
Appendix A

Traffic Impact Assessment

**Section 16 Planning Application in support of
Proposed Minor Relaxation of Plot Ratio Restriction for
Proposed Hotel use at Chai Wan Inland Lots 12 and 43,
14 - 16 Lee Chung Street, Chai Wan, Hong Kong**

Traffic Impact Assessment

**Final Report
September 2025**

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Prepared for: Fortune Creation Developments Ltd.

**Section 16 Planning Application in support of Proposed Minor Relaxation of Plot Ratio
Restriction for Proposed Hotel use at Chai Wan Inland Lots 12 and 43,
14 - 16 Lee Chung Street, Chai Wan, Hong Kong**

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14 - 16 Lee Chung Street, Chai Wan, Hong Kong**

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1.0 INTRODUCTION

Background

- 1.1 The Subject Site is located at 14 – 16 Lee Chung Street in Chai Wan. It is currently occupied by a revitalised industrial building which is known as the Johnson Building. **Figure 1.1** shows the location of the Subject Site.
- 1.2 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m² industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner has the intention to redevelop the existing building into a 363-room hotel (the “Proposed Hotel”).
- 1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the Proposed Hotel.

Structure of Report

- 1.4 The report is structured as follows:

- Chapter One - Gives the background of the project;
- Chapter Two - Describes the existing situation;
- Chapter Three - Presents the Proposed Hotel;
- Chapter Four - Describes the traffic impact analysis;
- Chapter Five - Describes the pedestrian impact analysis; and
- Chapter Six - Gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

- 2.1 The Johnson Building fronts onto Lee Chung Street and it adjoins the Shell Industrial Building to the south. The run-in / out of the Johnson Building is provided at Lee Chung Street.

Existing Traffic Flows

- 2.2 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Friday, 16 May 2025 during AM and PM peak periods at the following junctions:

- J01 - Junction of Lee Chung Street / Chui Hang Street
- J02 - Junction of Cheung Lee Street / Kut Shing Street (West Junction)
- J03 - Junction of Cheung Lee Street / Kut Shing Street (East Junction)
- J04 - Junction of Hong Man Street / Tai Man Street
- J05 - Junction of Chai Wan Road / Hong Man Street
- J06 - Junction of Chai Wan Road / Wan Tsui Road
- J07 - Junction of Chai Wan Road Roundabout
- J08 - Junction of Ning Foo Street / Lee Chung Street
- J09 - Junction of Lee Chung Street outside Shun Yee Factory Building
- J10 - Junction of Hong Man Street / Cheung Lee Street

- 2.3 The locations of the surveyed junctions are shown in **Figure 2.1** and the junction layouts are found in **Figures 2.2 – 2.11**.

- 2.4 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0800 – 0900 hours and 1730 – 1830 hours respectively. **Figure 2.12** presents the observed AM and PM peak hour traffic flows in pcu/hour.

Performance of the Surveyed Junctions

- 2.5 The existing performance of the surveyed junctions is calculated based on the observed traffic counts, and the analyses were undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual (“TPDM”), which is published by the Transport Department. The existing junction performance is presented in **Table 2.1**, and detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.078	0.083
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.132	0.102
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	307%	395%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.509	0.243
J05	Chai Wan Road / Hong Man Street	Signal (RC)	37%	82%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.376	0.315
J07	Chai Wan Road Roundabout	RA (DFC)	0.472	0.363

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	251%	336%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.068	0.057
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.536	0.415

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

2.6 The results in **Table 2.1** show that the junctions analysed operate with capacity.

Public Transport Facilities

2.7 The Subject Site is well-served by public transport facilities, and access to public transport services is convenient, including the Chai Wan MTR station exit C, which is located some 200m away. In addition, numerous franchised bus and public light bus routes operate within 500-metre from the Subject Site. **Figure 2.13** shows details of the road-based public transport services provided within 500-metre from the Subject Site.

Existing Footpath Level-Of-Service

2.8 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM peak periods on Friday, 16 May 2025 at footpaths located in the vicinity, and the observed peak hour pedestrian flows are shown in **Figure 2.14**.

2.9 The Level-Of-Service (“LOS”) of a pedestrian footpath depends on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM and is presented in **Table 2.2**.

TABLE 2.2 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

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

Source: Volume 6 Chapter 10 of TPDM

- 2.10 The observed peak 15 minutes pedestrian flows LOS assessment is presented in **Table 2.3**.

TABLE 2.3 EXISTING LOS ASSESSMENT

Location	Clear Width ⁽¹⁾ [Effective Width] (m)	Peak Period	Flow (ped/ 15 mins)	Flow rate (ped/min/m)	LOS
P1. Eastern Footpath Outside 14-16 Lee Chung Street	2.5[1.5]	AM	94	4.2	A
		PM	187	8.4	A
P2. Northern Footpath Outside 12 Lee Chung Street	3.0[2.0]	AM	382	12.8	A
		PM	418	14.0	A

⁽¹⁾ The width excludes railing and obstructions.

- 2.11 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable range of level of service. Hence, the footpaths analysed operate with capacity.

3.0 THE PROPOSED HOTEL

The Proposed Hotel

- 3.1 The Owner of the Subject Site intends to redevelop the existing industrial building to a 363-room hotel.

Provision of Internal Transport Facilities

- 3.2 The comparison of the proposed internal transport facilities and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in **Table 3.1**.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATIONS AND PROPOSED INTERNAL TRANSPORT FACILITIES

HKPSG Recommendations for a Hotel with 363 rooms	The Proposed Hotel
Car Parking Space	
1 per 100 rooms $363 / 100 = 3.63$, say 4 nos.	4 nos. comprising of: (i) 1 set of double-deck parking rack @ 5m(L) X 2.5m (W) (ii) 1 no. @ 5m(L) X 2.5m (W) X 2.4m(H), (iii) 1 no. @ 5m (L) X 3.5m (W) X 2.4m (H) for persons with disabilities = Comply HKPSG, OK
Motorcycle Parking Space	
5% to 10% of car parking space Minimum = $4 \times 5\% = 0.2$, say 1 no. Maximum = $4 \times 10\% = 0.4$, say 1 no.	1 no. 2.4m(L) X 1m (W) X 2.4m(H) = Comply HKPSG, OK
Goods Vehicle Loading / Unloading Bay	
0.5 – 1 goods vehicle bay per 100 rooms Minimum = $0.5 \times 363/100 = 1.82$, say 2 nos. With 65% for LGV and 35% for HGV: LGV: $2 \times 0.65 = 1.3$, say 1 no. ; & HGV: $2 - 1 = 1$ no. Maximum = $1 \times 363/100 = 3.63$, say 4 nos. With 65% for LGV and 35% for HGV: LGV: $4 \times 0.65 = 2.6$, say 3 nos. ; & HGV: $4 - 3 = 1$ no.	2 nos. comprising of: (i) 1 LGV @ 7m (L) X 3.5m (W) X 3.6m (H) (ii) 1 HGV @ 11m (L) X 3.5m (W) X 4.7m (H) = Comply HKPSG, OK
Taxi and Private Car Layby	
Minimum 3 nos. for 300 - 599 rooms	3 nos. @ 5m (L) X 2.5m (W) X 2.4m (H) = Comply HKPSG, OK
Single Deck Tour Bus Layby	
Minimum 2 – 3 nos. for 300 - 899 rooms	2 nos. @ 12m (L) X 3.5m (W) X 3.8m (H) = Comply HKPSG, OK

- 3.3 **Table 3.1** shows that the internal transport facilities provided comply with the recommendations of the HKPSG. The G/F layout plan is shown in **Figure 3.1**.

Swept Path Analysis

- 3.4 The CAD-based swept path analysis programme, Autodesk Vehicle Tracking, was used to check the ease of manoeuvring of vehicles within the Proposed Hotel, and the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed Hotel is expected to be completed in 2030, and the design year adopted for the traffic assessment is, whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2033, or (ii) 5 years from the date of this application, i.e., 2030. Therefore, Year 2033 is adopted for junction capacity analysis.

Traffic Forecasting

- 4.2 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the 2019-based Base District Traffic Model HK2 (the "BDTM"); (ii) estimated growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the Proposed Hotel.

Estimated Traffic Growth Rate from 2031 to 2033

- 4.3 Reference is made to the: (i) the Annual Average Daily Traffic ("AADT") of core stations located in the vicinity of the Proposed Hotel, which is found in the Annual Traffic Census, published by Transport Department, and (ii) the Hong Kong Population Projection published by Census and Statistics Department.
- 4.4 The information for (i) is presented in **Table 4.1**.

TABLE 4.1 AADT OF THE CORE STATIONS IN THE VICINITY OF THE PROPOSED HOTEL

ATC Station No.	1102	1220	1446	Overall
Road	Cheung Lee Street	Chai Wan Road	Island Eastern Corridor	
From	Hong Man Street	Tai Tam Road	Wan Tsui Road	
To	Kut Shing Street	Wan Tsui Road	Wing Tai Road INT	
Year	Annual Average Daily Traffic (vehicles / day)			
2017	4,320	18,470*	17,730*	40,520
2018	4,500	19,140	17,780*	41,420
2019	4,320	18,490	19,630	42,440
2020	4,240	17,640*	18,700	40,580
2021	4,430	18,440*	19,070*	41,940
2022	4,230	17,590*	17,970*	39,790
2023	4,330	18,590	18,360*	41,280
Average Annual Growth (2017 - 2023)	0.04%	0.11%	0.58%	0.31%

Note: * Estimated by Growth Factor

- 4.5 **Table 4.1** shows overall annual average traffic growth of 0.31%.
- 4.6 The information for (ii) is presented in **Table 4.2**.

TABLE 4.2 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Population in Hong Kong (thousands)
2031	7,820.2
2033	7,903.6
Average Annual Growth (2031 – 2033)	0.53%

- 4.7 **Table 4.2** shows that the annual population growth between 2031 – 2033 is 0.53%. To be conservative, the annual growth rate of 1% is adopted for 2031 – 2033.

Additional Planned / Committed Developments near the Subject Site

- 4.8 The planned / committed developments near the Subject Site not included in the BDTM but have been incorporated to produce the future year traffic flows are listed in **Table 4.3** and the locations are presented in **Figure 4.1**.

TABLE 4.3 ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Ref. No.	Development	GFA (m ²)	No. of Flat	Average Flat Size	No. of space
A	Industrial Building at 18 Lee Chung Street	9,000	–	–	–
B	Transitional Housing at 46 Sheung On Street	–	103	30 m ²	–
C	Light Public Housing at 50 Sheung On Street	–	1,720	30 m ²	–
D	Residential Development at 391 Chai Wan Road	–	850	75 m ²	–
E	Wah Ha Estate at 2 Kut Shing Street	–	187	30 m ²	–
F	Chai Wan Government Complex and Vehicle Depot	33,930	–	–	–
G	Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters	37,000	–	–	–
H	Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Office	–	–	–
		Public Vehicle Park	–	–	200
		Driving School	5,000	–	–

Traffic Generation of the Proposed Hotel

- 4.9 To estimate the traffic generation of the Proposed Hotel, reference is made to the mean rates for Hotel uses in TPDM. The adopted traffic generation rates and the estimated AM and PM peak hour traffic generation are presented in **Table 4.4**.

TABLE 4.4 ADOPTED TRIP RATES AND TRAFFIC GENERATION FOR THE PROPOSED HOTEL

The Proposed Hotel (363 Rooms)	Parameter	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Mean Traffic Generation Rates for Hotel Uses	pcu/hr/room	0.1329	0.1457	0.1290	0.1546
Traffic Generation	pcu/hr	49	53	47	57
		102 (2-way)		104 (2-way)	

- 4.10 The Proposed Hotel is expected to generate 102 and 104 pcu / hour (2-way) in AM and PM peak respectively.

Year 2033 Traffic Flows

4.11 Year 2033 traffic flows for the following cases are derived:

Year 2033 Without the Proposed Hotel [A] = *Traffic flows derived with reference to BDTM + estimated traffic growth between 2031 and 2033 + expected traffic generation of the planned / committed developments after 2019*

Year 2033 With the Proposed Hotel [B] = *[A] + Traffic Generation of the Proposed Hotel*

4.12 Year 2033 peak hour traffic flows for the above cases are shown in **Figures 4.2 – 4.3** respectively.

Year 2033 Junction Capacity Analysis

4.13 Year 2033 junction capacity analysis for the three cases are summarised in **Table 4.5** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 YEAR 2033 JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	Without the Proposed Hotel		With the Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J01	Lee Chung Street / Chui Hang Street	Priority (DFC)	0.114	0.101	0.220	0.180
J02	Cheung Lee Street / Kut Shing Street (West Junction)	Priority (DFC)	0.148	0.116	0.151	0.118
J03	Cheung Lee Street / Kut Shing Street (East Junction)	Signal (RC)	275%	348%	252%	319%
J04	Hong Man Street / Tai Man Street	Priority (DFC)	0.563	0.267	0.564	0.268
J05	Chai Wan Road / Hong Man Street	Signal (RC)	25%	67%	24%	66%
J06	Chai Wan Road / Wan Tsui Road	Priority (DFC)	0.411	0.344	0.411	0.344
J07	Chai Wan Road Roundabout	RA (DFC)	0.536	0.412	0.565	0.438
J08	Ning Foo Street / Lee Chung Street	Signal (RC)	206%	285%	160%	216%
J09	Lee Chung Street outside Shun Yee Factory Building	Priority (DFC)	0.079	0.064	0.080	0.064
J10	Hong Man Street / Cheung Lee Street	Priority (DFC)	0.607	0.466	0.629	0.486

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

4.14 **Table 4.5** shows that the junctions analysed have capacity to accommodate the expected traffic growth to 2033 and the traffic generated by the Proposed Hotel. In addition, the traffic generated by the Proposed Hotel has negligible impact to the surrounding road junctions.

5.0 PEDESTRIAN IMPACT

Pedestrian Generation

- 5.1 The pedestrian generation of the Proposed Hotel and planned / committed developments in the vicinity, i.e., Industrial Building at 18 Lee Chung Street, are estimated with reference to in-house pedestrian generation rates and are presented in **Table 5.1**.

TABLE 5.1 PEDESTRIAN GENERATIONS OF THE PROPOSED HOTEL AND PLANNED / COMMITTED DEVELOPMENTS IN THE VICINITY

Item	Pedestrian Generations			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
<i>Pedestrian Generation Rate</i>				
Hotel (ped / 15 mins / room)	0.1732	0.0512	0.1772	0.1575
Industrial (ped / 15mins / 100m ² GFA)	0.0500	0.3410	0.2820	0.0360
<i>Pedestrian Generation (ped / 15 mins)</i>				
The Proposed Hotel – 363 rooms	63	19	65	58
	82 (2-way)		123 (2-way)	
18 Lee Chung Street – 9,000m ² Industrial GFA	5	31	26	4

- 5.2 **Table 5.1** shows that the Proposed Hotel is expected to generate 82 and 123 pcu/15-minutes (2-way) in AM and PM peak respectively.

Annual Pedestrian Growth Rate between 2025 – 2033

- 5.3 To establish the pedestrian growth rate from 2025 to 2033, reference is made to 2 sources of information including:
- (i) *Eastern District Population Projection of “2021 - based TPEDM” from Planning Department; and*
 - (ii) *“Hong Kong Population Projections” from the Census and Statistics Department.*
- 5.4 Relevant information from the 2021 - based TPEDM is presented in **Table 5.2**.

TABLE 5.2 EASTERN DISTRICT POPULATION PROJECTIONS

Year	Population [a]	Employment [b]	Overall [c] = [a] + [b]
2021	529,600	296,200	825,800
2031	467,000	277,050	744,050
Average Annual Growth 2021 to 2031	-1.3%	-0.7%	-1.0%

- 5.5 **Table 5.2** shows that the average annual population growth in the Eastern District between 2021 and 2031 is -1.0%.
- 5.6 Relevant information from the *“Hong Kong Population Projections”* is presented in **Table 5.3**.

TABLE 5.3 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2025	7,559.8
2033	7,903.6
Average Annual Growth 2025 to 2033	0.56%

- 5.7 **Table 5.3** shows that the average annual population growth in Hong Kong between 2025 – 2033 is 0.56%. Based on the above, the annual growth from 2025 to 2033 adopted is 0.56%.

Year 2033 Pedestrian Flows

- 5.8 Year 2033 pedestrian flows are produced with reference to (i) the observed 2025 pedestrian flows, (ii) annual pedestrian growth rate, (iii) expected pedestrian demand due to the planned / committed developments between 2025 – 2033 and the subject site.

- 5.9 Year 2033 pedestrian flows the following cases are derived:

2033 without the Proposed Hotel [A] = 2025 observed pedestrian flows + adopted pedestrian growth from 2025 to 2033 + pedestrian generation of the planned / committed developments

2033 with the Proposed Hotel [B] = [A] + pedestrian generation of the Proposed Hotel

Year 2033 Footpath Level-Of-Service

- 5.10 Year 2033 peak hour pedestrian flows for the case of 2033 without and with the Proposed Hotel are estimated as shown in **Figure 5.1** and the corresponding LOS assessment is presented in **Table 5.4**.

TABLE 5.4 YEAR 2033 LOS ASSESSMENT

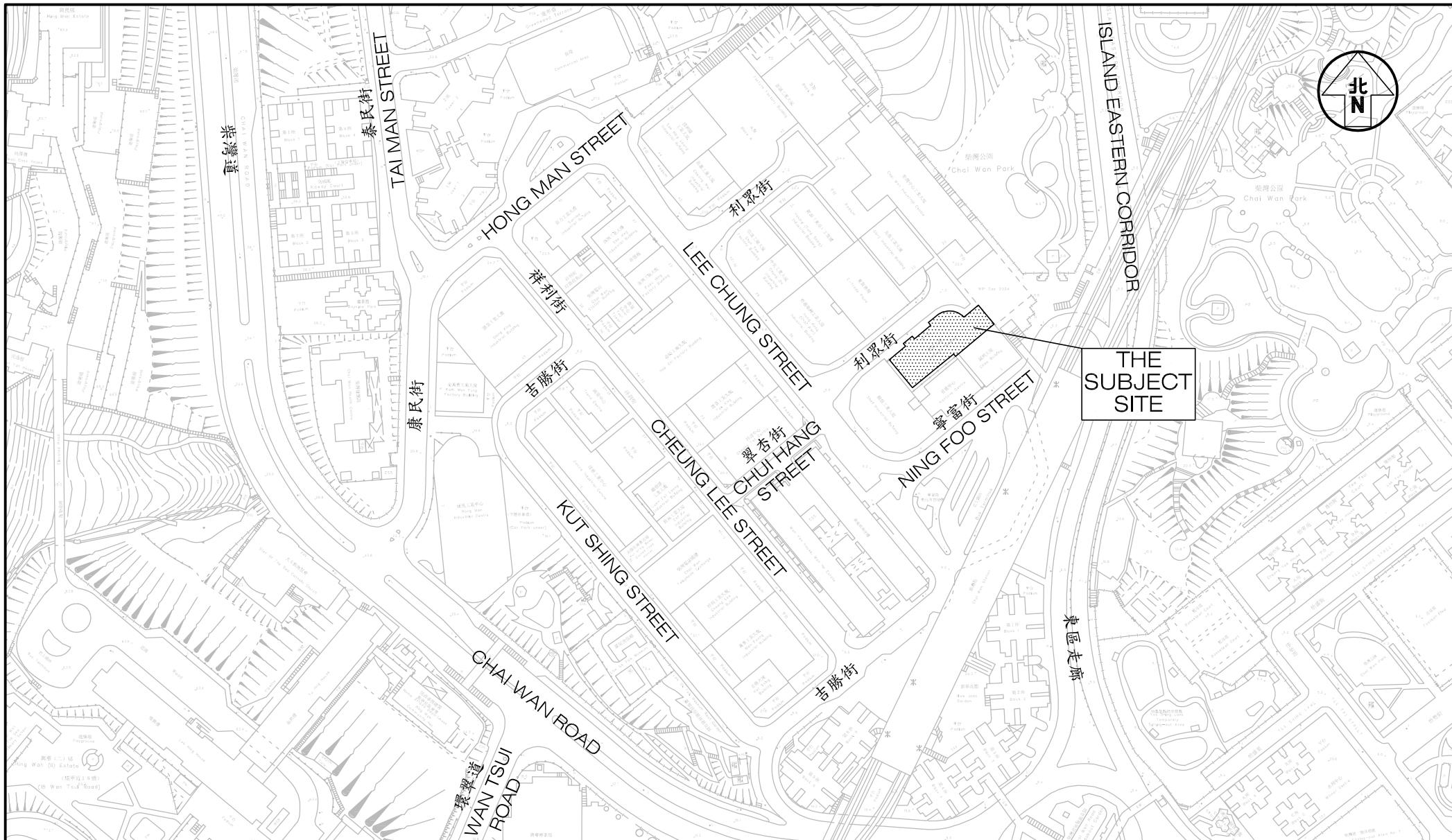
Location	Clear Width ⁽¹⁾ [Effective Width] (m)	Peak Period	2033 without the Proposed Hotel			2033 with the Proposed Hotel		
			Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS	Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS
P1. Eastern Footpath outside 14-16 Lee Chung Street	2.5[1.5]	AM	135	6.0	A	217	9.7	A
		PM	226	10.1	A	349	15.6	A
P2. Northern Footpath outside 12 Lee Chung Street	3.0[2.0]	AM	436	14.6	A	518	17.3	B
		PM	468	15.6	A	591	19.7	B

Note: ⁽¹⁾ The width excludes railing and obstructions.

- 5.11 The results in **Table 5.4** show that the assessed footpaths operate with LOS A or B, which is acceptable.

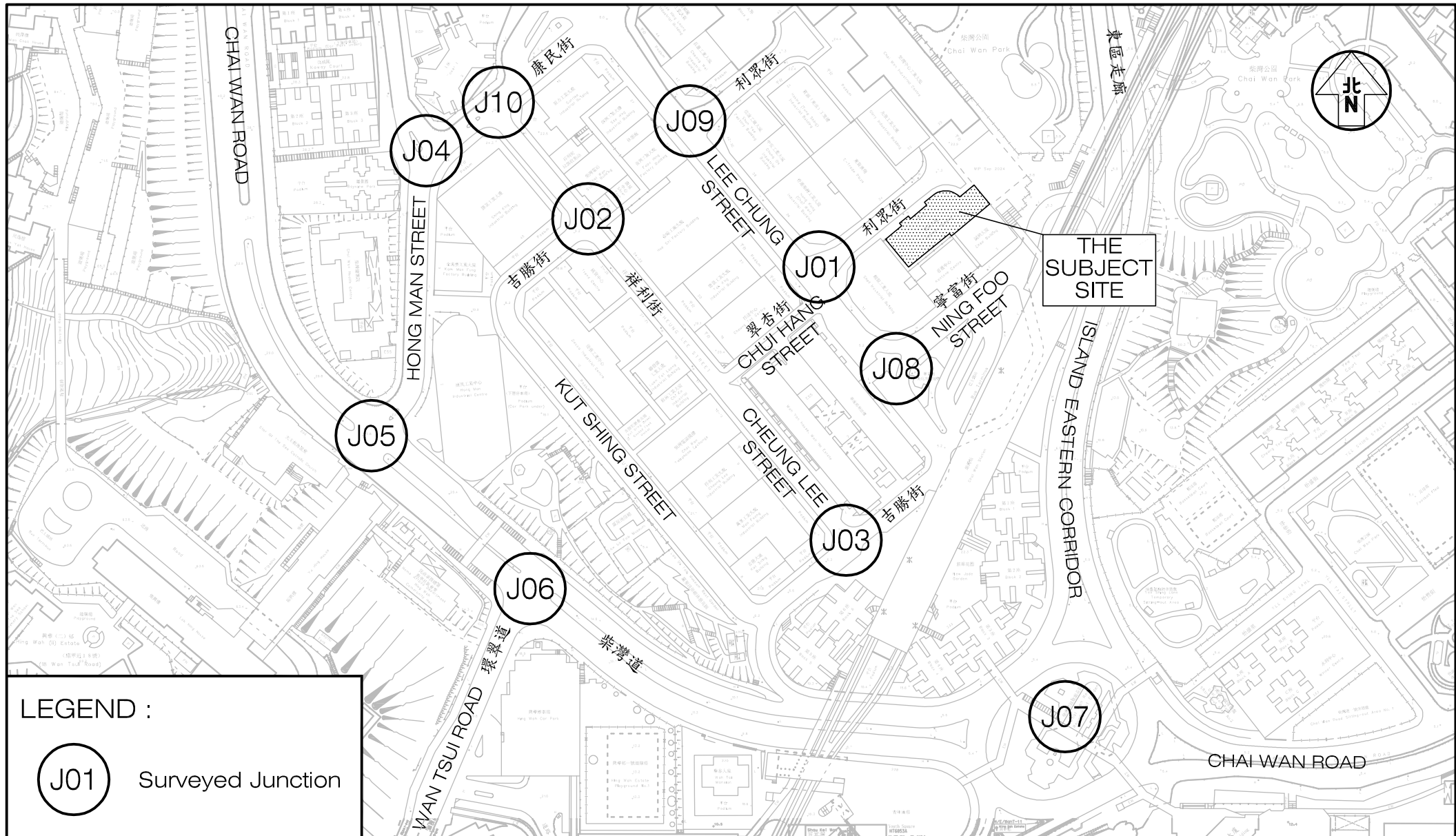
6.0 SUMMARY

- 6.1 A Section 16 planning application for the minor relaxation of the plot ratio for 14,068 m² industrial use at the Subject Site was approved by the Town Planning Board (TPB ref: A/H20/195) on 4th December 2020. The Owner now has the intention to develop a 363-room hotel.
- 6.2 The Subject Site is conveniently located close to public transport services, including the Chai Wan MTR station and numerous franchised bus routes and public light buses. Pedestrian facilities are provided in the vicinity of the Subject Site, including footpaths along road carriageways and at-grade pedestrian crossings which connect to the Chai Wan MTR station.
- 6.3 Manual classified counts were conducted at junctions, which are located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours.
- 6.4 The internal transport facilities provided for the Proposed Hotel comply with the recommendations of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the Proposed Hotel and their respective space / bay with ease.
- 6.5 Year 2033 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the BDTM; (ii) estimated traffic growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) traffic generation of the Proposed Hotel.
- 6.6 This TIA concludes that the traffic generation of the Proposed Hotel has negligible traffic impact to the surrounding road network, and, is acceptable from traffic terms.
- 6.7 The assessment of footpaths found that the Proposed Hotel has negligible impact.
- 6.8 It can be concluded that the Proposed Hotel will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.



Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Figure No. 1.1	Revision A
Figure Title LOCATION OF THE SUBJECT SITE	Designed by L K W	Drawn by S C Y
	Checked by K C	Date 21 AUG 2025
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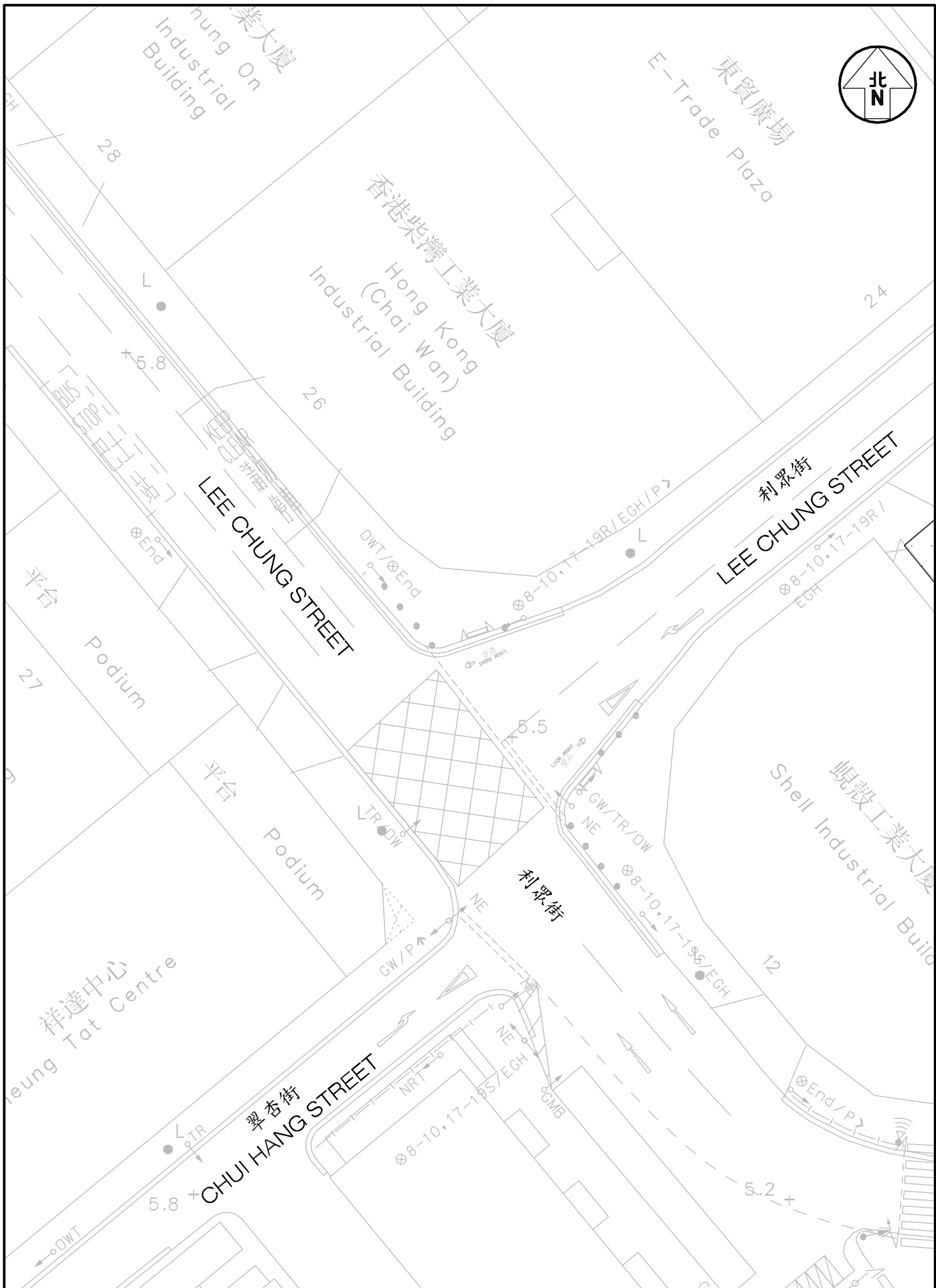
LEGEND :

J01

Surveyed Junction

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG			J7408	Figure No.	2.1	Revision	A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title	LOCATION OF THE SURVEYED JUNCTIONS				Designed by	L K W	Drawn by	S C Y	
					Scale in A4	1 : 2,500	Checked by	K C	
					Date	21 AUG 2025			

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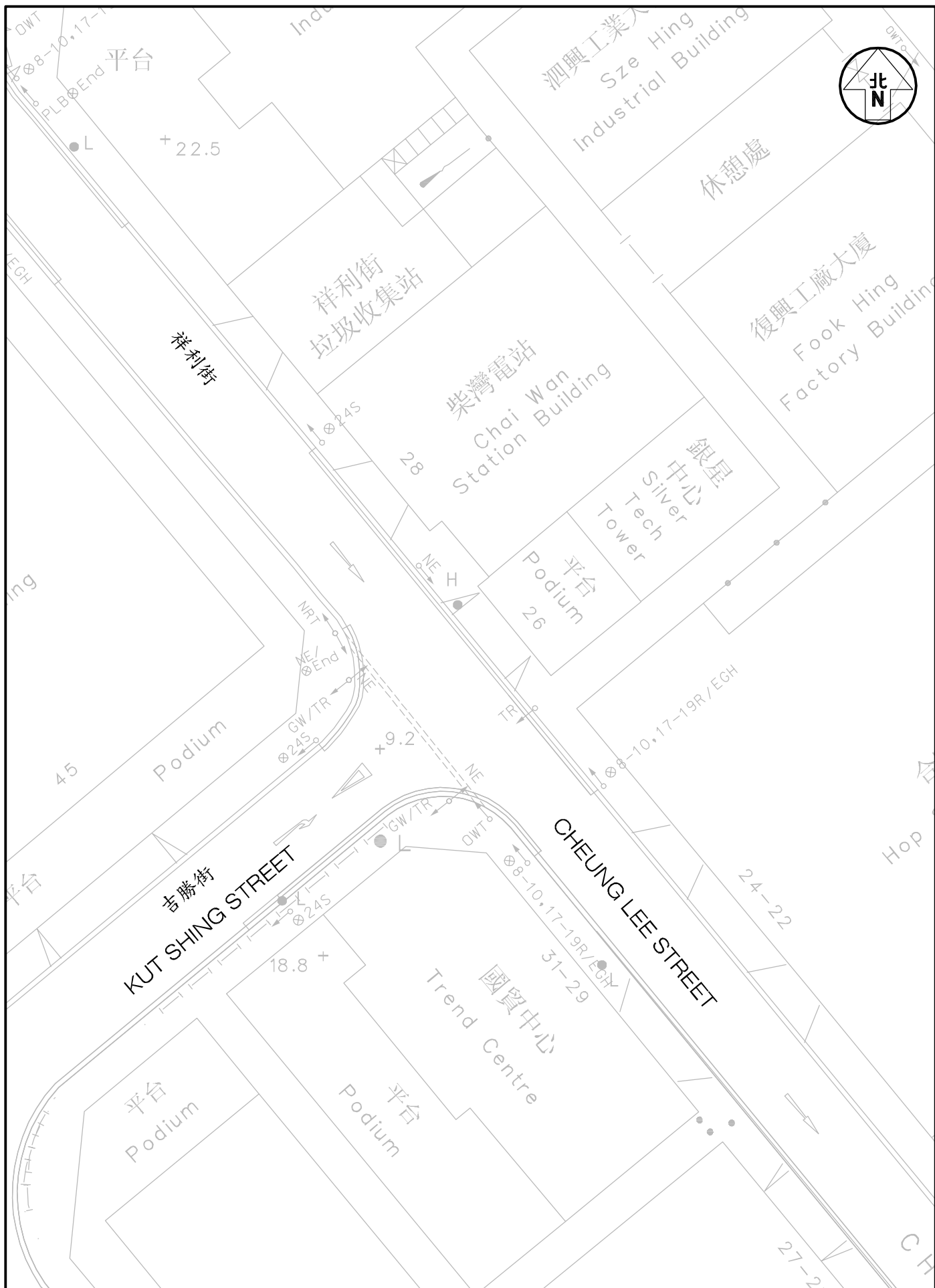
Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION
FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12
AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

Figure Title JUNCTION LAYOUT OF
LEE CHUNG STREET / CHUI HANG STREET

Job No. J7408	Figure No. 2.2	Scale in A4 1 : 400
Designed by L K W	Drawn by S C Y	Checked by K C
	Revision A	Date 21 AUG 2025

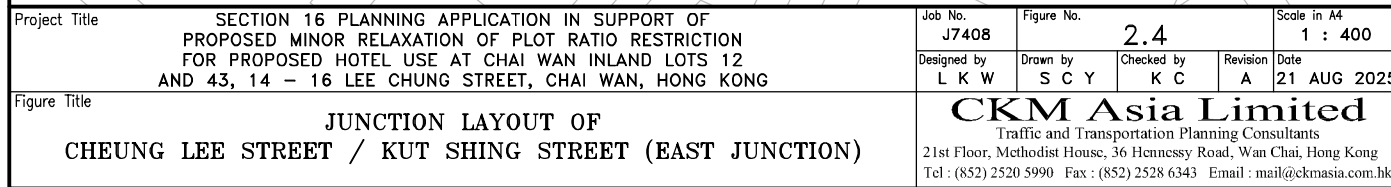
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Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

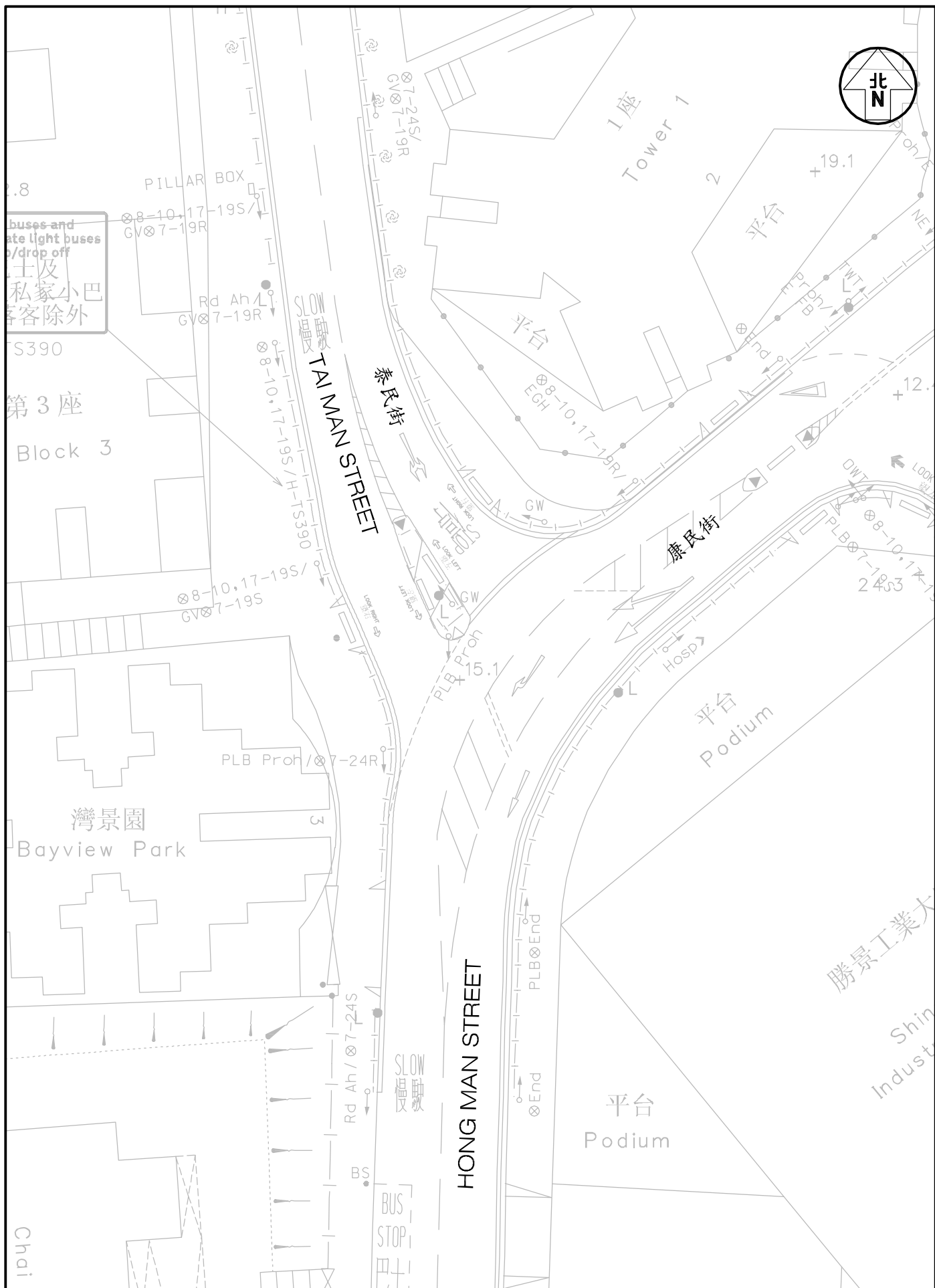
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Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG				Job No. J7408	Figure No. 2.3		Scale in A4 1 : 400	
Figure Title	JUNCTION LAYOUT OF CHEUNG LEE SREET / KUT SHING STREET (WEST JUNCTION)				Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
					CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION
FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12
AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

Figure Title

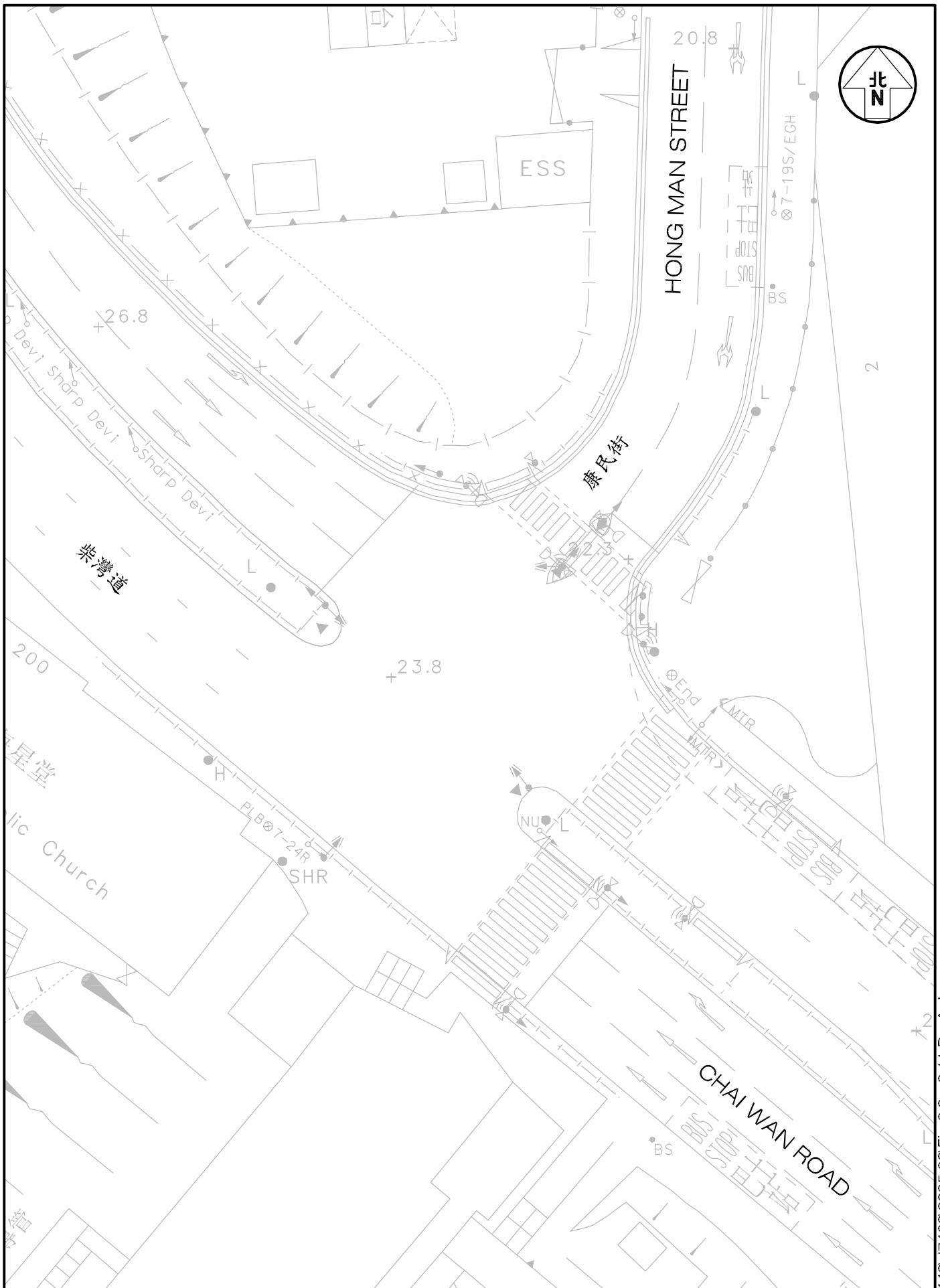
JUNCTION LAYOUT OF
HONG MAN STREET / TAI MAN STREET

Job No. J7408	Figure No. 2.5	Scale in A4 1 : 400
Designed by L K W	Drawn by S C Y	Checked by K C
	Revision A	Date 21 AUG 2025

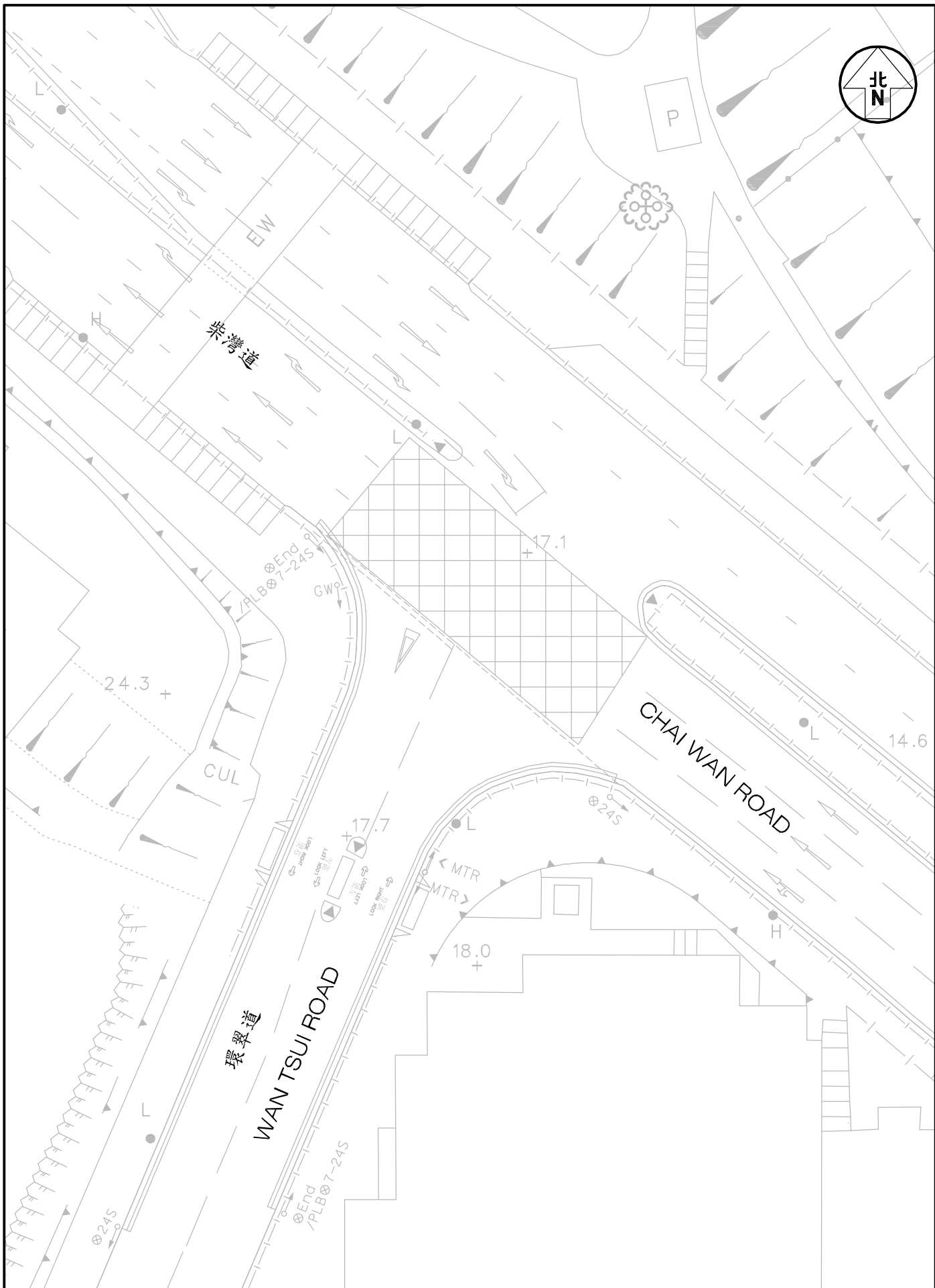
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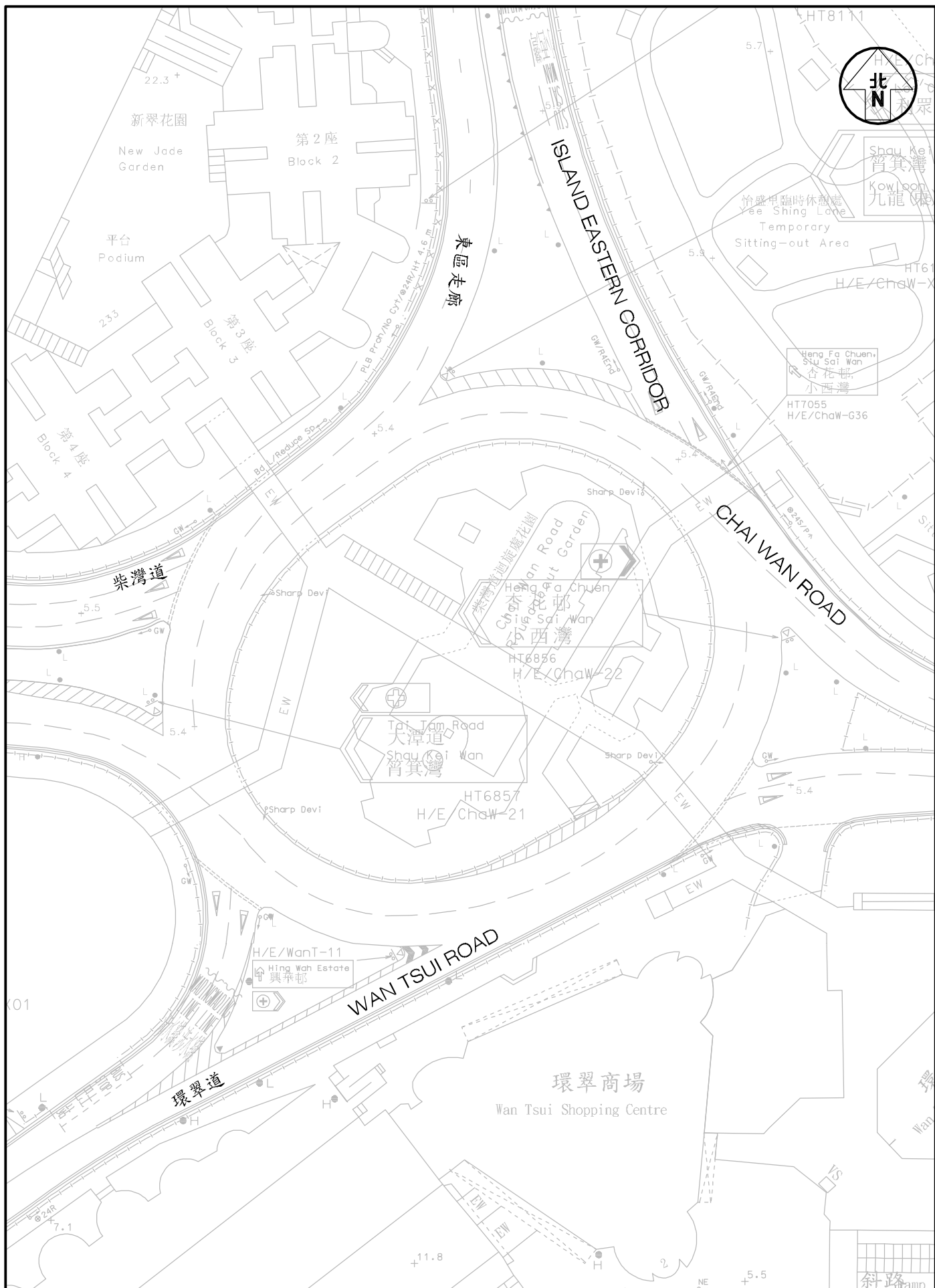


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Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD / HONG MAN STREET				Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
					CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				



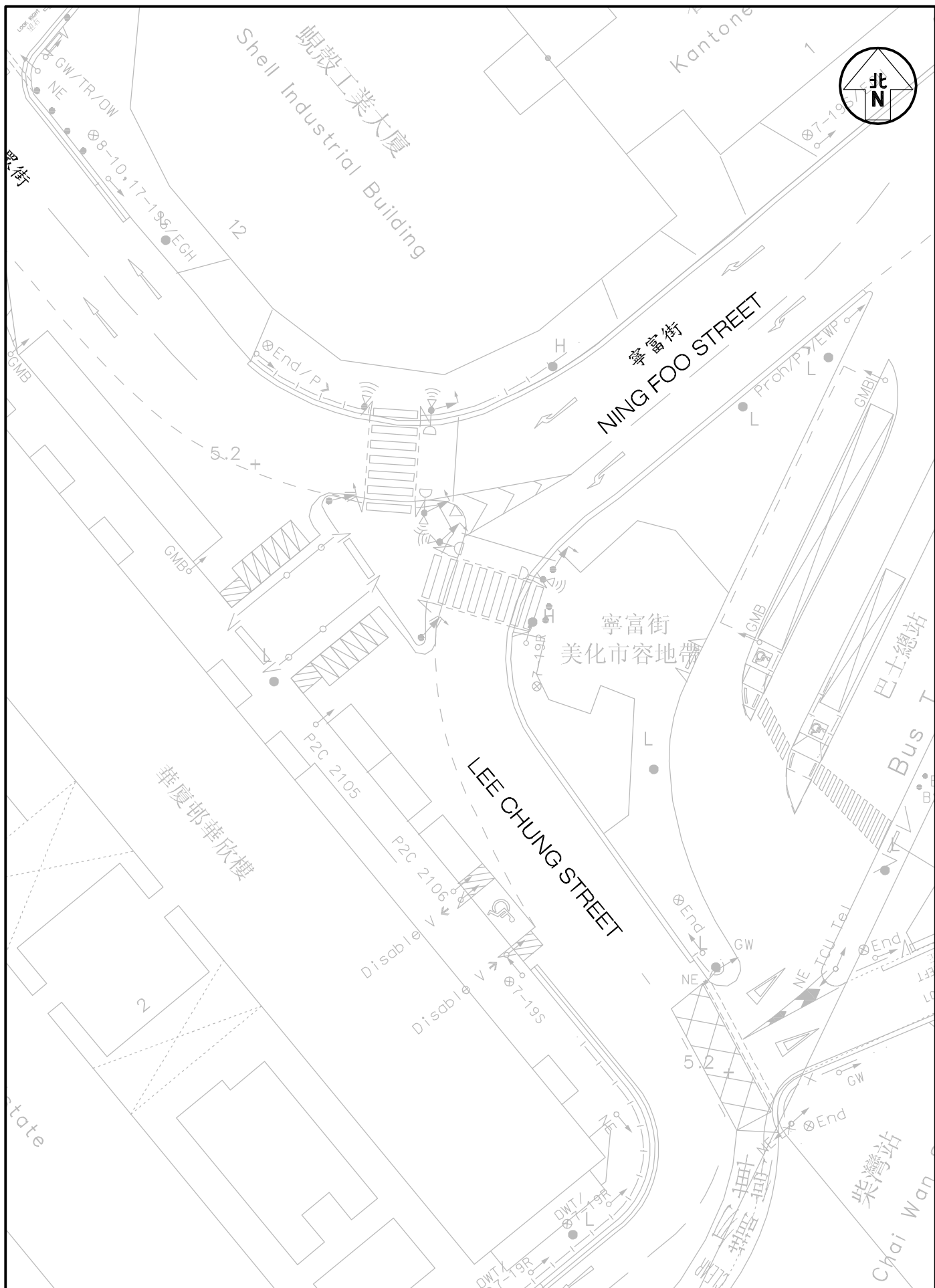
Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG			
Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD / WAN TSUI ROAD			
Job No. J7408	Figure No. 2.7	Scale in A4 1 : 400		
Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
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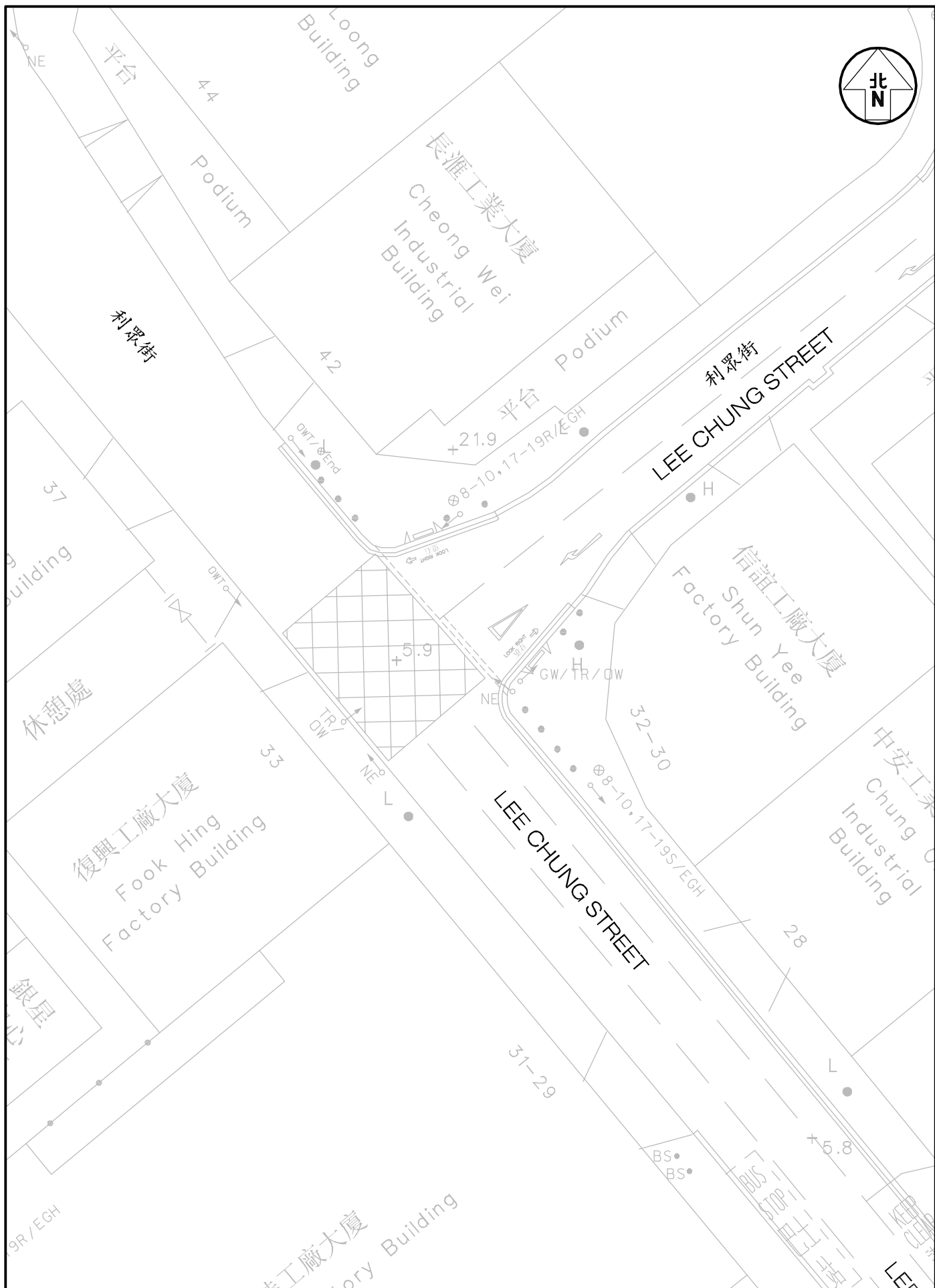
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Figure Title	JUNCTION LAYOUT OF CHAI WAN ROAD ROUNDABOUT				Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
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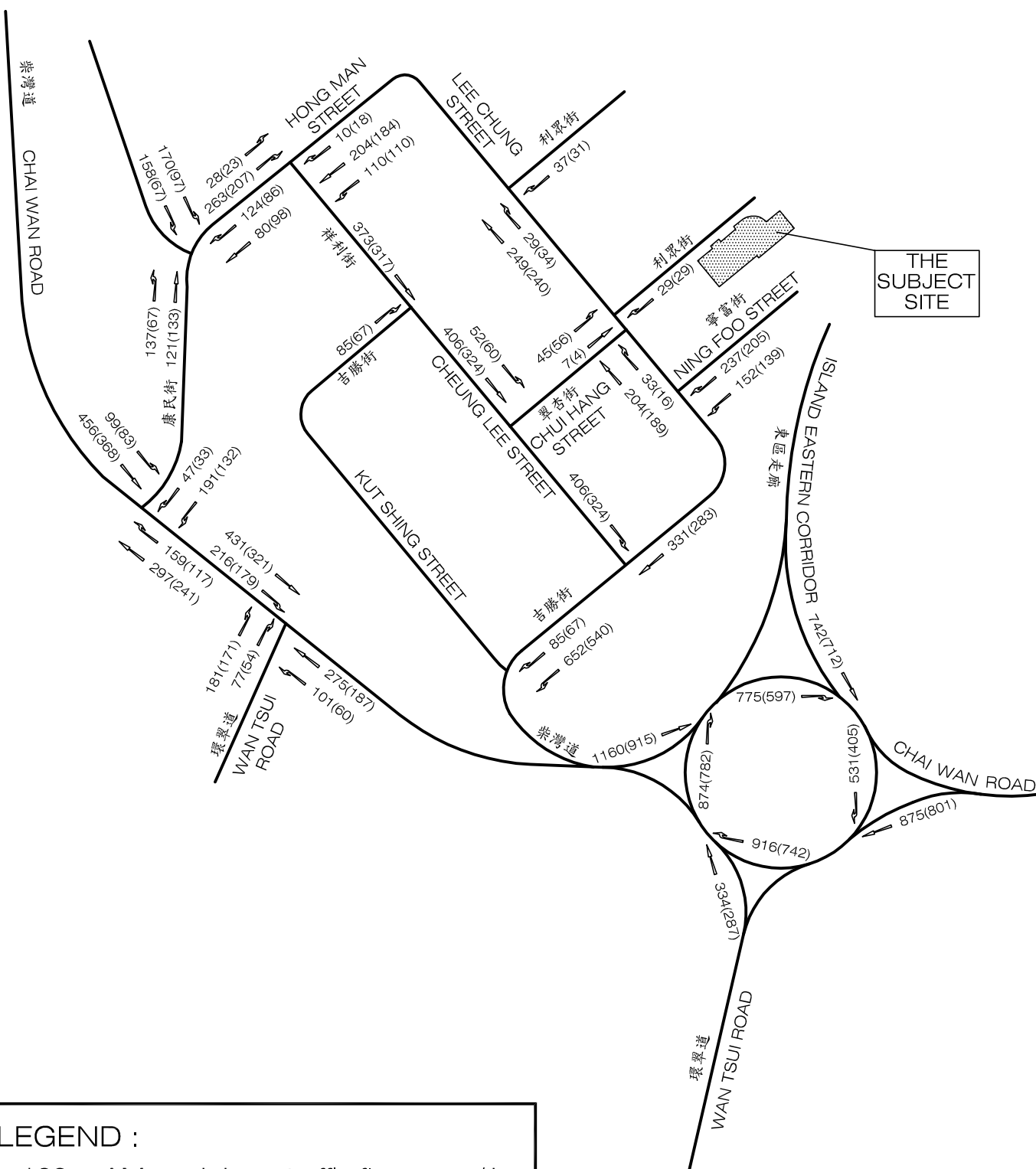
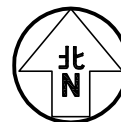


Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG			
Figure Title	JUNCTION LAYOUT OF NING FOO STREET / LEE CHUNG STREET			
Job No. J7408		Figure No.	2.9	
Designed by L K W		Drawn by S C Y	Checked by K C	Scale in A4 1 : 400
		Revision A	Date 21 AUG 2025	
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Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.10			Scale in A4 1 : 400
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A	Date 21 AUG 2025
Figure Title	JUNCTION LAYOUT OF LEE CHUNG STREET OUTSIDE SHUN YEE FACTORY BUILDING	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				



LEGEND :

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

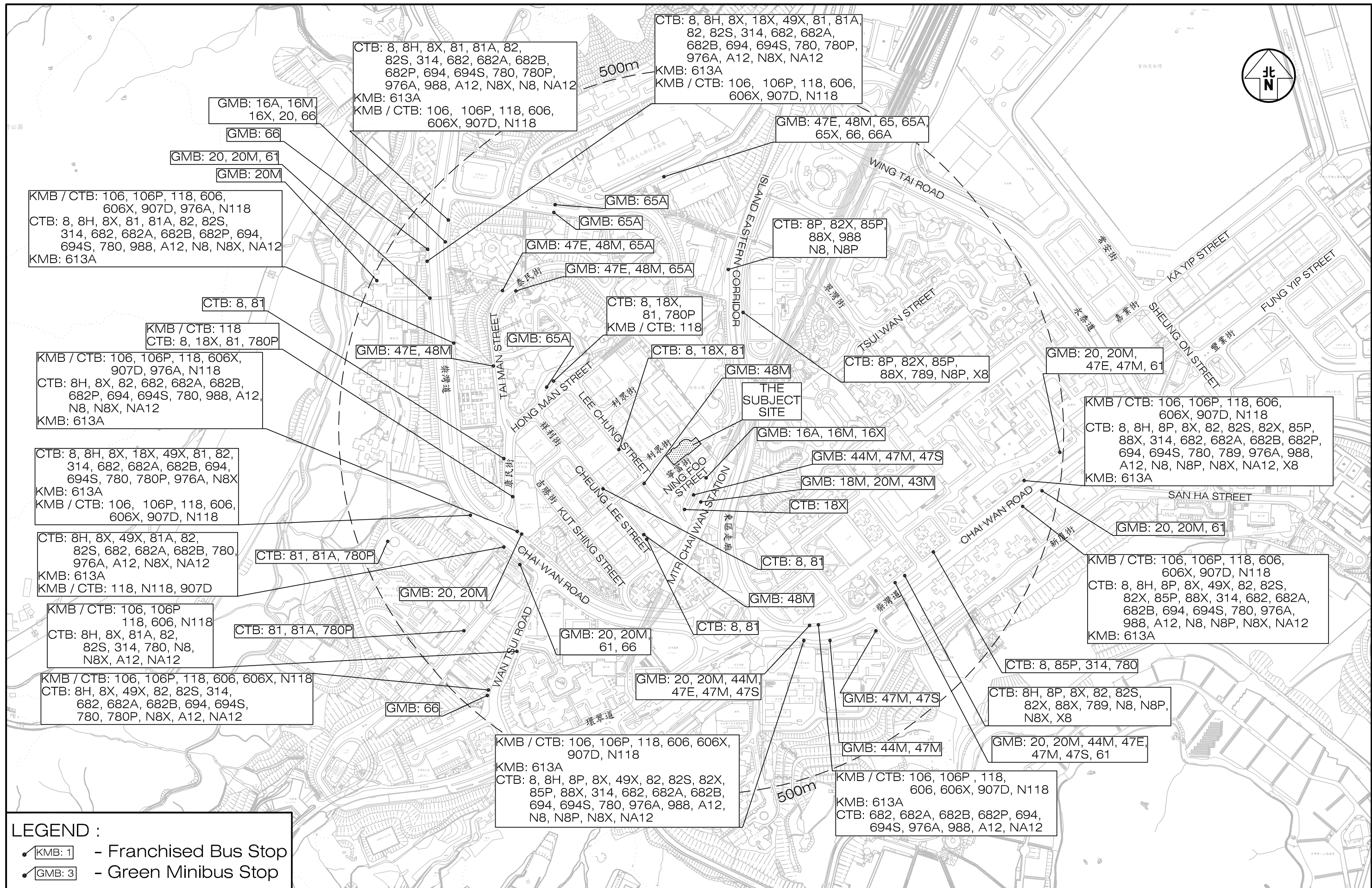
SECTION 16 PLANNING APPLICATION IN SUPPORT OF
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION
FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12
AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

YEAR 2025 EXISTING PEAK HOUR TRAFFIC FLOWS

Job No. J7408	Figure No. 2.12	Scale in A4 N.T.S.
Designed by L K W	Drawn by S C Y	Checked by K C
	Revision A	Date 21 AUG 2025

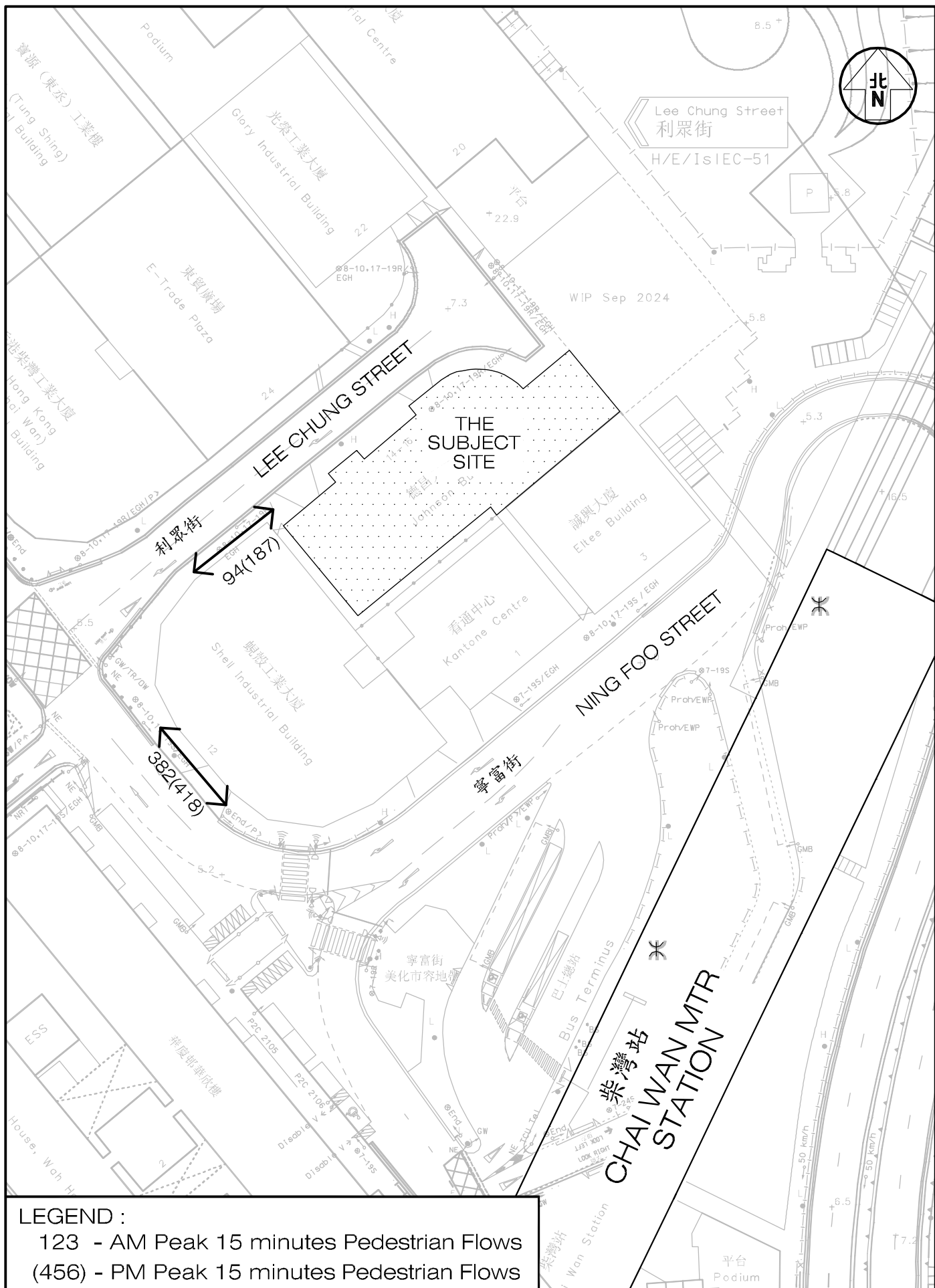
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Project Title		SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG										Figure No.		Revision		CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk		
		J7408										2.13		A				
Figure Title		PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF THE SUBJECT SITE										Designed by		Drawn by			Checked by	
												L K W		S C Y			K C	
												Scale in A3		Date				
												1 : 5,000		21 AUG 2025				

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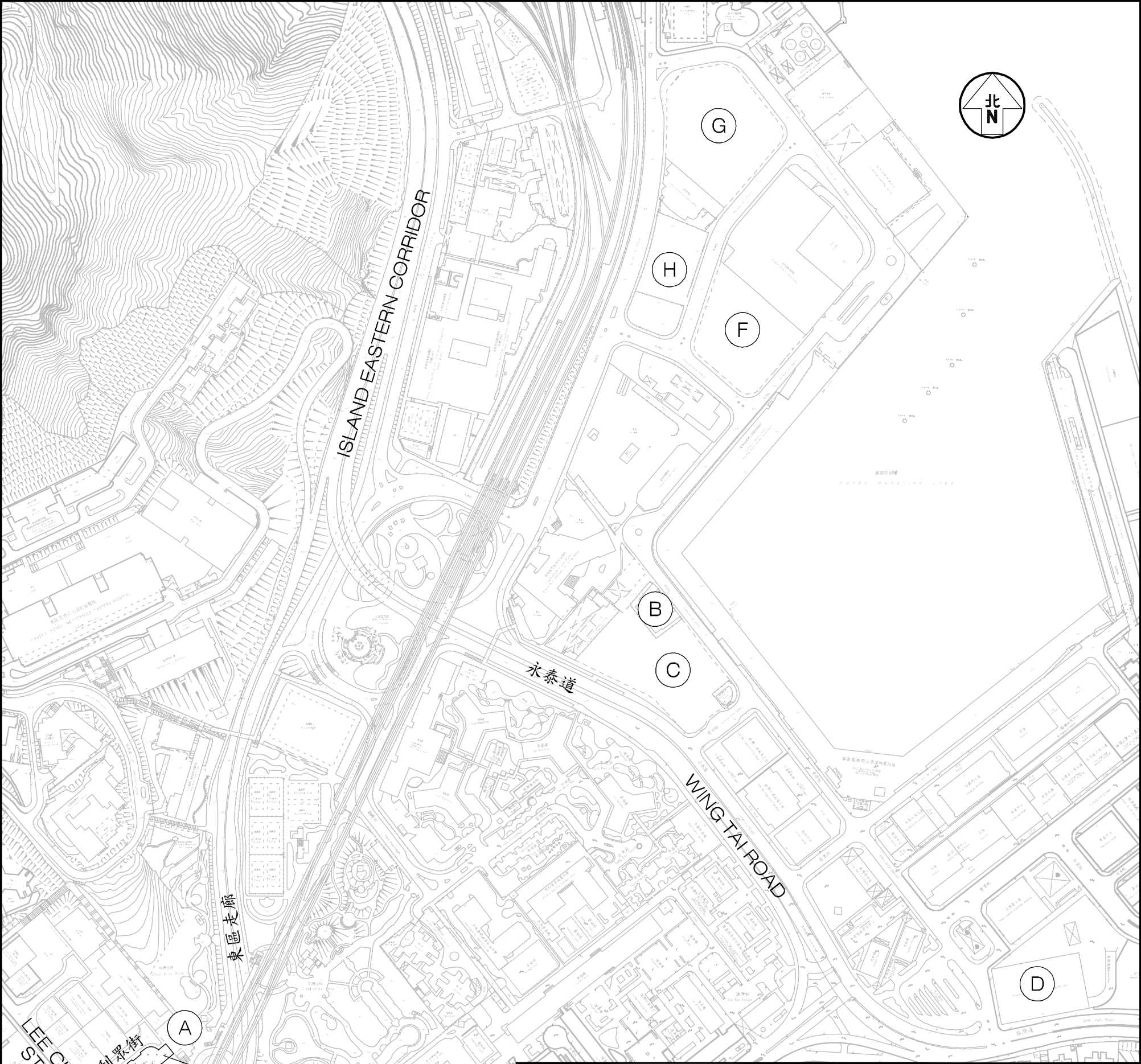


LEGEND :

123 - AM Peak 15 minutes Pedestrian Flows
(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 2.14	Scale in A4 1 : 750
Figure Title	YEAR 2025 EXISTING PEAK 15 MINUTES PEDESTRIAN FLOWS	Designed by L K W	Drawn by S C Y	Checked by K C
		Revision A	Date 21 AUG 2025	
		CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk		

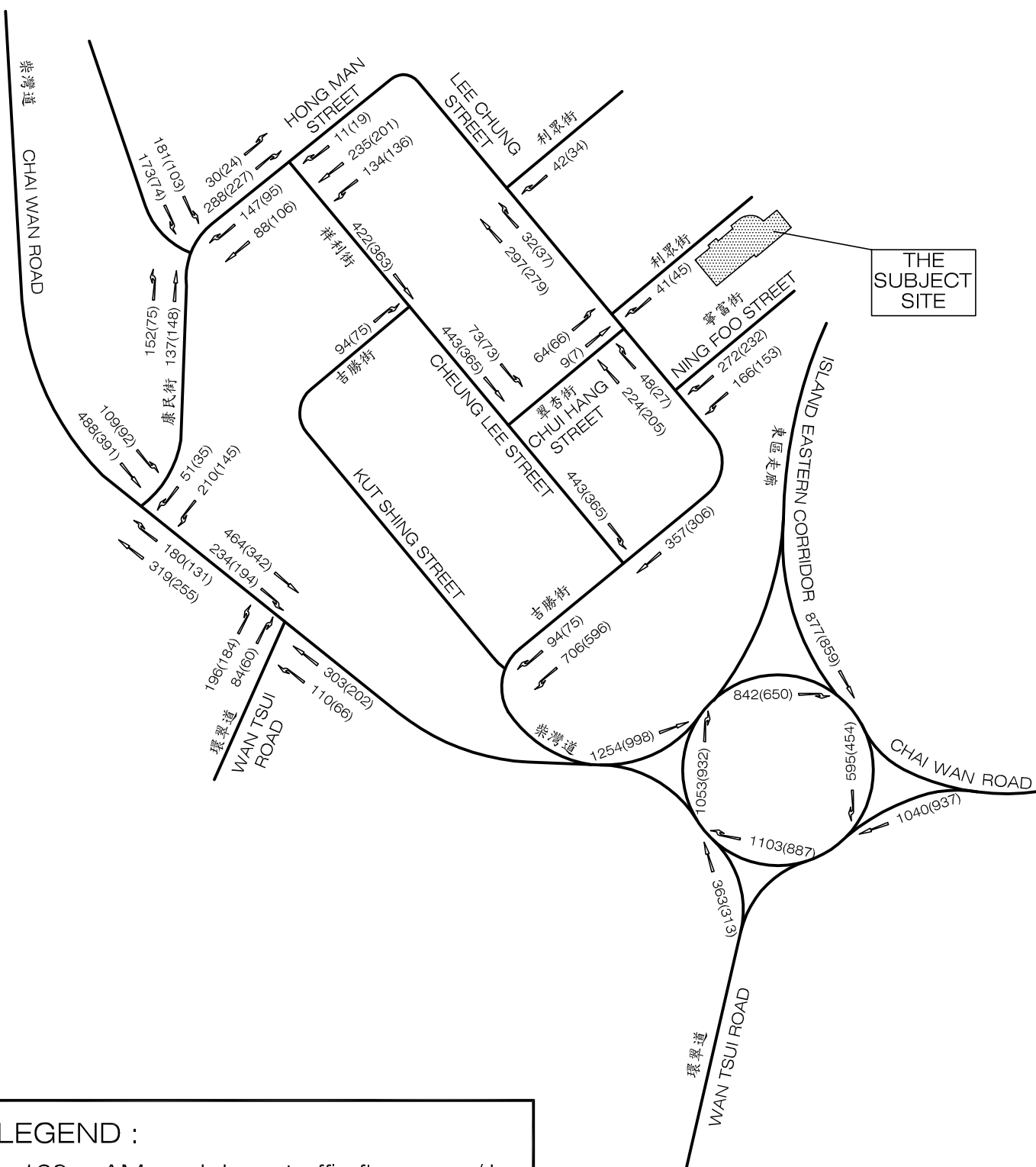
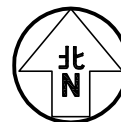
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- LEGEND :
- (A) Industrial Building at 18 Lee Chung Street
 - (B) Transitional Housing at 46 Sheung On Street
 - (C) Light Public Housing at 50 Sheung On Street
 - (D) Residential Development at 391 Chai Wan Road
 - (E) Wah Ha Estate at 2 Kut Shing Street
 - (F) Chai Wan Government Complex and Vehicle Depot
 - (G) Water Supplies Department Headquarters with Regional Office and Correctional Services Department Headquarters
 - (H) Joint-user Complex at Junction of Shing Tai Road and Sheung Mau Street, Chai Wan

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 – 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Job No. J7408	Figure No. 4.1		Scale in A3 1 : 4,000
		Designed by L K W	Drawn by S C Y	Checked by K C	Revision A
Figure Title	ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist Housc, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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LEGEND :

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

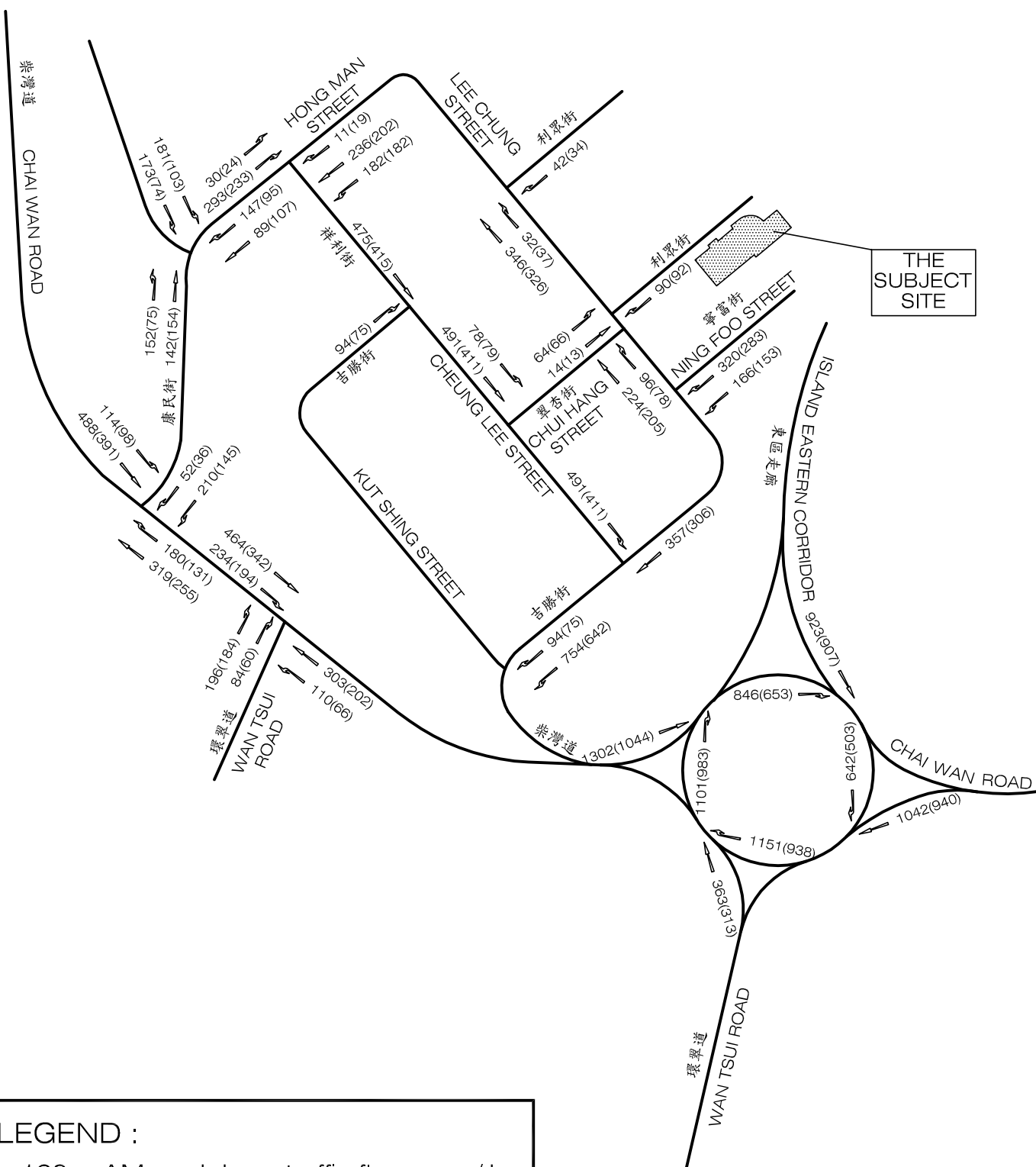
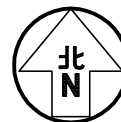
SECTION 16 PLANNING APPLICATION IN SUPPORT OF
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION
FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12
AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

2033 PEAK HOUR TRAFFIC FLOWS
WITHOUT THE PROPOSED HOTEL

Job No. J7408	Figure No. 4.2	Scale in A4 N.T.S.
Designed by L K W	Drawn by S C Y	Checked by K C
	Revision A	Date 21 AUG 2025

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LEGEND :

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

SECTION 16 PLANNING APPLICATION IN SUPPORT OF
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION
FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12
AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG

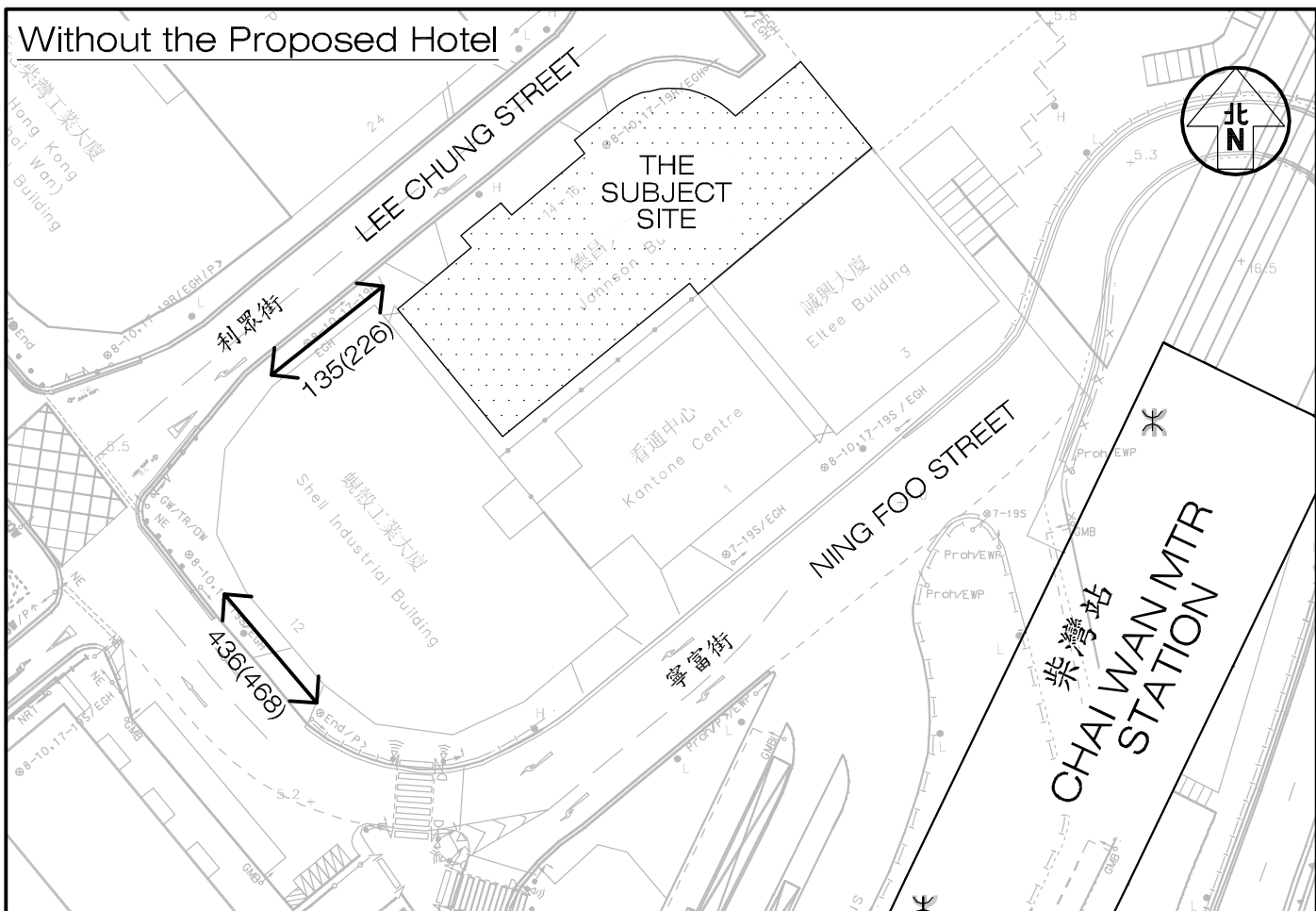
2033 PEAK HOUR TRAFFIC FLOWS
WITH THE PROPOSED HOTEL

Job No. J7408	Figure No. 4.3	Scale in A4 N.T.S.
Designed by L K W	Drawn by S C Y	Checked by K C
	Revision A	Date 21 AUG 2025

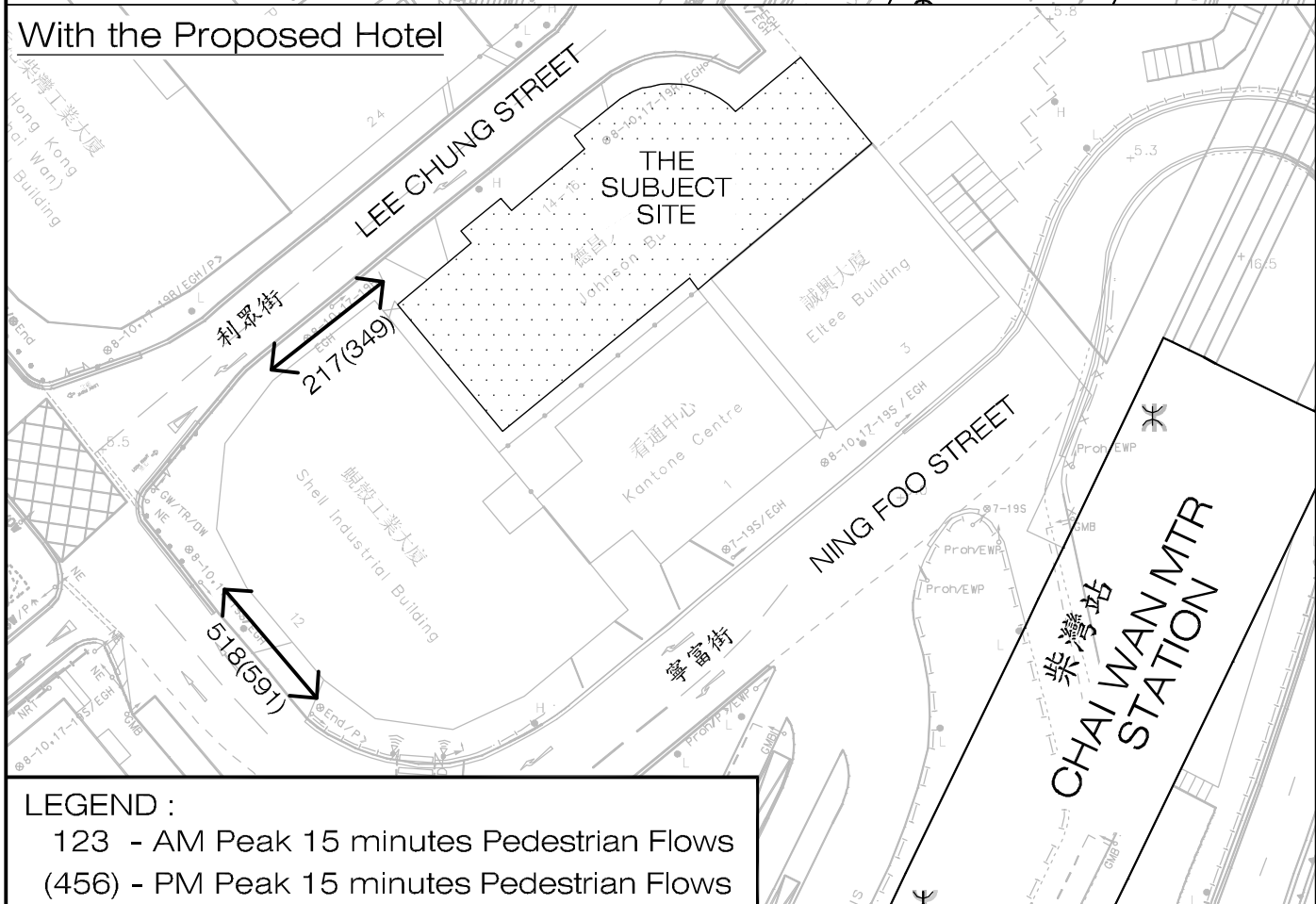
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Without the Proposed Hotel



With the Proposed Hotel



LEGEND :

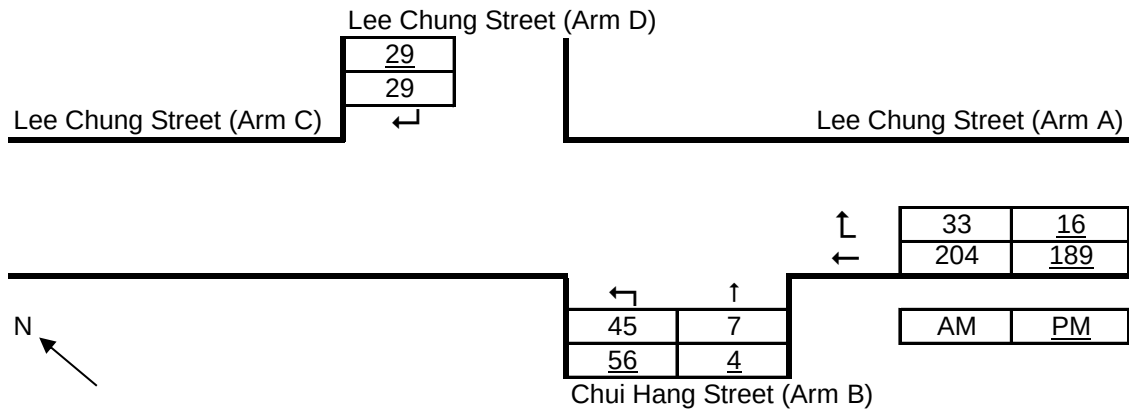
123 - AM Peak 15 minutes Pedestrian Flows
(456) - PM Peak 15 minutes Pedestrian Flows

Project Title	SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG			
	Job No. J7408	Figure No. 5.1	Scale in A4 1 : 750	
Figure Title	Designed by L K W	Drawn by S C Y	Checked by K C	Date 21 AUG 2025
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Appendix A – Calculation

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition			Page	1



Input Parameters for analysis:

- q-A-B, etc = the design flow of movement AB, etc
- Q-A-B, etc = the capacity 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 :	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

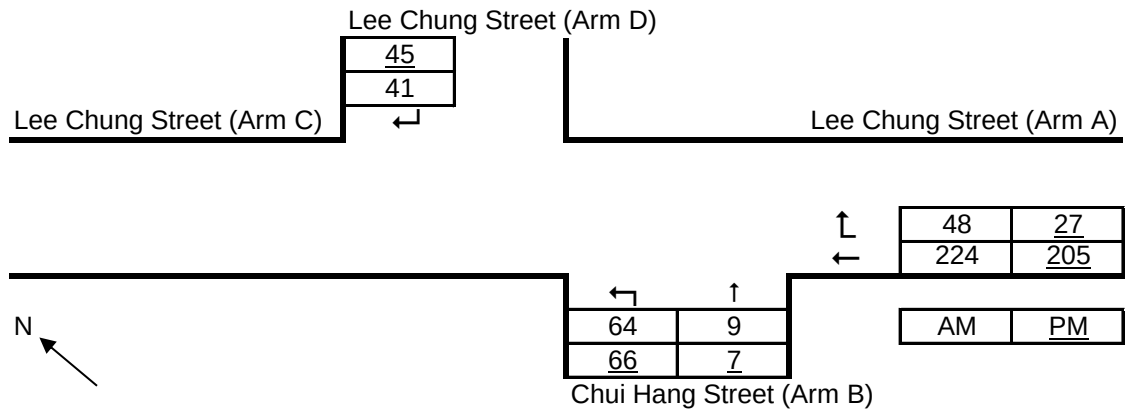
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	57	66	Q-B-ACD	799	794
q-A-B	0	0	Q-A-B	0	0
q-A-C	225	208	Q-A-C	0	0
q-A-D	36	18	Q-A-D	0	0
q-AB-CD	65	33	Q-AB-CD	842	839
q-AB-C	253	259	Q-AB-C	0	0
q-D-ABC	32	32	Q-D-ABC	639	635
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.072	0.083
AB-CD	0.078	0.039
D-ABC	0.050	0.050

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	2



Input Parameters for analysis:

- q-A-B, etc = the design flow of movement AB, etc
- Q-A-B, etc = the capacity 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 :	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

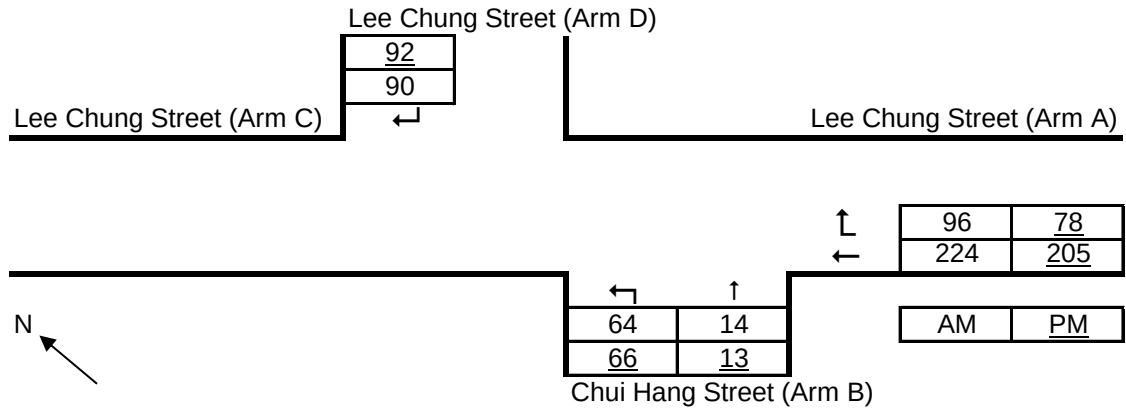
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	80	80	Q-B-ACD	805	799
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	53	30	Q-A-D	0	0
q-AB-CD	99	58	Q-AB-CD	869	857
q-AB-C	281	278	Q-AB-C	0	0
q-D-ABC	45	50	Q-D-ABC	646	640
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.100	0.101
AB-CD	0.114	0.067
D-ABC	0.070	0.077

Priority Junction Analysis

Junction:	Lee Chung Street / Chui Hang Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	3



Input Parameters for analysis:

- q-A-B, etc = the design flow of movement AB, etc
- Q-A-B, etc = the capacity 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 :	W	20.0	V-CB	0.0	V-AD	165.0	w-BA	0.0
	W-CR	0.0	V-BC	32.0	V-DA	40.0	w-BC	5.0
	W-CB	0.0	V-BA	18.0	V-DC	58.0	w-DA	0.0
	W-AD	5.0					w-DC	4.7

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-B-ACD	86	87	Q-B-ACD	812	807
q-A-B	0	0	Q-A-B	0	0
q-A-C	247	226	Q-A-C	0	0
q-A-D	106	86	Q-A-D	0	0
q-AB-CD	191	154	Q-AB-CD	869	857
q-AB-C	247	244	Q-AB-C	0	0
q-D-ABC	99	101	Q-D-ABC	658	652
q-CD-AB	0	0	Q-CD-AB	0	0

Ratio-of-flow to Capacity	AM	PM
B-ACD	0.106	0.108
AB-CD	0.220	0.180
D-ABC	0.151	0.155

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

$W-CR$ = central reserve width

$w-BA$, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

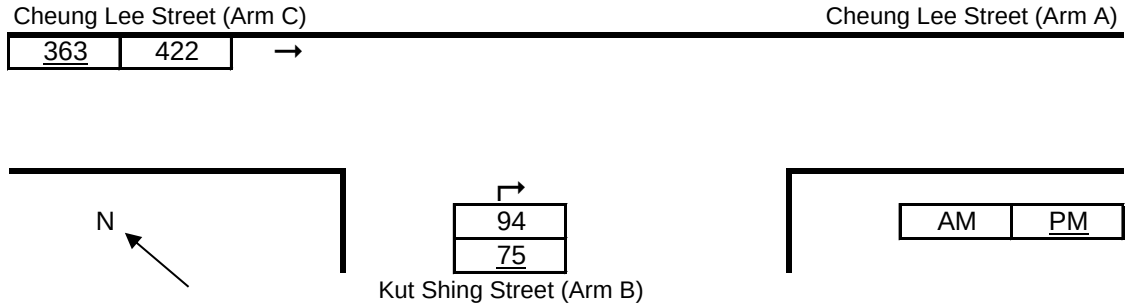
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	373	317	Q-BA	644	655
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	85	67			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.132	0.102
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (West Junction)				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

$W-CR$ = central reserve width

$w-BA$, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	7.30	V-rBA	25	w-BA	7.40	D	1.1441
W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
		V-rBC	0	w-CB	0.00	F	0.5860
		V-rCB	0			Y	0.7482

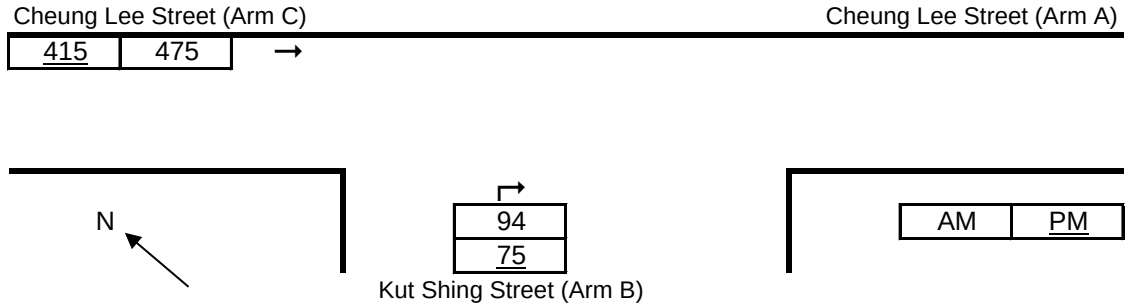
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	422	363	Q-BA	635	646
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.148	0.116
C-B	0.000	0.000

Priority Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (West Junction)
 Design Year: 2033 Job Number: J7408 Date: 2 Sep 2025
 Scenario: Year 2033 with the Proposed Hotel 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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

$W-CR$ = central reserve width

$w-BA$, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	25	w-BA	7.40	D	1.1441
	W-CR	0.00	V-lBA	25	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	475	415	Q-BA	624	636
q-CB	0	0	Q-CB	437	437
q-AB	0	0			
q-AC	0	0			
q-BA	94	75			
q-BC	0	0			
f	0	0			

Ratio-of-flow to Capacity	AM	PM
B-A	0.151	0.118
C-B	0.000	0.000

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction)

Scenario: Existing Condition

Design Year: 2025 Designed By: AYT Checked By: LKW

Job Number: J7408
P. 7
2 Sep 2025

[illegible]

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



Note:

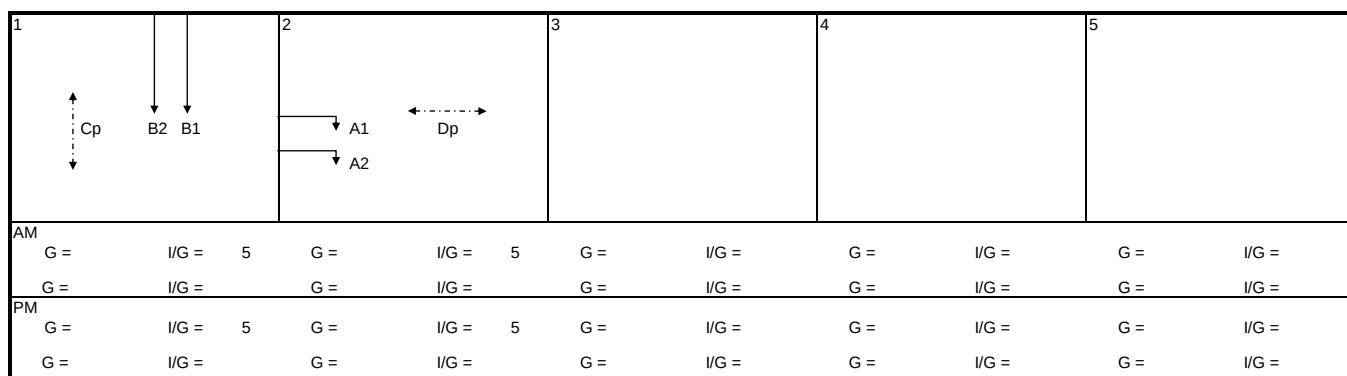
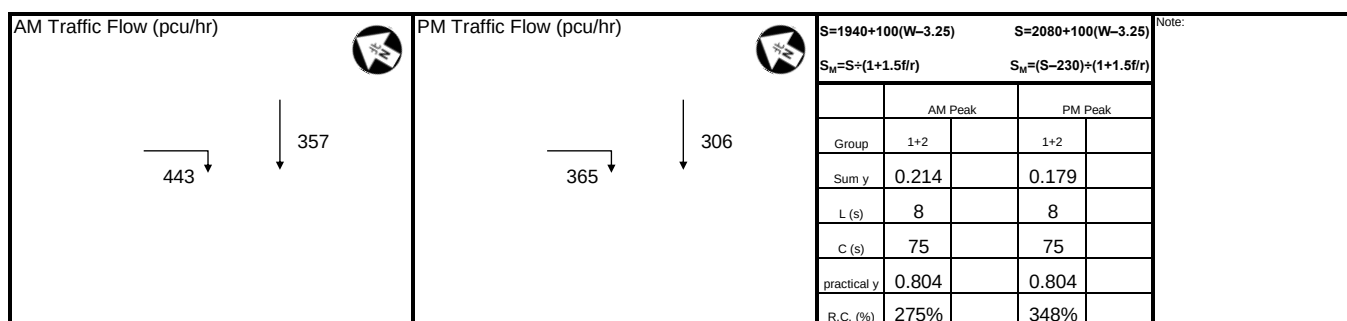
$S = 1940 + 100(W - 3.25)$ $S = 2080 + 100(W - 3.25)$
 $S_M = S + (1 + 1.5f/r)$ $S_M = (S - 230) + (1 + 1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.197		0.162	
L (s)	8		8	
C (s)	75		75	
practical y	0.804		0.804	
R.C. (%)	307%		395%	

1	2	3	4	5
AM	G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =
PM	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction:	Cheung Lee Street / Kut Shing Street (East Junction)					Job Number:	J7408
Scenario:	Year 2033 without the Proposed Hotel					P. 8	
Design Year:	2033	Designed By:	AYT	Checked By:	LKW	Date:	2 Sep 2025

[illegible]

Signal Junction Analysis

Junction: Cheung Lee Street / Kut Shing Street (East Junction) Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel P. 9

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 2025

[illegible]

AM Traffic Flow (pcu/hr)

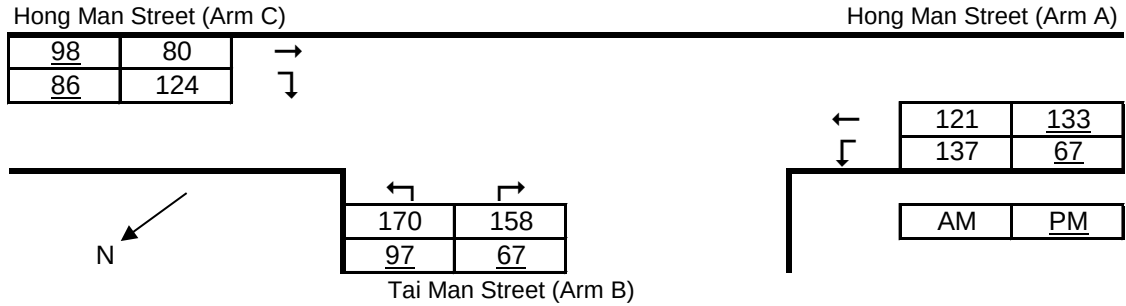
PM Traffic Flow (pcu/hr)

		AM Peak		PM Peak	
Group	1+2		1+2		
Sum y	0.228		0.192		
L (s)	8		8		
C (s)	75		75		
practical y	0.804		0.804		
R.C. (%)	252%		319%		

1	2	3	4	5
AM	G = I/G = 5	G = I/G = 5	G = I/G =	G = I/G =
PM	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

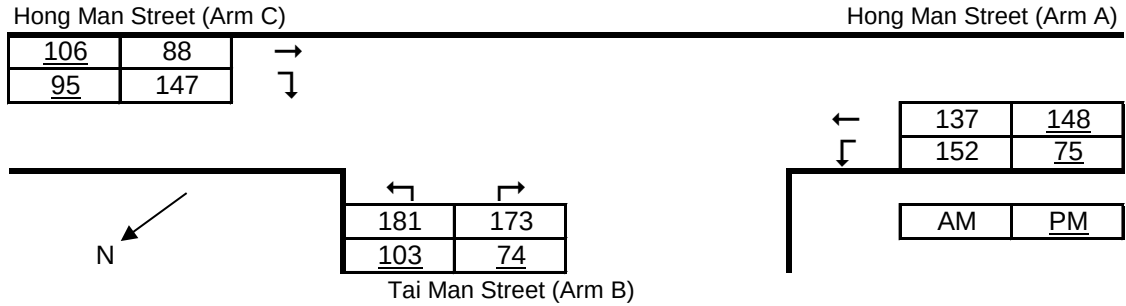
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	80	98	Q-BA	542	559
q-CB	124	86	Q-BC	781	785
q-AB	137	67	Q-CB	649	664
q-AC	121	133	Q-BAC	644	674
q-BA	158	67			
q-BC	170	97			
f	0.518	0.591			

Ratio-of-flow to Capacity	AM	PM
B-A	0.291	0.120
B-C	0.218	0.124
C-B	0.191	0.130
B-AC	0.509	0.243 (for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	7.70	V-rBA	130	w-BA	4.80	D	1.0443
W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
		V-rCB	130	w-CB	3.70	F	0.9595
		V-lCB	70			Y	0.7344

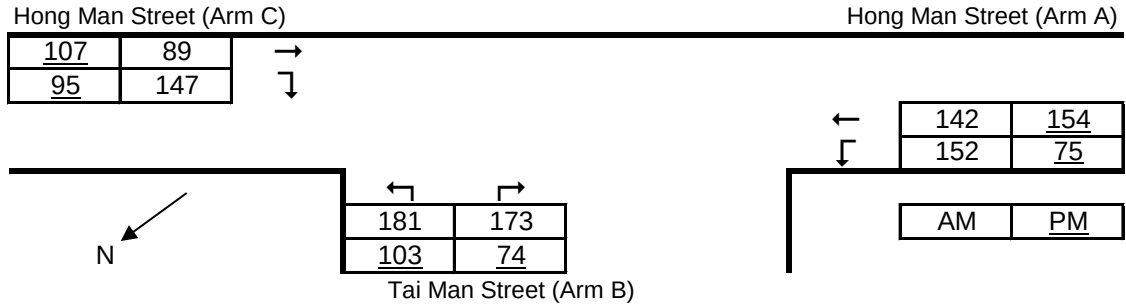
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	88	106	Q-BA	526	549
q-CB	147	95	Q-BC	774	780
q-AB	152	75	Q-CB	641	658
q-AC	137	148	Q-BAC	629	663
q-BA	173	74			
q-BC	181	103			
f	0.511	0.582			

Ratio-of-flow to Capacity		AM	PM
B-A		0.329	0.135
B-C		0.234	0.132
C-B		0.229	0.144
B-AC		0.563	0.267 (for shared lane CA, CB)

Priority Junction Analysis

Junction:	Hong Man Street / Tai Man Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.70	V-rBA	130	w-BA	4.80	D	1.0443
	W-CR	0.00	V-lBA	40	w-BC	4.80	E	1.1181
			V-rBC	130	w-CB	3.70	F	0.9595
			V-rCB	70			Y	0.7344

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	89	107	Q-BA	524	547
q-CB	147	95	Q-BC	773	778
q-AB	152	75	Q-CB	639	656
q-AC	142	154	Q-BAC	627	661
q-BA	173	74			
q-BC	181	103			
f	0.511	0.582			

Ratio-of-flow to Capacity	AM	PM
B-A	0.330	0.135
B-C	0.234	0.132
C-B	0.230	0.145
B-AC	0.564	0.268 (for shared lane CA, CB)

Signal Junction Analysis

Junction: Chai Wan Road / Hong Man Street

Job Number: J7408

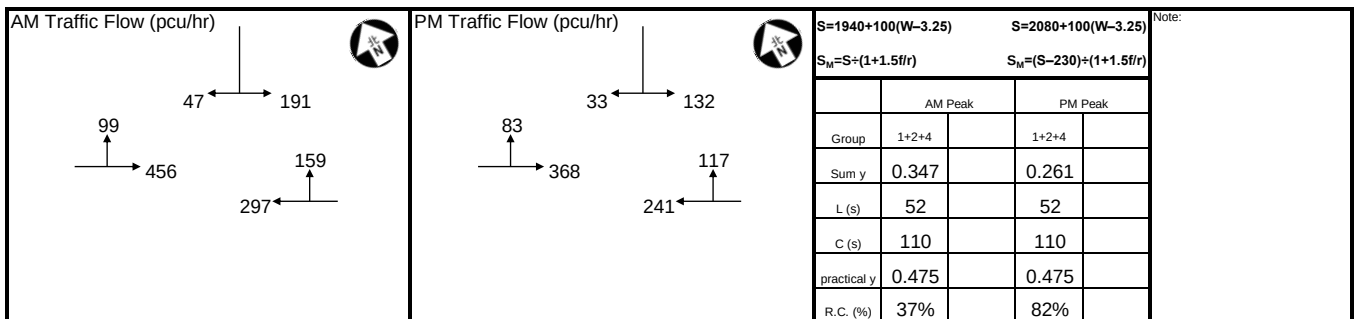
Scenario: Existing Condition

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Design Year: 2025

Designed By: AYT

Checked By: LKW

Date: 2 Sep 2025[illegible]

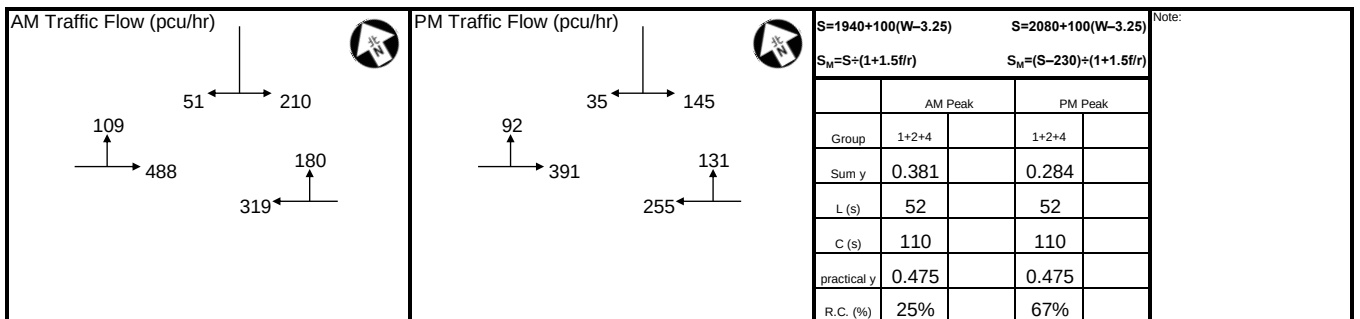
1	2	3	4	5
AM				
G =	I/G = 5	G =	I/G = 11	G = 23 I/G = 11
G =	I/G =	G =	I/G =	G = I/G =
PM				
G =	I/G = 5	G =	I/G = 11	G = 23 I/G = 11
G =	I/G =	G =	I/G =	G = I/G =

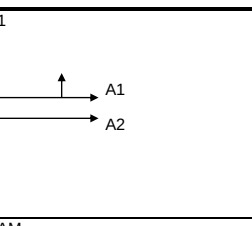
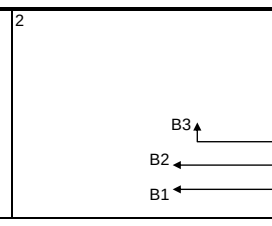
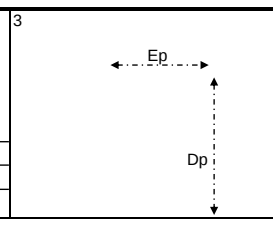
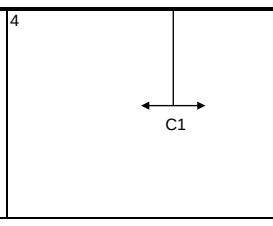
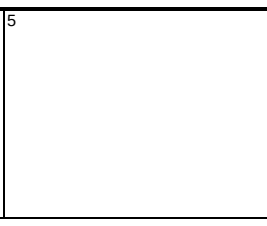
Signal Junction Analysis

Junction: Chai Wan Road / Hong Man Street Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel P. 14

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 2025

[illegible]

1 	2 	3 	4 	5 
AM G = I/G = 5 G = I/G =	G = I/G = 11 G = I/G =	G = 23 I/G = 11 G = I/G =	G = I/G = 5 G = I/G =	G = I/G = G = I/G =
PM G = I/G = 5 G = I/G =	G = I/G = 11 G = I/G =	G = 23 I/G = 11 G = I/G =	G = I/G = 5 G = I/G =	G = I/G = G = I/G =

Signal Junction Analysis

Junction: Chai Wan Road / Hong Man Street

Job Number: J7408

Scenario: Year 2033 with the Proposed Hotel

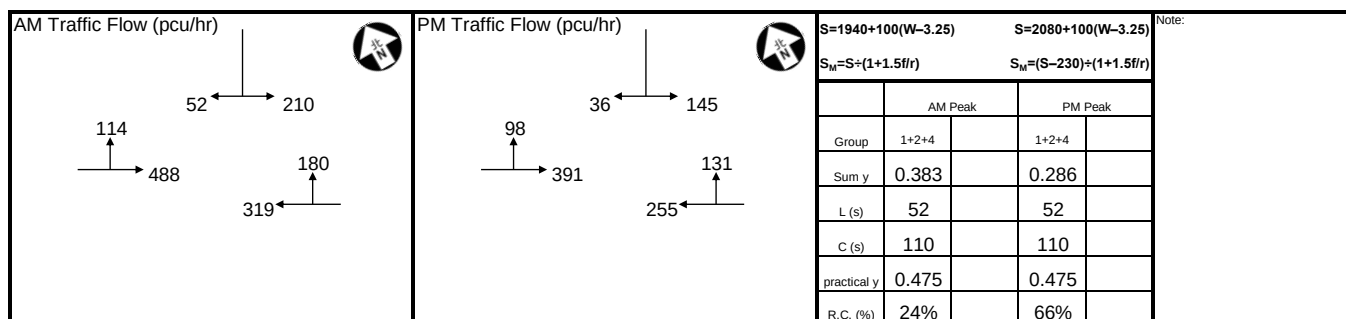
P. 15

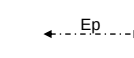
Design Year: 2033 Designed By: AYT

Checked By: LKW

Date: 2 Sep 2025

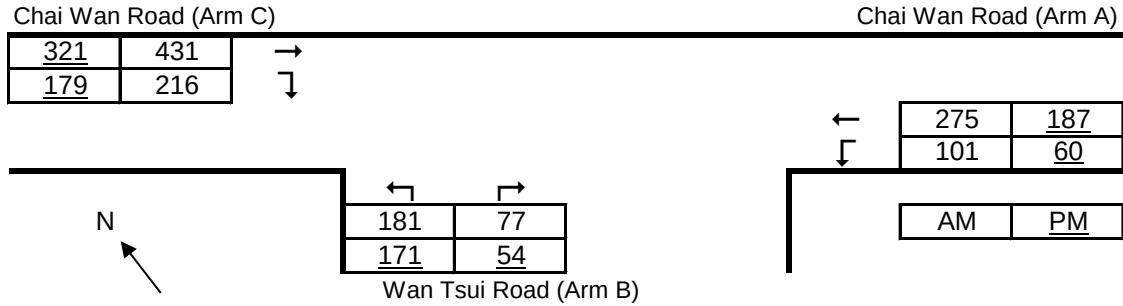
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Chai Wan Road EB LT+SA	A1	1	3.50	14.0		39	1984	292	0.147		41	1980	237	0.120	0.120
Chai Wan Road EB SA	A2	1	3.50				2105	310	0.147	0.147		2105	252	0.120	
Chai Wan Road WB SA	B1	2	3.50				1965	154	0.078			1965	123	0.063	
Chai Wan Road WB SA	B2	2	3.50				2105	165	0.078			2105	132	0.063	
Chai Wan Road WB RT	B3	2	3.50	15.0		100	1914	180	0.094	0.094	100	1914	131	0.068	0.068
Hong Man Road SB LT+RT	C1	4	4.50	13.0		100	1851	262	0.142	0.142	100	1851	181	0.098	0.098



1 	2 	3 	4 	5 
AM				
G =	I/G = 5	G =	I/G = 11	G = 23 I/G = 11
G =	I/G =	G =	I/G =	G = I/G =
PM				
G =	I/G = 5	G =	I/G = 11	G = 23 I/G = 11
G =	I/G =	G =	I/G =	G = I/G =

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	21.00	V-rBA	140	w-BA	4.00	D	0.9916
W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
		V-rCB	140	w-CB	2.90	F	0.9546
		V-lCB	150			Y	0.2755

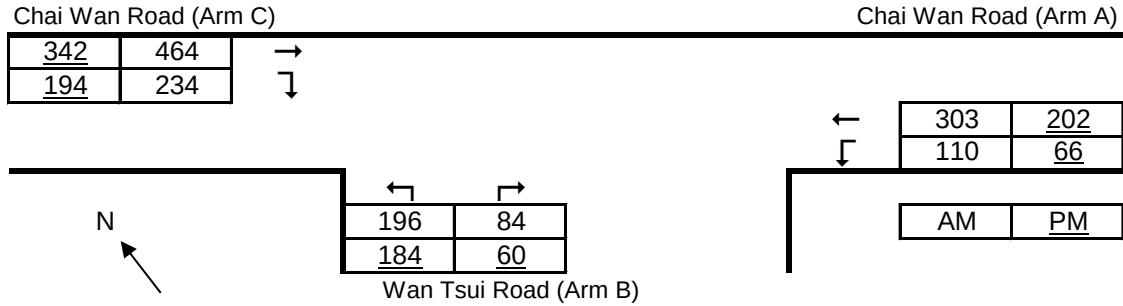
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	431	321	Q-BA	573	596
q-CB	216	179	Q-BC	750	761
q-AB	101	60	Q-CB	675	688
q-AC	275	187	Q-BAC	687	714
q-BA	77	54			
q-BC	181	171			
f	0.702	0.760			

Ratio-of-flow to Capacity		AM	PM
B-A		0.134	0.091
B-C		0.241	0.225
C-B		0.320	0.260
B-AC		0.376	0.315 (for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	21.00	V-rBA	140	w-BA	4.00	D	0.9916
W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
		V-rCB	140	w-CB	2.90	F	0.9546
		V-lCB	150			Y	0.2755

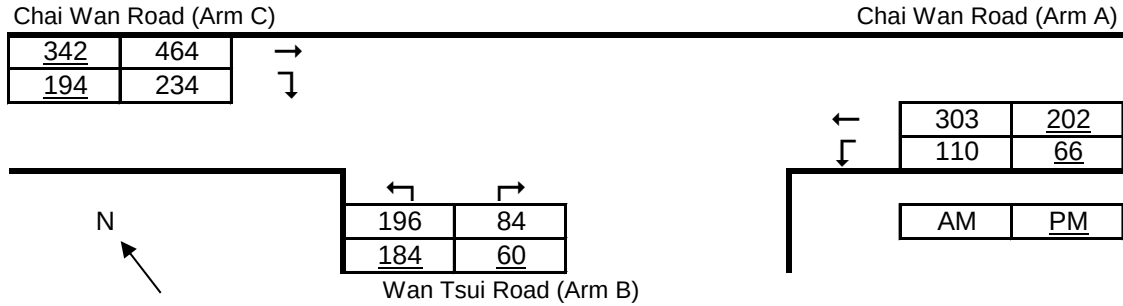
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	464	342	Q-BA	565	590
q-CB	234	194	Q-BC	747	759
q-AB	110	66	Q-CB	672	686
q-AC	303	202	Q-BAC	681	709
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity		AM	PM
B-A		0.149	0.102
B-C		0.262	0.242
C-B		0.348	0.283
B-AC		0.411	0.344 (for shared lane CA, CB)

Priority Junction Analysis

Junction:	Chai Wan Road / Wan Tsui Road				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			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:

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	21.00	V-rBA	140	w-BA	4.00	D	0.9916
	W-CR	2.90	V-lBA	55	w-BC	4.00	E	1.0515
			V-rBC	140	w-CB	2.90	F	0.9546
			V-rCB	150			Y	0.2755

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	464	342	Q-BA	565	590
q-CB	234	194	Q-BC	747	759
q-AB	110	66	Q-CB	672	686
q-AC	303	202	Q-BAC	681	709
q-BA	84	60			
q-BC	196	184			
f	0.700	0.754			

Ratio-of-flow to Capacity	AM	PM
B-A	0.149	0.102
B-C	0.262	0.242
C-B	0.348	0.283
B-AC	0.411	0.344 (for shared lane CA, CB)

Roundabout Analysis

Location Chai Wan Road Roundabout

J7

Scenario Existing Condition

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Design Year 2025

Job Number J7408

Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					742	775
From B					875	531
From C					334	916
From D					1160	874
Total					3111	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					712	597
From B					801	405
From C					287	742
From D					915	782
Total					2715	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f _c	$= 0.210t_D(1 + 0.2x_2)$
t _D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x ₂	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2152	2265	742	712	0.345	0.314
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2404	2484	875	801	0.364	0.322
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1643	1736	334	287	0.203	0.165
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2459	2522	1160	915	0.472	0.363

Roundabout Analysis

Location Chai Wan Road Roundabout

J7

Scenario Year 2033 without the Proposed Hotel

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Design Year 2033

Job Number J7408

Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					877	842
From B					1040	595
From C					363	1103
From D					1254	1053
Total					3534	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					859	650
From B					937	454
From C					313	887
From D					998	932
Total					3107	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f _c	$= 0.210t_D(1 + 0.2x_2)$
t _D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x ₂	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2109	2231	877	859	0.416	0.385
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2363	2453	1040	937	0.440	0.382
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1543	1659	363	313	0.235	0.189
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2337	2420	1254	998	0.536	0.412

Roundabout Analysis

Location Chai Wan Road Roundabout

J7

Scenario Year 2033 with the Proposed Hotel

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Design Year 2033

Job Number J7408

Date 2 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					923	846
From B					1042	642
From C					363	1151
From D					1302	1101
Total					3630	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A					907	653
From B					940	503
From C					313	938
From D					1044	983
Total					3204	

Legend

Arm	Road (in clockwise order)
A	Island Eastern Corridor
B	Chai Wan Road WB
C	Wan Tsui Road
D	Chai Wan Road EB

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	7.3	100.0	10.0	80	10	0.1
From B	9.4	6.4	57.0	32.0	80	28	0.2
From C	8.0	4.5	25.0	29.0	80	32	0.2
From D	10.0	7.3	50.0	67.0	80	27	0.1

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f _c	$= 0.210t_D(1 + 0.2x_2)$
t _D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x ₂	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	7.872	7.389	1.060	1.109	2385.184	0.573	2107	2229	923	907	0.438	0.407
From B	8.708	7.389	1.060	1.039	2638.431	0.610	2334	2422	1042	940	0.447	0.388
From C	7.025	7.389	1.060	1.003	2128.537	0.535	1517	1631	363	313	0.239	0.192
From D	9.692	7.389	1.060	1.040	2936.552	0.654	2305	2385	1302	1044	0.565	0.438

Signal Junction Analysis

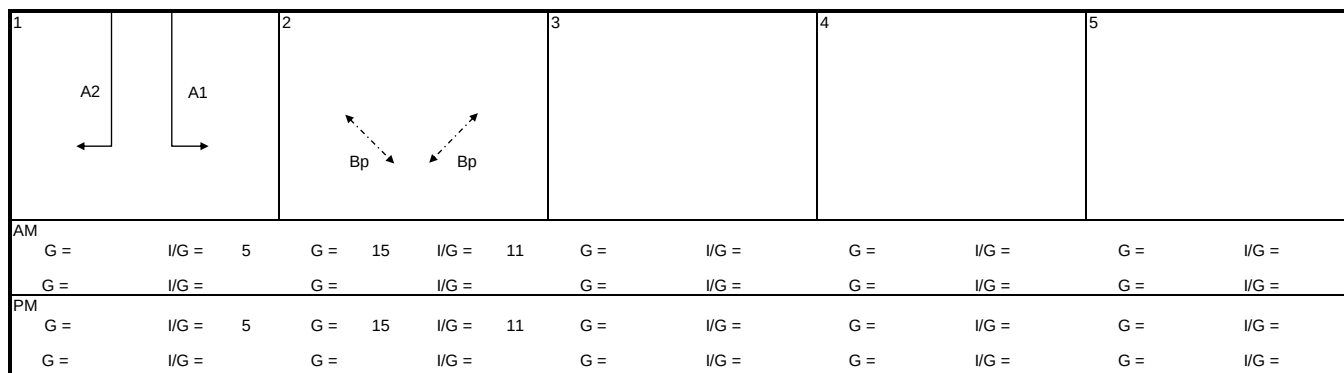
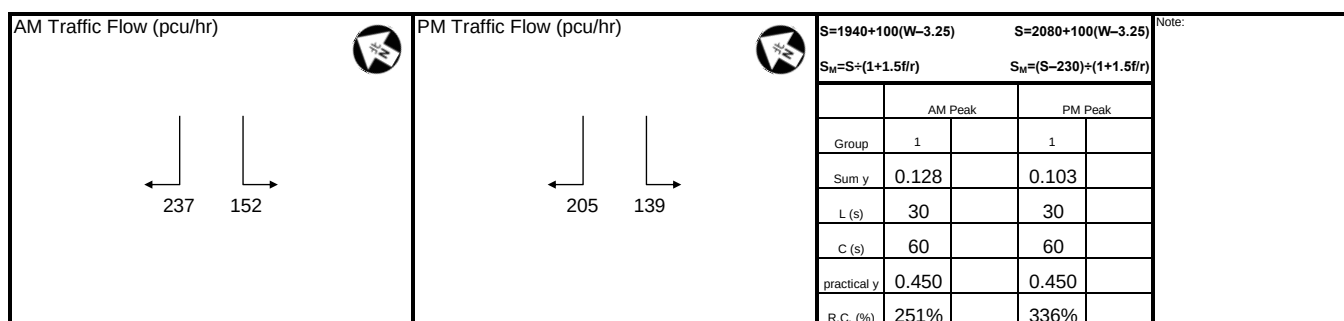
Junction: Ning Foo Street / Lee Chung Street

Job Number: J7408

Scenario: Existing Condition

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Date: 2 Sep 2025

[illegible]

Signal Junction Analysis

Junction: Ning Foo Street / Lee Chung Street Job Number: J7408

Scenario: Year 2033 without the Proposed Hotel P. 23

Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 2025

[illegible]

AM Traffic Flow (pcu/hr)

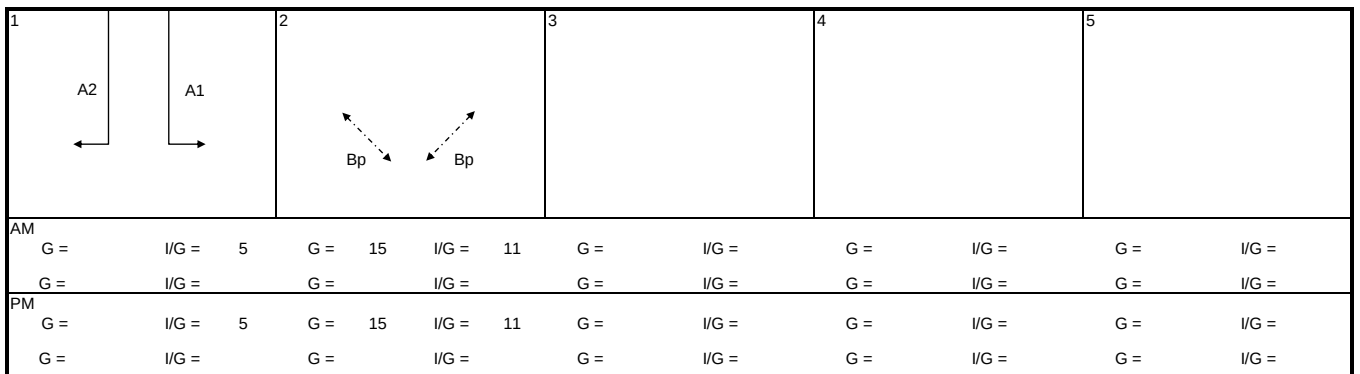
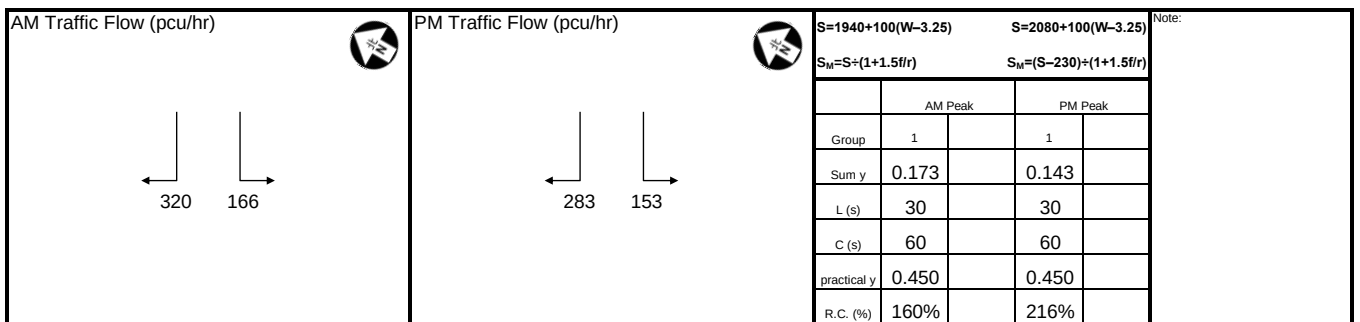
PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
S _M =S÷(1+1.5f/r)		S _M =(S-230)÷(1+1.5f/r)		
	AM Peak		PM Peak	
Group	1		1	
Sum y	0.147		0.117	
L (s)	30		30	
C (s)	60		60	
practical y	0.450		0.450	
R.C. (%)	206%		285%	

1			2			3			4			5		
AM														
G =		I/G =	5	G = 15		I/G =	11	G =		I/G =		G =		I/G =
G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =
PM														
G =		I/G =	5	G = 15		I/G =	11	G =		I/G =		G =		I/G =
G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =

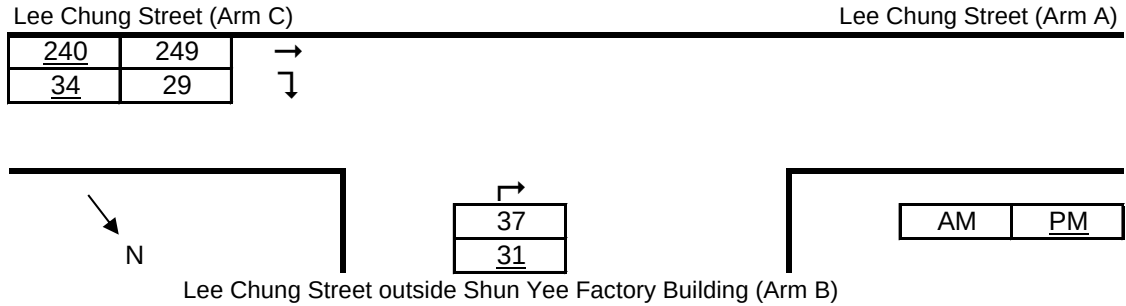
Signal Junction Analysis

Junction: Ning Foo Street / Lee Chung Street Job Number: J7408
 Scenario: Year 2033 with the Proposed Hotel P. 24
 Design Year: 2033 Designed By: AYT Checked By: LKW Date: 2 Sep 2025

[illegible]

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition			Page	25



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :

Input		Input		Input		Calculated	
W	10.50	V-rBA	45	w-BA	4.40	D	0.9324
W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
		V-rBC	45	w-CB	3.50	F	0.9460
		V-rCB	75			Y	0.6378

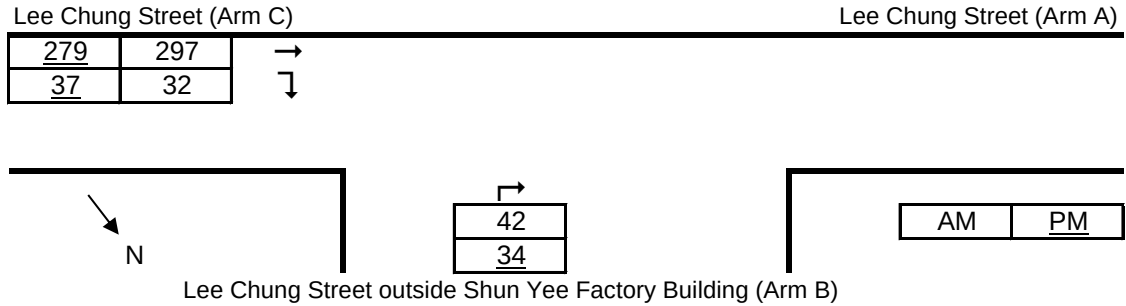
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	249	240	Q-BA	542	541
q-CB	29	34	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	542	541
q-BA	37	31			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.068	0.057
B-C	0.000	0.000
C-B	0.041	0.048

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	26



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

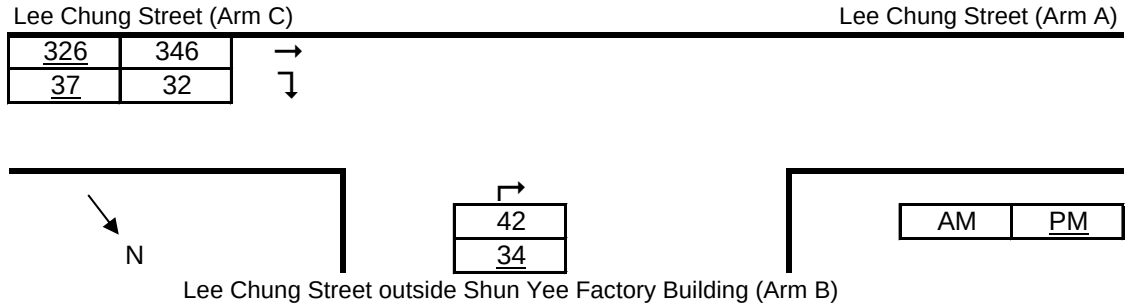
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	297	279	Q-BA	534	535
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	534	535
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.079	0.064
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Lee Chung Street / Lee Chung Street outside Shun Yee Factory Building				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	27



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	45	w-BA	4.40	D	0.9324
	W-CR	0.00	V-lBA	40	w-BC	0.00	E	0.6126
			V-rBC	45	w-CB	3.50	F	0.9460
			V-rCB	75			Y	0.6378

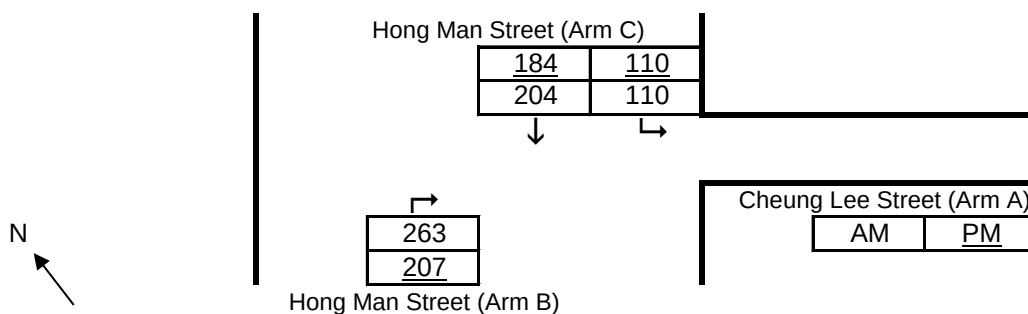
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	346	326	Q-BA	528	529
q-CB	32	37	Q-BC	456	456
q-AB	0	0	Q-CB	705	705
q-AC	0	0	Q-BAC	528	529
q-BA	42	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.080	0.064
B-C	0.000	0.000
C-B	0.045	0.053

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2025	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Existing Condition			Page	28



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	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-IBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

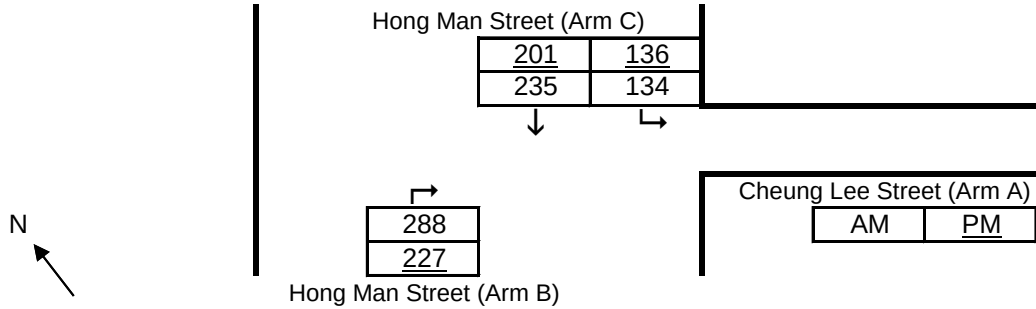
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	110	110	Q-BA	491	499
q-CB	204	184	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	263	207			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.536	0.415
C-B	0.279	0.252

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 without the Proposed Hotel			Page	29



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	5.90	V-rBA	30	w-BA	4.40	D	0.9395
W-CR	0.00	V-IBA	75	w-BC	0.00	E	0.6037
		V-rBC	30	w-CB	4.40	F	0.9819
		V-rCB	28			Y	0.7965

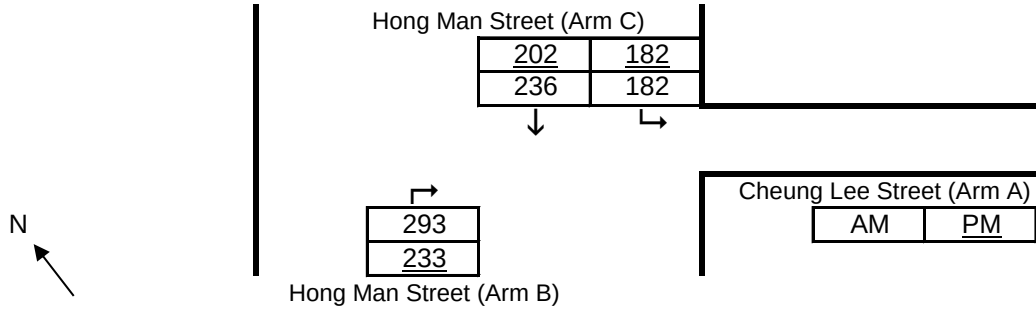
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	134	136	Q-BA	475	488
q-CB	235	201	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	288	227			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.607	0.466
C-B	0.321	0.275

Priority Junction Analysis

Junction:	Hong Man Street / Cheung Lee Street				
Design Year:	2033	Job Number:	J7408	Date:	2 Sep 2025
Scenario:	Year 2033 with the Proposed Hotel			Page	30



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

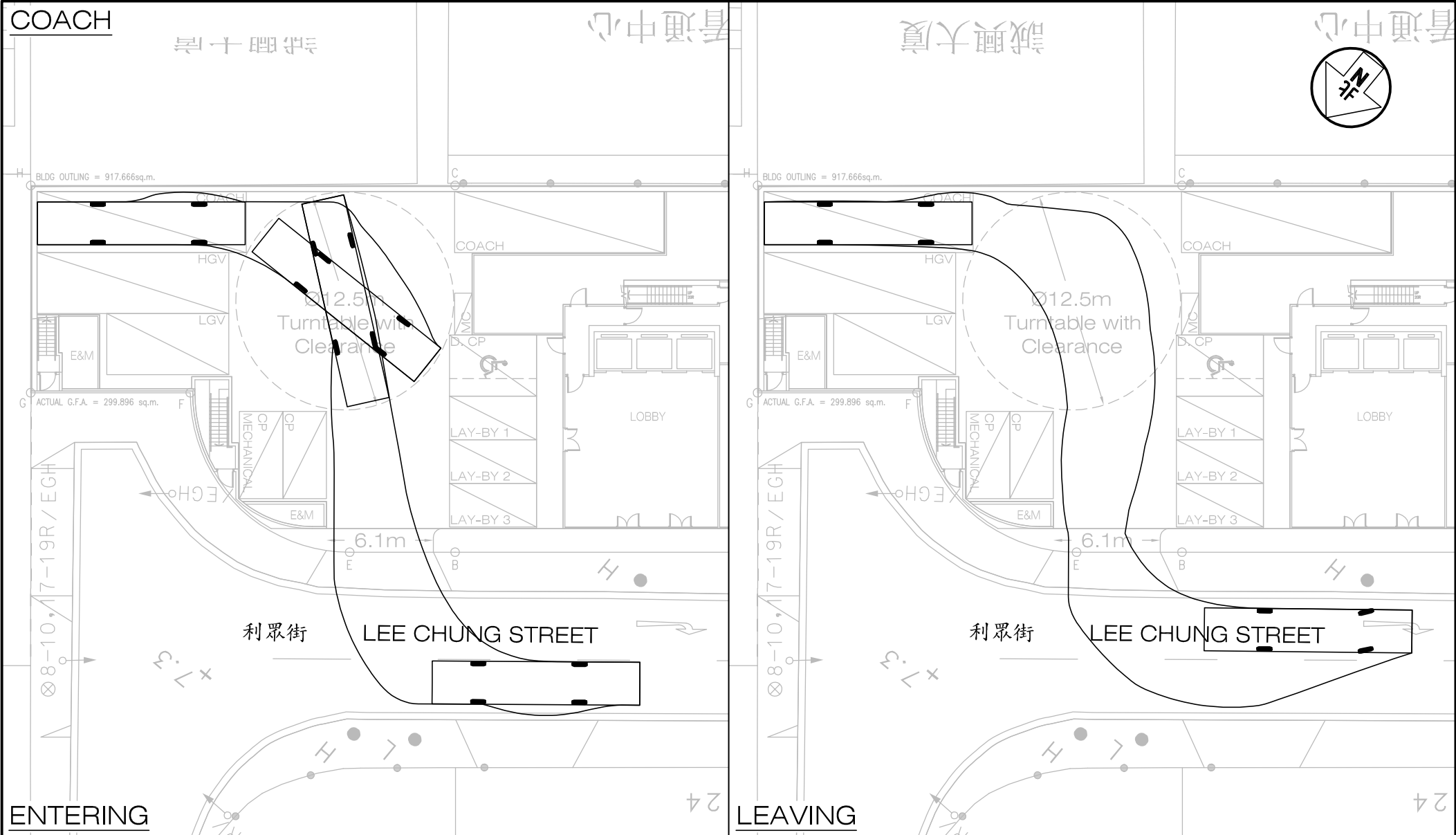
Geometry :	Input		Input		Input		Calculated	
	W	5.90	V-rBA	30	w-BA	4.40	D	0.9395
	W-CR	0.00	V-IBA	75	w-BC	0.00	E	0.6037
			V-rBC	30	w-CB	4.40	F	0.9819
			V-rCB	28			Y	0.7965

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	182	182	Q-BA	466	479
q-CB	236	202	Q-CB	731	731
q-AB	0	0			
q-AC	0	0			
q-BA	293	233			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.629	0.486
C-B	0.323	0.276

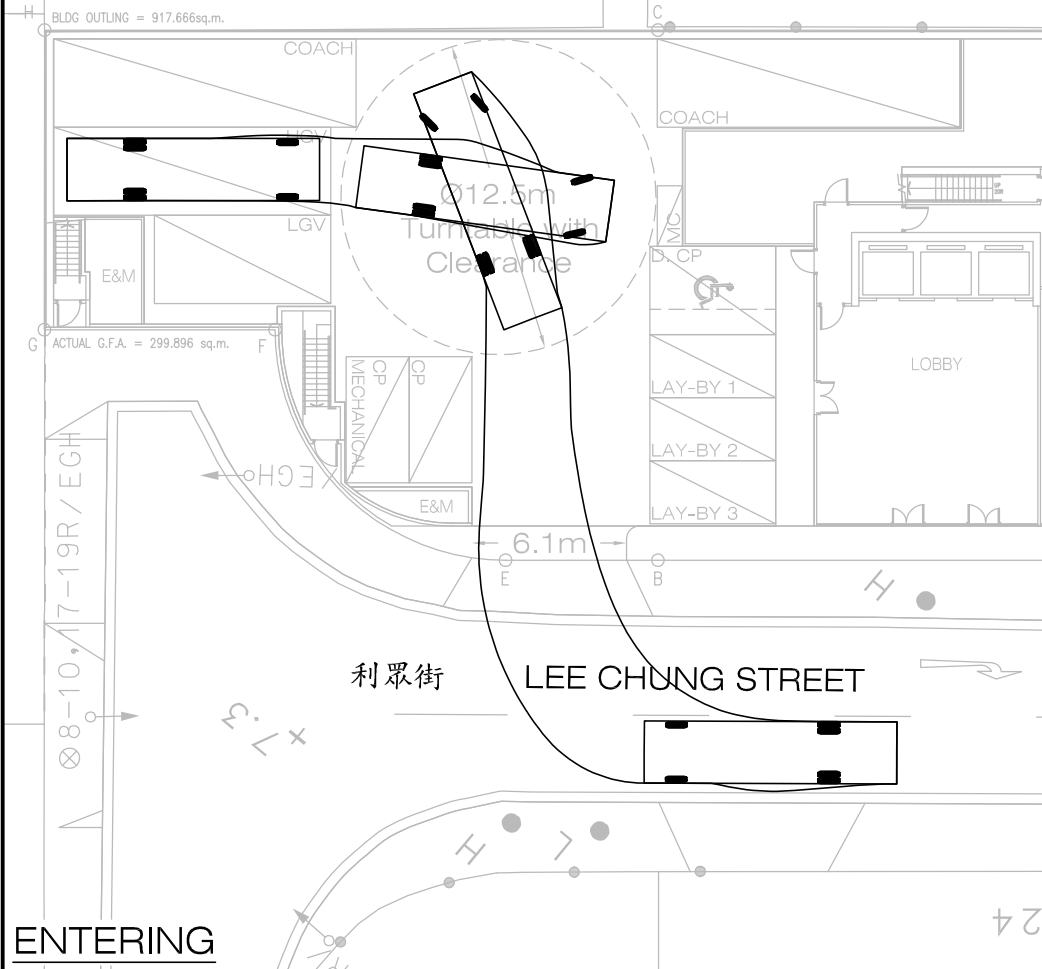
Appendix B – Swept Path Analysis



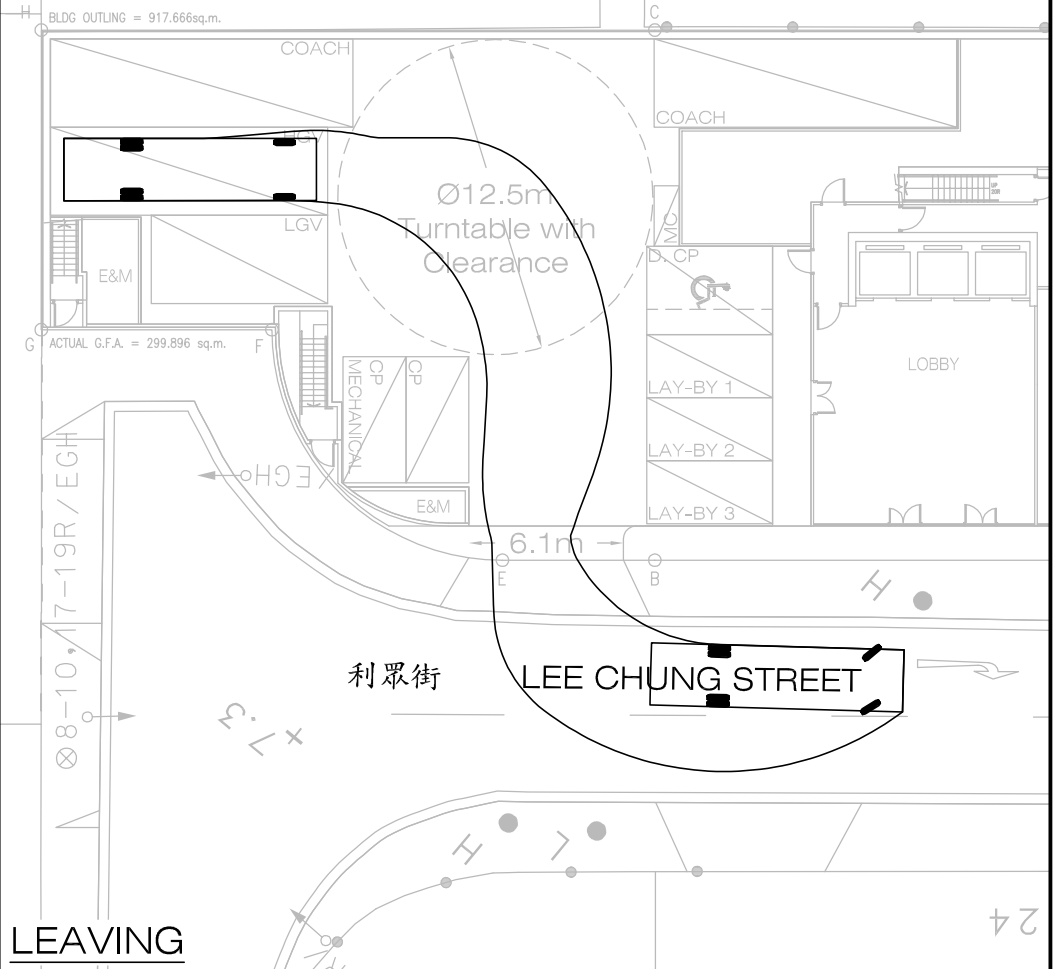
Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Figure No. SP1	Revision B
Figure Title SWEPT PATH OF COACH ENTERING & LEAVING THE SINGLE DECK TOUR BUS LAYBY	Designed by L K W	Drawn by S C Y
	Checked by K C	Date 21 AUG 2025

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HEAVY GOODS VEHICLE



ENTERING



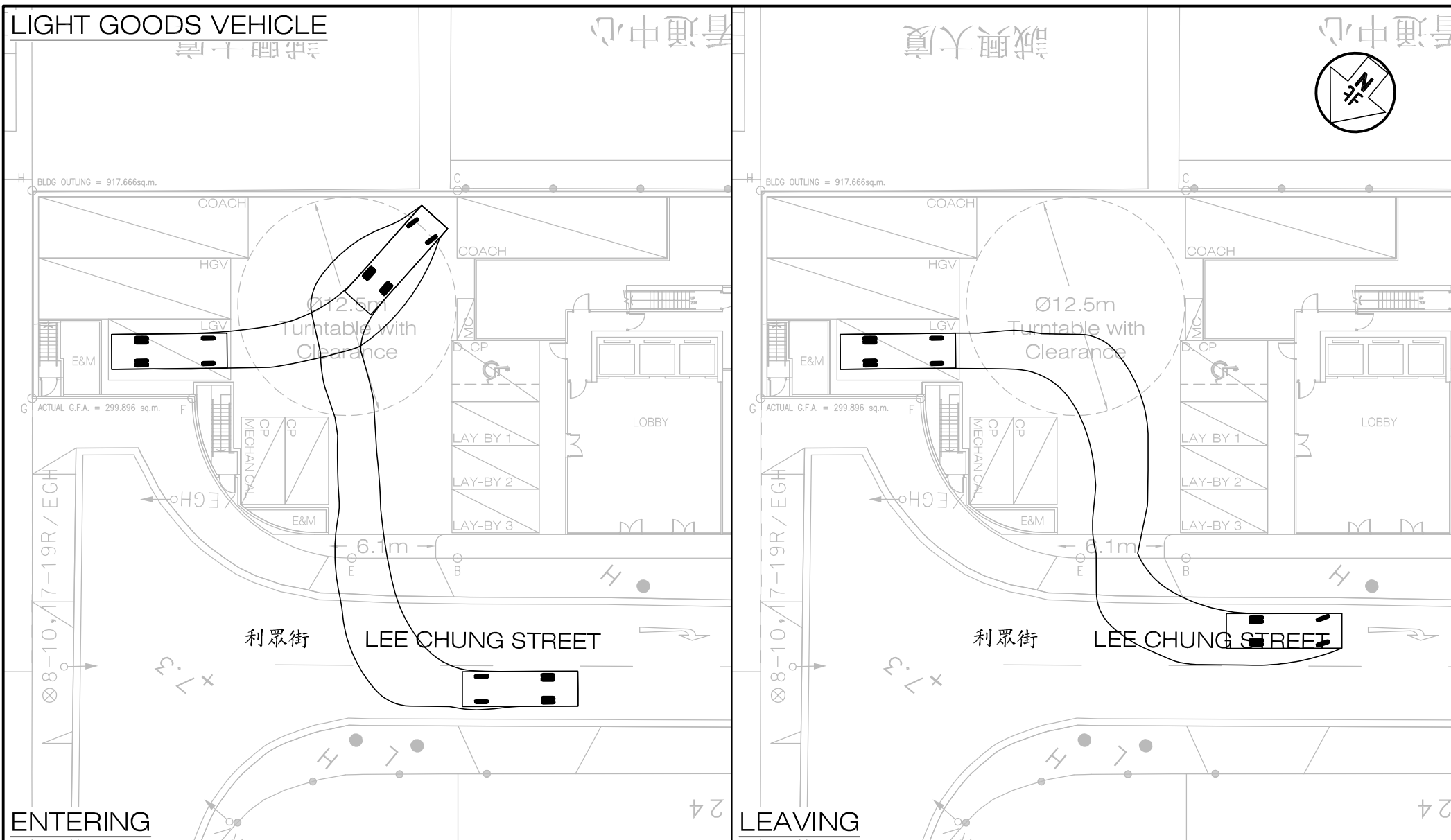
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Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG J7408

Figure Title SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING & LEAVING THE HGV LOADING / UNLOADING BAY

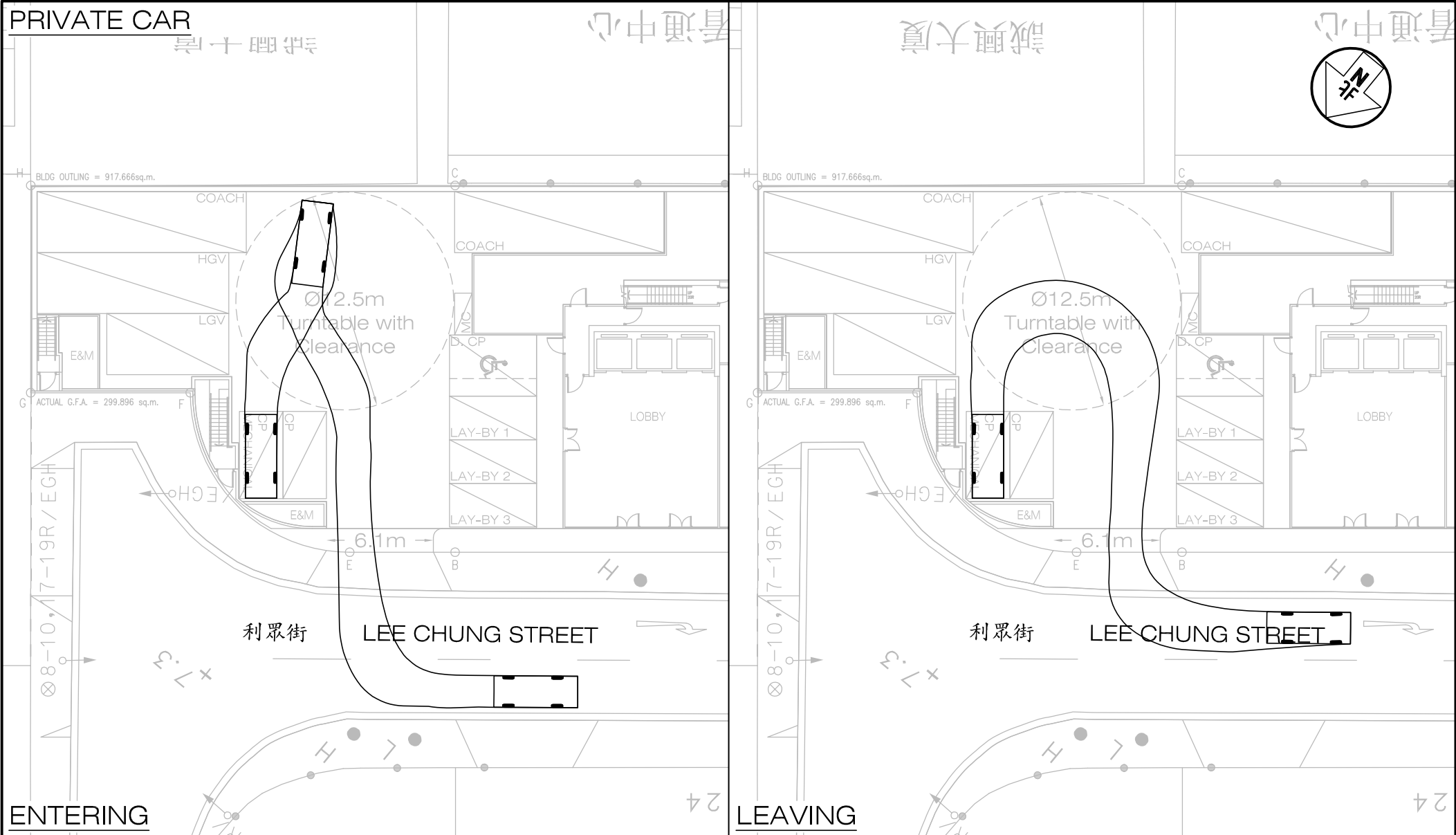
Figure No.	SP2	Revision	B
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Figure Title SWEPT PATH OF LIGHT GOODS VEHICLE ENTERING & LEAVING THE LGV LOADING / UNLOADING BAY	Designed by L K W	Drawn by S C Y
	Checked by K C	Scale in A4 1 : 300
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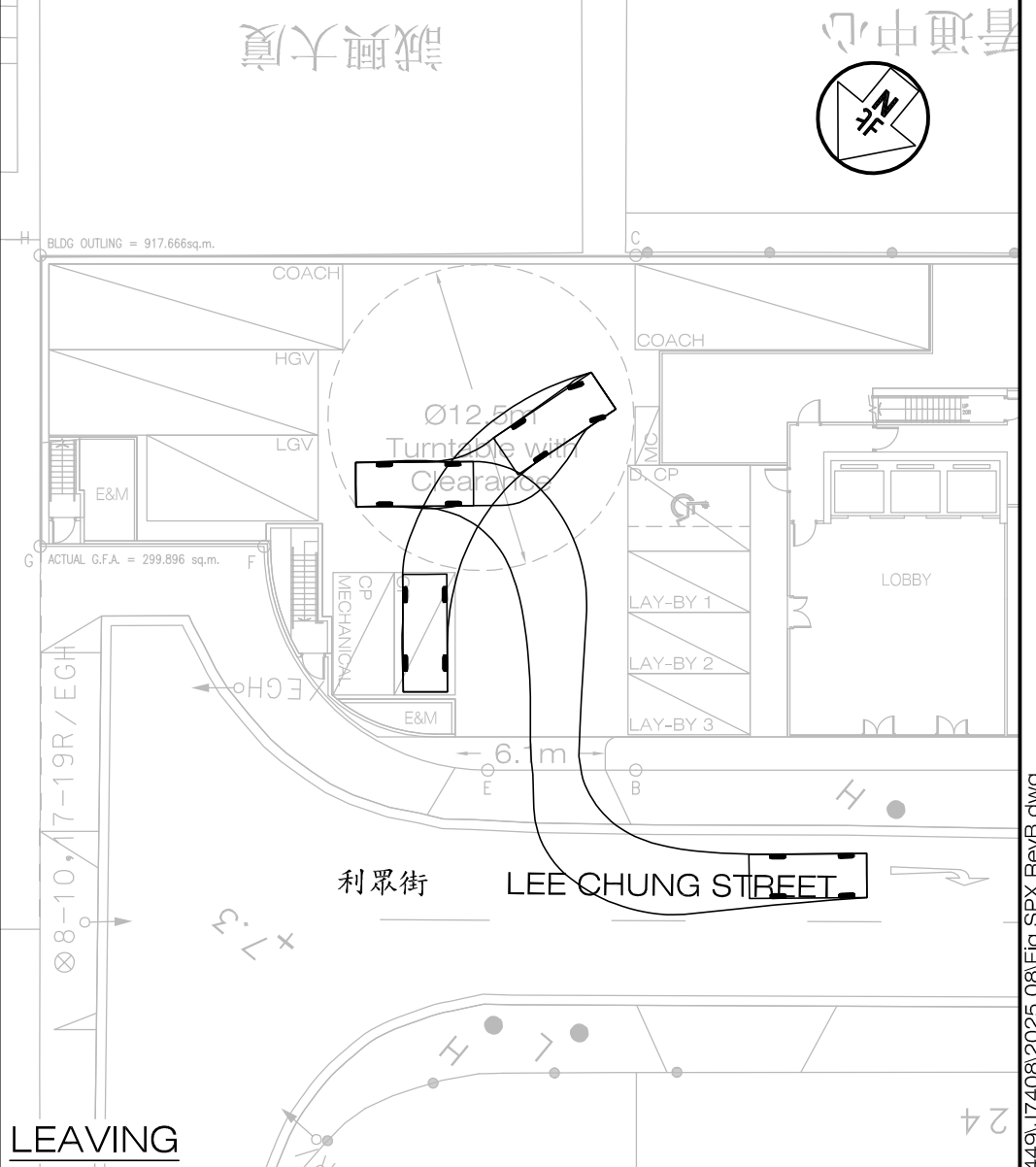


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Figure Title SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE DOUBLE-DECK PARKING RACK	Designed by L K W Drawn by S C Y Checked by K C Scale in A4 1 : 300 Date 21 AUG 2025	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

PRIVATE CAR

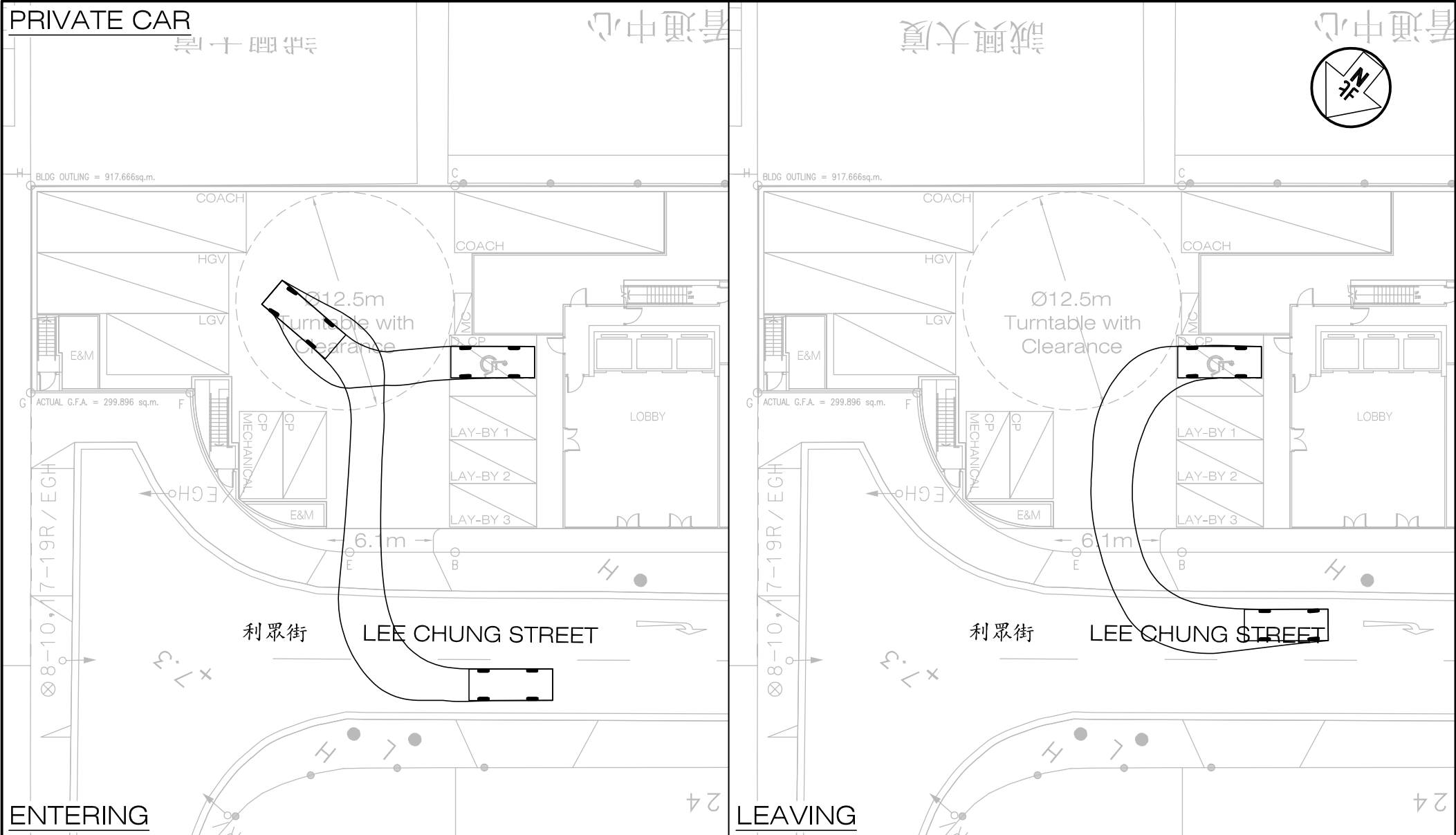


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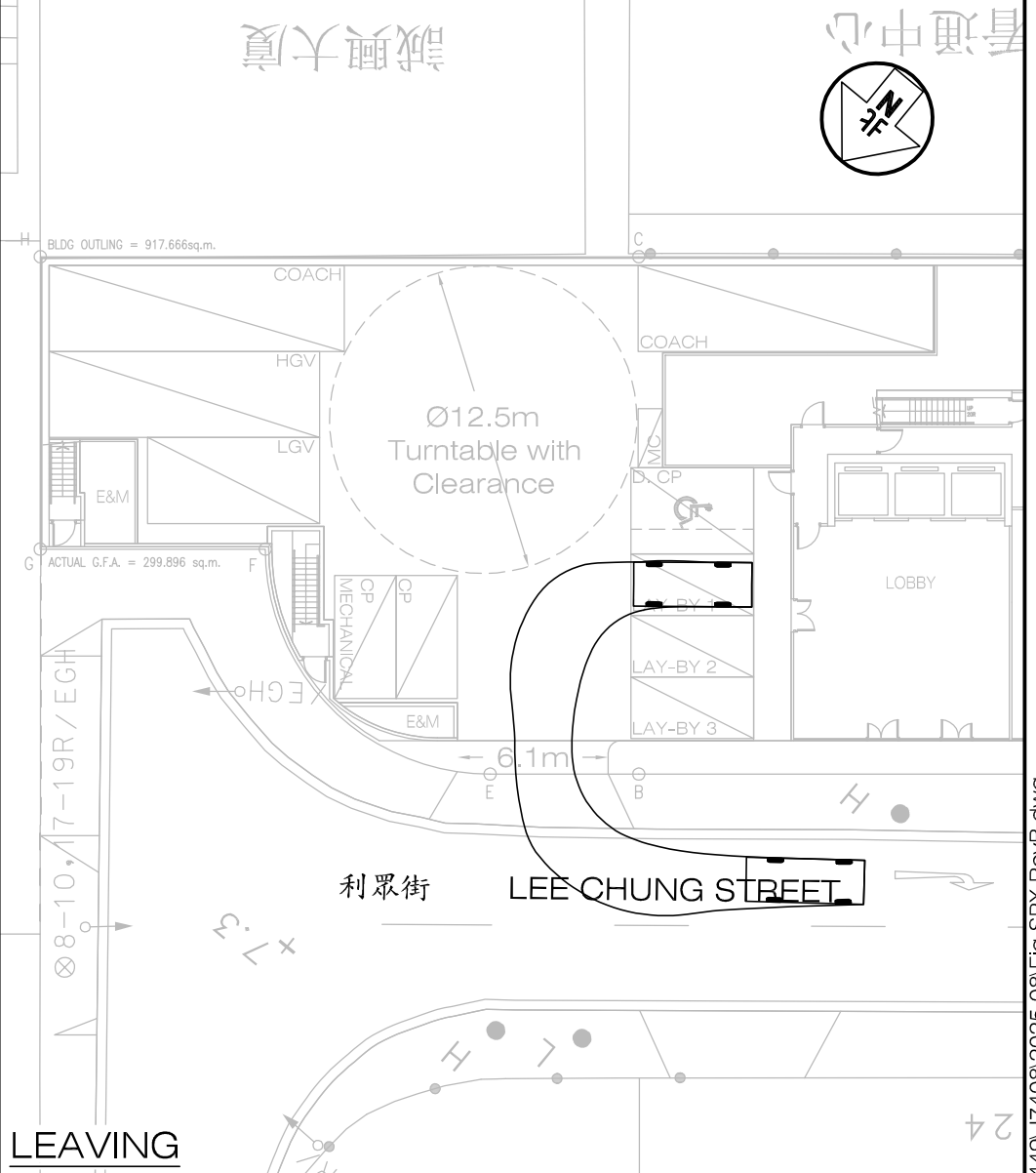
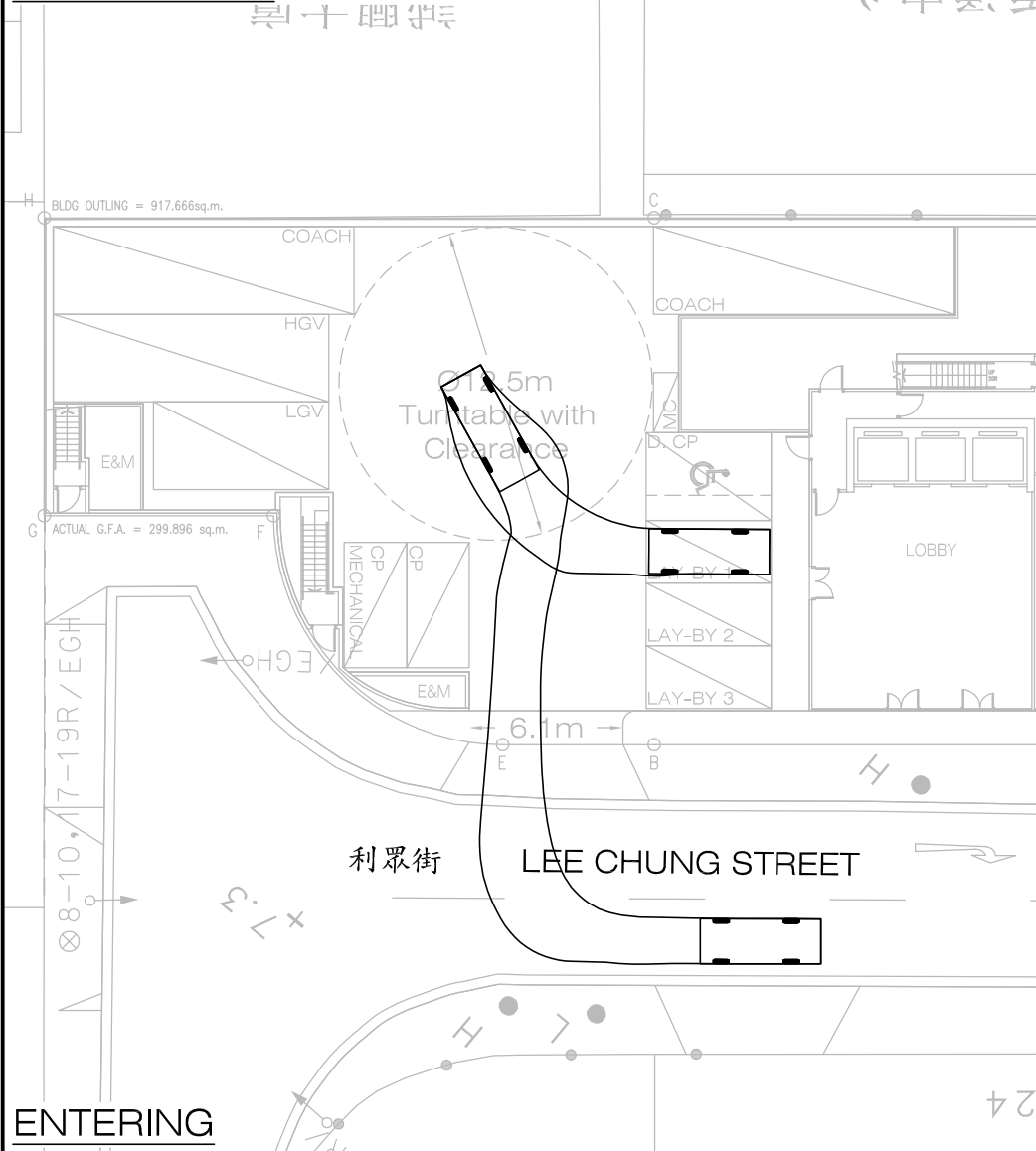
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Project Title SECTION 16 PLANNING APPLICATION IN SUPPORT OF PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED HOTEL USE AT CHAI WAN INLAND LOTS 12 AND 43, 14 - 16 LEE CHUNG STREET, CHAI WAN, HONG KONG	Figure No. SP6	Revision B
Figure Title SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE	Designed by L K W Drawn by S C Y Checked by K C Scale in A4 1 : 300 Date 21 AUG 2025	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk



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Figure Title SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE ACCESSIBLE CAR PARKING SPACE	Designed by L K W Drawn by S C Y Checked by K C Scale in A4 1 : 300 Date 21 AUG 2025	

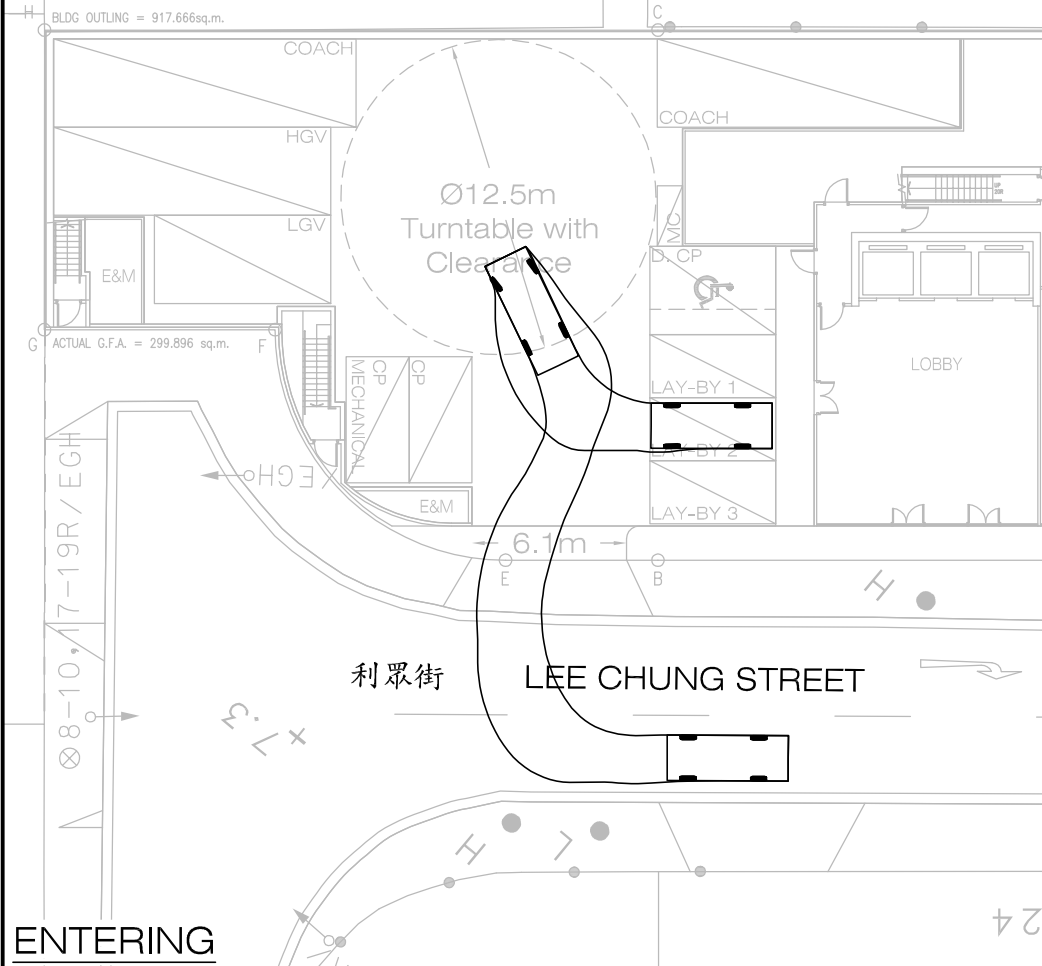
PRIVATE CAR



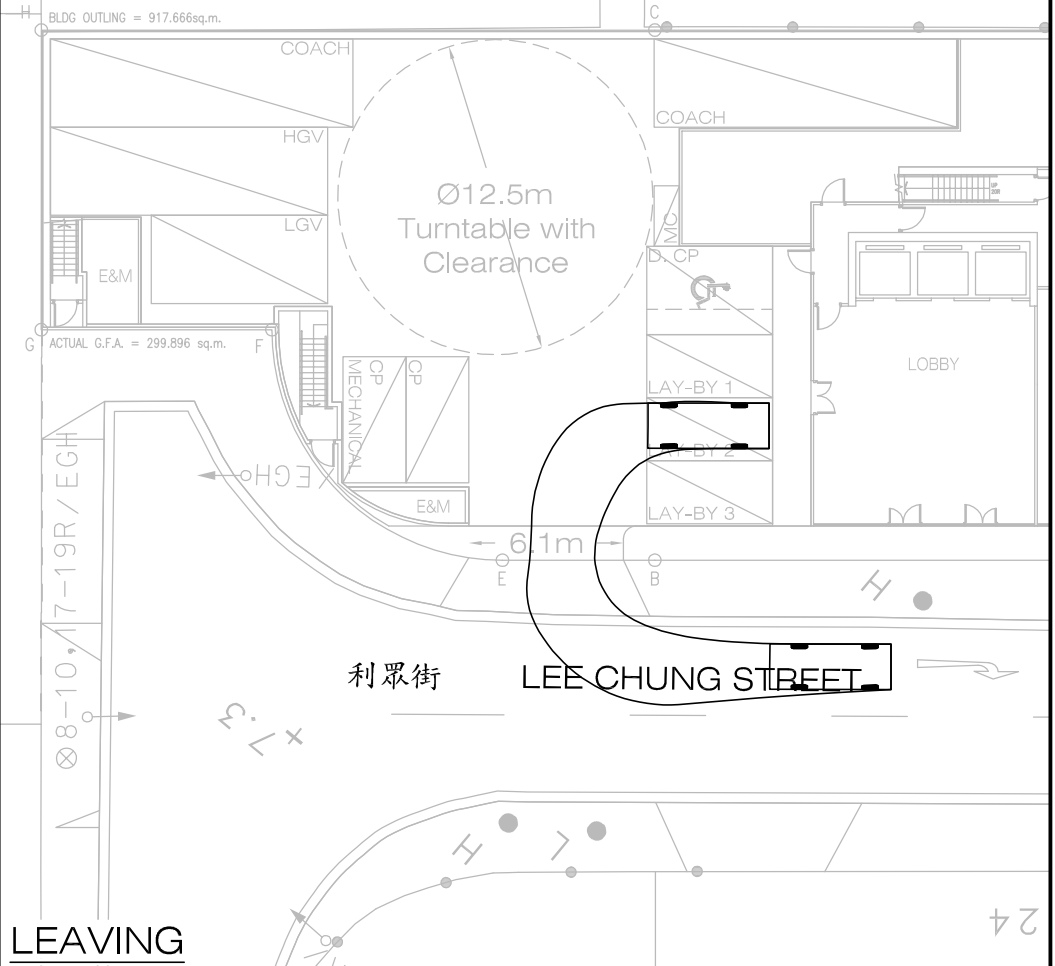
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Figure Title SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY	Designed by L K W	Drawn by S C Y
	Checked by K C	Date 21 AUG 2025
	Scale in A4 1 : 300	Email : mail@ckmasia.com.hk

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PRIVATE CAR



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J7408

Figure No.

SP9

Revision

B

Figure Title

SWEPT PATH OF PRIVATE CAR
ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY

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L K W

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S C Y

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K C

Scale in A4
1 : 300

Date
21 AUG 2025

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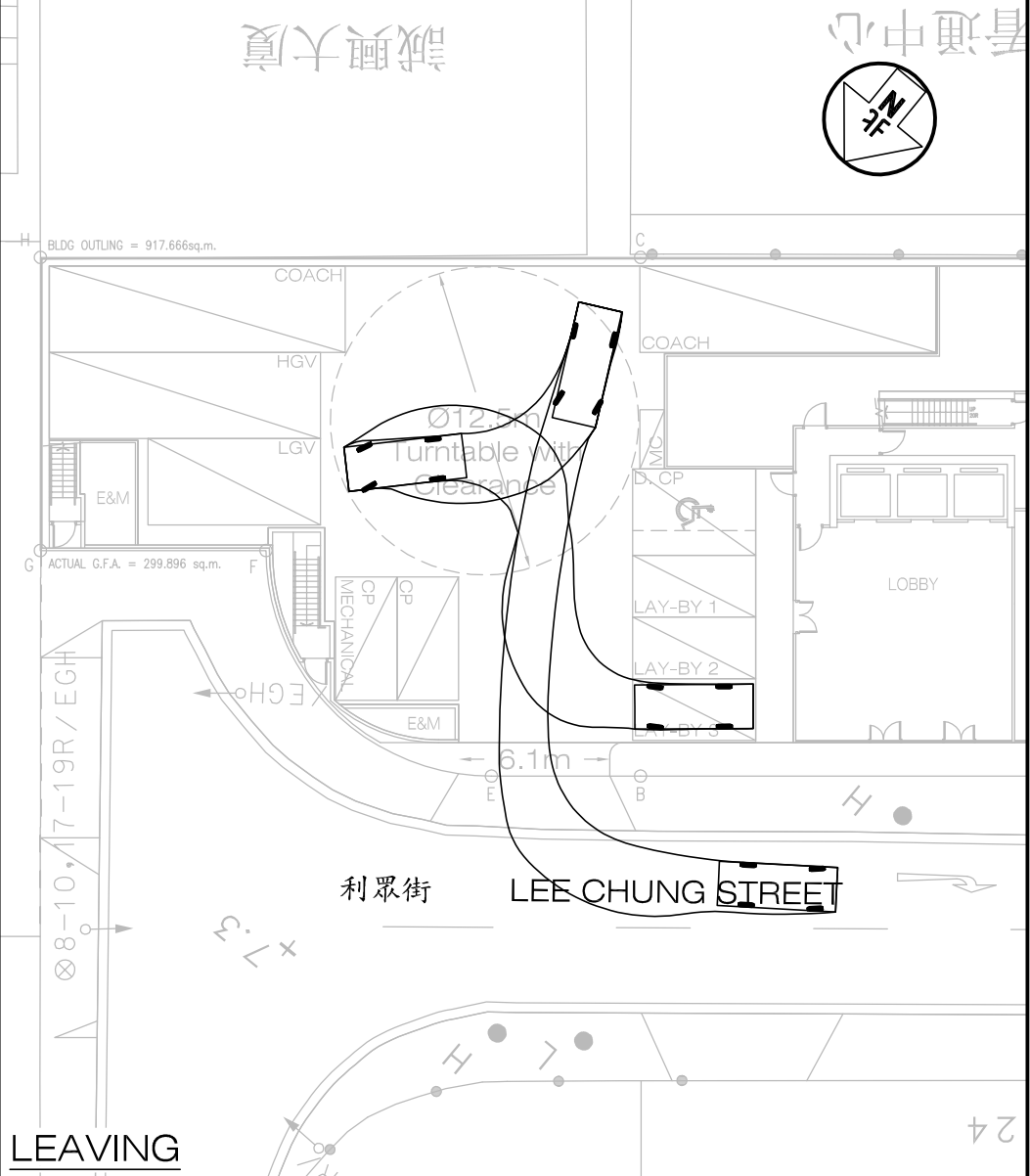
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PRIVATE CAR



ENTERING



LEAVING

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Figure Title SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE TAXI AND PRIVATE CAR LAYBY

Figure No.	SP10	Revision	B
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