

## **Appendix 2: 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  
November 2023**

# 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 November 2023

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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 m<sup>2</sup> ("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 <sup>2</sup>
Residential GFA	12,274m <sup>2</sup>
Residential Plot Ratio	1.9
Total No. of Residential Units	135
Average Flat Size	90.9 m <sup>2</sup>

### 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 The main pedestrian access for the proposed development is also situated at Pok Fu Lam Road near the relocated bus-stop. In addition, for the benefit of general public, the footpath adjacent to the northbound carriageway of Pok Fu Lam Road will be widened from currently 1.9 - 2.0 m to around 2.5m.

## 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			
<b>Parking Provisions</b>					
Resident Car Parking	9 nos. of flats with 40-70 m <sup>2</sup> Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 1.2 <sup>(1)</sup> ; R2 = 1.00 <sup>(2)</sup> ; R3 = 1.10 <sup>(3)</sup>	2 - 3	3	5m x 2.5m	2.4m
	86 nos. of flats with 70-100 m <sup>2</sup> Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 2.4 <sup>(1)</sup> ; R2 = 1.00 <sup>(2)</sup> ; R3 = 1.10 <sup>(3)</sup>	33 - 57	57	5m x 2.5m	2.4m
	40 nos. of flats with 100-130 m <sup>2</sup> Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1 = 4.1 <sup>(1)</sup> ; R2 = 1.00 <sup>(2)</sup> ; R3 = 1.10 <sup>(3)</sup>	26 - 46	46	5m x 2.5m	2.4m
<b>Total</b>		<b>61 - 106</b>	<b>106 (incl. 5 Accessible)</b>	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
<b>Loading/ Unloading Spaces</b>					
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 40m<sup>2</sup> < Flat size ≤ 70m<sup>2</sup>, 2.4 for 70m<sup>2</sup> < Flat size ≤ 100m<sup>2</sup>, 4.2 for 100m<sup>2</sup> < Flat size ≤ 130m<sup>2</sup>

(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 106 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)
<b>Franchised Bus Services</b>			
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)
<b>Franchised Bus Services</b>			
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.	Location	Type	Capacity Index <sup>(1)</sup>	AM Peak	PM Peak
J1	Pok Fu Lam Road / Smithfield / Mount Davis Road	Signal	RC <sup>(1)</sup>	37.8%	31.6%
J2	Pok Fu Lam Road / Bisney Road	Priority	RC	0.29	0.25
J3	Pok Fu Lam Road / Access Road to Queen Mary Hospital	Priority	DFC <sup>(2)</sup>	0.28	0.19
J4	Pok Fu Lam Road / Access Road to Ebenezer New Hope School	Priority	DFC	0.29	0.01
J5	Pok Fu Lam Road / Chi Fu Road (N)	Priority	DFC	0.24	0.14
J6	Pok Fu Lam Road / Chi Fu Road (S)	Priority	DFC	0.45	0.22
J7A	Pok Fu Lam Road / Sassoon Road (W)	Priority	DFC	0.73	0.56
J7B	Pok Fu Lam Road / Sassoon Road (E)	Signal	RC	24.8%	23.5%
J8	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%	
<b>Total</b>				<b>209,510</b>	<b>199,650</b>	<b>207,050</b>	<b>213,450</b>	<b>207,700</b>	<b>216,130</b>	<b>+0.62%</b>
				--	<b>-4.71%</b>	<b>3.71%</b>	<b>3.09%</b>	<b>-2.69%</b>	<b>4.06%</b>	

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 <sup>(1)</sup>	273,150	282,400	0.28%
Employment Places <sup>(1)</sup>	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 <sup>(1)</sup>	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 <sup>(2)</sup> Institution (Student Hostel)	27	5	5	16
Cyberport Expansion Project	Office / Data Services Platform / Multi-function Hall etc. (about 66,000 m <sup>2</sup> ) <sup>(3)</sup>	108	143	96	89
East of No.3 Sassoon Road, Pok Fu Lam	HKU New Academic Building On an Extension Site <sup>(4)</sup>	13	32	39	16
HKU Pokfield Campus Site	HKU New Academic Complex <sup>(5)</sup>	60	66	69	52

Notes: (1) Peak Hour trip rates for Subsidized Public Rental Housing High-Density R(A), average size 40m<sup>2</sup>, 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
<b>Proposed Development (average flat size 90.9 m<sup>2</sup>)</b>				
Trip Rates <sup>(1)</sup> (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	
<b>Existing Development – Ebenezer School &amp; Home for the Visually Impaired</b>				
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 100m<sup>2</sup>, 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 <sup>(1)</sup>	Employment <sup>(1)</sup>	Total	Distribution Proportion	Assigned route
<b>From Proposed Development</b>					
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%	
<b>To Proposed Development</b>					
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 <sup>(1)</sup>	Reference		Design	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Pok Fu Lam Road / Smithfield / Mount Davis Road <sup>(2)</sup>	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 <sup>(3)</sup>	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) <sup>(3)</sup>	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 2031.

## 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 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 the northbound bus stop adjacent to Site
	To/From Ebenezer School	Others	Total	
7:00-8:00	67	12	79	28
<b>8:00-9:00</b>	<b>116</b>	<b>7</b>	<b>123</b>	<b>28</b>
9:00-10:00	30	3	33	18
10:00-11:00	16	5	21	17
11:00-12:00	15	3	18	15
12:00-13:00	55	6	61	15
13:00-14:00	33	6	39	24
14:00-15:00	26	9	35	14
16:00-17:00	45	7	52	26
<b>17:00-18:00</b>	<b>130</b>	<b>13</b>	<b>143</b>	<b>45</b>
18:00-19:00	37	18	55	35
<b>Total</b>	<b>584</b>	<b>95</b>	<b>679</b>	<b>278</b>

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 <sup>(1)</sup>			Estimated Two-way Pedestrian Flows by Proposed Development		
	To/From nearby bus stops	Others	Total	To/From nearby bus stops	Others	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
<b>Total</b>	<b>18</b>	<b>137</b>	<b>155</b>	<b>54</b>	<b>401</b>	<b>455</b>

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 flows of 91 pedestrians and a daily totals 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 With the reduction of both the amount of pedestrians and nos. of stopped buses at the relocated bus-stop with the Proposed Development, coupled with the proposed footpath widening, the conditions along the footpath and at the bus-stop 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 m<sup>2</sup>.
- 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 106 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 amount 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. Coupled with the proposed footpath widening for the benefit of general public, the conditions along the footpaths and at the bus-stop adjacent to the Site would be improved after the development. .

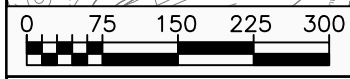
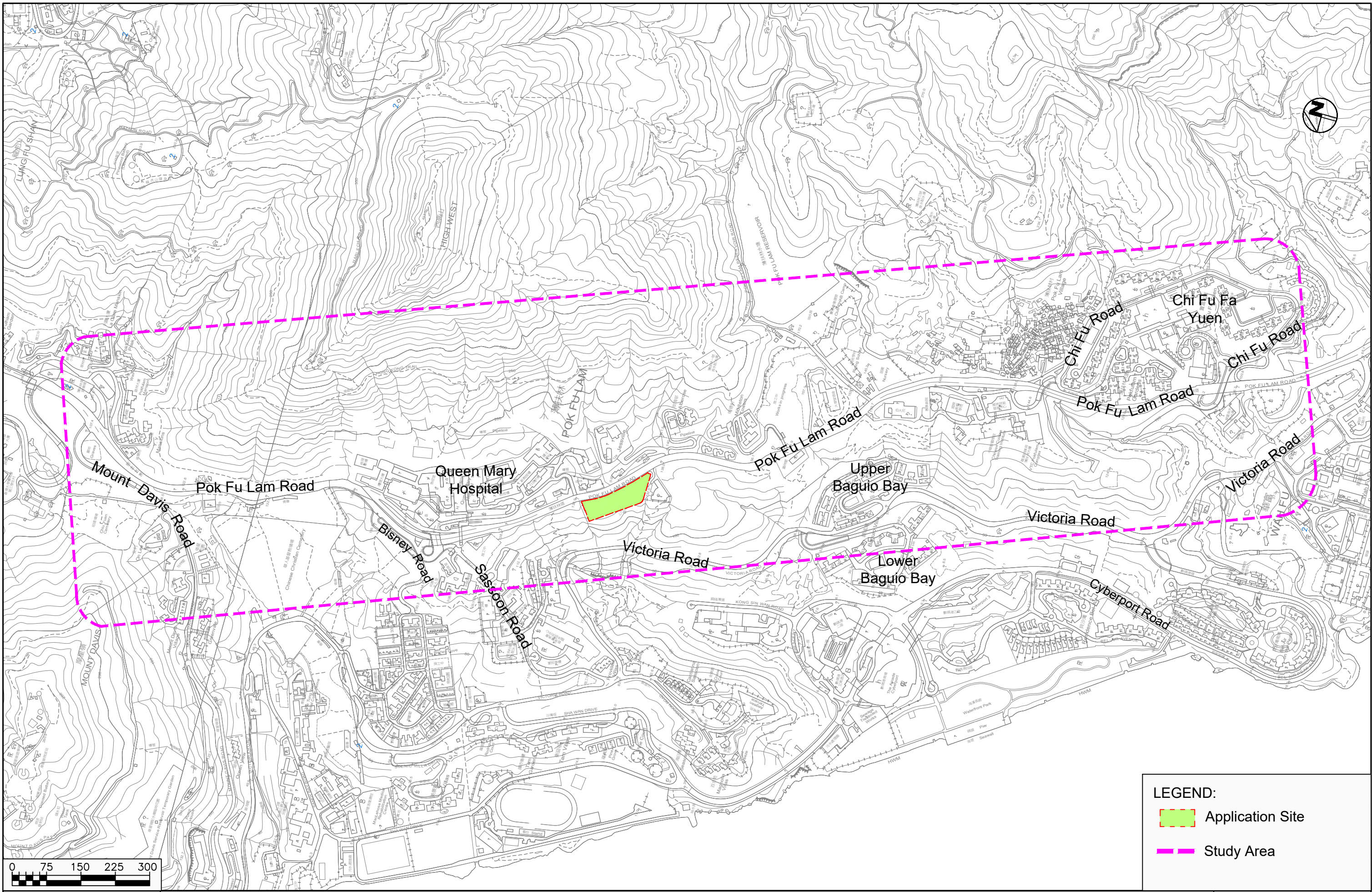
## **6.2 Conclusions**

- 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.
- 6.2.2 In addition, with the proposed footpath widening adjacent to the Proposed Development, the walking conditions along the footpath will be improved.

# Figures



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**LEGEND:**

- Application Site
- Study Area

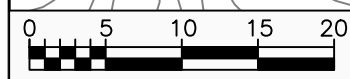
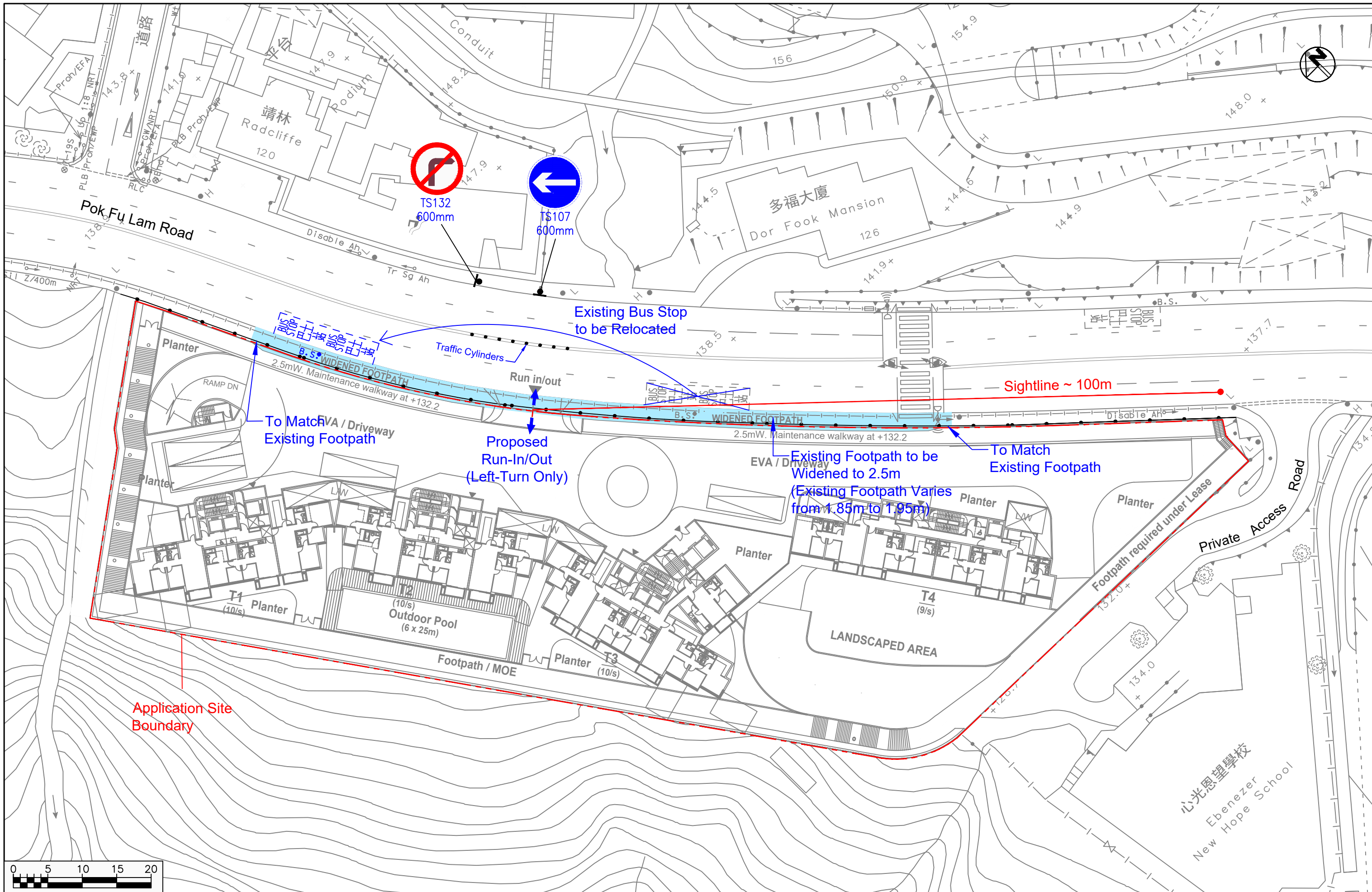
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<p>Date</p> <p>25/09/2023</p>	<p>Scale</p> <p>1:7500</p>


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Project No. 82786	Rev.
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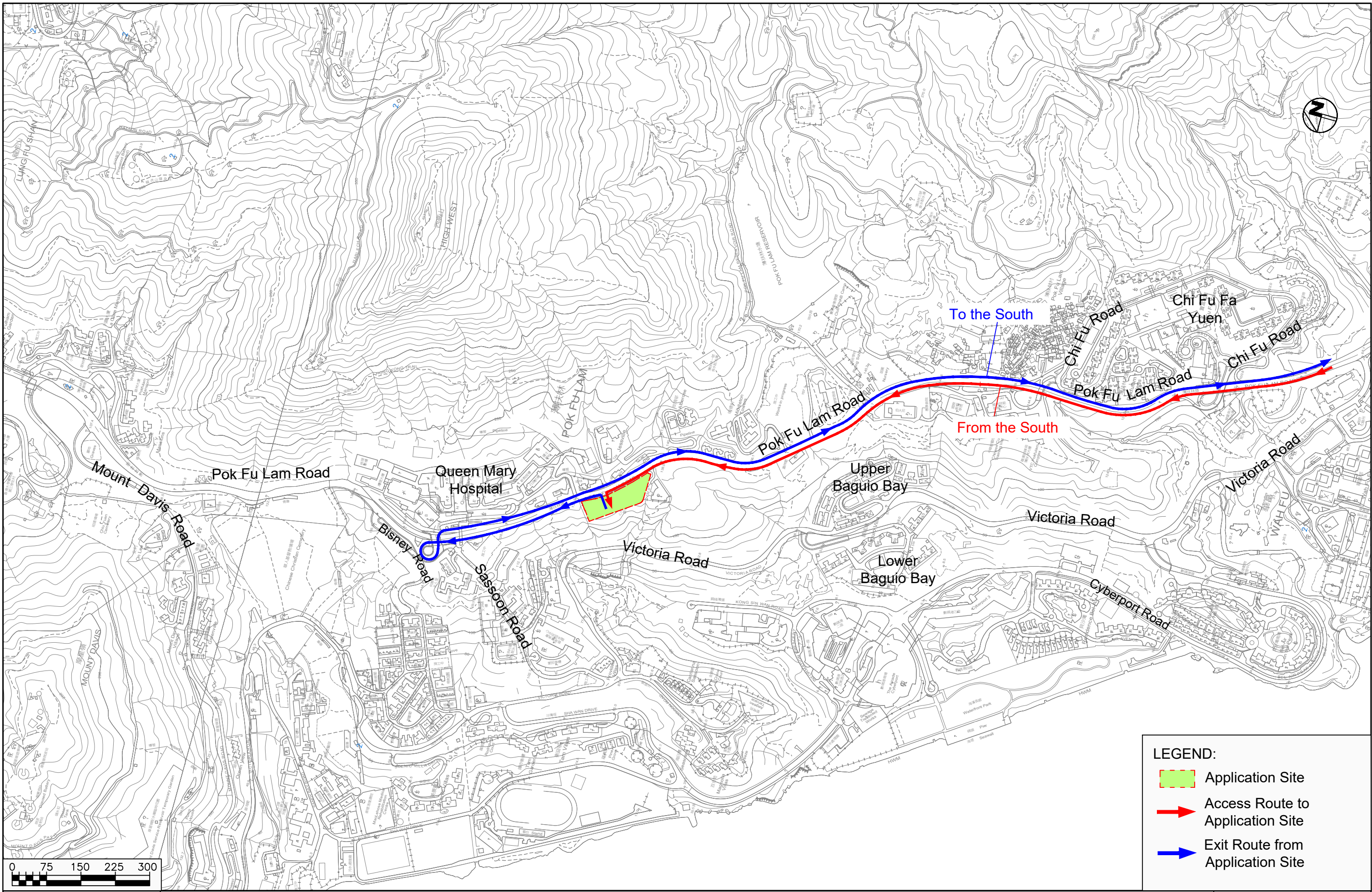
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				<b>Proposed Relocation of Bus Stop</b>					

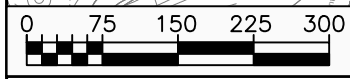


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**LEGEND:**

- Application Site
- Access Route to Application Site
- Exit Route from Application Site



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**

**Major Access Routes to / from the South**

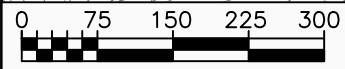
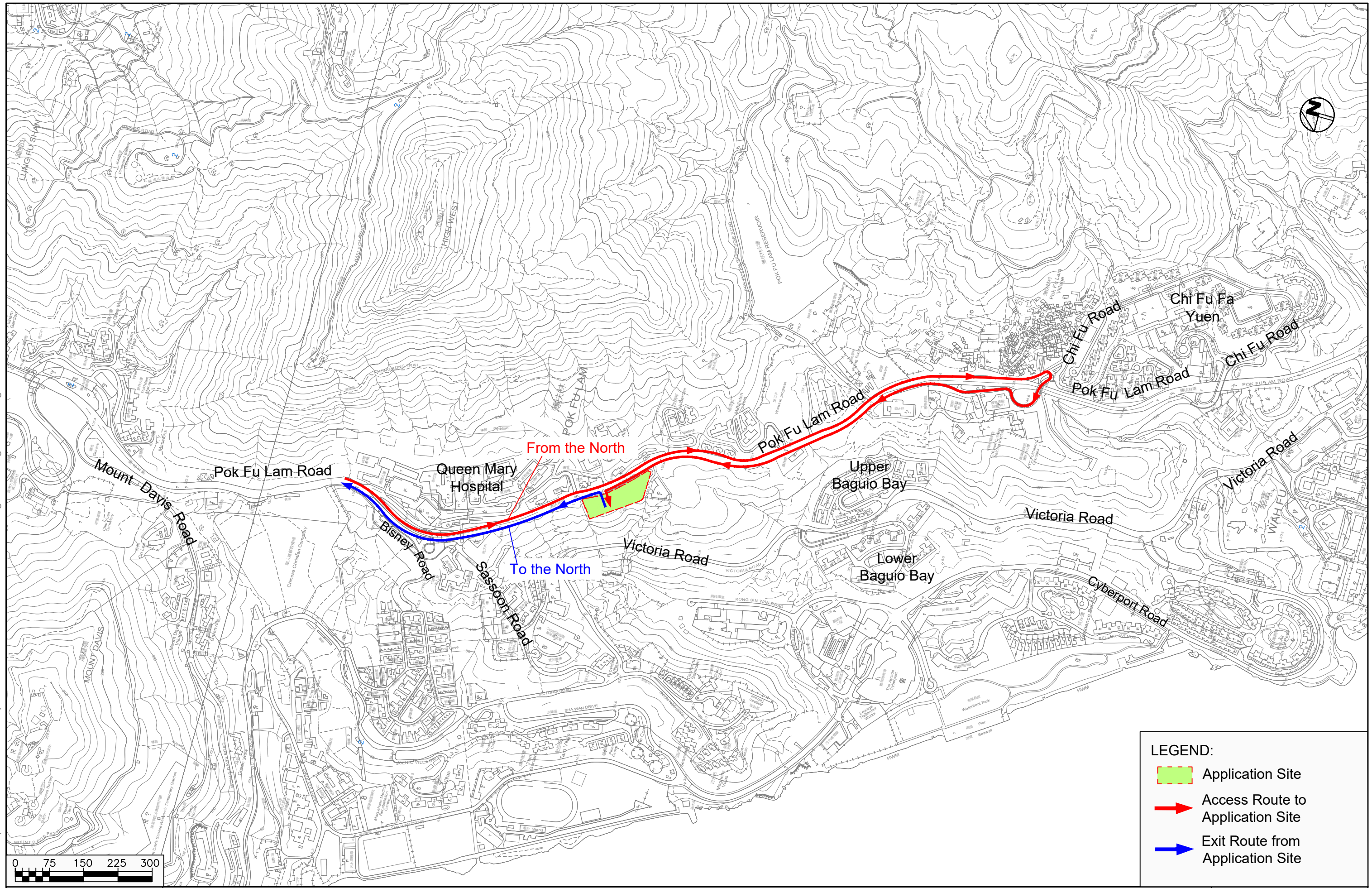
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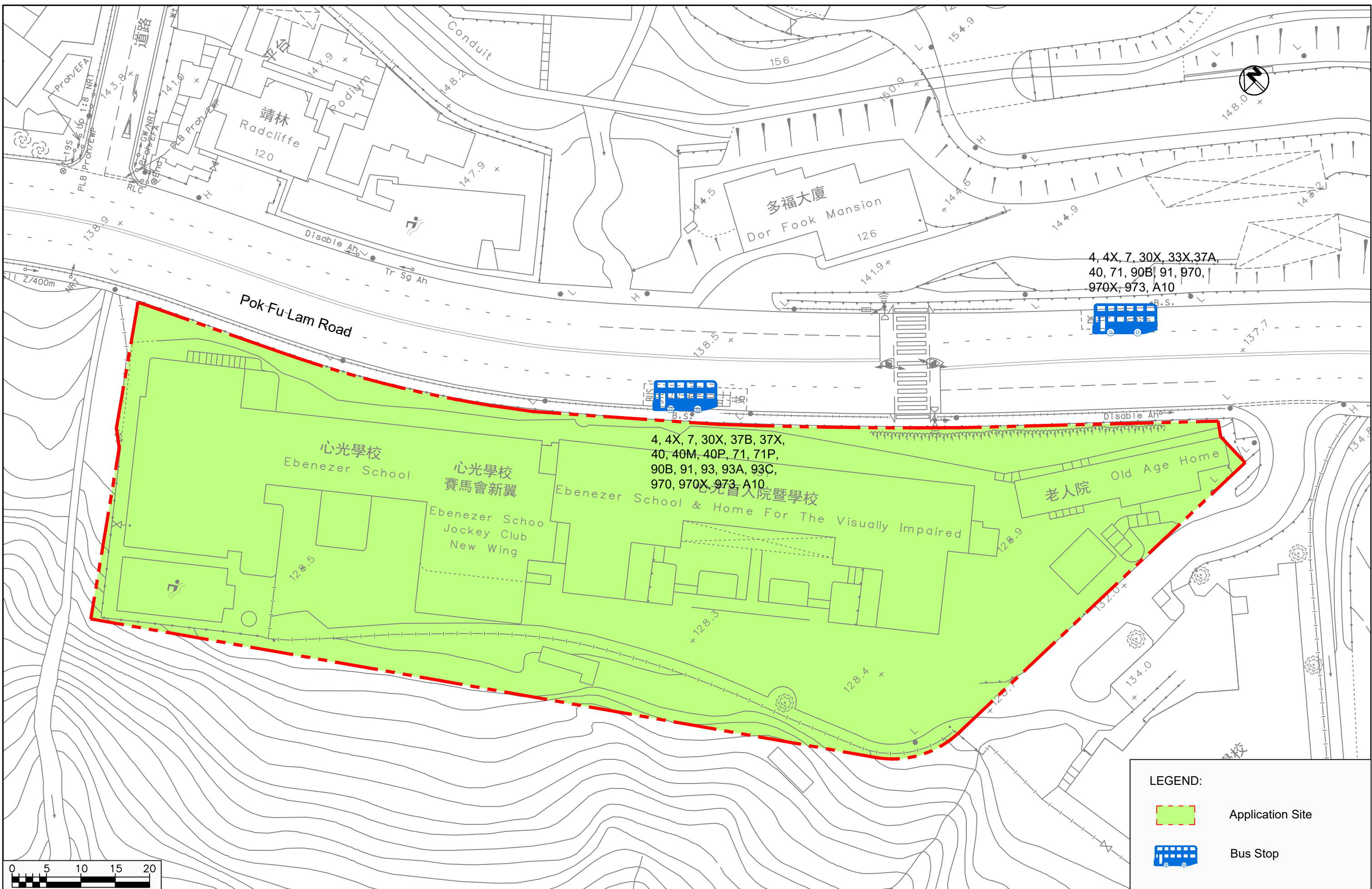


- LEGEND:**
- Application Site
  - Access Route to Application Site
  - Exit Route from Application Site

<p><b>Project Title</b></p> <p><b>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</b></p> <p><b>Major Access Routes to / from the North</b></p>						
<p>Date</p> <p>25/09/2023</p>	<p>Scale</p> <p>1:7500</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Project No. 82786</td> <td style="width: 20%;">Rev.</td> </tr> <tr> <td>Dwg No. Figure 2-4</td> <td style="text-align: center;">-</td> </tr> </table>	Project No. 82786	Rev.	Dwg No. Figure 2-4	-
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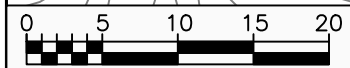


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40, 71, 90B, 91, 970,  
970X, 973, A10

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**LEGEND:**

-  Application Site
-  Bus Stop



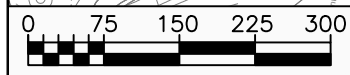
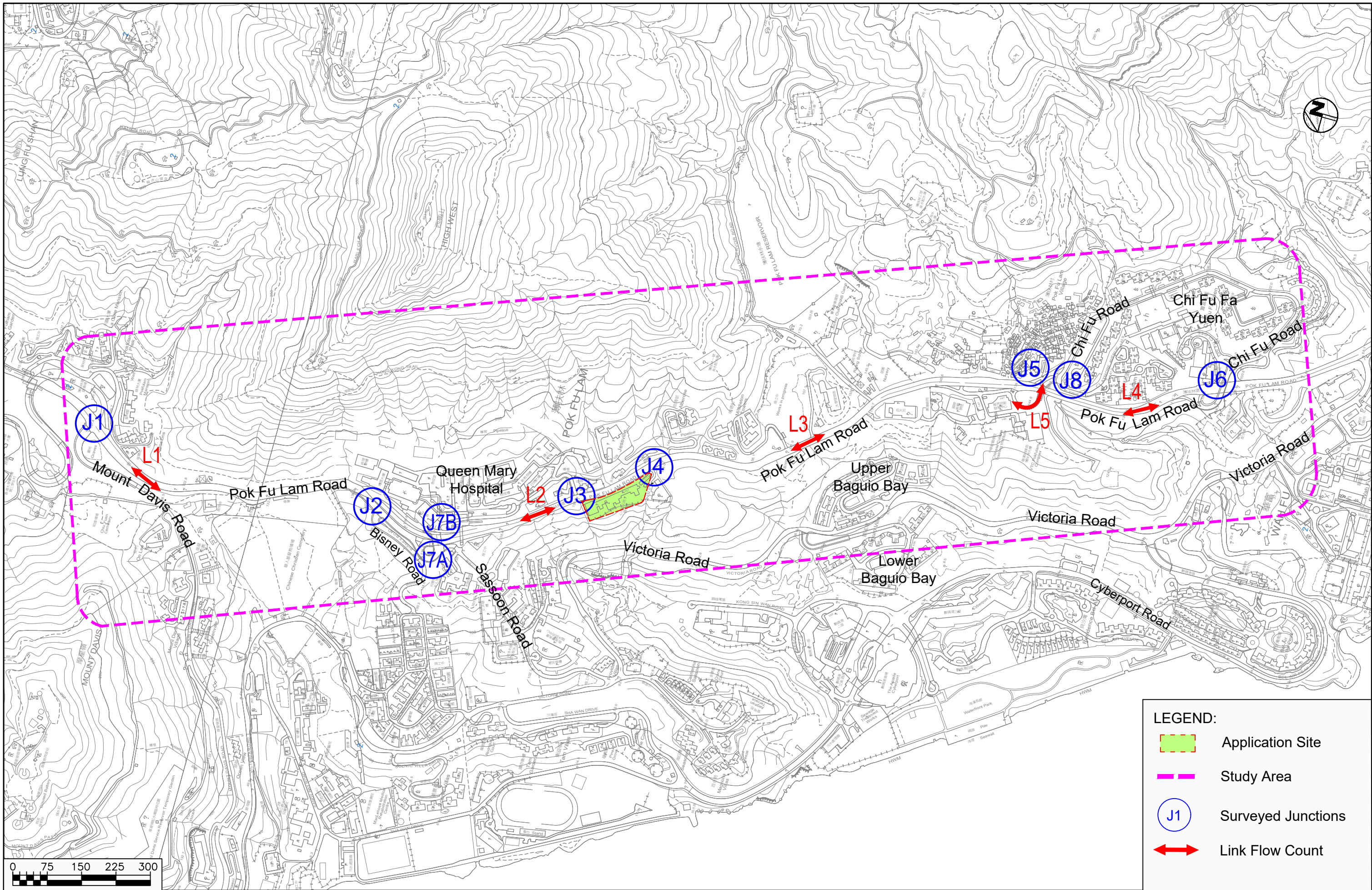
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



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**LEGEND:**

	Application Site
	Study Area
	Surveyed Junctions
	Link Flow Count

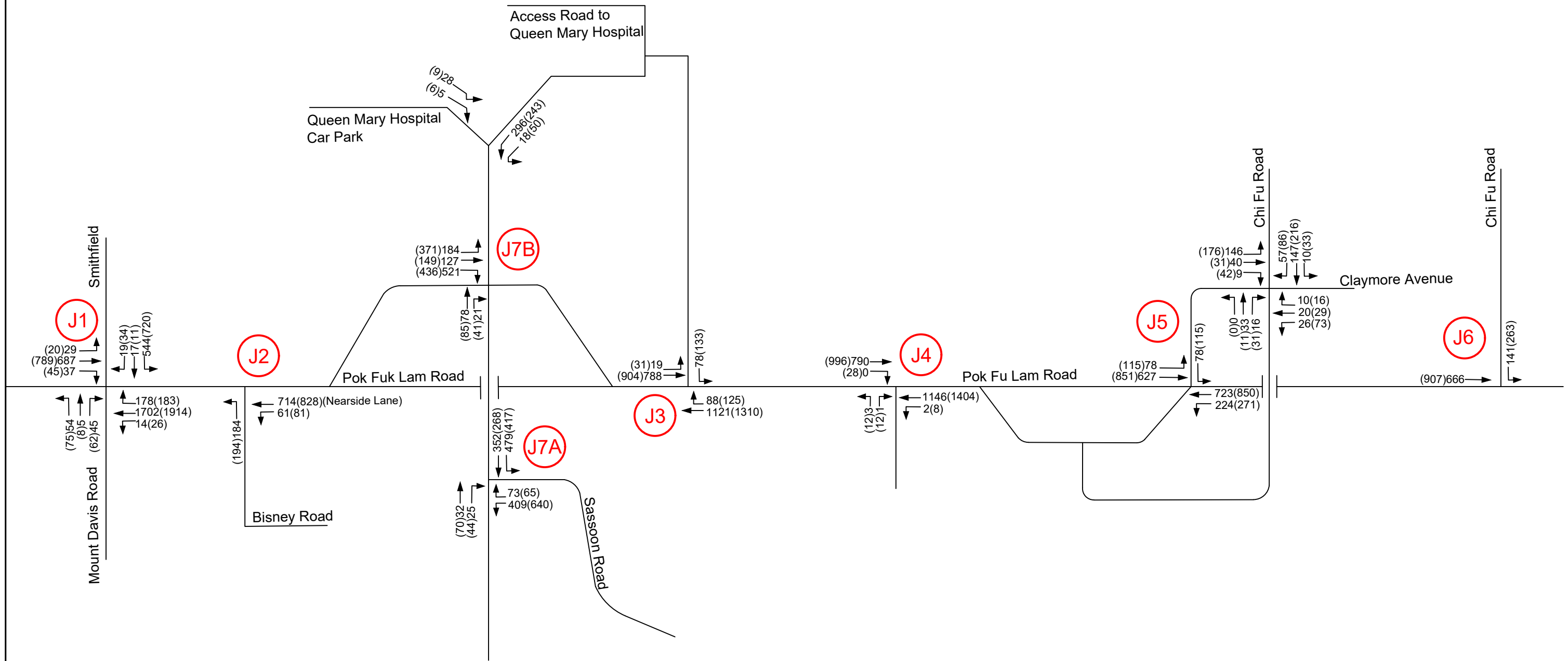
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Project Title  
**S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP**  
**Locations of Surveyed Junctions**

	
Project No. 82786	Rev.
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**LEGEND:**

**J1** Junction No.

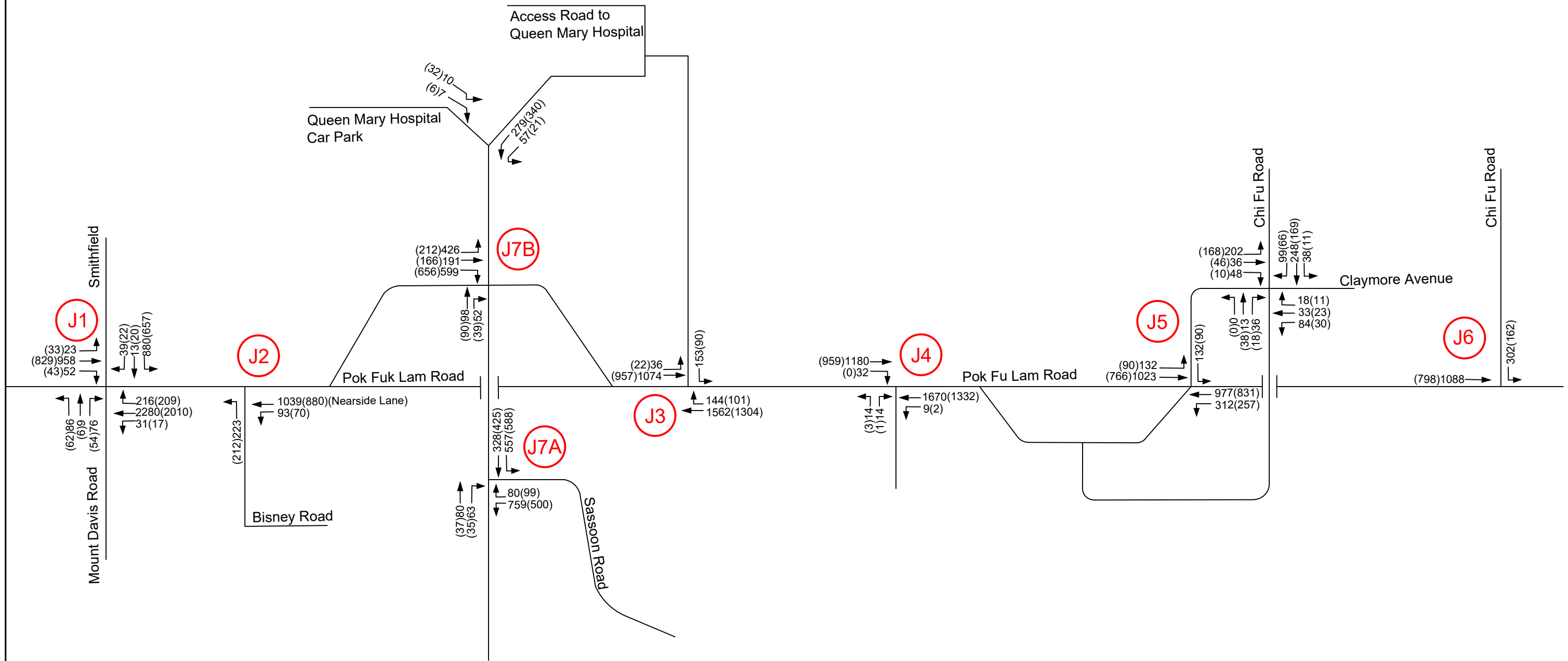
→ AM Peak Hour Traffic Flow

← 123(123) → PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values  
Minor Road not Shown for Clarity

Date 25/09/2023		Scale N.T.S		Project Title <b>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</b>		 Project No. 82786 Dwg No. Figure 3-3		Rev. -	
				<b>2023 Observed Peak Hour Traffic Flows</b>					

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**LEGEND:**

**J1** Junction No.

→ AM Peak Hour Traffic Flow

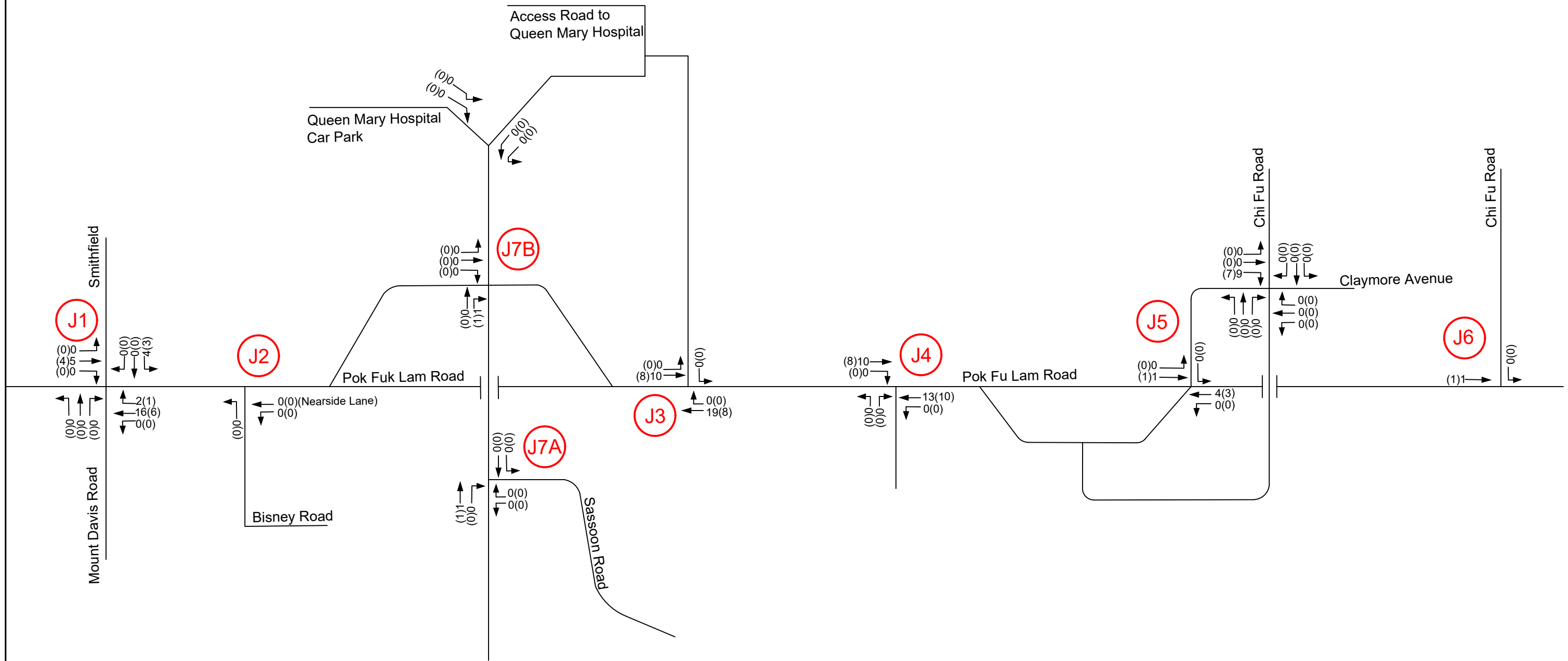
← 123(123) → PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values  
Minor Road not Shown for Clarity

Date 25/09/2023		Scale N.T.S		Project Title <b>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</b>		 Project No. 82786 Dwg No. Figure 4-1		Rev. -	
				<b>2037 Reference Peak Hour Traffic Flows</b>					



X:\Ozzo\82786\_S16 for Proposed Residential Development at 131 Pok Fu Lam Road\Data\Dwg\82786-Figure 4-2.dwg 2023/09/25 14:18:41



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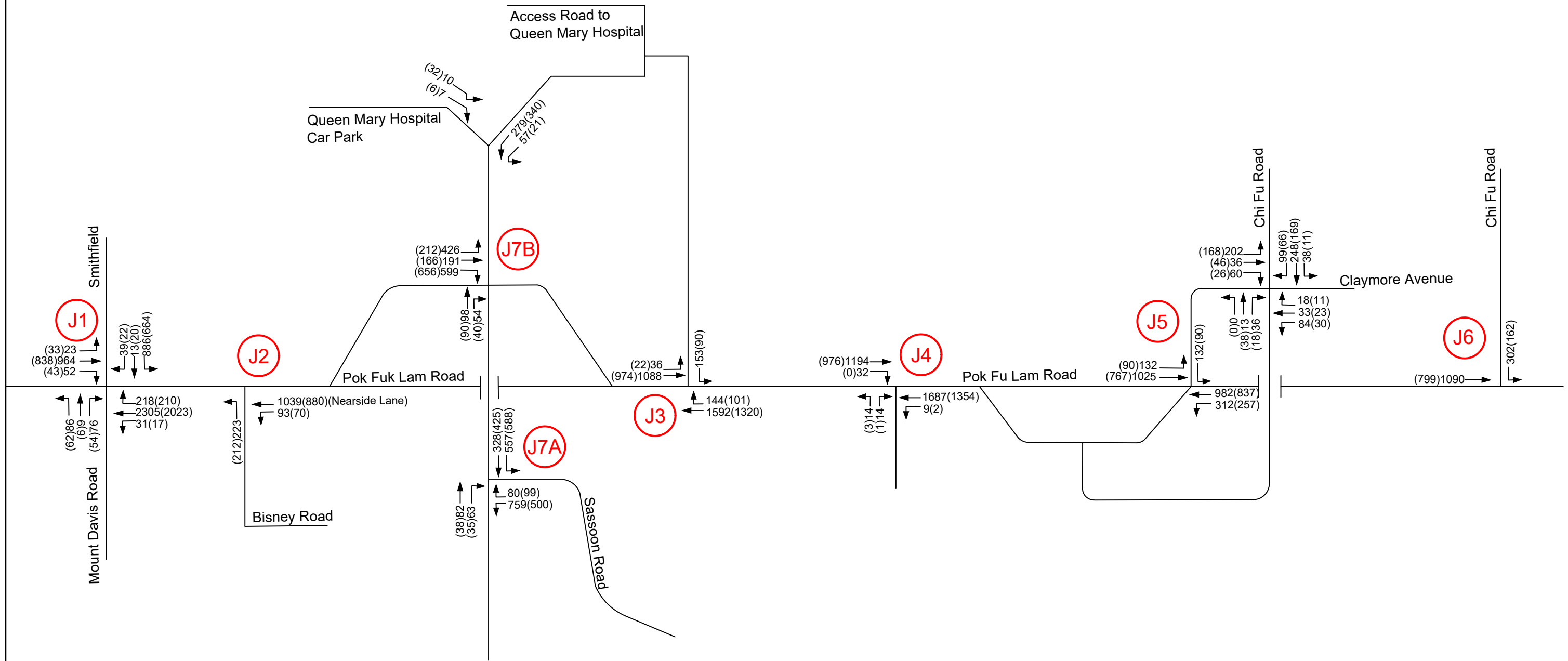
— AM Peak Hour Traffic Flow

← 123(123) — PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values  
Minor Road not Shown for Clarity

Date 25/09/2023		Scale N.T.S		Project Title <b>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</b>		 Project No. 82786 Dwg No. Figure 4-2		Rev. -	
				<b>Peak Hour Development Traffic Flows</b>					

X:\Ozzo\82786\_S16 for Proposed Residential Development at 131 Pok Fu Lam Road\Data\Dwg\82786-Figure 4-3.dwg 2023/11/06 17:39:37




**LEGEND:**

**J1** Junction No.

→ AM Peak Hour Traffic Flow

← 123(123) → PM Peak Hour Traffic Flow

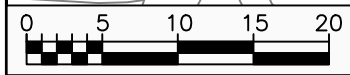
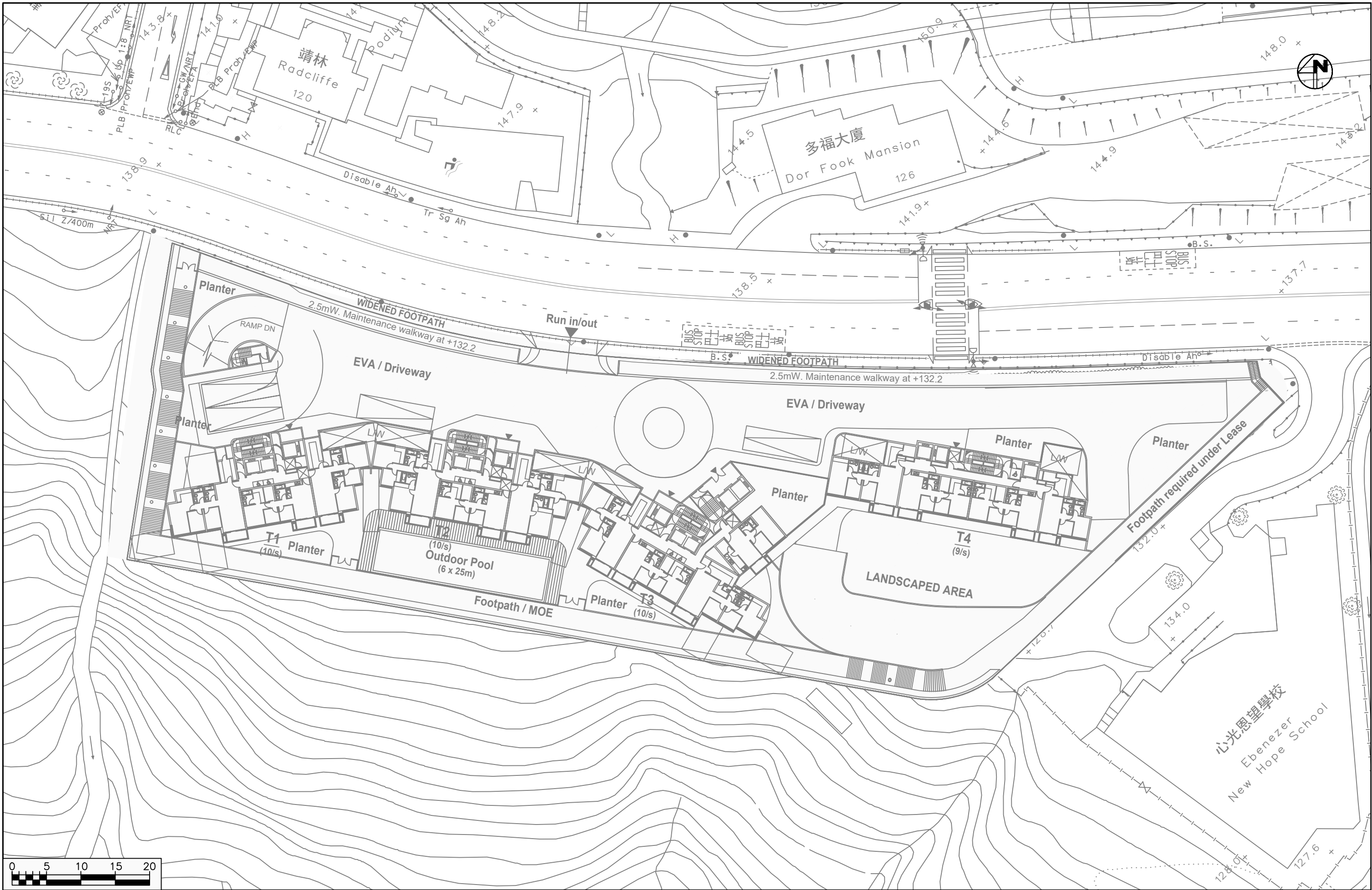
Note: All Traffic Flows in PCU Values  
Minor Road not Shown for Clarity

Date 06/11/2023		Scale N.T.S		Project Title <b>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</b>		 Project No. 82786 Dwg No. Figure 4-3		Rev. -	
<b>2037 Design Peak Hour Traffic Flows</b>									

# Appendix A

## Layout Plans and Sectional Plans

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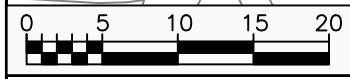
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Date	Scale	<b>Layout Plan - G/F</b>	
27/10/2023	1:500		

**OZZO TECHNOLOGY**

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



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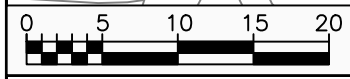
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**Layout Plan - B1/F**

**OZZO TECHNOLOGY**

Project No. 82786	Rev.
Dwg No. B1-Layout	-

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Project Title  
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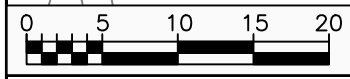
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**OZZO TECHNOLOGY**

Project No. 82786	Rev.
Dwg No. B2-Layout	-



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Project Title  
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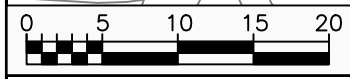
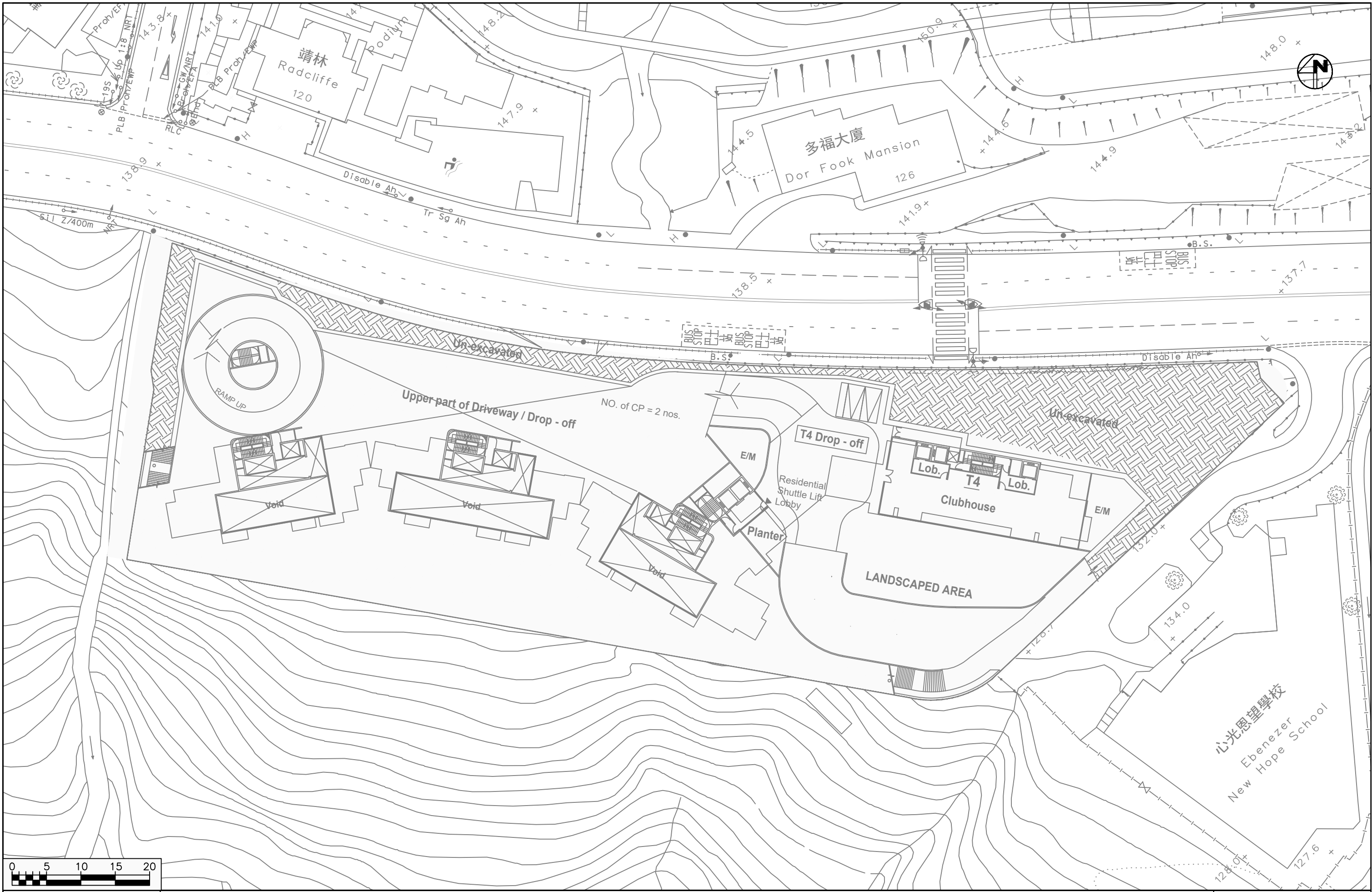
Date: 27/10/2023      Scale: 1:500

**Layout Plan -B3/F**

**OZZO TECHNOLOGY**

Project No. 82786	Rev. -
Dwg No. B3-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**

**Layout Plan - LG1/F**

Date 27/10/2023 Scale 1:500

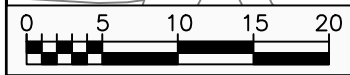
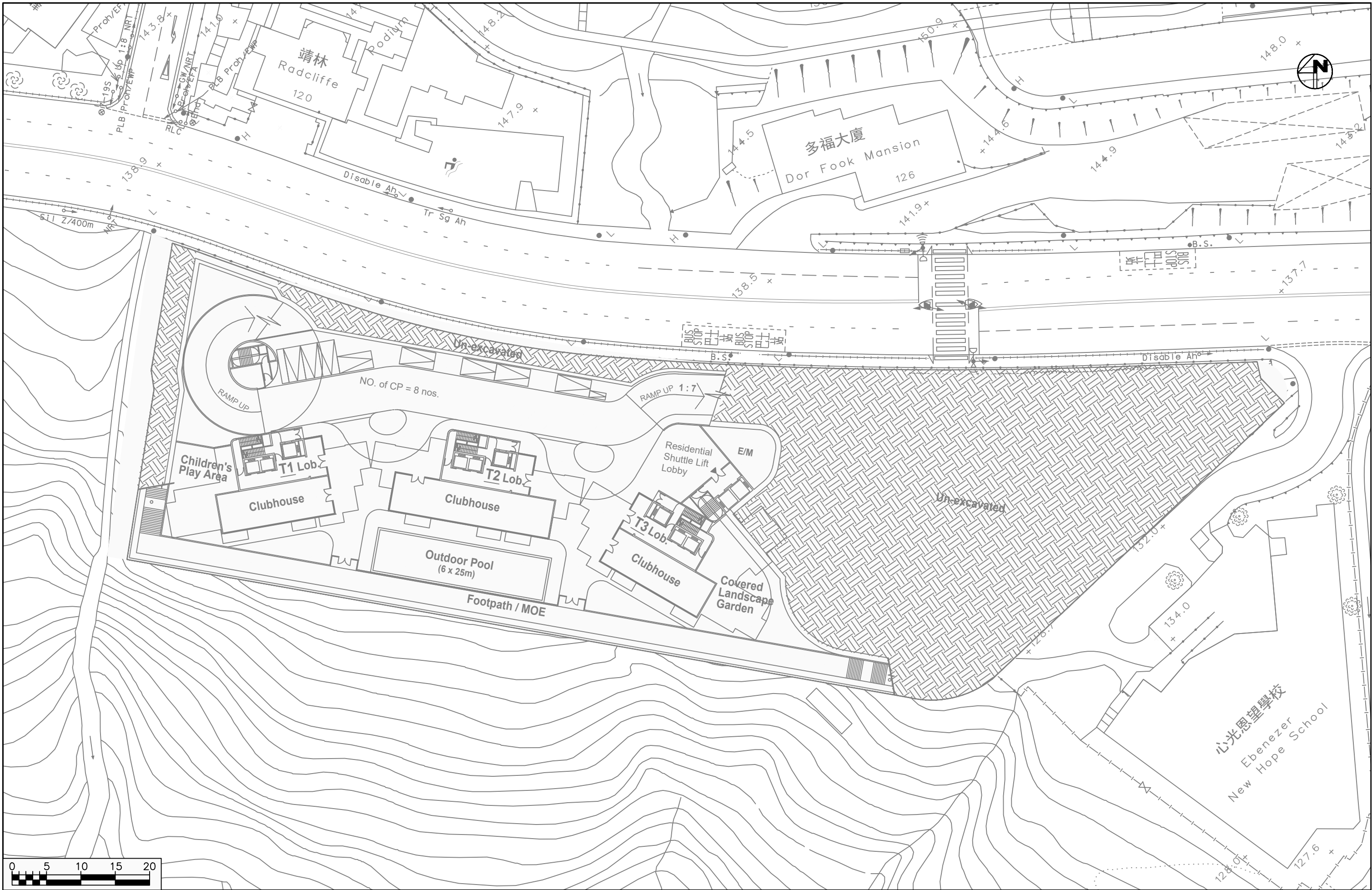
**OZZO TECHNOLOGY**

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**

Date: 27/10/2023      Scale: 1:500

**Layout Plan - LG2/F**

**OZZO TECHNOLOGY**

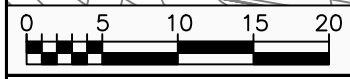
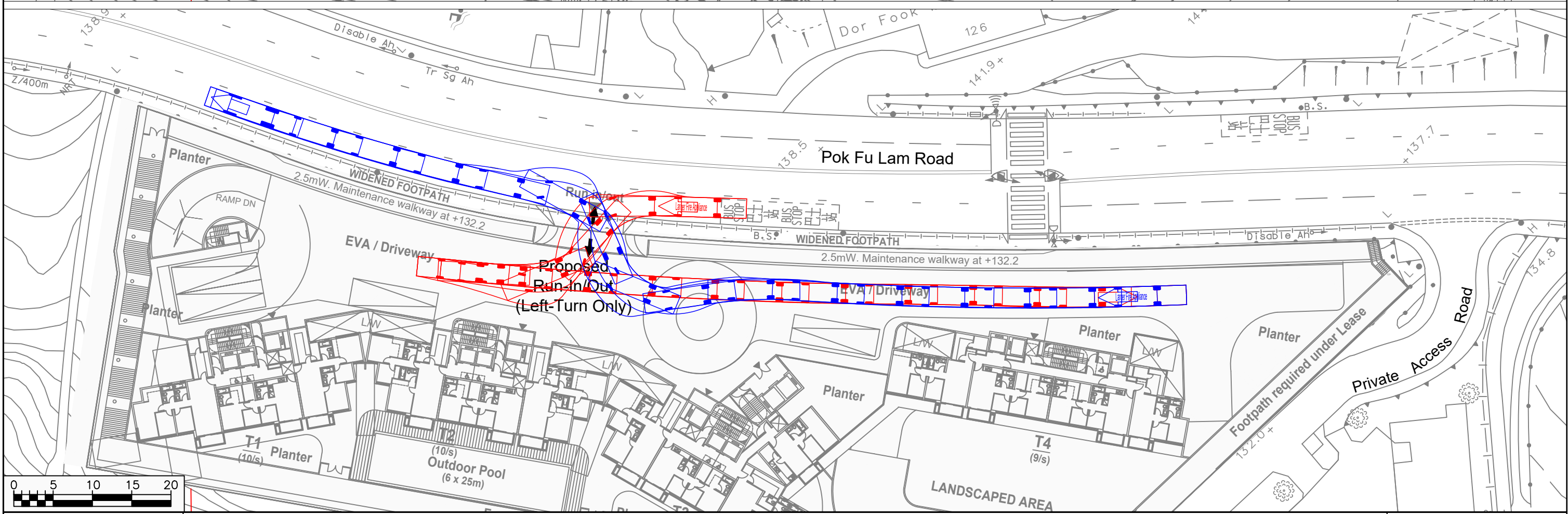
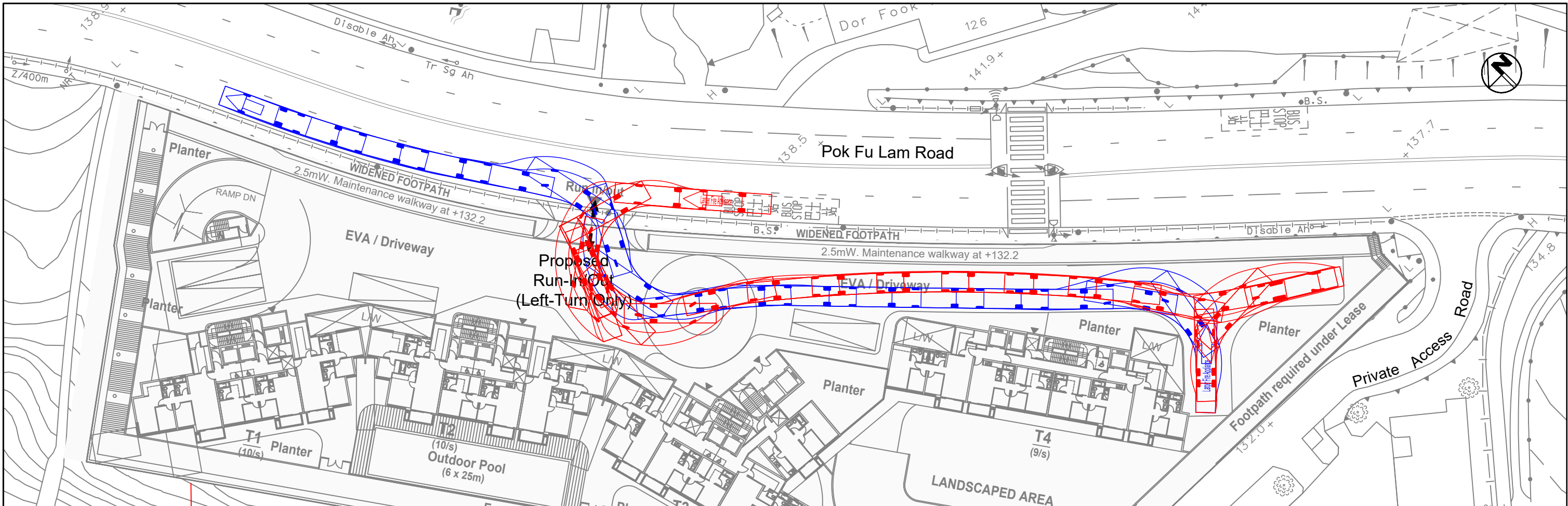
Project No. 82786	Rev.
Dwg No. LG2-Layout	-

# 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**

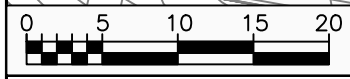
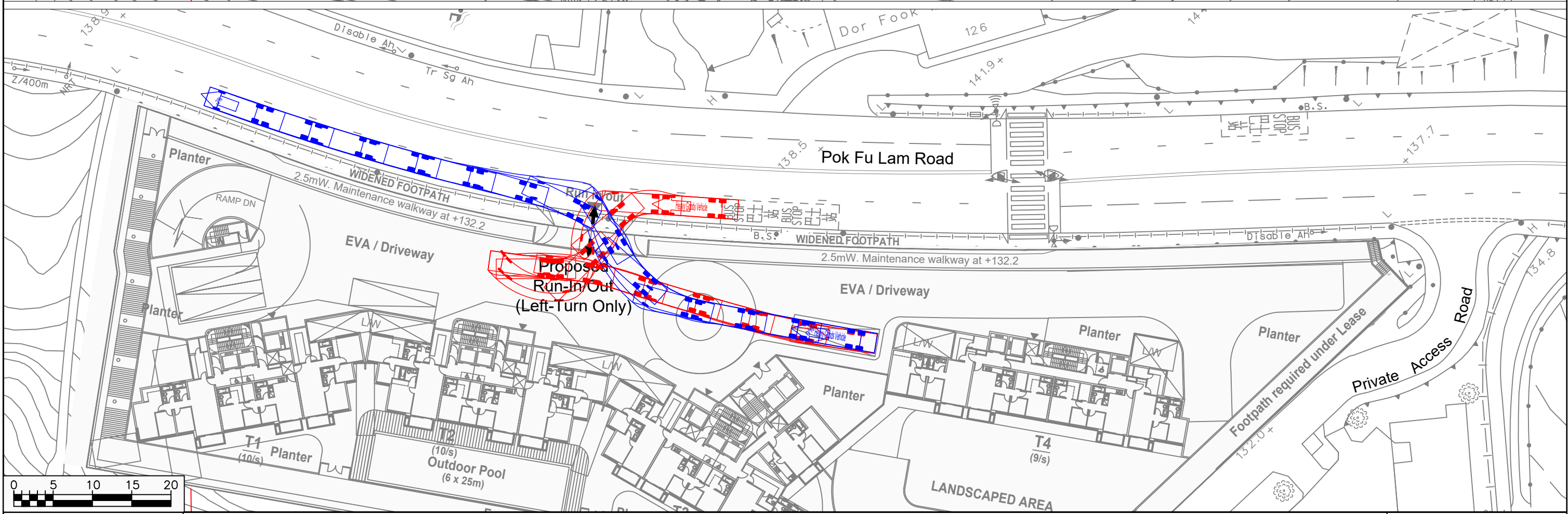
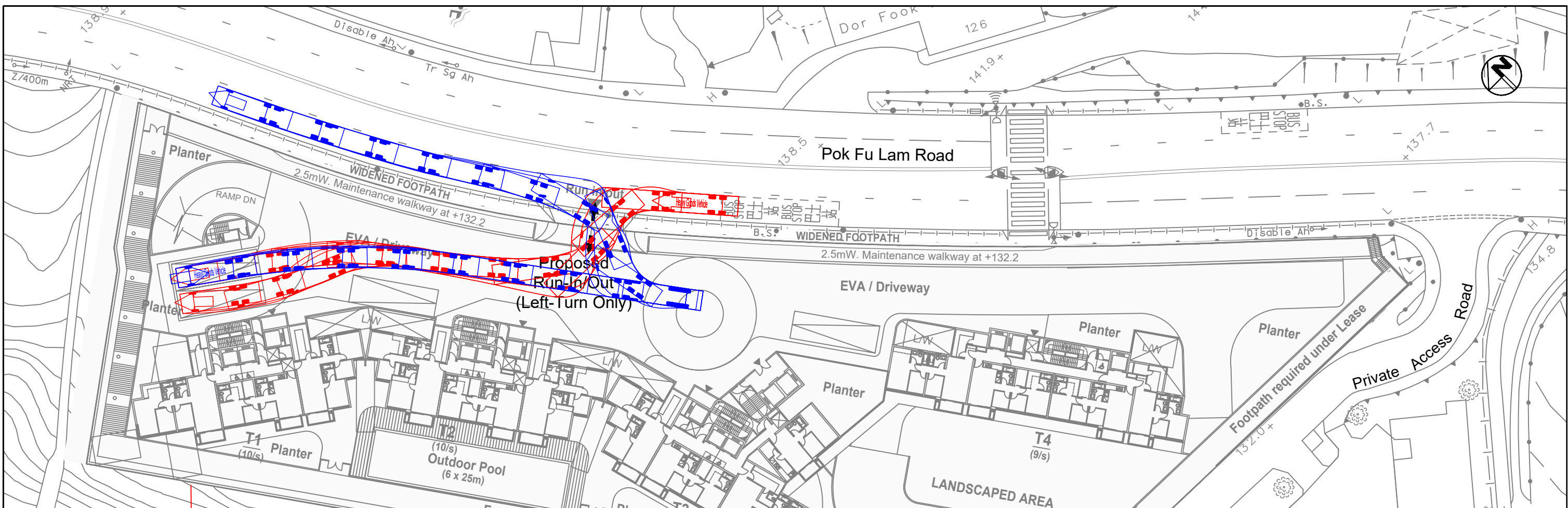
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27/10/2023	1:500



Project No. 82786	Rev.
Dwg No. GF-SP1	-



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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**

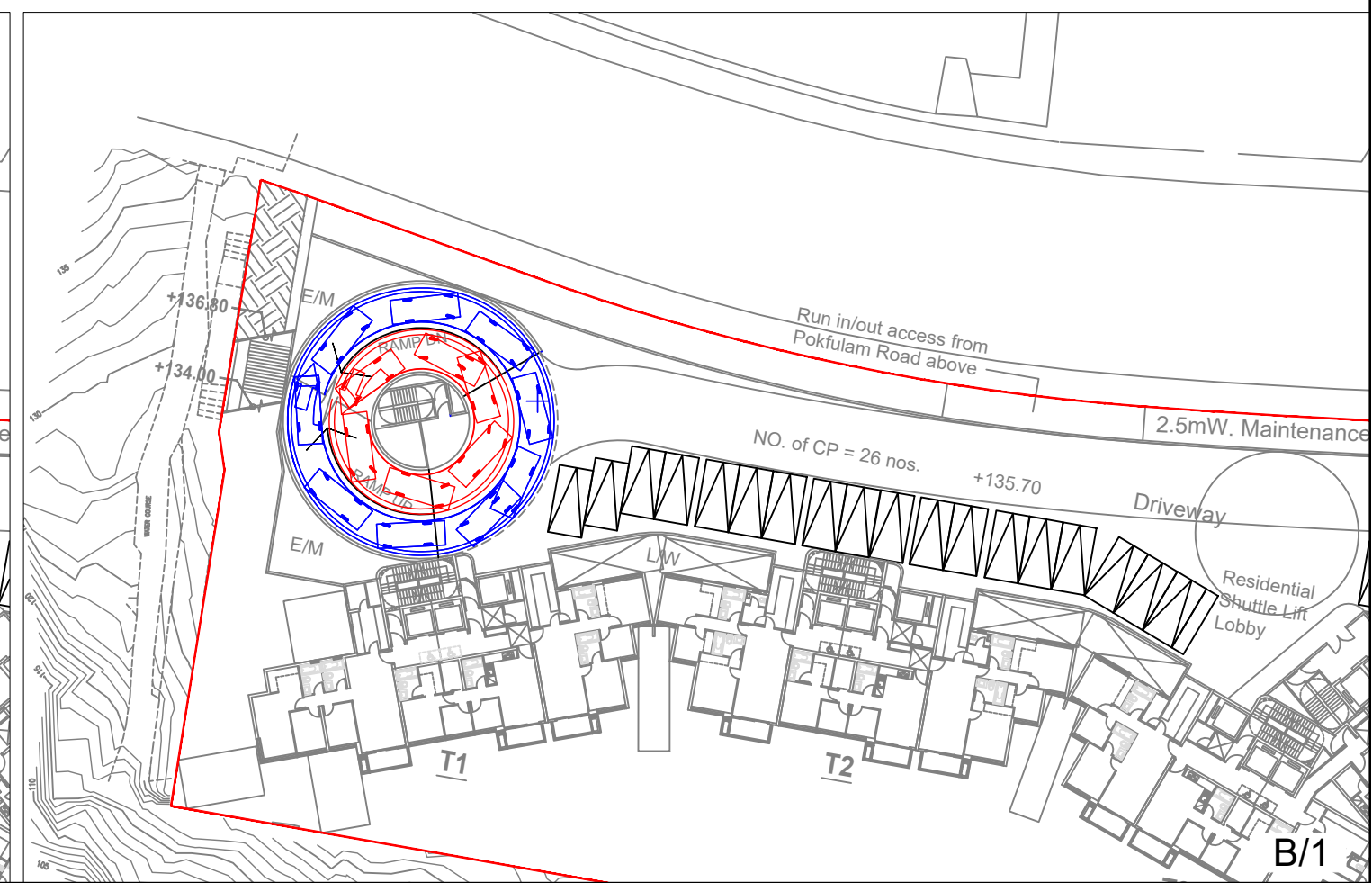
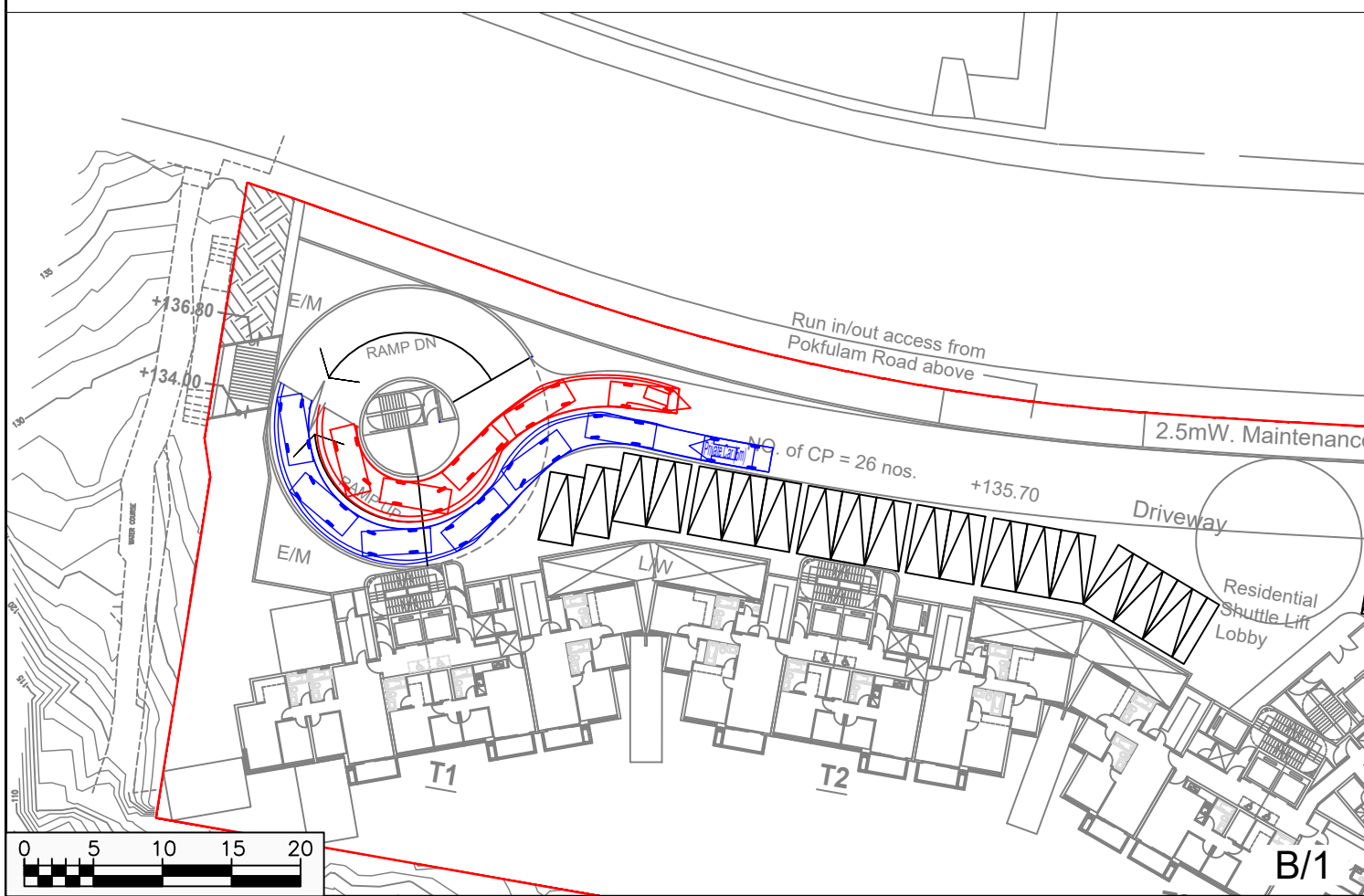
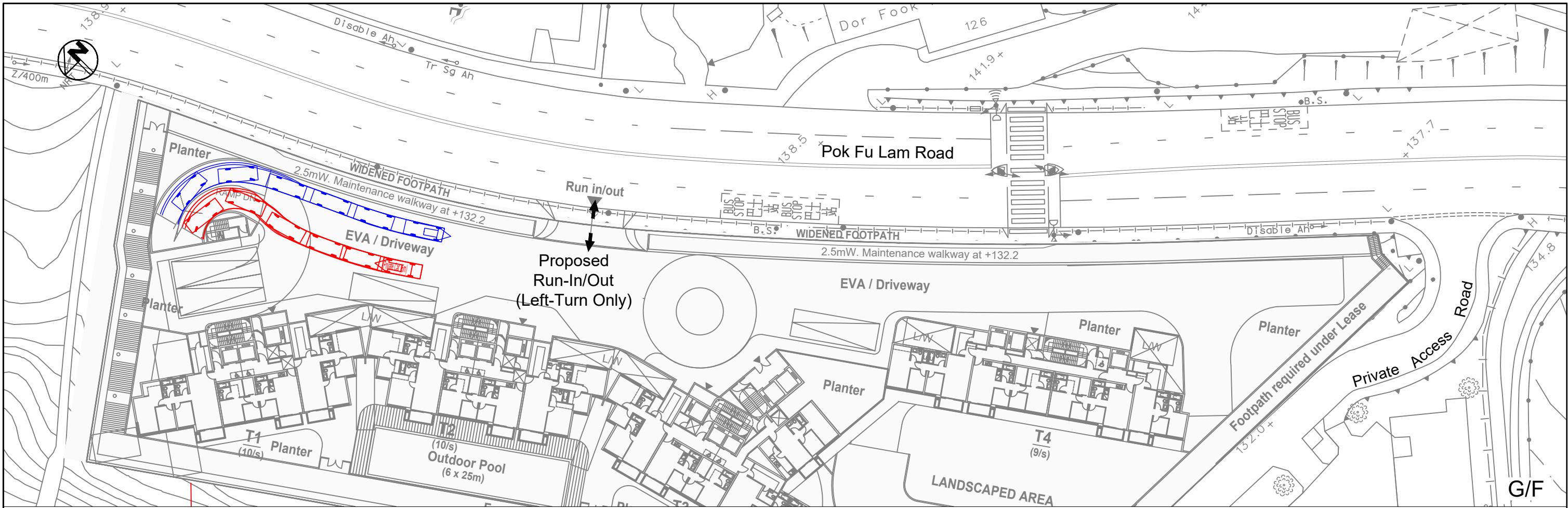
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Project No. 82786	Rev.
Dwg No. GF-SP2	-



X:\Ozzo\82786\_S16 for Proposed Residential Development at 131 Pok Fu Lam Road\Data\Dwg\82786-Figure GF-SP.dwg 2023/10/27 11:29:25



**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**



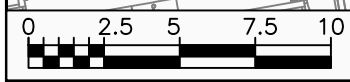
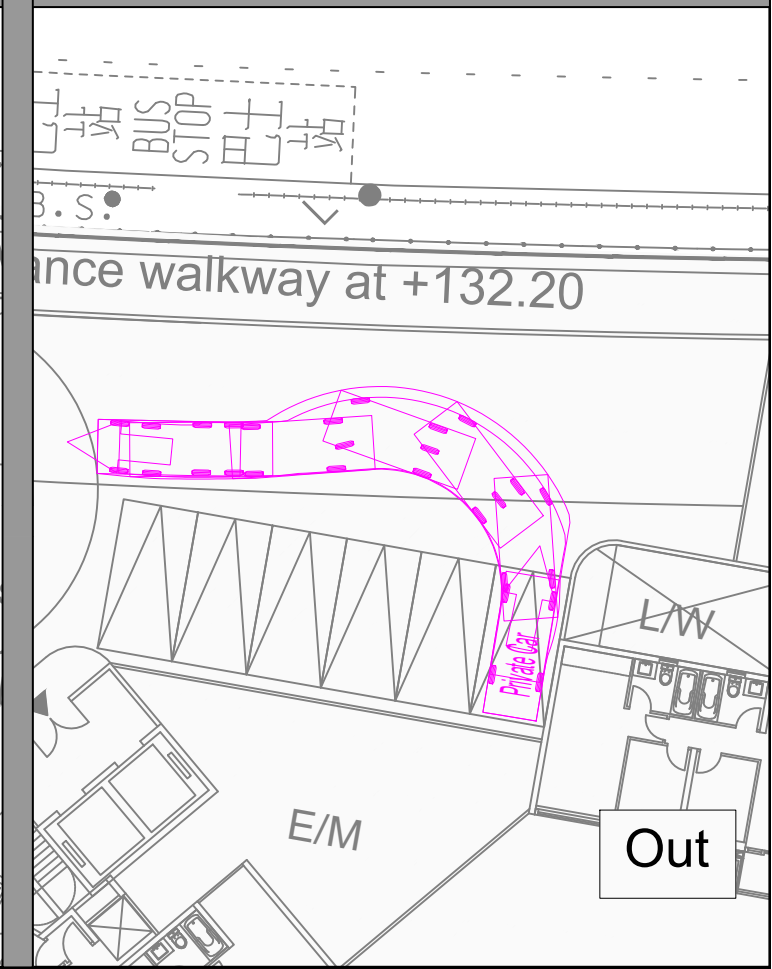
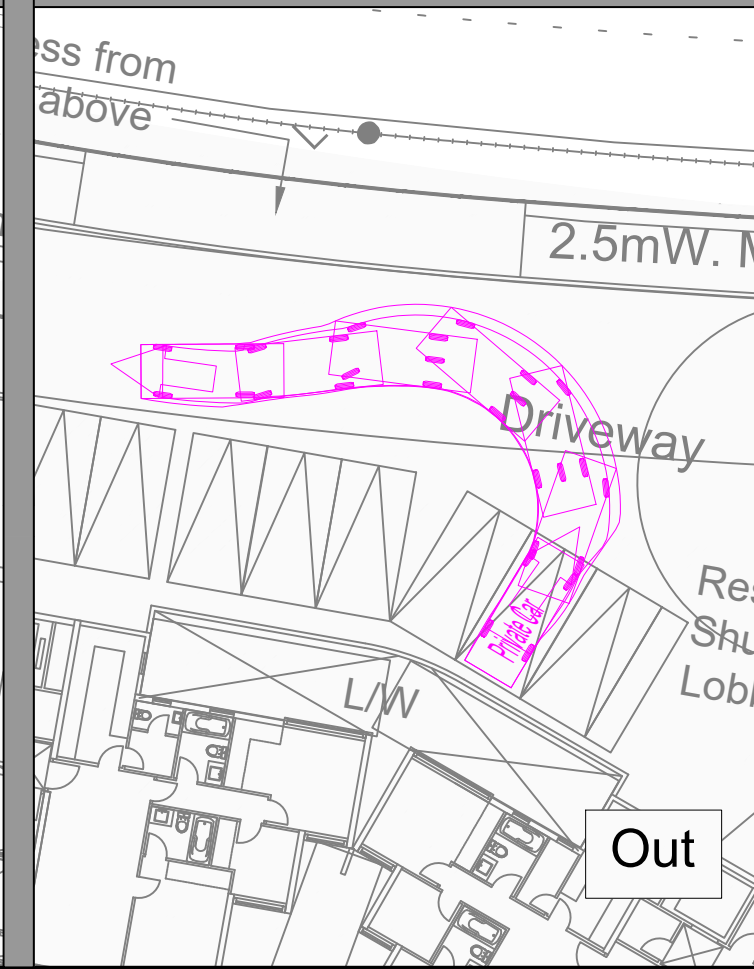
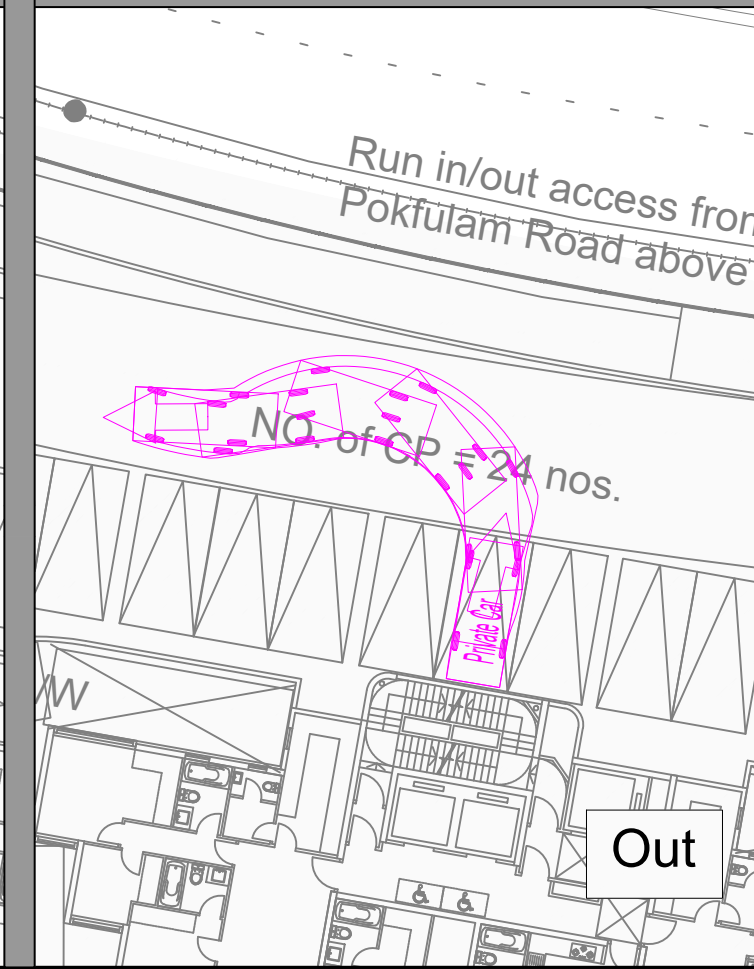
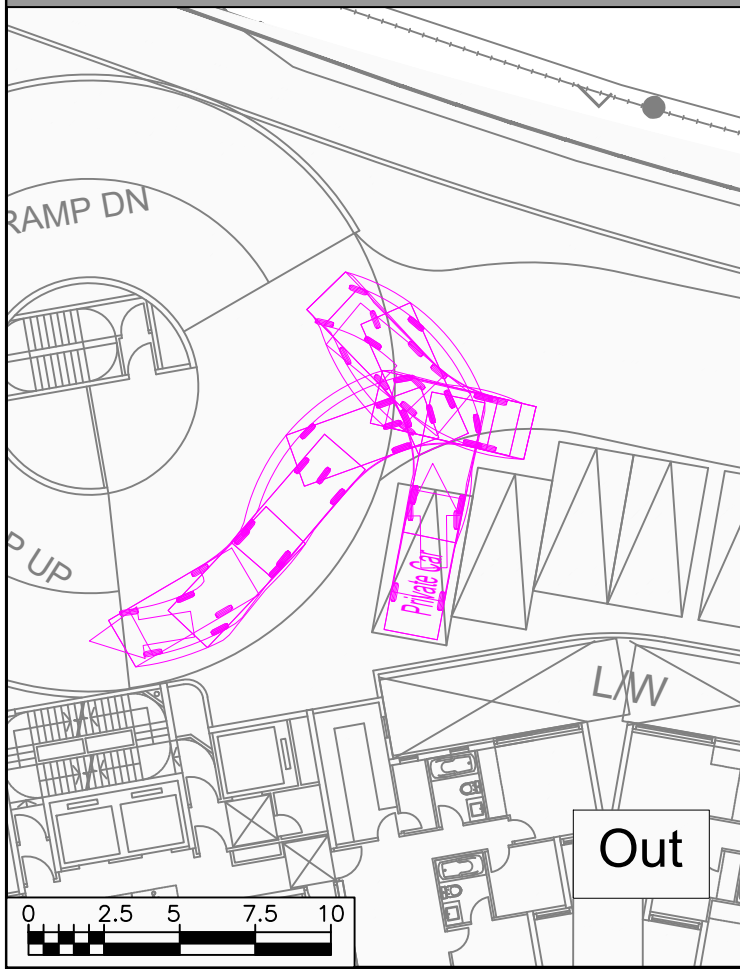
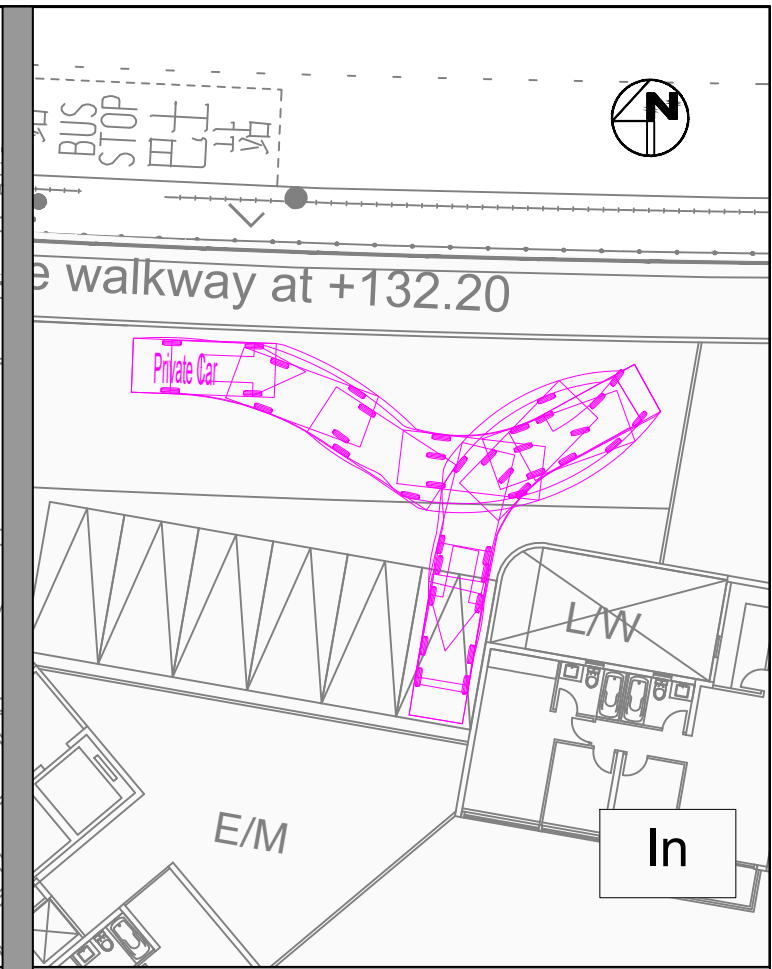
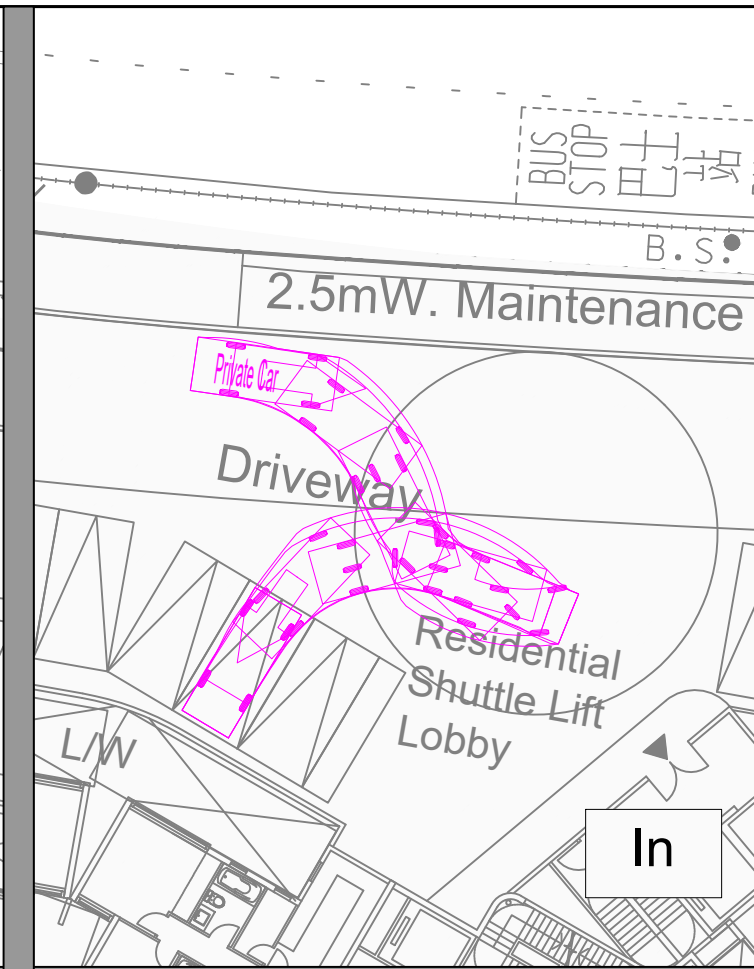
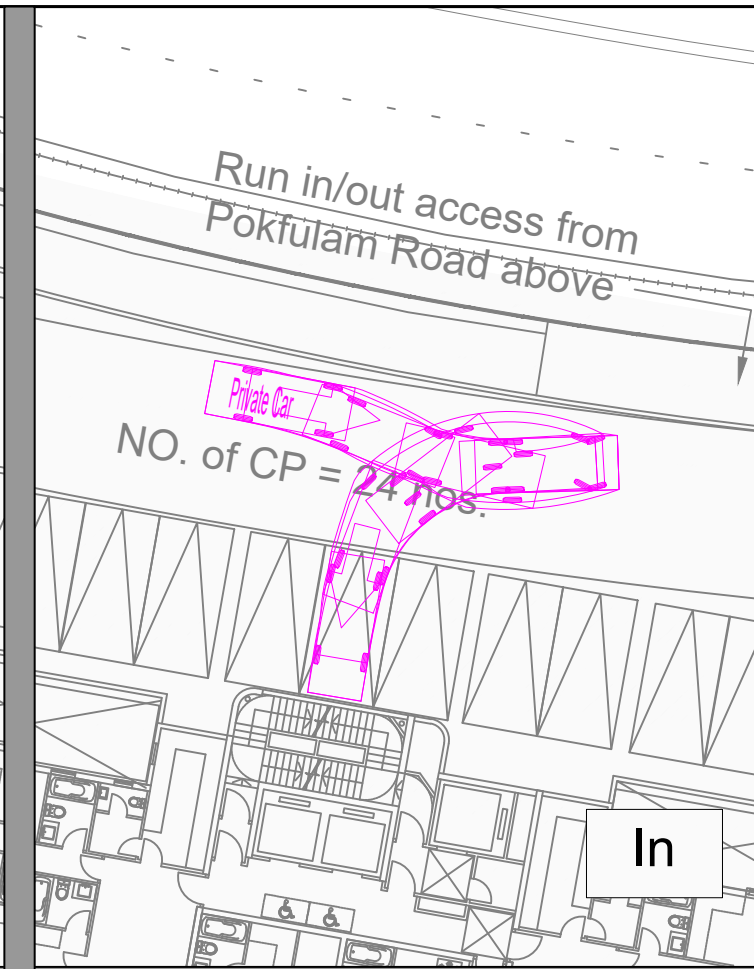
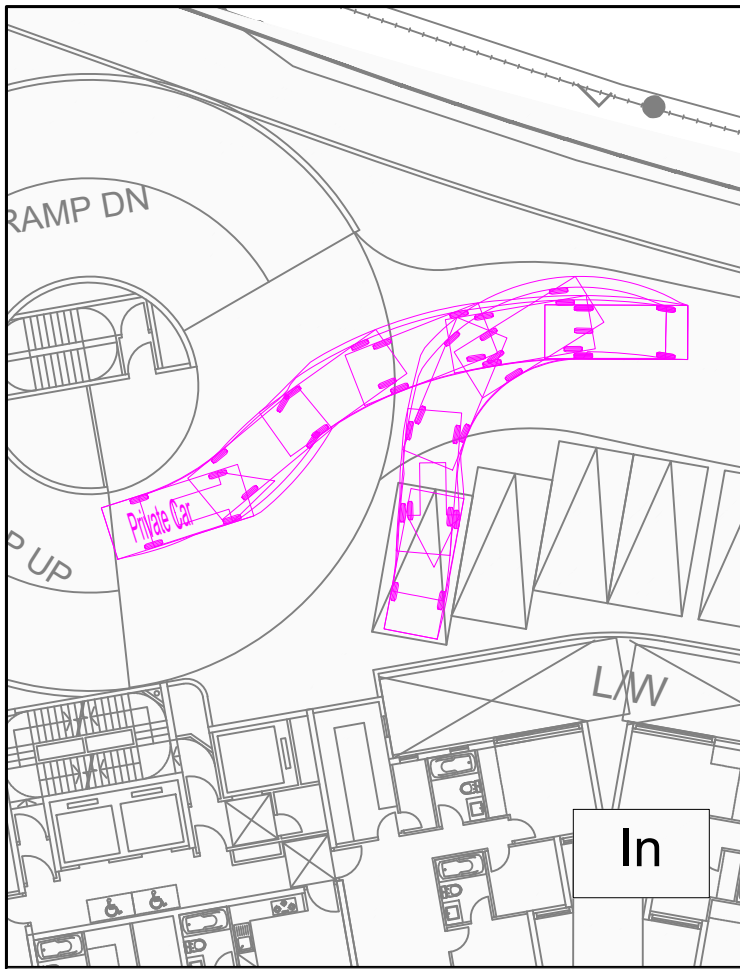
Project No. 82786	Rev. -
Dwg No. GF-SP3	

Date	Scale
27/10/2023	1:500

Project Title



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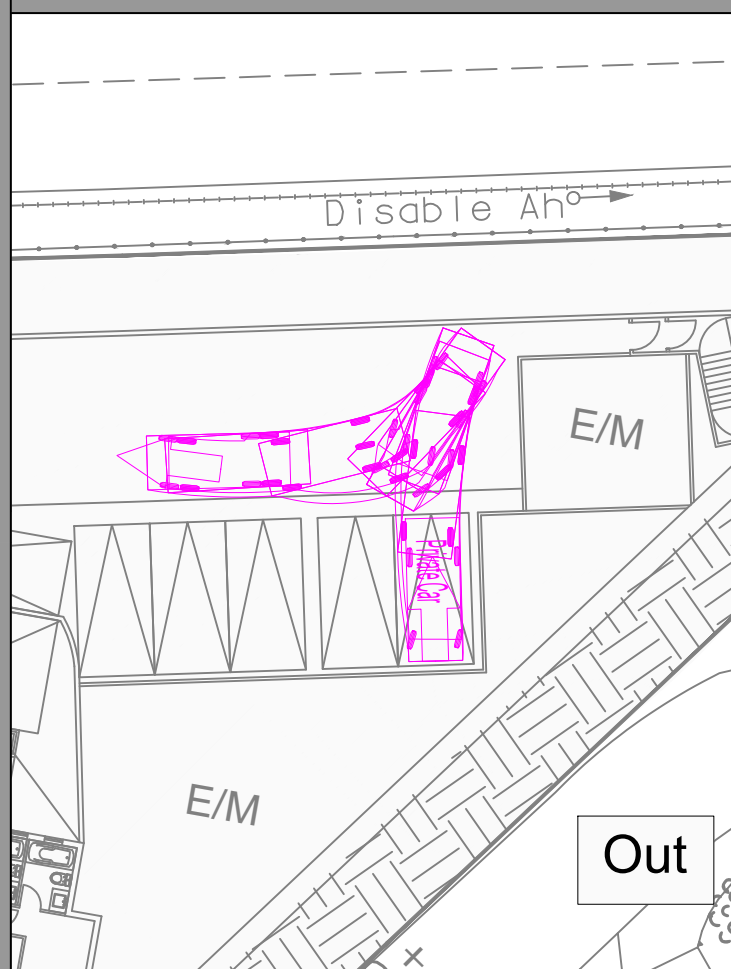
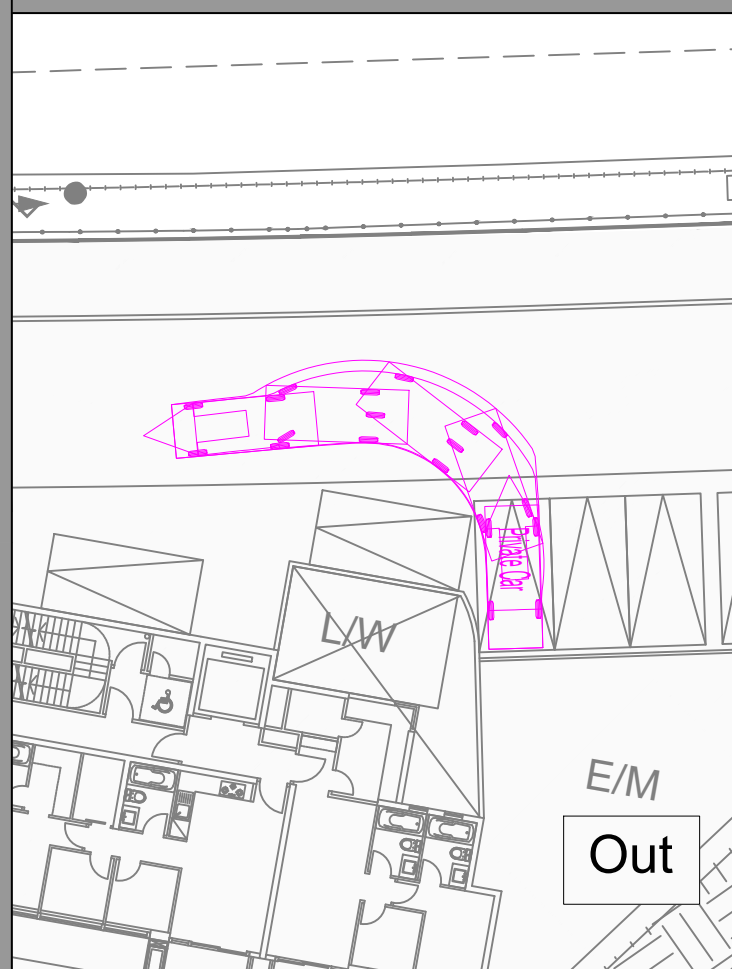
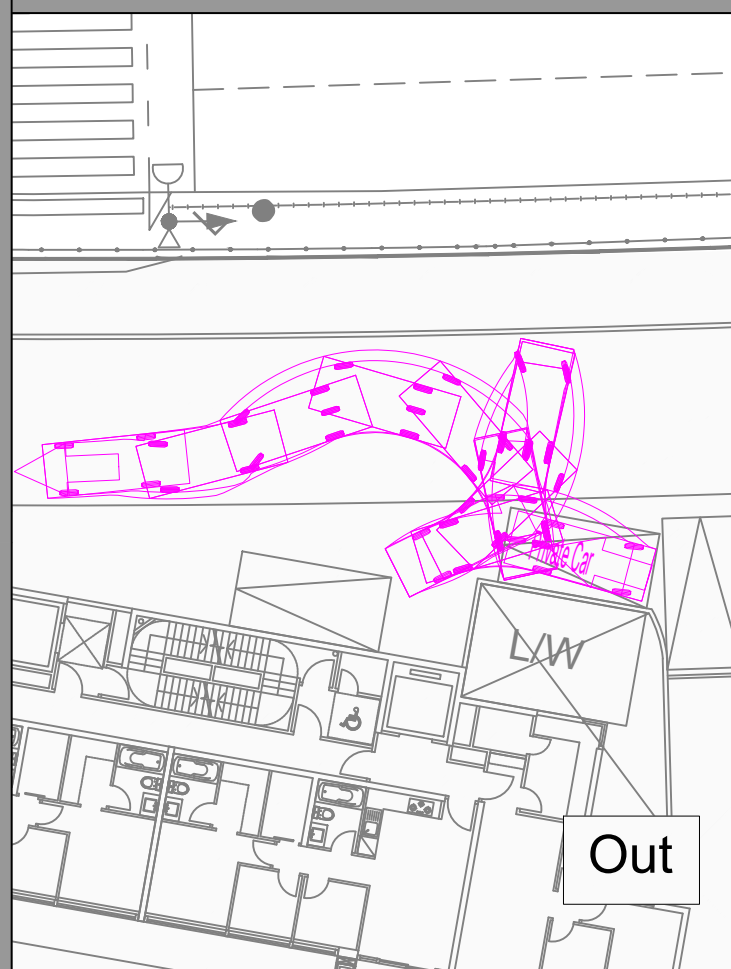
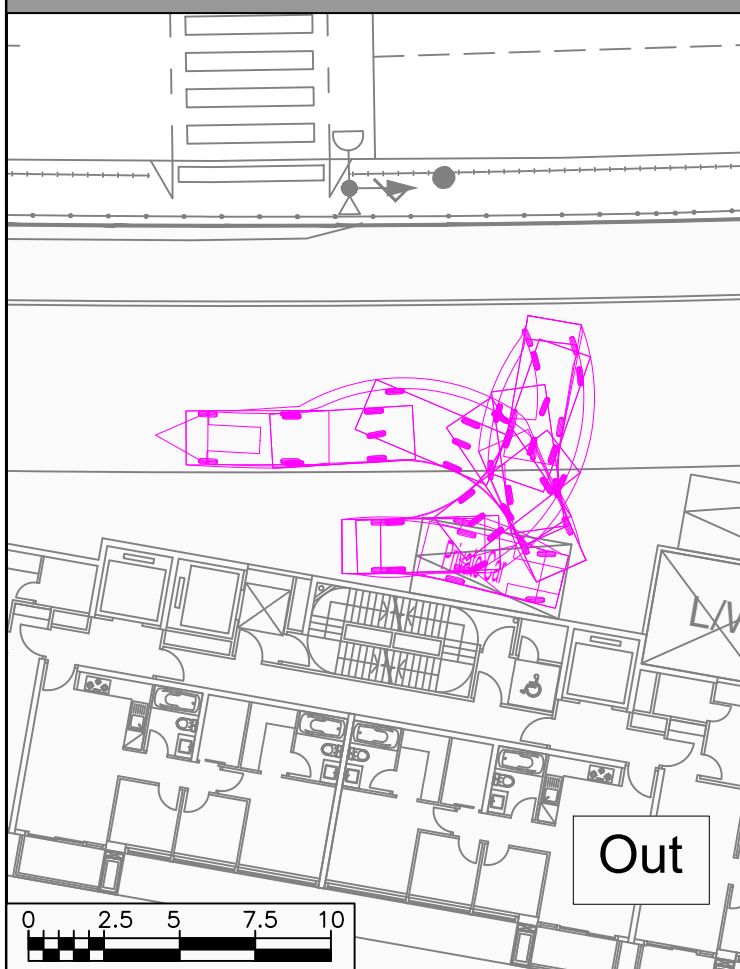
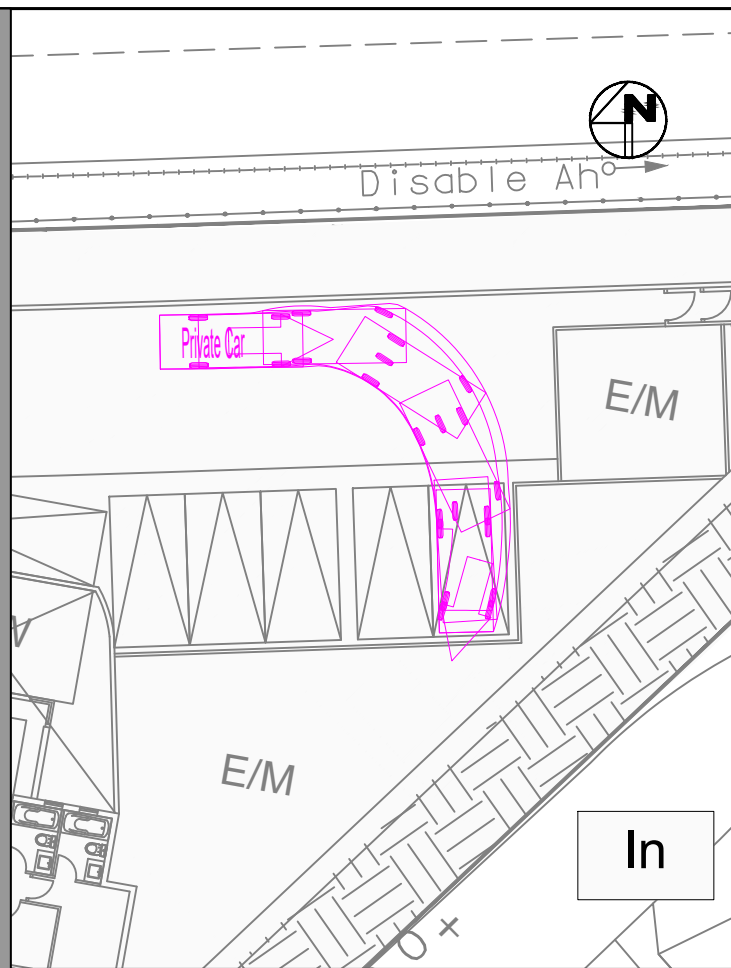
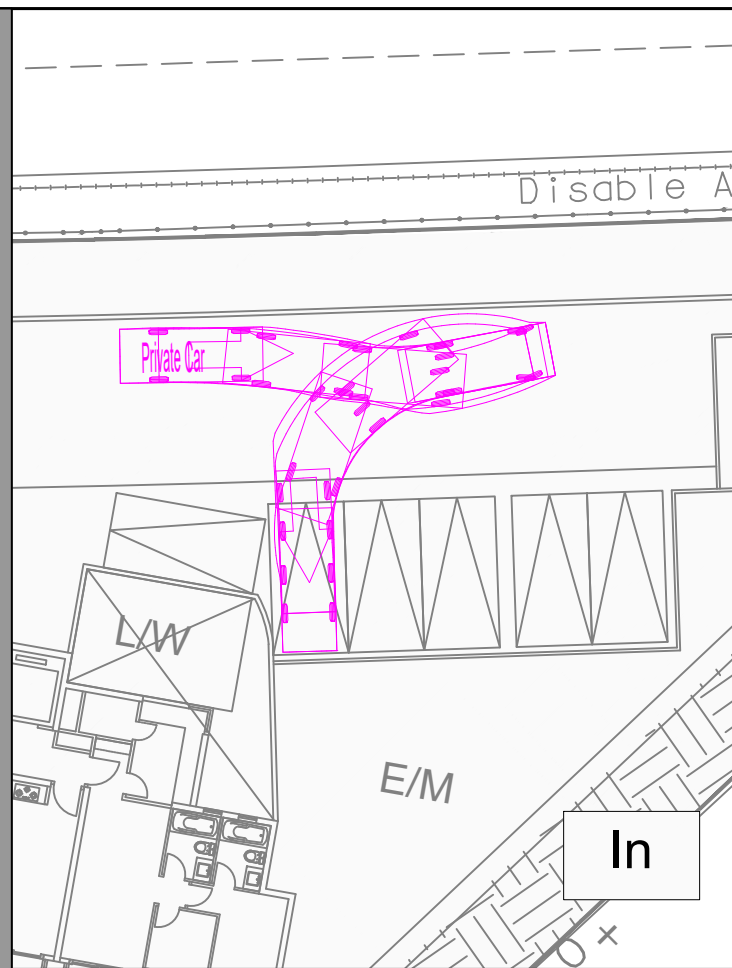
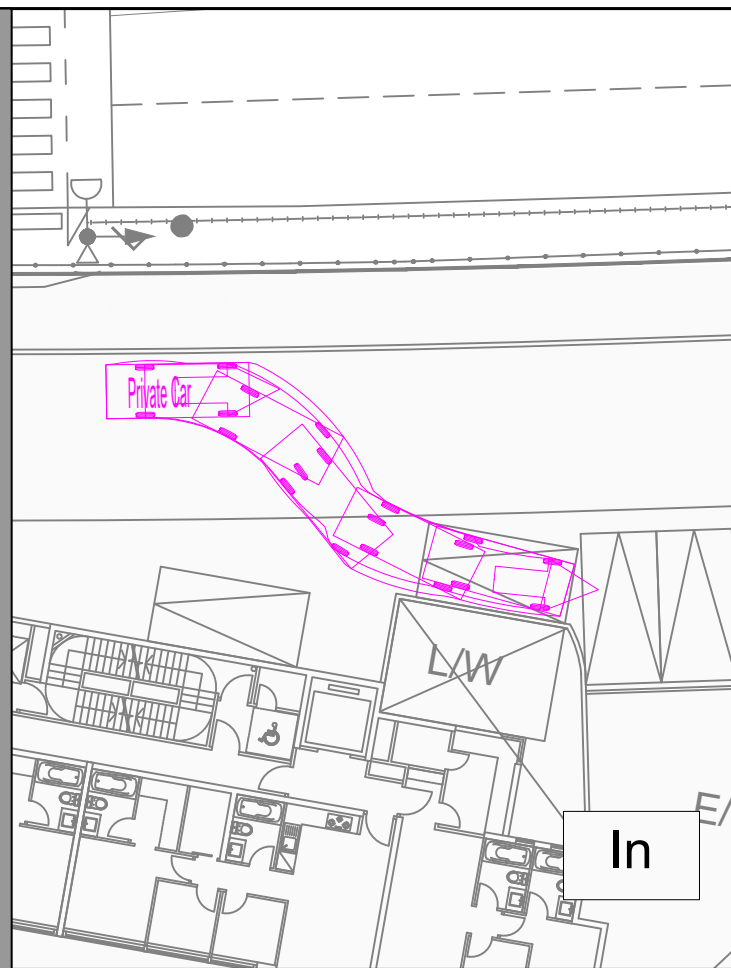
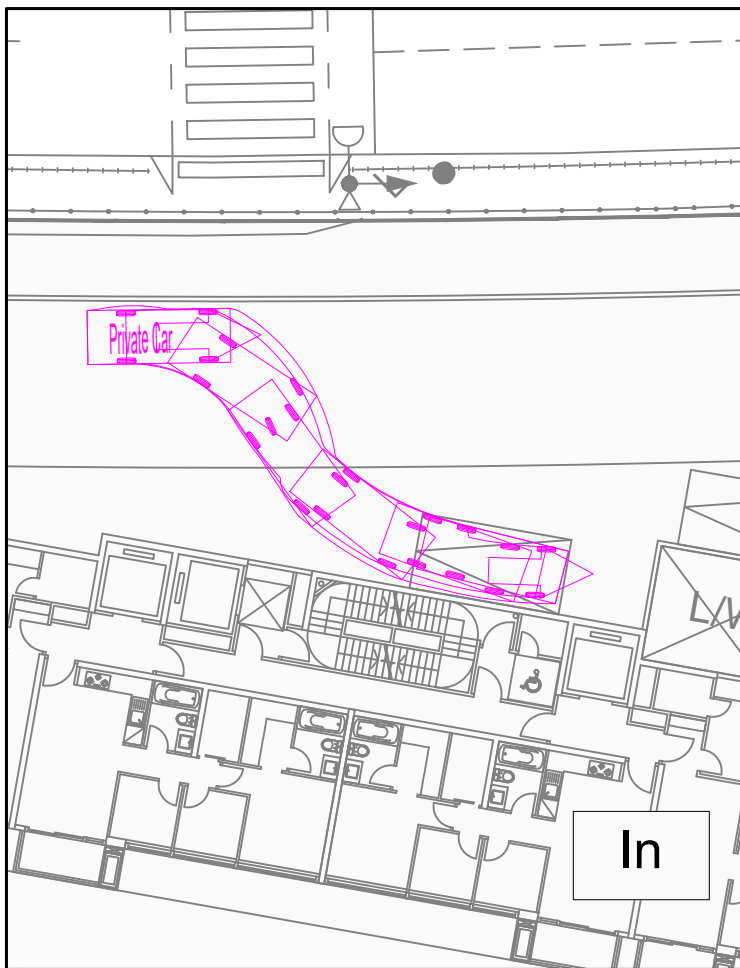
**Swept Path Demonstration for Private Car on B1/F**

Date	Scale
27/10/2023	1:250

**OZZO TECHNOLOGY**

Project No. 82786	Rev.
Dwg No. B1-SP1	-

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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**

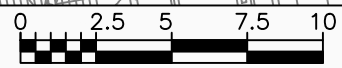
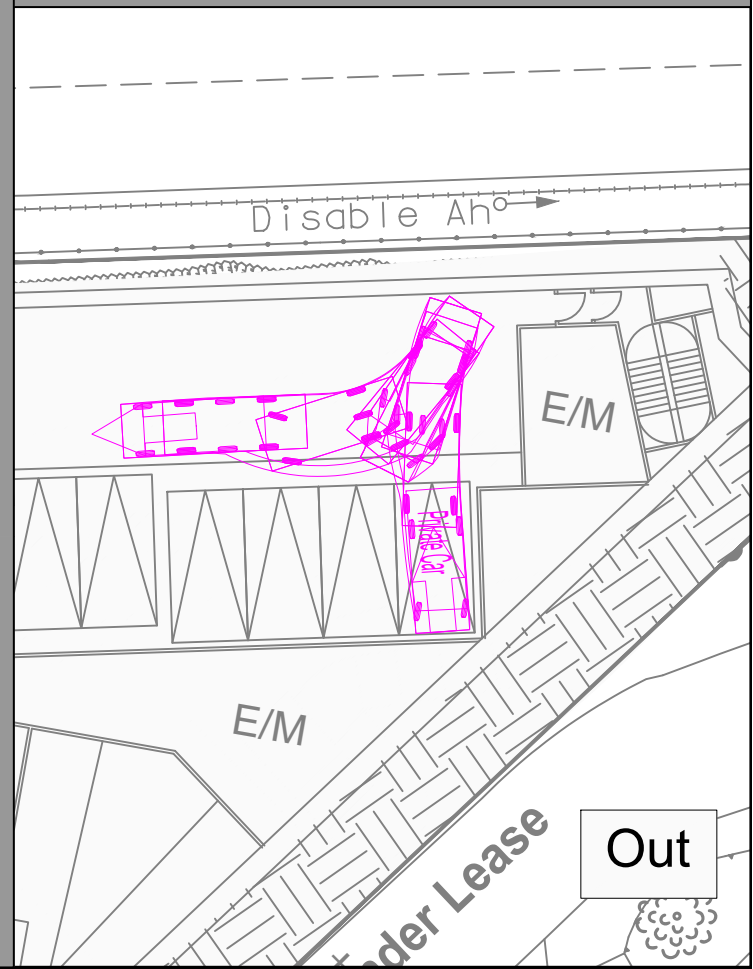
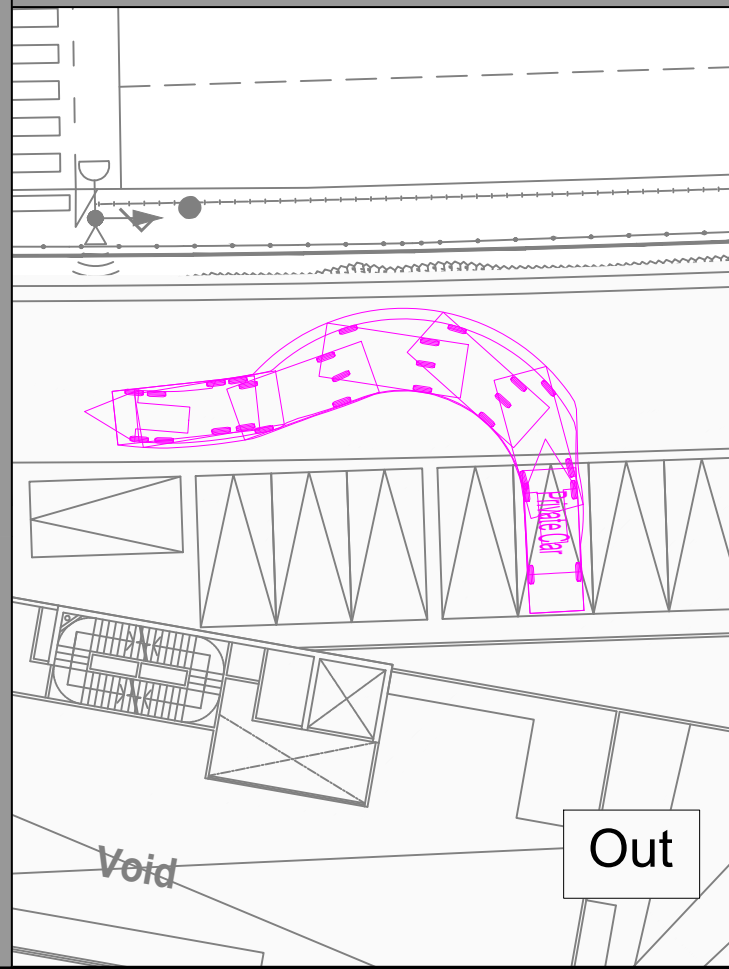
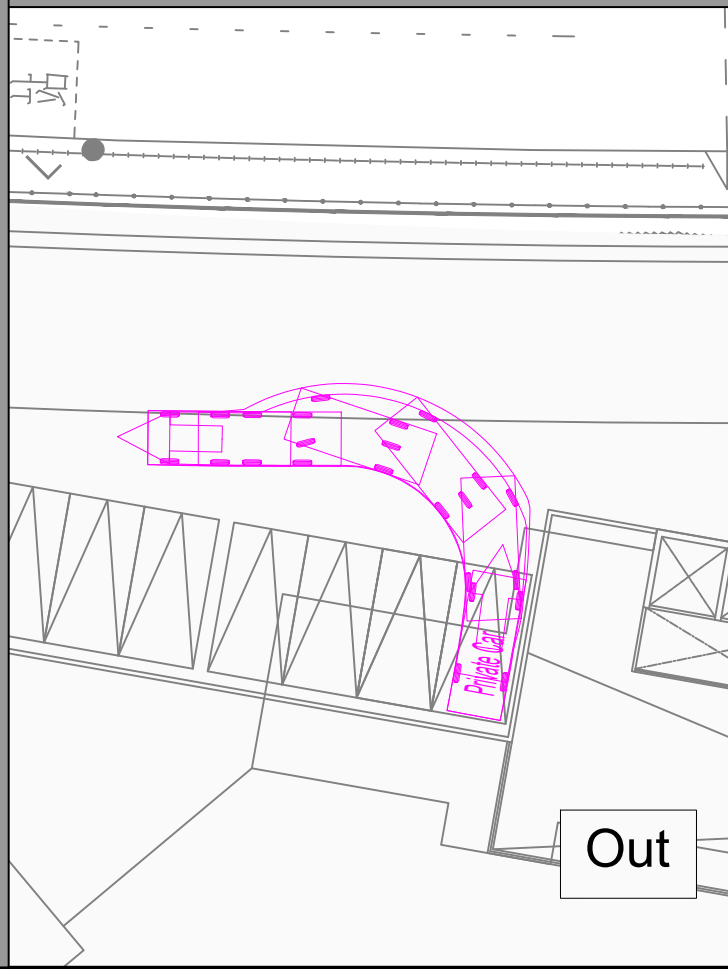
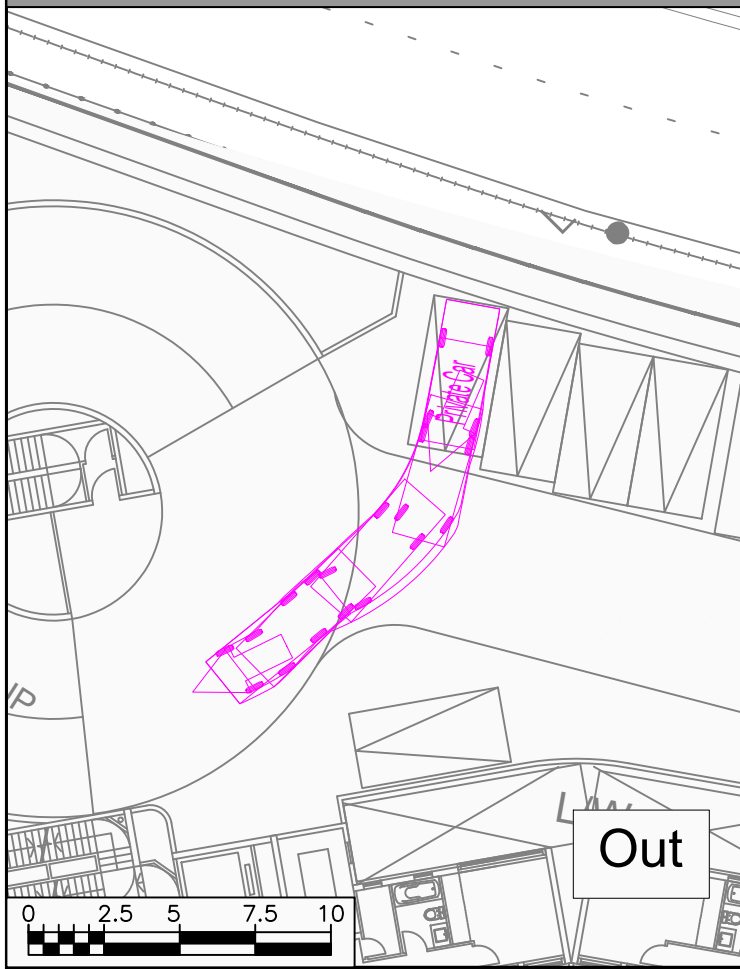
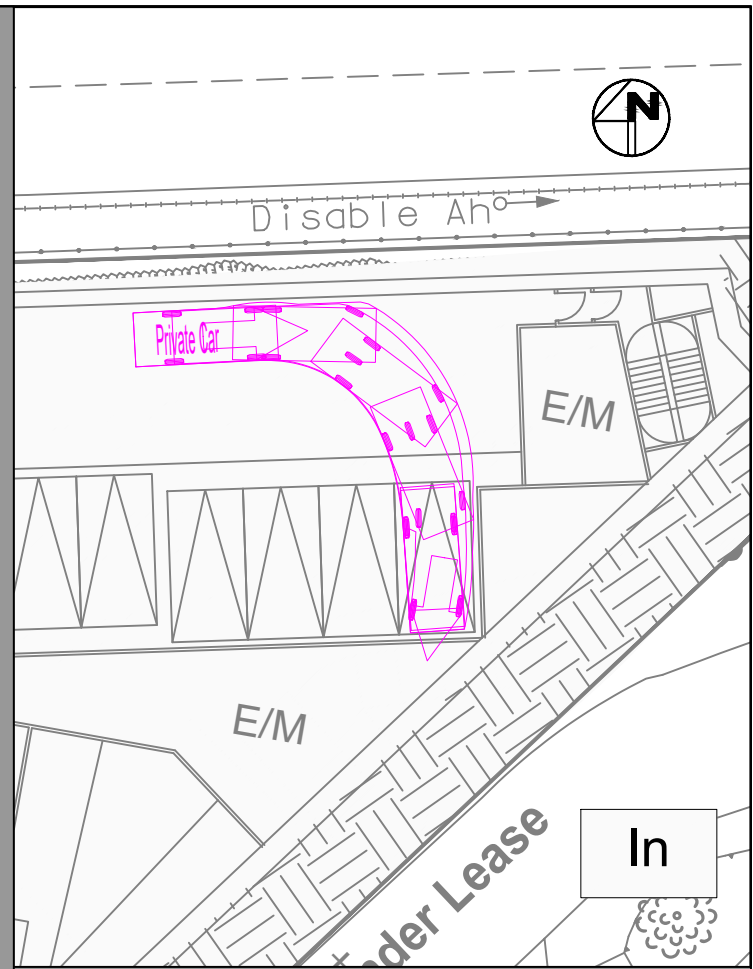
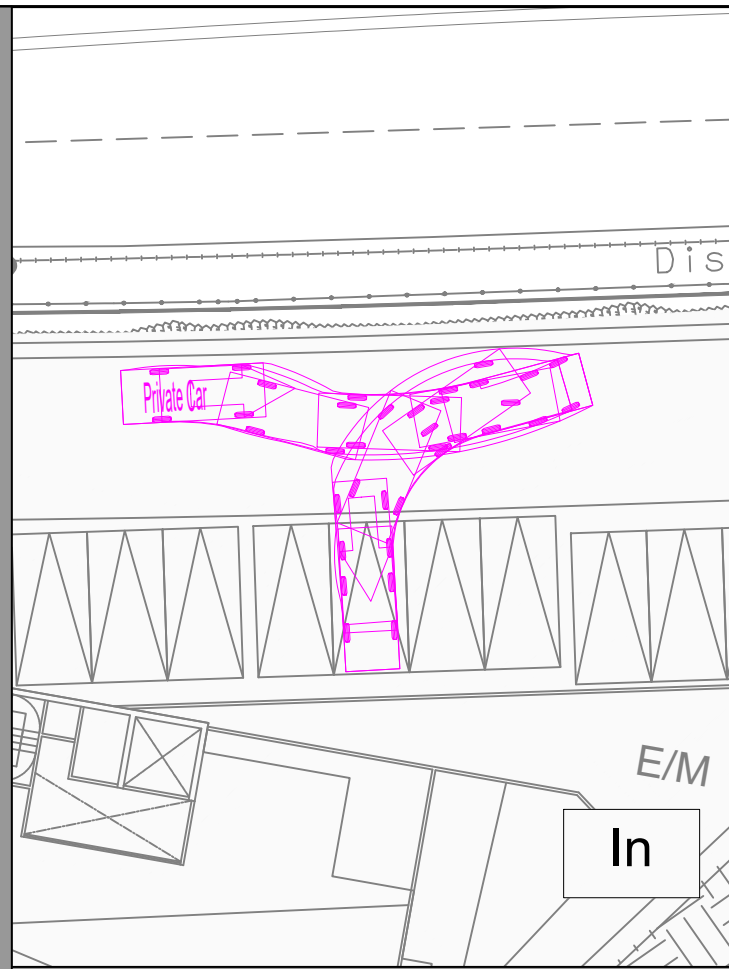
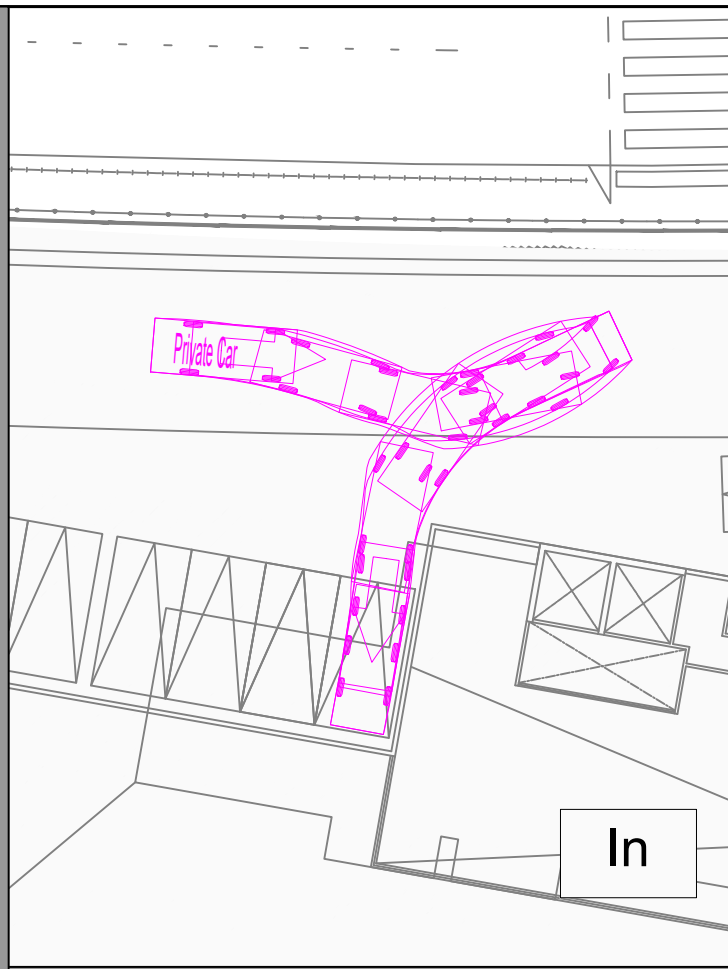
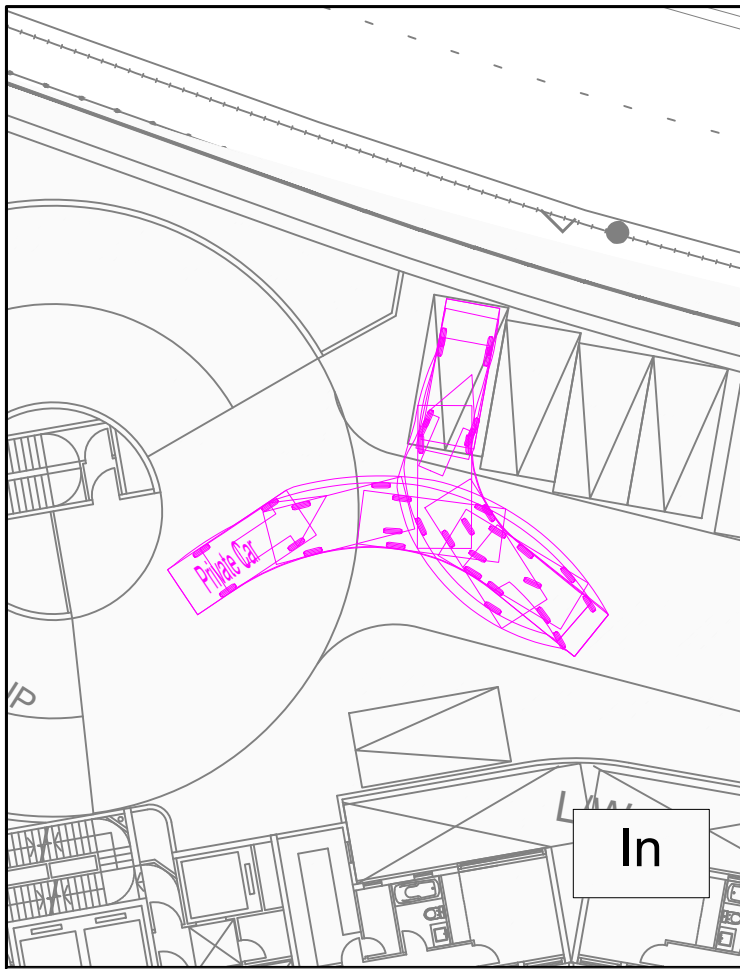
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**OZZO TECHNOLOGY**

Project No. 82786	Rev. -
Dwg No. B2-SP1	



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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**

Date  
27/10/2023

Scale  
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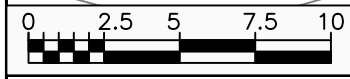
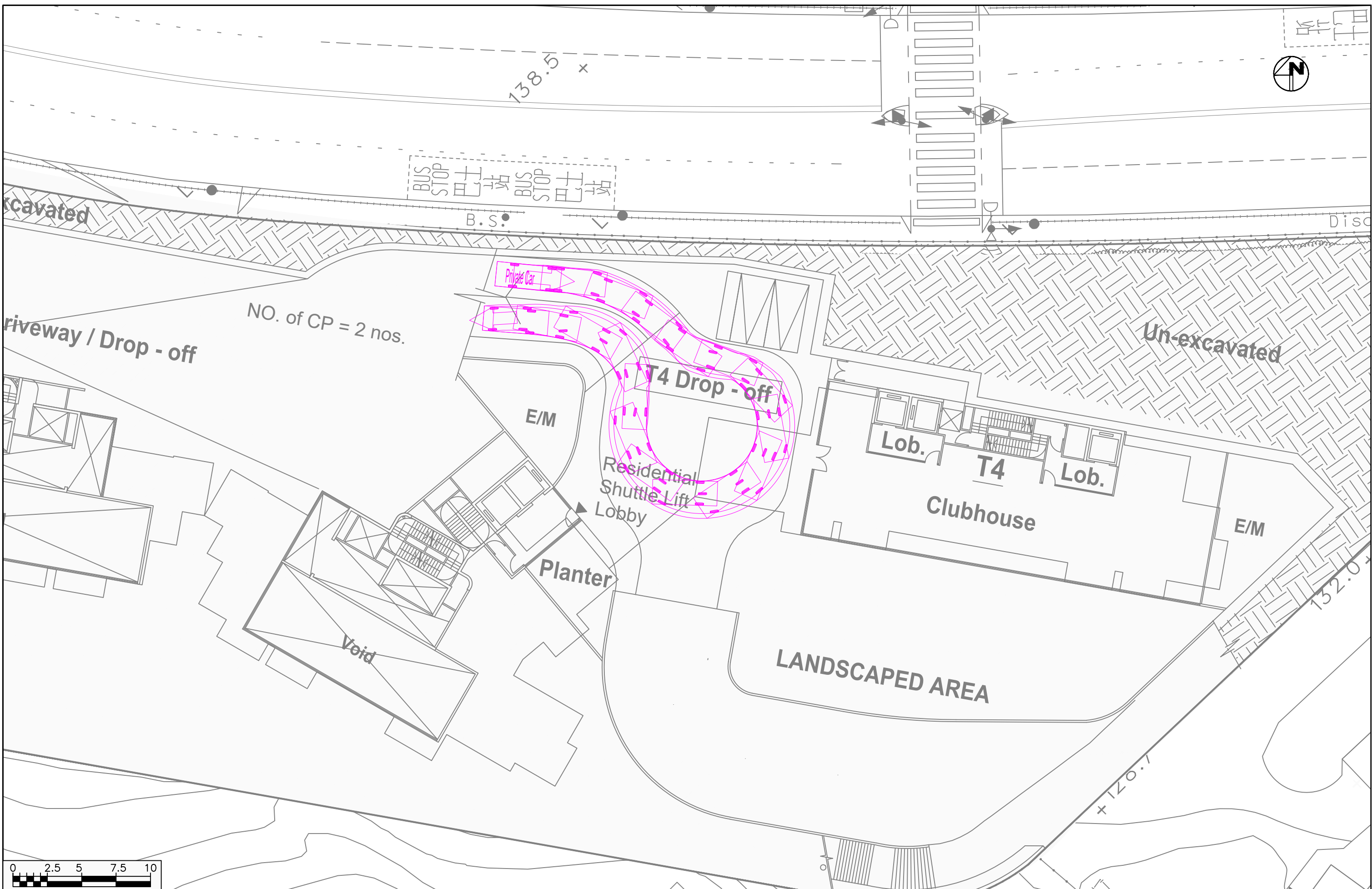



Project No. 82786  
Dwg No. B3-SP1

Rev.  
-

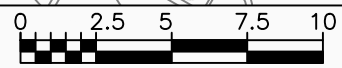
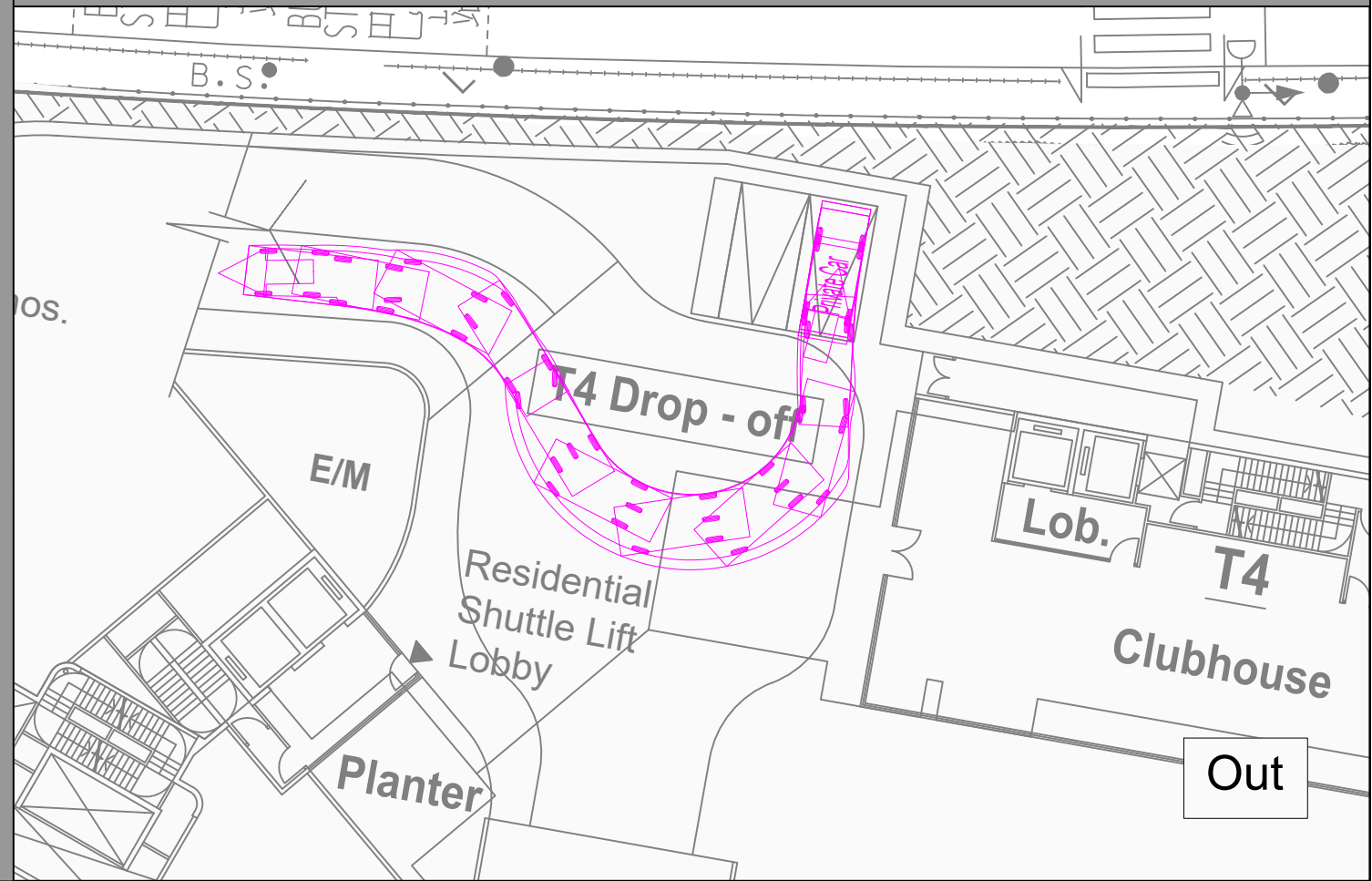
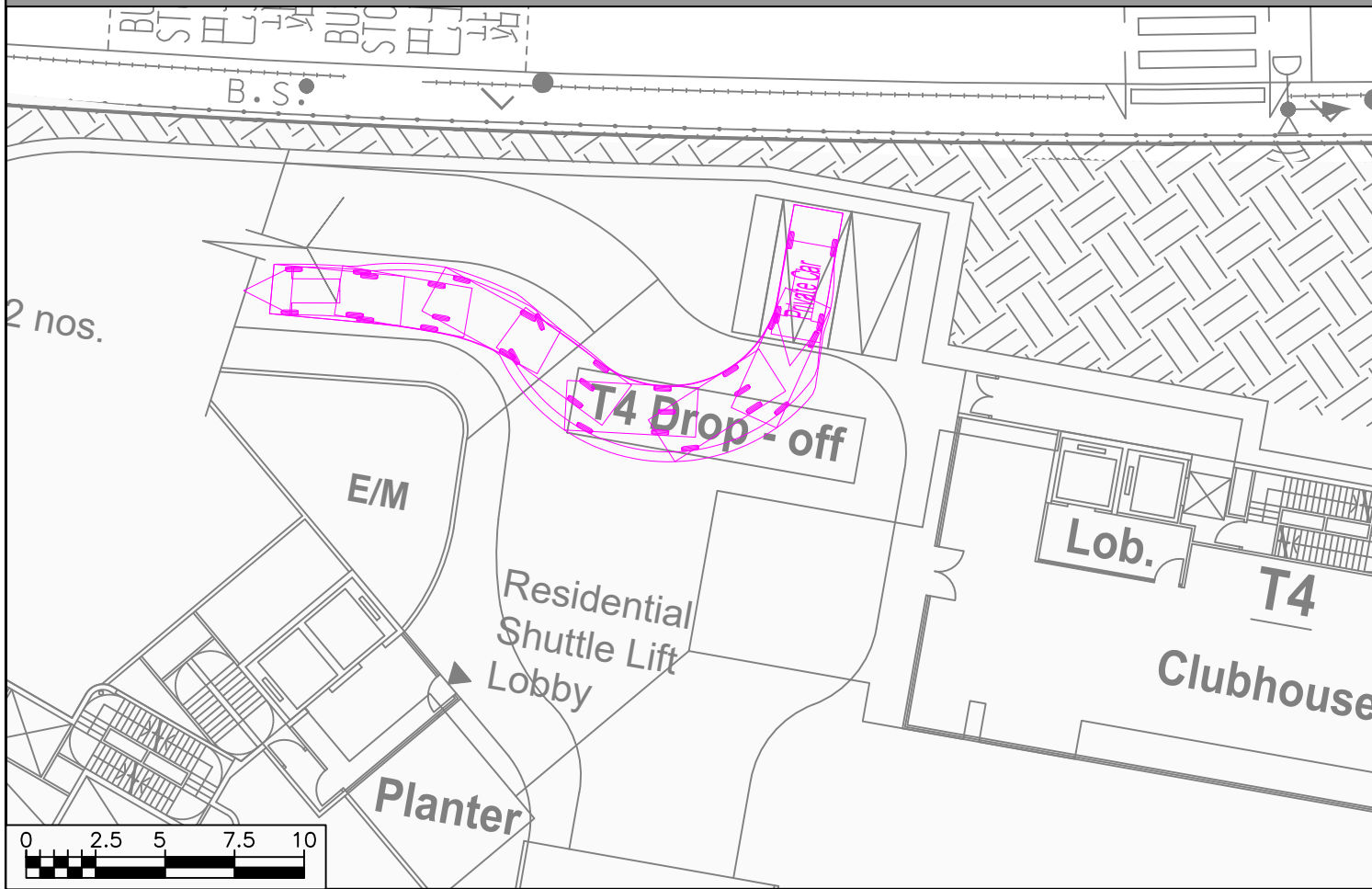
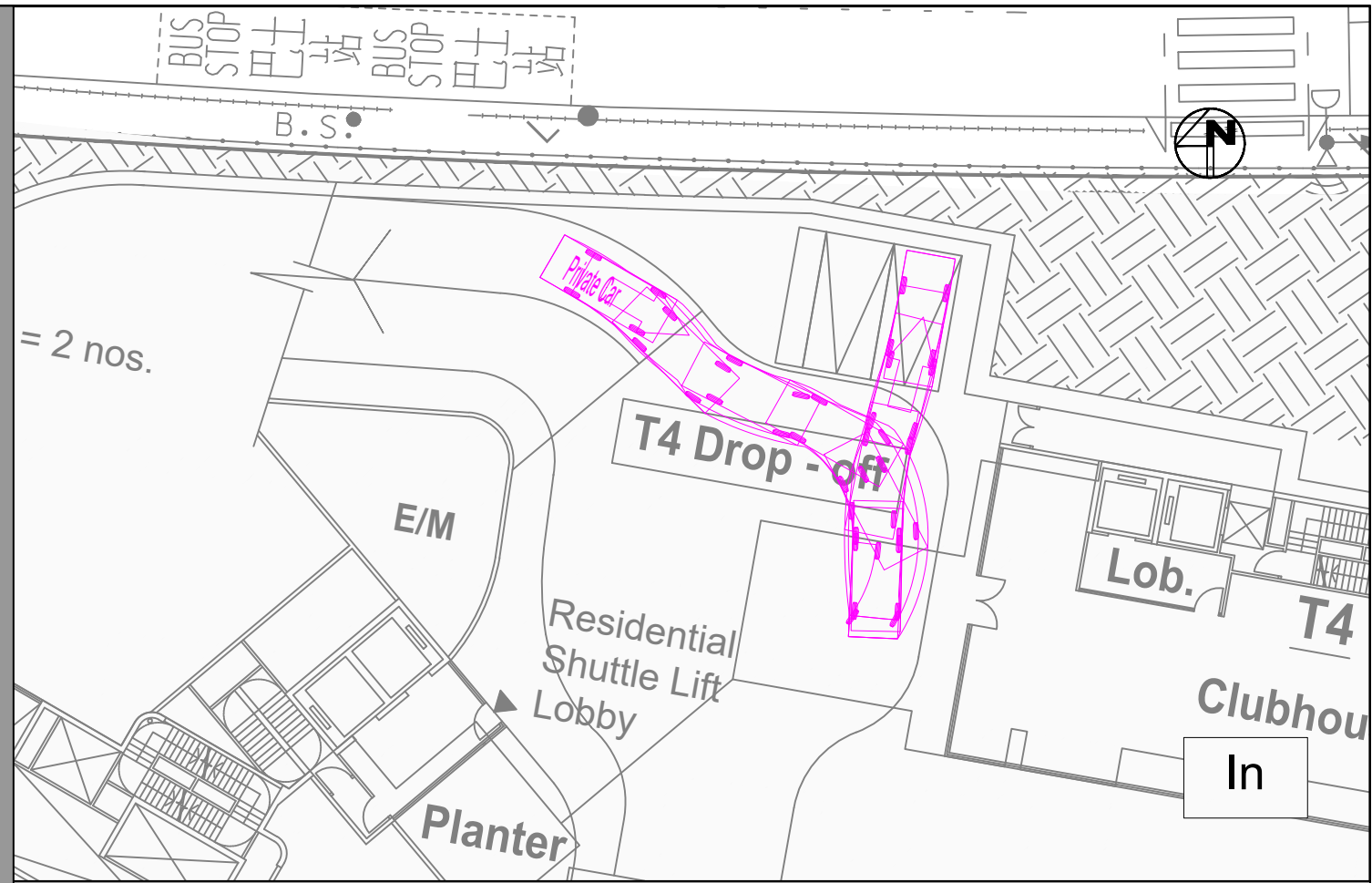
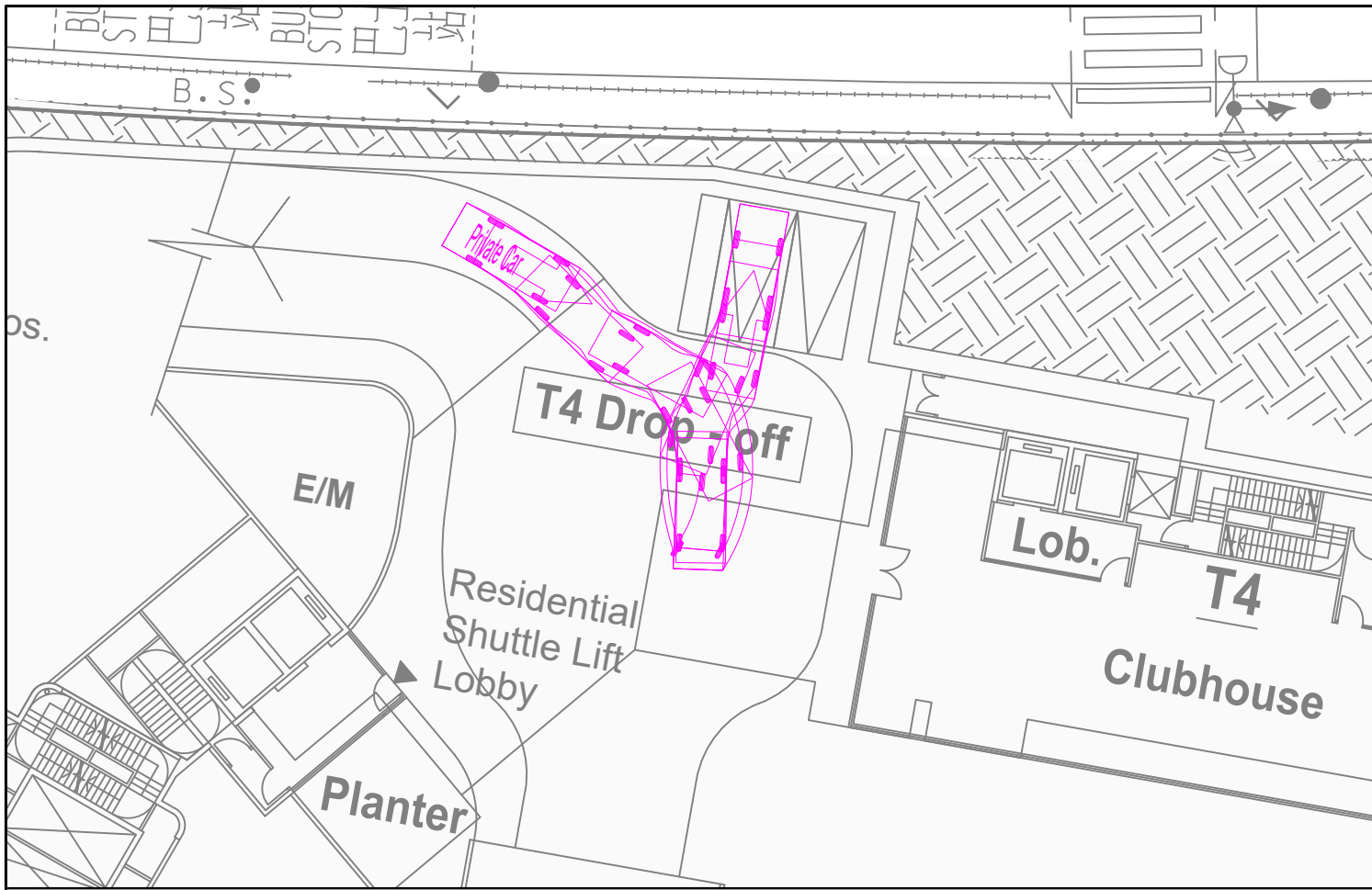


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Project Title		<b>S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP</b> <b>Swept Path Demonstration for Private Car on LG1/F</b>	
Date	Scale		
27/10/2023	1:250	 Project No. 82786      Rev. - Dwg No. LG1-SP1	

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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**

Date  
27/10/2023

Scale  
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Project No. 82786

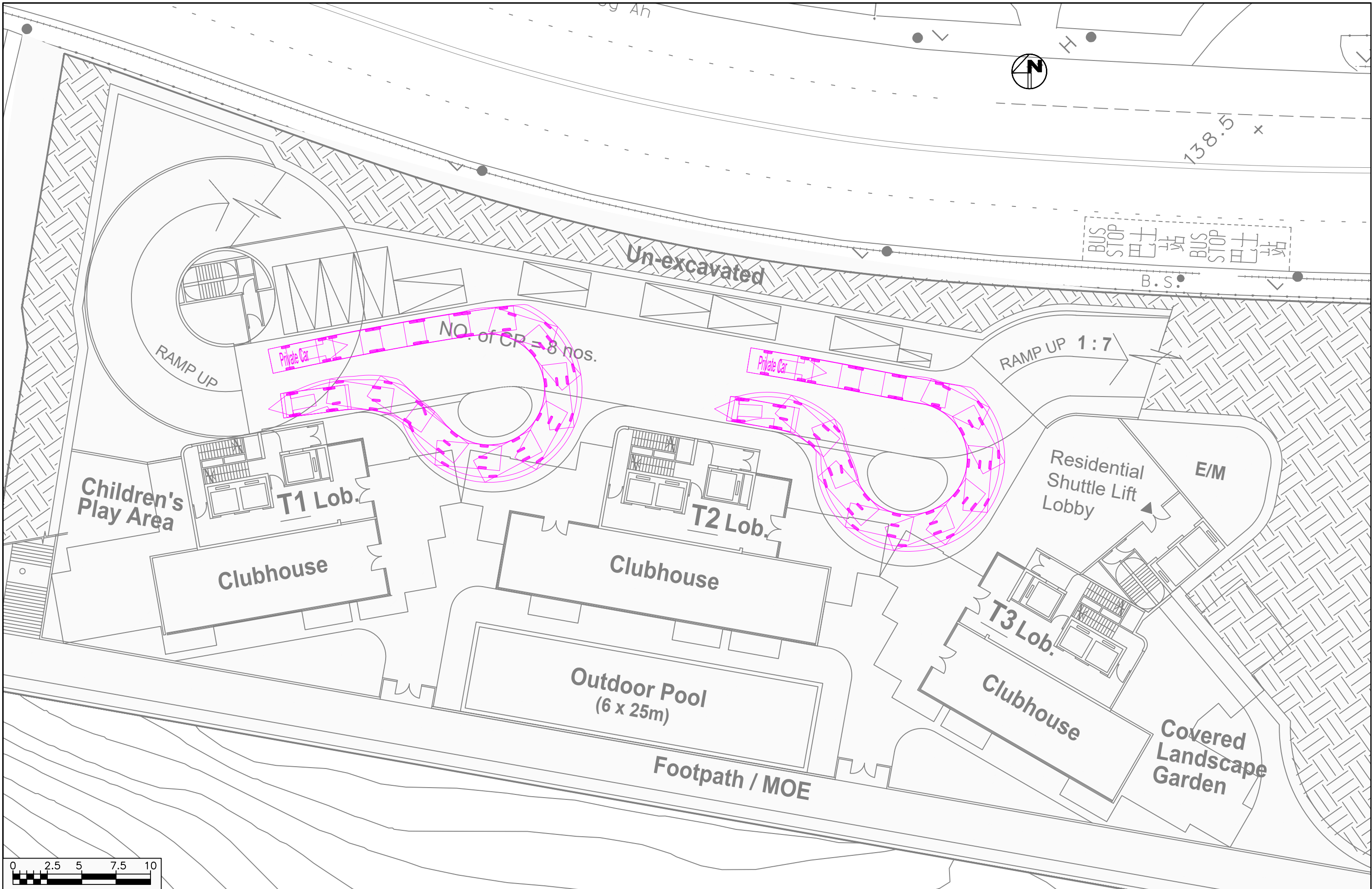
Dwg No. LG1-SP2

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 Private Car on LG2/F**

Date  
27/10/2023

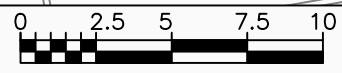
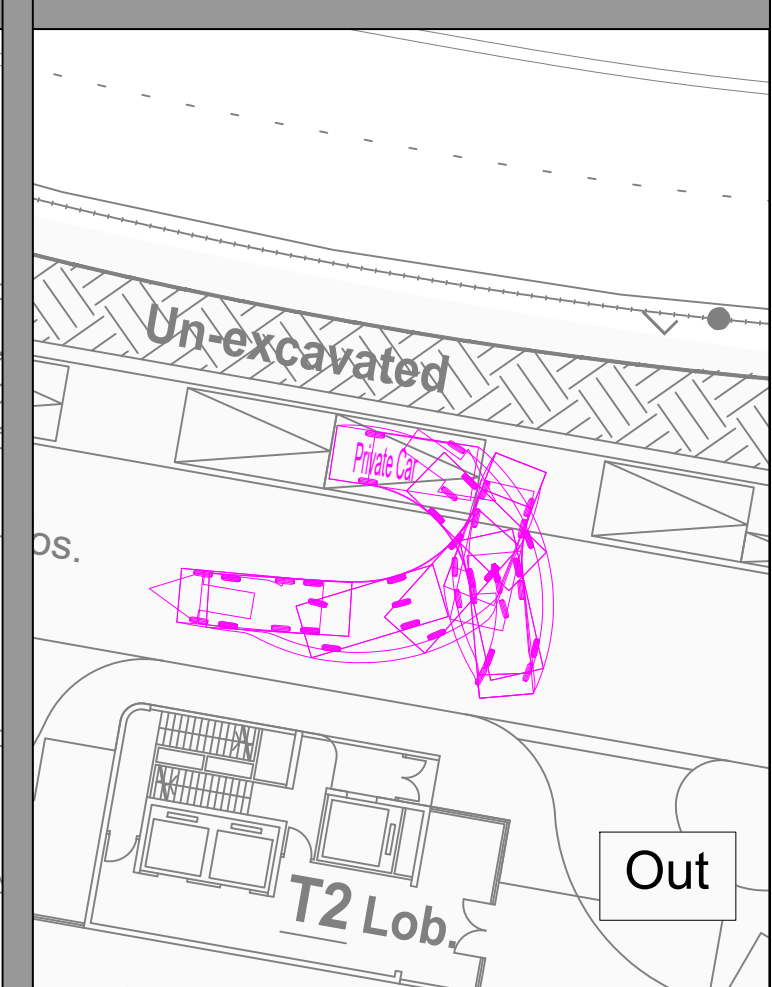
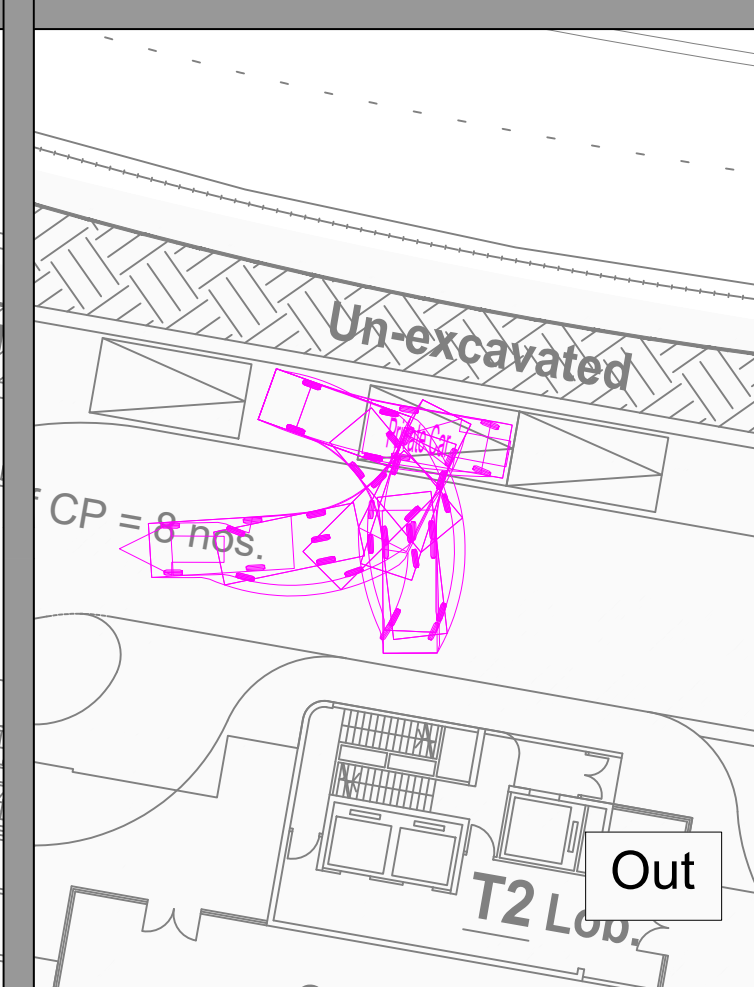
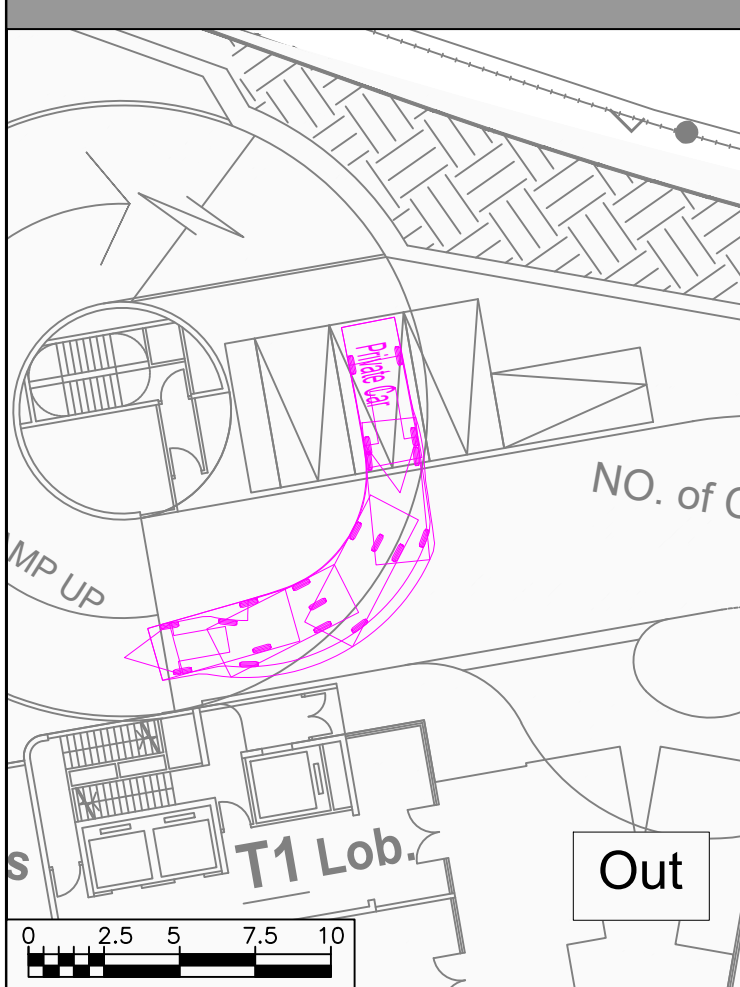
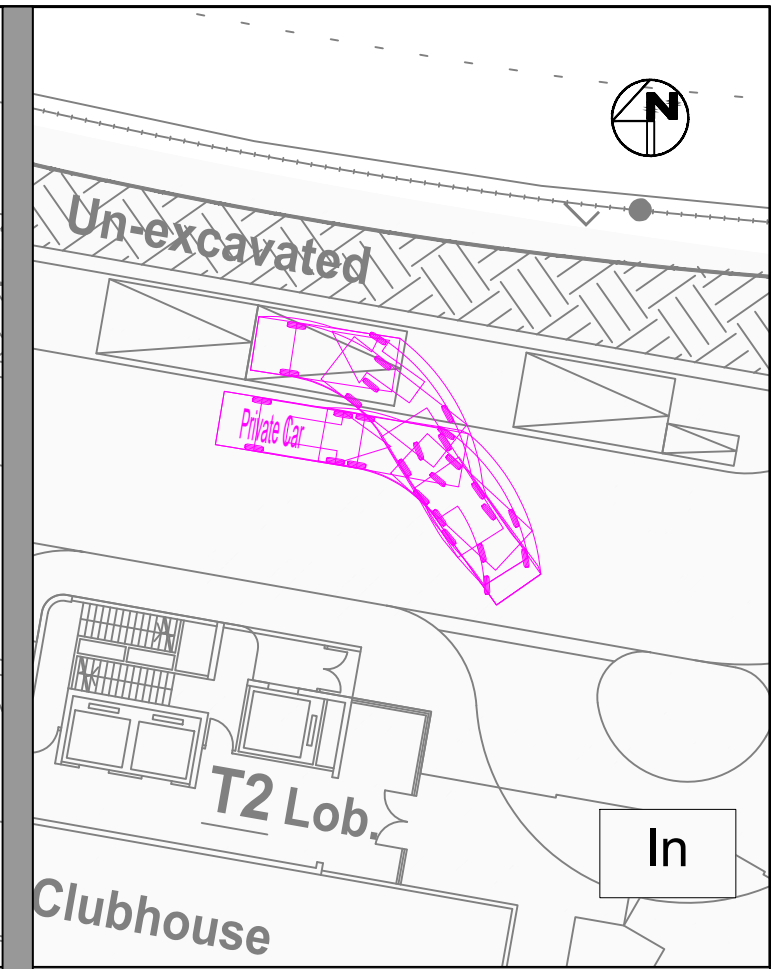
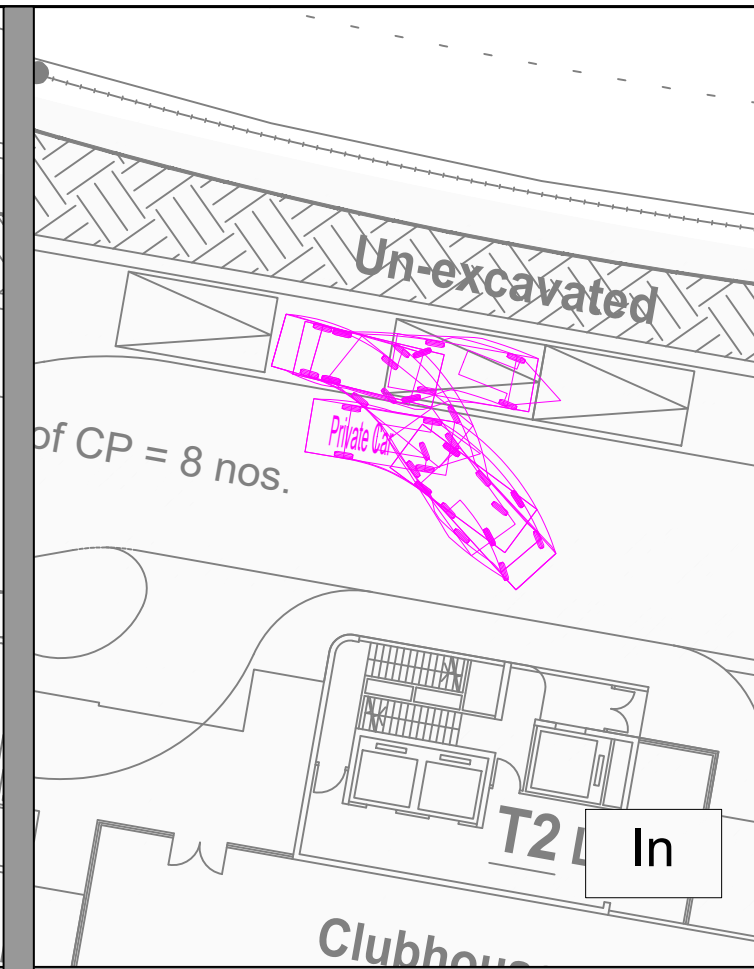
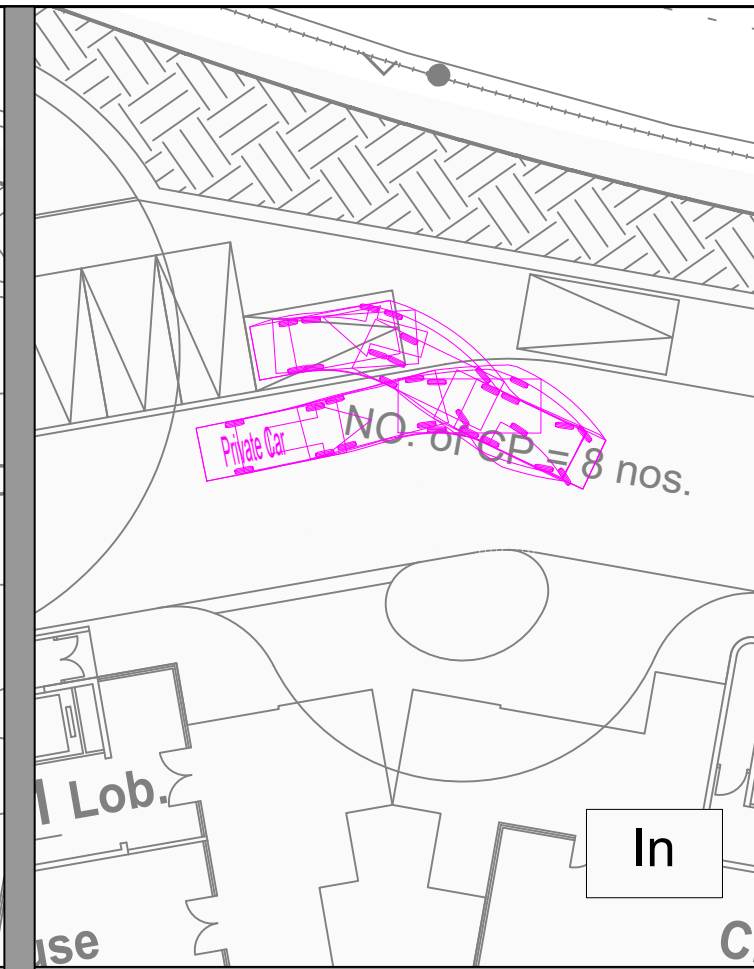
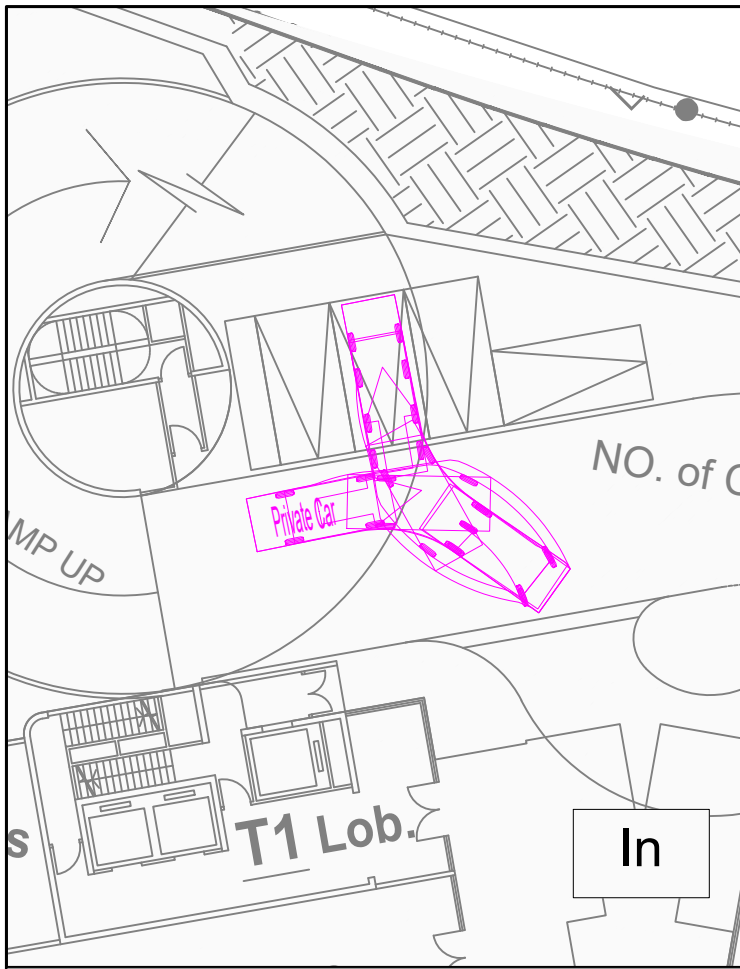
Scale  
1:250



Project No. 82786  
Dwg No. LG2-SP1

Rev.  
-

X:\Ozzo\82786\_S16 for Proposed Residential Development at 131 Pok Fu Lam Road\Data\Dwg\82786-LG2F-SP.dwg 2023/10/27 11:05:31



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 27/10/2023	Scale 1:250
--------------------	----------------

Project No. 82786	Rev. -
Dwg No. LG2-SP2	

# Appendix C

## 2023 Junction Calculation Sheets

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J1: Pok Fu Lam Road / Mount Davis Road / Smithfield

2023 AM

FILENAME :

Checked By: OC

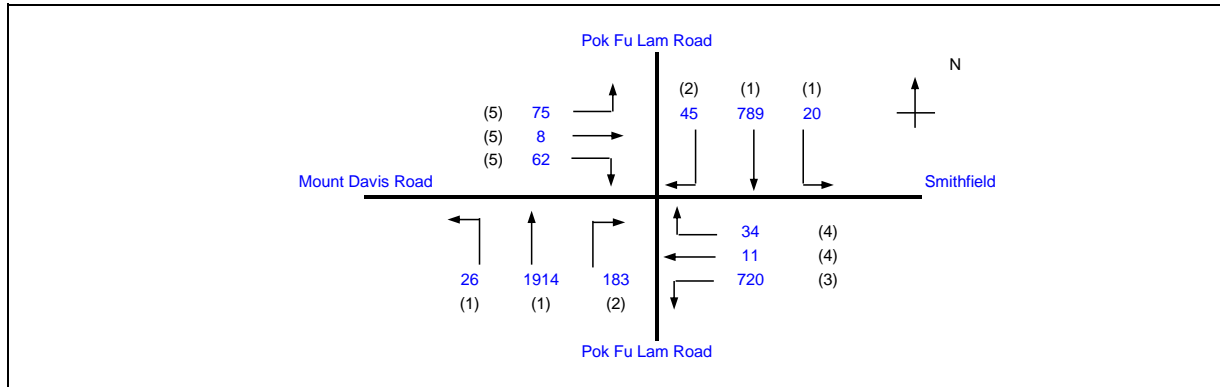
Nov-23

2023 Observed AM Peak Hour Traffic Flows

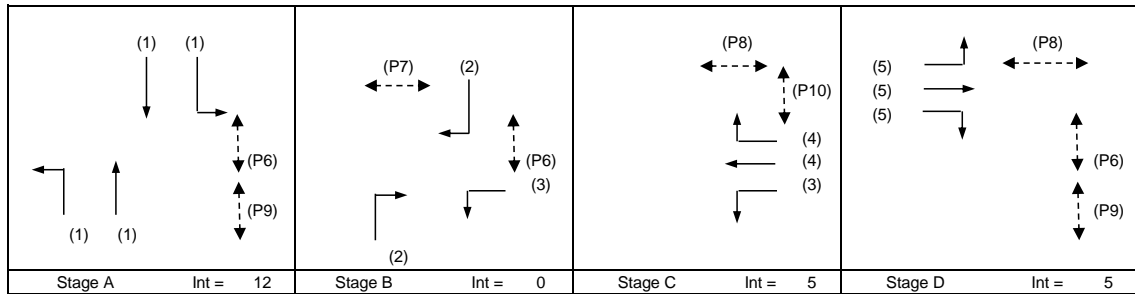
J1\_PokFuLamRd\_MountDavisRd\_Smithfield

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135 sec	
Sum(y)	Y =	0.527	
Loss time	L =	19 sec	
Total Flow		3897 pcu	
Co	= (1.5*L+5)/(1-Y)	70.9 sec	
Cm	= L/(1-Y)	40.2 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	43.7 %	
Cp	= 0.9*L/(0.9-Y)	45.9 sec	
Ymax	= 1-L/C	0.859	
R.C.(P)	= (0.9/Ymax-1)*100%	37.8 %	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	46.7 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	20	369		389	0.05	1940		1940	0.200		19	44	64	0.423	42	22	
SA	A	3.40	1	1	15		N	2095		420		420	0.00	2095		2095	0.200			44	64	0.423	48	22	
RT	B	3.25	2	1	26		N	1940			45	45	1.00	1834		1834	0.025			5	25	0.132	6	42	
LT, SA	A	3.60	1	1	7		N	2115	26	623		649	0.04	2097		2097	0.310	0.310		68	64	0.653	72	27	
SA	A	3.30	1	2			N	4170		1291		1291	0.00	4170		4170	0.310			68	64	0.653	75	26	
RT	B	3.60	2	1	14		N	2115			183	183	1.00	1910		1910	0.096			21	25	0.517	30	50	
LT	B, C	3.40	3	2	57		N	4050	720			720	1.00	3946		3946	0.182	0.182		40	41	0.601	54	38	
SA/RT	C	3.85	4	1	26		N	2000		11	34	45	0.76	1916		1916	0.023			5	11	0.288	6	57	
LT	D	5.60	5	1	18		N	2315	85			85	1.00	2137		2137	0.040	0.035		9	11	0.488	12	62	
LT/SA/RT	D	3.75	5	1	18		N	2130	0	8	62	70	0.89	1984		1984	0.035			8	11	0.433	12	61	

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE \* 6m



# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J1: Pok Fu Lam Road / Mount Davis Road / Smithfield

2023 PM

FILENAME :

Checked By: OC

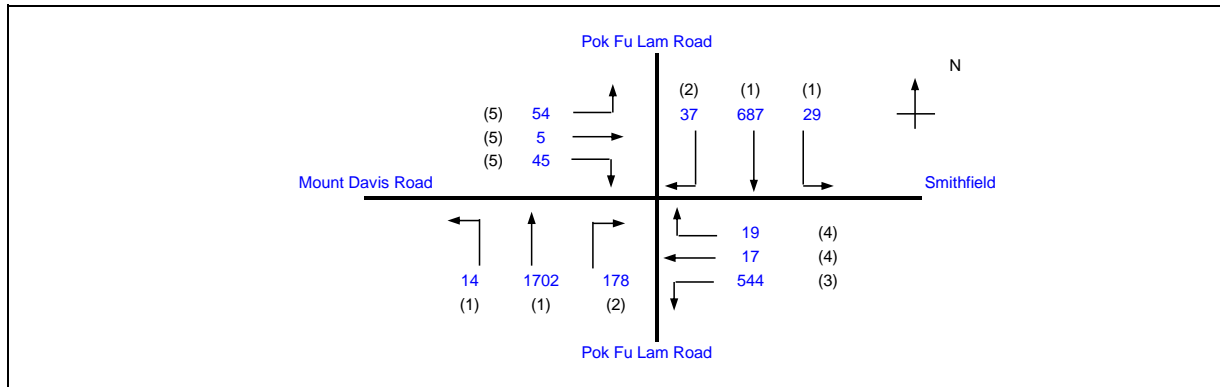
Nov-23

2023 Observed PM Peak Hour Traffic Flows

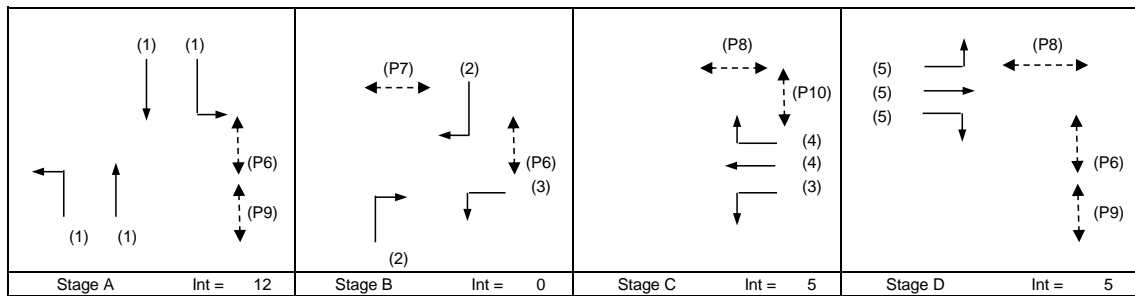
J1\_PokFuLamRd\_MountDavisRd\_Smithfield

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110 sec	
Sum(y)	Y =	0.437	
Loss time	L =	19 sec	
Total Flow		3362 pcu	
Co	= (1.5*L+5)/(1-Y)	59.5 sec	
Cm	= L/(1-Y)	33.7 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	73.5 %	
Cp	= 0.9*L/(0.9-Y)	36.9 sec	
Ymax	= 1-L/C	0.827	
R.C.(P)	= (0.9/Ymax-1)*100%	31.6 %	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	70.5 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	29	314		343	0.08	1928		1928	0.178		19	37	44	0.445	36	23	
SA	A	3.40	1	1	15		N	2095		373		373	0.00	2095		2095	0.178			37	44	0.445	36	23	
RT	B	3.25	2	1	26		N	1940			37	37	1.00	1834		1834	0.020			4	19	0.117	0	35	
LT,SA	A	3.60	1	1	7			2115	14	561		575	0.02	2104		2104	0.274	0.274		57	44	0.684	60	29	
SA	A	3.30	1	2				4170		1141		1141	0.00	4170		4170	0.274			57	44	0.684	60	27	
RT	B	3.60	2	1	14			2115			178	178	1.00	1910		1910	0.093			19	19	0.539	24	43	
LT	B,C	3.40	3	2	57		N	4050	544			544	1.00	3946		3946	0.138	0.138		29	39	0.389	30	25	
SA/RT	C	3.85	4	1	26		N	2000		17	19	36	0.53	1941		1941	0.019			4	15	0.136	0	39	
LT	D	5.60	5	1	18			2315	85			85	1.00	2137		2137	0.040	0.025		8	8	0.547	12	57	
LT/SA/RT	D	3.75	5	1	18			2130	0	5	45	50	0.90	1981		1981	0.025			5	8	0.347	6	50	

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2023 AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

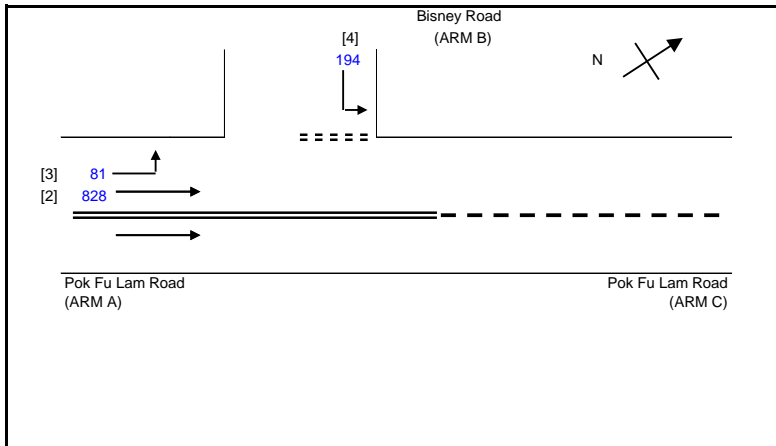
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



**NOTES : ( GEOMETRIC INPUT DATA )**

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

**MAJOR ROAD (ARM A)**

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 81 (pcu/hr)  
 q a-c = 828 (pcu/hr)

**MAJOR ROAD (ARM C)**

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 194 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

**THE CAPACITY OF MOVEMENT :**

Q b-a = 218  
 Q b-c = 676  
 Q c-b = 269

TOTAL FLOW = 1103 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.2870  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.29**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2023 PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

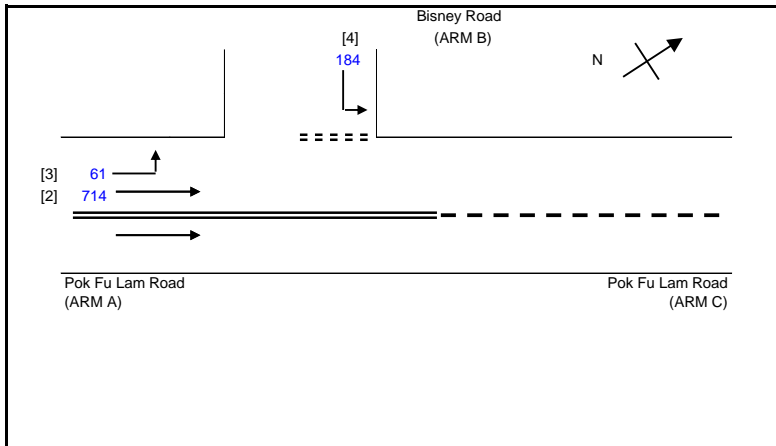
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 61 (pcu/hr)  
 q a-c = 714 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 184 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

THE CAPACITY OF MOVEMENT :

Q b-a = 241  
 Q b-c = 731  
 Q c-b = 293

TOTAL FLOW = 959 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.2517  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.25**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

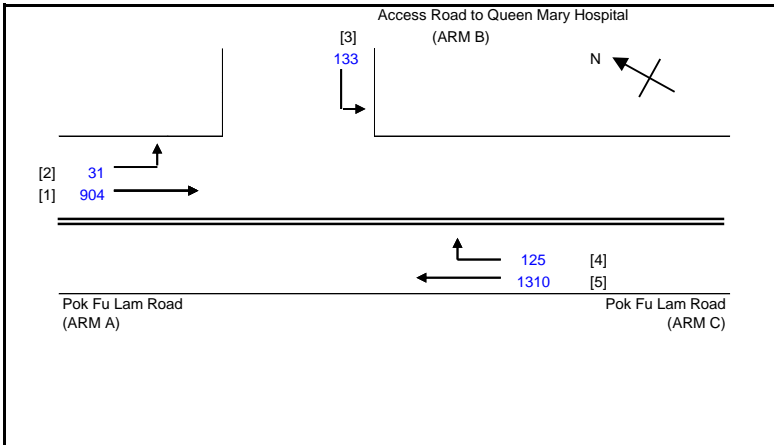
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 31 (pcu/hr)  
 q a-c = 904 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1310 (pcu/hr)  
 q c-b = 125 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 133 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

### THE CAPACITY OF MOVEMENT :

Q b-a = 57  
 Q b-c = 485    Q b-c (O) = 485  
 Q c-b = 441

TOTAL FLOW = 2503 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.2742  
 DFC c-b = 0.2834

**CRITICAL DFC = 0.28**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

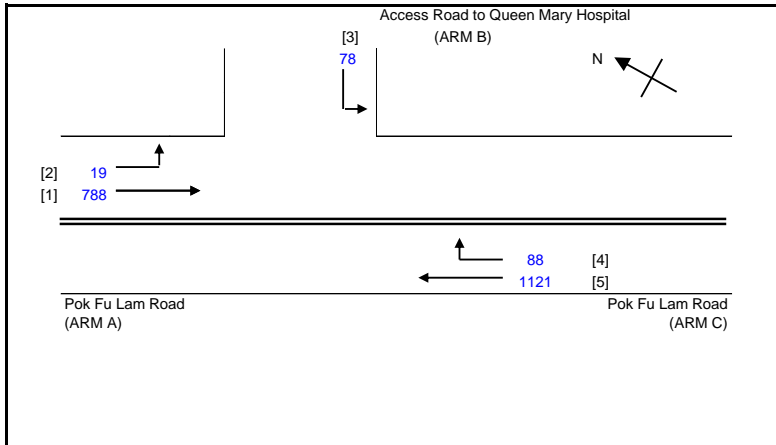
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 19 (pcu/hr)  
 q a-c = 788 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1121 (pcu/hr)  
 q c-b = 88 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 78 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

### THE CAPACITY OF MOVEMENT :

Q b-a = 104  
 Q b-c = 518    Q b-c (O) = 518  
 Q c-b = 473

TOTAL FLOW = 2094 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.1506  
 DFC c-b = 0.1860

**CRITICAL DFC = 0.19**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

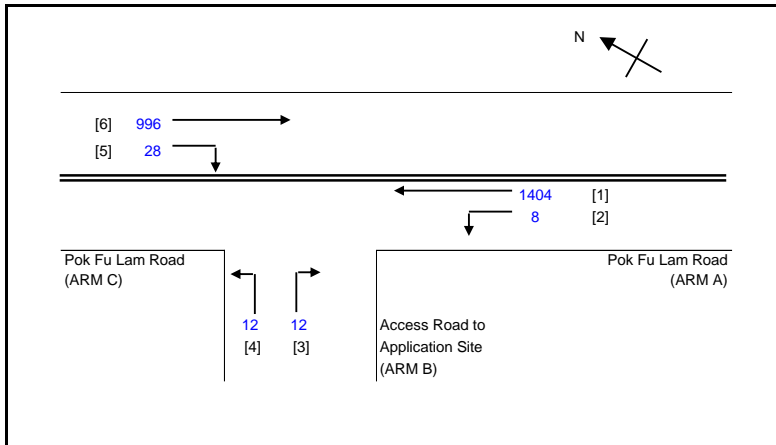
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 8 (pcu/hr)  
 q a-c = 1404 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 996 (pcu/hr)  
 q c-b = 28 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 VI b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 12 (pcu/hr)  
 q b-c = 12 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

### THE CAPACITY OF MOVEMENT :

Q b-a = 42  
 Q b-c = 277    Q b-c (O) = 257.2  
 Q c-b = 324

TOTAL FLOW = 2460 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.2857  
 DFC b-c = 0.0433  
 DFC c-b = 0.0864

**CRITICAL DFC = 0.29**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

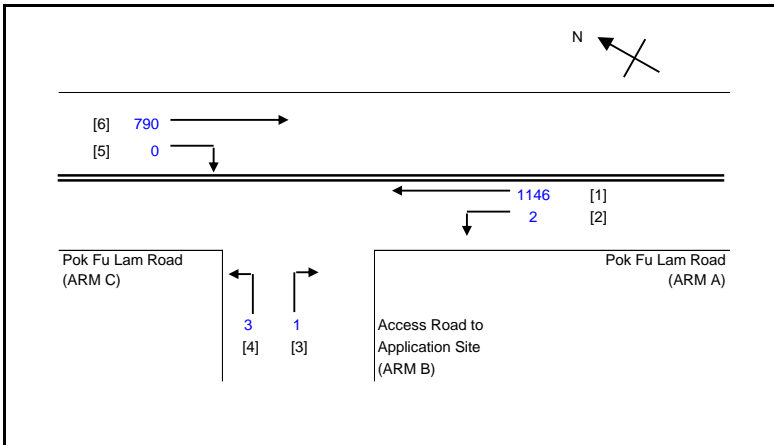
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH  
 W cr = CENTRAL RESERVE WIDTH  
 W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a  
 W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c  
 W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b  
 Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a  
 Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a  
 Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c  
 Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b  
 D = STREAM-SPECIFIC B-A  
 E = STREAM-SPECIFIC B-C  
 F = STREAM-SPECIFIC C-B  
 Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 2 (pcu/hr)  
 q a-c = 1146 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 790 (pcu/hr)  
 q c-b = 0 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 1 (pcu/hr)  
 q b-c = 3 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

### THE CAPACITY OF MOVEMENT :

Q b-a = 127  
 Q b-c = 332 Q b-c (O) = 331.3  
 Q c-b = 390

TOTAL FLOW = 1942 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0079  
 DFC b-c = 0.0090  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.01**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2023 AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

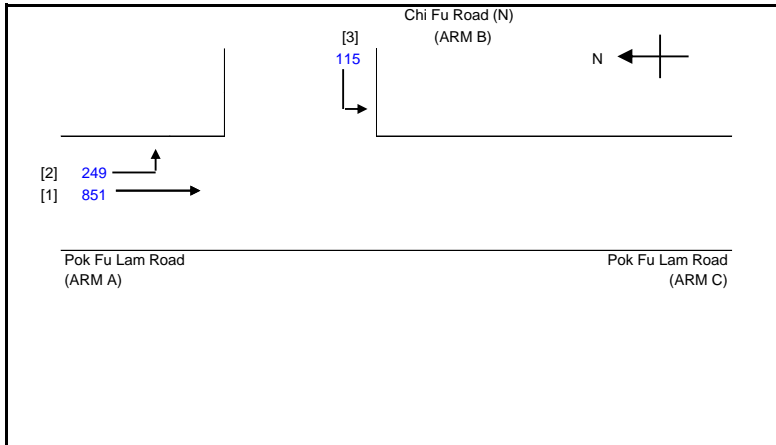
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 249 (pcu/hr)  
 q a-c = 851 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 115 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

**THE CAPACITY OF MOVEMENT :**

Q b-a = 215  
 Q b-c = 490    Q b-c (O) = 490  
 Q c-b = 263

TOTAL FLOW = 1215 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.2347  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.23**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2023 PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

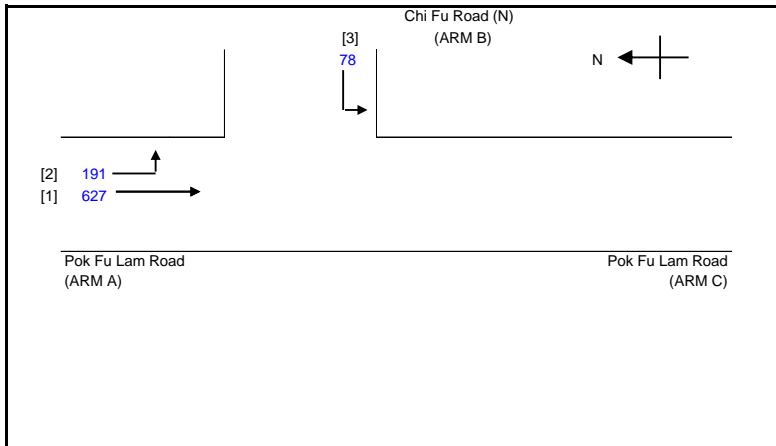
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 191 (pcu/hr)  
 q a-c = 627 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 78 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

**THE CAPACITY OF MOVEMENT :**

Q b-a = 253  
 Q b-c = 557    Q b-c (O) = 557  
 Q c-b = 307

TOTAL FLOW = 896 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.1400  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.14**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

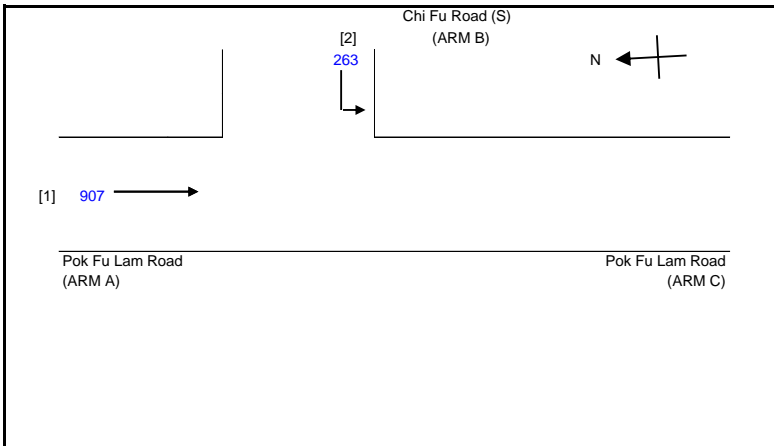
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 907 (pcu/hr)

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

Q b-a = 219  
 Q b-c = 581 Q b-c (O) = 581  
 Q c-b = 310

DFC b-a = 0.0000  
 DFC b-c = 0.4527  
 DFC c-b = 0.0000

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

TOTAL FLOW = 1170 (PCU/HR)

**CRITICAL DFC = 0.45**

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 263 (pcu/hr)

**OZZO TECHNOLOGY (HK) LIMITED**

**PRIORITY JUNCTION CALCULATION**

INITIALS

DATE

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

**2023 PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

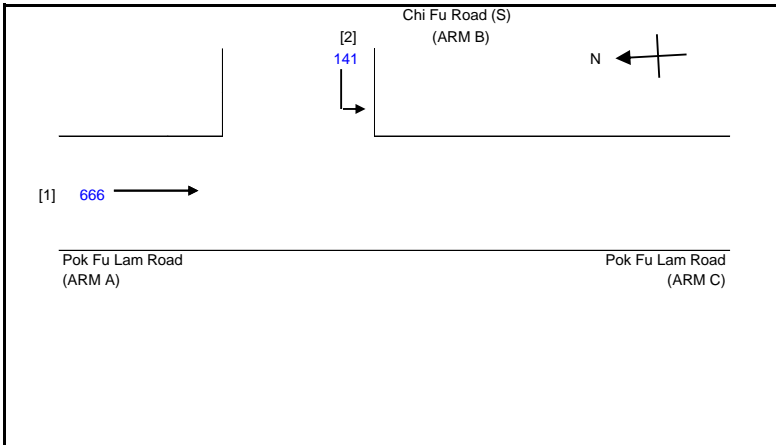
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 666 (pcu/hr)

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

Q b-a = 250  
 Q b-c = 644 Q b-c (O) = 644  
 Q c-b = 343

DFC b-a = 0.0000  
 DFC b-c = 0.2189  
 DFC c-b = 0.0000

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

TOTAL FLOW = 807 (PCU/HR)

**CRITICAL DFC = 0.22**

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 141 (pcu/hr)



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY: OC

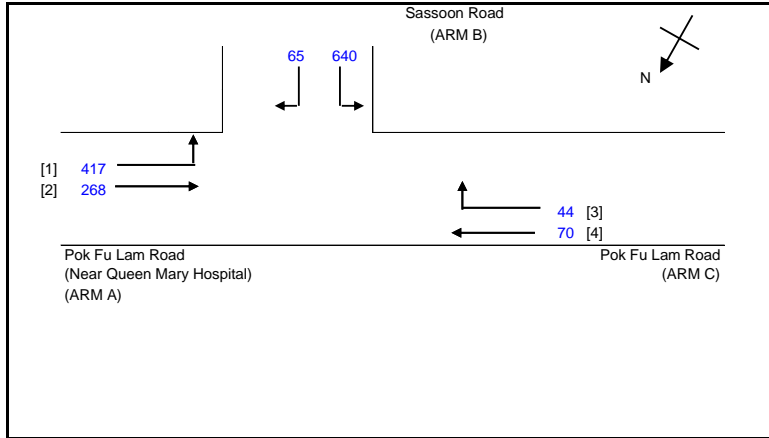
Nov-23

2023 Observed AM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 417 (pcu/hr)  
 q a-c = 268 (pcu/hr)

D = 0.7049957  
 E = 1.6993536  
 F = 1.2883574  
 Y = 0.4825

Q b-a = 392  
 Q b-c = 1137    Q b-c (O) = 1090  
 Q c-b = 805  
 Q b-ac = 967.5

DFC b-a = 0.1658  
 DFC b-c = 0.5629  
 DFC c-b = 0.0547  
 DFC b-ac = 0.7287

MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 60 (metres)  
 q c-a = 70 (pcu/hr)  
 q c-b = 44 (pcu/hr)

F for (Qb-ac) = 0.9078014

TOTAL FLOW = 1504 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 1.50 (metres)  
 W b-c = 3.10 (metres)  
 Vi b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 65 (pcu/hr)  
 q b-c = 640 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.73**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2023 PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY: OC

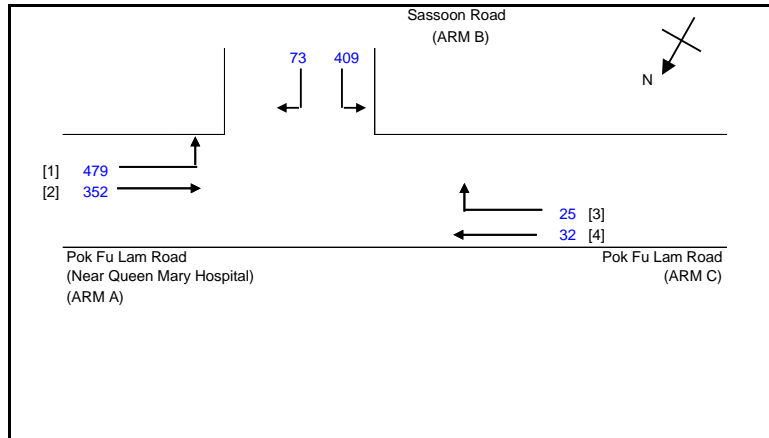
Nov-23

2023 Observed PM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 479 (pcu/hr)  
 q a-c = 352 (pcu/hr)

D = 0.7049957  
 E = 1.6993536  
 F = 1.2883574  
 Y = 0.4825

Q b-a = 385  
 Q b-c = 1104 Q b-c (O) = 1052  
 Q c-b = 772  
 Q b-ac = 860.6

DFC b-a = 0.1896  
 DFC b-c = 0.3705  
 DFC c-b = 0.0324  
 DFC b-ac = 0.5601

MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 60 (metres)  
 q c-a = 32 (pcu/hr)  
 q c-b = 25 (pcu/hr)

F for (Qb-ac) = 0.8485477

TOTAL FLOW = 1370 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 1.50 (metres)  
 W b-c = 3.10 (metres)  
 Vl b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 73 (pcu/hr)  
 q b-c = 409 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.56**

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)

2023 AM

FILENAME :

Checked By: OC

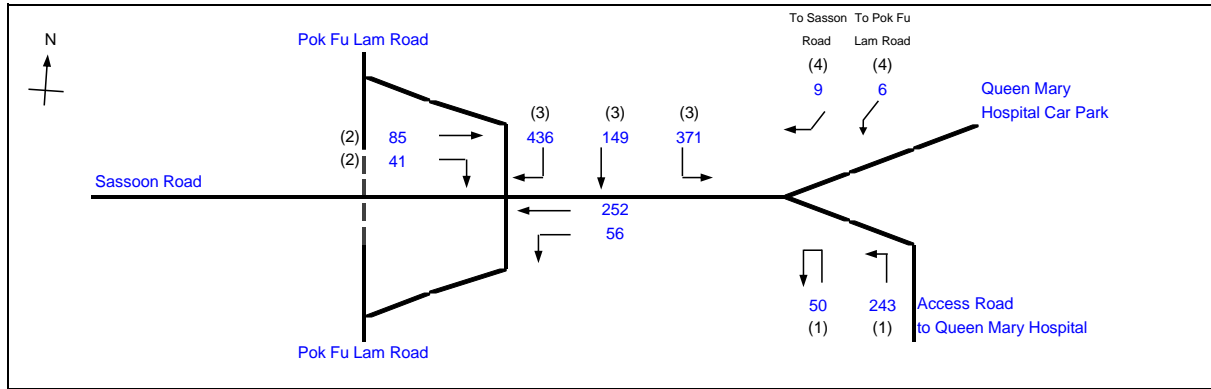
Nov-23

2023 Observed AM Peak Hour Traffic Flows

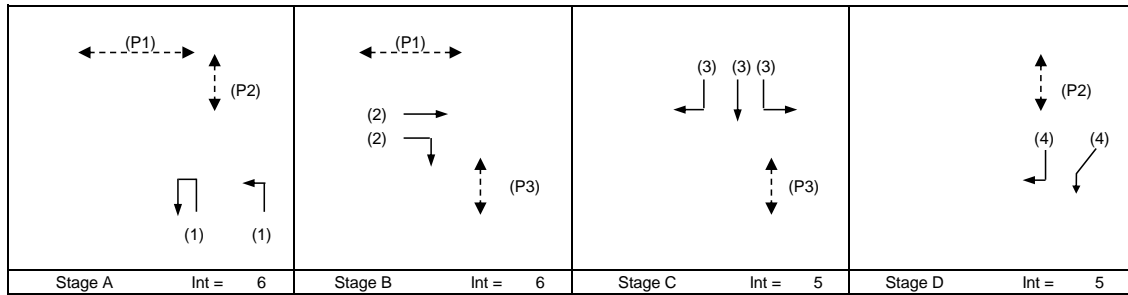
J7B\_PokFuLamRd\_SassoonRd(near QMH)

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.442	
Loss time	L =	18 sec	
Total Flow		1390 pcu	
Co	= (1.5*L+5)/(1-Y)	57.4 sec	
Cm	= L/(1-Y)	32.3 sec	
Yult		0.765	
R.C.ult	= (Yult-Y)/Y*100%	72.9 %	
Cp	= 0.9*L/(0.9-Y)	35.4 sec	
Ymax	= 1-L/C	0.824	
R.C.(P)	= (0.9/Xmax-1)*100%	24.8 %	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	67.5 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,D	4.0	5	8		31	12
P2	A,D	2.9	5	9		21	13
P3	B,C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	50	243		293	0.17	1847			1847	0.159	0.159	18	30	29	0.558	30	32
SA	B	3.80	2	1			N	1995		85		85	0.00	1995			1995	0.043	0.043		8	14	0.310	12	38
RT	B	3.80	2	1	15			2135		41		41	1.00	1941			1941	0.021			4	14	0.154	6	36
RT	C	3.30	3	1	13			2085			436	436	1.00	1869			1869	0.233	0.233		44	33	0.721	48	34
LT	C	3.30	3	1	10		N	1945	371			371	1.00	1691			1691	0.219			42	33	0.678	42	33
SA	C	3.30	3	1				2085		149		149	0.00	2085			2085	0.071			14	33	0.221	12	23
LT,SA	D	3.00	4	1	25		N	1915	6	9		15	0.40	1870			1870	0.008	0.008		2	8	0.018	0	41

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)

2023 PM

FILENAME :

Checked By: OC

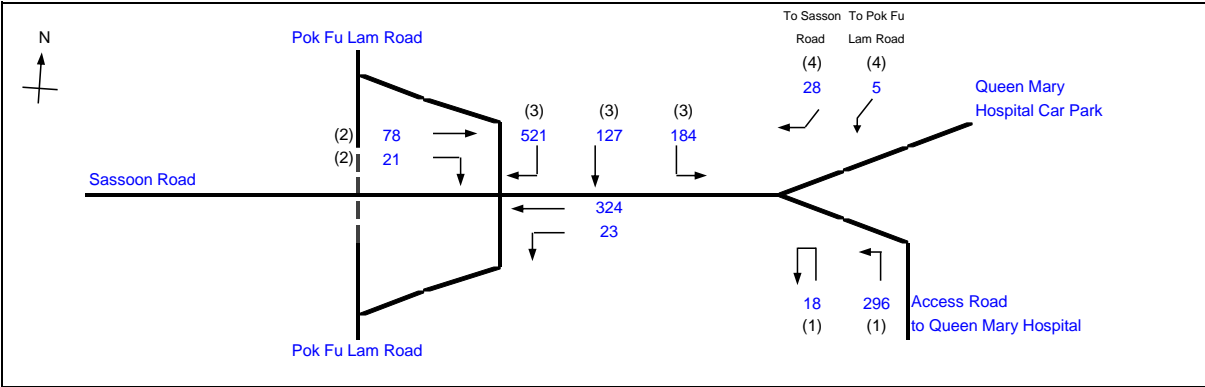
Nov-23

2023 Observed PM Peak Hour Traffic Flows

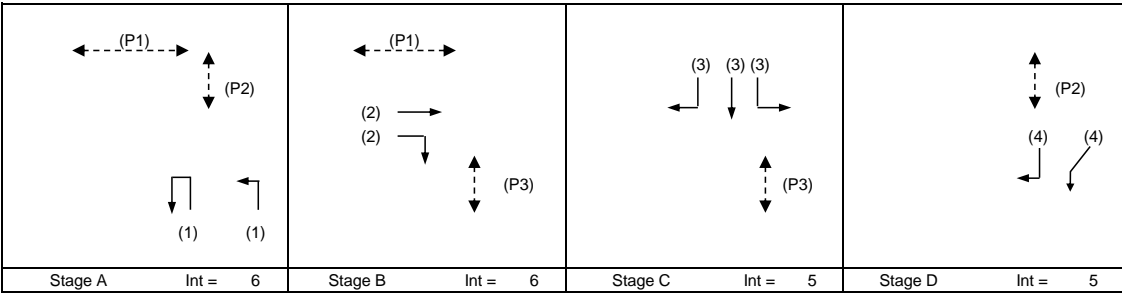
J7B\_PokFuLamRd\_SassoonRd(near QMH)

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.501	
Loss time	L =	18 sec	
Total Flow		1278 pcu	
Co	= (1.5*L+5)/(1-Y)	64.2 sec	
Cm	= L/(1-Y)	36.1 sec	
Yult		0.765	
R.C.ult	= (Yult-Y)/Y*100%	52.6 %	
Cp	= 0.9*L/(0.9-Y)	40.6 sec	
Ymax	= 1-L/C	0.824	
R.C.(P)	= (0.9/Xmax-1)*100%	23.5 %	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	47.9 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,D	4.0	5	8		31	12
P2	A,D	2.9	5	9		21	13
P3	B,C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	18	296		314	0.06	1892		1892	0.166	0.166	18	28	25	0.677	36	39	
SA	B	3.80	2	1			N	1995		78		78	0.00	1995		1995	0.039	0.039		7	14	0.285	6	38	
RT	B	3.80	2	1	15			2135		21		21	1.00	1941		1941	0.011	0.011		2	14	0.079	0	35	
RT	C	3.30	3	1	13			2085			521	521	1.00	1869		1869	0.279	0.279		47	39	0.729	54	30	
LT	C	3.30	3	1	10		N	1945	184		184	184	1.00	1691		1691	0.109	0.109		18	39	0.285	18	21	
SA	C	3.30	3	1				2085		127		127	0.00	2085		2085	0.061	0.061		10	39	0.159	12	19	
LT,SA	D	3.00	4	1	25		N	1915	5	28		33	0.15	1898		1898	0.017	0.017		3	8	0.039	0	43	

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

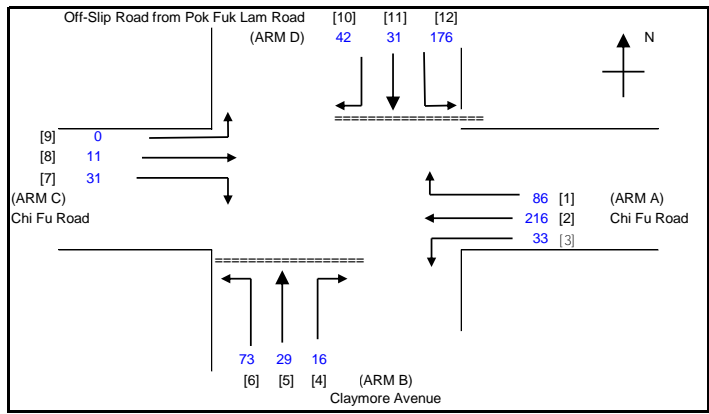
FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE \* 6m



<b>OZZO TECHNOLOGY (HK) LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>		INITIALS	DATE		
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		<b>2023 AM</b>	PROJECT NO.:	82786	PREPARED BY:	CW	Nov-23
J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC	Nov-23
2023 Observed AM Peak Hour Traffic Flows			J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Nov-23	

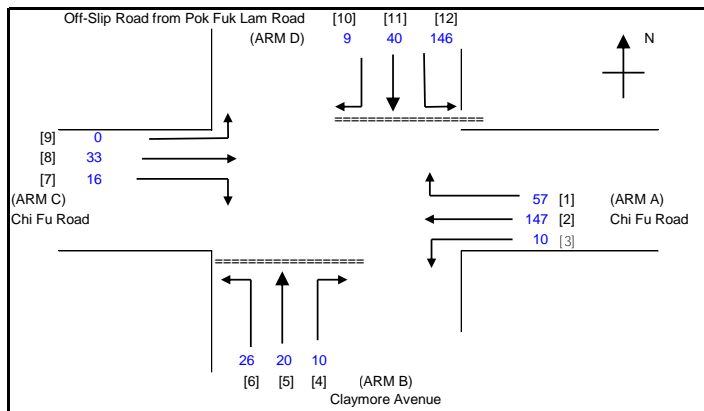


NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

<b>GEOMETRIC DETAILS:</b>		<b>GEOMETRIC FACTORS :</b>		<b>COMPARISON OF DESIGN FLOW TO CAPACITY:</b>	
<b>GENERAL</b>		X b = 0.790	X a = 0.927	DFC b-a = 0.0434	
W = 7.60 (metres)	Y = 0.7378	X c = 0.940	X d = 0.833	DFC b-c = 0.1162	
W cr = 0 (metres)		X b = 0.928	Z d = 1.234	DFC c-b = 0.0512	
		M b = 0.872	M d = 1.186	DFCI b-d = 0.0326	
<b>MAJOR ROAD (ARM A)</b>		<b>PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :</b>		DFCr b-d = 0.0334	
W a-d = 3.85 (metres)	MAJOR MAJOR ROAD (ARM C)	r b-a = 0.037	r d-c = 0.098	DFC d-c = 0.0977	
Vr a-d = 20 (metres)	W c-b = 4.00 (metres)	ql b-d = 15.04 (pcu/hr)	ql d-b = 17.014 (pcu/hr)	DFC d-a = 0.1971	
q a-b = 33 (pcu/hr)	Vr c-b = 20 (metres)	qr b-d = 13.96 (pcu/hr)	qr d-b = 13.986 (pcu/hr)	DFC a-d = 0.1270	
q a-c = 216 (pcu/hr)	q c-a = 11 (pcu/hr)			DFCI d-b = 0.0265	
q a-d = 86 (pcu/hr)	q c-b = 31 (pcu/hr)			DFCr d-b = 0.0311	
	q c-d = 0 (pcu/hr)				
<b>MINOR ROAD (ARM B)</b>		<b>CAPACITY OF MOVEMENT :</b>		<b>CRITICAL DFC = 0.20</b>	
W b-a = 2.29 (metres)	MINOR ROAD (ARM D)	Q b-a = 369 (pcu/hr)	Q d-c = 430 (pcu/hr)		
W b-c = 3.25 (metres)	W d-c = 2.86 (metres)	Q b-c = 628 (pcu/hr)	Q d-a = 893 (pcu/hr)		
Vi b-a = 50 (metres)	W d-a = 7.02 (metres)	Q c-b = 606 (pcu/hr)	Q a-d = 677 (pcu/hr)		
Vr b-a = 80 (metres)	Vi d-c = 85 (metres)	Ql b-d = 461 (pcu/hr)	Ql d-b = 641 (pcu/hr)		
Vr b-c = 80 (metres)	Vr d-c = 50 (metres)	Qr b-d = 418 (pcu/hr)	Qr d-b = 450 (pcu/hr)		
q b-a = 16 (pcu/hr)	Vr d-a = 50 (metres)				
q b-c = 73 (pcu/hr)	q d-c = 42 (pcu/hr)				
q b-d = 29 (pcu/hr)	q d-a = 176 (pcu/hr)				
	q d-b = 31 (pcu/hr)				
		TOTAL FLOW = 744 (PCU/HR)			

<b>OZZO TECHNOLOGY (HK) LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>			INITIALS	DATE
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		<b>2023 PM</b>	PROJECT NO.:	82786	PREPARED BY:	CW Nov-23
J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC Nov-23
2023 Observed PM Peak Hour Traffic Flows			J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC Nov-23	



**NOTES : ( GEOMETRIC INPUT DATA )**

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

**GEOMETRIC DETAILS:**

**GENERAL**

W = 7.60 (metres)  
W cr = 0 (metres)  
Y = 0.7378

**MAJOR ROAD (ARM A)**

W a-d = 3.85 (metres)  
Vr a-d = 20 (metres)  
q a-b = 10 (pcu/hr)  
q a-c = 147 (pcu/hr)  
q a-d = 57 (pcu/hr)

**MAJOR MAJOR ROAD (ARM C)**

W c-b = 4.00 (metres)  
Vr c-b = 20 (metres)  
q c-a = 33 (pcu/hr)  
q c-b = 16 (pcu/hr)  
q c-d = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = 2.29 (metres)  
W b-c = 3.25 (metres)  
Vi b-a = 50 (metres)  
Vr b-a = 80 (metres)  
Vr b-c = 80 (metres)  
q b-a = 10 (pcu/hr)  
q b-c = 26 (pcu/hr)  
q b-d = 20 (pcu/hr)

**MINOR ROAD (ARM D)**

W d-c = 2.86 (metres)  
W d-a = 7.02 (metres)  
Vi d-c = 85 (metres)  
Vr d-c = 50 (metres)  
Vr d-a = 50 (metres)  
q d-c = 9 (pcu/hr)  
q d-a = 146 (pcu/hr)  
q d-b = 40 (pcu/hr)

**GEOMETRIC FACTORS :**

X b = 0.790  
X c = 0.940  
Z b = 0.928  
M b = 0.872

X a = 0.927  
X d = 0.833  
Z d = 1.234  
M d = 1.186

**PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :**

r b-a = 0.022  
ql b-d = 10.22 (pcu/hr)  
qr b-d = 9.783 (pcu/hr)

r d-c = 0.020  
ql d-b = 20.39 (pcu/hr)  
qr d-b = 19.61 (pcu/hr)

**CAPACITY OF MOVEMENT :**

Q b-a = 402 (pcu/hr)  
Q b-c = 650 (pcu/hr)  
Q c-b = 640 (pcu/hr)  
Ql b-d = 488 (pcu/hr)  
Qr b-d = 442 (pcu/hr)

Q d-c = 461 (pcu/hr)  
Q d-a = 904 (pcu/hr)  
Q a-d = 677 (pcu/hr)  
Ql d-b = 671 (pcu/hr)  
Qr d-b = 471 (pcu/hr)

TOTAL FLOW = 514 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0249  
DFC b-c = 0.0400  
DFC c-b = 0.0250  
DFCI b-d = 0.0209  
DFCr b-d = 0.0221  
DFC d-c = 0.0195  
DFC d-a = 0.1615  
DFC a-d = 0.0842  
DFCI d-b = 0.0304  
DFCr d-b = 0.0416

**CRITICAL DFC = 0.16**

# Appendix D

## Existing Development Traffic by Ebenezer School & Home for the Visually Impaired

**Appendix D: Existing development traffic by Ebenezer School & Home  
for the Visually Impaired**

From	To	In					Out				
		Car	School bus	Others	Total Veh	Total PCU	Car	School bus	Others	Total Veh	Total PCU
<b>AM Period (07:00 – 10:00)</b>											
07:00	07:15	0	0	0	0	0	2	0	0	2	2
07:15	07:30	1	0	1	2	4	1	0	0	1	1
07:30	07:45	4	0	0	4	4	1	1	1	3	5
07:45	08:00	5	0	0	5	5	2	0	0	2	2
08:00	08:15	5	3	0	8	10	1	1	0	2	3
08:15	08:30	4	4	0	8	10	2	4	0	6	8
08:30	08:45	2	4	0	6	8	2	5	0	7	9
08:45	09:00	3	1	0	4	5	2	0	0	2	2
09:00	09:15	2	0	0	2	2	2	1	0	3	4
09:15	09:30	1	2	0	3	4	0	1	0	1	2
09:30	09:45	3	2	0	5	6	2	1	0	3	4
09:45	10:00	3	0	0	3	3	2	2	0	4	5
<b>07:45</b>	<b>08:45</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>22</b>
<b>PM Period (16:00 – 19:00)</b>											
16:00	16:15	2	2	0	4	5	1	1	0	2	3
16:15	16:30	1	0	0	1	1	1	1	0	2	3
16:30	16:45	1	1	0	2	3	2	1	0	3	4
16:45	17:00	1	0	0	1	1	1	1	0	2	3
17:00	17:15	0	1	0	1	2	1	0	0	1	1
17:15	17:30	1	0	0	1	1	0	1	0	1	2
17:30	17:45	0	0	0	0	0	1	0	0	1	1
17:45	18:00	1	0	0	1	1	1	0	0	1	1
18:00	18:15	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	1	0	0	1	1
18:30	18:45	1	0	0	1	1	1	0	0	1	1
18:45	19:00	0	0	0	0	0	1	0	0	1	1
<b>17:45</b>	<b>18:45</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>



# Appendix E

## 2037 Junction Calculation Sheets

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J1: Pok Fu Lam Road / Mount Davis Road / Smithfield

2037Ref\_AM

FILENAME :

Checked By: OC

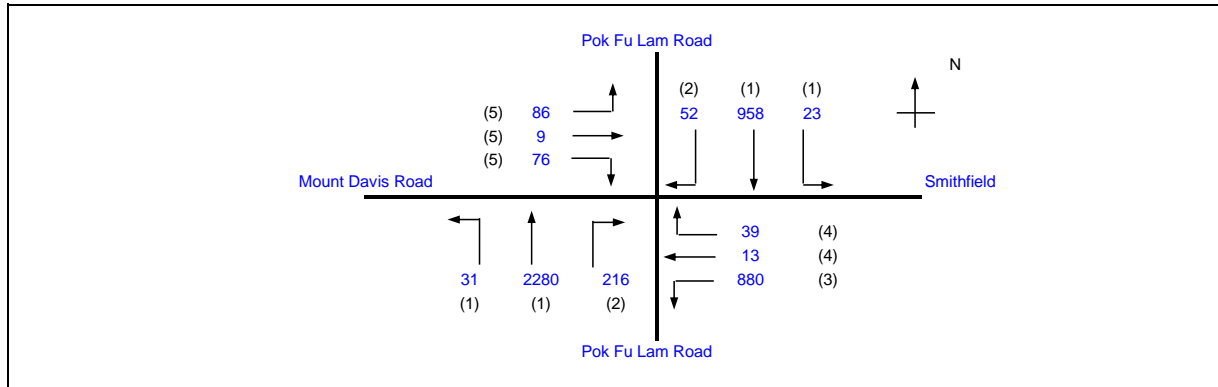
Nov-23

2037 Reference AM Peak Traffic Flows

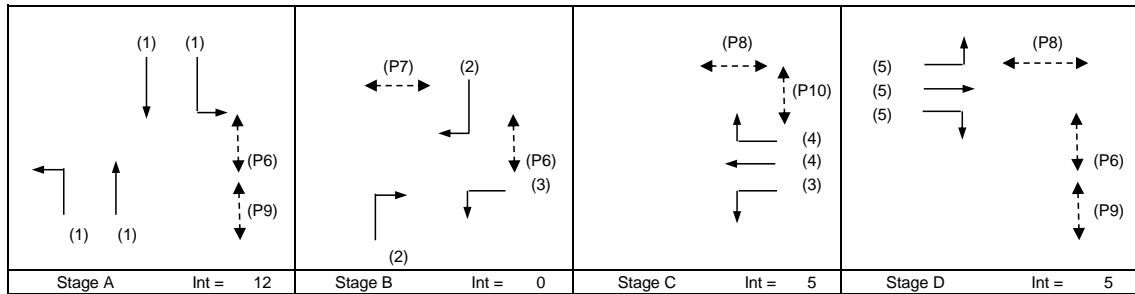
J1\_PokFuLamRd\_MountDavisRd\_Smithfield

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135 sec	
Sum(y)	Y =	0.635	
Loss time	L =	19 sec	
Total Flow		4662 pcu	
Co	= (1.5*L+5)/(1-Y)	91.7 sec	
Cm	= L/(1-Y)	52.0 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	19.4 %	
Cp	= 0.9*L/(0.9-Y)	64.4 sec	
Ymax	= 1-L/C	0.859	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	21.9 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	23	449		472	0.05	1941		1941	0.243		19	44	44	0.739	66	43	
SA	A	3.40	1	1	15		N	2095		509		509	0.00	2095		2095	0.243			44	44	0.739	72	43	
RT	B	3.25	2	1	26		N	1940			52	52	1.00	1834		1834	0.028			5	21	0.185	6	46	
LT, SA	A	3.60	1	1	7		N	2115	31	742		773	0.04	2097		2097	0.369	0.369		67	67	0.739	84	29	
SA	A	3.30	1	2			N	4170		1538		1538	0.00	4170		4170	0.369			67	67	0.739	84	26	
RT	B	3.60	2	1	14		N	2115			216	216	1.00	1910		1910	0.113			21	21	0.739	42	65	
LT	B, C	3.40	3	2	57		N	4050	880			880	1.00	3946		3946	0.223	0.223		41	41	0.739	69	42	
SA/RT	C	3.85	4	1	26		N	2000		13	39	52	0.75	1917		1917	0.027			5	5	0.739	12	123	
LT	D	5.60	5	1	18		N	2315	85			85	1.00	2137		2137	0.040	0.043		7	7	0.739	18	96	
LT/SA/RT	D	3.75	5	1	18		N	2130	0	9	76	85	0.89	1982		1982	0.043			8	8	0.739	18	96	

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE \* 6m

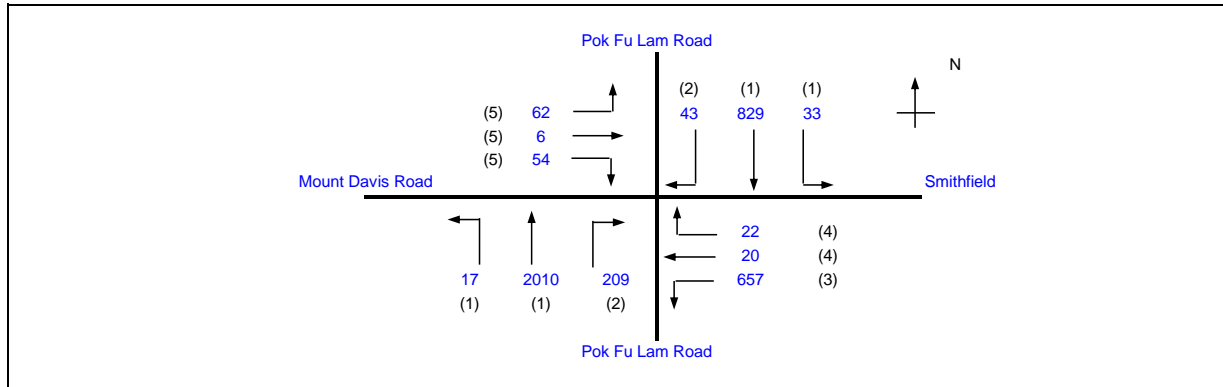
# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

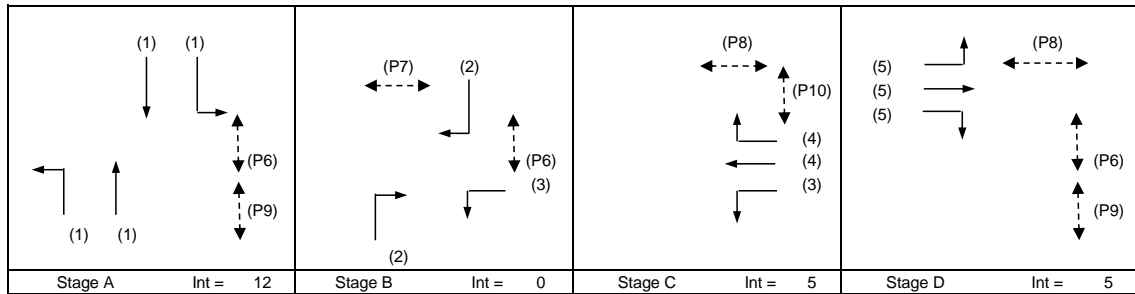
INITIALS DATE

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  
 J1: Pok Fu Lam Road / Mount Davis Road / Smithfield  
 2037 Reference PM Peak Traffic Flows

PROJECT NO.: 82786 Prepared By: CW Nov-23  
 FILENAME: 2037Ref\_PM Checked By: OC Nov-23  
 J1\_PokFuLamRd\_MountDavisRd\_Smithfield Reviewed By: OC Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110 sec	
Sum(y)	Y =	0.520	
Loss time	L =	19 sec	
Total Flow		3985 pcu	
Co	= (1.5*L+5)/(1-Y)	69.8 sec	
Cm	= L/(1-Y)	39.6 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	45.7 %	
Cp	= 0.9*L/(0.9-Y)	45.0 sec	
Ymax	= 1-L/C	0.827	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	43.2 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	33	380		413	0.08	1930		1930	0.214		19	37	37	0.628	48	32	
SA	A	3.40	1	1	15		N	2095		449		449	0.00	2095		2095	0.214			37	37	0.628	54	31	
RT	B	3.25	2	1	26		N	1940			43	43	1.00	1834		1834	0.023			4	19	0.135	6	35	
LT, SA	A	3.60	1	1	7		N	2115	17	663		680	0.03	2104		2104	0.323	0.323		57	57	0.628	60	20	
SA	A	3.30	1	2			N	4170		1347		1347	0.00	4170		4170	0.323			57	57	0.628	60	19	
RT	B	3.60	2	1	14		N	2115			209	209	1.00	1910		1910	0.109			19	19	0.628	30	46	
LT	B, C	3.40	3	2	57		N	4050	657			657	1.00	3946		3946	0.166	0.166		29	29	0.628	42	35	
SA/RT	C	3.85	4	1	26		N	2000		20	22	42	0.52	1941		1941	0.022			4	4	0.628	6	88	
LT	D	5.60	5	1	18		N	2315	85			85	1.00	2137		2137	0.040	0.030		7	7	0.628	12	65	
LT/SA/RT	D	3.75	5	1	18		N	2130	0	6	54	60	0.90	1981		1981	0.030			5	5	0.628	12	75	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

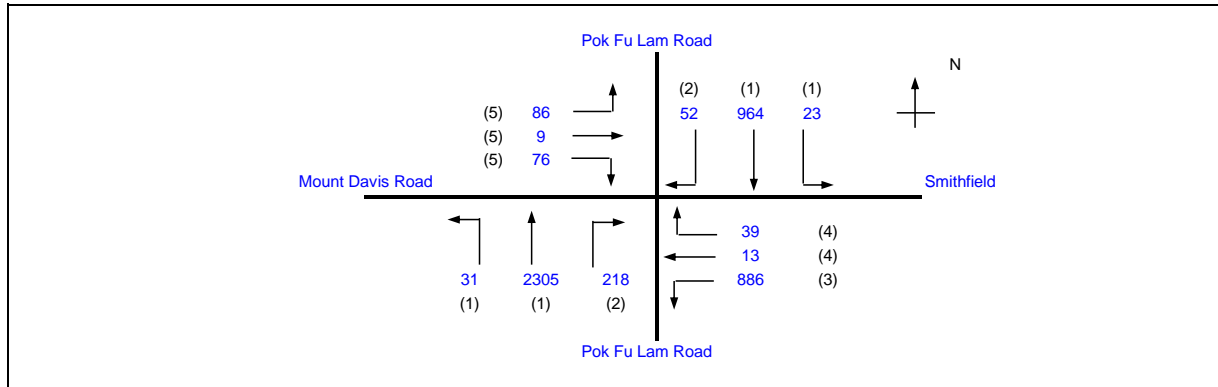
S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP  
 J1: Pok Fu Lam Road / Mount Davis Road / Smithfield  
 2037 Design AM Peak Traffic Flows

PROJECT NO.: 82786  
 FILENAME :  
 J1\_PokFuLamRd\_MountDavisRd\_Smithfield

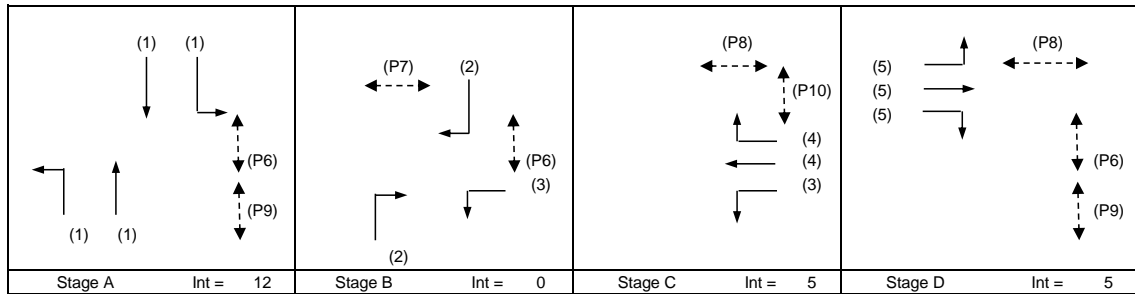
Prepared By: CW  
 Checked By: OC  
 Reviewed By: OC

Nov-23  
 Nov-23  
 Nov-23

2037Des\_AM



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135 sec	
Sum(y)	Y =	0.640	
Loss time	L =	19 sec	
Total Flow		4701 pcu	
Co	= (1.5*L+5)/(1-Y)	93.1 sec	
Cm	= L/(1-Y)	52.8 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	18.3 %	
Cp	= 0.9*L/(0.9-Y)	65.8 sec	
Ymax	= 1-L/C	0.859	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	20.8 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	23	452		475	0.05	1941		1941	0.245		19	44	44	0.745	66	44	
SA	A	3.40	1	1	15		N	2095		512		512	0.00	2095		2095	0.245			44	44	0.745	72	43	
RT	B	3.25	2	1	26		N	1940			52	52	1.00	1834		1834	0.028			5	21	0.185	6	46	
LT, SA	A	3.60	1	1	7			2115	31	751		782	0.04	2097		2097	0.373	0.373		68	68	0.745	84	29	
SA	A	3.30	1	2				4170		1554		1554	0.00	4170		4170	0.373			68	68	0.745	87	26	
RT	B	3.60	2	1	14			2115			218	218	1.00	1910		1910	0.114			21	21	0.745	42	65	
LT	B, C	3.40	3	2	57		N	4050	886			886	1.00	3946		3946	0.225	0.225		41	41	0.745	69	42	
SA/RT	C	3.85	4	1	26		N	2000		13	39	52	0.75	1917		1917	0.027			5	5	0.745	12	126	
LT	D	5.60	5	1	18			2315	85			85	1.00	2137		2137	0.040	0.043		7	7	0.745	18	98	
LT/SA/RT	D	3.75	5	1	18			2130	0	9	76	85	0.89	1982		1982	0.043			8	8	0.745	18	98	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m



# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J1: Pok Fu Lam Road / Mount Davis Road / Smithfield

2037Des\_PM

FILENAME :

Checked By: OC

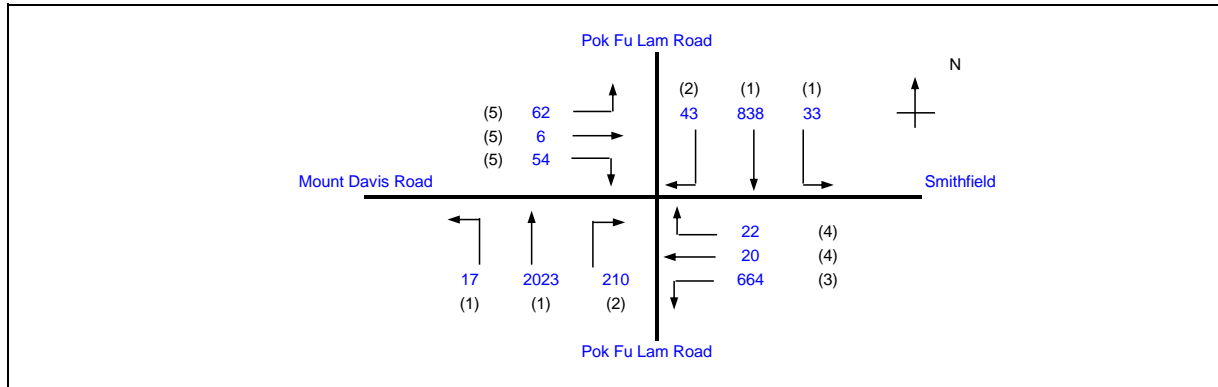
Nov-23

2037 Design PM Peak Traffic Flows

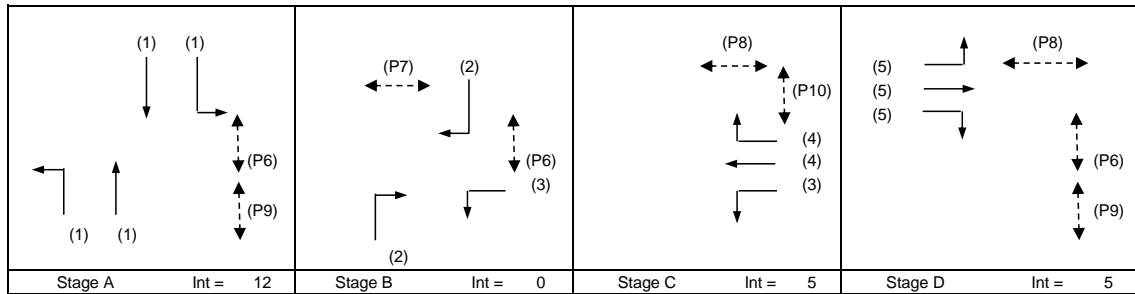
J1\_PokFuLamRd\_MountDavisRd\_Smithfield

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110 sec	
Sum(y)	Y =	0.524	
Loss time	L =	19 sec	
Total Flow		4015 pcu	
Co	= (1.5*L+5)/(1-Y)	70.3 sec	
Cm	= L/(1-Y)	39.9 sec	
Yult		0.758	
R.C.ult	= (Yult-Y)/Y*100%	44.6 %	
Cp	= 0.9*L/(0.9-Y)	45.4 sec	
Ymax	= 1-L/C	0.827	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	42.2 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P6	A, B, D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C, D	12	5	10	1	12	12
P9	A, D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT/SA	A	3.44	1	1	8		N	1959	33	385		418	0.08	1930		1930	0.216		19	38	38	0.633	48	32	
SA	A	3.40	1	1	15		N	2095		453		453	0.00	2095		2095	0.216			38	38	0.633	54	31	
RT	B	3.25	2	1	26		N	1940			43	43	1.00	1834		1834	0.023			4	19	0.135	6	35	
LT, SA	A	3.60	1	1	7		N	2115	17	667		684	0.02	2104		2104	0.325	0.325		57	57	0.633	60	20	
SA	A	3.30	1	2			N	4170		1356		1356	0.00	4170		4170	0.325			57	57	0.633	60	19	
RT	B	3.60	2	1	14		N	2115			210	210	1.00	1910		1910	0.110			19	19	0.633	30	46	
LT	B, C	3.40	3	2	57		N	4050	664			664	1.00	3946		3946	0.168	0.168		29	29	0.633	42	35	
SA/RT	C	3.85	4	1	26		N	2000		20	22	42	0.52	1941		1941	0.022			4	4	0.633	6	89	
LT	D	5.60	5	1	18		N	2315	85			85	1.00	2137		2137	0.040	0.030		7	7	0.633	12	66	
LT/SA/RT	D	3.75	5	1	18		N	2130	0	6	54	60	0.90	1981		1981	0.030			5	5	0.633	12	76	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Ref\_AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

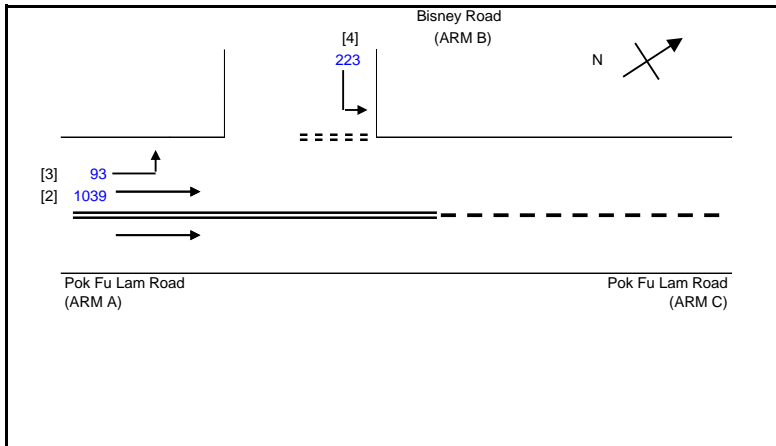
Nov-23

2037 Reference AM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



**NOTES : ( GEOMETRIC INPUT DATA )**

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

**MAJOR ROAD (ARM A)**

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 93 (pcu/hr)  
 q a-c = 1039 (pcu/hr)

**MAJOR ROAD (ARM C)**

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 223 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

**THE CAPACITY OF MOVEMENT :**

Q b-a = 176  
 Q b-c = 579  
 Q c-b = 228

TOTAL FLOW = 1355 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.3851  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.39**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Ref\_PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

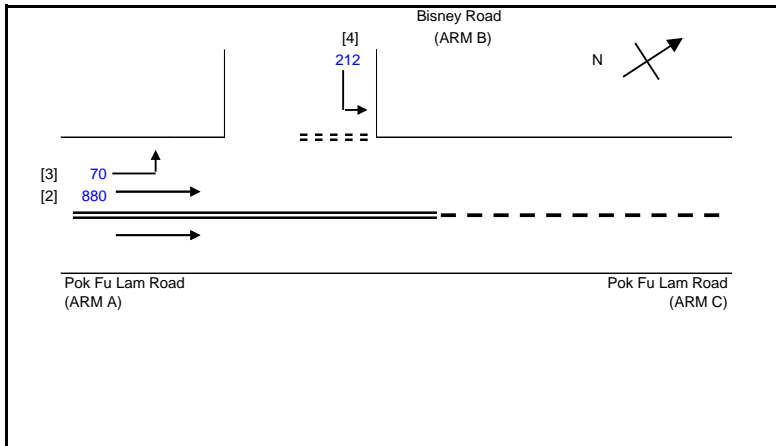
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

MAJOR ROAD (ARM A)

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 70 (pcu/hr)  
 q a-c = 880 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 212 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

**THE CAPACITY OF MOVEMENT :**

Q b-a = 208  
 Q b-c = 655  
 Q c-b = 261

TOTAL FLOW = 1162 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.3237  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.32**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Des\_AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

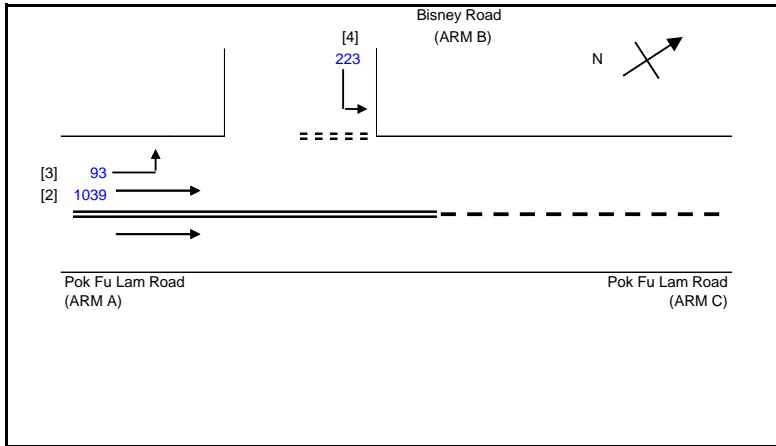
Nov-23

2037 Design AM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



**NOTES : ( GEOMETRIC INPUT DATA )**

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

**MAJOR ROAD (ARM A)**

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 93 (pcu/hr)  
 q a-c = 1039 (pcu/hr)

**MAJOR ROAD (ARM C)**

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 223 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

**THE CAPACITY OF MOVEMENT :**

Q b-a = 176  
 Q b-c = 579  
 Q c-b = 228

TOTAL FLOW = 1355 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.3851  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.39**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Des\_PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J2 : Pok Fu Lam Road / Bisney Road

FILENAME :

CHECKED BY: OC

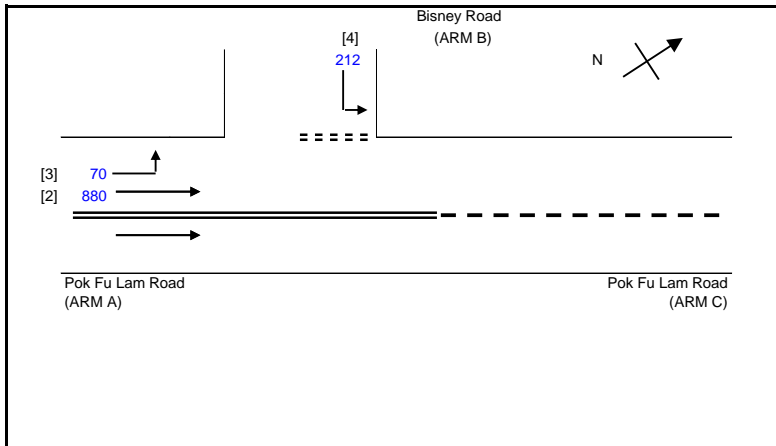
Nov-23

2037 Design PM Peak Hour Traffic Flows

J2\_PokFuLamRd\_BisneyRd\_P.xls

REVIEWED BY: OC

Nov-23



**NOTES : ( GEOMETRIC INPUT DATA )**

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

**GEOMETRIC DETAILS:**

**MAJOR ROAD (ARM A)**

W = 3.9 (metres)  
 W cr = 0 (metres)  
 q a-b = 70 (pcu/hr)  
 q a-c = 880 (pcu/hr)

**MAJOR ROAD (ARM C)**

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = (metres)  
 W b-c = 8.5 (metres)  
 Vl b-a = 62 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 212 (pcu/hr)

**GEOMETRIC FACTORS :**

D = 0.6110158  
 E = 1.4269246  
 F = 0.5859548  
 Y = 0.86545

**THE CAPACITY OF MOVEMENT :**

Q b-a = 208  
 Q b-c = 655  
 Q c-b = 261

TOTAL FLOW = 1162 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000  
 DFC b-c = 0.3237  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.32**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

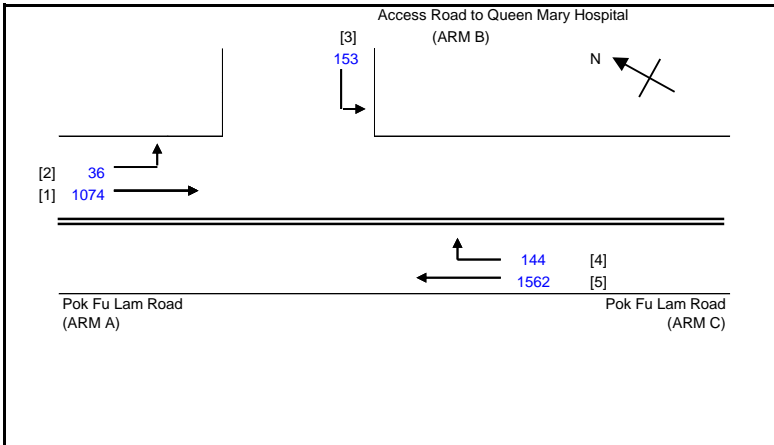
Nov-23

2037 Reference AM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 36 (pcu/hr)  
 q a-c = 1074 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1562 (pcu/hr)  
 q c-b = 144 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 153 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

THE CAPACITY OF MOVEMENT :

Q b-a = 1  
 Q b-c = 439    Q b-c (O) = 439  
 Q c-b = 398

TOTAL FLOW = 2969 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.3485  
 DFC c-b = 0.3618

**CRITICAL DFC = 0.36**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

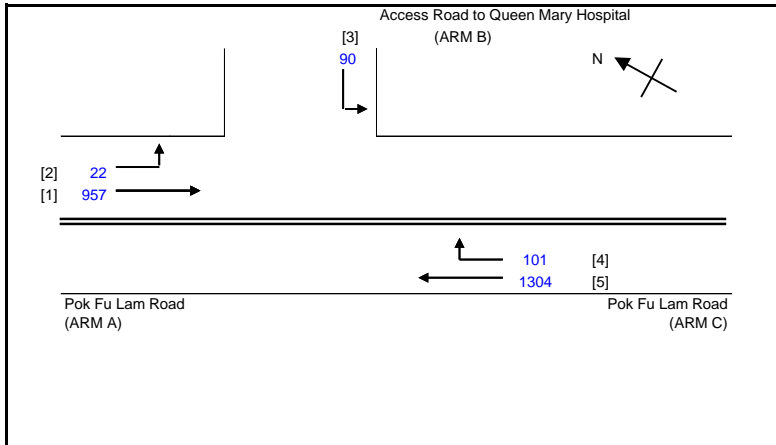
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 22 (pcu/hr)  
 q a-c = 957 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1304 (pcu/hr)  
 q c-b = 101 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 90 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

### THE CAPACITY OF MOVEMENT :

Q b-a = 56  
 Q b-c = 472    Q b-c (O) = 472  
 Q c-b = 430

TOTAL FLOW = 2474 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.1907  
 DFC c-b = 0.2349

**CRITICAL DFC = 0.23**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

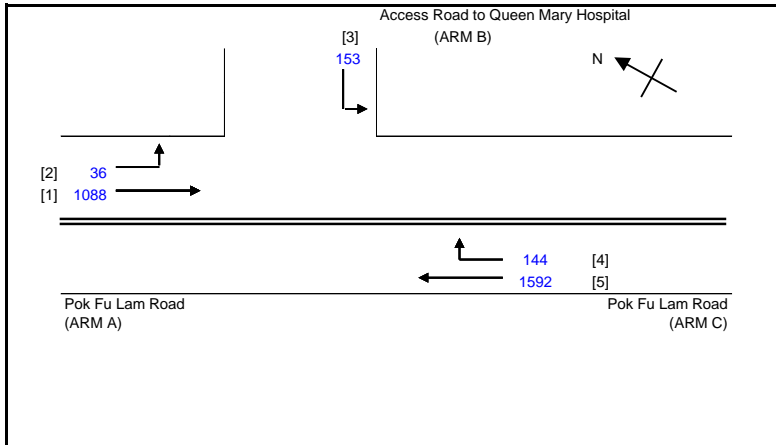
Nov-23

2037 Design AM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 36 (pcu/hr)  
 q a-c = 1088 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1592 (pcu/hr)  
 q c-b = 144 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 153 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

### THE CAPACITY OF MOVEMENT :

Q b-a = -5  
 Q b-c = 435 Q b-c (O) = 435  
 Q c-b = 394

TOTAL FLOW = 3013 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.3517  
 DFC c-b = 0.3655

**CRITICAL DFC = 0.37**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital

FILENAME :

CHECKED BY: OC

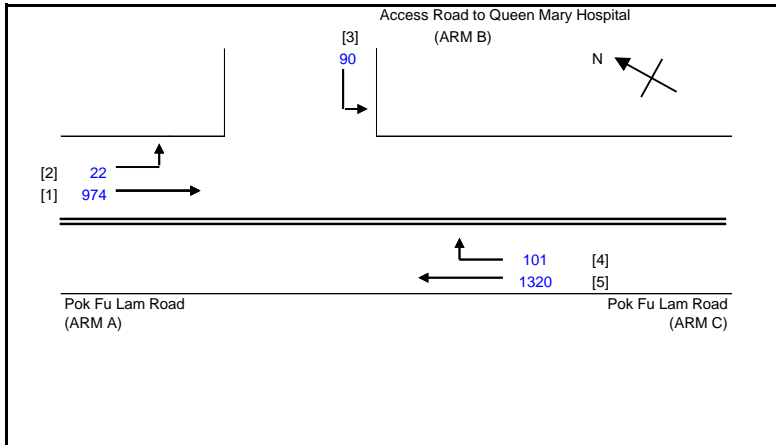
Nov-23

2037 Design PM Peak Hour Traffic Flows

J3\_PokFuLamRd\_AccessRdtoQMH\_P.xls

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 22 (pcu/hr)  
 q a-c = 974 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1320 (pcu/hr)  
 q c-b = 101 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.2 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 90 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.5785844  
 E = 0.9842098  
 F = 0.9042675  
 Y = 0.755395

### THE CAPACITY OF MOVEMENT :

Q b-a = 51  
 Q b-c = 467    Q b-c (O) = 467  
 Q c-b = 426

TOTAL FLOW = 2507 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.1927  
 DFC c-b = 0.2371

**CRITICAL DFC = 0.24**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

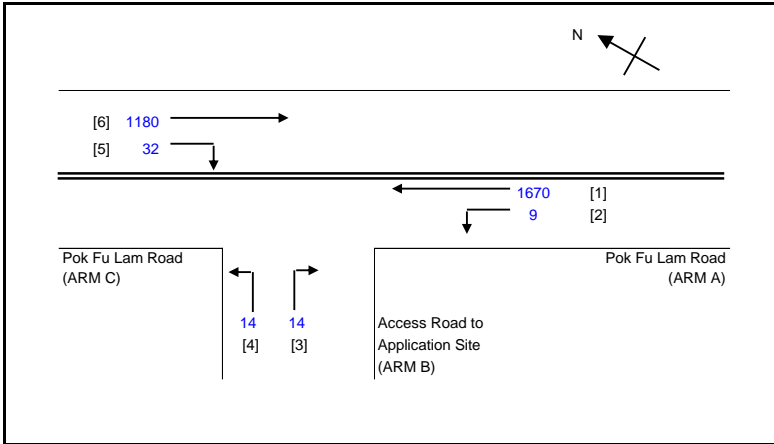
Nov-23

2037 Reference AM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 9 (pcu/hr)  
 q a-c = 1670 (pcu/hr)

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

Q b-a = -36  
 Q b-c = 220    Q b-c (O) = 241.4  
 Q c-b = 258

DFC b-a = -0.3889  
 DFC b-c = 0.0636  
 DFC c-b = 0.1240

MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1180 (pcu/hr)  
 q c-b = 32 (pcu/hr)

TOTAL FLOW = 2919 (PCU/HR)

**CRITICAL DFC = 0.12**

MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 VI b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 14 (pcu/hr)  
 q b-c = 14 (pcu/hr)

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

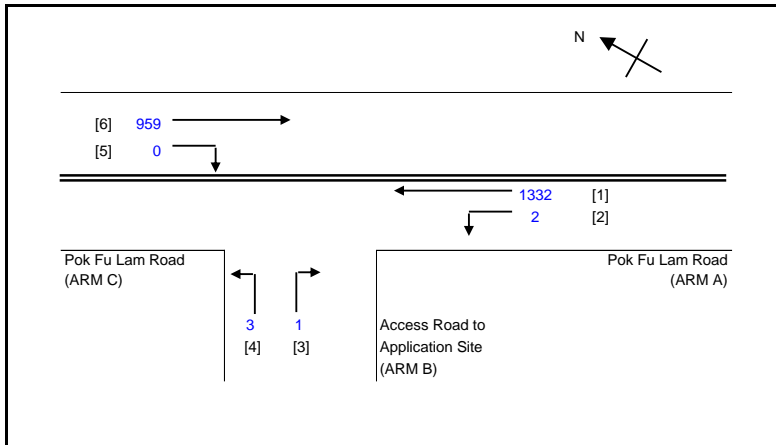
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 2 (pcu/hr)  
 q a-c = 1332 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 959 (pcu/hr)  
 q c-b = 0 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 1 (pcu/hr)  
 q b-c = 3 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

### THE CAPACITY OF MOVEMENT :

Q b-a = 69  
 Q b-c = 293    Q b-c (O) = 291.9  
 Q c-b = 344

TOTAL FLOW = 2297 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0145  
 DFC b-c = 0.0102  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.01**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

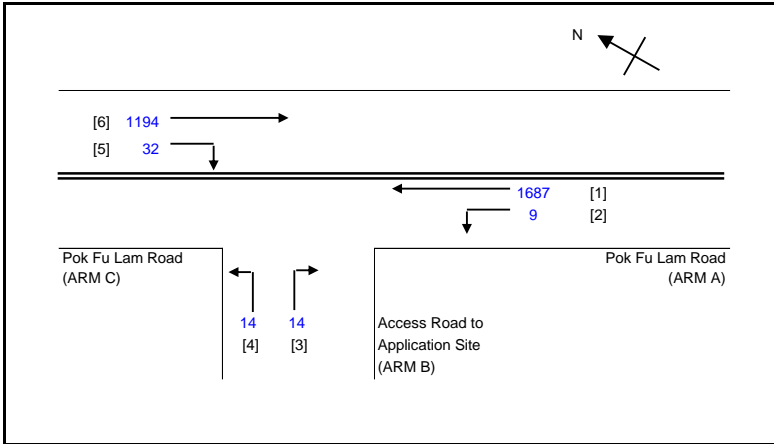
Nov-23

2037 Design AM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 9 (pcu/hr)  
 q a-c = 1687 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 1194 (pcu/hr)  
 q c-b = 32 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 VI b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 14 (pcu/hr)  
 q b-c = 14 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

### THE CAPACITY OF MOVEMENT :

Q b-a = -41  
 Q b-c = 217    Q b-c (O) = 235.5  
 Q c-b = 253

TOTAL FLOW = 2950 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = -0.3415  
 DFC b-c = 0.0645  
 DFC c-b = 0.1265

**CRITICAL DFC = 0.13**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J4 : Pok Fu Lam Road / Access Road to Application Site

FILENAME :

CHECKED BY: OC

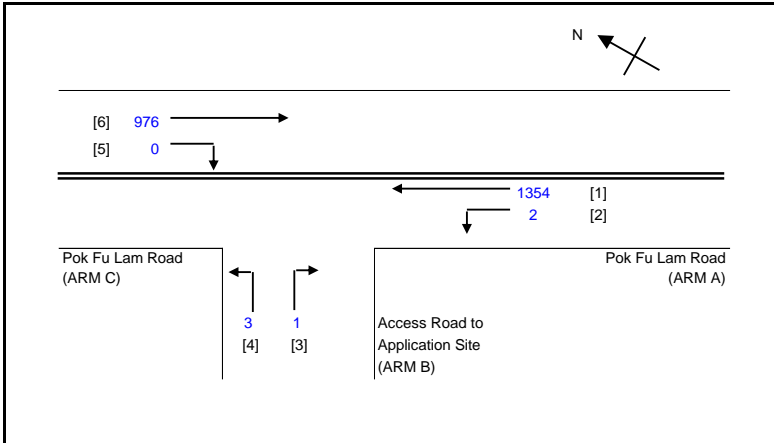
Nov-23

2037 Design PM Peak Hour Traffic Flows

J4\_PokFuLamRd\_AccessRdtoEbenezerNew

REVIEWED BY: OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

#### MAJOR ROAD (ARM A)

W = 7.1 (metres)  
 W cr = 0 (metres)  
 q a-b = 2 (pcu/hr)  
 q a-c = 1354 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)  
 Vr c-b = 28 (metres)  
 q c-a = 976 (pcu/hr)  
 q c-b = 0 (pcu/hr)

#### MINOR ROAD (ARM B)

W b-a = 1.8 (metres)  
 W b-c = 1.8 (metres)  
 VI b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 1 (pcu/hr)  
 q b-c = 3 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.7266602  
 E = 0.7730428  
 F = 0.9085783  
 Y = 0.7548775

### THE CAPACITY OF MOVEMENT :

Q b-a = 63  
 Q b-c = 288    Q b-c (O) = 286.9  
 Q c-b = 338  
 TOTAL FLOW = 2336 (PCU/HR)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0159  
 DFC b-c = 0.0104  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.02**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Ref\_AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

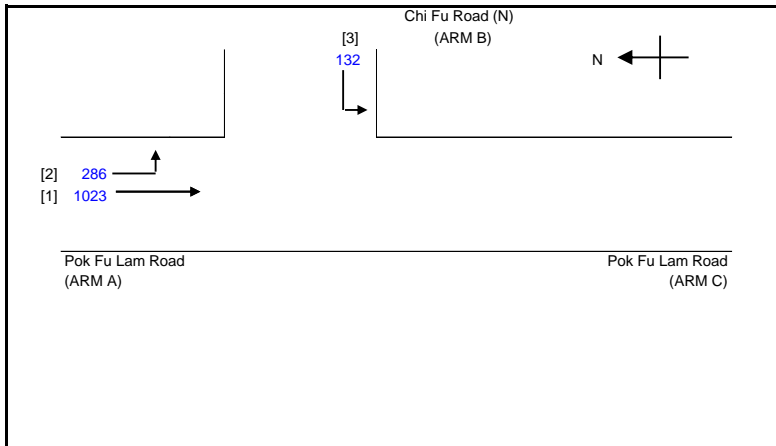
Nov-23

2037 Reference AM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 286 (pcu/hr)  
 q a-c = 1023 (pcu/hr)

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

Q b-a = 185  
 Q b-c = 440 Q b-c (O) = 440  
 Q c-b = 230

DFC b-a = 0.0000  
 DFC b-c = 0.3000  
 DFC c-b = 0.0000

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

TOTAL FLOW = 1441 (PCU/HR)

**CRITICAL DFC = 0.30**

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 132 (pcu/hr)

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Ref\_PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

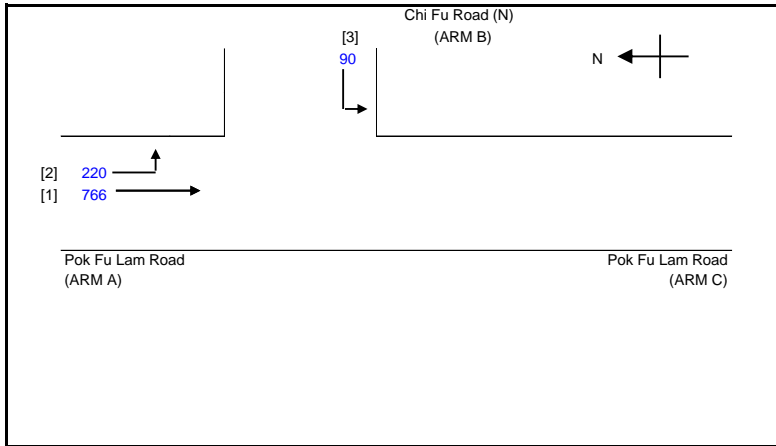
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 220 (pcu/hr)  
 q a-c = 766 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 90 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

THE CAPACITY OF MOVEMENT :

Q b-a = 230  
 Q b-c = 516 Q b-c (O) = 516  
 Q c-b = 281

TOTAL FLOW = 1076 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.1744  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.17**

**OZZO TECHNOLOGY (HK) LIMITED**

**PRIORITY JUNCTION CALCULATION**

INITIALS

DATE

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

**2037Des\_AM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

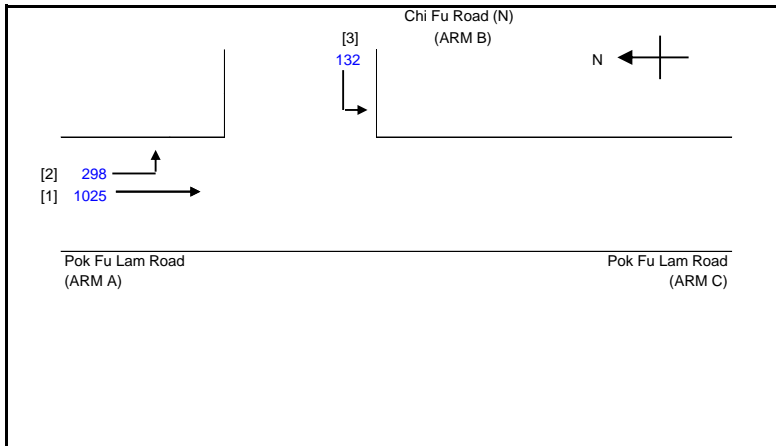
Nov-23

2037 Design AM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 298 (pcu/hr)  
 q a-c = 1025 (pcu/hr)

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

Q b-a = 184  
 Q b-c = 438    Q b-c (O) = 438  
 Q c-b = 227

DFC b-a = 0.0000  
 DFC b-c = 0.3014  
 DFC c-b = 0.0000

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

TOTAL FLOW = 1455 (PCU/HR)

**CRITICAL DFC = 0.30**

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 132 (pcu/hr)

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

**2037Des\_PM**

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J5 : Pok Fu Lam Road / Chi Fu Road (N)

FILENAME :

CHECKED BY: OC

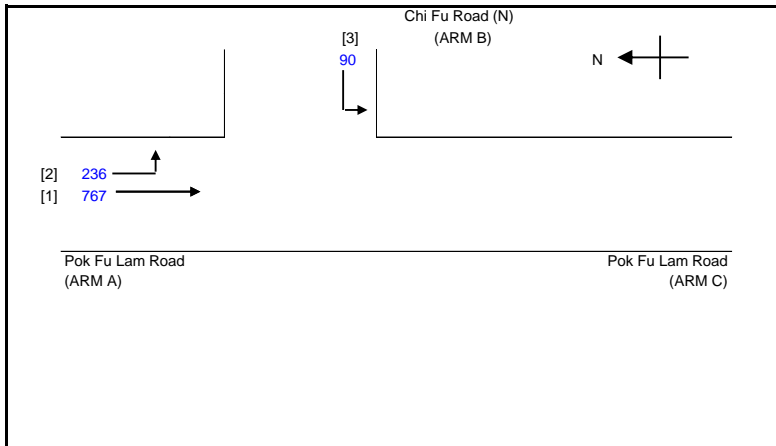
Nov-23

2037 Design PM Peak Hour Traffic Flows

J5\_PokFuLamRd\_ChiFuRd(N)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.50 (metres)  
 W cr = 0 (metres)  
 q a-b = 236 (pcu/hr)  
 q a-c = 767 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 4.40 (metres)  
 Vl b-a = 50 (metres)  
 Vr b-a = 50 (metres)  
 Vr b-c = 50 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 90 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5785844  
 E = 1.0030585  
 F = 0.5859548  
 Y = 0.74125

THE CAPACITY OF MOVEMENT :

Q b-a = 228  
 Q b-c = 514    Q b-c (O) = 514  
 Q c-b = 278

TOTAL FLOW = 1093 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.1751  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.18**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

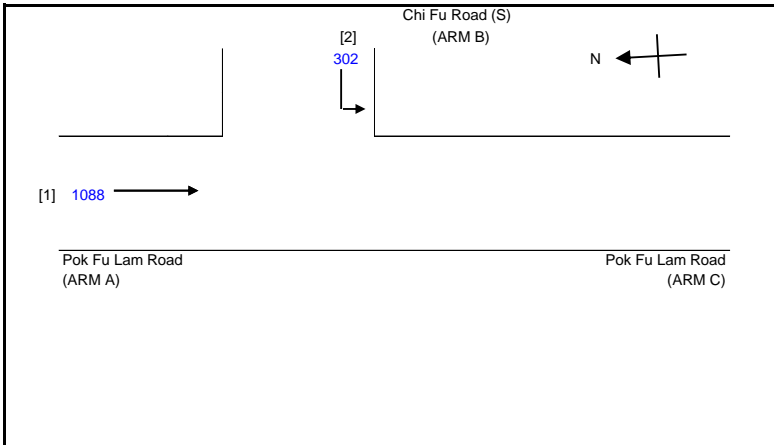
Nov-23

2037 Reference AM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 1088 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 302 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

THE CAPACITY OF MOVEMENT :

Q b-a = 196  
 Q b-c = 534 Q b-c (O) = 534  
 Q c-b = 285

TOTAL FLOW = 1390 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.5655  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.57**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

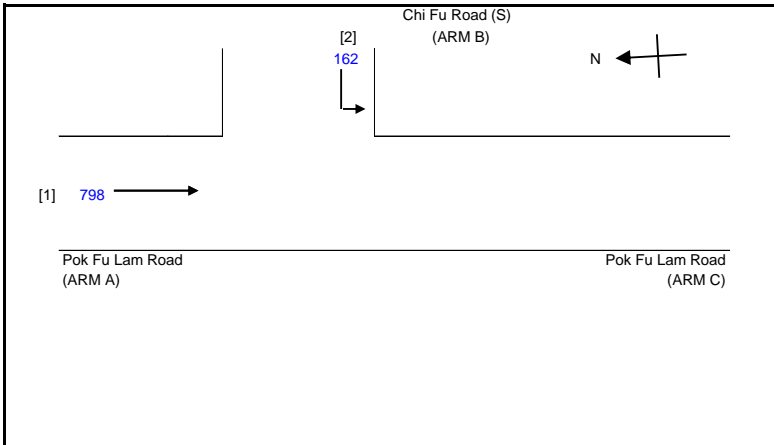
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 798 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 162 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

THE CAPACITY OF MOVEMENT :

Q b-a = 233  
 Q b-c = 609    Q b-c (O) = 609  
 Q c-b = 325

TOTAL FLOW = 960 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.2660  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.27**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

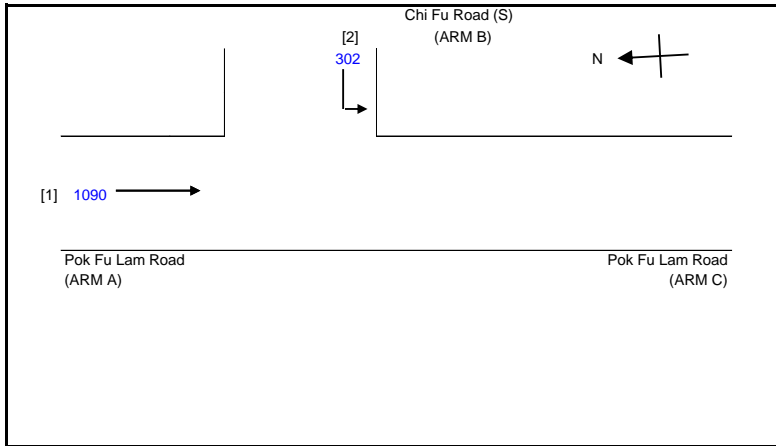
Nov-23

2037 Design AM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 1090 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 302 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

THE CAPACITY OF MOVEMENT :

Q b-a = 196  
 Q b-c = 533    Q b-c (O) = 533  
 Q c-b = 284

TOTAL FLOW = 1392 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.5666  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.57**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J6 : Pok Fu Lam Road / Chi Fu Road (S)

FILENAME :

CHECKED BY: OC

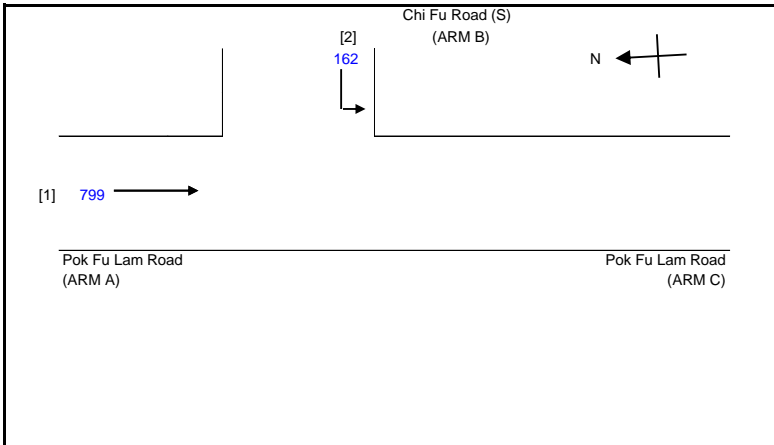
Nov-23

2037 Design PM Peak Hour Traffic Flows

J6\_PokFuLamRd\_ChiFuRd(S)\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 10.0 (metres)  
 W cr = 0 (metres)  
 q a-b = 0 (pcu/hr)  
 q a-c = 799 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = (metres)  
 Vr c-b = (metres)  
 q c-a = 0 (pcu/hr)  
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = (metres)  
 W b-c = 5.0 (metres)  
 Vl b-a = (metres)  
 Vr b-a = (metres)  
 Vr b-c = 94 (metres)  
 q b-a = 0 (pcu/hr)  
 q b-c = 162 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.5332189  
 E = 1.0986945  
 F = 0.5859548  
 Y = 0.655

THE CAPACITY OF MOVEMENT :

Q b-a = 233  
 Q b-c = 609    Q b-c (O) = 609  
 Q c-b = 325

TOTAL FLOW = 961 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
 DFC b-c = 0.2660  
 DFC c-b = 0.0000

**CRITICAL DFC = 0.27**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_AM

PROJECT NO.: 82786

PREPARED BY:

CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY:

OC

Nov-23

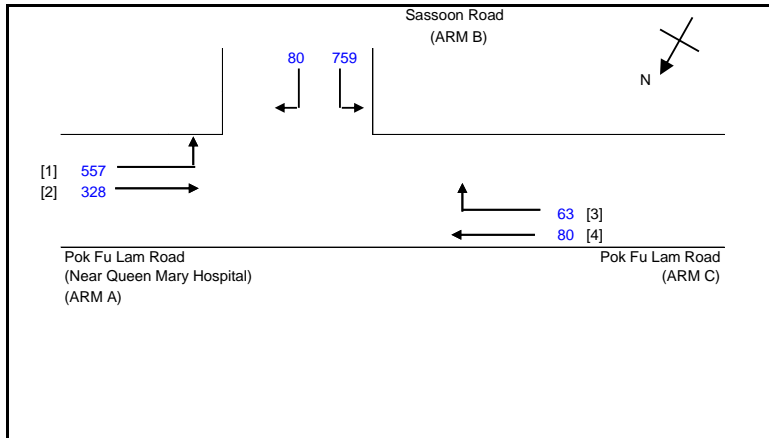
2037 Reference AM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY:

OC

Nov-23



### NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

### GEOMETRIC DETAILS:

### GEOMETRIC FACTORS :

### THE CAPACITY OF MOVEMENT :

### COMPARISON OF DESIGN FLOW TO CAPACITY:

#### MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 557 (pcu/hr)  
 q a-c = 328 (pcu/hr)

D = 0.7880507  
 E = 1.8256896  
 F = 1.2699718  
 Y = 0.4825

Q b-a = 418  
 Q b-c = 1184 Q b-c (O) = 1127  
 Q c-b = 749  
 Q b-ac = 1008

DFC b-a = 0.1914  
 DFC b-c = 0.6410  
 DFC c-b = 0.0841  
 DFC b-ac = 0.8324

#### MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 45 (metres)  
 q c-a = 80 (pcu/hr)  
 q c-b = 63 (pcu/hr)

F for (Qb-ac) = 0.9046484

TOTAL FLOW = 1867 (PCU/HR)

#### MINOR ROAD (ARM B)

W b-a = 2.50 (metres)  
 W b-c = 3.85 (metres)  
 Vi b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 80 (pcu/hr)  
 q b-c = 759 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.83**



# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Ref\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY: OC

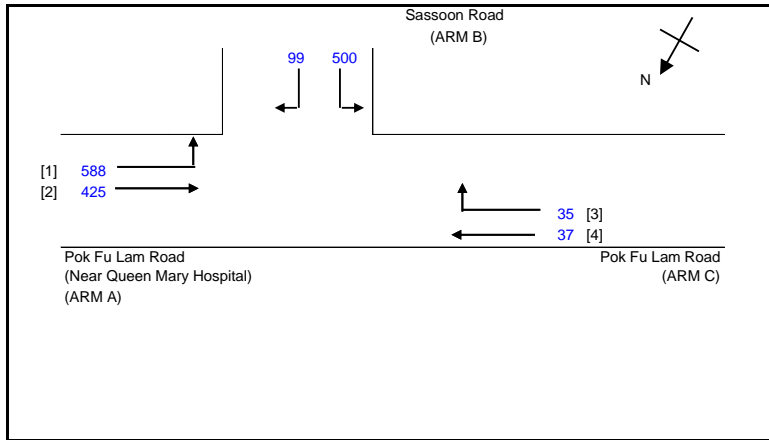
Nov-23

2037 Reference PM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 588 (pcu/hr)  
 q a-c = 425 (pcu/hr)

D = 0.7880507  
 E = 1.8256896  
 F = 1.2699718  
 Y = 0.4825

Q b-a = 412  
 Q b-c = 1149 Q b-c (O) = 1080  
 Q c-b = 720  
 Q b-ac = 886.8

DFC b-a = 0.2403  
 DFC b-c = 0.4352  
 DFC c-b = 0.0486  
 DFC b-ac = 0.6755

MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 45 (metres)  
 q c-a = 37 (pcu/hr)  
 q c-b = 35 (pcu/hr)

F for (Qb-ac) = 0.8347245

TOTAL FLOW = 1684 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 2.50 (metres)  
 W b-c = 3.85 (metres)  
 Vi b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 99 (pcu/hr)  
 q b-c = 500 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.68**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_AM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY: OC

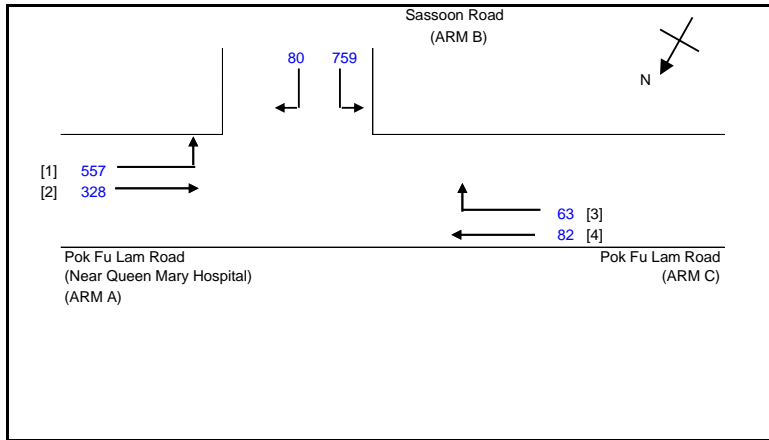
Nov-23

2037 Design AM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 557 (pcu/hr)  
 q a-c = 328 (pcu/hr)

D = 0.7880507  
 E = 1.8256896  
 F = 1.2699718  
 Y = 0.4825

Q b-a = 417  
 Q b-c = 1184 Q b-c (O) = 1127  
 Q c-b = 749  
 Q b-ac = 1007

DFC b-a = 0.1918  
 DFC b-c = 0.6410  
 DFC c-b = 0.0841  
 DFC b-ac = 0.8329

MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 45 (metres)  
 q c-a = 82 (pcu/hr)  
 q c-b = 63 (pcu/hr)

F for (Qb-ac) = 0.9046484

TOTAL FLOW = 1869 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 2.50 (metres)  
 W b-c = 3.85 (metres)  
 Vl b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 80 (pcu/hr)  
 q b-c = 759 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.83**

# OZZO TECHNOLOGY (HK) LIMITED

# PRIORITY JUNCTION CALCULATION

INITIALS

DATE

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

2037Des\_PM

PROJECT NO.: 82786

PREPARED BY: CW

Nov-23

J7A : Pok Fu Lam Road / Sassoon Road (W)

FILENAME :

CHECKED BY: OC

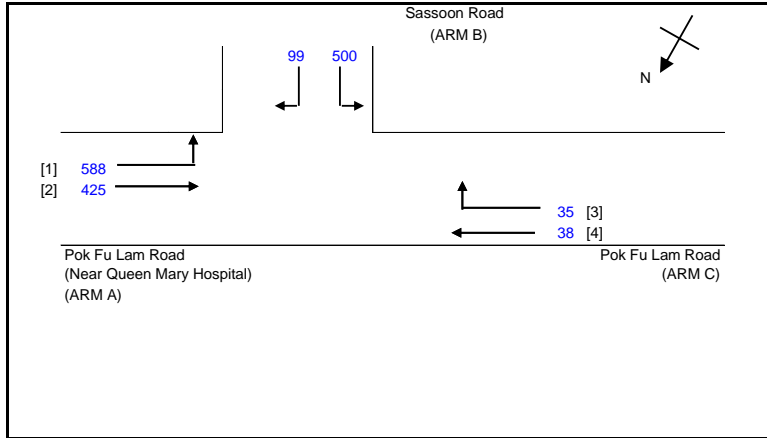
Nov-23

2037 Design PM Peak Hour Traffic Flows

J7A\_PokFuLamRd\_SassoonRd\_P.xls

REVIEWED BY: OC

Nov-23



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 15.00 (metres)  
 W cr = 1.7 (metres)  
 q a-b = 588 (pcu/hr)  
 q a-c = 425 (pcu/hr)

D = 0.7880507  
 E = 1.8256896  
 F = 1.2699718  
 Y = 0.4825

Q b-a = 412  
 Q b-c = 1149    Q b-c (O) = 1080  
 Q c-b = 720  
 Q b-ac = 886.8

DFC b-a = 0.2403  
 DFC b-c = 0.4352  
 DFC c-b = 0.0486  
 DFC b-ac = 0.6755

MAJOR ROAD (ARM C)

W c-b = 7.50 (metres)  
 Vr c-b = 45 (metres)  
 q c-a = 38 (pcu/hr)  
 q c-b = 35 (pcu/hr)

F for (Qb-ac) = 0.8347245

TOTAL FLOW = 1685 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 2.50 (metres)  
 W b-c = 3.85 (metres)  
 Vi b-a = 40 (metres)  
 Vr b-a = 60 (metres)  
 Vr b-c = 1000 (metres)  
 q b-a = 99 (pcu/hr)  
 q b-c = 500 (pcu/hr)

\* adjusted parameter to reflect the time gaps available for traffic from Sassoon Road (Arm B) during the red time of adjacent signalized junction

**CRITICAL DFC = 0.68**

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)

2037Ref\_AM

FILENAME :

Checked By: OC

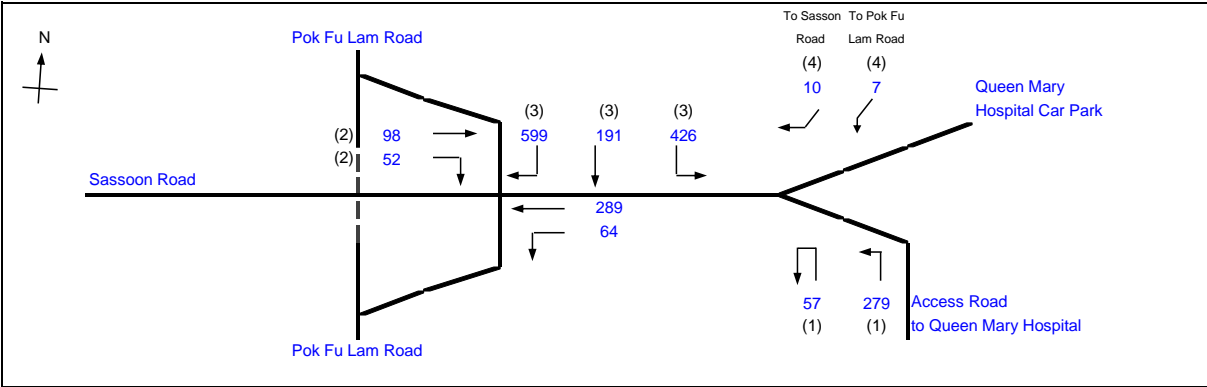
Nov-23

2037 Reference AM Peak Hour Traffic Flows

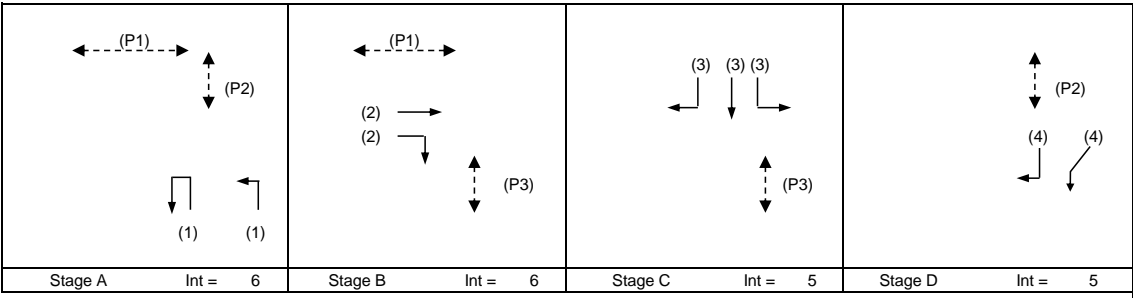
J7B\_PokFuLamRd\_SassoonRd(near QMH)

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.560	
Loss time	L =	18 sec	
Total Flow	=	1719 pcu	
Co	= (1.5*L+5)/(1-Y)	= 72.8 sec	
Cm	= L/(1-Y)	= 41.0 sec	
Yult	=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	= 36.5 %	
Cp	= 0.9*L/(0.9-Y)	= 47.7 sec	
Ymax	= 1-L/C	= 0.824	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 32.2 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,D	4.0	5	8		31	12
P2	A,D	2.9	5	9		21	13
P3	B,C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	57	279		336	0.17	1848			1848	0.182	0.182	18	27	27	0.681	36	37
SA	B	3.80	2	1			N	1995		98		98	0.00	1995			1995	0.049	0.049		7	7	0.681	18	66
RT	B	3.80	2	1	15			2135		52		52	1.00	1941			1941	0.027			4	7	0.371	6	47
RT	C	3.30	3	1	13			2085			599	599	1.00	1869			1869	0.320	0.320		48	48	0.681	48	23
LT	C	3.30	3	1	10		N	1945	426			426	1.00	1691			1691	0.252			38	48	0.535	36	20
SA	C	3.30	3	1				2085		191		191	0.00	2085			2085	0.092			14	48	0.195	12	15
LT,SA	D	3.00	4	1	25		N	1915	7	10		17	0.41	1869			1869	0.009	0.009		1	1	0.120	6	183

NOTE : O - OPPOSING TRAFFIC    N - NEAR SIDE LANE    SG - STEADY GREEN    FG - FLASHING GREEN    PEDESTRAIN WALKING SPEED = 1.2m/s    QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

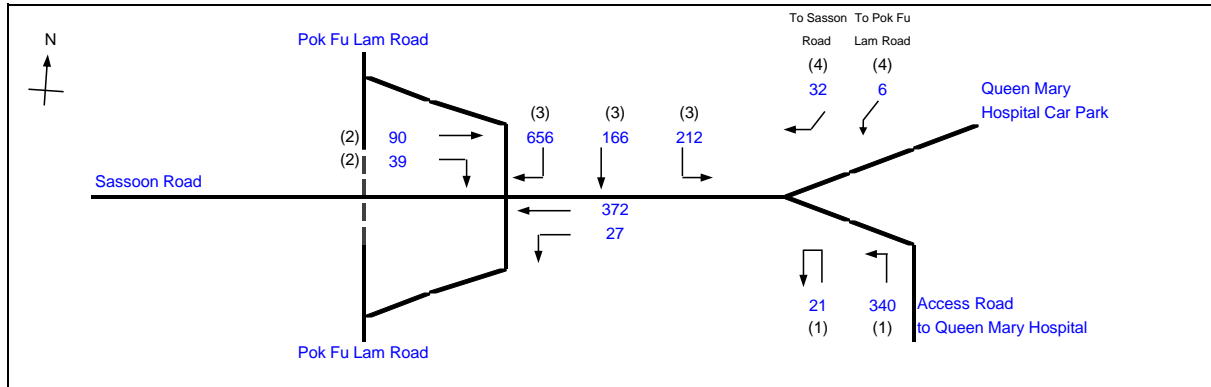
## TRAFFIC SIGNAL CALCULATION

INITIALS DATE

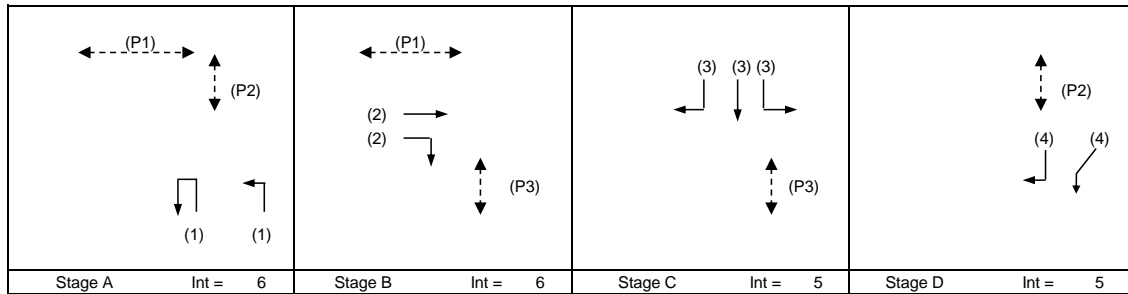
S16 Application for Layout Plan Submission and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use At 131 Pok Fu Lam Road, Hong Kong, RBL 136RP  
 J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)  
 2037 Reference PM Peak Hour Traffic Flows

PROJECT NO.: 82786 Prepared By: CW Nov-23  
 FILENAME: J7B\_PokFuLamRd\_SassoonRd(near QMH) Checked By: OC Nov-23  
 Reviewed By: OC Nov-23

2037Ref\_PM



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.607	
Loss time	L =	18 sec	
Total Flow		1562 pcu	
Co	= (1.5*L+5)/(1-Y)	81.4 sec	
Cm	= L/(1-Y)	45.8 sec	
Yult		0.765	
R.C.ult	= (Yult-Y)/Y*100%	26.0 %	
Cp	= 0.9*L/(0.9-Y)	55.3 sec	
Ymax	= 1-L/C	0.824	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	22.1 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,D	4.0	5	8		31	12
P2	A,D	2.9	5	9		21	13
P3	B,C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	21	340		361	0.06	1891			1891	0.191	0.191	18	26	26	0.737	42	40
SA	B	3.80	2	1			N	1995		90		90	0.00	1995			1995	0.045	0.045		6	6	0.737	18	80
RT	B	3.80	2	1	15			2135		39		39	1.00	1941			1941	0.020			3	6	0.328	6	48
RT	C	3.30	3	1	13			2085		656		656	1.00	1869			1869	0.351	0.351		49	49	0.737	54	25
LT	C	3.30	3	1	10		N	1945	212		212	1.00	1691			1691	0.125				17	49	0.263	18	15
SA	C	3.30	3	1				2085		166		166	0.00	2085			2085	0.080			11	49	0.167	12	14
LT,SA	D	3.00	4	1	25		N	1915	6	32		38	0.16	1897			1897	0.020	0.020		3	3	0.130	6	132

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m



# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)

2037Des\_AM

FILENAME :

Checked By: OC

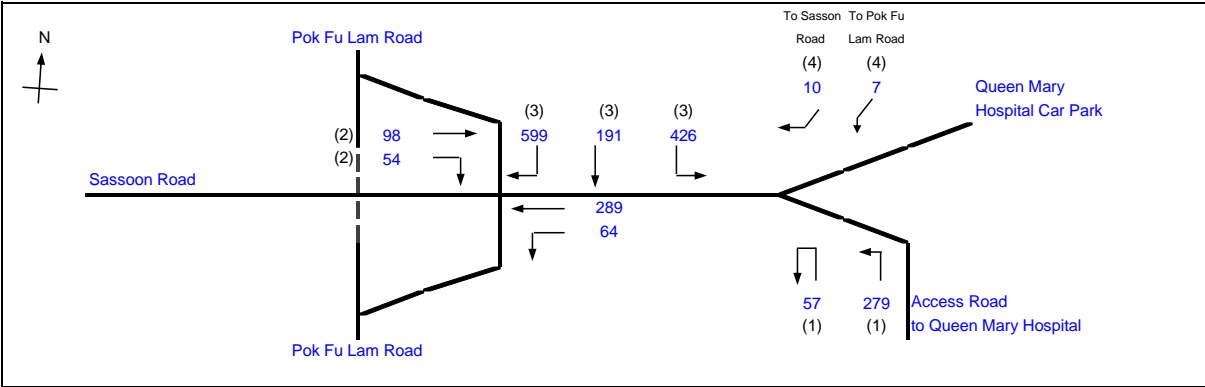
Nov-23

2037 Design AM Peak Hour Traffic Flows

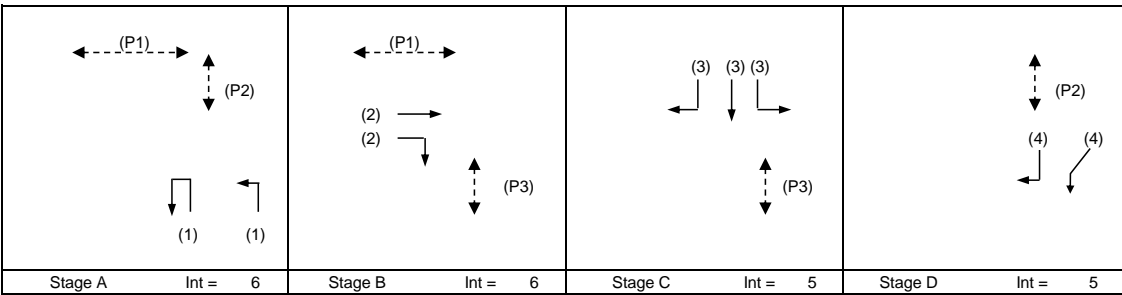
J7B\_PokFuLamRd\_SassoonRd(near QMH)

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.560	
Loss time	L =	18 sec	
Total Flow	=	1721 pcu	
Co	= $(1.5 * L + 5) / (1 - Y)$	= 72.8 sec	
Cm	= $L / (1 - Y)$	= 41.0 sec	
Yult	=	0.765	
R.C.ult	= $(Yult - Y) / Y * 100%$	= 36.5 %	
Cp	= $0.9 * L / (0.9 - Y)$	= 47.7 sec	
Ymax	= $1 - L / C$	= 0.824	
R.C.(C)	= $(0.9 * Ymax - Y) / Y * 100%$	= 32.2 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A, B, D	4.0	5	8		31	12
P2	A, D	2.9	5	9		21	13
P3	B, C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	57	279		336	0.17	1848			1848	0.182	0.182	18	27	27	0.681	36	37
SA	B	3.80	2	1			N	1995		98		98	0.00	1995			1995	0.049	0.049		7	7	0.681	18	66
RT	B	3.80	2	1	15			2135		54		54	1.00	1941			1941	0.028			4	7	0.385	6	48
RT	C	3.30	3	1	13			2085		599		599	1.00	1869			1869	0.320	0.320		48	48	0.681	48	23
LT	C	3.30	3	1	10		N	1945	426			426	1.00	1691			1691	0.252			38	48	0.535	36	20
SA	C	3.30	3	1				2085		191		191	0.00	2085			2085	0.092			14	48	0.195	12	15
LT,SA	D	3.00	4	1	25		N	1915	7	10		17	0.41	1869			1869	0.009	0.009		1	1	0.120	6	183

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE \* 6m

# OZZO TECHNOLOGY (HK) LIMITED

## TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

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

PROJECT NO.: 82786

Prepared By: CW

Nov-23

J7B: Pok Fu Lam Road / Sassoon Road (near Queen Mary Hospital)

2037Des\_PM

FILENAME :

Checked By: OC

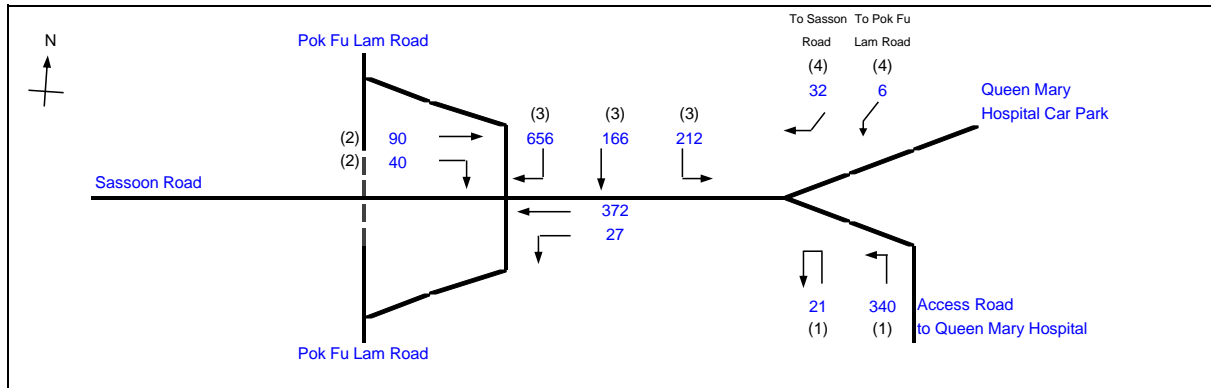
Nov-23

2037 Design PM Peak Hour Traffic Flows

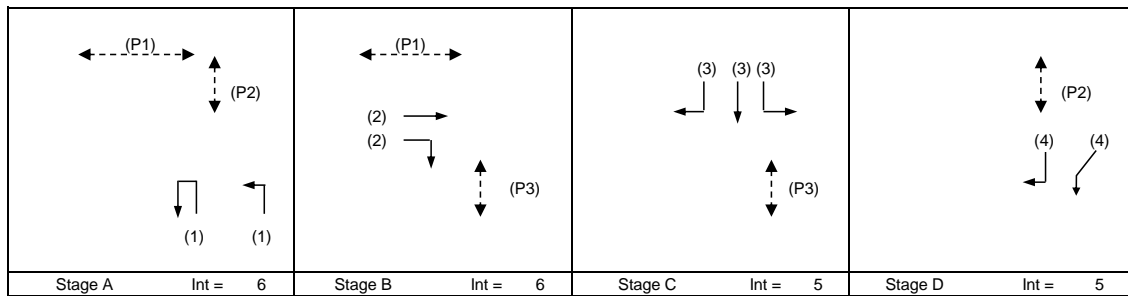
J7B\_PokFuLamRd\_SassoonRd(near QMH)

Reviewed By: OC

Nov-23



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102 sec	
Sum(y)	Y =	0.607	
Loss time	L =	18 sec	
Total Flow	=	1563 pcu	
Co	= $(1.5 * L + 5) / (1 - Y)$	= 81.4 sec	
Cm	= $L / (1 - Y)$	= 45.8 sec	
Yult	=	0.765	
R.C.ult	= $(Yult - Y) / Y * 100\%$	= 26.0 %	
Cp	= $0.9 * L / (0.9 - Y)$	= 55.3 sec	
Ymax	= 1 - L/C	= 0.824	
R.C.(C)	= $(0.9 * Ymax - Y) / Y * 100\%$	= 22.1 %	



Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A, B, D	4.0	5	8		31	12
P2	A, D	2.9	5	9		21	13
P3	B, C	2.8	5	9		35	14

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.00	1	1	7		N	1915	21	340		361	0.06	1891		1891	0.191	0.191	18	26	26	0.737	42	40	
SA	B	3.80	2	1			N	1995		90		90	0.00	1995		1995	0.045	0.045		6	6	0.737	18	80	
RT	B	3.80	2	1	15			2135		40		40	1.00	1941		1941	0.021			3	6	0.337	6	48	
RT	C	3.30	3	1	13			2085			656	656	1.00	1869		1869	0.351	0.351		49	49	0.737	54	25	
LT	C	3.30	3	1	10		N	1945	212		212	212	1.00	1691		1691	0.125			17	49	0.263	18	15	
SA	C	3.30	3	1				2085		166		166	0.00	2085		2085	0.080			11	49	0.167	12	14	
LT,SA	D	3.00	4	1	25		N	1915	6	32		38	0.16	1897		1897	0.020	0.020		3	3	0.130	6	132	

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

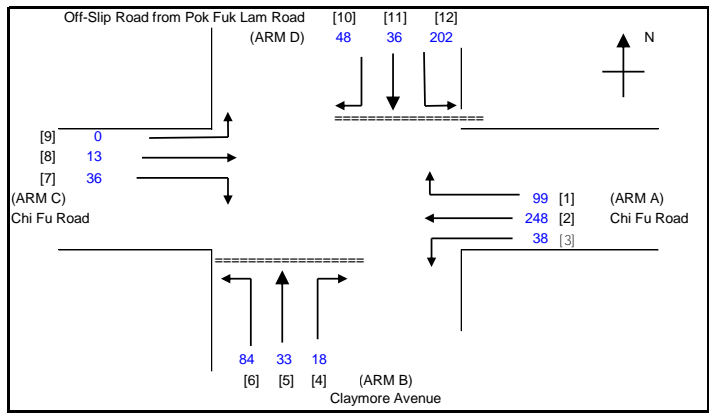
SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE \* 6m

<b>OZZO TECHNOLOGY (HK) LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>			INITIALS	DATE
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J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC Nov-23
2037 Reference AM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Nov-23	

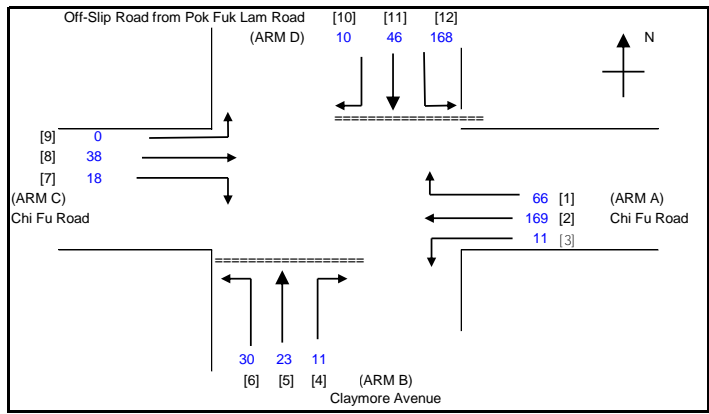


NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

<b>GEOMETRIC DETAILS:</b>		<b>GEOMETRIC FACTORS :</b>		<b>COMPARISON OF DESIGN FLOW TO CAPACITY:</b>	
<b>GENERAL</b>		X b = 0.790	X a = 0.927	DFC b-a = 0.0514	
W = 7.60 (metres)	Y = 0.7378	X c = 0.940	X d = 0.833	DFC b-c = 0.1357	
W cr = 0 (metres)		X b = 0.928	Z d = 1.234	DFC c-b = 0.0608	
		M b = 0.872	M d = 1.186	DFCI b-d = 0.0384	
<b>MAJOR ROAD (ARM A)</b>		<b>PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :</b>		DFCr b-d = 0.0389	
W a-d = 3.85 (metres)	MAJOR MAJOR ROAD (ARM C)	r b-a = 0.043	r d-c = 0.115	DFC d-c = 0.1151	
Vr a-d = 20 (metres)	W c-b = 4.00 (metres)	ql b-d = 17.21 (pcu/hr)	ql d-b = 20.072 (pcu/hr)	DFC d-a = 0.2272	
q a-b = 38 (pcu/hr)	Vr c-b = 20 (metres)	qr b-d = 15.79 (pcu/hr)	qr d-b = 15.928 (pcu/hr)	DFC a-d = 0.1467	
q a-c = 248 (pcu/hr)	q c-a = 13 (pcu/hr)			DFCI d-b = 0.0321	
q a-d = 99 (pcu/hr)	q c-b = 36 (pcu/hr)			DFCr d-b = 0.0362	
	q c-d = 0 (pcu/hr)				
<b>MINOR ROAD (ARM B)</b>		<b>CAPACITY OF MOVEMENT :</b>		<b>CRITICAL DFC = 0.23</b>	
W b-a = 2.29 (metres)	MINOR ROAD (ARM D)	Q b-a = 350 (pcu/hr)	Q d-c = 417 (pcu/hr)		
W b-c = 3.25 (metres)	W d-c = 2.86 (metres)	Q b-c = 619 (pcu/hr)	Q d-a = 889 (pcu/hr)		
Vi b-a = 50 (metres)	W d-a = 7.02 (metres)	Q c-b = 592 (pcu/hr)	Q a-d = 675 (pcu/hr)		
Vr b-a = 80 (metres)	Vi d-c = 85 (metres)	Ql b-d = 448 (pcu/hr)	Ql d-b = 626 (pcu/hr)		
Vr b-c = 80 (metres)	Vr d-c = 50 (metres)	Qr b-d = 406 (pcu/hr)	Qr d-b = 440 (pcu/hr)		
q b-a = 18 (pcu/hr)	Vr d-a = 50 (metres)				
q b-c = 84 (pcu/hr)	q d-c = 48 (pcu/hr)				
q b-d = 33 (pcu/hr)	q d-a = 202 (pcu/hr)				
	q d-b = 36 (pcu/hr)				
		TOTAL FLOW = 855 (PCU/HR)			

<b>OZZO TECHNOLOGY (HK) LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>			INITIALS	DATE
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J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC Nov-23
2037 Reference PM Peak Hour Traffic Flows			J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC Nov-23	

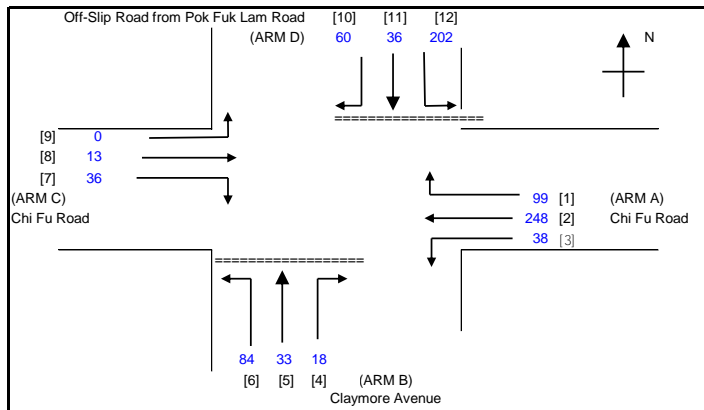


NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

<b>GEOMETRIC DETAILS:</b>		<b>GEOMETRIC FACTORS :</b>		<b>COMPARISON OF DESIGN FLOW TO CAPACITY:</b>	
<b>GENERAL</b>		X b = 0.790	X a = 0.927	DFC b-a = 0.0284	
W = 7.60 (metres)	Y = 0.7378	X c = 0.940	X d = 0.833	DFC b-c = 0.0466	
W cr = 0 (metres)		X b = 0.928	Z d = 1.234	DFC c-b = 0.0285	
		M b = 0.872	M d = 1.186	DFCI b-d = 0.0246	
<b>MAJOR ROAD (ARM A)</b>		<b>PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :</b>		DFCr b-d = 0.0259	
W a-d = 3.85 (metres)	MAJOR MAJOR ROAD (ARM C)	r b-a = 0.024	r d-c = 0.022	DFC d-c = 0.0221	
Vr a-d = 20 (metres)	W c-b = 4.00 (metres)	ql b-d = 11.78 (pcu/hr)	ql d-b = 23.509 (pcu/hr)	DFC d-a = 0.1863	
q a-b = 11 (pcu/hr)	Vr c-b = 20 (metres)	qr b-d = 11.22 (pcu/hr)	qr d-b = 22.491 (pcu/hr)	DFC a-d = 0.0978	
q a-c = 169 (pcu/hr)	q c-a = 38 (pcu/hr)			DFCI d-b = 0.0356	
q a-d = 66 (pcu/hr)	q c-b = 18 (pcu/hr)			DFCr d-b = 0.0486	
	q c-d = 0 (pcu/hr)				
<b>MINOR ROAD (ARM B)</b>		<b>CAPACITY OF MOVEMENT :</b>		<b>CRITICAL DFC = 0.19</b>	
W b-a = 2.29 (metres)	MINOR ROAD (ARM D)	Q b-a = 388 (pcu/hr)	Q d-c = 452 (pcu/hr)		
W b-c = 3.25 (metres)	W d-c = 2.86 (metres)	Q b-c = 644 (pcu/hr)	Q d-a = 902 (pcu/hr)		
Vi b-a = 50 (metres)	W d-a = 7.02 (metres)	Q c-b = 631 (pcu/hr)	Q a-d = 675 (pcu/hr)		
Vr b-a = 80 (metres)	Vi d-c = 85 (metres)	Ql b-d = 479 (pcu/hr)	Ql d-b = 660 (pcu/hr)		
Vr b-c = 80 (metres)	Vr d-c = 50 (metres)	Qr b-d = 434 (pcu/hr)	Qr d-b = 463 (pcu/hr)		
q b-a = 11 (pcu/hr)	Vr d-a = 50 (metres)	TOTAL FLOW = 590 (PCU/HR)			
q b-c = 30 (pcu/hr)	q d-c = 10 (pcu/hr)				
q b-d = 23 (pcu/hr)	q d-a = 168 (pcu/hr)				
	q d-b = 46 (pcu/hr)				

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J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC Nov-23
2037 Design AM Peak Hour Traffic Flows			J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC Nov-23	



NOTES : ( GEOMETRIC INPUT DATA )

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W = 7.60 (metres)  
W cr = 0 (metres)  
Y = 0.7378

MAJOR ROAD (ARM A)

W a-d = 3.85 (metres)  
Vr a-d = 20 (metres)  
q a-b = 38 (pcu/hr)  
q a-c = 248 (pcu/hr)  
q a-d = 99 (pcu/hr)

MAJOR MAJOR ROAD (ARM C)

W c-b = 4.00 (metres)  
Vr c-b = 20 (metres)  
q c-a = 13 (pcu/hr)  
q c-b = 36 (pcu/hr)  
q c-d = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.29 (metres)  
W b-c = 3.25 (metres)  
Vi b-a = 50 (metres)  
Vr b-a = 80 (metres)  
Vr b-c = 80 (metres)  
q b-a = 18 (pcu/hr)  
q b-c = 84 (pcu/hr)  
q b-d = 33 (pcu/hr)

MINOR ROAD (ARM D)

W d-c = 2.86 (metres)  
W d-a = 7.02 (metres)  
Vi d-c = 85 (metres)  
Vr d-c = 50 (metres)  
Vr d-a = 50 (metres)  
q d-c = 60 (pcu/hr)  
q d-a = 202 (pcu/hr)  
q d-b = 36 (pcu/hr)

GEOMETRIC FACTORS :

X b = 0.790  
X c = 0.940  
X b = 0.928  
M b = 0.872  
X a = 0.927  
X d = 0.833  
Z d = 1.234  
M d = 1.186

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a = 0.043  
ql b-d = 17.21 (pcu/hr)  
qr b-d = 15.79 (pcu/hr)  
r d-c = 0.144  
ql d-b = 20.59 (pcu/hr)  
qr d-b = 15.41 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a = 349 (pcu/hr)  
Q b-c = 619 (pcu/hr)  
Q c-b = 592 (pcu/hr)  
Ql b-d = 448 (pcu/hr)  
Qr b-d = 406 (pcu/hr)  
Q d-c = 417 (pcu/hr)  
Q d-a = 882 (pcu/hr)  
Q a-d = 675 (pcu/hr)  
Ql d-b = 626 (pcu/hr)  
Qr d-b = 440 (pcu/hr)

TOTAL FLOW = 867 (PCU/HR)

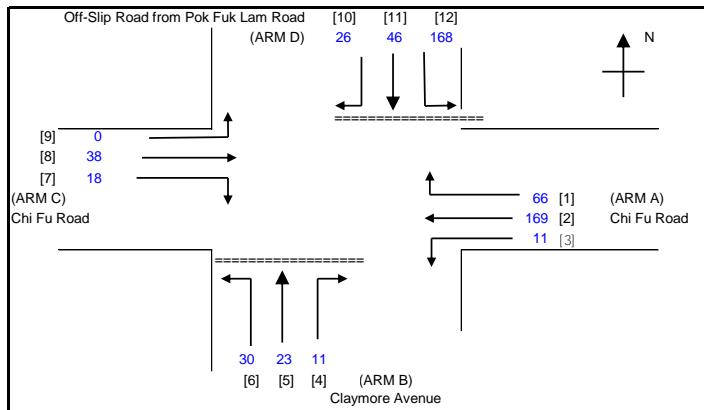
COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0516  
DFC b-c = 0.1357  
DFC c-b = 0.0608  
DFCI b-d = 0.0384  
DFCr b-d = 0.0389  
DFC d-c = 0.1439  
DFC d-a = 0.2290  
DFC a-d = 0.1467  
DFCI d-b = 0.0329  
DFCr d-b = 0.0350

**CRITICAL DFC = 0.23**



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J8 : Chi Fu Road (N) / Claymore Avenue			FILENAME :		CHECKED BY:	OC Nov-23
2037 Design PM Peak Hour Traffic Flows			J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC Nov-23	



**NOTES : ( GEOMETRIC INPUT DATA )**

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- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
- X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
- Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
- M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
- Y = (1-0.0345W)
- r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

**GEOMETRIC DETAILS:**

**GENERAL**

W = 7.60 (metres)  
W cr = 0 (metres)  
Y = 0.7378

**MAJOR ROAD (ARM A)**

W a-d = 3.85 (metres)  
Vr a-d = 20 (metres)  
q a-b = 11 (pcu/hr)  
q a-c = 169 (pcu/hr)  
q a-d = 66 (pcu/hr)

**MAJOR MAJOR ROAD (ARM C)**

W c-b = 4.00 (metres)  
Vr c-b = 20 (metres)  
q c-a = 38 (pcu/hr)  
q c-b = 18 (pcu/hr)  
q c-d = 0 (pcu/hr)

**MINOR ROAD (ARM B)**

W b-a = 2.29 (metres)  
W b-c = 3.25 (metres)  
Vi b-a = 50 (metres)  
Vr b-a = 80 (metres)  
Vr b-c = 80 (metres)  
q b-a = 11 (pcu/hr)  
q b-c = 30 (pcu/hr)  
q b-d = 23 (pcu/hr)

**MINOR ROAD (ARM D)**

W d-c = 2.86 (metres)  
W d-a = 7.02 (metres)  
Vi d-c = 85 (metres)  
Vr d-c = 50 (metres)  
Vr d-a = 50 (metres)  
q d-c = 26 (pcu/hr)  
q d-a = 168 (pcu/hr)  
q d-b = 46 (pcu/hr)

**GEOMETRIC FACTORS :**

X b = 0.790  
X c = 0.940  
X b = 0.928  
M b = 0.872  
X a = 0.927  
X d = 0.833  
Z d = 1.234  
M d = 1.186

**PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :**

r b-a = 0.024  
ql b-d = 11.78 (pcu/hr)  
qr b-d = 11.22 (pcu/hr)  
r d-c = 0.058  
ql d-b = 24.323 (pcu/hr)  
qr d-b = 21.677 (pcu/hr)

**CAPACITY OF MOVEMENT :**

Q b-a = 386 (pcu/hr)  
Q b-c = 644 (pcu/hr)  
Q c-b = 631 (pcu/hr)  
Ql b-d = 479 (pcu/hr)  
Qr b-d = 434 (pcu/hr)  
Q d-c = 452 (pcu/hr)  
Q d-a = 894 (pcu/hr)  
Q a-d = 675 (pcu/hr)  
Ql d-b = 660 (pcu/hr)  
Qr d-b = 463 (pcu/hr)

TOTAL FLOW = 606 (PCU/HR)

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0285  
DFC b-c = 0.0466  
DFC c-b = 0.0285  
DFCI b-d = 0.0246  
DFCr b-d = 0.0259  
DFC d-c = 0.0575  
DFC d-a = 0.1879  
DFC a-d = 0.0978  
DFCI d-b = 0.0369  
DFCr d-b = 0.0468

**CRITICAL DFC = 0.19**