Attachment 3

Revised Traffic Impact Assessment

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 201 and 203 Wai Yip Street, Kwun Tong, Kowloon

Traffic Impact Assessment
Final Report
March 2025

Prepared by: CKM Asia Limited

Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot Ratio and Building Height Restrictions at 201 and 203 Wai Yip Street, Kwun Tong, Kowloon

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1.0 INTRODUCTION

Background

1.1 The Subject Site comprises of 2 existing buildings, i.e. the Siu Fu Factory Building at 201 Wai Yip Street, and the Tungtex Building at 203 Wai Yip Street (the "2 Existing Buildings"). **Figure 1.1** shows the location of the Subject Site.

1.2 On 17th January 2020, the Town Planning Board ("TPB") approved the S16 Planning Application for Industrial Building at 203 Wai Yip Street (TPB ref: A/K14/778). On 4th March 2022, the Town Planning Board ("TPB") approved the S16 Planning Application for Commercial Building at 201 Wai Yip Street (TPB ref: A/K14/808).

1.3 The Applicant now intends to redevelop the 2 Existing Buildings into a hotel, with 20% increase in plot ratio, i.e., from the maximum permitted plot ratio of 12.0 to plot ratio of 14.4 (the "Proposed Redevelopment"). CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to prepare a Traffic Impact Assessment ("TIA") in support of the Proposed Redevelopment.

Scope of the Assessment

1.4 The main objectives of this TIA are as follows:

- To assess the existing traffic issues in the vicinity of the Subject Site;
- To quantify the amount of traffic and pedestrian generated by the Proposed Redevelopment; and
- To examine the traffic and pedestrian impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

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

Chapter Two	-	describes the existing situation;
Chapter Three	-	outlines the development proposal;
Chapter Four	-	presents the traffic impact analysis;
Chapter Five	-	presents the pedestrian impact analysis; and
Chapter Six	-	summarises the overall conclusion.

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site fronts onto Wai Yip Street to the south, the Wai Yip Street CLP Substation to the west and a rear lane to the north. The section of Wai Yip Street fronting the Subject Site is a dual carriageway 3-lane road. The run-in/out of the Tungtex Building is provided at Wai Yip Street.

Traffic Survey

2.2 To quantify the traffic flows at the junctions chosen for the conduct of capacity analysis, manual classified counts were undertaken on Friday, 15th March 2024 during the AM and PM peak periods. The location of the junctions and area of influence is presented in **Figure 2.1** and their layout is shown in **Figures 2.2 to 2.8**.

2.3 The surveyed junctions include the following:

- J1: Hung To Road / Hoi Yuen Road / Wai Yip Street;
- J2: Wai Yip Street / Hoi Yuen Road;
- J3: Hung To Road / Tsun Yip Street;
- J4: Wai Yip Street / Tsun Yip Street;
- J5: Wai Yip Street / How Ming Street;
- J6: Kei Yip Street / Kei Yip Lane; and
- J7: Wai Yip Street / Kei Yip Street.

2.4 In view that the junction of Tsun Yip Street / Hoi Bun Road is not a signal controlled or priority junction, the junction performance assessment is not conducted. The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0845 – 0945 and 1730 – 1830 hours respectively.

Review of the Traffic Flows obtained from the Traffic Survey

2.5 The traffic flows obtained from the survey in March 2024 are adjusted based on the Annual Average Daily Traffic ("AADT") of station 3020 Wai Yip Street (from Lai Yip Street to Hoi Yuen Road) found in the Annual Traffic Census ("ATC"). The adjusted 2024 peak hour traffic flows are presented in **Figure 2.9**.

Operational Performance of the Key Junctions

2.6 The existing operational performance of the key junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"). The results of the existing operational performance of the junctions are summarised in **Table 2.1** and the detailed calculations are found in **Appendix 1**.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter[1]	AM Peak	PM Peak
J1	Hung To Road / Hoi Yuen Road / Wai Yip Street[2]	Signal	RC	78%	81%
J2	Wai Yip Street / Hoi Yuen Road	Roundabout	RFC	0.683	0.607
J3	Hung To Road / Tsun Yip Street[2]	Signal	RC	52%	89%
J4	Wai Yip Street / Tsun Yip Street[2]	Signal	RC	69%	86%
J5	Wai Yip Street / How Ming Street[2]	Signal	RC	61%	68%
J6	Kei Yip Street / Kei Yip Lane	Priority	RFC	0.021	0.028
J7	Wai Yip Street / Kei Yip Street	Not a signal controlled or priority junction			

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities in the junction performance

2.7 The results in **Table 2.1** indicate that the junctions now operate with capacities during the AM and PM peak hours.

Pedestrian Facilities

2.8 Good pedestrian facilities provided in the vicinity of the Subject Site, including footpaths, and at-grade pedestrian crossings at the signalised road junctions.

Availability of Public Transport Facilities

2.9 The Subject Site is well-served by various public transport services, including franchised bus and green minibus ("GMB"), and these services operate mainly along Hoi Yuen Road, Wai Yip Street and Kwun Tong Road. The closest entrance to the MTR Kwun Tong Station is at Hoi Yuen Road, which is some 670 metres or 10 minutes' walk away. Details of the franchised bus and GMB routes operating in the vicinity of the Subject Site are presented in **Figure 2.10** and **Table 2.2**.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 1A	Sau Mau Ping (Central) – Star Ferry	5 – 15
KMB 3D	Tsz Wan Shan (Central) – Kwun Tong (Yue Man Square)	4 – 16
KMB 5R	Kai Tak Cruise Terminal – Kwun Tong (apm) (Circular)	30
KMB 6P	Cheung Sha Wan (So Uk Estate) – Lei Yue Mun Estate	AM, PM Peak
KMB 11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry	10 – 25
KMB 11C	Chuk Yuen Estate – Sau Mau Ping (Upper)	15 – 25
KMB 11D	Lok Fu – Kwun Tong Ferry	15 – 30
KMB 11X	On Tai (North) – Hung Hom Station	10 – 25
KMB 13D	Po Tat – Island Harbourview	15 – 25
KMB 13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15 – 30
KMB 13P	Po Tat – Cheung Sha Wan (Lai Kok Estate)	AM Peak
KMB 14	Lei Yue Mun Estate – China Ferry Terminal	12 – 25
KMB 14B	Ngau Tau Kok – Lam Tin (Kwong Tin Estate)	15 – 25
KMB 14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
KMB 15	Ping Tin – Hung Hom (Hung Luen Road)	12 – 20
KMB 15A	Ping Tin – Tsz Wan Shan (North)	20 – 30
KMB 15X	Lam Tin (Kwong Tin Estate) – Hung Hom Station	AM, PM Peak
KMB 16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)	8 – 20
KMB 16M	Kwun Tong (Yue Man Square) – Lam Tin (Hong Wah Court) (Circular)	15 – 30
KMB 16P	Kwun Tong Ferry – Mong Kok (Park Avenue)	AM, PM Peak

Route	Routing	Frequency (minutes)
KMB 17	Kwun Tong (Yue Man Square) – Ho Man Tin (Oi Man Estate)	5 – 20
KMB 23	Kwun Tong Ferry – Shun Lee (Circular)	14 – 25
KMB 23M	Lok Wah – Shun Lee (Circular)	12 – 20
KMB 28B	Choi Fook – Kai Tak (Kai Ching Estate)	15 – 25
KMB 33	Tsuen Wan West Station – Yau Tong	15 – 30
KMB 33B	Tsuen Wan West Station – Yau Tong	20 – 25
KMB 38	Kwai Shing (East) – Ping Tin	5 – 20
KMB 38P	Kwai Shing (Central) – Ping Tin	AM Peak
KMB 40	Tsuen Wan (Belvedere Garden) – Laguna City	12 – 25
KMB 40A	Ping Tin – Kwai Hing Station	AM, PM Peak
KMB 40B	Kwai Chung Estate – Ping Tin	AM Peak
KMB 40P	Kwun Tong Ferry – Tsuen Wan (Shek Wai Kok)	AM, PM Peak
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	5 – 15
KMB 49	Ching Fu Court – Tseung Kwan O Industrial Estate	AM, PM Peak
KMB 62X	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 62P	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 69C	Tin Yan Estate – Kwun Tong Ferry	AM, PM Peak
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 74E	Tai Mei Tuk – Kwun Tong Ferry	AM, PM Peak
KMB 74F	Kwun Tong Ferry – Education University of Hong Kong	AM Peak
KMB 74P	Kwun Tong Ferry – Tai Po Central	AM Peak
KMB 74X	Tai Po Central – Kwun Tong Ferry	3 – 15
KMB 80	Mei Lam – Kwun Tong Ferry	5 – 20
KMB 80A	Mei Lam – Kwun Tung Ferry	AM Peak
KMB 80P	Hin Keng – Kwun Tong Ferry	AM Peak
KMB 80X	Chun Shek – Kwun Tong Ferry	8 – 25
KMB 83A	Shui Chuen O – Kwun Tong Ferry	AM Peak
KMB 83X	Shui Chuen O – Kwun Tong Ferry	8 – 30
KMB 88X	Fo Tan Chung Yeung Estate – Ping Tin (Circular)	20 – 30
KMB 89	Lek Yuen – Kwun Tong Station	8 – 20
KMB 89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 89D	Wu Kai Sha Station – Lam Tin Station	3 – 20
KMB 89P	Ma On Shan Town Centre – Lam Tin Station Bus Terminus	AM Peak
KMB 89X	Shatin Station – Kwun Tong (Tsui Ping Road)	7 – 20
KMB 93A	Po Lam – Kwun Tong Ferry	20 – 25
KMB 93K	Po Lam – Mong Kok East Station	15 – 30
KMB 95M	Tsui Lam – Kwun Tong Road (Elegance Road)	20 – 30
KMB 98	Tseung Kwan O Industrial Estate – Ngau Tau Kok Station (Circular)	15 – 20
KMB 98A	Hang Hau (North) (Tseung Kwan O Hospital) – Ngau Tau Kok Station (Circular)	8 – 20
KMB 98B	Hang Hau (North) (Tseung Kwan O Hospital) – Kwun Tong Station	AM Peak
KMB 213B	On Tai – Ting Fu Street (Circular)	AM Peak
KMB 215P	Lam Tin (Kwong Tin Estate) – Kowloon Station	AM Peak
KMB 215X	Lam Tin (Kwong Tin Estate) – Kowloon Station	5 – 20
KMB 234C	Sham Tseng – Kwun Tong Station	AM, PM Peak
KMB 234D	Tsing Lung Tau – Kwun Tong Station	AM, PM Peak
KMB 252X	Handsome Court – Lam Tin Station	AM, PM Peak
KMB 258A	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM Peak
KMB 258D	Tuen Mun (Po Tin Estate) – Lam Tin Station	5 – 20
KMB 258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station	AM, PM Peak
KMB 258S	Tuen Mun (Shan King Estate) – Lam Tin Station	AM Peak
KMB 258X	Tuen Mun (Po Tin Estate) – Kwun Tong Ferry	AM, PM Peak
KMB 259D	Tuen Mun (Lung Mun Oasis) – Lei Yue Mun Estate	7 – 25
KMB 259S	Tuen Mun (Lung Mun Oasis) – Kwun Tong Ferry	AM Peak

Route	Routing	Frequency (minutes)
KMB 259X	Lung Mun Oasis – Kwun Tong Ferry	AM, PM Peak
KMB 267X	Tuen Mun (Siu Hong Court) – Lam Tin Station	AM, PM Peak
KMB 268A	Long Ping Estate – Kwun Tong Ferry	AM, PM Peak
KMB 268C	Long Ping Station – Kwun Tong Ferry	5 – 20
KMB 268P	Ma Wang Road (Shan Shui House) – Kwun Tong Ferry Kwun Tong Ferry – Long Ping Station	AM, PM Peak
KMB 269C	Tin Shui Wai Town Centre – Kwun Tong Ferry	5 – 20
KMB 269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	AM, PM Peak
KMB 274X	Kwun Tong Ferry – Tai Po Central	PM Peak
KMB 277A	Sha Tau Kok – Lam Tin Station	AM, PM Peak
KMB 277E	Lam Tin Station – Sheung Shui (Tin Ping)	15 – 30
KMB 277P	Sheung Shui (Tin Ping) – Lam Tin Station	AM, PM Peak
KMB 277X	Fanling (Luen Wo Hui) – Lam Tin Station	5 – 30
KMB 292P	Sai Kung – Kwun Tong	AM Peak
KMB 296A	Sheung Tak – Ngau Tau Kok Station (Circular)	7 – 15
KMB 296C	Sheung Tak – Cheung Sha Wan (Hoi Ying Estate)	15 – 30
KMB N3D	Kwun Tong (Yue Man Square) – Tsz Wan Shan (Central)	Overnight
KMB N293	Sheung Yak – Mong Kok East Station	Overnight
KMB T74	Tai Po (Tai Wo) – Kwun Tong Ferry	AM Peak
KMB T277	Sheung Shui – Lam Tin Station	AM, PM Peak
KMB W2	Jordan (West Kowloon Station) – Kwun Tong (Circular)	30 – 60
KMB X42C	Tsing Yi (Cheung Hang Estate) – Yau Tong	7 – 30
KMB X42P	Tsing Yi (Cheung On Estate) – Lam Tin Station	AM Peak
KMB X89D	Nai Chung – Kwun Tong Ferry	AM, PM Peak
KMB/CTB 101	Kwun Tong (Yue Man Square) – Kennedy Town	6 – 20
KMB/CTB 606	Siu Sai Wan (Island Resort) – Choi Wan (Fung Shing Street)	20 – 25
KMB/CTB 606A	Shau Kei Wan (Yiu Tung Estate) – Choi Wan (Fung Shing Street)	AM Peak
KMB/CTB 606X	Siu Sai Wan (Island Resort) – Kowloon Bay	AM, PM Peak
KMB/CTB 619	Shun Lee – Central (Macau Ferry)	4 – 25
KMB/CTB 619P	Shun Lee – Central (Macau Ferry)	AM Peak
KMB/CTB 641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	AM, PM Peak
KMB/CTB 671	Diamond Hill Station – Ap Lei Chau Lee Lok Street	15 – 45
KMB/CTB 671X	Ap Lei Chau Lee Lok Street – Diamond Hill Station	AM Peak
KMB/CTB N619	Shun Lee – Central (Macau Ferry)	Overnight
CTB 55	Ching Tin and Wo Tin – Kwun Tong Ferry Pier	AM, PM Peak
CTB 61R	Lam Tin Station – City One Shatin	12 – 20
CTB 78C	Queen's Hill Fanling – Kai Tak	AM, PM Peak
CTB 78P	Queen's Hill Fanling – Kwun Tong	AM Peak
CTB 78X	Queen's Hill Fanling – Kai Tak	30 – 60
CTB 796S	Tseung Kwan O Station – Ngau Tau Kok Station (Circular)	Overnight
CTB 797	Lohas Park – Kowloon Bay (Circular)	15 – 20
CTB A22	Lam Tin Station – Airport	15 – 40
CTB A29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	20 – 60
CTB E22	Lam Tin (North) – AsiaWorld-Expo	8 – 20
CTB E22A	Hong Sing Garden – AsiaWorld-Expo	25 – 30
CTB E22C	Tiu Keng Leng Station – Aircraft Maintenance Area	AM, PM Peak
CTB E22S	Tung Chung (Mun Tung Estate) – Tseung Kwan O (Po Lam)	AM, PM Peak
CTB E22X	Yau Tong – AsiaWorld-Expo	AM, PM Peak
CTB N29	Hong Sing Garden – Tung Chung Station	Overnight
CTB N796	Lohas Park / Tseung Kwan O Station – Mongkok	Overnight
CTB NA29	Tseung Kwan O (Po Lam) – Airport / HZMB Hong Kong Port	Overnight
GMB 22A	Lok Wah Estate – Cheung Yip Street / Kwun Tong Ferry Pier (Circular)	20
GMB 35	Choi Ha Estate – Hong Lee Court	5 – 7
GMB 62S	Kwong Tin Estate – Tsim Sha Tsui (Haiphong Road)	Overnight
GMB 90A	Yau Lai Estate – HK Children's Hospital	20

Route	Routing	Frequency (minutes)
GMB 90B	Sau Mau Ping Estate Phase 5 – HK Children's Hospital	15 – 20
GMB 102	Hang Hau Station – San Po Kong (Hong Keung Street)	2 – 15
GMB 102B	Hang Hau (Yuk Ming Court) – Choi Hung	12 – 20
GMB 102S	Hang Hau Station – San Po Kong (Hong Keung Street)	Overnight
GMB 103	Clear Water Bay – Kwun Tong Ferry	10 – 15
GMB 104	HKUST – Ngau Tau Kok Station	12 – 25
GMB 106	Tseung Kwan O (Po Lam) – Kowloon Bay (Enterprise Square)	7 – 25
GMB 501S	Sheung Shui Station – Kwun Tong (Yue Man Square)	Overnight

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

3.0 THE PROPOSED REDEVELOPMENT

Development Schedule

3.1 The Proposed Redevelopment is a Hotel with 448 guest rooms and 1,228.143m^2 GFA of conference or banqueting facilities.

Provision of Internal Transport Facilities

3.2 A comparison of the internal transport facilities recommended by the Hong Kong Planning Standards and Guidelines ("HKPSG") and the internal transport facilities provided are presented in **Table 3.1**.

TABLE 3.1 COMPARISONS OF THE INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED REDEVELOPMENT

HKPSG Recommendation for a Hotel with (i) 448 guest rooms, (ii) 1,228.143m^2 GFA conference and banquet facilities	**Proposed Provision**
Car Parking Space	
(i) 1 car parking space per 100 rooms. 448 / 100 = 4.5, say **5 nos.** (ii) 0.5-1 car space per 200m^2 GFA of conference and banquet facilities Minimum = 1,228.143 / 200 x 0.5 = 3.1, say **4 nos.** Maximum = 1,228.143 / 200 x 1 = 6.1, say **7 nos.** **Total [(i) + (ii)]** Minimum = 5 + 4 = **9 nos.** Maximum = 5 + 7 = **12 nos.**	**12 nos.** comprising of: (i) 3 sets of parking rack , i.e., 6 nos. car parking spaces, (ii) 4 nos. @ 5m (L) X 2.5m (W) X 2.4m, (ii) 1 no. @ 5m (L) X 3.5m (W) X 2.4m (H) for persons with disabilities **= HKPSG maximum recommendation**
Motorcycle Parking Space	
5 to 10% of the total provision for private cars Minimum = 12 x 5% = 0.6, **say 1 no.** Maximum = 12 x 10% = 1.2, **say 2 nos.**	**2 nos.** @ 2.4m (L) x 1m (W) x 2.4m (H) **= HKPSG maximum recommendation**
Taxi and Private Car Layby	
Minimum 3 lay-by for taxis and private cars for 300-599 rooms **= 3 nos.**	**3 nos.** @ 5m (L) x 2.5m (W) x 2.4m (H) **= HKPSG recommendation**
Single-Deck Tour Bus Layby	
Minimum 2-3 lay-by for single-deck tour buses for 300-899 rooms **= 2-3 nos.**	**3 nos.** @ 12m (L) x 3.5m (W) x 3.8m (H) **= HKPSG recommendation**
Goods Vehicle Loading / Unloading Bay	
0.5 - 1 goods vehicle bay per 100 rooms Minimum = 448 / 100 x 0.5 = 2.2, say **3 nos.** Maximum = 448 / 100 x 1 = 4.5, say **5 nos.**	**4 nos.** comprising of: (i) 3 nos. @ 7m (L) x 3.5m (W) x 3.6m (H) for Light Goods Vehicles, plus (ii) 1 no. @ 11m (L) x 3.5m (W) x 4.7m (H) for Heavy Goods Vehicles **> HKPSG minimum & < maximum recommendation**

3.3 **Table 3.1** shows that the internal transport facilities

- Car parking and motorcycle parking spaces provided comply with the

HKPSG maximum recommendation.

- Taxi and private car layby and single-deck tour bus layby provided comply with the HKPSG minimum recommendation.
- Goods vehicle loading/unloading which is provided only 1 less than the HKPSG maximum recommendation.

3.4 The carpark layout plans for G/F and B1/F are shown in **Figures 3.1 – 3.2**.

Swept Path Analysis

3.5 The CAD-based swept path analysis program, ***Autodesk Vehicle Tracking***, was used to check the ease of vehicle manoeuvring, and the swept path analysis drawings for critical movements are found in **Appendix 2**. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease.

Traffic Management Plan

3.6 Loading / unloading related to goods deliveries will be undertaken during the non-peak hours. The Management Office will ensure that maintenance of the turntable will be carried out during the non-peak period. In addition, the Management Office will ensure that should the turntable breaks down, the Management Office will immediately contact the turntable maintenance company to repair.

3.7 All users have to make reservation with the property management prior to the use of the goods vehicle loading/unloading bay and coach lay-by. Should there be maintenance or break-down of the turntable (Note: The turntable is used by HGV and coach), all users will be notified that the use of HGV loading/ unloading bay and coach lay-by will be suspended.

3.8 The driveway from G/F, i.e. run-in/out at Wai Yip Street to B1/F, i.e. turntable is some 50m long., and if there is vehicle queue, it is unlikely to tailback to Wai Yip Street because the loading/unloading related to goods deliveries and pick-up/drop-off activities by coach will be undertaken during the non-peak hours.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Redevelopment is expected to be completed by 2029, and the design year adopted for the capacity analysis is 2032, i.e. *3 years after the completion of the development*.

Traffic Forecasting

4.2 The 2032 traffic flows used for the junction analysis are produced with reference to: (i) 2031 traffic flows from the Base District Traffic Model ("BDTM"); (ii) estimated traffic growth from 2031 to 2032; (iii) the planned developments in the vicinity of the Proposed Redevelopment, and (iv) additional traffic generated by the Proposed Redevelopment.

Estimated Traffic Growth Rate from 2031 to 2032

4.3 Reference is made to the 2019 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwun Tong District, which are for 2019, 2026 and 2031 and are presented in **Table 4.1**.

TABLE 4.1 2019-BASED TPEDM DATA PRODUCED BY PLANNING DEPARTMENT FOR KWUN TONG DISTRICT

Item	TPEDM Estimation / Projection		
	2019	2026	2031
Population	693,900	769,400	741,300
Employment	395,350	410,550	408,250
Total	1,089,250	1,179,950	1,149,550
Average Growth %	From 2019 to 2026: +1.15% From 2019 to 2031: +0.45%	From 2026 to 2031: -0.52%	N/A

4.4 **Table 4.1** shows that the highest average annual growth rate is 1.15%. In view that there is no estimation beyond 2031 and to err on the high side, the growth rate of 1.15% per annum is adopted for the traffic growth between 2031 and 2032.

Planned Developments in the Vicinity of the Proposed Redevelopment

4.5 The planned developments included in the 2032 reference traffic flows are presented in **Table 4.2**.

TABLE 4.2 PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED REDEVELOPMENT

Site	Planning Application No. / Plan No.	Address
1	A/K14/763	350 Kwun Tong Road
2	A/K14/766	41 King Yip Street
3	A/K14/771	32 Hung To Road
4	A/K14/773	82 Hung To Road
5	A/K14/774	7 Lai Yip Street
6	A/K14/775	132 Wai Yip Street
7	A/K14/777	71 How Ming Street
8	A/K14/780	107-109 Wai Yip Street
9	A/K14/782	4 Tai Yip Street
10	A/K14/787	33 Hung To Road
11	A/K14/796	28A Hung To Road

Site	Planning Application No. / Plan No.	Address
12	A/K14/804	334 -336 and 338 Kwun Tong Road
13	A/K14/806	11 Lai Yip Street
14	A/K14/807	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15
15	A/K14/809	1 Tai Yip Street and 111 Wai Yip Street
16	A/K14/810	5 Lai Yip Street
17	A/K14/820	73 – 75 Hung To Road
18	A/K14/822	25 Tai Yip Street, Kwun Tong
19	S/K14S/URA1/3 Urban Renewal Authority's (URA) latest 'Vertical City' scheme of a mixed use development	Areas 4 and 5 of Kwun Tong Town Centre
20	N/A	EKEO Lai Yip Street Development
21	N/A	Kwun Tong Action Area
22	N/A	Kowloon Bay Action Area

4.6 The infrastructure and road network included in the BDTM are as follows:

- Kai Tak Development
- Tseung Kwan O – Lam Tin Tunnel
- Central Kowloon Route
- Trunk Road T2 between Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel

Traffic Generated by the Proposed Redevelopment

4.7 Surveys were conducted at 4 similar hotels which are of similar class, number of hotel rooms and traffic characteristics, i.e. proximity to the MTR and road-based public transport services. The surveyed hotels are shown below:

(i) 254-room Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong
(ii) 298-room Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun
(iii) 360-room Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong
(iv) 598-room Hotel Cozi Harbour View at 163 Wai Yip Sreet, Kwun Tong

4.8 The results of trip generation survey of the above 4 surveyed hotels are shown in **Table 4.3**.

TABLE 4.3 RESULTS OF TRIP GENERATION SURVEY

Items	Trip Generation rate in pcu/hr/room			
	AM Peak		PM Peak	
	In	Out	In	Out
(i) Nina Hotel	**0.0591**	**0.0433**	**0.0512**	**0.0472**
(ii) Tuen Mun Pentahotel	0.0369	0.0336	0.0336	0.0336
(iii) Dorsett Kwun Tong	0.0361	0.0333	0.0361	0.0333
(iv) Hotel Cozi Harbour View	0.0084	0.0151	0.0134	0.0167
Maximum rate	**0.0591**	**0.0433**	**0.0512**	**0.0472**

4.9 Comparison of trip generation for hotel between the in-house survey and lower limit taken from TDPM is presented in **Table 4.4**.

TABLE 4.4 COMPARISON OF IN-HOUSE TRIP GENERATION FOR HOTEL AND LOWER LIMIT OF RATES FROM TPDM

Items	Trip Generation rate in pcu/hr/room			
	AM Peak		PM Peak	
	In	Out	In	Out
In-house maximum rate (Table 4.3) [a]	0.0591	0.0433	0.0512	0.0472
Trip Generation rate for Hotel from TPDM[(1)] [b]	0.0832	0.0843	0.0908	0.0883
Difference: [b] – [a]	0.0241	0.0410	0.0396	0.0411

Note[(1)]: lower limit of rates from TPDM

4.10 **Table 4.4** shows that the surveyed hotel trip generation rates in **Table 4.3** are lower than the lower limit of rates for Hotel found in the TPDM. Hence, to be conservative, the lower limit of trip generation rates from TPDM is adopted to estimate the traffic generation for Proposed Redevelopment.

4.11 The calculated traffic generation associated with the Proposed Redevelopment are presented in **Table 4.5**.

TABLE 4.5 TRAFFIC GENERATION OF THE PROPOSED REDEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for hotel (pcu/hour/guest room)						
Lower Limit of rates from TPDM	0.0832	0.0843	NA	0.0908	0.0883	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
448 guest rooms	**38**	**38**	**76**	**41**	**40**	**81**

4.12 **Table 4.3** shows the Proposed Redevelopment generates 76 and 81 more pcu (2-way) during the AM and PM peak hours respectively.

Planned Traffic Improvement in the Vicinity of the Proposed Redevelopment

4.13 The planned improvement schemes in the vicinity of the Proposed Redevelopment are summarized in **Table 4.6**.

TABLE 4.6 PLANNED TRAFFIC IMPROVEMENT SCHEMES IN THE VICINITY OF THE PROPOSED REDEVELOPMENT

Junction		Description of the Works	Indicative Layout	Source	Assumed Completion Year
J2	Wai Yip Street / Hoi Yuen Road	Modification of Wai Yip Street / Hoi Yuen Road roundabout into a signal controlled junction	Please refer to **Appendix 3**	Kwun Tong District Council	Before 2032
J6	Kei Yip Street / Kei Yip Lane	Change Kei Yip Lane from 2-way to 1-way			
J7	Wai Yip Street / Kei Yip Street	Change to 2-way direction			

2032 Traffic Flows

4.14 Year 2032 traffic flows for the following cases are derived:

2032 without the Proposed	*= 2031 traffic flows derived with reference to BDTM + estimated total growth from 2031 to 2032+ traffic*

Redevelopment [A]	*generated by the planned developments in the vicinity of the Proposed Redevelopment*
2032 with the Proposed Redevelopment [B]	*= [A] +traffic generated by the Proposed Redevelopment (**Table 4.5**)*

4.15 The 2032 peak hour traffic flows for the cases without and with the Proposed Redevelopment, are shown in **Figures 4.1 - 4.2**, respectively. The ingress / egress route for traffic generated by the Proposed Redevelopment are shown in **Figures 4.3**.

2032 Junction Operational Performance

4.16 Year 2032 capacity analysis for the cases without and with the Proposed Redevelopment are summarized in **Table 4.7** and detailed calculations are found in the **Appendix 1**.

TABLE 4.7 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Redevelopment		With the Proposed Redevelopment	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung To Road / Hoi Yuen Road / Wai Yip Street[2]	Signal / RC	48%	60%	48%	60%
J2	Wai Yip Street / Hoi Yuen Road[3]	Signal / RC	20%	32%	20%	32%
J3	Hung To Road / Tsun Yip Street[2]	Signal / RC	18%	37%	18%	37%
J4	Wai Yip Street / Tsun Yip Street[2]	Signal / RC	34%	44%	32%	42%
J5	Wai Yip Street / How Ming Street[2]	Signal / RC	25%	40%	24%	39%
J6	Kei Yip Street / Kei Yip Lane[3]	Priority - RFC	0.661	0.705	0.666	0.711
J7	Wai Yip Street / Kei Yip Street[3]	Priority - RFC	0.442	0.302	0.454	0.315

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Site factor to reflect kerbside / on-street activities in the junction performance
[3] Junction Improvement Scheme by other project has been incorporated in the Assessment as explained in **Table 4.6**

4.17 **Table 4.7** shows that the key junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Redevelopment.

5.0 PEDESTRIAN ASSESSMENT

Location of Surveyed Footpaths and Pedestrian Crossing

5.1 In view of the ease of accessibility to the Proposed Redevelopment, pedestrians generated by the Proposed Redevelopment are expected to use the footpaths in the vicinity, including Wai Yip Street, Tsui Yip Street, pedestrian crossing at signalised junction of Wai Yip Street / Tsui Yip Street. Hence, the pedestrian impact at these footpaths and the crossing are assessed. To quantify the existing pedestrian flows, pedestrian counts were conducted on Tuesday, 26th November 2024 during the AM and PM peak periods.

5.2 The pedestrian assessment is undertaken for 3 locations described in **Table 5.1**:

TABLE 5.1 SURVEYED PEDESTRIAN LOCATIONS

Ref.	Road	Location
		Footpath
1	Tsun Yip Street	Eastern footpath between Wai Yip Street and Hung To Road
2	Wai Yip Street	Northern footpath between Tsun Yip Street and Hoi Yuen Road
		Pedestrian Crossing
3	Tsun Yip Street	Crossing at Signalised Junction of Wai Yip Street / Tsun Yip Street

5.3 The observed peak 15-minute two-way pedestrian flows at these 3 locations are presented in **Figure 5.1**.

Estimated Pedestrian Growth Rate from 2024 to 2032

5.4 The 2032 reference pedestrian flows are produced based on the 2024 existing pedestrian flows and a growth rate of 1.15% per annum, which is derived from the 2019-based TPEDM.

Pedestrian Generated by the Proposed Redevelopment

5.5 The pedestrian generated by the Proposed Redevelopment is calculated based on the pedestrian generation rates of 4 surveyed hotels listed in **paragraph 4.7**, and the adopted pedestrian generation rates are presented in **Table 5.2.** The calculated pedestrian generation is found in **Table 5.3**.

TABLE 5.2 PEDESTRIAN GENERATION RATES OF THE SURVEYED HOTELS

Development	No. of rooms	Pedestrian Generation Rates (ped / 15 min / room)			
		AM Peak		PM Peak	
		In	Out	In	Out
Nina Hotel	254	**0.0512**	0.1732	**0.1575**	**0.1772**
Tuen Mun Pentahotel	298	0.0134	0.1174	0.1141	0.0805
Dorsett Kwun Tong	360	0.0444	**0.1972**	0.0750	0.0722
Hotel Cozi Harbour View	598	0.0318	0.0769	0.0401	0.0485
Adopted maximum rate		**0.0512**	**0.1972**	**0.1575**	**0.1772**

TABLE 5.3 PEDESTRIAN GENERATED BY THE PROPOSED REDEVELOPMENT

Use	Rooms	Pedestrian Generation (ped / 15 min)					
		AM Peak			PM Peak		
		In	Out	2-way	In	Out	2-way
Hotel	448	23	89	112	71	80	151

Year 2032 Pedestrian Flows

5.6 The 2032 pedestrian flow with and without the Proposed Redevelopment are derived using the following method:

Without the Proposed Redevelopment [a] = *2024 observed pedestrian flows + growth from 2024 to 2032 + pedestrian generated by the planned developments in the vicinity of the Subject Site*

With the Proposed Redevelopment [b] = *[a] + pedestrian generated by the Proposed Redevelopment (**Table 5.3**)*

5.7 The 2032 pedestrian flows without and with the Proposed Redevelopment are presented in **Figures 5.2 and 5.3**.

Level-Of-Service Assessment of the Footpaths

5.8 The Level-Of-Service ("LOS") of a pedestrian footpath is dependent on its width and the number of pedestrians using the facility. Description of the LOS at walkway obtained from the TPDM is presented in **Table 5.4**.

TABLE 5.4 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected and conflicts between pedestrians are unlikely.
B	> 16 - 23	Sufficient space is provided for pedestrians to freely select walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	> 23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional streams. Where reverse directions or crossing movements exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	> 33 - 49	Freedom to select individual walking speed and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however considerable friction and interaction between pedestrians is likely to occur.
E	> 49 – 75	Virtually, all pedestrians would have their normal walking speed restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by "shuffling". There is frequent and unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

Source: TPDM Volume 6, Section 10.5

5.9 The effective width of the surveyed footpaths is presented in **Table 5.5**.

TABLE 5.5 EFFECTIVE WIDTHS OF THE SURVEYED FOOTPATHS

	Location		Footpath Width (m)[1]	Effective Width (m)[2]
1	Tsun Yip Street between Wai Yip Street and Hung To Road	Eastern footpath	2.4	1.4
2	Wai Yip Street between Tsun Yip Street and Hoi Yuen Road	Northern footpath	2.2	1.2

Note:[1] Footpath width is measured between kerbline and building line
[2] The effective width does not include 0.5m dead zone on both sides, i.e. 1m

5.10 The LOS grading is adopted in accordance to **Table 5.4**. The 2032 weekday LOS at the surveyed footpaths for the cases without and with the Proposed Redevelopment is presented in **Table 5.6**.

TABLE 5.6 YEAR 2032 LOS WITHOUT AND WITH THE PROPOSED REDEVELOPMENT

Ref.	Peak Period	Year 2032 without the Proposed Redevelopment			Year 2032 with the Proposed Redevelopment		
		Flow (Ped/15 min)	Rate[1] (Ped/min/m)	LOS	Flow (Ped/15 min)	Rate[1] (Ped/ min/m)	LOS
1	AM	291	13.9	A	319	15.2	A
	PM	354	16.9	B	392	18.7	B
2	AM	105	5.8	A	217	12.1	A
	PM	180	10.0	A	331	18.4	B

Note:[1] pedestrian flow rate = pedestrian flow ÷ 15 minutes ÷ effective width

5.11 It is noted that "*In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities*". Since the LOS in **Table 5.6,** are A and B, it can be concluded that the Proposed Redevelopment will have no adverse impact to the footpaths in the vicinity.

Volume to Capacity Ratio ("V/C") of Pedestrian Crossing

5.12 The 2032 weekday V/C at the key pedestrian crossing for the cases without and with the Proposed Redevelopment is presented in **Table 5.7**.

TABLE 5.7 YEAR 2032 V/C AT PEDSTRIAN CROSSING ACROSS TSUN YIP STREET WITHOUT AND WITH THE PROPOSED REDEVELOPMENT

Peak Period	Lateral width (m) [A]	Cycle time (sec)	Green Time Proportion [B]	Pedestrian Demand (ped/15-min) [C]	Pedestrian Capacity[1] (ped/15-min) [D]	V/C [C]/[D]
Year 2032 without the Proposed Redevelopment						
AM	3.6	118	0.229	132	391	0.337
PM		108	0.222	104	380	0.274
Year 2032 with the Proposed Redevelopment						
AM	3.6	118	0.229	160	391	0.409
PM		108	0.222	141	380	0.371

Note: [1] Pedestrian Capacity [D] = [A] x [B] x 475 ped/metre/15-min, i.e. a constant equivalent to saturation flow for pedestrians, may be taken as 1900 ped/metre/hours.

5.13 **Table 5.7** concluded that the pedestrian crossing is operating with capacity for the case without and with the Proposed Redevelopment.

6.0 CONCLUSION

6.1 The Subject Site is located at 201 and 203 Wai Yip Street in Kwun Tong. It is currently occupied by the Siu Fu Factory Building and the Tungtex Building.

6.2 The Applicant intends to redevelop the 2 Existing Buildings into a hotel with 448 guest rooms and 1,228.143m^2 GFA of conference or banqueting facilities.

6.3 Manual classified counts were conducted at junctions located in the vicinity of the Proposed Redevelopment in order to establish the peak hour traffic flows. Currently, the junctions were found to operate with capacities during the AM and PM peak hours.

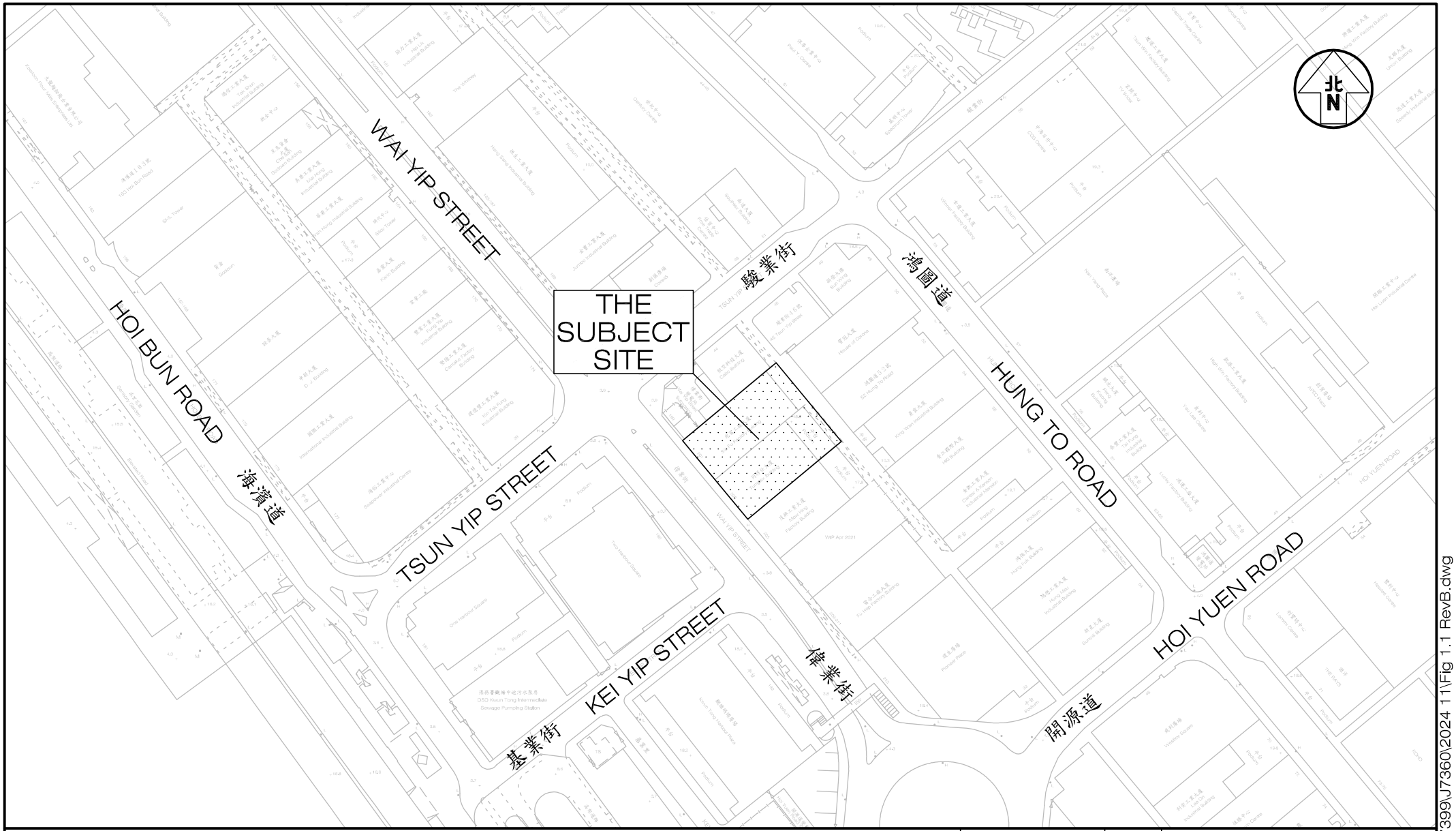
6.4 The Proposed Redevelopment run-in/out is provided at Wai Yip Street. The internal transport facilities provided comply with recommendations of the HKPSG.

6.5 The Proposed Redevelopment is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with Proposed Redevelopment.

6.6 The pedestrian assessment conducted found that the surveyed footpaths would operate with LOS A or B in 2032 for the cases without and with the Proposed Redevelopment. The pedestrian crossing is operating with capacity for the case without and with the Proposed Redevelopment. Hence, it is concluded that the Proposed Redevelopment has no adverse impact to the footpaths and pedestrian crossing in the vicinity.

6.7 It is concluded that the Proposed Redevelopment will result in **no** adverse traffic and pedestrian impact to the surrounding road network. From traffic engineering grounds, the Proposed Redevelopment is acceptable.

Figures



Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	
Figure Title	LOCATION OF SUBJECT SITE	Figure No. 1.1	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 2000 / Date 18 MAR 2025	

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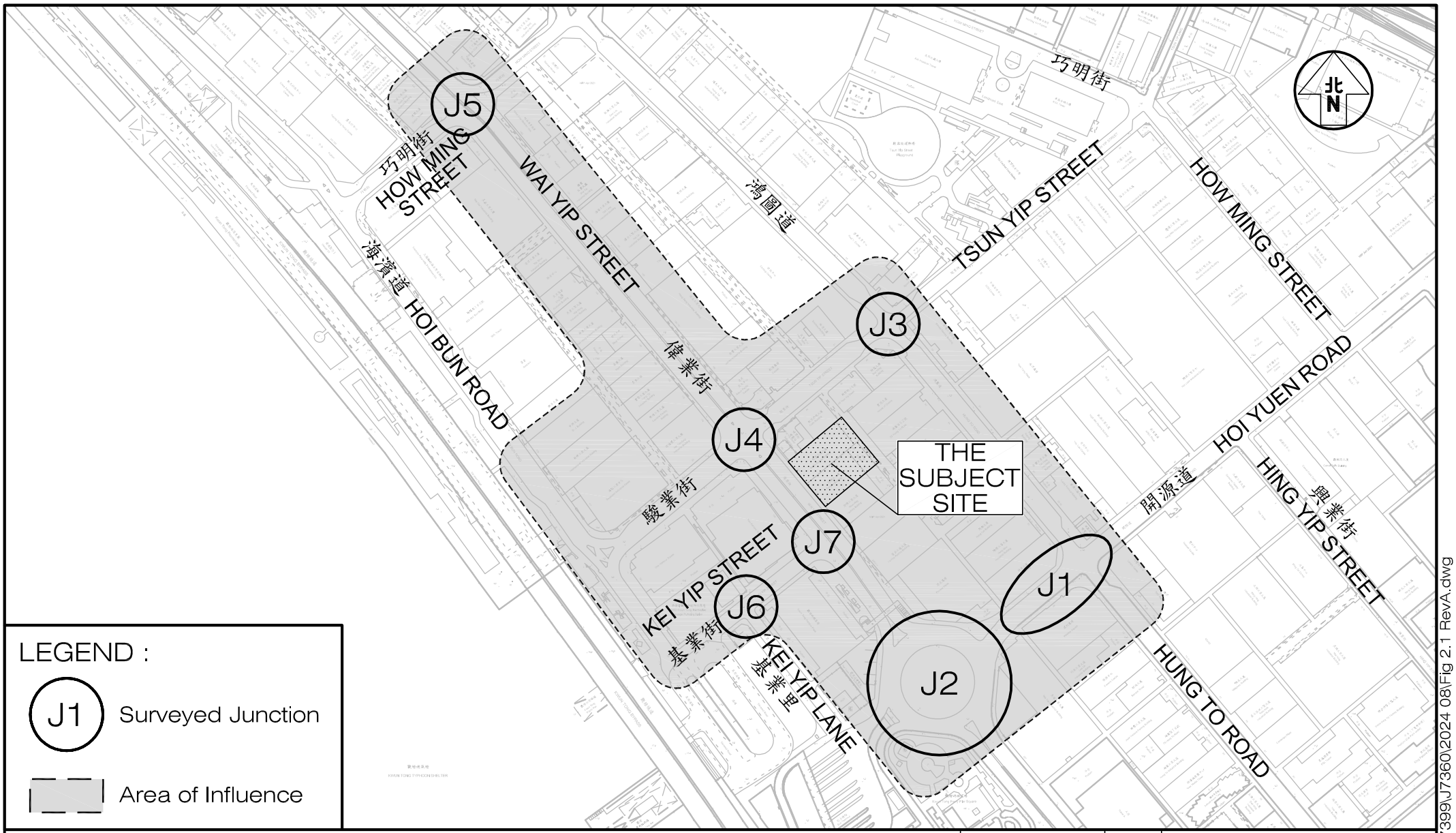

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 2.1 / Revision B
Figure Title	LOCATION OF SURVEYED JUNCTIONS AND AREA OF INFLUENCE	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 3500 / Date 18 MAR 2025

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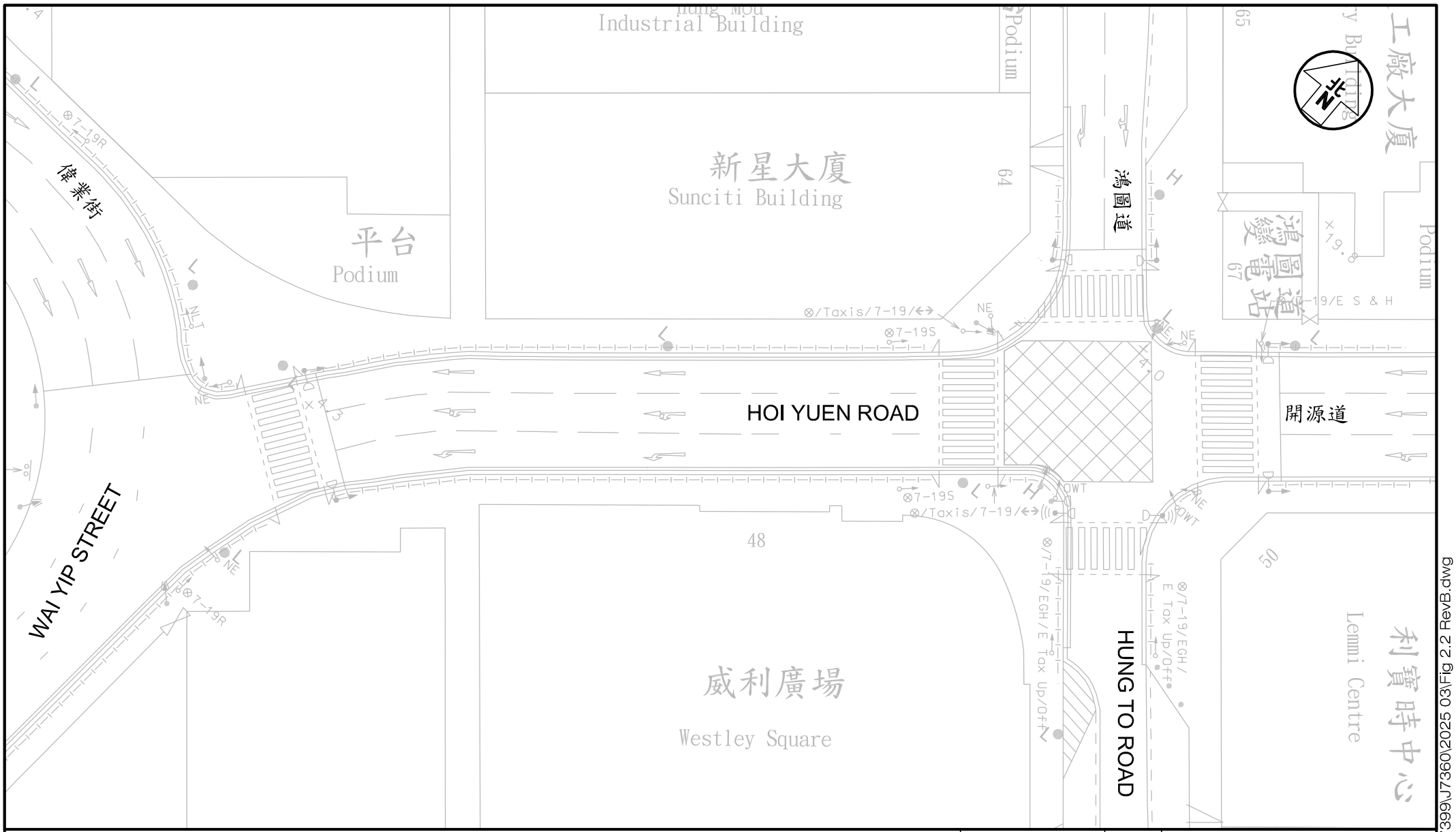

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Figure Title	LAYOUT OF JUNCTION OF HUNG TO ROAD / HOI YUEN ROAD / WAI YIP STREET	Figure No. 2.2	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
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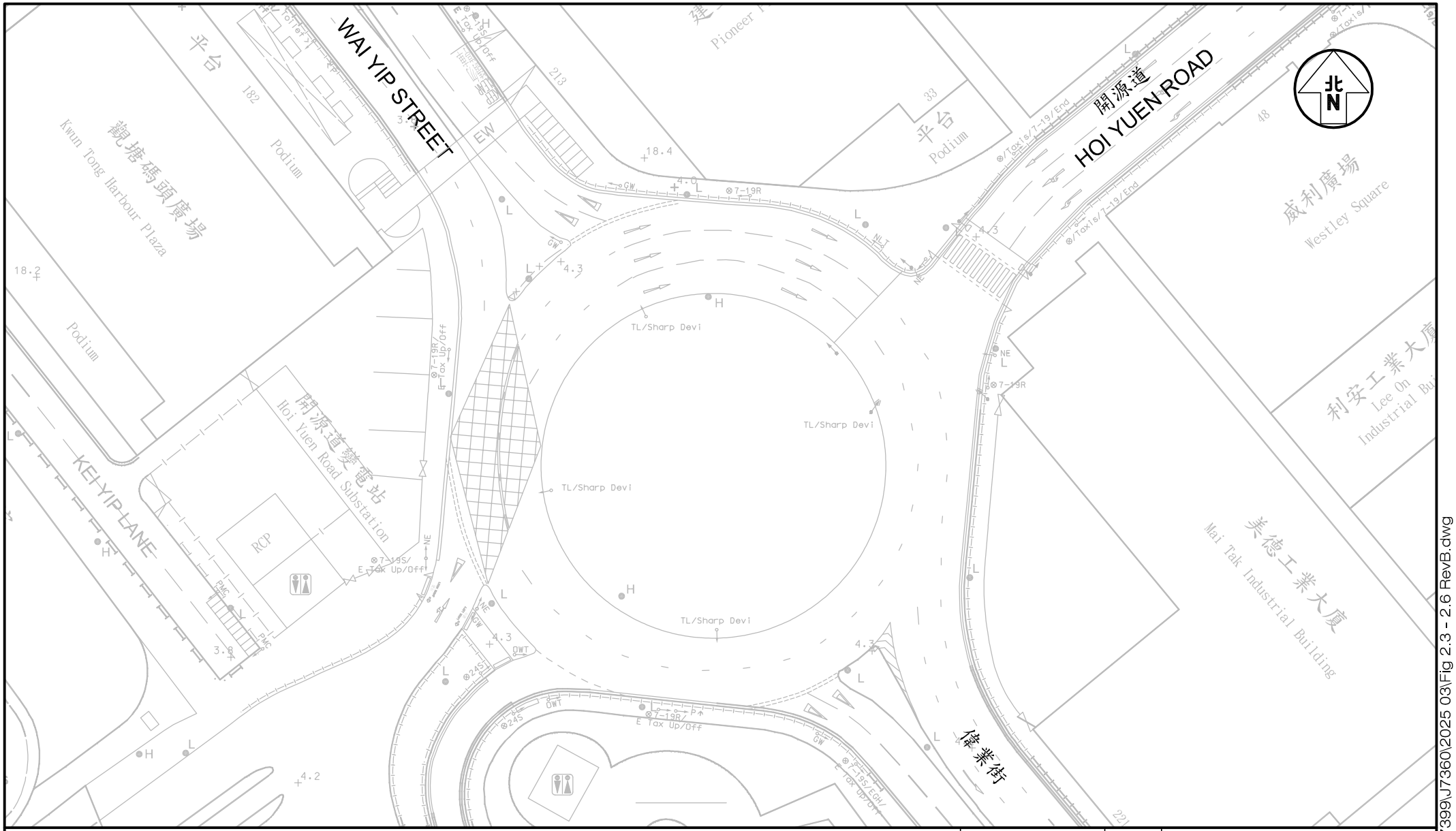

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Figure Title	LAYOUT OF ROUNDABOUT OF WAI YIP STREET / HOI YUEN ROAD	Figure No. 2.3	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
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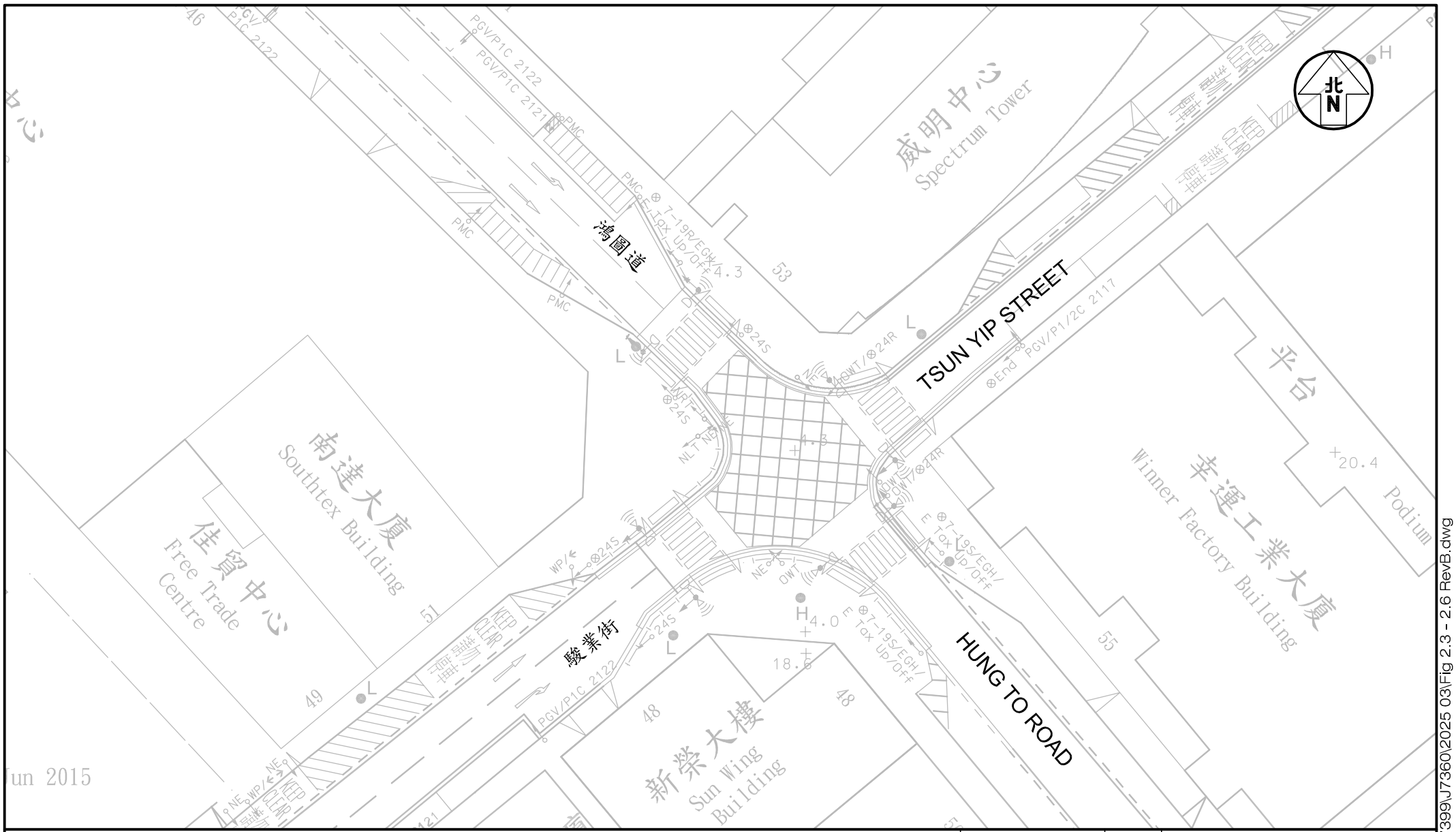

Jun 2015

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 2.4 / Revision B
Figure Title	LAYOUT OF JUNCTION OF HUNG TO ROAD / TSUN YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C Scale in A4 1 : 500 / Date 18 MAR 2025

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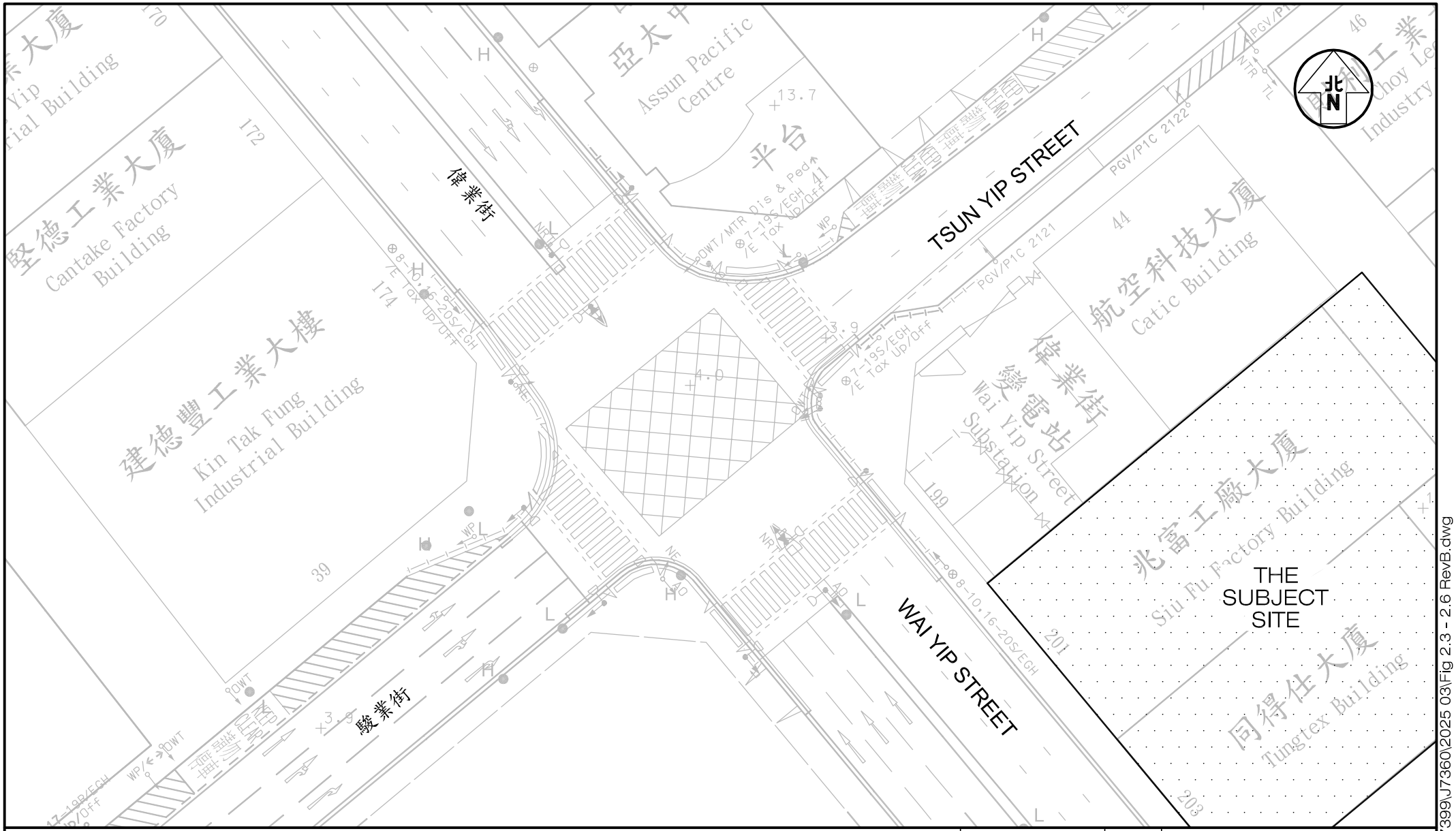

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Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / TSUN YIP STREET	Figure No. 2.5	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
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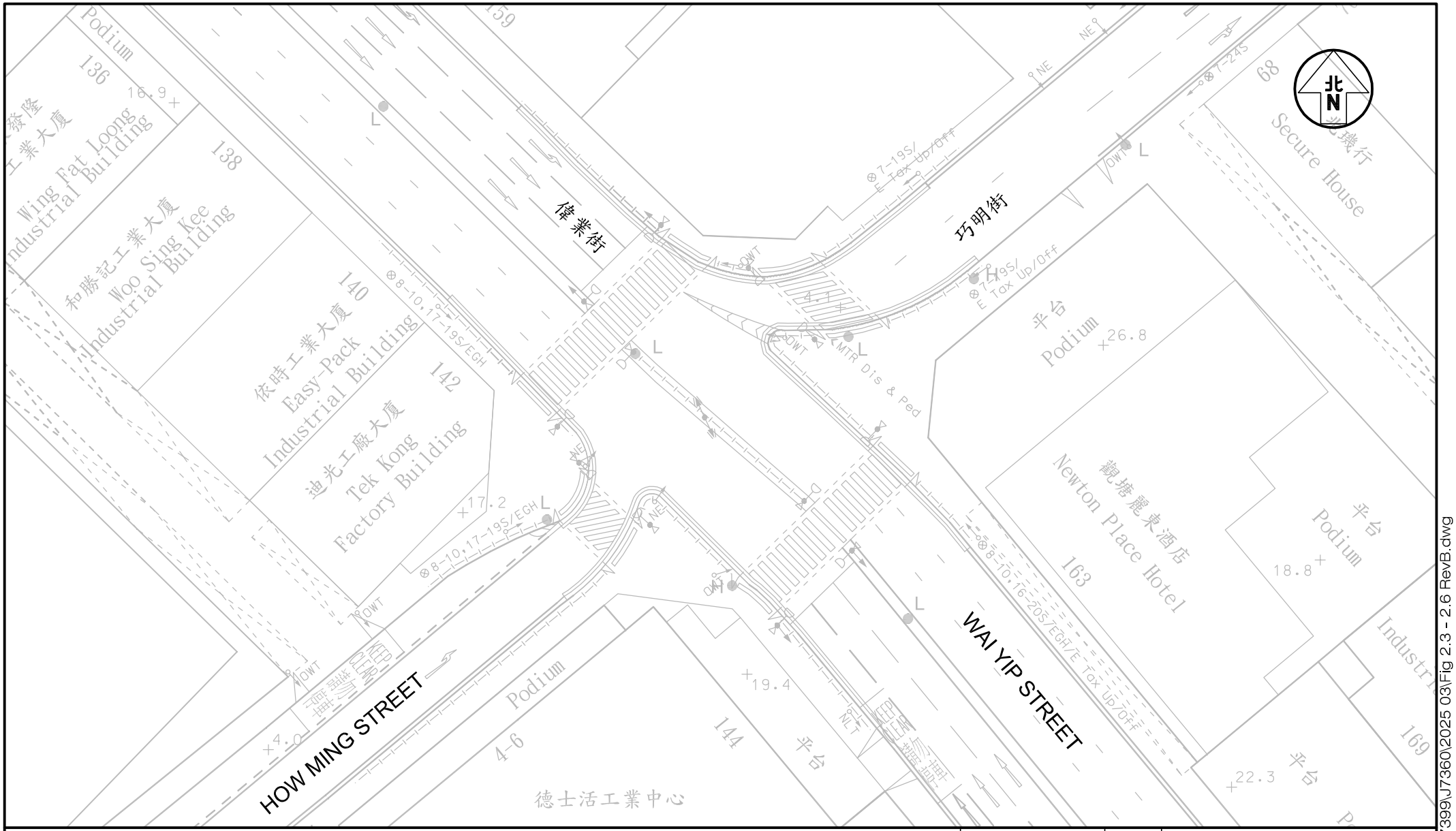

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Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / HOW MING STREET		Designed by C Y Y / Drawn by N C M / Checked by K C	
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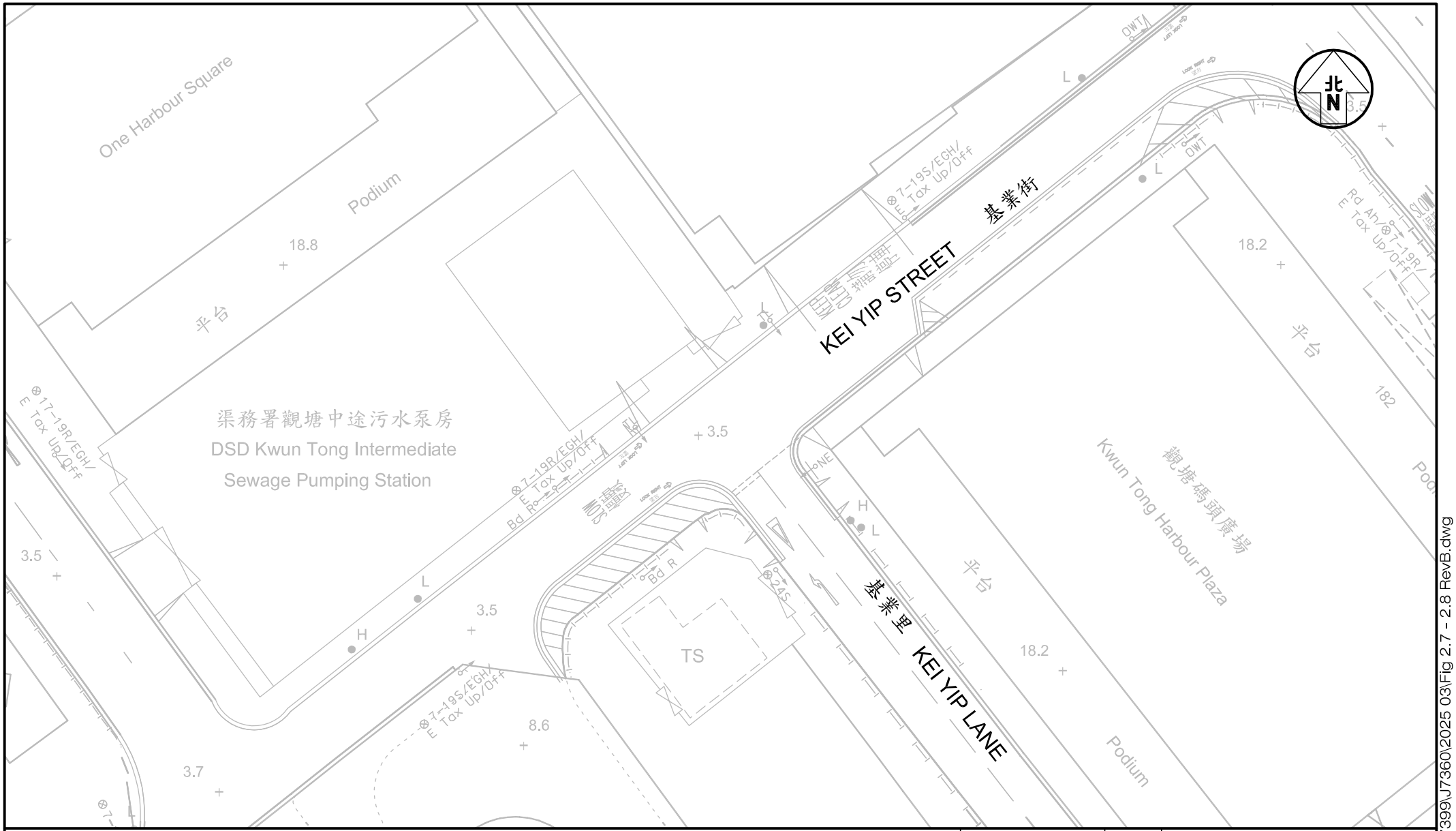

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 2.7 / Revision B
Figure Title	LAYOUT OF JUNCTION OF KEI YIP STREET / KEI YIP LANE	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 18 MAR 2025

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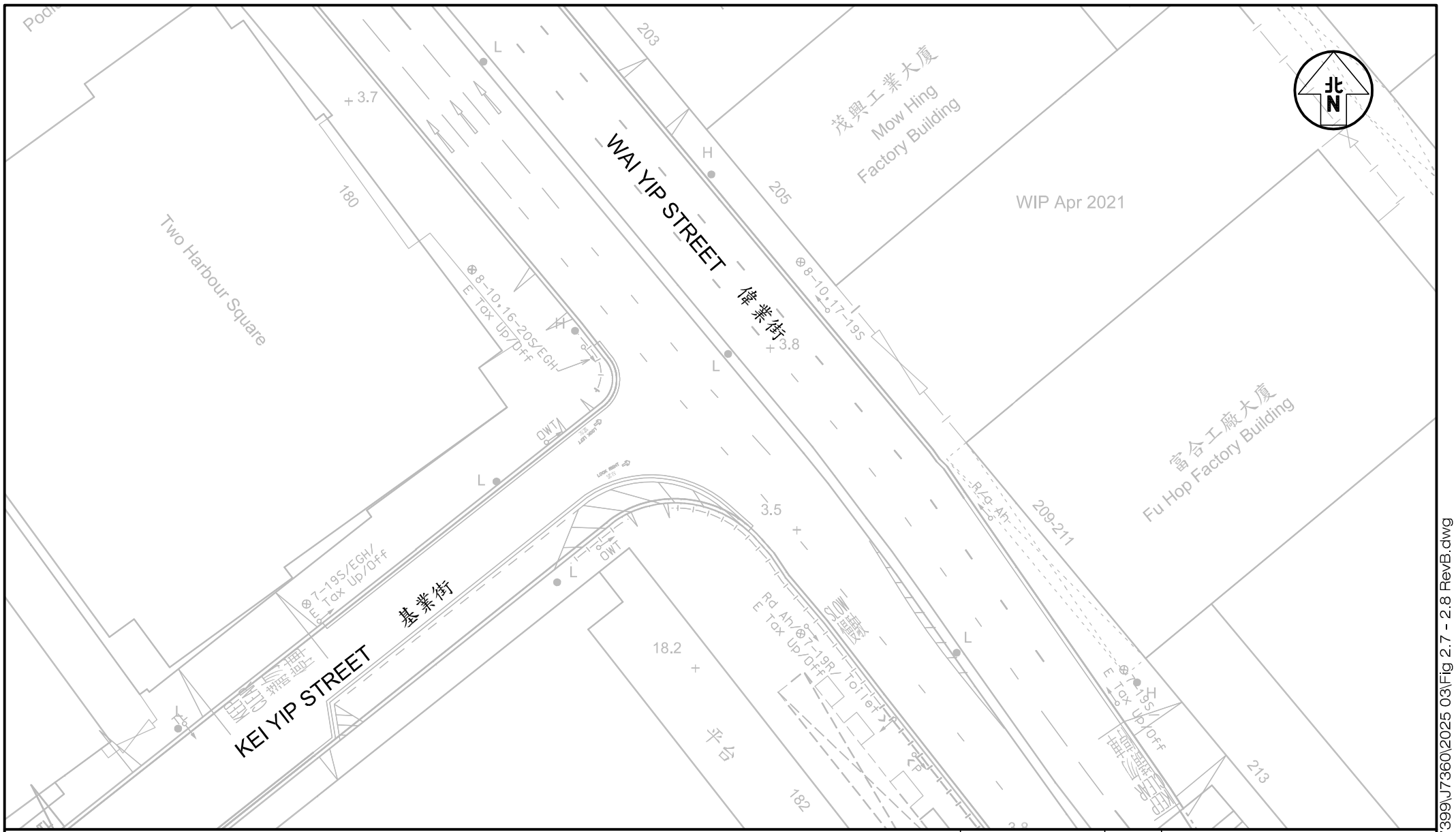

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Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / KEI YIP STREET	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 18 MAR 2025

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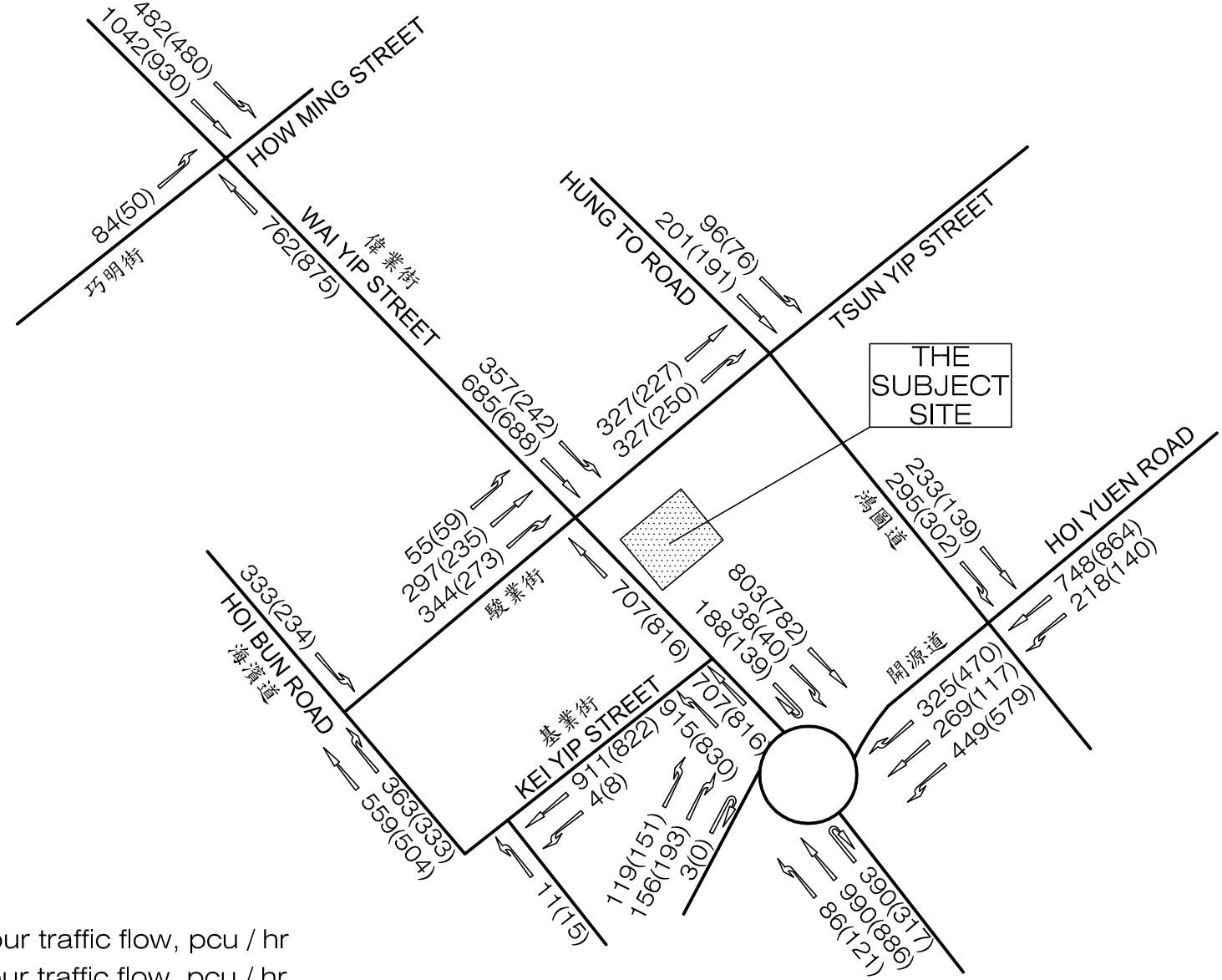

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

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Figure Title: ADJUSTED 2024 PEAK HOUR TRAFFIC FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 18 MAR 2025	

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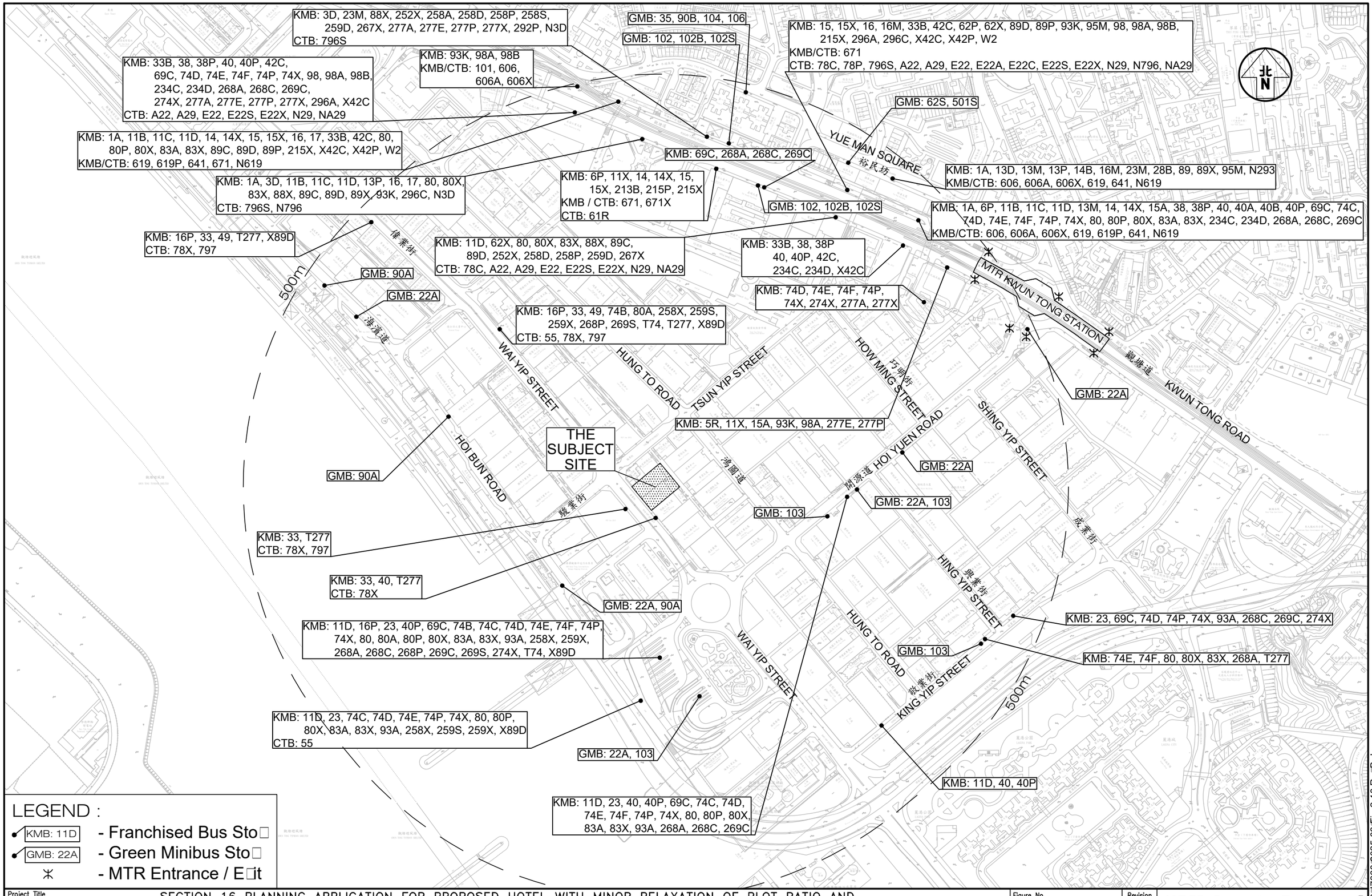

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Figure Title	THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE		Designed by C Y Y / Drawn by N C M / Checked by / Scale in A3 1 : 4500 / Date 18 MAR 2025

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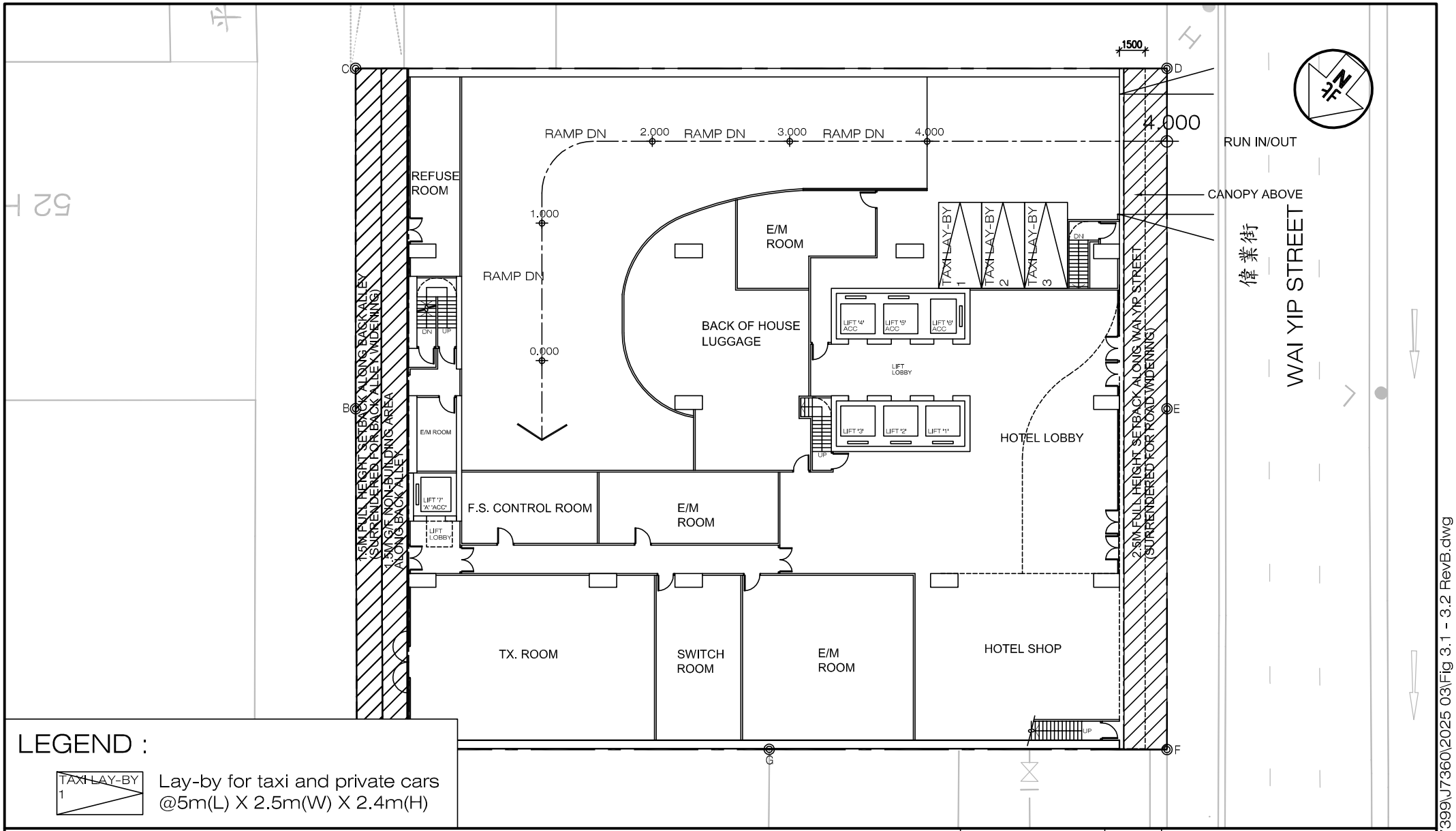

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TAXI LAY-BY 1 — Lay-by for taxi and private cars @5m(L) X 2.5m(W) X 2.4m(H)

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Figure Title	G/F LAYOUT	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 18 MAR 2025

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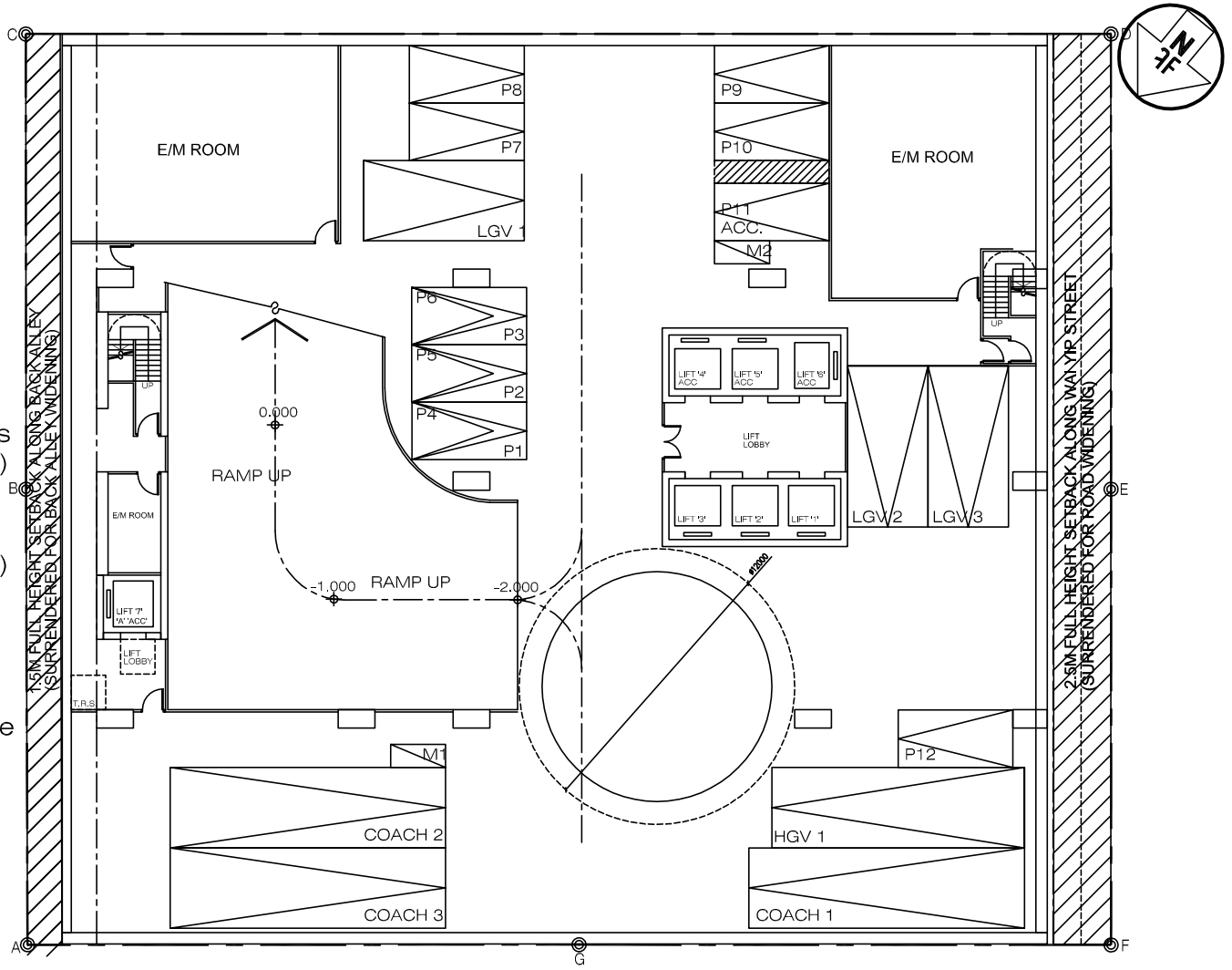
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7360\2025 03\Fig 3.1 - 3.2 RevB.dwg

LEGEND :

- COACH 1 — Lay-by for single-deck tour bus @12m(L) X 3.5m(W) X 3.8m(H)
- HGV 1 — HGV loading / unloading bay @11m(L) X 3.5m(W) X 4.7m(H)
- LGV 1 — LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)
- P4 / P1 — Double deck car parking space @5m(L) X 2.5m(W)
- P7 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)
- P11 ACC. — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)
- M1 — Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)



Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 3.2 / Revision B
Figure Title	B1/F LAYOUT	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 18 MAR 2025

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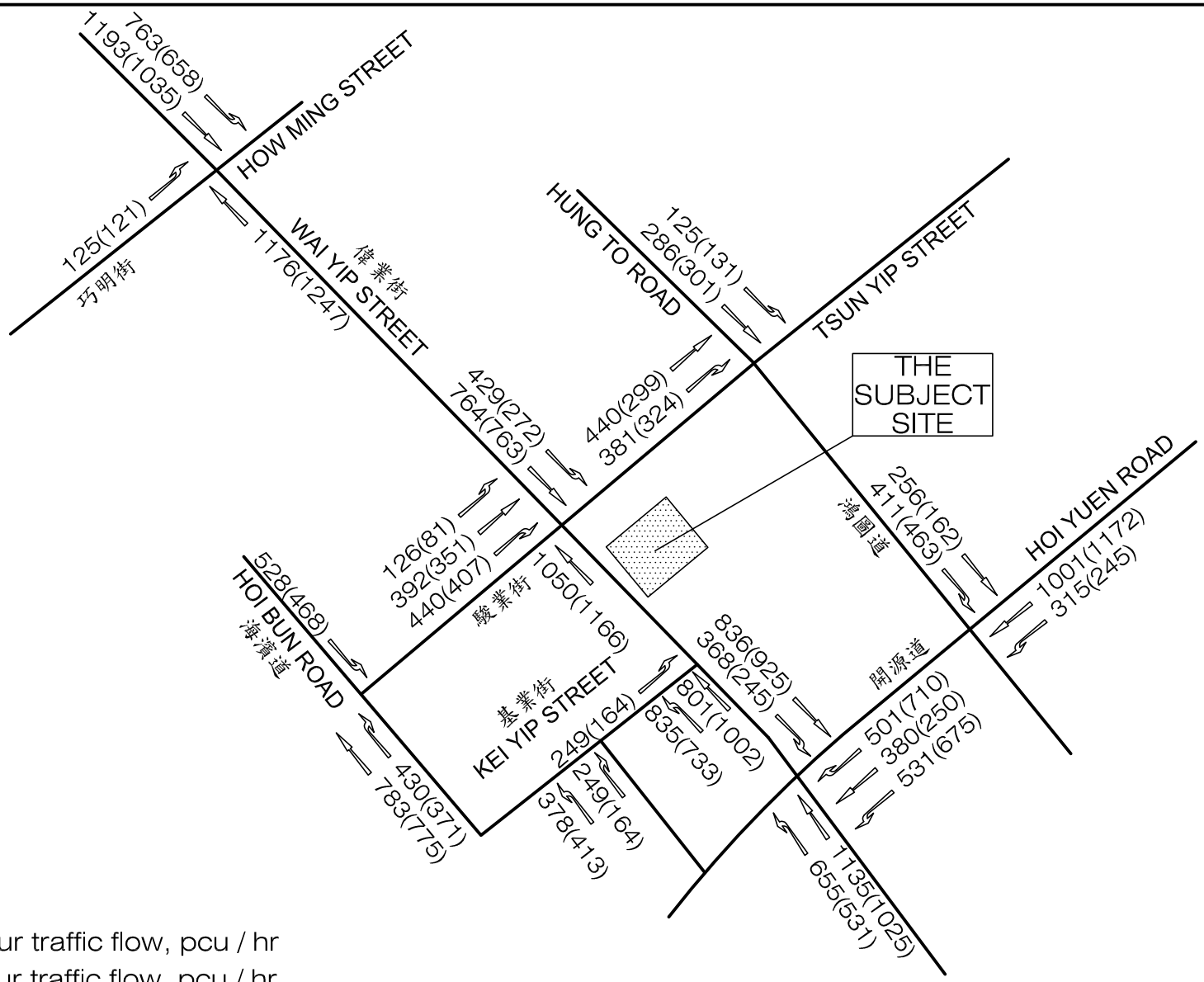
T:\JOB\J7350-J7399\J7360\2025 03\Fig 3.1 - 3.2 RevB.dwg



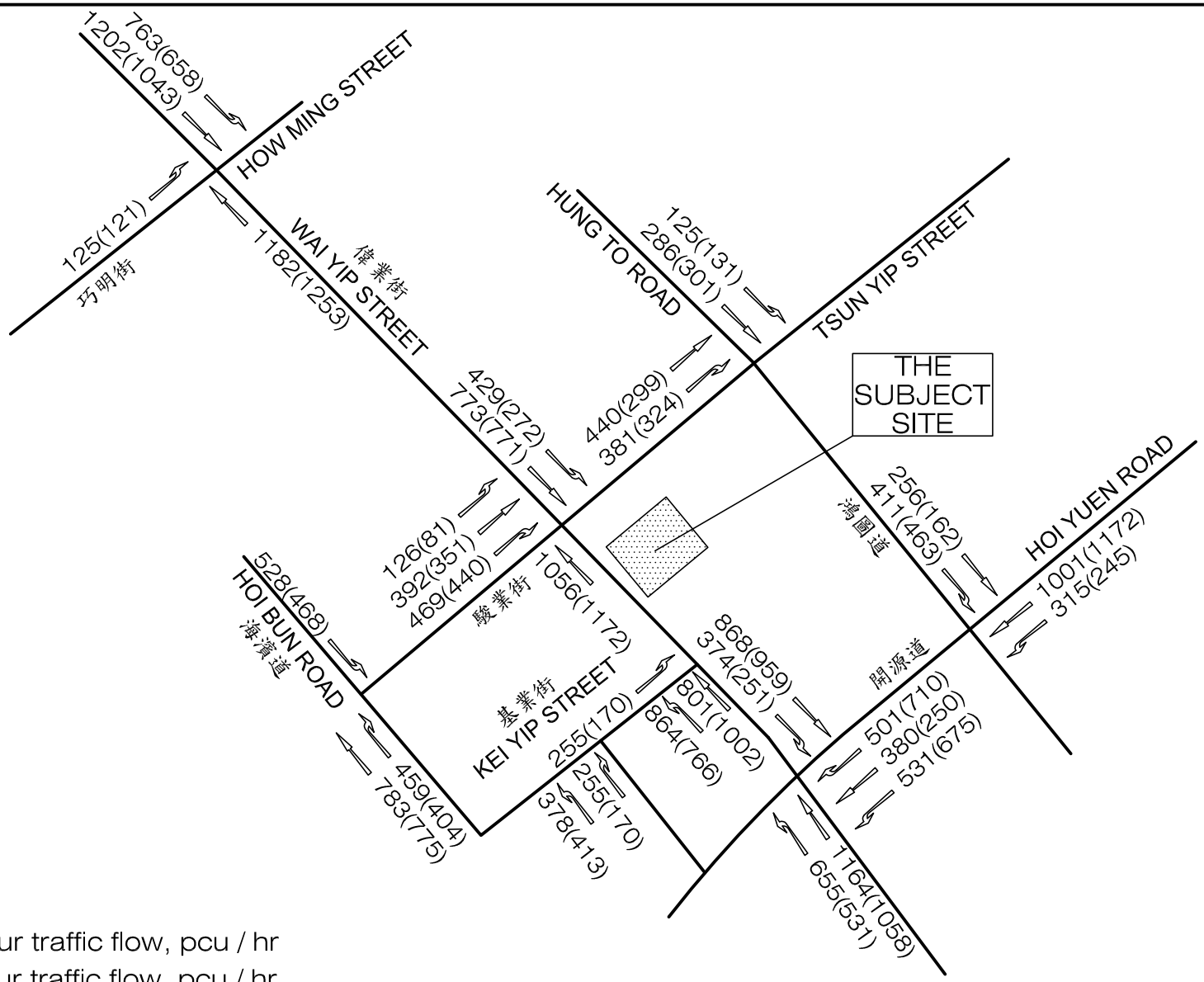
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON — J7360	Figure No. 4.1	Revision B	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: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED REDEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C		
	Scale in A4 N.T.S.	Date 18 MAR 2025	

T:\JOB\J7350-J7399\J7360\2024 11\Fig 4.1 RevB.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 4.2	Revision B
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED REDEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 N.T.S. / Date 18 MAR 2025	

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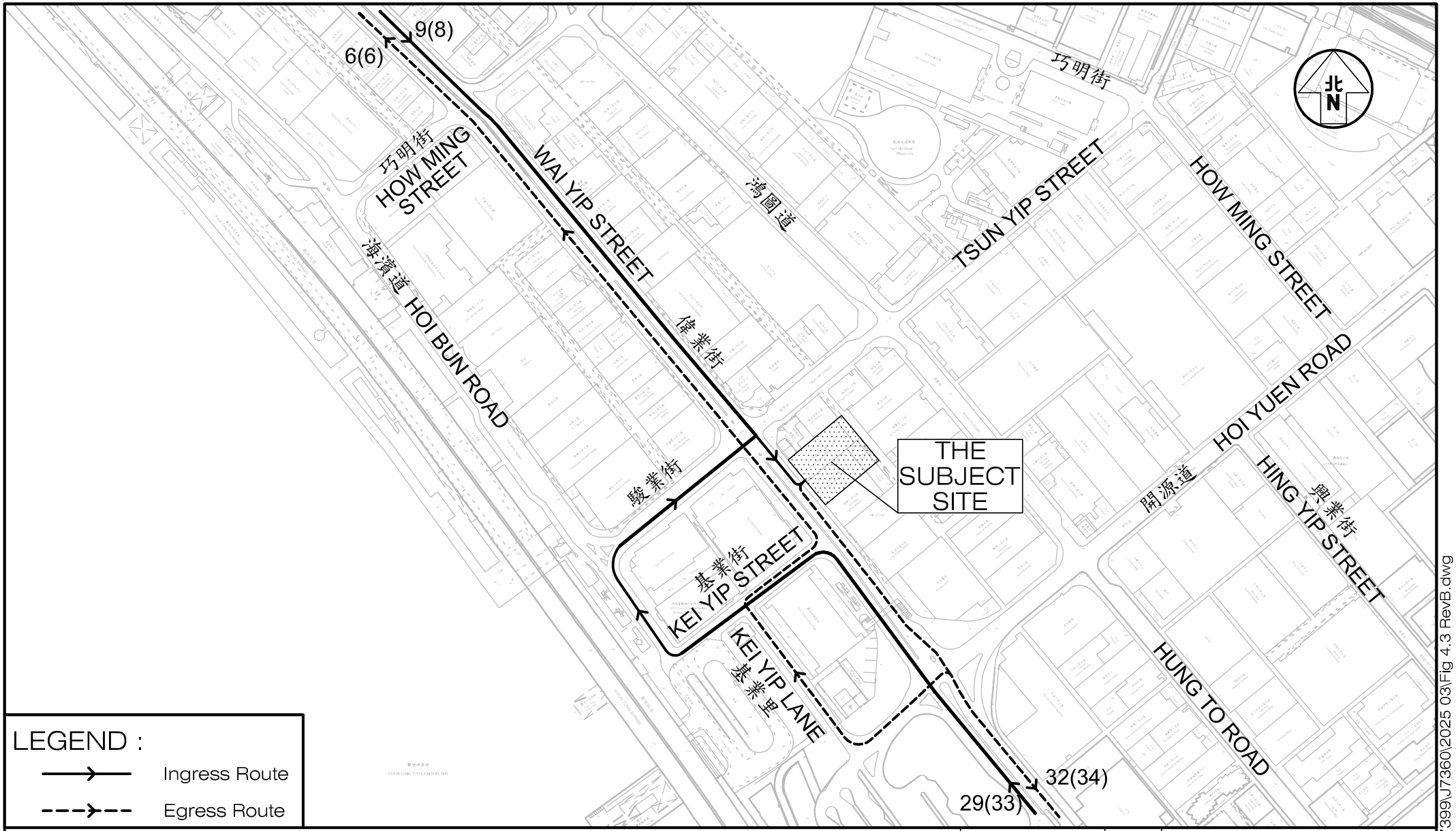

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 4.3 / Revision B
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED REDEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 3500 / Date 18 MAR 2025

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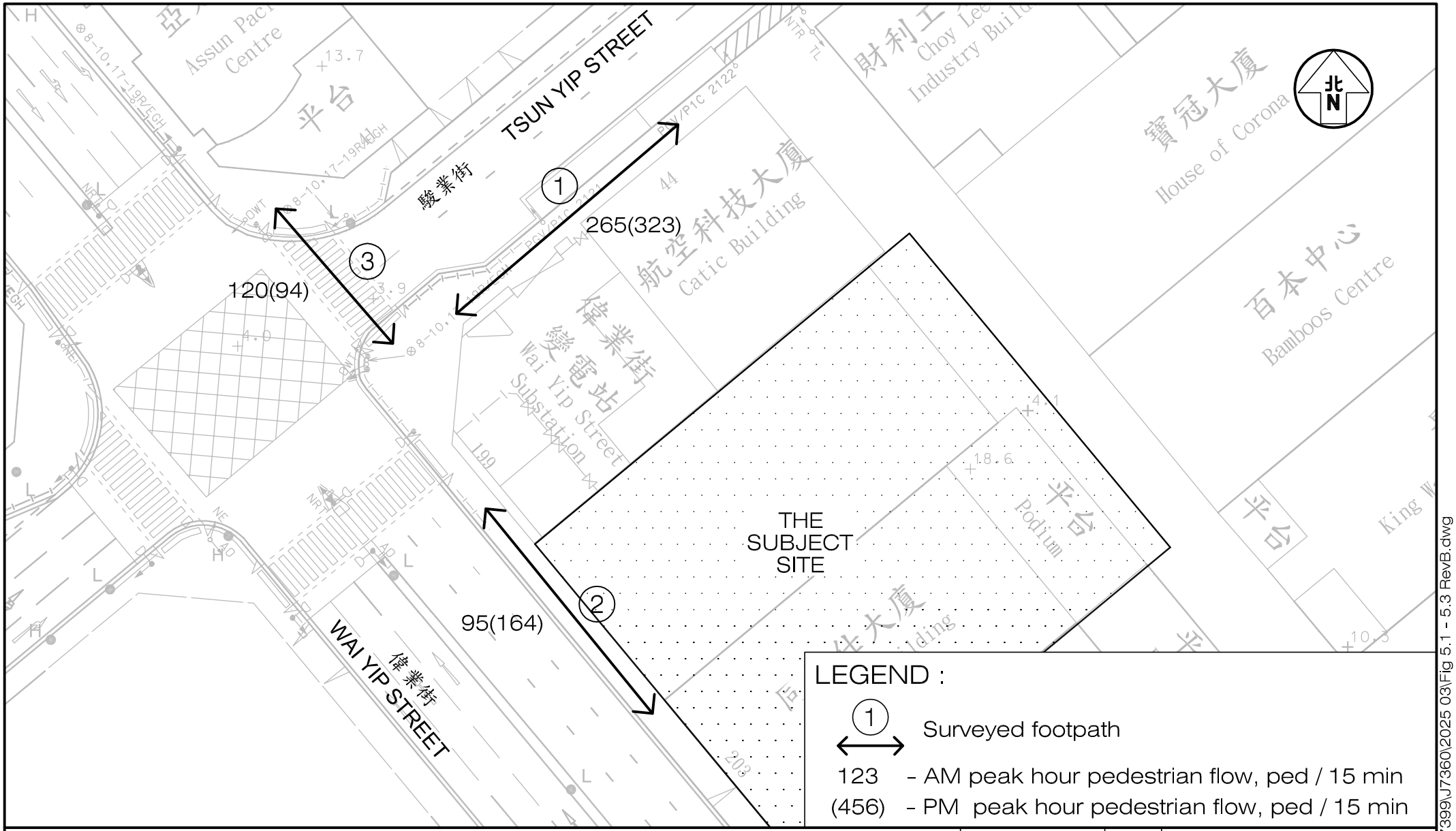

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	
Figure Title	OBSERVED EXISTING PEDESTRIAN FLOWS	Figure No. 5.1	Revision B
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500 / Date 18 MAR 2025	

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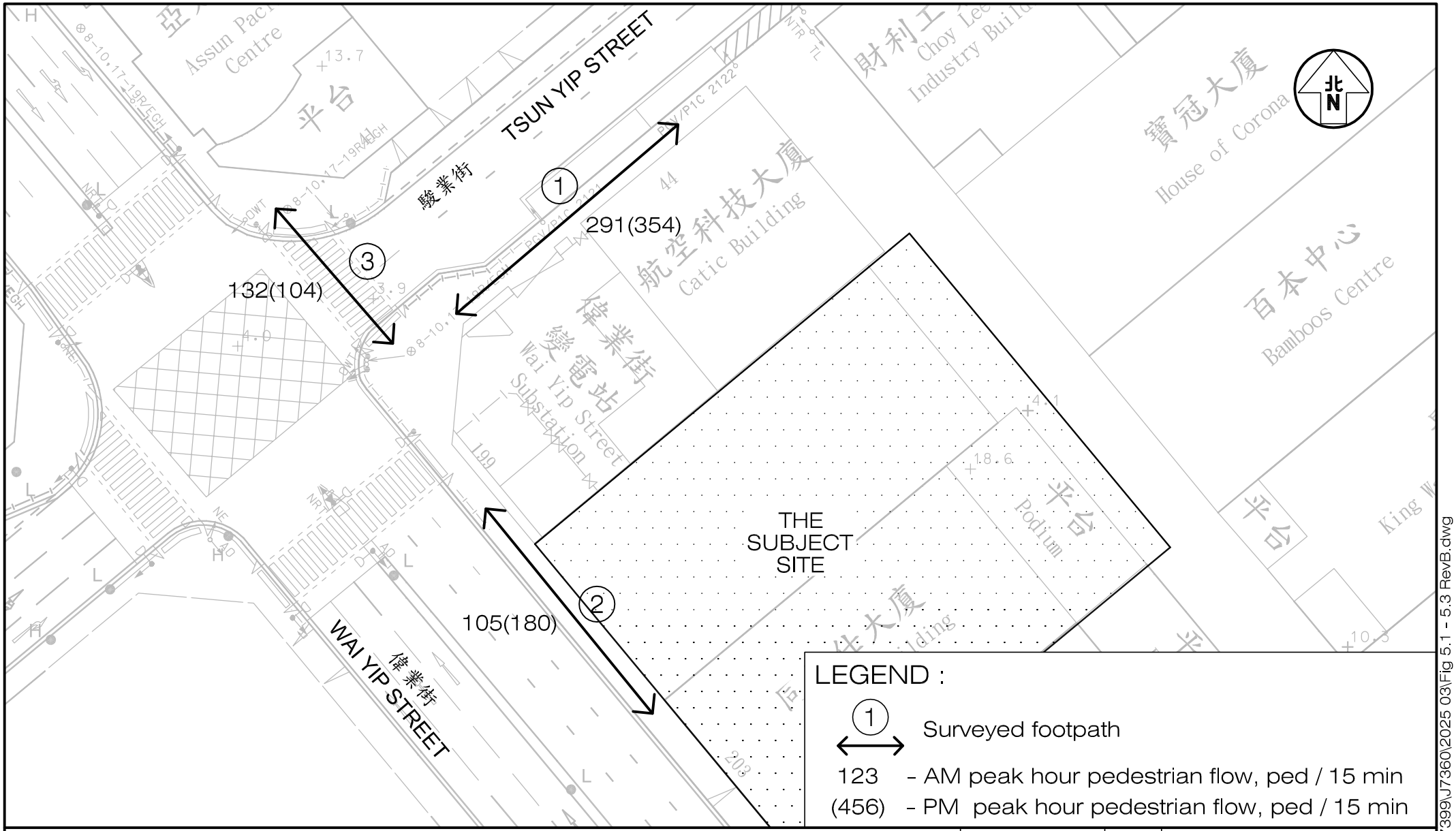
T:\JOB\J7350-J7399\J7360\2025 03\Fig 5.1 - 5.3 RevB.dwg



Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 5.2 / Revision B
Figure Title	YEAR 2032 PEDESTRIAN FLOWS WITHOUT THE PROPOSED REDEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 500 / Date 18 MAR 2025

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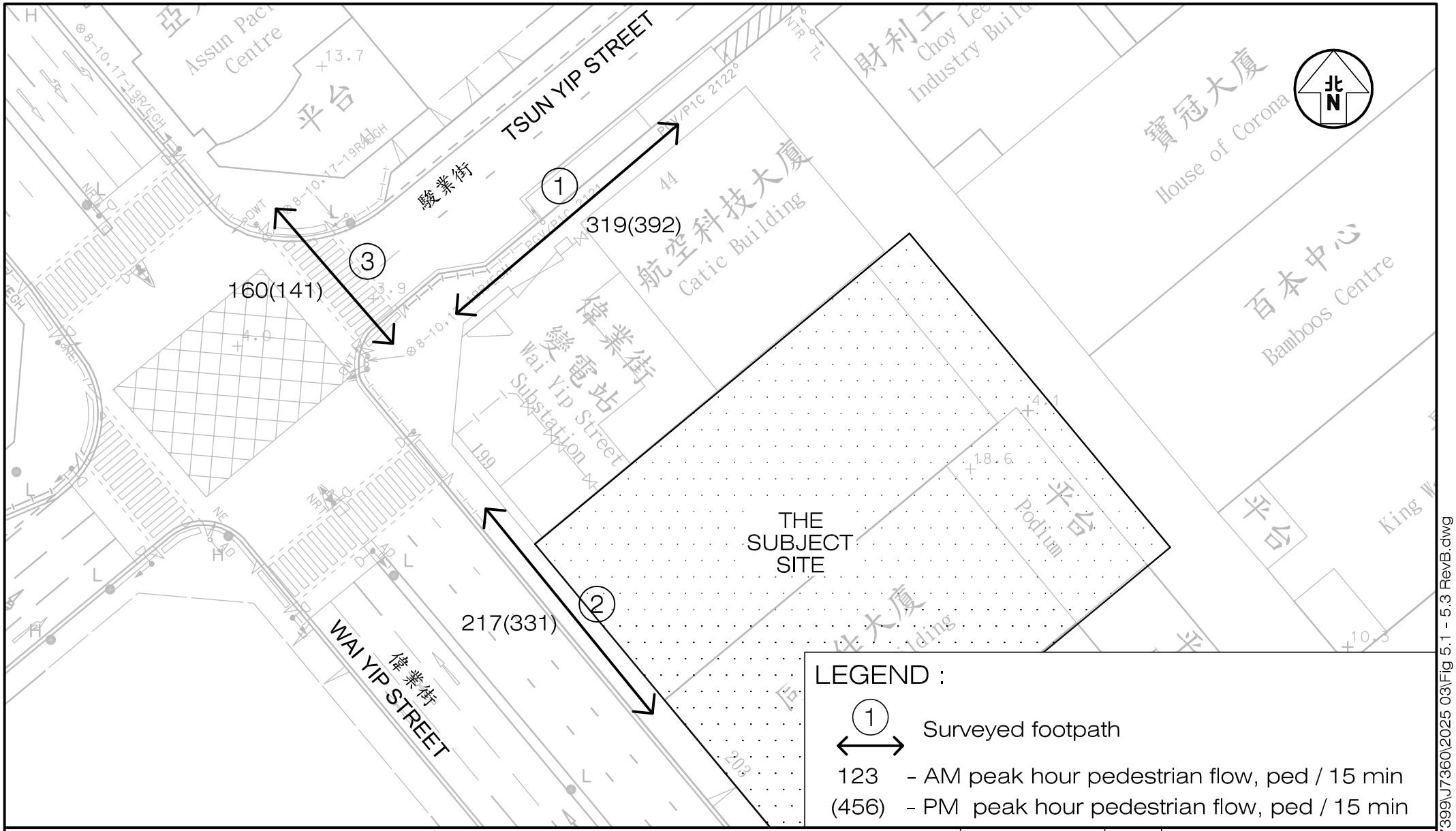

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. 5.3 / Revision B
Figure Title	YEAR 2032 PEDESTRIAN FLOWS WITH THE PROPOSED REDEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 18 MAR 2025

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Appendix 1 – Calculation

Signal Junction Analysis

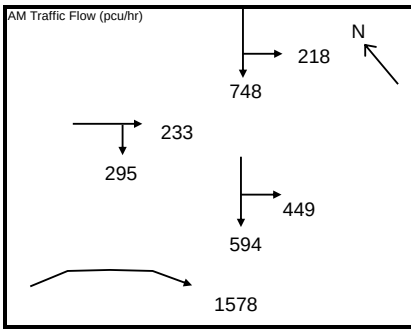
Junction: Hung To Road / Hoi Yuen Road / Wai Yip Street — Job Number: J7360

Scenario: Existing Condition — Page 1

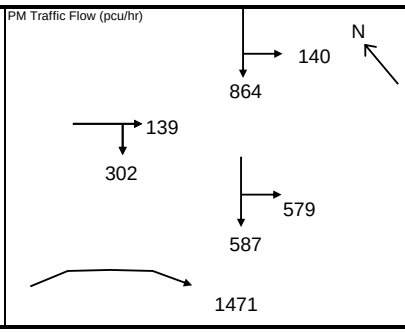
Design Year: 2024 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB	RT	A1	2,3	5.00	30.0		100	2014	521	0.259	0.259	100	2014	485	0.241	
	RT	A2	2,3	4.50	33.0		100	2109	545	0.258		100	2109	508	0.241	0.241
	RT	A3	2,3	4.50	36.0		100	1982	512	0.258		100	1982	478	0.241	
Hung To Road EB	SA+RT	B1	3	4.00	18.0		19	2121	288	0.136		42	2082	238	0.114	
	RT	B2	3	3.30	15.0		100	1768	240	0.136		100	1768	203	0.115	
Hoi Yuen Road SB	SA+LT	C1	1	3.50	15.0		73	1831	300	0.164		44	1882	317	0.168	
	SA	C2	1	3.50				2105	345	0.164			2105	355	0.169	
	SA	C3	1	3.50				1965	321	0.163			1965	332	0.169	
Hoi Yuen Road SB^	LT	D1	1	3.50	40.0		100	1705	332	0.195		100	1705	372	0.218	
	SA+LT	D2	1	3.50	43.0		28	1876	366	0.195	0.195	47	1864	408	0.219	0.219
	SA	D3	1	3.50				1769	345	0.195			1769	386	0.218	
pedestrian phase		Ep	2,3		min crossing time =		7	sec GM +		10	sec FGM =		17	sec		
		Fp	2		min crossing time =		6	sec GM +		8	sec FGM =		14	sec		
		Gp	1,2		min crossing time =		9	sec GM +		13	sec FGM =		22	sec		
		Hp	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		
		Ip	2,3		min crossing time =		8	sec GM +		11	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



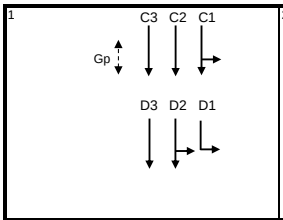
$S = 1940+100(W-3.25)$ $S = 2080+100(W-3.25)$

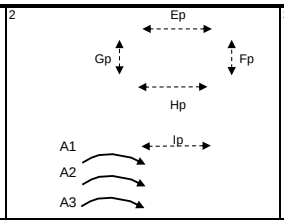
$S_M = S / (1 + 1.5 f/r)$ $S_M = (S - 230) / (1 + 1.5 f/r)$

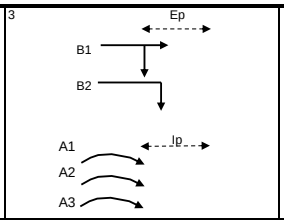
	AM Peak 1+2,3	AM Peak 1+3	PM Peak 1+2,3	PM Peak 1+3
Sum y	0.454	0.331	0.460	0.334
L (s)	10	31	10	31
C (s)	100	100	130	130
practical y	0.810	0.621	0.831	0.685
R.C. (%)	78%	88%	81%	105%

Note:

^ Site Factor is applied







AM	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	
PM	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	

Signal Junction Analysis

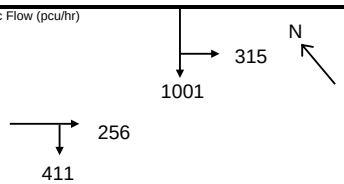
Junction: Hung To Road / Hoi Yuen Road / Wai Yip Street — Job Number: J7360

Scenario: Without the Proposed Redevelopment — Page 2

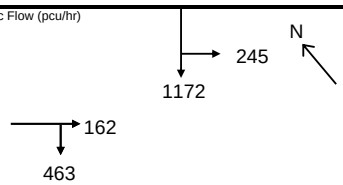
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Hung To Road EB	SA+RT	B1	3	4.00	18.0		29	2104	362	0.172	0.173	52	2065	337	0.163	0.163
	RT	B2	3	3.30	15.0		100	1768	305	0.173		100	1768	288	0.163	
Hoi Yuen Road SB^	SA+LT	C1	1	3.50	15.0		77	1642	407	0.248	0.248	55	1676	445	0.266	
	SA	C2	1	3.50				1895	470	0.248			1895	503	0.265	
	SA	C3	1	3.50				1769	439	0.248			1769	469	0.265	0.266
pedestrian phase		Ep	2,3		min crossing time =		7	sec GM +		10	sec FGM =		17	sec		
		Fp	2		min crossing time =		6	sec GM +		8	sec FGM =		14	sec		
		Gp	1,2		min crossing time =		9	sec GM +		13	sec FGM =		22	sec		
		Hp	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



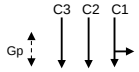
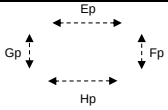
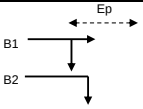
$S = 1940+100(W-3.25)$ $S = 2080+100(W-3.25)$

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

	AM Peak 1+3		PM Peak 1+3	
Sum y	0.421		0.429	
L (s)	31		31	
C (s)	100		130	
practical y	0.621		0.685	
R.C. (%)	48%		60%	

Note:

^ Site Factor is applied

1	2	3		
				

AM	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

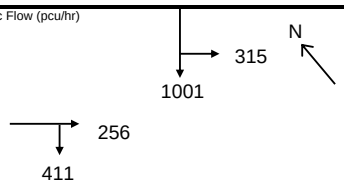
Junction: Hung To Road / Hoi Yuen Road / Wai Yip Street — Job Number: J7360

Scenario: With the Proposed Redevelopment — Page 3

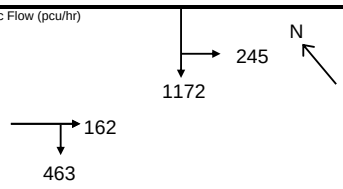
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Hung To Road EB	SA+RT	B1	3	4.00	18.0		29	2104	362	0.172	0.173	52	2065	337	0.163	0.163
	RT	B2	3	3.30	15.0		100	1768	305	0.173		100	1768	288	0.163	
Hoi Yuen Road SB^	SA+LT	C1	1	3.50	15.0		77	1642	407	0.248	0.248	55	1676	445	0.266	
	SA	C2	1	3.50				1895	470	0.248			1895	503	0.265	
	SA	C3	1	3.50				1769	439	0.248			1769	469	0.265	0.266
pedestrian phase		Ep	2,3		min crossing time =		7	sec GM +		10	sec FGM =		17	sec		
		Fp	2		min crossing time =		6	sec GM +		8	sec FGM =		14	sec		
		Gp	1,2		min crossing time =		9	sec GM +		13	sec FGM =		22	sec		
		Hp	2		min crossing time =		7	sec GM +		11	sec FGM =		18	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



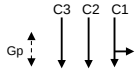
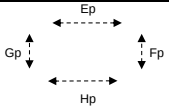
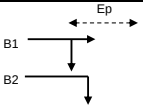
$S = 1940+100(W-3.25)$ $S = 2080+100(W-3.25)$

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

	AM Peak 1+3		PM Peak 1+3	
Sum y	0.421		0.429	
L (s)	31		31	
C (s)	100		130	
practical y	0.621		0.685	
R.C. (%)	48%		60%	

Note:

^ Site Factor is applied

1	2	3		
				

AM	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 3	G = 23	I/G = 2	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Roundabout Analysis

Location Wai Yip Street / Hoi Yuen Road
Scenario Existing Condition Page 4
Design Year: 2024 Job Number J7360 Date 18 March 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	188	0	803	38	1029	549
From B	325	0	449	269	1043	1578
From C	990	0	390	86	1466	823
From D	119	0	156	3	278	1893
Total	1622	0	1798	396	3816	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	139	0	782	40	961	510
From B	470	0	579	117	1166	1471
From C	886	0	317	121	1324	766
From D	151	0	193	0	344	1812
Total	1646	0	1871	278	3795	

Legend

Arm	Road (in clockwise order)
A	Wai Yip Street
B	Hoi Yuen Road
C	Wai Yip Street
D	Bus Terminal Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.5	7.3	25.0	3.0	75	25	0.6
From B	15.0	12.0	45.0	8.0	75	20	0.6
From C	10.0	7.0	20.0	10.0	75	20	0.5
From D	8.0	7.0	35.0	4.0	75	10	0.4

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.826	4.482	1.091	1.027	2371.374	0.588	2104	2128	1029	961	0.489	0.452
From B	13.364	4.482	1.091	1.062	4049.182	0.842	2889	2985	1043	1166	0.361	0.391
From C	8.531	4.482	1.091	1.035	2584.776	0.620	2146	2183	1466	1324	0.683	0.607
From D	7.556	4.482	1.091	1.090	2289.333	0.575	1308	1359	278	344	0.212	0.253

Signal Junction Analysis

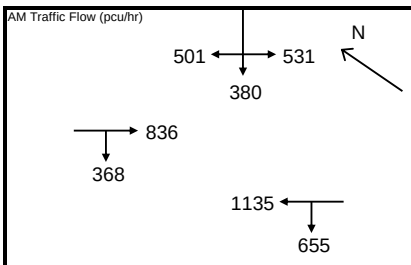
Junction: Wai Yip Street / Hoi Yuen Road Job Number: J7360

Scenario: Without the Proposed Redevelopment Page 5

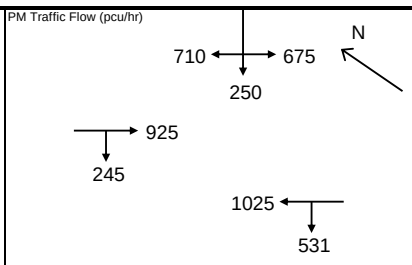
Design Year: 2032 Designed By: Checked By: Date: 18 March 2025

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
Wai Yip Street WB	LT	A1	1	3.60	17.0		100	1815	655	0.361	0.361	100	1815	531	0.293	0.293
	SA	A2	1	3.60				2115	568	0.269			2115	513	0.243	
	SA	A3	1	3.60				2115	567	0.268			2115	512	0.242	
Wai Yip Street EB	SA	B1	1	4.00				2015	404	0.200			2015	447	0.222	
	SA	B2	1	4.00				2155	432	0.200			2155	478	0.222	
	RT	B3	2	3.30	20.0		100	1940	185	0.095	0.096	100	1940	123	0.063	
	RT	B4	2	3.30	17.0		100	1916	183	0.096		100	1916	122	0.064	
Hoi Yuen Road SB	LT	C1	2,3	4.00	40.0		100	1942	531	0.273		100	1942	675	0.348	0.348
	SA	C2	3	4.40				2195	311	0.142	0.142		2195	250	0.114	
	SA+RT	C3	3	4.00	20.0		76	2039	289	0.142		100	2005	311	0.155	
	RT	C4	3	4.00	17.0		100	1980	281	0.142		100	1980	399	0.202	
pedestrian phase		Dp	1,2		min crossing time =		11	sec GM +	13	sec FGM =		24	sec			
		Ep	2,3		min crossing time =		8	sec GM +	10	sec FGM =		18	sec			
		Fp	1		min crossing time =		11	sec GM +	13	sec FGM =		24	sec			
		Gp	1		min crossing time =		5	sec GM +	6	sec FGM =		11	sec			
		Hp	2,3		min crossing time =		5	sec GM +	7	sec FGM =		12	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



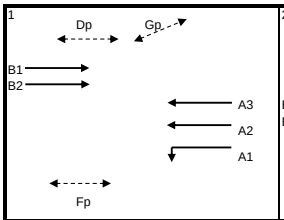
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

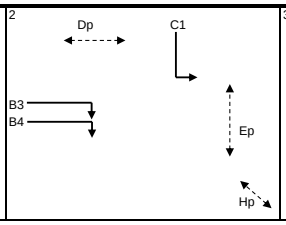
S_M = S / (1 + 1.5 f/r) S_M = (S - 230) / (1 + 1.5 f/r)

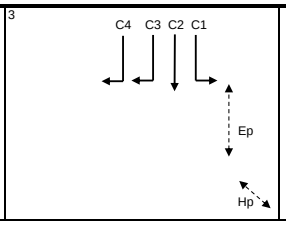
	AM Peak 1+(2,3)	AM Peak 1+2+3	PM Peak 1+(2,3)	PM Peak 1+2+3
Sum y	0.634	0.598	0.640	0.558
L (s)	8	20	8	20
C (s)	100	100	130	130
practical y	0.828	0.720	0.845	0.762
R.C. (%)	31%	20%	32%	37%

Note:

Junction Improvement Scheme by Other Project







AM	G =	I/G = 5	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 9	G =	I/G = 9	G =	I/G = 5	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 9	G =	I/G = 9	G =	I/G = 5	G =	I/G =	G =	

Signal Junction Analysis

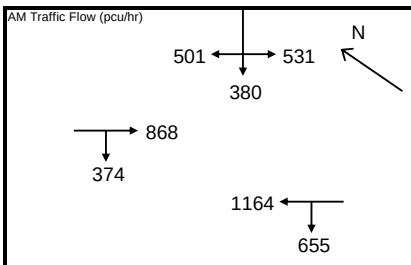
Junction: Wai Yip Street / Hoi Yuen Road Job Number: J7360

Scenario: With the Proposed Redevelopment Page 6

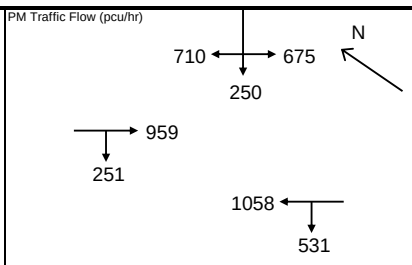
Design Year: 2032 Designed By: Checked By: Date: 18 March 2025

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
Wai Yip Street WB	LT	A1	1	3.60	17.0		100	1815	655	0.361	0.361	100	1815	531	0.293	0.293
	SA	A2	1	3.60				2115	582	0.275			2115	529	0.250	
	SA	A3	1	3.60				2115	582	0.275			2115	529	0.250	
Wai Yip Street EB	SA	B1	1	4.00				2015	419	0.208			2015	463	0.230	
	SA	B2	1	4.00				2155	449	0.208			2155	496	0.230	
	RT	B3	2	3.30	20.0		100	1940	188	0.097	0.097	100	1940	126	0.065	
	RT	B4	2	3.30	17.0		100	1916	186	0.097		100	1916	125	0.065	
Hoi Yuen Road SB	LT	C1	2,3	4.00	40.0		100	1942	531	0.273		100	1942	675	0.348	0.348
	SA	C2	3	4.40				2195	311	0.142	0.142		2195	250	0.114	
	SA+RT	C3	3	4.00	20.0		76	2039	289	0.142		100	2005	311	0.155	
	RT	C4	3	4.00	17.0		100	1980	281	0.142		100	1980	399	0.202	
pedestrian phase		Dp	1,2		min crossing time =		11	sec GM +	13	sec FGM =		24	sec			
		Ep	2,3		min crossing time =		8	sec GM +	10	sec FGM =		18	sec			
		Fp	1		min crossing time =		11	sec GM +	13	sec FGM =		24	sec			
		Gp	1		min crossing time =		5	sec GM +	6	sec FGM =		11	sec			
		Hp	2,3		min crossing time =		5	sec GM +	7	sec FGM =		12	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



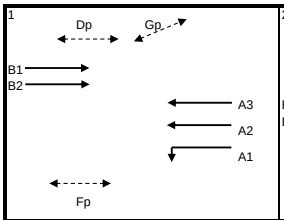
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

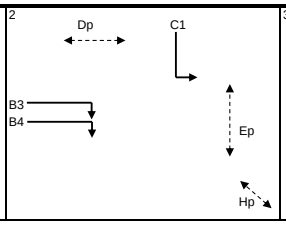
S_M = S / (1 + 1.5 f/r) S_M = (S - 230) / (1 + 1.5 f/r)

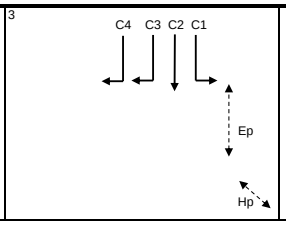
	AM Peak 1+(2,3)	AM Peak 1+2+3	PM Peak 1+(2,3)	PM Peak 1+2+3
Sum y	0.634	0.600	0.640	0.559
L (s)	8	20	8	20
C (s)	100	100	130	130
practical y	0.828	0.720	0.845	0.762
R.C. (%)	31%	20%	32%	36%

Note:

Junction Improvement Scheme by Other Project







AM	G =	I/G = 5	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 9	G =	I/G = 9	G =	I/G = 5	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G =	G =	I/G = 5	G =	I/G =	G =	
	G =	I/G = 9	G =	I/G = 9	G =	I/G = 5	G =	I/G =	G =	

Signal Junction Analysis

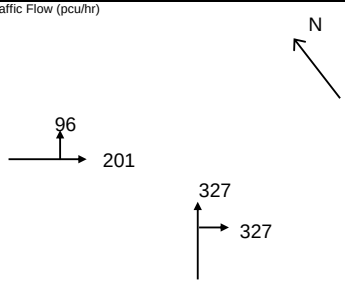
Junction: Hung To Road / Tsun Yip Street Job Number: J7360

Scenario: Existing Condition Page 7

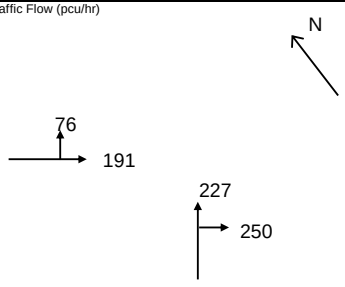
Design Year: 2024 Designed By: Checked By: Date: 18 March 2025

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
Tsun Yip Street NB	SA	A1*	1	3.20												
	RT	A2	1	3.20	15.0		50	1843	654	0.355	0.355	52	1839	477	0.259	0.259
Hung To Road EB	LT	B1	2	3.50	10.0		100	1709	96	0.056		100	1709	76	0.044	
	SA	B2	2	3.50				1965	201	0.102	0.102		1965	191	0.097	0.097
pedestrian phase		Cp	1,3		min crossing time =		6	sec GM +	6	sec FGM =		12	sec			
		Dp	2,3		min crossing time =		9	sec GM +	9	sec FGM =		18	sec			
		Ep	3		min crossing time =		7	sec GM +	7	sec FGM =		14	sec			
		Fp	3		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)

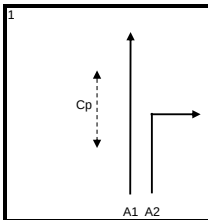
S_M = S / (1 + 1.5 f/r) S_M = (S - 230) / (1 + 1.5 f/r)

	AM Peak 1,2		PM Peak 1,2	
Sum y	0.457		0.357	
L (s)	27		27	
C (s)	118		108	
practical y	0.694		0.675	
R.C. (%)	52%		89%	

Note:

*Assume that phases A1 is blocked due to on-street parking activities along Tsun Yip Street

1



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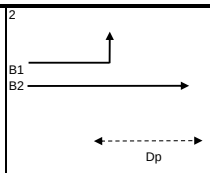

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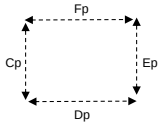


AM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

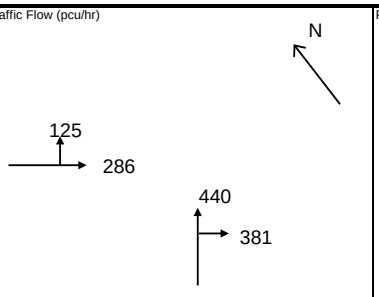
Junction: Hung To Road / Tsun Yip Street — Job Number: J7360

Scenario: Without the Proposed Redevelopment — Page 8

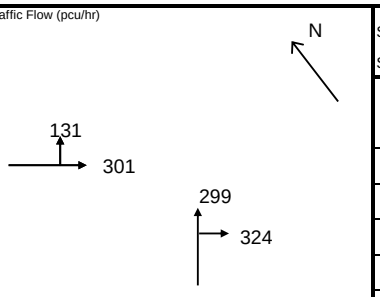
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Tsun Yip Street NB	SA	A1*	1	3.20												
	RT	A2	1	3.20	15.0		46	1850	821	0.444	0.444	52	1839	623	0.339	0.339
Hung To Road EB	LT	B1	2	3.50	10.0		100	1709	125	0.073		100	1709	131	0.077	
	SA	B2	2	3.50				1965	286	0.146	0.146		1965	301	0.153	0.153
pedestrian phase		Cp	1,3		min crossing time =		6	sec GM +	6	sec FGM =		12	sec			
		Dp	2,3		min crossing time =		9	sec GM +	9	sec FGM =		18	sec			
		Ep	3		min crossing time =		7	sec GM +	7	sec FGM =		14	sec			
		Fp	3		min crossing time =		7	sec GM +	7	sec FGM =		14	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



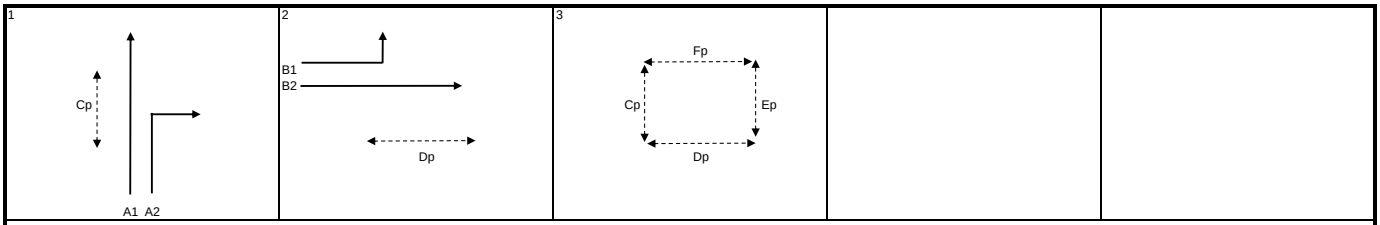
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1,2	AM Peak	PM Peak 1,2	PM Peak
Sum y	0.589		0.492	
L (s)	27		27	
C (s)	118		108	
practical y	0.694		0.675	
R.C. (%)	18%		37%	

Note:

*Assume that phases A1 is blocked due to on-street parking activities along Tsun Yip Street



AM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

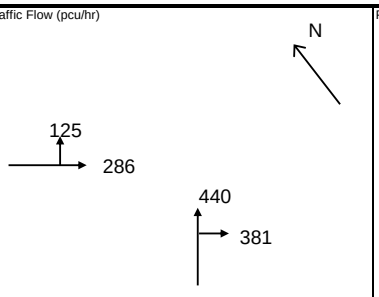
Junction: Hung To Road / Tsun Yip Street — Job Number: J7360

Scenario: With the Proposed Redevelopment — Page 9

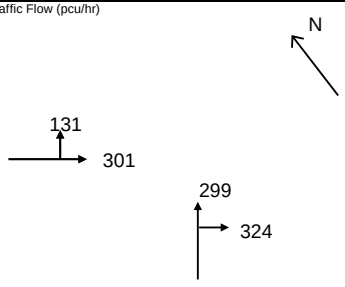
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Tsun Yip Street NB	SA	A1*	1	3.20												
	RT	A2	1	3.20	15.0		46	1850	821	0.444	0.444	52	1839	623	0.339	0.339
Hung To Road EB	LT	B1	2	3.50	10.0		100	1709	125	0.073		100	1709	131	0.077	
	SA	B2	2	3.50				1965	286	0.146	0.146		1965	301	0.153	0.153
pedestrian phase		Cp	1,3		min crossing time =		6	sec GM +	6	sec FGM =		12	sec			
		Dp	2,3		min crossing time =		9	sec GM +	9	sec FGM =		18	sec			
		Ep	3		min crossing time =		7	sec GM +	7	sec FGM =		14	sec			
		Fp	3		min crossing time =		7	sec GM +	7	sec FGM =		14	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



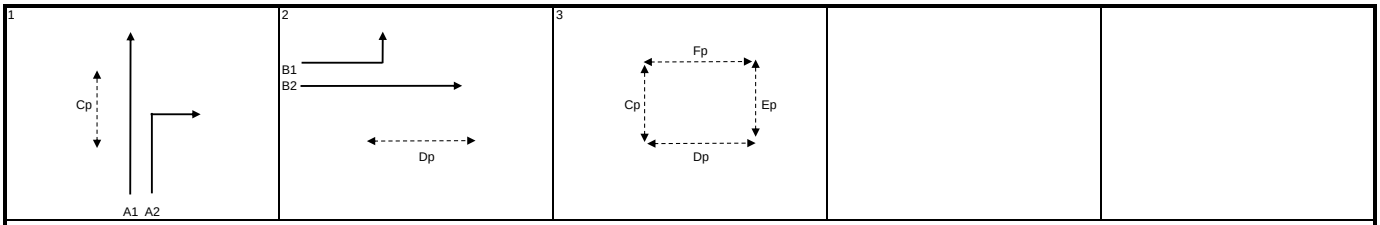
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1,2	AM Peak	PM Peak 1,2	PM Peak
Sum y	0.589		0.492	
L (s)	27		27	
C (s)	118		108	
practical y	0.694		0.675	
R.C. (%)	18%		37%	

Note:

*Assume that phases A1 is blocked due to on-street parking activities along Tsun Yip Street



AM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

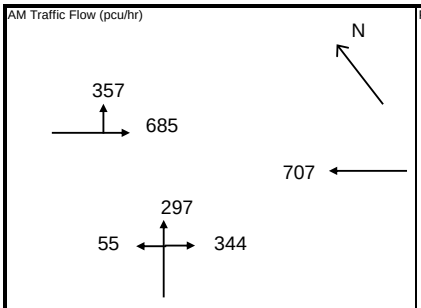
Junction: Wai Yip Street / Tsun Yip Street — Job Number: J7360

Scenario: Existing Condition — Page 10

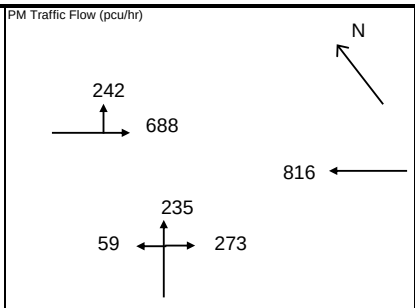
Design Year: 2024 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB^	LT	A1	1	3.00	10.0		100	1499	302	0.201		100	1499	242	0.161	
	SA+LT	A2	1	3.00	15.0		15	1822	367	0.201		0	1850	344	0.186	0.186
	SA	A3	1	3.00				1850	373	0.202	0.202		1850	344	0.186	
Wai Yip Street WB	SA	B1	1	3.00				1915	225	0.117			1915	259	0.135	
	SA	B2	1	3.00				2055	241	0.117			2055	278	0.135	
	SA	B3	1	3.00				2055	241	0.117			2055	279	0.136	
Tsun Yip Street NB	SA+LT	C1	2	3.80	15.0		16	1964	349	0.178	0.178	21	1954	283	0.145	0.145
	SA+RT	C2	2	3.30	22.0		99	1953	347	0.178		96	1957	284	0.145	
	RT	C3*	2	3.30	18.0											
pedestrian phase		Dp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Ep	1,3		min crossing time =		14	sec GM +		14	sec FGM =		28	sec		
		Fp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Gp	3		min crossing time =		12	sec GM +		12	sec FGM =		24	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

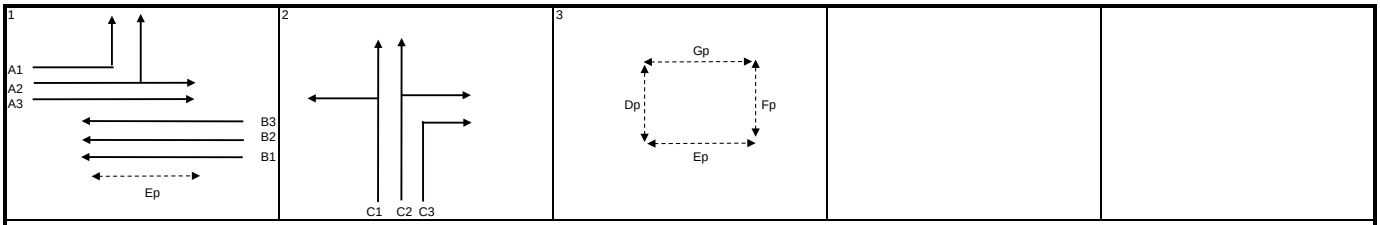
S_M = S / (1 + 1.5 f/r) S_M = (S - 230) / (1 + 1.5 f/r)

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.379		0.331	
L (s)	34		34	
C (s)	118		108	
practical y	0.641		0.617	
R.C. (%)	69%		86%	

Note:

*Assume that phase C3 is blocked due to on-street parking activities along Tsun Yip Street

*Site Factor is applied



AM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

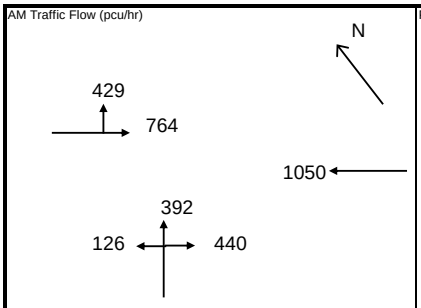
Junction: Wai Yip Street / Tsun Yip Street — Job Number: J7360

Scenario: Without the Proposed Redevelopment — Page 11

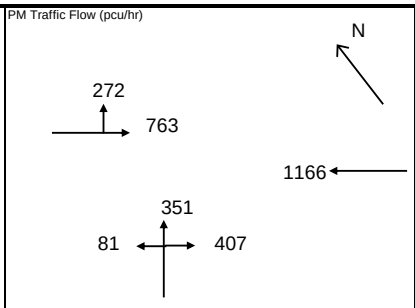
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB*	LT	A1	1	3.00	10.0		100	1499	347	0.231	0.231	100	1499	272	0.181	
	SA+LT	A2	1	3.00	15.0		19	1815	419	0.231		0	1850	382	0.206	0.206
	SA	A3	1	3.00				1850	427	0.231			1850	381	0.206	
Wai Yip Street WB	SA	B1	1	3.00				1915	334	0.174			1915	371	0.194	
	SA	B2	1	3.00				2055	358	0.174			2055	398	0.194	
	SA	B3	1	3.00				2055	358	0.174			2055	397	0.193	
Tsun Yip Street NB	SA+LT	C1	2	3.80	15.0		26	1944	477	0.245	0.245	19	1958	432	0.221	
	SA+RT	C2	2	3.30	22.0		91	1963	481	0.245		100	1952	407	0.209	0.221
	RT	C3*	2	3.30	18.0											
pedestrian phase		Dp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Ep	1,3		min crossing time =		14	sec GM +		14	sec FGM =		28	sec		
		Fp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Gp	3		min crossing time =		12	sec GM +		12	sec FGM =		24	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

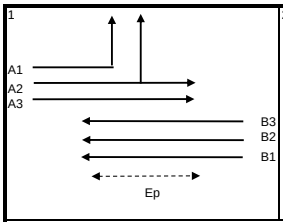
$S_M = S / (1 + 1.5\ f/r)$ $S_M = (S - 230) / (1 + 1.5\ f/r)$

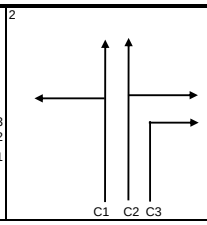
	AM Peak 1+2		PM Peak 1+2	
Sum y	0.477		0.427	
L (s)	34		34	
C (s)	118		108	
practical y	0.641		0.617	
R.C. (%)	34%		44%	

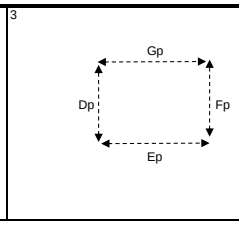
Note:

*Assume that phase C3 is blocked due to on-street parking activities along Tsun Yip Street

*Site Factor is applied







AM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

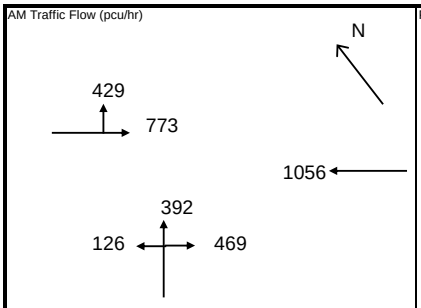
Junction: Wai Yip Street / Tsun Yip Street — Job Number: J7360

Scenario: With the Proposed Redevelopment — Page 12

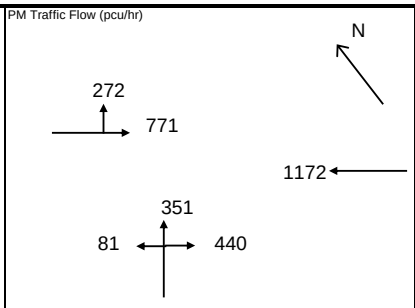
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB*	LT	A1	1	3.00	10.0		100	1499	349	0.233	0.233	100	1499	272	0.181	
	SA+LT	A2	1	3.00	15.0		19	1815	422	0.233		0	1850	386	0.209	0.209
	SA	A3	1	3.00				1850	431	0.233			1850	385	0.208	
Wai Yip Street WB	SA	B1	1	3.00				1915	336	0.175			1915	373	0.195	
	SA	B2	1	3.00				2055	360	0.175			2055	400	0.195	
	SA	B3	1	3.00				2055	360	0.175			2055	399	0.194	
Tsun Yip Street NB	SA+LT	C1	2	3.80	15.0		26	1944	492	0.253	0.253	19	1958	432	0.221	
	SA+RT	C2	2	3.30	22.0		95	1958	495	0.253		100	1952	440	0.225	0.225
	RT	C3*	2	3.30	18.0											
pedestrian phase		Dp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Ep	1,3		min crossing time =		14	sec GM +		14	sec FGM =		28	sec		
		Fp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		
		Gp	3		min crossing time =		12	sec GM +		12	sec FGM =		24	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

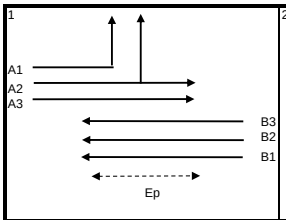
$S_M = S / (1 + 1.5\ f/r)$ $S_M = (S - 230) / (1 + 1.5\ f/r)$

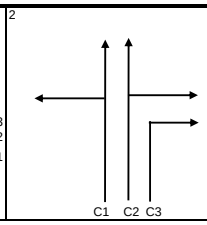
	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.486		0.434	
L (s)	34		34	
C (s)	118		108	
practical y	0.641		0.617	
R.C. (%)	32%		42%	

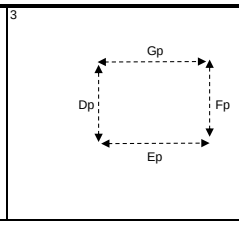
Note:

*Assume that phase C3 is blocked due to on-street parking activities along Tsun Yip Street

*Site Factor is applied







AM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G =	I/G = 9	G = 17	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

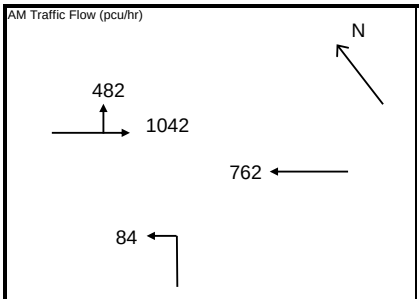
Junction: Wai Yip Street / How Ming Street — Job Number: J7360

Scenario: Existing Condition — Page 13

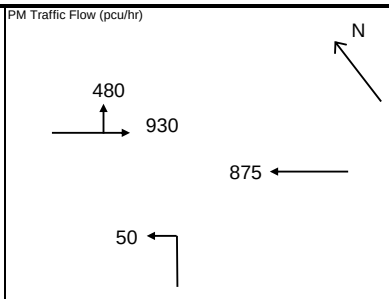
Design Year: 2024 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB^	LT	A1*	1,2	3.00	20.0											
	SA	A2	1,2	3.00	20.0		65	1764	744	0.422	0.422	70	1757	687	0.391	0.391
	SA	A3	1,2	3.00				1850	780	0.422			1850	723	0.391	
Wai Yip Street WB^	SA	B1	1	2.60				1688	238	0.141			1688	275	0.163	
	SA	B2	1	3.00				1850	262	0.142			1850	300	0.162	
	SA	B3	1	3.00				1850	262	0.142			1850	300	0.162	
How Ming Street NB	LT	C1	2	3.50	20.0		100	1828	84	0.046		100	1828	50	0.027	
pedestrian phase		Dp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ep	3		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		
		Fp	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

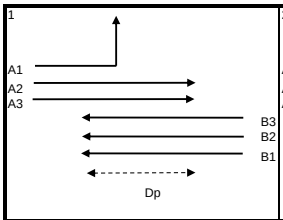
$S_M = S / (1 + 1.5\ f/r)$ $S_M = (S - 230) / (1 + 1.5\ f/r)$

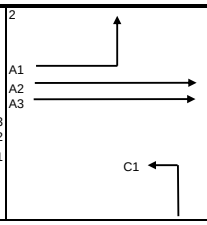
	AM Peak 1,2	AM Peak	PM Peak 1,2	PM Peak
Sum y	0.422		0.391	
L (s)	29		29	
C (s)	118		108	
practical y	0.679		0.658	
R.C. (%)	61%		68%	

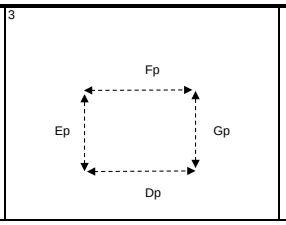
Note:

*Assume that phase A1 is blocked due to on-street parking activities along Wai Yip Street

^Site Factor







AM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

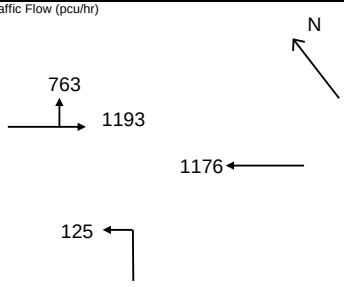
Junction: Wai Yip Street / How Ming Street — Job Number: J7360

Scenario: Without the Proposed Redevelopment — Page 14

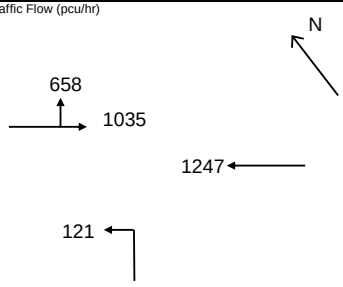
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB	LT	A1*	1,2	3.00	20.0											
	SA	A2	1,2	3.00	20.0		80	1745	949	0.544	0.544	80	1745	822	0.471	0.471
	SA	A3	1,2	3.00				1850	1007	0.544			1850	871	0.471	
Wai Yip Street WB	SA	B1	1	2.60				1875	368	0.196			1875	391	0.209	
	SA	B2	1	3.00				2055	404	0.197			2055	428	0.208	
	SA	B3	1	3.00				2055	404	0.197			2055	428	0.208	
How Ming Street NB	LT	C1	2	3.50	20.0		100	1828	125	0.068		100	1828	121	0.066	
pedestrian phase		Dp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ep	3		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		
		Fp	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

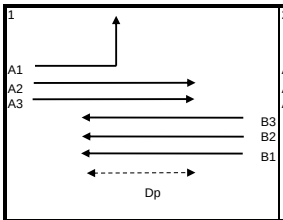
$S_M = S / (1 + 1.5\ f/r)$ $S_M = (S - 230) / (1 + 1.5\ f/r)$

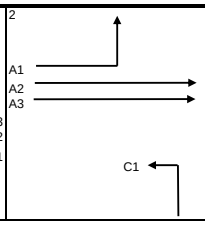
	AM Peak 1,2		PM Peak 1,2	
Sum y	0.544		0.471	
L (s)	29		29	
C (s)	118		108	
practical y	0.679		0.658	
R.C. (%)	25%		40%	

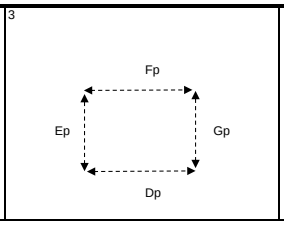
Note:

*Assume that phase A1 is blocked due to on-street parking activities along Wai Yip Street

^Site Factor







AM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

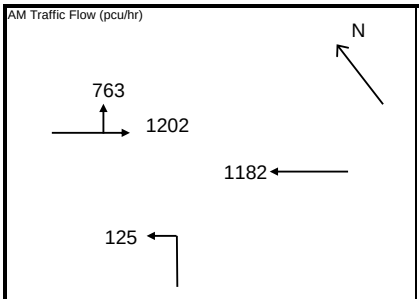
Junction: Wai Yip Street / How Ming Street — Job Number: J7360

Scenario: With the Proposed Redevelopment — Page 15

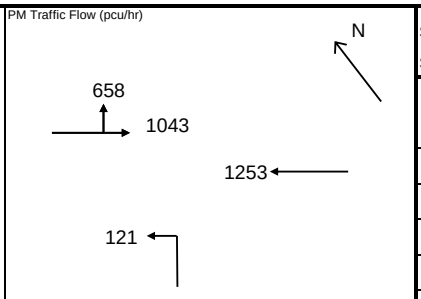
Design Year: 2032 — Designed By: — Checked By: — Date: 18 March 2025

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
Wai Yip Street EB	LT	A1*	1,2	3.00	20.0											
	SA	A2	1,2	3.00	20.0		80	1745	954	0.547	0.547	79	1746	826	0.473	0.473
	SA	A3	1,2	3.00				1850	1011	0.546			1850	875	0.473	
Wai Yip Street WB	SA	B1	1	2.60				1875	370	0.197			1875	393	0.210	
	SA	B2	1	3.00				2055	406	0.198			2055	430	0.209	
	SA	B3	1	3.00				2055	406	0.198			2055	430	0.209	
How Ming Street NB	LT	C1	2	3.50	20.0		100	1828	125	0.068		100	1828	121	0.066	
pedestrian phase		Dp	1,3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Ep	3		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		
		Fp	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	3		min crossing time =		9	sec GM +		8	sec FGM =		17	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

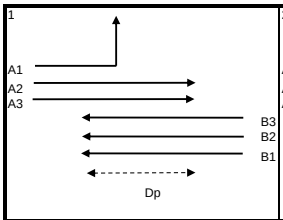
S_M = S / (1 + 1.5 f/r) S_M = (S - 230) / (1 + 1.5 f/r)

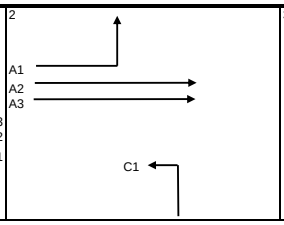
	AM Peak 1,2	AM Peak	PM Peak 1,2	PM Peak
Sum y	0.547		0.473	
L (s)	29		29	
C (s)	118		108	
practical y	0.679		0.658	
R.C. (%)	24%		39%	

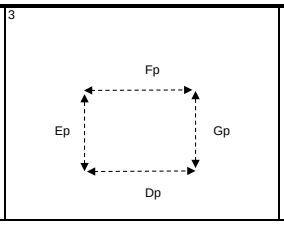
Note:

*Assume that phase A1 is blocked due to on-street parking activities along Wai Yip Street

^Site Factor



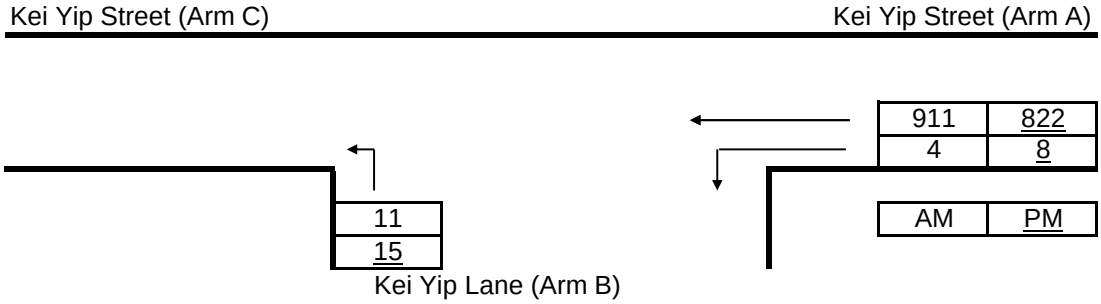




AM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =
PM	G =	I/G =	G =	I/G = 8	G = 19	I/G = 3	G =	I/G =	G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =

Priority Junction Analysis

Junction:	Kei Yip Street / Kei Yip Lane				
Design Year:	2024	Job Number:	J7360	Date:	18 March 2025
Scenario:	Existing Condition				P. 16



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	13.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	3.80	E	0.9320
			V-rBC	30	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5515

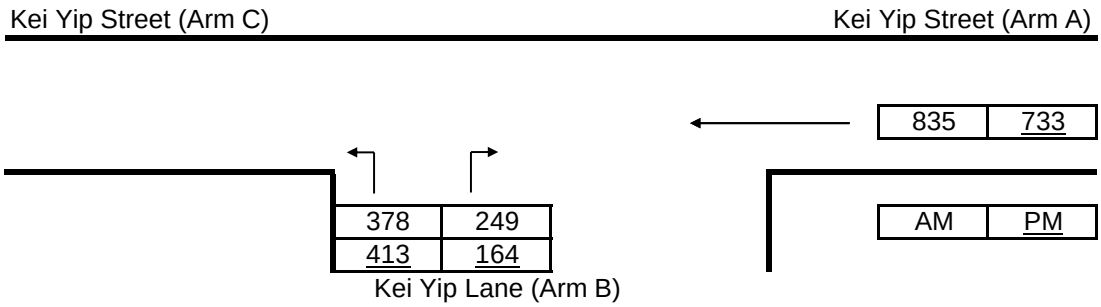
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	237	246
q-CB	0	0	Q-BC	524	540
q-AB	4	8	Q-CB	329	339
q-AC	911	822	Q-BAC	524	540
q-BA	0	0			
q-BC	11	15			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.021	0.028
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kei Yip Street / Kei Yip Lane				
Design Year:	2024	Job Number:	J7360	Date:	18 March 2025
Scenario:	Without the Proposed Redevelopment				P. 17



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	17.00	V-rBA	20	w-BA	3.80	D	0.8536
	W-CR	0.00	V-lBA	25	w-BC	3.80	E	0.9228
			V-rBC	20	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4135

Analysis :

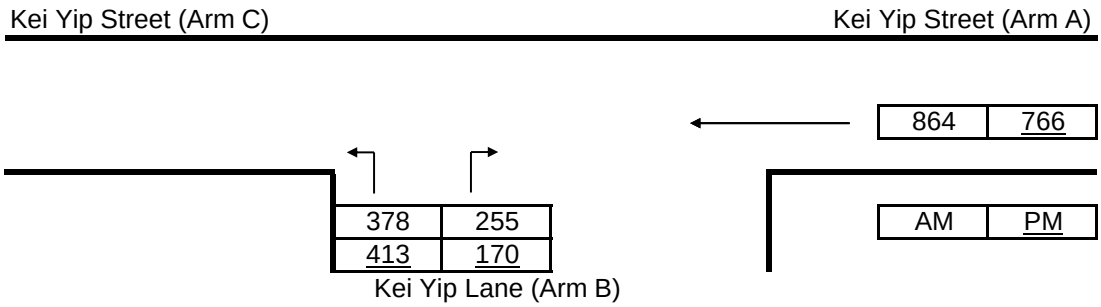
Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	428	441
q-CB	0	0	Q-BC	572	586
q-AB	0	0	Q-CB	363	372
q-AC	835	733	Q-BAC	504	536
q-BA	249	164			
q-BC	378	413			
f	0.603	0.716			

Ratio-of-flow to Capacity	AM	PM
B-A	0.582	0.372
B-C	0.661	0.705
C-B	0.000	0.000

Noted: Junction Improvement Scheme by Other Project

Priority Junction Analysis

Junction:	Kei Yip Street / Kei Yip Lane				
Design Year:	2024	Job Number:	J7360	Date:	18 March 2025
Scenario:	With the Proposed Redevelopment				P. 18



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	17.00	V-rBA	20	w-BA	3.80	D	0.8536
	W-CR	0.00	V-lBA	25	w-BC	3.80	E	0.9228
			V-rBC	20	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4135

Analysis :

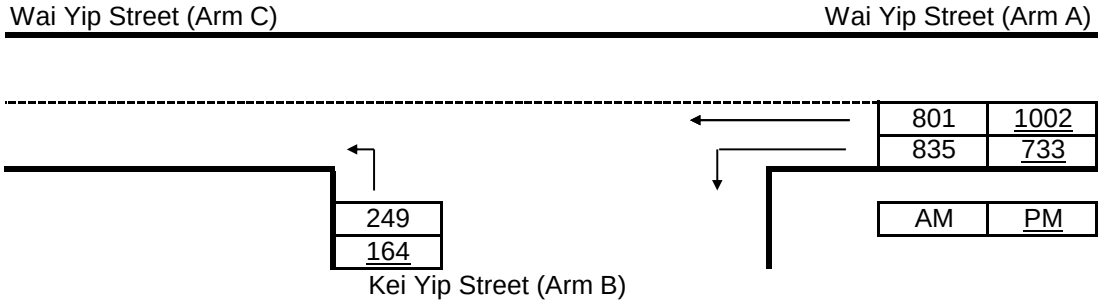
Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	424	437
q-CB	0	0	Q-BC	568	581
q-AB	0	0	Q-CB	360	369
q-AC	864	766	Q-BAC	500	530
q-BA	255	170			
q-BC	378	413			
f	0.597	0.708			

Ratio-of-flow to Capacity	AM	PM
B-A	0.601	0.389
B-C	0.666	0.711
C-B	0.000	0.000

Noted: Junction Improvement Scheme by Other Project

Priority Junction Analysis

Junction:	Wai Yip Street / Kei Yip Street				
Design Year:	2032	Job Number:	J7360	Date:	18 March 2025
Scenario:	Without the Proposed Redevelopment				P. 19



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	17.90	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	1.00	V-lBA	0	w-BC	3.80	E	0.9593
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.3825

Analysis :

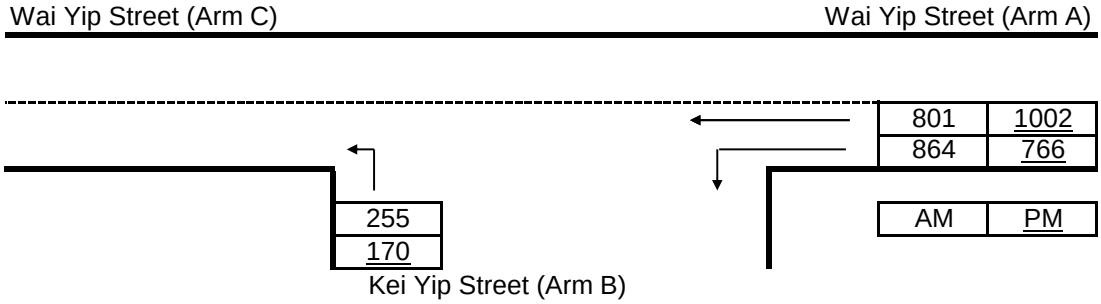
Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	258	246
q-CB	0	0	Q-BC	564	542
q-AB	835	733	Q-CB	303	295
q-AC	801	1002	Q-BAC	564	542
q-BA	0	0			
q-BC	249	164			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.442	0.302
C-B	0.000	0.000

Noted: Junction Improvement Scheme by Other Project

Priority Junction Analysis

Junction:	Wai Yip Street / Kei Yip Street				
Design Year:	2032	Job Number:	J7360	Date:	18 March 2025
Scenario:	With the Proposed Redevelopment				P. 20



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	17.90	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	1.00	V-lBA	0	w-BC	3.80	E	0.9593
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.3825

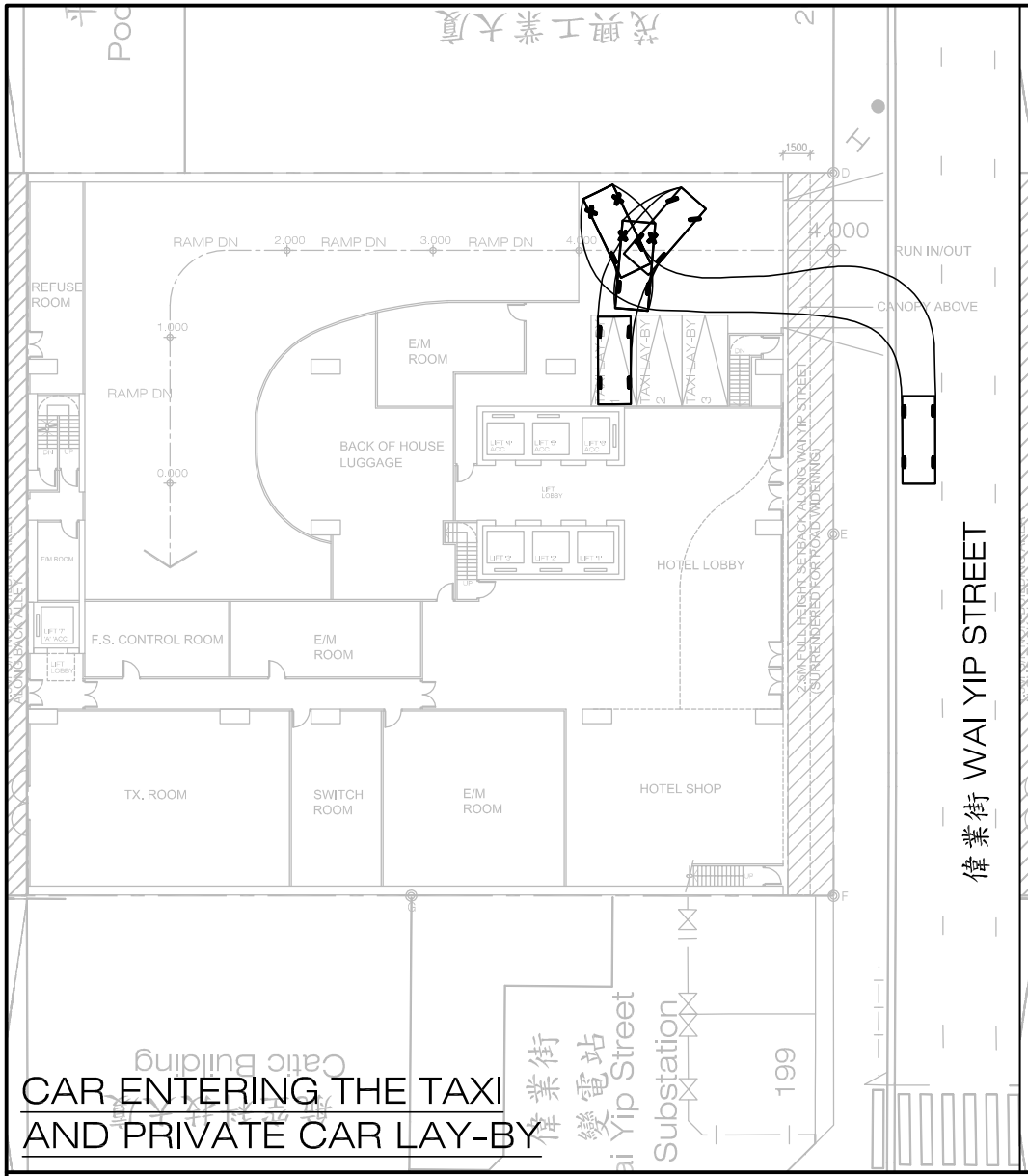
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	257	245
q-CB	0	0	Q-BC	562	540
q-AB	864	766	Q-CB	301	292
q-AC	801	1002	Q-BAC	562	540
q-BA	0	0			
q-BC	255	170			
f	1.000	1.000			

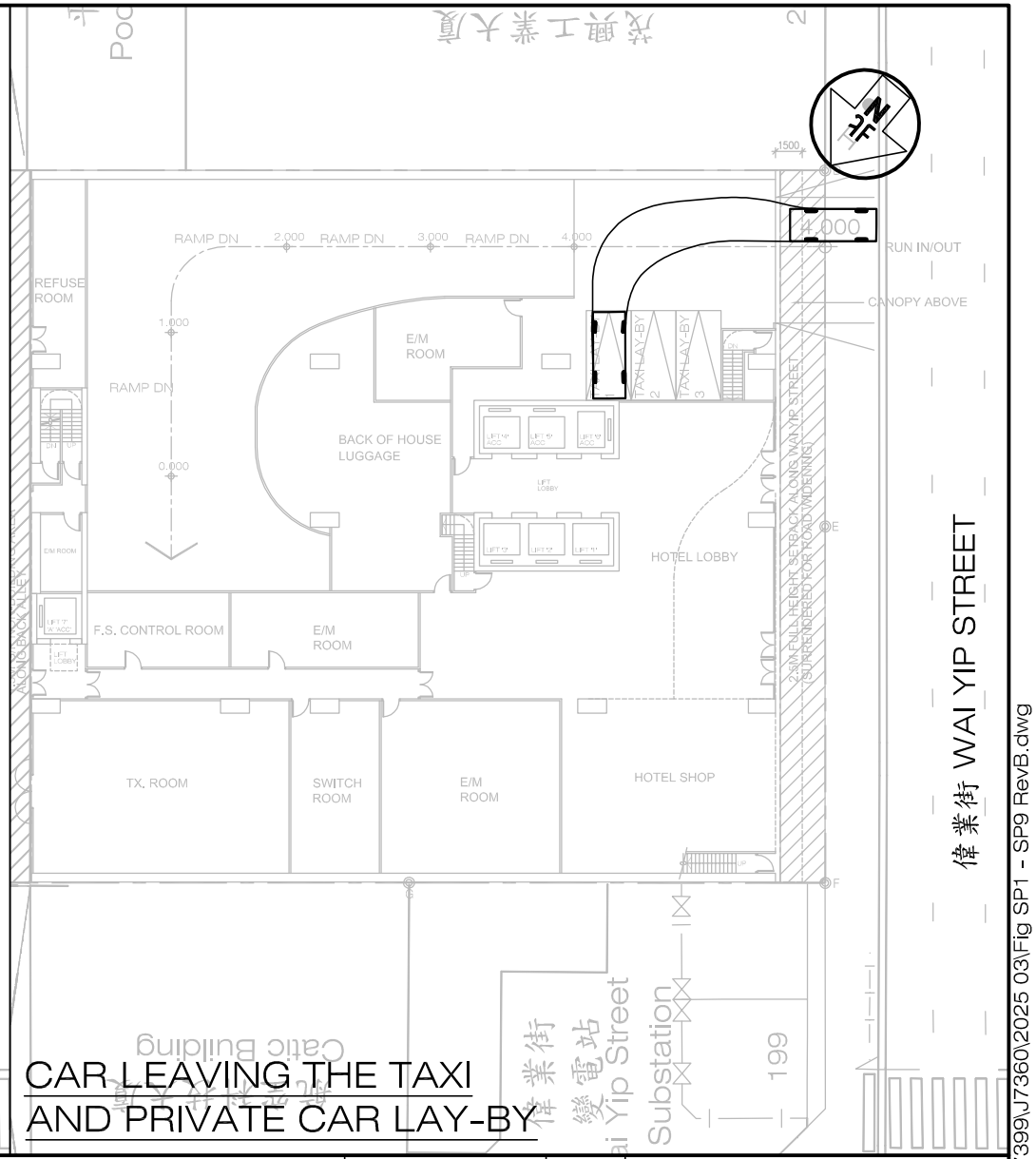
Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.454	0.315
C-B	0.000	0.000

Noted: Junction Improvement Scheme by Other Project

Appendix 2 –
Swept Path Analysis



CAR ENTERING THE TAXI AND PRIVATE CAR LAY-BY



CAR LEAVING THE TAXI AND PRIVATE CAR LAY-BY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP1 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAY-BY 1 ON G/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 400 / Date 18 MAR 2025

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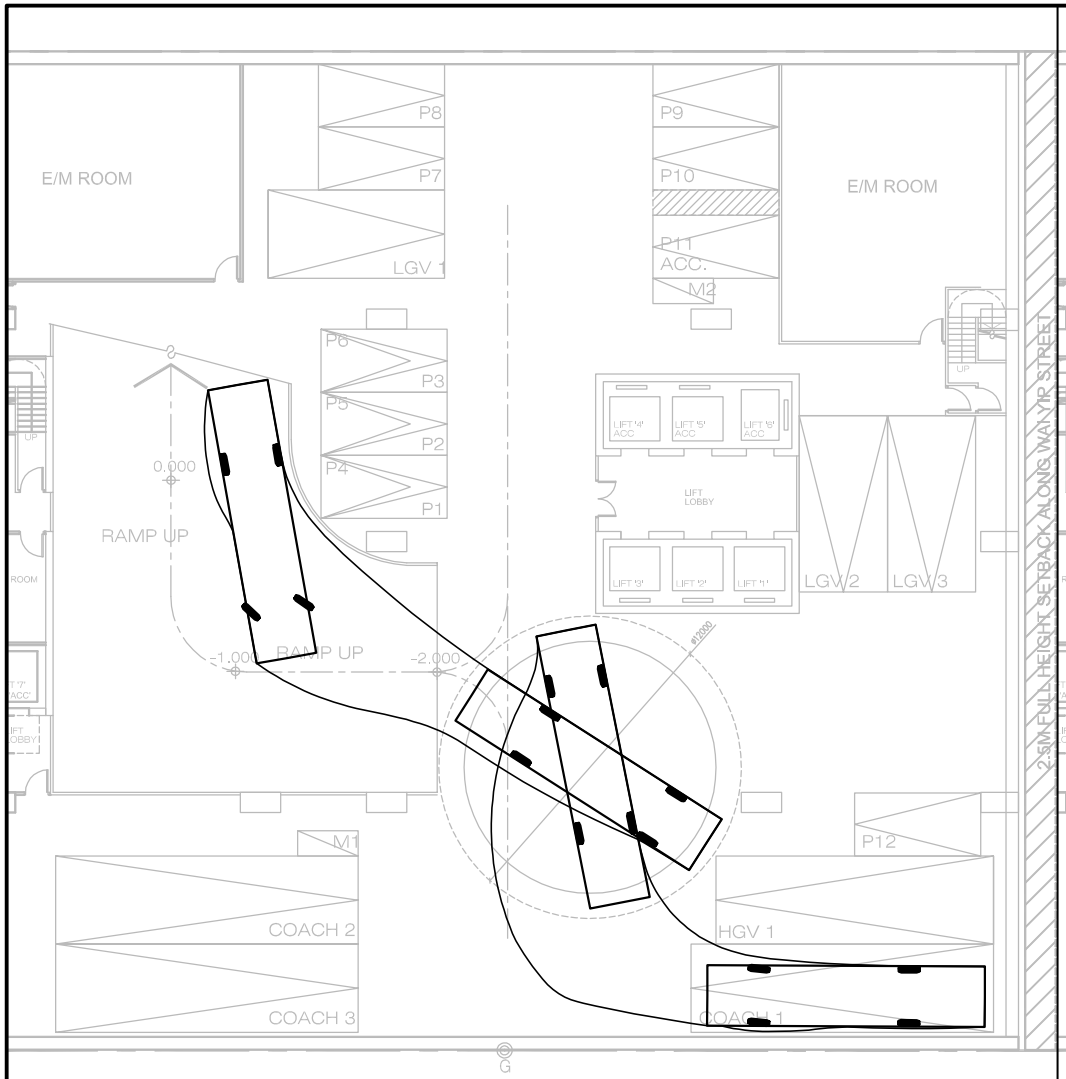
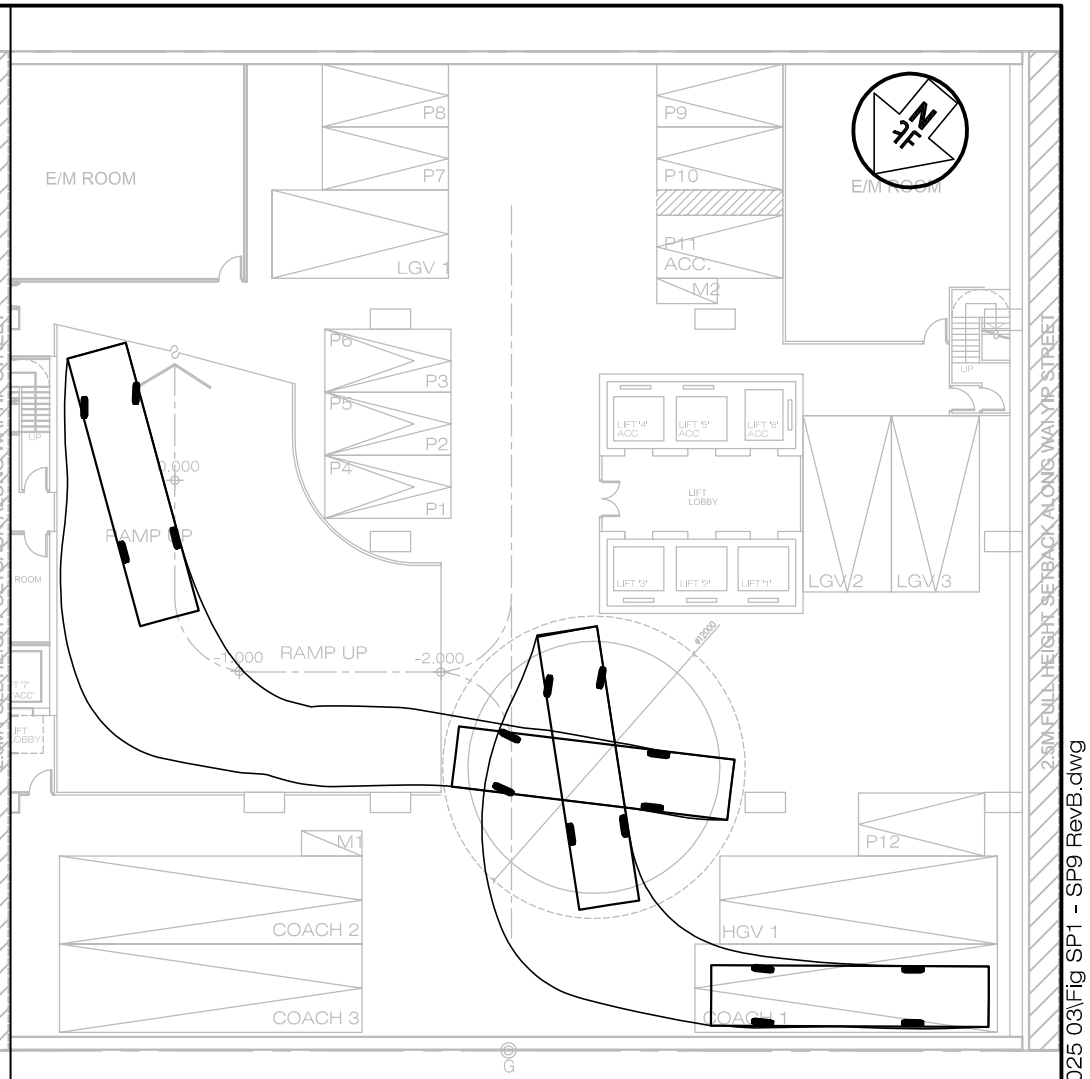


COACH ENTERING
THE LAY-BY



COACH LEAVING
THE LAY-BY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP2 / Revision B
Figure Title	SWEPT PATH OF COACH ENTERING AND LEAVING THE LAY-BY COACH1 ON B1/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 18 MAR 2025

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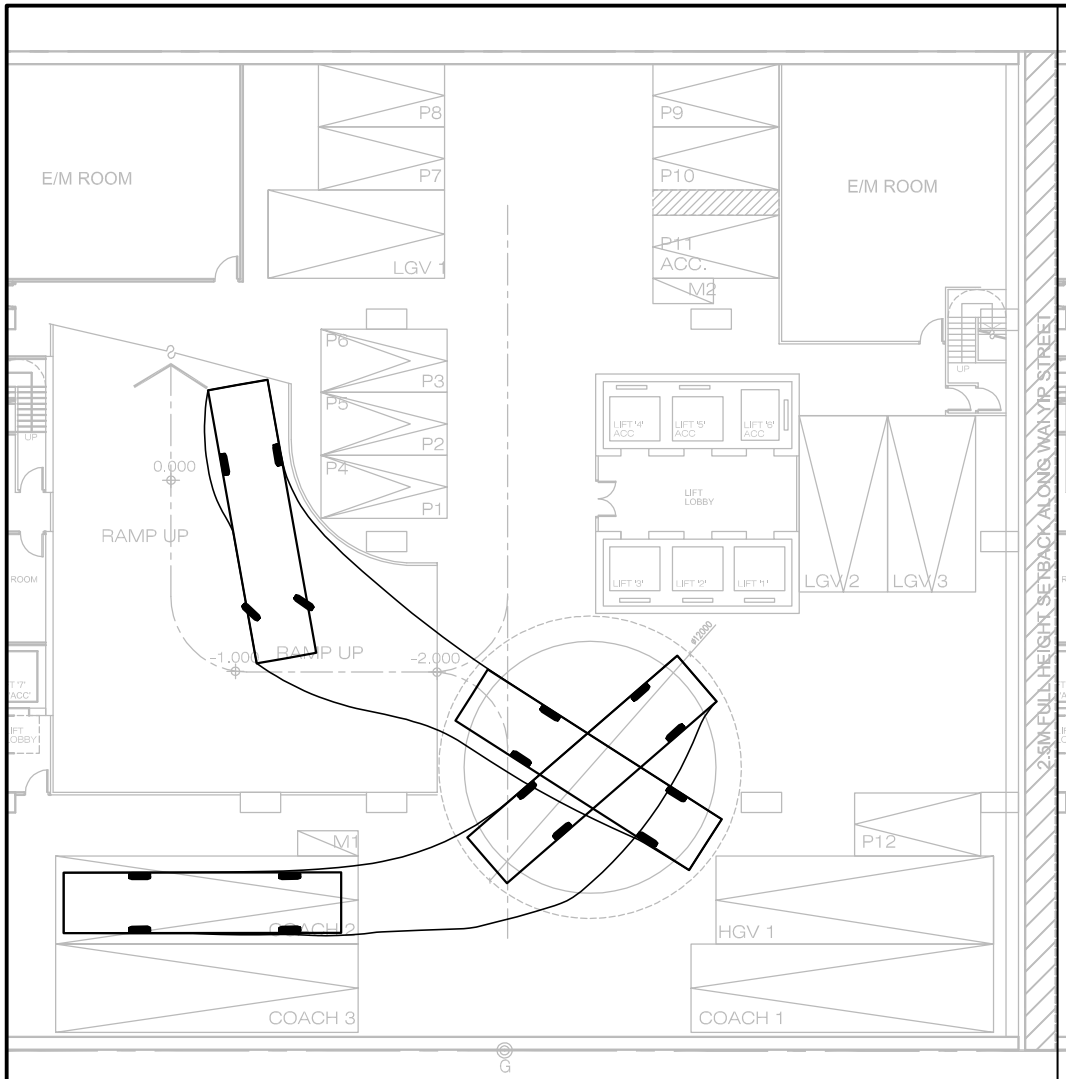
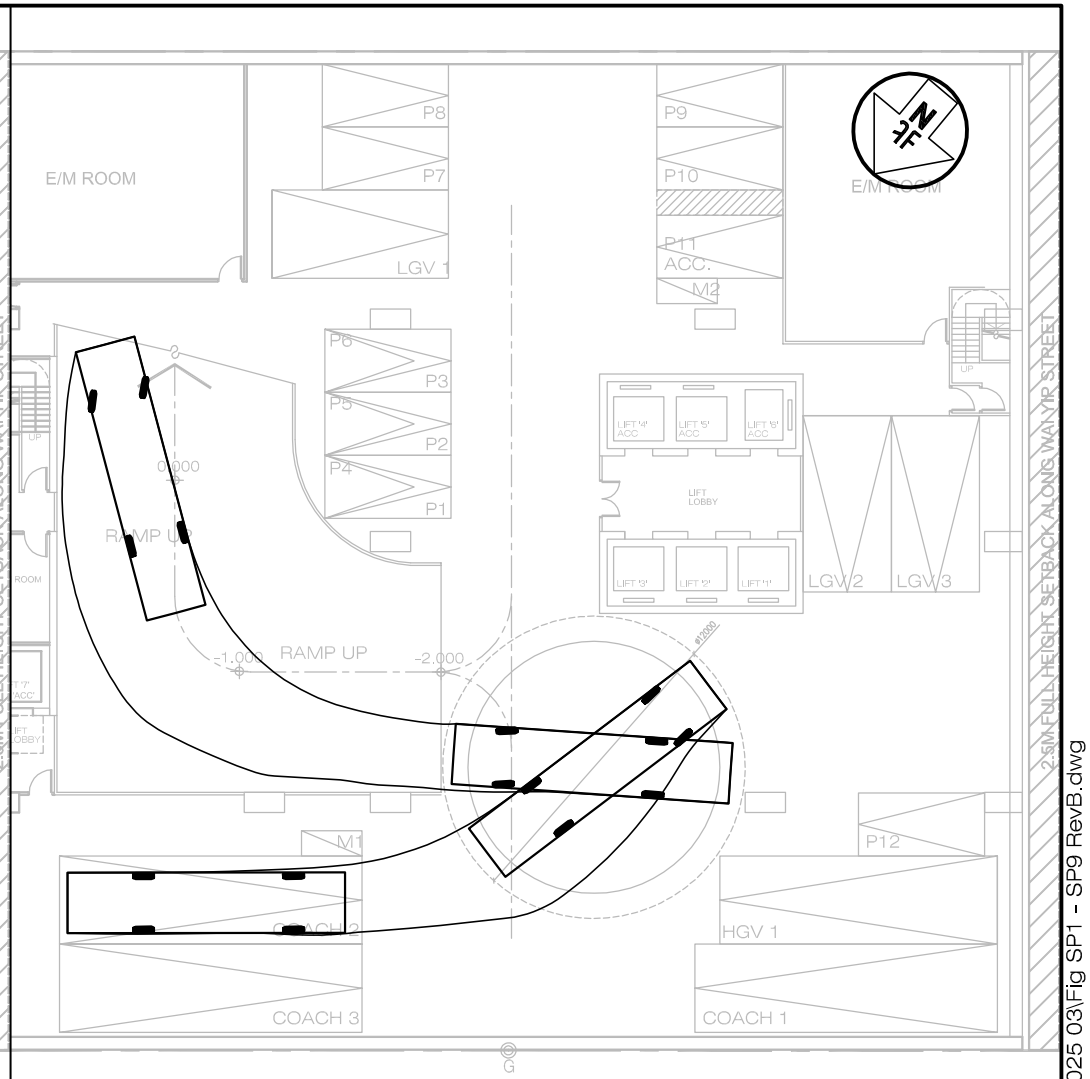


COACH ENTERING THE LAY-BY



COACH LEAVING THE LAY-BY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP3 / Revision B
Figure Title	SWEPT PATH OF COACH ENTERING AND LEAVING THE LAY-BY COACH2 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 18 MAR 2025

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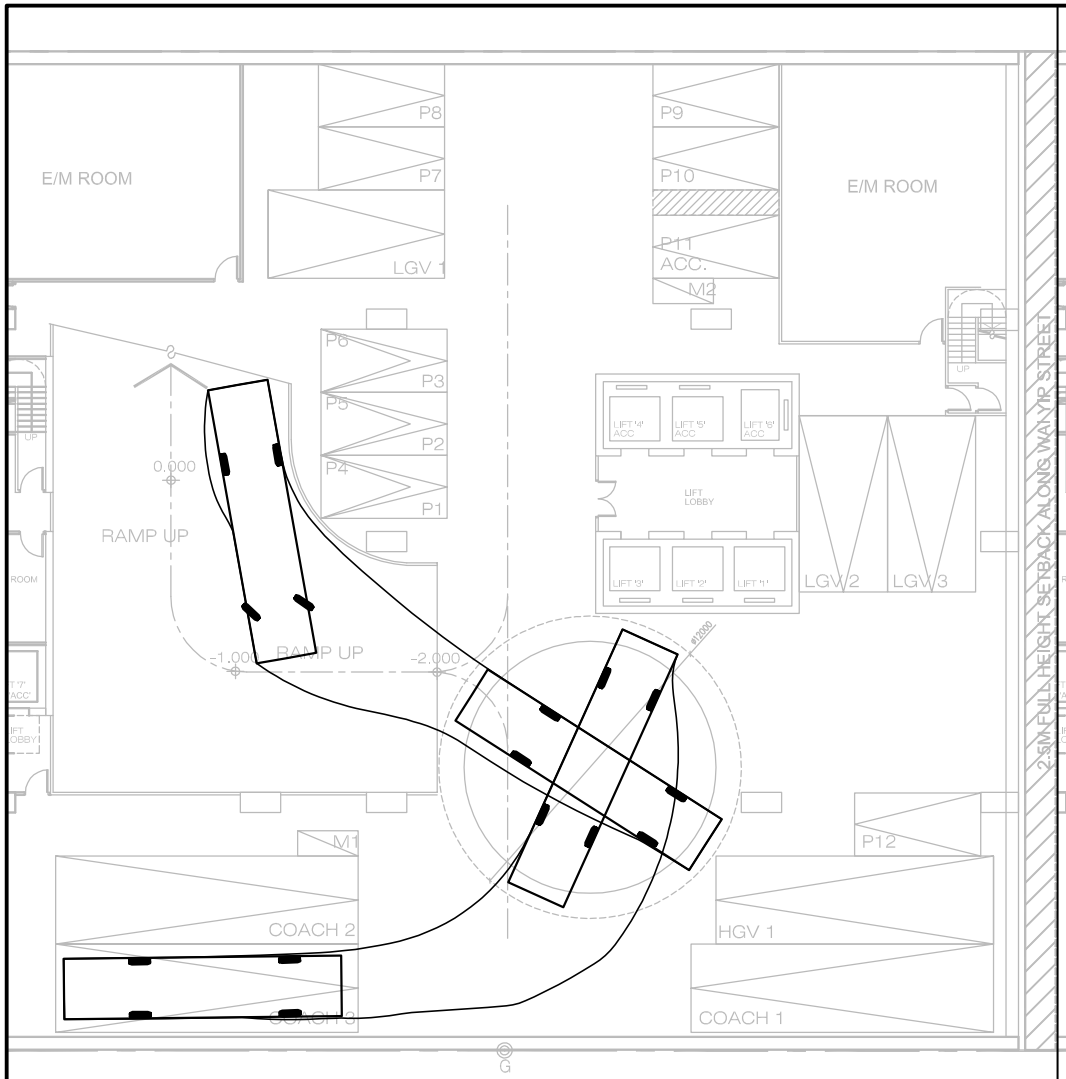
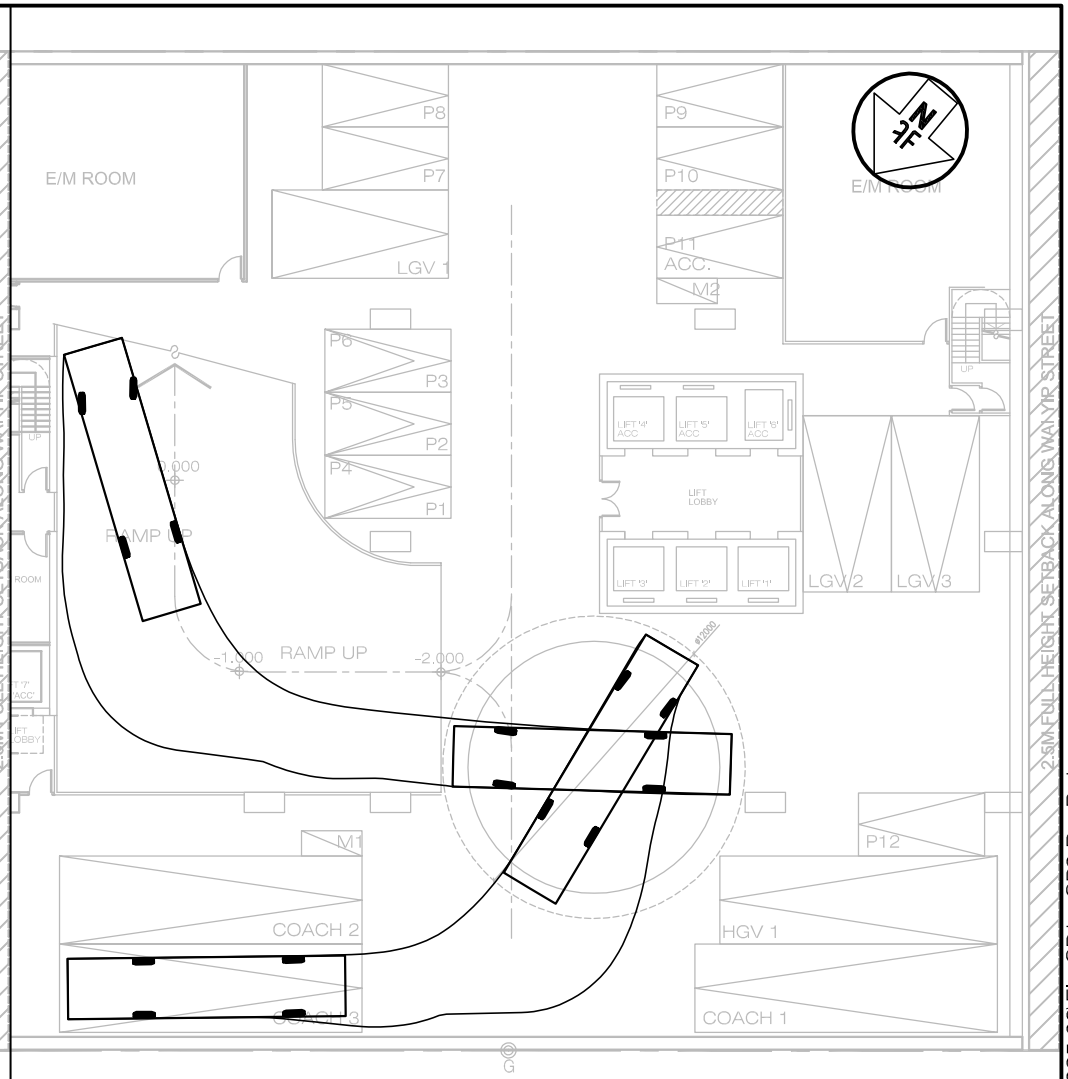


COACH ENTERING
THE LAY-BY



COACH LEAVING
THE LAY-BY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP4 / Revision B
Figure Title	SWEPT PATH OF COACH ENTERING AND LEAVING THE LAY-BY COACH3 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 18 MAR 2025

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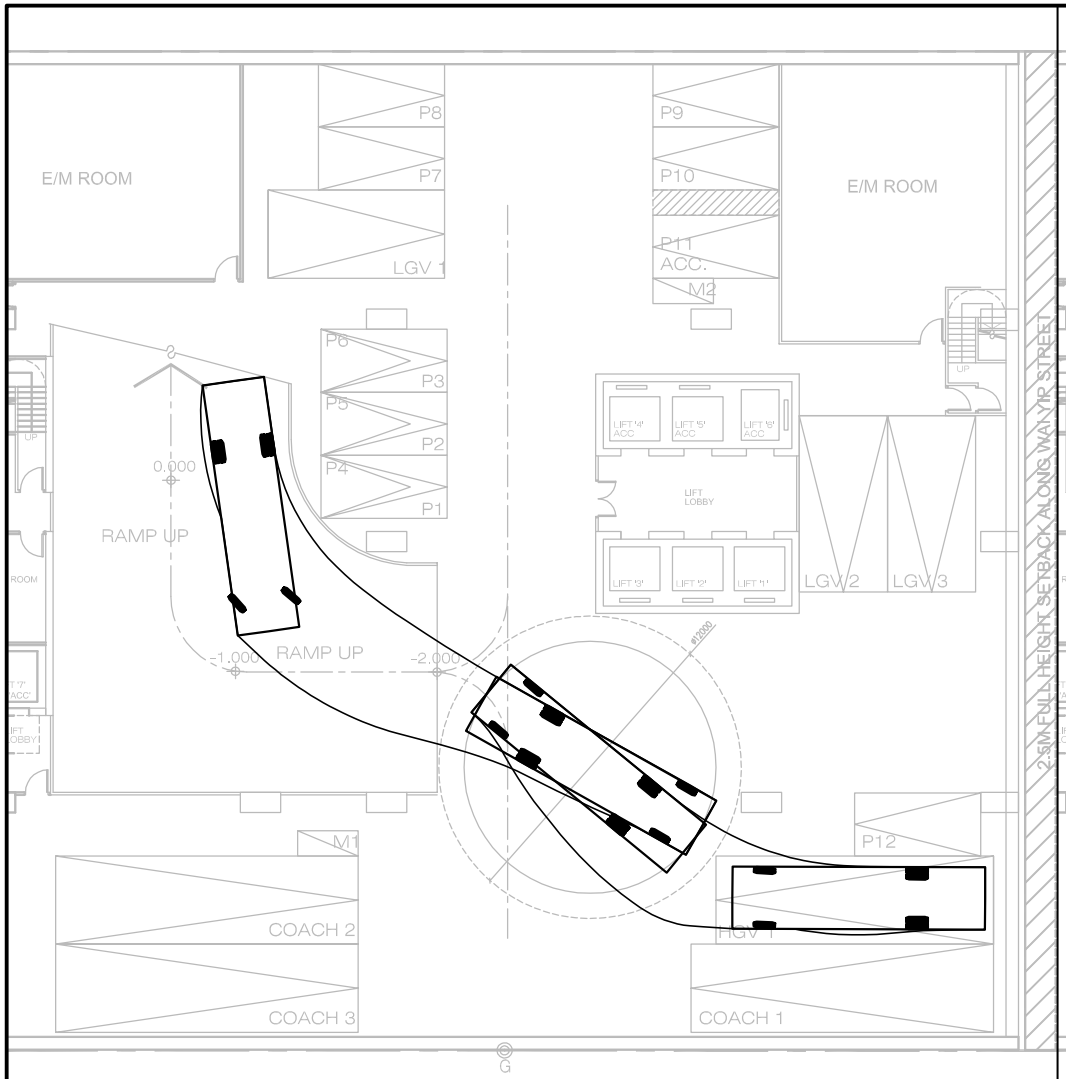
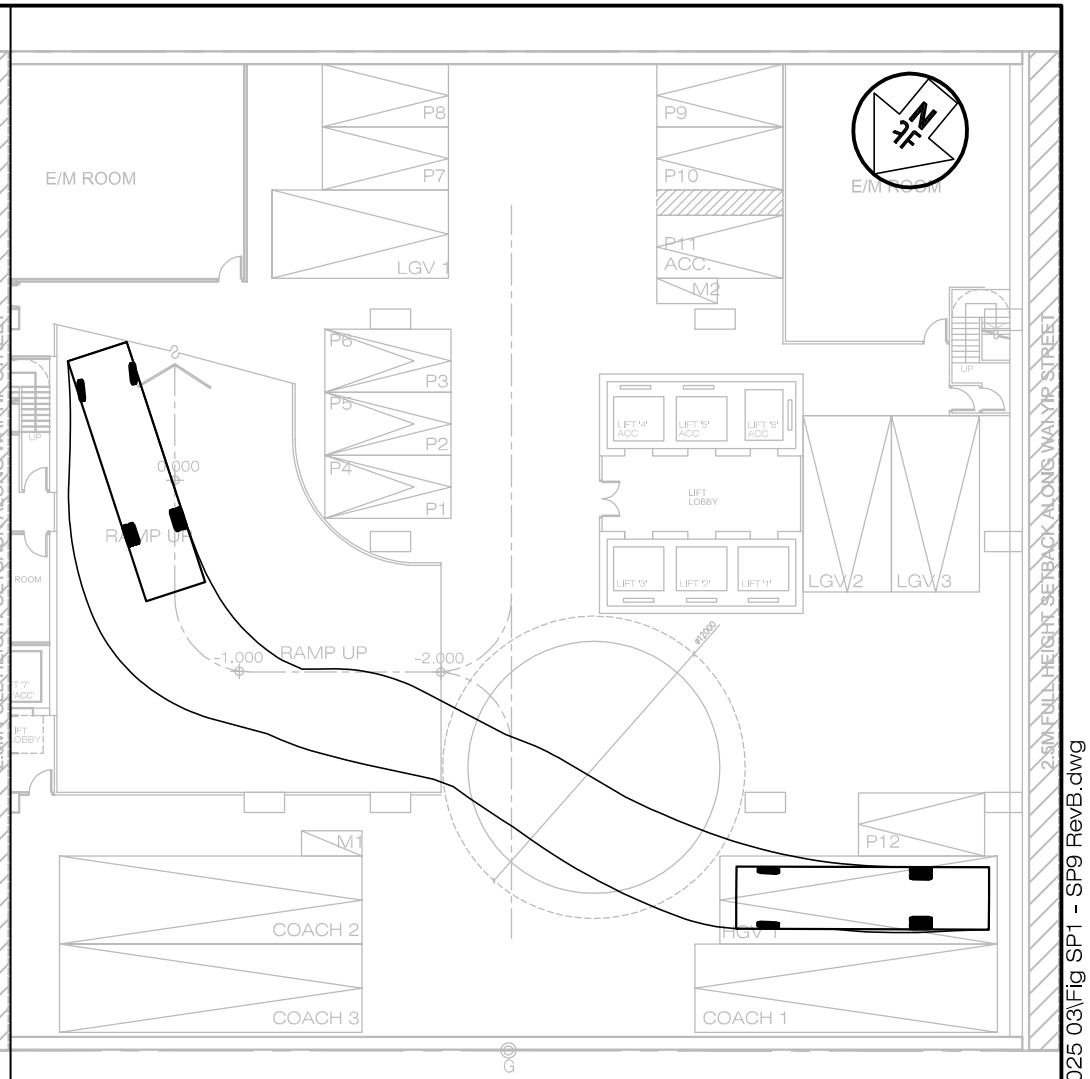


HGV ENTERING THE
LOADING / UNLOADING BAY



HGV LEAVING THE
LOADING / UNLOADING BAY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP5 / Revision B
Figure Title	SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY HGV1 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 18 MAR 2025

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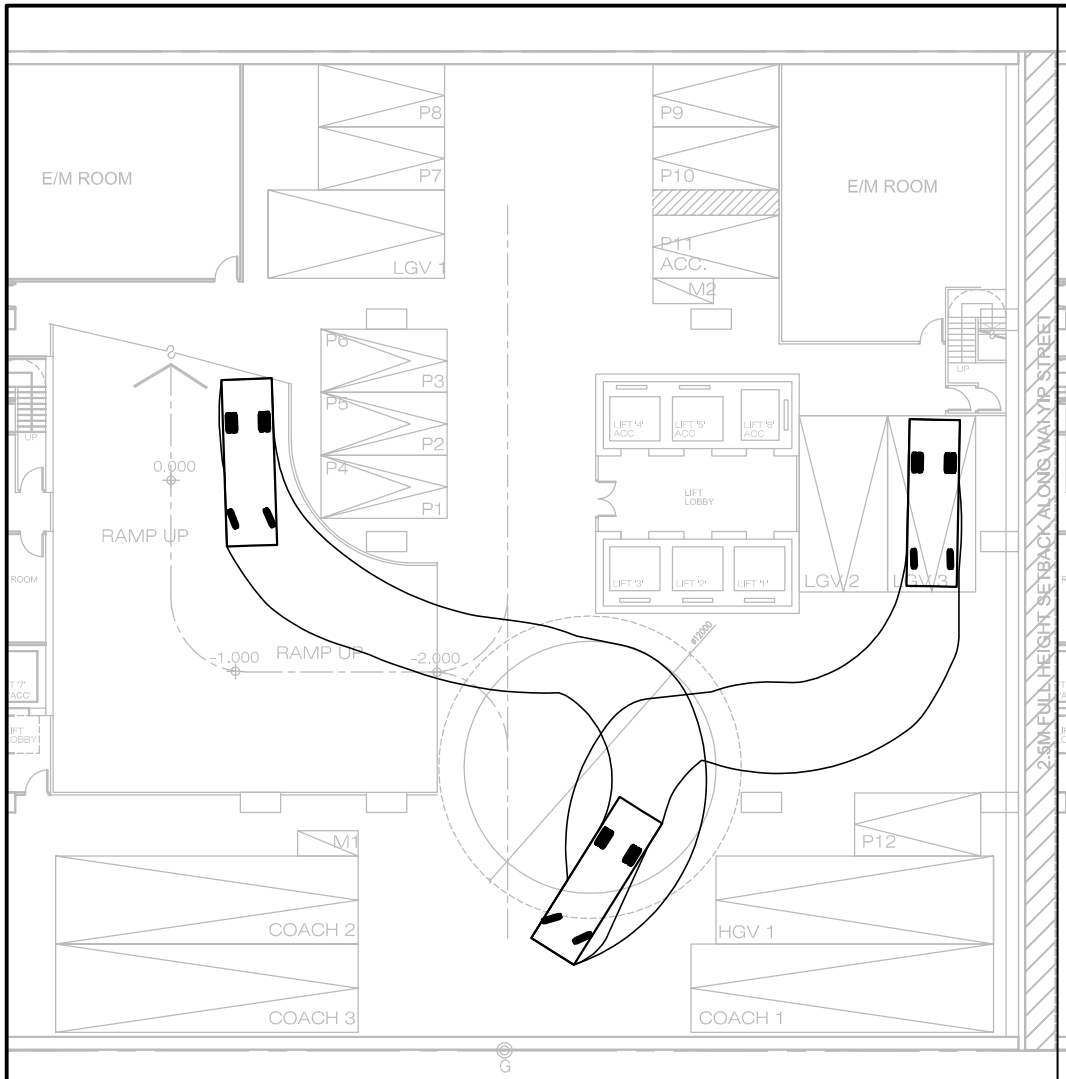
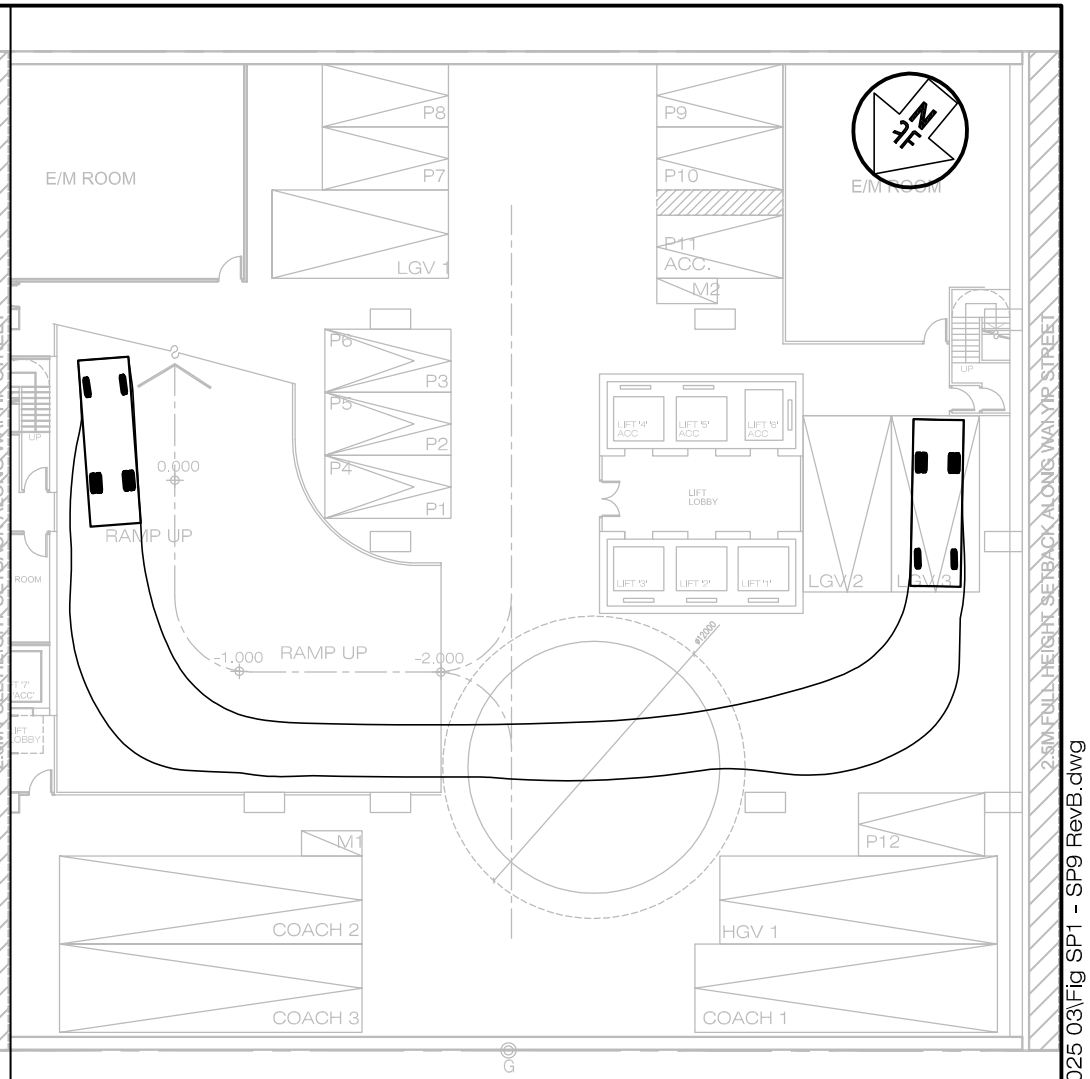


LGV ENTERING THE
LOADING / UNLOADING BAY



LGV LEAVING THE
LOADING / UNLOADING BAY

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP6 / Revision B
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY LGV3 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 300 / Date 18 MAR 2025

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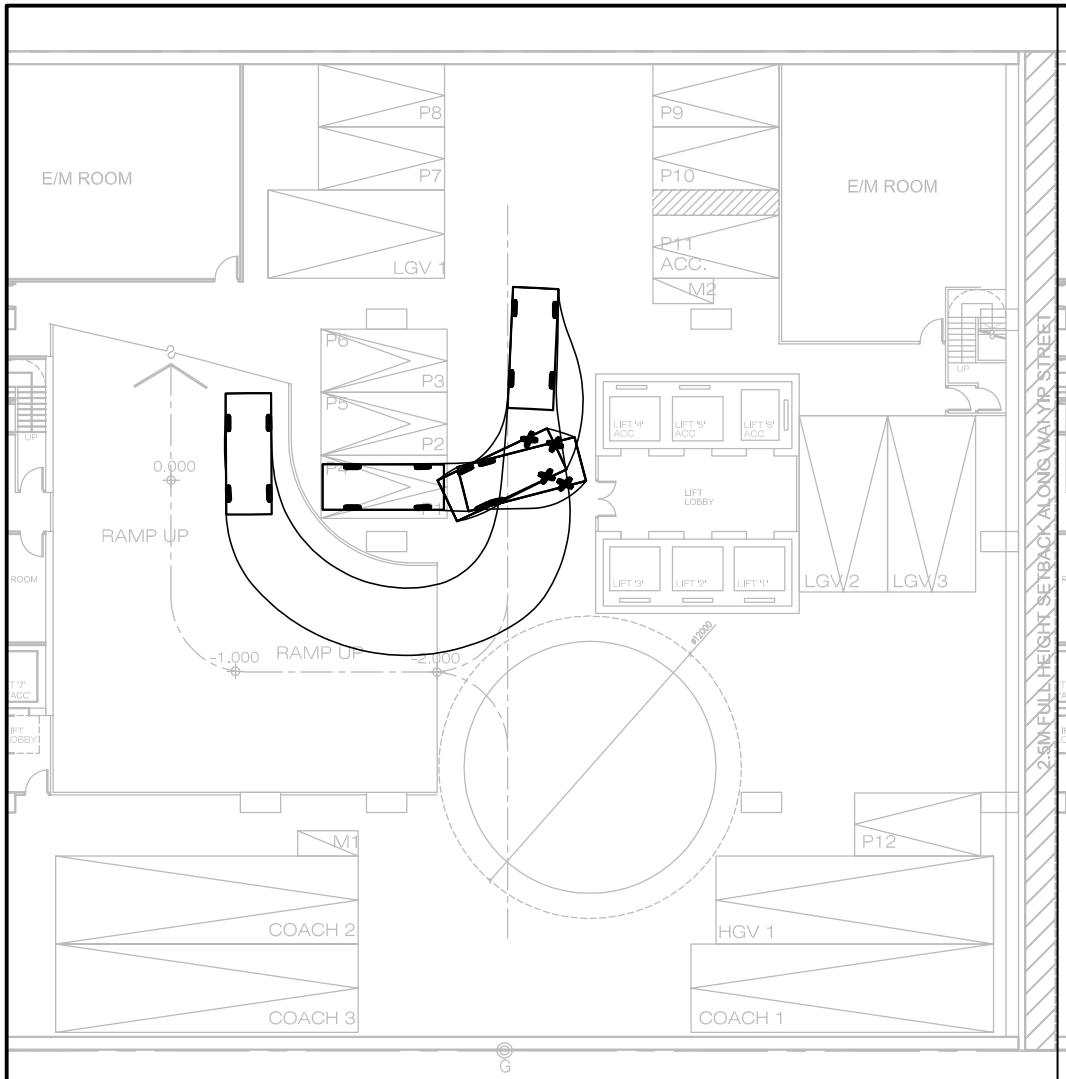
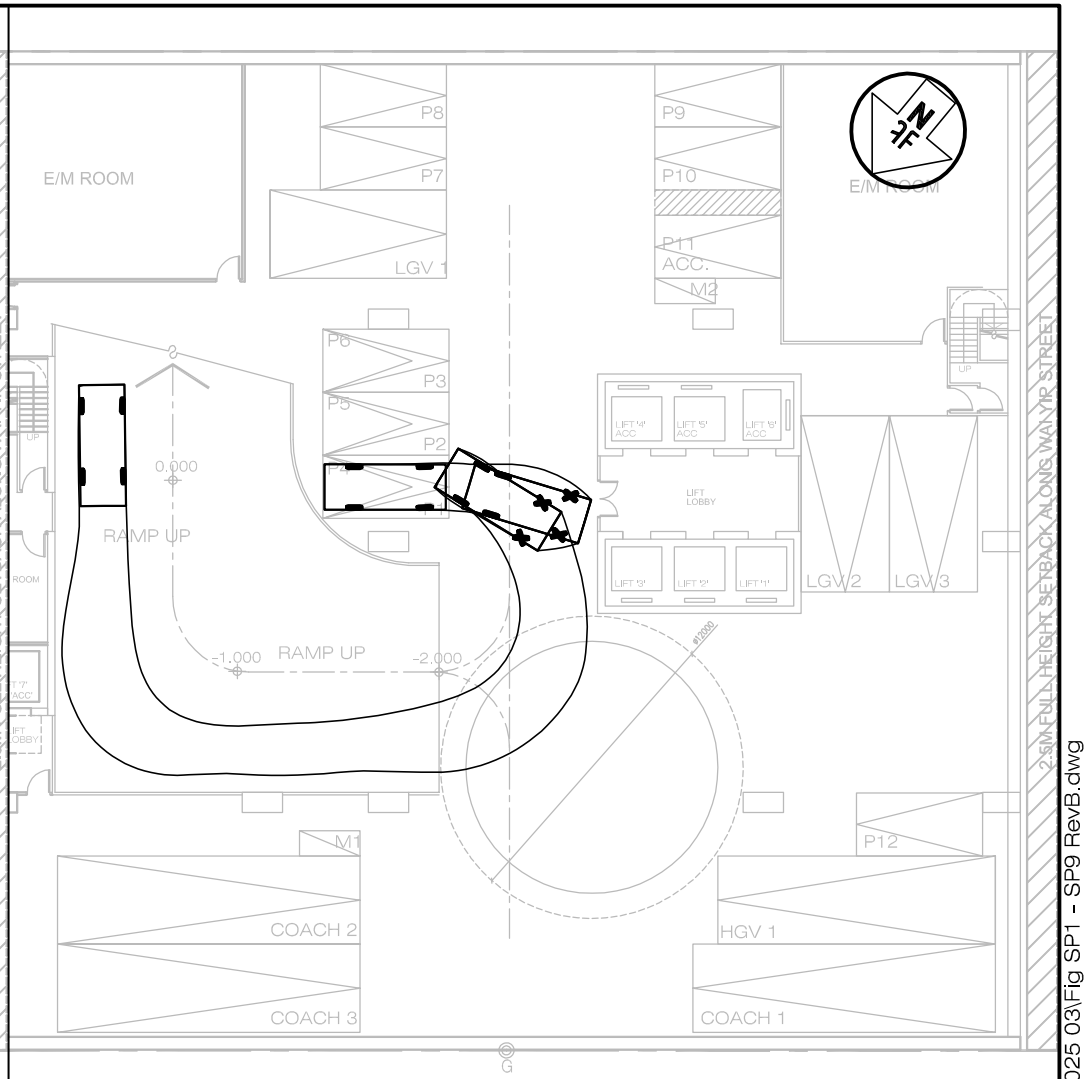


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP7 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE P1/P4 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C; Scale in A4 1 : 300; Date 18 MAR 2025

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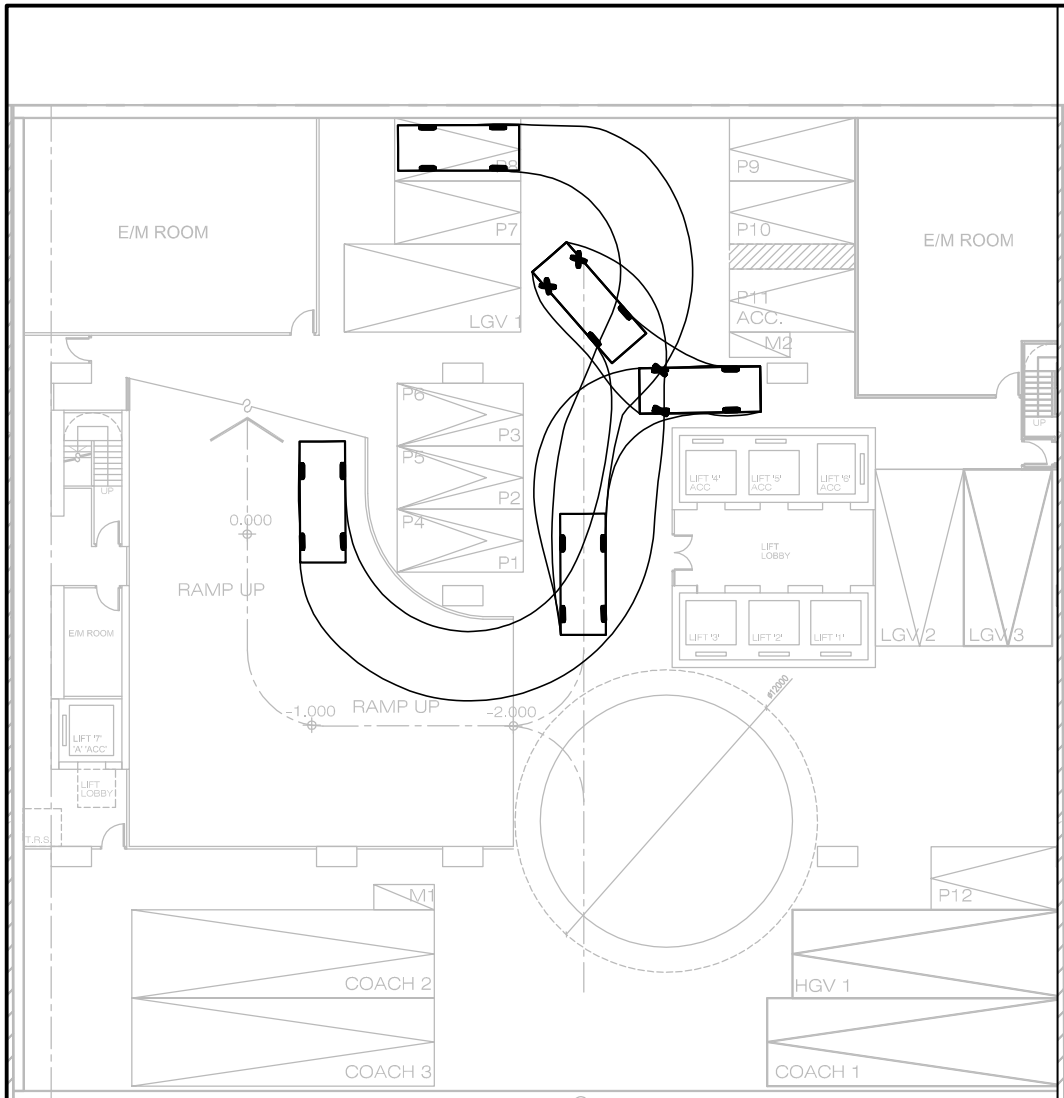
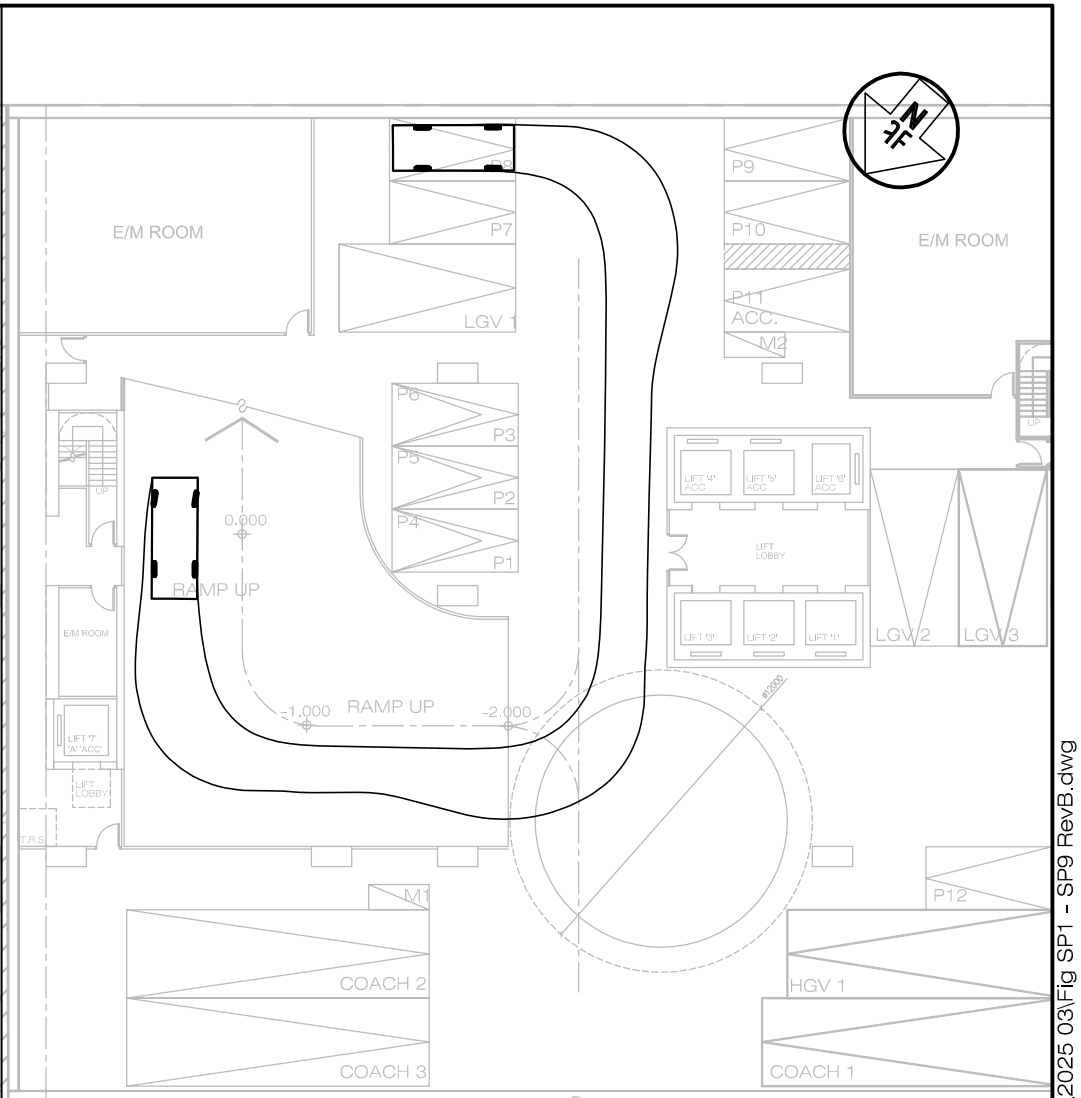


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP8 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE P8 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C; Scale in A4 1 : 300; Date 18 MAR 2025

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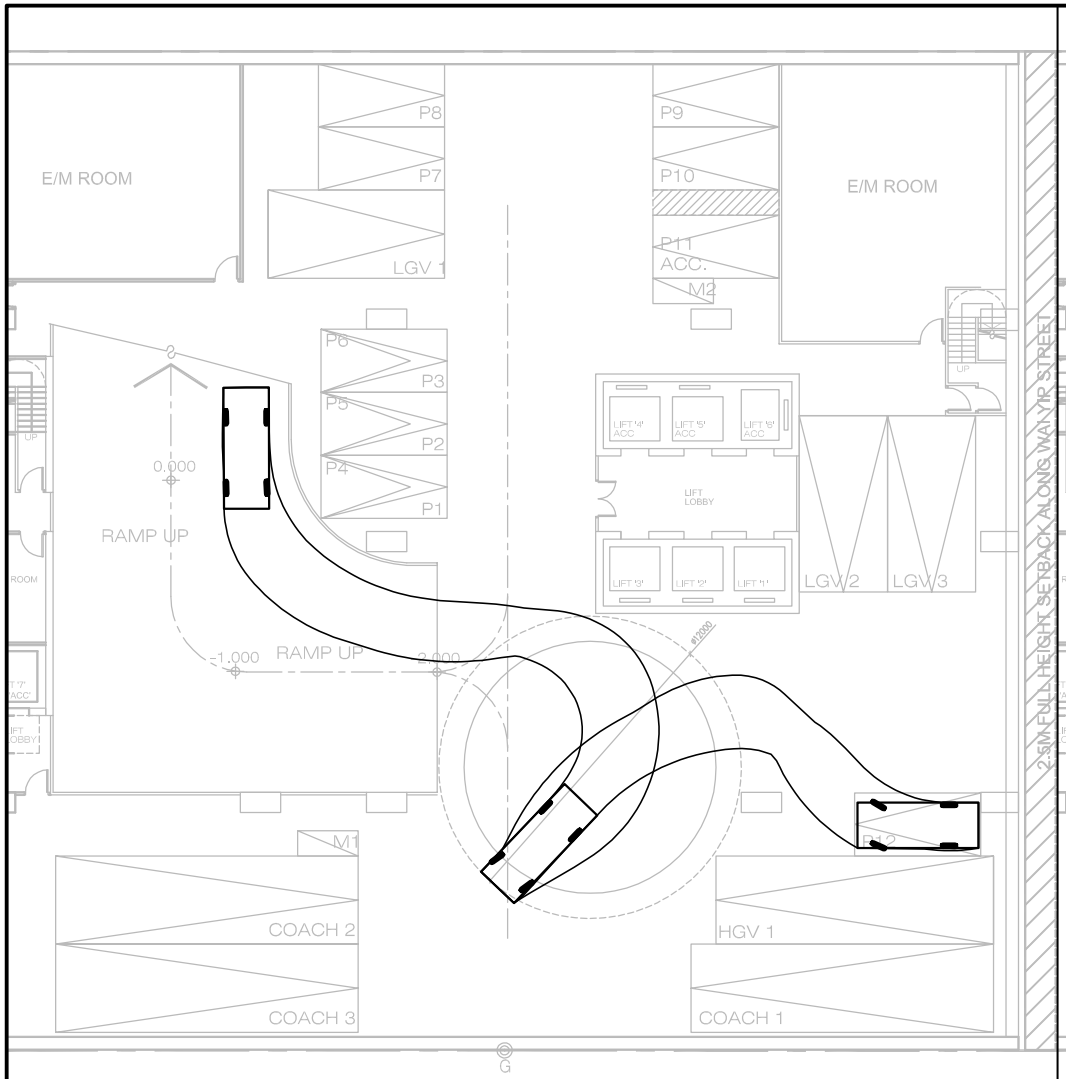
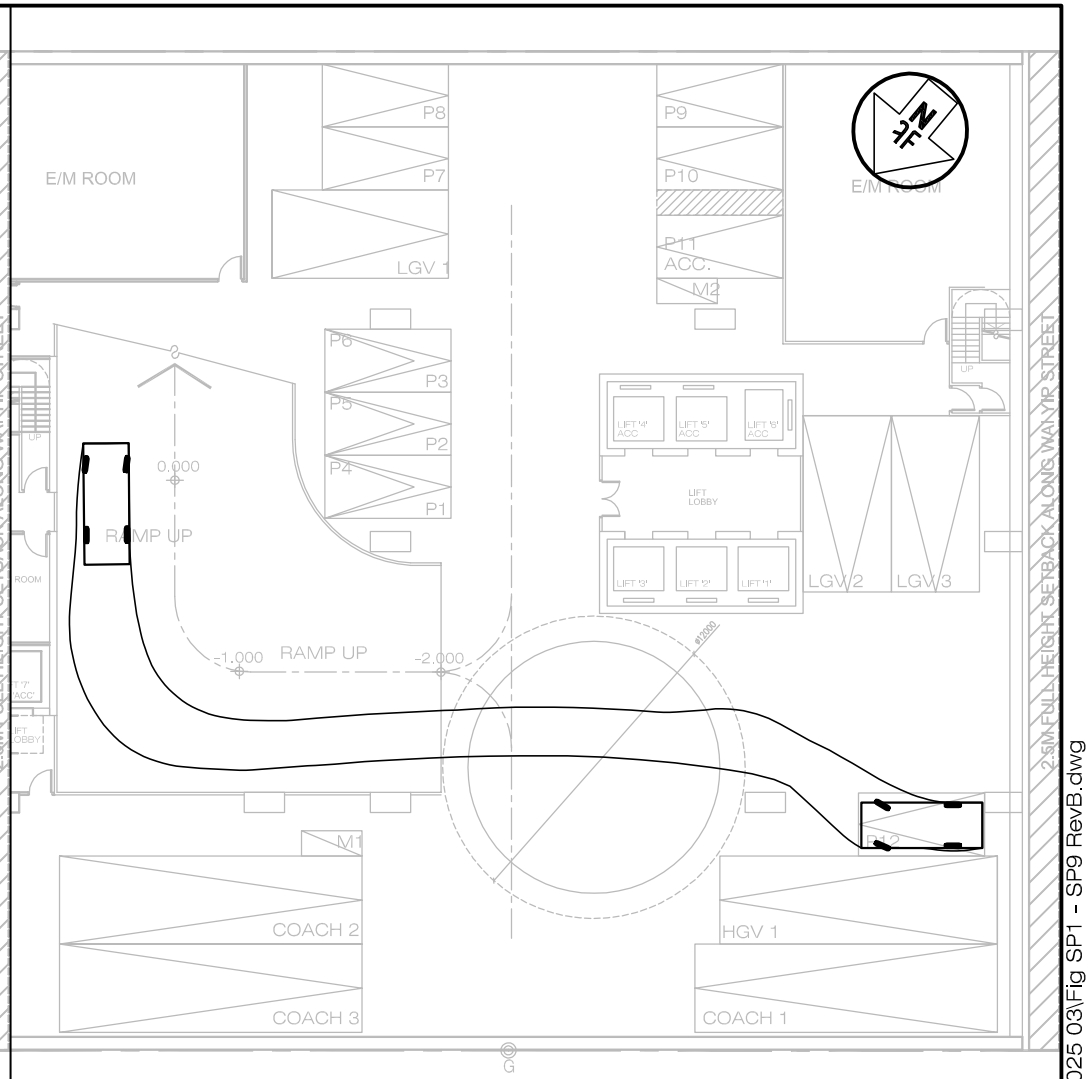


CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED HOTEL WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS AT 201 AND 203 WAI YIP STREET, KWUN TONG, KOWLOON	J7360	Figure No. SP9 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE P12 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 300 / Date 18 MAR 2025

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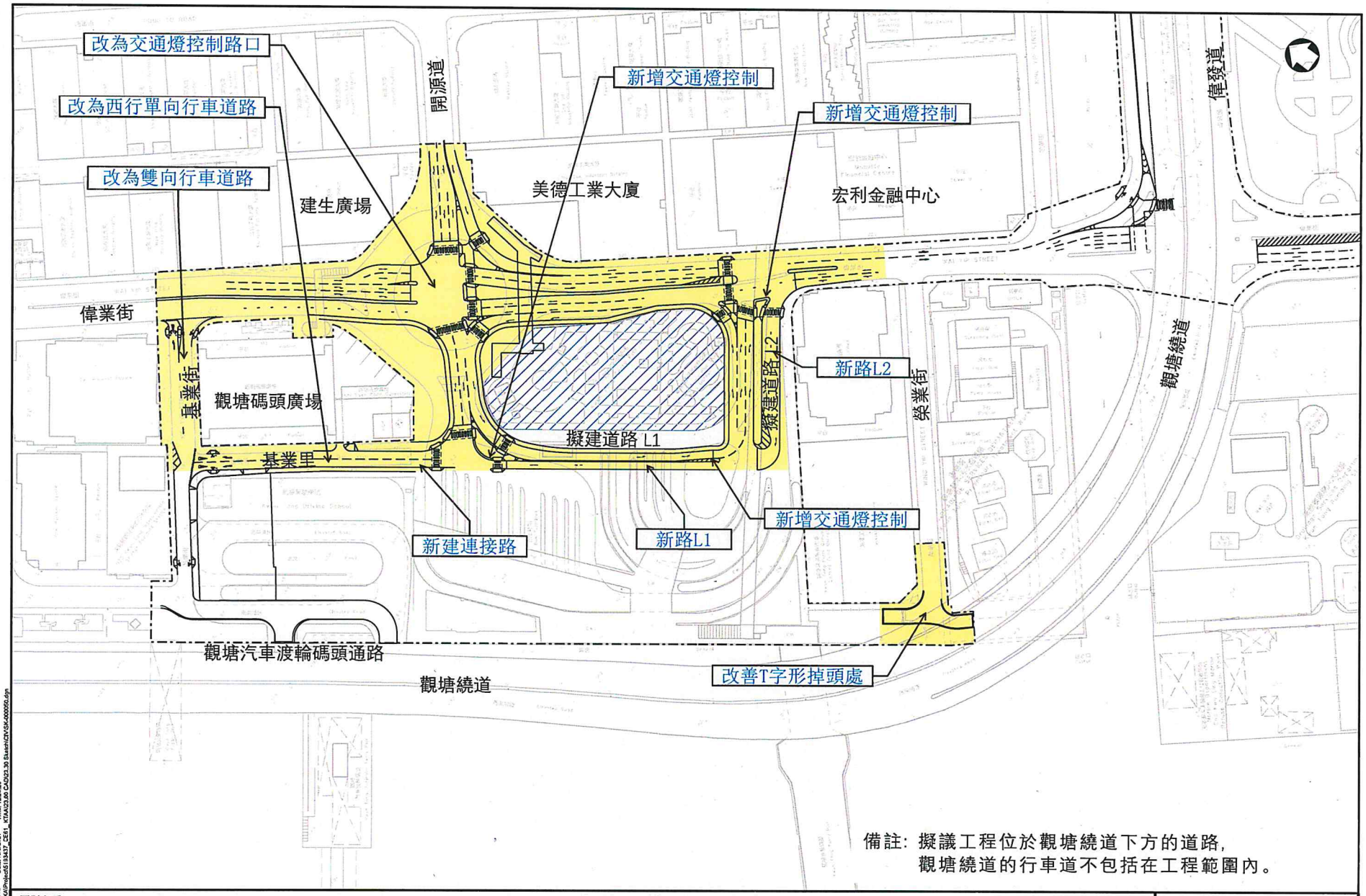
Appendix 3 – Planned Developments in the Vicinity of the Proposed Redevelopment



圖則名稱

道路工程計劃(一) – 擬議觀塘行動區道路工程

圖2a