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**Appendix C**  
**Traffic Impact Assessment**

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Reference number: CHK50713110

**PROPOSED MINOR RELAXATION OF GROSS FLOOR  
AREA AND BUILDING HEIGHT RESTRICTIONS FOR  
PERMITTED OFFICE USE AND OTHER PERMITTED USES  
IN “COMMERCIAL (7)” ZONE BOUNDED BY KING’S  
ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

**TRAFFIC IMPACT ASSESSMENT REPORT**



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# 1. INTRODUCTION

## 1.1 Background

1.1.1 The existing 1111 King’s Road (formerly known as Cityplaza One) is located at Taikoo Shing, abuts Taikoo Shing Road at the north and King’s Road at the south. 1111 King’s Road, together with the East HONG KONG and Cityplaza, falls within a “Commercial (7)” (“C(7)”) zone on the extant Outline Zoning Plan (OZP), with a maximum GFA restriction of 123,129sqm for the entire zone and a maximum building height restriction of 135mPD for 1111 King’s Road.

1.1.2 The existing 1111 King’s Road was commissioned in the 90s, as an initial phase. At the time during the planning and construction of this initial phase, the basement and foundation design have provided sufficient space and strengths to accommodate additional office floors above. In fact, back in 2008, a set of General Building Plan (GBP) for the 1111 King’s Road extension (the extension) has already been approved. Since then, the GBP has been amended a few times, and according to the latest set of GBP approved in May 2025, the 1111 King’s Road office tower extension was approved with an additional GFA of approximately 40,300sqm on top of the existing office tower, with a maximum building height of approximately 190mPD.

1.1.3 Under the latest scheme, the scale of the extension is reduced to an additional GFA of 25,500sqm on top of the existing office tower only, with a maximum building height of 165mPD. To facilitate the latest scheme of extension of the existing office tower, which exceeds the maximum GFA and building height restrictions on the extant OZP, planning permission from the Town Planning Board is required. MVA is commissioned to conduct a traffic review for the proposed office tower extension of 1111 King’s Road.

## 1.2 Objectives

1.2.1 The objective of this report is to assess the traffic impact and the proposed internal transport provision of the proposed 1111 King’s Road development.

## 2. OVERVIEW OF EXISTING AND FUTURE DEVELOPMENT PARAMETERS

### 2.1 Existing Development Parameters

2.1.1 The existing 1111 King’s Road office tower is located near the junction of Taikoo Shing Road and Tai Fung Avenue in Taikoo Shing as shown in **Figure 2.1**. The development parameter of existing office tower is summarised in **Table 2.1**.

**Table 2.1 Existing GFA of 1111 King’s Road Office Tower**

Use	GFA (sqm)
Office	58,600

2.1.2 Car parking for 1111 King’s Road office tower is presently provided at the basement levels of Cityplaza with vehicular access at Tai Fung Avenue (entrance) and Tai Mou Avenue (exit) between Taikoo Wan Road and Taikoo Shing Road. This car park serves both the shopping centre and office towers including 1111 King’s Road, 14 Taikoo Wan Road and 12 Taikoo Wan Road.

2.1.3 Two loading/ unloading areas are provided at the Cityplaza. One (Northern loading area) is located to the north of the Taikoo Shing Road mainly serving the shopping centre, and the other one (Southern loading area) is located to the south of Taikoo Shing Road serving both the retail and office uses. The existing car parking and servicing provisions for Cityplaza and 1111 King’s Road office tower are summarised in **Table 2.2** and **Figure 2.1**.

**Table 2.2 Existing Car Parking and Servicing Provisions for Cityplaza and 1111 King’s Road**

Loading/ Unloading Bays (Southern Loading area) <sup>(1)</sup>	Car Parking Space (Cityplaza basement) <sup>(2)</sup>
11 HGV & 9 LGV	845

Source:

(1) Basement Plan under GBP dated 13 May 2025.

(2) Approved A&A plan dated 16 July 1997.

### 2.2 Future Development Parameters

2.2.1 In 2008, a set of GBP is approved for 1111 King’s Road with Building Height of 190.45mPD (at main roof) and total non-domestic GFA of 164,042.113m<sup>2</sup> for the “C(7)” zone, which comprises EAST Hong Kong, Cityplaza and 1111 King’s Road.

2.2.2 The latest set of GBP for 1111 King’s Road with additional GFA of approximately 40,300sqm on top of the existing office tower was submitted and approved in May 2025.

2.2.3 The proposed development parameter with additional office GFA under current submission are summarised in **Table 2.3**.

**Table 2.3 Proposed Development Parameter of 1111 King’s Road Extension**

Land Use	Existing 1111 King’s Road GFA (sqm) <sup>(1)</sup>	Additional GFA (sqm) <sup>(1)</sup>	Proposed GFA after extension (sqm) <sup>(1)</sup>
Office	58,600.227	25,500	84,100.227

Note: (1) Office GFA.

### 3. EXISTING TRAFFIC CONDITIONS

#### 3.1 Existing Road Network

- 3.1.1 The proposed extension development is located in Taikoo Shing, and located directly above the shopping centre and existing 1111 King’s Road office tower. The ground level is located near the junction of Taikoo Shing Road and Tai Fung Avenue. Its 5th level is abutting King’s Road.
- 3.1.2 Taikoo Shing Road is a district distributor providing connection between King’s Road near Sai Wan Ho to the east, and Westlands Road to the west. The concerned section of Taikoo Shing Road between Tai Fung Avenue and Tai Mou Avenue is a one-way westbound carriageway with two traffic lanes.
- 3.1.3 Taikoo Wan Road is a one-way two-lane district distributor running in the eastbound direction. It connects Tai Yue Avenue at its western end to Tai Wing Avenue at its eastern end with slip road connections to and from the Island East Corridor (IEC) between Tai Mou Avenue and Tai Fung Avenue.
- 3.1.4 King’s Road is a primary distributor providing connection between Tin Hau to the west and Shau Kei Wan Road to the east. Generally, it has a cross section of six traffic lanes. The affected section of King’s Road locates between Shipyard Lane and Kornhill Road. It has two traffic lanes in each direction.
- 3.1.5 The existing road network and traffic arrangement is shown in **Figure 2.1**.

#### 3.2 Existing Traffic Conditions

- 3.2.1 The identified critical junctions are listed in **Table 3.1**. The location of these junctions is presented in **Figure 3.1**.

**Table 3.1 Identified Critical Junctions**

Ref. No.	Junctions	Type of Junction
J1	Taikoo Wan Road/ Tai Mou Avenue	Priority
J2	Taikoo Shing Road/ CityPlaza	Signalised
J3	Taikoo Shing Road/ Tai Fung Avenue	Signalised
J4	King’s Road/ Taikoo Shing Road	Signalised
J5	Taikoo Shing Road/ Tai Yue Avenue	Signalised
J6	Taikoo Shing Road/ Westlands Road	Priority

- 3.2.2 Manual classified traffic count survey was carried out at the concerned junctions during the morning (07:30 to 09:30) and evening (17:00 to 19:00) peak hours on a typical weekday in mid-January 2025. The AM and PM peak periods were identified to be 08:30 to 09:30 and 17:45 to 18:45 respectively. The observed peak traffic flows are presented in **Figure 3.1**.
- 3.2.3 The assessed existing operational performance of the identified junctions are summarized in **Table 3.2**.

**Table 3.2 Existing Junctions Performances**

Ref. No.	Junctions	Type of Junction	Year 2025 RC/ RFC <sup>(1)(2)</sup>	
			AM Peak	PM Peak
J1	Taikoo Wan Road/ Tai Mou Avenue	Priority	0.69	0.59
J2	Taikoo Shing Road/ CityPlaza	Signalised	>100%	>100%
J3	Taikoo Shing Road/ Tai Fung Avenue	Signalised	>100%	>100%
J4	King's Road/ Taikoo Shing Road	Signalised	>100%	>100%
J5	Taikoo Shing Road/ Tai Yue Avenue	Signalised	48%	56%
J6	Taikoo Shing Road/ Westlands Road	Priority	0.43	0.38

Notes:

- (1) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is considered desirable if the RC is greater than 15% and defined as overloaded while the RC is less than 0%; while the operational performance of a priority/roundabout is represented in Ratio of Flow to Capacity (RFC), which is considered desirable if the RFC is 0.85 and defined as overloaded if the RFC is over 1.00.
- (2) RC rounded to the nearest 1% and DFC rounded to the nearest 0.01.

3.2.4 The result of junction assessment shows that the performance of all assessed junctions are currently operating within capacity during both AM and PM peak.

## 4. PROPOSED CAR PARKING AND SERVICING PROVISIONS

### 4.1 Car Parking and Servicing Provisions Requirements

4.1.1 The required parking and servicing provisions for the additional office GFA based on HKPSG is summarised in **Table 4.1**.

**Table 4.1 Car Parking and Servicing Requirement for Proposed Extension based on HKPSG**

Type	HKPSG Requirement	Required Provision
Car Parking	1 <sup>st</sup> 15,000 sqm, 1 per 150-200 sqm Above 15,000 sqm, 1 per 200-300 sqm	85 - 128
Motorcycle	5 to 10% of the total provision for private cars	5 - 13
Loading/ Unloading	1 per 2,000 – 3,000 sqm	9 - 13
Pickup/ drop-off layby	For sites of at least 5000sqm net site area, 1 per 20,000 sqm	2

4.1.2 As the original office tower have already been designed to cater for additional office floors for 1111 King's Road Phase II development, car parking spaces, loading/ unloading spaces and pickup/ drop-off layby were already in place to accommodate the demand for 1111 King's Road Phase II.

4.1.3 In order to demonstrate the utilisation of the existing car park and loading area, recent utilisation records were reviewed to ensure sufficient car parking spaces and loading bays are available for the future increase in GFA after the office extension works. The utilisation results are summarised in the following sections.

### 4.2 Proposed Car Parking and Servicing Provisions

#### *Car Park*

4.2.1 Currently, there is no designation for monthly / hourly and office / retail use for car parking space in the car park. The car park is open to users of Taikoo Shing including retail use at any time. Car parking utilisation survey was carried out at Cityplaza for a week in October 2024. **Table 4.2** summarises the existing peak occupancy and utilisation rate of parking during the observed period. The survey results and photo record are summarised in **Appendix A**.

**Table 4.2 Existing Car Parking Utilisation**

Type	Existing Provision <sup>(1)</sup>	Period <sup>(2)</sup>	Peak Occupancy <sup>(3)</sup>	Available Remaining Space	Utilisation Rate
Car Parking	845	Office	612	233	72%
		Non-office	756	89	89%

Notes:

(1) Existing Provision based on approved A&A plan dated 16 July 1997.

(2) Office Period: 0800-1900 during typical weekdays; Non-office period: weekends and outside office period during weekdays

(3) Car park utilisation record between 14 - 20 October 2024.

- 4.2.2 The survey results indicated that the existing Cityplaza car park is under-utilised. The car park utilisation in non-office period is higher than that in office period. The proposed extension will have additional GFA for office use and hence it is anticipated that the additional parking demand will be induced in office period. The Cityplaza car park alone on average provides more than 230 vacant spaces during normal office hours of typical weekdays. Also, the occupancy of 1111 King’s Road office is about 90% according to the record in August 2024. Therefore, the remaining available parking spaces during the peak hour period are much more than sufficient to meet the additional HKPSG parking requirement (minimum of 85 nos. of car parking spaces) arising from the increase in GFA for the extension.
- 4.2.3 In addition, several existing public car parks are also available in the vicinity of 1111 King’s Road. The surplus of the parking spaces at these public car parks may also serve the future car parking demand for the proposed extension.
- 4.2.4 The car parking space for Cityplaza, 1111 King’s Road, 14 Taikoo Wan Road and 12 Taikoo Wan Road are provided in Cityplaza and Shing Fai Terrace. The car parking provision for existing developments and proposed scheme are summarised in **Table 4.3**, which could still fulfil the HKPSG requirement.

**Table 4.3 Summary of Car Parking Provision**

Site	Use	GFA (sqm) (about)	HKPSG Requirement	Required Provision	Existing Provision
Cityplaza	Retail	101,800	1 car space per 150 – 300sqm GFA	340 – 679	845 (Cityplaza) & 600 (Hourly parking at Shing Fai Terrace) <sup>(1)</sup>
1111 King’s Road	Office	58,600	1 <sup>st</sup> 15,000sqm GFA, 1 car space per 150 – 200sqm GFA.	221 – 318	
Proposed 1111 King’s Road extension	Office	25,500	Above 15,000sqm GFA,	85 – 128	
14 Taikoo Wan Road	Office	41,600	1 car space per 200 – 300sqm GFA.	139 – 208	
12 Taikoo Wan Road	Office	51,700		173 – 259	
<b>Total</b>	-	<b>279,200</b>	-	<b>958 - 1,592</b>	<b>1,456</b>

Notes:

(1) Hourly parking at Shing Fai Terrace opened for public use.

- 4.2.5 In conclusion, the additional car parking demand due to the GFA increase of 1111 King’s Road could be easily accommodated by the existing parking spaces available.

*Motorcycle*

- 4.2.6 Based on the HKPSG requirement, 9 – 13 nos. of motorcycle parking space are required for the proposed extension. As such, 13 nos. of motorcycle parking space will be provided at the basement of 1111 King’s Road to fulfil the HKPSG requirement. The proposed layout was illustrated in **Appendix B**.

*Loading/ Unloading*

- 4.2.7 According to the Master Development Plan (MDP) of Taikoo Shing, there is no requirement on Loading/ Unloading Area under the current lease. As such, there is no requirement for loading/unloading spaces in the proposed scheme and hence the proposed modification complies with the requirement under the current lease.
- 4.2.8 Notwithstanding, loading/ unloading area is currently provided at the application site. There is no observation on queue back from the basement or illegal on-street loading/ unloading activities nearby since the operation of Cityplaza and 1111 King’s Road through management of the developers.
- 4.2.9 The loading/ unloading utilisation survey was carried out at the southern loading area of Cityplaza in March 2023. The survey was conducted for a whole week. The existing peak occupancy of southern loading area is summarised in **Table 4.4**.

**Table 4.4 Existing Loading/ Unloading Utilisation**

Use	Existing Provision <sup>(1)</sup>			Peak Servicing Demand		
	LGV	HGV	Total	Van / LGV (<7m long)	MGV / HGV (>7m long)	Total
Office	9	11	20	13	4	17

Notes:

- (1) Existing Provision based on Basement Plan under GBP dated 13 May 2025.
- (2) Peak occupancy based on one week utilisation survey among 0900-1800 in March 2023.

- 4.2.10 As shown in **Table 4.4**, it can be seen that the existing Southern loading area is still under-utilised and have some spare capacity to cater for the future demand from the proposed extension.
- 4.2.11 The existing loading area is constrained by the basement extent, existing column and associated E&M facilities serving the existing building, which limited the space for provision of loading /unloading facilities for the proposed increase of GFA. In order to fulfil the HKPSG requirement, it is proposed to convert some of the HGV bays to LGV or Van bays and relocation of E&M room. As such, a total of 27 loading / unloading bays (8 HGV, 10 LGV & 9 Van) could be provided, which is an addition of 7 nos. of loading/ unloading bays comparing to existing provision. The proposed layout was illustrated in **Appendix B**. Swept path analysis for the proposed layout is also illustrated in **Appendix D**.
- 4.2.12 On top of it, a new pick-up/drop off layby is proposed at King’s Road as shown in **Figure 4.1**. It is proposed that the new pick-up/ drop-off layby could be share-used for loading/ unloading of van. Hence, a total of 9 nos. of loading /unloading bays will be provided for the proposed extension to fulfil the lower end HKPSG requirement.
- 4.2.13 In order to cater for the future demand and improve the efficiency of the existing loading area, time management measures could be implemented in the future to spread over the loading/ unloading demand to the time slot with less traffic and hence relieving the pressure during the peak hour of the loading area.

4.2.14 In conclusion, the additional loading/ unloading demand due to the GFA increase of 1111 King’s Road could be accommodated by the proposed provision at Southern loading area and the proposed layby. Management measures could be in place to ensure adequacy of the loading bay during peak times.

*Pickup/ Drop-off Layby*

4.2.15 Based on the HKPSG requirement, additional 2 nos. of private car drop-off/ pick-up would be required for the proposed extension. At present, some 130m of drop-off/ pick-up layby is provided at the service road of Cityplaza and is observed to be adequate. It is anticipated that the current drop-off/ pick-up layby could easily accommodate the marginal increase in future demand of proposed extension.

4.2.16 To enhance the accessibility and facilitate barrier-free access, a pick-up/drop-off layby is proposed near the entrance area abutting King’s Road for public use. A min. 2m width footpath within the site boundary will be provided along the layby as illustrated in **Figure 4.1**. This could provide a convenient and barrier-free access to the service lifts inside the office from King’s Road. The landscape plan is also illustrated in **Figure 4.2**.

4.2.17 The proposed provision of internal transport facilities with the proposed extension is summarised in **Table 4.5**.

**Table 4.5 Proposed Internal Transport Facilities Provision**

	Existing Provision	Proposed Provision with extension	Increase in Provision
Car Parking (Cityplaza basement)	845 <sup>(1)</sup>	845	0
Motorcycle	0	13	13
Loading / Unloading	20 <sup>(2)</sup> (11 HGV & 9 LGV)	29 (Basement: 8 HGV, 10 LGV & 9 Van; 5/F: 2 Van)	9
Pickup/ drop-off layby	130m	130m + 2 nos. at King’s Road	2

Source:

(1) Approved A&A plan dated 16 July 1997.

(2) Basement Plan under GBP dated 13 May 2025.

## 5. TRAFFIC IMPACT ASSESSMENT

### 5.1 Traffic Forecasting

5.1.1 No new transport infrastructure is planned in the Taikoo Shing area. It is anticipated that the existing road networks would remain generally unchanged in Taikoo Shing area in the foreseeable future.

5.1.2 The proposed extension is expected to be completed by year 2029 tentatively. For traffic impact assessment purpose, year 2032 (i.e. 2029 + 3 years after completion) is adopted for the design year.

5.1.3 The 2032 traffic forecast has been derived based on the review of the following information:

- Historical traffic data of the Annual Traffic Census (ATC) reports published annually by Transport Department; and
- 2021-based Territorial Population and Employment Data Matrix (TPEDM) public version by Planning Department

5.1.4 From the ATC reports, the traffic count stations located in the vicinity of the proposed development have been selected. Records of traffic flows and the annual percentage change at these stations have been extracted from the ATC and are summarised in **Table 5.1**.

**Table 5.1 Traffic Growth Rate between 2018 and 2023 from Annual Traffic Census**

Stn No	Road Section	From	To	Average Annual Daily Traffic (AADT)					
				2018	2019	2020	2021	2022	2023
1219	King' Road	Java Road	Greig Road	25,500	28,400	27,100*	28,320*	27,020*	26,420
1830	King' Road	Greig Road	Taikoo Shing Road	16,980*	16,680*	15,920*	17,190	18,210	18,740*
2041	Tai Yue Avenue & Taikoo Wan Road	Taikoo Shing Road	I.E.C Slip Road	10,800	10,700*	10,180*	10,390*	10,130	10,870
1243	Taikoo Wan Road & Tai Wing Avenue	I.E.C. Access Road to Taikoo Wan Road	Taikoo Shing Road	8,780	10,900	10,360*	10,570*	9,960*	10,470
1636	Taikoo Shing Road	Tai Wing Avenue	King's Road	11,460*	11,360*	10,380	8,660	8,160*	8,340*
1442	Taikoo Shing Road	Tai Yue Avenue	Tai Wing Avenue	15,780*	17,840	15,010	15,310*	14,430*	14,740*
2042	Taikoo Shing Road & Westlands Road	Tai Yue Avenue	King's Road	8,920	8,840*	8,410*	8,580*	8,770	9,280
<b>Total</b>				98,220	104,720	97,360	99,020	96,680	98,860
<b>Annual Growth Rate (p.a.)</b>				<b>0.16%</b>					

\* AADT estimated by Growth Factor

5.1.5 The average annual daily traffic (AADT) flows indicate the overall growth rate in the area from 2018 to 2023 to be about 0.16% p.a.

5.1.6 In addition, references of the population and employment data in the vicinity of the proposed development were made and summarised in **Table 5.2**. The weighted average annual growth rate from 2026 to 2031 based on the population and employment data in the vicinity of the area is about -1.15% p.a.

**Table 5.2 Data Extracted from 2021-Based TPEDM Public Version**

Planning Data District	Data Type	Year			Annual Growth Rate (%)
		2019	2026	2031	2026-2031
Eastern	Population	529,600	500,100	467,000	-1.36%
	Employment	296,200	288,400	277,050	-0.80%
	<b>Total</b>	<b>825,800</b>	<b>788,500</b>	<b>744,050</b>	<b>-1.15%</b>

Source: Planning Department website - 2021 - based Territorial Population and Employment Data Matrix

5.1.7 Based on the information given by A.A.D.T historical data and planning data as shown in **Tables 5.1 to 5.2**, the annual growth rate are ranging from -1.15% to -0.16%. Taking into account of the above data, a conservative assumption of +0.5% p.a. traffic growth factor was adopted to the existing traffic flows to 2032 reference traffic flows.

## 5.2 Traffic Generations of Nearby Planned and Committed Developments

5.2.1 There are a number of planned/ committed development identified in the vicinity of the subject site. The development parameters of these planned developments are summarised in **Table 5.3** and the location of the developments is illustrated in **Figure 5.1**.

**Table 5.3 Major Planned and Committed Developments Nearby**

No.	Major Planned and Committed Development	Planned Parameters	Anticipated Completion Year
1	Proposed residential development at 992-998 King's Road and 2-16 Mount Parker Road and adjoining Government land, Quarry Bay	39,783 m <sup>2</sup> (domestic GFA), 592 flats	N/A
2	Proposed residential development at 16-94 Pan Hoi Street and 983-987A King's Road, Quarry Bay, Hong Kong	35,850.2 m <sup>2</sup> (domestic GFA)	N/A
3	Proposed commercial development at 8 Shipyard Lane and 1067 King's Road	about 72,000 m <sup>2</sup>	N/A

Source:

- 1 Town Planning Board Statutory Planning Portal - Planning Application No. A/H21//157
- 2 Monthly Digest, Buildings Department
- 3 2024 Annual Results from Swire Properties' website

5.2.2 Traffic generations of these developments were superimposed onto the traffic forecast projected from the observed flows to form a 2032 background traffic flows. The year 2032 reference traffic forecasts are shown in **Figure 5.2**.

### 5.3 Development Traffic Generation and Distribution

5.3.1 In calculating the vehicular trips of the proposed extension, the mean value of traffic generation and attraction rates for office from the Transport Planning and Design Manual (TPDM) was adopted. The adopted trip rates and trip generation are summarised in **Table 5.4**.

**Table 5.4 Anticipated Trip Generation for the Proposed Development**

Use	GFA (m <sup>2</sup> )	Trip Rate (pcu/hr/100sqm GFA)				Trip Generation (pcu/hr)			
		AM		PM		AM		PM	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Office	25,500	0.1703	0.2452	0.1573	0.1175	44	63	41	30

5.3.2 Based on the above estimation, it is expected that the proposed extension would generate a two-way maximum of some 107 pcu/hr in the morning peak hour, and approximately a two-way total of some 71 pcu/hr during the evening peak hour.

5.3.3 The ingress and egress traffic routings, and the anticipated traffic distribution, are shown in **Figure 5.3**.

5.3.4 The design traffic flows (with extension) for 2032 were then derived by adding the development traffic flows onto the reference traffic flows. The resultant traffic flows are shown in **Figure 5.4**.

### 5.4 Traffic Impact Assessment

5.4.1 Based on the development traffic routings and its trip generation, critical junctions in the vicinity of the proposed development were assessed.

5.4.2 The operational performance of these critical junctions was assessed with 2032 forecast peak hour traffic flows. The results are summarised in **Table 5.5** and the detailed calculation sheets are shown in **Appendix C**.

**Table 5.5 Year 2032 Junction Performance**

Ref. No.	Junctions	Type of Junction	RC/RFC <sup>(1)(2)</sup>			
			2032 Reference		2032 Design (with Proposed Extension)	
			AM	PM	AM	PM
J1	Taikoo Wan Road / Tai Mou Avenue	Priority	0.76	0.64	0.78	0.65
J2	Taikoo Shing Road / CityPlaza	Signalised	>100%	>100%	>100%	>100%
J3	Taikoo Shing Road / Tai Fung Avenue	Signalised	>100%	>100%	>100%	>100%
J4	King's Road/ Taikoo Shing Road	Signalised	>100%	>100%	>100%	>100%
J5	Taikoo Shing Road/ Tai Yue Avenue	Signalised	39%	48%	39%	48%
J6	Taikoo Shing Road/ Westlands Road	Priority	0.47	0.41	0.47	0.41

Notes:

- (1) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is considered desirable if the RC is greater than 15% and defined as overloaded while the RC is less than 0%; while the operational performance of a priority/roundabout is represented in Ratio of Flow to Capacity (RFC), which is considered desirable if the RFC is 0.85 and defined as overloaded if the RFC is over 1.00.
- (2) RC rounded to the nearest 1% and DFC rounded to the nearest 0.01.

5.4.3 As shown in **Table 5.5**, the results indicated that all junctions are operating within capacity for both reference and with development scenarios. After the distribution of the development traffic onto the road networks, the impact to road junctions are demonstrated to be minimal.

## 6. SUMMARY

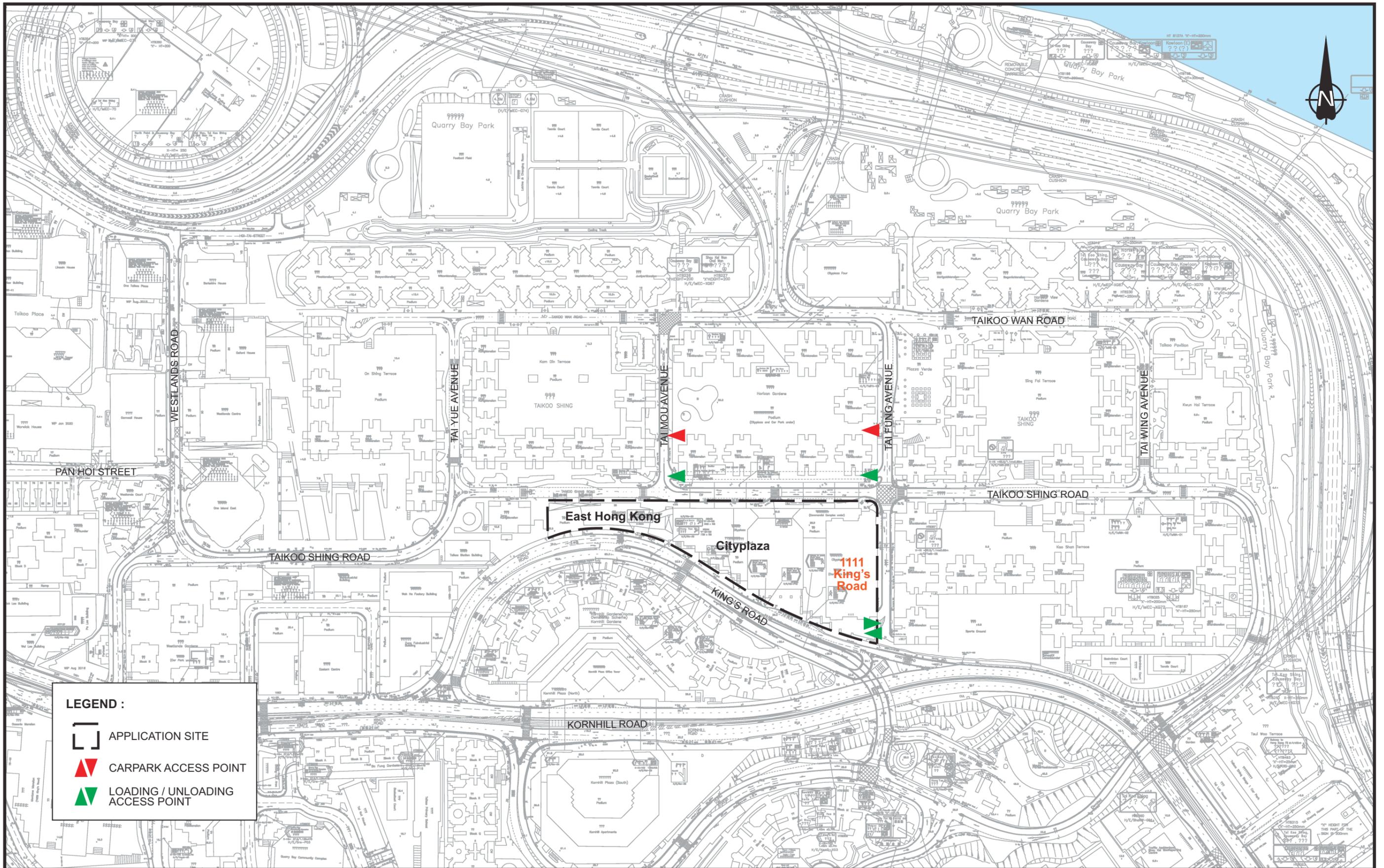
### 6.1 Summary of Findings

- 6.1.1 The existing 1111 King's Road (formerly known as Cityplaza One) is located at Taikoo Shing, abuts Taikoo Shing Road at the north and King's Road at the south. It was commissioned in the 90s, as an initial phase. At the time during the planning and construction of this initial phase, the basement and foundation design have provided sufficient space and strengths to accommodate office floors above.
- 6.1.2 The latest set of GBP for 1111 King's Road with additional GFA of approximately 40,300sqm on top of the existing 1111 King's Road office tower was submitted and approved in May 2025.
- 6.1.3 The proposed extension under the current planning application will provide an additional GFA of some 25,500 sqm on top of the existing office tower.
- 6.1.4 Based on the record of the car park and servicing facilities provided at Cityplaza, the results indicated that there would be sufficient spare parking space, loading bays and pickup/ drop-off layby provided to cater for the future demand generated by the proposed extension.
- 6.1.5 The existing vacancy of parking spaces during the peak hour period are much more than sufficient to meet the anticipated parking demand for the proposed extension. The overall car parking provision for existing developments in the vicinity and proposed scheme could still fulfil the HKPSG requirement.
- 6.1.6 Additional 13 nos. of motorcycle parking space, 9 loading/ unloading bays with 2 bays shared used with pick-up/ drop-off layby and 2 nos. of private car drop-off/ pick-up layby will be provided to fulfil the HKPSG requirement for the proposed extension.
- 6.1.7 The proposed extension is expected to be completed by year 2029 tentatively. For traffic impact assessment purpose, year 2032 (i.e. 2029 + 3 years after completion) is adopted for the design year.
- 6.1.8 Taken into account of the information from the Annual Traffic Census and the planning data from Planning Department, the 2032 design year traffic forecasts were derived by applying an annual growth rate to the observed traffic flows, and then assigning the traffic generated from the planned development in the vicinity of the study area to the road network.
- 6.1.9 The traffic impact assessment for year 2032 was carried out for both scenarios of without proposed development and with proposed development. The results indicated that critical junctions will be operating within capacity in year 2032. It is anticipated that the traffic generated by the proposed development would not cause any significant traffic impact to these junctions.

### 6.2 Conclusion

- 6.2.1 In conclusion, the proposed development would not cause any significant traffic impact to the surrounding road network and the proposed car parking and servicing provision is adequate.

## Figures



**LEGEND :**

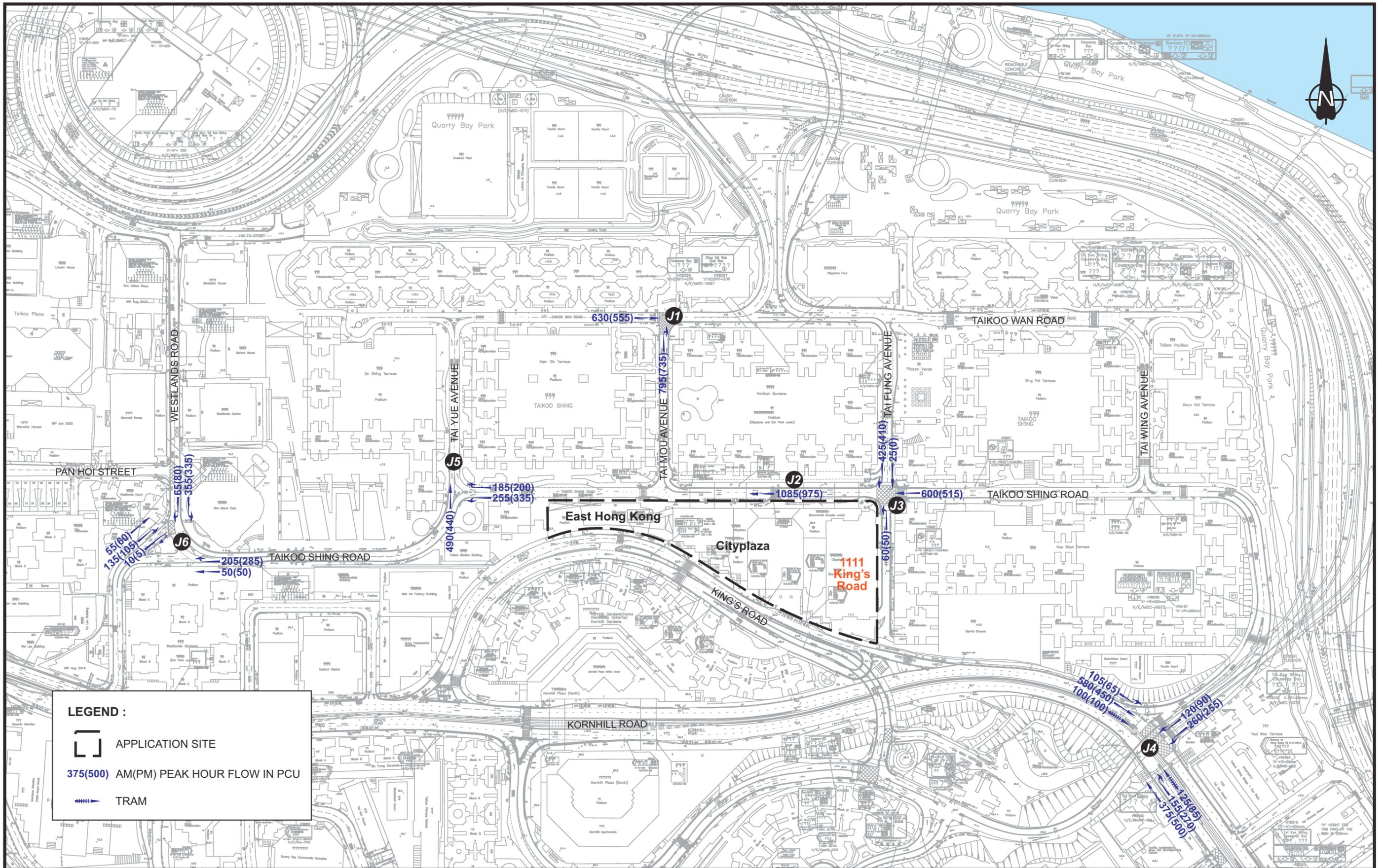
-  APPLICATION SITE
-  CARPARK ACCESS POINT
-  LOADING / UNLOADING ACCESS POINT

Rev.	Description	Checked	Date
B	REVISE LABELLING	LMS	17DEC25
A	REVISE BASE MAP	LMS	5JUN25

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title	
<b>SITE LOCATION AND EXISTING TRAFFIC ARRANGEMENT</b>	
Designed	SKY
Checked	LMS
Scale	NTS
Date	JAN 2024
Drawing No.	<b>2.1</b>
Rev.	B





**LEGEND :**

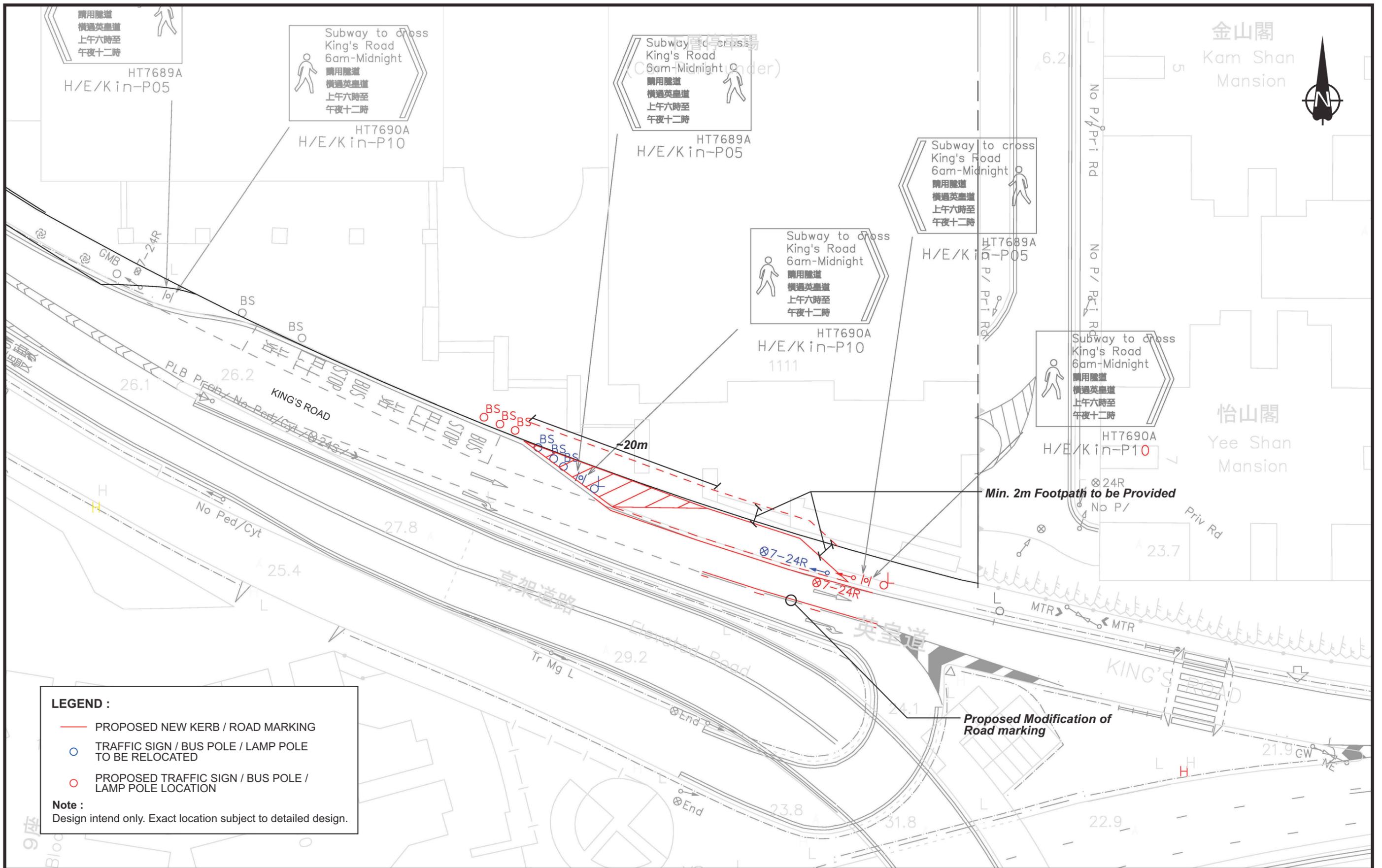
- APPLICATION SITE
- 375(500) AM(PM) PEAK HOUR FLOW IN PCU
- ▶ TRAM

Rev.	Description	Checked	Date
C	REVISE LABELLING	LMS	17DEC25
B	REVISE BASE MAP	LMS	9JUN25
A	REVISE LAYOUT PLAN	LMS	27FEB25

**Project Title**  
 PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY

Drawing Title	
<b>2025 OBSERVED TRAFFIC FLOW</b>	
Designed	SKY
Checked	LMS
Scale	NTS
Date	JAN 2024
Drawing No.	3.1
Rev.	C





**LEGEND :**

- PROPOSED NEW KERB / ROAD MARKING
- TRAFFIC SIGN / BUS POLE / LAMP POLE TO BE RELOCATED
- PROPOSED TRAFFIC SIGN / BUS POLE / LAMP POLE LOCATION

**Note :**  
Design intend only. Exact location subject to detailed design.

Rev.	Description	Checked	Date
B	REVISE LAYOUT PLAN	LMS	23DEC25
A	REVISE LAYOUT PLAN	LMS	6JUN25

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title		Designed		Checked		Scale		Date		Drawing No.		Rev.	
<b>PROPOSED TRAFFIC ARRANGEMENT ON 5/F</b>		JCK	LMS	NTS	JAN 2024	<b>4.1</b>		<b>B</b>					

**SYSTRA**  
MVA



- LEGEND**
- ARRIVAL PLAZA
  - PEDESTRIAN PLAZA
  - SIGNATURE TREE (*Terminalia mantaly*)
  - DEVELOPMENT SIGNAGE
  - 6 NOS. EXISTING TREES TO BE TRANSPLANTED (*Hibiscus tiliaceus*)
  - 2 NOS. EXISTING TREES TO BE RETAINED (*Hibiscus tiliaceus*)
  - COURTYARD SIGNATURE TREE (*Tabebuia rosea*)
  - ARRIVAL PLAZA SIGNATURE TREE (*Ilex rotunda* var. *microcarpa*)
  - ORNAMENTAL GRASS WITH SCULPTURE

- PERMANENT LANDSCAPE FEATURE**
- BENCH
- RAISED PLANTER WALL (EXACT HEIGHT SUBJECT TO DETAILED DESIGN AND SUBSEQUENT SUBMISSION)
  - SITTING HEIGHT BENCH

- MOVABLE LANDSCAPE FEATURE**
- KIOSK
  - TRELLIS WITH LOUNGE
  - TABLE AND CHAIRS
- BOLLARD
  - PARASOL
  - POT PLANTS

- EXISTING NATURAL GRANITE PAVER (FOR PLAND'S REFERENCE ONLY)
- PROPOSED NATURAL GRANITE PAVER
- EXISTING HYD. STANDARD CONCRETE PAVER (FOR PLAND'S REFERENCE ONLY)
- PROPOSED HYD. STANDARD CARRIAGEWAY PAVEMENT
- PORTION OF C(7) PLANNING APPLICATION SITE BOUNDARY
- EXTENT OF PROPOSED LANDSCAPE ENHANCEMENT WORKS ON 5/F

- FFL - FLOOR FINISHED LEVEL
- TOB - TOP OF BENCH
- TOS - TOP OF SOIL
- TOW - TOP OF WALL
- SL - STRUCTURAL LEVEL

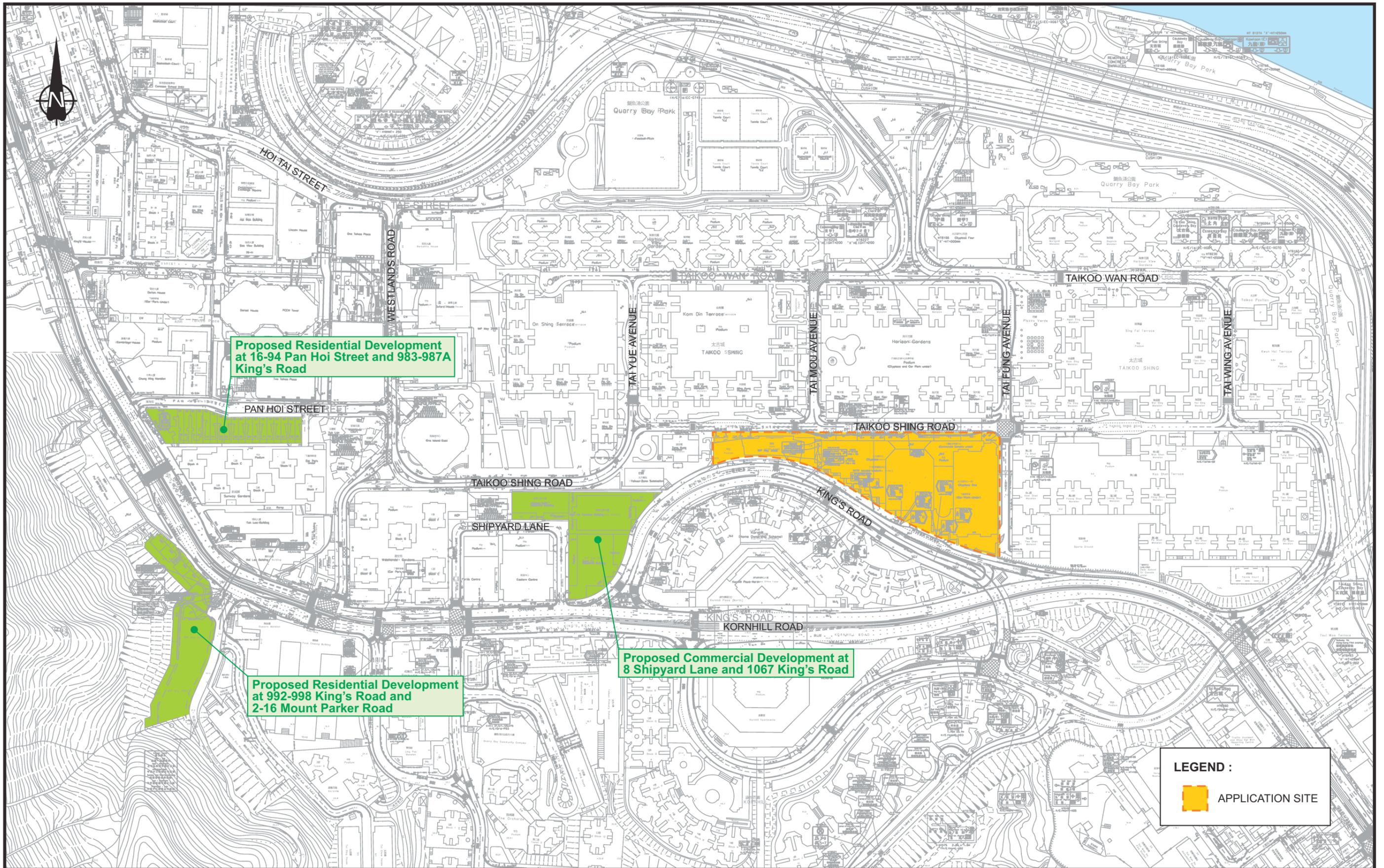
IN RED COLOR (EXISTING LEVEL)  
IN BLACK COLOR (PROPOSED LEVEL)

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title		<b>PROPOSED LANDSCAPE PLAN ON 5/F</b>	
Designed	JCK	Checked	LMS
Scale	NTS	Date	JAN 2026
Drawing No.	4.2	Rev.	-





-	-	-	-
-	-	-	-
-	-	-	-
A	REVISE LABELLING	LMS	17DEC25
Rev.	Description	Checked	Date

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title <b>NEARBY MAJOR PLANNED AND COMMITTED DEVELOPMENT</b>			
Designed	SKY	Checked	LMS
Scale	NTS	Date	JUN 2025
Drawing No.	5.1	Rev.	A



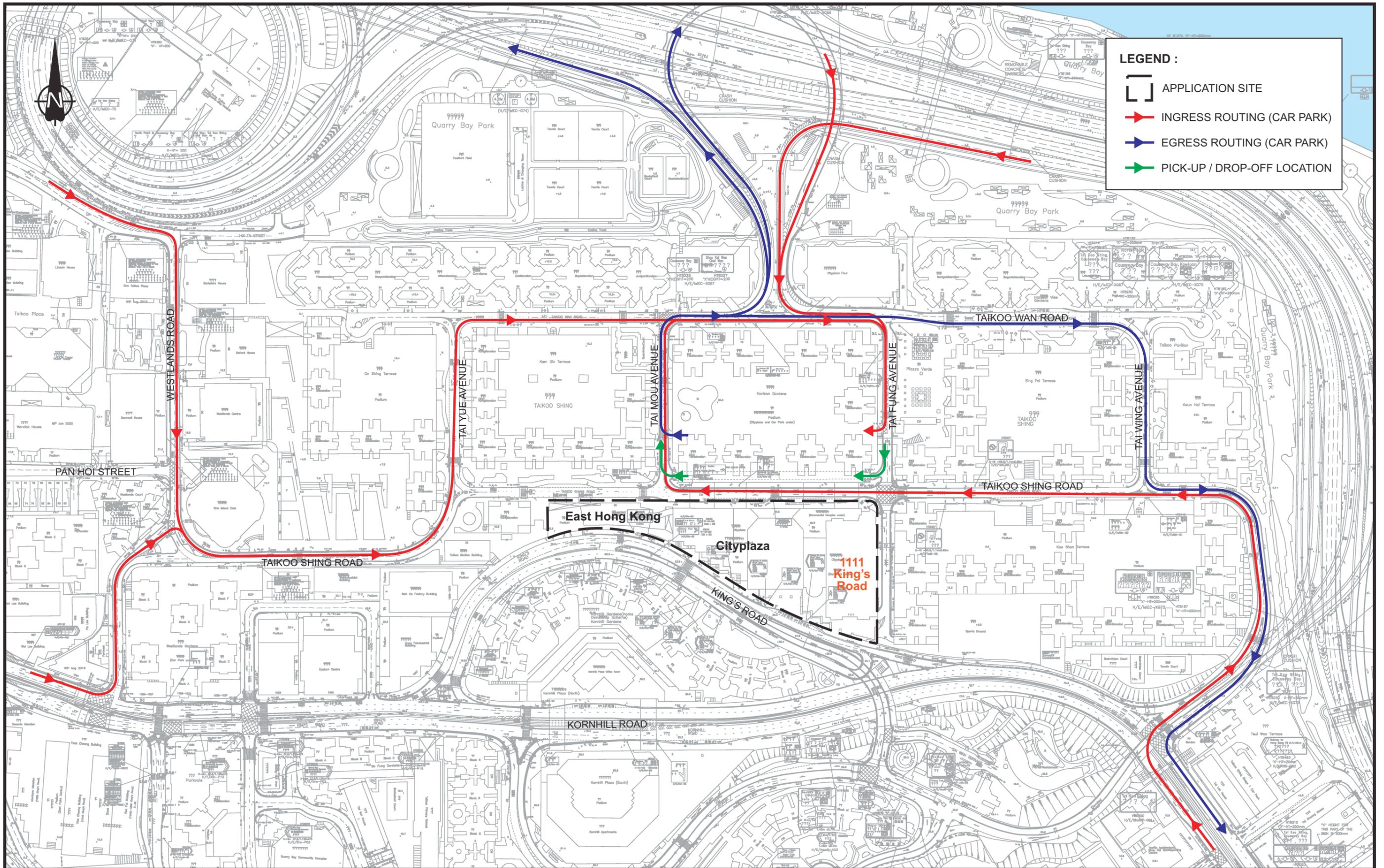


Rev.	Description	Checked	Date
B	REVISE LABELLING	LMS	14JAN26
A	REVISE LABELLING	LMS	17DEC25

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title		2032 REFERENCE TRAFFIC FLOW									
Designed	SKY	Checked	LMS	Scale	NTS	Date	JUN 2025	Drawing No.	5.2	Rev.	B





**LEGEND :**

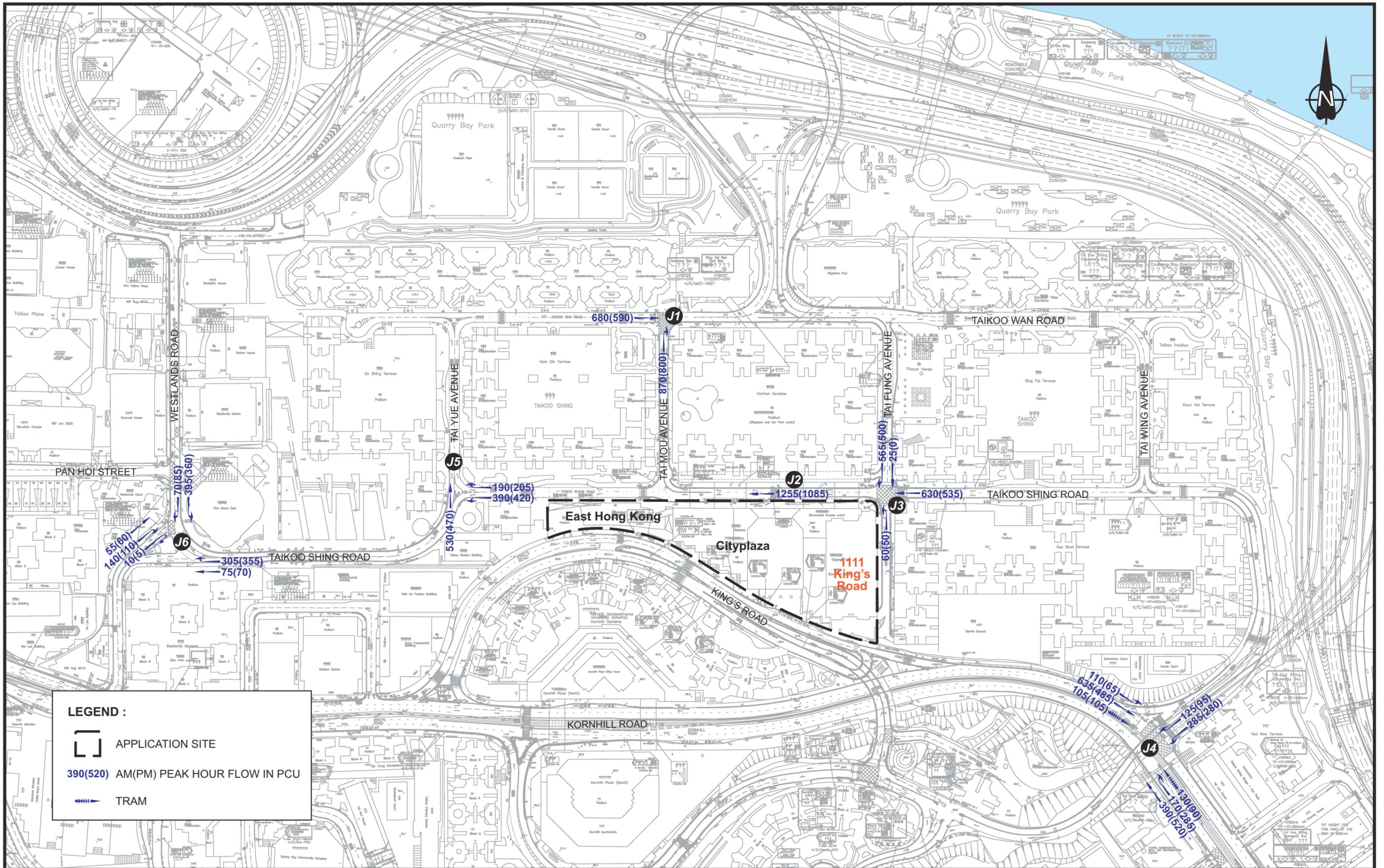
- APPLICATION SITE
- INGRESS ROUTING (CAR PARK)
- EGRESS ROUTING (CAR PARK)
- PICK-UP / DROP-OFF LOCATION

Rev.	Description	Checked	Date
A	REVISE LABELLING	LMS	17DEC25

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

Drawing Title <b>DEVELOPMENT TRAFFIC ROUTING</b>		Designed	SKY	Checked	LMS	Scale	NTS	Date	JUN 2025	Drawing No.	<b>5.3</b>	Rev.	A
-----------------------------------------------------	--	----------	-----	---------	-----	-------	-----	------	----------	-------------	------------	------	---





**LEGEND :**

- APPLICATION SITE
- 390(520)** AM(PM) PEAK HOUR FLOW IN PCU
- TRAM

Rev.	Description	Checked	Date
B	REVISE LABELLING	LMS	14JAN26
A	REVISE LABELLING	LMS	17DEC25

Project Title  
**PROPOSED MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND OTHER PERMITTED USES IN "COMMERCIAL (7)" ZONE BOUNDED BY KING'S ROAD AND TAIKOO SHING ROAD, QUARRY BAY**

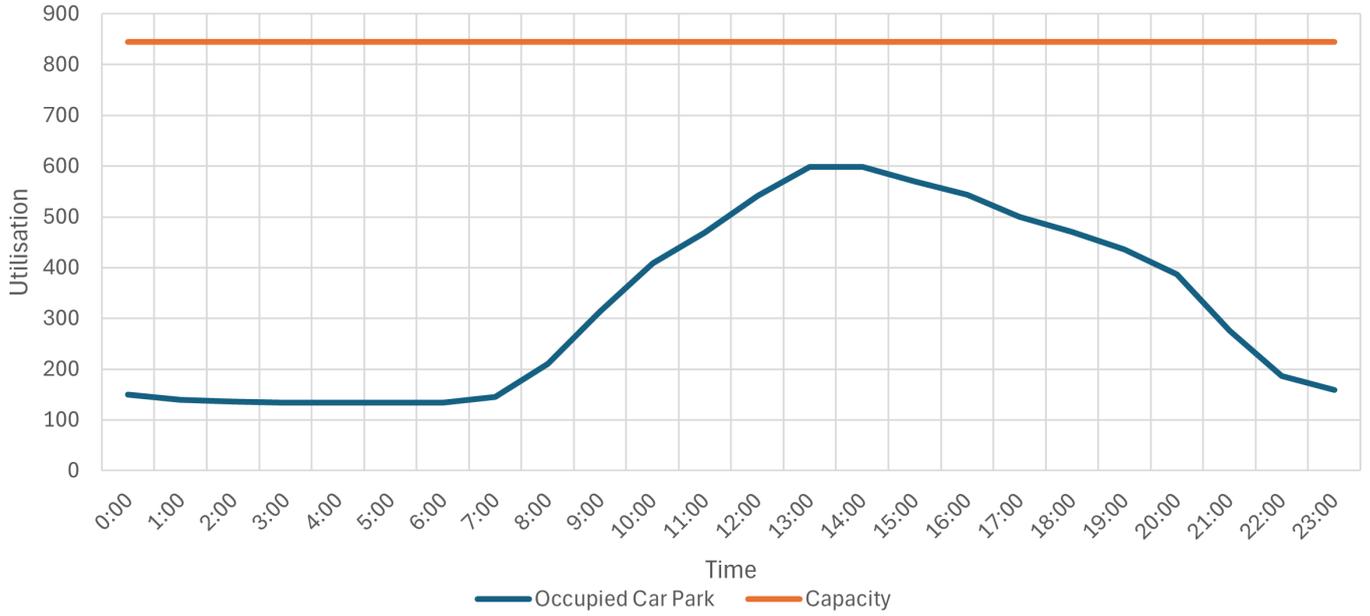
Drawing Title		2032 DESIGN TRAFFIC FLOW									
Designed	SKY	Checked	LMS	Scale	NTS	Date	JUN 2025	Drawing No.	<b>5.4</b>	Rev.	B



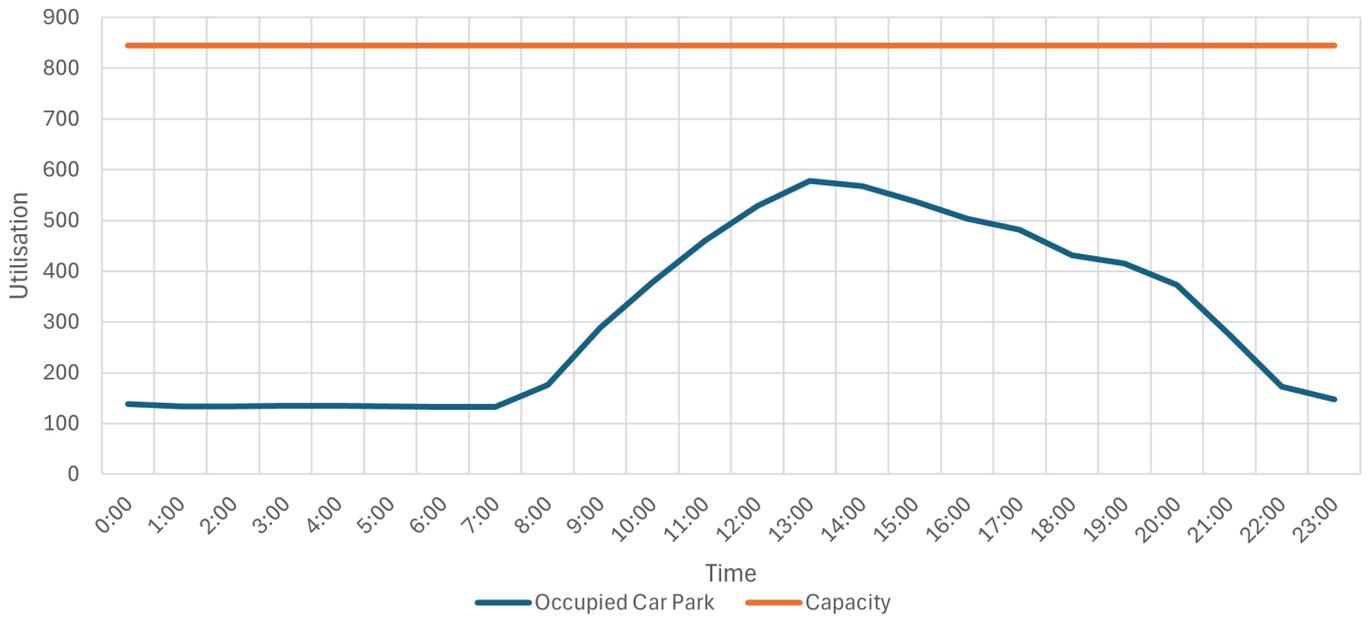
**APPENDIX A CAR PARK UTILISATION**

# Appendix A

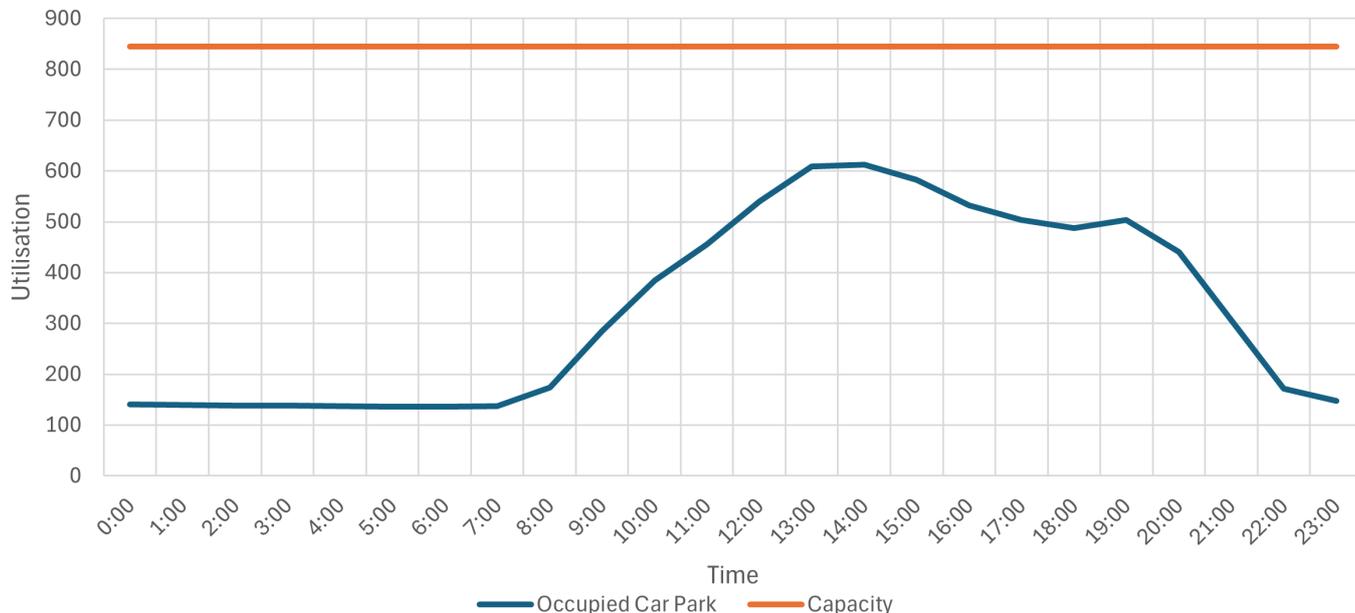
## Car Park Utilization on 14/10/2024 (Mon)



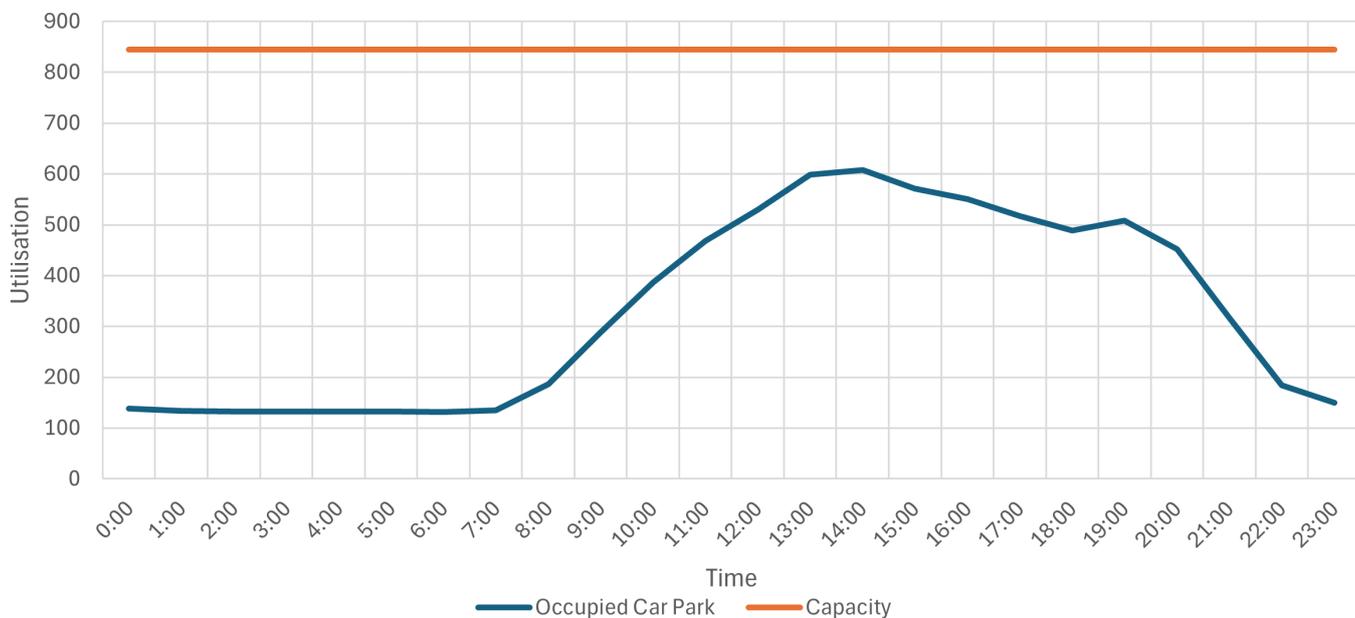
## Car Park Utilization on 15/10/2024 (Tue)



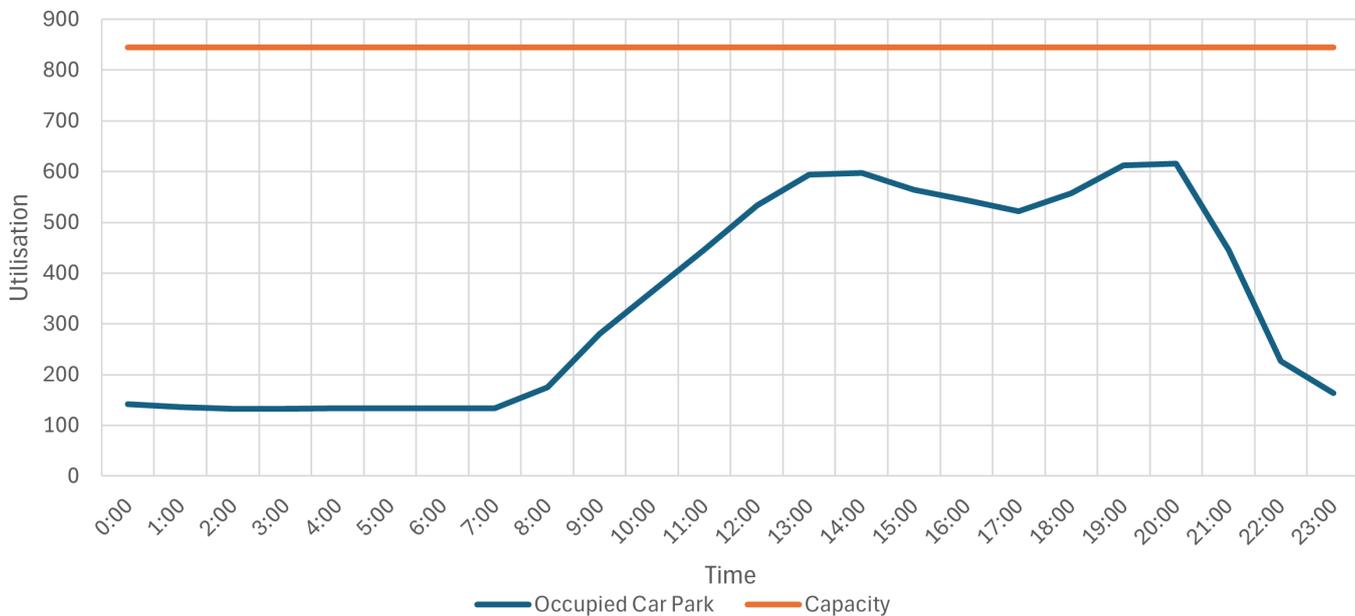
### Car Park Utilization on 16/10/2024 (Wed)



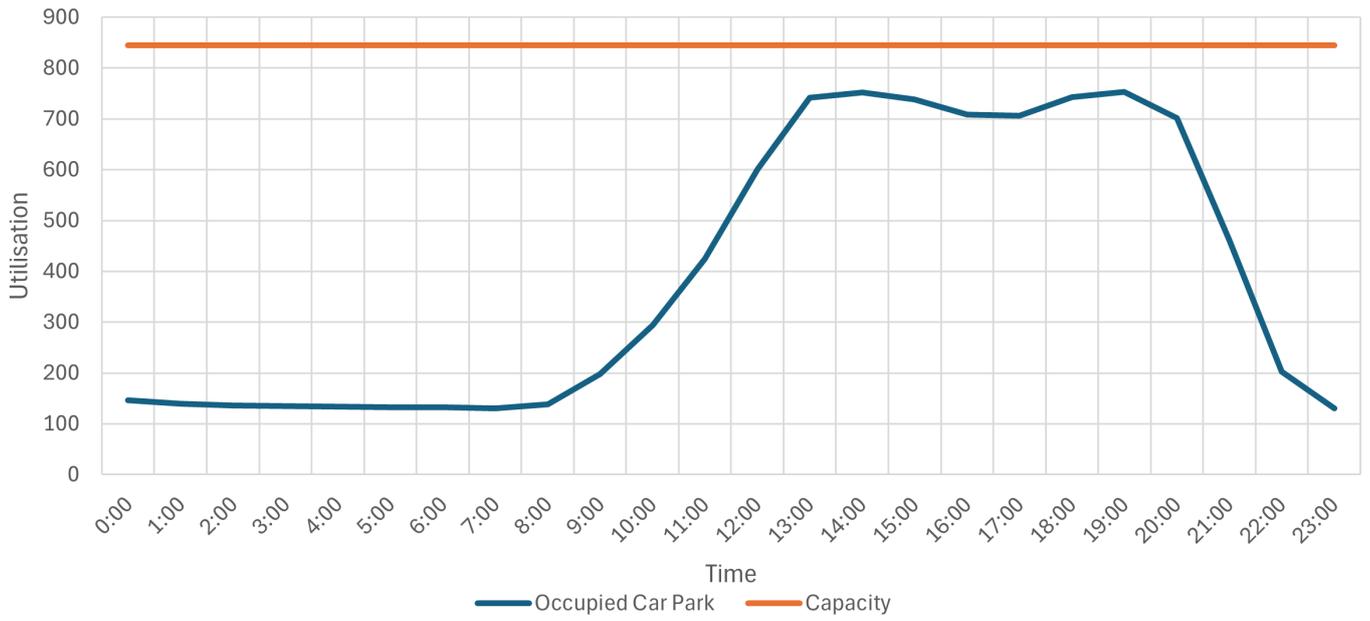
### Car Park Utilization on 17/10/2024 (Thur)



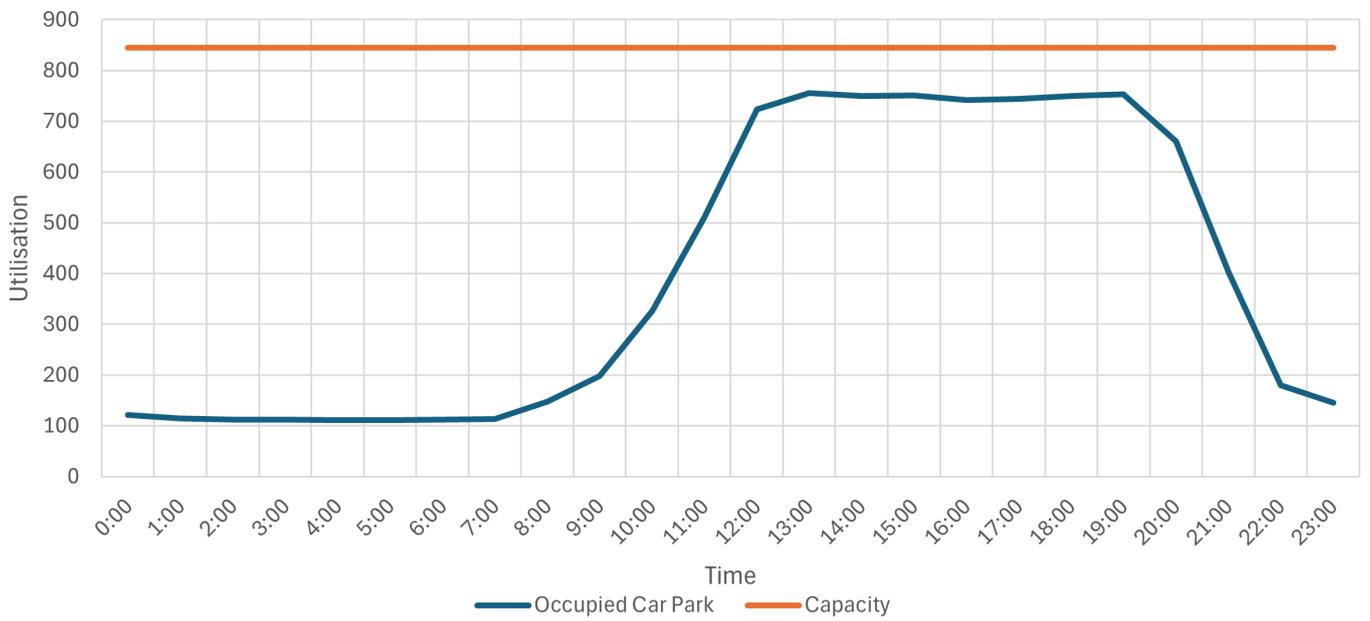
### Car Park Utilization on 18/10/2024 (Fri)



### Car Park Utilization on 19/10/2024 (Sat)

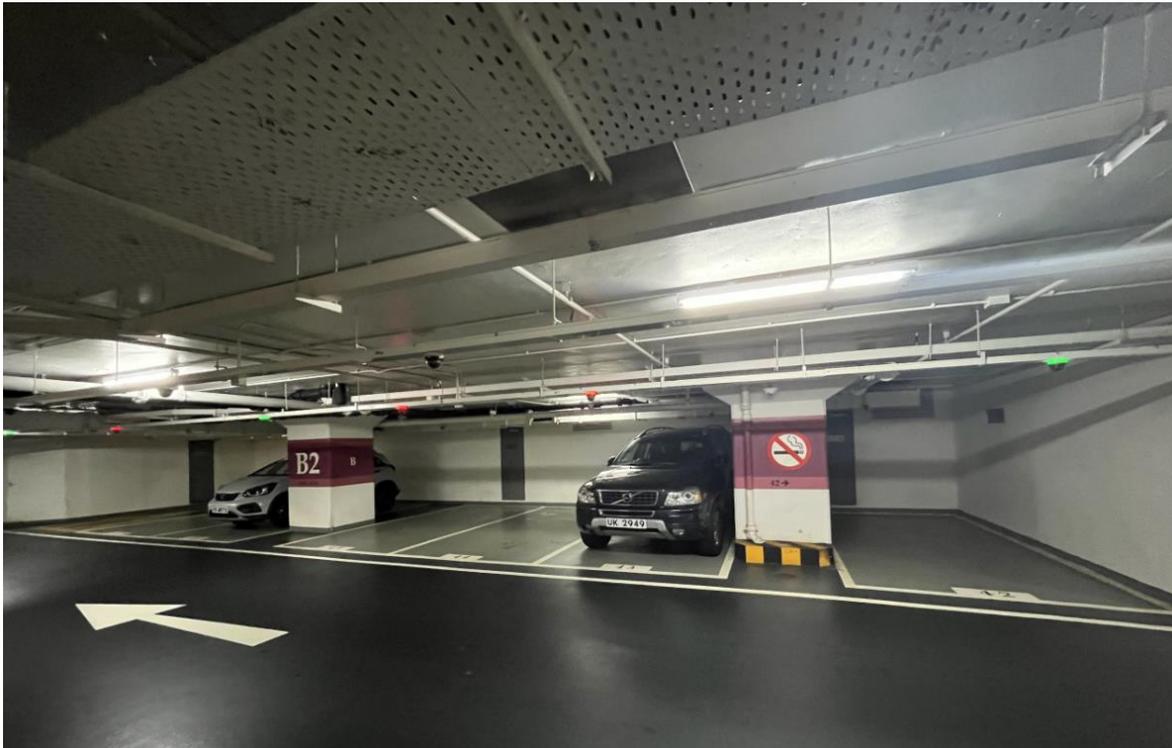


### Car Park Utilization on 20/10/2024 (Sun)



## Site Photos

During Weekday 13:30-14:30 Peak Hour



During Weekday 18:00-19:00 Peak Hour



**APPENDIX B BASEMENT LAYOUT**

B.D. REFERENCE NUMBER:

**NOTES**  
DO NOT SCALE DRAWING, FIGURED DIMENSIONS ARE TO BE FOLLOWED.  
READ THIS DRAWING IN CONNECTION WITH GENERAL ARCHITECTURAL PLANS, STRUCTURAL PLANS, AND OTHER RELATED DRAWINGS, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY FOUND THEREIN.  
COPYRIGHT OF THIS DRAWING RESERVED BY ARCHITECT.

**GENERAL NOTES**

**REVISIONS**

NO.	DATE	REVISED	DATE	REVISION
01	15/1/00	AMENDMENT		
02	16/1/01	AMENDMENT		
03	02/10/03	BD AMENDMENT		
04	24/11/05	WDF ROOM REVISED TO THE ROOM.		
05	09/05	MINOR REVISION		
06	06/07	MINOR REVISION		
07	03/08	MINOR REVISION		
08	04/08	MINOR REVISION		

**W T P L**  
**WONG TUNG & PARTNERS LIMITED**  
ARCHITECTS & PLANNERS

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Zhang Jipin, Wong Tung, Interdisciplinary  
Engineering Design Consultants Co., Ltd. - Beijing  
REPRESENTATIVE OFFICES : Shanghai Shenzhen Guangzhou

CONSULTANT:

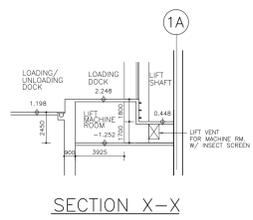
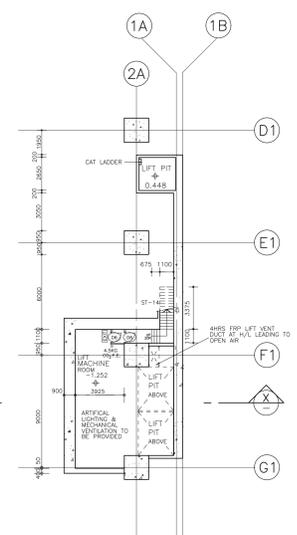
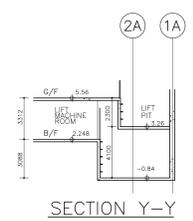
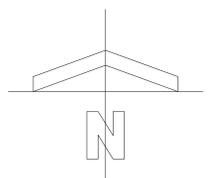
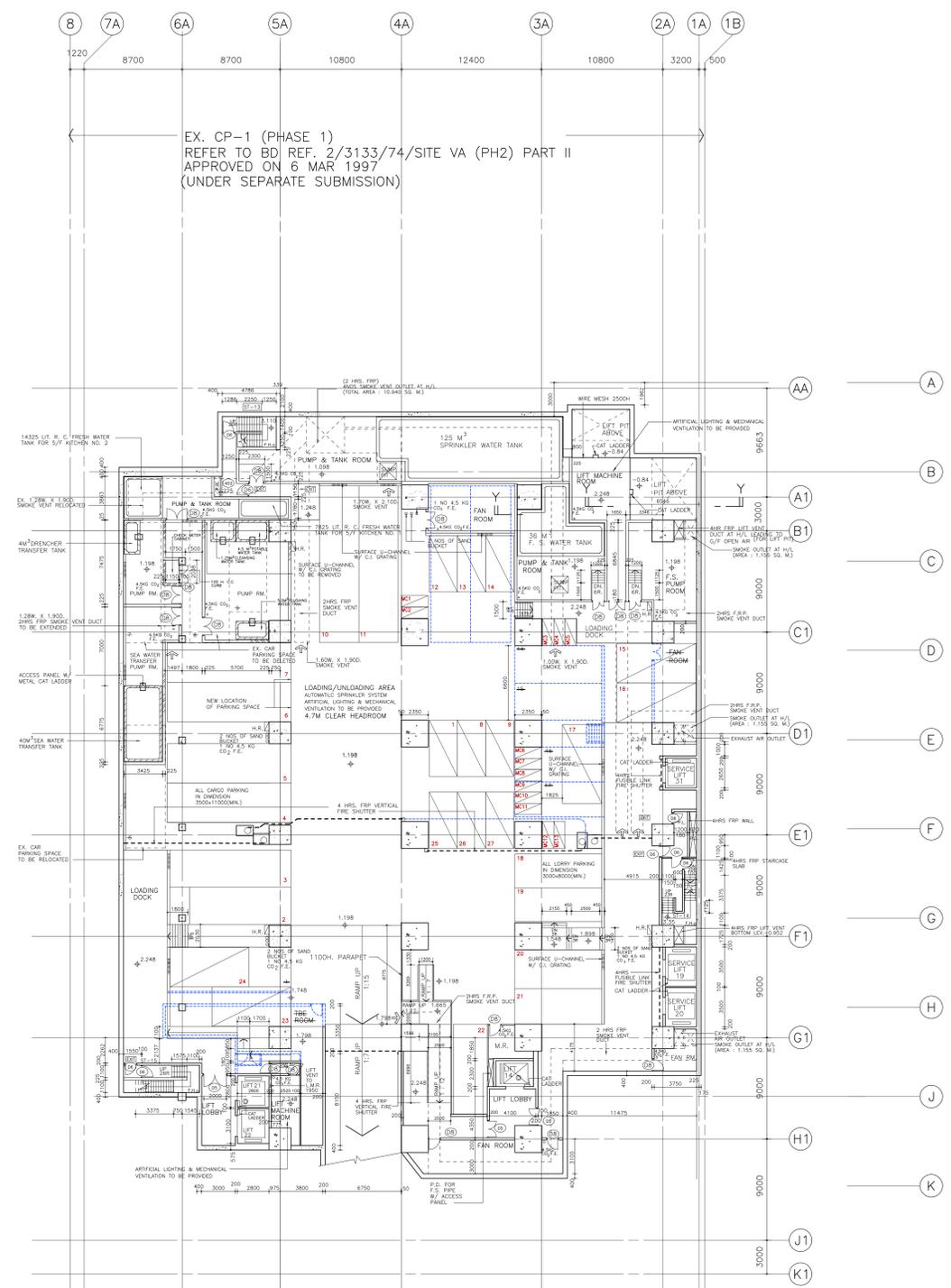
PROJECT:  
**TAIKOO SHING**  
**CITYPLAZA 1**

PROPOSED EXTENSION FOR OFFICE USE ABOVE  
SITE 1-A & C (CENTRAL COMMERCIAL CENTRE)

TITLE:

**BASEMENT PLAN**

DATE:	NOV. 1998	SCALE:	1 : 200
DRAFTED BY:	(CHY)	CHECKED BY:	(PVL)
DESIGNED BY:	(CS)	REVIEWED BY:	(OT)
JOB NO.	DRAWING NO.	REV. NO.	
948	B/A10/01.1	(08)	



EXISTING NUMBER OF CARPARKS :  
LGV = 9 NOS.  
HGV = 11 NOS.  
TOTAL L/UL = 20 NOS.

PROPOSED NUMBER OF CARPARKS :  
VAN = 9 NOS.  
LGV = 10 NOS.  
HGV = 8 NOS.  
MC = 13 NOS.  
TOTAL L/UL = 27 NOS.

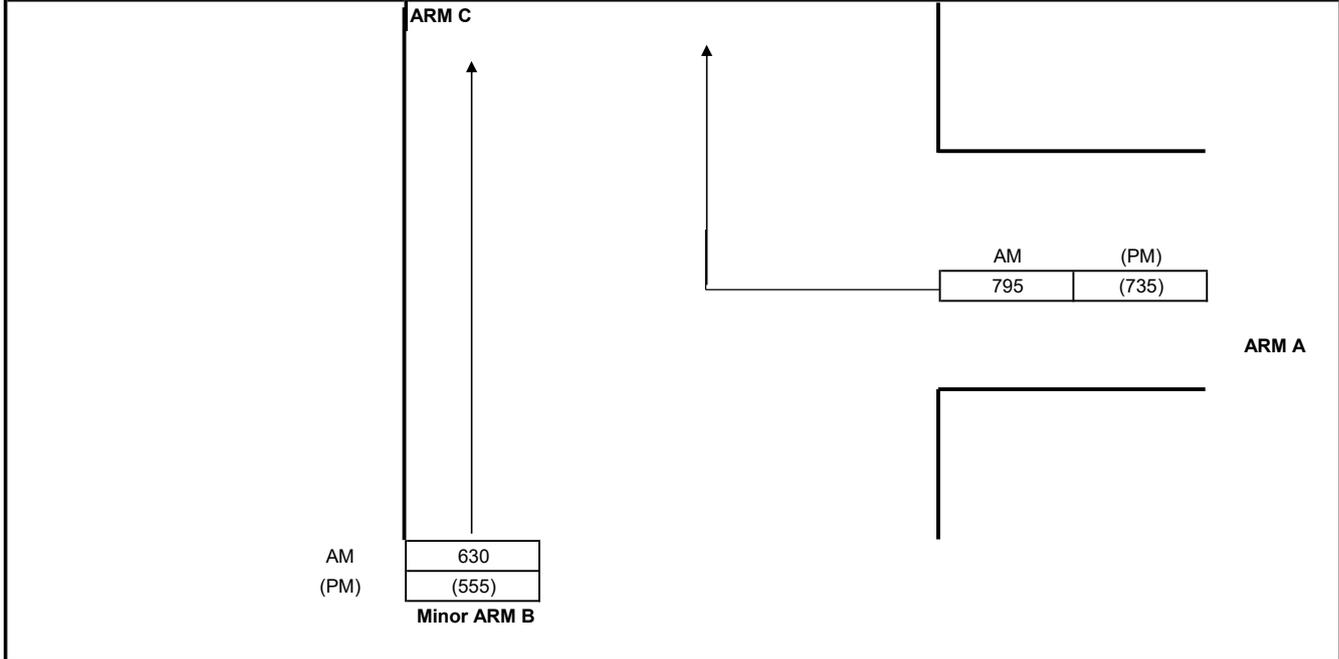
LEGEND :  
--- TO BE DEMOLISHED

AREA OF SMOKE VENT REQUIRED = 2660.440 S.Q.M. x 0.005(0.5%)  
= 13.3025 Q.M.  
AREA OF SMOKE VENT PROVIDED = 10.9405 S.Q.M. + (1.1 x 1.05 x 3 NOS.)  
= 14.4055 S.Q.M. > 13.3025 Q.M.

FOR INFORMATION ONLY

**APPENDIX C      JUNCTION CALCULATION SHEETS**

Job Title: Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		
Junction: Taikoo Wan Road/ Tai Mou Avenue	Ref. No.:	
Description: 2025 Observed Flow	Ref. No.:	
Design Year: 2025	Job No.: CHK50713110	Rev.:
ARM A: Tai Mou Ave NB		
ARM B: Taikoo Wan Rd W		
ARM C: Taikoo Wan Rd E		



GEOMETRY				
Major road width	W	7.50	Lane widths	w(b-a) 0.00
Central Reserve width	Wcr	0.00		w(b-c) 7.50
2 Lane Minor Arm (Y/N)		Y		w(c-b) 0.00
Visibilities	Vr(b-a)	0	Calculated	D 0.53
	VI(b-a)	0		E 1.72
	Vr(b-c)	410		F 0.59
	Vr(c-b)	0		Y 0.74

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	0	0
	q(a-c)	795	735
	q(b-a)	0	0
	q(b-c)	630	555
	f	1.00	1.00
CAPACITIES	Q(b-a)	220	229
	Q(b-c)	911	939
	Q(c-b)	311	320
	Q(b-ac)	911	939
RFC's	b-a	0.000	0.000
	b-c	0.692	0.591
	c-b	0.000	0.000
	b-ac	0.000	0.000
Worst RFC		<b>0.692</b>	<b>0.591</b>

Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by: SKY	Date: Jun-25	Checked by: LMS
--------------------	--------------	-----------------

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Taikoo Shing Plaza

Design Year: 2025

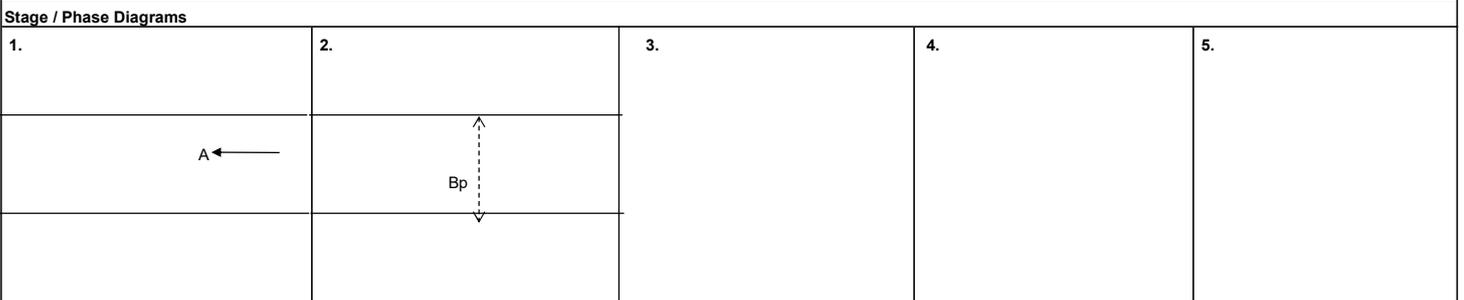
Description: 2025 Observed Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Taikoo Shing Rd WB	↑	A	1	3.100 3.100						1735 1925	1735 1925	514 571	0.296 0.297	0.296	462 513	0.266 0.266	0.266
Pedestrian Crossing		Bp	2	GREEN + FLASH =			9	+	9	=	18			*			*

Notes:  08:30-09:30 17:45-18:45	Traffic Flow (pcu/hr)	↑ N	Group	A,Bp	Group	A,Bp
	←		y	0.296	y	0.266
	1085(975)		L (sec)	26	L (sec)	26
			C (sec)	118	C (sec)	118
			y pract.	0.702	y pract.	0.702
			R.C. (%)	137%	R.C. (%)	164%



I/G= 4		I/G= 5		I/G=		I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: Jun, 2025 Junction: Taikoo Shing Road/Taikoo Shing Plaza

**TRAFFIC SIGNALS CALCULATION**

Job No.: **CHK50713110**

**MVA HONG KONG LIMITED**

Junction: Taikoo Shing Road/Tai Fung Avenue

Design Year: 2025

Description: 2025 Observed Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Fung Ave SB	↙	A	1	3.800		15		90%	100%	1960	1940	250	0.128		227	0.117	
	↘	A	1	3.700		12				1560	1560	200	0.128	0.128	183	0.117	0.117
Tai Fung Ave NB	↖	B	2	3.600	15					1795	1795	60	0.033	0.033	50	0.028	0.028
Taikoo Shing Rd WB	←	C	3	3.600						1780	1780	290	0.163	0.163	249	0.140	
	↖	C	3	3.600						1905	1905	310	0.163		266	0.140	
Pedestrian Crossing		AM															
		Dp	1,2	GREEN + FLASH =		30	+	9	=	39							
		Ep	3	GREEN + FLASH =		27	+	9	=	36							
		PM															
		Dp1	1,2	GREEN + FLASH =		40	+	10	=	50							
		Ep1	3	GREEN + FLASH =		36	+	9	=	45							*

Notes:	Traffic Flow (pcu/hr)	Group	A,B,Ep		A,B,C		Group	Dp1,C		A,B,Ep1
			y	L (sec)	C (sec)	y pract.		R.C. (%)	y	
08:30-09:30		<b>y</b>	0.162	0.325	<b>y</b>	0.140	0.145			
17:45-18:45		<b>L (sec)</b>	50	13	<b>L (sec)</b>	60	59			
		<b>C (sec)</b>	101	101	<b>C (sec)</b>	101	101			
		<b>y pract.</b>	0.454	0.784	<b>y pract.</b>	0.365	0.374			
		<b>R.C. (%)</b>	181%	142%	<b>R.C. (%)</b>	162%	158%			

Stage / Phase Diagrams											
1.		2.		3.		4.		5.			
I/G= 5		I/G= 5		I/G= 6		I/G=		I/G=			
I/G= 5		I/G= 5		I/G= 6		I/G=		I/G=			
<b>Date:</b> Jun, 2025								<b>Junction:</b> Taikoo Shing Road/Tai Fung Avenue			

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: King's Road/Taikoo Shing Road

Design Year: 2025

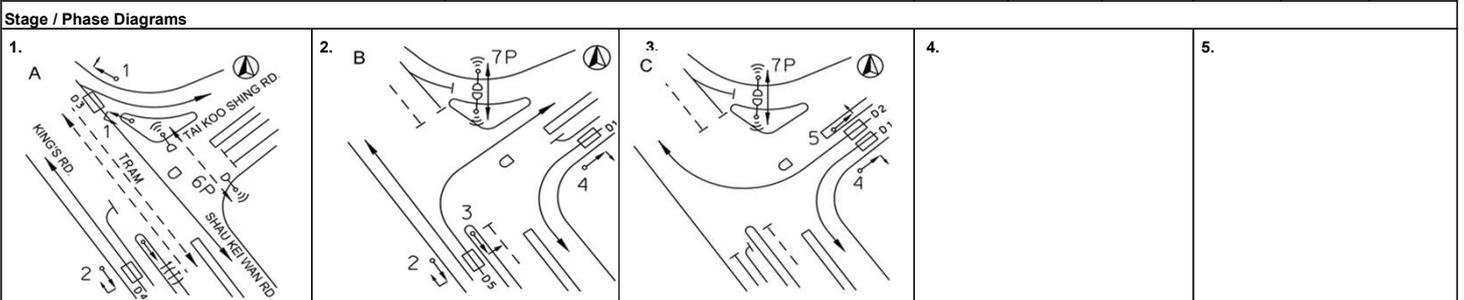
Description: 2025 Observed Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak			
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
King's Rd EB	↗	A	1	3.400	60			32%	26%	2040	2045	333	0.163	0.163	251	0.123	0.123	
	→	A	1	4.000						2155	2155	352	0.163		264	0.123		
	⇨	A	1	2.500						2005	2005	100	0.050		100	0.050		
King's Rd WB	←	B	1,2	3.500						785	785	105	0.134		140	0.178		
	←	B	1,2	2.600						2015	2015	270	0.134		360	0.179		
	↑	C	2	2.600	15					1830	1830	155	0.085		270	0.148	0.148	
	⇦	A	1	2.500						2005	2005	125	0.062		85	0.042		
Taikoo Shing Rd SB	↘	D	3	3.200	10					1685	1685	260	0.154	0.154	255	0.151		
	↙	E	3	3.200	25					1960	1960	93	0.047		69	0.035		
	↖	E	3	3.300	20					580	580	27	0.047		21	0.036	0.036	
Pedestrian Crossing	AM																	
	Fp	1	GREEN + FLASH =	22	+	10	=	32										
	Gp	2,3	GREEN + FLASH =	63	+	4	=	67										
	PM																	
	Fp1	1	GREEN + FLASH =	30	+	10	=	22										
	Gp1	2,3	GREEN + FLASH =	63	+	6	=	10										

Notes:  08:30-09:30 17:45-18:45	Traffic Flow (pcu/hr)		Group		A,C,E	A,D	Group	A,D	A,C,E
			<b>y</b>	0.294	0.318	<b>y</b>	0.274	0.306	
	<b>L (sec)</b>	19	13	<b>L (sec)</b>	13	22			
	<b>C (sec)</b>	105	105	<b>C (sec)</b>	115	115			
	<b>y pract.</b>	0.737	0.789	<b>y pract.</b>	0.798	0.728			
	<b>R.C. (%)</b>	150%	148%	<b>R.C. (%)</b>	191%	137%			



I/G= 7	I/G= 8	I/G= 0	I/G=	I/G=
I/G= 7	I/G= 7	I/G= 8	I/G=	I/G=

Date: Jun, 2025 Junction: King's Road/Taikoo Shing Road J12

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Tai Yue Avenue

Design Year: 2025

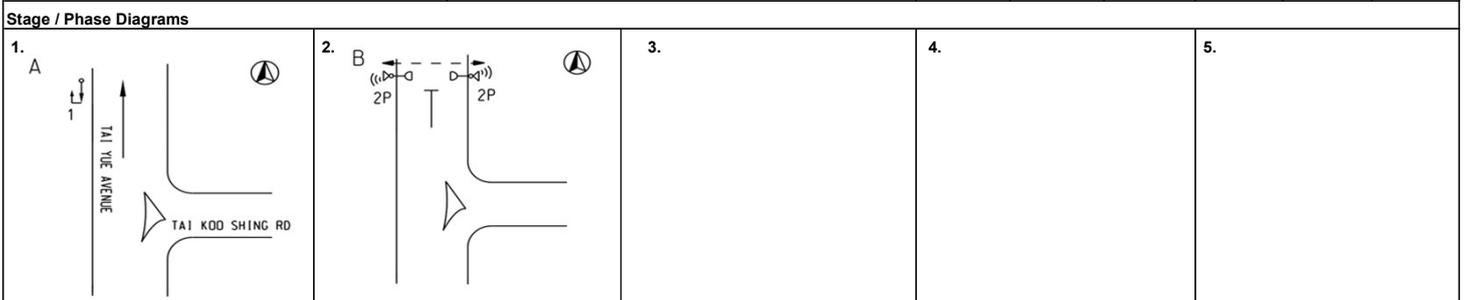
Description: 2025\_Observed Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Yu Avenue	↑	A	1	3.400						1955	1955	675	0.345	0.345	640	0.327	0.327
Pedestrian Crossing Bp 2 MIN GREEN + FLASH = 5 + 7 = 12 * *																	

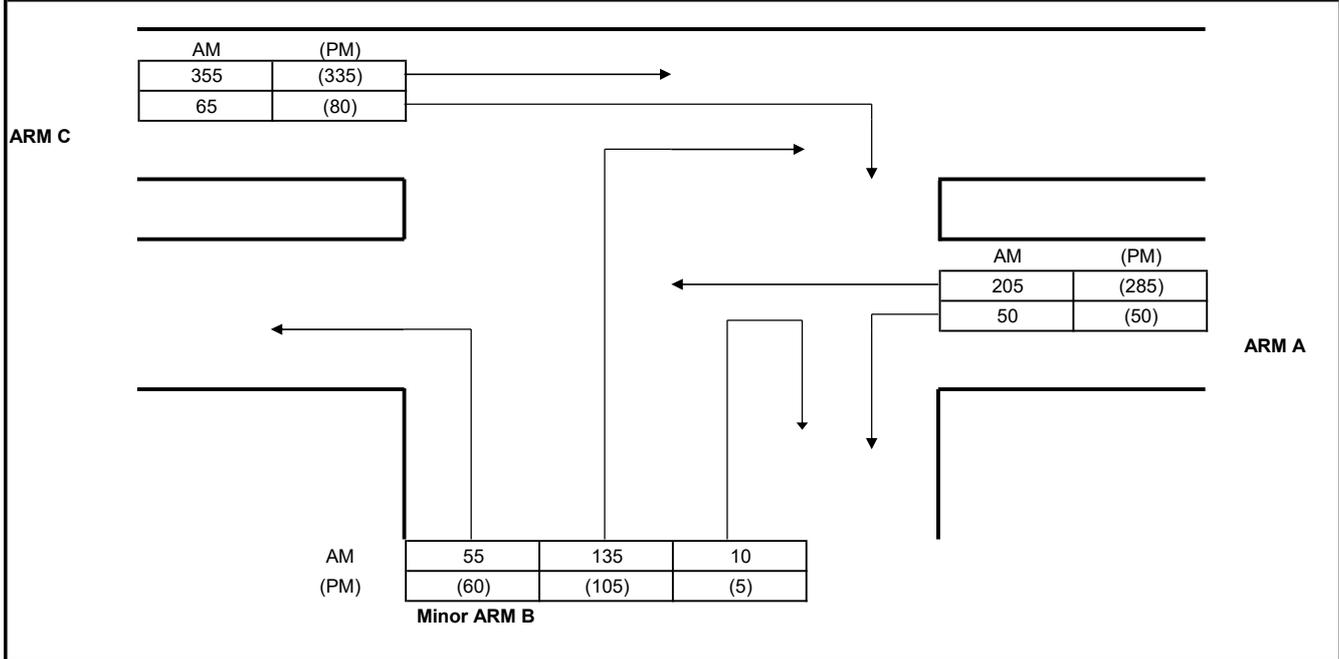
Notes:  08:30-09:30 17:45-18:45	Traffic Flow (pcu/hr)  ↑ 675(640)	↑ N +	Group	A,Bp	Group	A,Bp
			y	0.345	y	0.327
			L (sec)	29	L (sec)	29
			C (sec)	67	C (sec)	67
			y pract.	0.510	y pract.	0.510
			R.C. (%)	48%	R.C. (%)	56%



I/G= 11	I/G= 7	I/G=	I/G=	I/G=
I/G=	I/G=	I/G=	I/G=	I/G=

Date: Jun, 2025 Junction: Taikoo Shing Road/Tai Yue Avenue

Job Title: Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		
Junction: Westlands Road/ Taikoo Shing Road	Ref. No.:	
Description: 2025 Observed Flow		Ref. No.:
Design Year: 2025	Job No.:	CHK50713110
ARM A: Taikoo Shing Rd		Rev.:
ARM B: Westland Rd NB		
ARM C: Westland Rd SB		



GEOMETRY				
Major road width	W	6.90	Lane widths	w(b-a) 3.60
Central Reserve width	Wcr	0.00		w(b-c) 3.70
2 Lane Minor Arm (Y/N)		N		w(c-b) 0.00
Visibilities	Vr(b-a)	40	Calculated	D 0.84
	VI(b-a)	0		E 0.91
	Vr(b-c)	15		F 0.59
	Vr(c-b)	0		Y 0.76

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	355	335
	q(c-b)	65	80
	q(a-b)	50	50
	q(a-c)	205	285
	q(b-a)	135	105
	q(b-c)	55	60
	f	0.29	0.36
CAPACITIES	Q(b-a)	401	380
	Q(b-c)	621	601
	Q(c-b)	395	382
	Q(b-ac)	447	439
RFC's	b-a	0.337	0.276
	b-c	0.089	0.100
	c-b	0.165	0.209
	b-ac	0.425	0.376
Worst RFC		<b>0.425</b>	<b>0.376</b>

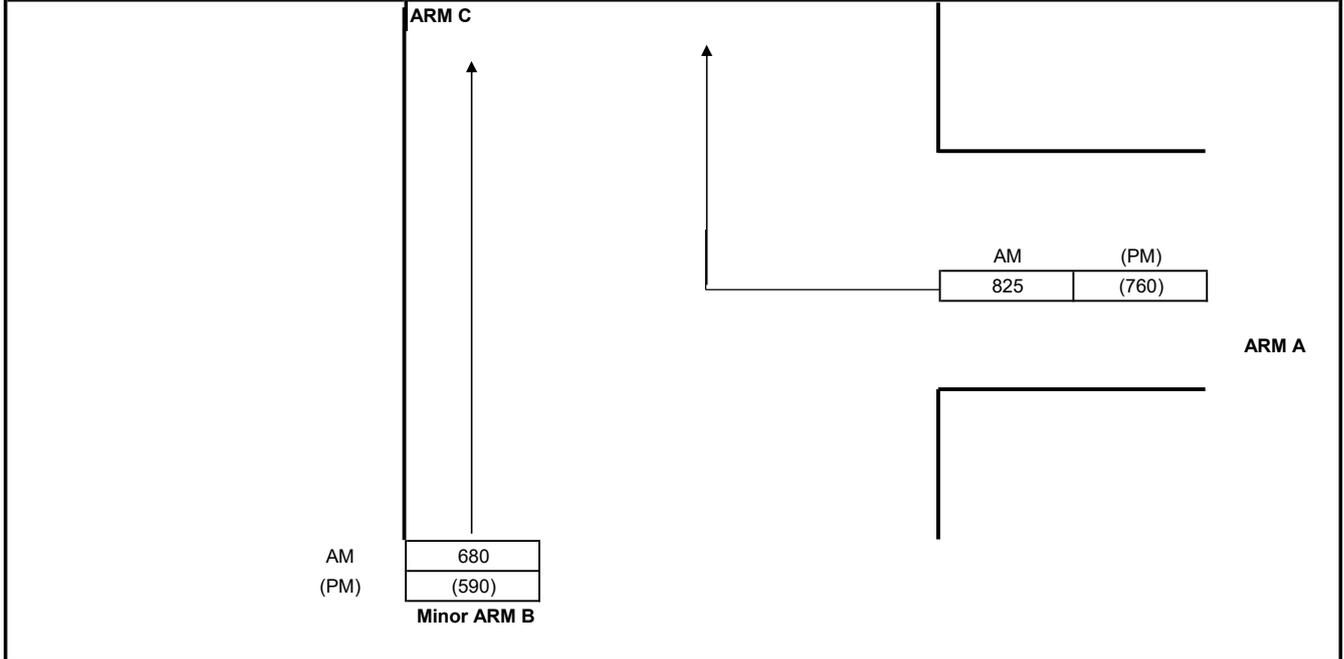
Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by: SKY	Date: Jun-25	Checked by: LMS
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Job Title: Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		
Junction: Taikoo Wan Road/ Tai Mou Avenue	Ref. No.: J05_Pic	
Description: 2032 Reference Flow		
Design Year: 2032	Job No.: CHK50713110	Rev.:
ARM A: Tai Mou Ave NB		
ARM B: Taikoo Wan Rd W		
ARM C: Taikoo Wan Rd E		



GEOMETRY				
Major road width	W	7.50	Lane widths	w(b-a) 0.00
Central Reserve width	Wcr	0.00		w(b-c) 7.50
2 Lane Minor Arm (Y/N)		Y		w(c-b) 0.00
Visibilities	Vr(b-a)	0	Calculated	D 0.53
	VI(b-a)	0		E 1.72
	Vr(b-c)	410		F 0.59
	Vr(c-b)	0		Y 0.74

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	0	0
	q(a-c)	825	760
	q(b-a)	0	0
	q(b-c)	680	590
	f	1.00	1.00
CAPACITIES	Q(b-a)	216	225
	Q(b-c)	897	927
	Q(c-b)	306	316
	Q(b-ac)	897	927
RFC's	b-a	0.000	0.000
	b-c	0.758	0.636
	c-b	0.000	0.000
	b-ac	0.000	0.000
Worst RFC		<b>0.758</b>	<b>0.636</b>

Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by: SKY	Date: Jan-26	Checked by: LMS
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**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Taikoo Shing Plaza

Design Year: 2032

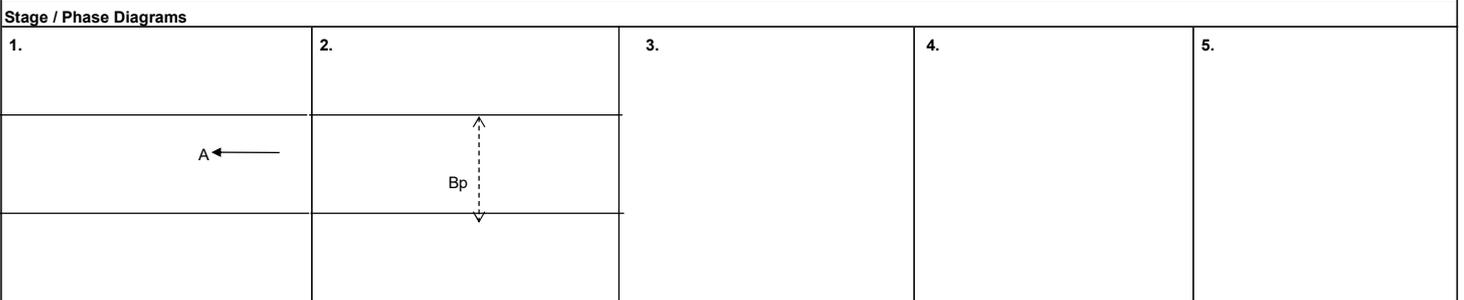
Description: 2032 Reference Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Taikoo Shing Rd WB	↑	A	1	3.100 3.100						1735 1925	1735 1925	593 657	0.342 0.341	0.342	514 571	0.296 0.297	0.296
Pedestrian Crossing		Bp	2	GREEN + FLASH =			9	+	9	=	18			*			*

<b>Notes:</b>  08:30-09:30 17:45-18:45	<b>Traffic Flow (pcu/hr)</b>  	<b>Group</b> A,Bp	<b>Group</b> A,Bp
		<b>y</b> 0.342	<b>y</b> 0.296
		<b>L (sec)</b> 26	<b>L (sec)</b> 26
		<b>C (sec)</b> 118	<b>C (sec)</b> 118
		<b>y pract.</b> 0.702	<b>y pract.</b> 0.702
<b>R.C. (%)</b> 105%	<b>R.C. (%)</b> 137%		



I/G= 4	I/G= 5	I/G=	I/G=	I/G=
I/G=	I/G=	I/G=	I/G=	I/G=

Date: Jan, 2026      Junction: Taikoo Shing Road/Taikoo Shing Plaza

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Tai Fung Avenue

Design Year: 2032

Description: 2032 Reference Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Fung Ave SB	↙ ↘	A	1	3.800		15		92%	100%	1955	1940	328	0.168		277	0.143	
		A	1	3.700		12				1560	1560	262	0.168	0.168	223	0.143	0.143
Tai Fung Ave NB	↙	B	2	3.600	15					1795	1795	60	0.033	0.033	50	0.028	0.028
Taikoo Shing Rd WB	←	C	3	3.600						1780	1780	302	0.170	0.170	258	0.145	
		C	3	3.600						1905	1905	323	0.170		277	0.145	
Pedestrian Crossing		AM															
		Dp	1,2	GREEN + FLASH =	30	+	9	=	39								
		Ep	3	GREEN + FLASH =	27	+	9	=	36								
		PM															
		Dp1	1,2	GREEN + FLASH =	40	+	10	=	50								
		Ep1	3	GREEN + FLASH =	36	+	9	=	45								*

Notes:	Traffic Flow (pcu/hr)	Group	A,B,Ep	A,B,C	Group	A,B,C	A,B,Ep1
			<p>08:30-09:30</p> <p>17:45-18:45</p>			<p><b>y</b></p> <p><b>L (sec)</b></p> <p><b>C (sec)</b></p> <p><b>y pract.</b></p> <p><b>R.C. (%)</b></p>	0.201

Stage / Phase Diagrams							
1.		2.		3.		4.	
I/G= 5		I/G= 5		I/G= 6		I/G=	
I/G= 5		I/G= 5		I/G= 6		I/G=	

Date: Jan, 2026 Junction: Taikoo Shing Road/Tai Fung Avenue J07

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: King's Road/Taikoo Shing Road

Design Year: 2032

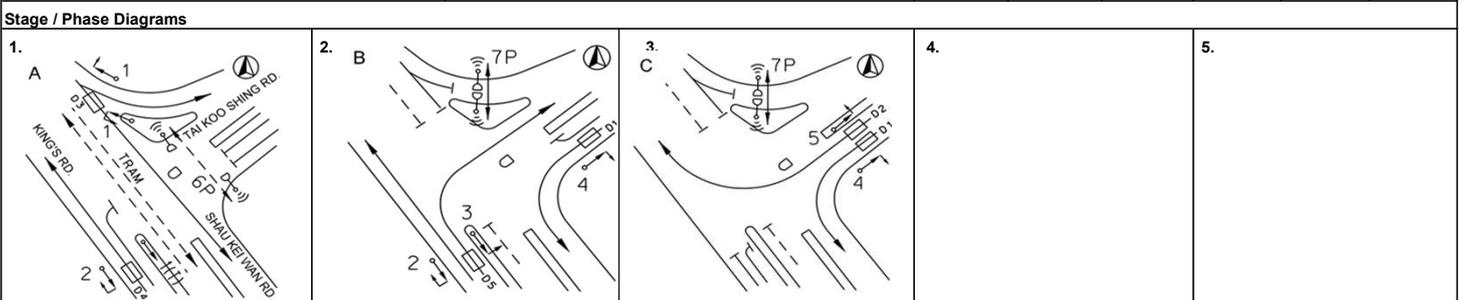
Description: 2032 Reference Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak			
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
King's Rd EB	↗	A	1	3.400	60			30%	24%	2040	2045	363	0.178	0.178	268	0.131	0.131	
	→	A	1	4.000						2155	2155	382	0.177		282	0.131		
	⇨	A	1	2.500						2005	2005	105	0.052		105	0.052		
King's Rd WB	←	B	1,2	3.500						785	785	109	0.139		146	0.186		
	←	B	1,2	2.600						2015	2015	281	0.139		374	0.186		
	↖	C	2	2.600	15					1830	1830	165	0.090	0.090	285	0.156	0.156	
	⇦	A	1	2.500						2005	2005	130	0.065		90	0.045		
Taikoo Shing Rd SB	↘	D	3	3.200	10					1685	1685	270	0.160		265	0.157		
	↙	E	3	3.200	25					1960	1960	96	0.049		73	0.037		
	↖	E	3	3.300	20					580	580	29	0.050	0.050	22	0.038	0.038	
Pedestrian Crossing	AM																	
	Fp	1	GREEN + FLASH =	22	+	10	=	32										
	Gp	2,3	GREEN + FLASH =	63	+	4	=	67										
	PM																	
	Fp1	1	GREEN + FLASH =	30	+	10	=	22										
	Gp1	2,3	GREEN + FLASH =	63	+	6	=	10										

Notes:  08:30-09:30  17:45-18:45	Traffic Flow (pcu/hr)					
	<b>Group</b>	A,D	A,C,E	<b>Group</b>	A,D	A,C,E
	<b>y</b>	0.338	0.318	<b>y</b>	0.288	0.325
	<b>L (sec)</b>	13	19	<b>L (sec)</b>	13	22
	<b>C (sec)</b>	105	105	<b>C (sec)</b>	115	115
	<b>y pract.</b>	0.789	0.737	<b>y pract.</b>	0.798	0.728
	<b>R.C. (%)</b>	133%	132%	<b>R.C. (%)</b>	177%	124%



I/G= 7	I/G= 7	I/G= 8	I/G=	I/G=
I/G= 7	I/G= 8	I/G= 0	I/G=	I/G=

Date: Jan, 2026 Junction: King's Road/Taikoo Shing Road J12

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Tai Yue Avenue

Design Year: 2032

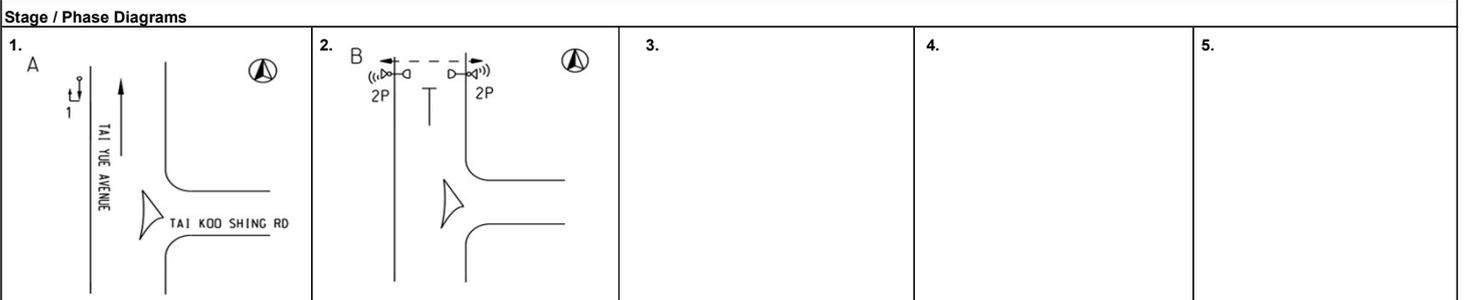
Description: 2032 Reference Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Yu Avenue	↑	A	1	3.400						1955	1955	720	0.368	0.368	675	0.345	0.345
<p>Pedestrian Crossing</p> <p>Bp 2 MIN GREEN + FLASH = 5 + 7 = 12</p>																	

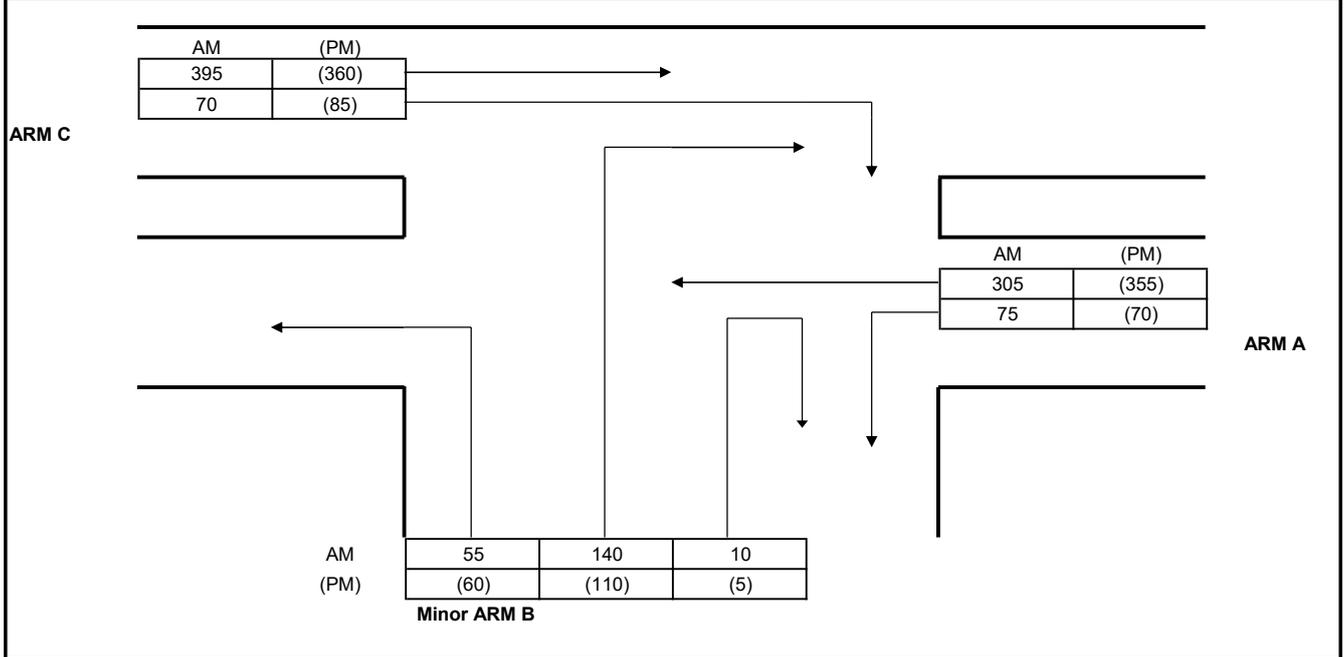
<b>Notes:</b>  08:30-09:30 17:45-18:45	<b>Traffic Flow (pcu/hr)</b>  ↑ N 720(675)	<b>Group</b>	A,Bp	<b>Group</b>	A,Bp
		<b>y</b>	0.368	<b>y</b>	0.345
		<b>L (sec)</b>	29	<b>L (sec)</b>	29
		<b>C (sec)</b>	67	<b>C (sec)</b>	67
		<b>y pract.</b>	0.510	<b>y pract.</b>	0.510
		<b>R.C. (%)</b>	39%	<b>R.C. (%)</b>	48%



I/G= 11	I/G= 7	I/G=	I/G=	I/G=
I/G=	I/G=	I/G=	I/G=	I/G=

**Date:** Jan, 2026      **Junction:** Taikoo Shing Road/Tai Yue Avenue J03

Job Title:	Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		Ref. No.:	J02_Pic
Junction:	Westlands Road/ Taikoo Shing Road		Ref. No.:	
Description:	2032 Reference Flow		Ref. No.:	
Design Year:	2032	Job No.:	CHK50713110	Rev.:
ARM A:	Taikoo Shing Rd			
ARM B:	Westland Rd NB			
ARM C:	Westland Rd SB			



GEOMETRY				
Major road width	W	6.90	Lane widths	w(b-a) 3.60
Central Reserve width	Wcr	0.00		w(b-c) 3.70
2 Lane Minor Arm (Y/N)		N		w(c-b) 0.00
Visibilities	Vr(b-a)	40	Calculated	D 0.84
	VI(b-a)	0		E 0.91
	Vr(b-c)	15		F 0.59
	Vr(c-b)	0		Y 0.76

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	395	360
	q(c-b)	70	85
	q(a-b)	75	70
	q(a-c)	305	355
	q(b-a)	140	110
	q(b-c)	55	60
	f	0.28	0.35
CAPACITIES	Q(b-a)	368	357
	Q(b-c)	593	581
	Q(c-b)	375	367
	Q(b-ac)	412	413
RFC's	b-a	0.380	0.308
	b-c	0.093	0.103
	c-b	0.187	0.232
	b-ac	0.473	0.412
Worst RFC		<b>0.473</b>	<b>0.412</b>

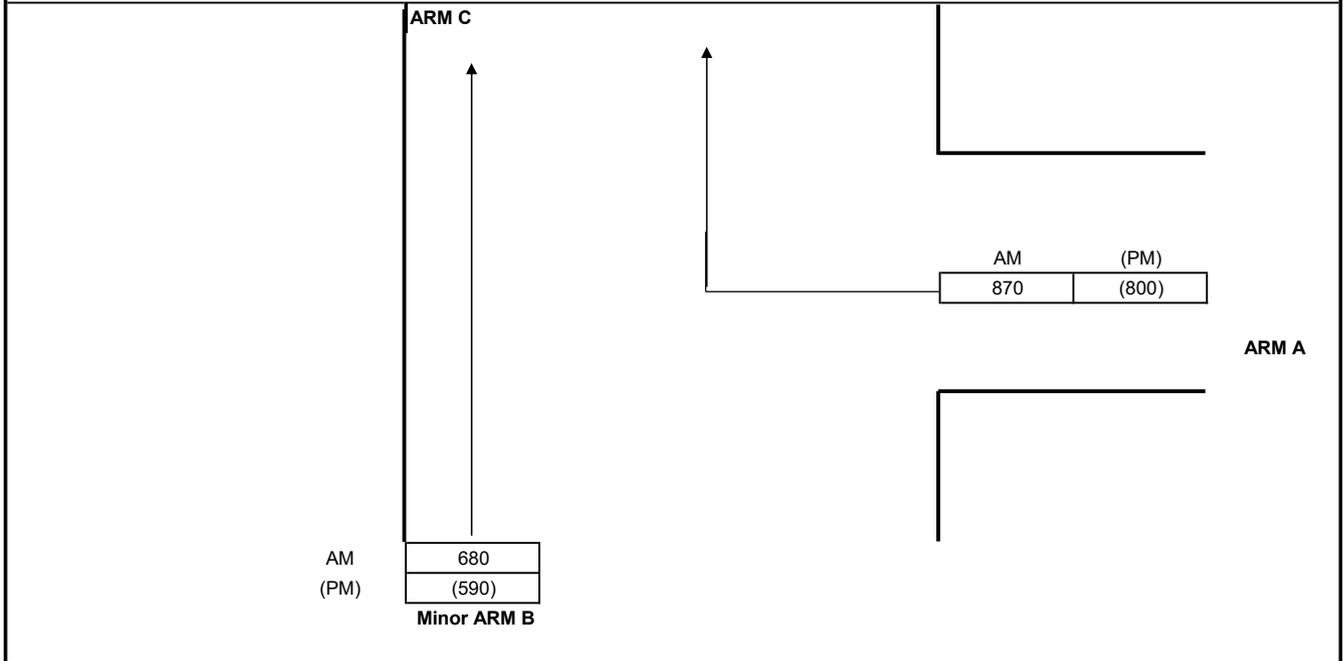
Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by:	SKY	Date:	Jan-26	Checked by:	LMS
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Job Title: Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		
Junction: Taikoo Wan Road/ Tai Mou Avenue	Ref. No.: J05_Pic	
Description: 2032 Design Flow		
Design Year: 2032	Job No.: CHK50713110	Rev.:
ARM A: Tai Mou Ave NB		
ARM B: Taikoo Wan Rd W		
ARM C: Taikoo Wan Rd E		



GEOMETRY				
Major road width	W	7.50	Lane widths	w(b-a) 0.00
Central Reserve width	Wcr	0.00		w(b-c) 7.50
2 Lane Minor Arm (Y/N)		Y		w(c-b) 0.00
Visibilities	Vr(b-a)	0	Calculated	D 0.53
	VI(b-a)	0		E 1.72
	Vr(b-c)	410		F 0.59
	Vr(c-b)	0		Y 0.74

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	0	0
	q(c-b)	0	0
	q(a-b)	0	0
	q(a-c)	870	800
	q(b-a)	0	0
	q(b-c)	680	590
	f	1.00	1.00
CAPACITIES	Q(b-a)	209	219
	Q(b-c)	876	909
	Q(c-b)	299	310
	Q(b-ac)	876	909
RFC's	b-a	0.000	0.000
	b-c	0.776	0.649
	c-b	0.000	0.000
	b-ac	0.000	0.000
Worst RFC		<b>0.776</b>	<b>0.649</b>

Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by: SKY	Date: Jan-26	Checked by: LMS
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**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Taikoo Shing Plaza

Design Year: 2032

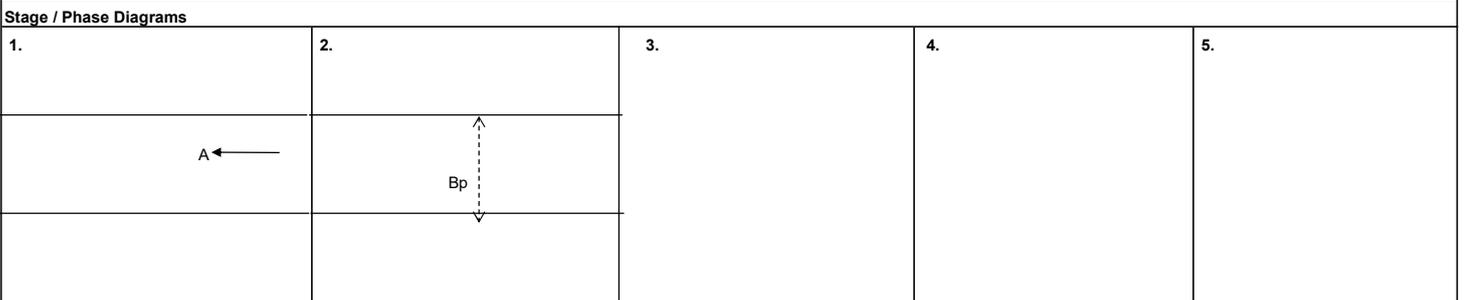
Description: 2032 Design Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Taikoo Shing Rd WB	↑	A	1	3.100 3.100						1735 1925	1735 1925	595 660	0.343 0.343	0.343	514 571	0.296 0.297	0.296
Pedestrian Crossing		Bp	2	GREEN + FLASH =			9	+	9	=	18			*			*

Notes:  08:30-09:30 17:45-18:45		<b>Group</b>	A,Bp	<b>Group</b>	A,Bp
		<b>y</b>	0.343	<b>y</b>	0.296
		<b>L (sec)</b>	26	<b>L (sec)</b>	26
		<b>C (sec)</b>	118	<b>C (sec)</b>	118
		<b>y pract.</b>	0.702	<b>y pract.</b>	0.702
		<b>R.C. (%)</b>	105%	<b>R.C. (%)</b>	137%



I/G= 4		I/G= 5		I/G=		I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: Jan, 2026 Junction: Taikoo Shing Road/Taikoo Shing Plaza

**TRAFFIC SIGNALS CALCULATION**

Job No.: **CHK50713110**

**MVA HONG KONG LIMITED**

Junction: Taikoo Shing Road/Tai Fung Avenue

Design Year: 2032

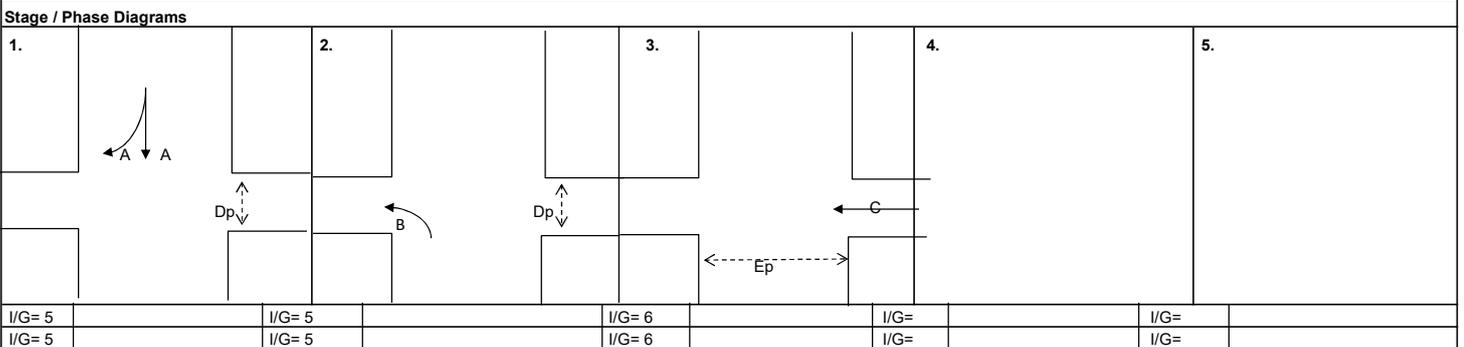
Description: 2032 Design Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Fung Ave SB	↙	A	1	3.800		15		92%	100%	1955	1940	328	0.168		277	0.143	
	↘	A	1	3.700		12				1560	1560	262	0.168	0.168	223	0.143	0.143
Tai Fung Ave NB	↙	B	2	3.600	15					1795	1795	60	0.033	0.033	50	0.028	0.028
Taikoo Shing Rd WB	←	C	3	3.600						1780	1780	304	0.171	0.171	258	0.145	
	↖	C	3	3.600						1905	1905	326	0.171		277	0.145	
Pedestrian Crossing		AM															
		Dp	1,2	GREEN + FLASH =		30	+	9	=	39							
		Ep	3	GREEN + FLASH =		27	+	9	=	36							
		PM															
	Dp1	1,2	GREEN + FLASH =		40	+	10	=	50								
	Ep1	3	GREEN + FLASH =		36	+	9	=	45								*

Notes:	Traffic Flow (pcu/hr)	Group	A,B,Ep		A,B,C		Group	A,B,C		A,B,Ep1
			y	L (sec)	C (sec)	y pract.		R.C. (%)	y	
08:30-09:30		y	0.201	0.372	y	0.316	0.171			
17:45-18:45		L (sec)	50	13	L (sec)	13	59			
		C (sec)	101	101	C (sec)	101	101			
		y pract.	0.454	0.784	y pract.	0.784	0.374			
		R.C. (%)	126%	111%	R.C. (%)	148%	119%			



I/G= 5	I/G= 5	I/G= 6	I/G=	I/G=
I/G= 5	I/G= 5	I/G= 6	I/G=	I/G=
Date: Jan, 2026			Junction: Taikoo Shing Road/Tai Fung Avenue	



**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: King's Road/Taikoo Shing Road

Design Year: 2032

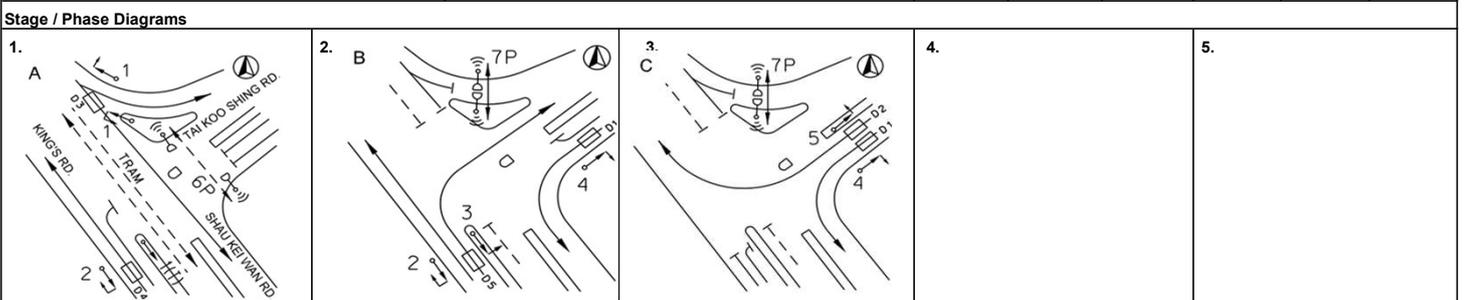
Description: 2032 Design Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak			
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
King's Rd EB	↗	A	1	3.400	60			30%	24%	2040	2045	363	0.178	0.178	268	0.131	0.131	
	→	A	1	4.000						2155	2155	382	0.177		282	0.131		
	⇨	A	1	2.500						2005	2005	105	0.052		105	0.052		
King's Rd WB	←	B	1,2	3.500						785	785	109	0.139		146	0.186		
	←	B	1,2	2.600						2015	2015	281	0.139		374	0.186		
	↑	C	2	2.600	15					1830	1830	170	0.093	0.093	285	0.156	0.156	
	⇦	A	1	2.500						2005	2005	130	0.065		90	0.045		
Taikoo Shing Rd SB	↘	D	3	3.200	10					1685	1685	285	0.169		280	0.166		
	↙	E	3	3.200	25					1960	1960	96	0.049		73	0.037		
	↙	E	3	3.300	20					580	580	29	0.050	0.050	22	0.038	0.038	
Pedestrian Crossing	AM																	
	Fp	1	GREEN + FLASH =	22	+	10	=	32										
	Gp	2,3	GREEN + FLASH =	63	+	4	=	67										
	PM																	
	Fp1	1	GREEN + FLASH =	30	+	10	=	22										
	Gp1	2,3	GREEN + FLASH =	63	+	6	=	10										

Notes:  08:30-09:30  17:45-18:45	Traffic Flow (pcu/hr)		Group					
			<b>y</b>	A.C.E	A.D	<b>y</b>	A.D	A.C.E
			<b>L (sec)</b>	0.321	0.347	<b>L (sec)</b>	0.297	0.325
			<b>C (sec)</b>	19	13	<b>C (sec)</b>	13	22
			<b>y pract.</b>	105	105	<b>C (sec)</b>	115	115
			<b>y pract.</b>	0.737	0.789	<b>y pract.</b>	0.798	0.728
			<b>R.C. (%)</b>	130%	127%	<b>R.C. (%)</b>	169%	124%



I/G= 7	I/G= 8	I/G= 0	I/G=	I/G=
I/G= 7	I/G= 7	I/G= 8	I/G=	I/G=

Date: Jan, 2026 Junction: King's Road/Taikoo Shing Road J12

**TRAFFIC SIGNALS CALCULATION**

Job No.: CHK50713110

MVA HONG KONG LIMITED

Junction: Taikoo Shing Road/Tai Yue Avenue

Design Year: 2032

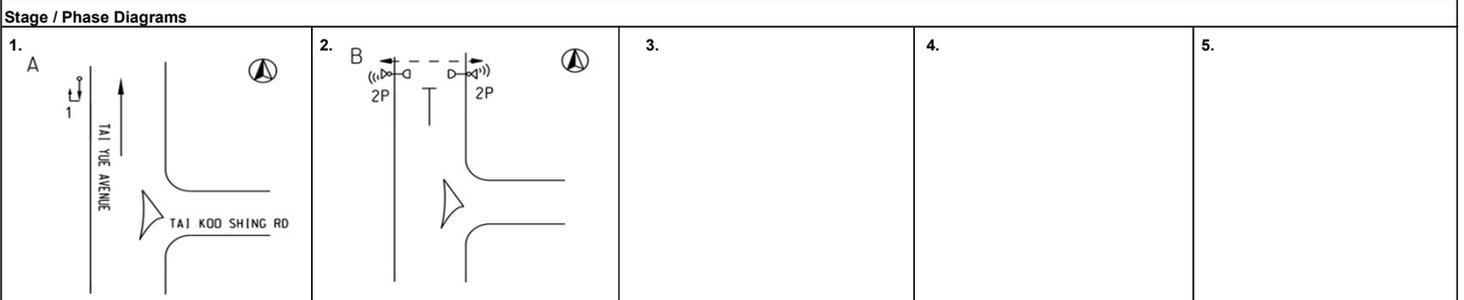
Description: 2032 Design Flow

Designed By: SKY

Checked By: LMS

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Yu Avenue	↑	A	1	3.400						1955	1955	720	0.368	0.368	675	0.345	0.345
<p>Pedestrian Crossing</p> <p>Bp 2 MIN GREEN + FLASH = 5 + 7 = 12</p>																	

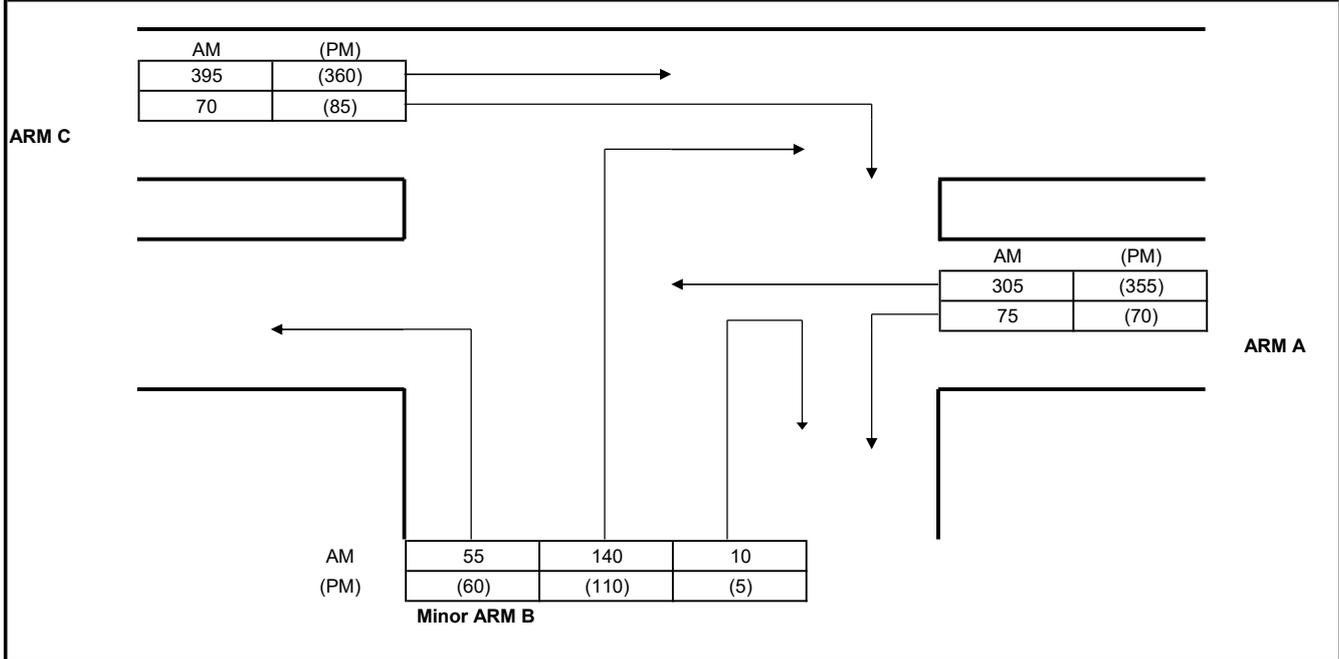
<b>Notes:</b>  08:30-09:30 17:45-18:45	<b>Traffic Flow (pcu/hr)</b>  ↑ N 720(675)	<b>Group</b>	A,Bp	<b>Group</b>	A,Bp
		<b>y</b>	0.368	<b>y</b>	0.345
		<b>L (sec)</b>	29	<b>L (sec)</b>	29
		<b>C (sec)</b>	67	<b>C (sec)</b>	67
		<b>y pract.</b>	0.510	<b>y pract.</b>	0.510
		<b>R.C. (%)</b>	39%	<b>R.C. (%)</b>	48%



I/G= 11	I/G= 7	I/G=	I/G=	I/G=
I/G=	I/G=	I/G=	I/G=	I/G=

**Date:** Jan, 2026 **Junction:** Taikoo Shing Road/Tai Yue Avenue J03

Job Title:	Proposed Additional Office Gross Floor Area 1111 King's Road, Office Accommodation on Site V-A1 Taikoo Shing		Ref. No.:	J02_Pic
Junction:	Westlands Road/ Taikoo Shing Road		Ref. No.:	
Description:	2032 Design Flow		Ref. No.:	
Design Year:	2032	Job No.:	CHK50713110	Rev.:
ARM A:	Taikoo Shing Rd			
ARM B:	Westland Rd NB			
ARM C:	Westland Rd SB			



GEOMETRY					
Major road width	W	6.90	Lane widths	w(b-a) 3.60	
Central Reserve width	Wcr	0.00		w(b-c) 3.70	
2 Lane Minor Arm (Y/N)		N		w(c-b) 0.00	
Visibilities	Vr(b-a)	40	Calculated	D	0.84
	VI(b-a)	0		E	0.91
	Vr(b-c)	15		F	0.59
	Vr(c-b)	0		Y	0.76

ANALYSIS		AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	395	360
	q(c-b)	70	85
	q(a-b)	75	70
	q(a-c)	305	355
	q(b-a)	140	110
	q(b-c)	55	60
	f	0.28	0.35
CAPACITIES	Q(b-a)	368	357
	Q(b-c)	593	581
	Q(c-b)	375	367
	Q(b-ac)	412	413
RFC's	b-a	0.380	0.308
	b-c	0.093	0.103
	c-b	0.187	0.232
	b-ac	0.473	0.412
Worst RFC		<b>0.473</b>	<b>0.412</b>

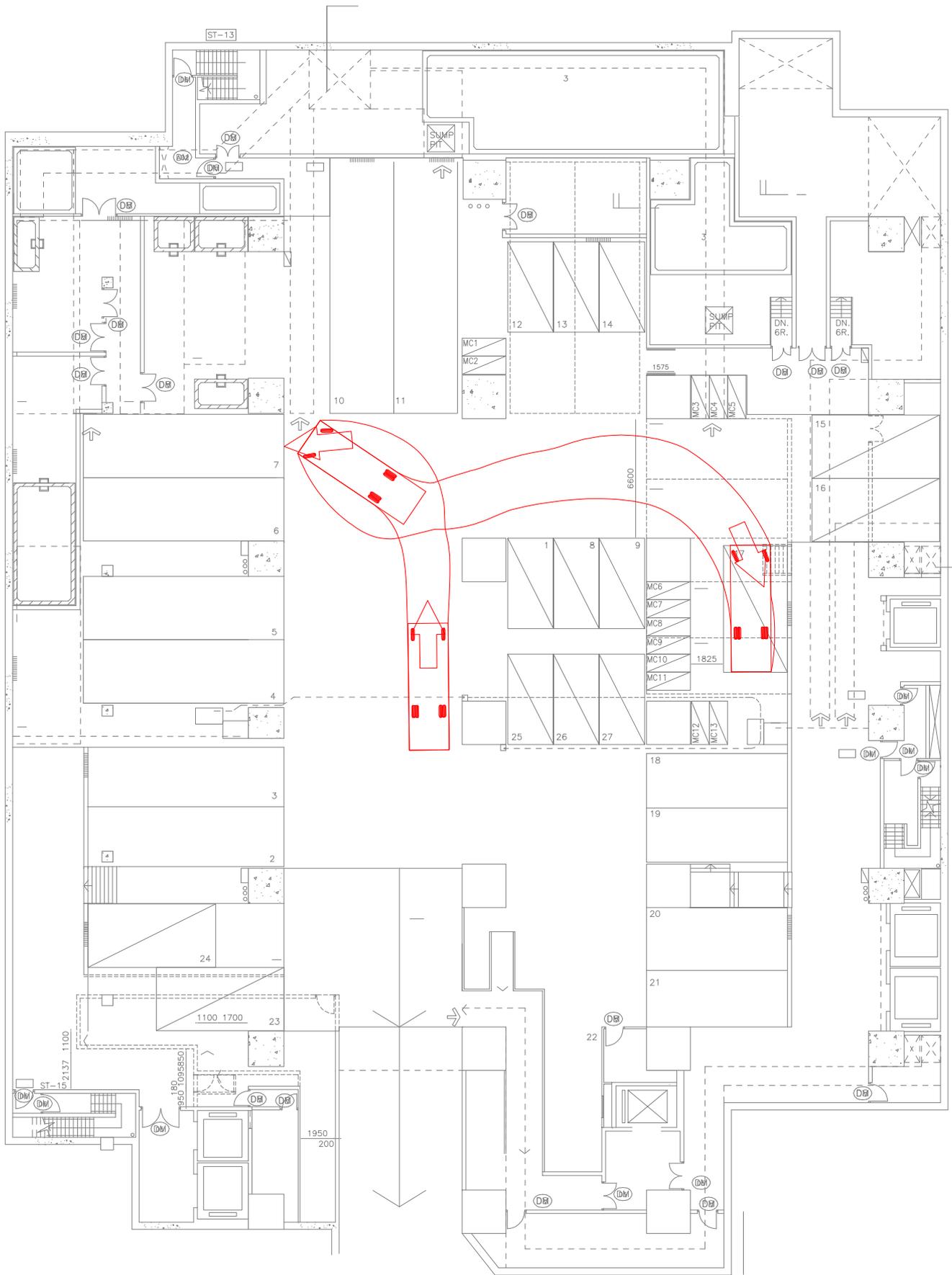
Where VI and Vr are visibility distances to the left or right of the respective streams  
 $D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$   
 $E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$   
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$   
 $Y = 1-0.0345W$   
 f = proportion of minor traffic turning left  
 $Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$

**T.P.D.M.V.2.4**  
**Appendix 1**

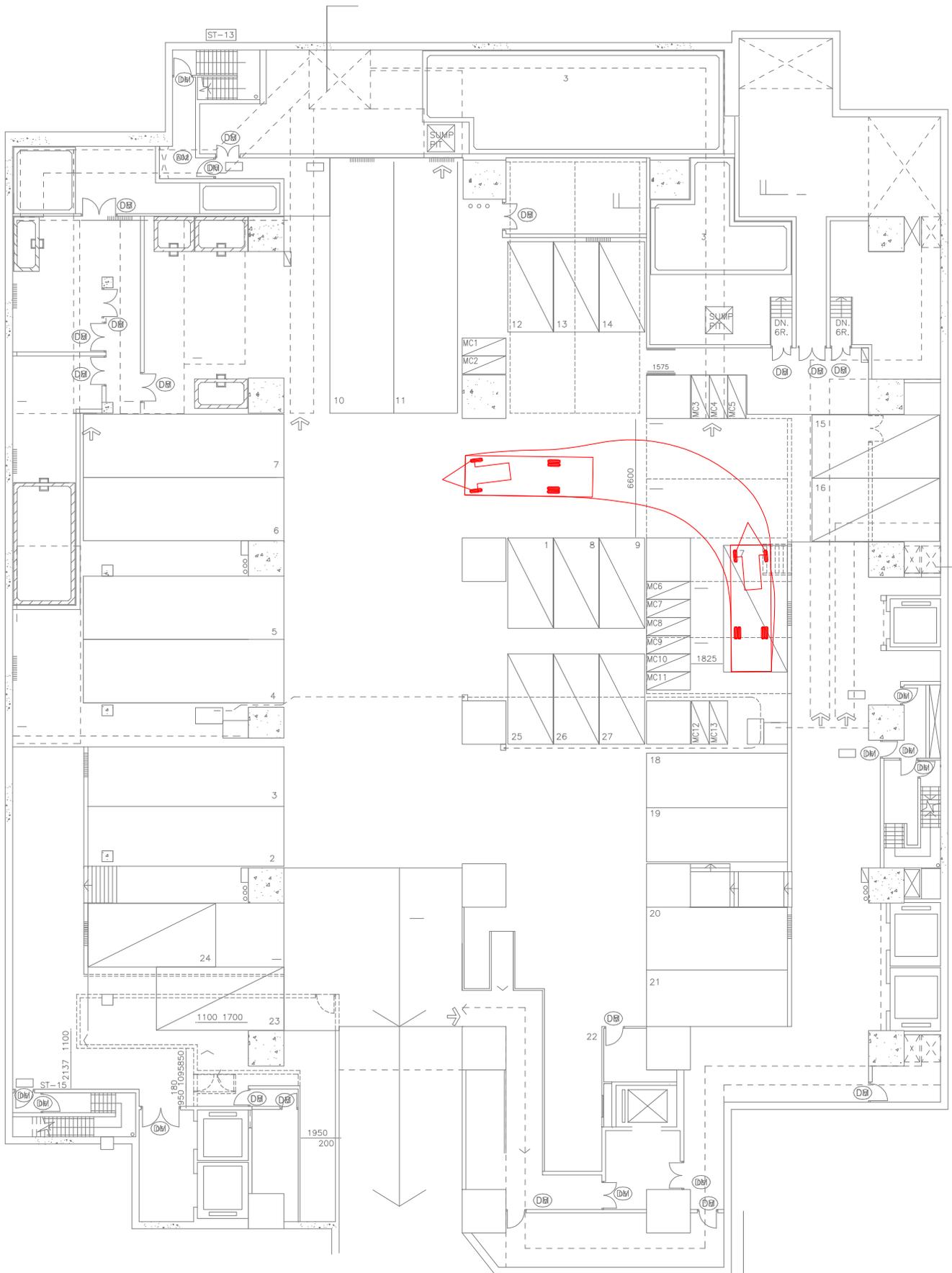
Capacity of combined streams  
- in accordance with TPDM V2.4

Calculated by:	SKY	Date:	Jan-26	Checked by:	LMS
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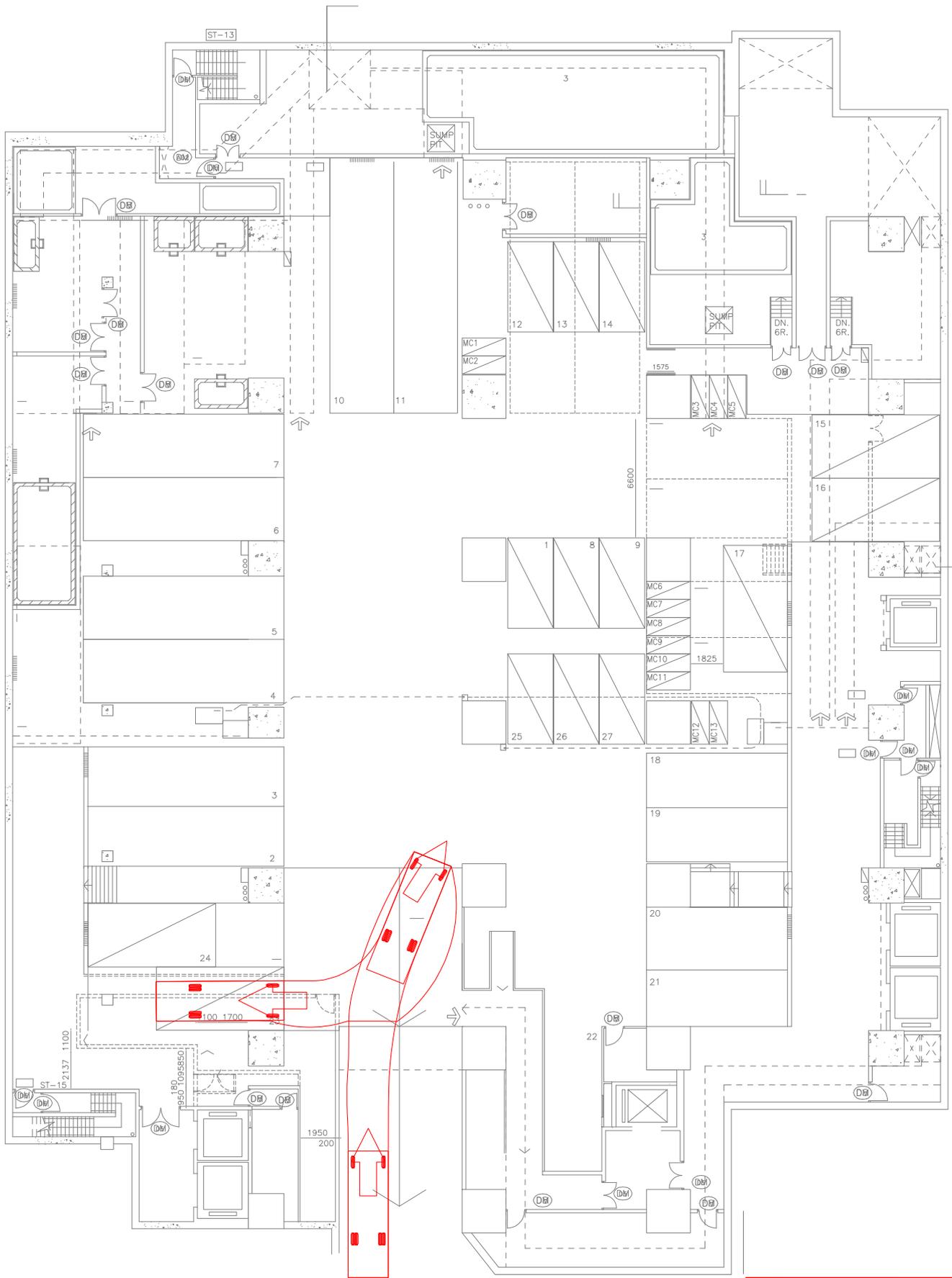
**APPENDIX D      SWEPT PATH ANALYSIS**



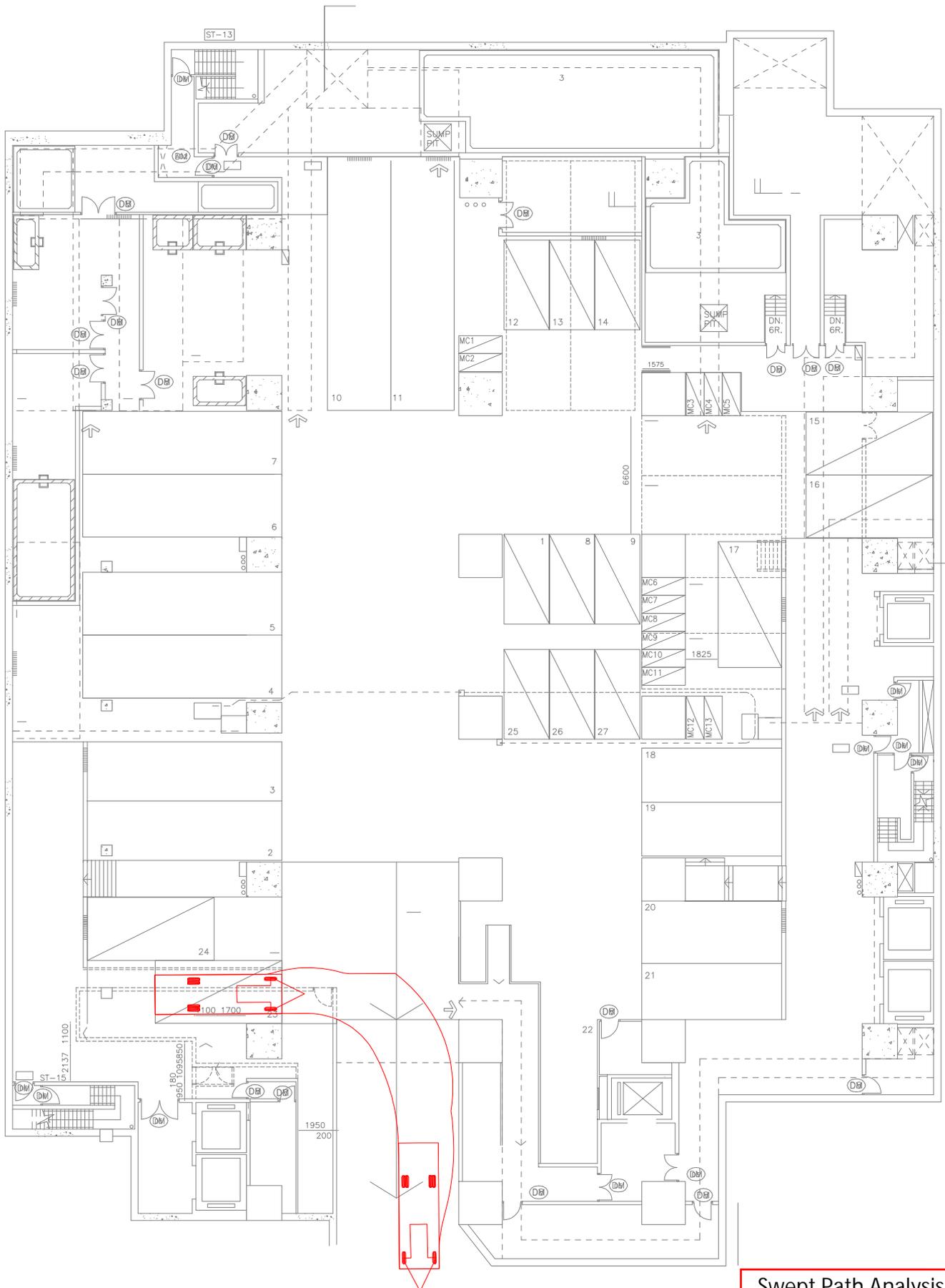
Swept Path Analysis for 7m  
 LGV - Ingress (LUL bay no.17)  
**Figure D1**  
 1:300 @ A4



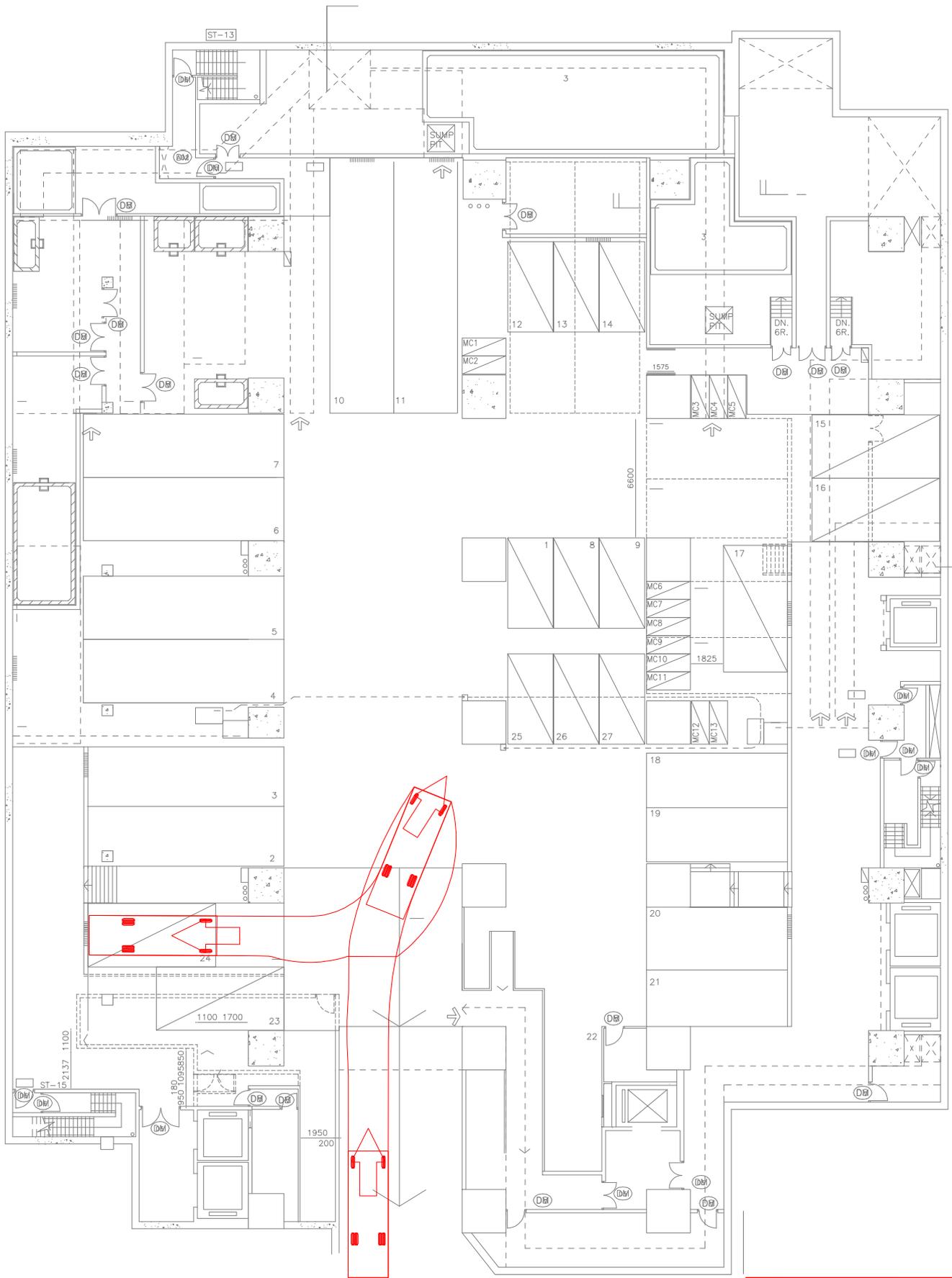
Swept Path Analysis for 7m  
 LGV - Egress (LUL bay no.17)  
**Figure D2**  
 1:300 @ A4



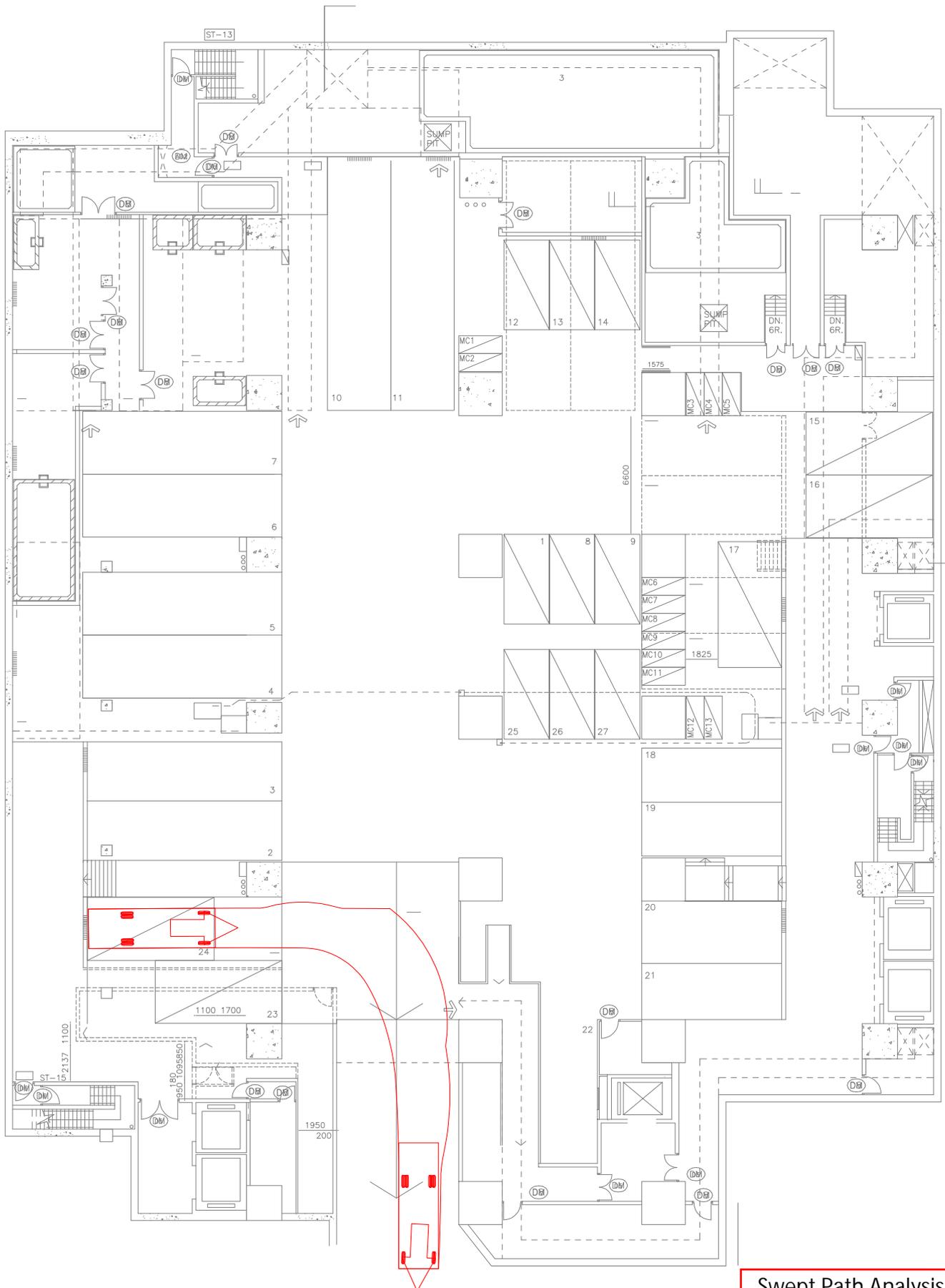
Swept Path Analysis for 7m  
 LGV - Ingress (LUL bay no.23)  
**Figure D3**  
 1:300 @ A4



Swept Path Analysis for 7m  
 LGV - Egress (LUL bay no.23)  
**Figure D4**  
 1:300 @ A4



Swept Path Analysis for 7m  
 LGV - Ingress (LUL bay no.24)  
**Figure D5**  
 1:300 @ A4



Swept Path Analysis for 7m  
 LGV - Egress (LUL bay no.24)  
**Figure D6**  
 1:300 @ A4