

Attachment 1: Replacement Pages of Traffic Impact Assessment Study



S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

**Traffic Impact Assessment Study
Final Report
June 2024**

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Applicant intends to redevelop the site at No. 131, Pok Fu Lam Road, Pok Fu Lam ("the Site"), currently the Ebenezer School & Home for the Visually Impaired, to a residential development ("Proposed Development").
- 1.1.2 Under the Approved Pok Fu Lam OZP No.: S/H10/21, gazetted on 30 May 2023, the Site is zoned as "R(C)7" with the maximum plot ratio (PR) of 1.9 and building height (BH) of 151mPD. According to the OZP, a layout plan shall be submitted via Section 16 application for the approval of the TPB for any new development or redevelopment of an existing building at sub-area "R(C)7".
- 1.1.3 In addition, the Applicant proposes to increase the BH of the Proposed Development to 164mPD.
- 1.1.4 Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study, in support of the Section 16 application for the minor relaxation of Building Height Restriction (BHR) for the Proposed Development. The main objective of the study is to assess the potential traffic impact to be induced by the proposed residential development on the road network in the vicinity of the Site.

1.2 Study Objectives

- 1.2.1 The main objectives of the TIA study are as follows:
- To review the existing traffic situation of the surrounding road network;
 - To estimate the potential traffic generations/attractions to be induced by the Proposed Development;
 - To assess the future traffic situation of the surrounding road network;
 - To appraise the potential traffic impact on the surrounding road network and to recommend improvement proposals, if required; and
 - To advise on the access arrangements and internal transport provisions.

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 describes the Proposed Residential development;
- Chapter 3 summarizes the existing traffic conditions in the vicinity of the Site;
- Chapter 4 describes the methodology of traffic forecasts;
- Chapter 5 presents the results of traffic impact assessment; and
- a summary of the findings and conclusion of this TIA study are given in Chapter 6.

2 THE PROPOSED DEVELOPMENT

2.1 Site Location and Study Area

2.1.1 **Figure 2-1** shows the location of the Site, located at No. 131 Pok Fu Lam Road, Pok Fu Lam. The figure also shows the proposed Study Area for this TIA Study which includes the key junctions in the vicinity of the Site.

2.2 The Proposed Development Parameters

2.2.1 The Site is currently occupied by Ebenezer School & Home for the Visually Impaired. It is proposed to demolish the existing buildings and construct 4 residential blocks providing totals of 135 flat units with average flat size of 90.9 m² ("The Proposed Development").

2.2.2 **Table 2-1** summarizes the development parameters of the Proposed Development.

Table 2-1 Summary of Proposed Development Parameters

Parameters	Proposed
Site Area	6,460m ²
Residential GFA	12,274m ²
Residential Plot Ratio	1.9
Total No. of Residential Units	135
Average Flat Size	90.9 m ²

2.3 Vehicular and Pedestrian Access Arrangements

2.3.1 **Figure 2-2** shows the proposed run-in/out at Pok Fu Lam Road in which only left-in /left-out movements are allowed. As shown in the figure, a minimum sight distance of 100m would be available by relocating the existing bus-stop around 65m towards the north. With the proposed left-in/left-out arrangement, **Figures 2-3 and 2-4** shows the access routes to / from the north and south of Pok Fu Lam area respectively.

2.3.2 As indicated in **Figure 2-2**, a bus lay-by (14m length x 2m wide) could be provided to replace the on-street bus-stop if considered necessary. Due to site constraints, the footpath adjacent to the bus lay-by would be around 1.3m only.

2.4 Internal Transport Provisions

2.4.1 **Table 2-2** summarizes the car parking and loading/ unloading provisions for the Proposed Development and which accord with the relevant standards and requirements as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).

Table 2-2 Proposed Parking and Loading/ Unloading Provisions

Vehicle Type	HKPSG Requirements (Private Housing)		Proposed	Size	Minimum Headroom
	Criteria	Required			
Parking Provisions					
Resident Car Parking	9 nos. of flats with 40-70 m ² Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 1.2 ⁽¹⁾ ; R2 = 1.00 ⁽²⁾ ; R3 = 1.10 ⁽³⁾	2 - 3	3	5m x 2.5m	2.4m
	86 nos. of flats with 70-100 m ² Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 2.4 ⁽¹⁾ ; R2 = 1.00 ⁽²⁾ ; R3 = 1.10 ⁽³⁾	33 – 57	57	5m x 2.5m	2.4m
	40 nos. of flats with 100-130 m ² Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 4.1 ⁽¹⁾ ; R2 = 1.00 ⁽²⁾ ; R3 = 1.10 ⁽³⁾	26 - 46	46	5m x 2.5m	2.4m
Visitor Car Parking	Visitor car parking for private residential developments with less than 75 units per block	To be determined by TD	6	5m x 2.5m	2.4m
Total		65 - 110	112 (incl. 2 Accessible)	5m x 2.5m (5m x 3.5m)	2.4m
Motorcycle Parking	1 space per 100-150 flats for private residential development	1	1	1m x 2.4m	2.4m
Loading/ Unloading Spaces					
M/HGV	• Minimum of 1 loading /unloading bay for each housing block	4	4	11m x 3.5m	4.7m

Notes: (1) Demand Adjustment Ratio (R1) = 1.2 for 40m² < Flat size ≤ 70m², 2.4 for 70m² < Flat size ≤ 100m², 4.2 for 100m² < Flat size ≤ 130m²

(2) Accessibility Adjustment Ratio (R2) = 1.00 outside a 500m-radius rail station

(3) Development Intensity Adjustment Ratio (R3) = 1.10 for 1.00 < Domestic Plot Ratio ≤ 2.00

2.4.2 Totals of 112 nos. of car parking spaces and one motorcycle parking space will be provided within the development in accordance with the requirements by HKPSG. Also, totals of 4 goods vehicle bays will be provided with one bay located near each residential block. The layout plans for car parking spaces and loading/unloading bays on each respective level with sectional plans are given in **Appendix A** for reference.

2.4.3 Vehicle swept path assessments are undertaken and the results are presented in **Appendix B**.

3 EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 **Figure 2-1** shows the existing road network in the Study Area. The main road in the Study Area, Pok Fu Lam Road, is a Primary Distributor road and a major north-south corridor linking Pok Fu Lam with Western District to the north and Aberdeen in the south.

3.1.2 The Site can only be accessed via Pok Fu Lam Road and the section of Pok Fu Lam Road fronting the Site is an undivided 4-lane carriageway. Left-in/left-out movements only are proposed at the new run-in/run-out.

3.2 Existing Public Transport Services

3.2.1 **Figure 3-1** shows the existing public transport provisions in the vicinity of the Site with details of the existing public transport services described in **Table 3-1**.

Table 3-1 Public Transport Services in Vicinity of the Site

Route No.	Termination Points		Frequency (Mins)
Franchised Bus Services			
CTB 4	Wong Chuk Hang / Wah Fu (South)	Central	Daily service every 15-25 mins
CTB 4X	Wah Fu (South)	Central (Exchange Square)	Mon to Sat service for every 10-20 mins
CTB 7	Central (Ferry Piers)	Shek Pai Wan	Daily service every 15-25 mins
CTB 30X	Cyberport	Admiralty (East)	Daily service every 15-25 mins
CTB 33X	Cyberport	Sai Wan Ho	Mon to Fri service for 2 departures at AM peak and 3 departures at PM peak
CTB 37A	Chi Fu Fa Yuen	Central (Circular)	Daily service every 6-25 mins
CTB 37B	Chi Fu Fa Yuen	Admiralty (Circular)	Daily service every 9-20 mins
CTB 37X	Chi Fu Fa Yuen	Admiralty (Circular)	Mon to Sat service for every 7-20 mins during AM Peak
CTB 40	Wah Fu (North)	Exhibition Centre Station	Daily service every 11-30 mins
CTB 40M	Wah Fu (North)	Exhibition Centre Station	Daily service every 14-30 mins
CTB 40P	Wah Fu (North) / Wah Kwai / Sham Wan	Robinson Road	School Days service for 6 departures at AM peak
CTB 71	Wong Chuk Hang	Central (Rumsey Street)	Mon to Fri service for every 25-35 mins during AM peak
CTB 71P	Sham Wan	Central (Ferry Piers)	Mon to Sat service for 1 departure at AM peak
CTB 90B	South Horizons	Admiralty (East)	Daily service every 10-25 mins
CTB 91	Ap Lei Chau Estate	Central (Ferry Piers)	Daily service every 10-30 mins
CTB 93	South Horizons / Ap Lei Chau Estate	Robinson Road	School Days service for 4 departures at AM peak

Route No.	Termination Points		Frequency (Mins)
Franchised Bus Services			
CTB 93A	Lei Tung Estate	Robinson Road	School Days service for 1 departure at AM peak
CTB 93C	Tin Wan / Ap Lei Chau Main Street	Caine Road	School Days service for 2 departures at AM peak
CTB 970	Cyberport	So Uk Estate	Daily service every 5-20 mins
CTB 970X	Aberdeen	Cheung Sha Wan (Kom Tsun Street)	Daily service every 9-25 mins
CTB 973	Stanley Market	Tsim Sha Tsui (Mody Road)	Daily service every 30-60 mins
CTB A10	Ap Lei Chau (Lee Lok Street)	Airport	Daily service every 30-120 mins

3.3 Existing Peak Hour Traffic

- 3.3.1 To gain an understanding of the existing traffic condition in the Study Area, classified turning movement counts were undertaken at the key junctions in the vicinity of the Site on 5 September 2023 (Tuesday) over the AM and PM peak periods between 07:00 to 10:00 and 16:00 to 19:00 respectively. **Figure 3-2** shows the locations of the surveyed road links and junctions.
- 3.3.2 All vehicle flows in the subsequent analysis have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) and shown in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor	
	Traffic Signal	Priority
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

Source: Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2023

- 3.3.3 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 07:45 - 08:45 and 17:45 - 18:45 respectively. **Figure 3-3** presents the observed AM and PM peak hour traffic flows on the road network in the vicinity of the Site.

3.4 Existing Junction Performance

3.4.1 Based on the existing traffic flows, the peak hour performance of the key junctions in the vicinity of the Site on a typical weekday are assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix C**.

Table 3-3 2023 Peak Hour Performance at Key Junctions

Jn. ID.	Survey Date	Location	Type	Capacity Index ⁽¹⁾	AM Peak	PM Peak
J1	5 Sep 2023	Pok Fu Lam Road / Smithfield / Mount Davis Road	Signal	RC ⁽¹⁾	37.8%	31.6%
J2	5 Sep 2023	Pok Fu Lam Road / Bisney Road	Priority	RC	0.29	0.25
J3	5 Sep 2023	Pok Fu Lam Road / Access Road to Queen Mary Hospital	Priority	DFC ⁽²⁾	0.28	0.19
J4	5 Sep 2023	Pok Fu Lam Road / Access Road to Ebenezer New Hope School	Priority	DFC	0.29	0.01
J5	5 Sep 2023	Pok Fu Lam Road / Chi Fu Road (N)	Priority	DFC	0.24	0.14
J6	5 Sep 2023	Pok Fu Lam Road / Chi Fu Road (S)	Priority	DFC	0.45	0.22
J7A	5 Sep 2023	Pok Fu Lam Road / Sassoon Road (W)	Priority	DFC	0.73	0.56
J7B	5 Sep 2023	Pok Fu Lam Road / Sassoon Road (E)	Signal	RC	24.8%	23.5%
J8	5 Sep 2023	Chi Fu Road/ Pok Fu Lam Road/ Claymore Ave	Priority	DFC	0.20	0.16

Notes: (1) The Capacity Index for Signal controlled junction is Reserve Capacity (RC)

(2) The Capacity Index for Priority Junction is Design Flow to Capacity Ratio (DFC)

3.4.2 The Reserve Capacity (RC) of signal-controlled junctions are calculated based on the actual green time for each phase of the traffic signals observed on-site and hence reflect the actual traffic situations at the respective junctions during the AM and PM peak hours. The results reveal that all the key junctions within the Study Area operate satisfactorily during the AM and PM peak hours of a typical weekday in 2023.

3.5 Existing Link Performance

3.5.1 Based on the existing traffic flows, the peak hour performance of the key links in the vicinity of the Site on a typical weekday are also assessed. The assessment results are indicated in **Table 3-4**. The locations of the key links are shown in **Figure 3-2**.

Table 3-4 2023 Peak Hour Performance of Key Road Links

Link ID.	Section	Direction	Design Capacity	Flows (Veh/hr)	AM Peak		PM Peak	
					Flows	P/Df	Flows	P/Df
L1	Pok Fu Lam Road between Mount Davis Road and Bisney Road	NB	2,800	Flows	1,930	0.69	1,726	0.62
		SB	2,800	Flows	1,401	0.50	1,170	0.42
L2	Pok Fu Lam Road between Bisney Road and the Application Site	NB	2,600	Flows	1,054	0.41	893	0.34
		SB	2,600	Flows	740	0.28	621	0.24
L3	Pok Fu Lam Road between the Application Site and Chi Fu Road (North side)	NB	2,600	Flows	1,150	0.44	929	0.36
		SB	2,600	Flows	813	0.31	651	0.25
L4	Pok Fu Lam Road between Chi Fu Road (North side) and Victoria Road	NB	2,600	Flows	998	0.38	856	0.33
		SB	2,600	Flows	764	0.29	566	0.22
L5	Elevated Chi Fu Road connecting to Pok Fu Lam Road North Bound	WB	475	Flows	263	0.55	132	0.28
		EB	475	Flows	36	0.08	44	0.09

3.5.2 The results show that the key road links in the vicinity of the Proposed Development operate within capacity during both the AM and PM peak hours in 2023.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

- 4.1.1 The anticipated completion year of the Proposed Development is by 2034 and hence the “Design Year” for this TIA study is set as 2037, i.e. 3 years after the operation year.

4.2 Methodology

- 4.2.1 In forecasting the future traffic flows on the road network in the Study Area, references are made to the following sources of information which include:

- Historical traffic data from Annual Traffic Census (ATC);
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area;
- New transport infrastructure in the district.

- 4.2.2 The following steps are undertaken to derive the 2037 Peak Hour Reference Flows (i.e. without the Proposed Development) and Design Flows (i.e. with the Proposed Development):

2037 Background Flows = 2023 Flows x annual growth factors

2037 Reference Flows = 2037 Background Flows + additional traffic generated by planned/committed developments

2037 Design Flows = 2037 Reference Flows + additional traffic generated by the Proposed Development

- 4.2.3 The traffic impact to be induced by the Proposed Development is assessed by comparing the 2037 Peak Hour Reference Traffic Flows against the 2037 Design Traffic Flows.

4.3 Historical Traffic Growth

4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

Table 4-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Growth Rate p.a.
2201	Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	30,260	29,680	31,640	31,990	31,440	31,560	+0.84%
				--	-1.92%	-0.43%	1.11%	-1.72%	0.38%	
2407	Smithfield Rd	Pok Fu Lam Rd	Lung Wah St	8,510	8,000	9,160	8,840	9,910	10,400	+4.09%
				--	-5.99%	-0.43%	-3.49%	12.10%	4.94%	
1836	Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	1,770	1,760	1,700	1,930	1,890	1,900	+1.43%
				--	-0.56%	-0.43%	13.53%	-2.07%	0.53%	
1811	Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	36,080	35,920	36,380	42,330	39,700	40,390	+2.28%
				--	-0.44%	-0.43%	16.36%	-6.21%	1.74%	
1603	Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	36,610	36,460	40,540	39,900	38,970	39,650	+1.61%
				--	-0.41%	-0.43%	-1.58%	-2.33%	1.74%	
2604	Bisney Rd	Pok Fu Lam Rd	Consort Rise	3,280	3,210	3,130	3,310	3,110	2,700	-3.82%
				--	-2.13%	-0.43%	5.75%	-6.04%	-13.18%	
1005	Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	25,910	26,800	26,570	27,000	25,800	25,760	-0.12%
				--	3.43%	-0.43%	1.62%	-4.44%	-0.16%	
1405	Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	24,980	26,120	25,740	25,740	25,140	25,570	+0.47%
				--	4.56%	-0.43%	0.00%	-2.33%	1.71%	
2609	Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	5,400	5,260	5,410	5,630	5,590	4,860	-2.09%
				--	-2.59%	-0.43%	4.07%	-0.71%	-13.06%	
1204	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	36,710	26,440	26,780	26,780	26,150	33,340	-1.91%
				--	-27.98%	-0.43%	0.00%	-2.35%	27.50%	
Total				209,510	199,650	207,050	213,450	207,700	216,130	+0.62%
				--	-4.71%	3.71%	3.09%	-2.69%	4.06%	

Source: 2013-2018 Annual Traffic Census (ATC) Reports published by Transport Department

4.3.2 It is noted that due to the impact of social events in 2019 and Covid-19 over the period of 2020-2022, the ATC traffic data between 2019 and 2021 are not included in the above assessment of historic trends of traffic growth in the area.

4.3.3 As indicated in **Table 4-1**, there was a slight increase of traffic volume (+0.62% per annum) on the road network in the vicinity of the Proposed Development over the period of 2013 – 2018.

4.4 Future Developments in the Area

- 4.4.1 References are also made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 4-2** presents the population and employment data in Southern District for 2019 and 2031.

Table 4-2 2019-Based TPEDM for Southern District

Category	2019	2031	% Growth p.a.
			2019-2031
Population ⁽¹⁾	273,150	282,400	0.28%
Employment Places ⁽¹⁾	114,900	116,300	0.10%
Total	388,050	398,700	0.23%

Source: (1) 2019-based TPEDM published by Planning Department.

- 4.4.2 As shown in the table, the predicted growth of population and employment places in Southern District from 2019 to 2031 is approximately 0.28% and 0.10% per annum respectively.

4.5 New Transport Infrastructure

- 4.5.1 According to the Railway Development Strategy 2014 and Policy Address 2020, the implementation window of the South Island Line (West) is subject to the actual programme for the development and redevelopment of public housing in the Wah Fu area and the “Invigorating Island South initiative” as well as the build-up of transport demand. New stations are proposed at Queen Mary Hospital and Wah Fu along the proposed SIL(W).
- 4.5.2 To provide conservative estimates, the effect of the above new rail infrastructure has not been taken into account in this TIA Study.

4.6 2037 Background Traffic Flows

- 4.6.1 Taking into consideration of the above information, to provide conservative estimates, it is proposed to adopt an average growth rate of +1.0% per annum, which is higher than the traffic growth over the 5-year period of 2013 to 2018 (Table 4-1) as well as the future development intensity in Southern District (Table 4-2), for estimating the 2037 peak hour Background Traffic Flows in the Study Area.

4.7 2037 Reference Traffic Flows

4.7.1 The planned and committed developments within the Study Area are summarized in **Table 4-3**. The estimated peak hour traffic flows to be generated by these developments are also indicated in the table.

Table 4-3 Estimated Peak Hour Traffic by Planned/Committed Developments

Location	Use	Traffic Flows (pcu/hour)			
		AM Peak Hour		PM Peak Hour	
		Out	In	Out	In
Five Public Housing Sites in Pok Fu Lam South	8,900 Public Rental Housing ⁽¹⁾	385	290	211	268
Queen Mary Hospital Redevelopment (New Block)	Operational uses (41 car parking spaces)	40	40	40	40
Rural Building Lot No. 925, High West, Pok Fu Lam	Proposed Residential ⁽²⁾ Institution (Student Hostel)	27	5	5	16
Cyberport Expansion Project	Office / Data Services Platform / Multi-function Hall etc. (about 66,000 m ²) ⁽³⁾	108	143	96	89
East of No.3 Sassoon Road, Pok Fu Lam	HKU New Academic Building On an Extension Site ⁽⁴⁾	13	32	39	16
HKU Pokfield Campus Site	HKU New Academic Complex ⁽⁵⁾	60	66	69	52

Notes: (1) Peak Hour trip rates for Subsidized Public Rental Housing High-Density R(A), average size 40m², extracted from TPDM Volume 1, Chapter 3, Annex D, Table 1
(2) Source: TIA report of Approved Planning Application A/H10/94
(3) Source: Planning Application A/H10/95 (Appendix 4 – Traffic Technical Note)
(4) Source: TIA report of Planning Application A/H10/13
(5) Source: TIA report of Planning Application for Pokfield Campus Site

4.7.2 For Wah Fu Estate Redevelopment, the overall flat production target of about 11,900 additional public housing units is summarized in **Table 4-4**. The reception units at the Five Public Housing Sites, all situated at Pok Fu Lam South, is expected to be completed by 2027. However, there is no timeline yet on the completion of Wah Fu Estate. Hence, the 8900 reception units at the Five Housing Sites for Wah Fu Estate are included in the assessment.

Table 4-4 Wah Fu Estate Redevelopment and Five Public Housing Sites in Pok Fu Lam South Flat Numbers

Category	Existing	Expected After Completion	Additional
Five Sites	-	8,900	8,900
Wah Fu Estate	9,100	12,100	3,000
Total	9,100	21,000	11,900

Source: Proposed Public Housing Developments in Pokfulam South by Housing Department, MPC Paper No. 5/17

4.7.3 The additional development flows to be generated by the planned/committed development in **Table 4-3** are added to the 2037 Peak Hour Background Traffic to derive the 2037 Peak Hour Reference Traffic Flows (i.e. without the Proposed Development). The results are shown in **Figure 4-1**.

4.8 Development Trip Generations

4.8.1 References are made to the peak hour traffic generation and attraction rates in Transport Planning and Design Manual (TPDM) to estimate the AM and PM peak hour trips to be generated by the Proposed Development. The results are shown in **Table 4-5**. In addition, trip generation surveys at the existing Ebenezer School & Home for the Visually Impaired were undertaken on 5 September 2023 between 07:00 – 10:00 and 16:00 – 19:00. Details of the observed trip data is given in **Appendix D** and the school trips during the commuter AM and PM peak hours, i.e. 07:45 – 08:45 and 17:45 – 18:45 respectively, are also shown in **Table 4-5**.

Table 4-5 Estimated Peak Hour Development Traffic

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Proposed Development (average flat size 90.9 m²)				
Trip Rates ⁽¹⁾ (pcu/hr/flat)	0.1219	0.2203	0.1563	0.1115
Traffic Flows (pcu/hr)	17	30	22	16
Total 2-way Trips (pcu/hr)	47		38	
Existing Development – Ebenezer School & Home for the Visually Impaired				
Observed Trip Generations (pcu/hr)	30	20	2	2

Notes: (1) Peak Hour trip rates for Private Housing: High-Density / R(B) – Upper Limit with Average Flat Size 100m², extracted from TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

- 4.8.2 To provide conservative estimates, the higher trip rates from TPDM are adopted. Hence, it is forecast that the Proposed Development would induce total two-way traffic of 47 pcu's (17 in and 30 out) and 38 pcu's (22 in and 16 out) in the AM and PM peak hour respectively.
- 4.8.3 The peak hour development traffic are distributed to the north or south of Pokfulam area with reference to the forecast 2031 population and employment data indicated in the 2019-based TPEDM and assigned to the fastest route taking into account of the left-in / left-out arrangement at the proposed run-in/out. The distribution pattern and assigned routes are summarized in **Table 4-6**.

Table 4-6 Distribution of Peak Hour Development Traffic

District	Population ⁽¹⁾	Employment ⁽¹⁾	Total	Distribution Proportion	Assigned route
From Proposed Development					
Wan Chai / South	414 250	403 350	817 600	6.8%	To Aberdeen direction
Others (except Wan Chai / South)	7 530 500	3 705 900	11 236 400	93.2%	To Pok Fu Lam Road north
Whole Territories	7 944 750	4 109 250	12 054 000	100%	
To Proposed Development					
Wan Chai / South / Eastern / Kwun Tong / Tseung Kwan O	2 089 700	1 218 050	3 307 750	27.4%	From Aberdeen direction
Others (except Wan Chai / South / Eastern / Kwun Tong / Tseung Kwan O)	5 855 050	2 891 200	8 746 250	72.6%	From Pok Fu Lam Road north
Whole Territories	7 944 750	4 109 250	12 054 000	100%	-

Notes: (1) 2037 Population and Employment Places extracted from 2019-based TPEDM published by Planning Department

- 4.8.4 As indicated in **Table 4-6**, taking into account of the left-in/left-out arrangement at the proposed run-in/out, it is anticipated that only the development traffic heading towards Wan Chai and Southern districts would take the detour route onto the southbound carriageway of Pok Fu Lam Road as shown in **Figure 2-5** and the traffic to other districts would take the more direct and faster route via Pok Fu Lam Road northbound carriageway. Hence, with reference to the forecast 2031 population and employment places by TPEDM, about 7% of the development traffic are assigned toward Aberdeen direction and around 93% towards Pok Fu Lam north.

- 4.8.5 Similarly, taking into account of the detour routing for accessing traffic due to the left-in/left-out arrangement as shown in **Figure 2-4**, it is expected that the development traffic coming from Wanchai, Southern, Eastern, Kwun Tong and Tseung Kwan O districts, i.e. the eastern part of the HKSAR Territory, would access the proposed development from the south (e.g. via Aberdeen Tunnel). The traffic coming from other districts would take the more direct route via Pok Fu Lam Road north which is still faster than the route from Aberdeen direction in general. As a result, about 27% of the development traffic are assigned from the Aberdeen direction and around 73% from Pok Fu Lam north.
- 4.8.6 According to the distribution pattern, the peak hour development traffic is then assigned to the road network in the Study Area as shown in **Figure 4-2**.

4.9 2037 Design Traffic Flows

- 4.9.1 The 2037 Peak Hour Design Flows (i.e. with Proposed Development) are derived by adding the peak hour development flows onto the forecast 2037 Peak Hour Reference Flows. To provide the worst case scenario, the existing trips generated by Ebenezer School & Home for the Visually Impaired are not reduced from the 2037 Reference Flows. The final results are shown in **Figure 4-3**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 2037 Junction Assessments

5.1.1 Based on the 2037 Reference Flows (i.e. without Proposed Development) and 2037 Design Flows (i.e. with Proposed Development), junction capacity with detailed calculation sheets provided in **Appendix D**.

Table 5-1 2037 Peak Hour Performance at Key Junctions

Jn. ID.	Location	Type	Capacity Index ⁽¹⁾	Reference		Design	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Pok Fu Lam Road / Smithfield / Mount Davis Road ⁽²⁾	Signal	RC	21.9%	42.8%	20.8%	42.2%
J2	Pok Fu Lam Road / Bisney Road	Priority	RC	0.39	0.32	0.39	0.32
J3	Pok Fu Lam Road / Access Road to Queen Mary Hospital	Priority	DFC ⁽³⁾	0.36	0.23	0.37	0.24
J4	Pok Fu Lam Road / Access Road to Ebenezer New Hope School	Priority	DFC	0.12	0.01	0.13	0.02
J5	Pok Fu Lam Road / Chi Fu Road (N)	Priority	DFC	0.30	0.17	0.30	0.18
J6	Pok Fu Lam Road / Chi Fu Road (S)	Priority	DFC	0.57	0.27	0.57	0.27
J7A	Pok Fu Lam Road / Sassoon Road (W) ⁽³⁾	Priority	DFC	0.83	0.68	0.83	0.68
J7B	Pok Fu Lam Road / Sassoon Road (E)	Signal	RC	32.2%	22.1%	32.2%	22.1%
J8	Chi Fu Road/ Pok Fu Lam Road/ Claymore Ave	Priority	DFC	0.23	0.19	0.23	0.19

- Notes: (1) The Capacity Index for Signal controlled junction is Reserve Capacity (RC)
The Capacity Index for Priority Junction is Design Flow to Capacity Ratio (DFC)
(2) Based on junction improvement scheme proposed by Queen Mary Hospital Redevelopment Phase 1
(3) Based on junction improvement scheme proposed by Cyberport Expansion Project (A/H10/95)

5.1.2 It is indicated in **Table 5-1** that, all the key junctions in the vicinity of the Site would be operating within capacity during the AM and PM peak hours for both the 2037 Reference (without Proposed Development) and Design (with Proposed Development) scenarios.

5.2 2037 Link Assessments

5.2.1 Based on the 2037 Reference Flows (i.e. without Proposed Development) and 2037 Design Flows (i.e. with Proposed Development), link capacity assessments are undertaken and the results are presented in **Table 5-2**.

Table 5-2 2037 Peak Hour Road Link Performances

Link ID.	Section	Direction	Design Capacity	Flows (Veh/hr)	Reference		Design	
					AM	PM	AM	PM
L1	Pok Fu Lam Road between Mount Davis Road and Bisney Road	NB	2,800	Flows	2,293	2,035	2,317	2,047
				P/Df	0.82	0.73	0.83	0.73
		SB	2,800	Flows	1,704	1,409	1,714	1,423
				P/Df	0.61	0.50	0.61	0.51
L2	Pok Fu Lam Road between Bisney Road and the Application Site	NB	2,600	Flows	1,260	1,039	1,286	1,053
				P/Df	0.48	0.40	0.49	0.41
		SB	2,600	Flows	881	759	893	774
				P/Df	0.34	0.29	0.34	0.3
L3	Pok Fu Lam Road between the Application Site and Chi Fu Road (North side)	NB	2,600	Flows	1,370	1,081	1,385	1,100
				P/Df	0.53	0.42	0.53	0.42
		SB	2,600	Flows	964	793	976	808
				P/Df	0.37	0.31	0.38	0.31
L4	Pok Fu Lam Road between Chi Fu Road (North side) and Victoria Road	NB	2,600	Flows	1,148	984	1,152	989
				P/Df	0.44	0.38	0.44	0.38
		SB	2,600	Flows	918	690	920	691
				P/Df	0.35	0.27	0.35	0.27
L5	Elevated Chi Fu Road connecting to Pok Fu Lam Road North Bound	WB	475	Flows	303	151	313	165
				P/Df	0.64	0.32	0.66	0.35
		EB	475	Flows	42	50	42	50
				P/Df	0.09	0.11	0.09	0.11

5.2.2 The results show that the key road links in the vicinity of the Application Site operate within capacity during both the AM and PM peak hours in 2037.

5.3 Pedestrian Impact Assessments

5.3.1 **Table 5-3** shows the existing pedestrian flows on the footpath adjacent to the Application Site. It is noted that over 85% of the pedestrians are generated by the existing Ebenezer School & Home for the Visually Impaired in particular during the AM and PM school peak hours. The table also shows the nos. of buses observing at the northbound bus stop adjacent to the Site. It is noted that the nos. of stopped buses increased in proportion to the amount of pedestrians on the footpath adjacent to the Site as almost all the pedestrians access/leave the existing school by buses.

Table 5-3 2023 Hourly Pedestrian Flows and Nos. of Buses Observed the Nearby Northbound Bus stop

Hour	Two-way Pedestrian Flows on footpath adjacent to Site			Nos. of buses stopped at northbound bus stop adjacent to Site	Pedestrian Assessment			
	To/From Ebenezer School	Others	Total		Peak 15-min Flow	Effective Width of Footpath ⁽¹⁾ (m)	PMM ⁽²⁾	Level of Service (LOS)
7:00-8:00	67	12	79	28	28	1.1	1.70	A
8:00-9:00	116	7	123	28	78	1.1	4.73	A
9:00-10:00	30	3	33	18	12	1.1	0.73	A
10:00-11:00	16	5	21	17	11	1.1	0.67	A
11:00-12:00	15	3	18	15	7	1.1	0.42	A
12:00-13:00	55	6	61	15	29	1.1	1.76	A
13:00-14:00	33	6	39	24	18	1.1	1.09	A
14:00-15:00	26	9	35	14	16	1.1	0.97	A
15:00-16:00	14	6	20	13	13	1.1	0.79	A
16:00-17:00	45	7	52	26	21	1.1	1.27	A
17:00-18:00	130	13	143	45	69	1.1	4.18	A
18:00-19:00	37	18	55	35	18	1.1	1.09	A
Total	584	95	679	278				

Notes: (1) The effective width are derived from actual width of footpath minus 0.5m

(2) The index PMM represents the nos. of pedestrian per meter per minute

5.3.2 As the existing school will be relocated and replaced by the Proposed Development with 135 residential units only, the amount of pedestrians would be reduced significantly. With reference to the observed pedestrian flows recorded at the nearby residential development which is similar to the Proposed Development in terms of accessibility to public transport services available at Pok Fu Lam Road, **Table 5-4** shows the amount of pedestrians to be generated by the Proposed Development.

Table 5-4 2023 Observed Pedestrian Flows and Estimated Pedestrian Flows by Proposed Development

Hour	Two-way Pedestrian Flows observed at Royalton Phase 1 and 2 ⁽¹⁾			Estimated Two-way Pedestrian Flows by Proposed Development		
	To/From nearby bus stops	To/From Other Areas	Total	To/From nearby bus stops	To/From Other Areas	Total
7:00-8:00	4	27	31	12	79	91
8:00-9:00	2	11	13	6	32	38
9:00-10:00	0	10	10	0	29	29
10:00-11:00	2	3	5	6	9	15
11:00-12:00	3	14	17	9	41	50
12:00-13:00	1	10	11	3	29	32
13:00-14:00	3	3	6	9	9	18
14:00-15:00	0	9	9	0	26	26
15:00-16:00	1	16	17	3	47	50
16:00-17:00	0	17	17	0	50	50
17:00-18:00	1	4	5	3	12	15
18:00-19:00	1	13	14	3	38	41
Total	18	137	155	54	401	455

Notes: (1) Totals of 46 flats at Royalton Phase 1 and Phase 2

5.3.3 As indicated in **Table 5-4**, with reference to the observed pattern, it is estimated that the Proposed Development would generate a maximum hourly flow of 91 pedestrians and a daily total of 455 pedestrians.

5.3.4 Among the pedestrians generated by the existing residential development, only a small proportion of the pedestrians are heading to/ coming from the nearby bus-stops whereas majority of them are walking along the nearby footpaths for other purposes such as jogging, walking dogs etc. With reference to this, a maximum hourly flow of 12 persons is forecast to access the relocated bus stop adjacent to the Site. As a result, the nos. of buses stopping at the relocated northbound bus-stop would also be reduced significantly to around 5-10 nos. only, i.e. around one stopping bus every 5 - 10 min.

5.3.5 As indicated in **Figure 2-2**, a 2.0m wide bus layby can be provided to replace the on-street bus-stop if considered necessary. Due to site constraints, the footpath adjacent to the bus layby would be reduced to about 1.3m wide. **Table 5-5** presents the level of service assessment results for the footpath adjacent to the bus layby. Based on the observed pattern, the pedestrians using the concerned section of footpath are mainly bus passengers using the bus services, either boarding or alighting, at the bus stop. The average bus frequencies stopping at this bus stop are less than 2 minutes during peak hours (i.e. at least 30 buses during peak hour) and less than 4 min during off peak period (i.e. at least 15 buses per hour), resulting in an average waiting time of 1 min and 2 min (i.e. half of average frequency) during peak hours and off-peak hours respectively. To provide conservative estimates, the estimation of pedestrians is based on 5-min flow (i.e. by assuming an average waiting time of 5 min) and a peak factor of 2.0 is also applied, i.e. Peak 5-Minute Flow = Hourly Flow / 12 x 2.

Table 5-5 Level of Services of Footpath Adjacent to Bus Layby

Hour	Hourly 2-way Flow			Peak 5-Minute 2-way Flow ⁽³⁾			Footpath Effective Width ⁽⁴⁾ (m)	PMM ⁽⁵⁾	Level of Service (LOS)
	To/From ⁽¹⁾ Development	Others ⁽²⁾	Total	To/From Development	Others	Total			
7:00-8:00	12	12	24	2	2	4	0.8	1.00	A
8:00-9:00	6	7	13	1	2	3	0.8	0.75	A
9:00-10:00	0	3	3	0	1	1	0.8	0.25	A
10:00-11:00	6	5	11	1	1	2	0.8	0.50	A
11:00-12:00	9	3	12	2	1	3	0.8	0.75	A
12:00-13:00	3	6	9	1	1	2	0.8	0.50	A
13:00-14:00	9	6	15	2	1	3	0.8	0.75	A
14:00-15:00	0	9	9	0	2	2	0.8	0.50	A
15:00-16:00	3	6	9	1	1	2	0.8	0.50	A
16:00-17:00	0	7	7	0	2	2	0.8	0.50	A
17:00-18:00	3	13	16	1	3	4	0.8	1.00	A
18:00-19:00	3	18	21	1	3	4	0.8	1.00	A
Total	54	95	149	-	-	-	-	-	-

Notes: (1) Pedestrian Flow To/From Nearby Bus-stop by Proposed Development
(2) Pedestrian Flow by Others
(3) Peak 5-Minute Flow = Hourly Flow / 12 min x 2 peak factor; Roundup to 1 if calculated value is less than 1
(4) The effective width is based on the narrowest section of footpath minus 0.5m
(5) The index PMM represents the nos. of pedestrian per meter per minute

5.3.6 **Table 5-6** presents the level of service assessment results for the footpath adjacent to the Site after the Proposed Development. To provide conservative estimates, a peak factor of 2.0 is applied to derive the Peak 15-min Flow (i.e. Peak 15-Minute Flow = Hourly Flow / 4 x 2).

Table 5-6 Level of Services of Footpath Adjacent to Site after Proposed Development

Hour	Hourly 2-way Flow			Peak 15-Minute Flow ⁽³⁾			Effective Width of Footpath ⁽⁴⁾ (m)	PMM ⁽⁵⁾	Level of Service (LOS)
	To/From ⁽¹⁾ Development	Others ⁽²⁾	Total	To/From Development	Others	Total			
7:00-8:00	79	12	91	40	6	46	1.1	2.79	A
8:00-9:00	32	7	39	16	4	20	1.1	1.21	A
9:00-10:00	29	3	32	15	2	17	1.1	1.03	A
10:00-11:00	9	5	14	5	3	8	1.1	0.48	A
11:00-12:00	41	3	44	21	2	23	1.1	1.39	A
12:00-13:00	29	6	35	15	3	18	1.1	1.09	A
13:00-14:00	9	6	15	5	3	8	1.1	0.48	A
14:00-15:00	26	9	35	13	5	18	1.1	1.09	A
15:00-16:00	47	6	53	24	3	27	1.1	1.64	A
16:00-17:00	50	7	57	25	4	29	1.1	1.76	A
17:00-18:00	12	13	25	6	7	13	1.1	0.79	A
18:00-19:00	38	18	56	19	9	28	1.1	1.70	A
Total	401	95	496	-	-	-	-	-	-

Notes: (1) To/From Other Areas by Proposed Development

(2) Pedestrian Flow by Others

(3) Peak 5-Minute Flow = Hourly Flow / 12 min x 2 peak factor; Roundup to 1 if calculated value is less than 1

(4) The effective width is based on the narrowest section of footpath minus 0.5m

(5) The index PMM represents the nos. of pedestrian per meter per minute

5.3.7 As indicated in **Table 5-6**, LOS A can be maintained throughout the day along the footpath adjacent to the Site with the Proposed Development.

5.3.8 The assessment results show that, with the reduction of both the amount of pedestrians and nos. of stopped buses after the relocation of the existing Ebenezer School, the conditions along the footpath would be improved.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 The Applicant intends to redevelop the Ebenezer School & Home for the Visually Impaired at No. 131 Pok Fu Lam Road, Pok Fu Lam (“the Site”) to residential development. The Proposed Residential Development (“the Proposed Development”) will provide totals of 135 units with an average flat size of 90.9 m².
- 6.1.2 Ozzo Technology (HK) Limited are commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Proposed Development on the nearby road network.
- 6.1.3 In order to appraise the existing traffic condition in the area, classified turning movement counts were carried out at the key junctions in the vicinity of the Site over the AM and PM peak periods on 5 September 2023 (Tuesday). The AM and PM peak hours are identified to be 07:45 - 08:45 and 17:45 - 18:45 respectively.
- 6.1.4 Junction capacity assessments are carried out for the AM and PM peak hours for the key junctions in the vicinity of the Site. The results indicate that all the key junctions perform satisfactorily during both the AM and PM peak hours on a weekday in 2023.
- 6.1.5 The planned completion year of the Proposed Development is 2034 and hence the “Design Year” for this TIA study is set as 2037, i.e. 3 years after the completion year. Having reviewed the historical trend of traffic growth in the area and the forecast development intensity in the area, a growth factor of +1.0% per annum is adopted for estimating the 2037 Background Traffic Flows.
- 6.1.6 The peak hour trips to be generated by the planned and committed developments within the Study Area are added to the 2037 Peak Hour Background Flows to derive the 2037 Peak Hour Reference Flows (i.e. without the Proposed Development).
- 6.1.7 With reference to the peak hour trip generation rates extracted from Transport Planning and Design Manual, it is estimated that the Proposed Development would generate two-way traffic of 32 pcu’s in the AM peak hour and 18 pcu’s in the PM peak hour. The additional development traffic is added to the 2037 Peak Hour Reference Traffic Flows (i.e. without Proposed Development) to derive the 2037 Peak Hour Design Traffic Flows (i.e. with Proposed Development).

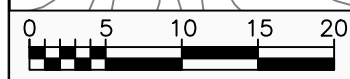
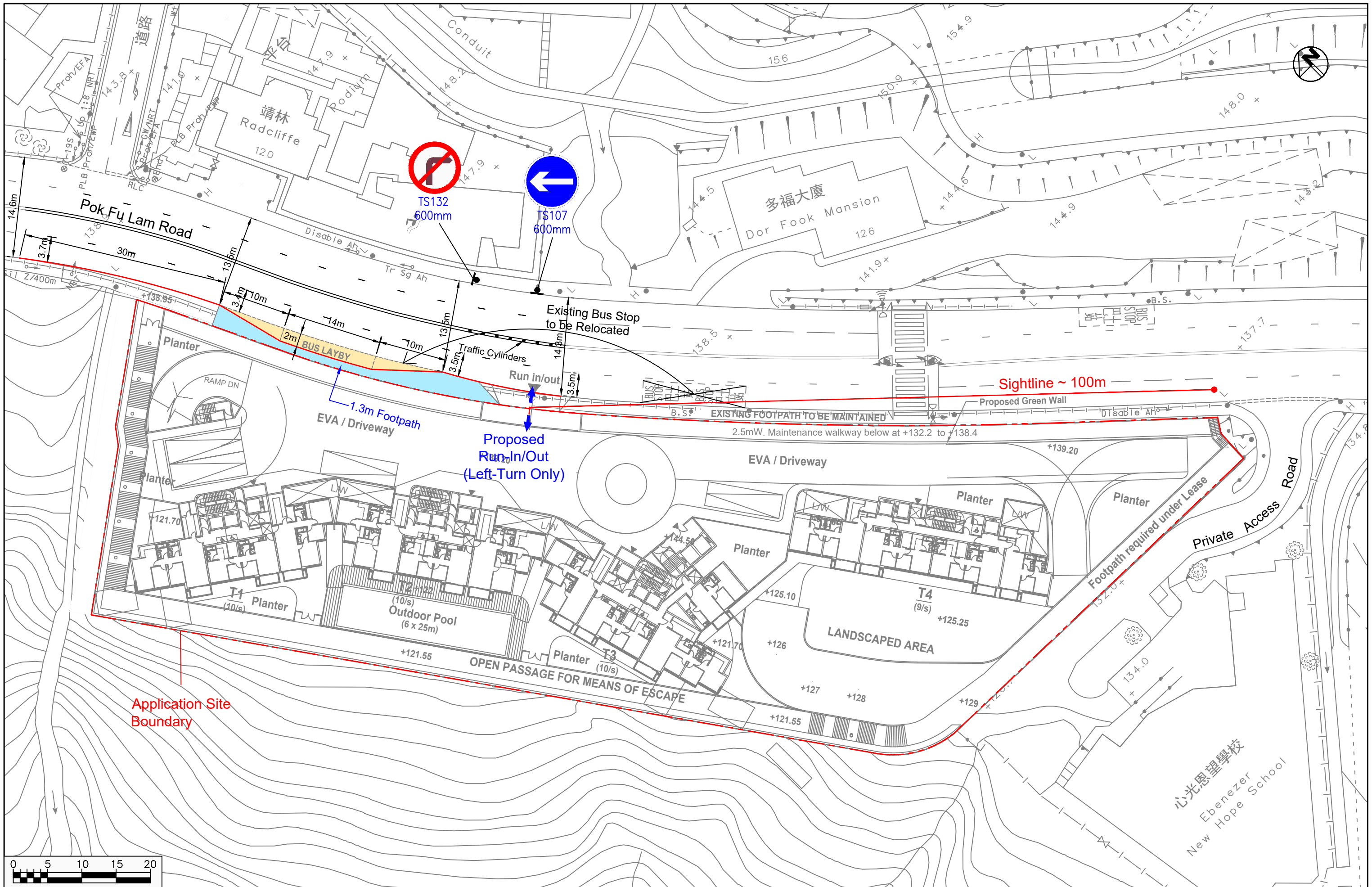
- 6.1.8 Traffic impact assessments are undertaken by comparing the performances of key junctions and road links of the 2037 Reference scenario (i.e. without the Proposed Development) against the Design scenario (i.e. with the Proposed Development). As the amount of additional traffic to be generated by the Proposed Development is not significant, the differences in junction and road link performances between the Reference and Design Scenarios are small.
- 6.1.9 The assessment results indicate that all assessed junctions and road links in the vicinity of the Site would perform satisfactorily during the AM and PM peak periods for both the 2037 Reference and Design scenarios.
- 6.1.10 Totals of 112 nos. of car parking spaces, 1 no. of motorcycle parking space and 4 nos. of goods vehicle loading and unloading bays will be provided within the development site in accordance with relevant HKPSG requirements.
- 6.1.11 The amounts of pedestrians on the nearby footpaths at Pok Fu Lam Road will be reduced after the relocation of the existing Ebenezer School & Home for the Visually Impaired, hence the conditions along the footpaths and at the bus-stop adjacent to the Site would be improved after the development.

6.2 Conclusions

- 6.2.1 Based on the traffic impact assessment results, it can be concluded that the Proposed Development would not create adverse traffic impact on the surrounding road network.

Figures

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S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP
Proposed Relocation of Bus Stop

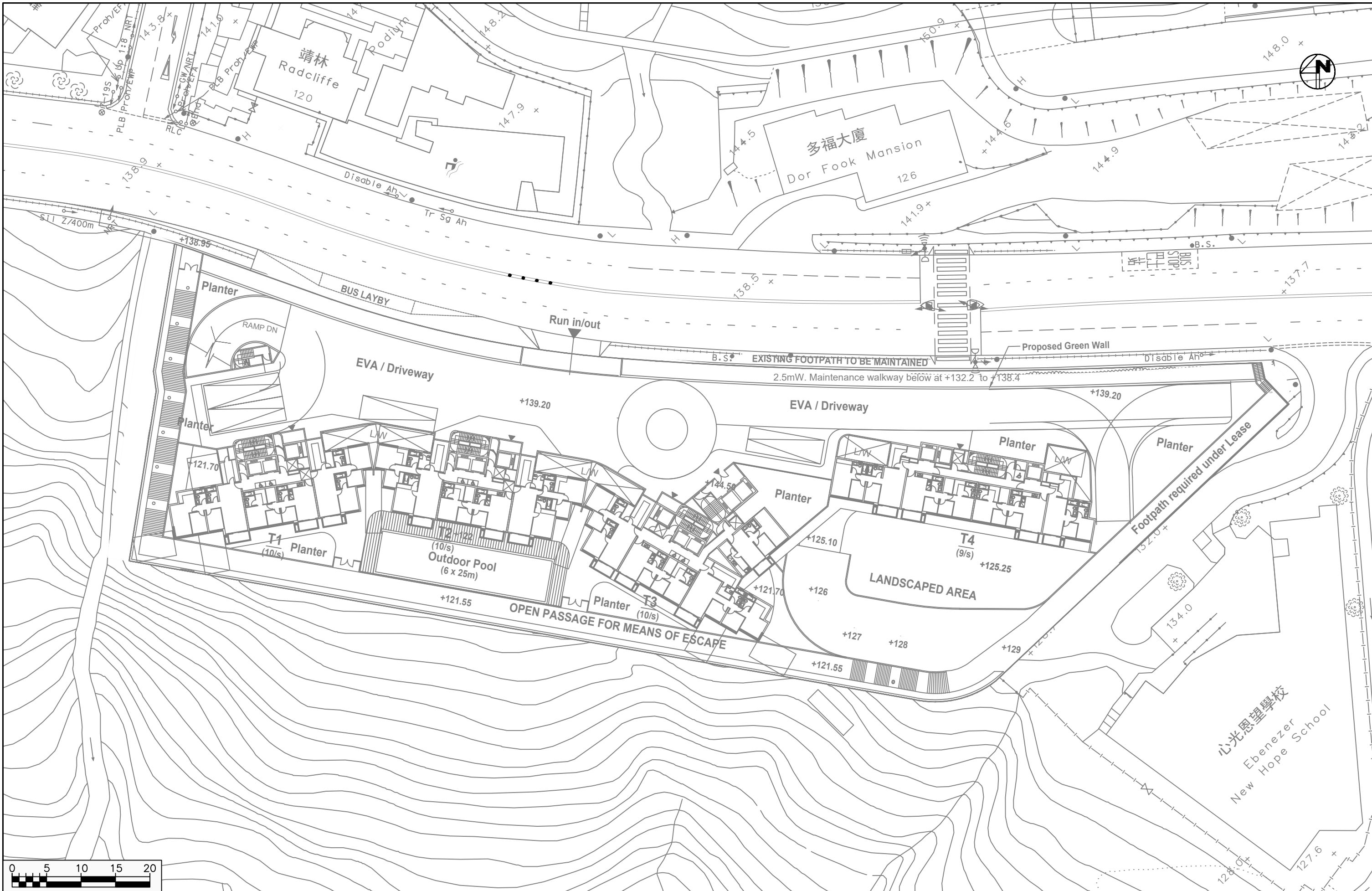
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Appendix A

Layout Plans and Sectional Plans

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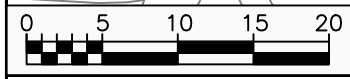
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S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Layout Plan - G/F

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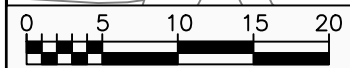
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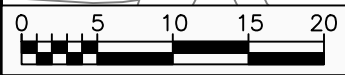
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Project Title
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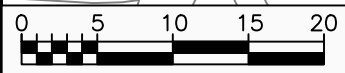
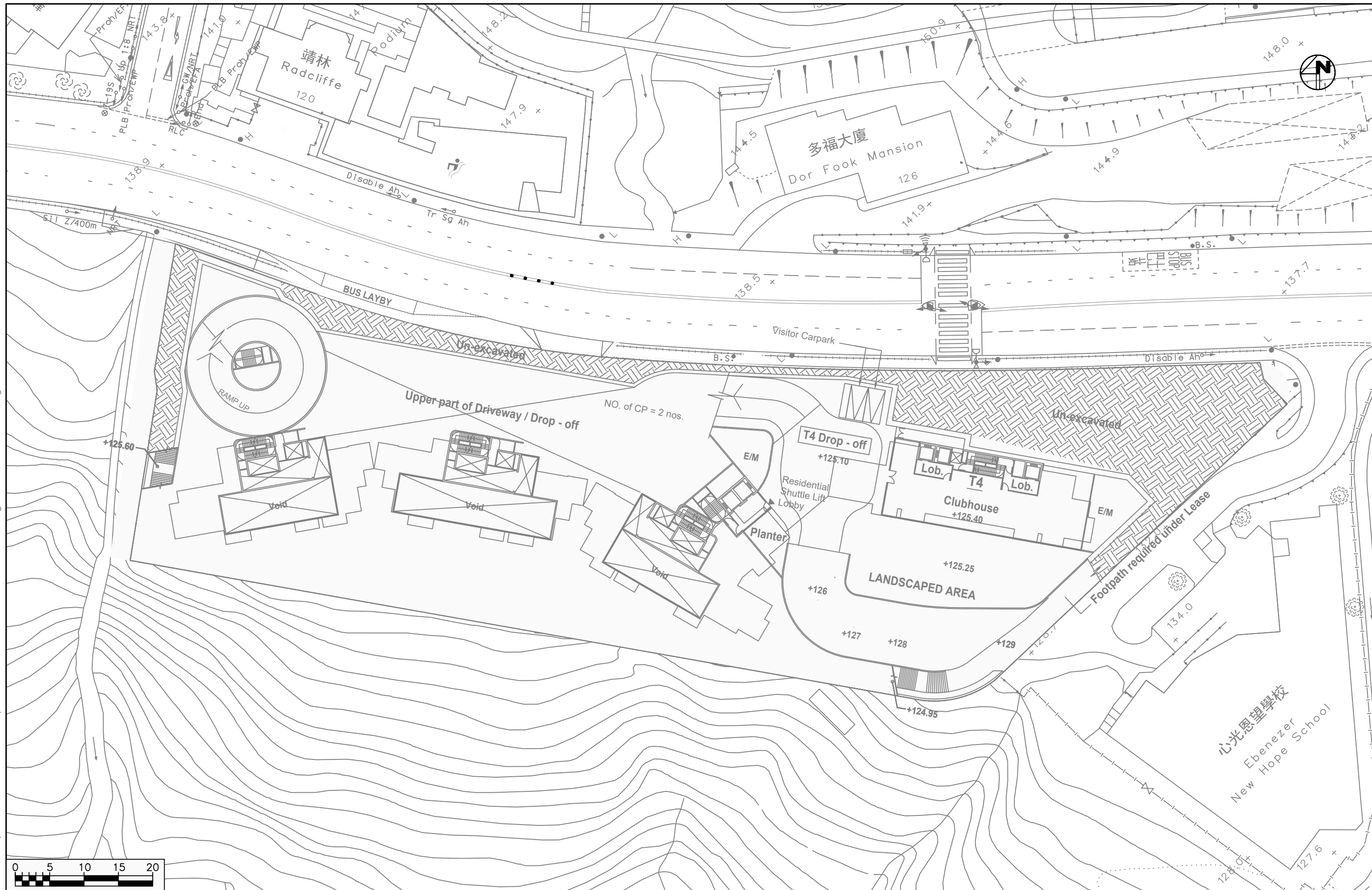
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Project Title
S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

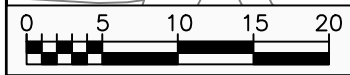
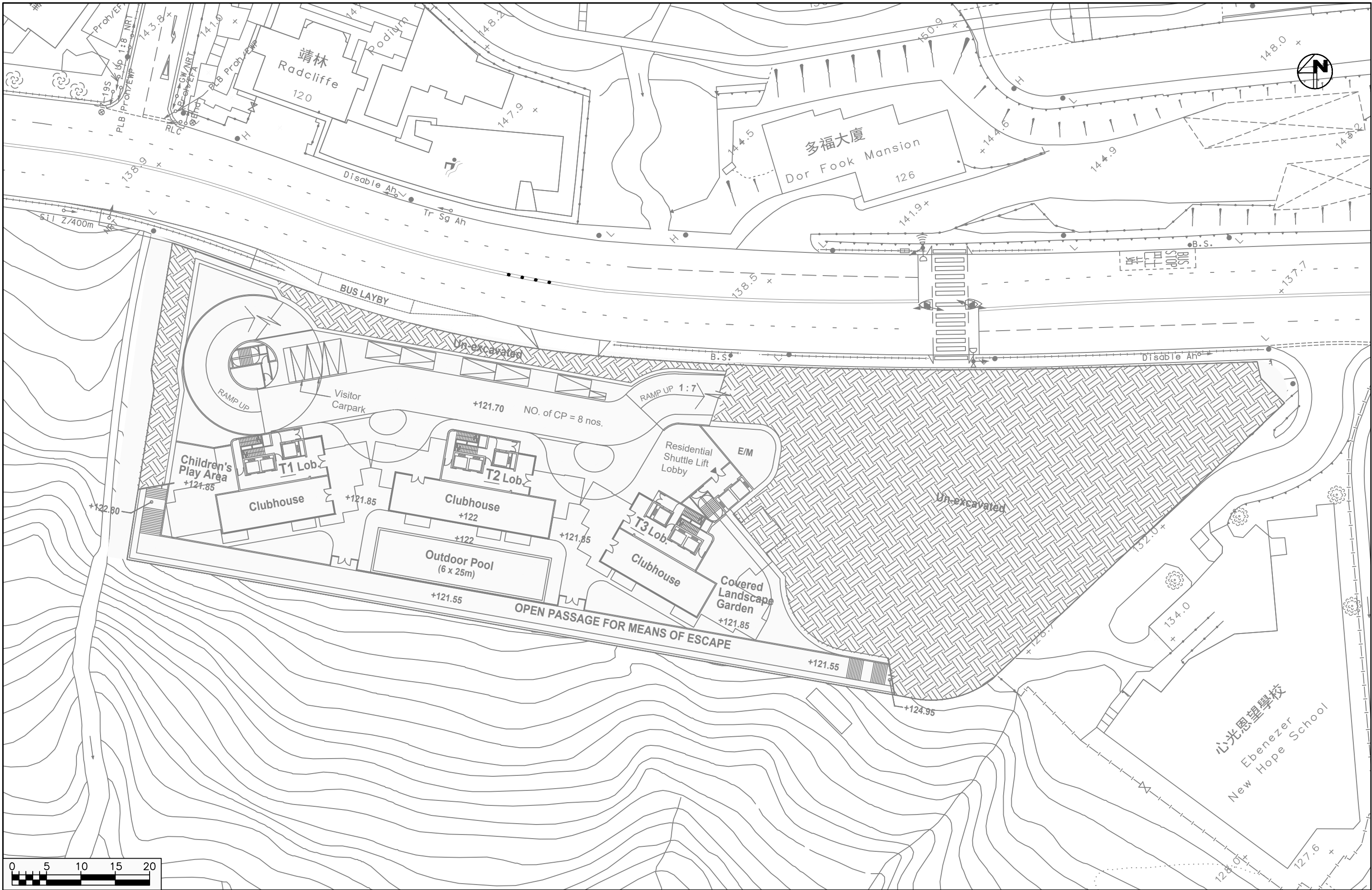
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Layout Plan - LG1/F

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Project No. 82786	Rev.
Dwg No. LG1-Layout	-

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Project Title		S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP	
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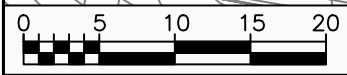
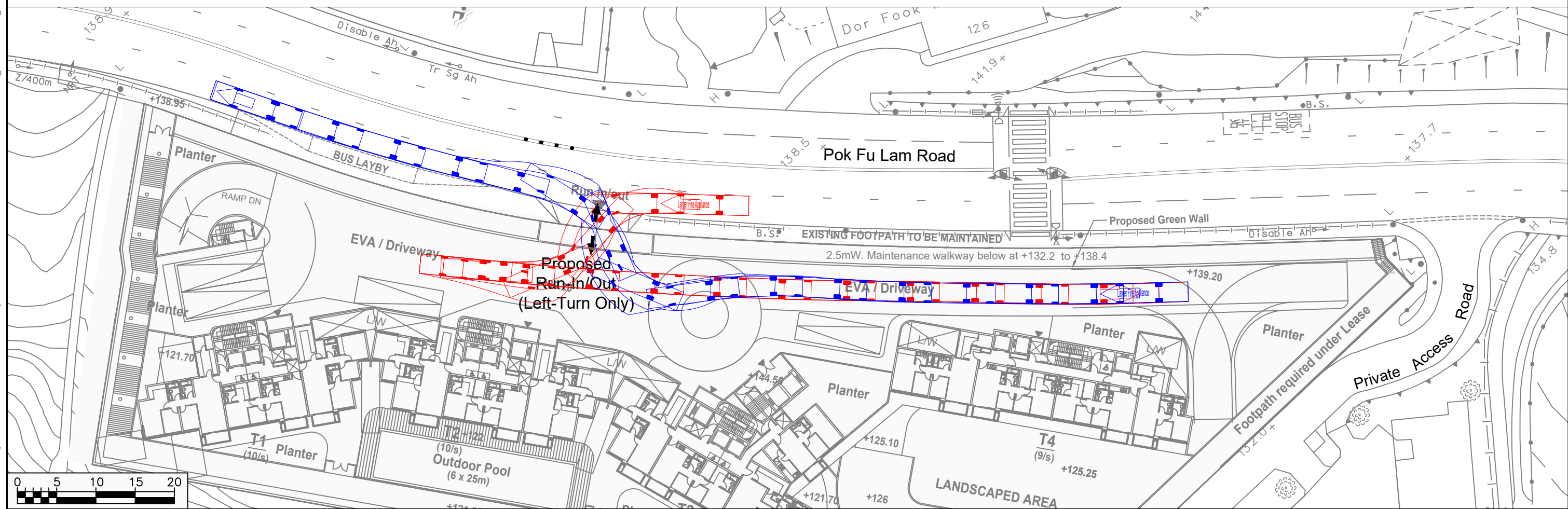
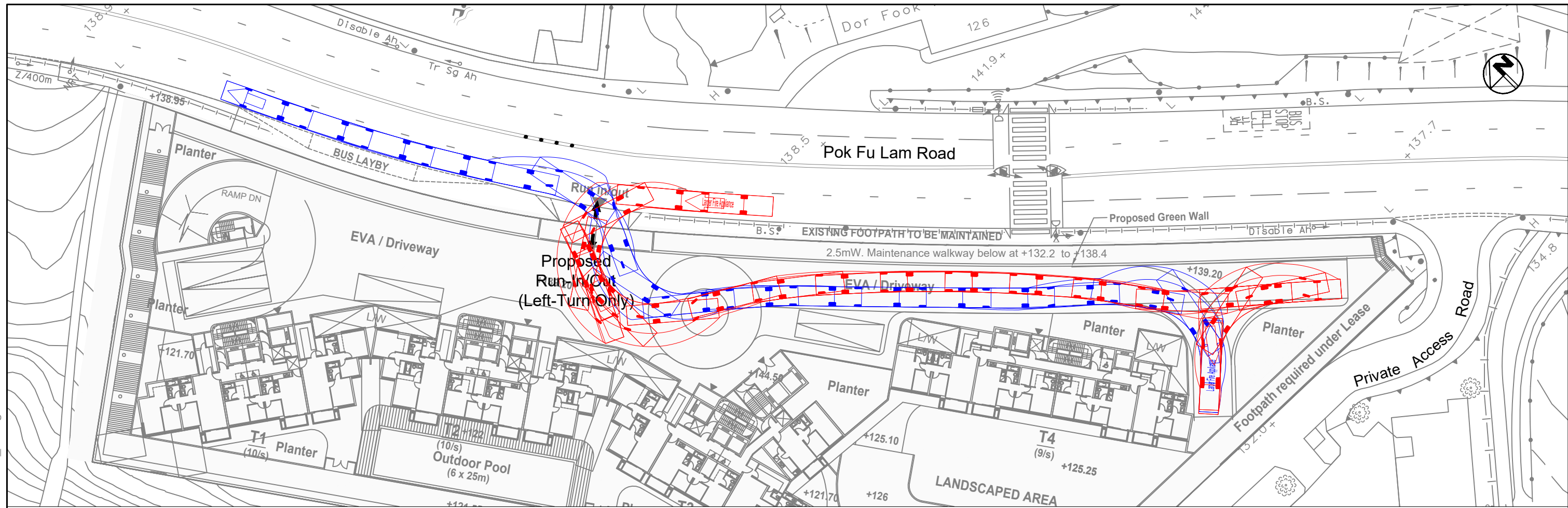
OZZO TECHNOLOGY

Project No. 82786	Rev.
Dwg No. LG2-Layout	-

Appendix B

Vehicle Swept Path Assessment Results

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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP
Swept Path Demonstration for Large Fire Engine



Project No. 82786

Dwg No. GF-SP1

Rev.

C

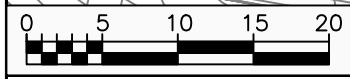
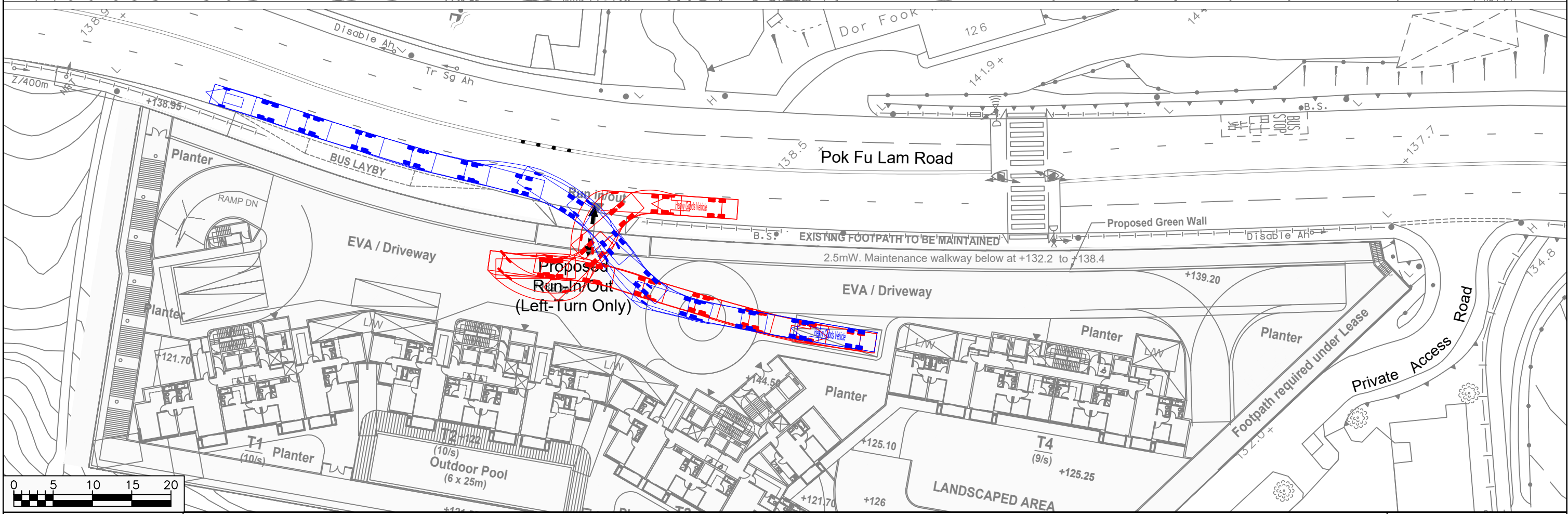
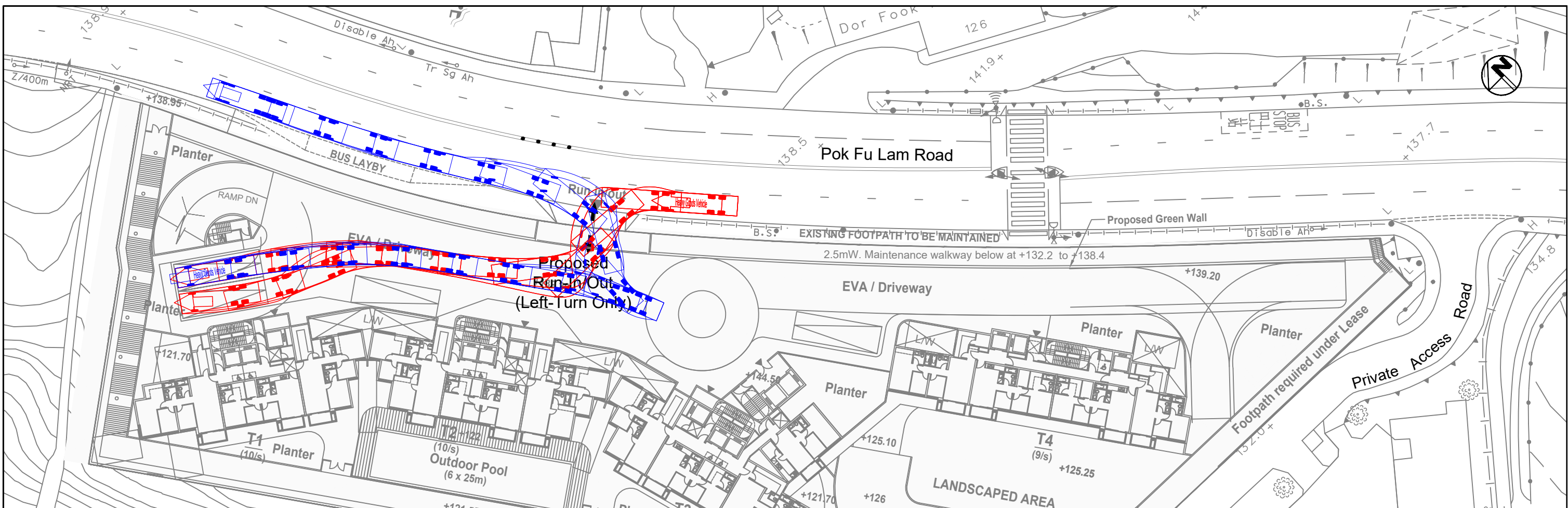
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Project Title
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 Swept Path Demonstration for 10m Goods Vehicle

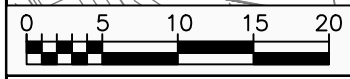
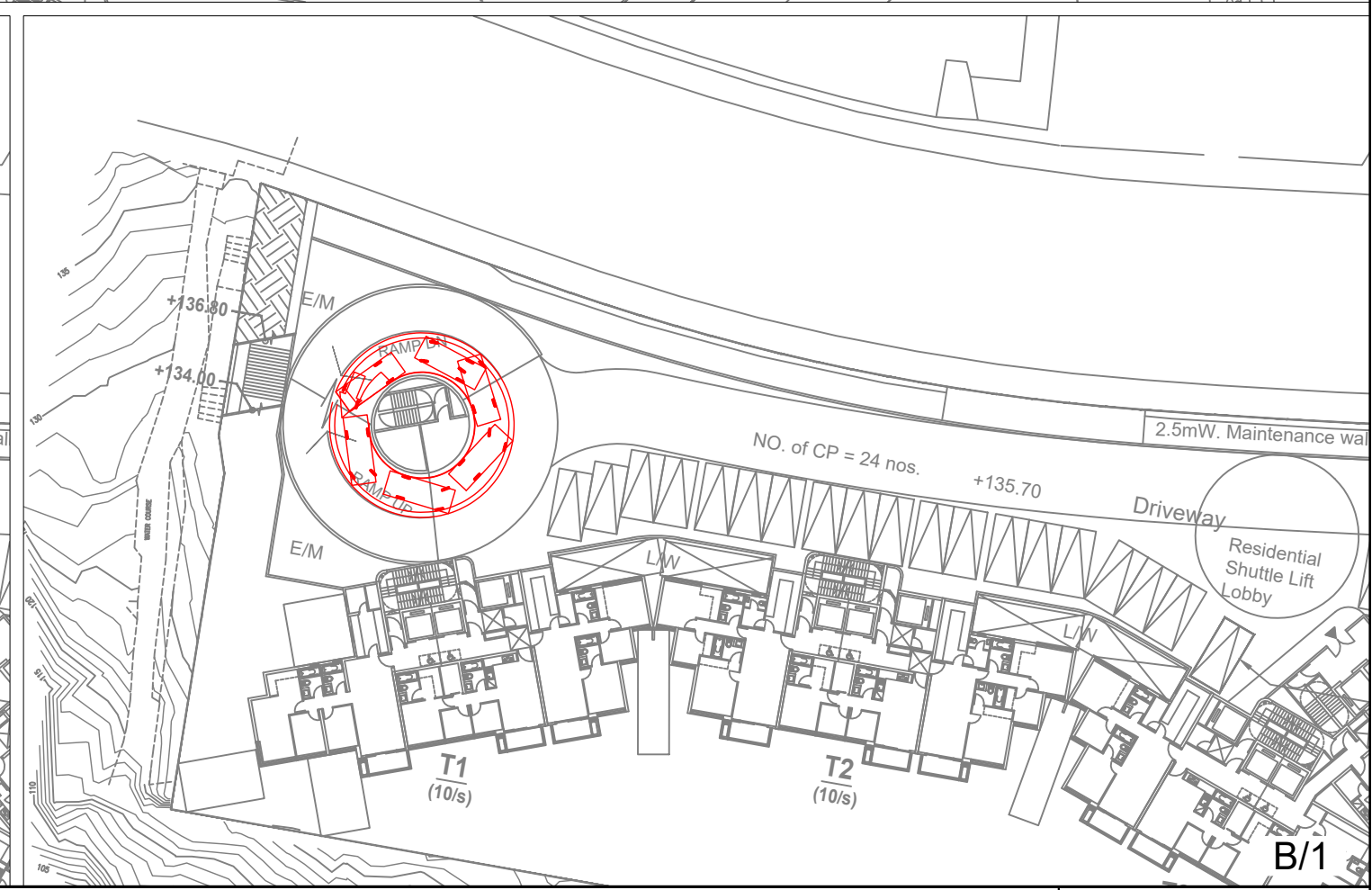
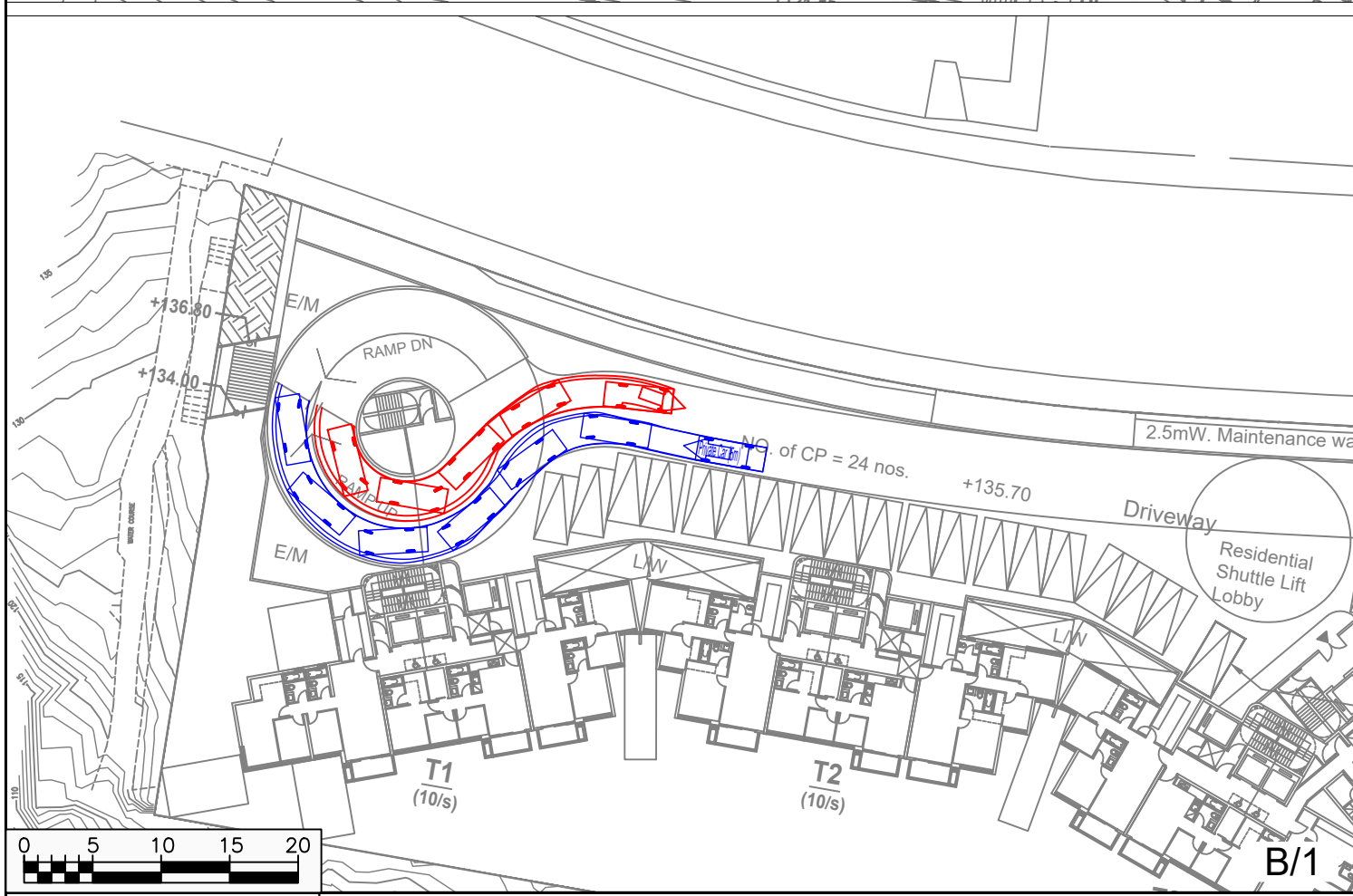
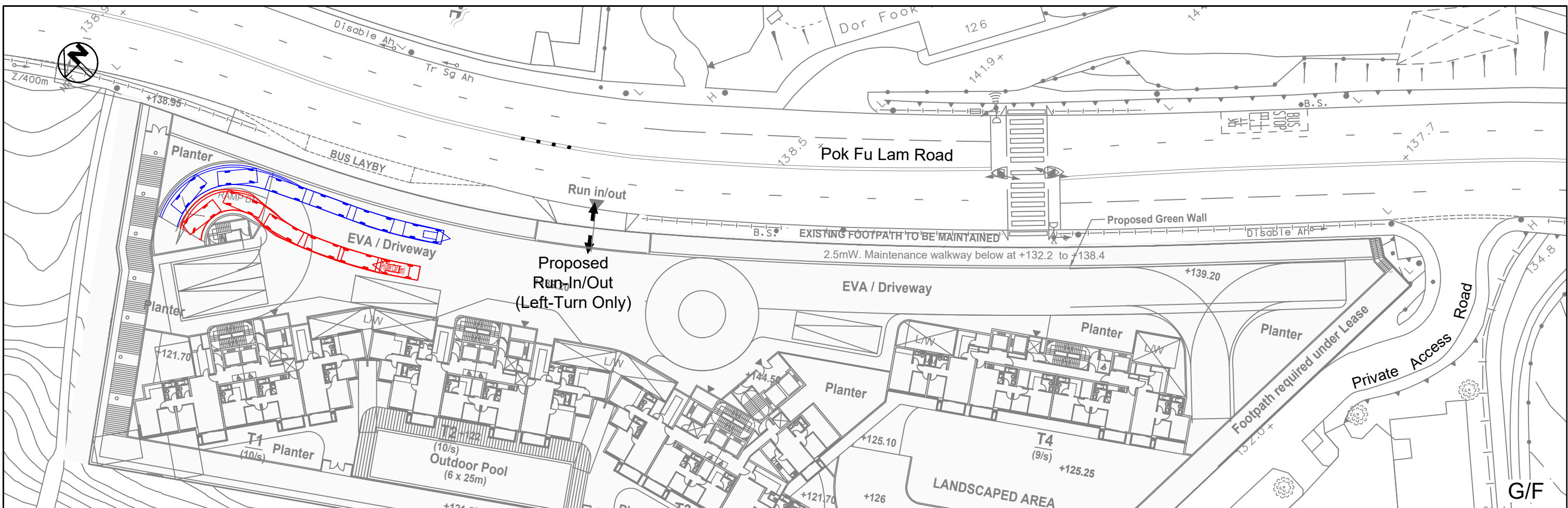
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Project No. 82786
 Dwg No. GF-SP2

Rev.
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Project Title
S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP
Swept Path Demonstration for 5m Private Car

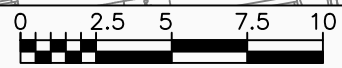
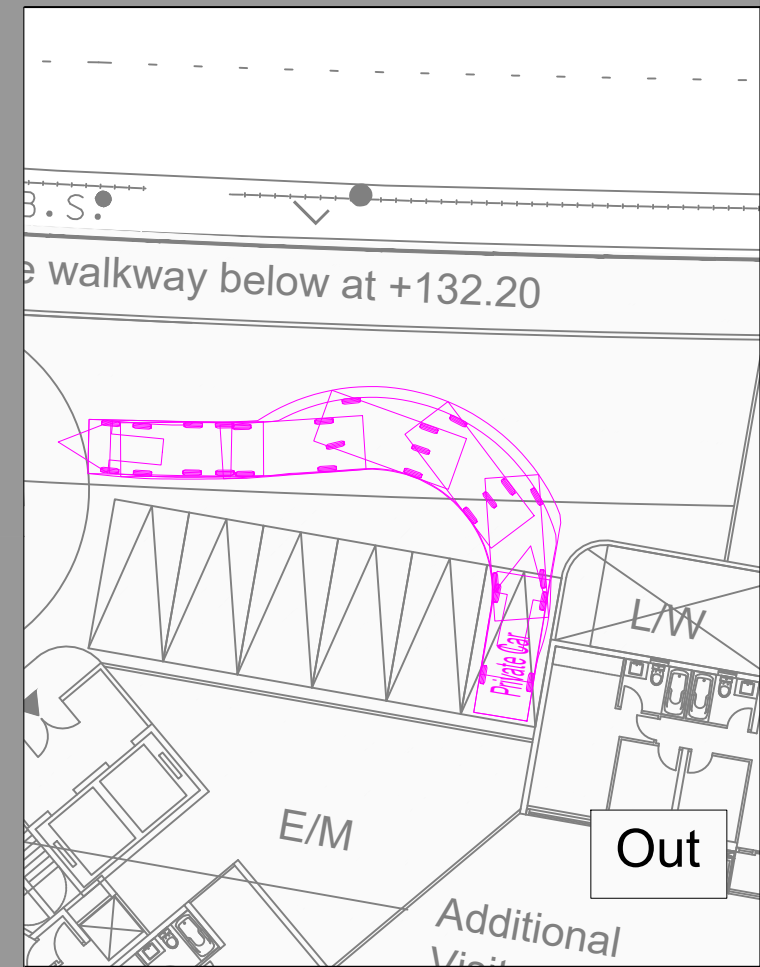
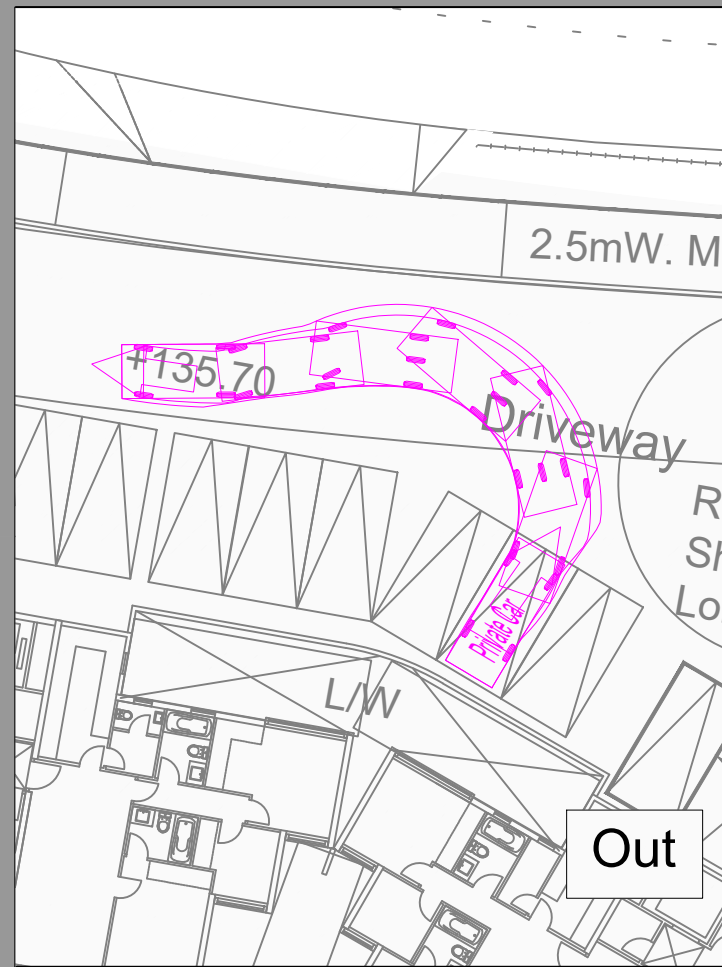
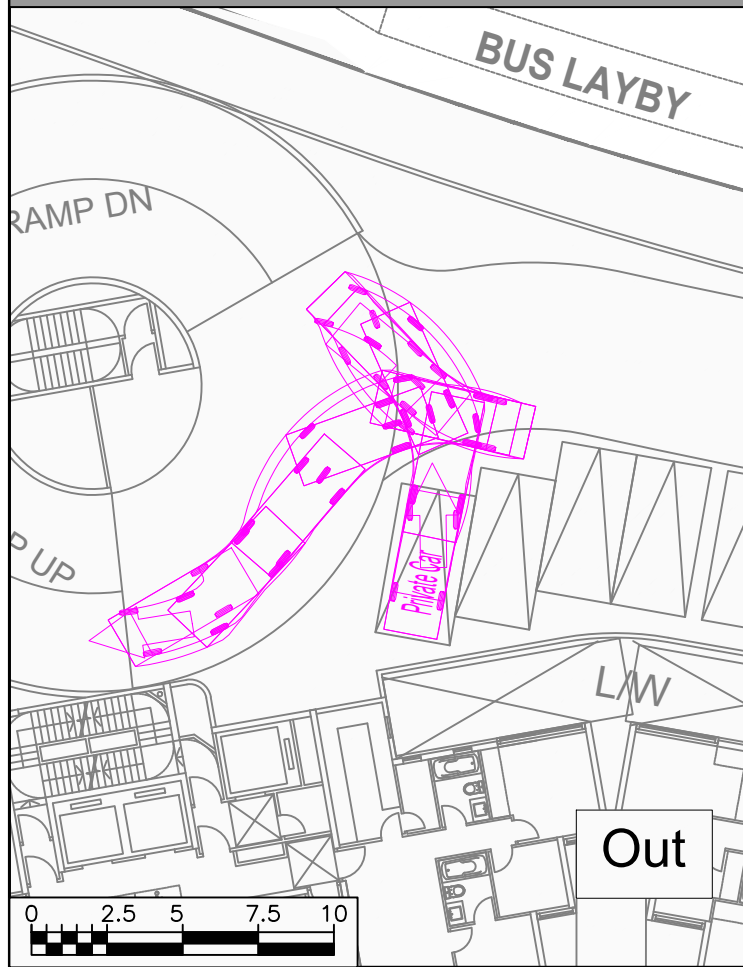
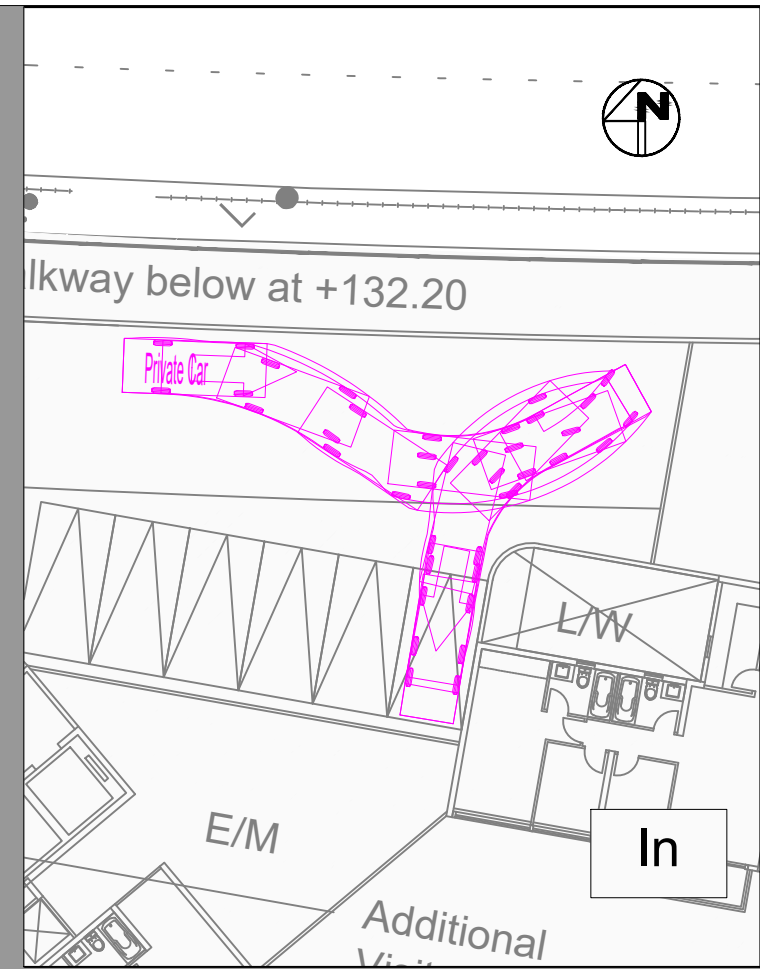
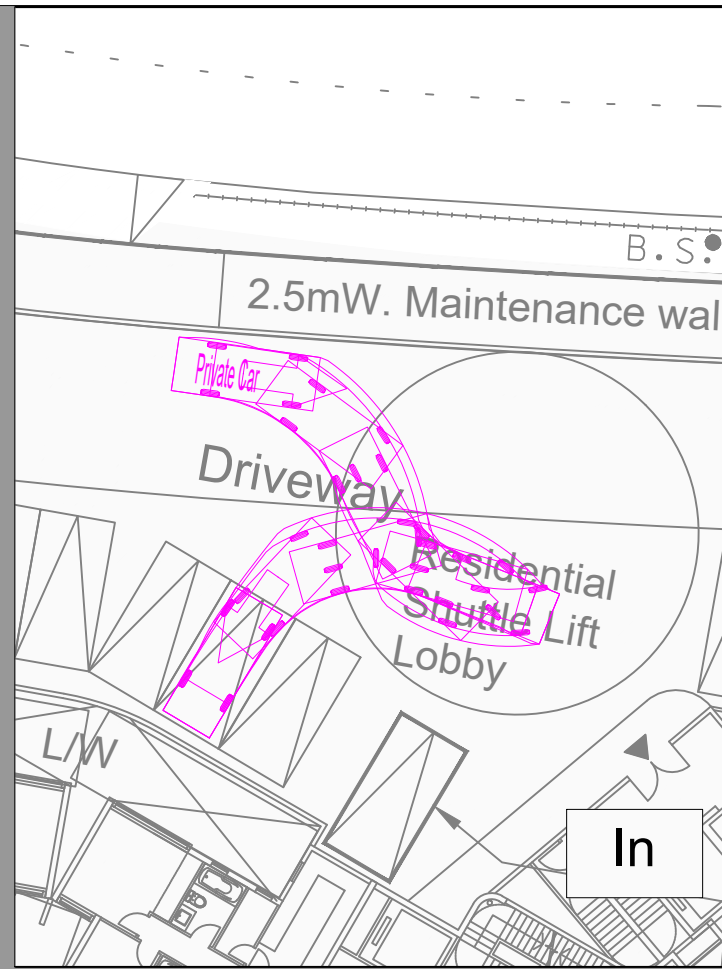
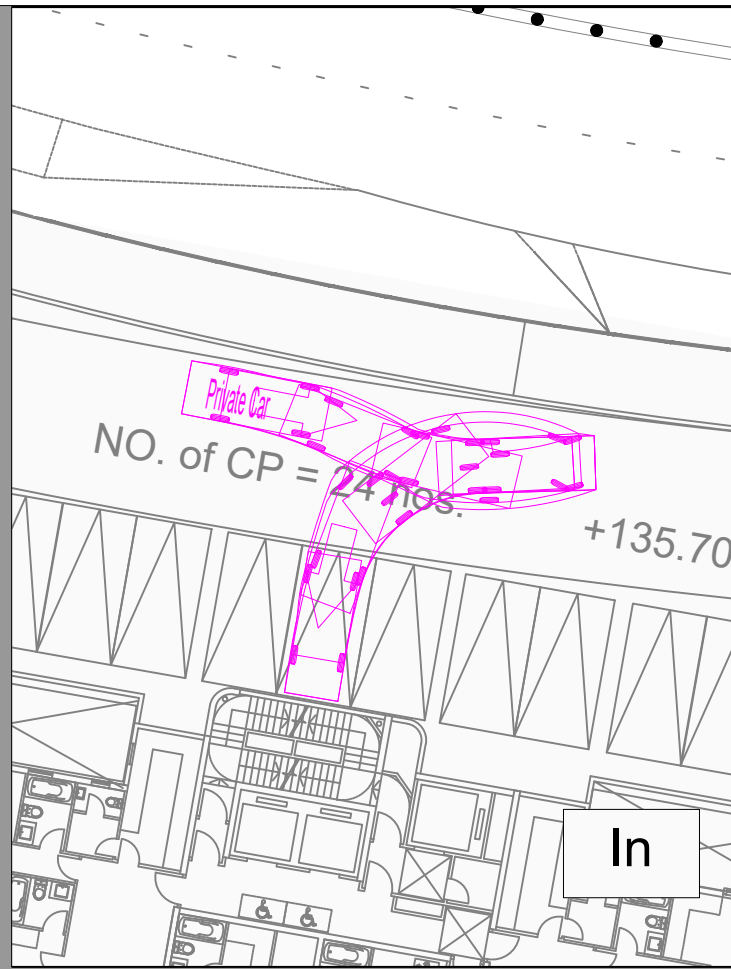
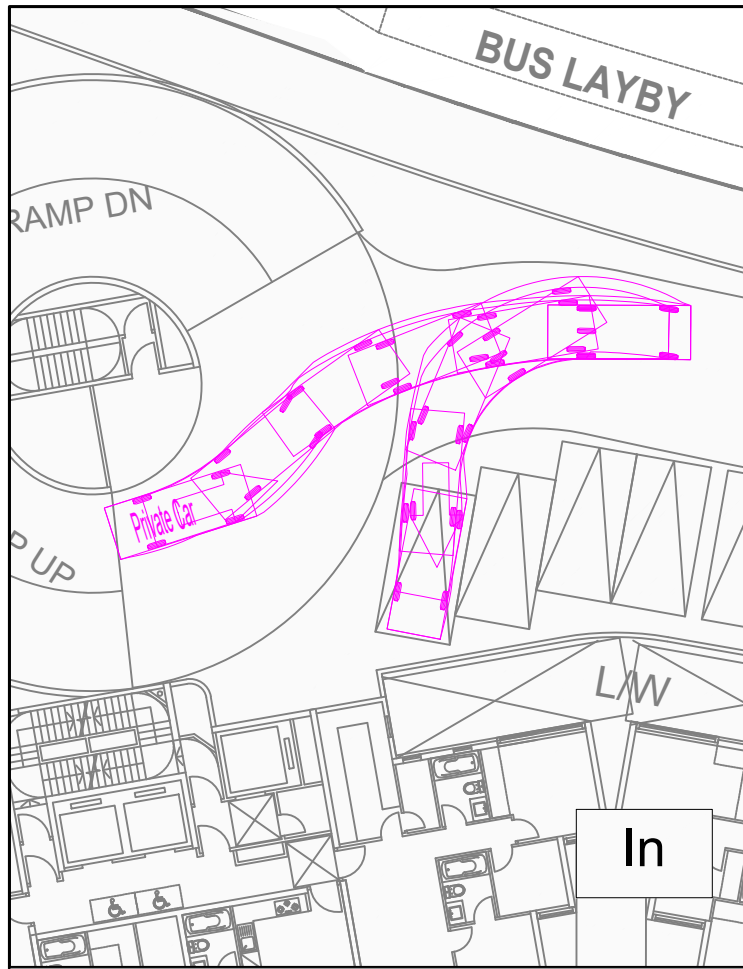
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Project No. 82786
 Dwg No. GF-SP3

Rev. C

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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on B1/F



Project No. 82786

Rev.

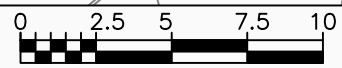
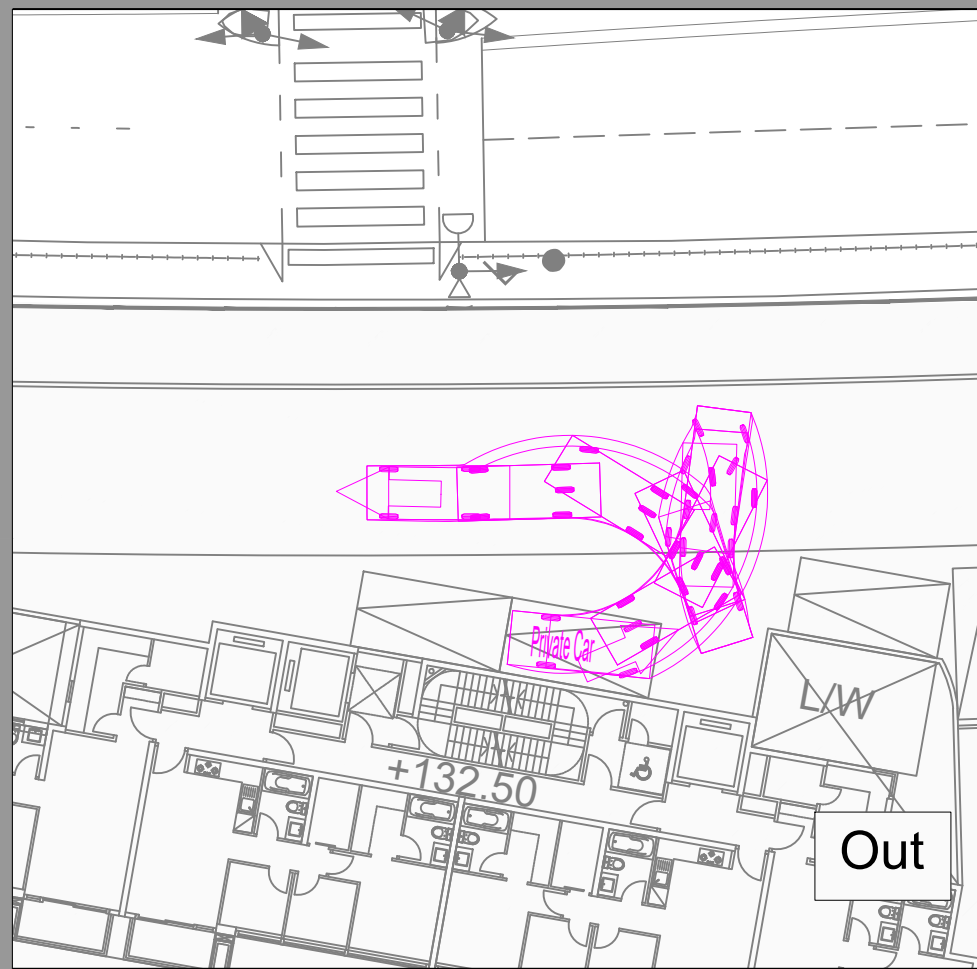
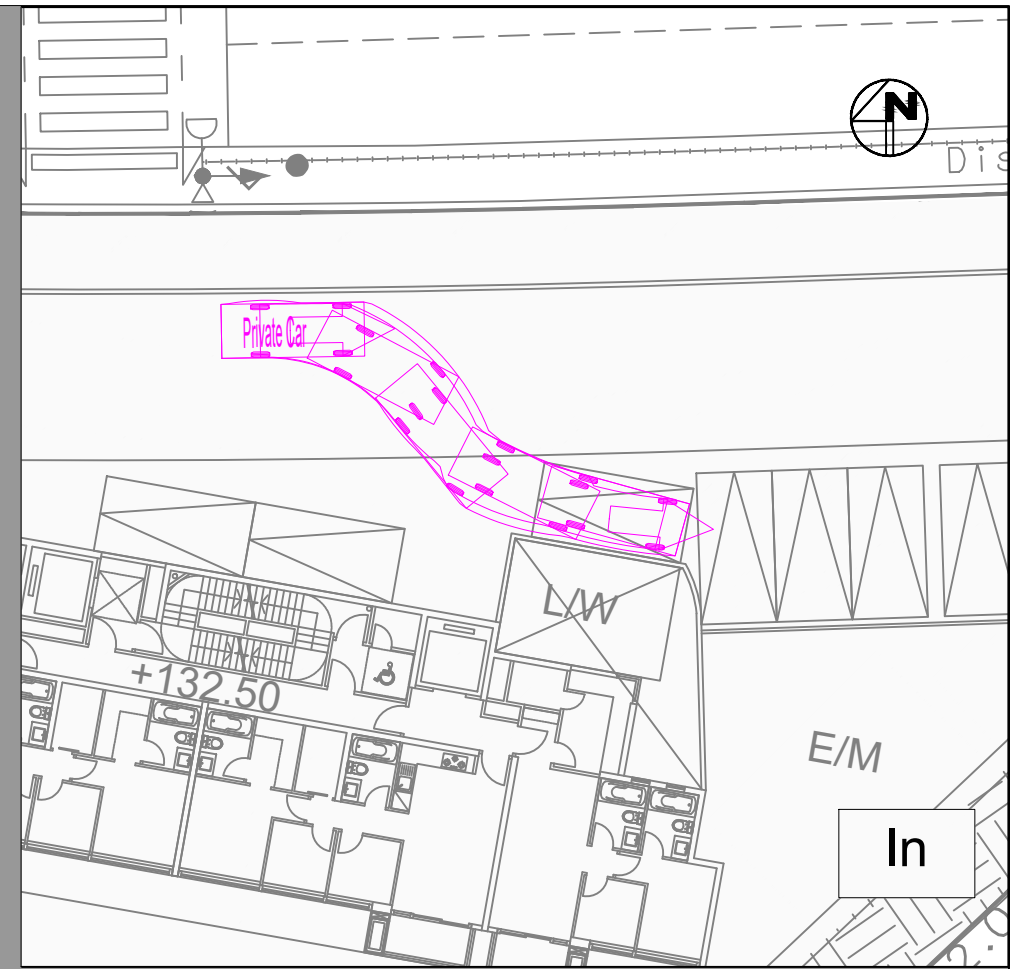
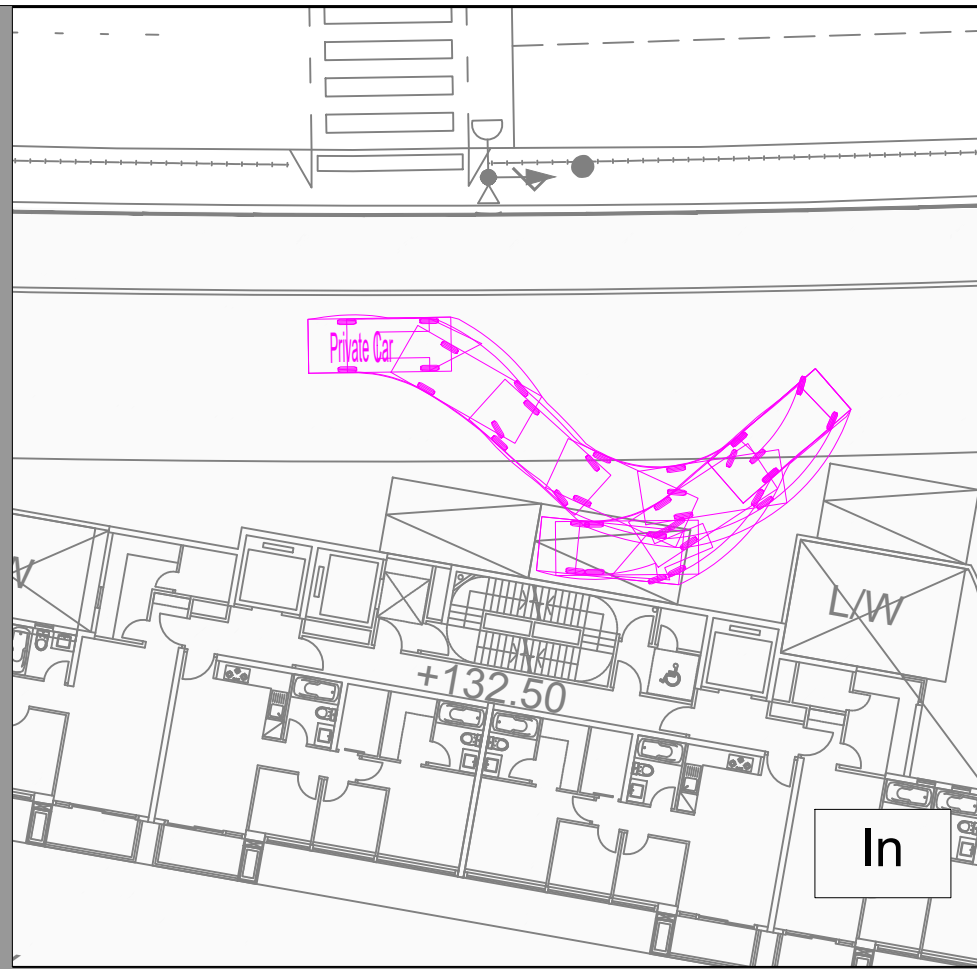
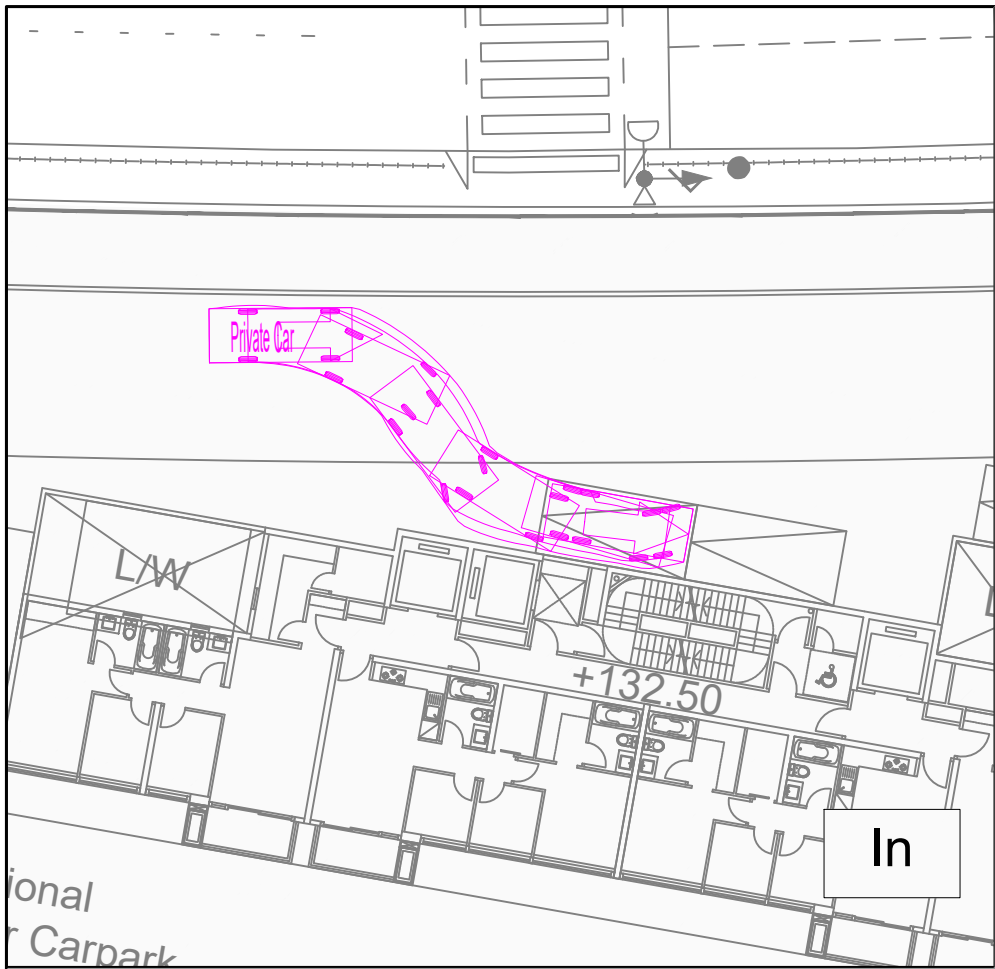
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on B2/F



Project No. 82786

Rev.

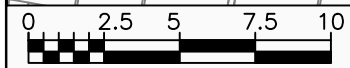
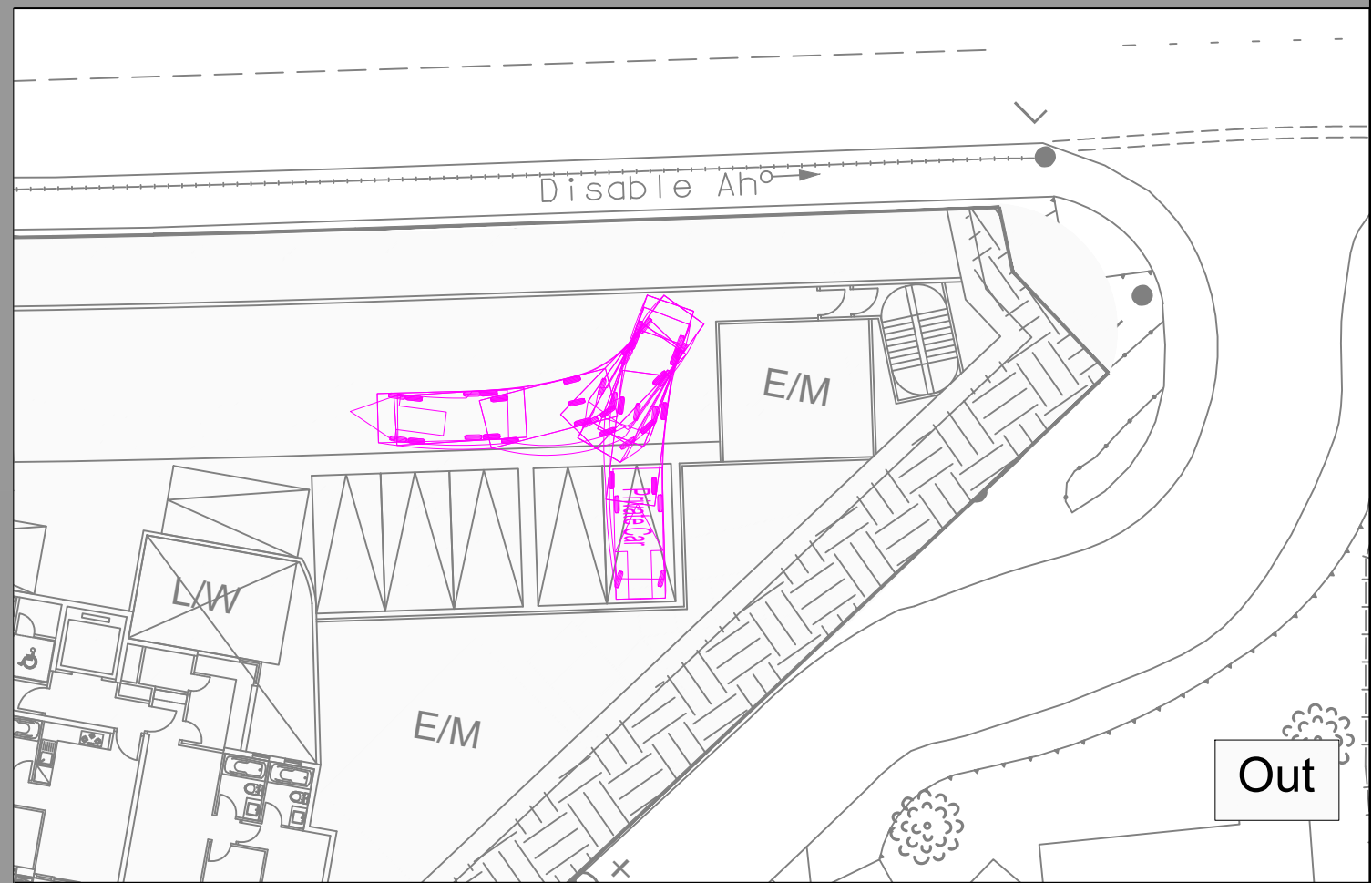
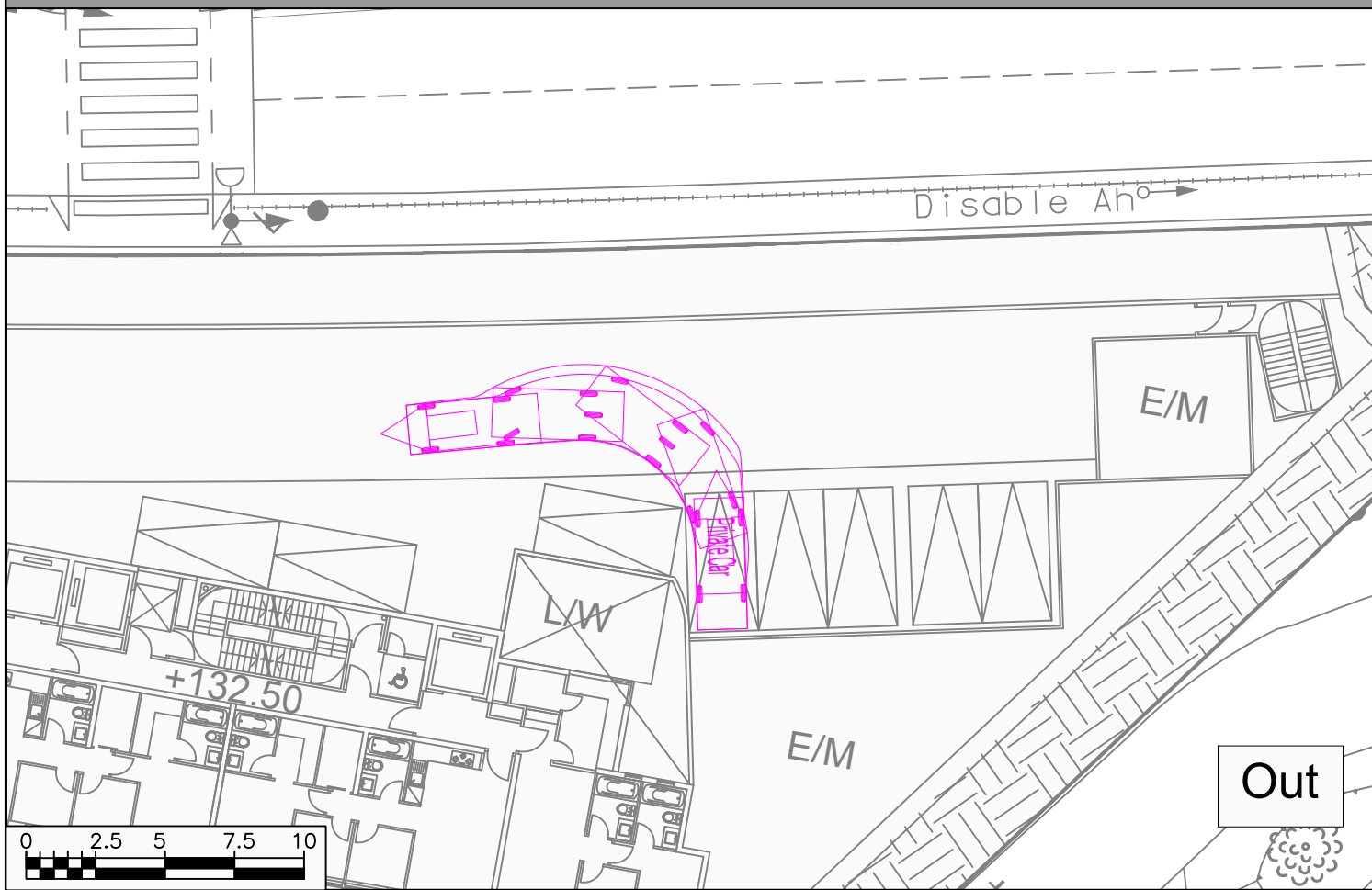
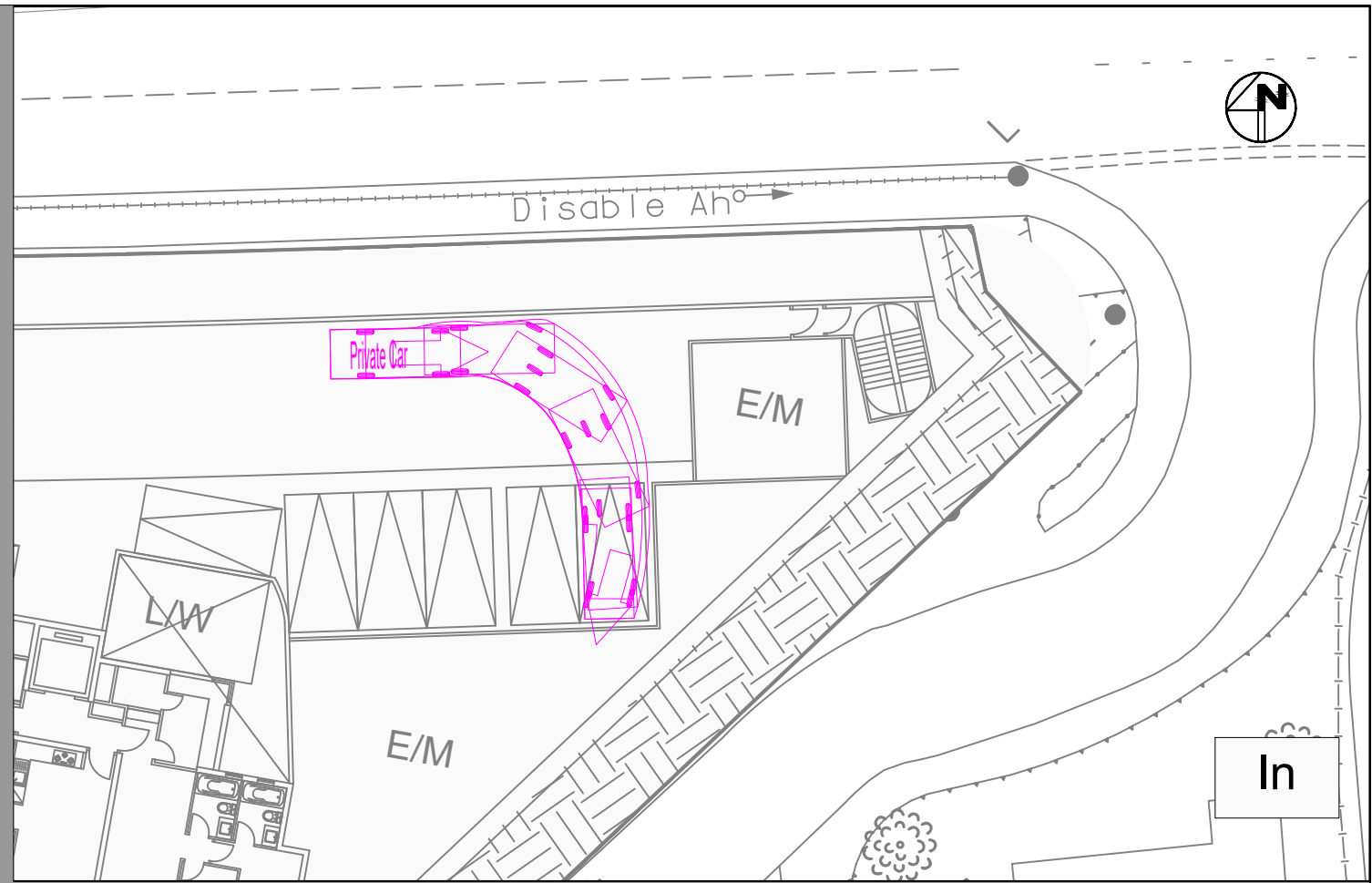
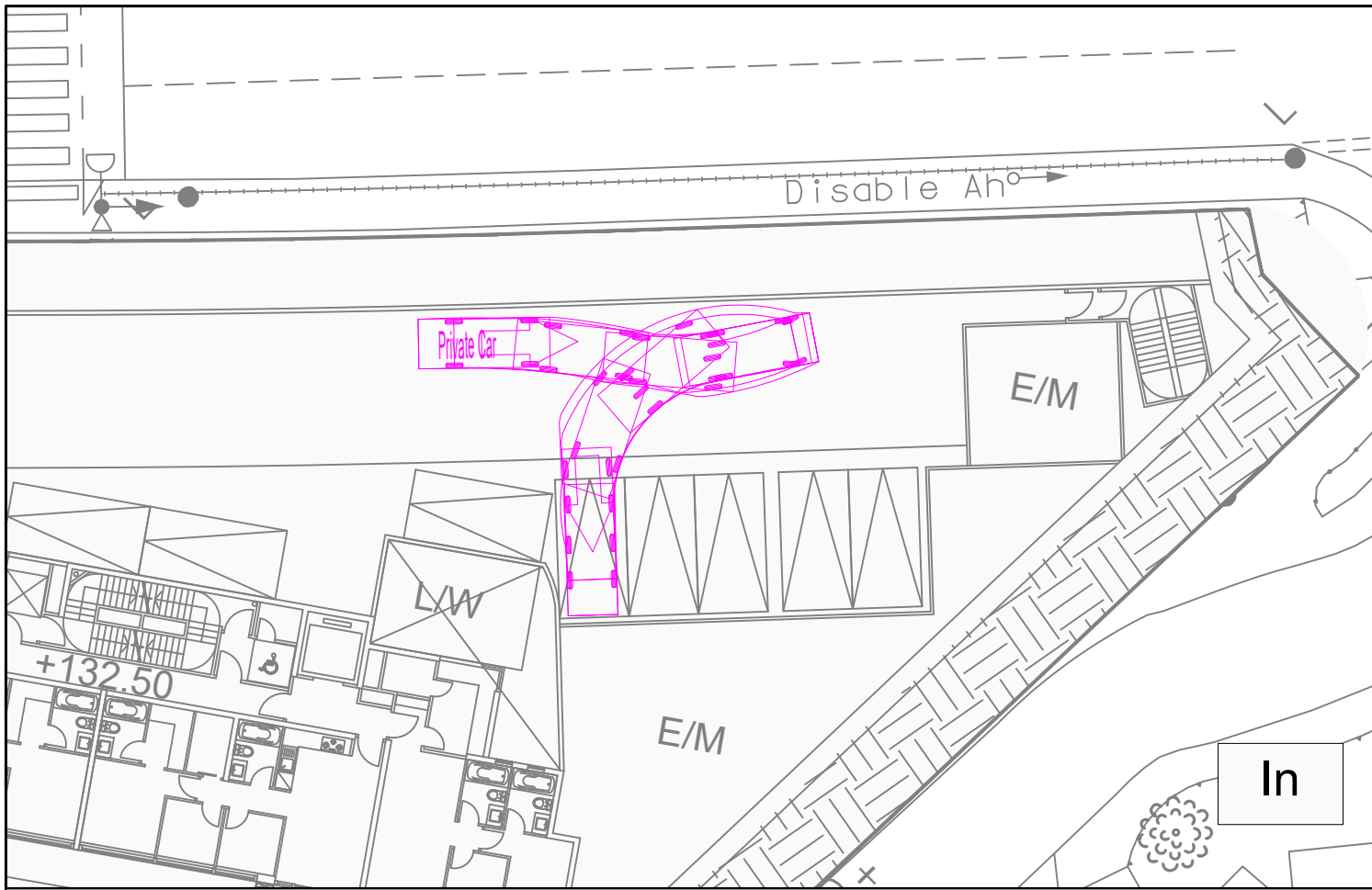
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

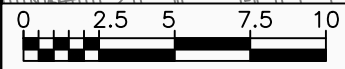
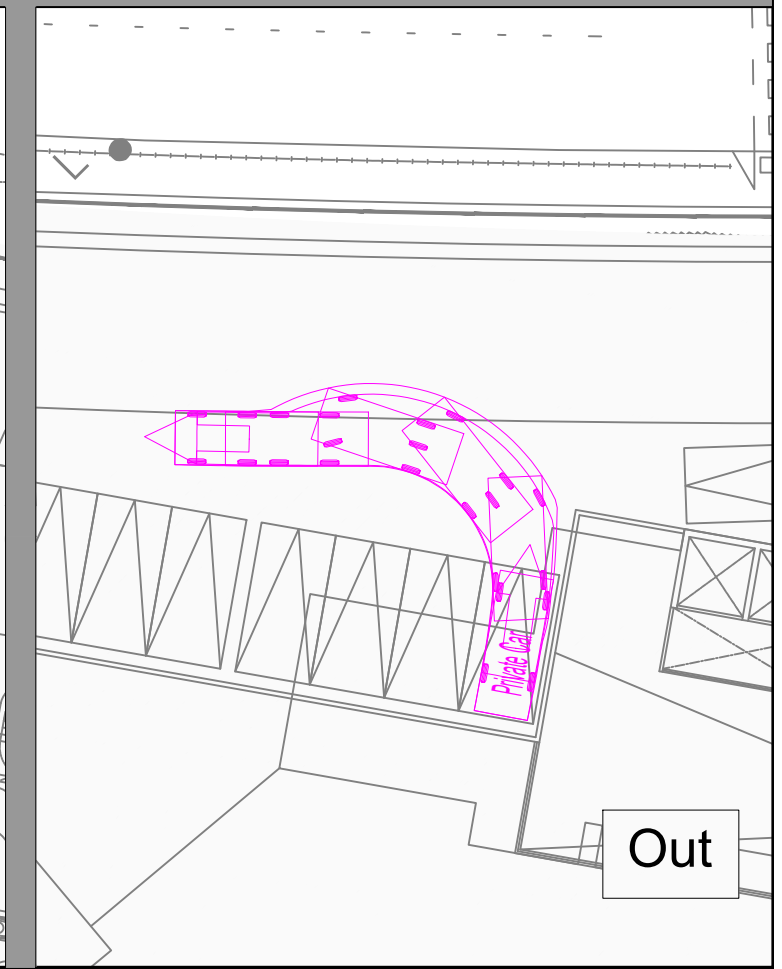
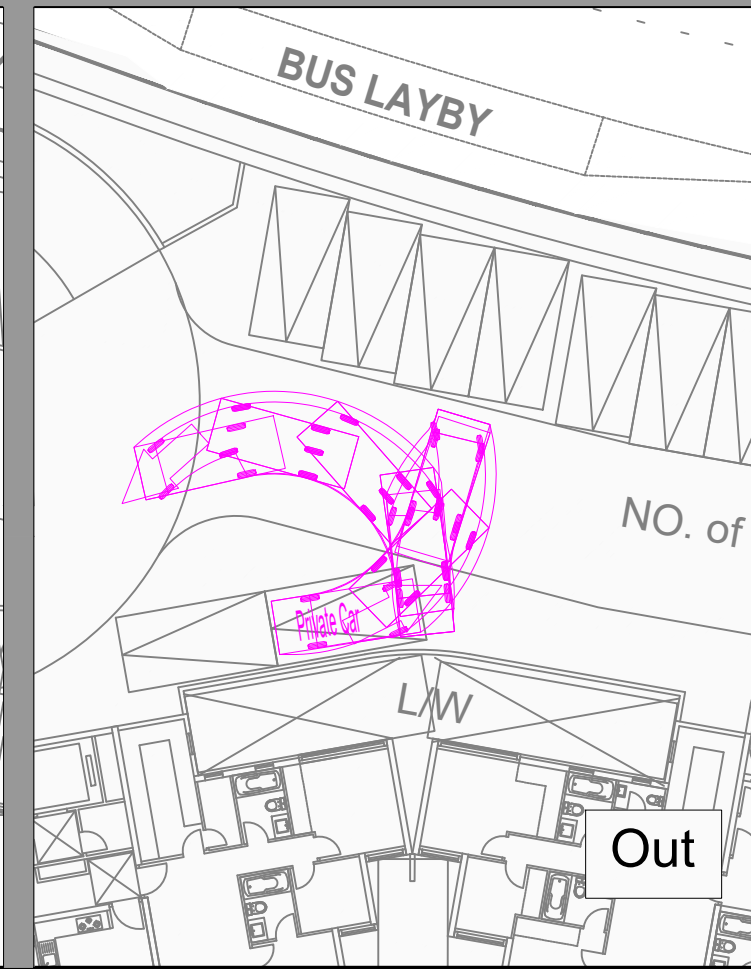
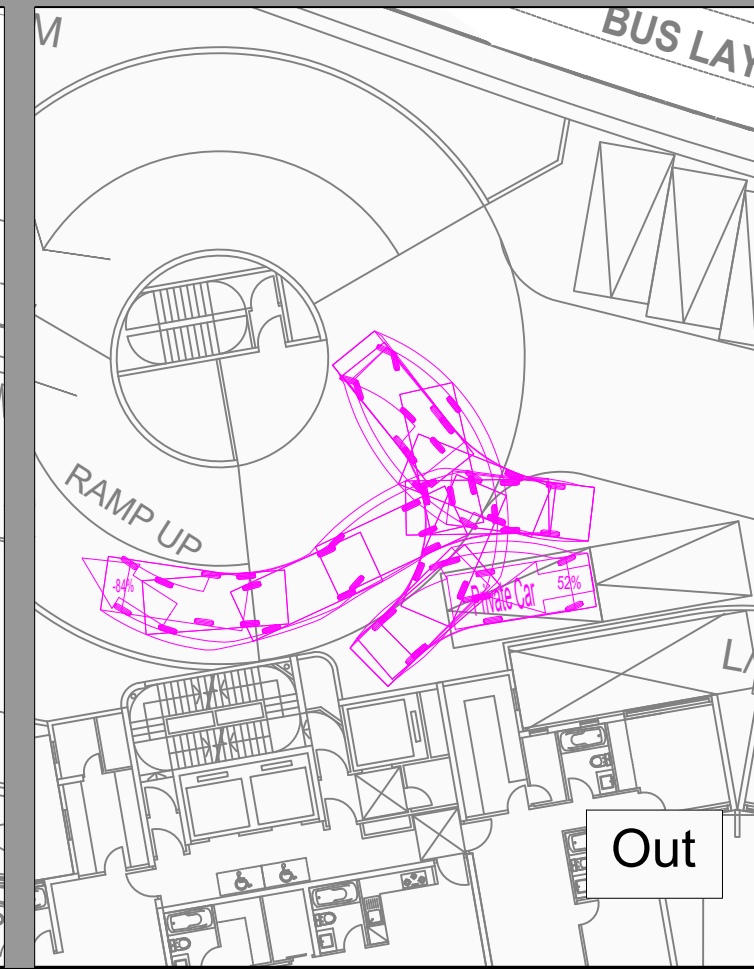
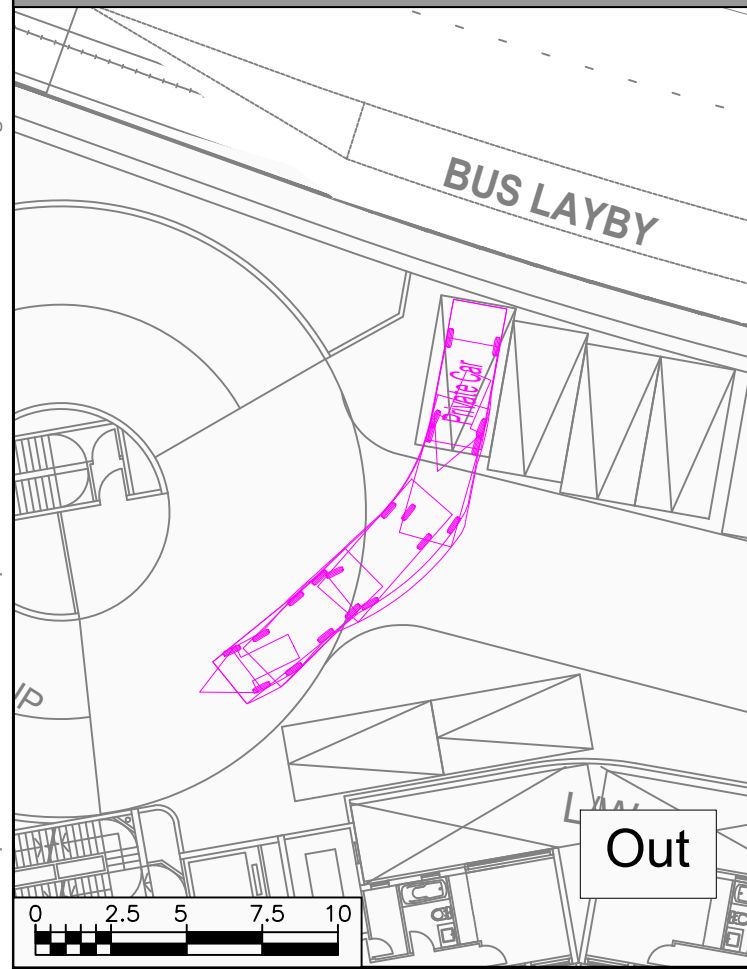
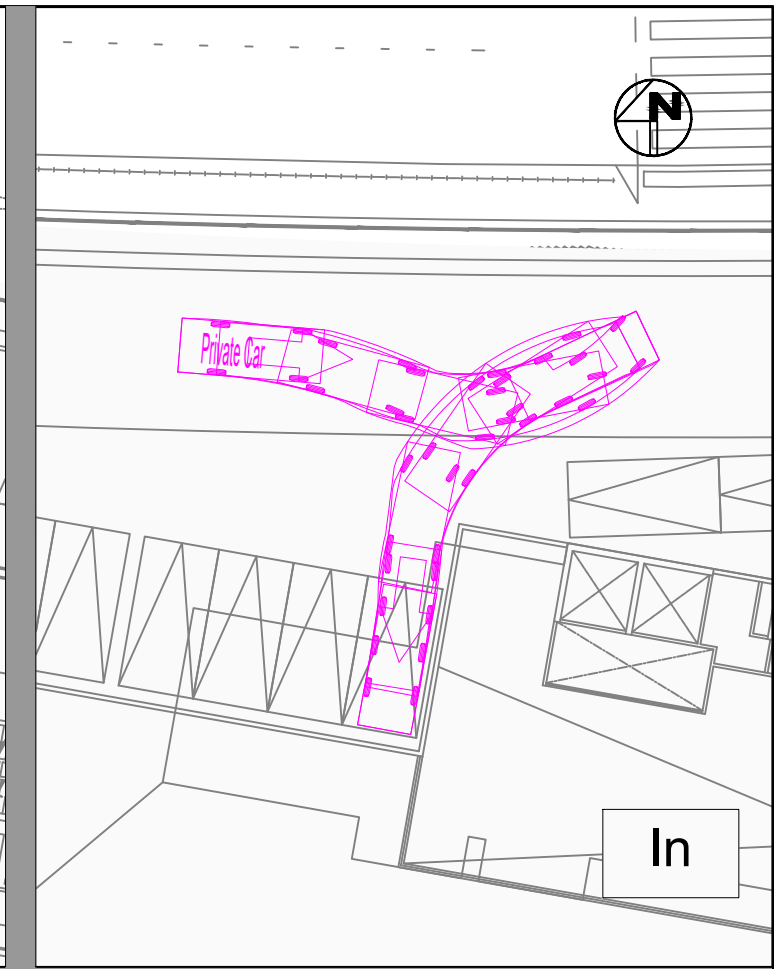
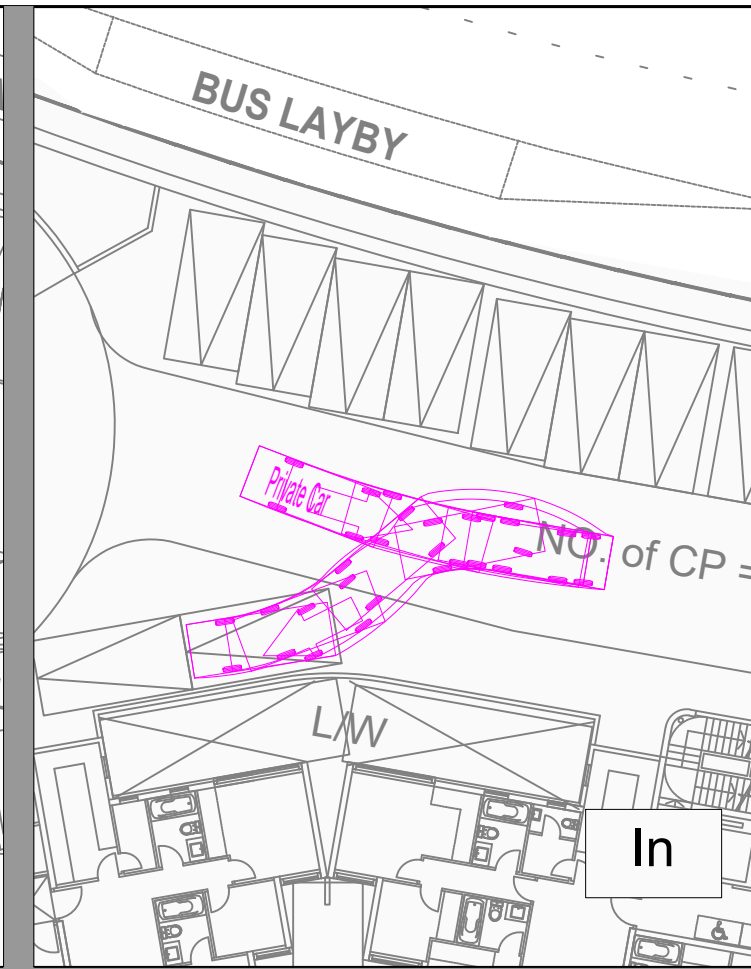
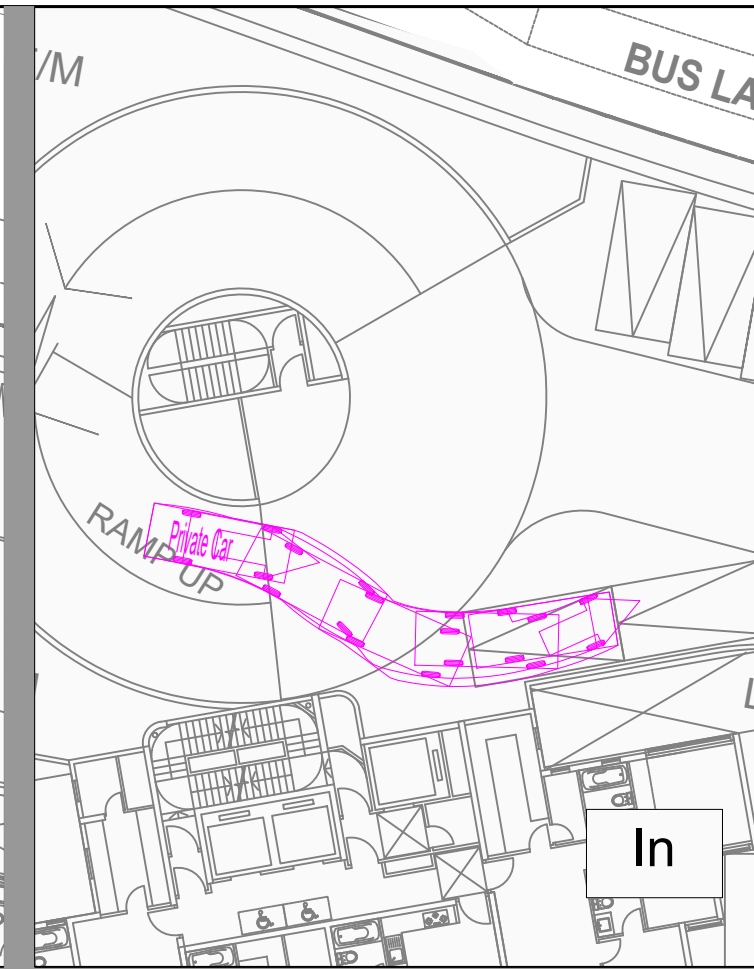
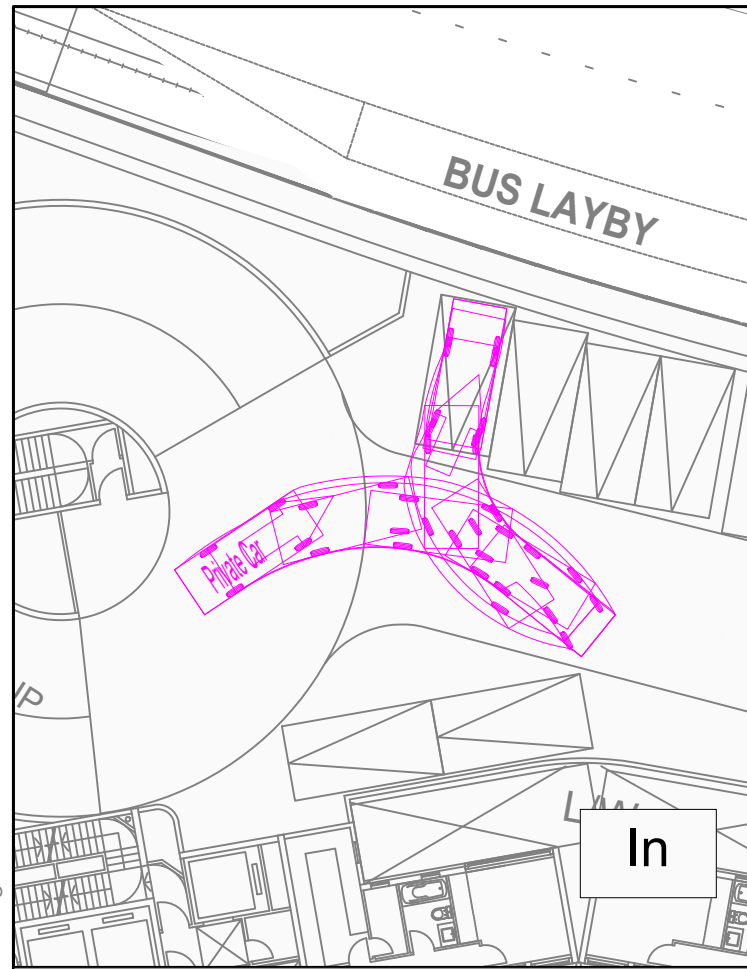
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on B3/F



Project No. 82786

Rev.

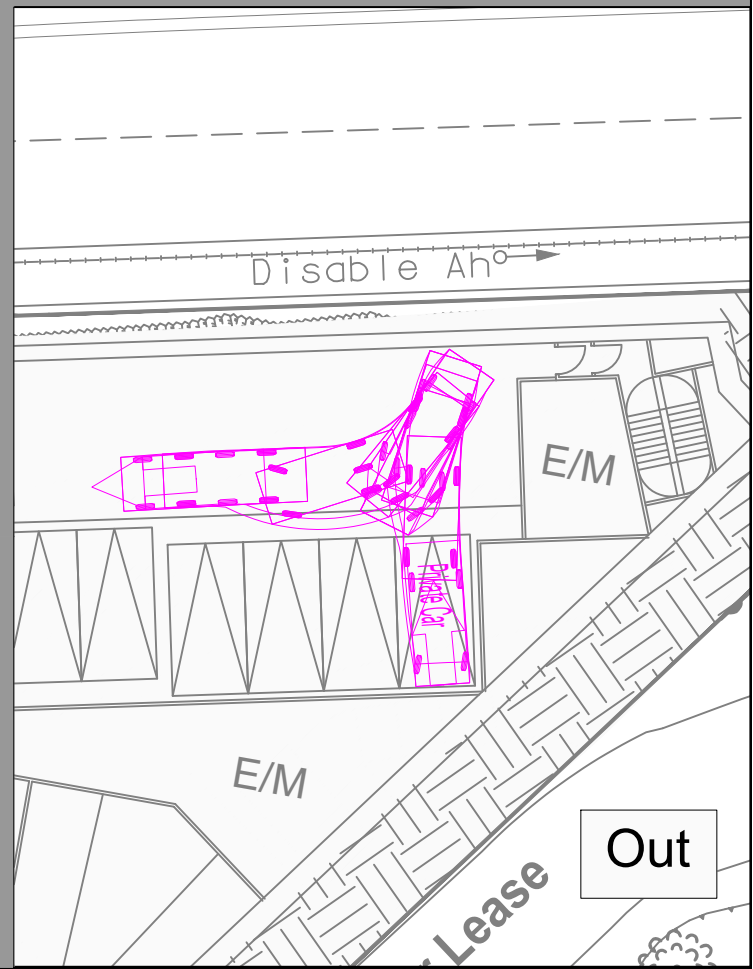
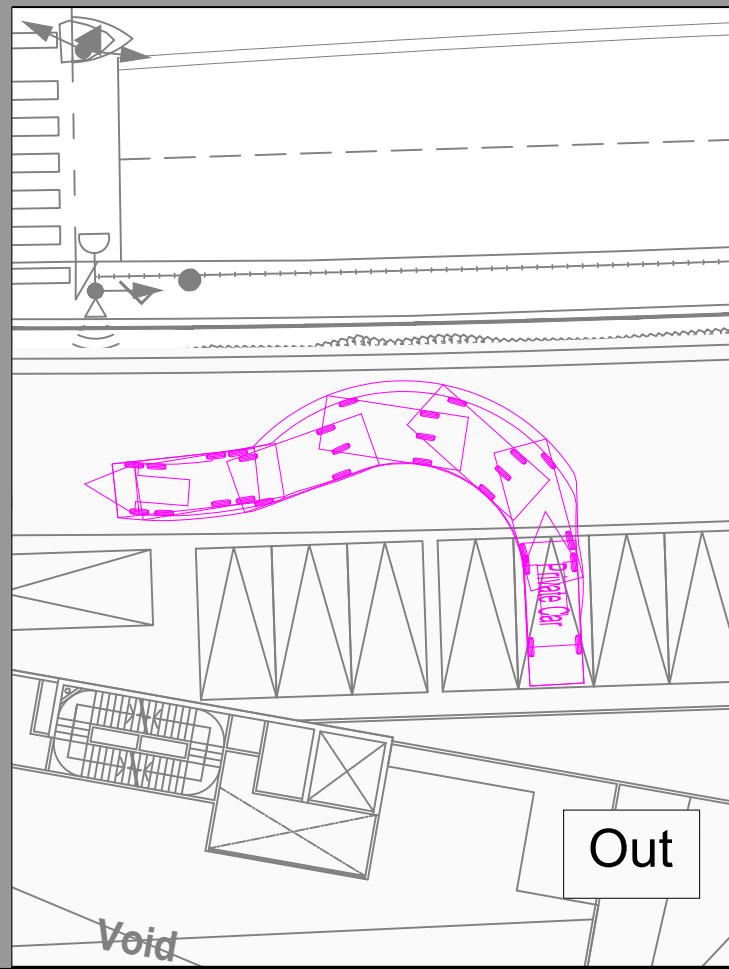
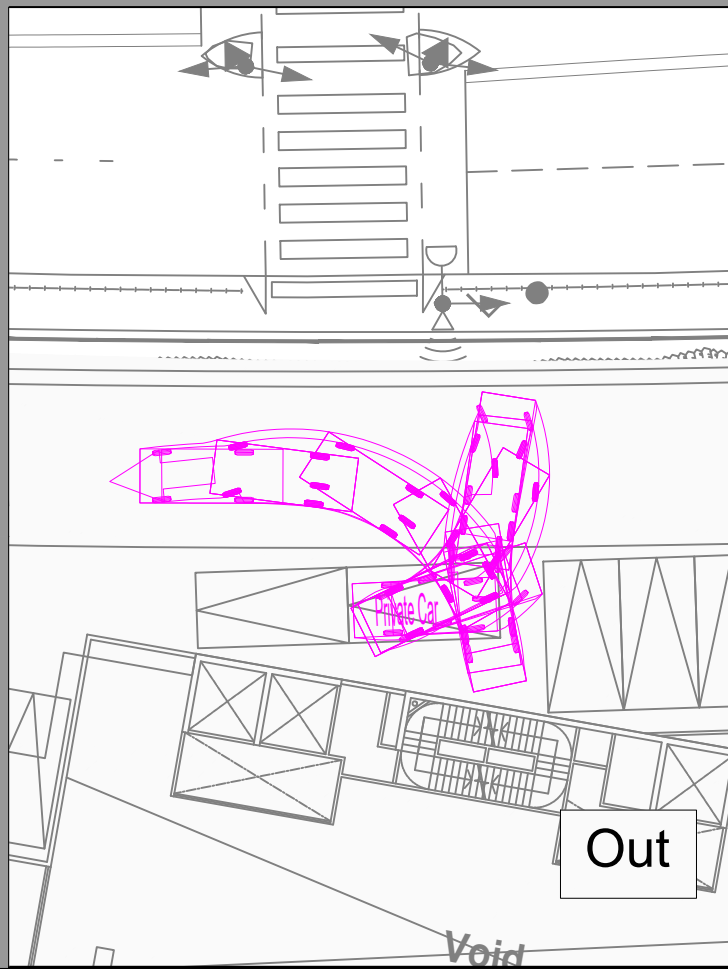
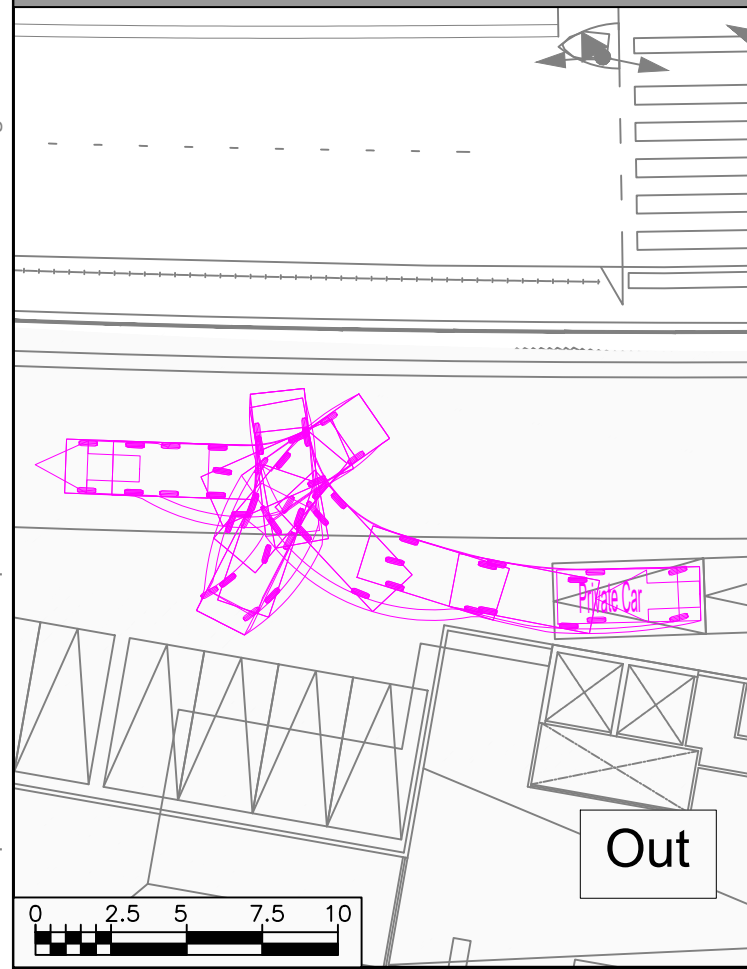
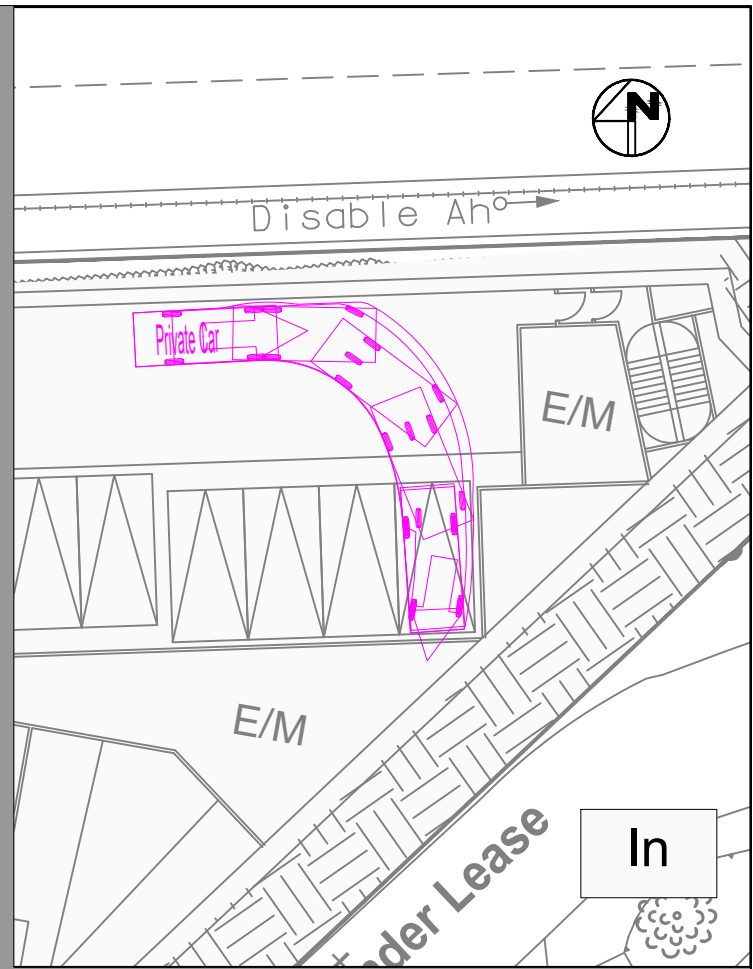
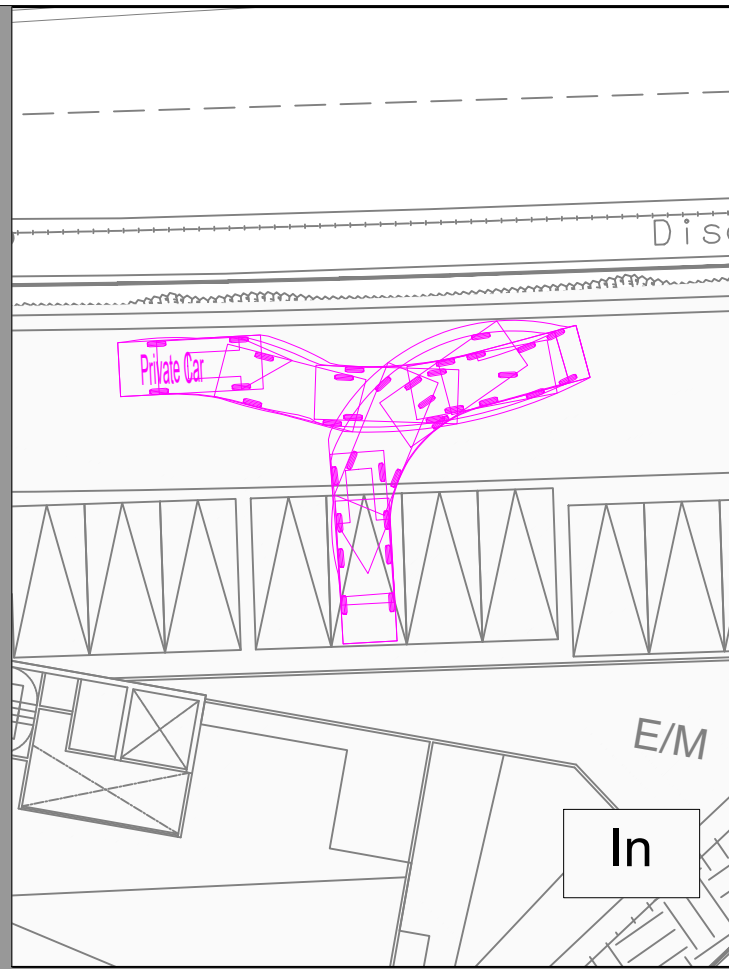
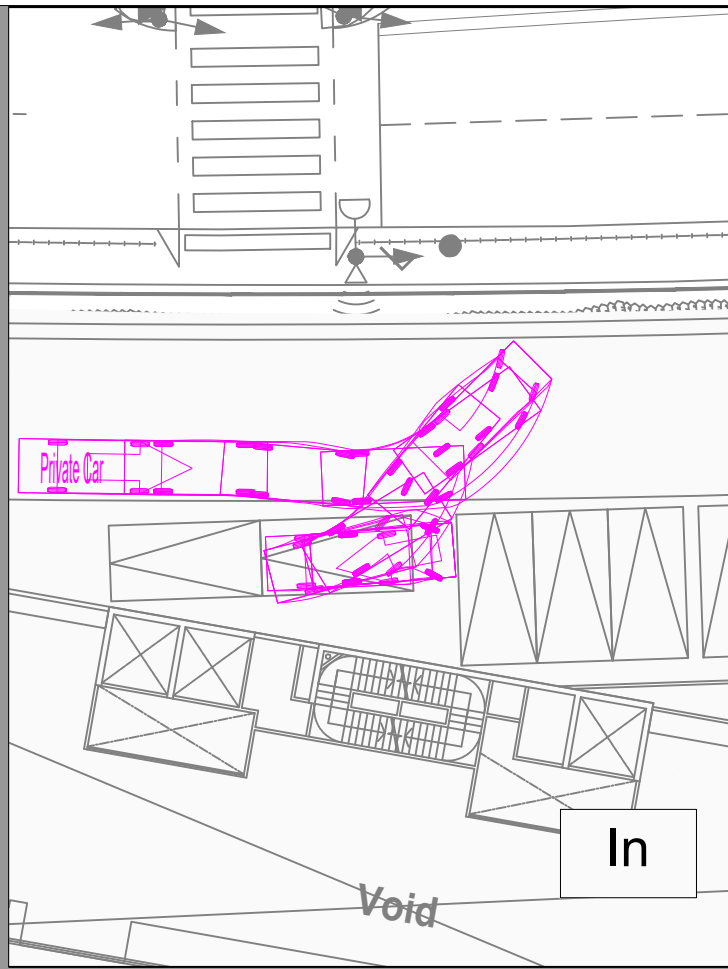
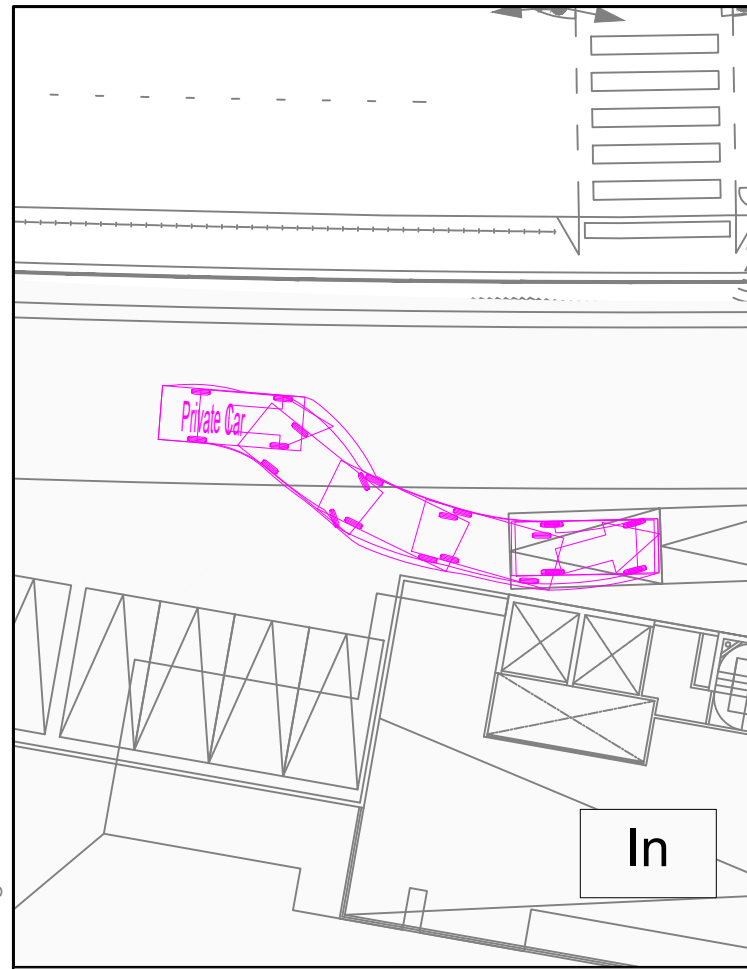
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on B3/F



Project No. 82786

Rev.

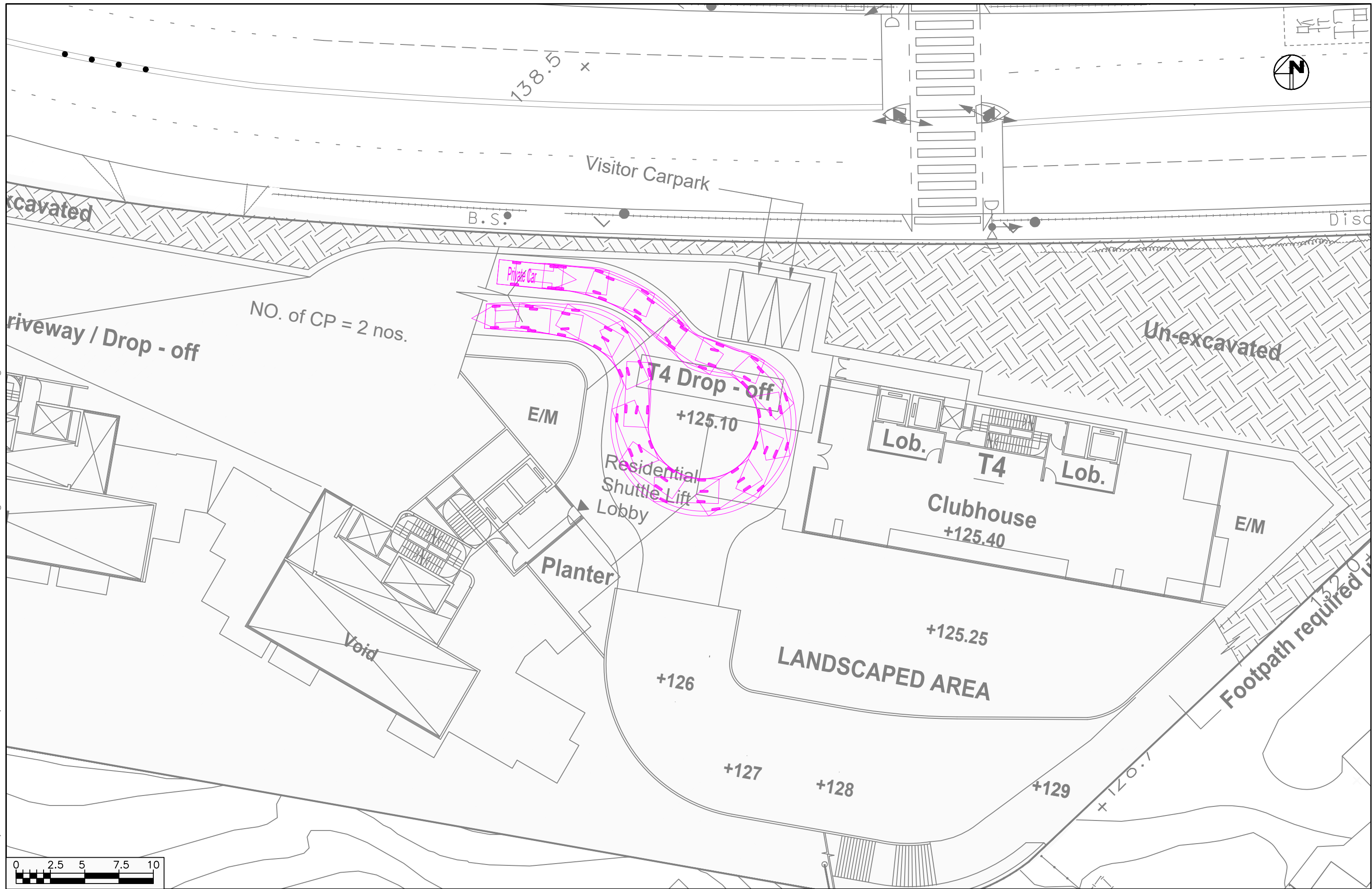
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on LG1/F



Project No. 82786

Rev.

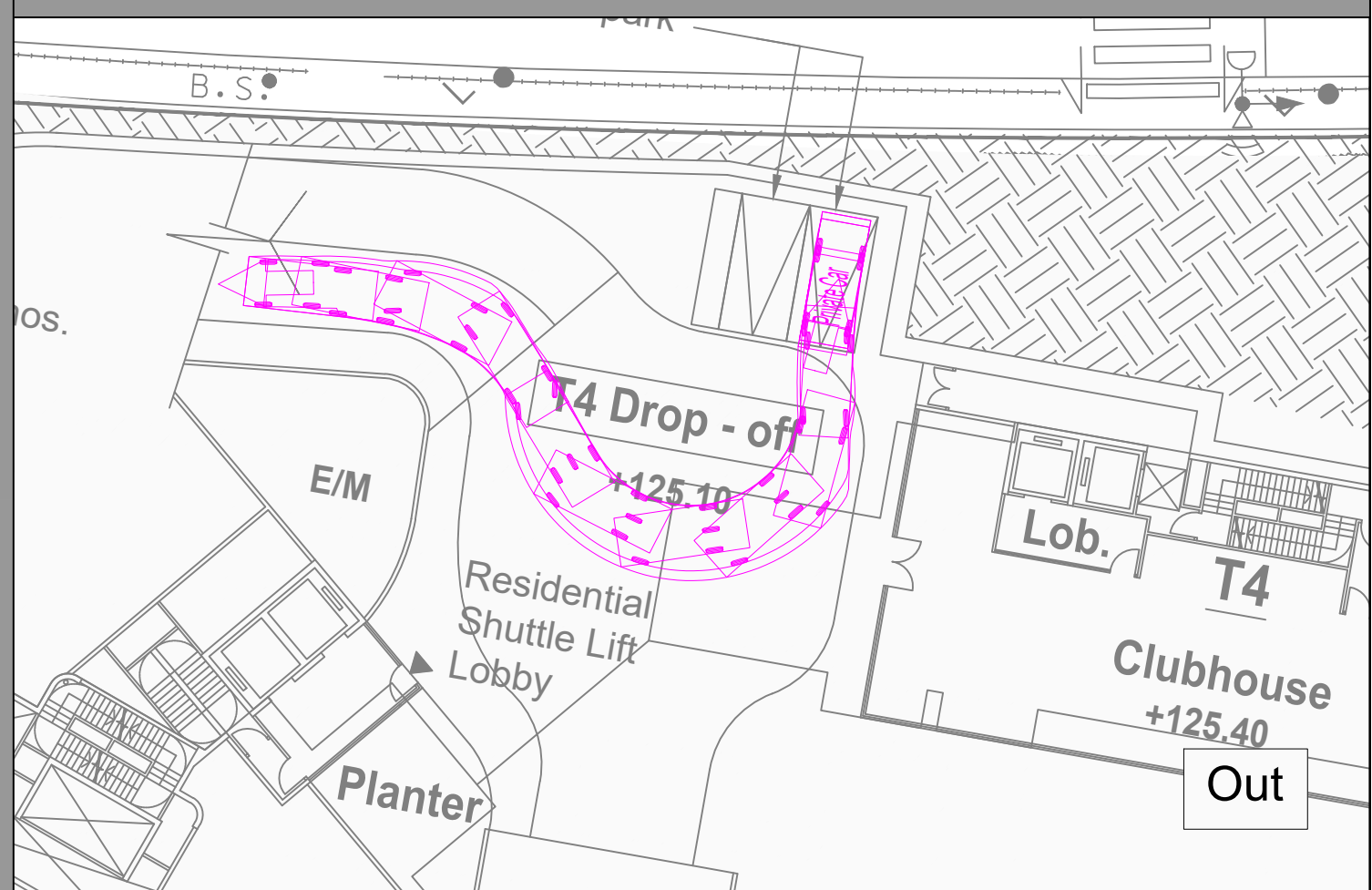
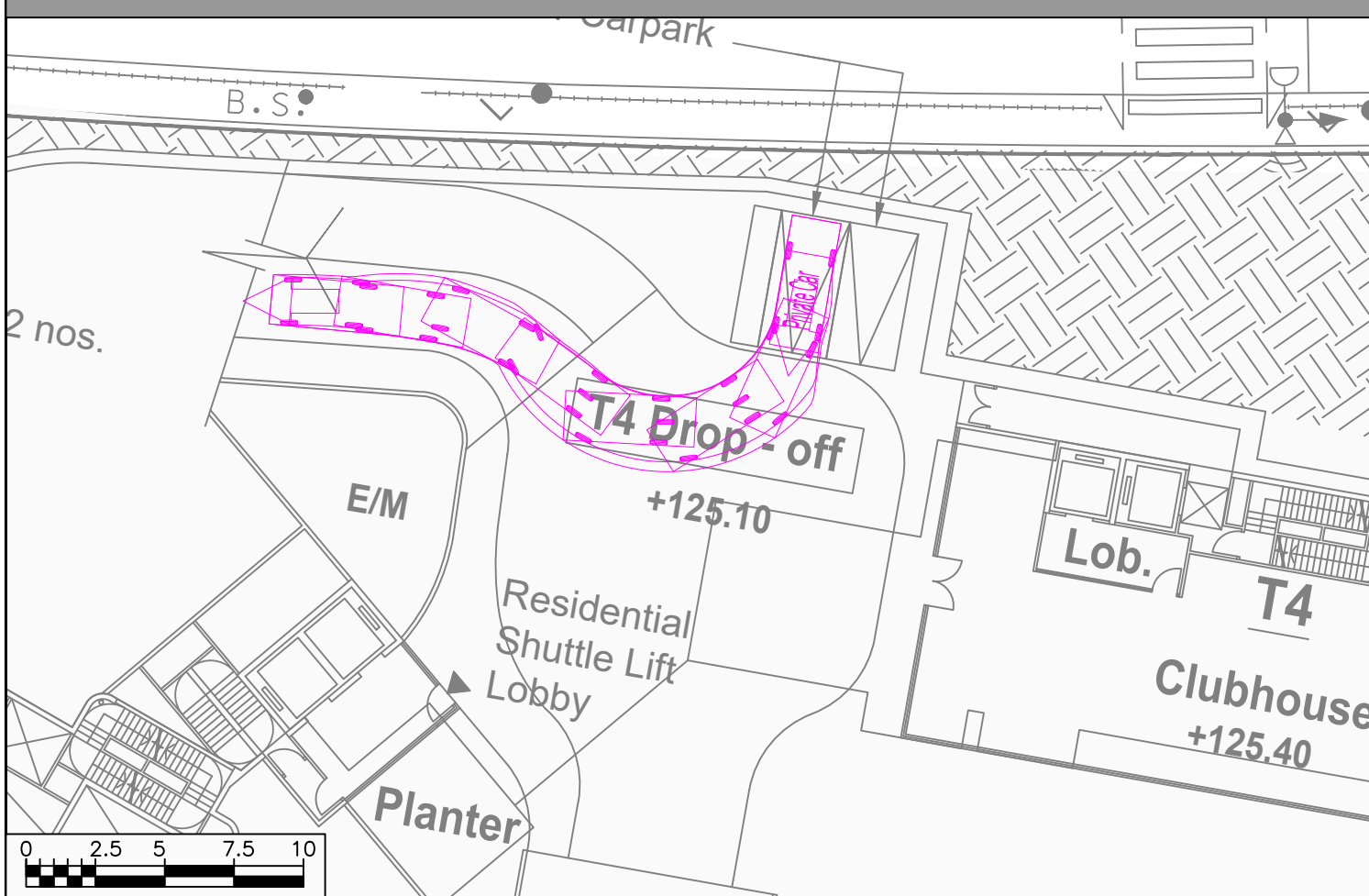
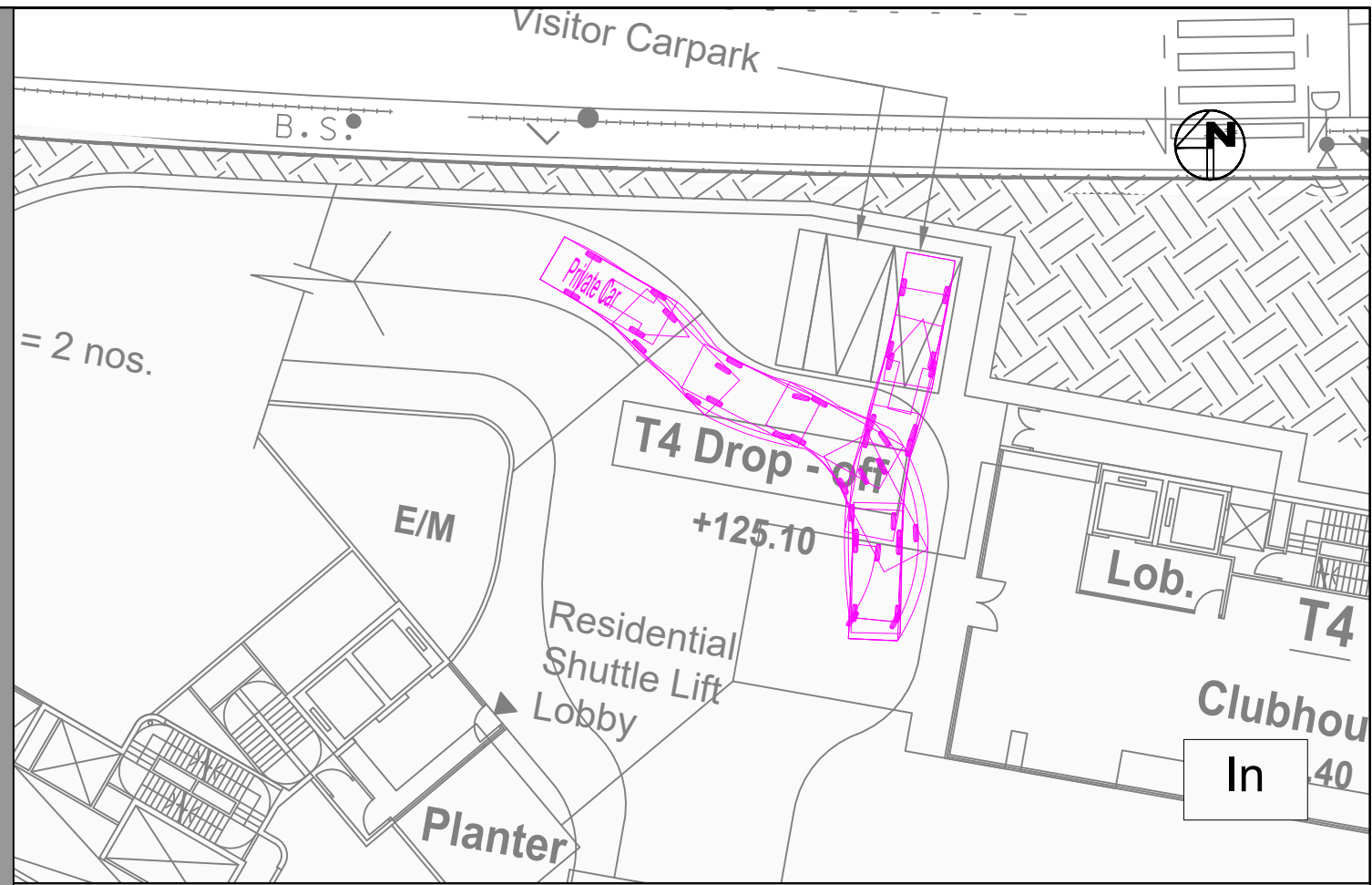
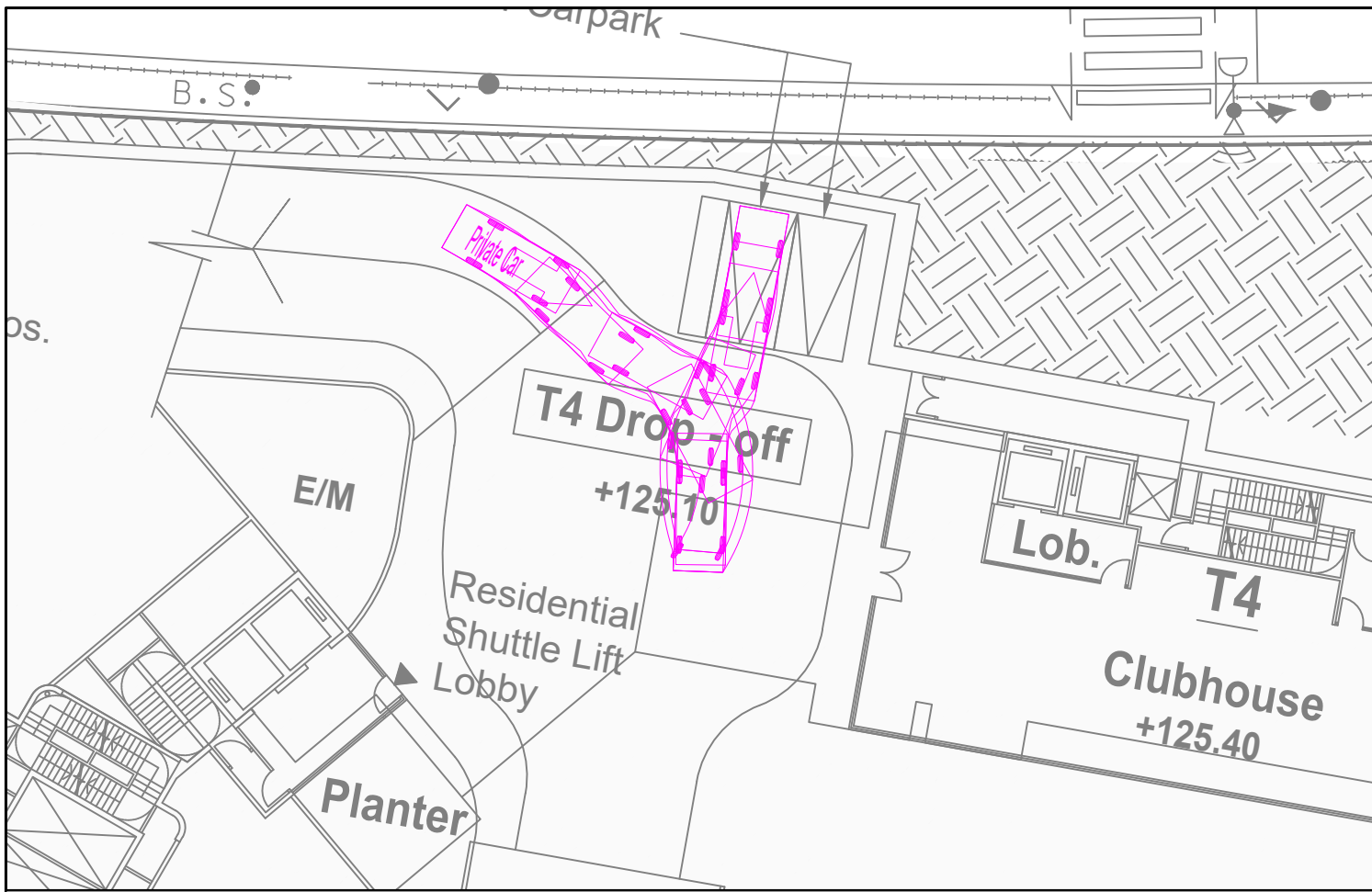
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on LG1/F



Project No. 82786

Dwg No. LG1-SP2

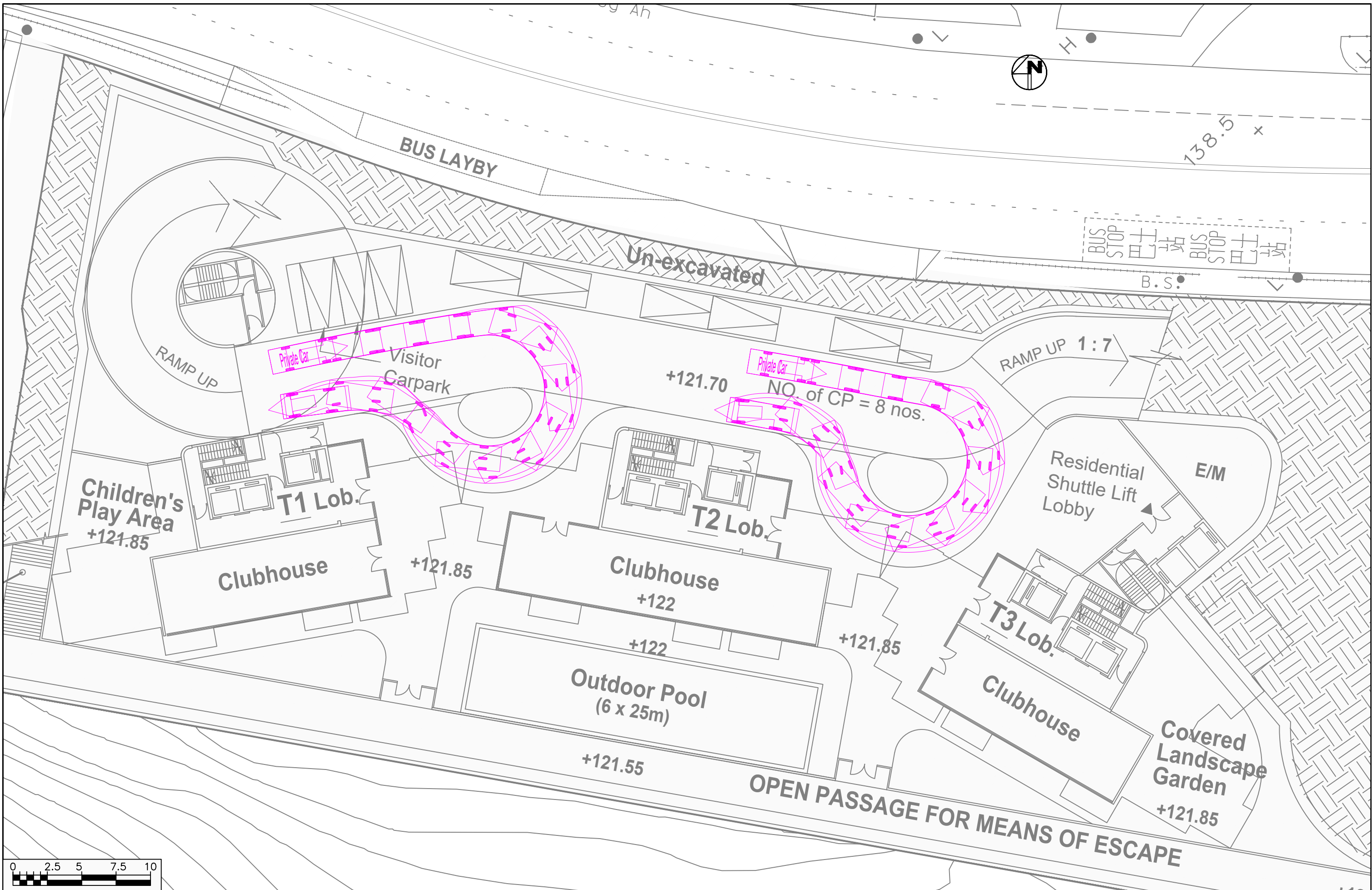
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Project Title

S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP

Swept Path Demonstration for Private Car on LG2/F



Project No. 82786

Rev.

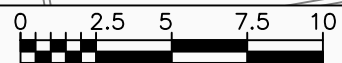
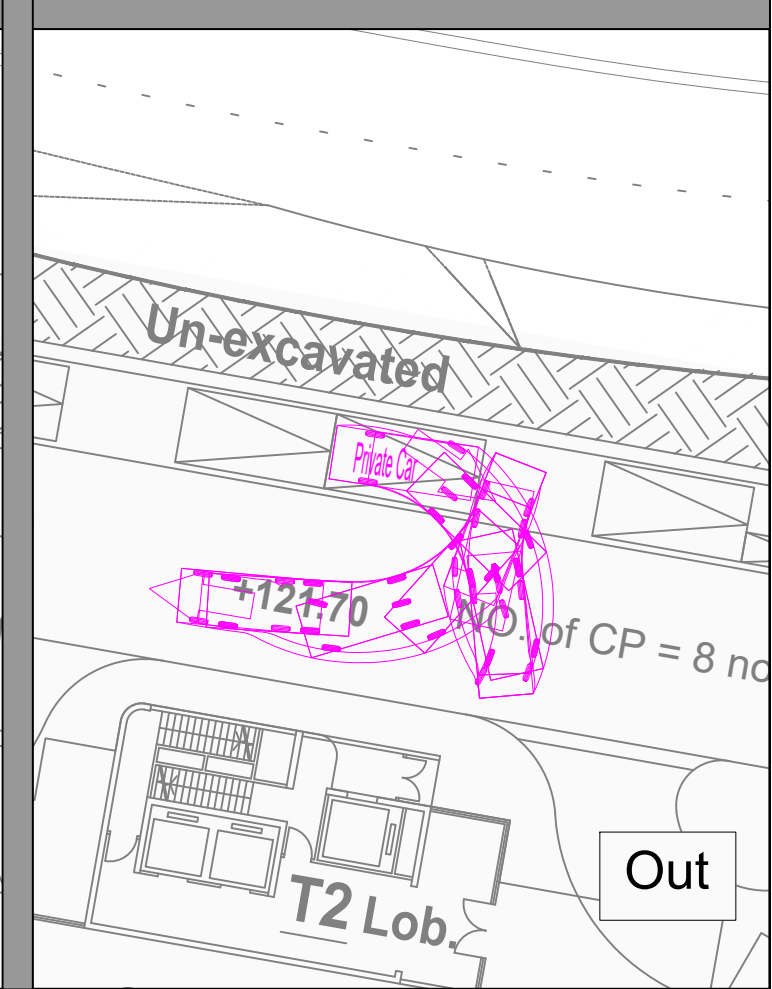
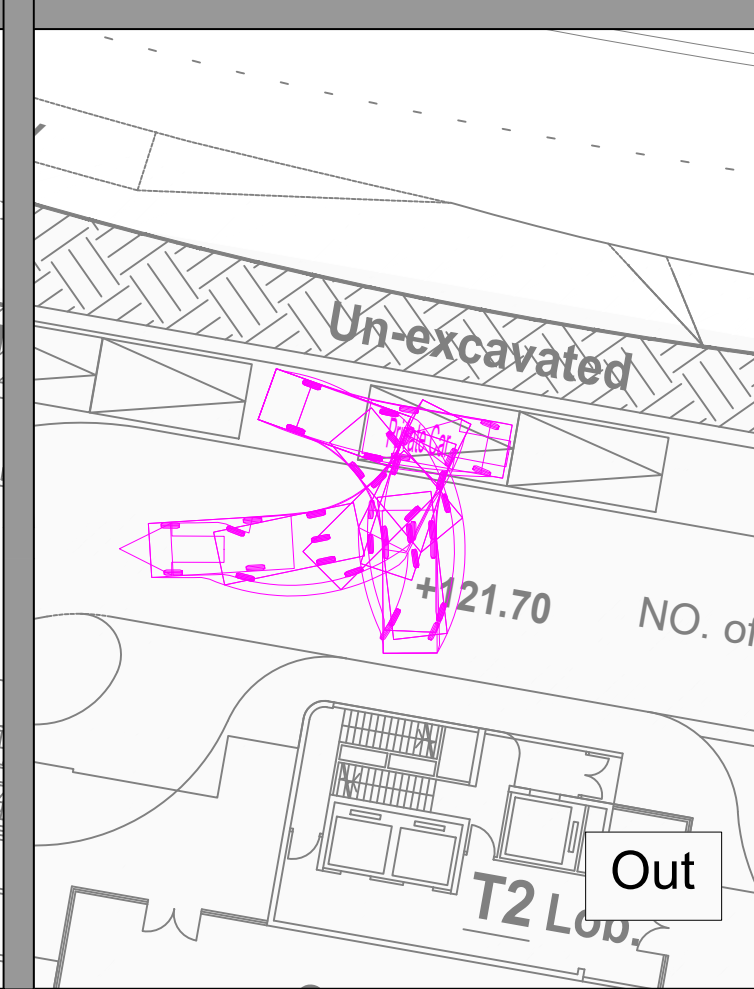
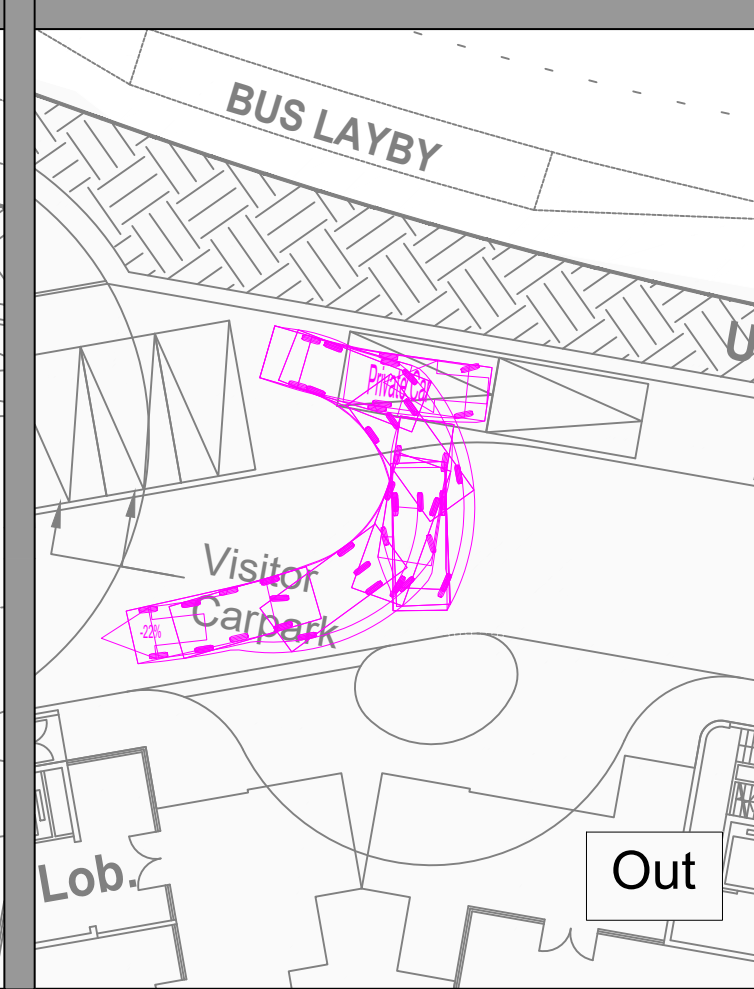
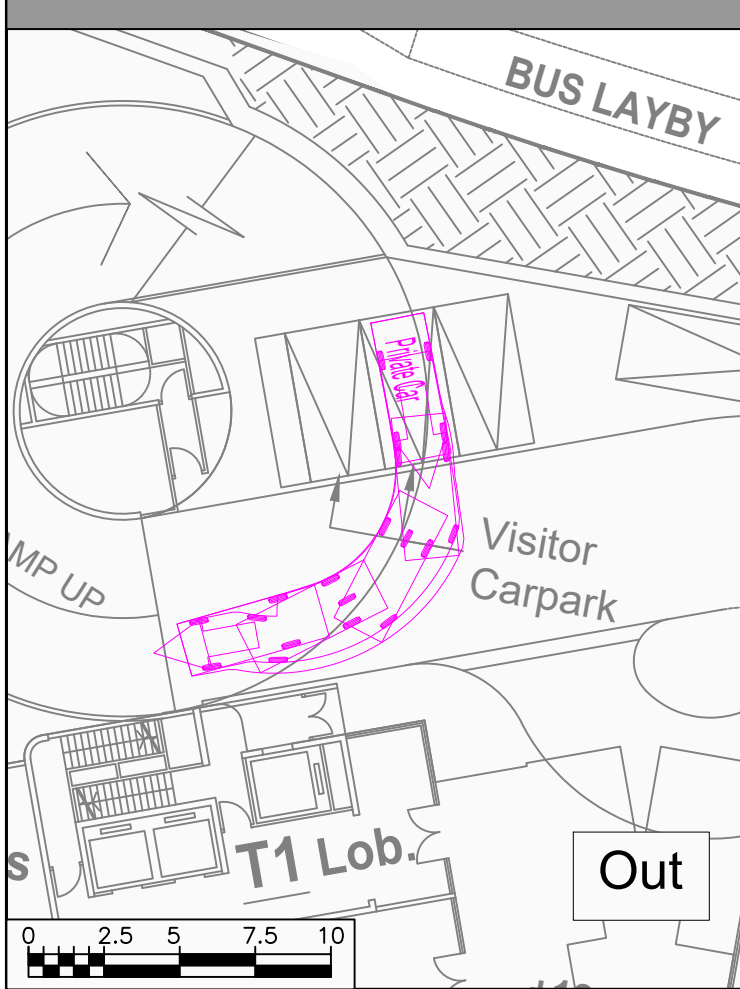
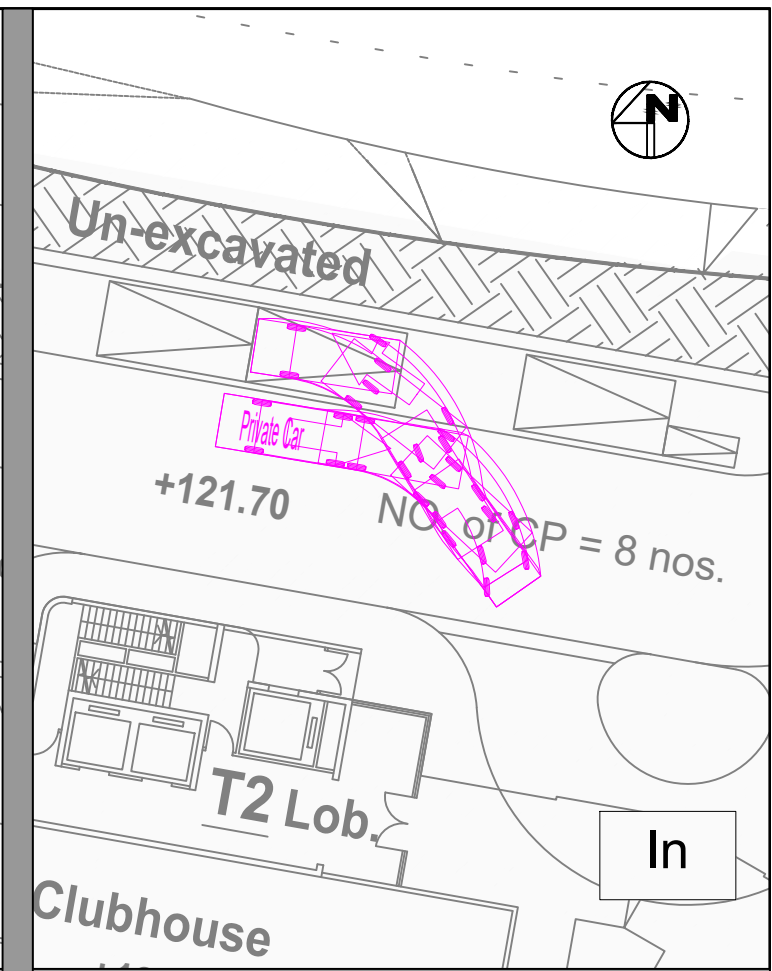
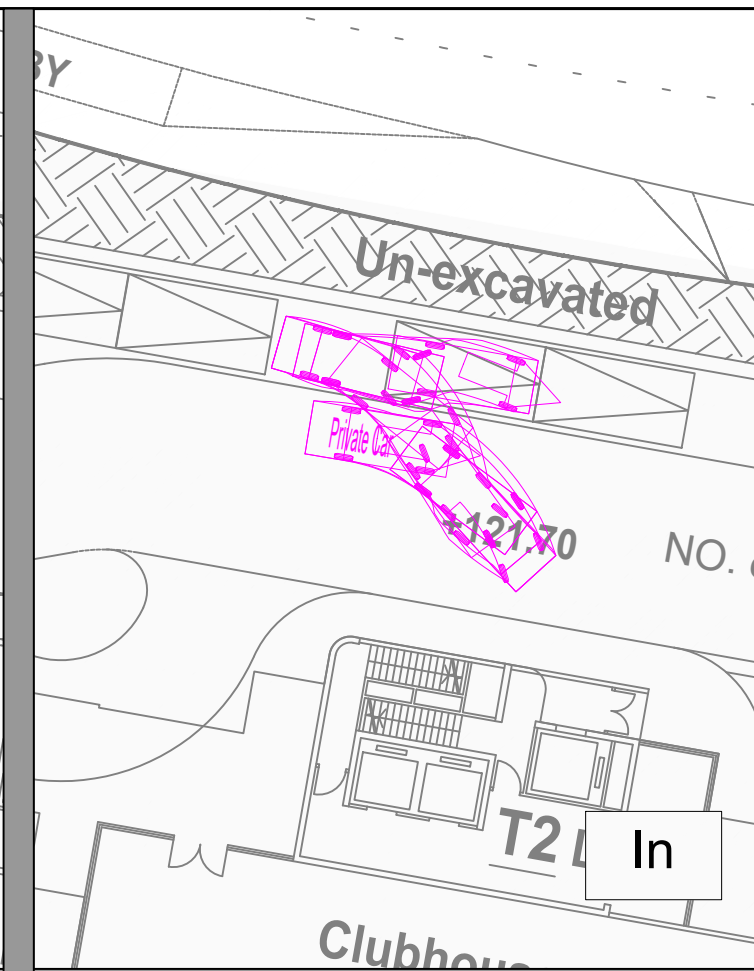
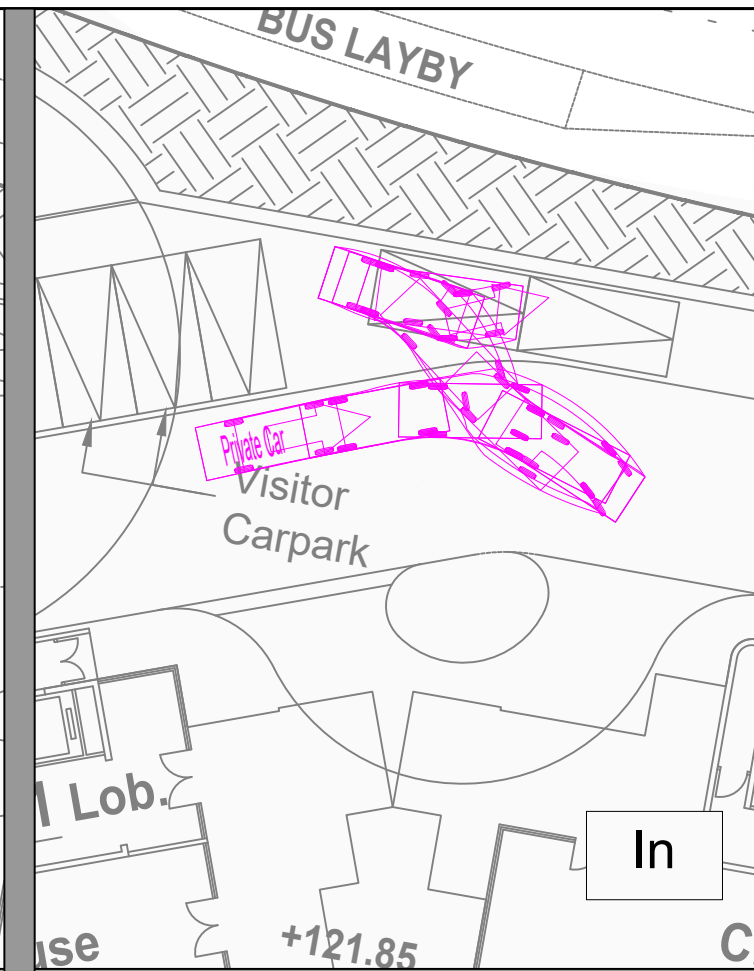
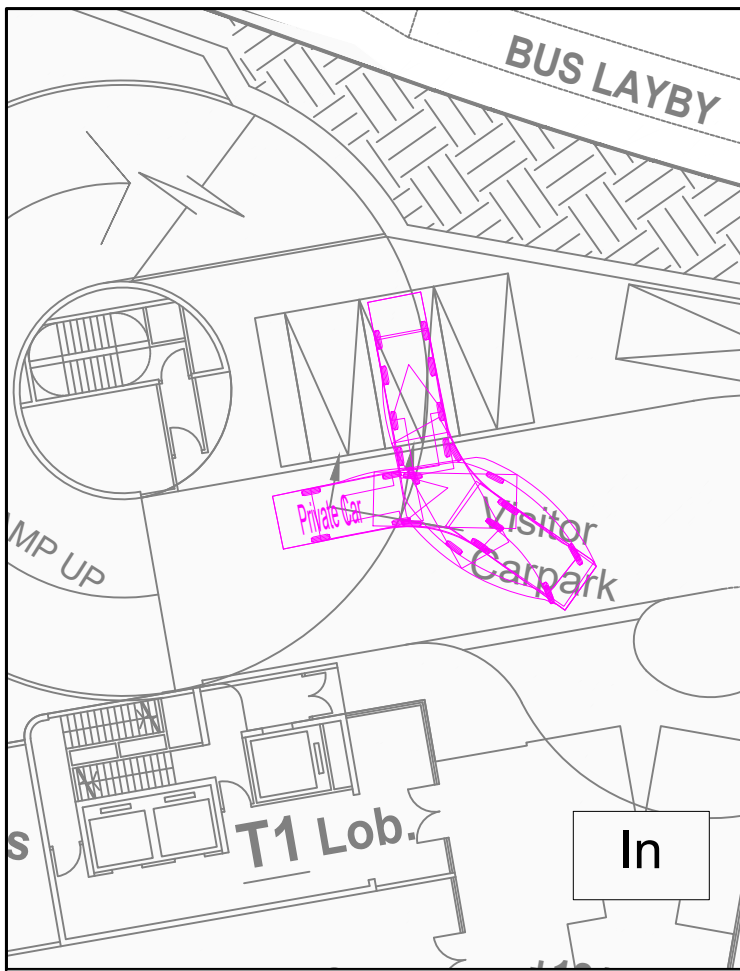
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Project Title
S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP
Swept Path Demonstration for Private Car on LG2/F

Date 17/06/2024	Scale 1:250
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Project No. 82786	Rev.
Dwg No. LG2-SP2	-