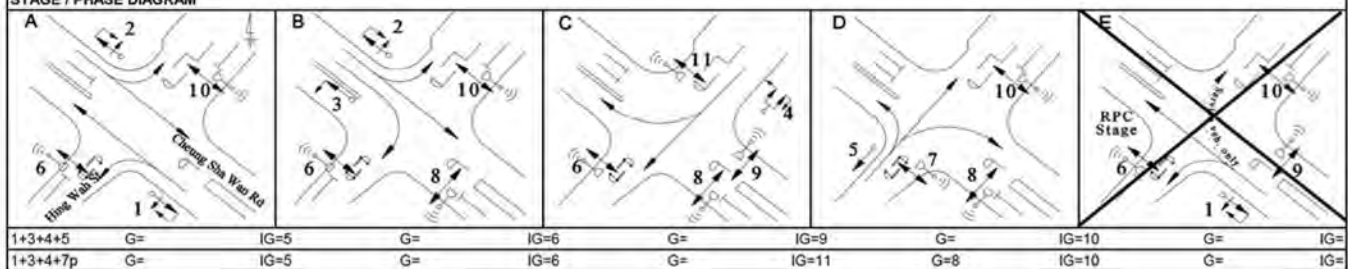
Scheme : 2037 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		376	31%	1895	0.198	378	28%	1900	0.199
1B	A,E	3.50	N	N			417		2105	0.198	419		2105	0.199
1C	A,E	3.50	N	N			417		2105	0.198	418		2105	0.199
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		558	60%	1805	0.309	532	71%	1780	0.299
2B	A,B	3.20	N	N			641		2075	0.309	619		2075	0.298
2C	A,B	3.20	N	N			641		2075	0.309	619		2075	0.298
3A	B	3.20	N	N	23		475	100%	1945	0.244	575	100%	1945	0.296
Hing Wah Street SB														
4A	C	3.30	Y	N			166		1360	0.122	172		1360	0.126
4B	C	3.30	N	N			254		2085	0.122	263		2085	0.126
4C	C	3.30	N	N	30		160	100%	1985	0.081	173	100%	1985	0.087
4D	C	3.30	N	N	28		160	100%	1975	0.081	172	100%	1975	0.087
Hing Wah Street NB														
5A	D	3.50	Y	N	15		25	100%	1785	0.014	35	100%	1785	0.020
5B	D	3.50	N	N			199		2105	0.095	142		2105	0.067
5C	D	3.50	N	N	30		191	92%	2015	0.095	138	65%	2040	0.068
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+7p
Sum of Critical y Y		0.659		0.621
Lost Time L (sec)		26		37
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.644
Reserve Capacity RC		8%		4%

Date : 10/Sep/21

Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

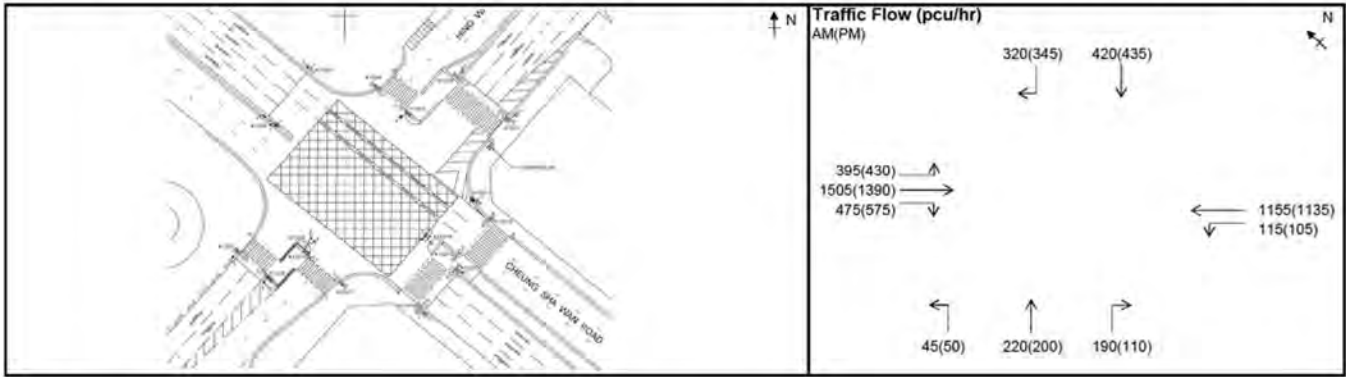
Junction : J7 - Cheung Sha Wan Road / Hing Wah Street

Design Year: 2037

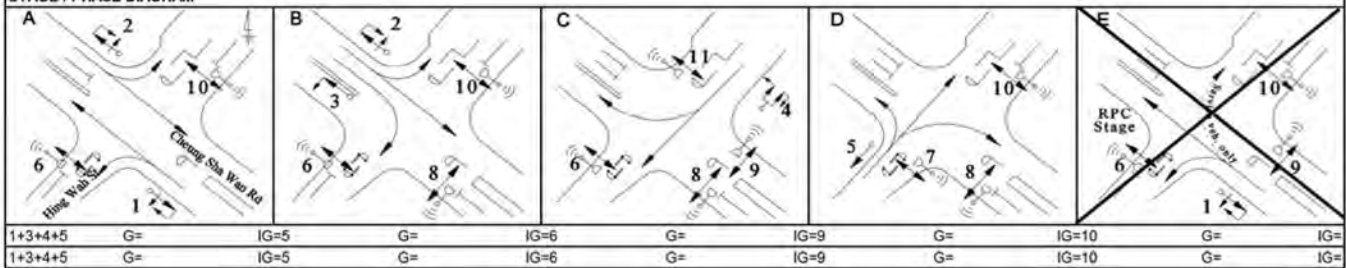
Scheme : 2037 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m)	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m)	Gradient in %	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%)	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road WB														
1A	A,E	3.50	Y	N	13		395	29%	1900	0.208	386	27%	1905	0.203
1B	A,E	3.50	N	N			438		2105	0.208	427		2105	0.203
1C	A,E	3.50	N	N			437		2105	0.208	427		2105	0.203
Cheung Sha Wan Road EB														
2A	A,B	3.20	Y	N	13		572	69%	1785	0.320	544	79%	1765	0.308
2B	A,B	3.20	N	N			664		2075	0.320	638		2075	0.307
2C	A,B	3.20	N	N			664		2075	0.320	638		2075	0.307
3A	B	3.20	N	N	23		475	100%	1945	0.244	575	100%	1945	0.296
Hing Wah Street SB														
4A	C	3.30	Y	N			166		1360	0.122	172		1360	0.126
4B	C	3.30	N	N			254		2085	0.122	263		2085	0.126
4C	C	3.30	N	N	30		160	100%	1985	0.081	173	100%	1985	0.087
4D	C	3.30	N	N	28		160	100%	1975	0.081	172	100%	1975	0.087
Hing Wah Street NB														
5A	D	3.50	Y	N	15		45	100%	1785	0.025	50	100%	1785	0.028
5B	D	3.50	N	N			210		2105	0.100	158		2105	0.075
5C	D	3.50	N	N	30		200	95%	2010	0.100	152	72%	2030	0.075
6p	A,B,C,E		7GM +	7FG =	14	sec								
7p	D		8GM +	8FG =	16	sec								
8p	B,C,D		9GM +	9FG =	18	sec								
9p	C,E		9GM +	9FG =	18	sec								
10p	A,B,D,E		11GM +	11FG =	22	sec								
11p	C		7GM +	7FG =	14	sec								

Notes:

	AM Peak	1+3+4+5	PM Peak	1+3+4+5
Sum of Critical y Y		0.674		0.700
Lost Time L (sec)		26		26
Cycle Time c (sec)		124		130
Practical Y Ypr		0.711		0.720
Reserve Capacity RC		6%		3%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

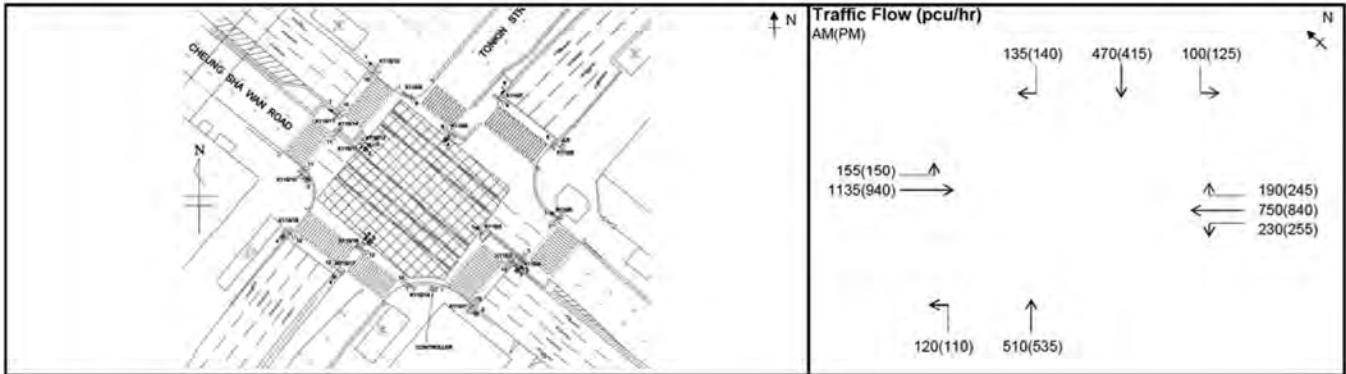
Junction : J8 -Cheung Sha Wan Road / Tonkin Street

Design Year: 2021

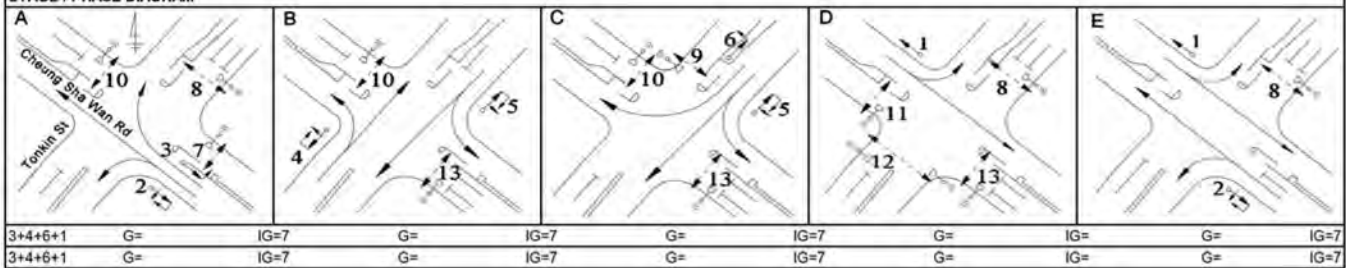
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	D,E	3.50	Y	N	13		398	39%	1875	0.212	335	45%	1865	0.180
1B	D,E	3.50	N	N			446		2105	0.212	378		2105	0.180
1C	D,E	3.50	N	N			446		2105	0.212	377		2105	0.179
Cheung Sha Wan Road WB														
2A	A,E	3.00	Y	N	18		298	77%	1795	0.166	333	77%	1795	0.186
2B	A,E	3.00	N	N			341		2055	0.166	381		2055	0.185
2C	A,E	3.00	N	N			341		2055	0.166	381		2055	0.185
3A	A	3.00	N	N	28		190	100%	1560	0.122	245	100%	1560	0.157
Tonkin Street NB														
4A	B	3.00	Y	N	13		120	100%	1370	0.088	110	100%	1370	0.080
4B	B	3.00	N	N			170		2055	0.083	178		2055	0.087
4C	B	3.00	N	N			170		2055	0.083	179		2055	0.087
4D	B	3.00	N	N			170		2055	0.083	178		2055	0.087
Tonkin Street SB														
5A	B,C	3.50	Y	N	15		83	100%	715	0.116	79	100%	715	0.110
5B	B,C	3.50	N	N	18		243	7%	2090	0.116	229	20%	2070	0.111
5C	B,C	3.50	N	N			244		2105	0.116	232		2105	0.110
6A	C	3.50	N	N	25		135	100%	1985	0.068	140	100%	1985	0.071
7p	A													
8p	A,D,E													
9p	C													
10p	A,B,C													
11p	D													
12p	D													
13p	B,C,D													

Notes:

	AM Peak	3+4+6+1	PM Peak	3+4+6+1
Sum of Critical y Y		0.490		0.494
Lost Time L (sec)		24		24
Cycle Time c (sec)		136		136
Practical Y Ypr		0.741		0.741
Reserve Capacity RC		51%		50%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

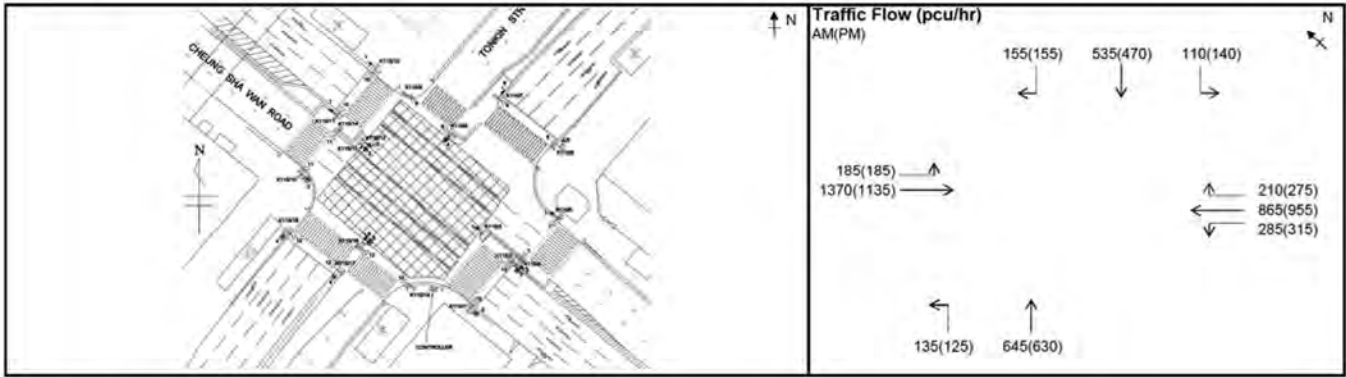
Junction : J8 -Cheung Sha Wan Road / Tonkin Street

Design Year: 2031

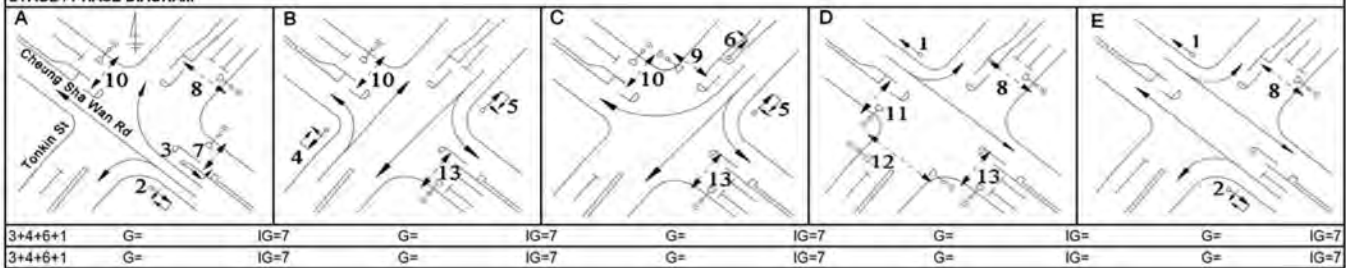
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	D,E	3.50	Y	N	13		480	39%	1880	0.255	405	46%	1865	0.217
1B	D,E	3.50	N	N			538		2105	0.256	458		2105	0.218
1C	D,E	3.50	N	N			537		2105	0.255	457		2105	0.217
Cheung Sha Wan Road WB														
2A	A,E	3.00	Y	N	18		349	82%	1790	0.195	385	82%	1790	0.215
2B	A,E	3.00	N	N			401		2055	0.195	443		2055	0.216
2C	A,E	3.00	N	N			400		2055	0.195	442		2055	0.215
3A	A	3.00	N	N	28		210	100%	1560	0.135	275	100%	1560	0.176
Tonkin Street NB														
4A	B	3.00	Y	N	13		135	100%	1370	0.099	125	100%	1370	0.091
4B	B	3.00	N	N			215		2055	0.105	210		2055	0.102
4C	B	3.00	N	N			215		2055	0.105	210		2055	0.102
4D	B	3.00	N	N			215		2055	0.105	210		2055	0.102
Tonkin Street SB														
5A	B,C	3.50	Y	N	15		94	100%	715	0.131	89	100%	715	0.124
5B	B,C	3.50	N	N	18		275	6%	2095	0.131	258	20%	2070	0.125
5C	B,C	3.50	N	N			276		2105	0.131	263		2105	0.125
6A	C	3.50	N	N	25		155	100%	1985	0.078	155	100%	1985	0.078
7p	A			5GM +	9FG =	14								
8p	A,D,E			7GM +	13FG =	20								
9p	C			5GM +	9FG =	14								
10p	A,B,C			5GM +	10FG =	15								
11p	D			5GM +	9FG =	14								
12p	D			6GM +	11FG =	17								
13p	B,C,D			6GM +	11FG =	17								

Notes:

	AM Peak	3+4+6+1	PM Peak	3+4+6+1
Sum of Critical y Y		0.573	Sum of Critical y Y	0.574
Lost Time L (sec)		24	Lost Time L (sec)	24
Cycle Time c (sec)		136	Cycle Time c (sec)	136
Practical Y Ypr		0.741	Practical Y Ypr	0.741
Reserve Capacity RC		29%	Reserve Capacity RC	29%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

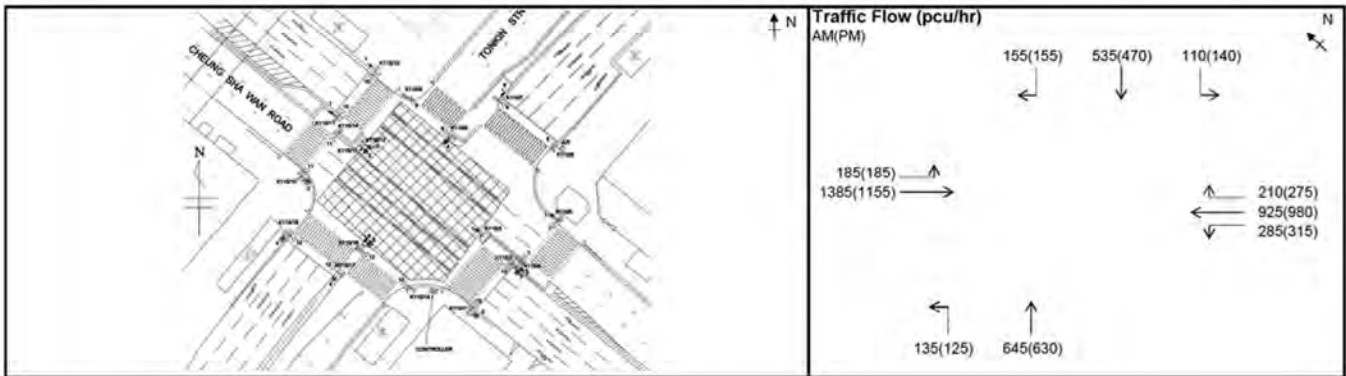
Junction : J8 -Cheung Sha Wan Road / Tonkin Street

Design Year: 2031

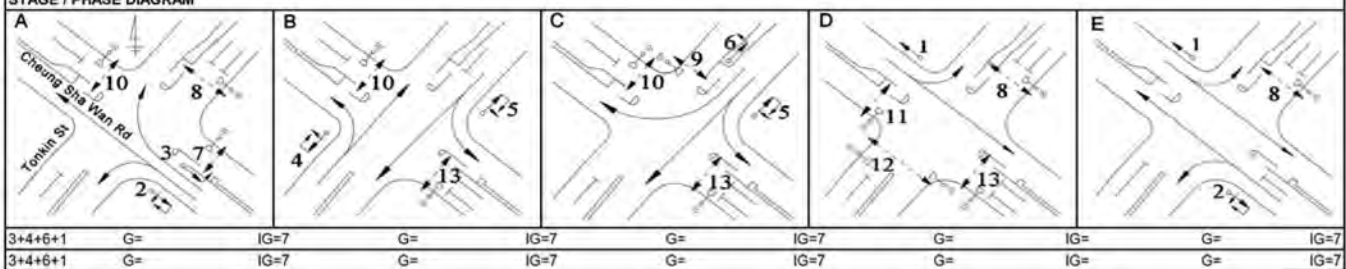
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	D,E	3.50	Y	N	13		484	38%	1880	0.257	411	45%	1865	0.220
1B	D,E	3.50	N	N			543		2105	0.258	465		2105	0.221
1C	D,E	3.50	N	N			543		2105	0.258	464		2105	0.220
Cheung Sha Wan Road WB														
2A	A,E	3.00	Y	N	18		368	77%	1795	0.205	393	80%	1790	0.220
2B	A,E	3.00	N	N			421		2055	0.205	451		2055	0.219
2C	A,E	3.00	N	N			421		2055	0.205	451		2055	0.219
3A	A	3.00	N	N	28		210	100%	1560	0.135	275	100%	1560	0.176
Tonkin Street NB														
4A	B	3.00	Y	N	13		135	100%	1370	0.099	125	100%	1370	0.091
4B	B	3.00	N	N			215		2055	0.105	210		2055	0.102
4C	B	3.00	N	N			215		2055	0.105	210		2055	0.102
4D	B	3.00	N	N			215		2055	0.105	210		2055	0.102
Tonkin Street SB														
5A	B,C	3.50	Y	N	15		94	100%	715	0.131	89	100%	715	0.124
5B	B,C	3.50	N	N	18		275	6%	2095	0.131	258	20%	2070	0.125
5C	B,C	3.50	N	N			276		2105	0.131	263		2105	0.125
6A	C	3.50	N	N	25		155	100%	1985	0.078	155	100%	1985	0.078
7p	A		5GM +	9FG =	14	sec								
8p	A,D,E		7GM +	13FG =	20	sec								
9p	C		5GM +	9FG =	14	sec								
10p	A,B,C		5GM +	10FG =	15	sec								
11p	D		5GM +	9FG =	14	sec								
12p	D		6GM +	11FG =	17	sec								
13p	B,C,D		6GM +	11FG =	17	sec								

Notes:

	AM Peak	3+4+6+1	PM Peak	3+4+6+1
Sum of Critical y Y		0.575		0.577
Lost Time L (sec)		24		24
Cycle Time c (sec)		136		136
Practical Y Ypr		0.741		0.741
Reserve Capacity RC		29%		28%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

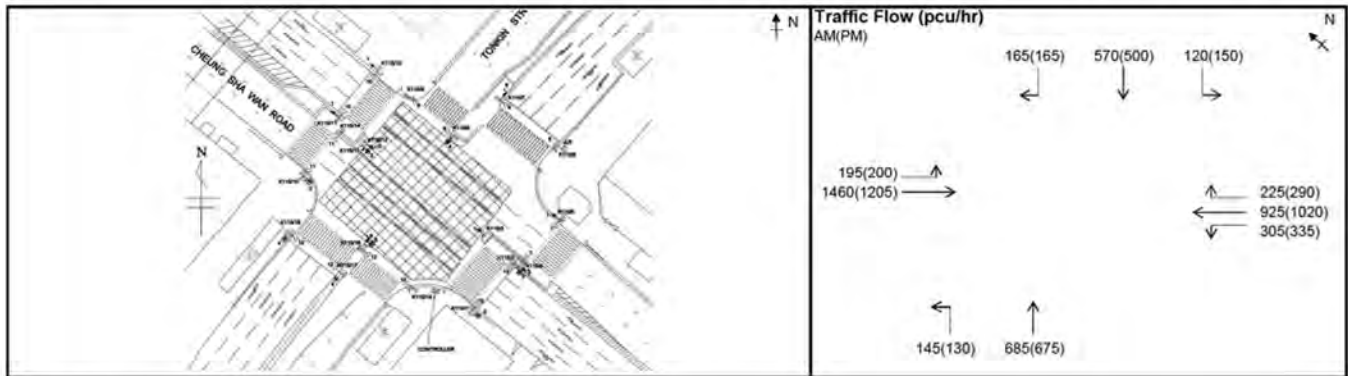
Junction : J8 -Cheung Sha Wan Road / Tonkin Street

Design Year: 2037

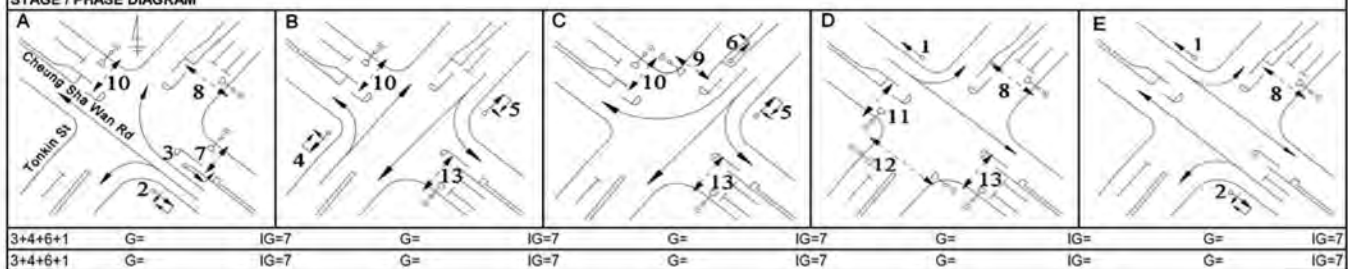
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	D,E	3.50	Y	N	13		511	38%	1880	0.272	431	46%	1860	0.232
1B	D,E	3.50	N	N			572		2105	0.272	487		2105	0.231
1C	D,E	3.50	N	N			572		2105	0.272	487		2105	0.231
Cheung Sha Wan Road WB														
2A	A,E	3.00	Y	N	18		373	82%	1790	0.208	411	82%	1790	0.230
2B	A,E	3.00	N	N			429		2055	0.209	472		2055	0.230
2C	A,E	3.00	N	N			428		2055	0.208	472		2055	0.230
3A	A	3.00	N	N	28		225	100%	1560	0.144	290	100%	1560	0.186
Tonkin Street NB														
4A	B	3.00	Y	N	13		145	100%	1370	0.106	130	100%	1370	0.095
4B	B	3.00	N	N			228		2055	0.111	225		2055	0.109
4C	B	3.00	N	N			229		2055	0.111	225		2055	0.109
4D	B	3.00	N	N			228		2055	0.111	225		2055	0.109
Tonkin Street SB														
5A	B,C	3.50	Y	N	15		100	100%	715	0.140	95	100%	715	0.133
5B	B,C	3.50	N	N	18		294	7%	2095	0.140	275	20%	2070	0.133
5C	B,C	3.50	N	N			296		2105	0.141	280		2105	0.133
6A	C	3.50	N	N	25		165	100%	1985	0.083	165	100%	1985	0.083
7p	A		5GM +	9FG =	14	sec								
8p	A,D,E		7GM +	13FG =	20	sec								
9p	C		5GM +	9FG =	14	sec								
10p	A,B,C		5GM +	10FG =	15	sec								
11p	D		5GM +	9FG =	14	sec								
12p	D		6GM +	11FG =	17	sec								
13p	B,C,D		6GM +	11FG =	17	sec								

Notes:

	AM Peak	3+4+6+1	PM Peak	3+4+6+1
Sum of Critical y Y		0.611		0.610
Lost Time L (sec)		24		24
Cycle Time c (sec)		136		136
Practical Y Ypr		0.741		0.741
Reserve Capacity RC		21%		21%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

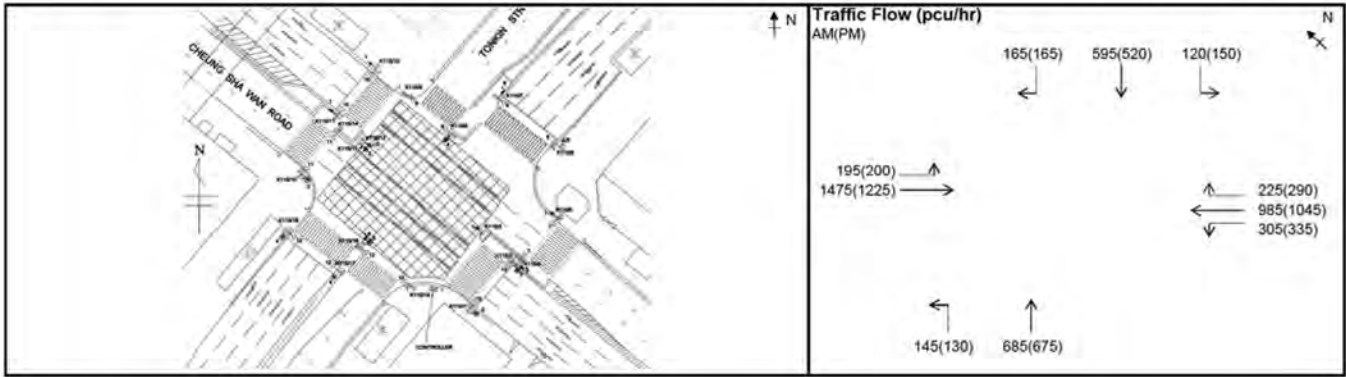
Junction : J8 -Cheung Sha Wan Road / Tonkin Street

Design Year: 2037

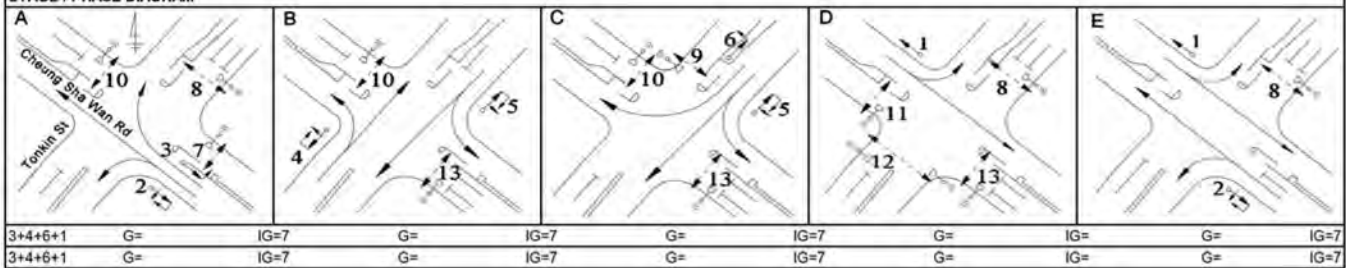
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Cheung Sha Wan Road EB														
1A	D,E	3.50	Y	N	13		515	38%	1880	0.274	437	46%	1865	0.234
1B	D,E	3.50	N	N			578		2105	0.275	494		2105	0.235
1C	D,E	3.50	N	N			577		2105	0.274	494		2105	0.235
Cheung Sha Wan Road WB														
2A	A,E	3.00	Y	N	18		392	78%	1795	0.218	419	80%	1790	0.234
2B	A,E	3.00	N	N			449		2055	0.218	481		2055	0.234
2C	A,E	3.00	N	N			449		2055	0.218	480		2055	0.234
3A	A	3.00	N	N	28		225	100%	1560	0.144	290	100%	1560	0.186
Tonkin Street NB														
4A	B	3.00	Y	N	13		145	100%	1370	0.106	130	100%	1370	0.095
4B	B	3.00	N	N			228		2055	0.111	225		2055	0.109
4C	B	3.00	N	N			229		2055	0.111	225		2055	0.109
4D	B	3.00	N	N			228		2055	0.111	225		2055	0.109
Tonkin Street SB														
5A	B,C	3.50	Y	N	15		104	100%	715	0.145	98	100%	715	0.137
5B	B,C	3.50	N	N	18		305	5%	2095	0.146	284	18%	2070	0.137
5C	B,C	3.50	N	N			306		2105	0.145	288		2105	0.137
6A	C	3.50	N	N	25		165	100%	1985	0.083	165	100%	1985	0.083
7p	A				5GM + 9FG =	14								
8p	A,D,E				7GM + 13FG =	20								
9p	C				5GM + 9FG =	14								
10p	A,B,C				5GM + 10FG =	15								
11p	D				5GM + 9FG =	14								
12p	D				6GM + 11FG =	17								
13p	B,C,D				6GM + 11FG =	17								

Notes:

	AM Peak	3+4+6+1	PM Peak	3+4+6+1
Sum of Critical y Y		0.613	Sum of Critical y Y	0.613
Lost Time L (sec)		24	Lost Time L (sec)	24
Cycle Time c (sec)		136	Cycle Time c (sec)	136
Practical Y Ypr		0.741	Practical Y Ypr	0.741
Reserve Capacity RC		21%	Reserve Capacity RC	21%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

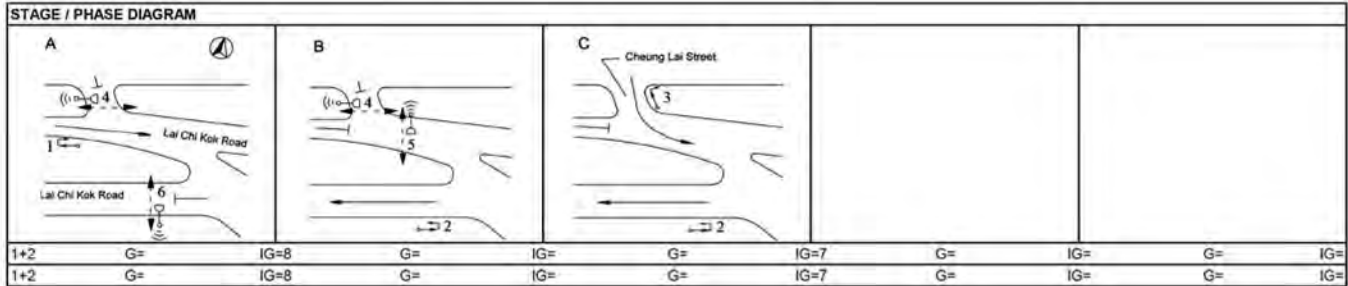
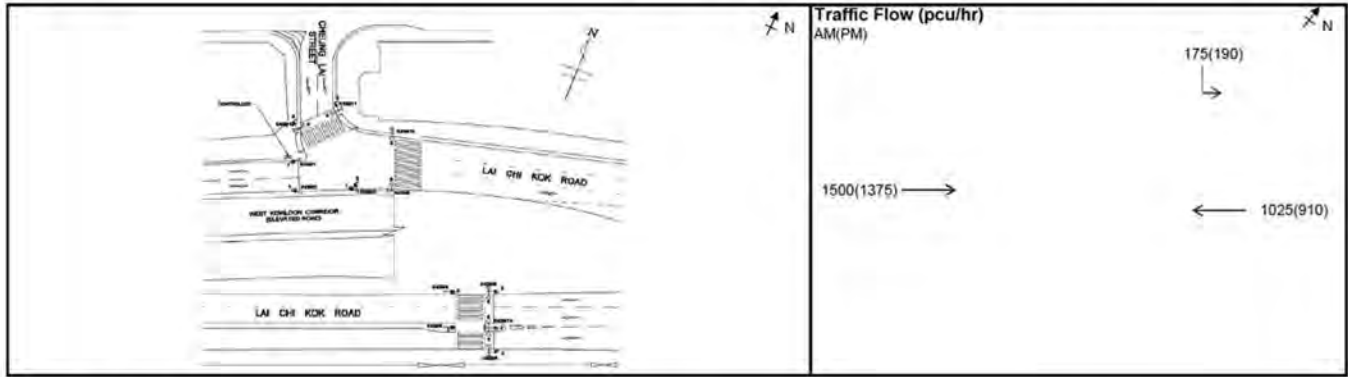
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2021

Scheme : Existing

Designed by: KH

Checked by: EC



Capacity Calculations							AM Peak				PM Peak			
Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	Y	N			724		1975	0.367	664		1975	0.336
1B	A	3.60	N	N			776		2115	0.367	711		2115	0.336
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			125		2085	0.061	195		2085	0.094
2B	B,C	3.50	N	N			513		2105	0.244	455		2105	0.216
2C	B,C	3.50	N	N			512		2105	0.243	455		2105	0.216
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		87	100%	1070	0.081	94	100%	1070	0.088
3B	C	3.50	Y	N	18		88	100%	1085	0.081	96	100%	1085	0.088
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:	AM Peak	1+2	PM Peak	1+2
	Sum of Critical y Y	0.611	Sum of Critical y Y	0.552
	Lost Time L (sec)	13	Lost Time L (sec)	13
	Cycle Time c (sec)	124	Cycle Time c (sec)	130
	Practical Y Ypr	0.806	Practical Y Ypr	0.810
	Reserve Capacity RC	32%	Reserve Capacity RC	47%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

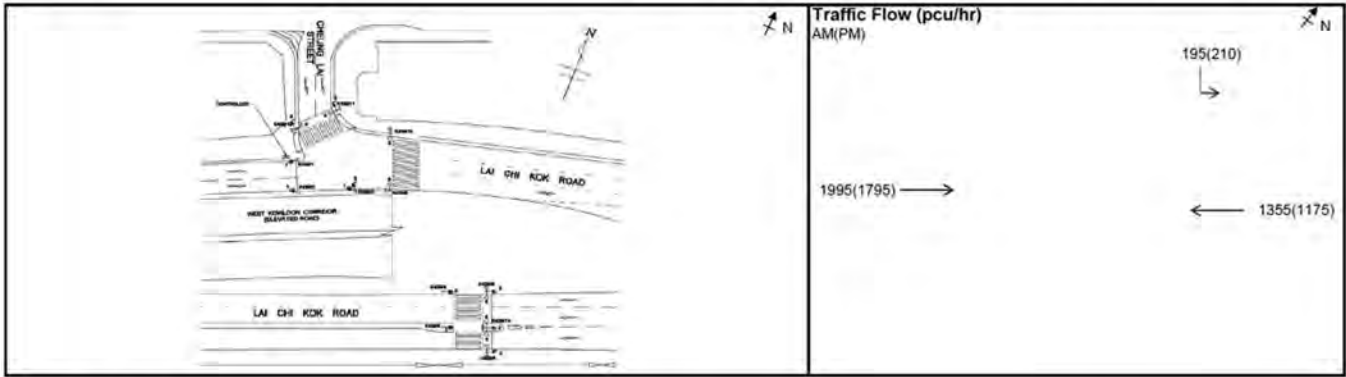
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2031

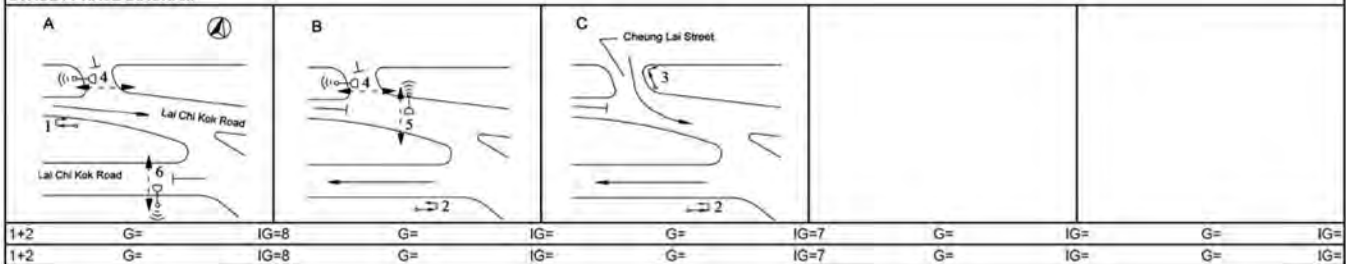
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	Y	N			963		1975	0.488	867		1975	0.439
1B	A	3.60	N	N			1032		2115	0.488	928		2115	0.439
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			140		2085	0.068	220		2085	0.107
2B	B,C	3.50	N	N			678		2105	0.322	588		2105	0.279
2C	B,C	3.50	N	N			677		2105	0.322	587		2105	0.279
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		97	100%	1070	0.091	104	100%	1070	0.097
3B	C	3.50	Y	N	18		98	100%	1085	0.090	106	100%	1085	0.088
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.810		0.718
Lost Time L (sec)		13		13
Cycle Time c (sec)		124		130
Practical Y Ypr		0.806		0.810
Reserve Capacity RC		-1%		13%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

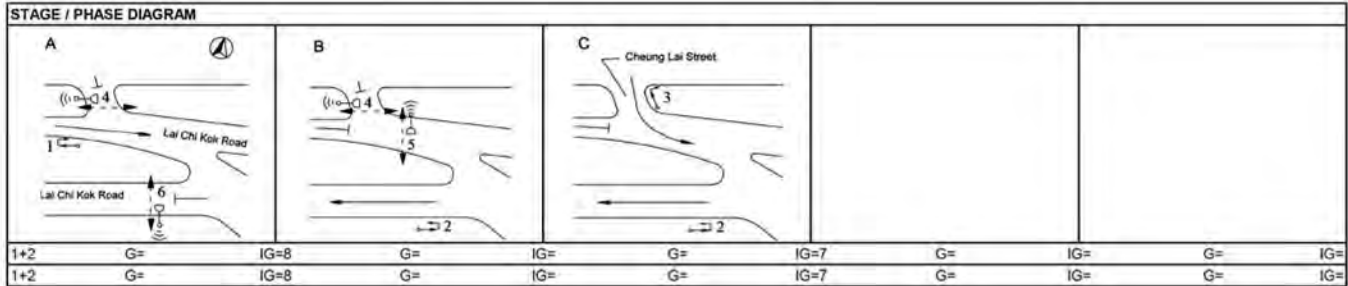
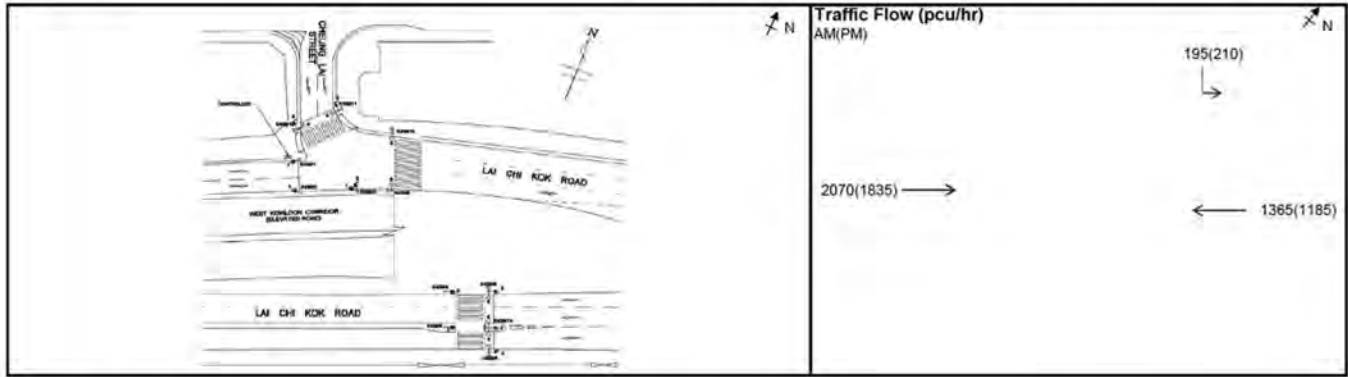
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2031

Scheme : 2031 Design

Designed by: KH

Checked by: EC



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	Y	N			1000		1975	0.506	886		1975	0.449
1B	A	3.60	N	N			1070		2115	0.506	949		2115	0.449
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			140		2085	0.068	220		2085	0.107
2B	B,C	3.50	N	N			683		2105	0.324	593		2105	0.282
2C	B,C	3.50	N	N			682		2105	0.324	592		2105	0.281
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		97	100%	1070	0.091	104	100%	1070	0.097
3B	C	3.50	Y	N	18		98	100%	1085	0.090	106	100%	1085	0.098
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.831		0.730
Lost Time L (sec)		13		13
Cycle Time c (sec)		124		130
Practical Y Ypr		0.806		0.810
Reserve Capacity RC		-3%		11%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

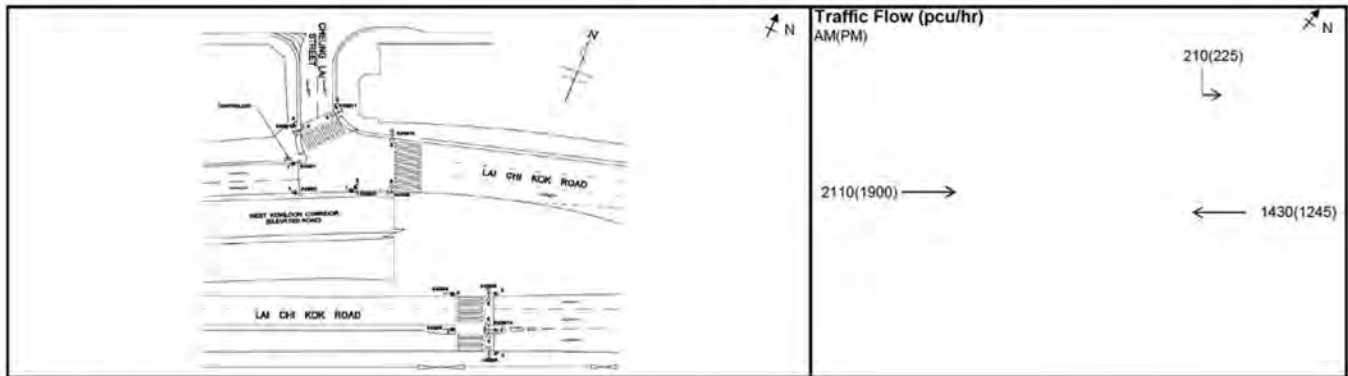
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2037

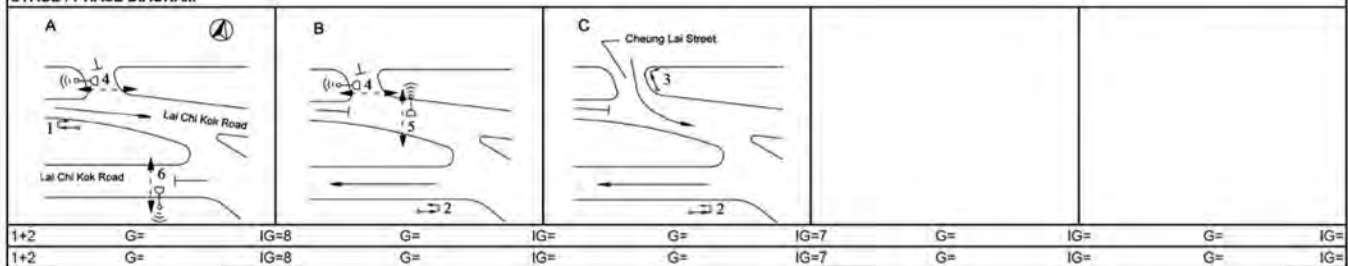
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	Y	N			1019		1975	0.516	917		1975	0.464
1B	A	3.60	N	N			1091		2115	0.516	983		2115	0.465
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			715		2105	0.340	623		2105	0.296
2C	B,C	3.50	N	N			715		2105	0.340	622		2105	0.295
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		104	100%	1070	0.097	112	100%	1070	0.105
3B	C	3.50	Y	N	18		106	100%	1085	0.098	113	100%	1085	0.104
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.856		0.761
Lost Time L (sec)		13		13
Cycle Time c (sec)		124		130
Practical Y Ypr		0.806		0.810
Reserve Capacity RC		-6%		6%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

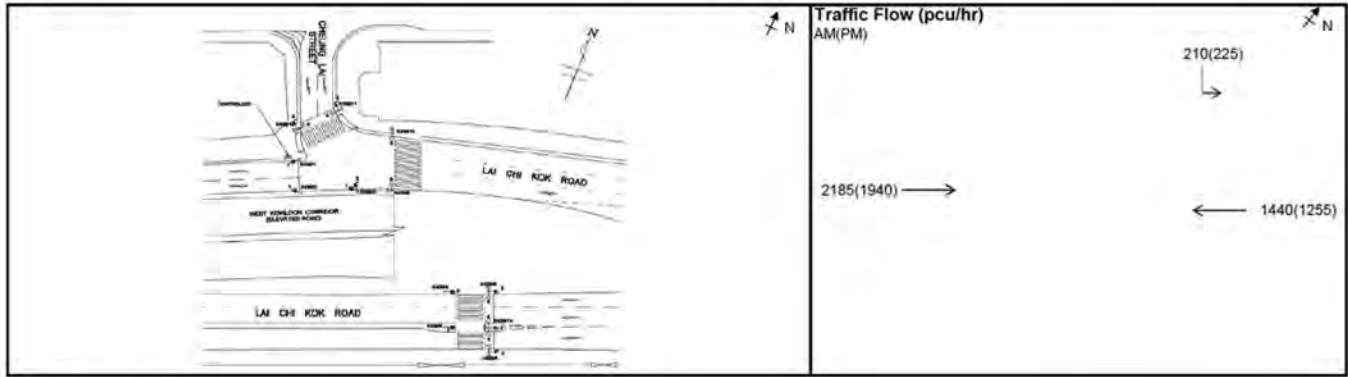
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2037

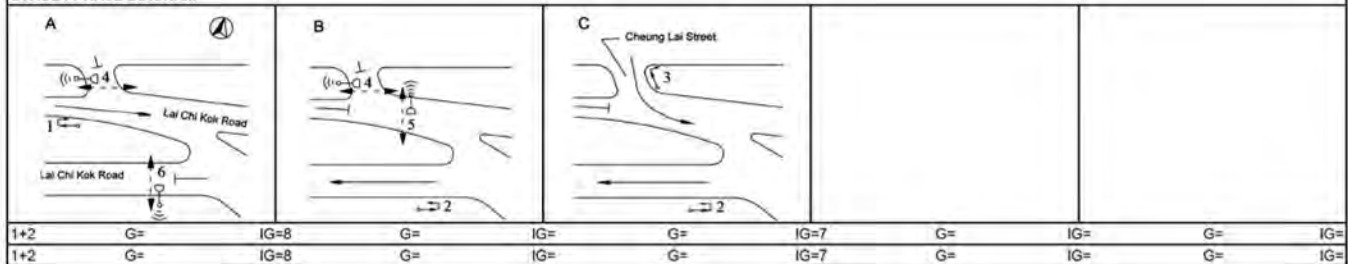
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	Y	N			1055		1975	0.534	937		1975	0.474
1B	A	3.60	N	N			1130		2115	0.534	1003		2115	0.474
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			720		2105	0.342	628		2105	0.298
2C	B,C	3.50	N	N			720		2105	0.342	627		2105	0.298
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		104	100%	1070	0.097	112	100%	1070	0.105
3B	C	3.50	Y	N	18		106	100%	1085	0.098	113	100%	1085	0.104
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.876		0.773
Lost Time L (sec)		13		13
Cycle Time c (sec)		124		130
Practical Y Ypr		0.806		0.810
Reserve Capacity RC		-8%		5%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

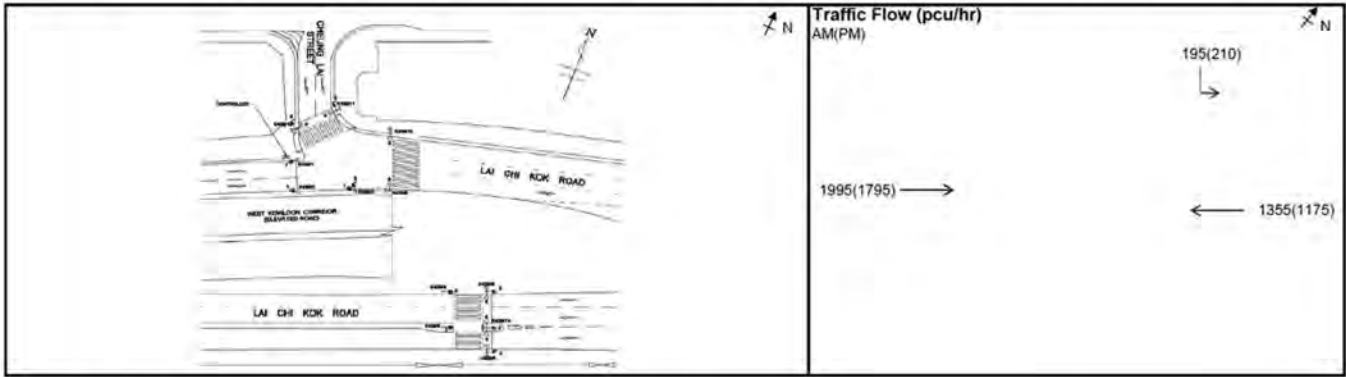
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2031

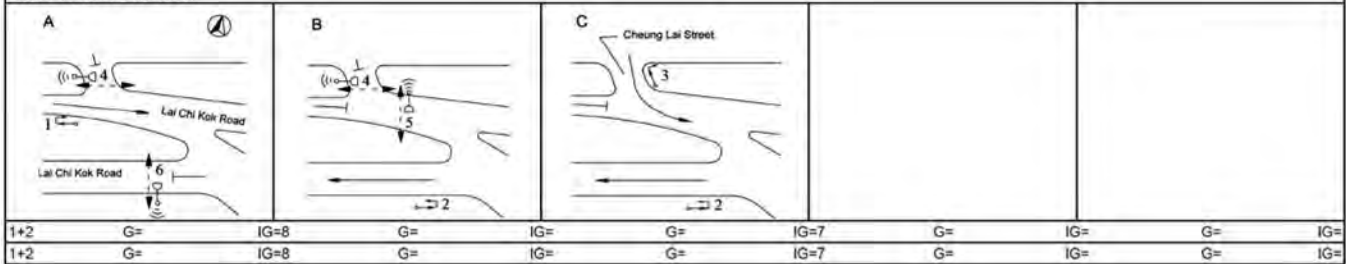
Scheme : 2031 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak			PM Peak				
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N			542		1555	0.349	487		1555	0.313
1B	A	3.30	N	N			727		2085	0.349	654		2085	0.314
1C	A	3.30	N	N			726		2085	0.348	654		2085	0.314
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			678		2105	0.322	588		2105	0.279
2C	B,C	3.50	N	N			677		2105	0.322	587		2105	0.279
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		97	100%	895	0.108	104	100%	895	0.116
3B	C	3.50	Y	N	18		98	100%	905	0.108	106	100%	905	0.117
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.671	Sum of Critical y Y	0.593
Lost Time L (sec)		13	Lost Time L (sec)	13
Cycle Time c (sec)		124	Cycle Time c (sec)	130
Practical Y Ypr		0.806	Practical Y Ypr	0.810
Reserve Capacity RC		20%	Reserve Capacity RC	37%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

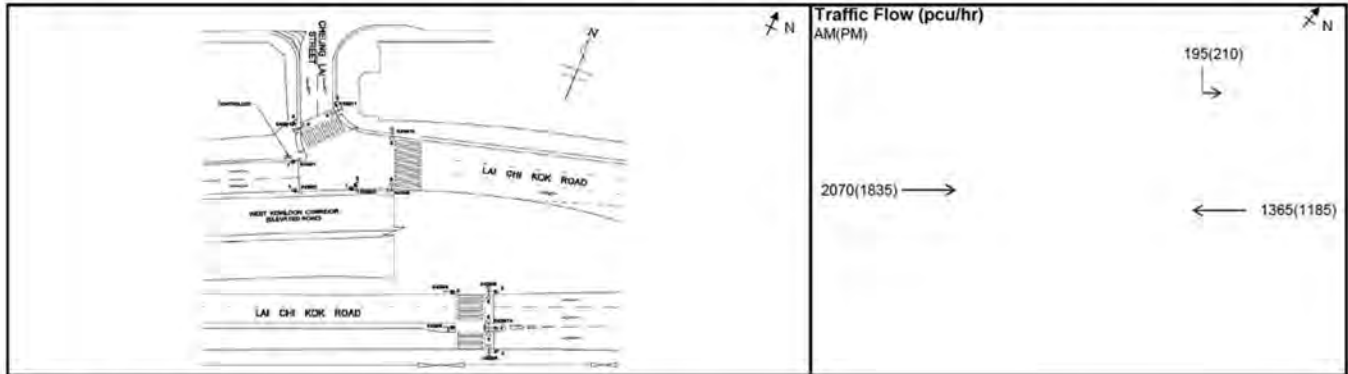
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2031

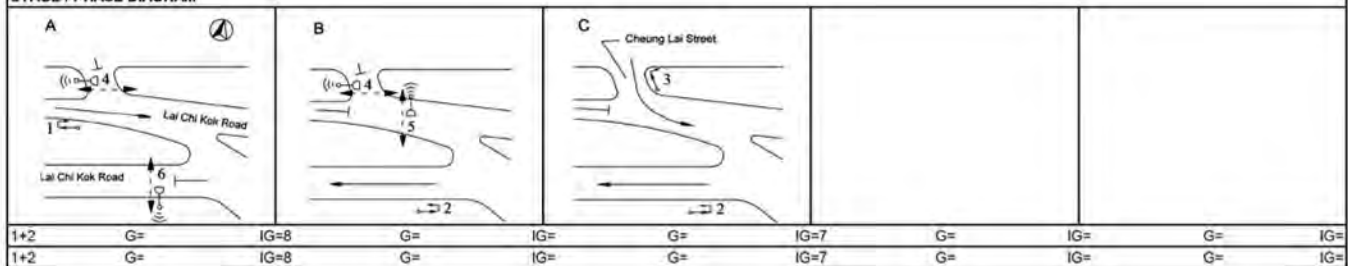
Scheme : 2031 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N			562		1555	0.361	498		1555	0.320
1B	A	3.30	N	N			754		2085	0.362	669		2085	0.321
1C	A	3.30	N	N			754		2085	0.362	668		2085	0.320
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			683		2105	0.324	593		2105	0.282
2C	B,C	3.50	N	N			682		2105	0.324	592		2105	0.281
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		97	100%	895	0.108	104	100%	895	0.116
3B	C	3.50	Y	N	18		98	100%	905	0.108	106	100%	905	0.117
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.686	Sum of Critical y Y	0.603
Lost Time L (sec)		13	Lost Time L (sec)	13
Cycle Time c (sec)		124	Cycle Time c (sec)	130
Practical Y Ypr		0.806	Practical Y Ypr	0.810
Reserve Capacity RC		17%	Reserve Capacity RC	34%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

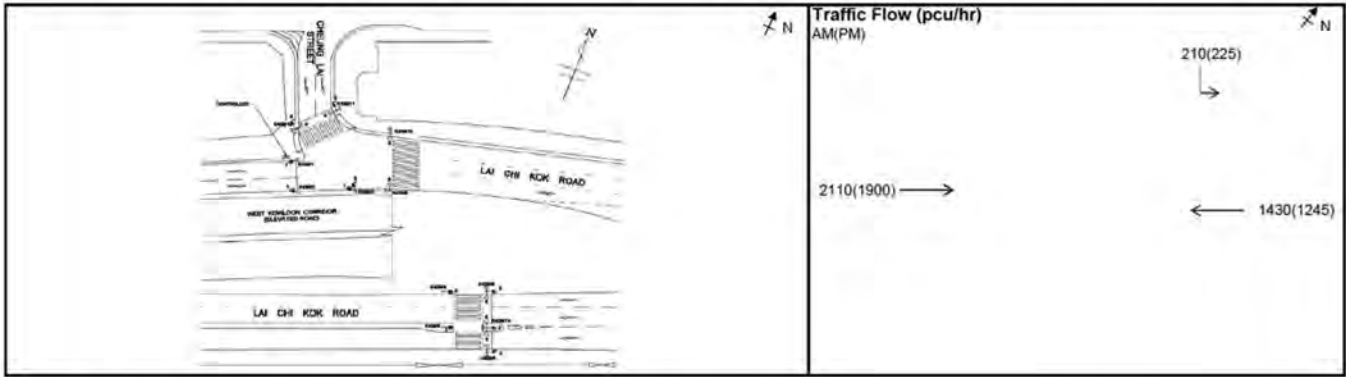
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2037

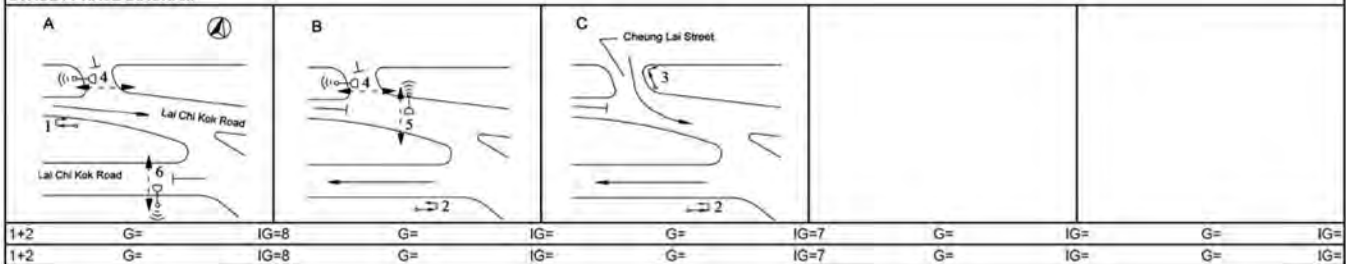
Scheme : 2037 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N			573		1555	0.368	516		1555	0.332
1B	A	3.30	N	N			769		2085	0.369	692		2085	0.332
1C	A	3.30	N	N			768		2085	0.368	692		2085	0.332
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			715		2105	0.340	623		2105	0.296
2C	B,C	3.50	N	N			715		2105	0.340	622		2105	0.295
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		104	100%	895	0.116	112	100%	895	0.125
3B	C	3.50	Y	N	18		106	100%	905	0.117	113	100%	905	0.125
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.708	Sum of Critical y Y	0.628
Lost Time L (sec)		13	Lost Time L (sec)	13
Cycle Time c (sec)		124	Cycle Time c (sec)	130
Practical Y Ypr		0.806	Practical Y Ypr	0.810
Reserve Capacity RC		14%	Reserve Capacity RC	29%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

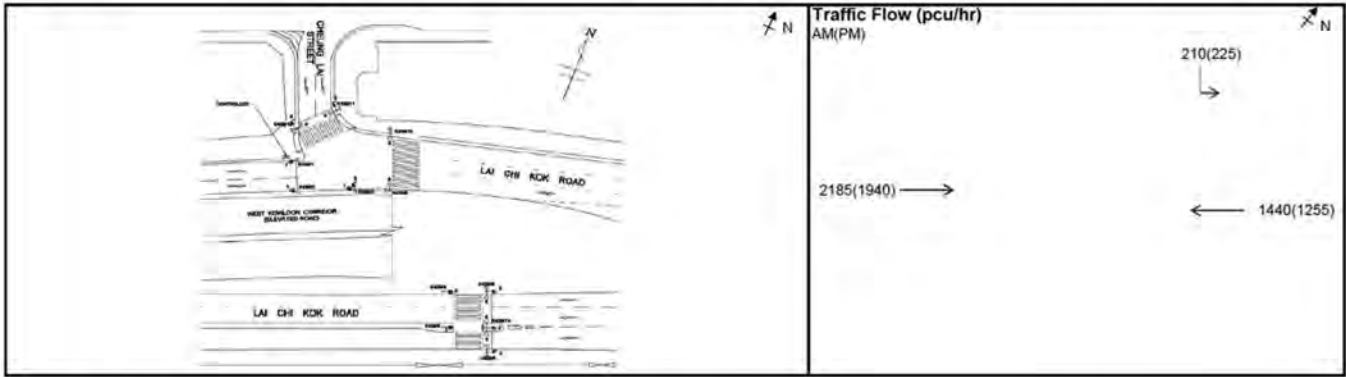
Junction : J9 - Lai Chi Kok Road / Cheung Lai Street

Design Year: 2037

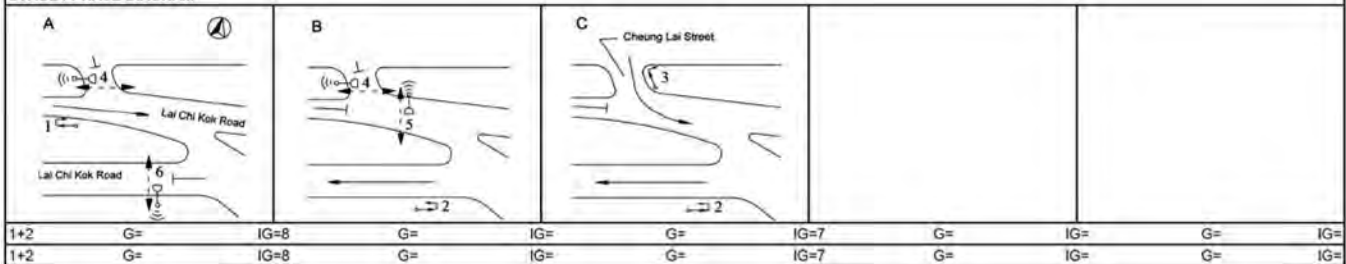
Scheme : 2037 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N			593		1555	0.381	527		1555	0.339
1B	A	3.30	N	N			796		2085	0.382	707		2085	0.339
1C	A	3.30	N	N			796		2085	0.382	706		2085	0.339
Lai Chi Kok Road WB														
2A	B,C	4.50	Y	N			150		2085	0.073	230		2085	0.111
2B	B,C	3.50	N	N			720		2105	0.342	628		2105	0.298
2C	B,C	3.50	N	N			720		2105	0.342	627		2105	0.298
Cheung Lai Street SB														
3A	C	3.50	Y	N	15		104	100%	895	0.116	112	100%	895	0.125
3B	C	3.50	Y	N	18		106	100%	905	0.117	113	100%	905	0.125
4p	A,B		10GM +	11FG =	21	sec								
5p	B		11GM +	12FG =	23	sec								
6p	A		11GM +	13FG =	24	sec								

Notes:

	AM Peak	1+2	PM Peak	1+2
Sum of Critical y Y		0.724		0.637
Lost Time L (sec)		13		13
Cycle Time c (sec)		124		130
Practical Y Ypr		0.806		0.810
Reserve Capacity RC		11%		27%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

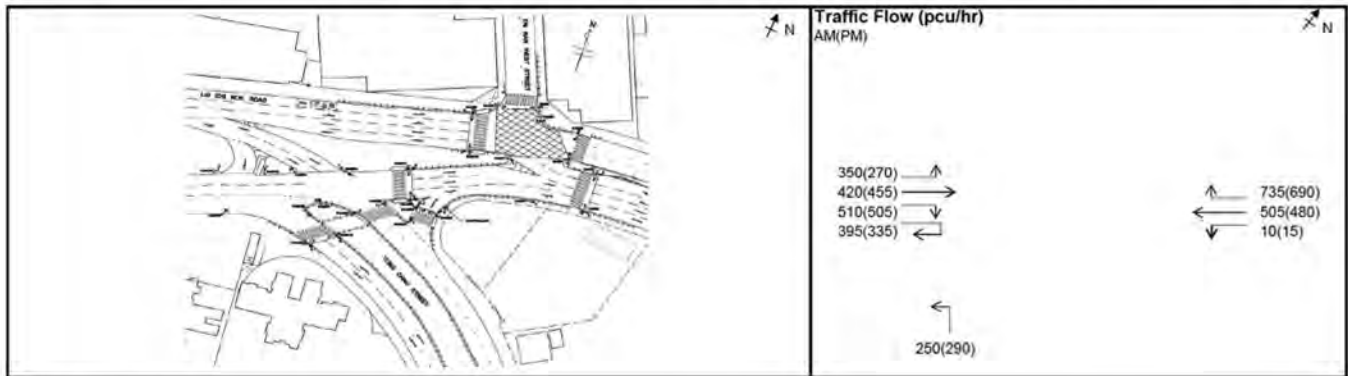
Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

Design Year: 2021

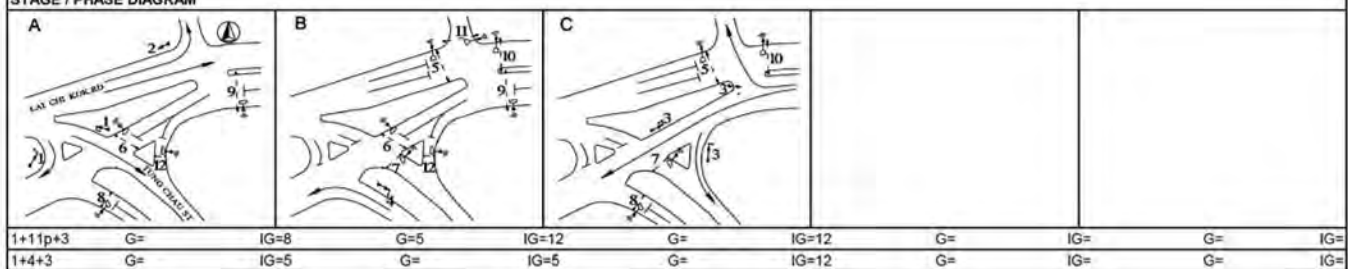
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	N	N			482		2115	0.228	445		2115	0.210
1B	A	3.60	N	N	10		423	93%	1855	0.228	395	85%	1875	0.211
Lai Chi Kok Road EB														
2A	A	3.30	Y	N	10		168	100%	1690	0.099	157	100%	1690	0.093
2B	A	3.30	N	N	13		186	98%	1865	0.100	180	63%	1940	0.093
2C	A	3.30	N	N			208		2085	0.100	194		2085	0.093
2D	A	3.30	N	N			208		2085	0.100	194		2085	0.093
Lai Chi Kok Road WB														
3A	C	3.40	Y	N			249		1955	0.127	239		1955	0.122
3B	C	3.40	N	N			266		2095	0.127	256		2095	0.122
3C	C	3.40	N	N	23		369	100%	1965	0.188	346	100%	1965	0.176
3D	C	3.40	N	N	20		366	100%	1950	0.188	344	100%	1950	0.176
3E	C	3.50	Y	N	18		182	5%	1955	0.093	175	9%	1950	0.090
3F	C	3.50	N	N			196		2105	0.093	188		2105	0.089
3G	C	3.50	N	N			137		1475	0.093	132		1475	0.089
Tung Chau Street NB														
4A	B	3.80	Y	N	30		120	100%	1900	0.063	140	100%	1900	0.074
4B	B	3.80	N	N	35		130	100%	2045	0.064	150	100%	2045	0.073
5p	B,C		6GM +	12FG =	18	sec								
6p	A,B		5GM +	9FG =	14	sec								
7p	B,C		5GM +	8FG =	13	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	A,B		6GM +	11FG =	17	sec								
10p	B,C		5GM +	9FG =	14	sec								
11p	B		5GM +	10FG =	15	sec								
12p	A,B		5GM +	8FG =	11	sec								

Notes:

	AM Peak	1+11p+3	PM Peak	1+4+3
Sum of Critical y Y		0.416		0.461
Lost Time L (sec)		35		19
Cycle Time c (sec)		124		130
Practical Y Ypr		0.646		0.768
Reserve Capacity RC		55%		67%

Date : 10/Sep/21

Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

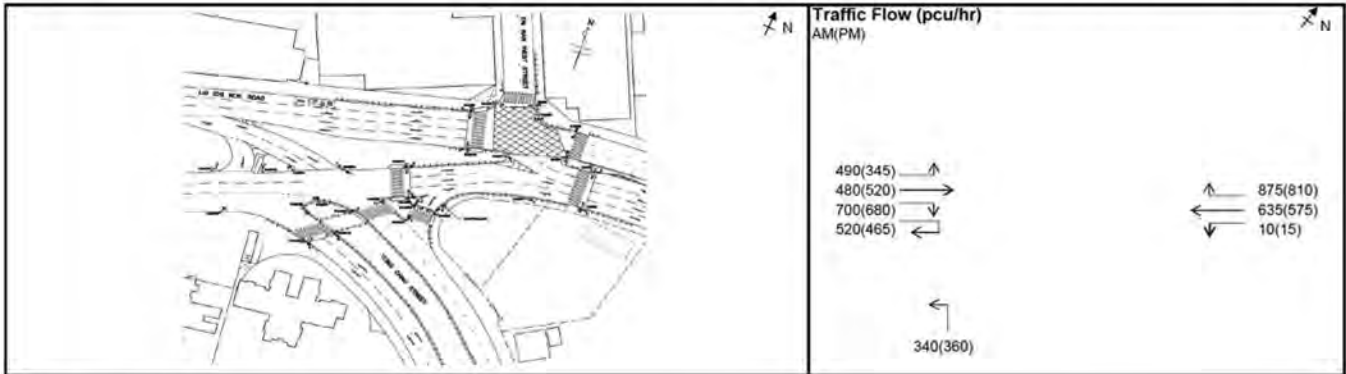
Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

Design Year: 2031

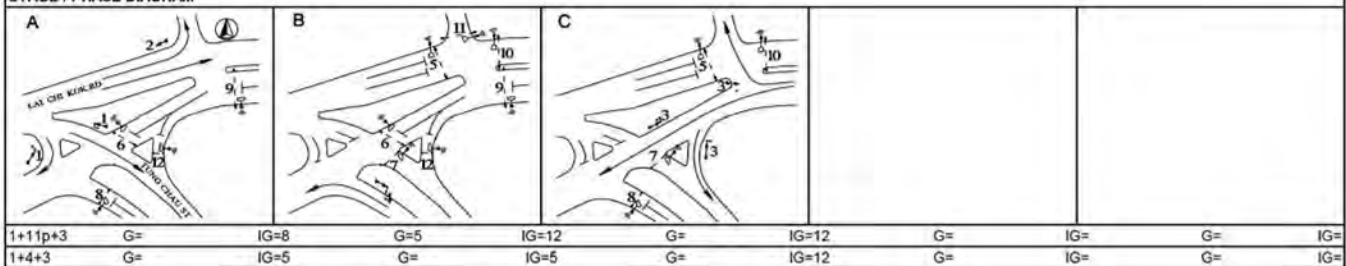
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	N	N			649		2115	0.307	607		2115	0.287
1B	A	3.60	N	N	10		571	91%	1860	0.307	538	86%	1870	0.288
Lai Chi Kok Road EB														
2A	A	3.30	Y	N	10		233	100%	1690	0.138	188	100%	1690	0.111
2B	A	3.30	N	N	13		257	100%	1860	0.138	213	74%	1915	0.111
2C	A	3.30	N	N			240		2085	0.115	232		2085	0.111
2D	A	3.30	N	N			240		2085	0.115	232		2085	0.111
Lai Chi Kok Road WB														
3A	C	3.40	Y	N			311		1955	0.159	285		1955	0.146
3B	C	3.40	N	N			334		2095	0.159	305		2095	0.146
3C	C	3.40	N	N	23		439	100%	1965	0.223	407	100%	1965	0.207
3D	C	3.40	N	N	20		436	100%	1950	0.224	403	100%	1950	0.207
3E	C	3.50	Y	N	18		228	4%	1960	0.116	208	7%	1955	0.106
3F	C	3.50	N	N			245		2105	0.116	225		2105	0.107
3G	C	3.50	N	N			172		1475	0.117	157		1475	0.106
Tung Chau Street NB														
4A	B	3.80	Y	N	30		164	100%	1900	0.086	173	100%	1900	0.091
4B	B	3.80	N	N	35		176	100%	2045	0.086	187	100%	2045	0.091
5p	B,C		6GM +	12FG =	18	sec								
6p	A,B		5GM +	9FG =	14	sec								
7p	B,C		5GM +	8FG =	13	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	A,B		6GM +	11FG =	17	sec								
10p	B,C		5GM +	9FG =	14	sec								
11p	B		5GM +	10FG =	15	sec								
12p	A,B		5GM +	8FG =	11	sec								

Notes:

	AM Peak	1+11p+3	PM Peak	1+4+3
Sum of Critical y Y		0.531		0.586
Lost Time L (sec)		35		19
Cycle Time c (sec)		124		130
Practical Y Ypr		0.646		0.768
Reserve Capacity RC		22%		31%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

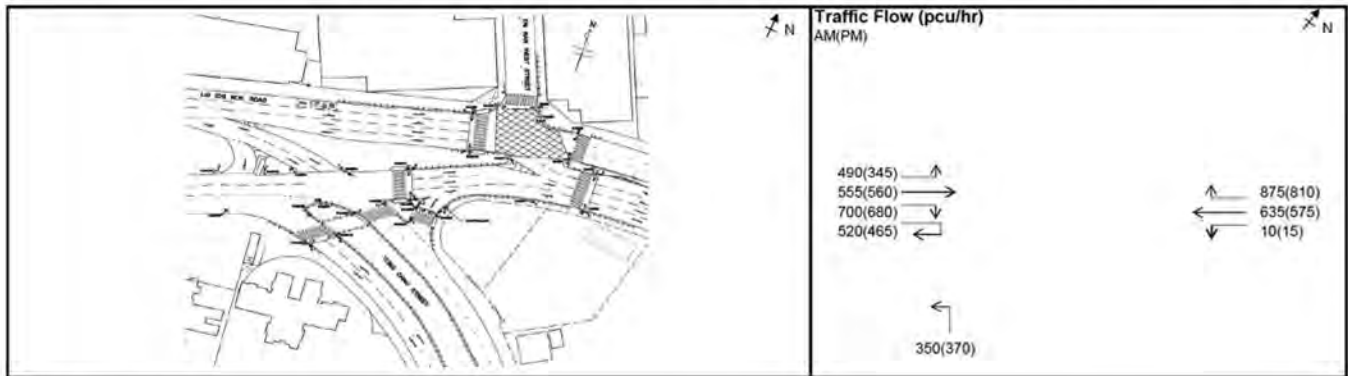
Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

Design Year: 2031

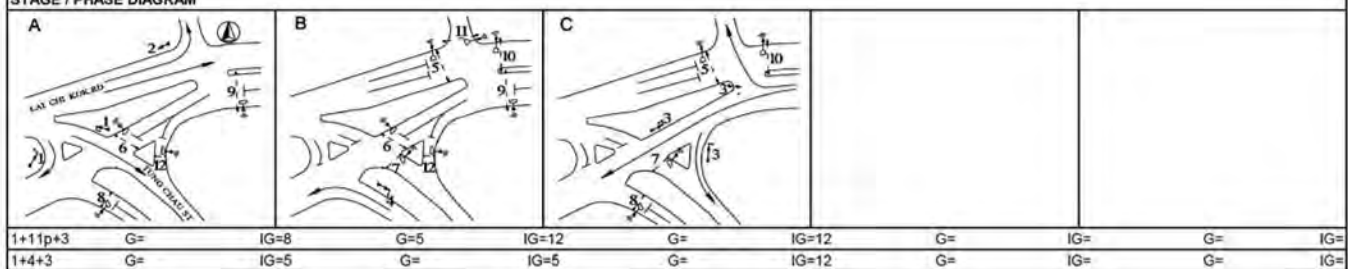
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	N	N			649		2115	0.307	607		2115	0.287
1B	A	3.60	N	N	10		571	91%	1860	0.307	538	86%	1870	0.288
Lai Chi Kok Road WB														
2A	A	3.30	Y	N	10		233	100%	1690	0.138	196	100%	1690	0.116
2B	A	3.30	N	N	13		257	100%	1860	0.138	225	66%	1930	0.117
2C	A	3.30	N	N			277		2085	0.133	242		2085	0.116
2D	A	3.30	N	N			278		2085	0.133	242		2085	0.116
Lai Chi Kok Road NB														
3A	C	3.40	Y	N			311		1955	0.159	285		1955	0.146
3B	C	3.40	N	N			334		2095	0.159	305		2095	0.146
3C	C	3.40	N	N	23		439	100%	1965	0.223	407	100%	1965	0.207
3D	C	3.40	N	N	20		436	100%	1950	0.224	403	100%	1950	0.207
3E	C	3.50	Y	N	18		228	4%	1960	0.116	208	7%	1955	0.106
3F	C	3.50	N	N			245		2105	0.116	225		2105	0.107
3G	C	3.50	N	N			172		1475	0.117	157		1475	0.106
Tung Chau Street NB														
4A	B	3.80	Y	N	30		169	100%	1900	0.089	178	100%	1900	0.094
4B	B	3.80	N	N	35		181	100%	2045	0.089	192	100%	2045	0.094
5p	B,C		6GM +	12FG =	18	sec								
6p	A,B		5GM +	9FG =	14	sec								
7p	B,C		5GM +	8FG =	13	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	A,B		6GM +	11FG =	17	sec								
10p	B,C		5GM +	9FG =	14	sec								
11p	B		5GM +	10FG =	15	sec								
12p	A,B		5GM +	8FG =	11	sec								

Notes:

	AM Peak	1+11p+3	PM Peak	1+4+3
Sum of Critical y Y		0.531		0.589
Lost Time L (sec)		35		19
Cycle Time c (sec)		124		130
Practical Y Ypr		0.646		0.768
Reserve Capacity RC		22%		31%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

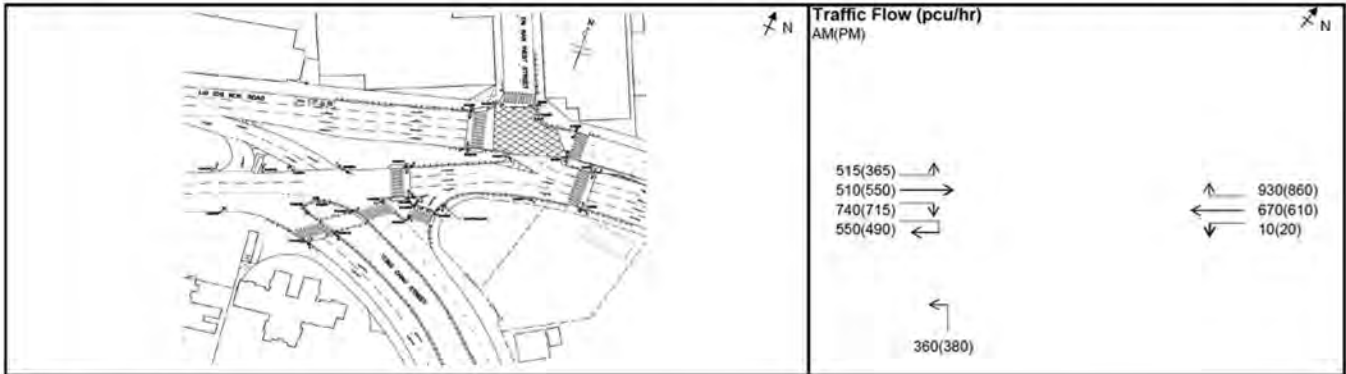
Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

Design Year: 2037

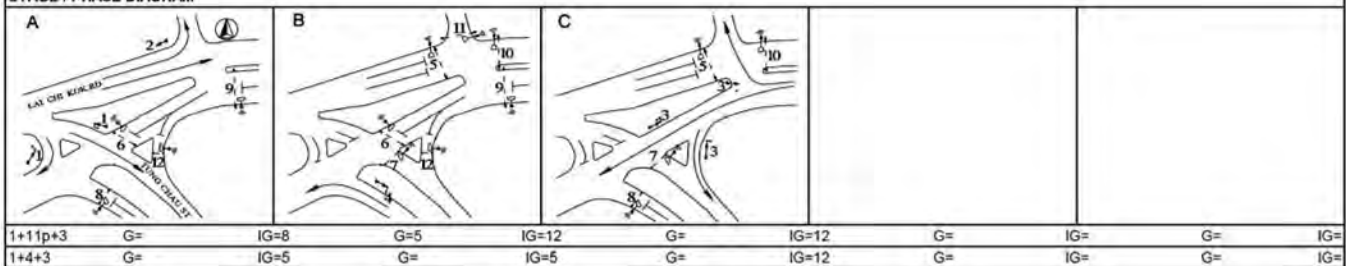
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	N	N			686		2115	0.324	639		2115	0.302
1B	A	3.60	N	N	10		604	91%	1860	0.325	566	87%	1870	0.303
Lai Chi Kok Road EB														
2A	A	3.30	Y	N	10		245	100%	1690	0.145	199	100%	1690	0.118
2B	A	3.30	N	N	13		270	100%	1860	0.145	226	73%	1915	0.118
2C	A	3.30	N	N			255		2085	0.122	245		2085	0.118
2D	A	3.30	N	N			255		2085	0.122	245		2085	0.118
Lai Chi Kok Road WB														
3A	C	3.40	Y	N			328		1955	0.168	304		1955	0.155
3B	C	3.40	N	N			352		2095	0.168	326		2095	0.156
3C	C	3.40	N	N	23		467	100%	1965	0.238	432	100%	1965	0.220
3D	C	3.40	N	N	20		463	100%	1950	0.237	428	100%	1950	0.219
3E	C	3.50	Y	N	18		240	4%	1960	0.122	222	9%	1950	0.114
3F	C	3.50	N	N			259		2105	0.123	240		2105	0.114
3G	C	3.50	N	N			181		1475	0.123	168		1475	0.114
Tung Chau Street NB														
4A	B	3.80	Y	N	30		173	100%	1900	0.091	183	100%	1900	0.096
4B	B	3.80	N	N	35		187	100%	2045	0.091	197	100%	2045	0.096
5p	B,C		6GM +	12FG =	18	sec								
6p	A,B		5GM +	9FG =	14	sec								
7p	B,C		5GM +	8FG =	13	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	A,B		6GM +	11FG =	17	sec								
10p	B,C		5GM +	9FG =	14	sec								
11p	B		5GM +	10FG =	15	sec								
12p	A,B		5GM +	8FG =	11	sec								

Notes:

	AM Peak	1+11p+3	PM Peak	1+4+3
Sum of Critical y Y		0.562	Sum of Critical y Y	0.619
Lost Time L (sec)		35	Lost Time L (sec)	19
Cycle Time c (sec)		124	Cycle Time c (sec)	130
Practical Y Ypr		0.646	Practical Y Ypr	0.768
Reserve Capacity RC		15%	Reserve Capacity RC	24%

Date : 10/Sep/21

Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

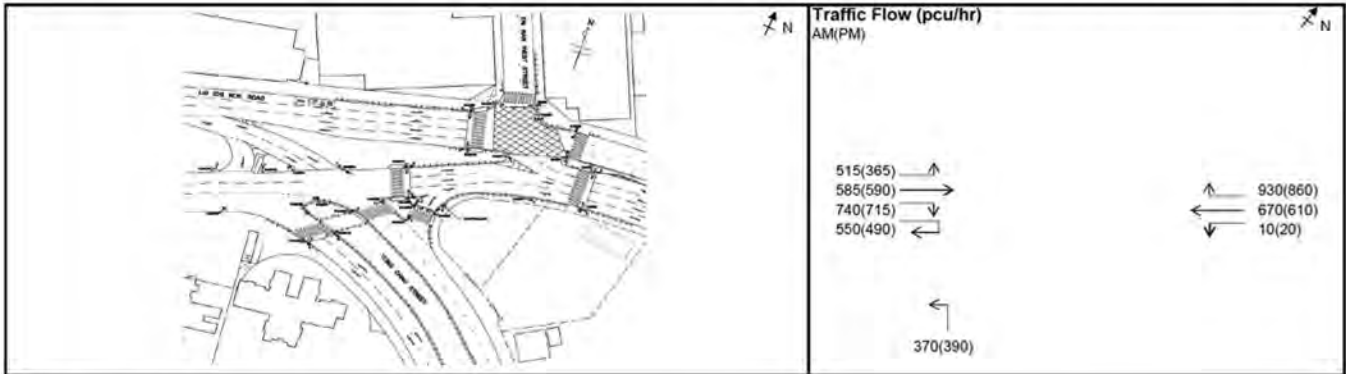
Junction : J10 - Lai Chi Kok Road / Tung Chau Street / Tai Nan West Street

Design Year: 2037

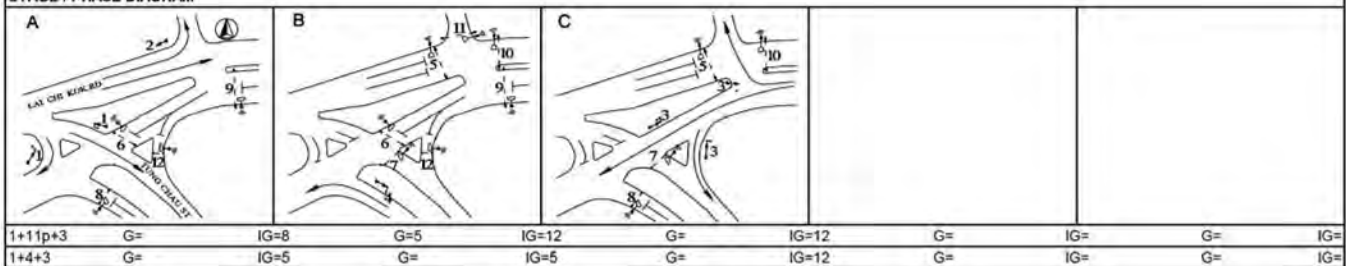
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.60	N	N			686		2115	0.324	639		2115	0.302
1B	A	3.60	N	N	10		604	91%	1860	0.325	566	87%	1870	0.303
Lai Chi Kok Road EB														
2A	A	3.30	Y	N	10		245	100%	1690	0.145	207	100%	1690	0.122
2B	A	3.30	N	N	13		270	100%	1860	0.145	237	67%	1930	0.123
2C	A	3.30	N	N			292		2085	0.140	255		2085	0.122
2D	A	3.30	N	N			293		2085	0.141	256		2085	0.123
Lai Chi Kok Road WB														
3A	C	3.40	Y	N			328		1955	0.168	304		1955	0.155
3B	C	3.40	N	N			352		2095	0.168	326		2095	0.156
3C	C	3.40	N	N	23		467	100%	1965	0.238	432	100%	1965	0.220
3D	C	3.40	N	N	20		463	100%	1950	0.237	428	100%	1950	0.219
3E	C	3.50	Y	N	18		240	4%	1960	0.122	222	9%	1950	0.114
3F	C	3.50	N	N			259		2105	0.123	240		2105	0.114
3G	C	3.50	N	N			181		1475	0.123	168		1475	0.114
Tung Chau Street NB														
4A	B	3.80	Y	N	30		178	100%	1900	0.094	188	100%	1900	0.099
4B	B	3.80	N	N	35		192	100%	2045	0.094	202	100%	2045	0.099
5p	B,C		6GM +	12FG =	18	sec								
6p	A,B		5GM +	9FG =	14	sec								
7p	B,C		5GM +	8FG =	13	sec								
8p	A,C		5GM +	9FG =	14	sec								
9p	A,B		6GM +	11FG =	17	sec								
10p	B,C		5GM +	9FG =	14	sec								
11p	B		5GM +	10FG =	15	sec								
12p	A,B		5GM +	8FG =	11	sec								

Notes:

	AM Peak	1+11p+3	PM Peak	1+4+3
Sum of Critical y Y		0.562		0.621
Lost Time L (sec)		35		19
Cycle Time c (sec)		124		130
Practical Y Ypr		0.646		0.768
Reserve Capacity RC		15%		24%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

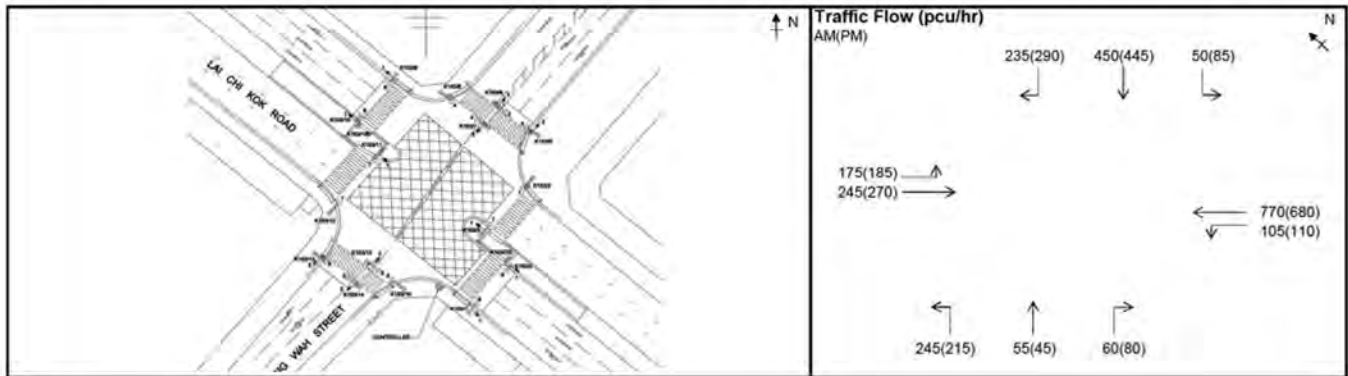
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2021

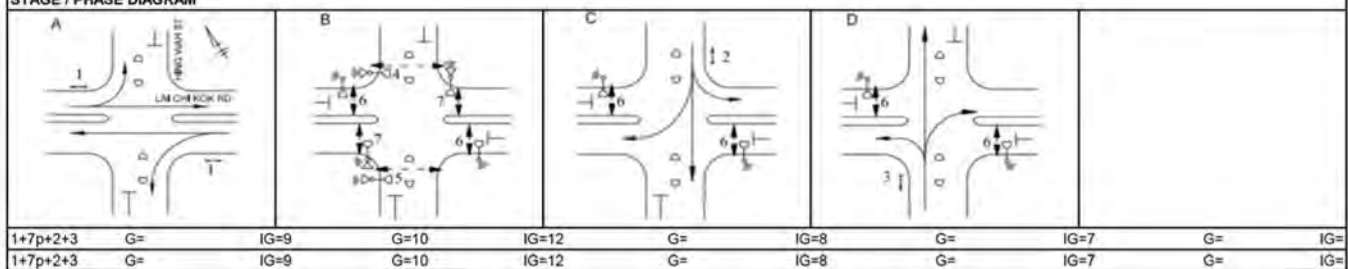
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		175	100%	1690	0.104	185	100%	1690	0.109
1B	A	3.30	N	N			123		2085	0.059	135		2085	0.065
1C	A	3.30	N	N			122		2085	0.059	135		2085	0.065
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		271	39%	1880	0.144	244	45%	1870	0.130
1E	A	3.40	N	N			302		2095	0.144	273		2095	0.130
1F	A	3.40	N	N			302		2095	0.144	273		2095	0.130
Hing Wah Street SB														
2A	C	3.30	Y	N	15		500	10%	1925	0.260	530	16%	1915	0.277
2B	C	3.30	N	N	28		235	100%	1975	0.119	290	100%	1975	0.147
Hing Wah Street NB														
3A	D	3.20	Y	N	10		108	100%	840	0.129	102	100%	840	0.121
3B	D	3.20	N	N	17.5/22.5		252	54% / 24%	1955	0.129	238	47% / 34%	1950	0.122
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2+3	PM Peak	1+7p+2+3
Sum of Critical y Y		0.533		0.529
Lost Time L (sec)		43		43
Cycle Time c (sec)		128		130
Practical Y Ypr		0.598		0.602
Reserve Capacity RC		12%		14%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

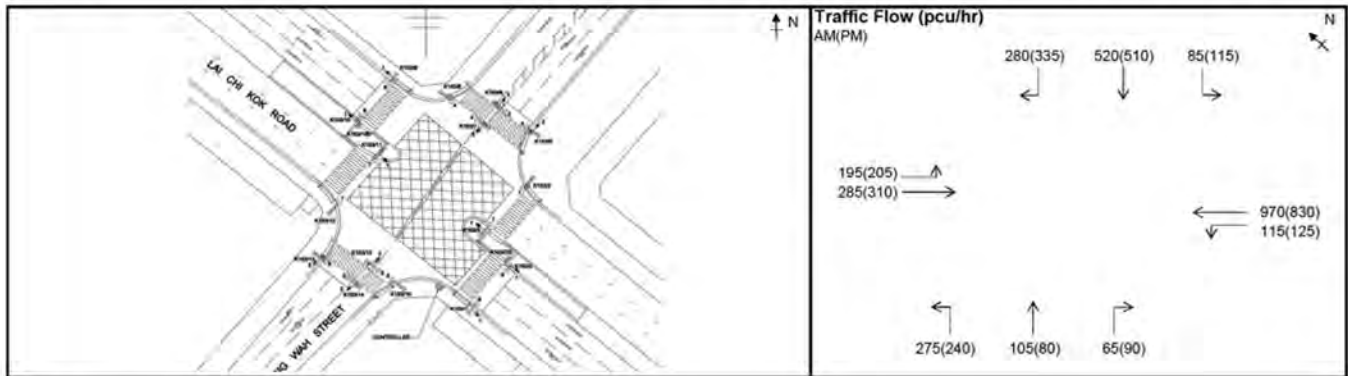
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2031

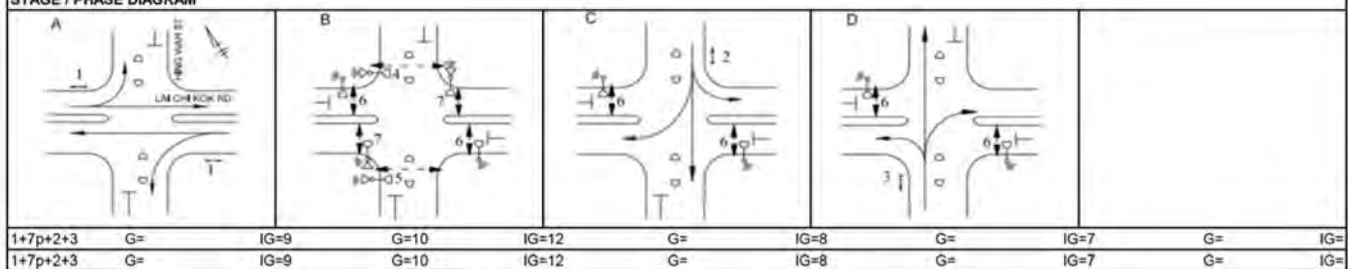
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		195	100%	1690	0.115	205	100%	1690	0.121
1B	A	3.30	N	N			143		2085	0.069	155		2085	0.074
1C	A	3.30	N	N			142		2085	0.068	155		2085	0.074
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		337	34%	1890	0.178	295	42%	1875	0.157
1E	A	3.40	N	N			374		2095	0.179	330		2095	0.158
1F	A	3.40	N	N			374		2095	0.179	330		2095	0.158
Hing Wah Street SB														
2A	C	3.30	Y	N	15		605	14%	1920	0.315	625	18%	1910	0.327
2B	C	3.30	N	N	28		280	100%	1975	0.142	335	100%	1975	0.170
Hing Wah Street NB														
3A	D	3.20	Y	N	10		133	100%	840	0.158	123	100%	840	0.146
3B	D	3.20	N	N	17.5/22.5		312	46% / 21%	1970	0.158	287	41% / 31%	1965	0.146
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2+3	PM Peak	1+7p+2+3
Sum of Critical y Y		0.652		0.631
Lost Time L (sec)		43		43
Cycle Time c (sec)		128		130
Practical Y Ypr		0.598		0.602
Reserve Capacity RC		-8%		-5%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

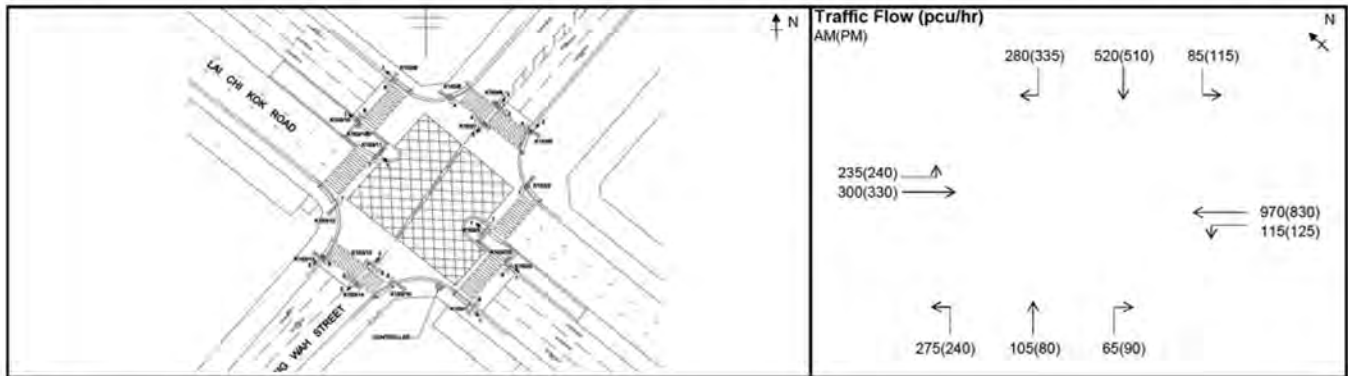
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2031

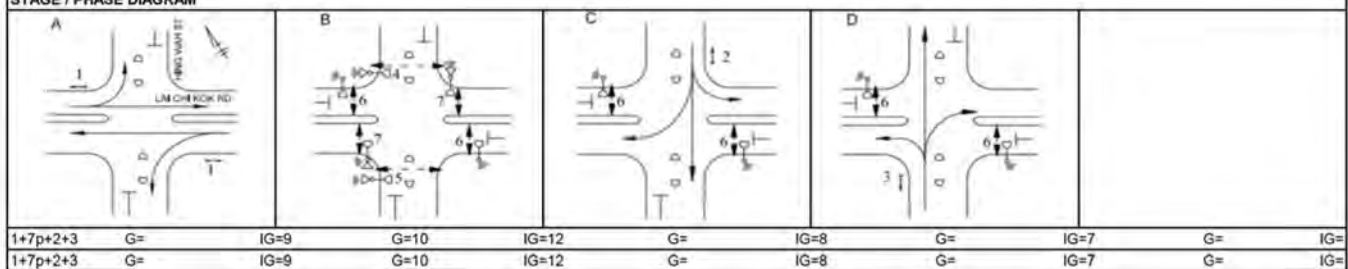
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		235	100%	1690	0.139	240	100%	1690	0.142
1B	A	3.30	N	N			150		2085	0.072	165		2085	0.079
1C	A	3.30	N	N			150		2085	0.072	165		2085	0.079
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		337	34%	1890	0.178	295	42%	1875	0.157
1E	A	3.40	N	N			374		2095	0.179	330		2095	0.158
1F	A	3.40	N	N			374		2095	0.179	330		2095	0.158
Hing Wah Street SB														
2A	C	3.30	Y	N	15		605	14%	1920	0.315	625	18%	1910	0.327
2B	C	3.30	N	N	28		280	100%	1975	0.142	335	100%	1975	0.170
Hing Wah Street NB														
3A	D	3.20	Y	N	10		133	100%	840	0.158	123	100%	840	0.146
3B	D	3.20	N	N	17.5/22.5		312	46% / 21%	1970	0.158	287	41% / 31%	1965	0.146
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2+3	PM Peak	1+7p+2+3
Sum of Critical y Y		0.652		0.631
Lost Time L (sec)		43		43
Cycle Time c (sec)		128		130
Practical Y Ypr		0.598		0.602
Reserve Capacity RC		-8%		-5%

Date : 10/Sep/21

Junction : J11 - Lai Chi Kok Road / Hing Wah Street

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

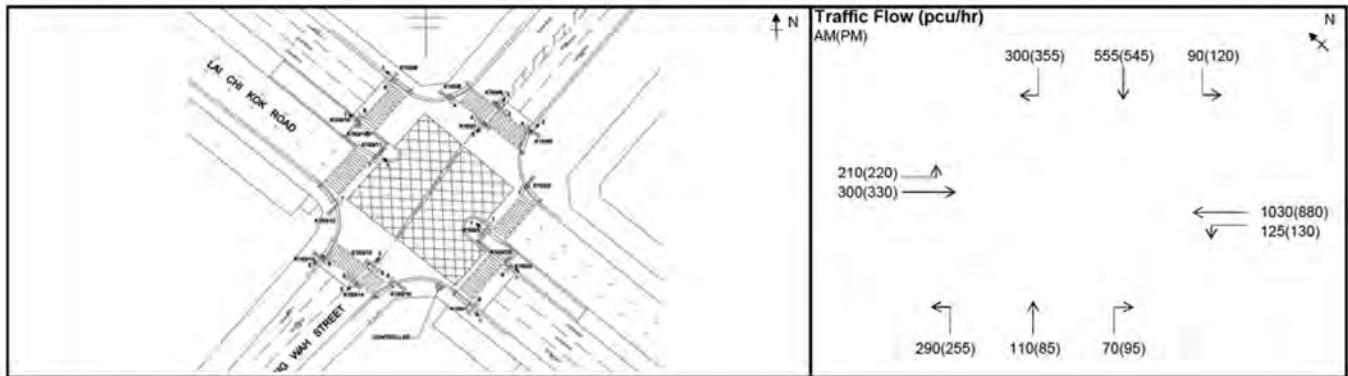
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2037

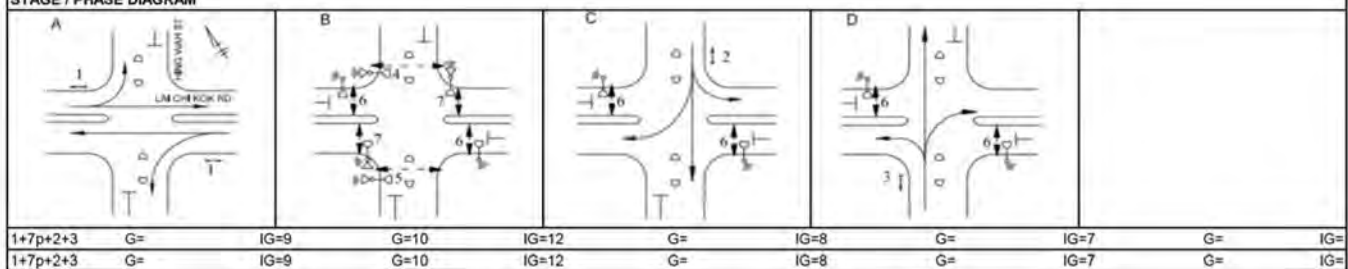
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		210	100%	1690	0.124	220	100%	1690	0.130
1B	A	3.30	N	N			150		2085	0.072	165		2085	0.079
1C	A	3.30	N	N			150		2085	0.072	165		2085	0.079
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		359	35%	1890	0.190	312	42%	1875	0.166
1E	A	3.40	N	N			398		2095	0.190	349		2095	0.167
1F	A	3.40	N	N			398		2095	0.190	349		2095	0.167
Hing Wah Street SB														
2A	C	3.30	Y	N	15		645	14%	1920	0.336	665	18%	1910	0.348
2B	C	3.30	N	N	28		300	100%	1975	0.152	355	100%	1975	0.180
Hing Wah Street NB														
3A	D	3.20	Y	N	10		140	100%	840	0.167	130	100%	840	0.155
3B	D	3.20	N	N	17.5/22.5		330	45% / 21%	1970	0.168	305	41% / 31%	1965	0.155
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2+3	PM Peak	1+7p+2+3
Sum of Critical y Y		0.693		0.670
Lost Time L (sec)		43		43
Cycle Time c (sec)		128		130
Practical Y Ypr		0.598		0.602
Reserve Capacity RC		-14%		-10%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

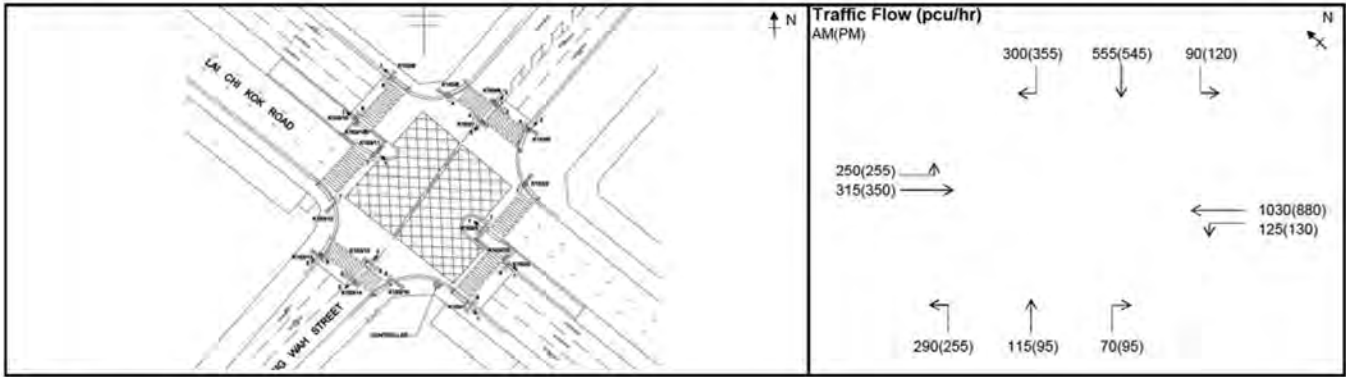
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2037

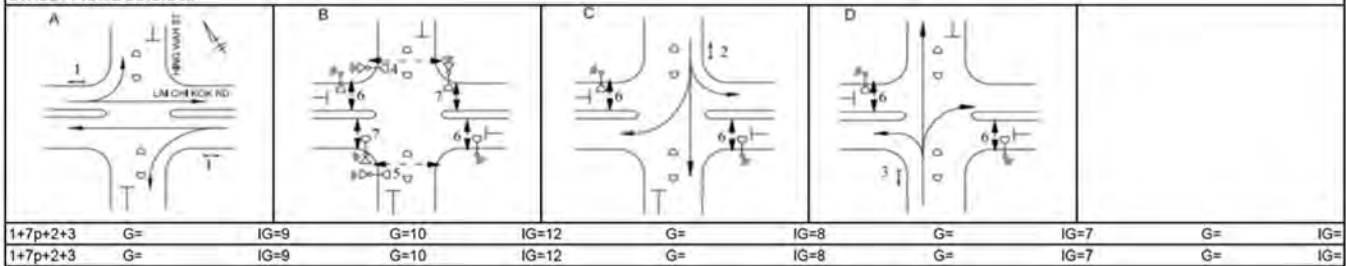
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		250	100%	1690	0.148	255	100%	1690	0.151
1B	A	3.30	N	N			158		2085	0.076	175		2085	0.084
1C	A	3.30	N	N			157		2085	0.075	175		2085	0.084
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		359	35%	1890	0.190	312	42%	1875	0.166
1E	A	3.40	N	N			398		2095	0.190	349		2095	0.167
1F	A	3.40	N	N			398		2095	0.190	349		2095	0.167
Hing Wah Street SB														
2A	C	3.30	Y	N	15		645	14%	1920	0.336	665	18%	1910	0.348
2B	C	3.30	N	N	28		300	100%	1975	0.152	355	100%	1975	0.180
Hing Wah Street NB														
3A	D	3.20	Y	N	10		142	100%	840	0.169	133	100%	840	0.158
3B	D	3.20	N	N	17.5/22.5		333	44% / 21%	1970	0.169	312	39% / 30%	1970	0.158
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2+3	PM Peak	1+7p+2+3
Sum of Critical y Y		0.695		0.673
Lost Time L (sec)		43		43
Cycle Time c (sec)		128		130
Practical Y Ypr		0.598		0.602
Reserve Capacity RC		-14%		-11%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

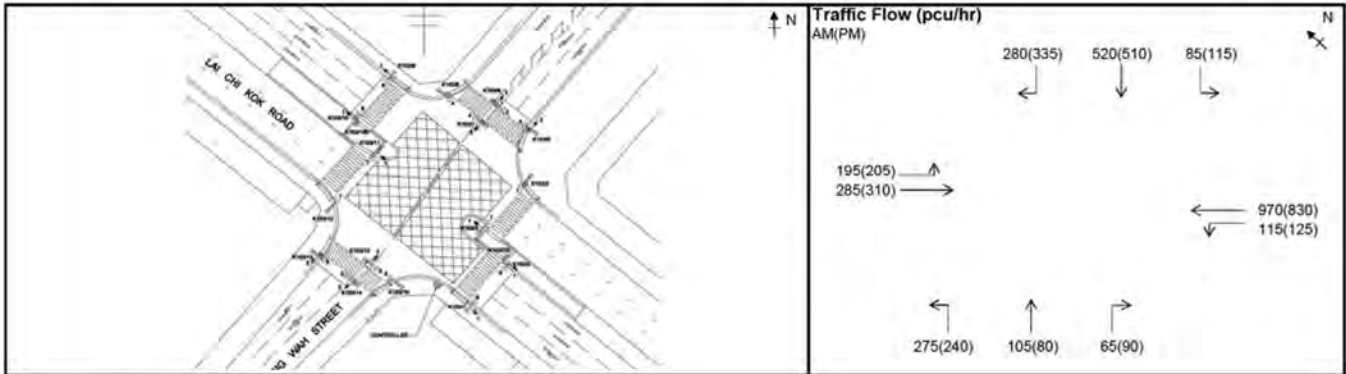
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2031

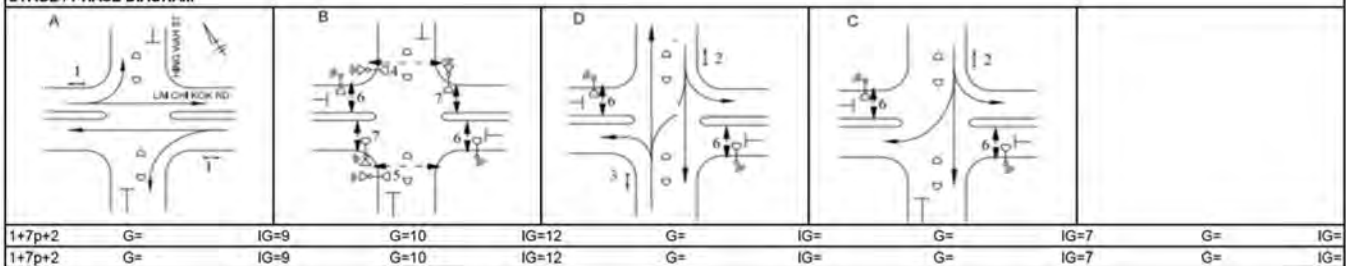
Scheme : 2031 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		195	100%	1690	0.115	205	100%	1690	0.121
1B	A	3.30	N	N			143		2085	0.069	155		2085	0.074
1C	A	3.30	N	N			142		2085	0.068	155		2085	0.074
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		337	34%	1890	0.178	295	42%	1875	0.157
1E	A	3.40	N	N			374		2095	0.179	330		2095	0.158
1F	A	3.40	N	N			374		2095	0.179	330		2095	0.158
Hing Wah Street SB														
2A	C,D	3.30	Y	N	15		605	14%	1920	0.315	625	18%	1910	0.327
8A	D	3.30	N	N	28		280	100%	1975	0.142	335	100%	1975	0.170
Hing Wah Street NB														
3A	C	3.20	Y	N	10		203	100%	1685	0.120	187	100%	1685	0.111
3B	C	3.20	N	N	13		242	30%	2005	0.121	223	24%	2015	0.111
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2	PM Peak	1+7p+2
Sum of Critical y Y		0.494		0.485
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		31%		34%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

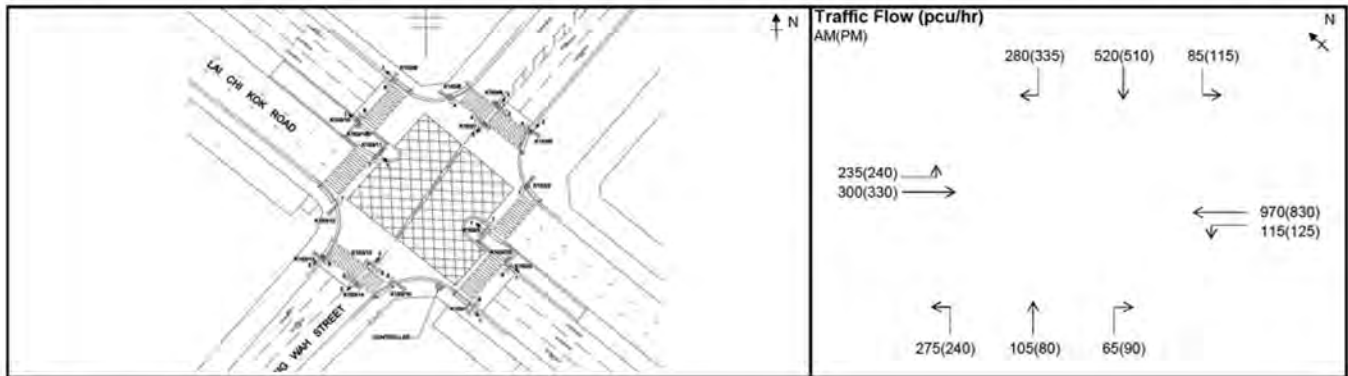
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2031

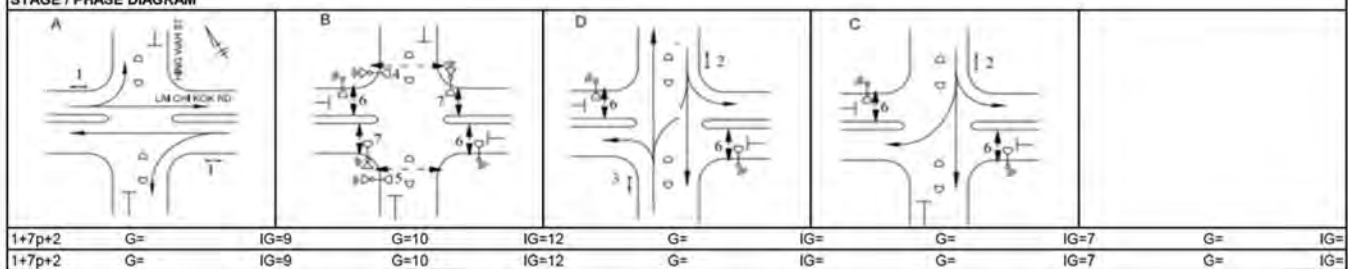
Scheme : 2031 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		235	100%	1690	0.139	240	100%	1690	0.142
1B	A	3.30	N	N			150		2085	0.072	165		2085	0.079
1C	A	3.30	N	N			150		2085	0.072	165		2085	0.079
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		337	34%	1890	0.178	295	42%	1875	0.157
1E	A	3.40	N	N			374		2095	0.179	330		2095	0.158
1F	A	3.40	N	N			374		2095	0.179	330		2095	0.158
Hing Wah Street SB														
2A	C,D	3.30	Y	N	15		605	14%	1920	0.315	625	18%	1910	0.327
8A	D	3.30	N	N	28		280	100%	1975	0.142	335	100%	1975	0.170
Hing Wah Street NB														
3A	C	3.20	Y	N	10		203	100%	1685	0.120	187	100%	1685	0.111
3B	C	3.20	N	N	13		242	30%	2005	0.121	223	24%	2015	0.111
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2	PM Peak	1+7p+2
Sum of Critical y Y		0.494		0.485
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		31%		34%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

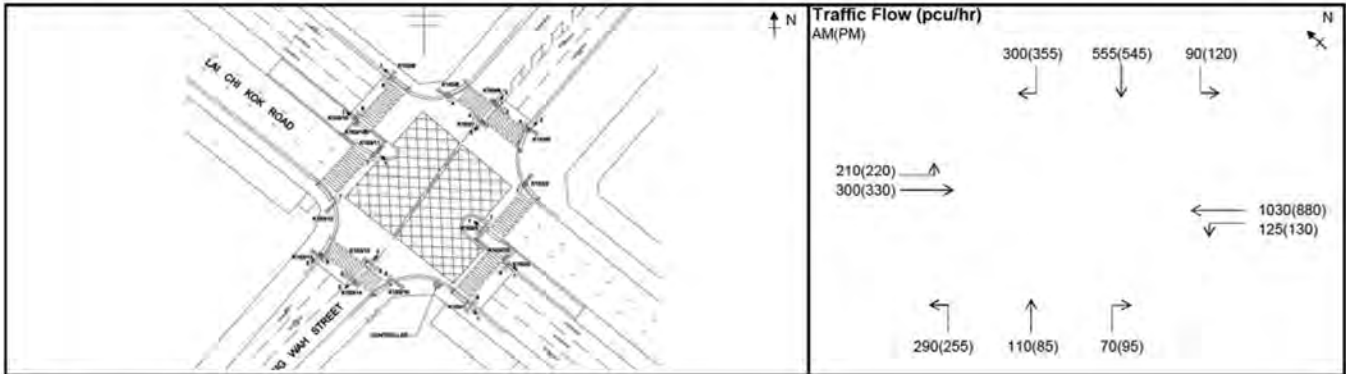
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2037

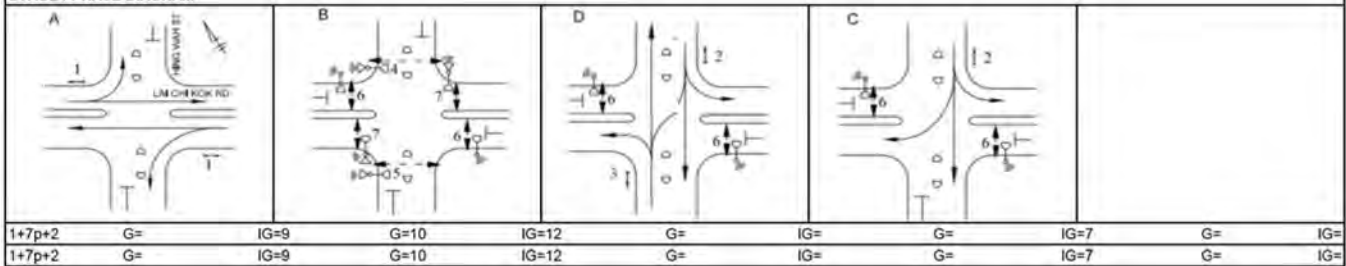
Scheme : 2037 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10	210	100%	1690	0.124	220	100%	1690	0.130	
1B	A	3.30	N	N		150		2085	0.072	165		2085	0.079	
1C	A	3.30	N	N		150		2085	0.072	165		2085	0.079	
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15	359	35%	1890	0.190	312	42%	1875	0.166	
1E	A	3.40	N	N		398		2095	0.190	349		2095	0.167	
1F	A	3.40	N	N		398		2095	0.190	349		2095	0.167	
Hing Wah Street SB														
2A	C,D	3.30	Y	N	15	645	14%	1920	0.336	665	18%	1910	0.348	
8A	D	3.30	N	N	28	300	100%	1975	0.152	355	100%	1975	0.180	
Hing Wah Street NB														
3A	C	3.20	Y	N	10	215	100%	1685	0.128	198	100%	1685	0.118	
3B	C	3.20	N	N	13	255	29%	2005	0.127	237	24%	2015	0.118	
4p	B		8GM +	7FG =	15									
5p	B		7GM +	7FG =	14									
6p	B,C,D		9GM +	9FG =	18									
7p	B		10GM +	10FG =	20									

Notes:

	AM Peak	1+7p+2	PM Peak	1+7p+2
Sum of Critical y Y		0.526		0.515
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		23%		26%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

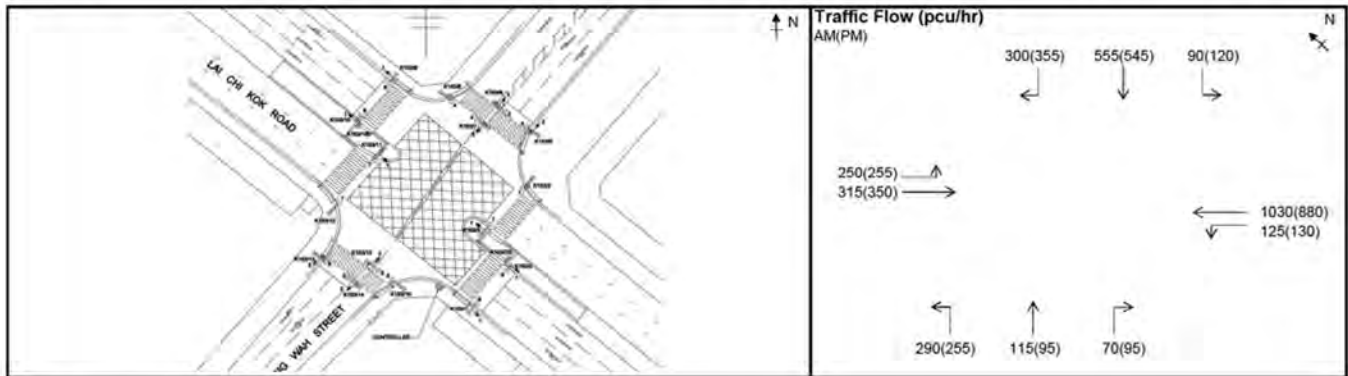
Junction : J11 - Lai Chi Kok Road / Hing Wah Street

Design Year: 2037

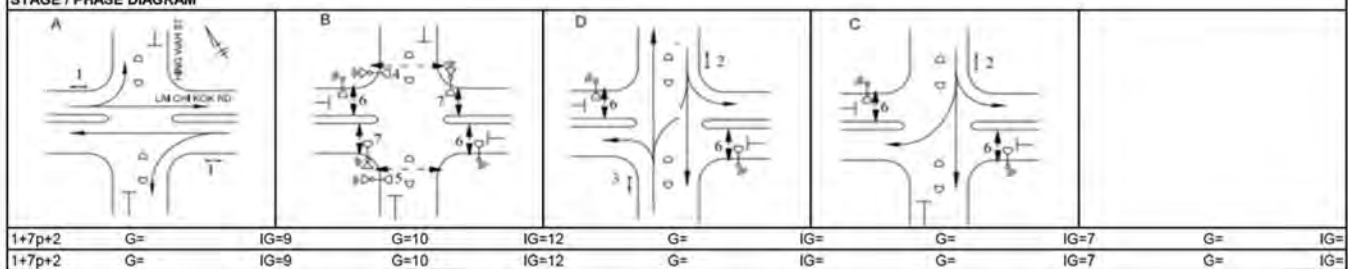
Scheme : 2037 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Lai Chi Kok Road EB														
1A	A	3.30	Y	N	10		250	100%	1690	0.148	255	100%	1690	0.151
1B	A	3.30	N	N			158		2085	0.076	175		2085	0.084
1C	A	3.30	N	N			157		2085	0.075	175		2085	0.084
Lai Chi Kok Road WB														
1D	A	3.40	Y	N	15		359	35%	1890	0.190	312	42%	1875	0.166
1E	A	3.40	N	N			398		2095	0.190	349		2095	0.167
1F	A	3.40	N	N			398		2095	0.190	349		2095	0.167
Hing Wah Street SB														
2A	C,D	3.30	Y	N	15		645	14%	1920	0.336	665	18%	1910	0.348
8A	D	3.30	N	N	28		300	100%	1975	0.152	355	100%	1975	0.180
Hing Wah Street NB														
3A	C	3.20	Y	N	10		217	100%	1685	0.129	202	100%	1685	0.120
3B	C	3.20	N	N	13		258	28%	2005	0.129	243	22%	2020	0.120
4p	B		8GM +	7FG =	15	sec								
5p	B		7GM +	7FG =	14	sec								
6p	B,C,D		9GM +	9FG =	18	sec								
7p	B		10GM +	10FG =	20	sec								

Notes:

	AM Peak	1+7p+2	PM Peak	1+7p+2
Sum of Critical y Y		0.526	Sum of Critical y Y	0.515
Lost Time L (sec)		36	Lost Time L (sec)	36
Cycle Time c (sec)		128	Cycle Time c (sec)	130
Practical Y Ypr		0.647	Practical Y Ypr	0.651
Reserve Capacity RC		23%	Reserve Capacity RC	26%

Date : 10/Sep/21

Junction : J11 - Lai Chi Kok Road / Hing Wah Street

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

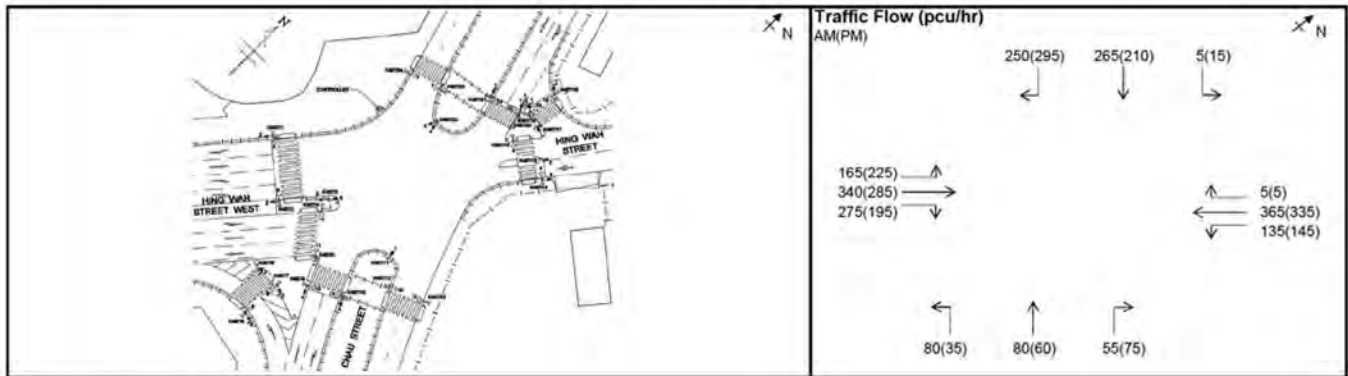
Junction : J12 -Tung Chau Street / Hing Wah Street West

Design Year: 2021

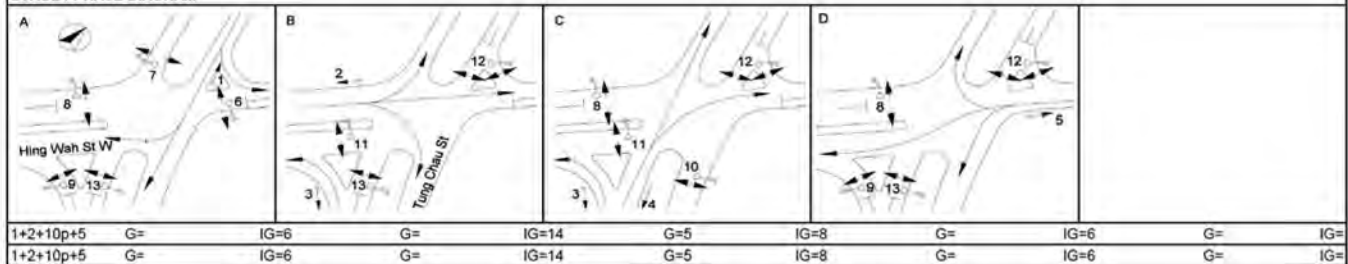
Scheme : Existing

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		255	2%	1940	0.131	225	7%	1930	0.117
1B	A	3.30	N	N	40		265	94%	2015	0.132	295	100%	2010	0.147
Hang Wah Street West EB														
2A	B	3.50	Y	N	25		165	100%	1760	0.094	225	100%	1760	0.128
2B	B	3.50	N	N			340		2000	0.170	285		2000	0.143
2C	B	3.50	N	N	20		138	100%	1860	0.074	98	100%	1860	0.053
2D	B	3.50	N	N	18		137	100%	1840	0.074	97	100%	1840	0.053
Tung Chau Street NB														
3A	B,C	3.60	Y	N	20		80	100%	1835	0.044	35	100%	1835	0.019
4A	C	3.60	N	N			69		2115	0.033	60		2115	0.028
4B	C	3.60	N	N	40		66	83%	2050	0.032	75	100%	2040	0.037
Hang Wah Street WB														
5A	D	3.90	Y	N	20/20		505	27% / 1%	1965	0.257	485	30% / 1%	1960	0.247
6p	A			5GM +	6FG =	11	sec							
7p	A			5GM +	7FG =	12	sec							
8p	A,C,D			5GM +	12FG =	17	sec							
9p	A,D			5GM +	8FG =	13	sec							
10p	C			5GM +	6FG =	11	sec							
11p	B,C			5GM +	9FG =	14	sec							
12p	B,C,D			5GM +	6FG =	11	sec							
13p	A,B,D			5GM +	6FG =	11	sec							

Notes:

	AM Peak	1+2+10p+5	PM Peak	1+2+10p+5
Sum of Critical y Y		0.559		0.537
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		16%		21%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

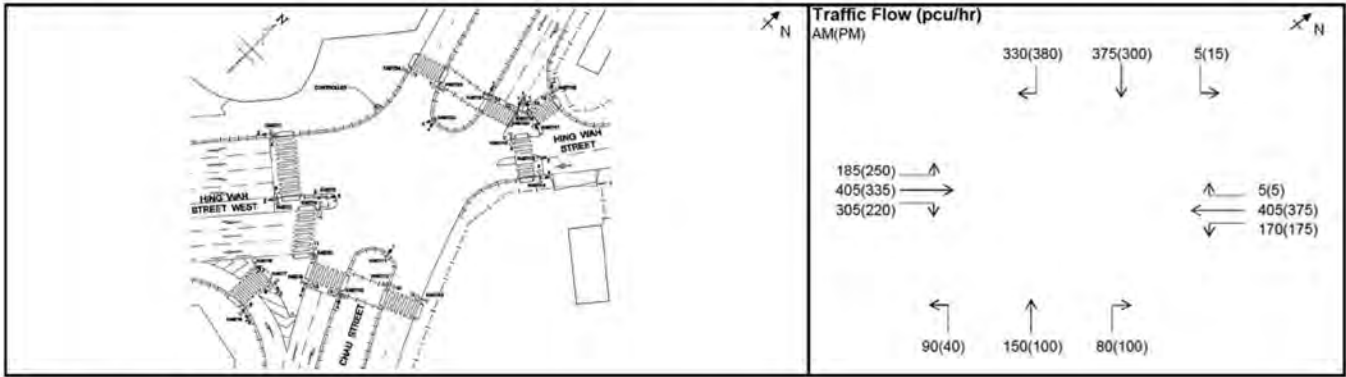
Junction : J12 - Tung Chau Street / Hing Wah Street West

Design Year: 2031

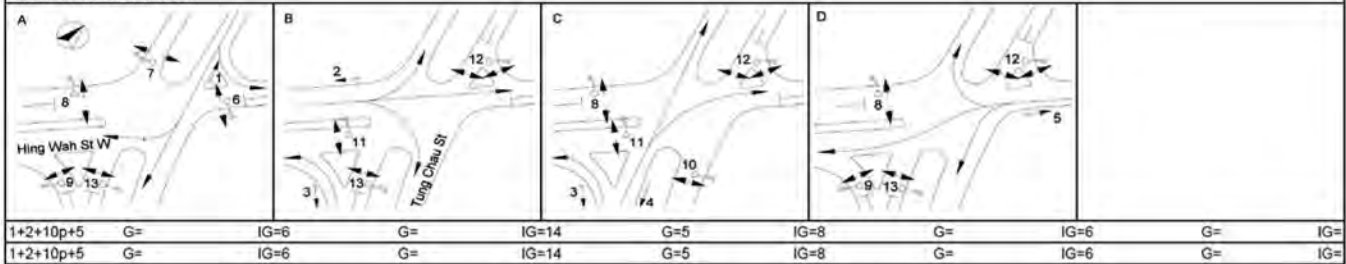
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		348	1%	1940	0.179	315	5%	1935	0.163
1B	A	3.30	N	N	40		362	91%	2015	0.180	380	100%	2010	0.189
Hang Wah Street West EB														
2A	B	3.50	Y	N	25		185	100%	1760	0.105	250	100%	1760	0.142
2B	B	3.50	N	N			405		2000	0.203	335		2000	0.168
2C	B	3.50	N	N	20		153	100%	1860	0.082	111	100%	1860	0.060
2D	B	3.50	N	N	18		152	100%	1840	0.083	109	100%	1840	0.059
Tung Chau Street NB														
3A	B,C	3.60	Y	N	20		90	100%	1835	0.049	40	100%	1835	0.022
4A	C	3.60	N	N			116		2115	0.055	100		2115	0.047
4B	C	3.60	N	N	40		114	70%	2060	0.055	100	100%	2040	0.049
Hang Wah Street WB														
5A	D	3.90	Y	N	20/20		580	29% / 1%	1960	0.296	555	32% / 1%	1955	0.284
6p	A		5GM +	6FG =	11	sec								
7p	A		5GM +	7FG =	12	sec								
8p	A,C,D		5GM +	12FG =	17	sec								
9p	A,D		5GM +	8FG =	13	sec								
10p	C		5GM +	6FG =	11	sec								
11p	B,C		5GM +	9FG =	14	sec								
12p	B,C,D		5GM +	6FG =	11	sec								
13p	A,B,D		5GM +	6FG =	11	sec								

Notes:

	AM Peak	1+2+10p+5	PM Peak	1+2+10p+5
Sum of Critical y Y		0.678		0.640
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		-5%		2%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

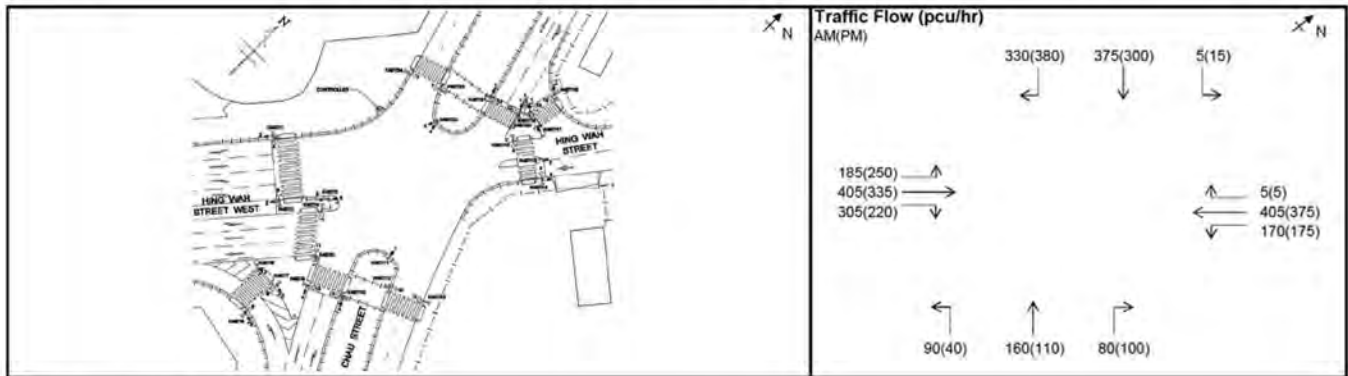
Junction : J12 - Tung Chau Street / Hing Wah Street West

Design Year: 2031

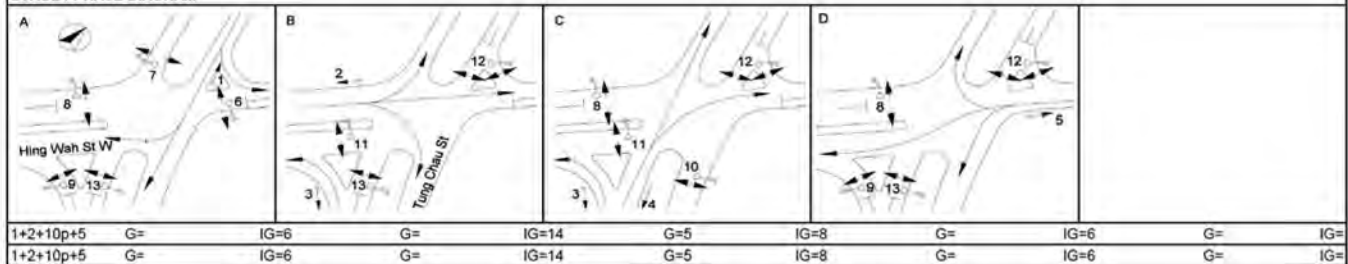
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		348	1%	1940	0.179	315	5%	1935	0.163
1B	A	3.30	N	N	40		362	91%	2015	0.180	380	100%	2010	0.189
Hang Wah Street West EB														
2A	B	3.50	Y	N	25		185	100%	1760	0.105	250	100%	1760	0.142
2B	B	3.50	N	N			405		2000	0.203	335		2000	0.168
2C	B	3.50	N	N	20		153	100%	1860	0.082	111	100%	1860	0.060
2D	B	3.50	N	N	18		152	100%	1840	0.083	109	100%	1840	0.059
Tung Chau Street NB														
3A	B,C	3.60	Y	N	20		90	100%	1835	0.049	40	100%	1835	0.022
4A	C	3.60	N	N			121		2115	0.057	107		2115	0.051
4B	C	3.60	N	N	40		119	87%	2065	0.058	103	97%	2040	0.050
Hang Wah Street WB														
5A	D	3.90	Y	N	20/20		580	29% / 1%	1960	0.296	555	32% / 1%	1955	0.284
6p	A			5GM +	6FG =	11	sec							
7p	A			5GM +	7FG =	12	sec							
8p	A,C,D			5GM +	12FG =	17	sec							
9p	A,D			5GM +	8FG =	13	sec							
10p	C			5GM +	6FG =	11	sec							
11p	B,C			5GM +	9FG =	14	sec							
12p	B,C,D			5GM +	6FG =	11	sec							
13p	A,B,D			5GM +	6FG =	11	sec							

Notes:

	AM Peak	1+2+10p+5	PM Peak	1+2+10p+5
Sum of Critical y Y		0.678		0.640
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		-5%		2%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

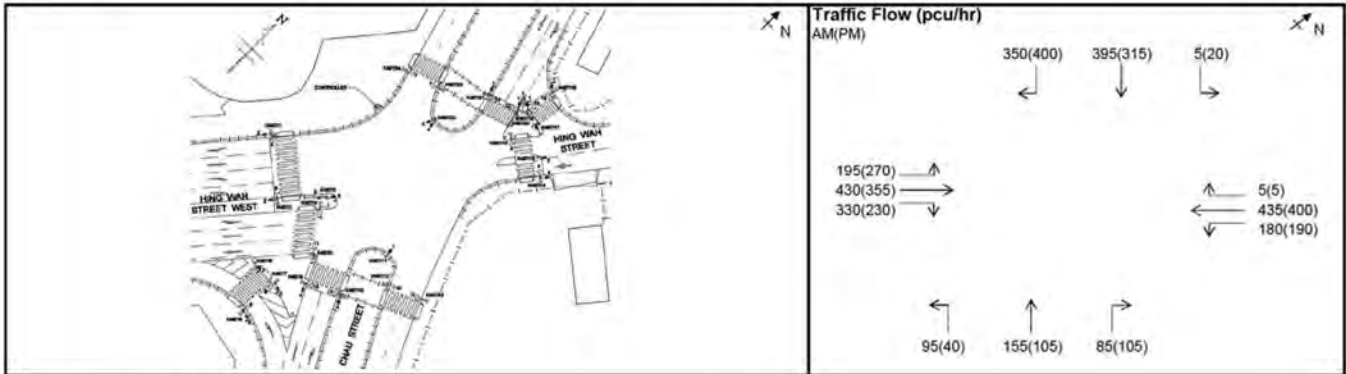
Junction : J12 - Tung Chau Street / Hing Wah Street West

Design Year: 2037

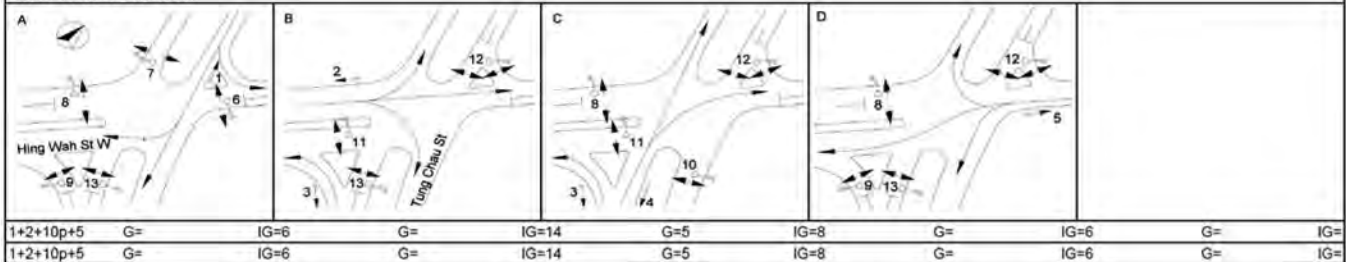
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		368	1%	1940	0.190	335	6%	1935	0.173
1B	A	3.30	N	N	40		382	92%	2015	0.190	400	100%	2010	0.199
Hang Wah Street West EB														
2A	B	3.50	Y	N	25		195	100%	1760	0.111	270	100%	1760	0.153
2B	B	3.50	N	N			430		2000	0.215	355		2000	0.178
2C	B	3.50	N	N	20		166	100%	1860	0.089	116	100%	1860	0.062
2D	B	3.50	N	N	18		164	100%	1840	0.089	114	100%	1840	0.062
Tung Chau Street NB														
3A	B,C	3.60	Y	N	20		95	100%	1835	0.052	40	100%	1835	0.022
4A	C	3.60	N	N			122		2115	0.058	105		2115	0.050
4B	C	3.60	N	N	40		118	72%	2060	0.057	105	100%	2040	0.051
Hang Wah Street WB														
5A	D	3.90	Y	N	20/20		620	29% / 1%	1960	0.316	595	32% / 1%	1955	0.304
6p	A			5GM +	6FG =	11	sec							
7p	A			5GM +	7FG =	12	sec							
8p	A,C,D			5GM +	12FG =	17	sec							
9p	A,D			5GM +	8FG =	13	sec							
10p	C			5GM +	6FG =	11	sec							
11p	B,C			5GM +	9FG =	14	sec							
12p	B,C,D			5GM +	6FG =	11	sec							
13p	A,B,D			5GM +	6FG =	11	sec							

Notes:

	AM Peak	1+2+10p+5	PM Peak	1+2+10p+5
Sum of Critical y Y		0.721		0.681
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		-10%		-4%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

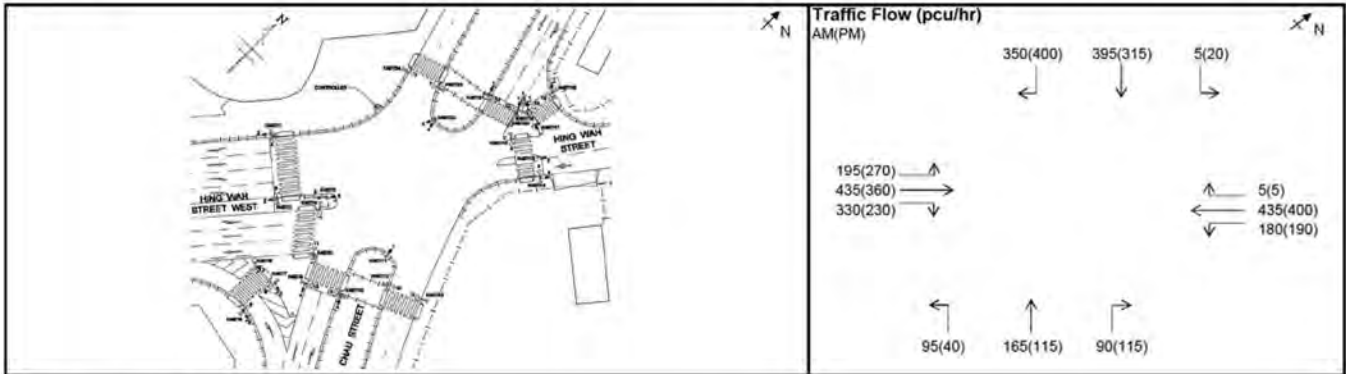
Junction : J12 - Tung Chau Street / Hing Wah Street West

Design Year: 2037

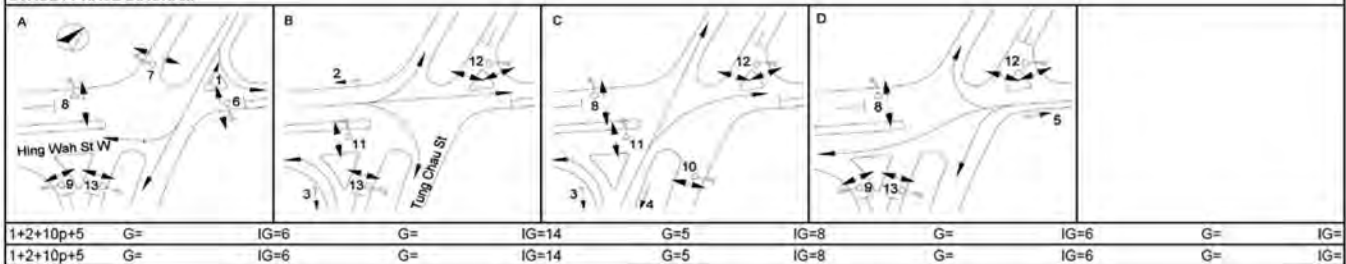
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		368	1%	1940	0.190	335	6%	1935	0.173
1B	A	3.30	N	N	40		382	92%	2015	0.190	400	100%	2010	0.199
Hang Wah Street West EB														
2A	B	3.50	Y	N	25		195	100%	1760	0.111	270	100%	1760	0.153
2B	B	3.50	N	N			435		2000	0.218	360		2000	0.180
2C	B	3.50	N	N	20		166	100%	1860	0.089	116	100%	1860	0.062
2D	B	3.50	N	N	18		164	100%	1840	0.089	114	100%	1840	0.062
Tung Chau Street NB														
3A	B,C	3.60	Y	N	20		95	100%	1835	0.052	40	100%	1835	0.022
4A	C	3.60	N	N			129		2115	0.061	115		2115	0.054
4B	C	3.60	N	N	40		126	71%	2060	0.061	115	100%	2040	0.056
Hang Wah Street WB														
5A	D	3.90	Y	N	20/20		620	29% / 1%	1960	0.316	595	32% / 1%	1955	0.304
6p	A		5GM +	6FG =	11	sec								
7p	A		5GM +	7FG =	12	sec								
8p	A,C,D		5GM +	12FG =	17	sec								
9p	A,D		5GM +	8FG =	13	sec								
10p	C		5GM +	6FG =	11	sec								
11p	B,C		5GM +	9FG =	14	sec								
12p	B,C,D		5GM +	6FG =	11	sec								
13p	A,B,D		5GM +	6FG =	11	sec								

Notes:

	AM Peak	1+2+10p+5	PM Peak	1+2+10p+5
Sum of Critical y Y		0.724		0.683
Lost Time L (sec)		36		36
Cycle Time c (sec)		128		130
Practical Y Ypr		0.647		0.651
Reserve Capacity RC		-11%		-5%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

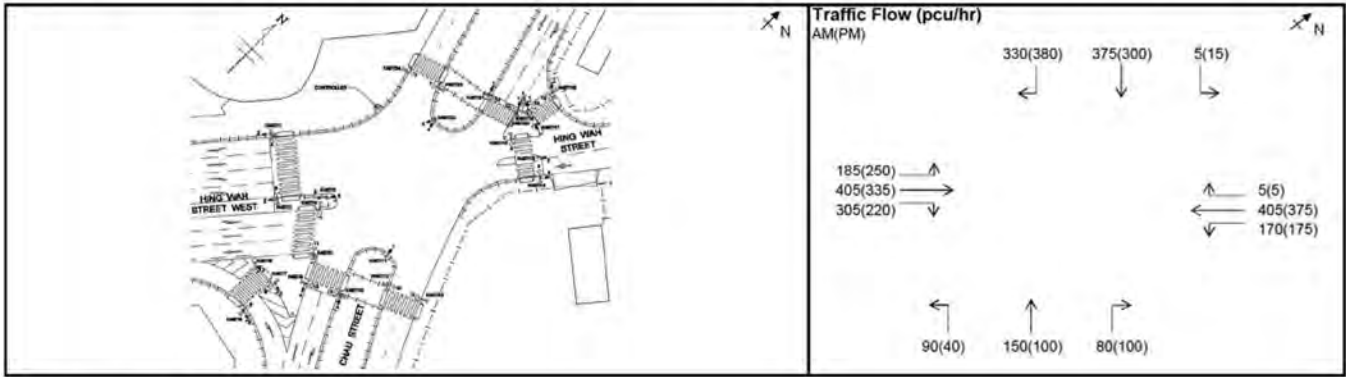
Junction : J12 -Tung Chau Street / Hing Wah Street West

Design Year: 2031

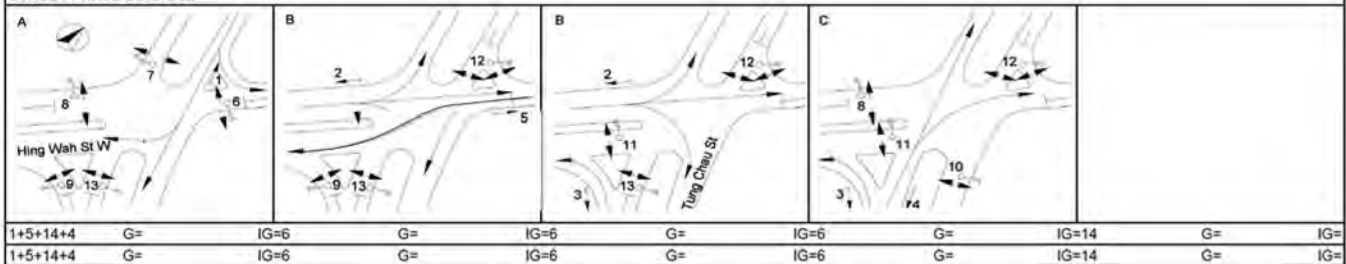
Scheme : 2031 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		348	1%	1940	0.179	315	5%	1935	0.163
1B	A	3.30	N	N	40		362	91%	2015	0.180	380	100%	2010	0.189
Hang Wah Street West EB														
2A	B,C	3.50	Y	N	25		185	100%	1760	0.105	250	100%	1760	0.142
2B	B,C	3.50	N	N			405		2000	0.203	335		2000	0.168
14A	C	3.50	N	N	20		153	100%	1860	0.082	111	100%	1860	0.060
14B	C	3.50	N	N	18		152	100%	1840	0.083	109	100%	1840	0.059
Tung Chau Street NB														
3A	C,D	3.60	Y	N	20		90	100%	1835	0.049	40	100%	1835	0.022
4A	D	3.60	N	N			116		2115	0.055	100		2115	0.047
4B	D	3.60	N	N	40		114	70%	2060	0.055	100	100%	2040	0.049
Hang Wah Street WB														
5A	B	3.90	Y	N	20		575	30%	1960	0.293	550	32%	1960	0.281
6p	A		5GM +	6FG =	11	sec								
7p	A		5GM +	7FG =	12	sec								
8p	A,D		5GM +	12FG =	17	sec								
9p	A,B		5GM +	8FG =	13	sec								
10p	D		5GM +	6FG =	11	sec								
11p	C,D		5GM +	9FG =	14	sec								
12p	B,C,D		5GM +	6FG =	11	sec								
13p	A,B,C		5GM +	6FG =	11	sec								

Notes:

	AM Peak	1+5+14+4	PM Peak	1+5+14+4
Sum of Critical y Y		0.611		0.578
Lost Time L (sec)		28		28
Cycle Time c (sec)		128		130
Practical Y Ypr		0.703		0.706
Reserve Capacity RC		15%		22%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

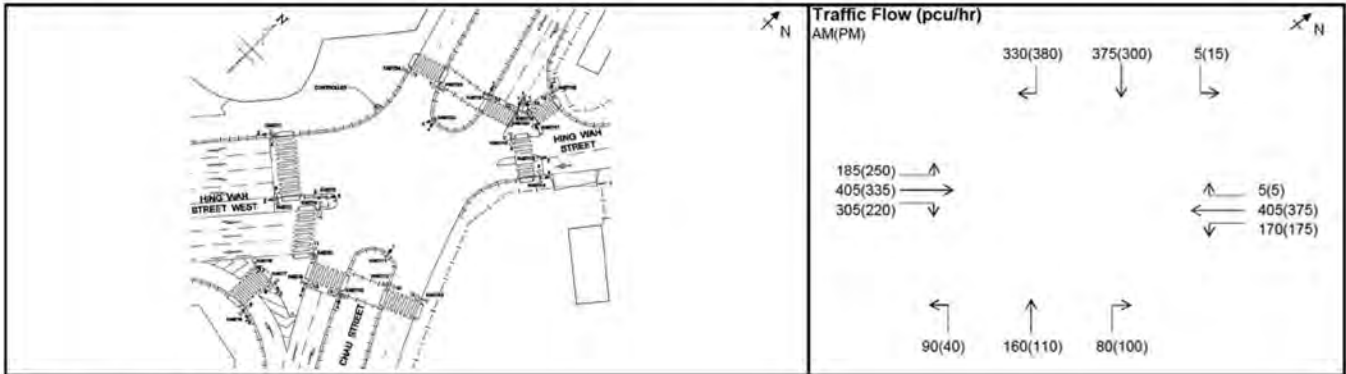
Junction : J12 - Tung Chau Street / Hing Wah Street West

Design Year: 2031

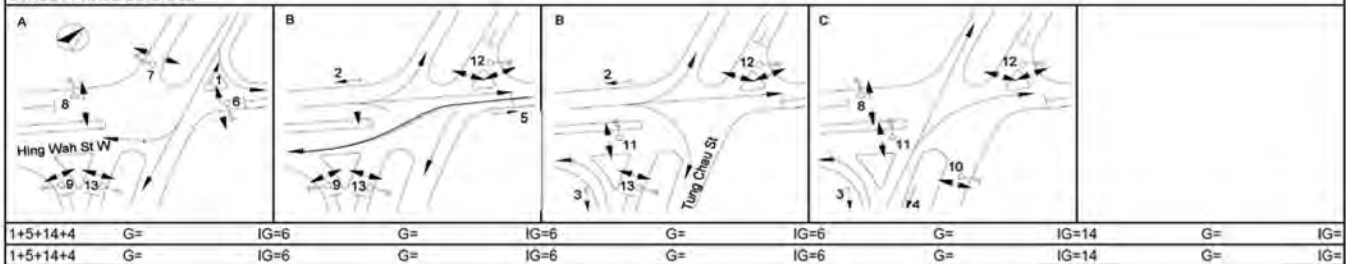
Scheme : 2031 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		348	1%	1940	0.179	315	5%	1935	0.163
1B	A	3.30	N	N	40		362	91%	2015	0.180	380	100%	2010	0.189
Hang Wah Street West EB														
2A	B,C	3.50	Y	N	25		185	100%	1760	0.105	250	100%	1760	0.142
2B	B,C	3.50	N	N			405		2000	0.203	335		2000	0.168
14A	C	3.50	N	N	20		153	100%	1860	0.082	111	100%	1860	0.060
14B	C	3.50	N	N	18		152	100%	1840	0.083	109	100%	1840	0.059
Tung Chau Street NB														
3A	C,D	3.60	Y	N	20		90	100%	1835	0.049	40	100%	1835	0.022
4A	D	3.60	N	N			121		2115	0.057	107		2115	0.051
4B	D	3.60	N	N	40		119	87%	2065	0.058	103	97%	2040	0.050
Hang Wah Street WB														
5A	B	3.90	Y	N	20		575	30%	1960	0.293	550	32%	1960	0.281
6p	A		5GM +	6FG =	11	sec								
7p	A		5GM +	7FG =	12	sec								
8p	A,D		5GM +	12FG =	17	sec								
9p	A,B		5GM +	8FG =	13	sec								
10p	D		5GM +	6FG =	11	sec								
11p	C,D		5GM +	9FG =	14	sec								
12p	B,C,D		5GM +	6FG =	11	sec								
13p	A,B,C		5GM +	6FG =	11	sec								

Notes:

	AM Peak	1+5+14+4	PM Peak	1+5+14+4
Sum of Critical y Y		0.613		0.580
Lost Time L (sec)		28		28
Cycle Time c (sec)		128		130
Practical Y Ypr		0.703		0.706
Reserve Capacity RC		15%		22%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

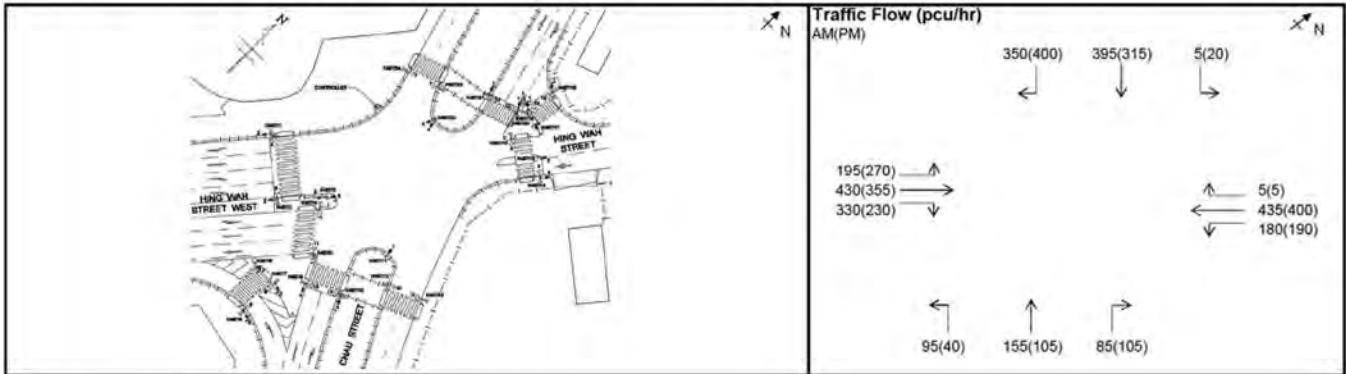
Junction : J12 -Tung Chau Street / Hing Wah Street West

Design Year: 2037

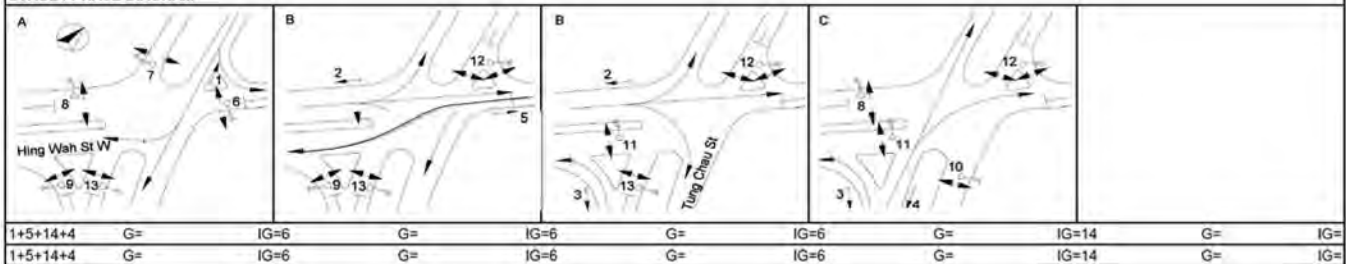
Scheme : 2037 Reference (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		368	1%	1940	0.190	335	6%	1935	0.173
1B	A	3.30	N	N	40		382	92%	2015	0.190	400	100%	2010	0.199
Hang Wah Street West EB														
2A	B,C	3.50	Y	N	25		195	100%	1760	0.111	270	100%	1760	0.153
2B	B,C	3.50	N	N			430		2000	0.215	355		2000	0.178
14A	C	3.50	N	N	20		166	100%	1860	0.089	116	100%	1860	0.062
14B	C	3.50	N	N	18		164	100%	1840	0.089	114	100%	1840	0.062
Tung Chau Street NB														
3A	C,D	3.60	Y	N	20		95	100%	1835	0.052	40	100%	1835	0.022
4A	D	3.60	N	N			122		2115	0.058	105		2115	0.050
4B	D	3.60	N	N	40		118	72%	2060	0.057	105	100%	2040	0.051
Hang Wah Street WB														
5A	B	3.90	Y	N	20		615	29%	1960	0.314	590	32%	1960	0.301
6p	A			5GM +	6FG =	11	sec							
7p	A			5GM +	7FG =	12	sec							
8p	A,D			5GM +	12FG =	17	sec							
9p	A,B			5GM +	8FG =	13	sec							
10p	D			5GM +	6FG =	11	sec							
11p	C,D			5GM +	9FG =	14	sec							
12p	B,C,D			5GM +	6FG =	11	sec							
13p	A,B,C			5GM +	6FG =	11	sec							

Notes:

	AM Peak	1+5+14+4	PM Peak	1+5+14+4
Sum of Critical y Y		0.650		0.614
Lost Time L (sec)		28		28
Cycle Time c (sec)		128		130
Practical Y Ypr		0.703		0.706
Reserve Capacity RC		8%		15%

TRAFFIC SIGNAL CALCULATION SHEET

JOB NO. : 5190641

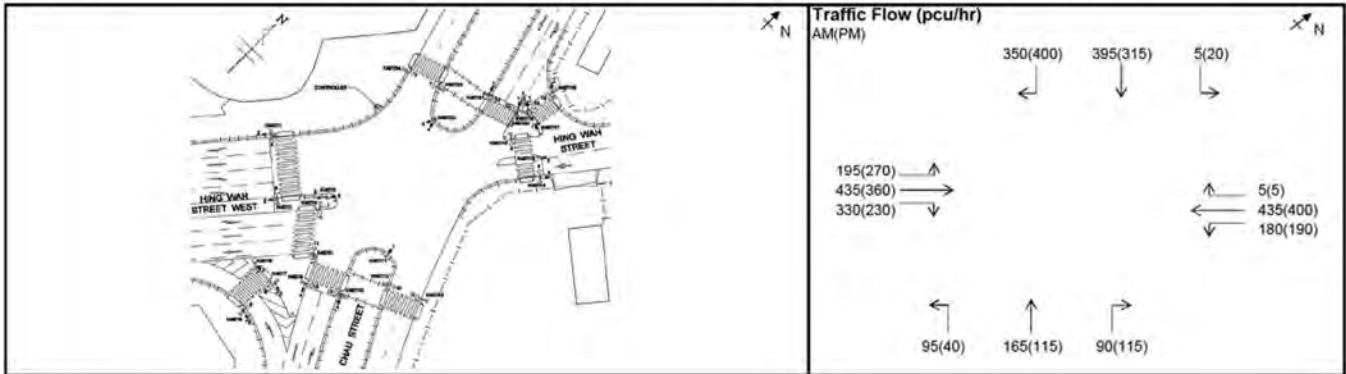
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Design Year: 2037

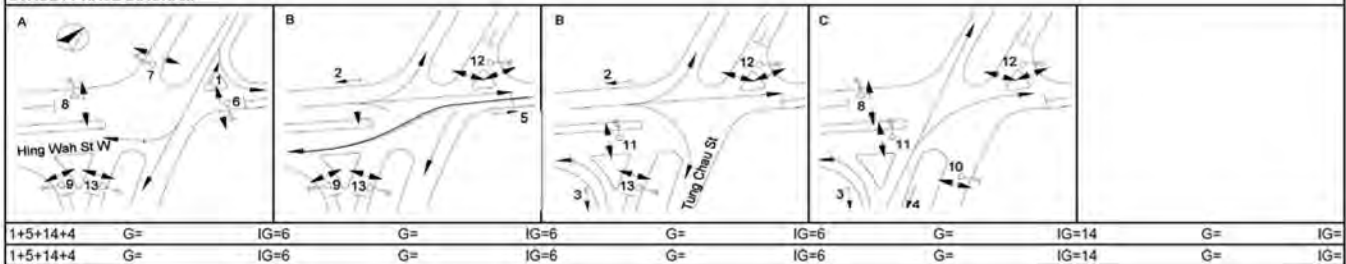
Scheme : 2037 Design (with junction improvement)

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Tung Chau Street SB														
1A	A	3.30	Y	N	15		368	1%	1940	0.190	335	6%	1935	0.173
1B	A	3.30	N	N	40		382	92%	2015	0.190	400	100%	2010	0.199
Hang Wah Street West EB														
2A	B,C	3.50	Y	N	25		195	100%	1760	0.111	270	100%	1760	0.153
2B	B,C	3.50	N	N			435		2000	0.218	360		2000	0.180
14A	C	3.50	N	N	20		166	100%	1860	0.089	116	100%	1860	0.062
14B	C	3.50	N	N	18		164	100%	1840	0.089	114	100%	1840	0.062
Tung Chau Street NB														
3A	C,D	3.60	Y	N	20		95	100%	1835	0.052	40	100%	1835	0.022
4A	D	3.60	N	N			129		2115	0.061	115		2115	0.054
4B	D	3.60	N	N	40		126	71%	2060	0.061	115	100%	2040	0.056
Hang Wah Street WB														
5A	B	3.90	Y	N	20		615	29%	1960	0.314	590	32%	1960	0.301
6p	A		5GM +	6FG =	11	sec								
7p	A		5GM +	7FG =	12	sec								
8p	A,D		5GM +	12FG =	17	sec								
9p	A,B		5GM +	8FG =	13	sec								
10p	D		5GM +	6FG =	11	sec								
11p	C,D		5GM +	9FG =	14	sec								
12p	B,C,D		5GM +	6FG =	11	sec								
13p	A,B,C		5GM +	6FG =	11	sec								

Notes:

	AM Peak	1+5+14+4	PM Peak	1+5+14+4
Sum of Critical y Y		0.654		0.619
Lost Time L (sec)		28		28
Cycle Time c (sec)		128		130
Practical Y Ypr		0.703		0.706
Reserve Capacity RC		8%		14%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

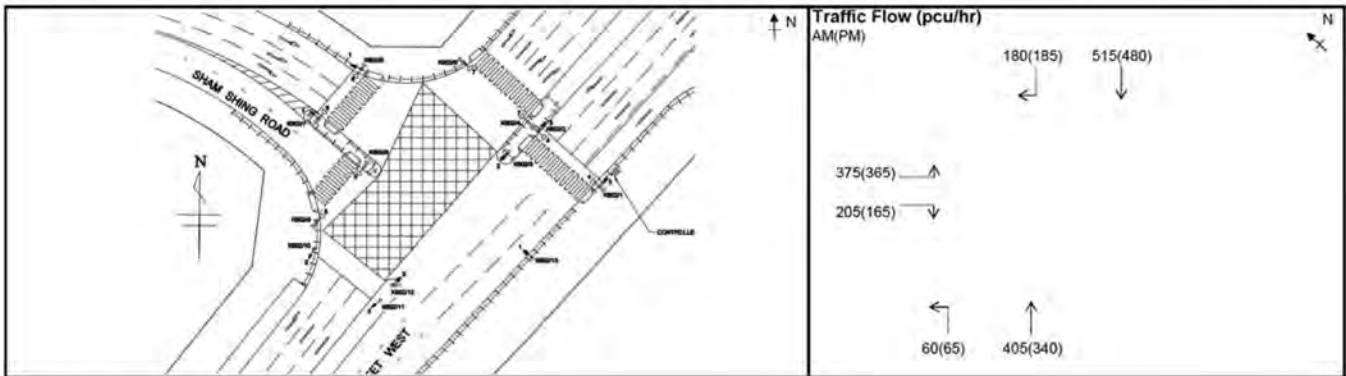
Junction : J13 - Sham Shing Road / Hing Wah Street West

Design Year: 2021

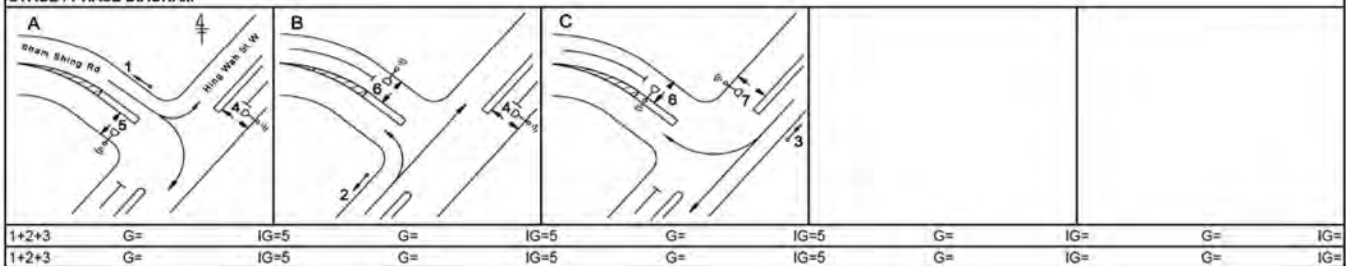
Scheme : Existing

Designed by: KH

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STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Sham hing Road EB														
1A	A	3.30	Y	N	23		181	100%	1825	0.099	176	100%	1825	0.096
1B	A	3.30	N	N	25		194	100%	1965	0.099	189	100%	1965	0.096
1C	A	3.30	N	N	25		205	100%	1965	0.104	165	100%	1965	0.084
Hing Wah Street West NB														
2A	B	3.40	Y	N	20		60	100%	1820	0.033	65	100%	1820	0.036
2B	B	3.40	N	N			203		2095	0.097	170		2095	0.081
2C	B	3.40	N	N			202		2095	0.096	170		2095	0.081
Hing Wah Street West SB														
3A	C	3.30	Y	N			140		1555	0.090	130		1555	0.084
3B	C	3.30	N	N			187		2085	0.090	175		2085	0.084
3C	C	3.30	N	N			188		2085	0.090	175		2085	0.084
3D	C	3.30	N	N	25		180	100%	1965	0.092	185	100%	1965	0.094
4p	A,B		5GM +	13FG =	18	sec								
5p	A		5GM +	11FG =	16	sec								
6p	B,C		5GM +	11FG =	16	sec								
7p	C		5GM +	14FG =	19	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.293		0.272
Lost Time L (sec)		12		12
Cycle Time c (sec)		128		130
Practical Y Ypr		0.816		0.817
Reserve Capacity RC		179%		201%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
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JOB NO. : 5190641

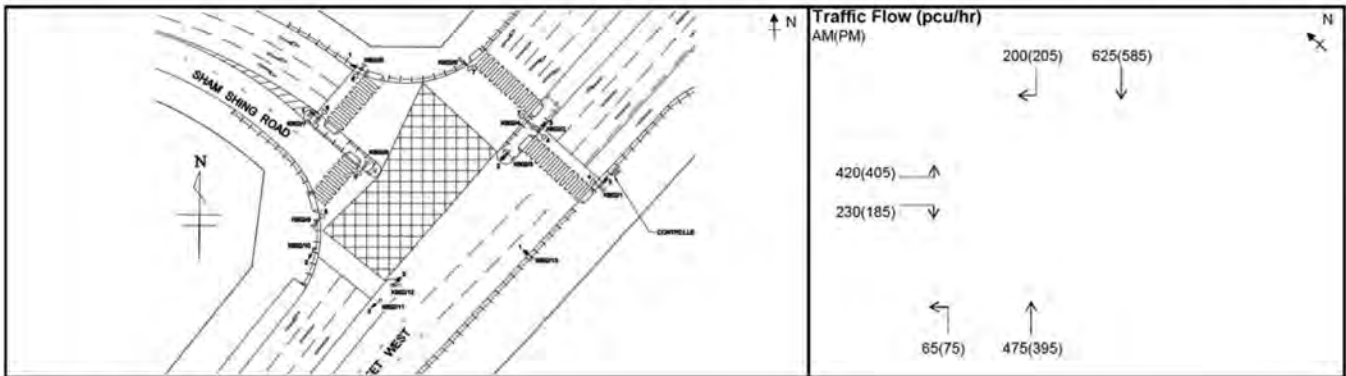
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Design Year: 2031

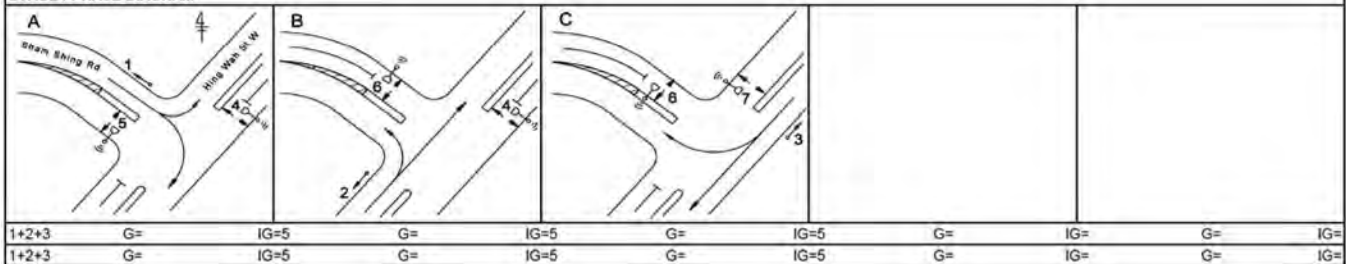
Scheme : 2031 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Sham hing Road EB														
1A	A	3.30	Y	N	23		202	100%	1825	0.111	195	100%	1825	0.107
1B	A	3.30	N	N	25		218	100%	1965	0.111	210	100%	1965	0.107
1C	A	3.30	N	N	25		230	100%	1965	0.117	185	100%	1965	0.094
Hing Wah Street West NB														
2A	B	3.40	Y	N	20		65	100%	1820	0.036	75	100%	1820	0.041
2B	B	3.40	N	N			238		2095	0.114	198		2095	0.095
2C	B	3.40	N	N			237		2095	0.113	197		2095	0.094
Hing Wah Street West SB														
3A	C	3.30	Y	N			170		1555	0.109	159		1555	0.102
3B	C	3.30	N	N			227		2085	0.109	213		2085	0.102
3C	C	3.30	N	N			228		2085	0.109	213		2085	0.102
3D	C	3.30	N	N	25		200	100%	1965	0.102	205	100%	1965	0.104
4p	A,B		5GM +	13FG =	18	sec								
5p	A		5GM +	11FG =	16	sec								
6p	B,C		5GM +	11FG =	16	sec								
7p	C		5GM +	14FG =	19	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.340		0.306
Lost Time L (sec)		12		12
Cycle Time c (sec)		128		130
Practical Y Ypr		0.816		0.817
Reserve Capacity RC		140%		167%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
INCORPORATED IN HONG KONG

JOB NO. : 5190641

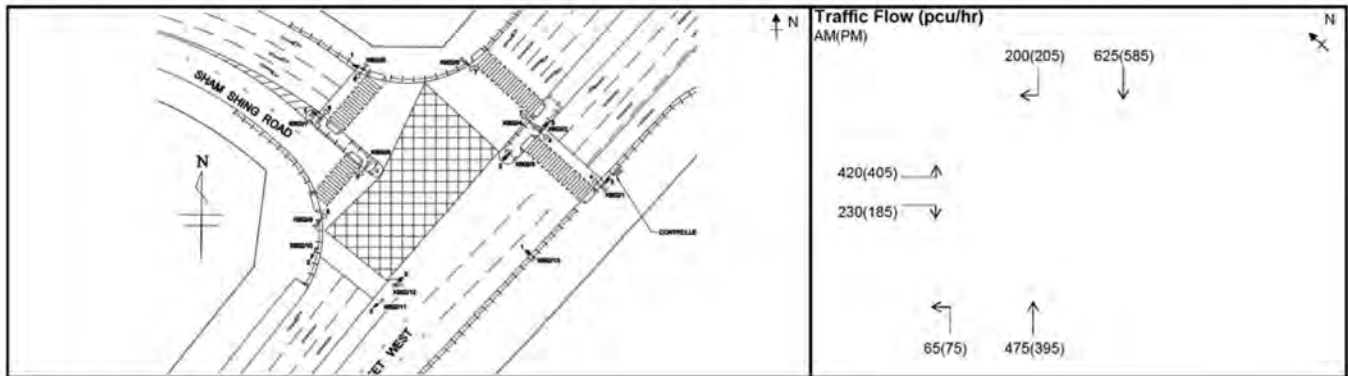
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Design Year: 2031

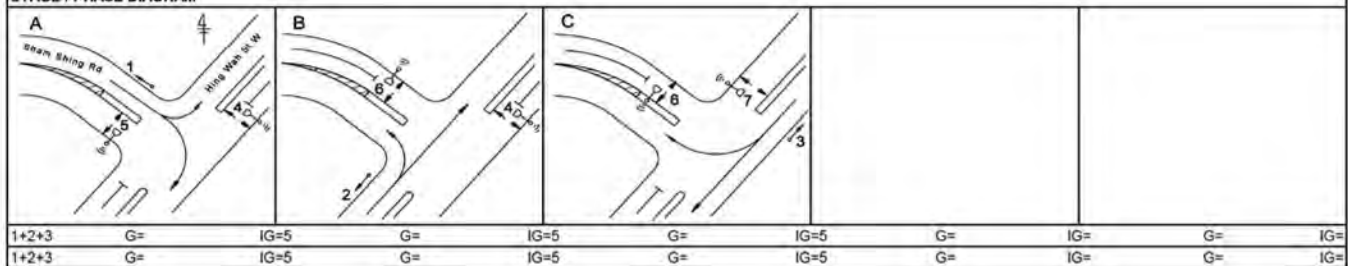
Scheme : 2031 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Sham hing Road EB														
1A	A	3.30	Y	N	23		202	100%	1825	0.111	195	100%	1825	0.107
1B	A	3.30	N	N	25		218	100%	1965	0.111	210	100%	1965	0.107
1C	A	3.30	N	N	25		230	100%	1965	0.117	185	100%	1965	0.094
Hing Wah Street West NB														
2A	B	3.40	Y	N	20		65	100%	1820	0.036	75	100%	1820	0.041
2B	B	3.40	N	N			238		2095	0.114	198		2095	0.095
2C	B	3.40	N	N			237		2095	0.113	197		2095	0.094
Hing Wah Street West SB														
3A	C	3.30	Y	N			170		1555	0.109	159		1555	0.102
3B	C	3.30	N	N			227		2085	0.109	213		2085	0.102
3C	C	3.30	N	N			228		2085	0.109	213		2085	0.102
3D	C	3.30	N	N	25		200	100%	1965	0.102	205	100%	1965	0.104
4p	A,B		5GM +	13FG =	18	sec								
5p	A		5GM +	11FG =	16	sec								
6p	B,C		5GM +	11FG =	16	sec								
7p	C		5GM +	14FG =	19	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.340		0.306
Lost Time L (sec)		12		12
Cycle Time c (sec)		128		130
Practical Y Ypr		0.816		0.817
Reserve Capacity RC		140%		167%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
INCORPORATED IN HONG KONG

JOB NO. : 5190641

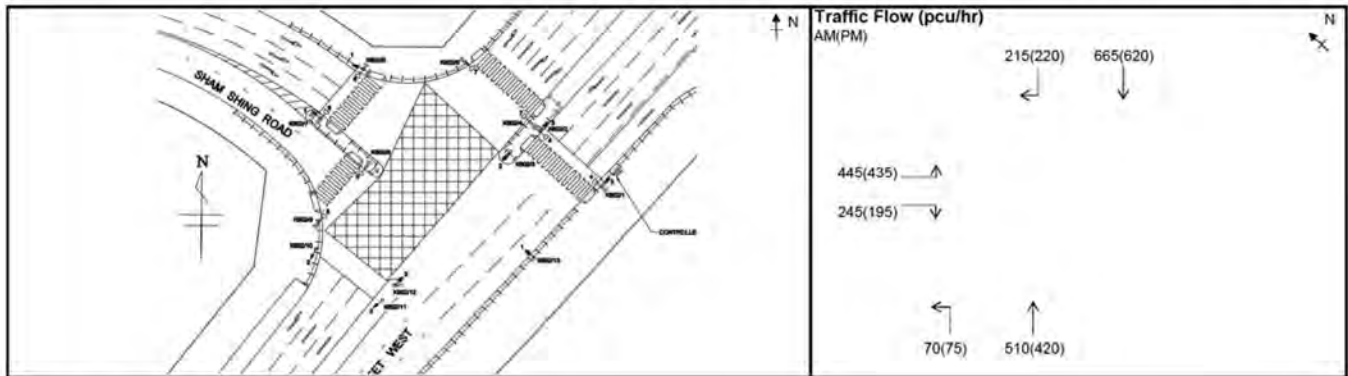
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Design Year: 2037

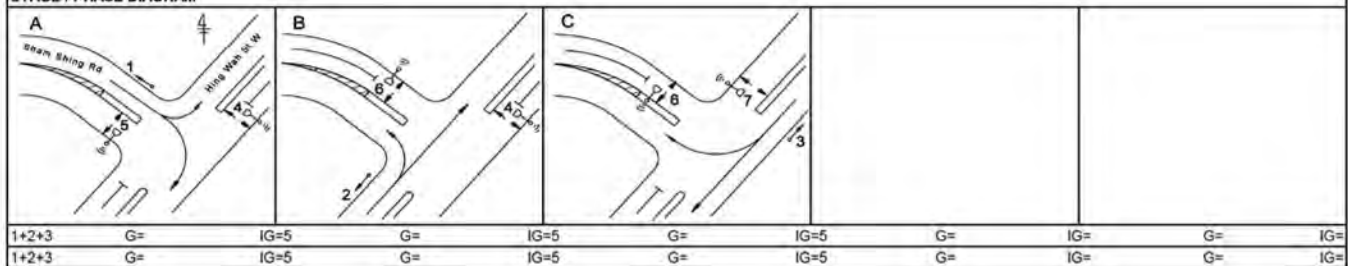
Scheme : 2037 Reference

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Sham hing Road EB														
1A	A	3.30	Y	N	23		214	100%	1825	0.117	209	100%	1825	0.115
1B	A	3.30	N	N	25		231	100%	1965	0.118	226	100%	1965	0.115
1C	A	3.30	N	N	25		245	100%	1965	0.125	195	100%	1965	0.099
Hing Wah Street West NB														
2A	B	3.40	Y	N	20		70	100%	1820	0.038	75	100%	1820	0.041
2B	B	3.40	N	N			255		2095	0.122	210		2095	0.100
2C	B	3.40	N	N			255		2095	0.122	210		2095	0.100
Hing Wah Street West SB														
3A	C	3.30	Y	N			181		1555	0.116	168		1555	0.108
3B	C	3.30	N	N			242		2085	0.116	226		2085	0.108
3C	C	3.30	N	N			242		2085	0.116	226		2085	0.108
3D	C	3.30	N	N	25		215	100%	1965	0.109	220	100%	1965	0.112
4p	A,B		5GM +	13FG =	18	sec								
5p	A		5GM +	11FG =	16	sec								
6p	B,C		5GM +	11FG =	16	sec								
7p	C		5GM +	14FG =	19	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.363		0.327
Lost Time L (sec)		12		12
Cycle Time c (sec)		128		130
Practical Y Ypr		0.816		0.817
Reserve Capacity RC		125%		150%

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

JOB NO. : 5190641

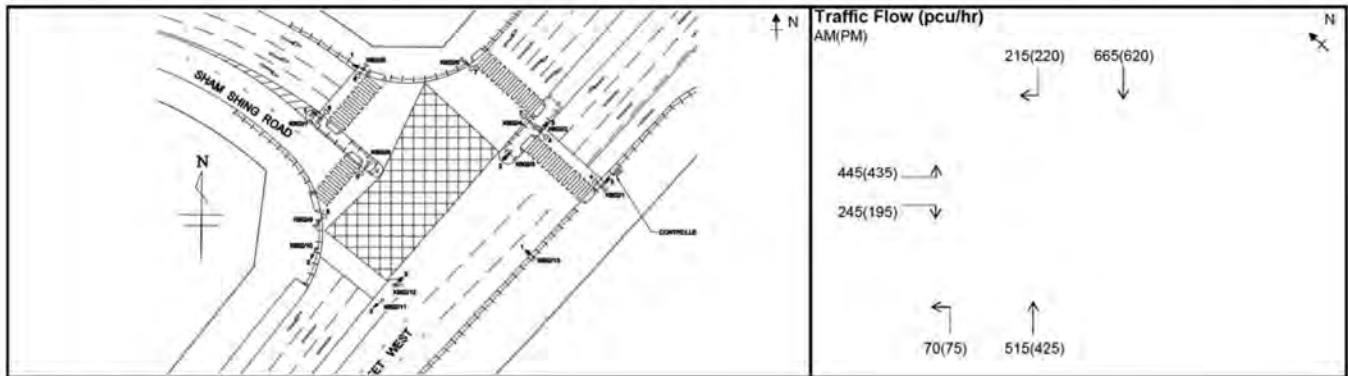
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Design Year: 2037

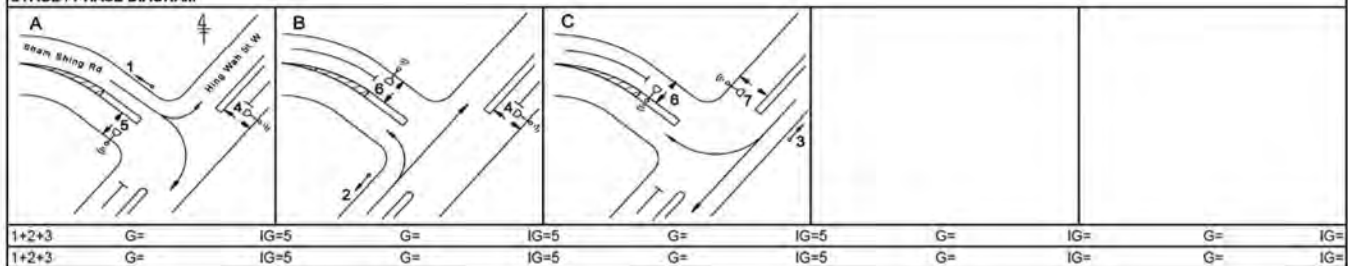
Scheme : 2037 Design

Designed by: KH

Checked by: EC



STAGE / PHASE DIAGRAM



Capacity Calculations

Phase	Stage	Lane Width (m) w	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) r	Gradient in % g	AM Peak				PM Peak			
							Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y	Design Flow q (pcu/hr)	Proportion turning (%) f	Saturation flow S (pcu/hr)	Flow factor y
Sham hing Road EB														
1A	A	3.30	Y	N	23		214	100%	1825	0.117	209	100%	1825	0.115
1B	A	3.30	N	N	25		231	100%	1965	0.118	226	100%	1965	0.115
1C	A	3.30	N	N	25		245	100%	1965	0.125	195	100%	1965	0.099
Hing Wah Street West NB														
2A	B	3.40	Y	N	20		70	100%	1820	0.038	75	100%	1820	0.041
2B	B	3.40	N	N			258		2095	0.123	213		2095	0.102
2C	B	3.40	N	N			257		2095	0.123	212		2095	0.101
Hing Wah Street West SB														
3A	C	3.30	Y	N			181		1555	0.116	168		1555	0.108
3B	C	3.30	N	N			242		2085	0.116	226		2085	0.108
3C	C	3.30	N	N			242		2085	0.116	226		2085	0.108
3D	C	3.30	N	N	25		215	100%	1965	0.109	220	100%	1965	0.112
4p	A,B		5GM +	13FG =	18	sec								
5p	A		5GM +	11FG =	16	sec								
6p	B,C		5GM +	11FG =	16	sec								
7p	C		5GM +	14FG =	19	sec								

Notes:

	AM Peak	1+2+3	PM Peak	1+2+3
Sum of Critical y Y		0.364		0.329
Lost Time L (sec)		12		12
Cycle Time c (sec)		128		130
Practical Y Ypr		0.816		0.817
Reserve Capacity RC		124%		149%

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Appendix 6

Environmental Assessment (EA) Report

**Urban Renewal Authority
Development Scheme
Cheung Wah Street / Cheung Sha Wan
Road (SSP-018)**

**Environmental Assessment Report
(V1.0)**

September 2021

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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Prepared by	Colman Wong	<i>Colman</i>	23 September 2021
Checked by	Karina Chan		23 September 2021

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). This Environmental Assessment (EA) is to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.2 The Scheme SSP-018 consists of Sites A and B. Site A is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the south-western boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary. The location of the Scheme is shown in **Figure 1-1**.
- 1.1.3 The URA proposed to redevelop the Site A for high-density residential development, and the Site B to G/IC complex with a large public open space.
- 1.1.4 Cinotech Consultants Limited was commissioned by URA to carry out an Environmental Assessment (EA) to assess and envisage any potential environmental impact on the implementation of the proposed development of the Scheme and to recommend necessary pipe upgrading/diversion as necessary.

1.2 Purpose and Scope of Report

- 1.2.1 This EA is prepared to assess the potential environmental impact/benefit associated with the implementation of the Scheme in supporting the submission of the draft DSP to TPB's consideration. It has been undertaken with reference to the guidance for environmental considerations provided in Chapter 9 "Environment" of the Hong Kong Planning Standards and Guidelines (HKPSG).
- 1.2.2 This EA presents the study of the potential environmental impacts of the following aspects:
- Air Quality
 - Noise
 - Waste Management
 - Preliminary Land Contamination
- 1.2.3 Drainage Impact, Sewerage Impact, Water Supply Impact and Air Ventilation Impact will be assessed in separate reports.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Overview of Existing Developments and Major Roads in the Surroundings

- 2.1.1 The Scheme is located in a core region of developed area. The immediately north and east of the Sites are mostly residential development. The immediately south of the Sites is a large public open area (Sham Shui Po Sport Ground). In the west of the Sites, there are some industrial developments mixed with commercial and residential developments. The Caritas Medical Centre is around 300m in the north of the Sites.
- 2.1.2 Both of the Sites are adjoining the primary distributor road Cheung Sha Wan Road. Primary distributor road Lai Chi Kok Road is around 300m & 100m in the south of Site A and Site B, respectively. Urban trunk road West Kowloon Corridor is around 400m & 200m in the south-west of Site A and Site B, respectively.

2.2 Overview of Potential Environmental Impact to the Sites

Potential Air Pollution Sources

- 2.2.1 The residential developments in the east and north as well as the Sham Shui Po Sport Ground in the south are not considered as air pollution source.
- 2.2.2 Base on the existing situation, the industrial developments in the west are unlikely to be noticeable air pollution sources as there is no industrial chimney identified. In addition, the industrial developments are closely packed with existing air sensitive receivers (residential and commercial developments) showings their surroundings are suitable for air sensitive uses.
- 2.2.3 In order to verify the potential air pollution source(s) in Caritas Medical Centre, inquiry through Access to Information had been conducted during April-June in 2021. According to the reply from Caritas Medical Centre, there are 10 chimneys in the hospital, but only 2 are active chimneys. The rest of the chimney are only for standby emergence generator, which are normally not active. Moreover, the 2 active chimneys are only using clean fuel (Town Gas). Therefore, the chimneys in Caritas Medical Centre are not considered as air pollutant sources.
- 2.2.4 Due to the heavy traffic, the road traffic emissions are the major air pollution source in the surroundings.

Potential Fixed Noise Sources

- 2.2.5 The residential developments in the east and north are not considered fixed noise source.
- 2.2.6 For the Sham Shui Po Sport Ground in the south, there are loud speakers identified within the covered stand. Considering the scale of the loud speakers and the traffic noise from the Cheung Sha Wan Road, it is unlikely that those loud speakers will adversely affect the Site A, which is >100m away and separated by Cheung Sha Wan Road. However, for Site B, there are potential impact from the loud speakers due to the proximity.
- 2.2.7 Some of the industrial developments in the west are having chiller plant and/or water cooling towers at the roof which are considered potential fix noise sources. For Site A, those fix noise

sources are more than 200m holistically away from the Site, and mostly blocked by high-rise commercial/residential buildings (e.g. China Shipbuilding Tower, & Charming Garden) thus no adverse impact is anticipated. However, for Site B, those fix noise sources are much closer thus attention may be required.

2.2.8 Due to the heavy traffic, the road traffic noise are the major noise source in the surroundings.

3 THE PROPOSED DEVELOPMENT

- 3.1.1 The proposed gross site areas of the Site A & Site B are 5,197m² and 13,857m² respectively, subject to site survey and detailed design. With the net site area of Site A of about 5,197 m² (subject to site survey), the proposed total Gross Floor Area (“GFA”) of Site A is about 49,372 m² (Plot Ratio (PR) = 9.5), of which 38,978 m² is for domestic (PR=7.5), 5,197 m² for commercial/retail (PR=1.0), and 5,197 m² for GIC provision (PR=1) in the Scheme. The net Site area of Site B is about 4,212 m² (subject to site survey), the proposed total Gross Floor Area (“GFA”) of Site B is about 33,969 m² (Plot Ratio (PR) = 8.0) for GIC provision in the Scheme.
- 3.1.2 Currently, the Site A comprises a single storey Cheung Sha Wan Sports Centre and its associate outdoor garden and playground. The Site B comprises a government land lot (GLA-TNK 1723) which currently is an open area with a few 1-2 storeys temporary structures, Cheung Sha Wan Path Sitting-out Area, and a garden associated with Sham Shui Po Sports Ground. (**Figure 1-1**).
- 3.1.3 Under the current notional design, the entire Site A is proposed to rezone to “R(A)” and redevelop the area for high-density residential development, with non-domestic uses always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building. The proposed development on Site A consists of a 2 floors of basement carpark, a 5 storeys podium (GFA: 5,197m² for retails; 5,197m² for G/IC) and two 34 storeys residential towers (838 flats, 140mPD). The western part of the Site B is proposed to rezone to G/IC to provide a G/IC complex of 95mPD with GFA of 33,696 m² for community and amenity. The rest of the Site B (about 9,645 m²) is proposed to be public open space. The proposed notional scheme is shown in **Figure 3-1 & 3-2**. The notional design is subject to change at detailed design stage.

4 AIR QUALITY IMPACT ASSESSMENT

4.1 Introduction

- 4.1.1 The purpose of this chapter is to demonstrate that the proposed development will not impose adverse air quality impact to the surrounding area during the construction phase and the air sensitive receivers (ASRs) of the proposed development will not receive insurmountable air quality impact from the surrounding area during operation phase according to the notional layout plan.
- 4.1.2 This chapter assessed the potential air quality impact from the following aspects: (i) Construction Phase - the potential air quality impact generated from the construction activities of the proposed development to the surroundings; (ii) Operation Phase - road traffic emission to the proposed developments in the Scheme. It also recommends appropriate mitigation measures to the potential impacts if any.

4.2 Legislation, Standards & Guidelines

- 4.2.1 The air quality impact assessment criteria were made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and the Air Pollution Control Ordinance (Cap.311) (APCO).
- 4.2.2 The Air Pollutant Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQO) stipulate the maximum allowable concentrations over specific periods for the criteria pollutants. The concerned air pollutants during construction phase are the Total Suspended Particulates (TSP), Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) arising from the construction work of the Proposed Development. The emission source during the operational phase of the road work would be the vehicular emission on the roads. There are no active industrial chimneys, besides the 2 chimneys in Caritas Medical Centre, which is using clean fuel (Town Gas), identified within the assessment area.
- 4.2.3 In Hong Kong, Sulphur Dioxide (SO₂) is primarily from the combustion of Sulphur-containing fossil fuels in power stations and marine vessels. A statutory minimum requirement has been enacted since April 2002 to restrict vehicles to use ULSD (Ultra Low Sulphur Diesel) with a sulphur content of only 0.005% and has been further tightened to a sulphur content of only 0.001% from 1 July 2010 onward. Therefore, emission of vehicular SO₂ is not a significant source. For marine vessel, according to Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all marine vessels except for specified vessel types as set out in the Regulation, are required to use compliant fuel (i.e.: liquid fuel with sulphur content not more than 0.5% by weight, liquefied natural gas, or other approved fuel) within Hong Kong waters, irrespective of whether they are sailing or berthing.
- 4.2.4 It is understood that road transportation is the dominant source of CO emission; nevertheless, the air quality impact due to CO is still relatively minor. Although CO concentrations are not measured at Sham Shui Po Air Quality Station, the ambient air quality predicted for Year 2025 from PATH v2.1 (grid 38,35) shows that the predicted future hourly CO levels would be always lower than 1000 µg/m³ which comply with AQOs with large margins (1-hour criteria: 30,000 µg/m³; 8-hour criteria: 10,000 µg/m³). Hence, the emission of CO from the induced road transportation is not likely to have major impact on air quality, and hence is not considered as a key parameter for this assessment.

- 4.2.5 Ozone (O₃) is formed from dioxygen by the action of ultraviolet light and also atmospheric electrical discharges. It is not a primary pollutant emitted from vehicular emission thus is not considered as key criteria pollutants for the project.
- 4.2.6 Leaded petrol has been banned in Hong Kong since 1999. It is not considered concerned pollutants for vehicular emission.
- 4.2.7 To sum up, the Nitrogen Dioxide (NO₂), Total Suspended Particulates (TSP), Respirable Suspended Particulates (RSP), and Fine Suspended Particulates (FSP) are chosen to be the key criteria pollutants for the assessment of the air quality impact in this project. The relevant AQO are shown in **Table 4-1**.

Table 4-1 Hong Kong AQO for 1-hour, 24-hours Average and Annual Concentration for NO₂, RSP, FSP & TSP

Pollutant	Maximum Concentration (µg/m ³) ⁽¹⁾		
	1-hour ⁽²⁾	24-hour ⁽³⁾	Annual
Nitrogen Dioxide (NO ₂)	200	N.A.	40
Respirable Suspended Particulates (RSP) ⁽⁴⁾	N.A.	100	50
Fine Suspended Particulates (FSP) ⁽⁴⁾	N.A.	50	25
Total Suspended Particulates (TSP) ⁽⁵⁾	500	N.A.	N.A.

Note:

[1] Measured at 293K (for NO₂, RSP & FSP), 298K (for TSP) and 101.325 kPa;

[2] Not to be exceeded more than 18 times per year;

[3] Not to be exceeded more than 9 times per year for RSP; 35 times for FSP;

[4] Suspended particulates in air with a nominal aerodynamic diameter of 10 µm or smaller for RSP and 2.5 µm or smaller for FSP.

[5] Hong Kong AQO & HKPSG do not specific the criterion for TSP. Reference has been made to Annex 4 of EIAO-TM.

4.3 Background Air Quality

- 4.3.1 EPD has been closely monitoring the air quality in Hong Kong through their air quality monitoring station (AQMS). The closest AQMS to the scheme is the Sham Shui Po Monitoring Station. The monitoring result of Sham Shui Po Monitoring Station during year 2016-2020 are summarized in **Table 4-2**. The measured NO₂/RSP/FSP concentrations show a decreasing trend from Year 2016 to Year 2020. The most concerning parameter during the past few years is annual averaged NO₂ concentration, which has been exceeding AQO's criterion in 2016-2020.

Table 4-2 Measured Air Quality of Sham Shui Po Monitoring Station (2016-2020)

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	Concentration [$\mu\text{g}/\text{m}^3$]				
			Year 2016	Year 2017	Year 2018	Year 2019	Year 2020
RSP [PM ₁₀]	24-hour (10th Max)	100 (9)	77.2	71.3	60.0	66.3	58.3
	Annual	50	34.5	33.2	32.5	32.8	27.5
FSP [PM _{2.5}]	24-hour (36th Max)	50 (35)	38.5	36.7	33.6	28.8	24.9
	Annual	25	23.0	21.4	21.4	18.2	13.9
NO ₂	1-hour (19th Max)	200 (18)	161.0	194.0	152.0	176.0	151.0
	Annual	40	57.6	54.4	48.6	47.8	45.4

- (i) The numbers in brackets () refer to number of exceedance allowed per year.
(ii) Daily and Annual averaged were calculated from hourly data.

4.3.2 PATH-v2.1 is a macro-scale air quality model developed by EPD to predict future air quality over the whole Pearl River Delta region including Hong Kong. For the purpose of this assessment, the predicted values from PATH-v2.1 are adopted as the background air quality. The PATH grids corresponding to the Scheme is (38,35) as shown in **Figure 4-1**. **Table 4-3** give the predicted ground level (0-17mAG) background air quality for Year 2022 to Year 2025.

Table 4-3 Background Ground Level Air Quality of Grid (38, 35) of PATH-v2.1

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	PATH Model Concentration [$\mu\text{g}/\text{m}^3$]			
			Year 2022	Year 2023	Year 2024	Year 2025
RSP [PM ₁₀]	24-hour (10th Max)	100 (9)	63.4	63.1	62.7	62.4
	Annual	50	27.4	27.4	27.3	27.3
FSP [PM _{2.5}]	24-hour (36th Max)	50 (35)	24.3	24.1	23.9	23.7
	Annual	25	15.0	15.0	14.9	14.9
NO ₂	1-hour (19th Max)	200 (18)	129.7	127.3	125.3	123.7
	Annual	40	24.5	23.9	23.0	22.8

Note:

- (i) The numbers in brackets () refer to number of exceedance allowed per year.
(ii) The 10th highest daily RSP concentrations predicted by PATH-v2.1 are adjusted by adding 11.0 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).
(iii) The annual RSP concentrations predicted by PATH-v2.1 are adjusted by adding 10.3 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).
(iv) The 36th highest daily FSP concentrations predicted by PATH-v2.1 are adjusted by adding 0.0 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).
(v) The annual FSP concentrations predicted by PATH-v2.1 are adjusted by adding 3.5 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).

4.3.3 All predicted background pollutant concentrations show a decreasing trend from Year 2022 to Year 2025 as shown in **Table 4-3**, and it is likely to continue to reduce after Year 2025. The background RSP, FSP and hourly NO₂ concentrations are well below the AQO criteria and providing more margin in later years.

4.4 Construction Phase Air Quality Impact Assessment

4.4.1 Major dust emitting construction activities will be the demolition of existing structures, excavation for basement construction, foundation works and construction activities (e.g. the construction of superstructure). Fugitive dust would be generated. The concerned air pollutants during the construction phase are the Total Suspended Particulates (TSP), Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) arising from the construction work of the Project.

4.4.2 Dust control measures under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practice shall be implemented to mitigate dust impact arising from demolition work by preventing dust generation and/or by screening, suppressing and removing dust generated:

- Enclose the whole wall of the building to a height of at least 1m higher than the highest level of the structure to be demolished with impervious dust screens or sheeting on façade abutting or fronting upon a street
- Existing structures are proposed to be demolished by non-percussive equipment such as hydraulic crusher to reduce dust emission; no blasting will be involved.
- Water or a dust suppression chemical shall be sprayed immediately prior to, during and immediately after demolition/excavation works
- Cover stockpile or dusty materials with tarpaulin to prevent wind erosion
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets
- Every vehicle shall be washed to remove any dusty materials from its body and wheels before leaving the construction site
- Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle
- Store cement bags in shelter with 3 sides and the top covered by impervious materials if the stack exceeds 20 bags
- Maintain a reasonable height when dropping excavated materials to limit dust generation
- Limit vehicle speed within site to 10 km/h and confine vehicle movement in haul road
- Minimize exposed earth after completion of work in a certain area by hydroseeding, vegetating or soil compacting
- Cover materials on trucks before leaving the site to prevent dropping or being blown away by wind
- Regular maintenance of plant equipment to prevent black smoke emission
- Throttle down or switch off unused machines or machine in intermittent use
- Plan the site layout so that machineries, dust causing activities and stockpiles are away from receptors as far as possible.
- Site hoarding higher than 2.4m should be implemented where there are receptors at close proximity to the construction site and dusty activities.
- Haul road shall be away from the project boundary as much as possible

- 4.4.3 No significant dust impact on the surrounding air sensitive receivers (ASRs) is expected with proper implementation of mitigation measures. No quantitative construction dust assessment is considered necessary.
- 4.4.4 Operation of Powered Mechanical Equipment (PME) during demolition/construction work would emit gaseous air pollutants such as nitrogen dioxide (NO₂) via fuel burning. According to Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with a proper label are allowed to be used in specified activities and locations including construction sites. Supportive information and documents (e.g. third-party emission certificates, model and serial numbers of machines and engines, etc.) for each NRMM would be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards. Since the number of PME expected to be used on-site will be limited and much less than vehicles travelled on surrounding roads (e.g. Cheung Sha Wan Road), no significant impact is anticipated.

4.5 Operation Phase Air Quality Impact Assessment

General Flow of the Assessment

- 4.5.1 Firstly, the assessment year will be determined by comparing the daily vehicular emission of the different years and the year with highest vehicular emission will be adopted as assessment year.
- 4.5.2 Then, the cumulative pollutant concentration will be computed. Besides the PATH-v2.1 background, the following pollutant sources will be considered:
- Vehicular Emission from open public road sections within 500 m assessment area
 - Other major emission sources within 4 km of the scheme area
- 4.5.3 If any of the representative ASRs exceed the AQO criteria, feasible locations for openable windows and/or fresh air intake will be suggested.

Air Sensitive Receivers

- 4.5.4 During operation phase, no major emission is anticipated from the residential, G/IC and commercial components of the proposed development. On the other hand, the residential flats, shops and G/IC areas of the Scheme are ASRs which should be assessed.
- 4.5.5 The residential flats in the Scheme rely on openable windows for ventilation; the shops and G/IC in the podium and in the G/IC Complex would rely on air-conditioning with fresh air intake. Therefore, façades of the Residential Towers, as well as the potential fresh air in-take locations of the podium and the Low Block should be assessed. The locations of the assessment points are illustrated in **Figures 4-2 & 4-3** and listed in **Table 4-4**.

Table 4-4 Summary of the Assessment Points (Air Quality)

Locations	ID	Assessment Height (mAG)
Façade of the Podium Structure of the Site A	AP-01 to AP-05	G/F – 01.50 1/F – 06.35
	AP-06 to AP-15	G/F – 01.50 1/F – 06.35 2/F – 10.85 3/F – 14.50 4/F – 18.00 5/F – 21.50
Façade of the Residential Tower A	TA-01 to TA-13	Residential 1/F – 29.35 Residential 2/F – 32.50 Residential 3/F – 35.65 Residential 4/F – 38.80 Residential 5/F – 41.95
Façade of the Residential Tower B	TB-01 to TB-12	
Façade of the G/IC Complex of Site B	BC-01 to BC-10	G/F – 01.50 1/F – 08.00 2/F – 11.60 3/F – 15.20 4/F – 18.80 5/F – 22.40 6/F – 26.00 7/F – 30.50 8/F – 35.00

- [1] The Ground level of the Scheme is 5.05mPD.
 [2] The Assessment Height is 1.5m above slab level.
 [3] The notional design including the elevation is subject to change.
 [4] The residential towers has it own floor number.

Meteorological Data

For AERMOD, AERMET, & CALINE4

- 4.5.6 The hourly meteorological data from PATH model and the hourly stability classes calculated by PCRAMMET has be adopted. The PCRAMMET model can estimate the stability class based on the existing meteorological data for CALINE4 (for traffic emission). As CALINE4 imposes the limitation of wind speed on each of the stability class, the adopted stability class has been shifted toward class 3 for classes 1 & 2, and the adopted wind speed has been reduced for other cases, when necessary, for conservative assessment.
- 4.5.7 The hourly data from PATH Model has been prepared into on-site data as AERMET input. The output meteorological data form AERMET was later be used by AERMOD (for non-road traffic emission). The input mixing height data was restricted to between 121m and 1667m, which were the observed extreme values by the Hong Kong Observatory in year 2010. To avoid the occurrence of calm hours in the model, a minimum wind speed of 1.0m/s was adopted and any wind direction $<0.1^\circ$ was replaced by 360° .
- 4.5.8 The surface characteristics of the AERMET input were prepared following the recommendations in “AERMOD Implementation Guide” revised in August 2015 by USEPA. The Albedo and Bowen ratio adopted are the average values based on the land use of the 10km × 10km region centred on the study area. The surface roughness lengths were

determined based on the land use of 1km upwind in sector widths no smaller than 30 degrees. The surface roughness, Albedo and Bowen of different land use are adopted with referenced to Table 4-2 to Table 4-6 of User's Guide for the AERMOD Meteorological Preprocessor (AERMET).

For Road Traffic Emission factor from EMFAC v4.3

- 4.5.9 Hong Kong Observatory's hourly temperature and relative humidity at King's Park during year 2020 has been adopted for determining the road traffic emission factor. Meteorological data at King's Park is representative as it is located at core of developed area, similar to the Subject Site.

Assessment Year

- 4.5.10 The proposed development is planned to be completed by Year 2034, the assessment year for traffic air quality impact shall be predicted based on the worst scenario within 15 years after the completion of the proposed development.
- 4.5.11 The traffic flow forecast for Years 2034, 2042 & 2049 has been provided by traffic consultant. The predicted traffic flow has been submitted to the Transport Department (TD) for agreement with the methodology. The Endorsement of Traffic Forecast from TD will be enclosed in **Appendix 4-1** when available.
- 4.5.12 Sensitivity test for traffic emission has been conducted using traffic data of Years 2034, 2042 & 2049. The NO_x emission of Year 2049 and the RSP/FSP emission of Year 2034 are found to be highest, thus NO_x/NO₂ emission of Year 2049 and RSP/FSP emission of Year 2034 has been adopted. The result of sensitivity test is enclosed in **Appendix 4-2**. The methodology of the sensitivity test is explained in the following paragraphs.

Methodology – Road Traffic Emission Factors & Sensitivity Test

- 4.5.13 The latest version of EMFAC – HK V4.3 which was issued by EPD in early 2021 has been adopted to compile the traffic emission inventory. "Emfac Mode", which can provide RUN emission per vehicle kilometre travelled (in g/VKT) and START emission per trip (in g/trip) under which different temperature, relative humidity and traffic speed has been selected for the assessment. As a conservative approach, the highest START emission across various soak time will be adopted. The START emission has been converted into emission/VKT using the trip/VKT ratio from EMFAC v4.3¹ of the corresponding year and combine with the RUN emission. Therefore, a set of emission factors (NO_x, NO₂, RSP & FSP) for vehicles emission with cold start and another set of emission factors for vehicles emission without cold start has been obtained.
- 4.5.14 It should be noted that the HKSAR Government are promoting electric vehicle and targeting zero emissions before 2050². In practice, besides the cost-effective reason, the number of electric vehicles is restrained by the technologies such as battery capacity and charging speed. The prevailing of charging facility would also be another factor. There are too many uncertainties about the projected ratio of electric vehicles during assessment year (2034-2049). Therefore, for conservative assessment, the electric vehicle is not considered.

¹ The adopted VKT for the start emission calculation has been corrected by a ~13% factor according to Appendix 3.4-3 of Approved EIA report for Liantang / Heung Yuen Wai Boundary Control Point and Associated Works (AEIAR-161/2011).

² Hong Kong Roadmap on Popularisation of Electric Vehicles,
https://www.evhomecharging.gov.hk/downloads/ev_booklet_en.pdf

- 4.5.15 In this assessment, the road has been categorized into 2 road types as summarized in **Table 4-5**. For roads with cold start (Type 1), both RUN emission and START emission will be adopted. For roads without cold start (Type 2), only RUN emission will be adopted. It should be noted that, Franchised Buses (FBSD & FBDD) are not expected to perform cold start on normal public roads. Therefore, the START emission for FBSD & FBDD has not been included in the determination of road traffic emission. Instead, the cold start emissions of the Buses will be handled separately.
- 4.5.16 There are industrial buildings fall within the 500m assessment area, with loading/unloading/parking areas for heavy vehicle. In addition, there are terminus for public light buses (Cheung Sha Wan Bus Terminus) at around 150m in the west of site B. As the current broad brush approach assumed the start emission from vehicles (except FBSD & FBDD) happened in all the Type 1 road (including the Cheung Sha Wan Road, which is the major road adjoining the Sites A & B), and the highest START emission across various soak time has been adopted (except FBSD & FBDD), the current approach is considered conservative. The list of roads for the air quality impact assessment including the cold start availability has been included in **Appendix 4-1**.

Table 4-5 Road Types within the Study Area

Road Type	Description
Type 1	Roads with cold start
Type 2	Roads without cold start

- 4.5.17 For mapping the corresponding emission factor to each road section more precisely, the yearly temperature and relative humidity from Hong Kong Observatory has been broken into 4 seasons, namely Q1: Dec-Feb, Q2: Mar-May, Q3: Jun-Aug, & Q4: Sep-Nov. Daily profiles for each season with the lowest hourly temperature and relative humidity in each season (**Table 4-6**) has been adopted to identify the corresponding hourly emission factors for each road section conservatively. Then, the hourly road traffic emission of each road section was calculated by multiplying the vehicle counts, road length and the corresponding emission factor.
- 4.5.18 Finally, sensitivity testing has been conducted by comparing the daily road traffic emissions under 4 seasons of different scenarios (i.e. traffic flow for years 2034, 2042 and 2049). The year with the highest daily emission has been adopted as the assessment year for the respective pollutant.

Table 4-6 Diurnal Temperature and Relative Humidity Profile for each Seasons

Hour	Q1		Q2		Q3		Q4	
	Temp (°C)	RH (%)	Temp (°C)	RH (%)	Temp (°C)	RH (%)	Temp (°C)	RH (%)
1	8	27	16	37	24	77	18	40
2	8	28	16	36	24	76	17	47
3	8	29	16	38	23	69	17	45
4	7	32	15	39	24	70	16	43
5	7	26	15	37	24	76	16	38
6	7	25	16	36	23	74	16	37
7	7	24	16	35	23	76	16	35
8	7	24	16	33	23	74	15	37
9	8	21	16	27	24	68	16	39
10	9	19	15	23	24	63	17	37
11	10	15	16	22	25	56	18	36
12	11	13	16	19	26	54	19	39
13	12	16	16	19	25	56	21	40
14	12	17	16	20	25	53	21	41
15	13	18	16	27	26	55	21	44
16	13	17	16	29	25	58	21	41
17	10	20	16	32	25	60	20	42
18	10	21	16	34	25	63	19	40
19	10	21	16	35	25	69	19	38
20	10	22	17	36	25	72	19	34
21	11	22	16	31	25	73	18	37
22	10	20	17	25	24	72	18	34
23	10	25	16	31	24	75	18	36
24	9	24	16	33	24	78	18	39

[1] The hourly temperature and relative humidity at King's Park during year 2020 (rounded-down to the nearest integer) have been adopted.

Methodology – CALINE4

- 4.5.19 The total hourly road traffic emission of each road section has been divided by the total hourly vehicle count and the road length (in Mile) to obtain the hourly fleets averaged emission factors (emission/Vehicle Mile Travelled, in g/VMT).
- 4.5.20 The hourly fleets averaged emission factors in each season together with the hourly traffic flow of each link (road section) were then utilized in CALINE4 to simulate the dispersion of the vehicle exhaust pollutants from the surrounding open road network.
- 4.5.21 The surface roughness adopted in CALINE4 is 370cm according to EPD's recommendation for urban area. The molecular weight for NO_x & NO₂ in CALINE4 is 46.

Cold Start Emission for Franchised Buses (FBSD & FBDD) - AERMOD

- 4.5.22 According to Calculation of Start Emissions in Air Quality Impact Assessment (EPD, Jan 2021), the start emission of diesel vehicles with SCR should spread over 700m.
- 4.5.23 The identified buses from the bus terminus (Cheung Sha Wan Bus Terminus) and the adopted Road ID are illustrated in **Figures 4-3a & 4-3b**, respectively. The bus schedule is list in **Appendix 4-4**. Although there is no bus schedule for 2034-2049 available at the moment, considering the current tendency and the policy, the number of diesel-powered buses should not increase, if not reduce. It is because the diesel-powered buses will be gradually replaced by electric-powered buses. Using the existing bus schedule for the cold start emission calculation in the future is considered conservative.

- 4.5.24 For consistence with other road traffic emission, the assessment years are chosen as Year 2049 for NO_x/NO₂ emission and 2034 for RSP/FSP. As a conservative assessment, the start emission of diesel FBDD at the lowest temperature (7 °C) will be adopted. From on-site survey, it is found that soak time of the buses are either <30 minutes or overnight (actual soak time unknown). Therefore, soak time of 30 minutes (7:00 – 1:00) and 720 minutes (5:00 – 7:00) have been adopted. The adopted emission factors for buses are list in **Table 4-7**. The emission elevation and initial vertical mixing height of the buses has been referenced to Appendix 3.6 of Revised Austin Road Flyover EIA Report. The adopted emission rate for each road sections are listed in **Appendix 4-4**.
- 4.5.25 Dispersion modelling has been be undertaken using USEPA approved AMS/EPA Regulatory Model (AERMOD) to assess the Marine Emission.

Table 4-7 Adopted Emission Factory for Buses' Cold Start Emission

Pollutant	NO _x	NO ₂	RSP	FSP
Year	2049	2049	2034	2034
Temperature (deg C)	7	7	7	7
Vehicle Type	FBDD (DSL)			
Soak Time (min)	Emission per trip (g/trip)			
30	1.1379	0.3300	0.0000	0.0000
720	10.7100	3.1059	0.0000	0.0000

Industrial Chimney within 500m assessment area

- 4.5.26 As stated in **Sections 2.2.2-2.2.3**, active chimneys are identified in the Caritas Medical Centre. However, those chimneys are either not active (for standby emergence generator) or using clean fuel (Town Gas). Therefore, those chimneys are not included in the quantitative assessment.
- 4.5.27 Besides the Caritas Medical Centre, no active industrial chimney has been identified within the assessment area.

Major emission sources within 4 km

- 4.5.28 The nearest major emission sources are: Kwai Chung Crematorium (3983m), & To Kwa Wan Gas Plant (4396m). As both of them are ~4km from the Scheme, and their source strength are relatively small (compare to other major source such as cruise terminal). Therefore, no major emission sources are included in the quantitative assessment.

Cumulative Pollutant Concentration

- 4.5.29 The cumulative pollutant concentration at each of the assessment point has been calculated by summing the background concentration (from PATH-v2.1)³, the road traffic emission (from CALINE4), and other emissions (from AERMOD). It should be noted that background

³ Different background concentration from PATH-2016 has been adopted based on the elevation of the assessment point. i.e. L1: 0 to 17mAG; L2: 17 to 35mAG; L3: 35 to 55mAG.

vehicular, industrial and marine emissions have been included in PATH-v2.1, adding the emissions from CALINE4 and AERMOD will result in conservative results.

4.5.30 The Ozone Limiting Method (OLM) and maximum equilibrium NO₂:NO_x ratio of 0.9⁴ has been adopted for the conversion of NO_x to NO₂ based on the hourly O₃ concentrations predicted by PATH-v2.1 in the corresponding grid.

4.5.31 The NO₂/NO_x conversion has been calculated as follows:

$$[\text{NO}_2]_{\text{pred}} = \text{Min}\{ [\text{NO}_2]_{\text{init}} + \text{MIN}\{ [\text{NO}_x]_{\text{pred}} - [\text{NO}_2]_{\text{init}}, (46/48) \times [\text{O}_3]_{\text{PATH}} \}, 0.9 \times [\text{NO}_x]_{\text{pred}} \}$$

where,

[NO₂]_{pred} is the predicted cumulative NO₂ concentration

[NO₂]_{init} is the sum of initial NO₂ concentration from CALINE4, AERMOD and PATH v2.1

[NO_x]_{pred} is the sum of predicted NO_x concentration from CALINE4, AERMOD and PATH v2.1

[O₃]_{PATH} is the O₃ concentration from PATH v2.1

4.5.32 For all vehicle emissions, the calculated initial NO₂ concentration based on NO₂ emission factor of Emfac v4.3 has been adopted. For all non-vehicular emissions, initial NO₂/NO_x ratios reported in the Heathrow Airport EIA report are adopted, which is 10%.

4.5.33 Due to the nature of OLM, and conservative approach for the traffic emission and PATH-v2.1 background, the cumulative NO₂ concentration at each ASR is considered very conservative.

Results and Discussion

4.5.34 The detailed results are listed in **Appendix 4-5**. The summary of the annual NO₂ concentration is provided in **Appendix 4-6**. The results are also summarized in **Table 4-8 & Table 4-9**.

4.5.35 The assessment result shows that, apart from Annual Averaged NO₂ concentration at ground of southeastern boundary of Site A (1.5mAG at AP-03, AP-04 & AP-05), other assessment points at Site A and Site B show compliance with AQO's NO₂/RSP/FSP criteria.

4.5.36 Under current notional design, the predicted air quality at all residential flats comply with the AQOs. The fresh air in-take for the podium structures of Site A would be designed to be located at or above 6.35mAG (11.4mPD). The fresh air in-take for the G/IC complex at Site B should not be restrained by air quality. Subject to the CE in C's approval of the draft DSP, URA/ future joint venture partner should explore and implement all practicable design in order to ensure all openable windows for ventilation and fresh air intakes comply with the AQO criteria at the detailed design stage.

4.5.37 It should be noted that the exceedance is partially due to the conservative approach. Considering the Government's measures to promote the use of electric vehicles, it is expected that the future background pollution concentration as well as the road traffic emission should be much lower than that in the current calculation up on complete of the Scheme (Year 2034).

⁴ Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-hour NO₂ NAAQS", U.S. EPA, March 1, 2011

Table 4-8 Summary of the Predicted Pollutant Concentration

	Pollutant Concentration ($\mu\text{g}/\text{m}^3$)					
	Daily 10th Maximum RSP	Annual RSP	Daily 36th Maximum FSP	Annual FSP	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria	100	50	50	25	200	40
Podium T1	62.56 - 63.76	27.20 - 28.13	23.75 - 24.82	23.08 - 43.92	130.94 - 177.14	23.08 - 43.92
Podium T2	62.08 - 62.51	26.97 - 27.17	23.31 - 23.75	19.22 - 22.32	116.64 - 128.52	19.22 - 22.32
Low Block	62.09 - 62.60	26.98 - 27.21	23.31 - 23.82	19.27 - 23.43	116.62 - 128.85	19.27 - 23.43
Tower T1	62.53 - 63.67	27.17 - 27.76	23.77 - 24.79	22.27 - 34.70	124.09 - 155.46	22.27 - 34.70

Table 4-9 Summary of the Predicted Annual Averaged NO₂ Concentration

Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	1.5	6.35	10.85	14.5	18	21.5			
		mPD	6.55	11.4	15.9	19.55	23.05	26.55			
Site A - Podium	min	34.40	32.91	29.69	27.97	23.80	23.08				
	max	43.92	33.92	31.01	29.32	24.86	23.84				
Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	29.35	32.5	35.65	38.8	41.95				
		mPD	34.4	37.55	40.7	43.85	47				
Site A - Podium	min	21.97	21.64	19.69	19.43	19.22					
	max	22.32	21.91	19.91	19.62	19.38					
Site A - Tower A	min	22.09	21.73	19.76	19.50	19.27					
	max	23.43	22.87	20.73	20.31	19.95					
Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	1.5	8	11.6	15.2	18.8	22.4	26	30.5	35
		mPD	6.55	13.05	16.65	20.25	23.85	27.45	31.05	35.55	40.05
Site A - Podium	min	31.43	30.73	30.04	29.25	25.29	24.50	23.77	22.95	22.27	
	max	34.70	32.91	31.55	30.26	25.97	24.96	24.10	23.22	22.49	

Note: Criteria = 40 $\mu\text{g}/\text{m}^3$

4.6 Conclusion

- 4.6.1 The air quality impact arising from the proposed development to the surrounding area and air quality impact from the surrounding area to the proposed development has been assessed.
- 4.6.2 With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, no adverse air quality impact associated with the construction works is expected.
- 4.6.3 Air emission is not anticipated from the proposed development during operation phase. Air quality model based on the current notional design with conservative approach has been conducted. The model results show that the predicted air quality at all proposed residential flats comply with the AQOs. The fresh air intake for the podiums structure Site A would be designed to be located at or above 6.35mAG (11.4mPD). The fresh air in-take for the G/IC complex at Site B should not be restrained by air quality. The air quality upon completion of the Scheme will be similar to, if not better than, the existing situation and no insurmountable air quality impact is anticipated.

5 NOISE IMPACT ASSESSMENT

5.1 Introduction

- 5.1.1 The purpose of this chapter is to demonstrate the noise sensitive receivers (NSRs) of the proposed development within the Scheme comply with the noise criteria of The Hong Kong Planning Standards and Guidelines (HKPSG).
- 5.1.2 The potential noise impact from the following aspects have been assessed: (i) Construction noise - the potential noise impact generated from the construction activities of the proposed development to the surroundings; (ii) Traffic noise - the potential noise impact generated from the nearby road networks to the proposed development during operation phase; (iii) Fixed noise - the potential noise impact generated from the surrounding fixed noise sources to the proposed development.
- 5.1.3 Effective mitigation measures and recommendations are proposed to mitigate the excessive noise level to achieve an acceptable compliance level under the current notional design.

5.2 Standards and Guidelines

Road Traffic Noise

- 5.2.1 HKPSG provides guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in **Table 5-1**.

Table 5-1 HKPSG Road Traffic Noise Planning Criteria

Uses	Road Traffic Noise L ₁₀ , (1hr) dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

Note: The above criteria apply to noise sensitive uses which rely on opened window for ventilation.

Fixed Noise Sources

- 5.2.2 Acceptable Noise Levels (ANL) shown in Table 2 of the Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites (IND-TM). According to IND-TM, the ANLs for different Area Sensitivity Ratings (ASRs) are given in **Table 5-2**.

Table 5-2 Acceptable Noise Levels for Fixed Noise Impact (ANLs), dB(A), Leq, (30mins)

Time Period	ASR A	ASR B	ASR C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

- 5.2.3 The Scheme is located in the urban area of Sham Shui Po. According to TD's Annual Traffic Census (ATC2019), the daily traffic of the Cheung Sha Wan Road section (Street No. 3427) is more than 35,000. Therefore, the Scheme and its surroundings are considered directly affected by Influencing Factor (IF); the ASR of the site would be classified "C".
- 5.2.4 As the site is subject to traffic noise impact from Cheung Sha Wan Road (primary distributor road), it is expected that the prevailing background noise level would be higher than ANL-5dB for both daytime and night-time, thus ANL-5 dB would be adopted as the planned fixed noise sources criterion. The planning criteria would be 65 dB(A) for day and evening time and 55 dB(A) for night time.

5.3 Construction Noise Impact Assessment

- 5.3.1 The use of powered mechanical equipment (PME) will generate construction noise impact to the nearby NSRs. The major noise emitting activities will be the demolition of existing structures and foundation works of future development.
- 5.3.2 As the site is situated in a well-developed urban area, the number of PME that it can accommodate is limited, however, the noise from construction activities may still be an impact if the construction works are not planned and arranged properly.
- 5.3.3 The "Practice Note for Professional *Persons* Environmental Consultative Committee" (ProPECC) "Noise from Construction Activities –Non-statutory Controls" (PN 2/93) suggests assessment criteria relating to construction noise and some practical noise abatement measures to reduce the construction noise.
- 5.3.4 To minimize noise generation, non-percussive equipment such as hydraulic crusher is proposed for demolishing existing building and structure. Also, adoption of non-percussive piling method for foundation work is also recommended. As these activities would only last for a short period of time, significant noise impact on sensitive receivers is not expected with proper implementation of mitigation measures:
- Adopt good site practice, such as throttle down or switch off equipment unused or intermittently used between works
 - Regular maintenance of equipment to prevent noise emission due to impairment
 - Position mobile noisy equipment in locations away from nearby NSRs and point the noise sources to directions away from NSRs
 - Make good use of other structures for noise screening
 - Use of quiet plants and working methods to mitigate at source
 - Use of mobile noise barriers/enclosures along the path of noise propagation
 - Schedule work to minimize concurrent activity and duration of impact

- 5.3.5 With the aforementioned noise mitigation measures implemented during the construction phase, no adverse noise impact arising from the construction activities is expected.

5.4 Operation Noise Impact Assessment

Representative Noise Sensitive Receivers during Operation Phase

Road Traffic Noise

- 5.4.1 All flats of the residential towers were identified as NSRs according to the nature of use. Commercial & retail area, clubhouse and GIC facilities in the podium and the G/IC complex will be provided with air-conditioning system and will not rely on openable windows for ventilation, and thus the noise standard is not applicable. The noise assessment points were located 1.2m above the slab level and 1m away from the façade. All potential windows locations of all residential flats are covered.
- 5.4.2 There are (Tower A (Low Zone): 22 floors x 13 flats + Tower A (High Zone): 12 floors x 12 flats + Tower B: 34 floors x 12 flats) = 838 residential flats based on the notional layout of typical floor. It should be noted that the Tower A consist of high zone and low zone, with identical Flat 01- 08 and different Flat 09 – 13. To avoid confusion, high zone and low zone are using different flat IDs and assessment points IDs.
- 5.4.3 For assessment purpose, the traffic noise level at all 838 flats have been assessed. The representative assessment points are summarized in **Table 5-3** and their locations are illustrated in **Figures 5-2a, 5-2b & 5-2c**. It should be noted that the notional layout of the Scheme is for assessment purpose only and subjected to change.

Planned Fixed Noise Sources

- 5.4.4 Large building service equipment of Site A & B are the potential planned fixed noise during operation phase of the Scheme. It should be noted that there are no representative NSR in the north, west and south from Site B has been selected as the NSRs are either very far or the view to Site B are completely blocked. The representative NSRs of the proposed residential developments and in the surrounding have been identified, listed in **Table 5-4** and illustrated in **Figures 5-3**.

Table 5-3 Summary of Representative Noise Sensitive Receivers and Assessment Points for Traffic Noise Impact Assessment

Tower	Number of Flats per floor	NSR ID ^[1]	Number of Floor	Elevation of the Assessment Point ^{[2][3]}
A	13	TAL01-1 to TAL13-3 13 flats and 38 assessment points on each floor	22 floors (1 st – 22 nd residential floor)	34.10mPD for the 1 st residential floor + 3.15m for each floor
A	12	TAH01-1 to TAH12-4 12 flats and 38 assessment points on each floor	12 floors (23 rd – 34 th residential floor)	103.40mPD for the 23 rd residential floor + 3.15m for each floor
B	12	TB-01-1 to TB-12-3 12 flats and 35 assessment points on each floor	34 floors (1 st – 34 th residential floor)	34.10mPD for the 1 st residential floor + 3.15m for each floor

[1] NSR ID is in the form of TTXYY- Z, where “TT” is tower identity = TA or TB, “X” is zone identifier = H (High Zone), L (High Zone) or “-” (N/A, for Tower B), “YY” is flat number = 01 – 13; Z is assessment point number within a flat = 1 – 5.

[2] The elevation of the assessment points for the 1st residential floor = 5.05 mPD (Ground) + 25.35m (Podium & Club House Height) + 2.5m (Transfer Plate) + 1.2m (1.2m above slab level) = 34.10mPD

[3] The notional design including the elevation is subject to change.

Table 5-4 Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment

NSR ID	Description	Horizontal Distance from	
		Podium of Site A	G/IC Complex of Site B
NSR01	Tower B - Flat 01	N/A	204m
NSR02	11A Cheung Wah Street	39m	197m
NSR03	Charming Garden	76m	155m
NSR04	Cheung Sha Wan Catholic Secondary School	16m	244m
NSR05	Un Chau Estate - Un Hong House	44m	272m
NSR06	Hang Chun Court - Chun Yin House	149m	208m

Road Traffic Noise

Assessment Methodology

- 5.4.5 An in-house noise model (MARC) was used to predict the traffic noise levels arising from the road network. It adopts the methodology provided in the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) 1988, which is stipulated in Chapter 9, Section 4.2.7 of the HKPSG for assessing road traffic noise impact. Road traffic noise levels are presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow [L10 (1-hour) dB(A)].
- 5.4.6 The assessment was based on the projected peak hour flows for the worst year within 15 years after completion of the Project in Year 2034. Based on the traffic forecast provided by the traffic consultant, the AM peak hour flows in Year 2049 will be the maximum projected peak hour traffic flow within 15 years from the completion of the Scheme. The major roads within 300m from the boundary of the Scheme have been included in the assessment and are shown in **Appendix 5-1**.
- 5.4.7 To minimize the traffic noise impact to the Scheme, the following architectural design consideration has been adopted:
- Both Towers A & B have been setback from the major road traffic from the road traffic noise.
- 5.4.8 Two scenarios have been considered in the traffic noise impact assessment. The first one is a (A) Base Scenario which only considered architectural design and location of the openable windows; the second scenario is a (B) Mitigated Scenario with Acoustic Windows.

Impact Identification and Assessment

- 5.4.9 The peak hour traffic flow of individual roads in the assessment year (Year 2049) is listed in **Appendix 5-1**. The traffic forecast has been submitted to the Transport Department for their endorsement. As hourly traffic flow of AM Peak are higher than that of PM Peak, especially for the nearby primary distractor road – Cheung Sha Wan Road, thus the traffic noise for AM peak hours were calculated.

a) Base Scenario: Careful Buildings Disposition & Windows Locations

- 5.4.10 In the Base Scenario, residential towers have been arranged to have setback from the main roads (i.e. Cheung Sha Wan Road) and in the way that the view angle from the windows to the main road has been minimized by buildings disposition, buildings orientation and windows locations. Without this design, the traffic noise level in the base scenario is expected to be much higher.
- 5.4.11 The detailed results of Base Scenario are presented in **Appendix 5-2**. This Base Scenario results in about 17% flats complying with the noise criteria of 70 dB(A). The maximum exceedance is 9 dB, i.e. 79 dB(A), at the 1st – 3rd residential floor of Flat TB-01 & TB-12 of Tower B, which having a wide view angle to Cheung Sha Wan Road.
- 5.4.12 The maximum traffic noise exceedance of each facades under Base Scenario are illustrated in **Figure 5-4a – 5-4c**.

b) Mitigated Scenario: With Acoustic Windows

5.4.13 Subject to detailed design, mitigation measures are proposed in this mitigated scenario:

- Top-hung Type Acoustic Window (Noise Reduction: -5 dB(A))

The design of a top-hung window with a horizontal fin on the bottom of the window coupled with Micro-perforated absorbers (MPA) on the inner side of the window and a pelmet in the indoor area behind the top-hung window, can effectively resist noise from entering domestic premises directly and hence minimize the impact caused to the residents. The design is similar to the type adopted in Hong Tsuen Road Residential Development at Sai Kung (Park Mediterranean). The ratio of vertical distance from opening of the top-hung window to the length of the horizontal acoustic fin (aspect ratio) will be less than the aspect ratio (0.55) of the acoustic window in Park Mediterranean.

5.4.14 Top-hung Type Acoustic Window⁵ has been proposed in the current assessment as it has been adopted and well proven in private housing for years. Therefore, the calculated traffic noise level is reliable and conservative.

5.4.15 It should be noted that at-receiver mitigation measure with higher acoustic performance exist. However, their noise reduction effect and ventilation performance are highly depended on the detailed design. For example, the Baffle Type Acoustic Windows⁶ broadly adopted in public house in recent years can reduce the traffic noise by 4-8 dB depended on the dimensions of the room and windows. With acoustic linings, suitable orientation and nearby acoustic fins, its noise reduction effect could be even higher. The major issue of adopting Baffle Type Acoustic Windows at the current stage is that, with room dimension may be significantly changed in the later stage, it is hard to estimate whether any combination of window pane separation, windows height, window opening and windows overlapping, etc. can provide both sufficient ventilation and acoustic performance. Therefore, adopting Baffle Type Acoustic Windows at the current stage may lead to under-estimate of acoustic performance if we go for conservative, or lead to impossible scenario if the adopted acoustic performance is too optimistic.

5.4.16 Despite the uncertainties, the use of acoustic windows with higher noise reduction effect is encouraged in detailed design stage. As more information is available at that stage for the designer/engineer to choose the most suitable acoustic windows design with consideration of both acoustic and air ventilation performance.

5.4.17 Section drawings of the typical Top-hung Type Acoustic Windows with/without balcony are illustrated in **Figures 5-5a & 5-5b**. Mitigation measures have been proposed to all locations with traffic noise exceedance. The locations of the proposed mitigation measures are illustrated in **Figures 5-6a – 5-6c** and listed in **Appendix 5-3**.

5.4.18 The detailed predicted noise levels with acoustic windows are presented in **Appendix 5-3**. Given specific noise reduction measures at different assessment points, the compliance rate by flat has been increased to ~80%. Only low-mid level residential flats that directly affected by the traffic noise from Cheung Sha Wan Road are expect to experience traffic noise exceedances, while it is expected to completely comply at higher level (23rd residential floor or higher). The maximum exceedance is 4 dB, i.e. 74 dB(A), at the 1st – 3rd residential floor

⁵ Sample for Top-hung Type Acoustic Window https://www.epd.gov.hk/epd/Innovative/greeny/eng/content/hong-tsuen-road-residential-development-sai-kung.html?type=flab_21

⁶ Sample for Baffle Type Acoustic Windows https://www.epd.gov.hk/epd/Innovative/greeny/eng/content/king-tai-court.html?type=flab_20

of Flat TB-01 & TB-12 of Tower B. The exceeded facades under Mitigated Scenario are highlighted in **Figures 5-6a – 5-6c**.

Table 5-5 Summary of Traffic Noise Impact Assessment

	Number of Flat	Base Scenario		Mitigated Scenario	
		Complied Flat	Compliance Rate	Complied Flat	Compliance Rate
Tower A - Low Zone	286	45	15.7%	202	70.6%
Tower A - High Zone	144	24	16.7%	144	100.0%
Tower B	408	70	17.2%	328	80.4%
Total	838	139	16.6%	674	80.4%

Existing Fixed Noise Sources in the Surroundings

5.4.19 For the fixed noise sources in the surrounding affecting the proposed Scheme, no adverse fixed noise impact is anticipated and no quantitative assessment is necessary due to the following information:

- As stated in the overview of the existing potential fixed noise sources to the Sites (**Section 2.2**), majority of the Site A is not expected to experience adverse impact from existing fixed noise sources. More specifically, Site A is surrounded by residential building in west, north and east directions. In the south of Site A, it is a large open area (Sham Shui Po Sport Ground) and potential fix noise sources in south to south west directions are either weak (the loud speaker within the covered stand of Sport Ground) or very far (in the west of Site B). Some high-level flats may have direct view to the chiller plants on the roof of China Shipbuilding Tower. If necessary, the project proponent will provide noise mitigation measure on sources to mitigation this potential noise impact.
- Although Site B may suffered from potential fixed noise impact, Site B do not rely on openable windows for ventilation thus fix noise criterion is not applicable.

Planned Fixed Noise Sources of the Scheme

5.4.20 The Scheme will provide central air ventilation for commercial & retail area, clubhouse, GIC facilities and basement carpark. The associated HVAC system may cause noise impact to surrounding NSRs. Although the large exhaust fans are usually located indoor enclosed within the air ducts, the fan noise will transmit via the ventilation pipe and emit at the duct exhaust. Therefore, the potential planned fixed noise sources of the Scheme are the large exhaust fans and the outdoor units of air conditioner. Other equipment such as water pumps and lift motors will be located in enclosed rooms thus no adverse noise impact to the surrounding is anticipated.

Site A

5.4.21 For Site A, the non-residential portion will be closed outside operation hours and the associated HVAC system are expected to stop during night time. Besides, the expected

ventilation requirement of the basement carpark during night-time is expected to be very low thus the primary exhaust fan is unlikely required. Due to the relatively small size of the served zones, Variable Refrigerant Volume (VRV) system is preferred over chiller plants and/or water-cooling tower as VRV provide flexible cooling capacity with high efficiency over large range of loading. To avoid the noise from fixed plants affecting the residential portions, the large plants and large ventilation exhaust pipes are planned to be located at semi-confined areas such as plant rooms and/or entrance/exit of the carpark, with acoustic louvers if necessary. The ventilation pipes will be equipped with silencer to reduce the in-duct noise level. As there is no direct line of sight between the fixed noise sources of Site A and the residential flats of Site A, no adverse noise impact from the fixed noise sources of Site A to the residential flats of Site A is anticipated. As the fixed noise source of Site A, including the louvers serving the fixed noise sources, may be visible from the NSRs in the surrounding, maximum allowable sound power levels will be recommended.

Site B

- 5.4.22 For Site B, chiller plants and large ventilation exhaust pipes are also planned to be located at semi-confined areas. The ventilation pipes will also be equipped with in-line silencer to reduce the in-duct noise level. As the fixed noise source, or the louvers connected to the fixed noise sources, of Site B may be visible from the NSRs in the surrounding, including the NSRs in Site A. Maximum allowable sound power levels will also be recommended.

Maximum Allowable Sound Power Levels (SWL)

- 5.4.23 Calculations based on the planning criteria and distance to the nearest NSRs are present in **Table 5-6**.
- 5.4.24 According to the calculation based on the nearest NSR (NSR04 for Site A and NSR03 for Site B), the cumulative SWL of the building service equipment at podium of Site A should not exceed 88 dB(A) during day and evening time, and should not exceed 78 dB(A) during night time. For the G/IC complex in Site B, the limits of the cumulative SWL are 108 dB(A) during day and evening time, and 98 dB(A) during night time.
- 5.4.25 It should be noted that a 6 dB correction has been adopted accounting for the tonality, intermittency and impulsiveness characteristics for assessment purpose. In case the noise exhibits tonality, intermittency and impulsiveness characteristics during the operation, the maximum allowable SWLs of the fixed plants should be corrected based on the recommendation given in Section 3.3 of the IND-TM.
- 5.4.26 Although the Scheme is still in early stage thus no detailed design including the location of the noisy plants is available, no adverse fixed noise impact to the NSRs is anticipated if the choice of equipment, installation locations, installation and mitigations are properly designed. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria, i.e. At NSR noise level of 65 dB(A) for day and evening time and 55 dB(A) for night time in $L_{eq,30min}$, to the tender document of this Scheme.

Table 5-6 Allowable Sound Power Level for the Building Service Equipment of the Proposed Development

Time Period	Maximum Allowable SPL at NSR, dB(A)	Horizontal Distance from the Project Site Boundary to the Nearest NSR, m	Correction, dB(A)			Maximum Allowable Sound Power Level at Source, dB(A) [2]
			Distance	Facade	Tonality/ Intermittency/ Impulsiveness [1]	
Site A (Nearest NSR - NSR04)						
Day and Evening Time (07:00-23:00)	65	16	32	-3	-6	88
Night Time (23:00 – 07:00)	55	16	32	-3	-6	78
Site B (Nearest NSR - NSR03)						
Day and Evening Time (07:00-23:00)	65	155	52	-3	-6	108
Night Time (23:00 – 07:00)	55	155	52	-3	-6	98

[1] For assessment purpose, a 6 dB of tonality, intermittency & impulsiveness correction has been adopted.

[2] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

5.5 Conclusion

- 5.5.1 The overall noise impact during the construction phase is considered insignificant. Mitigation measures shall be implemented in accordance with ProPECC PN 2/93 during construction to minimize construction noise impact on the nearby NSRs.
- 5.5.2 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings deposition, buildings orientation and windows locations. In the base scenario where tower setback, buildings deposition, buildings orientation and windows locations are considered, only ~17% of flats complies with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic windows are considered, the compliance rate by flat has been dramatically increased to ~80%. Given the notional design is at planning stage and the proposed development is subject to detailed design upon CE in C's approval of the Scheme, the current assessment is based on a notional design and anticipated results. It should also be noted that the traffic noise assessment is based on a typical Top-hung Type Acoustic Window. By using acoustic windows with higher noise reduction performance in the detail design stage, it is feasible to achieve a higher compliance rate.
- 5.5.3 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated.
- 5.1 The existing significant fixed noise sources are only identified in the west of Site B which is far away from the residential portion of the Scheme in Site A, which rely on openable windows for ventilation. The planned fixed noise source from the proposed Scheme should not introduce adverse noise impact to the surroundings with proper design. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria to the tender document of the Scheme.

6 WASTE MANAGEMENT CONSIDERATION

6.1 Legislations and Requirements

6.1.1 In general, sustainable approaches to waste management should be adopted to produce less waste and reuse or recover value from waste. The consideration on waste management for the Project will take into account of the below Ordinances/Guidelines/Practice Notes adopted in Hong Kong.

6.1.2 The following legislations/guidelines related to the handling, treatment and disposal of waste in Hong Kong are listed:

- Waste Disposal Ordinance (Cap. 354) (WDO)
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)
- Land (Miscellaneous Provisions) Ordinance (Cap. 28)
- Code of Practice on the Packaging, Labelling and Storage of Chemical Waste
- Air Pollution Control Ordinance (Control of Asbestos (sections 51 to 84))
- ProPECC PN2/97 Handling of Asbestos Containing Materials in Buildings
- ADV-19 – Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Construction and Demolition Waste
- ADV-21 – Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Management framework for Disposal of Dredged/Excavated Sediment
- ETWB TCW No. 34/2002 – Management of Dredged/Excavated Sediment
- Code of Practice on the Handling, Transportation and Disposal of Asbestos Wastes

6.1.3 Waste collection and disposal is covered by the Waste Disposal Ordinance (Cap. 354) (WDO). This provides a licensing system for the disposal of certain wastes and for the control of certain wastes by regulation. All wastes should be properly stored and disposed in accordance with relevant waste management regulations and guidelines.

6.1.4 Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) outlines the requirement for chemical waste handling and disposal.

6.1.5 Under the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N), construction waste delivered to a landfill for disposal must not contain more than 50% by weight of inert materials. Construction waste delivered to a sorting facility for disposal must contain more than 50% by weight of inert materials, and construction waste delivered to a public fill reception facility for disposal must consist entirely of inert materials.

6.1.6 Land (Miscellaneous Provisions) Ordinance (Cap. 28) provides control over placing and maintaining of C&D materials on unleased land. If the occupier does not hold the relevant license, the Department of Lands will take action accordingly.

6.1.7 Both the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (ADV-21) and Technical Circular ETWB TCW No.

34/2002 cover the approval of dredging/excavation proposals and marine disposal of dredging/excavated sediment.

- 6.1.8 Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (ADV-19) provides mitigation measures on waste generation and management during the planning stage of a building development to minimise waste disposals at landfills.

6.2 Waste Management for Construction Phase

Waste Types

- 6.2.1 The demolition and construction activities to be carried out for the proposed development would generate a variety of waste that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and demolition (C&D) materials, comprising inert and non-inert materials, from the demolition and construction works;
- Potential asbestos containing materials;
- Excavated Sediment;
- Chemical waste from any maintenance of construction plant and equipment; and
- General refuse from the workforce

Inert and non-inert C&D Materials

- 6.2.2 Inert C&D Material (or public fills) includes construction debris, soil, rock and concrete, should be re-used on-site as filling materials or off-site as public fill at public fills reception facilities. Non-inert C&D Material (or C&D waste) includes metal from the existing structures, wood from formwork, equipment parts, and materials and equipment wrappings, etc. should be re-used or recycled as far as possible.
- 6.2.3 As the Scheme involves demolition of existing buildings and construction of 2 floors of basement, there will be generation of inert C&D materials during construction. It is estimated that about 60,000 m³ excavated materials would be generated and about 10,000 m³ would be suitable for backfilling during site formation stage. It is also estimated that about 3,500 m³ C&D materials will be generated during the demolition work.
- 6.2.4 To account the quantity of C&D materials to be generated from construction of the new building, C&D materials generation rate of 0.1 m³ per m² of GFA constructed is adopted in accordance with the "Reduction of Construction Waste Final Report, Hong Kong Polytechnic University (March 1993)". The total GFA of the proposed development from the Scheme will be around 73,000 m² (Domestic: 49,372 m²; Non-domestic (Site A): 10,394 m²; Non-domestic (Site B): 33,969 m²). The C&D materials generated from superstructure construction is approximately 7,300 m³. Hence, the total amount of inert C&D materials generated by the Project is projected at 70,800 m³.
- 6.2.5 The volume of non-inert C&D material, such as maintenance and packaging waste, generated during site clearance and construction of superstructure works is projected at 1,080m³, which will be subject to specific construction procedures and site practices. The estimated amount of non-inert C&D material generated would be minimal with careful design, planning, good site management and control of ordering procedures etc.

6.2.6 The estimated quantities of inert and non-inert C&D material generated from the construction of the Scheme are presented in **Table 6-1**.

Table 6-1 Estimated Quantities of C&D materials to be Generated, Reused and Disposed of

Construction Activities	Sum (m ³)	Wastes to be Reused/Recycled/disposed of (m ³)								
		Inert C&D materials			Non-inert C&D materials			Excavated Sediment		
		Reused/Recycled On-Site	Reused/Recycled Off-Site	Disposed Off-Site (a)	Reused/Recycled On-Site	Reused/Recycled Off-Site (b)	Disposed Off-Site	Reused/Recycled On-Site	Reused/Recycled Off-Site	Disposed Off-Site
Excavation	60,000	10,000	0	40,000	0	0	0	0	0	10,000
Site Clearance / Demolition of Existing Buildings	3,500	0	0	3,150	0	35	315	0	0	0
Superstructure Construction	7,300	0	0	6,570	0	73	657	0	0	0
All	70,800	10,000	0	49,720	0	108	972	0	0	10,000
		59,720			1,080			10,000		

Note

- The inert C&D materials not reused on-site shall be disposed off-site to the Fill Bank at Tseung Kwan O Area 137
- Non-inert C&D materials should be reused or recycled as much as possible before disposed off-site, estimated to be 10% of the total generated.

6.2.7 It is estimated that about 14% of inert C&D material to be reused on-site. It is proposed to dispose the rest of inert C&D materials to the Fill Bank at Tseung Kwan O Area 137. The remaining non-recyclable C&D materials are not suitable for public fill and requires disposal to licensed landfill facilities (the closest landfill is the South East New Territories (SENT) Landfill).

Excavated Sediment

6.2.8 In addition, as the land of the Site is within reclamation ground, approximately 10,000m³ of excavated sediment is estimated to be generated and disposed off-site from the Project. The marine disposal of the sediment should be disposed in accordance to the *ETWB TCW No. 34/2002* and ADV-21. The rationale for sediment removal must be provided to the Secretary of MFC for agreement, as early as possible, the allocation of sediment disposal space at sea will not be considered until the need for removal of the sediment has first been satisfactorily demonstrated.

6.2.9 To minimize waste generation and off-site disposal, Sediment should be reused on-site as far as possible. However, if Sediment cannot be reused on-site or on alternative sites, marine dumping of Sediment is required. For Sediment dumping, the Contractor who will be undertaking the works must make a formal application to DEP for a dumping permit, in accordance to *ETWB TC(W) No. 34/2002*, and if the permit is granted, it will be the contractor's responsibility to ensure that the permit conditions are met to DEP's satisfaction. All necessary documents (i.e. SSTP, PSQR / SQR) must be submitted to EPD for agreement before the Marine Fill Committee can allocate the Sediment Disposal Site for the marine dumping.

Chemical Waste

- 6.2.10 Chemical waste, such as cleaning fluids, solvents, spent lubricants and fuel for equipment or waste battery, may be generated. As far as the scale of the works is small, the quantity of chemical waste generated would be minimal. It is expected that the approximate quantity of the lubrication oil is about 100L/month and hence approximately 6 m³ of chemical waste will be generated during construction period of 60 months (general assumption of construction time for URA redevelopment projects adopted). A licensed collector should be employed to handle and dispose of the chemical waste. Furthermore, the chemical waste should be handled in accordance with the *Waste Disposal (Chemical Waste)(General) Regulation*. The Works Contractor should register as a Chemical Waste Producer under the WDO.
- 6.2.11 Since the existing structure (Cheung Sha Wan Sports Centre) to be demolished was built in 1970s, asbestos containing materials may be present at the existing structures which would be demolished. Asbestos investigation would be carried out before the commencement of demolition works. Asbestos investigation and asbestos abatement plan will be made in accordance with Air Pollution Control Ordinance, Waste Disposal (Chemical Waste) (General) Regulation and other Codes of Practice listed in Appendix III in ProPECC PN2/97 Handling of Asbestos Containing Materials in Buildings if any asbestos is found in the Site.
- 6.2.12 In addition, other chemical waste, if any, to be generated during the demolition works will be handled and disposed of in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*. For asbestos wastes, if any, will be handled and disposed of in accordance with the Code of Practice on the Handling, Transportation and Disposal of Asbestos Wastes.
- 6.2.13 With the implementation of proper chemical waste management measures listed in **Section 6.2.25**, the impact is anticipated to be insignificant.
- 6.2.14 No hazardous materials or hazardous wastes are expected to be generated during the construction of the Site.

General Refuse

- 6.2.15 General refuse such as food scraps, waste paper, empty containers, etc., would be generated from construction workforce during construction phase.
- 6.2.16 The maximum number of construction workers to be employed will be approximately 100 workers per day. The daily arising of general refuse from the construction workforce can be estimated based on a generation rate of 0.65kg per worker per day, the estimated quantity of the general refuse is 65kg (= 100 workers x 0.65kg/worker/day).
- 6.2.17 Such refuse should be properly managed so intentional or accidental release to the surrounding environment does not occur. If the general refuse is recyclable, such as paper, plastics and aluminum materials, the reuse and recycling of such waste is encouraged. Effective collection of site wastes such as providing enclosed bins or compaction units would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating an odour nuisance or pest and vermin problem. Waste storage areas should be well maintained and cleaned regularly.

6.2.18 With the implementation of good waste management practices as suggested in **Section 6.2.24** at the site, adverse environmental impacts are not expected to arise from the storage, handling and transportation of general refuse generated by construction workers.

Mitigation Measures

6.2.19 Prior to the commencement of the construction works, the contractor will identify the types and amount of waste generated, and handle, store, collect and dispose waste in accordance with Waste Disposal Ordinance (Cap. 354). The associated mitigation measures and good site practice should be implemented as follows:

C&D Materials

6.2.20 In general, minimization/reuse/recycling of C&D materials (i.e. both inert and non-inert C&D materials) should be considered prior to disposal. Waste minimization measures should be adopted during construction phase, measures may include:

- On-site sorting of C&D materials;
- Recycling of construction materials for on-site use;
- Avoidance and minimization to reduce the potential quantity of C&D materials generated;
- Reuse of materials as practical as possible;
- Recovery and Recycling as practical as possible;
- Provide training to workers on the importance of appropriate waste management procedures, including waste reduction, reuse and recycling.

6.2.21 The Contractor should submit a waste management Plan (the Plan) to the project proponent for agreement, covering the types of waste and their estimated quantities, timing of waste arising; measures for reducing waste generation etc. as recommended in Section 3 of ADV-19. If the project will produce more than 300,000 m³ of construction and demolition material, advice from the Director of Environmental Protection should be sought prior to the acceptance of the Plan.

6.2.22 The Contractor should adopt good housekeeping practices such as waste segregation prior to disposal. Stockpiling and segregating areas should be provided at site. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating an odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

6.2.23 During inclement weather (e.g. heavy rainstorm), the stockpile should be covered by tarpaulin or other water-resistant fabric. This can prevent dust and waste from being blown away by wind or washed into watercourses/drainage system.

General Refuse

6.2.24 General refuse should be stored in enclosed bins or compaction units separate from C&D materials. 3-color recycle bins for the collection of recyclable municipal waste should also be provided. A reputable waste collector should be employed by the Contractor to remove or recycle general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” light materials.

Chemical Waste

6.2.25 If chemical waste is produced at the construction site, the Contractor will be required to register with the EPD as a chemical waste producer and to follow the guidelines stated in the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*. Chemical waste should be stored in appropriate containers and collected by a licensed chemical waste collector. The chemical waste management measures should include, but not limited to the following :

- Minimize the production of Chemical Waste
- Registration of Chemical Waste Producers with EPD should be carried out for any person who produces chemical waste
- Give notification of certain Chemical Waste for Disposal to EPD as required in *Section 4 of the Regulation & Section 17 of the Ordinance*
- Carry out Packaging, Labelling and Storage of Chemical Wastes as per *Sections 9 to 19 of the Regulation*
- Collection of Chemical Waste and the “Trip Ticket” System as per *Sections 20 to 29 of the Regulation*
- Precautions Against Dangers from Spillages, Leakages or Accidents involving Chemical Waste as per *Sections 30 to 32 of the Regulation*

6.2.26 Provided that good site practices are strictly followed, there would be no adverse impacts related to waste management during construction phase.

6.3 Waste Management for Operation Phase

6.3.1 Domestic wastes will be expected as the major type of waste from the redevelopment, including food residues, plastic and metal products, and paper. No chemical or hazardous waste is anticipated. Wastes generated will be collected and disposed of on a regular basis. Building management will be arranged by the future owners to manage the development including waste disposal.

6.3.2 As the domestic waste will be collected (at a refuse collection point) and regularly disposed of at landfill or regularly sent to recyclers, waste recycling would be carried out during operation phase. Adverse impacts due to waste management will not be anticipated.

6.4 Conclusion

6.4.1 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, excavated sediment, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

7 POTENTIAL LAND CONTAMINATION

7.1 Introduction

7.1.1 This chapter identifies and evaluates any potential land contamination impact within the scheme boundary of the proposed development. Preliminary assessment has been conducted with reference to the applicable legislation and guidelines.

7.2 Legislations, Standards & Guidelines

7.2.1 Legislations and guidelines related to land contamination are given below:

- Environmental Impact Assessment Ordinance (Cap. 499);
- Waste Disposal (Chemical Waste) (General) Regulation (Cap 354C);
- Dangerous Goods Ordinance (Cap 295);
- Practice Guide for Investigation and Remediation of Contaminated Land (PG);
- Guidance Note for Contaminated Land Assessment and Remediation; and
- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management.

Potential Land Contamination Impact

7.2.2 According to *Guidance Note for Contaminated Land Assessment and Remediation* and EIAO-TM Annex 19 and PG, the industrial uses that may result in land contamination include but limited to the following:

- Boat / ship building or repairing works
- Chemical manufacturing / processing plants, dangerous goods stores
power plants
- Concrete and asphalt production
- Golf courses
- Motor vehicle /equipment depot, repairing, service centres
- Open area storage
- Petroleum Products and coal industrial operations (including oil depots and gas works)
- Power plants, individual power generation units
- Scrap yards
- Steel mills / metal workshops
- Waste recycling workshops
- Dumping ground

7.3 Assessment Methodology

7.3.1 With reference to the PG, Site Appraisal shall be carried out to assess the land contamination potential via the following methods for the preliminary assessment:

- Review of available historical and recent aerial photos
- Inquiry with the Environmental Protection Department (EPD) and Fire Services Department (FSD) on potential land contamination issues in past years

- Apart from the existing Cheung Sha Wan Path Sitting-out Area, the other areas are still occupied and inaccessible during this assessment period. As land contamination issue arising from the sitting-out areas are not expected, site walkover is not carried out for this assessment. Nevertheless, the Sites shall be re-appraised upon land resumption.

7.4 Site Appraisal

Aerial Photos

- 7.4.1 Aerial photos between 1945, the first available year, and 2020, the latest available year, were inspected at the Map and Aerial Photograph Library of the Lands Department. Aerial photos overlaid with the boundaries of areas of concern is provided in **Appendix 7-1**. The land use history of the Site are summarised in **Table 7-1** as below:

Table 7-1 Historical Land Use

Site	Photo No./ Reference	Observations	Assumed Land Use
Site A			
1945	681_5-4110	The Site was part of the former Cheung Sha Wan (Bay), adjacent to the reclaimed land of Cheung Sha Wan.	N/A
1963	1963-5948	The reclamation of the land at the Site was completed. Temporary structures assumed to be c structures are recorded in the site.	Open area / Squatting
1967	1967-5500	Temporary structures at the Site have been removed, and barren land are observed.	Open space
1968	1968-1067	Temporary structures are observed and the land is assumed to be used open area storage of construction materials as piping materials are observed.	Storage of construction materials
1975	1975_11994	The building for the existing Cheung Sha Wan Sports Centre was erected.	Recreational facilities (Community)
1984	1984_56990	No significant change for the building. Some shrubs were grown on the site.	
2000	CN28212	No major change in the Site is observed.	
2020	E116762C	No major change in the Site is observed.	
Site B			
1945	681_5-4110	The Site was part of the former Cheung Sha Wan (Bay)	N/A
1967	1967-5500	The land of the Site was reclaimed and vehicles in the Site are observed.	Car park
1968	1968-1066	The Site was generally paved. More vehicles and some open area storage of construction materials are recorded in the site.	Storage of construction materials / Car park
1973	06890	No significant change was recorded.	
1975	11994	The temporary structures and vehicles were removed.	Open space
1986	A06287	Apart from some shrubs that were being grown on the Site, no major change in the Site are observed, while the existing Sham Shui Po Sports Ground near the Site was under construction and the development in the surrounding areas was also in progress.	Open space

Site	Photo No./ Reference	Observations	Assumed Land Use
1987	A14737	In the southwest of the Site, the construction of the existing Cheung Sha Wan Path Sitting-out Area was substantially completed and the area was fully paved apart from the landscaped areas, while the remaining area of the Site remained unchanged. The construction of Sham Shui Po Sports Ground was completed.	Open space
1993	A35272	No significant change was recorded in the Cheung Sha Wan Path Sitting-out Area, while the remaining area of the site was occupied by vehicles.	Open space / Car park
2004	CW60261	The northern boundary of the Cheung Sha Wan Path Sitting-out Area was extended. The remaining area of the Site was fully paved and was occupied by temporary structures, assumed to be site offices, and vehicles.	Open space / Car park / Office
2015	CW114351	More temporary structures and vehicles were also recorded in the site. Open area storage of construction materials are also observed.	Open space / Car park / Office / Storage area
2020	E053114C	More temporary structures and vehicles were recorded in the site.	Open space / Car park / Office / Storage area

7.4.2 The review of historical land use from aerial photos has indicated that the major land use of the Sites during 1945-2020, after the lands were being reclaimed, are open space, storage area of construction materials and recreational facilities for Site A; the open space, car park, and open space for Site B. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated.

7.5 Inquiry with EPD & FSD

7.5.1 Information was requested from FSD and EPD's Regional Office (West) on the history of operation and land use of the sites. The EPD was consulted with regard to any records of chemical waste producer (CWP). The FSD was consulted with regard to any records of dangerous good producer(s). Both departments were also inquired on any reported accidents or spillage/leakage incidents within the three areas of concern. The correspondences from EPD and FSD are documented in **Appendix 7-2**.

7.5.2 **Table 7-2** below shows the summary of the responses from Government Departments.

Table 7-2 Summary of Response from Government Departments

Government Department	Response
Environmental Protection Department Regional Office (West)	No record of reported accidents of spillage / leakage of chemicals at the concerned sites. For chemical waste producer (CWP), the records were checked on 3 rd August 2020 and no record of CWP was found for the Sites.
Fire Services Department	No dangerous goods license or reported accidents of dangerous goods leakage or spillage is recorded.

7.6 Conclusion

The available information from aerial photos, records from authorities suggest that the no potentially contaminating activities were recorded for the Sites. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated. Apart from the existing Cheung Sha Wan Path Sitting-out Area, the other areas are still occupied and inaccessible during this assessment period. As land contamination issue arising from the sitting-out areas are not expected, site walkover is not carried out for this assessment. Nevertheless, the Sites shall be re-appraised upon land resumption. Detailed Land Contamination Assessment and Remediation (if needed) should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the proposed development site.

8 CONCLUSION

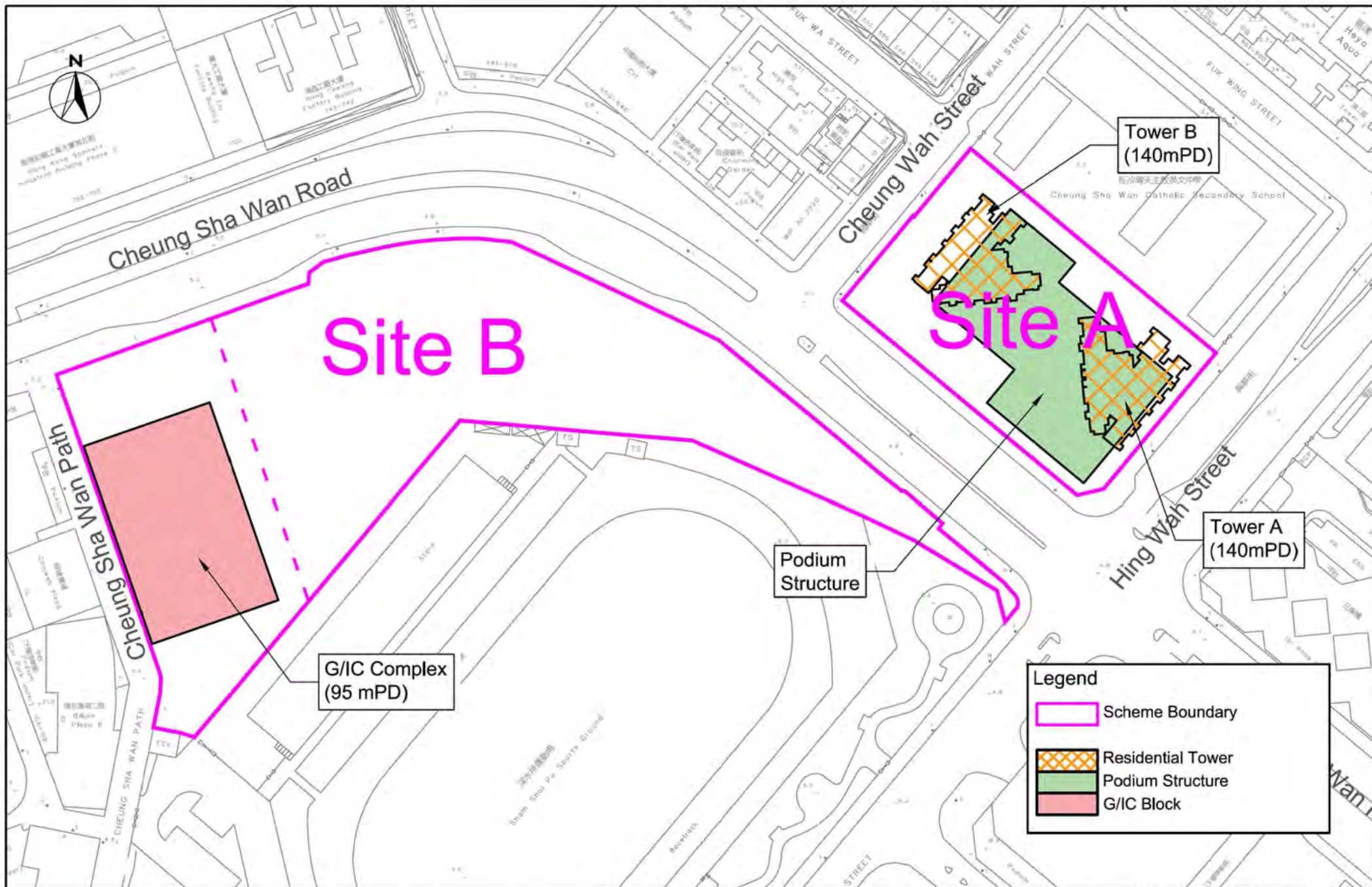
- 8.1.1 An Environmental Assessment has been carried out to evaluate the potential environmental benefits and impacts likely to arise from the proposed Scheme. The key environmental issues associated with the Scheme are construction dust impact, construction noise impact and waste management during the construction phase and potential air quality and noise impact during the operational phase.
- 8.1.2 With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, no adverse air quality impact associated with the construction works is expected.
- 8.1.3 Air emission is not anticipated from the proposed development during operation phase. Air quality model based on the current notional design with conservative approach has been conducted. The model results show that the predicted air quality at all proposed residential flats comply with the AQOs. The fresh air intake for the podiums structure Site A would be designed to be located at or above 6.35mAG (11.4mPD). The fresh air in-take for the G/IC complex at Site B should not be restrained by air quality. The air quality upon completion of the Scheme will be similar to, if not better than, the existing situation and no insurmountable air quality impact is anticipated.
- 8.1.4 Construction noise impact is considered insignificant with proper implementation of the recommended mitigation measures.
- 8.1.5 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimised by buildings deposition, buildings orientation and windows locations. In the base scenario where tower setback, buildings deposition, buildings orientation and windows locations are considered, only ~17% of flats complies with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic windows are considered, the compliance rate by flat has been increased to ~80%.
- 8.1.6 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The existing significant fixed noise sources are only identified in the west of Site B which is far away from the residential portion of the Scheme in Site A, which rely on openable windows for ventilation. The planned fixed noise source from the proposed Scheme should not introduce adverse noise impact to the surroundings with proper design. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria to the tender document of the Scheme.
- 8.1.7 If the draft DSP is approved by CE in C, a detailed design of the proposed development will be carried out and if the block layout is changed and subject to requirement by relevant government departments, a revised noise impact assessment would be carried out to demonstrate the noise compliance.
- 8.1.8 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, excavated sediment, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

- 8.1.9 The available information from aerial photos, records from authorities suggest that the no potentially contaminating activities were recorded for the Sites. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated. Apart from the existing Cheung Sha Wan Path Sitting-out Area, the other areas are still occupied and inaccessible during this assessment period. As land contamination issue arising from the sitting-out areas are not expected, site walkover is not carried out for this assessment. Nevertheless, the Sites shall be re-appraised upon land resumption. Detailed Land Contamination Assessment and Remediation (if needed) should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the proposed development site.

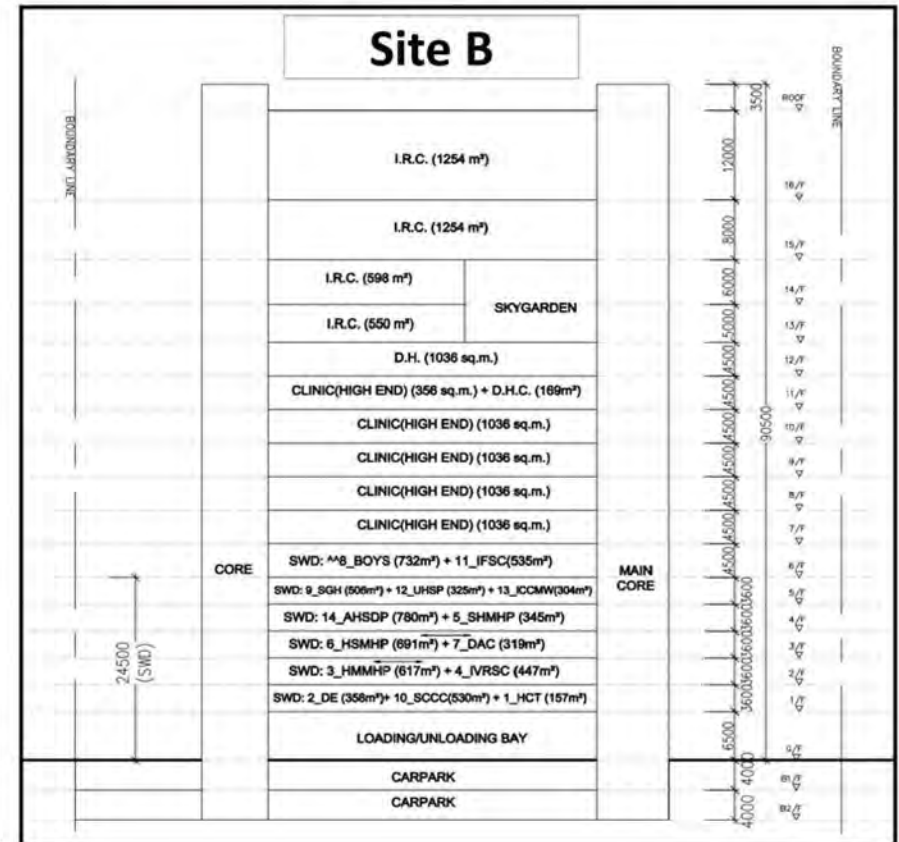
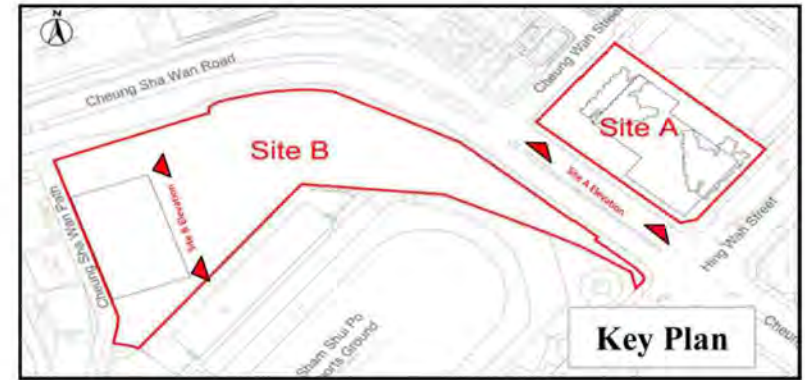
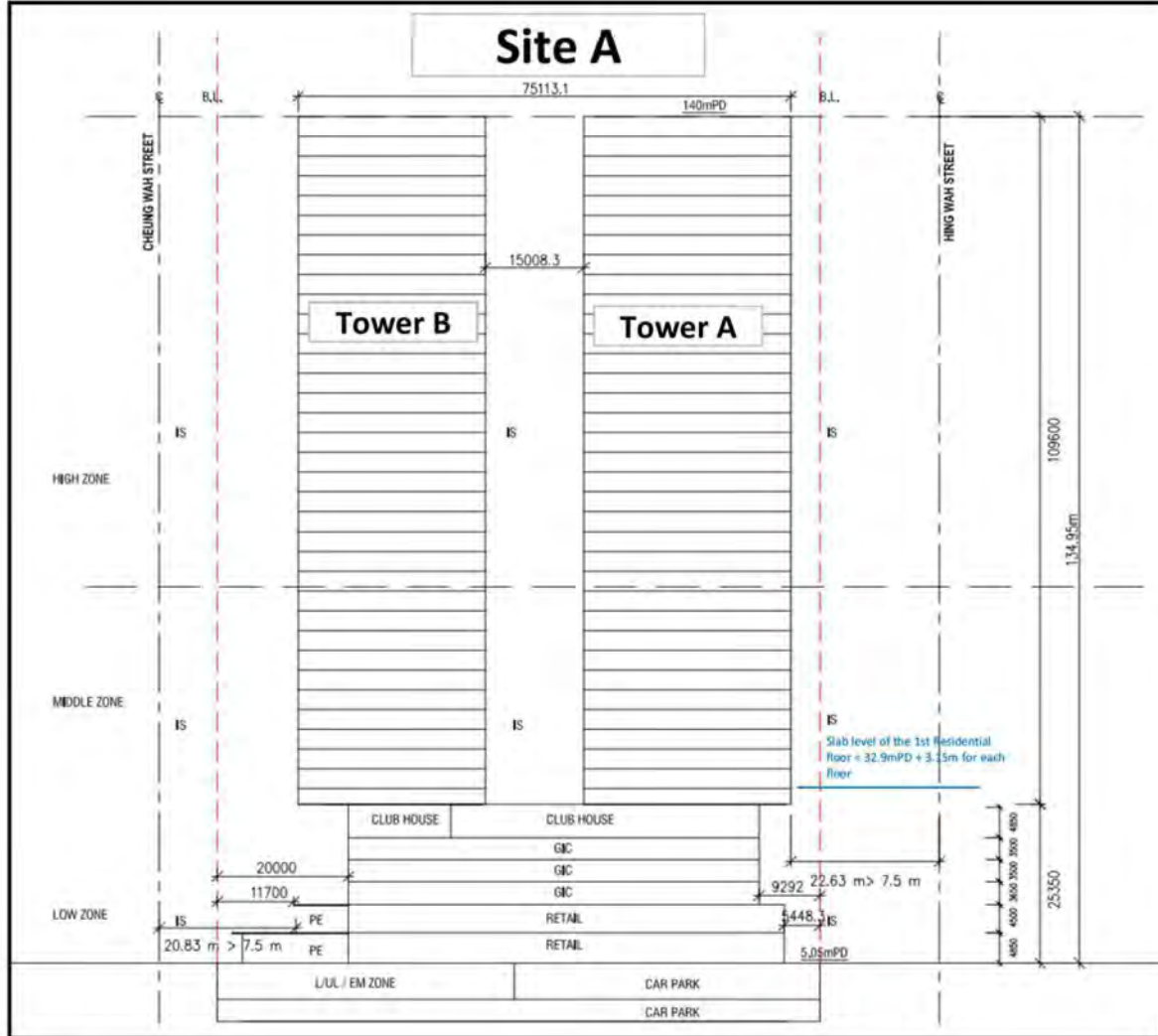
FIGURES



SCALE	1:2000 @ A3	DATE	July 2021
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JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.1-1
		REV	-

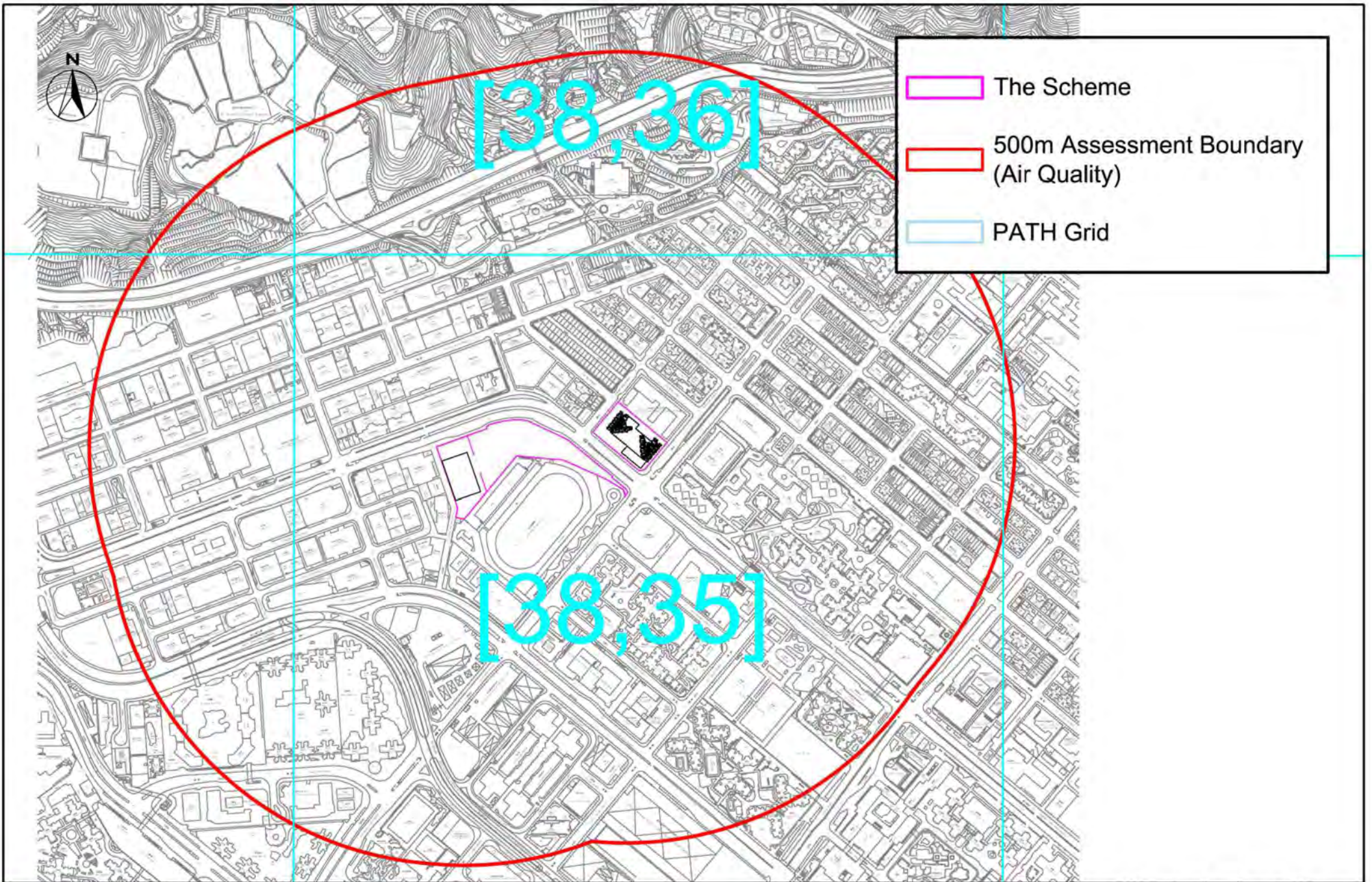





SCALE	1:2000 @ A3	DATE	July 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.3-1
		REV	-



Remark:
Notional Design subject to change at detailed design stage

SCALE	N.T.S.	DATE	Jun-21
CHECK	KC	DRAWN	CC
JOB NO.	IA9021-SSPAA1	FIGURE NO.	3-2
		REV.	



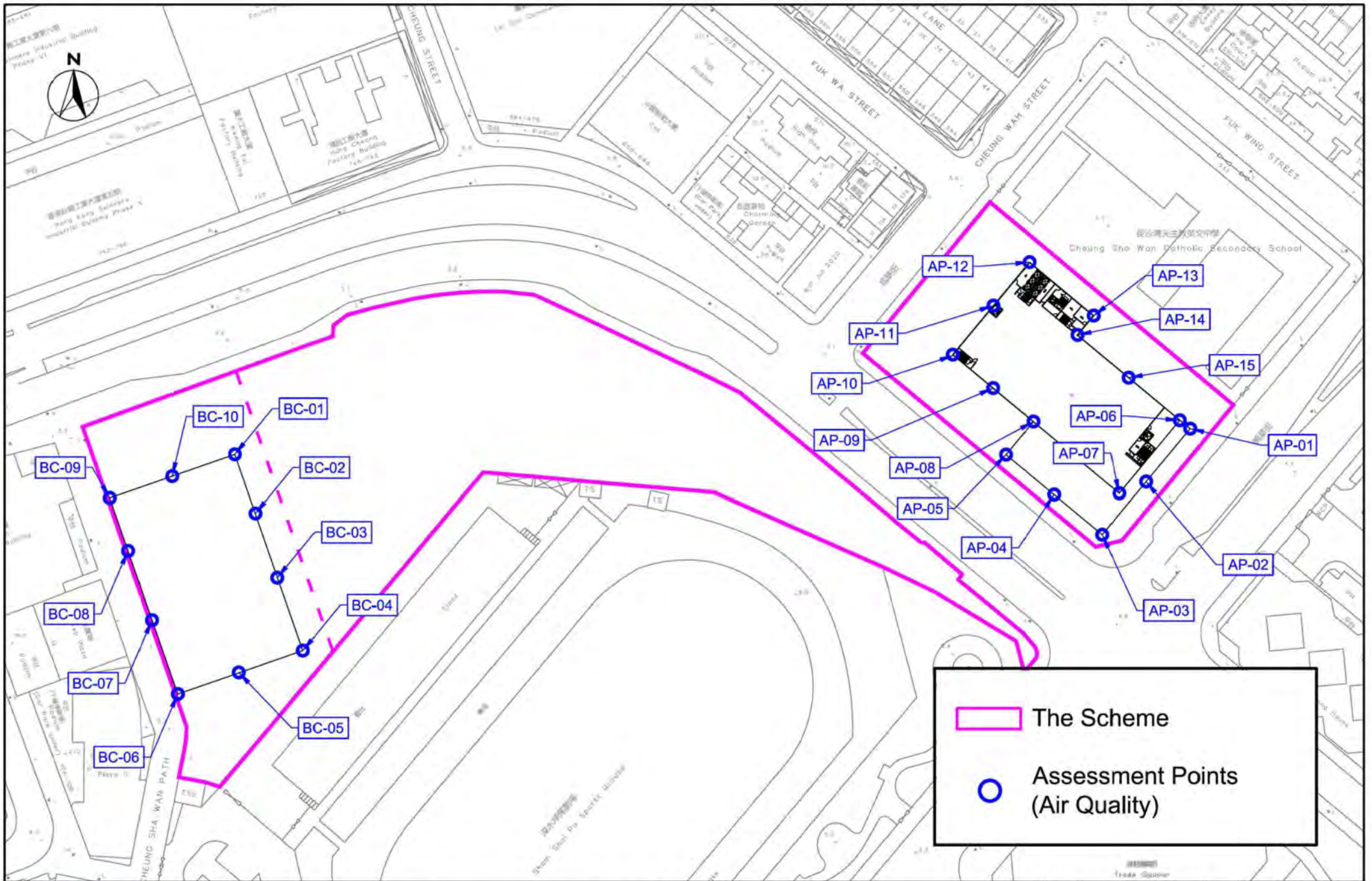
	The Scheme
	500m Assessment Boundary (Air Quality)
	PATH Grid



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Assessment Boundary (Air Quality)

SCALE	1:5000 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.4-1
		REV	-

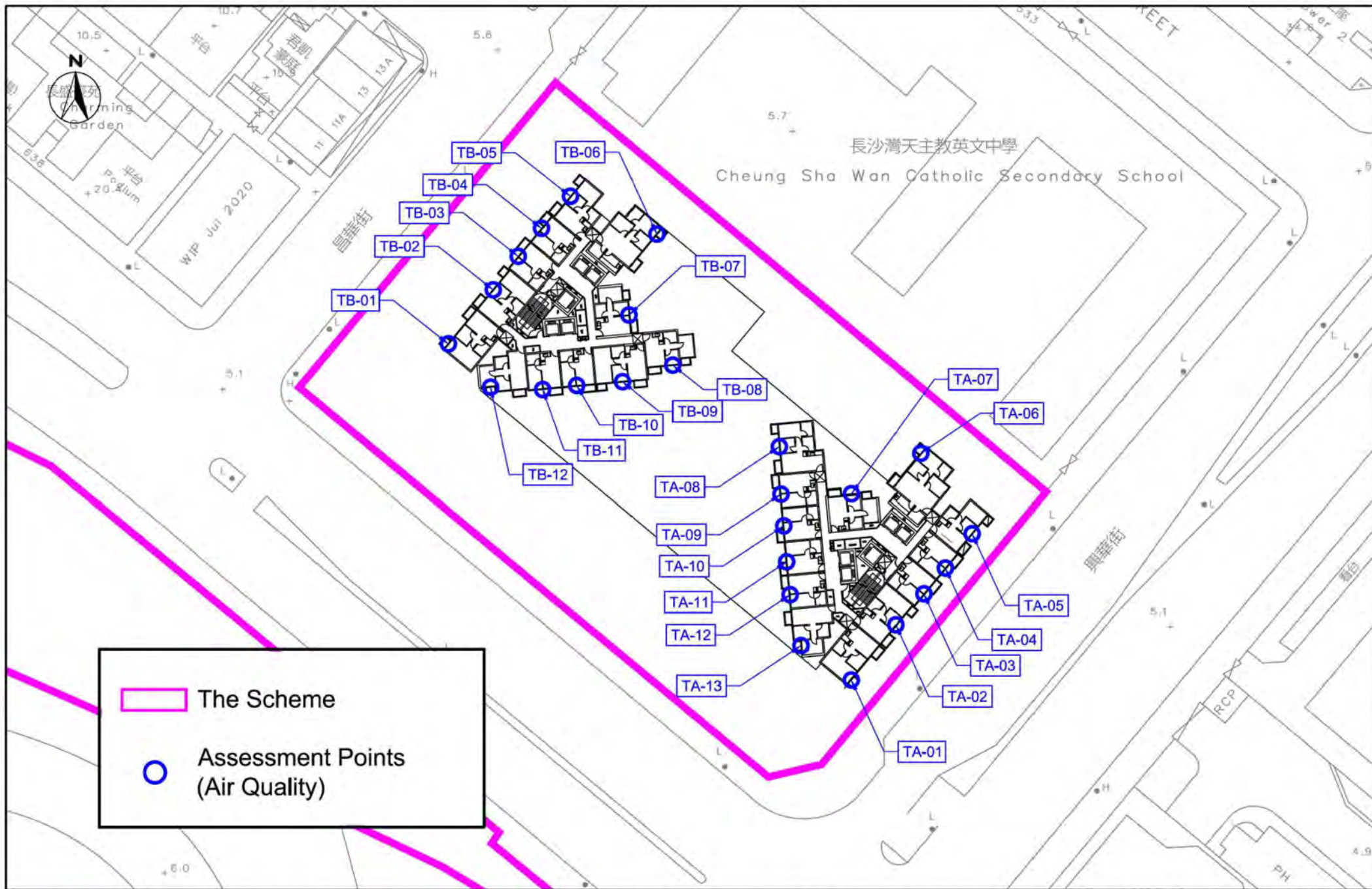


The Scheme
 Assessment Points (Air Quality)

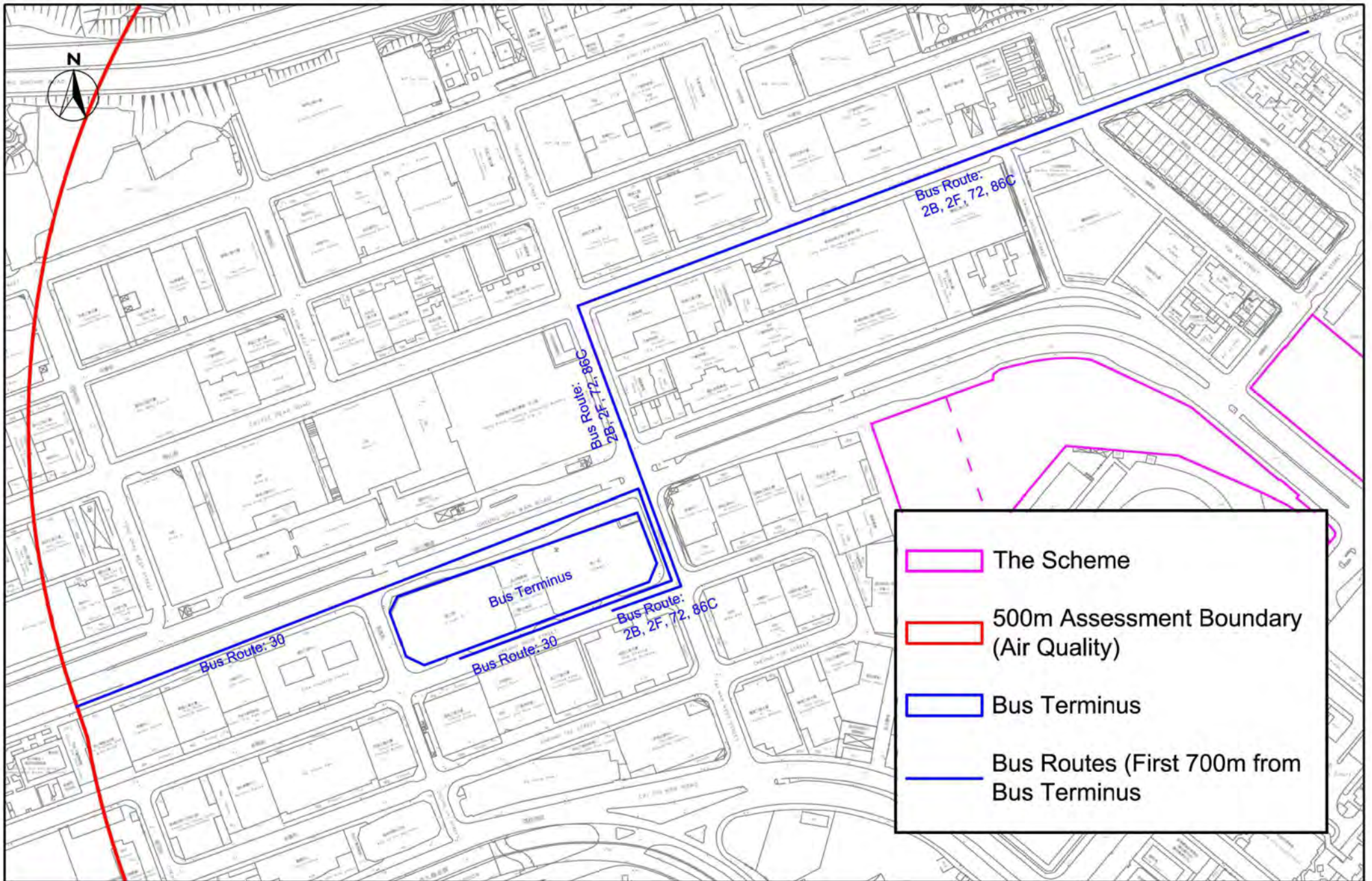






Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
Assessment Points - Podium Structures & G/IC Complex (Air Quality)

SCALE	1:1000 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.4-2a
		REV	-

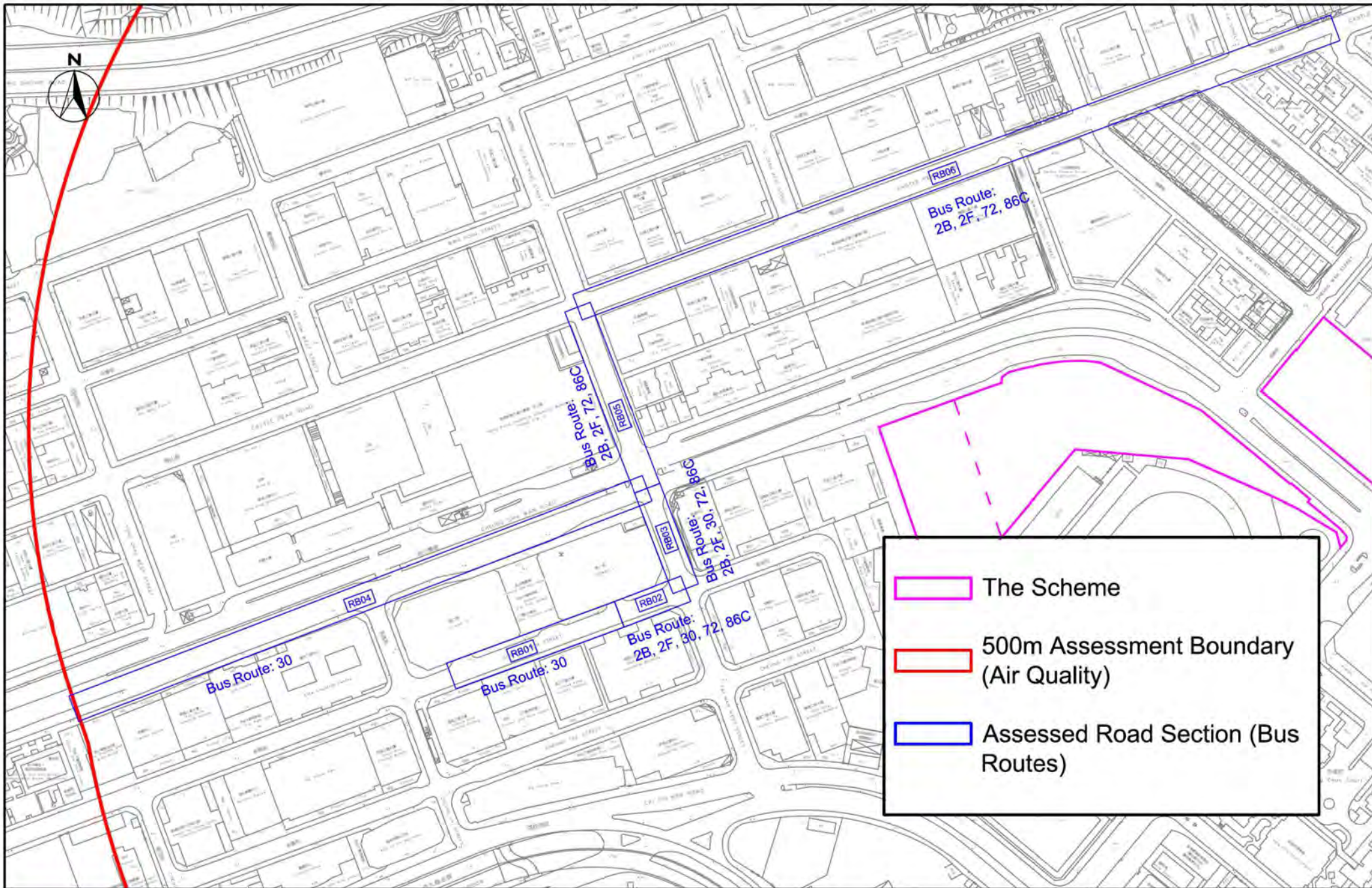


SCALE	1:500 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.4-2b
		REV	-



-  The Scheme
-  500m Assessment Boundary (Air Quality)
-  Bus Terminus
-  Bus Routes (First 700m from Bus Terminus)

SCALE	1:500 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.4-3a
		REV	-




The Scheme
 500m Assessment Boundary (Air Quality)
 Assessed Road Section (Bus Routes)


SCALE	1:500 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.4-3b
		REV	-



Kwai Chung
Crematorium



 The Scheme

 Major Pollutant Sources

3983m

4396m

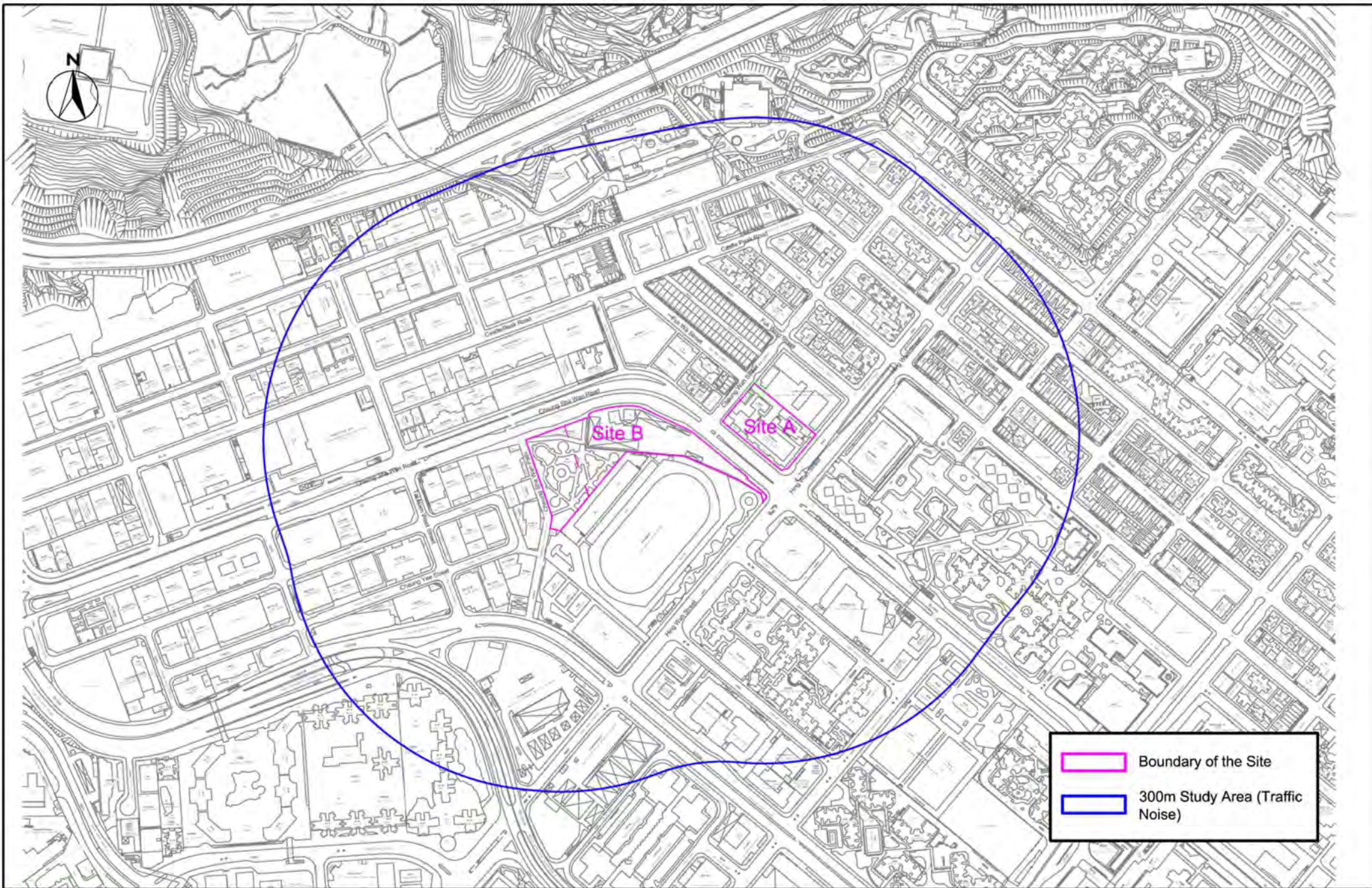
To Kwa Wan Gas
Plant





Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

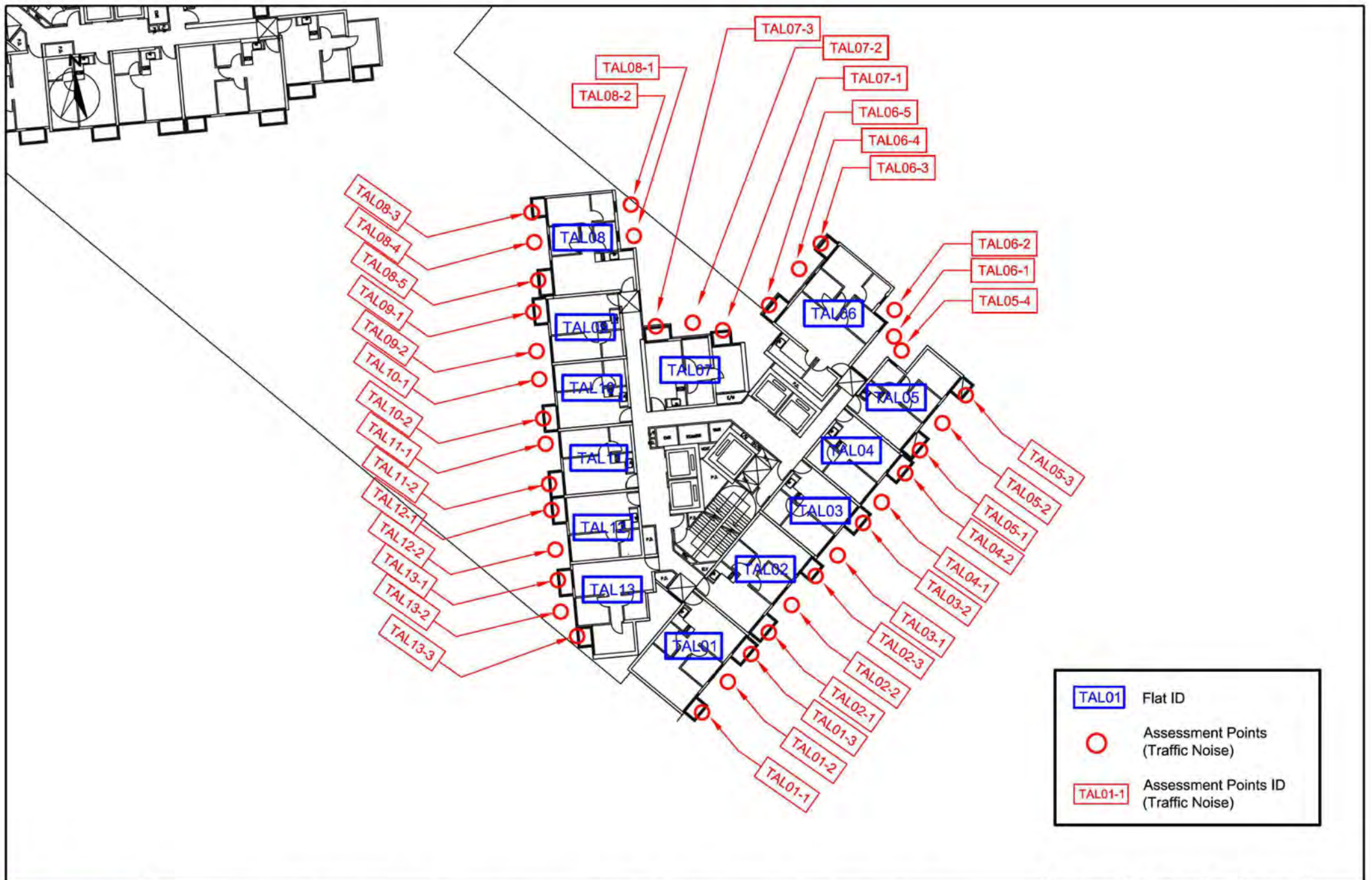
Major Air Pollutant Sources within 4km

SCALE	1:5000 @ A3	DATE	Jul 2021
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JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.4-4
		REV	-

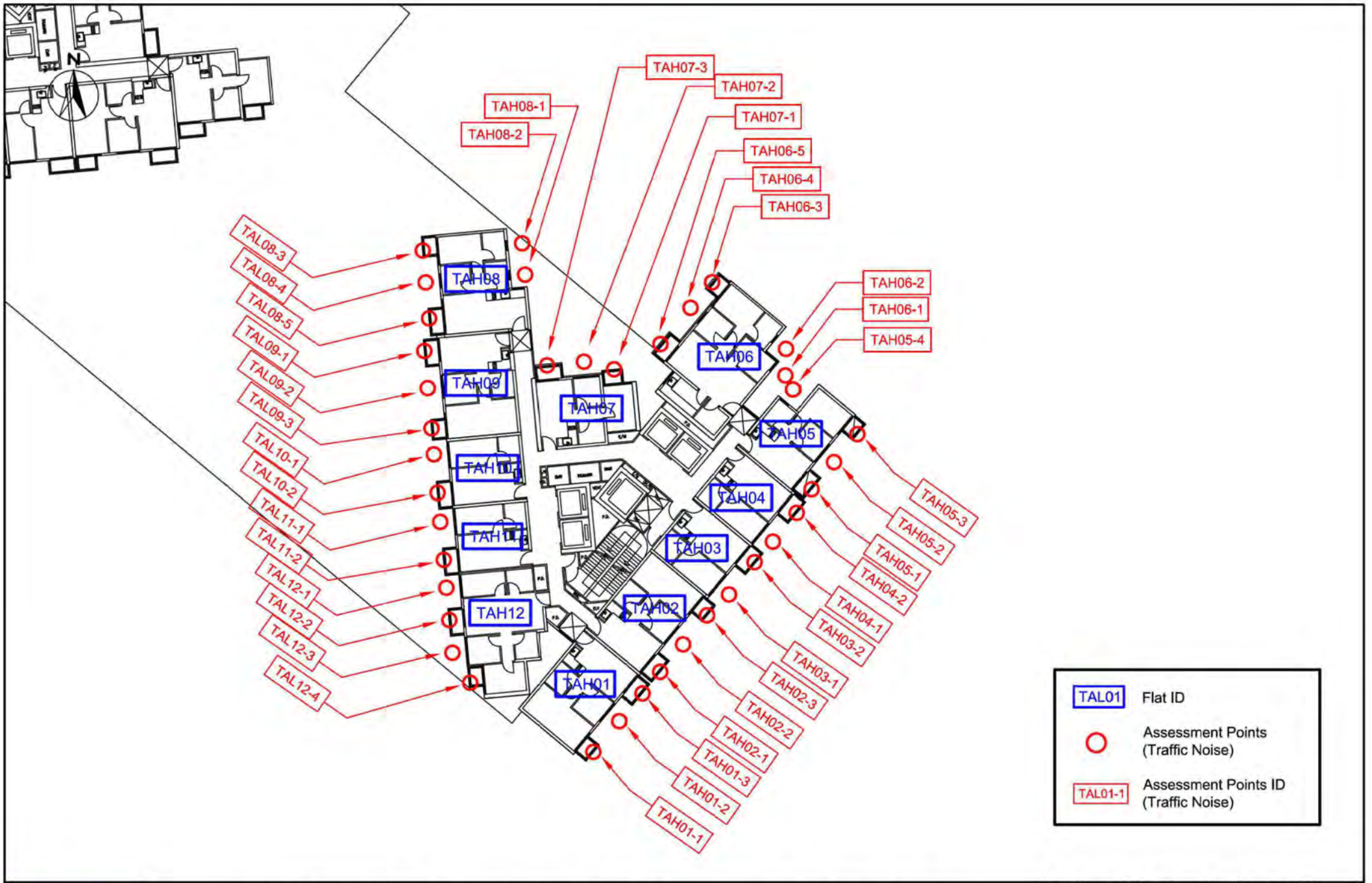


	Boundary of the Site
	300m Study Area (Traffic Noise)

SCALE	1:4000 @ A3	DATE	July 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-1
		REV	-



SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.5-2a
		REV	-

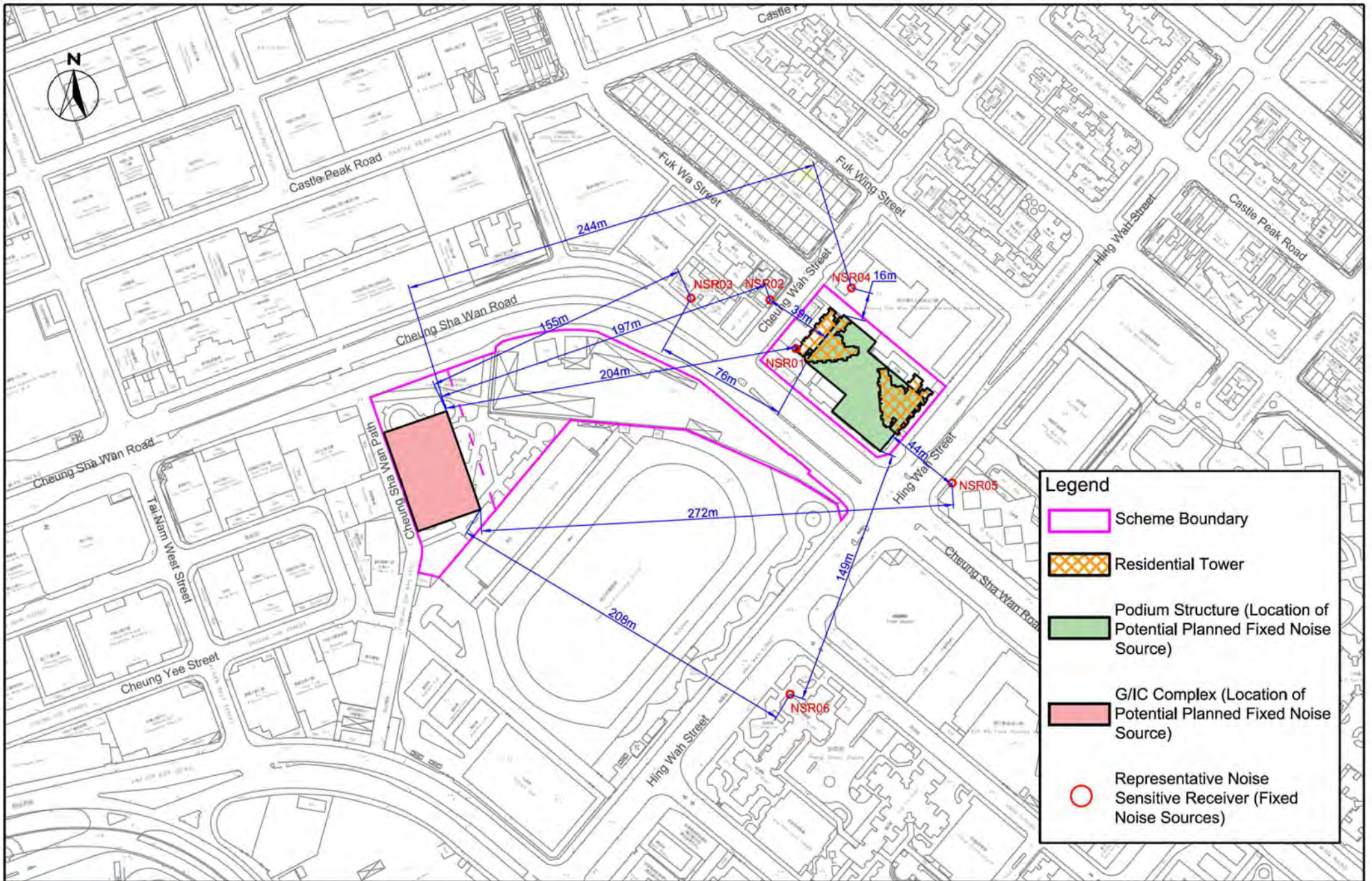


SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.5-2b
		REV	-



TAL01	Flat ID
	Assessment Points (Traffic Noise)
TAL01-1	Assessment Points ID (Traffic Noise)

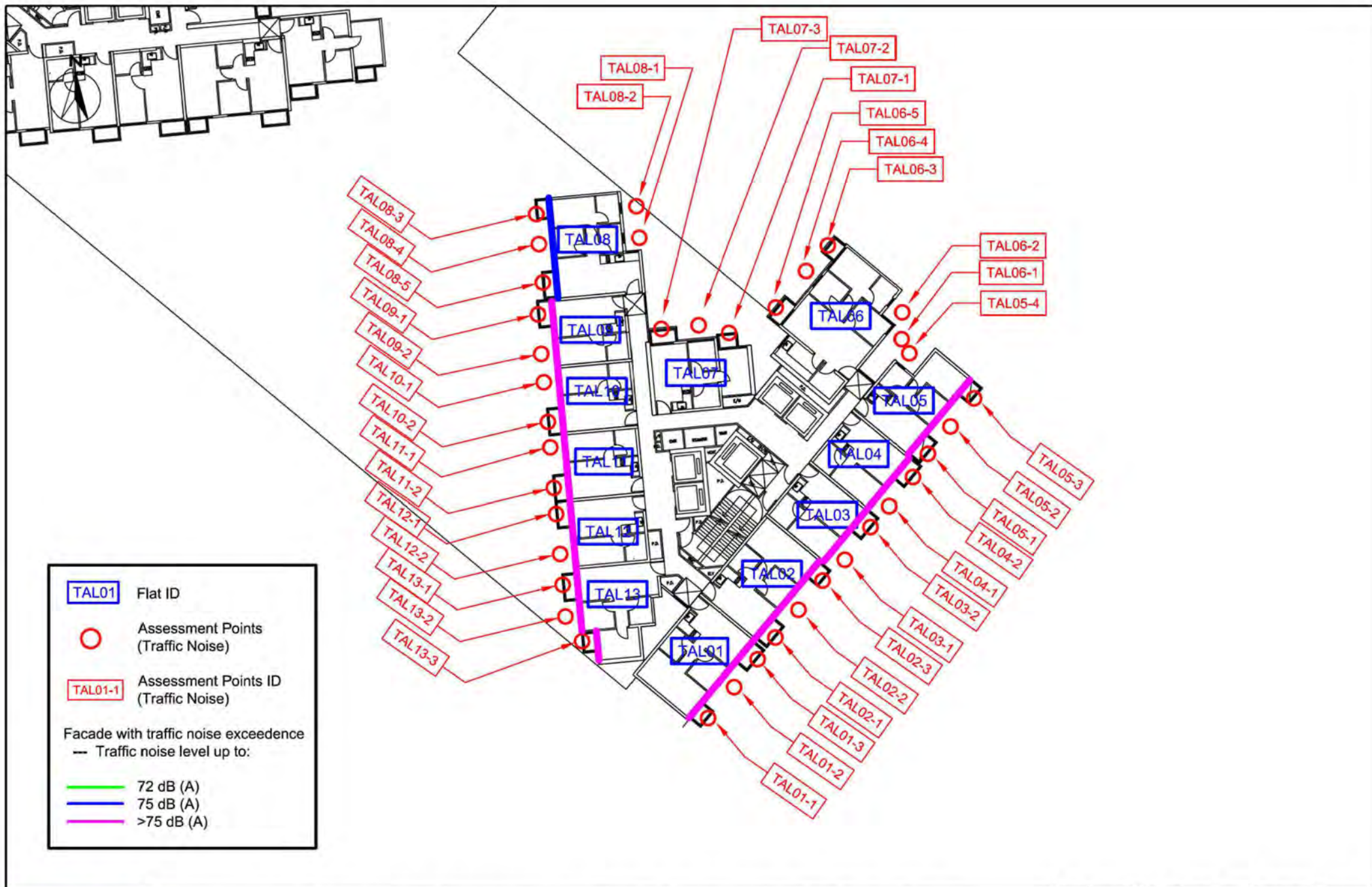
SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-2c
		REV	-



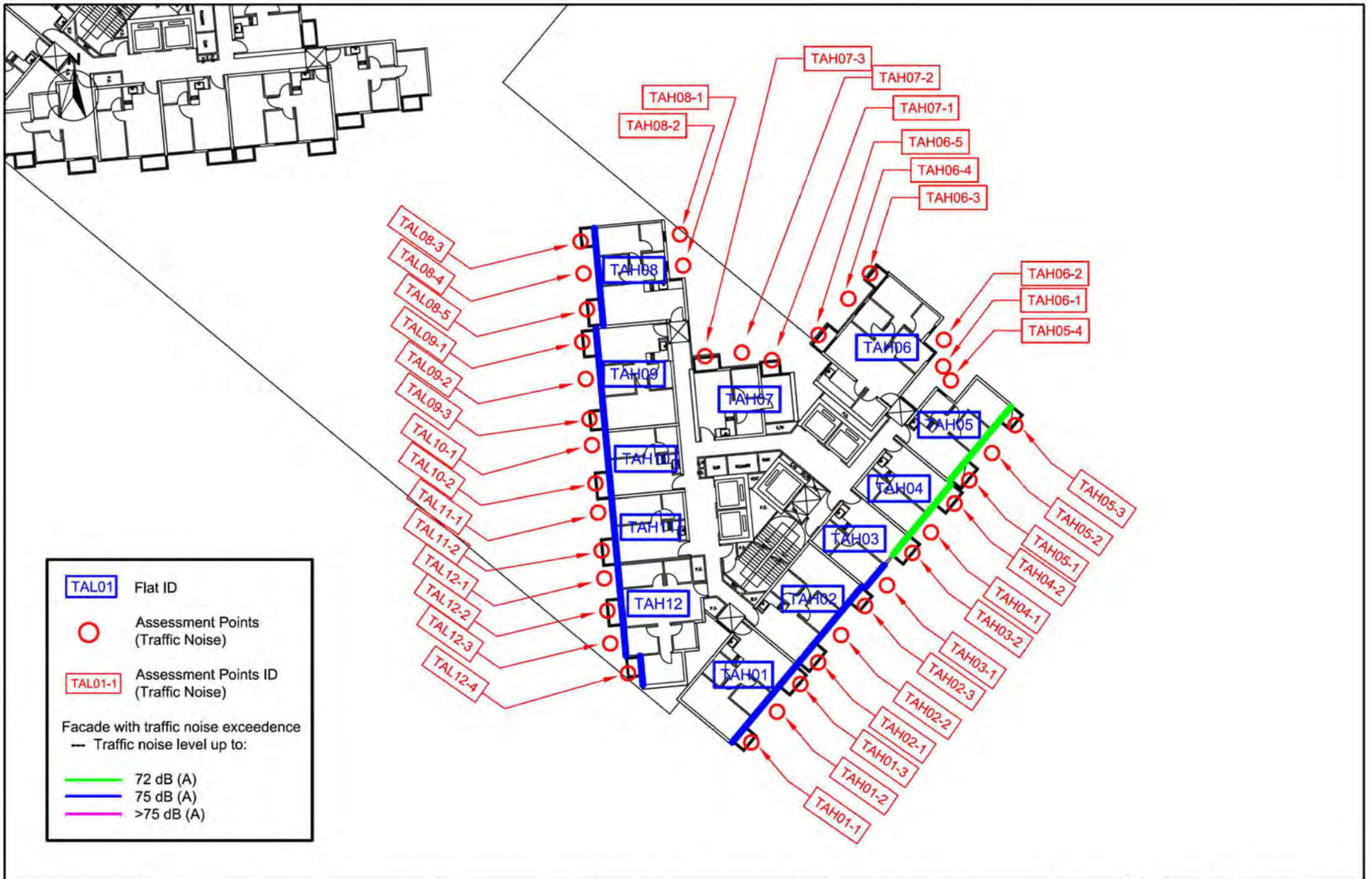
Legend

- Scheme Boundary
- Residential Tower
- Podium Structure (Location of Potential Planned Fixed Noise Source)
- G/IC Complex (Location of Potential Planned Fixed Noise Source)
- Representative Noise Sensitive Receiver (Fixed Noise Sources)

SCALE	1:2000 @ A3	DATE	July 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-3
		REV	-



SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-4a
		REV	-





TAL01 Flat ID

Assessment Points (Traffic Noise)

TAL01-1 Assessment Points ID (Traffic Noise)

Facade with traffic noise exceedance
 --- Traffic noise level up to:

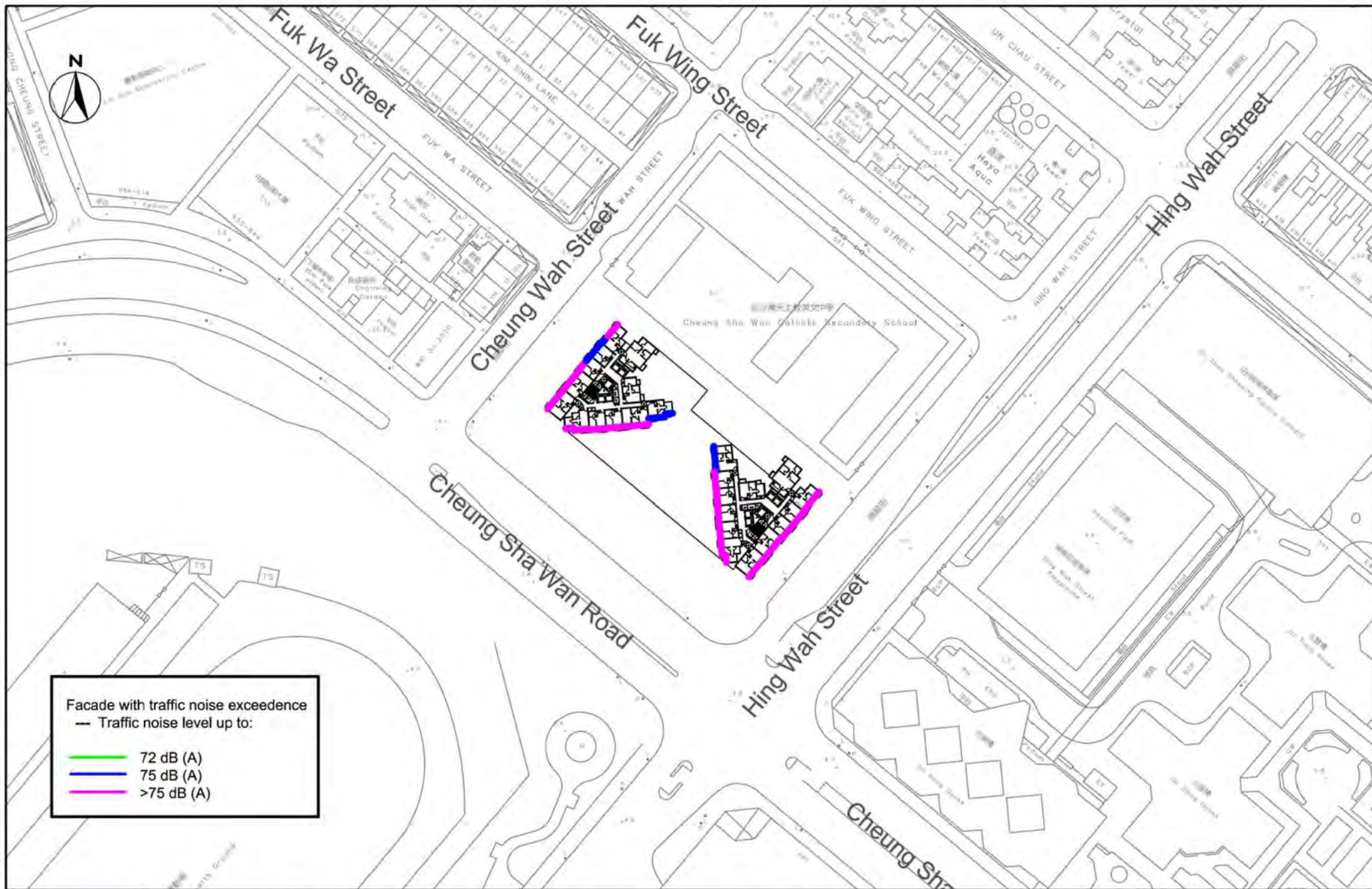
72 dB (A)

75 dB (A)

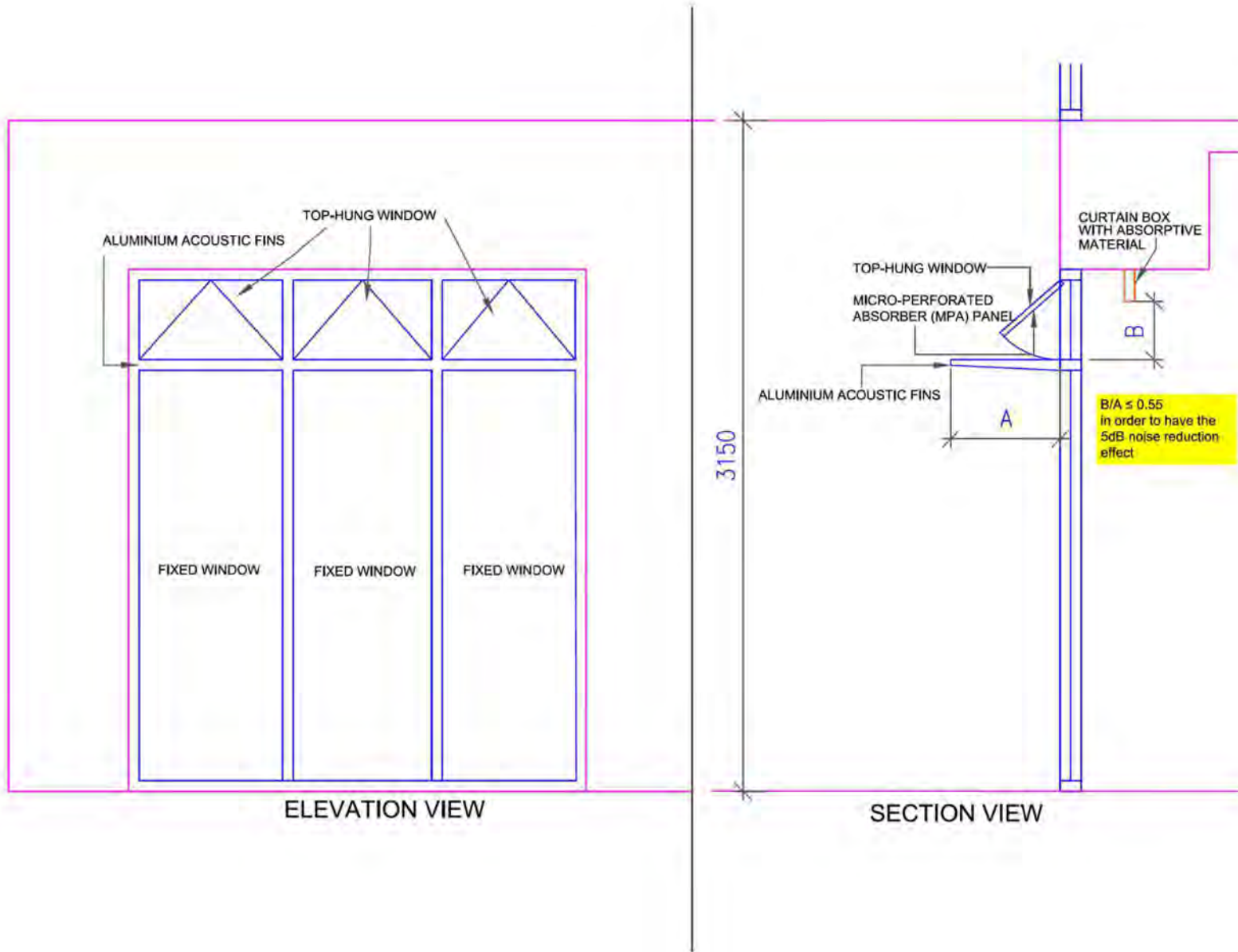
>75 dB (A)



SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-4c
		REV	-



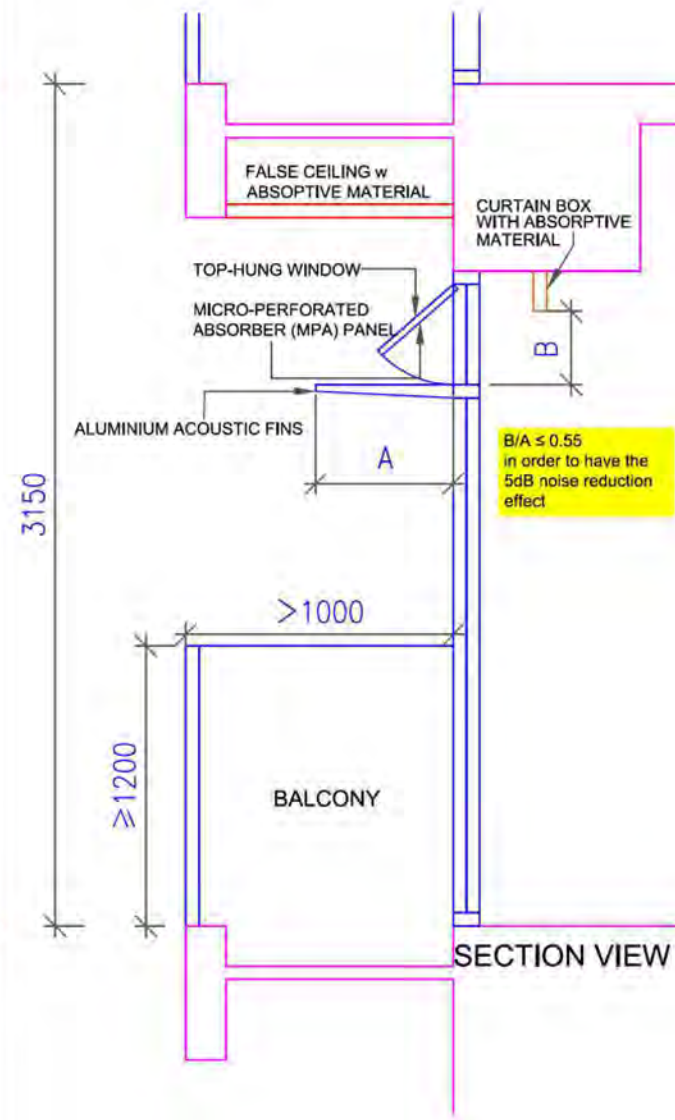
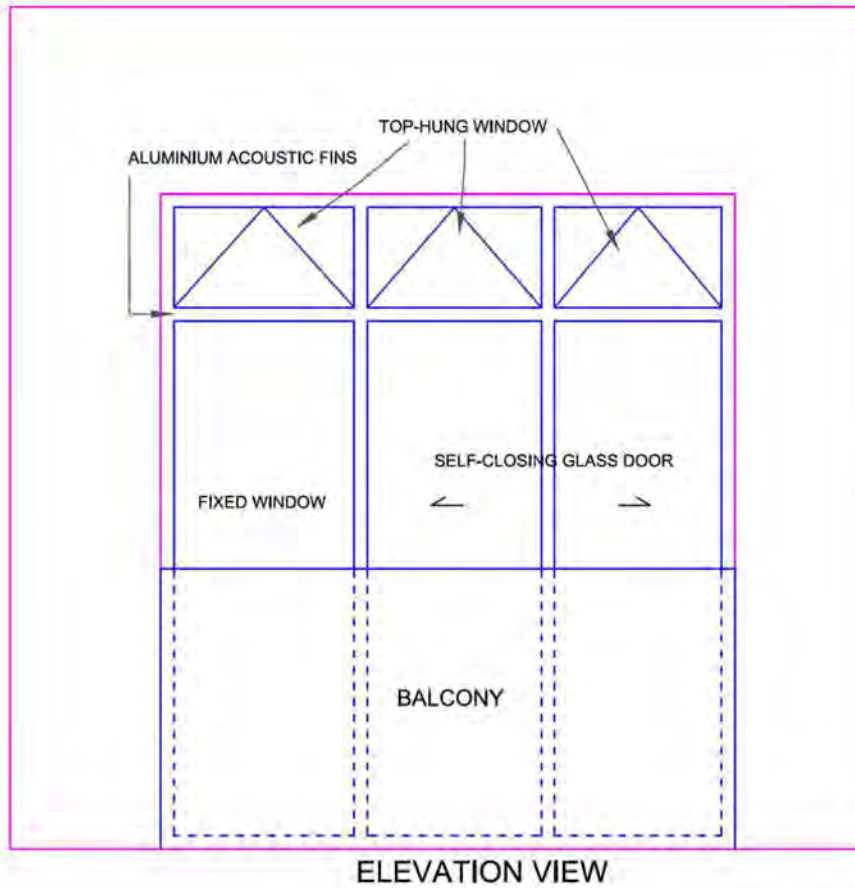
SCALE	1:1000 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-4d
		REV	-



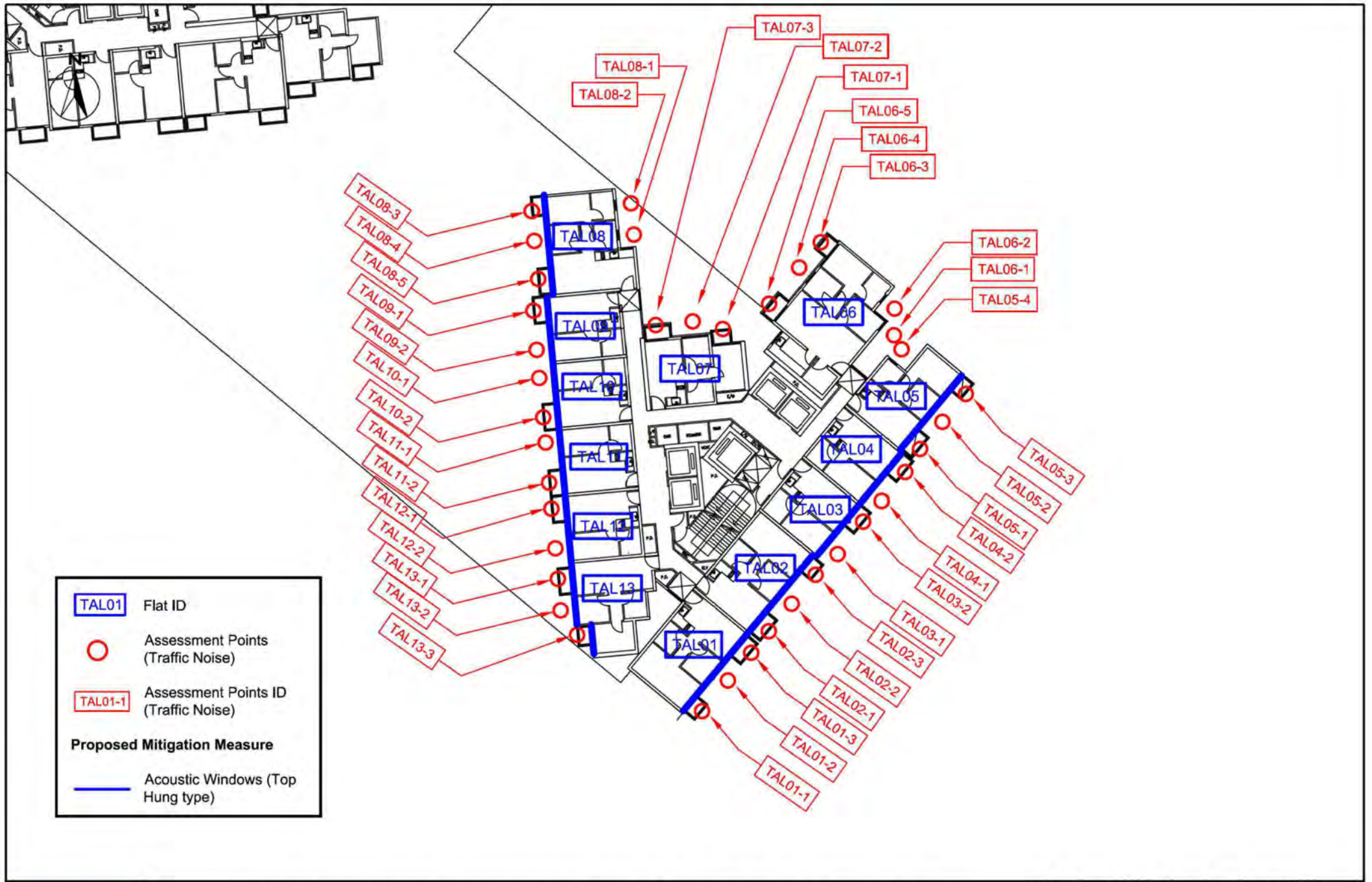
ELEVATION VIEW

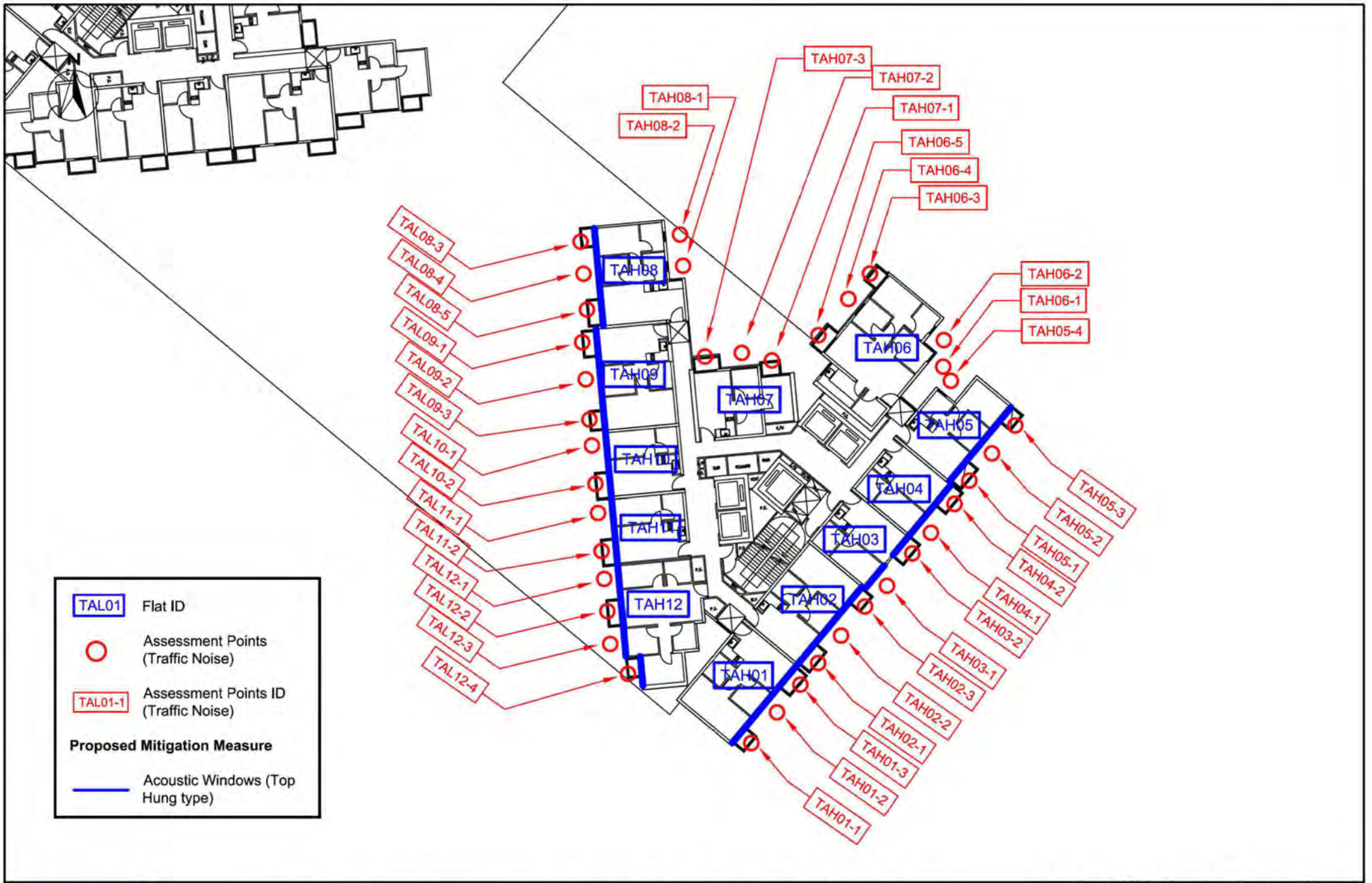
SECTION VIEW

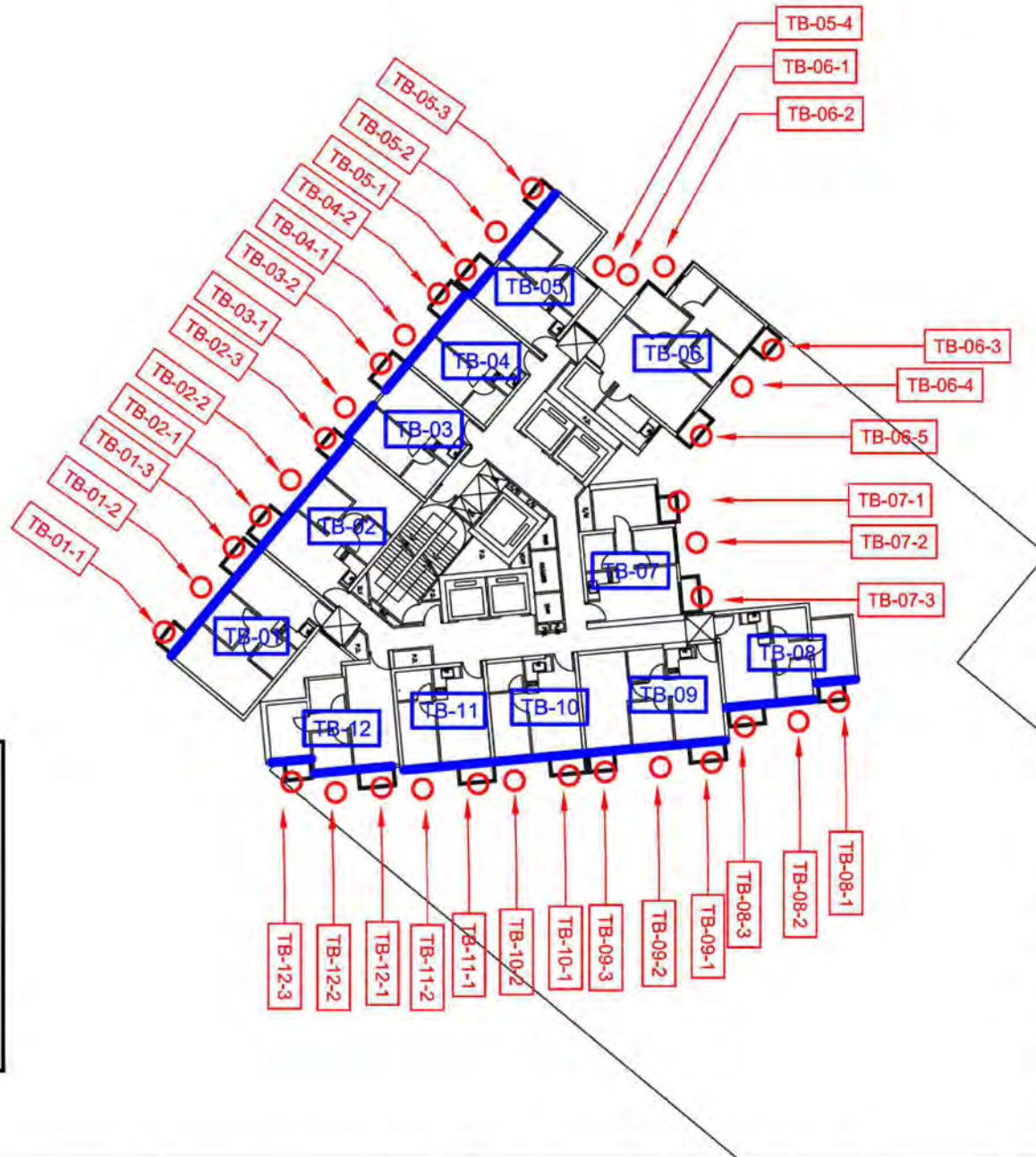
SCALE	1:20 @ A3	DATE	July 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA 19021-KCAA101	DRAWING NO.	5-5a
		REV	-



SCALE	1:20 @ A3	DATE	July 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA 19021-KCAA101	DRAWING NO.	5-5b
		REV	-







TAL01	Flat ID
○	Assessment Points (Traffic Noise)
TAL01-1	Assessment Points ID (Traffic Noise)
Proposed Mitigation Measure	
—	Acoustic Windows (Top Hung type)



SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	Fig.5-6c
		REV	-

APPENDIX 4-1

**List of Road Sections and Endorsement from
Transport Department**

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	Road Length (m)	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
1	Tai Po Road	EB	320	At grade	50	1
2	Tai Po Road	WB	350	At grade	50	0
3	Ching Cheung Road	EB	1070	At grade	70	0
4	Ching Cheung Road	WB	425	At grade	70	0
5	Ching Cheung Road	WB	650	At grade	70	0
6	Access Road of Caritas Medical Centre	EB	70	At grade	50	0
7	Access Road of Caritas Medical Centre	WB	80	At grade	50	0
8	Access Road of Caritas Medical Centre	EB	15	At grade	20	0
9	Access Road of Caritas Medical Centre	WB	15	At grade	20	0
10	Access Road of Caritas Medical Centre	EB	100	At grade	50	0
11	Access Road of Caritas Medical Centre	WB	105	At grade	50	0
12	Access Road to St. Raphael's Catholic Cemetery	NB	90	At grade	50	1
13	Access Road to St. Raphael's Catholic Cemetery	SB	95	At grade	50	1
14	Wing Ming Street	EB	90	At grade	50	1
15	Wing Ming Street	WB	90	At grade	50	1
16	Wing Ming Street	EB	70	At grade	50	1
17	Wing Ming Street	WB	70	At grade	50	1
18	King Lam Street	EB	130	At grade	50	1
19	King Lam Street	WB	130	At grade	50	1
20	King Lam Street	EB	150	At grade	50	1
21	King Lam Street	WB	150	At grade	50	1
22	King Lam Street	EB	150	At grade	50	1
23	Wing Hong Street	WB	45	At grade	50	1
24	Wing Hong Street	WB	45	At grade	50	1
25	Wing Hong Street	WB	150	At grade	50	1
26	Wing Hong Street	WB	125	At grade	50	1
27	Wing Hong Street	WB	170	At grade	50	1
28	Wing Hong Street	WB	95	At grade	50	1
29	Wing Hong Street	WB	80	At grade	50	1
30	Wing Hong Street	WB	70	At grade	50	1
31	Wing Hong Street	WB	65	At grade	50	1
32	Castle Peak Road	2-way	50	At grade	50	1
33	Castle Peak Road	EB	135	At grade	50	1
34	Castle Peak Road	EB	150	At grade	50	1
35	Castle Peak Road	EB	130	At grade	50	1
36	Castle Peak Road	EB	135	At grade	50	1
37	Castle Peak Road	EB	45	At grade	50	1
38	Castle Peak Road	EB	65	At grade	50	1
39	Castle Peak Road	EB	20	At grade	50	1
40	Castle Peak Road	EB	55	At grade	50	1
41	Castle Peak Road	EB	50	At grade	50	1
42	Castle Peak Road	EB	60	At grade	50	1
43	Castle Peak Road	EB	105	At grade	50	1
44	Castle Peak Road	EB	115	At grade	50	1
45	Castle Peak Road	EB	115	At grade	50	1
46	Castle Peak Road	EB	115	At grade	50	1
47	Castle Peak Road	EB	80	At grade	50	1
48	Cheung Sha Wan Road	EB	60	At grade	50	1
49	Cheung Sha Wan Road	WB	300	At grade	50	1
50	Cheung Sha Wan Road	WB	185	At grade	50	1
51	Cheung Sha Wan Road	WB	170	At grade	50	1
52	Cheung Sha Wan Road	WB	265	At grade	50	1
53	Cheung Sha Wan Road	WB	110	At grade	50	1
54	Cheung Sha Wan Road	WB	360	At grade	50	1
55	Cheung Sha Wan Road	WB	120	At grade	50	1
56	Cheung Sha Wan Road	WB	120	At grade	50	1
57	Cheung Sha Wan Road	WB	365	At grade	50	1

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	Road Length (m)	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
58	Cheung Sha Wan Road	WB	110	At grade	50	1
59	Cheung Sha Wan Road	WB	240	At grade	50	1
60	Cheung Sha Wan Road	WB	230	At grade	50	1
61	Cheung Shun Street	2-way	25	At grade	50	1
62	Cheung Shun Street	EB	165	At grade	50	1
63	Cheung Shun Street	EB	175	At grade	50	1
64	Cheung Yue Street	EB	225	At grade	50	1
65	Cheung Yee Street	WB	165	At grade	50	1
66	Cheung Yee Street	WB	175	At grade	50	1
67	Lai Chi Kok Road	EB	25	At grade	70	1
68	Lai Chi Kok Road	EB	80	At grade	70	1
69	Lai Chi Kok Road	WB	100	At grade	70	1
70	Lai Chi Kok Road	EB	90	At grade	50	1
71	Lai Chi Kok Road	EB	60	At grade	50	1
72	Lai Chi Kok Road	EB	110	At grade	50	1
73	Lai Chi Kok Road	EB	55	At grade	50	1
74	Lai Chi Kok Road	WB	185	At grade	50	1
75	Lai Chi Kok Road	WB	70	At grade	50	1
76	Lai Chi Kok Road	EB	205	At grade	50	1
77	Lai Chi Kok Road	WB	190	At grade	50	1
78	Lai Chi Kok Road	EB	250	At grade	50	1
79	Lai Chi Kok Road	WB	250	At grade	50	1
80	Lai Chi Kok Road	EB	150	At grade	50	1
81	Lai Chi Kok Road	WB	140	At grade	50	1
82	Tung Chau Street	EB	225	At grade	50	1
83	Tung Chau Street	WB	230	At grade	50	0
84	Tung Chau Street	EB	65	At grade	50	1
85	Tung Chau Street	EB	150	At grade	50	1
86	Tung Chau Street	WB	145	At grade	50	1
87	Tung Chau Street	WB	65	At grade	50	1
88	West Kowloon Corridor	EB	655	Flyover	70	0
89	West Kowloon Corridor	WB	640	Flyover	70	0
90	Sham Shing Road	EB	70	At grade	50	1
91	Sham Shing Road	WB	65	At grade	50	1
92	Sham Shing Road	EB	175	At grade	50	1
93	Sham Shing Road	WB	175	At grade	50	1
94	Access Road connecting Sham Shing Road	2-way	55	At grade	50	0
95	Lai Hong Street	2-way	60	At grade	50	1
96	Po On Road	NB	60	At grade	50	1
97	Po On Road	SB	60	At grade	50	1
98	Po On Road	NB	120	At grade	50	1
99	Po On Road	SB	120	At grade	50	1
100	Po On Road	NB	125	At grade	50	1
101	Po On Road	SB	125	At grade	50	1
102	Po On Road	NB	115	At grade	50	1
103	Po On Road	SB	115	At grade	50	1
104	Po On Road	NB	115	At grade	50	1
105	Po On Road	SB	115	At grade	50	1
106	Shun Ming Road	NB	95	At grade	50	1
107	Shun Ming Road	NB	120	At grade	50	1
108	Shun Ming Road	NB	125	At grade	50	1
109	Shun Ming Road	NB	115	At grade	50	1
110	Shun Ming Road	NB	120	At grade	50	1
111	Shun Ming Road	NB	45	At grade	50	1
112	Kwong Shing Street	NB	65	At grade	50	1
113	Un Chau Street	NB	100	At grade	50	1
114	Un Chau Street	NB	115	At grade	50	1

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	Road Length (m)	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
115	Un Chau Street	NB	95	At grade	50	1
116	Un Chau Street	NB	25	At grade	50	1
117	Un Chau Street	NB	120	At grade	50	1
118	Un Chau Street	NB	65	At grade	50	1
119	Un Chau Street	NB	50	At grade	50	1
120	Un Chau Street	NB	105	At grade	50	1
121	Tsap Fai Street	NB	60	At grade	50	1
122	Fuk Wing Street	SB	135	At grade	50	1
123	Fuk Wing Street	SB	110	At grade	50	1
124	Fuk Wa Street	NB	60	At grade	50	1
125	Fuk Wa Street	NB	170	At grade	50	1
126	Kwong Cheung Street	SB	95	At grade	50	1
127	Yu Chau West Street	SB	40	At grade	50	1
128	Yu Chau West Street	SB	60	At grade	50	1
129	Tai Nan West Street	NB	65	At grade	50	1
130	Tai Nan West Street	NB	60	At grade	50	1
131	Tai Nan West Street	NB	105	At grade	50	1
132	Tai Nan West Street	NB	70	At grade	50	0
133	Tai Nan West Street	NB	60	At grade	50	1
134	Tai Nan West Street	NB	60	At grade	50	1
135	Yee Kuk West Street	SB	65	At grade	50	1
136	Yee Kuk West Street	SB	60	At grade	50	1
137	Tung Chau West Street	NB	65	At grade	50	1
138	Tung Chau West Street	NB	60	At grade	50	1
139	Tung Chau West Street	NB	105	At grade	50	1
140	Cheung Lai Street	NB	65	At grade	50	1
141	Cheung Lai Street	NB	60	At grade	50	1
142	Cheung Lai Street	NB	40	At grade	50	0
143	Cheung Mou Street	NB	60	At grade	50	1
144	Cheung Mou Street	NB	50	At grade	50	1
145	Hang Cheung Street	NB	245	At grade	50	1
146	Hang Cheung Street	SB	245	At grade	50	1
147	Fortune Street	NB	250	At grade	50	1
148	Fortune Street	SB	250	At grade	50	1
149	Tan Lai Street	SB	145	At grade	50	1
150	Tan Lai Street	NB	165	At grade	50	1
151	Tan Lai Street	WB	220	At grade	50	1
152	Yee Kuk Street	2-way	65	At grade	50	1
153	Cheung Wah Street	NB	55	At grade	50	1
154	Cheung Wah Street	NB	65	At grade	50	1
155	Cheung Wah Street	SB	65	At grade	50	1
156	Cheung Wah Street	SB	65	At grade	50	1
157	Cheung Wah Street	SB	65	At grade	50	1
158	Cheung Wah Street	SB	70	At grade	50	1
159	Hing Wah Street	NB	55	At grade	50	1
160	Hing Wah Street	SB	55	At grade	50	1
161	Hing Wah Street	NB	65	At grade	50	1
162	Hing Wah Street	SB	65	At grade	50	1
163	Hing Wah Street	NB	65	At grade	50	1
164	Hing Wah Street	SB	65	At grade	50	1
165	Hing Wah Street	NB	65	At grade	50	1
166	Hing Wah Street	NB	135	At grade	50	1
167	Hing Wah Street	SB	200	At grade	50	1
168	Hing Wah Street	NB	90	At grade	50	1
169	Hing Wah Street	SB	90	At grade	50	0
170	Hing Wah Street	NB	115	At grade	50	0
171	Hing Wah Street	SB	115	At grade	50	0

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	Road Length (m)	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
172	Hing Wah Street	NB	95	At grade	50	1
173	Hing Wah Street	SB	95	At grade	50	1
174	Hing Wah Street	NB	180	At grade	50	1
175	Hing Wah Street	SB	180	At grade	50	1
176	Hing Wah Street	NB	100	At grade	50	1
177	Hing Wah Street	SB	90	At grade	50	1
178	Hing Wah Street	NB	90	At grade	50	1
179	Hing Wah Street	SB	90	At grade	50	1
180	Cheung Fat Street	2-way	165	At grade	50	1
181	Cheung Fat Street	NB	60	At grade	50	1
182	Cheung Fat Street	NB	65	At grade	50	1
183	Cheung Fat Street	SB	65	At grade	50	1
184	Un Chau Street	NB	100	At grade	50	1
185	Fat Tseung Street	2-way	110	At grade	50	1
186	Fat Tseung Street	SB	65	At grade	50	1
187	Fat Tseung Street	NB	65	At grade	50	1
188	Fat Tseung Street	NB	80	At grade	50	0
189	Fat Tseung Street	SB	80	At grade	50	1
190	Fat Tseung Street	NB	115	At grade	50	1
191	Fat Tseung Street	SB	115	At grade	50	1
192	Fat Tseung Street	NB	85	At grade	50	1
193	Fat Tseung Street	SB	85	At grade	50	0
194	Fat Tseung Street	NB	65	At grade	50	1
195	Fat Tseung Street	SB	65	At grade	50	1
196	Fat Tseung Street	2-way	105	At grade	50	1
197	Wing Lung Street	NB	55	At grade	50	1
198	Wing Lung Street	NB	65	At grade	50	1
199	Wing Lung Street	SB	65	At grade	50	1
200	Wing Lung Street	SB	175	At grade	50	1

APPENDIX 4-2

Sensitivity Test for Traffic Emission

Result of Sensitively Test (Traffic Emission)

Scenario	Year 2034	Year 2042	Year 2049
NOx Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	124.01	123.59	131.46
Q2 (Mar - May)	117.89	117.13	124.67
Q3 (Jun - Aug)	100.39	99.59	106.03
Q4 (Sep - Nov)	113.42	112.57	119.84
Average	<u>113.93</u>	<u>113.22</u>	<u>120.50</u>
RSP Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	3.68	3.12	3.31
Q2 (Mar - May)	3.68	3.12	3.31
Q3 (Jun - Aug)	3.68	3.12	3.31
Q4 (Sep - Nov)	3.68	3.12	3.31
Average	<u>3.68</u>	<u>3.12</u>	<u>3.31</u>
FSP Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	3.38	2.88	3.06
Q2 (Mar - May)	3.38	2.88	3.06
Q3 (Jun - Aug)	3.38	2.88	3.06
Q4 (Sep - Nov)	3.38	2.88	3.06
Average	<u>3.38</u>	<u>2.88</u>	<u>3.06</u>

Note:

[1] Cold Start of FBSD & FBDD not included

APPENDIX 4-3

Caline4 Input

Caline 4 input for 2034 Q1

Road Pair	Coordinate (m)				Width (including median)	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R141	832264.33	821347.25	833315.56	821401.87	13	0	1
R142	832229.89	821883.47	833393.58	821901.88	13	0	1
R143	833139.73	821883.31	833461.17	821854.07	13	0	1
R144	833160.17	821834.67	833476.74	821782.15	13	0	1
R145+R146	833215.43	821974.55	834604.68	821916.03	17	0	1
R147+R148	833273.44	821883.25	833931.13	821727.74	16	0	1
R149	833228.61	821749.82	833807.73	821884.26	14	0	1
R149	833774.98	821843.42	832807.73	821884.26	13	0	1
R150	833356.87	821756.23	833807.71	821603.87	13	0	1
R151	833419.61	821603.88	833945.93	821662.75	13	0	1
R151	833516.49	821643.70	833774.28	821742.81	14	0	1
R152	833774.08	821443.82	833828.17	821600.58	20	0	1
R153	833991.31	822389.75	834629.77	822414.27	18	0	1
R154	833968.46	822326.48	833962.09	822389.67	18	0	1
R154	833969.46	822271.35	833968.46	822326.45	18	0	1
R154	833968.78	822222.16	833968.46	822271.35	18	0	1
R157	833868.58	822222.34	833807.77	822172.98	18	0	1
R158	833827.77	821725.85	833774.48	822112.32	18	0	1
R159	834075.91	822289.62	834113.89	822384.34	18	0	1
R160	834099.38	822287.83	834127.63	822332.11	16	0	1
R161	834014.86	822252.62	834075.91	822289.62	18	0	1
R162	834049.42	822228.28	834099.38	822287.83	18	0	1
R163	833993.96	822261.68	834014.86	822252.62	18	0	1
R164	834097.86	822198.32	834099.38	822228.28	18	0	1
R165	833963.31	822151.78	833964.47	822221.22	18	0	1
R166	833872.14	822061.39	833864.76	822198.32	18	0	1
R167	833883.47	822042.45	833807.88	822180.33	18	0	1
R168+R169	833813.72	821974.47	833874.34	822050.03	21	0	1
R170+R171	832734.44	821883.32	833719.28	821878.61	18	0	1
R172+R173	832884.92	821822.32	833719.28	821807.63	20	0	1
R174+R175	833156.17	821877.56	833863.38	821822.95	18	0	1
R176	833496.77	821808.49	833868.47	821880.13	20	0	1
R177	833413.09	821808.24	833874.34	821888.47	20	0	1
R178	833442.48	821829.99	833888.60	821908.61	18	0	1
R179	833481.84	821826.31	833811.33	821908.38	17	0	1
R180	834216.31	822286.35	834035.96	822385.29	18	0	1
R181	834181.98	822272.22	834216.31	822286.35	18	0	1
R182	834148.02	822198.32	834099.38	822212.19	18	0	1
R183	834099.34	822151.78	834049.42	822162.87	18	0	1
R184	834077.01	822132.04	834051.61	822130.84	13	0	1
R184	834051.61	822100.84	834077.01	822084.18	13	0	1
R184	834071.90	822084.18	834097.30	822115.02	14	0	1
R185	834203.95	822185.88	834382.68	822287.44	18	0	1
R186	834211.54	822086.63	834273.34	822158.83	18	0	1
R187	834190.59	822077.71	834231.76	822086.45	18	0	1
R188+R189	834006.49	821916.03	834048.34	821880.22	18	0	1
R190+R191	833931.13	821727.74	834004.88	821716.03	19	0	1
R192+R193	833874.32	821880.79	833830.88	821727.88	20	0	1
R194+R195	833825.79	821820.86	833867.51	821831.48	20	0	1
R196+R197	833781.01	821823.38	833826.17	821809.58	20	0	1
R197	834284.38	822196.88	834400.15	822194.71	17	0	1
R198	834212.77	822198.88	834384.38	822080.84	18	0	1
R199	834281.39	821961.17	834323.02	822010.48	18	0	1
R200	834219.17	821914.13	834281.06	821982.19	18	0	1
R200	834219.17	821914.13	834327.89	821940.33	18	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
50	13	9	6	7	10	50	50	100	100	100	150	150	150	200	200	150	250	300	250	150	150	100	100
50	19	12	8	10	14	50	50	150	150	150	150	150	150	200	200	150	200	200	150	100	100	100	50
100	50	50	50	50	50	100	250	450	500	450	400	400	400	450	400	300	400	400	300	200	200	150	130
100	50	50	25	50	50	100	200	400	450	400	350	350	350	350	350	250	350	350	250	200	150	150	100
21	12	7	4	5	8	22	80	72	73	70	69	119	118	120	119	115	169	220	166	113	109	58	57
29	16	20	7	7	12	11	63	150	150	150	150	100	100	150	100	100	100	150	100	100	100	100	71
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5																		

Part	Coord (m)	Y1	Y2	Height (m)	Road Type
PH00	42207.28	42207.28	42207.28	0.0000	0
PH01	42207.28	42207.28	42207.28	0.0000	0
PH02	42207.28	42207.28	42207.28	0.0000	0
PH03	42207.28	42207.28	42207.28	0.0000	0
PH04	42207.28	42207.28	42207.28	0.0000	0
PH05	42207.28	42207.28	42207.28	0.0000	0
PH06	42207.28	42207.28	42207.28	0.0000	0
PH07	42207.28	42207.28	42207.28	0.0000	0
PH08	42207.28	42207.28	42207.28	0.0000	0
PH09	42207.28	42207.28	42207.28	0.0000	0
PH10	42207.28	42207.28	42207.28	0.0000	0
PH11	42207.28	42207.28	42207.28	0.0000	0
PH12	42207.28	42207.28	42207.28	0.0000	0
PH13	42207.28	42207.28	42207.28	0.0000	0
PH14	42207.28	42207.28	42207.28	0.0000	0
PH15	42207.28	42207.28	42207.28	0.0000	0
PH16	42207.28	42207.28	42207.28	0.0000	0
PH17	42207.28	42207.28	42207.28	0.0000	0
PH18	42207.28	42207.28	42207.28	0.0000	0
PH19	42207.28	42207.28	42207.28	0.0000	0
PH20	42207.28	42207.28	42207.28	0.0000	0
PH21	42207.28	42207.28	42207.28	0.0000	0
PH22	42207.28	42207.28	42207.28	0.0000	0
PH23	42207.28	42207.28	42207.28	0.0000	0

Part	Coord (m)	Y1	Y2	Height (m)	Road Type
PH00	42207.28	42207.28	42207.28	0.0000	0
PH01	42207.28	42207.28	42207.28	0.0000	0
PH02	42207.28	42207.28	42207.28	0.0000	0
PH03	42207.28	42207.28	42207.28	0.0000	0
PH04	42207.28	42207.28	42207.28	0.0000	0
PH05	42207.28	42207.28	42207.28	0.0000	0
PH06	42207.28	42207.28	42207.28	0.0000	0
PH07	42207.28	42207.28	42207.28	0.0000	0
PH08	42207.28	42207.28	42207.28	0.0000	0
PH09	42207.28	42207.28	42207.28	0.0000	0
PH10	42207.28	42207.28	42207.28	0.0000	0
PH11	42207.28	42207.28	42207.28	0.0000	0
PH12	42207.28	42207.28	42207.28	0.0000	0
PH13	42207.28	42207.28	42207.28	0.0000	0
PH14	42207.28	42207.28	42207.28	0.0000	0
PH15	42207.28	42207.28	42207.28	0.0000	0
PH16	42207.28	42207.28	42207.28	0.0000	0
PH17	42207.28	42207.28	42207.28	0.0000	0
PH18	42207.28	42207.28	42207.28	0.0000	0
PH19	42207.28	42207.28	42207.28	0.0000	0
PH20	42207.28	42207.28	42207.28	0.0000	0
PH21	42207.28	42207.28	42207.28	0.0000	0
PH22	42207.28	42207.28	42207.28	0.0000	0
PH23	42207.28	42207.28	42207.28	0.0000	0

Caline 4 input for 2034 Q2

Road Pair	Coordinate (m)				Width (including median/shoulder)	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R141	832264.35	821347.25	833315.56	821401.87	13	0	1
R142	832229.89	821803.47	833393.58	821901.88	13	0	1
R143	832139.75	821803.31	833401.17	821934.07	13	0	1
R144	832160.17	821834.07	833476.74	821982.15	13	0	1
R145+R146	832181.43	821974.55	833604.68	822036.03	13	0	1
R147+R148	832173.44	821888.25	833631.13	821727.74	16	0	1
R149	832128.61	821749.82	833607.73	821884.26	14	0	1
R149	832177.48	821843.42	833607.73	821884.26	14	0	1
R150	832155.87	821756.23	833607.71	821603.87	13	0	1
R151	832143.61	821603.88	833605.95	821662.75	13	0	1
R151	832161.49	821643.75	833771.28	821742.81	14	0	1
R152	832177.48	821443.82	833828.17	821600.58	20	0	1
R153	832191.21	822369.75	834029.77	822414.27	18	0	1
R154	832168.46	822326.46	833922.09	822289.67	18	0	1
R154	832199.41	822271.31	833903.46	822205.45	18	0	1
R154	832168.78	822222.16	833903.45	822171.38	18	0	1
R157	832168.58	822222.34	833807.77	822172.98	18	0	1
R158	832277.77	821725.85	833773.48	822113.32	18	0	1
R159	834075.91	822289.62	834113.89	822384.34	18	0	1
R160	834095.38	822287.83	834127.63	822332.11	16	0	1
R161	834014.86	822252.62	834075.91	822209.62	18	0	1
R162	834049.42	822226.28	834095.38	822187.63	18	0	1
R163	833993.96	822201.68	834034.99	822158.02	18	0	1
R164	834097.86	822198.32	834095.42	822128.28	18	0	1
R165	832196.21	822151.78	833984.47	822129.22	18	0	1
R166	832172.14	822061.39	833984.75	822195.92	18	0	1
R167	832188.47	822042.45	834007.88	822180.23	18	0	1
R168+R169	832183.72	821974.47	833974.24	822055.03	21	0	1
R170+R171	832174.44	821988.32	833974.49	821978.51	18	0	1
R172+R173	832188.42	821922.32	833719.28	821807.63	20	0	1
R174+R175	832158.17	821877.56	833863.38	821823.95	18	0	1
R176	832493.77	821808.49	833868.47	821880.12	20	0	1
R177	832413.09	821808.24	833873.65	821808.47	20	0	1
R178	832442.48	821829.99	833888.69	821808.61	18	0	1
R179	832481.84	821826.31	833911.33	821808.38	17	0	1
R180	834218.31	822236.35	834303.94	822188.29	18	0	1
R181	834181.98	822212.22	834249.81	822206.35	18	0	1
R182	834148.02	822192.87	834181.79	822212.19	18	0	1
R183	834099.24	822153.22	834148.62	822162.87	18	0	1
R184	834077.91	822132.04	834101.51	822130.84	13	0	1
R184	834051.51	822100.84	834071.99	822084.18	13	0	1
R184	834071.99	822084.18	834067.99	822115.02	14	0	1
R185	834203.95	822185.88	834382.88	822187.44	18	0	1
R186	834211.54	822089.63	834273.34	822158.83	18	0	1
R187	834190.59	822071.71	834231.76	822084.45	18	0	1
R188+R189	834008.49	821916.03	834168.34	821802.22	18	0	1
R190+R191	833921.13	821727.74	834094.88	821716.03	19	0	1
R192+R193	833871.32	821880.79	833930.88	821727.88	20	0	1
R194+R195	833825.79	821820.86	833867.51	821631.46	20	0	1
R196+R197	833781.01	821823.37	833826.17	821498.58	20	0	1
R197	834284.38	822196.88	834400.15	822194.71	17	0	1
R198	834212.77	822119.88	834384.38	822080.84	18	0	1
R199	834281.39	821961.17	834323.02	822010.48	18	0	1
R200	834218.17	821914.13	834289.06	821982.19	18	0	1
R200	834218.17	821914.13	834327.89	821940.33	18	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
50	13	9	6	7	10	50	50	100	100	100	150	150	150	200	200	150	250	300	250	150	150	100	100
50	19	12	8	10	14	50	50	150	150	150	150	150	150	200	200	150	200	200	150	100	100	100	50
100	50	50	50	50	50	100	250	450	500	450	400	400	400	450	400	300	400	400	300	200	200	150	130
100	50	50	25	50	50	100	200	400	450	400	350	350	350	450	350	250	350	350	250	200	150	150	100
21	12	7	4	5	8	22	80	72	73	70	69	119	118	120	119	115	169	220	166	113	109	58	57
29	16	20	7	7	12	11	63	150	150	150	150	100	100	150	100	100	100	150	100	100	100	100	71
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5																		

Caline 4 input for 2034 Q2

Road Pair	X1	Y1	X2	Y2	Height (m)	Road Type (caline A)
R142	82325.80	81947.27	82316.00	81947.27	0	0
R143	82325.80	81947.27	82316.00	81947.27	0	0
R144	82318.17	81947.27	82318.17	81947.27	0	0
R145	82318.17	81947.27	82318.17	81947.27	0	0
R146	82318.17	81947.27	82318.17	81947.27	0	0
R147	82318.17	81947.27	82318.17	81947.27	0	0
R148	82318.17	81947.27	82318.17	81947.27	0	0
R149	82318.17	81947.27	82318.17	81947.27	0	0
R150	82318.17	81947.27	82318.17	81947.27	0	0
R151	82318.17	81947.27	82318.17	81947.27	0	0
R152	82318.17	81947.27	82318.17	81947.27	0	0
R153	82318.17	81947.27	82318.17	81947.27	0	0
R154	82318.17	81947.27	82318.17	81947.27	0	0
R155	82318.17	81947.27	82318.17	81947.27	0	0
R156	82318.17	81947.27	82318.17	81947.27	0	0
R157	82318.17	81947.27	82318.17	81947.27	0	0
R158	82318.17	81947.27	82318.17	81947.27	0	0
R159	82318.17	81947.27	82318.17	81947.27	0	0
R160	82318.17	81947.27	82318.17	81947.27	0	0
R161	82318.17	81947.27	82318.17	81947.27	0	0
R162	82318.17	81947.27	82318.17	81947.27	0	0
R163	82318.17	81947.27	82318.17	81947.27	0	0
R164	82318.17	81947.27	82318.17	81947.27	0	0
R165	82318.17	81947.27	82318.17	81947.27	0	0
R166	82318.17	81947.27	82318.17	81947.27	0	0
R167	82318.17	81947.27	82318.17	81947.27	0	0
R168	82318.17	81947.27	82318.17	81947.27	0	0
R169	82318.17	81947.27	82318.17	81947.27	0	0
R170	82318.17	81947.27	82318.17	81947.27	0	0
R171	82318.17	81947.27	82318.17	81947.27	0	0
R172	82318.17	81947.27	82318.17	81947.27	0	0
R173	82318.17	81947.27	82318.17	81947.27	0	0
R174	82318.17	81947.27	82318.17	81947.27	0	0
R175	82318.17	81947.27	82318.17	81947.27	0	0
R176	82318.17	81947.27	82318.17	81947.27	0	0
R177	82318.17	81947.27	82318.17	81947.27	0	0
R178	82318.17	81947.27	82318.17	81947.27	0	0
R179	82318.17	81947.27	82318.17	81947.27	0	0
R180	82318.17	81947.27	82318.17	81947.27	0	0
R181	82318.17	81947.27	82318.17	81947.27	0	0
R182	82318.17	81947.27	82318.17	81947.27	0	0
R183	82318.17	81947.27	82318.17	81947.27	0	0
R184	82318.17	81947.27	82318.17	81947.27	0	0
R185	82318.17	81947.27	82318.17	81947.27	0	0
R186	82318.17	81947.27	82318.17	81947.27	0	0
R187	82318.17	81947.27	82318.17	81947.27	0	0
R188	82318.17	81947.27	82318.17	81947.27	0	0
R189	82318.17	81947.27	82318.17	81947.27	0	0
R190	82318.17	81947.27	82318.17	81947.27	0	0
R191	82318.17	81947.27	82318.17	81947.27	0	0
R192	82318.17	81947.27	82318.17	81947.27	0	0
R193	82318.17	81947.27	82318.17	81947.27	0	0
R194	82318.17	81947.27	82318.17	81947.27	0	0
R195	82318.17	81947.27	82318.17	81947.27	0	0
R196	82318.17	81947.27	82318.17	81947.27	0	0
R197	82318.17	81947.27	82318.17	81947.27	0	0
R198	82318.17	81947.27	82318.17	81947.27	0	0
R199	82318.17	81947.27	82318.17	81947.27	0	0
R200	82318.17	81947.27	82318.17	81947.27	0	0

		RSP (gVMT)																H21	H22	H23																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		Hr10	Hr09	Hr08	Hr07	Hr06	Hr05	Hr04	Hr03	Hr02	Hr01	Hr00	Hr10	Hr09	Hr08	Hr07	Hr06	Hr05	Hr04	Hr03	Hr02	Hr01	Hr00	H21	H22	H23																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		0.0210	0.0190	0.0176	0.0160	0.0145	0.0130	0.0115	0.0100	0.0085	0.0070	0.0055	0.0040	0.0025	0.0010	0.0000	0.0015	0.0030	0.0045	0.0060	0.0075	0.0090	0.0105	0.0120	0.0135	0.0150	0.0165	0.0180	0.0195	0.0210	0.0225	0.0240	0.0255	0.0270	0.0285	0.0300	0.0315	0.0330	0.0345	0.0360	0.0375	0.0390	0.0405	0.0420	0.0435	0.0450	0.0465	0.0480	0.0495	0.0510	0.0525	0.0540	0.0555	0.0570	0.0585	0.0600	0.0615	0.0630	0.0645	0.0660	0.0675	0.0690	0.0705	0.0720	0.0735	0.0750	0.0765	0.0780	0.0795	0.0810	0.0825	0.0840	0.0855	0.0870	0.0885	0.0900	0.0915	0.0930	0.0945	0.0960	0.0975	0.0990	0.1005	0.1020	0.1035	0.1050	0.1065	0.1080	0.1095	0.1110	0.1125	0.1140	0.1155	0.1170	0.1185	0.1200	0.1215	0.1230	0.1245	0.1260	0.1275	0.1290	0.1305	0.1320	0.1335	0.1350	0.1365	0.1380	0.1395	0.1410	0.1425	0.1440	0.1455	0.1470	0.1485	0.1500	0.1515	0.1530	0.1545	0.1560	0.1575	0.1590	0.1605	0.1620	0.1635	0.1650	0.1665	0.1680	0.1695	0.1710	0.1725	0.1740	0.1755	0.1770	0.1785	0.1800	0.1815	0.1830	0.1845	0.1860	0.1875	0.1890	0.1905	0.1920	0.1935	0.1950	0.1965	0.1980	0.1995	0.2010	0.2025	0.2040	0.2055	0.2070	0.2085	0.2100	0.2115	0.2130	0.2145	0.2160	0.2175	0.2190	0.2205	0.2220	0.2235	0.2250	0.2265	0.2280	0.2295	0.2310	0.2325	0.2340	0.2355	0.2370	0.2385	0.2400	0.2415	0.2430	0.2445	0.2460	0.2475	0.2490	0.2505	0.2520	0.2535	0.2550	0.2565	0.2580	0.2595	0.2610	0.2625	0.2640	0.2655	0.2670	0.2685	0.2700	0.2715	0.2730	0.2745	0.2760	0.2775	0.2790	0.2805	0.2820	0.2835	0.2850	0.2865	0.2880	0.2895	0.2910	0.2925	0.2940	0.2955	0.2970	0.2985	0.3000	0.3015	0.3030	0.3045	0.3060	0.3075	0.3090	0.3105	0.3120	0.3135	0.3150	0.3165	0.3180	0.3195	0.3210	0.3225	0.3240	0.3255	0.3270	0.3285	0.3300	0.3315	0.3330	0.3345	0.3360	0.3375	0.3390	0.3405	0.3420	0.3435	0.3450	0.3465	0.3480	0.3495	0.3510	0.3525	0.3540	0.3555	0.3570	0.3585	0.3600	0.3615	0.3630	0.3645	0.3660	0.3675	0.3690	0.3705	0.3720	0.3735	0.3750	0.3765	0.3780	0.3795	0.3810	0.3825	0.3840	0.3855	0.3870	0.3885	0.3900	0.3915	0.3930	0.3945	0.3960	0.3975	0.3990	0.4005	0.4020	0.4035	0.4050	0.4065	0.4080	0.4095	0.4110	0.4125	0.4140	0.4155	0.4170	0.4185	0.4200	0.4215	0.4230	0.4245	0.4260	0.4275	0.4290	0.4305	0.4320	0.4335	0.4350	0.4365	0.4380	0.4395	0.4410	0.4425	0.4440	0.4455	0.4470	0.4485	0.4500	0.4515	0.4530	0.4545	0.4560	0.4575	0.4590	0.4605	0.4620	0.4635	0.4650	0.4665	0.4680	0.4695	0.4710	0.4725	0.4740	0.4755	0.4770	0.4785	0.4800	0.4815	0.4830	0.4845	0.4860	0.4875	0.4890	0.4905	0.4920	0.4935	0.4950	0.4965	0.4980	0.4995	0.5010	0.5025	0.5040	0.5055	0.5070	0.5085	0.5100	0.5115	0.5130	0.5145	0.5160	0.5175	0.5190	0.5205	0.5220	0.5235	0.5250	0.5265	0.5280	0.5295	0.5310	0.5325	0.5340	0.5355	0.5370	0.5385	0.5400	0.5415	0.5430	0.5445	0.5460	0.5475	0.5490	0.5505	0.5520	0.5535	0.5550	0.5565	0.5580	0.5595	0.5610	0.5625	0.5640	0.5655	0.5670	0.5685	0.5700	0.5715	0.5730	0.5745	0.5760	0.5775	0.5790	0.5805	0.5820	0.5835	0.5850	0.5865	0.5880	0.5895	0.5910	0.5925	0.5940	0.5955	0.5970	0.5985	0.6000	0.6015	0.6030	0.6045	0.6060	0.6075	0.6090	0.6105	0.6120	0.6135	0.6150	0.6165	0.6180	0.6195	0.6210	0.6225	0.6240	0.6255	0.6270	0.6285	0.6300	0.6315	0.6330	0.6345	0.6360	0.6375	0.6390	0.6405	0.6420	0.6435	0.6450	0.6465	0.6480	0.6495	0.6510	0.6525	0.6540	0.6555	0.6570	0.6585	0.6600	0.6615	0.6630	0.6645	0.6660	0.6675	0.6690	0.6705	0.6720	0.6735	0.6750	0.6765	0.6780	0.6795	0.6810	0.6825	0.6840	0.6855	0.6870	0.6885	0.6900	0.6915	0.6930	0.6945	0.6960	0.6975	0.6990	0.7005	0.7020	0.7035	0.7050	0.7065	0.7080	0.7095	0.7110	0.7125	0.7140	0.7155	0.7170	0.7185	0.7200	0.7215	0.7230	0.7245	0.7260	0.7275	0.7290	0.7305	0.7320	0.7335	0.7350	0.7365	0.7380	0.7395	0.7410	0.7425	0.7440	0.7455	0.7470	0.7485	0.7500	0.7515	0.7530	0.7545	0.7560	0.7575	0.7590	0.7605	0.7620	0.7635	0.7650	0.7665	0.7680	0.7695	0.7710	0.7725	0.7740	0.7755	0.7770	0.7785	0.7800	0.7815	0.7830	0.7845	0.7860	0.7875	0.7890	0.7905	0.7920	0.7935	0.7950	0.7965	0.7980	0.7995	0.8010	0.8025	0.8040	0.8055	0.8070	0.8085	0.8100	0.8115	0.8130	0.8145	0.8160	0.8175	0.8190	0.8205	0.8220	0.8235	0.8250	0.8265	0.8280	0.8295	0.8310	0.8325	0.8340	0.8355	0.8370	0.8385	0.8400	0.8415	0.8430	0.8445	0.8460	0.8475	0.8490	0.8505	0.8520	0.8535	0.8550	0.8565	0.8580	0.8595	0.8610	0.8625	0.8640	0.8655	0.8670	0.8685	0.8700	0.8715	0.8730	0.8745	0.8760	0.8775	0.8790	0.8805	0.8820	0.8835	0.8850	0.8865	0.8880	0.8895	0.8910	0.8925	0.8940	0.8955	0.8970	0.8985	0.9000	0.9015	0.9030	0.9045	0.9060	0.9075	0.9090	0.9105	0.9120	0.9135	0.9150	0.9165	0.9180	0.9195	0.9210	0.9225	0.9240	0.9255	0.9270	0.9285	0.9300	0.9315	0.9330	0.9345	0.9360	0.9375	0.9390	0.9405	0.9420	0.9435	0.9450	0.9465	0.9480	0.9495	0.9510	0.9525	0.9540	0.9555	0.9570	0.9585	0.9600	0.9615	0.9630	0.9645	0.9660	0.9675	0.9690	0.9705	0.9720	0.9735	0.9750	0.9765</

Caline 4 input for 2034 Q3

Road Pair	X1	Y1	X2	Y2	Height (ft)	Road Type (caline A)
R074	40227.51	41808.22	41808.22	41808.22	0	1
R075	40237.24	41817.22	41817.22	41817.22	0	1
R076	40247.97	41826.22	41826.22	41826.22	0	1
R077	40257.70	41835.22	41835.22	41835.22	0	1
R078	40267.43	41844.22	41844.22	41844.22	0	1
R079	40277.16	41853.22	41853.22	41853.22	0	1
R080	40286.89	41862.22	41862.22	41862.22	0	1
R081	40296.62	41871.22	41871.22	41871.22	0	1
R082	40306.35	41880.22	41880.22	41880.22	0	1
R083	40316.08	41889.22	41889.22	41889.22	0	1
R084	40325.81	41898.22	41898.22	41898.22	0	1
R085	40335.54	41907.22	41907.22	41907.22	0	1
R086	40345.27	41916.22	41916.22	41916.22	0	1
R087	40355.00	41925.22	41925.22	41925.22	0	1
R088	40364.73	41934.22	41934.22	41934.22	0	1
R089	40374.46	41943.22	41943.22	41943.22	0	1
R090	40384.19	41952.22	41952.22	41952.22	0	1
R091	40393.92	41961.22	41961.22	41961.22	0	1
R092	40403.65	41970.22	41970.22	41970.22	0	1
R093	40413.38	41979.22	41979.22	41979.22	0	1
R094	40423.11	41988.22	41988.22	41988.22	0	1
R095	40432.84	41997.22	41997.22	41997.22	0	1
R096	40442.57	42006.22	42006.22	42006.22	0	1
R097	40452.30	42015.22	42015.22	42015.22	0	1
R098	40462.03	42024.22	42024.22	42024.22	0	1
R099	40471.76	42033.22	42033.22	42033.22	0	1
R100	40481.49	42042.22	42042.22	42042.22	0	1
R101	40491.22	42051.22	42051.22	42051.22	0	1
R102	40500.95	42060.22	42060.22	42060.22	0	1
R103	40510.68	42069.22	42069.22	42069.22	0	1
R104	40520.41	42078.22	42078.22	42078.22	0	1
R105	40530.14	42087.22	42087.22	42087.22	0	1
R106	40539.87	42096.22	42096.22	42096.22	0	1
R107	40549.60	42105.22	42105.22	42105.22	0	1
R108	40559.33	42114.22	42114.22	42114.22	0	1
R109	40569.06	42123.22	42123.22	42123.22	0	1
R110	40578.79	42132.22	42132.22	42132.22	0	1
R111	40588.52	42141.22	42141.22	42141.22	0	1
R112	40598.25	42150.22	42150.22	42150.22	0	1
R113	40607.98	42159.22	42159.22	42159.22	0	1
R114	40617.71	42168.22	42168.22	42168.22	0	1
R115	40627.44	42177.22	42177.22	42177.22	0	1
R116	40637.17	42186.22	42186.22	42186.22	0	1
R117	40646.90	42195.22	42195.22	42195.22	0	1
R118	40656.63	42204.22	42204.22	42204.22	0	1
R119	40666.36	42213.22	42213.22	42213.22	0	1
R120	40676.09	42222.22	42222.22	42222.22	0	1
R121	40685.82	42231.22	42231.22	42231.22	0	1
R122	40695.55	42240.22	42240.22	42240.22	0	1
R123	40705.28	42249.22	42249.22	42249.22	0	1
R124	40715.01	42258.22	42258.22	42258.22	0	1
R125	40724.74	42267.22	42267.22	42267.22	0	1
R126	40734.47	42276.22	42276.22	42276.22	0	1
R127	40744.20	42285.22	42285.22	42285.22	0	1
R128	40753.93	42294.22	42294.22	42294.22	0	1
R129	40763.66	42303.22	42303.22	42303.22	0	1
R130	40773.39	42312.22	42312.22	42312.22	0	1
R131	40783.12	42321.22	42321.22	42321.22	0	1
R132	40792.85	42330.22	42330.22	42330.22	0	1
R133	40802.58	42339.22	42339.22	42339.22	0	1
R134	40812.31	42348.22	42348.22	42348.22	0	1
R135	40822.04	42357.22	42357.22	42357.22	0	1
R136	40831.77	42366.22	42366.22	42366.22	0	1
R137	40841.50	42375.22	42375.22	42375.22	0	1
R138	40851.23	42384.22	42384.22	42384.22	0	1
R139	40860.96	42393.22	42393.22	42393.22	0	1
R140	40870.69	42402.22	42402.22	42402.22	0	1
R141	40880.42	42411.22	42411.22	42411.22	0	1
R142	40890.15	42420.22	42420.22	42420.22	0	1
R143	40900.88	42429.22	42429.22	42429.22	0	1
R144	40910.61	42438.22	42438.22	42438.22	0	1
R145	40920.34	42447.22	42447.22	42447.22	0	1
R146	40930.07	42456.22	42456.22	42456.22	0	1
R147	40939.80	42465.22	42465.22	42465.22	0	1
R148	40949.53	42474.22	42474.22	42474.22	0	1
R149	40959.26	42483.22	42483.22	42483.22	0	1
R150	40969.99	42492.22	42492.22	42492.22	0	1

Road Pair		Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
400	300	250	250	250																					

Caline 4 input for 2034 Q3

Road Pair	X1	Y1	X2	Y2	Height (ft)	Road Type (caline A)
R142	82325.80	81947.27	82316.00	81947.27	0	0
R143	82325.80	81947.27	82316.00	81947.27	0	0
R144	82318.17	81947.27	82318.17	81947.27	0	0
R145	82318.17	81947.27	82318.17	81947.27	0	0
R146	82318.17	81947.27	82318.17	81947.27	0	0
R147	82318.17	81947.27	82318.17	81947.27	0	0
R148	82318.17	81947.27	82318.17	81947.27	0	0
R149	82318.17	81947.27	82318.17	81947.27	0	0
R150	82318.17	81947.27	82318.17	81947.27	0	0
R151	82318.17	81947.27	82318.17	81947.27	0	0
R152	82318.17	81947.27	82318.17	81947.27	0	0
R153	82318.17	81947.27	82318.17	81947.27	0	0
R154	82318.17	81947.27	82318.17	81947.27	0	0
R155	82318.17	81947.27	82318.17	81947.27	0	0
R156	82318.17	81947.27	82318.17	81947.27	0	0
R157	82318.17	81947.27	82318.17	81947.27	0	0
R158	82318.17	81947.27	82318.17	81947.27	0	0
R159	82318.17	81947.27	82318.17	81947.27	0	0
R160	82318.17	81947.27	82318.17	81947.27	0	0
R161	82318.17	81947.27	82318.17	81947.27	0	0
R162	82318.17	81947.27	82318.17	81947.27	0	0
R163	82318.17	81947.27	82318.17	81947.27	0	0
R164	82318.17	81947.27	82318.17	81947.27	0	0
R165	82318.17	81947.27	82318.17	81947.27	0	0
R166	82318.17	81947.27	82318.17	81947.27	0	0
R167	82318.17	81947.27	82318.17	81947.27	0	0
R168	82318.17	81947.27	82318.17	81947.27	0	0
R169	82318.17	81947.27	82318.17	81947.27	0	0
R170	82318.17	81947.27	82318.17	81947.27	0	0
R171	82318.17	81947.27	82318.17	81947.27	0	0
R172	82318.17	81947.27	82318.17	81947.27	0	0
R173	82318.17	81947.27	82318.17	81947.27	0	0
R174	82318.17	81947.27	82318.17	81947.27	0	0
R175	82318.17	81947.27	82318.17	81947.27	0	0
R176	82318.17	81947.27	82318.17	81947.27	0	0
R177	82318.17	81947.27	82318.17	81947.27	0	0
R178	82318.17	81947.27	82318.17	81947.27	0	0
R179	82318.17	81947.27	82318.17	81947.27	0	0
R180	82318.17	81947.27	82318.17	81947.27	0	0
R181	82318.17	81947.27	82318.17	81947.27	0	0
R182	82318.17	81947.27	82318.17	81947.27	0	0
R183	82318.17	81947.27	82318.17	81947.27	0	0
R184	82318.17	81947.27	82318.17	81947.27	0	0
R185	82318.17	81947.27	82318.17	81947.27	0	0
R186	82318.17	81947.27	82318.17	81947.27	0	0
R187	82318.17	81947.27	82318.17	81947.27	0	0
R188	82318.17	81947.27	82318.17	81947.27	0	0
R189	82318.17	81947.27	82318.17	81947.27	0	0
R190	82318.17	81947.27	82318.17	81947.27	0	0
R191	82318.17	81947.27	82318.17	81947.27	0	0
R192	82318.17	81947.27	82318.17	81947.27	0	0
R193	82318.17	81947.27	82318.17	81947.27	0	0
R194	82318.17	81947.27	82318.17	81947.27	0	0
R195	82318.17	81947.27	82318.17	81947.27	0	0
R196	82318.17	81947.27	82318.17	81947.27	0	0
R197	82318.17	81947.27	82318.17	81947.27	0	0
R198	82318.17	81947.27	82318.17	81947.27	0	0
R199	82318.17	81947.27	82318.17	81947.27	0	0
R200	82318.17	81947.27	82318.17	81947.27	0	0

		RSP (gVMT)																H21	H22	H23																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Hr10	Hr09	Hr08	Hr07	Hr06	Hr05	Hr04	Hr03	Hr02	Hr01	Hr00	Hr10	Hr09	Hr08	Hr07	Hr16	Hr15	Hr14	Hr13	Hr12	Hr11	Hr10	Hr09	Hr08	Hr07	Hr06	Hr05	Hr04	Hr03	Hr02	Hr01	Hr00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		0.0210	0.0190	0.0176	0.0162	0.0148	0.0134	0.0120	0.0106	0.0092	0.0078	0.0064	0.0050	0.0037	0.0024	0.0011	0.0173	0.0162	0.0151	0.0140	0.0129	0.0118	0.0107	0.0096	0.0085	0.0074	0.0063	0.0052	0.0041	0.0030	0.0019	0.0008	0.0017	0.0026	0.0035	0.0044	0.0053	0.0062	0.0071	0.0080	0.0089	0.0098	0.0107	0.0116	0.0125	0.0134	0.0143	0.0152	0.0161	0.0170	0.0179	0.0188	0.0197	0.0206	0.0215	0.0224	0.0233	0.0242	0.0251	0.0260	0.0269	0.0278	0.0287	0.0296	0.0305	0.0314	0.0323	0.0332	0.0341	0.0350	0.0359	0.0368	0.0377	0.0386	0.0395	0.0404	0.0413	0.0422	0.0431	0.0440	0.0449	0.0458	0.0467	0.0476	0.0485	0.0494	0.0503	0.0512	0.0521	0.0530	0.0539	0.0548	0.0557	0.0566	0.0575	0.0584	0.0593	0.0602	0.0611	0.0620	0.0629	0.0638	0.0647	0.0656	0.0665	0.0674	0.0683	0.0692	0.0701	0.0710	0.0719	0.0728	0.0737	0.0746	0.0755	0.0764	0.0773	0.0782	0.0791	0.0800	0.0809	0.0818	0.0827	0.0836	0.0845	0.0854	0.0863	0.0872	0.0881	0.0890	0.0899	0.0908	0.0917	0.0926	0.0935	0.0944	0.0953	0.0962	0.0971	0.0980	0.0989	0.0998	0.1007	0.1016	0.1025	0.1034	0.1043	0.1052	0.1061	0.1070	0.1079	0.1088	0.1097	0.1106	0.1115	0.1124	0.1133	0.1142	0.1151	0.1160	0.1169	0.1178	0.1187	0.1196	0.1205	0.1214	0.1223	0.1232	0.1241	0.1250	0.1259	0.1268	0.1277	0.1286	0.1295	0.1304	0.1313	0.1322	0.1331	0.1340	0.1349	0.1358	0.1367	0.1376	0.1385	0.1394	0.1403	0.1412	0.1421	0.1430	0.1439	0.1448	0.1457	0.1466	0.1475	0.1484	0.1493	0.1502	0.1511	0.1520	0.1529	0.1538	0.1547	0.1556	0.1565	0.1574	0.1583	0.1592	0.1601	0.1610	0.1619	0.1628	0.1637	0.1646	0.1655	0.1664	0.1673	0.1682	0.1691	0.1700	0.1709	0.1718	0.1727	0.1736	0.1745	0.1754	0.1763	0.1772	0.1781	0.1790	0.1799	0.1808	0.1817	0.1826	0.1835	0.1844	0.1853	0.1862	0.1871	0.1880	0.1889	0.1898	0.1907	0.1916	0.1925	0.1934	0.1943	0.1952	0.1961	0.1970	0.1979	0.1988	0.1997	0.2006	0.2015	0.2024	0.2033	0.2042	0.2051	0.2060	0.2069	0.2078	0.2087	0.2096	0.2105	0.2114	0.2123	0.2132	0.2141	0.2150	0.2159	0.2168	0.2177	0.2186	0.2195	0.2204	0.2213	0.2222	0.2231	0.2240	0.2249	0.2258	0.2267	0.2276	0.2285	0.2294	0.2303	0.2312	0.2321	0.2330	0.2339	0.2348	0.2357	0.2366	0.2375	0.2384	0.2393	0.2402	0.2411	0.2420	0.2429	0.2438	0.2447	0.2456	0.2465	0.2474	0.2483	0.2492	0.2501	0.2510	0.2519	0.2528	0.2537	0.2546	0.2555	0.2564	0.2573	0.2582	0.2591	0.2600	0.2609	0.2618	0.2627	0.2636	0.2645	0.2654	0.2663	0.2672	0.2681	0.2690	0.2699	0.2708	0.2717	0.2726	0.2735	0.2744	0.2753	0.2762	0.2771	0.2780	0.2789	0.2798	0.2807	0.2816	0.2825	0.2834	0.2843	0.2852	0.2861	0.2870	0.2879	0.2888	0.2897	0.2906	0.2915	0.2924	0.2933	0.2942	0.2951	0.2960	0.2969	0.2978	0.2987	0.2996	0.3005	0.3014	0.3023	0.3032	0.3041	0.3050	0.3059	0.3068	0.3077	0.3086	0.3095	0.3104	0.3113	0.3122	0.3131	0.3140	0.3149	0.3158	0.3167	0.3176	0.3185	0.3194	0.3203	0.3212	0.3221	0.3230	0.3239	0.3248	0.3257	0.3266	0.3275	0.3284	0.3293	0.3302	0.3311	0.3320	0.3329	0.3338	0.3347	0.3356	0.3365	0.3374	0.3383	0.3392	0.3401	0.3410	0.3419	0.3428	0.3437	0.3446	0.3455	0.3464	0.3473	0.3482	0.3491	0.3500	0.3509	0.3518	0.3527	0.3536	0.3545	0.3554	0.3563	0.3572	0.3581	0.3590	0.3599	0.3608	0.3617	0.3626	0.3635	0.3644	0.3653	0.3662	0.3671	0.3680	0.3689	0.3698	0.3707	0.3716	0.3725	0.3734	0.3743	0.3752	0.3761	0.3770	0.3779	0.3788	0.3797	0.3806	0.3815	0.3824	0.3833	0.3842	0.3851	0.3860	0.3869	0.3878	0.3887	0.3896	0.3905	0.3914	0.3923	0.3932	0.3941	0.3950	0.3959	0.3968	0.3977	0.3986	0.3995	0.4004	0.4013	0.4022	0.4031	0.4040	0.4049	0.4058	0.4067	0.4076	0.4085	0.4094	0.4103	0.4112	0.4121	0.4130	0.4139	0.4148	0.4157	0.4166	0.4175	0.4184	0.4193	0.4202	0.4211	0.4220	0.4229	0.4238	0.4247	0.4256	0.4265	0.4274	0.4283	0.4292	0.4301	0.4310	0.4319	0.4328	0.4337	0.4346	0.4355	0.4364	0.4373	0.4382	0.4391	0.4400	0.4409	0.4418	0.4427	0.4436	0.4445	0.4454	0.4463	0.4472	0.4481	0.4490	0.4499	0.4508	0.4517	0.4526	0.4535	0.4544	0.4553	0.4562	0.4571	0.4580	0.4589	0.4598	0.4607	0.4616	0.4625	0.4634	0.4643	0.4652	0.4661	0.4670	0.4679	0.4688	0.4697	0.4706	0.4715	0.4724	0.4733	0.4742	0.4751	0.4760	0.4769	0.4778	0.4787	0.4796	0.4805	0.4814	0.4823	0.4832	0.4841	0.4850	0.4859	0.4868	0.4877	0.4886	0.4895	0.4904	0.4913	0.4922	0.4931	0.4940	0.4949	0.4958	0.4967	0.4976	0.4985	0.4994	0.5003	0.5012	0.5021	0.5030	0.5039	0.5048	0.5057	0.5066	0.5075	0.5084	0.5093	0.5102	0.5111	0.5120	0.5129	0.5138	0.5147	0.5156	0.5165	0.5174	0.5183	0.5192	0.5201	0.5210	0.5219	0.5228	0.5237	0.5246	0.5255	0.5264	0.5273	0.5282	0.5291	0.5300	0.5309	0.5318	0.5327	0.5336	0.5345	0.5354	0.5363	0.5372	0.5381	0.5390	0.5399	0.5408	0.5417	0.5426	0.5435	0.5444	0.5453	0.5462	0.5471	0.5480	0.5489	0.5498	0.5507	0.5516	0.5525	0.5534	0.5543	0.5552	0.5561	0.5570	0.5579	0.5588	0.5597	0.5606	0.5615	0.5624	0.5633	0.5642	0.5651	0.5660	0.5669</

Caline 4 input for 2034 Q4

Road Pair	Coordinate (m)				Width (including median)	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R141	832264.33	821347.25	833315.56	821401.87	13	0	1
R142	832329.89	821883.47	833393.58	821901.88	13	0	1
R143	832139.73	821883.31	833401.17	821854.07	13	0	1
R144	832160.17	821834.67	833476.74	821782.15	13	0	1
R145+R146	832812.43	821974.55	834604.68	821916.03	17	0	1
R147+R148	832735.44	821883.25	833931.13	821727.74	16	0	1
R149	832728.61	821749.82	833807.73	821884.26	14	0	1
R149	832774.98	821843.42	833807.73	821884.26	14	0	1
R150	833376.87	821756.23	833807.71	821603.87	13	0	1
R151	832419.61	821603.88	833945.99	821662.75	13	0	1
R151	832516.49	821643.79	833776.28	821742.81	14	0	1
R152	832774.08	821443.82	833828.17	821600.58	20	0	1
R153	832991.21	822369.76	834629.77	822414.27	18	0	1
R154	832968.46	822326.48	833962.09	822389.67	18	0	1
R154	832969.46	822371.35	833968.46	822395.45	18	0	1
R154	832884.78	822222.16	833968.46	832271.35	18	0	1
R157	832868.58	822222.34	833807.77	822172.98	18	0	1
R158	832827.77	821725.85	833793.48	822112.32	18	0	1
R159	834075.91	822289.62	834113.89	822384.34	18	0	1
R160	834099.38	822287.83	834127.63	822332.11	16	0	1
R161	834014.86	822252.62	834075.91	822289.62	18	0	1
R162	834049.42	822226.28	834099.38	822287.83	18	0	1
R163	833993.96	822261.68	834099.38	822287.83	18	0	1
R164	834097.86	822198.32	834099.42	822226.28	18	0	1
R165	832991.21	822151.78	833964.47	822221.22	18	0	1
R166	832872.14	822061.39	833864.76	822199.62	18	0	1
R167	833883.47	822842.45	834097.86	822789.33	18	0	1
R168+R169	833813.72	821974.47	833864.76	822056.03	21	0	1
R170+R171	832734.44	821883.25	833719.28	821878.61	18	0	1
R172+R173	832884.92	821822.32	833719.28	821878.61	20	0	1
R174+R175	832618.71	821877.56	833863.38	821822.32	18	0	1
R176	832493.77	821868.49	833863.38	821877.56	20	0	1
R177	832513.09	821868.24	833863.38	821868.49	20	0	1
R178	832442.48	821829.99	833863.38	821868.49	18	0	1
R179	832481.84	821829.99	833811.33	821868.49	17	0	1
R180	834218.31	822226.28	834099.38	822287.83	18	0	1
R181	834181.98	822272.22	834218.31	822287.83	18	0	1
R182	834148.02	822198.32	834099.38	822212.19	18	0	1
R183	834099.38	822151.78	834148.02	822198.32	18	0	1
R184	834077.01	822132.04	834099.38	822151.78	13	0	1
R184	834061.51	822100.84	834099.38	822084.18	13	0	1
R184	834071.90	822084.18	834099.38	822115.02	14	0	1
R185	834203.95	822185.88	834203.95	822287.44	18	0	1
R186	834211.54	822084.63	834273.34	822185.88	18	0	1
R187	834190.59	822077.71	834273.34	822084.63	18	0	1
R188+R189	834006.49	821816.03	834061.51	821802.22	18	0	1
R190+R191	833921.13	821727.74	834006.49	821716.03	19	0	1
R192+R193	833871.32	821880.79	833921.13	821727.74	20	0	1
R194+R195	833825.79	821820.86	833867.51	821816.03	20	0	1
R196+R197	833781.01	821823.37	833825.79	821816.03	20	0	1
R197	834284.38	822198.32	834218.31	822198.32	18	0	1
R198	834212.77	822198.32	834284.38	822198.32	18	0	1
R199	834281.39	821981.17	834212.77	822010.48	18	0	1
R200	834228.17	821914.13	834281.39	821981.17	18	0	1
R200	834228.17	821914.13	834228.17	821914.13	18	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
50	13	9	6	7	10	50	50	100	100	100	150	150	150	200	200	150	250	300	250	150	150	100	100
50	19	12	8	10	14	50	50	150	150	150	150	150	150	200	200	150	200	200	150	100	100	100	50
100	50	50	50	50	50	100	250	450	500	450	400	400	400	450	400	300	400	400	300	200	200	150	130
100	50	50	25	50	50	100	200	400	450	400	350	350	350	450	350	250	350	350	250	200	150	150	100
21	12	7	4	5	8	22	80	72	73	70	69	119	118	120	119	115	169	220	166	113	109	58	57
29	16	20	7	7	12	11	63	150	150	150	150	100	100	150	100	100	100	150	100	100	100	100	71
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5	15	50	50	50	50	50	50	50	50	50	23	50	23	19	13	10	10	7
14	8	5	4	4	5																		

Caline 4 input for 2049 Q1

Road	Coordinate (m)				Width (including shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R001	83027.91	82185.29	83397.24	82185.22	18	0	1
R002	83297.24	82185.22	83360.75	82189.07	20	0	1
R003	83481.50	82186.64	83397.24	82187.23	17	0	1
R004	83201.94	82190.34	83341.50	82188.84	20	0	1
R005	83448.48	82185.08	83360.75	82183.08	18	0	1
R006	83265.48	82187.87	83349.66	82189.17	18	0	1
R007	83354.66	82186.77	83363.43	82188.09	16	0	1
R008	83263.42	82186.99	83348.82	82182.32	18	0	1
R009	83364.67	82184.54	83363.47	82184.38	17	0	1
R010	83363.47	82184.38	83363.47	82187.23	17	0	1
R011	83301.48	82187.23	83363.44	82182.81	17	0	1
R012	83263.38	82182.25	83367.52	82180.74	18	0	1
R013	83272.28	82191.42	83367.51	82185.44	18	0	1
R014	83267.48	82184.18	83369.64	82187.94	18	0	1
R015	83387.01	82180.84	83361.68	82182.88	20	0	1
R016	83481.50	82186.64	83350.78	82182.12	14	0	1
R017	83316.75	82321.12	83363.36	82178.93	14	0	1
R018	83316.75	82321.12	83350.78	82187.55	14	0	1
R019	83426.61	82183.11	83346.18	82181.11	18	0	1
R020	83489.18	82183.12	83324.28	82172.28	14	0	1
R021	83324.28	82172.28	83369.61	82182.62	16	0	1
R022	83367.54	82167.62	83342.69	82184.65	13	0	1
R023	83367.54	82167.62	83367.54	82180.87	15	0	1
R024	83367.54	82167.62	83367.54	82181.82	14	0	1
R025	83367.54	82167.62	83367.54	82182.77	14	0	1
R026	83367.54	82167.62	83367.54	82183.72	14	0	1
R027	83367.54	82167.62	83367.54	82184.67	14	0	1
R028	83367.54	82167.62	83367.54	82185.62	14	0	1
R029	83367.54	82167.62	83367.54	82186.57	14	0	1
R030	83367.54	82167.62	83367.54	82187.52	14	0	1
R031	83367.54	82167.62	83367.54	82188.47	14	0	1
R032	83367.54	82167.62	83367.54	82189.42	14	0	1
R033	83367.54	82167.62	83367.54	82190.37	14	0	1
R034	83367.54	82167.62	83367.54	82191.32	14	0	1
R035	83367.54	82167.62	83367.54	82192.27	14	0	1
R036	83367.54	82167.62	83367.54	82193.22	14	0	1
R037	83367.54	82167.62	83367.54	82194.17	14	0	1
R038	83367.54	82167.62	83367.54	82195.12	14	0	1
R039	83367.54	82167.62	83367.54	82196.07	14	0	1
R040	83367.54	82167.62	83367.54	82197.02	14	0	1
R041	83367.54	82167.62	83367.54	82197.97	14	0	1
R042	83367.54	82167.62	83367.54	82198.92	14	0	1
R043	83367.54	82167.62	83367.54	82199.87	14	0	1
R044	83367.54	82167.62	83367.54	82200.82	14	0	1
R045	83367.54	82167.62	83367.54	82201.77	14	0	1
R046	83367.54	82167.62	83367.54	82202.72	14	0	1
R047	83367.54	82167.62	83367.54	82203.67	14	0	1
R048	83367.54	82167.62	83367.54	82204.62	14	0	1
R049	83367.54	82167.62	83367.54	82205.57	14	0	1
R050	83367.54	82167.62	83367.54	82206.52	14	0	1
R051	83367.54	82167.62	83367.54	82207.47	14	0	1
R052	83367.54	82167.62	83367.54	82208.42	14	0	1
R053	83367.54	82167.62	83367.54	82209.37	14	0	1
R054	83367.54	82167.62	83367.54	82209.32	14	0	1
R055	83367.54	82167.62	83367.54	82209.27	14	0	1
R056	83367.54	82167.62	83367.54	82209.22	14	0	1
R057	83367.54	82167.62	83367.54	82209.17	14	0	1
R058	83367.54	82167.62	83367.54	82209.12	14	0	1
R059	83367.54	82167.62	83367.54	82209.07	14	0	1
R060	83367.54	82167.62	83367.54	82209.02	14	0	1
R061	83367.54	82167.62	83367.54	82208.97	14	0	1
R062	83367.54	82167.62	83367.54	82208.92	14	0	1
R063	83367.54	82167.62	83367.54	82208.87	14	0	1
R064	83367.54	82167.62	83367.54	82208.82	14	0	1
R065	83367.54	82167.62	83367.54	82208.77	14	0	1
R066	83367.54	82167.62	83367.54	82208.72	14	0	1
R067	83367.54	82167.62	83367.54	82208.67	14	0	1
R068	83367.54	82167.62	83367.54	82208.62	14	0	1
R069	83367.54	82167.62	83367.54	82208.57	14	0	1
R070	83367.54	82167.62	83367.54	82208.52	14	0	1
R071	83367.54	82167.62	83367.54	82208.47	14	0	1
R072	83367.54	82167.62	83367.54	82208.42	14	0	1
R073	83367.54	82167.62	83367.54	82208.37	14	0	1
R074	83367.54	82167.62	83367.54	82208.32	14	0	1
R075	83367.54	82167.62	83367.54	82208.27	14	0	1
R076	83367.54	82167.62	83367.54	82208.22	14	0	1
R077	83367.54	82167.62	83367.54	82208.17	14	0	1
R078	83367.54	82167.62	83367.54	82208.12	14	0	1
R079	83367.54	82167.62	83367.54	82208.07	14	0	1
R080	83367.54	82167.62	83367.54	82208.02	14	0	1
R081	83367.54	82167.62	83367.54	82207.97	14	0	1
R082	83367.54	82167.62	83367.54	82207.92	14	0	1
R083	83367.54	82167.62	83367.54	82207.87	14	0	1
R084	83367.54	82167.62	83367.54	82207.82	14	0	1
R085	83367.54	82167.62	83367.54	82207.77	14	0	1
R086	83367.54	82167.62	83367.54	82207.72	14	0	1
R087	83367.54	82167.62	83367.54	82207.67	14	0	1
R088	83367.54	82167.62	83367.54	82207.62	14	0	1
R089	83367.54	82167.62	83367.54	82207.57	14	0	1
R090	83367.54	82167.62	83367.54	82207.52	14	0	1
R091	83367.54	82167.62	83367.54	82207.47	14	0	1
R092	83367.54	82167.62	83367.54	82207.42	14	0	1
R093	83367.54	82167.62	83367.54	82207.37	14	0	1
R094	83367.54	82167.62	83367.54	82207.32	14	0	1
R095	83367.54	82167.62	83367.54	82207.27	14	0	1
R096	83367.54	82167.62	83367.54	82207.22	14	0	1
R097	83367.54	82167.62	83367.54	82207.17	14	0	1
R098	83367.54	82167.62	83367.54	82207.12	14	0	1
R099	83367.54	82167.62	83367.54	82207.07	14	0	1
R100	83367.54	82167.62	83367.54	82207.02	14	0	1
R101	83367.54	82167.62	83367.54	82206.97	14	0	1
R102	83367.54	82167.62	83367.54	82206.92	14	0	1
R103	83367.54	82167.62	83367.54	82206.87	14	0	1
R104	83367.54	82167.62	83367.54	82206.82	14	0	1
R105	83367.54	82167.62	83367.54	82206.77	14	0	1
R106	83367.54	82167.62	83367.54	82206.72	14	0	1
R107	83367.54	82167.62	83367.54	82206.67	14	0	1
R108	83367.54	82167.62	83367.54	82206.62	14	0	1
R109	83367.54	82167.62	83367.54	82206.57	14	0	1
R110	83367.54	82167.62	83367.54	82206.52	14	0	1
R111	83367.54	82167.62	83367.54	82206.47	14	0	1
R112	83367.54	82167.62	83367.54	82206.42	14	0	1
R113	83367.54	82167.62	83367.54	82206.37	14	0	1
R114	83367.54	82167.62	83367.54	82206.32	14	0	1
R115	83367.54	82167.62	83367.54	82206.27	14	0	1
R116	83367.54	82167.62	83367.54	82206.22	14	0	1
R117	83367.54	82167.62	83367.54	82206.17	14	0	1
R118	83367.54	82167.62	83367.54	82206.12	14	0	1
R119	83367.54	82167.62	83367.54	82206.07	14	0	1
R120	83367.54	82167.62	83367.54	82206.02	14	0	1
R121	83367.54	82167.62	83367.54	82205.97	14	0	1
R122	83367.54	82167.62	83367.54	82205.92	14	0	1
R123	83367.54	82167.62	83367.54	82205.87	14	0	1
R124	83367.54	82167.62	83367.54	82205.82	14	0	1
R125	83367.54	82167.62	83367.54	82205.77	14	0	1
R126	83367.54	82167.62	83367.54	82205.72	14	0	1
R127	83367.54	82167.62	83367.54	82205.67	14	0	1
R128	83367.54	82167.62	83367.54	82205.62	14	0	1
R129	83367.54	82167.62	83367.54	82205.57	14	0	1
R130	83367.54	82167.62	83367.54	82205.52	14	0	1
R131	83367.54	82167.62	83367.54	82205.47	14	0	1
R132	83367.54	82167.62	83367.54	82205.42	14	0	1
R133	83367.54	82167.62	83367.54	82205.37	14	0	1
R134	83367.54	82167.62	83367.54	82205.32	14	0	1
R135	83367.54	82167.62	83367.54	82205.27	14	0	1
R136	83367.54	82167.62	83367.54	82205.22	14	0	1
R137	83367.54	82167.62	83367.54	82205.17	14	0	1
R138	83367.54	82167.62	83367.54	82205.12	14	0	1
R139	83367.54	82167.62	83367.54	82205.07	14	0	1
R140	83367.54	82167.62	83367.54	82205.02	14	0	1
R141	83367.54	82167.62	83367.54	82204.97	14	0	1
R142	83367.54	82167.62	83367.54	82204.92	14	0	1
R143	83367.54	82167.62	83367.54	82204.87	14	0	1
R144	83367.54	82167.62	83367.54	82204.82	14	0	1
R145	83367.54	82167.62	83367.54	82204.77	14	0	1

Caline 4 input for 2049 Q1

Road Pair	Coordinate (m)				When including median/road	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R071	83327.91	82189.29	83327.24	82187.22	14	0	Y
R072	83397.24	82195.22	83391.76	82187.07	20	0	Y
R073	83451.61	82180.64	83397.24	82187.22	17	0	Y
R074	83281.64	82170.34	83441.90	82180.64	20	0	Y
R075	83444.48	82181.69	83398.87	82183.08	16	0	Y
R076	83561.48	82187.83	83348.66	82179.17	18	0	Y
R077	83544.66	82189.77	83363.43	82188.99	16	0	Y
R078	83260.43	82188.99	83344.62	82182.32	10	0	Y
R079	83561.47	82184.54	83363.43	82184.36	17	0	Y
R080	83561.47	82184.54	83363.43	82184.36	17	0	Y
R081	83561.47	82184.54	83363.43	82184.36	17	0	Y
R082	83561.47	82184.54	83363.43	82184.36	17	0	Y
R083	83561.47	82184.54	83363.43	82184.36	17	0	Y
R084	83561.47	82184.54	83363.43	82184.36	17	0	Y
R085	83561.47	82184.54	83363.43	82184.36	17	0	Y
R086	83561.47	82184.54	83363.43	82184.36	17	0	Y
R087	83561.47	82184.54	83363.43	82184.36	17	0	Y
R088	83561.47	82184.54	83363.43	82184.36	17	0	Y
R089	83561.47	82184.54	83363.43	82184.36	17	0	Y
R090	83561.47	82184.54	83363.43	82184.36	17	0	Y
R091	83561.47	82184.54	83363.43	82184.36	17	0	Y
R092	83561.47	82184.54	83363.43	82184.36	17	0	Y
R093	83561.47	82184.54	83363.43	82184.36	17	0	Y
R094	83561.47	82184.54	83363.43	82184.36	17	0	Y
R095	83561.47	82184.54	83363.43	82184.36	17	0	Y
R096	83561.47	82184.54	83363.43	82184.36	17	0	Y
R097	83561.47	82184.54	83363.43	82184.36	17	0	Y
R098	83561.47	82184.54	83363.43	82184.36	17	0	Y
R099	83561.47	82184.54	83363.43	82184.36	17	0	Y
R100	83561.47	82184.54	83363.43	82184.36	17	0	Y
R101	83561.47	82184.54	83363.43	82184.36	17	0	Y
R102	83561.47	82184.54	83363.43	82184.36	17	0	Y
R103	83561.47	82184.54	83363.43	82184.36	17	0	Y
R104	83561.47	82184.54	83363.43	82184.36	17	0	Y
R105	83561.47	82184.54	83363.43	82184.36	17	0	Y
R106	83561.47	82184.54	83363.43	82184.36	17	0	Y
R107	83561.47	82184.54	83363.43	82184.36	17	0	Y
R108	83561.47	82184.54	83363.43	82184.36	17	0	Y
R109	83561.47	82184.54	83363.43	82184.36	17	0	Y
R110	83561.47	82184.54	83363.43	82184.36	17	0	Y
R111	83561.47	82184.54	83363.43	82184.36	17	0	Y
R112	83561.47	82184.54	83363.43	82184.36	17	0	Y
R113	83561.47	82184.54	83363.43	82184.36	17	0	Y
R114	83561.47	82184.54	83363.43	82184.36	17	0	Y
R115	83561.47	82184.54	83363.43	82184.36	17	0	Y
R116	83561.47	82184.54	83363.43	82184.36	17	0	Y
R117	83561.47	82184.54	83363.43	82184.36	17	0	Y
R118	83561.47	82184.54	83363.43	82184.36	17	0	Y
R119	83561.47	82184.54	83363.43	82184.36	17	0	Y
R120	83561.47	82184.54	83363.43	82184.36	17	0	Y
R121	83561.47	82184.54	83363.43	82184.36	17	0	Y
R122	83561.47	82184.54	83363.43	82184.36	17	0	Y
R123	83561.47	82184.54	83363.43	82184.36	17	0	Y
R124	83561.47	82184.54	83363.43	82184.36	17	0	Y
R125	83561.47	82184.54	83363.43	82184.36	17	0	Y
R126	83561.47	82184.54	83363.43	82184.36	17	0	Y
R127	83561.47	82184.54	83363.43	82184.36	17	0	Y
R128	83561.47	82184.54	83363.43	82184.36	17	0	Y
R129	83561.47	82184.54	83363.43	82184.36	17	0	Y
R130	83561.47	82184.54	83363.43	82184.36	17	0	Y
R131	83561.47	82184.54	83363.43	82184.36	17	0	Y
R132	83561.47	82184.54	83363.43	82184.36	17	0	Y
R133	83561.47	82184.54	83363.43	82184.36	17	0	Y
R134	83561.47	82184.54	83363.43	82184.36	17	0	Y
R135	83561.47	82184.54	83363.43	82184.36	17	0	Y
R136	83561.47	82184.54	83363.43	82184.36	17	0	Y
R137	83561.47	82184.54	83363.43	82184.36	17	0	Y
R138	83561.47	82184.54	83363.43	82184.36	17	0	Y
R139	83561.47	82184.54	83363.43	82184.36	17	0	Y
R140	83561.47	82184.54	83363.43	82184.36	17	0	Y

NO ₂ x 100 (g/VM)																								
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23	
12.1587	12.3847	12.4325	12.4494	12.3866	12.4983	12.4606	14.3443	11.5737	13.7160	11.9810	13.1141	11.8753	13.5959	11.0235	11.8197	11.6749	11.3003	11.6817	10.3164	13.6273	15.9773	13.2489	11.6568	
10.8614	10.8057	10.7710	10.8577	11.0294	10.9497	10.7602	12.6313	10.2039	11.9594	10.3667	11.0657	10.0021	11.2484	8.8840	10.0798	10.0444	9.2293	10.8000	8.2799	10.9712	12.7706	10.4282	9.7110	
11.2263	11.0753	11.2218	11.2623	11.2870	11.1232	11.2057	12.8316	9.9987	11.9466	10.7197	11.8056	10.9120	12.1484	10.1905	10.8353	10.6731	10.4596	10.7582	9.9630	12.5340	14.4801	12.3172	11.2346	
11.4422	11.3452	11.5085	11.2008	11.2147	11.4131	11.4538	13.0287	10.3665	12.0233	10.8454	11.8342	10.7989	12.0385	9.8259	10.4430	10.1765	9.9689	10.1498	9.9519	12.5340	14.4484	12.0832	10.4706	
10.3218	10.3430	10.2559	10.3598	10.2954	10.4791	10.4112	11.9470	9.3833	10.8867	9.7708	10.7540	9.8037	10.9649	8.8439	9.5529	9.2820	9.0499	9.2357	8.3759	11.2097	13.1340	11.1092	9.4818	
11.5304	11.7832	11.5615	11.7570	11.7395	11.5874	11.6647	11.5650	11.3035	12.2269	10.8601	12.0242	10.8782	12.5647	9.9004	11.0387	10.8867	10.2687	10.4622	9.5404	13.0072	15.0022	12.5719	10.9896	
11.5304	11.7832	11.5615	11.7570	11.7395	11.5874	11.6647	11.5650	11.3035	12.2269	10.8601	12.0242	10.8782	12.5647	9.9004	11.0387	10.8867	10.2687	10.4622	9.5404	13.0072	15.0022	12.5719	10.9896	
11.5304	11.7832	11.5615	11.7570	11.7395	11.5874	11.6647	11.5650	11.3035	12.2269	10.8601	12.0242	10.8782	12.5647	9.9004	11.0387	10.8867	10.2687	10.4622	9.5404	13.0072	15.0022	12.5719	10.9896	
10.5572	10.6212	10.5959	10.5896	10.6845	10.5991	10.6473	12.7904	9.7662	11.3464	10.0838	11.1739	10.1888	11.6031	9.3998	10.1380	9.9255	9.8861	10.2099	9.1977	12.4562	14.8406	12.2472	10.4624	
10.5572	10.6212	10.5959	10.5896	10.6845	10.5991	10.6473	12.7904	9.7662	11.3464	10.0838	11.1739	10.1888	11.6031	9.3998	10.1380	9.9255	9.8861	10.2099	9.1977	12.4562	14.8406	12.2472	10.4624	
10.5572	10.6212	10.5959	10.5896	10.6845	10.5991	10.6473	12.7904	9.7662	11.3464	10.0838	11.1739	10.1888	11.6031	9.3998	10.1380	9.9255	9.8861	10.2099	9.1977	12.4562	14.8406	12.2472	10.4624	
13.5572	10.5212	10.5959	10.5896	10.6845	10.5991	10.6473	12.7904	9.7662	11.3464	10.0838	11.1739	10.1888	11.6031	9.3998	10.1380	9.9255	9.8861	10.2099	9.1977	12.4562	14.8406	12.2472	10.4624	
13.1711	12.9129	13.0351	13.1078	13.1170	13.2567	13.2032	15.1468	13.0854	13.8471	12.3539	13.5057	12.1823	13.7931	11.0334	12.1213	11.9814	11.1289	11.2360	10.4004	14.5738	15.8971	13.1416	11.9050	
9.6333	9.2181	9.6805	9.7936	9.7376	9.6414	9.7578	11.2278	8.4499	10.2446	9.3334	10.4434	9.2742	10.9946	9.0444	9.7525	9.3459	9.5236	10.3217	9.1536	12.5484	15.0399	12.4914	10.2994	
12.2884	12.3632	12.3549	12.4133	12.3973	12.1618	12.3278	14.2334	10.8878	13.0158	11.4251	12.8019	11.4934	13.3274	10.3964	11.2833	11.0797	10.5160	10.9559	9.8263	13.9474	16.1187	13.1214	11.3549	
10.3384	10.4832	10.9511	10.4013	10.4018	10.3297	10.4888	11.8534	9.2379	10.4888	11.8534	9.2379	10.4888	11.8534	9.2379	10.4888	11.8534	9.2379	10.4888	11.8534	9.2379	10.4888	11.8534	9.2379	10.4888
15.0022	15.1746	14.9343	14.9505	15.0275	14.8736	15.0590	17.4113	13.6557	16.9995	14.9497	16.5381	15.1999	17.2160	14.2692	14.9256	14.7012	14.3274	14.9708	13.8707	17.2633	19.9477	16.8511	14.8342	
15.0022	15.1746	14.9343	14.9505	15.0275	14.8736	15.0590	17.4113	13.6557	16.9995	14.9497	16.5381	15.1999	17.2160	14.2692	14.9256	14.7012	14.3274	14.9708	13.8707	17.2633	19.9477	16.8511	14.8342	
5.5882	6.7962	6.8584	6.9287	7.0539	6.8763	6.7470	7.2713	6.5880	7.4718	6.9196	7.3177	7.0546	7.2190	6.6701	6.9272	6.5855	6.4803	6.6424	6.3138	7.3212	8.5986	7.7742	6.8057	
5.5882	6.7962	6.8584	6.9287	7.0539	6.8763	6.7470	7.2713	6.5880	7.4718	6.9196	7.3177	7.0546	7.2190	6.6701	6.9272	6.5855	6.4803	6.6424	6.3138	7.3212	8.5986	7.7742	6.8057	
15.0811	14.9285	14.9000	15.0089	14.9964	14.9090	15.0176	17.3667	13.3073	16.6013	15.0022	16.6629	15.3642	17.0232	14.6148	14.9890	14.7562	15.1578	16.2948	1					

Caline 4 input for 2049 Q2

Road	Coordinate (m)				Width (including shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R003	83124.78	82234.11	83177.37	82230.25	20	0	Y
R003	83177.37	82230.25	83211.08	82254.73	20	0	Y
R003	83211.08	82248.19	83344.80	82240.88	20	0	Y
R003	83344.80	82248.19	83390.48	82343.05	20	0	Y
R003	83390.48	82248.19	83390.48	82348.74	20	0	Y
R004	83118.28	82236.10	83193.82	82235.62	19	0	Y
R004	83193.82	82235.62	83242.18	82238.41	19	0	Y
R004	83242.18	82235.62	83281.88	82241.58	19	0	Y
R004	83281.88	82241.58	83321.58	82244.75	19	0	Y
R004	83321.58	82244.75	83361.28	82247.92	19	0	Y
R005	83237.47	82244.48	83277.17	82249.91	19	0	Y
R005	83277.17	82249.91	83316.87	82253.08	19	0	Y
R005	83316.87	82253.08	83356.57	82256.25	19	0	Y
R006	83227.00	82242.81	83267.70	82248.24	14	0	Y
R006	83267.70	82248.24	83307.40	82251.41	14	0	Y
R006	83307.40	82251.41	83347.10	82254.58	14	0	Y
R006	83347.10	82254.58	83386.80	82257.75	14	0	Y
R006	83386.80	82257.75	83426.50	82260.92	14	0	Y
R006	83426.50	82260.92	83466.20	82264.09	14	0	Y
R006	83466.20	82264.09	83505.90	82267.26	14	0	Y
R006	83505.90	82267.26	83545.60	82270.43	14	0	Y
R006	83545.60	82270.43	83585.30	82273.60	14	0	Y
R006	83585.30	82273.60	83625.00	82276.77	14	0	Y
R006	83625.00	82276.77	83664.70	82280.94	14	0	Y
R006	83664.70	82280.94	83704.40	82284.11	14	0	Y
R006	83704.40	82284.11	83744.10	82287.28	14	0	Y
R006	83744.10	82287.28	83783.80	82290.45	14	0	Y
R006	83783.80	82290.45	83823.50	82293.62	14	0	Y
R006	83823.50	82293.62	83863.20	82296.79	14	0	Y
R006	83863.20	82296.79	83902.90	82300.96	14	0	Y
R006	83902.90	82300.96	83942.60	82304.13	14	0	Y
R006	83942.60	82304.13	83982.30	82307.30	14	0	Y
R006	83982.30	82307.30	84022.00	82310.47	14	0	Y
R006	84022.00	82310.47	84061.70	82313.64	14	0	Y
R006	84061.70	82313.64	84101.40	82316.81	14	0	Y
R006	84101.40	82316.81	84141.10	82320.98	14	0	Y
R006	84141.10	82320.98	84180.80	82324.15	14	0	Y
R006	84180.80	82324.15	84220.50	82327.32	14	0	Y
R006	84220.50	82327.32	84260.20	82330.49	14	0	Y
R006	84260.20	82330.49	84300.90	82333.66	14	0	Y
R006	84300.90	82333.66	84340.60	82336.83	14	0	Y
R006	84340.60	82336.83	84380.30	82340.00	14	0	Y
R006	84380.30	82340.00	84420.00	82343.17	14	0	Y
R006	84420.00	82343.17	84459.70	82346.34	14	0	Y
R006	84459.70	82346.34	84499.40	82349.51	14	0	Y
R006	84499.40	82349.51	84539.10	82352.68	14	0	Y
R006	84539.10	82352.68	84578.80	82355.85	14	0	Y
R006	84578.80	82355.85	84618.50	82359.02	14	0	Y
R006	84618.50	82359.02	84658.20	82362.19	14	0	Y
R006	84658.20	82362.19	84697.90	82365.36	14	0	Y
R006	84697.90	82365.36	84737.60	82368.53	14	0	Y
R006	84737.60	82368.53	84777.30	82371.70	14	0	Y
R006	84777.30	82371.70	84817.00	82374.87	14	0	Y
R006	84817.00	82374.87	84856.70	82378.04	14	0	Y
R006	84856.70	82378.04	84896.40	82381.21	14	0	Y
R006	84896.40	82381.21	84936.10	82384.38	14	0	Y
R006	84936.10	82384.38	84975.80	82387.55	14	0	Y
R006	84975.80	82387.55	85015.50	82390.72	14	0	Y
R006	85015.50	82390.72	85055.20	82393.89	14	0	Y
R006	85055.20	82393.89	85094.90	82397.06	14	0	Y
R006	85094.90	82397.06	85134.60	82400.23	14	0	Y
R006	85134.60	82400.23	85174.30	82403.40	14	0	Y
R006	85174.30	82403.40	85214.00	82406.57	14	0	Y
R006	85214.00	82406.57	85253.70	82409.74	14	0	Y
R006	85253.70	82409.74	85293.40	82412.91	14	0	Y
R006	85293.40	82412.91	85333.10	82416.08	14	0	Y
R006	85333.10	82416.08	85372.80	82419.25	14	0	Y
R006	85372.80	82419.25	85412.50	82422.42	14	0	Y
R006	85412.50	82422.42	85452.20	82425.59	14	0	Y
R006	85452.20	82425.59	85491.90	82428.76	14	0	Y
R006	85491.90	82428.76	85531.60	82431.93	14	0	Y
R006	85531.60	82431.93	85571.30	82435.10	14	0	Y
R006	85571.30	82435.10	85611.00	82438.27	14	0	Y
R006	85611.00	82438.27	85650.70	82441.44	14	0	Y
R006	85650.70	82441.44	85690.40	82444.61	14	0	Y
R006	85690.40	82444.61	85730.10	82447.78	14	0	Y
R006	85730.10	82447.78	85769.80	82450.95	14	0	Y
R006	85769.80	82450.95	85809.50	82454.12	14	0	Y
R006	85809.50	82454.12	85849.20	82457.29	14	0	Y
R006	85849.20	82457.29	85888.90	82460.46	14	0	Y
R006	85888.90	82460.46	85928.60	82463.63	14	0	Y
R006	85928.60	82463.63	85968.30	82466.80	14	0	Y
R006	85968.30	82466.80	86008.00	82470.97	14	0	Y
R006	86008.00	82470.97	86047.70	82474.14	14	0	Y
R006	86047.70	82474.14	86087.40	82477.31	14	0	Y
R006	86087.40	82477.31	86127.10	82480.48	14	0	Y
R006	86127.10	82480.48	86166.80	82483.65	14	0	Y
R006	86166.80	82483.65	86206.50	82486.82	14	0	Y
R006	86206.50	82486.82	86246.20	82490.99	14	0	Y
R006	86246.20	82490.99	86285.90	82494.16	14	0	Y
R006	86285.90	82494.16	86325.60	82497.33	14	0	Y
R006	86325.60	82497.33	86365.30	82500.50	14	0	Y
R006	86365.30	82500.50	86405.00	82503.67	14	0	Y
R006	86405.00	82503.67	86444.70	82506.84	14	0	Y
R006	86444.70	82506.84	86484.40	82510.01	14	0	Y
R006	86484.40	82510.01	86524.10	82513.18	14	0	Y
R006	86524.10	82513.18	86563.80	82516.35	14	0	Y
R006	86563.80	82516.35	86603.50	82519.52	14	0	Y
R006	86603.50	82519.52	86643.20	82522.69	14	0	Y
R006	86643.20	82522.69	86682.90	82525.86	14	0	Y
R006	86682.90	82525.86	86722.60	82529.03	14	0	Y
R006	86722.60	82529.03	86762.30	82532.20	14	0	Y
R006	86762.30	82532.20	86802.00	82535.37	14	0	Y
R006	86802.00	82535.37	86841.70	82538.54	14	0	Y
R006	86841.70	82538.54	86881.40	82541.71	14	0	Y
R006	86881.40	82541.71	86921.10	82544.88	14	0	Y
R006	86921.10	82544.88	86960.80	82548.05	14	0	Y
R006	86960.80	82548.05	87000.50	82551.22	14	0	Y
R006	87000.50	82551.22	87040.20	82554.39	14	0	Y
R006	87040.20	82554.39	87079.90	82557.56	14	0	Y
R006	87079.90	82557.56	87119.60	82560.73	14	0	Y
R006	87119.60	82560.73	87159.30	82563.90	14	0	Y
R006	87159.30	82563.90	87199.00	82567.07	14	0	Y
R006	87199.00	82567.07	87238.70	82570.24	14	0	Y
R006	87238.70	82570.24	87278.40	82573.41	14	0	Y
R006	87278.40	82573.41	87318.10	82576.58	14	0	Y
R006	87318.10	82576.58	87357.80	82579.75	14	0	Y
R006	87357.80	82579.75	87397.50	82582.92	14	0	Y
R006	87397.50	82582.92	87437.20	82586.09	14	0	Y
R006	87437.20	82586.09	87476.90	82589.26	14	0	Y
R006	87476.90	82589.26	87516.60	82592.43	14	0	Y
R006	87516.60	82592.43	87556.30	82595.60	14	0	Y
R006	87556.30	82595.60	87596.00	82598.77	14	0	Y
R006	87596.00	82598.77	87635.70	82601.94	14	0	Y
R006	87635.70	82601.94	87675.40	82605.11	14	0	Y
R006	87675.40	82605.11	87715.10	82608.28	14	0	Y
R006	87715.10	82608.28	87754.80	82611.45	14	0	Y
R006	87754.80	82611.45	87794.50	82614.62	14	0	Y
R006	87794.50	82614.62	87834.20	82617.79	14	0	Y
R006	87834.20	82617.79	87873.90	82620.96	14	0	Y
R006	87873.90	82620.96	87913.60	82624.13	14	0	Y
R006	87913.60	82624.13	87953.30	82627.30	14	0	Y
R006	87953.30	82627.30	87993.00	82630.47	14	0	Y
R006	87993.00	82630.47	88032.70	82633.64	14	0	Y
R006	88032.70	82633.64	88072.40	82636.81	14	0	Y
R006	88072.40	82636.81	88112.10	82640.98	14	0	Y
R006	88112.10	82640.98	88151.80	82644.15	14	0	Y
R006	88151.80	82644.15	88191.50	82647.32	14	0	Y
R006	88191.50	82647.32	88231.20	82650.49	14	0	Y
R006	88231.20	82650.49	88270.90	82653.66	14	0	Y
R006	88270.90	82653.66	88310.60	82656.83	14	0	Y
R006	88310.60	82656.83	88350.30	82660.00	14	0	Y
R006	88350.30	82660.00	88390.00	82663.17	14	0	Y
R006	88390.00	82663.17	88429.70	82666.34	14	0	Y
R006	88429.70	82666.34	88469.40	82669.51	14	0	Y

Caline 4 input for 2049 Q2

Road	Coordinate (m)				Width (including shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R001	83027.91	82185.29	83397.24	82185.22	18	0	1
R002	83297.24	82185.22	83360.75	82189.07	20	0	1
R003	83481.50	82186.64	83397.24	82187.23	17	0	1
R004	83206.19	82190.34	83341.50	82188.84	20	0	1
R005	83448.48	82185.08	83360.75	82183.08	18	0	1
R006	83265.48	82187.87	83349.66	82189.17	18	0	1
R007	83358.66	82186.77	83363.43	82188.09	16	0	1
R008	83260.42	82188.99	83348.82	82182.32	18	0	1
R009	83366.87	82186.84	83363.47	82184.38	17	0	1
R010	83360.27	82185.29	83360.27	82187.23	17	0	1
R011	83200.48	82187.23	83363.44	82182.81	17	0	1
R012	83262.38	82182.25	83387.52	82180.74	18	0	1
R013	83272.28	82191.41	83387.51	82185.44	18	0	1
R014	83267.48	82186.18	83398.64	82187.94	18	0	1
R015	83187.01	82180.84	83391.88	82182.88	20	0	1
R016	83485.18	82186.41	83391.78	82182.12	14	0	1
R017	83316.75	82321.12	83368.26	82178.93	14	0	1
R018	83316.75	82321.12	83368.26	82178.93	14	0	1
R019	83316.75	82321.12	83368.26	82178.93	14	0	1
R020	83316.75	82321.12	83368.26	82178.93	14	0	1
R021	83316.75	82321.12	83368.26	82178.93	14	0	1
R022	83316.75	82321.12	83368.26	82178.93	14	0	1
R023	83316.75	82321.12	83368.26	82178.93	14	0	1
R024	83316.75	82321.12	83368.26	82178.93	14	0	1
R025	83316.75	82321.12	83368.26	82178.93	14	0	1
R026	83316.75	82321.12	83368.26	82178.93	14	0	1
R027	83316.75	82321.12	83368.26	82178.93	14	0	1
R028	83316.75	82321.12	83368.26	82178.93	14	0	1
R029	83316.75	82321.12	83368.26	82178.93	14	0	1
R030	83316.75	82321.12	83368.26	82178.93	14	0	1
R031	83316.75	82321.12	83368.26	82178.93	14	0	1
R032	83316.75	82321.12	83368.26	82178.93	14	0	1
R033	83316.75	82321.12	83368.26	82178.93	14	0	1
R034	83316.75	82321.12	83368.26	82178.93	14	0	1
R035	83316.75	82321.12	83368.26	82178.93	14	0	1
R036	83316.75	82321.12	83368.26	82178.93	14	0	1
R037	83316.75	82321.12	83368.26	82178.93	14	0	1
R038	83316.75	82321.12	83368.26	82178.93	14	0	1
R039	83316.75	82321.12	83368.26	82178.93	14	0	1
R040	83316.75	82321.12	83368.26	82178.93	14	0	1
R041	83316.75	82321.12	83368.26	82178.93	14	0	1
R042	83316.75	82321.12	83368.26	82178.93	14	0	1
R043	83316.75	82321.12	83368.26	82178.93	14	0	1
R044	83316.75	82321.12	83368.26	82178.93	14	0	1
R045	83316.75	82321.12	83368.26	82178.93	14	0	1
R046	83316.75	82321.12	83368.26	82178.93	14	0	1
R047	83316.75	82321.12	83368.26	82178.93	14	0	1
R048	83316.75	82321.12	83368.26	82178.93	14	0	1
R049	83316.75	82321.12	83368.26	82178.93	14	0	1
R050	83316.75	82321.12	83368.26	82178.93	14	0	1
R051	83316.75	82321.12	83368.26	82178.93	14	0	1
R052	83316.75	82321.12	83368.26	82178.93	14	0	1
R053	83316.75	82321.12	83368.26	82178.93	14	0	1
R054	83316.75	82321.12	83368.26	82178.93	14	0	1
R055	83316.75	82321.12	83368.26	82178.93	14	0	1
R056	83316.75	82321.12	83368.26	82178.93	14	0	1
R057	83316.75	82321.12	83368.26	82178.93	14	0	1
R058	83316.75	82321.12	83368.26	82178.93	14	0	1
R059	83316.75	82321.12	83368.26	82178.93	14	0	1
R060	83316.75	82321.12	83368.26	82178.93	14	0	1
R061	83316.75	82321.12	83368.26	82178.93	14	0	1
R062	83316.75	82321.12	83368.26	82178.93	14	0	1
R063	83316.75	82321.12	83368.26	82178.93	14	0	1
R064	83316.75	82321.12	83368.26	82178.93	14	0	1
R065	83316.75	82321.12	83368.26	82178.93	14	0	1
R066	83316.75	82321.12	83368.26	82178.93	14	0	1
R067	83316.75	82321.12	83368.26	82178.93	14	0	1
R068	83316.75	82321.12	83368.26	82178.93	14	0	1
R069	83316.75	82321.12	83368.26	82178.93	14	0	1
R070	83316.75	82321.12	83368.26	82178.93	14	0	1
R071	83316.75	82321.12	83368.26	82178.93	14	0	1
R072	83316.75	82321.12	83368.26	82178.93	14	0	1
R073	83316.75	82321.12	83368.26	82178.93	14	0	1
R074	83316.75	82321.12	83368.26	82178.93	14	0	1
R075	83316.75	82321.12	83368.26	82178.93	14	0	1
R076	83316.75	82321.12	83368.26	82178.93	14	0	1
R077	83316.75	82321.12	83368.26	82178.93	14	0	1
R078	83316.75	82321.12	83368.26	82178.93	14	0	1
R079	83316.75	82321.12	83368.26	82178.93	14	0	1
R080	83316.75	82321.12	83368.26	82178.93	14	0	1
R081	83316.75	82321.12	83368.26	82178.93	14	0	1
R082	83316.75	82321.12	83368.26	82178.93	14	0	1
R083	83316.75	82321.12	83368.26	82178.93	14	0	1
R084	83316.75	82321.12	83368.26	82178.93	14	0	1
R085	83316.75	82321.12	83368.26	82178.93	14	0	1
R086	83316.75	82321.12	83368.26	82178.93	14	0	1
R087	83316.75	82321.12	83368.26	82178.93	14	0	1
R088	83316.75	82321.12	83368.26	82178.93	14	0	1
R089	83316.75	82321.12	83368.26	82178.93	14	0	1
R090	83316.75	82321.12	83368.26	82178.93	14	0	1
R091	83316.75	82321.12	83368.26	82178.93	14	0	1
R092	83316.75	82321.12	83368.26	82178.93	14	0	1
R093	83316.75	82321.12	83368.26	82178.93	14	0	1
R094	83316.75	82321.12	83368.26	82178.93	14	0	1
R095	83316.75	82321.12	83368.26	82178.93	14	0	1
R096	83316.75	82321.12	83368.26	82178.93	14	0	1
R097	83316.75	82321.12	83368.26	82178.93	14	0	1
R098	83316.75	82321.12	83368.26	82178.93	14	0	1
R099	83316.75	82321.12	83368.26	82178.93	14	0	1
R100	83316.75	82321.12	83368.26	82178.93	14	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
450	350	300	300	300	350	550	1300	2000	1900	1650	1500	1600	1500	1650	1650	1700	1950	1900	1450	1000	850	800	550
200	150	150	150	150	150	250	600	900	850	750	700	750	750	800	850	850	1000	1000	800	550	450	400	300
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	900	700	500	400	350	250
300	250	200	150	150	150	200	700	1050	1000	850	800	850	800	900	900	900	1100	1050	800	550	450	400	300
150	150	100	100	100	100	200	450	750	700	600	550	550	550	550	550	600	650	650	500	350	300	250	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	600	650	650	500	350	300	250	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	600	650	650	500	350	300	250	200
300	250	200	200	200	250	400	950	1450	1400	1200	1100	1150	1100	1150	1200	1200	1400	1350	1050	750	600	550	480
300	250	200	200	200	250	400	950	1450	1400	1200	1100	1150	1100	1150	1200	1200	1400	1350	1050	750	600	550	480
150	150	100	100	100	100	200	500	750	700	600	550	550	550	550	550	600	650	650	500	350	300	250	200
250	200	150	150	150	200	300	750	1150	1100	950	900	850	800	900	900	950	1050	1050	800	550	450	400	300
150	100	100	100	100	100	200	450	650	650	550	500	500	500	550	550	600	600	650	500	350	300	250	200
250	200	150	150	150	200	300	750	1150	1100	950	900	850	800	900	900	950	1050	1050	800	550	450	400	300
200	200	150	150	150	150	300	650	1000	1000	850	750	800	750	800	850	850	950	950	700	500	400	400	350
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	300	300	250	150	150	150	100
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	300	300	250	150	150	150	100
250	200	150	150	150	150	300	650	1000	950	850	800	750	800	850	850	950	950	700	500	400	400	350	
200	200	150	150	150	150	300	650	1000	950	850	800	750	8										

Caline 4 input for 2049 Q2

Road	Coordinate (m)				When (including weekend)	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R003	833121.78	822324.11	833177.37	822320.23	20	0	Y
R003	833177.37	822324.11	833211.08	822345.74	20	0	Y
R003	833211.08	822465.18	833414.80	822408.45	20	0	Y
R003	833414.80	822465.18	833605.46	822403.05	20	0	Y
R003	833605.46	822630.50	833955.46	822448.76	20	0	Y
R004	833118.28	822208.10	833183.82	822155.62	19	0	Y
R004	833183.82	822155.62	833425.18	822286.41	19	0	Y
R004	833425.18	822155.62	833618.28	822421.05	19	0	Y
R005	833618.28	822411.55	833913.75	822486.59	19	0	Y
R005	833913.75	822411.55	834032.07	822474.03	19	0	Y
R005	834032.07	822411.55	834211.08	822630.50	19	0	Y
R005	834211.08	822465.18	834401.59	822628.54	19	0	Y
R006+R007	833277.00	822410.81	833527.85	822455.21	14	0	Y
R006+R007	833527.85	822455.21	833752.87	822484.47	14	0	Y
R006+R007	833752.87	822455.21	833921.11	822461.68	14	0	Y
R006+R007	833921.11	822461.68	834032.07	822456.02	14	0	Y
R006+R009	833661.17	822388.21	833893.59	822437.15	13	0	Y
R006+R009	833893.59	822437.15	834032.07	822456.02	13	0	Y
R006+R009	834032.07	822456.02	834155.46	822456.34	13	0	Y
R006+R009	834155.46	822456.34	834211.08	822465.18	13	0	Y
R010+R011	833778.15	822463.30	833886.64	822432.88	12	0	Y
R010+R011	833886.64	822432.88	833955.46	822462.40	12	0	Y
R010+R011	833955.46	822462.40	834032.07	822456.02	12	0	Y
R010+R011	834032.07	822456.02	834155.46	822456.34	12	0	Y
R010+R011	834155.46	822456.34	834211.08	822465.18	12	0	Y
R011+R012	833877.47	822387.47	834358.68	822486.02	10	0	Y
R011+R012	834358.68	822486.02	834618.28	822502.07	10	0	Y
R011+R012	834618.28	822502.07	834821.08	822528.21	10	0	Y
R011+R012	834821.08	822528.21	835046.34	822534.90	10	0	Y
R011+R012	835046.34	822534.90	835234.90	822534.90	10	0	Y
R011+R012	835234.90	822534.90	835421.08	822534.90	10	0	Y
R011+R012	835421.08	822534.90	835608.45	822534.90	10	0	Y
R011+R012	835608.45	822534.90	835795.82	822534.90	10	0	Y
R011+R012	835795.82	822534.90	835983.19	822534.90	10	0	Y
R011+R012	835983.19	822534.90	836170.56	822534.90	10	0	Y
R011+R012	836170.56	822534.90	836357.93	822534.90	10	0	Y
R011+R012	836357.93	822534.90	836545.30	822534.90	10	0	Y
R011+R012	836545.30	822534.90	836732.67	822534.90	10	0	Y
R011+R012	836732.67	822534.90	836920.04	822534.90	10	0	Y
R011+R012	836920.04	822534.90	837107.41	822534.90	10	0	Y
R011+R012	837107.41	822534.90	837294.78	822534.90	10	0	Y
R011+R012	837294.78	822534.90	837482.15	822534.90	10	0	Y
R011+R012	837482.15	822534.90	837669.52	822534.90	10	0	Y
R011+R012	837669.52	822534.90	837856.89	822534.90	10	0	Y
R011+R012	837856.89	822534.90	838044.26	822534.90	10	0	Y
R011+R012	838044.26	822534.90	838231.63	822534.90	10	0	Y
R011+R012	838231.63	822534.90	838419.00	822534.90	10	0	Y
R011+R012	838419.00	822534.90	838606.37	822534.90	10	0	Y
R011+R012	838606.37	822534.90	838793.74	822534.90	10	0	Y
R011+R012	838793.74	822534.90	838981.11	822534.90	10	0	Y
R011+R012	838981.11	822534.90	839168.48	822534.90	10	0	Y
R011+R012	839168.48	822534.90	839355.85	822534.90	10	0	Y
R011+R012	839355.85	822534.90	839543.22	822534.90	10	0	Y
R011+R012	839543.22	822534.90	839730.59	822534.90	10	0	Y
R011+R012	839730.59	822534.90	839917.96	822534.90	10	0	Y
R011+R012	839917.96	822534.90	840105.33	822534.90	10	0	Y
R011+R012	840105.33	822534.90	840292.70	822534.90	10	0	Y
R011+R012	840292.70	822534.90	840480.07	822534.90	10	0	Y
R011+R012	840480.07	822534.90	840667.44	822534.90	10	0	Y
R011+R012	840667.44	822534.90	840854.81	822534.90	10	0	Y
R011+R012	840854.81	822534.90	841042.18	822534.90	10	0	Y
R011+R012	841042.18	822534.90	841229.55	822534.90	10	0	Y
R011+R012	841229.55	822534.90	841416.92	822534.90	10	0	Y
R011+R012	841416.92	822534.90	841604.29	822534.90	10	0	Y
R011+R012	841604.29	822534.90	841791.66	822534.90	10	0	Y
R011+R012	841791.66	822534.90	841979.03	822534.90	10	0	Y
R011+R012	841979.03	822534.90	842166.40	822534.90	10	0	Y
R011+R012	842166.40	822534.90	842353.77	822534.90	10	0	Y
R011+R012	842353.77	822534.90	842541.14	822534.90	10	0	Y
R011+R012	842541.14	822534.90	842728.51	822534.90	10	0	Y
R011+R012	842728.51	822534.90	842915.88	822534.90	10	0	Y
R011+R012	842915.88	822534.90	843103.25	822534.90	10	0	Y
R011+R012	843103.25	822534.90	843290.62	822534.90	10	0	Y
R011+R012	843290.62	822534.90	843477.99	822534.90	10	0	Y
R011+R012	843477.99	822534.90	843665.36	822534.90	10	0	Y
R011+R012	843665.36	822534.90	843852.73	822534.90	10	0	Y
R011+R012	843852.73	822534.90	844040.10	822534.90	10	0	Y
R011+R012	844040.10	822534.90	844227.47	822534.90	10	0	Y
R011+R012	844227.47	822534.90	844414.84	822534.90	10	0	Y
R011+R012	844414.84	822534.90	844602.21	822534.90	10	0	Y
R011+R012	844602.21	822534.90	844789.58	822534.90	10	0	Y
R011+R012	844789.58	822534.90	844976.95	822534.90	10	0	Y
R011+R012	844976.95	822534.90	845164.32	822534.90	10	0	Y
R011+R012	845164.32	822534.90	845351.69	822534.90	10	0	Y
R011+R012	845351.69	822534.90	845539.06	822534.90	10	0	Y
R011+R012	845539.06	822534.90	845726.43	822534.90	10	0	Y
R011+R012	845726.43	822534.90	845913.80	822534.90	10	0	Y
R011+R012	845913.80	822534.90	846101.17	822534.90	10	0	Y
R011+R012	846101.17	822534.90	846288.54	822534.90	10	0	Y
R011+R012	846288.54	822534.90	846475.91	822534.90	10	0	Y
R011+R012	846475.91	822534.90	846663.28	822534.90	10	0	Y
R011+R012	846663.28	822534.90	846850.65	822534.90	10	0	Y
R011+R012	846850.65	822534.90	847038.02	822534.90	10	0	Y
R011+R012	847038.02	822534.90	847225.39	822534.90	10	0	Y
R011+R012	847225.39	822534.90	847412.76	822534.90	10	0	Y
R011+R012	847412.76	822534.90	847600.13	822534.90	10	0	Y
R011+R012	847600.13	822534.90	847787.50	822534.90	10	0	Y
R011+R012	847787.50	822534.90	847974.87	822534.90	10	0	Y
R011+R012	847974.87	822534.90	848162.24	822534.90	10	0	Y
R011+R012	848162.24	822534.90	848349.61	822534.90	10	0	Y
R011+R012	848349.61	822534.90	848536.98	822534.90	10	0	Y
R011+R012	848536.98	822534.90	848724.35	822534.90	10	0	Y
R011+R012	848724.35	822534.90	848911.72	822534.90	10	0	Y
R011+R012	848911.72	822534.90	849099.09	822534.90	10	0	Y
R011+R012	849099.09	822534.90	849286.46	822534.90	10	0	Y
R011+R012	849286.46	822534.90	849473.83	822534.90	10	0	Y
R011+R012	849473.83	822534.90	849661.20	822534.90	10	0	Y
R011+R012	849661.20	822534.90	849848.57	822534.90	10	0	Y
R011+R012	849848.57	822534.90	850035.94	822534.90	10	0	Y
R011+R012	850035.94	822534.90	850223.31	822534.90	10	0	Y
R011+R012	850223.31	822534.90	850410.68	822534.90	10	0	Y
R011+R012	850410.68	822534.90	850598.05	822534.90	10	0	Y
R011+R012	850598.05	822534.90	850785.42	822534.90	10	0	Y
R011+R012	850785.42	822534.90	850972.79	822534.90	10	0	Y
R011+R012	850972.79	822534.90	851160.16	822534.90	10	0	Y
R011+R012	851160.16	822534.90	851347.53	822534.90	10	0	Y
R011+R012	851347.53	822534.90	851534.90	822534.90	10	0	Y
R011+R012	851534.90	822534.90	851722.27	822534.90	10	0	Y
R011+R012	851722.27	822534.90	851909.64	822534.90	10	0	Y
R011+R012	851909.64	822534.90	852097.01	822534.90	10	0	Y
R011+R012	852097.01	822534.90	852284.38	822534.90	10	0	Y
R011+R012	852284.38	822534.90	852471.75	822534.90	10	0	Y
R011+R012	852471.75	822534.90	852659.12	822534.90	10	0	Y
R011+R012	852659.12	822534.90	852846.49	822534.90	10	0	Y
R011+R012	852846.49	822534.90	853033.86	822534.90	10	0	Y
R011+R012	853033.86	822534.90	853221.23	822534.90	10	0	Y
R011+R012	853221.23	822534.90	853408.60	822534.90	10	0	Y
R011+R012	853408.60	822534.90	853595.97	822534.90	10	0	Y
R011+R012	853595.97	822534.90	853783.34	822534.90	10	0	Y
R011+R012	853783.34	822534.90	853970.71	822534.90	10	0	Y
R011+R012	853970.71	822534.90	854158.08	822534.90	10	0	Y
R011+R012	854158.08	822534.90	854345.45	8			

Caline 4 input for 2049 Q2

Road	Coordinate (m)				When including median road	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R071	83327.91	82189.29	83327.94	82187.22	0	0	Y
R072	83327.24	82195.22	83301.76	82187.02	20	0	Y
R073	83481.50	82180.64	83327.24	82187.22	0	0	Y
R074	82170.54	82170.54	82170.54	82180.64	20	0	Y
R075	83448.48	82189.69	83308.87	82183.08	0	0	Y
R076	83561.48	82187.83	83348.66	82187.78	16	0	Y
R077	83564.66	82189.77	83303.43	82188.99	16	0	Y
R078	83260.43	82188.99	83344.92	82182.32	16	0	Y
R079	83564.67	82184.54	83303.47	82184.36	17	0	Y
R080	83564.67	82184.54	83303.47	82184.36	17	0	Y
R081	83564.67	82184.54	83303.47	82184.36	17	0	Y
R082	83564.67	82184.54	83303.47	82184.36	17	0	Y
R083	83564.67	82184.54	83303.47	82184.36	17	0	Y
R084	83564.67	82184.54	83303.47	82184.36	17	0	Y
R085	83564.67	82184.54	83303.47	82184.36	17	0	Y
R086	83564.67	82184.54	83303.47	82184.36	17	0	Y
R087	83564.67	82184.54	83303.47	82184.36	17	0	Y
R088	83564.67	82184.54	83303.47	82184.36	17	0	Y
R089	83564.67	82184.54	83303.47	82184.36	17	0	Y
R090	83564.67	82184.54	83303.47	82184.36	17	0	Y
R091	83564.67	82184.54	83303.47	82184.36	17	0	Y
R092	83564.67	82184.54	83303.47	82184.36	17	0	Y
R093	83564.67	82184.54	83303.47	82184.36	17	0	Y
R094	83564.67	82184.54	83303.47	82184.36	17	0	Y
R095	83564.67	82184.54	83303.47	82184.36	17	0	Y
R096	83564.67	82184.54	83303.47	82184.36	17	0	Y
R097	83564.67	82184.54	83303.47	82184.36	17	0	Y
R098	83564.67	82184.54	83303.47	82184.36	17	0	Y
R099	83564.67	82184.54	83303.47	82184.36	17	0	Y
R100	83564.67	82184.54	83303.47	82184.36	17	0	Y
R101	83564.67	82184.54	83303.47	82184.36	17	0	Y
R102	83564.67	82184.54	83303.47	82184.36	17	0	Y
R103	83564.67	82184.54	83303.47	82184.36	17	0	Y
R104	83564.67	82184.54	83303.47	82184.36	17	0	Y
R105	83564.67	82184.54	83303.47	82184.36	17	0	Y
R106	83564.67	82184.54	83303.47	82184.36	17	0	Y
R107	83564.67	82184.54	83303.47	82184.36	17	0	Y
R108	83564.67	82184.54	83303.47	82184.36	17	0	Y
R109	83564.67	82184.54	83303.47	82184.36	17	0	Y
R110	83564.67	82184.54	83303.47	82184.36	17	0	Y
R111	83564.67	82184.54	83303.47	82184.36	17	0	Y
R112	83564.67	82184.54	83303.47	82184.36	17	0	Y
R113	83564.67	82184.54	83303.47	82184.36	17	0	Y
R114	83564.67	82184.54	83303.47	82184.36	17	0	Y
R115	83564.67	82184.54	83303.47	82184.36	17	0	Y
R116	83564.67	82184.54	83303.47	82184.36	17	0	Y
R117	83564.67	82184.54	83303.47	82184.36	17	0	Y
R118	83564.67	82184.54	83303.47	82184.36	17	0	Y
R119	83564.67	82184.54	83303.47	82184.36	17	0	Y
R120	83564.67	82184.54	83303.47	82184.36	17	0	Y
R121	83564.67	82184.54	83303.47	82184.36	17	0	Y
R122	83564.67	82184.54	83303.47	82184.36	17	0	Y
R123	83564.67	82184.54	83303.47	82184.36	17	0	Y
R124	83564.67	82184.54	83303.47	82184.36	17	0	Y
R125	83564.67	82184.54	83303.47	82184.36	17	0	Y
R126	83564.67	82184.54	83303.47	82184.36	17	0	Y
R127	83564.67	82184.54	83303.47	82184.36	17	0	Y
R128	83564.67	82184.54	83303.47	82184.36	17	0	Y
R129	83564.67	82184.54	83303.47	82184.36	17	0	Y
R130	83564.67	82184.54	83303.47	82184.36	17	0	Y
R131	83564.67	82184.54	83303.47	82184.36	17	0	Y
R132	83564.67	82184.54	83303.47	82184.36	17	0	Y
R133	83564.67	82184.54	83303.47	82184.36	17	0	Y
R134	83564.67	82184.54	83303.47	82184.36	17	0	Y
R135	83564.67	82184.54	83303.47	82184.36	17	0	Y
R136	83564.67	82184.54	83303.47	82184.36	17	0	Y
R137	83564.67	82184.54	83303.47	82184.36	17	0	Y
R138	83564.67	82184.54	83303.47	82184.36	17	0	Y
R139	83564.67	82184.54	83303.47	82184.36	17	0	Y
R140	83564.67	82184.54	83303.47	82184.36	17	0	Y

NO ₂ x 100 (g/VMT)																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
12.0747	12.1193	12.1570	12.1959	12.1244	12.1993	12.1663	14.0386	11.3800	13.5552	11.8027	12.9657	11.7674	13.4911	11.0816	11.6497	11.4439	11.0689	11.4157	10.1258	13.4783	15.2762	13.0126	11.4234
10.5826	10.5384	10.4960	10.6031	10.7619	10.4538	10.4684	12.3256	10.2045	11.3403	8.9516	11.9138	8.8927	11.3392	8.7436	9.9097	9.8284	9.0124	8.5951	8.0310	10.3447	12.5229	10.1942	9.5040
10.9670	10.8290	10.9648	11.0253	11.0398	10.8453	10.9312	12.5428	9.8142	11.8017	10.5055	11.6626	10.6099	12.0414	11.0566	10.6740	10.4589	10.2399	10.5246	9.9079	12.3436	14.2410	12.0899	11.0046
11.1731	11.0883	11.2383	11.1070	11.1667	11.1244	11.1678	12.7100	10.1709	11.8736	10.6696	11.6877	10.4999	11.9310	10.6921	10.2881	9.9683	9.7538	9.9264	9.2655	14.2405	14.3203	11.8584	10.2518
10.0655	10.0951	9.9726	10.1254	10.0516	10.2001	10.1367	11.6593	9.2031	10.7427	9.6013	10.6128	9.7030	10.8018	8.7172	9.4012	9.0836	8.8483	9.0238	8.1454	11.0244	13.1018	10.8907	9.2733
11.1294	11.4995	11.2708	11.1880	11.0573	11.2751	11.3537	12.1255	11.1003	12.0642	10.6665	11.8663	10.6756	12.4504	9.7537	10.8622	10.7659	10.0468	10.2274	9.2857	12.8437	15.1503	12.3357	10.7606
11.2394	11.4995	11.2708	11.1880	11.0573	11.2751	11.3537	12.1255	11.1003	12.0642	10.6665	11.8663	10.6756	12.4504	9.7537	10.8622	10.7659	10.0468	10.2274	9.2857	12.8437	15.1503	12.3357	10.7606
11.2394	11.4995	11.2708	11.1880	11.0573	11.2751	11.3537	12.1255	11.1003	12.0642	10.6665	11.8663	10.6756	12.4504	9.7537	10.8622	10.7659	10.0468	10.2274	9.2857	12.8437	15.1503	12.3357	10.7606
11.2394	11.4995	11.2708	11.1880	11.0573	11.2751	11.3537	12.1255	11.1003	12.0642	10.6665	11.8663	10.6756	12.4504	9.7537	10.8622	10.7659	10.0468	10.2274	9.2857	12.8437	15.1503	12.3357	10.7606
10.2999	10.3714	10.3397	10.3531	10.4377	10.3220	10.3724	12.0014	9.5824	11.2005	9.9331	11.0318	10.0879	11.4987	9.2700	9.9821	9.7500	9.6750	9.9996	8.9596	12.2729	14.6036	12.0248	10.2476
10.2999	10.3714	10.3397	10.3531	10.4377	10.3220	10.3724	12.0014	9.5824	11.2005	9.9331	11.0318	10.0879	11.4987	9.2700	9.9821	9.7500	9.6750	9.9996	8.9596	12.2729	14.6036	12.0248	10.2476
10.2999	10.3714	10.3397	10.3531	10.4377	10.3220	10.3724	12.0014	9.5824	11.2005	9.9331	11.0318	10.0879	11.4987	9.2700	9.9821	9.7500	9.6750	9.9996	8.9596	12.2729	14.6036	12.0248	10.2476
12.8592	12.6809	12.7218	12.8181	12.4373	12.9130	12.8665	14.8060	12.8629	12.6717	12.1445	13.4353	12.0619	13.6719	10.8745	13.9321	11.8455	10.8027	10.9863	10.1284	13.7703	15.6292	12.8988	11.4659
9.3979	9.5801	9.4452	9.5321	9.5114	9.3877	9.5035	10.9571	8.2828	10.1106	9.1245	10.3109	9.5485	10.8948	8.9248	9.4292	9.1551	9.3264	10.1100	8.2826	12.7006	14.8027	12.2781	11.0111
12.0142	12.0972	12.0810	12.1608	12.1334	11.8711	12.0365	13.9307	10.7010	12.8653	11.2483	12.6523	11.3882	13.2170	10.2577	11.1143	10.8644	10.2977	10.7220	9.5757	13.0226	15.8694	12.8977	11.1274
10.0917	10.2417	10.1487	10.1739	10.1655	10.0641	10.1226	11.5740	9.0611	10.8234	9.9459	11.0191	10.2184	11.4722	9.5942	10.0678	9.7544	9.8440	10.6366	9.4854	12.7586	15.1155	12.7695	10.4263
14.6402	14.8319	14.5758	14.6210	14.6828	14.4969	14.6822	17.0060	13.3927	16.7853	14.7130	16.3120	15.0534	17.0625	14.0659	14.6720	14.3772	13.9929	14.6131	13.4448	16.9785	19.6048	16.5357	14.5109
14.6402	14.8319	14.5758	14.6210	14.6828	14.4969	14.6822	17.0060	13.3927	16.7853	14.7130	16.3120	15.0534	17.0625	14.0659	14.6720	14.3772	13.9929	14.6131	13.4448	16.9785	19.6048	16.5357	14.5109
14.6402	14.8319	14.5758	14.6210	14.6828	14.4969	14.6822	17.0060	13.3927	16.7853	14.7130	16.3120	15.0534	17.0625	14.0659	14.6720	14.3772	13.9929	14.6131	13.4448	16.9785	19.6048	16.5357	14.5109
6.2709	6.4947	6.5338	6.6264	6.7338	6.5338	6.4130	6.9369	6.3707	7.2876	6.7278	7.1518	6.9352	7.1008	6.4941	6.7158	6.3265	6.2159	6.3633	5.9929	7.0816	8.3172	7.5062	6.5304
6.2709	6.4947	6.5338	6.6264	6.7338	6.5338	6.4130	6.9369	6.3707	7.2876	6.7278	7.1518	6.9352	7.1008	6.4941	6.7158	6.3265	6.2159	6.3633	5.9929	7.0816	8.3172	7.5062	6.530

Caline 4 input for 2049 Q2

Road	Coordinate (m)				Width (including median/shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R141	83281.55	82184.25	83315.56	82181.07	5.5	0	+
R142	83229.89	82183.47	83315.56	82181.04	5.5	0	+
R143	83213.75	82189.31	83316.17	82183.07	0	0	+
R144	83216.17	82183.47	83317.74	82178.15	13	0	+
R145+R146	83281.43	82178.58	83404.58	82181.02	17	0	+
R147+R148	83272.44	82188.35	83321.13	82177.74	16	0	+
R149	83272.61	82149.52	83287.73	82184.26	14	0	+
R149	83277.04	82143.82	83287.73	82184.26	13	0	+
R150	83273.67	82175.23	83287.73	82160.37	12	0	+
R151	83281.55	82163.38	83293.29	82156.25	15	0	+
R151	83281.55	82163.38	83277.28	82162.83	14	0	+
R152	83277.04	82143.82	83282.17	82160.28	20	0	+
R153	83289.13	82248.74	83428.77	82241.27	18	0	+
R154	83286.46	82238.45	83292.60	82239.67	18	0	+
R155	83289.65	82271.31	83300.48	82230.48	18	0	+
R156	83286.78	82222.16	83300.48	82231.36	18	0	+
R157	83286.88	82222.34	83302.77	82212.95	18	0	+
R158	83282.77	82212.65	83318.49	82211.34	18	0	+
R159	83407.19	82228.82	83412.80	82234.34	18	0	+
R160	83409.39	82228.52	83412.82	82232.11	16	0	+
R161	83403.46	82228.52	83407.58	82209.62	16	0	+
R162	83404.42	82228.28	83405.38	82228.23	16	0	+
R162	83393.36	82229.18	83403.40	82228.02	16	0	+
R164	83407.88	82218.23	83409.42	82228.28	18	0	+
R165	83391.31	82215.78	83388.47	82221.21	18	0	+
R166	83372.14	82261.38	83384.75	82215.92	18	0	+
R167	83388.47	82262.45	83407.88	82219.23	18	0	+
R168+R169	83381.72	82197.47	83387.46	82205.03	21	0	+
R170+R171	83372.44	82183.47	83379.28	82187.65	20	0	+
R172+R173	83384.92	82182.32	83379.28	82187.65	20	0	+
R174+R175	83356.17	82167.56	83383.38	82183.15	20	0	+
R176	83348.77	82168.43	83388.47	82168.73	20	0	+
R177	83351.09	82159.24	83374.68	82168.47	20	0	+
R178	83344.44	82152.90	83374.68	82168.47	20	0	+
R179	83341.64	82152.31	83371.32	82160.38	17	0	+
R180	83424.31	82228.38	83421.56	82228.38	18	0	+
R181	83418.98	82227.22	83421.56	82228.38	18	0	+
R182	83414.62	82218.23	83418.19	82221.29	18	0	+
R183	83409.39	82211.32	83414.62	82212.07	18	0	+
R184	83407.19	82210.24	83411.51	82210.24	18	0	+
R184	83405.91	82210.84	83411.51	82208.16	13	0	+
R184	83407.19	82204.11	83407.30	82215.02	14	0	+
R185	83403.98	82210.58	83402.66	82227.44	19	0	+
R186	83421.56	82208.63	83427.34	822138.03	18	0	+
R187	83410.59	82207.73	83421.76	82208.45	18	0	+
R188+R189	83406.98	82181.02	83408.34	82180.22	19	0	+
R189+R191	83391.13	82177.74	83404.58	82176.03	19	0	+
R192+R193	83387.82	82160.75	83390.85	82172.88	20	0	+
R194+R195	83382.79	82160.86	83387.61	82161.48	20	0	+
R196+R197	83381.01	82162.33	83382.17	82160.59	20	0	+
R197	83384.36	82206.94	83440.15	822104.71	17	0	+
R198	83412.77	82219.88	83424.31	82200.84	18	0	+
R199	83426.13	82181.17	83423.02	82210.48	18	0	+
R200	83423.19	82181.13	83426.04	82192.18	14	0	+
R200	83428.17	82194.13	83427.69	82184.33	18	0	+

NO ₂ x 100 (g/VM)																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
14.5610	14.0933	11.5867	11.1492	14.1406	15.4324	14.3409	17.8008	12.8659	16.4030	13.4465	14.6289	12.5405	13.8360	10.3087	10.2706	7.9099	8.2558	8.5826	7.4578	10.6217	13.3605	10.8932	8.5287
7.6933	6.2694	6.9131	5.3988	5.4689	6.8523	7.4437	8.5591	6.6611	8.3703	7.8348	8.6913	8.3446	8.8598	7.6981	8.4224	8.1109	7.5048	7.4588	7.1947	8.8569	10.9436	9.4090	8.3991
16.5417	16.2872	15.9080	16.1524	16.0385	16.8101	16.1950	18.4426	15.3325	18.4738	16.0030	17.0220	14.7675	15.9419	12.8473	12.4611	10.8680	10.4938	10.5499	8.8730	12.0386	14.3876	12.3178	10.3780
16.1230	16.0368	15.7046	16.2441	16.0518	16.6991	16.9822	14.3352	17.6641	15.2017	16.7283	14.2905	15.9514	12.1584	12.0493	10.0449	10.0868	10.1199	8.9857	11.741	14.0671	12.1076	12.1076	10.8400
12.7047	11.8640	14.0777	8.3012	15.9239	11.6081	12.7915	14.3905	9.4880	13.5436	10.7418	12.0042	10.0679	10.0641	8.1601	7.9188	5.5570	6.1515	6.0892	5.2343	7.3281	8.9163	7.7212	6.0839
10.6430	10.8668	12.6938	14.1160	12.7537	11.8640	10.3878	13.1246	8.2662	12.0611	9.6476	10.4556	8.0929	9.4118	6.7964	6.5585	4.7683	5.2885	4.8970	4.2495	6.2444	7.1159	6.5112	5.2037
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	12.9012	10.8634	15.7254	19.1174	16.8663	12.7613
9.4467	9.0207	8.2653	9.9625	9.9797	11.1328	9.6369	11.4750	7.3857	10.1884	9.1324	10.5072	9.9685	11.9032	9.7206	9.9536	11.0621	11.3918	1					

Caline 4 input for 2049 Q3

Road	Coordinate (m)				Width (including shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R001	83027.91	82185.29	83397.24	82185.22	18	0	1
R002	83297.24	82185.22	83360.75	82189.07	20	0	1
R003	83481.50	82186.64	83397.24	82187.23	17	0	1
R004	83201.94	82190.34	83341.50	82188.84	20	0	1
R005	83448.48	82185.08	83360.75	82183.08	18	0	1
R006	83265.48	82187.87	83349.66	82189.17	18	0	1
R007	83354.66	82186.77	83363.43	82188.09	16	0	1
R008	83263.42	82186.99	83348.82	82182.32	18	0	1
R009	83364.67	82184.54	83363.47	82184.38	17	0	1
R010	83363.47	82184.38	83363.47	82187.23	17	0	1
R011	83301.48	82187.23	83363.44	82182.81	17	0	1
R012	83263.38	82182.25	83367.32	82180.74	18	0	1
R013	83272.28	82191.42	83387.61	82185.44	18	0	1
R014	83267.48	82184.18	83398.64	82187.94	18	0	1
R015	83387.01	82180.84	83391.88	82182.88	20	0	1
R016	83481.50	82186.64	83391.78	82182.12	14	0	1
R017	83316.75	82321.12	83363.36	82178.93	14	0	1
R018	83316.75	82321.12	83363.36	82178.93	14	0	1
R019	83316.75	82321.12	83363.36	82178.93	14	0	1
R020	83316.75	82321.12	83363.36	82178.93	14	0	1
R021	83316.75	82321.12	83363.36	82178.93	14	0	1
R022	83316.75	82321.12	83363.36	82178.93	14	0	1
R023	83316.75	82321.12	83363.36	82178.93	14	0	1
R024	83316.75	82321.12	83363.36	82178.93	14	0	1
R025	83316.75	82321.12	83363.36	82178.93	14	0	1
R026	83316.75	82321.12	83363.36	82178.93	14	0	1
R027	83316.75	82321.12	83363.36	82178.93	14	0	1
R028	83316.75	82321.12	83363.36	82178.93	14	0	1
R029	83316.75	82321.12	83363.36	82178.93	14	0	1
R030	83316.75	82321.12	83363.36	82178.93	14	0	1
R031	83316.75	82321.12	83363.36	82178.93	14	0	1
R032	83316.75	82321.12	83363.36	82178.93	14	0	1
R033	83316.75	82321.12	83363.36	82178.93	14	0	1
R034	83316.75	82321.12	83363.36	82178.93	14	0	1
R035	83316.75	82321.12	83363.36	82178.93	14	0	1
R036	83316.75	82321.12	83363.36	82178.93	14	0	1
R037	83316.75	82321.12	83363.36	82178.93	14	0	1
R038	83316.75	82321.12	83363.36	82178.93	14	0	1
R039	83316.75	82321.12	83363.36	82178.93	14	0	1
R040	83316.75	82321.12	83363.36	82178.93	14	0	1
R041	83316.75	82321.12	83363.36	82178.93	14	0	1
R042	83316.75	82321.12	83363.36	82178.93	14	0	1
R043	83316.75	82321.12	83363.36	82178.93	14	0	1
R044	83316.75	82321.12	83363.36	82178.93	14	0	1
R045	83316.75	82321.12	83363.36	82178.93	14	0	1
R046	83316.75	82321.12	83363.36	82178.93	14	0	1
R047	83316.75	82321.12	83363.36	82178.93	14	0	1
R048	83316.75	82321.12	83363.36	82178.93	14	0	1
R049	83316.75	82321.12	83363.36	82178.93	14	0	1
R050	83316.75	82321.12	83363.36	82178.93	14	0	1
R051	83316.75	82321.12	83363.36	82178.93	14	0	1
R052	83316.75	82321.12	83363.36	82178.93	14	0	1
R053	83316.75	82321.12	83363.36	82178.93	14	0	1
R054	83316.75	82321.12	83363.36	82178.93	14	0	1
R055	83316.75	82321.12	83363.36	82178.93	14	0	1
R056	83316.75	82321.12	83363.36	82178.93	14	0	1
R057	83316.75	82321.12	83363.36	82178.93	14	0	1
R058	83316.75	82321.12	83363.36	82178.93	14	0	1
R059	83316.75	82321.12	83363.36	82178.93	14	0	1
R060	83316.75	82321.12	83363.36	82178.93	14	0	1
R061	83316.75	82321.12	83363.36	82178.93	14	0	1
R062	83316.75	82321.12	83363.36	82178.93	14	0	1
R063	83316.75	82321.12	83363.36	82178.93	14	0	1
R064	83316.75	82321.12	83363.36	82178.93	14	0	1
R065	83316.75	82321.12	83363.36	82178.93	14	0	1
R066	83316.75	82321.12	83363.36	82178.93	14	0	1
R067	83316.75	82321.12	83363.36	82178.93	14	0	1
R068	83316.75	82321.12	83363.36	82178.93	14	0	1
R069	83316.75	82321.12	83363.36	82178.93	14	0	1
R070	83316.75	82321.12	83363.36	82178.93	14	0	1
R071	83316.75	82321.12	83363.36	82178.93	14	0	1
R072	83316.75	82321.12	83363.36	82178.93	14	0	1
R073	83316.75	82321.12	83363.36	82178.93	14	0	1
R074	83316.75	82321.12	83363.36	82178.93	14	0	1
R075	83316.75	82321.12	83363.36	82178.93	14	0	1
R076	83316.75	82321.12	83363.36	82178.93	14	0	1
R077	83316.75	82321.12	83363.36	82178.93	14	0	1
R078	83316.75	82321.12	83363.36	82178.93	14	0	1
R079	83316.75	82321.12	83363.36	82178.93	14	0	1
R080	83316.75	82321.12	83363.36	82178.93	14	0	1
R081	83316.75	82321.12	83363.36	82178.93	14	0	1
R082	83316.75	82321.12	83363.36	82178.93	14	0	1
R083	83316.75	82321.12	83363.36	82178.93	14	0	1
R084	83316.75	82321.12	83363.36	82178.93	14	0	1
R085	83316.75	82321.12	83363.36	82178.93	14	0	1
R086	83316.75	82321.12	83363.36	82178.93	14	0	1
R087	83316.75	82321.12	83363.36	82178.93	14	0	1
R088	83316.75	82321.12	83363.36	82178.93	14	0	1
R089	83316.75	82321.12	83363.36	82178.93	14	0	1
R090	83316.75	82321.12	83363.36	82178.93	14	0	1
R091	83316.75	82321.12	83363.36	82178.93	14	0	1
R092	83316.75	82321.12	83363.36	82178.93	14	0	1
R093	83316.75	82321.12	83363.36	82178.93	14	0	1
R094	83316.75	82321.12	83363.36	82178.93	14	0	1
R095	83316.75	82321.12	83363.36	82178.93	14	0	1
R096	83316.75	82321.12	83363.36	82178.93	14	0	1
R097	83316.75	82321.12	83363.36	82178.93	14	0	1
R098	83316.75	82321.12	83363.36	82178.93	14	0	1
R099	83316.75	82321.12	83363.36	82178.93	14	0	1
R100	83316.75	82321.12	83363.36	82178.93	14	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
450	150	300	300	300	350	550	1300	2000	1900	1650	1500	1600	1500	1650	1650	1700	1950	1900	1450	1000	850	800	550
200	150	150	150	150	150	250	600	900	850	750	700	750	750	800	850	850	1000	1000	800	550	450	400	300
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	900	700	500	400	350	250
300	250	200	150	150	150	200	300	700	1050	1000	850	800	850	800	900	900	1100	1050	800	550	450	400	300
150	150	100	100	100	100	200	450	750	700	660	550	550	550	550	550	600	650	650	500	350	300	250	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	600	650	650	500	350	300	250	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	600	650	650	500	350	300	250	200
300	250	200	200	200	250	400	950	1450	1400	1200	1100	1150	1100	1150	1200	1200	1400	1350	1050	750	600	550	480
300	250	200	200	200	250	400	950	1450	1400	1200	1100	1150	1100	1150	1200	1200	1400	1350	1050	750	600	550	480
150	150	100	100	100	100	200	500	750	700	660	550	550	550	550	550	600	650	650	500	350	300	250	200
250	200	150	150	150	200	300	750	1150	1100	950	850	850	850	900	900	950	1050	1050	800	550	450	400	300
150	100	100	100	100	100	200	450	650	650	550	500	500	550	550	600	600	650	650	500	350	300	250	200
250	200	200	200	200	200	350	800	1250	1300	1050	950	1000	1050	1100	1150	1300	1300	1050	700	500	400	350	280
200	200	150	150	150	150	300	650	1000	1000	850	750	800	750	800	850	850	950	950	700	500	400	400	350
200	200	150	150	150	150	300	650	1000	1000	850	750	800	750	800	850	850	950	950	700	500	400	400	350
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	300	300	250	150	150	150	100
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	300	300	250	150	150	150	100
250	200	150	150	150	150	300	650	1000	950	850	75												

Caline 4 input for 2049 Q3

Road Pair	Coordinate (m)				Width (including median/shoulder)	Height (m)	Road Type (Caline 4)
	X1	Y1	X2	Y2			
R141	830284.34	821347.25	833315.56	821401.87	13	0	1
R142	830229.89	821803.47	833315.56	821801.88	13	0	1
R143	830119.75	821803.31	833315.56	821804.07	13	0	1
R144	830180.17	821804.07	833478.74	821782.15	13	0	1
R145	830181.43	821974.55	836804.68	821916.03	13	0	1
R146	830273.44	821808.25	833315.56	821727.74	16	0	1
R147	830273.44	821808.25	833315.56	821727.74	16	0	1
R148	830273.44	821749.82	833315.56	821884.26	14	0	1
R149	830273.44	821843.42	833315.56	821884.26	14	0	1
R150	830273.44	821716.23	833315.56	821603.71	13	0	1
R151	830273.44	821603.71	833315.56	821603.71	13	0	1
R152	830273.44	821643.75	833315.56	821742.81	14	0	1
R153	830273.44	821443.82	833315.56	821600.58	20	0	1
R154	830291.21	822389.75	834629.77	822414.27	18	0	1
R155	830291.21	822389.75	834629.77	822414.27	18	0	1
R156	830291.21	822389.75	834629.77	822414.27	18	0	1
R157	830291.21	822389.75	834629.77	822414.27	18	0	1
R158	830291.21	822389.75	834629.77	822414.27	18	0	1
R159	830291.21	822389.75	834629.77	822414.27	18	0	1
R160	830291.21	822389.75	834629.77	822414.27	18	0	1
R161	830291.21	822389.75	834629.77	822414.27	18	0	1
R162	830291.21	822389.75	834629.77	822414.27	18	0	1
R163	830291.21	822389.75	834629.77	822414.27	18	0	1
R164	830291.21	822389.75	834629.77	822414.27	18	0	1
R165	830291.21	822389.75	834629.77	822414.27	18	0	1
R166	830291.21	822389.75	834629.77	822414.27	18	0	1
R167	830291.21	822389.75	834629.77	822414.27	18	0	1
R168	830291.21	822389.75	834629.77	822414.27	18	0	1
R169	830291.21	822389.75	834629.77	822414.27	18	0	1
R170	830291.21	822389.75	834629.77	822414.27	18	0	1
R171	830291.21	822389.75	834629.77	822414.27	18	0	1
R172	830291.21	822389.75	834629.77	822414.27	18	0	1
R173	830291.21	822389.75	834629.77	822414.27	18	0	1
R174	830291.21	822389.75	834629.77	822414.27	18	0	1
R175	830291.21	822389.75	834629.77	822414.27	18	0	1
R176	830291.21	822389.75	834629.77	822414.27	18	0	1
R177	830291.21	822389.75	834629.77	822414.27	18	0	1
R178	830291.21	822389.75	834629.77	822414.27	18	0	1
R179	830291.21	822389.75	834629.77	822414.27	18	0	1
R180	830291.21	822389.75	834629.77	822414.27	18	0	1
R181	830291.21	822389.75	834629.77	822414.27	18	0	1
R182	830291.21	822389.75	834629.77	822414.27	18	0	1
R183	830291.21	822389.75	834629.77	822414.27	18	0	1
R184	830291.21	822389.75	834629.77	822414.27	18	0	1
R185	830291.21	822389.75	834629.77	822414.27	18	0	1
R186	830291.21	822389.75	834629.77	822414.27	18	0	1
R187	830291.21	822389.75	834629.77	822414.27	18	0	1
R188	830291.21	822389.75	834629.77	822414.27	18	0	1
R189	830291.21	822389.75	834629.77	822414.27	18	0	1
R190	830291.21	822389.75	834629.77	822414.27	18	0	1
R191	830291.21	822389.75	834629.77	822414.27	18	0	1
R192	830291.21	822389.75	834629.77	822414.27	18	0	1
R193	830291.21	822389.75	834629.77	822414.27	18	0	1
R194	830291.21	822389.75	834629.77	822414.27	18	0	1
R195	830291.21	822389.75	834629.77	822414.27	18	0	1
R196	830291.21	822389.75	834629.77	822414.27	18	0	1
R197	830291.21	822389.75	834629.77	822414.27	18	0	1
R198	830291.21	822389.75	834629.77	822414.27	18	0	1
R199	830291.21	822389.75	834629.77	822414.27	18	0	1
R200	830291.21	822389.75	834629.77	822414.27	18	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
50	16	10	7	8	12	30	50	100	150	150	150	200	250	250	300	300	350	350	250	200	150	150	100
50	22	14	10	11	17	50	100	200	200	200	150	200	200	200	200	150	250	250	200	150	100	100	100
150	50	50	50	50	50	150	250	350	600	500	500	450	450	500	450	350	450	450	300	250	200	200	150
100	50	50	50	50	50	100	250	450	500	450	400	400	400	450	400	300	400	400	300	200	200	150	150
24	13	8	5	7	10	25	63	100	150	124	122	123	132	174	172	137	222	224	168	113	111	110	98
57	18	12	8	9	13	58	65	150	150	150	150	150	150	150	150	100	200	200	100	100	100	100	100
17	9	5	4	4	7	18	50	50	50	50	50	50	50	50	50	50	50	50	22	16	13	12	9
17	9	5	4	4	7	18	50	50	50	50	50	50	50	50	50	50	50	50	22	16	13	12	9
17	9	5	4	4	7	18	50	50	50	50	50	50	50	50	50	50	50	50	22	16	13	12	9
17	9	5	4	4	7	18	50	50	50	50	50	50	50	50	50	50	50	50	22	16	13	12	9
17	9	5	4	4	7	18	50	50	50	50	50	50	50	50	50	50	50	50	22	16	13	12	9
100	100	100	50	50	100	250	300	250	250	200	200	200	250	200	200	200	200	200	150	150	100	100	100
100	100	100	50	50	100	250	300	250	250	200	200	200	250	200	200	200	200	200	150	150	100	100	100
100	100	100	50	50	100	250	300	250	250	200	200	200	250	200	200	200	200	200	150	150	100	100	100
100	100	100	50	50	100	250	300	250	250	200	200	200	250	200	200	200	200	200	150	150	100	100	100
600	400	350	300	250	250	250	450	800	800	800	800	800	800	800	800	800	800	750	650	550	450	350	300
400	500	400	300	250	300	550	1200	1500	1300	1200	1100	1100	1100	1100	1050	1050	1050	1000	850	750	650	600	450
500	400	350	300	250	250	450	1000	1100	1100	1050	950	1000	1050	950	950	1000	1000	950	800	700	600	550	450
50	23	18	15	12	15	24	50	50	50	50	50	50	50	50	100	100	100	100	50	50	50	50	30
100	100	100	50	50	100	200	250	250	250	200	200	200	200	150	150	150	150	150	100	100	100	100	50
150	150	100	100	100	150	350	350	400	350	350	350	350	350	350	350	350	400	400	300	250	250	200	200
250	150	150	100	100	100	200	400	550	450	450	400	400	450	400	400	450	450	350	300	250	250	200	200
250	200	150	100	100	100	200	450	600	550	500	500	500	500	400	400	450	450	350	300	250	250	200	200
150	150	100	100	100	100	150	350	450	400	350	350	350	350	350	350	400	400	300	250	250	200	200	200
150	150	100	100	100	100	150	350	450	400	350	350	350	350	350	350	400	400	300	250	250	200	200	200
300	250	200	200	150	150	300	350	400	350	350	350	350	350	350	350	400	400	300	250	250	200	200	200
250	200	150	100	100	100	250	300	350	300	300	300	300	300	250	250	250	250	200	150	100	100	100	100
250	200	150	100	100	100	250	300	350	300	300	300	300	300	250	250	250	250	200	150	100	100	100	100
350	250	200	200	150	150	300	300	350	350	350	350	350	350	350	350	400	400	300	250	250	200	200	200
350	250	200	200	150	150	300	350	400	350	350	350	350	350	350	350	400	400	300	250	250	200	200	200
200	150	150	100	100	100	200	400	500	450	400	400	400	400	400	400	400	400	300	250	250	200	200	200
15	12	9	8	7	8	14	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	28
50	30	22	18	16	18	30	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	30
50	23	19	16	13	15	24	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	27
50	20	16	13	10	12	20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	25
50	20	16	13	10																			

Caline 4 input for 2049 Q3

Road	Coordinate (m)				When (including weekend)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R003	83121.78	82234.11	83177.37	82230.23	0	0	Y
R003	83177.37	82230.23	83211.08	82235.76	20	0	Y
R003	83211.08	82245.18	83144.80	82240.48	0	0	Y
R003	83245.80	82245.18	83290.48	82240.48	20	0	Y
R003	83290.48	82260.25	83195.46	82255.76	20	0	Y
R004	83118.28	82235.12	83153.82	82235.12	10	0	Y
R004	83153.82	82235.12	83218.41	82235.12	10	0	Y
R004	83218.41	82235.12	83283.01	82235.12	10	0	Y
R004	83283.01	82235.12	83347.60	82235.12	10	0	Y
R005	83218.41	82245.18	83177.37	82240.48	10	0	Y
R005	83177.37	82245.18	83112.78	82240.48	10	0	Y
R006+R007	83218.41	82260.25	83177.37	82255.76	14	0	Y
R006+R007	83177.37	82260.25	83112.78	82255.76	14	0	Y
R006+R007	83218.41	82275.32	83177.37	82270.84	14	0	Y
R006+R007	83177.37	82275.32	83112.78	82270.84	14	0	Y
R006+R009	83218.41	82290.39	83177.37	82285.91	12	0	Y
R006+R009	83177.37	82290.39	83112.78	82285.91	12	0	Y
R006+R009	83218.41	82305.45	83177.37	82300.97	12	0	Y
R006+R009	83177.37	82305.45	83112.78	82300.97	12	0	Y
R010+R011	83218.41	82320.52	83177.37	82315.04	12	0	Y
R010+R011	83177.37	82320.52	83112.78	82315.04	12	0	Y
R010+R011	83218.41	82335.58	83177.37	82330.10	12	0	Y
R010+R011	83177.37	82335.58	83112.78	82330.10	12	0	Y
R010+R011	83218.41	82350.64	83177.37	82345.16	12	0	Y
R010+R011	83177.37	82350.64	83112.78	82345.16	12	0	Y
R010+R011	83218.41	82365.70	83177.37	82360.22	12	0	Y
R010+R011	83177.37	82365.70	83112.78	82360.22	12	0	Y
R010+R011	83218.41	82380.76	83177.37	82375.28	12	0	Y
R010+R011	83177.37	82380.76	83112.78	82375.28	12	0	Y
R010+R011	83218.41	82395.82	83177.37	82390.34	12	0	Y
R010+R011	83177.37	82395.82	83112.78	82390.34	12	0	Y
R010+R011	83218.41	82410.88	83177.37	82405.40	12	0	Y
R010+R011	83177.37	82410.88	83112.78	82405.40	12	0	Y
R010+R011	83218.41	82425.94	83177.37	82420.46	12	0	Y
R010+R011	83177.37	82425.94	83112.78	82420.46	12	0	Y
R010+R011	83218.41	82440.99	83177.37	82435.52	12	0	Y
R010+R011	83177.37	82440.99	83112.78	82435.52	12	0	Y
R010+R011	83218.41	82455.05	83177.37	82450.58	12	0	Y
R010+R011	83177.37	82455.05	83112.78	82450.58	12	0	Y
R010+R011	83218.41	82470.11	83177.37	82465.64	12	0	Y
R010+R011	83177.37	82470.11	83112.78	82465.64	12	0	Y
R010+R011	83218.41	82485.17	83177.37	82480.70	12	0	Y
R010+R011	83177.37	82485.17	83112.78	82480.70	12	0	Y
R010+R011	83218.41	82500.23	83177.37	82495.76	12	0	Y
R010+R011	83177.37	82500.23	83112.78	82495.76	12	0	Y
R010+R011	83218.41	82515.29	83177.37	82510.82	12	0	Y
R010+R011	83177.37	82515.29	83112.78	82510.82	12	0	Y
R010+R011	83218.41	82530.35	83177.37	82525.88	12	0	Y
R010+R011	83177.37	82530.35	83112.78	82525.88	12	0	Y
R010+R011	83218.41	82545.41	83177.37	82540.94	12	0	Y
R010+R011	83177.37	82545.41	83112.78	82540.94	12	0	Y
R010+R011	83218.41	82560.47	83177.37	82555.99	12	0	Y
R010+R011	83177.37	82560.47	83112.78	82555.99	12	0	Y
R010+R011	83218.41	82575.53	83177.37	82571.05	12	0	Y
R010+R011	83177.37	82575.53	83112.78	82571.05	12	0	Y
R010+R011	83218.41	82590.59	83177.37	82586.11	12	0	Y
R010+R011	83177.37	82590.59	83112.78	82586.11	12	0	Y
R010+R011	83218.41	82605.65	83177.37	82601.17	12	0	Y
R010+R011	83177.37	82605.65	83112.78	82601.17	12	0	Y
R010+R011	83218.41	82620.71	83177.37	82616.23	12	0	Y
R010+R011	83177.37	82620.71	83112.78	82616.23	12	0	Y
R010+R011	83218.41	82635.77	83177.37	82631.29	12	0	Y
R010+R011	83177.37	82635.77	83112.78	82631.29	12	0	Y
R010+R011	83218.41	82650.83	83177.37	82646.35	12	0	Y
R010+R011	83177.37	82650.83	83112.78	82646.35	12	0	Y
R010+R011	83218.41	82665.89	83177.37	82661.41	12	0	Y
R010+R011	83177.37	82665.89	83112.78	82661.41	12	0	Y
R010+R011	83218.41	82680.95	83177.37	82676.47	12	0	Y
R010+R011	83177.37	82680.95	83112.78	82676.47	12	0	Y
R010+R011	83218.41	82696.01	83177.37	82691.53	12	0	Y
R010+R011	83177.37	82696.01	83112.78	82691.53	12	0	Y
R010+R011	83218.41	82711.07	83177.37	82706.59	12	0	Y
R010+R011	83177.37	82711.07	83112.78	82706.59	12	0	Y
R010+R011	83218.41	82726.13	83177.37	82721.65	12	0	Y
R010+R011	83177.37	82726.13	83112.78	82721.65	12	0	Y
R010+R011	83218.41	82741.19	83177.37	82736.71	12	0	Y
R010+R011	83177.37	82741.19	83112.78	82736.71	12	0	Y
R010+R011	83218.41	82756.25	83177.37	82751.77	12	0	Y
R010+R011	83177.37	82756.25	83112.78	82751.77	12	0	Y
R010+R011	83218.41	82771.31	83177.37	82766.83	12	0	Y
R010+R011	83177.37	82771.31	83112.78	82766.83	12	0	Y
R010+R011	83218.41	82786.37	83177.37	82781.89	12	0	Y
R010+R011	83177.37	82786.37	83112.78	82781.89	12	0	Y
R010+R011	83218.41	82801.43	83177.37	82796.95	12	0	Y
R010+R011	83177.37	82801.43	83112.78	82796.95	12	0	Y
R010+R011	83218.41	82816.49	83177.37	82812.01	12	0	Y
R010+R011	83177.37	82816.49	83112.78	82812.01	12	0	Y
R010+R011	83218.41	82831.55	83177.37	82827.07	12	0	Y
R010+R011	83177.37	82831.55	83112.78	82827.07	12	0	Y
R010+R011	83218.41	82846.61	83177.37	82842.13	12	0	Y
R010+R011	83177.37	82846.61	83112.78	82842.13	12	0	Y
R010+R011	83218.41	82861.67	83177.37	82857.19	12	0	Y
R010+R011	83177.37	82861.67	83112.78	82857.19	12	0	Y
R010+R011	83218.41	82876.73	83177.37	82872.25	12	0	Y
R010+R011	83177.37	82876.73	83112.78	82872.25	12	0	Y
R010+R011	83218.41	82891.79	83177.37	82887.31	12	0	Y
R010+R011	83177.37	82891.79	83112.78	82887.31	12	0	Y
R010+R011	83218.41	82906.85	83177.37	82902.37	12	0	Y
R010+R011	83177.37	82906.85	83112.78	82902.37	12	0	Y
R010+R011	83218.41	82921.91	83177.37	82917.43	12	0	Y
R010+R011	83177.37	82921.91	83112.78	82917.43	12	0	Y
R010+R011	83218.41	82936.97	83177.37	82932.49	12	0	Y
R010+R011	83177.37	82936.97	83112.78	82932.49	12	0	Y
R010+R011	83218.41	82951.03	83177.37	82947.55	12	0	Y
R010+R011	83177.37	82951.03	83112.78	82947.55	12	0	Y
R010+R011	83218.41	82966.09	83177.37	82962.61	12	0	Y
R010+R011	83177.37	82966.09	83112.78	82962.61	12	0	Y
R010+R011	83218.41	82981.15	83177.37	82977.67	12	0	Y
R010+R011	83177.37	82981.15	83112.78	82977.67	12	0	Y
R010+R011	83218.41	82996.21	83177.37	82992.73	12	0	Y
R010+R011	83177.37	82996.21	83112.78	82992.73	12	0	Y
R010+R011	83218.41	83011.27	83177.37	83007.79	12	0	Y
R010+R011	83177.37	83011.27	83112.78	83007.79	12	0	Y
R010+R011	83218.41	83026.33	83177.37	83022.85	12	0	Y
R010+R011	83177.37	83026.33	83112.78	83022.85	12	0	Y
R010+R011	83218.41	83041.39	83177.37	83037.91	12	0	Y
R010+R011	83177.37	83041.39	83112.78	83037.91	12	0	Y
R010+R011	83218.41	83056.45	83177.37	83052.97	12	0	Y
R010+R011	83177.37	83056.45	83112.78	83052.97	12	0	Y
R010+R011	83218.41	83071.51	83177.37	83068.03	12	0	Y
R010+R011	83177.37	83071.51	83112.78	83068.03	12	0	Y
R010+R011	83218.41	83086.57	83177.37	83083.09	12	0	Y
R010+R011	83177.37	83086.57	83112.78	83083.09	12	0	Y
R010+R011	83218.41	83101.63	83177.37	83098.15	12	0	Y
R010+R011	83177.37	83101.63	83112.78	83098.15	12	0	Y
R010+R011	83218.41	83116.69	83177.37	83113.21	12	0	Y
R010+R011	83177.37	83116.69	83112.78	83113.21	12	0	Y
R010+R011	83218.41	83131.75	83177.37	83128.27	12	0	Y
R010+R011	83177.37	83131.75	83112.78	83128.27	12	0	Y
R010+R011	83218.41	83146.81	83177.37	83143.33	12	0	Y
R010+R011	83177.37	83146.81	83112.78	83143.33	12	0	Y
R010+R011	83218.41	83161.87	83177.37	83158.39	12	0	Y
R010+R011	83177.37	83161.87	83112.78	83158.39	12	0	Y
R010+R011	83218.41	83176.93	83177.37	83173.45	12	0	Y
R010+R011	83177.37	83176.93	83112.78	83173.45	12	0	Y
R010+R011	83218.41	83191.99	83177.37	83188.51	12	0	Y
R010+R011	83177.37	83191.99	83112.78	83188.51	12	0	Y
R010+R011	83218.41	83207.05	8317				

Caline 4 input for 2049 Q3

Road Pair	Coordinate (m)				Width (including median/shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R141	83285.44	82184.25	83315.54	82181.07	33	0	+
R142	83229.89	82183.47	83315.54	82181.04	33	0	+
R143	83129.75	82189.31	83316.07	82183.07	13	0	+
R144	83160.17	82184.07	83178.74	82183.15	13	0	+
R145+R146	83281.44	82197.59	83404.58	82181.02	37	0	+
R147+R148	83273.44	82188.35	83281.13	821727.74	16	0	+
R149	83272.61	82149.82	83287.73	82184.26	14	0	+
R149	83277.04	82143.82	83287.73	82184.26	14	0	+
R150	83273.67	82175.23	83287.73	82160.87	14	0	+
R151	83281.44	82163.38	83287.73	82162.75	14	0	+
R152	83277.04	82143.82	83287.73	82160.87	20	0	+
R153	83289.13	82246.74	83428.77	82241.27	18	0	+
R154	83286.44	82238.45	83292.60	82239.67	18	0	+
R155	83289.65	82221.33	83300.44	82230.48	18	0	+
R156	83286.78	82222.14	83300.44	82231.35	18	0	+
R157	83286.58	82222.34	83300.77	82212.95	18	0	+
R158	83282.77	82212.65	83318.49	82211.33	18	0	+
R159	83407.91	82229.62	83412.90	82234.34	16	0	+
R160	83409.39	82227.52	83412.90	82232.11	16	0	+
R161	83403.90	82220.52	83407.91	82209.62	16	0	+
R162	83404.42	82228.28	83405.39	82227.63	16	0	+
R163	83393.36	82220.18	83404.39	82220.82	16	0	+
R164	83407.91	82219.23	83409.42	82219.23	16	0	+
R165	83391.31	82215.70	83398.47	82201.23	16	0	+
R166	83372.14	82261.38	83384.75	82219.62	18	0	+
R167	83388.47	82264.45	83407.91	82219.23	18	0	+
R168+R169	83381.72	82197.47	83387.46	82206.03	20	0	+
R170+R171	83373.44	82188.35	83379.28	82187.50	20	0	+
R172+R173	83384.82	82182.32	83379.28	82187.50	20	0	+
R174+R175	83351.78	82167.56	83383.30	82183.15	18	0	+
R176	83348.77	82168.43	83380.47	82180.73	20	0	+
R177	83351.09	82159.24	83373.48	82168.47	20	0	+
R178	83344.44	82159.30	83369.60	82168.47	20	0	+
R179	83341.64	82154.31	83351.31	82160.38	18	0	+
R180	83424.31	82228.35	83425.56	82228.35	18	0	+
R181	83418.98	82221.22	83425.56	82228.35	18	0	+
R182	83414.02	82218.27	83418.98	82212.37	18	0	+
R183	83409.34	82211.32	83414.02	82212.37	18	0	+
R184	83407.91	82210.24	83409.34	82210.24	13	0	+
R185	83405.51	82210.94	83407.91	82208.14	13	0	+
R186	83407.91	82204.11	83407.91	82215.02	14	0	+
R187	83409.34	82200.58	83402.66	82207.44	18	0	+
R188	83421.54	82208.63	83427.33	822138.03	18	0	+
R189	83419.59	82207.73	83421.54	82208.65	18	0	+
R190+R191	83400.98	82181.03	83408.34	82180.22	18	0	+
R190+R191	83391.13	82172.74	83404.38	82176.03	18	0	+
R192+R193	83387.82	82160.75	83390.85	82172.68	20	0	+
R194+R195	83385.79	82160.86	83387.81	82161.48	20	0	+
R196+R197	83381.01	82152.33	83382.17	82160.86	20	0	+
R197	83384.36	82206.94	83400.15	82204.71	18	0	+
R198	83412.77	82219.88	83424.34	82200.84	18	0	+
R199	83426.10	82181.17	83420.98	82201.48	18	0	+
R200	83423.17	82194.13	83420.98	82190.18	14	0	+
R200	83423.17	82194.13	83427.69	82190.13	18	0	+

NO ₂ x 100 (g/VMT)																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
12.9682	12.8034	10.7520	10.2060	12.8332	14.1910	12.9621	16.2635	11.6598	15.0103	12.2688	13.3308	11.4018	12.7281	9.3973	9.4091	7.2447	7.5895	7.7774	6.7087	9.6133	12.0288	9.7430	7.6160
6.3318	5.1567	5.9654	4.9525	4.4656	5.7836	6.3951	7.1790	5.5687	7.0483	6.6848	7.3410	7.0780	7.6134	6.5670	7.2291	6.9497	6.3730	6.2022	5.9494	7.3850	8.9947	7.6795	6.8295
14.7979	14.7673	14.7609	14.7814	14.4992	15.4046	14.7837	16.9032	13.9096	16.8157	14.9691	15.5177	13.4746	14.7295	11.7109	11.4548	9.9961	9.6184	9.5769	8.5614	10.8486	13.0365	11.0715	9.3178
14.5855	14.5281	14.5635	14.8591	14.5098	15.2891	14.6477	16.1815	13.0233	16.1036	13.9036	14.8145	13.0742	14.3629	11.1191	11.1003	9.2434	9.2466	9.3760	8.7864	10.8486	12.0605	10.8403	9.0075
11.5381	10.7725	13.0904	7.5554	14.4734	10.6588	11.3399	13.2017	8.6181	12.4223	9.8732	11.0074	9.2109	10.1590	7.4601	7.2505	5.0645	5.6010	5.4940	4.6804	6.3730	8.0230	6.8749	4.5063
9.6434	9.8566	11.7913	12.9670	11.5575	10.8665	10.0313	12.0238	7.8262	11.0444	8.8535	9.5677	8.0399	8.7030	6.2021	5.9914	4.3289	4.7988	4.4046	3.7864	5.5422	6.3564	5.7573	4.6009
8.5407	8.1556	7.6342	9.1015	9.0061	10.2163	8.2232	10.4888	6.6865	9.3037	8.3733	9.6157	9.1184	11.0401	8.9274	9.1636	10.1994	10.4742	11.8007	9.8690	14.2660	17.4660	15.3215	11.5173
8.5407	8.1556	7.6342	9.1015	9.0061	10.2163	8.2232	10.4888	6.6865	9.3037	8.3733	9.6157	9.1184	11.0401	8.9274	9.1636	10.1994	10.4742	11.8007	9.8690	14.2660	17.4660	15.3215	11.5173
8.5407	8.1556	7.6342	9.1015	9.0061	10.2163	8.2232	10.4888	6.7615	9.4115	8.3733	9.6157	9.1184	11.0401	8.7652	9.1636	9.2449	10.2078	11.4147	9.4693	14.2660	17.4660	15.3215	10.5001
8.5407	8.1556	7.6342	9.1015	9.0061	10.2163	8.2232	10.4888	6.7615	9.4115	8.3733	9.6157	9.1184	11.0401	8.7652	9.1636	9.2449	10.2078	11.4147	9.4693	14.2660	17.4660	15.3215	10.5001
8.5407	8.1556	7.6342	9.1015	9.0061	10.2163	8.2232	10.4888	6.6865	9.3037	8.3733	9.6157	9.1184	11.0401	8.3168	9.1045	9.0793	9.8060	10.5608	8.9323	13.7218	16.7447	13.2991	9.6678
9.0633	9.2545	9.1081	8.9968	9.3002	9.3761	9.2415	11.3155	7.8817	10.4075	8.7558	9.3193	8.2986	9.5648	7.0166	7.5850	7.0022	6.8669	7.0604	6.1022	8.7632	10.9544	8.1860	7.3206
8.9993	9.3368	8.8079	9.1159	9.4501	9.1270	9.3165	11.3552	7.8569	10.3044	8.6552	9.3984	8.3487	9.4307	7.0861	7.5233	6.8907	6.9783	7.1691	6.1426	8.7902	10.9110	9.0298	7.1708
8.9995	9.3511	9.1034	8.9898	9.1673	9.2584	9.3258	11.6264	8.2917	10.6693	8.3461	9.5209	8.5184	9.8609	7.1673	7.7309	7.2949	7.2235	7.2893	6.2317	9.0617	11.4274	9.4661	7.3925
12.6983	12.3103	12.3979	12.1956	11.7556	11.9945	12.8537	16.6265	12.8652	15.7061	11.9263	14.8870	13.5951	14.6936	12.0034	12.2293	11.2986	11.3154	11.0788	9.6396	12.0885	13.9470	11.9536	9.7715
13.2512	12.9766	13.2834	12.7695	12.7148	12.8670	13.3843	17.1463	13.5495	16.1804	13.9461	14.6069	13.6943	14.8505	11.5502	11.6374	10.7801	10.7326	11.0901	9.9635	12.4000	14.2431	12.0599	9.8549
13.1397	13.2203	13.4647	13.3051	13.2992	13.3333	13.2270	15.4929	11.9105	14.9610	12.9444	13.6444	12.3031	13.7854	10.8162	10.8596	10.0690	10.0194	10.4186	9.2333	12.8442	14.4573	12.1976	10.0623
9.4174	9.6484	10.6549	10.5473	8.1948	10.5587	9.3877	11.2213	8.8856	10.7816	9.7292	11.1594	10.0058	11.8076	9.0188	10.0408	10.4370	10.0059	10.2728	9.2202	12.4592	15.0986	12.4017	11.1153
11.0481	10.9908	11.2143	11.3633	10.6496	11.4166	11.5172	13.5124	10.2280	12.4759	10.4522	11.6904	10.4887	12.3122	9.0841	9.6726	9.4205	8.9574	9.1779	7.9895	11.4696	13.9935	11.2339	9.2156
9.5880	9.5571	9.7827	9.4268	9.8321	9.5881	9.8508	11.9381	8.9712	10.9130	9.7101	11.1275	10.2092	12.0993	9.4484	10.4520	10.4080	10.1812	10.4326	9.3097	12.7287	15.4105	12.3594	10.6102
11.1447	11.1108	11.2359	11.1553	10.9588	11.1918	11.2512	13.4313	10.2536	12.3762	10.4915	11.7713	10.4823	12.1324	9.1395	9.8954	9.3955	9.9543	9.1785	7.9656	11.3592	13.9879	11.2125	9.2381
10.4253	10.5621	10.9033	10.4480	10.4110	10.6804	10.4415	12.8878	10.0971	11.8771	10.1586	11.2609	10.0861	11.6745	8.7947	9.8554	9.4416	8.9813	8.9728	7.8464	11.1054	13.6487	10.8339	9.2170
10.3954	10.4014	10.6741	10.2870	10.5824	10.4897	10.4434	12.4621	9.2767	11.5455	9.6494	10.9390	9.8021	11.8522	8.8503	9.3458	9.2602	9.2162	9.6536	8.3025	11.8284	14.4642	11.6342	9.4447
11.6187	11.5400	11.5633	11.5166	11.2538	11.6992	11.7570	13.5112	11.5135	12.4740	11.4440	12.3234	11.4170	12.6992	10.3013	11.1735	10.9128	10.4447	10.3939	9.4814	12.6187	14.5212	13.8832	10.7751
8.7247	8.5230	8.8070	8.7287	8.6522	8.7358	8.8764	10.1118	8.4921	9.4679	8.7288	9.4886	8.3544	8.3444	7.4886	7.8792	7.1302	7.1610	6.4542	5.9555	6.8322	7.8322	7.0391	6.5948
15.8156	15.8808	16.1223	16.0332	16.0519	16.0815	16.0468	16.9607	17.8347	15.5487	16.8668	15.1991	17.4448	13.1190	15.0593	15.0727	13.0454	12.4902	11.8117	15.2523	17.6287	19.9799	13.5759	
3.3531	3.3245	3.5635																					

Caline 4 input for 2049 Q4

Road	Coordinate (m)				Width (including shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R001	83027.91	82185.29	83397.24	82185.22	18	0	1
R002	83097.24	82185.22	83361.75	82189.07	20	0	1
R003	83481.50	82186.64	83397.24	82187.23	17	0	1
R004	83206.19	82190.34	83341.50	82188.84	20	0	1
R005	83448.48	82185.08	83361.75	82183.08	18	0	1
R006	83265.48	82189.87	83349.66	82189.17	18	0	1
R007	83354.66	82186.77	83361.75	82186.09	16	0	1
R008	83463.42	82186.99	83348.82	82182.32	18	0	1
R009	83364.87	82186.44	83363.57	82184.38	17	0	1
R010	83361.87	82185.29	83361.75	82187.23	17	0	1
R011	83301.48	82187.23	83363.57	82182.81	17	0	1
R012	83261.38	82182.25	83367.52	82180.74	18	0	1
R013	83272.28	82191.42	83367.52	82185.44	18	0	1
R014	83267.48	82186.18	83369.64	82187.94	18	0	1
R015	83387.01	82186.84	83361.75	82182.88	20	0	1
R016	83485.18	82186.41	83361.75	82182.12	14	0	1
R017	83316.75	82321.12	83363.57	82178.93	18	0	1
R018	83316.75	82178.53	83357.51	82167.58	18	0	1
R019	83426.81	82183.11	83346.18	82181.11	14	0	1
R020	83489.18	82183.12	83324.28	82172.28	14	0	1
R021	83324.38	82172.28	83361.75	82182.62	18	0	1
R022	83367.52	82167.62	83342.69	82164.65	13	0	1
R023	83367.52	82164.65	83367.52	82160.87	15	0	1
R024	83361.75	82186.18	83363.57	82187.94	18	0	1
R025	83361.75	82186.18	83363.57	82187.94	18	0	1
R026	83361.75	82186.18	83363.57	82187.94	18	0	1
R027	83361.75	82186.18	83363.57	82187.94	18	0	1
R028	83361.75	82186.18	83363.57	82187.94	18	0	1
R029	83361.75	82186.18	83363.57	82187.94	18	0	1
R030	83361.75	82186.18	83363.57	82187.94	18	0	1
R031	83361.75	82186.18	83363.57	82187.94	18	0	1
R032	83361.75	82186.18	83363.57	82187.94	18	0	1
R033	83361.75	82186.18	83363.57	82187.94	18	0	1
R034	83361.75	82186.18	83363.57	82187.94	18	0	1
R035	83361.75	82186.18	83363.57	82187.94	18	0	1
R036	83361.75	82186.18	83363.57	82187.94	18	0	1
R037	83361.75	82186.18	83363.57	82187.94	18	0	1
R038	83361.75	82186.18	83363.57	82187.94	18	0	1
R039	83361.75	82186.18	83363.57	82187.94	18	0	1
R040	83361.75	82186.18	83363.57	82187.94	18	0	1
R041	83361.75	82186.18	83363.57	82187.94	18	0	1
R042	83361.75	82186.18	83363.57	82187.94	18	0	1
R043	83361.75	82186.18	83363.57	82187.94	18	0	1
R044	83361.75	82186.18	83363.57	82187.94	18	0	1
R045	83361.75	82186.18	83363.57	82187.94	18	0	1
R046	83361.75	82186.18	83363.57	82187.94	18	0	1
R047	83361.75	82186.18	83363.57	82187.94	18	0	1
R048	83361.75	82186.18	83363.57	82187.94	18	0	1
R049	83361.75	82186.18	83363.57	82187.94	18	0	1
R050	83361.75	82186.18	83363.57	82187.94	18	0	1
R051	83361.75	82186.18	83363.57	82187.94	18	0	1
R052	83361.75	82186.18	83363.57	82187.94	18	0	1
R053	83361.75	82186.18	83363.57	82187.94	18	0	1
R054	83361.75	82186.18	83363.57	82187.94	18	0	1
R055	83361.75	82186.18	83363.57	82187.94	18	0	1
R056	83361.75	82186.18	83363.57	82187.94	18	0	1
R057	83361.75	82186.18	83363.57	82187.94	18	0	1
R058	83361.75	82186.18	83363.57	82187.94	18	0	1
R059	83361.75	82186.18	83363.57	82187.94	18	0	1
R060	83361.75	82186.18	83363.57	82187.94	18	0	1
R061	83361.75	82186.18	83363.57	82187.94	18	0	1
R062	83361.75	82186.18	83363.57	82187.94	18	0	1
R063	83361.75	82186.18	83363.57	82187.94	18	0	1
R064	83361.75	82186.18	83363.57	82187.94	18	0	1
R065	83361.75	82186.18	83363.57	82187.94	18	0	1
R066	83361.75	82186.18	83363.57	82187.94	18	0	1
R067	83361.75	82186.18	83363.57	82187.94	18	0	1
R068	83361.75	82186.18	83363.57	82187.94	18	0	1
R069	83361.75	82186.18	83363.57	82187.94	18	0	1
R070	83361.75	82186.18	83363.57	82187.94	18	0	1
R071	83361.75	82186.18	83363.57	82187.94	18	0	1
R072	83361.75	82186.18	83363.57	82187.94	18	0	1
R073	83361.75	82186.18	83363.57	82187.94	18	0	1
R074	83361.75	82186.18	83363.57	82187.94	18	0	1
R075	83361.75	82186.18	83363.57	82187.94	18	0	1
R076	83361.75	82186.18	83363.57	82187.94	18	0	1
R077	83361.75	82186.18	83363.57	82187.94	18	0	1
R078	83361.75	82186.18	83363.57	82187.94	18	0	1
R079	83361.75	82186.18	83363.57	82187.94	18	0	1
R080	83361.75	82186.18	83363.57	82187.94	18	0	1
R081	83361.75	82186.18	83363.57	82187.94	18	0	1
R082	83361.75	82186.18	83363.57	82187.94	18	0	1
R083	83361.75	82186.18	83363.57	82187.94	18	0	1
R084	83361.75	82186.18	83363.57	82187.94	18	0	1
R085	83361.75	82186.18	83363.57	82187.94	18	0	1
R086	83361.75	82186.18	83363.57	82187.94	18	0	1
R087	83361.75	82186.18	83363.57	82187.94	18	0	1
R088	83361.75	82186.18	83363.57	82187.94	18	0	1
R089	83361.75	82186.18	83363.57	82187.94	18	0	1
R090	83361.75	82186.18	83363.57	82187.94	18	0	1
R091	83361.75	82186.18	83363.57	82187.94	18	0	1
R092	83361.75	82186.18	83363.57	82187.94	18	0	1
R093	83361.75	82186.18	83363.57	82187.94	18	0	1
R094	83361.75	82186.18	83363.57	82187.94	18	0	1
R095	83361.75	82186.18	83363.57	82187.94	18	0	1
R096	83361.75	82186.18	83363.57	82187.94	18	0	1
R097	83361.75	82186.18	83363.57	82187.94	18	0	1
R098	83361.75	82186.18	83363.57	82187.94	18	0	1
R099	83361.75	82186.18	83363.57	82187.94	18	0	1
R100	83361.75	82186.18	83363.57	82187.94	18	0	1

Vehicle count for each road																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
450	350	300	300	300	350	550	1300	2000	1900	1650	1500	1600	1500	1650	1650	1700	1950	1900	1450	1000	850	800	550
200	150	150	150	150	150	250	600	900	850	750	700	750	750	800	850	850	1000	1000	800	550	450	400	300
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	900	700	500	400	350	250
300	250	200	200	200	250	400	950	1400	1200	1100	1150	1100	1150	1100	1150	1100	1200	1400	1350	1050	750	600	500
150	150	100	100	100	100	200	500	700	700	600	550	550	550	550	550	550	600	650	650	500	350	300	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	550	600	650	650	500	350	300	200
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	550	600	650	650	500	350	300	200
300	250	200	200	200	250	400	950	1400	1200	1100	1150	1100	1150	1100	1150	1100	1200	1400	1350	1050	750	600	500
150	150	100	100	100	100	200	500	700	700	600	550	550	550	550	550	550	600	650	650	500	350	300	200
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	1050	1050	800	550	450	350
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	550	600	650	650	500	350	300	200
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	1050	1050	800	550	450	350
150	100	100	100	100	100	200	450	700	650	550	500	500	500	550	550	550	600	650	650	500	350	300	200
250	200	150	150	150	200	300	750	1100	1050	800	800	850	800	850	850	850	950	1050	1050	800	550	450	350
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	350	350	250	150	150	100	100
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	350	350	250	150	150	100	100
100	50	50	50	50	50	100	250	400	400	350	300	300	300	300	300	300	350	350	250	150	150	100	100
100	50	50	50	50	50	100	250	400	400	350	300	300	300										

Caline 4 input for 2049 Q4

Road	Coordinate (m)				When (including weekend)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R003	83121.78	82234.21	83177.37	82230.25	0	Y	
R002	83177.37	82230.25	83211.08	82245.34	20	0	
R003	83211.08	82245.34	83141.80	82240.45	0	Y	
R003	83243.80	82240.45	83290.48	82243.05	20	0	
R003	83290.48	82243.05	83395.46	82248.74	0	Y	
R004	83311.28	82238.10	83358.82	82235.62	10	0	
R004	83358.82	82235.62	83425.18	82238.10	19	0	
R004	83425.18	82238.10	83518.28	82241.35	19	0	
R005	83518.28	82241.35	83597.37	82248.05	19	0	
R005	83597.37	82248.05	83703.07	82257.05	19	0	
R005	83703.07	82257.05	83771.11	82258.05	19	0	
R005	83771.11	82258.05	83840.15	82262.54	19	0	
R005	83840.15	82262.54	83925.21	82265.21	14	0	
R004+R007	83925.21	82265.21	83772.87	82248.47	14	0	
R004+R007	83772.87	82248.47	83712.11	82241.68	14	0	
R004+R007	83712.11	82241.68	83640.61	82246.02	14	0	
R004+R007	83640.61	82246.02	83573.59	82250.15	12	0	
R003+R009	83573.59	82250.15	83493.59	82257.12	13	0	
R003+R009	83493.59	82257.12	83416.34	82262.40	12	0	
R003+R009	83416.34	82262.40	83343.59	82268.12	12	0	
R003+R009	83343.59	82268.12	83276.34	82273.40	12	0	
R003+R009	83276.34	82273.40	83214.59	82278.12	12	0	
R003+R009	83214.59	82278.12	83158.34	82282.40	12	0	
R003+R009	83158.34	82282.40	83102.09	82286.12	12	0	
R003+R009	83102.09	82286.12	83045.84	82289.40	12	0	
R003+R009	83045.84	82289.40	82989.59	82292.12	12	0	
R003+R009	82989.59	82292.12	82933.34	82294.40	12	0	
R003+R009	82933.34	82294.40	82877.09	82296.12	12	0	
R003+R009	82877.09	82296.12	82820.84	82297.40	12	0	
R003+R009	82820.84	82297.40	82764.59	82298.12	12	0	
R003+R009	82764.59	82298.12	82708.34	82299.40	12	0	
R003+R009	82708.34	82299.40	82652.09	82300.12	12	0	
R003+R009	82652.09	82300.12	82595.84	82301.40	12	0	
R003+R009	82595.84	82301.40	82539.59	82302.12	12	0	
R003+R009	82539.59	82302.12	82483.34	82303.40	12	0	
R003+R009	82483.34	82303.40	82427.09	82304.12	12	0	
R003+R009	82427.09	82304.12	82370.84	82305.40	12	0	
R003+R009	82370.84	82305.40	82314.59	82306.12	12	0	
R003+R009	82314.59	82306.12	82258.34	82307.40	12	0	
R003+R009	82258.34	82307.40	82202.09	82308.12	12	0	
R003+R009	82202.09	82308.12	82145.84	82309.40	12	0	
R003+R009	82145.84	82309.40	82089.59	82310.12	12	0	
R003+R009	82089.59	82310.12	82033.34	82311.40	12	0	
R003+R009	82033.34	82311.40	81977.09	82312.12	12	0	
R003+R009	81977.09	82312.12	81920.84	82313.40	12	0	
R003+R009	81920.84	82313.40	81864.59	82314.12	12	0	
R003+R009	81864.59	82314.12	81808.34	82315.40	12	0	
R003+R009	81808.34	82315.40	81752.09	82316.12	12	0	
R003+R009	81752.09	82316.12	81695.84	82317.40	12	0	
R003+R009	81695.84	82317.40	81639.59	82318.12	12	0	
R003+R009	81639.59	82318.12	81583.34	82319.40	12	0	
R003+R009	81583.34	82319.40	81527.09	82320.12	12	0	
R003+R009	81527.09	82320.12	81470.84	82321.40	12	0	
R003+R009	81470.84	82321.40	81414.59	82322.12	12	0	
R003+R009	81414.59	82322.12	81358.34	82323.40	12	0	
R003+R009	81358.34	82323.40	81302.09	82324.12	12	0	
R003+R009	81302.09	82324.12	81245.84	82325.40	12	0	
R003+R009	81245.84	82325.40	81189.59	82326.12	12	0	
R003+R009	81189.59	82326.12	81133.34	82327.40	12	0	
R003+R009	81133.34	82327.40	81077.09	82328.12	12	0	
R003+R009	81077.09	82328.12	81020.84	82329.40	12	0	
R003+R009	81020.84	82329.40	80964.59	82330.12	12	0	
R003+R009	80964.59	82330.12	80908.34	82331.40	12	0	
R003+R009	80908.34	82331.40	80852.09	82332.12	12	0	
R003+R009	80852.09	82332.12	80795.84	82333.40	12	0	
R003+R009	80795.84	82333.40	80739.59	82334.12	12	0	
R003+R009	80739.59	82334.12	80683.34	82335.40	12	0	
R003+R009	80683.34	82335.40	80627.09	82336.12	12	0	
R003+R009	80627.09	82336.12	80570.84	82337.40	12	0	
R003+R009	80570.84	82337.40	80514.59	82338.12	12	0	
R003+R009	80514.59	82338.12	80458.34	82339.40	12	0	
R003+R009	80458.34	82339.40	80402.09	82340.12	12	0	
R003+R009	80402.09	82340.12	80345.84	82341.40	12	0	
R003+R009	80345.84	82341.40	80289.59	82342.12	12	0	
R003+R009	80289.59	82342.12	80233.34	82343.40	12	0	
R003+R009	80233.34	82343.40	80177.09	82344.12	12	0	
R003+R009	80177.09	82344.12	80120.84	82345.40	12	0	
R003+R009	80120.84	82345.40	80064.59	82346.12	12	0	
R003+R009	80064.59	82346.12	80008.34	82347.40	12	0	
R003+R009	80008.34	82347.40	79952.09	82348.12	12	0	
R003+R009	79952.09	82348.12	79895.84	82349.40	12	0	
R003+R009	79895.84	82349.40	79839.59	82350.12	12	0	
R003+R009	79839.59	82350.12	79783.34	82351.40	12	0	
R003+R009	79783.34	82351.40	79727.09	82352.12	12	0	
R003+R009	79727.09	82352.12	79670.84	82353.40	12	0	
R003+R009	79670.84	82353.40	79614.59	82354.12	12	0	
R003+R009	79614.59	82354.12	79558.34	82355.40	12	0	
R003+R009	79558.34	82355.40	79502.09	82356.12	12	0	
R003+R009	79502.09	82356.12	79445.84	82357.40	12	0	
R003+R009	79445.84	82357.40	79389.59	82358.12	12	0	
R003+R009	79389.59	82358.12	79333.34	82359.40	12	0	
R003+R009	79333.34	82359.40	79277.09	82360.12	12	0	
R003+R009	79277.09	82360.12	79220.84	82361.40	12	0	
R003+R009	79220.84	82361.40	79164.59	82362.12	12	0	
R003+R009	79164.59	82362.12	79108.34	82363.40	12	0	
R003+R009	79108.34	82363.40	79052.09	82364.12	12	0	
R003+R009	79052.09	82364.12	78995.84	82365.40	12	0	
R003+R009	78995.84	82365.40	78939.59	82366.12	12	0	
R003+R009	78939.59	82366.12	78883.34	82367.40	12	0	
R003+R009	78883.34	82367.40	78827.09	82368.12	12	0	
R003+R009	78827.09	82368.12	78770.84	82369.40	12	0	
R003+R009	78770.84	82369.40	78714.59	82370.12	12	0	
R003+R009	78714.59	82370.12	78658.34	82371.40	12	0	
R003+R009	78658.34	82371.40	78602.09	82372.12	12	0	
R003+R009	78602.09	82372.12	78545.84	82373.40	12	0	
R003+R009	78545.84	82373.40	78489.59	82374.12	12	0	
R003+R009	78489.59	82374.12	78433.34	82375.40	12	0	
R003+R009	78433.34	82375.40	78377.09	82376.12	12	0	
R003+R009	78377.09	82376.12	78320.84	82377.40	12	0	
R003+R009	78320.84	82377.40	78264.59	82378.12	12	0	
R003+R009	78264.59	82378.12	78208.34	82379.40	12	0	
R003+R009	78208.34	82379.40	78152.09	82380.12	12	0	
R003+R009	78152.09	82380.12	78095.84	82381.40	12	0	
R003+R009	78095.84	82381.40	78039.59	82382.12	12	0	
R003+R009	78039.59	82382.12	77983.34	82383.40	12	0	
R003+R009	77983.34	82383.40	77927.09	82384.12	12	0	
R003+R009	77927.09	82384.12	77870.84	82385.40	12	0	
R003+R009	77870.84	82385.40	77814.59	82386.12	12	0	
R003+R009	77814.59	82386.12	77758.34	82387.40	12	0	
R003+R009	77758.34	82387.40	77702.09	82388.12	12	0	
R003+R009	77702.09	82388.12	77645.84	82389.40	12	0	
R003+R009	77645.84	82389.40	77589.59	82390.12	12	0	
R003+R009	77589.59	82390.12	77533.34	82391.40	12	0	
R003+R009	77533.34	82391.40	77477.09	82392.12	12	0	
R003+R009	77477.09	82392.12	77420.84	82393.40	12	0	
R003+R009	77420.84	82393.40	77364.59	82394.12	12	0	
R003+R009	77364.59	82394.12	77308.34	82395.40	12	0	
R003+R009	77308.34	82395.40	77252.09	82396.12	12	0	
R003+R009	77252.09	82396.12	77195.84	82397.40	12	0	
R003+R009	77195.84	82397.40	77139.59	82398.12	12	0	
R003+R009	77139.59	82398.12	77083.34	82399.40	12	0	
R003+R009	77083.34	82399.40	77027.09	82400.12	12	0	
R003+R009	77027.09	82400.12	76970.84	82401.40	12	0	
R003+R009	76970.84	82401.40	76914.59	82402.12	12	0	
R003+R009	76914.59	82402.12	76858.34	82403.40	12	0	
R003+R009	76858.34	82403.40	76802.09	82404.12	12	0	
R003+R009	76802.09	82404.12	76745.84	82405.40	12	0	
R003+R009	76745.84	82405.40	76689.59	82406.12	12	0	
R003+R009	76689.59	82406.12	76633.34	82407.40	12	0	
R003+R009	76633.34	82407.40	76577.09	82408.12	12	0	
R003+R009	76577.09	82408.12	76520.84	82409.40	12	0	
R003+R009	76520.84	82409.40	76464.59	82410.12	12	0	
R003+R009	76464.59	82410.12	76408.34	82411.40	12	0	
R003+R009	76408.34	82411.40	76352.09	82412.12	12	0	
R003+R009	76352.09	82412.12	76295.84	82413.40	12	0	
R003+R009	76295.84	82413.40	76239.59	82414.12	12	0	
R003+R009	76239.59	82414.12	76183.34	82415.40	12	0	
R003+R009	76183.34	82415.40	76127.0				

Caline 4 input for 2049 Q4

Road Pair	Coordinate (m)				Width (including median/shoulder)	Height (m)	Road Type (caline 4)
	X1	Y1	X2	Y2			
R141	83285.35	821847.25	83315.56	821891.07	33	0	+
R142	83229.89	821983.47	83315.56	821891.04	33	0	+
R143	832139.75	821889.31	833160.17	821934.07	13	0	+
R144	832160.17	821860.47	833178.74	821974.15	13	0	+
R145+R146	832812.48	821976.58	834004.58	821816.02	37	0	+
R147+R148	832738.44	821888.35	833201.13	821727.74	16	0	+
R149	832728.61	821749.52	832807.73	821684.26	14	0	+
R149	832774.08	821843.82	832807.73	821684.26	14	0	+
R150	832734.87	821756.23	832807.71	821603.87	14	0	+
R151	832815.61	821615.38	833053.29	821562.75	12	0	+
R151	832815.61	821615.38	832775.28	821562.81	14	0	+
R152	832774.08	821843.82	832808.17	821600.58	20	0	+
R153	832891.31	822369.74	834028.77	822141.27	18	0	+
R154	832866.48	822326.45	833922.60	822309.67	18	0	+
R155	832866.48	822326.45	833903.48	822320.48	18	0	+
R156	832866.48	822326.45	833903.48	822321.36	18	0	+
R157	832866.48	822326.45	833807.77	822322.05	18	0	+
R158	832827.77	822326.45	833784.89	822314.35	18	0	+
R159	834075.91	822289.62	834112.90	822384.34	16	0	+
R160	834099.39	822287.52	834127.62	822332.11	16	0	+
R161	834034.90	822250.52	834075.91	822289.62	16	0	+
R162	834048.42	822258.28	834065.38	822287.52	16	0	+
R162	833993.96	822201.63	834034.90	822280.62	16	0	+
R164	834097.88	822189.23	834069.42	822129.28	16	0	+
R165	833961.31	822181.70	833984.47	822101.23	16	0	+
R166	833872.14	822051.38	833854.75	822105.62	16	0	+
R167	833882.47	822042.48	834007.88	822189.23	16	0	+
R168+R169	833813.72	821974.47	833874.36	822050.63	20	0	+
R170+R171	833724.44	821988.35	833812.48	821979.50	16	0	+
R172+R173	833684.92	821922.32	833739.28	821921.02	20	0	+
R174+R175	833561.78	821877.56	833683.30	821823.15	20	0	+
R176	833498.77	821868.43	833580.47	821808.47	18	0	+
R177	833513.08	821899.24	833573.68	821868.47	20	0	+
R178	833440.44	821829.90	833498.60	821808.61	16	0	+
R179	833481.64	821826.31	833511.32	821800.38	17	0	+
R180	834218.31	822286.38	834218.31	822286.38	18	0	+
R181	834187.98	822272.22	834193.21	822280.35	18	0	+
R182	834161.62	822182.67	834161.62	822129.31	18	0	+
R183	834099.34	822115.23	834148.62	822102.67	18	0	+
R184	834077.91	822102.04	834151.61	822100.34	13	0	+
R184	834065.61	822102.94	834071.90	822084.18	12	0	+
R184	834077.91	822094.11	834097.30	822107.42	14	0	+
R185	834059.98	822100.58	834082.66	822102.44	19	0	+
R186	834231.54	822088.63	834237.33	822138.03	19	0	+
R187	834190.59	822037.73	834231.76	822088.45	18	0	+
R188+R189	834066.98	821916.03	834088.34	821900.22	19	0	+
R190+R191	833921.13	821727.74	834004.58	821916.03	20	0	+
R192+R193	833871.82	821660.75	833920.85	821727.68	20	0	+
R194+R195	833826.79	821600.86	833817.61	821651.48	20	0	+
R196+R197	833761.01	821523.38	833826.77	821600.86	20	0	+
R197	833826.36	822066.94	834400.18	822104.71	17	0	+
R198	834121.77	822019.88	834134.35	822060.84	18	0	+
R199	834236.19	821981.17	834232.02	822010.48	18	0	+
R200	834218.17	821914.13	834269.04	821982.19	14	0	+
R200	834228.17	821914.13	834267.69	821940.33	18	0	+

NO ₂ x 100 (g/VMT)																							
Hr00	Hr01	Hr02	Hr03	Hr04	Hr05	Hr06	Hr07	Hr08	Hr09	Hr10	Hr11	Hr12	Hr13	Hr14	Hr15	Hr16	Hr17	Hr18	Hr19	Hr20	Hr21	Hr22	Hr23
14.2192	13.8954	11.4700	11.0573	14.0777	15.4177	14.3409	17.7867	12.7019	16.1656	18.1478	14.1763	11.9995	13.2960	9.8811	9.9188	8.6768	8.1068	8.4601	7.4196	10.5486	13.1338	10.7427	8.4028
7.5593	6.0967	6.7785	5.8110	5.4202	6.8396	7.4437	8.5395	6.5097	8.0780	7.5440	8.2222	7.7509	8.2209	7.1803	7.9555	7.7392	7.2831	7.2859	7.1483	8.6255	10.6881	9.2053	8.2029
16.1859	16.0513	15.7487	16.0274	15.9863	16.7930	16.1950	18.4284	15.1465	18.1137	15.7384	16.5007	14.1601	15.3236	12.3659	12.0530	10.5785	10.3096	10.4056	9.4384	11.8821	14.2056	12.1579	10.2300
15.9673	15.8047	15.5442	16.1180	15.9662	16.6819	16.1692	14.1626	14.1626	15.7605	13.7007	13.6966	14.9546	11.6722	11.6879	9.7710	9.9077	9.9797	8.8338	11.8703	13.9166	11.9177	11.9177	9.9140
12.5848	11.6969	13.9391	8.2735	15.8571	11.5970	12.7915	14.3840	9.3703	13.2926	10.5181	11.6537	9.6517	10.5475	7.8257	7.6350	5.3732	6.0282	5.9923	5.2008	7.0394	8.7918	7.6006	5.9840
10.5373	10.7140	12.5674	14.0092	12.6938	11.8526	10.9878	11.1204	8.5180	11.8319	9.4417	10.1415	8.4366	9.0418	6.5048	6.3124	4.5994	5.1804	4.8122	4.2183	6.3225	7.0080	6.3997	5.1120
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888	8.1779	9.8766	9.9200	11.1223	9.6369	11.4737	7.2911	9.9868	8.9348	10.1919	9.5553	11.4585	9.3452	9.6296	10.7749	11.2089	12.7439	10.8203	15.5416	18.8982	16.6781	12.5999
9.3489	8.8888																						

APPENDIX 4-4

**Bus Schedule & Emission Inventory for
Buses Start Emission**

Bus Schedule

			Hour																							
			00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
By Route	KMB	2B	0	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	KMB	2F	1	0	0	0	0	0	3	4	4	4	4	4	4	5	5	5	5	5	5	5	3	3	3	
	KMB	30	0	0	0	0	0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	KMB	72	1	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	4	4	4	3	3	3	3	
	KMB	86C	1	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
By Road	RB01	30	0	0	0	0	0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	RB02	2B, 2F, 30, 72, 86C	3	0	0	0	0	3	14	15	15	15	15	15	15	16	16	16	17	17	17	16	14	14	14	
	RB03	2B, 2F, 30, 72, 86C	3	0	0	0	0	3	14	15	15	15	15	15	15	16	16	16	17	17	17	16	14	14	14	
	RB04	30	0	0	0	0	0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	RB05	2B, 2F, 72, 86C	3	0	0	0	0	1	11	12	12	12	12	12	12	13	13	13	14	14	14	13	11	11	11	
	RB06	2B, 2F, 72, 86C	3	0	0	0	0	1	11	12	12	12	12	12	12	13	13	13	14	14	14	13	11	11	11	

Source: http://www.kmb.hk/en/press/press_release/20210710

Bus Soak Time (min)

			Hour																							
			00:00 - 01:00	01:00 - 02:00	02:00 - 03:00	03:00 - 04:00	04:00 - 05:00	05:00 - 06:00	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	22:00 - 23:00	23:00 - 24:00
By Route	KMB	2B	N/A	N/A	N/A	N/A	N/A	720	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
	KMB	2F	30	N/A	N/A	N/A	N/A	N/A	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
	KMB	30	N/A	N/A	N/A	N/A	N/A	720	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
	KMB	72	30	N/A	N/A	N/A	N/A	N/A	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
	KMB	86C	30	N/A	N/A	N/A	N/A	720	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
By Road	All	All	30	N/A	N/A	N/A	N/A	720	720	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		

Note

- [1] The soak time of the buses are found to be <30 minutes during daytime and evening time according to site survey in 10th July 2021.
- [2] The soak time of the buses during 5:00-7:00 are unknown thus 720 min has been assumed for conservative assessment.

APPENDIX 4-5

**Predicted Pollutant Concentration (Air
Quality)**

Appendix 4-5 - Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m ³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO ₂	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria (AQO)						100	50	50	35	200	40			
AP-01	[38,35]	833893.99	822103.34	1.5	6.55	91.98	63.55	27.86	74.88	24.75	15.44	194.63	154.43	37.95
AP-01	[38,35]	833893.99	822103.34	6.35	11.4	91.83	63.37	27.70	74.75	24.55	15.29	193.67	148.26	33.15
AP-02	[38,35]	833881.31	822088.08	1.5	6.55	92.10	63.60	27.92	74.99	24.76	15.50	198.35	160.49	39.33
AP-02	[38,35]	833881.31	822088.08	6.35	11.4	91.89	63.40	27.72	74.80	24.56	15.31	195.60	155.20	33.57
AP-03	[38,35]	833868.63	822072.83	1.5	6.55	92.48	63.76	28.13	75.35	24.82	15.68	219.17	177.14	43.92
AP-03	[38,35]	833868.63	822072.83	6.35	11.4	91.99	63.46	27.72	74.89	24.60	15.31	199.02	161.54	33.31
AP-04	[38,35]	833854.78	822084.34	1.5	6.55	92.41	63.61	28.06	75.28	24.72	15.62	219.16	176.41	41.98
AP-04	[38,35]	833854.78	822084.34	6.35	11.4	91.97	63.41	27.72	74.88	24.61	15.31	199.42	162.47	33.37
AP-05	[38,35]	833840.93	822095.85	1.5	6.55	92.39	63.57	28.04	75.26	24.68	15.60	221.02	176.54	41.34
AP-05	[38,35]	833840.93	822095.85	6.35	11.4	91.96	63.39	27.72	74.87	24.60	15.31	202.73	163.04	33.27
AP-06	[38,35]	833891.00	822105.75	1.5	6.55	91.95	63.50	27.83	74.86	24.71	15.42	193.93	153.45	37.13
AP-06	[38,35]	833891.00	822105.75	6.35	11.4	91.83	63.36	27.70	74.74	24.56	15.29	193.25	148.43	33.21
AP-06	[38,35]	833891.00	822105.75	10.85	15.9	91.69	63.21	27.59	74.62	24.46	15.19	192.18	145.12	30.11
AP-06	[38,35]	833891.00	822105.75	14.5	19.55	91.61	63.12	27.53	74.54	24.41	15.14	191.27	140.45	28.41
AP-06	[38,35]	833891.00	822105.75	18	23.05	88.96	62.61	27.24	72.12	23.77	14.71	187.13	133.64	24.10
AP-06	[38,35]	833891.00	822105.75	21.5	26.55	88.91	62.56	27.21	72.08	23.75	14.69	186.47	131.61	23.25
AP-07	[38,35]	833873.54	822084.74	1.5	6.55	92.15	63.58	27.95	75.04	24.73	15.52	201.29	163.16	39.63
AP-07	[38,35]	833873.54	822084.74	6.35	11.4	91.92	63.40	27.73	74.83	24.58	15.32	197.02	157.88	33.75
AP-07	[38,35]	833873.54	822084.74	10.85	15.9	91.72	63.23	27.58	74.64	24.47	15.18	192.41	147.29	29.69
AP-07	[38,35]	833873.54	822084.74	14.5	19.55	91.62	63.12	27.51	74.55	24.42	15.12	191.52	140.93	27.97
AP-07	[38,35]	833873.54	822084.74	18	23.05	88.96	62.62	27.23	72.13	23.78	14.70	187.38	132.63	23.80
AP-07	[38,35]	833873.54	822084.74	21.5	26.55	88.91	62.56	27.20	72.08	23.76	14.68	186.70	131.04	23.08
AP-08	[38,35]	833848.83	822105.35	1.5	6.55	92.08	63.40	27.87	74.97	24.61	15.45	201.77	165.67	37.44
AP-08	[38,35]	833848.83	822105.35	6.35	11.4	91.90	63.32	27.73	74.81	24.56	15.31	197.74	160.19	33.63
AP-08	[38,35]	833848.83	822105.35	10.85	15.9	91.72	63.21	27.59	74.65	24.50	15.19	192.04	147.26	30.19
AP-08	[38,35]	833848.83	822105.35	14.5	19.55	91.62	63.14	27.53	74.55	24.45	15.13	190.32	143.22	28.44
AP-08	[38,35]	833848.83	822105.35	18	23.05	88.96	62.64	27.24	72.13	23.80	14.72	186.57	134.13	24.15
AP-08	[38,35]	833848.83	822105.35	21.5	26.55	88.91	62.58	27.21	72.08	23.78	14.69	186.18	130.94	23.33
AP-09	[38,35]	833837.20	822115.02	1.5	6.55	92.09	63.39	27.87	74.98	24.59	15.45	207.16	167.03	37.38
AP-09	[38,35]	833837.20	822115.02	6.35	11.4	91.90	63.31	27.73	74.81	24.55	15.32	197.75	160.93	33.66
AP-09	[38,35]	833837.20	822115.02	10.85	15.9	91.72	63.21	27.60	74.65	24.50	15.20	192.11	150.24	30.33
AP-09	[38,35]	833837.20	822115.02	14.5	19.55	91.62	63.14	27.54	74.55	24.46	15.14	189.81	143.12	28.60
AP-09	[38,35]	833837.20	822115.02	18	23.05	88.97	62.65	27.24	72.13	23.81	14.72	186.13	134.88	24.30
AP-09	[38,35]	833837.20	822115.02	21.5	26.55	88.92	62.59	27.21	72.09	23.78	14.69	185.82	131.81	23.46
AP-10	[38,35]	833825.54	822124.64	1.5	6.55	92.12	63.40	27.89	75.01	24.58	15.46	215.75	168.60	37.87
AP-10	[38,35]	833825.54	822124.64	6.35	11.4	91.90	63.32	27.73	74.81	24.55	15.32	202.23	161.38	33.92
AP-10	[38,35]	833825.54	822124.64	10.85	15.9	91.72	63.22	27.60	74.64	24.50	15.20	192.20	151.53	30.49
AP-10	[38,35]	833825.54	822124.64	14.5	19.55	91.62	63.15	27.54	74.55	24.46	15.14	189.48	144.49	28.75
AP-10	[38,35]	833825.54	822124.64	18	23.05	88.97	62.66	27.25	72.13	23.82	14.72	185.85	135.29	24.45
AP-10	[38,35]	833825.54	822124.64	21.5	26.55	88.92	62.60	27.22	72.09	23.79	14.70	185.59	132.36	23.59
AP-11	[38,35]	833837.29	822138.78	1.5	6.55	91.96	63.32	27.80	74.86	24.56	15.38	196.67	159.69	35.83
AP-11	[38,35]	833837.29	822138.78	6.35	11.4	91.84	63.26	27.72	74.76	24.53	15.31	194.86	155.13	33.62
AP-11	[38,35]	833837.29	822138.78	10.85	15.9	91.71	63.19	27.62	74.63	24.49	15.22	192.06	147.70	30.93
AP-11	[38,35]	833837.29	822138.78	14.5	19.55	91.62	63.13	27.55	74.55	24.45	15.16	189.48	146.05	29.12
AP-11	[38,35]	833837.29	822138.78	18	23.05	88.97	62.64	27.26	72.13	23.81	14.73	185.77	136.35	24.67
AP-11	[38,35]	833837.29	822138.78	21.5	26.55	88.92	62.59	27.22	72.09	23.78	14.70	185.51	132.59	23.70
AP-12	[38,35]	833847.69	822151.30	1.5	6.55	91.90	63.29	27.76	74.81	24.55	15.34	195.64	154.24	35.05
AP-12	[38,35]	833847.69	822151.30	6.35	11.4	91.80	63.25	27.70	74.72	24.53	15.29	193.75	151.93	33.29
AP-12	[38,35]	833847.69	822151.30	10.85	15.9	91.70	63.18	27.62	74.62	24.48	15.22	191.12	148.76	31.01
AP-12	[38,35]	833847.69	822151.30	14.5	19.55	91.62	63.12	27.56	74.55	24.44	15.16	189.36	145.32	29.32
AP-12	[38,35]	833847.69	822151.30	18	23.05	88.97	62.63	27.26	72.14	23.80	14.74	185.70	137.47	24.86
AP-12	[38,35]	833847.69	822151.30	21.5	26.55	88.93	62.59	27.23	72.09	23.78	14.71	185.43	132.25	23.84
AP-13	[38,35]	833866.19	822135.93	1.5	6.55	91.86	63.30	27.74	74.77	24.58	15.33	193.09	150.69	34.40
AP-13	[38,35]	833866.19	822135.93	6.35	11.4	91.79	63.26	27.69	74.71	24.54	15.28	192.12	149.39	32.91
AP-13	[38,35]	833866.19	822135.93	10.85	15.9	91.70	63.19	27.61	74.62	24.48	15.21	190.37	147.05	30.73
AP-13	[38,35]	833866.19	822135.93	14.5	19.55	91.62	63.12	27.55	74.55	24.44	15.15	189.83	144.72	29.06
AP-13	[38,35]	833866.19	822135.93	18	23.05	88.97	62.63	27.25	72.13	23.79	14.73	186.10	137.04	24.62
AP-13	[38,35]	833866.19	822135.93	21.5	26.55	88.92	62.58	27.22	72.09	23.77	14.70	185.76	132.94	23.63
AP-14	[38,35]	833861.54	822130.31	1.5	6.55	91.89	63.31	27.76	74.80	24.58	15.34	194.46	152.79	34.70
AP-14	[38,35]	833861.54	822130.31	6.35	11.4	91.81	63.26	27.70	74.73	24.54	15.29	193.23	150.01	33.05
AP-14	[38,35]	833861.54	822130.31	10.85	15.9	91.70	63.19	27.61	74.63	24.48	15.21	191.08	146.88	30.72
AP-14	[38,35]	833861.54	822130.31	14.5	19.55	91.62	63.12	27.55	74.55	24.44	15.15	189.88	144.82	28.99
AP-14	[38,35]	833861.54	822130.31	18	23.05	88.97	62.63	27.25	72.13	23.80	14.73	186.16	137.18	24.54
AP-14	[38,35]	833861.54	822130.31	21.5	26.55	88.92	62.58	27.22	72.09	23.77	14.70	185.81	132.88	23.57
AP-15	[38,35]	833876.25	822118.01	1.5	6.55	91.89	63.36	27.77	74.80	24.62	15.36	193.11	151.82	35.21
AP-15	[38,35]	833876.25	822118.01	6.35	11.4	91.81	63.30	27.70	74.73	24.56	15.29	191.89	147.60	33.13
AP-15	[38,35]	833876.25	822118.01	10.85	15.9	91.70	63.20	27.60	74.63	24.48	15.20	191.17	145.53	30.50
AP-15	[38,35]	833876.25	822118.01	14.5	19.55	91.62	63.12	27.54	74.55	24.43	15.14	190.63	142.67	28.73
AP-15	[38,35]	833876.25	822118.01	18	23.05	88.96	62.63	27.24	72.13	23.78	14.72	186.76	135.37	24.32
AP-15	[38,35]	833876.25	822118.01	21.5	26.55	88.91	62.58	27.21	72.08	23.76	14.69	186.28	131.66	23.40
TA-01	[38,35]	833893.99	822103.34	29.35	34.4	88.84	62.48	27.16	72.02	23.73	14.65	185.45	126.47	22.00
TA-01	[38,35]	833893.99	822103.34	32.5	37.55	88.82	62.46	27.15	72.00	23.72	14.63	185.21	124.65	21.65
TA-01	[38,35]	833893.99	822103.34	35.65	40.7	86.95	62.11	26.99	70.29	23.32	14.42	168.18	118.85	19.69
TA-01	[38,35]	833893.99	822103.34	38.8	43.85	86.94	62.10	26.98	70.28	23.32	14.41	167.53	1	

Appendix 4-5 - Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m ³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO ₂	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria (AQO)						100	50	50	35	35	200	40		
TA-06	[38,35]	833891.00	822105.75	41.95	47	86.93	62.09	26.97	70.27	23.31	14.41	167.14	116.64	19.23
TA-07	[38,35]	833873.54	822084.74	29.35	34.4	88.84	62.48	27.16	72.02	23.73	14.64	185.62	125.93	21.98
TA-07	[38,35]	833873.54	822084.74	32.5	37.55	88.82	62.46	27.15	72.00	23.73	14.63	185.35	124.22	21.65
TA-07	[38,35]	833873.54	822084.74	35.65	40.7	86.95	62.11	26.99	70.29	23.32	14.42	168.74	117.93	19.70
TA-07	[38,35]	833873.54	822084.74	38.8	43.85	86.94	62.09	26.98	70.28	23.32	14.41	167.96	117.53	19.45
TA-07	[38,35]	833873.54	822084.74	41.95	47	86.93	62.08	26.97	70.27	23.31	14.41	167.40	116.65	19.23
TA-08	[38,35]	833848.83	822105.35	29.35	34.4	88.84	62.49	27.17	72.02	23.74	14.65	185.48	125.29	22.12
TA-08	[38,35]	833848.83	822105.35	32.5	37.55	88.82	62.47	27.15	72.00	23.73	14.64	185.27	124.78	21.77
TA-08	[38,35]	833848.83	822105.35	35.65	40.7	86.95	62.11	26.99	70.29	23.33	14.42	168.61	117.74	19.80
TA-08	[38,35]	833848.83	822105.35	38.8	43.85	86.94	62.10	26.99	70.28	23.32	14.42	167.93	117.59	19.54
TA-08	[38,35]	833848.83	822105.35	41.95	47	86.93	62.09	26.98	70.27	23.32	14.41	167.43	117.48	19.31
TA-09	[38,35]	833837.20	822115.02	29.35	34.4	88.84	62.50	27.17	72.02	23.74	14.65	185.28	126.20	22.19
TA-09	[38,35]	833837.20	822115.02	32.5	37.55	88.82	62.47	27.16	72.00	23.74	14.64	185.12	124.82	21.82
TA-09	[38,35]	833837.20	822115.02	35.65	40.7	86.95	62.12	27.00	70.29	23.33	14.43	167.92	117.68	19.85
TA-09	[38,35]	833837.20	822115.02	38.8	43.85	86.94	62.10	26.99	70.28	23.32	14.42	167.43	117.55	19.58
TA-09	[38,35]	833837.20	822115.02	41.95	47	86.93	62.09	26.98	70.27	23.32	14.41	167.07	117.27	19.35
TA-10	[38,35]	833825.54	822124.64	29.35	34.4	88.84	62.51	27.17	72.02	23.75	14.65	185.13	126.88	22.27
TA-10	[38,35]	833825.54	822124.64	32.5	37.55	88.82	62.48	27.16	72.00	23.74	14.64	184.70	125.08	21.89
TA-10	[38,35]	833825.54	822124.64	35.65	40.7	86.95	62.12	27.00	70.29	23.33	14.43	167.41	117.65	19.90
TA-10	[38,35]	833825.54	822124.64	38.8	43.85	86.94	62.11	26.99	70.28	23.32	14.42	167.05	117.53	19.62
TA-10	[38,35]	833825.54	822124.64	41.95	47	86.93	62.09	26.98	70.27	23.32	14.41	166.79	117.32	19.38
TA-11	[38,35]	833837.29	822138.78	29.35	34.4	88.85	62.51	27.17	72.02	23.74	14.66	184.97	126.64	22.28
TA-11	[38,35]	833837.29	822138.78	32.5	37.55	88.83	62.48	27.16	72.01	23.73	14.64	184.40	125.21	21.89
TA-11	[38,35]	833837.29	822138.78	35.65	40.7	86.96	62.13	27.00	70.30	23.33	14.43	167.17	117.61	19.90
TA-11	[38,35]	833837.29	822138.78	38.8	43.85	86.94	62.11	26.99	70.28	23.32	14.42	166.86	117.50	19.62
TA-11	[38,35]	833837.29	822138.78	41.95	47	86.93	62.09	26.98	70.27	23.32	14.41	166.65	117.42	19.38
TA-12	[38,35]	833847.69	822151.30	29.35	34.4	88.85	62.51	27.17	72.03	23.74	14.66	184.67	128.52	22.32
TA-12	[38,35]	833847.69	822151.30	32.5	37.55	88.83	62.48	27.16	72.01	23.73	14.64	184.16	127.07	21.91
TA-12	[38,35]	833847.69	822151.30	35.65	40.7	86.96	62.13	27.00	70.30	23.33	14.43	166.98	119.05	19.91
TA-12	[38,35]	833847.69	822151.30	38.8	43.85	86.95	62.11	26.99	70.29	23.32	14.42	166.72	117.47	19.62
TA-12	[38,35]	833847.69	822151.30	41.95	47	86.93	62.10	26.98	70.28	23.32	14.41	166.55	117.40	19.38
TA-13	[38,35]	833866.19	822135.93	29.35	34.4	88.85	62.50	27.17	72.02	23.74	14.65	185.20	126.48	22.19
TA-13	[38,35]	833866.19	822135.93	32.5	37.55	88.83	62.48	27.16	72.01	23.73	14.64	185.00	125.32	21.81
TA-13	[38,35]	833866.19	822135.93	35.65	40.7	86.96	62.12	27.00	70.30	23.32	14.42	167.60	119.05	19.82
TA-13	[38,35]	833866.19	822135.93	38.8	43.85	86.94	62.11	26.99	70.29	23.32	14.42	167.17	117.50	19.55
TA-13	[38,35]	833866.19	822135.93	41.95	47	86.93	62.09	26.98	70.27	23.31	14.41	166.86	117.42	19.32
TB-01	[38,35]	833861.54	822130.31	29.35	34.4	88.85	62.50	27.17	72.02	23.74	14.65	185.24	126.06	22.17
TB-01	[38,35]	833861.54	822130.31	32.5	37.55	88.83	62.47	27.15	72.00	23.73	14.64	185.08	125.44	21.80
TB-01	[38,35]	833861.54	822130.31	35.65	40.7	86.96	62.12	27.00	70.30	23.32	14.42	167.74	119.05	19.82
TB-01	[38,35]	833861.54	822130.31	38.8	43.85	86.94	62.11	26.99	70.28	23.32	14.42	167.28	117.51	19.55
TB-01	[38,35]	833861.54	822130.31	41.95	47	86.93	62.09	26.98	70.27	23.31	14.41	166.94	117.43	19.32
TB-02	[38,35]	833876.25	822118.01	29.35	34.4	88.84	62.49	27.16	72.02	23.73	14.65	185.47	126.46	22.09
TB-02	[38,35]	833876.25	822118.01	32.5	37.55	88.83	62.47	27.15	72.00	23.73	14.64	185.25	125.08	21.73
TB-02	[38,35]	833876.25	822118.01	35.65	40.7	86.96	62.12	26.99	70.30	23.32	14.42	168.44	119.39	19.76
TB-02	[38,35]	833876.25	822118.01	38.8	43.85	86.94	62.10	26.98	70.28	23.32	14.41	167.75	117.53	19.50
TB-02	[38,35]	833876.25	822118.01	41.95	47	86.93	62.09	26.98	70.27	23.31	14.41	167.26	116.74	19.27
TB-03	[38,35]	833618.53	822095.91	29.35	34.4	88.86	62.59	27.21	72.03	23.82	14.69	185.79	128.80	22.40
TB-03	[38,35]	833618.53	822095.91	32.5	37.55	88.83	62.56	27.19	72.01	23.80	14.67	185.46	127.74	22.84
TB-03	[38,35]	833618.53	822095.91	35.65	40.7	86.96	62.20	27.03	70.30	23.38	14.45	169.13	120.92	20.69
TB-03	[38,35]	833618.53	822095.91	38.8	43.85	86.95	62.17	27.01	70.29	23.37	14.44	168.36	119.50	20.27
TB-03	[38,35]	833618.53	822095.91	41.95	47	86.93	62.15	27.00	70.27	23.36	14.43	167.81	118.26	19.92
TB-04	[38,35]	833624.49	822078.96	29.35	34.4	88.86	62.59	27.21	72.03	23.81	14.69	185.98	128.07	23.31
TB-04	[38,35]	833624.49	822078.96	32.5	37.55	88.83	62.56	27.19	72.01	23.79	14.67	185.62	127.17	22.77
TB-04	[38,35]	833624.49	822078.96	35.65	40.7	86.96	62.20	27.02	70.30	23.38	14.45	169.76	119.14	20.63
TB-04	[38,35]	833624.49	822078.96	38.8	43.85	86.94	62.17	27.01	70.29	23.37	14.44	168.82	118.56	20.22
TB-04	[38,35]	833624.49	822078.96	41.95	47	86.93	62.15	27.00	70.27	23.35	14.43	168.14	118.05	19.87
TB-05	[38,35]	833630.77	822060.43	29.35	34.4	88.86	62.59	27.20	72.03	23.81	14.68	186.27	127.69	23.23
TB-05	[38,35]	833630.77	822060.43	32.5	37.55	88.83	62.56	27.19	72.01	23.79	14.67	185.87	126.87	22.70
TB-05	[38,35]	833630.77	822060.43	35.65	40.7	86.96	62.20	27.02	70.30	23.37	14.45	170.87	118.71	20.57
TB-05	[38,35]	833630.77	822060.43	38.8	43.85	86.94	62.17	27.01	70.28	23.36	14.44	169.68	117.99	20.17
TB-05	[38,35]	833630.77	822060.43	41.95	47	86.93	62.15	27.00	70.27	23.35	14.42	168.78	117.61	19.82
TB-06	[38,35]	833638.16	822039.43	29.35	34.4	88.86	62.59	27.20	72.04	23.80	14.68	186.67	126.58	23.15
TB-06	[38,35]	833638.16	822039.43	32.5	37.55	88.84	62.56	27.18	72.01	23.78	14.67	186.20	125.80	22.63
TB-06	[38,35]	833638.16	822039.43	35.65	40.7	86.96	62.19	27.02	70.30	23.37	14.45	172.31	119.13	20.51
TB-06	[38,35]	833638.16	822039.43	38.8	43.85	86.94	62.17	27.01	70.29	23.36	14.43	170.80	119.07	20.12
TB-06	[38,35]	833638.16	822039.43	41.95	47	86.93	62.15	26.99	70.27	23.35	14.42	169.62	117.47	19.78
TB-07	[38,35]	833619.68	822033.12	29.35	34.4	88.86	62.59	27.20	72.04	23.80	14.68	186.70	128.55	23.16
TB-07	[38,35]	833619.68	822033.12	32.5	37.55	88.84	62.56	27.18	72.01	23.78	14.67	186.25	125.94	22.65
TB-07	[38,35]	833619.68	822033.12	35.65	40.7	86.96	62.19	27.02	70.30	23.37	14.45	172.50	119.15	20.53
TB-07	[38,35]	833619.68	822033.12	38.8	43.85	86.94	62.17	27.01	70.28	23.36	14.43	171.00	119.11	20.14
TB-07	[38,35]	833619.68	822033.12	41.95	47	86.93	62.15	26.99	70.27	23.35	14.42	169.81	117.47	19.79
TB-08	[38,35]	833602.12	822026.90	29.35	34.4	88.86	62.59	27.20	72.03	23.80	14.68	186.72	128.10	23.17
TB-08	[38,35]	833602.12	822026.90	32.5	37.55	88.83	62.56	27.18	72.01	23.78	14.67	186.28	126.06	22.66
TB-08	[38,35]	833602.12	822026.90	35.65	40.7	86.96	62.20	27.02	70.30					

Appendix 4-5 - Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m ³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO ₂	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria (AQO)						100	50	50	35	50	35	200	40	
BC-01	[38,35]	833618.53	822095.91	18.8	23.85	88.98	62.76	27.30	72.14	23.92	14.77	188.16	134.71	25.97
BC-01	[38,35]	833618.53	822095.91	22.4	27.45	88.92	62.69	27.26	72.09	23.88	14.74	187.07	132.21	24.96
BC-01	[38,35]	833618.53	822095.91	26	31.05	88.88	62.64	27.23	72.06	23.84	14.71	186.29	130.20	24.09
BC-01	[38,35]	833618.53	822095.91	30.5	35.55	88.85	62.58	27.20	72.02	23.81	14.68	185.66	128.38	23.19
BC-01	[38,35]	833618.53	822095.91	35	40.05	88.82	62.54	27.18	72.00	23.78	14.66	185.28	125.85	22.45
BC-02	[38,35]	833624.49	822078.96	1.5	6.55	91.91	63.51	27.70	74.82	24.73	15.29	195.67	152.00	33.13
BC-02	[38,35]	833624.49	822078.96	8	13.05	91.81	63.42	27.66	74.73	24.67	15.25	194.61	149.90	32.00
BC-02	[38,35]	833624.49	822078.96	11.6	16.65	91.72	63.34	27.62	74.65	24.62	15.22	193.61	148.44	30.99
BC-02	[38,35]	833624.49	822078.96	15.2	20.25	91.64	63.27	27.58	74.57	24.57	15.18	192.52	145.94	29.92
BC-02	[38,35]	833624.49	822078.96	18.8	23.85	88.98	62.74	27.29	72.15	23.91	14.77	188.13	134.44	25.75
BC-02	[38,35]	833624.49	822078.96	22.4	27.45	88.93	62.68	27.26	72.10	23.87	14.74	187.22	132.66	24.81
BC-02	[38,35]	833624.49	822078.96	26	31.05	88.89	62.63	27.23	72.06	23.84	14.71	186.50	130.97	23.98
BC-02	[38,35]	833624.49	822078.96	30.5	35.55	88.85	62.58	27.20	72.02	23.80	14.68	185.84	127.71	23.10
BC-02	[38,35]	833624.49	822078.96	35	40.05	88.82	62.54	27.17	72.00	23.78	14.66	185.41	126.30	22.39
BC-03	[38,35]	833630.77	822060.43	1.5	6.55	91.83	63.43	27.66	74.75	24.68	15.26	195.00	150.40	32.17
BC-03	[38,35]	833630.77	822060.43	8	13.05	91.76	63.37	27.63	74.68	24.64	15.23	194.21	149.10	31.33
BC-03	[38,35]	833630.77	822060.43	11.6	16.65	91.70	63.32	27.60	74.63	24.60	15.20	193.44	146.51	30.52
BC-03	[38,35]	833630.77	822060.43	15.2	20.25	91.63	63.26	27.57	74.57	24.55	15.17	192.57	144.03	29.60
BC-03	[38,35]	833630.77	822060.43	18.8	23.85	88.98	62.74	27.28	72.15	23.90	14.76	188.33	133.40	25.53
BC-03	[38,35]	833630.77	822060.43	22.4	27.45	88.93	62.68	27.25	72.10	23.86	14.73	187.51	131.62	24.66
BC-03	[38,35]	833630.77	822060.43	26	31.05	88.89	62.63	27.23	72.06	23.83	14.71	186.81	130.08	23.88
BC-03	[38,35]	833630.77	822060.43	30.5	35.55	88.85	62.58	27.20	72.02	23.80	14.68	186.11	126.52	23.03
BC-03	[38,35]	833630.77	822060.43	35	40.05	88.82	62.53	27.17	72.00	23.78	14.66	185.62	125.42	22.33
BC-04	[38,35]	833638.16	822039.43	1.5	6.55	91.78	63.38	27.64	74.70	24.65	15.23	195.38	148.29	31.51
BC-04	[38,35]	833638.16	822039.43	8	13.05	91.73	63.34	27.61	74.65	24.61	15.21	194.66	147.75	30.81
BC-04	[38,35]	833638.16	822039.43	11.6	16.65	91.68	63.30	27.59	74.61	24.57	15.19	193.95	144.39	30.11
BC-04	[38,35]	833638.16	822039.43	15.2	20.25	91.62	63.25	27.56	74.56	24.53	15.16	193.11	142.31	29.31
BC-04	[38,35]	833638.16	822039.43	18.8	23.85	88.98	62.72	27.28	72.15	23.88	14.75	188.88	132.13	25.33
BC-04	[38,35]	833638.16	822039.43	22.4	27.45	88.93	62.67	27.25	72.10	23.85	14.73	188.03	130.67	24.52
BC-04	[38,35]	833638.16	822039.43	26	31.05	88.89	62.63	27.22	72.07	23.82	14.70	187.27	128.41	23.77
BC-04	[38,35]	833638.16	822039.43	30.5	35.55	88.85	62.58	27.19	72.03	23.79	14.68	186.49	126.26	22.95
BC-04	[38,35]	833638.16	822039.43	35	40.05	88.82	62.53	27.17	72.00	23.77	14.65	185.90	124.41	22.27
BC-05	[38,35]	833619.68	822033.12	1.5	6.55	91.78	63.37	27.63	74.70	24.63	15.23	194.85	149.83	31.43
BC-05	[38,35]	833619.68	822033.12	8	13.05	91.73	63.33	27.61	74.65	24.60	15.21	194.23	148.72	30.74
BC-05	[38,35]	833619.68	822033.12	11.6	16.65	91.68	63.30	27.58	74.61	24.56	15.18	193.61	145.41	30.06
BC-05	[38,35]	833619.68	822033.12	15.2	20.25	91.63	63.25	27.56	74.56	24.53	15.16	192.88	143.01	29.27
BC-05	[38,35]	833619.68	822033.12	18.8	23.85	88.98	62.72	27.28	72.15	23.88	14.75	188.74	132.39	25.30
BC-05	[38,35]	833619.68	822033.12	22.4	27.45	88.94	62.67	27.25	72.10	23.85	14.72	187.98	130.57	24.51
BC-05	[38,35]	833619.68	822033.12	26	31.05	88.89	62.63	27.22	72.07	23.82	14.70	187.27	130.10	23.78
BC-05	[38,35]	833619.68	822033.12	30.5	35.55	88.85	62.58	27.19	72.03	23.79	14.68	186.53	127.23	22.97
BC-05	[38,35]	833619.68	822033.12	35	40.05	88.82	62.53	27.17	72.00	23.77	14.65	185.95	124.09	22.29
BC-06	[38,35]	833602.12	822026.90	1.5	6.55	91.78	63.36	27.63	74.70	24.62	15.23	194.47	149.28	31.45
BC-06	[38,35]	833602.12	822026.90	8	13.05	91.73	63.33	27.61	74.65	24.59	15.20	193.92	148.19	30.73
BC-06	[38,35]	833602.12	822026.90	11.6	16.65	91.68	63.30	27.58	74.61	24.56	15.18	193.36	145.90	30.04
BC-06	[38,35]	833602.12	822026.90	15.2	20.25	91.63	63.26	27.55	74.56	24.52	15.16	192.70	141.97	29.25
BC-06	[38,35]	833602.12	822026.90	18.8	23.85	88.98	62.72	27.27	72.15	23.88	14.75	188.64	132.56	25.29
BC-06	[38,35]	833602.12	822026.90	22.4	27.45	88.94	62.67	27.25	72.10	23.85	14.72	187.93	130.45	24.50
BC-06	[38,35]	833602.12	822026.90	26	31.05	88.89	62.63	27.22	72.06	23.82	14.70	187.27	129.97	23.78
BC-06	[38,35]	833602.12	822026.90	30.5	35.55	88.85	62.58	27.19	72.03	23.79	14.68	186.55	127.14	22.97
BC-06	[38,35]	833602.12	822026.90	35	40.05	88.82	62.54	27.17	71.99	23.77	14.65	185.99	124.33	22.29
BC-07	[38,35]	833594.66	822048.19	1.5	6.55	91.83	63.43	27.66	74.75	24.65	15.25	194.56	150.93	32.05
BC-07	[38,35]	833594.66	822048.19	8	13.05	91.77	63.37	27.62	74.69	24.61	15.22	193.90	149.61	31.20
BC-07	[38,35]	833594.66	822048.19	11.6	16.65	91.70	63.33	27.60	74.63	24.58	15.20	193.26	147.29	30.40
BC-07	[38,35]	833594.66	822048.19	15.2	20.25	91.64	63.27	27.56	74.57	24.54	15.17	192.51	144.32	29.51
BC-07	[38,35]	833594.66	822048.19	18.8	23.85	88.99	62.73	27.28	72.15	23.89	14.76	188.38	133.75	25.48
BC-07	[38,35]	833594.66	822048.19	22.4	27.45	88.93	62.68	27.25	72.10	23.86	14.73	187.62	131.40	24.64
BC-07	[38,35]	833594.66	822048.19	26	31.05	88.89	62.63	27.23	72.06	23.83	14.70	186.95	130.33	23.88
BC-07	[38,35]	833594.66	822048.19	30.5	35.55	88.85	62.58	27.20	72.02	23.80	14.68	186.25	128.30	23.05
BC-07	[38,35]	833594.66	822048.19	35	40.05	88.81	62.54	27.17	71.99	23.78	14.66	185.73	124.83	22.36
BC-08	[38,35]	833587.75	822068.18	1.5	6.55	91.92	63.53	27.69	74.83	24.69	15.29	196.04	152.56	33.02
BC-08	[38,35]	833587.75	822068.18	8	13.05	91.82	63.44	27.65	74.73	24.64	15.25	195.07	150.27	31.88
BC-08	[38,35]	833587.75	822068.18	11.6	16.65	91.73	63.36	27.61	74.65	24.60	15.21	194.14	147.07	30.88
BC-08	[38,35]	833587.75	822068.18	15.2	20.25	91.65	63.28	27.58	74.58	24.56	15.18	193.09	146.04	29.83
BC-08	[38,35]	833587.75	822068.18	18.8	23.85	88.98	62.74	27.29	72.15	23.90	14.76	188.69	134.25	25.70
BC-08	[38,35]	833587.75	822068.18	22.4	27.45	88.93	62.69	27.26	72.10	23.87	14.73	187.73	132.50	24.79
BC-08	[38,35]	833587.75	822068.18	26	31.05	88.89	62.63	27.23	72.06	23.84	14.71	186.92	130.75	23.99
BC-08	[38,35]	833587.75	822068.18	30.5	35.55	88.84	62.58	27.20	72.02	23.80	14.68	186.14	127.81	23.14
BC-08	[38,35]	833587.75	822068.18	35	40.05	88.81	62.54	27.18	71.99	23.78	14.66	185.61	125.78	22.42
BC-09	[38,35]	833582.49	822083.39	1.5	6.55	92.05	63.67	27.75	74.95	24.74	15.34	199.10	155.46	34.39
BC-09	[38,35]	833582.49	822083.39	8	13.05	91.87	63.49	27.68	74.78	24.67	15.27	197.43	150.43	32.65
BC-09	[38,35]	833582.49	822083.39	11.6	16.65	91.74	63.38	27.63	74.67	24.62	15.23	195.88	147.86	31.35
BC-09	[38,35]	833582.49	822083.39	15.2	20.25	91.64	63.28	27.59	74.57	24.57	15.19	194.22	145.91	30.12
BC-09	[38,35]	833582.49	822083.39	18.8	23.85	88.98	62.76	27.30	72.14	23.91	14.77	189.32	134.69	25.89
BC-09	[38,35]	833582.49	822083.39	22.4	27.45	88.92	62.70	27.26	72.09	23.87	14.74	188.02		

APPENDIX 4-6

**Summary of Annual Averaged NO₂
Concentration (Air Quality)**

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height								
		mAG	1.5	6.35	10.85	14.5	18	21.5		
		mPD	6.55	11.4	15.9	19.55	23.05	26.55		
Site A - Podium	AP-01		37.95	33.15						
	AP-02		39.33	33.57						
	AP-03		43.92	33.31						
	AP-04		41.98	33.37						
	AP-05		41.34	33.27						
	AP-06		37.13	33.21	30.11	28.41	24.10	23.25		
	AP-07		39.63	33.75	29.69	27.97	23.80	23.08		
	AP-08		37.44	33.63	30.19	28.44	24.15	23.33		
	AP-09		37.38	33.66	30.33	28.60	24.30	23.46		
	AP-10		37.87	33.92	30.49	28.75	24.45	23.59		
	AP-11		35.83	33.62	30.93	29.12	24.67	23.70		
	AP-12		35.05	33.29	31.01	29.32	24.86	23.84		
	AP-13		34.40	32.91	30.73	29.06	24.62	23.63		
	AP-14		34.70	33.05	30.72	28.99	24.54	23.57		
	AP-15		35.21	33.13	30.50	28.73	24.32	23.40		

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	29.35	32.5	35.65	38.8	41.95		
		mPD	34.4	37.55	40.7	43.85	47		
Site A - Tower A	TA-01		22.00	21.65	19.69	19.43	19.22		
	TA-02		21.97	21.64	19.69	19.44	19.22		
	TA-03		21.97	21.65	19.69	19.44	19.23		
	TA-04		22.04	21.71	19.75	19.49	19.27		
	TA-05		22.12	21.77	19.80	19.54	19.32		
	TA-06		22.01	21.66	19.70	19.45	19.23		
	TA-07		21.98	21.65	19.70	19.45	19.23		
	TA-08		22.12	21.77	19.80	19.54	19.31		
	TA-09		22.19	21.82	19.85	19.58	19.35		
	TA-10		22.27	21.89	19.90	19.62	19.38		
	TA-11		22.28	21.89	19.90	19.62	19.38		
	TA-12		22.32	21.91	19.91	19.62	19.38		
	TA-13		22.19	21.81	19.82	19.55	19.32		
Site A - Tower B	TB-01		22.17	21.80	19.82	19.55	19.32		
	TB-02		22.09	21.73	19.76	19.50	19.27		
	TB-03		23.40	22.84	20.69	20.27	19.92		
	TB-04		23.31	22.77	20.63	20.22	19.87		
	TB-05		23.23	22.70	20.57	20.17	19.82		
	TB-06		23.15	22.63	20.51	20.12	19.78		
	TB-07		23.16	22.65	20.53	20.14	19.79		
	TB-08		23.17	22.66	20.54	20.14	19.80		
	TB-09		23.25	22.73	20.60	20.20	19.85		
	TB-10		23.34	22.80	20.67	20.26	19.90		
	TB-11		23.43	22.87	20.73	20.31	19.95		
	TB-12		23.42	22.86	20.71	20.30	19.93		

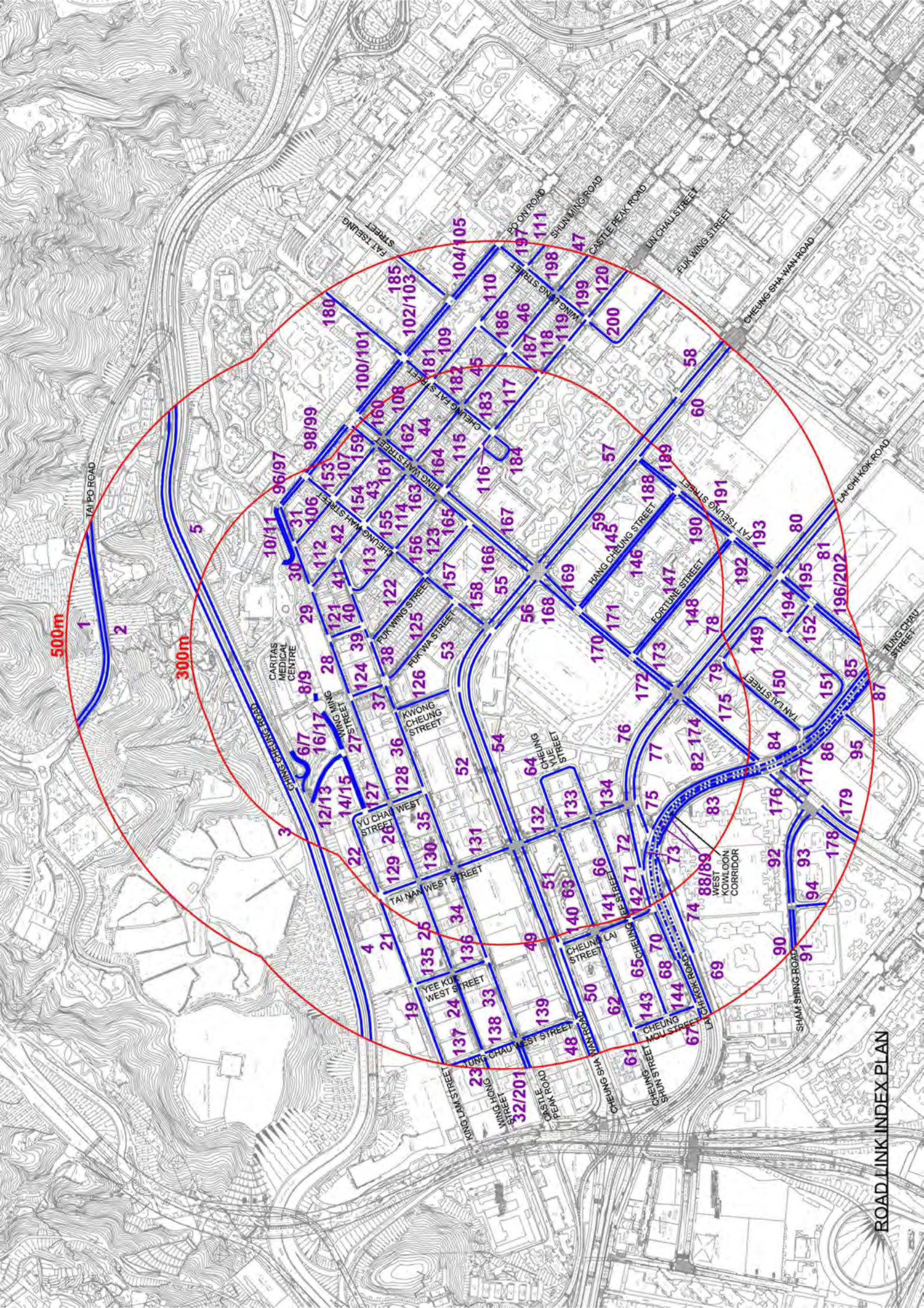
	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height									
		mAG	1.5	8	11.6	15.2	18.8	22.4	26	30.5	35
		mPD	6.55	13.05	16.65	20.25	23.85	27.45	31.05	35.55	40.05
Site B - G/C Complex	BC-01		34.70	32.91	31.55	30.26	25.97	24.96	24.09	23.19	22.45
	BC-02		33.13	32.00	30.99	29.92	25.75	24.81	23.98	23.10	22.39
	BC-03		32.17	31.33	30.52	29.60	25.53	24.66	23.88	23.03	22.33
	BC-04		31.51	30.81	30.11	29.31	25.33	24.52	23.77	22.95	22.27
	BC-05		31.43	30.74	30.06	29.27	25.30	24.51	23.78	22.97	22.29
	BC-06		31.45	30.73	30.04	29.25	25.29	24.50	23.78	22.97	22.29
	BC-07		32.05	31.20	30.40	29.51	25.48	24.64	23.88	23.05	22.36
	BC-08		33.02	31.88	30.88	29.83	25.70	24.79	23.99	23.14	22.42
	BC-09		34.39	32.65	31.35	30.12	25.89	24.93	24.10	23.22	22.49
	BC-10		34.48	32.74	31.43	30.18	25.93	24.95	24.10	23.21	22.48



Exceedance of Annual NO₂ (40 µg/m³)

APPENDIX 5-1

**Predicted Traffic Flow at Peak Hour in Year
2049**



500m

300m

ROAD LINK INDEX PLAN

TAI PO ROAD

CARITAS MEDICAL CENTRE

WEST KOWLOON CORRIDOR

SHAM SHING ROAD

CHEUNG SHA WAN ROAD

UN CHAU STREET

CASTLE PEAK ROAD

SPUN MING ROAD

BO OW ROAD

LEI SANG STREET

LEI SANG STREET

LEI SANG STREET

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LEI SANG STREET

LEI SANG STREET

LAI CHI HOK ROAD

TUNG CHAU STREET

FAT TSEUNG STREET

JAN LAI STREET

FORTUNE STREET

HANG CHEUNG STREET

10/11

96/97

98/99

180

100/101

185

102/103

186

110

187

46

118

119

198

199

47

200

58

60

57

189

191

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193

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196/202

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Predicted Traffic Flow at Peak Hours of Year 2049

Road ID	Road	Direction	At grade / Flyover	Speed Limit (km/hr)	AM Peak		PM Peak		Within 300m Assessment Boundary
					Traffic	% Heavy	Traffic	% Heavy	
3	Ching Cheung Road	EB	At grade	70	5400	32	4550	35	N
4	Ching Cheung Road	WB	At grade	70	4800	31	5200	29	N
5	Ching Cheung Road	WB	At grade	70	4750	31	5200	29	N
6	Access Road of Caritas Medical Centre	EB	At grade	50	50	4	16	0	Y
7	Access Road of Caritas Medical Centre	WB	At grade	50	18	40	50	4	Y
8	Access Road of Caritas Medical Centre	EB	At grade	20	100	6	50	5	Y
9	Access Road of Caritas Medical Centre	WB	At grade	20	50	16	50	0	Y
10	Access Road of Caritas Medical Centre	EB	At grade	50	200	12	200	12	Y
11	Access Road of Caritas Medical Centre	WB	At grade	50	150	17	100	17	Y
12	Access Road to St. Raphael's Catholic Cemetery	NB	At grade	50	13	25	11	27	Y
13	Access Road to St. Raphael's Catholic Cemetery	SB	At grade	50	10	41	21	43	Y
14	Wing Ming Street	EB	At grade	50	100	9	50	19	Y
15	Wing Ming Street	WB	At grade	50	50	28	50	13	Y
16	Wing Ming Street	EB	At grade	50	100	8	50	15	Y
17	Wing Ming Street	WB	At grade	50	50	26	50	6	Y
21	King Lam Street	WB	At grade	50	250	28	150	27	Y
22	King Lam Street	EB	At grade	50	200	30	250	28	Y
25	Wing Hong Street	WB	At grade	50	200	29	500	27	Y
26	Wing Hong Street	WB	At grade	50	200	37	350	29	Y
27	Wing Hong Street	WB	At grade	50	350	30	450	28	Y
28	Wing Hong Street	WB	At grade	50	150	28	300	27	Y
29	Wing Hong Street	WB	At grade	50	150	37	100	34	Y
30	Wing Hong Street	WB	At grade	50	300	30	450	27	Y
31	Wing Hong Street	WB	At grade	50	100	40	150	32	Y
34	Castle Peak Road	EB	At grade	50	800	29	1150	27	Y
35	Castle Peak Road	EB	At grade	50	1350	30	1200	27	Y
36	Castle Peak Road	EB	At grade	50	1550	29	1600	27	Y
37	Castle Peak Road	EB	At grade	50	1250	38	1150	30	Y
38	Castle Peak Road	EB	At grade	50	1250	40	1200	26	Y
39	Castle Peak Road	EB	At grade	50	950	42	850	29	Y
40	Castle Peak Road	EB	At grade	50	850	42	700	28	Y
41	Castle Peak Road	EB	At grade	50	1000	42	800	29	Y
42	Castle Peak Road	EB	At grade	50	1150	42	1250	29	Y
43	Castle Peak Road	EB	At grade	50	700	47	800	34	Y
44	Castle Peak Road	EB	At grade	50	850	42	900	28	Y
45	Castle Peak Road	EB	At grade	50	600	42	700	29	Y
49	Cheung Sha Wan Road	EB	At grade	50	2500	38	1650	35	Y
51	Cheung Sha Wan Road	WB	At grade	50	2350	43	2250	35	Y
52	Cheung Sha Wan Road	EB	At grade	50	1600	42	1600	35	Y
53	Cheung Sha Wan Road	EB	At grade	50	1850	44	2000	38	Y
54	Cheung Sha Wan Road	WB	At grade	50	1950	46	2050	43	Y
55	Cheung Sha Wan Road	EB	At grade	50	2200	43	2050	35	Y
56	Cheung Sha Wan Road	WB	At grade	50	1150	49	1200	44	Y
57	Cheung Sha Wan Road	EB	At grade	50	1550	29	1250	23	Y
59	Cheung Sha Wan Road	WB	At grade	50	900	32	1150	27	Y
60	Cheung Sha Wan Road	WB	At grade	50	850	47	1050	44	Y
63	Cheung Shun Street	EB	At grade	50	150	28	250	27	Y
64	Cheung Yue Street	EB	At grade	50	150	28	150	27	Y
66	Cheung Yee Street	WB	At grade	50	250	28	350	26	Y
71	Lai Chi Kok Road	EB	At grade	50	1900	36	1800	32	Y
72	Lai Chi Kok Road	EB	At grade	50	850	29	950	25	Y
73	Lai Chi Kok Road	EB	At grade	50	1050	31	850	28	Y
74	Lai Chi Kok Road	WB	At grade	50	1000	31	1000	29	Y
75	Lai Chi Kok Road	WB	At grade	50	700	28	600	26	Y
76	Lai Chi Kok Road	EB	At grade	50	650	31	600	31	Y
77	Lai Chi Kok Road	WB	At grade	50	1350	29	1300	30	Y
78	Lai Chi Kok Road	EB	At grade	50	700	34	550	32	Y
79	Lai Chi Kok Road	WB	At grade	50	1100	28	950	30	Y
82	Tung Chau Street	EB	At grade	50	950	37	900	33	Y
83	Tung Chau Street	WB	At grade	50	400	30	300	30	Y
88	West Kowloon Corridor	EB	Flyover	70	3600	26	3600	12	Y
89	West Kowloon Corridor	WB	Flyover	70	2650	25	3450	12	Y
96	Po On Road	NB	At grade	50	100	24	100	25	N
97	Po On Road	SB	At grade	50	50	42	50	31	N
98	Po On Road	NB	At grade	50	50	25	50	25	N
99	Po On Road	SB	At grade	50	250	42	200	28	N
106	Shun Ming Road	NB	At grade	50	250	25	300	25	Y
107	Shun Ming Road	NB	At grade	50	200	26	100	25	Y
108	Shun Ming Road	NB	At grade	50	250	26	150	25	Y
109	Shun Ming Road	NB	At grade	50	250	25	100	24	Y
112	Kwong Shing Street	SB	At grade	50	150	42	400	28	Y
113	Un Chau Street	NB	At grade	50	150	26	100	25	Y
114	Un Chau Street	NB	At grade	50	800	28	700	27	Y
115	Un Chau Street	NB	At grade	50	700	39	700	31	Y
116	Un Chau Street	NB	At grade	50	750	27	700	27	Y
117	Un Chau Street	NB	At grade	50	700	28	650	27	Y

Predicted Traffic Flow at Peak Hours of Year 2049

Road ID	Road	Direction	At grade / Flyover	Speed Limit (km/hr)	AM Peak		PM Peak		Within 300m Assessment Boundary
					Traffic	% Heavy	Traffic	% Heavy	
118	Un Chau Street	NB	At grade	50	700	28	800	27	Y
121	Tsap Fai Street	NB	At grade	50	100	35	200	42	Y
122	Fuk Wing Street	SB	At grade	50	400	36	500	23	Y
123	Fuk Wing Street	SB	At grade	50	250	16	300	18	Y
124	Fuk Wa Street	NB	At grade	50	200	35	150	41	Y
125	Fuk Wa Street	NB	At grade	50	200	38	200	18	Y
126	Kwong Cheung Street	SB	At grade	50	250	28	400	27	Y
127	Yu Chau West Street	SB	At grade	50	150	27	250	31	Y
128	Yu Chau West Street	SB	At grade	50	200	26	350	30	Y
129	Tai Nan West Street	NB	At grade	50	600	25	550	30	Y
130	Tai Nan West Street	NB	At grade	50	800	25	750	30	Y
131	Tai Nan West Street	NB	At grade	50	1300	26	750	27	Y
132	Tai Nan West Street	NB	At grade	50	800	36	950	26	Y
133	Tai Nan West Street	NB	At grade	50	700	36	800	26	Y
134	Tai Nan West Street	NB	At grade	50	750	24	1050	22	Y
145	Hang Cheung Street	SB	At grade	50	50	33	200	13	Y
146	Hang Cheung Street	NB	At grade	50	24	35	21	9	Y
147	Fortune Street	SB	At grade	50	100	30	50	7	Y
148	Fortune Street	NB	At grade	50	50	29	100	15	Y
149	Tan Lai Street	SB	At grade	50	50	24	50	31	Y
150	Tan Lai Street	NB	At grade	50	50	24	50	31	Y
153	Cheung Wah Street	NB	At grade	50	300	25	200	18	Y
154	Cheung Wah Street	NB	At grade	50	300	25	300	18	Y
155	Cheung Wah Street	SB	At grade	50	250	25	200	18	Y
156	Cheung Wah Street	SB	At grade	50	800	27	700	21	Y
157	Cheung Wah Street	SB	At grade	50	1400	32	950	23	Y
158	Cheung Wah Street	SB	At grade	50	1200	33	900	25	Y
159	Hing Wah Street	NB	At grade	50	50	28	100	30	Y
160	Hing Wah Street	SB	At grade	50	250	32	150	27	Y
161	Hing Wah Street	NB	At grade	50	400	28	350	29	Y
162	Hing Wah Street	SB	At grade	50	500	32	400	25	Y
163	Hing Wah Street	NB	At grade	50	550	30	650	24	Y
164	Hing Wah Street	SB	At grade	50	400	31	350	27	Y
165	Hing Wah Street	NB	At grade	50	400	28	400	27	Y
166	Hing Wah Street	NB	At grade	50	800	19	750	13	Y
167	Hing Wah Street	SB	At grade	50	650	39	600	33	Y
168	Hing Wah Street	NB	At grade	50	350	14	350	10	Y
169	Hing Wah Street	SB	At grade	50	800	12	950	9	Y
170	Hing Wah Street	NB	At grade	50	350	26	400	28	Y
171	Hing Wah Street	SB	At grade	50	700	35	750	24	Y
172	Hing Wah Street	NB	At grade	50	500	26	450	27	Y
173	Hing Wah Street	SB	At grade	50	700	35	750	24	Y
174	Hing Wah Street	NB	At grade	50	700	29	550	30	Y
175	Hing Wah Street	SB	At grade	50	550	33	650	27	Y
181	Cheung Fat Street	NB	At grade	50	50	27	50	29	Y
182	Cheung Fat Street	NB	At grade	50	100	28	50	28	Y
183	Cheung Fat Street	SB	At grade	50	50	31	50	28	Y
184	Un Chau Street	NB	At grade	50	50	34	50	14	Y
187	Fat Tseung Street	NB	At grade	50	250	30	150	31	Y
188	Fat Tseung Street	NB	At grade	50	50	26	50	29	Y
189	Fat Tseung Street	SB	At grade	50	150	32	200	27	Y
190	Fat Tseung Street	NB	At grade	50	50	29	50	29	Y
191	Fat Tseung Street	SB	At grade	50	150	32	200	27	Y

APPENDIX 5-2

**Traffic Noise Assessment Results (Base
Scenario)**

Predicted Traffic Noise Level, dB(A) - (a) Base Scenario

Tower A (Low Zone) - by flat

Floor	Elevation (mPD)	Predicted Noise level, dB(A)														
		TAL-01	TAL-02	TAL-03	TAL-04	TAL-05	TAL-06	TAL-07	TAL-08	TAL-09	TAL-10	TAL-11	TAL-12	TAL-13		
1/F	34.1	78	77	76	76	76	76	50		70		72	74	76	77	78
2/F	37.25	78	76	75	75	75	70	52		70		72	74	75	77	78
3/F	40.4	78	76	75	75	75	70	55		70		74	76	76	77	78
4/F	43.55	77	75	75	75	75	70	58		70		75	76	76	77	78
5/F	46.7	77	75	75	75	75	70	59		70		75	76	76	77	78
6/F	49.85	77	75	75	75	75	70	60		70		75	76	76	77	78
7/F	53	77	75	75	75	74	70	60		70		75	76	76	77	78
8/F	56.15	77	75	75	74	74	69	60		70		75	76	76	77	78
9/F	59.3	76	75	75	74	74	69	60		70		75	76	76	77	78
10/F	62.45	76	75	74	74	74	69	61		70		75	76	76	77	78
11/F	65.6	76	75	74	74	74	69	61		70		75	76	76	77	78
12/F	68.75	76	74	74	74	74	69	61		70		75	75	76	76	77
13/F	71.9	76	74	74	74	74	68	61		70		75	75	76	76	77
14/F	75.05	76	74	74	74	73	68	61		70		75	75	75	76	77
15/F	78.2	75	74	74	74	73	68	61		70		75	75	75	76	77
16/F	81.35	75	74	74	73	73	68	61		70		75	75	75	76	77
17/F	84.5	75	74	73	73	73	68	61		70		75	75	75	76	77
18/F	87.65	75	73	73	73	73	68	61		70		74	74	75	75	76
19/F	90.8	75	73	73	73	73	68	61		70		74	74	75	75	76
20/F	93.95	75	73	73	73	73	67	61		70		74	74	75	75	76
21/F	97.1	74	73	73	73	72	67	61		70		74	74	75	75	76
22/F	100.25	74	73	73	73	72	67	61		70		74	74	75	75	76
min		74	73	73	73	72	67	50		70		72	74	74	74	75
max		78	77	76	76	76	70	61		75		76	76	77	77	78

Tower A (High Zone) - by flat

Floor	Elevation (mPD)	Predicted Noise level, dB(A)														
		TAH-01	TAH-02	TAH-03	TAH-04	TAH-05	TAH-06	TAH-07	TAH-08	TAH-09	TAH-10	TAH-11	TAH-12			
23/F	103.4	74	73	73	72	72	67	61		74		74	74	74	75	75
24/F	106.55	74	73	72	72	72	67	61		74		74	74	74	74	75
25/F	109.7	74	73	72	72	72	67	61		73		74	74	74	74	75
26/F	112.85	74	72	72	72	72	67	61		73		74	74	74	74	75
27/F	116	74	72	72	72	72	67	61		73		73	74	74	74	75
28/F	119.15	74	72	72	72	72	67	61		73		73	74	74	74	75
29/F	122.3	74	72	72	72	72	66	61		73		73	74	74	74	75
30/F	125.45	73	72	72	72	72	66	61		73		73	73	73	74	74
31/F	128.6	73	72	72	72	72	66	61		73		73	73	73	74	74
32/F	131.75	73	72	72	72	72	66	61		73		73	73	73	74	74
33/F	134.9	73	72	72	72	72	66	61		73		73	73	73	74	74
34/F	138.05	73	72	72	71	71	66	61		73		73	73	73	74	74
min		73	72	72	71	71	66	61		73		73	73	73	74	74
max		74	73	73	72	72	67	61		74		74	74	74	74	75

Tower B - by flat

Floor	Elevation (mPD)	Predicted Noise level, dB(A)														
		TB-01	TB-02	TB-03	TB-04	TB-05	TB-06	TB-07	TB-08	TB-09	TB-10	TB-11	TB-12			
1/F	34.1	79	76	76	75	76	69	56		67		74	77	78	79	79
2/F	37.25	79	76	75	75	75	69	56		70		75	77	78	79	79
3/F	40.4	79	75	75	75	75	69	56		72		76	77	78	79	79
4/F	43.55	78	75	75	75	75	68	56		73		76	77	77	78	79
5/F	46.7	78	75	75	75	75	69	56		74		76	77	77	78	79
6/F	49.85	78	75	74	74	75	69	57		74		76	76	77	78	79
7/F	53	78	75	74	74	74	69	57		75		76	76	77	78	79
8/F	56.15	77	74	74	74	74	69	58		74		76	76	77	78	79
9/F	59.3	77	74	74	74	74	69	58		74		75	76	76	77	78
10/F	62.45	77	74	74	74	74	69	58		74		75	76	76	77	78
11/F	65.6	77	74	73	73	74	69	59		74		75	76	76	77	78
12/F	68.75	77	74	73	73	74	69	59		74		75	76	76	77	78
13/F	71.9	77	74	73	73	73	69	60		74		75	75	76	77	78
14/F	75.05	76	73	73	73	73	68	61		74		75	75	76	77	78
15/F	78.2	76	73	73	72	73	68	61		73		75	75	76	76	77
16/F	81.35	76	73	72	72	73	68	61		73		75	75	76	76	77
17/F	84.5	76	73	72	72	73	68	62		73		74	75	75	76	77
18/F	87.65	76	73	72	72	73	68	62		73		74	75	75	76	77
19/F	90.8	76	73	72	72	73	68	62		73		74	74	75	76	77
20/F	93.95	76	72	72	72	72	68	62		73		74	74	75	76	77
21/F	97.1	75	72	72	72	72	67	62		73		74	74	75	76	77
22/F	100.25	75	72	72	72	72	67	62		73		74	74	75	76	77
23/F	103.4	75	72	71	71	72	67	62		73		74	74	75	76	77
24/F	106.55	75	72	71	71	72	67	62		72		73	74	74	75	76
25/F	109.7	75	72	71	71	72	67	62		72		73	74	74	75	76
26/F	112.85	75	72	71	71	72	67	62		72		73	74	74	75	76
27/F	116	75	72	71	71	72	67	62		72		73	73	74	75	76
28/F	119.15	75	72	71	71	72	67	62		72		73	73	74	75	76
29/F	122.3	74	71	71	71	72	67	62		72		73	73	74	75	76
30/F	125.45	74	71	71	71	72	67	62		72		73	73	74	75	76
31/F	128.6	74	71	71	71	72	66	62		72		73	73	74	75	76
32/F	131.75	74	71	71	71	72	66	62		72		73	73	74	75	76
33/F	134.9	74	71	71	71	72	66	62		72		73	73	74	75	76
34/F	138.05	74	71	71	71	72	66	62		72		73	73	74	75	76
min		74	73	73	73	73	66	56		67		73	73	73	74	74
max		79	76	76	75	76	69	62		76		77	77	78	79	79

APPENDIX 5-3

**Proposed Mitigation Measures & Traffic
Noise Assessment Results (Mitigated
Scenario - With Windows)**

Predicted Traffic Noise Level, dB(A) - (b) Mitigated Scenario: Acoustic Windows

Tower A (Low Zone) - by flat

Floor	Elevation (mPD)	Predicted noise level, dB(A)												
		TAL-01	TAL-02	TAL-03	TAL-04	TAL-05	TAL-06	TAL-07	TAL-08	TAL-09	TAL-10	TAL-11	TAL-12	
1/F	34.1	71	72	71	71	71	70	50	65	67	69	71	72	71
2/F	37.25	71	71	71	71	71	70	51	67	69	71	71	72	71
3/F	40.4	71	71	71	70	70	70	55	69	71	71	72	72	71
4/F	43.55	71	71	70	70	70	70	58	70	71	71	72	72	71
5/F	46.7	71	71	70	70	70	70	59	70	71	71	72	72	71
6/F	49.85	71	70	70	70	70	70	60	70	71	71	71	71	71
7/F	53	71	70	70	70	69	69	60	70	71	71	71	71	71
8/F	56.15	71	70	70	68	69	69	60	70	71	71	71	71	71
9/F	59.3	71	70	70	69	69	69	60	70	71	71	71	71	71
10/F	62.45	71	70	69	68	69	69	61	70	71	71	71	71	71
11/F	65.6	71	70	69	69	69	69	61	70	70	70	71	71	71
12/F	68.75	71	69	69	69	69	69	61	70	70	70	71	71	71
13/F	71.9	71	69	69	69	69	68	61	70	70	70	71	71	71
14/F	75.05	71	69	69	69	69	68	61	70	70	70	70	70	71
15/F	78.2	71	69	69	69	68	68	61	69	70	70	70	70	71
16/F	81.35	70	69	69	69	68	68	61	69	70	70	70	70	71
17/F	84.5	70	69	69	68	68	68	61	69	70	70	70	70	71
18/F	87.65	70	68	68	68	68	68	61	69	69	70	70	70	71
19/F	90.8	70	68	68	68	68	68	61	69	69	69	70	70	70
20/F	93.95	70	68	68	68	68	67	61	69	69	69	70	70	70
21/F	97.1	69	68	68	68	67	67	61	69	69	69	70	70	70
22/F	100.25	69	68	68	68	67	67	61	69	69	69	69	70	70
min		69	68	68	68	67	67	50	65	67	69	69	69	70
max		71	72	71	71	71	70	61	70	71	71	72	72	71

Tower A (High Zone) - by flat

Floor	Elevation (mPD)	Predicted noise level, dB(A)												
		TAH-01	TAH-02	TAH-03	TAH-04	TAH-05	TAH-06	TAH-07	TAH-08	TAH-09	TAH-10	TAH-11	TAH-12	
23/F	103.4	69	68	68	67	67	67	61	69	69	69	69	70	70
24/F	106.55	69	68	67	67	67	67	61	69	69	69	69	70	70
25/F	109.7	69	68	67	67	67	67	61	69	69	69	69	70	70
26/F	112.85	69	67	67	67	67	67	61	69	69	69	69	70	70
27/F	116	69	67	67	67	67	67	61	69	69	69	69	70	70
28/F	119.15	69	67	67	67	67	67	61	69	69	69	69	70	70
29/F	122.3	69	67	67	67	67	67	61	69	69	69	69	70	70
30/F	125.45	68	67	67	67	67	66	61	68	68	68	68	69	69
31/F	128.6	68	67	67	67	66	66	61	68	68	68	68	69	69
32/F	131.75	68	67	67	67	66	66	61	68	68	68	68	69	69
33/F	134.9	68	67	67	66	66	66	61	68	68	68	68	69	69
34/F	138.05	68	67	66	66	66	66	61	68	68	68	68	69	69
min		68	67	66	66	66	66	61	68	68	68	68	69	69
max		69	68	68	67	67	67	61	69	69	69	69	70	70

Tower B - by flat

Floor	Elevation (mPD)	Predicted noise level, dB(A)											
		TB-01	TB-02	TB-03	TB-04	TB-05	TB-06	TB-07	TB-08	TB-09	TB-10	TB-11	TB-12
1/F	34.1	71	71	71	70	71	69	56	62	69	72	73	74
2/F	37.25	71	71	70	70	70	69	56	62	69	71	72	73
3/F	40.4	71	70	70	70	70	69	56	62	69	71	72	73
4/F	43.55	71	70	70	70	70	68	56	62	69	71	72	73
5/F	46.7	71	70	70	70	70	69	56	62	69	71	72	73
6/F	49.85	71	70	69	68	70	69	57	63	69	71	72	73
7/F	53	71	70	69	69	70	69	57	63	69	71	72	73
8/F	56.15	71	69	69	69	69	69	58	63	69	71	72	73
9/F	59.3	71	69	69	69	69	69	58	63	69	71	72	73
10/F	62.45	71	69	69	69	69	69	58	63	69	71	72	73
11/F	65.6	71	69	68	68	69	69	59	63	69	71	72	73
12/F	68.75	71	69	68	68	69	69	59	63	69	71	72	73
13/F	71.9	71	69	68	68	69	69	60	63	69	71	72	73
14/F	75.05	71	69	68	68	69	69	61	63	69	71	72	73
15/F	78.2	71	69	68	67	69	69	61	63	69	71	72	73
16/F	81.35	71	69	68	67	69	69	61	63	69	71	72	73
17/F	84.5	71	68	67	67	69	69	62	63	69	71	72	73
18/F	87.65	71	68	67	67	69	69	62	63	69	71	72	73
19/F	90.8	71	68	67	67	69	69	62	63	69	71	72	73
20/F	93.95	71	67	67	67	69	69	62	63	69	71	72	73
21/F	97.1	70	67	67	67	69	69	62	63	69	71	72	73
22/F	100.25	70	67	67	67	69	69	62	63	69	71	72	73
23/F	103.4	70	67	67	66	69	69	62	63	69	71	72	73
24/F	106.55	70	67	66	66	69	69	62	63	69	71	72	73
25/F	109.7	70	67	66	66	69	69	62	63	69	71	72	73
26/F	112.85	70	67	66	66	69	69	62	63	69	71	72	73
27/F	116	70	67	66	66	69	69	62	63	69	71	72	73
28/F	119.15	70	67	66	66	69	69	62	63	69	71	72	73
29/F	122.3	69	66	66	66	69	69	62	63	69	71	72	73
30/F	125.45	69	66	66	66	69	69	62	63	69	71	72	73
31/F	128.6	69	66	66	66	69	69	62	63	69	71	72	73
32/F	131.75	69	66	66	66	69	69	62	63	69	71	72	73
33/F	134.9	69	66	66	66	69	69	62	63	69	71	72	73
34/F	138.05	69	66	66	66	69	69	62	63	69	71	72	73
min		69	66	66	66	66	66	56	62	69	71	72	73
max		71	71	71	70	71	69	62	69	71	72	73	74

APPENDIX 7-1

Historical Aerial Photos

Year: 1945

Photo number: 681_5-4110



Description: The Site was part of the former Cheung Sha Wan (Bay), adjacent to the reclaimed land of Cheung Sha Wan.

Year: 1963

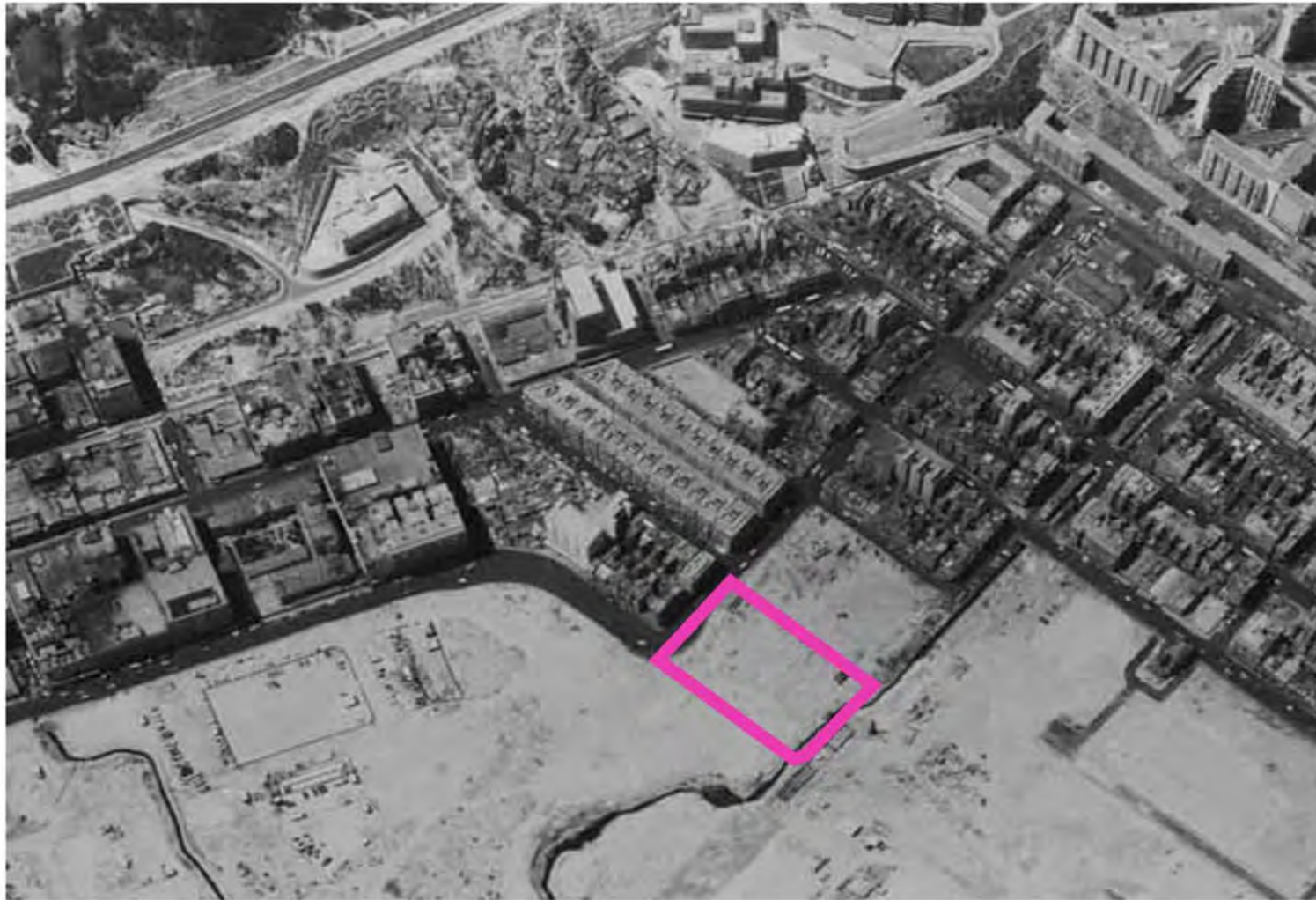
Photo number: 1963-5948



Description: (Top) Aerial view of Cheung Sha Wan. The reclamation of the land at the Site was completed, while the reclamation works of the bay was still in progress. Buildings and temporary structures are also developed in the vicinity of the Site and the coastal area. (Bottom) Temporary structures assumed to be squatter structures are recorded in the site.

Year: 1967

Photo number: 1967-5500



Description:

Temporary structures at the Site have been removed, and barren land are observed.

Year: 1968

Photo number: 1968-1067

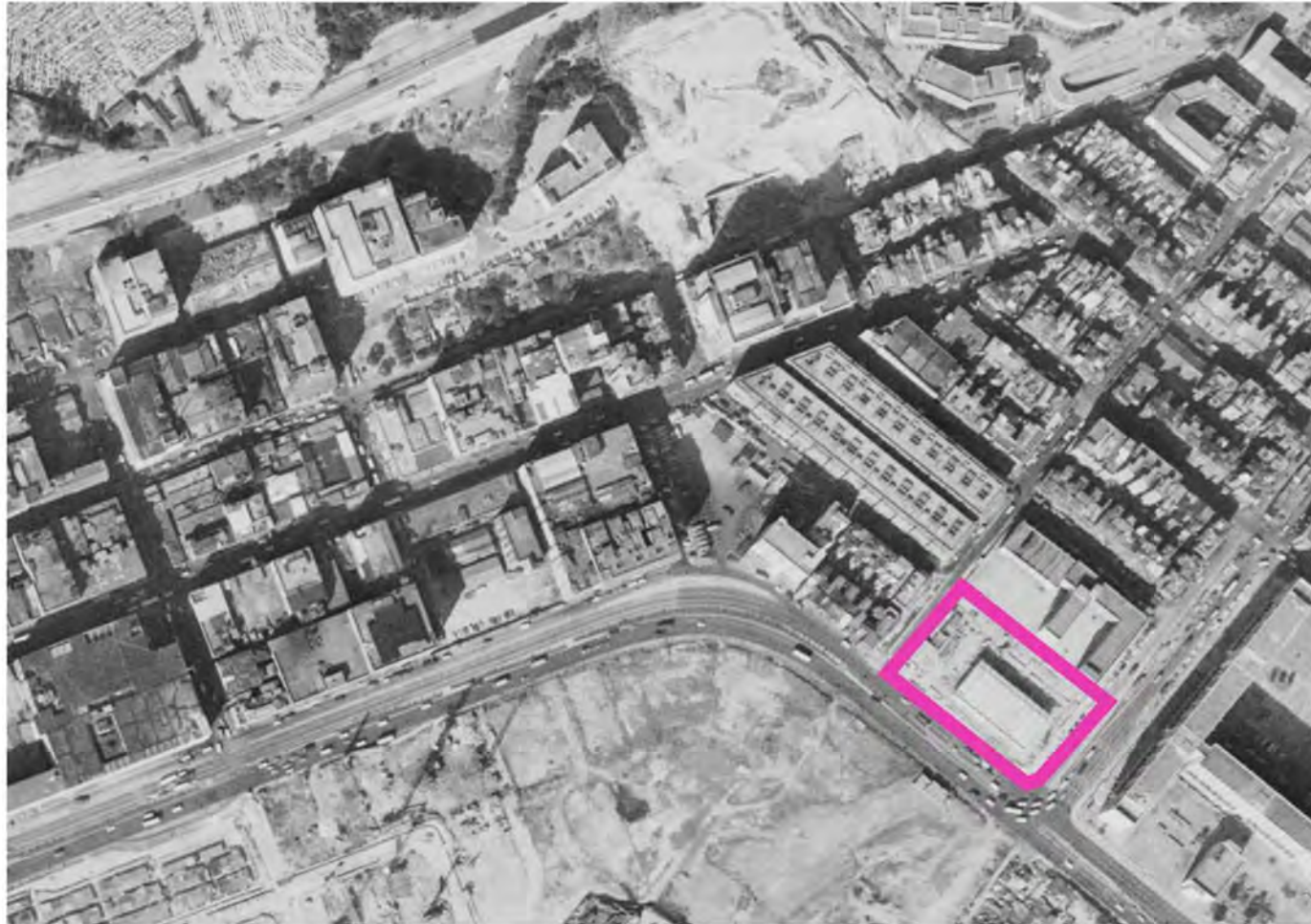


Description:

Temporary structures are observed and the land is assumed to be used open area storage of construction materials as piping materials are observed.

Year: 1975

Photo number: 1975_11994

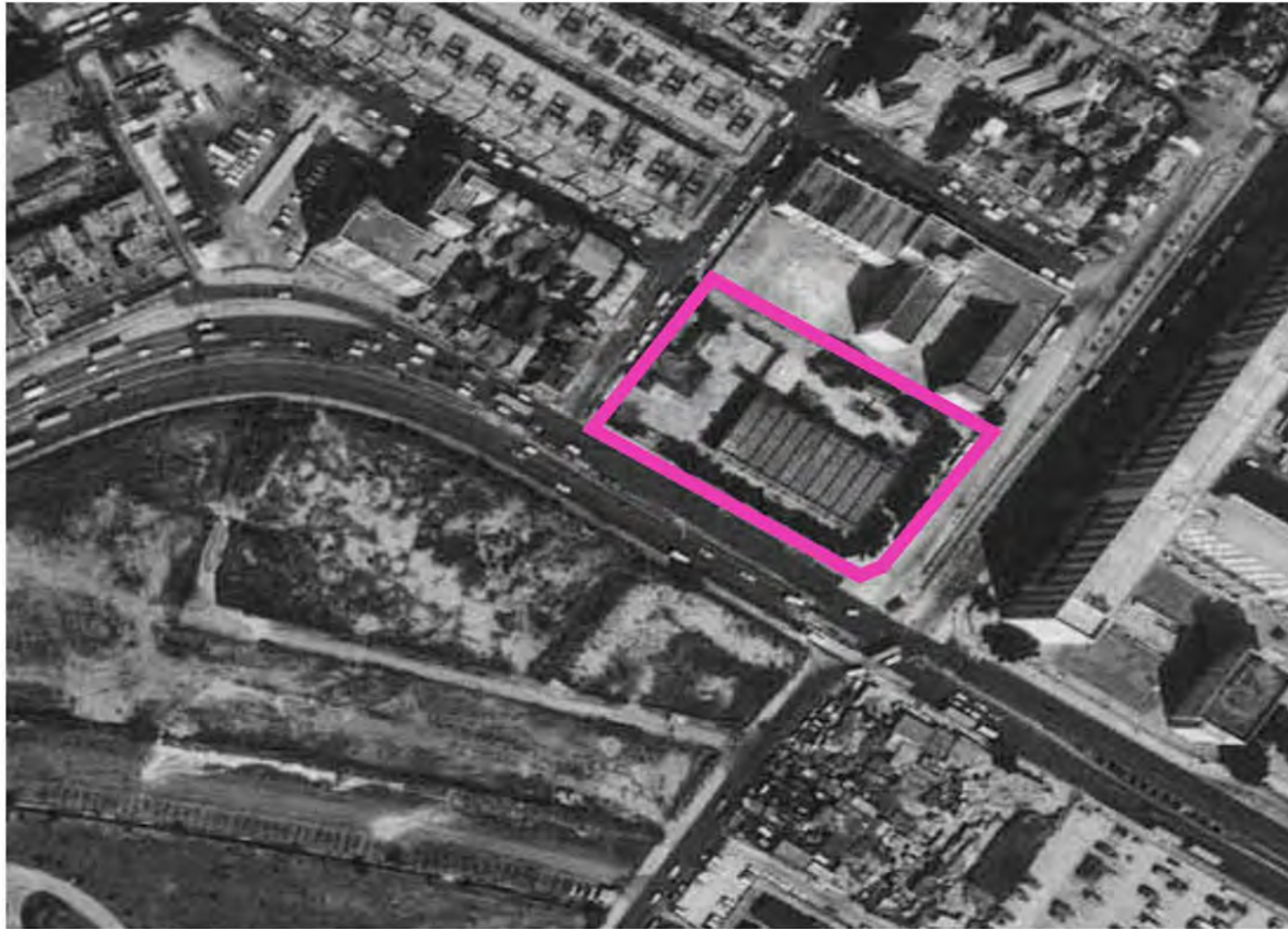


Description:

The building for the existing Cheung Sha Wan Sports Centre was erected.

Year: 1984

Photo number: 1984_56990



Description:

No significant change is observed for the building. Some shrubs were grown on the site.

Year: 2000

Photo number: CN28212



Description: No major change in the Site is observed.

Year: 2020

Photo number: E116762C



Description:

No major change in the Site is observed.

Year: 1945

Photo number: 681_5-4110

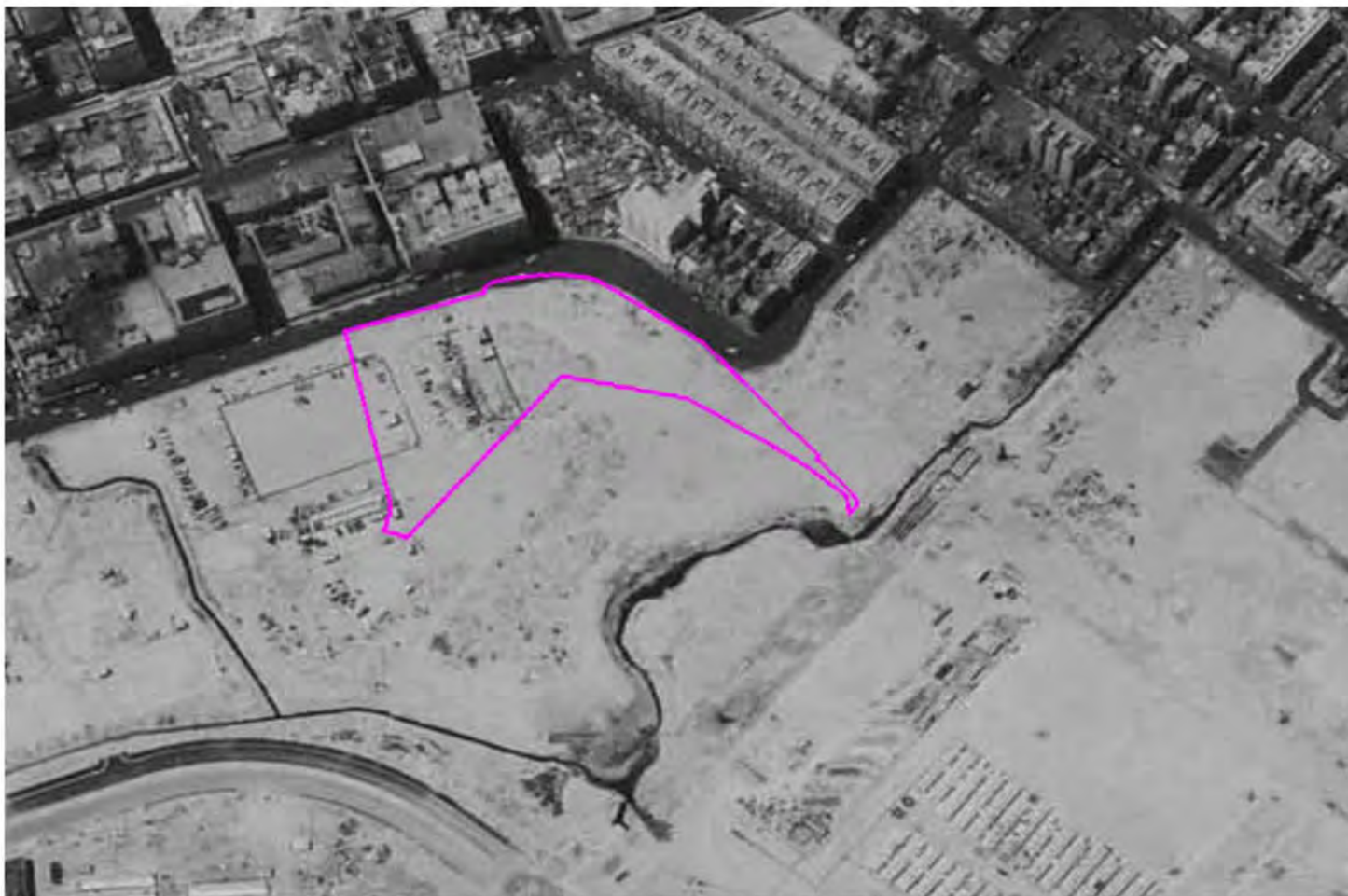


Description: The Site was part of the former Cheung Sha Wan (Bay).

Appendix 7-1 Aerial Photos (Site B)

Year: 1967

Photo number: 1967-5500



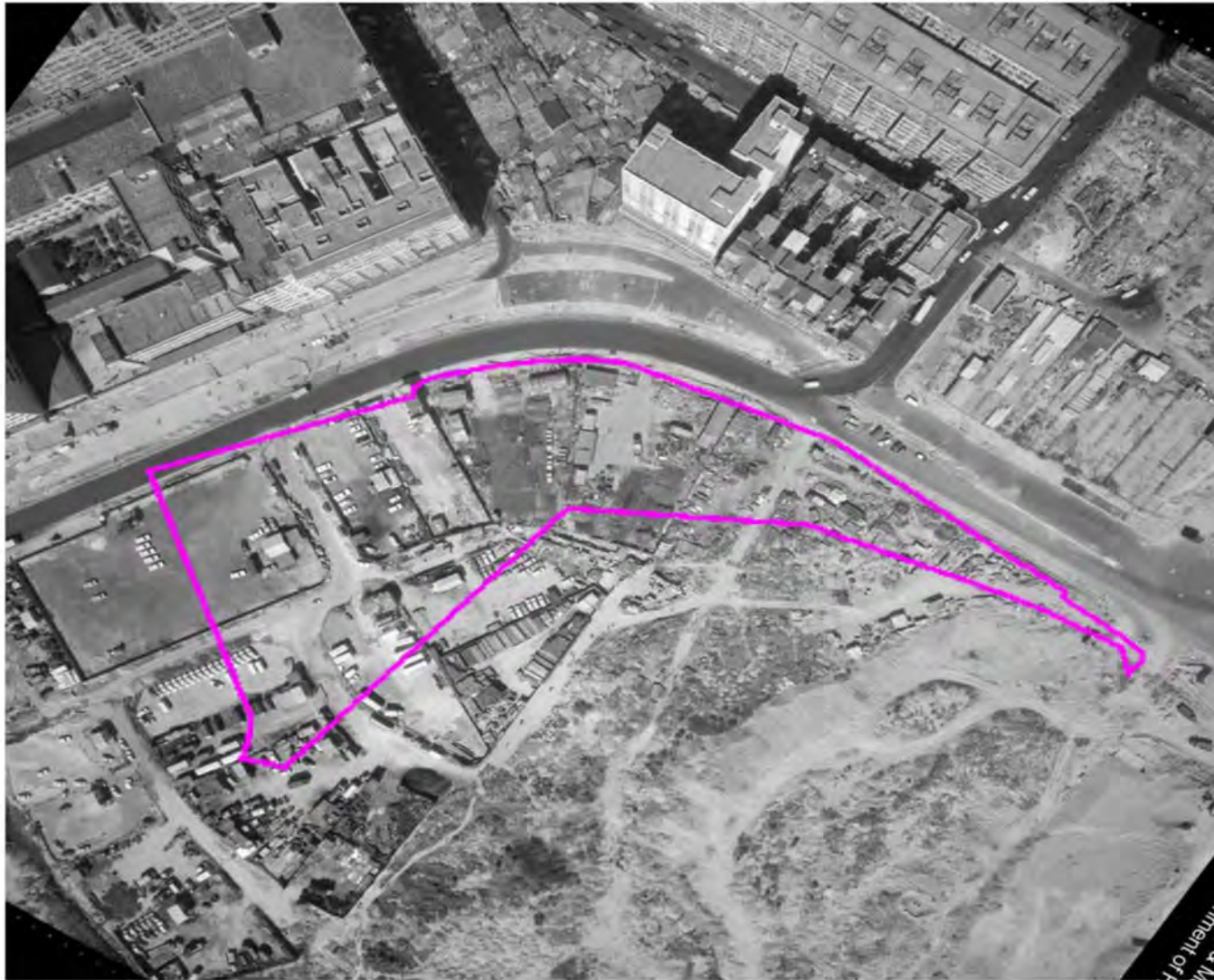
Description:

The land of the Site was reclaimed and vehicles in the Site are observed.

Appendix 7-1 Aerial Photos (Site B)

Year: 1968

Photo number: 1968-1066



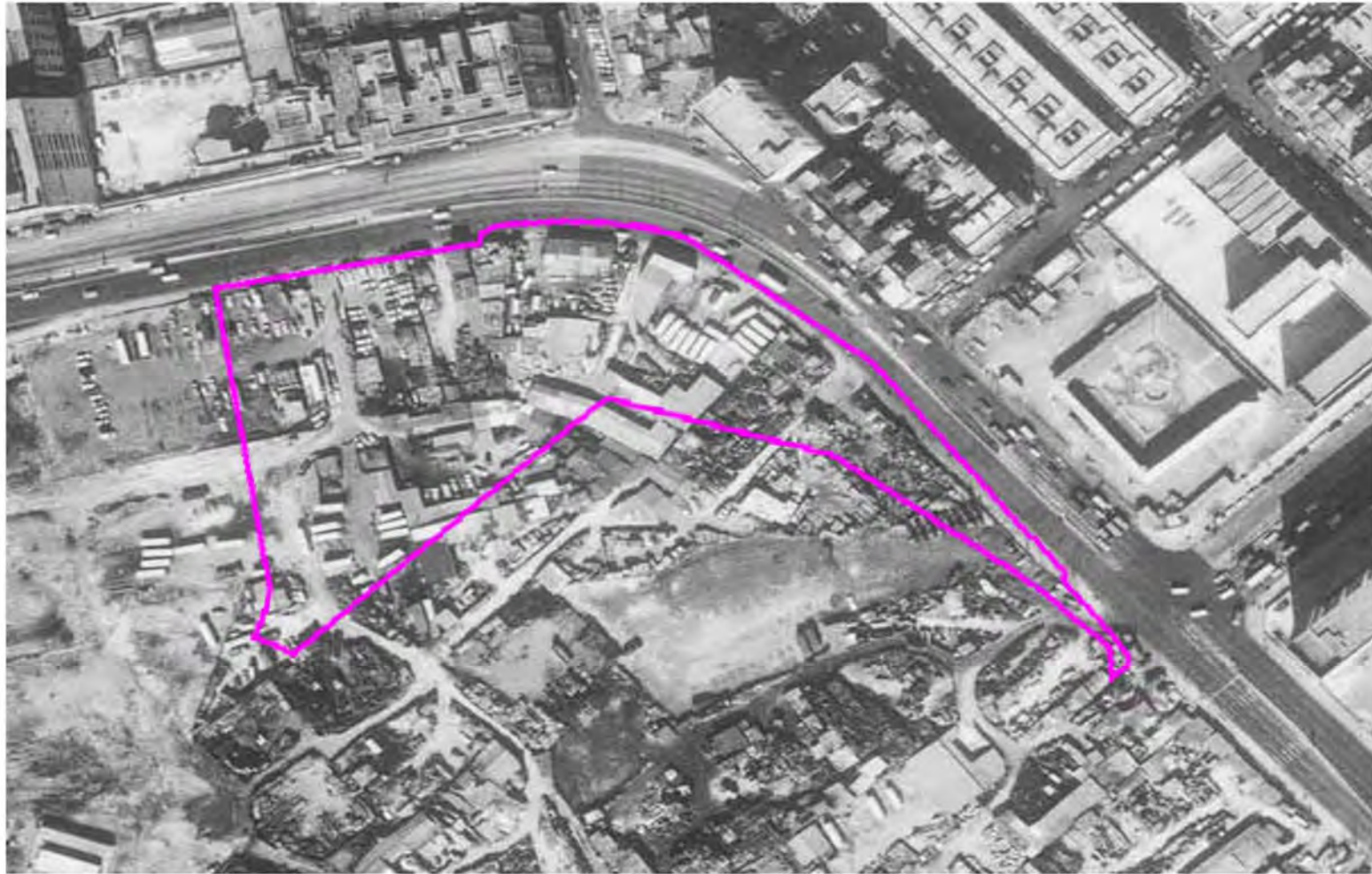
Description:

The Site was generally paved. More vehicles and some open area storage of construction materials are recorded in the site.

Appendix 7-1 Aerial Photos (Site B)

Year: 1973

Photo number: 06890



Description: No significant change was recorded.

Year: 1975

Photo number: 11994



Description: The temporary structures and vehicles were removed.

Year: 1986

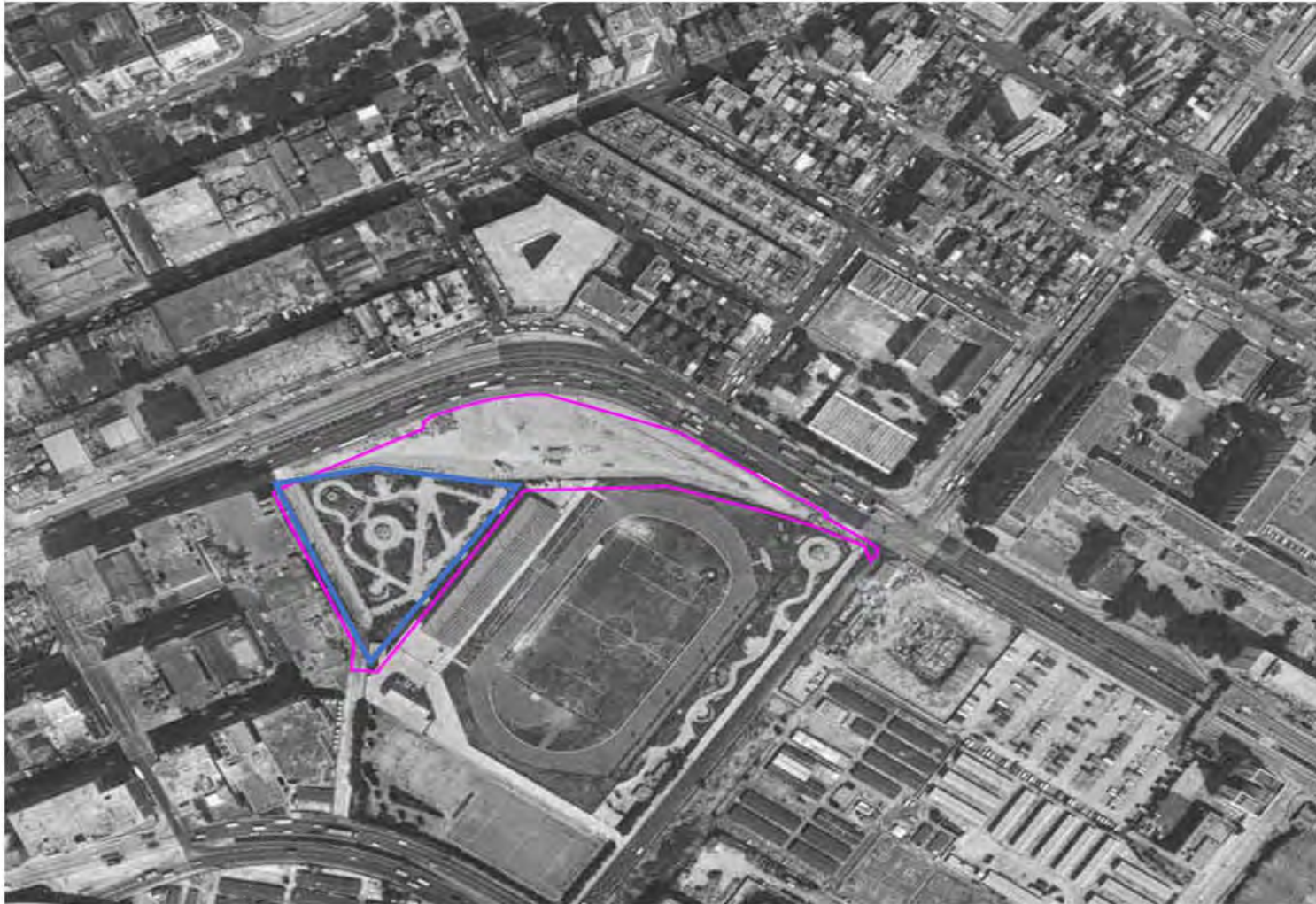
Photo number: A06287



Description: Apart from some shrubs that were being grown on the Site, no major change in the Site are observed, while the existing Sham Shui Po Sports Ground near the Site was under construction and the development in the surrounding areas was also in progress.

Year: 1988

Photo number: A14737

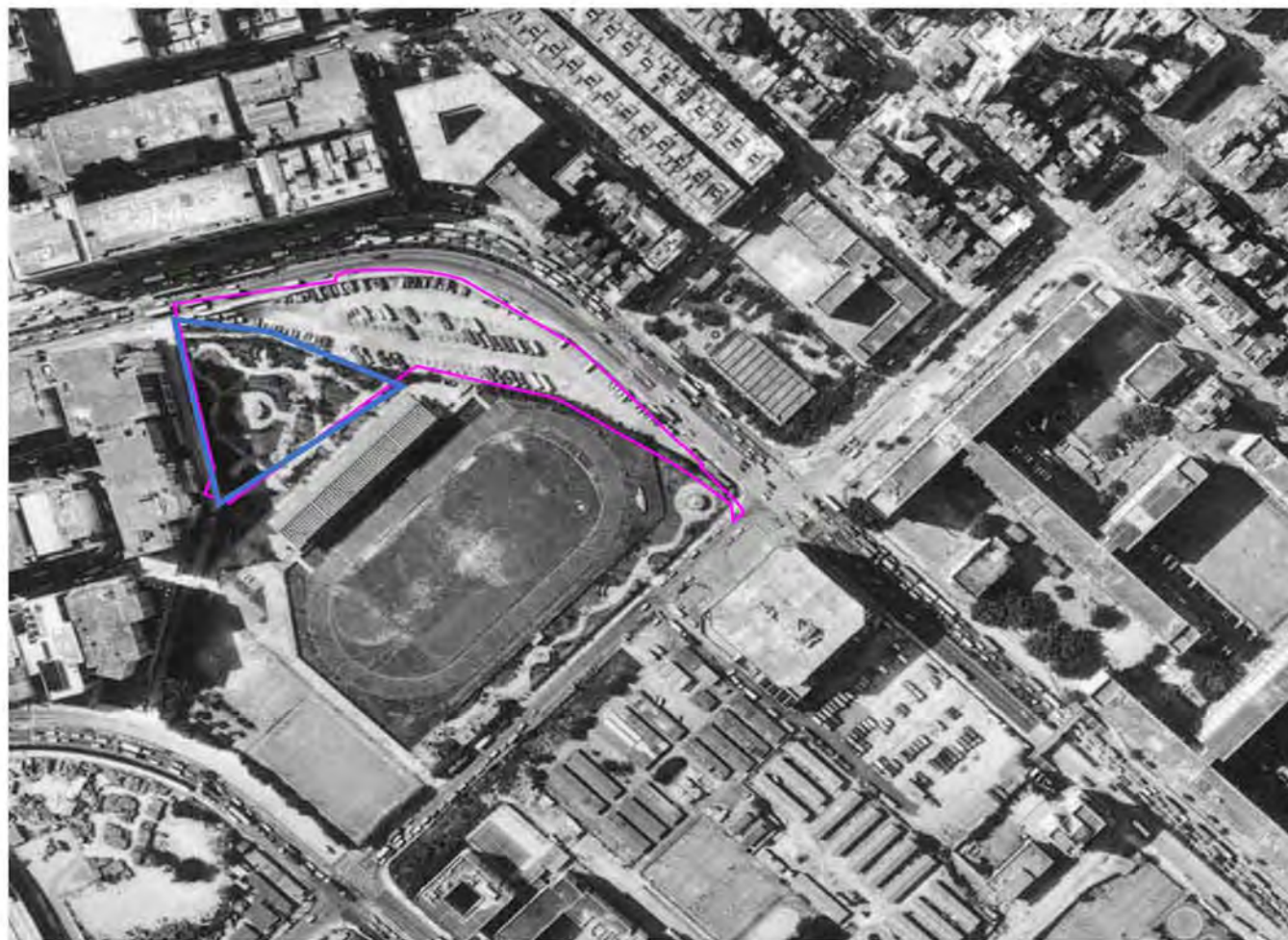


Description:

In the southwest of the Site, the construction of the existing Cheung Sha Wan Path Sitting-out Area (Blue) was substantially completed and the area was fully paved apart from the landscaped areas, while the remaining area of the Site remained unchanged. The construction of Sham Shui Po Sports Ground was completed.

Year: 1993

Photo number: A35272



Description:

No significant change was recorded in the Cheung Sha Wan Path Sitting-out Area, while the remaining area of the site was occupied by vehicles.

Appendix 7-1 Aerial Photos (Site B)

Year: 2004

Photo number: CW60261



Description:

The northern boundary of the Cheung Sha Wan Path Sitting-out Area was extended. The remaining area of the Site was fully paved and was occupied by temporary structures, assumed to be site offices, and vehicles.

Appendix 7-1 Aerial Photos (Site B)

Year: 2015

Photo number: CW114351



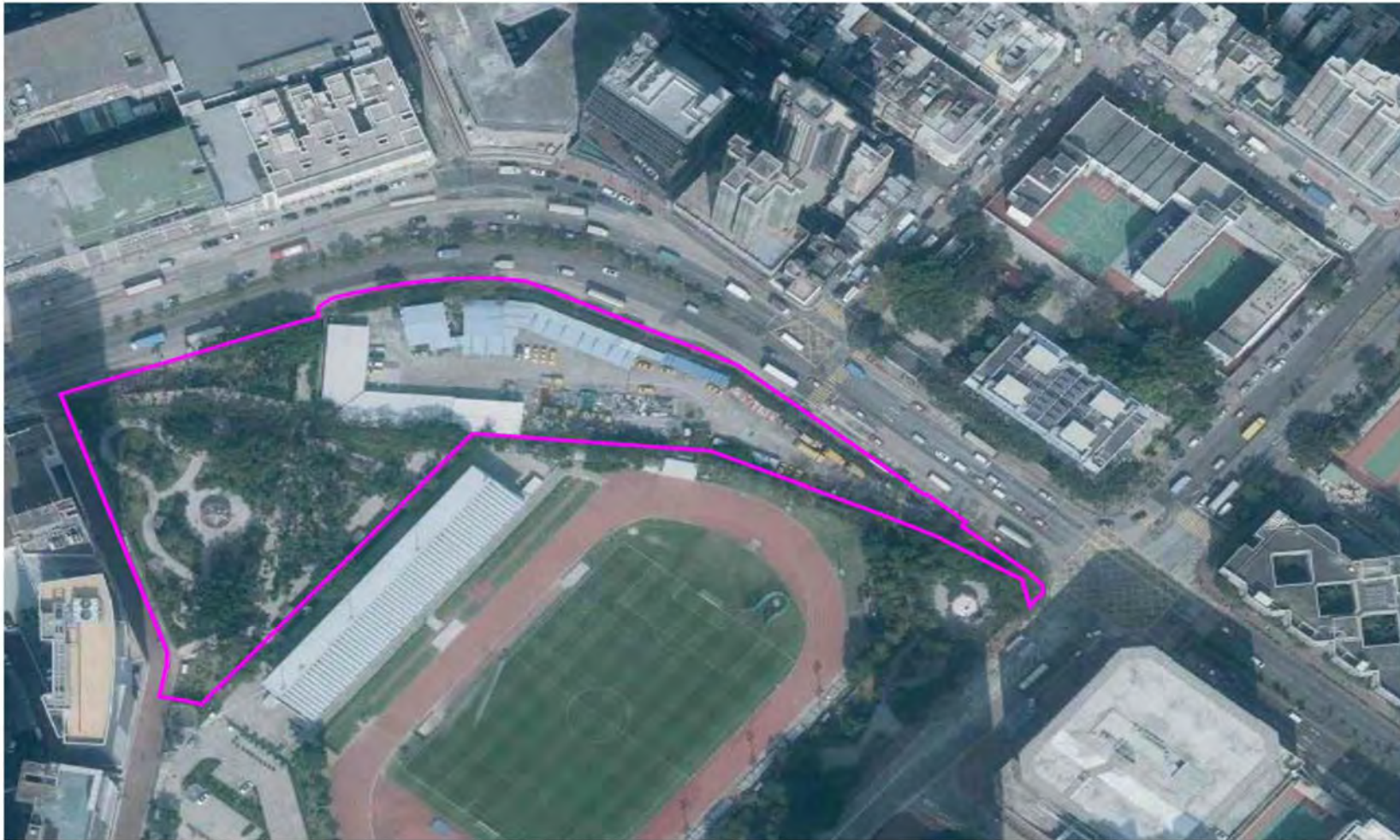
Description:

More temporary structures and vehicles were also recorded in the site. Open area storage of construction materials (yellow) are also observed.

Appendix 7-1 Aerial Photos (Site B)

Year: 2019

Photo number: E053114C



Description:

More temporary structures and vehicles were recorded in the site.

Appendix 7-1 Aerial Photos (Site B)



Year: 2020

Photo number: E116762C

Description: No significant change is observed.

APPENDIX 7-2

**Correspondent from EPD and FSD
regarding for Land Contamination
Enquires**

Subject:Request for Records of Chemical Waste Producers and Chemical Spillage / Leakage Incidents at Sham Shui Po Study Area
Date:Mon, 26 Jul 2021 11:05:02 +0800
From:joescmok@epd.gov.hk
To:info@cinotech.com.hk
CC:[wyiu@epd.gov.hk](mailto:wyi@epd.gov.hk), karinhwwong@epd.gov.hk

Dear Mr Colman Wong,

I refer to the letter signed by KS LEE of Cinotech Consultants Limited dated 14 July 2021 to us for the captioned request.

2. A registry of Chemical Waste Producers in the concerned area is available in the Territory Control Office of the Environmental Protection Department. Please contact our Mr Eric FUNG at 2835 1027 for making an appointment to view the records.
3. This office has no record of previous chemical spillage / leakage incident for the concerned area. You may check with other relevant department(s) for such information as appropriate.

Best regards
Joe MOK
E(RW)51 / EPD
Tel.: 2417 6673

消防處
香港九龍尖沙咀東部康莊道1號
消防處總部大廈



FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (85) in FSD GR 6-5/4 R Pt. 35
來函檔號 YOUR REF. : CCL/IA19021/SSPAA1/ks210714a
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2739 5879
電話 TEL NO. : 2733 7741

3 August 2021

CINOTECH Consultants Limited
Room 1710, 17/F, Technology Park,
18 On Lai Street, Shatin, N.T.
(Attn: Mr. K S LEE, Technical Director)

Dear Mr. LEE,

**Environmental Assessment for Proposed Urban Renewal Authority
Development Scheme at Sham Shui Po
Request for Information of Dangerous Goods & Incident Records**

I refer to your letter of 14.7.2021 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)

for Director of Fire Services


Appendix 7

Air Ventilation Assessment (AVA) Report

**Urban Renewal Authority
Development Scheme
Cheung Wah Street / Cheung Sha Wan
Road (SSP-018)**

**Air Ventilation Assessment Report
(v2.0)**

Sep 2021

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LIMITED

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Prepared by	Colman Wong	<i>Colman</i>	23 September 2021
Checked by	Karina Chan		23 September 2021

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1 INTRODUCTION

1.1 Project Background

- 1.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Sha Wan Road / Lai Chi Kok Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO).
- 1.1.2 The Scheme consists of two sites. Site A of the Scheme is broadly bounded by Hing Wah Street to the southeast, Cheung Sha Wan Road to the southwest, Cheung Wah Street to the northwest, and Cheung Sha Wan Catholic Secondary School to the northeast. Site B of the Scheme broadly bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground to the southeast. (**Figure 1-1**). The site areas of the Site A & Site B are 5,197m² and 13,857m² respectively, subject to site survey and detailed design. According to the *Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37*, Site A is currently zoned for “Government, Institution or Community (G/IC)” with maximum building height of 1 storey and “Open Space (O)”. Site B is currently zoned for “Government, Institution or Community (G/IC)” with maximum building height of 1 storey, “Open Space (O)”, and shown as “Road”. (**Figure 1-2**).
- 1.1.3 The Scheme is proposed to rezone the Site A into “R(A)” with height restriction of 140mPD with commercial uses always permitted on the lowest two floors of the building. The Scheme is also proposed to rezone the west portion of Site B into G/IC of 95mPD and the rest of Site B into Open Space.
- 1.1.4 Given the Scheme propose zoning with relaxation of maximum building height up to 140mPD, an Air Ventilation Assessment (AVA) would be prepared to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.5 Cinotech Consultants Limited was commissioned by URA to carry out an Air Ventilation Assessment (AVA) to assess and envisage any potential/adverse air ventilation impact on the implementation of the Scheme as compared to the OZP-compliance notional redevelopment and to recommend mitigation measures when necessary. The AVA study for the assessment area would be conducted in accordance with the recommendations of “*Feasibility Study for Establishment of Air Ventilation Assessment System – Final Report*” by Planning Department in 2005, and “*Technical Circular No. 1/06 on Air Ventilation Assessments*” by HPLB & ETWB in 2006 (Technical Circular). As there is a planned concurrent URA project within the assessment area, the air ventilation performance of the planned development (SSP-017) shall also be included in this assessment (**Figure 1-4**).
- 1.1.6 In the event that the proposed "Good Design Features" explained in **Sections 1.2.3-1.2.5** below in this AVA report are not adopted in the future design scheme or no other alternative and equivalent design features to be agreed with Planning Department, further AVA study would be conducted by the project proponent for demonstrating that the performance of any future development would not be worse than the scheme adopted in this report.

1.2 The Scheme (SSP-018)

- 1.2.1 The Scheme involves demolition of existing Cheung Sha Wan Sports Centre (620 Cheung Sha Wan Road); and clearance of existing facilities in Cheung Sha Wan Path Sitting-Out Area, the garden portion of Sham Shui Po Sports Ground, as well as some temporary structures along Cheung Sha Wan Road (Land Lot: GLA-TNK 1723).

- 1.2.2 The notional layout plan of the proposed development is shown in **Figures 1-2 & 1-3**. The notional design of the Scheme is subject to change in the detailed design stage upon CE in C's approval of the draft DSP. Under current notional design of the Scheme, it proposes to develop two residential towers (Towers A & B) on top of 5-storey podia at Site A which would incorporate GIC/commercial/retail, private clubhouse facilities and podium garden, a basement carpark; and an about 18-storey block with G/IC facilities at Site B which would incorporate a basement carpark.
- 1.2.3 A maximum building height of 140mPD is proposed for the Site A. In order to provide a large (partially decked) open area which can enhance the air ventilation of pedestrian level, a ~20m setback from Cheung Wah Street and >10m setback from Cheung Sha Wan Road for the western portion of the podium of Site A has been considered in the early stage.
- 1.2.4 A G/IC block with maximum building height of 95mPD is proposed for the Site B. In order to reduce the potential impact to the local ventilation, the G/IC block is proposed to be built near the western boundary of Site B, in order to provide a large continuous open space in the core region of Site B.
- 1.2.5 The ~20m setback from Cheung Wah Street for Site A should not only enhance the air ventilation performant of the open area for Site A, instead, it should also facilitate the ventilation in downwind area under SW wind, which is the major prevailing wind direction in summer. The positioning of the G/IC Block in Site B maximises the flow penetration of Site B, by providing large open area for connecting the nearby air pathways, e.g. Hing Wah Street, Cheung Sha Wan Road, Cheung Wah Street & Sham Shui Po Sports Ground. Although the G/IC Block may potentially reduce the ventilation performant near the G/IC Block, it is anticipated that the benefit from the continuous open area will overcome its drawback.

1.3 Planned Redevelopment Project (SSP-017)

- 1.3.1 As stated in the Planning Report of the DSP submission, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored.
- 1.3.2 Under a "planning-led" approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning of urban renewal works. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.
- 1.3.3 As SSP-017 and SSP-018 are interrelated and are commenced on the same day, the AVA will also consider the cumulative impact of SSP-017 and SSP-018 redevelopment. It is noted that SSP-017 conforms to the existing planning control, it will be implemented under Section 26 of the Urban Renewal Authority Ordinance (URAO) separately; it does not form part of this DSP.

- 1.3.4 Similar to the Scheme (SSP-018), the development of SSP-017 is still in early stage thus no detailed design is available, URA planned to develop 2 residential towers of 120mPD each with separated podium. The location and the latest notion block plan of the SSP-017 is illustrated in **Figures 1-4 & 1-5**.
- 1.3.5 URA intends to incorporate air ventilation friendly designs into SSP-017. Similar to Site A of SSP-018, in order to provide a large open area via ground floor setbacks which can enhance the air ventilation of pedestrian level, a ~20m setback from Cheung Wah Street has been considered. Besides, the podiums are 2m - 9m setback from site boundary in south, west and north. Moreover, a new 15m SW-NE pedestrian pathway will be provided in the middle of the site. Although the new buildings will be much taller than the existing buildings, it is anticipated that the benefit from the smaller footprint and the air ventilation friendly designs will overcome its drawback.

1.4 The Baseline Scheme

- 1.4.1 For the Scheme, a Baseline Scheme fulfilling the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37, has been used to represent the intended air ventilation performance as permitted in the current OZP. The zonings of OZP No. S/K5/37 are illustrated in **Figure 1-6** for reference. Two 1 storey buildings of 12m tall under existing "G/IC" zone within the boundary of SSP-018 Sites A and B are adopted in the Baseline Scheme to reflect the possible redevelopment.
- 1.4.2 For the SSP-017 Site, as it is not part of the current DSP, the existing building configuration, i.e. two rows of tenement buildings, has been adopted in Baseline Scheme to reflect the cumulative impact before and after redevelopment. The notional layout of the Baseline Scheme is shown in **Figure 1-7**.

1.5 Design Consideration of the Scheme (SSP-018)

- 1.5.1 Despite the structures in the Baseline Scheme is much shorter and occupy much less area, their orientation are not optimised for air ventilation, especially for the wind pathways of the major prevailing wind direction under summer (SW wind).
- 1.5.2 Although the wind pathways will not be completely blocked in the Scheme as there are large open space in both the Sham Shui Po Sport Ground and Site B for the wind pathways, the ventilation performance in the pedestrian level of downstream region should be adversely affected under SW wind.
- 1.5.3 On the other hand, the buildings of the Scheme are not expected to affect the major wind pathway. Moreover, local ventilation enhancement design such as podium setback will be incorporated into the Scheme. The western portion of podium in Site A will setback from the Cheung Wah Street and Cheung Sha Wan Road to provide a wider open space at grade as stated in **Section 1.2**.
- 1.5.4 The layouts of the two schemes are illustrated in **Figures 1-8**. Simplified 3D models of the two Schemes are illustrated in **Figures 3-7a, 3-7b & 3-7c**. The air ventilation related design feature of the Baseline Scheme and the Scheme, including the Planned Project (SSP-017), are summarised in **Table 1-1**.

Table 1-1 Summary of the Baseline Scheme and Proposed Scheme

	SSP-017 (Planned Project)	SSP-018 (Current Scheme)
Building Height (Baseline Scheme)	30mAG	12mAG
Building Height (Proposed Scheme)	140mPD (~135mAG)	Site A: 140mPD (~135mAG) Site B: 95mPD (~90mAG)
Air Ventilation Consideration	<p>The podium will be setback from Cheung Wah Street (20m), Fuk Wa Street (5m), Fuk Wing Street (2m or 9m), & Castle Peak Road (7m) to provide a wider open space and pedestrian pathway at grade.</p> <p>A new 15m SW-NE pedestrian pathway will be provided in the middle of the site.</p>	<p><u>Site A:</u> The western portion of podium will be setback from the Cheung Wah Street (~20m) and Cheung Sha Wan Road (>10m) to provide a wider open space at grade.</p> <p><u>Site B:</u> The G/IC building will be located near the west boundary to minimized the potential effect to the local ventilation. The rest of the Site B is open area connecting the nearby wind pathways.</p>

1.6 The Surrounding Environment

1.6.1 The Scheme (SSP-018) and Planned Project (SSP-017) are located in a developed urban area, with a mix of old tenement buildings, newer high-rise residential buildings, industrial buildings. In the south of the Scheme, there is a large open area (Sham Shui Po Sport Ground). Make use of the natural wind from the Sham Shui Po Sport Ground is a key consideration for providing good ventilation at pedestrian level under S-SW wind.

1.7 Objective

1.7.1 The objective of this AVA study is to demonstrate that the air ventilation impact on the surrounding area at the pedestrian level of the Scheme will not worsen, if not better, than the Baseline Scheme, which has adopted the requirement as listed in the *Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37*, by qualitatively comparing the two schemes. This comparison is conducted using the Velocity Ratio (VR) computed by Computational Fluid Dynamics (CFD) models for the two schemes.

1.7.2 It should be noted that the Scheme is a notional design and subject to change at detailed design stage. The results and conclusion in this report is used to compare the air ventilation performance between feasible design under the planning permission of the current OZP and the proposed design under the proposed planning parameters of the Scheme.

2 ASSESSMENT METHODOLOGY

2.1 Introduction

2.1.1 The selection and evaluation of the wind availability data for the upstream wind conditions are described in this section. The following sources of wind data have been reviewed for this AVA study as follows:

- Measurement from Hong Kong Observatory (HKO) weather station.
- Measurement from Wind Tunnel Test in Experimental Site Wind Availability Study¹.
- Simulated results from Meso-Scale Model Regional Atmospheric System (RAMS)² in Planning Department website.

2.2 Selection of Wind Data Source

2.2.1 Simulated result of RAMS from Planning Department website is adopted in this AVA study. The reason for the selection of this wind data source is explained in the following paragraphs.

2.2.2 HKO weather stations provided reliable wind data in Hong Kong. The closest HKO weather station to the Site is Sham Shui Po Automatic Weather Station which is located approximately 1.4km away from the Site. The next closest HKO weather stations are in Kowloon City and King's Park which are both more than 3 km away. Since the measurement location of HKO weather station is often at low height or a few meters above roof top, the wind at the weather station is inevitably affected by nearby developments or topography. Its data should be applied with caution specifically when the station is not very close to the Site.

2.2.3 The measurement level of the wind data from the Sham Shui Po Automatic Weather Station is 11 mPD which is far lower than the proposed building of the Scheme (140mPD) and considering that the weather station is located within urban area, it should only be adopted when no other alternatives are preferred. However, the Waglan Island Automatic Weather Station is located in an undisturbed area and its measured wind data can describe the overall wind condition for Hong Kong well. Therefore, the wind data from Waglan Island Automatic Weather Station is often adopted in AVA study.

2.2.4 A series of experimental site wind availability studies for various regions in Hong Kong using wind tunnel experiment have been conducted and some of the reports are available to public. The closest location can be found in "*Experimental Site Wind Availability Data for Mong Kok - Investigation Report WWTF007-2007*". As the site of this development is approximately 1 km away from its study area. The wind data from WWTF003-2007 should only be adopted when no other alternatives are available.

2.2.5 In order to provide a comprehensive set of standardized and reasonably representative site wind availability data for both qualitative and quantitative AVA, a consultancy study was commissioned by the Planning Department. The study adopted meso-scale model RAMS to simulated 10-year wind climate at horizontal resolution of 0.5km x 0.5km, covering the whole Hong Kong. Three levels of nested domains with realistic boundary conditions were adopted to provide reasonable approaching wind condition to the finest level of nesting. To refine the model results, the wind data from various wind stations have been used in RAMS.

¹ https://www.pland.gov.hk/pland_en/info_serv/site_wind/index.html

² https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

- 2.2.6 When comparing the RAMS to the wind tunnel experiments in the experimental site wind availability studies, the RAMS have the following advantage:
- RAMS covers a much larger upwind area, with terrain height and land surface type, compare to those wind tunnel experiments;
 - RAMS considers the atmospheric stability where those wind tunnel experiments do not consider thermal effect;
 - RAMS provides wind data for every single grid at various elevation, unlike those wind tunnel experiments that can only provide data at predetermined locations, and HKO's measurements that only provide surface data.
- 2.2.7 Reference can be made to an AVA study (Project ref. AVR/G/136; Public Housing Development at North West Kowloon Reclamation Site 1 (East)) which is available from the Air Ventilation Assessment Register³ in Planning Department website. The AVA study (AVG/G/136) is centred at the land slot surrounded by Lai Chi Kok Road, Tonkin Street and Tung Chau Street, which is around 400m south-east from the Scheme. In the study, wind data from grid [76,46] at 500m in RAMS had been adopted.
- 2.2.8 Considering that the grids from RAMS can cover every part of Hong Kong and the advantages of the RAMS over those wind tunnel experiments, the data of grid [76,46] from RAMS is best suited for this AVA study.

2.3 Adopted Wind Conditions

- 2.3.1 The wind speed and the vertical wind profiles of grid [76,46] from RAMS⁴ have been adopted in order to provide a realistic flow condition.
- 2.3.2 The wind direction at 500m elevation have been adopted in the analysis of general wind condition of the site, while the vertical wind profiles are adopted as the inlet boundary conditions of the numerical analysis.
- 2.3.3 It should be noted that the wind profiles from RAMS are grouped into four range of wind directions, therefore, all wind directions within the same 90-degree segment share the same profiles. The boundary layer height is assumed to be 500m, thus the flow velocity at 500m is the free stream flow velocity and the flow above 500m is uniform.
- 2.3.4 The wind rose at 500m elevation of grid [76,46] and the wind profile from RAMS are illustrated in **Figures 2-1a and 2-1b**. The top 80% of wind directions, which has been assessed in this study, are presented in the **Table 2-1 & Table 2-2**. Detailed occurrence probability for each wind direction and wind speed at 500m elevation are listed in **Appendix 2-1**. The adopted wind profile from 10-500m were extracted from the wind profile curve provided by PlanD (**Figure 2-1b**). The wind profiles for different wind direction, in term of ratio to the free stream flow velocity at different heights, are summarised in **Table 2-3**.
- 2.3.5 Under annual condition, the major wind direction is East. For around 60% of the time, the wind comes from NE, ENE, E, ESE, or SE (45-135 deg). Around 18% of the wind comes from S, SSW, or SW (180-225deg). The occurrence chance for the rest of wind directions are all below 5% each.

³ https://www.pland.gov.hk/pland_en/info_serv/ava_register/government.html

⁴ https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

- 2.3.6 Under summer condition, the major wind direction shifted to South-Western. For around 48% of the time, the wind comes from S, SSW, SW, or WSW (180-247.5 deg). Around 34% of the wind comes from E, ESE, SE, or SSE (90-157.5 deg). The occurrence chance for the rest of wind directions are all below 6% each.
- 2.3.7 Generally, the major wind direction of concern is the east direction for the whole year and the south-western direction for summer. A good designer should have considered those two major wind directions to reduce the impact of air ventilation to the surrounding area.

Table 2-1 Occurrence Probability for Each Wind Directions and the Average Wind Speed at 500m Elevation (Annual)

Wind Direction	Wind Direction (degree)	Occurrence Probability at 500m elevation
E	90	21.8%
ENE	67.5	12.4%
ESE	112.5	12.4%
NE	45	7.6%
SW	225	6.8%
SSW	202.5	6.7%
SE	135	6.5%
SSE	157.5	4.9%
S	180	4.5%
Sum		83.6%

Table 2-2 Occurrence Probability for Each Wind Directions and The Average Wind Speed at 500m Elevation (Summer)

Wind Direction	Wind Direction (degree)	Occurrence Probability at 500m elevation
SW	225	16.9%
SSW	202.5	14.2%
ESE	112.5	9.7%
S	180	9.2%
E	90	8.3%
SSE	157.5	8.2%
SE	135	7.6%
WSW	247.5	7.6%
Sum		81.7%

Table 2-3 Vertical Wind Profiles for different Wind Directions

Heights (m)	Wind Speed (m/s) for different Wind directions (degree from North)			
	22.5- 112.4°	112.5-202.4°	202.5-292.4°	292.5-22.4°
10	3.58	2.11	2.20	2.87
50	3.88	2.25	2.39	3.10
100	4.33	2.55	2.73	3.85
150	4.86	2.82	3.03	4.17
200	5.44	3.12	3.28	4.29
250	5.92	3.46	3.46	4.13
300	6.31	3.97	3.62	3.97
350	6.67	4.45	3.76	3.85
400	6.95	4.91	3.88	3.88
450	7.22	5.32	4.06	3.94
500 and above	7.32	5.62	4.22	3.97

3 ASSESSMENT METHODOLOGY

3.1 Assessment Tool

- 3.1.1 The microclimate around the Site for the two Schemes have been assessed by Computational Fluid Dynamics (CFD). Commercial CFD software, Ansys Fluent, has been utilized for calculating the local wind speed. The model solves the algebraic equations by applying the conservation laws of physics to finite volumes of space and time. Realisable k-epsilon with wall model is adopted to handle the flow turbulence.

3.2 Assessment Area and Surround Area

- 3.2.1 According to the Technical Circular, the Assessment Area of the Scheme should include the Scheme's surrounding up to a perpendicular distance H from the Scheme boundary, H being the height of the tallest building on site. Surrounding Area of up to a perpendicular distance of 2H from the DSP boundary must be included. Since no building is higher than the proposed Tower T1 135mAG (140 mPD) within 135m from the Scheme boundary, areas of not less than 135m and 300m from the Scheme boundary are adopted as the Assessment Area and Surrounding Area, respectively. The Assessment Area and Surrounding Area are illustrated in **Figure 3-1**.

3.3 Test Points

- 3.3.1 146 perimeter test points (P001-P144) have been used to examine the air ventilation around the Site A (P001-P030), Site B (P031-P104) and SSP-017 (P105-P144). The perimeter test points are evenly spread, with around 10m separation, along the boundary of the Sites. As only locations that exist in both Baseline Scheme and Proposed Scheme should be chosen for a fair comparison, the perimeter test points have been provided surrounding the building structure of Baseline Scenario when necessary. The locations of the perimeter test points are illustrated in **Figure 3-2**.
- 3.3.2 384 overall test points (O001-O384) have been used to examine the air ventilation of the local area. Overall test points are evenly spread on road surface within the Assessment Area, with around 25m separation, on all roads within the Assessment Area (O001-O275). For very wide roads, i.e. part of Cheung Sha Wan Road and Hing Wah Street, 2 rows of overall test points with at least 15m separation have been provided to balance the weighting of each test point. Besides the roads, overall test points are also placed at open areas where there are frequent access (O276-O384). Test points with 25m separation have been applied for very large open area, i.e. Sham Shui Po Sports Ground and football field. For other open area, the separation is down to 15m due to the limited area. The locations of the perimeter test points are illustrated in **Figure 3-3**.
- 3.3.3 The ventilation performance between the Baseline Scheme and Proposed Scheme in the neighbourhood, including the effectiveness of the design considerations stated in **Sections 1.3 & 1.5**, can be quantified using the predicted wind speed at the perimeter test points and overall test points. However, the ventilation performance at the open areas within the Scheme is not covered. Therefore, 81 special test points (D01-D81) are provided at the open areas of the Scheme, with ~10m separation at Site A (D01-D19), 15m separation at Site B (D20-D61) and ~10m separation at SSP-017 (D62-D81). The locations of the special test points within the proposed development of the Scheme are illustrated in **Figure 3-4**.
- 3.3.4 In order to examine the localised ventilation, the spatial averaged VRs have been broken into individual focus zones for 31 road sections, 8 open areas and 5 additional zones within the

Sites for demonstrating the localised ventilation performance. The focus areas are illustrated in **Figures 3-5a, 3-5b & 3-5c** and listed in Table 3-1.

3.3.5 The vertical locations of all test points are 2mAG.

Table 3-1 List of Focus Areas

Road Sections			
R001	Hing Wah Street (O001 - O012)	R017	Castle Peak Road (O161 - O182)
R002	Hing Wah Street (O013 - O027)	R018	Cheung Yue Street (O183 - O191)
R003	Cheung Wah Street (O028 - O035)	R019	Un Chau Street (O192 - O196)
R004	Cheung Sha Wan Path (O036 - O044)	R020	Cheung Fat Street (O197 - O199)
R005	Kwong Cheung Street (O045 - O048)	R021	Hing Wah Street (O200 - O205)
R006	Tai Nan West Street (O049 - O060)	R022	Cheung Wah Street (O206 - O208)
R007	Lai Chi Kok Road (O061 - O069)	R023	Tsap Fai Street (O209 - O211)
R008	Fortune Street (O070 - O073)	R024	Fuk Wa Street (O212 - O214)
R009	Hang Cheung Street (O074 - O079)	R025	Yu Chau West Street (O215 - O220)
R010	Cheung Sha Wan Road (O080 - O091)	R026	Tai Nan West Street (O221 - O226)
R011	Cheung Sha Wan Road (O092 - O108)	R027	Castle Peak Road (O227 - O239)
R012	Cheung Sha Wan Road (O109 - O130)	R028	Kwong Shing Street (O240 - O241)
R013	Fuk Wa Street (O131 - O137)	R029	Wing Hong Street (O242 - O262)
R014	Fuk Wing Street (O138 - O142)	R030	Wing Ming Street (O263 - O270)
R015	Fuk Wing Street (O143 - O147)	R031	King Lam Street (O271 - O275)
R016	Un Chau Street (O148 - O160)		
Open Area			
Z001	Sham Shui Po Sports Ground (O276 - O328)	Z005	Un Chau Estate (O354 - O355)
Z002	Hang Chun Court (O329 - O337)	Z006	Hing Wah Street Playground (O356 - O370)
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)	Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)	Z008	Wing Hong Street Rest Garden (O377 - O384)
Open Area - Within Scheme Boundary			
A001	Site A – Setback Areas in West (A001 - A014)	A004	SSP-017 - Setback Area in West (A062 - A076)
A002	Site A – North-East Area (A015 - A019)	A005	SSP-017 - SW/NE pedestrian pathway (A077 - A081)
A003	Site B – Open Area (A020 - A061)		

3.4 Assessed Parameters

3.4.1 According to the Technical Circular, Wind Velocity Ratio (VR) should be used as an indicator of wind performance for the AVA. It is defined as

$$VR = V_p / V_g$$

Where V_g is the wind velocity at the top of boundary layer (at 500m in this AVA) and V_p is the wind velocity at pedestrian level (2m above ground or slab).

3.4.2 To quantitatively assess the air ventilation for the Site and in the surrounding area, two spatial averaged values, namely Site Air Ventilation Assessment (SVR) and Local Air Ventilation Assessment (LVR) will be used.

3.4.3 SVR is the average (weighted by the occurrence probability of the wind directions) of the VRs along the Site boundary (i.e. P001-P144), to quantify the air ventilation of the Site. LVR is the average of the VRs for the whole assessment area (average of all perimeter and overall test points), for quantify the air ventilation of the local region.

3.4.4 It should be noted that the VRs (also SVRs and LVRs) should only be compared between the Baseline Scheme and the Proposed Scheme of the study which have applied identical setting for each parameter, and should not be directly compared with on-site measurement and/or wind tunnel experiment.

- 3.4.5 Averaged VRs for smaller focus areas (e.g. a street section or open area) will also be presented to examine the effect of the building design to air ventilation of individual regions within the Assessment Area.

3.5 Studied Scenarios

- 3.5.1 Two scenarios were considered in this study. The first scenario is based on the design of the Baseline Scheme. The other scenario is based on the Proposed Scheme. The results of the scenarios will be compared to draw the conclusion.
- 3.5.2 In both scenarios, all buildings in the surrounding area and the terrain are included. The terrain information of the surrounding is extracted from - Digital Terrain Model (DTM)⁵ of Hong Kong provided by Lands Department and illustrated in **Figure 3-6a**. The buildings (and flyovers) included in the CFD are illustrated in **Figures 3-6b & 3-6c**.
- 3.5.3 The difference between the two scenarios are the buildings within the Site A, Site B and Site for SSP-017, which are shown in **Figures 1-2, 1-7 & 1-8**. For Site A, the Baseline Scheme have a single 12mPD building, while the Proposed Scheme consist of two 140mPD residential towers (Towers A & B) on top of 6-storey podia. For Site B, the Baseline Scheme have a single 12mPD building, while the Proposed Scheme consist of a 95mPD block with G/IC facilities. For the Site of SSP-017, the Baseline Scheme have two rows of 30m tenement buildings, while the Proposed Scheme consist of 2 residential towers of 120mPD each with separated podium.
- 3.5.4 The simplified 3D model of the development (SSP-018) adopted in both scenarios are illustrated in **Figures 3-7a & 3-7b** for Baseline Scheme and Proposed Scheme, respectively. The simplified 3D model of the development adopted in SSP-017 Site is illustrated in **Figure 3-7c**.
- 3.5.5 Both scenarios share the identical boundary conditions and other modelling parameters to have a fair comparison focused on the design between the Proposed Scheme and Baseline Scheme only. The details models' setting will be explained in later paragraphs.

3.6 Computational Domain and Boundary Condition

- 3.6.1 The global domain size is 4000m (length) x 4000m (width) x 2500m (height) centred at 833700m (E), 822100m (N). The Terrain and buildings within the surrounding area have been included in the model. The distance between the side boundaries of the domain and the buildings are more than 5 times the adopted highest building. The Blockage ratio is less than 3% for all wind directions. **Figure 3-8** shows the computation domain of the Proposed Scheme as an example.
- 3.6.2 The computation domain has been discretized by triangle and tetrahedral meshes for 2D surfaces and 3D volumes, respectively. The 2D triangle meshes on the surface of buildings and flyovers are mostly in the range of 0.8m – 6m. The 2D triangle meshes on the ground are mostly in the range of 0.8m – 20m. The 3D tetrahedral meshes with size of 0.8m - 80m were used in the discretization of the computation domain. In order to resolve the near ground flow velocity, as the data sampling point is 2m above ground, 6 prism layers with a total thickness of 3.0m were applied on the Ground and building surfaces. The different in size of

⁵ Lands Department - Digital Terrain Model (DTM) - <https://data.gov.hk/en-data/dataset/hk-landsd-openmap-5m-grid-dtm>

neighbourhood grids, also called grid expansion ratio, are less than 30% for the whole domain. Generally, smaller grids were placed near the building surfaces and ground in order to resolve the near surface flow properly. The meshes adopted in the model are illustrated in Figures 3-9 & 3-10.

3.7 Model Setting

- 3.7.1 The Realisable k-epsilon model has been used in this study as it can provide better results than the standard k-epsilon model. Wall functions are applied on the solid boundaries, i.e. ground and building facades, to account for the turbulence, generated by flow over surfaces.
- 3.7.2 SIMPLE algorithm is adopted to handle the velocity-pressure coupling.
- 3.7.3 Convergence criterion of $<1.0E-3$ is adopted to control when the iteration will stop. A summary of the model setting can be found in **Table 3-2**.

Table 3-2 Summary of Model Settings

Software	Pre-processing	Ansys Fluent Mesh
	Processing	Ansys Fluent CFD
Domain Size	4000m x 4000m x 2500m (Width x Length x Height)	
Assessment Area	$\geq 1H$ area	
Surrounding Area	$\geq 2H$ area	
Boundary Conditions	Inflow boundary	Velocity Inlet with velocity profiles as listed in Table 2-3
	Outflow Boundary	Pressure Outlet
	Ground and Building Surfaces	No Slip Condition with Wall Function
Grid Expansion Ratio	$< 30\%$	
Blockage Ratio	$< 3\%$	
Prismatic layer	6 prism layers with a total thickness of 3.0m (0.5m each)	
Turbulence Model	Realisable k- ϵ turbulence model	
Solving algorithms	SIMPLE algorithm for momentum and pressure coupling	
Convergence criteria	$< 1.0E-3$	

3.8 List of Models

- 3.8.1 The wind environment of the site has been discussed in **Section 2.3**. The top 80% wind directions for both annual and summer condition has been adopted in this study (**Table 2-1 & Table 2-2**). As most of the wind directions in annual and summer are overlapped, only 10 wind directions thus 20 models are required for the two scenarios (**Table 3-3**).

Table 3-3 List of Wind Conditions Included in the AVA Study

Wind Direction		Occurrence Probability (Annual)	Occurrence Probability (Summer)
NE	45	7.6%	
ENE	67.5	12.4%	
E	90	21.8%	8.3%
ESE	112.5	12.4%	9.7%
SE	135	6.5%	7.6%
SSE	157.5	4.9%	8.2%
S	180	4.5%	9.2%
SSW	202.5	6.7%	14.2%
SW	225	6.8%	16.9%
WSW	247.5		7.6%
Total		<u>83.6%</u>	<u>81.7%</u>

4 ASSESSMENT RESULTS

4.1 Model Results - Spatial Averaged Velocity Ratios

- 4.1.1 Baseline Scenario and Proposed Scenario (for Baseline Scheme and Proposed Scheme respectively) each with 10 wind directions, as stated in **Table 3-3** have been conducted based on the methodology mentioned in **Section 3**. A summary of the predicted spatial averaged VRs of the test points are presented in **Table 4-1** including the average SVR for all perimeter test points (P Points) and the average LVR for all perimeter and overall test points (P & O Points). The averaged VRs of each focus areas (**Figures 3-5a, 3-5b & 3-5c**) are also presented in **Table 4-1**.
- 4.1.2 The detailed simulated VRs at individual test points are listed in **Appendix 4-1**. The bar charts for the comparison between the 2 scenarios are also illustrated in **Appendix 4-1**. The contours and vectors of VRs at 2m above ground are illustrated in **Figures 4-1a to 4-1j** and **Figures 4-2a to 4-2j**, for the assessment area and 4km domain, respectively. The contours of annual/summer weighted averaged VRs are illustrated in **Figures 4-3a & 4-3b**, respectively.

Overall Spatial and Wind Directions Averaged VRs

- 4.1.3 The SVR and LVR are used for quantifying the change in air ventilation performance of the sites and local area in this study. It should be noted that the SVR and LVR in this study is only valid for comparison between different scheme of the current study, but not applicable for comparing different studies.
- 4.1.4 Generally, the SVR and LVR are higher in summer condition than that in the annual condition. This is largely due to the open area provided by Site B, the Sham Shui Po Sports Ground (Z001) and the wind pathway provided by the Cheung Sha Wan Road Section (R012) are more favourable for S to WSW wind (180-247.5 deg).
- 4.1.5 The overall SVR are 0.098 and 0.115 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.121 and 0.143 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR 0.018 & 0.022 for Annual and Summer respectively.
- 4.1.6 The SVR for Site A are 0.076 and 0.103 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.105 and 0.140 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR 0.026 & 0.035 for Annual and Summer respectively.
- 4.1.7 The SVR for Site B are 0.115 and 0.125 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.141 and 0.161 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR 0.010 & 0.020 for Annual and Summer respectively.
- 4.1.8 The SVR for SSP-017's Site are 0.082 and 0.108 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.095 and 0.111 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme

as a whole are better than that of the Baseline Scheme with improvement of SVR 0.025 & 0.016 for Annual and Summer respectively.

- 4.1.9 The LVR are 0.112 and 0.117 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the LVRs are 0.130 and 0.137 for Baseline Scheme and Proposed Scheme respectively. the LVR of the Proposed Scheme are better than that of the Baseline Scheme with smaller improvement of SVR 0.004 & 0.008 for Annual and Summer respectively.
- 4.1.10 The increases in SVR for each Site under Proposed Scheme implies that ventilation consideration incorporated in the design are effective in general. The slightly increases in LVR implies that the Proposed Scheme is not adversely affecting the pedestrian level's ventilation in average.

Table 4-1 Summary of Spatial Averaged Velocity Ratios

Test Points for the Subject Site and Assessment Area		Baseline		Proposed	
		Annual	Summer	Annual	Summer
Overall					
Site Air Ventilation Assessment (SVR) (All P Points)		0.098	0.121	0.115	0.143
--Site A (P001 - P030)		0.076	0.105	0.103	0.140
--Site B (P031 - P104)		0.115	0.141	0.125	0.161
--SSP-017 (P105 - P144)		0.082	0.095	0.108	0.111
Local Air Ventilation Assessment (LVR) (All P & O Points)		0.112	0.130	0.117	0.137
Road Sections					
R001	Hing Wah Street (O001 - O012)	0.114	0.143	0.107	0.142
R002	Hing Wah Street (O013 - O027)	0.122	0.127	0.132	0.149
R003	Cheung Wah Street (O028 - O035)	0.095	0.112	0.116	0.143
R004	Cheung Sha Wan Path (O036 - O044)	0.159	0.157	0.139	0.140
R005	Kwong Cheung Street (O045 - O048)	0.099	0.123	0.116	0.159
R006	Tai Nan West Street (O049 - O060)	0.156	0.185	0.146	0.175
R007	Lai Chi Kok Road (O061 - O069)	0.182	0.169	0.178	0.165
R008	Fortune Street (O070 - O073)	0.122	0.145	0.109	0.143
R009	Hang Cheung Street (O074 - O079)	0.115	0.132	0.118	0.132
R010	Cheung Sha Wan Road (O080 - O091)	0.148	0.183	0.153	0.191
R011	Cheung Sha Wan Road (O092 - O108)	0.088	0.160	0.114	0.181
R012	Cheung Sha Wan Road (O109 - O130)	0.184	0.271	0.169	0.270
R013	Fuk Wa Street (O131 - O137)	0.096	0.098	0.096	0.090
R014	Fuk Wing Street (O138 - O142)	0.137	0.129	0.142	0.133
R015	Fuk Wing Street (O143 - O147)	0.072	0.078	0.132	0.141
R016	Un Chau Street (O148 - O160)	0.148	0.114	0.149	0.121
R017	Castle Peak Road (O161 - O182)	0.108	0.124	0.111	0.124
R018	Cheung Yue Street (O183 - O191)	0.109	0.109	0.105	0.109
R019	Un Chau Street (O192 - O196)	0.138	0.108	0.129	0.090
R020	Cheung Fat Street (O197 - O199)	0.117	0.097	0.114	0.090
R021	Hing Wah Street (O200 - O205)	0.116	0.112	0.117	0.116
R022	Cheung Wah Street (O206 - O208)	0.081	0.075	0.093	0.101
R023	Tsap Fai Street (O209 - O211)	0.068	0.057	0.072	0.067
R024	Fuk Wa Street (O212 - O214)	0.086	0.079	0.078	0.073
R025	Yu Chau West Street (O215 - O220)	0.084	0.076	0.075	0.069
R026	Tai Nan West Street (O221 - O226)	0.097	0.116	0.088	0.115
R027	Castle Peak Road (O227 - O239)	0.147	0.114	0.152	0.122
R028	Kwong Shing Street (O240 - O241)	0.064	0.065	0.073	0.058
R029	Wing Hong Street (O242 - O262)	0.096	0.106	0.096	0.115
R030	Wing Ming Street (O263 - O270)	0.101	0.091	0.096	0.084
R031	King Lam Street (O271 - O275)	0.085	0.125	0.092	0.141
Open Area					
Z001	Sham Shui Po Sports Ground (O276 - O328)	0.127	0.153	0.115	0.145
Z002	Hang Chun Court (O329 - O337)	0.096	0.141	0.094	0.138

Test Points for the Subject Site and Assessment Area		Baseline		Proposed	
		Annual	Summer	Annual	Summer
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)	0.119	0.076	0.119	0.077
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)	0.100	0.116	0.092	0.110
Z005	Un Chau Estate (O354 - O355)	0.089	0.072	0.088	0.072
Z006	Hing Wah Street Playground (O356 - O370)	0.072	0.078	0.077	0.082
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)	0.048	0.055	0.052	0.062
Z008	Wing Hong Street Rest Garden (O377 - O384)	0.087	0.077	0.082	0.074
Open Area - Within Scheme Boundary					
A001	Site A – Setback Areas in West (D001 - D014)	0.072	0.103	0.104	0.123
A002	Site A – North-East Area (D015 - D019)	0.051	0.049	0.076	0.107
A003	Site B – Open Area (D020 - D061)	0.109	0.113	0.090	0.110
A004	SSP-017 - Setback Area in West (D062 - D076)	0.072	0.071	0.092	0.092
A005	SSP-017 - SW/NE pedestrian pathway (D077 - D081)	0.046	0.067	0.065	0.057

4.2 Localised Spatial and Wind Directions Averaged VRs (Road Section)

- 4.2.1 For road sections (R001-R031), the change in averaged VRs are in the range of -0.020 to 0.060 under annual condition and in the range of -0.018 to 0.063 under summer condition.
- 4.2.2 It should be note that although the average VRs for road sections can give general picture of the ventilation performance, the density of the test points are not sufficient to capture the small but sharply change flow, e.g. flow concentration near building corner. Therefore, only significant changes in averaged VRs are presented in this section to give a general idea of the improvement (or drawback) due to the Proposed Scheme to the surrounding.
- 4.2.3 The road sections with noticeable improvement (VR different ≥ 0.015 in both annual and summer condition) are Cheung Wah Street Section (R003), Cheung Sha Wan Road Section (R011), & Fuk Wing Street Section (R015). Two out of 3 road sections (R003 & R015) are experiencing lower than average (i.e. LVR) ventilation performance in Baseline Scenario. In the Proposed Scenario, their ventilation performance shapely improve and sometimes higher than the average level. The improvements at R003 & R011 are mainly due to the refined building footprints and the open areas provided in Site A & SSP-017's Site. The poor placement of building partially blocking wind pathways in Baseline Scenario is also related but unlikely the major reason. The improvement in R015 is the result of the building setback and the new at-grade NW-NE pedestrian pathway at the middle of the SSP-017's Site.
- 4.2.4 The road section with noticeable reduction (VR different ≤ -0.015 in both annual and summer condition) is Cheung Sha Wan Path (R004) only. It is worth pointing out that the reduction in ventilation performance of R004 is not only due to the blockage of the proposed G/IC Block in Site B, but also due to the less obstructed core region of Site B. For example, under E wind in Baseline Scenario (**Figure 4-1c**), the wind entering the core of Site B is partially blocked by the 12m building in Site B leads to re-circulation, making it hard for the air to penetrate Site B from south and reach the downstream air pathway (R012) under Baseline Scenario. In comparison, the western portion of Site B and R004 are easier to penetrating (relatively less air resistance) under this case. In the Proposed Scenario, the wind in the core of Site B is no longer blocked thus the western portion of Site B and R004 are less attractive (relatively more air resistance). Nevertheless, the averaged VRs of R004 are

higher than the LVRs in both annual and summer conditions, making it a reasonable trade-off for improving the poor ventilated areas (R003 & R015).

4.3 Localised Spatial and Wind Directions Averaged VRs (Open Area)

- 4.3.1 Compare to the road sections, the changes in averaged VRs for open areas (Z001-Z008) are relatively small, which is in the range of -0.012 to 0.005 under annual condition; and in the range of -0.008 to 0.007 under summer condition.
- 4.3.2 The only noticeable change (averaged VRS either ≤ -0.010 or ≥ 0.010) is identified at Sham Shui Po Sports Ground (Z001) with 0.012 reduction under annual condition. Considering the averaged VRs in the Proposed Scenario (0.115 in annual and 0.145 in summer), it is slightly lower than LVR under annual condition (- 0.002) and slightly higher than LVR (+ 0.008) under summer condition. No adverse air ventilation impact is anticipated.

4.4 Localised Spatial and Wind Directions Averaged VRs (Open Area – Sites)

- 4.4.1 For open area within Site A (A001 & A002), noticeable improvement in ventilation (VR different > 0.020) are identified. The improvement in A001 is strongly related with the improvement in Cheung Wah Street (R003), which is the result of the combined effect of the refined building footprints and the open areas provided in Site A & SSP-017's Site. For A002, although the Baseline Scenario provide more space in Site A, the space in between the building in Site A and the Cheung Sha Wan Catholic Secondary School (Z007) are forming a wake region (slow and recirculating flow region), especially under SSE & S winds (157.5-180 deg) (**Figures 4-1f & 4-1g**). On the other hand, the proposed building in the Site A under Proposed Scenario is not forming wake region under the same wind directions, despite having narrower space, resulting in higher averaged wind speed and VRs.
- 4.4.2 For open area within Site B (A003), reduction in ventilation performance are identified. Noticeable reduction is only identified in annual condition, which is dominated by ENE-ESE wind (157.5-202.5 deg). Under E wind (**Figure 4-1c**), the proposed G/IC Block is blocking the flow from entering the western portion of Site B.
- 4.4.3 For the open are within SSP-017 (A004 & A005), the averaged VRs are 0.092 & 0.065 under annual condition; 0.092 & 0.057 under summer condition. No results for Baseline Scenario are available as those open areas in Proposed Scheme are mostly occupied in Baseline Scenario. Therefore, reference has been made to the open area in Site A (A001 & A002) under Baseline Scenario for comparison. Compare to the A001 in Baseline Scenario, the averaged VRs of A004 is higher by 0.020 under annual condition and lower by 0.011 under summer condition. Compare to the A002 in Baseline Scenario, the averaged VRs of A005 is higher by 0.014 under annual condition and higher by 0.009 under summer condition. Although this is not a fair quantitative comparison, it shows the averaged VRs of open area in SSP-017 in the Proposed Scenario are in the same ballpark of that in Site A under Baseline Scenario, which should be within reasonable range which no adverse impact is anticipated.

4.5 Effectiveness of the Design Consideration

- 4.5.1 The design considerations of the Scheme and SSP-017 are stated in **Sections 1.3 & 1.5**. From the increased SVR and LVR in the Proposed Scenario, it is known that the design of the SSP-017 & SSP-018 are favourable for air ventilation at the Sites' boundaries and in the assessment area in average.

- 4.5.2 For localised region, the ventilation of Cheung Wah Street Section (R003) is benefited from building setback of Site A and Site of SSP-017; the Cheung Sha Wan Road Section (R011) is benefited from the better building deposition in Site A & Site B; the Fuk Wing Street Section (R015) is benefited from the new open area in SSP-017.
- 4.5.3 However, it is inevitable that some region will be adversely affected. By the cautious notional design, notable adverse effect is only limited to Cheung Sha Wan Path (R004), and its ventilation is above average even in the Proposed Scenario. Therefore, no insurmountable adverse impact is anticipated from the current notional design.

5 CONCLUSIONS

- 5.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Sha Wan Road / Lai Chi Kok Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). An Air Ventilation Assessment (AVA) has been conducted in accordance with the recommendations of “Feasibility Study for Establishment of Air Ventilation Assessment System – Final Report” by Planning Department, and “Technical Circular No. 1/06 on Air Ventilation Assessments” by HPLB & ETWB to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration. A planned concurrent URA project (SSP-017) within the assessment area, which is not part of this DSP, is also included in the current assessment.
- 5.1.2 The microclimate around the Site for the two scenarios, i.e. the Baseline Scheme (i.e. OZP-compliance development) and the Proposed Schemes (the proposed development of the draft DSP), have been assessed by Computational Fluid Dynamics (CFD) using well proven CFD code. The model settings have been compared to previous studies to ensure the reliability of the model results.
- 5.1.3 The models result suggested that the averaged air ventilation performance of the Proposed Scheme is better than that of the Baseline Scheme in both annual and summer conditions in average.
- 5.1.4 The most significant improvement compare to the Baseline Scheme can be found along the Site Boundary, and the Cheung Wah Street Section (R003), Cheung Sha Wan Road Section (R011), and Fuk Wing Street Section (R015). Their improvements are mainly due to the refined building footprints, the open area provided as well as the better building disposition of the Sites. Although noticeable deterioration has been identified in Cheung Sha Wan Path (R004), the averaged VRs of R004 are higher than the LVRs in both annual and summer conditions, making a reasonable trade-off for improving the poor ventilated areas (R003 & R015).
- 5.1.5 In the event that the Proposed Scheme in this AVA report, including building disposition and setback, are not adopted in the future design scheme or no other alternative and equivalent design features to be agreed with Planning Department, further AVA study would be conducted by the project proponent in accordance with the joint Housing Planning and Lands Bureau - Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (or its latest version) for demonstrating that the performance of any future development would not be worse than the scheme adopted in this report.

APPENDIX 2-1

Wind Data at grid [76,46] form RAMS

APPENDIX 4-1

Detailed Simulated Results

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)									Sum	Average (Annual)	Average (Summer)									
ID	Easting (m)	Northing (m)	45		67.5		90		112.5		135				157.5		180		202.5		225		247.5
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	7.6%	6.7%	6.8%	8.1%	8.1%	8.1%	8.1%	8.1%	8.1%	8.1%	8.1%
Probability (Annual)			Probability (Summer)									83.6%											
P001	833906.48	822110.14	0.078	0.137	0.139	0.154	0.092	0.063	0.088	0.060	0.053	0.118										0.111	0.090
P002	833900.24	822102.33	0.088	0.129	0.119	0.135	0.072	0.054	0.107	0.056	0.070	0.083										0.103	0.084
P003	833894.00	822094.52	0.080	0.111	0.095	0.106	0.062	0.044	0.114	0.078	0.066	0.104										0.089	0.082
P004	833890.92	822084.84	0.133	0.152	0.110	0.140	0.070	0.064	0.181	0.156	0.097	0.159										0.123	0.123
P005	833884.53	822077.14	0.166	0.156	0.089	0.136	0.058	0.062	0.147	0.158	0.125	0.204										0.120	0.126
P006	833874.36	822071.19	0.127	0.124	0.033	0.098	0.052	0.049	0.055	0.102	0.192	0.247										0.087	0.111
P007	833864.49	822068.98	0.080	0.098	0.026	0.056	0.062	0.101	0.160	0.056	0.283	0.269										0.084	0.137
P008	833854.52	822072.47	0.030	0.058	0.033	0.037	0.040	0.131	0.220	0.042	0.301	0.246										0.076	0.142
P009	833846.90	822078.91	0.015	0.025	0.028	0.054	0.027	0.114	0.204	0.067	0.284	0.237										0.069	0.139
P010	833839.86	822084.83	0.015	0.022	0.022	0.055	0.035	0.111	0.197	0.060	0.284	0.254										0.066	0.138
P011	833831.48	822091.12	0.015	0.025	0.016	0.049	0.028	0.118	0.193	0.106	0.294	0.275										0.069	0.148
P012	833823.50	822098.43	0.027	0.045	0.021	0.050	0.017	0.123	0.184	0.188	0.299	0.283										0.080	0.164
P013	833819.20	822105.01	0.049	0.085	0.024	0.053	0.028	0.100	0.138	0.241	0.263	0.254										0.088	0.157
P014	833813.78	822113.32	0.029	0.081	0.009	0.050	0.044	0.069	0.092	0.231	0.276	0.294										0.078	0.153
P015	833806.08	822119.70	0.017	0.075	0.019	0.053	0.044	0.045	0.069	0.202	0.263	0.289										0.073	0.141
P016	833799.61	822125.07	0.022	0.068	0.036	0.058	0.045	0.045	0.051	0.214	0.255	0.269										0.077	0.140
P017	833806.02	822132.74	0.016	0.064	0.031	0.056	0.078	0.043	0.028	0.253	0.057	0.044										0.062	0.084
P018	833812.47	822140.39	0.028	0.054	0.031	0.048	0.106	0.091	0.050	0.244	0.051	0.041										0.066	0.090
P019	833818.91	822148.04	0.023	0.056	0.036	0.029	0.121	0.125	0.046	0.226	0.057	0.069										0.066	0.094
P020	833825.35	822155.68	0.054	0.083	0.053	0.011	0.125	0.148	0.047	0.205	0.062	0.110										0.075	0.097
P021	833831.80	822163.33	0.103	0.101	0.077	0.026	0.119	0.157	0.122	0.189	0.062	0.131										0.093	0.109
P022	833836.66	822168.33	0.103	0.087	0.087	0.030	0.104	0.152	0.166	0.211	0.047	0.129										0.096	0.115
P023	833844.35	822161.93	0.104	0.036	0.073	0.014	0.070	0.073	0.132	0.108	0.064	0.034										0.067	0.073
P024	833852.03	822155.53	0.081	0.025	0.054	0.042	0.086	0.086	0.079	0.208	0.108	0.057										0.073	0.100
P025	833859.71	822149.12	0.077	0.037	0.065	0.049	0.073	0.062	0.089	0.149	0.067	0.123										0.068	0.087
P026	833867.39	822142.72	0.070	0.044	0.066	0.051	0.058	0.041	0.084	0.041	0.033	0.060										0.055	0.051
P027	833875.07	822136.32	0.057	0.049	0.050	0.049	0.051	0.021	0.050	0.022	0.046	0.084										0.046	0.044
P028	833882.75	822129.92	0.057	0.058	0.042	0.063	0.051	0.016	0.040	0.014	0.061	0.085										0.047	0.046
P029	833890.44	822123.51	0.053	0.055	0.050	0.064	0.049	0.019	0.052	0.031	0.053	0.081										0.050	0.049
P030	833898.12	822117.11	0.029	0.044	0.028	0.042	0.036	0.020	0.048	0.032	0.061	0.060										0.037	0.042
P031	833851.44	822040.71	0.155	0.119	0.070	0.129	0.203	0.215	0.179	0.055	0.129	0.217										0.122	0.140
P032	833846.06	822032.53	0.168	0.113	0.057	0.134	0.142	0.137	0.095	0.081	0.096	0.227										0.105	0.114
P033	833840.32	822041.06	0.132	0.116	0.064	0.115	0.179	0.176	0.133	0.111	0.101	0.211										0.112	0.129
P034	833832.12	822046.78	0.089	0.110	0.072	0.098	0.176	0.179	0.140	0.180	0.095	0.194										0.111	0.138
P035	833823.92	822052.51	0.051	0.098	0.073	0.091	0.161	0.182	0.146	0.216	0.085	0.158										0.107	0.138
P036	833815.73	822058.23	0.030	0.087	0.071	0.086	0.139	0.184	0.153	0.229	0.079	0.128										0.101	0.134
P037	833806.62	822062.36	0.027	0.080	0.065	0.085	0.110	0.177	0.146	0.233	0.064	0.108										0.095	0.125
P038	833797.51	822066.50	0.036	0.079	0.055	0.086	0.084	0.174	0.140	0.224	0.047	0.102										0.088	0.115
P039	833788.41	822070.63	0.041	0.083	0.047	0.088	0.070	0.169	0.125	0.210	0.035	0.116										0.083	0.107
P040	833779.30	822074.76	0.042	0.086	0.046	0.089	0.066	0.159	0.101	0.185	0.030	0.132										0.079	0.099
P041	833770.19	822078.90	0.040	0.087	0.052	0.090	0.061	0.146	0.074	0.152	0.025	0.146										0.075	0.090
P042	833761.09	822083.03	0.038	0.079	0.057	0.088	0.046	0.127	0.043	0.120	0.023	0.161										0.068	0.079
P043	833750.74	822085.73	0.034	0.066	0.061	0.087	0.078	0.090	0.050	0.105	0.027	0.168										0.066	0.078
P044	833740.78	822086.56	0.032	0.059	0.067	0.086	0.130	0.057	0.079	0.100	0.035	0.169										0.070	0.084
P045	833730.81	822087.38	0.031	0.055	0.071	0.083	0.143	0.074	0.111	0.098	0.040	0.164										0.075	0.091
P046	833720.85	822088.21	0.036	0.051	0.068	0.076	0.103	0.106	0.138	0.104	0.049	0.155										0.074	0.094
P047	833710.88	822089.03	0.054	0.048	0.058	0.066	0.060	0.060	0.086	0.118	0.055	0.135										0.064	0.079
P048	833700.91	822089.86	0.114	0.047	0.062	0.057	0.068	0.042	0.052	0.116	0.056	0.110										0.066	0.071
P049	833690.95	822090.68	0.153	0.052	0.143	0.053	0.052	0.052	0.064	0.125	0.053	0.113										0.092	0.081
P050	833684.22	822083.21	0.159	0.058	0.185	0.029	0.044	0.055	0.070	0.169	0.076	0.160										0.106	0.100
P051	833677.77	822075.56	0.157	0.073	0.204	0.016	0.040	0.063	0.078	0.179	0.070	0.098										0.112	0.096
P052	833671.33	822067.91	0.157	0.078	0.213	0.012	0.036	0.068	0.087	0.189	0.069	0.061										0.115	0.096
P053	833664.89	822060.26	0.157	0.078	0.219	0.022	0.034	0.067	0.095	0.198	0.067	0.037										0.119	0.097
P054	833658.45	822052.62	0.154	0.079	0.225	0.031	0.041	0.062	0.103	0.204	0.064	0.027										0.123	0.099
P055	833652.00	822044.97	0.148	0.079	0.231	0.032	0.055	0.057	0.120	0.206	0.059	0.048										0.126	0.104
P056	833645.56	822037.32	0.140	0.079	0.234	0.035	0.056	0.058	0.125	0.203	0.055	0.061										0.126	0.105
P057	833639.12	822029.67	0.127	0.080	0.235	0.052	0.055	0.064	0.120	0.197	0.051	0.063										0.127	0.106
P058	833632.67	822022.03	0.124	0.084	0.226	0.098	0.093	0.051	0.096	0.192	0.050	0.055										0.132	0.108
P059	833626.22	822014.39	0.148	0.093	0.207	0.163	0.215	0.166	0.141	0.190	0.051	0.042										0.159	0.140
P060	833619.77	822006.74	0.223	0.094	0.192	0.203	0.284	0.264	0.298	0.191	0.053	0.033										0.188	0.177
P061	8																						

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)		45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)		7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%				
			Probability (Summer)		8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%				
P097	833790.30	822092.06	0.033	0.082	0.022	0.062	0.022	0.168	0.185	0.161	0.179	0.218			0.079	0.135	
P098	833798.07	822085.76	0.024	0.077	0.022	0.062	0.028	0.179	0.192	0.193	0.166	0.198			0.080	0.138	
P099	833805.83	822079.45	0.023	0.061	0.037	0.062	0.050	0.191	0.196	0.209	0.152	0.160			0.085	0.140	
P100	833813.59	822073.15	0.022	0.053	0.052	0.064	0.079	0.197	0.198	0.219	0.145	0.126			0.091	0.142	
P101	833821.67	822067.40	0.019	0.061	0.061	0.068	0.111	0.205	0.203	0.214	0.139	0.098			0.097	0.143	
P102	833828.02	822058.82	0.036	0.087	0.069	0.079	0.152	0.204	0.187	0.201	0.124	0.136			0.106	0.145	
P103	833835.80	822052.54	0.076	0.104	0.069	0.090	0.185	0.214	0.188	0.160	0.123	0.174			0.114	0.147	
P104	833843.58	822046.25	0.122	0.116	0.066	0.108	0.198	0.213	0.180	0.093	0.125	0.201			0.117	0.140	
P105	833859.73	822218.10	0.083	0.077	0.113	0.101	0.115	0.160	0.230	0.126	0.127	0.129			0.115	0.136	
P106	833853.32	822210.43	0.035	0.058	0.080	0.071	0.083	0.157	0.215	0.116	0.148	0.101			0.092	0.124	
P107	833846.97	822202.70	0.042	0.044	0.079	0.068	0.088	0.163	0.191	0.130	0.147	0.113			0.090	0.126	
P108	833840.62	822194.97	0.029	0.043	0.091	0.081	0.110	0.171	0.178	0.153	0.140	0.113			0.096	0.132	
P109	833834.27	822187.25	0.034	0.026	0.054	0.055	0.102	0.160	0.106	0.132	0.121	0.097			0.073	0.106	
P110	833827.92	822179.52	0.103	0.076	0.073	0.023	0.110	0.159	0.121	0.139	0.110	0.100			0.088	0.106	
P111	833820.19	822185.86	0.101	0.080	0.106	0.058	0.105	0.142	0.182	0.137	0.027	0.084			0.097	0.099	
P112	833812.46	822192.20	0.081	0.065	0.126	0.074	0.137	0.190	0.220	0.144	0.028	0.092			0.108	0.117	
P113	833804.73	822198.54	0.060	0.041	0.136	0.086	0.153	0.216	0.234	0.133	0.029	0.100			0.110	0.125	
P114	833796.99	822204.88	0.046	0.023	0.140	0.093	0.152	0.224	0.240	0.114	0.048	0.122			0.109	0.130	
P115	833789.26	822211.22	0.037	0.027	0.141	0.096	0.143	0.221	0.242	0.081	0.075	0.139			0.108	0.131	
P116	833781.53	822217.57	0.034	0.039	0.145	0.097	0.145	0.221	0.243	0.101	0.057	0.126			0.111	0.130	
P117	833773.79	822223.91	0.031	0.047	0.148	0.095	0.147	0.218	0.244	0.097	0.115	0.151			0.117	0.144	
P118	833766.06	822230.25	0.025	0.055	0.151	0.088	0.138	0.215	0.246	0.074	0.129	0.138			0.116	0.140	
P119	833758.33	822236.59	0.018	0.065	0.157	0.085	0.134	0.218	0.251	0.087	0.126	0.130			0.119	0.142	
P120	833750.60	822242.93	0.023	0.077	0.162	0.098	0.142	0.223	0.255	0.095	0.074	0.080			0.122	0.132	
P121	833742.86	822249.27	0.029	0.086	0.159	0.097	0.136	0.218	0.250	0.074	0.081	0.092			0.121	0.129	
P122	833735.13	822255.61	0.037	0.091	0.153	0.081	0.122	0.208	0.242	0.072	0.081	0.096			0.116	0.123	
P123	833727.40	822261.95	0.039	0.093	0.144	0.063	0.107	0.196	0.231	0.067	0.067	0.086			0.107	0.111	
P124	833719.66	822268.29	0.039	0.087	0.124	0.051	0.093	0.183	0.212	0.056	0.045	0.074			0.094	0.095	
P125	833711.93	822274.63	0.055	0.066	0.086	0.037	0.072	0.158	0.178	0.033	0.070	0.042			0.075	0.080	
P126	833704.20	822280.97	0.062	0.034	0.117	0.064	0.093	0.132	0.143	0.097	0.082	0.103			0.088	0.101	
P127	833712.40	822286.84	0.047	0.027	0.118	0.063	0.100	0.057	0.049	0.122	0.034	0.135			0.075	0.081	
P128	833721.80	822290.25	0.038	0.014	0.105	0.042	0.097	0.042	0.074	0.118	0.022	0.139			0.064	0.075	
P129	833731.20	822293.66	0.047	0.030	0.091	0.028	0.089	0.200	0.083	0.116	0.036	0.139			0.061	0.073	
P130	833740.60	822297.07	0.052	0.043	0.087	0.018	0.086	0.027	0.064	0.072	0.034	0.115			0.057	0.059	
P131	833750.00	822300.48	0.064	0.067	0.075	0.024	0.079	0.017	0.065	0.055	0.043	0.107			0.058	0.056	
P132	833759.40	822303.89	0.086	0.093	0.058	0.056	0.075	0.049	0.055	0.040	0.078	0.093			0.066	0.063	
P133	833768.34	822299.96	0.060	0.063	0.019	0.071	0.077	0.089	0.055	0.058	0.069	0.044			0.055	0.061	
P134	833776.02	822293.62	0.046	0.043	0.009	0.034	0.085	0.091	0.093	0.087	0.078	0.071			0.048	0.070	
P135	833783.71	822287.22	0.071	0.064	0.008	0.014	0.092	0.079	0.115	0.100	0.082	0.091			0.053	0.075	
P136	833791.40	822280.83	0.090	0.076	0.010	0.016	0.096	0.062	0.125	0.100	0.074	0.101			0.056	0.074	
P137	833799.09	822274.43	0.103	0.081	0.019	0.009	0.096	0.048	0.130	0.092	0.061	0.106			0.057	0.070	
P138	833806.78	822268.04	0.109	0.081	0.038	0.012	0.093	0.033	0.128	0.080	0.057	0.107			0.061	0.067	
P139	833814.46	822261.64	0.111	0.078	0.052	0.018	0.085	0.023	0.111	0.063	0.048	0.108			0.061	0.061	
P140	833822.15	822255.25	0.112	0.074	0.059	0.023	0.075	0.010	0.075	0.037	0.040	0.114			0.057	0.051	
P141	833829.84	822248.85	0.112	0.068	0.054	0.020	0.060	0.019	0.054	0.013	0.037	0.126			0.050	0.043	
P142	833837.53	822242.46	0.109	0.061	0.032	0.017	0.041	0.026	0.063	0.036	0.032	0.143			0.043	0.045	
P143	833845.22	822236.06	0.107	0.056	0.027	0.024	0.036	0.044	0.050	0.053	0.030	0.159			0.043	0.049	
P144	833852.90	822229.67	0.108	0.050	0.053	0.049	0.066	0.039	0.051	0.048	0.026	0.171			0.055	0.057	
O001	833688.64	821827.88	0.182	0.222	0.226	0.204	0.291	0.161	0.118	0.246	0.206	0.178			0.214	0.206	
O002	833704.79	821846.97	0.164	0.047	0.035	0.074	0.099	0.109	0.064	0.167	0.200	0.045			0.089	0.114	
O003	833720.93	821866.06	0.151	0.050	0.055	0.072	0.118	0.091	0.066	0.139	0.161	0.076			0.089	0.106	
O004	833737.08	821885.14	0.120	0.037	0.096	0.053	0.123	0.094	0.089	0.200	0.157	0.134			0.098	0.127	
O005	833753.23	821904.23	0.143	0.030	0.112	0.048	0.116	0.155	0.158	0.263	0.223	0.194			0.120	0.171	
O006	833769.37	821923.32	0.153	0.027	0.134	0.081	0.101	0.096	0.093	0.297	0.255	0.265			0.128	0.182	
O007	833785.52	821942.41	0.152	0.030	0.093	0.056	0.045	0.062	0.059	0.299	0.214	0.296			0.102	0.157	
O008	833801.66	821961.49	0.142	0.030	0.050	0.066	0.055	0.089	0.122	0.265	0.127	0.268			0.088	0.138	
O009	833817.81	821980.58	0.189	0.020	0.116	0.081	0.042	0.117	0.077	0.236	0.113	0.232			0.105	0.132	
O010	833833.95	821999.67	0.203	0.034	0.125	0.108	0.059	0.052	0.046	0.172	0.075	0.235			0.102	0.109	
O011	833850.10	822018.75	0.200	0.080	0.049	0.147	0.038	0.045	0.037	0.099	0.075	0.235			0.086	0.089	
O012	833866.40	822037.71	0.152	0.108	0.098	0.146	0.237	0.258	0.247	0.156	0.154	0.231			0.149	0.183	
O013	833882.70	822056.66	0.160	0.136	0.062	0.134	0.090	0.090	0.170	0.112	0.207	0.221			0.118	0.142	
O014	833907.00	822070.77	0.183	0.145	0.098	0.125	0.101	0.092	0.077	0.165	0.149	0.215			0.125	0.132	
O015	833923.30	822089.72	0.128	0.146	0.124	0.137	0.103	0.090	0.071	0.160	0.158	0.221			0.129	0.137	
O016	833939.61	822108.68	0.079	0.137	0.123	0.135	0.104	0.100	0.073	0.167	0.100	0.196			0.119	0.125	
O017	833955.91	822127.63	0.095	0.094	0.112	0.104	0.111	0.113	0.073	0.186	0.075	0.182			0.107	0.119	
O018	833972.19	822146.60	0.104	0.094	0.148	0.119	0.123	0.117	0.085	0.187	0.079	0.204			0.122	0.130	
O019	833988.31	822165.71	0.079	0.083	0.151	0.103	0.087	0.084	0.092	0.220	0.093	0.137			0.116	0.124	
O020	834004.42	822184.83	0.136	0.184	0.166	0.115	0.025	0.073	0.078	0.216	0.094	0.131			0.135	0.118	
O021	833894.10	822079.37	0.169	0.166	0.116	0.152	0.098	0.078	0.163	0.170	0.131	0.205			0.138	0.141	
O022	833910.40	822098.32	0.112	0.160	0.137	0.160	0.114	0.080	0.137	0.127	0.103	0.174					

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)		45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	Probability (Summer)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%			
O145	833816.77	822267.46	0.102	0.069	0.059	0.057	0.126	0.012	0.145	0.101	0.056	0.087			0.074	0.079	
O146	833797.45	822283.34	0.089	0.069	0.032	0.026	0.118	0.036	0.130	0.118	0.067	0.081			0.064	0.078	
O147	833778.14	822299.21	0.048	0.044	0.020	0.057	0.097	0.090	0.094	0.103	0.061	0.056			0.056	0.073	
O148	834090.83	822123.29	0.264	0.261	0.275	0.122	0.125	0.124	0.128	0.174	0.166	0.256			0.204	0.169	
O149	834071.61	822139.27	0.326	0.299	0.366	0.172	0.133	0.126	0.106	0.178	0.122	0.135			0.242	0.163	
O150	834052.38	822155.25	0.315	0.293	0.365	0.187	0.127	0.130	0.088	0.165	0.081	0.082			0.237	0.147	
O151	834033.15	822171.23	0.239	0.246	0.277	0.156	0.078	0.095	0.057	0.122	0.059	0.138			0.183	0.116	
O152	834013.92	822187.21	0.168	0.194	0.189	0.102	0.020	0.057	0.057	0.163	0.085	0.167			0.136	0.107	
O153	833994.70	822203.18	0.110	0.140	0.154	0.070	0.020	0.091	0.047	0.209	0.119	0.162			0.117	0.116	
O154	833975.47	822219.16	0.131	0.160	0.244	0.159	0.126	0.097	0.032	0.129	0.156	0.146			0.163	0.137	
O155	833956.24	822235.14	0.108	0.129	0.224	0.142	0.144	0.105	0.028	0.101	0.108	0.129			0.144	0.119	
O156	833937.01	822251.12	0.090	0.103	0.215	0.143	0.144	0.104	0.016	0.077	0.047	0.135			0.129	0.100	
O157	833917.68	822266.96	0.071	0.050	0.197	0.134	0.124	0.087	0.116	0.030	0.086	0.112			0.116	0.103	
O158	833898.34	822282.81	0.024	0.018	0.174	0.119	0.099	0.078	0.032	0.021	0.047	0.039			0.087	0.070	
O159	833879.00	822298.65	0.033	0.028	0.159	0.106	0.097	0.079	0.036	0.027	0.049	0.010			0.085	0.066	
O160	833859.66	822314.49	0.040	0.017	0.138	0.092	0.095	0.081	0.041	0.030	0.073	0.029			0.079	0.070	
O161	833891.02	822356.46	0.086	0.060	0.023	0.014	0.022	0.046	0.038	0.047	0.070	0.014			0.041	0.039	
O162	833866.62	822346.88	0.053	0.063	0.021	0.025	0.031	0.015	0.028	0.023	0.040	0.045			0.033	0.029	
O163	833841.56	822336.85	0.059	0.035	0.077	0.048	0.058	0.052	0.047	0.048	0.073	0.042			0.058	0.057	
O164	833818.06	822328.33	0.052	0.035	0.045	0.058	0.023	0.031	0.052	0.066	0.105	0.024			0.050	0.038	
O165	833794.55	822319.81	0.105	0.122	0.048	0.078	0.048	0.066	0.095	0.039	0.124	0.031			0.077	0.071	
O166	833771.05	822311.28	0.080	0.081	0.021	0.078	0.048	0.075	0.042	0.074	0.107	0.095			0.061	0.072	
O167	833747.55	822302.76	0.053	0.066	0.085	0.019	0.089	0.021	0.075	0.049	0.068	0.103			0.061	0.062	
O168	833724.05	822294.24	0.029	0.021	0.106	0.040	0.100	0.039	0.085	0.124	0.023	0.137			0.066	0.077	
O169	833700.54	822285.72	0.067	0.057	0.150	0.069	0.122	0.121	0.123	0.146	0.097	0.149			0.107	0.120	
O170	833677.04	822277.20	0.096	0.056	0.174	0.093	0.068	0.039	0.087	0.176	0.148	0.167			0.115	0.125	
O171	833653.54	822268.68	0.088	0.054	0.157	0.098	0.035	0.047	0.129	0.170	0.145	0.179			0.109	0.126	
O172	833630.03	822260.16	0.078	0.061	0.147	0.072	0.030	0.077	0.116	0.201	0.183	0.219			0.109	0.140	
O173	833606.53	822251.63	0.105	0.070	0.121	0.046	0.017	0.040	0.057	0.224	0.219	0.256			0.101	0.138	
O174	833583.03	822243.11	0.104	0.063	0.127	0.101	0.085	0.070	0.061	0.233	0.240	0.267			0.119	0.162	
O175	833559.53	822234.59	0.087	0.045	0.143	0.174	0.162	0.143	0.140	0.233	0.250	0.264			0.145	0.197	
O176	833536.02	822226.07	0.063	0.018	0.161	0.243	0.223	0.196	0.192	0.266	0.265	0.263			0.168	0.233	
O177	833512.52	822217.55	0.186	0.152	0.196	0.296	0.260	0.223	0.218	0.234	0.202	0.228			0.215	0.230	
O178	833489.02	822209.03	0.175	0.106	0.155	0.260	0.234	0.188	0.180	0.225	0.180	0.214			0.182	0.204	
O179	833465.51	822200.51	0.152	0.113	0.126	0.242	0.208	0.170	0.157	0.192	0.118	0.139			0.159	0.167	
O180	833442.01	822191.98	0.162	0.126	0.103	0.218	0.178	0.152	0.140	0.183	0.110	0.148			0.146	0.152	
O181	833418.51	822183.46	0.147	0.125	0.067	0.175	0.126	0.110	0.125	0.156	0.092	0.146			0.118	0.124	
O182	833395.73	822175.47	0.157	0.135	0.109	0.157	0.147	0.102	0.105	0.155	0.192	0.207			0.137	0.151	
O183	833494.09	821958.10	0.164	0.086	0.219	0.035	0.102	0.080	0.058	0.142	0.066	0.039			0.123	0.092	
O184	833517.46	821966.97	0.219	0.108	0.242	0.090	0.155	0.102	0.094	0.087	0.097	0.045			0.150	0.110	
O185	833540.83	821975.85	0.228	0.114	0.229	0.113	0.150	0.112	0.117	0.049	0.119	0.075			0.152	0.115	
O186	833564.20	821984.73	0.167	0.107	0.170	0.122	0.158	0.092	0.080	0.094	0.150	0.086			0.135	0.120	
O187	833555.88	822008.30	0.160	0.045	0.202	0.023	0.144	0.043	0.064	0.155	0.082	0.083			0.114	0.100	
O188	833547.55	822031.88	0.109	0.030	0.161	0.077	0.109	0.050	0.082	0.135	0.046	0.068			0.094	0.086	
O189	833522.79	822032.20	0.018	0.014	0.068	0.059	0.039	0.057	0.100	0.206	0.145	0.059			0.070	0.106	
O190	833499.37	822023.69	0.072	0.017	0.032	0.023	0.062	0.032	0.039	0.222	0.233	0.155			0.066	0.121	
O191	833476.02	822014.76	0.176	0.042	0.017	0.019	0.071	0.015	0.053	0.237	0.253	0.233			0.078	0.133	
O192	834092.69	822110.48	0.162	0.201	0.190	0.074	0.113	0.118	0.138	0.142	0.112	0.212			0.149	0.134	
O193	834076.69	822091.28	0.110	0.151	0.165	0.105	0.134	0.151	0.146	0.018	0.041	0.065			0.123	0.091	
O194	834061.01	822091.66	0.280	0.214	0.257	0.165	0.123	0.090	0.042	0.018	0.051	0.084			0.171	0.092	
O195	834055.01	822106.10	0.276	0.081	0.112	0.080	0.064	0.086	0.066	0.111	0.105	0.189			0.109	0.101	
O196	834071.23	822125.12	0.114	0.157	0.175	0.086	0.140	0.139	0.118	0.141	0.090	0.090			0.136	0.120	
O197	834105.89	822119.29	0.100	0.134	0.116	0.027	0.040	0.046	0.073	0.085	0.101	0.129			0.088	0.079	
O198	834121.82	822138.55	0.208	0.092	0.074	0.101	0.085	0.100	0.078	0.019	0.082	0.081			0.092	0.074	
O199	834137.43	822158.08	0.278	0.159	0.166	0.183	0.178	0.214	0.173	0.136	0.064	0.067			0.171	0.139	
O200	834012.42	822196.28	0.100	0.113	0.118	0.044	0.034	0.087	0.069	0.214	0.090	0.149			0.099	0.107	
O201	834028.88	822115.10	0.167	0.108	0.186	0.093	0.072	0.088	0.031	0.209	0.101	0.077			0.131	0.113	
O202	834045.22	822234.02	0.226	0.142	0.184	0.123	0.082	0.149	0.059	0.192	0.108	0.024			0.150	0.121	
O203	833996.82	822210.06	0.130	0.111	0.098	0.092	0.033	0.101	0.031	0.178	0.136	0.129			0.103	0.109	
O204	834013.53	822228.65	0.133	0.116	0.044	0.071	0.067	0.080	0.008	0.215	0.037	0.144			0.082	0.086	
O205	834030.03	822247.44	0.193	0.094	0.156	0.067	0.113	0.108	0.069	0.214	0.164	0.109			0.131	0.134	
O206	833917.51	822281.83	0.131	0.108	0.091	0.081	0.100	0.093	0.108	0.065	0.080	0.029			0.094	0.080	
O207	833931.03	822298.32	0.127	0.110	0.035	0.028	0.045	0.064	0.104	0.038	0.128	0.054			0.067	0.067	
O208	833945.00	822315.47	0.107	0.087	0.099	0.049	0.042	0.056	0.090	0.053	0.134	0.064			0.082	0.078	
O209	833787.58	822327.31	0.146	0.166	0.050	0.053	0.090	0.051	0.082	0.067	0.111	0.085			0.087	0.077	
O210	833779.01	822348.53	0.114	0.119	0.048	0.056	0.097	0.047	0.095	0.080	0.027	0.031			0.073	0.058	
O211	833771.18	822369.01	0.060	0.028	0.052	0.037	0.066	0.029	0.032	0.043	0.021	0.033			0.042	0.037	
O212	833693.07	822293.82	0.080	0.089	0.103	0.090	0.115	0.117	0.146	0.109	0.081	0.085			0.100	0.104	
O213	833685.07	822315.42	0.075	0.077	0.073	0.106	0.087	0.045	0.117	0.044	0.029	0.024			0.074	0.062	
O214	833677.37	822334.97	0.108	0.105	0.065	0.104	0.097	0.057	0.091	0.050	0.064	0.076			0.083	0.073	
O215	833521.31	822229.48	0.112	0.112													

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)									Sum	Average (Annual)	Average (Summer)										
ID	Easting (m)	Northing (m)	45		67.5		90		112.5		135				157.5		180		202.5		225		247.5	
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%	81.7%	
			Probability (Annual)									Probability (Summer)												
O241	833866.22	822391.65	0.078	0.101	0.033	0.042	0.040	0.092	0.036	0.056	0.115	0.046											0.061	0.063
O242	833851.35	822407.57	0.136	0.121	0.087	0.064	0.086	0.072	0.096	0.046	0.103	0.047											0.091	0.076
O243	833827.89	822398.95	0.115	0.094	0.051	0.019	0.099	0.032	0.118	0.067	0.062	0.020											0.067	0.059
O244	833804.30	822390.60	0.125	0.105	0.047	0.045	0.099	0.056	0.125	0.077	0.106	0.034											0.078	0.077
O245	833780.78	822382.18	0.109	0.082	0.025	0.029	0.051	0.032	0.057	0.075	0.076	0.074											0.054	0.056
O246	833757.33	822373.51	0.067	0.036	0.063	0.009	0.066	0.033	0.057	0.061	0.031	0.076											0.047	0.047
O247	833734.04	822364.43	0.049	0.024	0.054	0.020	0.067	0.039	0.079	0.075	0.014	0.097											0.044	0.052
O248	833710.59	822355.78	0.030	0.042	0.082	0.015	0.093	0.081	0.106	0.079	0.042	0.115											0.060	0.072
O249	833687.02	822347.45	0.132	0.119	0.084	0.037	0.104	0.109	0.113	0.104	0.109	0.146											0.095	0.100
O250	833663.42	822339.18	0.249	0.180	0.063	0.109	0.135	0.113	0.043	0.161	0.157	0.183											0.127	0.126
O251	833639.95	822330.58	0.268	0.191	0.056	0.050	0.109	0.051	0.090	0.218	0.199	0.203											0.125	0.135
O252	833616.38	822322.23	0.242	0.177	0.047	0.069	0.090	0.086	0.113	0.261	0.234	0.213											0.129	0.156
O253	833593.28	822312.67	0.220	0.126	0.034	0.038	0.060	0.109	0.127	0.290	0.266	0.245											0.116	0.167
O254	833569.92	822303.77	0.177	0.135	0.080	0.021	0.033	0.124	0.133	0.233	0.212	0.231											0.113	0.147
O255	833546.38	822295.35	0.234	0.184	0.046	0.056	0.016	0.094	0.074	0.040	0.034	0.205											0.086	0.064
O256	833522.92	822286.72	0.239	0.172	0.019	0.089	0.018	0.043	0.036	0.041	0.045	0.209											0.078	0.058
O257	833499.46	822278.09	0.203	0.235	0.029	0.045	0.040	0.111	0.053	0.244	0.205	0.264											0.116	0.138
O258	833475.98	822269.49	0.210	0.141	0.021	0.024	0.016	0.088	0.055	0.254	0.216	0.270											0.096	0.136
O259	833452.58	822260.70	0.247	0.182	0.031	0.053	0.041	0.076	0.036	0.248	0.213	0.282											0.112	0.138
O260	833429.26	822251.69	0.287	0.206	0.051	0.148	0.074	0.016	0.009	0.229	0.197	0.290											0.133	0.140
O261	833405.77	822243.13	0.265	0.181	0.048	0.187	0.068	0.063	0.028	0.114	0.135	0.281											0.122	0.117
O262	833381.89	822234.73	0.200	0.131	0.063	0.172	0.045	0.058	0.050	0.222	0.266	0.302											0.129	0.164
O263	833661.30	822392.32	0.117	0.083	0.018	0.033	0.022	0.030	0.052	0.084	0.052	0.082											0.050	0.050
O264	833639.45	822380.18	0.214	0.176	0.026	0.013	0.049	0.052	0.043	0.127	0.064	0.037											0.079	0.058
O265	833617.91	822367.49	0.249	0.220	0.037	0.084	0.091	0.116	0.033	0.061	0.041	0.040											0.101	0.060
O266	833594.76	822358.04	0.226	0.229	0.068	0.132	0.153	0.172	0.050	0.170	0.078	0.045											0.136	0.110
O267	833571.50	822348.88	0.194	0.086	0.081	0.123	0.108	0.134	0.087	0.078	0.102	0.097											0.105	0.100
O268	833548.06	822340.20	0.114	0.101	0.101	0.145	0.136	0.145	0.075	0.149	0.150	0.057											0.120	0.125
O269	833524.81	822331.01	0.174	0.060	0.105	0.133	0.103	0.113	0.036	0.138	0.170	0.081											0.113	0.118
O270	833501.49	822321.99	0.221	0.090	0.080	0.096	0.065	0.065	0.039	0.126	0.169	0.166											0.103	0.109
O271	833471.89	822315.41	0.079	0.137	0.034	0.091	0.060	0.094	0.009	0.162	0.051	0.243											0.078	0.092
O272	833448.29	822307.15	0.078	0.011	0.027	0.022	0.016	0.046	0.033	0.077	0.142	0.283											0.043	0.084
O273	833425.53	822318.81	0.023	0.059	0.024	0.017	0.011	0.037	0.059	0.204	0.224	0.328											0.060	0.128
O274	833401.62	822309.78	0.192	0.177	0.019	0.021	0.021	0.020	0.027	0.293	0.240	0.329											0.099	0.143
O275	833378.55	822301.33	0.341	0.301	0.014	0.031	0.030	0.026	0.050	0.365	0.323	0.358											0.146	0.180
O276	833677.38	821849.60	0.197	0.109	0.160	0.083	0.247	0.143	0.198	0.325	0.197	0.078											0.168	0.190
O277	833693.33	821868.85	0.192	0.051	0.070	0.065	0.166	0.131	0.150	0.257	0.211	0.188											0.119	0.166
O278	833709.27	821888.11	0.167	0.053	0.074	0.042	0.155	0.133	0.125	0.212	0.218	0.238											0.110	0.158
O279	833725.22	821907.36	0.109	0.051	0.141	0.043	0.165	0.146	0.138	0.220	0.213	0.275											0.124	0.173
O280	833741.17	821926.61	0.094	0.052	0.181	0.076	0.164	0.164	0.163	0.248	0.211	0.327											0.143	0.195
O281	833757.11	821945.87	0.122	0.056	0.149	0.097	0.141	0.122	0.118	0.274	0.219	0.367											0.137	0.192
O282	833773.06	821965.12	0.136	0.064	0.095	0.071	0.080	0.077	0.081	0.293	0.203	0.369											0.112	0.170
O283	833789.01	821984.38	0.141	0.076	0.064	0.074	0.044	0.074	0.073	0.304	0.168	0.345											0.101	0.155
O284	833804.95	822003.63	0.142	0.093	0.097	0.092	0.041	0.037	0.036	0.287	0.121	0.301											0.106	0.135
O285	833820.90	822022.88	0.139	0.110	0.103	0.110	0.055	0.050	0.035	0.237	0.073	0.257											0.106	0.118
O286	833658.41	821865.83	0.220	0.091	0.165	0.108	0.190	0.139	0.203	0.231	0.109	0.264											0.154	0.171
O287	833674.35	821885.13	0.220	0.039	0.116	0.073	0.202	0.151	0.210	0.281	0.138	0.284											0.136	0.182
O288	833690.30	821904.39	0.205	0.055	0.157	0.029	0.192	0.166	0.188	0.278	0.151	0.303											0.141	0.183
O289	833706.25	821923.64	0.145	0.062	0.201	0.037	0.199	0.177	0.176	0.249	0.173	0.323											0.150	0.190
O290	833722.19	821942.89	0.066	0.071	0.196	0.079	0.204	0.192	0.186	0.243	0.193	0.341											0.152	0.202
O291	833738.14	821962.15	0.045	0.082	0.156	0.105	0.180	0.165	0.162	0.252	0.197	0.346											0.141	0.197
O292	833754.09	821981.40	0.051	0.097	0.095	0.087	0.136	0.085	0.084	0.258	0.191	0.357											0.113	0.168
O293	833770.03	822000.65	0.051	0.109	0.059	0.078	0.088	0.044	0.042	0.271	0.169	0.347											0.095	0.147
O294	833785.98	822019.91	0.051	0.116	0.080	0.096	0.063	0.031	0.047	0.277	0.126	0.311											0.099	0.137
O295	833801.93	822039.16	0.049	0.112	0.088	0.105	0.118	0.082	0.060	0.259	0.058	0.239											0.102	0.127
O296	833639.43	821882.15	0.244	0.080	0.138	0.119	0.138	0.123	0.171	0.132	0.105	0.310											0.134	0.146
O297	833655.38	821901.41	0.247	0.030	0.165	0.093	0.180	0.150	0.218	0.186	0.084	0.302											0.140	0.162
O298	833671.33	821920.66	0.238	0.047	0.211	0.047	0.200	0.177	0.231	0.241	0.100	0.306											0.156	0.181
O299	833687.27	821939.92	0.192	0.062	0.218	0.035	0.218	0.195	0.221	0.256	0.082	0.298											0.15	

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)		45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	Probability (Summer)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%			
O337	833828.51	821901.13	0.043	0.016	0.038	0.024	0.055	0.146	0.132	0.070	0.165	0.078			0.059	0.095	
O338	833932.47	821892.35	0.258	0.165	0.232	0.199	0.284	0.175	0.109	0.055	0.052	0.042			0.185	0.128	
O339	833941.87	821904.03	0.213	0.143	0.181	0.082	0.050	0.090	0.076	0.044	0.012	0.049			0.118	0.065	
O340	833951.27	821915.72	0.129	0.088	0.086	0.079	0.104	0.104	0.079	0.045	0.011	0.033			0.082	0.060	
O341	833919.84	821903.19	0.225	0.133	0.182	0.124	0.170	0.038	0.023	0.023	0.017	0.036			0.126	0.066	
O342	833929.72	821914.47	0.189	0.105	0.175	0.122	0.123	0.063	0.074	0.043	0.005	0.035			0.118	0.070	
O343	833939.60	821925.76	0.113	0.060	0.101	0.112	0.125	0.088	0.079	0.044	0.008	0.033			0.086	0.065	
O344	833900.99	821917.58	0.123	0.093	0.117	0.042	0.078	0.026	0.062	0.063	0.123	0.067			0.088	0.076	
O345	833910.39	821929.27	0.131	0.088	0.109	0.067	0.115	0.049	0.080	0.055	0.175	0.106			0.098	0.099	
O346	833919.79	821940.96	0.118	0.089	0.104	0.059	0.115	0.042	0.071	0.035	0.184	0.130			0.093	0.097	
O347	833929.19	821952.65	0.101	0.079	0.072	0.057	0.083	0.024	0.029	0.042	0.167	0.144			0.075	0.083	
O348	833938.59	821964.34	0.108	0.093	0.045	0.065	0.101	0.168	0.162	0.232	0.155	0.142			0.103	0.142	
O349	833890.50	821926.82	0.105	0.066	0.089	0.083	0.120	0.116	0.149	0.182	0.212	0.069			0.111	0.141	
O350	833900.14	821938.31	0.081	0.033	0.147	0.069	0.119	0.145	0.177	0.183	0.159	0.062			0.116	0.139	
O351	833909.78	821949.80	0.074	0.036	0.149	0.040	0.109	0.153	0.182	0.179	0.145	0.028			0.110	0.130	
O352	833919.42	821961.29	0.065	0.054	0.116	0.048	0.089	0.158	0.168	0.188	0.109	0.029			0.101	0.119	
O353	833929.07	821972.79	0.074	0.091	0.087	0.100	0.071	0.181	0.189	0.270	0.052	0.076			0.110	0.132	
O354	834031.20	822022.99	0.145	0.159	0.136	0.062	0.056	0.068	0.137	0.153	0.021	0.026			0.111	0.082	
O355	834044.19	822038.46	0.072	0.067	0.085	0.032	0.037	0.107	0.114	0.098	0.010	0.029			0.067	0.061	
O356	833968.40	822059.06	0.164	0.068	0.095	0.060	0.063	0.093	0.116	0.102	0.053	0.148			0.088	0.087	
O357	833978.02	822070.57	0.178	0.044	0.032	0.013	0.023	0.049	0.127	0.101	0.039	0.136			0.056	0.064	
O358	833987.63	822082.09	0.165	0.056	0.033	0.033	0.019	0.039	0.042	0.072	0.038	0.160			0.052	0.053	
O359	833997.25	822093.60	0.123	0.067	0.069	0.047	0.046	0.076	0.041	0.076	0.048	0.185			0.066	0.070	
O360	834006.87	822105.11	0.037	0.025	0.072	0.049	0.038	0.041	0.058	0.084	0.060	0.158			0.053	0.069	
O361	833959.48	822066.78	0.107	0.088	0.100	0.061	0.066	0.093	0.123	0.131	0.052	0.145			0.090	0.094	
O362	833969.16	822078.24	0.131	0.089	0.049	0.033	0.036	0.068	0.099	0.118	0.029	0.127			0.067	0.068	
O363	833978.84	822089.70	0.113	0.088	0.043	0.045	0.023	0.051	0.033	0.097	0.045	0.144			0.059	0.060	
O364	833988.52	822101.16	0.058	0.072	0.075	0.062	0.039	0.059	0.032	0.089	0.065	0.158			0.065	0.072	
O365	833998.20	822112.62	0.043	0.031	0.064	0.049	0.033	0.038	0.053	0.131	0.074	0.139			0.057	0.076	
O366	833947.28	822077.33	0.082	0.115	0.115	0.094	0.083	0.096	0.102	0.173	0.054	0.112			0.104	0.103	
O367	833957.20	822088.58	0.088	0.126	0.095	0.093	0.072	0.094	0.073	0.158	0.071	0.103			0.099	0.097	
O368	833967.11	822099.84	0.068	0.118	0.092	0.097	0.058	0.076	0.029	0.156	0.082	0.111			0.092	0.091	
O369	833977.03	822111.09	0.050	0.094	0.097	0.096	0.044	0.048	0.023	0.159	0.080	0.116			0.085	0.088	
O370	833986.95	822122.35	0.068	0.034	0.047	0.057	0.016	0.015	0.047	0.171	0.082	0.098			0.054	0.073	
O371	833988.29	822137.37	0.044	0.045	0.068	0.054	0.031	0.028	0.060	0.042	0.037	0.058			0.050	0.046	
O372	833908.77	822148.17	0.034	0.025	0.047	0.031	0.022	0.020	0.050	0.021	0.030	0.029			0.033	0.031	
O373	833870.30	822151.60	0.035	0.033	0.067	0.049	0.057	0.049	0.077	0.101	0.025	0.046			0.055	0.059	
O374	833880.63	822162.47	0.025	0.022	0.046	0.037	0.028	0.039	0.082	0.118	0.025	0.016			0.043	0.052	
O375	833856.97	822161.59	0.021	0.015	0.046	0.058	0.060	0.082	0.060	0.189	0.087	0.068			0.060	0.089	
O376	833867.44	822172.33	0.022	0.018	0.055	0.054	0.011	0.040	0.092	0.069	0.054	0.040			0.045	0.054	
O377	833611.59	822332.37	0.117	0.092	0.049	0.089	0.097	0.044	0.023	0.107	0.075	0.045			0.076	0.070	
O378	833635.20	822340.59	0.225	0.157	0.060	0.107	0.134	0.063	0.030	0.133	0.124	0.117			0.112	0.101	
O379	833658.54	822349.55	0.201	0.142	0.079	0.117	0.144	0.134	0.075	0.085	0.101	0.128			0.115	0.105	
O380	833675.53	822355.49	0.111	0.082	0.046	0.071	0.075	0.071	0.101	0.063	0.055	0.103			0.070	0.070	
O381	833668.22	822374.10	0.080	0.049	0.040	0.015	0.061	0.024	0.073	0.024	0.045	0.055			0.043	0.041	
O382	833645.34	822364.03	0.194	0.150	0.056	0.079	0.111	0.126	0.030	0.087	0.092	0.047			0.098	0.080	
O383	833622.17	822354.63	0.193	0.160	0.049	0.105	0.129	0.121	0.026	0.076	0.076	0.031			0.101	0.076	
O384	833605.61	822348.74	0.117	0.112	0.047	0.094	0.112	0.102	0.023	0.105	0.052	0.025			0.082	0.071	
D001	833820.29	822111.30	0.047	0.083	0.016	0.048	0.043	0.069	0.065	0.249	0.213	0.235			0.076	0.135	
D002	833812.49	822117.56	0.024	0.079	0.008	0.050	0.051	0.058	0.068	0.223	0.231	0.267			0.071	0.136	
D003	833804.69	822123.81	0.017	0.072	0.026	0.055	0.052	0.035	0.045	0.217	0.210	0.226			0.070	0.125	
D004	833826.88	822118.83	0.043	0.077	0.009	0.037	0.056	0.082	0.066	0.207	0.138	0.212			0.064	0.110	
D005	833819.07	822125.08	0.034	0.076	0.010	0.046	0.072	0.079	0.064	0.252	0.080	0.105			0.064	0.098	
D006	833811.27	822131.34	0.024	0.067	0.025	0.052	0.081	0.057	0.041	0.252	0.055	0.044			0.063	0.086	
D007	833825.66	822132.61	0.036	0.075	0.021	0.034	0.086	0.104	0.074	0.259	0.042	0.055			0.066	0.092	
D008	833817.85	822138.87	0.029	0.064	0.031	0.040	0.102	0.098	0.056	0.256	0.042	0.054			0.067	0.092	
D009	833832.24	822140.14	0.048	0.079	0.049	0.017	0.093	0.106	0.042	0.251	0.042	0.080			0.071	0.091	
D010	833824.43	822146.39	0.036	0.073	0.044	0.020	0.113	0.125	0.042	0.244	0.039	0.090			0.070	0.094	
D011	833838.82	822147.67	0.080	0.080	0.064	0.011	0.092	0.101	0.081	0.229	0.054	0.088			0.078	0.095	
D012	833831.02	822153.92	0.073	0.092	0.063	0.009	0.114	0.136	0.071	0.219	0.032	0.121			0.079	0.096	
D013	833845.40	822155.20	0.106	0.052	0.066	0.022	0.086	0.090	0.106	0.191	0.081	0.044			0.077	0.092	
D014	833837.60	822161.45	0.112	0.092	0.080	0.020	0.095	0.122	0.136	0.176	0.043	0.111			0.087	0.097	
D015	833899.34	822107.40	0.062	0.089	0.094	0.098	0.049	0.036	0.070	0.030	0.060	0.045			0.075	0.059	
D016	833891.53	822113.66	0.02														

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)										Sum	Average (Annual)	Average (Summer)										
ID	Easting (m)	Northing (m)	45		67.5		90		112.5		135					157.5		180		202.5		225		247.5	
			NE	E	ENE	ESE	E	ESE	SE	SSE	S	SSW	SW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW		
Probability (Annual)			7.6%	12.4%	21.8%	12.4%	8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	83.6%										
Probability (Summer)																							81.7%		
P001	833906.48	822110.14	0.074	0.114	0.114	0.162	0.042	0.149	0.114	0.158	0.047	0.126											0.112	0.111	
P002	833900.24	822102.33	0.132	0.120	0.089	0.147	0.038	0.195	0.169	0.216	0.058	0.142											0.120	0.131	
P003	833894.00	822094.52	0.111	0.137	0.077	0.142	0.036	0.154	0.122	0.205	0.041	0.187											0.110	0.119	
P004	833890.92	822084.84	0.140	0.171	0.086	0.149	0.054	0.136	0.115	0.184	0.062	0.270											0.121	0.128	
P005	833884.53	822077.14	0.148	0.179	0.083	0.150	0.061	0.150	0.132	0.156	0.050	0.276											0.121	0.125	
P006	833874.36	822071.19	0.139	0.176	0.078	0.155	0.077	0.176	0.148	0.106	0.112	0.278											0.124	0.135	
P007	833864.49	822068.98	0.076	0.089	0.044	0.084	0.117	0.161	0.144	0.042	0.322	0.274											0.100	0.157	
P008	833854.52	822072.47	0.015	0.048	0.013	0.037	0.137	0.140	0.134	0.029	0.330	0.211											0.073	0.140	
P009	833846.90	822078.91	0.027	0.054	0.011	0.039	0.126	0.149	0.144	0.064	0.333	0.230											0.078	0.150	
P010	833839.86	822084.83	0.050	0.052	0.019	0.032	0.122	0.166	0.161	0.088	0.333	0.245											0.084	0.159	
P011	833831.48	822091.12	0.060	0.054	0.035	0.017	0.128	0.180	0.176	0.126	0.333	0.261											0.092	0.170	
P012	833823.50	822098.43	0.031	0.050	0.047	0.008	0.128	0.182	0.180	0.159	0.352	0.295											0.095	0.184	
P013	833819.20	822105.01	0.114	0.066	0.037	0.011	0.122	0.179	0.179	0.176	0.345	0.306											0.103	0.185	
P014	833813.78	822113.32	0.188	0.153	0.116	0.048	0.143	0.214	0.221	0.216	0.321	0.325											0.156	0.211	
P015	833806.08	822119.70	0.141	0.147	0.072	0.039	0.118	0.151	0.166	0.205	0.272	0.287											0.125	0.175	
P016	833799.61	822125.07	0.087	0.122	0.050	0.033	0.096	0.102	0.135	0.153	0.279	0.282											0.100	0.154	
P017	833806.02	822132.74	0.093	0.132	0.036	0.016	0.125	0.134	0.136	0.248	0.026	0.053											0.086	0.099	
P018	833812.47	822140.39	0.084	0.151	0.029	0.039	0.170	0.212	0.192	0.326	0.035	0.066											0.108	0.136	
P019	833818.91	822148.04	0.092	0.158	0.046	0.037	0.206	0.263	0.237	0.388	0.056	0.041											0.129	0.164	
P020	833825.35	822155.68	0.103	0.146	0.099	0.023	0.220	0.279	0.256	0.385	0.096	0.035											0.146	0.180	
P021	833831.80	822163.33	0.084	0.123	0.101	0.060	0.211	0.272	0.227	0.336	0.044	0.052											0.136	0.162	
P022	833836.66	822168.33	0.094	0.117	0.077	0.071	0.212	0.276	0.235	0.315	0.035	0.041											0.130	0.156	
P023	833844.35	822161.93	0.024	0.051	0.026	0.043	0.129	0.148	0.084	0.221	0.049	0.067											0.068	0.099	
P024	833852.03	822155.53	0.075	0.079	0.059	0.030	0.035	0.111	0.168	0.225	0.087	0.161											0.082	0.115	
P025	833859.71	822149.12	0.073	0.054	0.056	0.033	0.062	0.190	0.214	0.153	0.069	0.061											0.080	0.105	
P026	833867.39	822142.72	0.079	0.064	0.054	0.035	0.090	0.237	0.257	0.094	0.090	0.083											0.086	0.113	
P027	833875.07	822136.32	0.067	0.068	0.026	0.048	0.078	0.223	0.227	0.054	0.103	0.131											0.074	0.106	
P028	833882.75	822129.92	0.047	0.059	0.034	0.058	0.084	0.240	0.237	0.096	0.061	0.090											0.077	0.107	
P029	833890.44	822123.51	0.043	0.061	0.056	0.061	0.096	0.243	0.253	0.166	0.066	0.063											0.091	0.123	
P030	833898.12	822117.11	0.079	0.045	0.038	0.040	0.093	0.182	0.206	0.194	0.035	0.046											0.077	0.104	
P031	833851.44	822040.71	0.150	0.175	0.123	0.141	0.236	0.282	0.204	0.085	0.224	0.297											0.161	0.187	
P032	833846.06	822032.53	0.152	0.175	0.106	0.140	0.172	0.205	0.171	0.053	0.199	0.313											0.143	0.163	
P033	833840.32	822041.06	0.130	0.144	0.103	0.118	0.208	0.220	0.190	0.071	0.221	0.279											0.140	0.171	
P034	833832.12	822046.78	0.086	0.075	0.082	0.083	0.208	0.208	0.186	0.142	0.227	0.239											0.121	0.173	
P035	833823.92	822052.51	0.053	0.045	0.068	0.053	0.210	0.201	0.187	0.191	0.224	0.194											0.109	0.172	
P036	833815.73	822058.23	0.095	0.069	0.057	0.033	0.198	0.192	0.182	0.218	0.212	0.151											0.110	0.164	
P037	833806.62	822062.36	0.151	0.094	0.060	0.026	0.180	0.185	0.178	0.232	0.192	0.137											0.116	0.157	
P038	833797.51	822066.50	0.077	0.076	0.082	0.023	0.148	0.174	0.170	0.221	0.179	0.117											0.106	0.148	
P039	833788.41	822070.63	0.056	0.028	0.073	0.026	0.109	0.180	0.180	0.171	0.190	0.125											0.090	0.139	
P040	833779.30	822074.76	0.045	0.016	0.073	0.031	0.022	0.103	0.126	0.181	0.156	0.098											0.072	0.110	
P041	833770.19	822078.90	0.031	0.110	0.079	0.038	0.034	0.083	0.112	0.182	0.120	0.119											0.083	0.104	
P042	833761.09	822083.03	0.037	0.106	0.080	0.043	0.082	0.073	0.106	0.167	0.098	0.105											0.084	0.099	
P043	833750.74	822085.73	0.040	0.079	0.082	0.042	0.134	0.068	0.100	0.149	0.078	0.103											0.081	0.095	
P044	833740.78	822086.56	0.042	0.055	0.079	0.036	0.170	0.077	0.105	0.143	0.060	0.096											0.078	0.094	
P045	833730.81	822087.38	0.041	0.037	0.072	0.035	0.188	0.121	0.148	0.150	0.048	0.090											0.079	0.102	
P046	833720.85	822088.21	0.046	0.039	0.058	0.031	0.160	0.143	0.174	0.163	0.037	0.070											0.076	0.101	
P047	833710.88	822089.03	0.067	0.053	0.039	0.021	0.083	0.089	0.113	0.182	0.028	0.054											0.062	0.078	
P048	833700.91	822089.86	0.126	0.067	0.056	0.026	0.090	0.068	0.081	0.198	0.020	0.074											0.073	0.079	
P049	833690.95	822090.68	0.187	0.124	0.134	0.058	0.189	0.170	0.205	0.215	0.015	0.093											0.133	0.127	
P050	833684.22	822083.21	0.180	0.132	0.143	0.070	0.230	0.215	0.252	0.225	0.017	0.051											0.147	0.141	
P051	833677.77	822075.56	0.165	0.136	0.150	0.082	0.261	0.250	0.285	0.189	0.030	0.050											0.154	0.150	
P052	833671.33	822067.91	0.152	0.137	0.160	0.095	0.286	0.279	0.309	0.183	0.039	0.070											0.163	0.163	
P053	833664.89	822060.26	0.133	0.139	0.169	0.103	0.305	0.302	0.327	0.184	0.047	0.087											0.170	0.175	
P054	833658.45	822052.62	0.107	0.138	0.179	0.117	0.310	0.311	0.330	0.178	0.053	0.098											0.173	0.180	
P055	833652.00	822044.97	0.077	0.144	0.206	0.146	0.313	0.316	0.332	0.188	0.060	0.102											0.184	0.191	
P056	833645.56	822037.32	0.096	0.141	0.226	0.187	0.292	0.292	0.312	0.222	0.076	0.095											0.197	0.200	
P057	833639.12	822029.67	0.120	0.108	0.196	0.169	0.213	0.207	0.220	0.231	0.083	0.069											0.169	0.169	
P058	833632.67	822022.03	0.077	0.083	0.167	0.156	0.153	0.138	0.143	0.186	0.075	0.044											0.135	0.132	
P059	833626.22																								

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)									Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		45	67.5	90	112.5	135	157.5	180			
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	83.6%	
Probability (Annual)			7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	5	6.7%	6.8%		
Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%			
P097	833790.30	822092.06	0.057	0.054	0.045	0.022	0.128	0.181	0.189	0.048	0.178	0.208	0.077	0.123
P098	833798.07	822085.76	0.143	0.105	0.051	0.006	0.140	0.160	0.161	0.093	0.135	0.183	0.090	0.114
P099	833805.83	822079.45	0.188	0.130	0.085	0.014	0.157	0.163	0.163	0.220	0.150	0.112	0.121	0.139
P100	833813.59	822073.15	0.139	0.096	0.079	0.014	0.188	0.181	0.176	0.217	0.196	0.084	0.118	0.151
P101	833821.67	822067.40	0.060	0.069	0.076	0.019	0.207	0.187	0.179	0.202	0.227	0.095	0.110	0.159
P102	833828.02	822058.82	0.040	0.046	0.076	0.041	0.220	0.194	0.182	0.177	0.234	0.152	0.108	0.166
P103	833835.80	822052.54	0.077	0.057	0.089	0.073	0.230	0.204	0.187	0.125	0.238	0.214	0.119	0.172
P104	833843.58	822046.25	0.125	0.131	0.104	0.113	0.232	0.218	0.193	0.074	0.234	0.262	0.141	0.175
P105	833859.73	822118.10	0.140	0.098	0.053	0.081	0.155	0.167	0.151	0.275	0.086	0.085	0.112	0.136
P106	833853.32	822110.43	0.123	0.104	0.067	0.078	0.168	0.181	0.147	0.287	0.116	0.053	0.120	0.145
P107	833846.97	822202.70	0.083	0.106	0.086	0.097	0.177	0.193	0.184	0.288	0.137	0.047	0.129	0.160
P108	833840.62	822194.97	0.035	0.104	0.090	0.101	0.182	0.209	0.215	0.283	0.142	0.062	0.129	0.168
P109	833834.27	822187.25	0.071	0.100	0.093	0.102	0.200	0.250	0.256	0.280	0.124	0.060	0.137	0.174
P110	833827.92	822179.52	0.093	0.101	0.108	0.094	0.268	0.337	0.318	0.307	0.093	0.072	0.155	0.196
P111	833820.19	822185.86	0.107	0.063	0.081	0.088	0.209	0.045	0.060	0.032	0.101	0.073	0.078	0.073
P112	833812.46	822192.20	0.101	0.050	0.041	0.070	0.131	0.130	0.091	0.026	0.095	0.070	0.070	0.079
P113	833804.73	822198.54	0.076	0.057	0.066	0.072	0.126	0.022	0.024	0.033	0.075	0.061	0.064	0.059
P114	833796.99	822204.88	0.044	0.056	0.099	0.103	0.069	0.018	0.013	0.069	0.046	0.045	0.070	0.057
P115	833789.26	822211.22	0.017	0.052	0.121	0.129	0.057	0.041	0.035	0.129	0.058	0.035	0.084	0.079
P116	833781.53	822217.57	0.014	0.041	0.135	0.149	0.079	0.090	0.040	0.072	0.039	0.067	0.087	0.079
P117	833773.79	822223.91	0.079	0.025	0.145	0.161	0.099	0.056	0.034	0.109	0.103	0.128	0.103	0.105
P118	833766.06	822230.25	0.098	0.062	0.149	0.158	0.053	0.036	0.041	0.135	0.148	0.171	0.111	0.117
P119	833758.33	822236.59	0.033	0.076	0.154	0.153	0.041	0.098	0.051	0.129	0.130	0.115	0.110	0.113
P120	833750.60	822242.93	0.062	0.047	0.166	0.162	0.087	0.040	0.010	0.112	0.130	0.108	0.109	0.106
P121	833742.86	822249.27	0.066	0.050	0.177	0.161	0.041	0.027	0.013	0.097	0.122	0.101	0.107	0.097
P122	833735.13	822255.61	0.083	0.046	0.182	0.155	0.034	0.037	0.020	0.081	0.121	0.092	0.107	0.094
P123	833727.40	822261.95	0.130	0.032	0.182	0.149	0.032	0.049	0.031	0.077	0.144	0.105	0.111	0.100
P124	833719.66	822268.29	0.132	0.066	0.174	0.143	0.035	0.082	0.051	0.071	0.158	0.118	0.117	0.108
P125	833711.93	822274.63	0.110	0.092	0.149	0.129	0.032	0.077	0.074	0.035	0.136	0.098	0.107	0.093
P126	833704.20	822280.97	0.096	0.077	0.127	0.114	0.044	0.080	0.070	0.101	0.096	0.058	0.098	0.089
P127	833712.40	822286.84	0.103	0.087	0.064	0.060	0.068	0.076	0.072	0.137	0.080	0.067	0.079	0.082
P128	833721.80	822290.25	0.099	0.102	0.068	0.042	0.077	0.071	0.076	0.141	0.056	0.082	0.078	0.079
P129	833731.20	822293.66	0.082	0.112	0.085	0.058	0.092	0.085	0.078	0.150	0.043	0.098	0.087	0.086
P130	833740.60	822297.07	0.061	0.115	0.092	0.063	0.105	0.097	0.083	0.155	0.072	0.111	0.093	0.098
P131	833750.00	822300.48	0.042	0.117	0.127	0.083	0.131	0.128	0.109	0.153	0.100	0.113	0.110	0.118
P132	833759.40	822303.89	0.032	0.122	0.155	0.112	0.150	0.149	0.139	0.142	0.119	0.113	0.127	0.133
P133	833768.34	822299.96	0.056	0.097	0.163	0.124	0.150	0.149	0.136	0.075	0.114	0.093	0.123	0.121
P134	833776.02	822293.62	0.030	0.028	0.157	0.128	0.132	0.137	0.119	0.050	0.035	0.031	0.098	0.089
P135	833783.71	822287.22	0.053	0.026	0.152	0.130	0.123	0.134	0.118	0.085	0.065	0.047	0.103	0.102
P136	833791.40	822280.83	0.076	0.026	0.155	0.141	0.123	0.142	0.138	0.115	0.058	0.042	0.111	0.109
P137	833799.09	822274.43	0.091	0.048	0.154	0.145	0.117	0.144	0.154	0.120	0.081	0.049	0.119	0.118
P138	833806.78	822268.04	0.079	0.059	0.154	0.145	0.109	0.143	0.172	0.101	0.067	0.064	0.117	0.114
P139	833814.46	822261.64	0.078	0.047	0.160	0.154	0.117	0.154	0.202	0.060	0.093	0.089	0.120	0.122
P140	833822.15	822255.25	0.093	0.026	0.166	0.163	0.130	0.168	0.222	0.032	0.115	0.103	0.124	0.129
P141	833829.84	822248.85	0.111	0.030	0.172	0.169	0.147	0.181	0.234	0.040	0.121	0.104	0.132	0.137
P142	833837.53	822242.46	0.126	0.064	0.163	0.159	0.162	0.175	0.232	0.058	0.120	0.100	0.137	0.138
P143	833845.22	822236.06	0.139	0.092	0.119	0.114	0.153	0.138	0.208	0.121	0.106	0.098	0.124	0.129
P144	833852.90	822229.67	0.144	0.099	0.071	0.079	0.131	0.114	0.186	0.182	0.072	0.097	0.105	0.117
O001	833688.64	821827.88	0.059	0.244	0.208	0.227	0.301	0.151	0.109	0.244	0.193	0.199	0.203	0.204
O002	833704.79	821846.97	0.067	0.045	0.024	0.075	0.108	0.101	0.059	0.141	0.176	0.040	0.073	0.103
O003	833720.93	821866.06	0.094	0.041	0.051	0.080	0.116	0.082	0.056	0.142	0.156	0.135	0.081	0.110
O004	833737.08	821885.14	0.106	0.044	0.071	0.069	0.111	0.096	0.085	0.188	0.147	0.213	0.091	0.128
O005	833753.23	821904.23	0.120	0.045	0.036	0.043	0.116	0.145	0.144	0.252	0.204	0.267	0.095	0.161
O006	833769.37	821923.32	0.115	0.052	0.079	0.072	0.090	0.095	0.079	0.281	0.202	0.326	0.105	0.164
O007	833785.52	821942.41	0.110	0.069	0.090	0.091	0.049	0.072	0.061	0.269	0.080	0.363	0.096	0.136
O008	833801.66	821961.49	0.101	0.080	0.077	0.088	0.056	0.095	0.104	0.232	0.074	0.353	0.094	0.133
O009	833817.81	821980.58	0.125	0.085	0.083	0.084	0.043	0.109	0.082	0.186	0.108	0.322	0.096	0.127
O010	833833.95	821999.67	0.149	0.108	0.028	0.099	0.050	0.056	0.040	0.120	0.135	0.330	0.081	0.109
O011	833850.10	822018.75	0.156	0.146	0.046	0.139	0.053	0.072	0.056	0.083	0.145	0.338	0.098	0.116
O012	833866.40	822037.71	0.135	0.170	0.138	0.148	0.256	0.254	0.217	0.158	0.227	0.330	0.173	0.210
O013	833882.70	822056.66	0.179	0.183	0.073	0.139	0.083	0.095	0.082	0.092	0.255	0.328	0.128	0.150
O014	833907.00	822070.77	0.191	0.180	0.102	0.118	0.063	0.153	0.187	0.177	0.230	0.364	0.145	0.179
O015	833923.30	822089.72	0.141	0.158	0.137	0.131	0.102	0.123	0.175	0.158	0.229	0.352	0.147	0.179
O016	833939.61	822108.68	0.138	0.135	0.137	0.130	0.101	0.111	0.195	0.170	0.126	0.255	0.136	0.151
O017	833955.91	822127.63	0.134	0.083	0.130	0.108	0.117	0.090	0.227	0.192	0.066	0.198	0.122	0.137
O018	833972.19	822146.60	0.111	0.078	0.154	0.117	0.134	0.085	0.232	0.200	0.102	0.165	0.131	0.148
O019	833988.31	822165.71	0.077	0.067	0.142	0.099	0.096	0.060	0.249	0.216	0.106	0.040	0.119	0.132
O020	834004.42	822184.83	0.100	0.189	0.155	0.101	0.049	0.091	0.239	0.210	0.044	0.156	0.135	0.128
O021	833894.10	822079.37	0.178	0.186	0.099	0.147	0.063	0.167	0.162	0.175	0.101	0.330	0.137	0.150
O022	833910.40	822098.32	0.125	0.158	0.143	0.159	0.061	0.162	0.149	0.181	0.098	0.280	0.141	0.150
O023	833926.70	822117.28	0.101	0.122	0.144	0.140	0.093	0.130	0.206	0.173	0.130	0.242	0.136	0.155
O024	833943.00	822136.23	0.140	0.085	0.108	0.086	0.115	0.082	0.262	0.200	0.070	0.228	0.116	0.140
O025	833959.29	822155.20	0.123	0.114	0.204	0.155	0.162	0.085	0.269	0.223	0.138	0.215	0.166	0.180
O026														

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)										Sum	Average (Annual)	Average (Summer)										
ID	Easting (m)	Northing (m)	45		67.5		90		112.5		135					157.5		180		202.5		225		247.5	
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	7.6%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%						
Probability (Annual)																							83.6%		
Probability (Summer)																							81.7%		
O049	833500.99	821903.86	0.200	0.237	0.213	0.269	0.267	0.296	0.312	0.129	0.288	0.267											0.237	0.250	
O050	833492.37	821927.33	0.222	0.275	0.295	0.287	0.325	0.408	0.243	0.153	0.284	0.244											0.278	0.271	
O051	833483.75	821950.80	0.122	0.168	0.187	0.224	0.228	0.264	0.135	0.126	0.134	0.198											0.179	0.177	
O052	833475.14	821974.27	0.054	0.132	0.158	0.224	0.233	0.220	0.101	0.226	0.122	0.245											0.163	0.185	
O053	833466.52	821997.74	0.044	0.108	0.068	0.206	0.189	0.162	0.036	0.224	0.220	0.404											0.130	0.191	
O054	833457.93	822021.22	0.189	0.097	0.042	0.150	0.100	0.067	0.083	0.153	0.102	0.353											0.102	0.128	
O055	833449.35	822044.69	0.172	0.102	0.020	0.110	0.074	0.056	0.099	0.127	0.116	0.217											0.086	0.105	
O056	833440.76	822068.17	0.240	0.095	0.084	0.157	0.181	0.160	0.139	0.440	0.287	0.174											0.171	0.228	
O057	833432.17	822091.65	0.201	0.132	0.116	0.188	0.230	0.213	0.086	0.322	0.353	0.325											0.186	0.246	
O058	833423.59	822115.13	0.082	0.043	0.021	0.083	0.060	0.038	0.061	0.200	0.175	0.095											0.072	0.108	
O059	833415.00	822138.61	0.123	0.077	0.048	0.113	0.107	0.061	0.066	0.162	0.173	0.154											0.094	0.120	
O060	833406.41	822162.09	0.066	0.036	0.025	0.059	0.077	0.031	0.079	0.072	0.163	0.154											0.058	0.089	
O061	833381.54	821817.30	0.065	0.319	0.278	0.342	0.275	0.191	0.163	0.266	0.188	0.213											0.254	0.237	
O062	833662.17	821833.11	0.081	0.303	0.263	0.305	0.143	0.169	0.218	0.255	0.068	0.171											0.225	0.192	
O063	833642.63	821848.71	0.103	0.277	0.243	0.271	0.056	0.112	0.112	0.092	0.066	0.245											0.184	0.138	
O064	833622.52	821863.55	0.131	0.231	0.215	0.233	0.153	0.098	0.030	0.069	0.112	0.355											0.171	0.145	
O065	833601.27	821876.72	0.164	0.200	0.167	0.193	0.200	0.149	0.055	0.050	0.107	0.370											0.157	0.145	
O066	833577.88	821885.56	0.180	0.189	0.122	0.154	0.211	0.145	0.043	0.072	0.084	0.361											0.139	0.133	
O067	833553.62	821891.61	0.158	0.173	0.122	0.185	0.143	0.037	0.170	0.034	0.059	0.344											0.129	0.121	
O068	833528.63	821891.21	0.164	0.150	0.123	0.219	0.143	0.155	0.281	0.038	0.166	0.329											0.154	0.171	
O069	833503.70	821889.31	0.168	0.192	0.188	0.186	0.173	0.205	0.311	0.100	0.230	0.261											0.189	0.202	
O070	833809.89	821828.55	0.054	0.016	0.047	0.191	0.274	0.290	0.328	0.114	0.057	0.055											0.118	0.156	
O071	833790.74	821844.62	0.088	0.013	0.039	0.168	0.203	0.197	0.242	0.073	0.077	0.105											0.098	0.128	
O072	833771.59	821860.69	0.123	0.013	0.104	0.141	0.155	0.198	0.193	0.206	0.208	0.083											0.129	0.170	
O073	833752.44	821876.76	0.086	0.012	0.089	0.101	0.054	0.057	0.074	0.223	0.164	0.050											0.091	0.118	
O074	833921.77	821884.63	0.246	0.154	0.245	0.144	0.297	0.239	0.158	0.124	0.039	0.138											0.189	0.154	
O075	833902.62	821900.70	0.054	0.055	0.110	0.160	0.301	0.147	0.036	0.036	0.146	0.199											0.114	0.132	
O076	833883.47	821916.77	0.083	0.066	0.101	0.105	0.135	0.083	0.115	0.106	0.152	0.228											0.102	0.128	
O077	833864.32	821932.84	0.054	0.014	0.096	0.029	0.138	0.145	0.105	0.117	0.137	0.162											0.082	0.116	
O078	833845.17	821948.91	0.113	0.077	0.179	0.031	0.111	0.191	0.167	0.091	0.208	0.185											0.126	0.146	
O079	833826.02	821964.98	0.084	0.047	0.128	0.053	0.038	0.182	0.154	0.084	0.130	0.200											0.095	0.118	
O080	833977.41	821941.96	0.116	0.089	0.055	0.027	0.035	0.073	0.133	0.265	0.119	0.163											0.087	0.120	
O081	833958.94	821956.75	0.035	0.097	0.100	0.024	0.067	0.140	0.169	0.285	0.061	0.190											0.098	0.132	
O082	833940.69	821974.35	0.178	0.156	0.178	0.051	0.158	0.251	0.270	0.358	0.133	0.170											0.174	0.200	
O083	833922.85	821992.06	0.218	0.128	0.197	0.103	0.259	0.293	0.296	0.340	0.140	0.123											0.197	0.219	
O084	833904.56	822007.36	0.152	0.092	0.188	0.101	0.274	0.299	0.285	0.320	0.201	0.083											0.188	0.224	
O085	833885.34	822024.21	0.155	0.086	0.172	0.118	0.280	0.297	0.268	0.282	0.242	0.276											0.185	0.242	
O086	833989.52	821957.37	0.179	0.178	0.149	0.046	0.097	0.085	0.140	0.311	0.091	0.154											0.141	0.141	
O087	833970.62	821972.70	0.114	0.186	0.203	0.081	0.150	0.194	0.224	0.346	0.208	0.193											0.182	0.210	
O088	833951.96	821988.58	0.205	0.088	0.208	0.114	0.253	0.281	0.293	0.345	0.193	0.255											0.198	0.243	
O089	833932.78	822004.73	0.194	0.054	0.122	0.116	0.219	0.213	0.185	0.108	0.193	0.304											0.139	0.176	
O090	833915.11	822020.59	0.153	0.024	0.102	0.110	0.236	0.236	0.185	0.123	0.244	0.326											0.132	0.192	
O091	833895.99	822036.28	0.120	0.032	0.063	0.066	0.226	0.231	0.182	0.178	0.273	0.235											0.119	0.188	
O092	833853.32	822049.51	0.142	0.163	0.100	0.133	0.247	0.207	0.182	0.075	0.254	0.268											0.151	0.181	
O093	833833.90	822065.25	0.041	0.052	0.069	0.028	0.221	0.189	0.176	0.151	0.260	0.125											0.105	0.161	
O094	833814.39	822080.88	0.141	0.096	0.087	0.011	0.179	0.179	0.177	0.212	0.228	0.186											0.121	0.166	
O095	833795.09	822096.77	0.128	0.104	0.087	0.038	0.152	0.192	0.201	0.042	0.245	0.276											0.113	0.153	
O096	833775.85	822112.73	0.039	0.098	0.081	0.067	0.081	0.156	0.174	0.032	0.265	0.339											0.098	0.151	
O097	833754.94	822126.43	0.072	0.037	0.078	0.090	0.088	0.160	0.168	0.067	0.296	0.356											0.100	0.168	
O098	833732.40	822140.31	0.089	0.069	0.084	0.099	0.113	0.152	0.152	0.115	0.340	0.358											0.117	0.187	
O099	833704.92	822150.52	0.081	0.072	0.093	0.095	0.084	0.117	0.126	0.207	0.375	0.356											0.123	0.201	
O100	833663.35	822062.10	0.134	0.159	0.066	0.137	0.171	0.173	0.150	0.039	0.322	0.259											0.134	0.171	
O101	833844.65	822078.70	0.034	0.056	0.015	0.035	0.140	0.157	0.151	0.078	0.334	0.224											0.082	0.155	
O102	833825.21	822094.42	0.034	0.055	0.050	0.009	0.139	0.185	0.181	0.157	0.352	0.285											0.098	0.185	
O103	833805.84	822110.23	0.182	0.153	0.141	0.048	0.150	0.194	0.206	0.197	0.403	0.381											0.166	0.230	
O104	833785.64	822124.96	0.056	0.096	0.068	0.060	0.083	0.128	0.160	0.061	0.432	0.424											0.109	0.192	
O105	833766.05	822140.48	0.036	0.061	0.044	0.073	0.107	0.181	0.183	0.135	0.416	0.424											0.108	0.211	
O106	833746.17	822155.62	0.037	0.067	0.037	0.082	0.127	0.188	0.179	0.145	0.369	0.382											0.107	0.202	
O107	833723.15	822168.33	0.046	0.052	0.063	0.075	0.110	0.166	0.154	0.145	0.306	0.287													

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)										Sum	Average (Annual)	Average (Summer)									
ID	Easting (m)	Northing (m)	45		67.5		90		112.5		135					157.5		180		202.5		225		247.5
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW
Wind direction			Probability (Annual)										83.6%											
Probability (Summer)			Probability (Summer)																					
O145	833816.77	822267.46	0.080	0.057	0.185	0.170	0.170	0.180	0.248	0.156	0.080	0.066											0.145	0.150
O146	833797.45	822283.34	0.077	0.044	0.173	0.164	0.165	0.169	0.208	0.144	0.080	0.045											0.135	0.139
O147	833778.14	822299.21	0.038	0.041	0.164	0.145	0.157	0.152	0.172	0.057	0.087	0.054											0.116	0.116
O148	834090.83	822123.29	0.258	0.253	0.271	0.103	0.113	0.120	0.136	0.157	0.065	0.235											0.188	0.140
O149	834071.61	822139.27	0.302	0.286	0.357	0.155	0.134	0.140	0.125	0.156	0.060	0.139											0.229	0.148
O150	834052.38	822155.25	0.280	0.282	0.352	0.168	0.118	0.139	0.093	0.142	0.059	0.084											0.222	0.136
O151	834033.15	822171.23	0.201	0.241	0.270	0.138	0.074	0.118	0.043	0.106	0.056	0.141											0.173	0.111
O152	834013.92	822187.21	0.131	0.193	0.185	0.089	0.032	0.089	0.198	0.154	0.058	0.168											0.138	0.118
O153	833994.70	822203.18	0.081	0.140	0.144	0.066	0.076	0.074	0.190	0.220	0.092	0.133											0.121	0.128
O154	833975.47	822219.16	0.065	0.145	0.233	0.167	0.157	0.150	0.136	0.098	0.135	0.089											0.160	0.142
O155	833956.24	822235.14	0.044	0.118	0.219	0.158	0.167	0.142	0.135	0.097	0.107	0.030											0.147	0.128
O156	833937.01	822251.12	0.032	0.094	0.210	0.161	0.161	0.130	0.121	0.083	0.074	0.071											0.135	0.118
O157	833917.68	822266.96	0.114	0.045	0.194	0.151	0.144	0.106	0.083	0.043	0.115	0.066											0.125	0.108
O158	833898.34	822282.81	0.043	0.016	0.167	0.130	0.139	0.107	0.062	0.037	0.123	0.023											0.103	0.097
O159	833879.00	822298.65	0.074	0.024	0.150	0.116	0.141	0.113	0.100	0.067	0.104	0.032											0.103	0.101
O160	833859.66	822314.49	0.071	0.015	0.135	0.115	0.144	0.119	0.099	0.069	0.078	0.059											0.096	0.097
O161	833891.02	822356.46	0.047	0.061	0.067	0.043	0.071	0.081	0.061	0.038	0.025	0.019											0.056	0.047
O162	833866.62	822346.88	0.058	0.058	0.018	0.016	0.026	0.040	0.065	0.033	0.073	0.023											0.038	0.040
O163	833841.56	822336.85	0.106	0.028	0.083	0.078	0.093	0.078	0.057	0.052	0.079	0.058											0.073	0.071
O164	833818.06	822328.33	0.104	0.035	0.070	0.036	0.080	0.082	0.113	0.014	0.104	0.092											0.065	0.072
O165	833794.55	822319.81	0.094	0.133	0.034	0.031	0.038	0.055	0.083	0.049	0.124	0.097											0.067	0.069
O166	833771.05	822311.28	0.043	0.102	0.099	0.090	0.100	0.095	0.113	0.139	0.134	0.117											0.100	0.115
O167	833747.55	822302.76	0.040	0.108	0.144	0.105	0.140	0.136	0.128	0.161	0.097	0.116											0.120	0.127
O168	833724.05	822294.24	0.088	0.101	0.100	0.063	0.103	0.077	0.097	0.157	0.037	0.092											0.092	0.089
O169	833700.54	822285.72	0.098	0.075	0.123	0.114	0.057	0.107	0.051	0.161	0.063	0.099											0.100	0.098
O170	833677.04	822277.20	0.116	0.090	0.061	0.046	0.066	0.072	0.067	0.183	0.086	0.141											0.081	0.095
O171	833653.54	822268.68	0.142	0.092	0.069	0.069	0.087	0.146	0.090	0.184	0.118	0.168											0.099	0.120
O172	833630.03	822260.16	0.156	0.096	0.077	0.056	0.077	0.064	0.066	0.207	0.159	0.214											0.100	0.124
O173	833606.53	822251.63	0.189	0.109	0.084	0.031	0.035	0.031	0.036	0.234	0.208	0.255											0.102	0.130
O174	833583.03	822243.11	0.182	0.098	0.104	0.085	0.079	0.073	0.046	0.240	0.236	0.266											0.122	0.156
O175	833559.53	822234.59	0.153	0.066	0.121	0.154	0.154	0.143	0.104	0.244	0.251	0.260											0.144	0.189
O176	833536.02	822226.07	0.118	0.024	0.141	0.215	0.206	0.191	0.142	0.277	0.270	0.262											0.162	0.223
O177	833512.52	822217.55	0.192	0.149	0.173	0.272	0.234	0.203	0.147	0.244	0.197	0.217											0.199	0.212
O178	833489.02	822209.03	0.187	0.111	0.161	0.238	0.185	0.169	0.140	0.233	0.175	0.206											0.175	0.190
O179	833465.51	822200.51	0.173	0.114	0.151	0.215	0.150	0.143	0.128	0.206	0.117	0.131											0.157	0.156
O180	833442.01	822191.98	0.184	0.124	0.142	0.190	0.123	0.125	0.099	0.200	0.112	0.147											0.148	0.144
O181	833418.51	822183.46	0.172	0.119	0.120	0.149	0.091	0.105	0.053	0.179	0.100	0.154											0.125	0.121
O182	833395.73	822175.47	0.184	0.126	0.105	0.131	0.081	0.100	0.048	0.171	0.193	0.224											0.126	0.140
O183	833494.09	821958.10	0.140	0.096	0.174	0.054	0.137	0.121	0.110	0.152	0.092	0.036											0.124	0.110
O184	833517.46	821966.97	0.186	0.117	0.212	0.110	0.173	0.141	0.131	0.104	0.044	0.029											0.146	0.109
O185	833540.83	821975.85	0.187	0.123	0.204	0.137	0.190	0.156	0.151	0.059	0.090	0.053											0.153	0.121
O186	833564.20	821984.73	0.133	0.109	0.172	0.132	0.134	0.070	0.066	0.085	0.149	0.084											0.130	0.114
O187	833555.88	822008.30	0.146	0.048	0.186	0.021	0.038	0.019	0.068	0.141	0.085	0.088											0.098	0.085
O188	833547.55	822031.88	0.113	0.022	0.146	0.050	0.030	0.020	0.066	0.136	0.070	0.079											0.083	0.078
O189	833522.79	822032.20	0.039	0.005	0.047	0.065	0.058	0.034	0.079	0.202	0.165	0.044											0.067	0.103
O190	833499.37	822023.69	0.063	0.011	0.018	0.020	0.073	0.035	0.062	0.221	0.243	0.099											0.063	0.119
O191	833476.02	822014.76	0.134	0.019	0.037	0.036	0.077	0.014	0.057	0.230	0.263	0.217											0.080	0.138
O192	834092.69	822110.48	0.166	0.203	0.195	0.075	0.100	0.115	0.143	0.139	0.039	0.216											0.144	0.118
O193	834076.69	822091.28	0.172	0.151	0.161	0.098	0.127	0.143	0.150	0.023	0.016	0.032											0.124	0.081
O194	834061.01	822091.66	0.251	0.210	0.245	0.153	0.120	0.086	0.044	0.021	0.009	0.041											0.160	0.077
O195	834055.01	822106.10	0.266	0.074	0.110	0.083	0.055	0.060	0.056	0.102	0.037	0.160											0.098	0.079
O196	834071.23	822125.12	0.098	0.155	0.171	0.071	0.095	0.092	0.098	0.125	0.037	0.111											0.118	0.095
O197	834105.89	822119.29	0.086	0.124	0.112	0.030	0.035	0.045	0.074	0.075	0.041	0.102											0.078	0.062
O198	834121.82	822138.55	0.228	0.080	0.078	0.101	0.093	0.104	0.082	0.027	0.028	0.053											0.090	0.064
O199	834137.43	822158.08	0.258	0.156	0.166	0.186	0.177	0.222	0.174	0.132	0.101	0.036											0.172	0.144
O200	834012.42	822196.28	0.078	0.112	0.114	0.035	0.045	0.045	0.229	0.211	0.047	0.124											0.098	0.108
O201	834028.88	822115.10	0.159	0.107	0.169	0.086	0.051	0.019	0.208	0.201	0.030	0.042											0.122	0.103
O202	834045.22	822234.02	0.226	0.152	0.186	0.133	0.084	0.139	0.178	0.186	0.125	0.058											0.161	0.140
O203	833996.82	822210.06	0.119	0.104	0.086	0.092	0.038	0.066	0.164	0.197	0.094	0.099												

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)		45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	Probability (Summer)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%			
O241	833866.22	822391.65	0.072	0.106	0.062	0.019	0.082	0.126	0.031	0.014	0.049	0.014			0.062	0.046	
O242	833851.35	822407.57	0.110	0.134	0.054	0.037	0.059	0.097	0.080	0.105	0.087	0.084			0.080	0.078	
O243	833827.89	822398.95	0.062	0.089	0.057	0.011	0.015	0.024	0.065	0.114	0.108	0.090			0.059	0.069	
O244	833804.30	822390.60	0.051	0.105	0.058	0.016	0.011	0.073	0.054	0.138	0.109	0.118			0.066	0.080	
O245	833780.78	822382.18	0.040	0.079	0.047	0.012	0.020	0.059	0.057	0.139	0.099	0.130			0.057	0.077	
O246	833757.33	822373.51	0.022	0.019	0.096	0.057	0.092	0.102	0.036	0.126	0.104	0.129			0.072	0.095	
O247	833734.04	822364.43	0.051	0.014	0.081	0.048	0.077	0.079	0.036	0.127	0.084	0.136			0.065	0.085	
O248	833710.59	822355.78	0.055	0.055	0.079	0.046	0.083	0.070	0.012	0.127	0.074	0.143			0.068	0.080	
O249	833687.02	822347.45	0.030	0.139	0.067	0.036	0.086	0.069	0.029	0.150	0.126	0.167			0.081	0.097	
O250	833663.42	822339.18	0.169	0.213	0.067	0.088	0.101	0.094	0.105	0.180	0.166	0.182			0.124	0.130	
O251	833639.95	822330.58	0.196	0.224	0.030	0.019	0.073	0.042	0.109	0.231	0.211	0.201			0.111	0.131	
O252	833616.38	822322.23	0.179	0.210	0.037	0.057	0.074	0.037	0.118	0.275	0.253	0.224			0.123	0.156	
O253	833593.28	822312.67	0.205	0.168	0.027	0.029	0.058	0.037	0.129	0.297	0.281	0.248			0.115	0.163	
O254	833569.92	822303.77	0.153	0.160	0.069	0.026	0.041	0.078	0.132	0.231	0.223	0.234			0.111	0.145	
O255	833546.38	822295.35	0.201	0.219	0.054	0.035	0.035	0.080	0.135	0.032	0.042	0.212			0.091	0.070	
O256	833522.92	822286.72	0.209	0.212	0.035	0.067	0.057	0.075	0.145	0.035	0.057	0.220			0.094	0.079	
O257	833499.46	822278.09	0.190	0.227	0.029	0.023	0.067	0.080	0.130	0.244	0.201	0.268			0.115	0.144	
O258	833475.98	822269.49	0.220	0.160	0.016	0.011	0.043	0.045	0.108	0.257	0.217	0.279			0.100	0.139	
O259	833452.58	822260.70	0.243	0.185	0.021	0.046	0.064	0.053	0.062	0.253	0.212	0.289			0.111	0.141	
O260	833429.26	822251.69	0.273	0.205	0.024	0.129	0.119	0.087	0.014	0.238	0.197	0.292			0.131	0.148	
O261	833405.77	822243.13	0.248	0.173	0.006	0.170	0.142	0.092	0.068	0.120	0.153	0.286			0.117	0.130	
O262	833381.89	822234.73	0.182	0.114	0.035	0.160	0.143	0.039	0.038	0.251	0.276	0.309			0.124	0.173	
O263	833361.30	822392.32	0.100	0.104	0.015	0.034	0.014	0.019	0.058	0.077	0.068	0.067			0.051	0.049	
O264	833639.45	822380.18	0.177	0.207	0.034	0.011	0.023	0.034	0.051	0.109	0.048	0.029			0.076	0.048	
O265	833617.91	822367.49	0.201	0.241	0.048	0.090	0.062	0.077	0.055	0.047	0.057	0.031			0.101	0.058	
O266	833594.76	822358.04	0.191	0.247	0.077	0.127	0.107	0.110	0.055	0.146	0.100	0.043			0.130	0.100	
O267	833571.50	822348.88	0.176	0.076	0.064	0.118	0.079	0.094	0.056	0.114	0.079	0.078			0.092	0.087	
O268	833548.06	822340.20	0.118	0.048	0.088	0.138	0.091	0.095	0.048	0.163	0.134	0.052			0.100	0.109	
O269	833524.81	822331.01	0.174	0.091	0.096	0.130	0.070	0.061	0.015	0.163	0.173	0.091			0.110	0.112	
O270	833501.49	822321.99	0.214	0.130	0.079	0.099	0.033	0.019	0.029	0.152	0.189	0.170			0.107	0.109	
O271	833471.89	822315.41	0.073	0.096	0.018	0.082	0.075	0.077	0.066	0.067	0.096	0.238			0.065	0.087	
O272	833448.29	822307.15	0.091	0.012	0.025	0.014	0.069	0.065	0.079	0.109	0.183	0.275			0.056	0.108	
O273	833425.53	822318.81	0.026	0.055	0.022	0.013	0.047	0.051	0.090	0.260	0.249	0.322			0.071	0.150	
O274	833401.62	822309.78	0.186	0.183	0.030	0.022	0.017	0.021	0.098	0.322	0.270	0.330			0.111	0.163	
O275	833378.55	822301.33	0.333	0.309	0.034	0.030	0.023	0.026	0.120	0.378	0.349	0.355			0.158	0.196	
O276	833677.38	821849.60	0.063	0.117	0.131	0.104	0.248	0.129	0.196	0.336	0.156	0.118			0.150	0.185	
O277	833693.33	821868.85	0.057	0.052	0.032	0.082	0.160	0.114	0.139	0.250	0.179	0.241			0.095	0.158	
O278	833709.27	821888.11	0.074	0.069	0.052	0.057	0.156	0.119	0.112	0.206	0.185	0.290			0.096	0.152	
O279	833725.22	821907.36	0.090	0.086	0.029	0.032	0.160	0.138	0.131	0.219	0.185	0.317			0.093	0.156	
O280	833741.17	821926.61	0.113	0.104	0.038	0.066	0.167	0.168	0.163	0.241	0.192	0.351			0.112	0.177	
O281	833757.11	821945.87	0.131	0.118	0.062	0.091	0.142	0.134	0.104	0.271	0.191	0.379			0.121	0.177	
O282	833773.06	821965.12	0.145	0.132	0.048	0.100	0.079	0.067	0.069	0.292	0.128	0.392			0.108	0.152	
O283	833789.01	821984.38	0.148	0.134	0.043	0.083	0.045	0.075	0.070	0.291	0.043	0.369			0.095	0.127	
O284	833804.95	822003.63	0.143	0.141	0.049	0.082	0.060	0.029	0.030	0.272	0.126	0.345			0.099	0.132	
O285	833820.90	822022.88	0.129	0.135	0.031	0.098	0.051	0.082	0.069	0.203	0.191	0.312			0.099	0.140	
O286	833658.41	821865.88	0.092	0.073	0.137	0.107	0.186	0.128	0.196	0.222	0.109	0.290			0.130	0.167	
O287	833674.35	821885.13	0.077	0.051	0.052	0.095	0.195	0.130	0.200	0.289	0.123	0.297			0.109	0.174	
O288	833690.30	821904.38	0.065	0.080	0.045	0.044	0.185	0.145	0.178	0.282	0.108	0.314			0.100	0.162	
O289	833706.25	821923.64	0.058	0.101	0.055	0.029	0.198	0.160	0.164	0.249	0.118	0.327			0.102	0.160	
O290	833722.19	821942.89	0.059	0.115	0.069	0.071	0.208	0.185	0.177	0.243	0.134	0.329			0.118	0.174	
O291	833738.14	821962.15	0.077	0.121	0.082	0.097	0.197	0.175	0.165	0.251	0.176	0.324			0.130	0.184	
O292	833754.09	821981.40	0.090	0.112	0.091	0.102	0.163	0.117	0.110	0.260	0.138	0.300			0.121	0.162	
O293	833770.03	822000.65	0.102	0.099	0.094	0.081	0.110	0.057	0.057	0.275	0.048	0.288			0.101	0.126	
O294	833785.98	822019.91	0.115	0.077	0.094	0.048	0.081	0.066	0.062	0.279	0.114	0.277			0.099	0.134	
O295	833801.93	822039.16	0.118	0.065	0.060	0.047	0.109	0.160	0.136	0.257	0.190	0.240			0.104	0.160	
O296	833639.43	821882.15	0.124	0.065	0.139	0.125	0.118	0.107	0.140	0.099	0.106	0.308			0.115	0.134	
O297	833655.38	821901.41	0.112	0.049	0.086	0.106	0.162	0.122	0.195	0.161	0.068	0.301			0.104	0.141	
O298	833671.33	821920.66	0.104	0.069	0.095	0.067	0.182	0.146	0.210	0.233	0.096	0.299			0.115	0.161	
O299	833687.27	821939.92	0.096	0.082	0.125	0.043	0.207	0.170	0.207	0.260	0.092	0.276			0.125	0.167	
O300	833703.22	821959.17	0.057	0.085	0.154	0.073	0.230	0.193	0.201	0.253	0.050	0.210			0.133	0.162	
O301	833719.17	821978.42	0.037	0.078	0.165	0.102	0.232	0.204	0.197	0.247	0.122	0.138			0.143	0.174	
O302	833735.11	821997.68	0.036	0.067	0.160	0.107	0.216	0.186	0.182	0.243	0.117	0.109			0.137	0.165	
O303	833751.06	822016.93	0.040	0.066	0.144	0.085	0.172	0.111	0.116	0.241	0.039	0.146			0.112	0.129	
O304	833767.01	822036.18	0.037	0.070	0.132	0.041	0.096	0.080	0.054	0.242	0.090	0.147			0.096	0.116	
O305	833782.95	822055.44	0.061	0.066	0.109	0.022	0.110	0.167	0.147	0.234	0.152	0.124			0.104	0.141	
O306	833620.46	821898.43	0.153	0.040	0.136	0.111	0.162	0.101	0.075	0.043	0.058	0.250			0.102	0.103	
O307	833636.40	821917.69	0.139	0.031	0.119	0.107	0.127	0.100	0.129	0.047	0.067	0.254			0.096	0.107	
O308	833652.35	821936.94	0.132	0.044	0.165	0.098	0.150	0.130	0.179	0.103	0.141	0.223			0.125	0.143	
O309	833668.30	821956.19	0.133	0.052	0.204	0.079	0.184	0.160	0.209	0.179	0.098	0.171			0.142	0.154	
O310	833684.24	821975.45	0.081	0.049	0.216	0.089	0.223	0.188	0.221	0.229	0.045	0.090			0.146	0.154	
O311	833700.19	821994.70	0.056	0.039													

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)		45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction		NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	Probability (Summer)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%	83.6%			
O337	833828.51	821901.13	0.044	0.013	0.056	0.024	0.047	0.151	0.125	0.071	0.159	0.085			0.062	0.095	
O338	833932.47	821892.35	0.240	0.167	0.236	0.199	0.259	0.145	0.083	0.050	0.047	0.038			0.179	0.118	
O339	833941.87	821904.03	0.204	0.144	0.190	0.074	0.058	0.096	0.074	0.033	0.036	0.053			0.120	0.069	
O340	833951.27	821915.72	0.124	0.083	0.091	0.078	0.103	0.115	0.080	0.033	0.018	0.041			0.082	0.062	
O341	833919.84	821903.19	0.196	0.138	0.187	0.122	0.142	0.028	0.024	0.018	0.022	0.035			0.122	0.063	
O342	833929.72	821914.47	0.171	0.117	0.181	0.122	0.114	0.072	0.075	0.030	0.048	0.038			0.122	0.078	
O343	833939.60	821925.76	0.102	0.064	0.106	0.110	0.115	0.097	0.078	0.032	0.041	0.045			0.087	0.071	
O344	833900.99	821917.58	0.108	0.088	0.097	0.050	0.093	0.036	0.056	0.031	0.106	0.096			0.079	0.071	
O345	833910.39	821929.27	0.077	0.073	0.055	0.076	0.132	0.068	0.069	0.023	0.158	0.108			0.076	0.088	
O346	833919.79	821940.96	0.052	0.078	0.045	0.064	0.128	0.056	0.056	0.016	0.168	0.115			0.069	0.084	
O347	833929.19	821952.65	0.049	0.068	0.072	0.048	0.087	0.036	0.033	0.039	0.159	0.082			0.067	0.076	
O348	833938.59	821964.34	0.079	0.101	0.098	0.048	0.102	0.177	0.162	0.216	0.164	0.069			0.113	0.139	
O349	833890.50	821926.82	0.098	0.067	0.090	0.092	0.139	0.138	0.140	0.146	0.218	0.093			0.112	0.142	
O350	833900.14	821938.31	0.081	0.034	0.123	0.078	0.136	0.165	0.163	0.148	0.164	0.056			0.110	0.134	
O351	833909.78	821949.80	0.070	0.040	0.089	0.049	0.121	0.176	0.169	0.149	0.142	0.053			0.095	0.123	
O352	833919.42	821961.29	0.074	0.062	0.064	0.038	0.092	0.182	0.165	0.163	0.105	0.051			0.086	0.111	
O353	833929.07	821972.79	0.081	0.102	0.109	0.082	0.069	0.187	0.192	0.255	0.056	0.049			0.115	0.128	
O354	834031.20	822022.99	0.139	0.166	0.132	0.056	0.054	0.065	0.139	0.147	0.015	0.020			0.109	0.078	
O355	834044.19	822038.46	0.072	0.059	0.083	0.027	0.045	0.115	0.110	0.100	0.030	0.025			0.067	0.065	
O356	833968.40	822059.06	0.147	0.103	0.096	0.049	0.079	0.054	0.066	0.099	0.088	0.185			0.089	0.088	
O357	833978.02	822070.57	0.158	0.098	0.042	0.017	0.070	0.030	0.116	0.087	0.068	0.157			0.068	0.072	
O358	833987.63	822082.09	0.151	0.082	0.057	0.032	0.043	0.065	0.103	0.079	0.056	0.182			0.069	0.074	
O359	833997.25	822093.60	0.107	0.057	0.080	0.051	0.013	0.074	0.025	0.118	0.039	0.201			0.066	0.073	
O360	834006.87	822105.11	0.039	0.041	0.083	0.058	0.031	0.071	0.073	0.074	0.028	0.164			0.058	0.067	
O361	833959.48	822066.78	0.097	0.113	0.063	0.041	0.085	0.037	0.092	0.125	0.084	0.180			0.079	0.089	
O362	833969.16	822078.24	0.122	0.123	0.028	0.019	0.088	0.052	0.078	0.105	0.061	0.150			0.067	0.072	
O363	833978.84	822089.70	0.107	0.116	0.063	0.037	0.062	0.076	0.093	0.081	0.049	0.163			0.074	0.074	
O364	833988.52	822101.16	0.065	0.088	0.094	0.071	0.024	0.091	0.076	0.071	0.030	0.177			0.073	0.073	
O365	833998.20	822112.62	0.056	0.040	0.080	0.059	0.019	0.084	0.109	0.075	0.015	0.156			0.060	0.068	
O366	833947.28	822077.33	0.077	0.129	0.081	0.067	0.095	0.060	0.149	0.164	0.066	0.153			0.095	0.104	
O367	833957.20	822088.58	0.099	0.141	0.064	0.065	0.102	0.070	0.120	0.142	0.054	0.132			0.090	0.092	
O368	833967.11	822099.84	0.094	0.132	0.092	0.084	0.093	0.089	0.124	0.137	0.045	0.129			0.098	0.096	
O369	833977.03	822111.09	0.078	0.097	0.114	0.101	0.056	0.105	0.132	0.135	0.064	0.134			0.100	0.103	
O370	833986.95	822122.35	0.072	0.034	0.068	0.045	0.021	0.083	0.146	0.147	0.065	0.125			0.067	0.089	
O371	833898.29	822137.37	0.066	0.064	0.073	0.064	0.059	0.122	0.155	0.081	0.094	0.067			0.078	0.090	
O372	833908.77	822148.17	0.043	0.034	0.040	0.036	0.063	0.122	0.175	0.077	0.088	0.060			0.059	0.083	
O373	833870.30	822151.60	0.059	0.073	0.033	0.049	0.037	0.067	0.080	0.038	0.070	0.110			0.052	0.060	
O374	833880.63	822162.47	0.034	0.026	0.023	0.030	0.035	0.091	0.078	0.039	0.044	0.033			0.036	0.046	
O375	833856.97	822161.59	0.056	0.044	0.048	0.046	0.055	0.092	0.089	0.042	0.022	0.060			0.051	0.052	
O376	833867.44	822172.33	0.040	0.031	0.013	0.047	0.026	0.082	0.054	0.033	0.039	0.032			0.034	0.040	
O377	833611.59	822332.37	0.083	0.092	0.046	0.081	0.077	0.065	0.022	0.099	0.072	0.036			0.070	0.066	
O378	833635.20	822340.59	0.160	0.180	0.065	0.074	0.111	0.099	0.028	0.155	0.138	0.117			0.109	0.105	
O379	833658.54	822349.55	0.124	0.168	0.077	0.115	0.101	0.097	0.050	0.112	0.120	0.131			0.108	0.102	
O380	833675.53	822355.49	0.042	0.097	0.037	0.046	0.036	0.037	0.082	0.064	0.069	0.107			0.055	0.061	
O381	833668.22	822374.10	0.056	0.068	0.025	0.038	0.021	0.019	0.065	0.044	0.056	0.068			0.042	0.044	
O382	833645.34	822364.03	0.134	0.177	0.064	0.083	0.049	0.047	0.016	0.106	0.102	0.055			0.092	0.072	
O383	833622.17	822354.63	0.154	0.184	0.063	0.099	0.084	0.087	0.033	0.097	0.080	0.035			0.100	0.075	
O384	833605.61	822348.74	0.097	0.135	0.052	0.090	0.076	0.077	0.031	0.107	0.070	0.021			0.082	0.069	
D001	833820.29	822111.30	0.114	0.065	0.019	0.028	0.105	0.167	0.163	0.175	0.211	0.236			0.087	0.146	
D002	833812.49	822117.56	0.183	0.161	0.137	0.044	0.130	0.191	0.198	0.229	0.207	0.248			0.150	0.178	
D003	833804.69	822123.81	0.120	0.138	0.048	0.030	0.110	0.130	0.149	0.205	0.185	0.207			0.104	0.142	
D004	833826.88	822118.83	0.019	0.019	0.009	0.029	0.045	0.100	0.099	0.159	0.043	0.091			0.042	0.075	
D005	833819.07	822125.08	0.159	0.151	0.137	0.046	0.127	0.195	0.181	0.304	0.058	0.107			0.140	0.146	
D006	833811.27	822131.34	0.133	0.158	0.037	0.020	0.132	0.165	0.163	0.288	0.029	0.055			0.102	0.114	
D007	833825.66	822132.61	0.106	0.127	0.126	0.037	0.050	0.038	0.104	0.075	0.125	0.147			0.095	0.090	
D008	833817.85	822138.87	0.164	0.167	0.066	0.036	0.164	0.208	0.163	0.355	0.054	0.068			0.129	0.145	
D009	833832.24	822140.14	0.066	0.103	0.091	0.019	0.033	0.062	0.158	0.092	0.129	0.097			0.080	0.090	
D010	833824.43	822146.39	0.162	0.162	0.115	0.024	0.194	0.221	0.131	0.372	0.064	0.036			0.142	0.151	
D011	833838.82	822147.67	0.092	0.089	0.035	0.012	0.054	0.046	0.141	0.086	0.069	0.102			0.060	0.069	
D012	833831.02	822153.92	0.127	0.137	0.105	0.008	0.201	0.228	0.159	0.342	0.097	0.016			0.133	0.152	
D013	833845.40	822155.20	0.108	0.124	0.069	0.033	0.074	0.038	0.117	0.170	0.058	0.119			0.084	0.087	
D014	833837.60	822161.45	0.094	0.068	0.048	0.055	0.200	0.252	0.139	0.306	0.019	0.049			0.103	0.132	
D015	833899.34	822107.40	0.114	0.064	0.052	0.111	0.060	0.188	0.184	0.201	0.047	0.076			0.095	0.115	
D016	833891.53	822113.66	0.077	0.052	0.042	0.047	0.108	0.253	0.266	0.139	0.059	0.073			0.086	0.119	
D017	833883.73	822119.91	0.030	0.042	0.026	0.046	0.106	0.267	0.285	0.116	0.059	0.089			0.076	0.117	
D018	833875.93	822126.16	0.056	0.042	0.015	0.040	0.094	0.239	0.256	0.086	0.075	0.098			0.069	0.107	
D019	833868.12	822132.42	0.052	0.047	0.021	0.035	0.064	0.156	0.166	0.027	0.090	0.072			0.055	0.076	
D020	833614.22	822011.42	0.117	0.076	0.135	0.173	0.111	0.114	0.073	0.051	0.038	0.020			0.109	0.083	
D021	833625.42	822023.08	0.043	0.080	0.163	0.159	0.130	0.122	0.125	0.054	0.048	0.031			0.114	0.096	
D022	833610.74	822026.16	0.029	0.034	0.121	0.089	0.038	0.043	0.054	0.022	0.018	0.015			0.064	0.046	
D023	833634.39	822032.59	0.071	0.110													

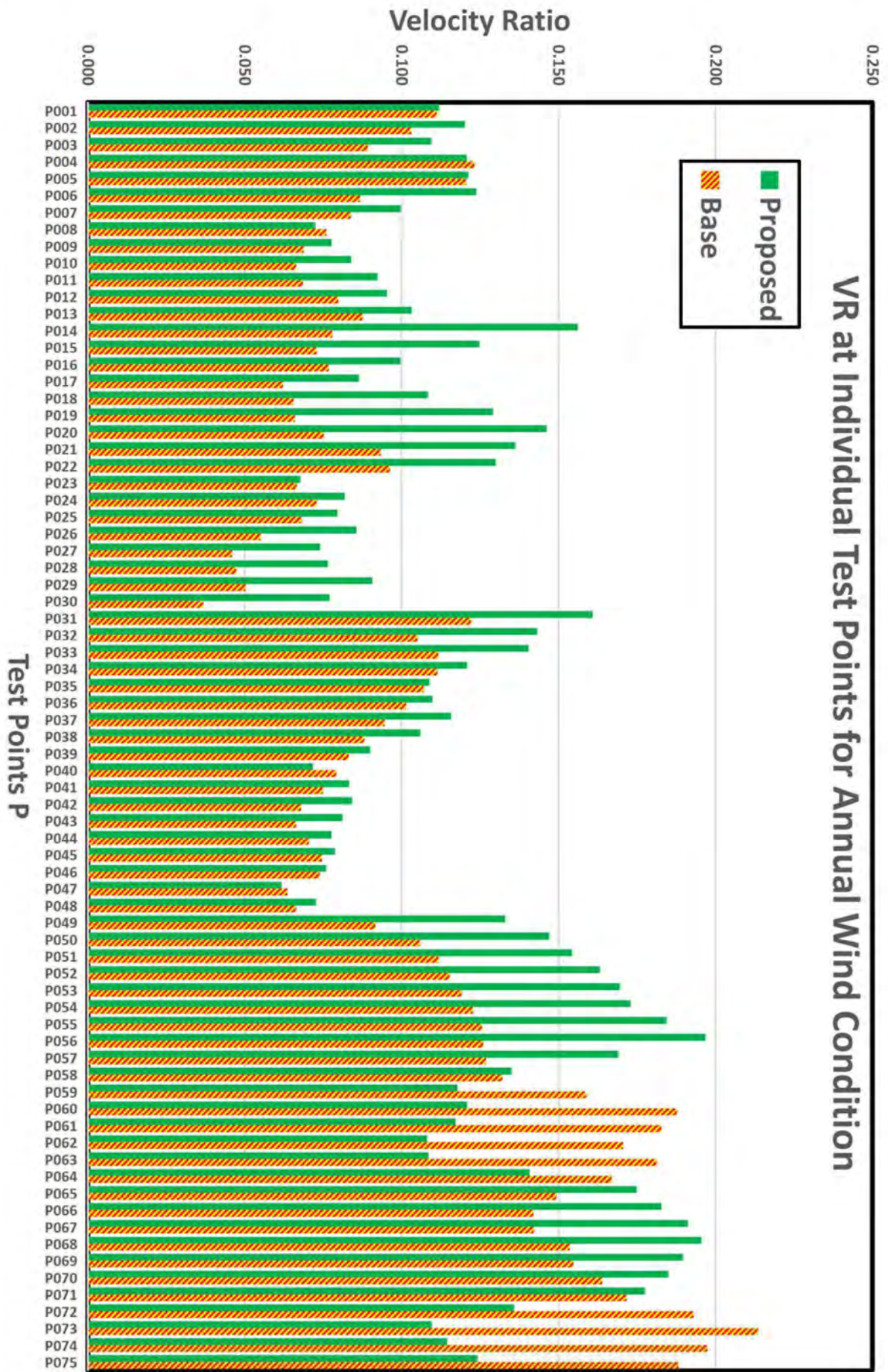
Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)										Sum	Average (Annual)	Average (Summer)	
ID	Easting (m)	Northing (m)	Wind direction													
			NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW				
			Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%				
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
D049	833599.89	822098.34	0.069	0.029	0.028	0.067	0.108	0.098	0.070	0.094	0.057	0.065			0.058	0.073
D050	833585.40	822094.49	0.054	0.019	0.045	0.042	0.061	0.061	0.043	0.101	0.051	0.063			0.048	0.060
D051	833776.49	822095.36	0.021	0.122	0.080	0.034	0.011	0.058	0.046	0.050	0.141	0.187			0.068	0.079
D052	833761.81	822098.45	0.030	0.087	0.093	0.056	0.060	0.068	0.088	0.101	0.138	0.212			0.081	0.104
D053	833747.13	822101.53	0.044	0.042	0.098	0.066	0.127	0.075	0.109	0.113	0.125	0.206			0.085	0.114
D054	833732.45	822104.61	0.078	0.020	0.091	0.064	0.148	0.102	0.131	0.125	0.122	0.197			0.088	0.121
D055	833717.77	822107.70	0.128	0.055	0.077	0.060	0.104	0.114	0.145	0.126	0.132	0.190			0.092	0.119
D056	833703.09	822110.78	0.156	0.107	0.080	0.054	0.106	0.099	0.133	0.102	0.162	0.197			0.101	0.119
D057	833688.41	822113.86	0.152	0.105	0.075	0.042	0.146	0.134	0.181	0.092	0.203	0.210			0.108	0.137
D058	833673.73	822116.95	0.148	0.082	0.042	0.034	0.149	0.152	0.209	0.105	0.252	0.247			0.102	0.154
D059	833659.05	822120.03	0.145	0.062	0.027	0.042	0.138	0.155	0.212	0.148	0.306	0.298			0.104	0.177
D060	833644.37	822123.11	0.145	0.052	0.027	0.060	0.129	0.152	0.189	0.221	0.354	0.344			0.112	0.202
D061	833663.64	822132.67	0.133	0.062	0.062	0.040	0.130	0.136	0.197	0.241	0.389	0.386			0.123	0.217
D062	833825.69	822190.69	0.102	0.087	0.100	0.115	0.121	0.040	0.113	0.068	0.112	0.068			0.098	0.093
D063	833832.10	822198.36	0.041	0.090	0.091	0.111	0.122	0.061	0.147	0.120	0.125	0.057			0.098	0.108
D064	833838.51	822206.04	0.024	0.098	0.081	0.099	0.142	0.087	0.163	0.152	0.123	0.065			0.100	0.118
D065	833844.92	822213.71	0.104	0.109	0.075	0.087	0.154	0.123	0.164	0.188	0.094	0.042			0.109	0.119
D066	833851.33	822221.39	0.145	0.107	0.061	0.060	0.151	0.134	0.156	0.212	0.050	0.078			0.103	0.113
D067	833817.23	822197.22	0.098	0.071	0.071	0.103	0.122	0.134	0.086	0.115	0.120	0.066			0.094	0.105
D068	833823.77	822204.78	0.015	0.068	0.069	0.100	0.034	0.116	0.051	0.019	0.113	0.054			0.067	0.071
D069	833830.31	822212.35	0.032	0.060	0.036	0.061	0.093	0.038	0.057	0.029	0.059	0.034			0.050	0.050
D070	833836.85	822219.91	0.046	0.089	0.064	0.083	0.145	0.079	0.131	0.046	0.045	0.028			0.077	0.072
D071	833843.39	822227.48	0.150	0.109	0.095	0.104	0.160	0.131	0.183	0.097	0.057	0.067			0.112	0.106
D072	833835.66	822233.82	0.138	0.086	0.137	0.137	0.121	0.150	0.182	0.029	0.074	0.063			0.118	0.103
D073	833827.93	822240.17	0.120	0.051	0.140	0.147	0.077	0.142	0.132	0.049	0.074	0.061			0.108	0.097
D074	833820.21	822246.51	0.102	0.032	0.124	0.134	0.047	0.121	0.101	0.060	0.069	0.057			0.093	0.086
D075	833812.48	822252.86	0.077	0.037	0.109	0.120	0.028	0.101	0.065	0.044	0.067	0.057			0.079	0.072
D076	833805.65	822257.88	0.047	0.057	0.095	0.103	0.020	0.085	0.038	0.025	0.076	0.075			0.069	0.063
D077	833772.09	822234.97	0.111	0.076	0.114	0.131	0.073	0.045	0.049	0.084	0.079	0.109			0.095	0.085
D078	833778.67	822242.50	0.114	0.089	0.036	0.037	0.019	0.017	0.029	0.025	0.039	0.034			0.048	0.030
D079	833785.26	822250.02	0.122	0.098	0.057	0.033	0.013	0.022	0.042	0.027	0.098	0.077			0.060	0.050
D080	833791.84	822257.55	0.090	0.087	0.021	0.038	0.024	0.015	0.044	0.026	0.101	0.088			0.048	0.049
D081	833798.42	822265.08	0.079	0.066	0.091	0.083	0.033	0.078	0.055	0.050	0.096	0.079			0.075	0.072

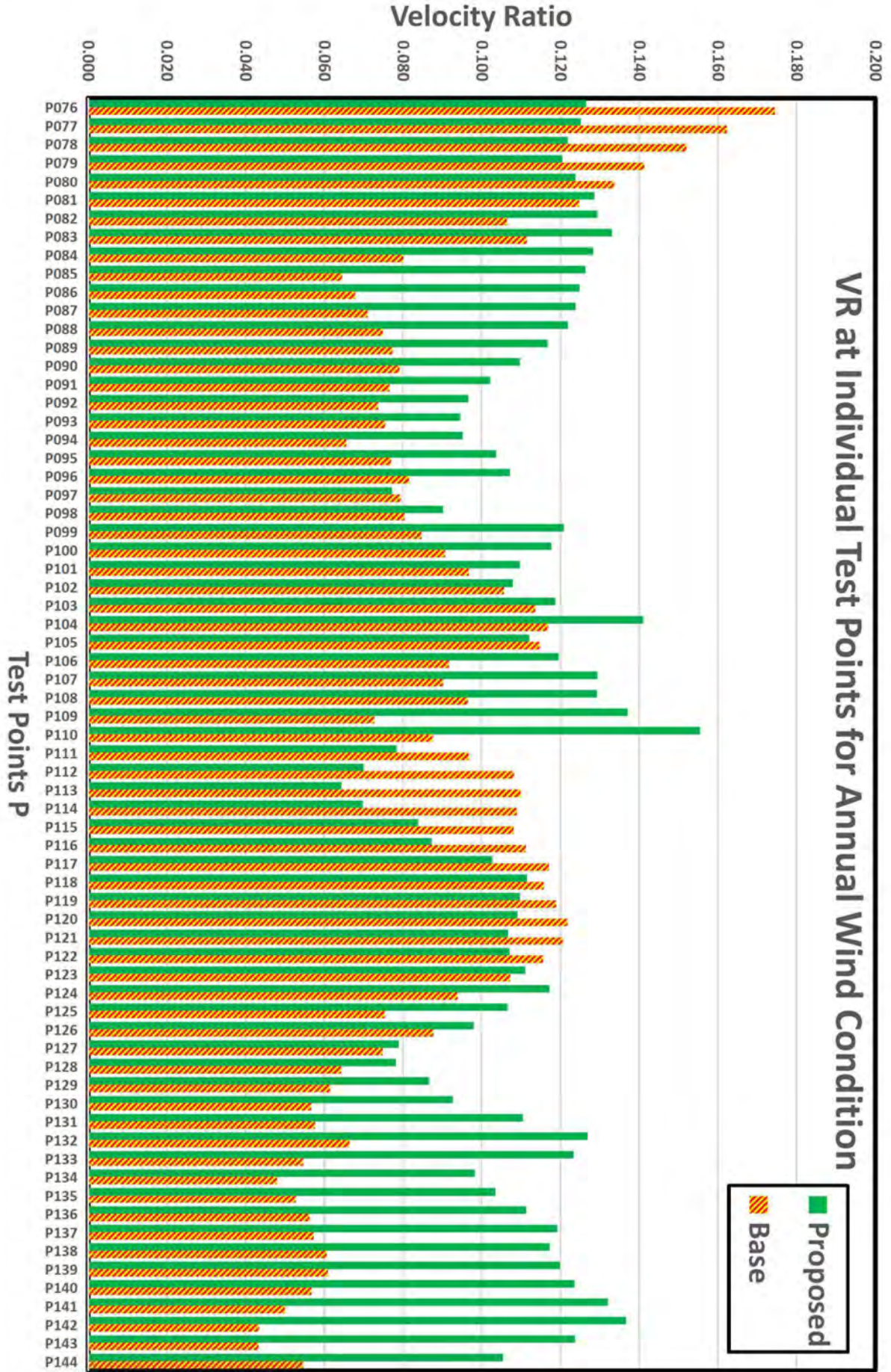
Summary of Spatial Averaged Velocity Ratio

ID	Location	Base		Proposed	
		Annual	Summer	Annual	Summer
Overall					
SVR	Site Air Ventilation Assessment (SVR) (All P Points)	0.098	0.121	0.115	0.143
	--Site A (P001 - P030)	0.076	0.105	0.103	0.140
	--Site B (P031 - P104)	0.115	0.141	0.125	0.161
	--SSP-017 (P105 - P144)	0.082	0.095	0.108	0.111
LVR	Local Air Ventilation Assessment (LVR) (All P & O Points)	0.112	0.130	0.117	0.137
Road Sections		Annual	Summer	Annual	Summer
R001	Hing Wah Street (O001 - O012)	0.114	0.143	0.107	0.142
R002	Hing Wah Street (O013 - O027)	0.122	0.127	0.132	0.149
R003	Cheung Wah Street (O028 - O035)	0.095	0.112	0.116	0.143
R004	Cheung Sha Wan Path (O036 - O044)	0.159	0.157	0.139	0.140
R005	Kwong Cheung Street (O045 - O048)	0.099	0.123	0.116	0.159
R006	Tai Nan West Street (O049 - O060)	0.156	0.185	0.146	0.175
R007	Lai Chi Kok Road (O061 - O069)	0.182	0.169	0.178	0.165
R008	Fortune Street (O070 - O073)	0.122	0.145	0.109	0.143
R009	Hang Cheung Street (O074 - O079)	0.115	0.132	0.118	0.132
R010	Cheung Sha Wan Road (O080 - O091)	0.148	0.183	0.153	0.191
R011	Cheung Sha Wan Road (O092 - O108)	0.088	0.160	0.114	0.181
R012	Cheung Sha Wan Road (O109 - O130)	0.184	0.271	0.169	0.270
R013	Fuk Wa Street (O131 - O137)	0.096	0.098	0.096	0.090
R014	Fuk Wing Street (O138 - O142)	0.137	0.129	0.142	0.133
R015	Fuk Wing Street (O143 - O147)	0.072	0.078	0.132	0.141
R016	Un Chau Street (O148 - O160)	0.148	0.114	0.149	0.121
R017	Castle Peak Road (O161 - O182)	0.108	0.124	0.111	0.124
R018	Cheung Yue Street (O183 - O191)	0.109	0.109	0.105	0.109
R019	Un Chau Street (O192 - O196)	0.138	0.108	0.129	0.090
R020	Cheung Fat Street (O197 - O199)	0.117	0.097	0.114	0.090
R021	Hing Wah Street (O200 - O205)	0.116	0.112	0.117	0.116
R022	Cheung Wah Street (O206 - O208)	0.081	0.075	0.093	0.101
R023	Tsap Fai Street (O209 - O211)	0.068	0.057	0.072	0.067
R024	Fuk Wa Street (O212 - O214)	0.086	0.079	0.078	0.073
R025	Yu Chau West Street (O215 - O220)	0.084	0.076	0.075	0.069
R026	Tai Nan West Street (O221 - O226)	0.097	0.116	0.088	0.115
R027	Castle Peak Road (O227 - O239)	0.147	0.114	0.152	0.122
R028	Kwong Shing Street (O240 - O241)	0.064	0.065	0.073	0.058
R029	Wing Hong Street (O242 - O262)	0.096	0.106	0.096	0.115
R030	Wing Ming Street (O263 - O270)	0.101	0.091	0.096	0.084
R031	King Lam Street (O271 - O275)	0.085	0.125	0.092	0.141
Open Area		Annual	Summer	Annual	Summer
Z001	Sham Shui Po Sports Ground (O276 - O328)	0.127	0.153	0.115	0.145
Z002	Hang Chun Court (O329 - O337)	0.096	0.141	0.094	0.138
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)	0.119	0.076	0.119	0.077
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)	0.100	0.116	0.092	0.110
Z005	Un Chau Estate (O354 - O355)	0.089	0.072	0.088	0.072
Z006	Hing Wah Street Playground (O356 - O370)	0.072	0.078	0.077	0.082
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)	0.048	0.055	0.052	0.062
Z008	Wing Hong Street Rest Garden (O377 - O384)	0.087	0.077	0.082	0.074
Open Area - Within Scheme Boundary		Annual	Summer	Annual	Summer
A001	Site A – Setback Areas in West (D001 - D014)	0.072	0.103	0.104	0.123
A002	Site A – North-East Area (D015 - D019)	0.051	0.049	0.076	0.107
A003	Site B – Open Area (D020 - D061)	0.109	0.113	0.090	0.110
A004	SSP-017 - Setback Area in West (D062 - D076)	--	--	0.092	0.092
A005	SSP-017 - SW/NE pedestrian pathway (D077 - D081)	--	--	0.065	0.057

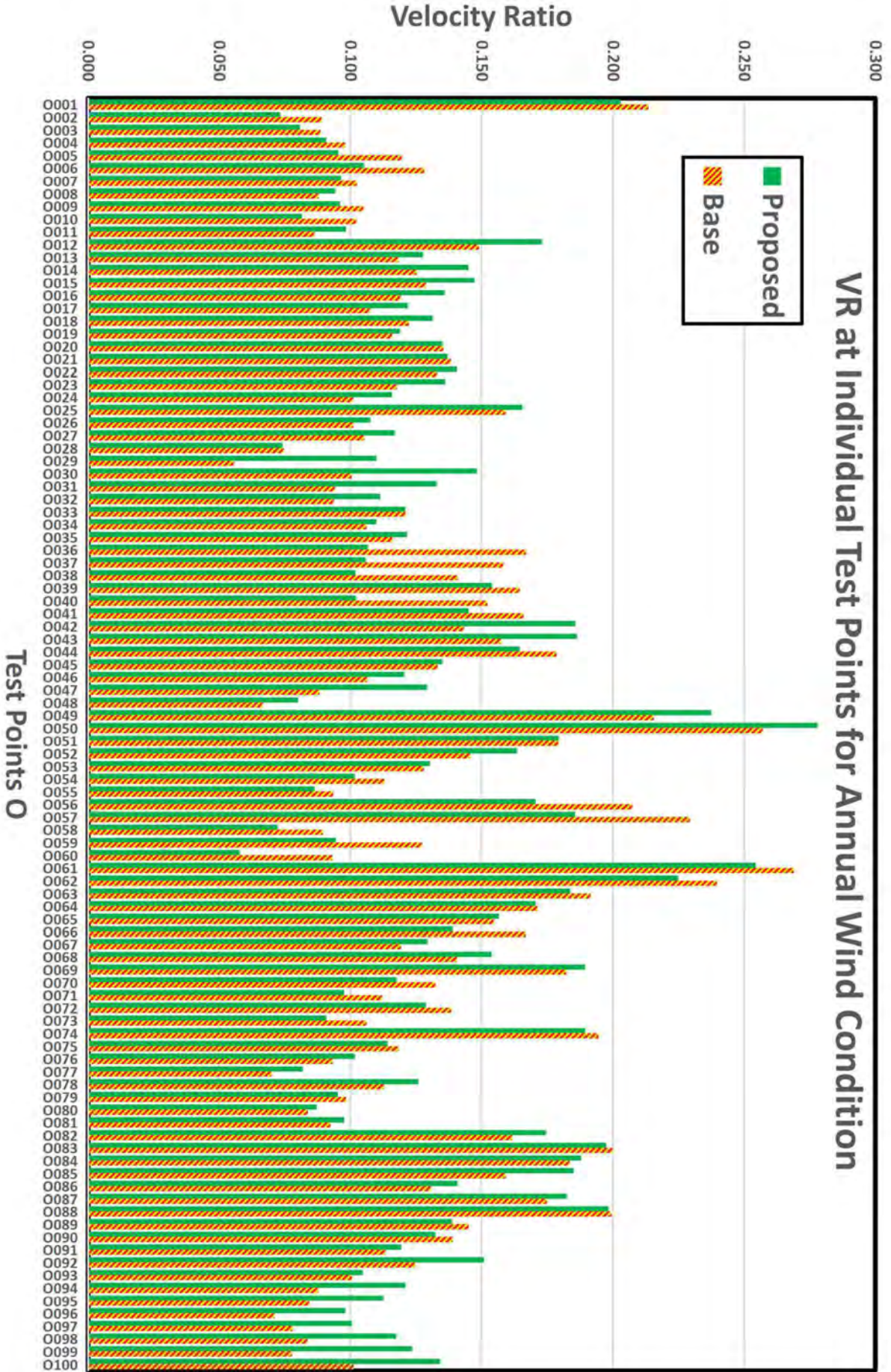
VR at Individual Test Points for Annual Wind Condition



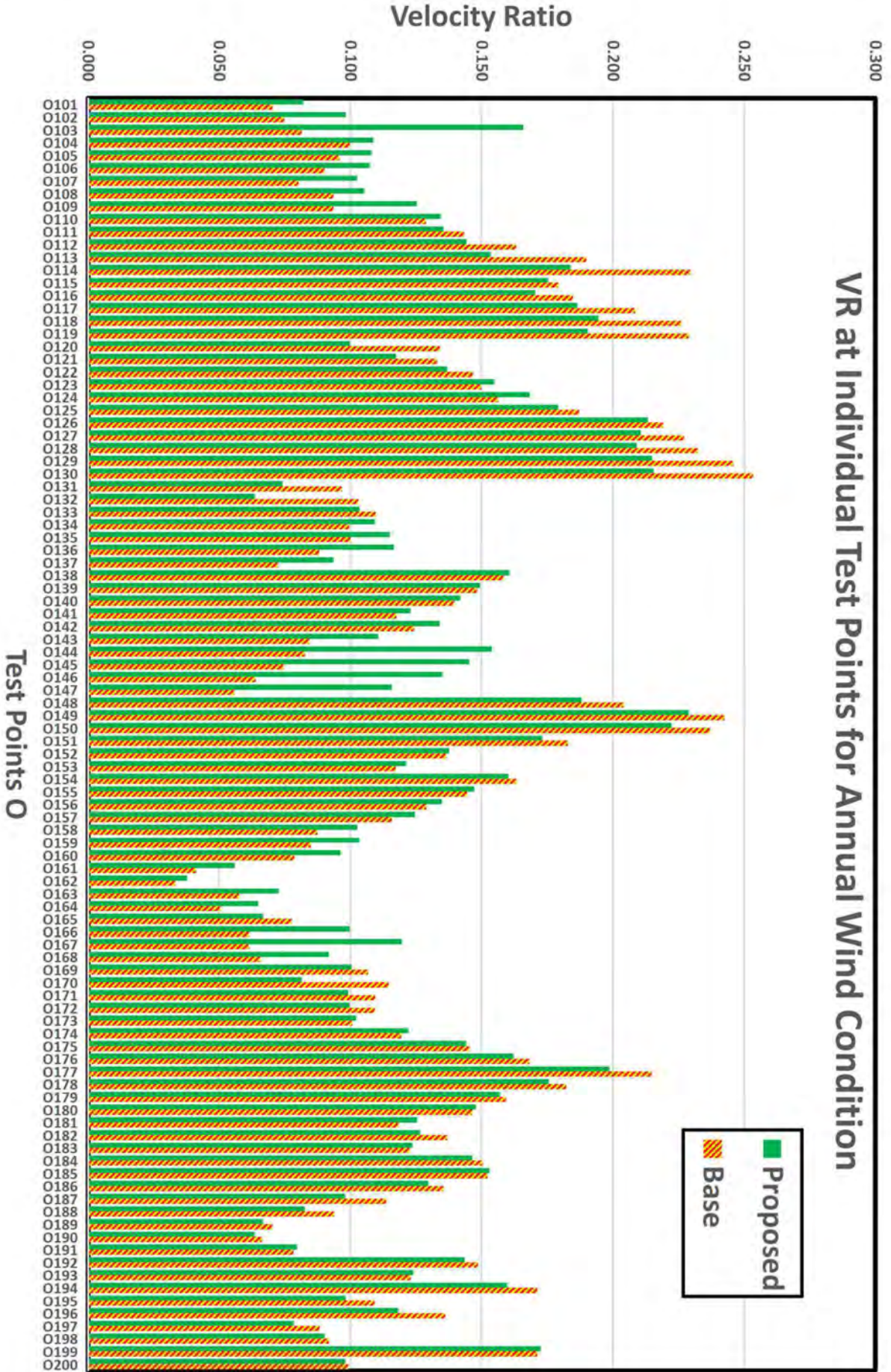
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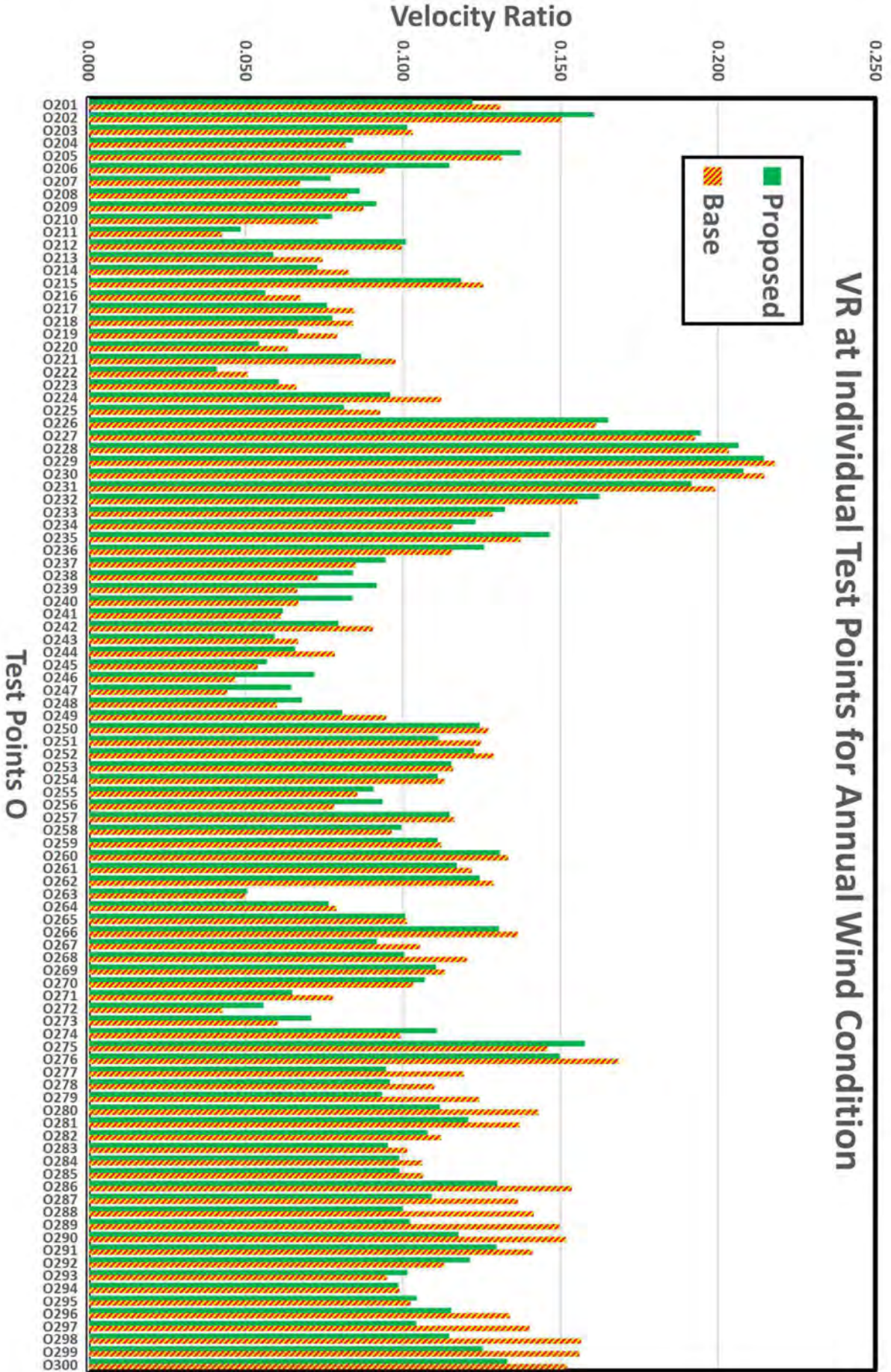
VR at Individual Test Points for Annual Wind Condition



VR at Individual Test Points for Annual Wind Condition

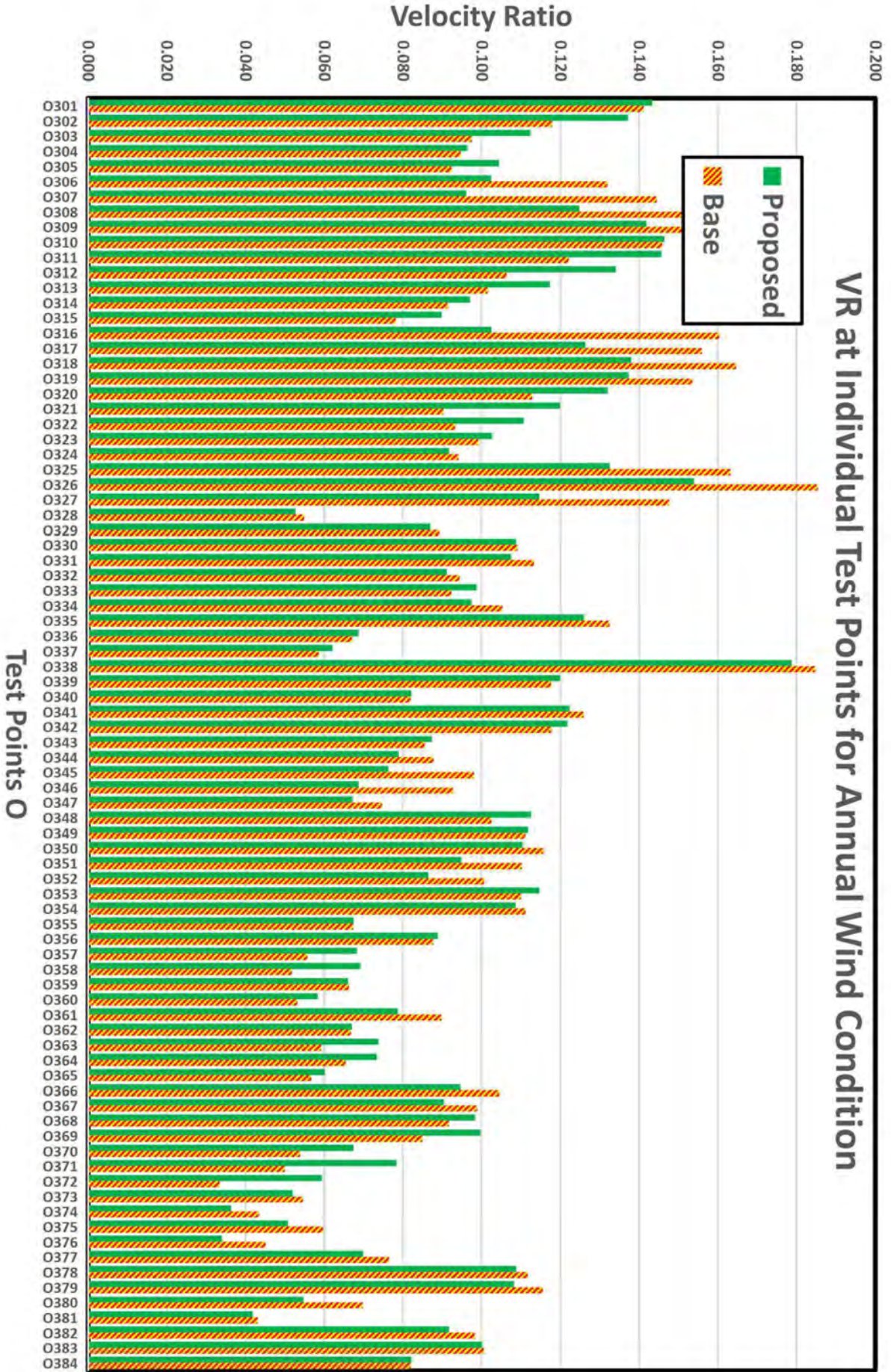


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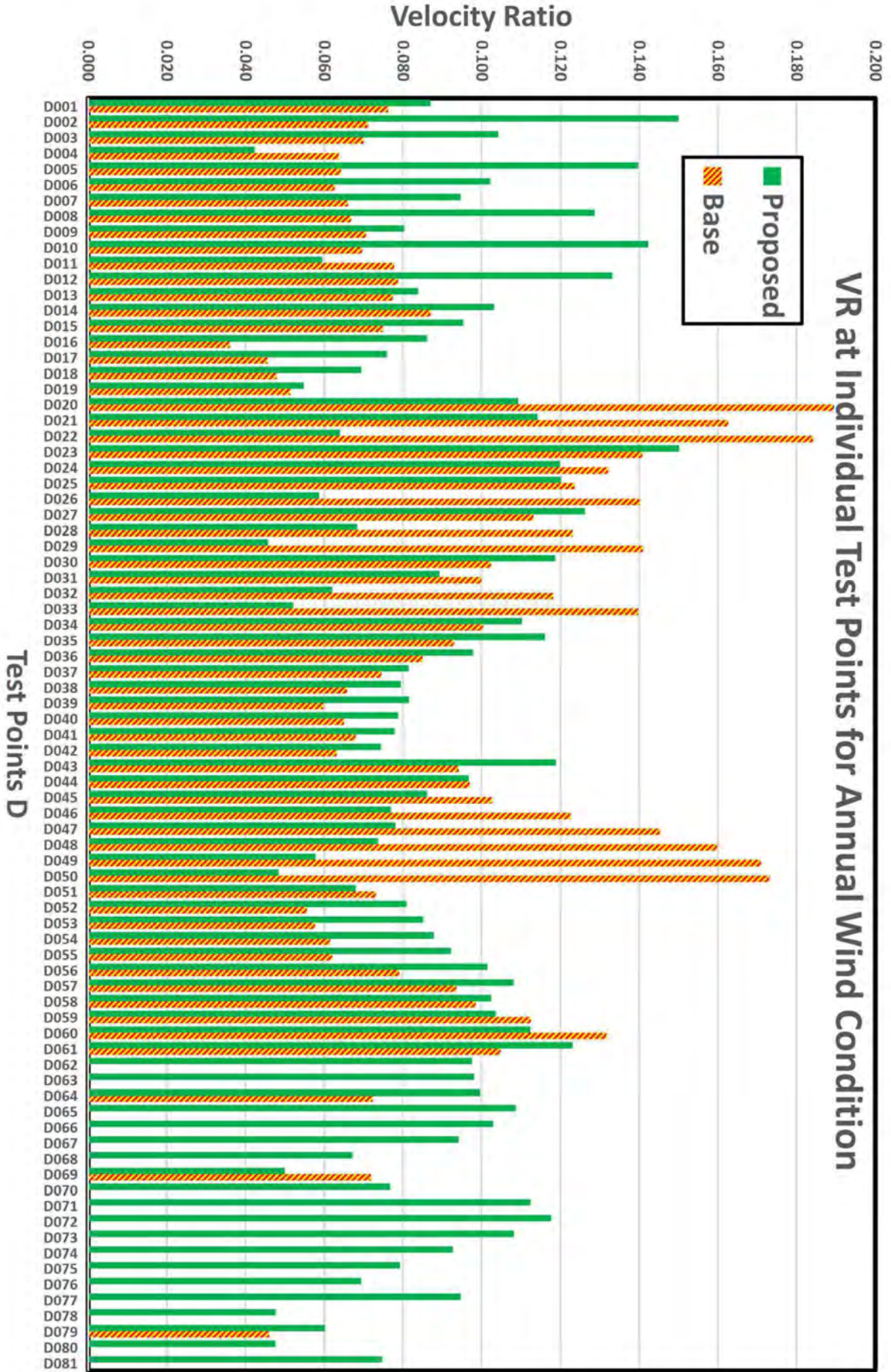


Test Points O

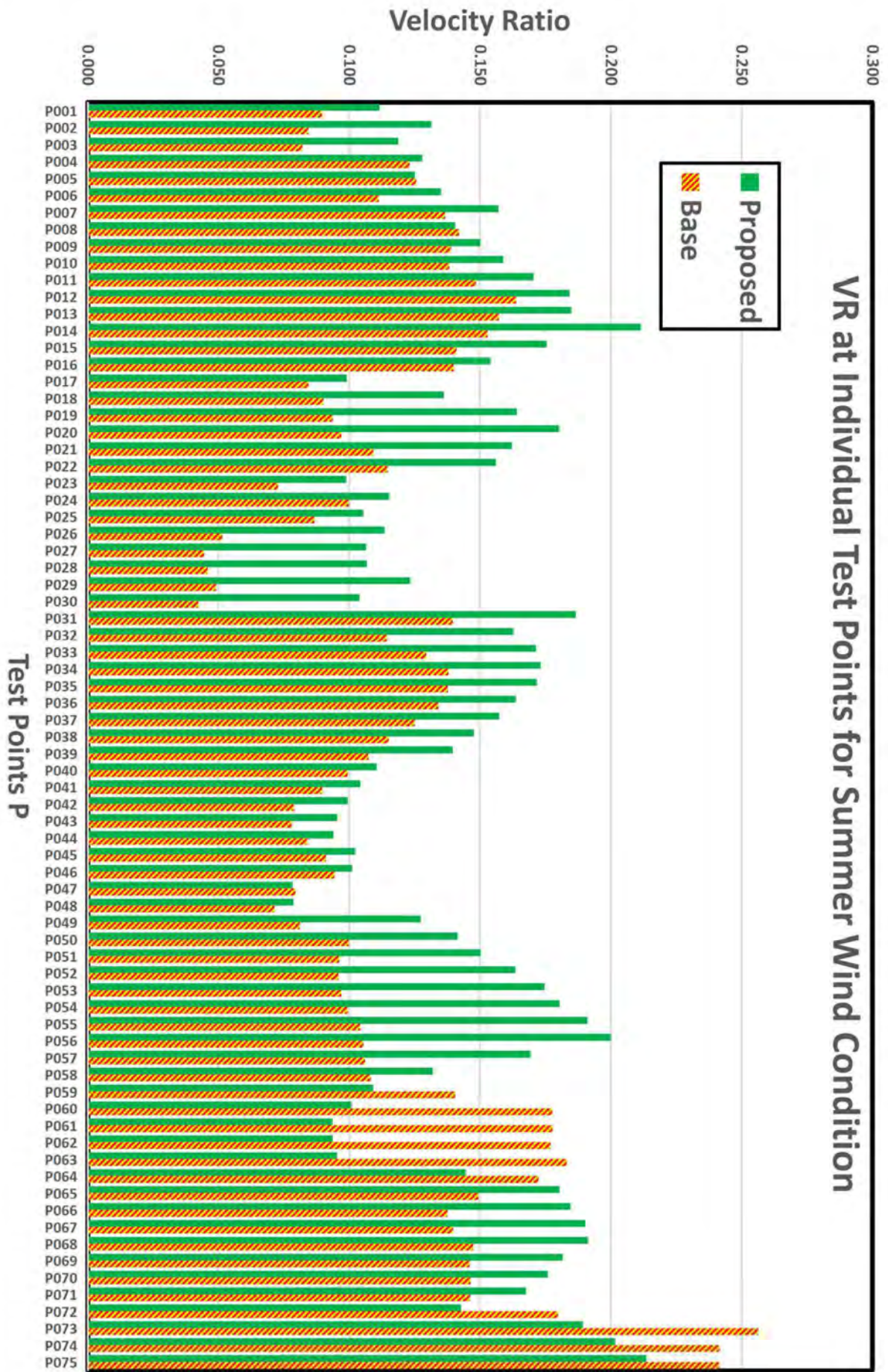
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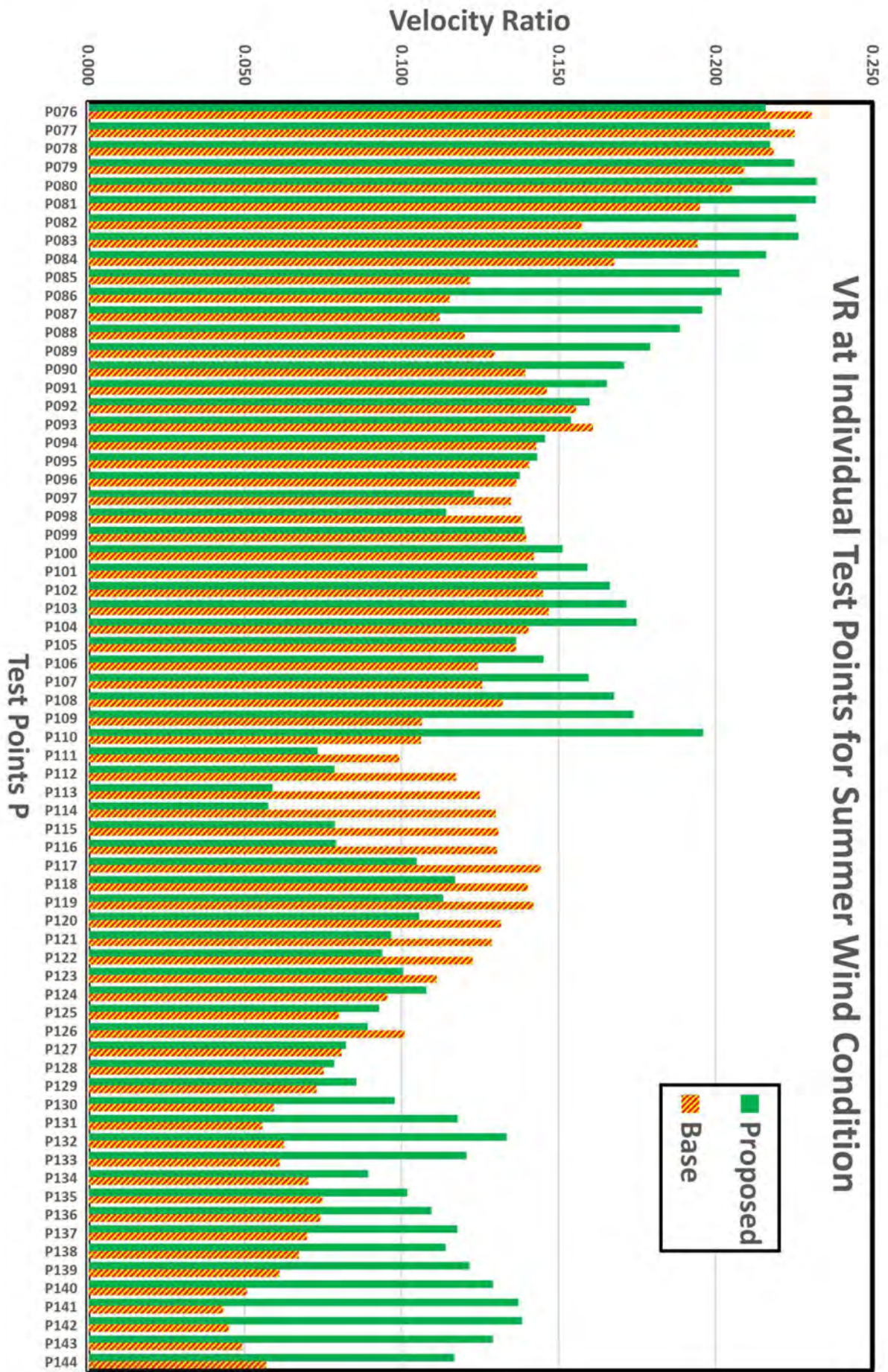


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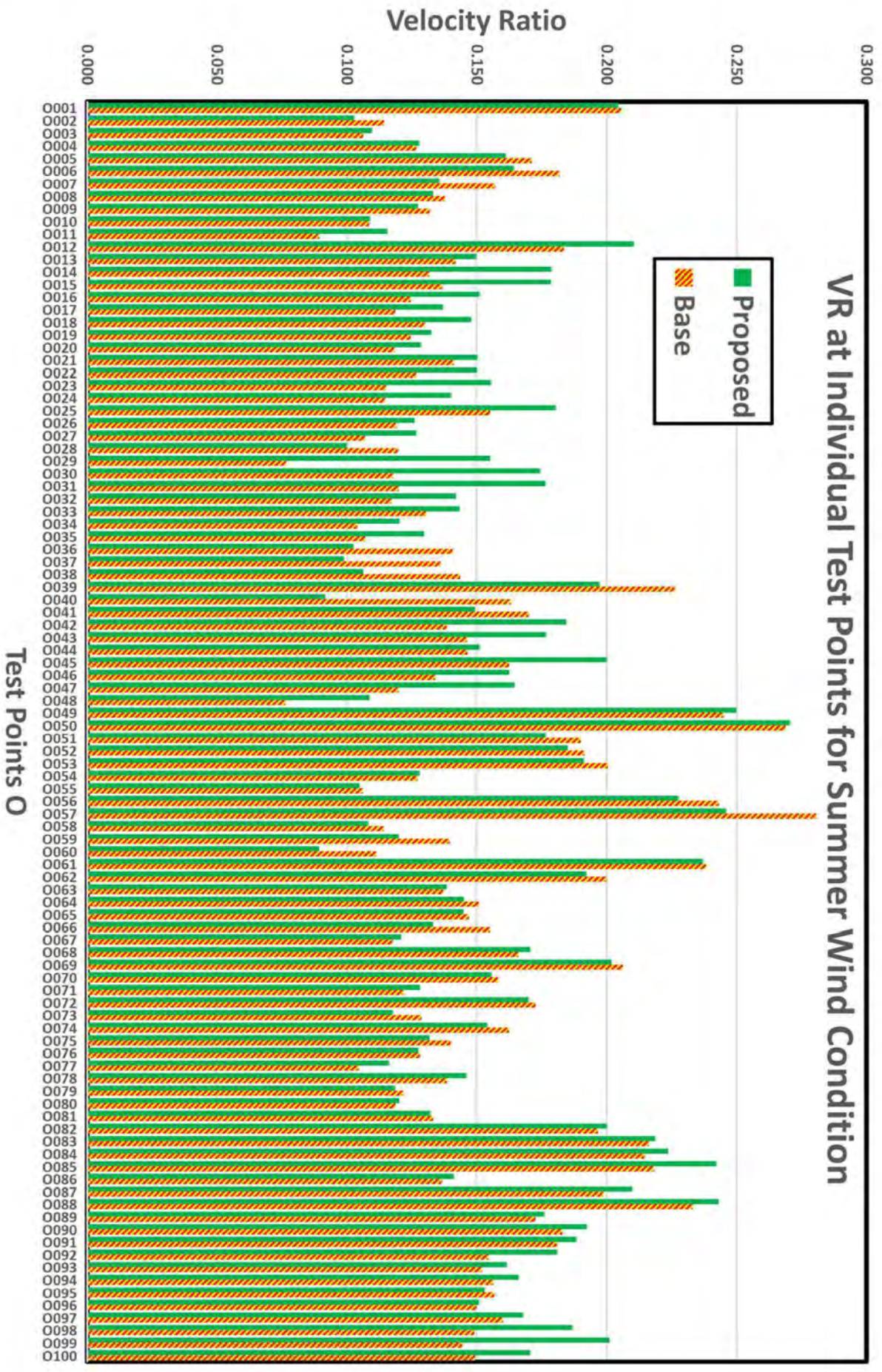


VR at Individual Test Points for Summer Wind Condition



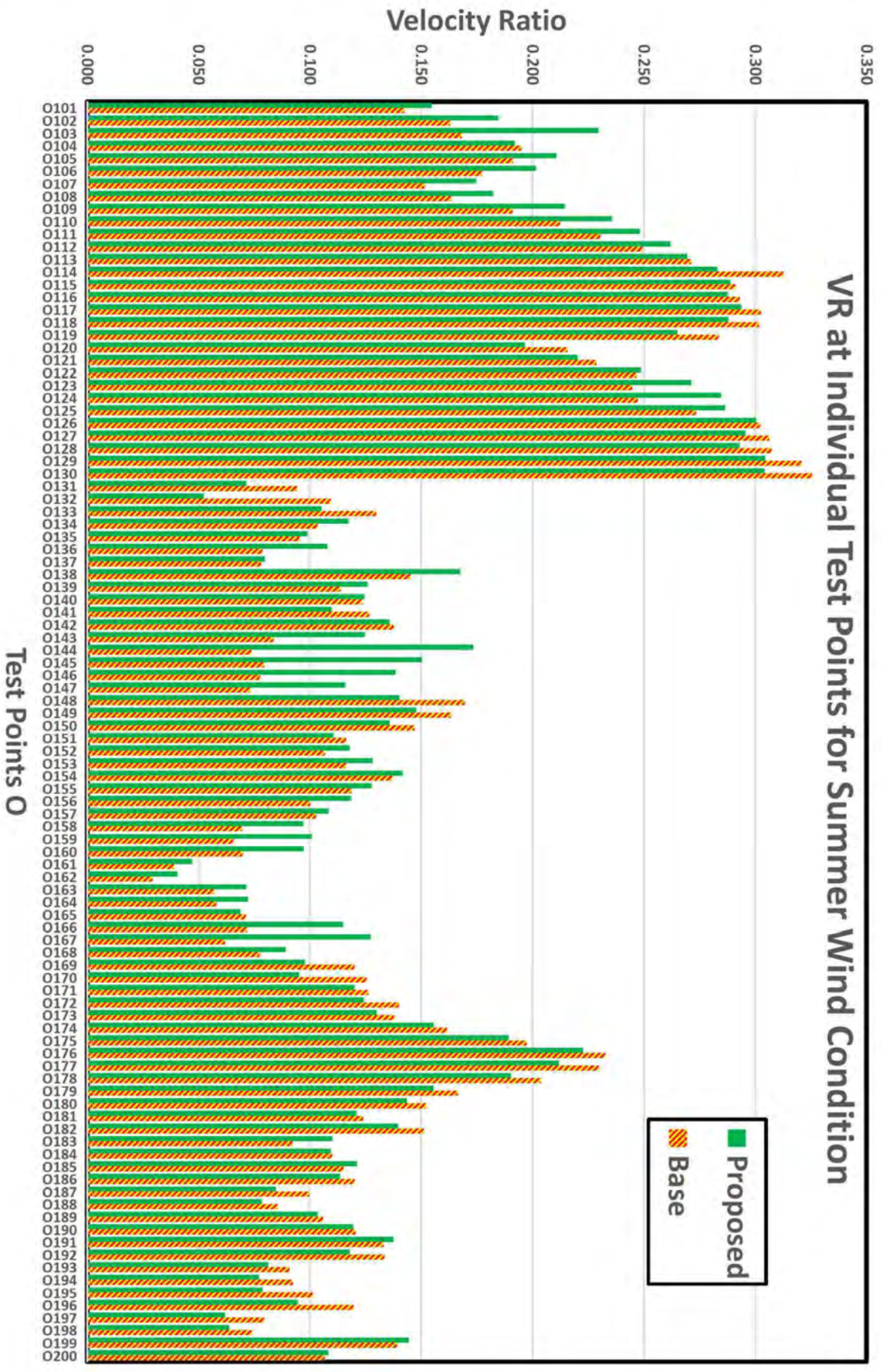


VR at Individual Test Points for Summer Wind Condition

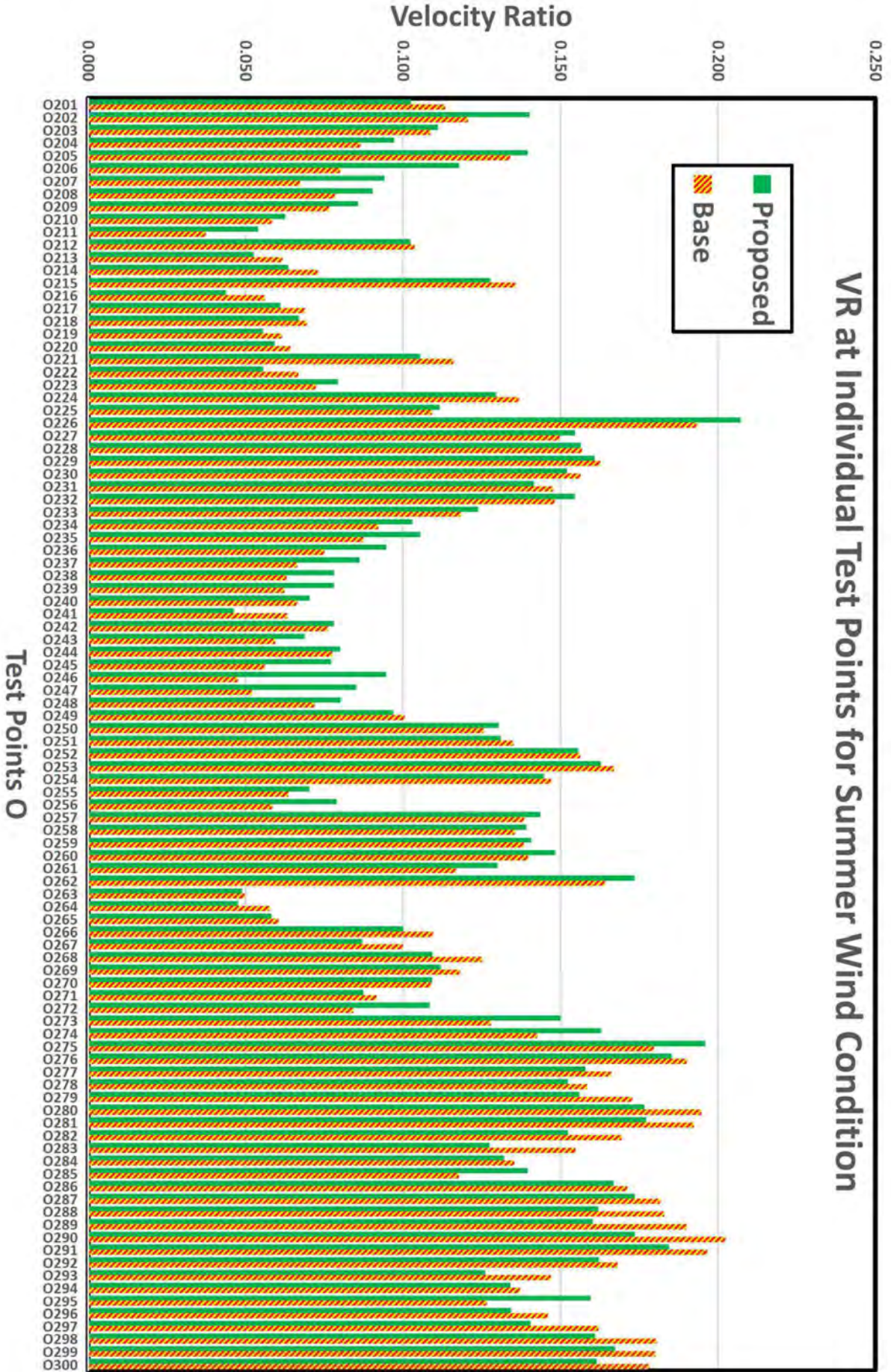


Test Points O

VR at Individual Test Points for Summer Wind Condition

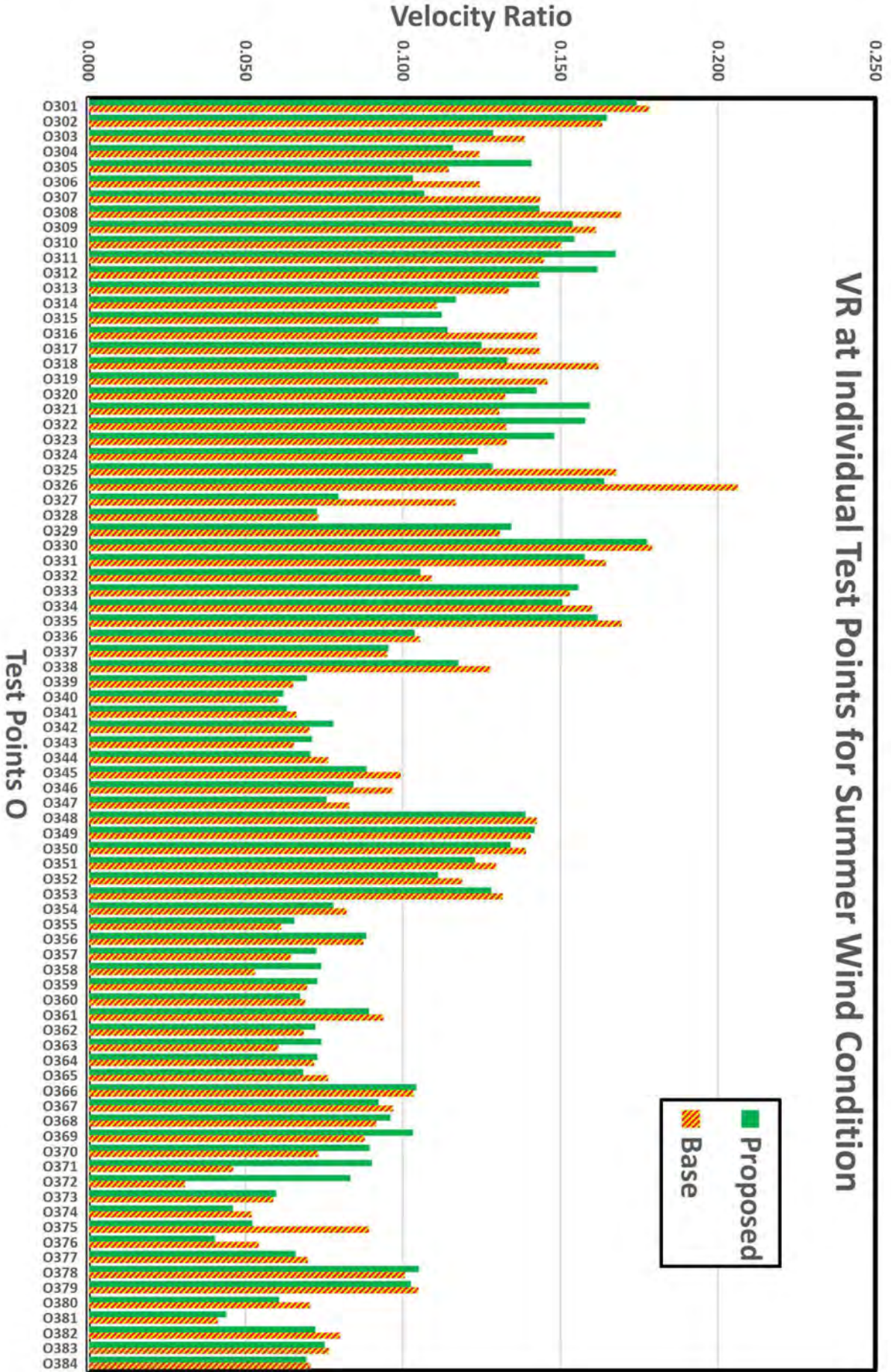


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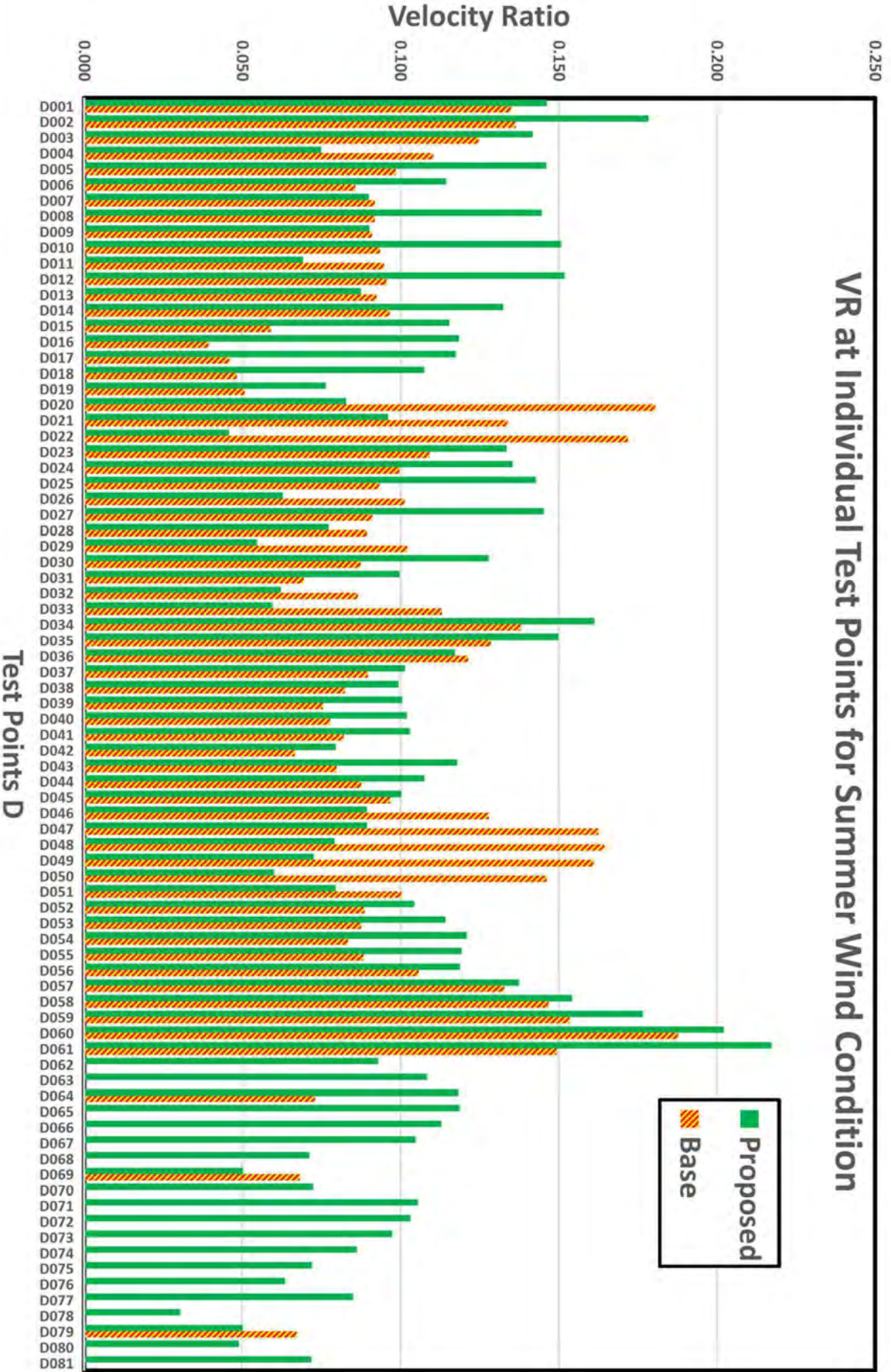


Test Points O

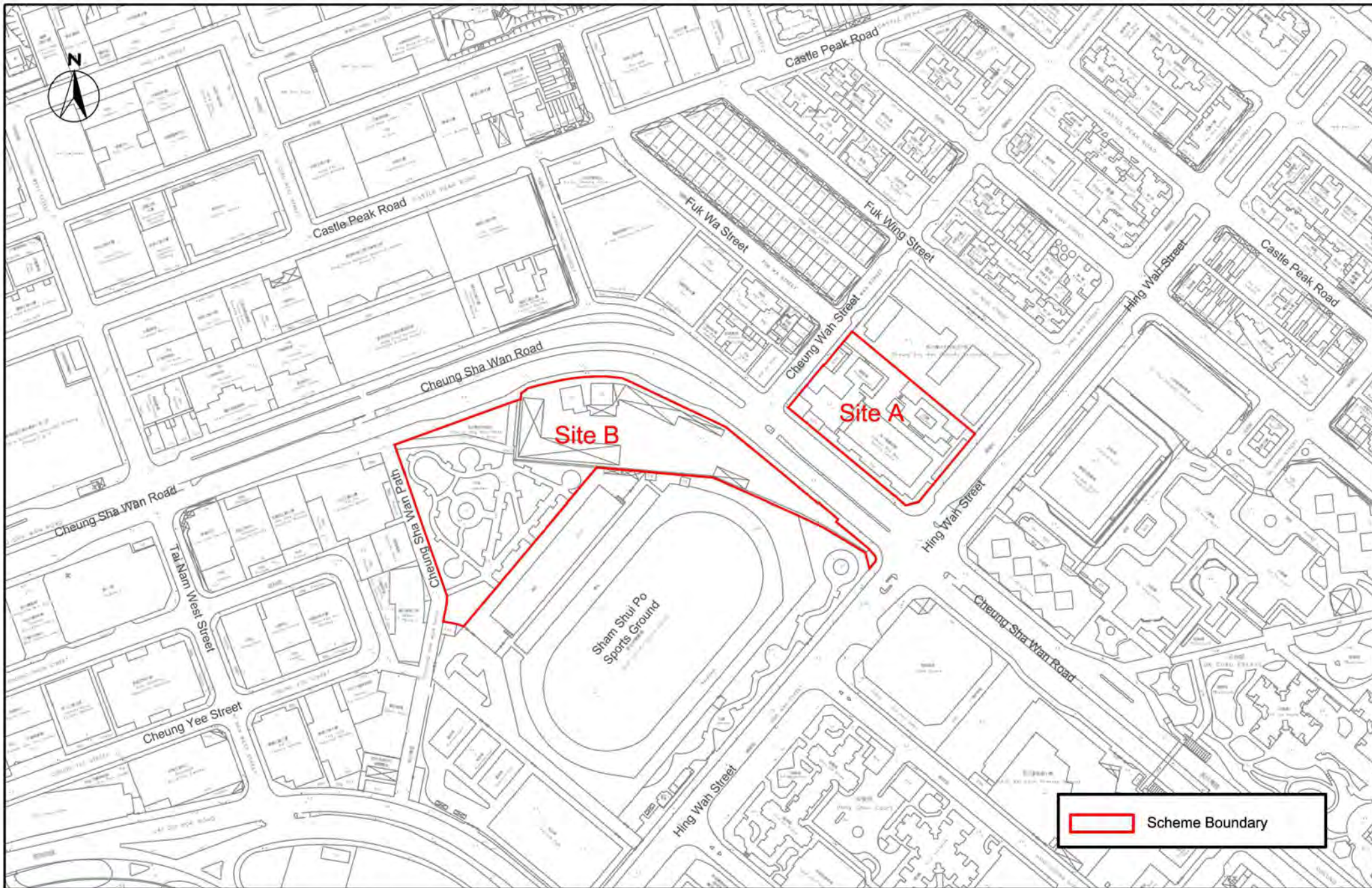
VR at Individual Test Points for Summer Wind Condition




VR at Individual Test Points for Summer Wind Condition

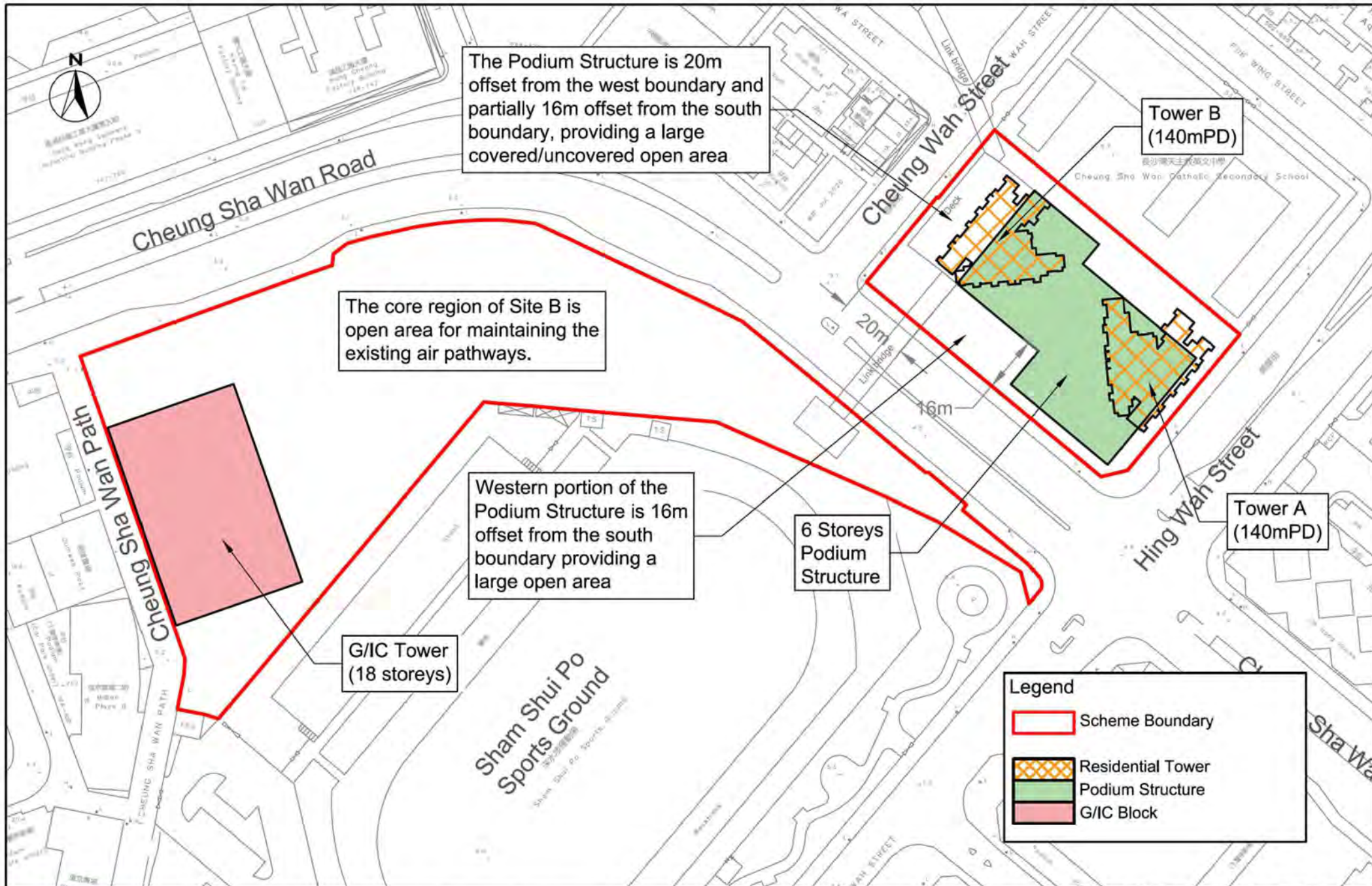


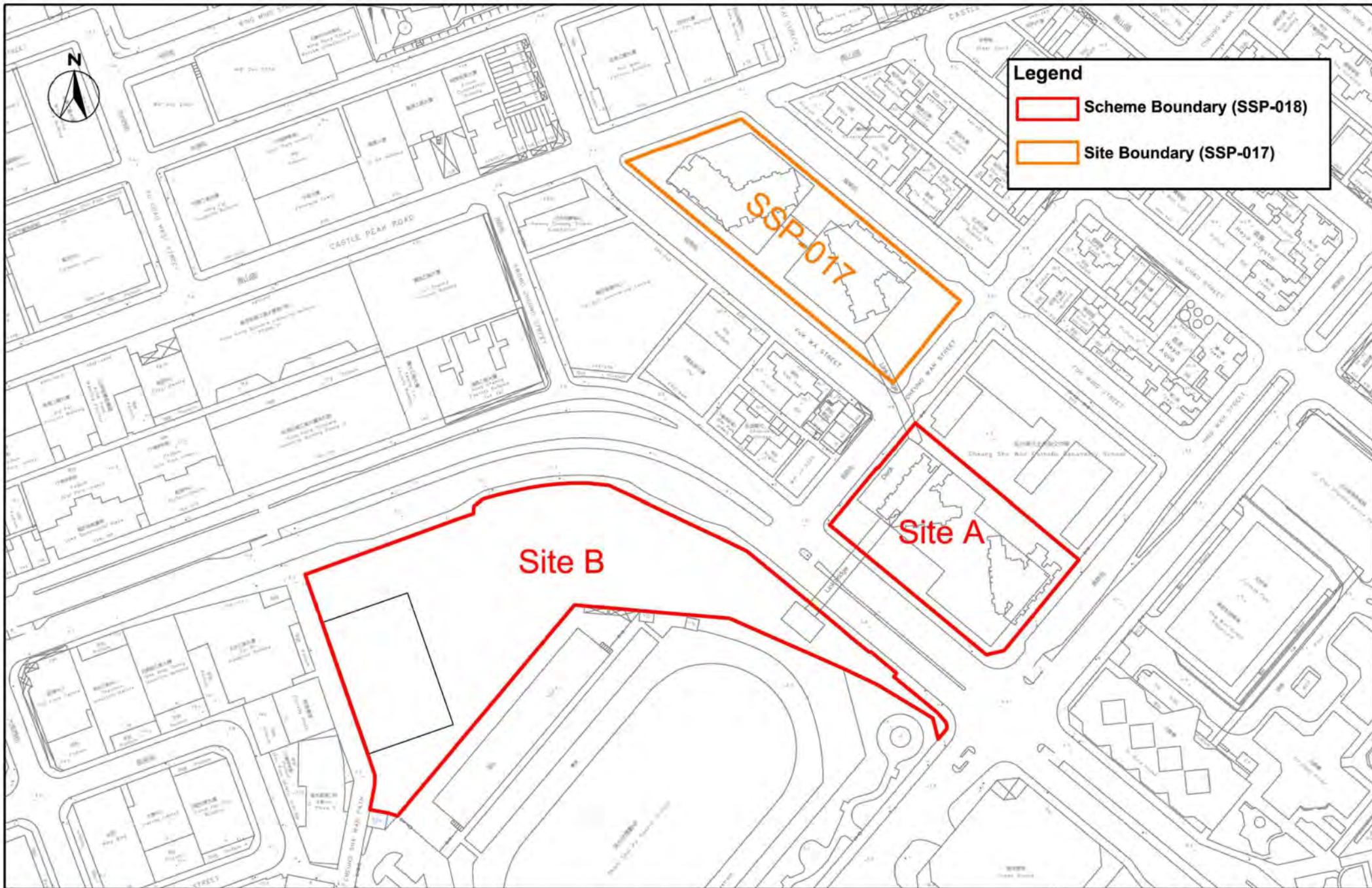
FIGURES



 Scheme Boundary

SCALE	1:2000 @ A3	DATE	APR 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	1-1
		REV	-





Legend

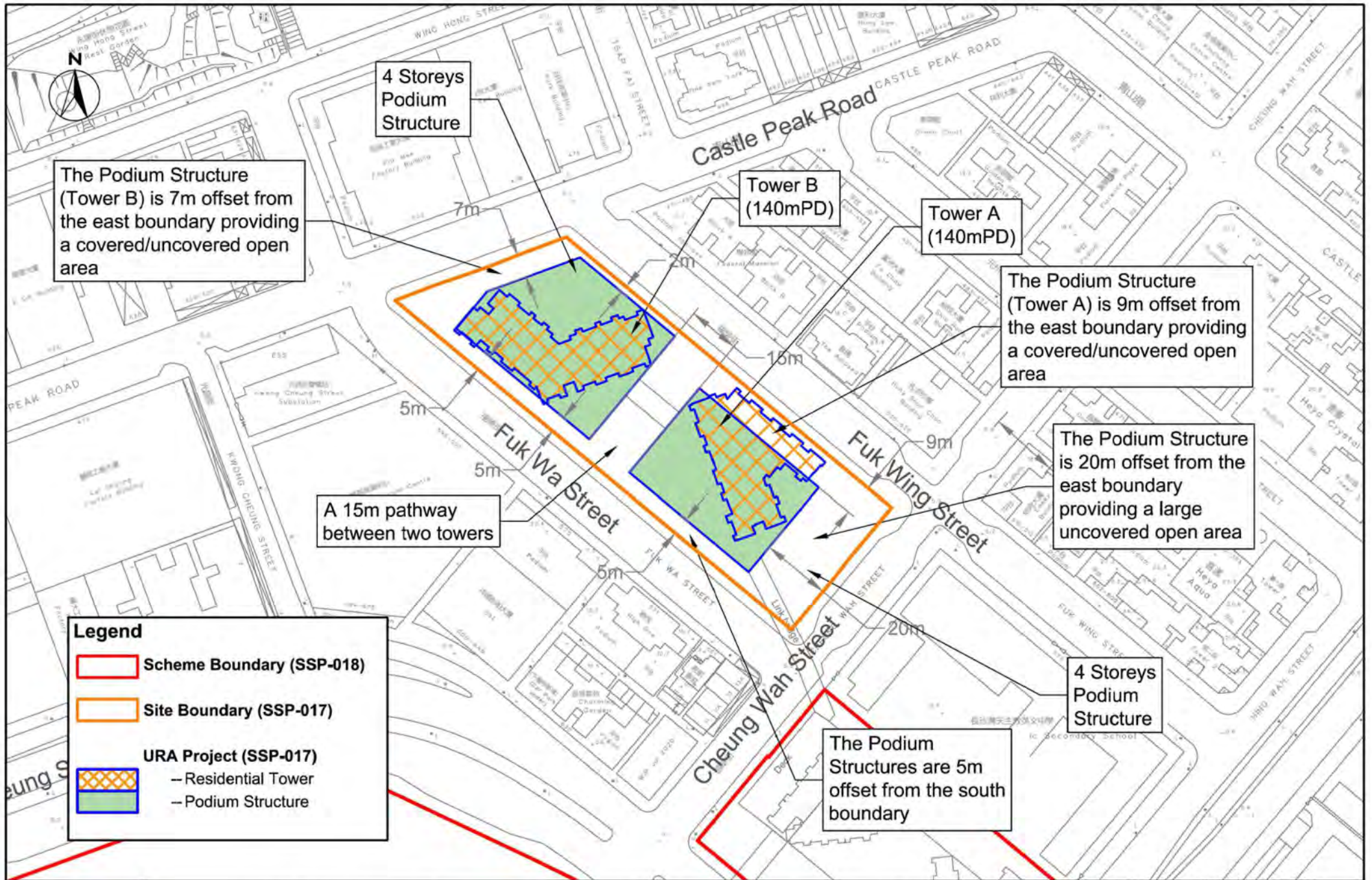
- Scheme Boundary (SSP-018)
- Site Boundary (SSP-017)



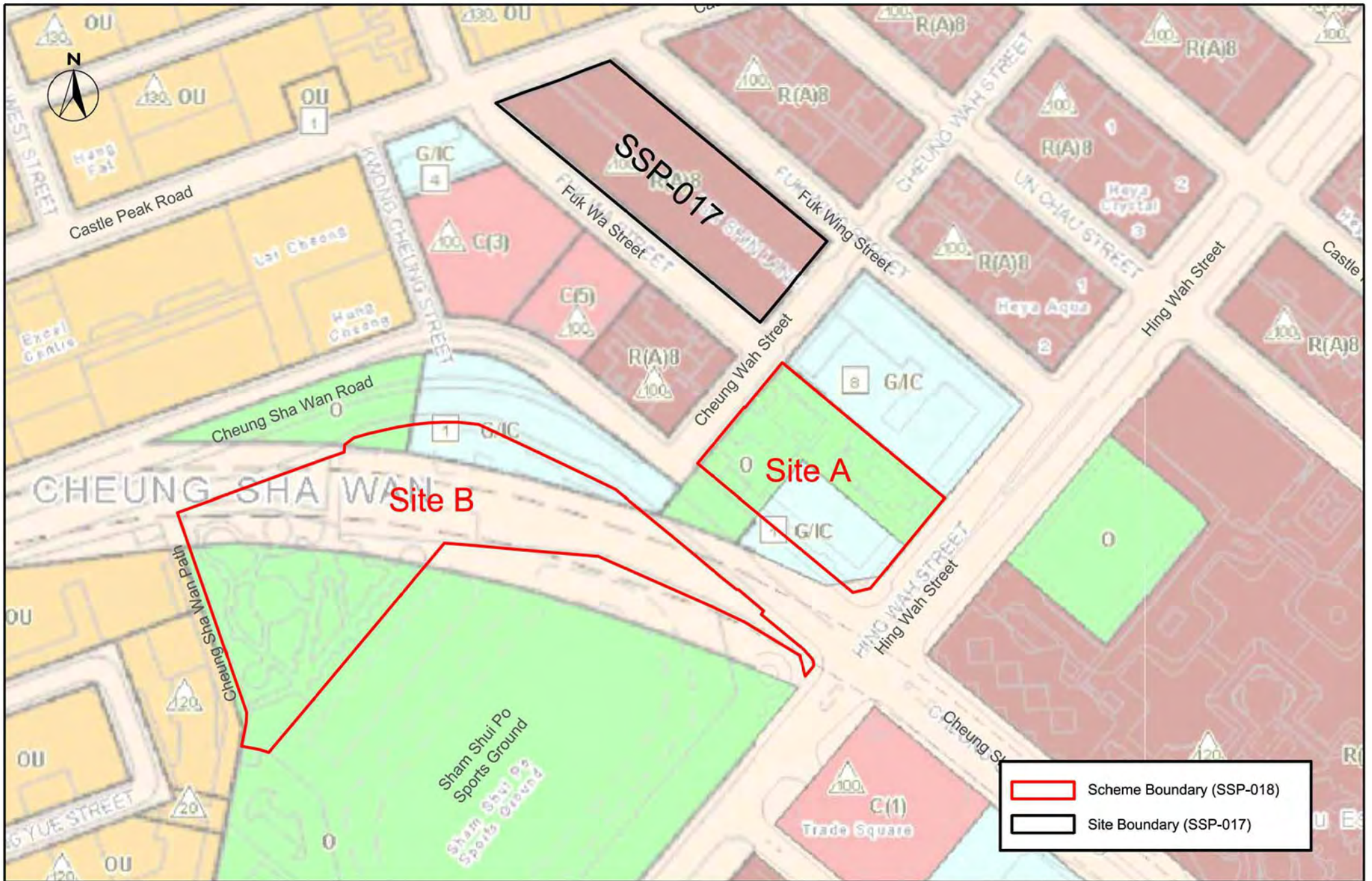
Urban Renewal Authority Development Scheme Cheung Sha Wan Road / Cheung Wah Street (SSP-018)

Planned URA's Project in the Vicinity (SSP-017)

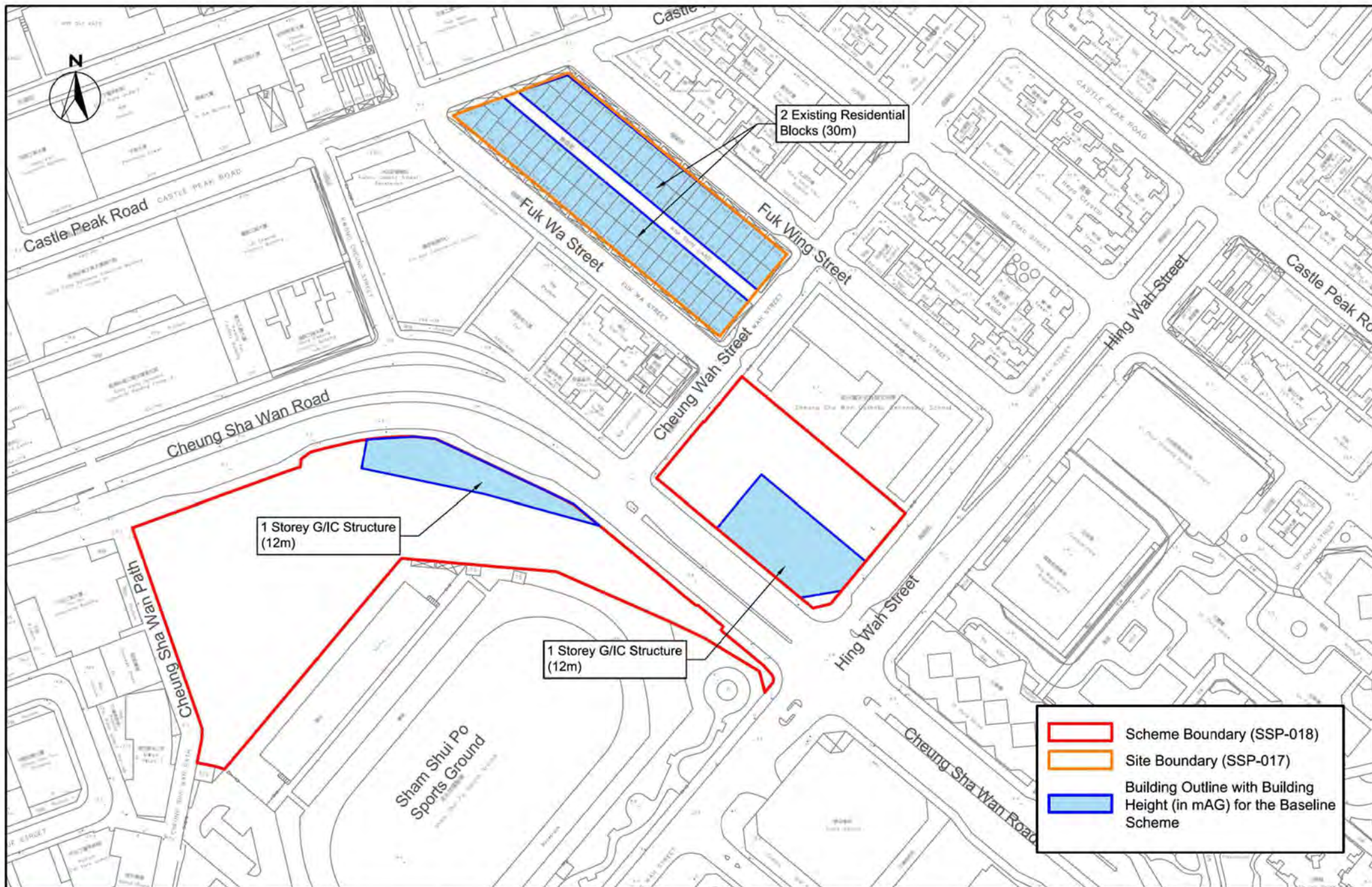
SCALE	1:1500 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	1-4
		REV	-



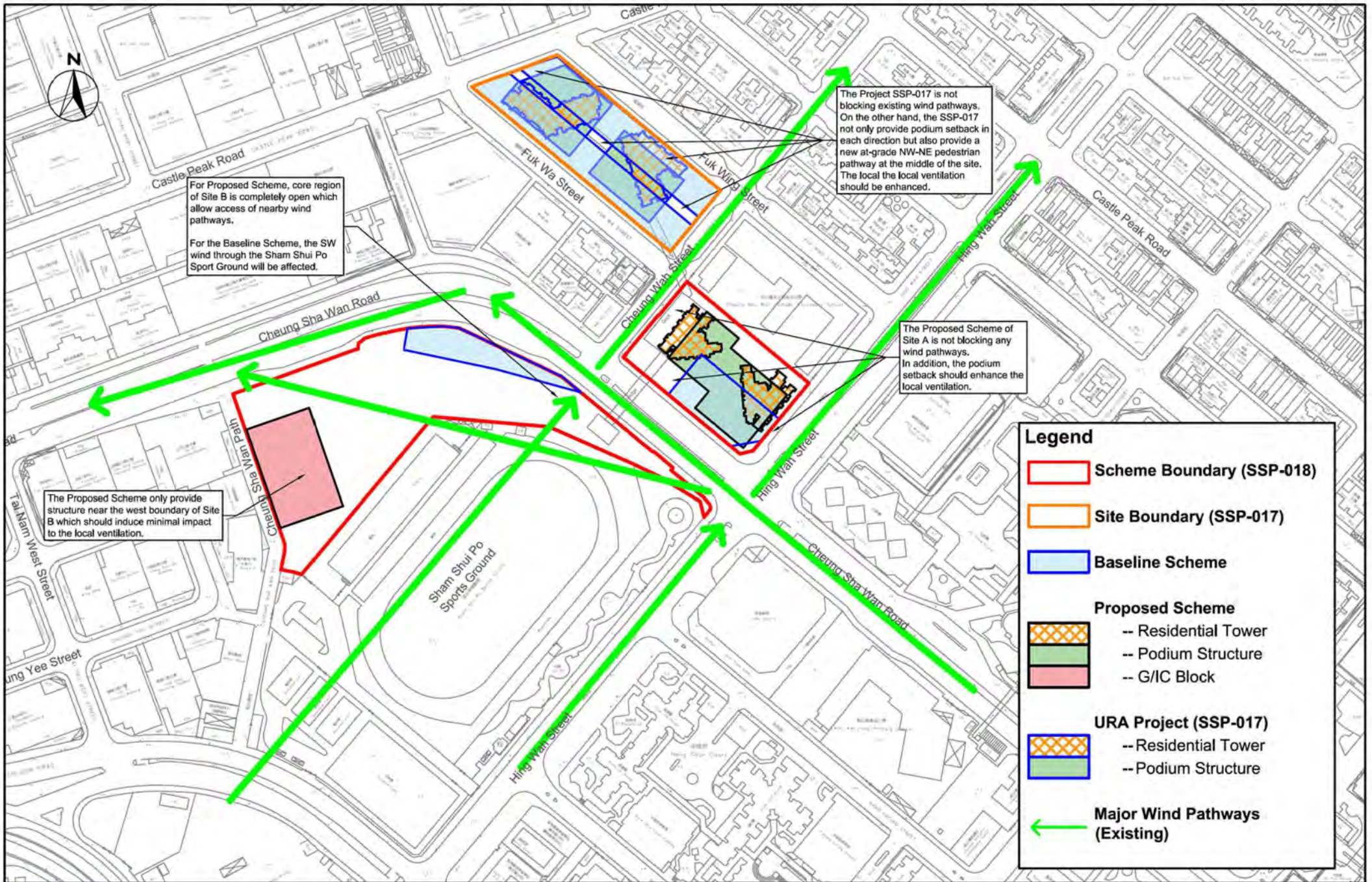
SCALE	1:1000 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	1-5
		REV	-



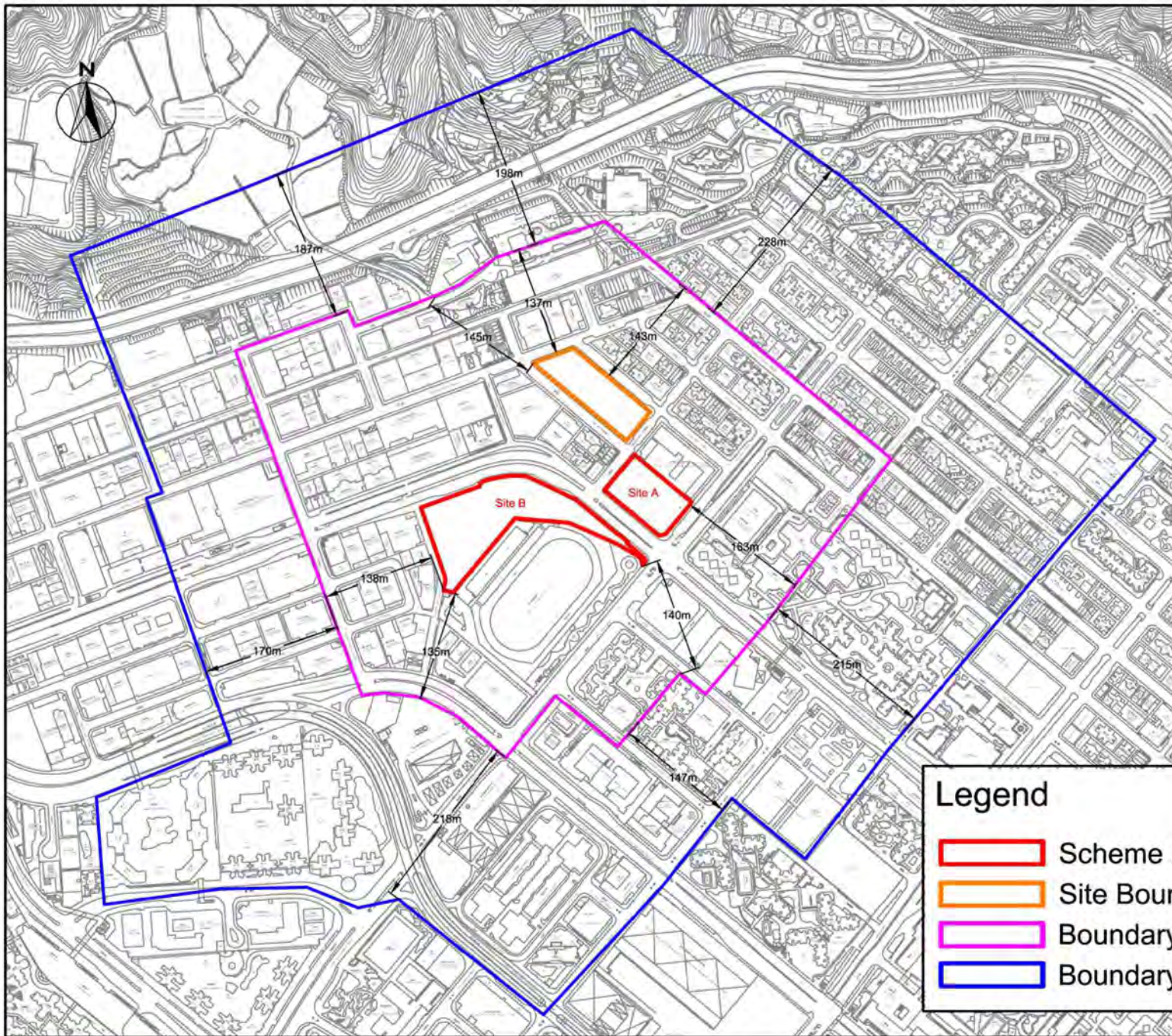
SCALE	1:1000 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	1-6
		REV	-



SCALE	1:1000 @ A3	DATE	AUG 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	1-7
		REV	-



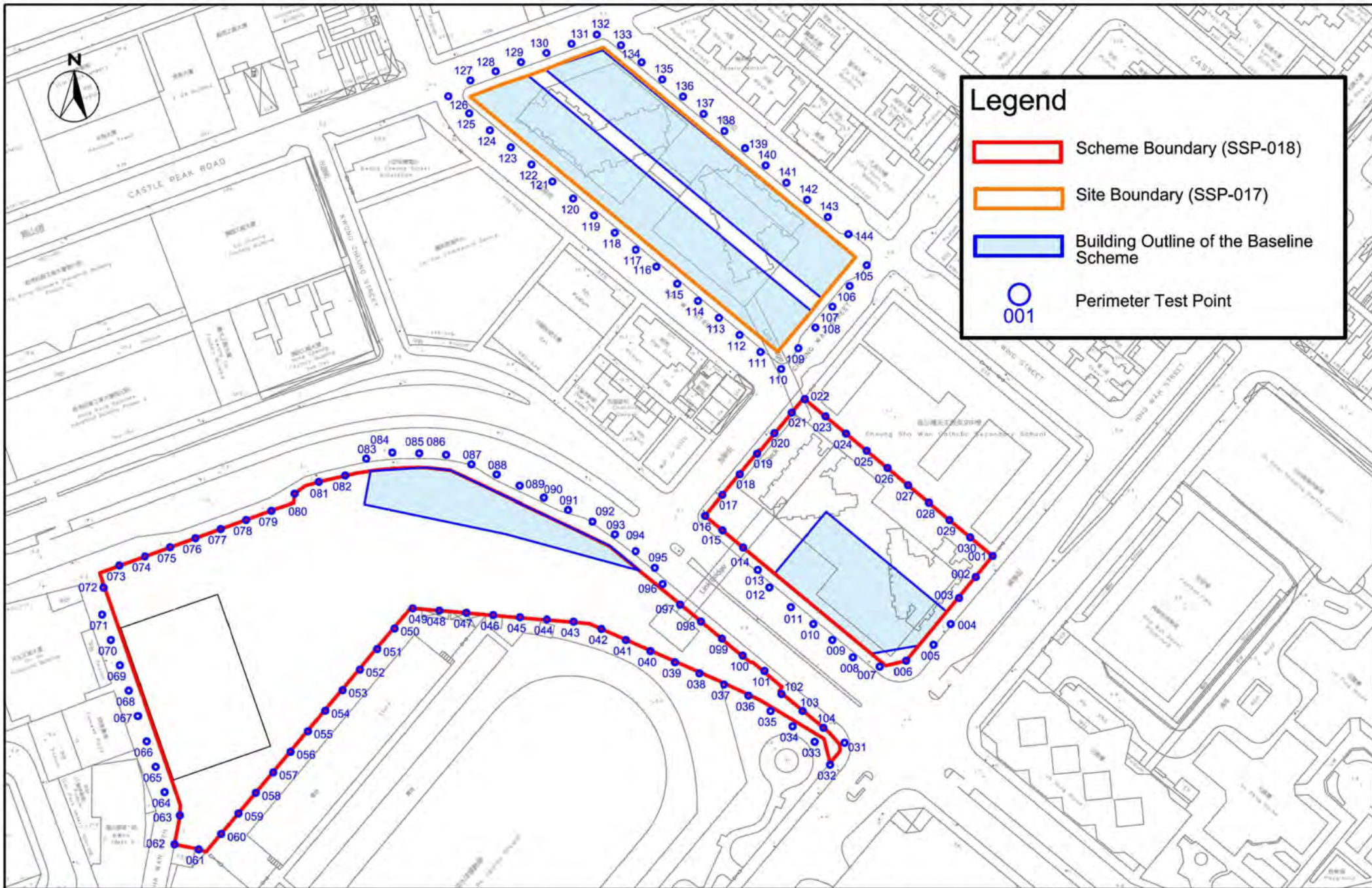
SCALE	1:2000 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	1-8
		REV	-



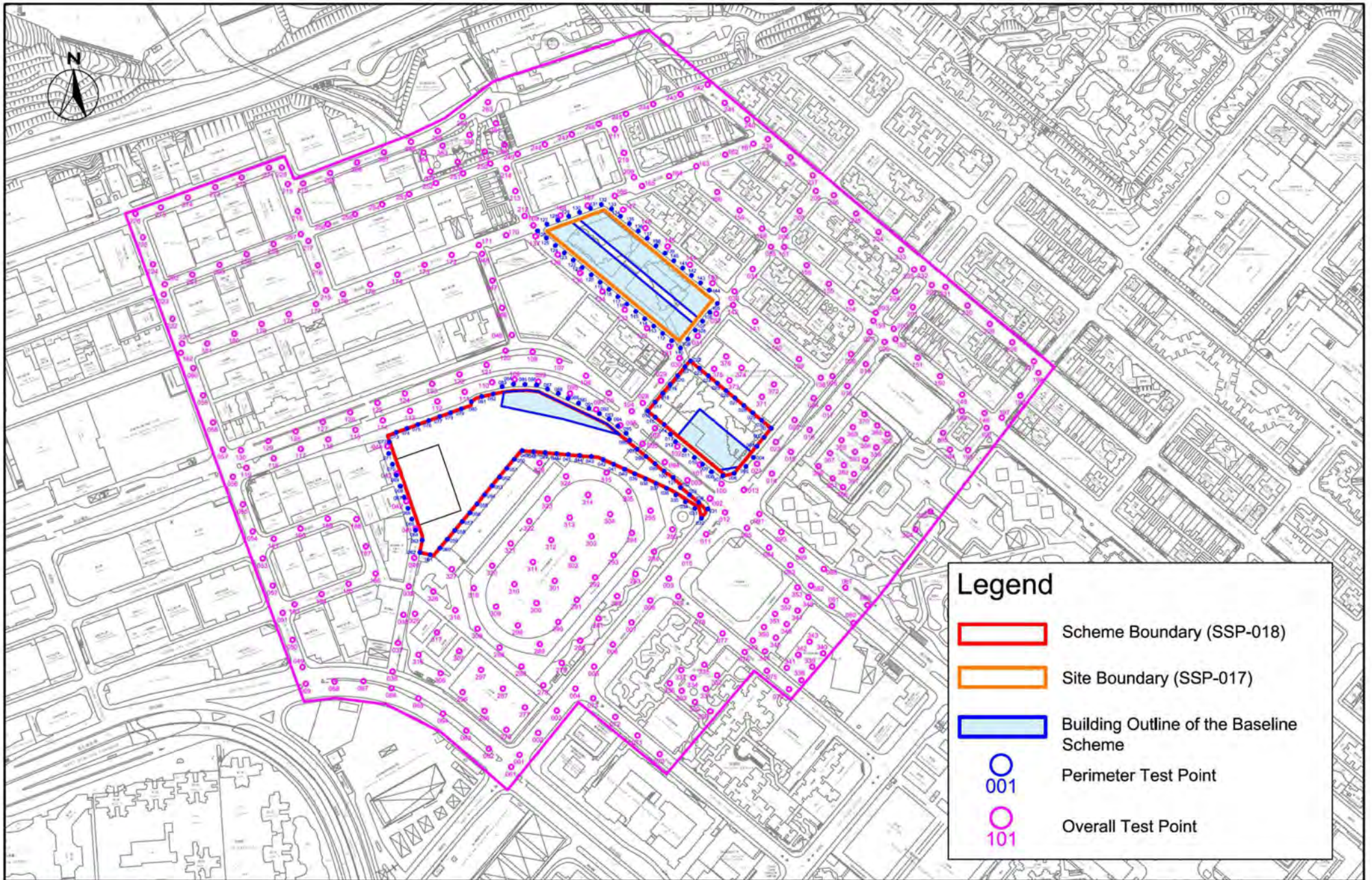
Legend

- Scheme Boundary (Scheme SSP-018)
- Site Boundary (Scheme SSP-017)
- Boundary of Assessment Area
- Boundary of Surrounding Area

SCALE	1:5000 @ A3	DATE	MAY 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	3-1
		REV	-



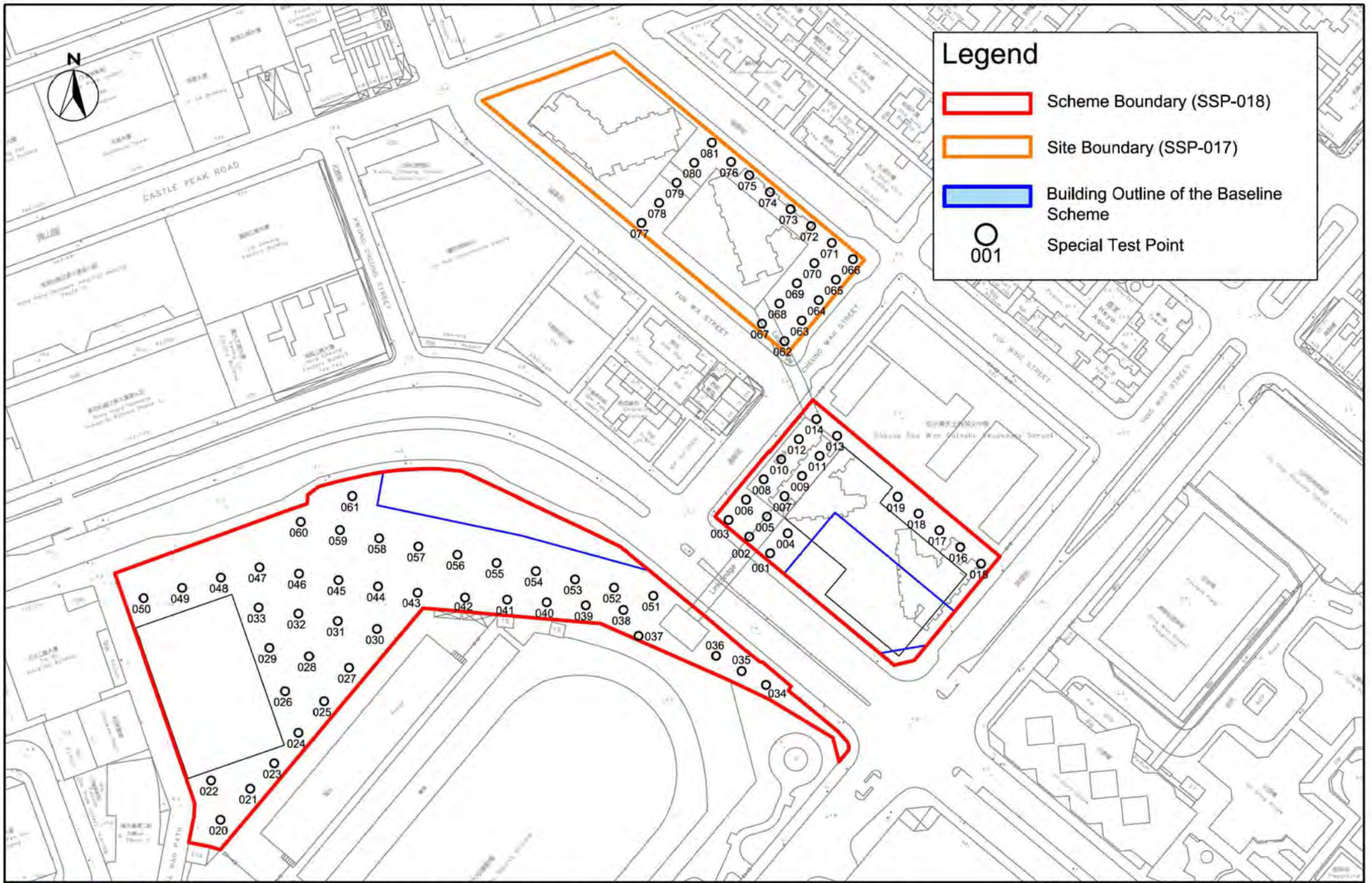
SCALE	1:1300 @ A3	DATE	JUN 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2b
		REV	-



Legend

- Scheme Boundary (SSP-018)
- Site Boundary (SSP-017)
- Building Outline of the Baseline Scheme
- 001 Perimeter Test Point
- 101 Overall Test Point

SCALE	1:3000 @ A3	DATE	JUN 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-3
		REV	-



Legend

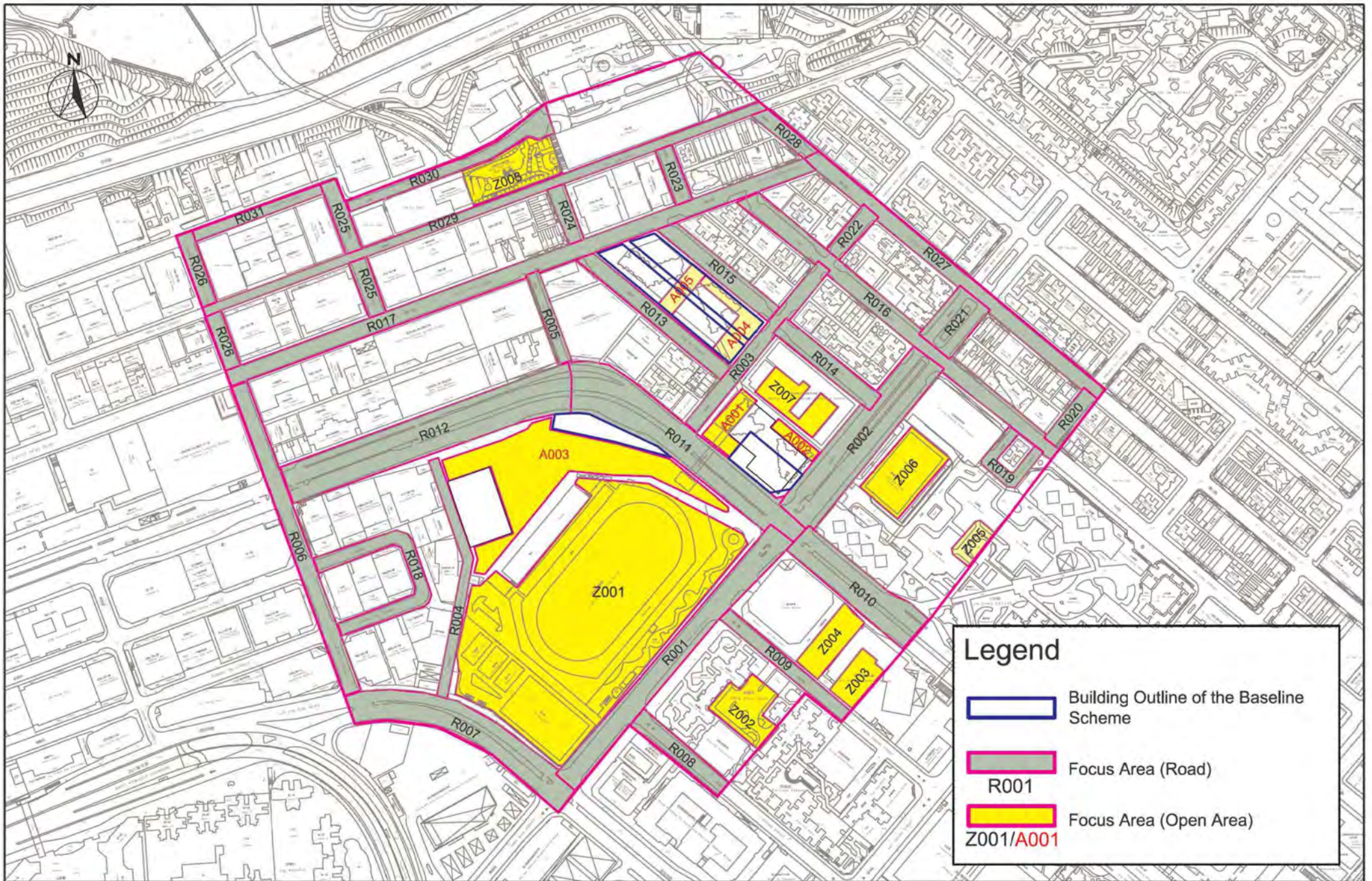
- Scheme Boundary (SSP-018)
- Site Boundary (SSP-017)
- Building Outline of the Baseline Scheme
- Special Test Point



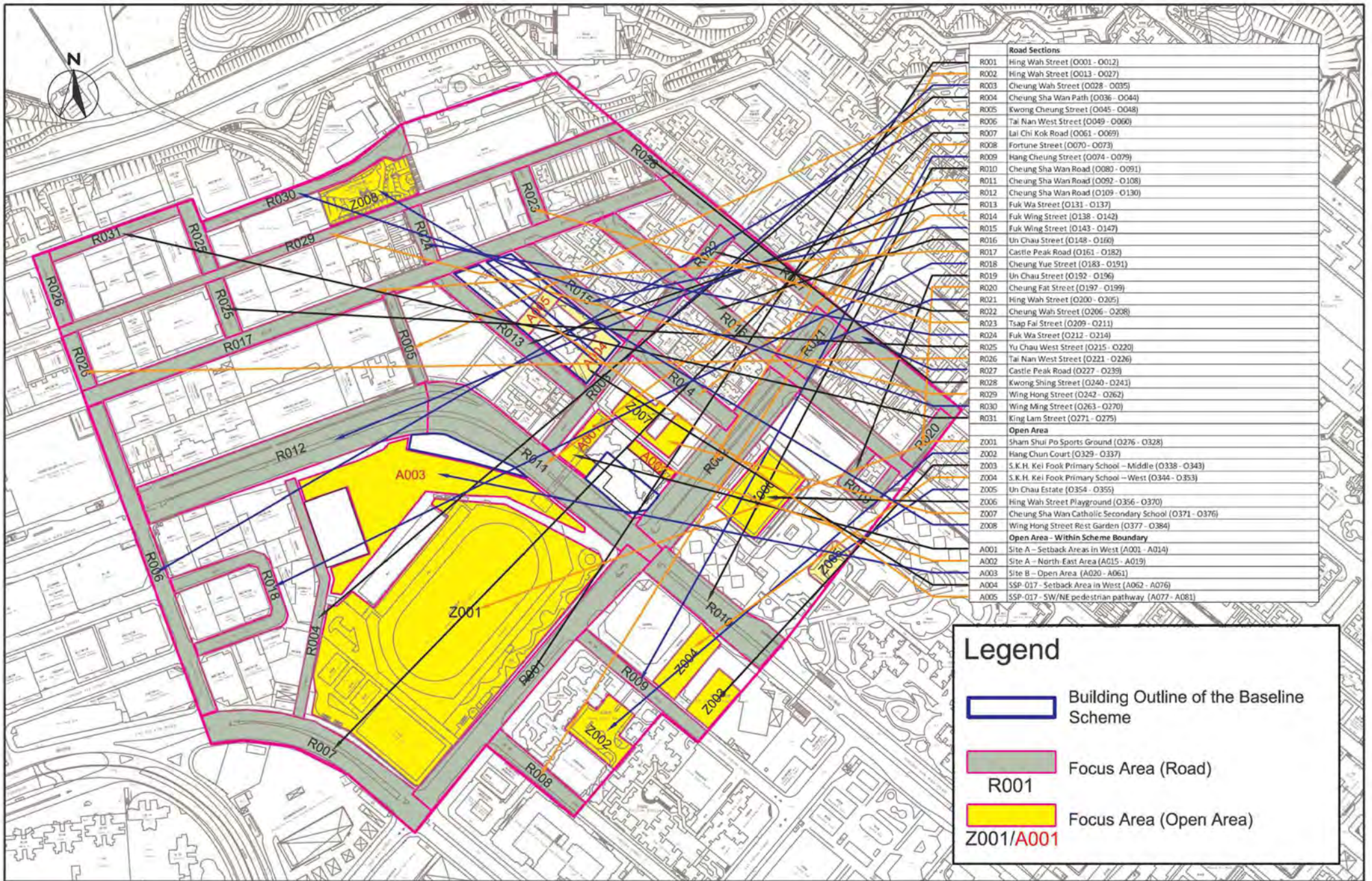
Urban Renewal Authority Development Scheme Cheung Sha Wan Road / Cheung Wah Street (SSP-018)

Special Test Point

SCALE	1:1000 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-4
		REV	-






SCALE	1:3000 @ A3	DATE	Sept 2021	
CHECK	KC	DRAWN	CC	
JOB NO.	IA19021-SSPAA1	DRAWING No.	3-5a	REV
				-

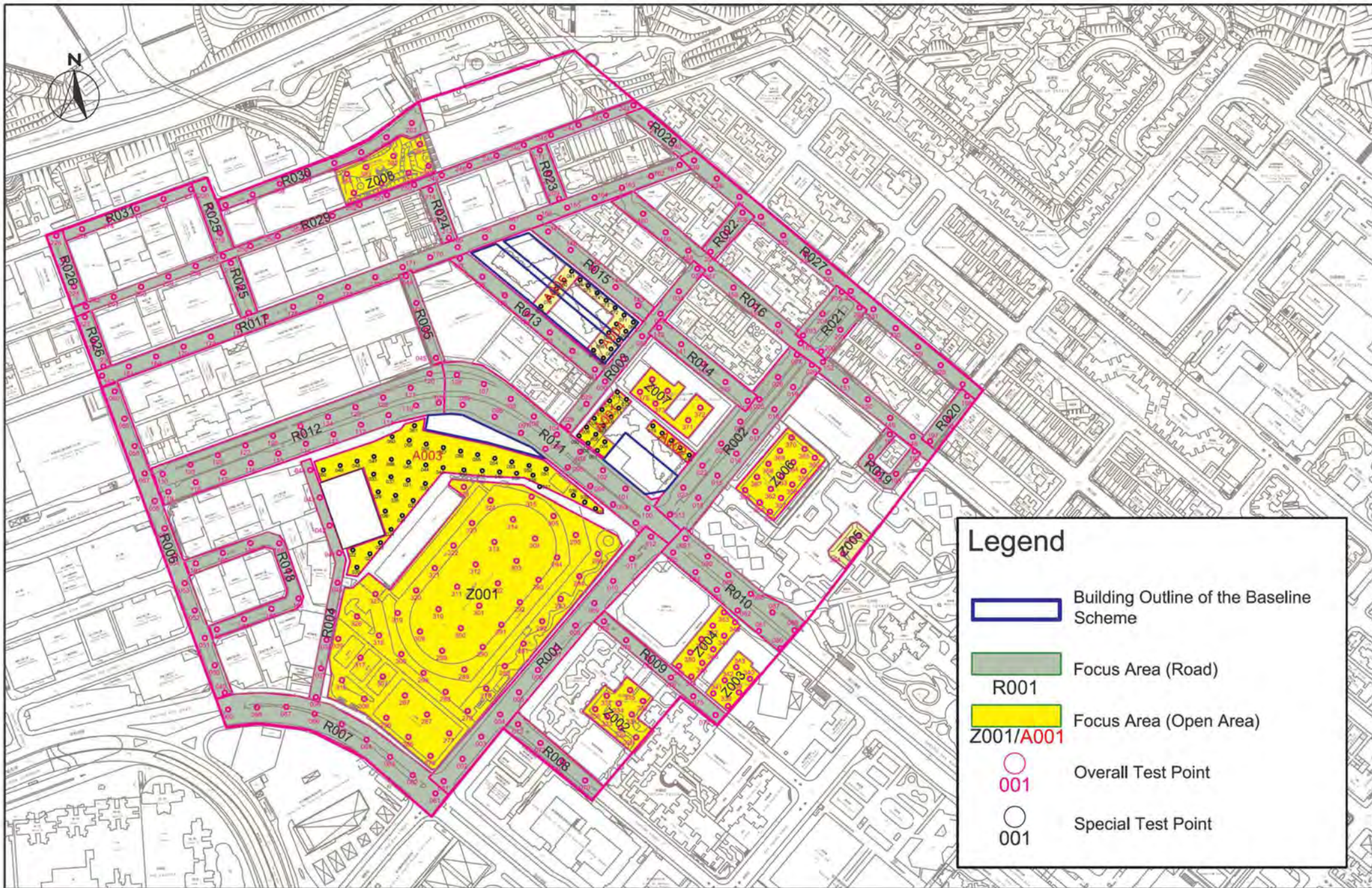


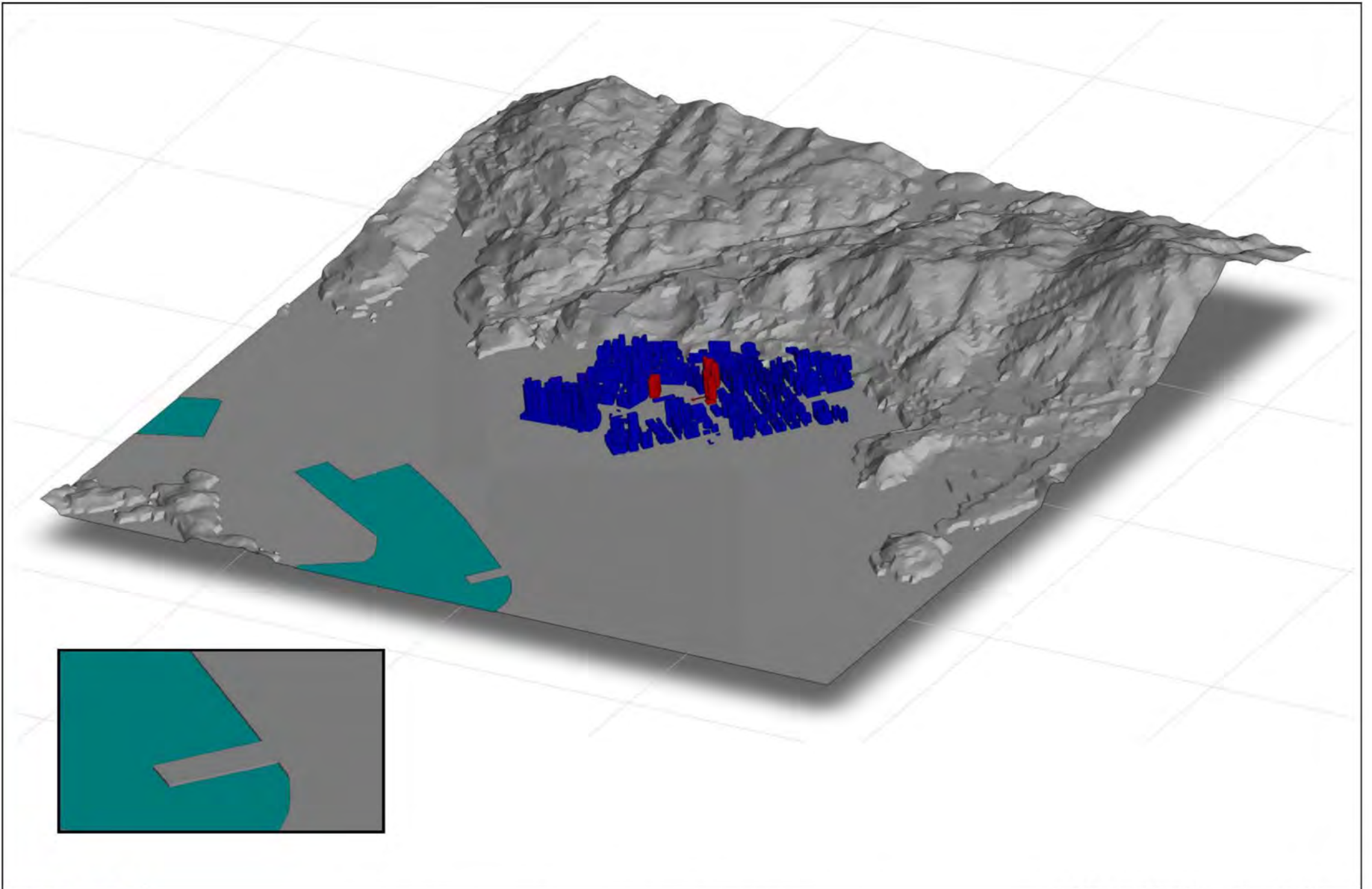
Road Sections	
R001	Hing Wah Street (O001 - O012)
R002	Hing Wah Street (O013 - O027)
R003	Cheung Wah Street (O028 - O035)
R004	Cheung Sha Wan Path (O036 - O044)
R005	Kwong Cheung Street (O045 - O048)
R006	Tai Nan West Street (O049 - O060)
R007	Lai Chi Kok Road (O061 - O069)
R008	Fortune Street (O070 - O073)
R009	Hang Cheung Street (O074 - O079)
R010	Cheung Sha Wan Road (O080 - O091)
R011	Cheung Sha Wan Road (O092 - O108)
R012	Cheung Sha Wan Road (O109 - O130)
R013	Fuk Wa Street (O131 - O137)
R014	Fuk Wing Street (O138 - O142)
R015	Fuk Wing Street (O143 - O147)
R016	Un Chau Street (O148 - O160)
R017	Castle Peak Road (O161 - O182)
R018	Cheung Yue Street (O183 - O191)
R019	Un Chau Street (O192 - O196)
R020	Cheung Fat Street (O197 - O199)
R021	Hing Wah Street (O200 - O205)
R022	Cheung Wah Street (O206 - O208)
R023	Tsap Fai Street (O209 - O211)
R024	Fuk Wa Street (O212 - O214)
R025	Yu Chau West Street (O215 - O220)
R026	Tai Nan West Street (O221 - O226)
R027	Castle Peak Road (O227 - O239)
R028	Kwong Shing Street (O240 - O241)
R029	Wing Hong Street (O242 - O262)
R030	Wing Ming Street (O263 - O270)
R031	King Lam Street (O271 - O275)
Open Area	
Z001	Sham Shui Po Sports Ground (O276 - O328)
Z002	Hang Chun Court (O329 - O337)
Z003	S.K.H. Kei Fook Primary School - Middle (O338 - O343)
Z004	S.K.H. Kei Fook Primary School - West (O344 - O353)
Z005	Un Chau Estate (O354 - O355)
Z006	Hing Wah Street Playground (O356 - O370)
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)
Z008	Wing Hong Street Rest Garden (O377 - O384)
Open Area - Within Scheme Boundary	
A001	Site A - Setback Areas in West (A001 - A014)
A002	Site A - North East Area (A015 - A019)
A003	Site B - Open Area (A020 - A061)
A004	SSP-017 - Setback Area in West (A062 - A076)
A005	SSP-017 - SW/NE pedestrian pathway (A077 - A081)

Legend

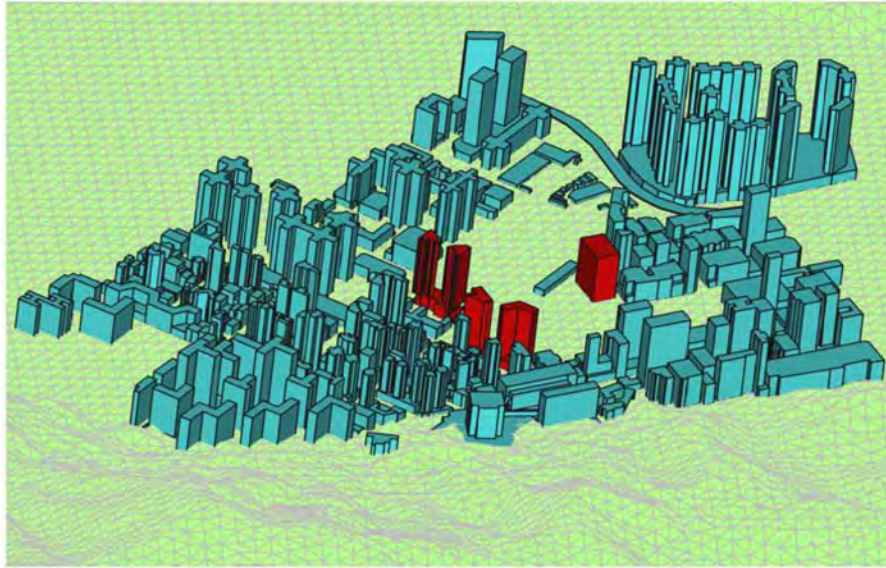
-  Building Outline of the Baseline Scheme
-  Focus Area (Road)
-  Focus Area (Open Area)
- Z001/A001**

SCALE	1:3000 @ A3	DATE	Sept 2021
CHECK	KC	DRAWN	CC
JOB NO.	IA19021-SSPAA1	DRAWING NO.	3-5b
		REV	-

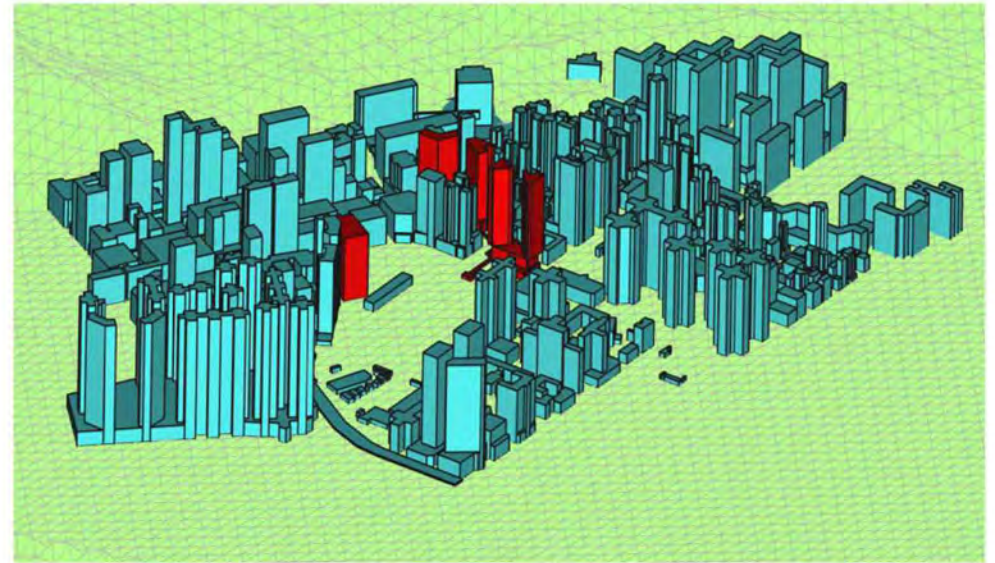




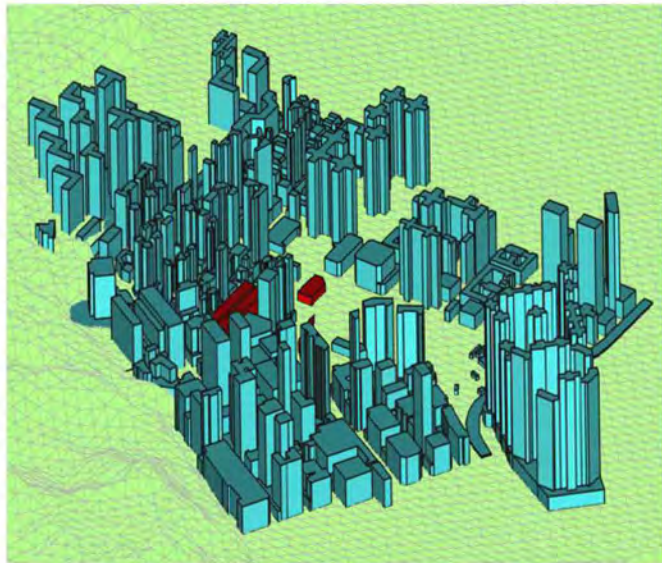
SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	A9021/KC-AA1-01	FIGURE NO.	3-6a
		REV.	-



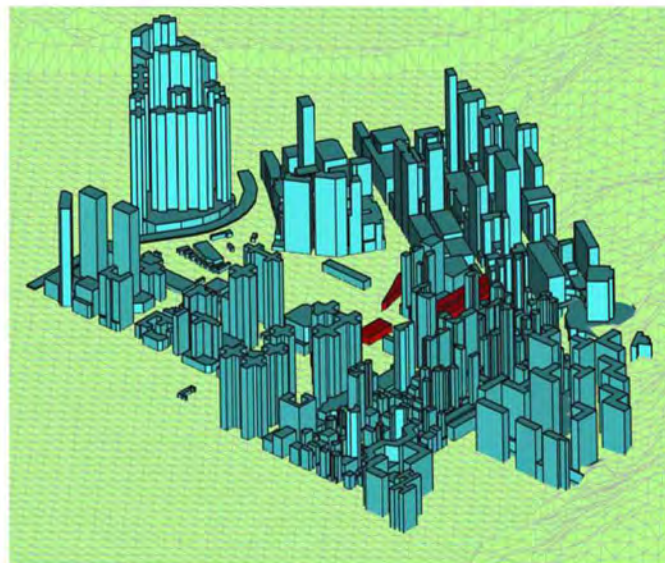
View from North



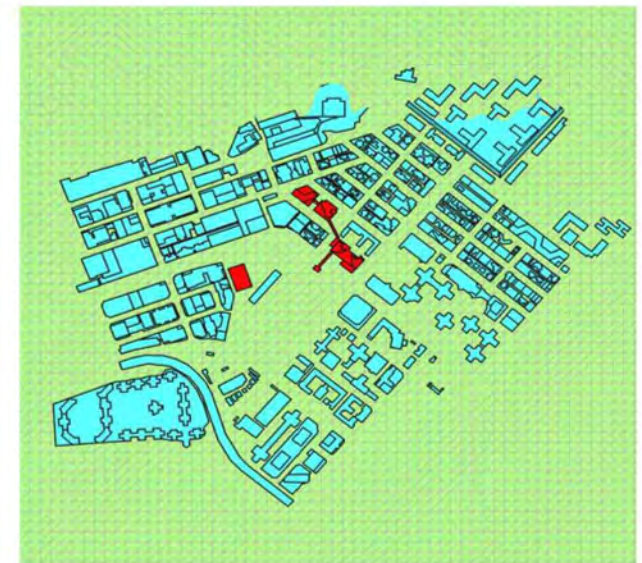
View from South



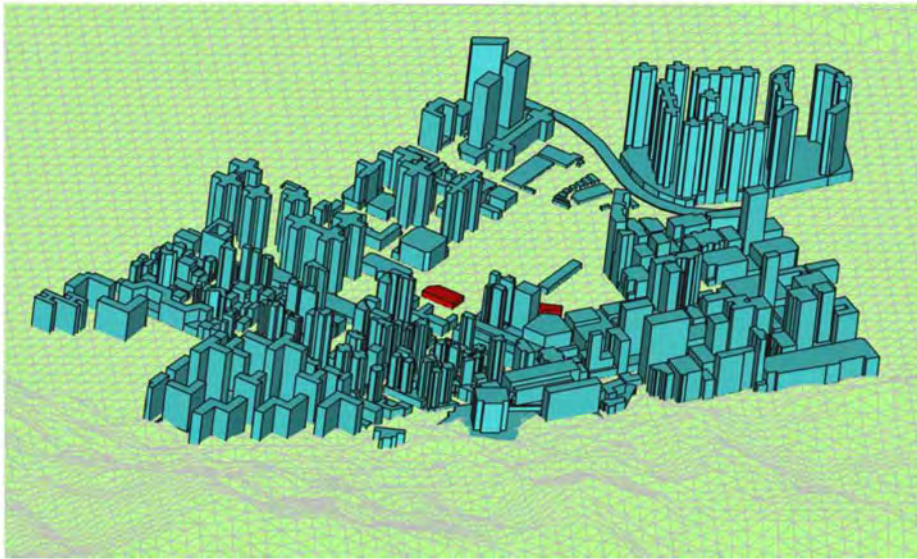
View from West



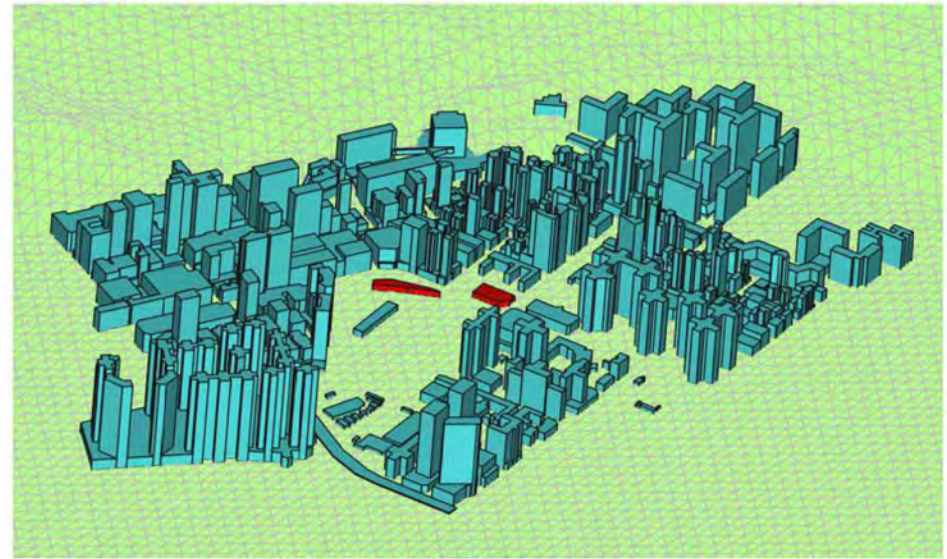
View from East



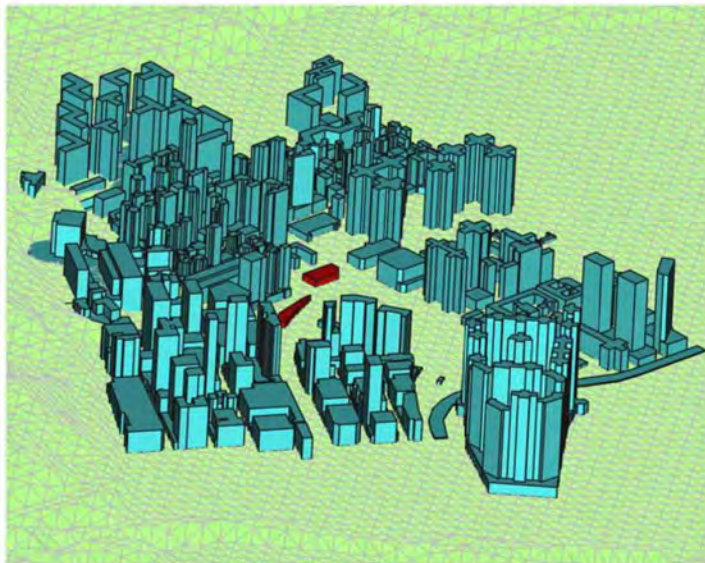
Top View



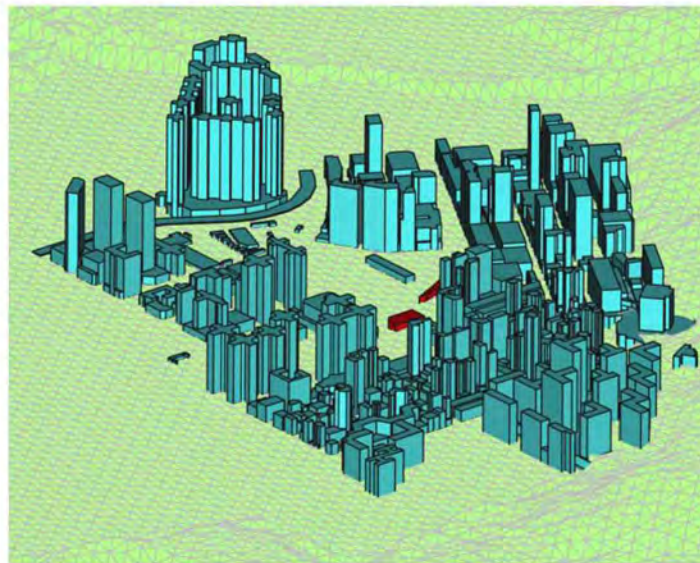
View from North



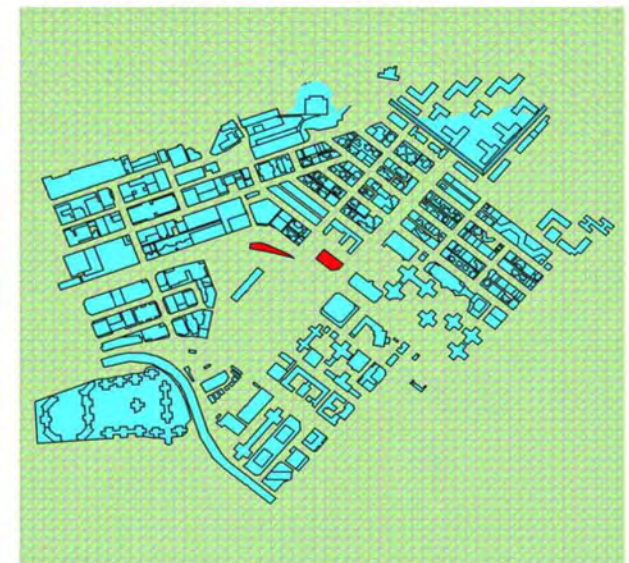
View from South



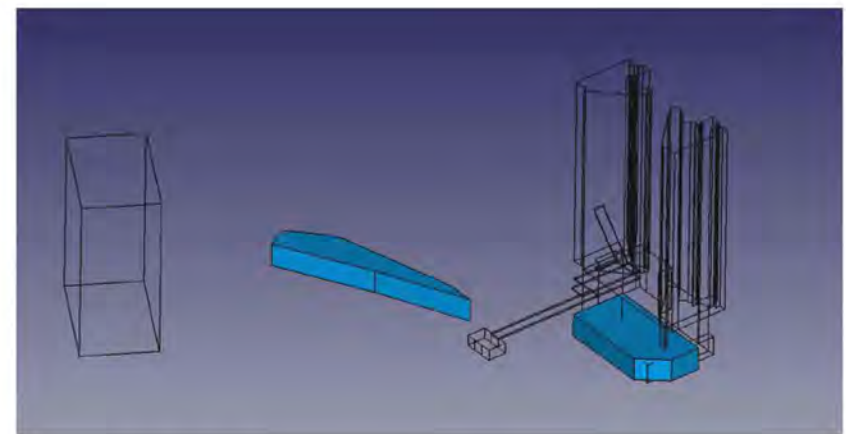
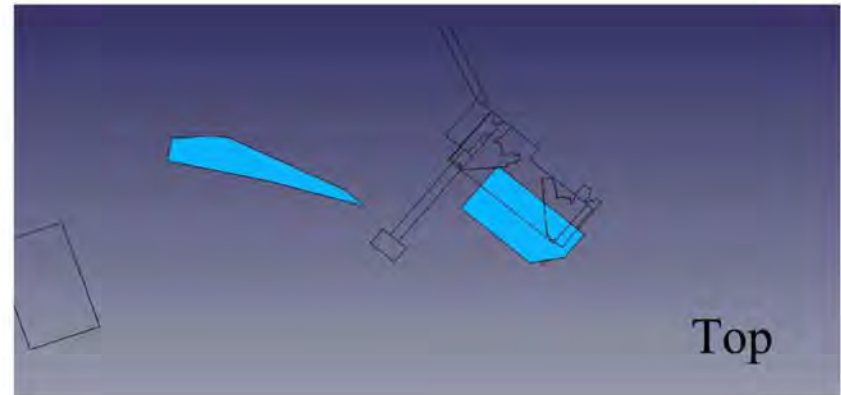
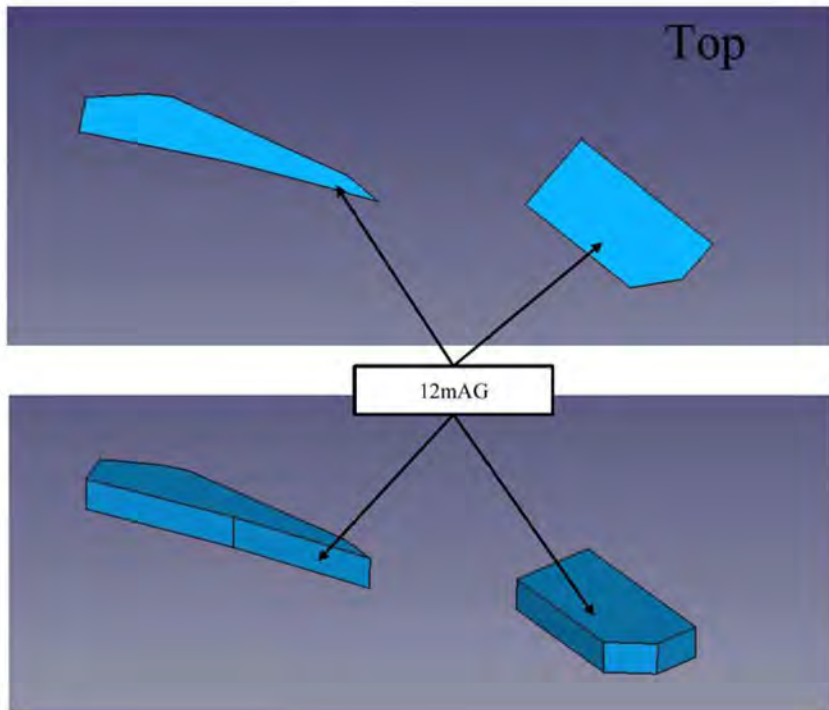
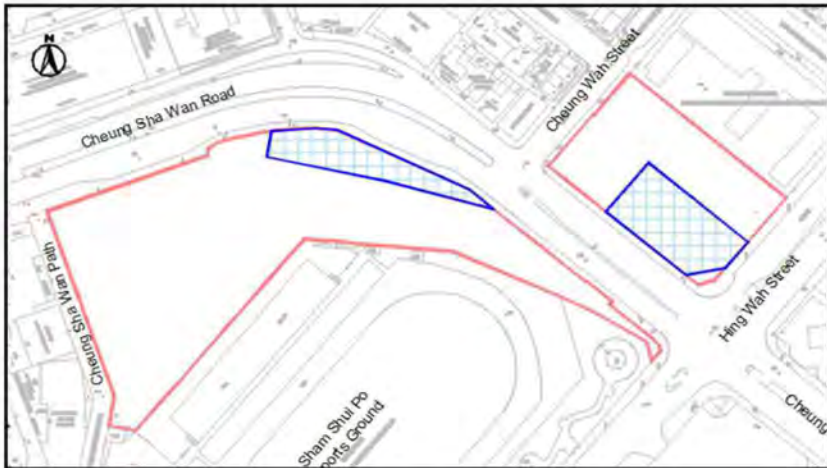
View from West



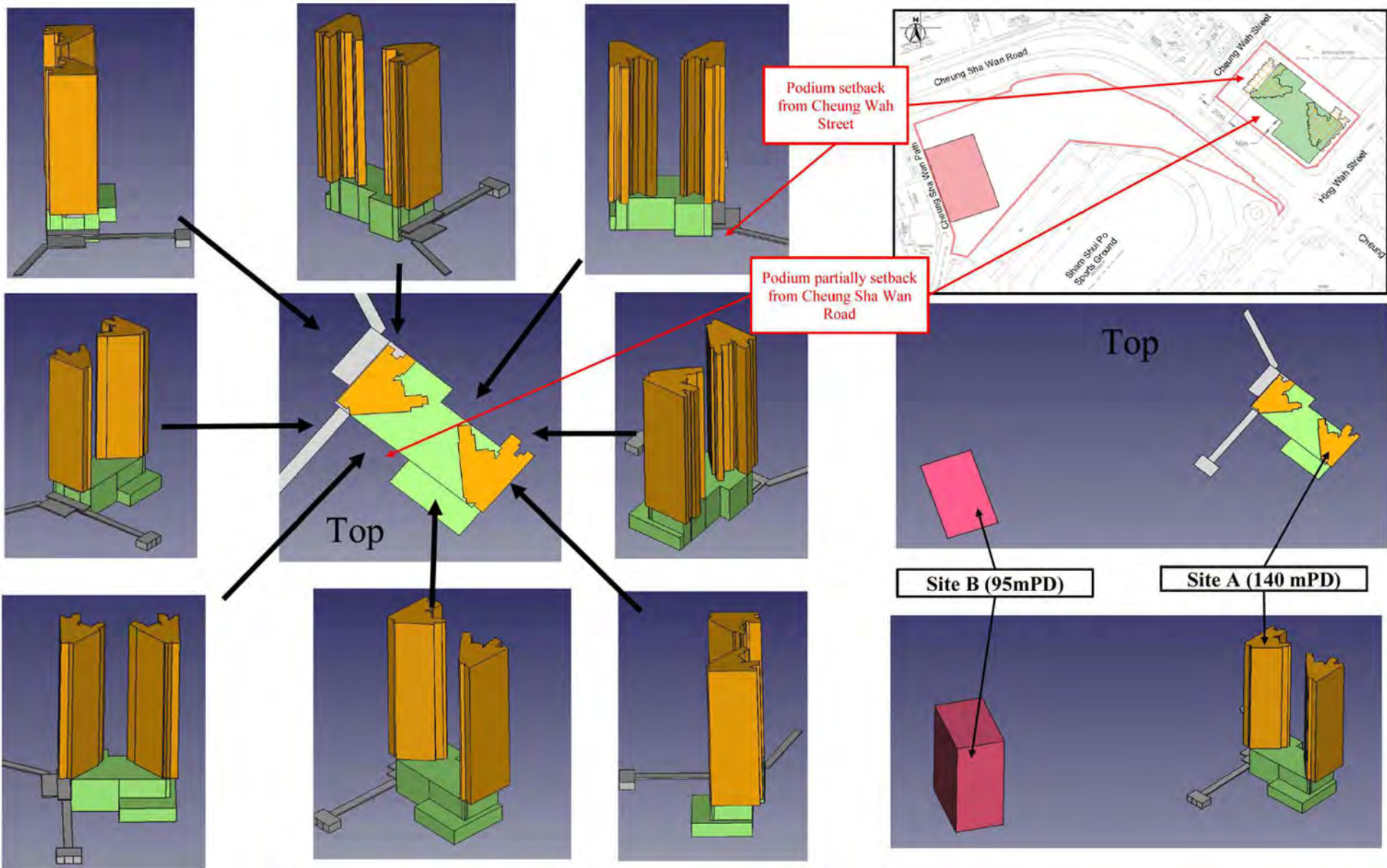
View from East



Top View



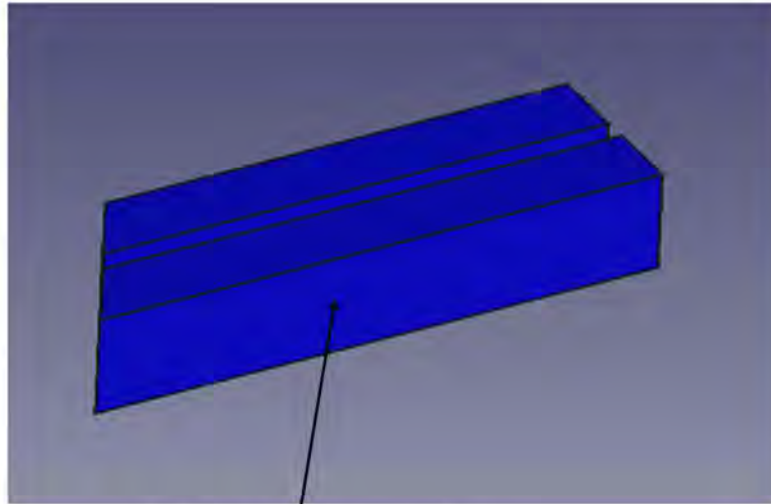
With the Outline of the Proposed Buildings



Site A

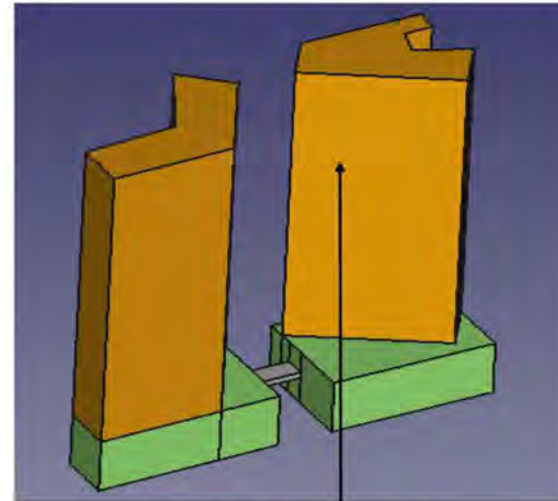
Sites A & B

Baseline Model



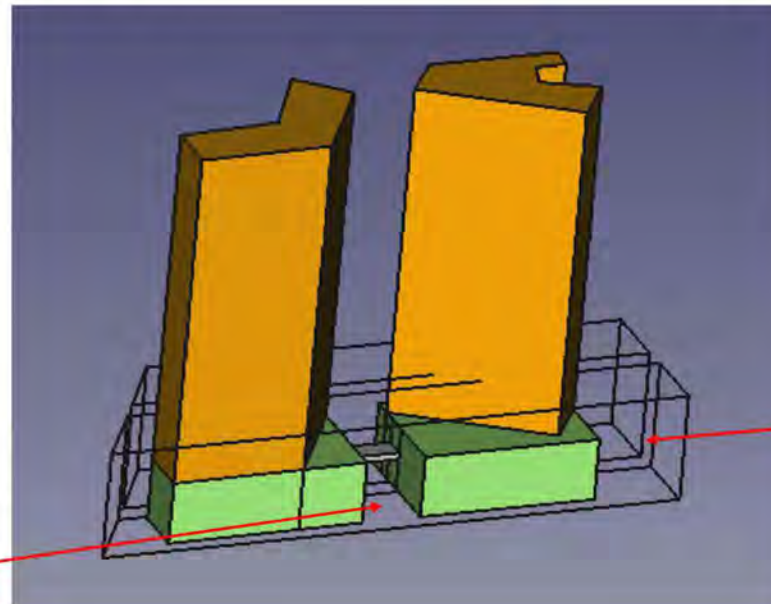
Existing (~30mPD)

Proposed Model



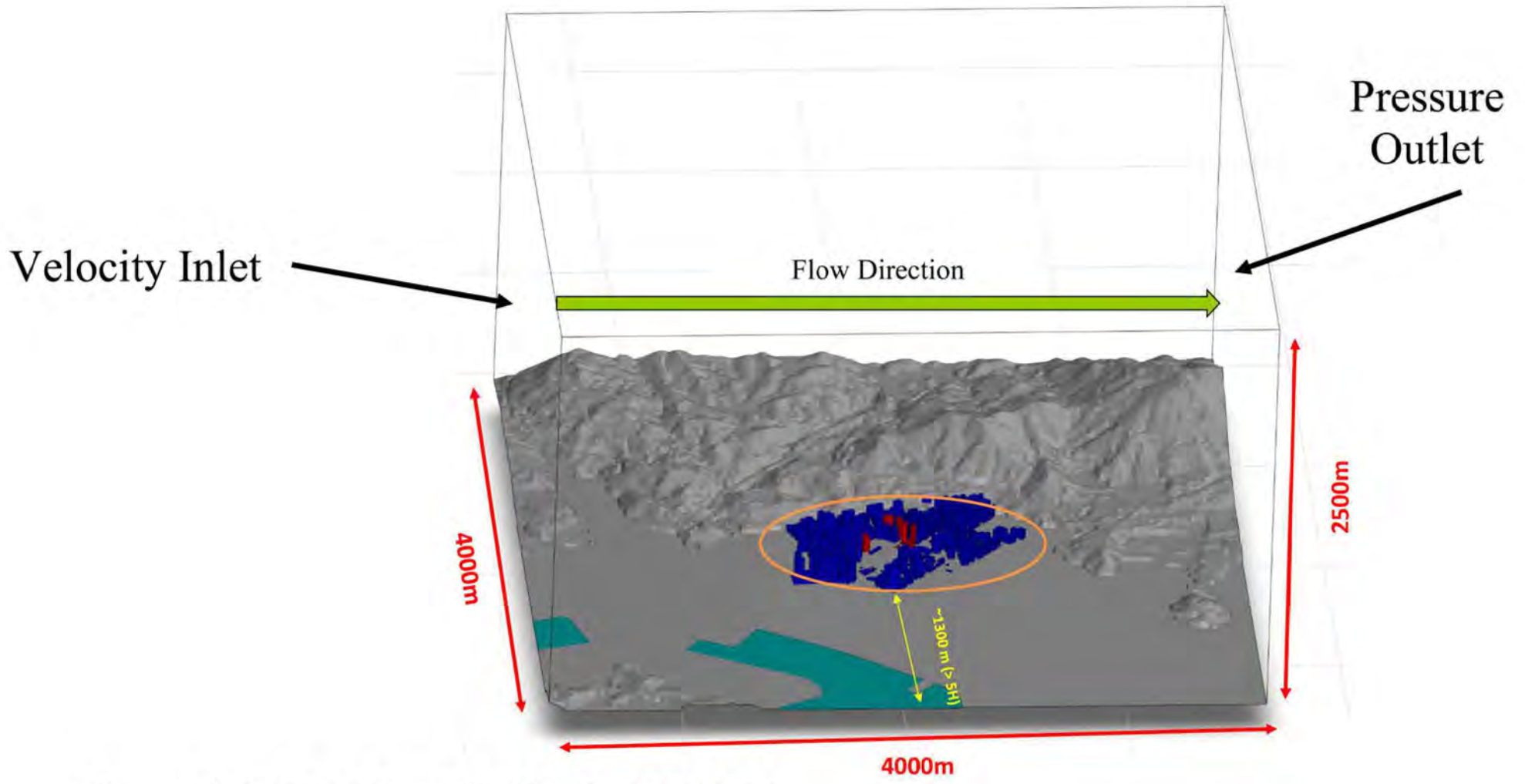
SSP-017 (140 mPD)

Comparison



New 15m SW-NE pedestrian pathway

20m Building Setback

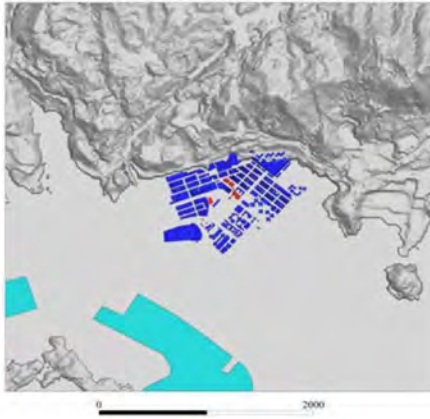


Ground & Building Walls: Solid Wall

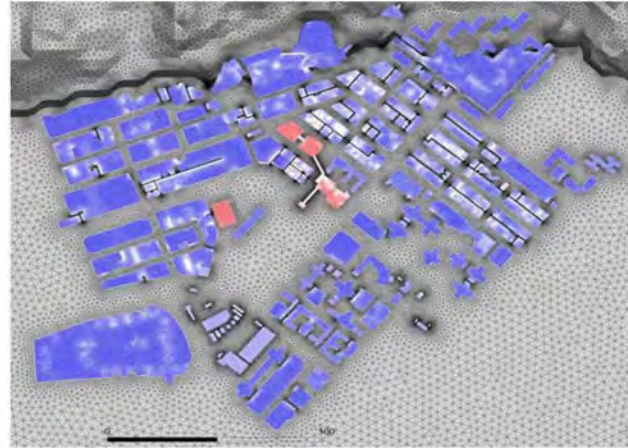
- * Setting for 270 deg Wind is adopted in this example
- # Height of Highest building within Assessment Area, $h = 135 \text{ m}$; $h = 5 \times 135 = 675 \text{ m}$
- ## Height of Highest building in Computation Domin, $H = 180 \text{ m}$; $H = 5 \times 180 = 900 \text{ m}$

SCALE	N.T.S.	DATE	Aug-21
CHECK	KC	DRAWN	CC
JOB NO.	IA9021/SSPAA1	FIGURE NO.	3-8
		REV.	

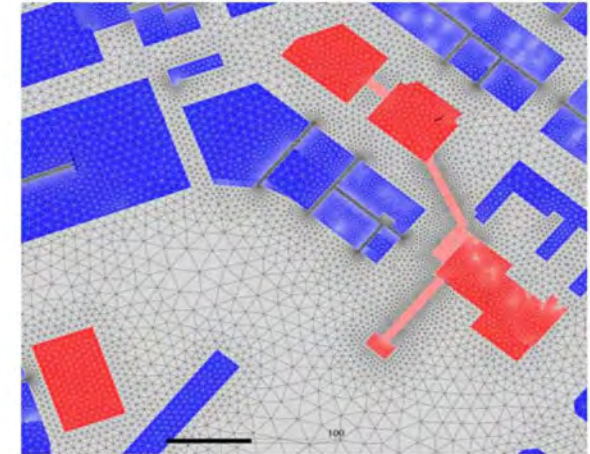
Top (Full View)



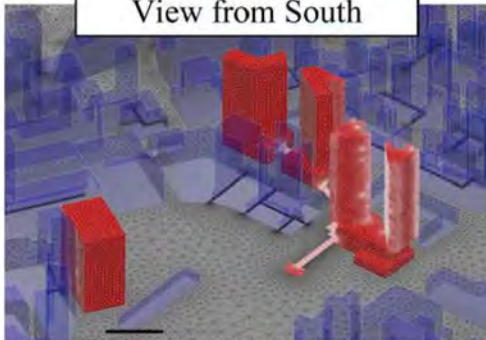
Top (Surrounding Aera)



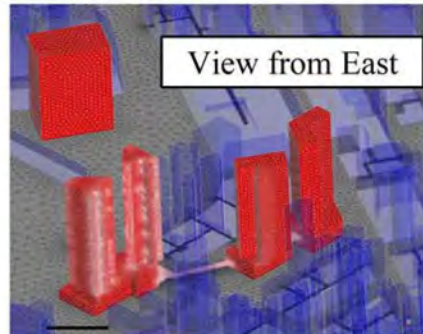
Top (Scheme Aera)



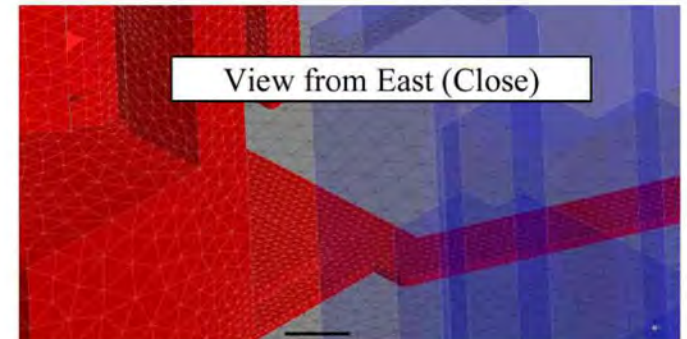
View from South



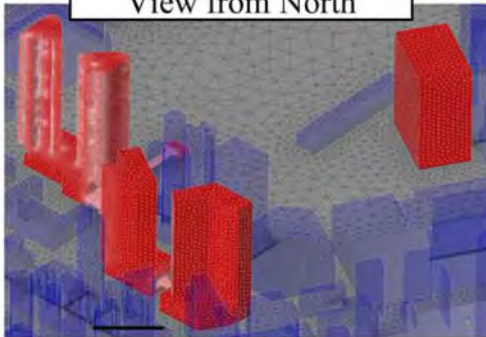
View from East



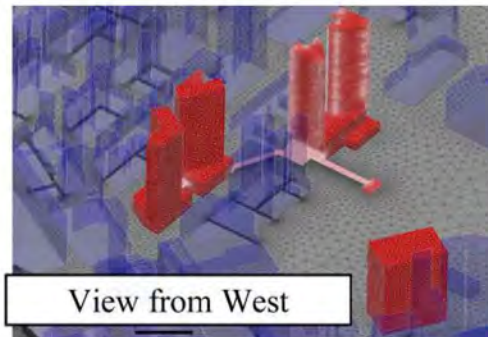
View from East (Close)



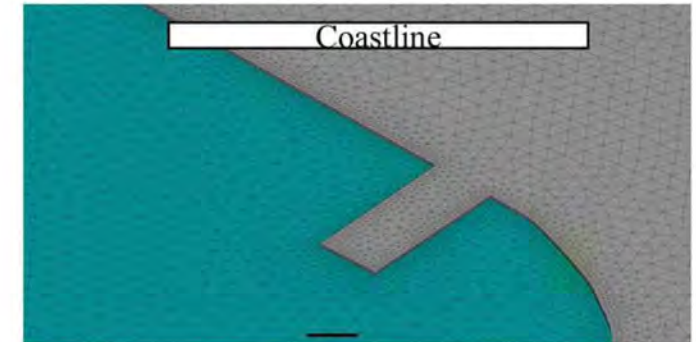
View from North



View from West



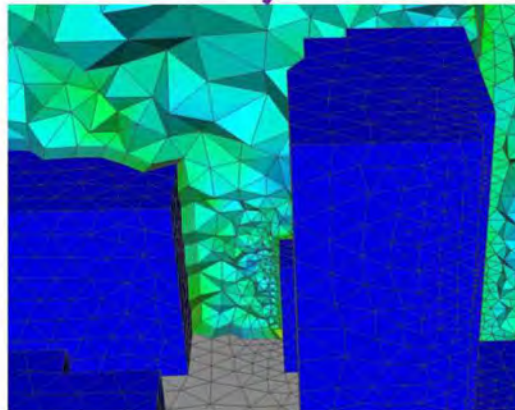
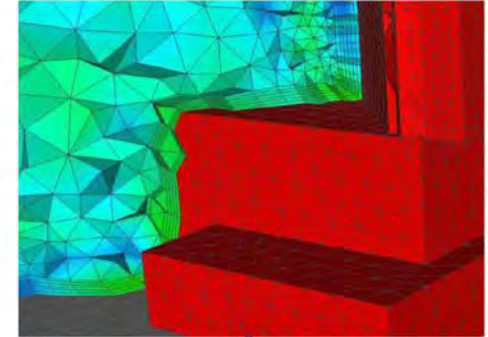
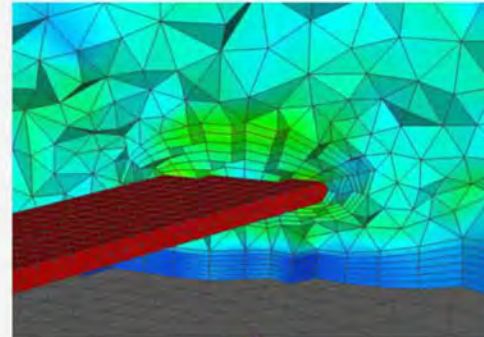
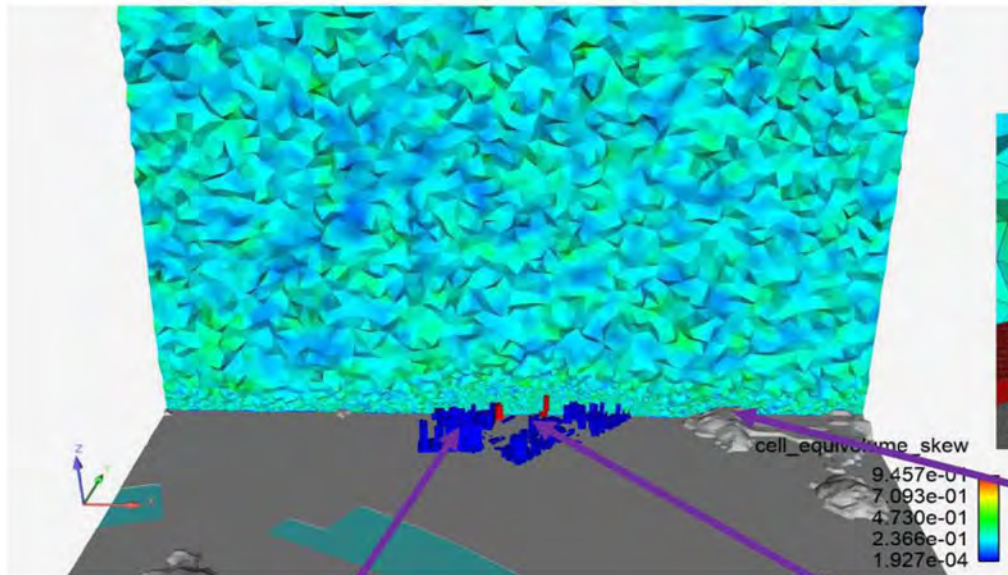
Coastline



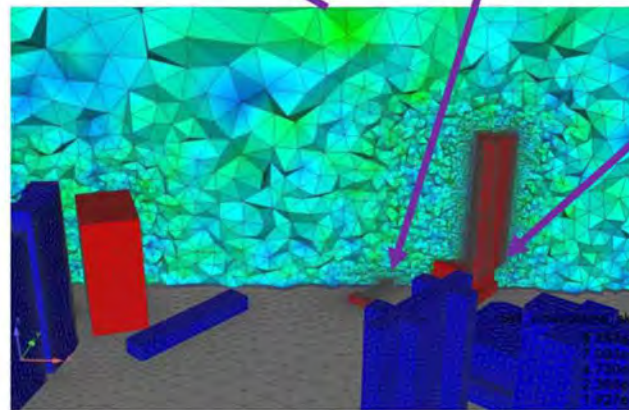
Screen capurted from the Proposed Model

Overview of 3D cells

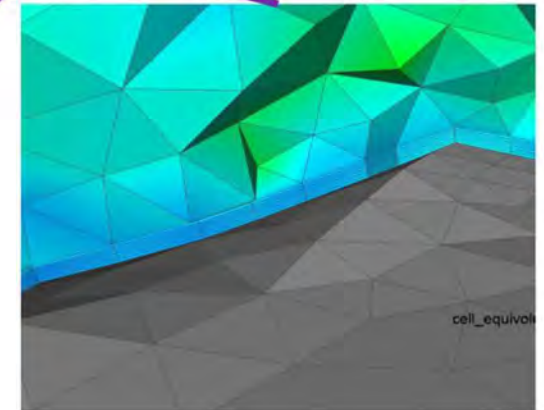
Prism Layers on Ground and Building/Link Bridge (6 layers)



Prism Layers on Ground and building (6 layers)



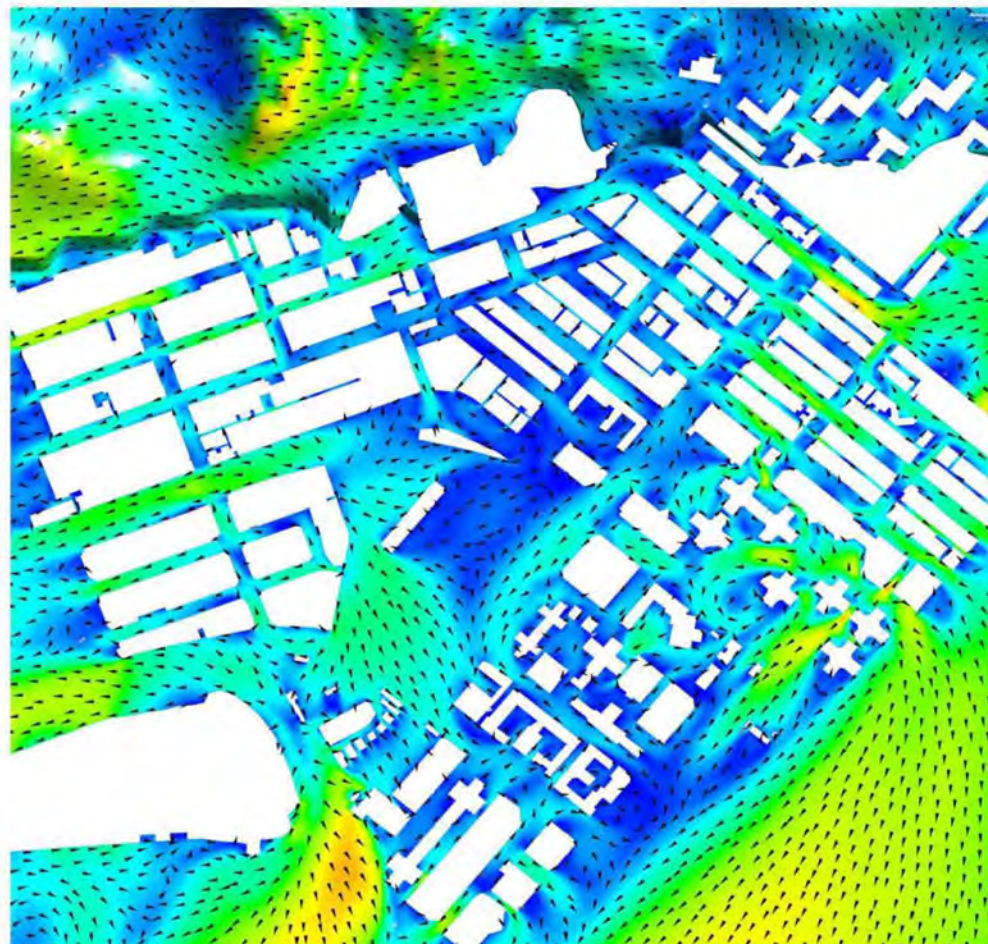
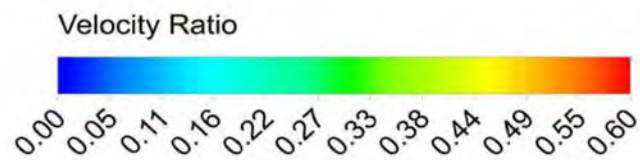
Near the Scheme



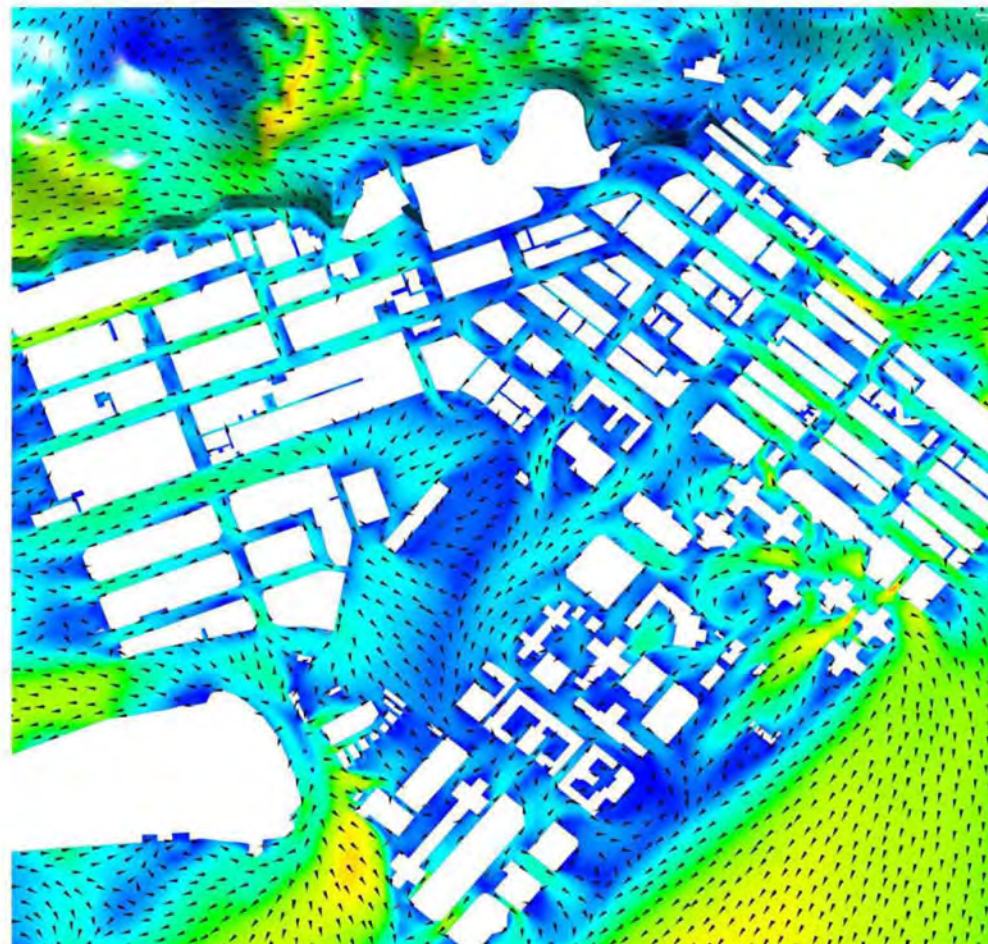
Prism Layers on Ground (6 layers)

Screen captured from the Proposed Model

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA9021SSPAA1	FIGURE NO.	3-10
		REV.	-



Baseline Scheme

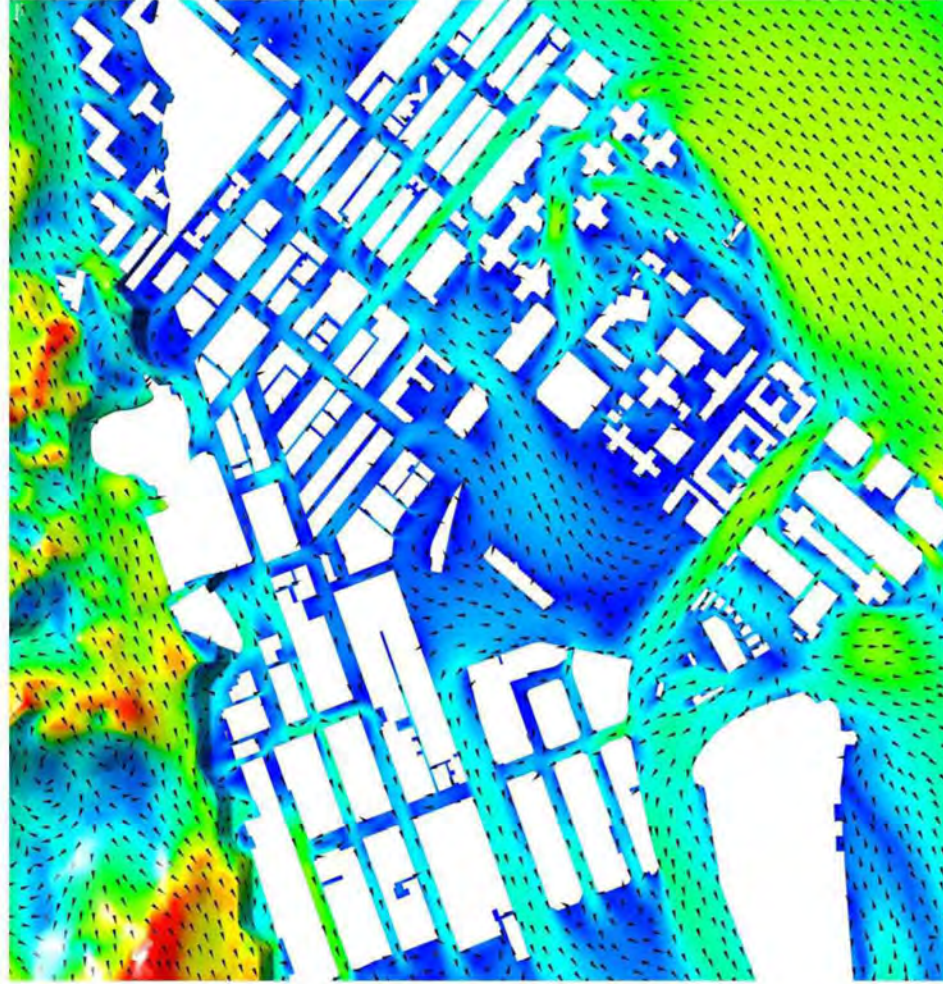


Proposed Scheme

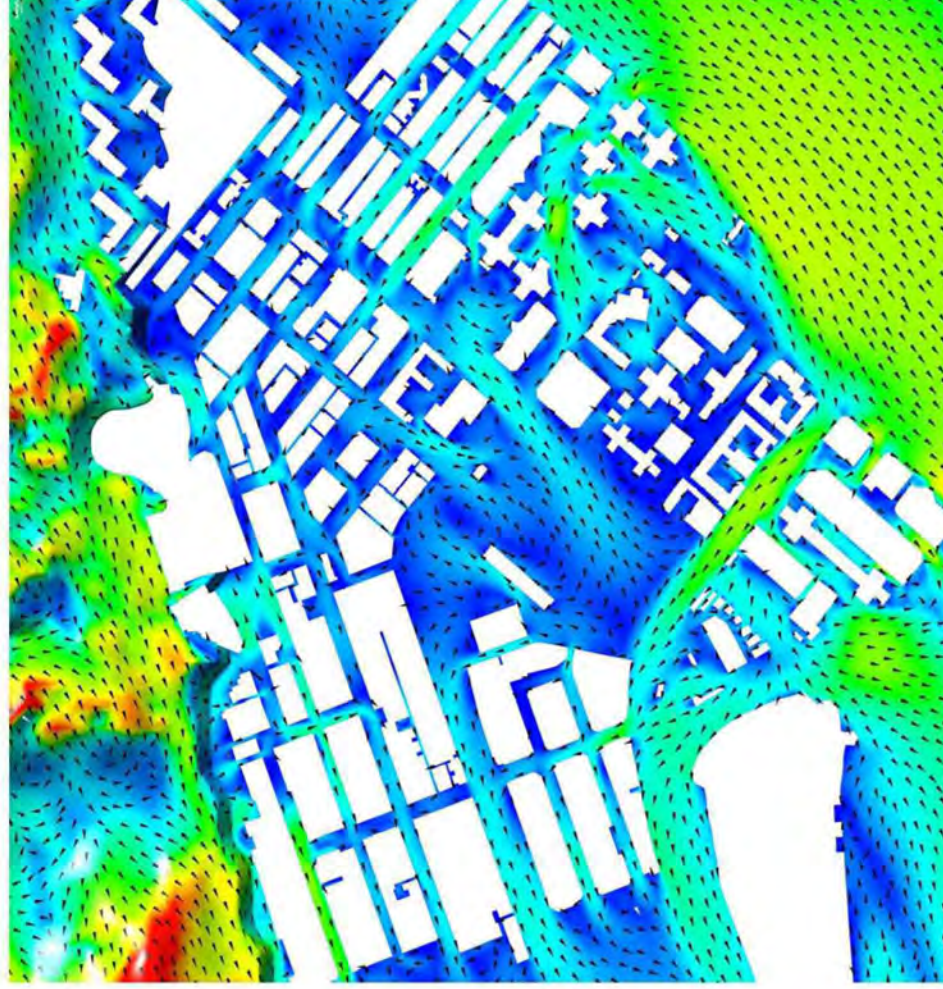
045 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-1a
			REV.
			-

Velocity Ratio



Baseline Scheme

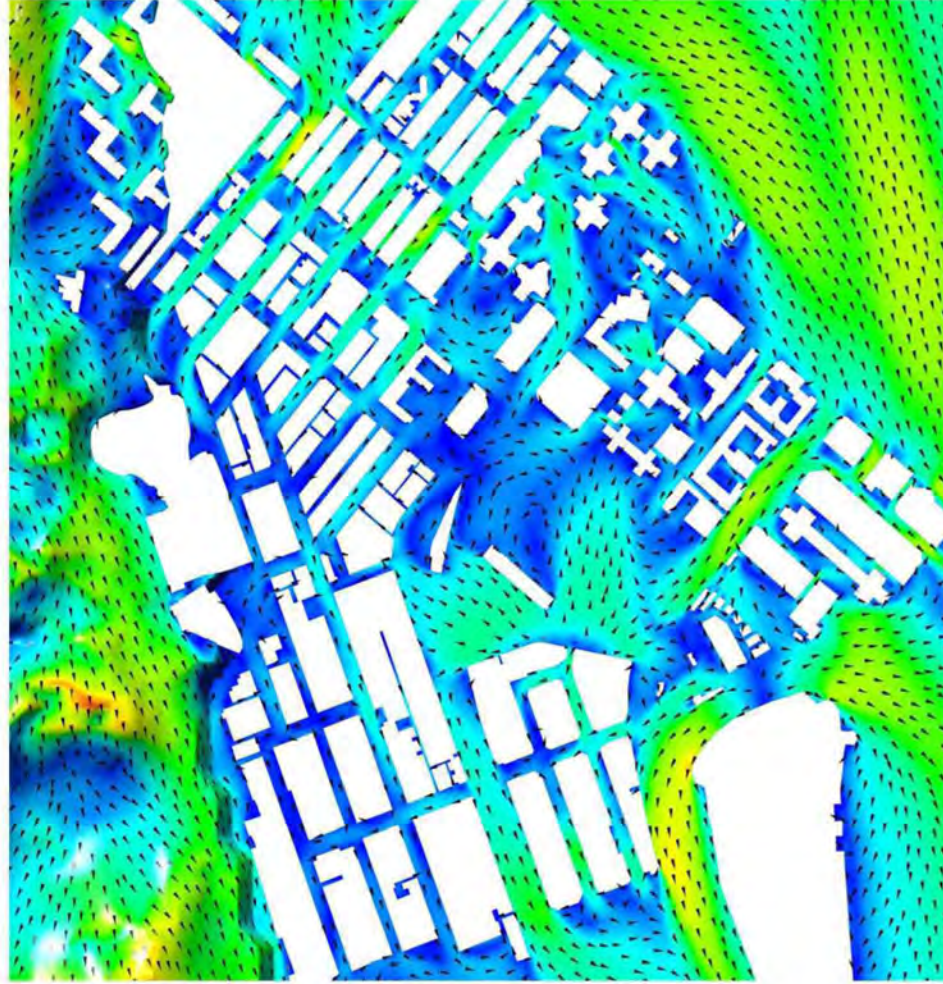


Proposed Scheme

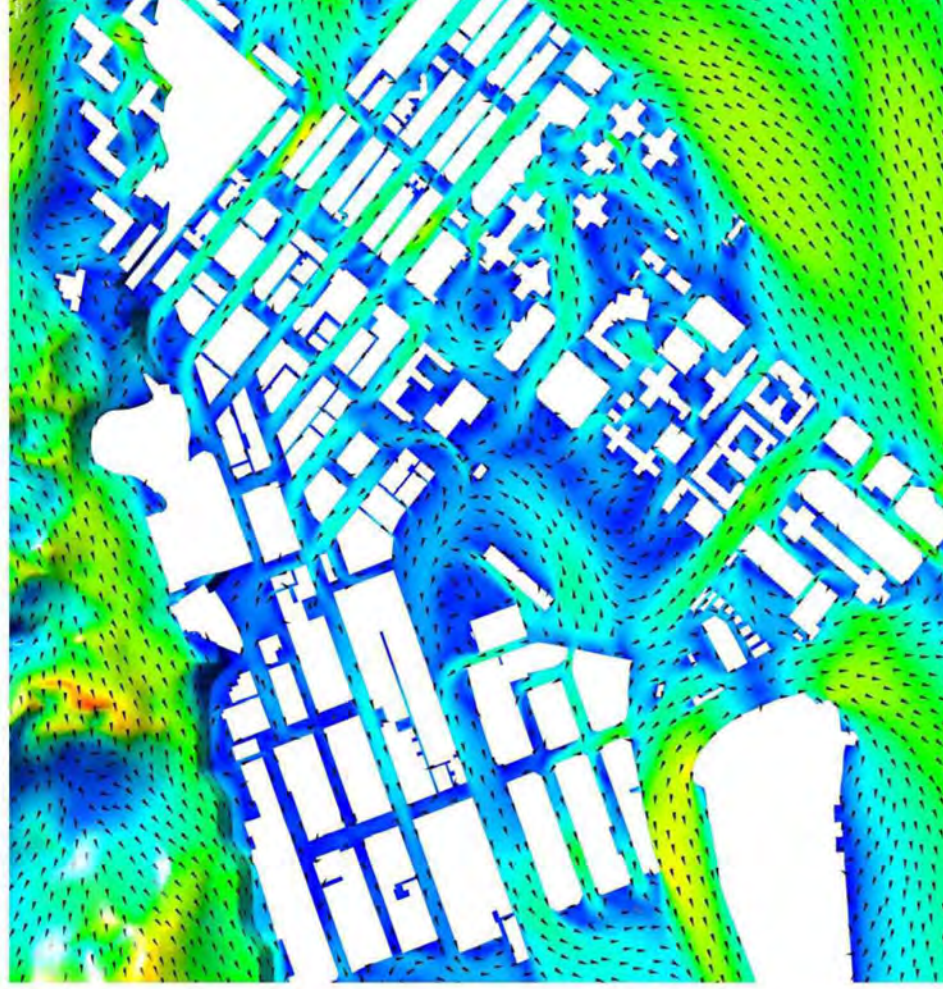
067.5 deg Wind Direction

SCALE	N.T.S.	DATE	Spp-21
CHECK	KC	DRAWN	CC
JOB NO. A1902 SSPAA1	FIGURE NO. 4-1b	REV.	

Velocity Ratio



Baseline Scheme

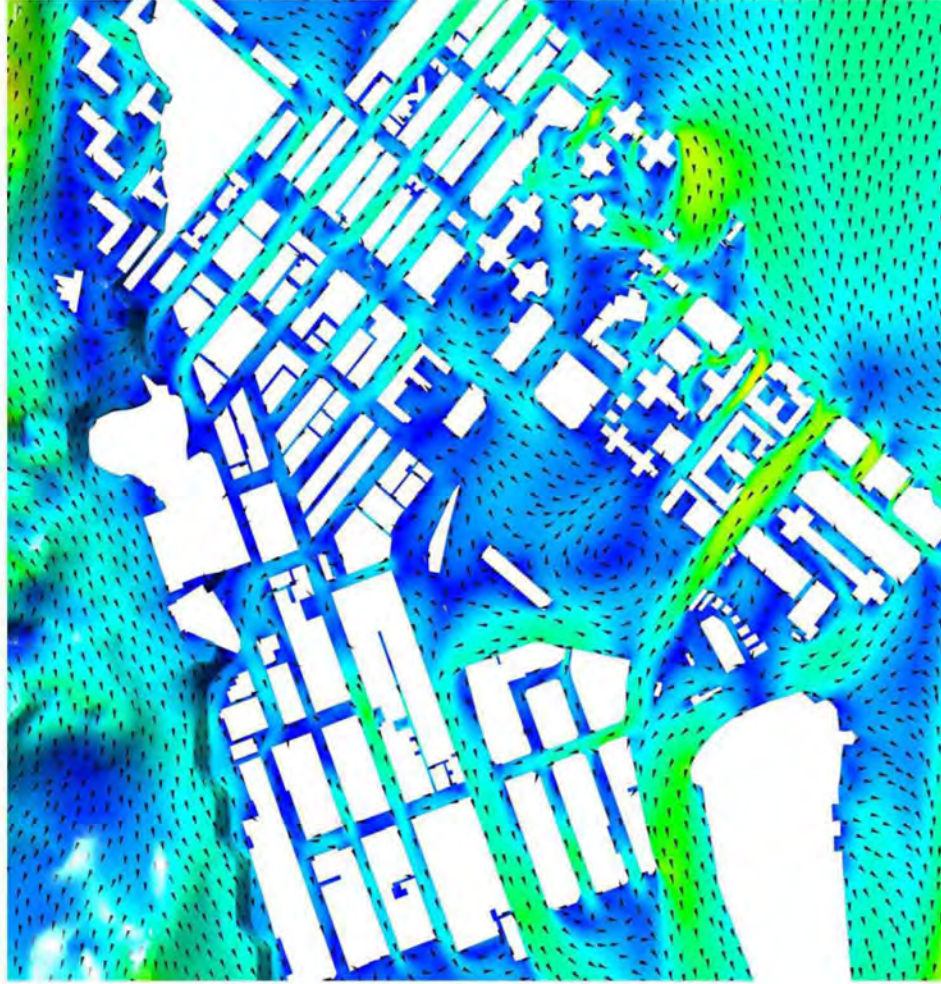


Proposed Scheme

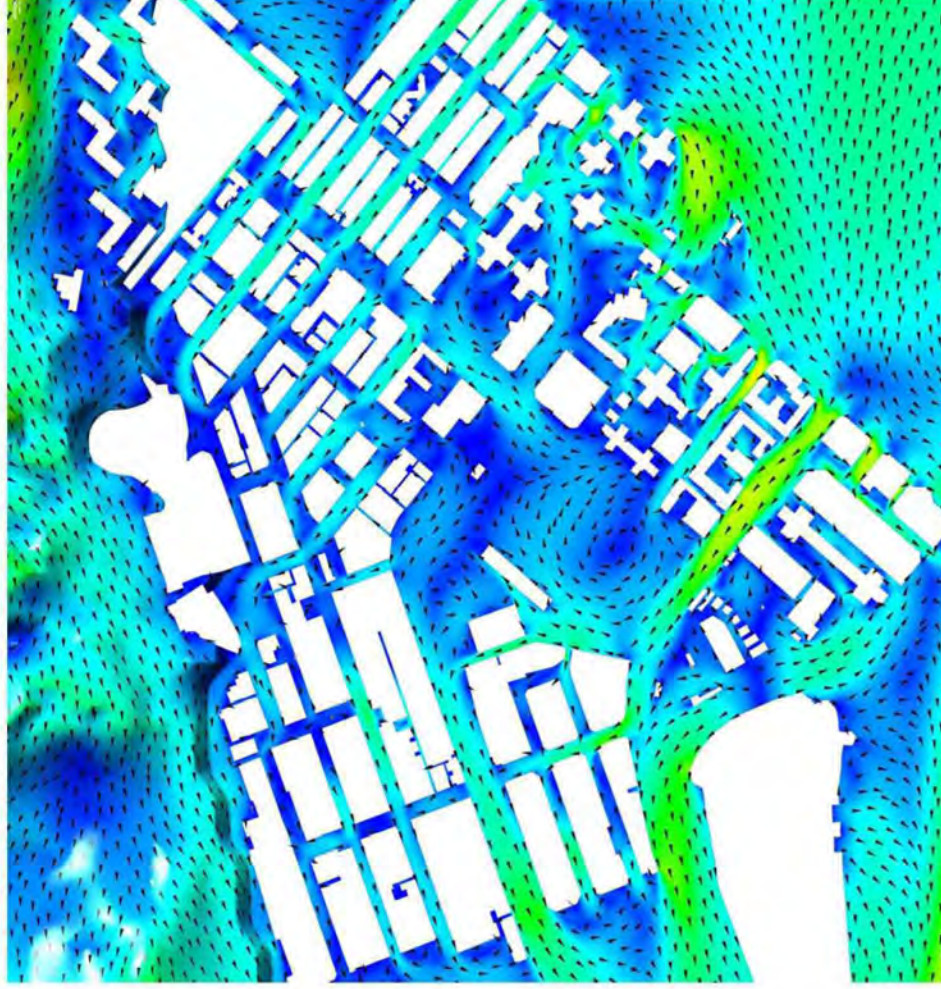
090 deg Wind Direction

SCALE	N.T.S.	DATE	Spp-21
CHECK	KC	DRAWN	CC
JOB NO. A1902/SSPAA1	FIGURE NO. 4-1c	REV.	

Velocity Ratio



Baseline Scheme

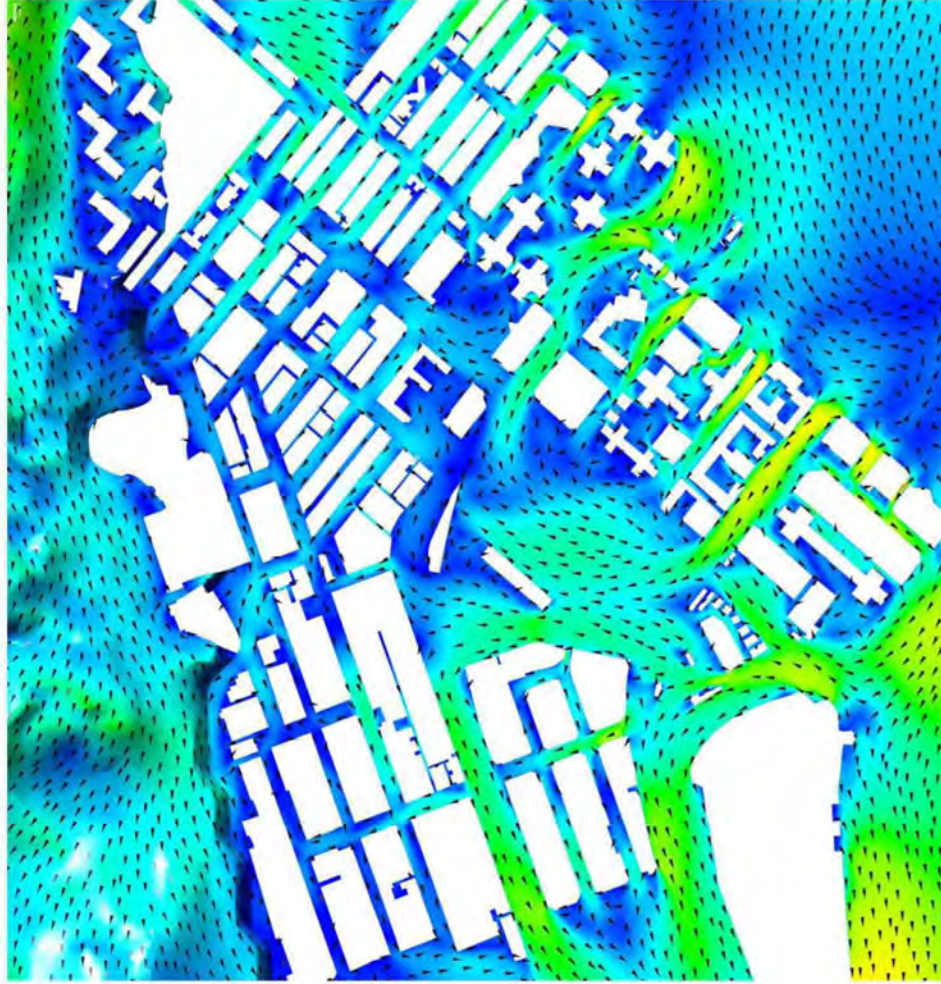
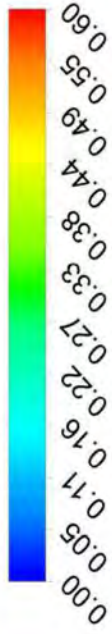


Proposed Scheme

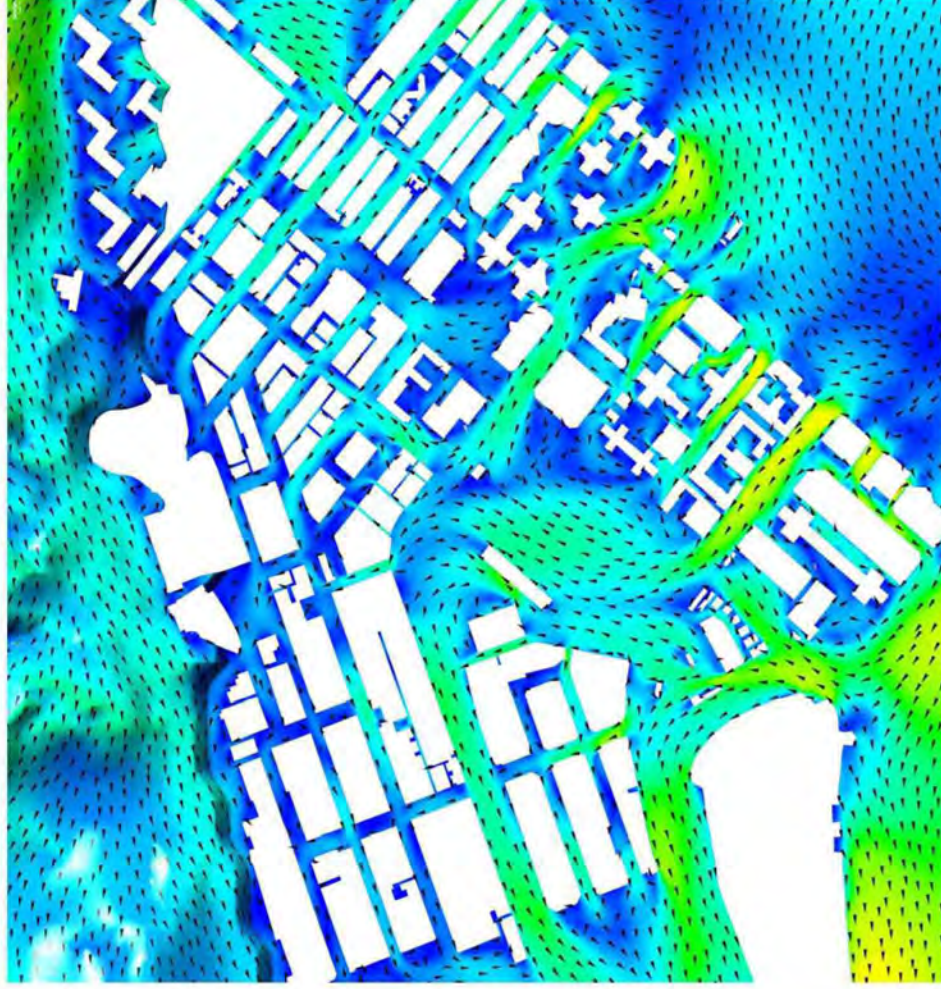
112.5 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO. A1902/SSPAA1	FIGURE NO. 4-1d	REV.	

Velocity Ratio



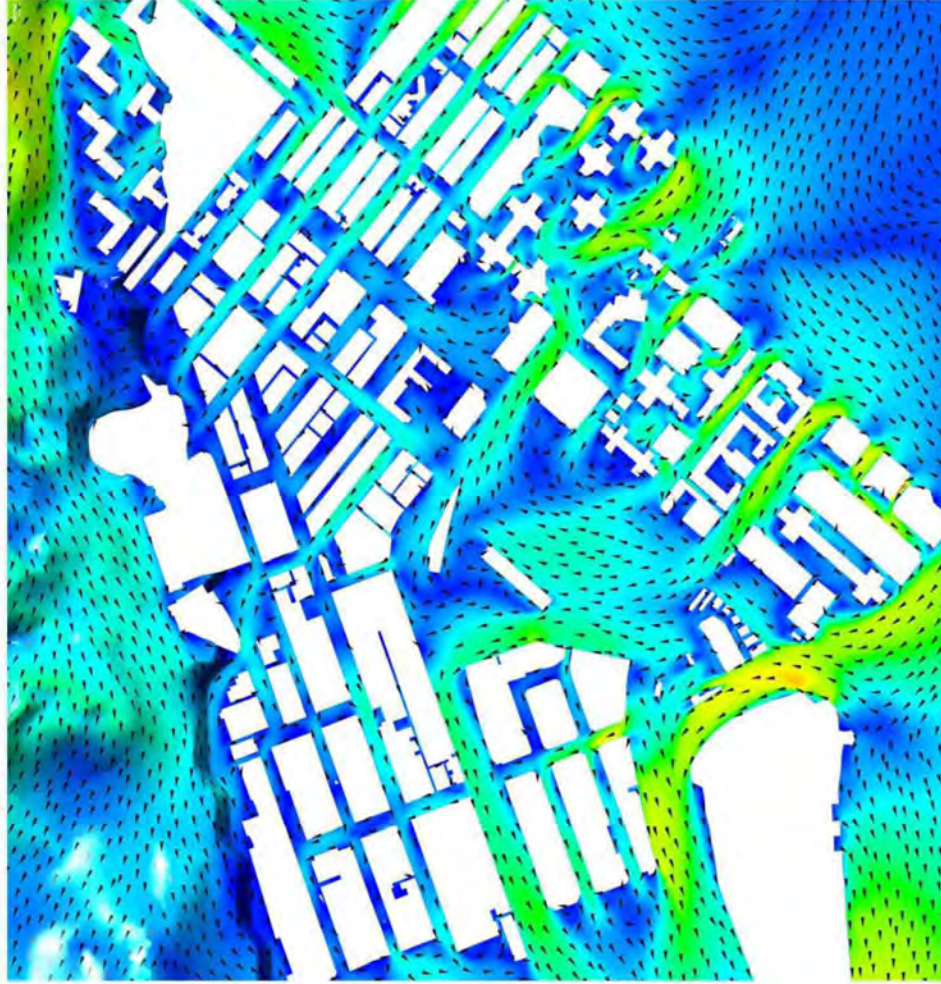
Baseline Scheme



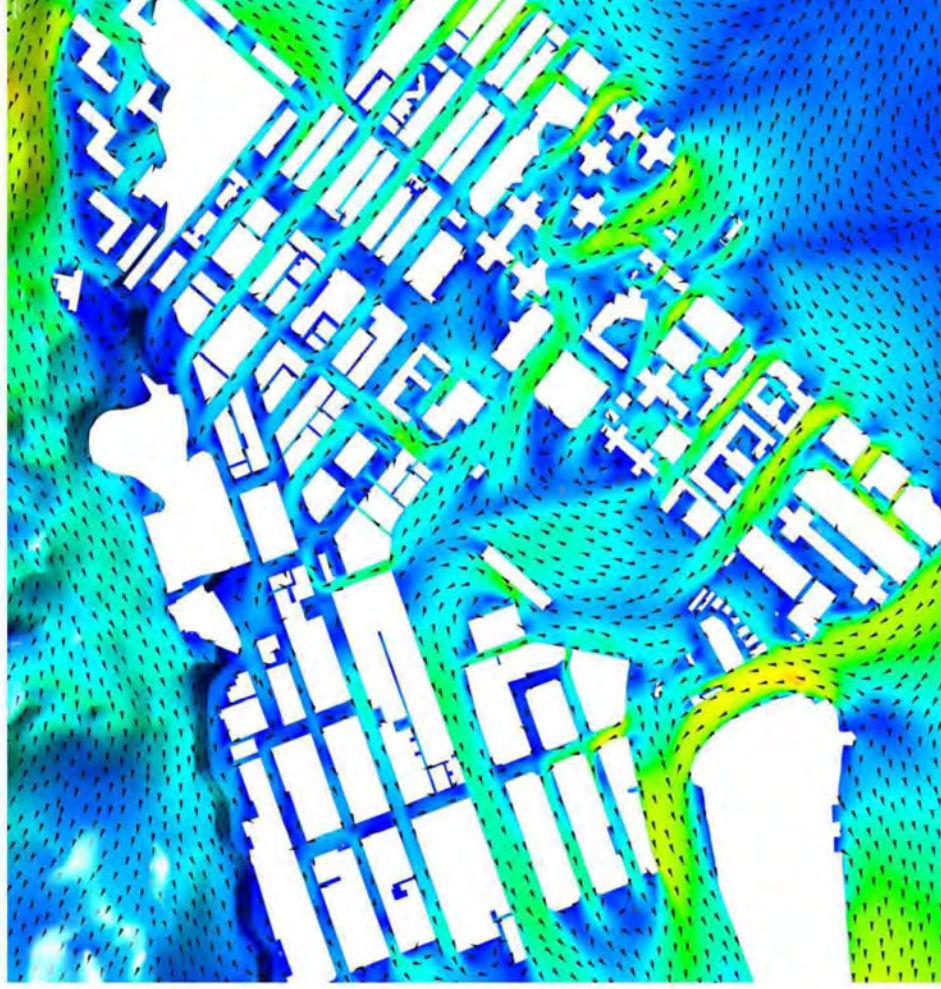
Proposed Scheme

135 deg Wind Direction

Velocity Ratio



Baseline Scheme

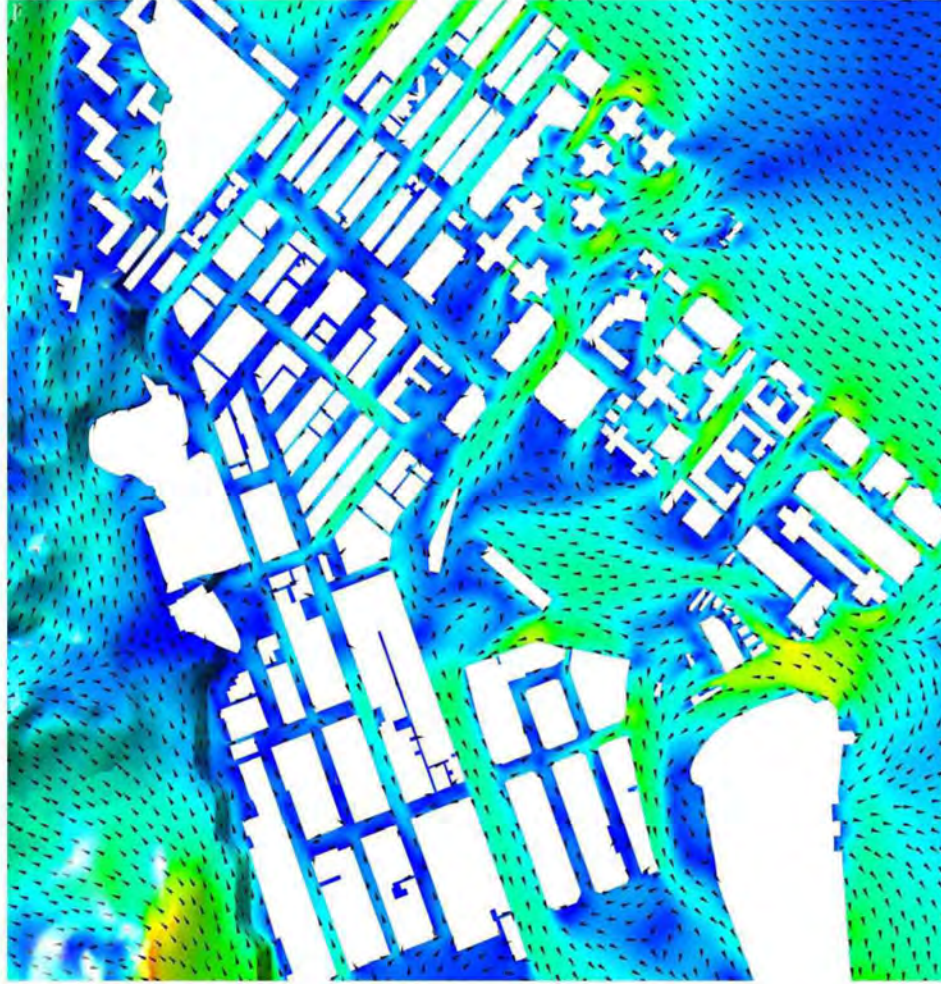


Proposed Scheme

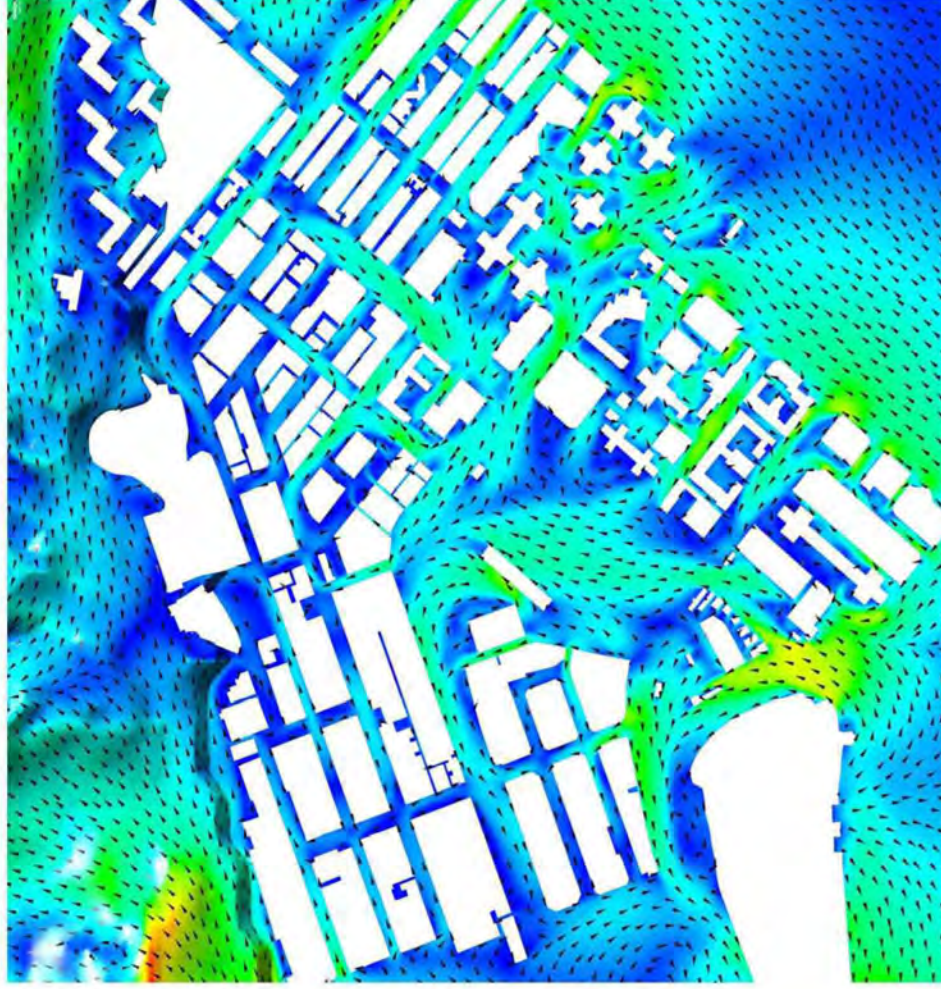
157.5 deg Wind Direction

SCALE	N.T.S.	DATE	SEP-21
CHECK	KC	DRAWN	CC
JOB NO. A1902/SSPAA1	FIGURE NO. 4-11	REV.	

Velocity Ratio



Baseline Scheme

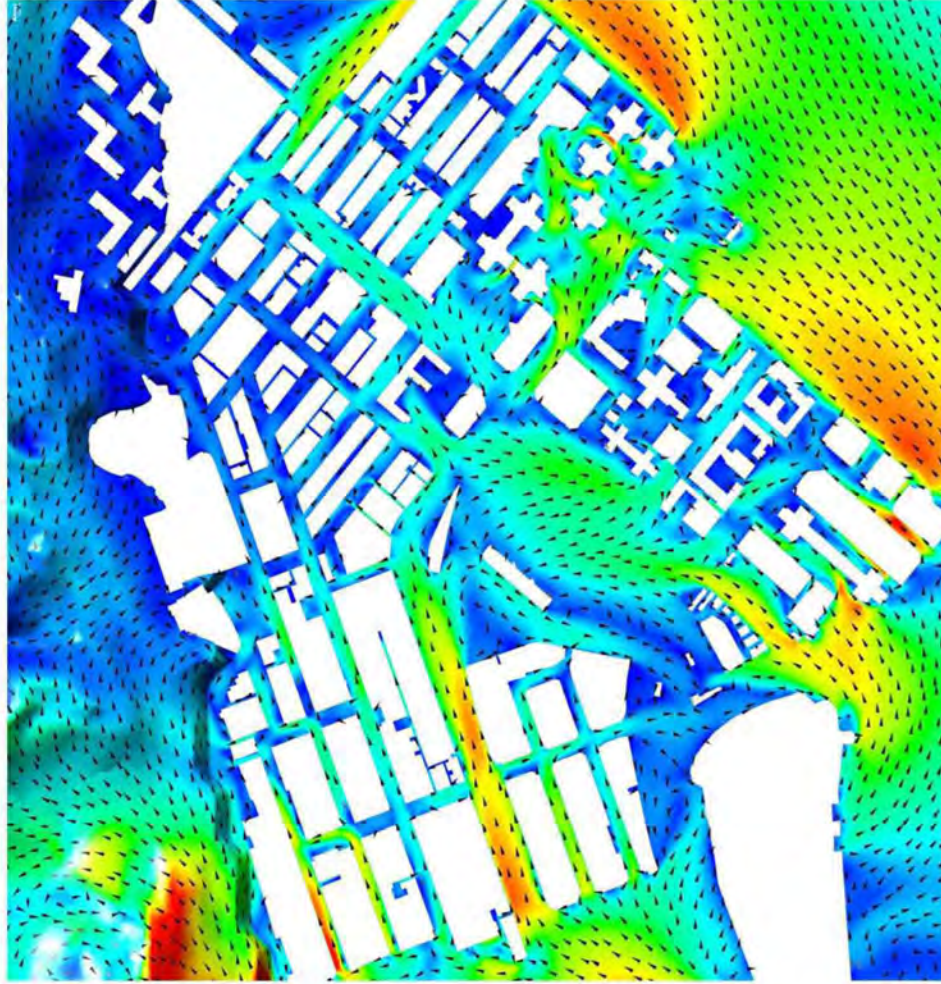


Proposed Scheme

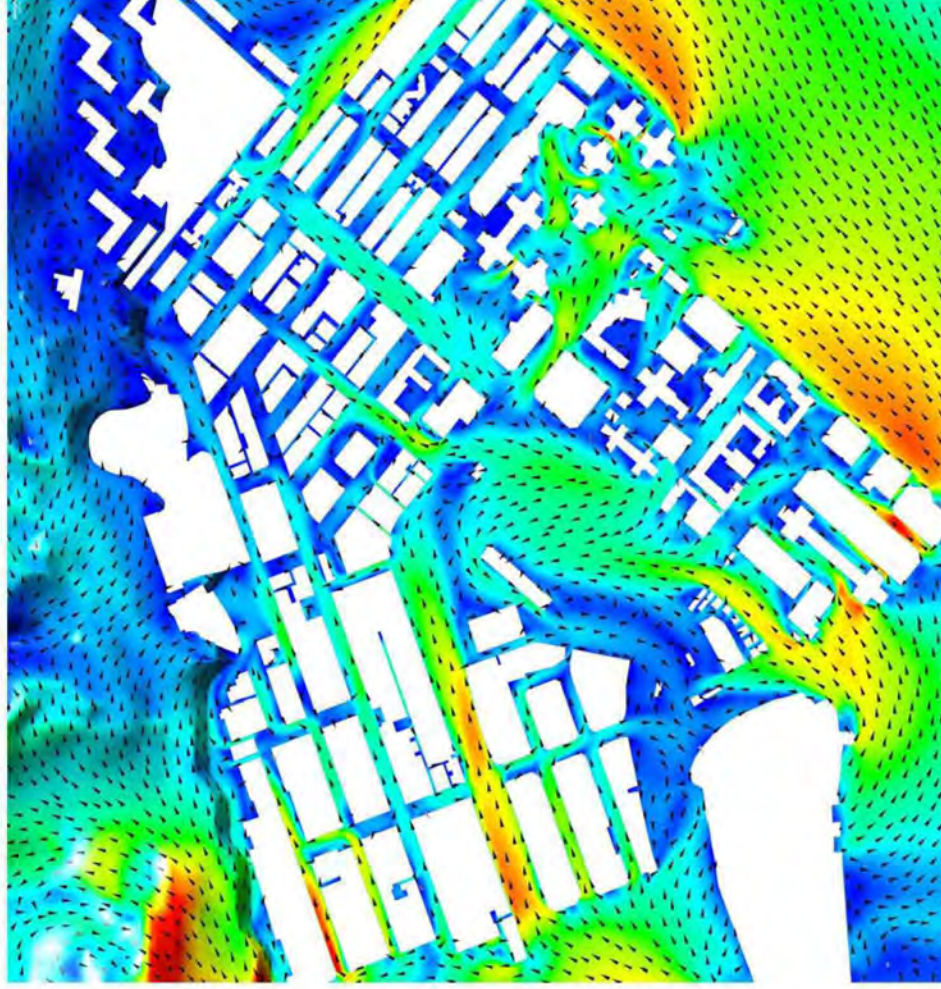
180 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
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JOB NO.	A1902/SSPAA1	FIGURE NO.	4-1g
		REV.	

Velocity Ratio



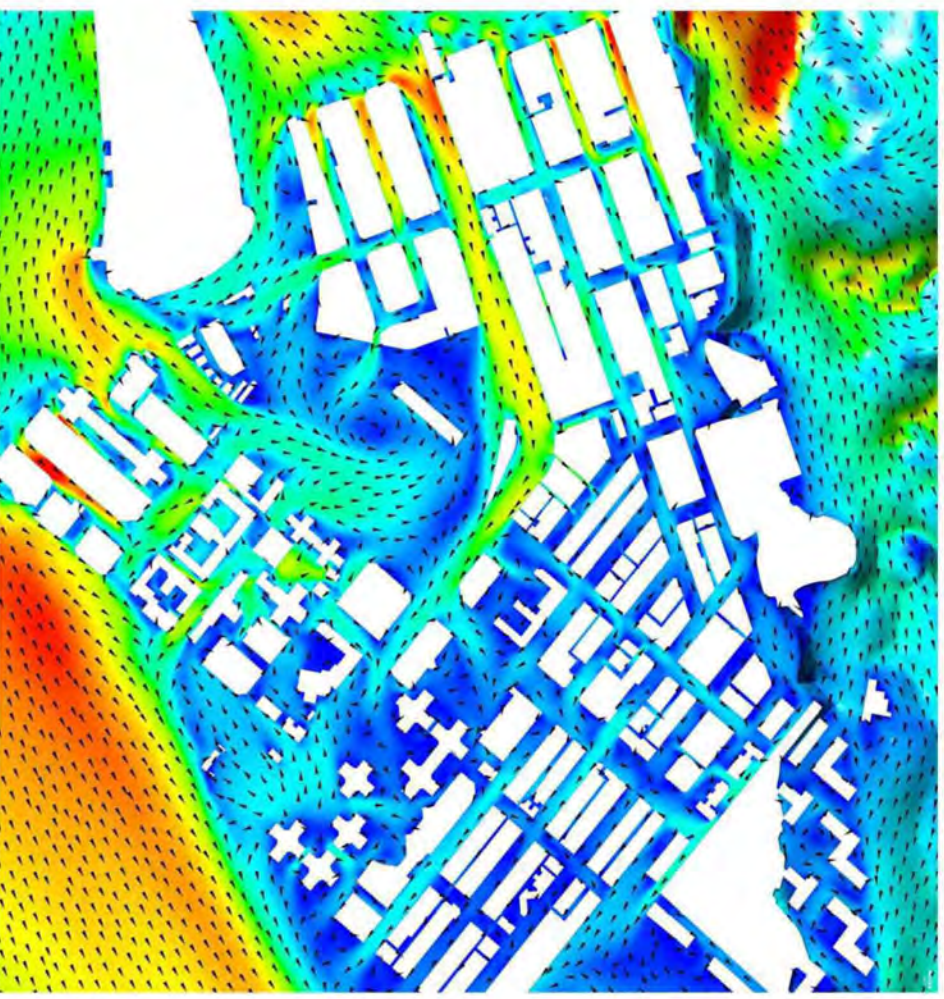
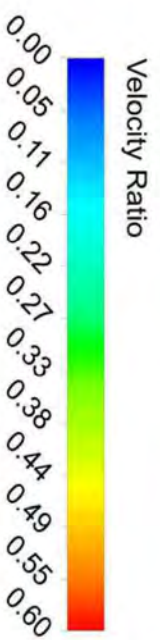
Baseline Scheme



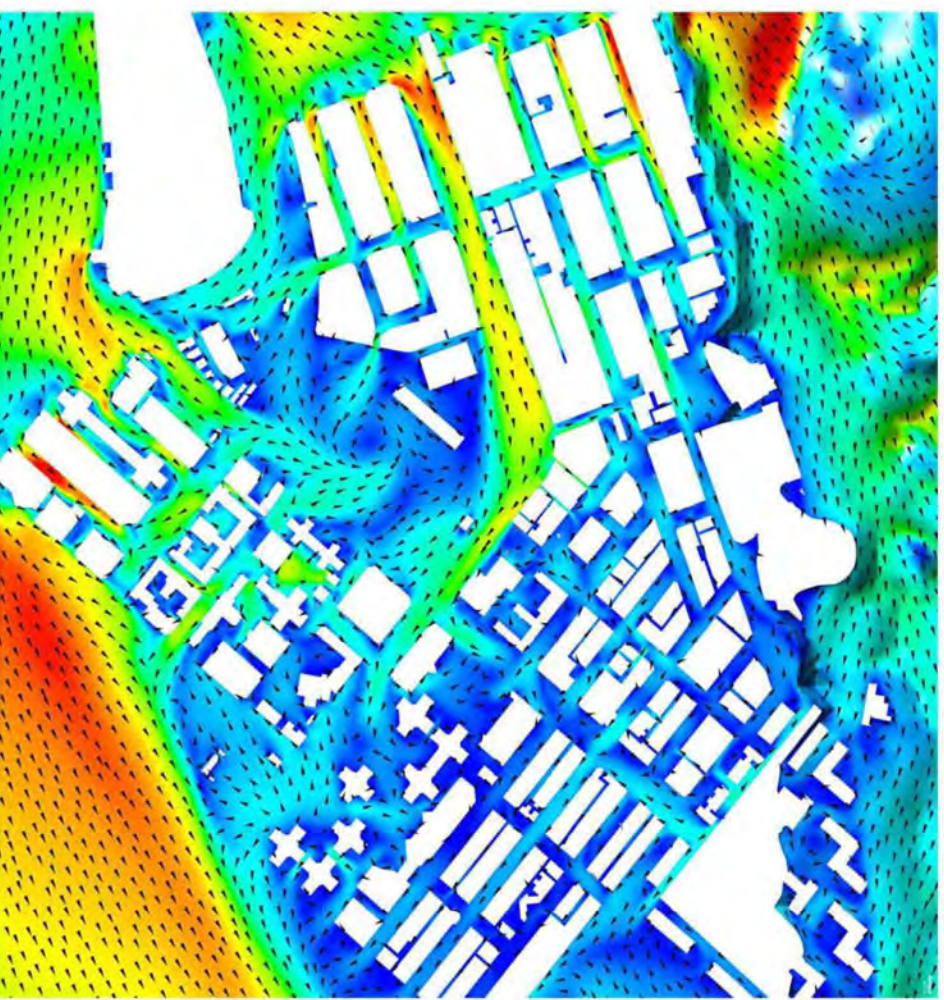
Proposed Scheme

202.5 deg Wind Direction

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CHECK	KC	DRAWN	CC
JOB NO. A1902/SSPAA1	FIGURE NO. 4-1h	REV.	



Baseline Scheme

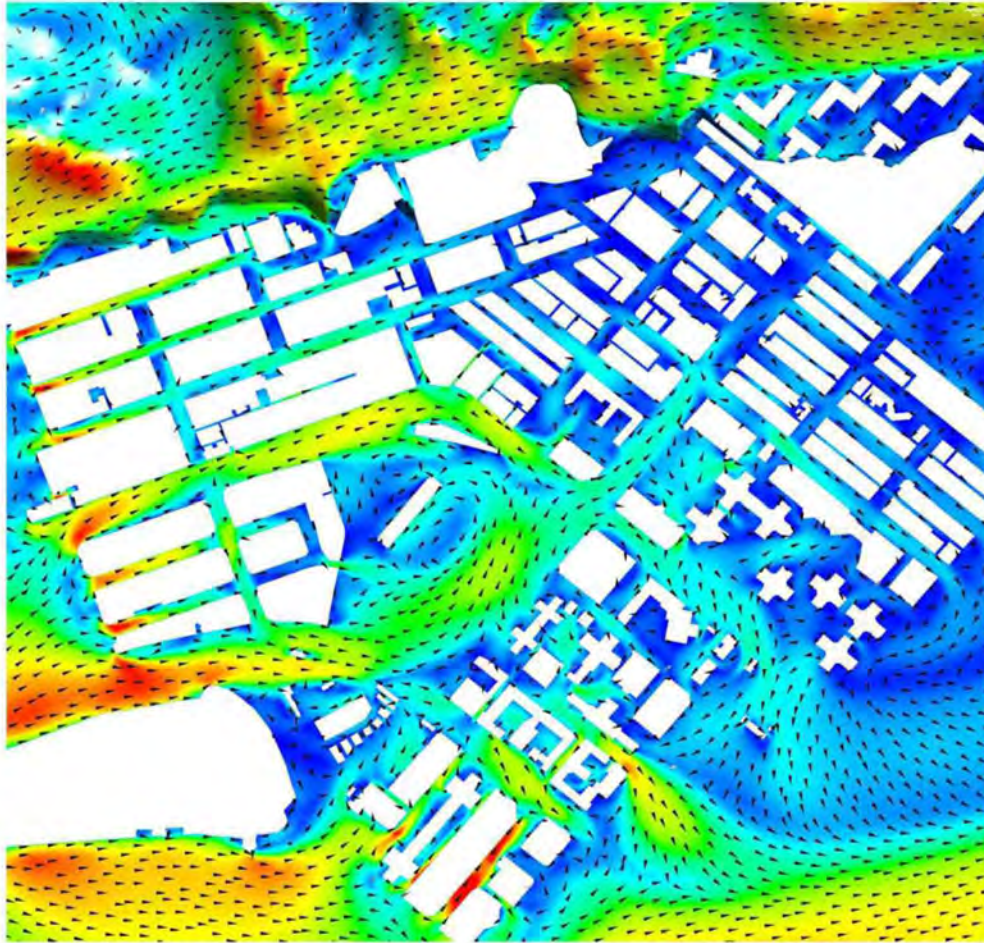
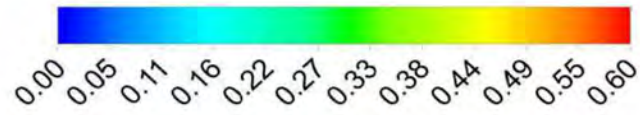


Proposed Scheme

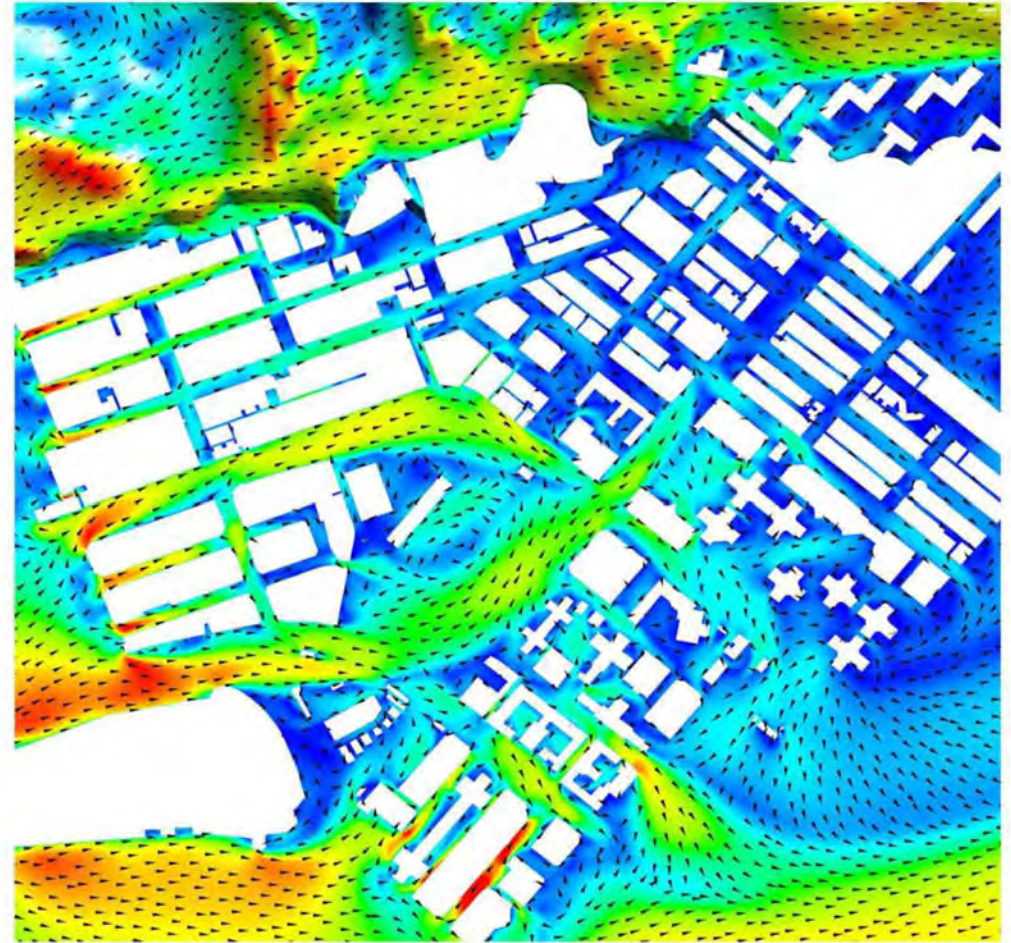
225 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-11
		REV.	

Velocity Ratio



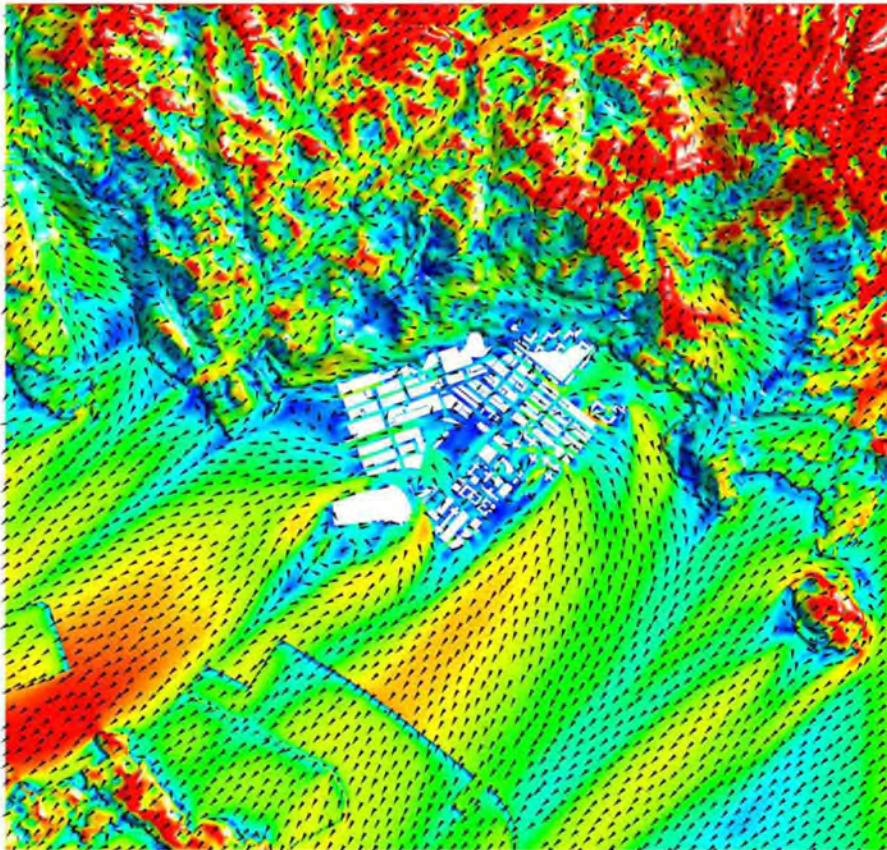
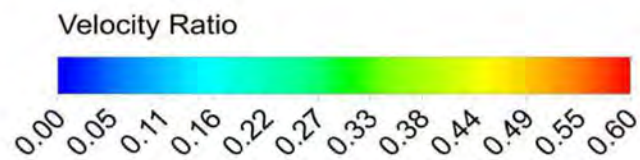
Baseline Scheme



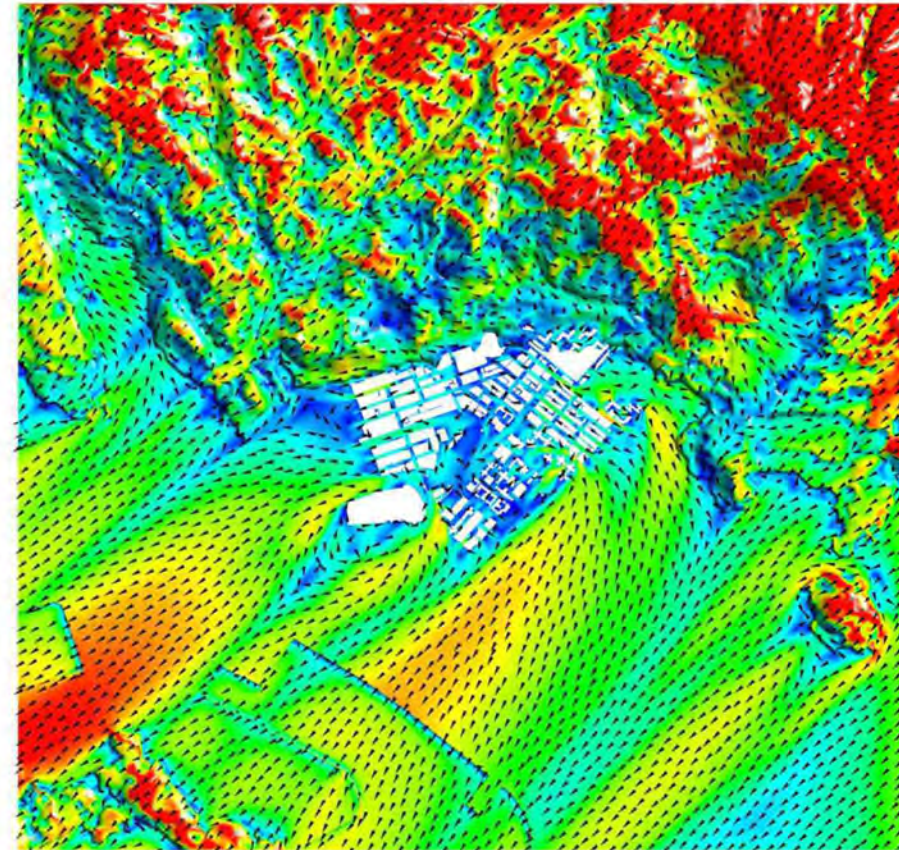
Proposed Scheme

247.5 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-1j
		REV.	-



Baseline Scheme

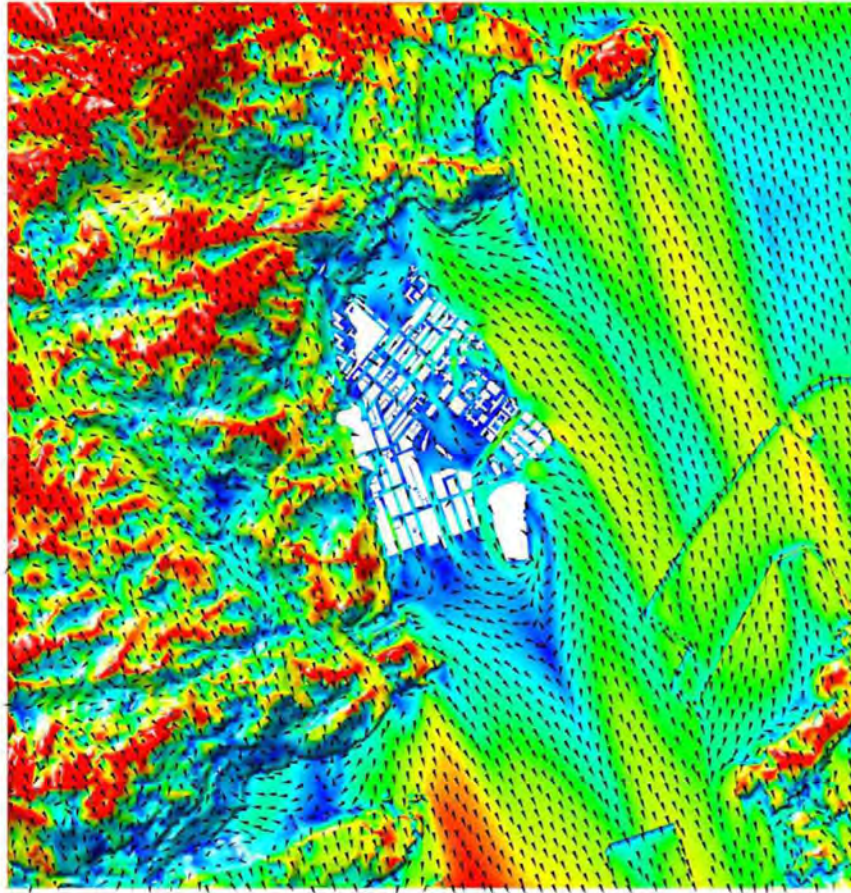


Proposed Scheme

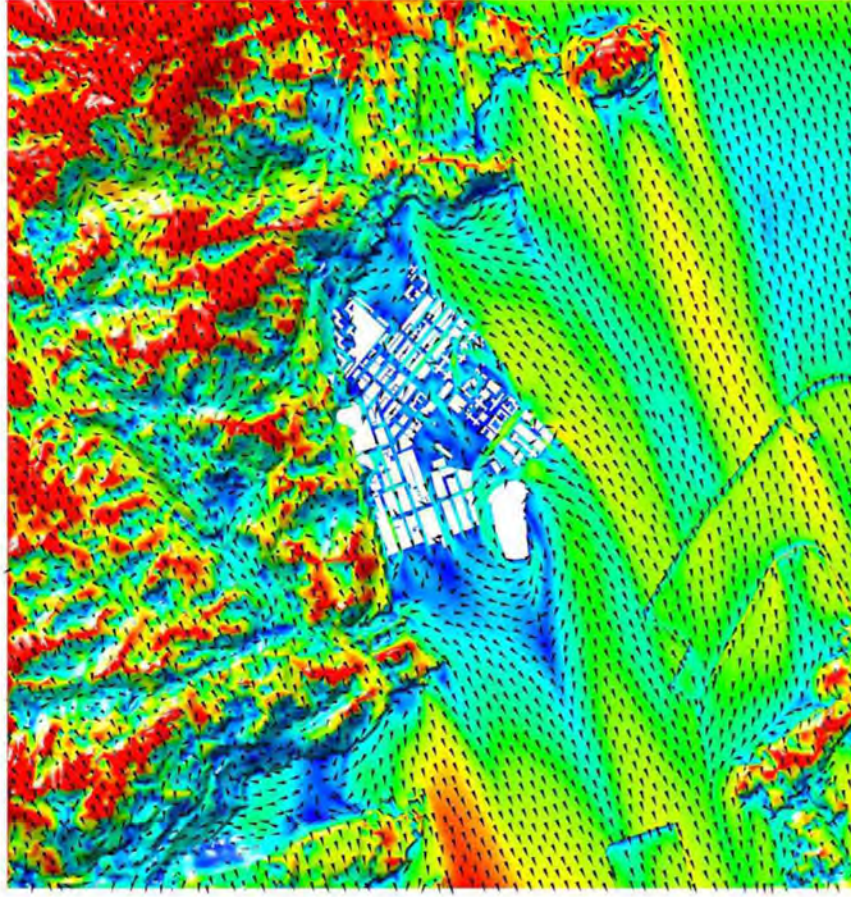
045 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
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JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-2a
		REV.	-

Velocity Ratio



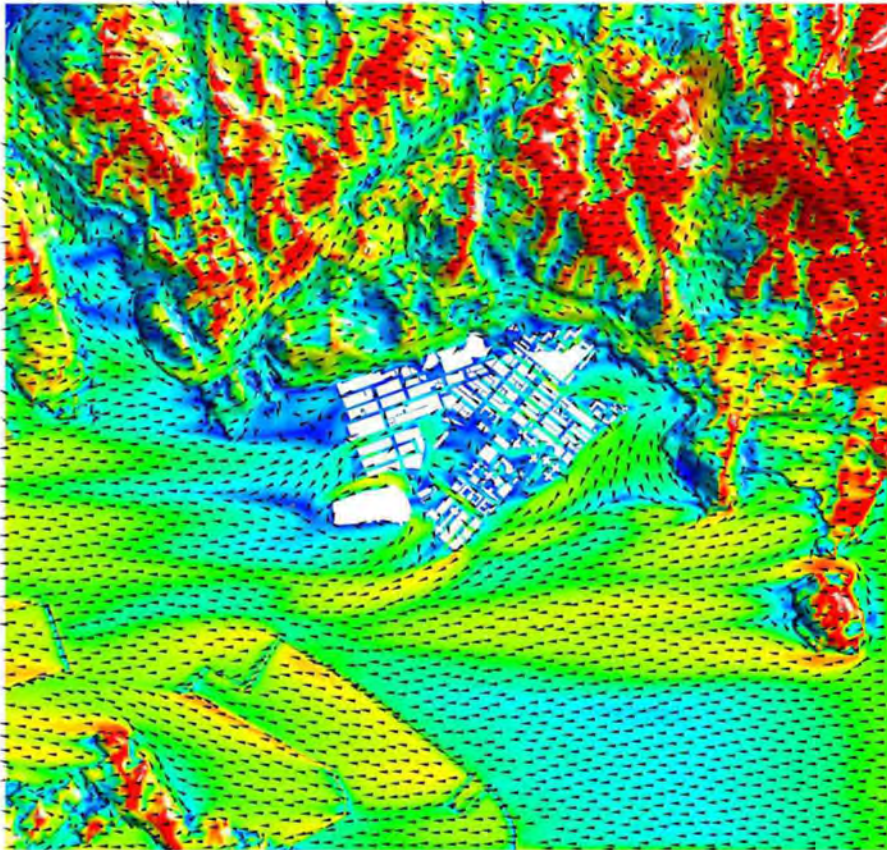
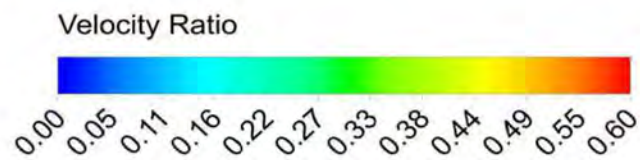
Baseline Scheme



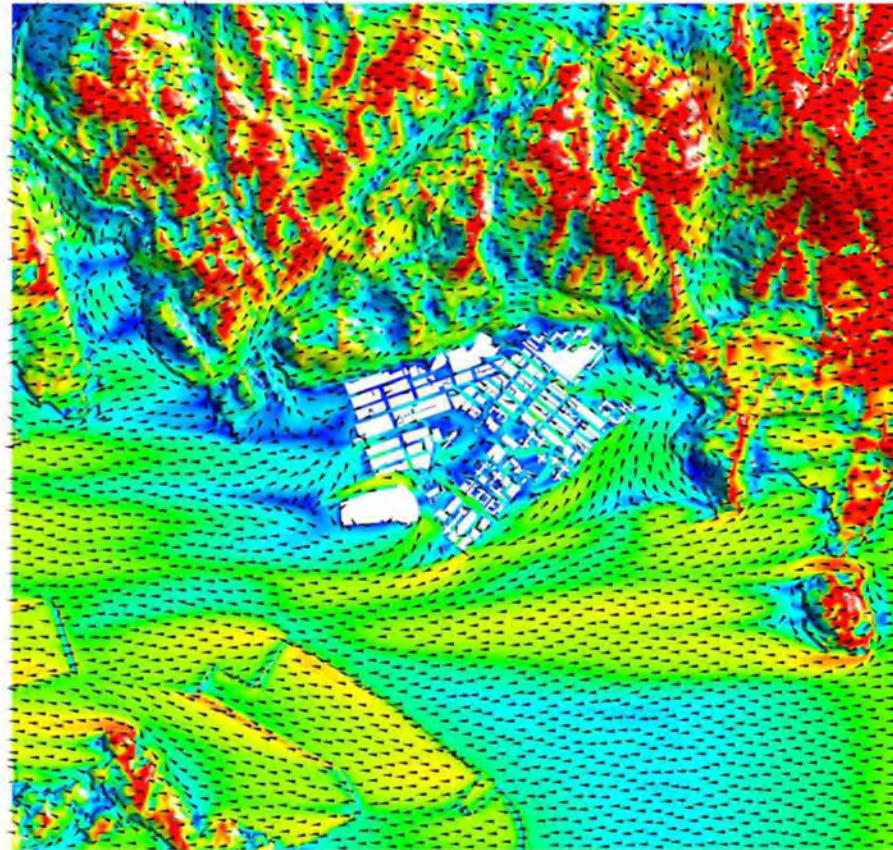
Proposed Scheme

067.5 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	A1902/SSPAA1	FIGURE NO.	4-2b
		REV.	



Baseline Scheme

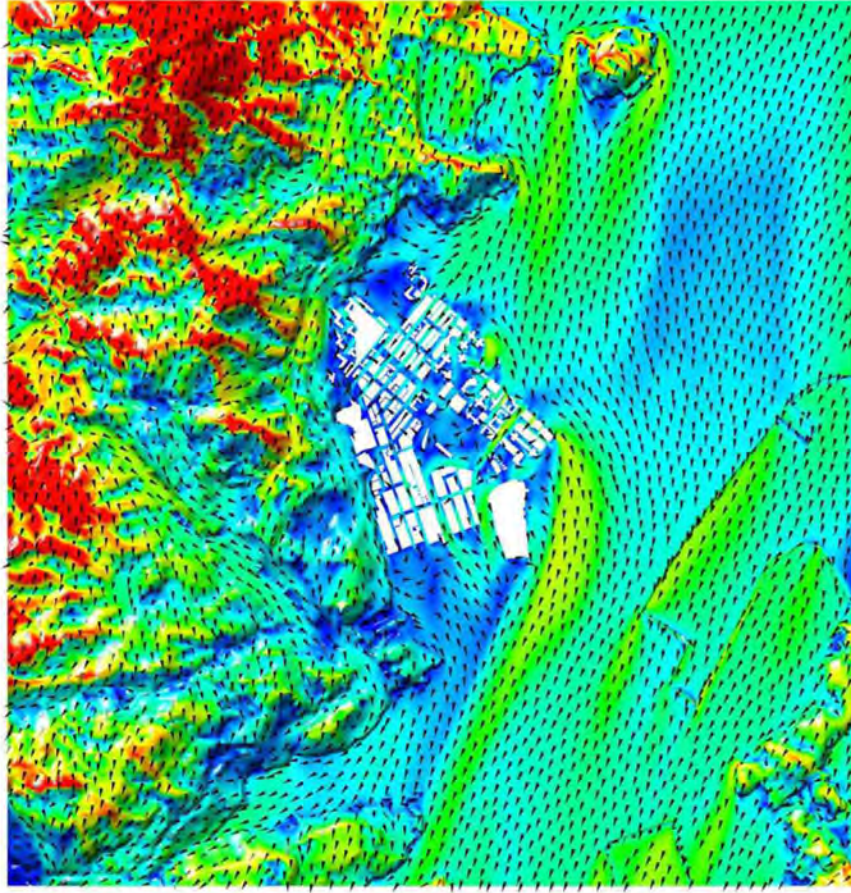


Proposed Scheme

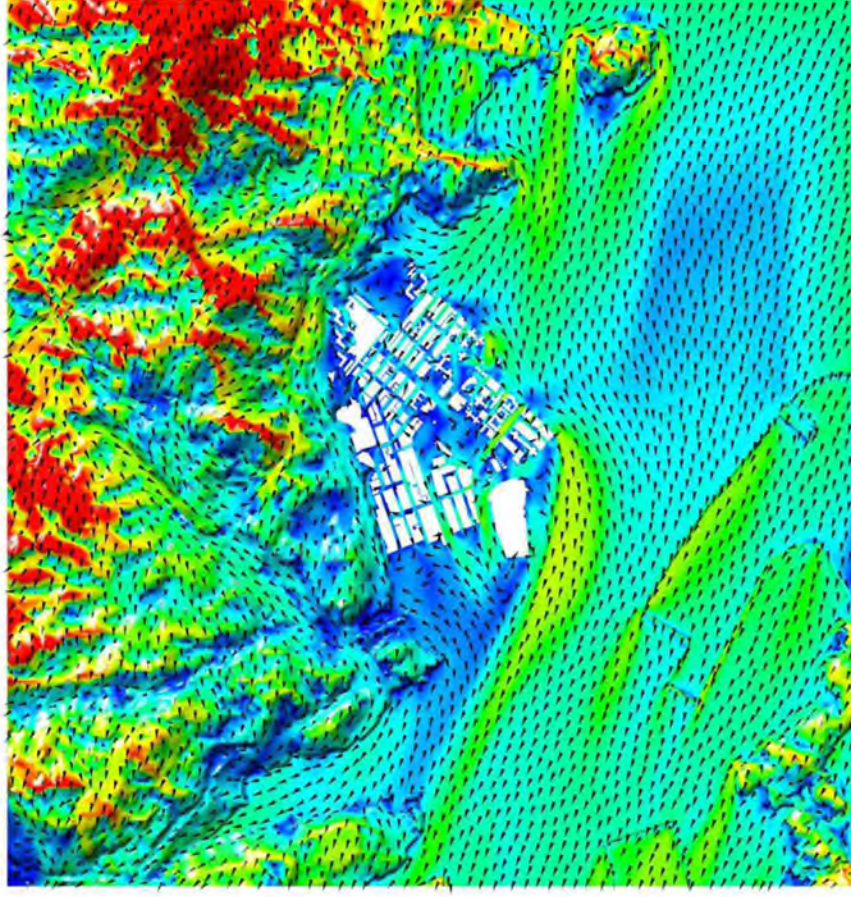
090 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-2c
		REV.	-

Velocity Ratio



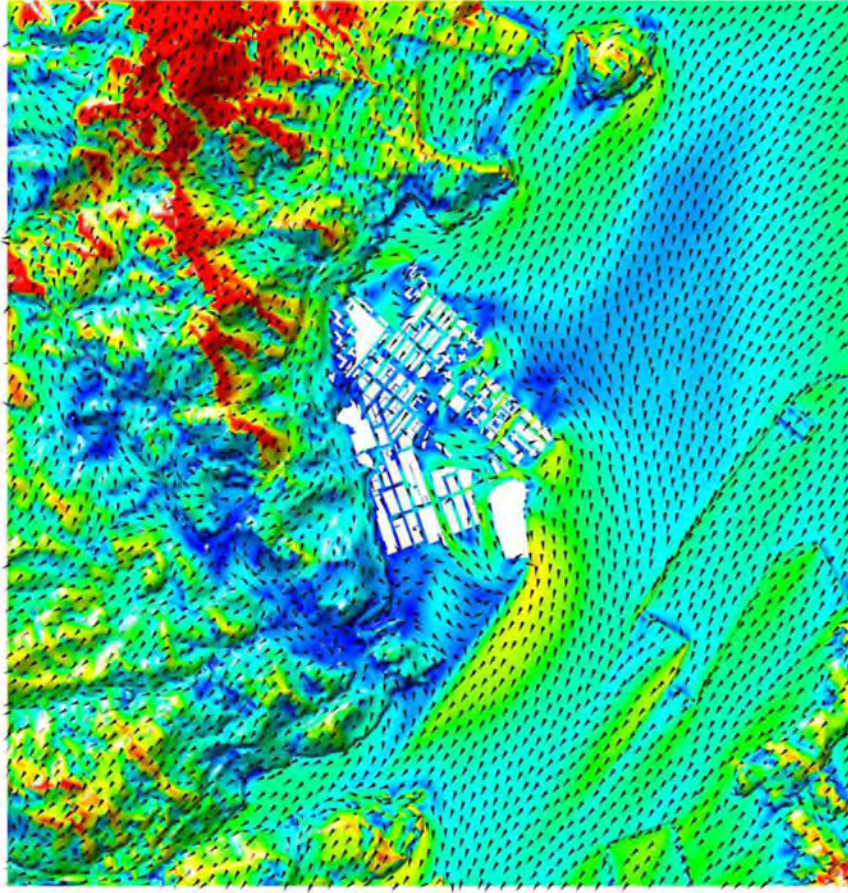
Baseline Scheme



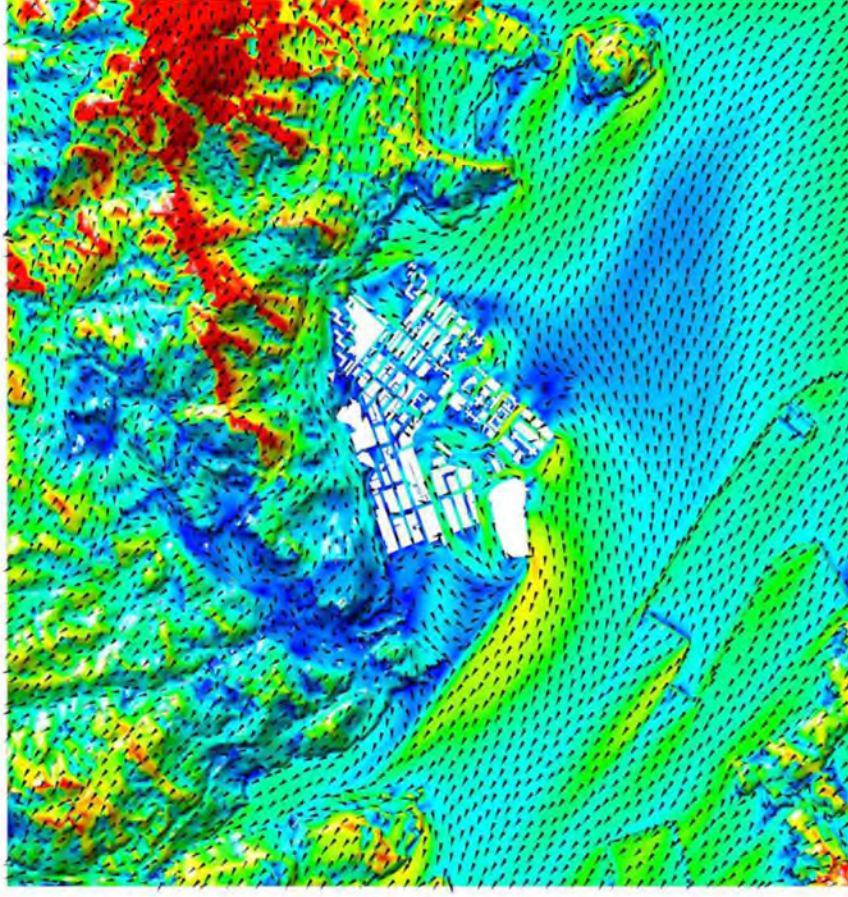
Proposed Scheme

112.5 deg Wind Direction

Velocity Ratio



Baseline Scheme

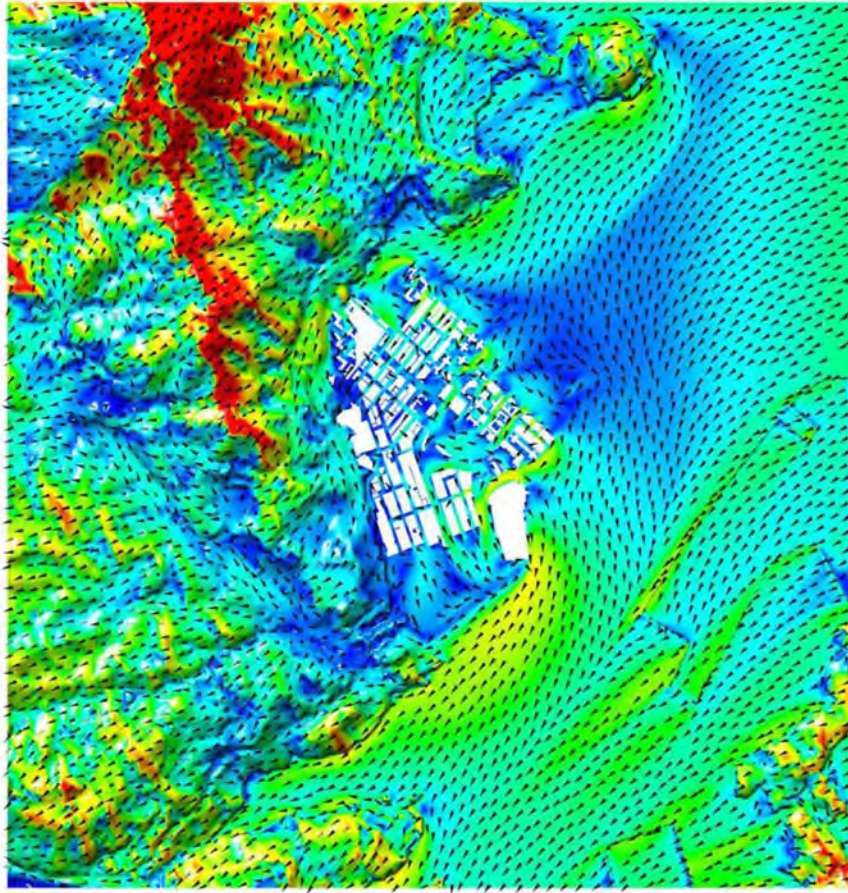


Proposed Scheme

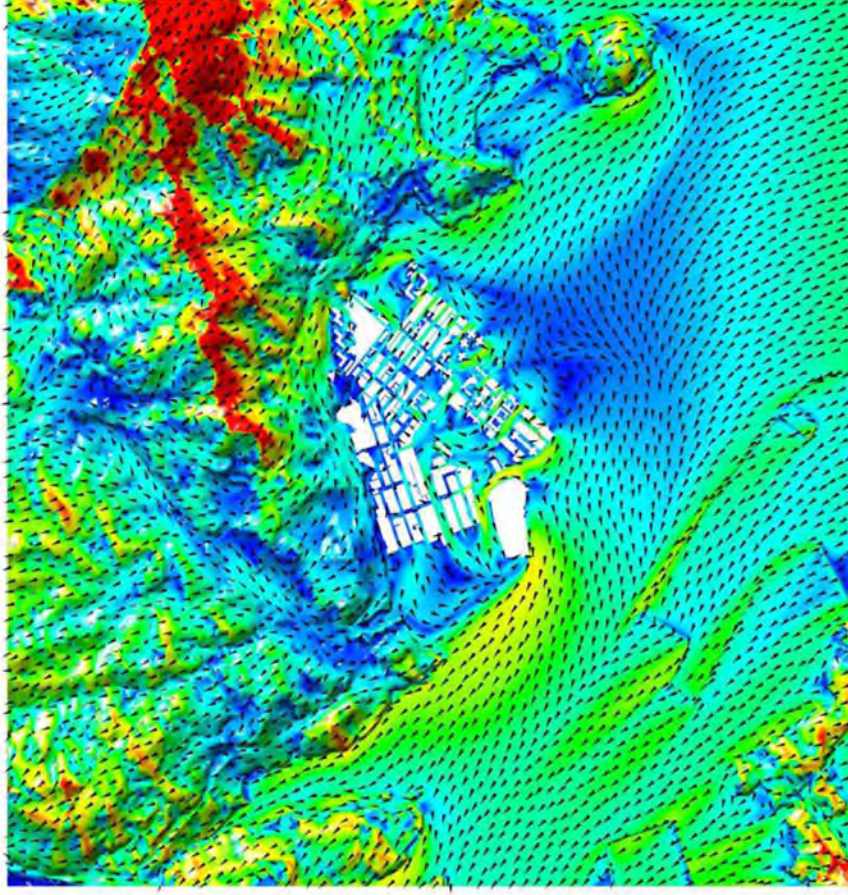
135 deg Wind Direction

SCALE	N.T.S.	DATE	SEP-21
CHECK	KC	DRAWN	CC
JOB NO. /A1902/SSPAA1	FIGURE NO. 4-2e	REV.	

Velocity Ratio



Baseline Scheme

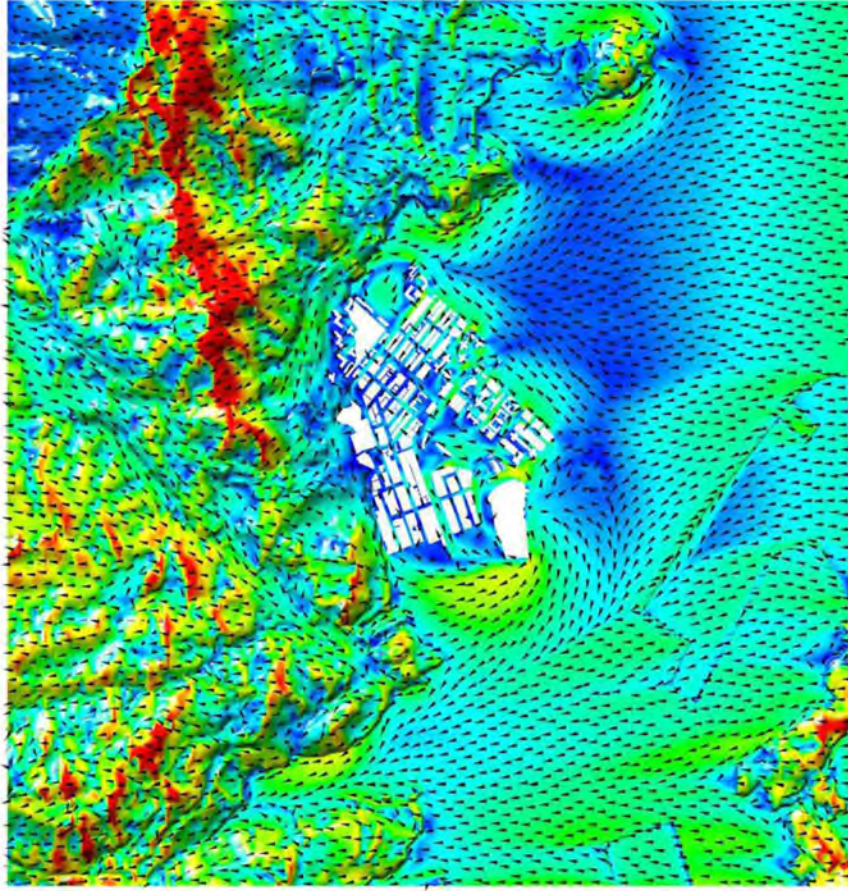


Proposed Scheme

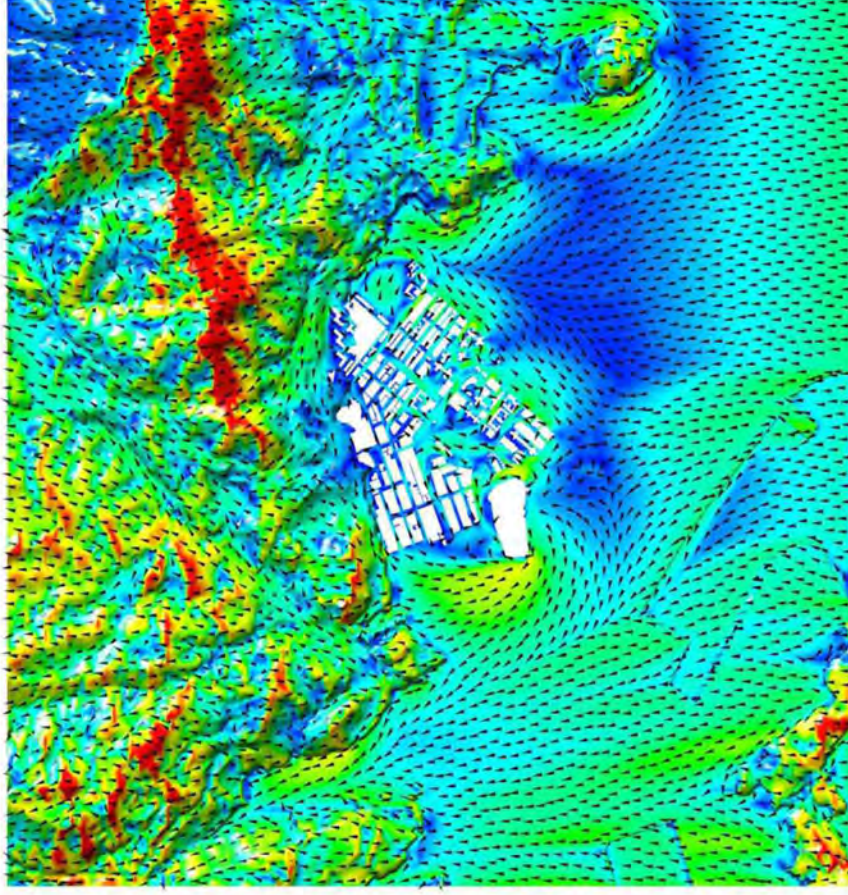
157.5 deg Wind Direction

SCALE	N.T.S.	DATE	SEP-21
CHECK	KC	DRAWN	CC
JOB NO. /A1902/SSPAA1	FIGURE NO. 4-21	REV.	

Velocity Ratio



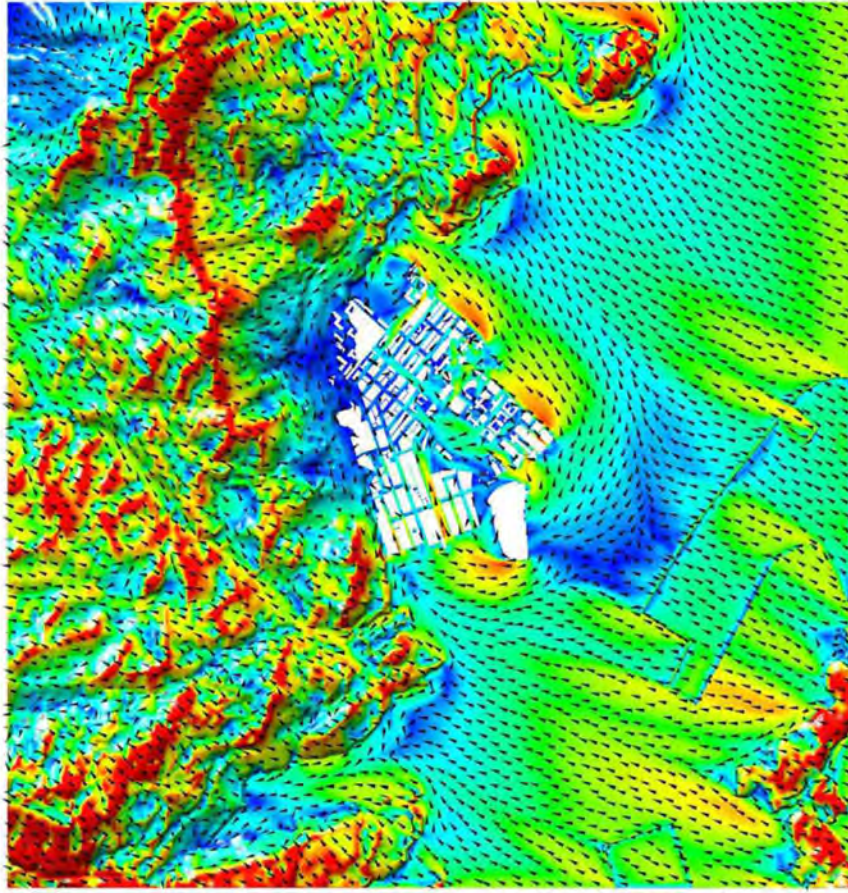
Baseline Scheme



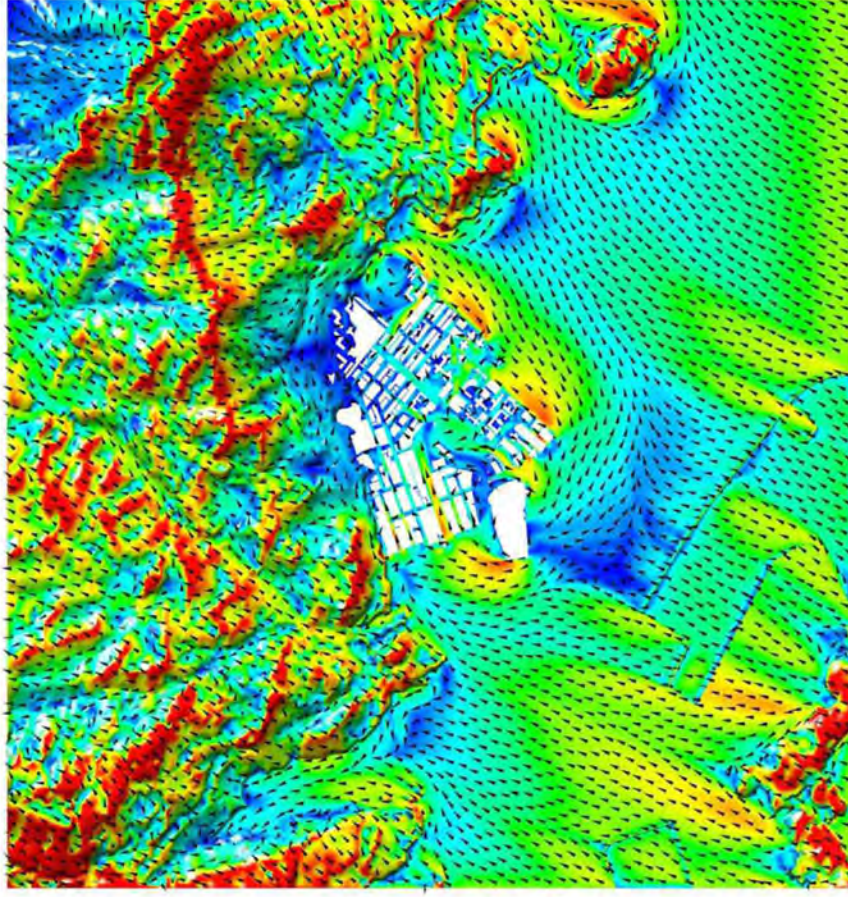
Proposed Scheme

180 deg Wind Direction

Velocity Ratio

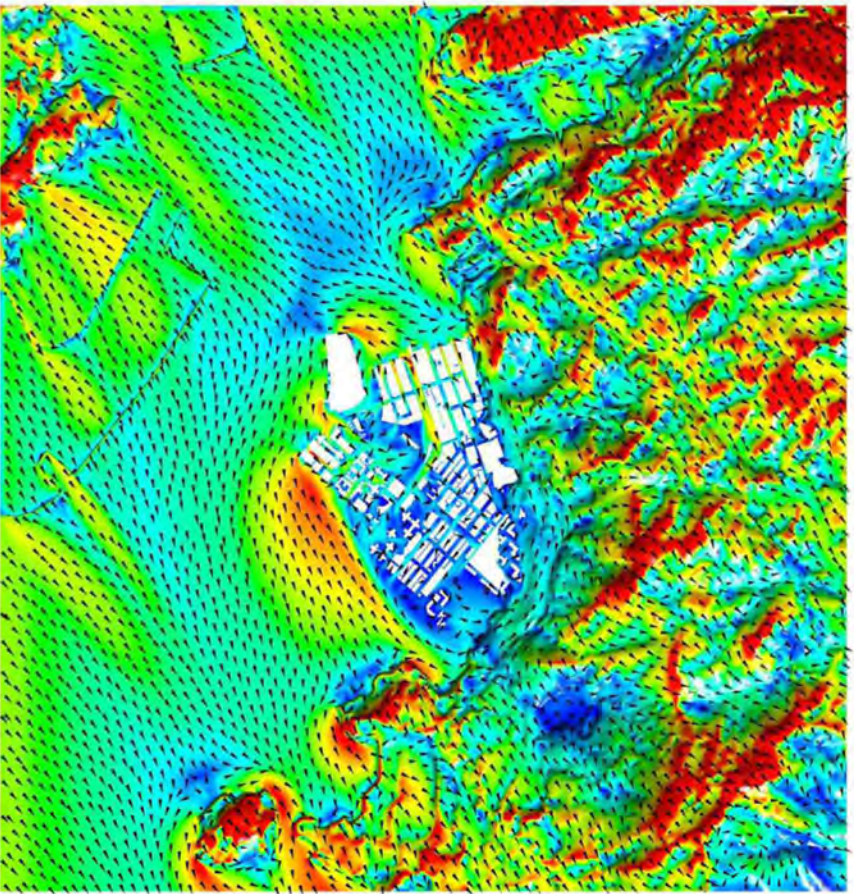
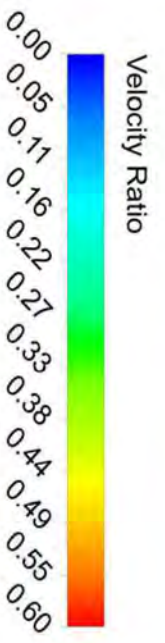


Baseline Scheme

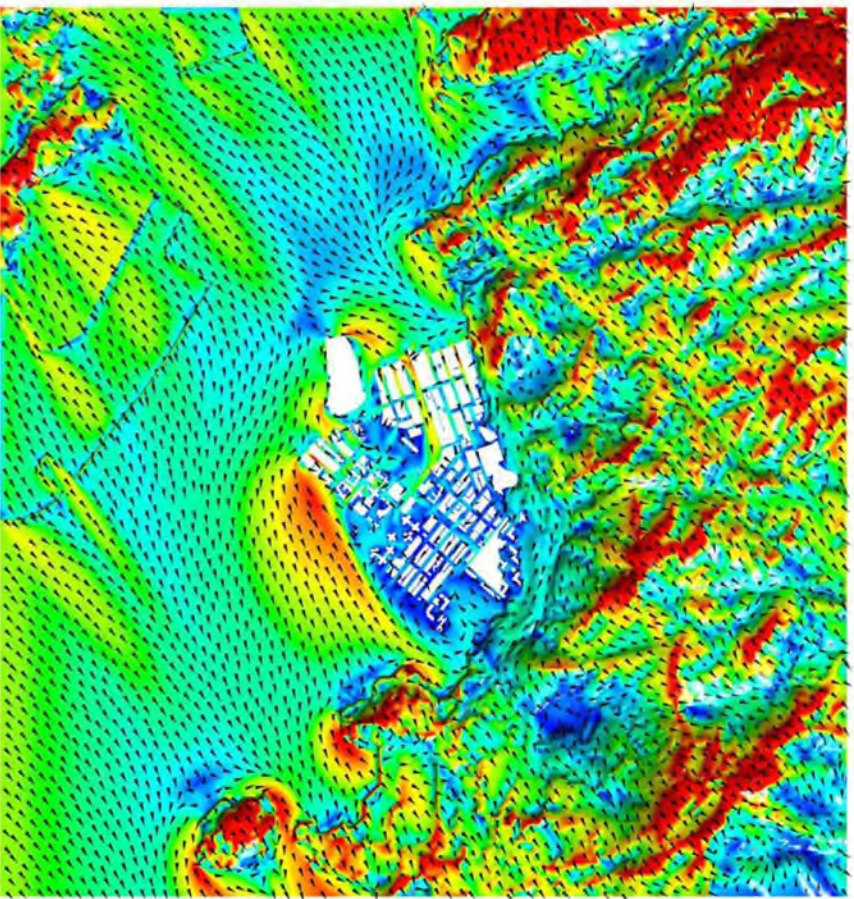


Proposed Scheme

202.5 deg Wind Direction



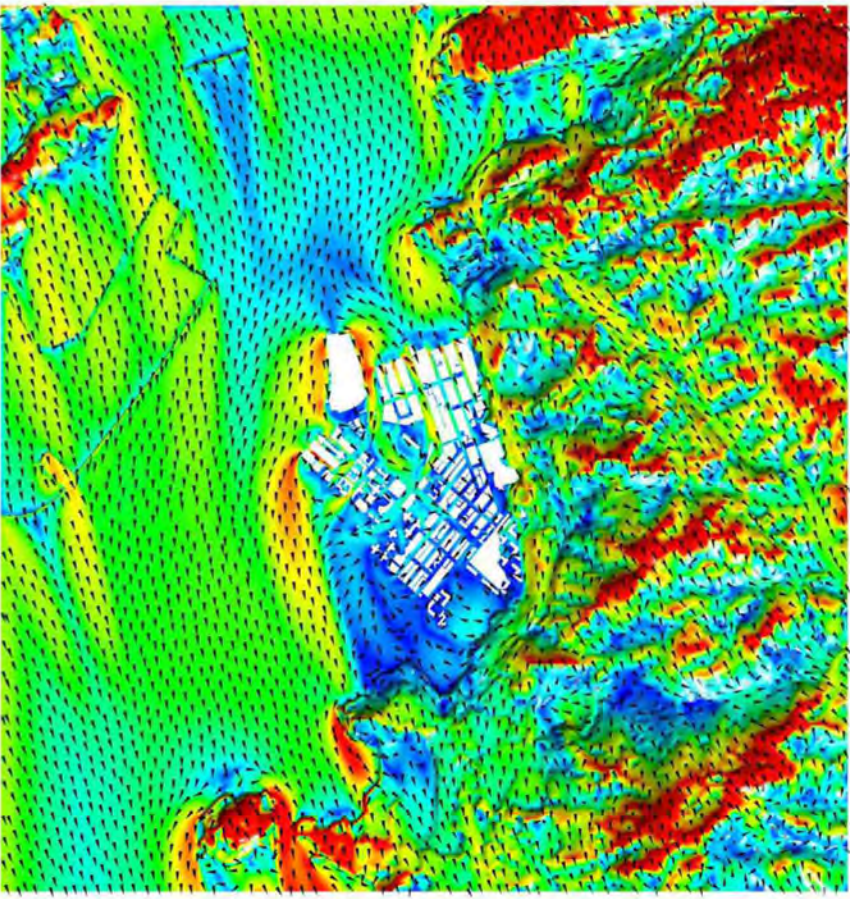
Baseline Scheme



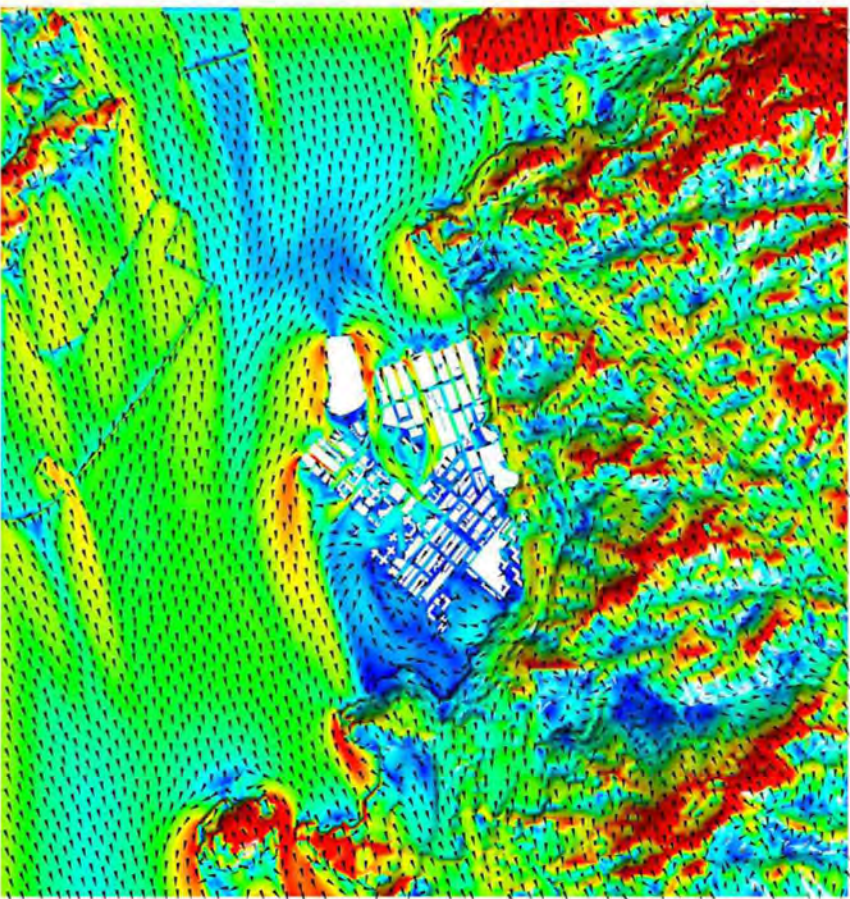
Proposed Scheme

225 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-21
		REV.	-



Baseline Scheme

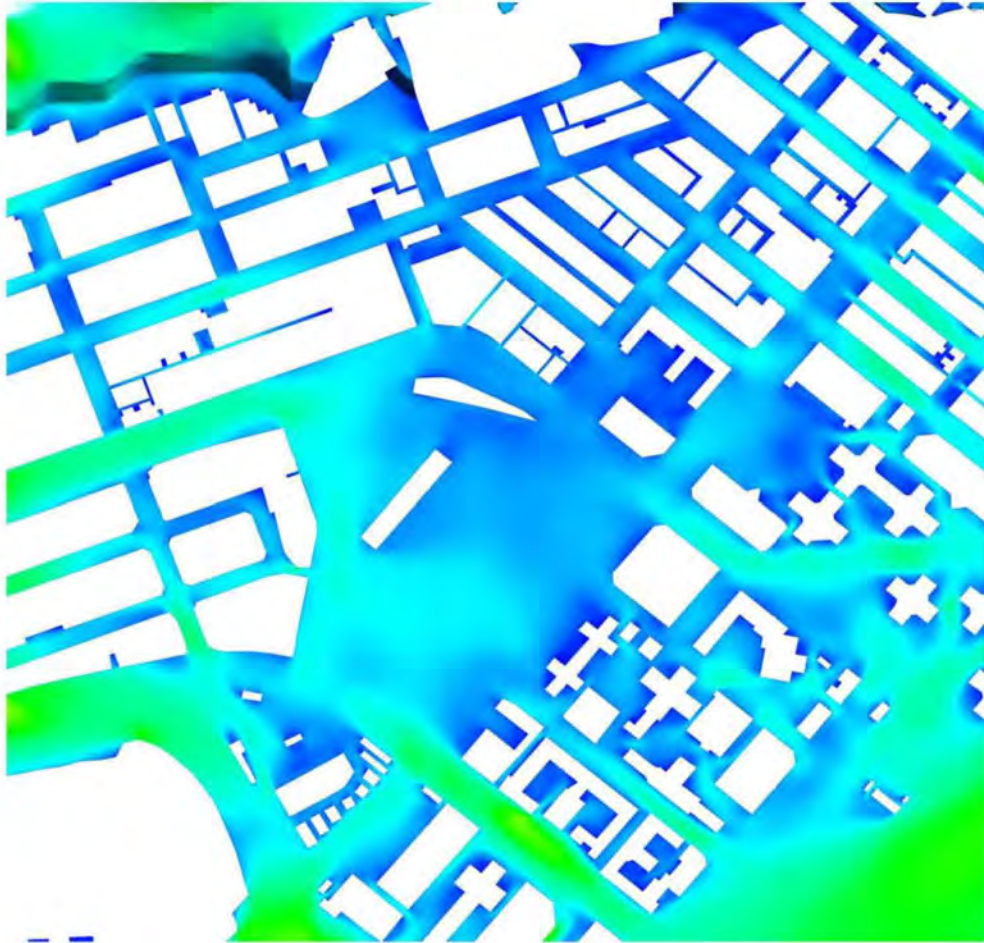
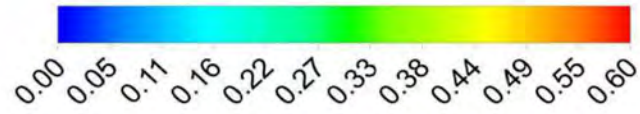


Proposed Scheme

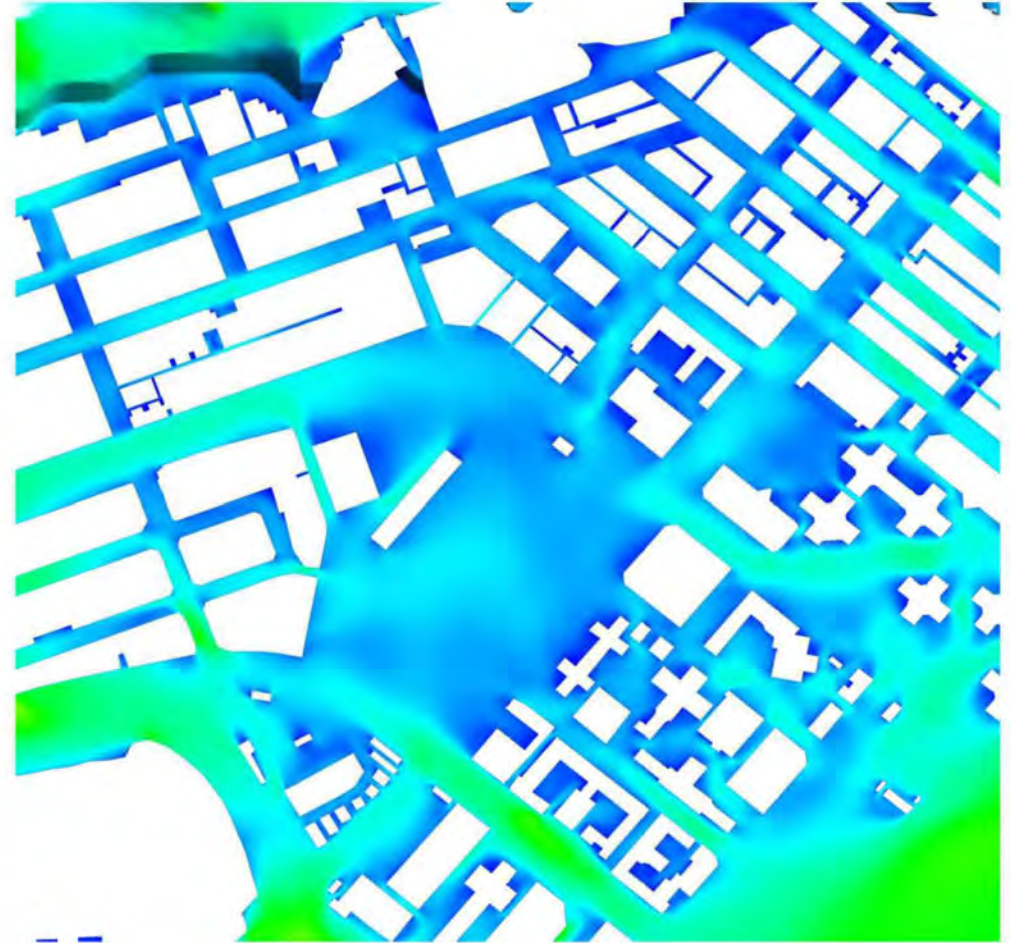
247.5 deg Wind Direction

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-2j
		REV.	-

Velocity Ratio



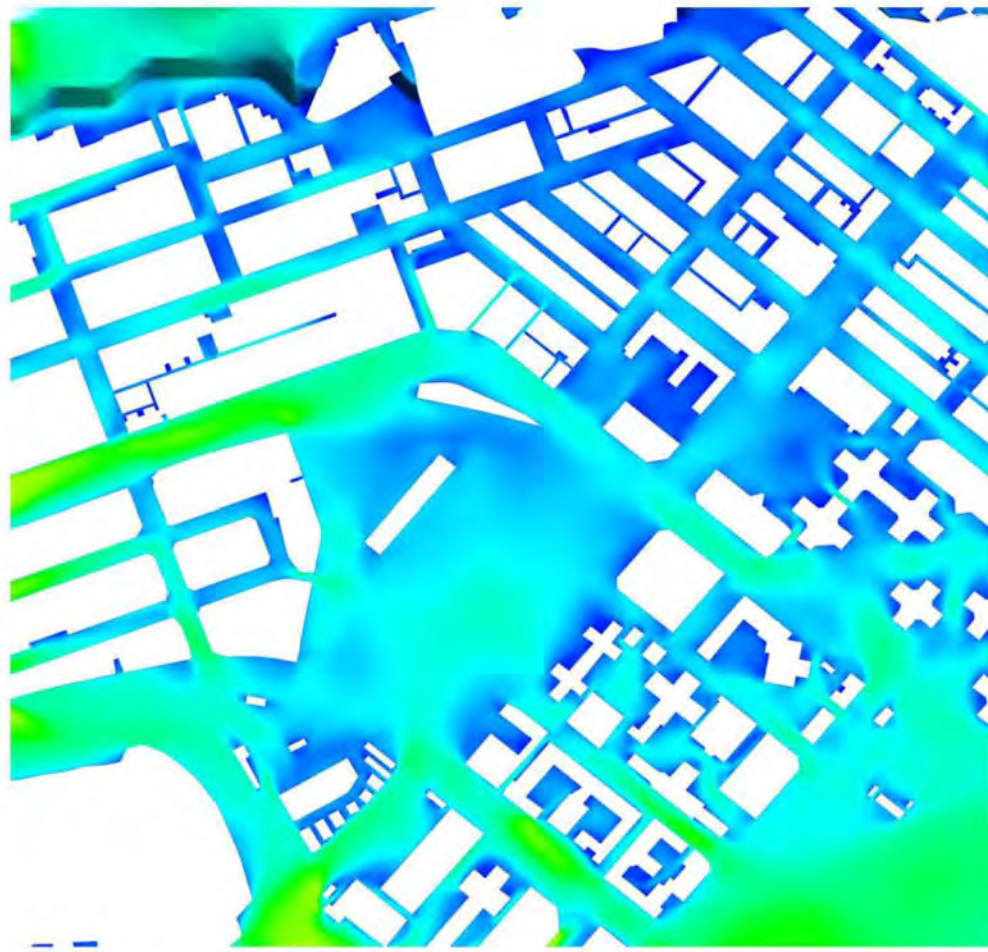
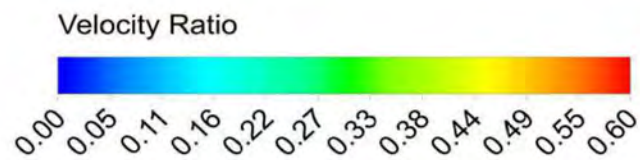
Baseline Scheme



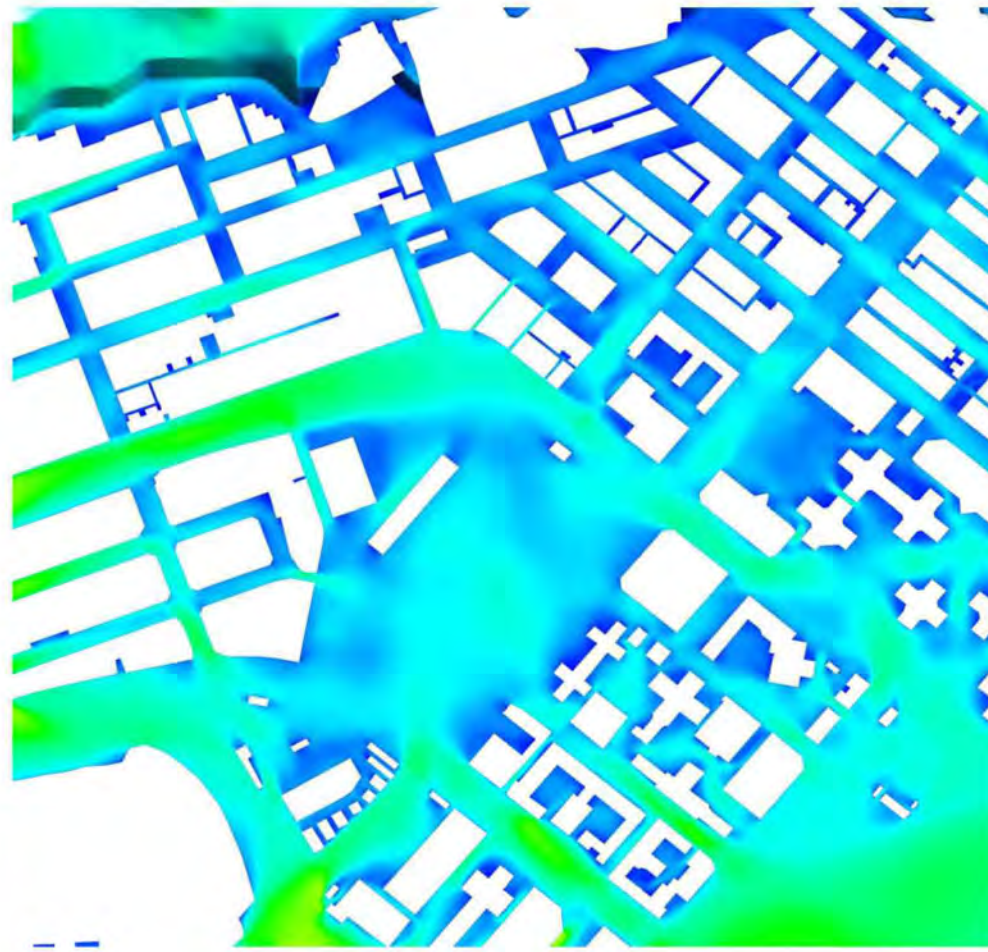
Proposed Scheme

Annual

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-3a
			REV.
			-



Baseline Scheme



Proposed Scheme

Summer

SCALE	N.T.S.	DATE	Sep-21
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/SSPAA1	FIGURE NO.	4-3b
		REV.	-

Appendix 8

Drainage & Sewerage Impact Assessment (DSIA) Report

**Urban Renewal Authority
Development Scheme
Cheung Wah Street / Cheung Sha Wan
Road
(SSP-018)**

**Drainage Impact Assessment
(V1.0)**

September 2021

Approved By



(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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Checked by	Karina Chan		23 September 2021

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). This Drainage Impact Assessment (DIA) is to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.2 Cinotech Consultants Limited was commissioned by URA to carry out a Drainage Impact Assessment (DIA) to assess and envisage any potential drainage impact on the implementation of the proposed development of the Scheme and to recommend necessary pipe upgrading/diversion as necessary.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

- 2.1.1 The Scheme SSP-018 consists of Sites A and B. Site A is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the south-western boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary (Figure 2-1). The proposed gross site areas of the Site A & Site B are 5,197m² and 13,857m² respectively, subject to site survey and detailed design.
- 2.1.2 Currently, the Site A comprises a single storey Cheung Sha Wan Sports Centre and its associate outdoor garden and playground. The Site B comprises a government land lot (GLA-TNK 1723) which currently is an open area with a few 1-2 storeys temporary structures, Cheung Sha Wan Path Sitting-out Area, and a garden associated with Sham Shui Po Sports Ground.
- 2.1.3 According to the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37, the Site A consists of Open Space, G/IC (1 storey), and small portion of road zone. Similarly, the Site B also consists of Open Space, G/IC (1 storey), and road zone.
- 2.1.4 Based on the best available information, the stormwater from Site A is currently discharged via public storm water manholes SMH4061013, SMH4061014, SMH4010597, SMH4010598, to the box culvert SBP4001321 in the east. While stormwater from Site B is either discharged via storm water manhole SMH4010820 to box culvert SBP4001323 in the east, or discharged via storm water manhole SMH4010081 to the decked nullah SDP4000306 in the far west. An overview of the existing drainage pipes in the vicinity is provided in **Figure 2-2**.

2.2 The Proposed Development

- 2.2.1 The entire Site A is proposed to rezone to "R(A)" and redevelop the area for high-density residential development, with non-domestic uses always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building. The proposed development on Site A consists of a 2 floors of basement carpark, a 5 storeys podium (GFA: 5,197m² for retails; 5,197m² for G/IC) and two 34 storeys residential towers (838 flats).
- 2.2.2 Western part of the Site B is proposed to rezone to G/IC and provide a G/IC complex with GFA of 33,696 m² for community and amenity. The rest of the Site B of about 9,645 m², is proposed to be public open space.
- 2.2.3 The proposed notional scheme is shown in **Appendix I**. The notional design is subject to change at detailed design stage.
- 2.2.4 It should be noted that public storm water manholes SMH4061013, SMH4061014, SMH4010597, SMH4010598 are within the boundary of Site A (**Figure 2-2**). Those manholes as well as their connecting drainage pipes will be removed. As those public storm water manholes are not only serving the Site A but also for upstream catchments, re-diversion of the existing drainage pipes is necessary.

- 2.2.5 An existing public storm water manhole SMH4010820 is current in Site B. The manhole together with it associated pipe will be removed. As the manhole should only serve the Site B, no re-diversion is necessary.

3 DRAINAGE IMPACT ASSESSMENT

3.1 Catchments in the Vicinity

3.1.1 Stormwater Drainage Manual – Planning, Design and Management”, fifth edition, January 2018, (hereafter called “the DSD Manual”) prepared by the DSD provides guidelines for the design of the drainage system. According to Table 10 of the DSD Manual, the recommended design return period based on flood levels is 50 years (“main rural catchment drainage channels”) for conservative purpose.

3.1.2 The runoff coefficients of each zone are summarized in **Table 3-1**.

Table 3-1 Runoff Coefficients

Type of Area	Run-off Coefficient ^[1]
Grass	0.19
Paved/Concrete	0.90

Note:

[1] The runoff coefficients are extracted from Section 7.5.2 of “Stormwater Drainage Manual – Planning, Design and Management”, fifth edition, January 2018.

3.1.3 A hydraulic calculation has been performed on the peak flows from a 1:50 year rainstorm with rainfall intensity according to the DSD Manual. The increase of 10.4% in rainfall for 2041-2060 is also incorporated into the calculation. The catchments are shown in **Figure 3-1** and **Figure 3-2a** to **Figure 3-2f**. The volumes of stormwater runoff of each zone are summarized in **Table 3-2**. The detailed calculations are shown in **Appendix II**.

Table 3-2 Comparison of Drainage Discharge from the Site and Vicinities

Catchments	Total Drainage Discharge (L/s)
Project site A	304.9
Project Site B (POS)	442.9
Project Site B (G/IC)	220.9
A1	181.3
A2	190.5
B1	196.5
B2	75.1
B3	268.1
B4	620.6

Note:

[1] Detailed calculations are shown in **Appendix II**.

[2] Paved and unpaved area for the proposed development subject to minor changes in detailed design stage.

3.2 Impact to Existing Public Drainage System

3.2.1 The runoff from Site A and the Site B (POS) will be directed to the nearest section of box culvert in the east (SBP4001321 & SBP4001322), without via existing public drainage pipes. The runoff from the Site B (G/IC) will be directed to the nearest existing manhole (SMH4010052). The hydraulic calculations of the full capacities for the existing pipes

connecting to the public drainage system are summarized in **Table 3-3**. The detailed calculation can be found in Table A in **Appendix III**.

Table 3-3 Capacities of Existing Drainage Pipes

Drainage Pipe	Upstream Manhole no.	Downstream Manhole no.	Full Capacity ^[1] (L/s)	Catchment	Peak Flow (L/s)	Percentage
PS B01	SMH4010052	SMH4010053	1750	Project site B (G/IC) + B1 +B2 +B3 +B4	1381.1	79%
PS B02	SMH4010053	SMH4010054	2021	Project site B (G/IC) + B1 +B2 +B3 +B4	1381.1	68%
PS B03	SMH4010054	SMH4010055	1976	Project site B (G/IC) + B1 +B2 +B3 +B4	1381.1	70%

Note:

[1] Calculated by Colebrook-White Equation. The detailed calculation is shown in **Appendix III**.

- 3.2.2 From the calculation detailed in Table A of **Appendix III**, the downstream drainage pipes PS B01 – PS B03 can cater the stormwater discharge from Site B (G/IC). Therefore, no upgrading works for those pipes are required.

3.3 Drainage Discharge from Project to Public Drainage System

Site A (Composite Development)

- 3.3.1 Stormwater from Project Site A will be collected by a new terminal manhole (STMH-A01) then discharged via a new proposed pipe (PP A01) to the box culvert (SBP4001321) (2440mm×2440mm) along Hing Wah Street. The diameter and slope of the proposed pipe PP A01 are ϕ 600mm and 1:100 respectively.

Re-diversion of Existing Drainage Pipe due to Site A

- 3.3.2 As the existing public stormwater manholes SMH4061013, SMH4061014, SMH4010597, SMH4010598 together with their associated drainage pipes will be removed due to the Site A, new stormwater manhole and drainage pipes will be required to re-divert the stormwater from upstream catchments to the box culvert SBP4001324 along Hing Wah Street (**Figure 3a**).
- 3.3.3 Five new manholes (STMH-A02 - STMH-A06) and six new drainage pipes (PP A02 – PP A07) have been proposed for the re-diversion. The diameter and slope of those proposed pipes are ϕ 600mm and 1:100 respectively.

Site B (POS)

- 3.3.4 Stormwater from Project Site B (POS) will be collected by a new terminal manhole (STMH-B01) then discharged via a new pipe (PP B01) to the box culvert (SBP4001323) (2440mm×2440mm) along Hing Wah Street (**Figure 3-3b**). The diameter and slope of the proposed pipe PP B01 are ϕ 600mm and 1:100 respectively.

Site B (G/IC Complex)

- 3.3.5 Stormwater from Project Site B (G/IC) will be collected by a new terminal manhole (STMH-B02) then discharged via a new pipe (PP B02) to the existing manhole (SMH4010052) along Cheung Sha Wan Road (**Figure 3-3c**). The diameter and slope of the proposed pipe PP B02 are $\phi 600\text{mm}$ and 1:100 respectively.

Details of the Proposed Pipes

- 3.3.6 The proposed new pipes are summarised in **Table 3-4 & Table 3-5** and illustrated in **Figure 3-3a to Figure 3-3c**. Detailed calculation is presented in Table B of **Appendix III**.
- 3.3.7 It should be noted that the proposed new drainage pipe PP A02 will cross over with existing public sewer FWD4011891. FWD4011891 is a 750mm pipe with invert level of 1.02-1.06mPD, while PP A02 is having invert level of 3.50-3.62mPD. Similarly, the proposed new drainage pipe PP A04 (invert level of 3.05-3.26mPD) will cross over the proposed new sewer for Site A (~1.0 mPD, please refer to the SIA report for details). As there are significant vertical distances in between the pipes, no conflict of the pipes is anticipated.
- 3.3.8 The calculation shows that capacities of the proposed pipes are sufficient to cater the peak stormwater flow. Therefore, no adverse drainage impact is anticipated if the proposed new stormwater manholes and drainage pipes are implemented properly.

Table 3-4 Capacities of Proposed Drainage Pipes

Drainage Pipe	Upstream Manhole no.	Downstream Manhole no.	Diameter (mm)	Full Capacity ^[1] (l/s)	% of full capacity
Project Site A					
PP A01	STMH-A01	SBP4001321	600	556	55%
Project Site A - Re-diversion					
PP A02	SMH4061012	STMH-A02	600	556	67%
PP A03	STMH-A02	STMH-A03	600	548	68%
PP A04	STMH-A03	STMH-A04	600	548	68%
PP A05	STMH-A04	STMH-A05	600	548	68%
PP A06	STMH-A05	STMH-A06	600	548	68%
PP A07	STMH-A06	SBP4001321	600	548	68%
Project Site B (POS)					
PP B01	STMH-B01	SBP4001323	600	556	80%
Project Site B (G/IC)					
PP B02	STMH-B02	SMH4010052	600	556	40%

Note:

[1] Calculated by Colebrook-White Equation. The detailed calculation is shown in **Appendix III**.

Table 3-5 Details of Proposed Drainage Pipes

Drainage Pipe	Upstream Manhole no.	Downstream Manhole no.	Diameter (mm)	Invert level (mP.D.) ^[1]		Slope ^[1]
				Upstream	Downstream	
Project Site A						
PP A01	STMH-A01	SBP4001321	600	2.86	2.68	0.01
Project Site A - Re-diversion						
PP A02	SMH4061012	STMH-A02	600	3.62	3.50	0.01
PP A03	STMH-A02	STMH-A03	600	3.50	3.26	0.01
PP A04	STMH-A03	STMH-A04	600	3.26	3.05	0.01
PP A05	STMH-A04	STMH-A05	600	3.05	2.70	0.01
PP A06	STMH-A05	STMH-A06	600	2.70	2.32	0.01
PP A07	STMH-A06	SBP4001321	600	2.32	2.00	0.01
Project Site B (POS)						
PP B01	STMH-B01	SBP4001323	600	1.84	1.70	0.01
Project Site B (G/IC)						
PP B02	STMH-B02	SMH4010052	600	4.26	4.00	0.01

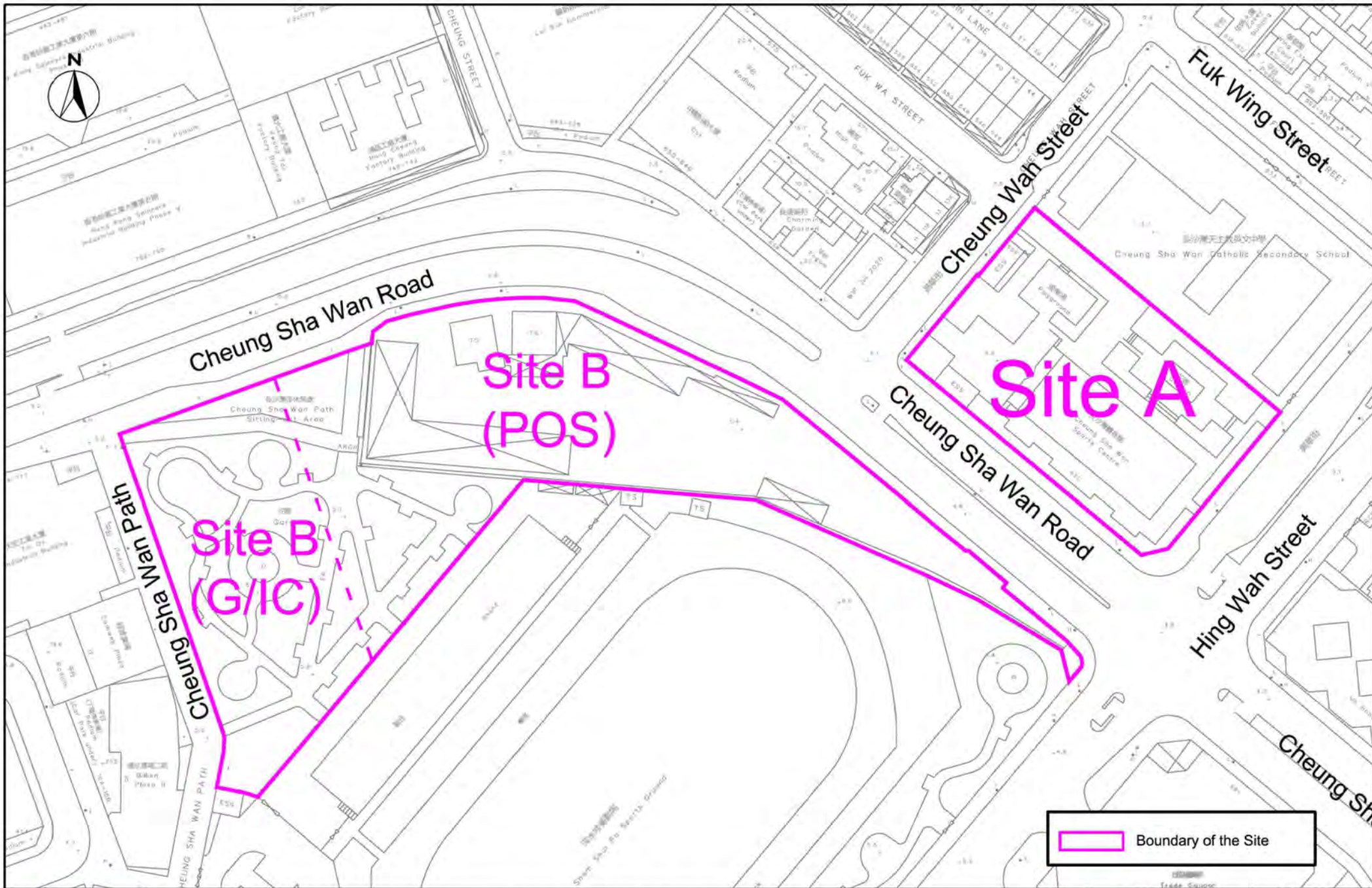
Note:

[1] The Invert level and slope of the proposed upgrade pipes subject to detail design.

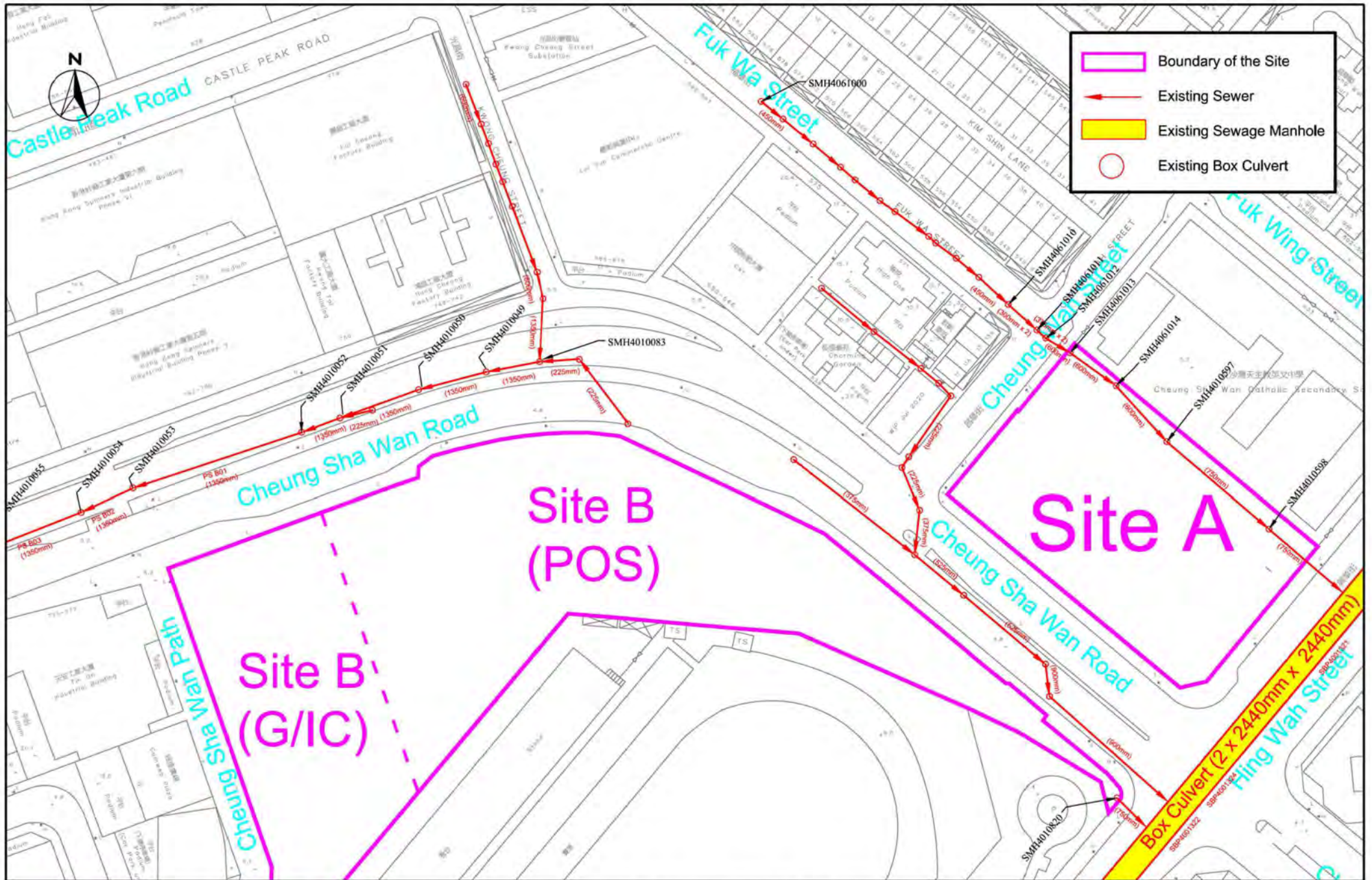
4 CONCLUSION

- 4.1.1 The Development Scheme proposes to redevelop a composite development at Site A, which consists of 2 residential towers which providing about 838 flats, 2 floors of basement carpark, as well as a 5 storeys podium with ~5,197m² of G/C area and ~5,197m² of retail area; The Development Scheme also proposes a G/IC complex with GFA of ~33,696 m² for G/IC facilities at Site B.
- 4.1.2 For Site A, a new manhole (STMH-A01) is proposed to cater the drainage from the new development and then discharge via a new 600mm pipe (PP A01) to the nearby box culvert (SBP4001321).
- 4.1.3 The existing pipes and manholes (from existing manhole SMH4061012 to the box culvert SBP4001321) which are located within the boundary of Site A, will be replaced by new manholes (STMH-A02 - STMH-A06) and new pipes (from PP A02 to PP A07) to cater the stormwater from upstream catchments and then discharge to the box culvert (SBP4001324).
- 4.1.4 For Site B (POS), the existing manhole (SMH4010820) will be removed. A new terminal manhole (STMH-B01) will to collect the drainage discharge from Site B (POS), then discharged via a new 600mm pipe (PP B01) to the box culvert (SBP4001323).
- 4.1.5 A new manhole (STMH-B02) is proposed to cater the drainage from Site B (G/IC) and discharge via a new 600mm pipe (PP B02) to the existing manhole (SMH4010052).
- 4.1.6 Actual layout and invert levels of the proposed pipes are subject to detail design.
- 4.1.7 The new pipes would have sufficient capacity to cater for the stormwater discharge from the proposed development and surrounding catchments; therefore, no adverse drainage impact on the public drainage system is expected.

FIGURES



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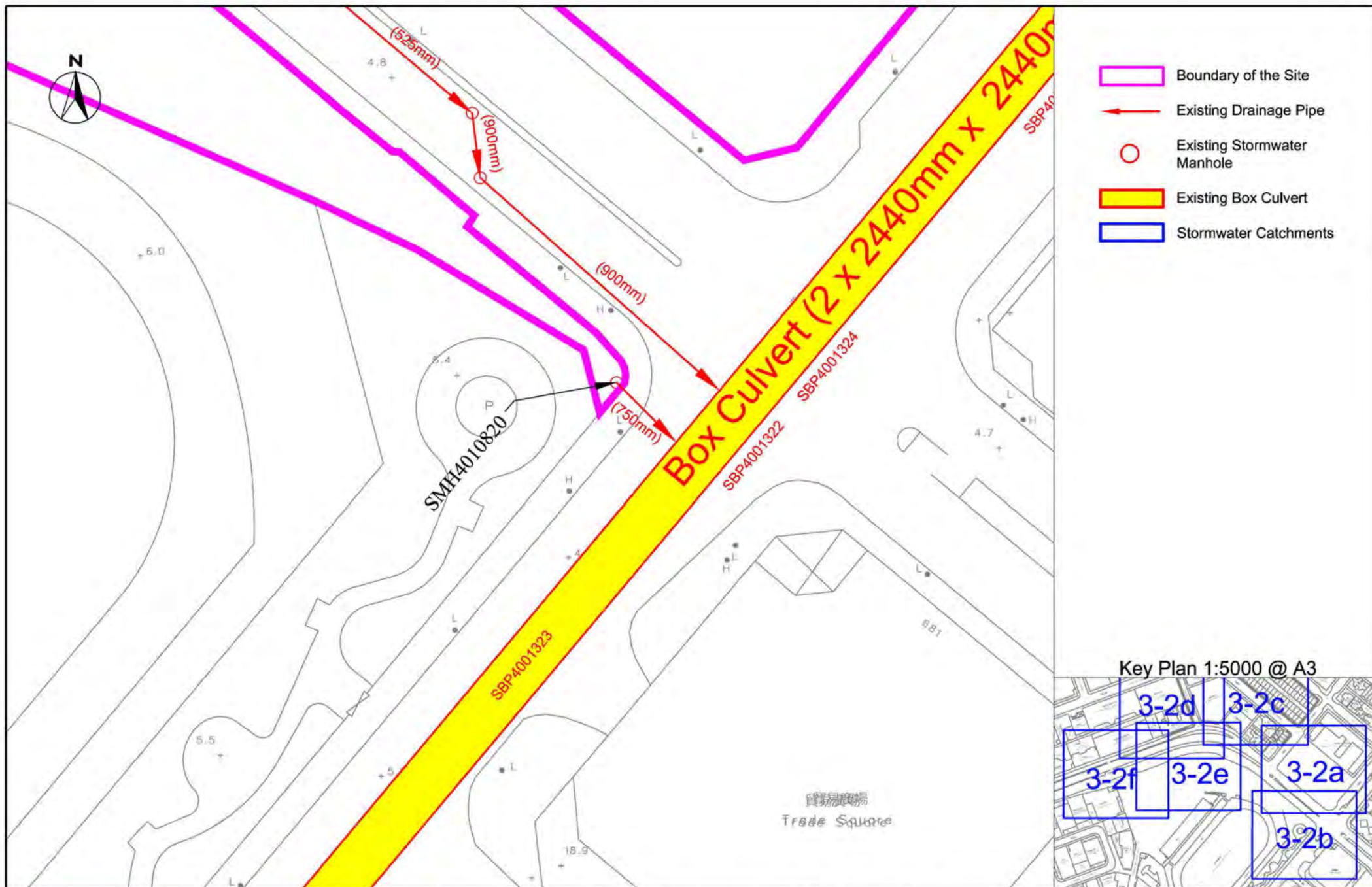


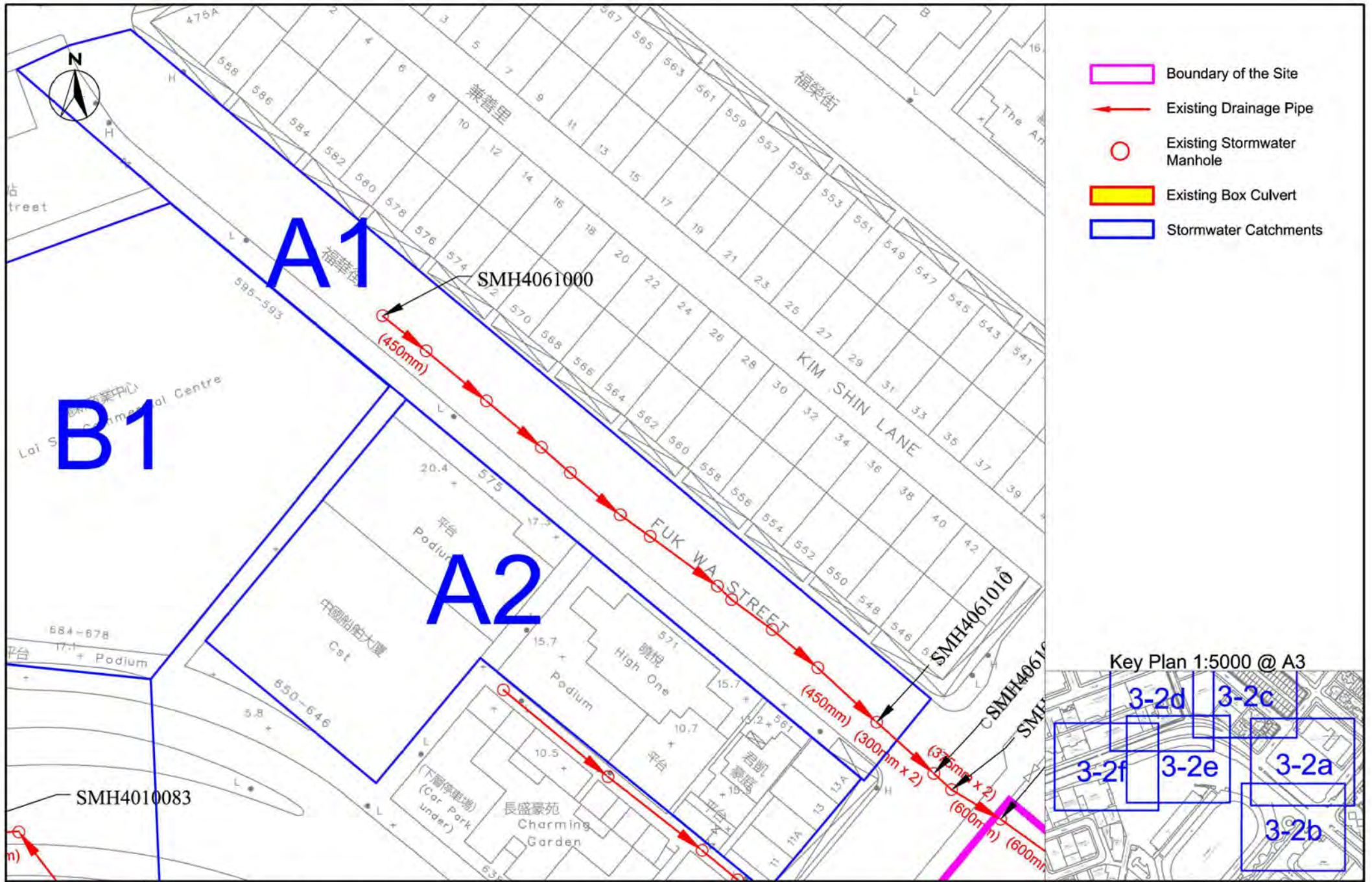
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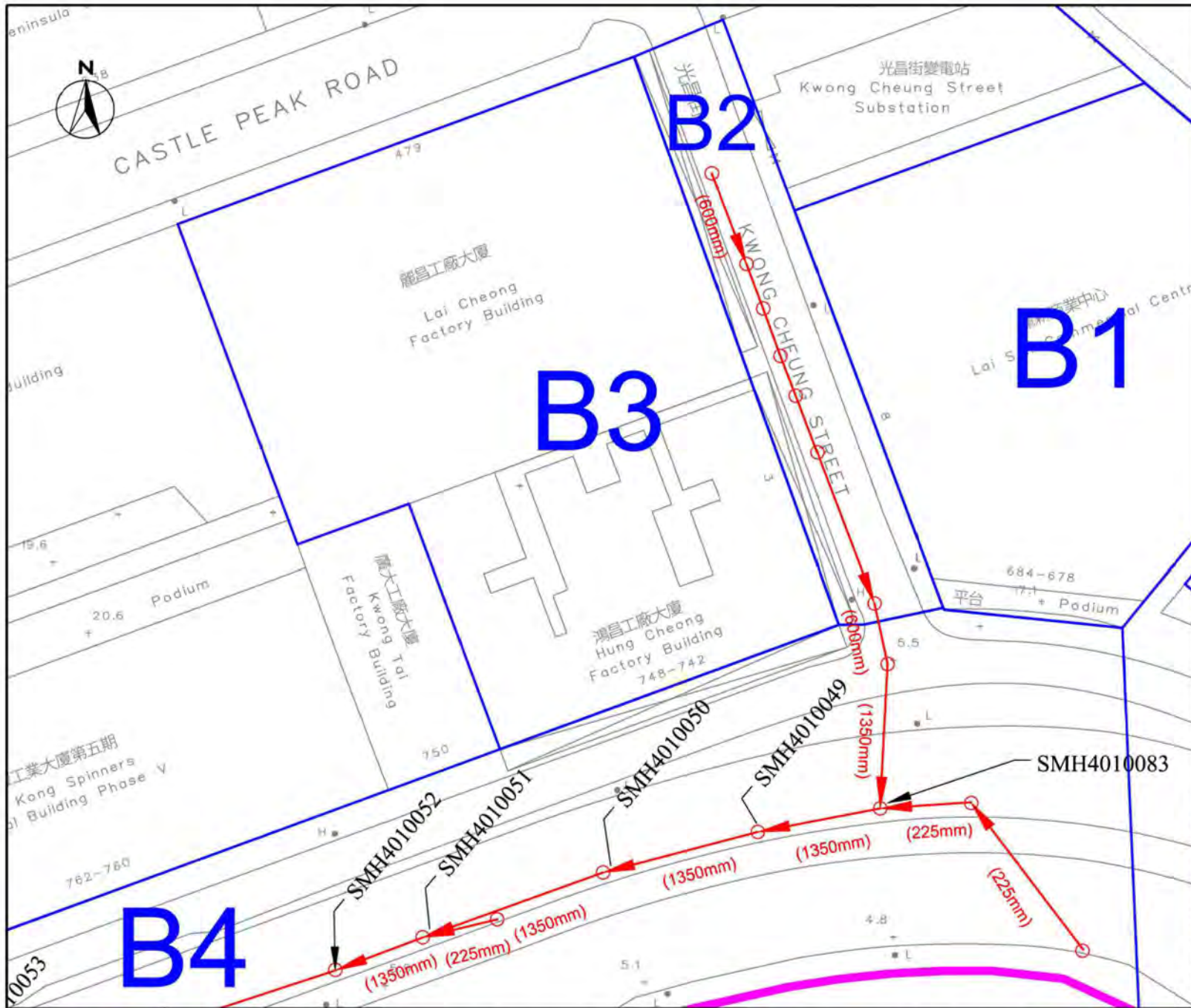
- Boundary of the Site
- ← Existing Drainage Pipe
- Existing Stormwater Manhole
- Existing Box Culvert
- Stormwater Catchments

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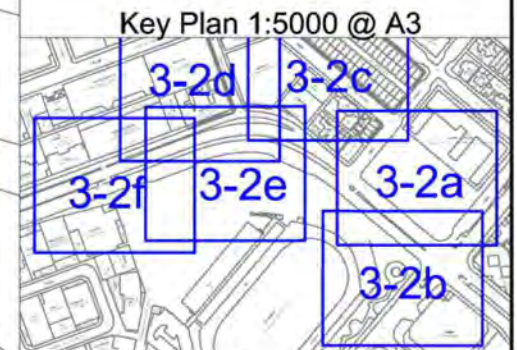




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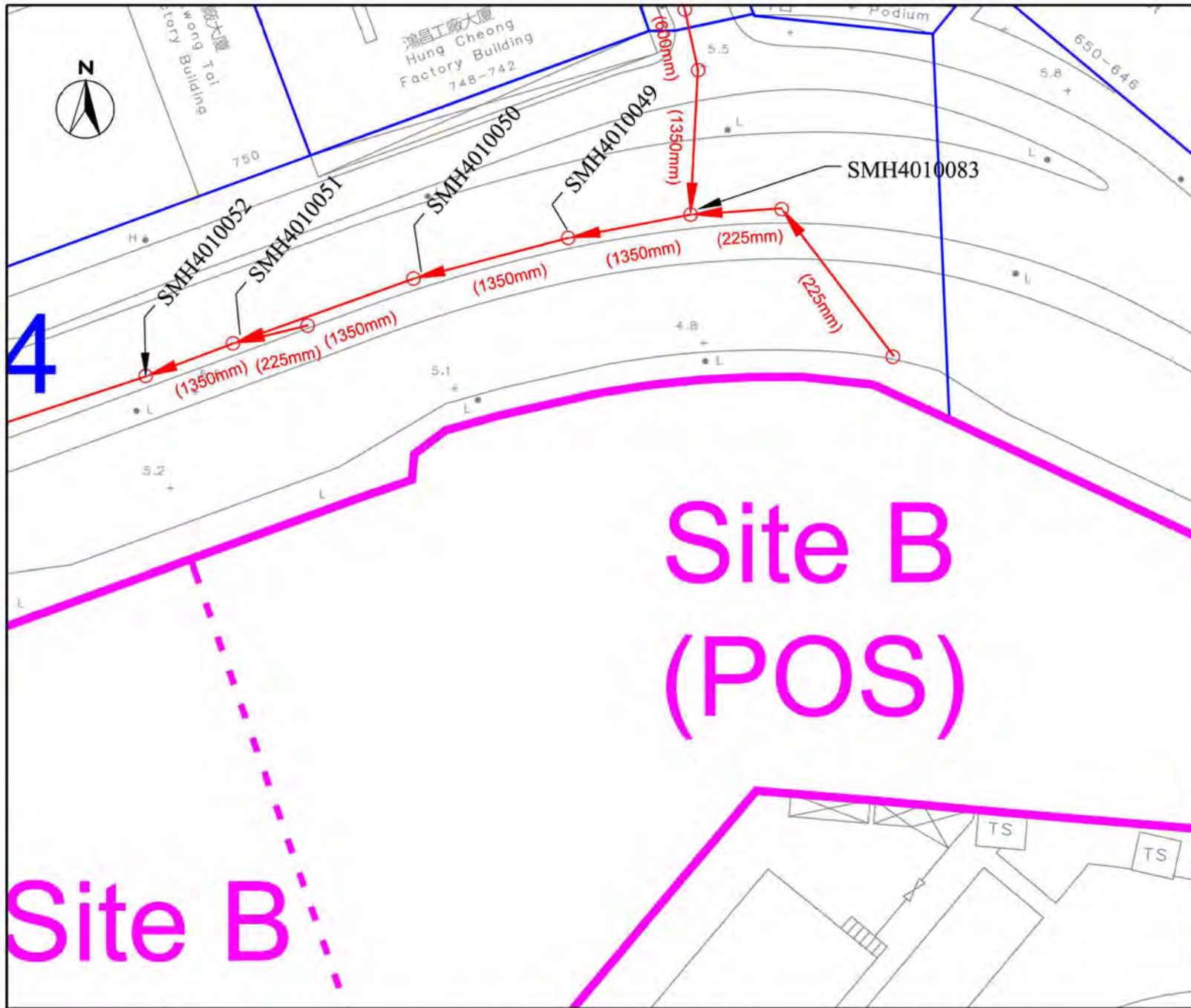


- Boundary of the Site
- ← Existing Drainage Pipe
- Existing Stormwater Manhole
- Existing Box Culvert
- Stormwater Catchments



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
Stormwater Catchments and Existing Drainage Pipes in the Vicinity

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- Boundary of the Site
- ← Existing Drainage Pipe
- Existing Stormwater Manhole
- Existing Box Culvert
- Stormwater Catchments

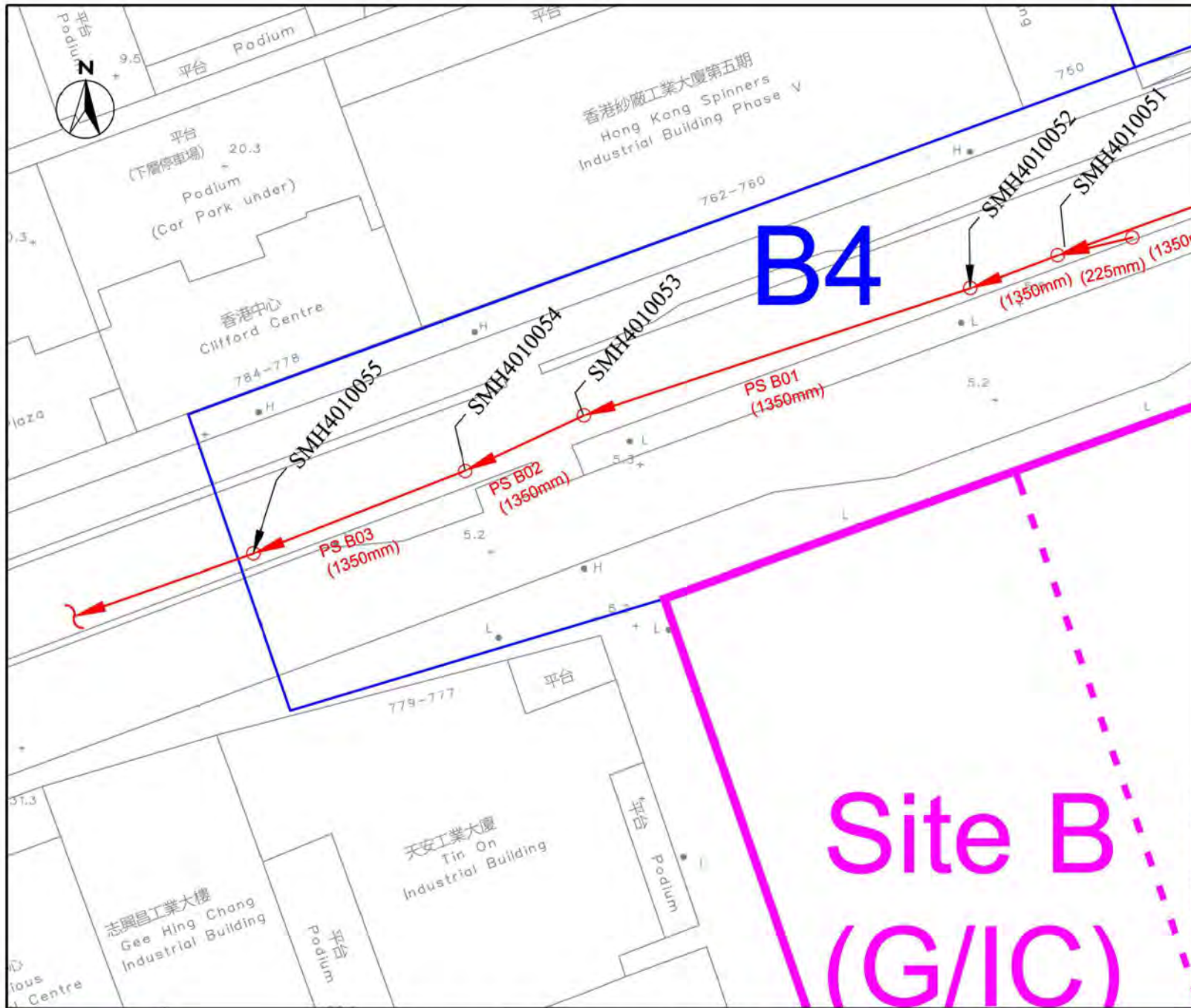
Site B






Site B
(POS)

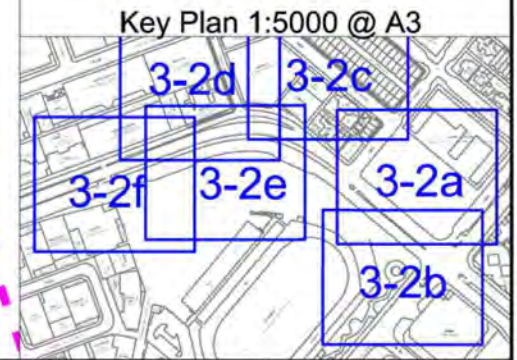
Key Plan 1:5000 @ A3



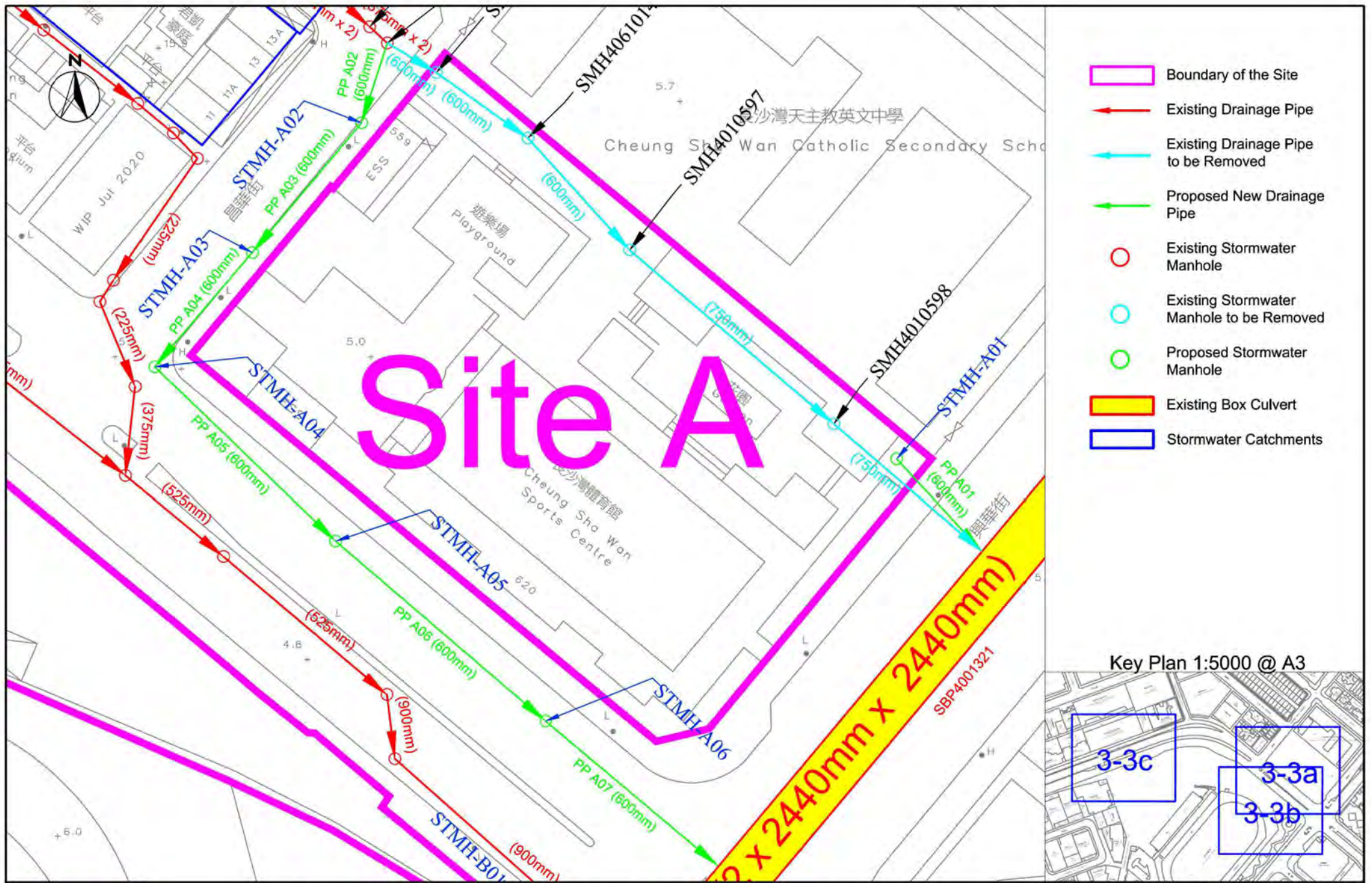
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-  Boundary of the Site
-  Existing Drainage Pipe
-  Existing Stormwater Manhole
-  Existing Box Culvert
-  Stormwater Catchments

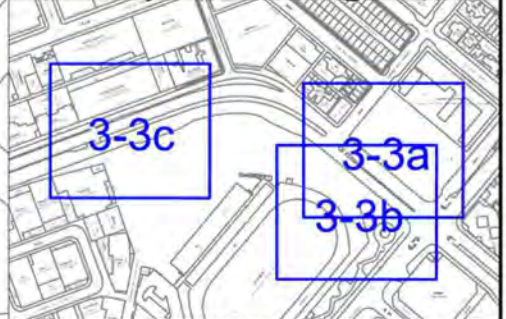


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		REV	-



- Boundary of the Site
- Existing Drainage Pipe
- Existing Drainage Pipe to be Removed
- Proposed New Drainage Pipe
- Existing Stormwater Manhole
- Existing Stormwater Manhole to be Removed
- Proposed Stormwater Manhole
- Existing Box Culvert
- Stormwater Catchments

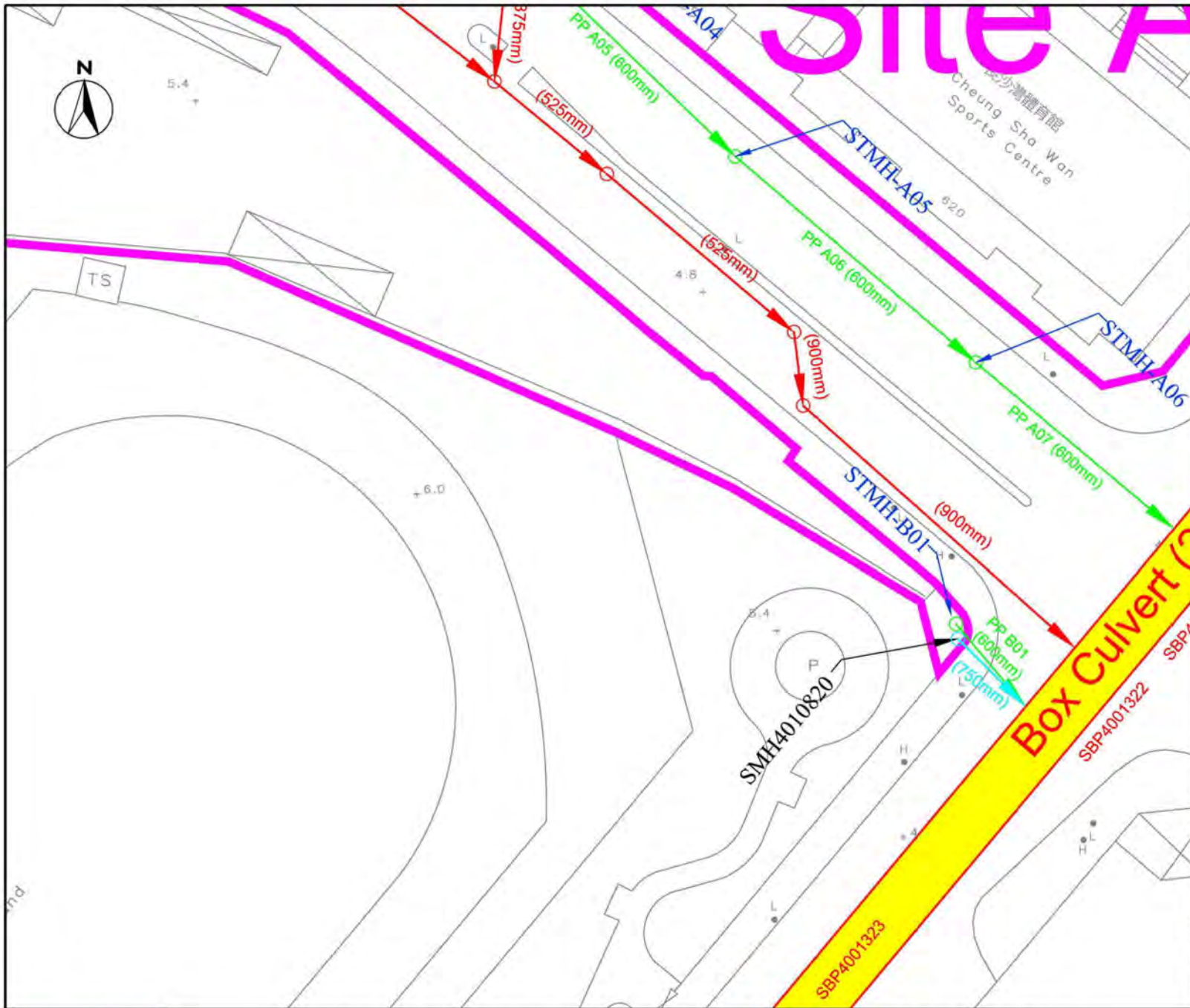
Key Plan 1:5000 @ A3



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

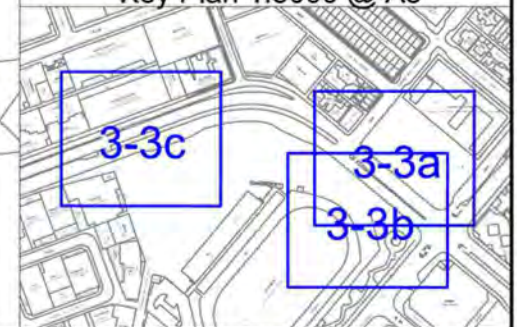
Proposed New Drainage Pipes

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		REV	-



- Boundary of the Site
- Existing Drainage Pipe
- Existing Drainage Pipe to be Removed
- Proposed New Drainage Pipe
- Existing Stormwater Manhole
- Existing Stormwater Manhole to be Removed
- Proposed Stormwater Manhole
- Existing Box Culvert
- Stormwater Catchments

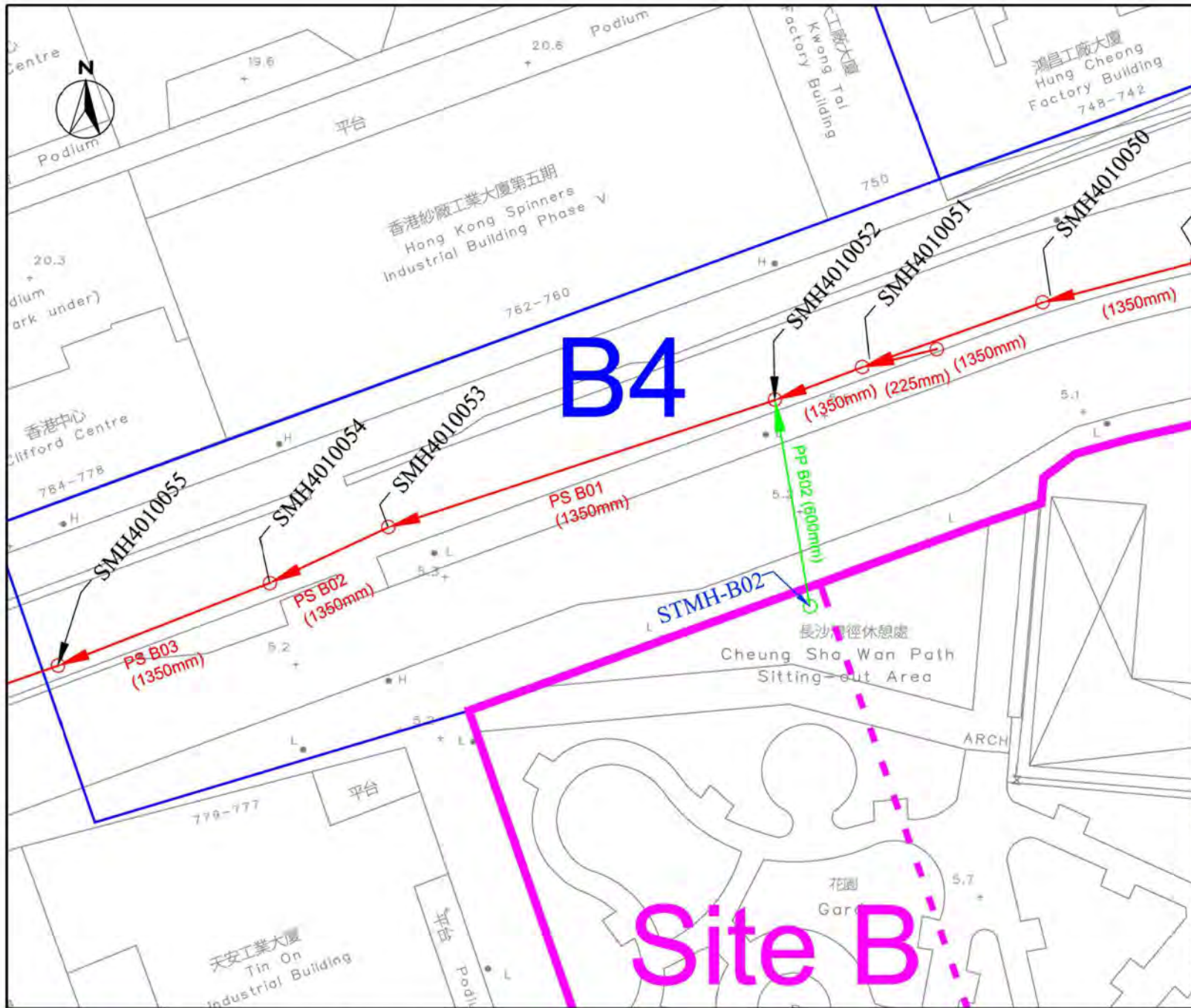
Key Plan 1:5000 @ A3












Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

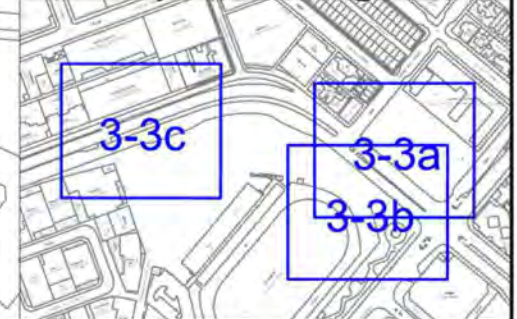
Proposed New Drainage Pipes

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-  Boundary of the Site
-  Existing Drainage Pipe
-  Existing Drainage Pipe to be Removed
-  Proposed New Drainage Pipe
-  Existing Stormwater Manhole
-  Existing Stormwater Manhole to be Removed
-  Proposed Stormwater Manhole
-  Existing Box Culvert
-  Stormwater Catchments

Key Plan 1:5000 @ A3

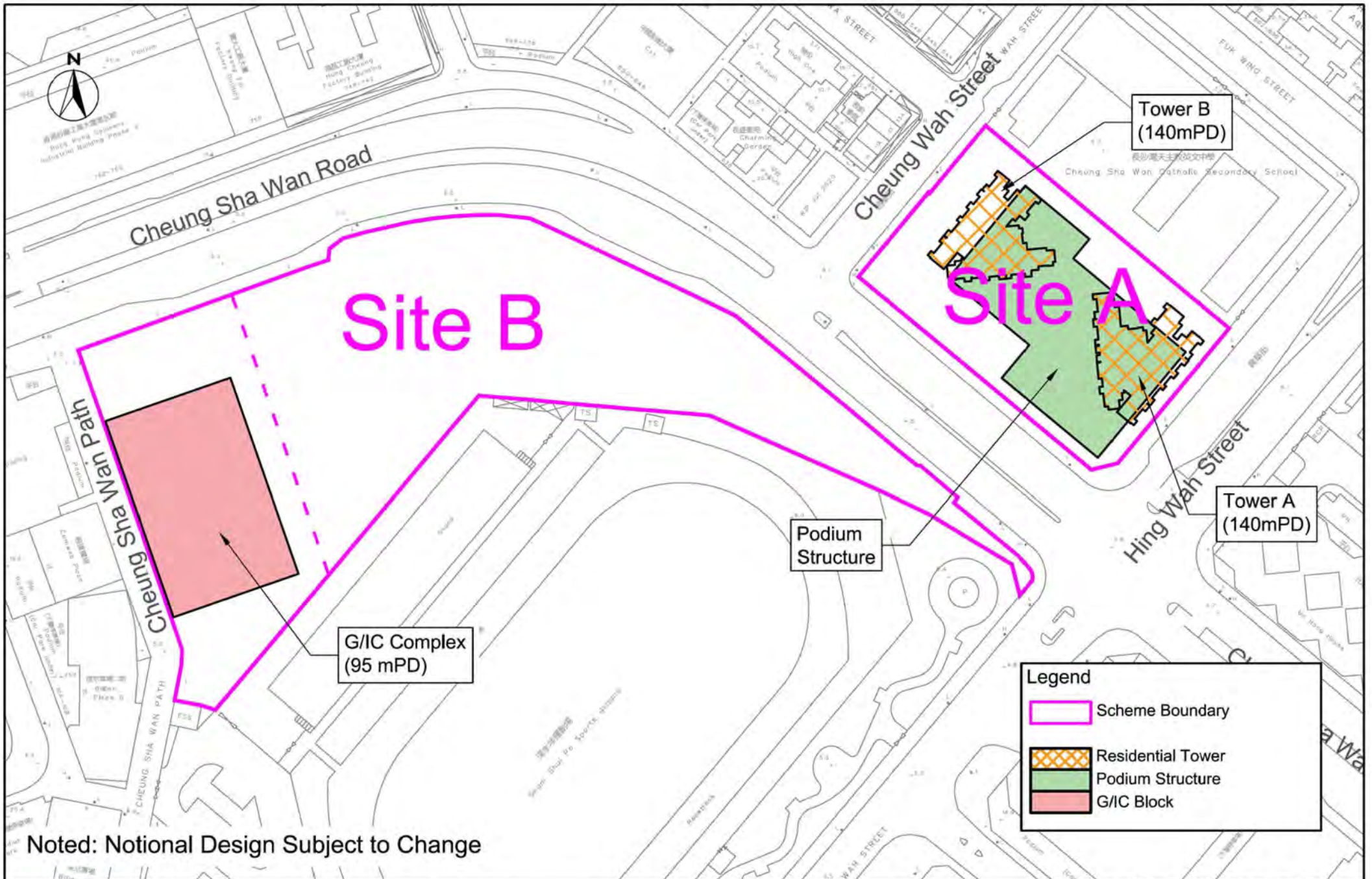


Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Proposed New Drainage Pipes

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APPENDIX I
Notional Block Plan of the Proposed Scheme



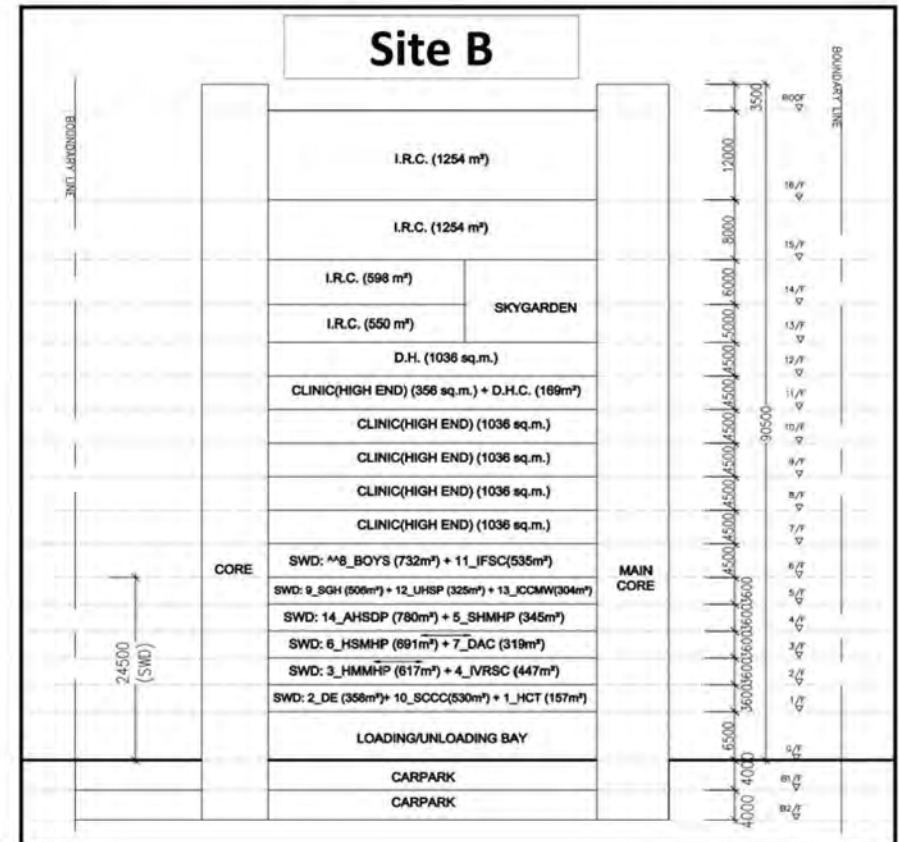
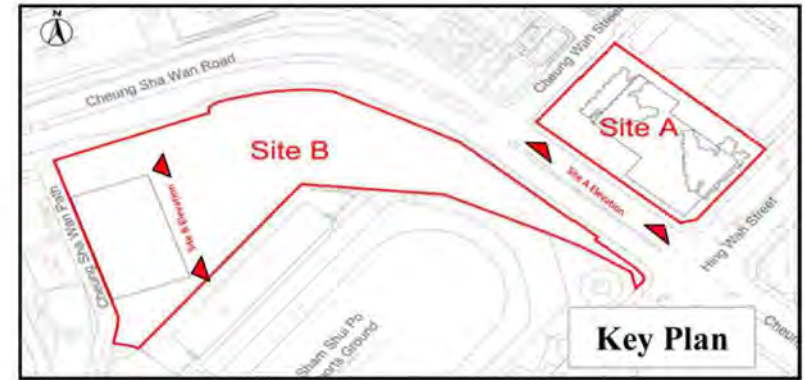
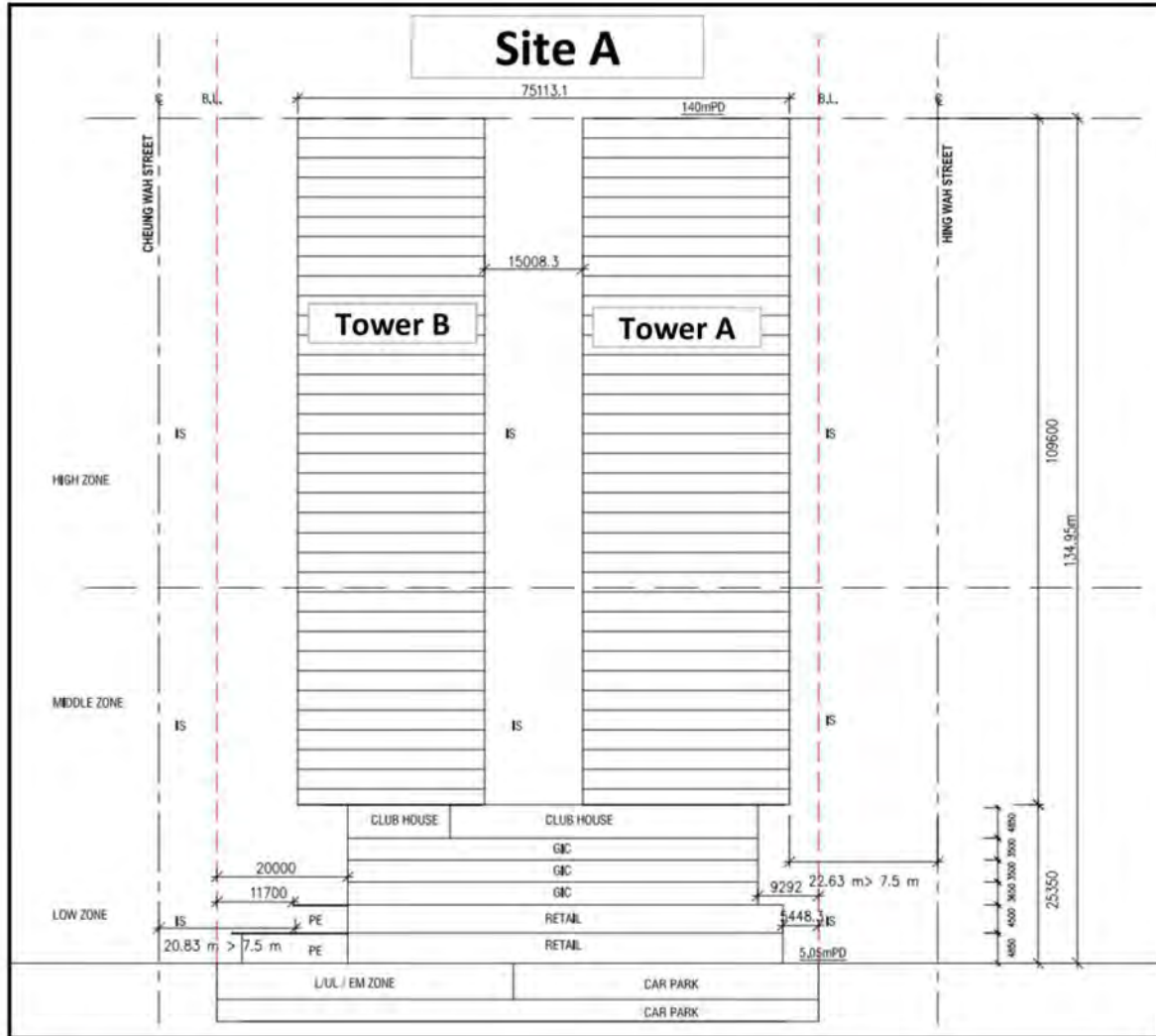
Noted: Notional Design Subject to Change



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Notional Block Plan of the Proposed Scheme

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Remark:
Notional Design subject to change at detailed design stage

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APPENDIX II
Drainage From Catchment Zone

Appendix II - Drainage from Catchment Zone

Catchment Zone	Project Site A	Project Site B (POS)	Project Site B (G/IC)	A1	A2	B1	B2	B3	B4
Description	Proposed Development	Proposed Development	Proposed Development	Fuk Wa Street	Existing Buildings	Existing Buildings	Kwong Cheung Street	Existing Buildings	Cheung Sha Wan Road
Catchment Area (m ²)	5197	9645	4212	2389	2603	3158	982	4135	8540
Slope (m per 100m) ^[1]	0.40	0.40	0.40	0.18	0.40	0.40	0.30	0.40	0.16
L (m)	93.0	243.0	140.0	20.0	30.0	70.0	20.0	60.0	30.0
TOC (min)	6.9	16.9	10.6	1.9	2.4	5.4	1.8	4.5	2.5
Runoff intensity (mm/hr) ^[2]	212.4	166.3	189.8	274.8	264.9	225.3	276.9	234.7	263.1
Paved area (m ²)	5197	9645	4212	2389	2603	3158	982	4135	8540
Runoff coefficient (paved)	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Drainage discharge (L/s)	276.2	401.2	200.1	164.2	172.5	178.0	68.0	242.8	562.1
Unpaved area (m ²) ^[3]	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Runoff coefficient (unpaved)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
Drainage discharge (L/s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Drainage discharge (L/s)	276.2	401.2	200.1	164.2	172.5	178.0	68.0	242.8	562.1
Rainfall increased for 2041-2060	10.4%	10.4%	10.4%	10.4%	10.4%	10.4%	10.4%	10.4%	10.4%
Total Drainage discharge with Rainfall increased (L/s)	304.9	442.9	220.9	181.3	190.5	196.5	75.1	268.1	620.6

Note:

[1] A slope of 1:250 is assumed for flat catchment area.

[2] The run-off intensity is calculated by the equation in Section 4.3.3 of the Drainage Manual:

$$i = \frac{a}{(t_d + b)^c}$$

where Table 3a - Storm Constants for 50 years return period of HKO Headquarters are adopted.

a = 451.3

b = 2.46

c = 0.337

[3] There is no unpaved area in the study area.

APPENDIX III
Detailed Calculation of Pipe Capacities

Appendix III - Detailed Calculation of Pipe Capacities

Table A - Calculation of Existing Pipe

Pipe No.	Upstream Manhole No.	Downstream Manhole No.	Upstream invert level (mP.D.)	Downstream invert level (mP.D.)	Length (m)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) μ	Velocity (m/s)	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity
Existing Pipes																
PS B01	SMH4010052	SMH4010053	2.64	2.57	51.2	1.350	1.431	0.338	0.001	1.14E-06	0.003	1.22	1750	Project site B (G/IC) + B1 + B2 + B3 + B4	1381.1	79%
PS B02	SMH4010053	SMH4010054	2.57	2.54	16.5	1.350	1.431	0.338	0.002	1.14E-06	0.003	1.41	2021	Project site B (G/IC) + B1 + B2 + B3 + B4	1381.1	68%
PS B03	SMH4010054	SMH4010055	2.54	2.49	28.7	1.350	1.431	0.338	0.002	1.14E-06	0.003	1.38	1976	Project site B (G/IC) + B1 + B2 + B3 + B4	1381.1	70%

Note:

[1] The roughness coefficient for silted concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

Table B - Calculation of Proposed New Pipe

Pipe No.	Upstream Manhole No.	Downstream Manhole No.	Upstream invert level (mP.D.)	Downstream invert level (mP.D.)	Length (m)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) μ	Velocity (m/s)	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity
Proposed New Pipes																
Project Site A																
PP A01	STMH-A01	SBP4001321	2.86	2.68	18.2	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.97	556	Project site A	304.9	55%
Project Site A - Re- diversion																
PP A02	SMH4061012	STMH-A02	3.62	3.50	12.1	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.97	556	A1 + A2	371.8	67%
PP A03	STMH-A02	STMH-A03	3.50	3.26	24.5	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.94	548	A1 + A2	371.8	68%
PP A04	STMH-A03	STMH-A04	3.26	3.05	21.7	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.94	548	A1 + A2	371.8	68%
PP A05	STMH-A04	STMH-A05	3.05	2.70	36.2	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.94	548	A1 + A2	371.8	68%
PP A06	STMH-A05	STMH-A06	2.70	2.32	39.9	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.94	548	A1 + A2	371.8	68%
PP A07	STMH-A06	SBP4001321	2.32	2.00	32.6	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.94	548	A1 + A2	371.8	68%
Project Site B (POS)																
PP B01	STMH-B01	SBP4001323	1.84	1.70	13.5	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.97	556	Project site B (POS)	442.9	80%
Project Site B (G/IC)																
PP B02	STMH-B02	SMH4010052	4.26	4.00	26.0	0.600	0.283	0.150	0.010	1.14E-06	0.003	1.97	556	Project site B (G/IC)	220.9	40%

Note:

[1] The roughness coefficient for silted concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

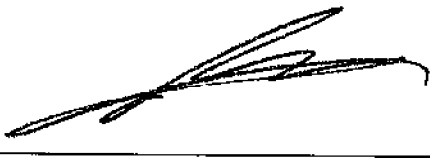
[2] The upstream and downstream level of proposed pipes will be confirmed by pipe survey in detail design stage.

[3] The location of the terminal manhole within the Site is subject to detail design.

**Urban Renewal Authority
Development Scheme
Cheung Wah Street / Cheung Sha Wan
Road (SSP-018)**

**Sewerage Impact Assessment
(V1.0)**

September 2021

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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Prepared by	Colman Wong	<i>Colman</i>	23 September 2021
Checked by	Karina Chan		23 September 2021

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Appendix III	Detailed Calculation of Existing Sewage Discharge
Appendix IV	Capacity Calculation of Proposed Pipes and Upgraded Pipes

1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). This Sewerage Impact Assessment (SIA) is to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.2 Cinotech Consultants Limited was commissioned by URA to carry out a Sewerage Impact Assessment (SIA) to assess and envisage any potential sewerage impact on the implementation of the proposed development of the Scheme and to recommend necessary pipe upgrading/diversion as necessary.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

2.1.1 The Scheme SSP-018 consists of Sites A and B. Site A is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the south-western boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary (Figure 2-1). The proposed gross site areas of the Site A & Site B are 5,197m² and 13,857m² respectively, subject to site survey and detailed design.

2.1.2 Currently, the Site A comprises a single storey Cheung Sha Wan Sports Centre and its associate outdoor garden and playground. The Site B comprises a government land lot (GLA-TNK 1723) which currently is an open area with a few 1-2 storeys temporary structures, Cheung Sha Wan Path Sitting-out Area, and a garden associated with Sham Shui Po Sports Ground.

2.2 The Proposed Development

2.2.1 The entire Site A is proposed to rezone to "R(A)" and redevelop the area for high-density residential development, with non-domestic uses always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building. The proposed development on Site A consists of a 2 floors of basement carpark, a 5 storeys podium (GFA: ~5,197m² for G/IC area, and ~5,197m² for Commercial area) and two 34 storeys residential towers (838 flats).

2.2.2 Western part of the Site B is proposed to rezone to G/IC and provide a G/IC complex with GFA of 33,696 m² for community and amenity. The rest of the Site B of about 9,645 m², is proposed to be public open space.

2.2.3 The proposed notional scheme is shown in **Appendix I**. The notional design is subject to change at detailed design stage.

3 SEWERAGE IMPACT ASSESSMENT

3.1 Sewage Discharge from the Scheme

3.1.1 Based on the population by-census 2016, the average domestic household size in Sham Shui Po District Council Constituency Area is 2.6 persons, therefore the design residential population is about 1928 persons (838 flats × 2.6). The population of restaurant, retail and G/IC are estimated according to the usable floor area (UFA) per person and the worker density from Figure 9 of Commercial and Industrial Floor Space Utilization, published by Planning Department. **Table 3-1** indicates the population calculation of the Site A and Site B. It should be note that GFA ratio of *Clubhouse : Retails : Restaurant* is assumed to be 10% : 45% : 45%. As the sewage discharge per unit area for restaurant is much higher than the other two and the assumed ratio of restaurant is on high side, this assumption is considered conservative.

Table 3-1 Estimation of Population

Section	No. of Flat ^[1]	Non-residential GFA (m ²) ^[2]	Population Factor		Population	
			No. of person per flat ^[3]	Residential Population	Worker Density (worker/100 m ²) ^[4]	No. of Employee
Site A						
Residential	838	-	2.6	2179	-	-
Restaurant	-	2338.65	-	-	5.1	119
Retail	-	2338.65	-	-	3.5	82
Clubhouse	-	519.7	-	-	3.3	17
G/IC	-	5197	-	-	3.3	172
Site B						
G/IC	-	33733	-	-	3.3	1113

[1] No. of flats and GFA are provided by URA

[2] It is assumed that the GFA ratio of Clubhouse : Retails : Restaurant = 10% : 45% : 45%.

[3] The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.by-census2016.gov.hk/en/bc-dp.html>).

[4] The worker densities for different sections are from Figure 9 of Commercial and Industrial Floor Space Utilization Survey.

3.1.2 The estimated contributing population, sewage flow rate and peak flow from Site A and Site B are summarised in **Table 3-2**. The peak flow are 59.2 L/s and 21.7 L/s for Site A and Site B respectively, applying the peaking factor including stormwater allowance of 6 for the contribution population between 1,000 to 5,000.

Table 3-2 Calculation of Sewage Discharge

Occupant Type	Unit Flow Factors ^{[1] [4]} (m ³ /day/person)	No. of Occupants / Employee	Flow Rate (m ³ /day)	Contributing population ^[2]	Peak Factor ^[3]	Peak Flow (L/s)
Site A						
Residential	0.27	2179	588.3	-	-	-
Restaurant	1.58	119	188.0	-	-	-
Retail	0.28	82	23.0	-	-	-
Clubhouse	0.28	17	4.8	-	-	-
G/IC	0.28	172	48.2	-	-	-
Total	-	-	852.2	3157	6	59.2
Site B						
G/IC	0.28	1113	311.6	-	-	-
Total	-	-	311.6	1155	-	21.7

- [1] EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning defining sewage flow parameter.
- [2] The contribution population for Site A is $852.2 \text{ (m}^3\text{/day)} / 0.27 \text{ (m}^3\text{/day/person)} = 3157$ and the contribution population for Site B is $311.6 \text{ (m}^3\text{/day)} / 0.27 \text{ (m}^3\text{/day/person)} = 1155$
- [3] Peaking Factor of 6 and 8 for contributing population 1,000-5,000 and <1,000 respectively and the operation hour is assumed to be 24 hours. The peak flow is the sum of flow rate of each occupant type x peaking factor.
- [4] The Unit Flow Factors are 0.27, 1.58, 0.28, 0.28, m³/day/head for Residential, Restaurant, Retail and Clubhouse respectively.

3.2 Sewage Discharge from the Vicinity

- 3.2.1 The surrounding developments near the Scheme is sectioned into different catchments based on the existing sewerage system. The sewage catchment areas in the vicinity are shown in **Figure 3-1 & Figures 3-2a - 3-2f** and the estimated sewage discharges from each catchment are summarised in **Table 3-3**. The population and detailed calculation of flow rate is presented in **Appendix II**.
- 3.2.2 It should be noted that the actual sewage discharge route of Cheung Sha Wan Catholic Secondary School (Catchment A), as well as Gee Hing Chang Industrial Building and Precious Industrial Centre (Catchment E) are uncertain due to the lack of information in the relevant record plans. Based on the best available information, assumption has been made that Catchment A discharged to sewer manhole FMH4009911 (upstream of Site A) and two developments in Catchment E discharged to sewer manhole FMH4009982 (downstream of Site B, upstream of PS B02). The said proposal will be subject to change upon verification of the sewerage discharge route of the above developments at subsequent detailed design stage.

Table 3-3 Sewerage Discharge from Surrounding Catchments

Catchment ID	Development	Total Flowrate / catchment (m ³ /day)
A	Cheung Sha Wan Catholic Secondary School	38.6
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road)	1168.6
C	571 Fuk Wa Street	361.5
	561 Fuk Wa Street	
	11-13A Cheung Wah Street	
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	
	Future development on Land Slot NKIL 2197 RP	
D	650-646 Cheung Wah Street (Tower)	372.5
	650-646 Cheung Wah Street (Podium)	
E	Gee Hing Chang Industrial Building	168.7
	Precious Industrial Centre	

* The calculation is detailed in **Appendix II**.

3.3 Review Sewerage System

- 3.3.1 Since the sewage discharge from the Scheme is expected to increase after the development, the downstream sewers shall be checked for sufficient capacities to cater sewerage discharge.
- 3.3.2 The capacities of the downstream foul sewer pipe sections (PS A01 – PS A10 and PS B01 – PS B06, **Figure 3-1**, & **Figures 3-2a - 3-2f**) are calculated by Colebrook-White Equation and listed in **Table 3-4**. The detailed calculation is shown in **Table A of Appendix III**.

Table 3-4 Capacity of Existing Foul Sewers

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)
Site A			
PS A01	FMH4009914	FMH4009915	339.4
PS A02	FMH4009915	Unknown	449.4
PS A03	Unknown	FMH4009917	293.0
PS A04	FMH4009917	FMH4009918	355.9
PS A05	FMH4009918	FMH4009919	404.7
PS A06	FMH4009919	FMH4010450	384.5
PS A07	FMH4010450	FMH4010451	377.1
PS A08	FMH4010451	FMH4010452	362.6
PS A09	FMH4010452	FMH4010453	1224.1
PS A10	FMH4010453	FMH4010454	3640.3
Site B			
PS B01	FMH4009981	FMH4009982	1559.7
PS B02	FMH4009982	FMH4009983	1077.5
PS B03	FMH4009983	FMH4009984	1431.9
PS B04	FMH4009984	FMH4009985	1431.9
PS B05	FMH4009985	FMH4009986	1431.9
PS B06	FMH4009986	FMH4009987	1431.9
Upstream Pipe Sections			
US 01	FMH4009910	FMH4009911	343.2
US 02	FMH4045944	FMH4045945	791.9
US 03	FMH4009974	FMH4009975	600.4

[1] The Manhole ID of the sewage manhole between sewers PS A02 & PS A03 is not available.

[2] The invert level between FMH4009984 and FMH4009986 (Downstream of PS B03 to Upstream of PS B06) are not available. Average slope has been adopted.

3.3.3 The utilization calculation adopts the following assumptions/configurations:

- The Upstream Pipes US 01, US02 & US03 is assumed to be fully utilized (**Figures 3-1, 3-2a & 3-2c**).
- For the calculation of peak flow of PS A01 – PS A10, 100% of the discharge from Catchments C & D are included for conservative assessment (**Figure 3-2a**).
- For the calculation of peak flow of PS B01 – PS B06, 100% of the discharge Upstream Pipe US 03 are included for conservative assessment (**Figure 3-2d**).
- No sewage flow is anticipated along the 2 x 300m sewers between FMH4009977 & FMH4009979 (**Figure 3-2d**, in the south of catchment D) under normal condition. It is because their invert level (up to 3.96mPD) are more than 1m higher than the other connected sewers. Therefore, only discharge from Upstream Pipe US 03 and Site B will reach PS B01. The potential discharge from Catchments C & D (and other upstream areas) can only reach PS B01 via Upstream Pipe US 03.
- The sewage from Site A & Site B will discharge to FMH4009914 & PMH4009981 respectively, the details will be provided in later sections.

3.3.4 **Table 3-5** shows a summary of the proportion of peak flow to full capacity from surrounding catchment areas to each segment of existing pipe sections. The detailed calculation is shown in **Tables B of Appendix III**.

Table 3-5 Proportion of Peak Flow to Full Capacity (Existing Pipes)

Segment	Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
Site A			
PS A01	339.4	511.3	151%
PS A02	449.4	511.3	114%
PS A03	293.0	511.3	175%
PS A04	355.9	511.3	144%
PS A05	404.7	511.3	126%
PS A06	384.5	511.3	133%
PS A07	377.1	511.3	136%
PS A08	362.6	511.3	141%
PS A09	1224.1	511.3	42%
PS A10	3640.3	1303.2	36%
Site B			
PS B01	1559.7	628.5	40%
PS B02	1077.5	643.7	60%
PS B03	1431.9	643.7	45%
PS B04	1431.9	643.7	45%
PS B05	1431.9	643.7	45%
PS B06	1431.9	643.7	45%

* **Bold** for surcharged pipe.

- 3.3.5 For Site A, PS A01 – PS A08 are required to be upgraded due to that the capacity are more than 100% full with the proposed redevelopment. PS A01 – PS A08 are proposed to be upgraded to 900mm. Upon this chance, the slope of each sewer segment can also be even out.
- 3.3.6 For Site B, the full capacities of each sewer segment are far from fully utilized and therefore there is no sewer pipe need to be upgraded.
- 3.3.7 The discharge loading and capacity of the upgrading pipe sections are shown in **Table 3-6** and the detailed calculation can be found in **Appendix IV**.

Table 3-6 Proportion of Peak Flow to Full Capacity after Upgrading

Segment	Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
PS A01	627.6	511.3	81%
PS A02	627.6	511.3	81%
PS A03	627.6	511.3	81%
PS A04	627.6	511.3	81%
PS A05	627.6	511.3	81%
PS A06	627.6	511.3	81%
PS A07	627.6	511.3	81%
PS A08	627.6	511.3	81%

- 3.3.8 The sewage discharge from Site A is proposed to be collected by a terminal manhole (FTMH01) and discharged via proposed pipe (PP01) to existing manhole FMH4009914. For Site B, the sewage discharge is proposed to be collected by a new terminal manhole (FTMH02) and discharged via proposed pipe (PP02) to existing manhole (FMH4009981). The diameter and slope of both PP01 & PP02 are 300mm and 1:100 respectively. The proposed new pipe is presented in **Table 3-7**. The location of the proposed upgrade and new

pipes are shown in **Figures 3-3a – 3-3c**. the exact location of the new manholes and invert level will subject to future detail design.

Table 3-7 Proportion of Peak Flow to Full Capacity (Proposed New Pipes)

Segment	Catchment	Proposed New Pipe ^[1]			Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
		Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Diameter (mm)			
PP01	Site (A)	1.10	1.00	300	87.9	76.9	88%
PP02	Site (B)	2.15	1.95	300	87.9	28.1	32%

[1] The upstream and downstream level of proposed pipes will be subject to detail design.

- 3.3.9 The project proponent (URA) will be responsible for all of the sewers laying and upgrading works related to the Scheme, including the aforementioned proposed new/upgrade sewers.

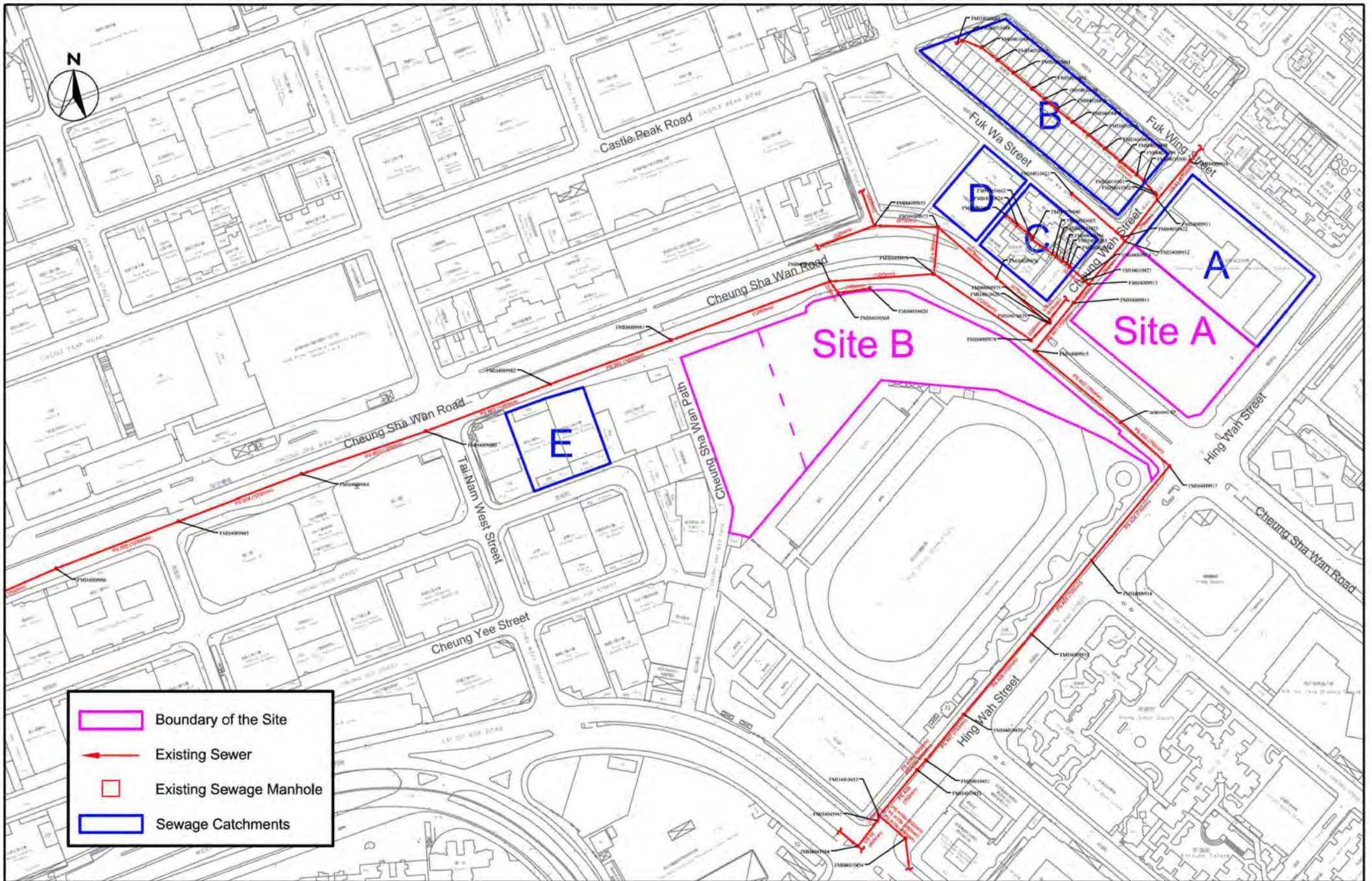
4 CONCLUSION





- 4.1.1 The Development Scheme proposes to redevelop a composite development at Site A, which consists of 2 residential towers which providing about 838 flats, 2 floors of basement carpark, as well as a 5 storeys podium with $\sim 5,197\text{m}^2$ for G/IC area, and $\sim 5,197\text{m}^2$ for Commercial area. The Development Scheme also proposes a G/IC complex with GFA of $\sim 33,733\text{m}^2$ for G/IC facilities at Site B.
- 4.1.2 The estimated daily sewage discharge from the proposed the composite development at Site A and G/IC complex at Site B are $852.2\text{m}^3/\text{day}$ and $311.6\text{m}^3/\text{day}$ respectively. The sewage effluent from the proposed Site A will be collected by the terminal manhole FTMH01 and ultimately discharge to the public sewer at manhole FMH4009914. Terminal manhole FTMH02 will collect the sewage effluent from the proposed Site B and connect to the public sewerage at manhole FMH4009981. Two pipes (PP01 and PP02) are proposed to cater the sewage discharge of the proposed development in the Scheme. The diameters of the proposed pipes are both 300mm (**Figures 3-3a & 3-3c** refers). The slopes of both proposed pipes are 1:100. Eight existing sewers between manhole FMH4009914 & FMH4010452 are proposed to be upgraded from 750mm to 900mm, with average slope of ~ 0.0018 to cater the peak sewage flow (**Figures 3-3a & 3-3b** refers). Actual layout and inverts levels of the proposed pipes are subject to detail design.
- 4.1.3 With the proposed new and upgraded sewers, the sewage network is considered to have sufficient capacities to cater the expected sewage flows from the proposed development of the Scheme and the surrounding catchments. Therefore, no adverse sewerage impact on the public sewerage system is expected from the proposed development.

Figures



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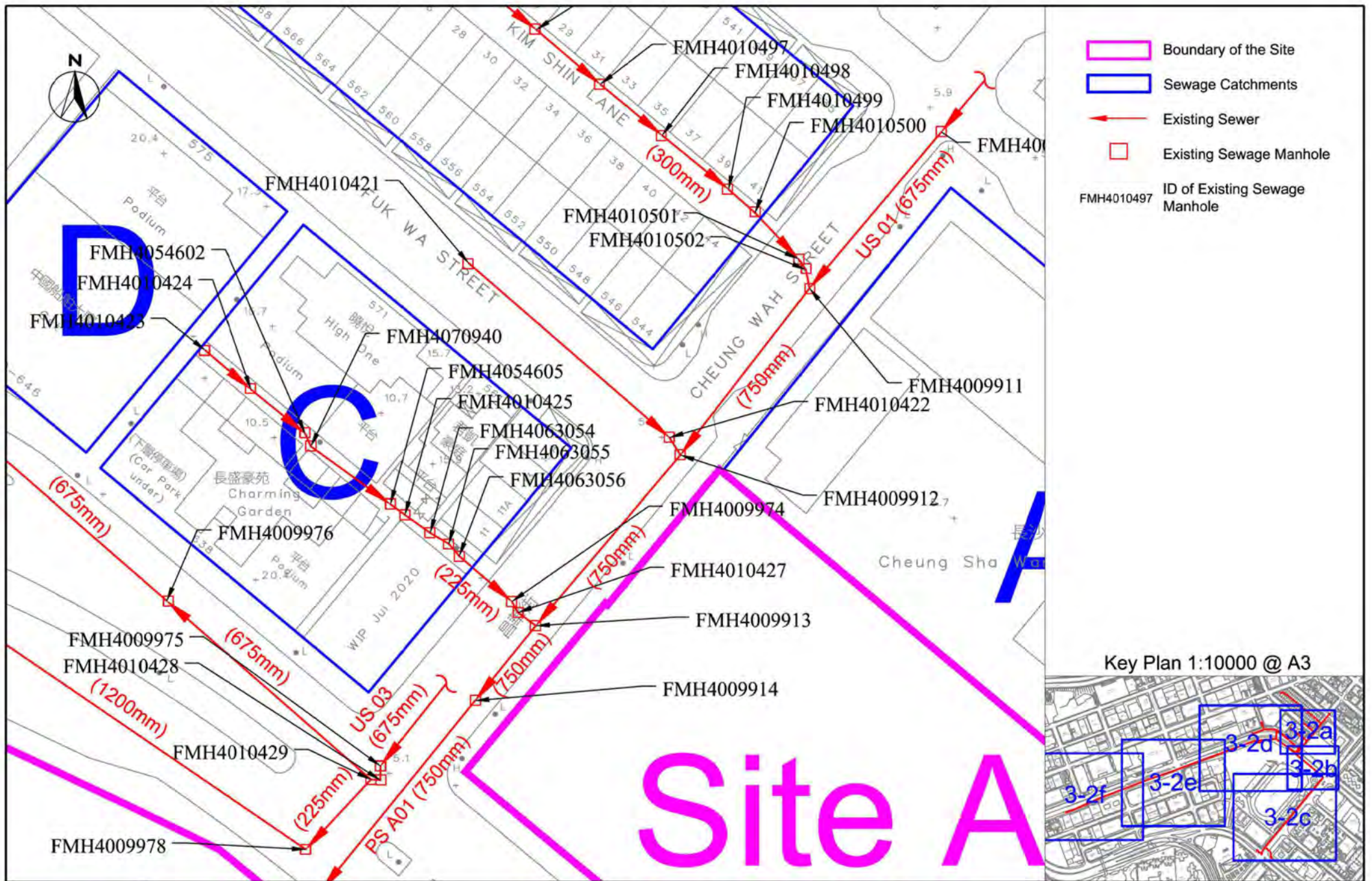


	Boundary of the Site
	Existing Sewer
	Existing Sewage Manhole
	Sewage Catchments



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
Sewage Catchments and Existing Sewers in the Vicinity - Overview

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- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

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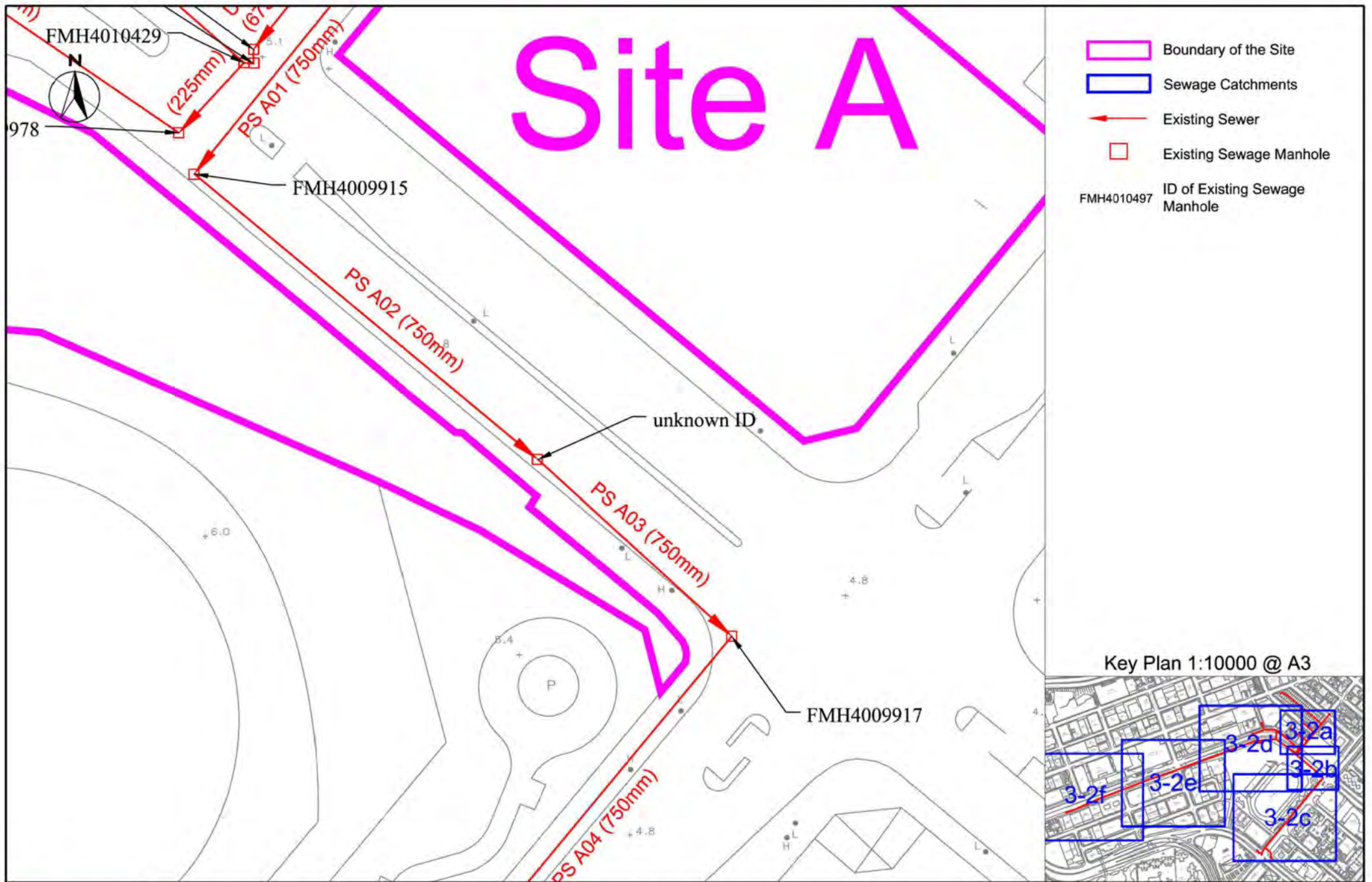


Site A



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
Sewage Catchments and Existing Sewers in the Vicinity

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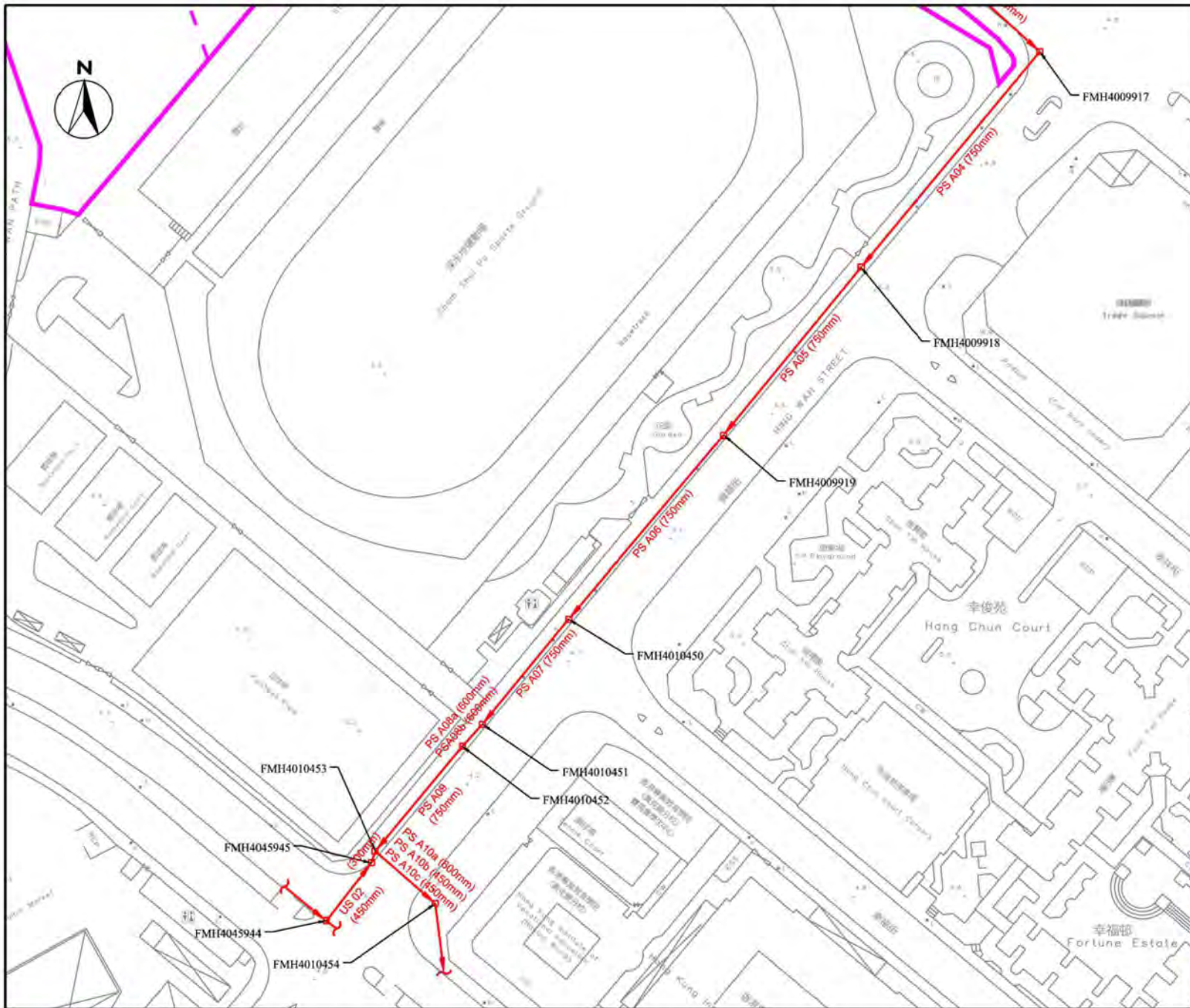
- Boundary of the Site
 - Sewage Catchments
 - Existing Sewer
 - Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole





Key Plan 1:10000 @ A3



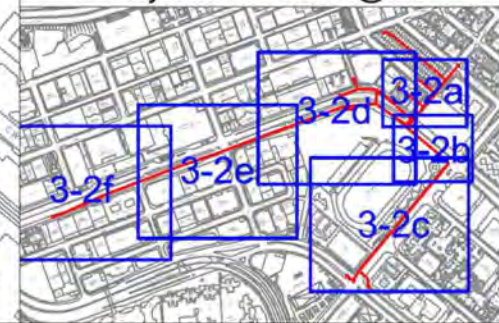
Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
 Sewage Catchments and Existing Sewers in the Vicinity

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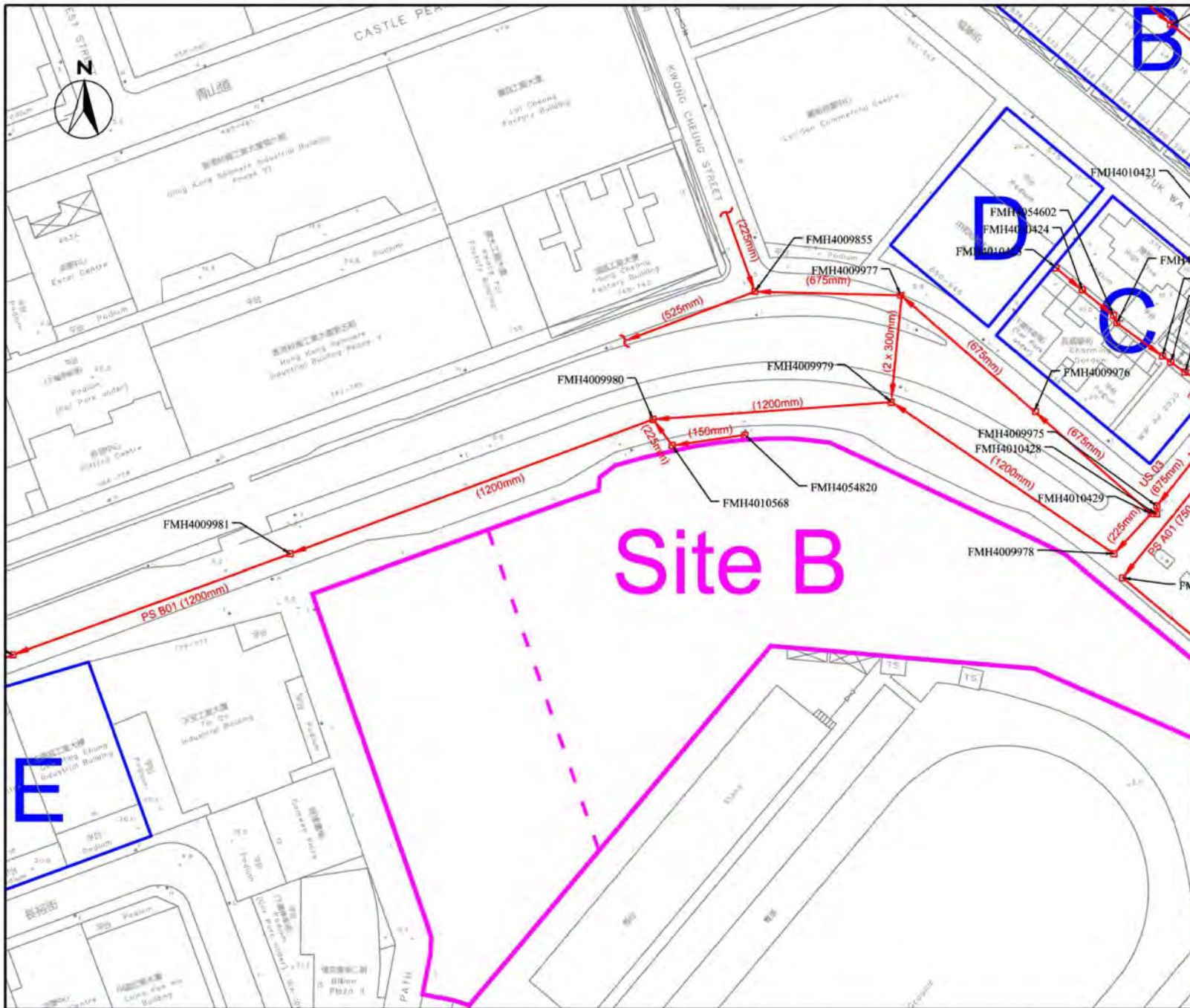


-  Boundary of the Site
 -  Sewage Catchments
 -  Existing Sewer
 -  Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3



SCALE	1:1000 @ A3	DATE	APRIL 2021
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- Boundary of the Site
 - Sewage Catchments
 - Existing Sewer
 - Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

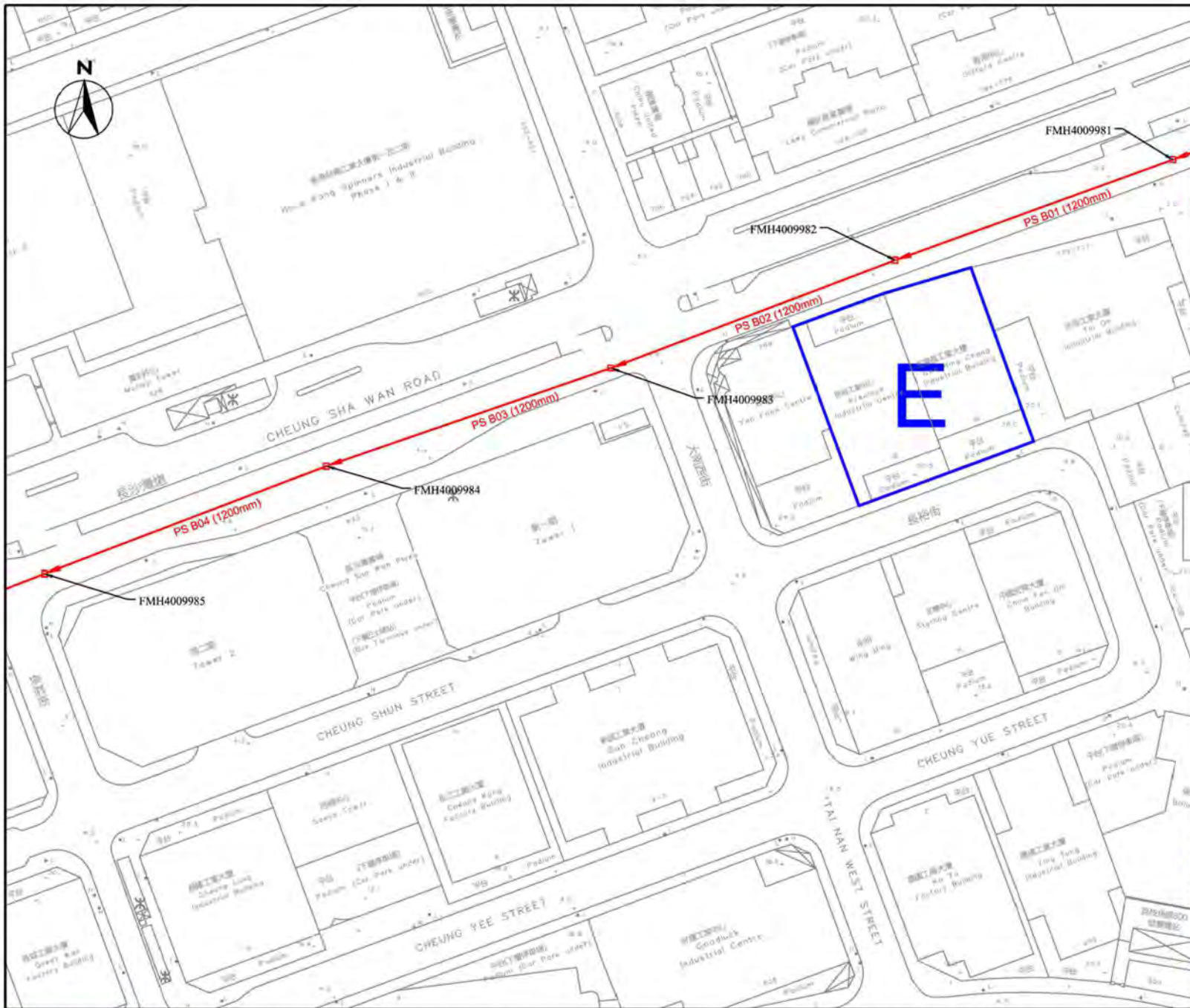
Site B

Key Plan 1:10000 @ A3



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)
Sewage Catchments and Existing Sewers in the Vicinity

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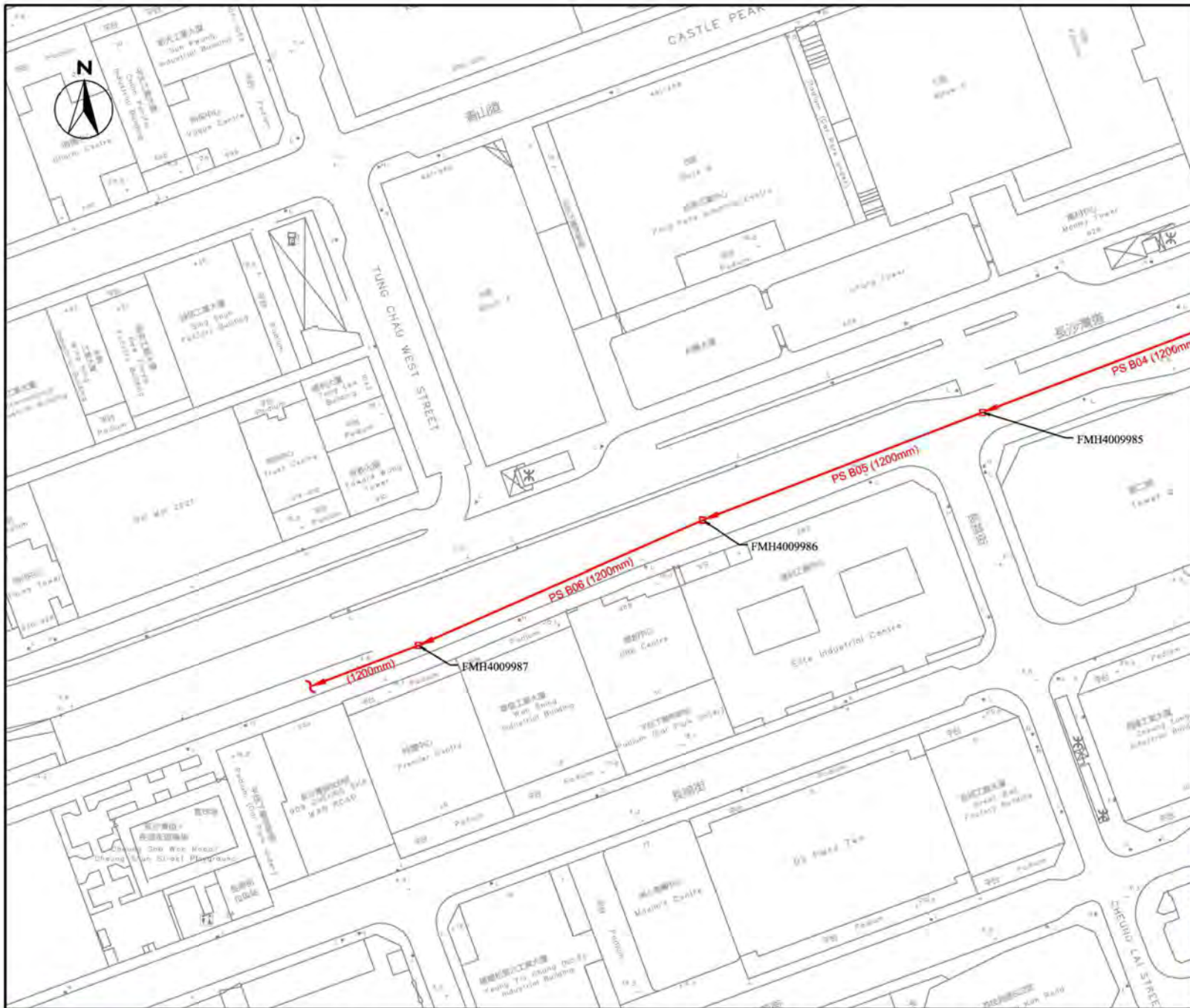


- Boundary of the Site
 - Sewage Catchments
 - ← Existing Sewer
 - Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3



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- Boundary of the Site
 - Sewage Catchments
 - ← Existing Sewer
 - Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Sewage Catchments and Existing Sewers in the Vicinity

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- Boundary of the Site
- Existing Sewer
- Proposed Upgraded Sewer
- Proposed New Sewer
- Existing Sewage Manhole
- Proposed New Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole
- FTMH01 ID of New Terminal Sewage Manhole

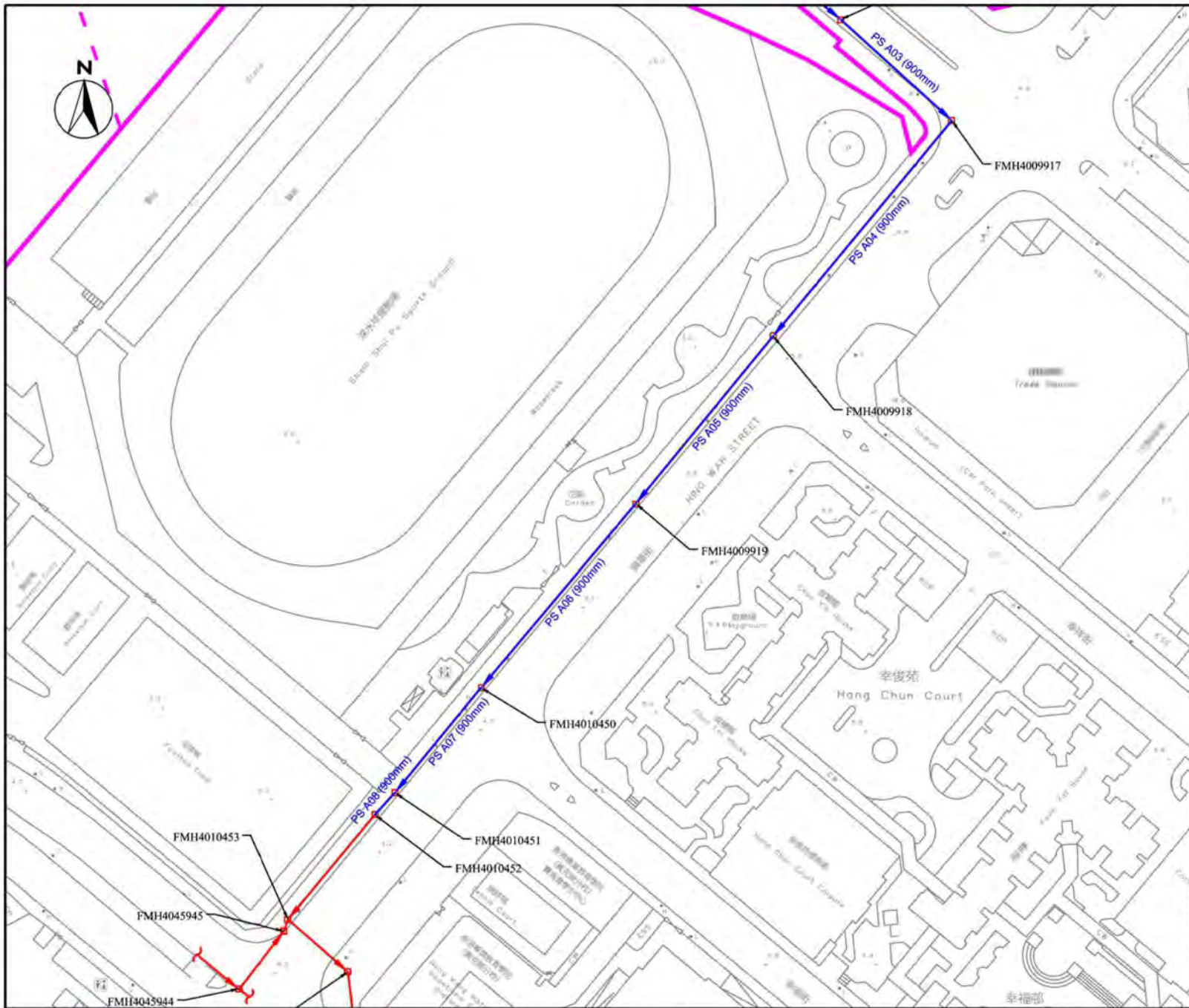
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Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Proposed Upgrade and New Sewers

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- Boundary of the Site
- Existing Sewer
- Proposed Upgraded Sewer
- Proposed New Sewer
- Existing Sewage Manhole
- Proposed New Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole
- FTMH01 ID of New Terminal Sewage Manhole

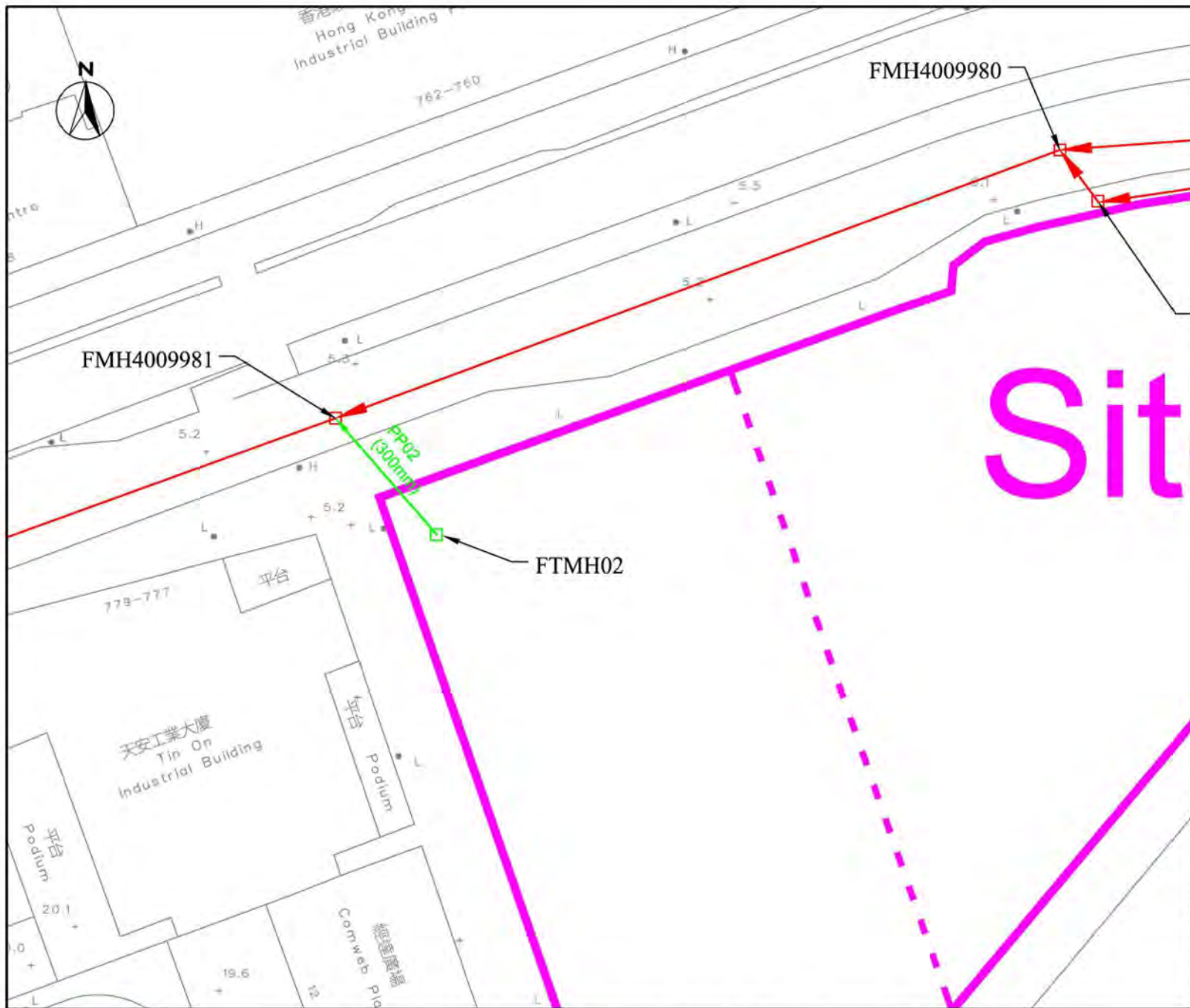
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Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Proposed Upgrade and New Sewers

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- Boundary of the Site
 - Existing Sewer
 - Proposed Upgraded Sewer
 - Proposed New Sewer
 - Existing Sewage Manhole
 - Proposed New Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole
- FTMH01 ID of New Terminal Sewage Manhole

Key Plan 1:10000 @ A3

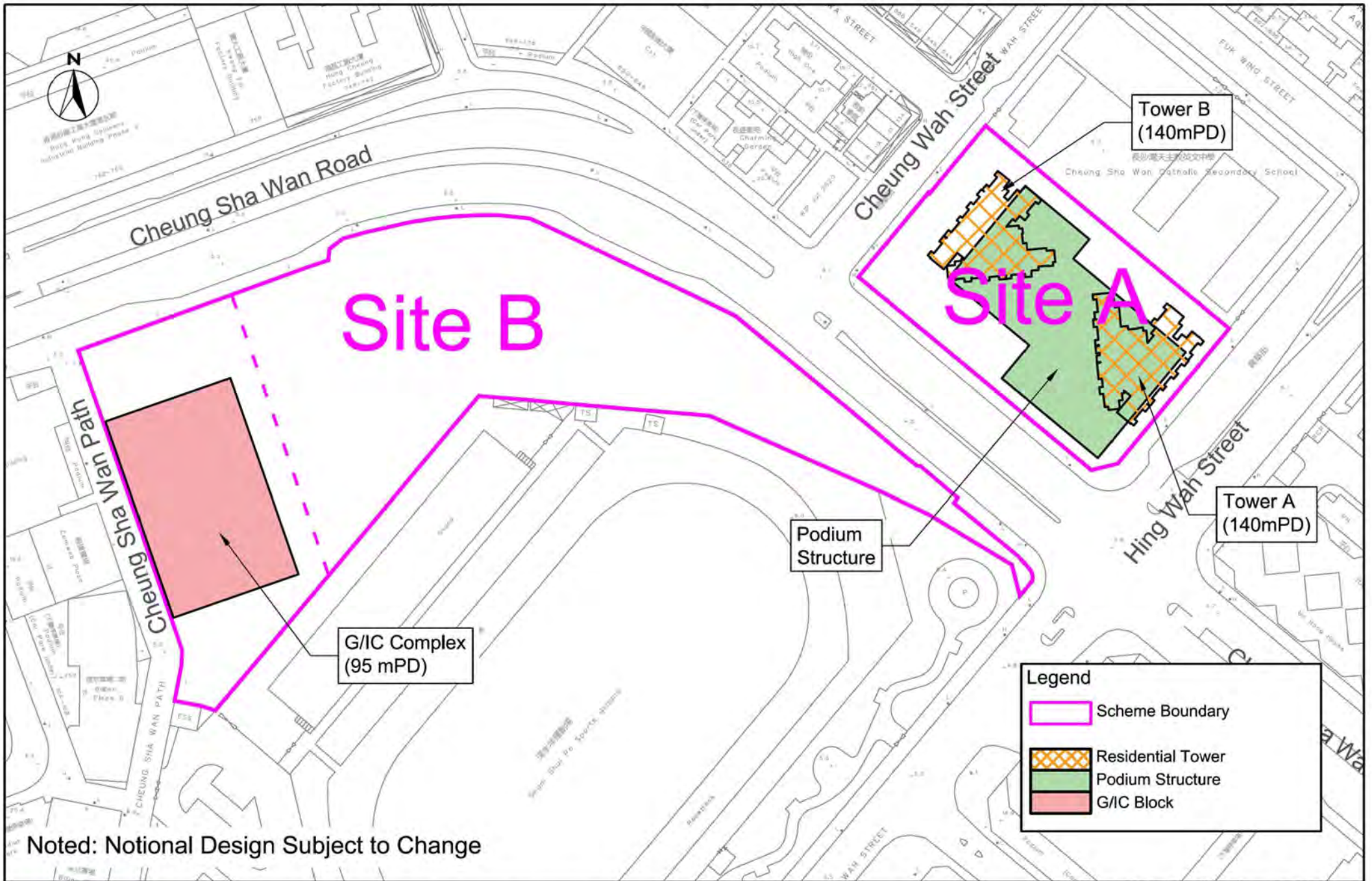


Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Proposed Upgrade and New Sewers

SCALE	1:500 @ A3	DATE	MAY 2021
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Appendix I
Notional Block Plan of the Proposed Scheme



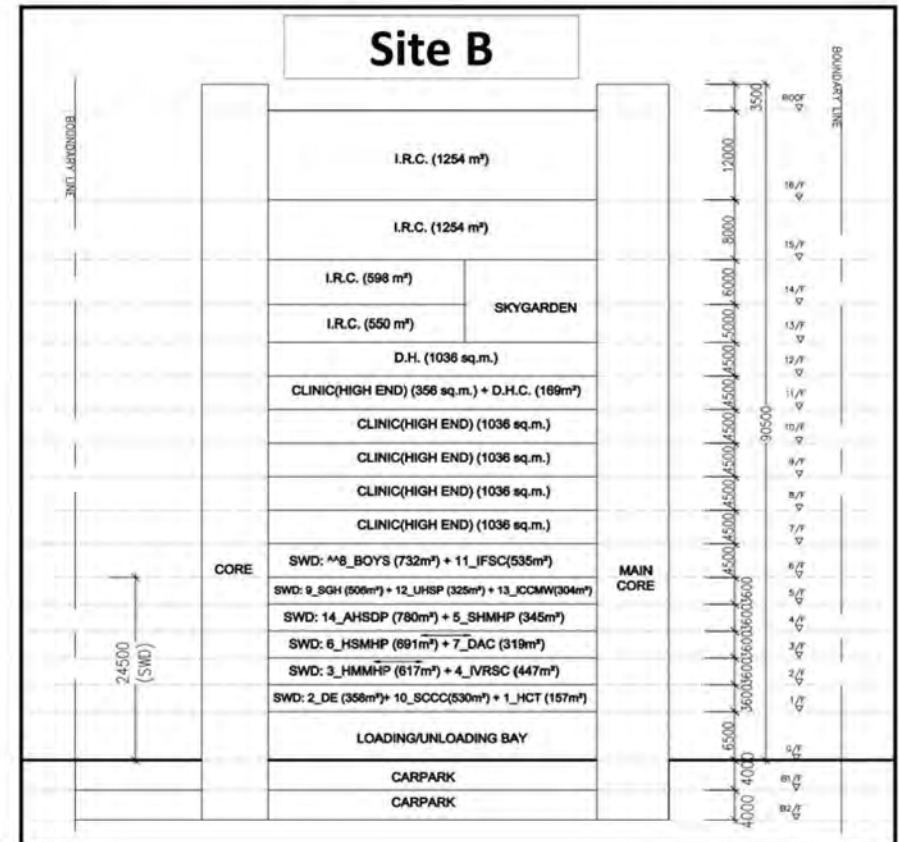
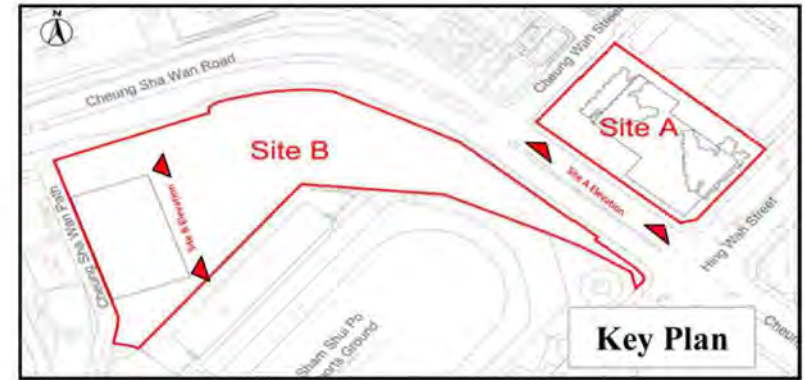
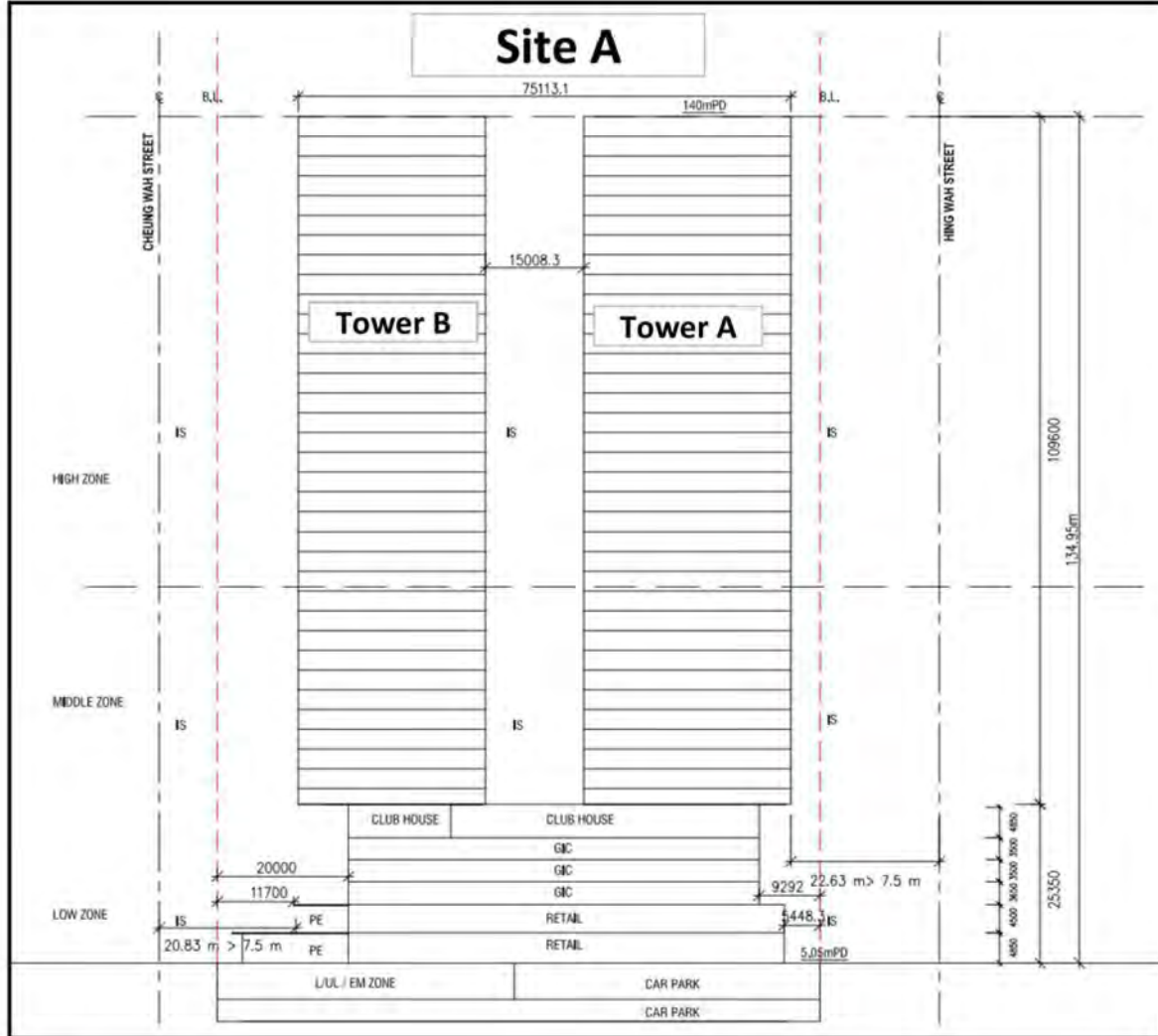
Noted: Notional Design Subject to Change



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Notional Block Plan of the Proposed Scheme

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Remark:
Notional Design subject to change at detailed design stage

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Appendix II
Sewage Discharge from Surrounding Catchments

Appendix II: Sewage Discharge from Surrounding

Catchment ID	Building	No. of Flats	No of Shops	No. of Restaurants	Retail Area (m ²) ⁽¹⁾	Restaurant Area (m ²) ⁽¹⁾	Commercial Area (m ²) ⁽¹⁾	Industrial Area (m ²) ⁽¹⁾	Population								
									Residential P ⁽⁸⁾	Retail/Shop (Staff) ⁽⁴⁾	Restaurants (Staff) ⁽⁴⁾	School (Staff) ⁽⁶⁾	School (Student) ⁽⁶⁾	Retail (staff) ⁽⁶⁾ by worker density	Restaurant (staff) ⁽⁶⁾ by worker density	Commercial (Staff) ⁽⁶⁾ by worker density	Industrial (Staff) ⁽⁶⁾ by worker density
A	Cheung Sha Wan Catholic Secondary School	-	-	-	-	-	-	-	-	-	-	61	842	-	-	-	-
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road) [3]	[3]	40	24	-	-	-	-	3543	80	120	-	-	-	-	-	-
C	571 Fuk Wa Street	187	-	1	-	-	-	-	486	-	5	-	-	-	-	-	-
	561 Fuk Wa Street	21	-	1	-	-	-	-	55	-	5	-	-	-	-	-	-
	11-13A Cheung Wah Street	20	3	2	-	-	-	-	52	6	10	-	-	-	-	-	-
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	112	2	2	-	-	-	-	291	4	10	-	-	-	-	-	-
	Future development on Land Slot NKIL 2197 RP ⁽¹⁰⁾	78	-	-	202.5	202.5	-	-	203	-	-	-	-	7	10	-	-
D	650-646 Cheung Wah Street (Tower)	-	-	-	-	-	11172	-	-	-	-	-	-	-	-	659	-
	650-646 Cheung Wah Street (Podium)	-	-	-	-	2327.5	-	-	-	-	-	-	-	-	119	-	-
E	Gee Hing Chang Industrial Building	-	1	-	-	-	-	6768.3	-	2	-	-	-	-	-	-	156
	Precious Industrial Centre	-	3	-	-	-	-	6860.7	-	6	-	-	-	-	-	-	158

Notes:

[1] Estimated value

[2] The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.by-census2016.gov.hk/en/bc-dp.html>).

[3] The population for Large Street Block Groups (No: 26123) is reference to Population By-census 2016. Source from (<http://www.by-census2016.gov.hk/en/bc-dp.html>).

[4] The density of 2 employees per a retail/shop and 5 employees per a restaurant is based on site survey.

[5] The number of teacher and student of Cheung Sha Wan Catholic Secondary School are reference to School Annual School Report 2019-2020

[6] The worker density for Commercial Area (5.9 employee per 100 m²), Restaurant Area (5.1 employee per 100 m²), Retail Area (3.5 employee per 100 m²) and Industrial Area (2.3 employee per 100 m²) are from Figure 9 and 10 of Commercial and Industrial Floor Space Utilization Survey 2005.

[7] The Unit Flow Factors are 0.27, 0.28, 0.04, 1.58 and 0.53 m³/day/head for residential use, retail/office/commercial/School(Staff), School Student, restaurants and industrial use, respectively.

[8] Number of flats are reference to Centaline Property <https://hk.centanet.com/estate/>.

[9] Number of flats are reference to Midland Realty <https://www.midland.com.hk/en/>

[10] It is assumed that the Future development on Land Slot NKIL 2197 RP consists of 26 storeys of residential tower with 3 flats per floor. The non-residential area is estimated by allowable the plot ratio according to OZP (1.5 for non-residential).

Appendix II: Sewage Discharge from Surrounding

Catchment ID	Building	Flowrate (m ³ /day) ⁽⁷⁾							Flowrate / catchment (m ³ /day)	Total Flowrate / catchment (m ³ /day)	Reference
		Residential UFF=0.27	Retail/Shop UFF=0.28	School (Staff) UFF=0.28	School (Student) UFF=0.04	Restaurants UFF=1.58	Commercial UFF=0.28	Industrial UFF=0.53			
A	Cheung Sha Wan Catholic Secondary School	-	-	4.9	33.7	-	-	-	38.6	38.6	-
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road) (3)	956.6	22.4	-	-	189.6	-	-	1168.6	1168.6	-
C	571 Fuk Wa Street	131.2	-	-	-	7.9	-	-	139.1	361.5	Centaline Property ⁽⁸⁾
	561 Fuk Wa Street	14.9	-	-	-	7.9	-	-	22.8		
	11-13A Cheung Wah Street	14.0	1.7	-	-	15.8	-	-	31.5		Midland Realty ⁽⁹⁾
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	78.6	1.1	-	-	15.8	-	-	95.5		
	Future development on Land Slot NKIL 2197 RP ⁽¹⁰⁾	54.8	2.0	-	-	15.8	-	-	72.6		
D	650-646 Cheung Wah Street (Tower)	-	-	-	-	-	184.5	-	184.5	372.5	-
	650-646 Cheung Wah Street (Podium)	-	-	-	-	188.0	-	-	188.0		
E	Gee Hing Chang Industrial Building	-	0.6	-	-	-	-	82.7	83.2	168.7	-
	Precious Industrial Centre	-	1.7	-	-	-	-	83.7	85.4		

Notes:

- [1] Estimated value
- [2] The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).
- [3] The population for Large Street Block Groups (No: 26123) is reference to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).
- [4] The density of 2 employees per a retail/shop and 5 employees per a restaurant is based on site survey.
- [5] The number of teacher and student of Cheung Sha Wan Catholic Secondary School are reference to School Annual School Report 2019-2020
- [6] The worker density for Commercial Area (5.9 employee per 100 m²), Restaurant Area (5.1 employee per 100 m²), Retail Area (3.5 employee per 100 m²) and Industrial Area (2.3 employee per 100 m²) are from Figure 9 and 10 of Commercial and Industrial Floor Space Utilization Survey 2005.
- [7] The Unit Flow Factors are 0.27, 0.28, 0.04, 1.58 and 0.53 m³/day/head for residential use, retail/office/commercial/School(Staff), School Student, restaurants and industrial use, respectively.
- [8] Number of flats are reference to Centaline Property <https://hk.cemaneet.com/estate/>.
- [9] Number of flats are reference to Midland Realty <https://www.midland.com.hk/en/>
- [10] It is assumed that the Future development on Land Slot NKIL 2197 RP consists of 26 storeys of residential tower with 3 flats per floor. The non-residential area is estimated by allowable the plot ratio according to OZP (1.5 for non-residential).

Appendix III
Detailed Calculation of Existing Sewage
Discharge

Appendix III: Calculation of Existing Pipe Capacity

Table A - Pipe Capacity Calculation

Segment	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (l/s)	Remark
Existing Pipes															
Site A															
PS A01	FMH4009914	FMH4009915	1	0.95	35.3	750	0.75	0.442	0.1875	0.0014	0.00000114	0.006	0.77	339.4	
PS A02	FMH4009915	Unknown	0.95	0.79	64.5	750	0.75	0.442	0.1875	0.0025	0.00000114	0.006	1.02	449.4	
PS A03	Unknown	FMH4009917	0.79	0.75	37.8	750	0.75	0.442	0.1875	0.0011	0.00000114	0.006	0.66	293.0	
PS A04	FMH4009917	FMH4009918	0.75	0.64	70.6	750	0.75	0.442	0.1875	0.0016	0.00000114	0.006	0.81	355.9	
PS A05	FMH4009918	FMH4009919	0.64	0.53	54.6	750	0.75	0.442	0.1875	0.0020	0.00000114	0.006	0.92	404.7	
PS A06	FMH4009919	FMH4010450	0.53	0.42	60.5	750	0.75	0.442	0.1875	0.0018	0.00000114	0.006	0.87	384.5	
PS A07	FMH4010450	FMH4010451	0.42	0.36	34.3	750	0.75	0.442	0.1875	0.0017	0.00000114	0.006	0.85	377.1	
PS A08	FMH4010451	FMH4010452	0.34	0.33	7.5	-	-	-	-	-	-	-	-	362.6	PS A08 consists of two pipes: PS A08a and A08b
PS A09	FMH4010452	FMH4010453	0.33	-0.18	34.3	750	0.75	0.442	0.1875	0.0149	0.00000114	0.003	2.77	1224.1	
PS A10	FMH4010453	FMH4010454	-	-	20.1	-	-	-	-	-	-	-	-	3640.3	PS A10 consists of three pipes: PS A10a, A10b & A10c
Site B															
PS B01	FMH4009981	FMH4009982	1.95	1.8	74.3	1200	1.2	1.131	0.3	0.0020	0.00000114	0.003	1.38	1559.7	
PS B02	FMH4009982	FMH4009983	1.8	1.71	76.6	1200	1.2	1.131	0.3	0.0012	0.00000114	0.006	0.95	1077.5	
PS B03	FMH4009983	FMH4009984	1.71	1.58	75.8	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B04	FMH4009984	FMH4009985	1.58	1.45	76.0	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B05	FMH4009985	FMH4009986	1.45	1.32	75.5	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B06	FMH4009986	FMH4009987	1.32	1.19	78.3	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
Upstream Pipe Sections															
US 01	FMH4009910	FMH4009911	1.36	1.28	29.5	675	0.675	0.358	0.16875	0.0025	0.00000114	0.006	0.96	343.2	
US 02	FMH4045944	FMH4045945	1.65	-0.10	18.8	450	0.45	0.159	0.1125	0.0933	0.00000114	0.003	4.98	791.9	
US 03	FMH4009974	FMH4009975	3.2	3.01	30.4	675	0.675	0.358	0.16875	0.0063	0.00000114	0.003	1.68	600.4	
Sub-Pipe for A08 & A10															
PS A08a	FMH4010451	FMH4010452	0.34	0.33	7.5	600	0.6	0.283	0.15	0.0013	0.00000114	0.006	0.64	181.3	
PS A08b	FMH4010451	FMH4010452	-0.34	0.33	7.5	600	0.6	0.283	0.15	0.0013	0.00000114	0.006	0.64	181.3	
PS A10a	FMH4010453	FMH4010454	-0.2	-2.8	20.1	600	0.6	0.283	0.15	0.1296	0.00000114	0.003	7.09	2003.3	
PS A10b	FMH4010453	FMH4010454	-0.2	-2.2	20.1	450	0.45	0.159	0.1125	0.0997	0.00000114	0.003	5.15	818.5	
PS A10c	FMH4010453	FMH4010454	-0.2	-2.2	20.1	450	0.45	0.159	0.1125	0.0997	0.00000114	0.003	5.15	818.5	

Note:

[1] The roughness coefficient for slined concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[2] The Manhole ID of the sewage manhole between Pipe PS A02 & PS A03 is not available.

[3] The invert level between FMH4009984 and FMH4009986 (Downstream of PS B03 to Upstream of PS B06) are not available. Average slope has been adopted.

Table B: Proportion of Peak Flow to Full Capacity

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge (m ³ /day) ^[1]	Contribution Population ^[2]	Peaking Factor ^[3]	Catchment Inflow Factors, P _{CF} ^[4]	Peak Flow ^[5] (L/s)	Total Peak Flow ^{[6][7]} (L/s)	% of full capacity
Existing Pipes											
Site A											
PS A01	FMH4009914	FMH4009915	339.4	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	151%
PS A02	FMH4009915	Unknown	449.4	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	114%
PS A03	Unknown	FMH4009917	293.0	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	175%
PS A04	FMH4009917	FMH4009918	355.9	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	144%
PS A05	FMH4009918	FMH4009919	404.7	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	126%
PS A06	FMH4009919	FMH4010450	384.5	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	133%
PS A07	FMH4010450	FMH4010451	377.1	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	136%
PS A08	FMH4010451	FMH4010452	362.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	141%
PS A09	FMH4010452	FMH4010453	1224.1	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	42%
PS A10	FMH4010453	FMH4010454	3640.3	Upstream Pipe Section 01 + Upstream Pipe Section 02 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	1303.2	36%
Site B											
PS B01	FMH4009981	FMH4009982	1559.7	Upstream Pipe Section 03 + project(B)	311.6	1154	6	1.3	28.1	628.5	40%
PS B02	FMH4009982	FMH4009983	1077.5	Upstream Pipe Section 03 + project(B) + E	480.3	1779	6	1.3	43.4	643.7	60%
PS B03	FMH4009983	FMH4009984	1431.9	Upstream Pipe Section 03 + project(B) + E	480.3	1779	6	1.3	43.4	643.7	45%
PS B04	FMH4009984	FMH4009985	1431.9	Upstream Pipe Section 03 + project(B) + E	480.3	1779	6	1.3	43.4	643.7	45%
PS B05	FMH4009985	FMH4009986	1431.9	Upstream Pipe Section 03 + project(B) + E	480.3	1779	6	1.3	43.4	643.7	45%
PS B06	FMH4009986	FMH4009987	1431.9	Upstream Pipe Section 03 + project(B) + E	480.3	1779	6	1.3	43.4	643.7	45%

- Note:
- [1] The discharge from Upstream Pipes US 01, US 02 & US 03 are not included.
 - [2] The contribution population = total catchment discharge (m³/day) / 0.27(m³/day/person)
 - [3] Peaking Factor of 8 for contribution population <1,000, 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000-10000 and 4 for contribution population of 10000-50000 are adopted.
 - [4] Catchment Inflow Factors of North West Kowloon (=1.3) has been adopted
 - [5] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
 - [6] Full pipe capacity of US 01 is added to the peak flow of PS A01-PS A10, and full pipe capacity of US 02 is added to the peak flow of PS A10.
 - [7] Full pipe capacity of US 02 is added to the peak flow of PS B01- PS B06.

Appendix IV
Capacity Calculation of Proposed Pipes and
Upgraded Pipes

Appendix IV: Calculation of Proposed Pipe Capacity

Table A - Pipe Capacity Calculation

Segment	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD) ^[1]	Downstream Invert Level (mPD) ^[1]	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^[2]	Velocity (m/s)	Full Capacity (l/s)
Proposed New Pipe														
PP01	FTMH01	FMH4009914	1.10	1.00	10.0	300	0.3	0.071	0.075	0.0100	0.00000114	0.003	1.24	87.9
PP02	FTMH02	FMH4009981	2.15	1.95	20.0	300	0.3	0.071	0.075	0.0100	0.00000114	0.003	1.24	87.9
Proposed Upgrading Pipe														
PS A01	FMH4009914	FMH4009915	1	0.94	35.3	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A02	FMH4009915	Unknown	0.94	0.82	64.5	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A03	Unknown	FMH4009917	0.82	0.75	37.8	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A04	FMH4009917	FMH4009918	0.75	0.62	70.6	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A05	FMH4009918	FMH4009919	0.62	0.52	54.6	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A06	FMH4009919	FMH4010450	0.52	0.41	60.5	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A07	FMH4010450	FMH4010451	0.41	0.34	34.3	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6
PS A08	FMH4010451	FMH4010452	0.34	0.33	7.5	900	0.9	0.636	0.225	0.0018	0.00000114	0.006	0.99	627.6

Note:

[1] The upstream and downstream level of proposed pipes will be subject to detail design.

[2] The roughness coefficient for slined concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

Appendix IV: Calculation of Proposed Pipe Capacity

Table B: Proportion of Peak Flow to Full Capacity after Upgrading

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge (m ³ /day) ^[1]	Contribution Population ^[2]	Peaking Factor ^[3]	Catchment Inflow Factors, P _{CF} ^[4]	Peak Flow ^[5] (L/s)	Total Peak Flow ^{[6][7]} (L/s)	% of full capacity
Proposed New Pipes											
PP01	FTMH01	FMH4009914	87.9	Project (A)	852.2	3156	6	1.3	76.9	76.9	88%
PP02	FTMH02	FMH4009981	87.9	Project (B)	311.6	1154	6	1.3	28.1	28.1	32%
Proposed Upgrading Plan											
PS A01	FMH4009914	FMH4009915	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A02	FMH4009915	Unknown	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A03	Unknown	FMH4009917	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A04	FMH4009917	FMH4009918	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A05	FMH4009918	FMH4009919	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A06	FMH4009919	FMH4010450	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A07	FMH4010450	FMH4010451	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%
PS A08	FMH4010451	FMH4010452	627.6	Upstream Pipe Section 01 + project(A) + A + B + C + D	2793.4	10346	4	1.3	168.1	511.3	81%

- Note:
- [1] The discharge from Upstream Pipes US 01, US 02 & US 03 are not included.
 - [2] The contribution population = total catchment discharge (m³/day) / 0.27(m³/day/person)
 - [3] Peaking Factor of 8 for contribution population <1,000, 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000-10000 and 4 for contribution population of 10000-50000 are adopted.
 - [4] Catchment Inflow Factors of North West Kowloon (=1.3) has been adopted
 - [5] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
 - [6] Full pipe capacity of US 01 is added to the peak flow of PS A01-PS A10, and full pipe capacity of US 02 is added to the peak flow of PS A10.
 - [7] Full pipe capacity of US 02 is added to the peak flow of PS B01- PS B06.


Appendix 9

Water Supply Impact Assessment (WSIA) Report

**Urban Renewal Authority
Development Scheme
Cheung Wah Street / Cheung Sha Wan
Road (SSP-018)**

**Water Supply Impact
Assessment Report
(V1.0)**

September 2021

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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Figure 2-1 Location of the Project Site

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Appendix I Notional Block Plan of the Proposed Scheme
Appendix II Fresh Water Mains Record Plan
Appendix III Salt Water Mains Record Plan
Appendix IV Detailed Water Demand Calculation

1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). This Water Supply Impact Assessment (SIA) is to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 1.1.2 Cinotech Consultants Limited was commissioned by URA to conduct this to assess any potential water impact brought by the proposed development. Architectural drawings and technical information of the subject site were largely provided by the project architect and other project team members.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

2.1.1 The Scheme SSP-018 consists of Sites A and B. Site A is bounded by Hing Wah Street on the south-eastern boundary, Cheung Sha Wan Road on the south-western boundary, Cheung Wah Street on the north-western boundary, and Cheung Sha Wan Catholic Secondary School on the north-eastern boundary. Site B is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the south-eastern boundary (Figure 2-1). The proposed gross site areas of the Site A & Site B are 5,197m² and 13,857m² respectively, subject to site survey and detailed design. The location of the site is shown in **Figure 2-1**.

2.1.2 Currently, the Site A comprises a single storey Cheung Sha Wan Sports Centre and its associate outdoor garden and playground. The Site B comprises a government land lot (GLA-TNK 1723) which currently is an open area with a few 1-2 storeys temporary structures, Cheung Sha Wan Path Sitting-out Area, and a garden associated with Sham Shui Po Sports Ground.

2.2 The Proposed Development

2.2.1 The entire Site A is proposed to rezone to “R(A)” and redevelop the area for high-density residential development, with non-domestic uses always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building. The proposed development on Site A consists of a 2 floors of basement carpark, a 5 storeys podium (GFA: 5,197m² for retails; 5,197m² for G/IC) and two 34 storeys residential towers (838 flats).

2.2.2 Western part of the Site B is proposed to rezone to G/IC and provide a G/IC complex with GFA of 33,696 m² for community and amenity. The rest of the Site B of about 9,645 m², is proposed to be public open space.

2.2.3 The proposed notional scheme is shown in **Appendix I**. The notional design is subject to change at detailed design stage.

3 WATER SUPPLY IMPACT ASSESSMENT

3.1 Existing Freshwater Supply

- 3.1.1 According to the Fresh Water Mains Record Plans and reply letter from Water Supplies Department (WSD), the Scheme Area is currently served by Shek Kip Mei No.2 Fresh Water Service Reservoir (Shek Kip Mei No.2 FWSR; Capacity: 40,000 m³) and Shek Kip Mei No.3 Fresh Water Service Reservoir (Shek Kip Mei No.3 FWSR; Capacity: 48,188 m³).
- 3.1.2 Site A is currently served by a 40/80 mm branch from a 200mm main along Cheung Wah Street which is origin from a 450mm main along Castle Peak Road.
- 3.1.3 Site B is currently served by a 150mm main along Cheung Sha Wan Path, which is connected to a 30" Steel pipe along Lai Chi Kok Road.
- 3.1.4 The WSD Fresh Water Mains Record Plan is provided in **Appendix II**.

3.2 Freshwater Supply Impact

- 3.2.1 The calculations for the water demand for the existing and future scenarios and existing spare capacities at different reservoirs are included in **Appendix IV**, together with comparisons with the existing supply facilities. The fresh water demand is expected to increase from 1.31 m³/day to 748.77 m³/d (an increase of 747.46 m³/day, or 0.747 MLD) as a result of the proposed development.

Shek Kip Mei No.2 FWSR & Shek Kip Mei No.3 FWSR

- 3.2.2 As shown in **Appendix IV**, there is substantially greater spare capacity (27 MLD) in Shek Kip Mei No.2 FWSR & Shek Kip Mei No.3 FWSR. The expected increase in demand can therefore be accommodated by the existing Fresh Water Service Reservoir. No adverse impact to Fresh Water Service Reservoir is anticipated.

Fresh Water Mains (Site A)

- 3.2.3 Currently, the fresh water of the Site A and Cheung Sha Wan Catholic Secondary School (the School) are sharing the same branch from the 200mm main along Cheung Wah Street. The School is in upstream location and having two 100mm pipes from the 200mm main; while the Site A is located at downstream of the School with only a 40/80mm pipe.
- 3.2.4 With assuming a maximum sustained flow velocity of 2.0m/s, which is 2/3 of the maximum flow velocity (3m/s) suggested in Departmental Instruction (DI) No. 1309 "Design Criteria", the capacity of 40mm, 80mm, 100mm and 200mm mains are 217 m³/day, 869 m³/day, 1357 m³/day, and 5429 m³/day respectively.
- 3.2.5 Assuming the development of Site A is using the existing fresh water pipe to the site, the total fresh water capacity of the Site A and the School is 2714 m³/day (2 x 100mm pipe), while the fresh water capacity of 80mm/40mm branch for the Site A is only 869/217 m³/day.
- 3.2.6 Three time the estimated mean daily fresh water demand of the Proposed Development Site A is ~2,230m³/day. As the water consumption of the School is far less than the residential towers, and the water supply capacity of the School and Site A are more than three time of the estimated mean daily fresh water demand of the Proposed Development (Site A), no fresh water supply impact to the School is anticipated. However, the branch reaching Site A is

only a 40/80mm pipe which is insufficient. In addition, a two-end feed fresh water supply network is preferred for the proposed development. New fresh water pipes and upgrade of existing fresh water pipes are required.

- 3.2.7 It is proposed to upgrade the existing 40/80mm pipe to 100mm pipe. In addition, it is proposed to provide a new 100mm fresh water pipe connect to the 300mm fresh water main along Lai Chi Kok Road. With the proposed water pipes implemented properly, the fresh water capacity of the Site A is 2714 m³/day (2 x 100mm pipe) with both-end feed supply network thus no adverse fresh water supply impact is anticipated for Site A. The alignment and connection points of the proposed new/upgraded water pipes subject to detail design. The suggested upgrade and new fresh water mains are illustrated in **Appendix II**.

Fresh Water Mains (Site B)

- 3.2.8 Three time the estimated mean daily fresh water demand of the Proposed Development Site A is ~20m³/day, which is far below the water capacity of the 150mm fresh water main along Cheung Sha Wan Path (3054 m³/day). No adverse fresh water supply impact is anticipated for Site B.

3.3 Existing Saltwater Supply

- 3.3.1 According to the Fresh Water Mains Record Plans and reply letter from Water Supplies Department (WSD), the Scheme Area is currently served by Cheung Sha Wan Salt Water Pumping Station (Cheung Sha Wan SWPS) (Capacity 96 mld).
- 3.3.2 Site A is currently served by a 150mm main along Cheung Wah Street and Cheung Sha Wan Road.
- 3.3.3 There is no WSD salt water supply main connected to the Site B. The nearest salt water mains are the 6" (~150mm) salt water main along Cheung Sha Wan Road, and a 200mm salt water main along Hing Wah Street. There is also a 50mm branch near the eastern boundary of Site B.
- 3.3.4 The WSD Salt Water Mains Record Plan is provided in **Appendix III**.

3.4 Salt Water Supply Impact

- 3.4.1 The calculations for the water demand for the existing and future scenarios and existing spare capacities at different reservoirs are included in **Appendix IV**, together with comparisons with the existing supply facilities. The salt water demand is expected to increase from 0.46 m³/day to 160.28 m³/d (an increase of 159.82 m³/day, or 0.160 MLD) as a result of the proposed development.

Cheung Sha Wan SWPS

- 3.4.2 As shown in **Appendix IV**, there is substantially greater spare capacity (24 MDL) in Cheung Sha Wan SWPS. The expected increase in demand can therefore be accommodated by the existing Cheung Sha Wan SWPS. No adverse impact to Cheung Sha Wan SWPS is anticipated.

Salt Water Mains (Site A)

- 3.4.3 With assuming a maximum sustained flow velocity of 2.0m/s, which is 2/3 of the maximum flow velocity (3m/s) suggested in Departmental Instruction (DI) No. 1309 “Design Criteria”, the capacity of 150mm mains is 3054m³/day.
- 3.4.4 As the Site A is served by a 150mm main, which making the theoretical total salt water capacity of the Scheme Area and the surrounding area to ~3054 m³/day. The 150mm salt water main has far more than sufficient capacity to maintain three time the estimated mean daily salt water demand of the Site A (~474m³/day), the expected increase in demand of the Site A should not has any adverse impact to the existing salt water mains and downstream areas.

Salt Water Mains (Site B)

- 3.4.5 Three time the estimated mean daily salt water demand of the Site B (~7m³/day) is small compare to the capacity of 150mm mains. However, there is no salt water pipe connected to the west portion of site B, where the proposed G/IC complex located. New salt water pipes are required.
- 3.4.6 It is proposed to provide a new 80mm salt water pipe connect to the 150mm salt water main along Cheung Sha Wan Road. With the proposed water pipe implemented properly, the salt water capacity of the Site B is 869 m³/day thus no adverse salt water supply impact is anticipated for Site B. The alignment and connection points of the proposed new/upgraded water pipes subject to detail design. The suggested new salt water mains are illustrated in **Appendix III**.

3.5 Construction and Maintenance

- 3.5.1 Responsibilities for the investigation, design, construction, repair and maintenance of the internal water supply facilities and connection to the main water system(s) will be discussed among URA/its joint venture partners/its assignees and relevant Government departments in detailed design stage.
- 3.5.2 The detailed connection arrangements for the Scheme Area and the local water mains will be reviewed in later stages during implementation of the Scheme. Local upgrading and/or realignment may be implemented if necessary.

4 CONCLUSION

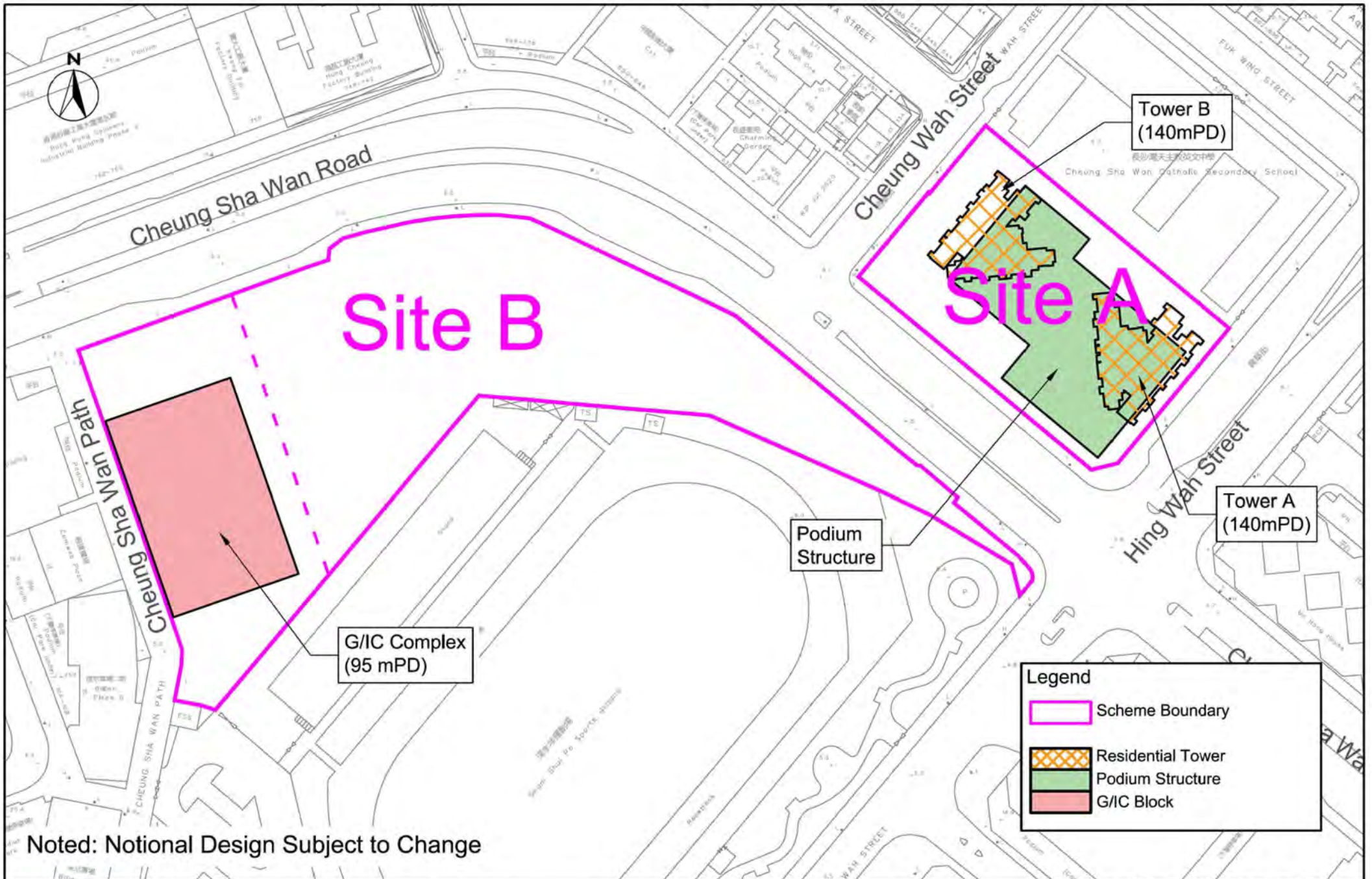
- 4.1.1 The water supply impact due to the proposed Scheme has been reviewed. Although the proposed Scheme at the Site will result in increases in both the fresh and salt water demands, the increases can be accommodated by the existing main supply facilities and the proposed new/upgraded pipes. Therefore, no adverse water supply impact is anticipated from the proposed development.

Figure



SCALE	1:2000 @ A3	DATE	Jul 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.2-1
		REV	-

Appendix I
Notional Block Plan of the Proposed Scheme



Noted: Notional Design Subject to Change

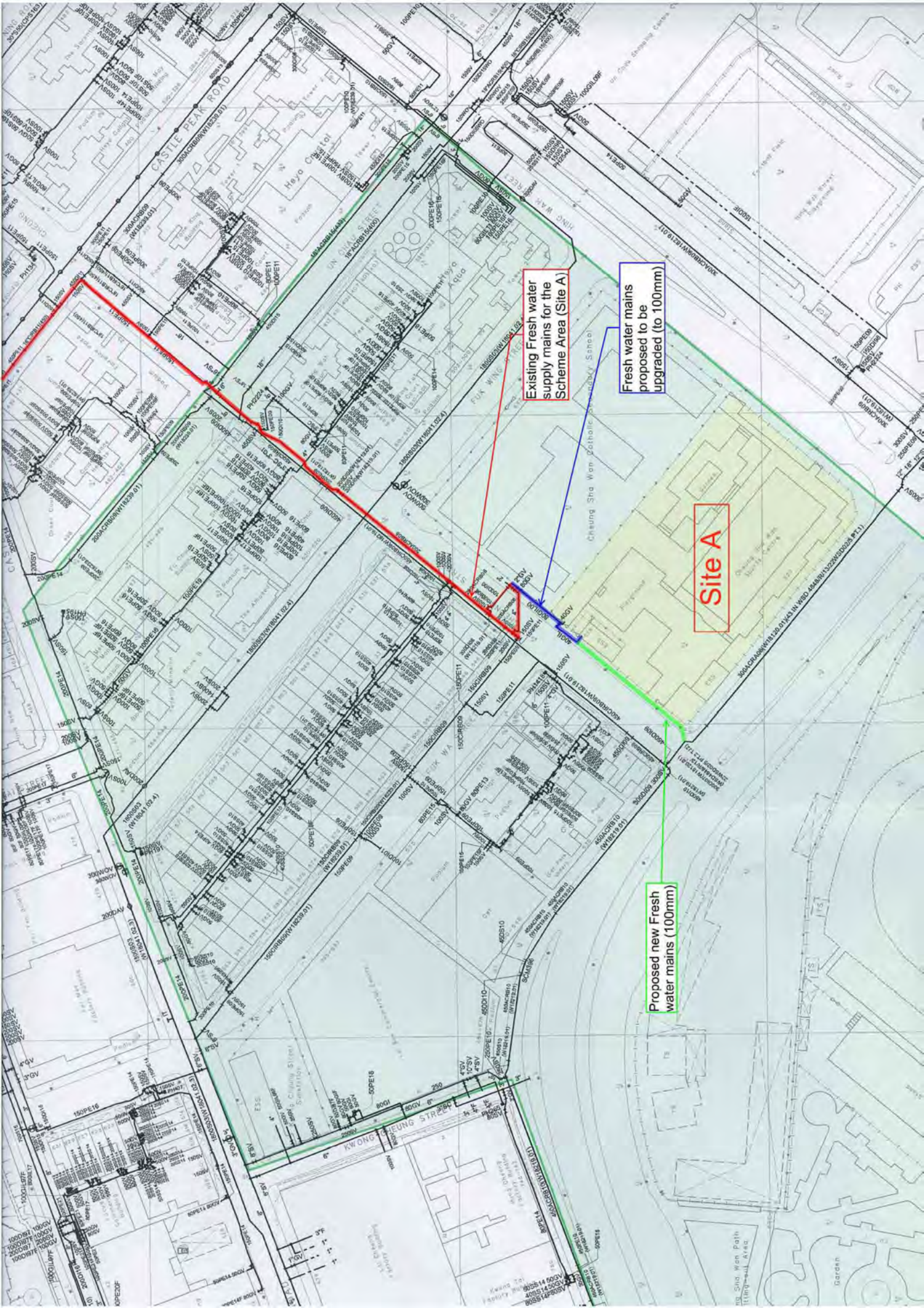


Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Notional Block Plan of the Proposed Scheme

SCALE	1:1000 @ A3	DATE	JUL 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	App I
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Appendix II
Fresh Water Mains Record Plan



Existing Fresh water supply mains for the Scheme Area (Site A)

Fresh water mains proposed to be upgraded (to 100mm)

Site A

Proposed new Fresh water mains (100mm)

Appendix III

Salt Water Mains Record Plan



Salt water supply
mains for the Scheme
Area (Site A)

Site A

Site B

Proposed new Salt
water mains (100mm)

Appendix IV
Detailed Water Demand Calculation

Existing Water Demands

Floor Area (Site A - Cheung Sha Wan Sports Centre)

	<u>UFA (m²)</u> [1]		<u>UFA (ha)</u>	
Cheung Sha Wan Sports Centr	6565	m ²	6.565	ha
Note [1] - Estimated value.				

Site B - Cheung Sha Wan Sports Centre

	<u>UFA (m²)</u>		<u>UFA (ha)</u>
None [1]	--		--
Note [1] - There is currently no facility with significant water demand in Site B			

Water Demands

Refer to WSD Departmental Instruction 1309

Site A - Commercial & G/IC

	Category	UFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m3/ha/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Government, Institution/Community	G/IC	6.6	0.2	0.070	1.31	0.46

Total

	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Site A	1.31	0.46
Site B	--	--
Total	1.31	0.46

Predicted Water Demands

Populations (Site A - Residential)

	<u>Units [1]</u>	<u>PPF [2]</u>	<u>Popn.</u>	<u>Persons</u>
Residential Accommodation (R2 & Service Trade)	838	2.6	2,179	Persons
Management/Club House Staff (Service Trade)			20	Persons

Note [1] - The development profile is provided by URA based on the latest Scheme.

Note [2] - The average domestic household size is 2.4 persons for Lai Chi Kok North District Council Constituency Area according to Population By-census 2016.

Floor Area (Site A - Commercial & G/IC)

	<u>UFA (m²) [1]</u>		<u>UFA (ha)</u>	
Commercial (C/R)	5,197	m ²	5.197	ha
Government, Institution/Community (G/IC)	5,197	m ²	5.197	ha

Note [1] - The development profile is provided by URA based on the latest Scheme.

Floor Area (Site B - G/IC)

	<u>UFA (m²) [1]</u>		<u>UFA (ha)</u>	
Government, Institution/Community (G/IC)	33,696	m ²	33.696	ha

Note [1] - The development profile is provided by URA based on the latest Scheme.

Water Demands

Refer to WSD Departmental Instruction 1309

Site A - Residential

	<u>Category</u>	<u>Population</u>	<u>Unit Demand Fresh Water (m³/head/day)</u>	<u>Unit Demand Salt Water (m³/head/day)</u>	<u>Daily Demand Fresh Water (m³/d)</u>	<u>Daily Demand Salt Water (m³/d)</u>
Residential Accommodation	R2	2,179	0.300	0.070	653.64	152.52
Residential Accommodation	Service Trade	2,179	0.035	0.000	76.26	0.00
Management and Club House Staff	Service Trade	20	0.035	0.070	0.70	1.40

Site A - Commercial & G/IC

	<u>Category</u>	<u>UFA (ha)</u>	<u>Unit Demand Fresh Water (m³/ha/day)</u>	<u>Unit Demand Salt Water (m³/ha/day)</u>	<u>Daily Demand Fresh Water (m³/d)</u>	<u>Daily Demand Salt Water (m³/d)</u>
Commercial	C/R	5.2	2	0.700	10.39	3.64
Government, Institution/Community	G/IC	5.2	0.2	0.070	1.04	0.36

Site B - G/IC

	<u>Category</u>	<u>UFA (ha)</u>	<u>Unit Demand Fresh Water (m³/ha/day)</u>	<u>Unit Demand Salt Water (m³/ha/day)</u>	<u>Daily Demand Fresh Water (m³/d)</u>	<u>Daily Demand Salt Water (m³/d)</u>
Government, Institution/Community	G/IC	33.7	0.2	0.070	6.74	2.36

Total

	<u>Daily Demand Fresh Water (m³/d)</u>	<u>Daily Demand Salt Water (m³/d)</u>
Site A	742.03	157.92
Site B	6.74	2.36
Total	748.77	160.28

Summary of Water Demands

Scenario	Daily Demand - Fresh Water (m ³ /d)	Daily Demand - Salt Water (m ³ /d)
Existing (Site A only)	1.31	0.46
Future (Site A)	742.03	157.92
Future (Site B)	6.74	2.36
Future (Total)	748.77	160.28
Increase	747.46	159.82
	0.747 (MLD)	0.160 (MLD)

Fresh Water Reservoir Capacity

Reservoir	Capacity (x 1,000 m ³)	Supply Capacity @ Capacity Factor = 0.8 (MLD)	Existing Daily Consumption (MLD)	Spare Capacity (MLD)	Remarks
Shek Kip Mei No.2 FWSR	40.000	50.000	83	27	>> 0.747 MLD Additional Demand from Development
Shek Kip Mei No.3 FWSR	48.188	60.235			

Salt Water Pumping Capacity

Pumping Station	Design Pumping Capacity (MLD)	Existing Daily Consumption (MLD)	Spare Capacity (MLD)	Remarks
Cheung Sha Wan SWPS	96	72	24	>> 0.160 mLD Additional Demand from Development

Appendix 10

Tentative Implementation Programme

SSP-018 URA Cheung Wah Street / Cheung Sha Wan Road Development Scheme
Tentative Implementation Programme

Procedures	Year 1				Year 2				Year 3				Year 4				Year 5				Year 6				Year 7				Year 8				Year 9				Year 10				Year 11				Year 12				Year 13			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Gazettal of commencement of SSP-018				■																																																
TPB consideration and deemed draft DSP suitable for exhibition				■	■	■	■	■																																												
Exhibition of draft DSP for public inspection				■																																																
Processing of representations under s.6 of TPB					■	■	■	■	■	■	■	■																																								
CE in C to consider to approve the draft DSP and DSP gazettal									■	■	■	■																																								
Land Matters									■	■	■	■	■	■	■	■																																				
SSP-018 Site B Design, Construction and Completion													■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
SSP-018 Site A Design, Construction, O.P. and C.C.																																	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				