Annex D
Revised Traffic Impact Assessment

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Traffic Impact Assessment Study
Final Report
October 2026

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CONTENT

		Page
1	**INTRODUCTION**	**1**
1.1	Background	1
1.2	Study Objectives	1
1.3	Report Structure	2
2	**THE PROPOSED DEVELOPMENT**	**3**
2.1	Site Location and Study Area	3
2.2	The Proposed Development Parameters	3
2.3	Vehicular and Pedestrian Access Arrangements	3
2.4	Internal Transport Provisions	4
3	**EXISTING TRAFFIC CONDITION**	**5**
3.1	Existing Road Network	5
3.2	Existing Public Transport Services	5
3.3	Existing Peak Hour Traffic	6
3.4	Existing Junction Performance	7
3.5	Existing Link Performance	7
4	**FUTURE TRAFFIC SITUATION**	**9**
4.1	Design Year	9
4.2	Methodology	9
4.3	Historical Traffic Growth	10
4.4	Future Developments in the Area	10
4.5	New Transport Infrastructure	11
4.6	2037 Background Traffic Flows	11
4.7	2037 Reference Traffic Flows	12
4.8	Development Trip Generations	13
4.9	2037 Design Traffic Flows	15
5	**TRAFFIC IMPACT ASSESSMENT**	**16**
5.1	2037 Junction Assessments	16
5.2	2037 Link Assessments	16
5.3	Pedestrian Impact Assessments	18
6	**SUMMARY AND CONCLUSIONS**	**22**
6.1	Summary	22
6.2	Conclusions	23

LIST OF TABLES

		Page
Table 2-1	Summary of Proposed Development Parameters	3
Table 2-2	Proposed Parking and Loading/ Unloading Provisions	4
Table 3-1	Public Transport Services in Vicinity of the Site	5
Table 3-2	Passenger Car Unit Conversion Factors	6
Table 3-3	2026 Peak Hour Performance at Key Junctions	7
Table 3-4	2026 Peak Hour Performance of Key Road Links	8
Table 4-1	Average Annual Daily Traffic from Annual Traffic Census	10
Table 4-2	2019-Based TPEDM for Southern District	11
Table 4-3	Estimated Peak Hour Traffic by Planned/Committed Developments	12
Table 4-4	Wah Fu Estate Redevelopment and Five Public Housing Sites in Pok Fu Lam South Flat Numbers	13
Table 4-5	Estimated Peak Hour Development Traffic	13
Table 4-6	Distribution of Peak Hour Development Traffic	14
Table 5-1	2037 Peak Hour Performance at Key Junctions	16
Table 5-2	2037 Peak Hour Road Link Performances	17
Table 5-3	2026 Hourly Pedestrian Flows and Nos. of Buses Observed the Nearby Northbound Bus stop	18
Table 5-4	2023 Observed Pedestrian Flows and Estimated Pedestrian Flows by Proposed Development	19
Table 5-5	Level of Services of Footpath Adjacent to Bus Layby	20
Table 5-6	Level of Services of Footpath Adjacent to Site after Proposed Development	21

LIST OF FIGURES

Figure 2-1 Site Location and Study Area
Figure 2-2 Proposed Run-In/Out at Pok Fu Lam Road
Figure 2-3 Major Access Routes to / from the South
Figure 2-4 Major Access Routes to / from the North
Figure 3-1 Existing Public Transport Inventory
Figure 3-2 Locations of Surveyed Junctions
Figure 3-3 2026 Observed Peak Hour Traffic Flows
Figure 4-1 2037 Reference Peak Hour Traffic Flows
Figure 4-2 Peak Hour Development Traffic Flows
Figure 4-3 2037 Design Peak Hour Traffic Flows

APPENDICES

Appendix A Layout Plans

Appendix B Vehicle Swept Path Assessment Results

Appendix C 2026 Junction Calculation Sheets

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

Appendix E 2037 Junction Calculation Sheets

1 INTRODUCTION

1.1 Background

1.1.1 The Applicant intents redevelop the site at No. 131, Pok Fu Lam Road, Pok Fu Lam ("the Site"), currently the Ebenezer School & Home for the Visually Impaired, to a residential development ("Proposed Development").

1.1.2 Under the Approved Pok Fu Lam OZP No.: S/H10/21, gazetted on 30 May 2023, the Site is zoned as "R(C)7" with the maximum plot ratio (PR) of 1.9 and building height (BH) of 151mPD. According to the OZP, a layout plan shall be submitted via Section 16 application for the approval by the Town Planning Board (TPB) for any new development or redevelopment of an existing building at sub-area "R(C)7.

1.1.3 In addition, the Applicant proposes to increase the BH of the Proposed Development to 164mPD.

1.1.4 Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study, in support of the Section 16 application for the minor relaxation of Building Height Restriction (BHR) for the Proposed Development. The main objective of the study is to assess the potential traffic impact to be induced by the proposed residential development on the road network in the vicinity of the Site.

1.2 Study Objectives

1.2.1 The main objectives of the TIA study are as follows:

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

1.3 Report Structure

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

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

2 THE PROPOSED DEVELOPMENT

2.1 Site Location and Study Area

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

2.2 The Proposed Development Parameters

2.2.1 The Site is currently occupied by Ebenezer School & Home for the Visually Impaired. It is proposed to demolish the existing buildings and construct 4 residential blocks providing totals of 135 flat units with average flat size of 92.9 m^2 ("The Proposed Development").

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

Table 2-1 Summary of Proposed Development Parameters

Parameters	Proposed
Site Area	About 6,460m^2
Residential GFA	About 12,536.5m^2 (including Bonus GFA: About 262.5 m^2)
Residential Plot Ratio	Not more than 1.941 (including Bonus PR: 0.041)
Total No. of Residential Units	135
Average Flat Size	92.9 m^2

2.3 Vehicular and Pedestrian Access Arrangements

2.3.1 **Figure 2-2** shows the proposed run-in/out at Pok Fu Lam Road in which only left-in /left-out movements are allowed. As shown in the figure, a minimum sight distance of 100m would be available by relocating the existing bus-stop around 50m towards the north. With the proposed left-in/ left-out arrangement, **Figure 2-3** and **Figure 2-4** shows the access routes to / from the north and south of Pok Fu Lam area respectively.

2.3.2 As indicated in **Figure 2-2**, a bus lay-by (14m length x 2.75m wide) could be provided to replace the on-street bus-stop if considered necessary. The footpath adjacent to the bus lay-by would be around 2m. With the provision of the new bus lay-by, the carriageway width on the section of Pok Fu Lam Road near the bus lay-by will need to be reduced from a total width of 14.6m to about 14.05m.

2.4 Internal Transport Provisions

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

Table 2-2 Proposed Parking and Loading/ Unloading Provisions

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

Notes: (1) Demand Adjustment Ratio (R1) = 1.2 for 40m^2 <Flat size ≤70m^2, 2.4 for 70m^2 <Flat size ≤100m^2, 4.2 for 100m^2 <Flat size ≤130m^2

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

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

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

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

3 EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

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

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

3.2 Existing Public Transport Services

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

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

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

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

3.3 Existing Peak Hour Traffic

3.3.1 To gain an understanding of the existing traffic condition in the Study Area, classified turning movement counts were undertaken at the key junctions in the vicinity of the Site on 23 January 2026 (Friday) over the AM and PM peak periods between 07:00 to 10:00 and 16:00 to 19:00 respectively. **Figure 3-2** shows the locations of the surveyed road links and junctions.

3.3.2 All vehicle flows in the subsequent analysis have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) and shown in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

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

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

3.3.3 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 07:45 - 08:45 and 17:15 - 18:15 respectively. **Figure 3-3** presents the observed AM and PM peak hour traffic flows on the road network in the vicinity of the Site.

3.4 Existing Junction Performance

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

Table 3-3 2026 Peak Hour Performance at Key Junctions

Jn. ID.	Survey Date	Location	Type	Capacity Index(1)	AM Peak	PM Peak
J1	23 Jan 2026	Pok Fu Lam Road / Smithfield / Mount Davis Road	Signal	RC(1)	32.0%	31.4%
J2	23 Jan 2026	Pok Fu Lam Road / Bisney Road	Priority	RC	0.26	0.18
J3	23 Jan 2026	Pok Fu Lam Road / Access Road to Queen Mary Hospital	Priority	DFC(2)	0.26	0.13
J4	23 Jan 2026	Pok Fu Lam Road / Access Road to Ebenezer New Hope School	Priority	DFC	0.09	0.01
J5	23 Jan 2026	Pok Fu Lam Road / Chi Fu Road (N)	Priority	DFC	0.23	0.12
J6	23 Jan 2026	Pok Fu Lam Road / Chi Fu Road (S)	Priority	DFC	0.43	0.26
J7A	23 Jan 2026	Pok Fu Lam Road / Sassoon Road (W)	Priority	DFC	0.77	0.63
J7B	23 Jan 2026	Pok Fu Lam Road / Sassoon Road (E)	Signal	RC	28.2%	22.9%
J8	23 Jan 2026	Chi Fu Road/ Pok Fu Lam Road/ Claymore Ave	Priority	DFC	0.20	0.16

Notes: (1) The Capacity Index for Signal controlled junction is Reserve Capacity (RC)
(2) The Capacity Index for Priority Junction is Design Flow to Capacity Ratio (DFC)

3.4.2 The Reserve Capacity (RC) of signal-controlled junctions are calculated based on the actual green time for each phase of the traffic signals observed on-site and hence reflect the actual traffic situations at the respective junctions during the AM and PM peak hours. The results reveal that all the key junctions within the Study Area operate satisfactorily during the AM and PM peak hours of a typical weekday in 2026.

3.5 Existing Link Performance

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

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

Link. ID.	Section	Direction	Design Capacity	Flows (Veh/hr)	AM Peak		PM Peak	
					Flows	P/Df	Flows	P/Df
L1	Pok Fu Lam Road between Mount Davis Road and Bisney Road	NB	2,800	Flows	1,812	0.65	1,578	0.56
		SB	2,800	Flows	1,661	0.59	1,159	0.41
L2	Pok Fu Lam Road between Bisney Road and the Application Site	NB	2,600	Flows	1,080	0.42	948	0.36
		SB	2,600	Flows	953	0.37	703	0.27
L3	Pok Fu Lam Road between the Application Site and Chi Fu Road (North side)	NB	2,600	Flows	1,202	0.46	1,008	0.39
		SB	2,600	Flows	990	0.38	739	0.28
L4	Pok Fu Lam Road between Chi Fu Road (North side) and Victoria Road	NB	2,600	Flows	994	0.38	902	0.35
		SB	2,600	Flows	877	0.34	600	0.23
L5	Elevated Chi Fu Road connecting to Pok Fu Lam Road North Bound	WB	475	Flows	251	0.53	151	0.32
		EB	475	Flows	43	0.09	45	0.09

3.5.2 The results show that the key road links in the vicinity of the Proposed Development operate within capacity during both the AM and PM peak hours in 2026.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

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

4.2 Methodology

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

- Historical traffic data from Annual Traffic Census (ATC);
- The forecast population and employment from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area;
- New transport infrastructure in the district.

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

2037 Background Flows =	2026 Flows x annual growth factors
2037 Reference Flows =	2037 Background Flows + additional traffic generated by planned/committed developments
2037 Design Flows =	2037 Reference Flows + additional traffic generated by the Proposed Development

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

4.3 Historical Traffic Growth

4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2019 to 2024 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

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

Station	Road	Between		2019	2020	2021	2022	2023	2024	Average Growth Rate p.a.
2201	Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	31,860	28,640	29,520	27,060	27,830	29,060	-1.82%
				--	-10.11%	-0.43%	-8.33%	2.85%	4.42%	
2407	Smithfield Rd	Pok Fu Lam Rd	Lung Wah St	10,150	8,970	9,780	8,890	9,940	10,720	+1.10%
				--	-11.63%	-0.43%	-9.10%	11.81%	7.85%	
1836	Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	1,880	1,790	1,900	2,080	2,120	2,100	+2.24%
				--	-4.79%	-0.43%	9.47%	1.92%	-0.94%	
1811	Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	39,680	37,860	41,770	39,710	40,860	40,950	+0.63%
				--	-4.59%	-0.43%	-4.93%	2.90%	0.22%	
1603	Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	38,950	37,180	39,900	38,070	39,180	39,260	+0.16%
				--	-4.54%	-0.43%	-4.59%	2.92%	0.20%	
2604	Bisney Rd	Pok Fu Lam Rd	Consort Rise	3,260	3,280	2,680	2,760	2,950	3,260	0.00%
				--	0.61%	-0.43%	2.99%	6.88%	10.51%	
1005	Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	25,080	22,470	23,800	21,170	22,030	22,820	-1.87%
				--	-10.41%	-0.43%	-11.05%	4.06%	3.59%	
1405	Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	25,040	25,690	26,840	25,610	26,360	26,220	+0.93%
				--	2.60%	-0.43%	-4.58%	2.93%	-0.53%	
2609	Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	4,660	4,710	4960	4,920	5,000	5,460	+3.22%
				--	1.07%	-0.43%	-0.81%	1.63%	9.20%	
1204	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	32,240	30,760	32,150	30,680	33,290	33,340	+0.67%
				--	-4.59%	-0.43%	-4.57%	8.51%	0.15%	
Total				**212,800**	**201,350**	**213,300**	**200,950**	**209,560**	**213,190**	**+0.04%**
				--	**-5.38%**	**5.93%**	**-5.79%**	**4.28%**	**1.73%**	

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

4.3.2 As indicated in **Table 4-1**, there was a slight increase of traffic volume (+0.04% per annum) on the road network in the vicinity of the Proposed Development over the period of 2019 – 2024.

4.4 Future Developments in the Area

4.4.1 References are also made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 4-2** presents the population and employment data in Southern District for 2026 and 2031.

Table 4-2 2021-Based TPEDM for Southern District

Category	2026	2031	% Growth p.a.
			2026-2031
Population(1)	258,800	267,200	0.64%
Employment Places(1)	126,700	121,850	-0.78%
Total	385,500	389,050	0.18%

Source: (1) 2021-based TPEDM published by Planning Department.

4.4.2 As shown in the table, the predicted growth of population and employment places in Southern District from 2026 to 2031 is approximately 0.64% and -0.78% per annum respectively.

4.5 New Transport Infrastructure

4.5.1 According to the approval given by Chief Executive Council in December 2025, the MTR Corporation Limited has commenced the detailed planning and design of South Island Line (West) (SIL(W)), and SIL(W) is targeted to be completed by year 2034. SIL(W) connects Wong Chuk Hang Station and Hong Kong University Station with a 7.5km long tunnel and 8 stations by smart and green mass transit system. The completion of SIL(W) would support developments in the area in particular of the intake of Wah Fu Estate redevelopment.

4.5.2 To provide conservative estimates, the effect of the above new rail infrastructure has not been taken into account in this TIA Study.

4.6 2037 Background Traffic Flows

4.6.1 Taking into consideration of the above information, to provide conservative estimates, it is proposed to adopt an average growth rate of +1.0% per annum, which is higher than the traffic growth over the 5-year period of 2019 to 2024 (**Table 4-1**) as well as the future development intensity in Southern District (**Table 4-2**), for estimating the 2037 peak hour Background Traffic Flows in the Study Area.

4.7 2037 Reference Traffic Flows

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

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

Location	Use	Traffic Flows (pcu/hour)			
		AM Peak Hour		PM Peak Hour	
		Out	In	Out	In
Five Public Housing Sites in Pok Fu Lam South	8,900 Public Rental Housing(1)	385	290	211	268
Queen Mary Hospital Redevelopment (New Block)	Operational uses (41 car parking spaces)	40	40	40	40
Rural Building Lot No. 925, High West, Pok Fu Lam	Proposed Residential (2) Institution (Student Hostel)	27	5	5	16
Cyberport Expansion Project	Office / Data Services Platform / Multi-function Hall etc. (about 66,000 m^2)(3)	108	143	96	89
East of No.3 Sassoon Road, Pok Fu Lam	HKU New Academic Building On an Extension Site(4)	13	32	39	16
HKU Pokfield Campus Site	HKU New Academic Complex(5)	60	66	69	52
Middleton Towers, 140 Pok Fu Lam Road and Adjoining Government Land	Proposed Residential Institution (Student Hostel)(6)	50.5	30.5	23.5	37.5

Notes: *(1) Peak Hour trip rates for Subsidized Public Rental Housing High-Density R(A), average size 40m^2, extracted from TPDM Volume 1, Chapter 3, Annex D, Table 1*
(2) Source: TIA report of Approved Planning Application A/H10/94
(3) Source: Planning Application A/H10/95 (Appendix 4 – Traffic Technical Note)
(4) Source: TIA report of Planning Application A/H10/13
(5) Source: TIA report of Planning Application for Pokfield Campus Site
(6) Source: TIA report of Planning Application A/H10/98

4.7.2 For Wah Fu Estate Redevelopment, the overall flat production target of about 11,900 additional public housing units is summarized in **Table 4-4**. The reception units at the Five Public Housing Sites, all situated at Pok Fu Lam South, is expected to be completed by 2031. Hence, the 8900 reception units at the Five Housing Sites for Wah Fu Estate are included in the assessment.

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

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

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

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

4.8 Development Trip Generations

4.8.1 References are made to the peak hour traffic generation and attraction rates in Transport Planning and Design Manual (TPDM) to estimate the AM and PM peak hour trips to be generated by the Proposed Development. The results are shown in **Table 4-5**. In addition, trip generation surveys at the existing Ebenezer School & Home for the Visually Impaired were undertaken on 23 January 2026 between 07:00 – 10:00 and 16:00 – 19:00. Details of the observed trip data is given in **Appendix D** and the school trips during the commuter AM and PM peak hours, i.e. 07:45 – 08:45 and 17:15 – 18:15 respectively, are also shown in **Table 4-5**.

Table 4-5 Estimated Peak Hour Development Traffic

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Proposed Development (average flat size 92.9 m^2)				
Trip Rates [(1)] (pcu/hr/flat)	0.1219	0.2203	0.1563	0.1115
Traffic Flows (pcu/hr)	17	30	22	16
Total 2-way Trips (pcu/hr)	47		38	
Existing Development – Ebenezer School & Home for the Visually Impaired				
Observed Trip Generations (pcu/hr)	39	29	0	3

Notes: (1) Peak Hour trip rates for Private Housing: High-Density / R(B) – Upper Limit with Average Flat Size 100m^2, extracted from TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

4.8.2 To provide conservative estimates, the higher trip rates from TPDM are adopted. Hence, it is forecast that the Proposed Development would induce total two-way traffic of 47 pcu's (17 in and 30 out) and 38 pcu's (22 in and 16 out) in the AM and PM peak hour respectively.

4.8.3 The peak hour development traffic are distributed to the north or south of Pokfulam area with reference to the forecast 2031 population and employment data indicated in the 2021-based TPEDM and assigned to the fastest route taking into account of the left-in / left-out arrangement at the proposed run-in/out. The distribution pattern and assigned routes are summarized in **Table 4-6**.

Table 4-6 Distribution of Peak Hour Development Traffic

District	Population(1)	Employment(1)	Total	Distribution Proportion	Assigned route
	From Proposed Development				
Wan Chai / South	412 900	409 100	822 000	6.9%	To Aberdeen direction
Others (except Wan Chai / South)	7 406 300	3 657 450	11 063 750	93.1%	To Pok Fu Lam Road north
Whole Territories	7 819 200	4 066 550	11 885 750	100.0%	
	To Proposed Development				
Wan Chai / South / Eastern / Kwun Tong / Tseung Kwan O	2 109 450	1 250 900	3 360 350	27.4%	From Aberdeen direction
Others (except Wan Chai / South / Eastern / Kwun Tong / Tseung Kwan O)	5 709 750	2 815 650	8 525 400	72.6%	From Pok Fu Lam Road north
Whole Territories	7 819 200	4 066 550	11 885 750	100.0%	-

Notes: (1) 2037 Population and Employment Places extracted from 2021-based TPEDM published by Planning Department

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

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

4.8.6 According to the distribution pattern, the peak hour development traffic is then assigned to the road network in the Study Area as shown in **Figure 4-2.**

4.9 2037 Design Traffic Flows

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

5 TRAFFIC IMPACT ASSESSMENT

5.1 2037 Junction Assessments

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

Table 5-1 2037 Peak Hour Performance at Key Junctions

Jn. ID.	Location	Type	Capacity Index(1)	Reference		Design	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Pok Fu Lam Road / Smithfield / Mount Davis Road(2)	Signal	RC	20.7%	53.5%	19.6%	53.5%
J2	Pok Fu Lam Road / Bisney Road	Priority	RC	0.33	0.21	0.33	0.21
J3	Pok Fu Lam Road / Access Road to Queen Mary Hospital	Priority	DFC)	0.31	0.15	0.31	0.15
J4	Pok Fu Lam Road / Access Road to Ebenezer New Hope School	Priority	DFC	0.13	0.01	0.14	0.01
J5	Pok Fu Lam Road / Chi Fu Road (N)	Priority	DFC	0.29	0.14	0.29	0.14
J6	Pok Fu Lam Road / Chi Fu Road (S)	Priority	DFC	0.52	0.30	0.52	0.30
J7A	Pok Fu Lam Road / Sassoon Road (W)(3)	Priority	DFC	0.84	0.72	0.84	0.72
J7B	Pok Fu Lam Road / Sassoon Road (E)	Signal	RC	40.1%	23.9%	39.8%	23.8%
J8	Chi Fu Road/ Pok Fu Lam Road/ Claymore Ave	Priority	DFC	0.23	0.19	0.23	0.19

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

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

5.2 2037 Link Assessments

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

Table 5-2 2037 Peak Hour Road Link Performances

Link. ID.	Section	Direction	Design Capacity	Flows (Veh/hr)	Reference		Design	
					AM	PM	AM	PM
L1	Pok Fu Lam Road between Mount Davis Road and Bisney Road	NB	2,800	Flows	2,114	1,817	2,138	1,830
				P/Df	0.75	0.65	0.76	0.65
		SB	2,800	Flows	1,918	1,363	1,928	1,377
				P/Df	0.70	0.49	0.70	0.49
L2	Pok Fu Lam Road between Bisney Road and the Application Site	NB	2,600	Flows	1,270	1,080	1,296	1,094
				P/Df	0.48	0.41	0.49	0.42
		SB	2,600	Flows	1,102	838	1,114	853
				P/Df	0.42	0.32	0.43	0.32
L3	Pok Fu Lam Road between the Application Site and Chi Fu Road (North side)	NB	2,600	Flows	1,406	1,147	1,421	1,166
				P/Df	0.53	0.44	0.54	0.45
		SB	2,600	Flows	1,144	878	1,156	893
				P/Df	0.44	0.33	0.44	0.34
L4	Pok Fu Lam Road between Chi Fu Road (North side) and Victoria Road	NB	2,600	Flows	1,174	1,029	1,179	1,034
				P/Df	0.45	0.39	0.45	0.39
		SB	2,600	Flows	1,021	710	1,023	711
				P/Df	0.39	0.27	0.39	0.27
L5	Elevated Chi Fu Road connecting to Pok Fu Lam Road North Bound	WB	475	Flows	280	168	290	182
				P/Df	0.59	0.35	0.61	0.38
		EB	475	Flows	48	50	48	50
				P/Df	0.1 0	0.11	0.1 0	0.11

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

5.3 Pedestrian Impact Assessments

5.3.1 Pedestrian surveys were undertaken on 23 January 2026 (Friday) from 07:00 to 19:00. **Figure 5-1** shows the locations of the surveyed road links and junctions

5.3.2 **Table 5-3** shows the existing pedestrian flows on the footpath adjacent to the Application Site. It is noted that over 80% of the pedestrians are generated by the existing Ebenezer School & Home for the Visually Impaired in particular during the AM and PM school peak hours. The table also shows the nos. of buses observing at the northbound bus stop adjacent to the Site. It is noted that the nos. of stopped buses increased in proportion to the amount of pedestrians on the footpath adjacent to the Site as almost all the pedestrians access/leave the existing school by buses.

Table 5-3 2026 Hourly Pedestrian Flows and Nos. of Buses Observed the Nearby Northbound Bus stop

Hour	Two-way Pedestrian Flows on footpath adjacent to Site				Nos. of buses stopped at northbound bus stop adjacent to Site	Pedestrian Assessment			
	To/From Ebenezer School	To/From Ebenezer New Hope School	Others	Total		Peak 15-min Flow	Effective Width of Footpath(1) (m)	PMM(2)	Level of Service (LOS)
7:00-8:00	43	31	9	83	27	40	1.1	2.42	A
8:00-9:00	**49**	**34**	**10**	**93**	**37**	**44**	**1.1**	**2.67**	**A**
9:00-10:00	21	1	8	30	20	12	1.1	0.73	A
10:00-11:00	24	0	3	27	18	13	1.1	0.79	A
11:00-12:00	23	0	3	26	16	11	1.1	0.67	A
12:00-13:00	32	13	4	49	26	18	1.1	1.09	A
13:00-14:00	34	16	7	57	21	20	1.1	1.21	A
14:00-15:00	30	0	3	33	17	12	1.1	0.73	A
15:00-16:00	23	7	6	36	18	18	1.1	1.09	A
16:00-17:00	48	31	6	85	31	51	1.1	3.09	A
17:00-18:00	**57**	**48**	**8**	**113**	**51**	**61**	**1.1**	**3.70**	**A**
18:00-19:00	14	7	11	32	37	11	1.1	0.67	A
Total	398	188	78	664	319				

Notes: (1) The effective width are derived from actual width of footpath minus 0.5m
(2) The index PMM represents the nos. of pedestrian per meter per minute

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

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

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

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

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

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

5.3.6 As indicated in **Figure 2-2,** a 2.75m wide bus layby can be provided to replace the on-street bus-stop if considered necessary. The footpath adjacent to the bus layby would be about 2m wide. **Table 5-5** presents the level of service assessment results for the footpath adjacent to the bus layby.

5.3.7 Based on the observed pattern, the pedestrians using the concerned section of footpath are mainly bus passengers using the bus services, either boarding or alighting, at the bus stop. The average bus frequencies stopping at this bus stop are less than 2 minutes during peak hours (i.e. at least 30 buses during peak hour) and less than 4 min during off peak period (i.e. at least 15 buses per hour), resulting in an average waiting time of 1 min and 2 min (i.e. half of average frequency) during peak hours and off-peak hours respectively. To provide conservative estimates, the estimation of pedestrians is based on 5-min flow (i.e. by assuming an average waiting time of 5 min) and a peak factor of 2.0 is also applied, i.e. Peak 5-Minute Flow = Hourly Flow / 12 x 2. Similar to vehicular traffic, an average growth rate of +1.0% per annum is adopted for estimating the background pedestrian flow.

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

Hour	Hourly 2-way Flow			Peak 5-Minute 2-way Flow(3)			Footpath Effective Width(4) (m)	PMM(5)	Level of Service (LOS)
	To/From(1) Development	Others(2)	Total	To/From Development	Others	Total			
7:00-8:00	12	10	22	2	2	4	1.5	0.53	A
8:00-9:00	6	11	17	1	2	3	1.5	0.40	A
9:00-10:00	0	9	9	0	2	2	1.5	0.27	A
10:00-11:00	6	3	9	1	1	2	1.5	0.27	A
11:00-12:00	9	3	12	2	1	3	1.5	0.40	A
12:00-13:00	3	4	7	1	1	2	1.5	0.27	A
13:00-14:00	9	8	17	2	2	4	1.5	0.53	A
14:00-15:00	0	3	3	0	1	1	1.5	0.13	A
15:00-16:00	3	7	10	1	2	3	1.5	0.40	A
16:00-17:00	0	7	7	0	2	2	1.5	0.27	A
17:00-18:00	3	9	12	1	2	3	1.5	0.40	A
18:00-19:00	3	12	15	1	2	3	1.5	0.40	A
Total	54	86	140	-	-	-	-	-	-

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

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

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

Hour	Hourly 2-way Flow			Peak 15-Minute Flow[3]			Effective Width of Footpath[4] (m)	PMM[5]	Level of Service (LOS)
	To/From[1] Development	Others[2]	Total	To/From Development	Others	Total			
7:00-8:00	79	10	89	40	5	45	1.1	2.73	A
8:00-9:00	32	11	43	16	6	22	1.1	1.33	A
9:00-10:00	29	9	38	15	5	20	1.1	1.21	A
10:00-11:00	9	3	12	5	2	7	1.1	0.42	A
11:00-12:00	41	3	44	21	2	23	1.1	1.39	A
12:00-13:00	29	4	33	15	2	17	1.1	1.03	A
13:00-14:00	9	8	17	5	4	9	1.1	0.55	A
14:00-15:00	26	3	29	13	2	15	1.1	0.91	A
15:00-16:00	47	7	54	24	4	28	1.1	1.70	A
16:00-17:00	50	7	57	25	4	29	1.1	1.76	A
17:00-18:00	12	9	21	6	5	11	1.1	0.67	A
18:00-19:00	38	12	50	19	6	25	1.1	1.52	A
Total	401	86	487	-	-	-	-	-	-

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

5.3.9 As indicated in **Table 5-6**, with the reduction of both the amounts of pedestrians after the relocation of the existing Ebenezer School, the conditions along the footpath adjacent to the Site would be improved and a LOS A can be maintained throughout the day even with the Proposed Development.

5.3.10 If the footpath width is to increase from currently 2m to 2.5m, it is required to reduce the carriageway width on Pok Fu Lam Road by around 0.5m due to physical constraints such as the existing slope and access to maintenance walkway etc. As indicated in the table above, since a LOS A can be maintained, it is considered more beneficial to maintain the existing footpath width without changing the carriageway width on Pok Fu Lam Road.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 The Applicant intents to redevelop the Ebenezer School & Home for the Visually Impaired at No. 131 Pok Fu Lam Road, Pok Fu Lam ("the Site") to residential development. The Proposed Residential Development ("the Proposed Development") will provide totals of 135 units with an average flat size of 92.9 m^2.

6.1.2 Ozzo Technology (HK) Limited are commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Proposed Development on the nearby road network.

6.1.3 In order to appraise the existing traffic condition in the area, classified turning movement counts were carried out at the key junctions in the vicinity of the Site over the AM and PM peak periods on 23 January 2026 (Friday). The AM and PM peak hours are identified to be 07:45 - 08:45 and 17:15 - 18:15 respectively.

6.1.4 Junction capacity assessments are carried out for the AM and PM peak hours for the key junctions in the vicinity of the Site. The results indicate that all the key junctions perform satisfactorily during both the AM and PM peak hours on a weekday in 2026.

6.1.5 The planned completion year of the Proposed Development is 2034 and hence the "Design Year" for this TIA study is set as 2037, i.e. 3 years after the completion year. Having reviewed the historical trend of traffic growth in the area and the forecast development intensity in the area, a growth factor of +1.0% per annum is adopted for estimating the 2037 Background Traffic Flows.

6.1.6 The peak hour trips to be generated by the planned and committed developments within the Study Area are added to the 2037 Peak Hour Background Flows to derive the 2037 Peak Hour Reference Flows (i.e. without the Proposed Development).

6.1.7 With reference to the peak hour trip generation rates extracted from Transport Planning and Design Manual, it is estimated that the Proposed Development would generate two-way traffic of 32 pcu's in the AM peak hour and 18 pcu's in the PM peak hour. The additional development traffic is added to the 2037 Peak Hour Reference Traffic Flows (i.e. without Proposed Development) to derive the 2037 Peak Hour Design Traffic Flows (i.e. with Proposed Development).

6.1.8 Traffic impact assessments are undertaken by comparing the performances of key junctions and road links of the 2037 Reference scenario (i.e. without the Proposed Development) against the Design scenario (i.e. with the Proposed Development). As the amount of additional traffic to be generated by the Proposed Development is not significant, the differences in junction and road link performances between the Reference and Design Scenarios are small.

6.1.9 The assessment results indicate that all assessed junctions and road links in the vicinity of the Site would perform satisfactorily during the AM and PM peak periods for both the 2037 Reference and Design scenarios.

6.1.10 Totals of 112 nos. of car parking spaces, 1 no. of motorcycle parking space and 4 nos. of goods vehicle loading and unloading bays will be provided within the development site in accordance with relevant HKPSG requirements.

6.1.11 The amounts of pedestrians on the nearby footpaths at Pok Fu Lam Road will be reduced after the relocation of the existing Ebenezer School & Home for the Visually Impaired, hence the conditions along the footpaths and at the bus-stop adjacent to the Site would be improved after the development.

6.2 Conclusions

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

Figures

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Mount Davis Road
Pok Fu Lam Road
Queen Mary Hospital
Bisney Road
Sassoon Road
Victoria Road
Pok Fu Lam Road
Upper Baguio Bay
Lower Baguio Bay
Victoria Road
Cyberport Road
Chi Fu Road
Chi Fu Fa Yuen
Chi Fu Road
Pok Fu Lam Road
Victoria Road

0 75 150 225 300

LEGEND:
- Application Site
- Study Area

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Site Location and Study Area

Date	Scale
26/02/2026	1:7500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 2-1	-

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Pok Fu Lam Road

TS132
600mm

TS107
600mm

Existing Bus Stop
to be Relocated

Traffic Cylinders

Sightline ~ 100m

EXISTING FOOTPATH TO BE MAINTAINED
2.5mW. Maintenance walkway below at +135.7

Proposed
Run-In/Out
(Left-Turn Only)

Residential
Shuttle Lift
Lobby

Application Site
Boundary

OPEN PASSAGE FOR MEANS OF ESCAPE

EVA / Driveway	Ramp Up	Ramp Up	Ramp Up
	1:8.5	1:6	1:8

Ramp Up 1:10.5

EVA / Driveway Ramp Up 1:7

1:10

1:8

Footpath required under Lease

Private Access Road

Planter

RAMP DN

EVA / Driveway

EVA
Hard paved

T1

T2 (10/s)

T3 (10/s)

T4 (9/s)

Outdoor Pool
(6 x 25m)

LANDSCAPED AREA

Disable Ah

Tr Sg Ah

Conduit

靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

心光恩望學校 Ebenezer New Hope School

0 5 10 15 20

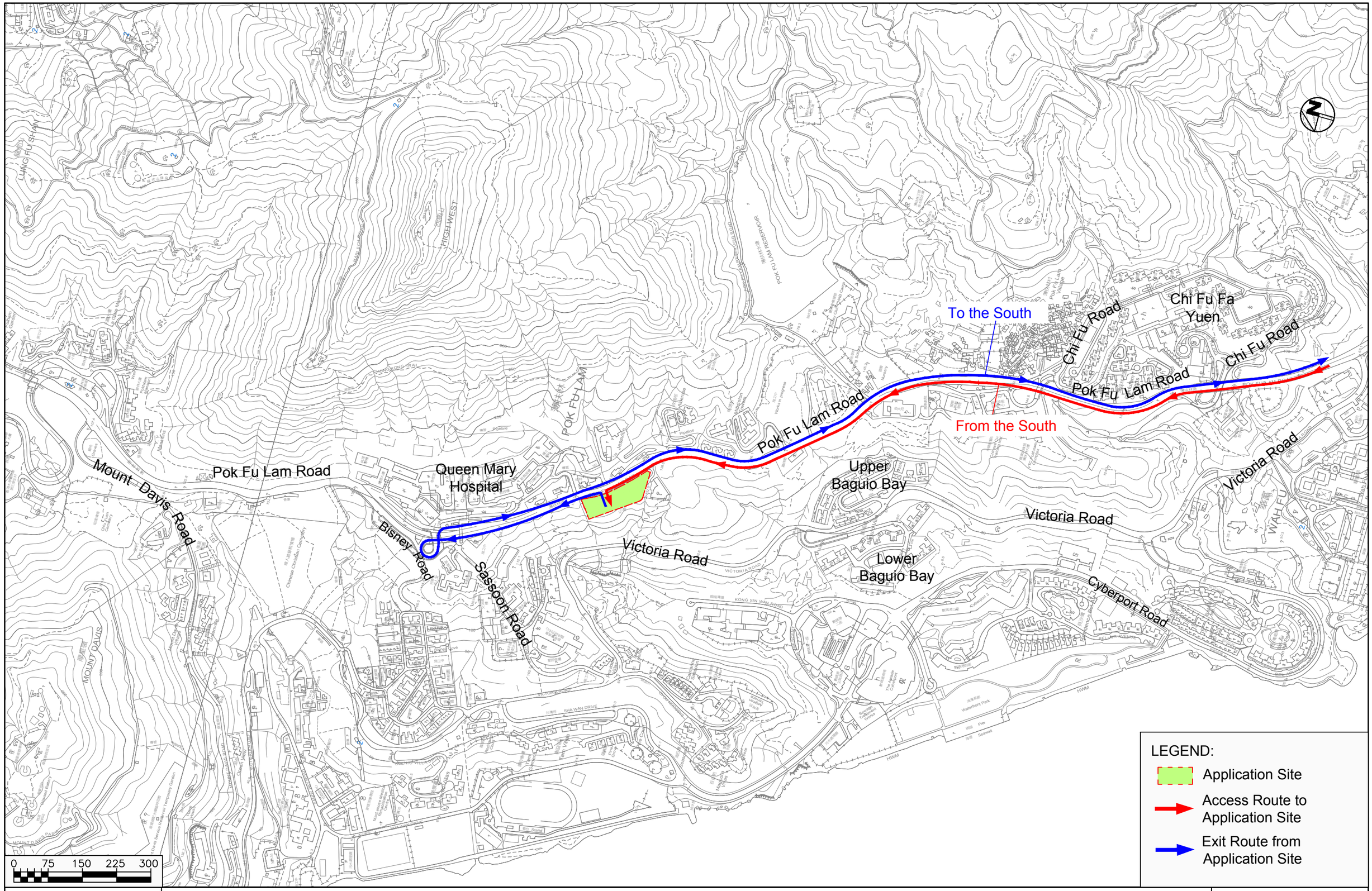
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Proposed Relocation of Bus Stop

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 2-2	A



Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

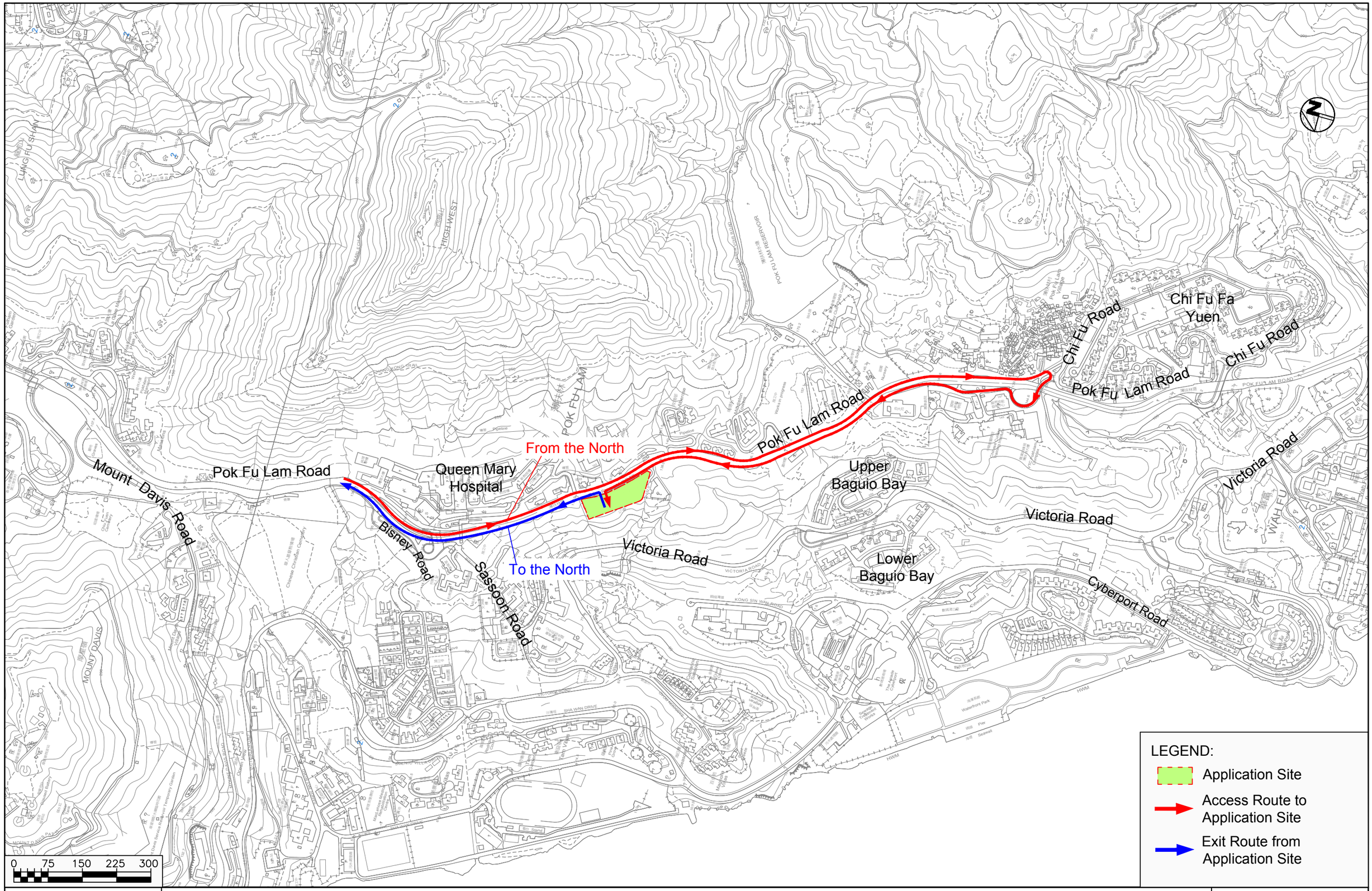
Major Access Routes to / from the South

Date	Scale
26/02/2026	1:7500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 2-3	-

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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

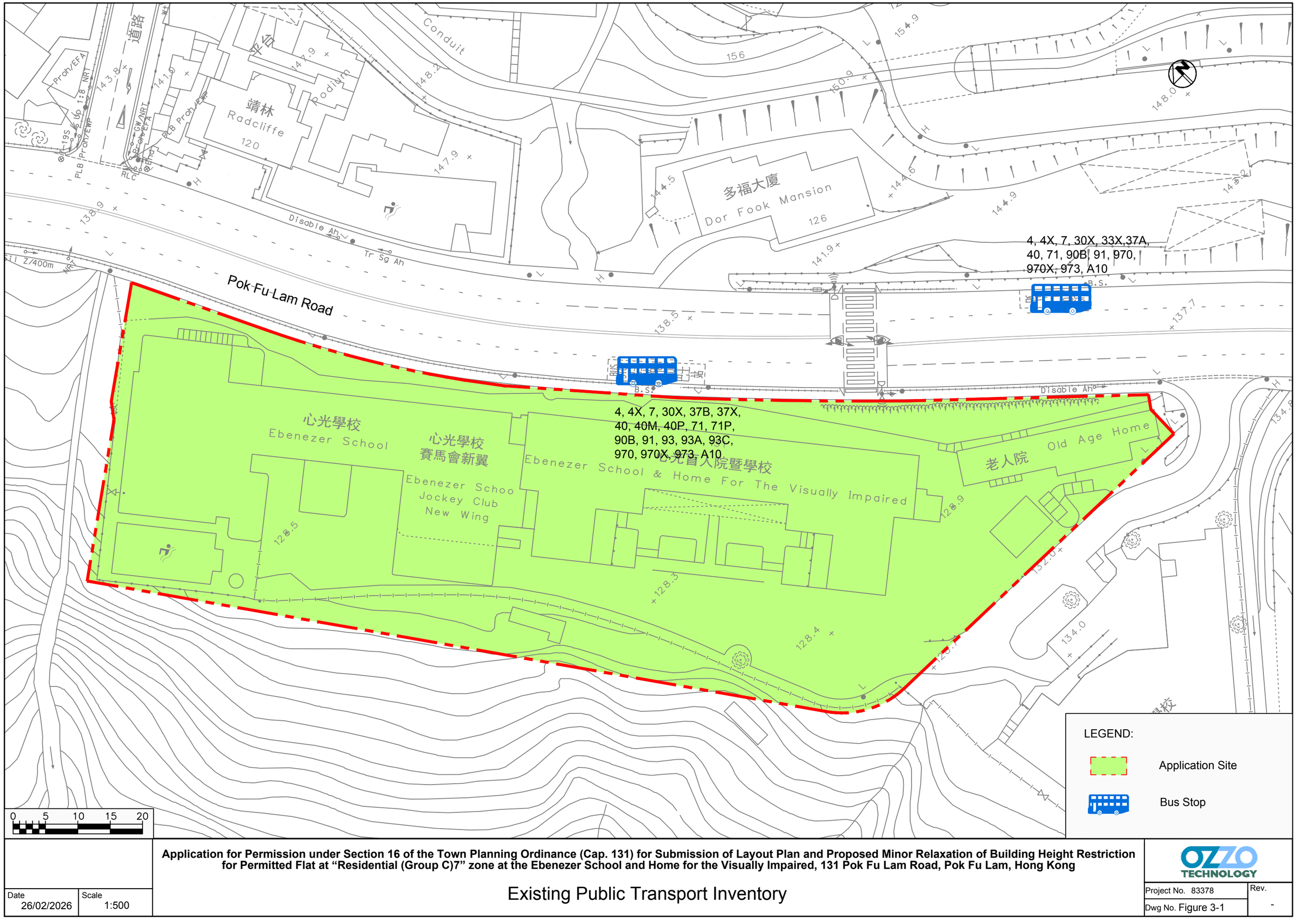
Major Access Routes to / from the North

Date	Scale
26/02/2026	1:7500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 2-4	-

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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

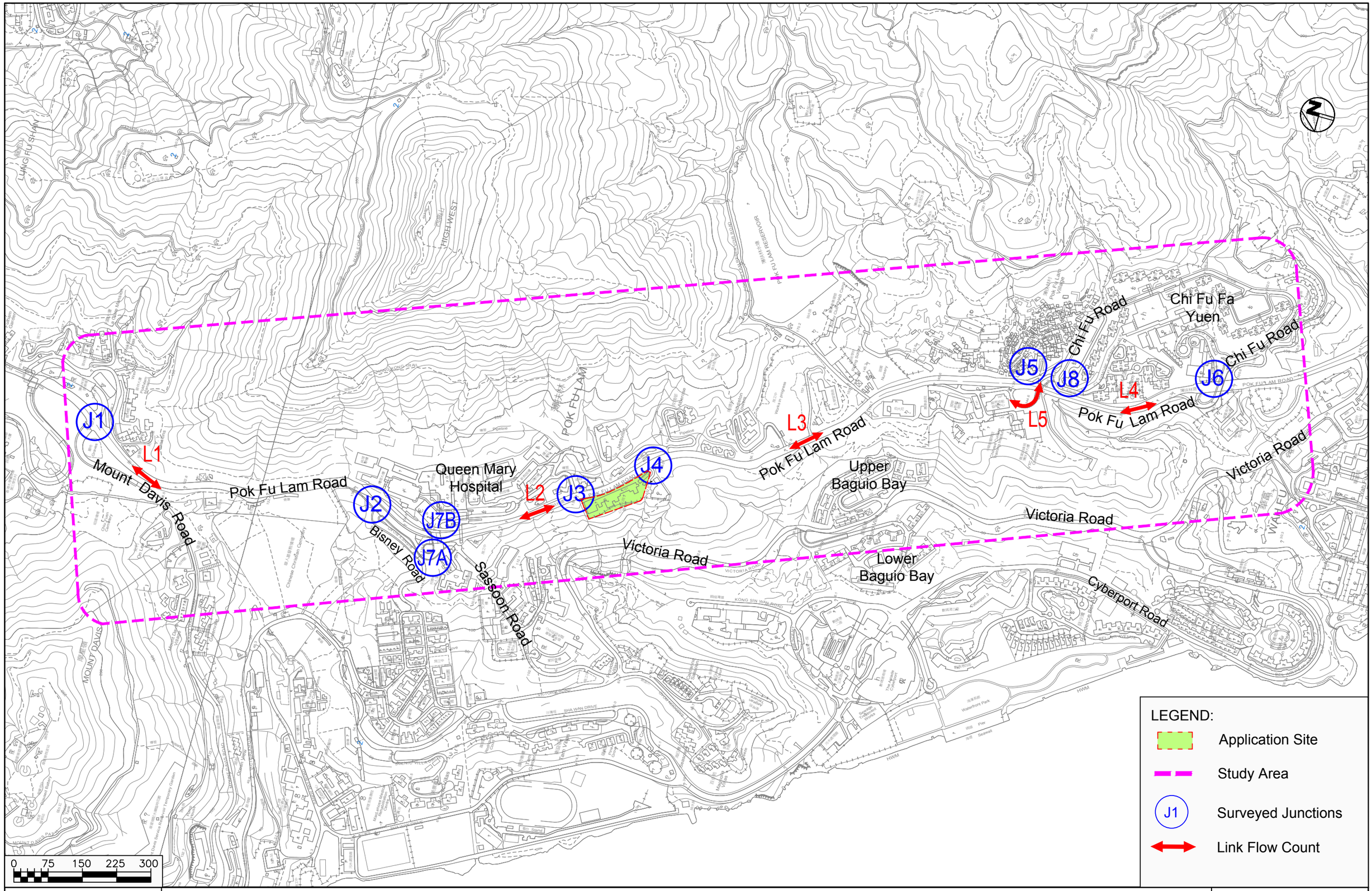
Existing Public Transport Inventory

Date	Scale
26/02/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 3-1	-

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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

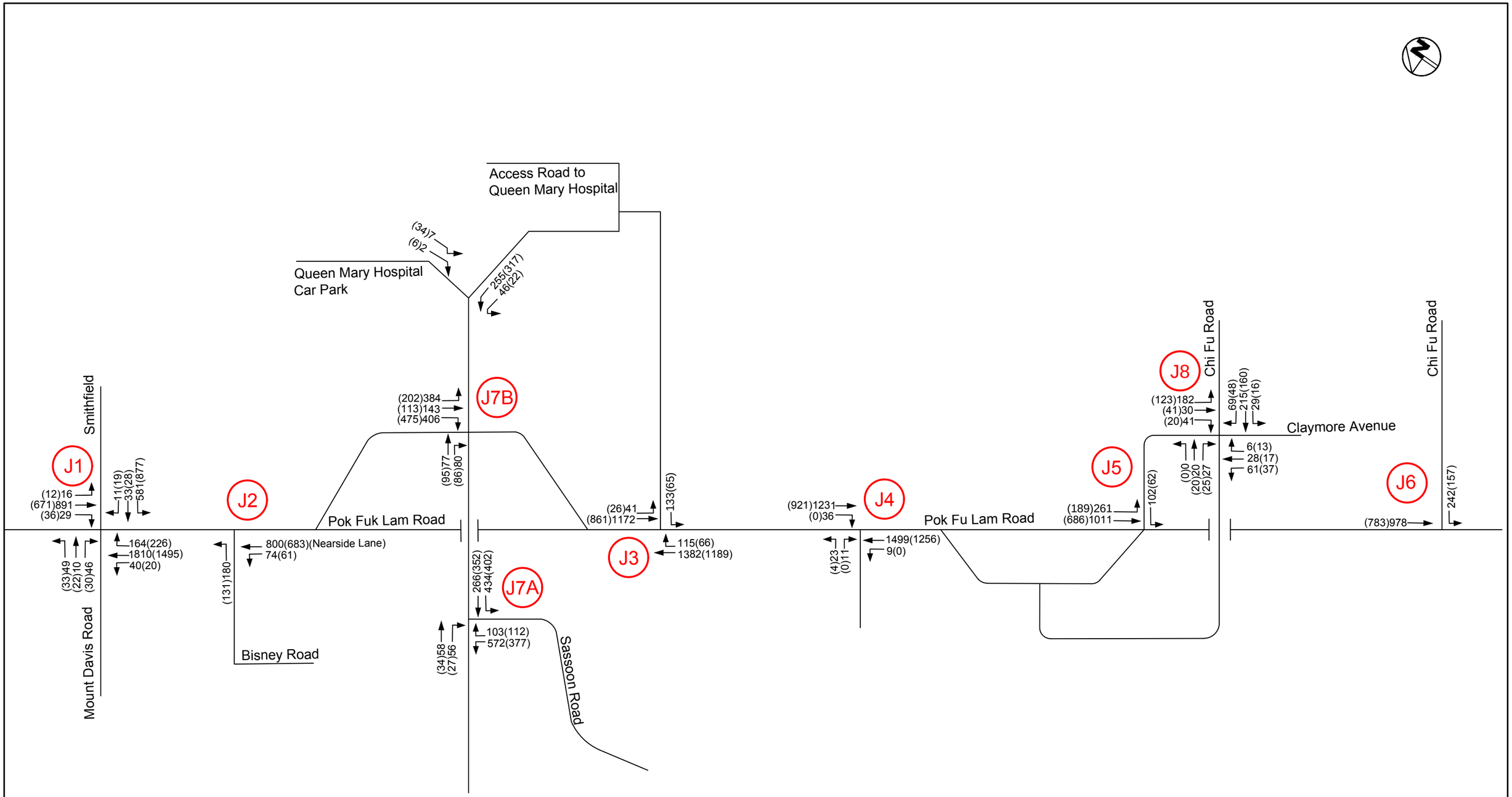
Locations of Surveyed Junctions

Date	Scale
26/02/2026	1:7500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. Figure 3-2	-

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LEGEND:

J1 Junction No.

AM Peak Hour Traffic Flow

123(123) PM Peak Hour Traffic Flow

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

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

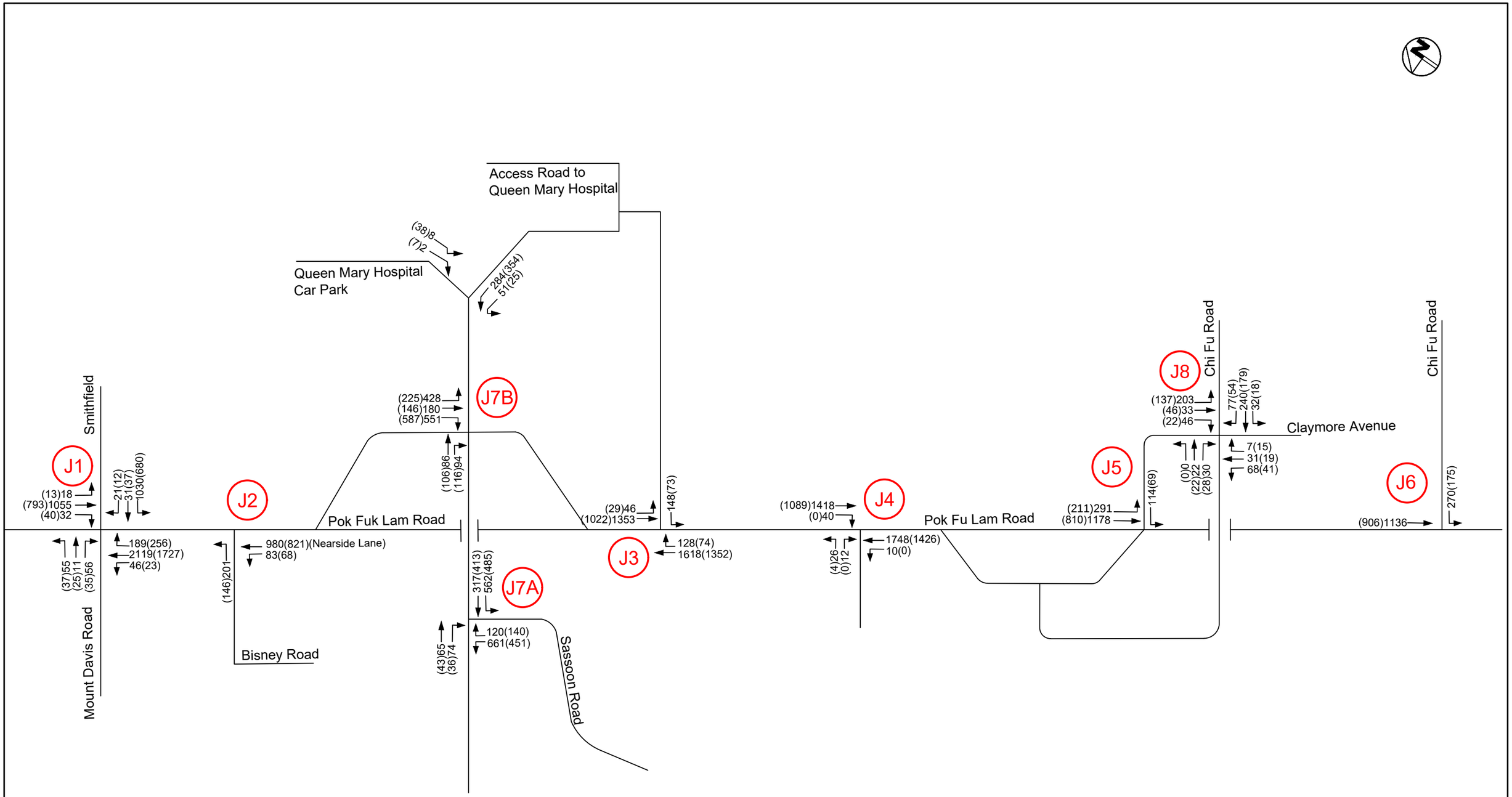
2026 Observed Peak Hour Traffic Flows

Date	Scale
23/10/2026	N.T.S

OZZO TECHNOLOGY

Project No.	83378	Rev.
Dwg No.	Figure 3-3	A

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LEGEND:

J1 Junction No.

AM Peak Hour Traffic Flow

123(123) PM Peak Hour Traffic Flow

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

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

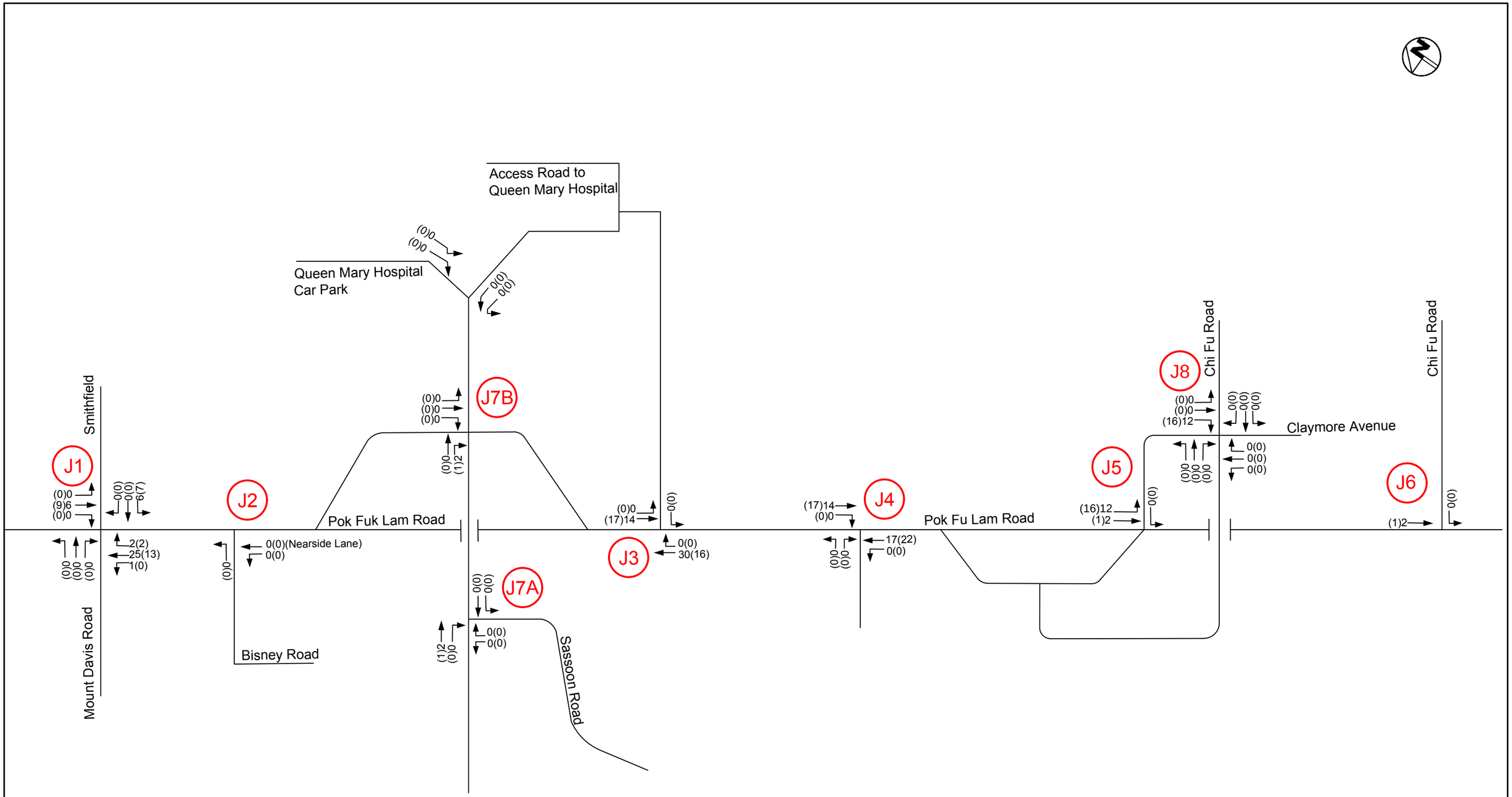
2037 Reference Peak Hour Traffic Flows

Date	Scale
27/10/2026	N.T.S

OZZO TECHNOLOGY

Project No.	Rev.
83378	A
Dwg No. Figure 4-1	

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LEGEND:

J1 Junction No.

AM Peak Hour Traffic Flow

123(123) PM Peak Hour Traffic Flow

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

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

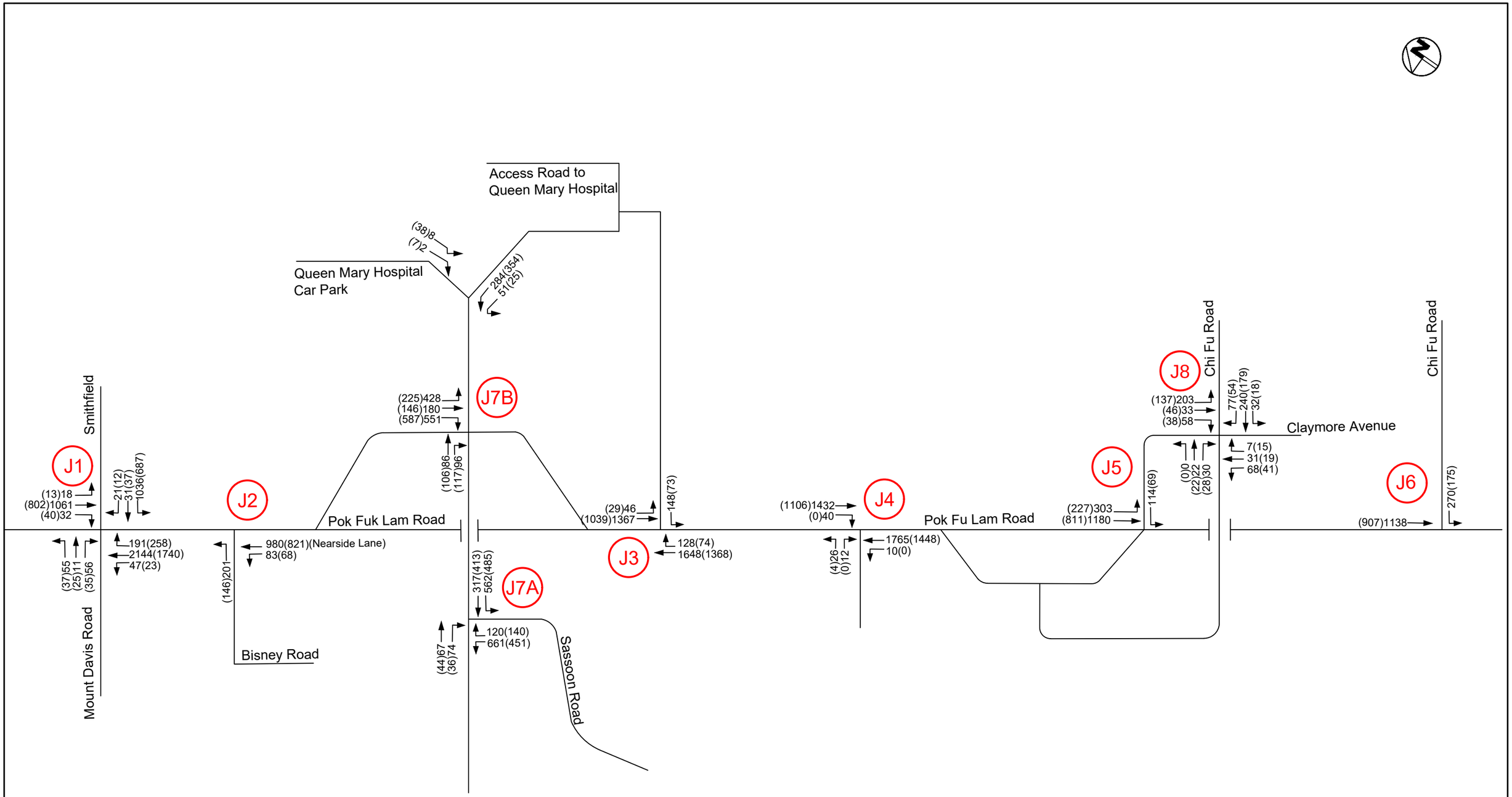
Development Peak Hour Traffic Flows

Date	Scale
23/10/2026	N.T.S

OZZO TECHNOLOGY

Project No.	83378	Rev.
Dwg No.	Figure 4-2	A

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LEGEND:

J1 Junction No.

AM Peak Hour Traffic Flow

123(123) PM Peak Hour Traffic Flow

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

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

2037 Design Peak Hour Traffic Flows

Date	Scale
27/10/2026	N.T.S

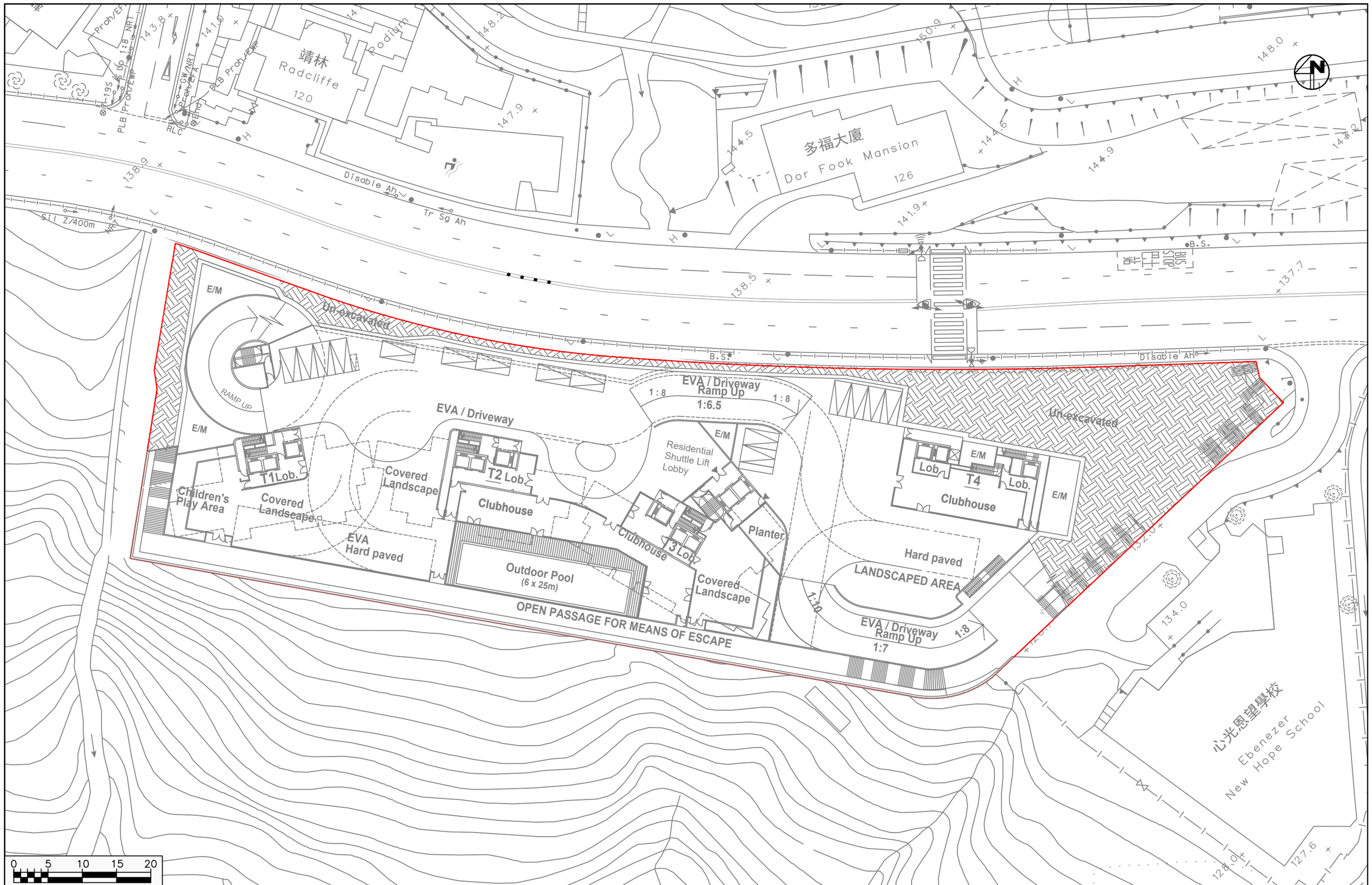
OZZO TECHNOLOGY

Project No. 83378	Rev. A
Dwg No. Figure 4-3	

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Appendix A

Layout Plans



Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Layout Plan - UG/F & LG/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No.UGF&LGF-Layout	-

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靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

心光恩望學校 Ebenezer New Hope School

T1 (10/s)

T2 (10/s)

T3 (10/s)

Driveway

Residential Shuttle Lift Lobby

EVA below

Club house below

RAMP UP 1:8

Ramp Up 1:10.5

Disable Ah

Tr Sg Ah

B.S.

E/M

LW

0 5 10 15 20

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Layout Plan - 1/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 1F-Layout	-

靖林
Radcliffe
120

多福大廈
Dor Fook Mansion
126

心光恩望學校
Ebenezer
New Hope School

T1
(10/s)

T2
(10/s)

T3
(10/s)

Driveway

Residential
Shuttle Lift
Lobby

RAMP DN

RAMP UP

Ramp Up
1:8

TX ROOM

Disable Ah

Tr Sg Ah

B.S.

Sil Z/400m

E/M

L/W

Proh/EVP

PLB Proh/EWP

RLC

Footpath required under Lease

0 5 10 15 20

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Layout Plan - 2/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 2F-Layout	-

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靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

Disable Ah

Tr Sg Ah

Sil Z/400m

RAMP DN

RAMP UP

E/M

Driveway

Residential Shuttle Lift Lobby

LAV

2.5mW. Maintenance walkway at +135.7

Ramp Up 1:8.5

Ramp Up 1:6

Ramp Up 1:8

Planter

Footpath required under BD's

T1 (10/s)

T2 (10/s)

T3 (10/s)

T4 (9/s)

心光恩望學校 Ebenezer New Hope School

0 5 10 15 20

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Layout Plan - 3/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 3F-Layout	-

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靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

道路

Conduit

Rodium

Prob/EFA

PLB Prob/EWP

GW/NRT

RLC

Disable Ah

Tr Sg Ah

NRT

B.S.

EXISTING FOOTPATH TO BE MAINTAINED
2.5mW. Maintenance walkway below at +135.7

Planter

RAMP DN

EVA / Driveway

Ramp Up 1:8.5

Ramp Up 1:6

Ramp Up 1:8

Ramp Up 1:10.5

Ramp Up 1:7

Residential Shuttle Lift Lobby

T1

EVA Hard paved

T2 (10/s)

Outdoor Pool (6 x 25m)

T3 (10/s)

T4 (9/s)

LANDSCAPED AREA

1:10

1:8

OPEN PASSAGE FOR MEANS OF ESCAPE

Footpath required under Lease

Private Access Road

心光恩望學校 Ebenezer New Hope School

0 5 10 15 20

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Layout Plan - 4/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No.	Rev.
83378	-
Dwg No. 4F-Layout	

Appendix B

Vehicle Swept Path Assessment Results

X:\Ozzo\83378_S16 Re-application for Proposed Residential Development at Pok Fu Lam Road\Data\Dwg\83378-1023-UGF&LGF.dwg 2026/10/27 16:13:18

E/M

Un-excavated

RAMP UP

Private Car

T1 Lob.

In

Out

EVA / Driveway

Covered Landscape

T2 Lob.

Clubhouse

Planter

1 : 8

0 2.5 5 7.5 10

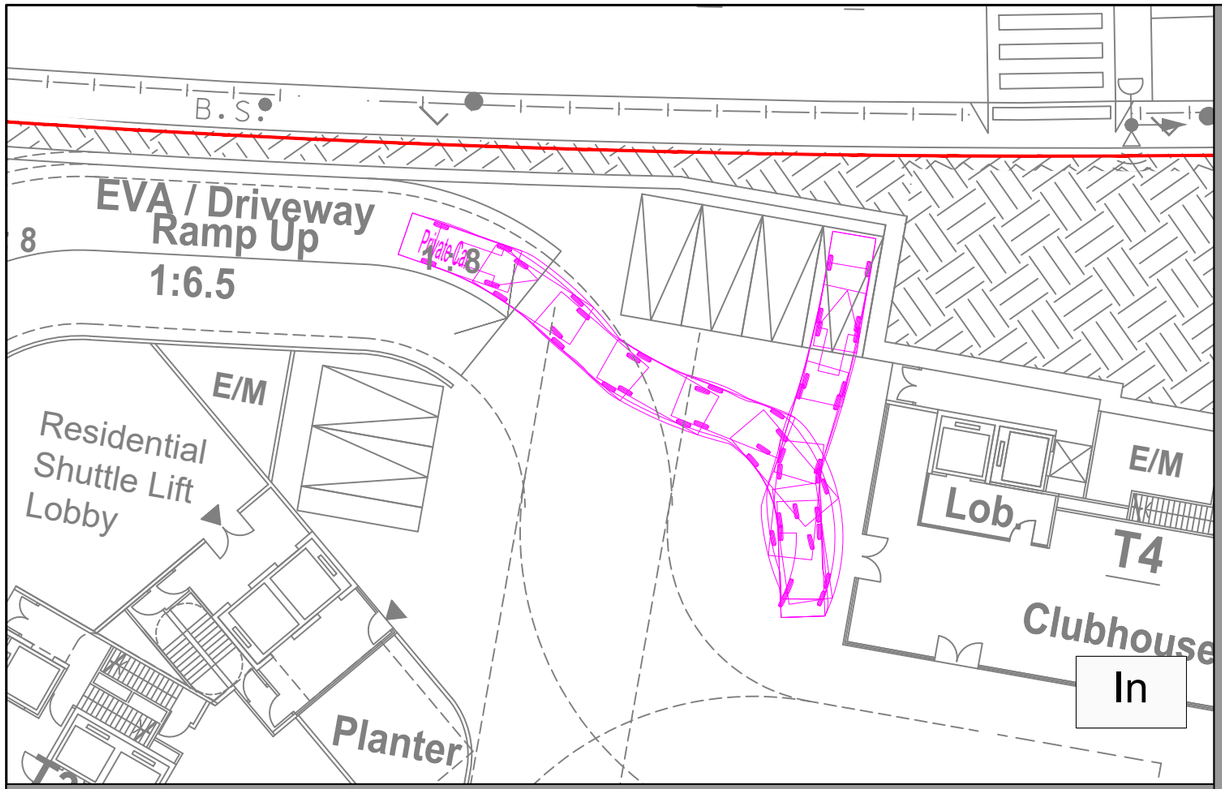
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

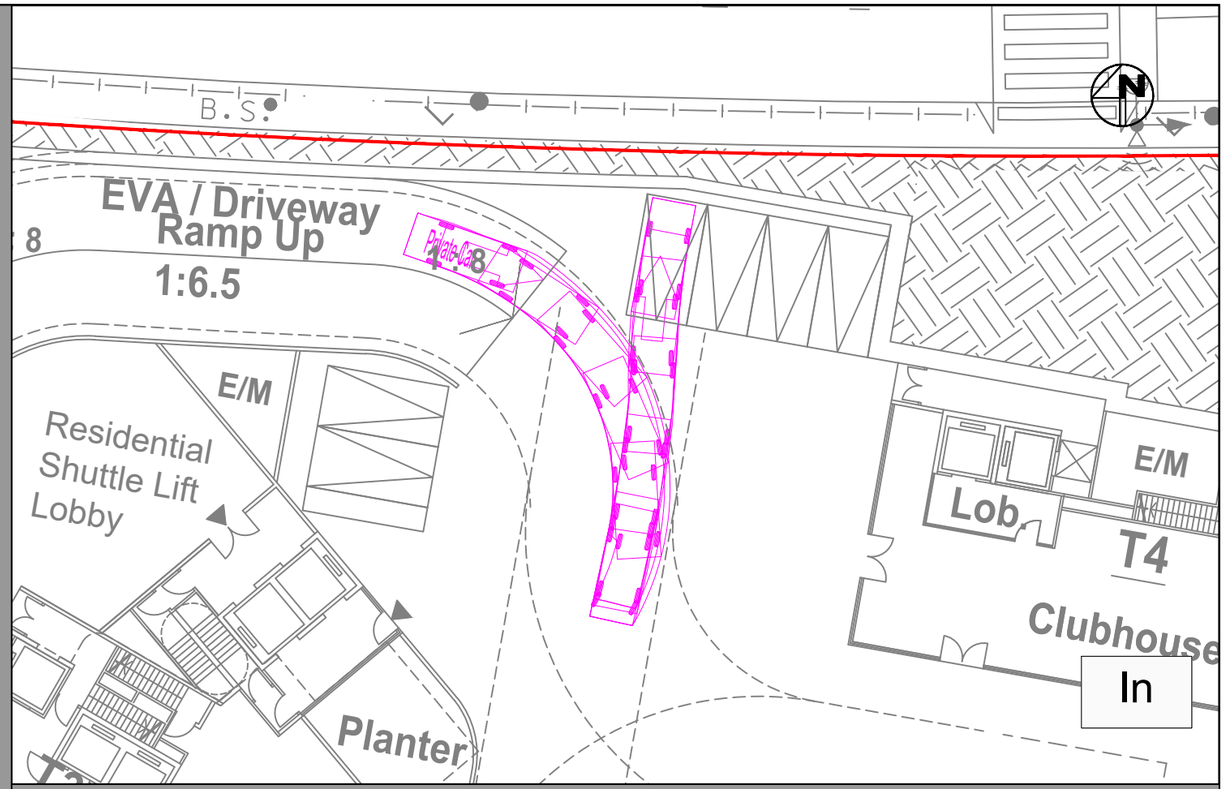
Swept Path Demonstration for Private Car on UG/F & LG/F

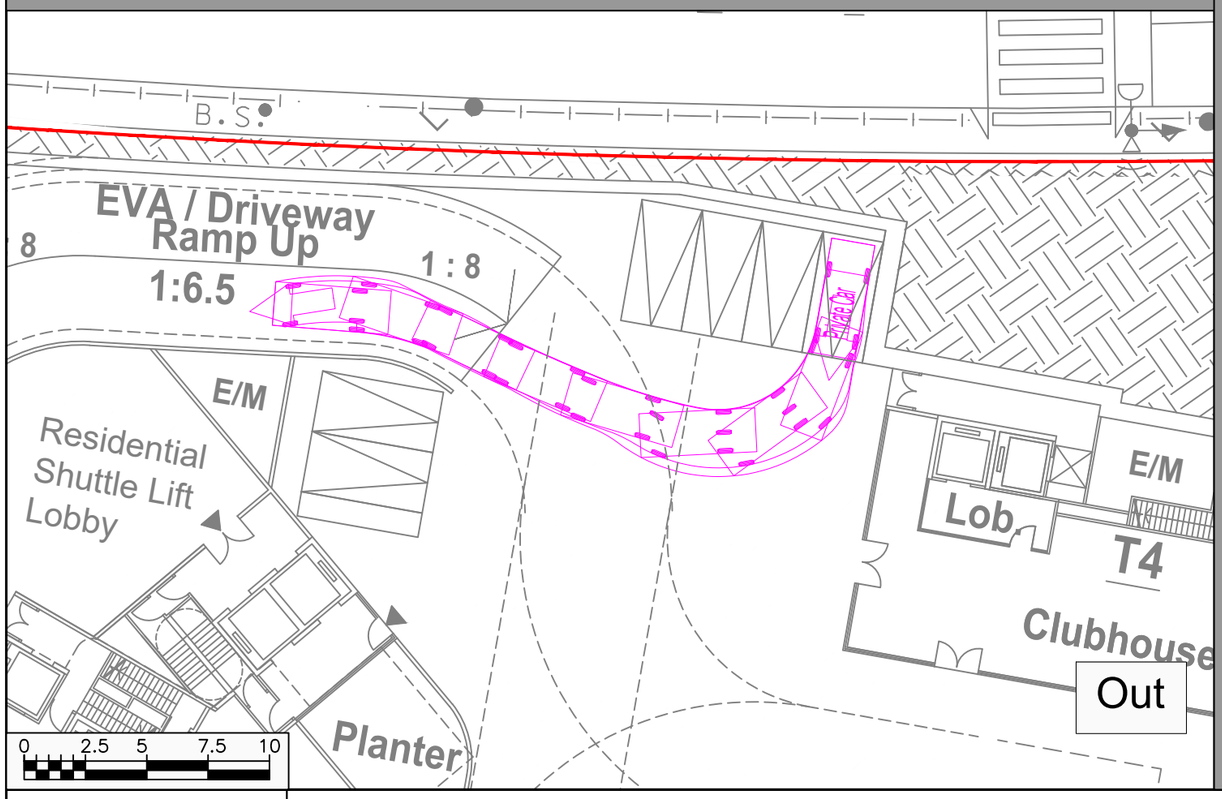
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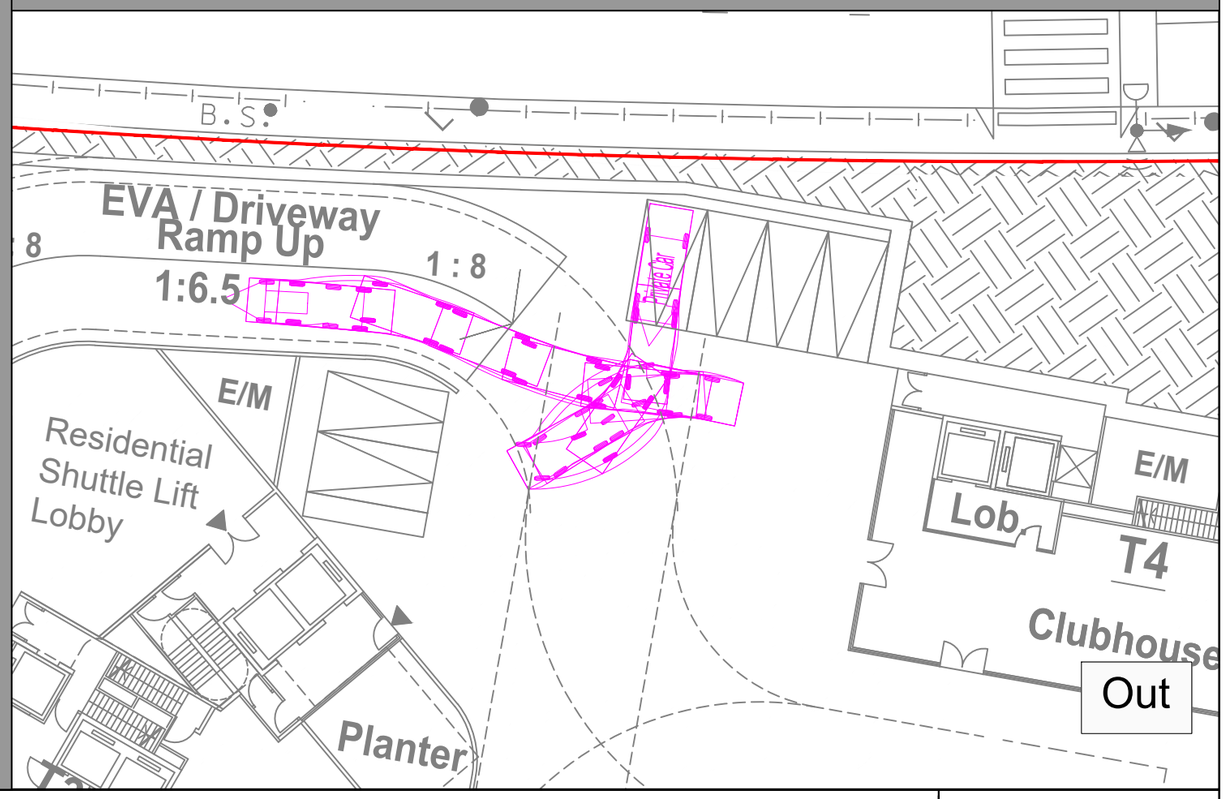
OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. UGF&LGF-SP1	-









Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Private Car on UG/F & LG/F

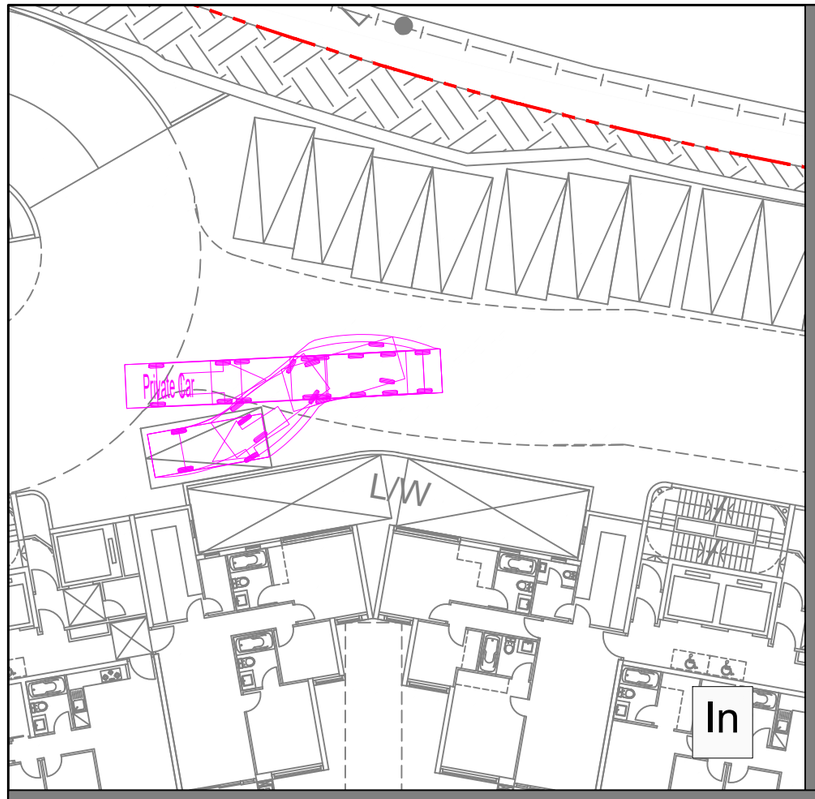
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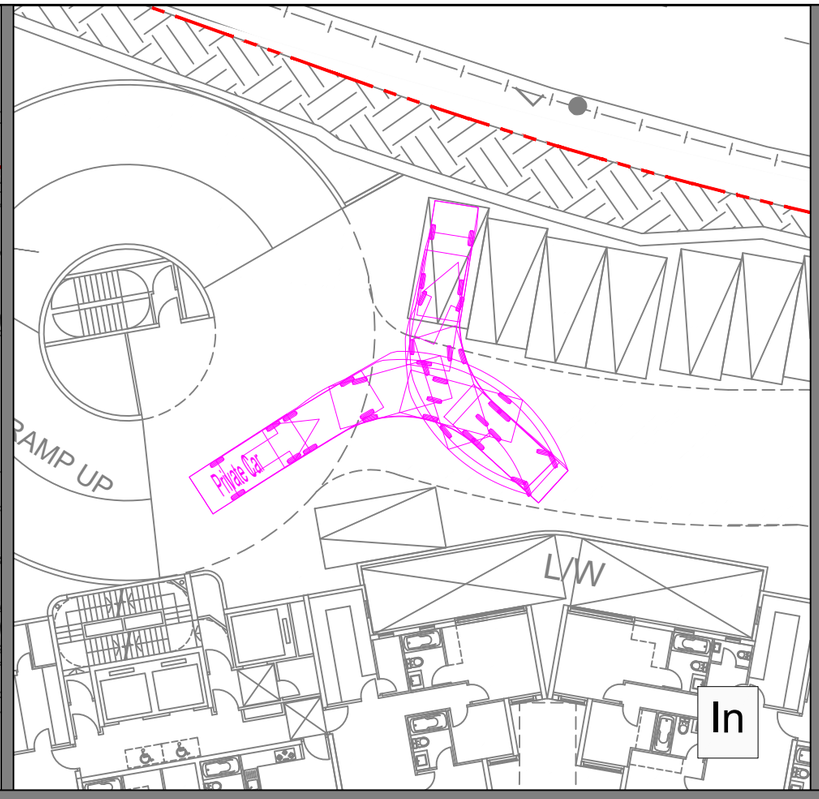
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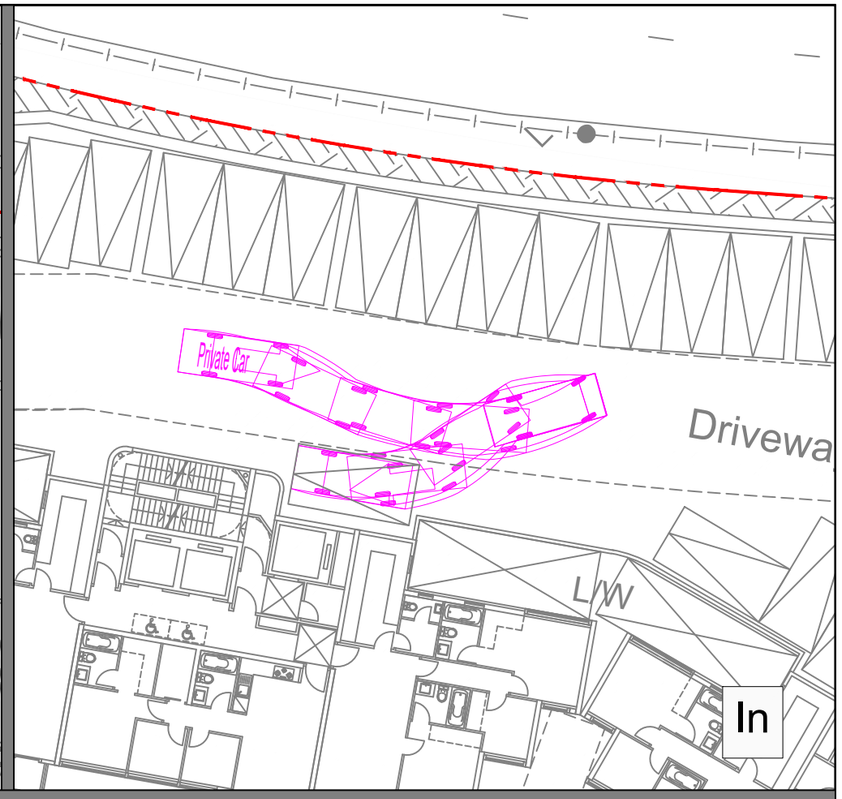
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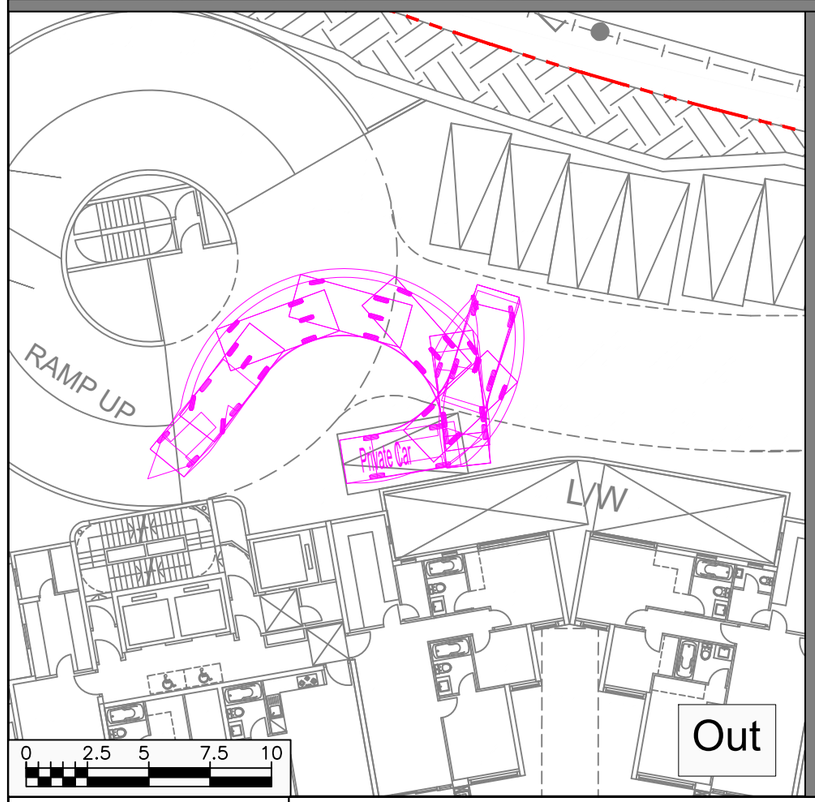
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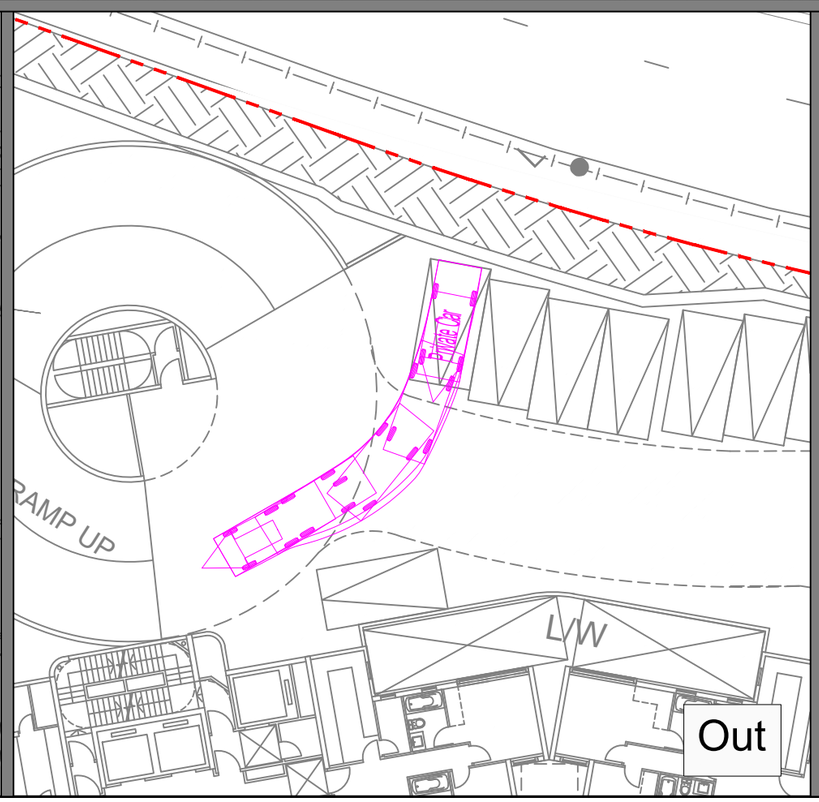
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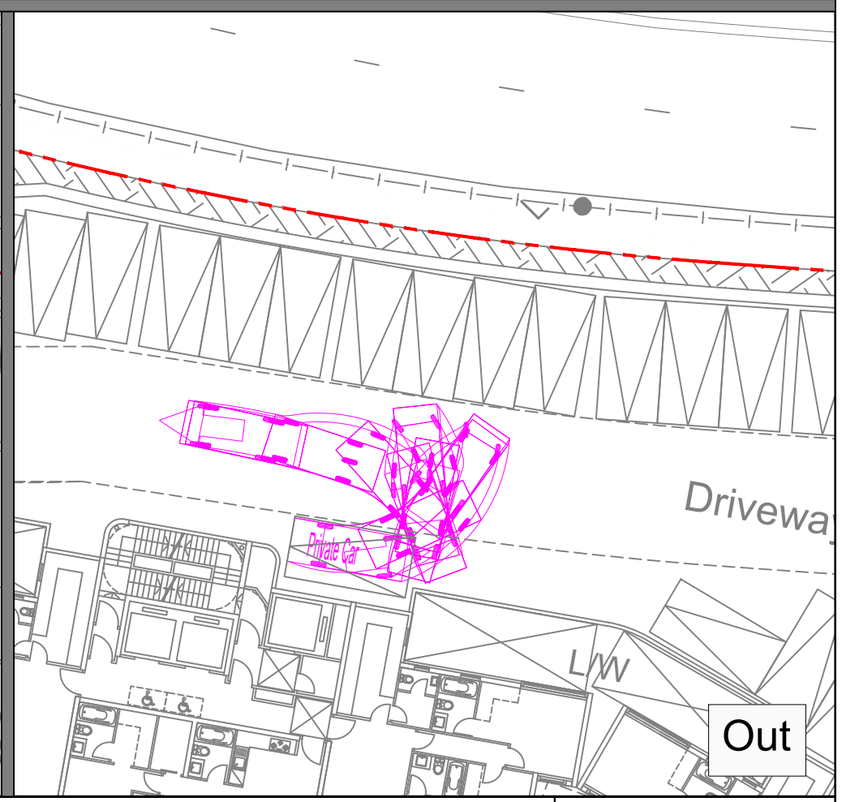












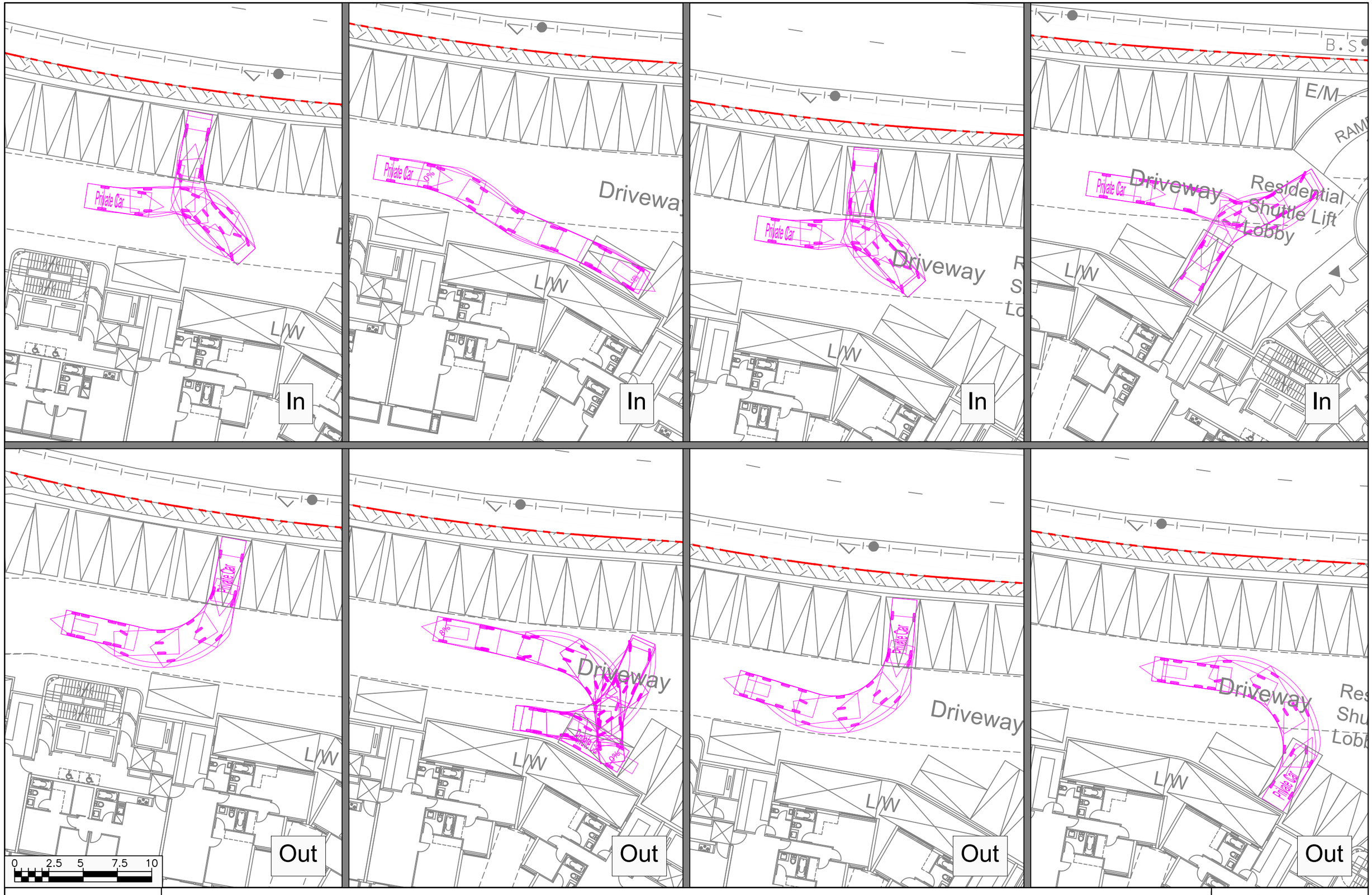
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Private Car on 1/F

Date	Scale
27/10/2026	1:250

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 1F-SP1	-



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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

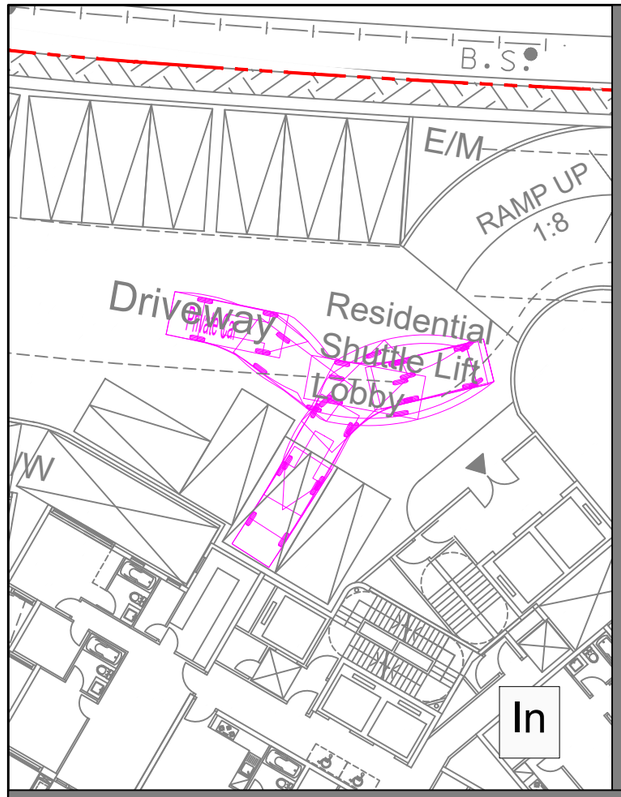
Swept Path Demonstration for Private Car on 1/F

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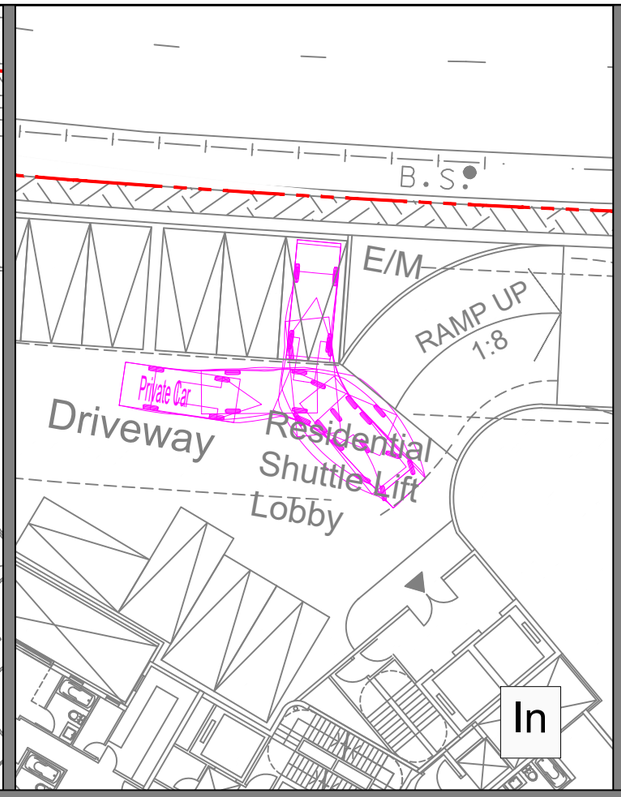
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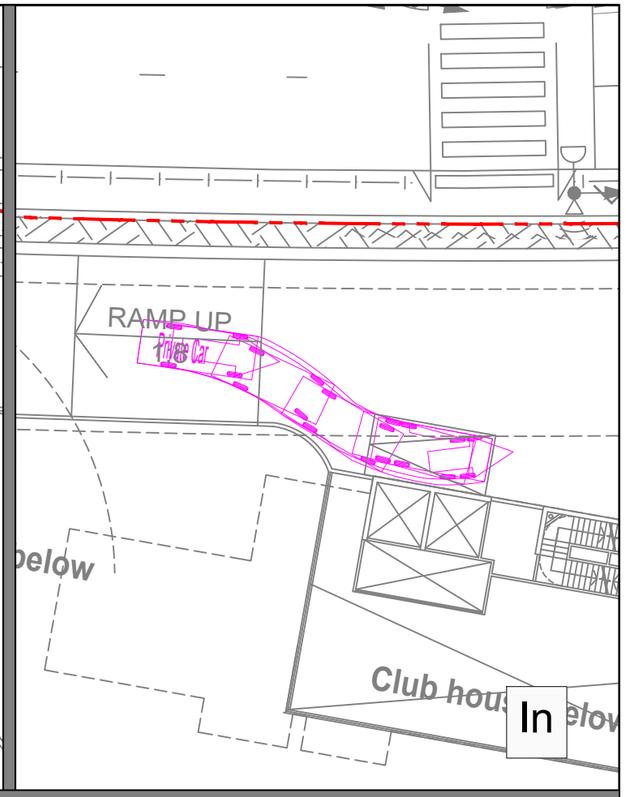
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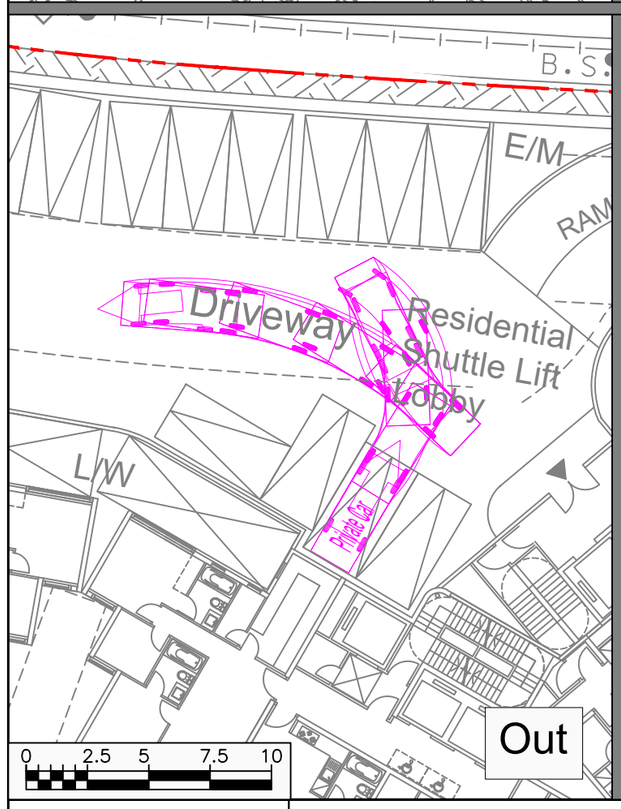
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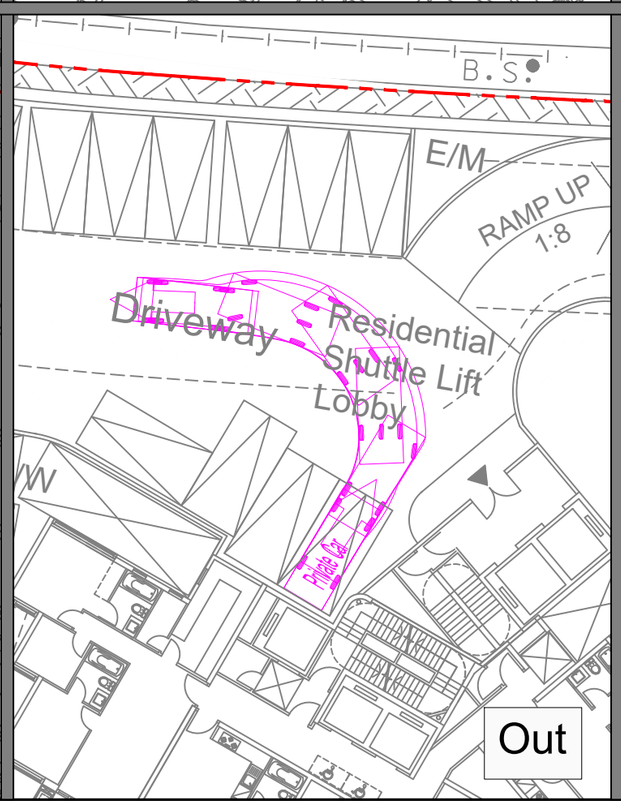


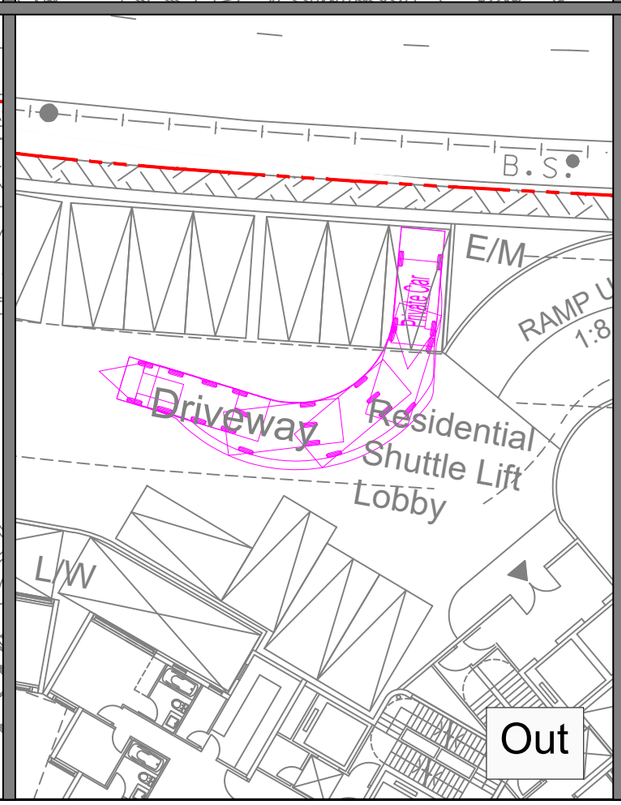


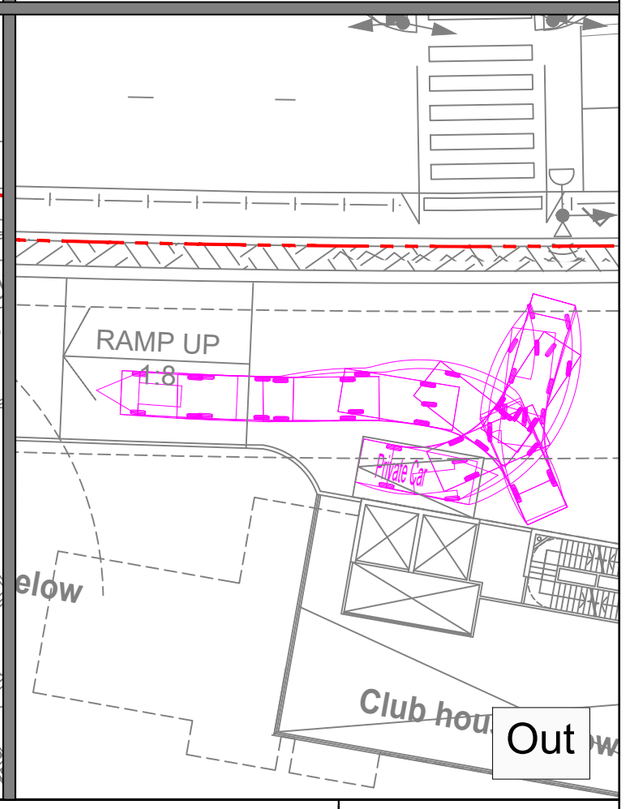












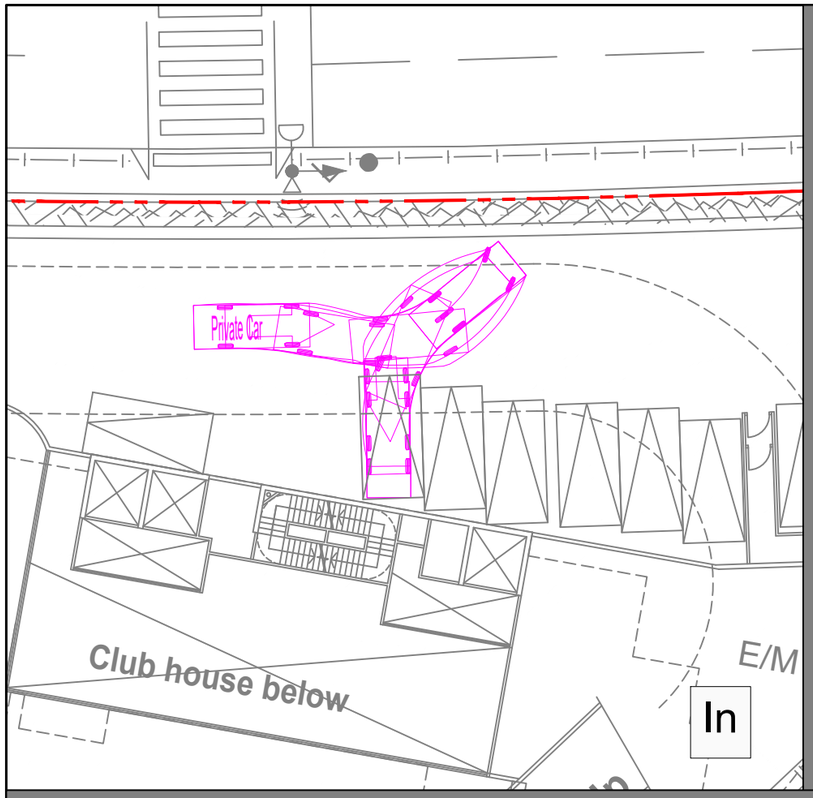
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

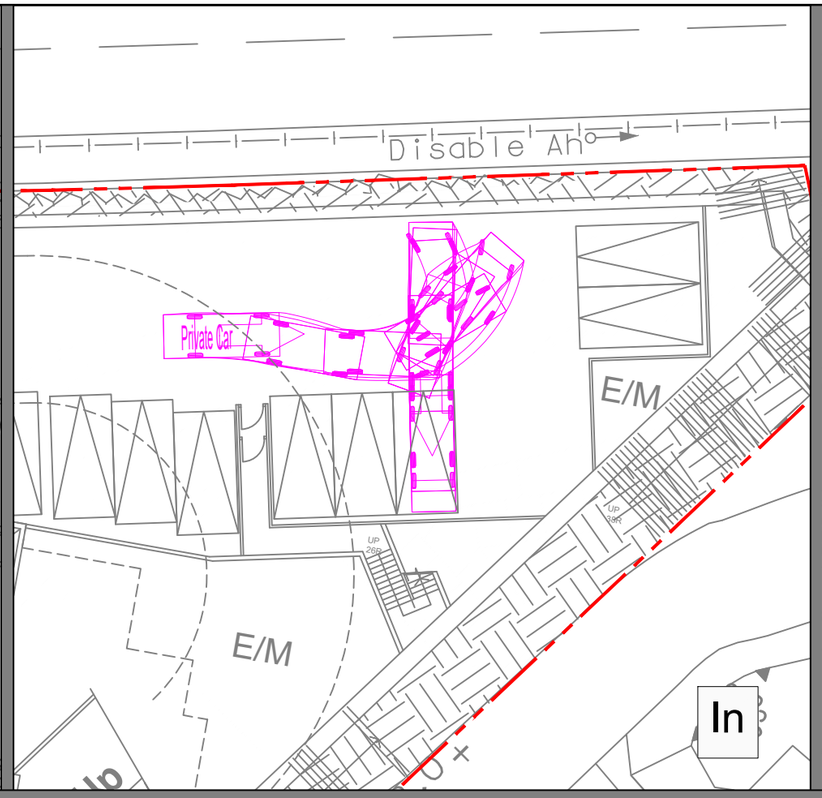
Swept Path Demonstration for Private Car on 1/F

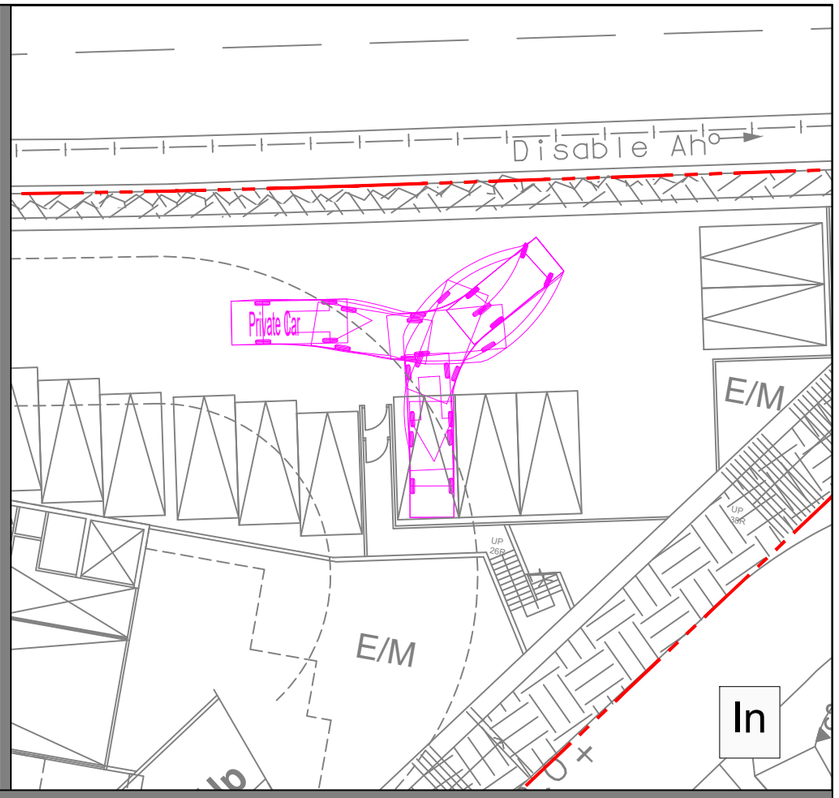
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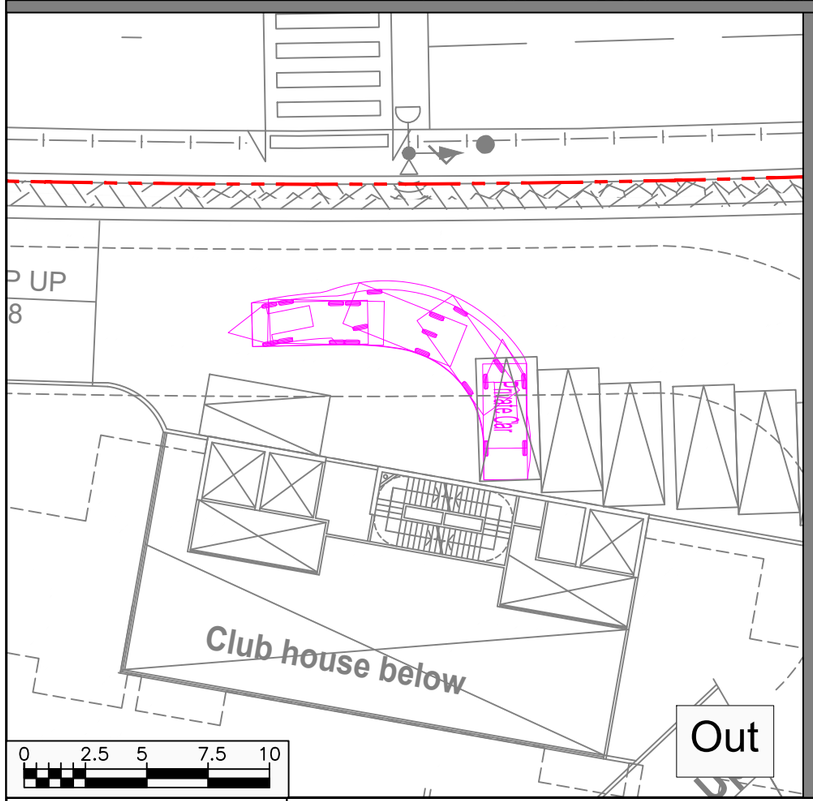
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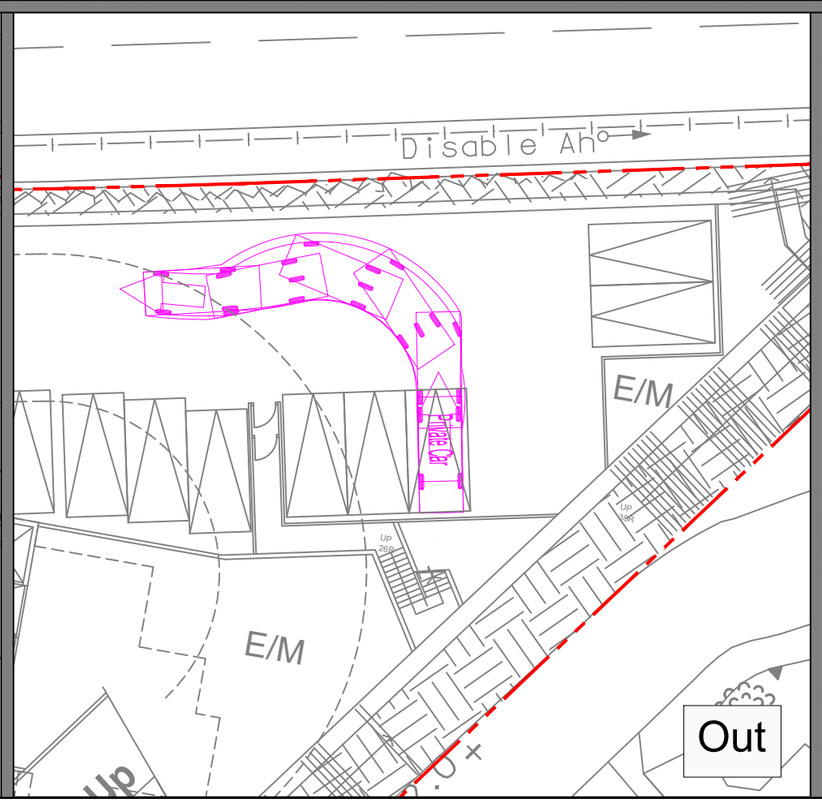
Project No. 83378	Rev.
Dwg No. 1F-SP3	-

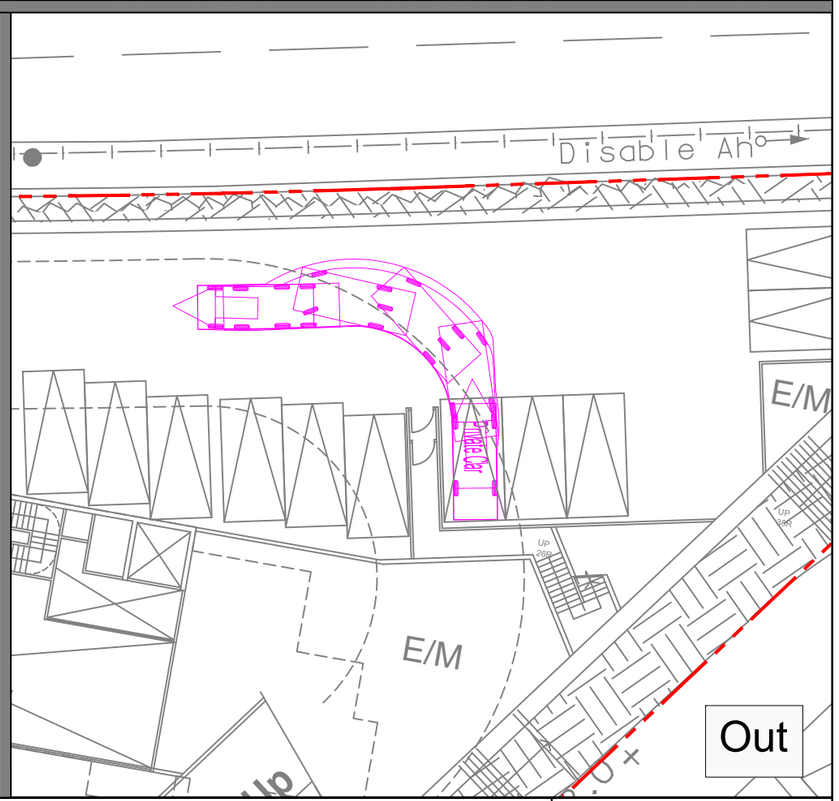












Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Private Car on 1/F

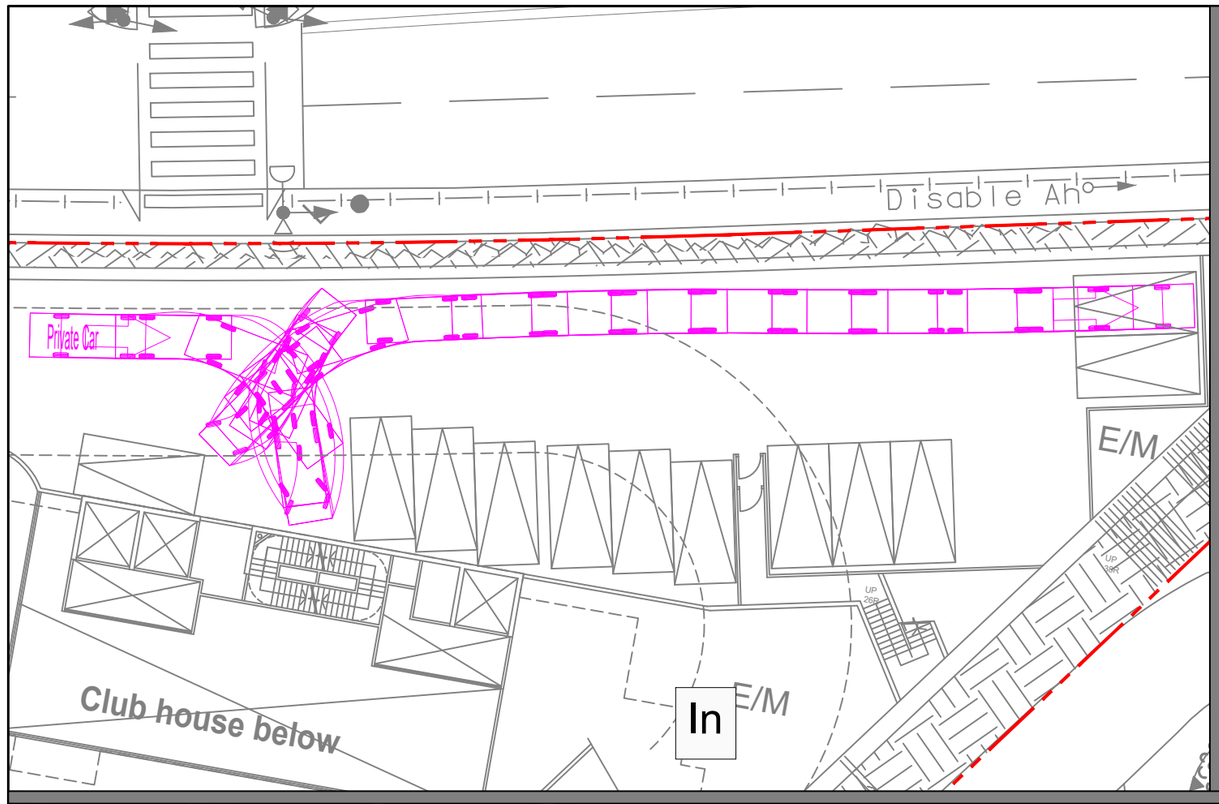
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27/10/2026	1:250

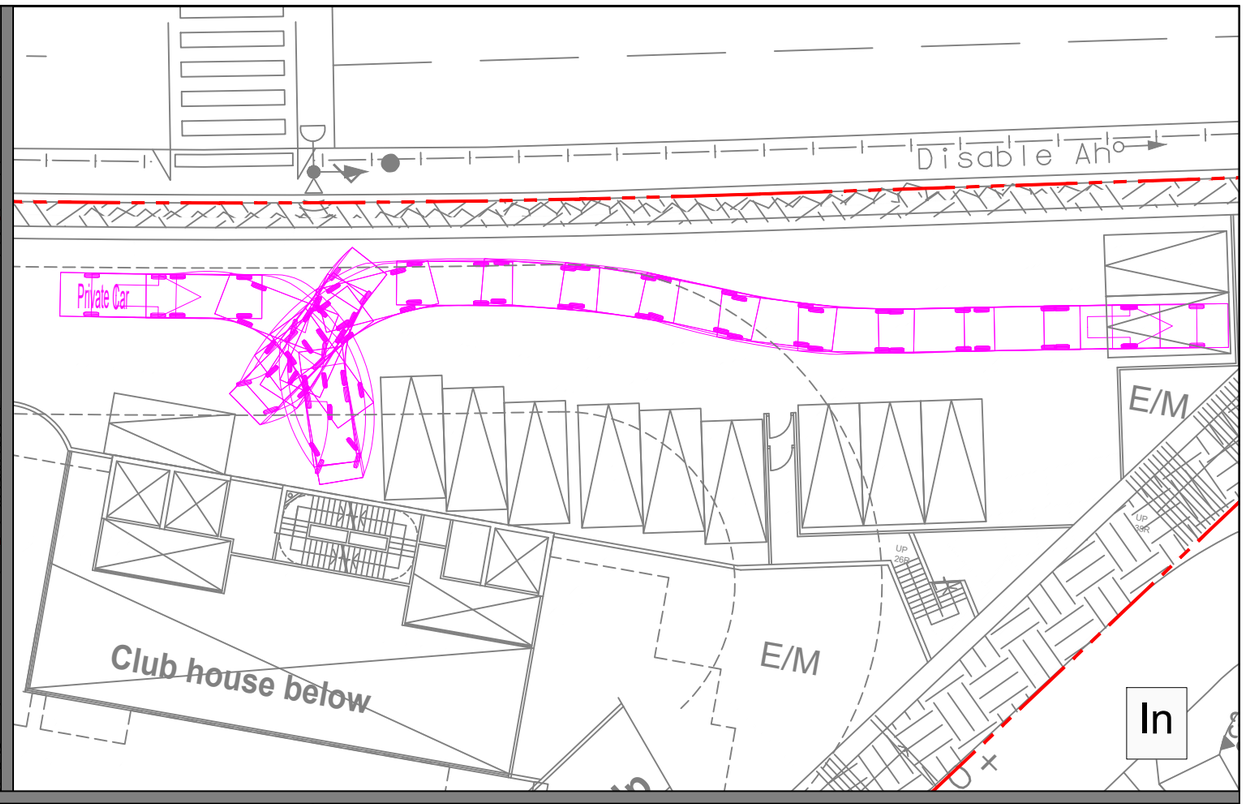
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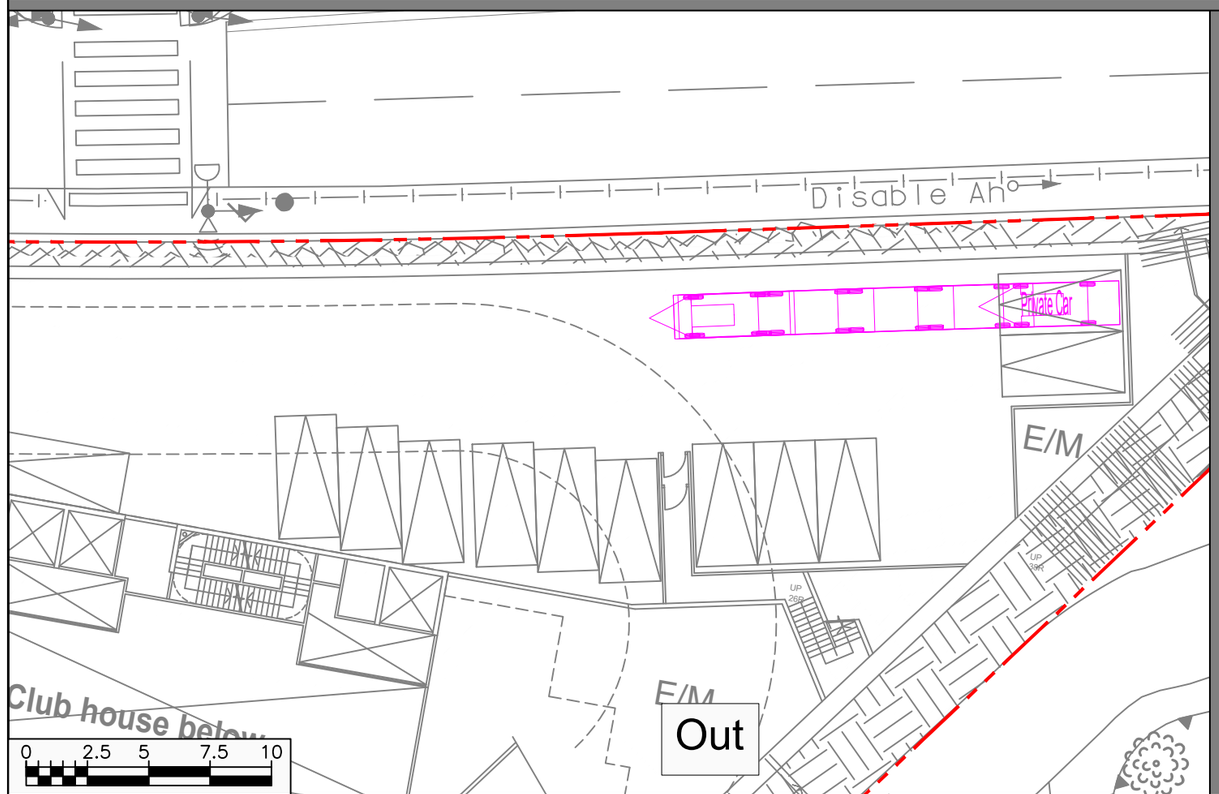
Project No. 83378	Rev.
Dwg No. 1F-SP4	-

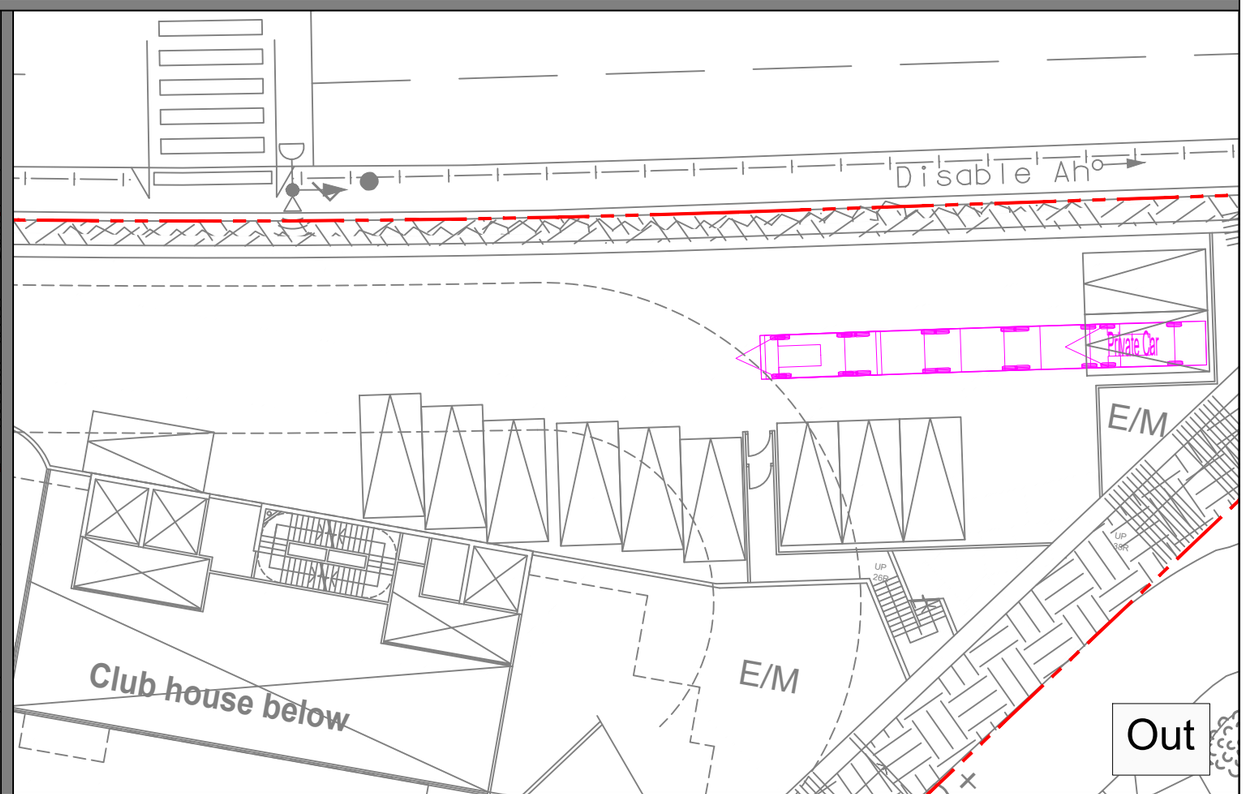
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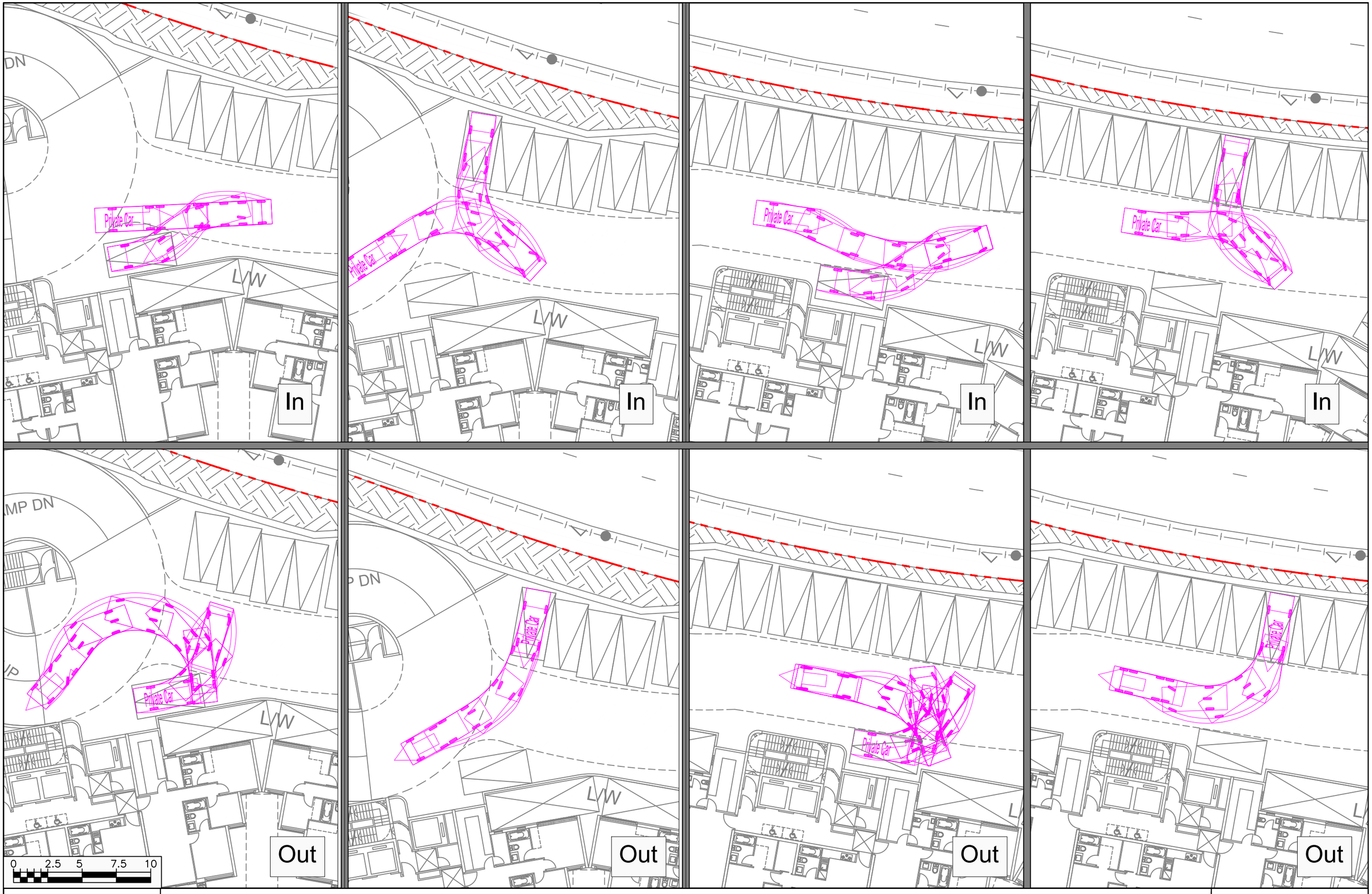
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Private Car on 1/F

Date	Scale
27/10/2026	1:250

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 1F-SP5	-



Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

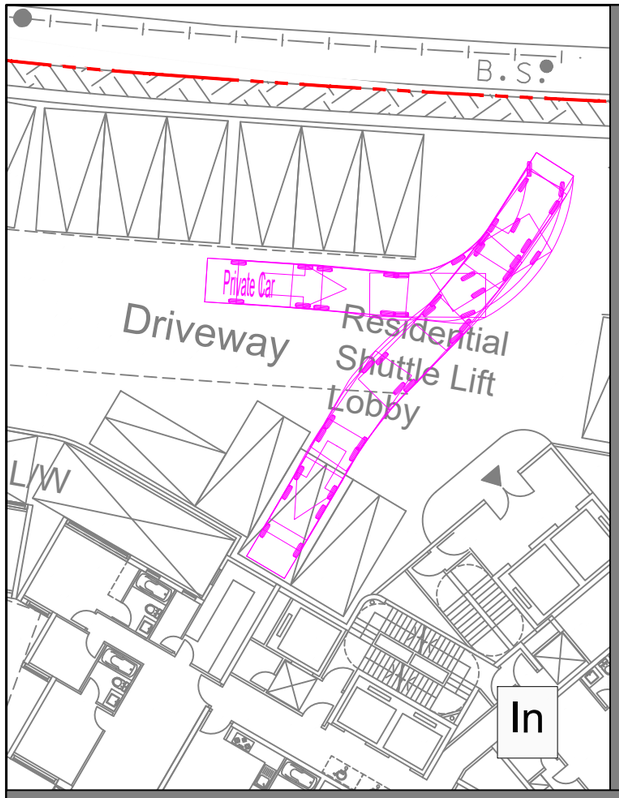
Swept Path Demonstration for Private Car on 2/F

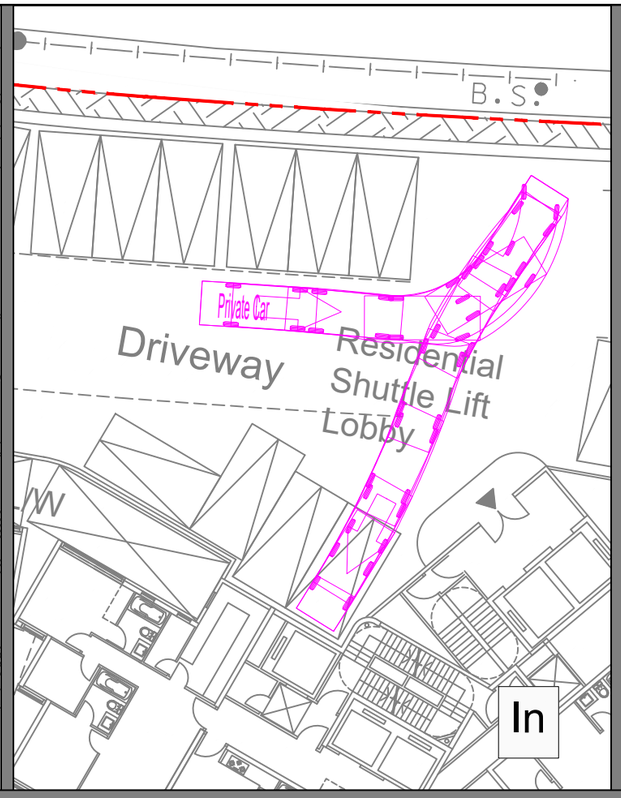
Date	Scale
27/10/2026	1:250

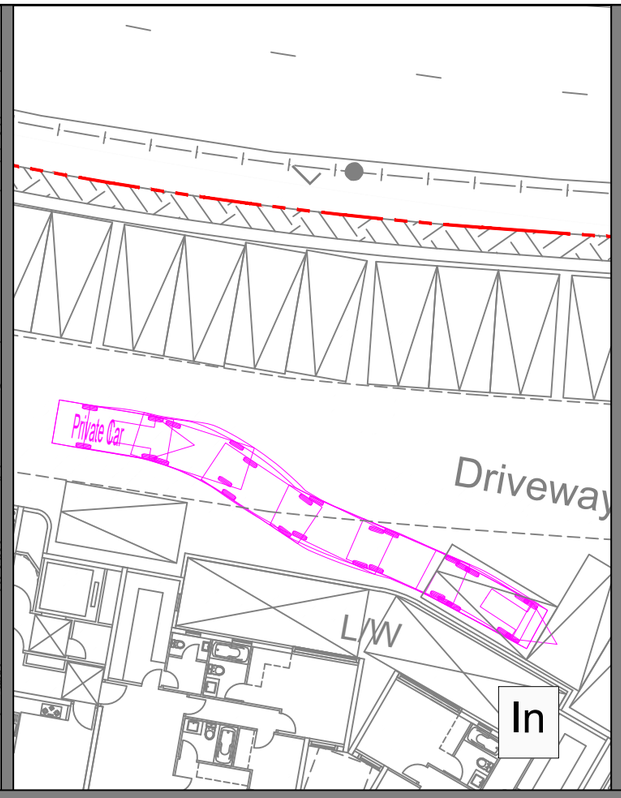
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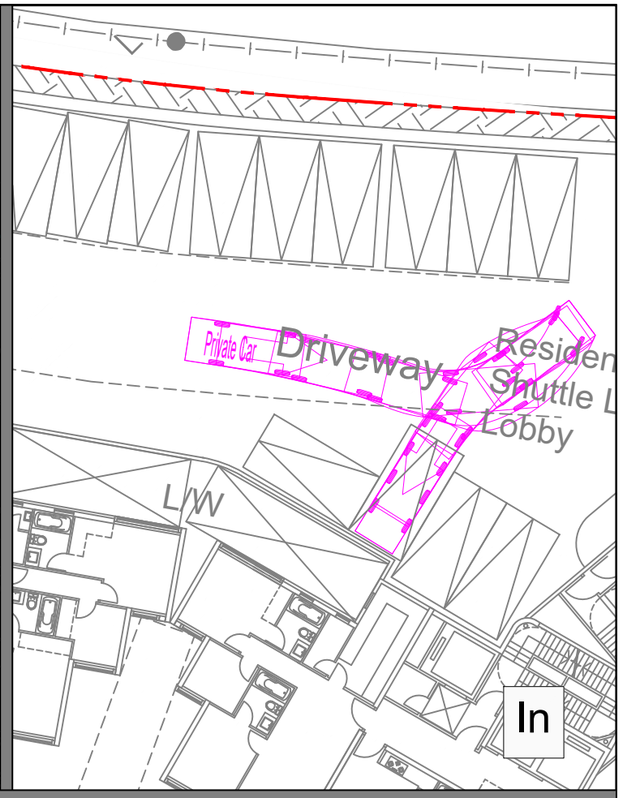
Project No. 83378	Rev.
Dwg No. 2F-SP1	-

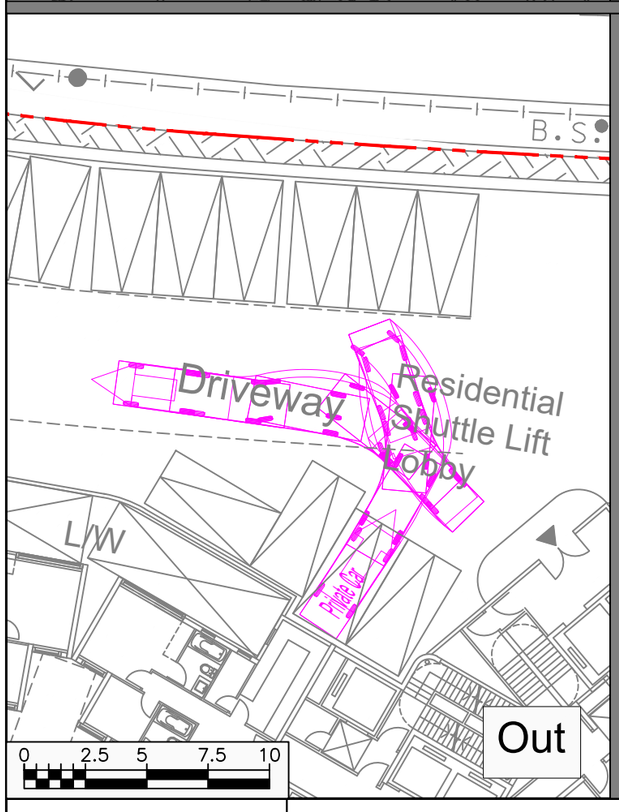
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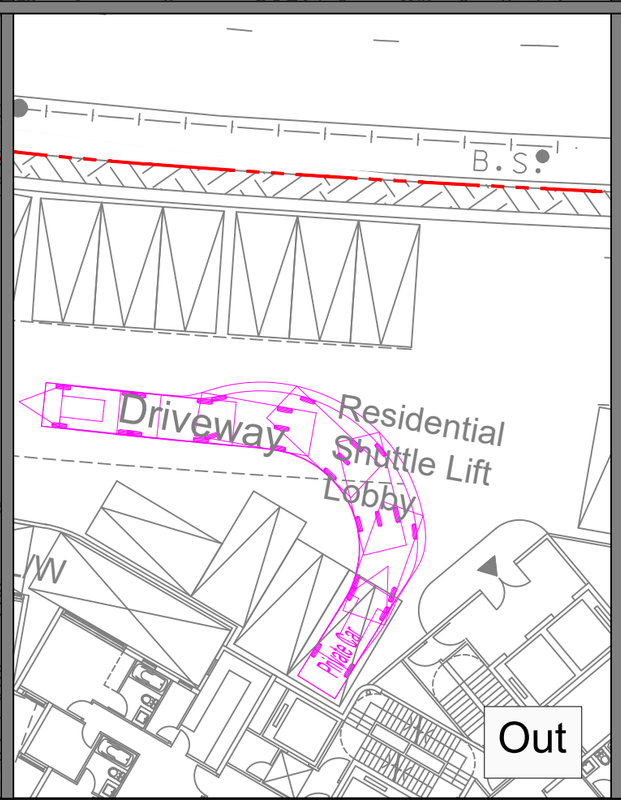


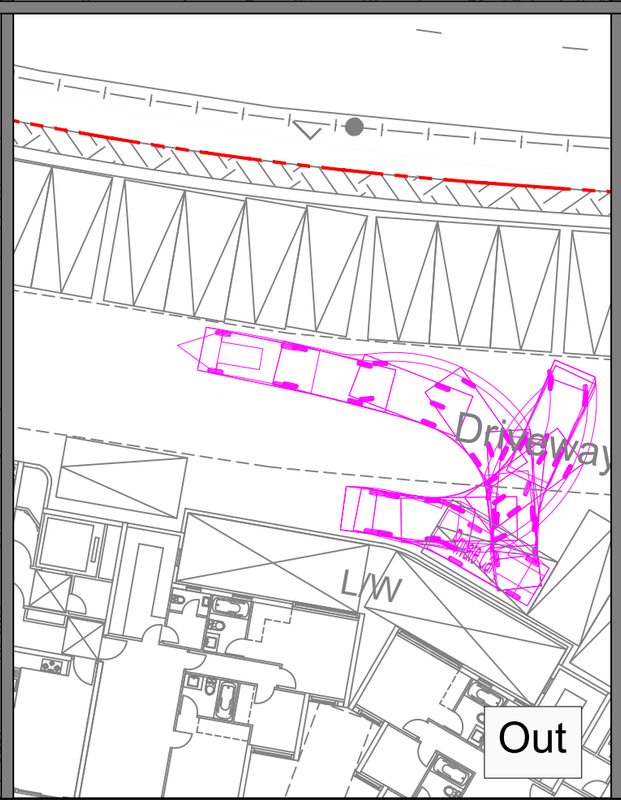


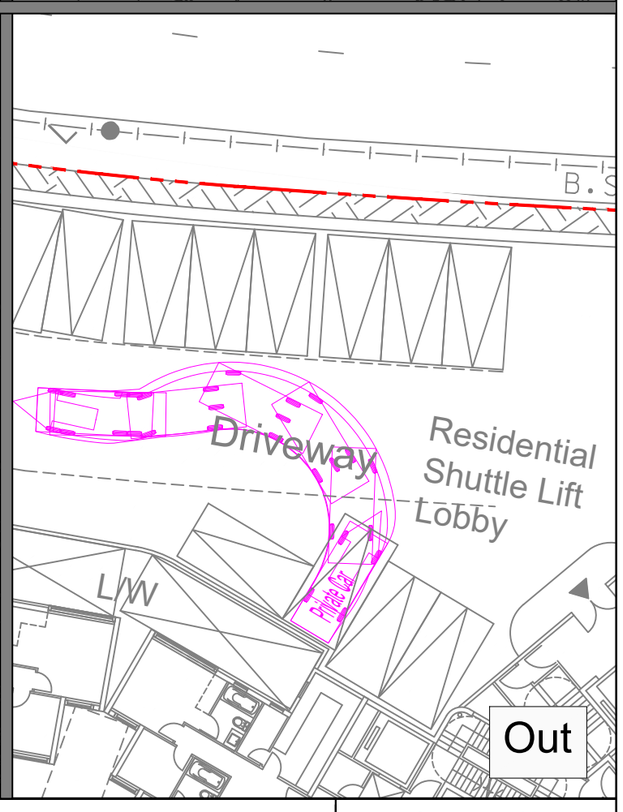












Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

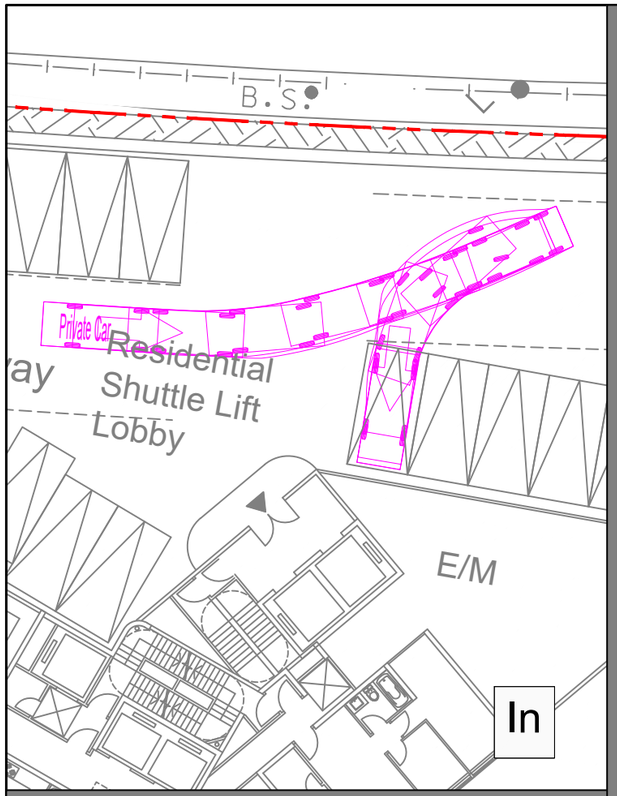
Swept Path Demonstration for Private Car on 2/F

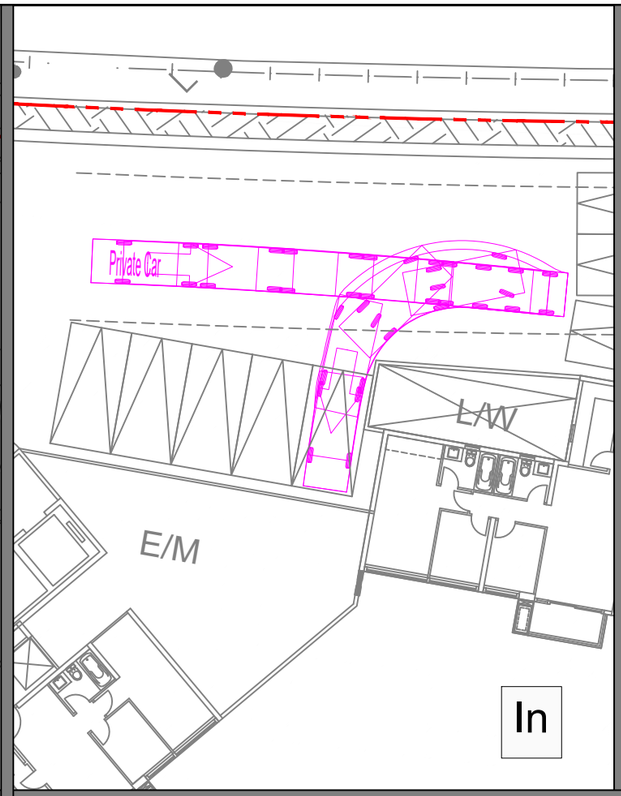
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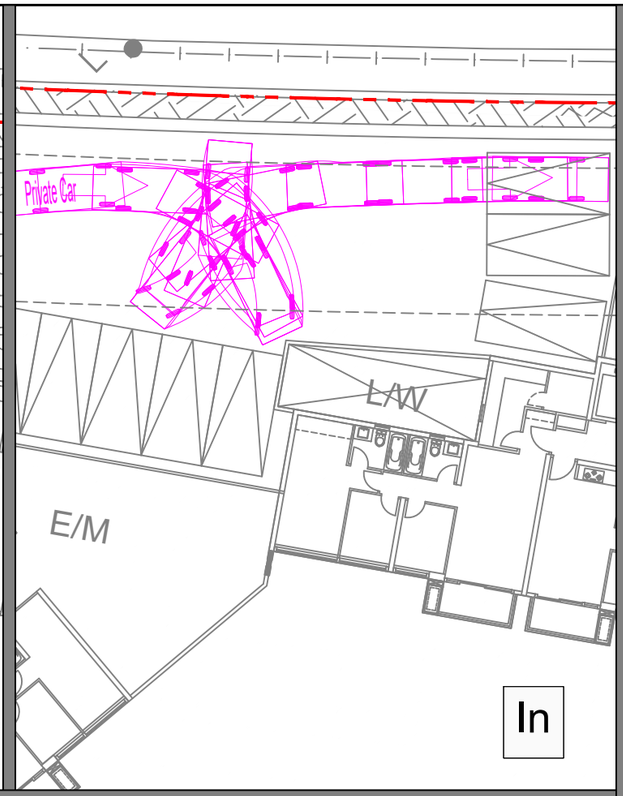
OZZO TECHNOLOGY

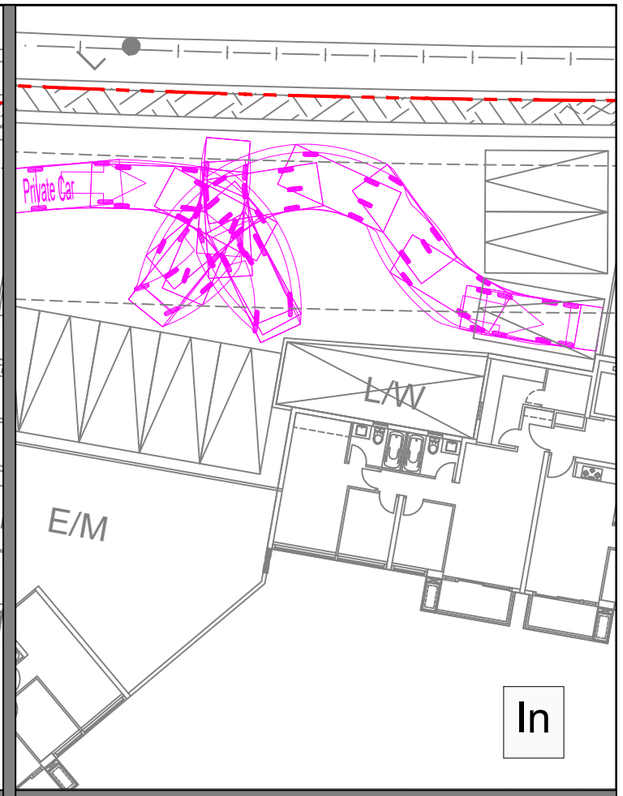
Project No. 83378	Rev.
Dwg No. 2F-SP2	-

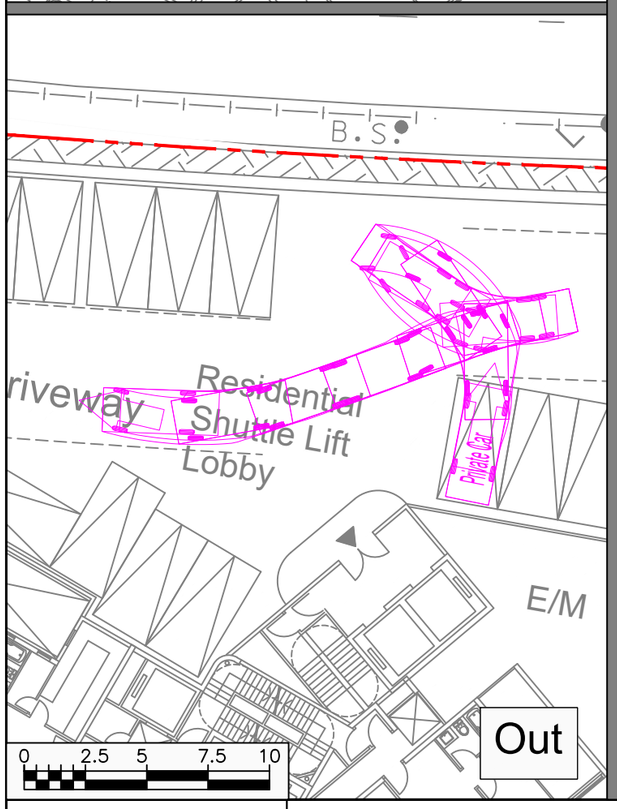
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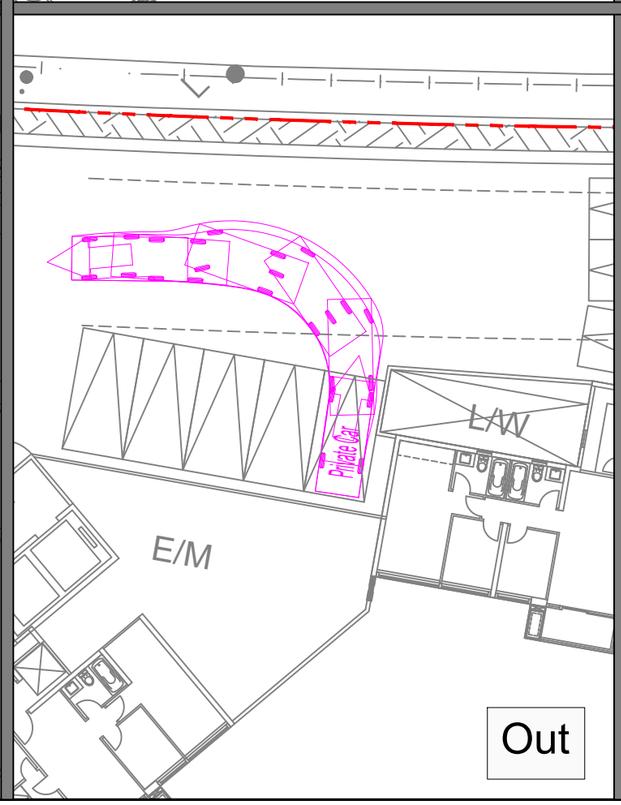


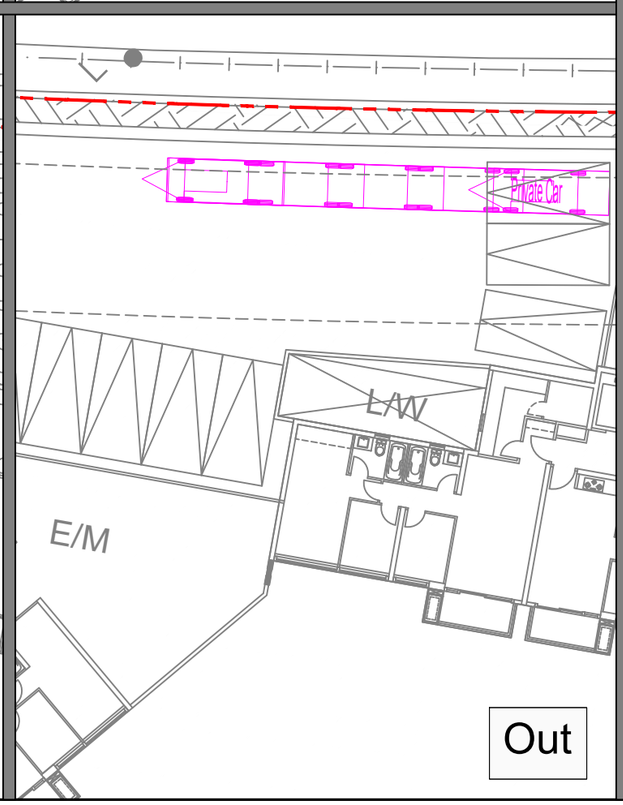














Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

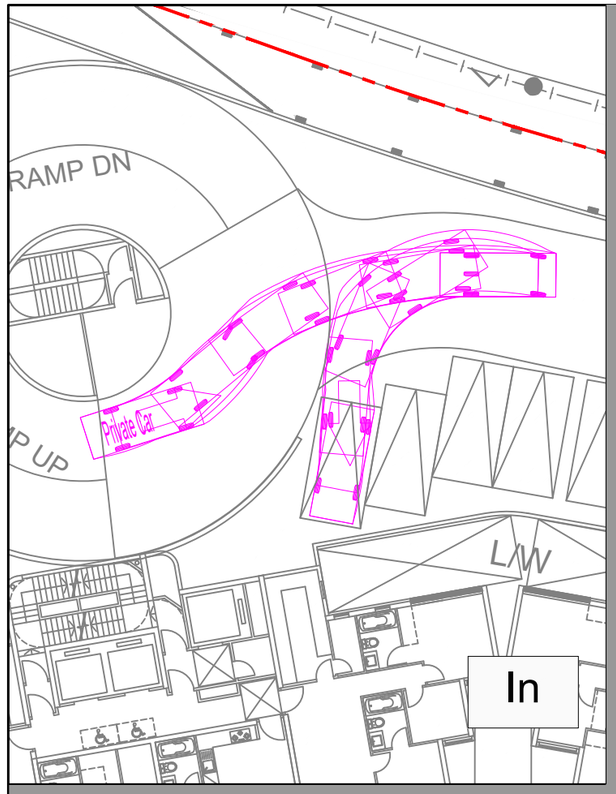
Swept Path Demonstration for Private Car on 2/F

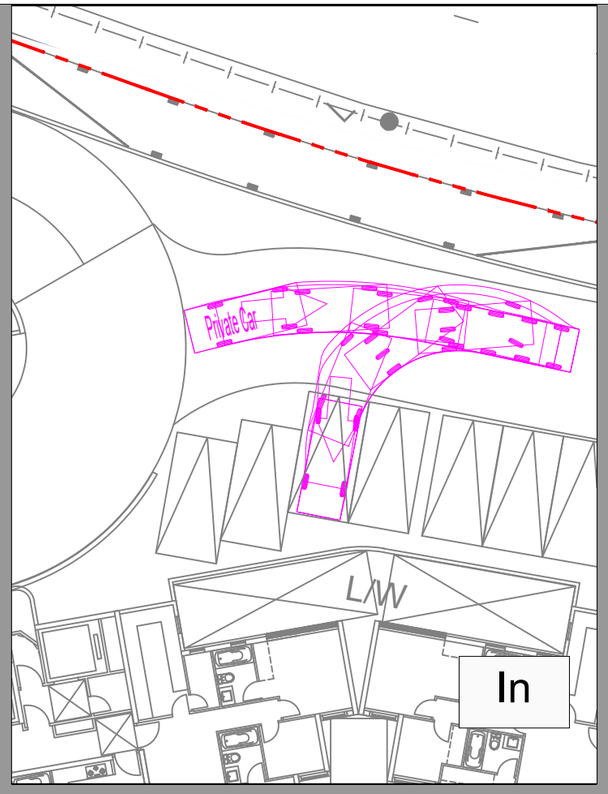
Date	Scale
27/10/2026	1:250

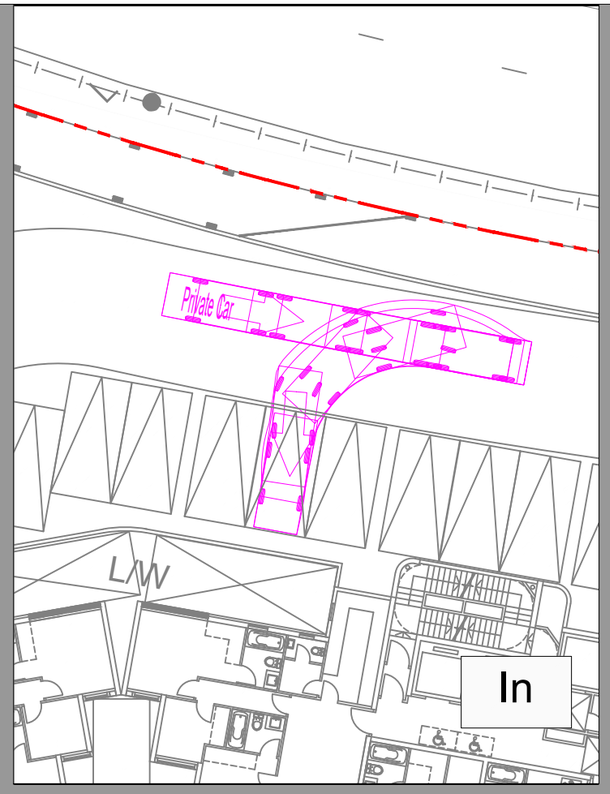
OZZO TECHNOLOGY

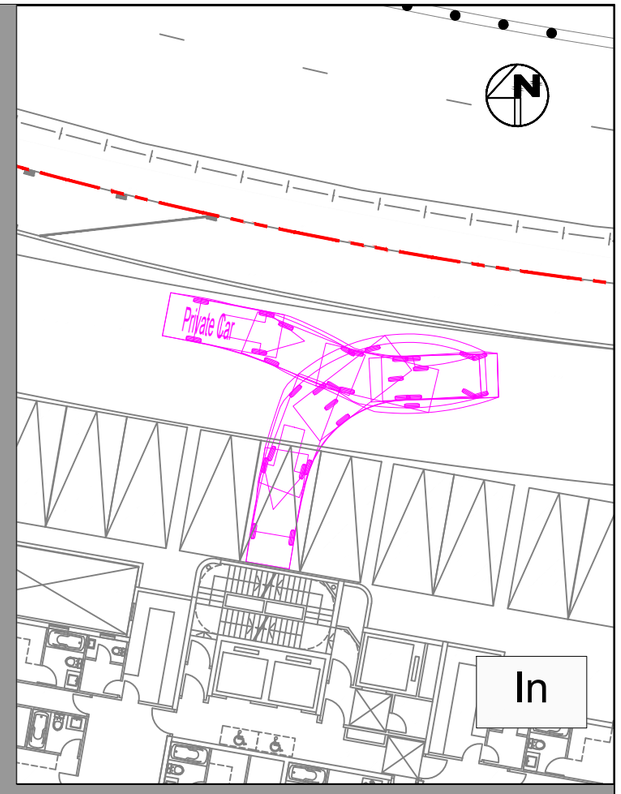
Project No. 83378	Rev.
Dwg No. 2F-SP3	-

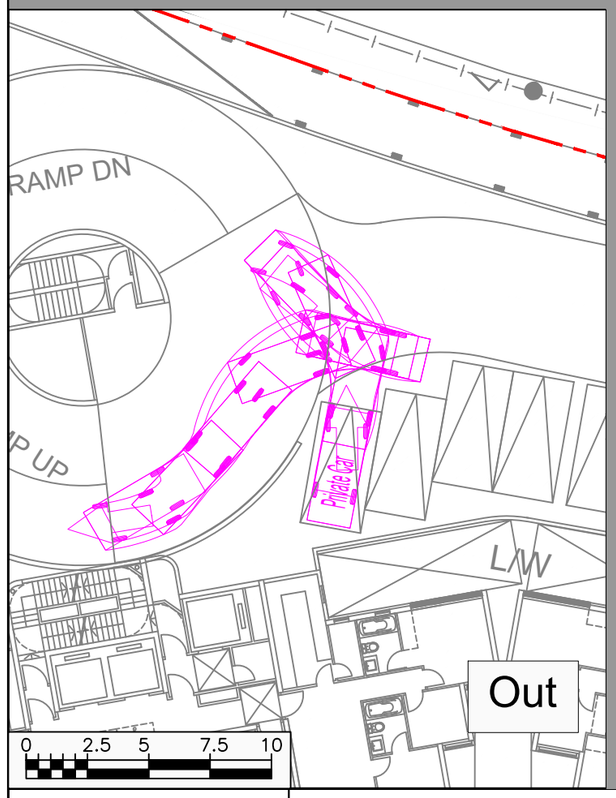
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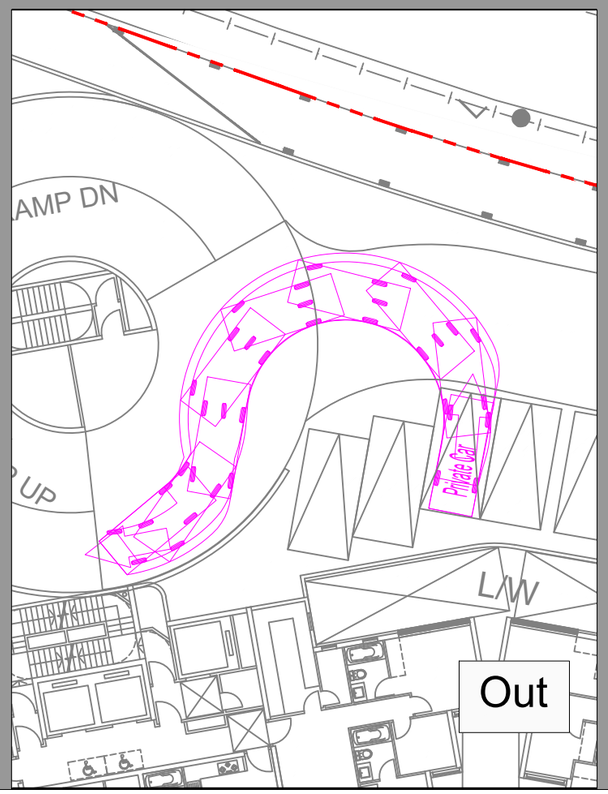


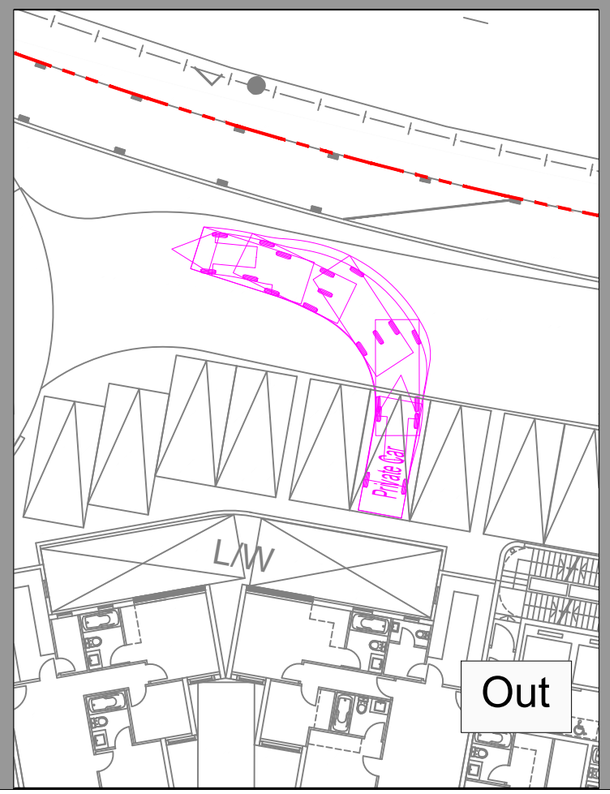


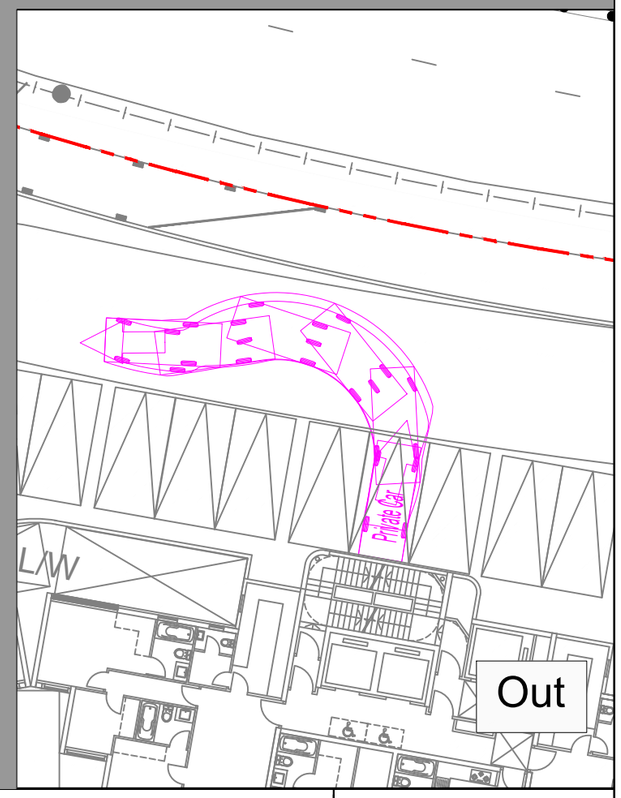












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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

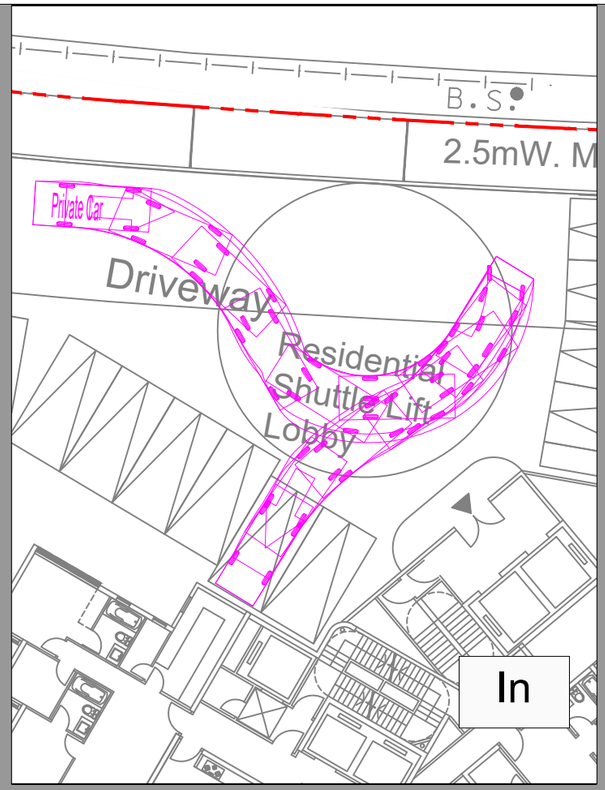
Swept Path Demonstration for Private Car on 3/F

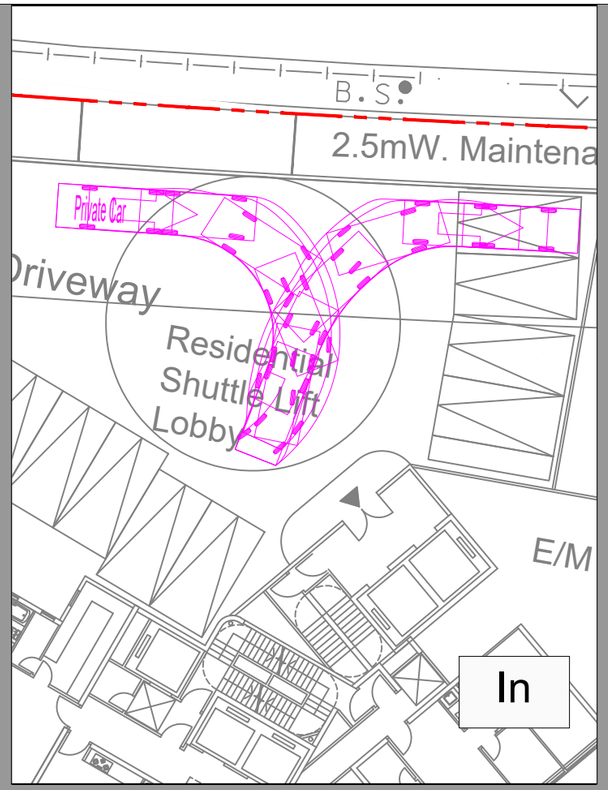
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27/10/2026	1:500

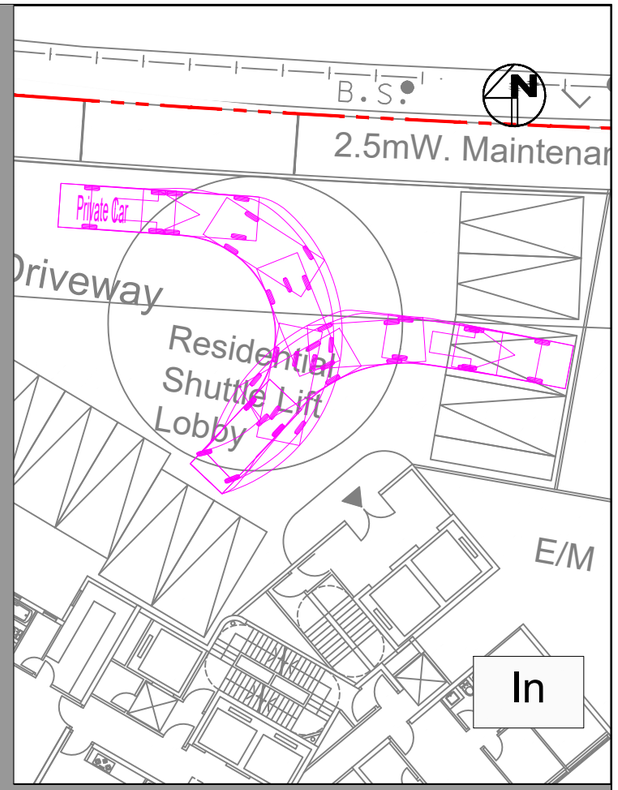
OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 3F-SP1	-

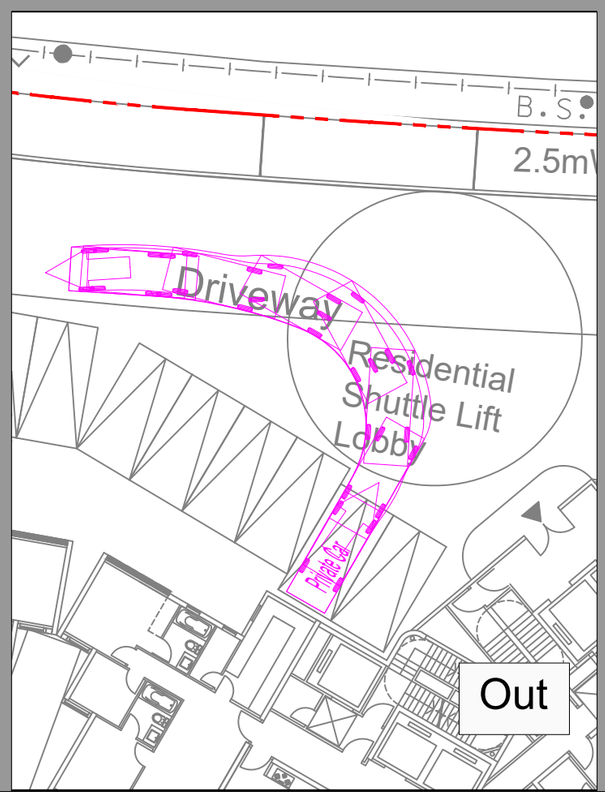


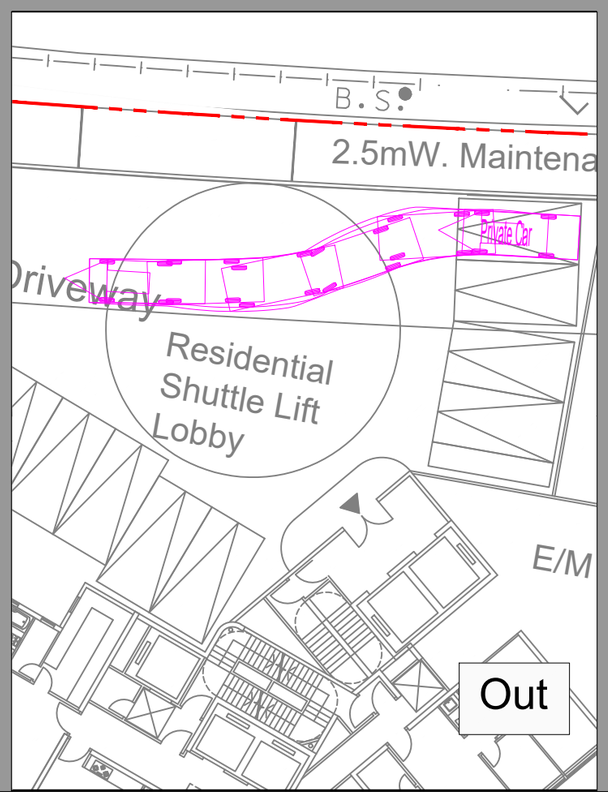


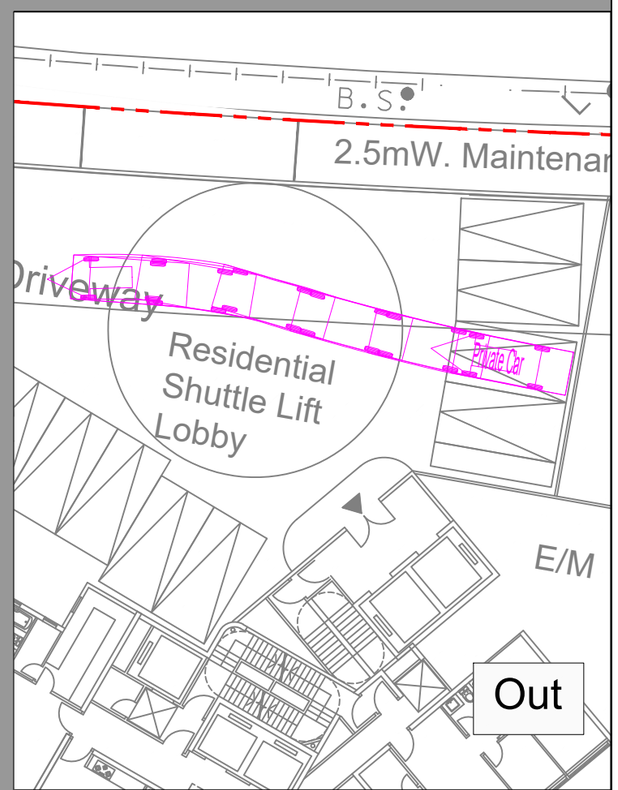












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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Private Car on 3/F

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 3F-SP2	-

靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

Podium

Disable Ah

Tr Sg Ah

Sil Z/400m NRT

BUS STOP 巴士站

Planter

RAMP DN

EVA / Driveway

Planter

B.S.

EXISTING FOOTPATH TO BE MAINTAINED

2.5mW. Maintenance walkway below at +135.7

EVA / Driveway

Ramp Up 1:8.5

Ramp Up 1:6

Planter

Residential Shuttle Lift Lobby

14 Disp. - off

+125.10

Planter

Planter

Ramp Up

Private Access Road

Footpath required under Lease

T1

EVA Hard paved

T2 (10/s)

Outdoor Pool (6 x 25m)

T3 (10/s)

Planter

EVA / Driveway

T4 (9/s)

LANDSCAPED AREA +125.25

1:10

OPEN PASSAGE FOR MEANS OF ESCAPE

+121.55

+124.95

心光恩望學校 Ebenezer New Hope School

0 5 10 15 20

4/F to UG/F&LGF

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

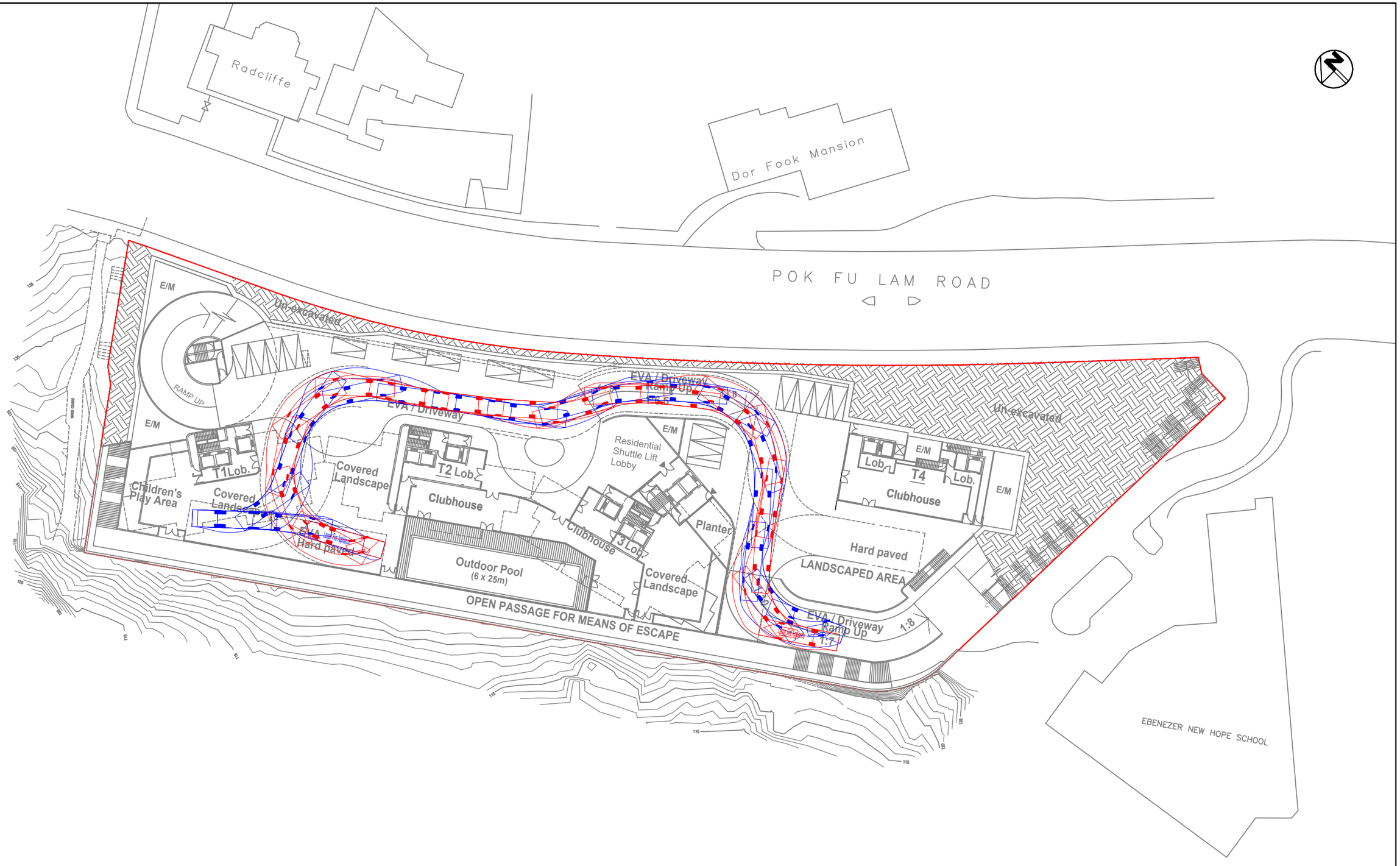
Swept Path Demonstration for Large Fire Engine

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 4F-SP1	-

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UG/F&LGF

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Large Fire Engine

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 4F-SP2	-

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靖林 Radcliffe 120

多福大廈 Dor Fook Mansion 126

Podium

Disable Ah

Tr Sg Ah

Sil Z/400m NRT

BUS STOP 巴士站

Planter

RAMP DN

EVA / Driveway

Planter

B.S.

EXISTING FOOTPATH TO BE MAINTAINED
2.5mW. Maintenance walkway below at +135.7

EVA / Driveway Ramp Up 1:8.5

Ramp Up 1:6

Planter

Planter

Ramp Up 1:8

Footpath required under Lease

Private Access Road

Residential Shuttle Lift Lobby

LWW

T1

EVA Hard paved

T2 (10/s)

Outdoor Pool (6 x 25m)

T3 (10/s)

Planter

T4 (9/s)

EVA / Driveway

LANDSCAPED AREA

Ramp Up 1:10.5

1:10

EVA / Driveway Ramp Up 1:7

1:8

OPEN PASSAGE FOR MEANS OF ESCAPE

心光恩望學校 Ebenezer New Hope School

0 5 10 15 20

4/F to UG/F&LGF

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for Large Fire Engine

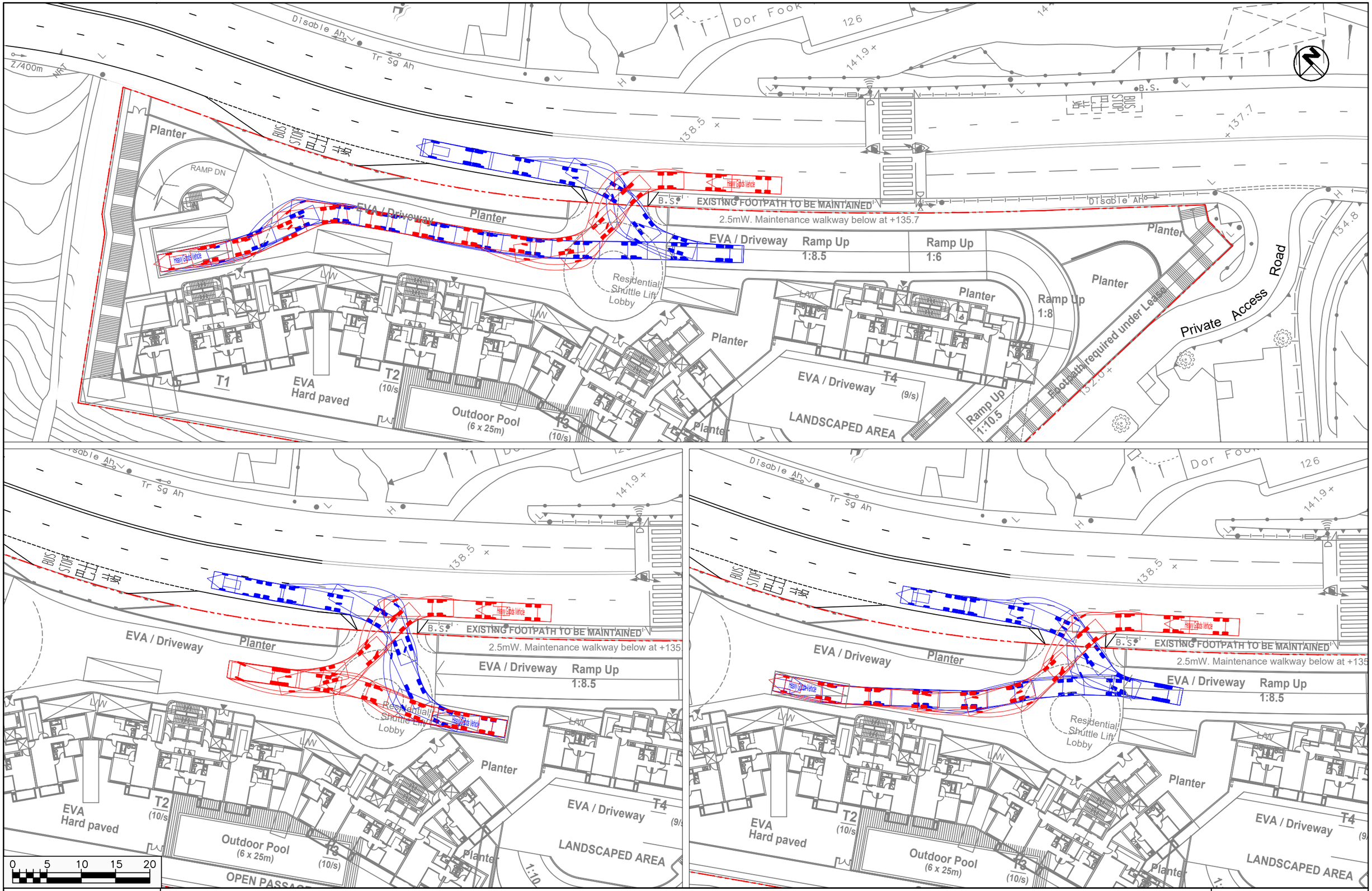
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OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 4F-SP3	-

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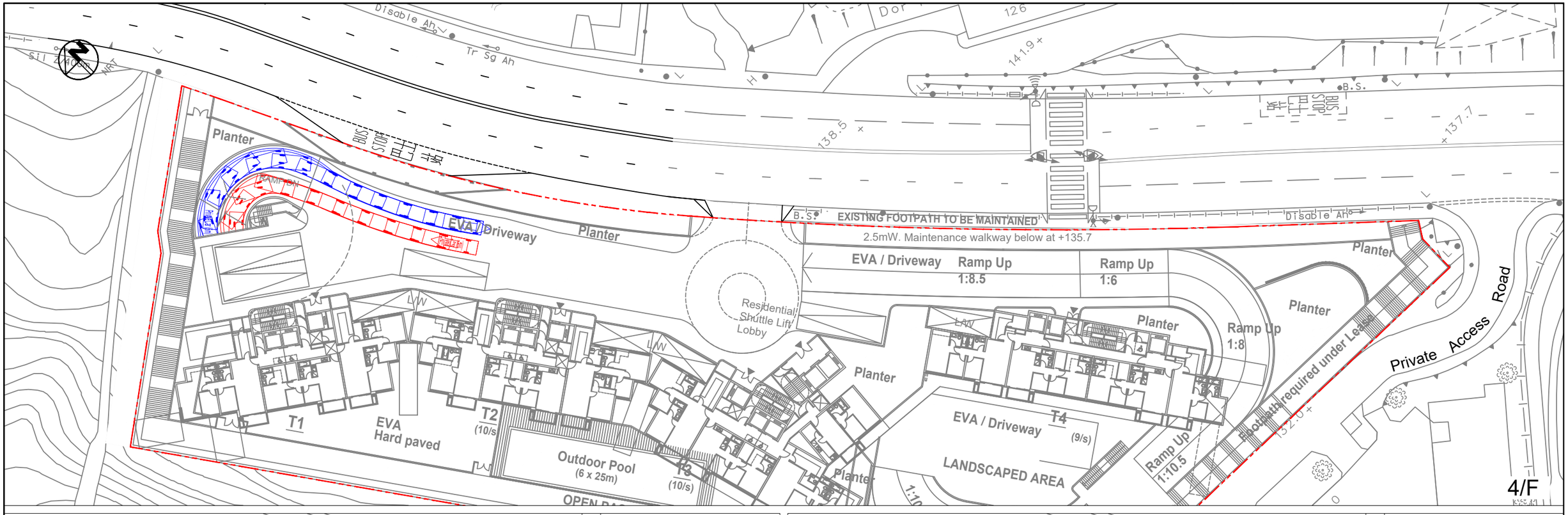
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for 10m Goods Vehicle

OZZO TECHNOLOGY

Project No. 83378	Rev. -
Dwg No. 4F-SP4	

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Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

Swept Path Demonstration for 5m Private Car

Date	Scale
27/10/2026	1:500

OZZO TECHNOLOGY

Project No. 83378	Rev.
Dwg No. 4F-SP5	-

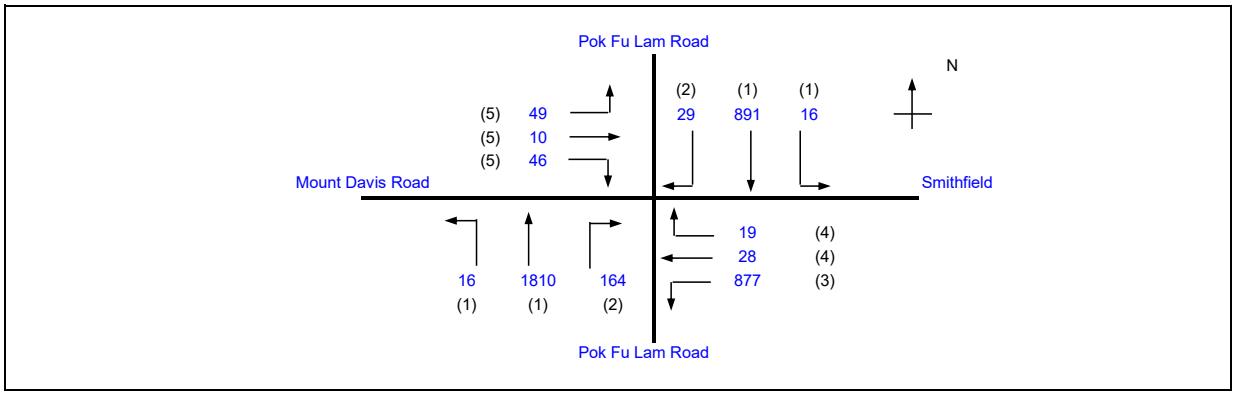
Appendix C

2026 Junction Calculation Sheets

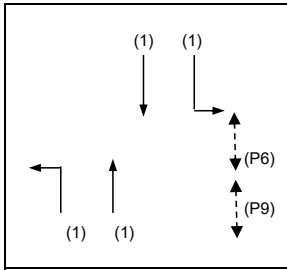
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

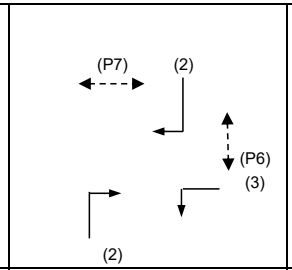
	INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong		
PROJECT NO.: 83378 — Prepared By:	CW	Feb-26
J1: Pok Fu Lam Road / Mount Davis Road / Smithfield — **2026 AM** — FILENAME : — Checked By:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows — J1_PokFuLamRd_MountDavisRd_Smithfield — Reviewed By:	OC	Feb-26



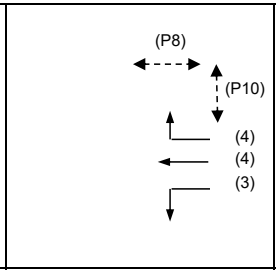
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135	sec
Sum(y)	Y =	0.541	
Loss time	L =	19	sec
Total Flow	=	3991	pcu
Co = (1.5*L+5)/(1-Y)	=	73.1	sec
Cm = L/(1-Y)	=	41.4	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	39.9	%
Cp = 0.9*L/(0.9-Y)	=	47.7	sec
Ymax = 1-L/C	=	0.859	
R.C.(P) = (0.9/Xmax-1)*100%	=	32.0	%
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	42.8	%



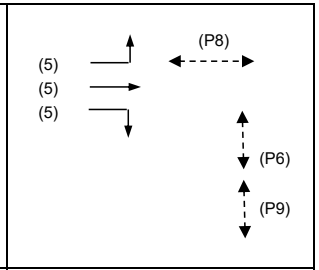
Stage A Int = 12



Stage B Int = 0



Stage C Int = 5



Stage D Int = 5

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

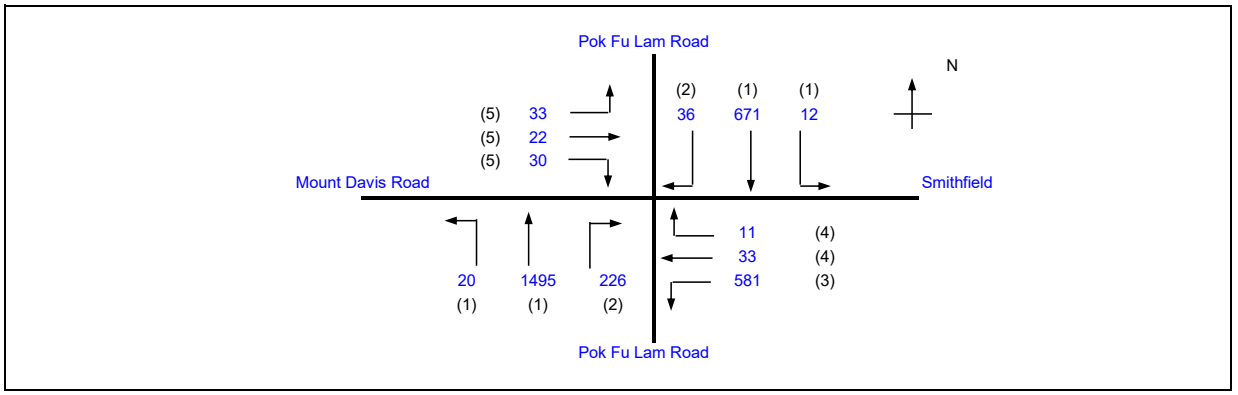
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	16	421		437	0.04	1946			1946	0.224			48	64	0.473	48	23
SA	A	3.40	1	1	15			2095		470		470	0.00	2095			2095	0.224			48	64	0.473	54	23
RT	B	3.25	2	1	26		N	1940			29	29	1.00	1834			1834	0.016			3	25	0.085	0	41
LT,SA	A	3.60	1	1	7			2115	16	596		612	0.03	2103			2103	0.291	0.291		62	64	0.614	72	26
SA	A	3.30	1	2				4170		1214		1214	0.00	4170			4170	0.291			62	64	0.614	69	25
RT	B	3.60	2	1	14			2115			164	164	1.00	1910			1910	0.086			18	27	0.429	24	46
LT	B,C	3.40	3	2	57		N	4050	877			877	1.00	3946			3946	0.222	0.222		48	44	0.682	66	38
SA/RT	C	3.85	4	1	26		N	2000		28	19	47	0.40	1954			1954	0.024			5	12	0.271	6	55
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.028		9	8	0.671	18	82
LT/SA/RT	D	3.75	5	1	18			2130	0	10	46	56	0.82	1994			1994	0.028			6	8	0.474	12	68

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

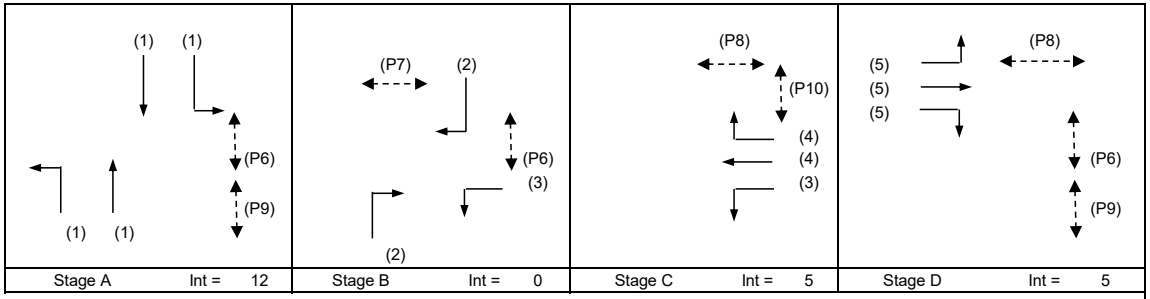
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	PROJECT NO.: 83378	Prepared By:	CW	Feb-26
J1: Pok Fu Lam Road / Mount Davis Road / Smithfield	FILENAME :	Checked By:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows — **2026 PM**	J1_PokFuLamRd_MountDavisRd_Smithfield	Reviewed By:	OC	Feb-26



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110	sec
Sum(y)	Y =	0.415	
Loss time	L =	19	sec
Total Flow	=	3222	pcu
Co = (1.5*L+5)/(1-Y)	=	57.2	sec
Cm = L/(1-Y)	=	32.5	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	82.7	%
Cp = 0.9*L/(0.9-Y)	=	35.2	sec
Ymax = 1-L/C	=	0.827	
R.C.(P) = (0.9/Xmax-1)*100%	=	31.4	%
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	79.6	%

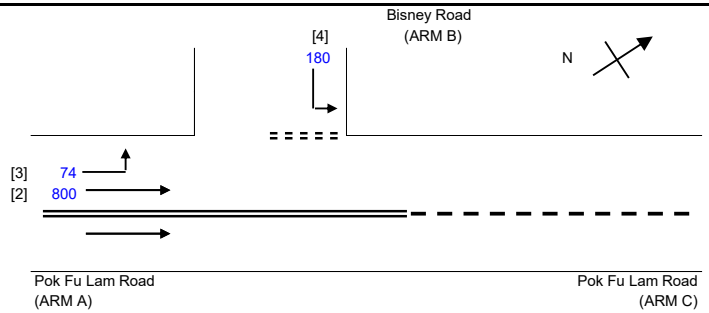


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P6	A, B,D	5	5	4	2	7	5
P7	B	10	5	8	9	7	9
P8	C,D	12	5	10	1	12	12
P9	A,D	7	5	6	2	7	8
P10	C	11	5	9	6	6	11

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	12	317		329	0.04	1946			1946	0.169			37	44	0.423	36	23
SA	A	3.40	1	1	15			2095		354		354	0.00	2095			2095	0.169			37	44	0.423	36	23
RT	B	3.25	2	1	26		N	1940			36	36	1.00	1834			1834	0.020			4	19	0.114	0	35
LT,SA	A	3.60	1	1	7			2115	20	487		507	0.04	2097			2097	0.242	0.242		53	44	0.604	54	26
SA	A	3.30	1	2				4170		1008		1008	0.00	4170			4170	0.242			53	44	0.604	54	25
RT	B	3.60	2	1	14			2115			226	226	1.00	1910			1910	0.118			26	19	0.685	30	49
LT	B,C	3.40	3	2	57		N	4050	581			581	1.00	3946			3946	0.147	0.147		32	39	0.415	33	25
SA/RT	C	3.85	4	1	26		N	2000		33	11	44	0.25	1972			1972	0.022			5	15	0.164	6	39
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.026		9	8	0.547	12	57
LT/SA/RT	D	3.75	5	1	18			2130	0	22	30	52	0.58	2032			2032	0.026			6	8	0.352	6	50

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	74	(pcu/hr)
q a-c	=	800	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	180	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	223
Q b-c	=	690
Q c-b	=	275

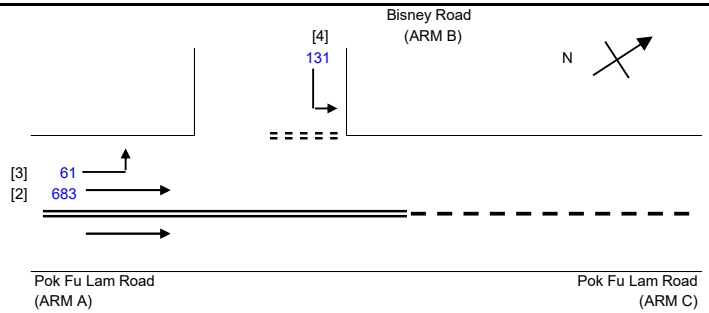
TOTAL FLOW = 1054 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2609
DFC c-b	=	0.0000

CRITICAL DFC = 0.26

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	61	(pcu/hr)
q a-c	=	683	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	131	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	247
Q b-c	=	745
Q c-b	=	299

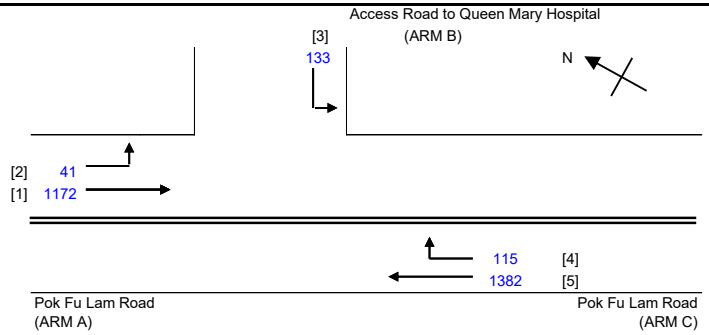
TOTAL FLOW = 875 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1758
DFC c-b	=	0.0000

CRITICAL DFC = 0.18

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	41	(pcu/hr)
q a-c	=	1172	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1382	(pcu/hr)
q c-b	=	115	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	124			
Q b-c	=	516	Q b-c (O) =	516	
Q c-b	=	470			

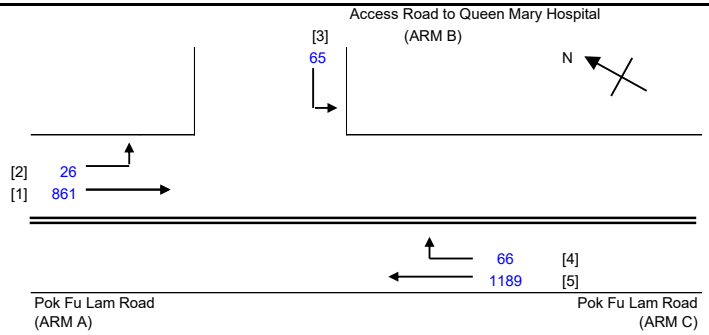
TOTAL FLOW = 2843 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2578
DFC c-b	=	0.2447

CRITICAL DFC = 0.26

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	26	(pcu/hr)
q a-c	=	861	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1189	(pcu/hr)
q c-b	=	66	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	65	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	178			
Q b-c	=	574	Q b-c (O) =	574	
Q c-b	=	525			

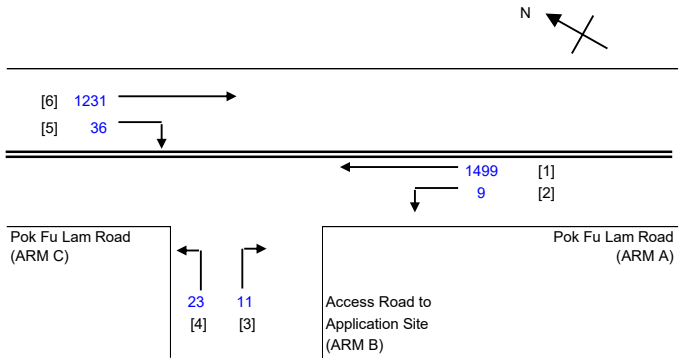
TOTAL FLOW = 2207 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1132
DFC c-b	=	0.1257

CRITICAL DFC = 0.13

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	9	(pcu/hr)
q a-c	=	1499	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1231	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	23	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	142			
Q b-c	=	360	Q b-c (O) =	353	
Q c-b	=	423			

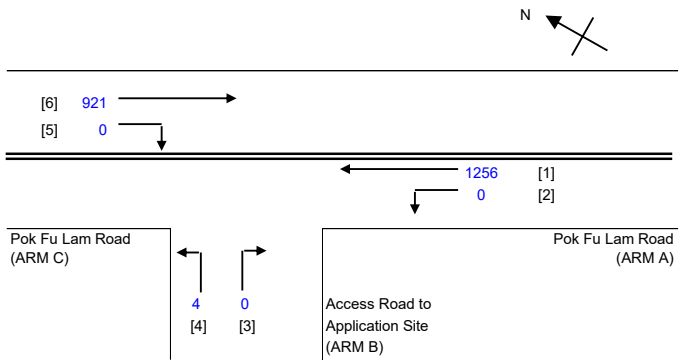
TOTAL FLOW = 2809 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0775
DFC b-c	=	0.0639
DFC c-b	=	0.0851

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	1256	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	921	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	208			
Q b-c	=	396	Q b-c (O) =	396	
Q c-b	=	465			

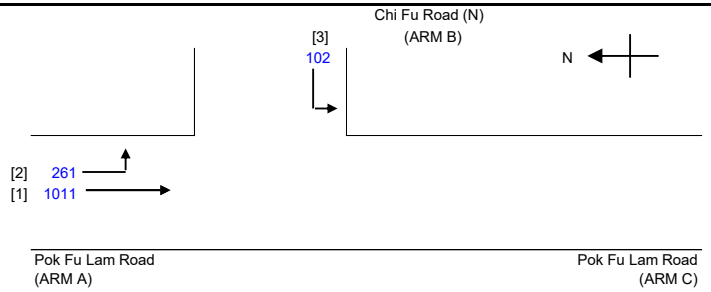
TOTAL FLOW = 2181 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0101
DFC c-b	=	0.0000

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	261	(pcu/hr)
q a-c	=	1011	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	102	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	189			
Q b-c	=	446	Q b-c (O) =	446	
Q c-b	=	235			

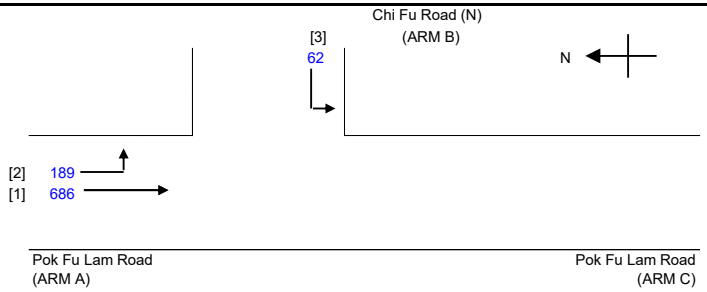
TOTAL FLOW = 1374 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2287
DFC c-b	=	0.0000

CRITICAL DFC = 0.23

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	189	(pcu/hr)
q a-c	=	686	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	62	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	244			
Q b-c	=	541	Q b-c (O) =	541	
Q c-b	=	298			

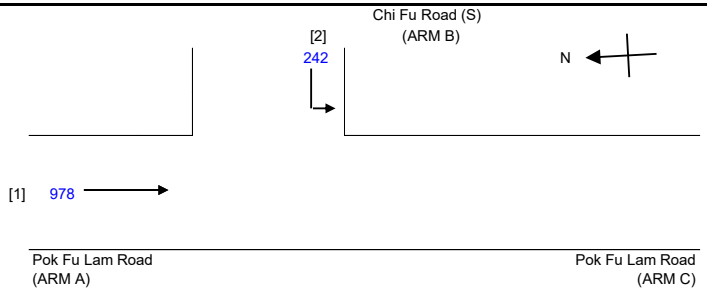
TOTAL FLOW = 937 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1146
DFC c-b	=	0.0000

CRITICAL DFC = 0.11

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.0	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	978	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	242	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	210			
Q b-c	=	562	Q b-c (O) =	562	
Q c-b	=	300			

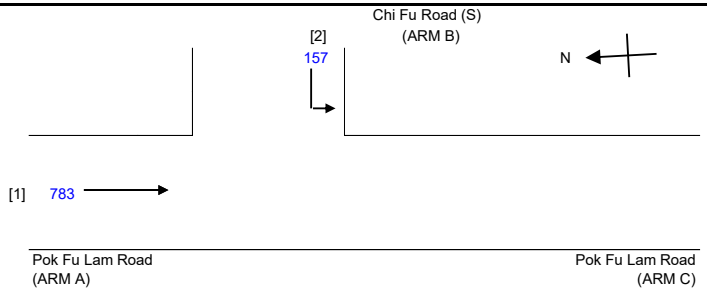
TOTAL FLOW = 1220 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4306
DFC c-b	=	0.0000

CRITICAL DFC = 0.43

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.0	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	783	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	157	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	235			
Q b-c	=	613	Q b-c (O) =	613	
Q c-b	=	327			

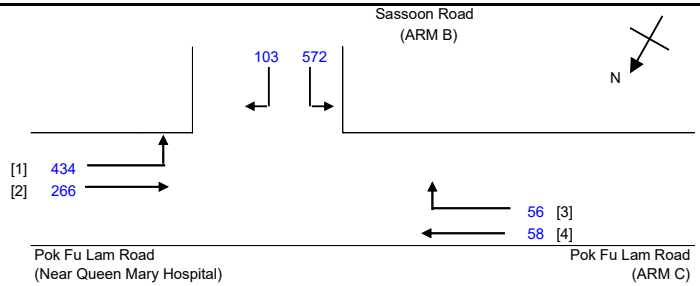
TOTAL FLOW = 940 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2561
DFC c-b	=	0.0000

CRITICAL DFC = 0.26

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	434	(pcu/hr)
q a-c	=	266	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	60	(metres)
q c-a	=	58	(pcu/hr)
q c-b	=	56	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.50	(metres)
W b-c	=	3.10	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	103	(pcu/hr)
q b-c	=	572	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7049957
E	=	1.6993536
F	=	1.2883574
Y	=	0.4825
F for (Qb-ac)	=	0.8474074

THE CAPACITY OF MOVEMENT :

Q b-a	=	390		
Q b-c	=	1135	Q b-c (O) =	1060
Q c-b	=	801		
Q b-ac	=	878.8		
TOTAL FLOW	=	1489	(PCU/HR)	

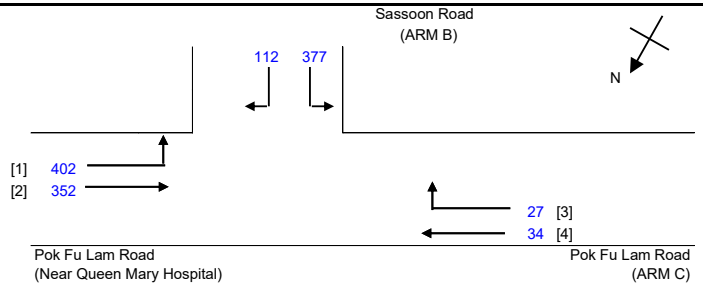
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2641
DFC b-c	=	0.5040
DFC c-b	=	0.0699
DFC b-ac	=	0.7681

CRITICAL DFC = 0.77

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	402	(pcu/hr)
q a-c	=	352	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	60	(metres)
q c-a	=	34	(pcu/hr)
q c-b	=	27	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.50	(metres)
W b-c	=	3.10	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	112	(pcu/hr)
q b-c	=	377	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7049957
E	=	1.6993536
F	=	1.2883574
Y	=	0.4825
F for (Qb-ac)	=	0.7709611

THE CAPACITY OF MOVEMENT :

Q b-a	=	388			
Q b-c	=	1113	Q b-c (O) =	1033	
Q c-b	=	789			
Q b-ac	=	779.4			
TOTAL FLOW	=	1304	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2887
DFC b-c	=	0.3387
DFC c-b	=	0.0342
DFC b-ac	=	0.6274

CRITICAL DFC = 0.63

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

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

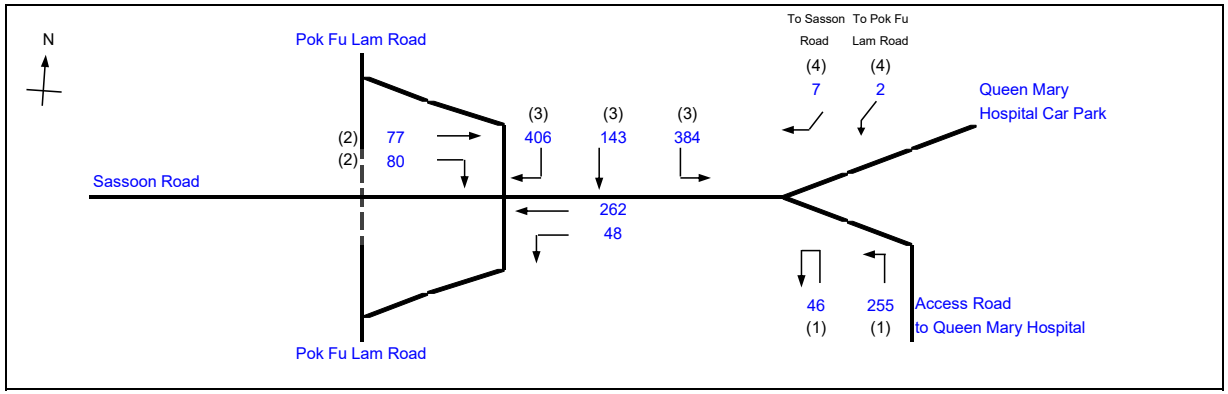
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

PROJECT NO.:	83378	Prepared By:	CW	Feb-26
FILENAME :		Checked By:	OC	Feb-26
J7B_PokFuLamRd_SassoonRd(near QMH)		Reviewed By:	OC	Feb-26

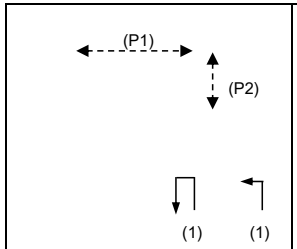
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital）

2026 Observed AM Peak Hour Traffic Flows

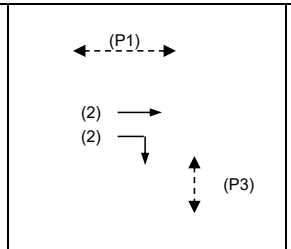
2026 AM



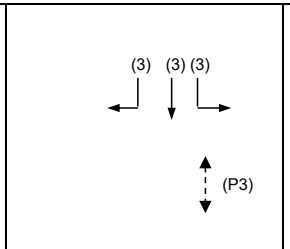
		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	102 sec
Sum(y)	Y =	0.435
Loss time	L =	18 sec
Total Flow	=	1400 pcu
Co = (1.5*L+5)/(1-Y)	=	56.7 sec
Cm = L/(1-Y)	=	31.9 sec
Yult	=	0.765
R.C.ult = (Yult-Y)/Y*100%	=	75.7 %
Cp = 0.9*L/(0.9-Y)	=	34.9 sec
Ymax = 1-L/C	=	0.824
R.C.(P) = (0.9/Xmax-1)*100%	=	**28.2 %**
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	70.2 %



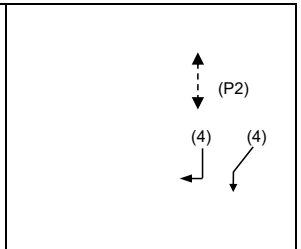
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	46	255		301	0.15	1854			1854	0.162	0.162		31	29	0.571	36	32
SA	B	3.80	2	1			N	1995		77		77	0.00	1995			1995	0.039	0.041		7	14	0.281	6	38
RT	B	3.80	2	1	15			2135			80	80	1.00	1941			1941	0.041			8	14	0.300	6	38
RT	C	3.30	3	1	13			2085			406	406	1.00	1869			1869	0.217	0.227		42	33	0.671	42	32
LT	C	3.30	3	1	10		N	1945	384			384	1.00	1691			1691	0.227			44	33	0.702	42	34
SA	C	3.30	3	1				2085		143		143	0.00	2085			2085	0.069			13	33	0.212	12	23
LT,SA	D	3.00	4	1	25		N	1915	2	7		9	0.22	1890			1890	0.005	0.005		1	8	0.011	0	40

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

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

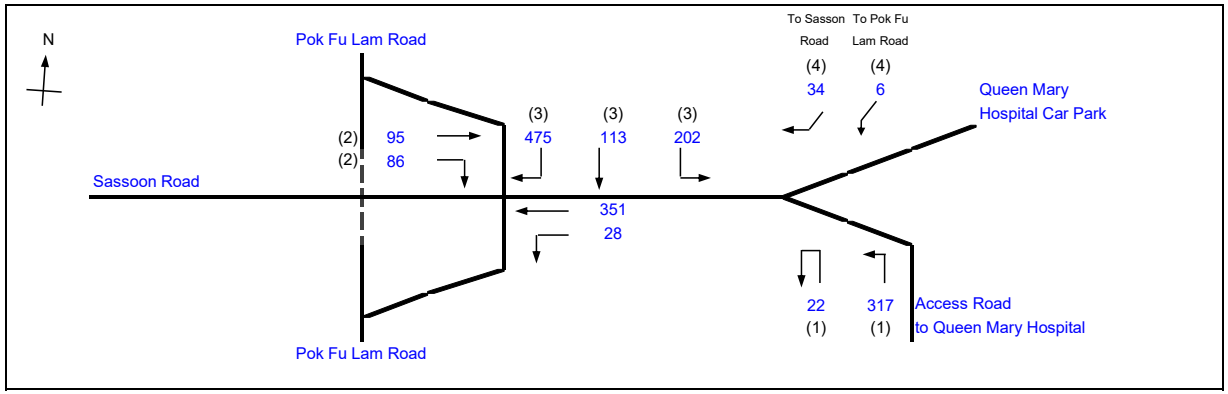
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

PROJECT NO.:	83378	Prepared By:	CW	Feb-26
FILENAME :		Checked By:	OC	Feb-26
J7B_PokFuLamRd_SassoonRd(near QMH)		Reviewed By:	OC	Feb-26

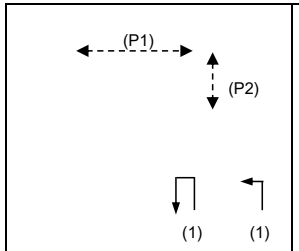
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital）

2026 Observed PM Peak Hour Traffic Flows

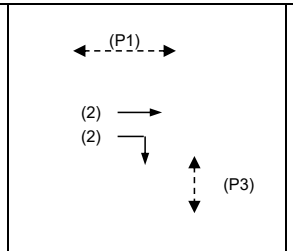
2026 PM



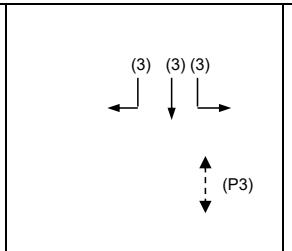
		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	102 sec
Sum(y)	Y =	0.502
Loss time	L =	18 sec
Total Flow	=	1350 pcu
Co = (1.5*L+5)/(1-Y)	=	64.3 sec
Cm = L/(1-Y)	=	36.2 sec
Yult	=	0.765
R.C.ult = (Yult-Y)/Y*100%	=	52.3 %
Cp = 0.9*L/(0.9-Y)	=	40.7 sec
Ymax = 1-L/C	=	0.824
R.C.(P) = (0.9/Xmax-1)*100%	=	22.9 %
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	47.6 %



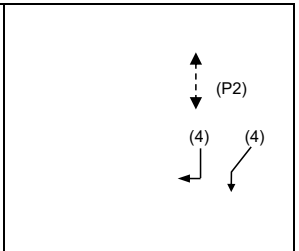
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



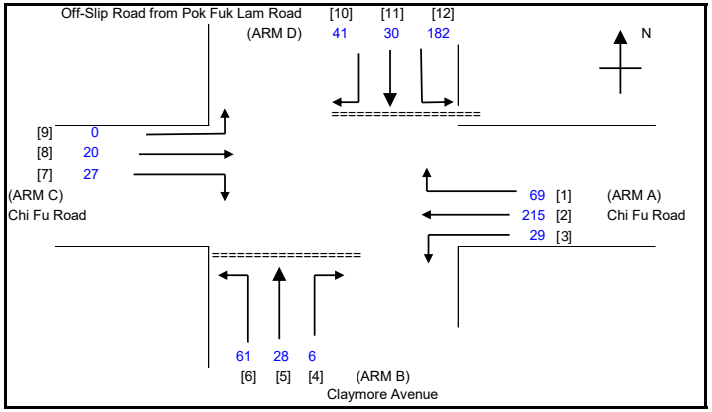
Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	22	317		339	0.06	1889			1889	0.179	0.179		30	25	0.732	42	41
SA	B	3.80	2	1			N	1995		95		95	0.00	1995			1995	0.048	0.048		8	14	0.347	12	39
RT	B	3.80	2	1	15			2135			86	86	1.00	1941			1941	0.044			7	14	0.323	12	39
RT	C	3.30	3	1	13			2085			475	475	1.00	1869			1869	0.254	0.254		42	39	0.665	48	28
LT	C	3.30	3	1	10		N	1945	202			202	1.00	1691			1691	0.119			20	39	0.312	18	21
SA	C	3.30	3	1				2085		113		113	0.00	2085			2085	0.054			9	39	0.142	6	19
LT,SA	D	3.00	4	1	25		N	1915	6	34		40	0.15	1898			1898	0.021	0.021		4	8	0.047	6	44

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed AM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	29	(pcu/hr)	q c-a	=	20	(pcu/hr)
q a-c	=	215	(pcu/hr)	q c-b	=	27	(pcu/hr)
q a-d	=	69	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	6	(pcu/hr)	q d-c	=	41	(pcu/hr)
q b-c	=	61	(pcu/hr)	q d-a	=	182	(pcu/hr)
q b-d	=	28	(pcu/hr)	q d-b	=	30	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.014	r d-c	=	0.093
ql b-d	=	14.19 (pcu/hr)	ql d-b	=	16.401 (pcu/hr)
qr b-d	=	13.81 (pcu/hr)	qr d-b	=	13.599 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	373 (pcu/hr)	Q d-c	=	439 (pcu/hr)
Q b-c	=	633 (pcu/hr)	Q d-a	=	891 (pcu/hr)
Q c-b	=	614 (pcu/hr)	Q a-d	=	676 (pcu/hr)
Ql b-d	=	466 (pcu/hr)	Ql d-b	=	648 (pcu/hr)
Qr b-d	=	422 (pcu/hr)	Qr d-b	=	455 (pcu/hr)

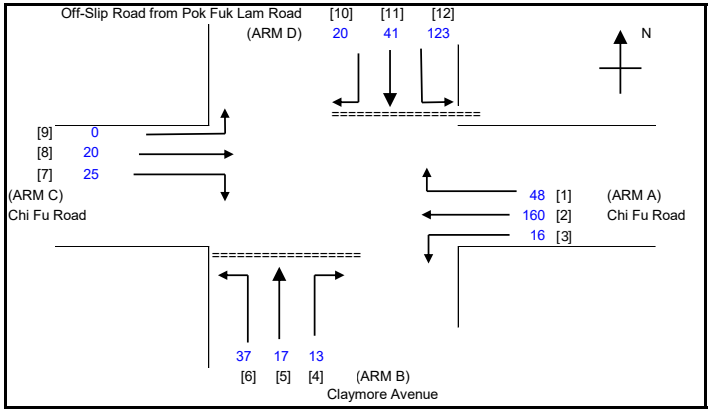
TOTAL FLOW = 708 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0161
DFC b-c	=	0.0964
DFC c-b	=	0.0440
DFCl b-d	=	0.0305
DFCr b-d	=	0.0327
DFC d-c	=	0.0934
DFC d-a	=	0.2043
DFC a-d	=	0.1021
DFCl d-b	=	0.0253
DFCr d-b	=	0.0299

CRITICAL DFC = 0.20

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2026 PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Feb-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Feb-26
2026 Observed PM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Feb-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	16	(pcu/hr)	q c-a	=	20	(pcu/hr)
q a-c	=	160	(pcu/hr)	q c-b	=	25	(pcu/hr)
q a-d	=	48	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	13	(pcu/hr)	q d-c	=	20	(pcu/hr)
q b-c	=	37	(pcu/hr)	q d-a	=	123	(pcu/hr)
q b-d	=	17	(pcu/hr)	q d-b	=	41	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.028	r d-c	=	0.043
ql b-d	=	8.74 (pcu/hr)	ql d-b	=	21.389 (pcu/hr)
qr b-d	=	8.26 (pcu/hr)	qr d-b	=	19.611 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	403 (pcu/hr)	Q d-c	=	461 (pcu/hr)
Q b-c	=	645 (pcu/hr)	Q d-a	=	903 (pcu/hr)
Q c-b	=	639 (pcu/hr)	Q a-d	=	677 (pcu/hr)
Ql b-d	=	485 (pcu/hr)	Ql d-b	=	672 (pcu/hr)
Qr b-d	=	440 (pcu/hr)	Qr d-b	=	472 (pcu/hr)

TOTAL FLOW = 520 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0323
DFC b-c	=	0.0574
DFC c-b	=	0.0391
DFCl b-d	=	0.0180
DFCr b-d	=	0.0188
DFC d-c	=	0.0434
DFC d-a	=	0.1362
DFC a-d	=	0.0709
DFCl d-b	=	0.0318
DFCr d-b	=	0.0415

CRITICAL DFC = 0.14

Appendix D

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

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

From	To	In					Out				
		Car	School bus	Others	Total Veh	Total PCU	Car	School bus	Others	Total Veh	Total PCU
AM Period (07:00 – 10:00)											
07:00	07:15	1	0	1	2	4	0	1	1	2	4
07:15	07:30	0	0	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	1	1	0	2	3
07:45	08:00	4	2	0	6	7	3	0	0	3	3
08:00	08:15	9	5	0	14	16	4	4	0	8	10
08:15	08:30	7	2	0	9	10	4	4	0	8	10
08:30	08:45	2	3	0	5	6	4	2	0	6	7
08:45	09:00	3	1	0	4	5	3	3	0	6	8
09:00	09:15	0	2	0	2	3	0	0	0	0	0
09:15	09:30	2	3	0	5	7	0	3	0	3	5
09:30	09:45	1	1	0	2	3	2	1	0	3	4
09:45	10:00	3	1	0	4	5	4	1	0	5	6
07:45	**08:45**	22	12	0	34	39	15	10	0	25	29
PM Period (16:00 – 19:00)											
16:00	16:15	1	0	0	1	1	2	0	0	2	2
16:15	16:30	0	0	0	0	0	3	0	0	3	3
16:30	16:45	0	0	0	0	0	1	0	0	1	1
16:45	17:00	1	0	0	1	1	3	0	0	3	3
17:00	17:15	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	3	0	0	3	3
17:30	17:45	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	1	0	0	1	1
18:30	18:45	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0
17:15	**18:15**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**3**

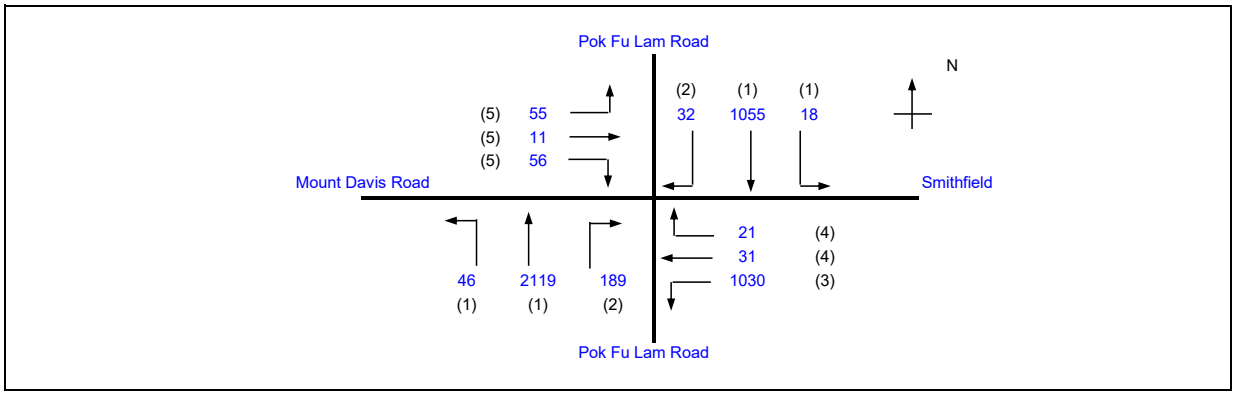
Appendix E

2037 Junction Calculation Sheets

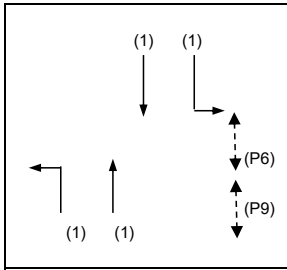
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

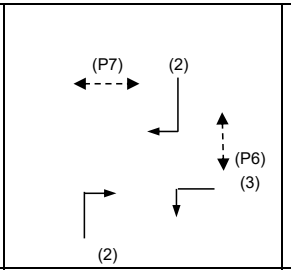
		INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	PROJECT NO.: 83378 / Prepared By:	CW	Oct-26
J1: Pok Fu Lam Road / Mount Davis Road / Smithfield	**2037Ref_AM** / FILENAME :	Checked By: OC	Oct-26
2037 Reference AM Peak Traffic Flows	J1_PokFuLamRd_MountDavisRd_Smithfield	Reviewed By: OC	Oct-26



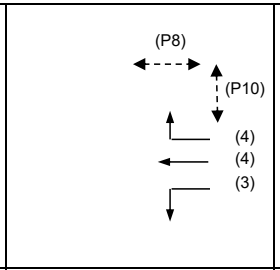
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135	sec
Sum(y)	Y =	0.641	
Loss time	L =	19	sec
Total Flow	=	4693	pcu
Co = (1.5*L+5)/(1-Y)	=	93.2	sec
Cm = L/(1-Y)	=	52.9	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	18.2	%
Cp = 0.9*L/(0.9-Y)	=	65.9	sec
Ymax = 1-L/C	=	0.859	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	20.7	%



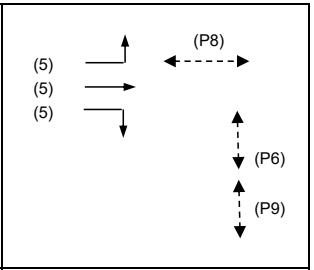
Stage A Int = 12



Stage B Int = 0



Stage C Int = 5



Stage D Int = 5

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

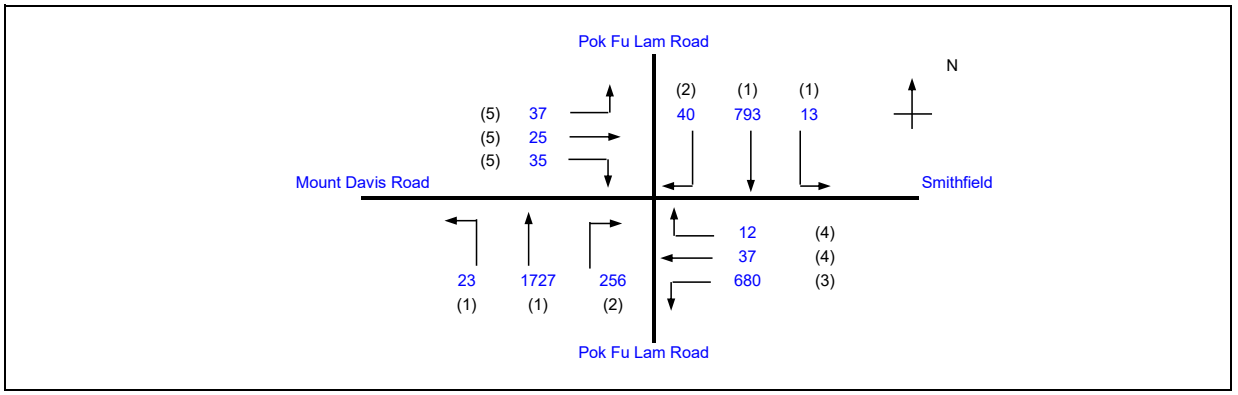
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	18	499		517	0.03	1946			1946	0.266			48	48	0.746	72	41
SA	A	3.40	1	1	15			2095		556		556	0.00	2095			2095	0.266			48	48	0.746	78	41
RT	B	3.25	2	1	26		N	1940			32	32	1.00	1834			1834	0.017			3	18	0.131	6	48
LT,SA	A	3.60	1	1	7			2115	46	676		722	0.06	2087			2087	0.346	0.346		63	63	0.746	84	32
SA	A	3.30	1	2				4170		1443		1443	0.00	4170			4170	0.346			63	63	0.746	84	29
RT	B	3.60	2	1	14			2115			189	189	1.00	1910			1910	0.099			18	18	0.746	36	69
LT	B,C	3.40	3	2	57		N	4050	1030			1030	1.00	3946			3946	0.261	0.261		47	47	0.746	75	38
SA/RT	C	3.85	4	1	26		N	2000		31	21	52	0.40	1954			1954	0.027			5	5	0.746	12	126
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.034		7	7	0.746	18	98
LT/SA/RT	D	3.75	5	1	18			2130	0	11	56	67	0.84	1991			1991	0.034			6	6	0.746	18	110

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

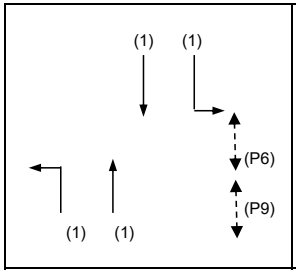
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TRAFFIC SIGNAL CALCULATION

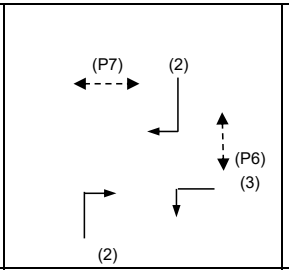
	INITIALS	DATE
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PROJECT NO.: 83378 — Prepared By:	CW	Oct-26
J1: Pok Fu Lam Road / Mount Davis Road / Smithfield — FILENAME :	OC	Oct-26
2037 Reference PM Peak Traffic Flows — **2037Ref_PM** — J1_PokFuLamRd_MountDavisRd_Smithfield — Reviewed By:	OC	Oct-26



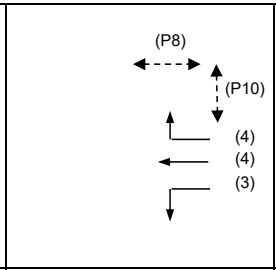
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110	sec
Sum(y)	Y =	0.481	
Loss time	L =	19	sec
Total Flow	=	3726	pcu
Co = (1.5*L+5)/(1-Y)	=	64.6	sec
Cm = L/(1-Y)	=	36.6	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	57.5	%
Cp = 0.9*L/(0.9-Y)	=	40.8	sec
Ymax = 1-L/C	=	0.827	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	54.8	%



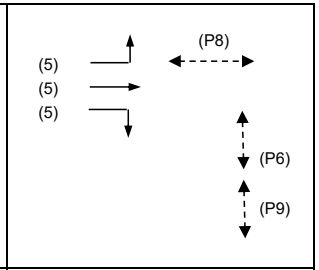
Stage A Int = 12



Stage B Int = 0



Stage C Int = 5



Stage D Int = 5

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

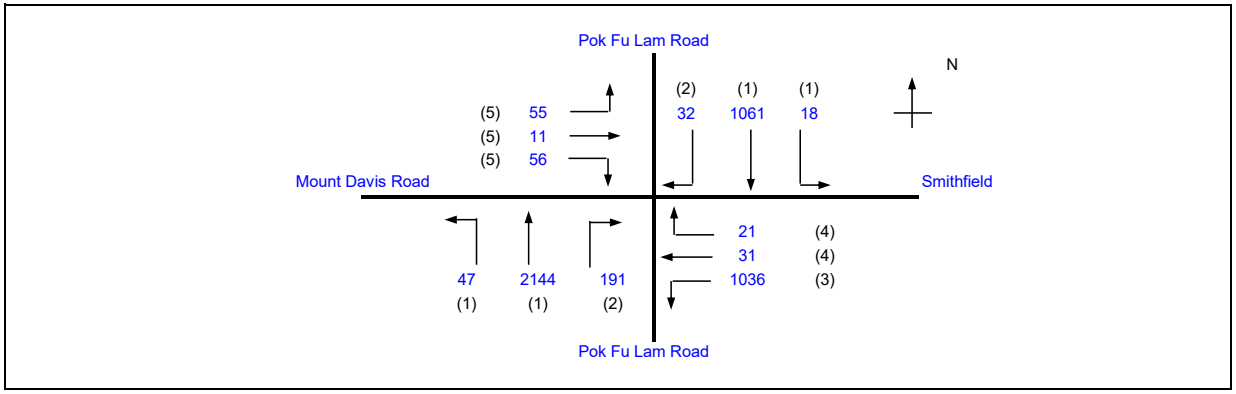
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	13	375		388	0.03	1947			1947	0.199			38	38	0.582	42	30
SA	A	3.40	1	1	15			2095		418		418	0.00	2095			2095	0.199			38	38	0.582	48	30
RT	B	3.25	2	1	26		N	1940			40	40	1.00	1834			1834	0.022			4	25	0.095	0	30
LT,SA	A	3.60	1	1	7			2115	23	563		586	0.04	2097			2097	0.279	0.279		53	53	0.582	54	21
SA	A	3.30	1	2				4170		1164		1164	0.00	4170			4170	0.279			53	53	0.582	54	20
RT	B	3.60	2	1	14			2115			256	256	1.00	1910			1910	0.134			25	25	0.582	36	39
LT	B,C	3.40	3	2	57		N	4050	680			680	1.00	3946			3946	0.172	0.172		33	33	0.582	42	32
SA/RT	C	3.85	4	1	26		N	2000		37	12	49	0.24	1972			1972	0.025			5	5	0.582	6	73
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.030		8	8	0.582	12	60
LT/SA/RT	D	3.75	5	1	18			2130	0	25	35	60	0.58	2031			2031	0.030			6	6	0.582	6	68

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

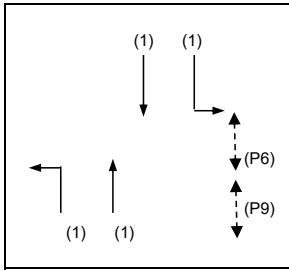
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TRAFFIC SIGNAL CALCULATION

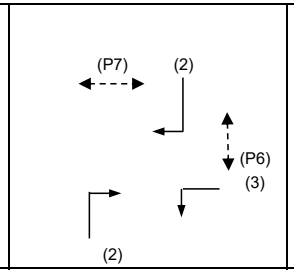
	INITIALS	DATE
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PROJECT NO.: 83378 — Prepared By:	CW	Oct-26
J1: Pok Fu Lam Road / Mount Davis Road / Smithfield — **2037Des_AM** — FILENAME : — Checked By:	OC	Oct-26
2037 Design AM Peak Traffic Flows — J1_PokFuLamRd_MountDavisRd_Smithfield — Reviewed By:	OC	Oct-26



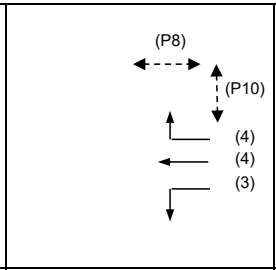
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	135	sec
Sum(y)	Y =	0.646	
Loss time	L =	19	sec
Total Flow	=	4733	pcu
Co = (1.5*L+5)/(1-Y)	=	94.7	sec
Cm = L/(1-Y)	=	53.7	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	17.2	%
Cp = 0.9*L/(0.9-Y)	=	67.4	sec
Ymax = 1-L/C	=	0.859	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	19.6	%



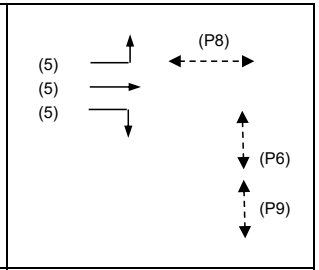
Stage A Int = 12



Stage B Int = 0



Stage C Int = 5



Stage D Int = 5

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

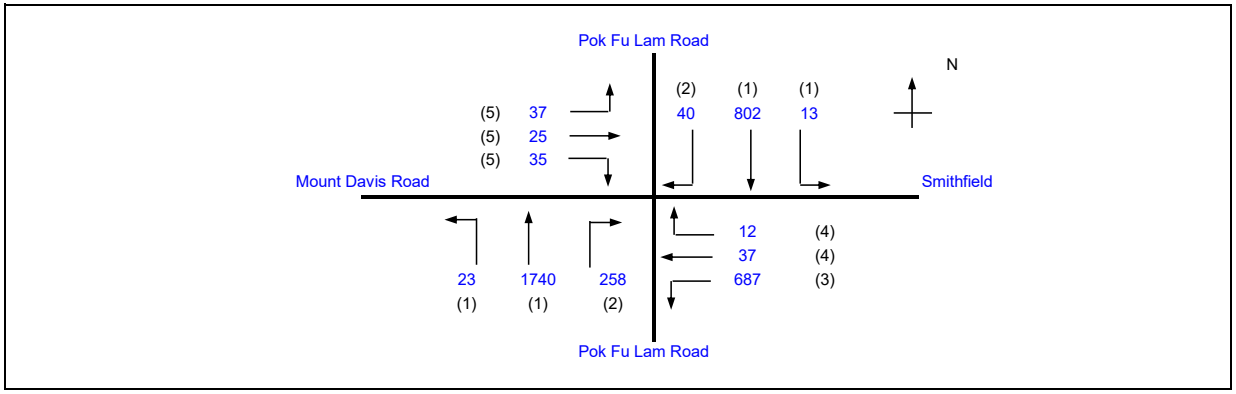
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	18	502		520	0.03	1946			1946	0.267			48	48	0.752	72	42
SA	A	3.40	1	1	15			2095		559		559	0.00	2095			2095	0.267			48	48	0.752	78	41
RT	B	3.25	2	1	26		N	1940			32	32	1.00	1834			1834	0.017			3	18	0.131	6	47
LT,SA	A	3.60	1	1	7			2115	47	684		731	0.06	2086			2086	0.350	0.350		63	63	0.752	84	32
SA	A	3.30	1	2				4170		1460		1460	0.00	4170			4170	0.350			63	63	0.752	87	29
RT	B	3.60	2	1	14			2115			191	191	1.00	1910			1910	0.100			18	18	0.752	36	70
LT	B,C	3.40	3	2	57		N	4050	1036			1036	1.00	3946			3946	0.263	0.263		47	47	0.752	75	38
SA/RT	C	3.85	4	1	26		N	2000		31	21	52	0.40	1954			1954	0.027			5	5	0.752	12	129
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.034		7	7	0.752	18	100
LT/SA/RT	D	3.75	5	1	18			2130	0	11	56	67	0.84	1991			1991	0.034			6	6	0.752	18	113

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

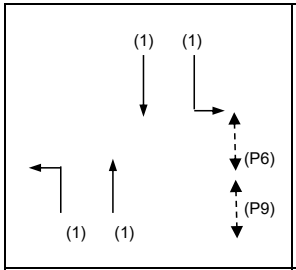
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

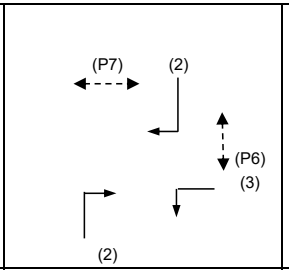
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J1: Pok Fu Lam Road / Mount Davis Road / Smithfield — **2037Des_PM** — FILENAME : — Checked By:	OC	Oct-26
2037 Design PM Peak Traffic Flows — J1_PokFuLamRd_MountDavisRd_Smithfield — Reviewed By:	OC	Oct-26



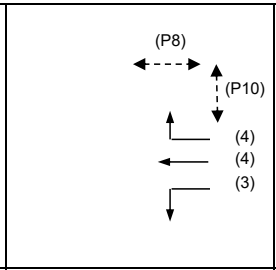
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	110	sec
Sum(y)	Y =	0.485	
Loss time	L =	19	sec
Total Flow	=	3757	pcu
Co = (1.5*L+5)/(1-Y)	=	65.0	sec
Cm = L/(1-Y)	=	36.9	sec
Yult	=	0.758	
R.C.ult = (Yult-Y)/Y*100%	=	56.2	%
Cp = 0.9*L/(0.9-Y)	=	41.2	sec
Ymax = 1-L/C	=	0.827	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	53.5	%



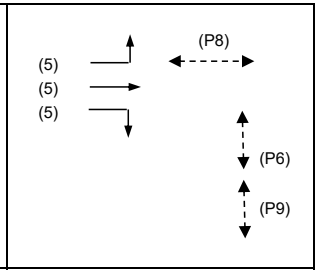
Stage A Int = 12



Stage B Int = 0



Stage C Int = 5



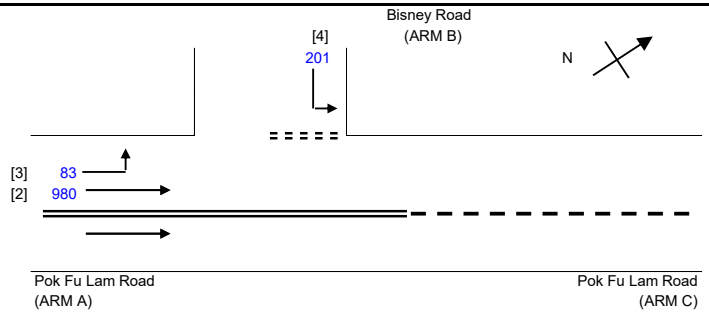
Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT/SA	A	3.44	1	1	8		N	1959	13	380		393	0.03	1947			1947	0.202			38	38	0.586	42	30
SA	A	3.40	1	1	15			2095		422		422	0.00	2095			2095	0.202			38	38	0.586	48	30
RT	B	3.25	2	1	26		N	1940			40	40	1.00	1834			1834	0.022			4	25	0.095	0	30
LT,SA	A	3.60	1	1	7			2115	23	567		590	0.04	2097			2097	0.281	0.281		53	53	0.586	54	21
SA	A	3.30	1	2				4170		1173		1173	0.00	4170			4170	0.281			53	53	0.586	54	20
RT	B	3.60	2	1	14			2115			258	258	1.00	1910			1910	0.135			25	25	0.586	36	39
LT	B,C	3.40	3	2	57		N	4050	687			687	1.00	3946			3946	0.174	0.174		33	33	0.586	42	32
SA/RT	C	3.85	4	1	26		N	2000		37	12	49	0.24	1972			1972	0.025			5	5	0.586	6	74
LT	D	5.60	5	1	18			2315	85			85	1.00	2137			2137	0.040	0.030		7	7	0.586	12	61
LT/SA/RT	D	3.75	5	1	18			2130	0	25	35	60	0.58	2031			2031	0.030			6	6	0.586	12	68

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	83	(pcu/hr)
q a-c	=	980	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	201	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	188
Q b-c	=	608
Q c-b	=	240

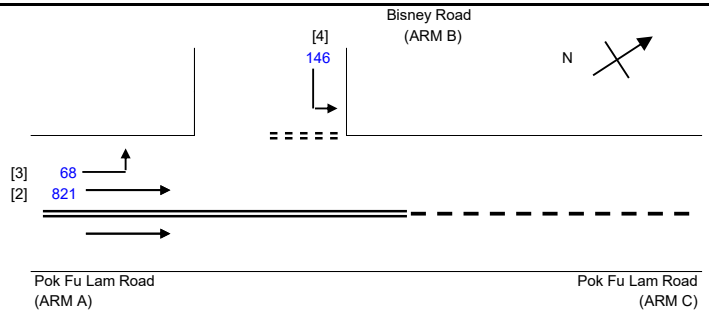
TOTAL FLOW = 1264 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3306
DFC c-b	=	0.0000

CRITICAL DFC = 0.33

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	68	(pcu/hr)
q a-c	=	821	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	146	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	220
Q b-c	=	682
Q c-b	=	272

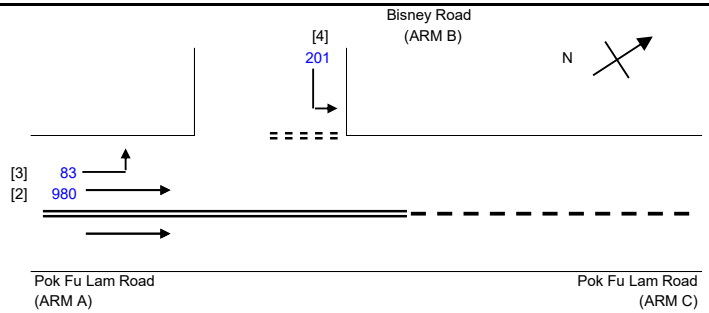
TOTAL FLOW = 1035 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2141
DFC c-b	=	0.0000

CRITICAL DFC = 0.21

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	83	(pcu/hr)
q a-c	=	980	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	201	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	188
Q b-c	=	608
Q c-b	=	240

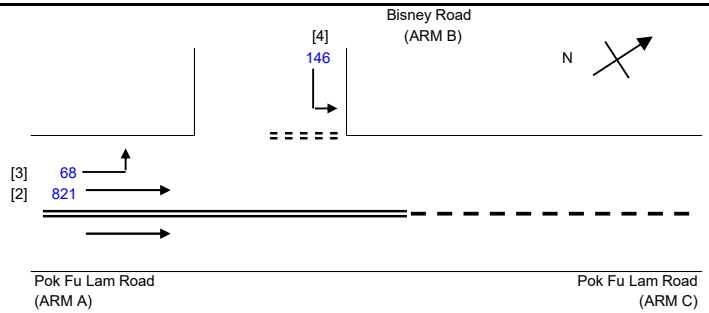
TOTAL FLOW = 1264 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3306
DFC c-b	=	0.0000

CRITICAL DFC = 0.33

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J2 : Pok Fu Lam Road / Bisney Road		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J2_PokFuLamRd_BisneyRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.9	(metres)
W cr	=	0	(metres)
q a-b	=	68	(pcu/hr)
q a-c	=	821	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	8.5	(metres)
Vl b-a	=	62	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	146	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	220
Q b-c	=	682
Q c-b	=	272

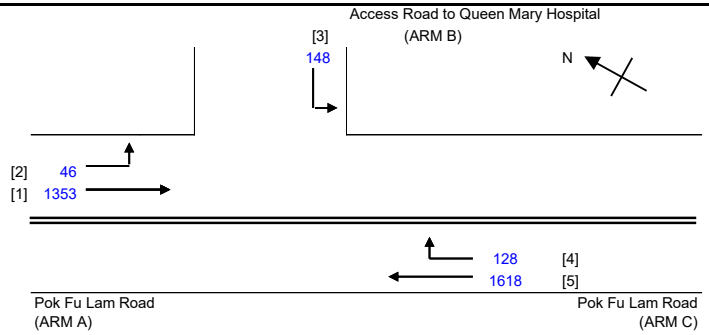
TOTAL FLOW = 1035 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2141
DFC c-b	=	0.0000

CRITICAL DFC = 0.21

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	46	(pcu/hr)
q a-c	=	1353	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1618	(pcu/hr)
q c-b	=	128	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	148	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	86			
Q b-c	=	482	Q b-c (O) =	482	
Q c-b	=	438			

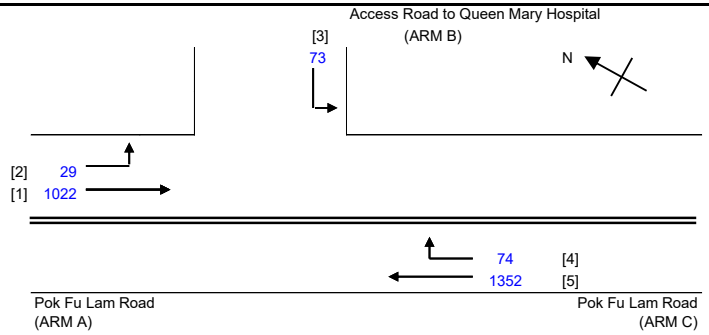
TOTAL FLOW = 3293 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3071
DFC c-b	=	0.2922

CRITICAL DFC = 0.31

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	29	(pcu/hr)
q a-c	=	1022	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1352	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	73	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	149			
Q b-c	=	544	Q b-c (O) =	544	
Q c-b	=	497			

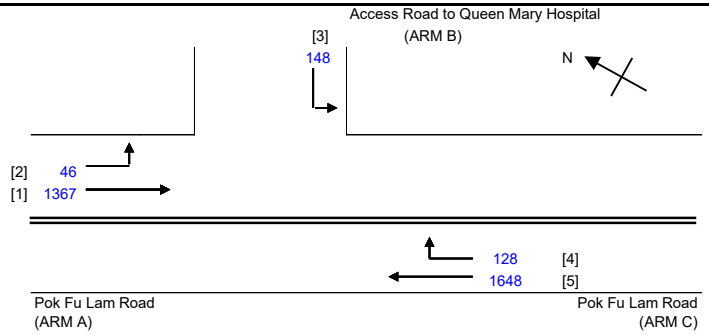
TOTAL FLOW = 2550 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1342
DFC c-b	=	0.1489

CRITICAL DFC = 0.15

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	46	(pcu/hr)
q a-c	=	1367	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1648	(pcu/hr)
q c-b	=	128	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	148	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	83			
Q b-c	=	480	Q b-c (O) =	480	
Q c-b	=	436			

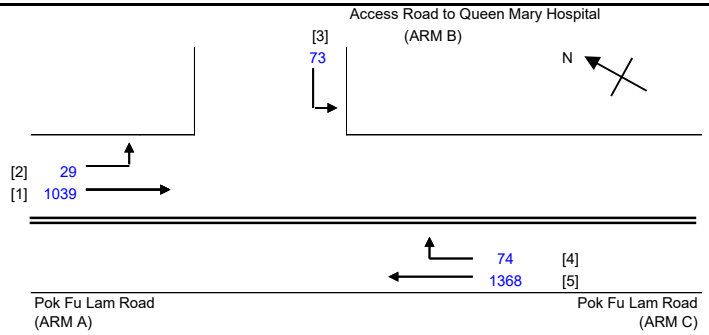
TOTAL FLOW = 3337 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3083
DFC c-b	=	0.2936

CRITICAL DFC = 0.31

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J3 : Pok Fu Lam Road / Access Road to Queen Mary Hospital		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J3_PokFuLamRd_AccessRdtoQMH_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	29	(pcu/hr)
q a-c	=	1039	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1368	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	73	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5785844
E	=	0.9842098
F	=	0.9042675
Y	=	0.51079

THE CAPACITY OF MOVEMENT :

Q b-a	=	146			
Q b-c	=	541	Q b-c (O) =	541	
Q c-b	=	494			

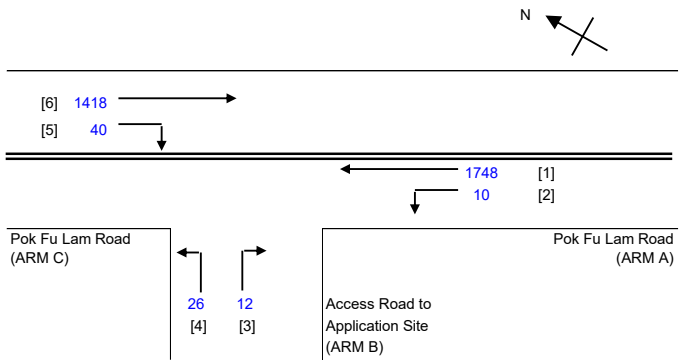
TOTAL FLOW = 2583 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1349
DFC c-b	=	0.1498

CRITICAL DFC = 0.15

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	1748	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1418	(pcu/hr)
q c-b	=	40	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	12	(pcu/hr)
q b-c	=	26	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	91			
Q b-c	=	325	Q b-c (O) =	314.3	
Q c-b	=	381			

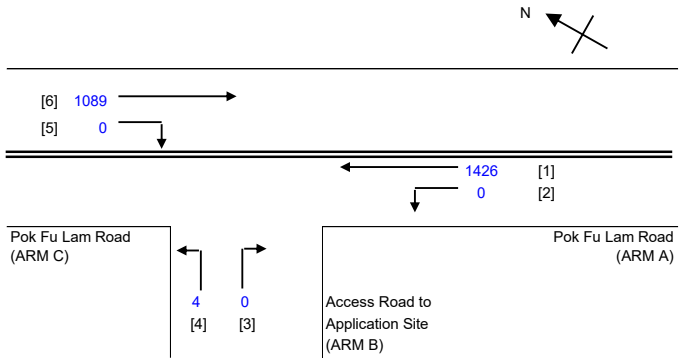
TOTAL FLOW = 3254 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1319
DFC b-c	=	0.0800
DFC c-b	=	0.1050

CRITICAL DFC = 0.13

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	1426	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1089	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	171			
Q b-c	=	371	Q b-c (O) =	371	
Q c-b	=	436			

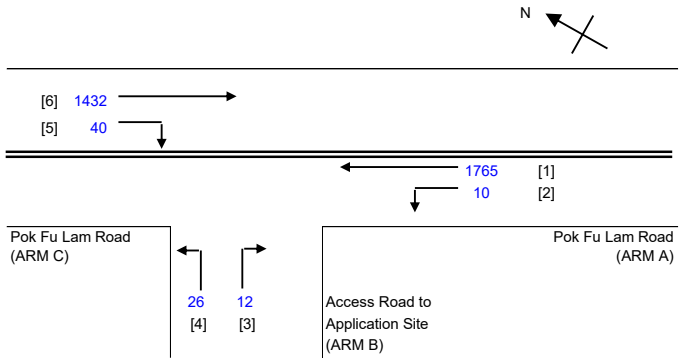
TOTAL FLOW = 2519 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0108
DFC c-b	=	0.0000

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	1765	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1432	(pcu/hr)
q c-b	=	40	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	12	(pcu/hr)
q b-c	=	26	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	88			
Q b-c	=	322	Q b-c (O) =	311	
Q c-b	=	378			

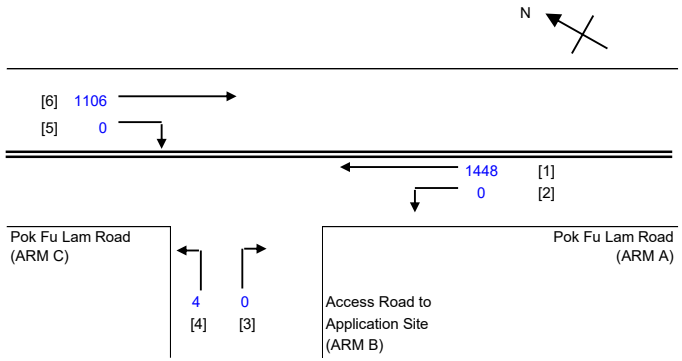
TOTAL FLOW = 3285 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1364
DFC b-c	=	0.0807
DFC c-b	=	0.1058

CRITICAL DFC = 0.14

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J4 : Pok Fu Lam Road / Access Road to Application Site		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J4_PokFuLamRd_AccessRdtoEbenezerNew	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	1448	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	28	(metres)
q c-a	=	1106	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.8	(metres)
W b-c	=	1.8	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7266602
E	=	0.7730428
F	=	0.9085783
Y	=	0.509755

THE CAPACITY OF MOVEMENT :

Q b-a	=	167			
Q b-c	=	368	Q b-c (O) =	368	
Q c-b	=	433			

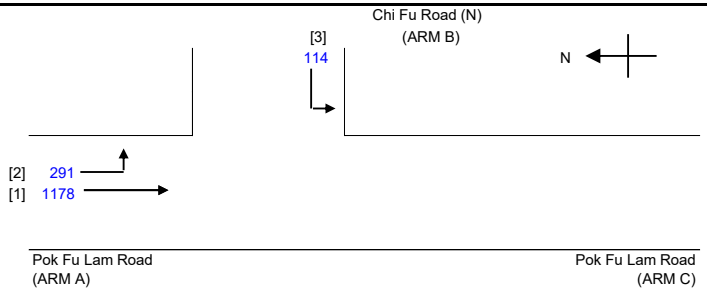
TOTAL FLOW = 2558 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0109
DFC c-b	=	0.0000

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	291	(pcu/hr)
q a-c	=	1178	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	114	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	161			
Q b-c	=	397	Q b-c (O) =	397	
Q c-b	=	204			

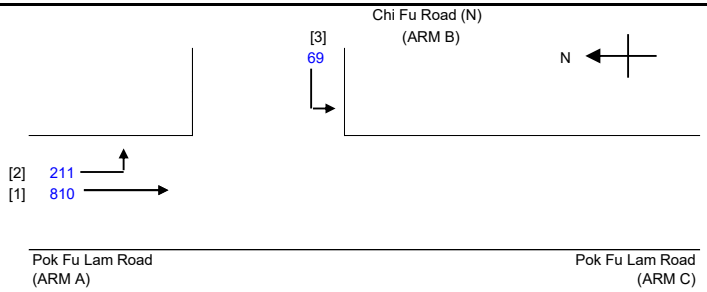
TOTAL FLOW = 1583 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2872
DFC c-b	=	0.0000

CRITICAL DFC = 0.29

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	211	(pcu/hr)
q a-c	=	810	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	69	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	223			
Q b-c	=	505	Q b-c (O) =	505	
Q c-b	=	275			

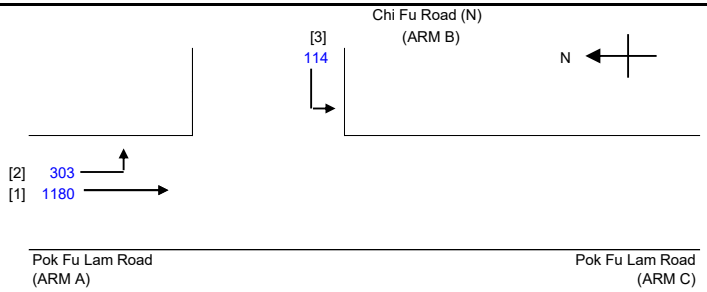
TOTAL FLOW = 1090 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1366
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	303	(pcu/hr)
q a-c	=	1180	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	114	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	160			
Q b-c	=	395	Q b-c (O) =	395	
Q c-b	=	202			

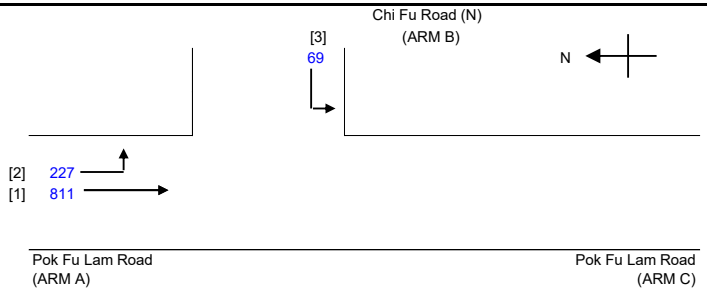
TOTAL FLOW = 1597 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2886
DFC c-b	=	0.0000

CRITICAL DFC = 0.29

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J5 : Pok Fu Lam Road / Chi Fu Road (N)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J5_PokFuLamRd_ChiFuRd(N)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	227	(pcu/hr)
q a-c	=	811	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	4.40	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	69	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	222			
Q b-c	=	503	Q b-c (O) =	503	
Q c-b	=	272			

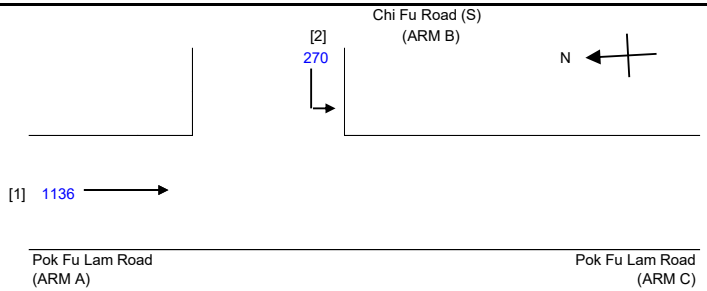
TOTAL FLOW = 1107 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1372
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.0	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	1136	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	270	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	190			
Q b-c	=	521	Q b-c (O) =	521	
Q c-b	=	278			

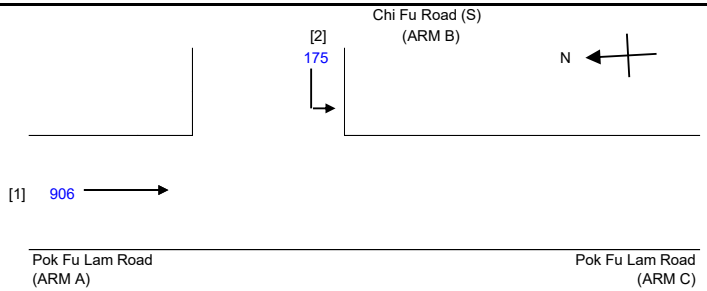
TOTAL FLOW = 1406 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5182
DFC c-b	=	0.0000

CRITICAL DFC = 0.52

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.0	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	906	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	175	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

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

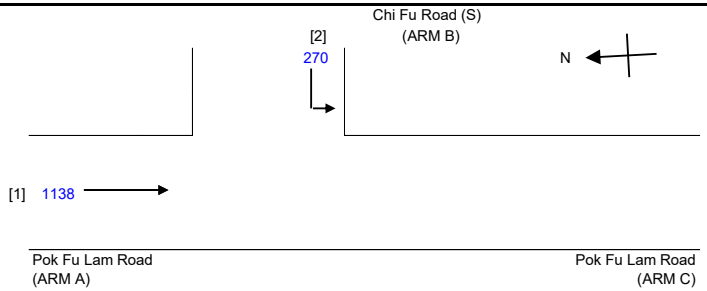
TOTAL FLOW = 1081 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3012
DFC c-b	=	0.0000

CRITICAL DFC = 0.30

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.0	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	1138	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	270	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

Q b-a	=	190			
Q b-c	=	520	Q b-c (O) =	520	
Q c-b	=	278			

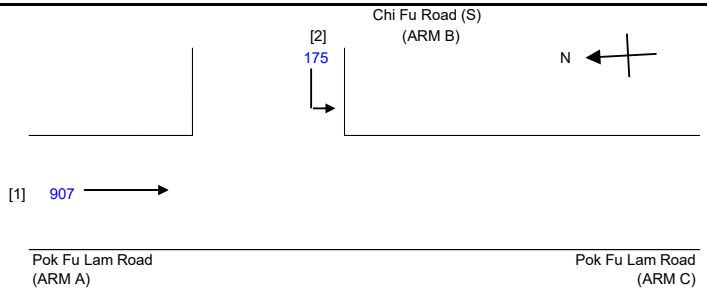
TOTAL FLOW = 1408 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5192
DFC c-b	=	0.0000

CRITICAL DFC = 0.52

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J6 : Pok Fu Lam Road / Chi Fu Road (S)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J6_PokFuLamRd_ChiFuRd(S)_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

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

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	5.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=		(metres)
Vr b-c	=	94	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	175	(pcu/hr)

GEOMETRIC FACTORS :

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

THE CAPACITY OF MOVEMENT :

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

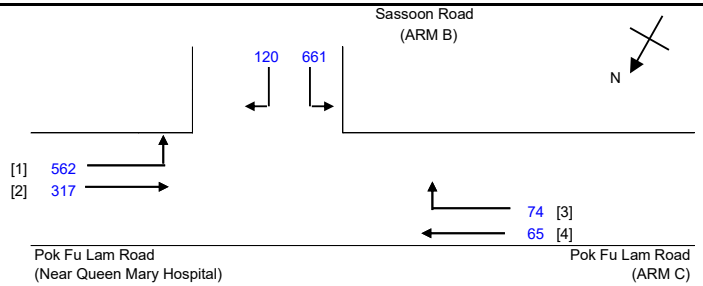
TOTAL FLOW = 1082 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3012
DFC c-b	=	0.0000

CRITICAL DFC = 0.30

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	562	(pcu/hr)
q a-c	=	317	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	45	(metres)
q c-a	=	65	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.50	(metres)
W b-c	=	3.85	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	120	(pcu/hr)
q b-c	=	661	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7880507
E	=	1.8256896
F	=	1.2699718
Y	=	0.4825
F for (Qb-ac)	=	0.8463508

THE CAPACITY OF MOVEMENT :

Q b-a	=	418			
Q b-c	=	1187	Q b-c (O) =	1102	
Q c-b	=	750			
Q b-ac	=	925.4			
TOTAL FLOW	=	1799	(PCU/HR)		

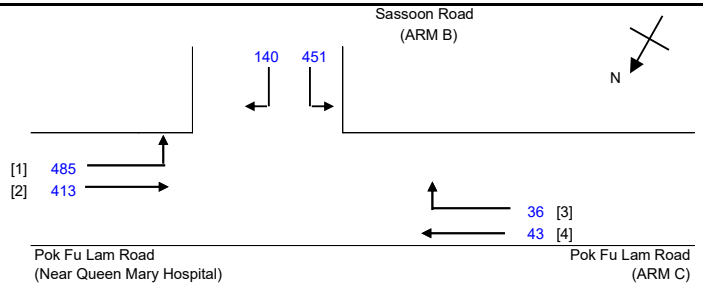
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2871
DFC b-c	=	0.5569
DFC c-b	=	0.0987
DFC b-ac	=	0.8439

CRITICAL DFC = 0.84

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	485	(pcu/hr)
q a-c	=	413	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	45	(metres)
q c-a	=	43	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.50	(metres)
W b-c	=	3.85	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	140	(pcu/hr)
q b-c	=	451	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7880507
E	=	1.8256896
F	=	1.2699718
Y	=	0.4825
F for (Qb-ac)	=	0.7631134

THE CAPACITY OF MOVEMENT :

Q b-a	=	418		
Q b-c	=	1166	Q b-c (O) =	1068
Q c-b	=	746		
Q b-ac	=	818.9		
TOTAL FLOW	=	1568	(PCU/HR)	

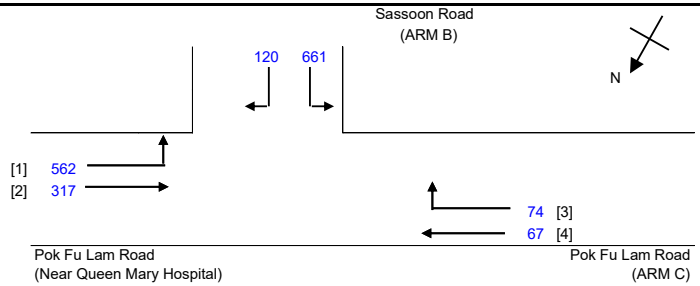
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3349
DFC b-c	=	0.3868
DFC c-b	=	0.0483
DFC b-ac	=	0.7217

CRITICAL DFC = 0.72

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	562	(pcu/hr)
q a-c	=	317	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	45	(metres)
q c-a	=	67	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.50	(metres)
W b-c	=	3.85	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	120	(pcu/hr)
q b-c	=	661	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7880507
E	=	1.8256896
F	=	1.2699718
Y	=	0.4825
F for (Qb-ac)	=	0.8463508

THE CAPACITY OF MOVEMENT :

Q b-a	=	418			
Q b-c	=	1187	Q b-c (O) =	1102	
Q c-b	=	750			
Q b-ac	=	925.4			
TOTAL FLOW	=	1801	(PCU/HR)		

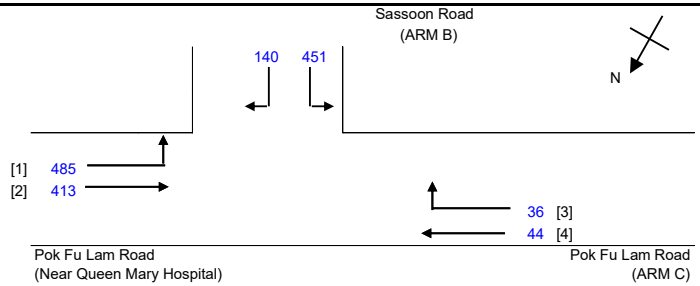
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2871
DFC b-c	=	0.5569
DFC c-b	=	0.0987
DFC b-ac	=	0.8439

CRITICAL DFC = 0.84

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J7A : Pok Fu Lam Road / Sassoon Road (W)		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J7A_PokFuLamRd_SassoonRd_P.xls	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	15.00	(metres)
W cr	=	1.7	(metres)
q a-b	=	485	(pcu/hr)
q a-c	=	413	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.50	(metres)
Vr c-b	=	45	(metres)
q c-a	=	44	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.50	(metres)
W b-c	=	3.85	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	1000	(metres)
q b-a	=	140	(pcu/hr)
q b-c	=	451	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7880507
E	=	1.8256896
F	=	1.2699718
Y	=	0.4825
F for (Qb-ac)	=	0.7631134

THE CAPACITY OF MOVEMENT :

Q b-a	=	418		
Q b-c	=	1166	Q b-c (O) =	1068
Q c-b	=	746		
Q b-ac	=	818.9		
TOTAL FLOW	=	1569	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3349
DFC b-c	=	0.3868
DFC c-b	=	0.0483
DFC b-ac	=	0.7217

CRITICAL DFC = 0.72

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

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

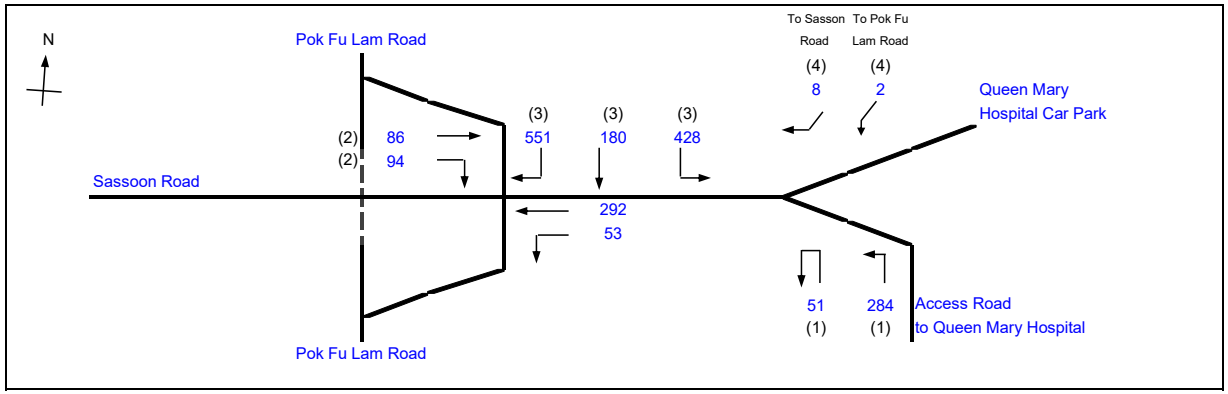
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

PROJECT NO.:	83378	Prepared By:	CW	Oct-26
FILENAME :		Checked By:	OC	Oct-26
J7B_PokFuLamRd_SassoonRd(near QMH)		Reviewed By:	OC	Oct-26

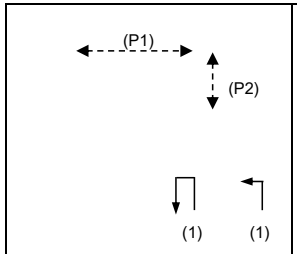
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital）

2037 Reference AM Peak Hour Traffic Flows

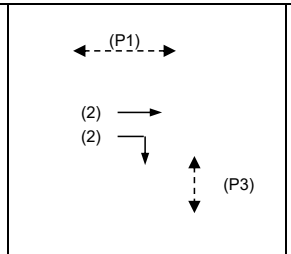
2037Ref_AM



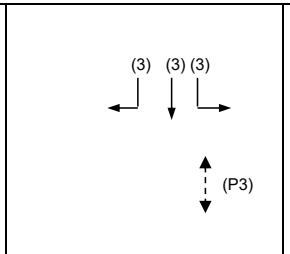
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102	sec
Sum(y)	Y =	0.529	
Loss time	L =	18	sec
Total Flow	=	1684	pcu
Co = (1.5*L+5)/(1-Y)	=	68.0	sec
Cm = L/(1-Y)	=	38.2	sec
Yult	=	0.765	
R.C.ult = (Yult-Y)/Y*100%	=	44.6	%
Cp = 0.9*L/(0.9-Y)	=	43.7	sec
Ymax = 1-L/C	=	0.824	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	40.1	%



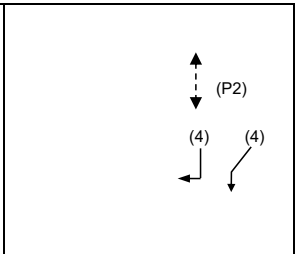
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	51	284		335	0.15	1855			1855	0.181	0.181		29	29	0.643	36	35
SA	B	3.80	2	1			N	1995		86		86	0.00	1995			1995	0.043	0.048		7	7	0.643	12	63
RT	B	3.80	2	1	15			2135			94	94	1.00	1941			1941	0.048			8	7	0.722	18	74
RT	C	3.30	3	1	13			2085			551	551	1.00	1869			1869	0.295	0.295		47	47	0.643	48	22
LT	C	3.30	3	1	10		N	1945	428			428	1.00	1691			1691	0.253			40	47	0.552	36	21
SA	C	3.30	3	1				2085		180		180	0.00	2085			2085	0.086			14	47	0.188	12	15
LT,SA	D	3.00	4	1	25		N	1915	2	8		10	0.20	1892			1892	0.005	0.005		1	1	0.113	0	232

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

OZZO TECHNOLOGY (HK) LIMITED

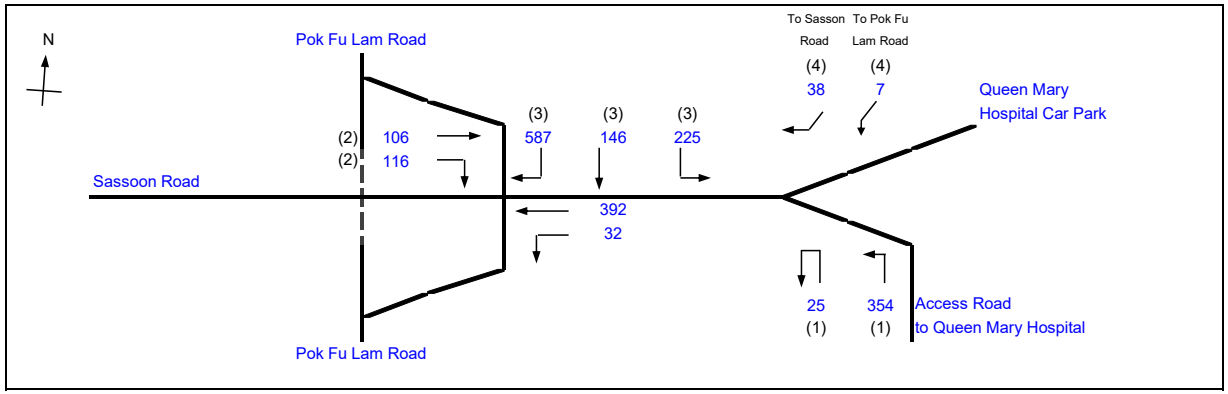
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

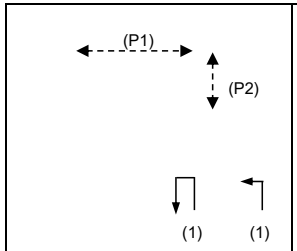
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

	PROJECT NO.: 83378	Prepared By:	CW	Oct-26
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital)	FILENAME :	Checked By:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows	J7B_PokFuLamRd_SassoonRd(near QMH)	Reviewed By:	OC	Oct-26

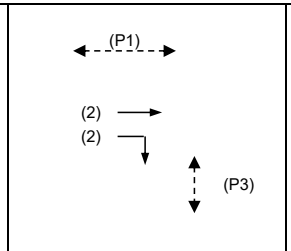
2037Ref_PM



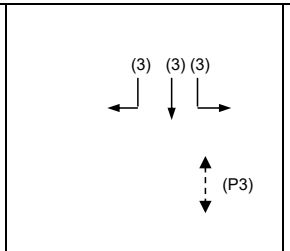
		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	102 sec
Sum(y)	Y =	0.598
Loss time	L =	18 sec
Total Flow	=	1604 pcu
Co = (1.5*L+5)/(1-Y)	=	79.6 sec
Cm = L/(1-Y)	=	44.8 sec
Yult	=	0.765
R.C.ult = (Yult-Y)/Y*100%	=	27.9 %
Cp = 0.9*L/(0.9-Y)	=	53.7 sec
Ymax = 1-L/C	=	0.824
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	23.9 %



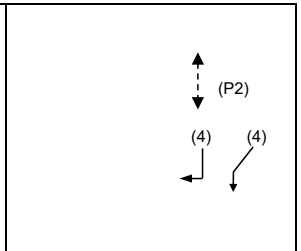
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	25	354		379	0.07	1888			1888	0.201	0.201		28	28	0.726	42	38
SA	B	3.80	2	1			N	1995		106		106	0.00	1995			1995	0.053	0.060		7	7	0.726	18	71
RT	B	3.80	2	1	15			2135			116	116	1.00	1941			1941	0.060			8	7	0.817	24	93
RT	C	3.30	3	1	13			2085			587	587	1.00	1869			1869	0.314	0.314		44	44	0.726	54	27
LT	C	3.30	3	1	10		N	1945	225			225	1.00	1691			1691	0.133			19	44	0.308	18	18
SA	C	3.30	3	1				2085		146		146	0.00	2085			2085	0.070			10	44	0.162	12	16
LT,SA	D	3.00	4	1	25		N	1915	7	38		45	0.16	1897			1897	0.024	0.024		3	3	0.128	12	113

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

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

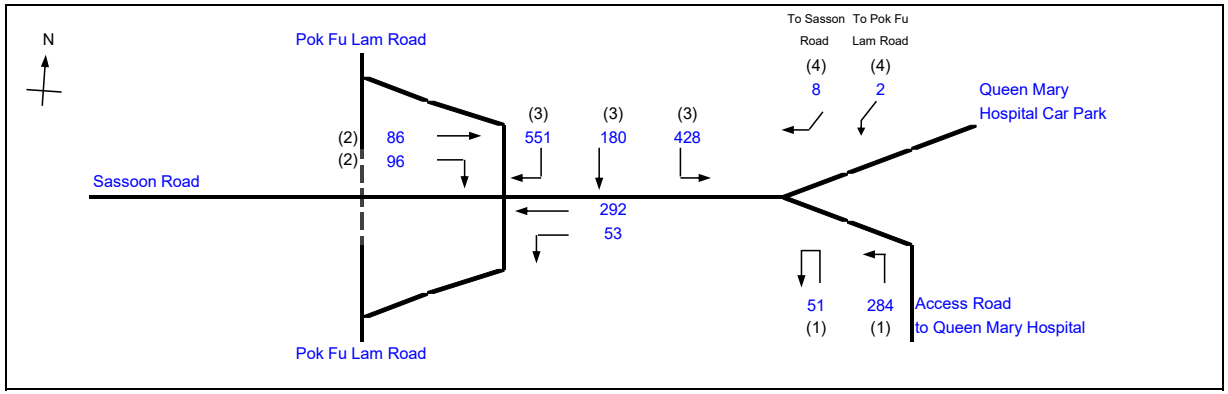
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

PROJECT NO.:	83378	Prepared By:	CW	Oct-26
FILENAME :		Checked By:	OC	Oct-26
J7B_PokFuLamRd_SassoonRd(near QMH)		Reviewed By:	OC	Oct-26

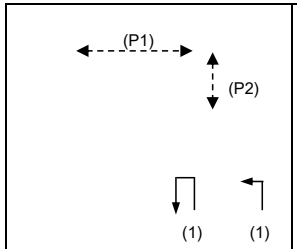
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital）

2037 Design AM Peak Hour Traffic Flows

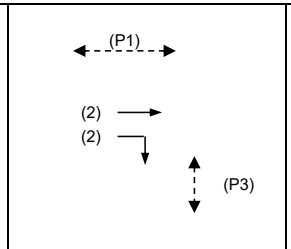
2037Des_AM



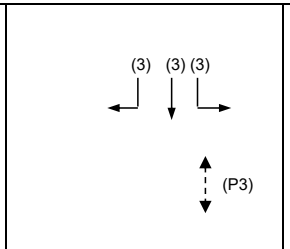
		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	102	sec
Sum(y)	Y =	0.530	
Loss time	L =	18	sec
Total Flow	=	1686	pcu
Co = (1.5*L+5)/(1-Y)	=	68.1	sec
Cm = L/(1-Y)	=	38.3	sec
Yult	=	0.765	
R.C.ult = (Yult-Y)/Y*100%	=	44.3	%
Cp = 0.9*L/(0.9-Y)	=	43.8	sec
Ymax = 1-L/C	=	0.824	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	39.8	%



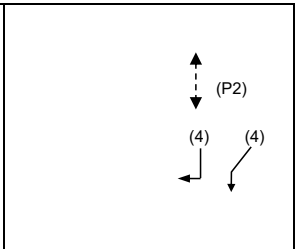
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	51	284		335	0.15	1855			1855	0.181	0.181		29	29	0.644	36	35
SA	B	3.80	2	1			N	1995		86		86	0.00	1995			1995	0.043	0.049		7	7	0.644	12	64
RT	B	3.80	2	1	15			2135			96	96	1.00	1941			1941	0.049			8	7	0.739	18	77
RT	C	3.30	3	1	13			2085			551	551	1.00	1869			1869	0.295	0.295		47	47	0.644	48	23
LT	C	3.30	3	1	10		N	1945	428			428	1.00	1691			1691	0.253			40	47	0.553	36	21
SA	C	3.30	3	1				2085		180		180	0.00	2085			2085	0.086			14	47	0.189	12	15
LT,SA	D	3.00	4	1	25		N	1915	2	8		10	0.20	1892			1892	0.005	0.005		1	1	0.114	0	234

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

OZZO TECHNOLOGY (HK) LIMITED

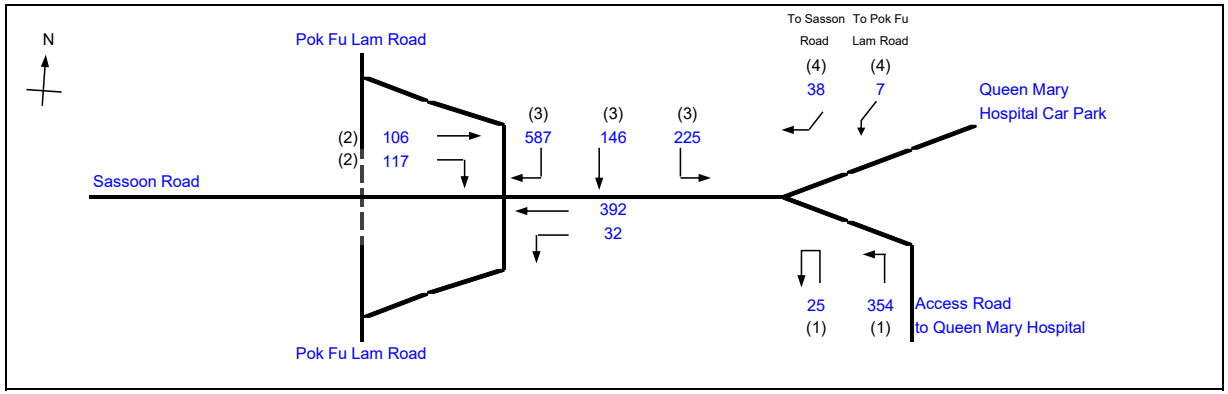
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

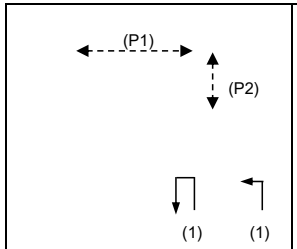
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong

	PROJECT NO.: 83378	Prepared By:	CW	Oct-26
J7B: Pok Fu Lam Road / Sassoon Road (near Queen Marry Hospital)	FILENAME :	Checked By:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows	J7B_PokFuLamRd_SassoonRd(near QMH)	Reviewed By:	OC	Oct-26

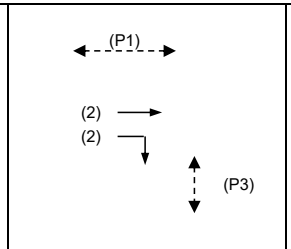
2037Des_PM



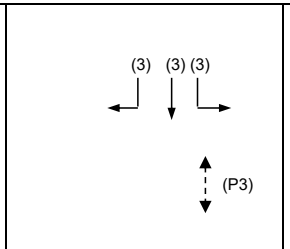
		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	102 sec
Sum(y)	Y =	0.599
Loss time	L =	18 sec
Total Flow	=	1605 pcu
Co = (1.5*L+5)/(1-Y)	=	79.7 sec
Cm = L/(1-Y)	=	44.9 sec
Yult	=	0.765
R.C.ult = (Yult-Y)/Y*100%	=	27.8 %
Cp = 0.9*L/(0.9-Y)	=	53.8 sec
Ymax = 1-L/C	=	0.824
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	23.8 %



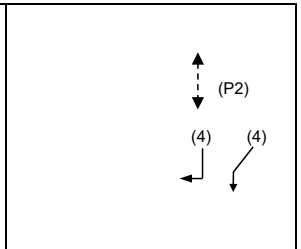
Stage A Int = 6



Stage B Int = 6



Stage C Int = 5



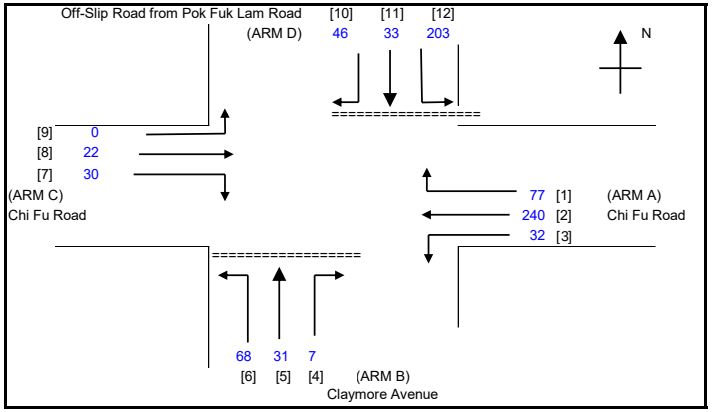
Stage D Int = 5

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

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Gradient Effect pcu/hr	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT,SA	A	3.00	1	1	7		N	1915	25	354		379	0.07	1888			1888	0.201	0.201		28	28	0.727	42	38
SA	B	3.80	2	1			N	1995		106		106	0.00	1995			1995	0.053	0.060		7	7	0.727	18	71
RT	B	3.80	2	1	15			2135			117	117	1.00	1941			1941	0.060			8	7	0.825	24	96
RT	C	3.30	3	1	13			2085			587	587	1.00	1869			1869	0.314	0.314		44	44	0.727	54	27
LT	C	3.30	3	1	10		N	1945	225			225	1.00	1691			1691	0.133			19	44	0.308	18	18
SA	C	3.30	3	1				2085		146		146	0.00	2085			2085	0.070			10	44	0.162	12	16
LT,SA	D	3.00	4	1	25		N	1915	7	38		45	0.16	1897			1897	0.024	0.024		3	3	0.128	12	114

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

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference AM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	32	(pcu/hr)	q c-a	=	22	(pcu/hr)
q a-c	=	240	(pcu/hr)	q c-b	=	30	(pcu/hr)
q a-d	=	77	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	7	(pcu/hr)	q d-c	=	46	(pcu/hr)
q b-c	=	68	(pcu/hr)	q d-a	=	203	(pcu/hr)
q b-d	=	31	(pcu/hr)	q d-b	=	33	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.016	r d-c	=	0.107
ql b-d	=	15.75 (pcu/hr)	ql d-b	=	18.269 (pcu/hr)
qr b-d	=	15.25 (pcu/hr)	qr d-b	=	14.731 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	358 (pcu/hr)	Q d-c	=	429 (pcu/hr)
Q b-c	=	626 (pcu/hr)	Q d-a	=	888 (pcu/hr)
Q c-b	=	604 (pcu/hr)	Q a-d	=	675 (pcu/hr)
Ql b-d	=	456 (pcu/hr)	Ql d-b	=	637 (pcu/hr)
Qr b-d	=	413 (pcu/hr)	Qr d-b	=	448 (pcu/hr)

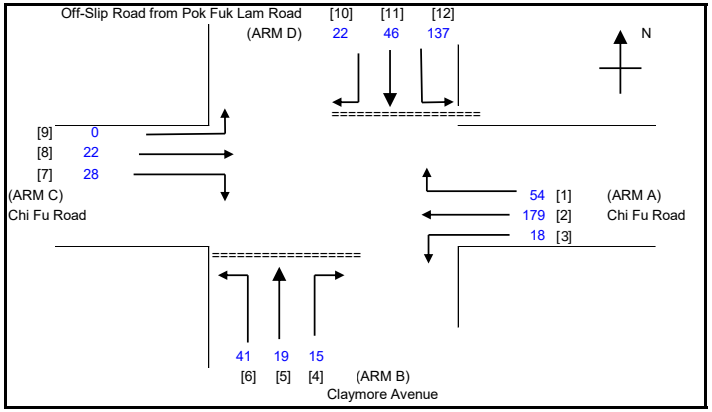
TOTAL FLOW = 789 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0196
DFC b-c	=	0.1086
DFC c-b	=	0.0497
DFCl b-d	=	0.0345
DFCr b-d	=	0.0369
DFC d-c	=	0.1072
DFC d-a	=	0.2286
DFC a-d	=	0.1141
DFCl d-b	=	0.0287
DFCr d-b	=	0.0329

CRITICAL DFC = 0.23

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Ref_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Reference PM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	18	(pcu/hr)	q c-a	=	22	(pcu/hr)
q a-c	=	179	(pcu/hr)	q c-b	=	28	(pcu/hr)
q a-d	=	54	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	15	(pcu/hr)	q d-c	=	22	(pcu/hr)
q b-c	=	41	(pcu/hr)	q d-a	=	137	(pcu/hr)
q b-d	=	19	(pcu/hr)	q d-b	=	46	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.033	r d-c	=	0.048
ql b-d	=	9.814 (pcu/hr)	ql d-b	=	24.115 (pcu/hr)
qr b-d	=	9.186 (pcu/hr)	qr d-b	=	21.885 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	392 (pcu/hr)	Q d-c	=	454 (pcu/hr)
Q b-c	=	640 (pcu/hr)	Q d-a	=	901 (pcu/hr)
Q c-b	=	631 (pcu/hr)	Q a-d	=	675 (pcu/hr)
Ql b-d	=	478 (pcu/hr)	Ql d-b	=	664 (pcu/hr)
Qr b-d	=	433 (pcu/hr)	Qr d-b	=	466 (pcu/hr)

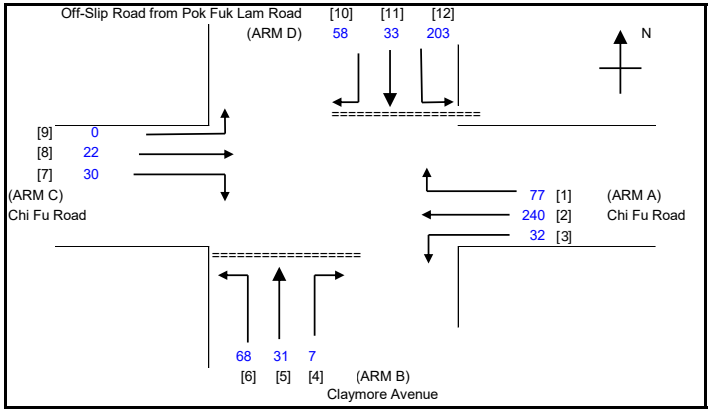
TOTAL FLOW = 581 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0383
DFC b-c	=	0.0641
DFC c-b	=	0.0444
DFCl b-d	=	0.0205
DFCr b-d	=	0.0212
DFC d-c	=	0.0485
DFC d-a	=	0.1521
DFC a-d	=	0.0800
DFCl d-b	=	0.0363
DFCr d-b	=	0.0470

CRITICAL DFC = 0.15

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_AM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design AM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	32	(pcu/hr)	q c-a	=	22	(pcu/hr)
q a-c	=	240	(pcu/hr)	q c-b	=	30	(pcu/hr)
q a-d	=	77	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	7	(pcu/hr)	q d-c	=	58	(pcu/hr)
q b-c	=	68	(pcu/hr)	q d-a	=	203	(pcu/hr)
q b-d	=	31	(pcu/hr)	q d-b	=	33	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.016		r d-c	=	0.135	
ql b-d	=	15.75	(pcu/hr)	ql d-b	=	18.731	(pcu/hr)
qr b-d	=	15.25	(pcu/hr)	qr d-b	=	14.269	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	357	(pcu/hr)	Q d-c	=	429	(pcu/hr)
Q b-c	=	626	(pcu/hr)	Q d-a	=	881	(pcu/hr)
Q c-b	=	604	(pcu/hr)	Q a-d	=	675	(pcu/hr)
Ql b-d	=	456	(pcu/hr)	Ql d-b	=	637	(pcu/hr)
Qr b-d	=	413	(pcu/hr)	Qr d-b	=	448	(pcu/hr)

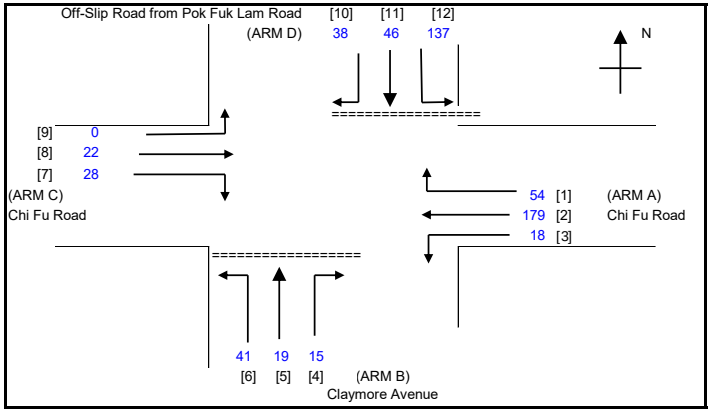
TOTAL FLOW = 801 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0196
DFC b-c	=	0.1086
DFC c-b	=	0.0497
DFCl b-d	=	0.0345
DFCr b-d	=	0.0369
DFC d-c	=	0.1352
DFC d-a	=	0.2304
DFC a-d	=	0.1141
DFCl d-b	=	0.0294
DFCr d-b	=	0.0319

CRITICAL DFC = 0.23

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131) for Submission of Layout Plan and Proposed Minor Relaxation of Building Height Restriction for Permitted Flat at "Residential (Group C)7" zone at the Ebenezer School and Home for the Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong	**2037Des_PM**	PROJECT NO.: 83378	PREPARED BY:	CW	Oct-26
J8 : Chi Fu Road (N) / Claymore Avenue		FILENAME :	CHECKED BY:	OC	Oct-26
2037 Design PM Peak Hour Traffic Flows		J8_ChiFuRd_ClaymoreAve_P.XLS	REVIEWED BY:	OC	Oct-26



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

GENERAL

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

MAJOR ROAD (ARM A)				MAJOR MAJOR ROAD (ARM C)			
W a-d	=	3.85	(metres)	W c-b	=	4.00	(metres)
Vr a-d	=	20	(metres)	Vr c-b	=	20	(metres)
q a-b	=	18	(pcu/hr)	q c-a	=	22	(pcu/hr)
q a-c	=	179	(pcu/hr)	q c-b	=	28	(pcu/hr)
q a-d	=	54	(pcu/hr)	q c-d	=	0	(pcu/hr)

MINOR ROAD (ARM B)				MINOR ROAD (ARM D)			
W b-a	=	2.29	(metres)	W d-c	=	2.86	(metres)
W b-c	=	3.25	(metres)	W d-a	=	7.02	(metres)
Vl b-a	=	50	(metres)	Vl d-c	=	85	(metres)
Vr b-a	=	80	(metres)	Vr d-c	=	50	(metres)
Vr b-c	=	80	(metres)	Vr d-a	=	50	(metres)
q b-a	=	15	(pcu/hr)	q d-c	=	38	(pcu/hr)
q b-c	=	41	(pcu/hr)	q d-a	=	137	(pcu/hr)
q b-d	=	19	(pcu/hr)	q d-b	=	46	(pcu/hr)

GEOMETRIC FACTORS :

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

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.033	r d-c	=	0.084
ql b-d	=	9.814 (pcu/hr)	ql d-b	=	24.925 (pcu/hr)
qr b-d	=	9.186 (pcu/hr)	qr d-b	=	21.075 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	390 (pcu/hr)	Q d-c	=	454 (pcu/hr)
Q b-c	=	640 (pcu/hr)	Q d-a	=	893 (pcu/hr)
Q c-b	=	631 (pcu/hr)	Q a-d	=	675 (pcu/hr)
Ql b-d	=	478 (pcu/hr)	Ql d-b	=	664 (pcu/hr)
Qr b-d	=	433 (pcu/hr)	Qr d-b	=	466 (pcu/hr)

TOTAL FLOW = 597 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0385
DFC b-c	=	0.0641
DFC c-b	=	0.0444
DFCl b-d	=	0.0205
DFCr b-d	=	0.0212
DFC d-c	=	0.0837
DFC d-a	=	0.1534
DFC a-d	=	0.0800
DFCl d-b	=	0.0375
DFCr d-b	=	0.0452

CRITICAL DFC = 0.15