

**Proposed Minor Relaxation of Building Height Restriction
for a Permitted Residential Development
in “Residential (Group) B” and “Residential (Group C) 4” Zones
at 1 & 1A Kotewall Road and 64 Conduit Road, Mid-levels**

(Planning Application No. A/H11 /108)

Further Information No. 1

Appendix IX

Revised Traffic Impact Assessment

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Traffic Impact Assessment

September 2026

Prepared by: CKM Asia Limited

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1.0 INTRODUCTION

Background

- 1.1 The Application Site in the Mid-Levels, comprises of 2 sites, namely: (i) 1 & 1A Kotewall Road (the “**lower portion**”), and (ii) 64 Conduit Road (the “**upper portion**”). The Application Site is shown in **Figure 1.1**.
- 1.2 The **lower portion** is zoned Residential (Group B) (“R(B)”) and **upper portion** is zoned Residential (Group C) 4 (“R(C)4”) under the Approved Mid-Levels West (HPA 11) Outline Zoning Plan (“OZP”) No. S/H11/15. The residential building on **lower portion** has been demolished, and the residential building on **upper portion** is now vacant.
- 1.3 The Applicant has the intention to construct a tall block (“**Tower 1**”) within the **lower portion**, and a short block (“**Tower 2**”) within the **upper portion**. Together, the redevelopment will provide a total of 46 flats and the Applicant will seek for minor relaxation of building height restriction from the Town Planning Board (the “**S16 Scheme**”).
- 1.4 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant conduct a traffic impact assessment (“TIA”) to demonstrate the lack of traffic impact with the **S16 Scheme**, when compared to a scheme with no relaxation of building height (“**OZP-Compliant Scheme**”).

Scope of the Assessment

- 1.5 The main objectives of this TIA are as follows:
- To assess the existing traffic issues in the vicinity of the Application Site;
 - To quantify the traffic generated by the **S16 Scheme** and the **OZP-Compliant Scheme**; and
 - To examine the traffic impact on the local road network in the vicinity of the Application Site.

Contents of the Report

- 1.6 After this introduction, the remaining chapters contain the following:

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

2.0 THE EXISTING SITUATION

The Application Site

- 2.1 The Application Site is bounded by part of Robinson Road and Kotewall Road to the north and Conduit Road to the south. The **lower portion** is bounded by Villa Veneto at 3 Kotewall Road to the west and Richmond Court at 111-113 Robinson Road to the east and **upper portion** to the south. The **upper portion** is bounded by King’s Garden at 66 Conduit Road to the west, and Peace Court at 64A Conduit Road to the south.

Traffic Survey

- 2.2 To quantify the traffic flows at the junctions chosen for the conduct of capacity analysis, manual classified counts were undertaken on Friday, 16th January 2026 during the AM and PM peak periods. The location of the surveyed junctions is found in **Figure 2.1** and their layout is shown in **Figures 2.2 to 2.4**.
- 2.3 The surveyed junctions are summarised in **Table 2.1**:

TABLE 2.1 THE SURVEYED JUNCTIONS

Ref.	Junction	Figure
J1	Robinson Road / Kotewall Road near West End Park Sub-station	2.2
J2	Oaklands Avenue / Robinson Road near West End Park Sub-station	
J3	Oaklands Avenue / Robinson Road near Serene Court	
J4	Kotewall Road near Villa Veneto	
J5	Conduit Road / Access Road to 41 Conduit Road	2.3
J6	Conduit Road / Kotewall Road / Hatton Road	2.4

- 2.4 The counts were classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. From the survey, the AM and PM peak hours were found to be between 0800 – 0900 and 1745 – 1845 hours respectively and the existing AM and PM peak hour traffic flows are presented in **Figure 2.5**.

Operational Performance of the Key Junctions

- 2.5 The existing operational performance of the key junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual (“TPDM”). The results of the existing operational performance of the junctions are summarised in **Table 2.2** and the detailed calculations are found in **Appendix 1**.

TABLE 2.2 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter ⁽¹⁾	AM Peak	PM Peak
J1	Robinson Road / Kotewall Road near West End Park Sub-station	Priority	RFC	0.100	0.130
J2	Oaklands Avenue / Robinson Road near West End Park Sub-station	Priority	RFC	0.150	0.204
J3	Oaklands Avenue / Robinson Road near Serene Court	Priority	RFC	0.220	0.295
J4	Kotewall Road near Villa Veneto	Priority	RFC	0.161	0.168
J5	Conduit Road / Access Road to 41 Conduit Road	Priority	RFC	0.203	0.166

Ref.	Junction	Type of Junction	Parameter ⁽¹⁾	AM Peak	PM Peak
J6	Conduit Road / Kotewall Road / Hatton Road	Crossroad	RFC	0.329	0.356

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

- 2.6 The results in **Table 2.2** show that the junctions now operate **within** capacities during the AM and PM peak hours.

Availability of Public Transport Facilities

- 2.7 The Application Site is served by various public transport services, including franchised buses and green minibuses (“GMB”), which operate along Kotewall Road, Robinson Road, and Conduit Road. The closest MTR station is the Sai Ying Pun MTR Station and the nearest entrance is located approximately 500 metres or 9-minutes’ walk away. Details of the franchised bus and GMB routes operating in the vicinity of the Application Site are presented in **Figure 2.6** and route details are in **Table 2.3**.

TABLE 2.3 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE APPLICATION SITE

Route	Routing	Frequency (minutes)
CTB 12	Central (Central Ferry Piers, Pier 3) – Robinson Road / Park Road (Circular)	10 – 25
CTB 12M	Admiralty (Tamar Street) – Park Road (Circular)	AM Peak
CTB 13	Admiralty (Tamar Street) – Kotewall Road	10 – 25
CTB 23	North Point Ferry – Pokfield Road	7 – 20
CTB 23B	Braemar Hill – Park Road / Robinson Road	AM, PM Peak
CTB 23X	Pokfield Road – Sai Wan Ho	AM Peak
CTB 40	Wah Fu (North) – Exhibition Centre Station	11 – 30
CTB 40M	Wah Fu (North) – Exhibition Centre Station	14 – 30
CTB 40P	Aberdeen – Robinson Road	AM Peak
CTB 93	Ap Lei Chau Estate / South Horizons – Robinson Road	AM Peak
CTB 93A	Lei Tung Estate – Robinson Road	AM Peak
CTB 93C	Main Street Ap Lei Chau / Tin Wan Estate Bus Terminus – Caine Road	AM Peak
KMB/CTB 103	Chuk Yuen Estate – Pokfield Road	14 – 30
GMB 3	Central (Hong Kong Station Public Transport Interchange) – Po Shan Road	7 – 20
GMB 3A	Central (Hong Kong Station Public Transport Interchange) – Conduit Road	AM, PM Peak
GMB 8	Baguio Villas (Lower) – Central (Exchange Square)	AM Peak
GMB 10	Jaffe Road – Cyberport Public Transport Interchange	10 – 30
GMB 12	Kwun Lung Lau – Sai Ying Pun (Circular)	6 – 15
GMB 22	Pok Fu Lam Gardens – Central (Exchange Square)	6 – 12
GMB 22S	Pok Fu Lam Gardens – Central (Central Ferry Piers)	15 – 25
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	15 – 20
GMB 31	Tin Wan Estate – Causeway Bay (Jaffe Road)	10 – 30
GMB 45A	Western District (First Street) – Conduit Road (Circular)	8 – 15
GMB 45S	Western District (First Street) – Conduit Road (Circular)	30
GMB 56	Mid-Levels (Robinson Road) – North Point (Marble Road)	AM Peak
GMB 56A	Mid-Levels (Robinson Road) – Tin Hau Station	8 – 15
GMB 56B	Mid-Levels (Robinson Road) – Tin Hau Station	12 – 30
GMB N31	Tin Wan Estate – Causeway Bay (Jaffe Road)	Overnight

Note: CTB – Citybus

KMB – Kowloon Motor Bus

GMB – Green Minibus

3.0 DEVELOPMENT

OZP-Compliant Scheme

- 3.1 Given that “Flat” is a “Column 1” use, the **OZP-Compliant Scheme** is always permitted. The lease of **lower portion** has no requirement on the provision of car parking spaces, whilst, the 1 car parking space per flat is to be provided for the **upper portion**.

Comparison of Development Parameters

- 3.2 A comparison of development parameters for the (i) **OZP-Compliant Scheme**; and (ii) **S16 Scheme**, is presented in **Table 3.1**.

TABLE 3.1 DEVELOPMENT PARAMETERS

Item	OZP-Compliant Scheme [a]	S16 Scheme [b]	Difference [b] – [a]
Domestic Plot Ratio	Tower 1: 5 Tower 2 :3.3	5	N/A
Domestic GFA	7,341m ²	8,373m ²	+ 1,032m ² (+ 14%)
Number of Flat	41	46 (36 are provided within the Tower 1 and 10 within the Tower 2)	+ 5 (+ 12%)
Average Flat Size	around 179m ²	around 182m ²	+ 3m ² (+ 2%)

- 3.3 **Table 3.1** shows that compared to the **OZP-Compliant Scheme**, the **S16 Scheme**, has additional GFA of 1,032m² and the average flat size for both schemes are similar.

Internal Transport Facilities

- 3.4 As stated earlier, though the lease of **lower portion** has no requirement on the provision of car parking spaces, and the **upper portion** requires provision of 1 car parking space per flat. For the **S16 Scheme** internal transport facilities are provided in accordance to the recommendation of the Hong Kong Planning Standards and Guidelines (“HKPSG”).
- 3.5 The **S16 Scheme** flat size categories and internal transport facilities provided are presented in **Tables 3.2** and **3.3** respectively.

TABLE 3.2 FLAT SIZE CATEGORY

Size of Residential Flat (GFA)	No. of Flats
≤ 40 m ²	10
130 – 160m ²	10
> 160m ²	26
Total	46

TABLE 3.3 INTERNAL TRANSPORT FACILITIES FOR THE S16 SCHEME

Type	Use	HKPSG Recommendations	Proposed Provision
Car Parking Space	Residents	Recommendation = $GPS \times R1 \times R2 \times R3$ GPS = 1 car space per 4 – 7 flats R1 = 0.5 for flat size $\leq 40m^2$ (10 flat) = 5.5 for flat size 130 – 160m² (10 flats) = 7.0 for flat size $> 160m^2$ (26 flat) R2 = 0.75 for development within a 500m-radius of MTR Sai Ying Pun Station R3 = 1 for domestic plot ratio > 2 and ≤ 5 Min = $(10 \times 0.5 + 10 \times 5.5 + 26 \times 7) \div 7 \times 0.75 \times 1$ = 1 + 6 + 20 = 27 nos. Max = $(10 \times 0.5 + 10 \times 5.5 + 26 \times 7) \div 4 \times 0.75 \times 1$ = 1 + 11 + 35 = 47 nos.	41 nos. (31 nos. provided for the <i>Tower 1</i> and 10 nos.⁽¹⁾ for the <i>Tower 2</i>) = <u>HKPSG recommendation</u> Dimension: (i) 39 nos. @ 5m (L) x 2.5m (W) x 2.4m, (ii) 2 no. accessible car parking space @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities
	Visitor	<i>“For private residential developments with 75 units or less per block, the visitor car parking provision will be determined by TD on a case-by-case basis.”</i> <i>Similar to the General Buildings Plan at 1 & 1A Kotewall Road (BD ref: 2/2002/22) approved on 7 February 2025, 1 visitor car parking space is provided.</i>	
	Total	Min = 27 + 1 = 28 nos. Max = 47 + 1 = 48 nos.	
Motorcycle Parking Space		1 space per 100 – 150 flats Min = $46 \div 150 = 1$ nos. Max = $46 \div 100 = 1$ nos.	1 no. provided in the <i>Tower 1</i> = <u>HKPSG recommendation</u> Dimension: 2.4m (L) x 1m (W) x 2.4m (H)
Goods Vehicle Loading / Unloading Bay		Minimum 1 bay for every 800 flats or part thereof, subject to minimum 1 bay for each housing block Minimum = 1 nos. <i>Similar to the General Buildings Plan at 1 & 1A Kotewall Road (BD ref: 2/2002/22) approved on 7 February 2025, 1 loading / unloading bay is provided.</i>	1 nos. LGV provided in the <i>Tower 1</i> = <u>HKPSG recommendation</u> Dimension: 7m (L) x 3.5m (W) x 3.6m (H)

Note ⁽¹⁾ : as per lease requirement

3.6 Table 3.3 shows that the internal transport facilities for the ***S16 Scheme*** comply with the recommendations of HKPSG.

Car Park Layout

3.7 The ***Tower 1*** car park layout on LG2/F, LG1/F, G/F and 1/F is shown in **Figures 3.1 – 3.4**, and that for the ***Tower 2***, which is on 3/F is shown in **Figure 3.5**.

Vehicular Access Arrangement

3.8 The vehicular access arrangement for the ***Tower 1*** is the same as the General

Buildings Plan at 1 & 1A Kotewall Road approved on 7 February 2025. The vehicular access arrangement for the **Tower 2** is the same as its existing building, which is via the right-of-way shared with Peace Court, King’s Garden, Wah Sen Court and Kiu Sen Court, and the right-of-way is connected to Conduit Road. **Figure 3.6** shows the vehicular access arrangement of the Application Site.

3.9 The vehicular access arrangement is described below.

(i) Vehicular Access Arrangement for the Tower 1

3.10 All vehicles enter the **Tower 1** via 1 & 1A Kotewall Road.

3.11 All vehicles leave via Villa Veneto, except for vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F.

3.12 Vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F, leave via 1 & 1A Kotewall Road.

(ii) Vehicular Access Arrangement for the Tower 2

3.13 All vehicles enter and leave the **Tower 2** via right-of-way shared with Peace Court, King’s Garden, Wah Sen Court and Kiu Sen Court, and is connected to Conduit Road.

Justification on the Provision of 1 Goods Vehicle Loading / Unloading Bay

3.14 The HKPSG recommends provision of “*Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof...*”. In total, the **S16 Scheme** has only 46 units, i.e., Tower 1 has 36 units and Tower 2 has only 10 units. This is equivalent to about 6% of “800 flats” (Calculation: $46 / 800 = \text{about } 0.06$), hence, 1 loading/unloading bay is provided for the **S16 Scheme**.

Visibility

3.15 Motorist leaving **Tower 1** has visibility length of no less than 60m on Kotewall Road (as shown in **Figures 3.7 and 3.8**), which complies with the Volume 2 Table 3.6.3.1 of the Transport Planning and Design Manual.

3.16 **Figure 3.9** shows sufficient visibility to the left on Conduit Road, is around 24m to the right. However, an existing convex mirror is installed on Conduit Road, directly opposite the access, which would help drivers see oncoming traffic from the right when exiting.

Swept Path Analysis

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

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The **S16 Scheme** is expected to be completed by 2029, and the design year adopted for the capacity analysis is 2032, i.e. 3 years after the completion of the development.

Traffic Forecast

- 4.2 The design year traffic flows are estimated with reference to:
- (i) Expected traffic growth from 2026 to 2032 with reference to the historic traffic growth from the 2021 – based Territorial Population and Employment Data Matrix (“TPEDM”) data and the Annual Average Daily Traffic (“AADT”) from the Annual Traffic Census;
 - (ii) Traffic generated by planned developments located in the vicinity, and
 - (iii) Net change in traffic generation between the **OZP-Compliant Scheme** and the **S16 Scheme**.
- 4.3 The (i) estimated traffic growth from 2026 to 2032, (iii) the planned developments located in the vicinity, and (iii) Net change in traffic generation between the **OZP-Compliant Scheme** and the **S16 Scheme** are presented in the paragraphs below.

(i) Estimated Traffic Growth from 2026 to 2032

- 4.4 The (a) 2021 – based TPEDM data for Central and Western and (b) AADT are summarised in **Tables 4.1 – 4.2** respectively.

TABLE 4.1 2021-BASED TPEDM DATA FOR CENTRAL AND WESTERN DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2021	2026	2031	2021 to 2026	2026 to 2031	2021 to 2031
Population	235950	226250	222600	-0.84%	-0.32%	-0.58%
Employment	390350	379150	381450	-0.58%	0.12%	-0.23%

TABLE 4.2 AADT OF THE STATION IN THE VICINITY OF THE APPLICATION SITE

Station	1105	1429	1643	Overall
Road	Conduit Road	Park Road & Robinson Road	Kotewall Road	
From	Kotewall Road	Bonham Road	Po Shan Road	
To	Glenealy	Castle Road	Robinson Road	
2016	13,640	11,800	3,250	28,690
2017	13,270	11,630	3,250	28,150
2018	13,980	11,670	3,220	28,870
2019	13,260	12,090	3,210	28,560
2020	13,140	10,790	2,780	26,710
2021	13,570	11,010	3,400	27,980
2022	13,000	10,370	3,230	26,600
2023	13,440	10,600	3,300	27,340
2024	13,110	11,820	3,270	28,200
Average Annual Growth				-0.22%

- 4.5 **Table 4.1** shows that the highest annual growth rate for population is -0.32% and for employment is $+0.12\%$. **Table 4.2** shows that in the historic AADT, i.e., between 2016 and 2024, of the stations located in the vicinity has average annual growth rate of -0.22% per annum. To be conservative, the growth rate of $+0.2\%$ per annum is adopted for the traffic growth between 2026 and 2032.

(ii) Planned Developments

- 4.6 Information on planned developments are summarized in **Table 4.3**. These are obtained from the available public domains including "Monthly Digest" published by Buildings Department, and the Town Planning Board's Statutory Planning Portal 3 by Planning Department, etc.

TABLE 4.3 DETAILS OF PLANNED DEVELOPMENTS

Ref.	Address	Use	Parameter
A	105 Robinson Road	Residential	217 flats
B	24-30 Bonham Road	Residential	117 flats
C	2 University Drive	Research Building	32,476m ² GFA

- 4.7 Traffic generated by the above planned developments is included in the design year.

(iii) Net change in traffic generation

- 4.8 To estimate the traffic generation for between the **OZP-Compliant Scheme** and the **S16 Scheme**, the trip generation rates found in Volume 1 of the TPDM are adopted, and these are presented in **Table 4.4**.

TABLE 4.4 ADOPTED TRIP GENERATION RATES

Flat Size	TPDM Trip Generation Rate (pcu/hr)			
	AM Peak		PM Peak	
	IN	OUT	IN	OUT
$\leq 60\text{m}^2$	0.0425	0.0718	0.0370	0.0286
120 – 140m ²	0.1372	0.2604	0.1722	0.1275
140 – 180m ²	0.1769	0.2772	0.2394	0.1635
240 – 300m ²	0.2609	0.3252	0.4074	0.2835
> 300m ²				

- 4.9 The number of flat of each flat size and traffic generation for the **OZP-Compliant Scheme** and the **S16 Scheme** are presented and calculated based on the trip generation rates in **Table 4.4**, and the calculated traffic generation is presented in **Tables 4.5 and 4.6** respectively.

TABLE 4.5 TRAFFIC GENERATION OF OZP-COMPLIANT SCHEME

Flat Size	No. of Flat	Traffic Generation (pcu/hr)					
		AM Peak			PM Peak		
		IN	OUT	2-way	IN	OUT	2-way
120 – 140m ²	9	1	2	3	2	1	3
140 – 180m ²	25	4	7	11	6	4	10
> 300m ²	7	2	2	4	3	2	5
Total	41	7	11	18	11	7	18

TABLE 4.6 TRAFFIC GENERATION OF S16 SCHEME

Flat Size	No. of Flat	Traffic Generation (pcu/hr)					
		AM Peak			PM Peak		
		IN	OUT	2-way	IN	OUT	2-way
≤ 60m ²	10	0	1	1	0	0	0
120 – 140m ²	9	1	2	3	2	1	3
140 – 180m ²	11	2	3	5	3	2	5
240 – 300m ² & > 300m ²	16	4	5	9	7	5	12
Total	46	7	11	18	12	8	20

- 4.10 The comparison of traffic generation for the **OZP-Compliant Scheme** and **S16 Scheme** is presented in Table 4.7.

TABLE 4.7 COMPARISON OF TRAFFIC GENERATION

Item	Traffic Generation (pcu/hr)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
OZP-Compliant Scheme [a]	7	11	18	11	7	18
S16 Scheme [b]	7	11	18	12	8	20
Difference [b] – [a]	+0	+0	+0	+1	+1	+2

- 4.11 Compared to the **OZP-Compliant Scheme**, the **S16 Scheme** is expected to generate **no additional traffic** in the AM peak hour, but only **2 additional pcu / hour (2-way)** in the PM peak hour, which is negligible.

Year 2032 Traffic Flows

- 4.12 The future traffic flows are derived as follow:

2032 Traffic Flows without the S16 Scheme [A] = 2026 Existing Traffic Flows + Total Traffic Growth from 2026 to 2032 + Traffic Generated by Planned Developments

2032 Traffic Flows with the OZP-Compliant Scheme [B] = [A] + Traffic Generated by **OZP-Compliant Scheme**

2032 Traffic Flows with the S16 Scheme = [B] + Net change in Traffic Generation between the **OZP-Compliant Scheme** and the **S16 Scheme** (in Table 4.7)

- 4.13 Figures 4.1 to 4.3 show the year 2032 weekday peak hour traffic flows **without the S16 Scheme**, with the **OZP-Compliant Scheme** and **with the S16 Scheme**.

2032 Junction Operational Performance

- 4.14 Year 2032 capacity analysis for the cases **without the S16 Scheme** and with the **S16 Scheme** are summarized in Table 4.8 while year 2032 capacity analysis for the cases with the **OZP-Compliant Scheme** and with the **S16 Scheme** are summarized in Table 4.9. The detailed calculations are found in the Appendix 1.

TABLE 4.8 2032 JUNCTION OPERATIONAL PERFORMANCE WITHOUT AND WITH THE S16 SCHEME

Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	Without the S16 Scheme		With the S16 Scheme	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Robinson Road / Kotewall Road near West End Park Sub-station	Priority - RFC	0.135	0.159	0.135	0.159
J2	Oaklands Avenue / Robinson Road near West End Park Sub-station	Priority - RFC	0.203	0.245	0.203	0.246
J3	Oaklands Avenue / Robinson Road near Serene Court	Priority - RFC	0.278	0.337	0.279	0.338
J4	Kotewall Road near Villa Veneto	Priority - RFC	0.163	0.170	0.177	0.182
J5	Conduit Road / Access Road to 41 Conduit Road	Priority - RFC	0.207	0.168	0.208	0.168
J6	Conduit Road / Kotewall Road / Hatton Road	Crossroad - RFC	0.331	0.364	0.333	0.365

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

TABLE 4.9 2032 JUNCTION OPERATIONAL PERFORMANCE WITH THE OZP-COMPLIANT SCHEME AND WITH THE S16 SCHEME

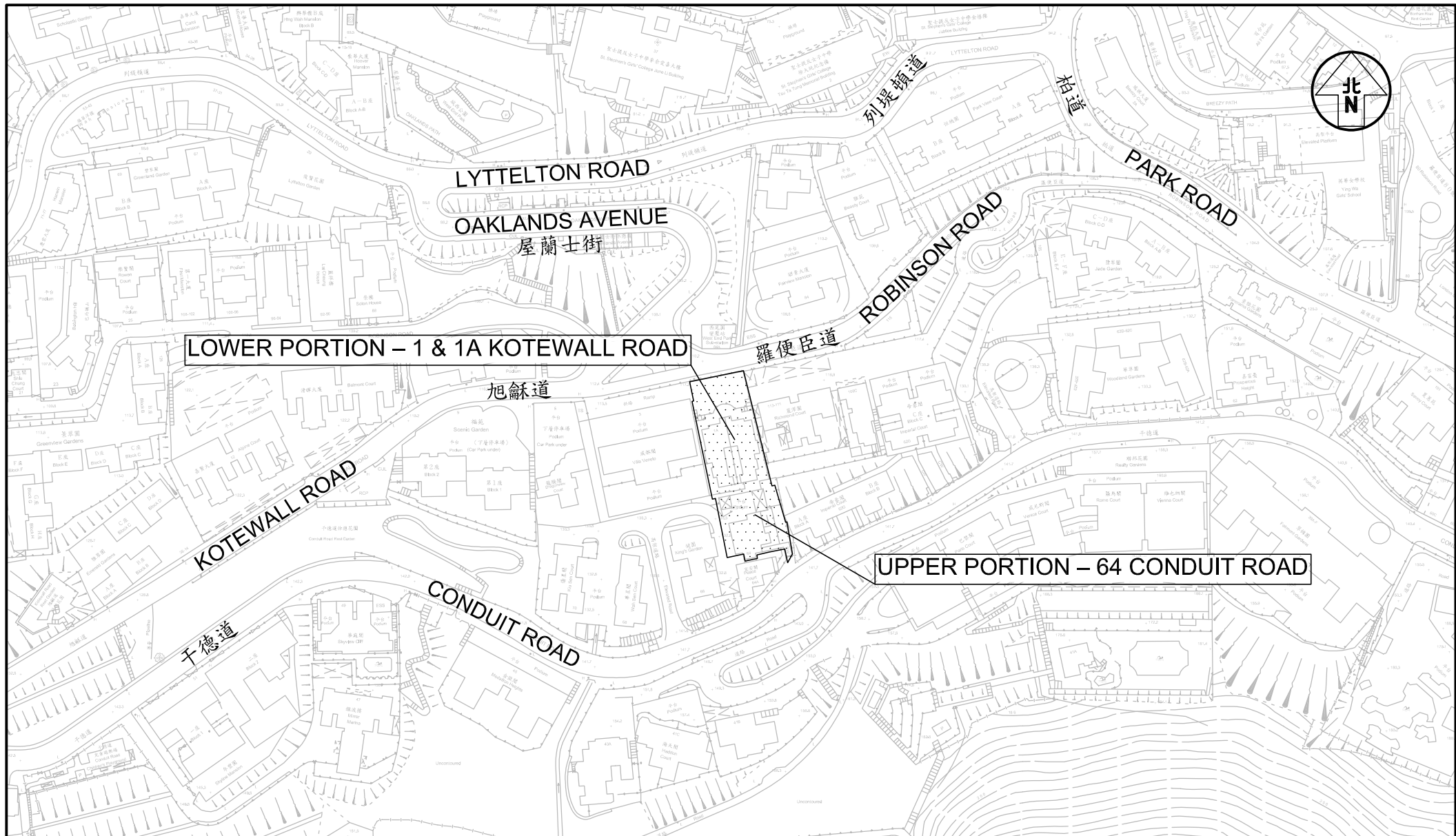
Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	With the OZP-Compliant Scheme		With the S16 Scheme	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Robinson Road / Kotewall Road near West End Park Sub-station	Priority - RFC	0.135	0.159	0.135	0.159
J2	Oaklands Avenue / Robinson Road near West End Park Sub-station	Priority - RFC	0.203	0.246	0.203	0.246
J3	Oaklands Avenue / Robinson Road near Serene Court	Priority - RFC	0.279	0.338	0.279	0.338
J4	Kotewall Road near Villa Veneto	Priority - RFC	0.177	0.180	0.177	0.182
J5	Conduit Road / Access Road to 41 Conduit Road	Priority - RFC	0.208	0.168	0.208	0.168
J6	Conduit Road / Kotewall Road / Hatton Road	Crossroad - RFC	0.333	0.365	0.333	0.365

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

- 4.15 Tables 4.8 and 4.9 shows that the junctions operate within capacities during the AM and PM peak hours for the 3 cases: (1) without the S16 Scheme, (2) with the OZP-Compliant Scheme and (3) with the S16 Scheme. It can be concluded that traffic impact associated with the S16 Scheme is negligible, i.e. the junction operational performance of the 3 cases considered are similar.

5.0 CONCLUSION

- 5.1 The Application Site in the Mid-Levels, comprises of 2 sites, namely: (i) the **lower portion** at 1 & 1A Kotewall Road, and (ii) the **upper portion** at 64 Conduit Road. The Applicant has the intention to construct a **Tower 1** within **lower portion**, and a **Tower 2** within **upper portion**. Together, the redevelopment will provide a total of only 46 flats.
- 5.2 The vehicular access arrangement for the **Tower 1** is the same as the General Buildings Plan at 1 & 1A Kotewall Road approved on 7 February 2025, and is as follows: (i) All vehicles enter the **Tower 1** via 1 & 1A Kotewall Road, (ii) All vehicles leave via Villa Veneto, except for vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F, and (iii) Vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F, leave via 1 & 1A Kotewall Road.
- 5.3 The vehicular access arrangement for the **Tower 2** is the same as its existing building, whereby, all vehicles enter and leave the **Tower 2** via right-of-way shared with Peace Court, King’s Garden, Wah Sen Court and Kiu Sen Court, and is connected to Conduit Road.
- 5.4 Manual classified counts were conducted at junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM peak hours.
- 5.5 The internal transport facilities for the **S16 Scheme** are provided with reference to the recommendation of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the development and the spaces provided with ease.
- 5.6 Year 2032 peak hour traffic flows for the junction capacity analysis is produced (i) with existing traffic flows; (ii) adopted traffic growth from 2026 to 2032; (iii) expected traffic generation by the planned developments located in the vicinity; and (iv) net change in traffic generation between the **OZP-Compliant Scheme** and the **S16 Scheme**.
- 5.7 The Proposed Development is expected to be completed by 2029, and the junction capacity analysis is undertaken for year 2032. The junctions analysed are expected to operate within capacities during the peak hours for the 3 cases considered, including: without the **S16 Scheme**, with the **OZP-Compliant Scheme** and with the **S16 Scheme**.
- 5.8 This TIA concluded that the traffic generation by the **S16 Scheme** has negligible traffic impact to the surrounding road network and is acceptable from traffic terms.

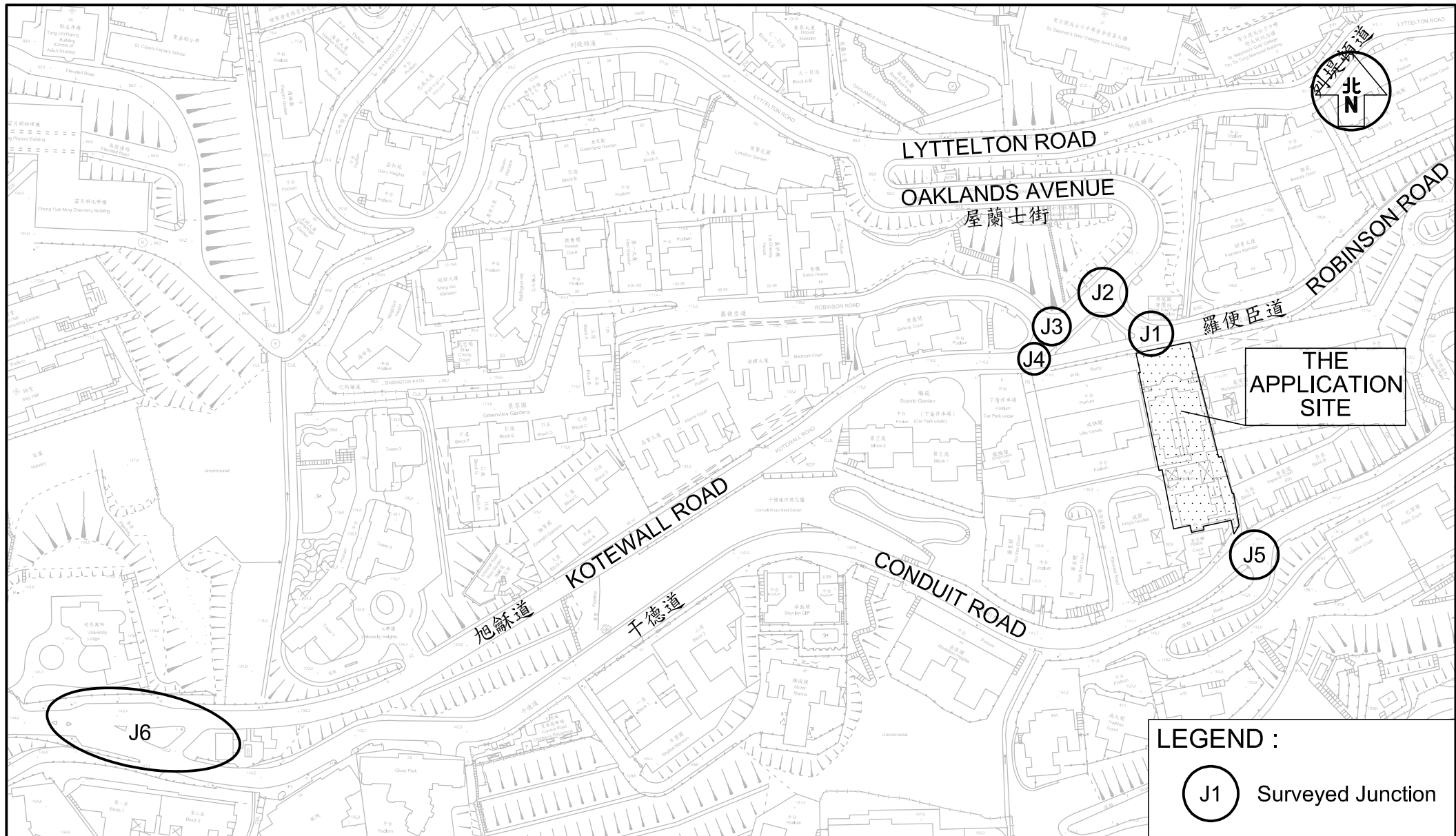


Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

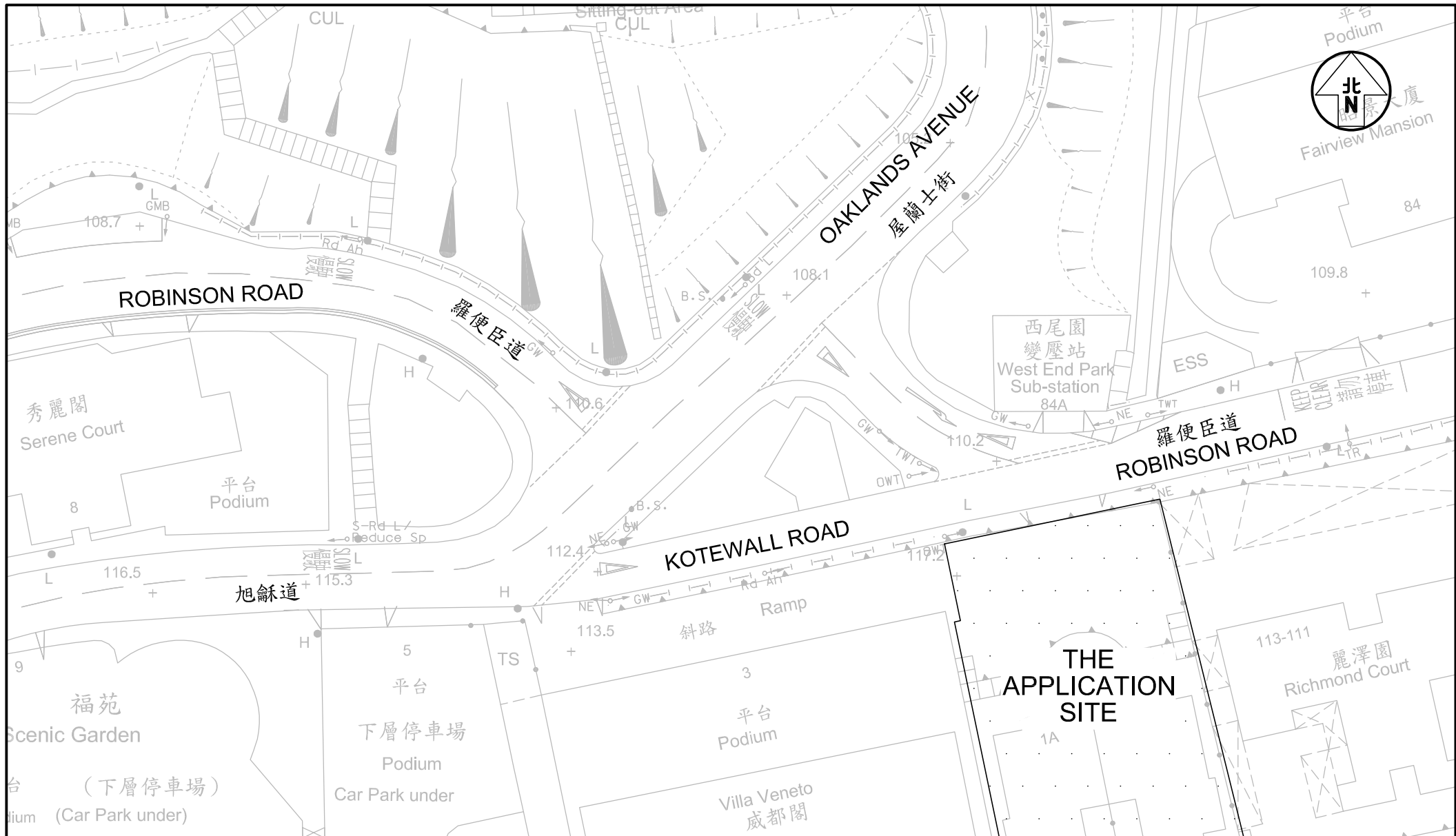
Figure Title **LOCATION OF THE APPLICATION SITE**

Figure No. 1.1		Revision B
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 1 : 2000		Date 31 AUG 2026

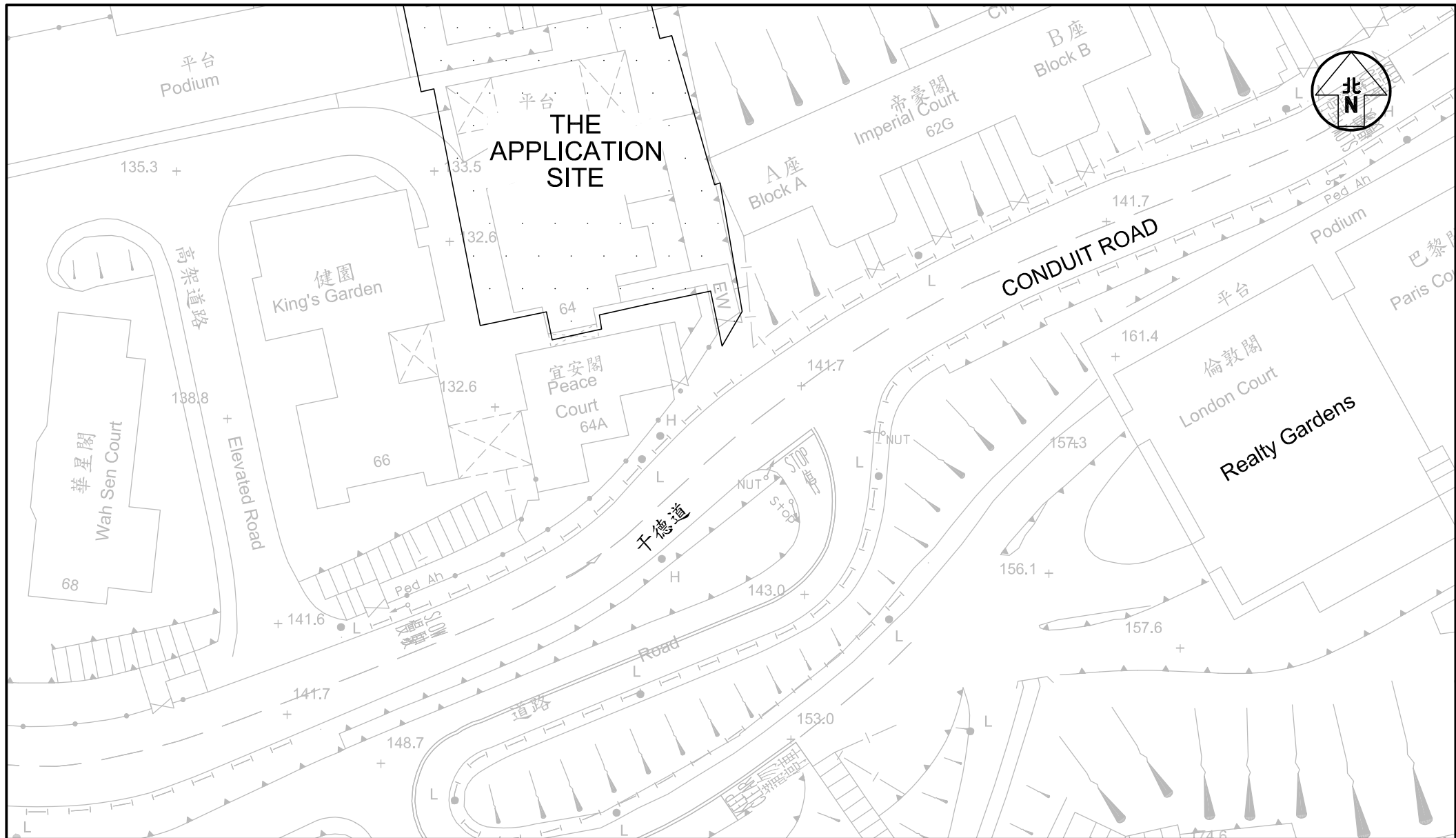
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Figure Title LOCATION OF SURVEYED JUNCTIONS				Designed by C Y Y		Drawn by N C M		Checked by K C	
				Scale in A4 1 : 2000		Date 31 AUG 2026			
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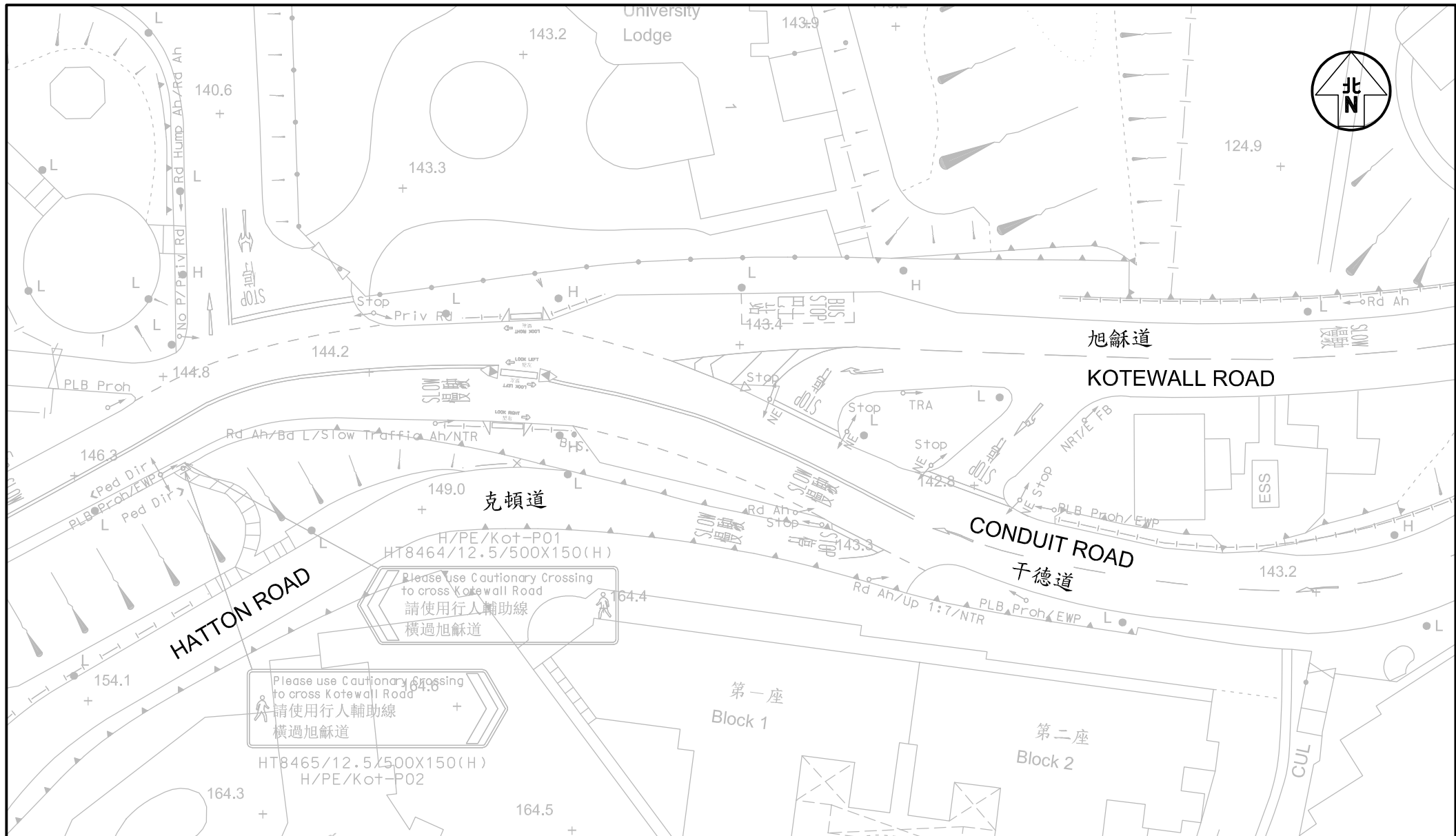


Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451		Figure No. 2.2	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 	
Figure Title LAYOUT OF 4 JUNCTIONS AT ROBINSON ROAD, OAKLANDS AVENUE AND KOTEWALL ROAD		Designed by C Y Y	Drawn by N C M		Checked by K C
		Scale in A4 1 : 500			Date 31 AUG 2026



Project Title		PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451		Figure No. 2.3		Revision B		CKM Asia Limited Traffic and Transportation Planning Consultants 	
Figure Title		LAYOUT OF JUNCTION OF CONDUIT ROAD / ACCESS ROAD TO REALTY GARDENS AT 41 CONDUIT ROAD		Designed by C Y Y		Drawn by N C M			Checked by K C
				Scale in A4 1 : 500		Date 31 AUG 2026			

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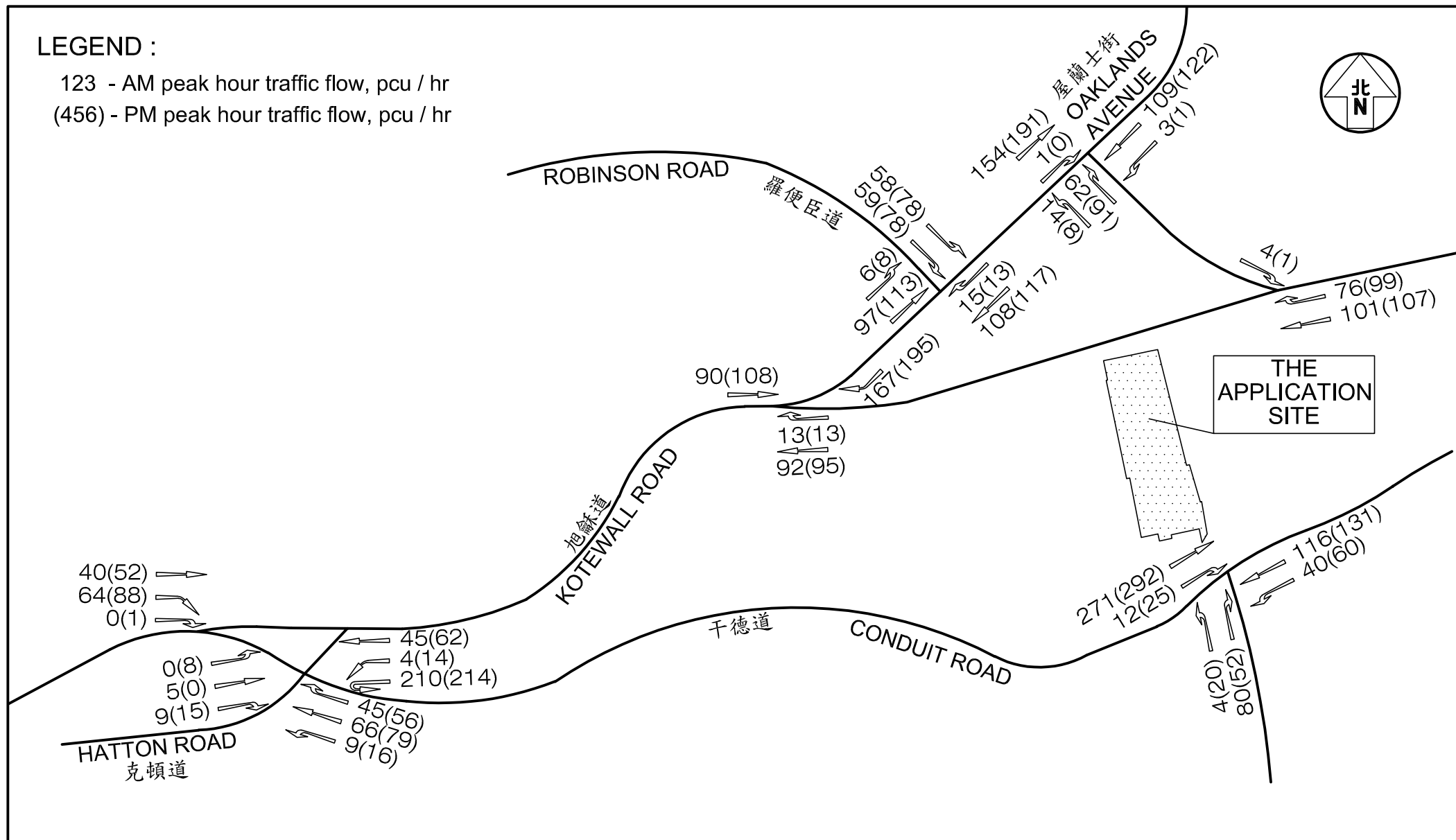
Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451			Figure No. 2.4		Revision B		CKM Asia Limited Traffic and Transportation Planning Consultants 		
Figure Title LAYOUT OF JUNCTION OF CONDUIT ROAD / KOTEWALL ROAD / HATTON ROAD			Designed by C Y Y		Drawn by N C M			Checked by K C	
			Scale in A4 1 : 500		Date 31 AUG 2026				

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LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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



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IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title

EXISTING PEAK HOUR TRAFFIC FLOWS

Figure No.

2.5

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B

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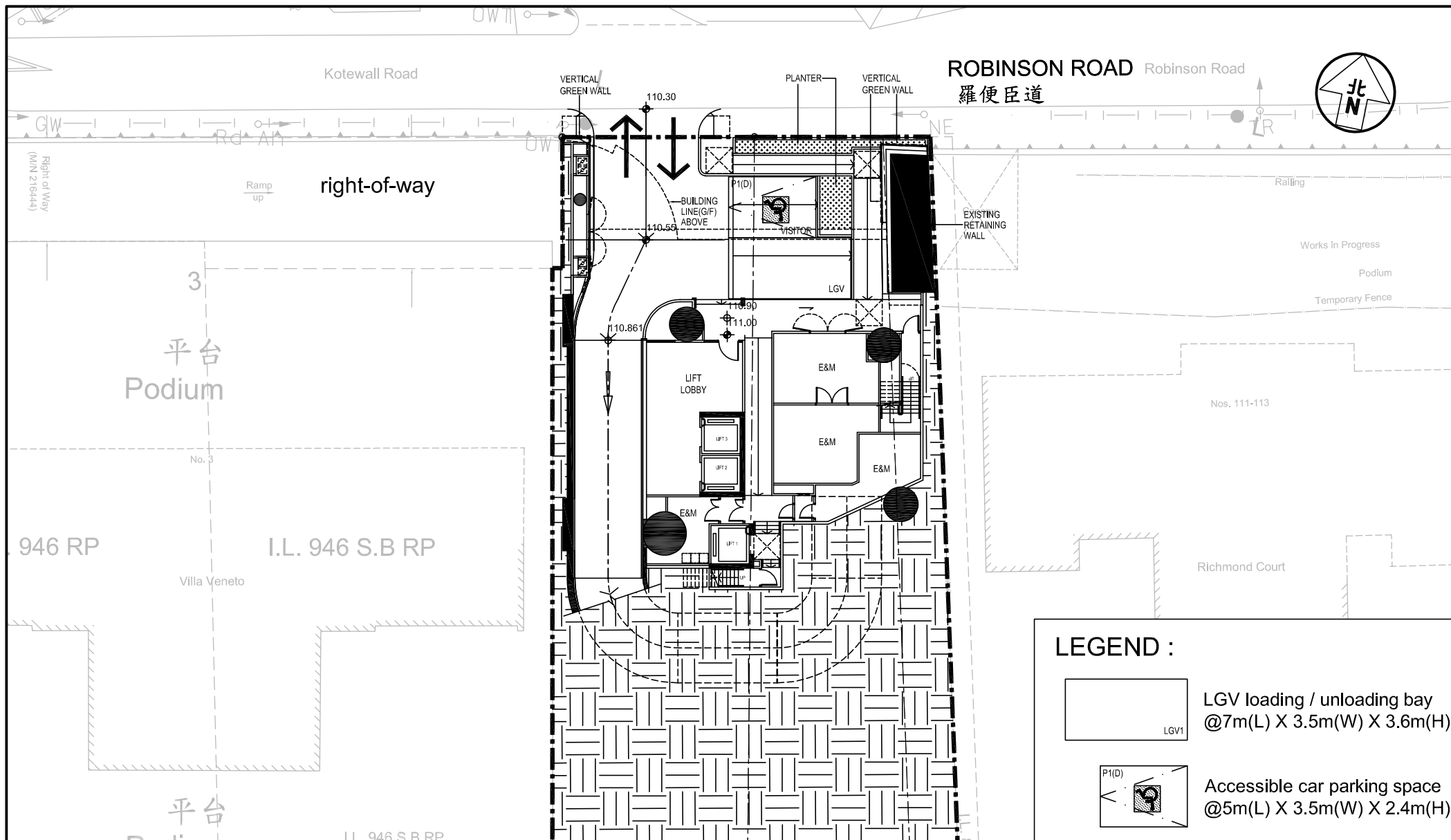
Checked by
K C

Scale in A4
N.T.S.

Date
31 AUG 2026

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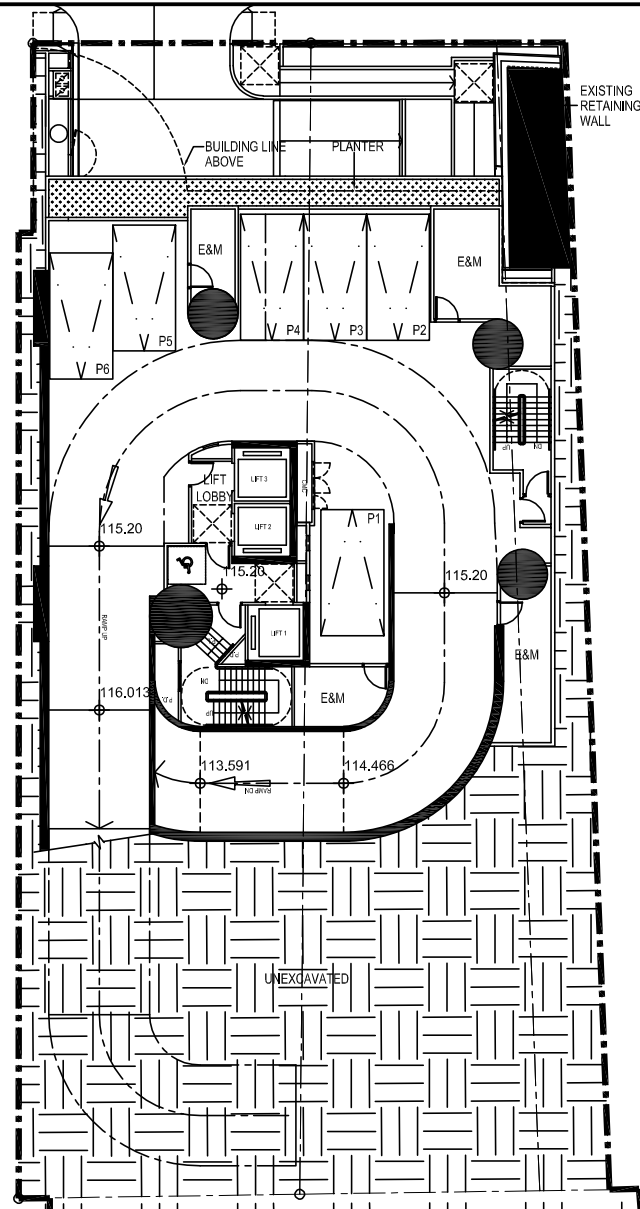
Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **LG2/F CAR PARK OF TOWER 1**

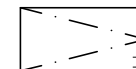
Figure No.	3.1	Revision	B
Designed by	C Y Y	Drawn by	N C M
Checked by	K C		
Scale in A4	1 : 300	Date	31 AUG 2026

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LEGEND :



Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

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IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title

LG1/F CAR PARK OF TOWER 1

Figure No.

3.2

Revision

B

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C Y Y

Drawn by
N C M

Checked by
K C

Scale in A4

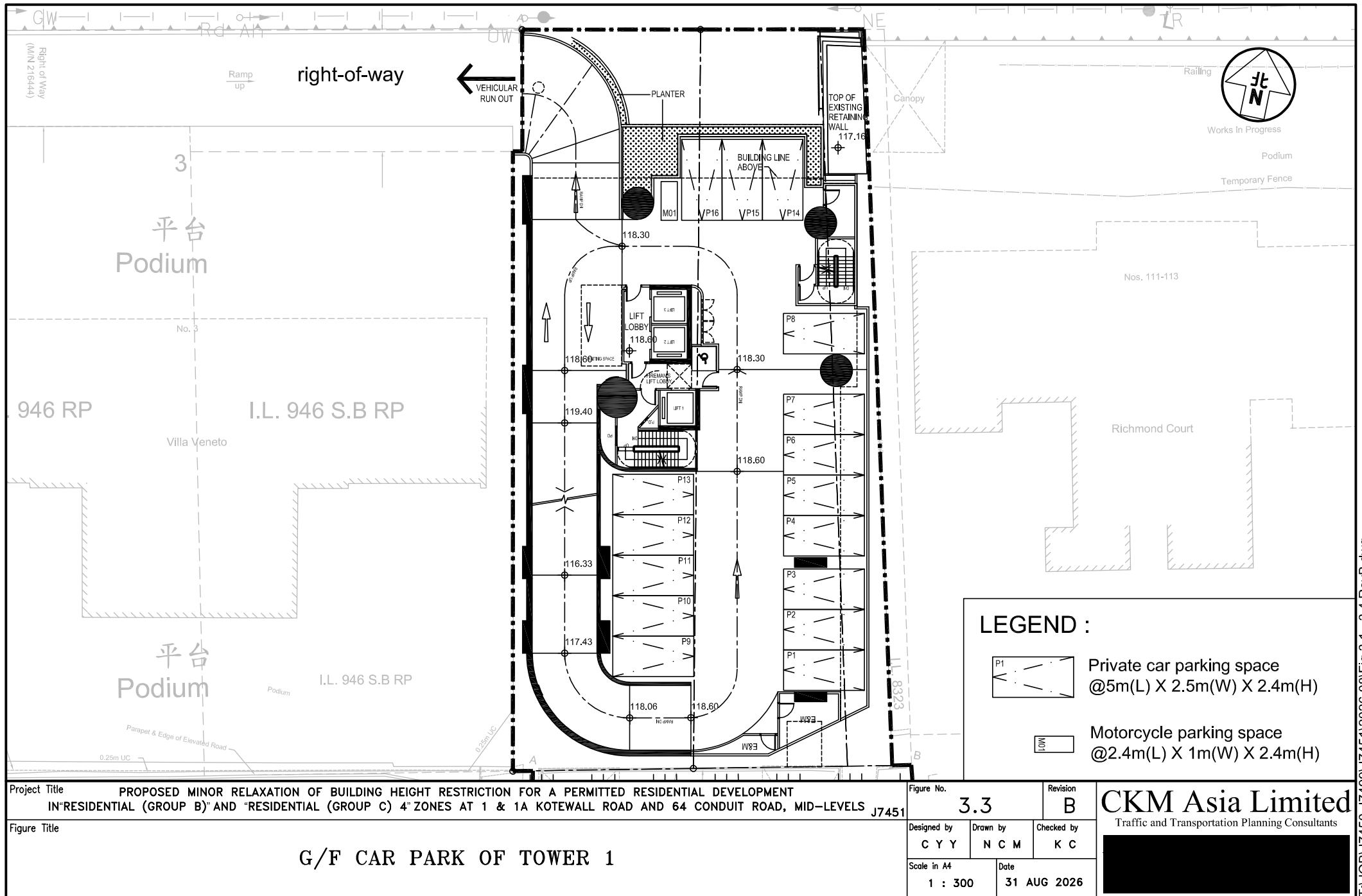
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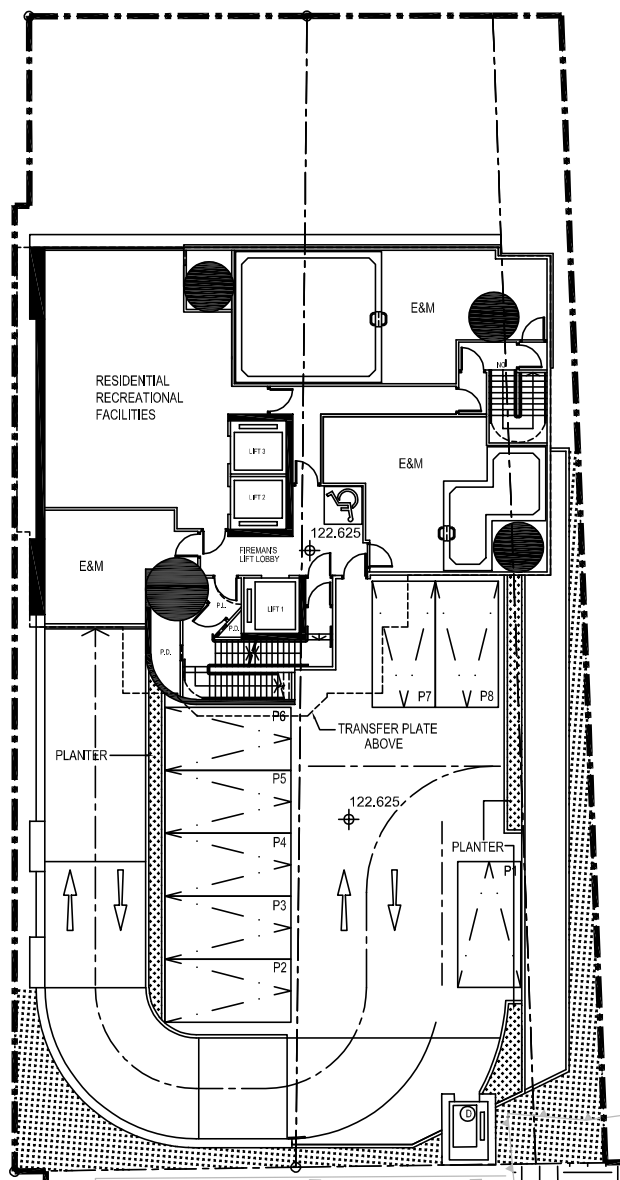
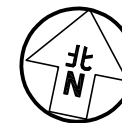
Date

31 AUG 2026

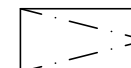
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LEGEND :



Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title

1/F CAR PARK OF TOWER 1

Figure No.

3.4

Revision

B

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C Y Y

Drawn by
N C M

Checked by
K C

Scale in A4

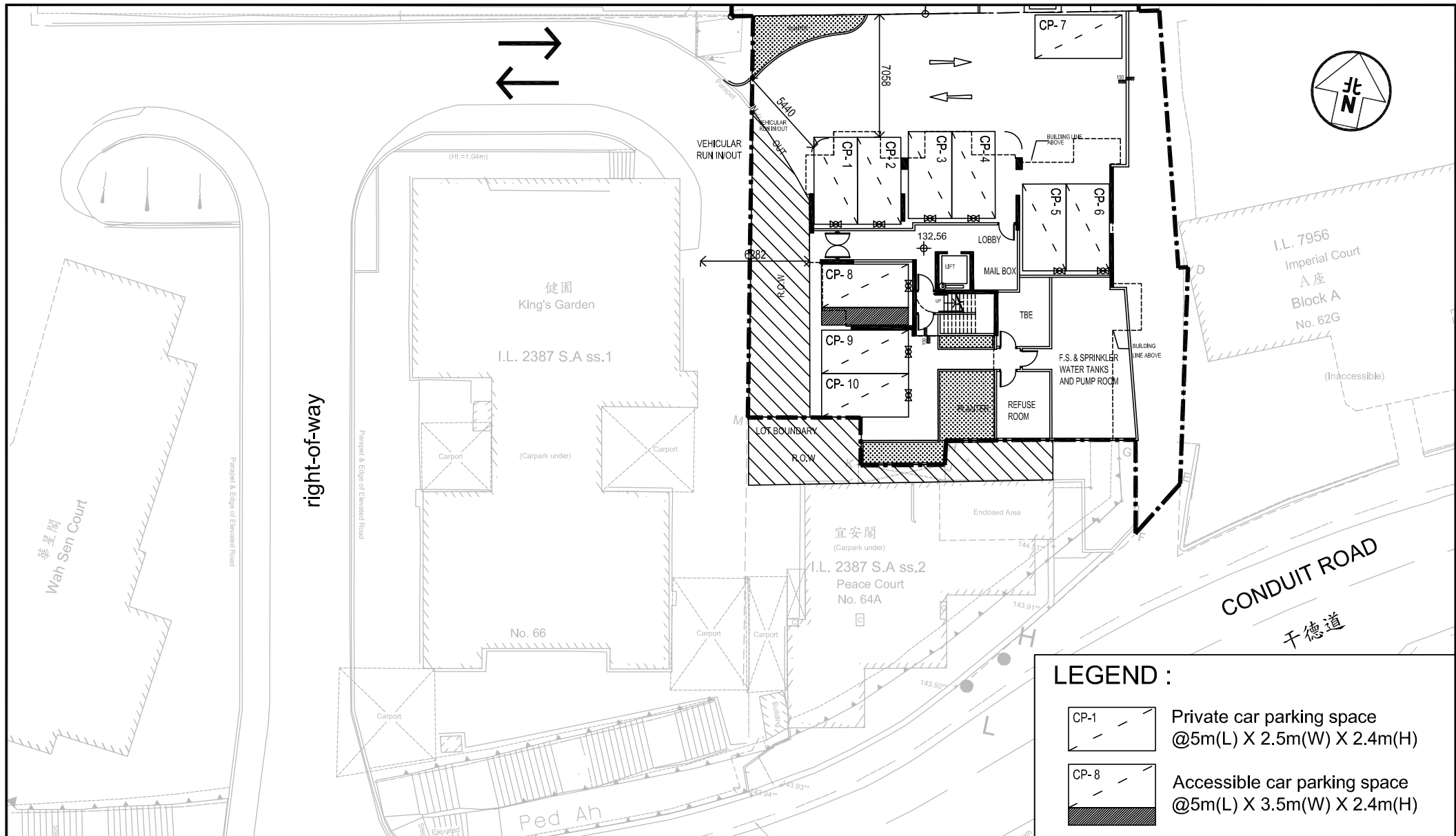
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IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title

3/F CAR PARK OF TOWER 2

Figure No. 3.5

Revision B

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Date 31 AUG 2026

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(a)
All vehicles enter the Tower 1 via 1 & 1A Kotewall Road

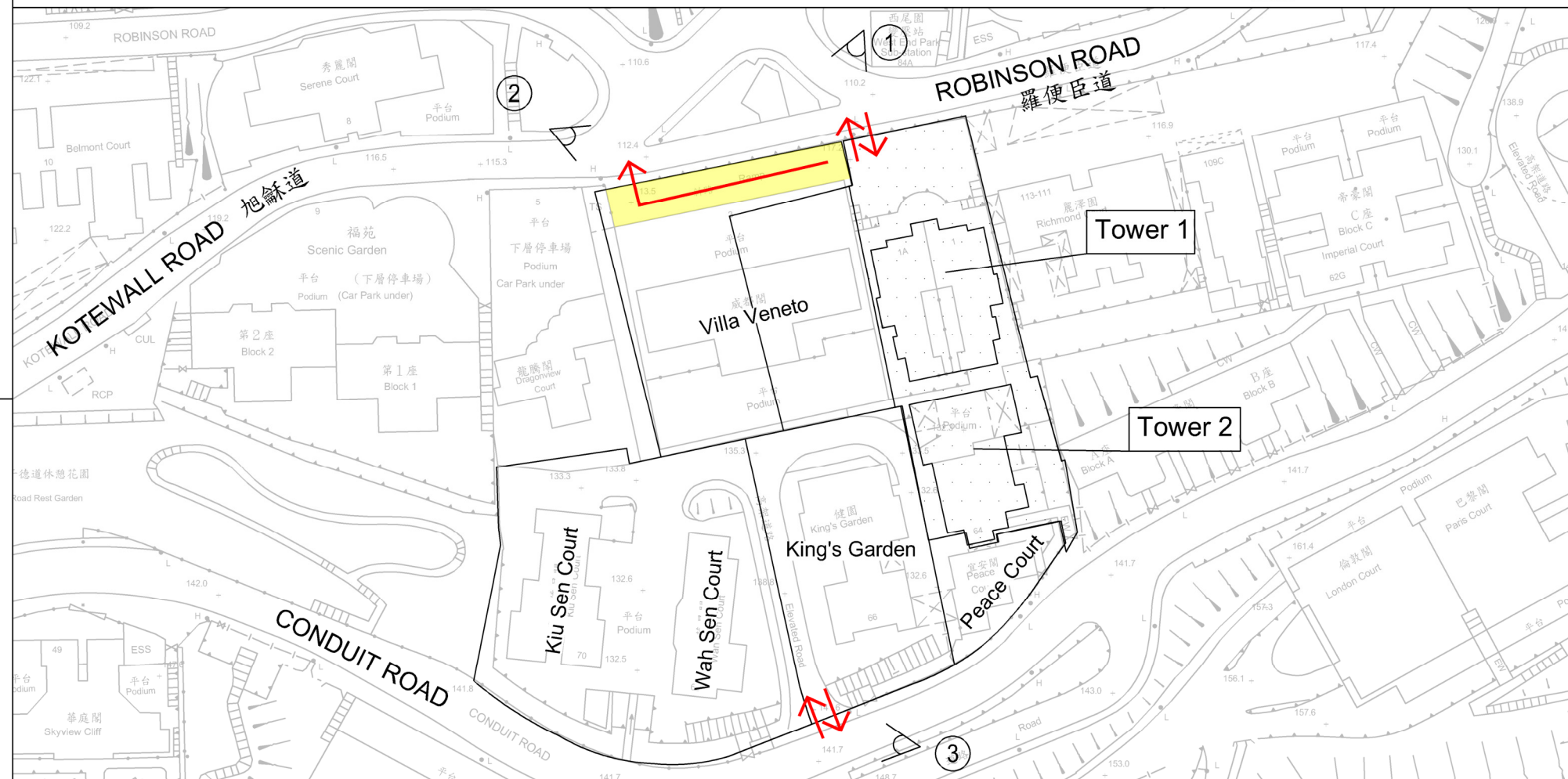
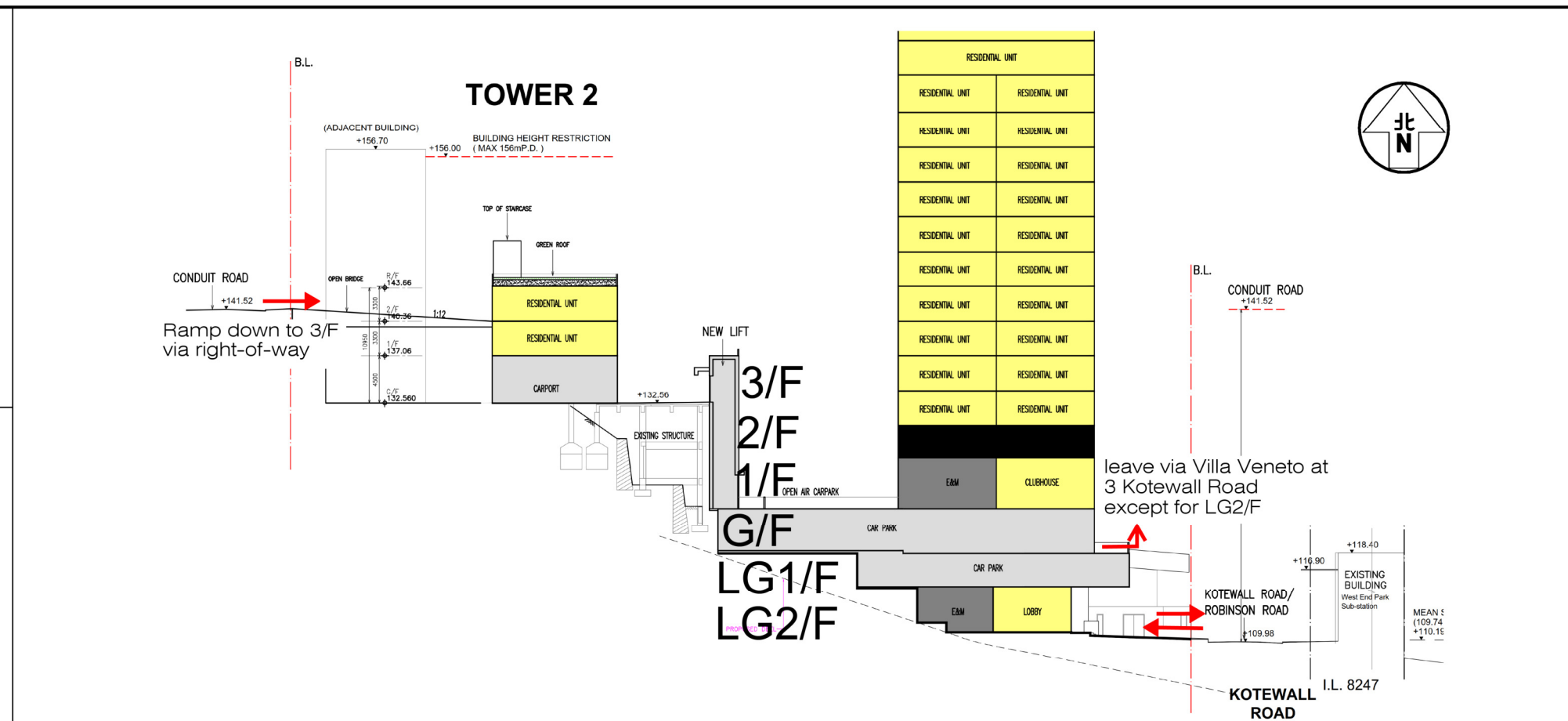
Vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F, leave via 1 & 1A Kotewall Road

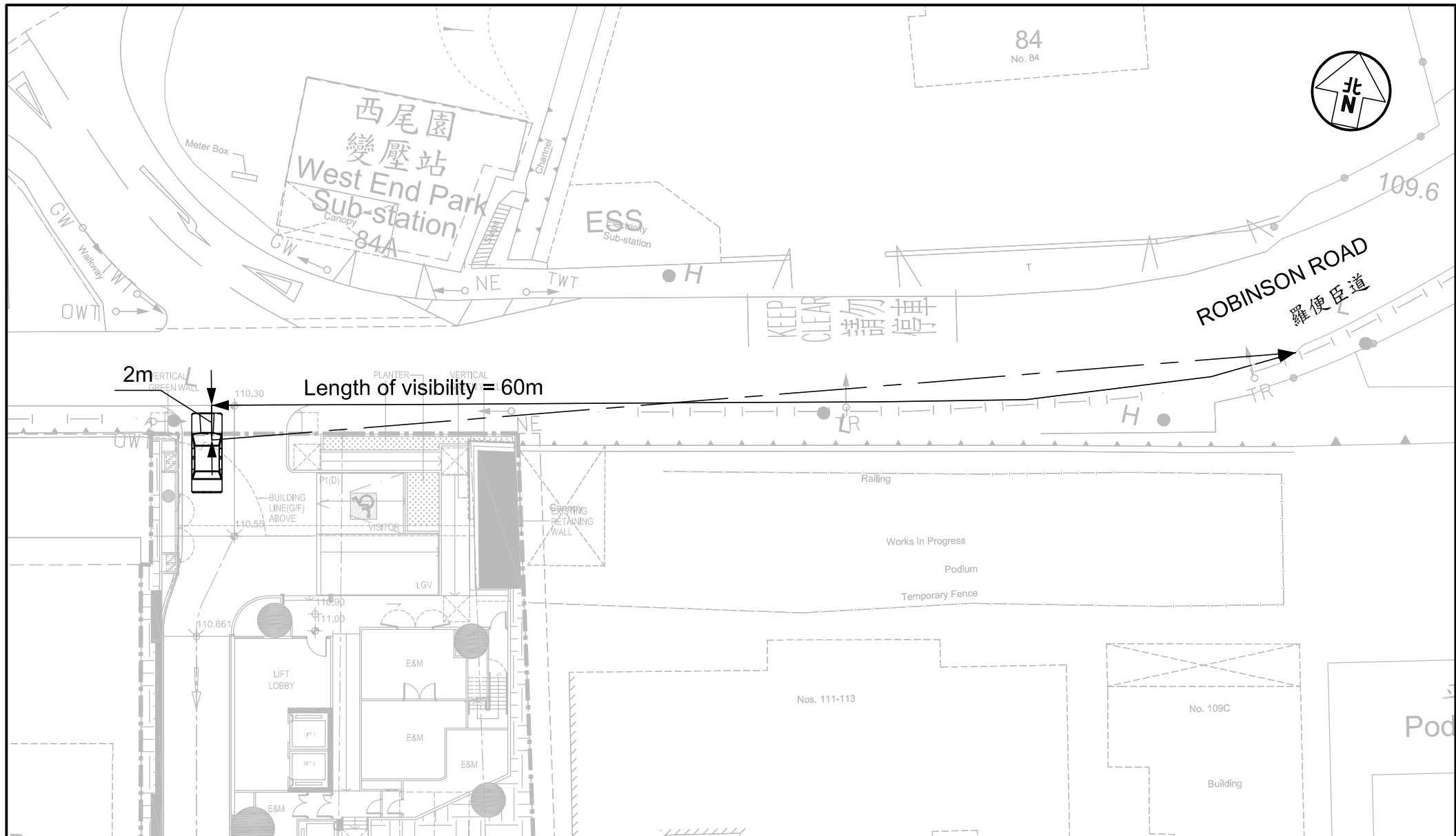


(b)
All vehicles leave via Villa Veneto, except for vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F



(c)
All vehicles enter and leave the Tower 2 via right-of-way shared with Peace Court, King's Garden, Wah Sen Court and Kiu Sen Court, and is connected to Conduit Road





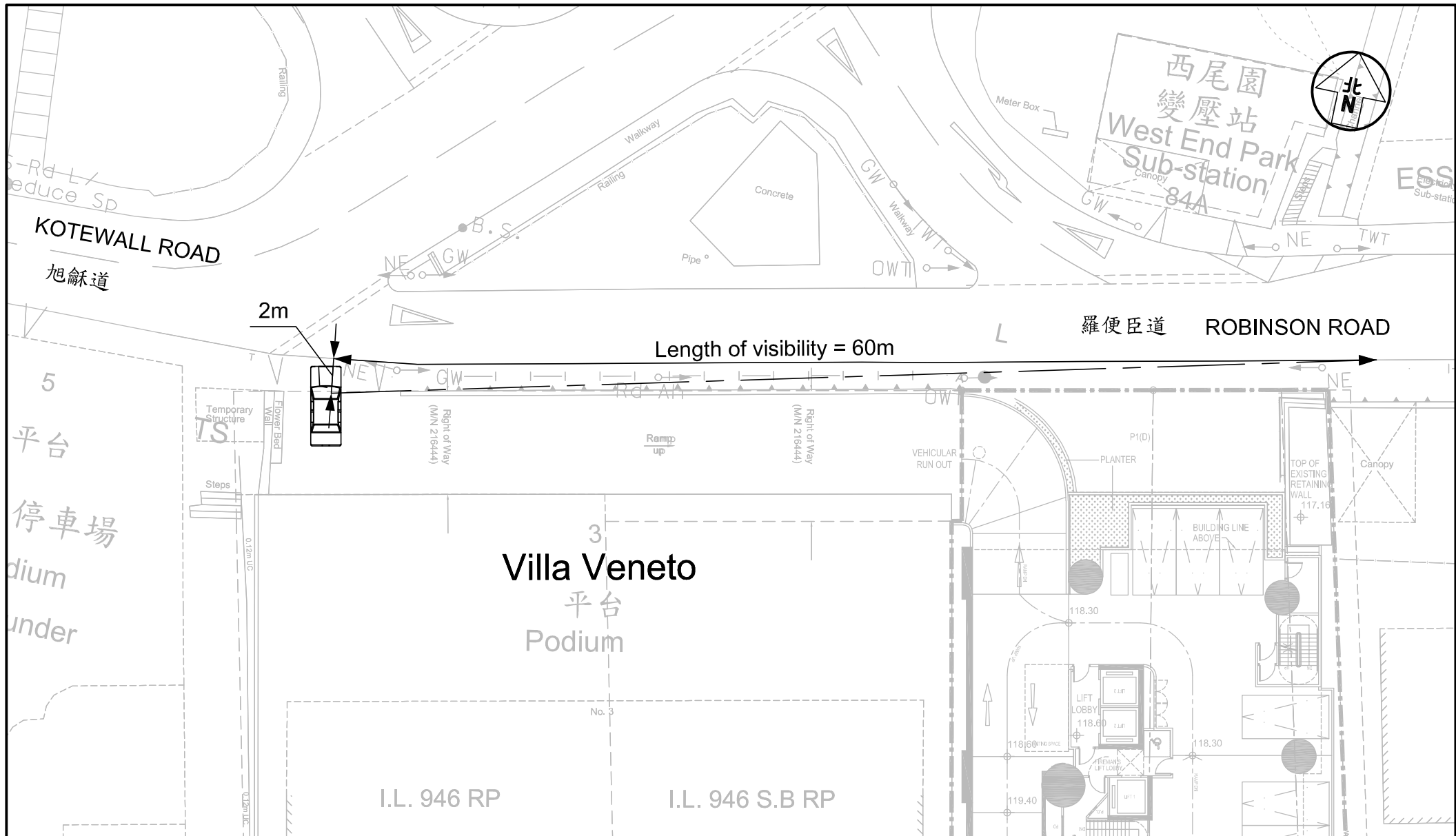
Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
**LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING
THE TOWER 1 VIA 1 & 1A KOTEWALL ROAD**

Figure No.	3.7		Revision	B
Designed by	C Y Y	Drawn by	N C M	Checked by
Scale in A4	1 : 300		Date	31 AUG 2026

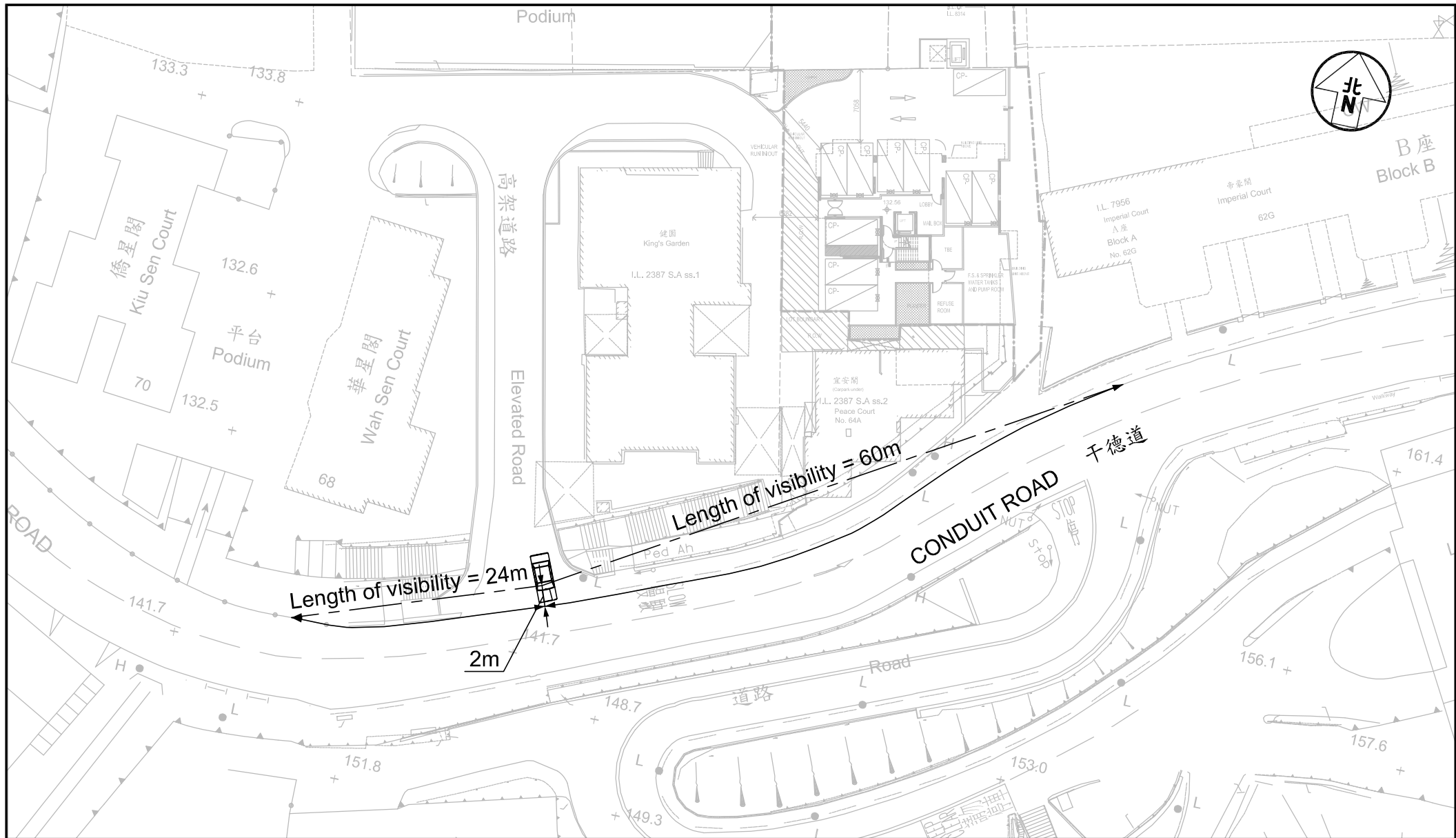
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Project Title				Figure No.		Revision		CKM Asia Limited Traffic and Transportation Planning Consultants 		
PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451				3.8		B				
Figure Title				Designed by		Drawn by			Checked by	
LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING THE TOWER 1 VIA VILLA VENETO				C Y Y		N C M			K C	
				Scale in A4		Date				
				1 : 300		31 AUG 2026				

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Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
**LENGTH OF VISIBILITY LINE FOR THE MOTORIST
LEAVING THE TOWER 2 VIA RIGHT-OF-WAY**

Figure No.
3.9

Revision
B

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C Y Y

Drawn by
N C M

Checked by
K C

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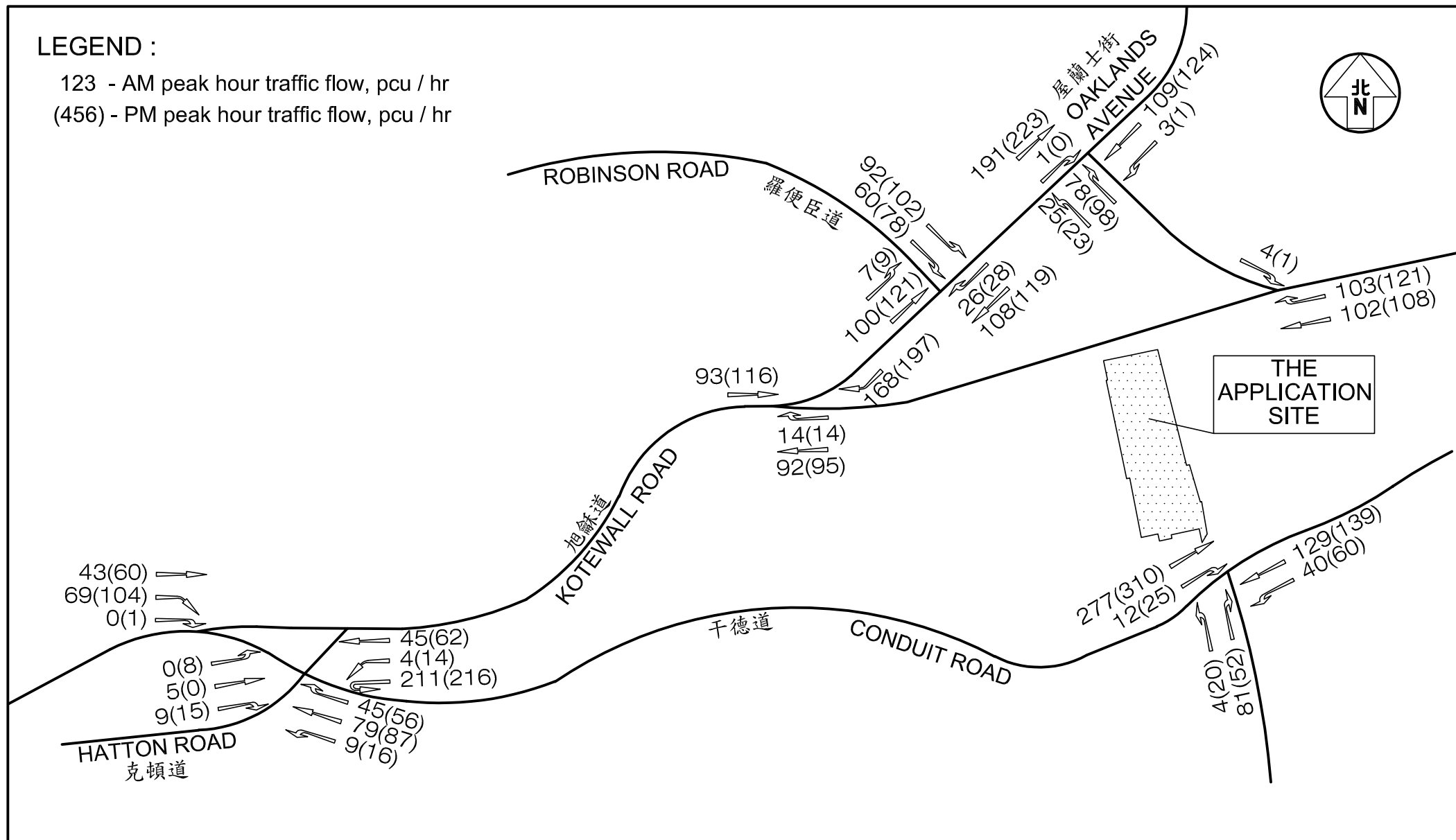
Date
31 AUG 2026

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LEGEND :

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



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IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT THE S16 SCHEME

Figure No. 4.1

Revision B

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

Scale in A4 N.T.S. Date 31 AUG 2026

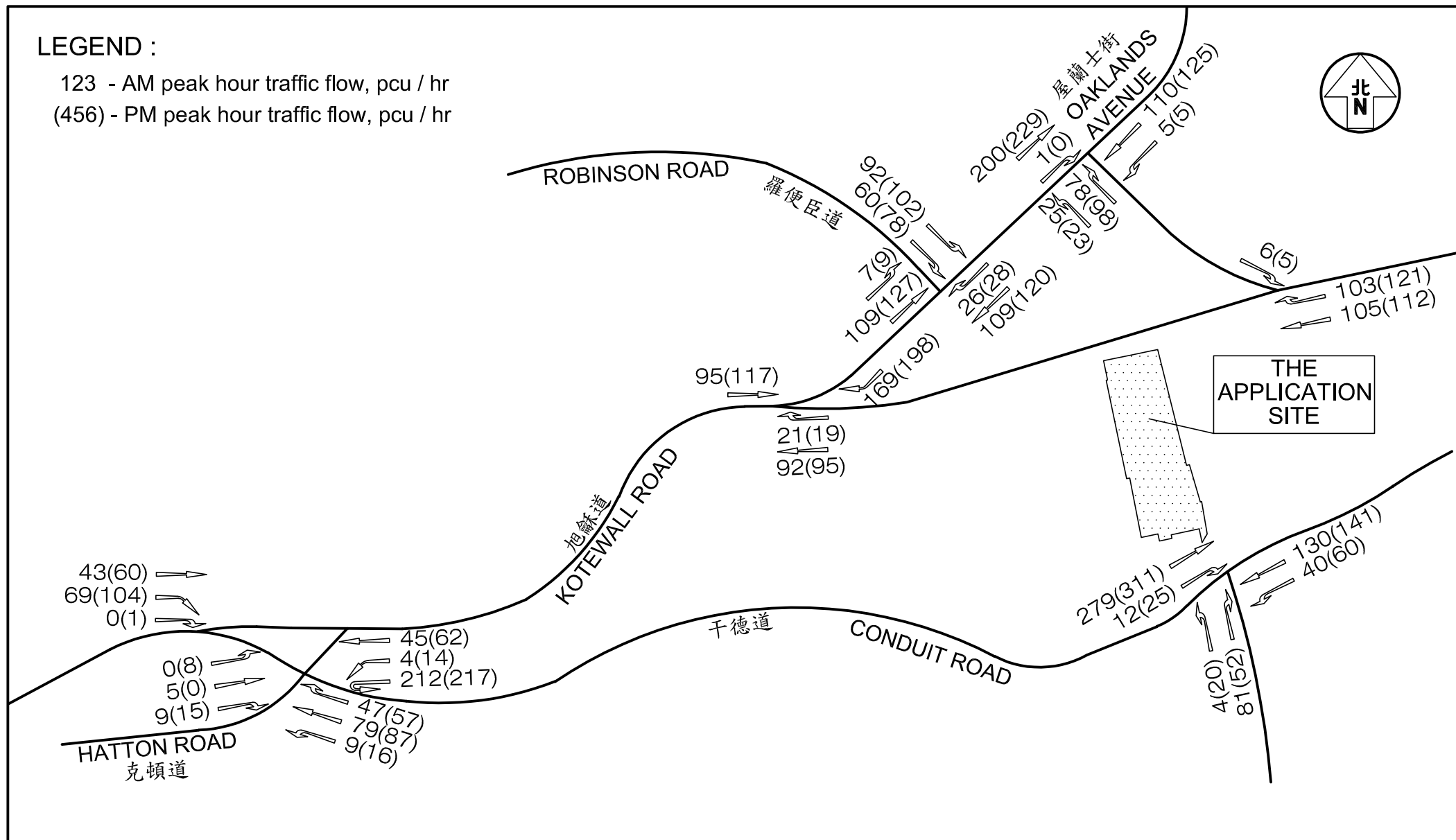
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LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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



Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE OZP-COMPLIANT SCHEME

Figure No. 4.2

Revision B

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

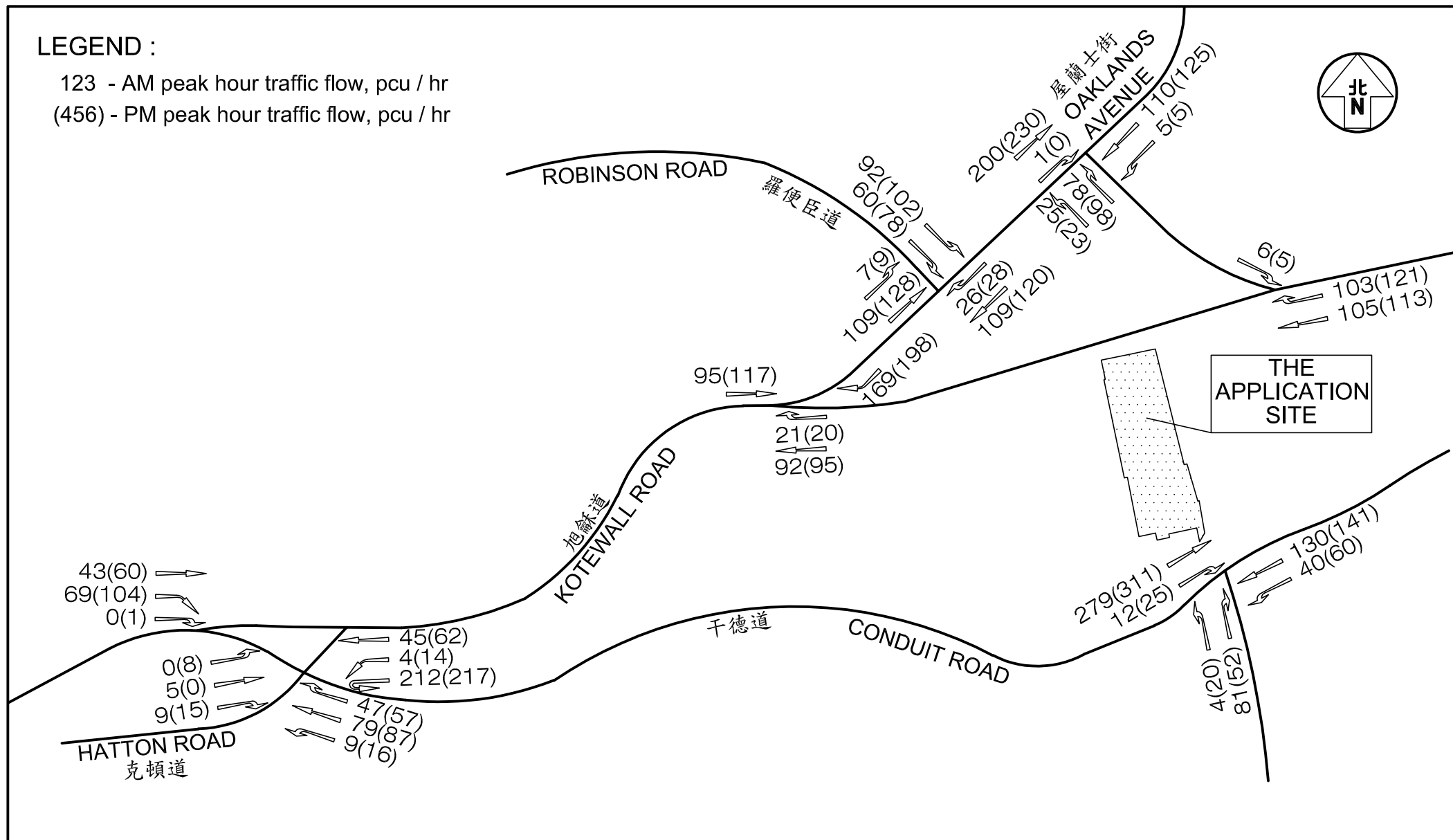
Scale in A4 N.T.S. Date 31 AUG 2026

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LEGEND :

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



Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE S16 SCHEME

Figure No. 4.3

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

Scale in A4 N.T.S. Date 31 AUG 2026

Revision B

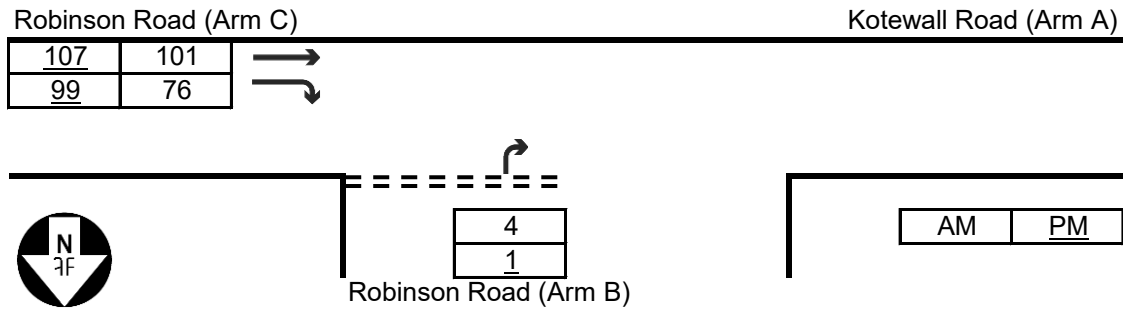
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Appendix 1 – Calculation

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station				
Design Year:	2026	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Existing Condition			Page	1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	4.00	V-rBA	100	w-BA	3.00	D	0.8611
	W-CR	0.00	V-IBA	40	w-BC	0.00	E	0.6451
			V-rBC	100	w-CB	4.00	F	1.0236
			V-rCB	110			Y	0.8620

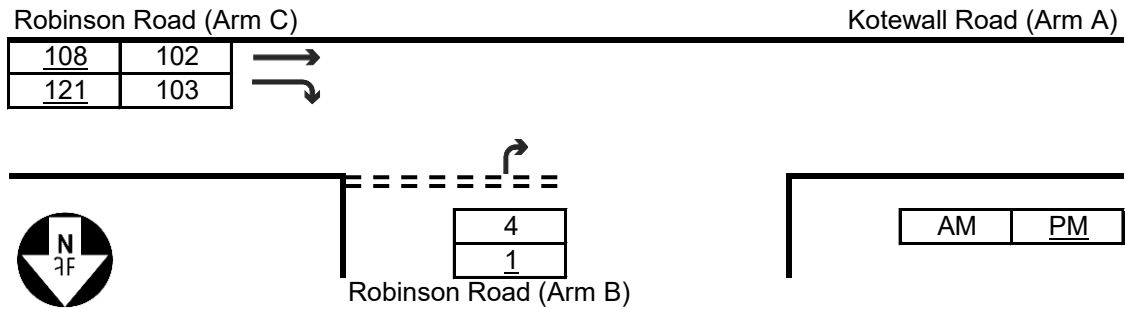
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	101	107	Q-BA	493	484
q-CB	76	99	Q-BC	481	481
q-AB	0	0	Q-CB	763	763
q-AC	0	0	Q-BAC	493	484
q-BA	4	1			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.008	0.002
B-C	0.000	0.000
C-B	0.100	0.130

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (Without the S16 Scheme)			Page	2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	4.00	V-rBA	100	w-BA	3.00	D	0.8611
	W-CR	0.00	V-IBA	40	w-BC	0.00	E	0.6451
			V-rBC	100	w-CB	4.00	F	1.0236
			V-rCB	110			Y	0.8620

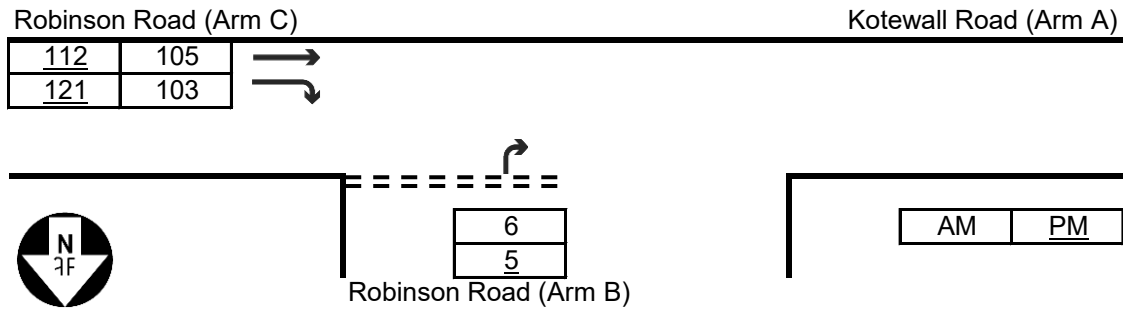
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	102	108	Q-BA	483	475
q-CB	103	121	Q-BC	481	481
q-AB	0	0	Q-CB	763	763
q-AC	0	0	Q-BAC	483	475
q-BA	4	1			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.008	0.002
B-C	0.000	0.000
C-B	0.135	0.159

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the OZP-Compliant Scheme)			Page	3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	4.00	V-rBA	100	w-BA	3.00	D	0.8611
	W-CR	0.00	V-IBA	40	w-BC	0.00	E	0.6451
			V-rBC	100	w-CB	4.00	F	1.0236
			V-rCB	110			Y	0.8620

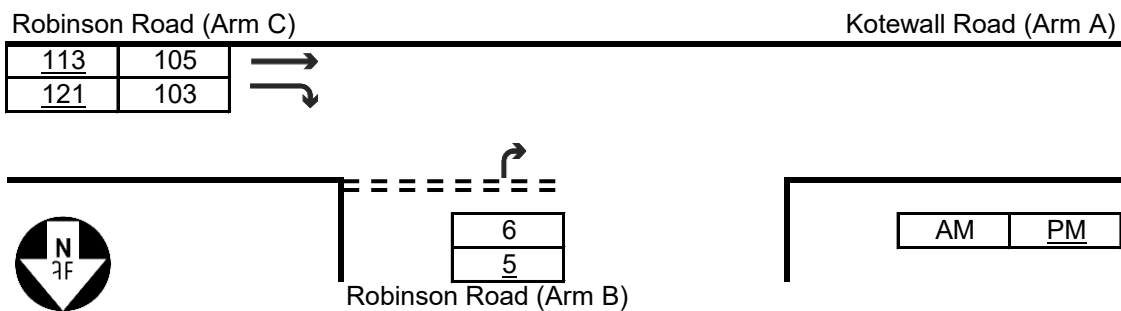
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	105	112	Q-BA	482	474
q-CB	103	121	Q-BC	481	481
q-AB	0	0	Q-CB	763	763
q-AC	0	0	Q-BAC	482	474
q-BA	6	5			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.012	0.011
B-C	0.000	0.000
C-B	0.135	0.159

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station		
Design Year:	<u>2032</u>	Job Number:	<u>J7451</u>
		Date:	<u>28 Aug 2026</u>
Scenario:	Future Condition (With the S16 Scheme)		Page 4



The predictive equations of capacity of movement are:

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

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

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

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

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

$$E = [1 + 0.094(w\text{-BC} - 3.65)][1 + 0.0009(V\text{-rBC} - 120)]$$

$$F = [1 + 0.094(w\text{-CB} - 3.65)][1 + 0.0009(V\text{-rCB} - 120)]$$

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	4.00	V-rBA	100	w-BA	3.00	D	0.8611
W-CR	0.00	V-IBA	40	w-BC	0.00	E	0.6451
		V-rBC	100	w-CB	4.00	F	1.0236
		V-rCB	110			Y	0.8620

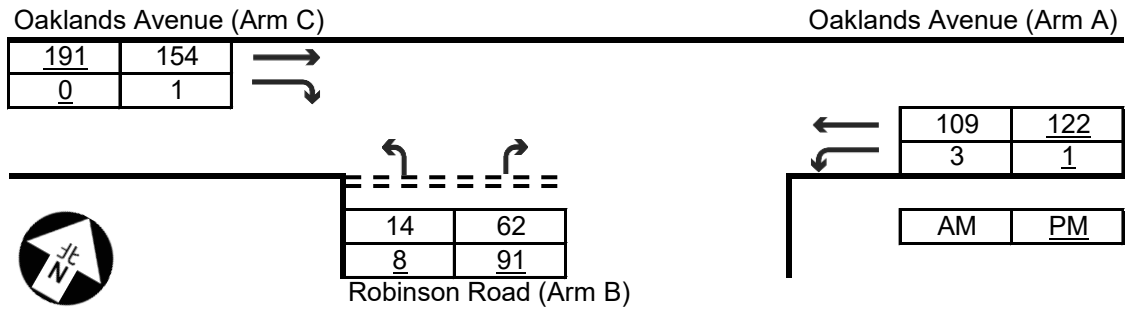
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	105	113	Q-BA	482	474
q-CB	103	121	Q-BC	481	481
q-AB	0	0	Q-CB	763	763
q-AC	0	0	Q-BAC	482	474
q-BA	6	5			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.012	0.011
B-C	0.000	0.000
C-B	0.135	0.159

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near West End Park Sub-station				
Design Year:	2026	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Existing Condition			Page	5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	45	w-BA	3.00	D	0.8493
	W-CR	0.00	V-IBA	100	w-BC	3.00	E	0.8755
			V-rBC	45	w-CB	3.65	F	0.9280
			V-rCB	40			Y	0.7482

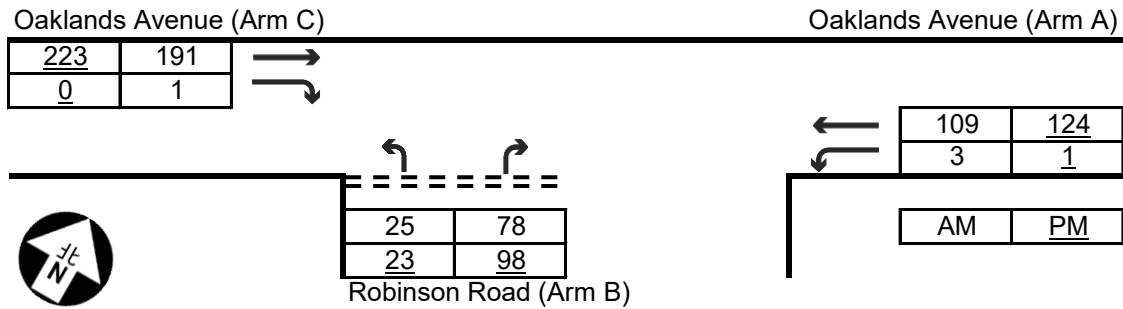
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	154	191	Q-BA	484	476
q-CB	1	0	Q-BC	626	623
q-AB	3	1	Q-CB	663	660
q-AC	109	122	Q-BAC	505	486
q-BA	62	91			
q-BC	14	8			
f	0.184	0.081			

Ratio-of-flow to Capacity	AM	PM
B-A	0.128	0.191
B-C	0.022	0.013
C-B	0.002	0.000
B-AC	0.150	0.204

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (Without the S16 Scheme)			Page	6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	45	w-BA	3.00	D	0.8493
	W-CR	0.00	V-IBA	100	w-BC	3.00	E	0.8755
			V-rBC	45	w-CB	3.65	F	0.9280
			V-rCB	40			Y	0.7482

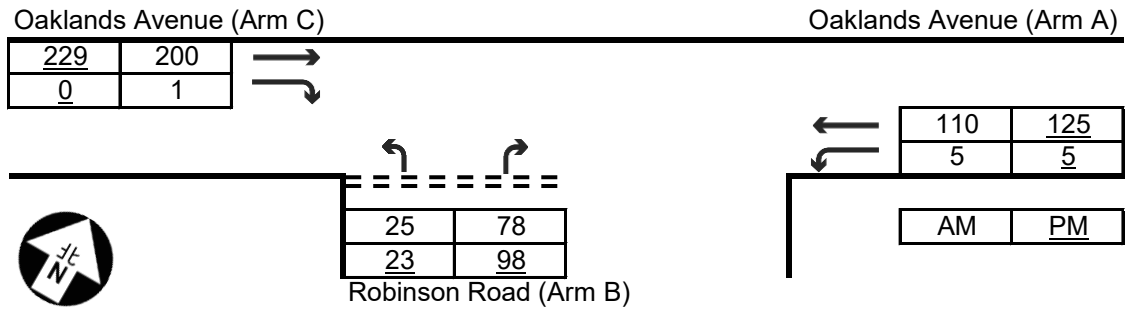
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	191	223	Q-BA	479	471
q-CB	1	0	Q-BC	626	623
q-AB	3	1	Q-CB	663	660
q-AC	109	124	Q-BAC	508	494
q-BA	78	98			
q-BC	25	23			
f	0.243	0.190			

Ratio-of-flow to Capacity	AM	PM
B-A	0.163	0.208
B-C	0.040	0.037
C-B	0.002	0.000
B-AC	0.203	0.245

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the OZP-Compliant Scheme)				Page 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	45	w-BA	3.00	D	0.8493
	W-CR	0.00	V-IBA	100	w-BC	3.00	E	0.8755
			V-rBC	45	w-CB	3.65	F	0.9280
			V-rCB	40			Y	0.7482

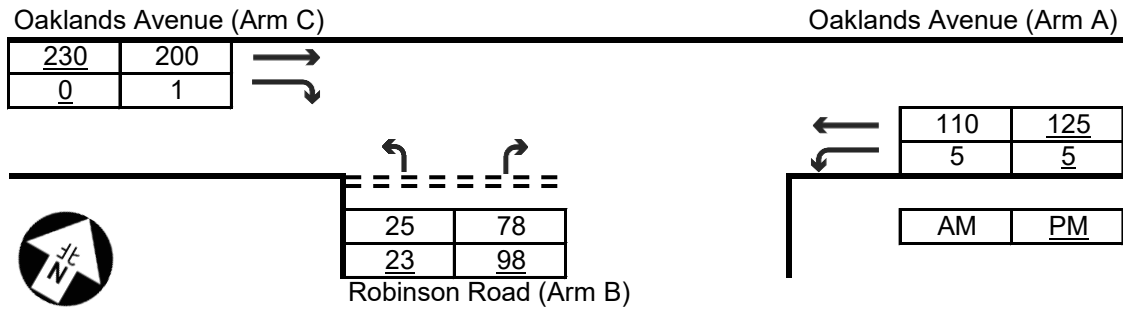
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	200	229	Q-BA	477	470
q-CB	1	0	Q-BC	626	622
q-AB	5	5	Q-CB	662	659
q-AC	110	125	Q-BAC	506	493
q-BA	78	98			
q-BC	25	23			
f	0.243	0.190			

Ratio-of-flow to Capacity	AM	PM
B-A	0.163	0.209
B-C	0.040	0.037
C-B	0.002	0.000
B-AC	0.203	0.246

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the S16 Scheme)			Page	8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	45	w-BA	3.00	D	0.8493
	W-CR	0.00	V-IBA	100	w-BC	3.00	E	0.8755
			V-rBC	45	w-CB	3.65	F	0.9280
			V-rCB	40			Y	0.7482

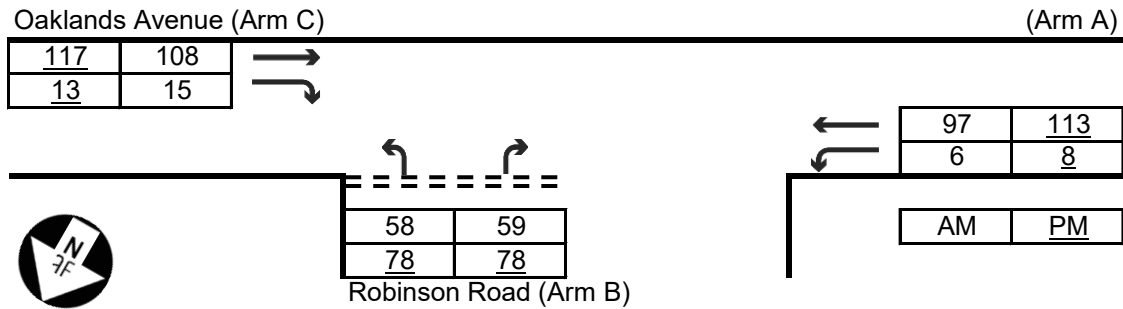
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	200	230	Q-BA	477	470
q-CB	1	0	Q-BC	626	622
q-AB	5	5	Q-CB	662	659
q-AC	110	125	Q-BAC	506	493
q-BA	78	98			
q-BC	25	23			
f	0.243	0.190			

Ratio-of-flow to Capacity	AM	PM
B-A	0.163	0.209
B-C	0.040	0.037
C-B	0.002	0.000
B-AC	0.203	0.246

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near Serene Court				
Design Year:	2026	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Existing Condition			Page	9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	30	w-BA	3.00	D	0.8137
	W-CR	0.00	V-IBA	55	w-BC	3.00	E	0.8628
			V-rBC	30	w-CB	3.65	F	0.9730
			V-rCB	90			Y	0.7482

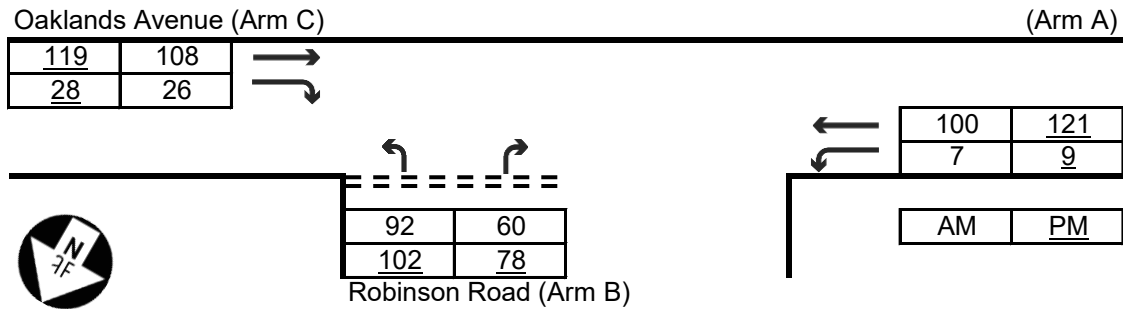
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	108	117	Q-BA	468	464
q-CB	15	13	Q-BC	619	616
q-AB	6	8	Q-CB	698	693
q-AC	97	113	Q-BAC	533	529
q-BA	59	78			
q-BC	58	78			
f	0.496	0.500			

Ratio-of-flow to Capacity	AM	PM
B-A	0.126	0.168
B-C	0.094	0.127
C-B	0.022	0.019
B-AC	0.220	0.295

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near Serene Court				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (Without the S16 Scheme)			Page	10



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	30	w-BA	3.00	D	0.8137
	W-CR	0.00	V-IBA	55	w-BC	3.00	E	0.8628
			V-rBC	30	w-CB	3.65	F	0.9730
			V-rCB	90			Y	0.7482

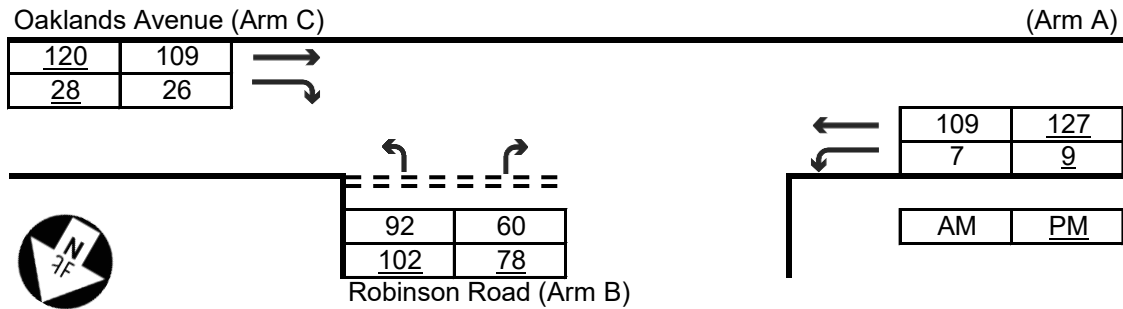
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	108	119	Q-BA	464	457
q-CB	26	28	Q-BC	619	614
q-AB	7	9	Q-CB	697	690
q-AC	100	121	Q-BAC	547	534
q-BA	60	78			
q-BC	92	102			
f	0.605	0.567			

Ratio-of-flow to Capacity	AM	PM
B-A	0.129	0.171
B-C	0.149	0.166
C-B	0.037	0.041
B-AC	0.278	0.337

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near Serene Court				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the OZP-Compliant Scheme)				Page 11



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	30	w-BA	3.00	D	0.8137
	W-CR	0.00	V-IBA	55	w-BC	3.00	E	0.8628
			V-rBC	30	w-CB	3.65	F	0.9730
			V-rCB	90			Y	0.7482

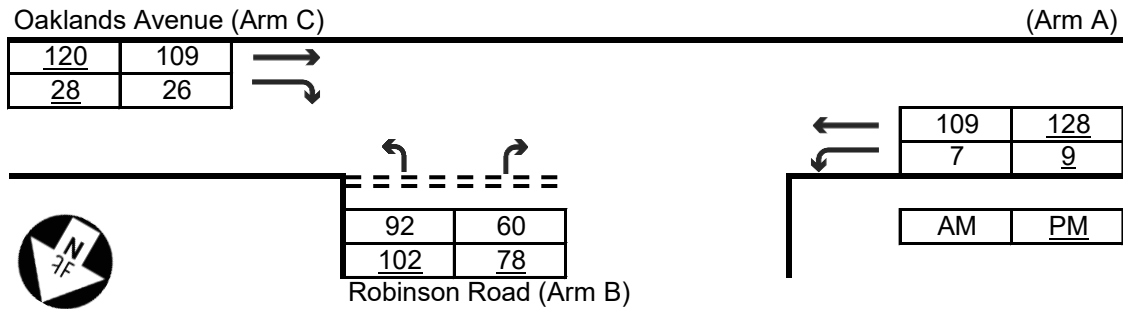
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	109	120	Q-BA	462	456
q-CB	26	28	Q-BC	617	612
q-AB	7	9	Q-CB	694	689
q-AC	109	127	Q-BAC	545	533
q-BA	60	78			
q-BC	92	102			
f	0.605	0.567			

Ratio-of-flow to Capacity	AM	PM
B-A	0.130	0.171
B-C	0.149	0.167
C-B	0.037	0.041
B-AC	0.279	0.338

Priority Junction Analysis

Junction: Oaklands Avenue / Robinson Road near Serene Court
 Design Year: 2032 Job Number: J7451 Date: 28 Aug 2026
 Scenario: Future Condition (With the S16 Scheme) Page 12



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input	Input	Input	Calculated
	W	7.30	V-rBA	30
	W-CR	0.00	V-IBA	55
			V-rBC	30
			V-rCB	90
			w-BA	3.00
			w-BC	3.00
			w-CB	3.65
			D	0.8137
			E	0.8628
			F	0.9730
			Y	0.7482

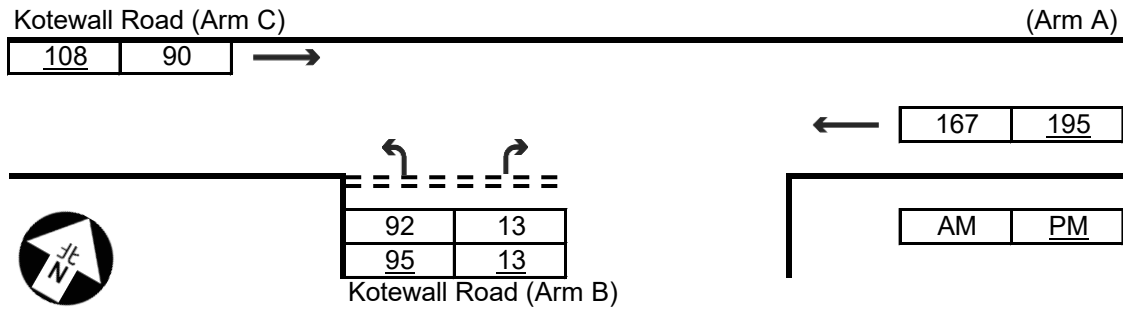
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	109	120	Q-BA	462	455
q-CB	26	28	Q-BC	617	612
q-AB	7	9	Q-CB	694	689
q-AC	109	128	Q-BAC	545	533
q-BA	60	78			
q-BC	92	102			
f	0.605	0.567			

Ratio-of-flow to Capacity	AM	PM
B-A	0.130	0.171
B-C	0.149	0.167
C-B	0.037	0.041
B-AC	0.279	0.338

Priority Junction Analysis

Junction: Kotewall Road near Villa Veneto
 Design Year: 2026 Job Number: J7451 Date: 28 Aug 2026
 Scenario: Existing Condition Page 13



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	50	w-BA	4.00	D	0.9243
	W-CR	0.00	V-IBA	75	w-BC	4.00	E	0.9678
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

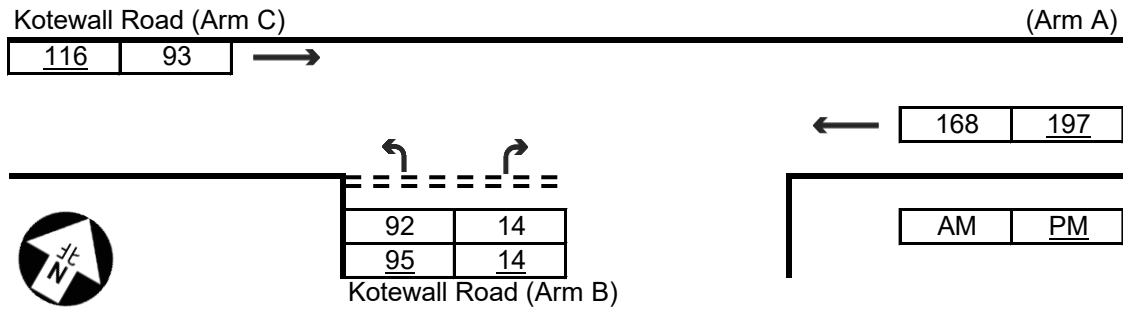
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	90	108	Q-BA	522	512
q-CB	0	0	Q-BC	676	668
q-AB	0	0	Q-CB	409	405
q-AC	167	195	Q-BAC	652	644
q-BA	13	13			
q-BC	92	95			
f	0.876	0.880			

Ratio-of-flow to Capacity	AM	PM
B-A	0.025	0.025
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.161	0.168

Priority Junction Analysis

Junction: Kotewall Road near Villa Veneto
 Design Year: 2032 Job Number: J7451 Date: 28 Aug 2026
 Scenario: Future Condition (Without the S16 Scheme) Page 14



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	50	w-BA	4.00	D	0.9243
	W-CR	0.00	V-IBA	75	w-BC	4.00	E	0.9678
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

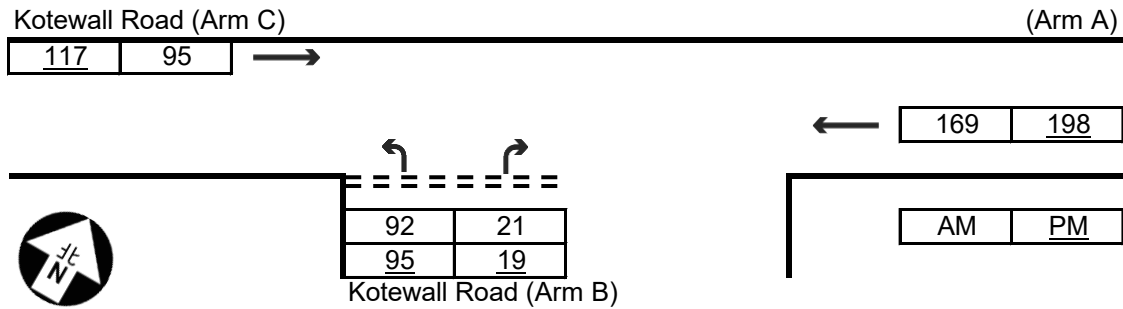
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	93	116	Q-BA	521	510
q-CB	0	0	Q-BC	676	668
q-AB	0	0	Q-CB	409	404
q-AC	168	197	Q-BAC	650	642
q-BA	14	14			
q-BC	92	95			
f	0.868	0.872			

Ratio-of-flow to Capacity	AM	PM
B-A	0.027	0.027
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.163	0.170

Priority Junction Analysis

Junction: Kotewall Road near Villa Veneto
 Design Year: 2032 Job Number: J7451 Date: 28 Aug 2026
 Scenario: Future Condition (With the OZP-Compliant Scheme) Page 15



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	50	w-BA	4.00	D	0.9243
	W-CR	0.00	V-IBA	75	w-BC	4.00	E	0.9678
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

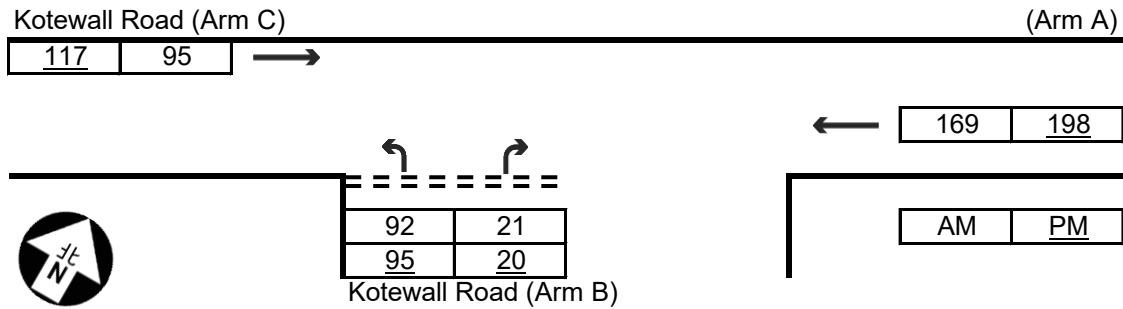
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	95	117	Q-BA	520	509
q-CB	0	0	Q-BC	675	667
q-AB	0	0	Q-CB	409	404
q-AC	169	198	Q-BAC	640	635
q-BA	21	19			
q-BC	92	95			
f	0.814	0.833			

Ratio-of-flow to Capacity	AM	PM
B-A	0.040	0.037
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.177	0.180

Priority Junction Analysis

Junction: Kotewall Road near Villa Veneto
 Design Year: 2032 Job Number: J7451 Date: 28 Aug 2026
 Scenario: Future Condition (With the S16 Scheme) Page 16



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.70	V-rBA	50	w-BA	4.00	D	0.9243
	W-CR	0.00	V-IBA	75	w-BC	4.00	E	0.9678
			V-rBC	50	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7689

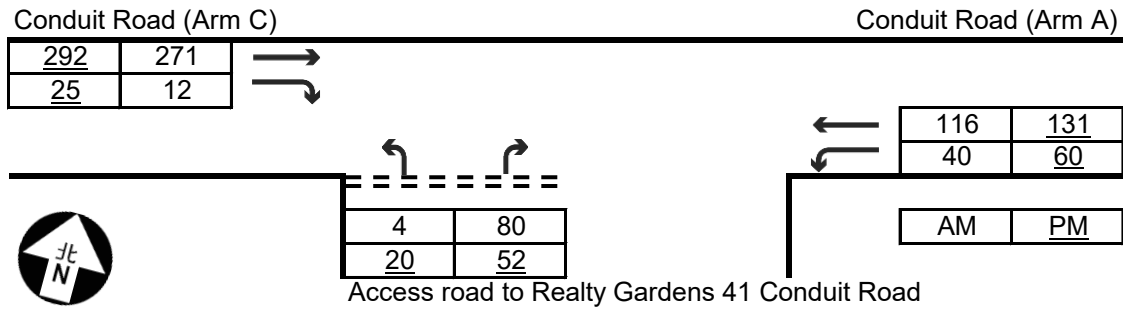
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	95	117	Q-BA	520	509
q-CB	0	0	Q-BC	675	667
q-AB	0	0	Q-CB	409	404
q-AC	169	198	Q-BAC	640	633
q-BA	21	20			
q-BC	92	95			
f	0.814	0.826			

Ratio-of-flow to Capacity	AM	PM
B-A	0.040	0.039
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.177	0.182

Priority Junction Analysis

Junction:	Conduit Road / Access road to Realty Gardens 41 Conduit Road				
Design Year:	2026	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Existing Condition			Page	17



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.00	V-rBA	25	w-BA	2.50	D	0.7569
	W-CR	0.00	V-IBA	30	w-BC	2.50	E	0.8156
			V-rBC	25	w-CB	2.50	F	0.8999
			V-rCB	130			Y	0.7585

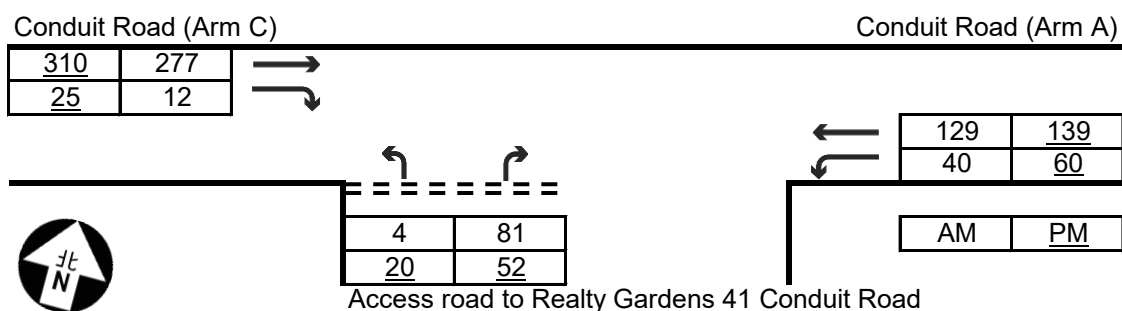
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	271	292	Q-BA	408	396
q-CB	12	25	Q-BC	578	573
q-AB	40	60	Q-CB	632	623
q-AC	116	131	Q-BAC	414	433
q-BA	80	52			
q-BC	4	20			
f	0.048	0.278			

Ratio-of-flow to Capacity	AM	PM
B-A	0.196	0.131
B-C	0.007	0.035
C-B	0.019	0.040
B-AC	0.203	0.166

Priority Junction Analysis

Junction:	Conduit Road / Access road to Realty Gardens 41 Conduit Road				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (Without the S16 Scheme)			Page	18



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.00	V-rBA	25	w-BA	2.50	D	0.7569
	W-CR	0.00	V-IBA	30	w-BC	2.50	E	0.8156
			V-rBC	25	w-CB	2.50	F	0.8999
			V-rCB	130			Y	0.7585

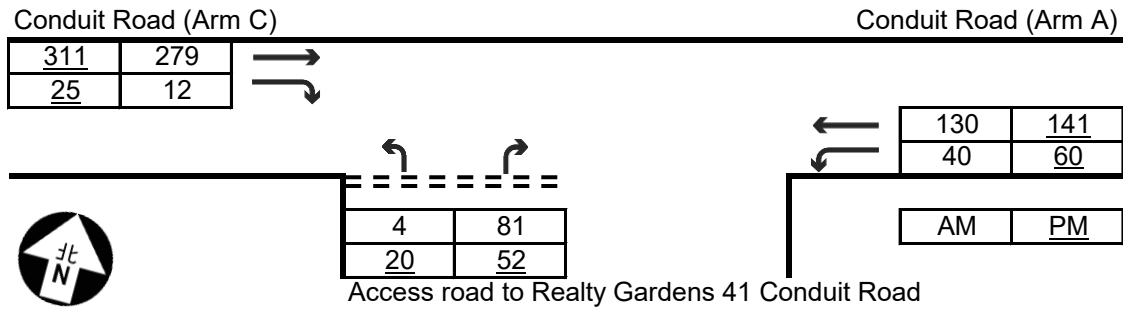
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	277	310	Q-BA	404	392
q-CB	12	25	Q-BC	575	571
q-AB	40	60	Q-CB	628	621
q-AC	129	139	Q-BAC	410	430
q-BA	81	52			
q-BC	4	20			
f	0.047	0.278			

Ratio-of-flow to Capacity	AM	PM
B-A	0.200	0.133
B-C	0.007	0.035
C-B	0.019	0.040
B-AC	0.207	0.168

Priority Junction Analysis

Junction:	Conduit Road / Access road to Realty Gardens 41 Conduit Road				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the OZP-Compliant Scheme)			Page	19



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.00	V-rBA	25	w-BA	2.50	D	0.7569
	W-CR	0.00	V-IBA	30	w-BC	2.50	E	0.8156
			V-rBC	25	w-CB	2.50	F	0.8999
			V-rCB	130			Y	0.7585

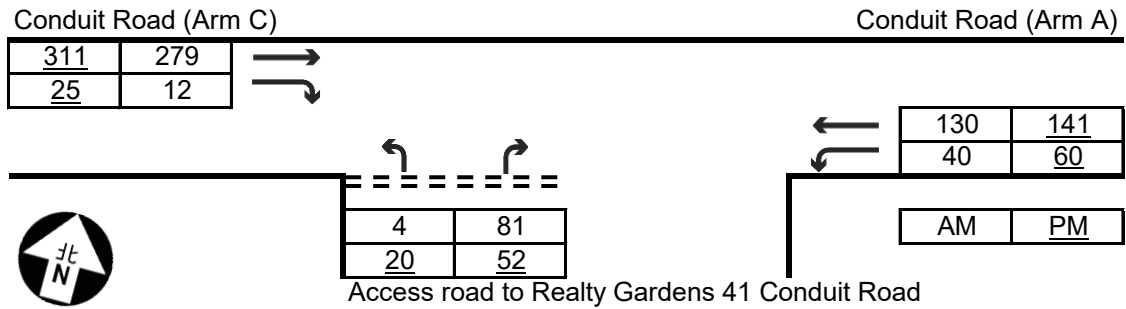
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	279	311	Q-BA	404	392
q-CB	12	25	Q-BC	575	571
q-AB	40	60	Q-CB	628	621
q-AC	130	141	Q-BAC	410	429
q-BA	81	52			
q-BC	4	20			
f	0.047	0.278			

Ratio-of-flow to Capacity	AM	PM
B-A	0.201	0.133
B-C	0.007	0.035
C-B	0.019	0.040
B-AC	0.208	0.168

Priority Junction Analysis

Junction:	Conduit Road / Access road to Realty Gardens 41 Conduit Road				
Design Year:	2032	Job Number:	J7451	Date:	28 Aug 2026
Scenario:	Future Condition (With the S16 Scheme)			Page	20



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.00	V-rBA	25	w-BA	2.50	D	0.7569
	W-CR	0.00	V-IBA	30	w-BC	2.50	E	0.8156
			V-rBC	25	w-CB	2.50	F	0.8999
			V-rCB	130			Y	0.7585

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	279	311	Q-BA	404	392
q-CB	12	25	Q-BC	575	571
q-AB	40	60	Q-CB	628	621
q-AC	130	141	Q-BAC	410	429
q-BA	81	52			
q-BC	4	20			
f	0.047	0.278			

Ratio-of-flow to Capacity	AM	PM
B-A	0.201	0.133
B-C	0.007	0.035
C-B	0.019	0.040
B-AC	0.208	0.168

Priority Junction Analysis

Junction: Conduit Road / Kotewall Road / Hatton Road

Design Year: 2026

Job Number:

J7451

Date:

28 Aug 2026

Scheme: Existing Condition

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Kotewall Road - Arm C	
52	40
88	64
1	0

Kotewall Road - Arm D		
62	14	214
45	4	210

Hatton Road - Arm B		
0	5	9
8	0	15

Conduit Road WB - Arm A	
45	56
66	79
9	16

AM	PM
----	----

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input	Input	Input	Input
	W 6.70	V-CB 50	V-AD 60	w-BA 2.20
	W-CR 0.00	V-lBA 40	V-IDC 40	w-BC 2.20
	W-CB 3.40	V-rBC 70	V-rDA 70	w-DA 5.00
	W-AD 3.50			w-DC 3.35

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
Analysis : q-B-ACD	15	25	Q-B-ACD	406	420
q-A-BCD	57	74	Q-A-BCD	638	644
q-A-B	9	16	Q-A-B		
q-A-C	66	77	Q-A-C		
q-D-AB	234	244	Q-D-AB	711	685
q-D-BC	52	75	Q-D-BC	494	476
q-C-ABD	0	1	Q-C-ABD	568	665
q-C-D	44	57	Q-C-D		
q-C-A	70	97	Q-C-A		

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.037	0.060
A-BCD	0.089	0.115
D-AB	0.329	0.356
D-BC	0.105	0.158
C-ABD	0.000	0.002

Priority Junction Analysis

Junction: Conduit Road / Kotewall Road / Hatton Road

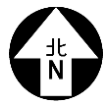
Design Year: 2032

Job Number: J7451

Date: 28 Aug 2026

Scheme: Future Condition (Without the S16 Scheme)

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Kotewall Road - Arm C	
60	43
104	69
1	0

Kotewall Road - Arm D		
62	14	216
45	4	211

Hatton Road - Arm B		
0	5	9
8	0	15

Conduit Road WB - Arm A	
45	56
79	87
9	16

AM	PM
----	----

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input	Input	Input	Input
	W 6.70	V-CB 50	V-AD 60	w-BA 2.20
	W-CR 0.00	V-lBA 40	V-IDC 40	w-BC 2.20
	W-CB 3.40	V-rBC 70	V-rDA 70	w-DA 5.00
	W-AD 3.50			w-DC 3.35

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
Analysis : q-B-ACD	15	25	Q-B-ACD	402	424
q-A-BCD	58	75	Q-A-BCD	646	645
q-A-B	9	16	Q-A-B		
q-A-C	79	85	Q-A-C		
q-D-AB	235	247	Q-D-AB	709	679
q-D-BC	52	75	Q-D-BC	490	470
q-C-ABD	0	2	Q-C-ABD	565	682
q-C-D	47	66	Q-C-D		
q-C-A	76	114	Q-C-A		

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.037	0.059
A-BCD	0.090	0.116
D-AB	0.331	0.364
D-BC	0.106	0.160
C-ABD	0.000	0.003

Priority Junction Analysis

Junction: Conduit Road / Kotewall Road / Hatton Road

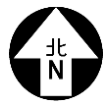
Design Year: 2032

Job Number: J7451

Date: 28 Aug 2026

Scheme: Future Condition (With the OZP-Compliant Scheme)

Page 23



Kotewall Road - Arm C

60	43
104	69
1	0

Kotewall Road - Arm D

62	14	217
45	4	212

Hatton Road - Arm B

0	5	9
8	0	15

Conduit Road WB - Arm A

47	57
79	87
9	16

AM PM

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input	Input	Input	Input
	W 6.70	V-CB 50	V-AD 60	w-BA 2.20
	W-CR 0.00	V-lBA 40	V-IDC 40	w-BC 2.20
	W-CB 3.40	V-rBC 70	V-rDA 70	w-DA 5.00
	W-AD 3.50			w-DC 3.35

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
Analysis : q-B-ACD	15	25	Q-B-ACD	402	424
q-A-BCD	61	76	Q-A-BCD	646	645
q-A-B	9	16	Q-A-B		
q-A-C	79	84	Q-A-C		
q-D-AB	236	248	Q-D-AB	709	679
q-D-BC	52	75	Q-D-BC	489	469
q-C-ABD	0	1	Q-C-ABD	564	681
q-C-D	47	66	Q-C-D		
q-C-A	76	114	Q-C-A		

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.037	0.059
A-BCD	0.094	0.118
D-AB	0.333	0.365
D-BC	0.106	0.160
C-ABD	0.000	0.001

Priority Junction Analysis

Junction: Conduit Road / Kotewall Road / Hatton Road

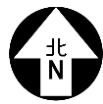
Design Year: 2032

Job Number: J7451

Date: 28 Aug 2026

Scheme: Future Condition (With the S16 Scheme)

Page 24



Kotewall Road - Arm C

60	43
104	69
1	0

Kotewall Road - Arm D

62	14	217
45	4	212

Hatton Road - Arm B

0	5	9
8	0	15

Conduit Road WB - Arm A

47	57
79	87
9	16

AM PM

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

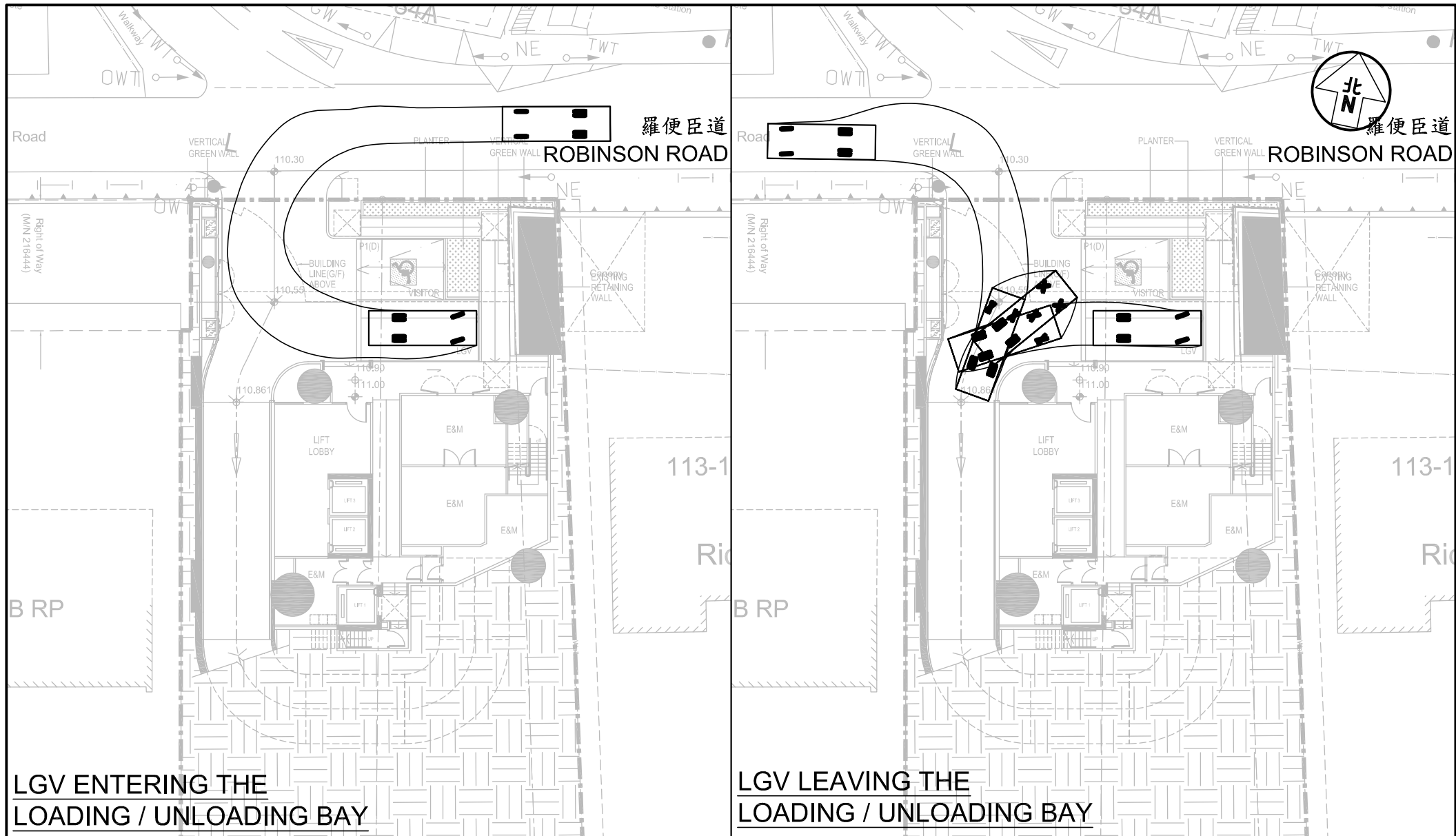
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Input	Input	Input
	W 6.70	V-CB 50	V-AD 60	w-BA 2.20
	W-CR 0.00	V-lBA 40	V-IDC 40	w-BC 2.20
	W-CB 3.40	V-rBC 70	V-rDA 70	w-DA 5.00
	W-AD 3.50			w-DC 3.35

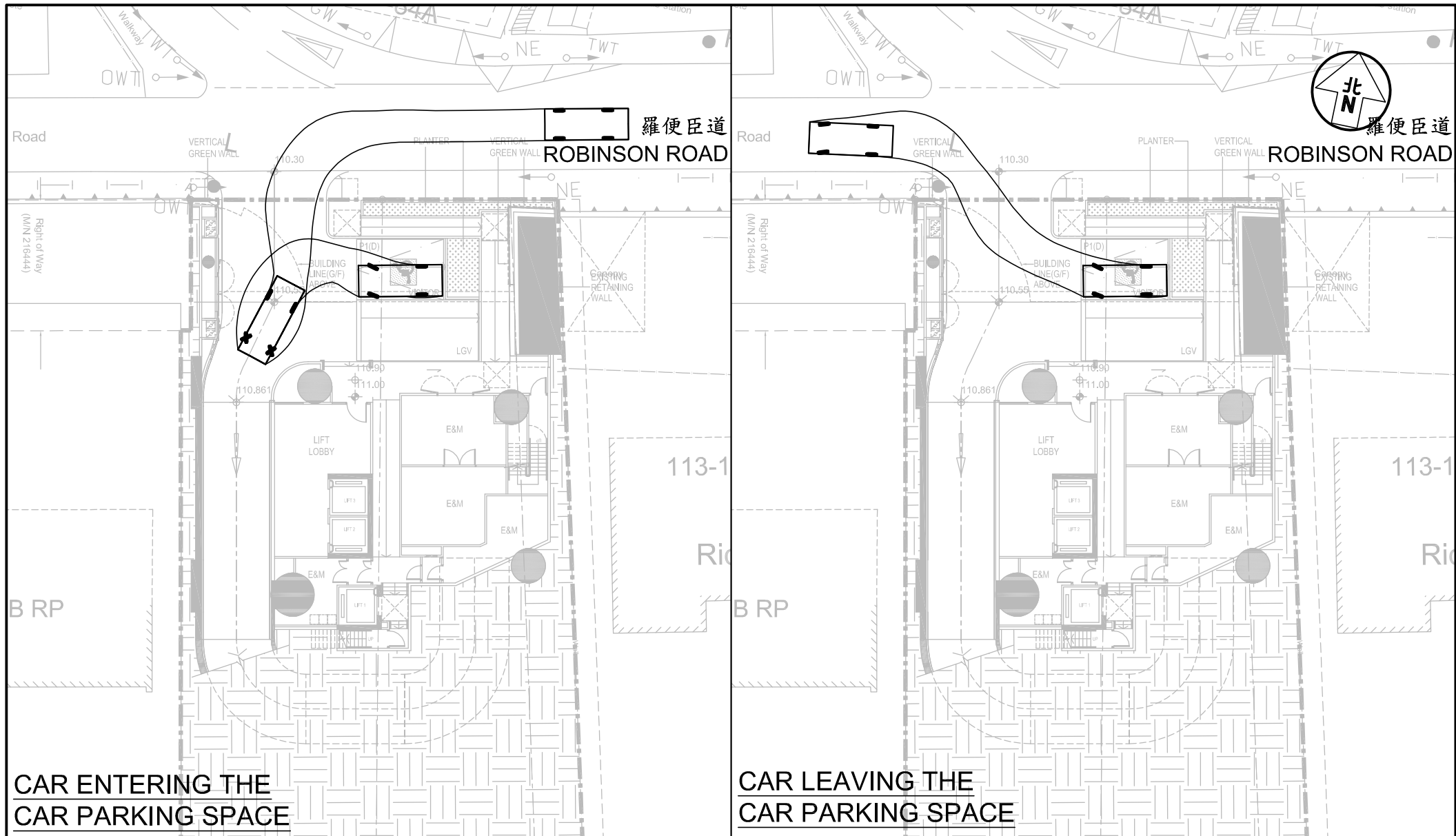
Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
Analysis : q-B-ACD	15	25	Q-B-ACD	401	424
q-A-BCD	61	76	Q-A-BCD	646	645
q-A-B	9	16	Q-A-B		
q-A-C	79	84	Q-A-C		
q-D-AB	236	248	Q-D-AB	709	679
q-D-BC	52	75	Q-D-BC	489	469
q-C-ABD	0	1	Q-C-ABD	564	681
q-C-D	47	66	Q-C-D		
q-C-A	76	114	Q-C-A		

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.037	0.059
A-BCD	0.094	0.118
D-AB	0.333	0.365
D-BC	0.106	0.160
C-ABD	0.000	0.001

Appendix 2 – Swept Path Analysis



Project Title		PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451			Figure No.		Revision		CKM Asia Limited Traffic and Transportation Planning Consultants
					SP1		B		
Figure Title		SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY LGV1 ON LG2/F OF TOWER 1			Designed by C Y Y		Drawn by N C M		
					Scale in A4 1 : 300		Date 31 AUG 2026		



**CAR ENTERING THE
CAR PARKING SPACE**

**CAR LEAVING THE
CAR PARKING SPACE**

Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

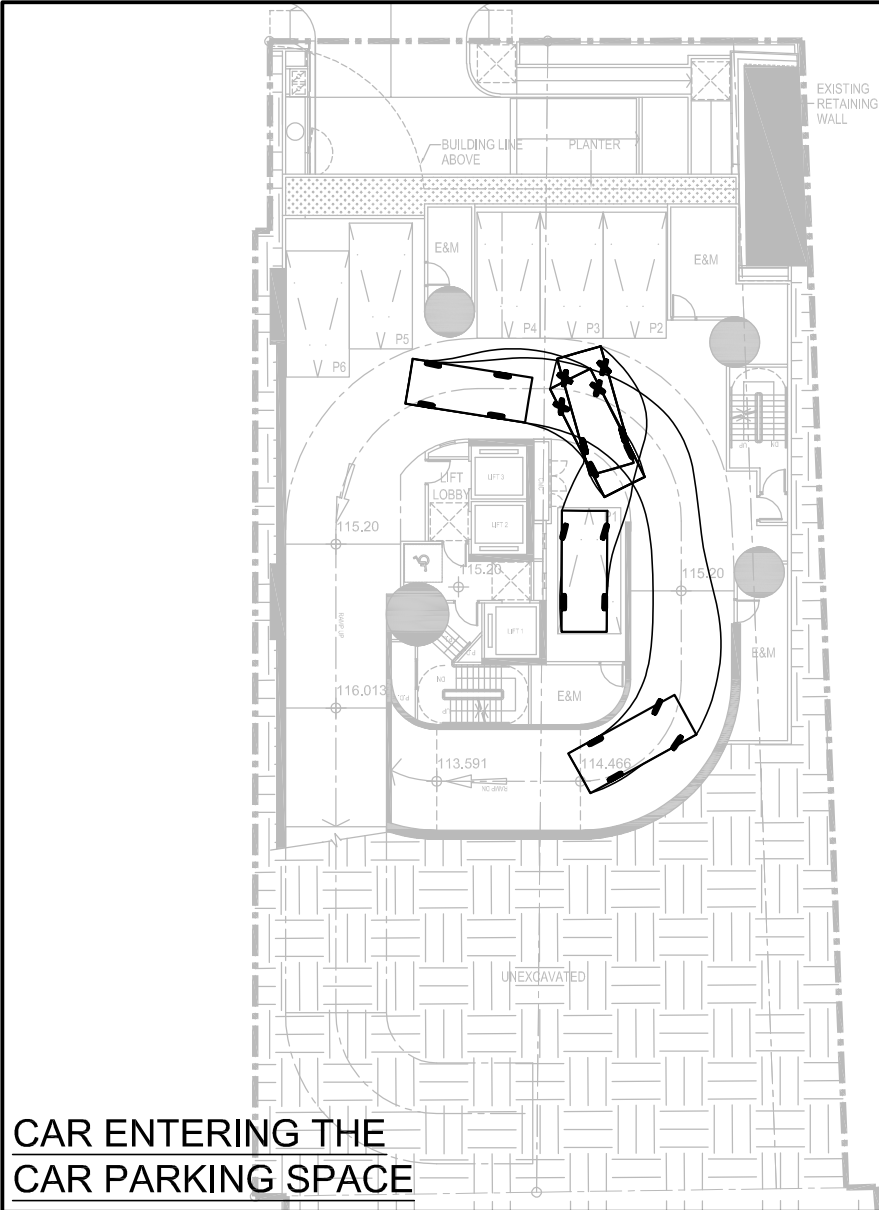
Figure Title
**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE ACCESSIBLE
PRIVATE CAR PARKING SPACE P1(D) ON LG2/F OF TOWER 1**

Figure No. SP2
Revision B

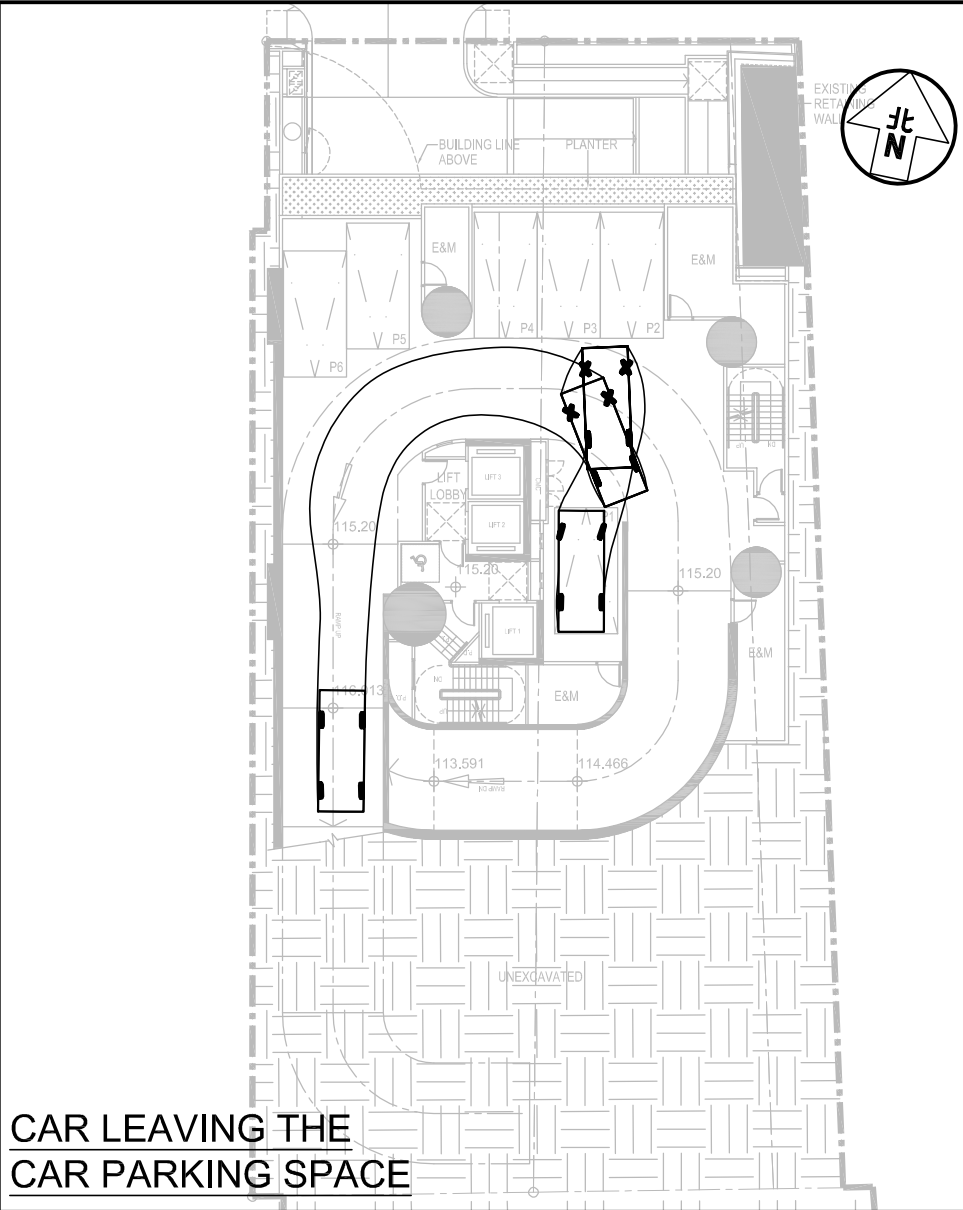
Designed by C Y Y
Drawn by N C M
Checked by K C

Scale in A4
1 : 300
Date
31 AUG 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants



**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P1 ON LG1/F OF TOWER 1**

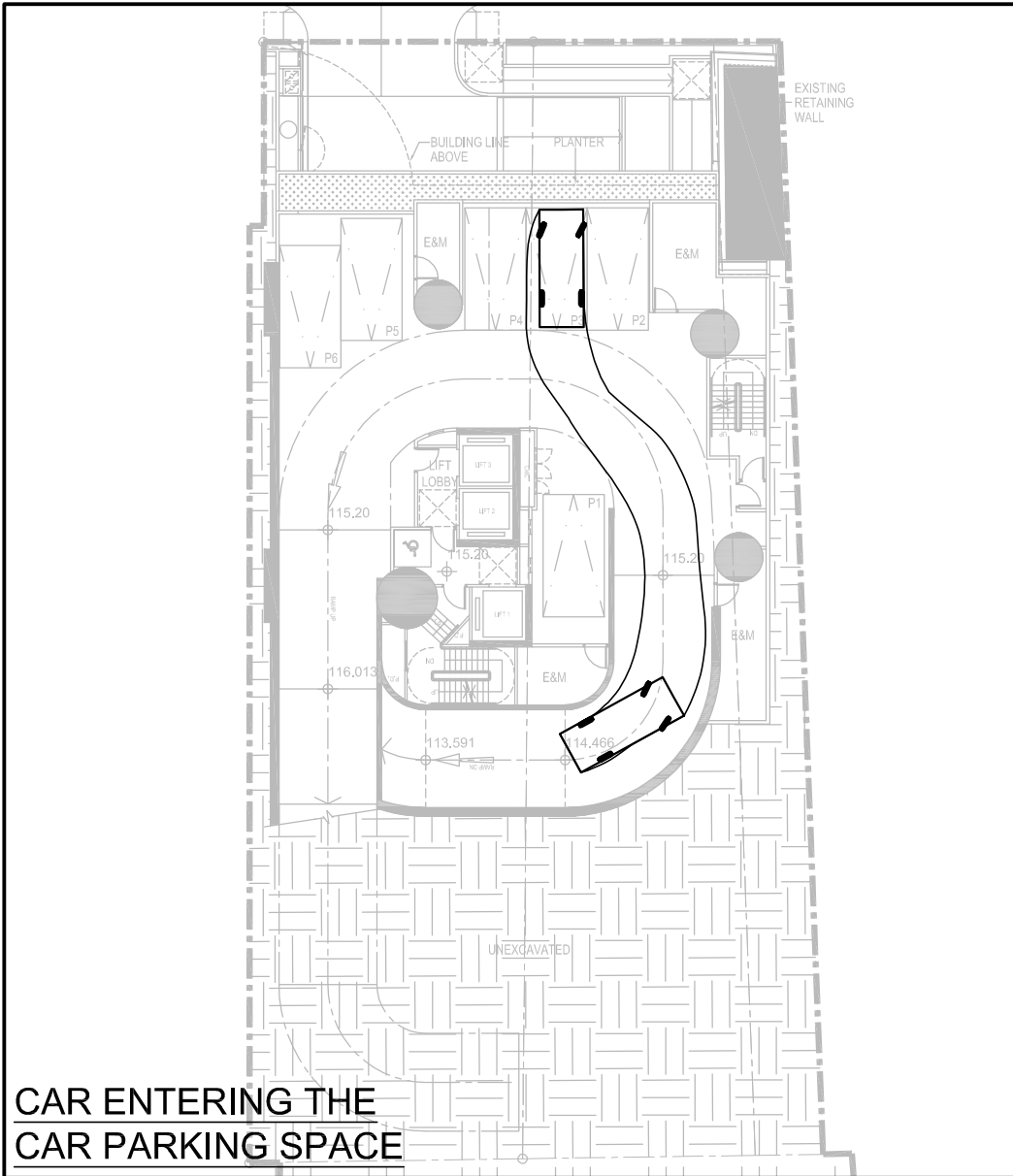
Figure No. **SP3**

Revision **B**

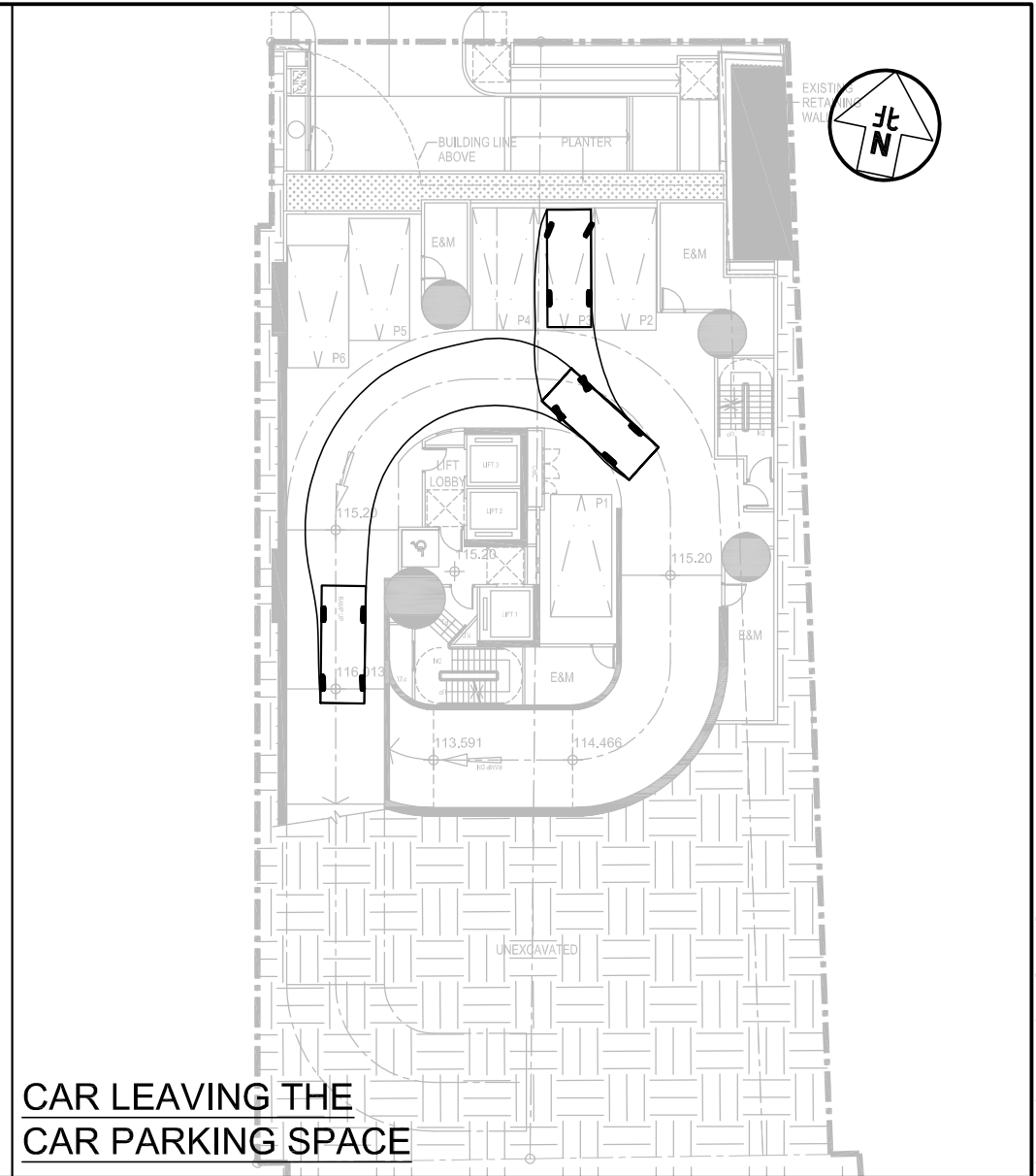
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **31 AUG 2026**

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS** J7451

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P3 ON LG1/F OF TOWER 1**

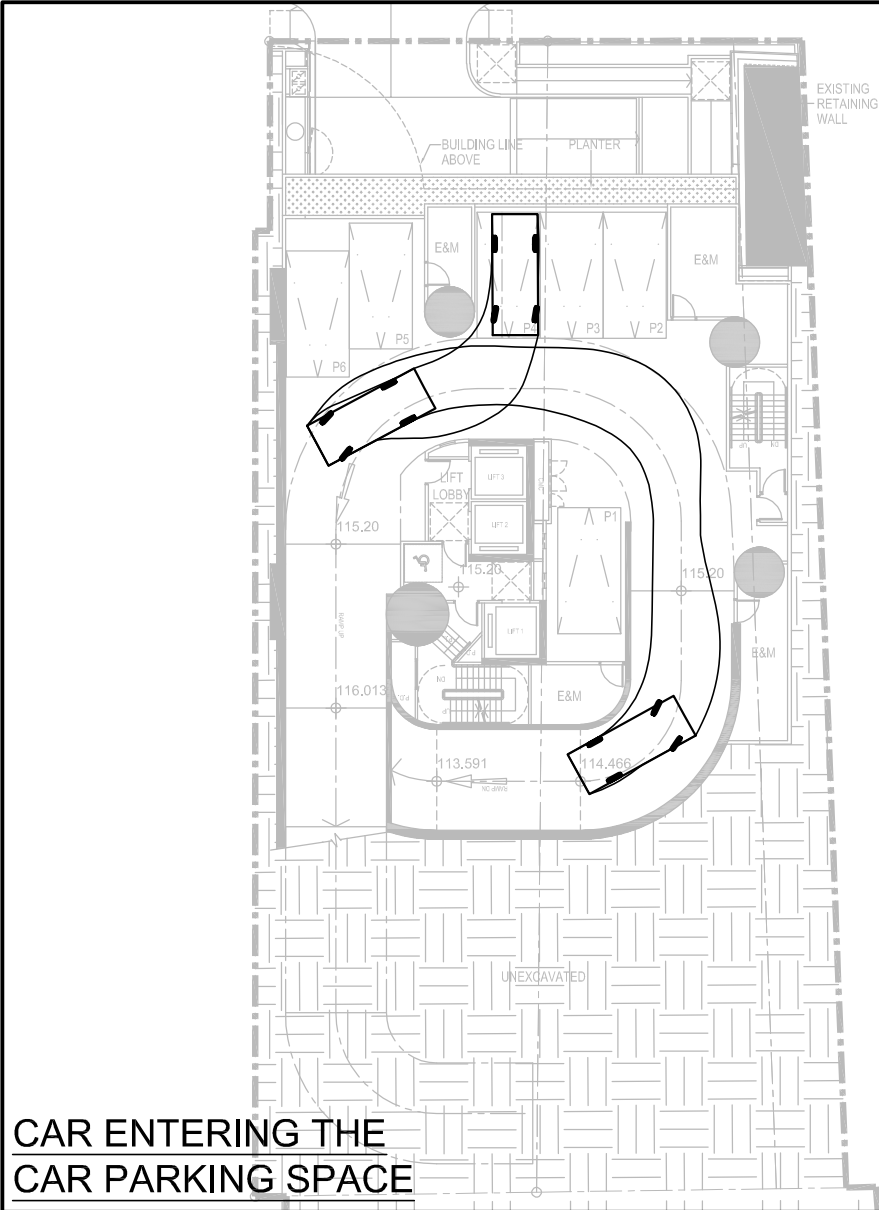
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Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

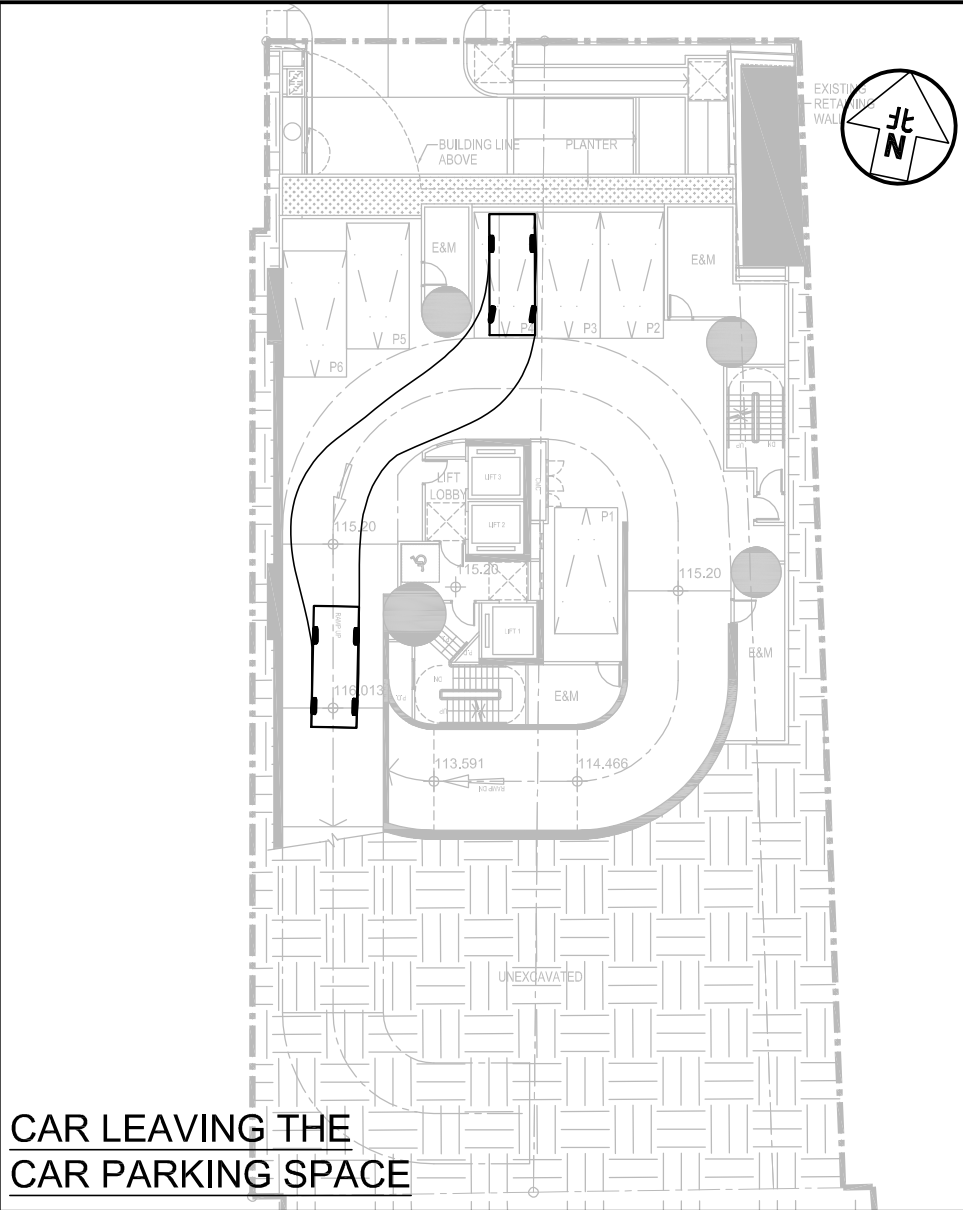
Scale in A4 **1 : 300** Date **31 AUG 2026**

CKM Asia Limited

Traffic and Transportation Planning Consultants
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Wan Chai, Hong Kong
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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS** J7451

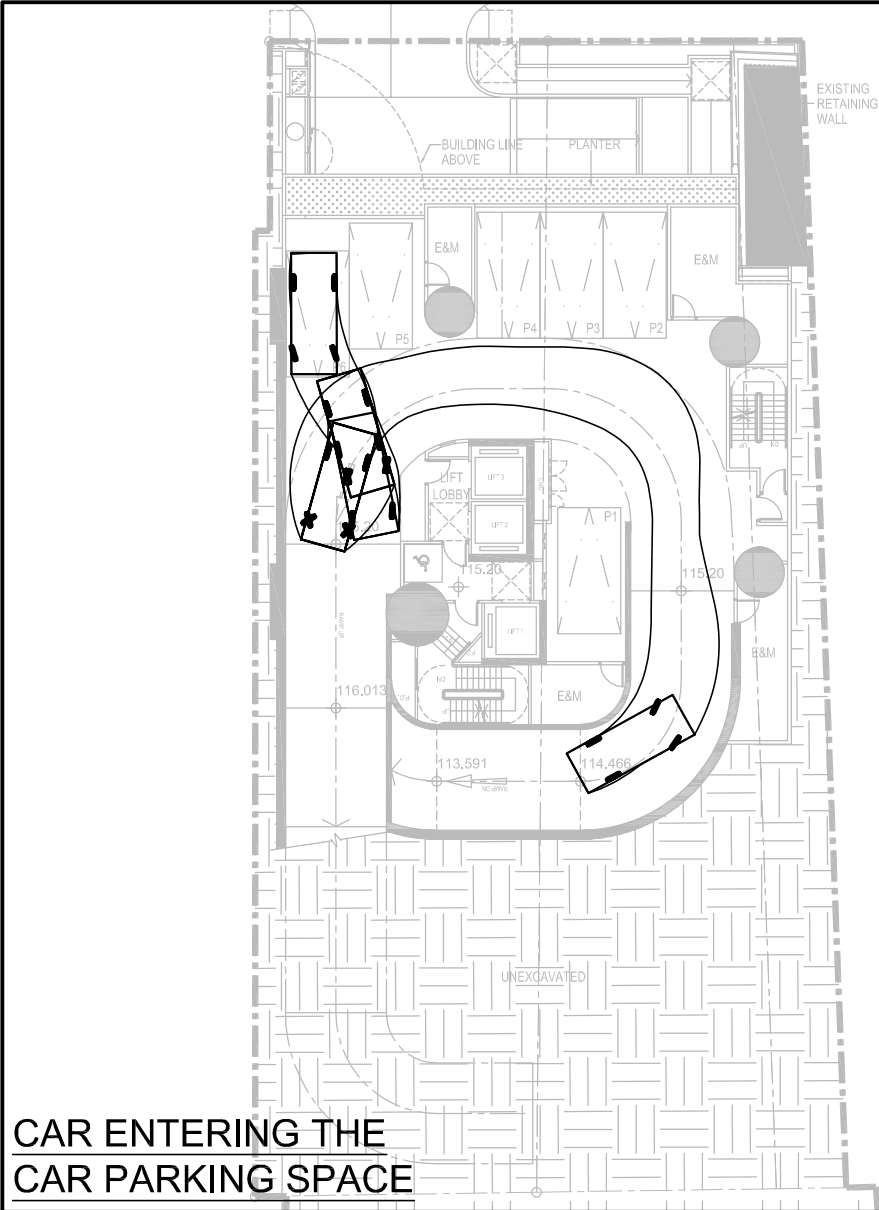
Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P4 ON LG1/F OF TOWER 1**

Figure No. **SP5** Revision **B**

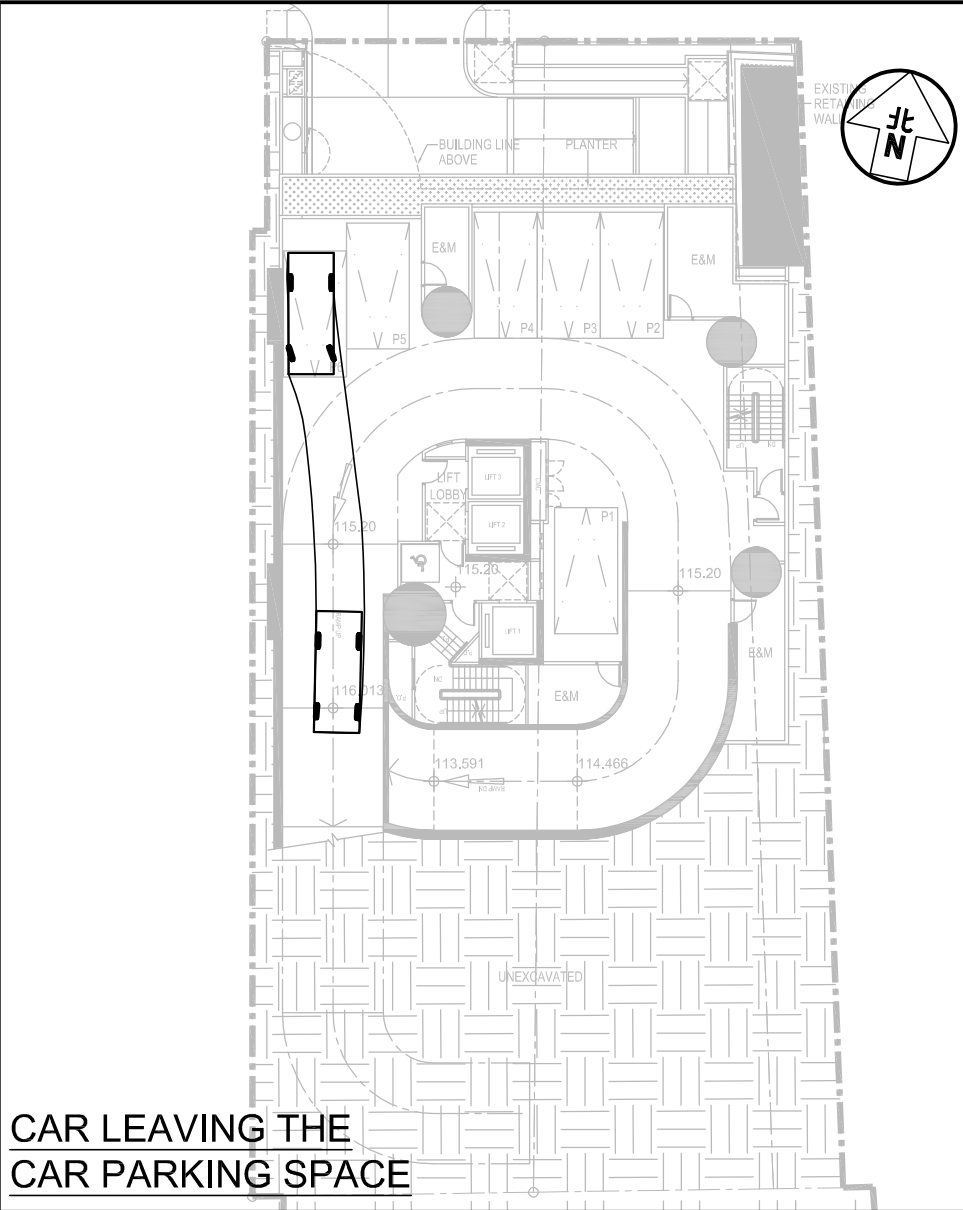
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **31 AUG 2026**

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P6 ON LG1/F OF TOWER 1**

Figure No. **SP6**

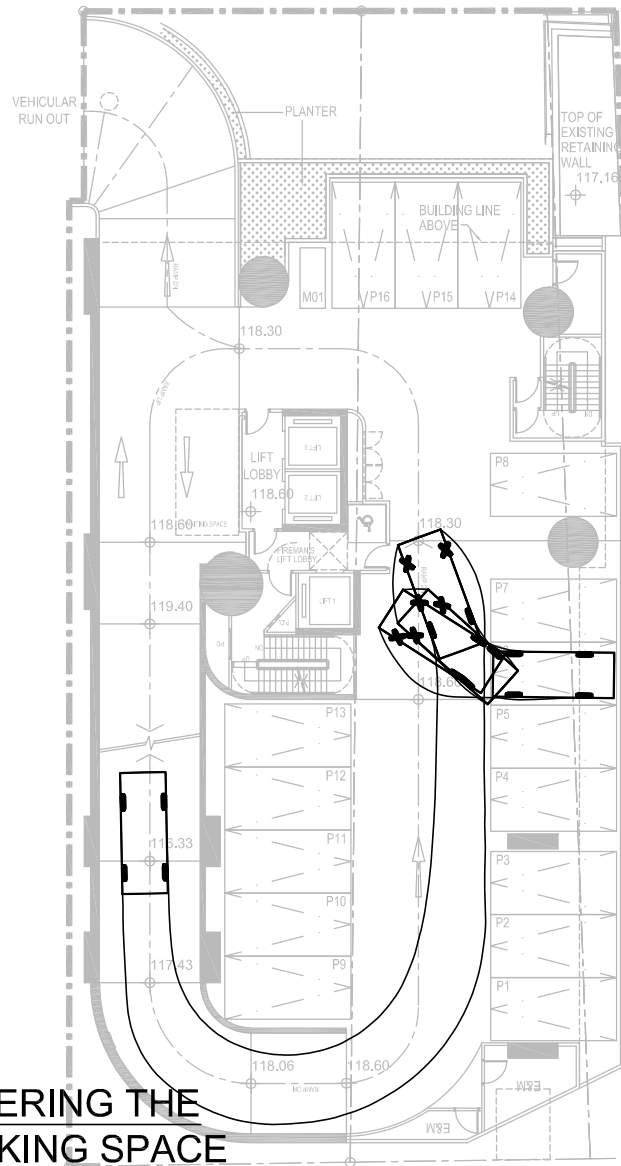
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Scale in A4 **1 : 300** Date **31 AUG 2026**

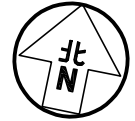
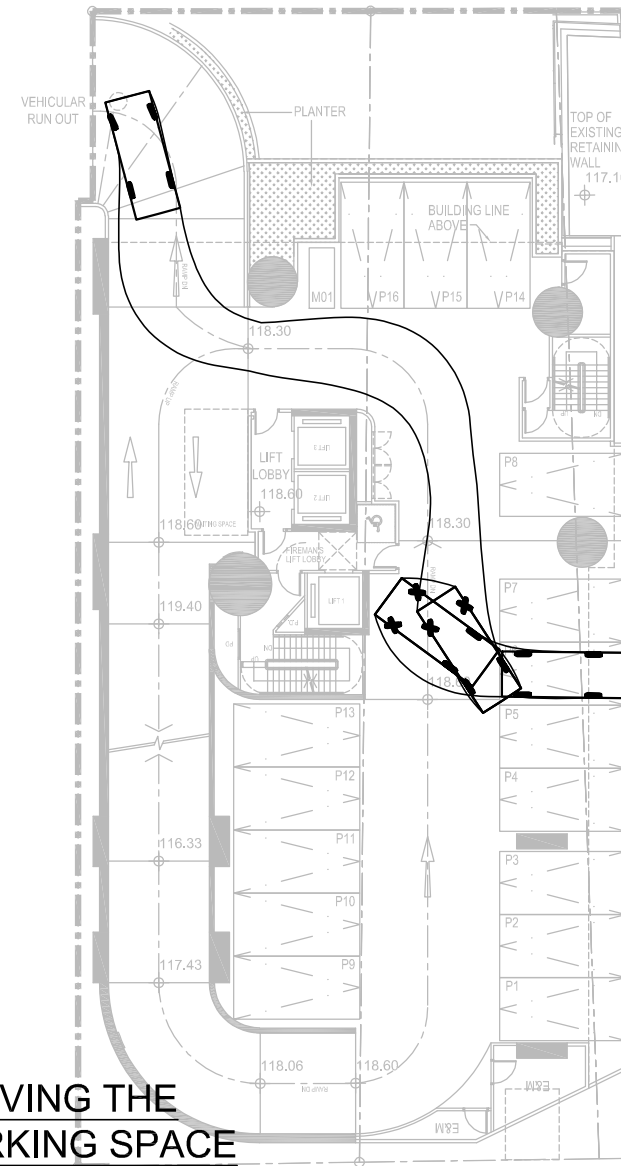
Revision **B**

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P6 ON G/F OF TOWER 1**

Figure No. **SP7**

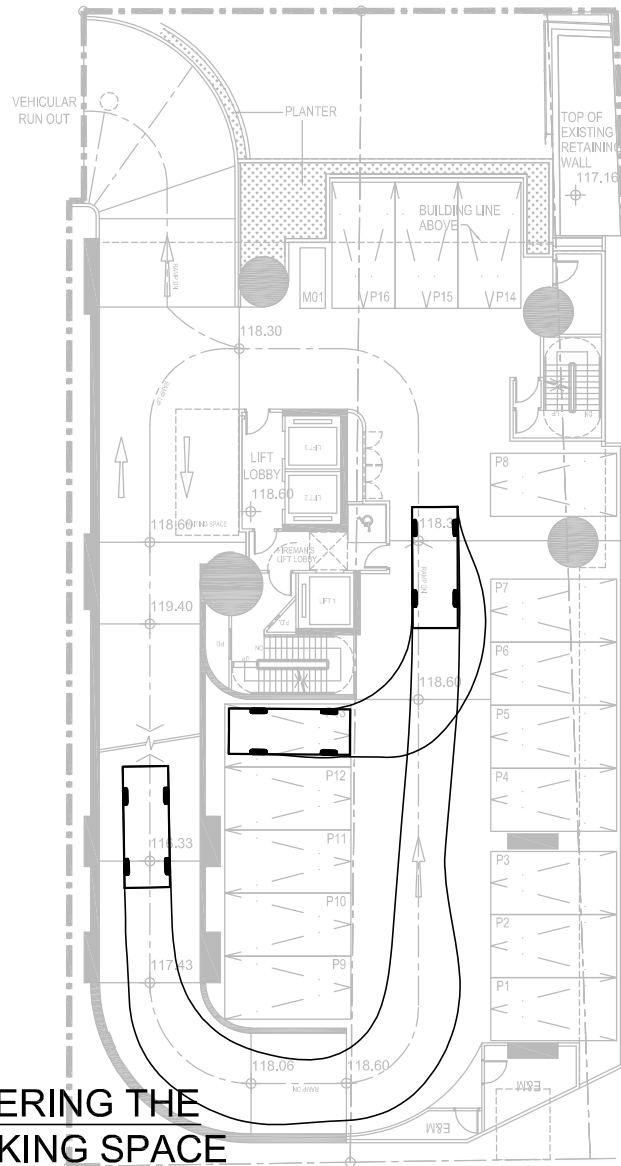
Revision **B**

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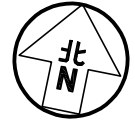
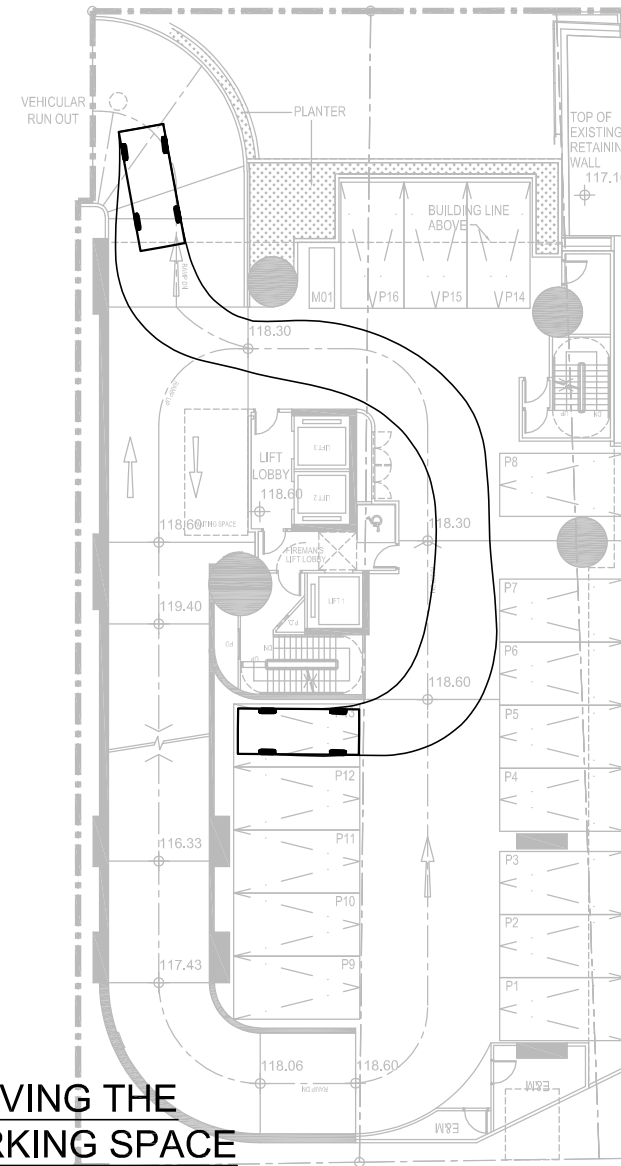
Scale in A4 **1 : 300** Date **31 AUG 2026**

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P13 ON G/F OF TOWER 1**

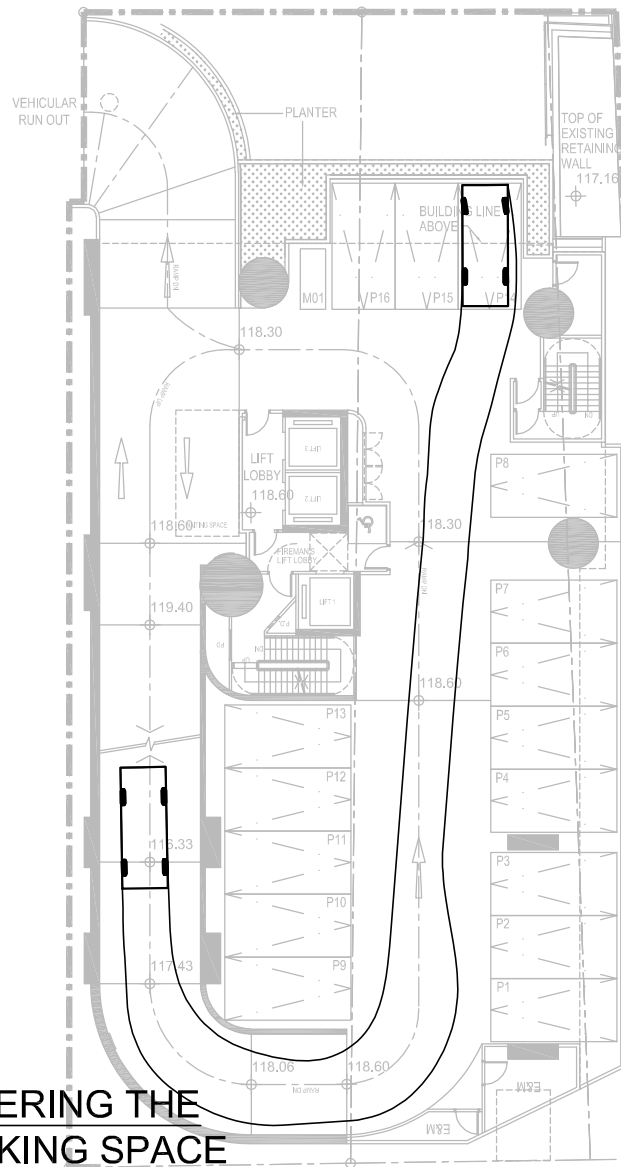
Figure No. **SP8** Revision **B**

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

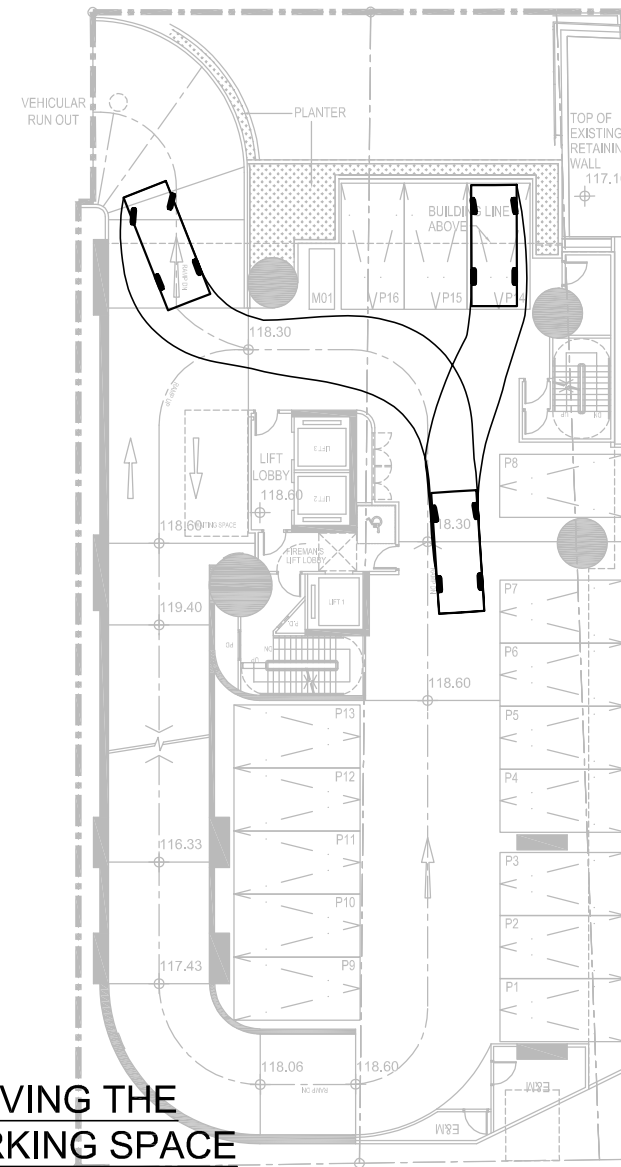
Scale in A4 **1 : 300** Date **31 AUG 2026**

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

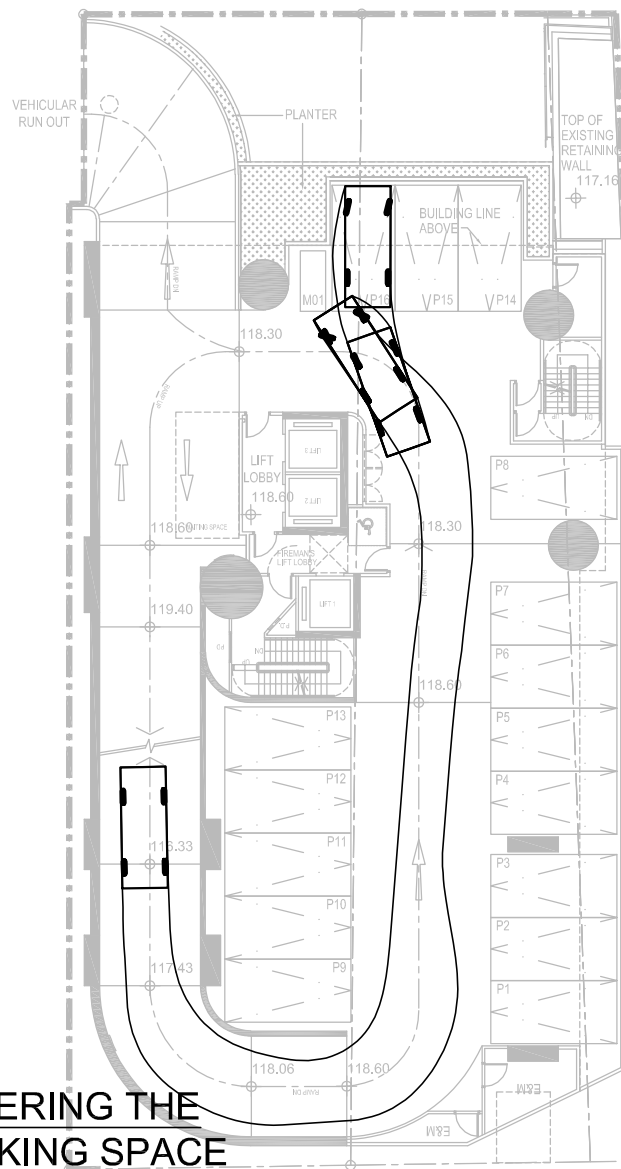
Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P14 ON G/F OF TOWER 1**

Figure No. SP9		Revision B
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 1 : 300		Date 31 AUG 2026

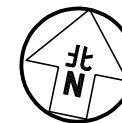
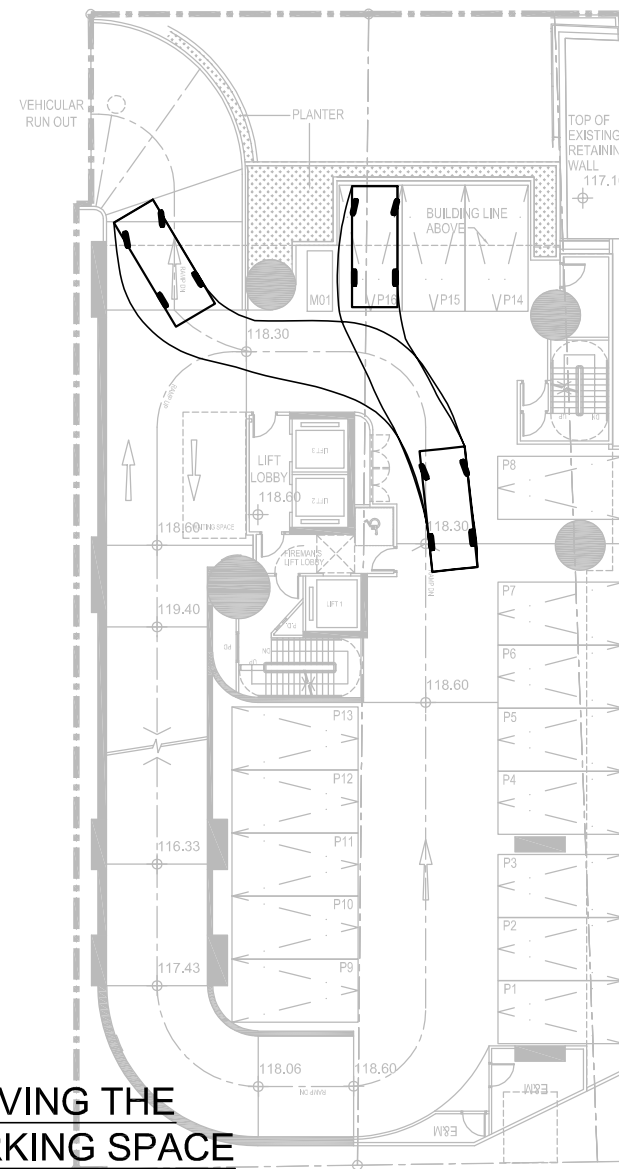
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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P16 ON G/F OF TOWER 1**

Figure No. **SP10**

Revision **B**

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

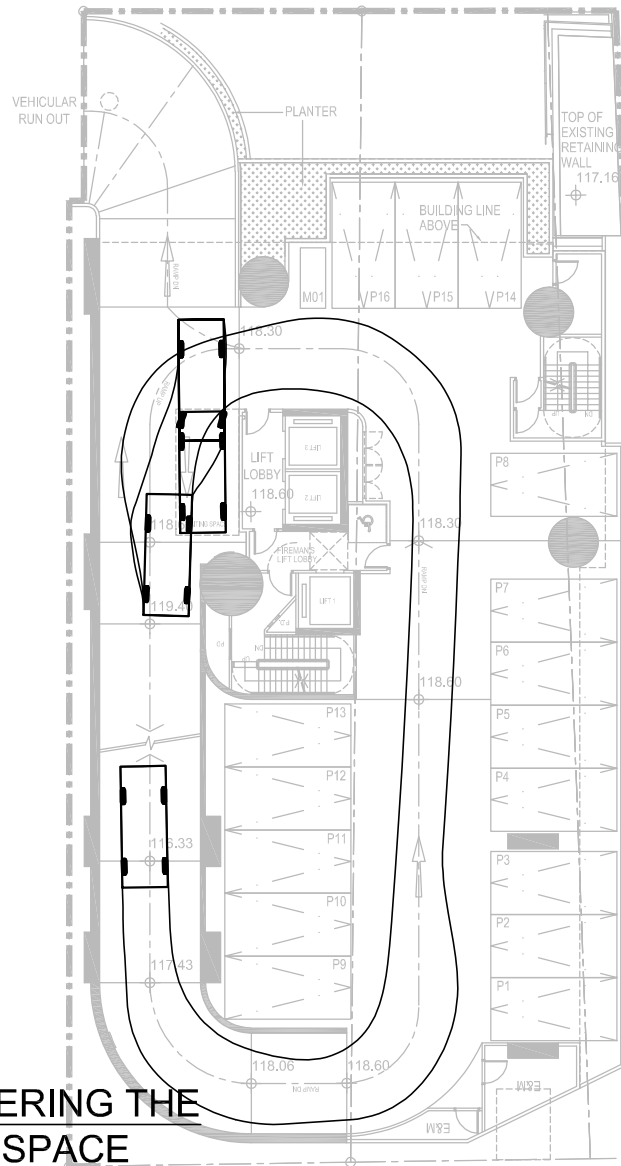
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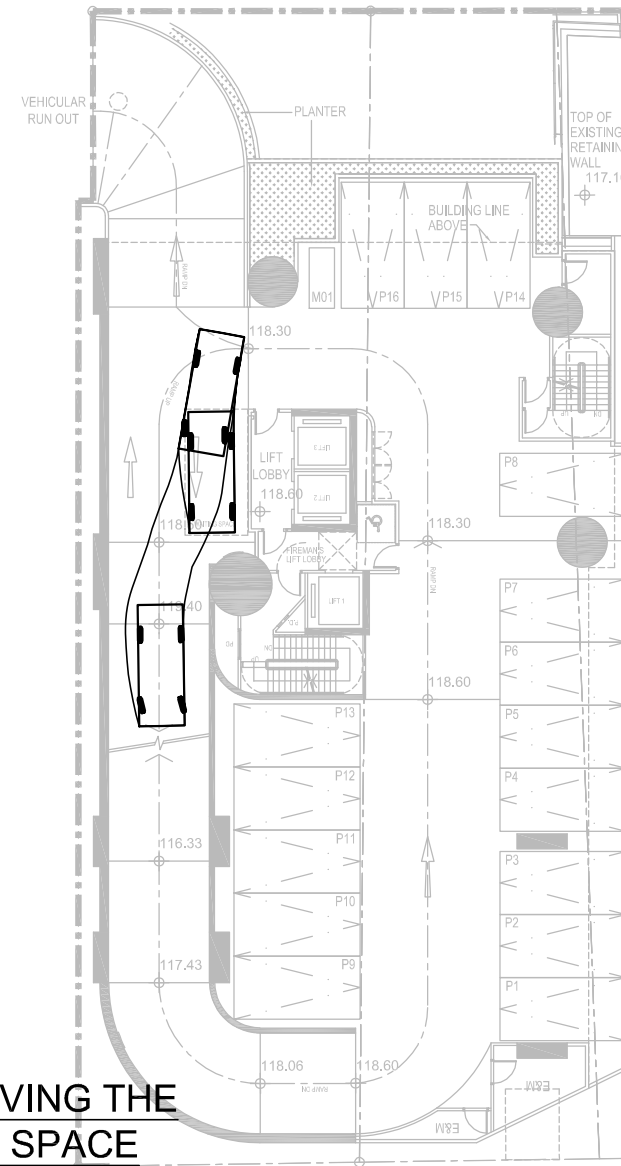
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**CAR ENTERING THE
WAITING SPACE**



**CAR LEAVING THE
WAITING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE WAITING SPACE ON G/F OF TOWER 1**

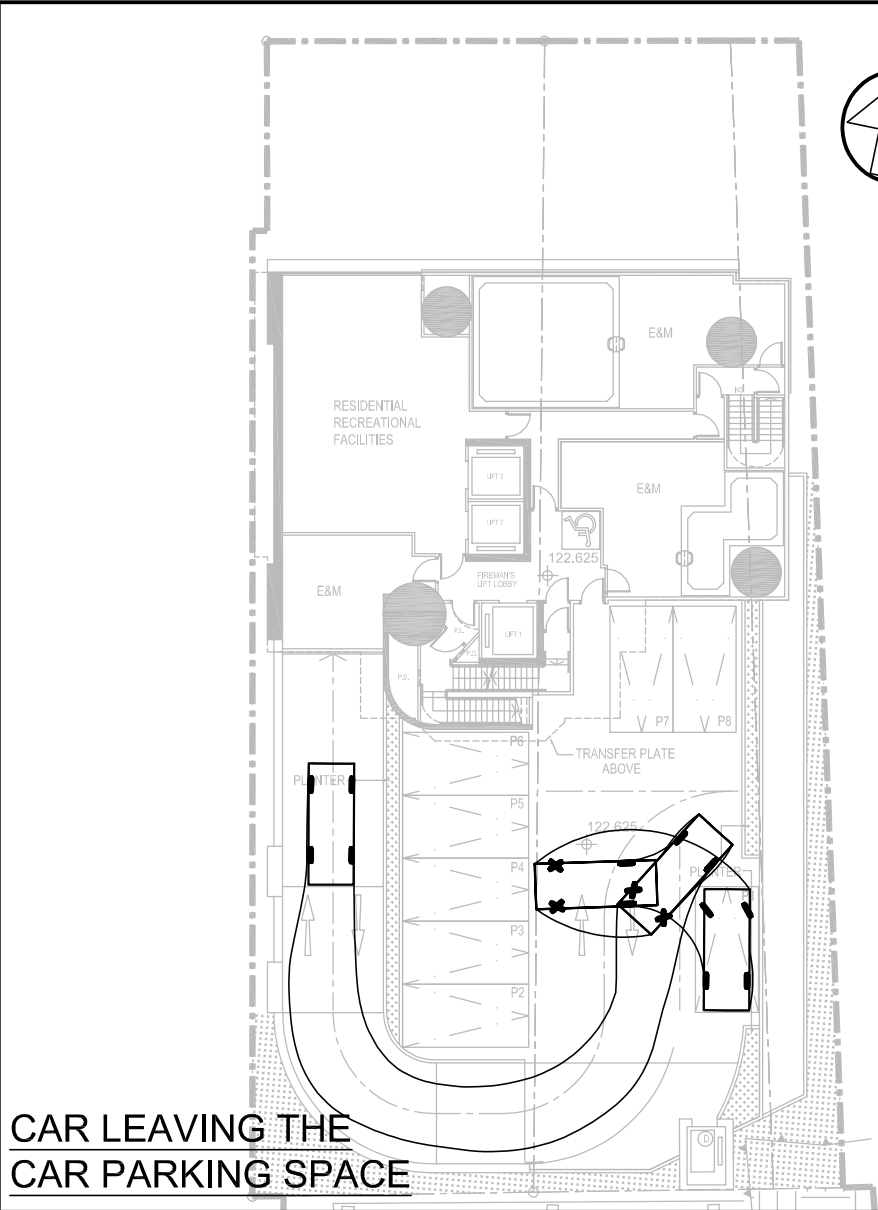
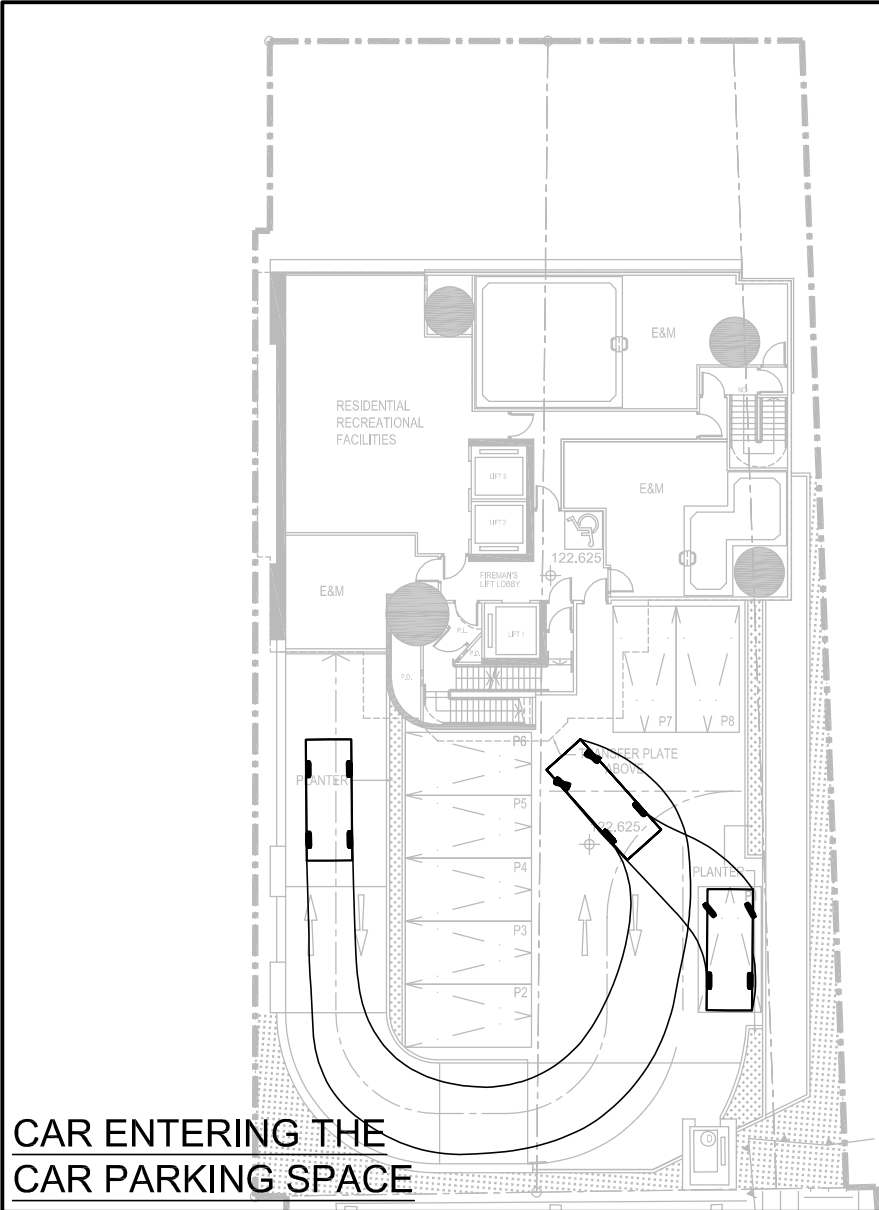
Figure No. **SP11**

Revision **B**

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

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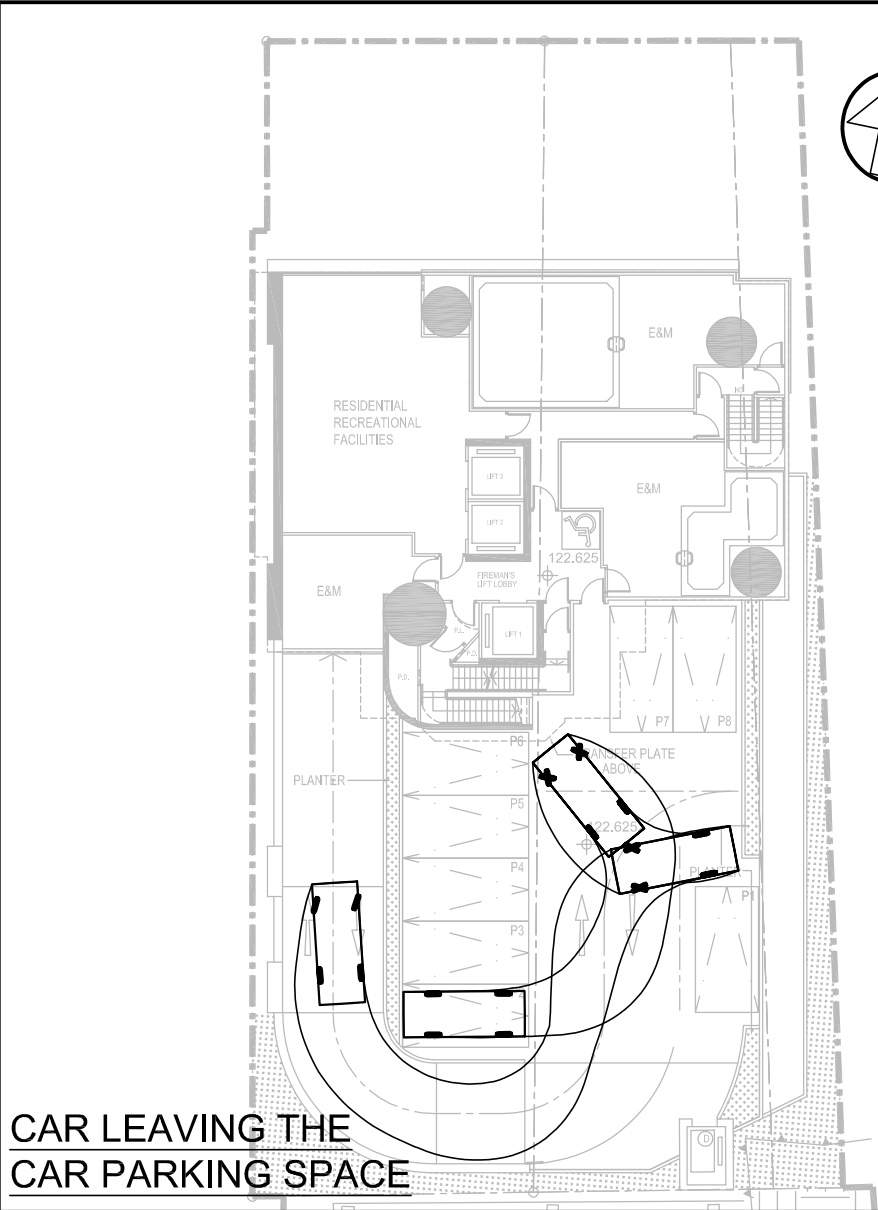
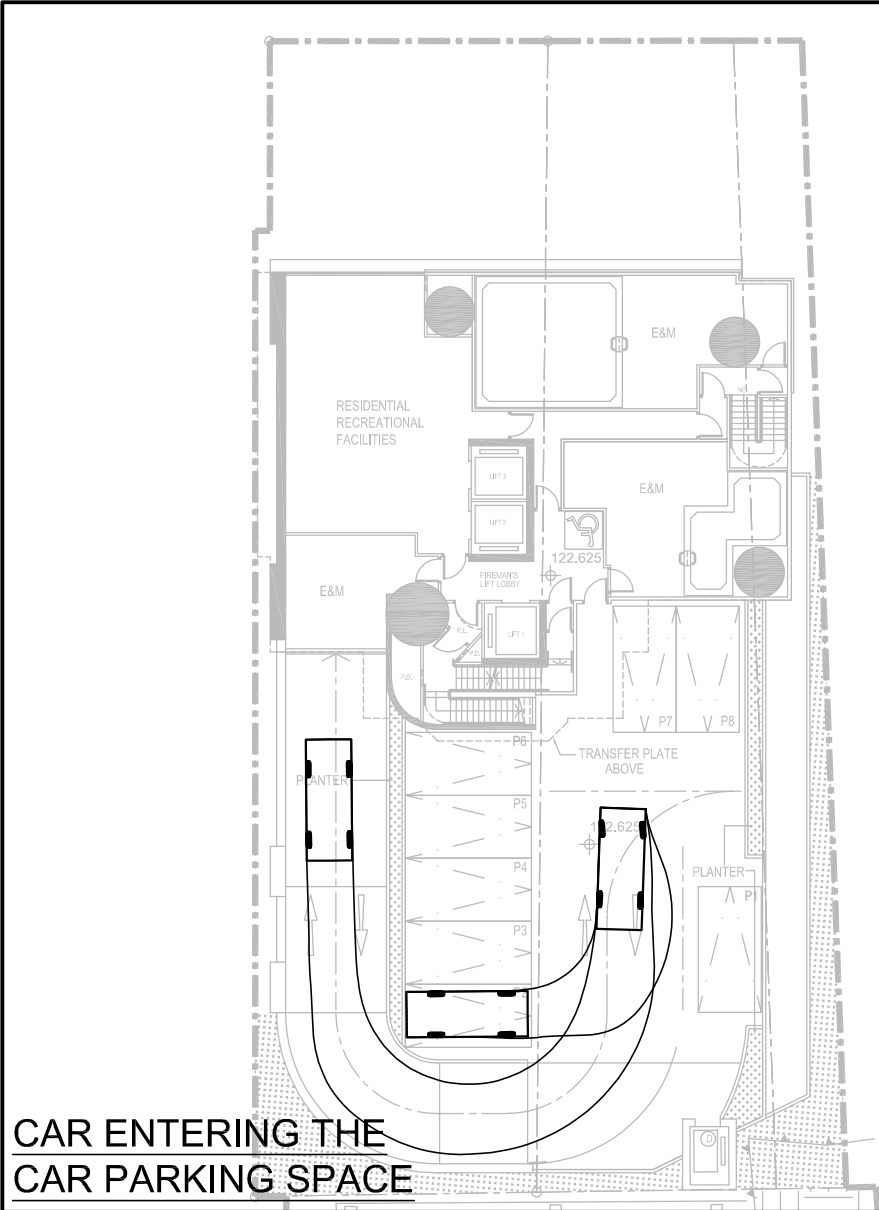


Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE PARKING SPACE P1 ON 1/F OF TOWER 1**

Figure No.		Revision	
SP12		B	
Designed by	Drawn by	Checked by	
C Y Y	N C M	K C	
Scale in A4		Date	
1 : 300		31 AUG 2026	

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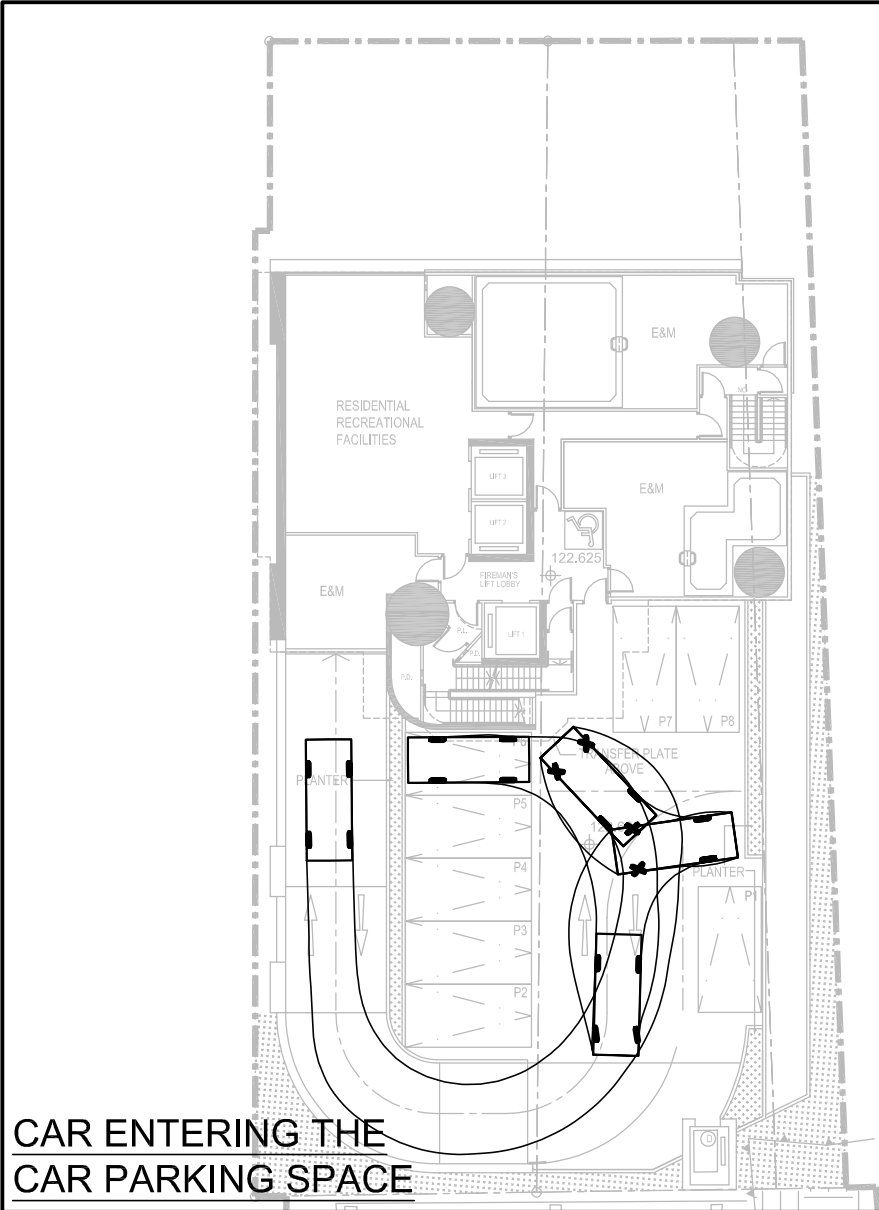


Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

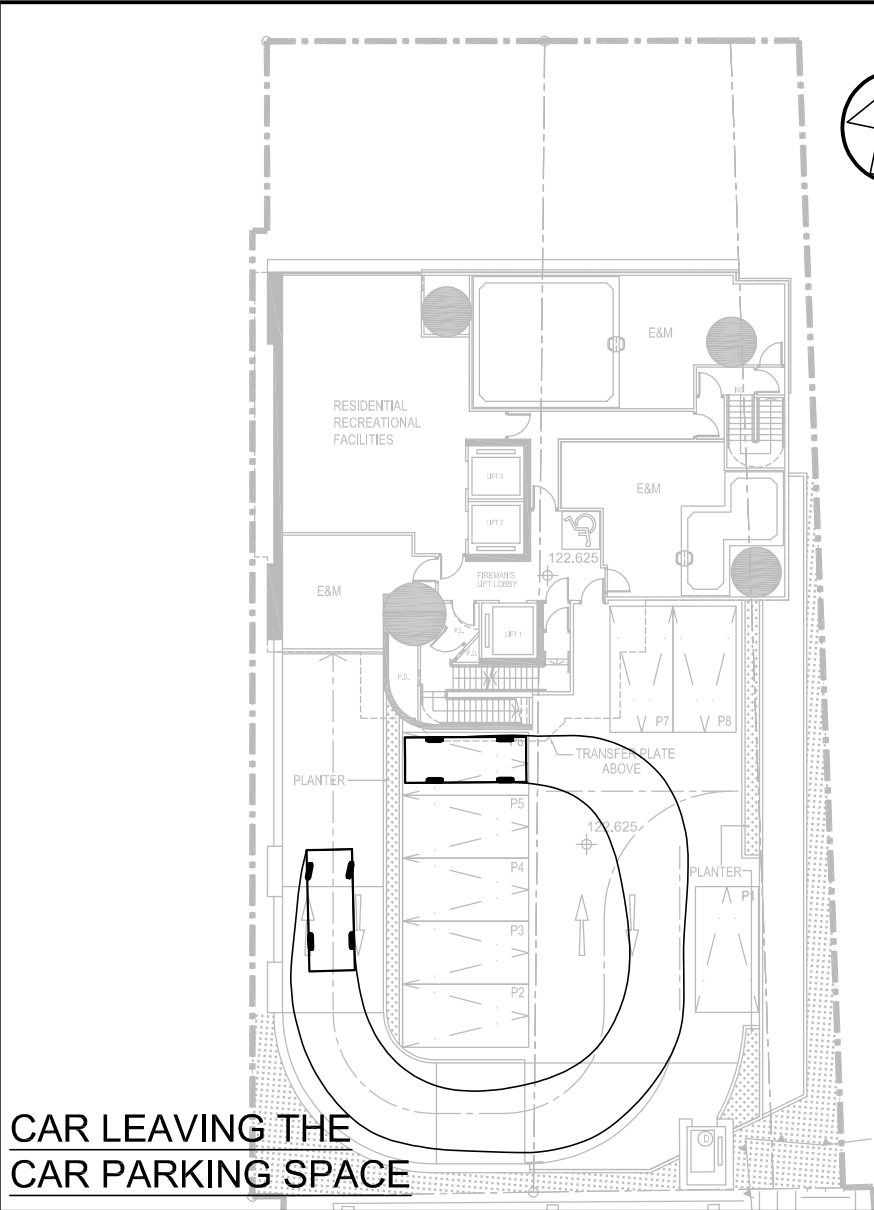
Figure Title
**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P2 ON 1/F OF TOWER 1**

Figure No.	SP13	Revision	B
Designed by	C Y Y	Drawn by	N C M
Checked by	K C		
Scale in A4	1 : 300	Date	31 AUG 2026

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**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P6 ON 1/F OF TOWER 1**

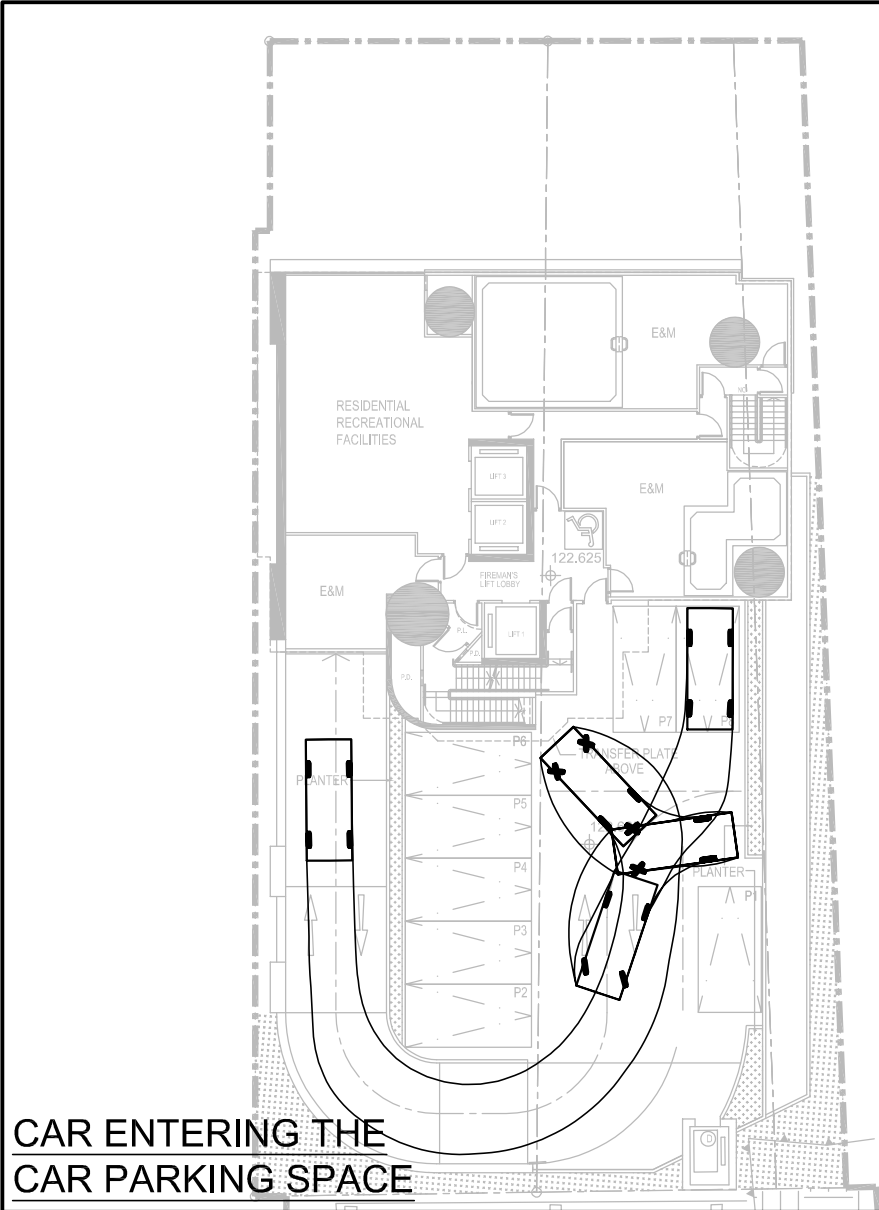
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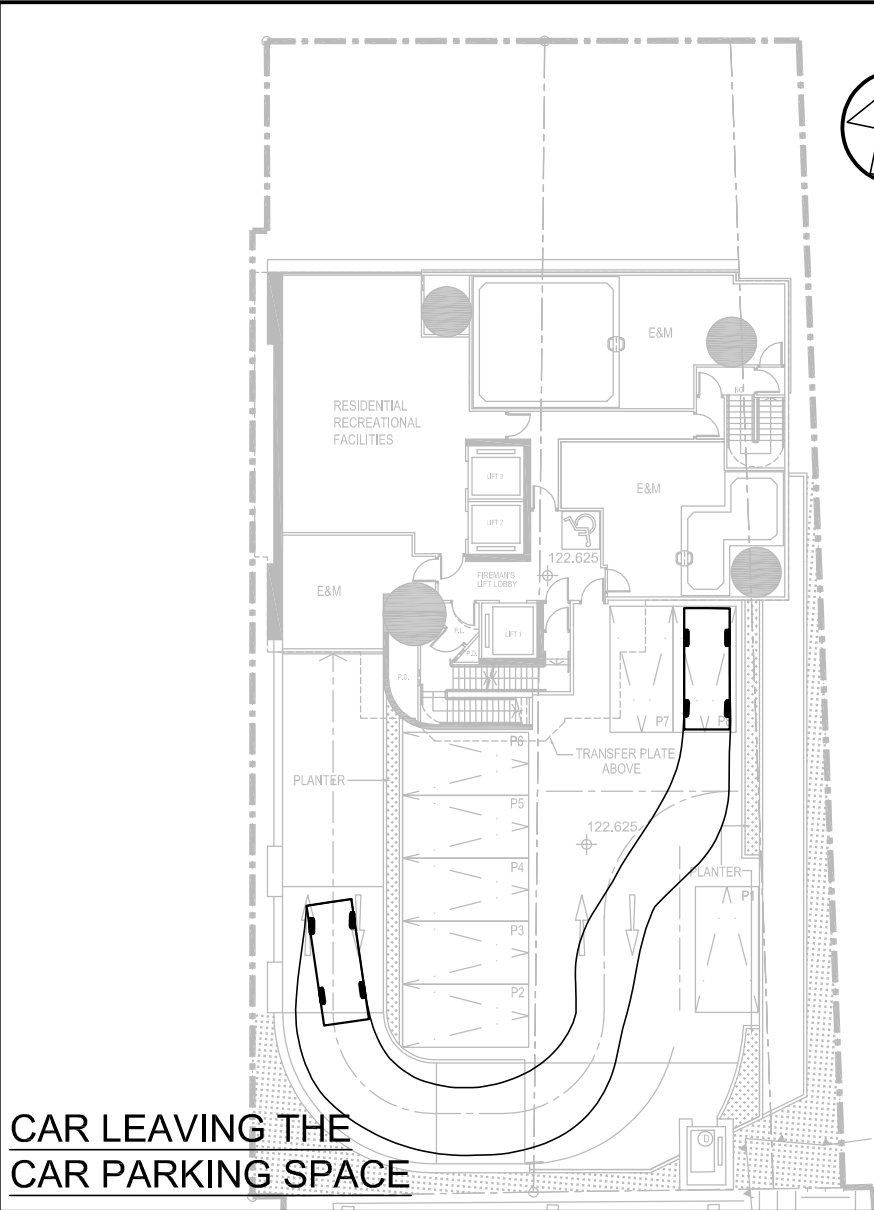
Scale in A4 **1 : 300** Date **31 AUG 2026**

Revision **B**

CKM Asia Limited
Traffic and Transportation Planning Consultants



**CAR ENTERING THE
CAR PARKING SPACE**



**CAR LEAVING THE
CAR PARKING SPACE**

Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P8 ON 1/F OF TOWER 1**

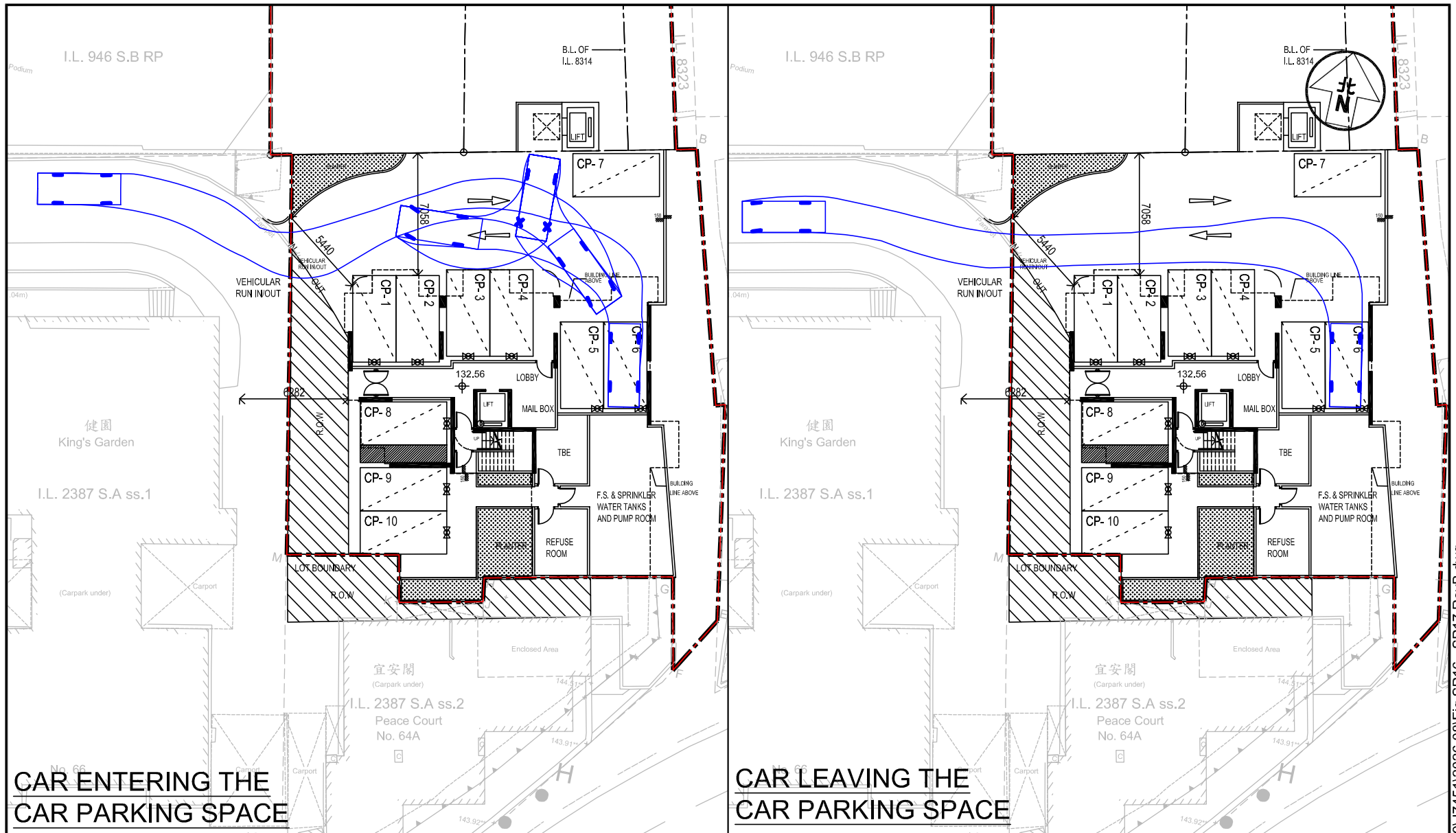
Figure No. **SP15**

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

Scale in A4 **1 : 300** Date **31 AUG 2026**

Revision **B**

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**CAR ENTERING THE
CAR PARKING SPACE**

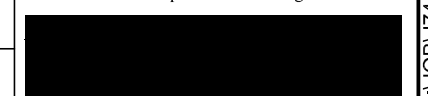
**CAR LEAVING THE
CAR PARKING SPACE**

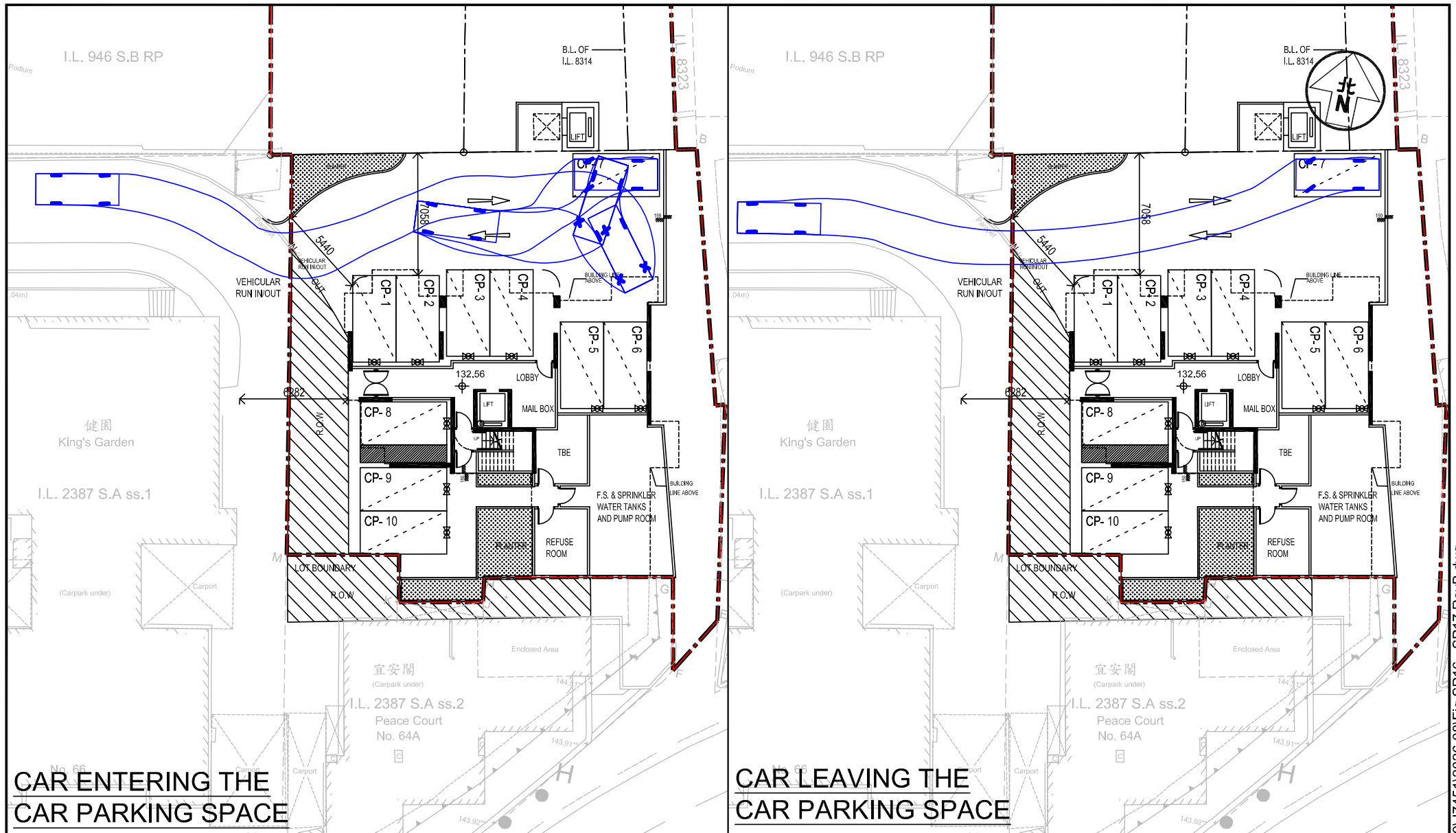
Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE CP-6 ON 3/F OF TOWER 2**

Figure No. SP16		Revision B
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 1 : 300		Date 31 AUG 2026

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Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C)" 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title
**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE CP-7 ON 3/F OF TOWER 2**

Figure No. SP17		Revision B
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 1 : 300		Date 31 AUG 2026

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