Appendix III

Revised Traffic Impact Assessment

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

Traffic Impact Assessment
Final Report
March 2025

Prepared by: CKM Asia Limited

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

CONTENTS

CONTENTS (Continued)

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

TABLES

NUMBER

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

TABLES (Continued)

NUMBER

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

FIGURES

NUMBER

S12A Amendment of Plan Application for the Proposed Residential Care Homes for the Elderly and Hotel at 107-109 Wai Yip Street, Kwun Tong

FIGURES (Continued)

NUMBER

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at Nos. 107 – 109 Wai Yip Street in Kwun Tong, which is now vacant. Figure 1.1 shows the location of the Subject Site.

1.2 On 29th May 2020, the Town Planning Board ("TPB") approved the S16 Planning Application for Office, Shop and Services & Eating Place Uses at 107-109 Wai Yip Street (TPB ref: A/K14/780) ("Approved S16 Scheme"). The Applicant has the intention to rezone the Subject Site and construct residential care home for the elderly ("RCHE") and a hotel (together known as "Proposed Development").

1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant, to conduct a traffic impact assessment ("TIA") in support of Proposed Development. This report describes the traffic study undertaken.

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 traffic and pedestrians generated by the Proposed Development; 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
Chapter Six	-	presents the traffic and pedestrian sensitivity test; and
Chapter Seven	-	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, and is bounded by a service lane to the north. The section of Wai Yip Street fronting the Subject Site is a dual carriageway 3-lane road.

Traffic Survey

2.2 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 15th March 2024 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layout is shown in Figures 2.2 to 2.11.

2.3 The surveyed junctions include the following:

- J1: Hoi Bun Road / Shun Yip Street;
- J2: Wai Yip Street / Shun Yip Street;
- J3: Tai Yip Street / Service Lane;
- J4: Hong Tak Road / Tai Yip Street;
- J5: Tai Yip Street / Tai Yip Lane;
- J6: Kwun Tong Road / Hong Tak Road;
- J7: Wai Yip Street / Lai Yip Street;
- J8: Kwun Tong Road / Lai Yip Street;
- J9: Hoi Bun Road / Lai Yip Street and;
- J10: Lai Yip Street / Hung To Road

2.4 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.

Adjustment of the traffic flows obtained from the traffic survey

2.5 The traffic flows obtained from the traffic surveys conducted in March 2024 were reviewed against the traffic flows of the Traffic Impact Assessment of other approved planning applications and found to be of similar order. Nevertheless, adjustment of the traffic flows obtained from the traffic survey is made based on the Annual Average Daily Traffic ("AADT") of Annual Traffic Census ("ATC") station 3020 Wai Yip Street (from Lai Yip Street to Hoi Yuen Road), in order to produce adjusted annual average traffic flows.

2.6 AADT is only available up to 2023. However, the AADT for 2019 is not considered due to the impact of the social events, and the AADT for 2020 to 2023 are also not considered due to the impact of the COVID-19 pandemic. Hence, reference is made to 2018 AADT. The 2018 monthly variation in the AADT for ATC station 3020 – Wai Yip Street in Kwun Tong, is found in Chart A.

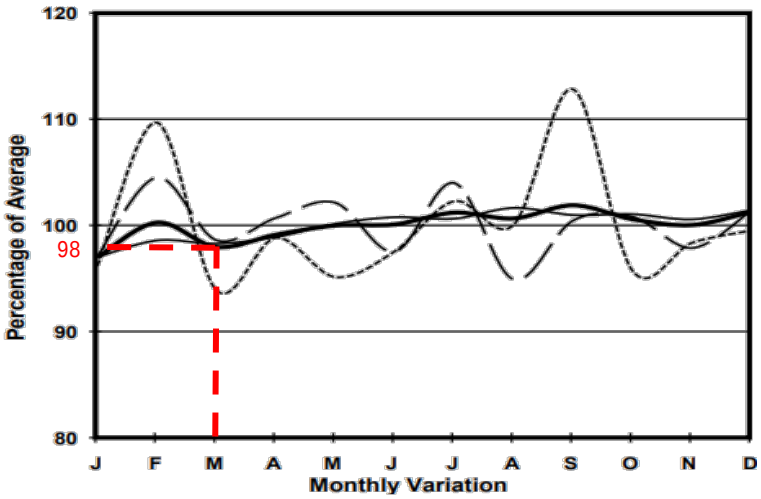


CHART A: 2018 Monthly AADT Variation for ATC Station 3020

2.7 Chart A shows that the AADT for the month of March, is around 2% lower than the annual average. In view that the traffic survey for the captioned project was conducted in March, the monthly variation factor of 1.02 (Calculation: 1 / 0.98 = 1.02) is applied to the traffic flows. The adjusted peak hour traffic flows are presented in Figure 2.12.

Operational Performance of the Surveyed Junctions

2.8 The existing operational performance of the surveyed 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 existing operational performance of the surveyed 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	Hoi Bun Road / Shun Yip Street	Signal	RC	56%	43%
J2	Wai Yip Street / Shun Yip Street	Signal	RC	66%	62%
J3	Tai Yip Street / Service Lane	Priority	RFC	0.016	0.010
J4	Hong Tak Road / Tai Yip Street	Priority	RFC	0.226	0.181
J5	Tai Yip Street / Tai Yip Lane	Priority	RFC	0.058	0.025
J6	Kwun Tong Road / Hong Tak Road	Priority	RFC	0.365	0.454
J7	Wai Yip Street / Lai Yip Street	Signal	RC	69%	87%
J8	Kwun Tong Road / Lai Yip Street	Signal	RC	58%	43%
J9	Hoi Bun Road / Lai Yip Street	Signal	RC	81%	87%
J10	Lai Yip Street / Hung To Road[2]	Signal	RC	85%	104%

Notes: [1] RC – Reserve Capacity RFC – Ratio of Flow to Capacity
[2] Kerbside on-street activities are reflected in the junction performance

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

Pedestrian Facilities

2.10 There are good pedestrian facilities provided in the vicinity of the Subject Site, including footpaths, and at-grade pedestrian crossings are provided at the signalised road junctions.

Availability of Public Transport Facilities

2.11 The Subject Site is well-served by various types of public transport services, including road-based franchised bus and public light bus. These services operate along Kwun Tong Road and Wai Yip Street within 500m or about 10 minutes' walk away. The Subject Site is located closest to the Ngau Tau Kok MTR Station and the nearest entrance is at Lai Yip Street, which is some 500 metres or 10 minutes' walk away.

2.12 Details of the road-based public transport services operating in the vicinity of the Subject Site are shown in Figure 2.13 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 13D	Po Tat – Island Harbourview	15 – 25
KMB 13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15 – 30
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 16P	Kwun Tong Ferry – Mong Kok (Park Avenue)	AM, PM Peak
KMB 17	Kwun Tong (Yue Man Square) – Ho Man Tin (Oi Man Estate)	5 – 20
KMB 23M	Lok Wah – Shun Lee (Circular)	12 – 20
KMB 28B	Choi Fook – Kai Tak (Kai Ching Estate)	15 – 25
KMB 28S	Kwun Tong (Yue Mun Square) – Lok Wah	AM Peak
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 62P	Tuen Mun Central – Lei Yue Mun Estate	8 – 25
KMB 62X	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

Route	Routing	Frequency (minutes)
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 89B	Shatin Wai – Kwun Tong Station	10 – 25
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 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 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 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 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	3 -- 20
KMB/CTB 101X	Kwun Tong (Yue Man Square) – Kennedy Town	AM, PM Peak
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

Route	Routing	Frequency (minutes)
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	Tseung Kwan O (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	Tseung Kwan O (Hong Sing Garden) – Tung Chung Station	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 36A	Crocodile Hill (Hong Lee Court) To Yue Man Square Public Transport Interchange (Circular)	4 – 5
GMB 56	Richland Gardens – Kwun Tong (Shung Yan St)	10 -- 20
GMB 62S	Kwong Tin Estate – Tsim Sha Tsui (Haiphong Road)	Overnight
GMB 68	Choi Wan Estate – Kowloon Bay (Enterprise Square)	8 -- 12
GMB 86	Kai Tak Cruise Terminal – Telford Gardens	8 -- 20
GMB 90A	Yau Lai Estate – HK Children's Hospital	20
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 104	The HK University of Science and Technology – 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 – City Bus GMB – Green Minibus

3.0 THE PROPOSED DEVELOPMENT

Development Parameters

3.1 The Proposed Development has a RCHE with: (i) no less than 302, but not more than 557 beds ("RCHE within the Proposed Development"), and (ii) a Hotel with 200 guest rooms ("Hotel within the Proposed Development").

3.2 The internal transport facilities and traffic assessment below assume that the RCHE within the Proposed Development has 557 beds, and the Hotel within the Proposed Development has 200 guest rooms.

Provision of Internal Transport Facilities

(a) RCHE within the Proposed Development

3.3 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE, hence, the provision for the RCHE within the Proposed Development, is provided based on the operational needs and also with reference to similar type RCHE in Kwun Tong.

3.4 Provision of internal transport facilities for RCHE within the Proposed Development are shown in Table 3.1.

TABLE 3.1 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR RCHE WITHIN THE PROPOSED DEVELOPMENT

Item	Proposed Provision
Car Parking Space	8 nos. car parking spaces provided based on operational needs: (i) 5 parking spaces @ 5m (L) x 2.5m (W) x 2.4m (H) for senior management staff of RCHE; (ii) 3 parking spaces for RCHE visitors, including - 2 nos. @ 5m (L) x 2.5m (W) x 2.4m (H) ; and - 1 no accessible car parking space @ 5m (L) x 3.5m (W) x 2.4m (H)
Motorcycle Parking Space	2 nos. motorcycle parking spaces @ 2.4m (L) x 1.0m (W) x 2.4m (H) are provided
Loading / Unloading Bay	1 no. Heavy Goods Vehicles loading / unloading bay @ 11.0m (L) x 3.5m (W) x 4.7m (H) are provided for shared use, i.e., for RCHE and Hotel use
Ambulance lay-by	1 no. ambulance lay-by @ 9.0m (L) x 3.0m (W) x 3.6m (H) shared use by ambulance and mini-coach is provided based on the operational needs.

3.5 Table 3.1 shows the provision of 8 car parking spaces, 2 motorcycle parking spaces and 1 ambulance lay-by shared use by ambulance and mini-coach. In addition, 1 HGV loading/unloading bay is also provided which is for shared used with the Hotel within the Proposed Development.

3.6 Most RCHEs in Hong Kong are located within buildings where there are other uses, and access to the RCHE is shared with other uses. Therefore, it is not possible to distinguish traffic generated by the RCHE from other uses for these type of RCHEs, i.e., those located within in a multi-use building. Nevertheless, several RCHEs located in a single use building were identified for the conduct of traffic surveys, and the surveyed RCHEs have similar characteristic as the Proposed Development, in terms of: (i) location; (ii) scale; (iii) accessibility to Public Transport Services, and (iv) availability of internal transport facilities.

3.7 The utilisation surveys were conducted from 0800 – 1959 hours on a weekday. Details of the surveyed RCHE are given in Table 3.2, and the survey results are presented in Table 3.3.

TABLE 3.2 DETAILS OF RCHES SURVEYED

Location of Elderly Home	No. of Beds	Accessibility to Public Transport Services	Car Park
(A) 8 Kung Lok Road, Kwun Tong	266	Access to public transport services from this RCHE is convenient with numerous bus and GMB routes operate in the vicinity. The nearest MTR Ngau Tau Kok Station is located within 500m from this RCHE.	Yes
(B) 88 Kung Lok Road, Kwun Tong	226	Access to public transport services from this RCHE is convenient with numerous bus and GMB routes operate in the vicinity. The nearest MTR Ngau Tau Kok Station is located within 500m from this elderly home.	Yes

TABLE 3.3 SURVEY RESULTS OF THE 2 SURVEYED RCHES

Time Period (hours)	Maximum Number of Vehicles Observed at any time				
	Private car and taxi	Light goods vehicle[(1)]	Medium / heavy goods vehicle	Mini coach	Ambulance
(A) 8 Kung Lok Road, Kwun Tong (266 beds)					
0800 – 0859	1	0	0	0	0
0900 – 0959	0	1	0	0	0
1000 – 1059	0	0	0	1	0
1100 – 1159	0	0	0	0	0
1200 – 1259	0	1	0	0	0
1300 – 1359	0	1	0	0	0
1400 – 1459	0	0	0	1	0
1500 – 1559	0	0	0	0	1
1600 – 1659	0	0	0	1	0
1700 – 1759	0	0	0	1	0
1800 – 1859	1	0	0	0	0
1900 – 1959	0	0	0	0	0
Maximum (0800 – 1959)	1	1	0	1	1
(B) 88 Kung Lok Road, Kwun Tong (226 beds)					
0800 – 0859	0	0	0	0	0
0900 – 0959	0	1	0	0	0
1000 – 1059	0	0	0	1	0
1100 – 1159	0	0	0	1	0
1200 – 1259	0	1	0	0	0
1300 – 1359	0	0	0	1	0
1400 – 1459	1	0	0	0	0
1500 – 1559	1	0	0	0	0
1600 – 1659	1	0	0	0	0
1700 – 1759	1	0	0	0	0
1800 – 1859	0	0	0	0	0
1900 – 1959	0	0	0	0	0
Maximum (0800 – 1959)	1	1	0	1	0

Note: [(1)] including goods van, light goods vehicle

3.8 Table 3.3 shows the number of vehicles observed within the same hour but these vehicles are not present at the same time. For example, at Location (A) 8

Kung Lok Road, Kwun Tong, during the period 0800 – 0859 hours, the Private car and taxi were not observed at the same time as the Light goods vehicle.

3.9 Table 3.3 also shows the following:

(ai) Private car parking spaces

3.10 The maximum number of private car and taxi observed at both surveyed RCHEs at the same time was 1. Based on this rate, the RCHE within the Proposed Development is estimated to generate a maximum of 3 vehicles at the same time only. [Calculation: 1 vehicle / 226 beds x 557 beds = 2.46, say, 3]

3.11 Taxis stop momentarily to pick-up and drop-off. Therefore, taxis can use the private car parking spaces PC-09 or PC-10 on G/F as shown in Figure 3.1.

3.12 Hence, the provision of 8 car parking spaces is more than sufficient to serve the RCHE within the Proposed Development.

(aii) Goods Vehicle Loading / Unloading Bay

3.13 As shown in Table 3.3, no more than 1 goods vehicle was observed at any one time. Hence, the provision of 1 HGV loading/unloading bay for shared use by RCHE and Hotel is sufficient to serve the RCHE within the Proposed Development.

(aiii) Layby for shared use by ambulance and mini-coach

3.14 As shown in Table 3.3, no ambulance and mini-coach arrived at the same time. Hence, 1 ambulance layby which is for shared use with mini-coach is sufficient to serve the RCHE within the Proposed Development.

(b) Hotel within the Proposed Development

3.15 The internal transport facilities for Hotel within the Proposed Development are provided in accordance to the recommendations of the HKPSG, and are presented in Table 3.4.

TABLE 3.4 COMPARISON OF THE HKPSG RECOMMENDATIONS AND PROPOSED INTERNAL TRANSPORT FACILITIES FOR HOTEL WITHIN THE PROPOSED DEVELOPMENT

HKPSG Recommendation for a Hotel with 200 guest rooms	Proposed Provision
Car Parking Space	
1 car parking space per 100 rooms. 200/100 = 2 nos.	2 nos. @ 5m (L) x 2.5m (W) x 2.4m (H) = HKPSG recommendation
Motorcycle Parking Space	
5 to 10% of the total provision for private cars Minimum = 2 x 5% = 0.1, say 1 no. Maximum = 2 x 10% = 0.2, say 1 no.	1 no. @ 2.4m (L) x 1m (W) x 2.4m (H) = HKPSG recommendation
Taxi and Private Car Layby	
Minimum 2 lay-by for taxi and private cars for ≤ 299 rooms = 2 nos.	2 nos. @ 5m (L) x 2.5m (W) x 2.4m (H) = HKPSG recommendation
Single-Deck Tour Bus Layby	

HKPSG Recommendation for a Hotel with 200 guest rooms	Proposed Provision
Minimum 1 lay-by for single-deck tour buses for ≤ 299 rooms = 1 no.	1 no. @ 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 = 200 / 100 x 0.5 = 1 no. Maximum = 200 / 100 x 1 = 2 nos.	1 no. @ 7m (L) x 3.5m (W) x 3.6m (H) for Light Goods Vehicles = HKPSG recommendation

3.16 For ease of reference, the internal transport facilities for the Proposed Development presented in Tables 3.1 and 3.4, are summarised in Table 3.5.

TABLE 3.5 SUMMARY OF INTERNAL TRANSPORT FACILITIES PROVIDED FOR THE PROPOSED DEVELOPMENT

Item	Use	Proposed Provision
Car Parking Space	RCHE	8
	Hotel	2
	Total	10
Ambulance Parking Space	RCHE	1
Motorcycle Parking Space	Hotel	1
	RCHE	2
	Total	3
Taxi and Private Car Layby	Hotel	2
Single-Deck Tour Bus Layby	Hotel	1
LGV Goods Vehicle Loading / Unloading Bay	Hotel	1
HGV Goods Vehicle Loading / Unloading Bay	Shared use by RCHE and Hotel	1
	Total	2

Reasons for Deviation from the HKPSG Maximum Recommendation for Hotel within the Proposed Development

(a) Site Constraint

3.17 The only internal transport facility for the Hotel within the Proposed Development, which deviates from the HKPSG maximum recommendation is the provision of 1 goods vehicles loading / unloading bay, instead of 2. However, a second goods vehicle loading / unloading bay is provided, which is for shared use with the RCHE within the Proposed Development.

3.18 The provision of an additional goods vehicle loading / unloading bay on the ground floor was considered, but not found to be possible due site constraint, and is explained as follows:

(1) The Outline Development Plan no. D/K14A/1H require setback along Wai Yip Street of 2.3m, and (ii) 1.5m setback and 1.5m non-building area along the service lane and;

(2) With the above setback requirements, the length of the subject site (i.e. measured from Wai Yip Street to the service lane) which is only 21.3m is further reduced to only 17.5m (reduction of length of 17.8%, which is substantial).

3.19 After accommodating the essential facilities such as, structural columns, staircases, escalators, lift lobby and vehicle ramp to the basement car park, etc, the provision of another goods vehicle loading / unloading bay is not possible. The Authorised Person has used his utmost effort to ensure the layout is arranged and utilised in good order.

(b) Limited Goods Vehicles Generated

3.20 Goods vehicles generated are mostly related to room cleaning services, and the deliveries of toiletry and beverages. The expected goods vehicle trip generated for the Hotel within the Proposed Development is summarised in Table 3.6.

TABLE 3.6 GOODS VEHICLE TRIP GENERATION FOR HOTEL WITHIN THE PROPOSED DEVELOPMENT

Item	Activity	Expected goods vehicles generated
Room cleaning service	Replenish cleaning material	4 trips per month
Toiletry	Restock toiletries, eg, shampoo, lotion, etc.	1 trip per month
Beverages	Deliver distilled water	8 trips per month
	Total goods vehicle trips =	13 trips per month

3.21 Table 3.6 shows that the Hotel within the Proposed Development is expected to generate 13 goods vehicle trips per month, or 1 vehicle trip every 2.3 days, which is low. Hence, the provision of 1 LGV goods vehicle loading/unloading bay and 1 HGV loading/unloading bay which is for shared use by RCHE and Hotel, is sufficient to serve the loading / unloading activities of the Hotel.

Layout Plans

3.22 The carpark layout plans for G/F and B1/F are found in Figures 3.1 – 3.2. Similar to the Approved S16 Planning Application (TPB ref: A/K14/809), two vehicular access points are provided for the Proposed Development, and these are located at:

(i) The service lane at the northern side of the Proposed Development
(ii) Wai Yip Street

Swept Path Analysis

3.23 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring, and the swept path drawings of vehicle manoeuvring on the parking levels are found in 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

3.24 Loading / unloading related to goods deliveries will be undertaken during the non-peak hours. The Management Office will ensure good maintenance of the turntable and should there the turntable fail to operate, the Management Office will immediately contact the turntable maintenance company to repair.

3.25 If necessary, the Management Office will stagger the delivery of goods so that only 1 goods vehicle will be present at the same time.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development 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 Forecast

4.2 The 2032 traffic flows used for the junction analysis are produced with reference to the (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 Development, and (iv) additional traffic generated by the Proposed Development.

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 Development

4.5 The planned developments included in the 2032 reference traffic flows are presented in Table 4.2, and the locations of planned developments are shown in Figure 4.1.

TABLE 4.2 PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
1	A/K14/763	350 Kwun Tong Road	Commercial	GFA = 25,658m^2
2	A/K14/766	41 King Yip Street	Commercial	GFA = 30,576m^2
3	A/K14/771	32 Hung To Road	Commercial	GFA = 13,122m^2
4	A/K14/773	82 Hung To Road	Industrial	GFA = 13,378m^2
5	A/K14/774	7 Lai Yip Street	Commercial	GFA = 14,775m^2
6	A/K14/775	132 Wai Yip Street	Commercial	GFA = 6,021m^2
7	A/K14/777	71 How Ming Street	Office	GFA = 18,312m^2
8	A/K14/778	203 Wai Yip Street	Industrial	GFA = 13,479m^2

Site	Planning Application No. / Plan No.	Address	Use	Development Parameters (Approx.)
9	A/K14/782	4 Tai Yip Street	Retail	GFA = 8,027m^2
10	A/K14/787	33 Hung To Road	Industrial	GFA = 13,830m^2
11	A/K14/796	28A Hung To Road	Hotel	No. of rooms = 89
12	A/K14/804	334 -336 and 338 Kwun Tong Road	Commercial	GFA = 23,211m^2
13	A/K14/806	11 Lai Yip Street	Office	GFA = 15,051m^2
14	A/K14/807	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15	Commercial	GFA = 66,890m^2
15	A/K14/808	201 Wai Yip Street	Commercial	GFA = 13,478m^2
16	A/K14/809	1 Tai Yip Street and 111 Wai Yip Street	Commercial	GFA = 13,349m^2
17	A/K14/810	5 Lai Yip Street	Commercial	GFA = 14,788m^2
18	A/K14/820	73 – 75 Hung To Road	Commercial	GFA = 26,757m^2
19	A/K14/822	25 Tai Yip Street, Kwun Tong	Commercial	GFA = 5,572m^2
20	A/K14/819 & 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	Commercial GFA = 65,000m^2, Office GFA = 127,619m^2 and GIC GFA = 8,601m^2	
21	N/A	EKEO Lai Yip Street Development	Commercial	GFA = 23,000m^2
22	N/A	Kwun Tong Action Area	Commercial	GFA = 89,350m^2
23	N/A	Kowloon Bay Action Area	Commercial	GFA = 500,000m^2

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 Development

4.7 In view that the TPDM does not provide trip generation rates for RCHE, reference is made to the traffic generation of similar elderly homes, and the surveyed RCHE are found in Table 3.2.

4.8 As for Hotel, reference is also made to surveyed 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:

(i) 254-room Nina Hotel Kowloon East at 38 Chong Yip St, Kwun Tong
(ii) 298-room Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun

4.9 The surveyed hotel trip generation rates are found to be lower than the lower limit of rates for Hotel found in the TPDM. Hence, to be conservative, the lower limit of trip generation rates taken from TPDM is adopted to estimate the traffic generation associated to the Hotel within the Proposed Development. The adopted trip generation rates and the calculated traffic generation associated with the Proposed Development are presented in Table 4.3.

TABLE 4.3 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE	0.0155	0.0155	NA	0.0133	0.0133	NA
Trip Generation Rates for hotel (pcu/hour/guest room)						
Hotel[(1)]	0.0832	0.0843	NA	0.0908	0.0883	NA
Traffic Generation of Proposed Development (pcu/hour)						
RCHE: 557 beds [a]	9	9	18	8	8	16
Hotel: 200 guest rooms [b]	17	17	34	19	18	37
Total [a] + [b]	26	26	52	27	26	53

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

4.10 Table 4.3 shows the Proposed Development generates 52 and 53 more pcu (2-way) during the AM and PM peak hours respectively.

Comparison of Traffic Generation between the Approved S16 Scheme (TPB ref: A/K14/780) and the Proposed Development

4.11 The traffic generated by the Approved S16 Scheme (TPB ref: A/K14/780) is compared with the Proposed Development and is presented in Table 4.4.

TABLE 4.4 COMPARISON OF TRAFFIC GENERATION BETWEEN THE APPROVED S16 SCHEME (TPB REF: A/K14/780) AND THE PROPOSED DEVELOPMENT

Scheme	Traffic Generation (pcu/hour)					
	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Approved S16 Scheme (TPB ref: A/K14/780) [A]	42	30	72	21	28	49
Proposed Development [B]	26	26	52	27	26	53
Difference [B] – [A]	-16	-4	-20	+6	-2	+4

4.12 Table 4.4 shows that compared with the Approved S16 Scheme (TPB ref: A/K14/780), the Proposed Development generates 20 pcu (2-way) less and 4 pcu more during the AM and PM peak hours respectively. It can be concluded from traffic generation aspect the Proposed Development is a better-off scheme compared to the Approved S16 Scheme (TPB ref: A/K14/780).

Planned Junction Improvement Schemes

4.13 The planned junction improvement schemes found in the vicinity of the Subject Site are summarized in Table 4.5 and shown in Appendix 3.

TABLE 4.5 PLANNED TRAFFIC IMPROVEMENT SCHEMES IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Junction		Description of Work	Project Proponent	Estimated Completion Year
J1	Hoi Bun Road / Shun Yip Street	The road markings are changed at Shun Yip Street Westbound and Eastbound	Kowloon Bay Action Area – Feasibility Study	Before 2032
J7	Wai Yip Street	The road alignment is adjusted	Kowloon Bay	

Junction		Description of Work	Project Proponent	Estimated Completion Year
	/ Lai Yip Street	at Lai Yip Street Northbound	Action Area – Feasibility Study	
J8	Kwun Tong Road / Lai Yip Street	The road alignment is adjusted at Lai Yip Street Northbound	Kwun Tong Action Area – Feasibility Study	
J9	Hoi Bun Road / Lai Yip Street	A new pedestrian crossing across Hoi Bun Road Eastbound is added and existing staggered pedestrian crossing at Lai Yip Street to be converted to straight crossing	Technical study on the Lai Yip Street site in Kowloon East	

2032 Traffic Flows

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

2032 without the Proposed Development [A]	= 2031 traffic flows derived with reference to BDTM + estimated total growth from 2031 to 2032 + Traffic generated by the planned developments in the vicinity of the Proposed Development
2032 with the Proposed Development [B]	= [A] + traffic generated by the Proposed Development (Table 4.3)

4.15 The 2032 peak hour traffic flows for the cases without and with the Proposed Development, are shown in Figures 4.2 - 4.3, respectively. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 4.4 - 4.5.

2032 Junction Operational Performance

4.16 Year 2032 capacity analysis for the cases without and with the Proposed Development are summarized in Table 4.6 and detailed calculations are found in the Appendix 1.

TABLE 4.6 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter(1)	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street(3)	Signal / RC	22%	17%	22%	17%
J2	Wai Yip Street / Shun Yip Street	Signal / RC	21%	19%	20%	18%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.044	0.036	0.057	0.048
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.384	0.294	0.414	0.329
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.135	0.117	0.136	0.117
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.655	0.743	0.678	0.771
J7	Wai Yip Street / Lai Yip Street(3)	Signal / RC	26%	35%	26%	35%
J8	Kwun Tong Road / Lai Yip Street(3)	Signal / RC	23%	18%	23%	18%
J9	Hoi Bun Road / Lai Yip Street(3)	Signal / RC	21%	23%	21%	23%
J10	Lai Yip Street / Hung To Road(2)	Signal / RC	33%	41%	33%	41%

Notes: (1) RC – reserve capacity RFC – Ratio of Flow to Capacity

(2) Kerbside on-street activities are reflected in the junction performance
(3) Junction Improvement Scheme has been incorporated in the assessment

4.17 Table 4.6 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

5.0 PEDESTRIAN ASSESSMENT

Surveyed Pedestrian Locations

5.1 In order to quantify the existing pedestrian flows, pedestrian counts were conducted at the footpaths and waiting area of the pedestrian crossing shown in Figure 5.1 during the AM and PM peak periods. The survey locations are summarized in Table 5.1.

TABLE 5.1 SURVEYED PEDESTRIAN LOCATIONS

Ref.	Location
	Footpath
1	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Eastern side)
2	Northern footpath of Wai Yip Street between Shun Yip Lane and Tai Yip Street (Western side)
3	Shun Yip Lane between Wai Yip Street and Service Lane
	Waiting area of pedestrian crossing
W1	Western pedestrian crossing of Wai Yip Street / Shun Yip Street
W2	Eastern pedestrian crossing of Wai Yip Street / Shun Yip Street

Existing Pedestrian Flows

5.2 The existing peak 15-minute 2-way pedestrian flows are also presented in Figure 5.1.

Estimated growth from 2024 to 2032

5.3 The 2032 reference pedestrian flows are estimated with the reference of the existing pedestrian flows and a growth rate of 1.15% per annum, which is derived from the latest TPEDM data.

Pedestrian Generated by the Proposed Development

5.4 The pedestrian generations associated with the RCHE and Hotel within the Proposed Development, are estimated based on in-house pedestrian rates. The in-house pedestrian rates are presented in Table 5.2, and the estimated pedestrian generation of Proposed Development is found in Table 5.3.

TABLE 5.2 IN-HOUSE PEDESTRIAN GENERATION RATES

Use	Pedestrian Generation Rates (pedestrian / 15 min / 100m^2)			
	AM Peak		PM Peak	
	In	Out	In	Out
RCHE[(1)]	0.049	0.004	0.011	0.034
Hotel[(2)]	0.053	0.173	0.156	0.177

[(1)] 266-bed RCHE known as Buddhist Sum Ma Shui Ying Care & Attention Home for the Elderly at 8 Kung Lok Road, Kwun Tong

[(2)] 254-room Nina Hotel Kowloon East at 38 Chong Yip St, Kwun Tong

TABLE 5.3 PEDESTRIAN GENERATED BY THE PROPOSED DEVELOPMENT

Use	GFA (m^2)	Pedestrian Generation (pedestrian / 15 min)			
		AM Peak		PM Peak	
		In	Out	In	Out
RCHE	557 beds	28	3	7	19
Hotel	200 rooms	11	35	32	36
	Total	39	38	39	55

Year 2032 Pedestrian Flows

5.5 The 2032 pedestrian flow with and without the Proposed Development are derived using the following method:

Without the Proposed Development [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 Development [b]	=	[a] + pedestrian generated by the Proposed Development (Table 5.3)

5.6 The 2032 pedestrian flows without and with the Proposed Development are presented in Figures 5.2 and 5.3.

Level-Of-Service ("LOS") Assessment

5.7 The pedestrian assessment method adopted is referenced to Exhibit 18-3 of Chapter 18 of the Highway Capacity Manual ("HCM") 2000 and the extract of Exhibit 18-3 is summarised in Table 5.4.

TABLE 5.4 EXTRACT OF EXHIBIT 18-3 OF THE HCM 2000

LOS	Space (m^2/p)	Flow Rate (p/min/m)
A	> 5.6	≤ 16
B	> 3.7-5.6	> 16-23
C	> 2.2-3.7	> 23-33
D	> 1.4-2.2	> 33-49
E	> 0.75-1.4	> 49-75
F	≤ 0.75	variable

(a) LOS of the Footpaths

5.8 The effective width of the surveyed footpaths and the year 2032 LOS without and with the Proposed Development are presented in Tables 5.5 and 5.6.

TABLE 5.5 EFFECTIVE WIDTH OF SURVEYED FOOTPATHS

Ref	Footpath width (m)	Effective width (m)[(1)]
1	3.5	2.5
2	2.7	1.7
3	9.8	8.8

Note:[(1)] The effective width does not include 0.5m dead zone on both sides, i.e. 1m

TABLE 5.6 YEAR 2032 LOS OF FOOTPATH WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref.	Peak Period	Year 2032 without the Proposed Development			Year 2032 with the Proposed Development		
		Flow (Ped/15 min)	Rate[(1)] (Ped/min/m)	LOS	Flow (Ped/15 min)	Rate[(1)] (Ped/ min/m)	LOS
1	AM	350	9.3	A	369	9.8	A
	PM	317	8.5	A	340	9.1	A
2	AM	467	18.3	B	516	20.2	B
	PM	336	13.2	A	395	15.5	A
3	AM	969	7.3	A	1008	7.6	A
	PM	593	4.5	A	640	4.8	A

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

5.9 Table 5.6 shows that the footpaths achieve LOS A and B during AM and PM peak for the 2032 cases without and with the Proposed Development.

(b) Waiting area of the Pedestrian Crossing

5.10 The year 2032 LOS of pedestrian crossing waiting areas without and with the Proposed Development are presented in Table 5.7.

TABLE 5.7 YEAR 2032 LOS OF PEDESTRIAN CROSSING WAITING AREAS WITHOUT AND WITH THE PROPOSED DEVELOPMENT

Ref	Area (m^2)	Average No. of Pedestrians at the waiting area (ped/signal cycle)		Pedestrian Space (m^2/ped)		LOS	
		AM	PM	AM	PM	AM	PM
Without the Proposed Development							
W1	150	47	11	3.2	13.6	C	A
W2	63	24	4	2.6	15.8	C	A
With the Proposed Development							
W1	150	48	12	3.1	12.5	C	A
W2	63	25	5	2.5	12.6	C	A

5.11 Table 5.7 shows that the pedestrian crossing waiting areas achieve LOS A and C during AM and PM peak for the 2032 cases without and with the Proposed Development.

5.12 It is noted that "In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities". Since the LOS in Tables 5.6 and 5.7 are A to C, it can be concluded that the Proposed Development will have no adverse impact to the footpaths and pedestrian crossing waiting areas in the vicinity.

6.0 SENSITIVITY TEST

Permitted Maximum Number of Beds for RCHE

6.1 Although the proposed maximum number of beds for RCHE is 557, based on the RCHE GFA and the minimum area of floor space per resident as per Code of Practice for Residential Care Homes (Elderly Persons) issued by Social Welfare Department, a total of 644 beds could be provided. Hence, a sensitivity test is undertaken for the RCHE with 644 beds and the Hotel with 200 rooms.

6.2 As stated in paragraphs 3.17 - 3.18, due to site constraints, the Authorised Person has used his utmost effort to ensure the layout is arranged and utilised in good order. Internal transport facilities will remain unchanged as the Proposed Development .

Sensitivity Test on Traffic Impact

(a) Comparison of Traffic Generation

6.3 The comparison of traffic generated by the Proposed Development, and the sensitivity test with 644-bed RCHE and 200-room Hotel, is presented in Table 6.1.

TABLE 6.1 COMPARISON OF TRAFFIC GENERATION

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Proposed Development						
RCHE: 557 beds	9	9	18	8	8	16
Hotel: 200 guest rooms	17	17	34	19	18	37
Total [A]	26	26	52	27	26	53
Sensitivity Test						
RCHE: 644 beds	10	10	20	9	9	18
Hotel: 200 guest rooms	17	17	34	19	18	37
Total [B]	27	27	54	28	27	55
Difference in Traffic Generation (pcu/hour)						
[B] – [A]	+1	+1	+2	+1	+1	+2

6.4 Table 6.1 shows that compared with the Proposed Development, the sensitivity test with 644-bed RCHE and 200-room Hotel, generates 2 pcu / hour (2-way) more in both AM and PM peak hours, which is negligible.

(b) 2032 Traffic Flows

6.5 The sensitivity test with 644-bed RCHE and 200-room Hotel 2032 peak hour traffic flows are shown in Figure 6.1. The ingress/egress vehicular routings to/from the Proposed Development via Wai Yip Street and the service lane at the northern side of the Proposed Development are shown in Figures 6.2 - 6.3.

(c) 2032 Junction Operational Performance

6.6 The comparison of junction capacity analysis for Proposed Development, and the sensitivity test with 644-bed RCHE and 200-room Hotel, is found in Table 6.2 and detailed calculations of the sensitivity test are found in the Appendix 1.

TABLE 6.2 COMPARISON OF 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Proposed Development [A]		Sensitivity Test [B]		Difference [B] – [A]	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	Hoi Bun Road / Shun Yip Street[3]	Signal / RC	22%	17%	22%	17%	0%	0%
J2	Wai Yip Street / Shun Yip Street	Signal / RC	20%	18%	20%	18%	0%	0%
J3	Tai Yip Street / Service Lane	Priority / RFC	0.057	0.048	0.057	0.048	0.000	0.000
J4	Hong Tak Road / Tai Yip Street	Priority / RFC	0.414	0.329	0.416	0.329	0.002	0.000
J5	Tai Yip Street / Tai Yip Lane	Priority / RFC	0.136	0.117	0.136	0.117	0.000	0.000
J6	Kwun Tong Road / Hong Tak Road	Priority / RFC	0.678	0.771	0.680	0.771	0.002	0.000
J7	Wai Yip Street / Lai Yip Street[3]	Signal / RC	26%	35%	26%	35%	0%	0%
J8	Kwun Tong Road / Lai Yip Street[3]	Signal / RC	23%	18%	23%	18%	0%	0%
J9	Hoi Bun Road / Lai Yip Street[3]	Signal / RC	21%	23%	21%	23%	0%	0%
J10	Lai Yip Street / Hung To Road[2]	Signal / RC	33%	41%	33%	41%	0%	0%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Kerbside on-street activities are reflected in the junction performance
[3] Junction Improvement Scheme has been incorporated in the assessment

6.7 Table 6.2 shows there is negligible difference in the junction capacity between the 2 schemes. Hence, the impact of the sensitivity test with a 644-bed RCHE and a 200-room Hotel, is negligible.

Sensitivity Test on Pedestrian Impact

(a) Comparison of Pedestrian Generation

6.8 The comparison of pedestrian generated by the Proposed Development, and the sensitivity test with 644-bed RCHE and 200-room Hotel, is presented in Table 6.3.

TABLE 6.3 COMPARISON OF PEDESTRIAN GENERATION

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Proposed Development						
RCHE: 557 beds	28	3	31	7	19	26
Hotel: 200 guest rooms	11	35	46	32	36	68
Total [A]	39	38	77	39	55	94
Sensitivity Test						
RCHE: 644 beds	32	3	35	8	22	30
Hotel: 200 guest rooms	11	35	46	32	36	68
Total [B]	43	38	81	40	58	98
Difference in Pedestrian Generation (pcu/hour)						
[B] – [A]	+4	+0	+4	+1	+3	+4

6.9 Table 6.3 shows the pedestrians generated by the sensitivity test, is 4 more (2-way) in the AM and PM peak hours, compared to the Proposed Development, which is negligible.

(b) 2032 Pedestrian Flows

6.10 The sensitivity test 2032 pedestrian flows is presented in Figure 6.4.

(c) LOS of the Footpaths

6.11 The sensitivity test year 2032 LOS is presented in Table 6.4.

TABLE 6.4 SENSITIVITY TEST FOR YEAR 2032 LOS OF FOOTPATH

Ref.	Peak Period	Year 2032 Sensitivity Test		
		Flow (Ped/15 min)	Rate[(1)] (Ped/ min/m)	LOS
1	AM	370	9.9	A
	PM	341	9.1	A
2	AM	518	20.3	B
	PM	398	15.6	A
3	AM	1010	7.7	A
	PM	642	4.9	A

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

6.12 Table 6.4 shows that the footpaths still achieve LOS A and B during AM and PM peak.

(d) Waiting Area of the Pedestrian Crossing

6.13 Sensitivity test for the year 2032 pedestrian crossing waiting areas is presented in Table 6.5.

TABLE 6.5 SENSITIVITY TEST FOR YEAR 2032 PEDESTRIAN CROSSING WAITING AREAS

Ref	Area (m^2)	Average No. of Pedestrians at the waiting area (ped/signal cycle)		Pedestrian Space (m^2/ped)		LOS	
		AM	PM	AM	PM	AM	PM
W1	150	48	12	3.1	12.5	C	A
W2	63	25	5	2.5	12.6	C	A

6.14 Table 6.5 shows that the pedestrian crossing waiting areas still achieve LOS A and C during AM and PM peak for the sensitivity test.

6.15 Since the LOS in Tables 6.4 and 6.5 are A to C, it can be concluded that the sensitivity test found no adverse impact to the footpaths and pedestrian crossing waiting areas in the vicinity.

7.0 CONCLUSION

7.1 The Subject Site is located at Nos. 107 - 109 Wai Yip Street in Kwun Tong. On 29th May 2020, the TPB approved the S16 Planning Application (TPB ref: A/K14/780) for Office, Shop and Services & Eating Place Uses at the Subject Site.

7.2 Subsequent to the Approved S16 Scheme (TPB ref: A/K14/780), the Applicant has the intention to rezone the Subject Site and construct a building which comprises of a RCHE with (i) no less than 302, but not more than 557 beds, and (ii) hotel with 200 rooms.

7.3 Manual classified counts were conducted at the junctions located in the vicinity of the Subject Site in order to establish the peak hour traffic flows. Currently, the surveyed junctions operate with capacities during the AM and PM peak hours.

7.4 Similar to the Approved S16 Scheme (TPB ref: A/K14/780), two vehicular access points are provided for the Proposed Development, including, (i) the service lane at the northern side of the Proposed Development, and (ii) Wai Yip Street. Compared to the Approved S16 Scheme (TPB ref: A/K14/780), the Proposed Development is expected to generate less traffic during the AM and PM peak hours.

7.5 The internal transport facilities provided for RCHE within the Proposed Development are based on the operational needs and also with reference to similar type RCHE in Kwun Tong. Those for the Hotel within the Proposed Development are provided with reference to the recommendation of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the development and the spaces provided with ease.

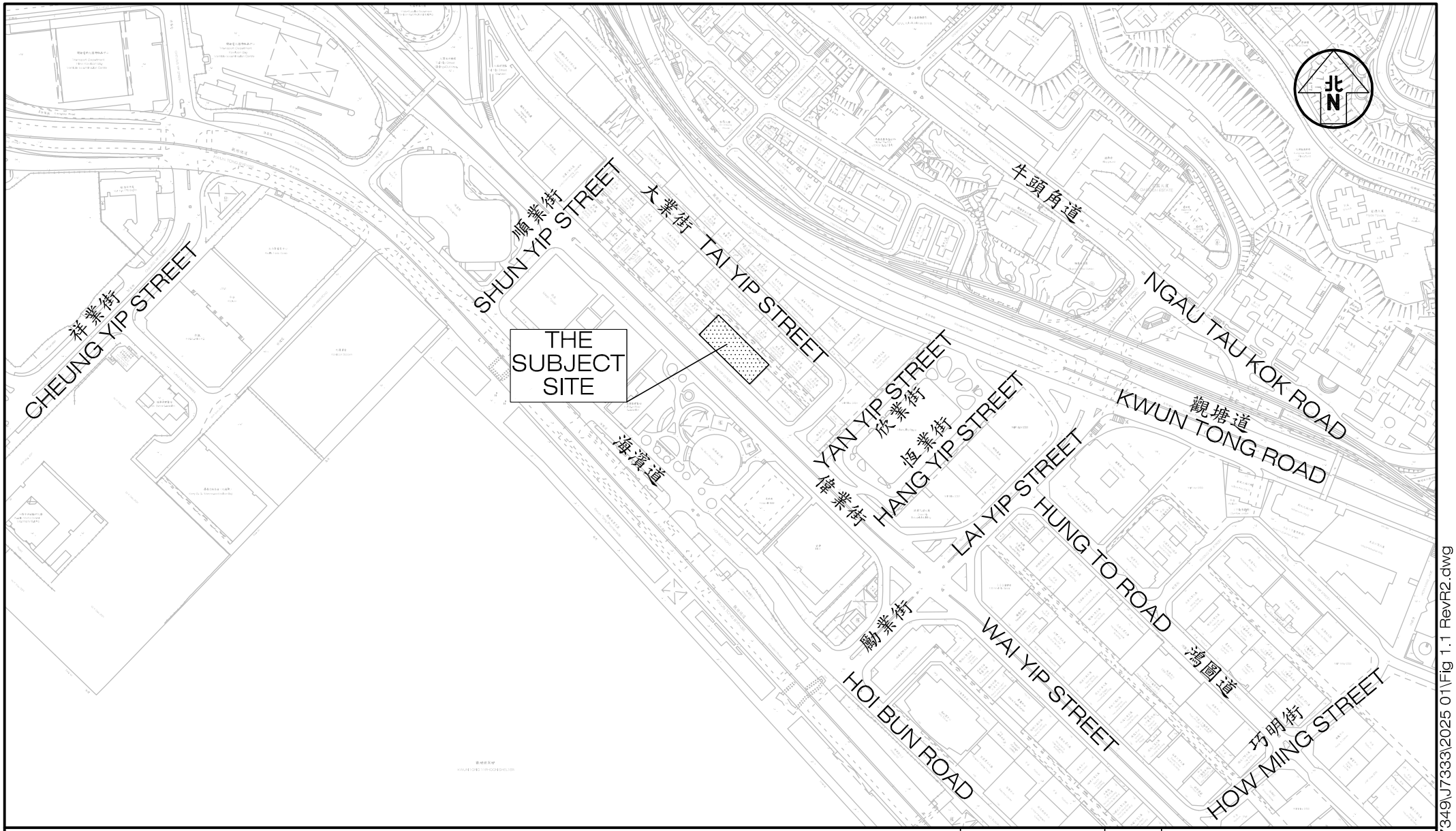
7.6 The Proposed Development is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with Proposed Development.

7.7 The pedestrian assessment conducted found that the surveyed footpaths and waiting area of the pedestrian crossing would operate with LOS A to C in 2032 for the cases without and with the Proposed Development. Hence, it is concluded that the Proposed Development has no adverse impact to the footpaths and pedestrian crossing in the vicinity.

7.8 A sensitivity test for the scheme with 644-bed RCHE and 200-room Hotel is undertaken and found to have no adverse traffic and pedestrian impact.

7.9 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

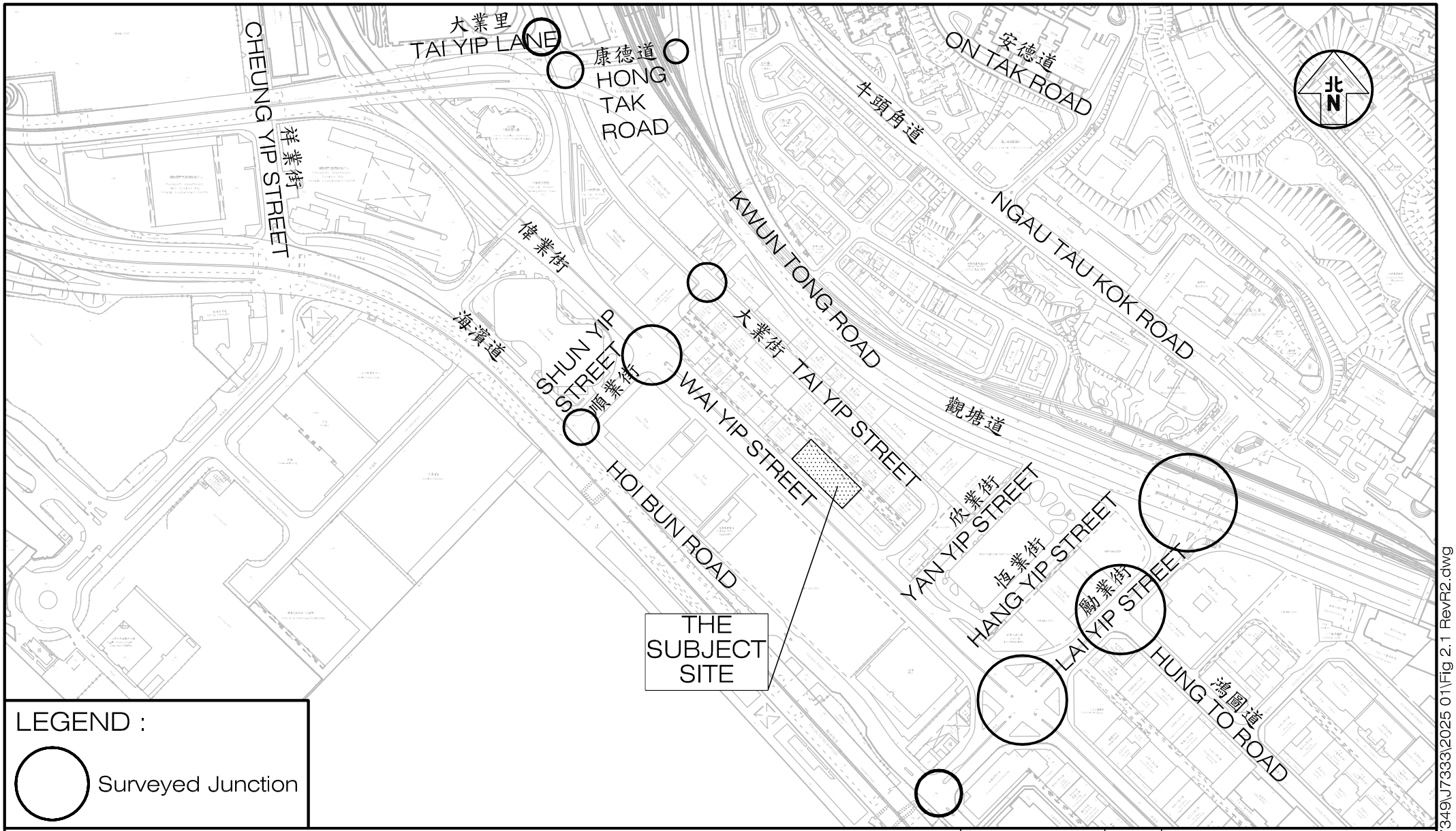
Figures



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 1.1 / Revision R2
Figure Title	LOCATION OF THE SUBJECT SITE	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 4000 / Date 04 FEB 2025

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

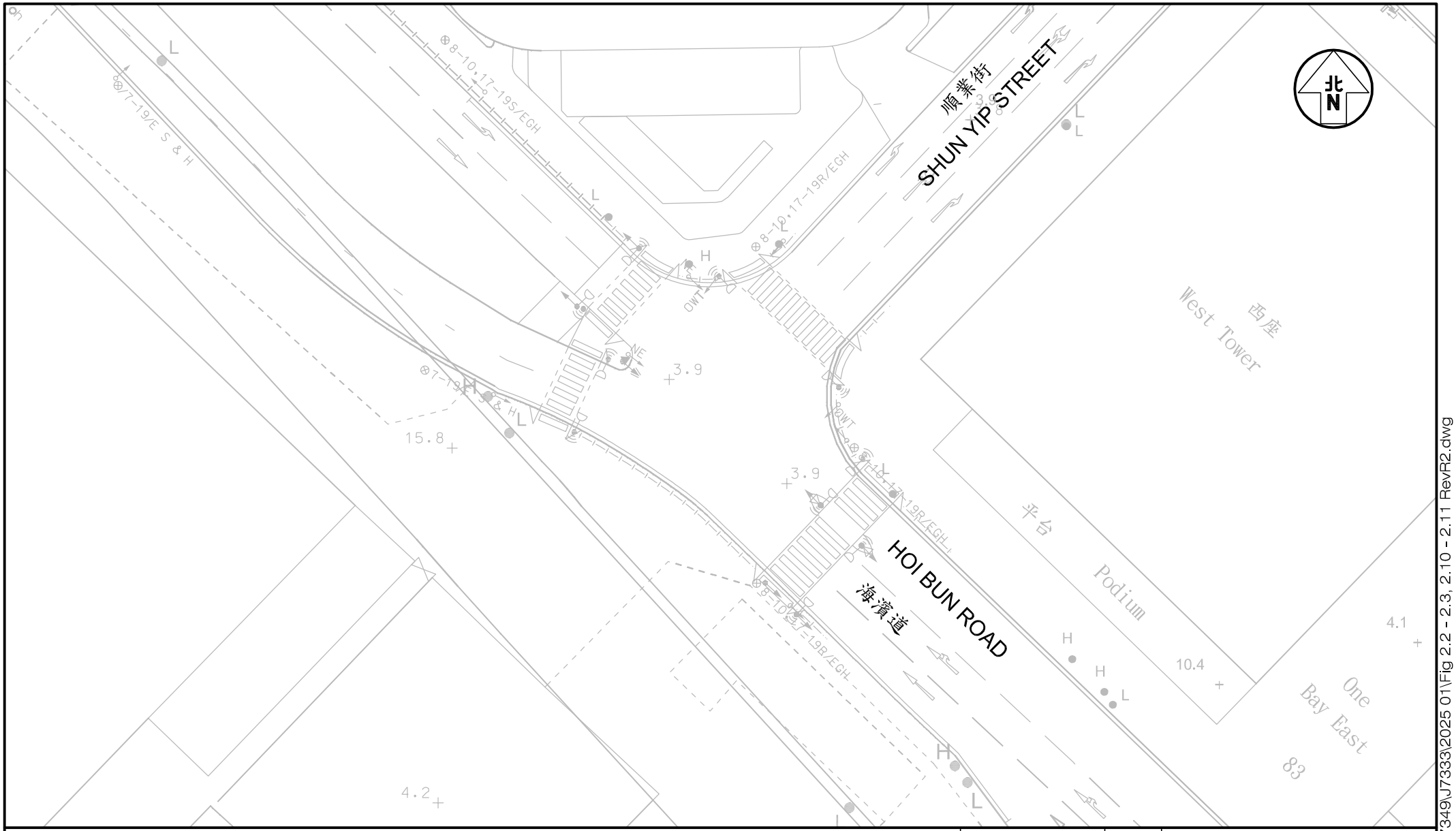
T:\JOB\J7300-J7349\J7333\2025 01\Fig 1.1 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.1 / Revision R2
Figure Title	LOCATION OF THE SURVEYED JUNCTIONS	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 4000 / Date 04 FEB 2025

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

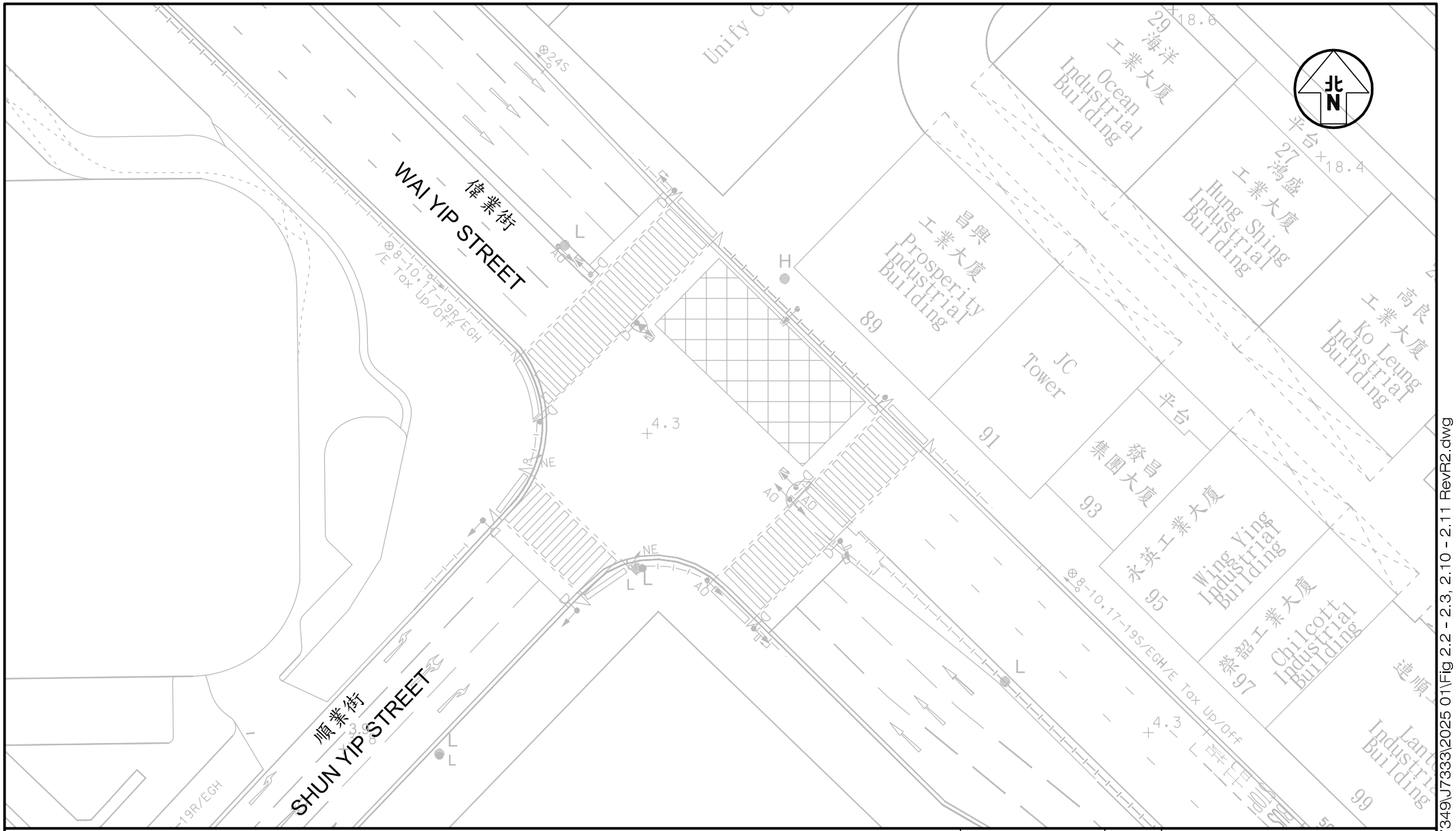
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.1 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.2 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF HOI BUN ROAD / SHUN YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 04 FEB 2025

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

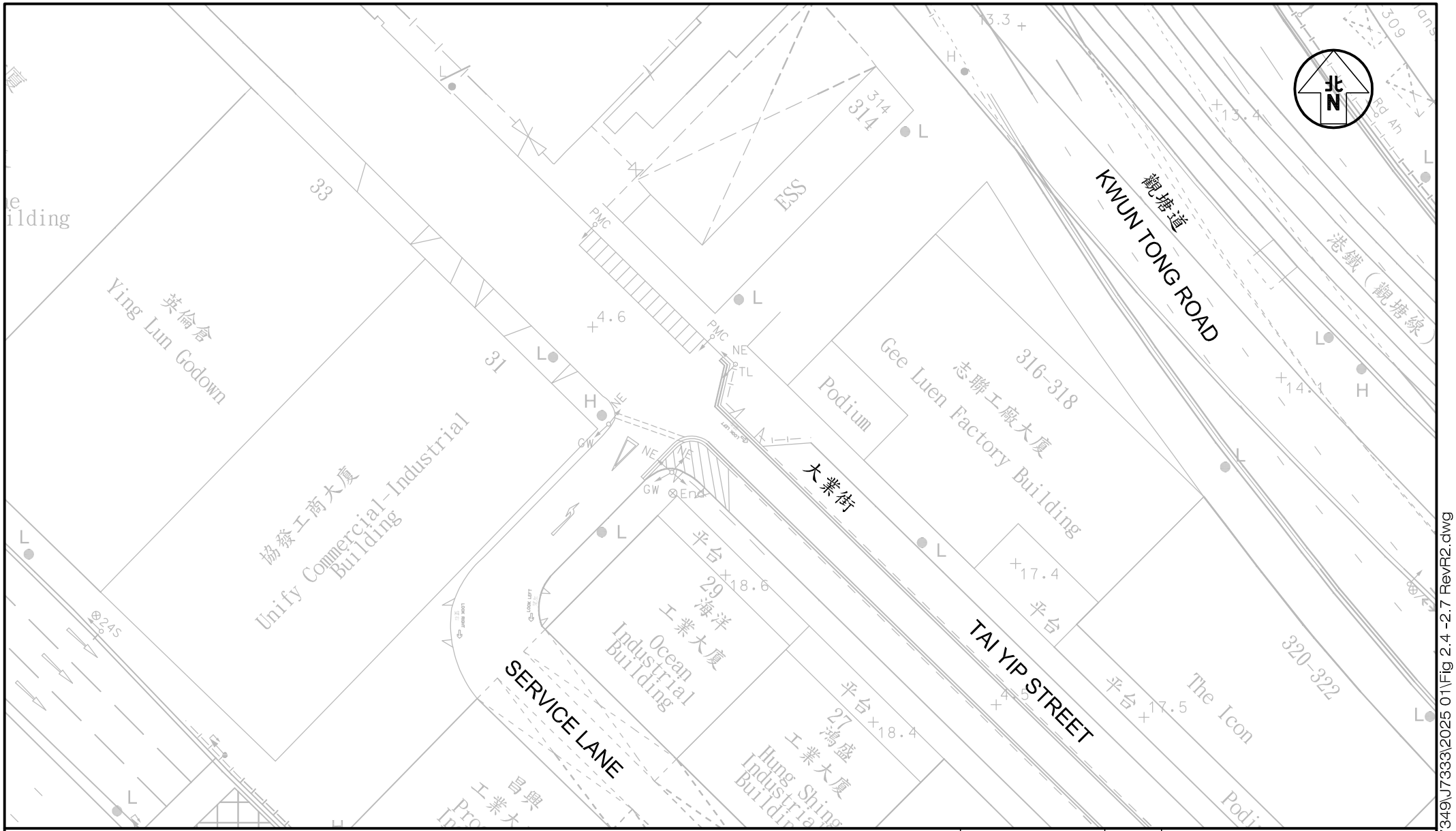
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.2 - 2.3, 2.10 - 2.11 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.3 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / SHUN YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 500 / Date 04 FEB 2025

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

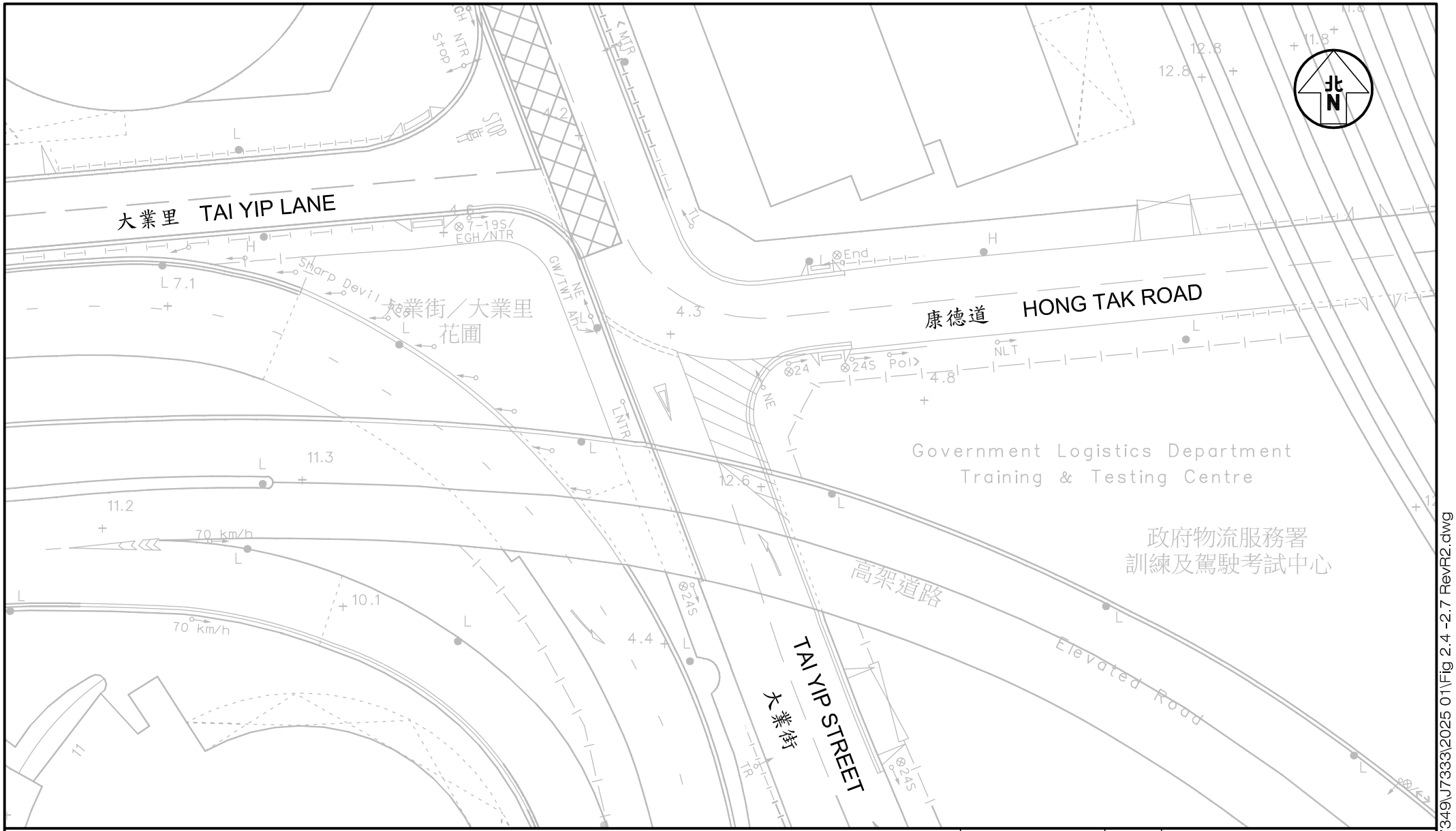
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.2 - 2.3, 2.10 - 2.11 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.4 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF TAI YIP STREET / SERVICE LANE	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 04 FEB 2025

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

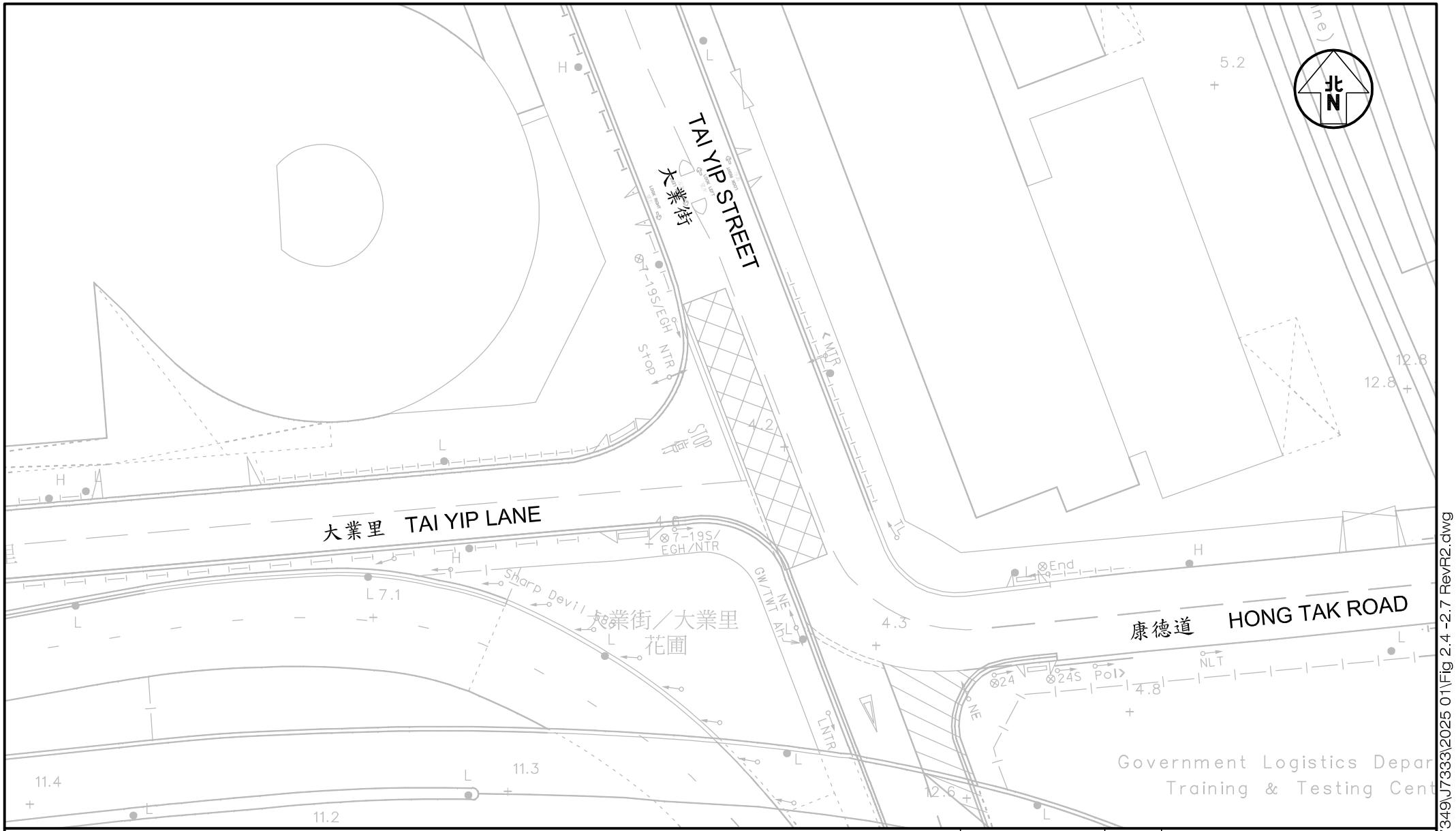
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.4 -2.7 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.5 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF HONG TAK ROAD / TAI YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 500 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.4 -2.7 RevR2.dwg



Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.6	Revision R2
Figure Title: LAYOUT OF JUNCTION OF TAI YIP STREET / TAI YIP LANE		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4: 1 : 500	Date: 04 FEB 2025

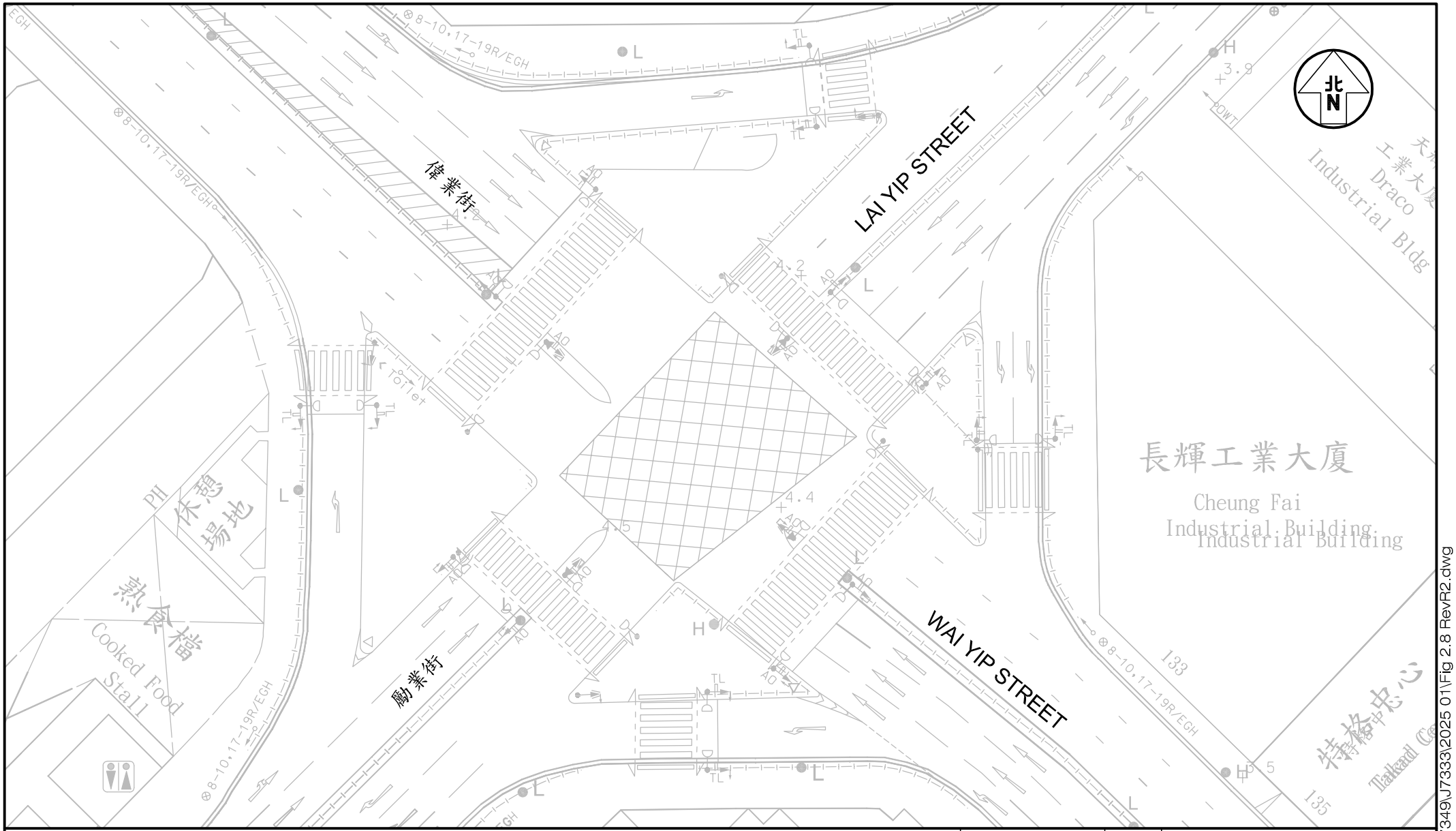
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.4 -2.7 RevR2.dwg

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.7 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF KWUN TONG ROAD / HONG TAK ROAD		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 04 FEB 2025

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

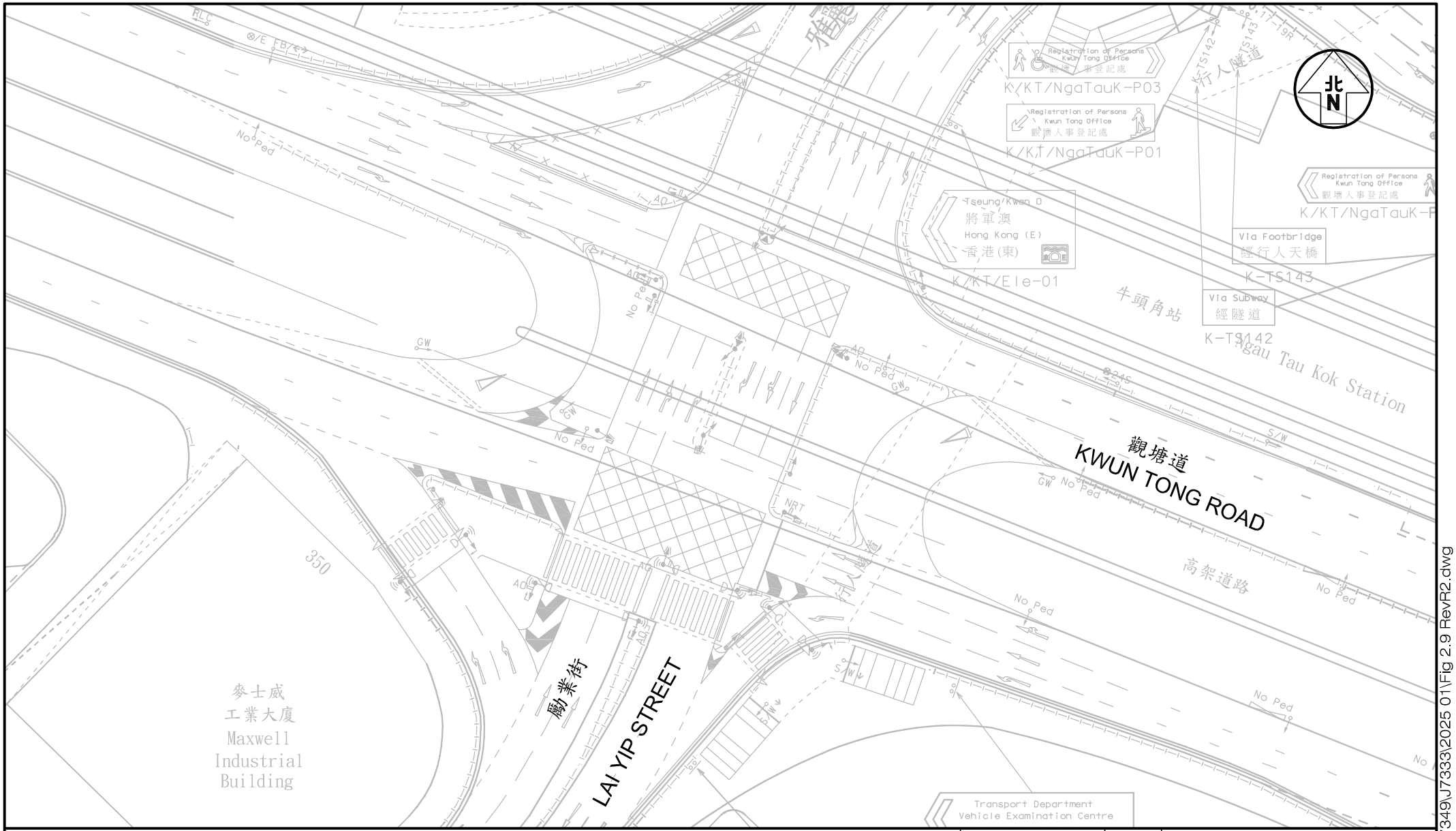
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.4 -2.7 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.8 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF WAI YIP STREET / LAI YIP STREET	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 04 FEB 2025

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

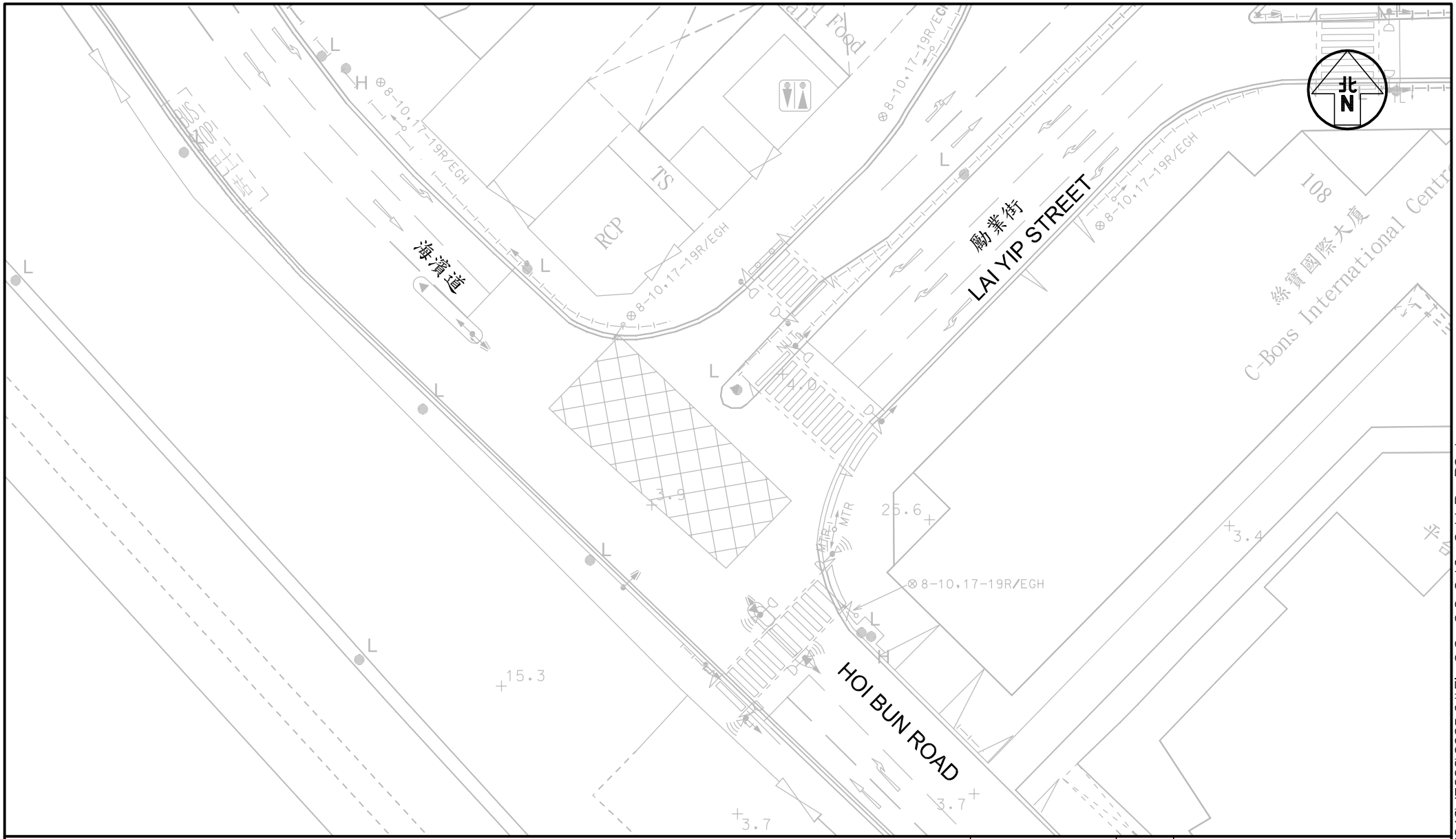
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.8 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.9 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF KWUN TONG ROAD / LAI YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C Scale in A4 1 : 600 / Date 04 FEB 2025

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

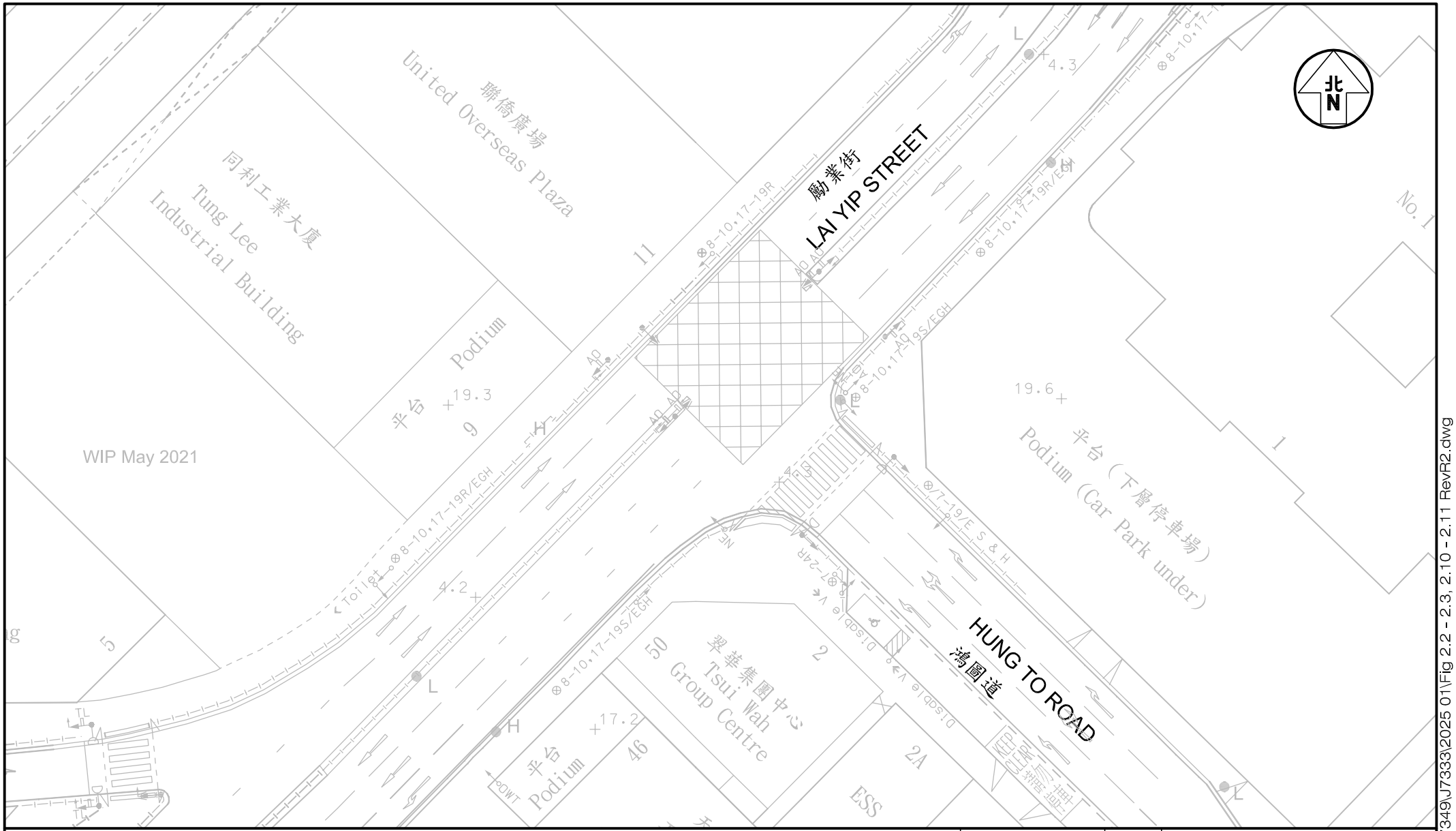
T:\JOBs\J7300-J7349\J7333\2025 01\Fig 2.9 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.10 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF HOI BUN ROAD / LAI YIP STREET		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 500 / Date 04 FEB 2025

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

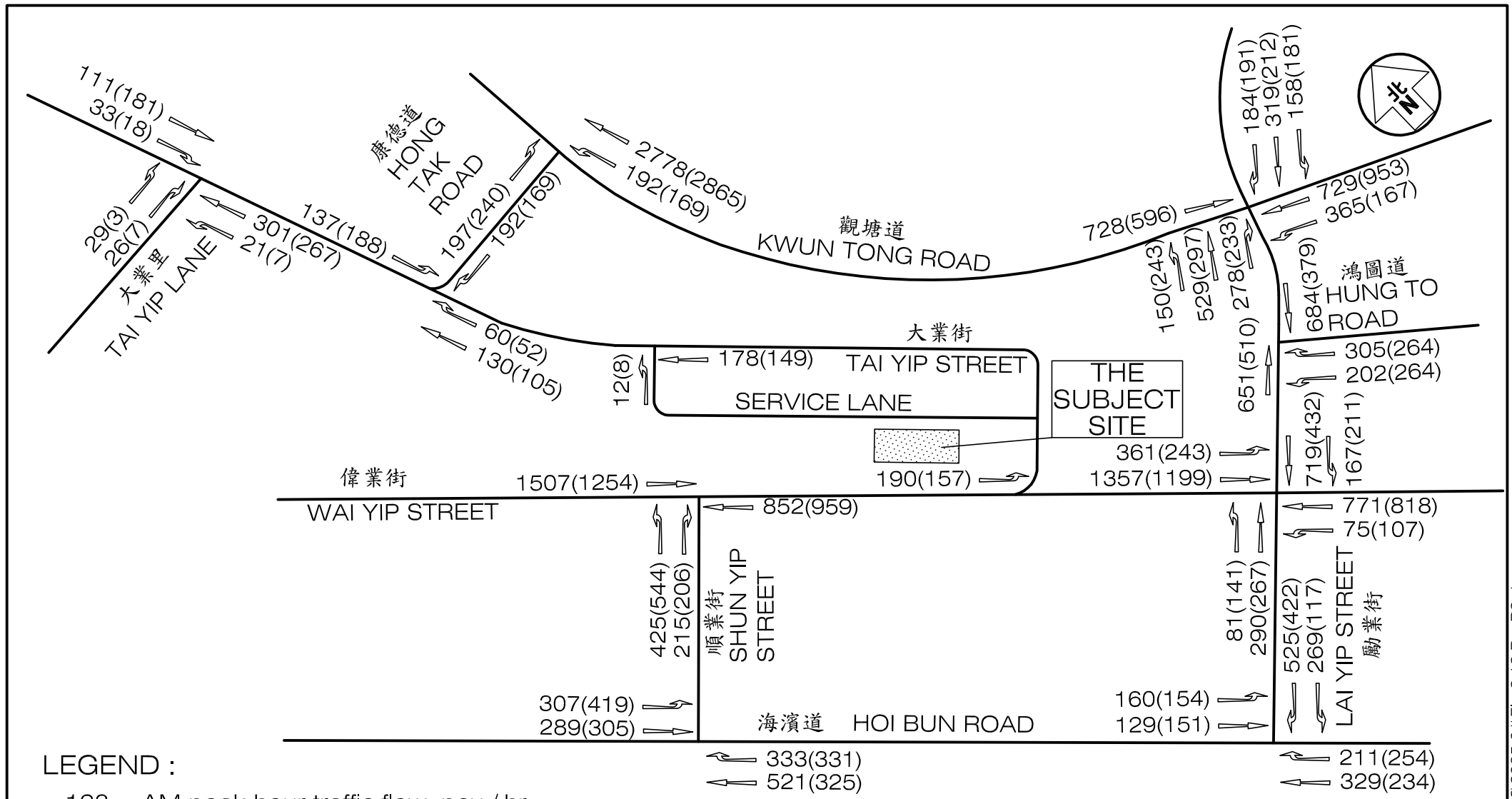
T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.2 - 2.3, 2.10 - 2.11 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.11 / Revision R2
Figure Title	LAYOUT OF JUNCTION OF LAI YIP STREET / HUNG TO ROAD		Designed by C Y Y / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.2 - 2.3, 2.10 - 2.11 RevR2.dwg



LEGEND :

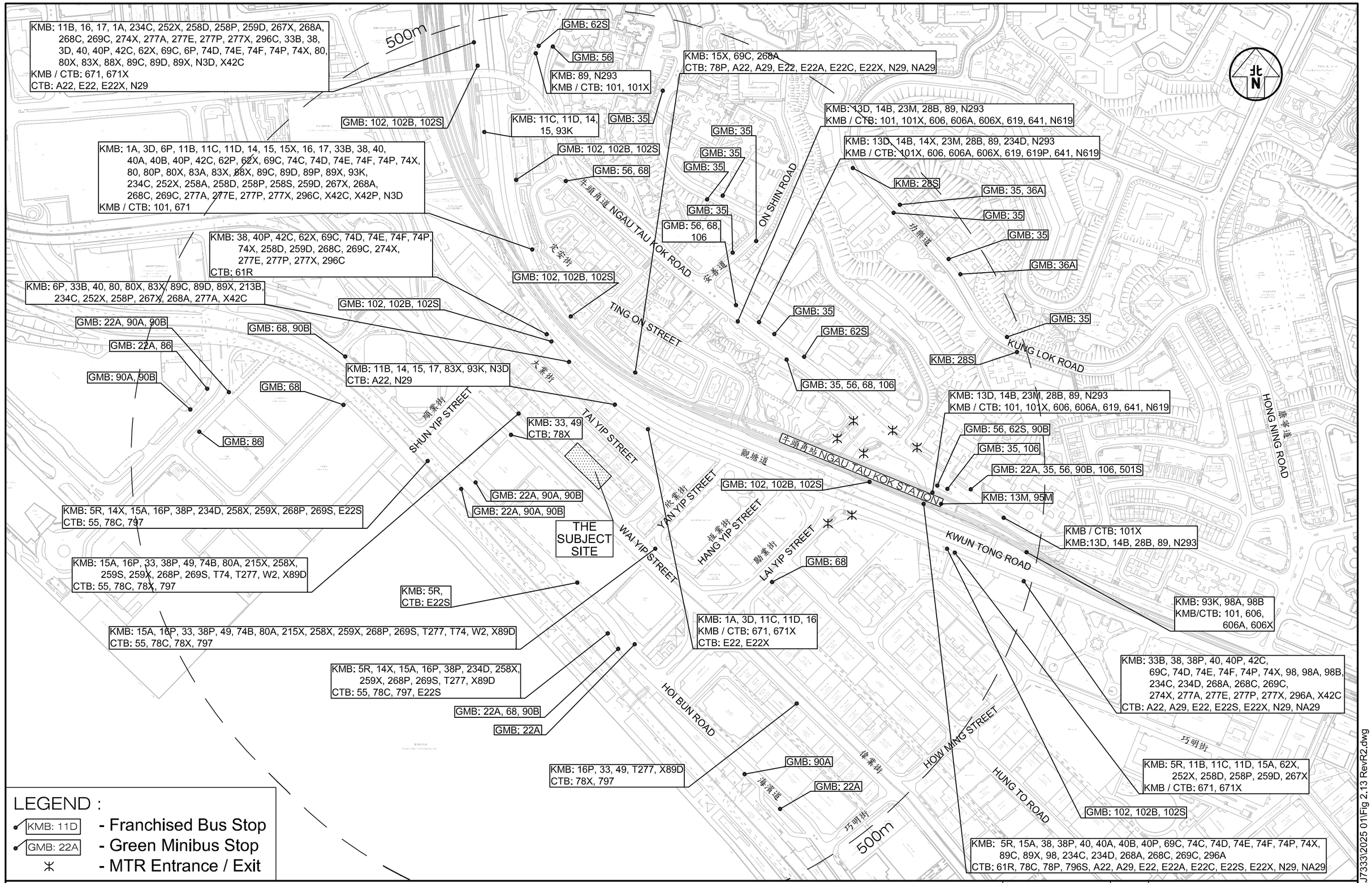
123 - AM peak hour traffic flow, pcu / hr

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

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 2.12	Revision R2
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 04 FEB 2025	

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.12 RevR2.dwg



LEGEND :

- KMB: 11D - Franchised Bus Stop
- GMB: 22A - Green Minibus Stop
- ⚹ - MTR Entrance / Exit

Project Title

S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG

J7333

Figure Title

THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE

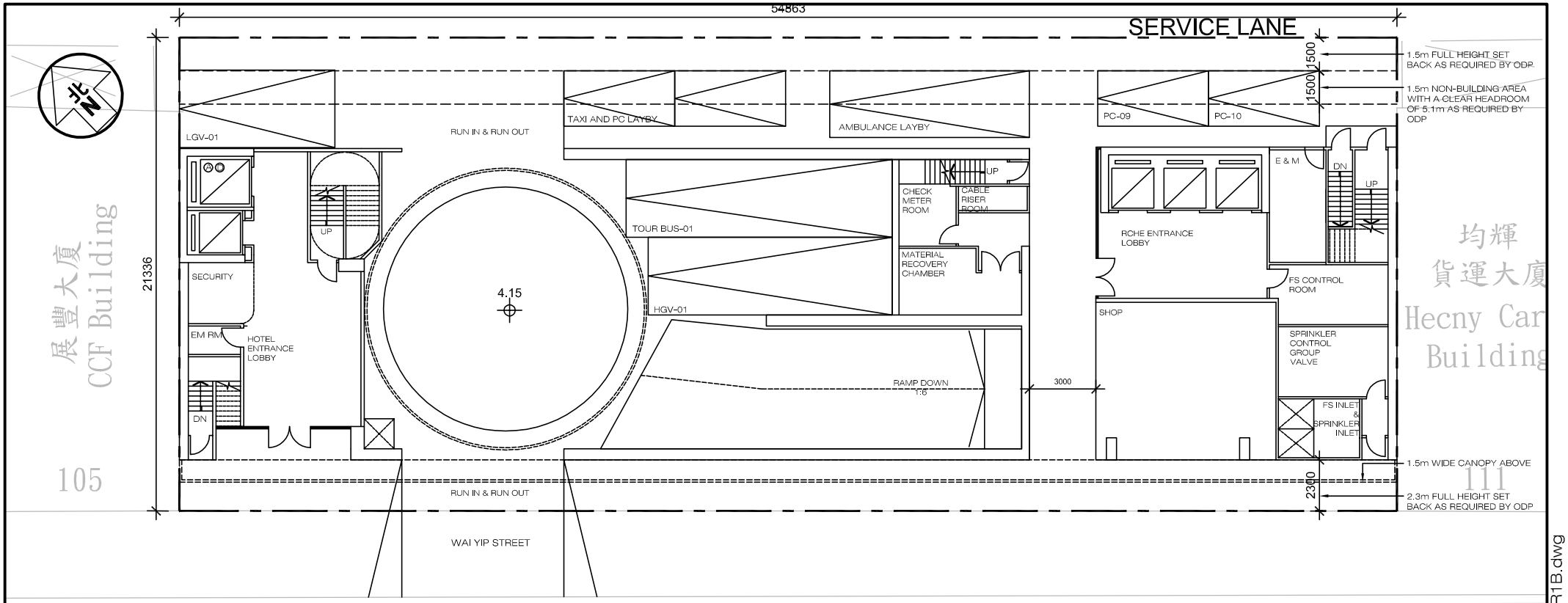
Figure No.	Revision
2.13	R2

Designed by	Drawn by	Checked by
C Y Y	N C M	

Scale in A3	Date
1 : 4000	04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 2.13 RevR2.dwg



LEGEND :

- TOUR BUS-01 — Single-deck tour bus layby @12m(L) X 3.5m(W) X 3.8m(H)
- LGV-01 — LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)
- TAXI AND PC LAYBY — Taxi and private car layby @5m(L) X 2.5m(W) X 2.4m(H)
- HGV-01 — HGV loading / unloading bay @11m(L) X 3.5m(W) X 4.7m(H)
- AMBULANCE LAYBY — Ambulance layby @9m(L) X 3m(W) X 3.6m(H)
- PC-09 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG

J7333

Figure Title: G/F LAYOUT PLAN

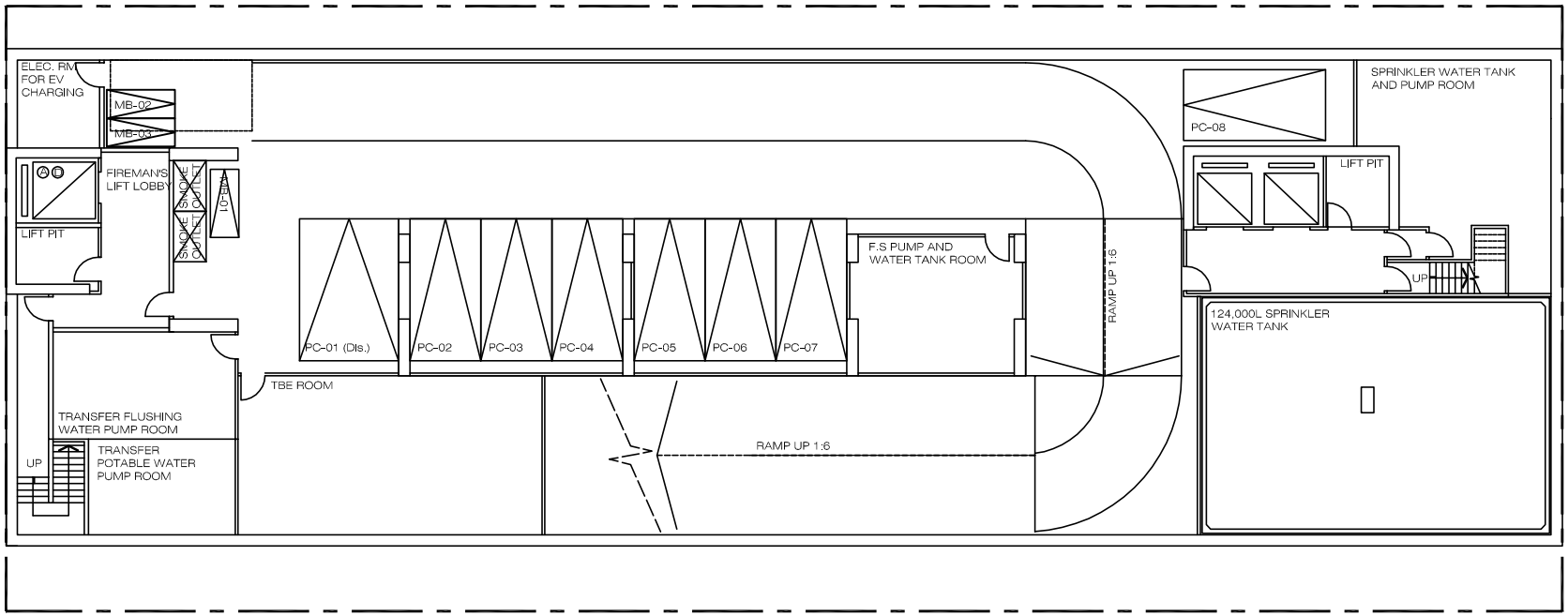
Figure No. 3.1 | Revision R2

Designed by C Y Y | Drawn by N C M | Checked by K C

Scale in A4: 1 : 250 | Date: 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2024 12\Fig 3.1 - 3.2 RevR1B.dwg



LEGEND :

PC-02 — Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

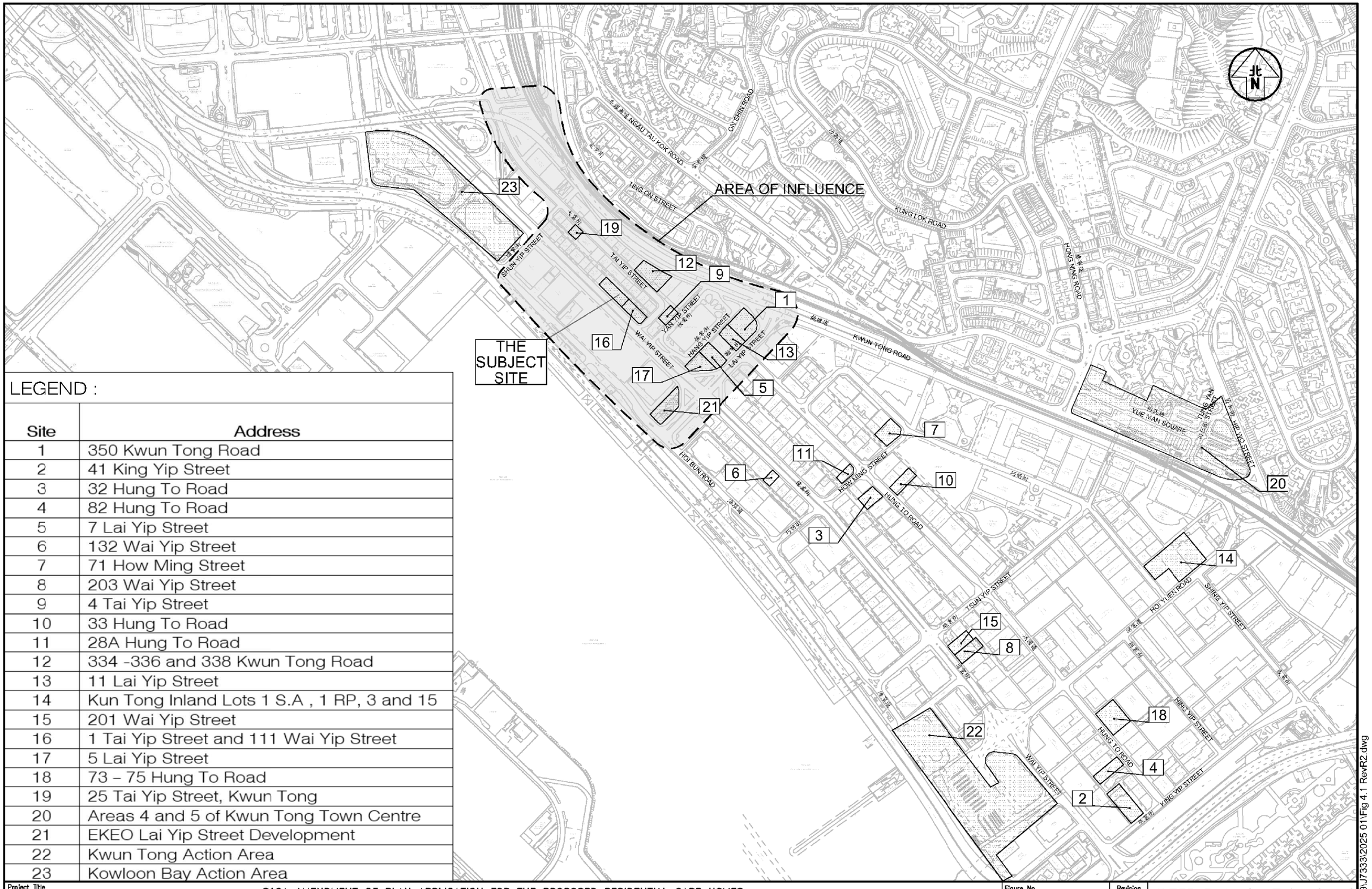
PC-01 (Dis.) — Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)

M/B-01 — Motorcycle parking space
@2.4m(L) X 1m(W) X 2.4m(H)

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 3.2 / Revision R2
Figure Title	B1/F LAYOUT PLAN	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 250 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2024 12\Fig 3.1 - 3.2 RevR1B.dwg



LEGEND :	
Site	**Address**
1	350 Kwun Tong Road
2	41 King Yip Street
3	32 Hung To Road
4	82 Hung To Road
5	7 Lai Yip Street
6	132 Wai Yip Street
7	71 How Ming Street
8	203 Wai Yip Street
9	4 Tai Yip Street
10	33 Hung To Road
11	28A Hung To Road
12	334 -336 and 338 Kwun Tong Road
13	11 Lai Yip Street
14	Kun Tong Inland Lots 1 S.A , 1 RP, 3 and 15
15	201 Wai Yip Street
16	1 Tai Yip Street and 111 Wai Yip Street
17	5 Lai Yip Street
18	73 – 75 Hung To Road
19	25 Tai Yip Street, Kwun Tong
20	Areas 4 and 5 of Kwun Tong Town Centre
21	EKEO Lai Yip Street Development
22	Kwun Tong Action Area
23	Kowloon Bay Action Area

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG — J7333

Figure No.: 4.1 — Revision: R2

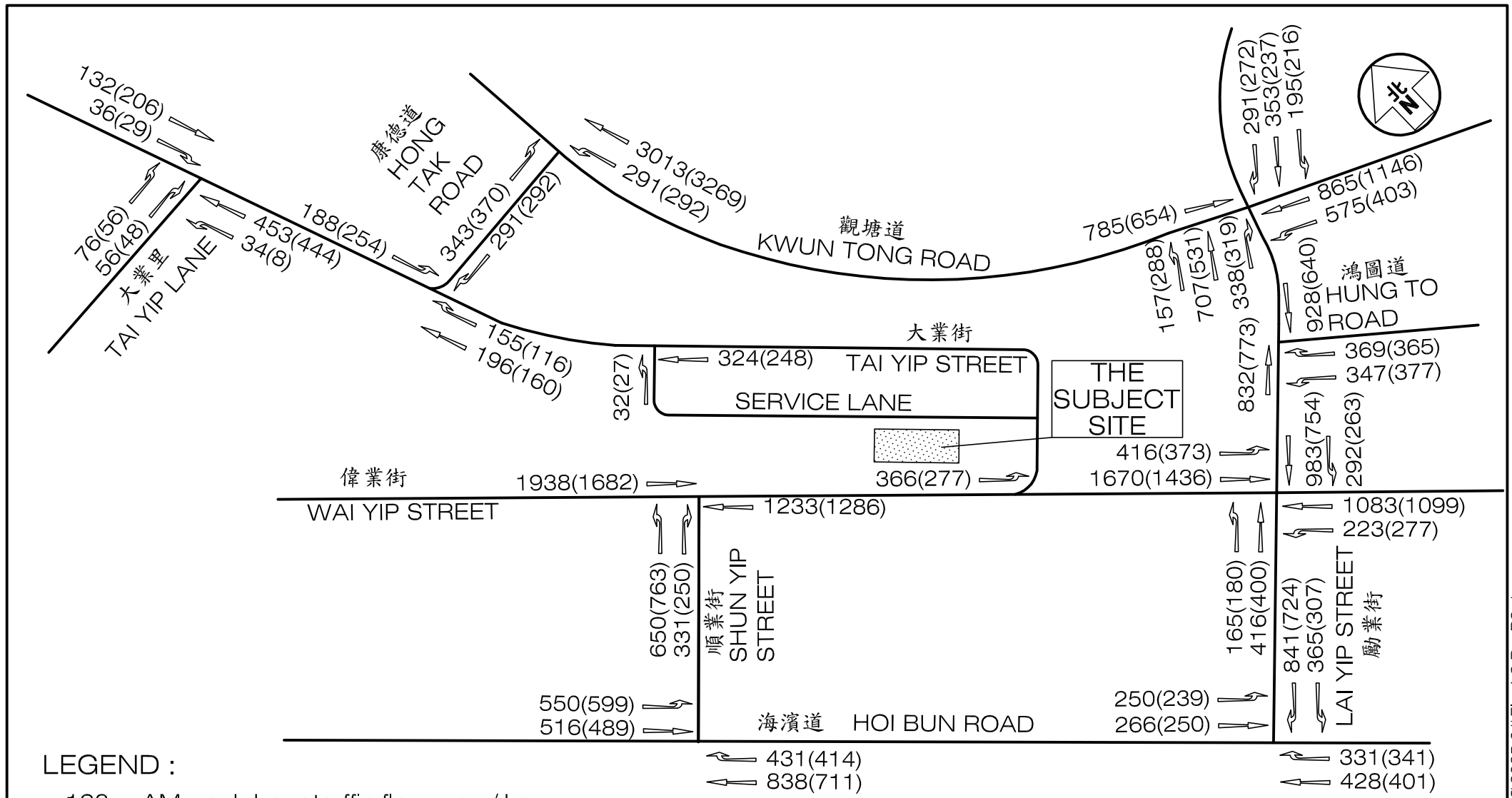
Figure Title: LOCATION OF PLANNED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Designed by: C Y Y | Drawn by: N C M | Checked by: K C

Scale in A3: 1 : 6000 | Date: 04 FEB 2025

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

T:\JOBU7300-J7349\J7333\2025 01\Fig 4.1 RevR2.dwg



LEGEND :

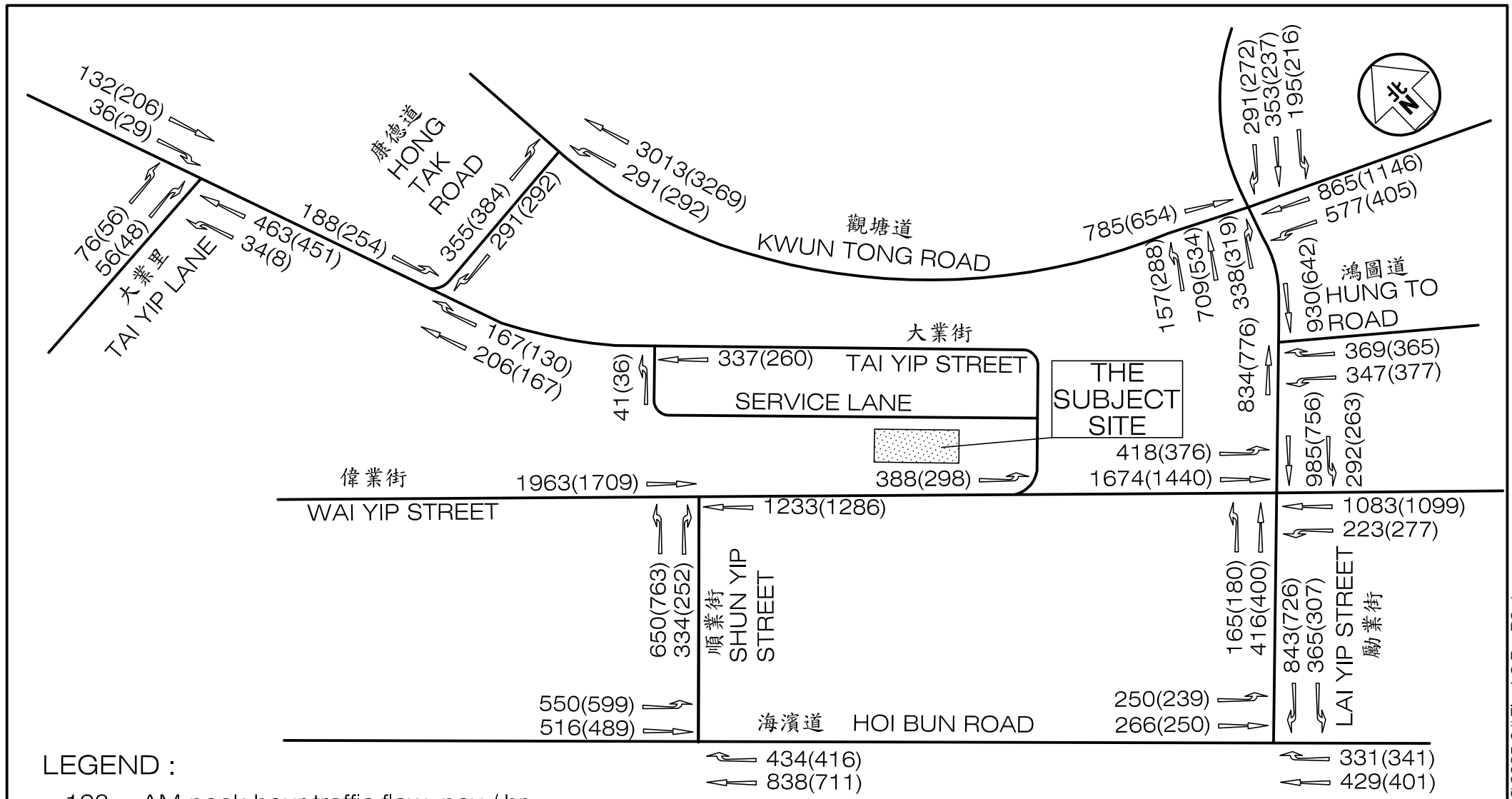
123 - AM peak hour traffic flow, pcu / hr

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

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 4.2	Revision R2
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 N.T.S. / Date 04 FEB 2025	

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 4.2 RevR2.dwg



LEGEND :

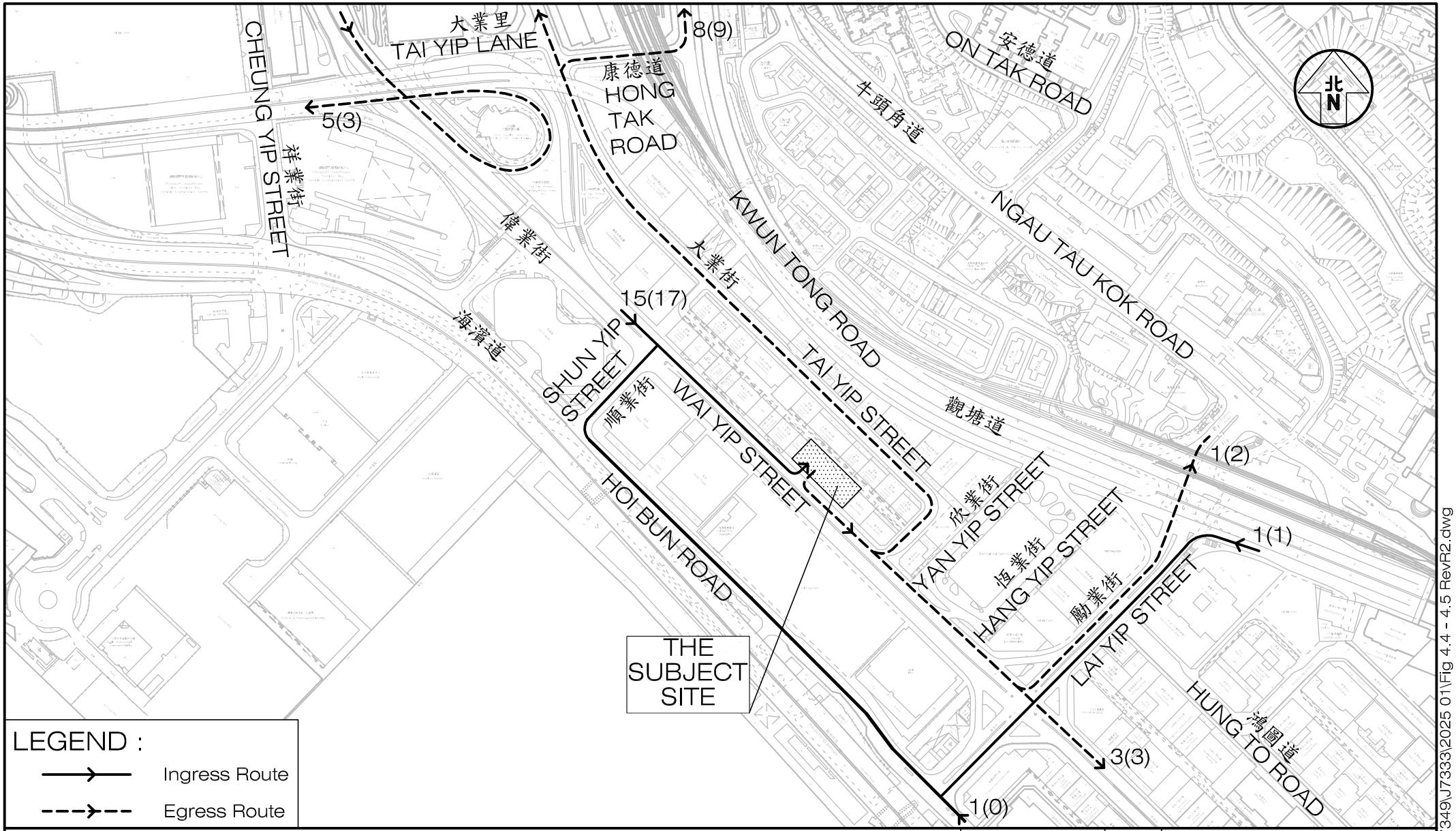
123 - AM peak hour traffic flow, pcu / hr

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

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 4.3	Revision R2
Figure Title: YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4: N.T.S.	Date: 04 FEB 2025

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

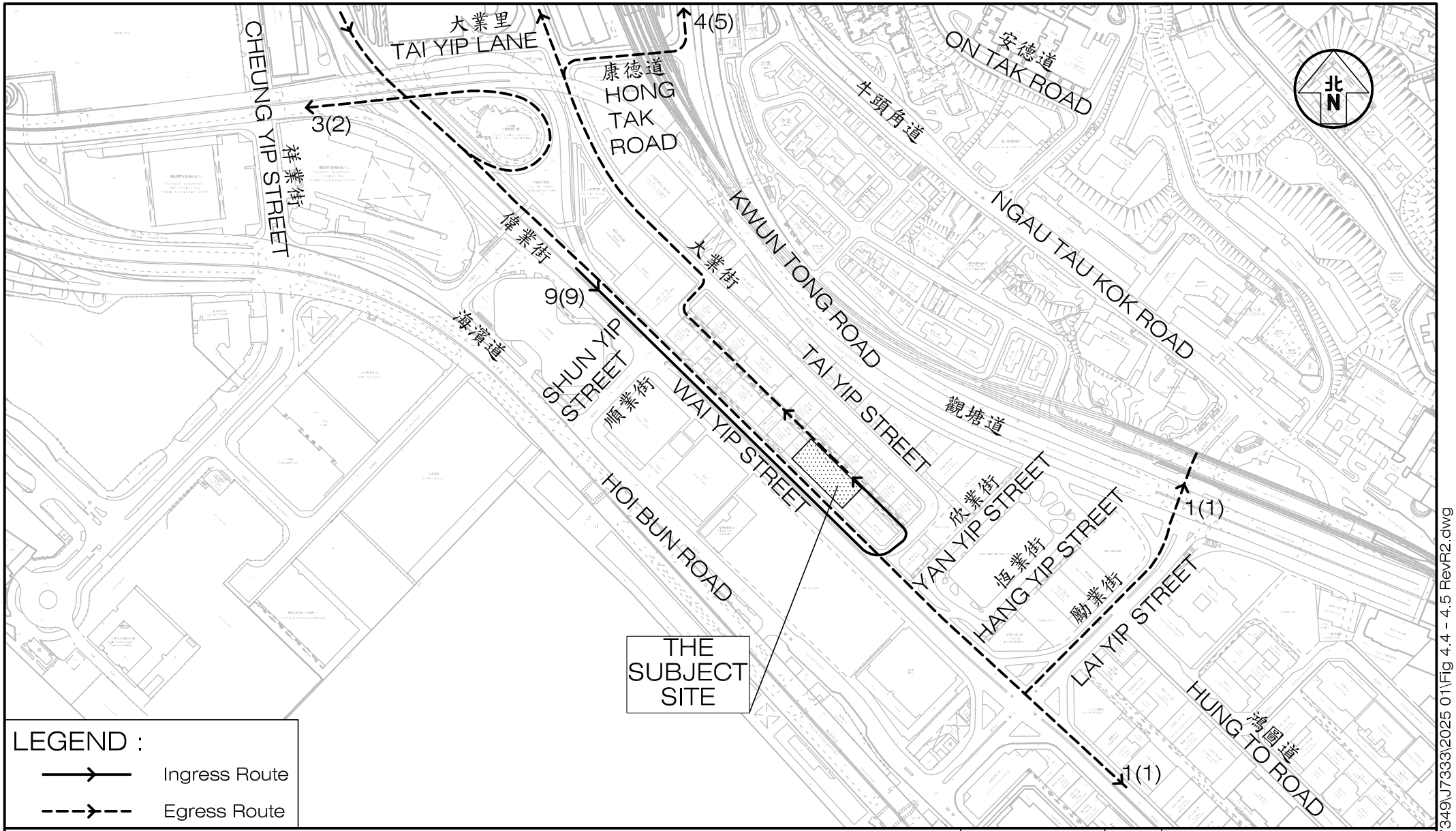
T:\JOB\J7300-J7349\J7333\2025 01\Fig 4.2 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 4.4 / Revision R2
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED REDEVELOPMENT (VIA WAI YIP STREET)	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 4000 / Date 04 FEB 2025

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

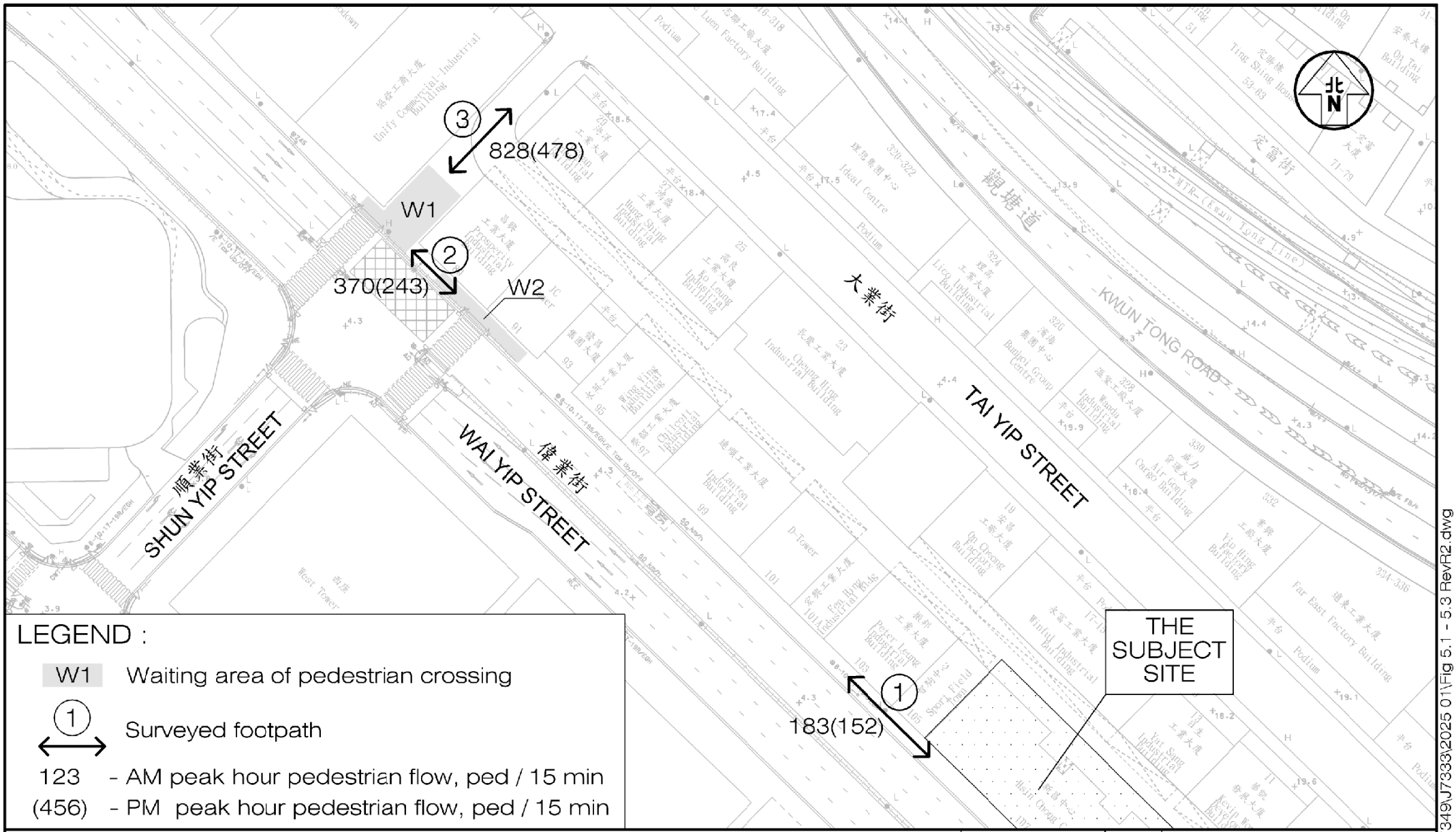
T:\JOBJ\J7300-J7349\J7333\2025 01\Fig 4.4 - 4.5 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	
Figure Title	THE INGRESS / EGRESS ROUTE FOR TRAFFIC GENERATED BY THE PROPOSED REDEVELOPMENT (VIA THE SERVICE LANE)	Figure No. 4.5	Revision R2
		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 4000 / Date 04 FEB 2025	

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 4.4 - 4.5 RevR2.dwg



LEGEND :

W1 Waiting area of pedestrian crossing

① Surveyed footpath

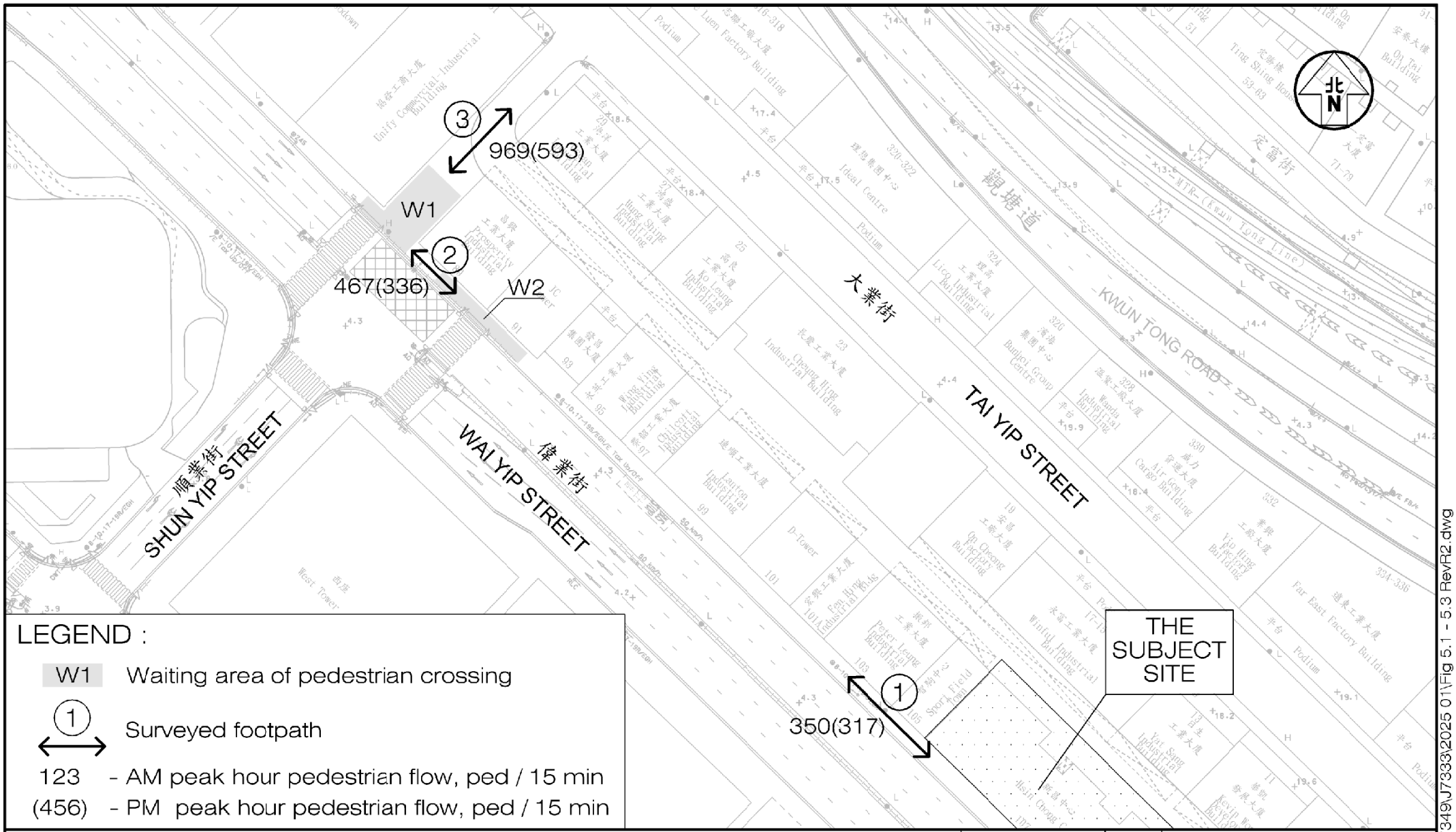
123 - AM peak hour pedestrian flow, ped / 15 min

(456) - PM peak hour pedestrian flow, ped / 15 min

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 5.1 / Revision R2
Figure Title	OBSERVED EXISTING PEDESTRIAN FLOWS	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 1000 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 5.1 - 5.3 RevR2.dwg



LEGEND :

W1 Waiting area of pedestrian crossing

① Surveyed footpath

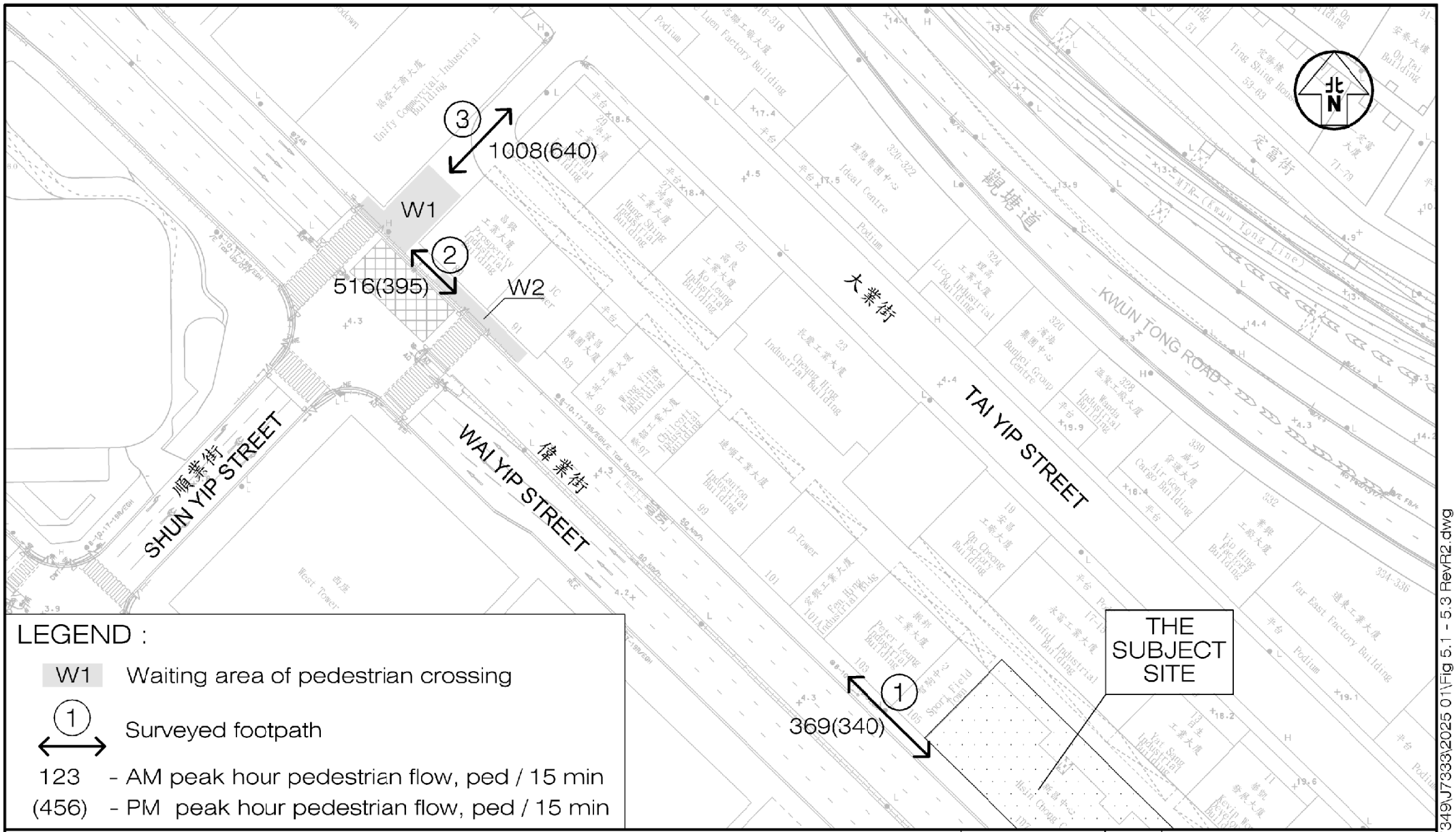
123 - AM peak hour pedestrian flow, ped / 15 min

(456) - PM peak hour pedestrian flow, ped / 15 min

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 5.2	Revision R2
Figure Title: YEAR 2032 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT		Designed by C Y Y / Drawn by N C M / Checked by K C	
		Scale in A4: 1 : 1000 / Date: 04 FEB 2025	

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 5.1 - 5.3 RevR2.dwg



LEGEND :

W1 Waiting area of pedestrian crossing

① Surveyed footpath

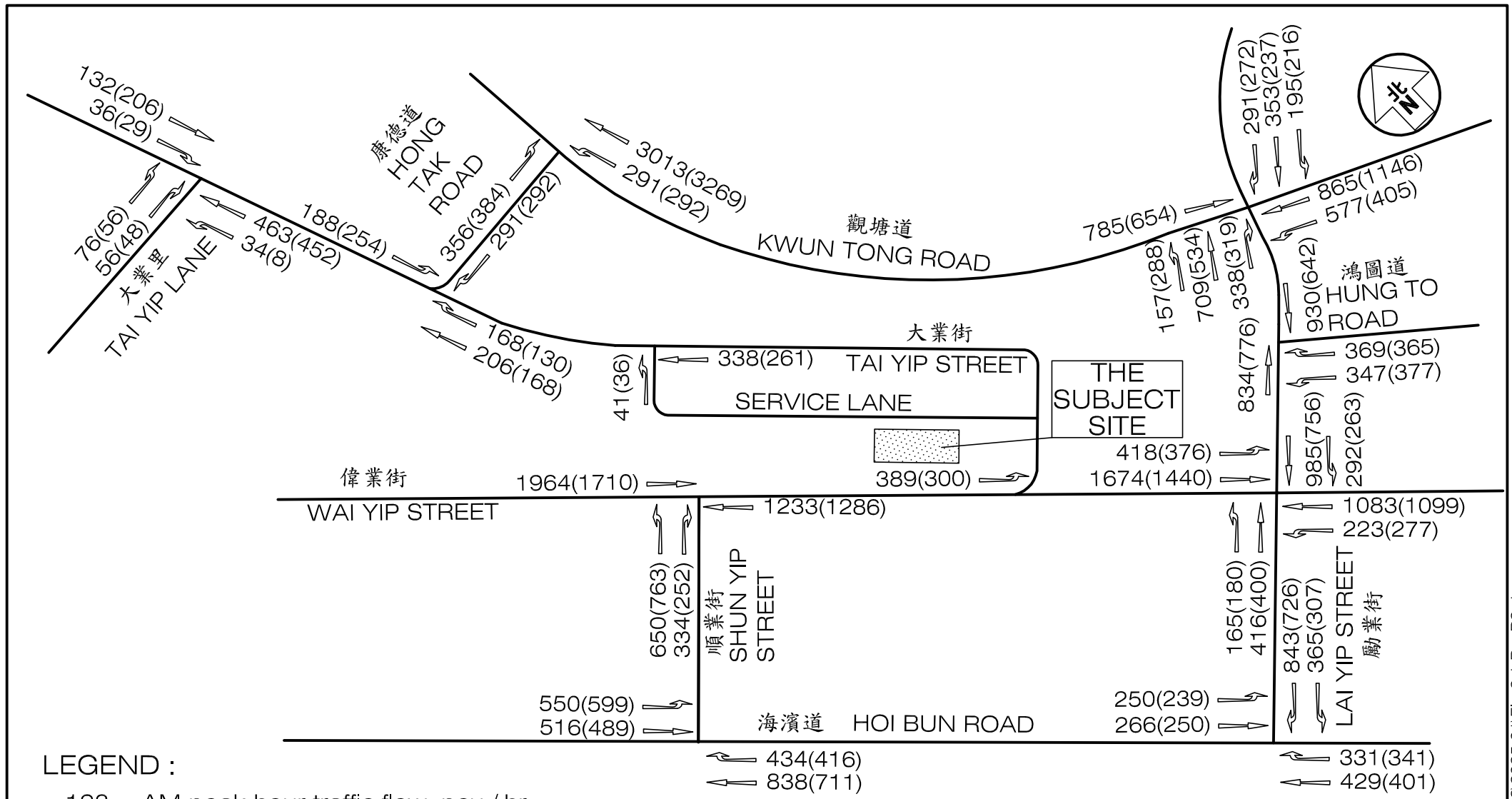
123 - AM peak hour pedestrian flow, ped / 15 min

(456) - PM peak hour pedestrian flow, ped / 15 min

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 5.3 / Revision R2
Figure Title	YEAR 2032 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 1000 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig 5.1 - 5.3 RevR2.dwg



LEGEND :

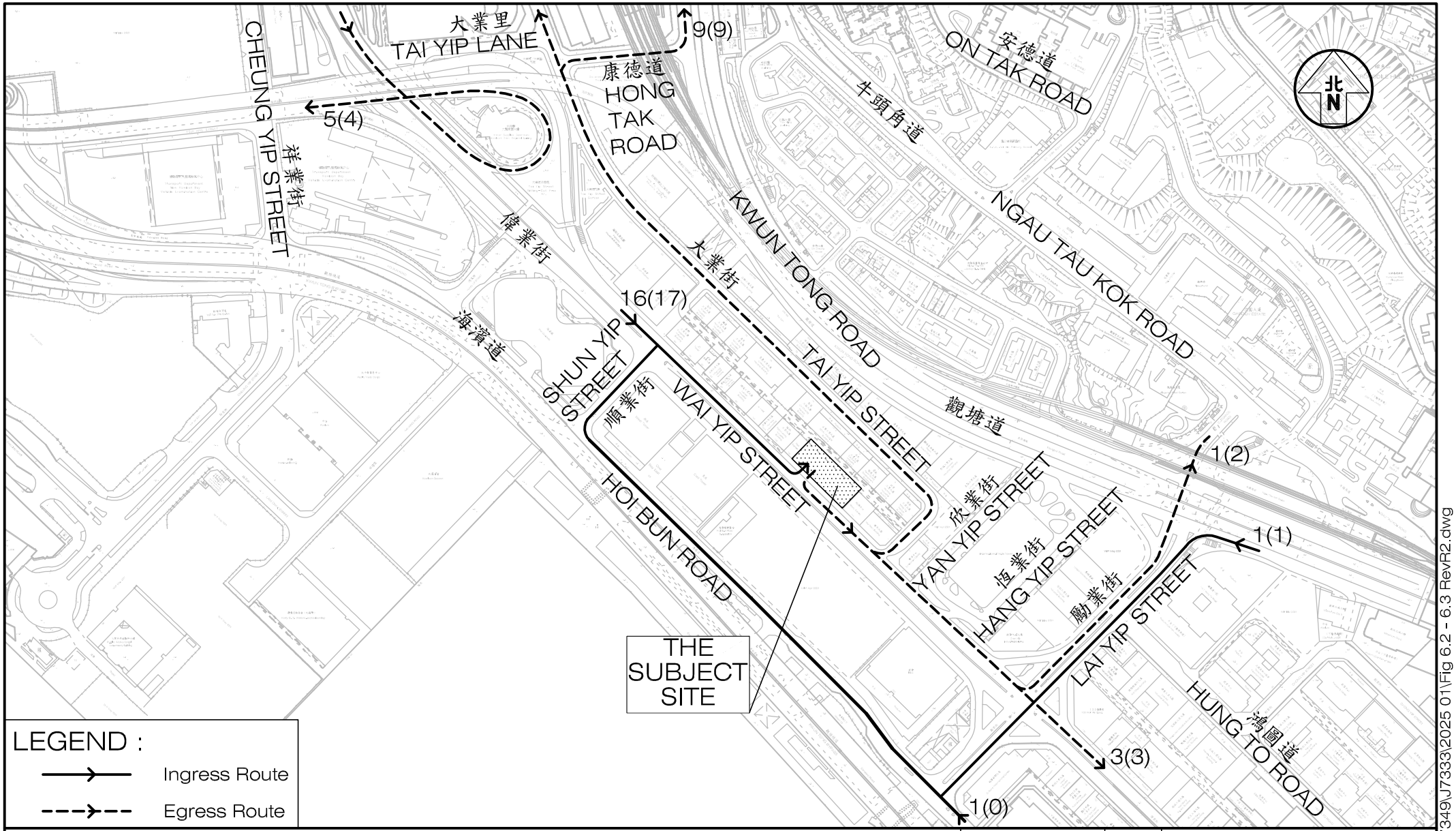
123 - AM peak hour traffic flow, pcu / hr

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

Project Title: S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 6.1	Revision R2
Figure Title: SENSITIVITY TEST 2032 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: 04 FEB 2025	

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

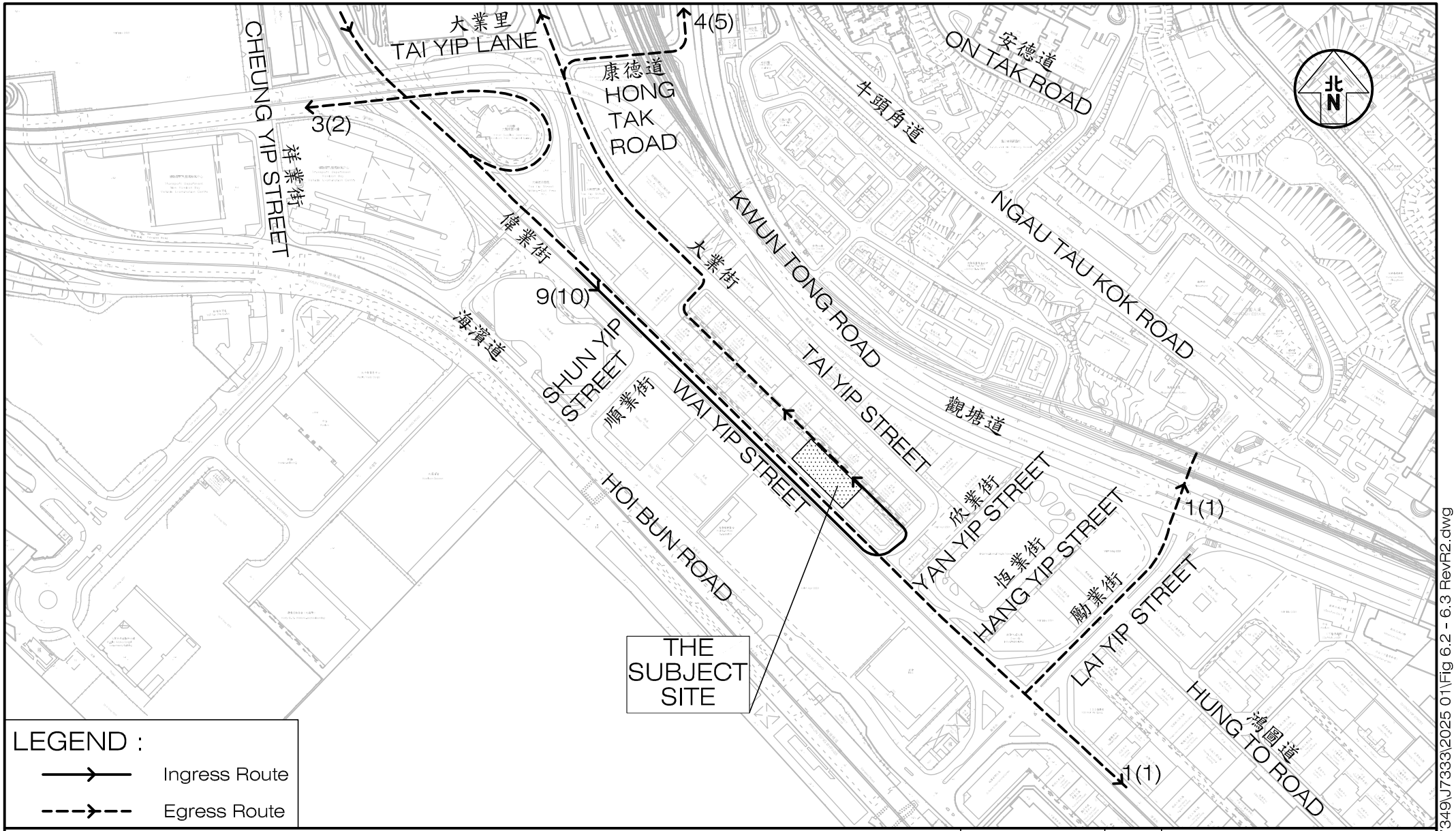
T:\JOB\J7300-J7349\J7333\2025 01\Fig 6.1 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 6.2 / Revision R2
Figure Title	THE INGRESS / EGRESS ROUTE OF SENSITIVITY TEST (VIA WAI YIP STREET)		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 4000 / Date 04 FEB 2025

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

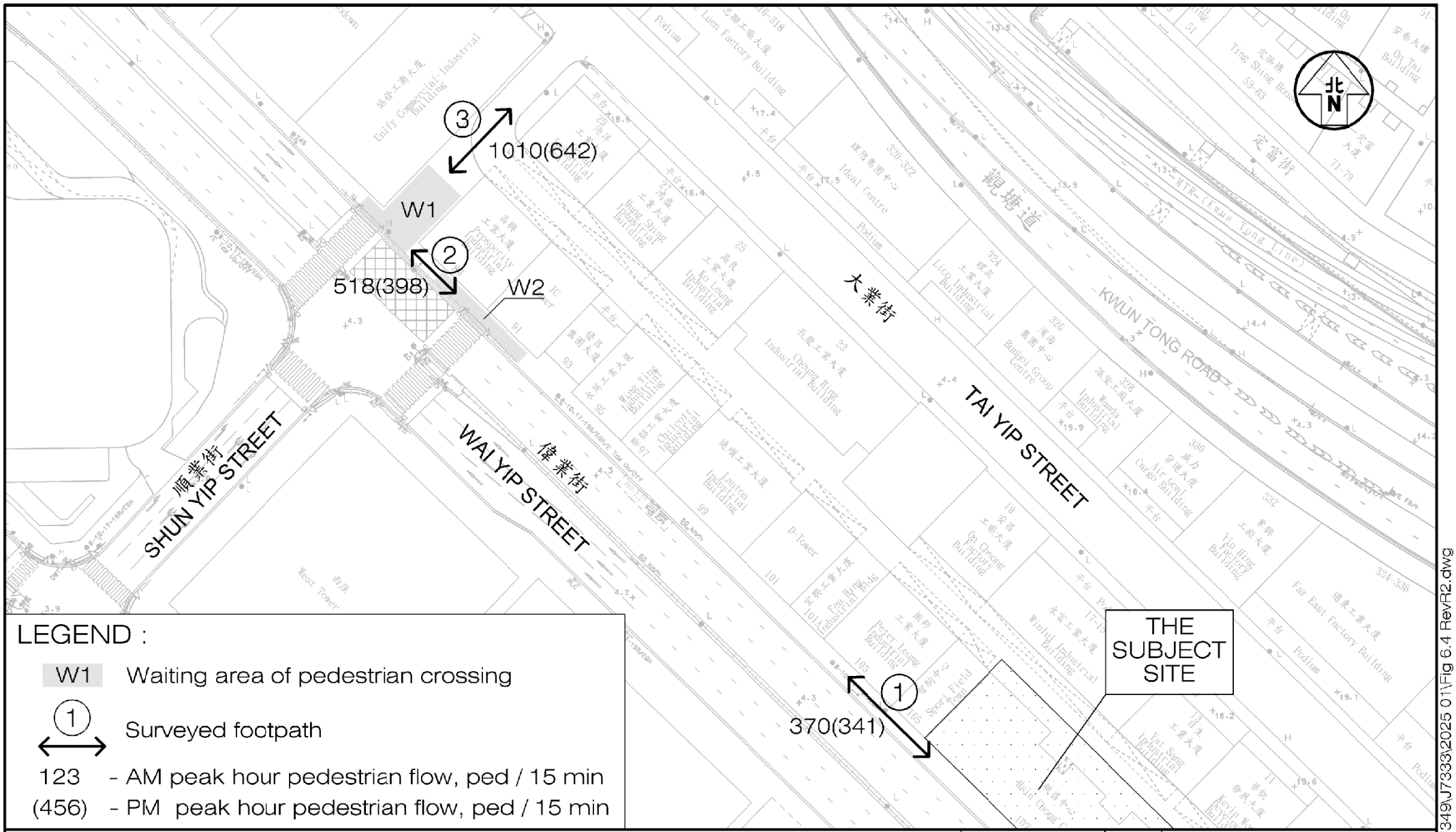
T:\JOBS\J7300-J7349\J7333\2025 01\Fig 6.2 - 6.3 RevR2.dwg



Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. 6.3 / Revision R2
Figure Title	THE INGRESS / EGRESS ROUTE OF SENSITIVITY TEST (VIA THE SERVICE LANE)	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 4000 / Date 04 FEB 2025

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

T:\JOBs\J7300-J7349\J7333\2025 01\Fig 6.2 - 6.3 RevR2.dwg



LEGEND :

W1 Waiting area of pedestrian crossing

① Surveyed footpath

123 - AM peak hour pedestrian flow, ped / 15 min

(456) - PM peak hour pedestrian flow, ped / 15 min

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG
	J7333
Figure No.	6.4
Revision	R2
Figure Title	SENSITIVITY TEST 2032 PEDESTRIAN FLOWS
Designed by	C Y Y
Drawn by	N C M
Checked by	K C
Scale in A4	1 : 1000
Date	04 FEB 2025

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

T:\JOBs\J7300-J7349\J7333\2025 01\Fig 6.4 RevR2.dwg

Appendix 1 – Calculation

Signal Junction Analysis

Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7333

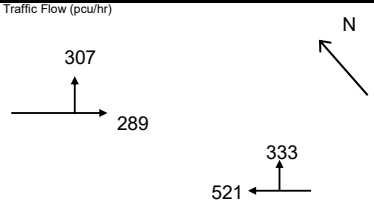
Scenario: Existing Condition — P. 1

Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

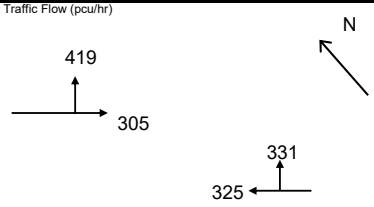
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road WB	SA	A1	1	3.50				1965	422	0.215	0.215		1965	326	0.166	0.166
	SA+RT	A2	1	3.50	25.0		77	2012	432	0.215		100	1986	330	0.166	
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	307	0.172	0.172	100	1786	419	0.235	0.235
	SA	B2	2	3.50				2105	289	0.137			2105	305	0.145	

pedestrian phase	Cp	1,3		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	Dp	2,3		min crossing time =	6	sec GM +	6	sec FGM =	12	sec
	Ep	3		min crossing time =	11	sec GM +	12	sec FGM =	23	sec
	Fp	3		min crossing time =	8	sec GM +	6	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

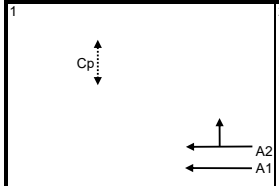


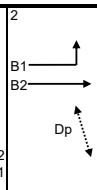
$S=1940+100(W-3.25)$ **$S=2080+100(W-3.25)$**

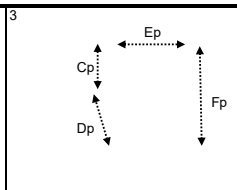
$S_M=S\div(1+1.5f/r)$ **$S_M=(S-230)\div(1+1.5f/r)$**

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.387		0.401	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	56%		43%	

Note:







AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

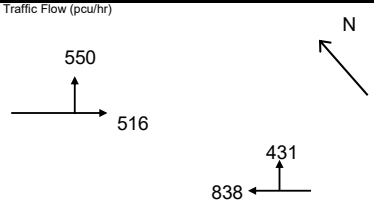
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7333

Scenario: Without the Proposed Development — P. 2

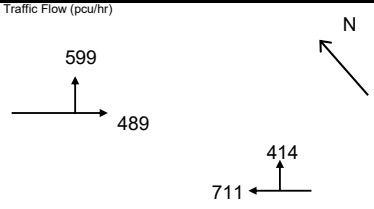
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	838	0.426			1965	711	0.362	
	RT	A2	1	3.50	25.0		100	1986	431	0.217	0.217	100	1986	414	0.208	0.208
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	575	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Dp	3		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		Ep	3		min crossing time =		11	sec GM +		12	sec FGM =		23	sec		
		Fp	3		min crossing time =		8	sec GM +		6	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



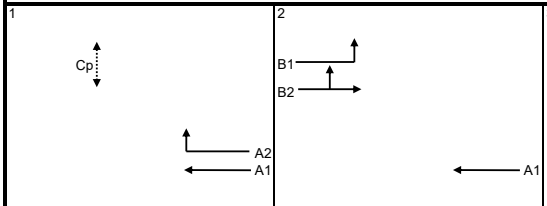
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2		PM Peak 1+2	
Sum y	0.492		0.490	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note:

Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

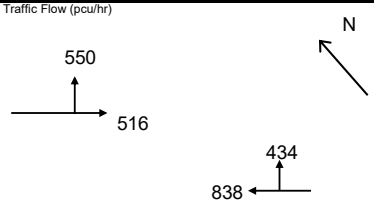
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7333

Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 3

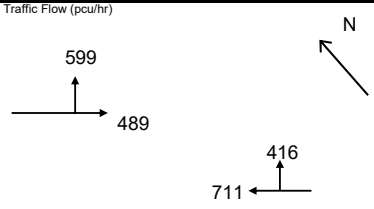
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	838	0.426			1965	711	0.362	
	RT	A2	1	3.50	25.0		100	1986	434	0.219	0.219	100	1986	416	0.209	0.209
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	575	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =			7	sec GM +		7	sec FGM =		14	sec	
		Dp	3		min crossing time =			6	sec GM +		6	sec FGM =		12	sec	
		Ep	3		min crossing time =			11	sec GM +		12	sec FGM =		23	sec	
		Fp	3		min crossing time =			8	sec GM +		6	sec FGM =		14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



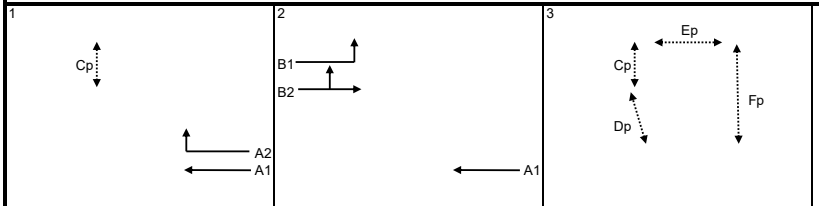
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2		PM Peak 1+2	
Sum y	0.494		0.491	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note:

Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

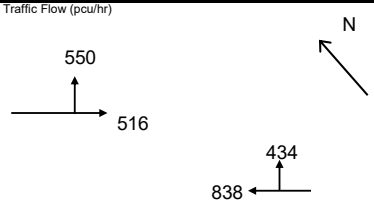
Junction: Hoi Bun Road / Shun Yip Street — Job Number: J7333

Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 4

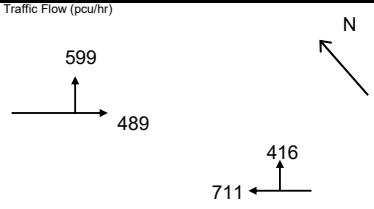
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Hoi Bun Road WB	SA	A1	1,2	3.50				1965	838	0.426			1965	711	0.362	
	RT	A2	1	3.50	25.0		100	1986	434	0.219	0.219	100	1986	416	0.209	0.209
Hoi Bun Road EB	LT	B1	2	3.50	15.0		100	1786	491	0.275	0.275	100	1786	503	0.282	0.282
	SA+LT	B2	2	3.50	20.0		10	2089	575	0.275		16	2080	585	0.281	
pedestrian phase		Cp	1,3		min crossing time =			7	sec GM +		7	sec FGM =		14	sec	
		Dp	3		min crossing time =			6	sec GM +		6	sec FGM =		12	sec	
		Ep	3		min crossing time =			11	sec GM +		12	sec FGM =		23	sec	
		Fp	3		min crossing time =			8	sec GM +		6	sec FGM =		14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

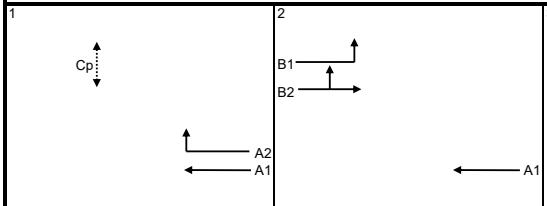


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2		PM Peak 1+2	
Sum y	0.494		0.491	
L (s)	39		39	
C (s)	118		108	
practical y	0.603		0.575	
R.C. (%)	22%		17%	

Note: Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 8	G = 23	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 8	G =	I/G = 8	G = 23	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 / Shun Yip Street — Job Number: J7333

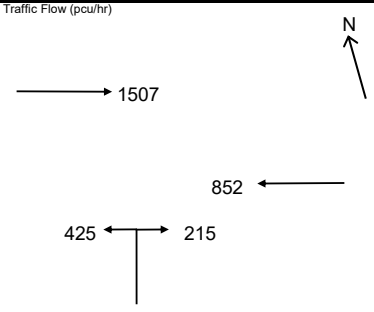
Scenario: Existing Condition — P. 5

Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

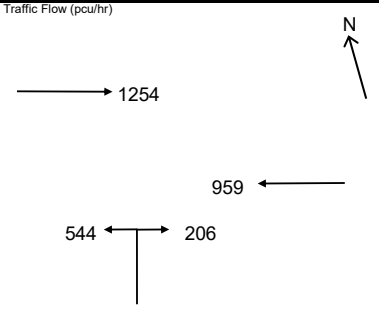
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	480	0.244	0.244		1965	399	0.203	
	SA	A2	1	3.50				2105	514	0.244			2105	427	0.203	0.203
	SA	A3	1	3.50				2105	513	0.244			2105	428	0.203	
Wai Yip Street WB	SA	B1	1	3.50				1965	271	0.138			1965	305	0.155	
	SA	B2	1	3.50				2105	290	0.138			2105	327	0.155	
	SA	B3	1	3.50				2105	291	0.138			2105	327	0.155	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	205	0.115	0.115	100	1786	261	0.146	0.146
	LT+RT	C2	3	3.50	18.0		100	1943	222	0.114		100	1943	283	0.146	
	RT	C3	3	3.50	25.0		100	1854	213	0.115		100	1854	206	0.111	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

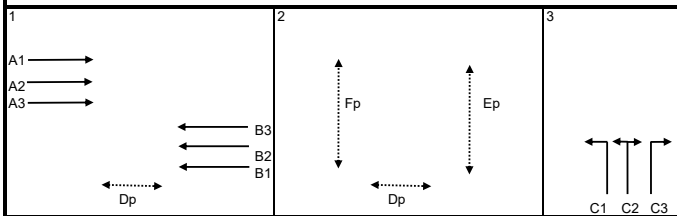


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.359		0.349	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	66%		62%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =						
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =						
PM	G =	I/G = 7	G = 25	I/G = 8	G =	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 / Shun Yip Street — Job Number: J7333

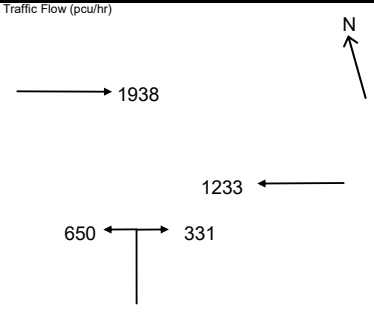
Scenario: Without the Proposed Development — P. 6

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

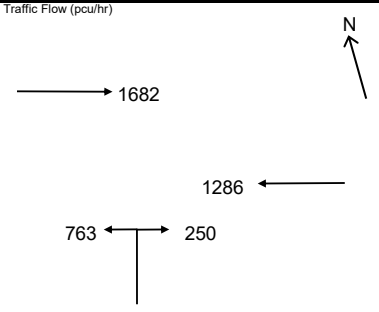
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	617	0.314			1965	535	0.272	
	SA	A2	1	3.50				2105	661	0.314	0.314		2105	573	0.272	
	SA	A3	1	3.50				2105	660	0.314			2105	574	0.273	0.273
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	421	0.200			2105	439	0.209	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	314	0.176	0.176	100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	341	0.176		100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	326	0.176		100	1854	250	0.135	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

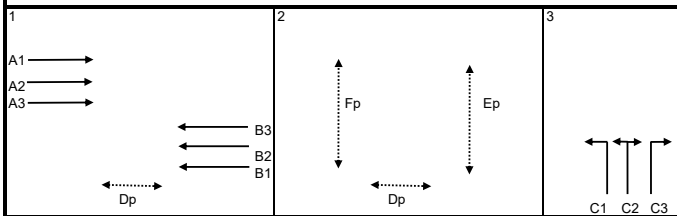


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.490		0.478	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	21%		19%	

Note:



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	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 / Shun Yip Street — Job Number: J7333

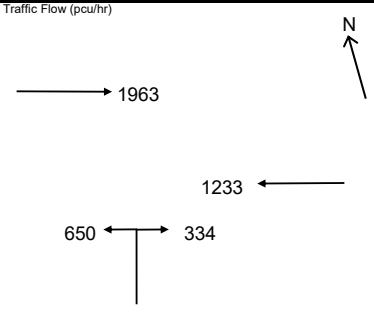
Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 7

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

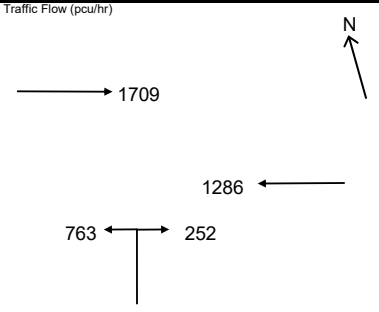
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	625	0.318	0.318		1965	544	0.277	
	SA	A2	1	3.50				2105	669	0.318			2105	583	0.277	0.277
	SA	A3	1	3.50				2105	669	0.318			2105	582	0.276	
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	421	0.200			2105	439	0.209	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	315	0.176		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	342	0.176	0.176	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	327	0.176		100	1854	252	0.136	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

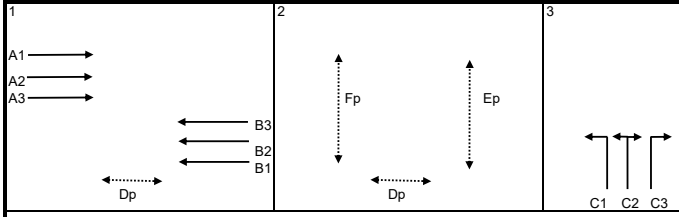


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak 1+3		PM Peak 1+3	
Sum y	0.494		0.482	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	20%		18%	



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	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 / Shun Yip Street — Job Number: J7333

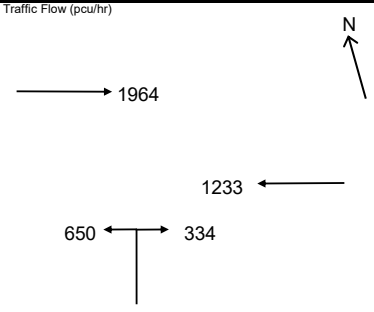
Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 8

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

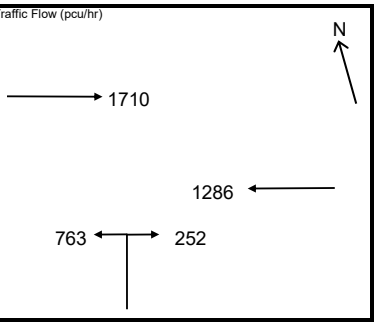
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street EB	SA	A1	1	3.50				1965	625	0.318	0.318		1965	544	0.277	
	SA	A2	1	3.50				2105	670	0.318			2105	583	0.277	0.277
	SA	A3	1	3.50				2105	669	0.318			2105	583	0.277	
Wai Yip Street WB	SA	B1	1	3.50				1965	392	0.199			1965	409	0.208	
	SA	B2	1	3.50				2105	420	0.200			2105	438	0.208	
	SA	B3	1	3.50				2105	421	0.200			2105	439	0.209	
Shun Yip Street NB	LT	C1	3	3.50	15.0		100	1786	315	0.176		100	1786	365	0.204	
	LT+RT	C2	3	3.50	18.0		100	1943	342	0.176	0.176	100	1943	398	0.205	0.205
	RT	C3	3	3.50	25.0		100	1854	327	0.176		100	1854	252	0.136	

pedestrian phase	Dp	1,2		min crossing time =	8	sec GM +	11	sec FGM =	19	sec
	Ep	2		min crossing time =	12	sec GM +	9	sec FGM =	21	sec
	Fp	2		min crossing time =	13	sec GM +	12	sec FGM =	25	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

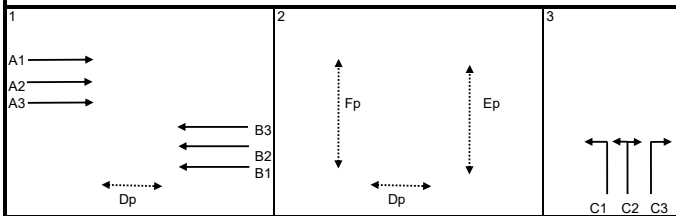


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

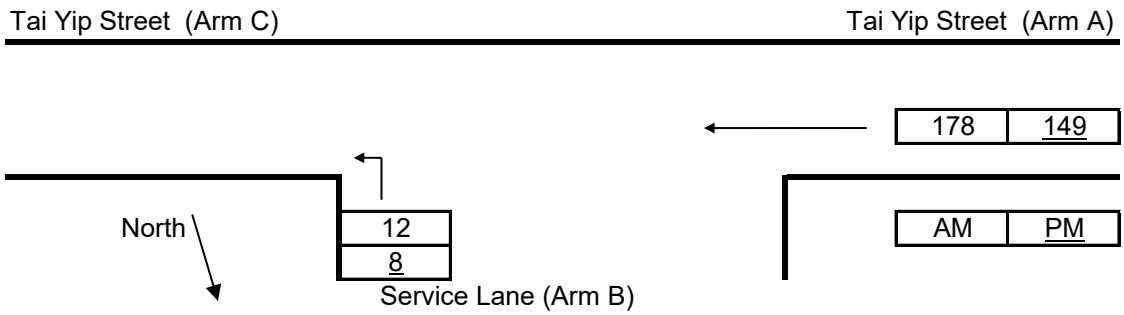
	AM Peak 1+3	AM Peak	PM Peak 1+3	PM Peak
Sum y	0.495		0.482	
L (s)	40		40	
C (s)	118		108	
practical y	0.595		0.567	
R.C. (%)	20%		18%	



AM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 7	G = 25	I/G = 8	G =	I/G = 2	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2024	Job Number:	J7333	Date:	05 February 2025
Scenario:	Existing Condition				P. 9



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	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

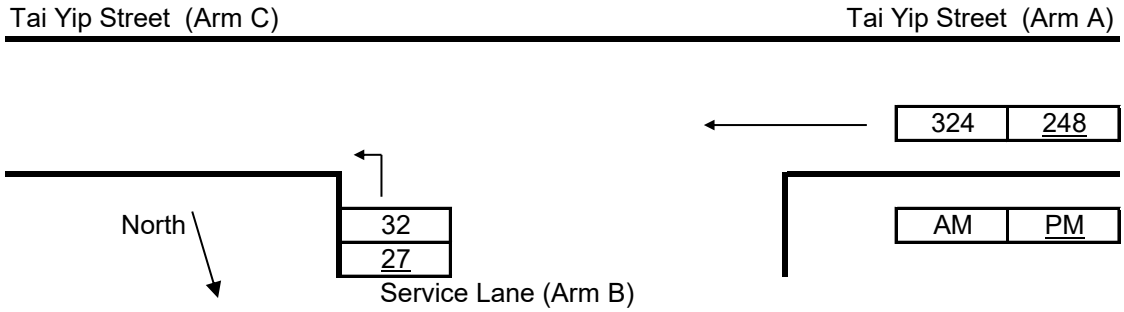
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	307	312
q-CB	0	0	Q-BC	769	778
q-AB	0	0	Q-CB	407	412
q-AC	178	149	Q-BAC	769	778
q-BA	0	0			
q-BC	12	8			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.016	0.010
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Without the Proposed Development				P. 10



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	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

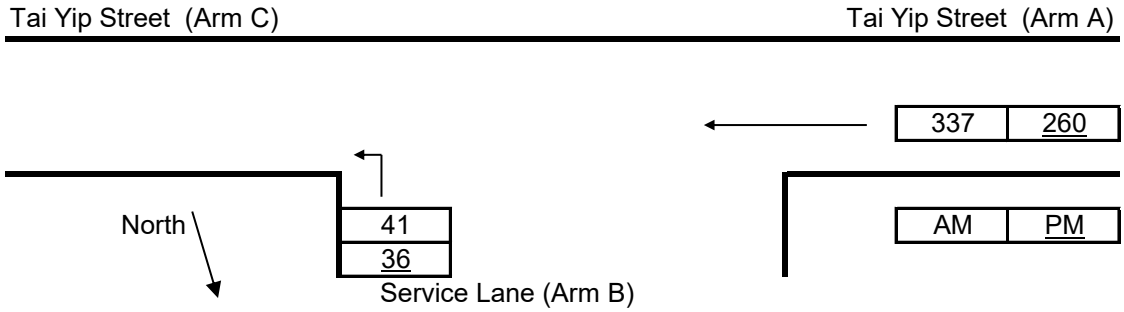
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	285	297
q-CB	0	0	Q-BC	723	747
q-AB	0	0	Q-CB	382	395
q-AC	324	248	Q-BAC	723	747
q-BA	0	0			
q-BC	32	27			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.044	0.036
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	With the Proposed Development (557-bed RCHE and 200-room Hotel)				P. 11



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	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

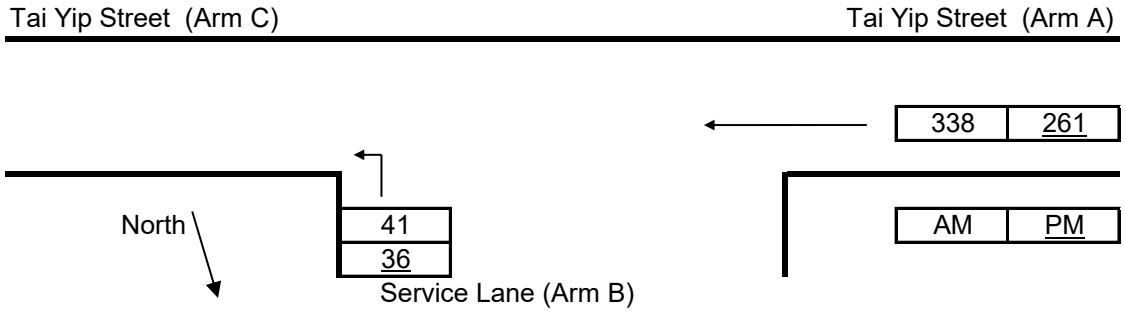
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	283	295
q-CB	0	0	Q-BC	719	743
q-AB	0	0	Q-CB	380	393
q-AC	337	260	Q-BAC	719	743
q-BA	0	0			
q-BC	41	36			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.057	0.048
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Service Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Sensitivity Test (644-bed RCHE and 200-room Hotel)				P. 12



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	6.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	6.00	E	1.1077
			V-rBC	17	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7844

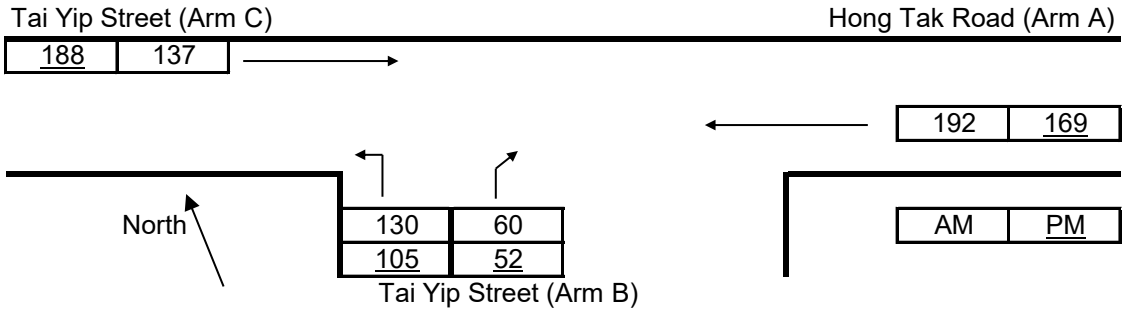
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	283	295
q-CB	0	0	Q-BC	718	743
q-AB	0	0	Q-CB	380	393
q-AC	338	261	Q-BAC	718	743
q-BA	0	0			
q-BC	41	36			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.057	0.048
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2024	Job Number:	J7333	Date:	05 February 2025
Scenario:	Existing Condition				P. 13



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	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

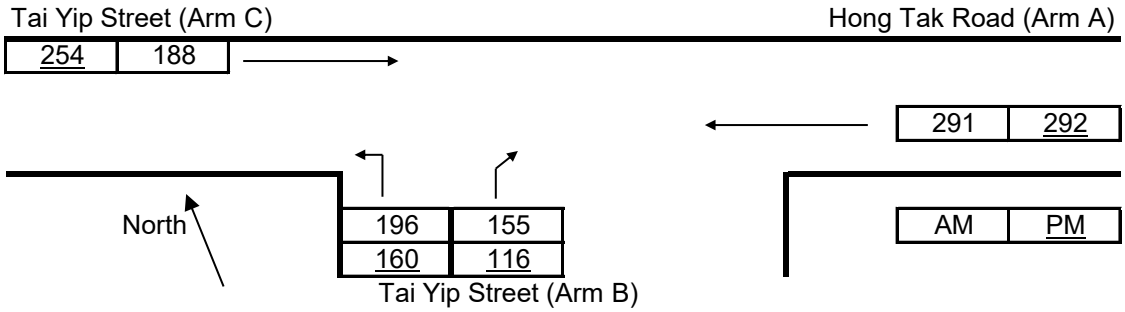
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	137	188	Q-BA	431	429
q-CB	0	0	Q-BC	575	580
q-AB	0	0	Q-CB	407	410
q-AC	192	169	Q-BAC	520	520
q-BA	60	52			
q-BC	130	105			
f	0.684	0.669			

Ratio-of-flow to Capacity	AM	PM
B-A	0.139	0.121
B-C	0.226	0.181
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Without the Proposed Development				P. 14



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	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

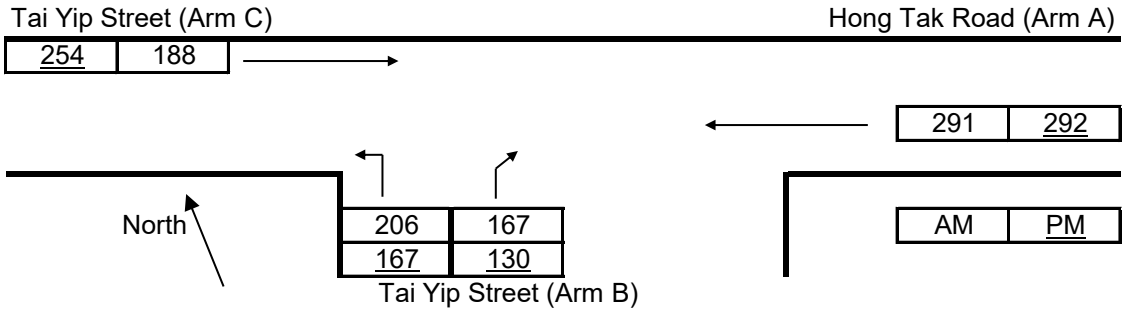
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	254	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	292	Q-BAC	476	473
q-BA	155	116			
q-BC	196	160			
f	0.558	0.580			

Ratio-of-flow to Capacity	AM	PM
B-A	0.384	0.294
B-C	0.354	0.289
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	With the Proposed Development (557-bed RCHE and 200-room Hotel)				P. 15



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	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

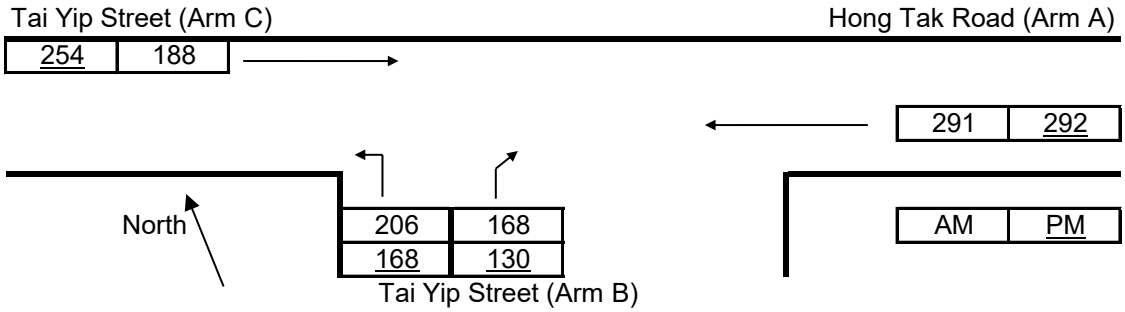
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	254	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	292	Q-BAC	475	471
q-BA	167	130			
q-BC	206	167			
f	0.552	0.562			

Ratio-of-flow to Capacity	AM	PM
B-A	0.414	0.329
B-C	0.372	0.302
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Hong Tak Road / Tai Yip Street				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Sensitivity Test (644-bed RCHE and 200-room Hotel)				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	7.75	V-rBA	42	w-BA	2.50	D	0.7795
	W-CR	0.00	V-lBA	50	w-BC	2.50	E	0.8293
			V-rBC	42	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7326

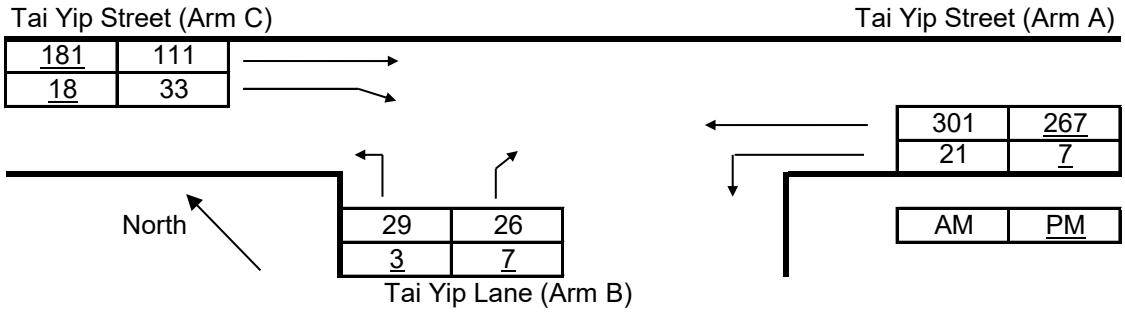
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	188	254	Q-BA	404	395
q-CB	0	0	Q-BC	553	553
q-AB	0	0	Q-CB	391	391
q-AC	291	292	Q-BAC	474	471
q-BA	168	130			
q-BC	206	168			
f	0.551	0.564			

Ratio-of-flow to Capacity	AM	PM
B-A	0.416	0.329
B-C	0.372	0.304
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2024	Job Number:	J7333	Date:	05 February 2025
Scenario:	Existing Condition				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	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

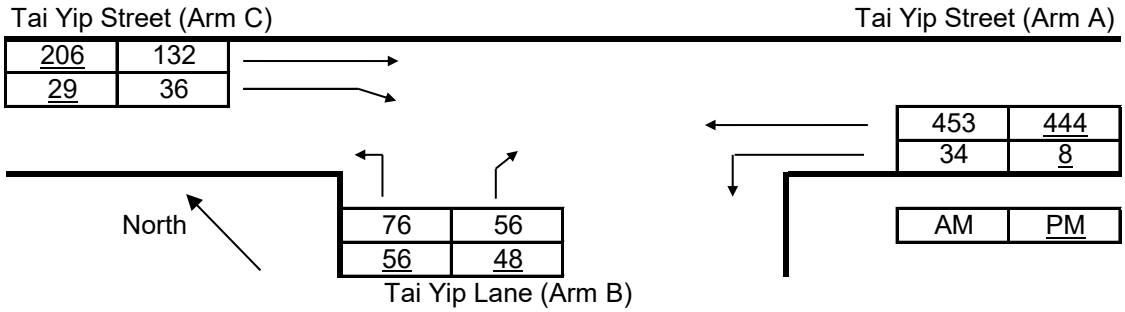
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	111	181	Q-BA	450	453
q-CB	33	18	Q-BC	640	648
q-AB	21	7	Q-CB	720	732
q-AC	301	267	Q-BAC	533	498
q-BA	26	7			
q-BC	29	3			
f	0.527	0.300			

Ratio-of-flow to Capacity	AM	PM
B-A	0.058	0.015
B-C	0.045	0.005
C-B	0.046	0.025

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Without the Proposed Development				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	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

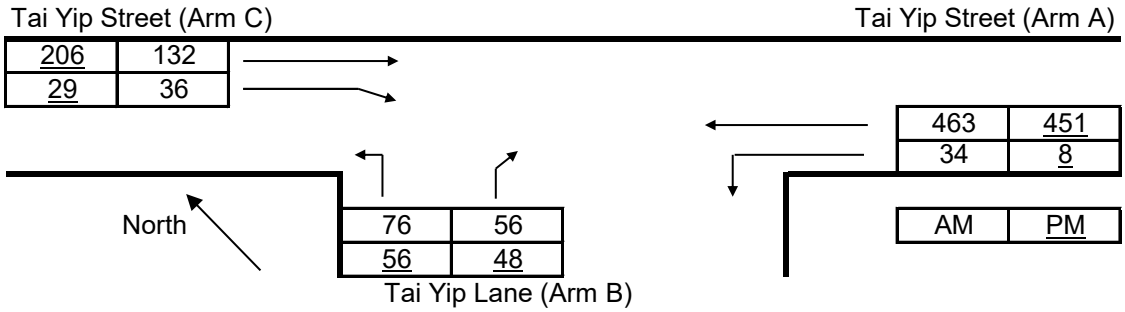
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	206	Q-BA	415	412
q-CB	36	29	Q-BC	605	609
q-AB	34	8	Q-CB	679	687
q-AC	453	444	Q-BAC	507	499
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.135	0.117
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	With the Proposed Development (557-bed RCHE and 200-room Hotel)				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	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

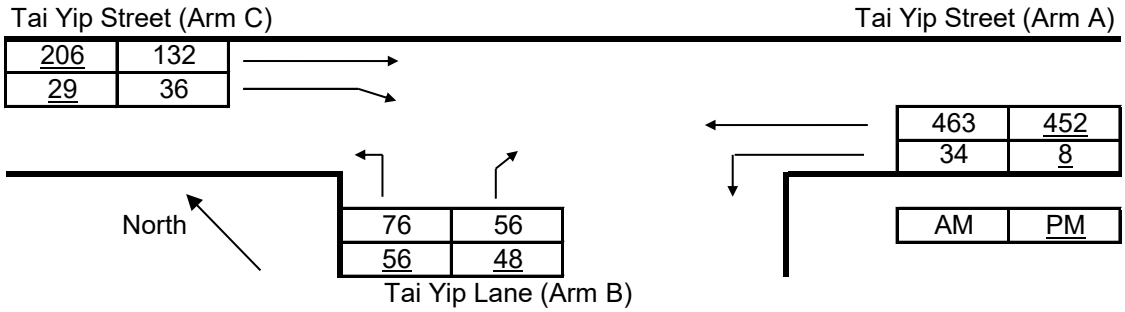
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	206	Q-BA	413	410
q-CB	36	29	Q-BC	603	608
q-AB	34	8	Q-CB	676	686
q-AC	463	451	Q-BAC	505	497
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.136	0.117
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Tai Yip Street / Tai Yip Lane				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Sensitivity Test (644-bed RCHE and 200-room Hotel)				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	10.50	V-rBA	50	w-BA	3.30	D	0.8518
	W-CR	0.00	V-lBA	50	w-BC	3.80	E	0.9502
			V-rBC	50	w-CB	5.25	F	1.0738
			V-rCB	46			Y	0.6378

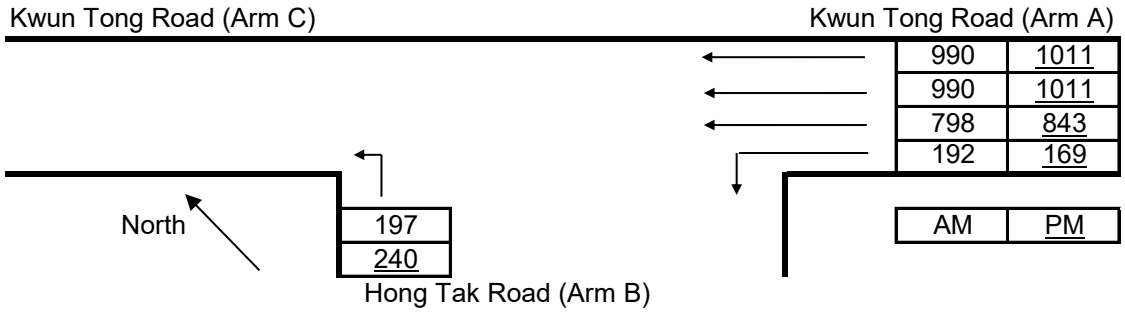
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	132	206	Q-BA	413	410
q-CB	36	29	Q-BC	603	608
q-AB	34	8	Q-CB	676	685
q-AC	463	452	Q-BAC	505	497
q-BA	56	48			
q-BC	76	56			
f	0.576	0.538			

Ratio-of-flow to Capacity	AM	PM
B-A	0.136	0.117
B-C	0.126	0.092
C-B	0.053	0.042

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2024	Job Number:	J7333	Date:	05 February 2025
Scenario:	Existing Condition				P. 21



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	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

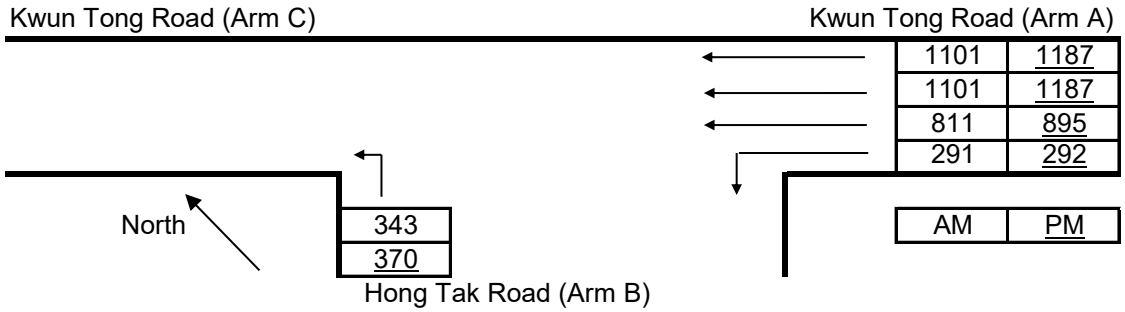
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	204	199
q-CB	0	0	Q-BC	539	529
q-AB	192	169	Q-CB	274	271
q-AC	798	843	Q-BAC	539	529
q-BA	0	0			
q-BC	197	240			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.365	0.454
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Without the Proposed Development				P. 22



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	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

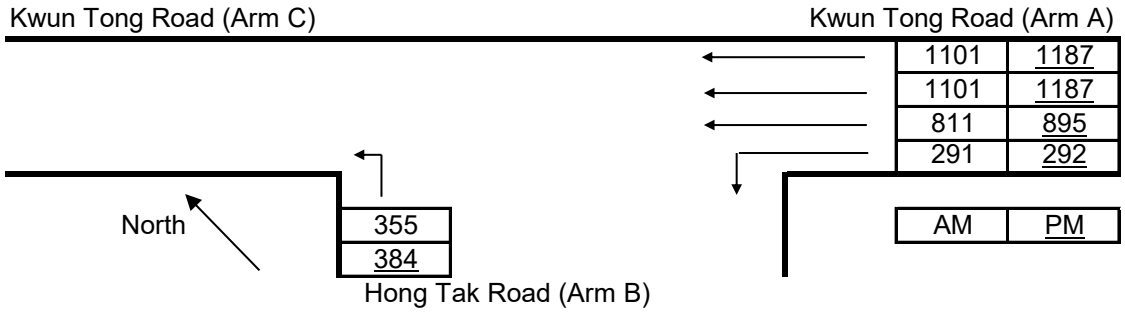
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	292	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	343	370			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.655	0.743
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	With the Proposed Development (557-bed RCHE and 200-room Hotel)				P. 23



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	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

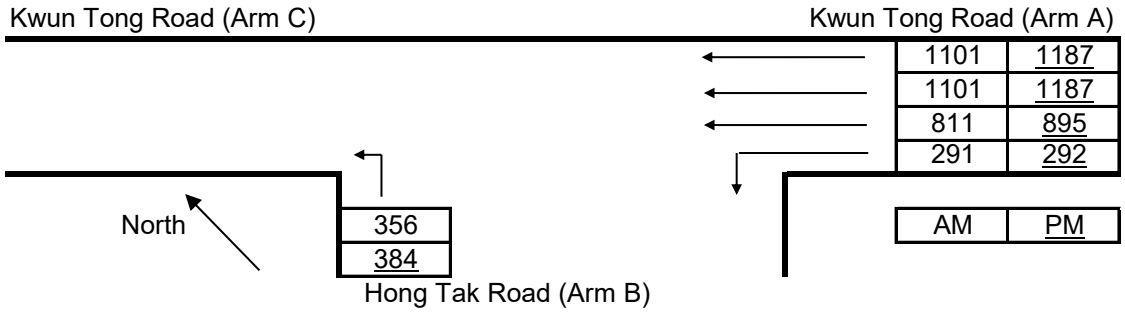
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	292	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	355	384			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.678	0.771
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Kwun Tong Road / Hong Tak Road				
Design Year:	2032	Job Number:	J7333	Date:	05 February 2025
Scenario:	Sensitivity Test (644-bed RCHE and 200-room Hotel)				P. 24



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	6.70	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.25	E	1.0779
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	196	184
q-CB	0	0	Q-BC	524	498
q-AB	291	292	Q-CB	256	242
q-AC	811	895	Q-BAC	524	498
q-BA	0	0			
q-BC	356	384			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.680	0.771
C-B	0.000	0.000

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7333

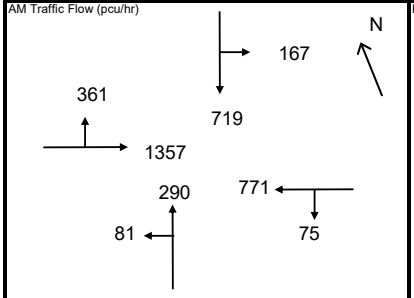
Scenario: Existing Condition — P. 25

Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

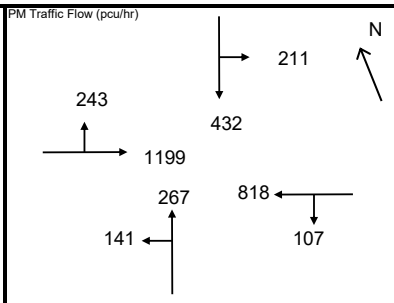
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB*	LT	A1	3	2.80	20.0		100	1763	75	0.043		100	1763	107	0.061	
	SA	A2	3	2.80				2035	386	0.190			2035	409	0.201	
	SA	A3	3	2.80				2035	385	0.189			2035	409	0.201	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	1971	167	0.085		100	1991	211	0.106	0.106
	SA	B2	1,2	3.10				2185	370	0.169	0.169		2198	223	0.101	
	SA	B3	1,2	3.10				2065	349	0.169			2065	209	0.101	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		63	2097	575	0.274		50	2142	489	0.228	0.229
	SA	C2	3	3.30				2085	572	0.274	0.274		2085	476	0.228	
	SA	C3	3	3.30				2085	571	0.274			2085	477	0.229	
Lai Yip Street NB	SA+LT	D1	1,2	3.80	20.0		44	2111	184	0.087		70	2095	202	0.096	
	SA	D2	1,2	3.80				2135	187	0.088			2135	206	0.096	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1,2		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Ip	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



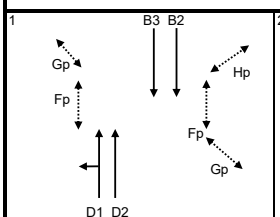
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

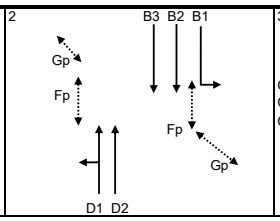
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

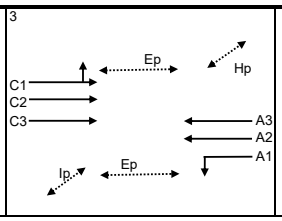
	AM Peak 2+3	AM Peak 1,2+3	PM Peak 2+3	PM Peak 1,2+3
Sum y	0.359	0.444	0.335	0.330
L (s)	33	20	33	20
C (s)	120	120	108	108
practical y	0.653	0.750	0.625	0.733
R.C. (%)	82%	69%	87%	122%

Note:

* Temporary Traffic Arrangement is facilities at the junction







AM	G = 11	I/G = 2	G =	I/G = 13	G =	I/G = 9	G =	I/G =	G =			
	G =	I/G =	G =	I/G = 13	G =	I/G = 9	G =	I/G =	G =			
PM	G = 11	I/G = 2	G =	I/G = 13	G =	I/G = 9	G =	I/G =	G =			
	G =	I/G =	G =	I/G = 13	G =	I/G = 9	G =	I/G =	G =			

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7333

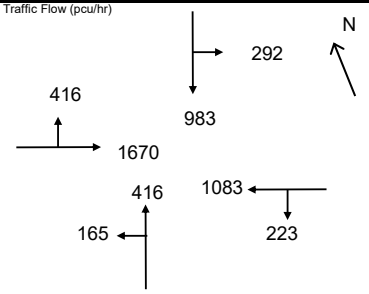
Scenario: Without the Proposed Development — P. 26

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

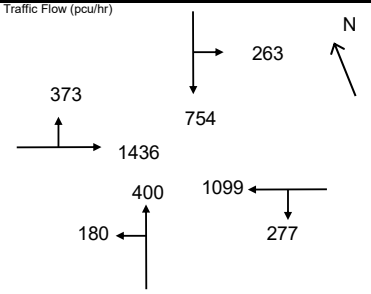
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	445	0.229	
	SA	A2	3	2.80				2035	442	0.217			2035	466	0.229	
	SA	A3	3	2.80				2035	442	0.217			2035	465	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	1971	292	0.148		100	1991	263	0.132	0.138
	SA	B2	1,2	3.10				2185	505	0.231			2198	389	0.177	
	SA	B3	1,2	3.10				2065	478	0.231			2065	365	0.177	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	699	0.333	0.333	61	2127	611	0.287	0.287
	SA	C2	3	3.30				2085	694	0.333			2085	599	0.287	
	SA	C3	3	3.30				2085	693	0.332			2085	599	0.287	
Lai Yip Street NB	SA+LT	D1	2	3.80	15.0		58	2066	286	0.138	0.148	63	2077	286	0.138	
	SA	D2	2	3.80				2135	295	0.138			2135	294	0.138	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



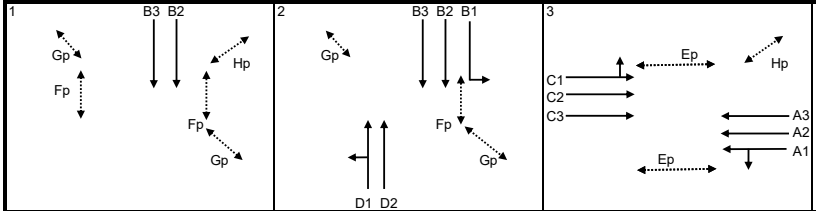
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 2+3	AM Peak 1,2+3	PM Peak 2+3	PM Peak 1,2+3
Sum y	0.481	0.564	0.425	0.464
L (s)	39	10	39	10
C (s)	120	120	108	108
practical y	0.608	0.825	0.575	0.817
R.C. (%)	26%	46%	35%	76%

Note:

Junction Improvement Scheme by Other Project



AM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		
PM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7333

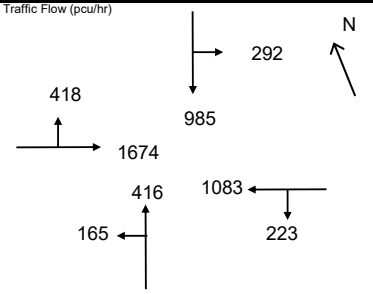
Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 27

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

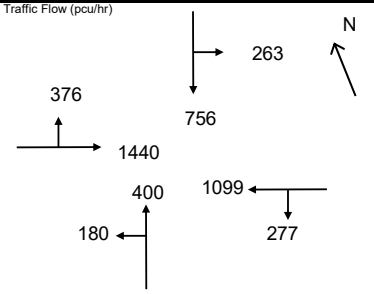
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	445	0.229	
	SA	A2	3	2.80				2035	442	0.217			2035	466	0.229	
	SA	A3	3	2.80				2035	442	0.217			2035	465	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	1971	292	0.148		100	1991	263	0.132	0.138
	SA	B2	1,2	3.10				2185	506	0.232			2198	390	0.177	
	SA	B3	1,2	3.10				2065	479	0.232			2065	366	0.177	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	701	0.334		61	2127	613	0.288	0.289
	SA	C2	3	3.30				2085	696	0.334	0.334		2085	601	0.288	
	SA	C3	3	3.30				2085	695	0.333			2085	602	0.289	
Lai Yip Street NB	SA+LT	D1	2	3.80	15.0		58	2066	286	0.138	0.148	63	2077	286	0.138	
	SA	D2	2	3.80				2135	295	0.138			2135	294	0.138	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



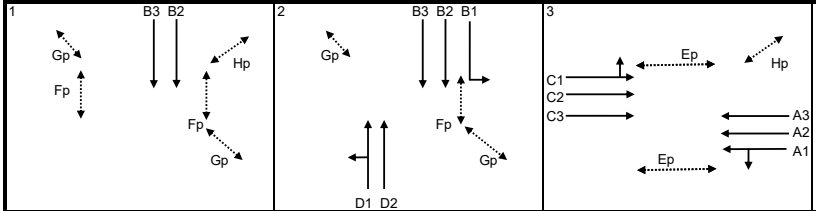
S=1940+100(W–3.25) S=2080+100(W–3.25)

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

	AM Peak 2+3	AM Peak 1,2+3	PM Peak 2+3	PM Peak 1,2+3
Sum y	0.482	0.566	0.426	0.466
L (s)	39	10	39	10
C (s)	120	120	108	108
practical y	0.608	0.825	0.575	0.817
R.C. (%)	26%	46%	35%	75%

Note:

Junction Improvement Scheme by Other Project



AM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		
PM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		

Signal Junction Analysis

Junction: Wai Yip Street / Lai Yip Street — Job Number: J7333

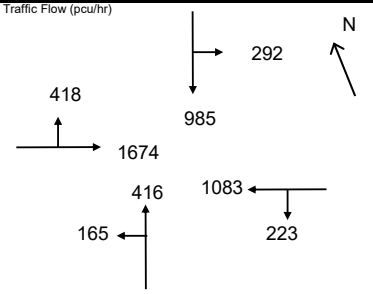
Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 28

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

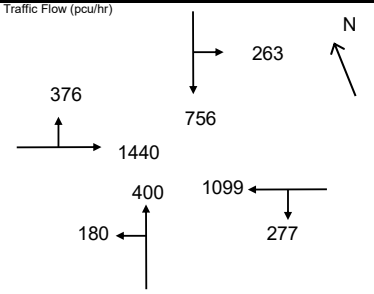
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wai Yip Street WB	SA+LT	A1	3	2.80	20.0		53	1943	422	0.217		62	1944	445	0.229	
	SA	A2	3	2.80				2035	442	0.217			2035	466	0.229	
	SA	A3	3	2.80				2035	442	0.217			2035	465	0.229	
Lai Yip Street SB	LT	B1	2	3.10	20.0		100	1971	292	0.148		100	1991	263	0.132	0.138
	SA	B2	1,2	3.10				2185	506	0.232			2198	390	0.177	
	SA	B3	1,2	3.10				2065	479	0.232			2065	366	0.177	
Wai Yip Street EB	SA+LT	C1	3	3.30	20.0		60	2101	701	0.334		61	2127	613	0.288	0.289
	SA	C2	3	3.30				2085	696	0.334	0.334		2085	601	0.288	
	SA	C3	3	3.30				2085	695	0.333			2085	602	0.289	
Lai Yip Street NB	SA+LT	D1	2	3.80	15.0		58	2066	286	0.138	0.148	63	2077	286	0.138	
	SA	D2	2	3.80				2135	295	0.138			2135	294	0.138	

pedestrian phase	Ep	3		min crossing time =	11	sec GM +	10	sec FGM =	21	sec
	Fp	1		min crossing time =	7	sec GM +	11	sec FGM =	18	sec
	Gp	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	Hp	1,3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



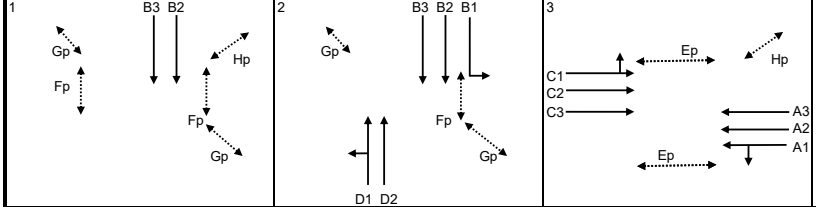
S=1940+100(W–3.25) S=2080+100(W–3.25)

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

	AM Peak 2+3	AM Peak 1,2+3	PM Peak 2+3	PM Peak 1,2+3
Sum y	0.482	0.566	0.426	0.466
L (s)	39	10	39	10
C (s)	120	120	108	108
practical y	0.608	0.825	0.575	0.817
R.C. (%)	26%	46%	35%	75%

Note:

Junction Improvement Scheme by Other Project



AM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		
PM	G = 18	I/G = 5	G =	I/G = 12	G =	I/G = 6	G =	I/G =	G =		
	G =	I/G =	G =	I/G = 6	G =	I/G = 6	G =	I/G =	G =		

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7333

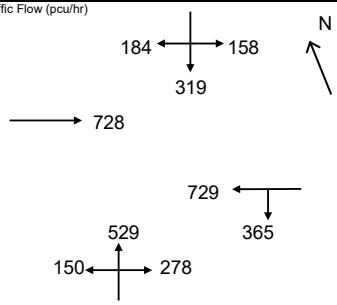
Scenario: Existing Condition — P. 29

Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

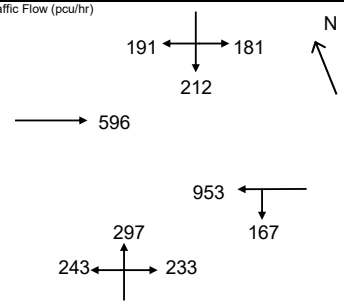
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	351	0.181			1935	288	0.149	
	SA	A2	1,2	3.20				2075	377	0.182	0.182		2075	308	0.148	
Lai Yip Street NB	LT+SA	B1	5	3.50	30.0		31	2118	480	0.227		63	2105	387	0.184	0.184
	SA	B2	5	3.50				2105	477	0.227	0.227		2105	386	0.183	
Elegance Road NB	SA	B3	5	3.50				2105	278	0.132			2105	184	0.087	
	SA+RT	B4	5	3.50	18.0		9	2089	276	0.132		37	2042	179	0.088	
	RT	B5	5	3.50	15.0		100	1914	253	0.132		100	1914	167	0.087	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	365	0.206		100	1768	167	0.094	
	SA	C2	1,2	3.50				2105	365	0.173			2105	477	0.227	0.227
	SA	C3	1,2	3.50				2105	364	0.173			2105	476	0.226	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	158	0.088	0.088	100	1786	181	0.101	0.101
	SA	D2	3,4	3.50				2105	174	0.083			2105	140	0.067	
	SA+RT	D3	3,4	3.50	18.0		15	2079	171	0.082		47	2026	135	0.067	
	RT	D4	3,4	3.50	15.0		100	1914	158	0.083		100	1914	128	0.067	

pedestrian phase	Ep	1,2	min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4	min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3	min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

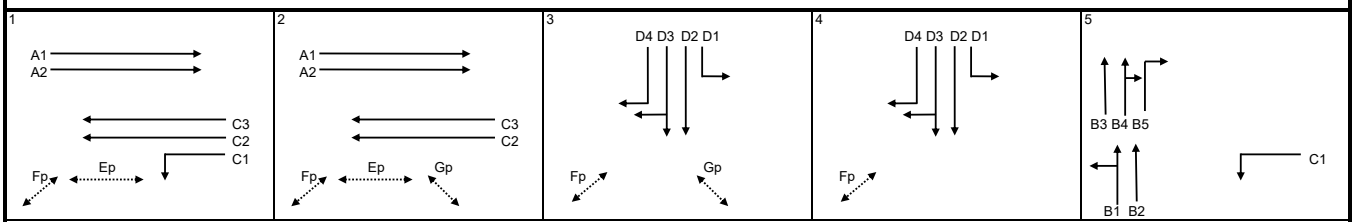
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.497		0.512	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	58%		43%	

Note:

1) In AM Peak, Stage Sequence : 2>4>5>2

2) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

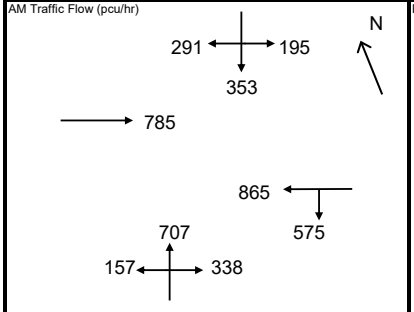
Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7333

Scenario: Without the Proposed Development — P. 30

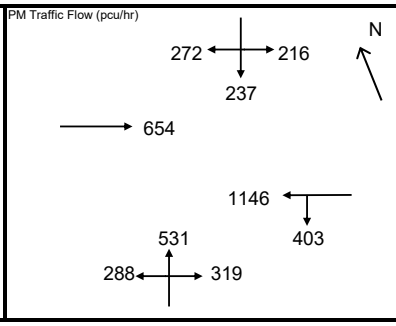
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	LT	B1	5	3.30	30.0		100	2035	157	0.077		100	2052	288	0.140	
	SA	B2	5	3.30				2085	523	0.251			2085	425	0.204	
	SA	B3	5	3.30				2085	522	0.250			2085	425	0.204	
Elegance Road NB	SA	B4	5	3.50				2105	359	0.171			2105	294	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	359	0.171		18	2074	289	0.139	
	RT	B6	5	3.50	15.0		100	1914	327	0.171		100	1914	267	0.139	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	575	0.325	0.325	100	1768	403	0.228	0.228
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	573	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		40	2037	217	0.107		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	203	0.106		100	1914	162	0.085	
pedestrian phase		Ep	1,2		min crossing time =		12	sec GM +		10	sec FGM =		22	sec		
		Fp	1,2,3,4		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		Gp	2,3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

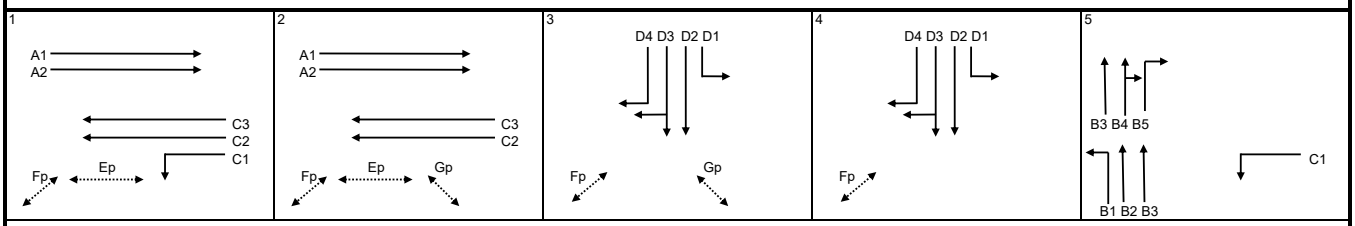
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.640		0.621	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Scheme by Other Project

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7333

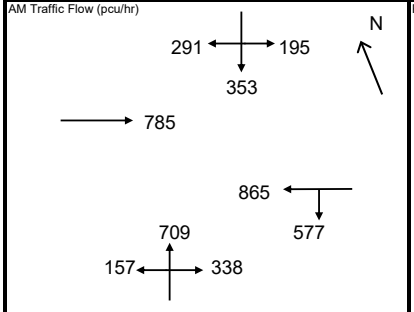
Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 31

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

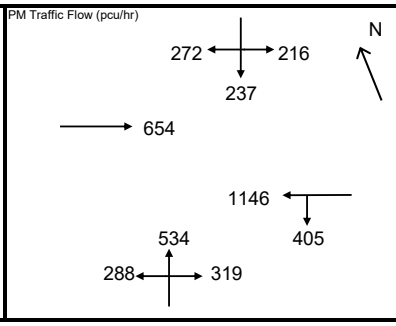
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	LT	B1	5	3.30	30.0		100	2035	157	0.077		100	2052	288	0.140	
	SA	B2	5	3.30				2085	524	0.251			2085	427	0.205	
	SA	B3	5	3.30				2085	523	0.251			2085	426	0.204	
Elegance Road NB	SA	B4	5	3.50				2105	360	0.171			2105	295	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	359	0.171		18	2074	290	0.140	
	RT	B6	5	3.50	15.0		100	1914	328	0.171		100	1914	268	0.140	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	577	0.326	0.326	100	1768	405	0.229	0.229
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	573	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		40	2037	217	0.107		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	203	0.106		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

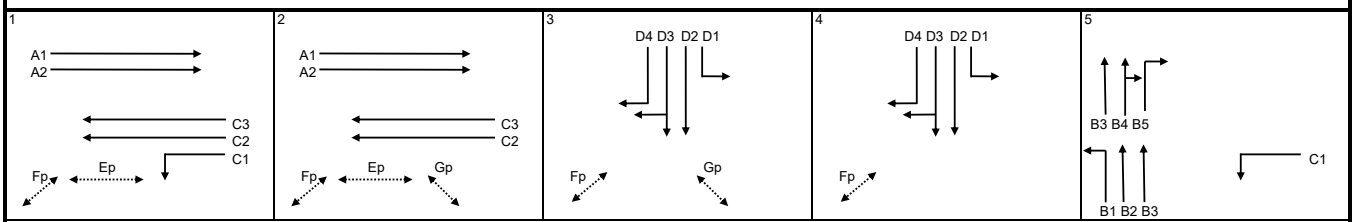
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.641		0.622	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Scheme by Other Project

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Kwun Tong Road / Lai Yip Street — Job Number: J7333

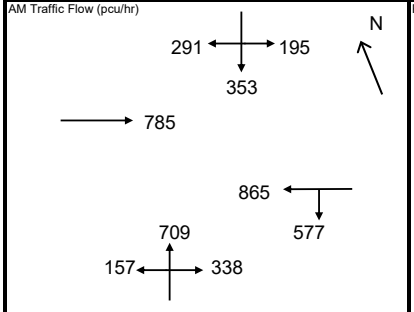
Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 32

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

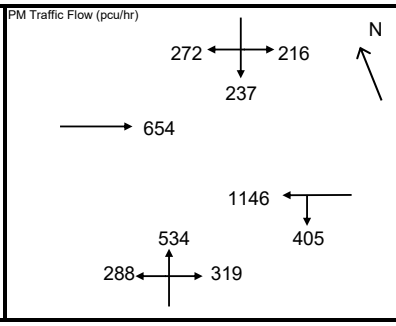
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Kwun Tong Road EB	SA	A1	1,2	3.20				1935	379	0.196			1935	316	0.163	
	SA	A2	1,2	3.20				2075	406	0.196			2075	338	0.163	
Lai Yip Street NB	LT	B1	5	3.30	30.0		100	2035	157	0.077		100	2052	288	0.140	
	SA	B2	5	3.30				2085	524	0.251			2085	427	0.205	
	SA	B3	5	3.30				2085	523	0.251			2085	426	0.204	
Elegance Road NB	SA	B4	5	3.50				2105	360	0.171			2105	295	0.140	
	SA+RT	B5	5	3.50	18.0		3	2100	359	0.171		18	2074	290	0.140	
	RT	B6	5	3.50	15.0		100	1914	328	0.171		100	1914	268	0.140	
Kwun Tong Road WB	LT	C1	1,5	3.30	15.0		100	1768	577	0.326	0.326	100	1768	405	0.229	0.229
	SA	C2	1,2	3.50				2105	433	0.206	0.206		2105	573	0.272	0.272
	SA	C3	1,2	3.50				2105	432	0.205			2105	573	0.272	
Elegance Road SB	LT	D1	3,4	3.50	15.0		100	1786	195	0.109	0.109	100	1786	216	0.121	0.121
	SA	D2	3,4	3.50				2105	224	0.106			2105	178	0.085	
	SA+RT	D3	3,4	3.50	18.0		40	2037	217	0.107		65	1997	169	0.085	
	RT	D4	3,4	3.50	15.0		100	1914	203	0.106		100	1914	162	0.085	

pedestrian phase	Ep	1,2		min crossing time =	12	sec GM +	10	sec FGM =	22	sec
	Fp	1,2,3,4		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	Gp	2,3		min crossing time =	5	sec GM +	5	sec FGM =	10	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

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

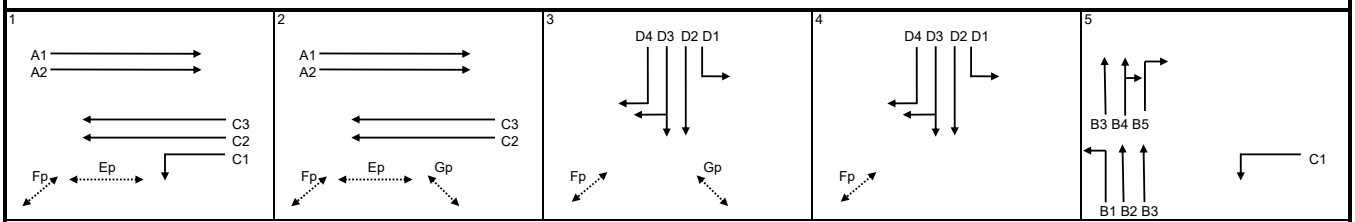
	AM Peak		PM Peak	
	2+4+5		2+3+5	
Sum y	0.641		0.622	
L (s)	15		20	
C (s)	118		108	
practical y	0.786		0.733	
R.C. (%)	23%		18%	

Note:

1) Junction Improvement Scheme by Other Project

2) In AM Peak, Stage Sequence : 2>4>5>2

3) In PM Peak, Stage Sequence : 2>3>5>2



AM	I/G =	I/G =	I/G = 5	I/G = 10	I/G = 3
PM	I/G =	I/G = 7	I/G = 7	I/G = 6	I/G = 3

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7333

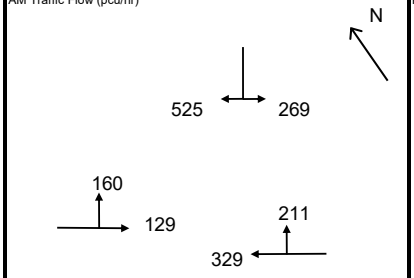
Scenario: Existing Condition — P. 33

Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

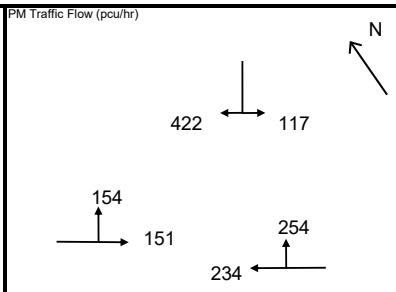
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT	A1	1	3.30	15.0		100	1768	160	0.090	0.090	100	1768	154	0.087	0.087
	SA	A2	1	3.30				2085	129	0.062			2085	151	0.072	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	329	0.169			1945	234	0.120	
	RT	B2	2	3.30	20.0		100	1940	211	0.109	0.109	100	1940	254	0.131	0.131
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	269	0.150	0.150	100	1795	117	0.065	
	RT	C2	3	3.30	25.0		100	1967	264	0.134		100	1967	212	0.108	
	RT	C3	3	3.30	22.0		100	1952	261	0.134		100	1952	210	0.108	0.108

pedestrian phase	Dp	1,2,4		min crossing time =			12	sec GM +		9	sec FGM =			21	sec	
	Ep	3,4		min crossing time =			7	sec GM +		6	sec FGM =			13	sec	
	Fp	4		min crossing time =			7	sec GM +		7	sec FGM =			14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

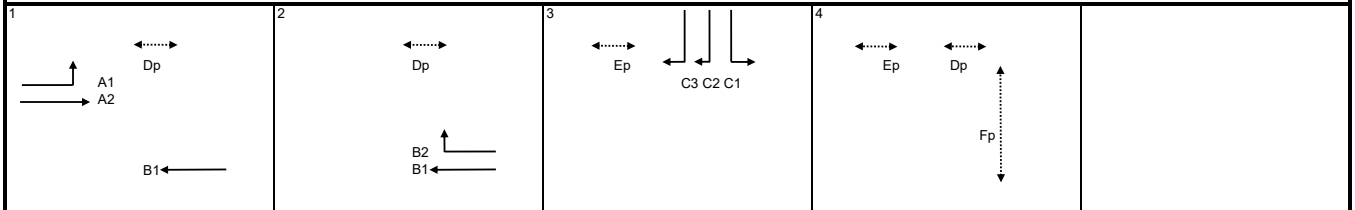


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.349		0.326	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	81%		87%	

Note:



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

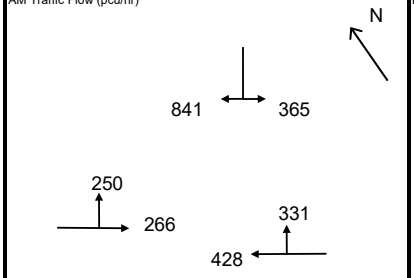
Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7333

Scenario: Without the Proposed Development — P. 34

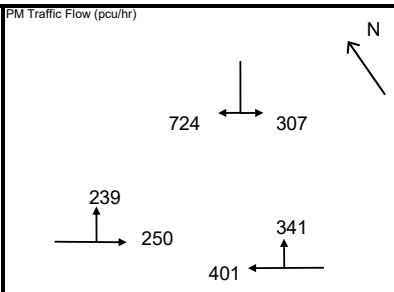
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	266	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	428	0.220			1945	401	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT	C2	3	3.30	25.0		100	1967	422	0.215	0.215	100	1967	363	0.185	0.185
	RT	C3	3	3.30	22.0		100	1952	419	0.215		100	1952	361	0.185	
pedestrian phase*		Fp	4		min crossing time =		7	sec GM +		7	sec FGM =		14	sec		
		Gp	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		Hp	4		min crossing time =		10	sec GM +		9	sec FGM =		19	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



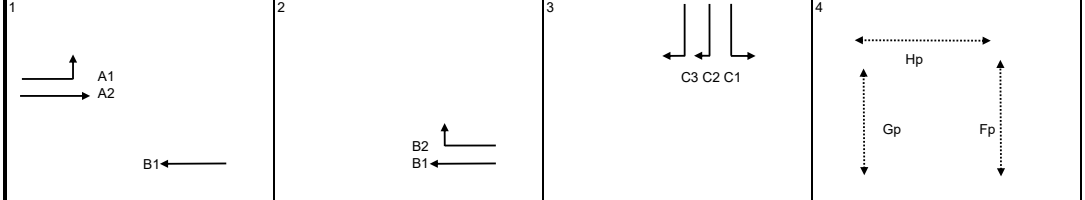
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3		PM Peak 1+2+3	
Sum y	0.524		0.493	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	21%		23%	

Note:

*Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7333

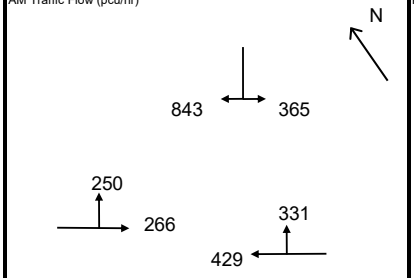
Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 35

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

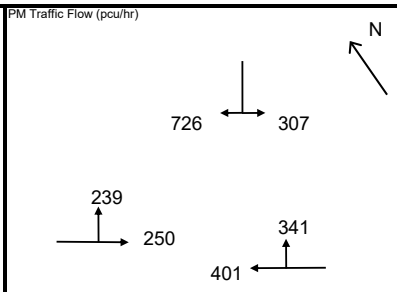
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	266	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	429	0.221			1945	401	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT	C2	3	3.30	25.0		100	1967	423	0.215	0.215	100	1967	364	0.185	0.185
	RT	C3	3	3.30	22.0		100	1952	420	0.215		100	1952	362	0.185	

pedestrian phase*	Fp	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec				
	Gp	4		min crossing time =	8	sec GM +	8	sec FGM =	16	sec				
	Hp	4		min crossing time =	10	sec GM +	9	sec FGM =	19	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



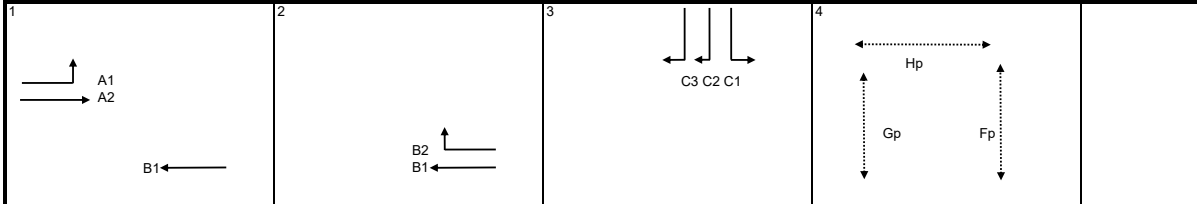
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.525		0.494	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	21%		23%	

Note:

*Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

Junction: Hoi Bun Road / Lai Yip Street — Job Number: J7333

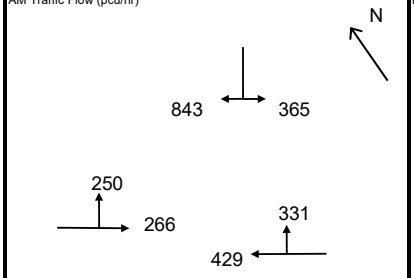
Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 36

Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

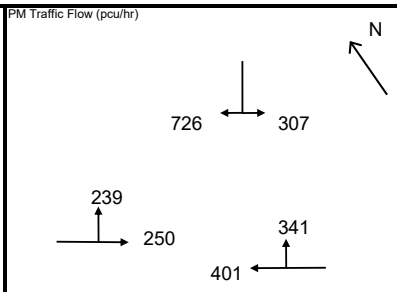
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hoi Bun Road EB	LT*	A1	1	3.65	15.0		100	1800	250	0.139	0.139	100	1800	239	0.133	0.133
	SA*	A2	1	3.65				2120	266	0.125			2120	250	0.118	
Hoi Bun Road WB	SA	B1	1,2	3.30				1945	429	0.221			1945	401	0.206	
	RT	B2	2	3.30	20.0		100	1940	331	0.171	0.171	100	1940	341	0.176	0.176
Lai Yip Street SB	LT	C1	3	3.30	18.0		100	1795	365	0.203		100	1795	307	0.171	
	RT	C2	3	3.30	25.0		100	1967	423	0.215	0.215	100	1967	364	0.185	0.185
	RT	C3	3	3.30	22.0		100	1952	420	0.215		100	1952	362	0.185	

pedestrian phase*	Fp	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec				
	Gp	4		min crossing time =	8	sec GM +	8	sec FGM =	16	sec				
	Hp	4		min crossing time =	10	sec GM +	9	sec FGM =	19	sec				

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



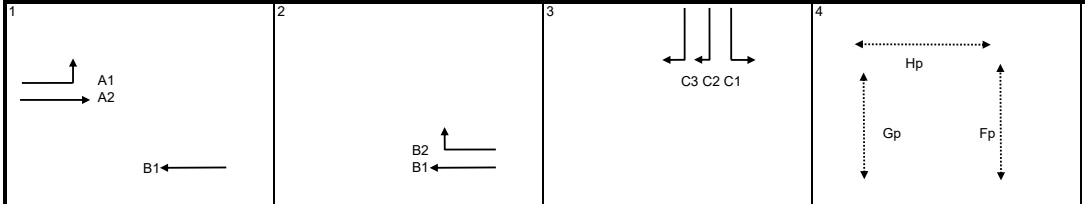
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak 1+2+3	AM Peak	PM Peak 1+2+3	PM Peak
Sum y	0.525		0.494	
L (s)	35		35	
C (s)	118		108	
practical y	0.633		0.608	
R.C. (%)	21%		23%	

Note:

*Junction Improvement Scheme by Other Project



AM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							
PM	G =	I/G = 8	G =	I/G = 5	G =	I/G = 8	G = 14	I/G = 3	G =							
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =							

Signal Junction Analysis

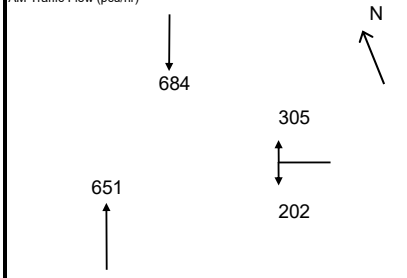
Junction: Lai Yip Street / Hung To Road — Job Number: J7333

Scenario: Existing Condition — P. 37

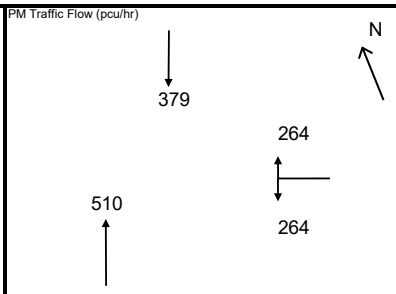
Design Year: 2024 — Designed By: — Checked By: — Date: 5 February 2025

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
Lai Yip Street SB	SA	A1	1	3.50				1965	330	0.168	0.168		1965	183	0.093	
	SA	A2	1	3.50				2105	354	0.168			2105	196	0.093	
Lai Yip Street NB	SA	B1	1	3.50				1965	314	0.160			1965	246	0.125	0.125
	SA	B2	1	3.50				2105	337	0.160			2105	264	0.125	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1943	507	0.261	0.261	100	1943	528	0.272	0.272
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16		sec FGM =		23	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



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

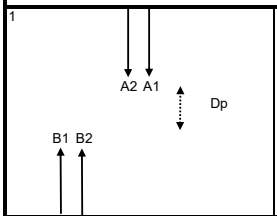
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.429		0.397	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	85%		104%	

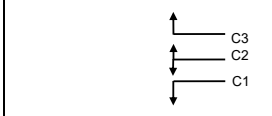
Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road

1



2



AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		

Signal Junction Analysis

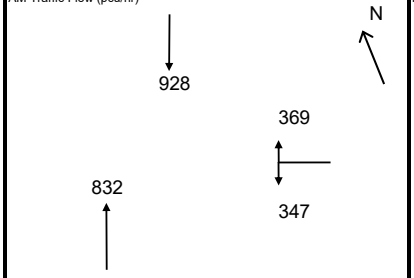
Junction: Lai Yip Street / Hung To Road — Job Number: J7333

Scenario: Without the Proposed Development — P. 38

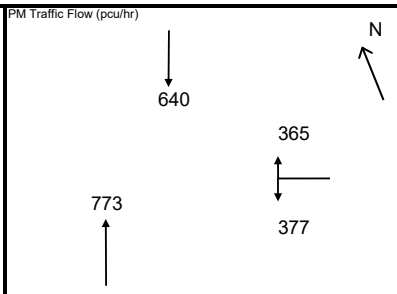
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Lai Yip Street SB	SA	A1	1	3.50				1965	448	0.228	0.228		1965	309	0.157	
	SA	A2	1	3.50				2105	480	0.228			2105	331	0.157	
Lai Yip Street NB	SA	B1	1	3.50				1965	402	0.205			1965	373	0.190	0.190
	SA	B2	1	3.50				2105	430	0.204			2105	400	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1943	716	0.369	0.369	100	1943	742	0.382	0.382
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



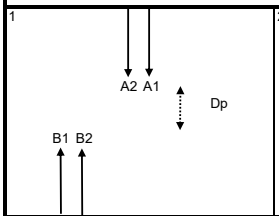
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

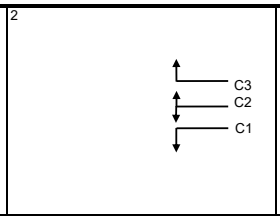
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.597		0.572	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	33%		41%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road





AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G = 6	G =	I/G = 7	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	PM	G =	I/G =	G =	I/G =	G =
												G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

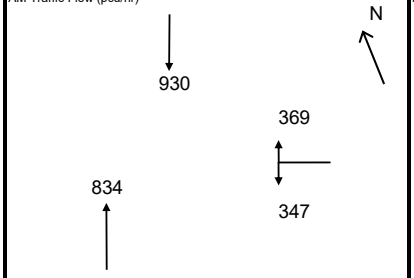
Junction: Lai Yip Street / Hung To Road — Job Number: J7333

Scenario: With the Proposed Development (557-bed RCHE and 200-room Hotel) — P. 39

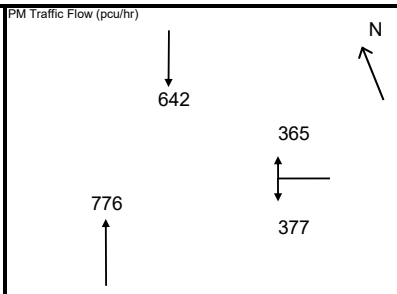
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Lai Yip Street SB	SA	A1	1	3.50				1965	449	0.228	0.229		1965	310	0.158	
	SA	A2	1	3.50				2105	481	0.229			2105	332	0.158	
Lai Yip Street NB	SA	B1	1	3.50				1965	403	0.205			1965	375	0.191	0.191
	SA	B2	1	3.50				2105	431	0.205			2105	401	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1943	716	0.369	0.369	100	1943	742	0.382	0.382
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



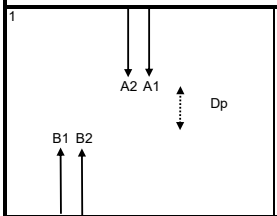
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

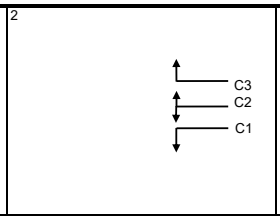
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.597		0.573	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	33%		41%	

Note:

Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road





AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G = 6	G =	I/G = 7	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G = 10	G =	I/G = 6	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

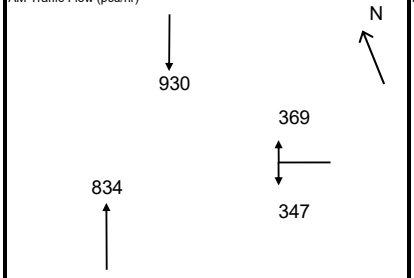
Junction: Lai Yip Street / Hung To Road — Job Number: J7333

Scenario: Sensitivity Test (644-bed RCHE and 200-room Hotel) — P. 40

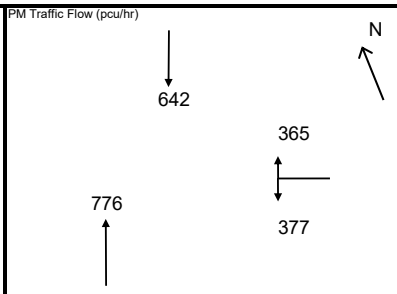
Design Year: 2032 — Designed By: — Checked By: — Date: 5 February 2025

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
Lai Yip Street SB	SA	A1	1	3.50				1965	449	0.228	0.229		1965	310	0.158	
	SA	A2	1	3.50				2105	481	0.229			2105	332	0.158	
Lai Yip Street NB	SA	B1	1	3.50				1965	403	0.205			1965	375	0.191	0.191
	SA	B2	1	3.50				2105	431	0.205			2105	401	0.190	
Hung To Road WB	LT	C1	2	3.50	15.0											
	LT+RT	C2*	2	3.50	18.0		100	1943	716	0.369	0.369	100	1943	742	0.382	0.382
	RT	C3	2	3.50	25.0											
pedestrian phase		Dp	1		min crossing time =			7	sec GM +		16	sec FGM =		23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



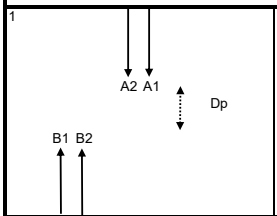
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

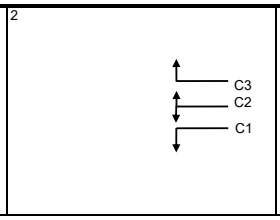
$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak 1+2	AM Peak	PM Peak 1+2	PM Peak
Sum y	0.597		0.573	
L (s)	14		11	
C (s)	120		108	
practical y	0.795		0.808	
R.C. (%)	33%		41%	

Note:

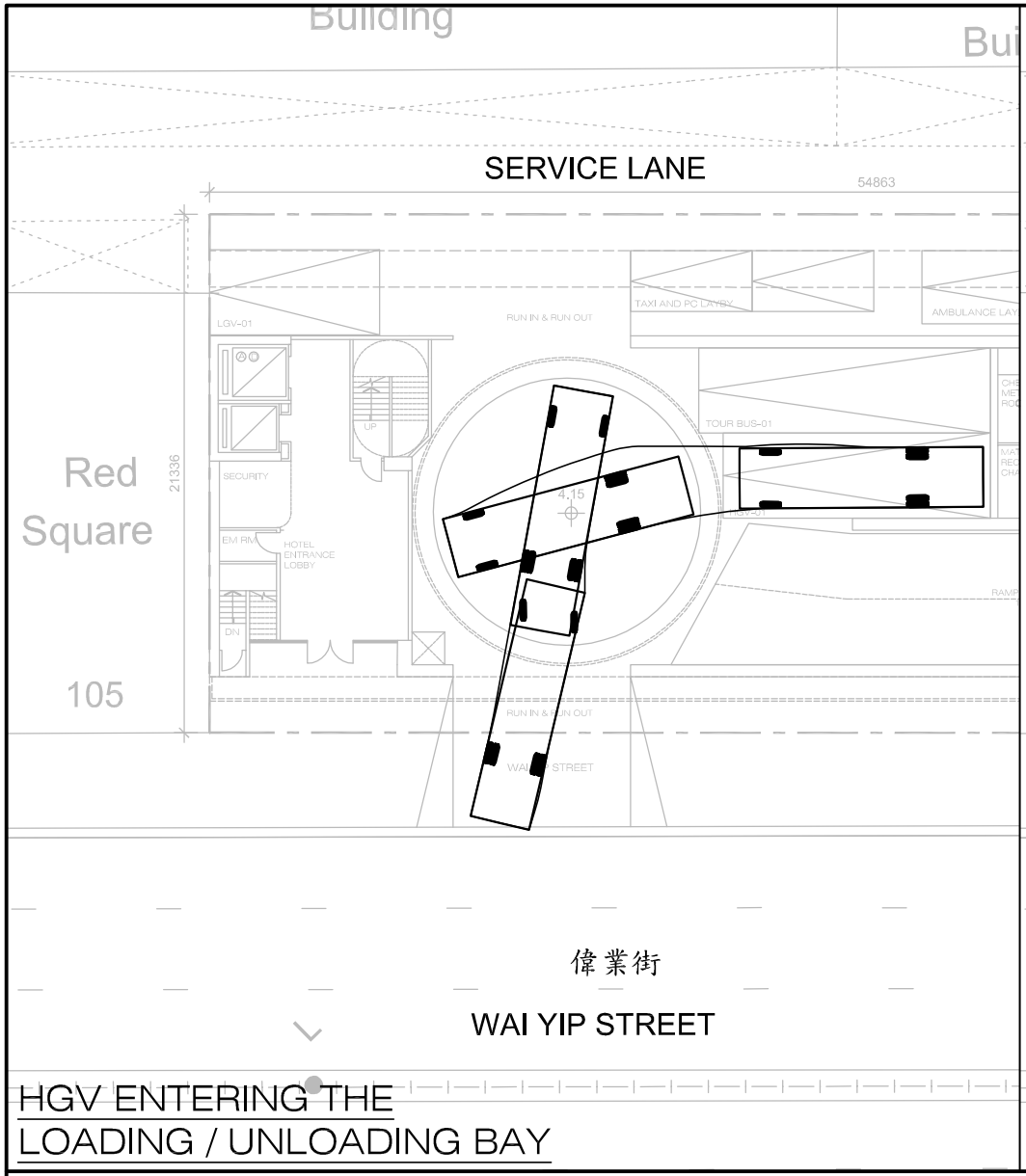
Assume that phases C1 and C3 are blocked due to on-street parking activities along Hung To Road



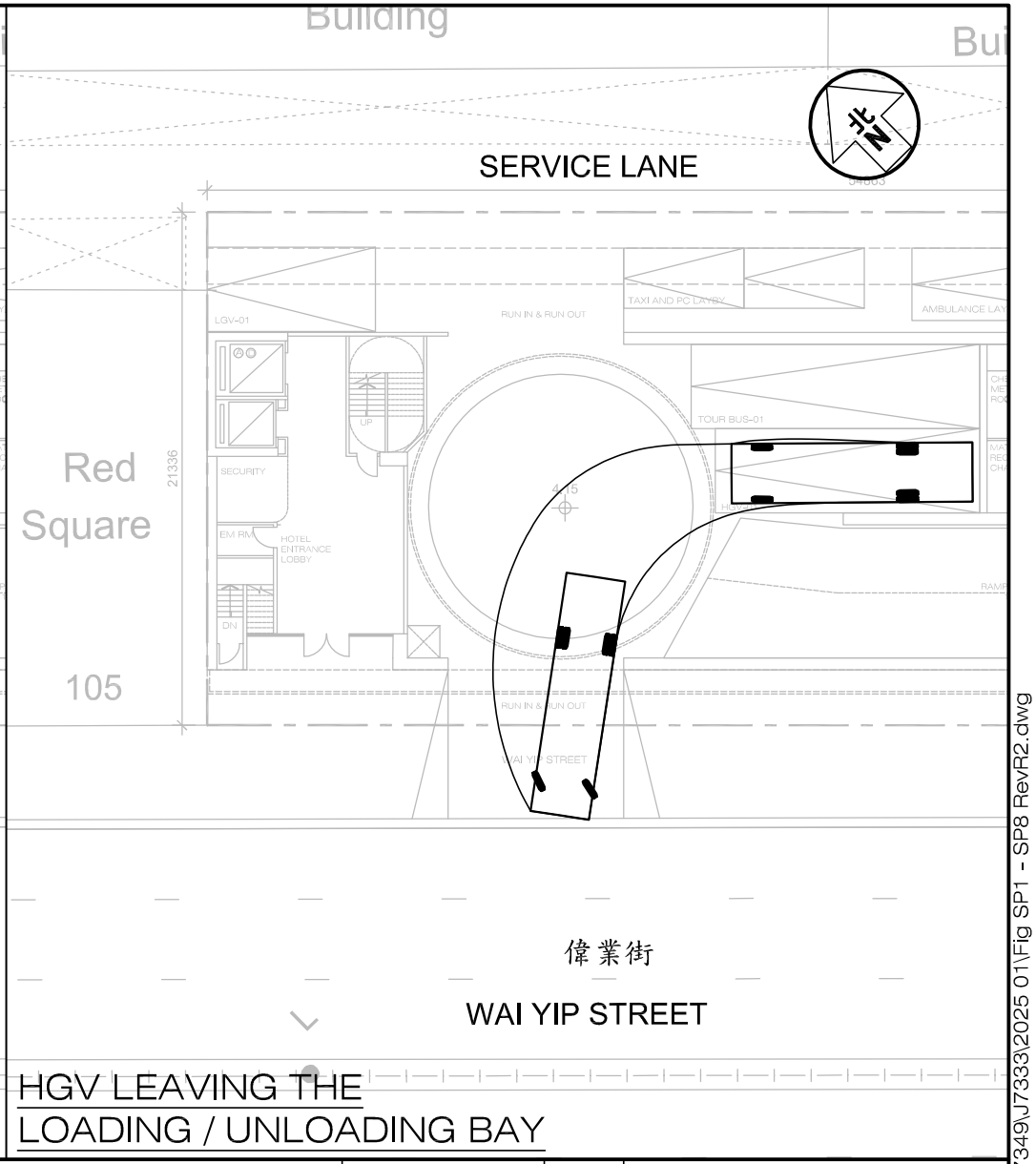


AM	G =	I/G = 10	G =	I/G = 6	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		
PM	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =	G =		
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =		

Appendix 2 –
Swept Path Analysis



HGV ENTERING THE LOADING / UNLOADING BAY

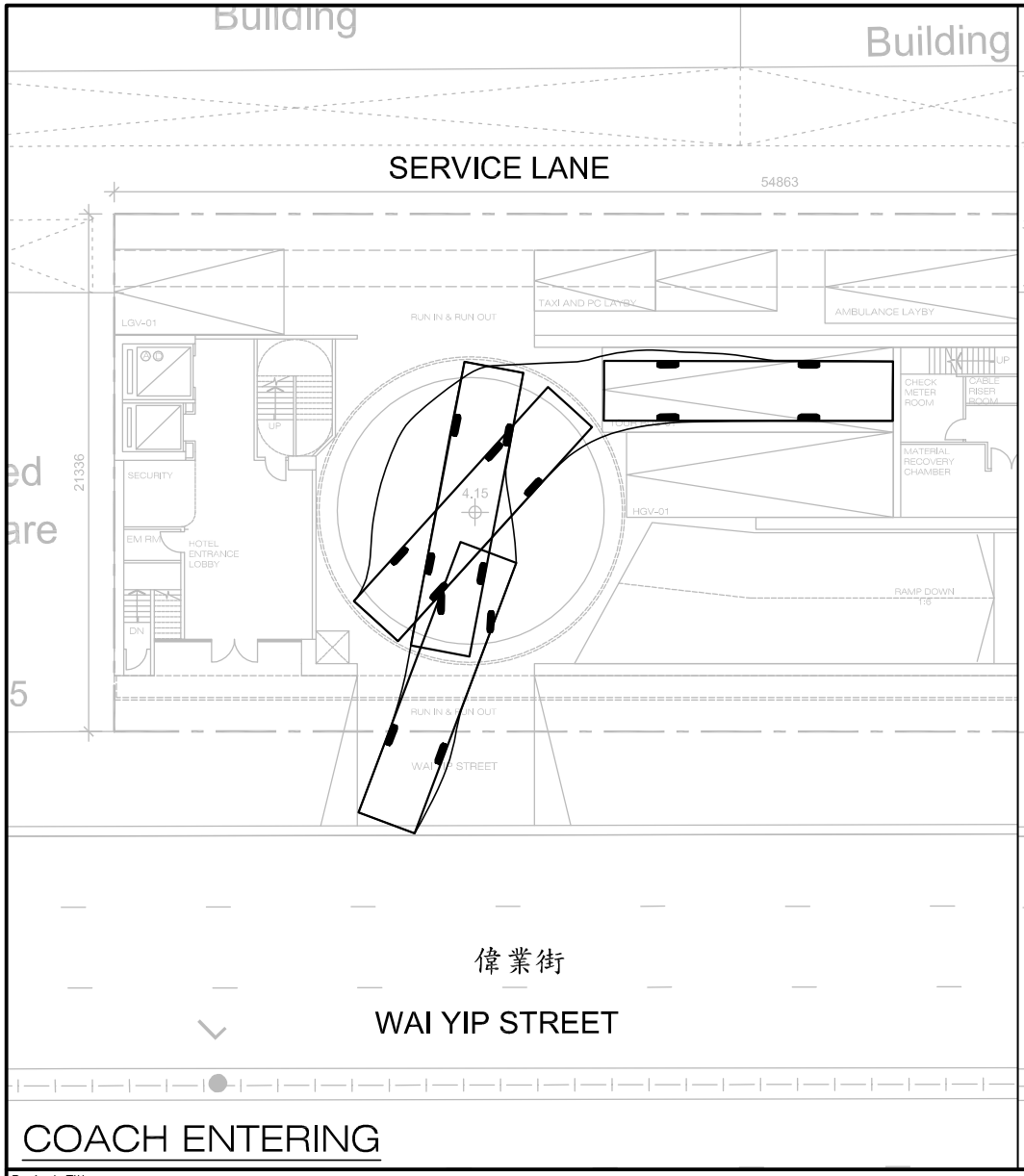


HGV LEAVING THE LOADING / UNLOADING BAY

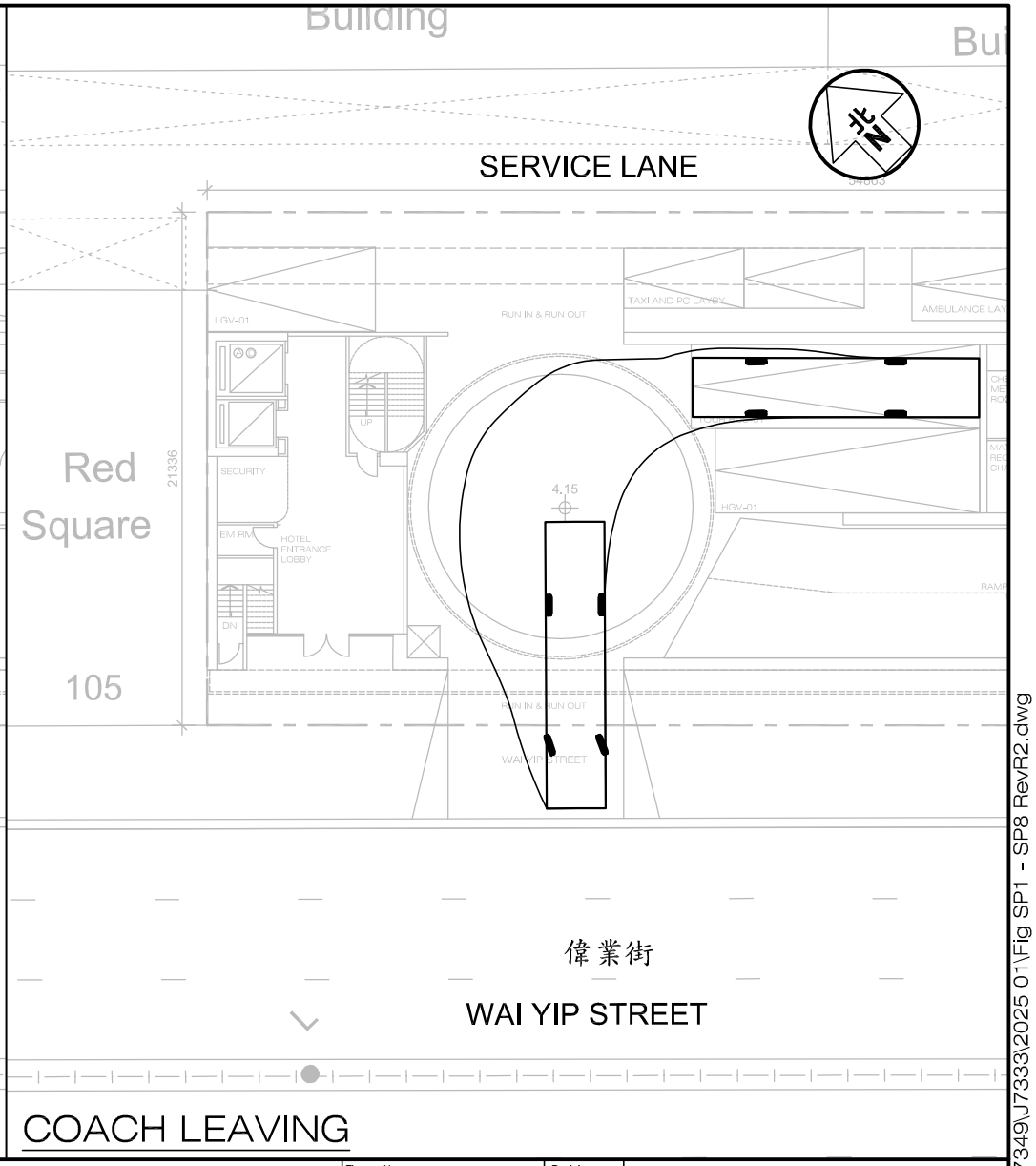
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP1 / Revision R2
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY HGV-01 ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



COACH ENTERING

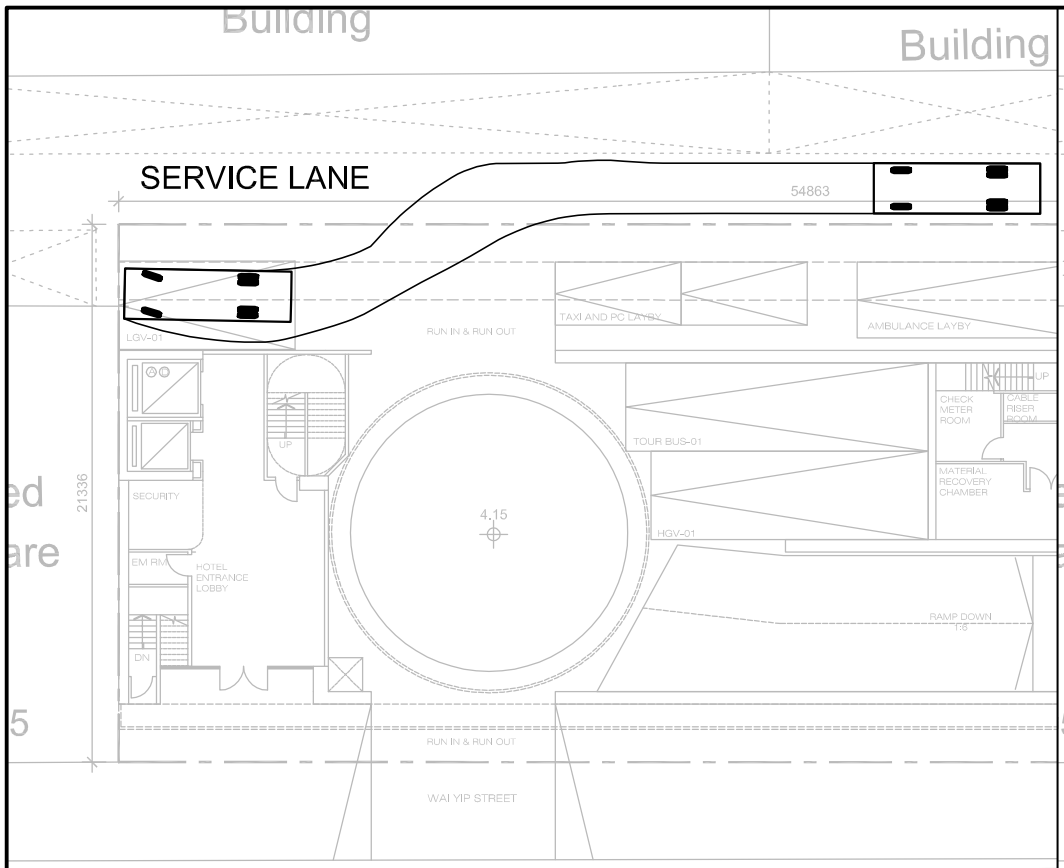


COACH LEAVING

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP2 / Revision R2
Figure Title	SWEPT PATH OF COACH ENTERING AND LEAVING THE SINGLE-DECK TOUR BUS LAYBY TOUR BUS-01 ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 04 FEB 2025

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

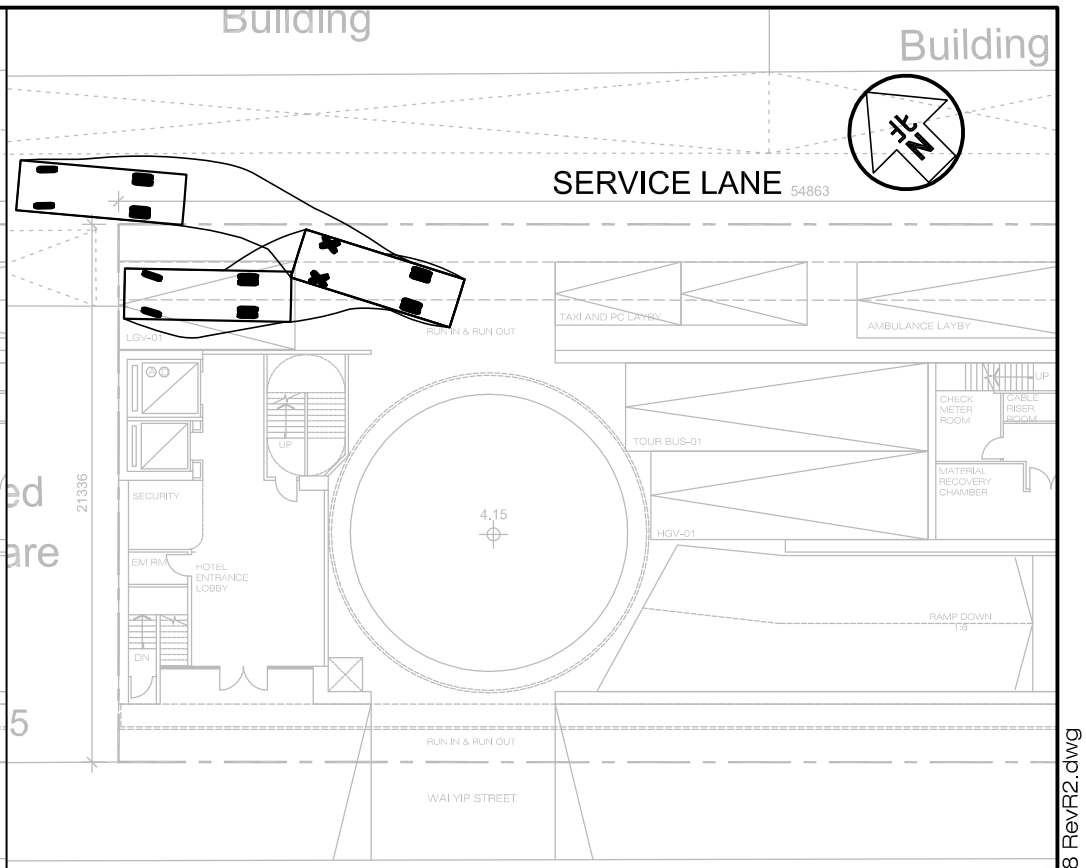
T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



偉業街

WAI YIP STREET

LGV ENTERING THE LOADING / UNLOADING



偉業街

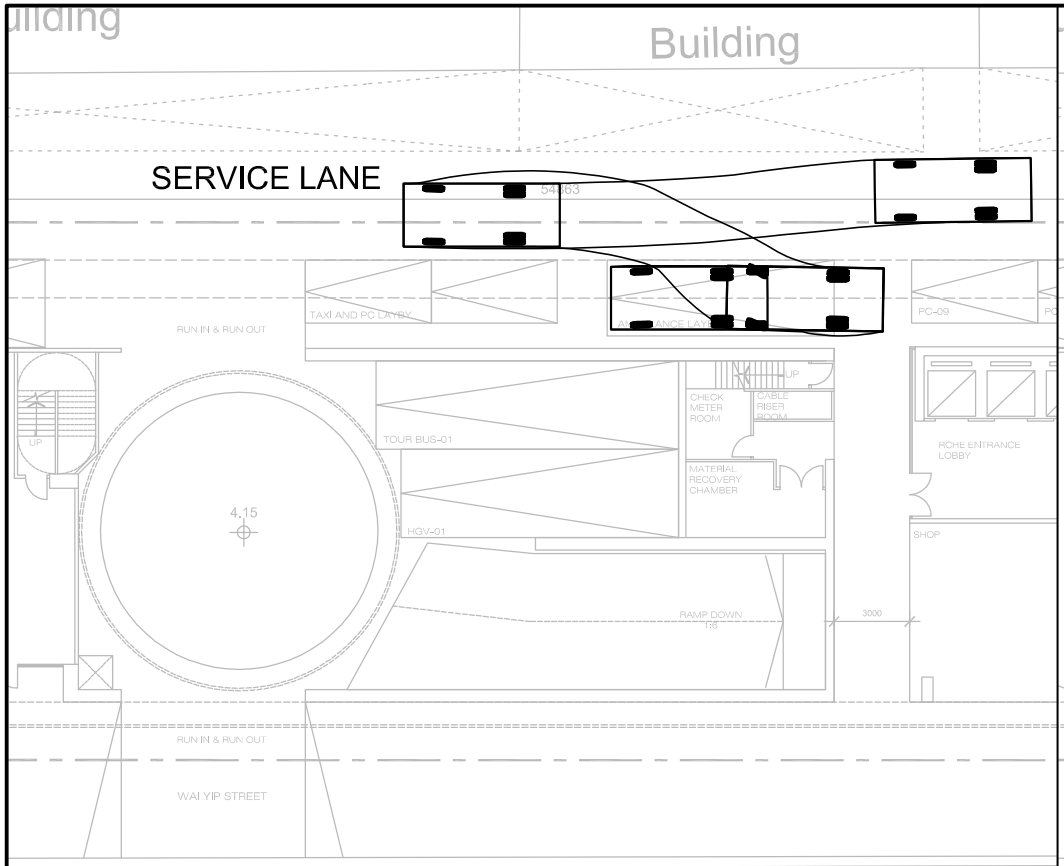
WAI YIP STREET

LGV LEAVING THE LOADING / UNLOADING

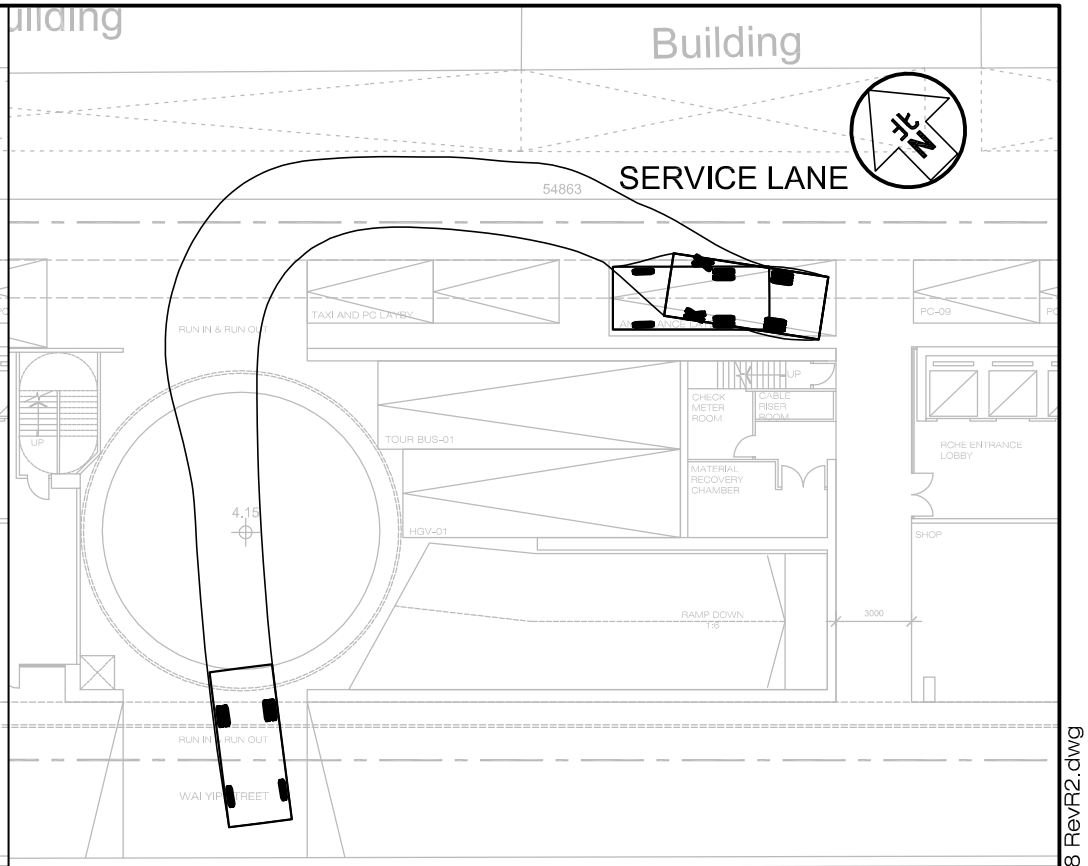
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP3 / Revision R2
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LGV LOADING / UNLOADING BAY LGV-01 ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



AMBULANCE ENTERING

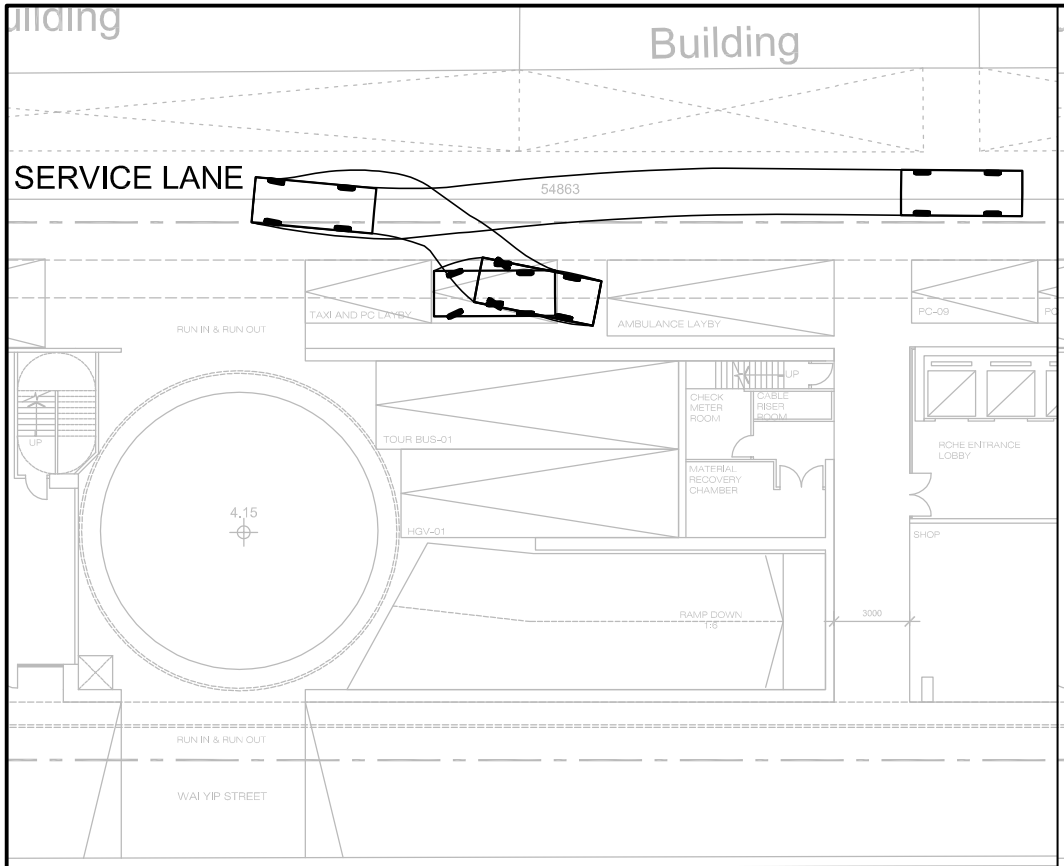


AMBULANCE LEAVING

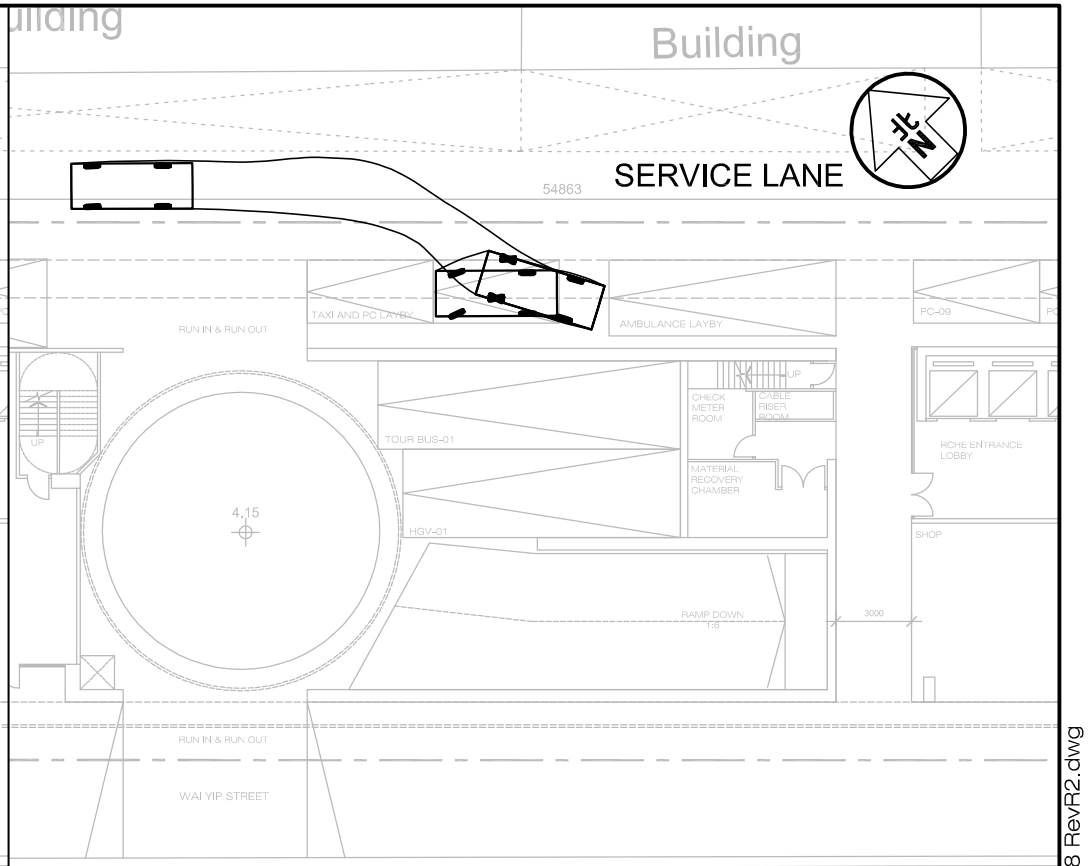
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP4 / Revision R2
Figure Title	SWEPT PATH OF AMBULANCE ENTERING AND LEAVING THE AMBULANCE LAYBY ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



CAR ENTERING

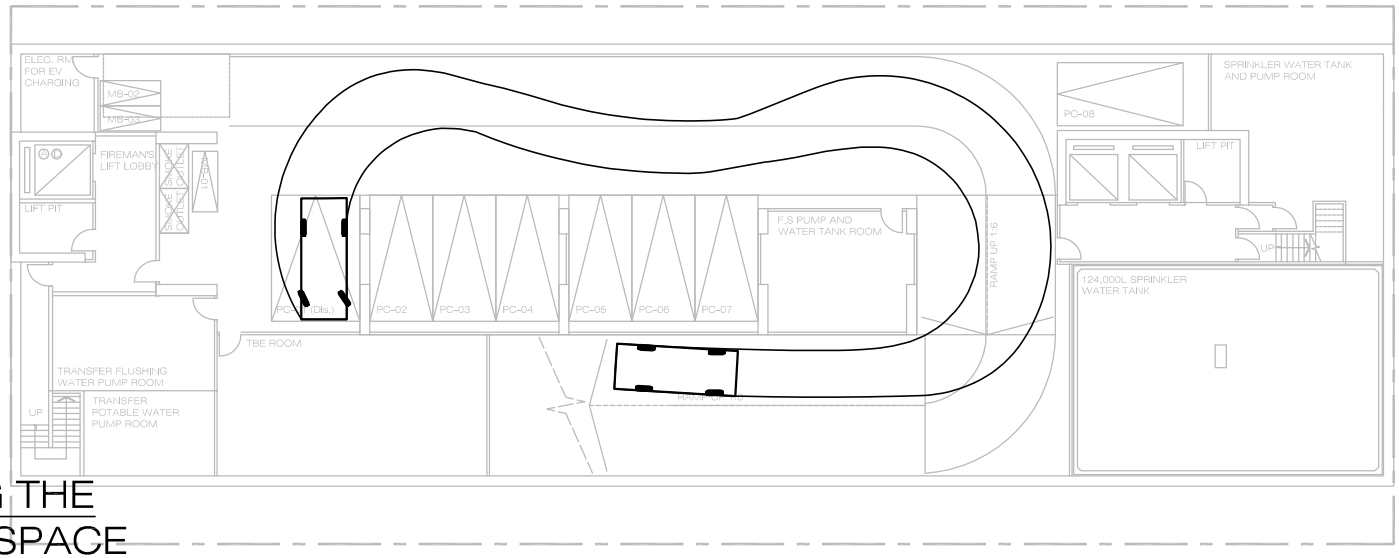


CAR LEAVING

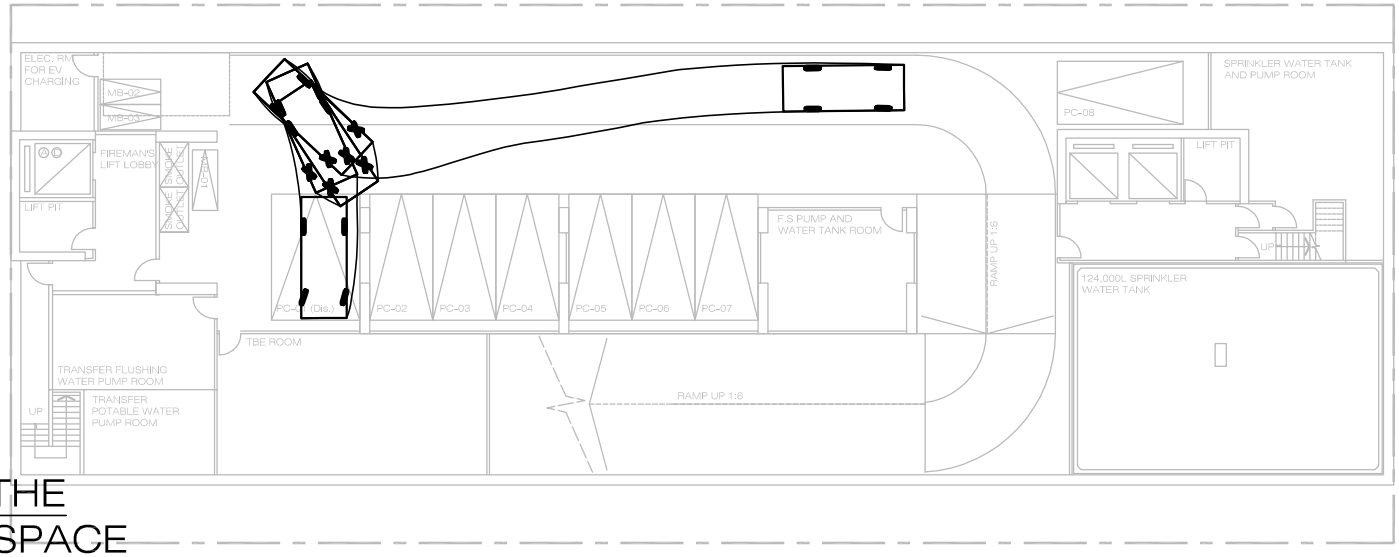
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107–109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP5 / Revision R2
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY ON G/F	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



CAR ENTERING THE
CAR PARKING SPACE

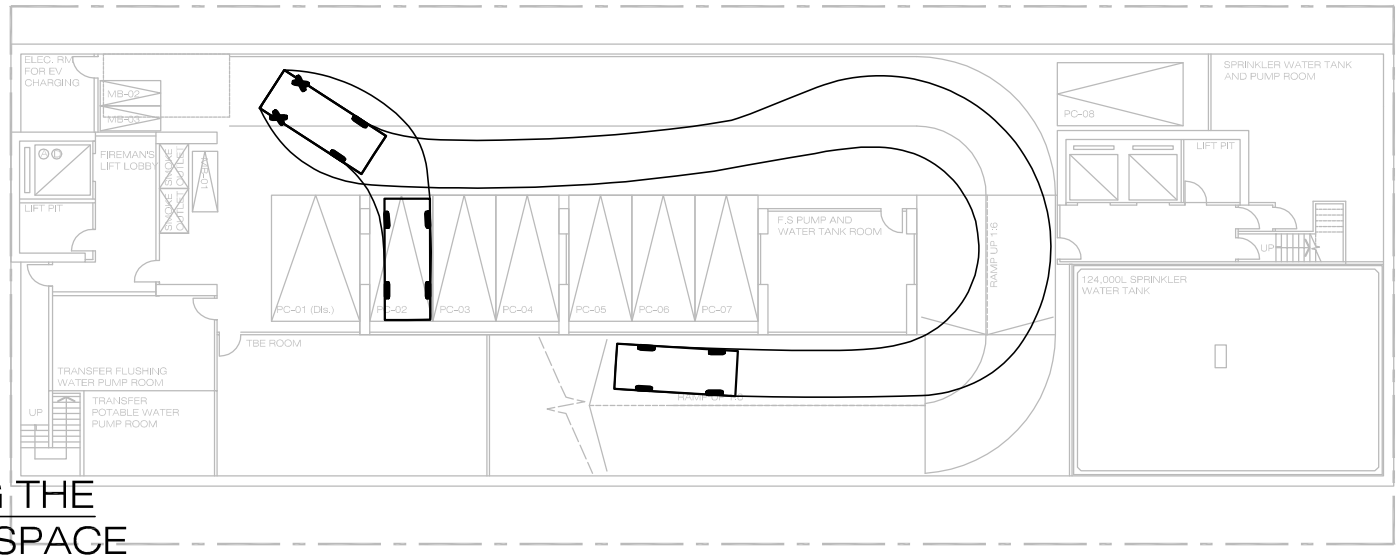


CAR LEAVING THE
CAR PARKING SPACE

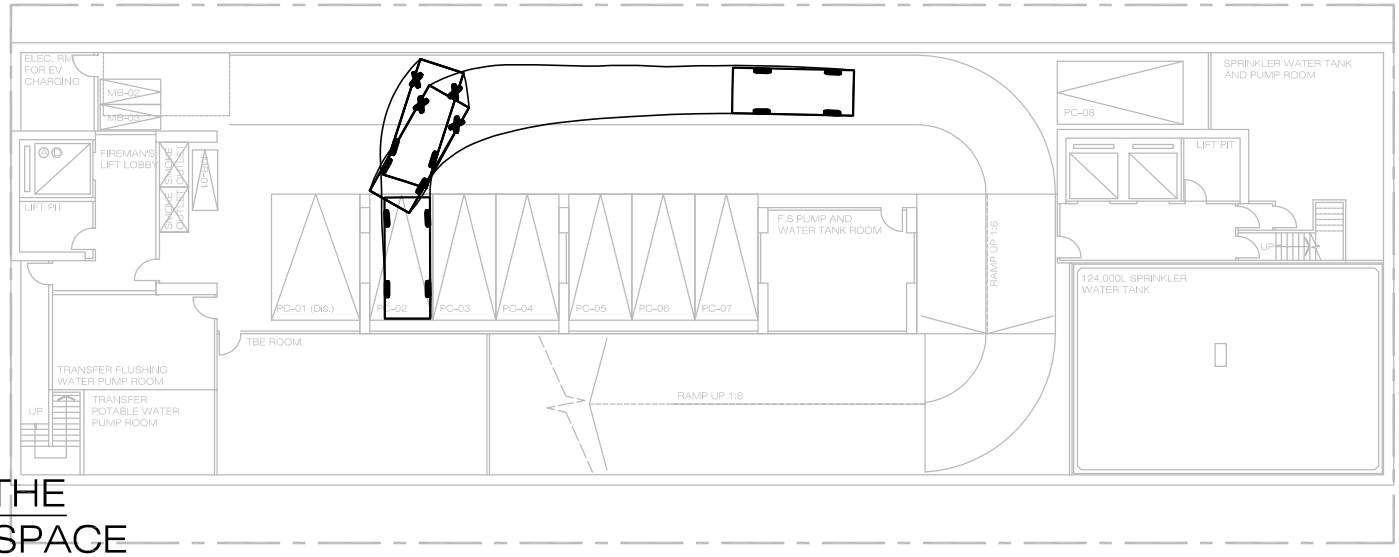
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP6 / Revision R2
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE PC-01 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



CAR ENTERING THE CAR PARKING SPACE

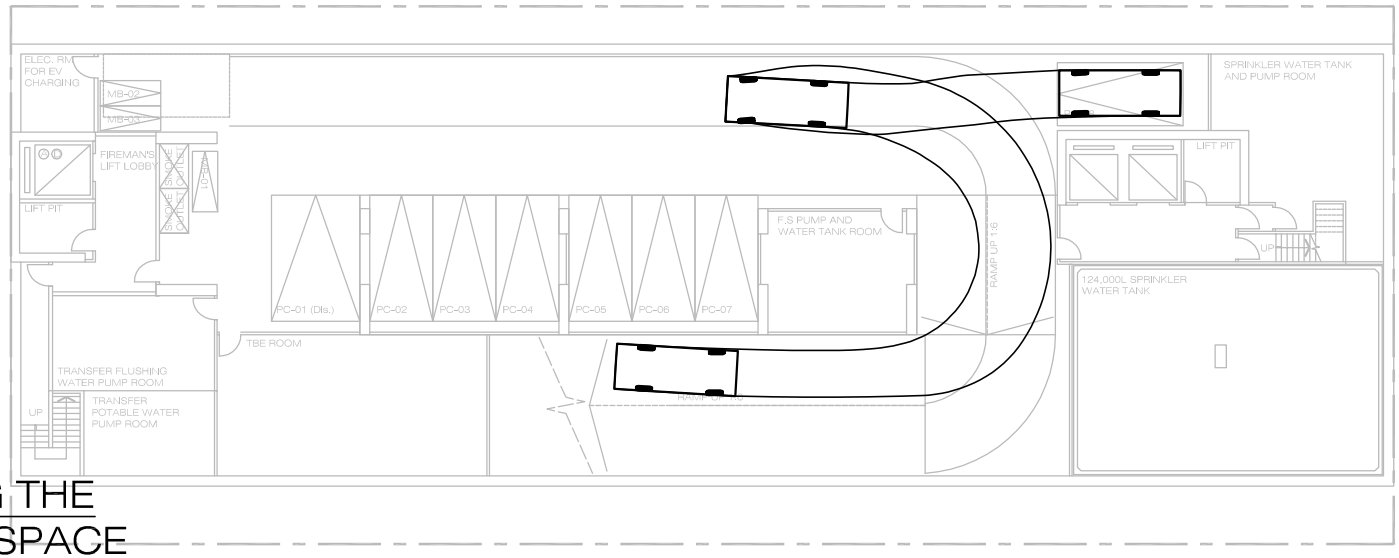


CAR LEAVING THE CAR PARKING SPACE

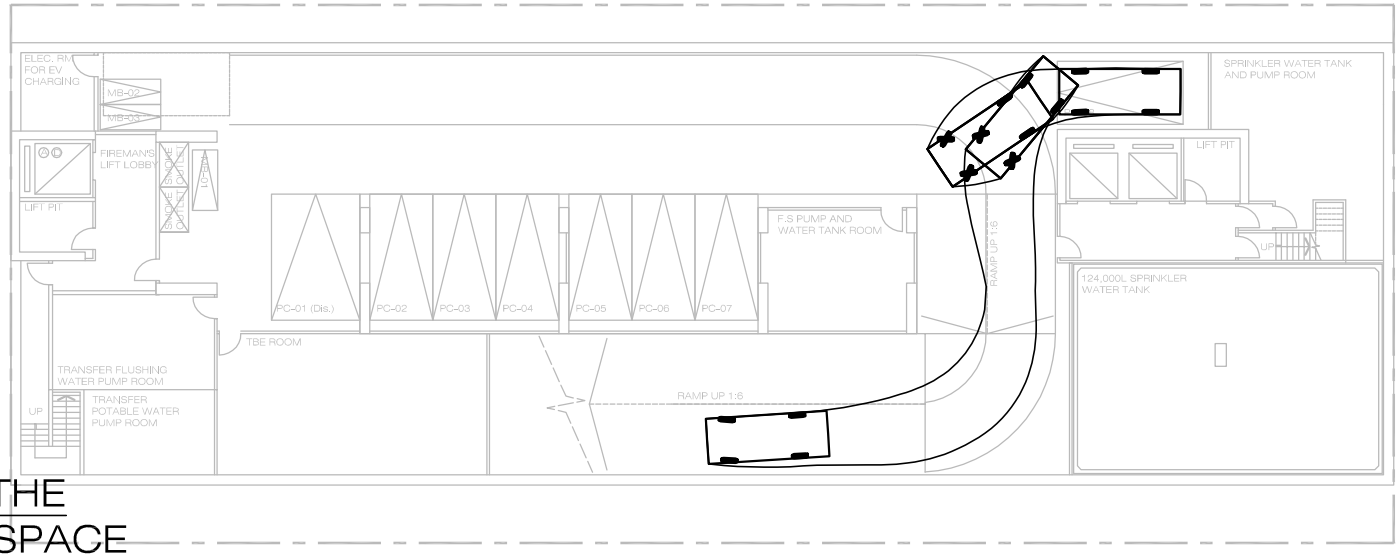
Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP7 / Revision R2
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE PC-02 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg



CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

Project Title	S12A AMENDMENT OF PLAN APPLICATION FOR THE PROPOSED RESIDENTIAL CARE HOMES FOR THE ELDERLY AND HOTEL AT 107-109 WAI YIP STREET, KWUN TONG	J7333	Figure No. SP8 / Revision R2
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE PC-08 ON B1/F		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 300 / Date 04 FEB 2025

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

T:\JOB\J7300-J7349\J7333\2025 01\Fig SP1 - SP8 RevR2.dwg

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

N

順業街

SHUN YIP STREET

西座
West Tower

平台
Podium

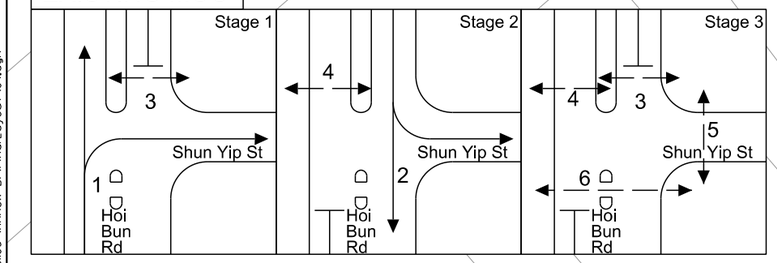
東座
East Tower

One Bay East

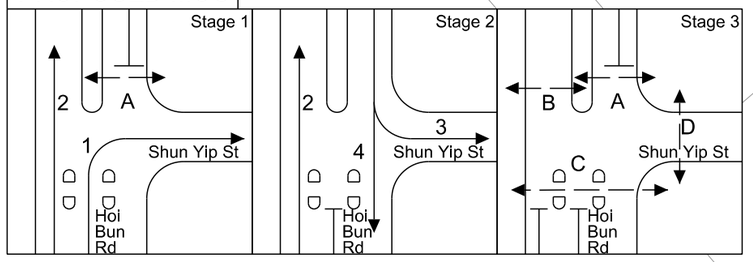
永英工業大廈
Wing Ying Industrial Building

榮記工業大廈
Chilcott Industrial Building

EXISTING MOC



PROPOSED MOC



METRES 0 5 10 15 20 25

1 : 500

LEGEND

PROPOSED IMPROVEMENT WORKS

Job Title

AGREEMENT NO. CE 4/2014 (TP) PLANNING AND ENGINEERING STUDY FOR THE DEVELOPMENT AT KOWLOON BAY ACTION AREA OF KOWLOON EAST - FEASIBILITY STUDY

FIGURE 6.4.2

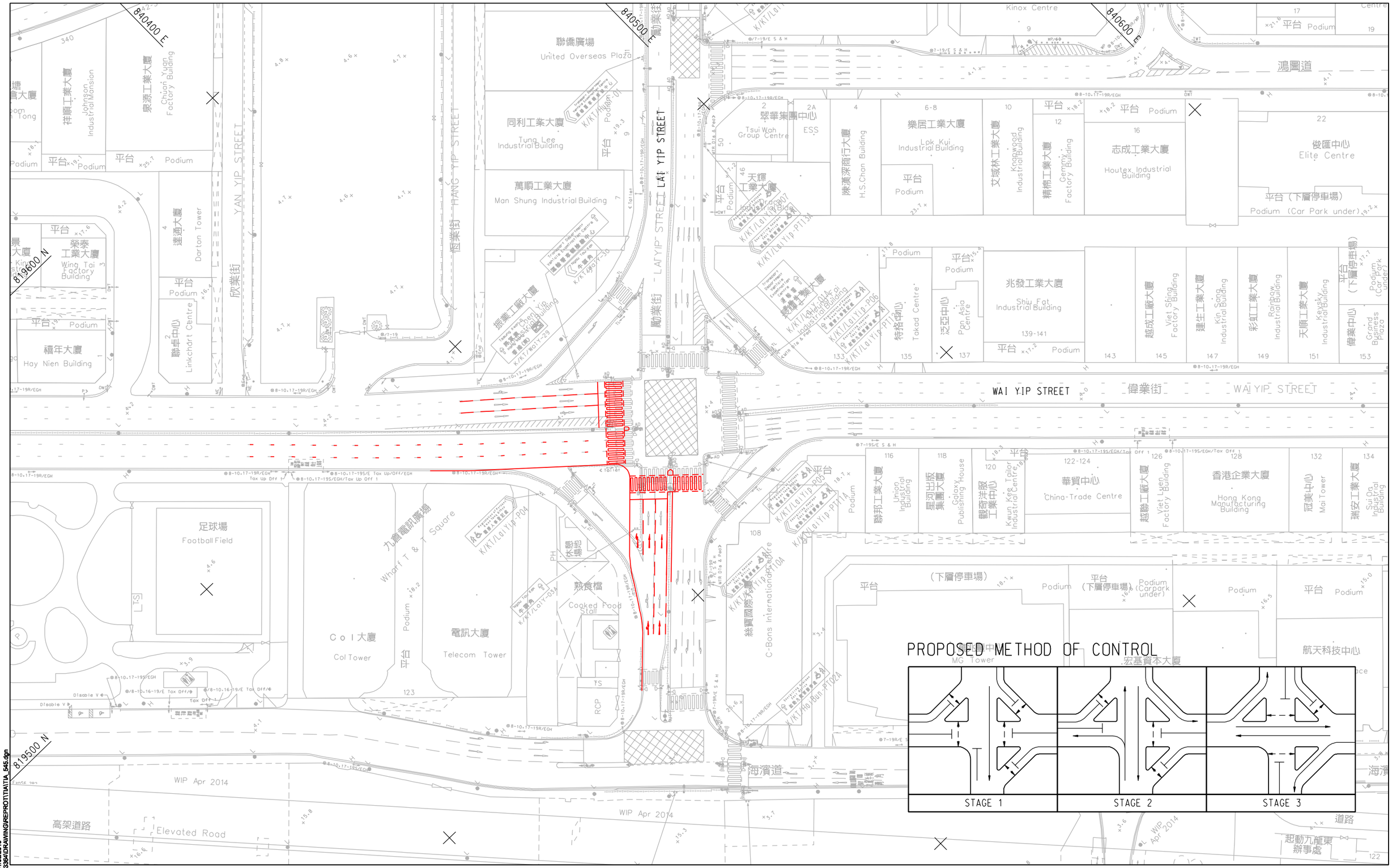
Date 20MAR20 | Scale 1:500 @ A3 | Drawn WSTW | Job No. 237938

Drawing Title

PROPOSED JUNCTION IMPROVEMENT AT J4 - HOI BUN ROAD / SHUN YIP STREET

ARUP

PRINTED BY: KH Cheuk 13/11/2020 15:42:40
FILENAME: \\hkgnts69\Traffic\Drawing\237000\237938-02 (KBAA1\Drawing\20201106 (Annex B\FinalLayout\J4.dgn



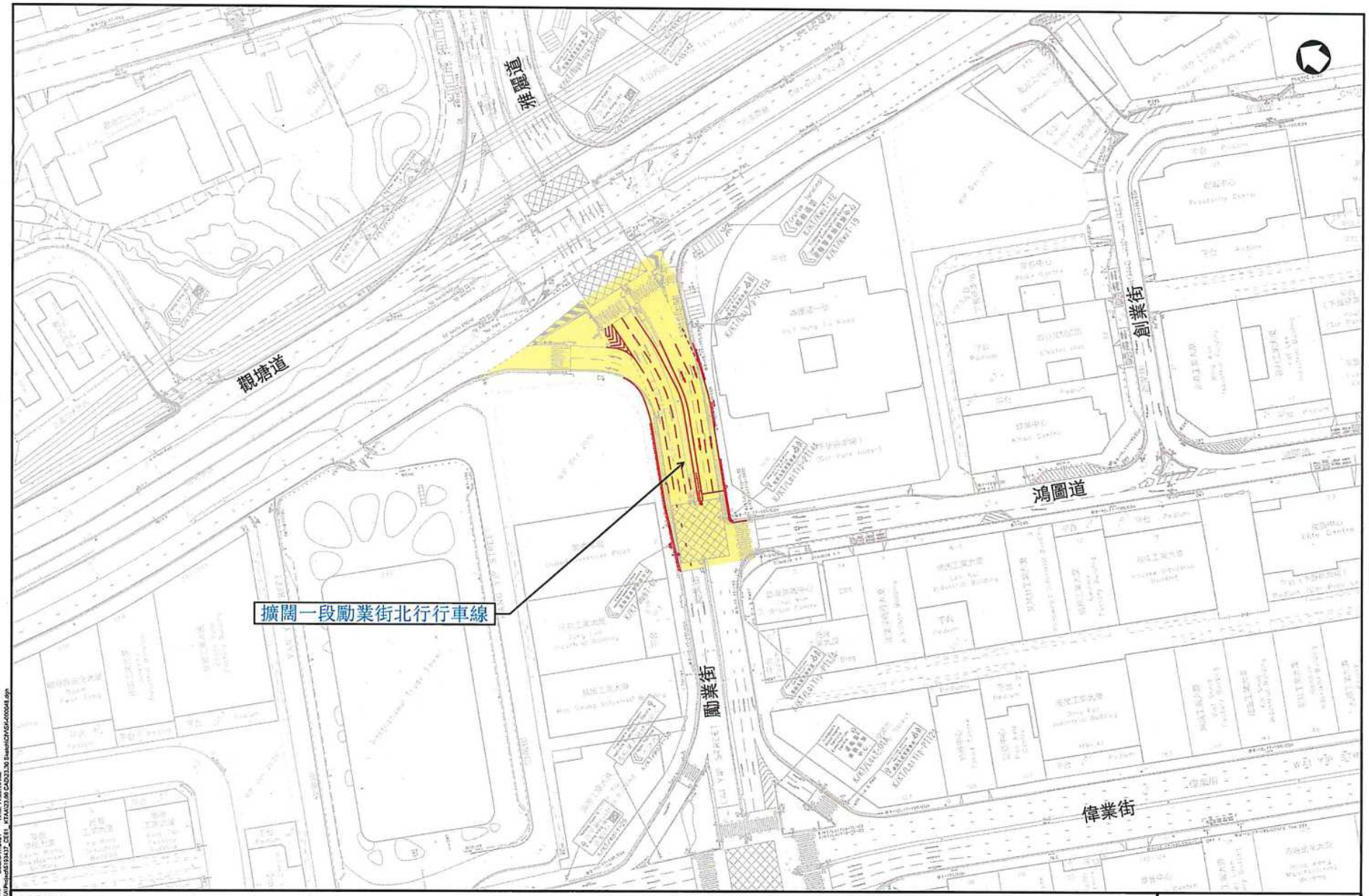
Plot File by: LUIH9
PATH: P:\PROJECTS\60483364\DRAWING\REPRO\TIA\TIA_545.dgn
01/08/2019

Project:
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on
Kwun Tong Action Area - Feasibility Study

Title:
IMPROVEMENT SCHEME OF LAI YIP STREET / WAI YIP STREET (J3) BY HyD NTK STUDY

Drawing No: TIA/545
Date: JUL 2019
Scale: 1 : 1000

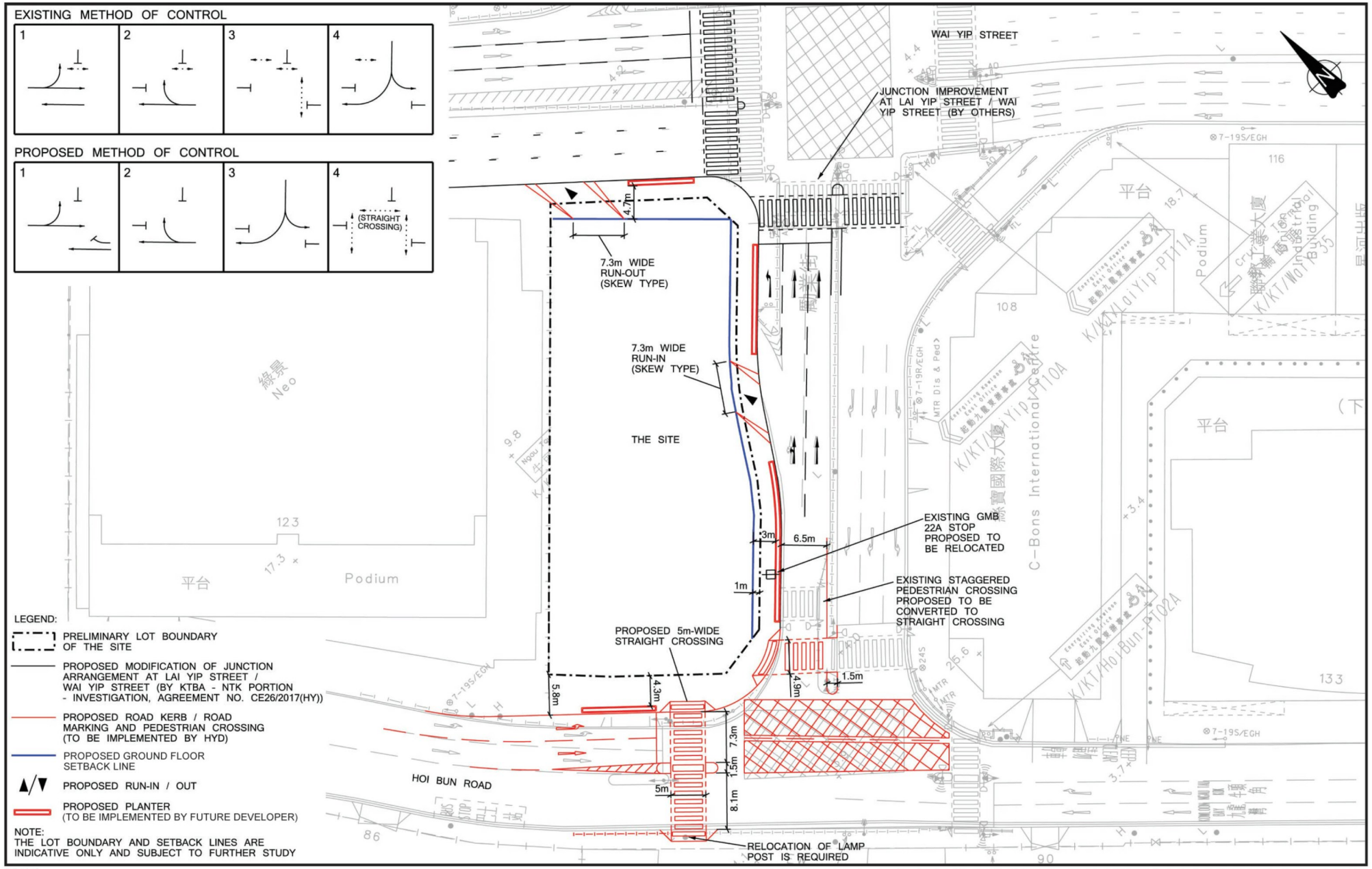
AECOM



圖則名稱

道路工程計劃(三) – 擬議擴闊勵業街道路工程

圖2c



DB/LYS

FIGURE 4.1.4 PROPOSED JUNCTION MODIFICATION

(資料來源：由起動九龍東辦事處提供)
(Source: Provided by Energizing Kowloon East Office)

參考編號 REFERENCE No.	繪圖 DRAWING
M/K14S/23/35	5b