Appendix 2

Traffic Impact Assessment

Amendment to the Approved Social Welfare Facility (Residential Care Home for the Elderly) in "Residential (Group B)" Zone at 349 Prince Edward Road West, Kowloon City

Traffic Impact Assessment

Final Report
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Amendment to the Approved Social Welfare Facility (Residential Care Home for the Elderly) in "Residential (Group B)" Zone at 349 Prince Edward Road West, Kowloon City

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Amendment to the Approved Social Welfare Facility (Residential Care Home for the Elderly) in "Residential (Group B)" Zone at 349 Prince Edward Road West, Kowloon City

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1.0 INTRODUCTION

Background

1.1 The subject site is located at 349 Prince Edward Road West in Kowloon City. Figure 1.1 shows the location of the subject site.

1.2 ***On 3rd January 2020, the Town Planning Board (TPB) approved the s16 planning application (TPB No. A/K10/261) for construction of an elderly home (the "Proposed Elderly Home") with 91 beds at the subject site.***

1.3 The Applicant has engaged CKM Asia Limited, a traffic and transportation planning consultancy firm, to prepare a traffic impact assessment (TIA) for the Proposed Elderly Home with 141 beds.

Scope of the Assessment

1.4 The main objectives of this study are as follow:

- To assess the existing traffic issues in the vicinity of the subject site; and
- To ensure that adequate internal transport facilities are provided for the Proposed Elderly Home;
- To quantify the amount of traffic generated by the Proposed Elderly Home; and
- To examine the traffic impact of the Proposed Elderly Home on the local road network.

Contents of the Report

1.5 After this introduction, the remaining chapters contain the following:

chapter two – describes the existing situation;
chapter three – presents the Proposed Elderly Home;
chapter four – describes the traffic impact analysis; and
chapter five – gives the overall conclusion.

2.0 THE EXISTING SITUATION

Subject Site and Road Network

2.1 The subject site is located on the southern side of Prince Edward Road West and to the west of Junction Road.

2.2 Prince Edward Road East is classified as a Primary Distributor. It connects with the Kowloon City to the east and Mong Kok to the west. The section of Prince Edward Road East fronting the subject site has 2 – 4 westbound traffic lanes (towards Mong Kok), and 3 – 4 eastbound traffic lanes (towards Wong Tai Sin).

2.3 Junction Road is a District Distributor in Kowloon City running in north-south direction. It is a single carriageway 3-lane road connecting Prince Edward Road West and Carpenter Road.

Manual Classified Counts

2.4 Manual classified counts were conducted on 7th June 2024 (Friday) during the AM and PM peak periods at 4 junctions which are located in the vicinity of the subject site in order to establish the peak hour traffic flows. The surveyed junctions included the following:

- Prince Edward Road West / Junction Road;
- Prince Edward Road West / Forfar Road;
- Prince Edward Road West / Lomond Road; and
- Argyle Street / Lomond Street.

2.5 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (pcu) to be calculated. The locations and layouts of the surveyed junctions are shown in Figure 2.1 and Figures 2.2 – 2.5 respectively.

2.6 The AM and the PM peak hour traffic flows were found to occur at 0800 – 0900 and 1800 – 1900 hours respectively, and the peak hour traffic flows are illustrated in Figure 2.6.

Operational Performance of the Surveyed Junctions

2.7 The existing operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in Volumes 2 and 4 of Transport Planning and Design Manual (TPDM). The analysis results are summarised in Table 2.1 and detailed calculations are found in Appendix A.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Performance Indicator (1)	AM Peak	PM Peak
J1	Prince Edward Road West / Junction Road	Signal	RC	49%	44%
J2	Prince Edward Road West / Forfar Road	Priority	RFC	0.294	0.350
J3	Prince Edward Road West / Lomond Road	Signal	RC	68%	75%
J4	Argyle Street / Lomond Street	Signal	RC	38%	47%

Note: (1) RC – Reserve Capacity RFC – Ratio-of-Flow to Capacity

2.8 The above results indicate that the surveyed junctions currently operate with capacities during the AM and PM peak hours.

Public Transport Facilities

2.9 Access to road-based and rail-based public transport services from the subject site is convenient. The Exit B of MTR Sung Wong Toi Station is located around 300m or equivalent to around 5 minutes' walk from the subject site.

2.10 In addition, numerous franchised bus and green minibus routes operate along Prince Edward Road East, Prince Edward Road West and Junction Road, within 500 metres or about 10 minutes' walk away. Details of the road-based public transport services operating close to the subject site are presented in Figure 2.7 and Table 2.2.

TABLE 2.2 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE

Route No.	Routing	Frequency (min)
KMB 1	Star Ferry – Chuk Yuen Estate	8 – 20
KMB 1A	Star Ferry – Sau Mau Ping (Central)	7 – 15
KMB 2A	Mei Foo – Lok Wah	10 – 25
KMB 2D	Tung Tau Estate – Chak On Estate	20 – 30
KMB 2X	Choi Fook – Mei Foo	20 – 30
KMB 3B	Hung Hom Ferry – Tsz Wan Shan (Central)	20 – 30
KMB 5	Star Ferry – Fu Shan	9 – 25
KMB 5A	Kai Tak (Kai Ching Estate) – Star Ferry	25 – 30
KMB 5C	Star Ferry – Tsz Wan Shan (Central)	8 – 20
KMB 5P	Star Ferry – Tsz Wan Shan (Central)	AM & PM peak
KMB 6D	Mei Foo – Ngau Tau Kok	12 – 30
KMB 6P	So Uk – Lei Yue Mun Estate	AM & PM peak
KMB 6X	Shing Tak Street – Mei Foo	PM peak
KMB 7B	Hung Hom (Hung Luen Road) Bus Terminus – Lok Fu	20 – 35
KMB 9	Tsim Sha Tsui East (Mody Road) – Choi Fook	15 – 30
KMB 10	Choi Wan – Tai Kok Tsui (Circular)	15 – 30
KMB 11	Kowloon Station – Diamond Hill Station	12 – 30
KMB 11B	Kowloon City Ferry – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 11D	Lok Fu – Kwun Tong Ferry	15 – 30
KMB 11K	Hung Hom Station – Chuk Yuen Estate	20 – 35
KMB 11X	Hung Hom Station – Sau Mau Ping (Upper)	9 – 25
KMB 12A	Whampoa Garden – Cheung Sha Wan (Hoi Tat Estate)	10 – 25
KMB 13D	Tai Kok Tsui (Island Harbourview) – Po Tat	15 – 30
KMB 14	China Ferry Terminal – Lei Yue Mun Estate	12 – 30
KMB 15	Hung Hom (Hung Luen Road) – Ping Tin	12 – 30
KMB 16	Mong Kok (Park Avenue) – Lam Tin (Kwong Tin Estate)	8 – 30
KMB 16P	Mong Kok (Park Avenue) – Kwun Tong Ferry	AM & PM peak
KMB 16X	Mong Kok (Park Avenue) – Lam Tin (Kwong Tin Estate)	AM & PM peak
KMB 17	Ho Man Tin (Oi Man Estate) – Kwun Tong (Yue Man Square)	5 – 25
CTB 20	Kai Tak (Muk On Street) – Cheung Sha Wan (Hoi Tat)	12 – 30
CTB 20A	High Speed Rail West Kowloon Station – Kai Tak Cruise Terminal	25 – 30
KMB 21	Hung Hom Station – Choi Wan	20 – 30
CTB 22	Kai Tak Cruise Terminal – Kowloon Tong	20 – 35
CTB 22M	Kai Tak Cruise Terminal – To Kwa Wan	20 – 30

TABLE 2.1 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE (CONT'D)

Route No.	Routing	Frequency (min)
KMB 24	Kai Yip – Mong Kok (Circular)	20 – 30
KMB 26	Tsim Sha Tsui East – Shun Tin	8 – 25
KMB 27	Shun Tin – Mong Kok (Circular)	6 – 20
KMB 27X	Shun Tin – Olympic Station	AM & PM peak
KMB 28	Star Ferry – Lok Wah	10 – 25
KMB 42	Cheung Hong Estate – Shun Lee	10 – 25
KMB 61X	Kowloon City Ferry – Tuen Mun Central	10 – 25
KMB 75X	Kowloon City Ferry – Tai Po (Fu Shin)	10 – 25
KMB 85	Kowloon City Ferry – Fo Tan Chun Yeung Estate	20 – 30
KMB 85A	Kowloon City Ferry – Kwong Yuen	20 – 30
KMB 85B	Kowloon City Ferry – Chun Shek	AM & PM peak
KMB 85X	Hung Luen Road – Man On Shan Town Centre	9 – 30
KMB 92R	Sai Kung – Star Ferry	weekend
KMB 93K	Mong Kok East Station – Po Lam	17 – 30
KMB 95	Kowloon Station – Tsui Lam	12 – 30
KMB 98C	Mei Foo – Hang Hau (North)	10 – 25
KMB 98E	Mei Foo – Hang Hau (North)	AM & PM peak
KMB 98S	Lohas Park Station – Mei Foo	AM & PM peak
KMB / CTB 101	Kennedy Town – Kwun Tong (Yue Man Square)	4 – 20
KMB / CTB 106	Siu Sai Wan (Island Resort) – Wong Tai Sin	6 – 22
KMB / CTB 106A	Wong Tai Sin – Taikoo (Kornhill Plaza)	AM peak
KMB / CTB 106P	Siu Sai Wan (Island Resort) – Wong Tai Sin	AM & PM peak
KMB / CTB 107	Wah Kwai – Kowloon Bay	5 – 20
KMB 108	Braemar Hill – Kai Yip	10 – 30
KMB / CTB 111	Central (Macau Ferry) – Ping Shek	4 – 30
KMB / CTB 111P	Choi Fook – Central (Macau Ferry)	AM & PM peak
KMB / CTB 113	Kennedy Town (Belcher Bay) – Choi Hung	10 – 29
KMB / CTB 116	Quarry Bay – Tsz Wan Shan (Central)	4 – 18
KMB 203E	Kowloon Station – Choi Hung	15 – 30
KMB 208	Broadcast Drive – Tsim Sha Tsui East	25 – 30
KMB 213D	Sau Mau Ping (Central) – Mong Kok (Circular)	10 – 20
KMB 275X	Tai Po (Fu Shin) – Hung Hom (Hung Luen Road)	AM & PM peak
KMB 293S	Hang Hau (Ngan O Road) – Mei Foo	overnight
KMB 296C	Cheung Sha Wan (Hoi Ying Estate) – Sheung Tak	15 – 30
KMB 296P	Sheung Tak – Lai Chi Kok Station	AM & PM peak
KMB 297	Hung Hom (Hung Luen Road) – Po Lam	15 – 30
KMB 298C	Lohas Park Station – Mei Foo	AM & PM peak
KMB 298X	Hang Hau (North) (Tseung Kwan O Hospital) – Cheung Sha Wan (Kom Tsun Street)	AM & PM peak
CTB 608	Kowloon City (Shing Tak Street) – Shau Kei Wan	10 – 30
CTB 608P	Siu Sai Wan (Island Resort) – Kowloon City (Shing Tak Street)	AM peak
CTB 793	Tseung Kwan O Industrial Estate – So Uk	15 – 20
CTB 796X	Tsim Sha Tsui East – Tseung Kwan O Industrial Estate / Tseung Kwan O Station	12 – 30
CTB A22	Lam Tin Station – Airport	15 – 60
CTB E23	Airport – Tsz Wan Shan (South)	12 – 30
CTB E23A	Tsz Wan Shan (South) – Airport	20 – 30
CTB N20	Island Harbourview – Kai Tak (Muk On Street)	overnight
CTB N23	Tung Chung Station – Tsz Wan Shan (North)	overnight
KMB / CTB N121	Central (Macau Ferry) – Ngau Tau Kok	overnight
KMB N213	Tsim Sha Tsui East (Mody Road) – On Tai (West)	overnight

TABLE 2.1 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE (CONT'D)

Route No.	Routing	Frequency (min)
KMB N216	Hung Hom Station – Yau Tong	overnight
KMB N293	Mong Kok (Park Avenue) – Sheung Tak	20 – 30
CTB N796	Lohas Park – Mong Kok	20 – 30
GMB 2	Whampoa Garden – Festival Walk	10 – 25
GMB 2A	Whampoa Garden – Festival Walk	10 – 25
GMB 13	Kowloon Tong (Broadcast Drive) – Hung Hom Ferry Pier	15 – 30
GMB 17M	Prince Edward Station – Kowloon Hospital	7 – 15
GMB 25A	Kowloon Tong Station – Tung Tau Estate	15 – 20
GMB 25B	The Latitude – Kowloon Tong Station	15 – 18
GMB 25M	Tung Tau Estate – Kowloon Tong Station	6 – 8
GMB 46	Island Harbourview – Richland Gardens	3 – 15
GMB 49	Shun Tin Estate – Kowloon City Ferry Pier	25
GMB 61	Mong Kok Station – Siu Sai Wan (Island Resort)	overnight
GMB 66S	Fu Shan Estate – Mong Kok	overnight
GMB 69	Kowloon City (Lion Rock Road) – Laguna City	20 – 30
GMB 69A	Prince Edward Station – Laguna City	15 – 20
GMB 70	Island Harbourview – Diamond Hill Station	4 – 12
GMB 70A	Olympic Station – Diamond Hill Station	30 – 60
GMB 88	Kai Ching Estate – Wong Tai Sin	12 – 30
GMB 105	To Kwa Wan – Hong Sing Garden	5 – 20
GMB 110	Tiu Keng Leng Station – Kowloon City (Circular)	15 – 30

Note: KMB – Kowloon Motor Bus CTB – Citybus
GMB – Green Minibus

Pedestrian Facilities

2.11 There are good pedestrian facilities provided in the vicinity of the subject site, including footpaths, at-grade pedestrian crossings at road junctions and subways across Prince Edward Road West.

3.0 THE PROPOSED ELDERLY HOME

Development Schedule

3.1 The Proposed Elderly Home consists of 1 block with 141 beds for elderly and is targeted for completion by 2027.

Internal Transport Facilities

3.2 The Hong Kong Planning Standards and Guidelines (HKPSG) have no recommendations on the provision of internal transport facilities for elderly home. Taking into consideration the narrow site frontage along Prince Edward Road West, which is only around 10m, and to satisfy the operational needs, the following internal transport facilities, which is same as TPB No. A/K10/261**,** are recommended:

- 1 lay-by with dimensions 9m(L) × 3.5m(W) × 3.6m(H) for shared use by taxi, private car, ambulance, LGV and mini coach, and
- 1 car parking space for persons with disabilities of dimensions 5m(L) × 3.5m(W) × 2.4m(H).

3.3 A 5m wide run-in / out is proposed, and the proposed ground floor plan is shown in Figure 3.1.

3.4 In order to understand the operation and to ascertain the parking and loading / unloading needs of the Proposed Elderly Home, traffic generation survey was conducted from 0800 – 2000 hours on 7th June 2024 (Friday) at an existing elderly home (the "adjoining elderly home") located at 351 Prince Edward Road West.

3.5 The adjoining elderly home has around 135 beds, and is similar to the Proposed Elderly Home in terms of: (i) location; (ii) scale; (iii) number of beds; (iv) availability of internal transport facilities; and (v) accessibility to public transport services. The survey results are presented in Table 3.1.

TABLE 3.1 TRAFFIC GENERATED BY ADJOINING ELDERLY HOME

No.	Vehicle Type	Arrival Time (hours)	Departure Time (hours)	Duration (min)	Activity	Arrival in Peak Hour
1	LGV	08:46	08:48	2	Goods Delivery	AM peak
2	Private Car	10:22	10:30	8	Pick-up / Drop-off	
3	Goods Van	10:48	10:54	6	Goods Delivery	
4	Mini Coach	11:57	11:58	1	Pick-up / Drop-off	
5	Private Car	12:00	12:05	5	Pick-up / Drop-off	
6	Mini Coach	13:55	13:56	1	Pick-up / Drop-off	
7	Private Car	16:33	16:41	8	Pick-up / Drop-off	
8	Private Car	18:09	18:13	4	Pick-up / Drop-off	PM peak
Average				**4.4**		

3.6 Tables 3.1 show that 8 vehicle trips were generated during the survey period, and the vehicles observed were taxi, private car, goods van, LGV and mini coach. On average, these vehicles stay of only 4.4 minutes. In addition, it is noted that these vehicles did not arrive at the same time.

3.7 Based on the survey results, it can be concluded that the Proposed Elderly Home with 141 beds is expected to generate only a few vehicle trips daily. Hence, the internal transport facilities provided as shown in Figure 3.1 is considered adequate and acceptable from traffic engineering point of view.

Swept Path Analysis

3.8 The CAD-based swept path analysis programme, *Autodesk Vehicle Tracking*, was used to check the ease of manoeuvring of vehicles, and are found to have no problems. The swept path analysis drawings are found in the Appendix B.

4.0 TRAFFIC IMPACT

Design Year

4.1 The completion of the Proposed Elderly Home in 2027 and the design year adopted for the capacity analysis is 2031.

Analysis on Traffic Generation

4.2 The subject site falls within the *"Residential (Group B)"* zone in the Approved Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/30, and according to the OZP, residential use is always permitted. An extract from OZP No. S/K10/30 is attached in Appendix C.

4.3 In order to assess the potential traffic impact of the Proposed Elderly Home, a traffic generation analysis is conducted to compare the Proposed Elderly Home and a hypothetical residential building (the "Hypothetical Residential Building") at the subject site.

4.4 The traffic generation for the Proposed Elderly Home and Hypothetical Residential Building is estimated below:

(i) Proposed Elderly Home

4.5 To quantify the traffic generated by the Proposed Elderly Home, reference is made to the adjoining elderly home. The survey results are presented in Table 4.1.

TABLE 4.1 TRIP GENERATION RATE FOR ELDERLY HOME

Adjoining Elderly Home (with 135 beds)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Traffic Generation	pcu/hr	1.5	1.5	1	1
Trip Generation Rate	pcu/hr/bed	0.0111	0.0111	0.0074	0.0074

4.6 The trip generation rates presented in Table 4.1 are used to calculate the traffic generated associated with the Proposed Elderly Home, and the calculated traffic generation is presented in Table 4.2.

TABLE 4.2 PROPOSED ELDERLY HOME TRAFFIC GENERATION

Proposed Elderly Home (with 141 beds)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Traffic Generation	pcu/hr	2	2	2	2

(ii) Hypothetical Residential Building

4.7 According to the Authorised Person, the Hypothetical Residential Building has 60 flats with average flat size of around 50m^2. Hence, trip generation rates for "*Private Housing: High-density / R(A)"* from Transport Planning and Design Manual (TPDM) are adopted and these are presented in Table 4.3.

TABLE 4.3 RESIDENTIAL TRIP GENERATION RATES FROM TPDM

Private Housing: High-density / R(A)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Trip Generation Rate	pcu/hr/flat	0.0425	0.0718	0.0370	0.0286

4.8 The trip generation rates presented in Table 4.3 are used to calculate the traffic generated associated with the Hypothetical Residential Building, and the calculated traffic generation is presented in Table 4.4.

TABLE 4.4 HYPOTHETICAL RESIDENTIAL BUILDING TRAFFIC GENERATION

Hypothetical Residential Building (with 60 flats)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Traffic Generation	pcu/hr	3	5	3	2

4.9 The comparison of traffic generation for the Proposed Elderly Home (Table 4.2) and Hypothetical Residential Building (Table 4.4) is presented in Table 4.5.

TABLE 4.5 COMPARISON OF TRAFFIC GENERATION

Development	Traffic Generation (pcu/hour)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
Hypothetical Residential Building [a]	3	5	8	3	2	5
Proposed Elderly Home [b]	2	2	4	2	2	4
Difference [b] – [a]	**–1 (–33%)**	**–3 (–60%)**	**–4 (–50%)**	**–1 (–33%)**	**0 (0%)**	**–1 (–20%)**

4.10 Table 4.5 shows that the Proposed Elderly Home is expected to generate **4 and 1 pcu (2-way) less than** the Hypothetical Residential Building during the AM and PM peak hours respectively, or equivalent to **50% and 20% less traffic**. Hence, **the Proposed Elderly Home is a better-off scheme** compared to the Hypothetical Residential Building.

Planned Developments

4.11 The major planned developments in the vicinity of the Proposed Development are summarised in Table 4.6.

TABLE 4.6 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Use	Development Parameter (Approx.)
A	222 Argyle Street	Hospital	around 124 beds
B	URA Project at Shing Tak Street / Ma Tau Chung Road (CBS-1:KC)	Private Housing	around 640 flats, retail GFA of around 6,449m^2
C	3 – 13 Nga Tsin Long Road	Private Housing	around 110 flats, retail GFA of around 1,190m^2
D	4 – 24 Nam Kok Road	Private Housing	around 313 flats, retail GFA of around 1,826m^2
E	URA Project at Nga Tsin Wai Road / Carpenter Road (KC-017)	Private Housing	around 4,353 flats, retail GFA of around 25,302m^2, G/IC of around 47,000m^2 and public vehicle park of around 360 spaces
F	URA Project at Kai Tak Road / Sa Po Road (KC-015)	Private Housing	around 810 flats, retail GFA of around 8,028m^2 and public vehicle park of around 300 spaces
G	Redevelopment of Kowloon City Plaza at New Kowloon Inland Lot No. 6056	Private Housing	around 850 flats, retail GFA of around 8,882m^2 and public vehicle park of around 400 spaces
H	26A – B Grampian Road and 13A – B Junction Road	Private Housing	around 72 flats
I	84 – 98 Junction Road	Private Housing	around 140 flats, retail GFA of around 1,373m^2
J	65, 73 and 75 Lion Rock Road	Private Housing	around 150 flats, retail GFA of around 640m^2
K	93 – 95 Hau Wong Road	Private Housing	around 50 flats, retail GFA of around 450m^2
L	452 – 464 Prince Edward Road West	Private Housing	domestic GFA of around 5,793m^2 and retail GFA of around 1,159m^2
M	20 – 20A Grampian Road	Private Housing	domestic GFA of around 2,168m^2
N	57A Nga Tsin Wai Road	Private Housing	around 11 flats
O	55 Nga Tsin Wai Road	Private Housing	domestic GFA of around 1,106m^2

4.12 The major planned developments listed in Table 4.6 have been included in the traffic forecast.

Traffic Forecast

4.13 The 2031 design traffic flows for capacity analysis are derived with reference to the following:

i. 2031 peak hour traffic models from the BDTM;
ii. planned developments located in the vicinity; and
iii. traffic generation of the Proposed Elderly Home.

4.14 The 2031 peak hour traffic flows without and with the Proposed Elderly Home are shown in Figures 4.1 and 4.2 respectively.

2031 Junction Capacity Analysis

4.15 The 2031 junction capacity analysis for the cases without and with the Proposed Elderly Home is summarised in Table 4.7, and detailed calculations are found in Appendix A.

TABLE 4.7 2031 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Performance Indicator [1]	Without Proposed Elderly Home		With Proposed Elderly Home	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Prince Edward Road West / Junction Road	RC	25%	22%	25%	22%
J2	Prince Edward Road West / Forfar Road	RFC	0.363	0.419	0.364	0.419
J3	Prince Edward Road West / Lomond Road	RC	47%	55%	47%	55%
J4	Argyle Street / Lomond Street	RC	23%	32%	23%	32%

Note: [1] RC – Reserve Capacity RFC – Ratio-of-Flow to Capacity

4.16 The above results indicate that the analysed junctions are expected to operate with sufficient capacity during the peak hours in 2031. The junctions analysed have sufficient capacity to accommodate the (i) expected traffic growth; and (ii) additional traffic generated by the Proposed Elderly Home.

4.17 The traffic generated by the Proposed Elderly Home is expected to have minimal impact to the capacity of the analysed junctions. It can be concluded that the Proposed Elderly Home is acceptable from traffic engineering terms.

5.0 CONCLUSION

5.1 The subject site is located at 349 Prince Edward Road West in Kowloon City. The Applicant intends to construct an elderly home with 141 beds at the subject site.

5.2 In view of the site constraints and to satisfy the operational needs, the following internal transport facilities are proposed for the Proposed Elderly Home:

- 1 lay-by of dimensions 9m(L) × 3.5m(W) × 3.6m(H) for shared use by taxi, private car, ambulance, LGV and mini coach, and
- 1 car parking space for persons with disabilities of dimensions 5m(L) × 3.5m(W) × 2.4m(H)

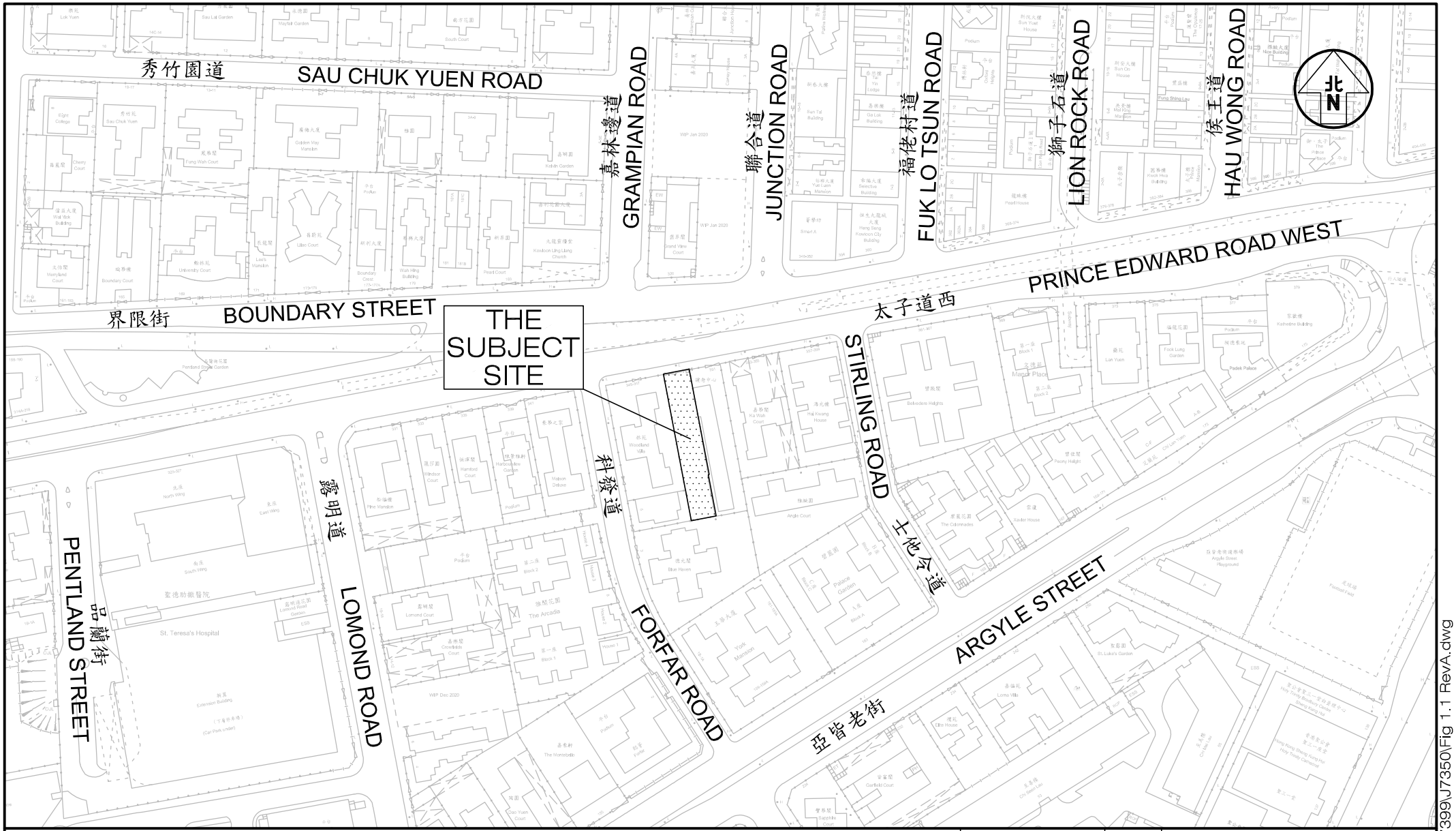
5.3 The traffic generation of the Proposed Elderly Home is estimated to be **4 and 1 pcu (2-way) less than** the Hypothetical Residential Building during the AM and PM peak hours respectively, or equivalent to **50% and 20% less traffic**. Compared to the Hypothetical Residential Development, the Proposed Elderly Home is a better-off scheme.

5.4 Manual classified counts were conducted at junctions, which are located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours. The 2031 design traffic flows are derived with reference to the latest BDTM and have taken into account the planned developments in the vicinity of the subject site.

5.5 The 2031 junction capacity analysis was undertaken for the cases without and with the Proposed Elderly Home. The junctions analysed have sufficient capacity to accommodate the expected traffic flows in 2031 and the traffic generated by the Proposed Elderly Home.

5.6 The TIA concluded that the Proposed Elderly Home will result in **no** adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Elderly Home is acceptable.

Figures



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 1.1 / Revision A
Figure Title	LOCATION OF THE SUBJECT SITE	Designed by T H C / Drawn by C C L / Checked by K C	Scale in A4 1 : 2,000 / Date 12 AUG 2024

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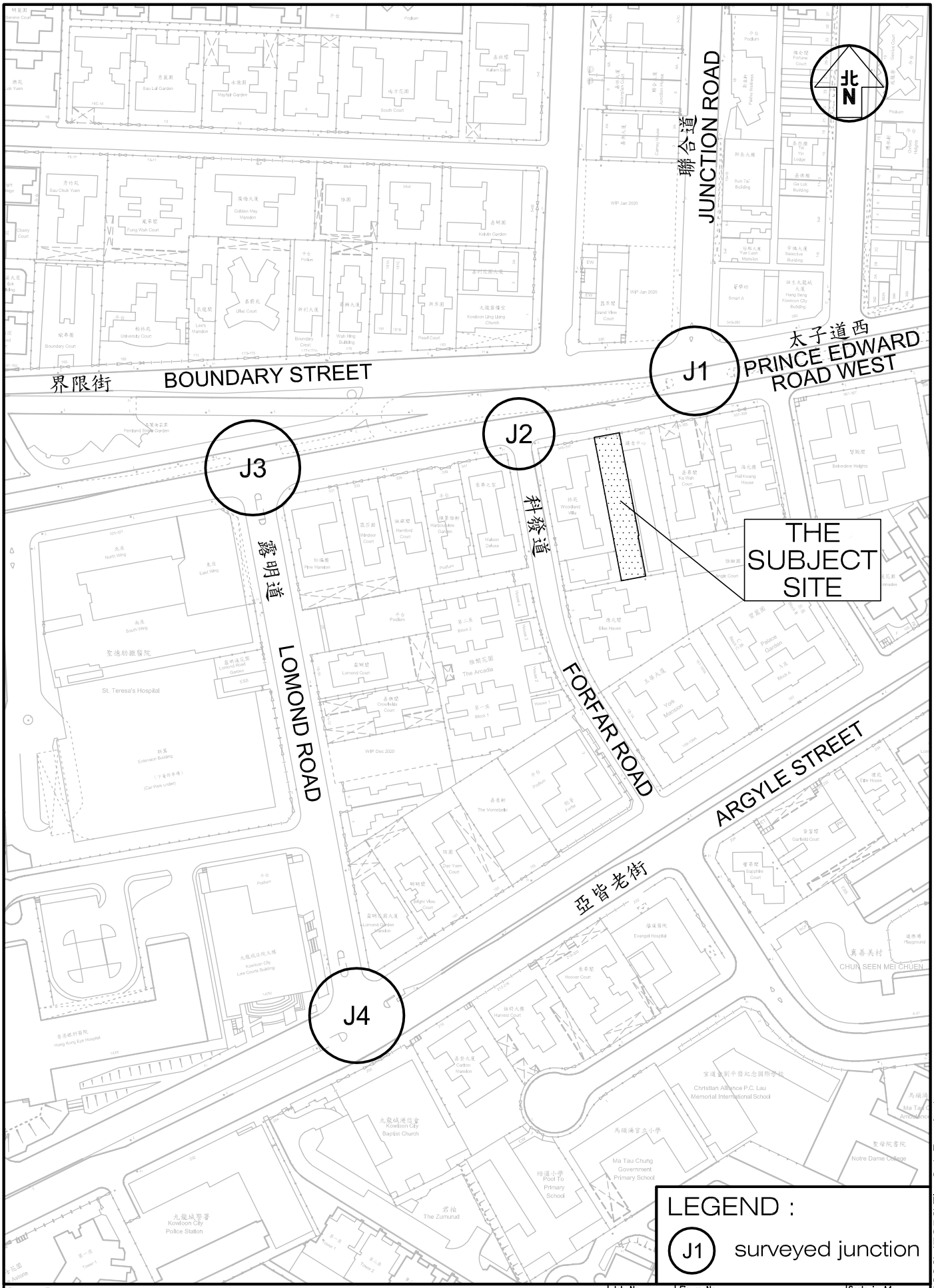


Project Title

AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY

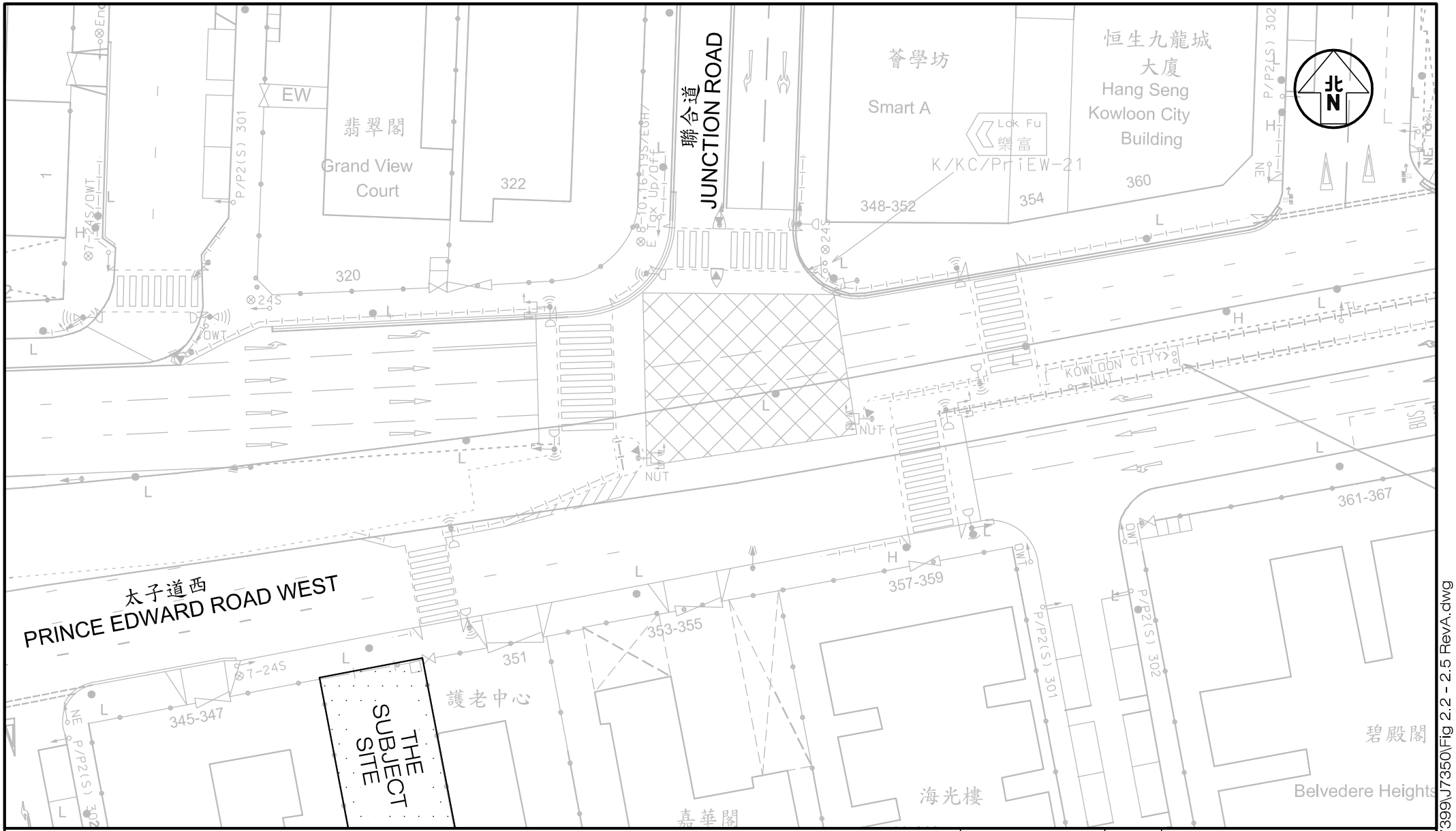
Job No.	Figure No.			Scale in A4
J7350	2.1			1 : 2,000
Designed by	Drawn by	Checked by	Revision	Date
T H C	C C L	K C	A	12 AUG 2024

Figure Title

LOCATION OF THE SURVEYED JUNCTIONS

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

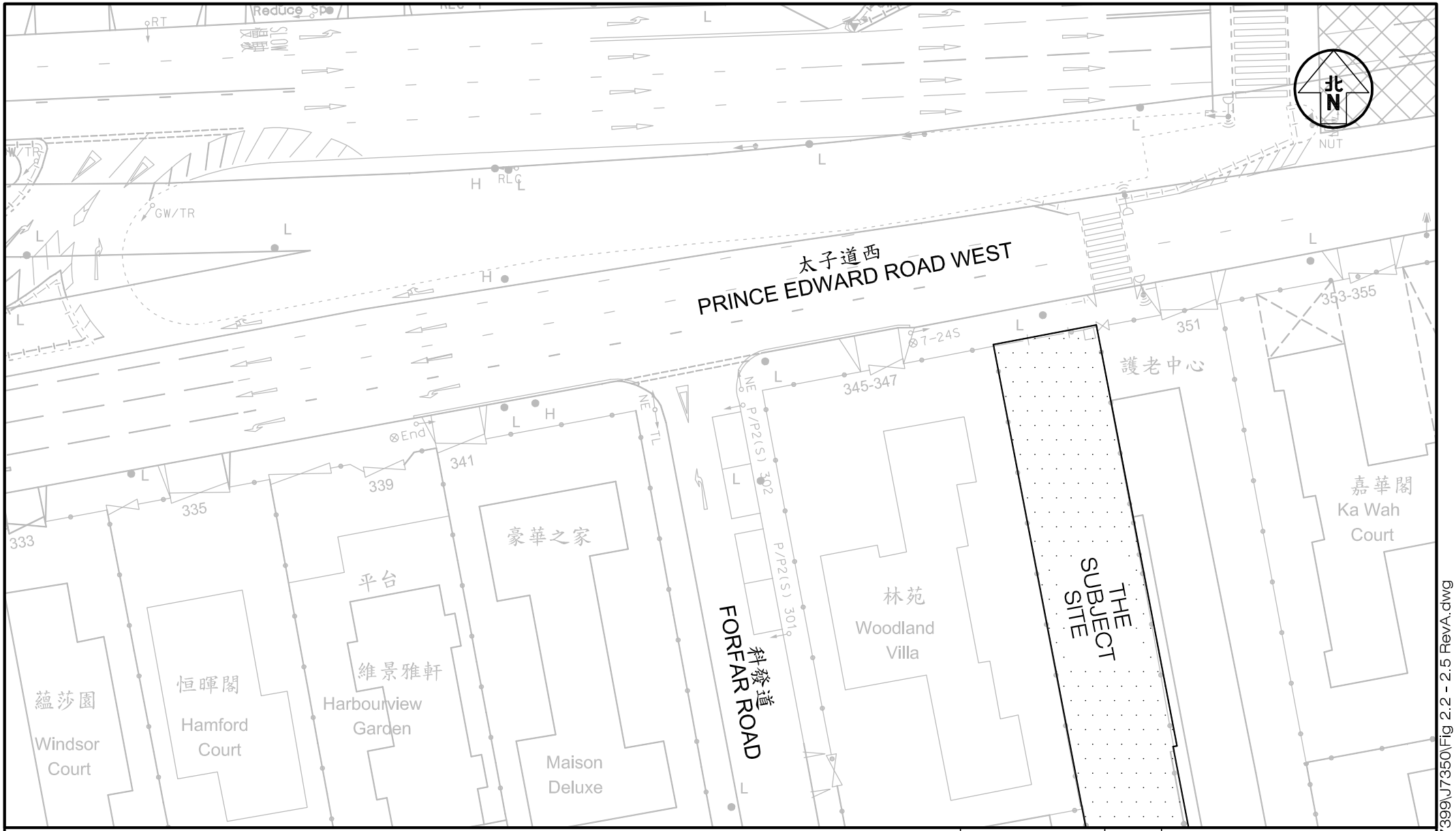
T:\JOB\J7350-J7399\J7350\Fig 2.1 RevA.dwg



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 2.2 / Revision A
Figure Title	(J1) JUNCTION OF PRINCE EDWARD ROAD WEST / JUNCTION ROAD	Designed by THC / Drawn by CCL / Checked by KC	Scale in A4 1 : 500 / Date 12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

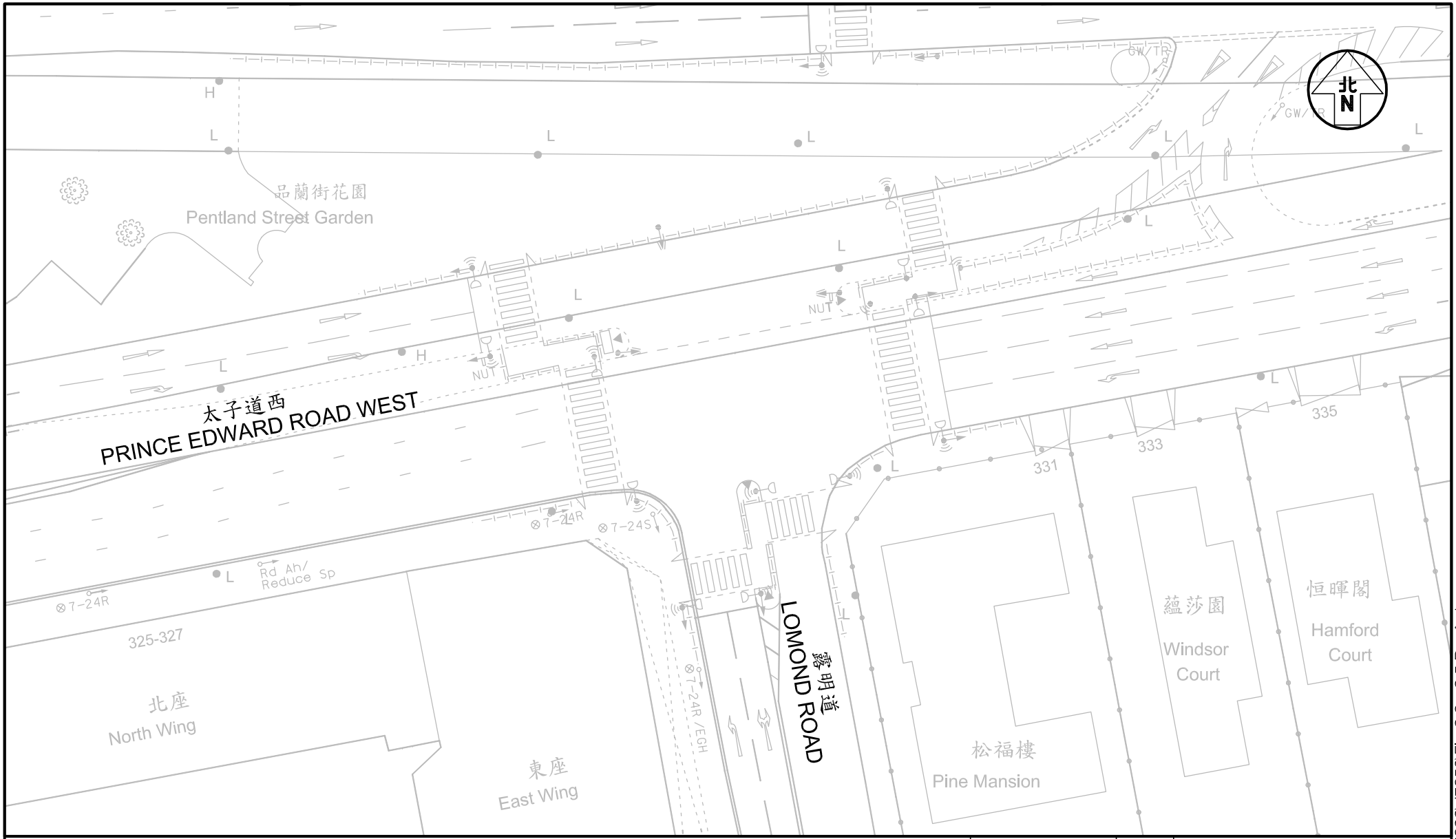
T:\JOB\J7350-J7399\J7350\Fig 2.2 - 2.5 RevA.dwg



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 2.3 / Revision A
Figure Title	(J2) JUNCTION OF PRINCE EDWARD ROAD WEST / FORFAR ROAD		Designed by T H C / Drawn by C C L / Checked by K C
			Scale in A4 1 : 500 / Date 12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7350\Fig 2.2 - 2.5 RevA.dwg



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 2.4 / Revision A
Figure Title	(J3) JUNCTION OF PRINCE EDWARD ROAD WEST / LOMOND ROAD		Designed by T H C / Drawn by C C L / Checked by K C
			Scale in A4 1 : 500 / Date 12 AUG 2024

CKM Asia Limited
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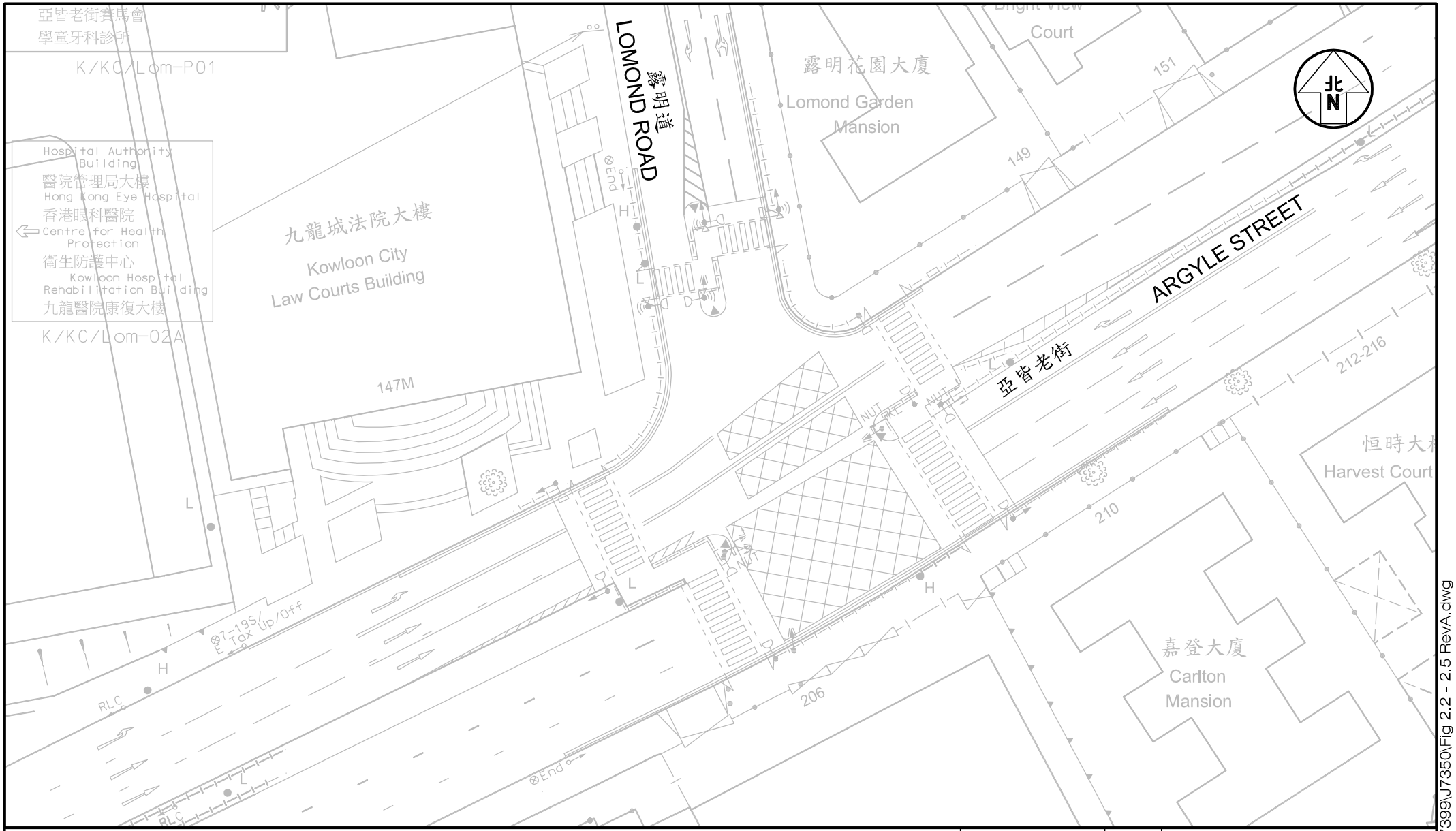
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

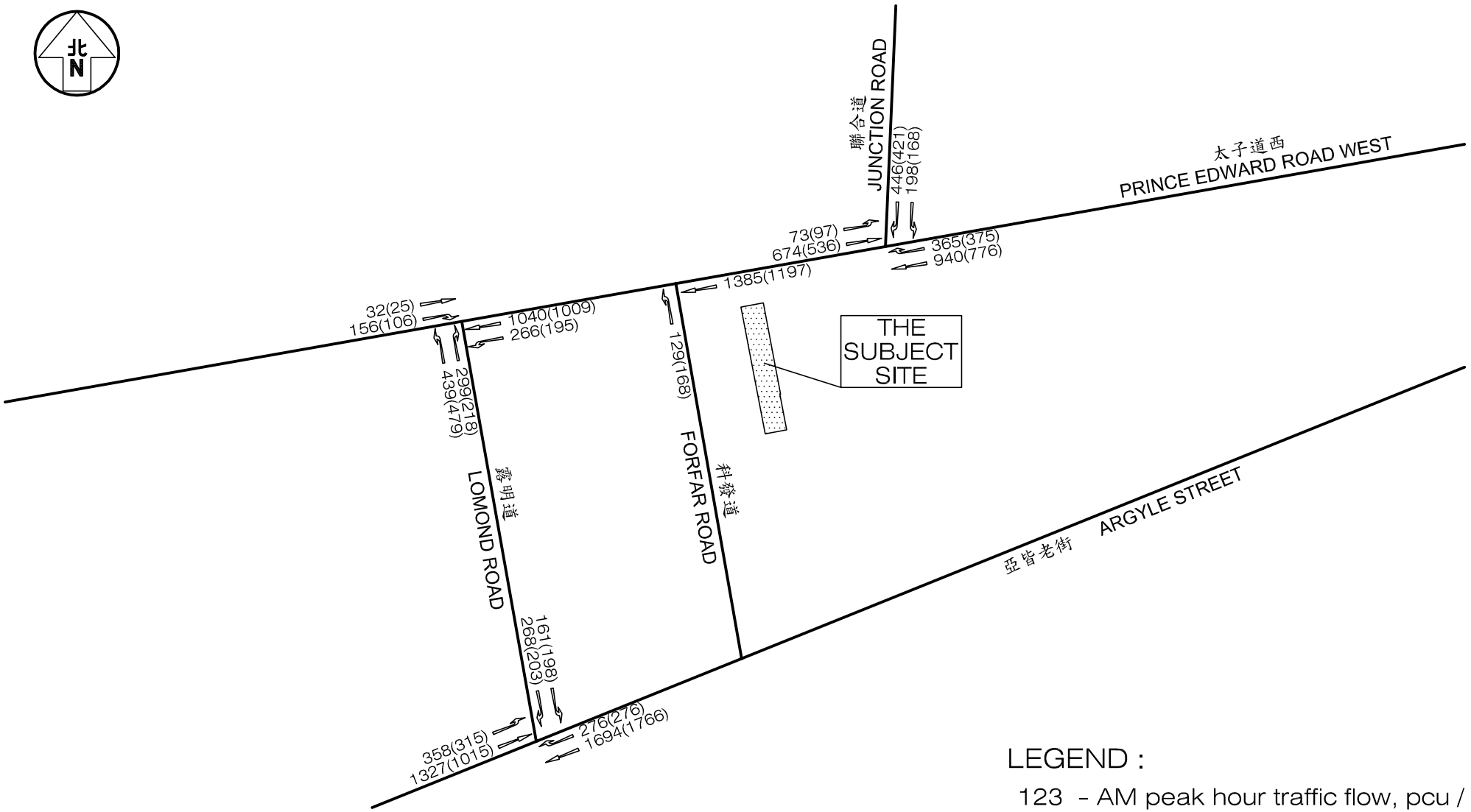
T:\JOB\J7350-J7399\J7350\Fig 2.2 - 2.5 RevA.dwg



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 2.5 / Revision A
Figure Title	(J4) JUNCTION OF ARGYLE STREET / LOMOND ROAD	Designed by THC / Drawn by CCL / Checked by KC	Scale in A4 1 : 500 / Date 12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7350\Fig 2.2 - 2.5 RevA.dwg



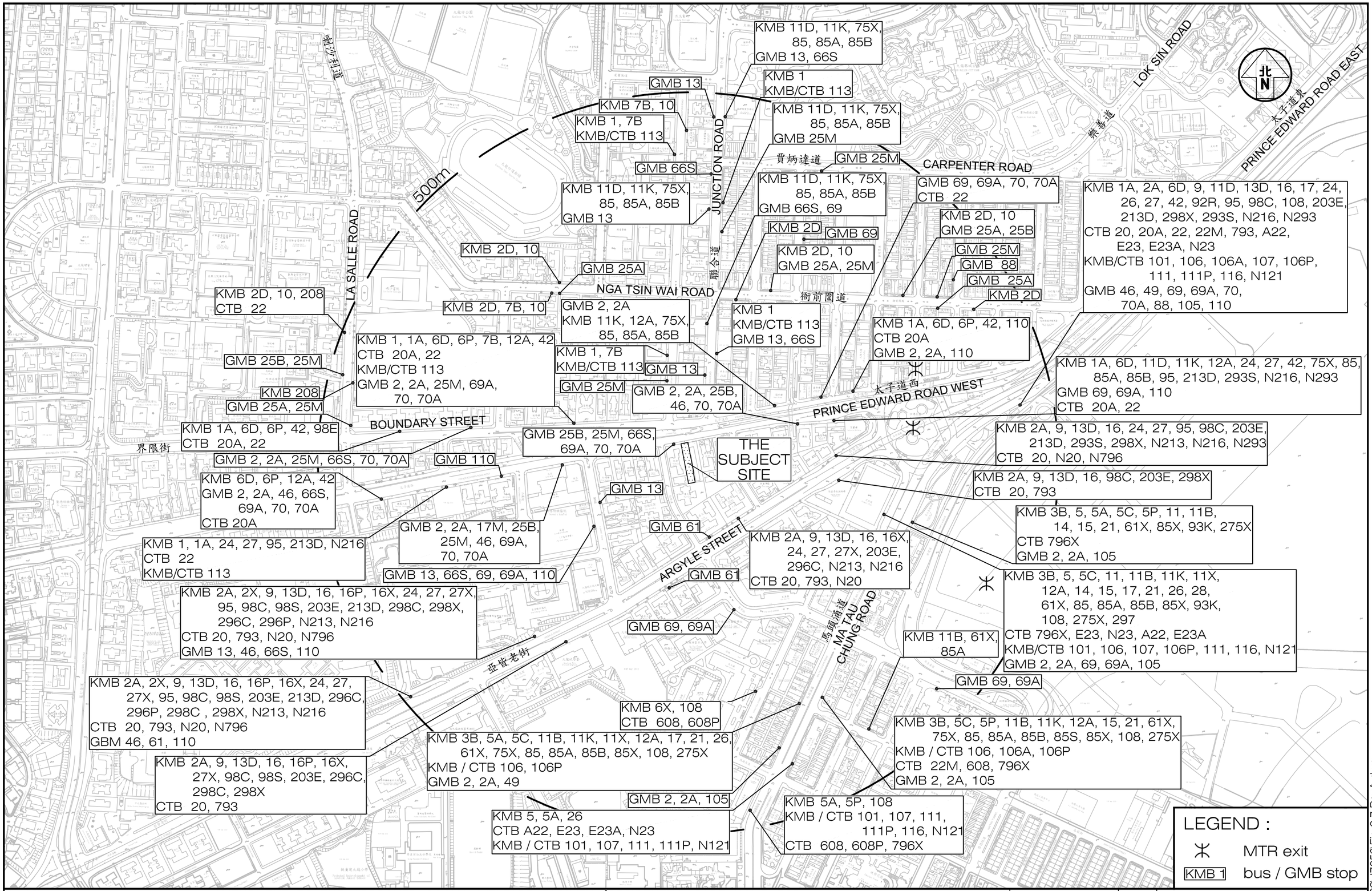
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY J7350	Figure No. 2.6	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by T H C / Drawn by C C L / Checked by K C		
	Scale in A4 N.T.S.	Date 12 AUG 2024	

T:\JOB\J7350-J7399\J7350\Fig 2.1 RevA.dwg



Project Title	AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. 2.7 / Revision A
Figure Title	AVAILABILITY OF PUBLIC TRANSPORT SERVICES IN THE VICINITY OF THE SUBJECT SITE		Designed by T H C / Drawn by C C L / Checked by K C / Scale in A3 N.T.S. / Date 12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7350\Fig 2.7 RevA.dwg

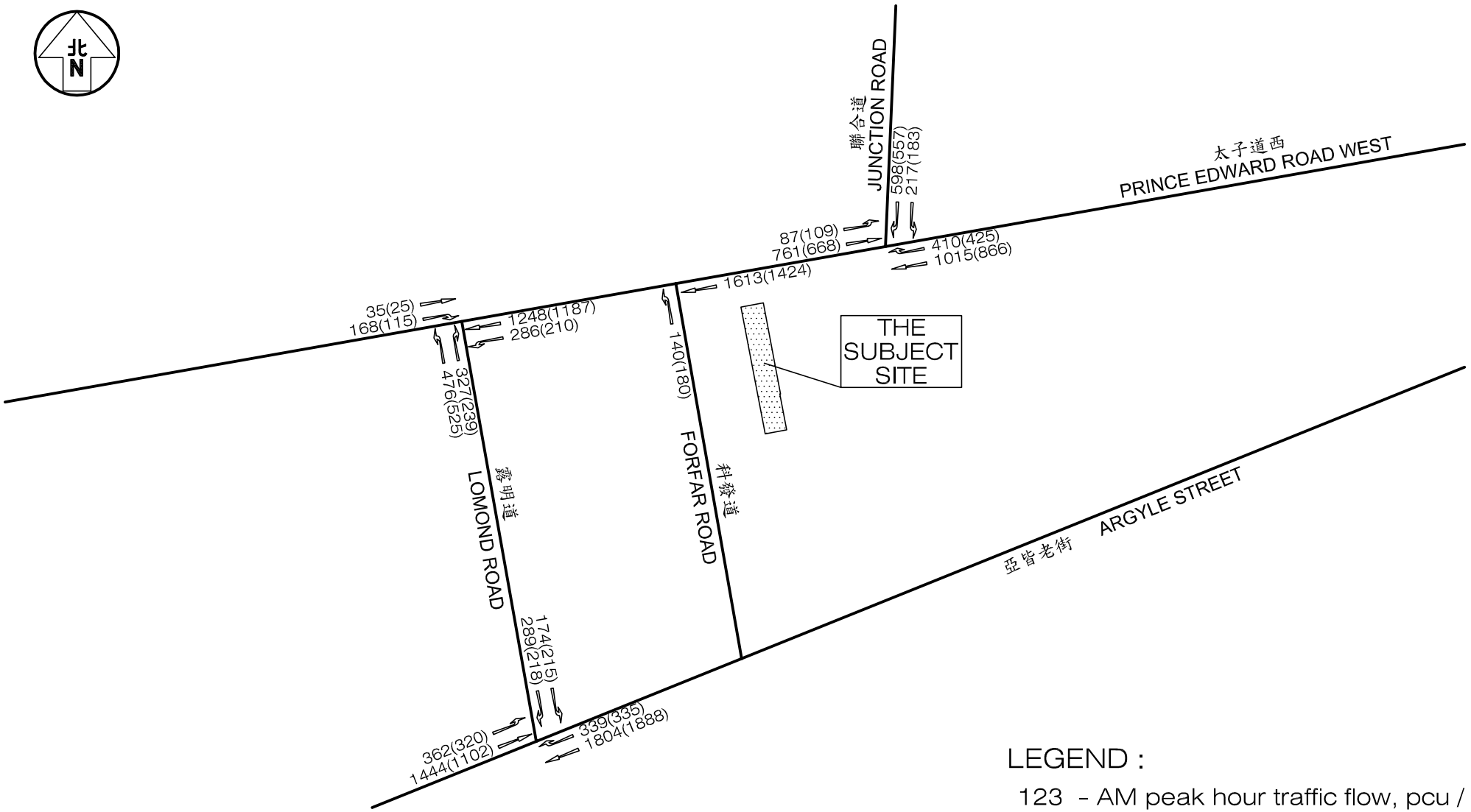
Project Title
AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY

Job No.	Figure No.			Scale in A4
J7350	3.1			1 : 300
Designed by	Drawn by	Checked by	Revision	Date
T H C	C C L	K C	A	12 AUG 2024

Figure Title
PROPOSED INTERNAL TRANSPORT LAYOUT

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOBs\J7350-J7399\J7350\Fig 3.1 RevA.dwg



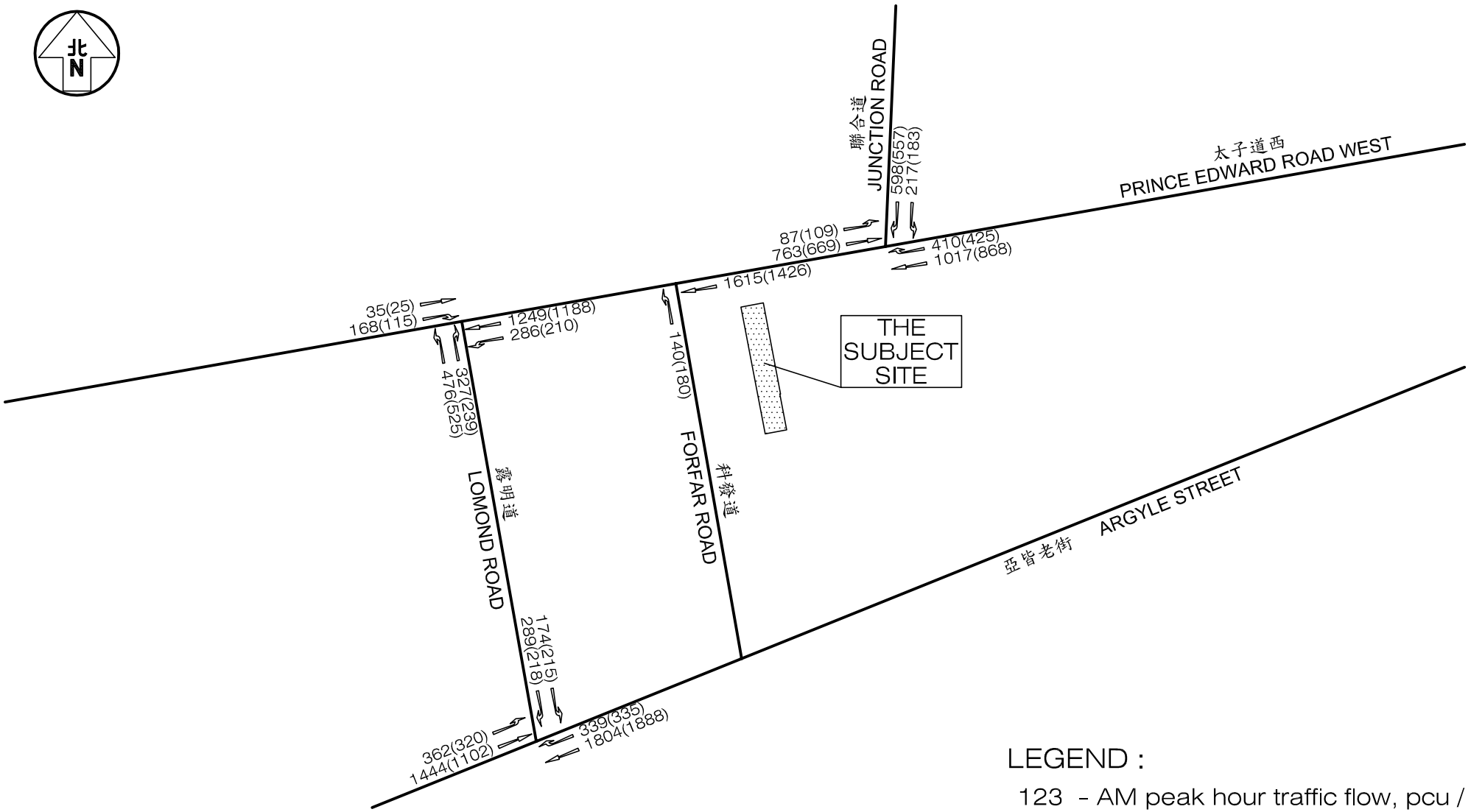
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY J7350	Figure No. 4.1	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: 2031 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED ELDERLY HOME	Designed by T H C / Drawn by C C L / Checked by K C		
	Scale in A4 N.T.S.	Date 12 AUG 2024	

T:\JOB\J7350-J7399\J7350\Fig 4.1 - 4.2 RevA.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY J7350	Figure No. 4.2	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: 2031 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED ELDERLY HOME	Designed by T H C / Drawn by C C L / Checked by K C		
	Scale in A4 N.T.S.	Date 12 AUG 2024	

T:\JOB\J7350-J7399\J7350\Fig 4.1 - 4.2 RevA.dwg

Appendix A – Junction Capacity Analysis

Signal Junction Analysis

Junction: Prince Edward Road West / Junction Road — Job Number: J7350

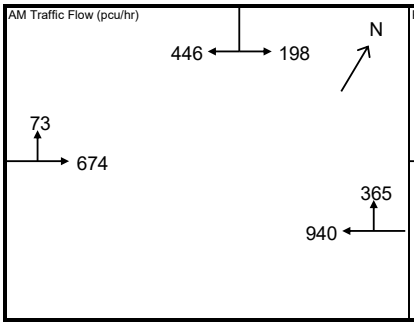
Scenario: Existing Condition — R1 / P.1-1

Design Year: 2024 — Designed By: — Checked By: — Date: 12 August 2024

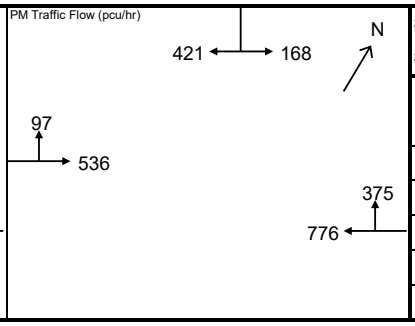
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Prince Edward Road West EB	LT	A1	2	3.30	10.0		100	1691	73	0.043		100	1691	97	0.057	
	SA	A2	1,2	3.30				2085	225	0.108			2085	179	0.086	
	SA	A3	1,2	3.30				2085	225	0.108	0.108		2085	179	0.086	0.086
	SA	A4	1,2	3.30				2085	224	0.107			2085	178	0.085	
Prince Edward Road West WB	SA	B1	2,3	3.30				1945	453	0.233			1945	375	0.193	
	SA	B2	2,3	3.30				2085	487	0.233			2085	401	0.192	
	RT	B3	3	3.30	20.0		100	1940	365	0.188	0.188	100	1940	375	0.193	0.193
Junction Road SB	LT+RT	C1	4	3.20	10.0		100	1683	298	0.177	0.177	100	1683	272	0.162	0.162
	RT	C2	4	3.20	25.0		100	1958	346	0.177		100	1958	317	0.162	

pedestrian phase	P1	3, 4		min crossing time =	7	sec GM +	13	sec FGM =	20	sec
	P2	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	1,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1		min crossing time =	7	sec GM +	5	sec FGM =	12	sec
	P5	1		min crossing time =	7	sec GM +	7	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

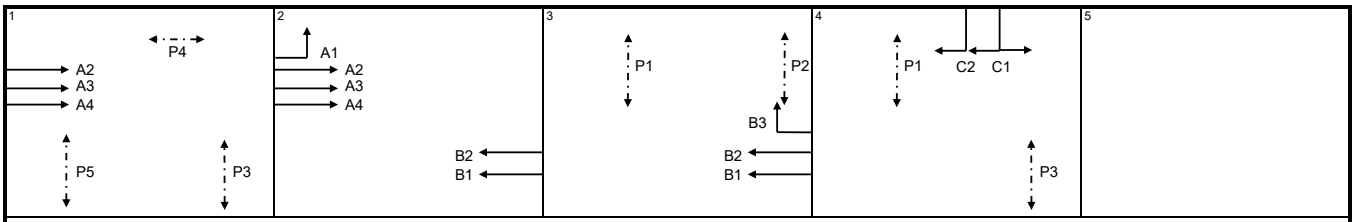


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.473	0.408	0.441	0.412
L (s)	12	39	12	39
C (s)	120	120	115	115
practical y	0.810	0.608	0.806	0.595
R.C. (%)	71%	49%	83%	44%



AM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =	
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =	
PM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =	
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =	

Signal Junction Analysis

Junction: Prince Edward Road West / Junction Road — Job Number: J7350

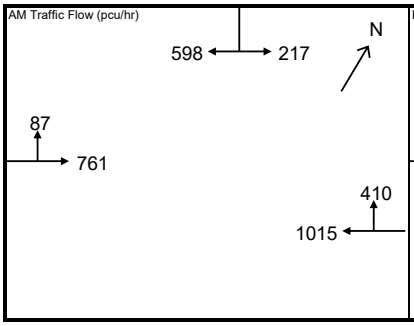
Scenario: without the Proposed Elderly Home — R1 / P.1-2

Design Year: 2031 — Designed By: — Checked By: — Date: 12 August 2024

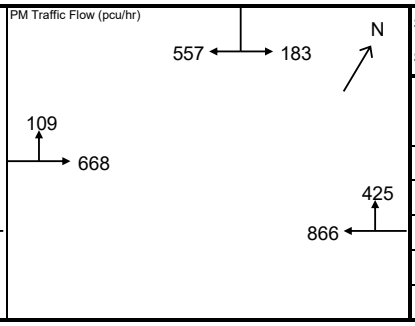
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Prince Edward Road West EB	LT	B1	2	3.30	10.0		100	1691	87	0.051		100	1691	109	0.065	
	SA	B2	1,2	3.30				2085	254	0.122			2085	223	0.107	
	SA	B3	1,2	3.30				2085	254	0.122	0.122		2085	223	0.107	0.107
	SA	B4	1,2	3.30				2085	253	0.121			2085	222	0.107	
Prince Edward Road West WB	SA	B1	2,3	3.30				1945	490	0.252			1945	418	0.215	
	SA	B2	2,3	3.30				2085	525	0.252			2085	448	0.215	
	RT	B3	3	3.30	20.0		100	1940	410	0.211	0.211	100	1940	425	0.219	0.219
Junction Road SB	LT+RT	C1	4	3.20	10.0		100	1683	377	0.224	0.224	100	1683	342	0.203	0.203
	RT	C2	4	3.20	25.0		100	1958	438	0.224		100	1958	398	0.203	

pedestrian phase	P1	3, 4		min crossing time =	7	sec GM +	13	sec FGM =	20	sec
	P2	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	1,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1		min crossing time =	7	sec GM +	5	sec FGM =	12	sec
	P5	1		min crossing time =	7	sec GM +	7	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

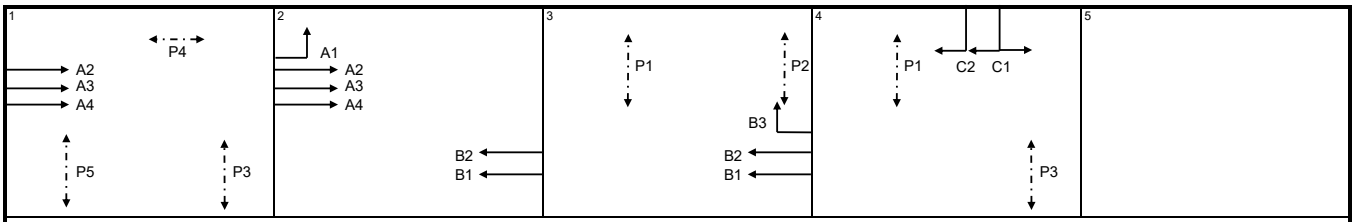


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.557	0.486	0.529	0.487
L (s)	12	39	12	39
C (s)	120	120	115	115
practical y	0.810	0.608	0.806	0.595
R.C. (%)	45%	25%	52%	22%

Note:



AM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =		
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =		
PM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =		
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =		

Signal Junction Analysis

Junction: Prince Edward Road West / Junction Road — Job Number: J7350

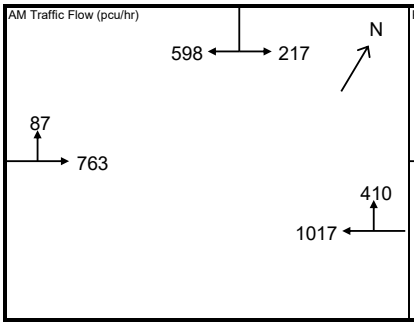
Scenario: with the Proposed Elderly Home — R1 / P.1-3

Design Year: 2031 — Designed By: — Checked By: — Date: 12 August 2024

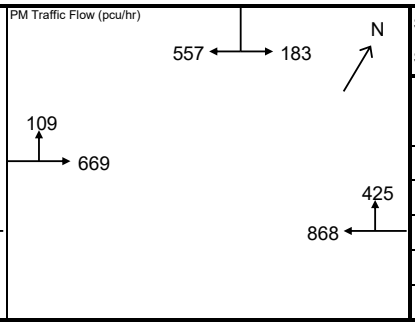
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Prince Edward Road West EB	LT	B1	2	3.30	10.0		100	1691	87	0.051		100	1691	109	0.065	
	SA	B2	1,2	3.30				2085	254	0.122			2085	223	0.107	
	SA	B3	1,2	3.30				2085	254	0.122	0.122		2085	223	0.107	0.107
	SA	B4	1,2	3.30				2085	255	0.122			2085	223	0.107	
Prince Edward Road West WB	SA	B1	2,3	3.30				1945	491	0.252			1945	419	0.215	
	SA	B2	2,3	3.30				2085	526	0.252			2085	449	0.216	
	RT	B3	3	3.30	20.0		100	1940	410	0.211	0.211	100	1940	425	0.219	0.219
Junction Road SB	LT+RT	C1	4	3.20	10.0		100	1683	377	0.224	0.224	100	1683	342	0.203	0.203
	RT	C2	4	3.20	25.0		100	1958	438	0.224		100	1958	398	0.203	

pedestrian phase	P1	3, 4		min crossing time =	7	sec GM +	13	sec FGM =	20	sec
	P2	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	1,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1		min crossing time =	7	sec GM +	5	sec FGM =	12	sec
	P5	1		min crossing time =	7	sec GM +	7	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

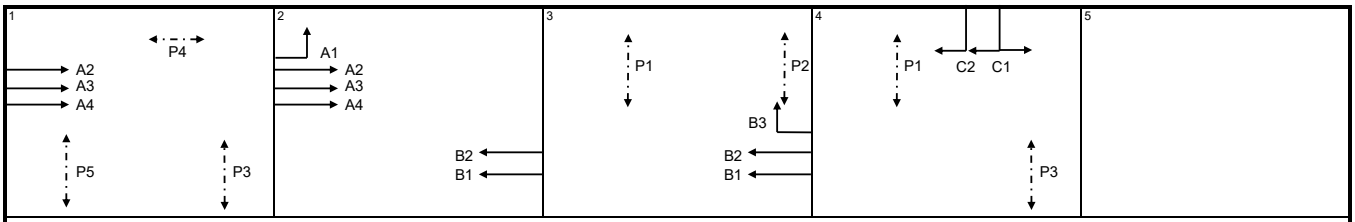


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

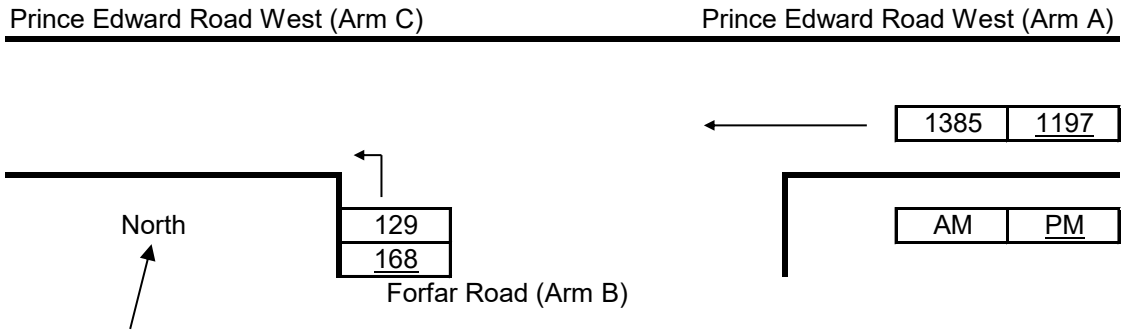
	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.557	0.486	0.529	0.487
L (s)	12	39	12	39
C (s)	120	120	115	115
practical y	0.810	0.608	0.806	0.595
R.C. (%)	45%	25%	52%	22%



AM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =		
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =		
PM	G =		I/G =	5	G =		I/G =		G =		I/G =	5	G =		I/G =	5	G =		I/G =		
	G =	14	I/G =	2	G =		I/G =	5	G =		I/G =	5	G =		I/G =	16	G =		I/G =		

Priority Junction Analysis

Junction:	Prince Edward Road West / Forfar Road				R1 / P.2-1
Design Year:	2024	Job Number:	J7350	Date:	12 August 2024
Scenario:	Existing Condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.00	V-rBA		w-BA		D	0.5332
	W-CR	0.00	V-lBA		w-BC	4.00	E	1.0143
			V-rBC	100	w-CB		F	0.5860
			V-rCB				Y	0.6205

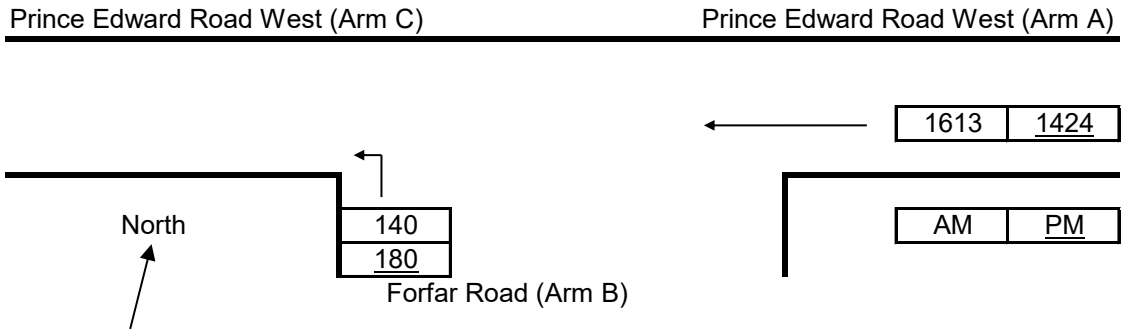
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	168	190
q-CB	0	0	Q-BC	438	481
q-AB	0	0	Q-CB	253	278
q-AC	1385	1197	Q-BAC	438	481
q-BA	0	0			
q-BC	129	168			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.294	0.350
C-B	0.000	0.000
B-AC	0.294	0.350

Priority Junction Analysis

Junction:	Prince Edward Road West / Forfar Road				R1 / P.2-2
Design Year:	2031	Job Number:	J7350	Date:	12 August 2024
Scenario:	without the Proposed Elderly Home				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.00	V-rBA		w-BA		D	0.5332
	W-CR	0.00	V-lBA		w-BC	4.00	E	1.0143
			V-rBC	100	w-CB		F	0.5860
			V-rCB				Y	0.6205

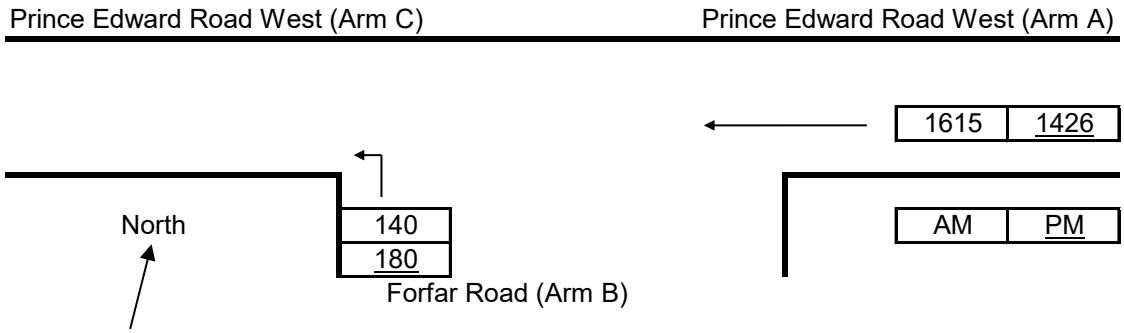
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	140	163
q-CB	0	0	Q-BC	386	430
q-AB	0	0	Q-CB	223	248
q-AC	1613	1424	Q-BAC	386	430
q-BA	0	0			
q-BC	140	180			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.363	0.419
C-B	0.000	0.000
B-AC	0.363	0.419

Priority Junction Analysis

Junction:	Prince Edward Road West / Forfar Road				R1 / P.2-3
Design Year:	2031	Job Number:	J7350	Date:	12 August 2024
Scenario:	with the Proposed Elderly Home				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.00	V-rBA		w-BA		D	0.5332
	W-CR	0.00	V-lBA		w-BC	4.00	E	1.0143
			V-rBC	100	w-CB		F	0.5860
			V-rCB				Y	0.6205

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	140	163
q-CB	0	0	Q-BC	386	429
q-AB	0	0	Q-CB	223	248
q-AC	1615	1426	Q-BAC	386	429
q-BA	0	0			
q-BC	140	180			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.364	0.419
C-B	0.000	0.000
B-AC	0.364	0.419

Signal Junction Analysis

Junction: Prince Edward Road West / Lomond Road Job Number: J7350

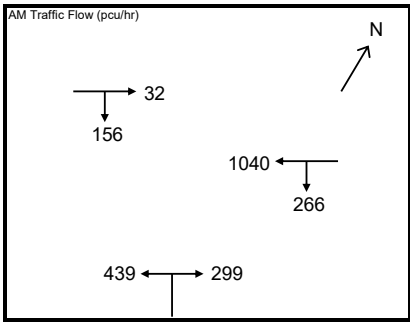
Scenario: Existing Condition R1 / P.3-1

Design Year: 2024 Designed By: Checked By: Date: 12 August 2024

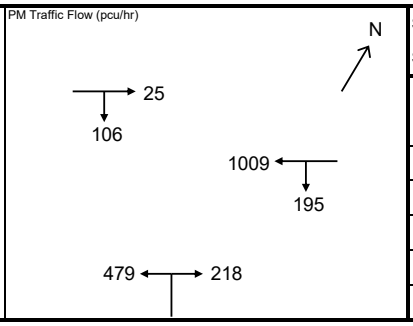
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lomond Road NB	LT	A1	2	3.10	10.0		100	1674	348	0.208	0.208	100	1674	329	0.197	0.197
	LT+RT	A2	2	3.10	15.0		100	1877	391	0.208		100	1877	368	0.196	
Prince Edward Road West EB	SA	B1	3	3.30				1945	32	0.016			1945	25	0.013	
	RT	B2	3	4.00	25.0		100	2033	156	0.077	0.077	100	2033	106	0.052	0.052
Prince Edward Road West WB	LT	C1	1	3.10	15.0		100	1750	266	0.152		100	1750	195	0.112	
	SA	C2	1	3.10				2065	347	0.168			2065	336	0.163	
	SA	C3	1	3.10				2065	347	0.168	0.168		2065	336	0.163	
	SA	C4	1	3.10				2065	346	0.167			2065	337	0.163	0.163

pedestrian phase	P1	1,3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	P2	1,2		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P4	3		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	P5	2,3		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	P6	2		min crossing time =	5	sec GM +	7	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

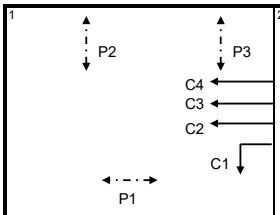


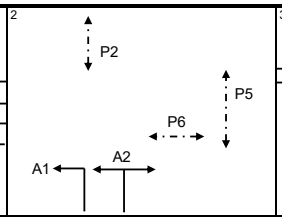
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

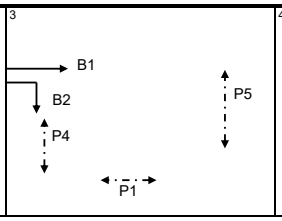
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.453	0.376	0.412	0.359
L (s)	16	33	16	33
C (s)	110	110	110	110
practical y	0.769	0.630	0.769	0.630
R.C. (%)	70%	68%	87%	75%







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AM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	8	G =		I/G =		G =		I/G =
	G =		I/G =	6	G =		I/G =	8	G =	19	I/G =	2	G =		I/G =		G =		I/G =
PM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	8	G =		I/G =		G =		I/G =
	G =		I/G =	6	G =		I/G =	8	G =	19	I/G =	2	G =		I/G =		G =		I/G =

Signal Junction Analysis

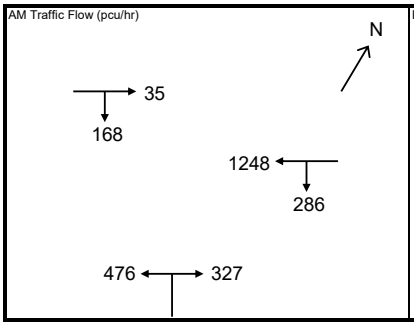
Junction: Prince Edward Road West / Lomond Road Job Number: J7350

Scenario: without the Proposed Elderly Home R1 / P.3-2

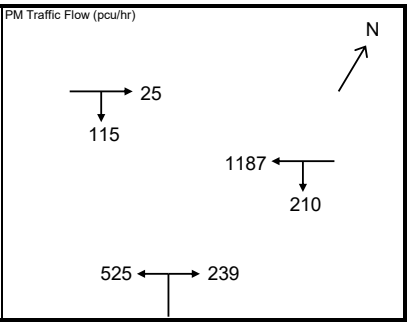
Design Year: 2031 Designed By: Checked By: Date: 12 August 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lomond Road NB	LT	A1	2	3.10	10.0		100	1674	378	0.226	0.226	100	1674	360	0.215	0.215
	LT+RT	A2	2	3.10	15.0		100	1877	424	0.226		100	1877	404	0.215	
Prince Edward Road West EB	SA	B1	3	3.30				1945	35	0.018			1945	25	0.013	
	RT	B2	3	4.00	25.0		100	2033	168	0.083	0.083	100	2033	115	0.057	0.057
Prince Edward Road West WB	LT	C1	1	3.10	15.0		100	1750	286	0.163		100	1750	210	0.120	
	SA	C2	1	3.10				2065	416	0.201			2065	396	0.192	
	SA	C3	1	3.10				2065	416	0.201			2065	396	0.192	0.192
	SA	C4	1	3.10				2065	416	0.202	0.202		2065	395	0.191	
pedestrian phase		P1	1,3		min crossing time =		6	sec GM +	6	sec FGM =	12	sec				
		P2	1,2		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		P3	1		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		P4	3		min crossing time =		8	sec GM +	11	sec FGM =	19	sec				
		P5	2,3		min crossing time =		8	sec GM +	11	sec FGM =	19	sec				
		P6	2		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

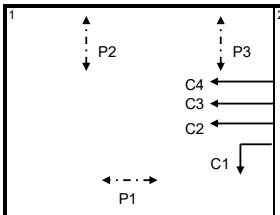


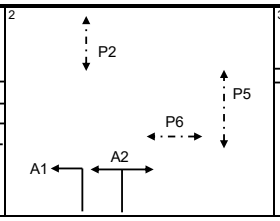
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

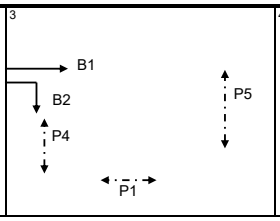
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.510	0.427	0.463	0.407
L (s)	16	33	16	33
C (s)	110	110	110	110
practical y	0.769	0.630	0.769	0.630
R.C. (%)	51%	47%	66%	55%







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AM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	8	G =		I/G =		G =		I/G =
	G =		I/G =	6	G =		I/G =	8	G =	19	I/G =	2	G =		I/G =		G =		I/G =
PM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	8	G =		I/G =		G =		I/G =
	G =		I/G =	6	G =		I/G =	8	G =	19	I/G =	2	G =		I/G =		G =		I/G =

Signal Junction Analysis

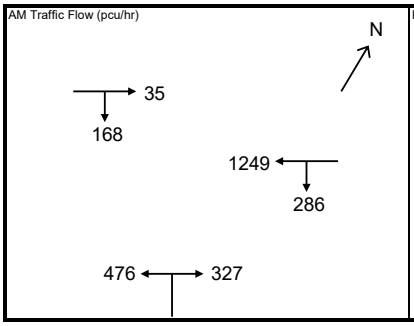
Junction: Prince Edward Road West / Lomond Road Job Number: J7350

Scenario: with the Proposed Elderly Home R1 / P.3-3

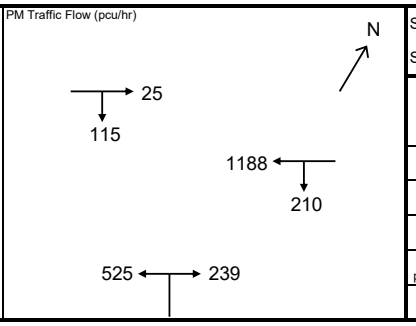
Design Year: 2031 Designed By: Checked By: Date: 12 August 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lomond Road NB	LT	A1	2	3.10	10.0		100	1674	378	0.226	0.226	100	1674	360	0.215	0.215
	LT+RT	A2	2	3.10	15.0		100	1877	424	0.226		100	1877	404	0.215	
Prince Edward Road West EB	SA	B1	3	3.30				1945	35	0.018			1945	25	0.013	
	RT	B2	3	4.00	25.0		100	2033	168	0.083	0.083	100	2033	115	0.057	0.057
Prince Edward Road West WB	LT	C1	1	3.10	15.0		100	1750	286	0.163		100	1750	210	0.120	
	SA	C2	1	3.10				2065	416	0.201			2065	396	0.192	
	SA	C3	1	3.10				2065	416	0.201			2065	396	0.192	0.192
	SA	C4	1	3.10				2065	417	0.202	0.202		2065	396	0.192	
pedestrian phase		P1	1,3		min crossing time =		6	sec GM +	6	sec FGM =	12	sec				
		P2	1,2		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		P3	1		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		P4	3		min crossing time =		8	sec GM +	11	sec FGM =	19	sec				
		P5	2,3		min crossing time =		8	sec GM +	11	sec FGM =	19	sec				
		P6	2		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

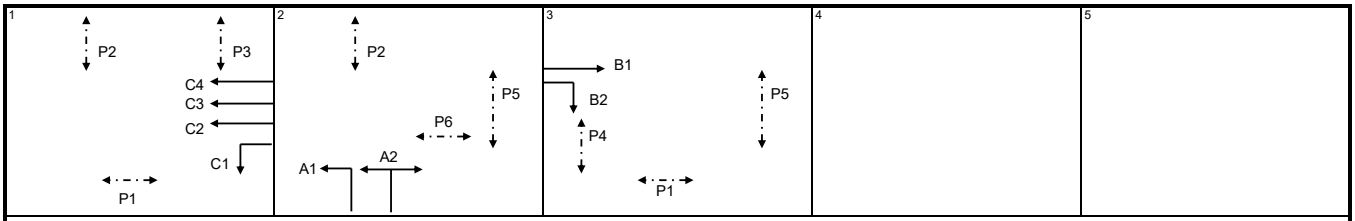


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.511	0.428	0.463	0.407
L (s)	16	33	16	33
C (s)	110	110	110	110
practical y	0.769	0.630	0.769	0.630
R.C. (%)	51%	47%	66%	55%



AM	G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	G =	I/G =						
	G =	I/G =	6	G =	I/G =	8	G =	19	I/G =	2	G =	I/G =	G =	I/G =					
PM	G =	I/G =	6	G =	I/G =	5	G =	I/G =	8	G =	I/G =	G =	I/G =						
	G =	I/G =	6	G =	I/G =	8	G =	19	I/G =	2	G =	I/G =	G =	I/G =					

Signal Junction Analysis

Junction: Argyle Street / Lomond Road Job Number: J7350

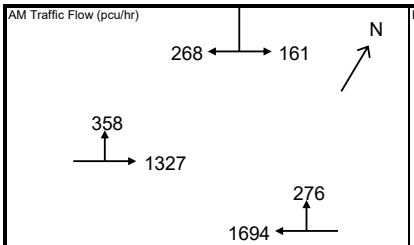
Scenario: Existing Condition R1 / P.4-1

Design Year: 2024 Designed By: Checked By: Date: 12 August 2024

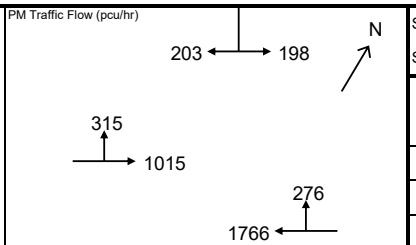
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Argyle Street EB	LT	A1	1	3.30	15.0		100	1768	358	0.202		100	1768	315	0.178	
	SA	A2	1	3.50				2105	663	0.315			2105	508	0.241	
	SA	A3	1	3.50				2105	664	0.315	0.315		2105	507	0.241	
Lomond Road SB	LT+RT	B1	3	3.00	10.0		100	1665	202	0.121		100	1665	189	0.113	
	RT	B2	3	3.00	15.0		100	1868	227	0.122	0.122	100	1868	212	0.113	0.113
Argyle Street WB	SA	C1	1	3.30				1945	539	0.277			1945	562	0.289	0.289
	SA	C2	1	3.30				2085	577	0.277			2085	602	0.289	
	SA	C3	1	3.30				2085	578	0.277			2085	602	0.289	
	RT	C4	2	3.30	15.0		100	1895	276	0.146	0.146	100	1895	276	0.146	0.146

pedestrian phase	P1	2,3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	3		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	P4	2		min crossing time =	8	sec GM +	9	sec FGM =	17	sec
	P5	1,2		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P6	3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

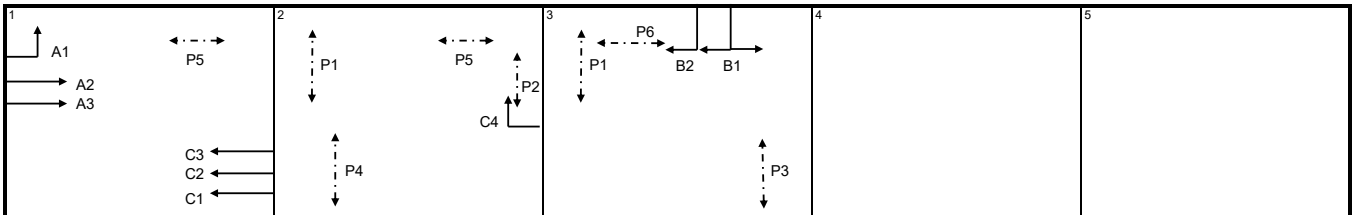


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.583		0.548	
L (s)	14		14	
C (s)	130		130	
practical y	0.803		0.803	
R.C. (%)	38%		47%	

Note:



AM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 7	G =	I/G =	G =	I/G =					
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =					
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 7	G =	I/G =	G =	I/G =					
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =					

Signal Junction Analysis

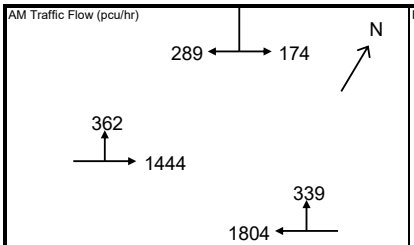
Junction: Argyle Street / Lomond Road — Job Number: J7350

Scenario: without the Proposed Elderly Home — R1 / P.4-2

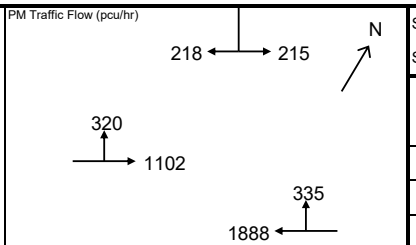
Design Year: 2031 — Designed By: — Checked By: — Date: 12 August 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Argyle Street EB	LT	A1	1	3.30	15.0		100	1768	362	0.205		100	1768	320	0.181	
	SA	A2	1	3.50				2105	722	0.343			2105	551	0.262	
	SA	A3	1	3.50				2105	722	0.343	0.343		2105	551	0.262	
Lomond Road SB	LT+RT	B1	3	3.00	10.0		100	1665	218	0.131		100	1665	204	0.123	
	RT	B2	3	3.00	15.0		100	1868	245	0.131	0.131	100	1868	229	0.123	0.123
Argyle Street WB	SA	C1	1	3.30				1945	574	0.295			1945	601	0.309	0.309
	SA	C2	1	3.30				2085	615	0.295			2085	644	0.309	
	SA	C3	1	3.30				2085	615	0.295			2085	643	0.309	
	RT	C4	2	3.30	15.0		100	1895	339	0.179	0.179	100	1895	335	0.177	0.177
pedestrian phase		P1	2,3		min crossing time =		5	sec GM +	9	sec FGM =	14	sec				
		P2	2		min crossing time =		5	sec GM +	9	sec FGM =	14	sec				
		P3	3		min crossing time =		8	sec GM +	11	sec FGM =	19	sec				
		P4	2		min crossing time =		8	sec GM +	9	sec FGM =	17	sec				
		P5	1,2		min crossing time =		5	sec GM +	7	sec FGM =	12	sec				
		P6	3		min crossing time =		5	sec GM +	5	sec FGM =	10	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

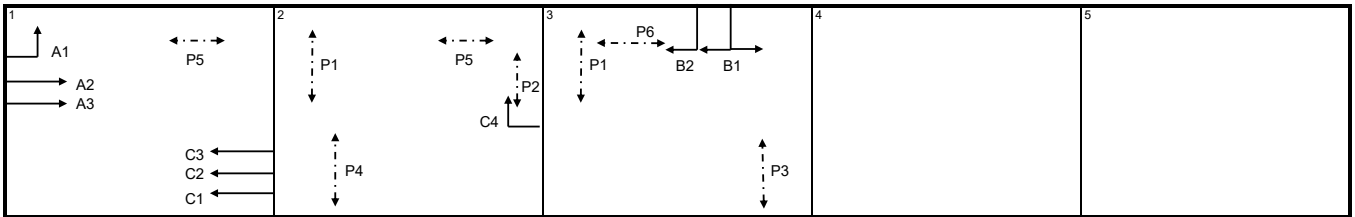


S=1940+100(W–3.25) S=2080+100(W–3.25)

S_M=S÷(1+1.5f/r) S_M=(S–230)÷(1+1.5f/r)

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.653		0.608	
L (s)	14		14	
C (s)	130		130	
practical y	0.803		0.803	
R.C. (%)	23%		32%	



AM	G =		I/G =	5	G =		I/G =	5	G =		I/G =	7	G =		I/G =		G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =
PM	G =		I/G =	5	G =		I/G =	5	G =		I/G =	7	G =		I/G =		G =		I/G =
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =

Signal Junction Analysis

Junction: Argyle Street / Lomond Road — Job Number: J7350

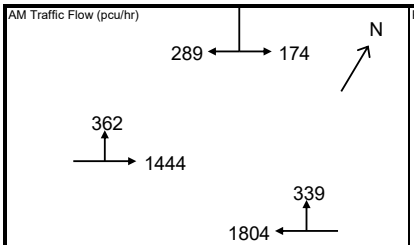
Scenario: with the Proposed Elderly Home — R1 / P.4-3

Design Year: 2031 — Designed By: — Checked By: — Date: 12 August 2024

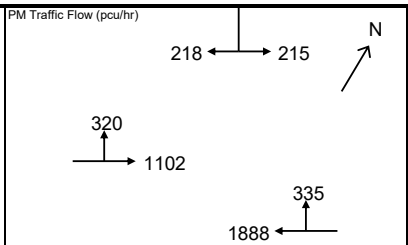
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Argyle Street EB	LT	A1	1	3.30	15.0		100	1768	362	0.205		100	1768	320	0.181	
	SA	A2	1	3.50				2105	722	0.343			2105	551	0.262	
	SA	A3	1	3.50				2105	722	0.343	0.343		2105	551	0.262	
Lomond Road SB	LT+RT	B1	3	3.00	10.0		100	1665	218	0.131		100	1665	204	0.123	
	RT	B2	3	3.00	15.0		100	1868	245	0.131	0.131	100	1868	229	0.123	0.123
Argyle Street WB	SA	C1	1	3.30				1945	574	0.295			1945	601	0.309	0.309
	SA	C2	1	3.30				2085	615	0.295			2085	644	0.309	
	SA	C3	1	3.30				2085	615	0.295			2085	643	0.309	
	RT	C4	2	3.30	15.0		100	1895	339	0.179	0.179	100	1895	335	0.177	0.177

pedestrian phase	P1	2,3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	
	P3	3		min crossing time =	8	sec GM +	11	sec FGM =	19	sec	
	P4	2		min crossing time =	8	sec GM +	9	sec FGM =	17	sec	
	P5	1,2		min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	P6	3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

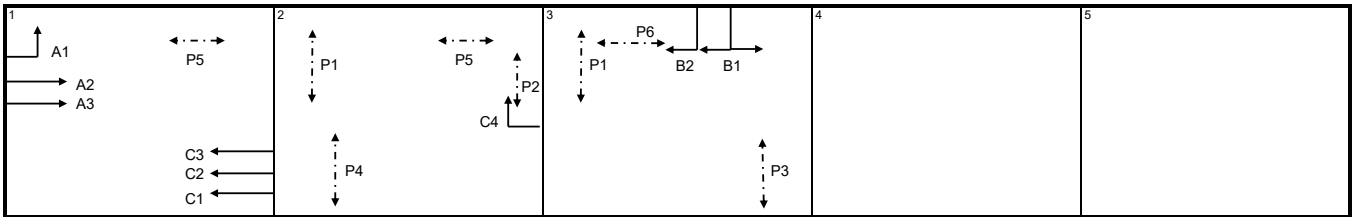


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

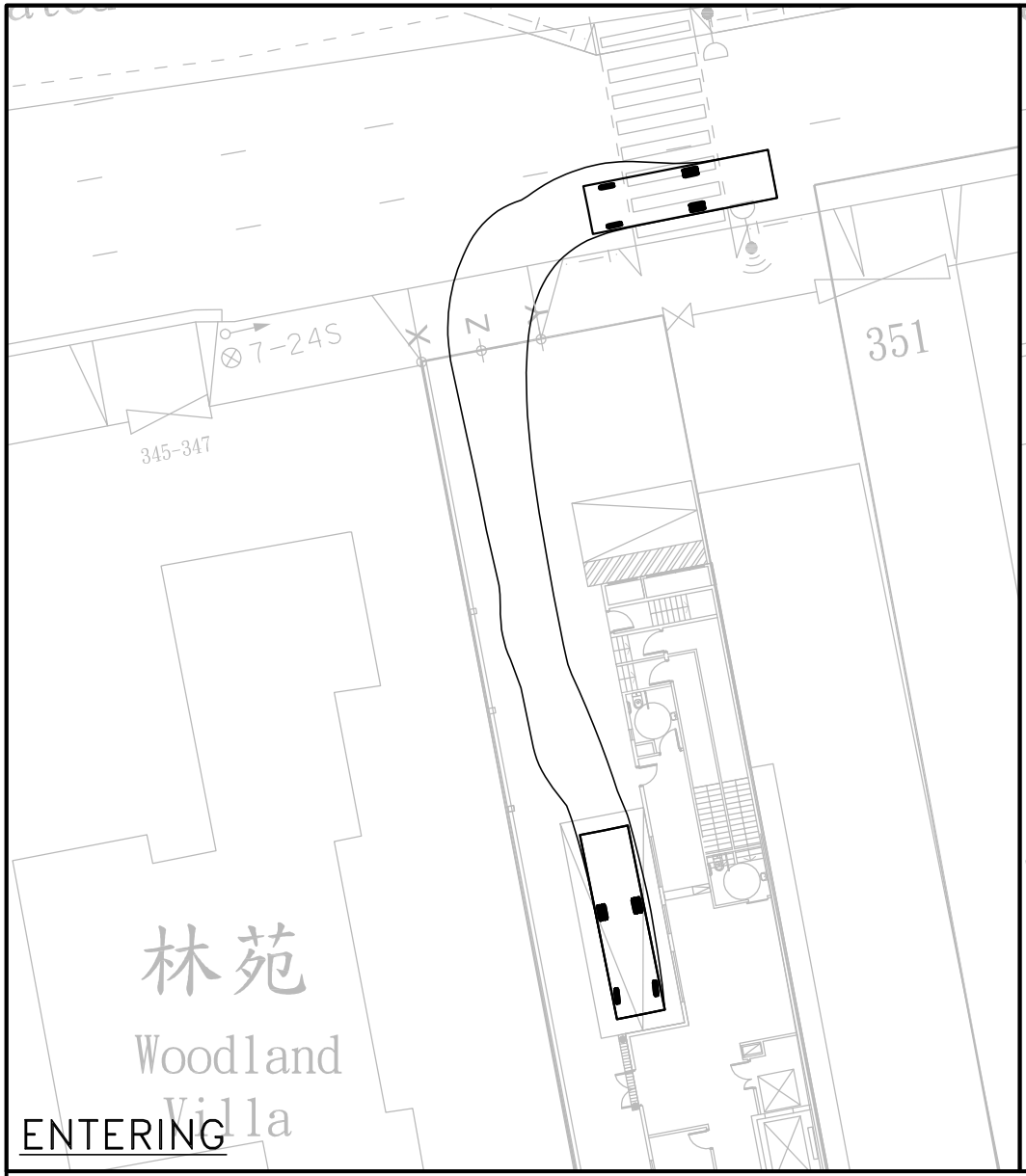
Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.653		0.608	
L (s)	14		14	
C (s)	130		130	
practical y	0.803		0.803	
R.C. (%)	23%		32%	



AM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 7	G =	I/G =	G =	I/G =					
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =					
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 7	G =	I/G =	G =	I/G =					
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =					

Appendix B –
Swept Path Analysis



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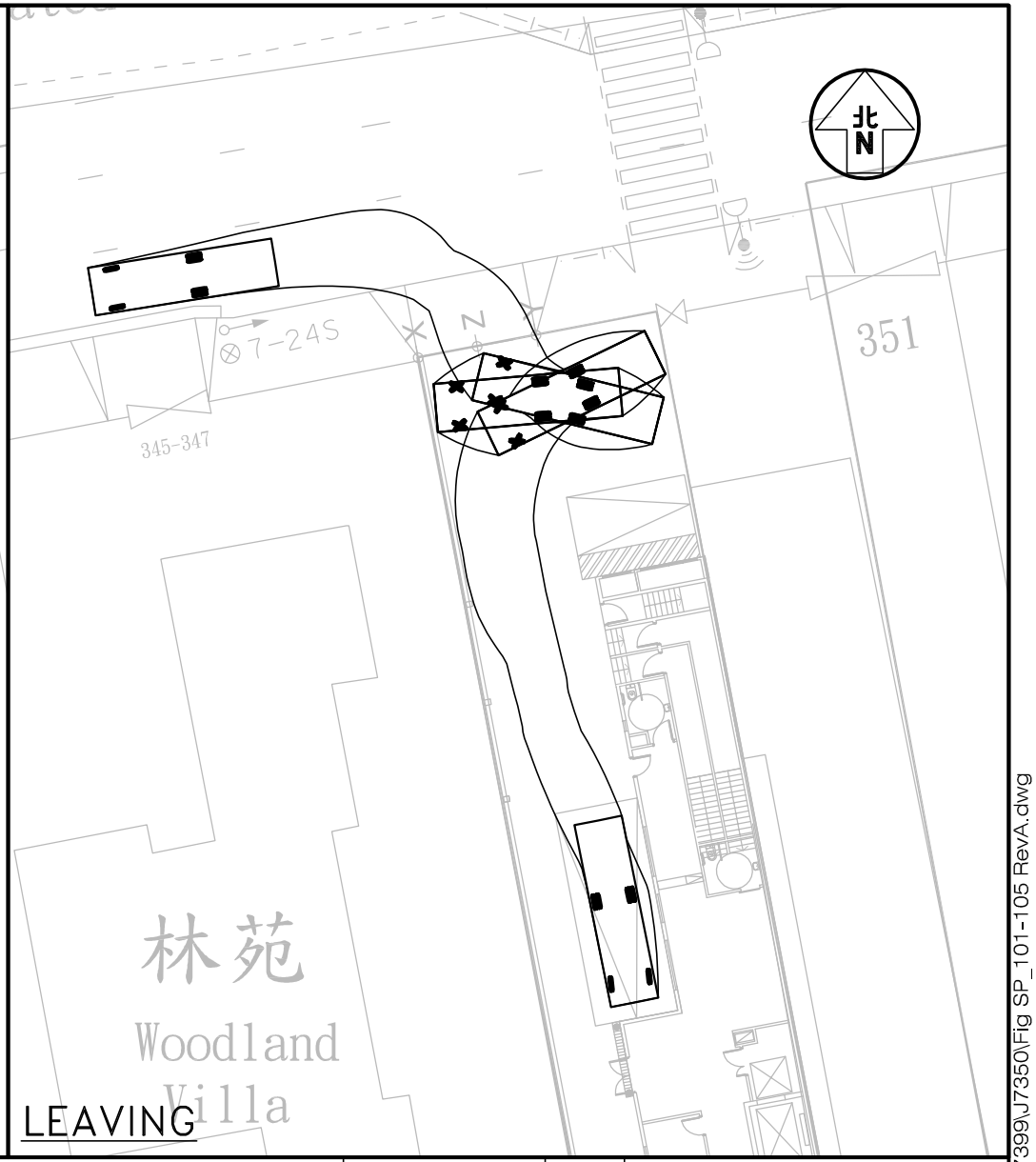


LEAVING

Project Title

AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY

J7350

Figure Title

SWEPT PATH OF 8m MINI COACH ENTERING AND LEAVING THE LAY-BY

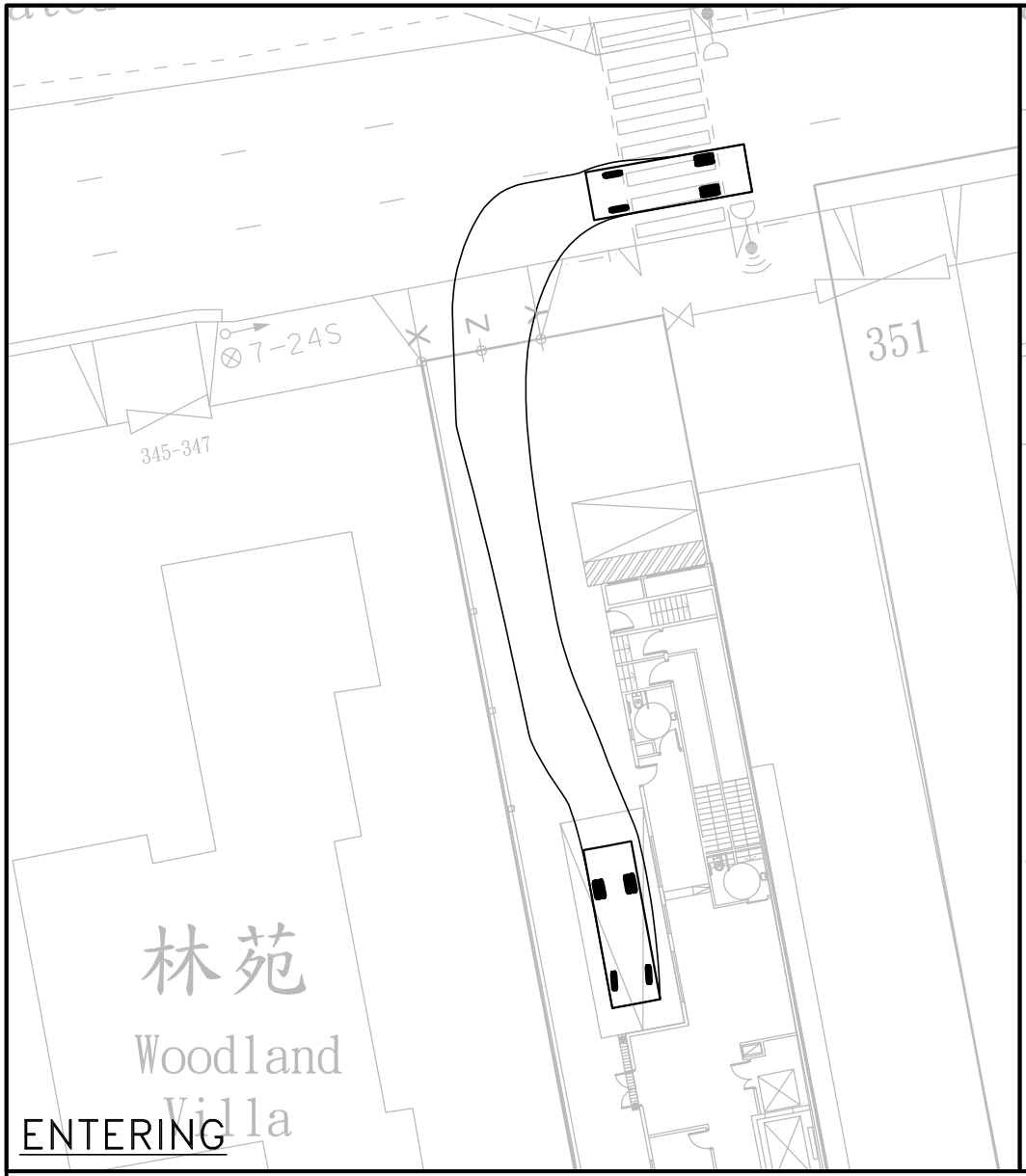
Figure No.	Revision
SP/101	A

Designed by	Drawn by	Checked by
T H C	C C L	K C

Scale in A4	Date
1 : 300	12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7350\Fig SP_101-105 RevA.dwg



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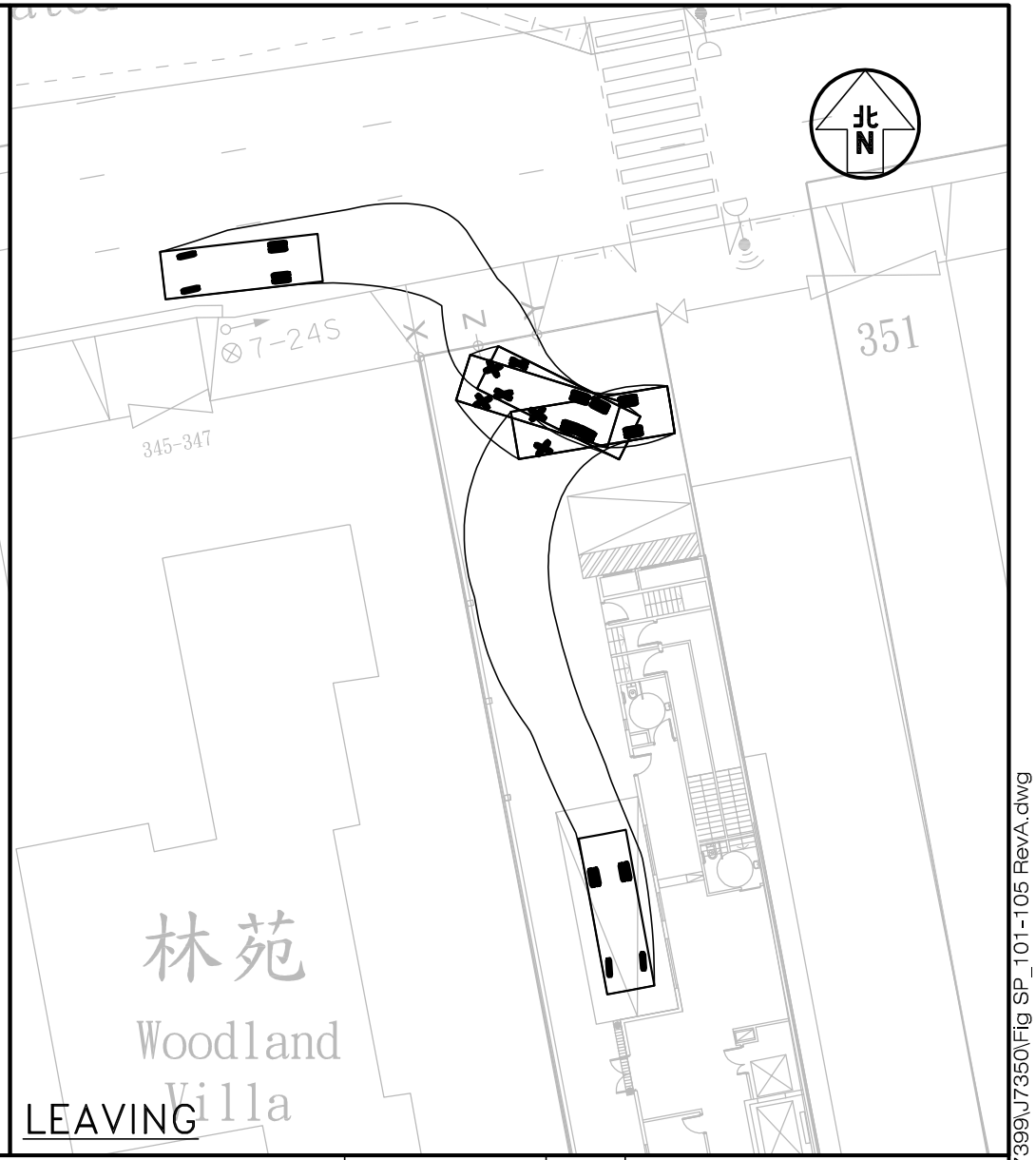
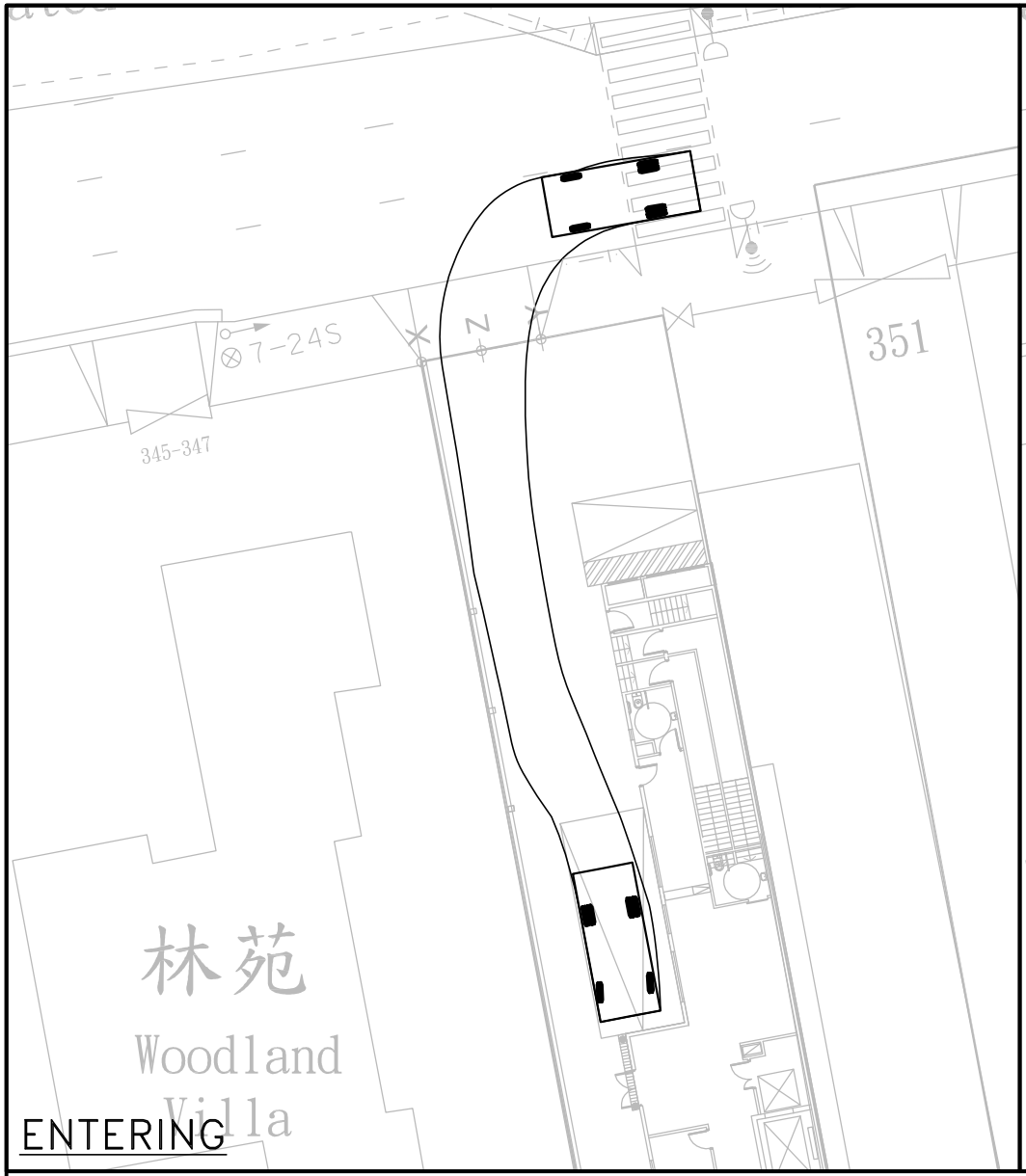


LEAVING

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY J7350	Figure No. SP/102	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF 7m LIGHT GOODS VEHICLE ENTERING AND LEAVING THE LAY-BY	Designed by T H C / Drawn by C C L / Checked by K C		
	Scale in A4 1 : 300	Date 12 AUG 2024	

T:\JOB\J7350-J7399\J7350\Fig SP_101-105 RevA.dwg



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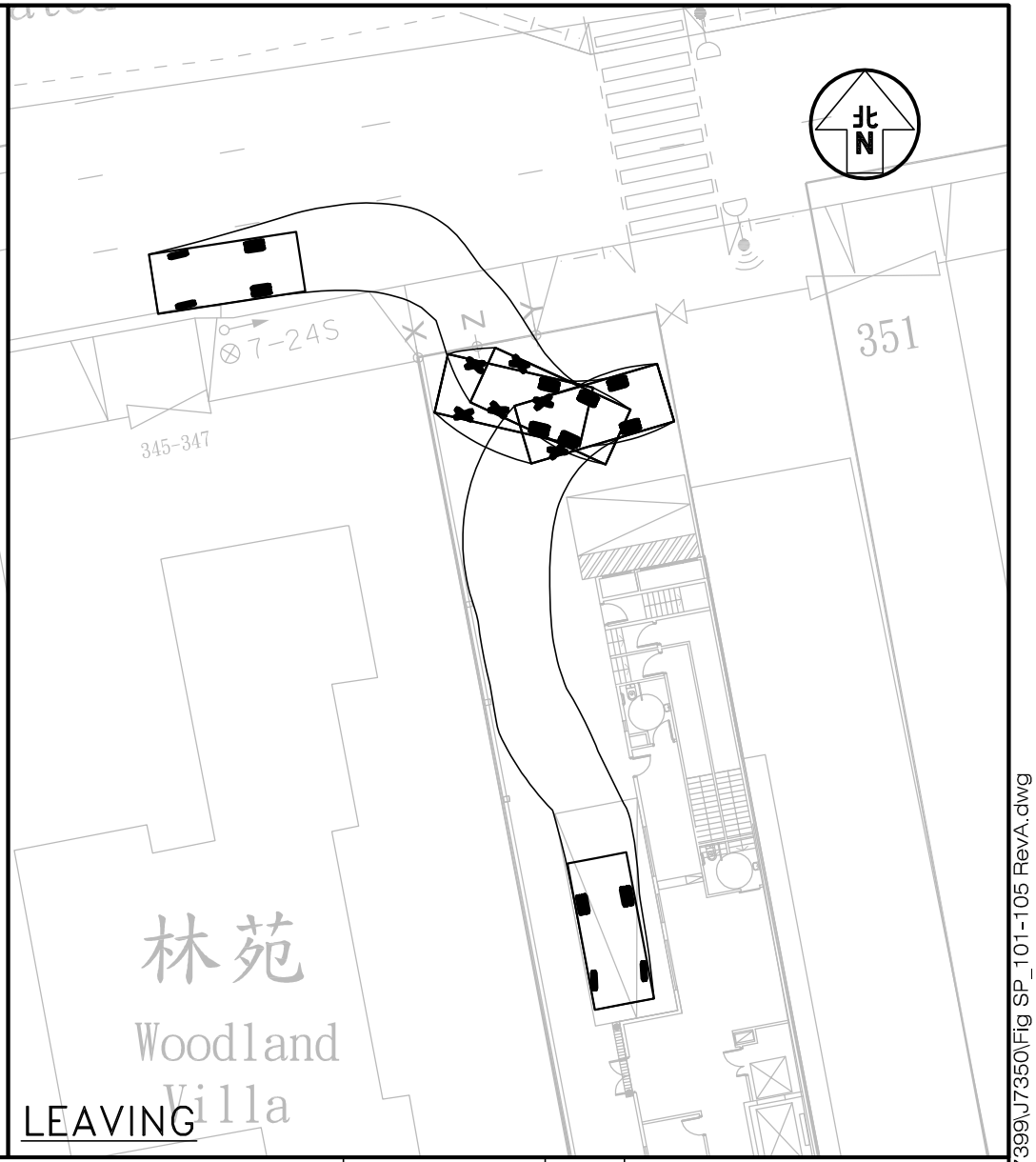

LEAVING

Project Title

AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY

J7350

Figure Title

SWEPT PATH OF 6.5m AMBULANCE ENTERING AND LEAVING THE LAY-BY

Figure No.	Revision
SP/103	A

Designed by	Drawn by	Checked by
T H C	C C L	K C

Scale in A4	Date
1 : 300	12 AUG 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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Email : mail@ckmasia.com.hk

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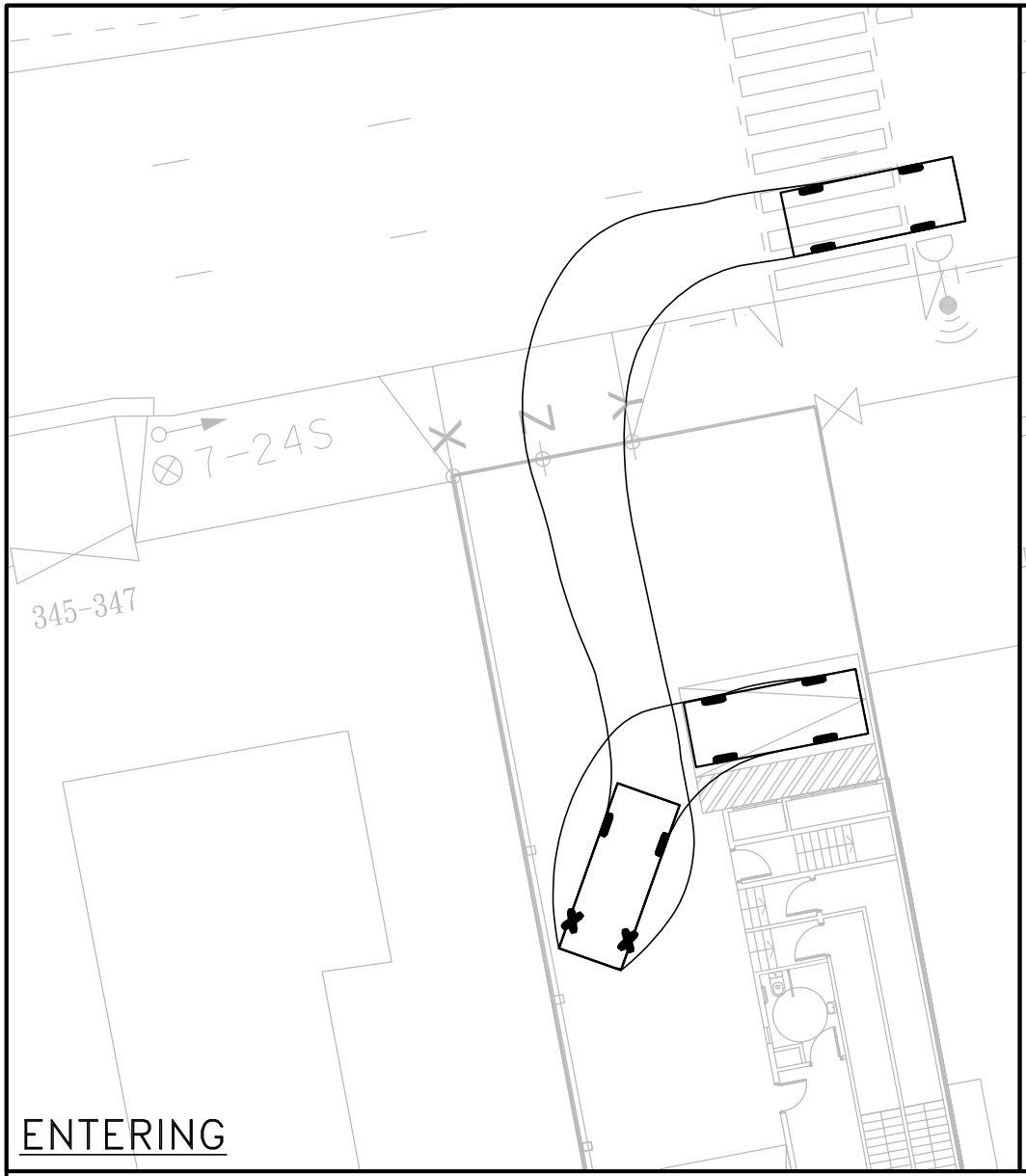

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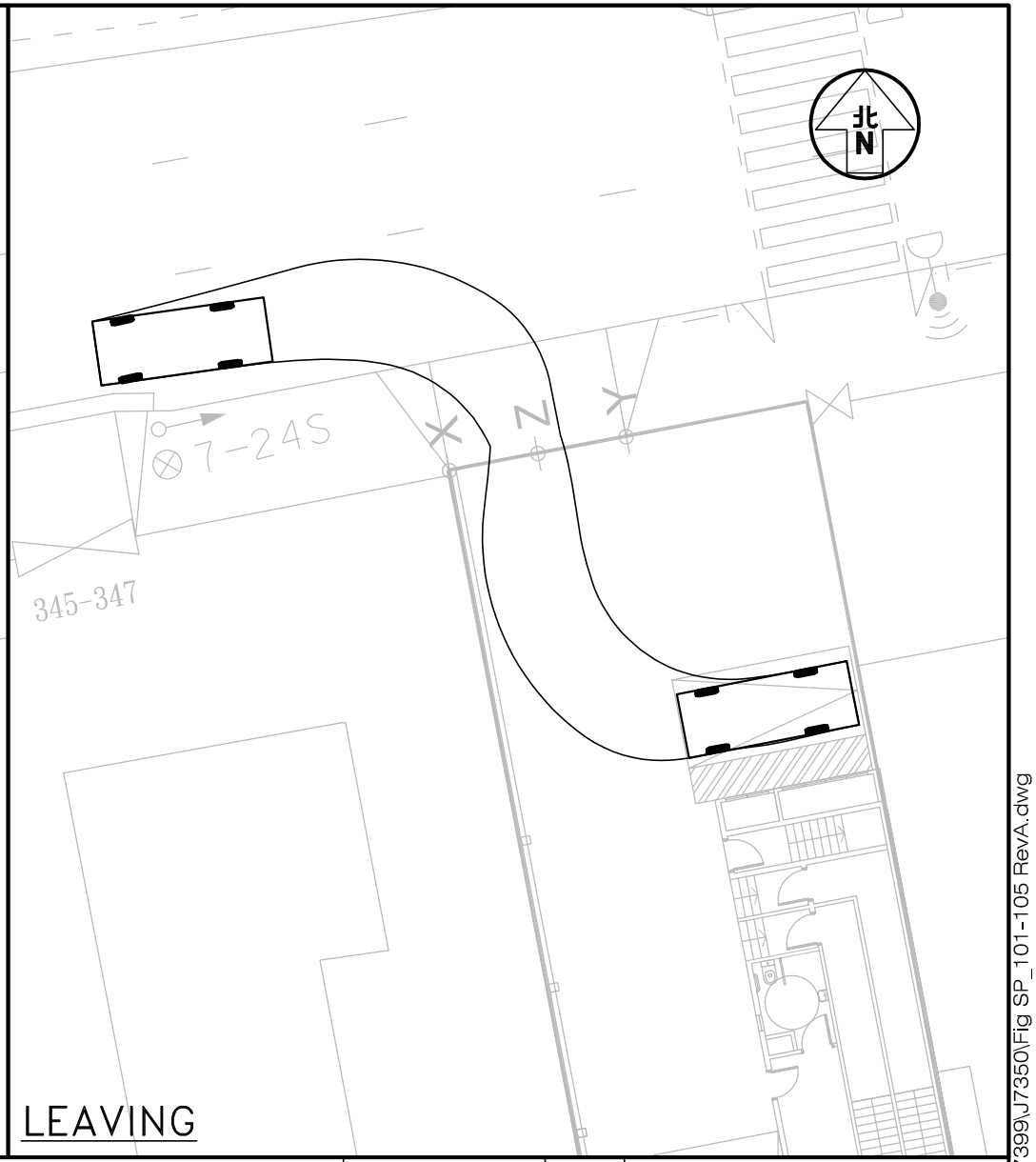
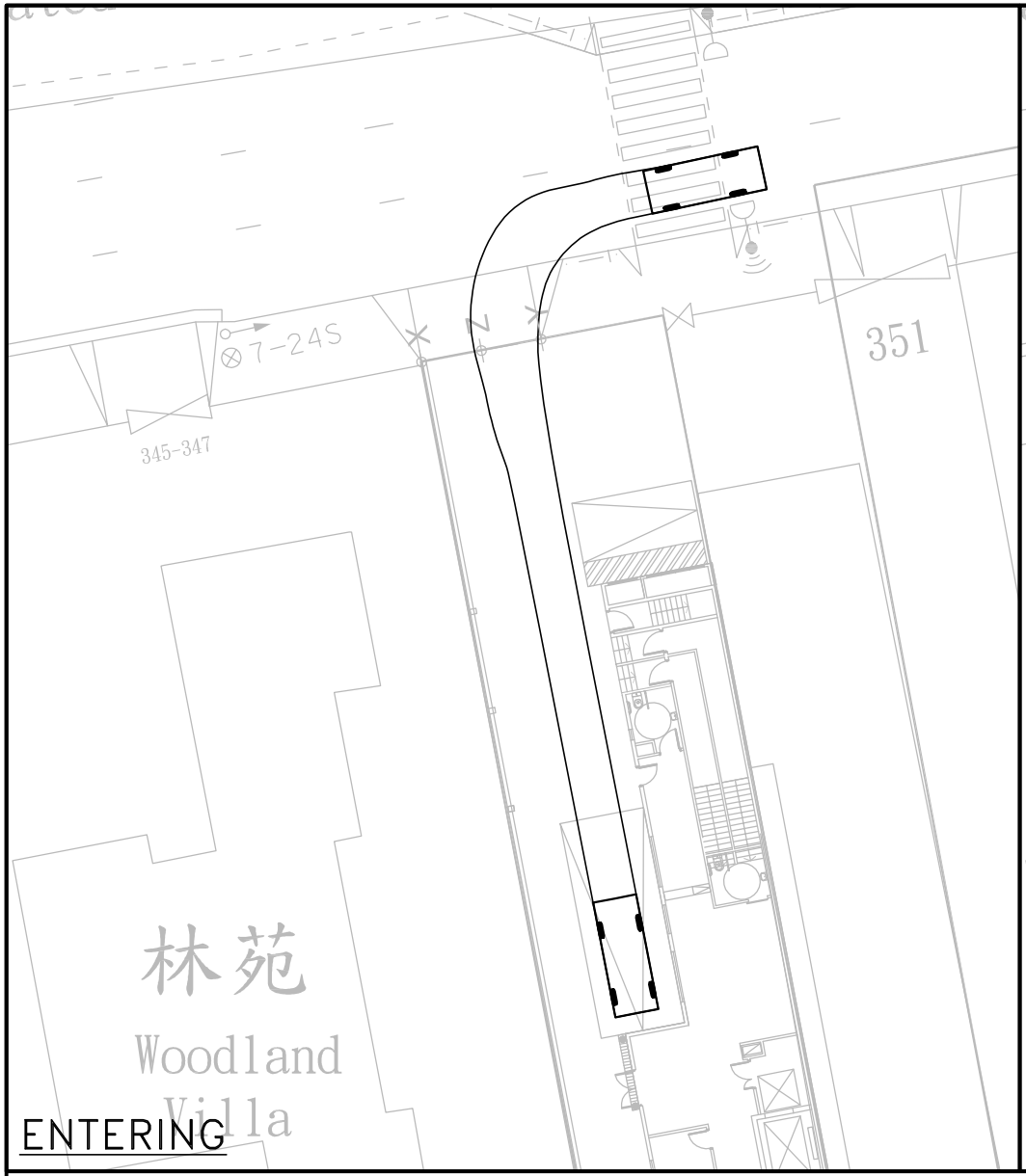


LEAVING

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY	J7350	Figure No. SP/104	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF 5m PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE		Designed by T H C / Drawn by C C L / Checked by K C		
		Scale in A4 1 : 200	Date 12 AUG 2024	

T:\JOB\J7350-J7399\J7350\Fig SP_101-105 RevA.dwg



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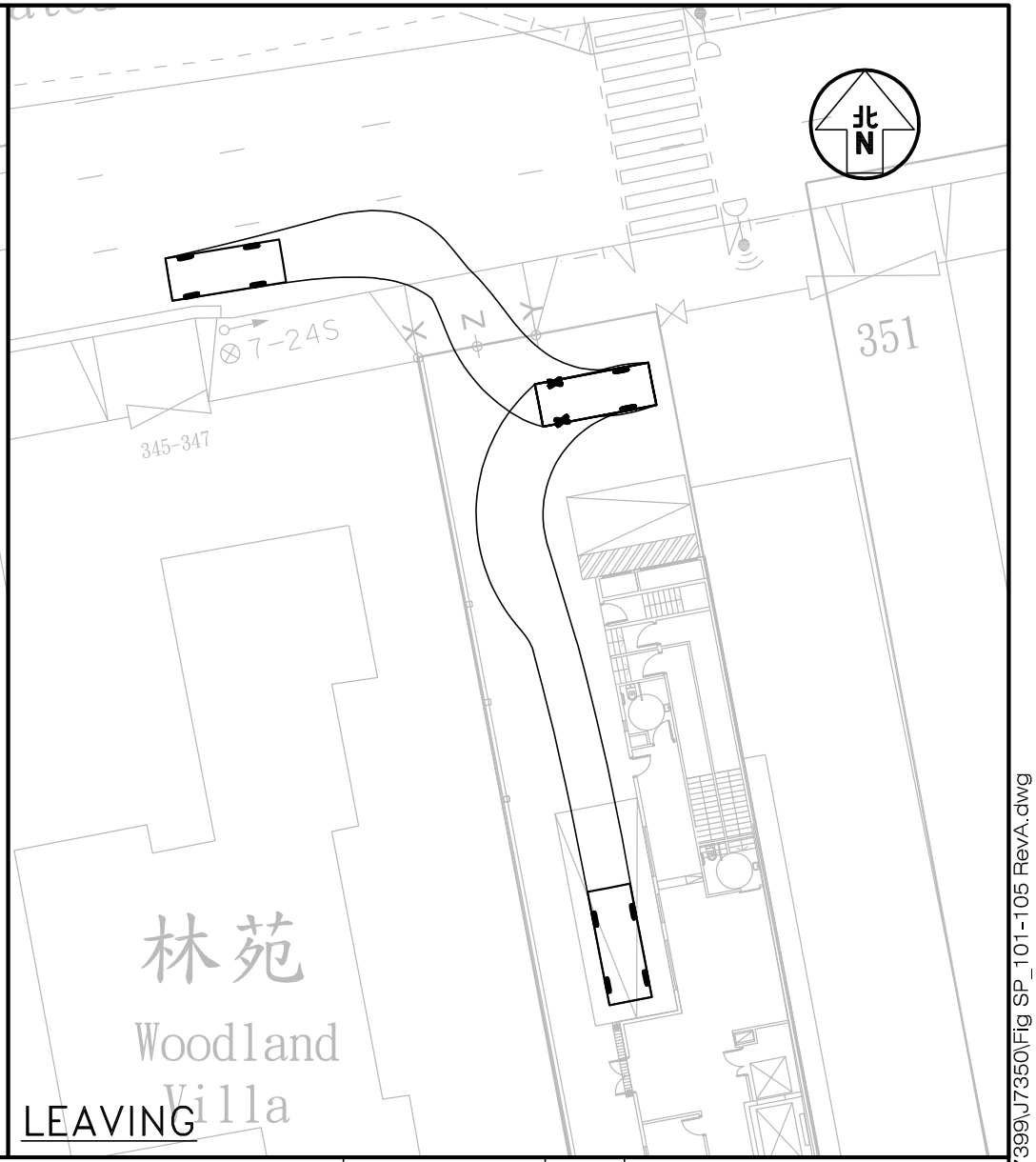

LEAVING

Project Title: AMENDMENT TO THE APPROVED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "RESIDENTIAL (GROUP B)" ZONE AT 349 PRINCE EDWARD ROAD WEST, KOWLOON CITY J7350	Figure No. SP/105	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: SWEPT PATH OF 5m TAXI / PRIVATE CAR ENTERING AND LEAVING THE LAY-BY	Designed by T H C / Drawn by C C L / Checked by K C		
	Scale in A4 1 : 300	Date 12 AUG 2024	

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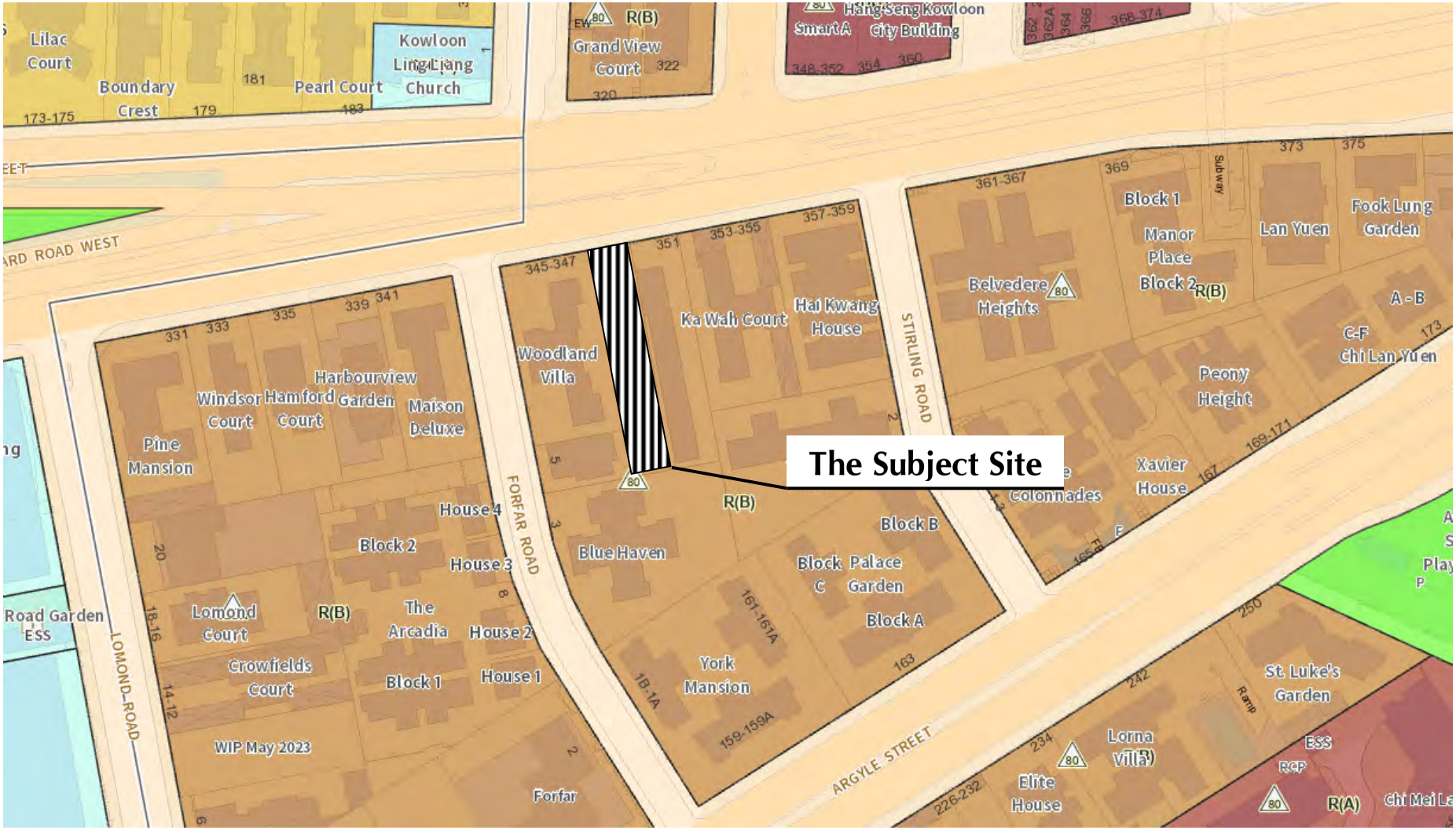
Appendix C – Extract from OZP No. S/K10/30

APPROVED MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/30



RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility (on land designated "R(B)1" only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility (not applicable to land designated "R(B)1") Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)