

Appendix 3

Traffic Impact Assessment

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

Traffic Impact Assessment
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Prepared by: CKM Asia Limited

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

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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

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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 with 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	5	5	no change
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	$\text{Recommendation} = \text{GPS} \times \text{R1} \times \text{R2} \times \text{R3}$ $\text{GPS} = 1 \text{ car space per } 4 - 7 \text{ flats}$ $\text{R1} = 0.5 \text{ for flat size } \leq 40\text{m}^2 \text{ (10 flat)}$ $= 5.5 \text{ for flat size } 130 - 160\text{m}^2 \text{ (10 flats)}$ $= 7.0 \text{ for flat size } > 160\text{m}^2 \text{ (26 flat)}$ $\text{R2} = 0.75 \text{ for development within a 500m-radius of MTR Sai Ying Pun Station}$ $\text{R3} = 1 \text{ for domestic plot ratio } > 2 \text{ and } \leq 5$ $\text{Min} = (10 \times 0.5 + 10 \times 5.5 + 26 \times 7) \div 7 \times 0.75 \times 1$ $= 1 + 6 + 20$ $= 27 \text{ nos.}$ $\text{Max} = (10 \times 0.5 + 10 \times 5.5 + 26 \times 7) \div 4 \times 0.75 \times 1$ $= 1 + 11 + 35$ $= 47 \text{ nos.}$	41 nos. (31 nos. provided for the Tower 1 and 10 nos. ⁽¹⁾ for the Tower 2) = <u>HKPSG recommendation</u> Dimension: (i) 40 nos. @ 5m (L) x 2.5m (W) x 2.4m, (ii) 1 no. accessible car parking space @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities
	Visitor	“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.” 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.	
	Total	$\text{Min} = 27 + 1 = 28 \text{ nos.}$ $\text{Max} = 47 + 1 = 48 \text{ nos.}$	
Motorcycle Parking Space		1 space per 100 – 150 flats $\text{Min} = 46 \div 150 = 1 \text{ nos.}$ $\text{Max} = 46 \div 100 = 1 \text{ nos.}$	1 no. provided in the Tower 1 = <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. 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.	1 nos. LGV provided in the Tower 1 = <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.

Swept Path Analysis

3.14 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	10	1	3	4	2	1	3
140 – 180m ²	24	4	7	11	6	4	10
240 – 300m ²	7	2	2	4	3	2	5
Total	41	7	12	19	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	10	1	3	4	2	1	3
140 – 180m ²	10	2	3	5	2	2	4
240 – 300m ² & > 300m ²	16	4	5	9	7	5	12
Total	46	7	12	19	11	8	19

- 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	12	19	11	7	18
S16 Scheme [b]	7	12	19	11	8	19
Difference [b] – [a]	+0	+0	+0	+0	+1	+1

- 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 1 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 with the OZP-Compliant Scheme [A] = 2026 Existing Traffic Flows + Total Traffic Growth from 2026 to 2032 + Traffic Generated by Planned Developments + Traffic Generated by OZP-Compliant Scheme

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

- 4.13 Figures 4.1 and 4.2 show the year 2032 weekday peak hour traffic flows with the OZP-Compliant Scheme and S16 Scheme.

2032 Junction Operational Performance

- 4.14 Year 2032 capacity analysis for the cases with the OZP-Compliant Scheme and with the S16 Scheme are summarized in Table 4.8 and detailed calculations are found in the Appendix 1.

TABLE 4.8 2032 JUNCTION OPERATIONAL PERFORMANCE

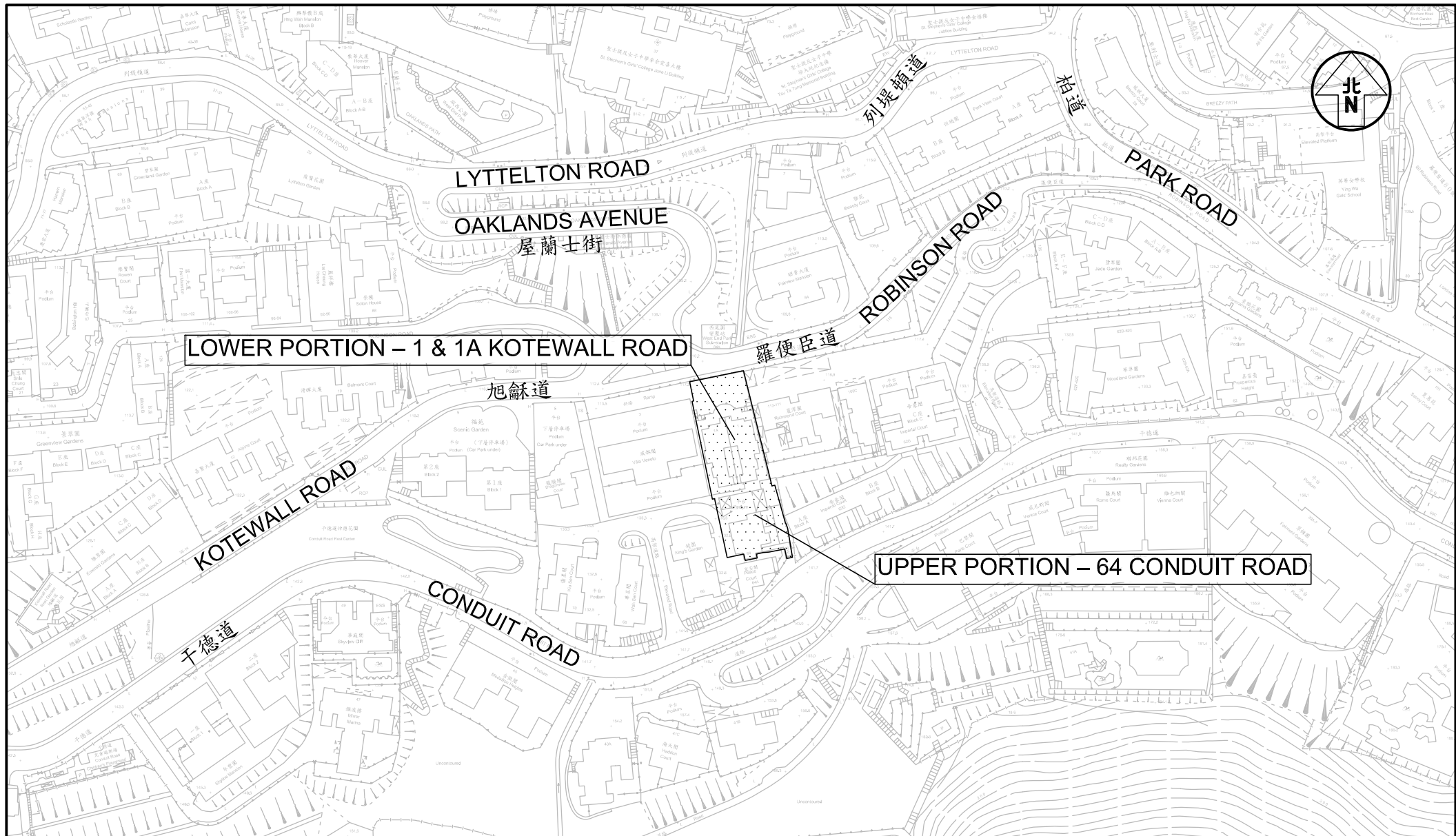
Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	With the OZP-Compliant Scheme		With the S16 Scheme	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Robinson Road / Kotewall Road near West End Park Sub-station	Priority - RFC	0.135	0.159	0.135	0.159
J2	Oaklands Avenue / Robinson Road near West End Park Sub-station	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	0.179	0.180	0.179	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

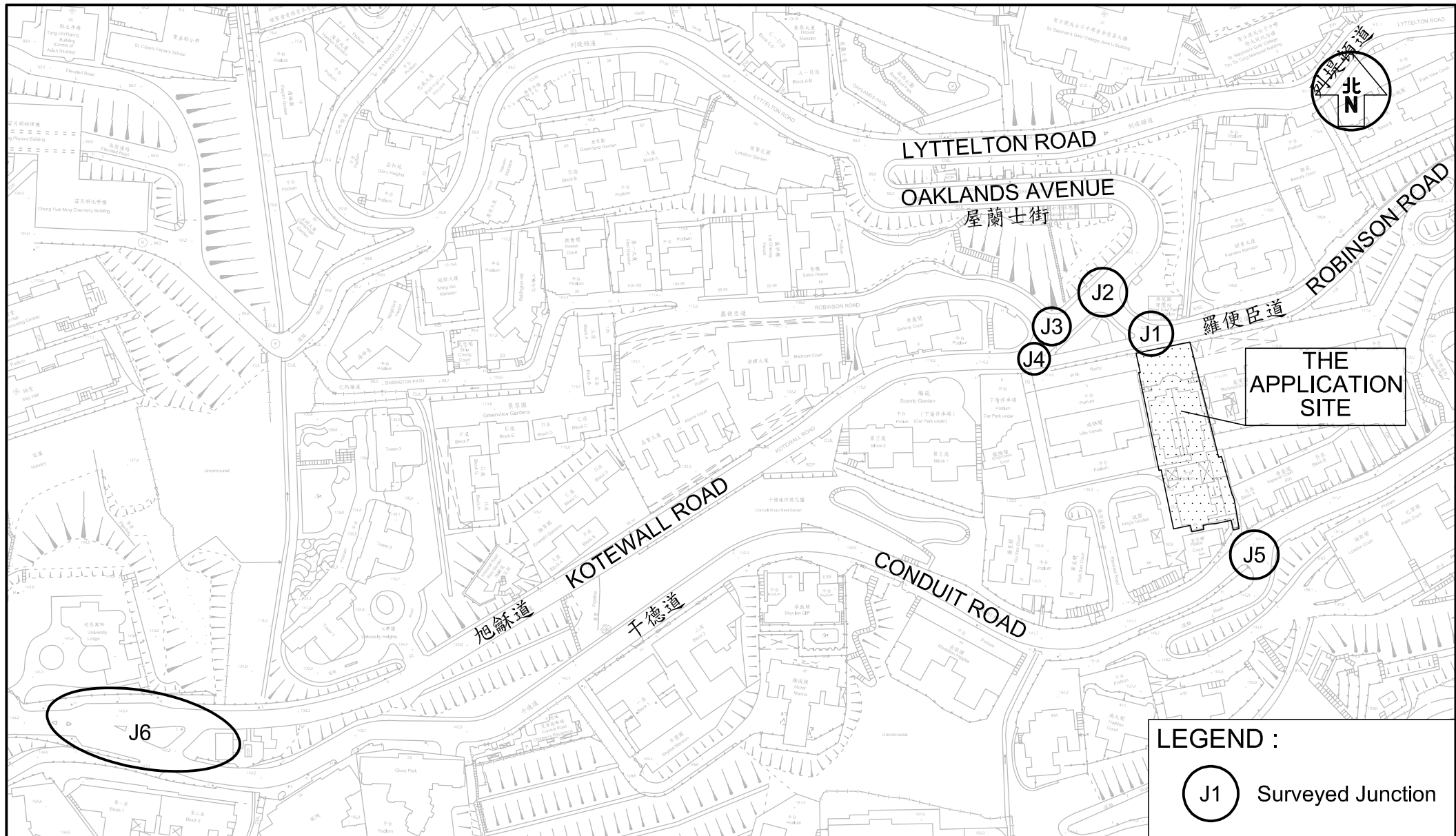
- 4.15 Table 4.8 shows that the key junctions operate with capacities during the AM and PM peak hours for the cases with the OZP-Compliant Scheme and with the S16 Scheme.

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 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.



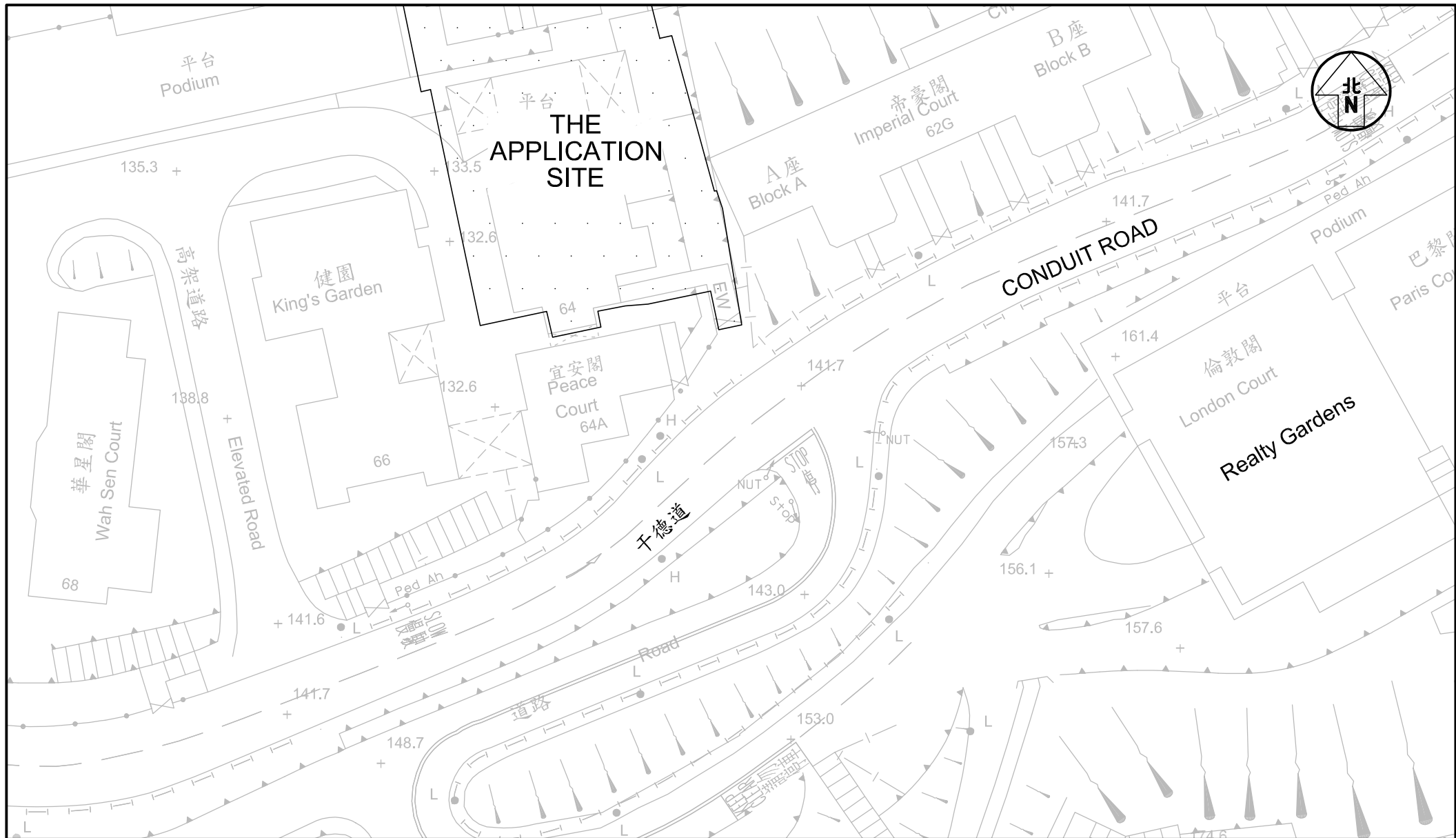
Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451	Figure No. 1.1	Revision A						
Figure Title LOCATION OF THE APPLICATION SITE	<table> <tr> <td>Designed by C Y Y</td><td>Drawn by N C M</td><td>Checked by K C</td></tr> <tr> <td colspan="2">Scale in A4 1 : 2000</td><td>Date 29 MAY 2026</td></tr> </table>	Designed by C Y Y	Drawn by N C M	Checked by K C	Scale in A4 1 : 2000		Date 29 MAY 2026	CKM Asia Limited Traffic and Transportation Planning Consultants
Designed by C Y Y	Drawn by N C M	Checked by K C						
Scale in A4 1 : 2000		Date 29 MAY 2026						



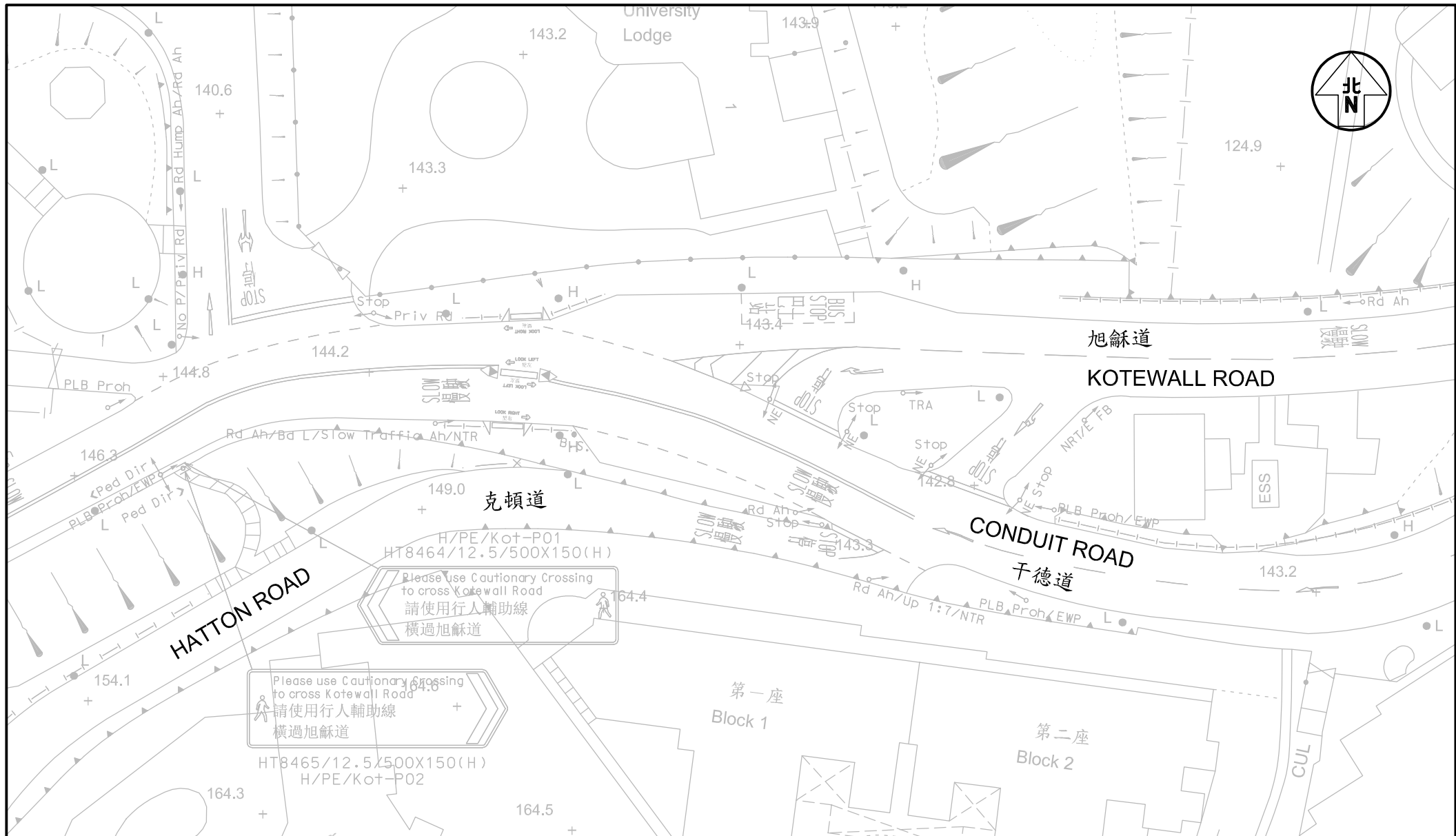
LEGEND :

J1 Surveyed Junction

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. 2.1		Revision A	
Figure Title <						

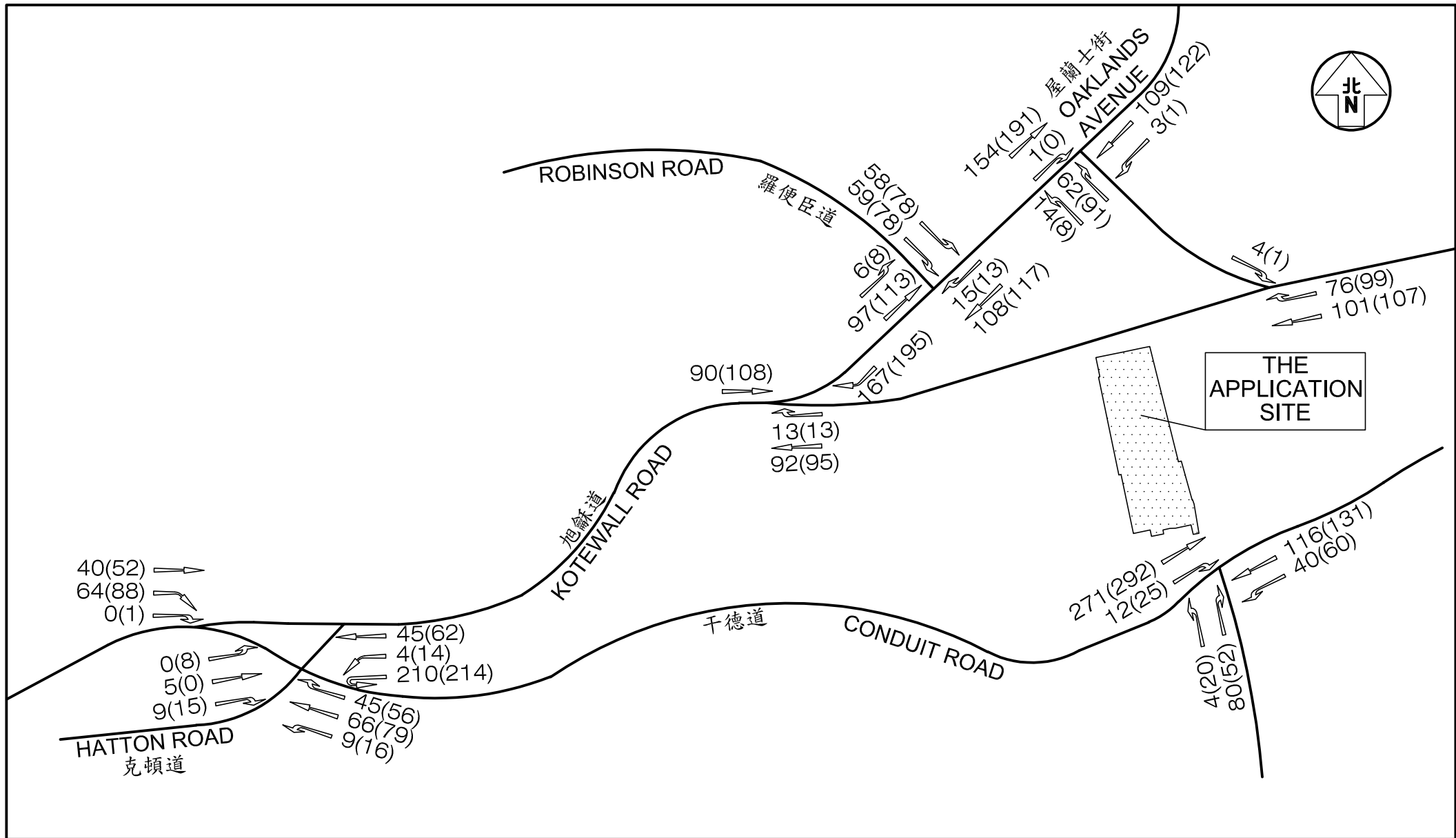


Project Title		PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451				Figure No.		Revision		CKM Asia Limited Traffic and Transportation Planning Consultants
						2.3		A		
Figure Title		LAYOUT OF JUNCTION OF CONDUIT ROAD / ACCESS ROAD TO REALTY GARDENS AT 41 CONDUIT ROAD				Designed by	Drawn by	Checked by		
						C Y Y	N C M	K C		
				Scale in A4		Date				
				1 : 500		29 MAY 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. 2.4	Revision A	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	
	Scale in A4 1 : 500	Date 29 MAY 2026	

T:\UOB\J7450-J7499\J7451\2026 05\Fig 2.2 - 2.4 RevA.dwg



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
								2.5		A		
Figure Title				Designed by		Drawn by		Checked by				
EXISTING PEAK HOUR TRAFFIC FLOWS				C Y Y		N C M		K C				
				Scale in A4		Date						
				N.T.S.		29 MAY 2026						



LEGEND :

CTB: 12, 40P
KMB: 23A

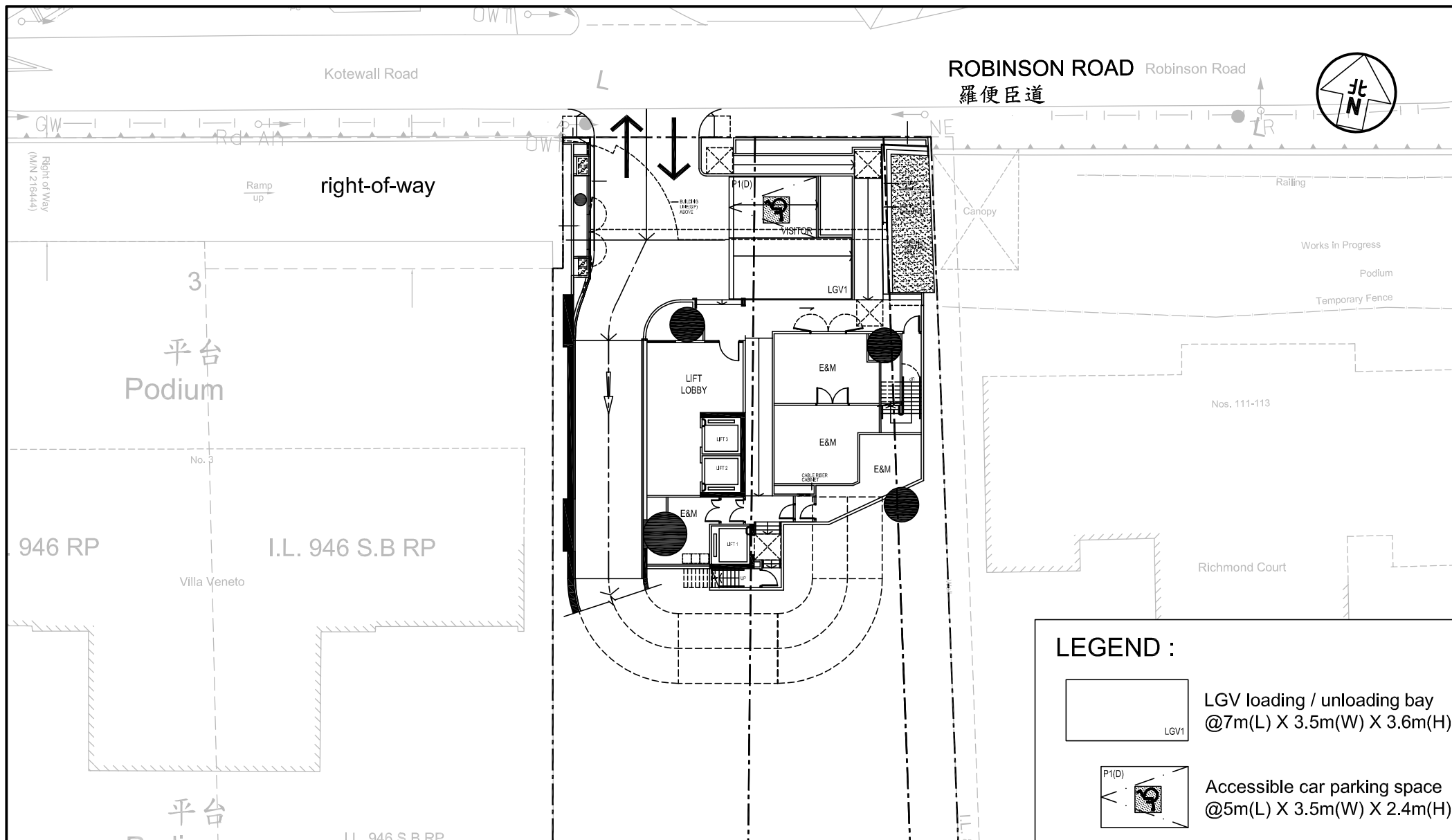
- Franchised Bus Stop

GMB: 3

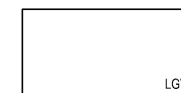
- Green Minibus Stop

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. 2.6		Revision A		CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title		THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE APPLICATION SITE						Designed by C Y Y	Drawn by N C M	Checked by K C		
								Scale in A3 1 : 2500		Date 29 MAY 2026		

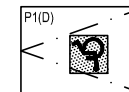
T:\JOB\J7450-J7499\J7451\2026 05\Fig 2.6 RevA.dwg



LEGEND :



LGV loading / unloading bay
@7m(L) X 3.5m(W) X 3.6m(H)



Accessible car parking space
@5m(L) X 3.5m(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

LG2/F CAR PARK OF TOWER 1

Figure No.

3.1

Revision

A

Designed by
C Y Y

Drawn by
N C M

Checked by
K C

Scale in A4

1 : 300

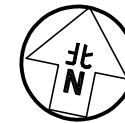
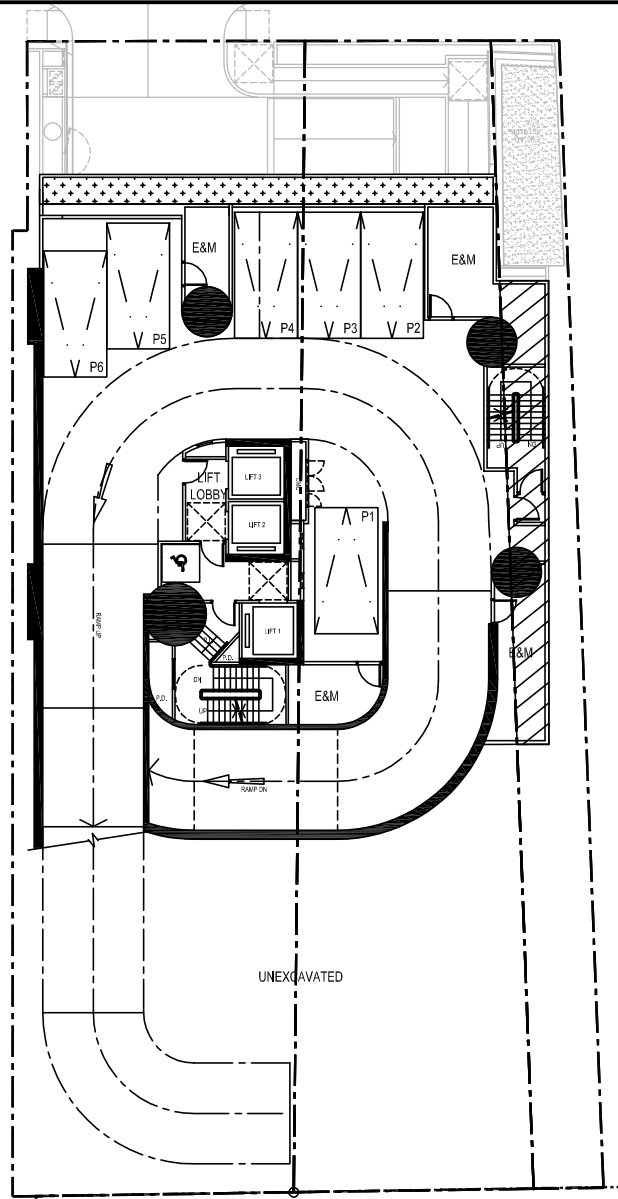
Date

11 JUN 2026

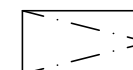
CKM Asia Limited

Traffic and Transportation Planning Consultants

T:\UOB\J7450-J7499\J7451\2026 05\Fig 3.1 - 3.4 RevA.dwg



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

LG1/F CAR PARK OF TOWER 1

Figure No. 3.2

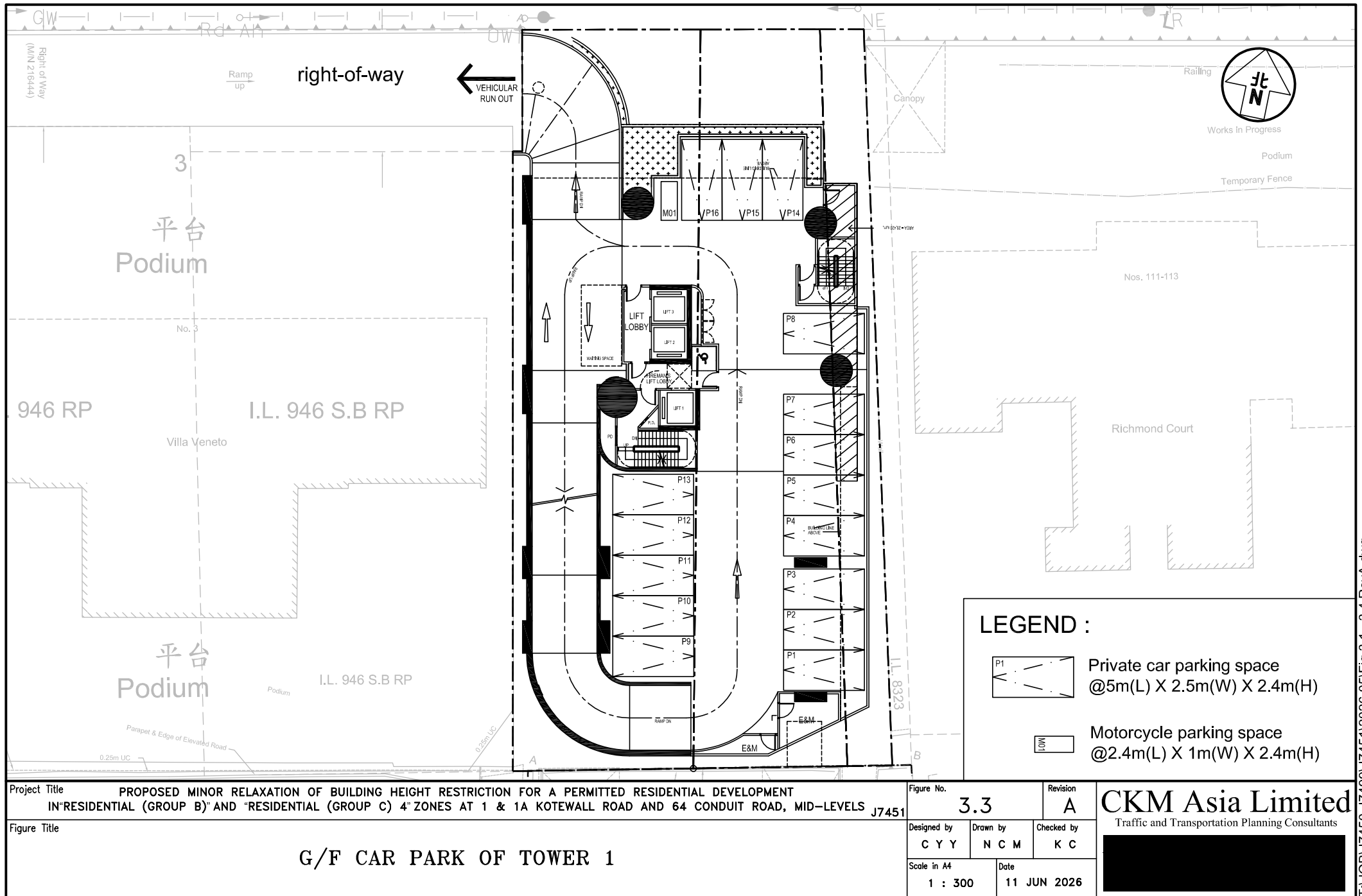
Revision A

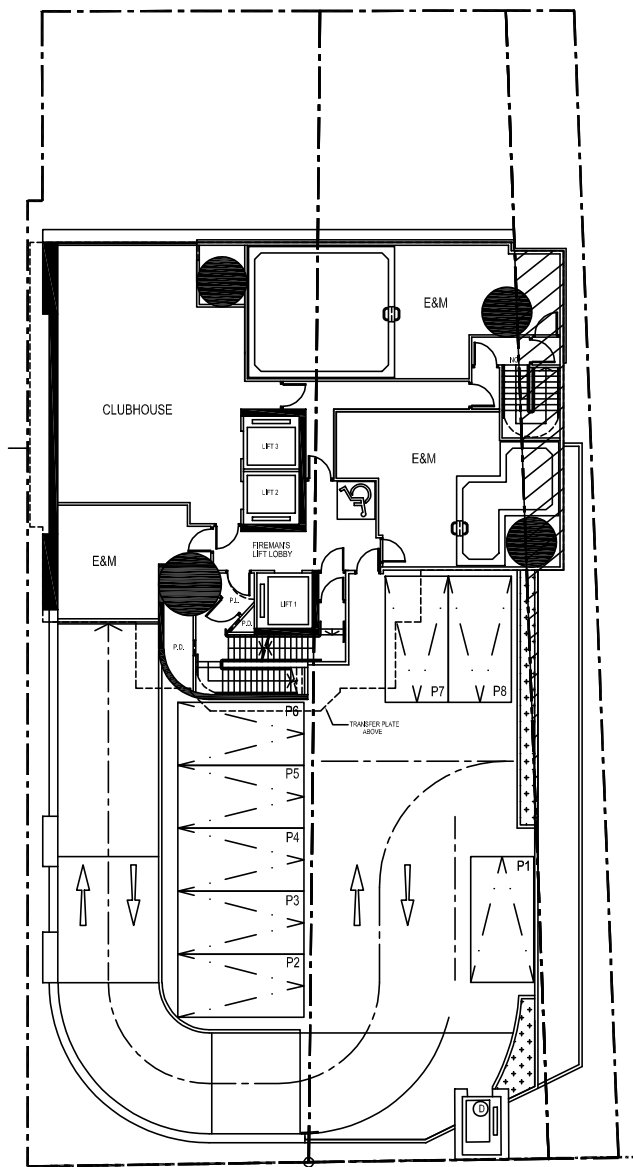
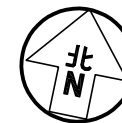
Designed by C Y Y Drawn by N C M Checked by K C

Scale in A4 1 : 300 Date 11 JUN 2026

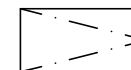
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LEGEND :



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

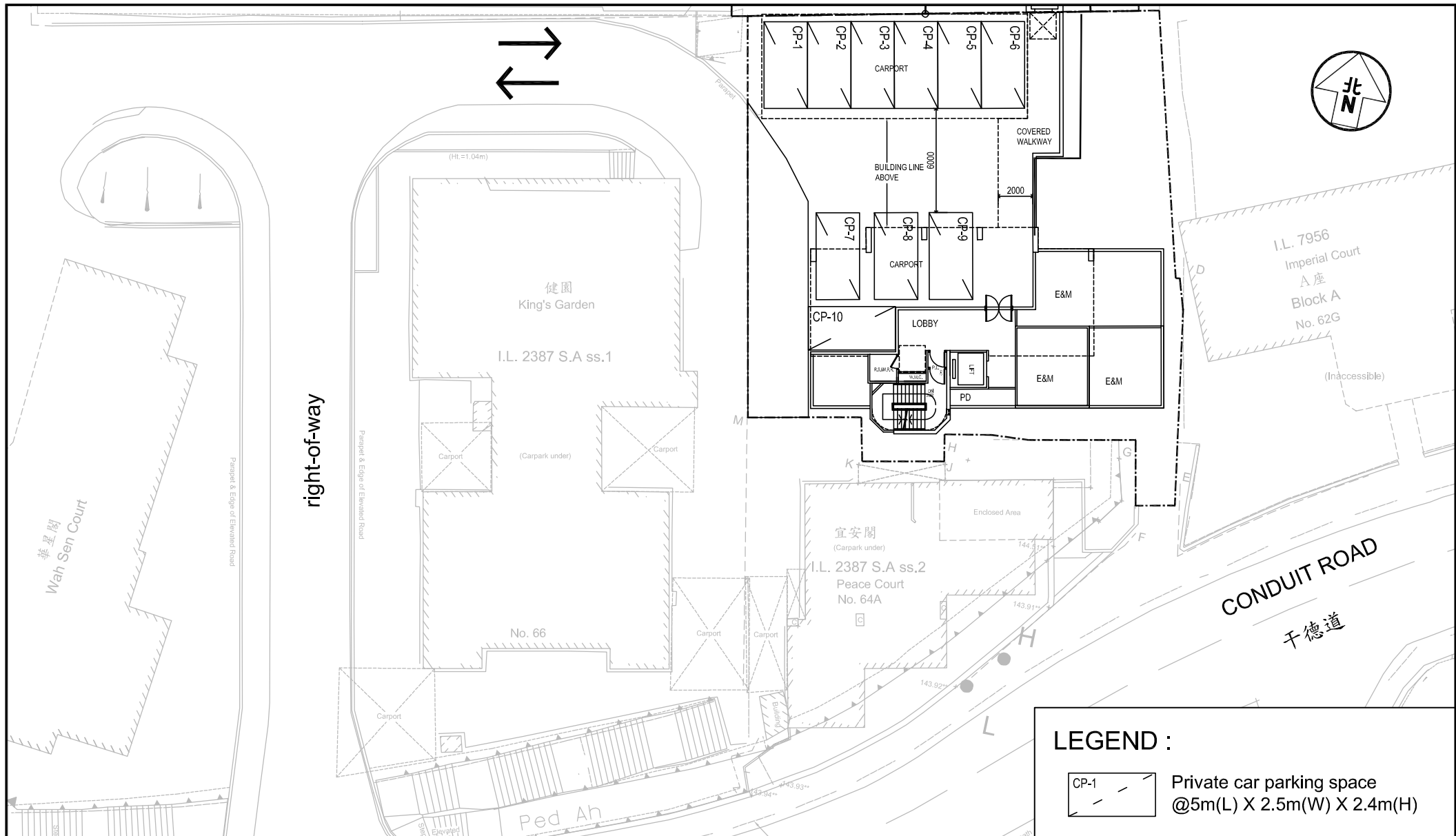
Revision A

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

Scale in A4 1 : 300 Date 11 JUN 2026

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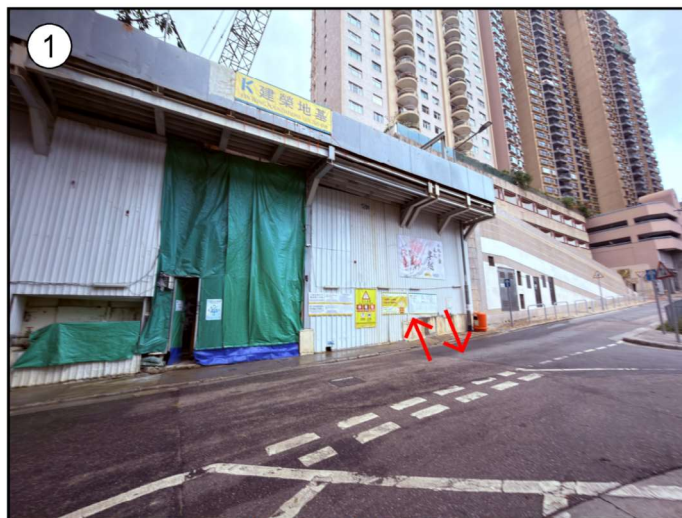


Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

Figure Title 3/F CAR PARK OF TOWER 2

Figure No.	3.5	Revision	A
Designed by	C Y Y	Drawn by	N C M
Checked by	K C		
Scale in A4	1 : 300	Date	11 JUN 2026

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

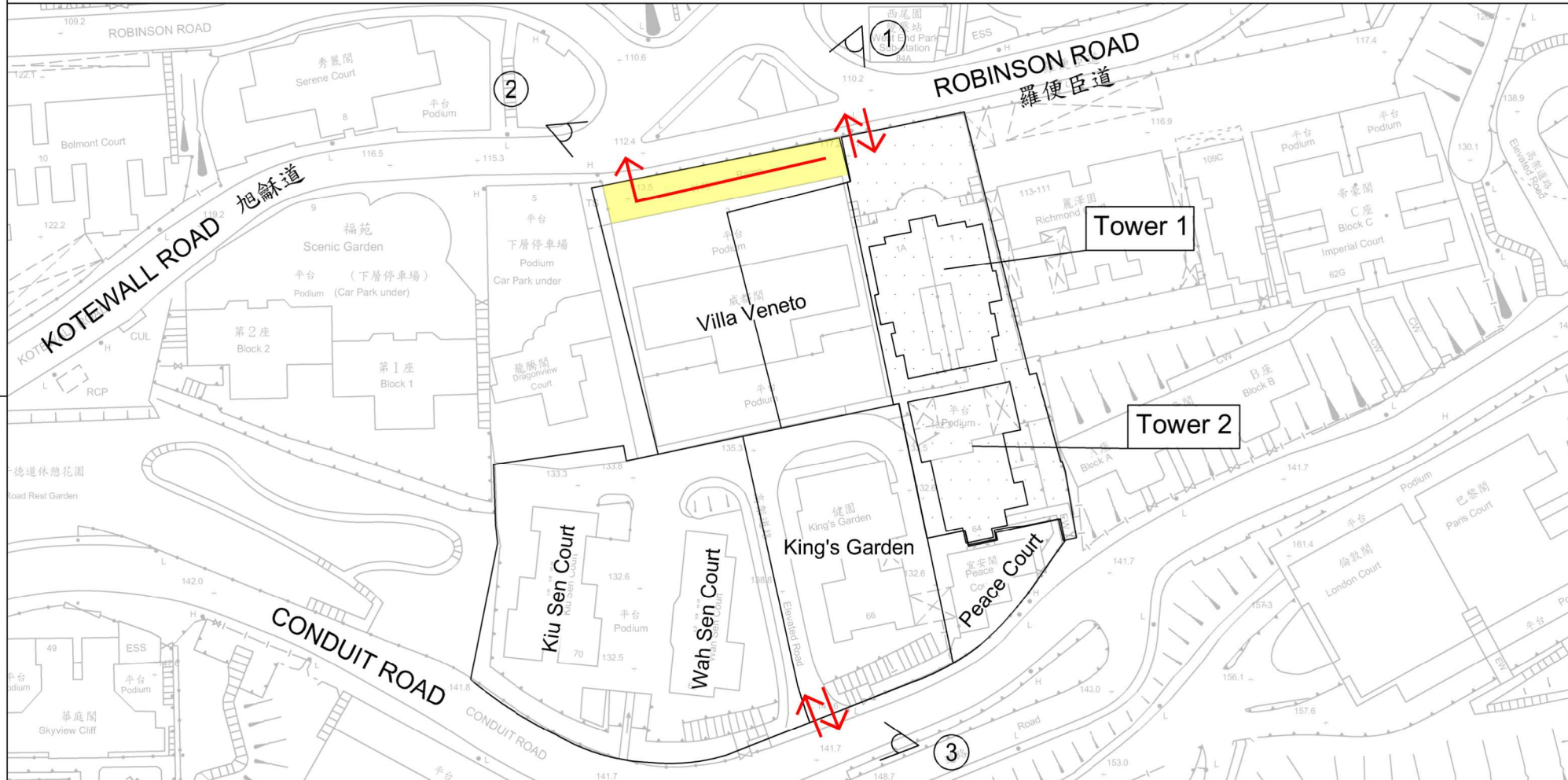
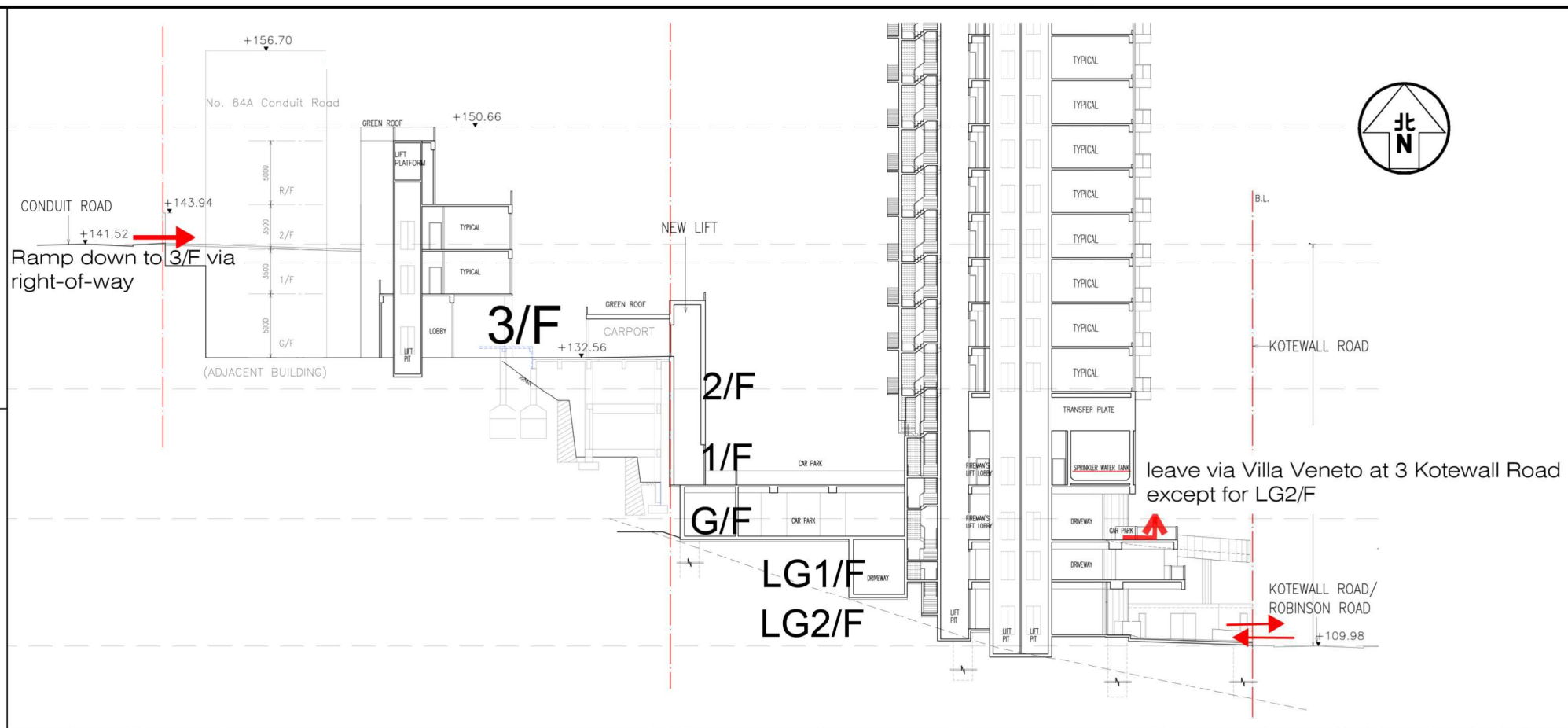
Vehicles using the accessible car parking space and LGV loading / unloading bay, which are located at LG2/F, leave via 1 & 1A Kotewall Road



(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

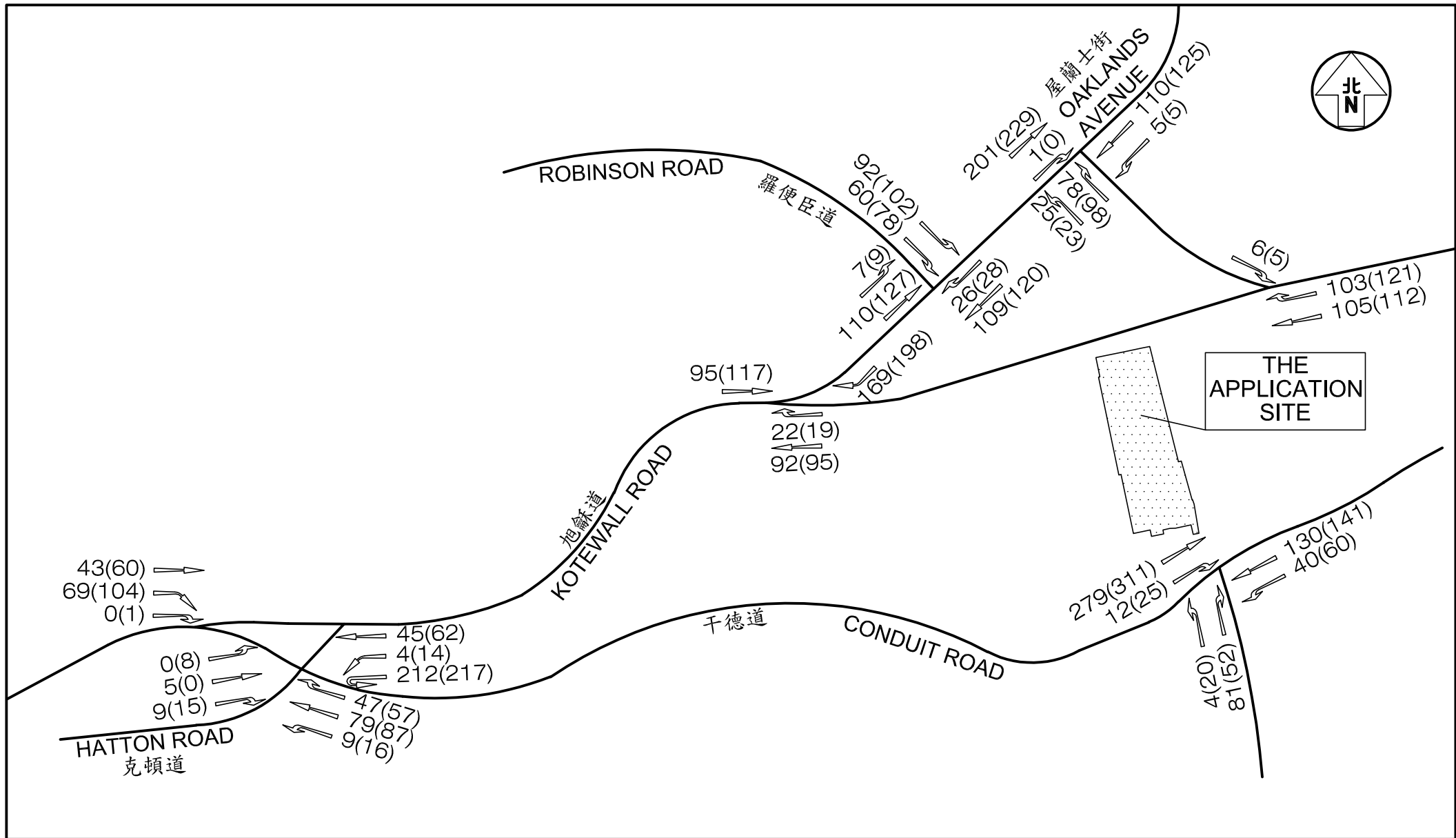


(c)
All vehicles enter and leave the Tower 2 via right-of-way shared with Peace Court, King's Garden, Wah Sen Court and Kiu Sen Court, and is connected to Conduit Road



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 No. 3.6		Revision A		CKM Asia Limited Traffic and Transportation Planning Consultants 		
Figure Title		VEHICULAR ACCESS OF THE APPLICATION SITE					Designed by C Y Y		Drawn by N C M			Checked by K C	
							Scale in A3 1 : 1000		Date 11 JUN 2026				

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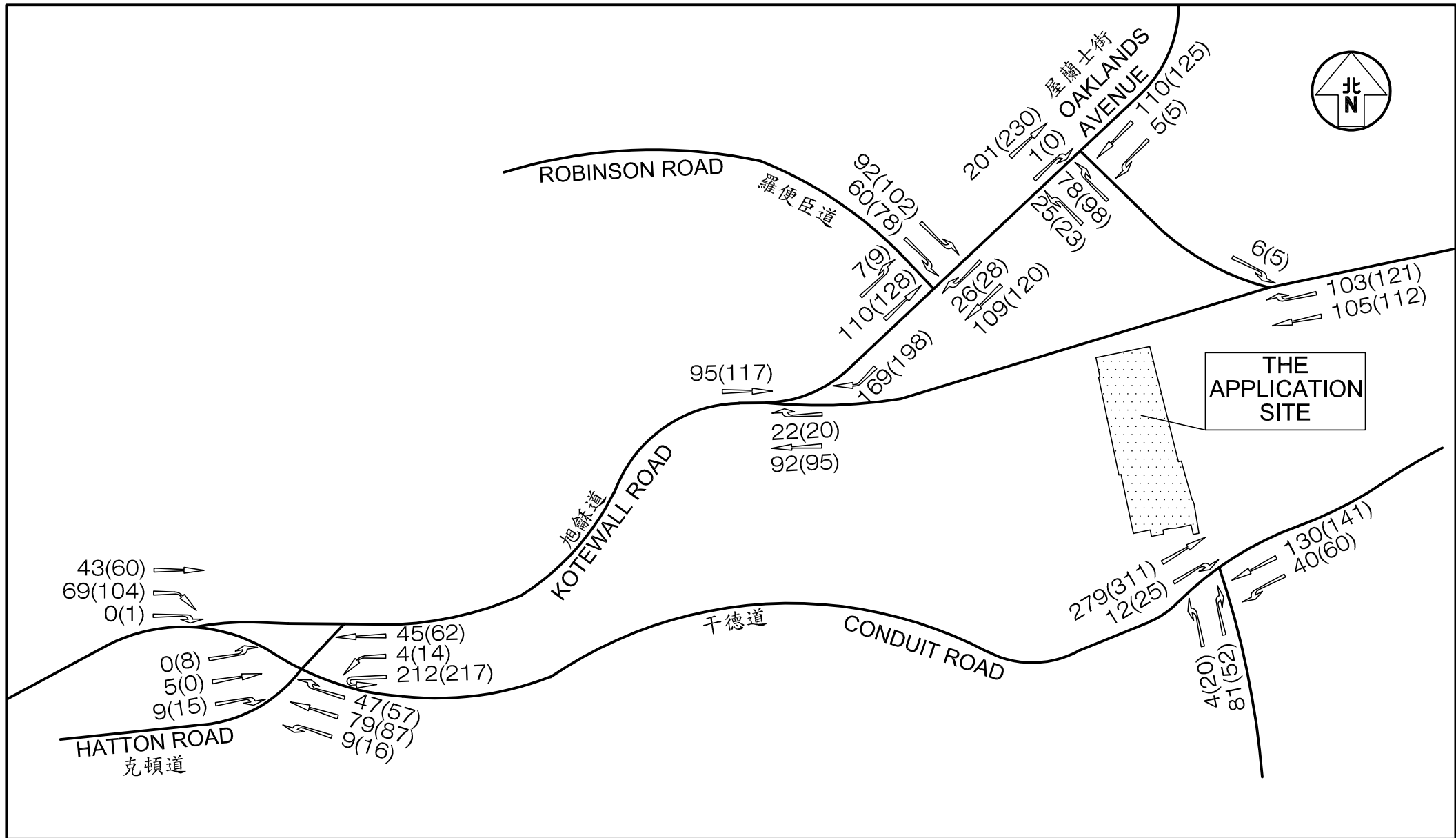
Project Title PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT
IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451

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

Figure No. 4.1		Revision A
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 N.T.S.		Date 29 MAY 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 YEAR 2032 PEAK HOUR TRAFFIC FLOWS WITH THE S16 SCHEME

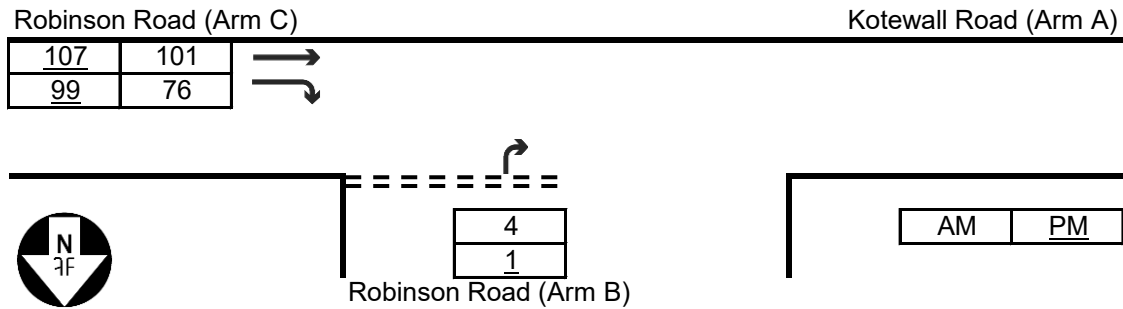
Figure No.	4.2	Revision	A
Designed by	C Y Y	Drawn by	N C M
Checked by	K C		
Scale in A4	N.T.S.	Date	29 MAY 2026

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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:	29 May 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

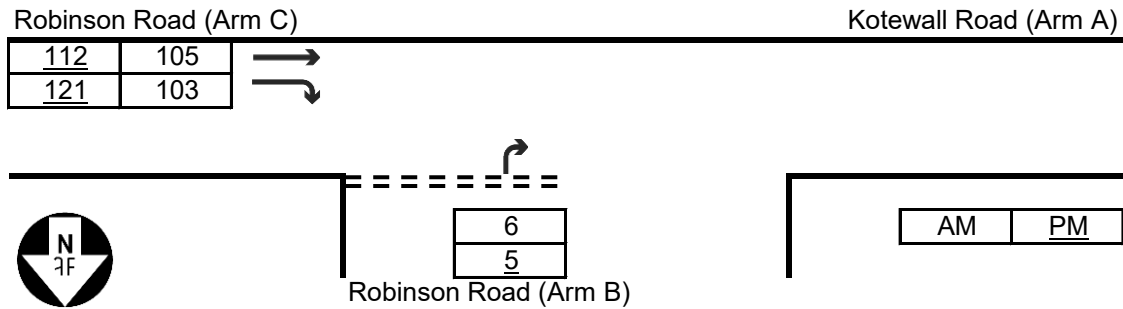
Analysis :

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
B-AC	0.008	0.002

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	29 May 2026
Scenario:	Future Condition (With the OZP-Compliant 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

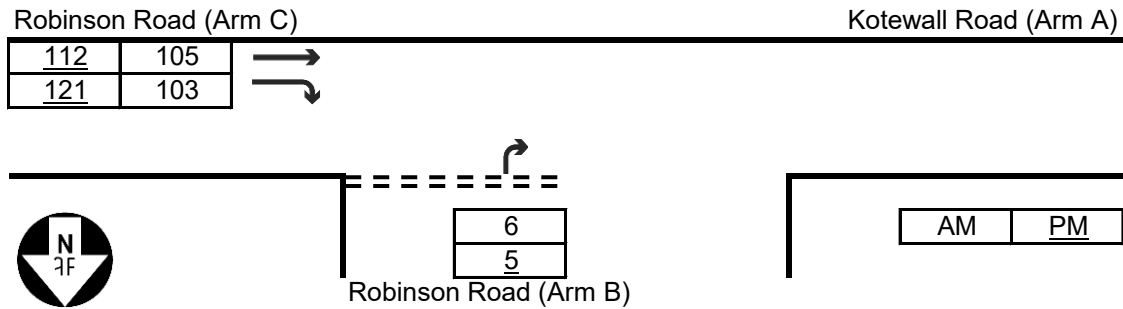
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	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
B-AC	0.012	0.011

Priority Junction Analysis

Junction:	Robinson Road / Kotewall Road near West End Park Sub-station				
Design Year:	2032	Job Number:	J7451	Date:	29 May 2026
Scenario:	Future Condition (With the S16 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

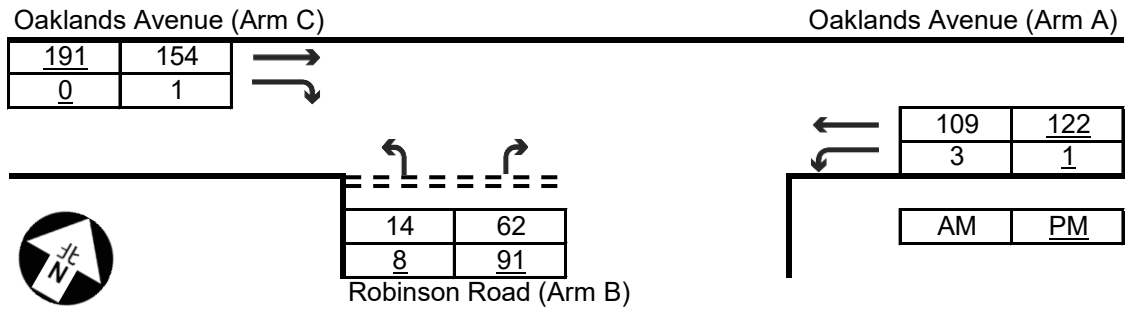
Analysis :

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
B-AC	0.012	0.011

Priority Junction Analysis

Junction:	Oaklands Avenue / Robinson Road near West End Park Sub-station				
Design Year:	2026	Job Number:	J7451	Date:	29 May 2026
Scenario:	Existing Condition			Page	4



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

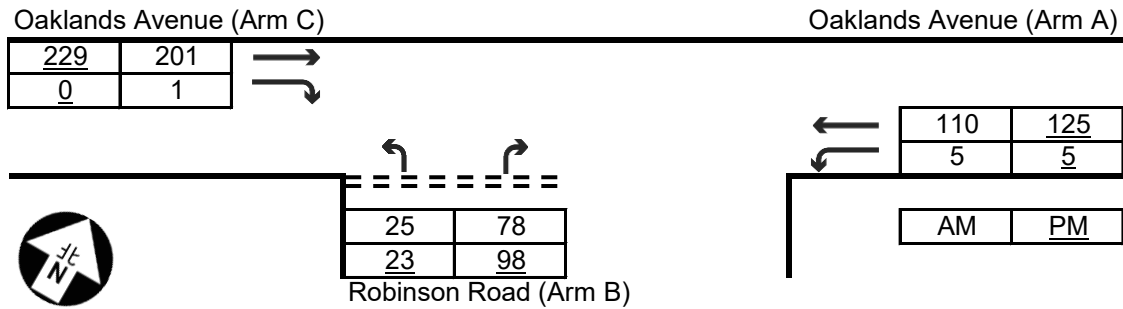
Analysis :

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:	29 May 2026
Scenario:	Future Condition (With the OZP-Compliant Scheme)			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

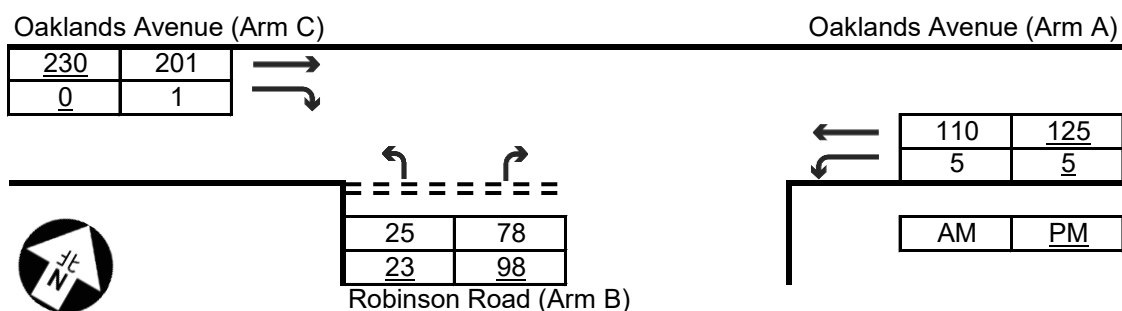
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	201	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	0.164	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:	29 May 2026
Scenario:	Future Condition (With 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

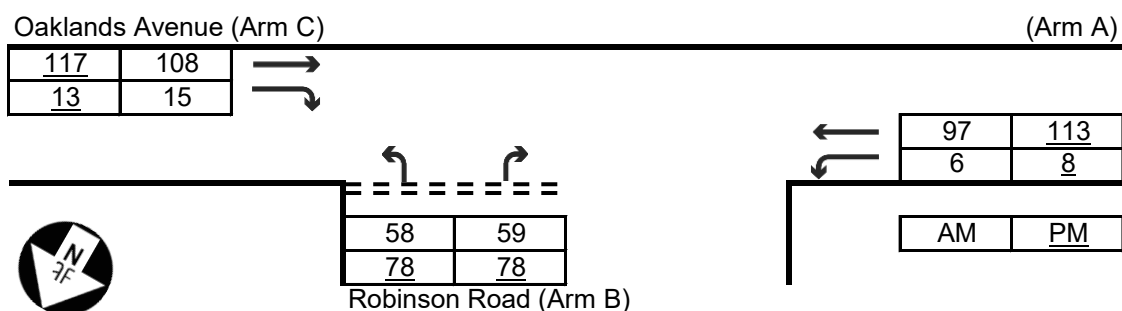
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	201	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	0.164	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:	29 May 2026
Scenario:	Existing Condition			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	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

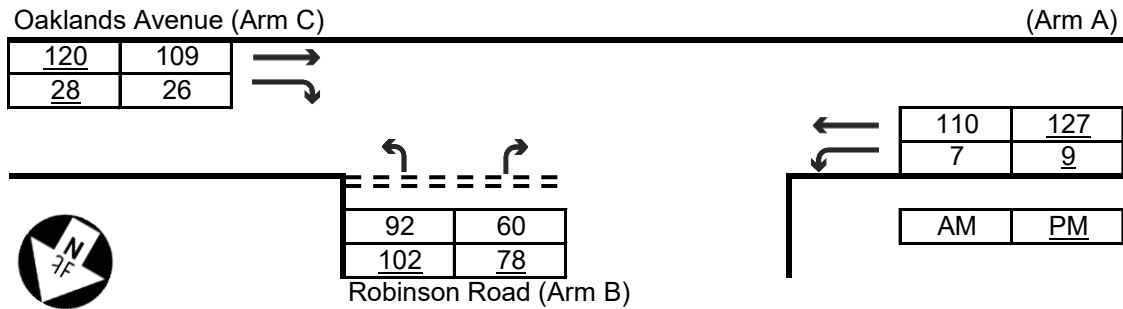
Analysis :

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:	29 May 2026
Scenario:	Future Condition (With the OZP-Compliant 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	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

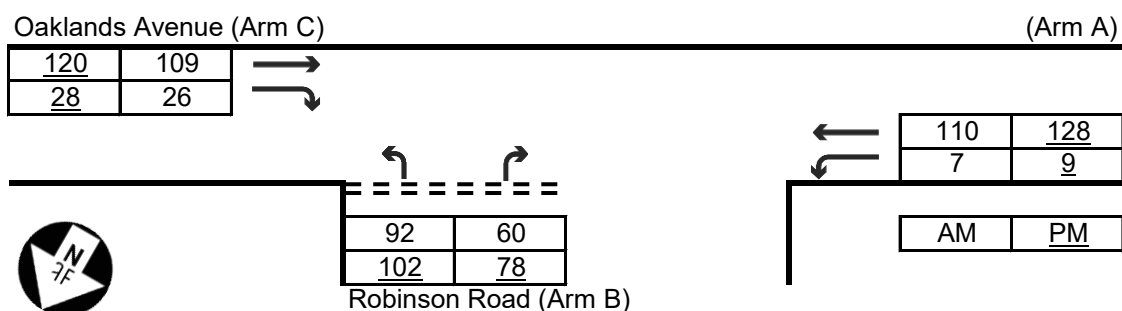
Analysis :

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	616	612
q-AB	7	9	Q-CB	694	689
q-AC	110	127	Q-BAC	544	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:	29 May 2026
Scenario:	Future Condition (With the S16 Scheme)			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

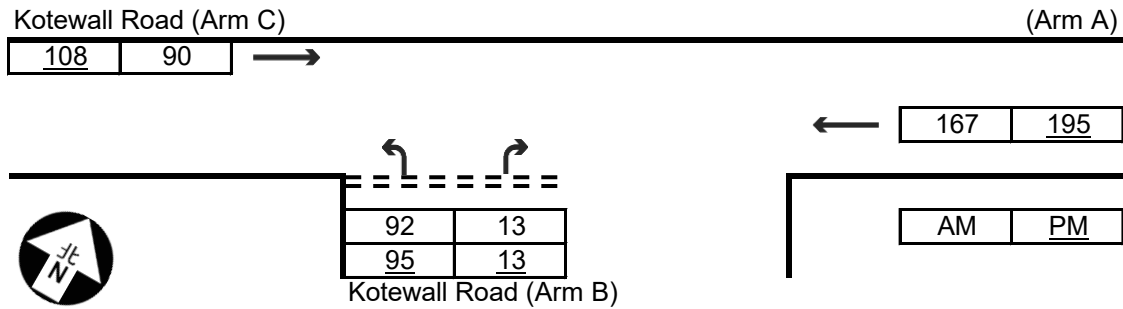
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	109	120	Q-BA	462	455
q-CB	26	28	Q-BC	616	612
q-AB	7	9	Q-CB	694	689
q-AC	110	128	Q-BAC	544	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: 29 May 2026
 Scenario: Existing Condition 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	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

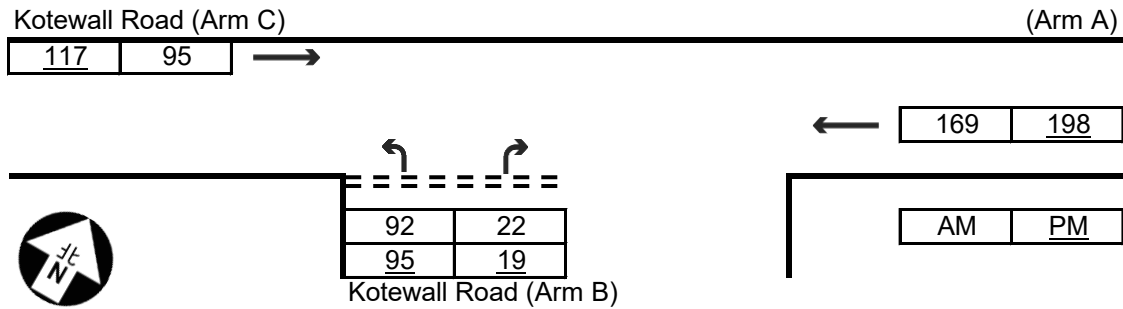
Analysis :

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: 29 May 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	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

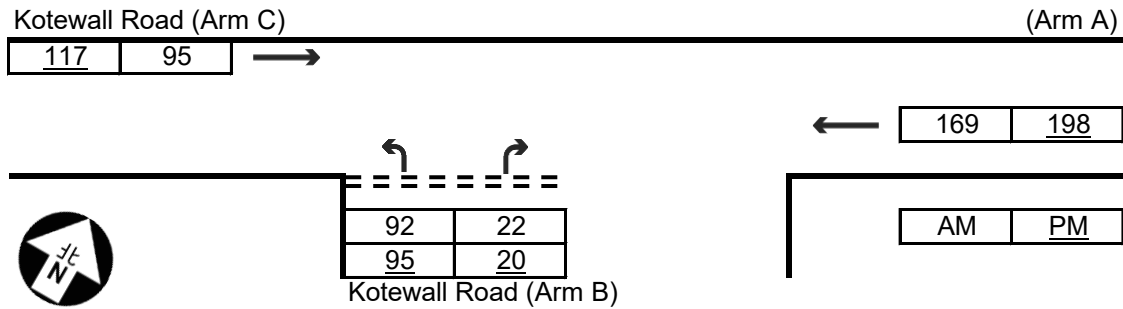
Analysis :

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	639	635
q-BA	22	19			
q-BC	92	95			
f	0.807	0.833			

Ratio-of-flow to Capacity	AM	PM
B-A	0.042	0.037
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.179	0.180

Priority Junction Analysis

Junction: Kotewall Road near Villa Veneto
 Design Year: 2032 Job Number: J7451 Date: 29 May 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	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

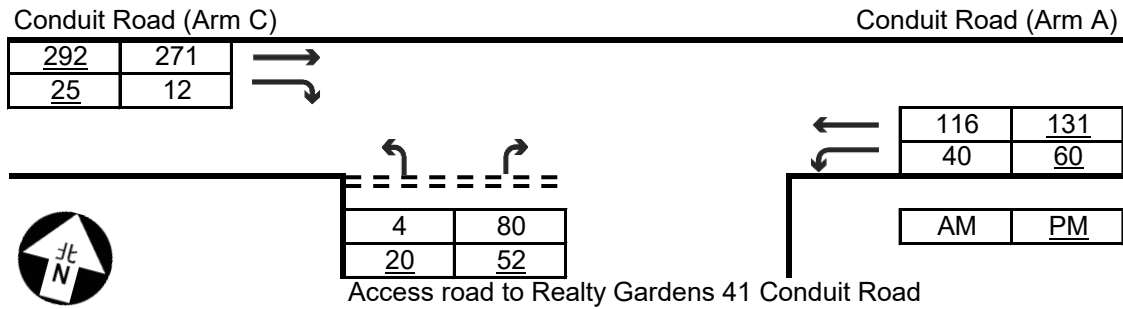
Analysis :

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	639	633
q-BA	22	20			
q-BC	92	95			
f	0.807	0.826			

Ratio-of-flow to Capacity	AM	PM
B-A	0.042	0.039
B-C	0.136	0.142
C-B	0.000	0.000
B-AC	0.179	0.182

Priority Junction Analysis

Junction:	Conduit Road / Access road to Realty Gardens 41 Conduit Road				
Design Year:	2026	Job Number:	J7451	Date:	29 May 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	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

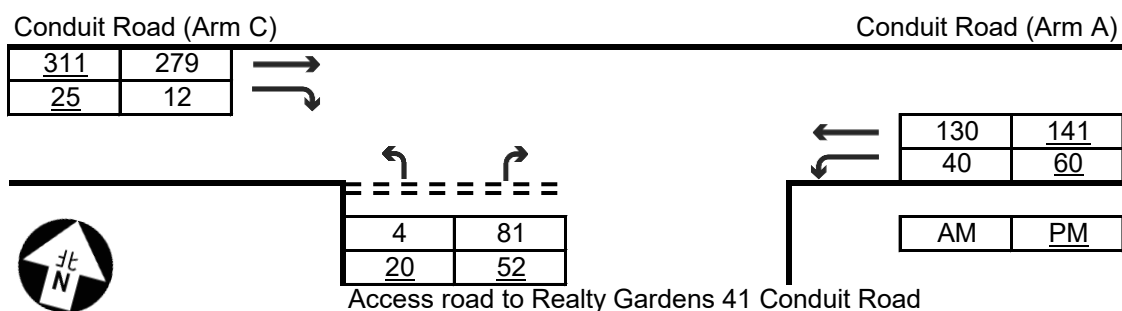
Analysis :

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:	29 May 2026
Scenario:	Future Condition (With the OZP-Compliant 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	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

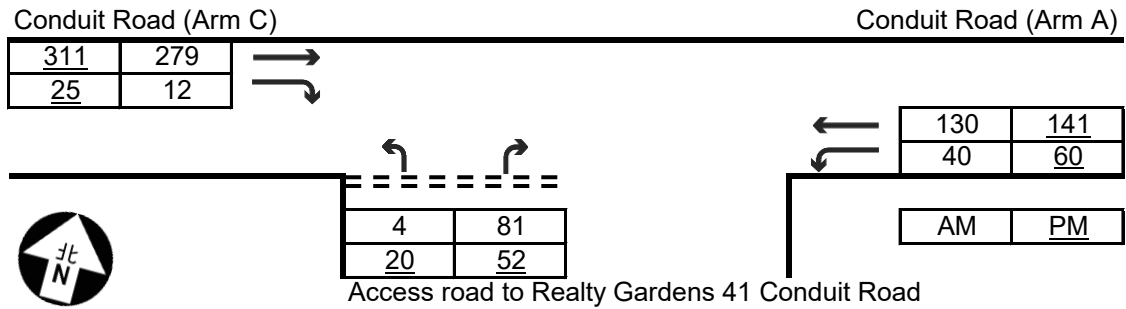
Analysis :

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:	29 May 2026
Scenario:	Future Condition (With the S16 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	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

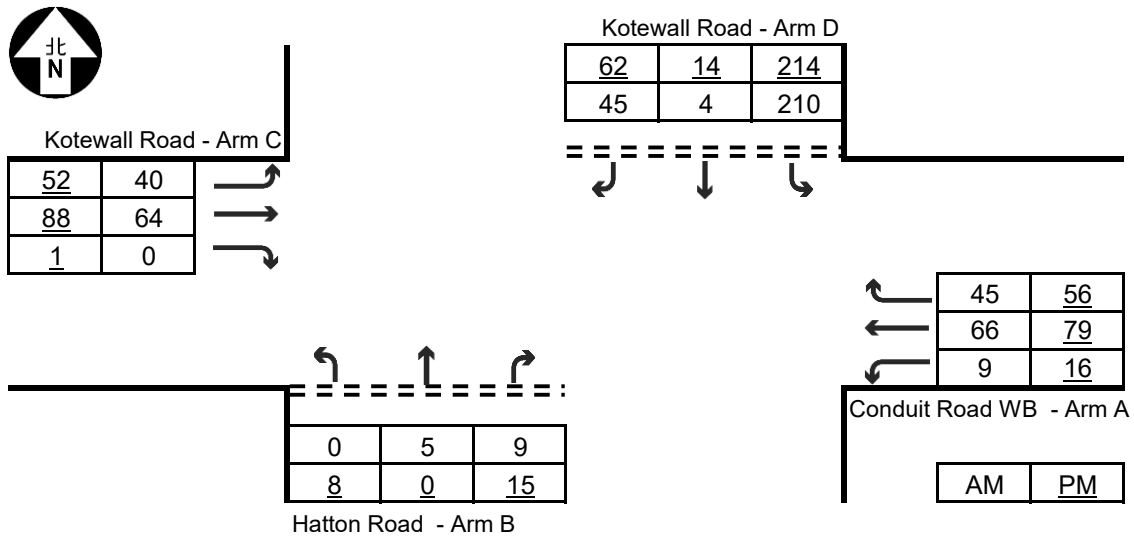
Analysis :

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: 29 May 2026
 Scheme: Existing Condition Page 16



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

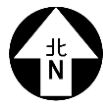
Design Year: 2032

Job Number: J7451

Date: 29 May 2026

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

Page 17



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

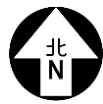
Design Year: 2032

Job Number: J7451

Date: 29 May 2026

Scheme: Future Condition (With the S16 Scheme)

Page **18**



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

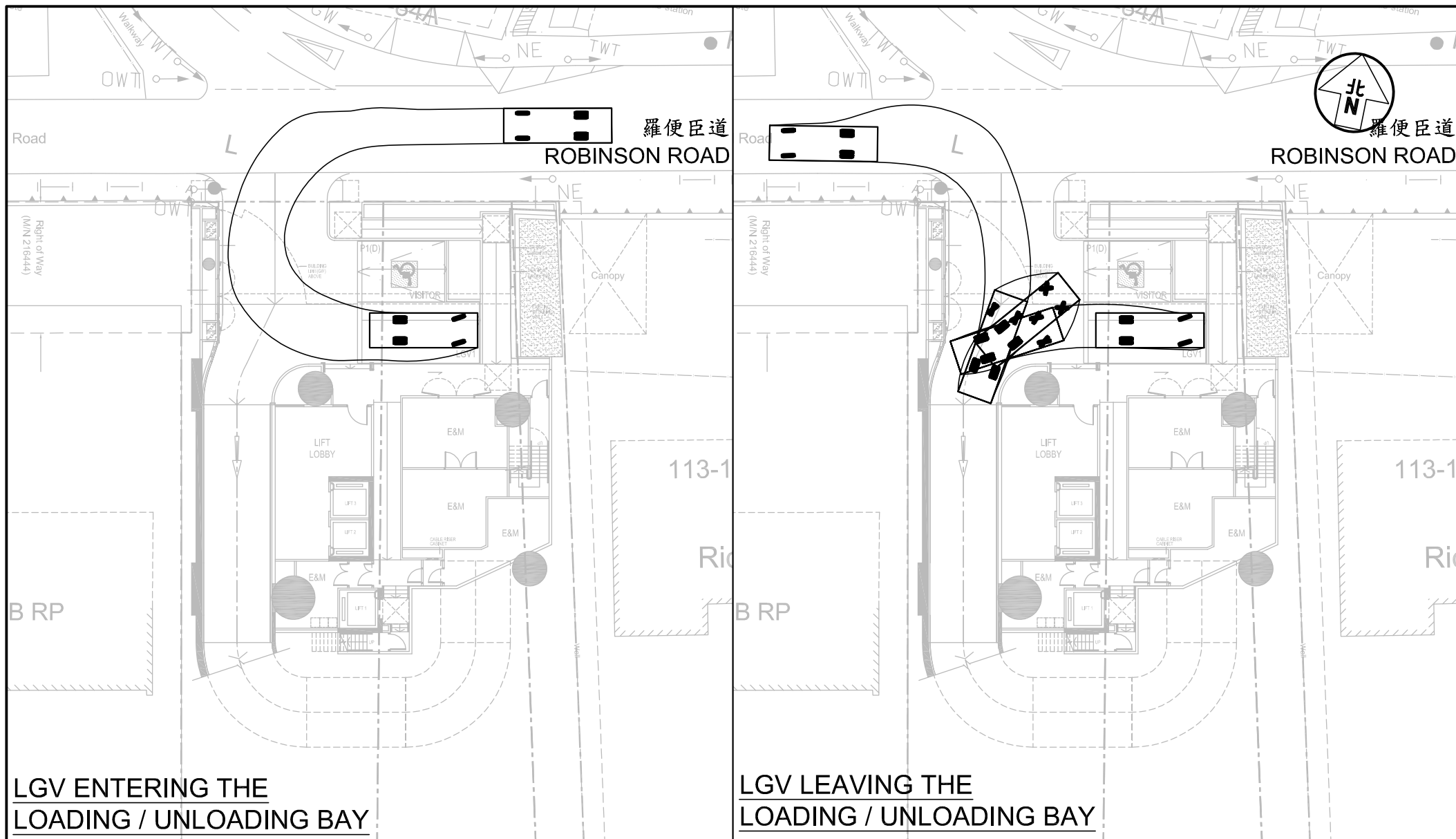
v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Input	
	W	6.70	V-CB	50	V-AD	60	w-BA	2.20
	W-CR	0.00	V-IBA	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 Title
SWEPT PATH OF LGV ENTERING AND LEAVING THE
LOADING / UNLOADING BAY LGV1 ON LG2/F OF TOWER 1

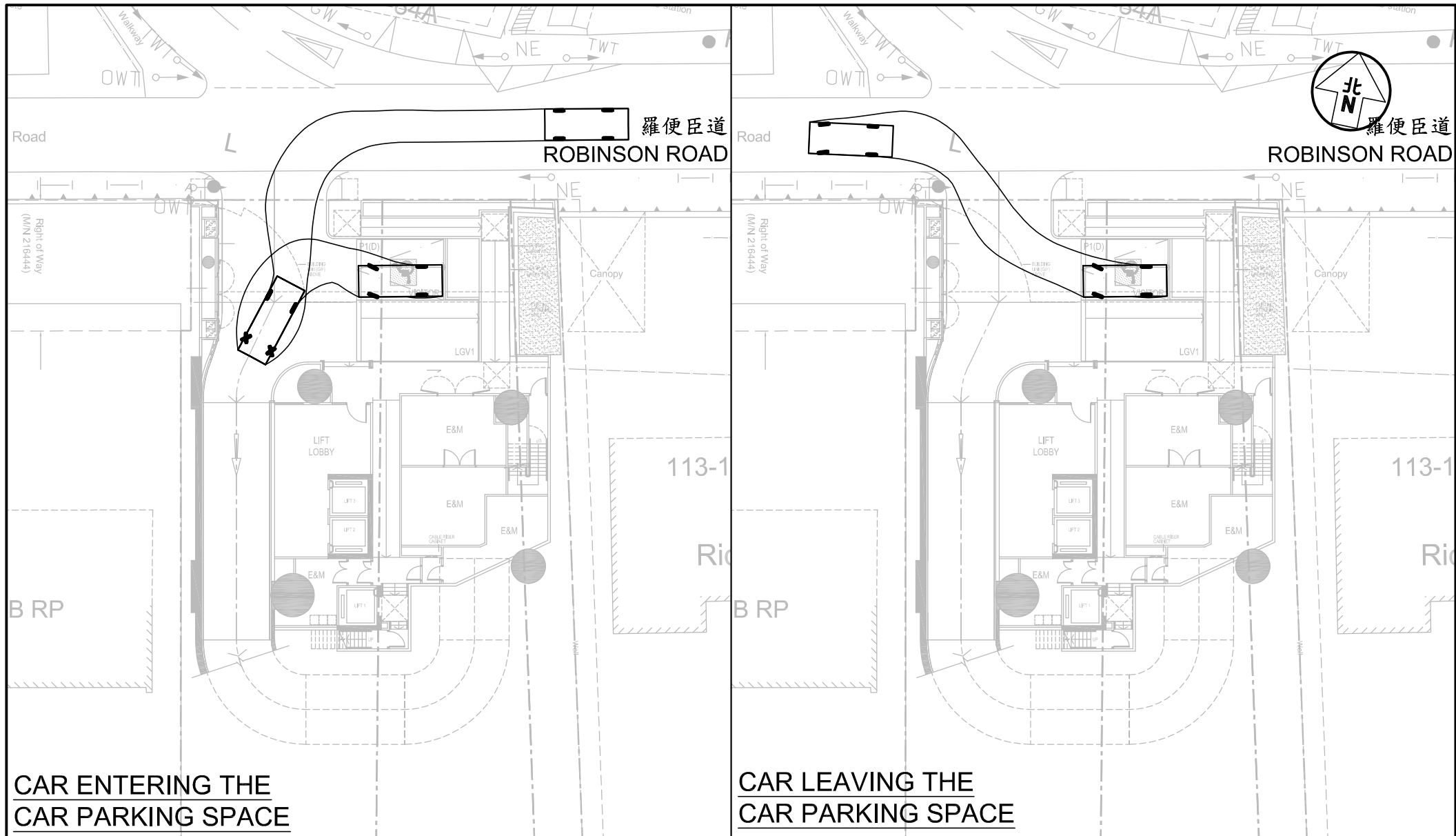
Figure No. SP1 Revision A

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

Scale in A4 1 : 300 Date 11 JUN 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 ACCESSIBLE
PRIVATE CAR PARKING SPACE P1(D) ON LG2/F OF TOWER 1**

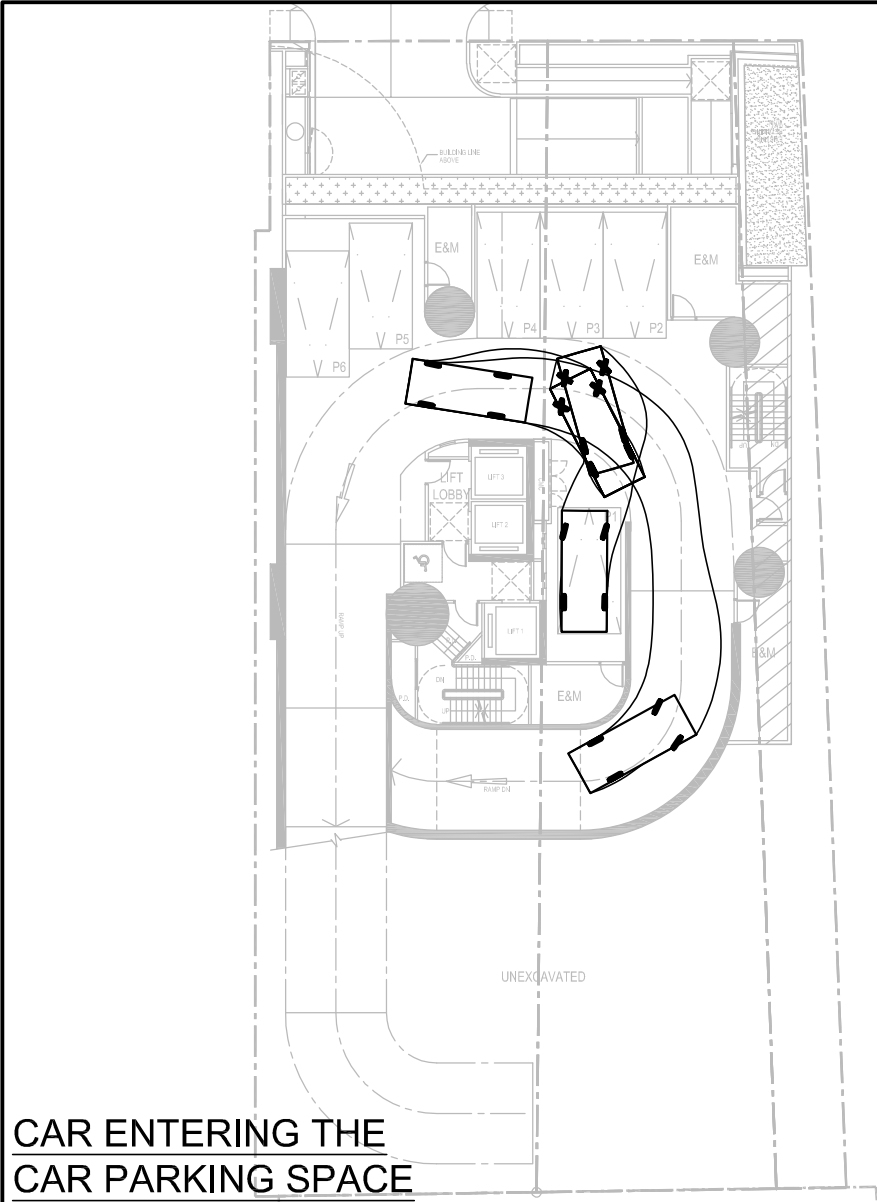
Figure No. SP2
Revision A

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

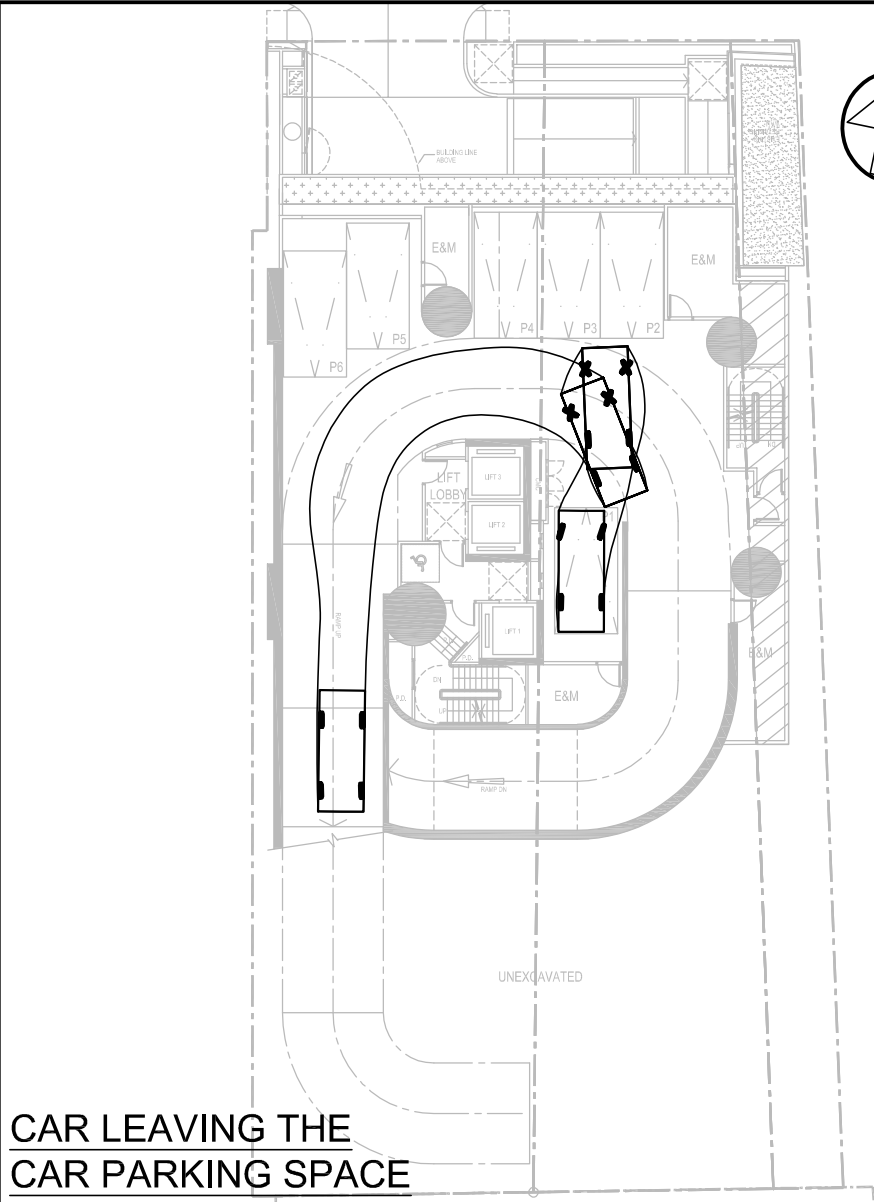
Scale in A4
1 : 300
Date
11 JUN 2026

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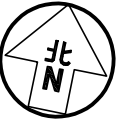




**CAR ENTERING THE
CAR PARKING SPACE**



**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 P1 ON LG1/F OF TOWER 1**

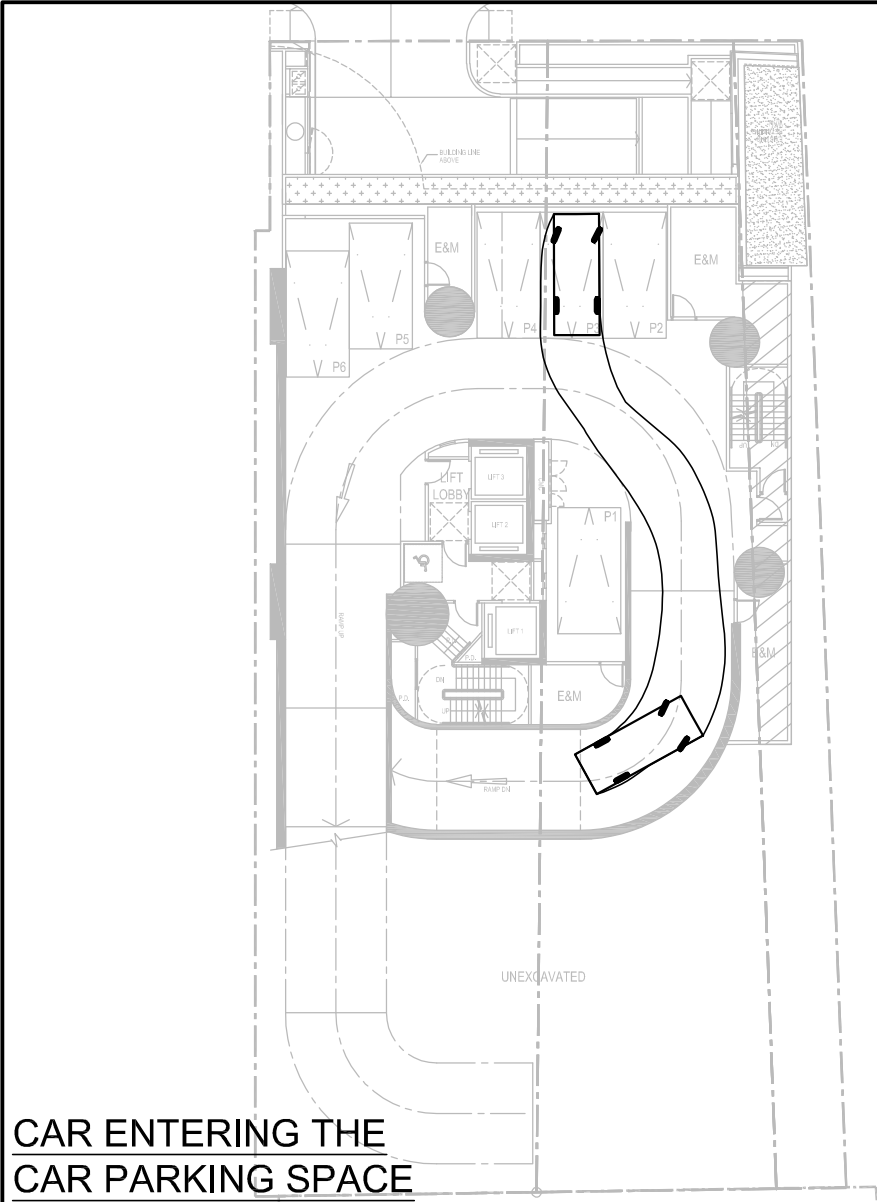
Figure No. **SP3** Revision **A**

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

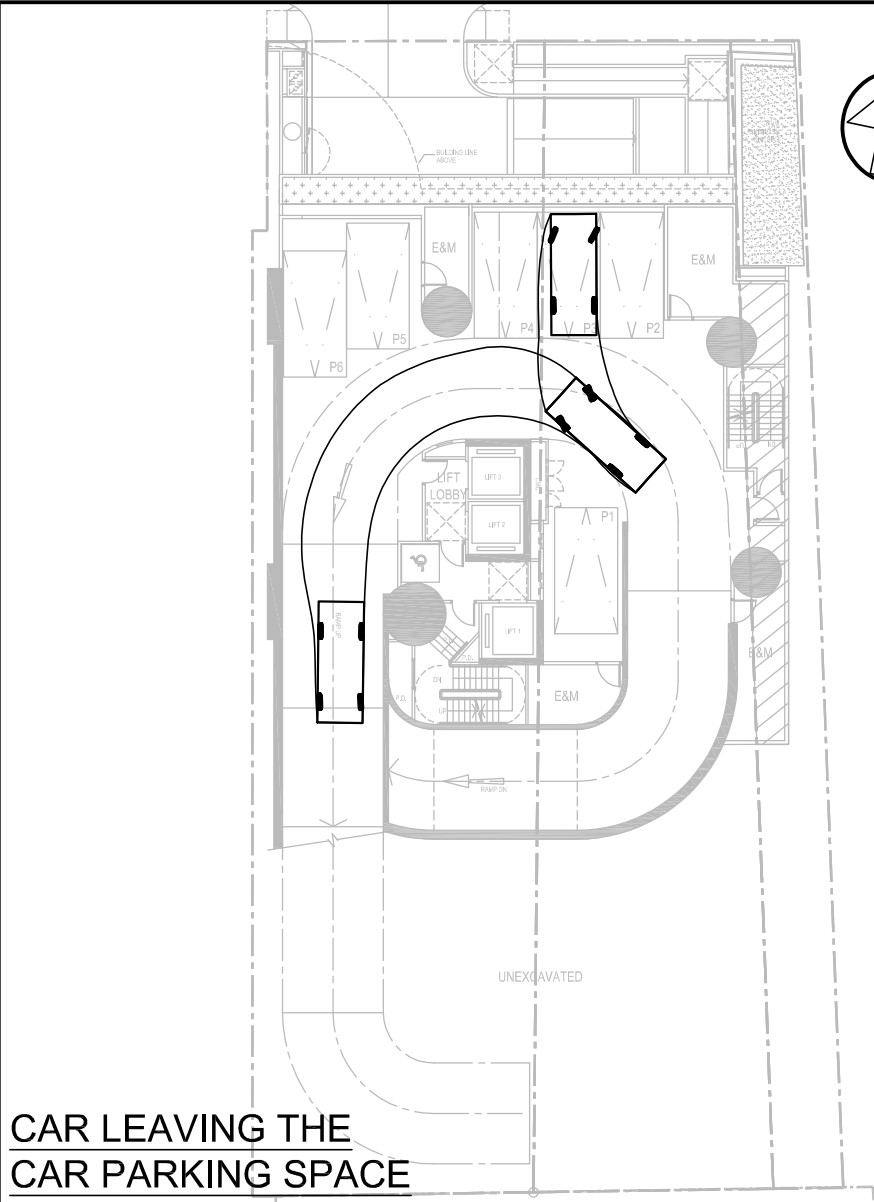
Scale in A4 **1 : 300** Date **11 JUN 2026**

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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**

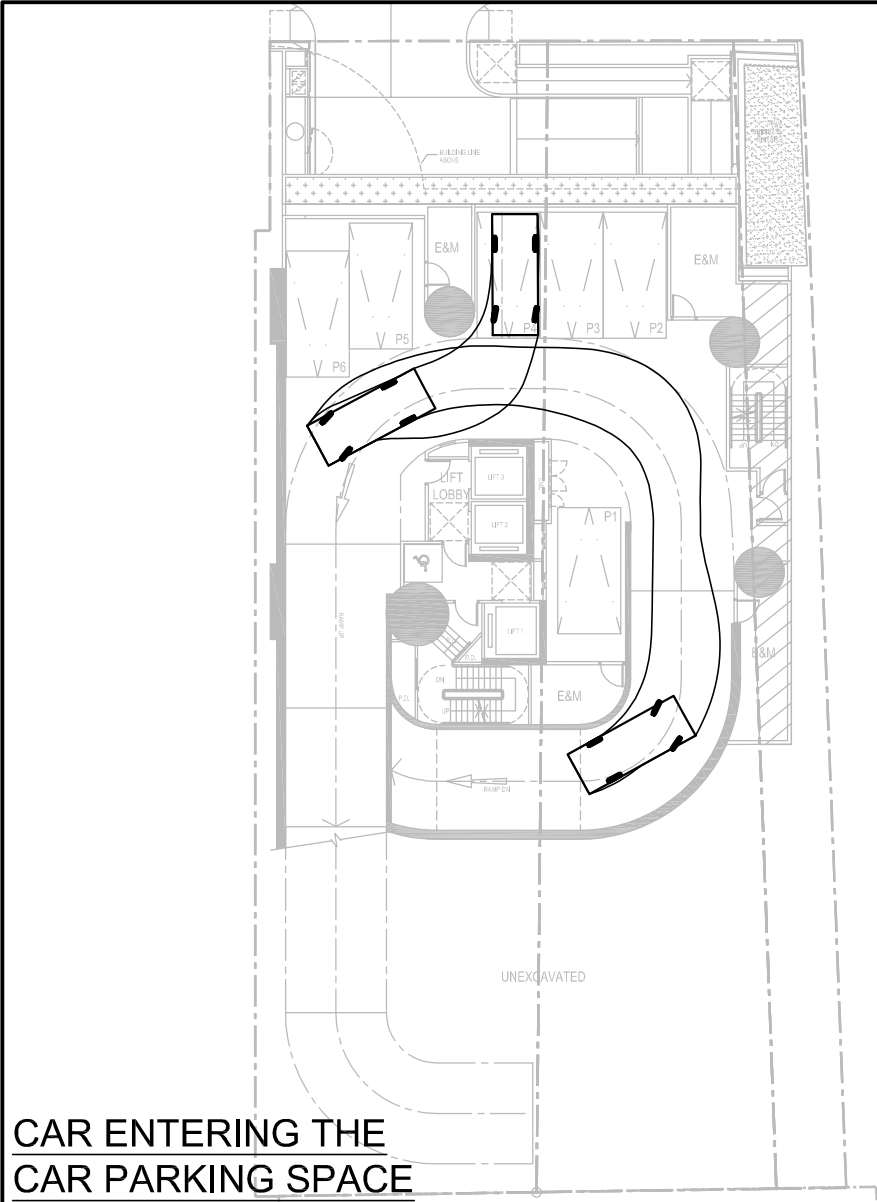
Figure No. **SP4** Revision **A**

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

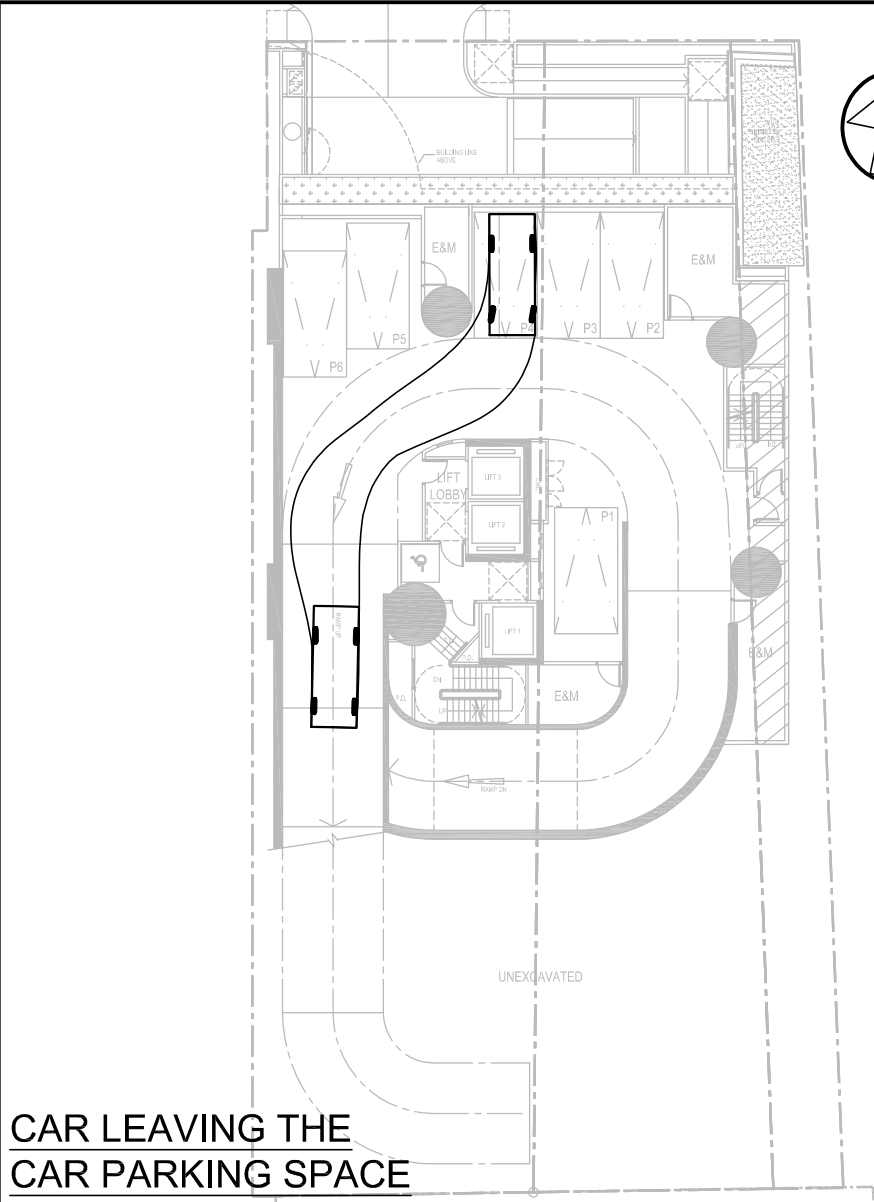
Scale in A4 **1 : 300** Date **11 JUN 2026**

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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**

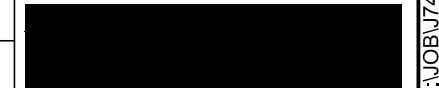
Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE PARKING SPACE P4 ON LG1/F OF TOWER 1**

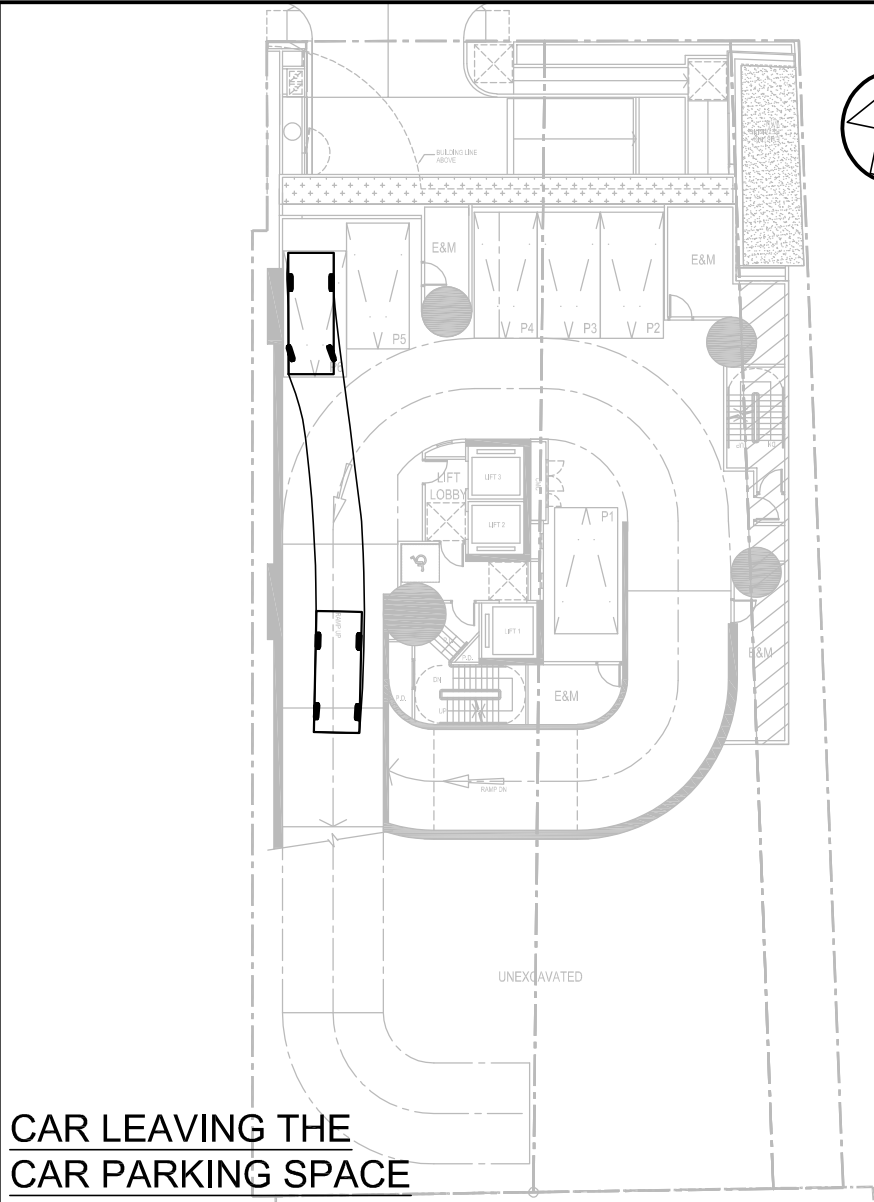
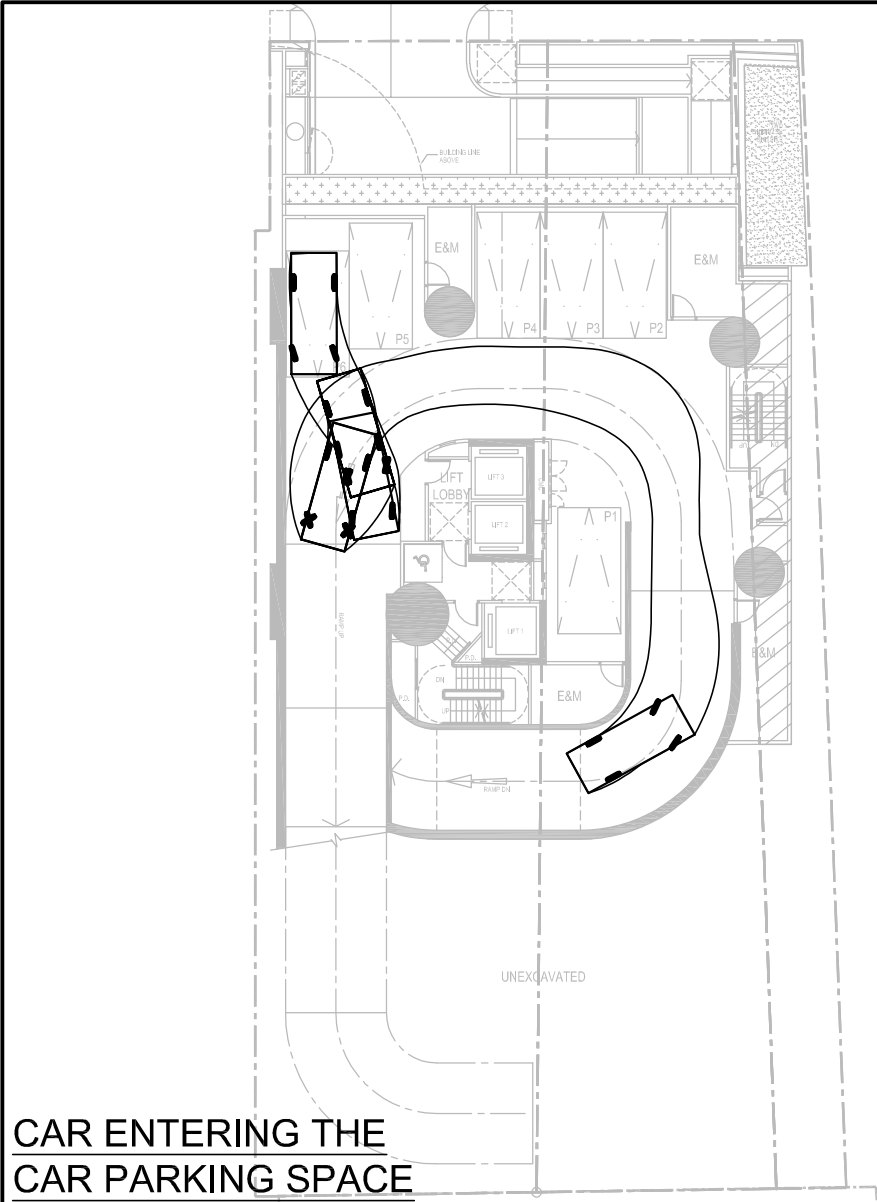
Figure No. **SP5** Revision **A**

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

Scale in A4 **1 : 300** Date **11 JUN 2026**

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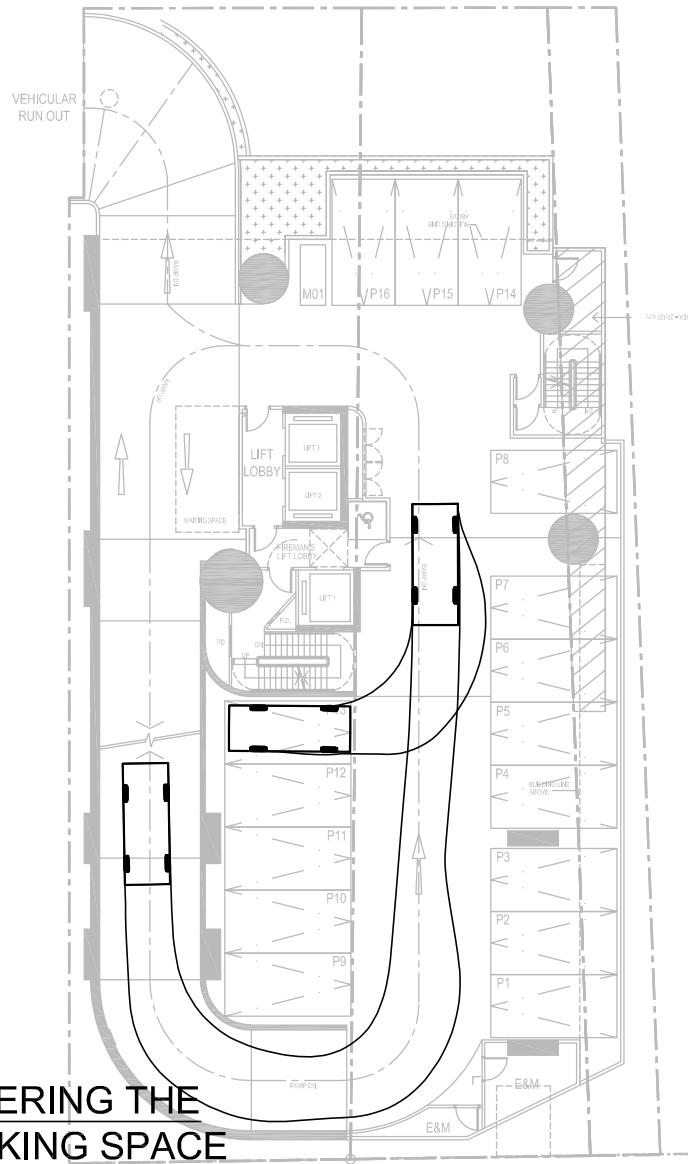


Project Title **PROPOSED MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION FOR A PERMITTED RESIDENTIAL DEVELOPMENT IN "RESIDENTIAL (GROUP B)" AND "RESIDENTIAL (GROUP C) 4" ZONES AT 1 & 1A KOTEWALL ROAD AND 64 CONDUIT ROAD, MID-LEVELS J7451**

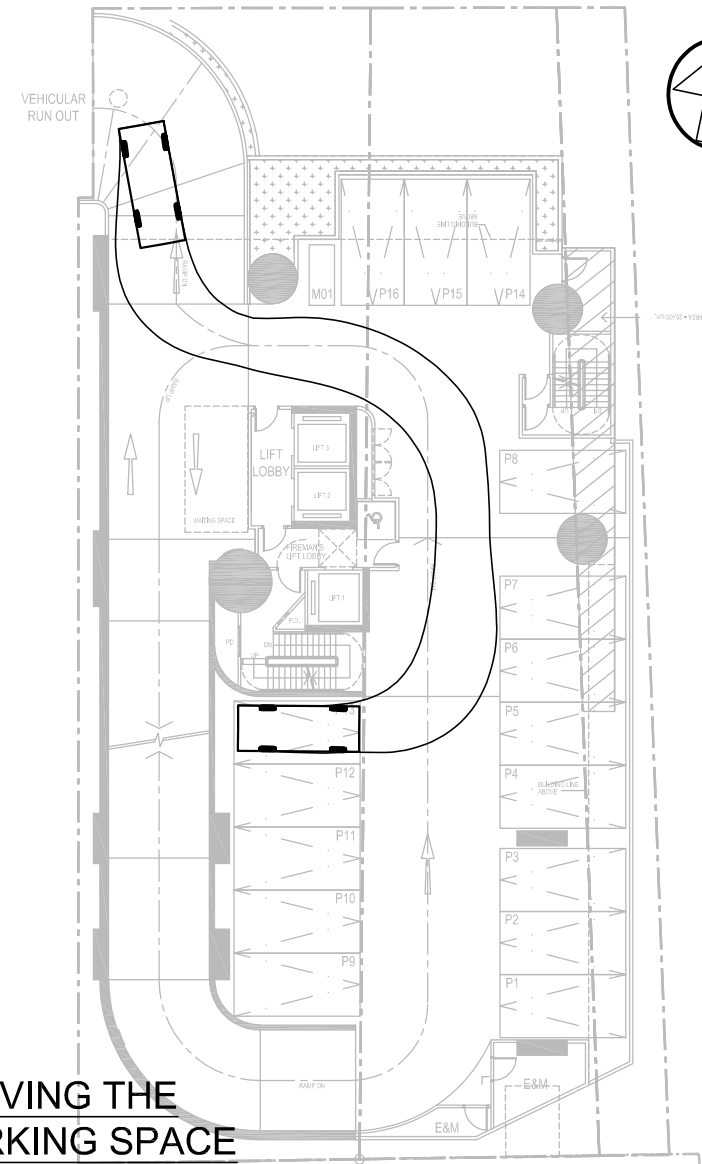
Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE PARKING SPACE P6 ON LG1/F OF TOWER 1**

Figure No. SP6		Revision A
Designed by C Y Y	Drawn by N C M	Checked by K C
Scale in A4 1 : 300		Date 11 JUN 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**

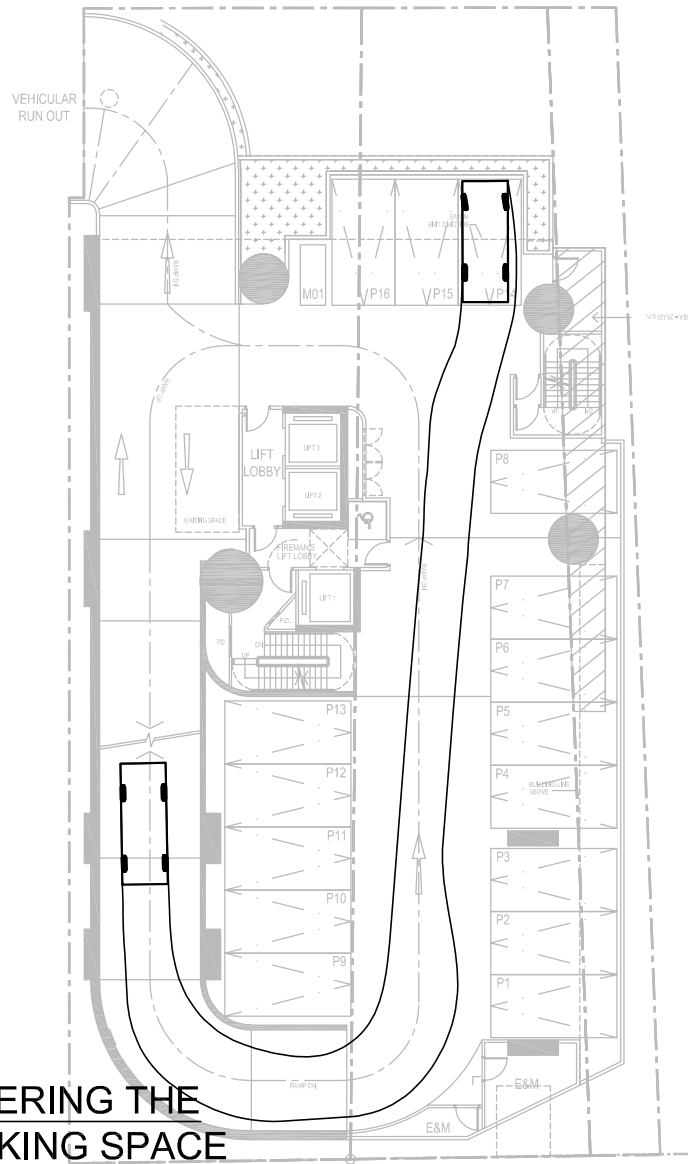
Figure No. **SP8**

Revision **A**

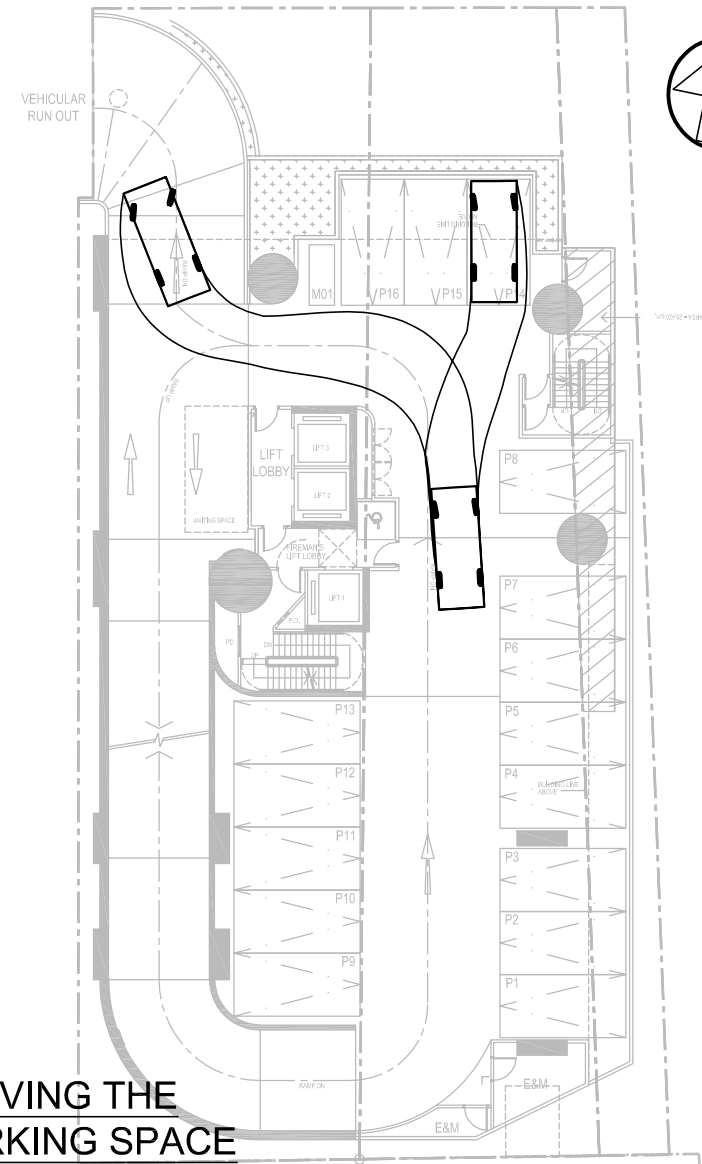
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **11 JUN 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**

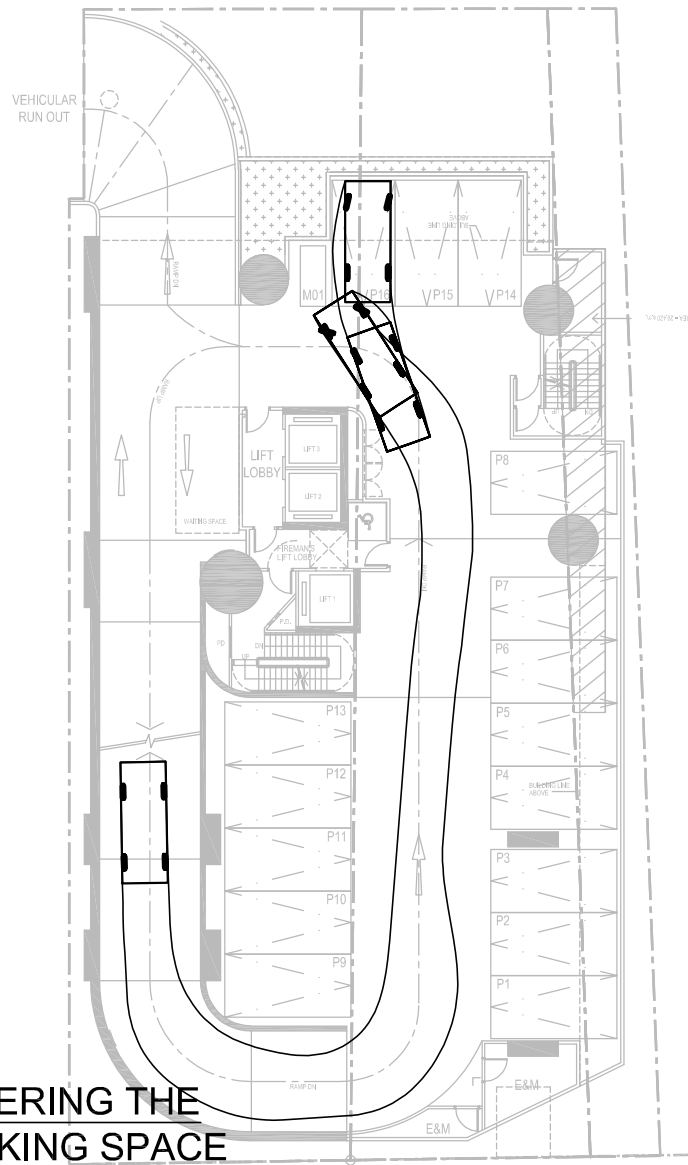
Figure No. **SP9** Revision **A**

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

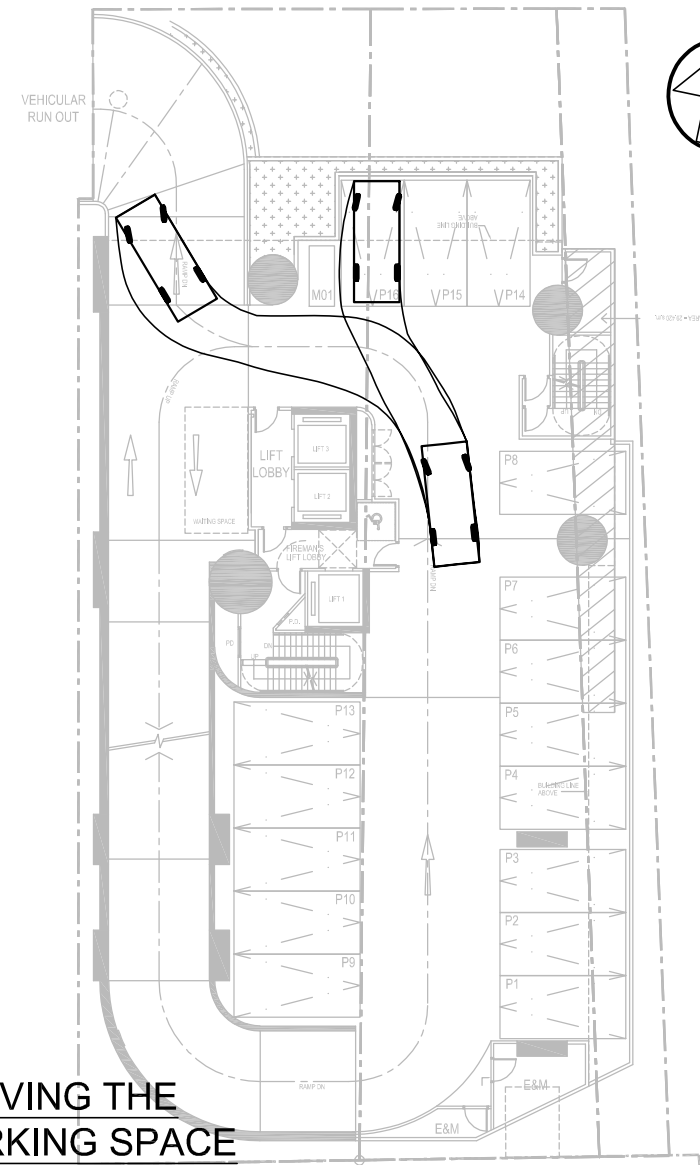
Scale in A4 **1 : 300** Date **11 JUN 2026**

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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**

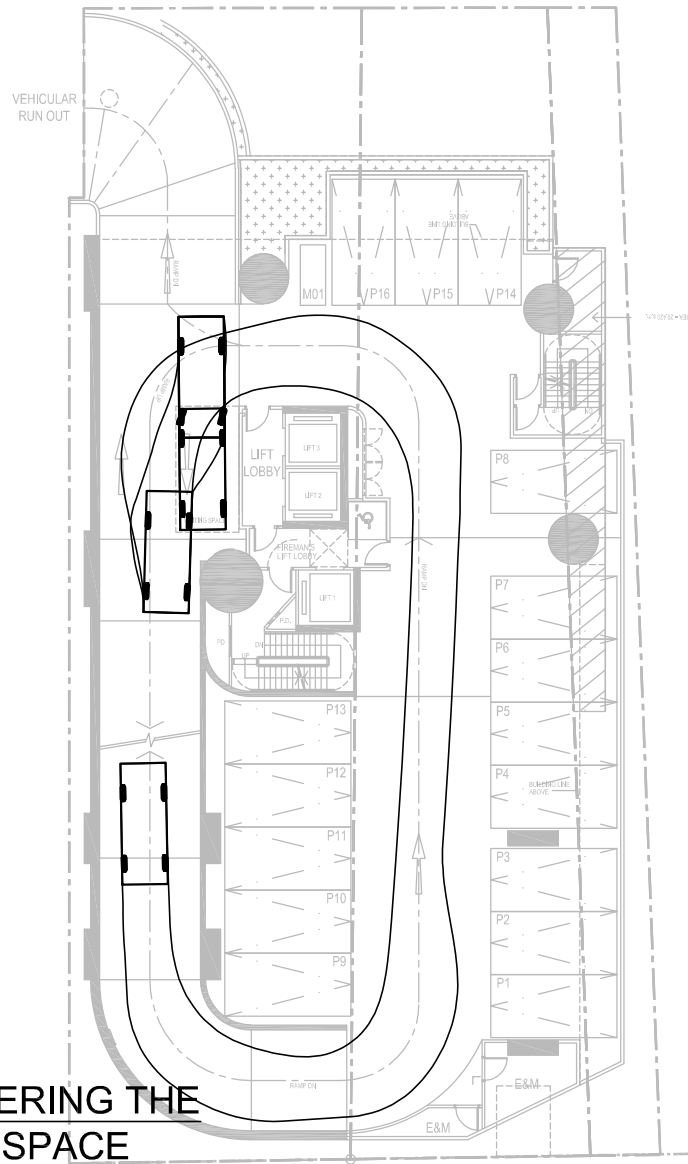
Figure No. **SP10**

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

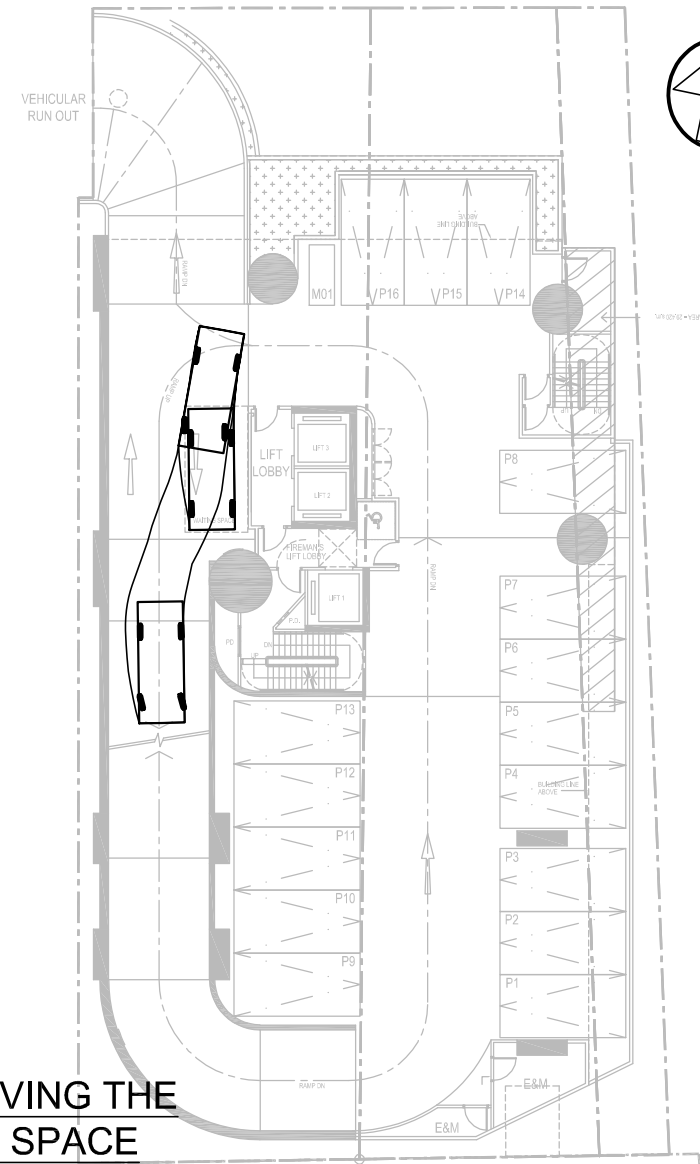
Scale in A4 **1 : 300** Date **11 JUN 2026**

Revision **A**

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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**

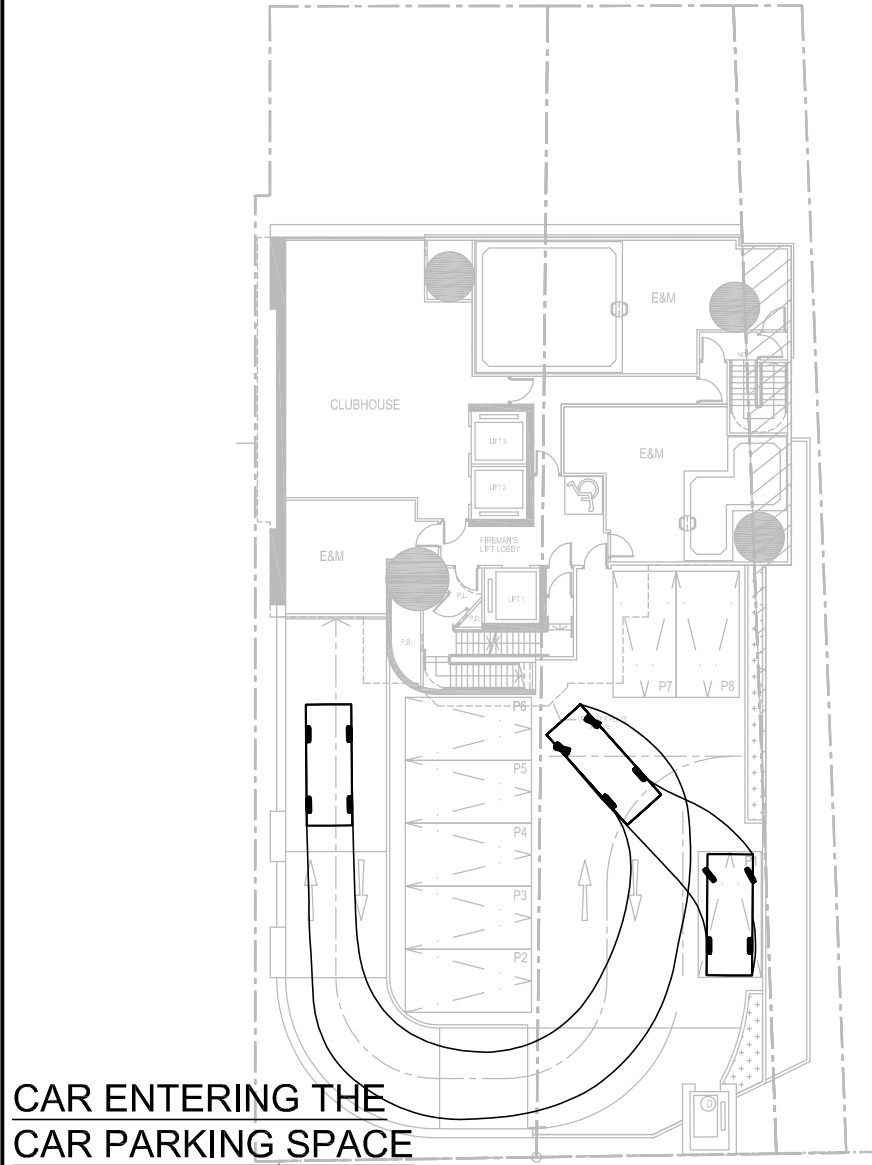
Figure No. **SP11**

Revision **A**

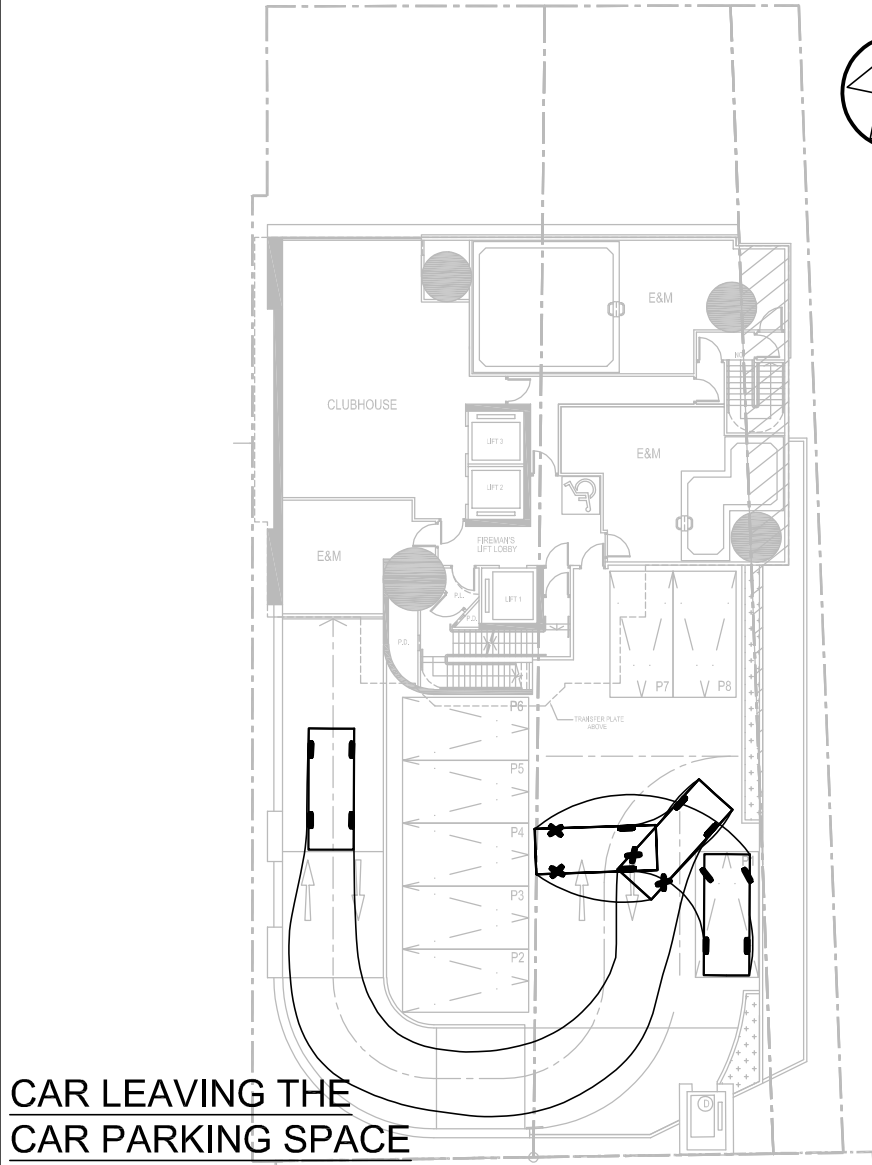
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **11 JUN 2026**

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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 1/F OF TOWER 1**

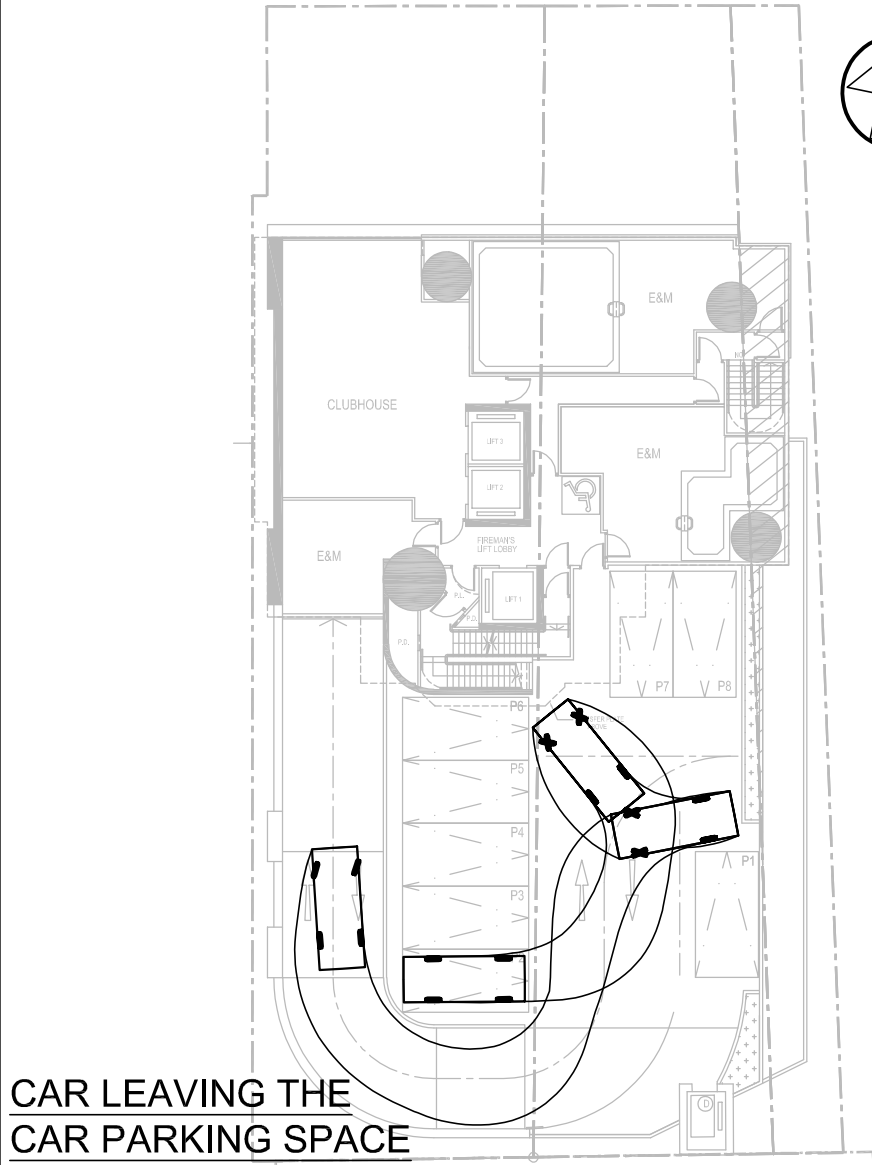
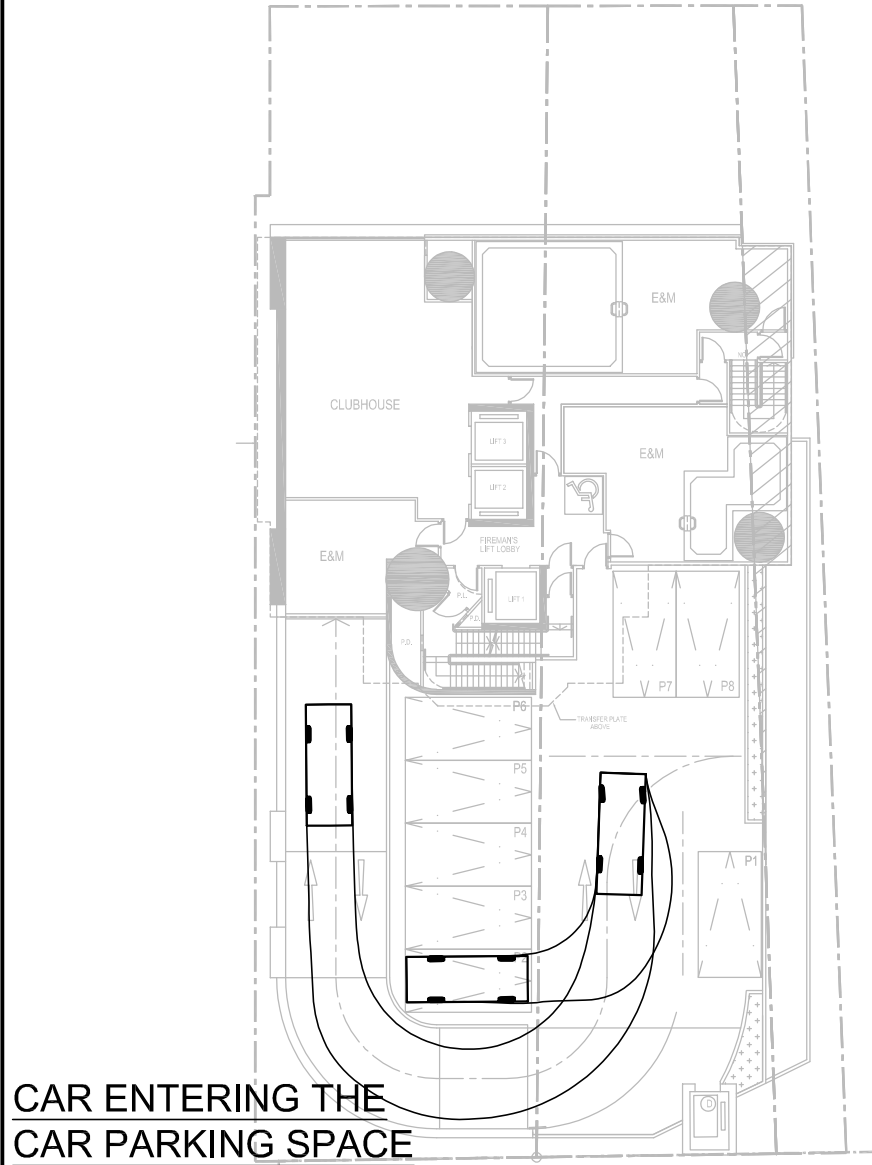
Figure No. **SP12**

Revision **A**

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

Scale in A4 **1 : 300** Date **11 JUN 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
A

Designed by
C Y Y

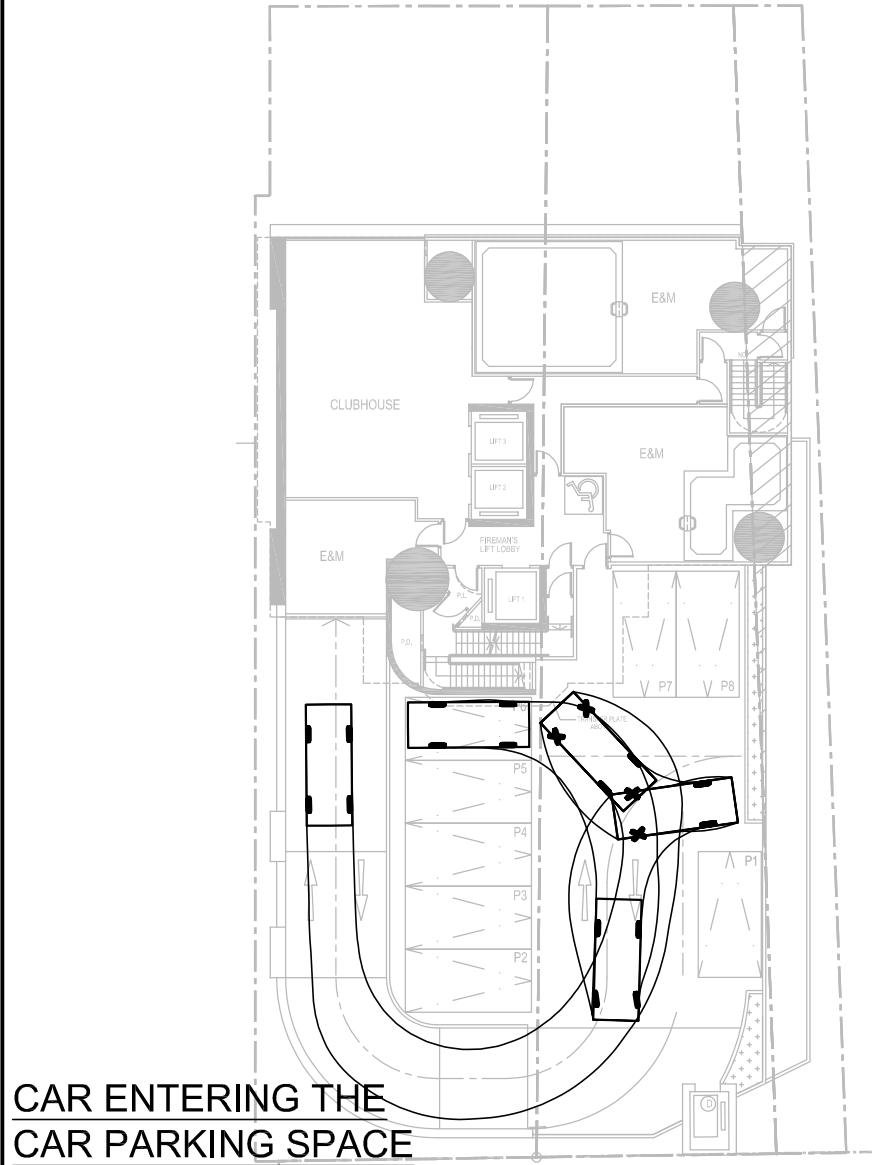
Drawn by
N C M

Checked by
K C

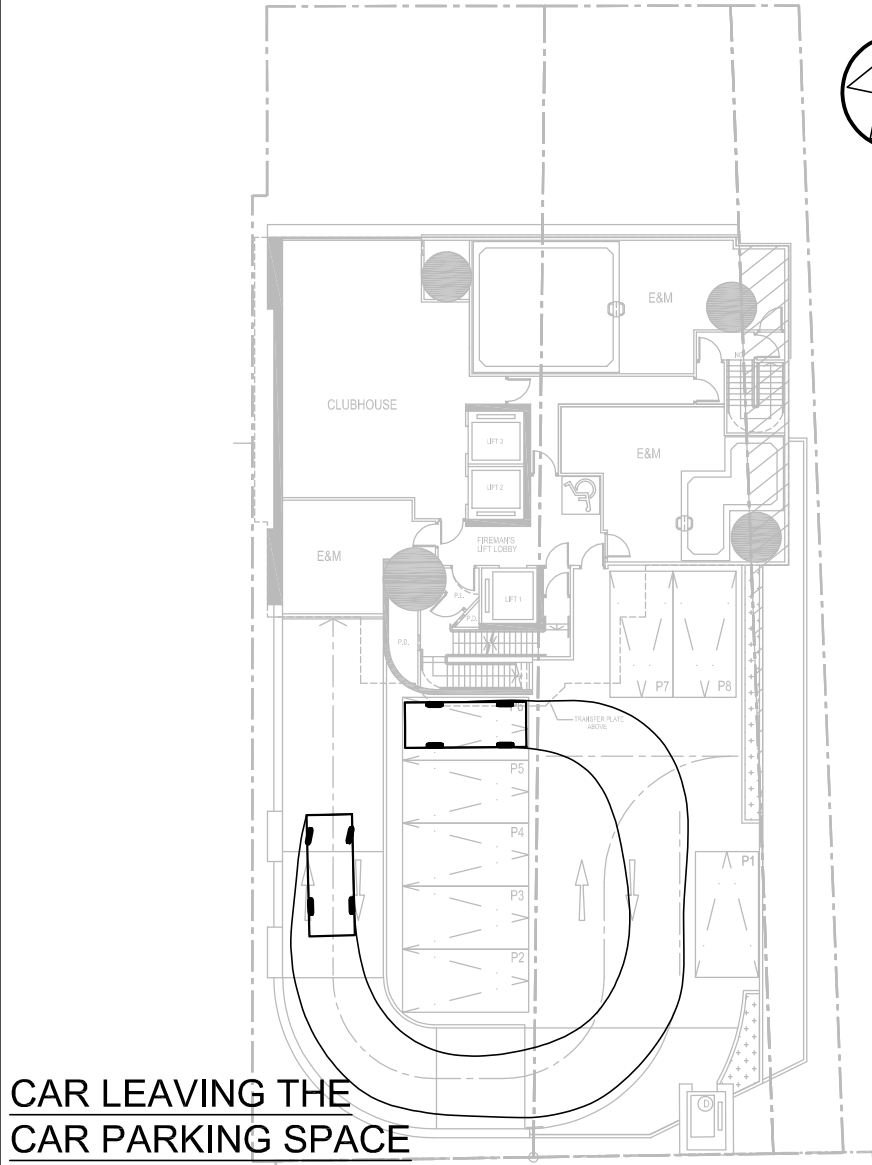
Scale in A4
1 : 300

Date
11 JUN 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 P6 ON 1/F OF TOWER 1**

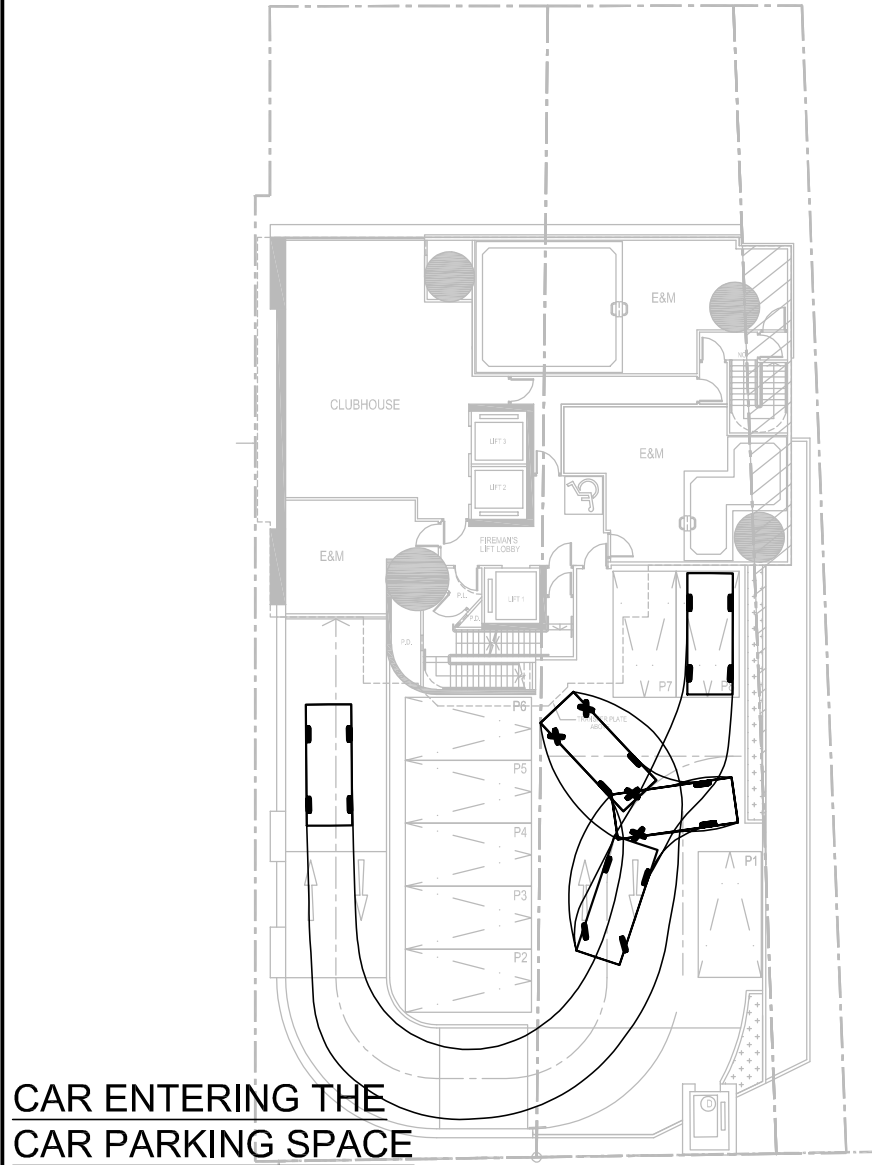
Figure No. **SP14**

Revision **A**

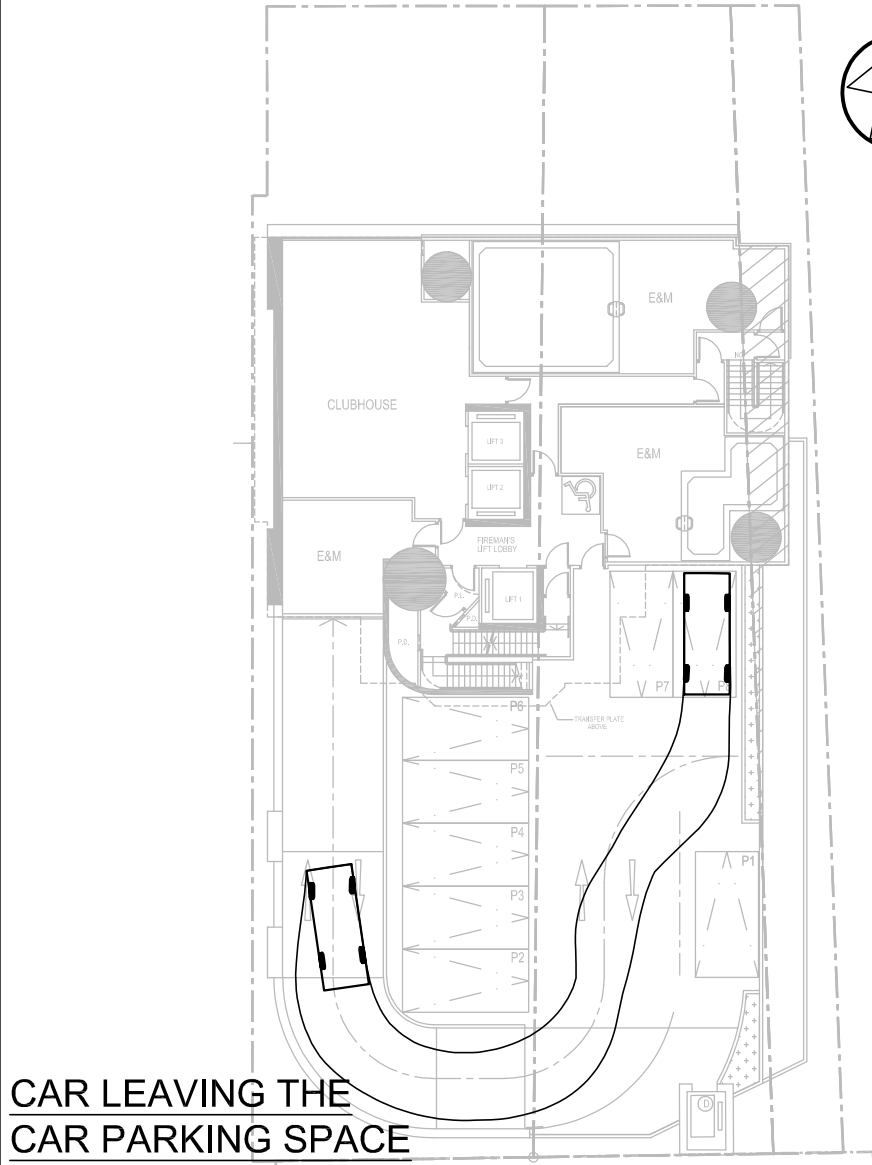
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **11 JUN 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 P8 ON 1/F OF TOWER 1**

Figure No. **SP15**

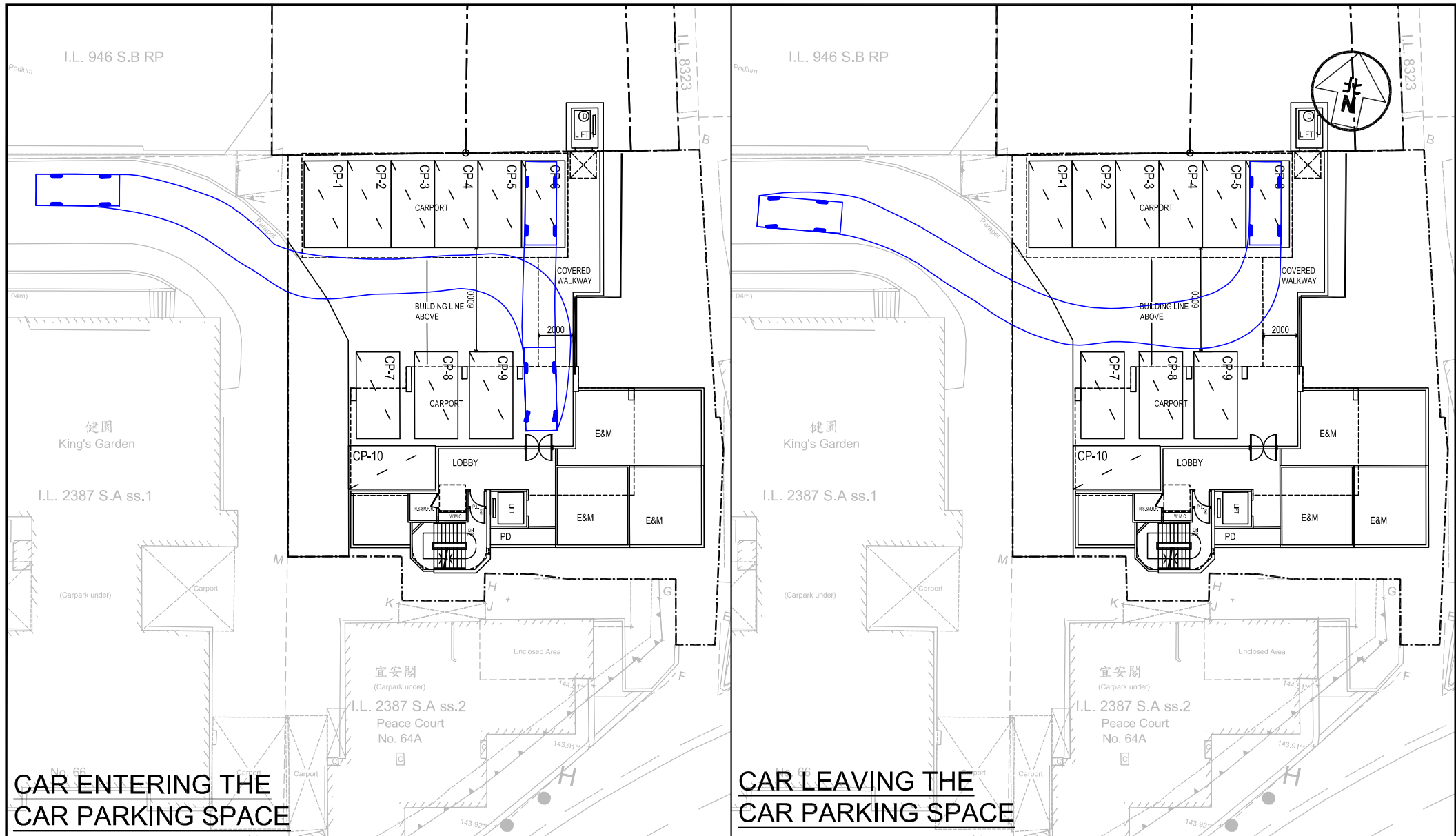
Designed by **C Y Y** Drawn by **N C M** Checked by **K C**

Scale in A4 **1 : 300** Date **11 JUN 2026**

Revision **A**

CKM Asia Limited
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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-6 ON 3/F OF TOWER 2**

Figure No.
SP16

Designed by
C Y Y

Scale in A4
1 : 300

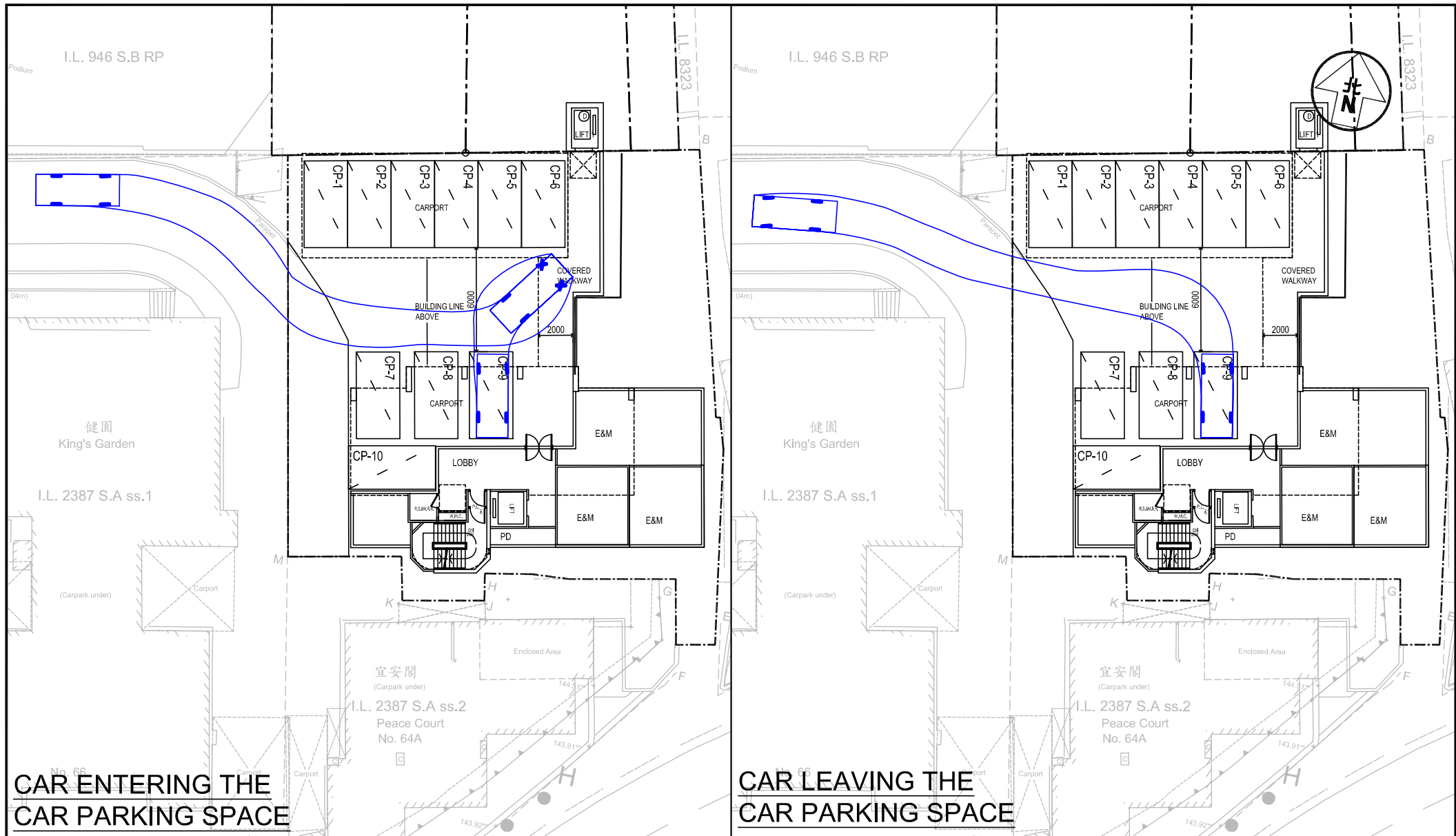
Revision
A

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 CP-9 ON 3/F OF TOWER 2**

Figure No.	SP17		Revision	A	
Designed by	C Y Y	Drawn by	N C M	Checked by	K C
Scale in A4	1 : 300		Date	11 JUN 2026	

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