Planning Application for Proposed Hotel at No. 381 & 383 Queen's Road West, Hong Kong

Traffic Impact Assessment Report

September 2025



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Response to TD's comment

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Appendix D Junction Capacity Calculations (2030 Design Year)

1. INTRODUCTION

1.1 Background

- 1.1.1 The Application Site (Subject Site) with a site area of about 123.3m² is located at Nos. 381 & 383 Queen's Road West, Hong Kong (inland Lot Nos. 4523 & 4524).
- 1.1.2 According to the Approved Sai Ying Pun and Sheung Wan Outline Zoning Plan No. S/H3/34 ("OZP") dated 13.11.2020, this Site falls within "Residential (Group A) 6" ("R(A)6") zone. "Hotel" is under column 2 of the OZP which may be permitted on application to the Town Planning Board ("TPB").
- 1.1.3 In February 2025, Applicant has submitted a S16 Planning Application for a proposed hotel development (44 rooms) and Transport Department (TD) has comment that a Traffic Impact Assessment (TIA) study is required to demonstrate the operational demand and potential traffic impact arising from the proposed hotel development (without internal transport facilities) will be acceptable; and also the need/benefit of the proposed surrender of the site area for street widening viz pedestrian assessment (Level of Service).
- 1.1.4 Currently this site is a residential building with commercial facilities. The applicant plans to develop into a block of 24-storey hotel with 44 guest rooms.
- 1.1.5 Ho Wang SPB Ltd (HWSPB) is commissioned by the S.W.LAW & Associates Architects & Development Consultants Limited (AP) to undertake a Traffic Impact Assessment (TIA) study to address TD's comment.
- 1.1.6 The TIA report has been submitted to Transport Department (TD) in August 2025 and comments were received from TD in September 2025. This revised TIA report has incorporated with TD's comments and Response to Comment are enclosed in **Appendix**.

1.2 Objectives of this Assignment

- 1.2.1 The objectives of this TIA study are as follows:
 - (a) Review the car park and loading / unloading requirements based on HKPSG's requirement and site condition;
 - (b) Conduct vehicular traffic and pedestrian count surveys to record the existing traffic and pedestrian conditions within the Area of Influence (AOI) during AM and PM peak periods;
 - (c) Review the existing public transport facilities in the vicinity of the Site;
 - (d) Estimate the future hotel development traffic and pedestrian generation and attraction;
 - (e) Undertake the traffic and pedestrian forecast based on the latest available Government information; and

(f) Assess the likely traffic and pedestrian impacts generated by this proposed hotel development within the AOI; and develop improvement schemes to mitigate any adverse impact, if necessary.

1.3 Structure of this Report

- 1.3.1 This Traffic Impact Assessment (TIA) Study comprises of the following chapters:
 - Chapter 2 describes the proposed development parameters, the proposed parking and loading/unloading requirements and site constraints;
 - Chapter 3 describes the baseline traffic and pedestrian surveys; and the existing traffic and pedestrian conditions in the vicinity;
 - Chapter 4 describes the forecast methodology for future traffic and pedestrian conditions in the Reference and Design year;
 - Chapter 5 estimates the development traffic and pedestrian generations, and the associated traffic/pedestrian impacts within the AOI in the Reference and Design Year scenarios;
 - Chapter 6 reviews the construction traffic impacts/ traffic arrangements during the construction stage; and
 - Chapter 7 summarizes and concludes this TIA study findings.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

- 2.1.1 The Site is located at 381 and 383 Queen's Road West in Sai Ying Pun. The location of this Site is shown in **Figure 2.1**.
- 2.1.2 The site is zoned as "Residential (A)" under the OZP. The maximum permitted development parameters under the OZP are summarized in **Table 2.1**.

 Table 2.1
 Maximum Permitted Residential Development Parameters

Potential Development	Maximum Permitted Parameters under OZP
Site Area	123.3 m ²
Residential Flat (3/F - 22/F)	20 flats (GFA 41m² each, UFA 10m² each)
Retail (G/F-2/F)	323.7 m ²
Total GFA	1137.44 m²

2.1.3 However, the Applicant has applied for a S16 application with a hotel development (44 rooms) in February 2025. The proposed hotel development parameters are summarised in **Table 2.2**.

Table 2.2 Proposed Hotel Development Parameters

Proposed Development	Parameters
Site Area	123.3 m ²
Hotel (5/F - 21/F)	44 Rooms
Retail (G/F - 2/F)	225.8 m ²
Total GFA	1,501.5 m²

2.2 Vehicular and Pedestrian Arrangements

- 2.2.1 This Site is 13.23m (L) x 9.32m (W) and with a site area of 123.3m².
- 2.2.2 The site is lied between the adjacent buildings to the east and west; Sai Hing Lane is located to the north of the site.
- 2.2.3 The provision of a vehicular access point at Queen's Road West is considered not appropriate as the minimum TPDM's requirement cannot be fulfilled (i.e. run-ins should not normally be sited within 60m of the stop line on the major road) as the site is located approx. 5m away from the junction of Queen's Road West/ Water Street.
- 2.2.4 Due to the above constraint, there is no vehicular access point provided for this Site.

2.2.5 Pedestrian access for this Site is located at the southern side of the building and connects with Oueen's Road West.

2.3 Internal Transport Facilities Requirement

2.3.1 Based on the latest Hong Kong Planning Standards and Guidelines (HKPSG), the required car parking and loading/unloading provisions for this Hotel are summarised in **Table 2.3**.

Table 2.3 Parking and Loading and Unloading Requirement

Development	HKPSG's Requirement	Туре	Parking/ L/UL requirement	Required Spaces/ Bay
	Parking Requirement	Private Car	1 car space per 100 rooms.	1
Hotel		Private Car	Lay-by for taxi and private cars: 2 bays for <299 rooms	2
(44 rooms)	Loading/	Bus	Lay-by for single-deck tour buses: 1 bay for <299 rooms	1
		Goods Vehicle	Loading/unloading bays for goods vehicles: 0.5-1 goods vehicle bay per 100 rooms.	1
Retail	Parking Requirement	Private Car	1 car space per 150 - 300m² GFA	1
(225.8m ² GFA)	Loading/ Unloading Requirement	Goods Vehicle	1 loading/ unloading bay for goods vehicles for every 800 to 1 200m ² , or part thereof, GFA	1

- 2.3.2 According to HKPSG's requirement, 2 private car parking spaces, 2 private car / taxi bays, 1 bus loading/ unloading bay and 2 goods vehicle loading/unloading bays should be provided for this hotel development with 44 rooms and retail facilities.
- 2.3.3 The required car parking spaces and loading/ unloading bays for this proposed Hotel development cannot be provided due to the site constraint detailed below.
- 2.3.4 The proposed target customers of the hotel are individual traveller and business guests which the parking and loading/ unloading demand is low. Thus, nil provision of car parking space and loading/ unloading bay is proposed for this Site.

2.4 Site Constraint

2.4.1 Apart from site constraint presented in section 2.2, with the limited site area [13.23m (L) x 9.32m (W)], it is considered that there is inadequate space to install a proper turntable (12m radius) to facilitate goods vehicle (HGV) turning into/out of loading/ unloading bay. Site width of 9.32m (deducting the structural wall etc) is not adequate for even an 8m turntable to facilitate a 7m light goods vehicle (LGV).

- 2.4.2 Car lift is also considered not feasible due to area reserved for other hotel facilities (i.e. passenger lift and hotel lobby) and there is inadequate turning space and waiting space for private vehicles turning into/out of the car lift.
- 2.4.3 Due to the above consideration, nil parking and loading/unloading provision is proposed.

2.5 Proposed Traffic Improvement at Queen's Road West Footpath

- 2.5.1 The section of Queen's Road West footpath (at the southern façade) is approx. 1.5m wide. The applicant proposed to surrender part of site area (with 0.5m setback along the site boundary at Queen's Road West) to improve walking environment.
- 2.5.2 A detail footpath (Level-of-Service) assessment has carried out and described in Section 5.4 to justify the necessity and benefit of the proposed street widening.

3. EXISTING TRAFFIC AND PEDESTRIAN CONDITIONS

3.1 Existing Road Network

- 3.1.1 The Site is located at Queen's Road West near its junction with Water Street; and is bounded by Sai Hing Lane to its north, Rockson Mansion to its east, Queen's Road West to its south and a vacant site to its west.
- 3.1.2 The section of Queen's Road West adjacent to the Site is a one-way 3 lane district distributor (DD) which serves the development traffic to/from Central District and Western District.
- 3.1.3 Water Street is a district distributor (DD) connects Queen's Road West and Des Voeux Road West and Connaught Road West to/from Pok Fu Lam area.
- 3.1.4 The existing road network in the vicinity of the Site is shown in **Figure 3.1**.

3.2 Public Transport Facilities in the Vicinity

- 3.2.1 This Site is well served by convenient public transport services within a 300m walking distance. There are numerous franchised bus and green minibus services along Queen's Road West and Des Voeux Road West.
- 3.2.2 The HKU MTR Station and Sai Ying Pun MTR Station are at approximately 300m walking from the Site.
- 3.2.3 Staff and visitors can easily commute to/from the Site via the nearby convenient public transport services.

3.2.4 The details of the franchised buses/GMB facilities in the vicinity of the Site are summarised in **Appendix A** and also shown in **Figure 3.2**.

3.3 Area of Influence for Traffic/ Pedestrian Assessments

- 3.3.1 The proposed Area of Influence (AOI) have covered the majority of development traffic routes to/from the Site and is presented in **Figure 3.1.**
- 3.3.2 The identified concerned road junctions are summarised in **Table 3.1**.

Table 3.1 Concerned Road Junctions within the AOI

No.	Junction Location	Туре
J1	Queen's Road West / Water Street	Signalized
J2	Des Voeux Road West / Western Street	Signalized
J3	Queen's Road West / Western Street/ Pok Fu Lam Road	Signalized
J4	Connaught Road West / Water Street	Signalized
J5	Des Voeux Road West / Water Street	Signalized
J6	Connaught Road West/ Eastern Street North/ Eastern Street	Signalized

3.4 Base Year Traffic Conditions

Traffic Count Survey

- 3.4.1 Vehicular traffic count survey has been conducted on a normal weekday under normal traffic condition at the concerned road junctions within the AOI in May 2025 during the AM and PM peak periods (i.e. 0730 to 0930 and 1600 to 1900 hours) to record the existing traffic conditions.
- 3.4.2 Based on the results of traffic survey, the AM and PM peak hours are identified as 0815-0915 and 1600-1700 hours respectively.
- 3.4.3 The 2025 baseline traffic flows at the 6 concerned junctions during the AM and PM peak periods are shown in **Figure 3.3**.

Junction Performance

3.4.4 The performance of the 6 concerned junctions during the worst AM and PM peak hours have been assessed based on the surveyed traffic flows. The 2025 base year junction performance is summarised in **Table 3.2**.

No.	Location	Туре		Location Tune RC		C
NO.	Location			AM Peak	PM Peak	
J1	Queen's Road West / Water Street	Signalized	RC	214%	216%	
J2	Des Voeux Road West / Western Street	Signalized	RC	74%	69%	
J3	Queen's Road West / Western Street	Signalized	RC	113%	119%	
J4	Connaught Road West / Water Street / Chiu Kwong Street	Signalized	RC	156%	196%	
J5	Des Voeux Road West / Water Street / Chiu Kwong Street	Signalized	RC	77%	53%	
J6	Connaught Road West/ Eastern Street North/ Eastern Street	Signalized	RC	45%	16%	

Table 3.2 2025 Baseline Year Junction Performance

- 3.4.5 The performance of a signalised road junction is indicated by its reserve capacity (RC). A RC equals to or greater than 15% means that the signalised junction is operating satisfactorily at desirable level with sufficient capacity. A negative RC indicates that the road junction is overloaded.
- 3.4.6 The junction assessment results show that all 6 concerned road junctions can operate with adequate junction capacity under the existing traffic condition.
- 3.4.7 The details of junction capacity calculations are enclosed in **Appendix B**.

Pedestrian Count Survey

- 3.4.8 The pedestrian count surveys (during 0730-1030 and 1600-1900 hours) have been conducted under a normal weekday in April 2025 at the critical footpath sections between the Site and nearest bus stops/ MTR Stations as shown in **Figure 3.4**.
- 3.4.9 Based on the results of pedestrian count survey, the AM and PM peak periods (peak 15-minutes) are identified as 0820-0835 and 1835-1850 respectively.
- 3.4.10 The footpath assessment (Level of Service (LOS)) is based on the guidelines stipulated in Chapter 10.5.2, Volume 6, TPDM. The definitions of Level of Service (LOS) for pedestrian walkway are enclosed in **Appendix C**.
- 3.4.11 The Level of Service (LOS) for the critical footpath sections have been assessed and the results of the pedestrian capacity of the 2 concerned footpath sections are tabulated in Table 3.3.

Location	Actual Width (m)	Peak Period	Peak 15min Flow	(ned/min/	

Table 3.3 2025 Baseline Year Pedestrian Footpath Performance

No.	Location	Actual Width (m)	Peak Period	Peak 15min Flow (ped/15min)	Flow Rate (ped/min/ m)	Level of Service (LOS)
P1	Northern Footpath at Queen's	1.5m	AM	52	6.93	A
PI	Road West near Subject Site	1.3111	PM	77	10.27	Α
D2	Eastern Footpath at Water	2 2m	AM	48	2.46	А
P2	Street near Queen's Road West		PM	60	3.08	А

- (1) Flow Rate: Pedestrian Flow/minutes/effective width.
- (2) Effective Width: Actual width 1m dead width.
- 3.4.12 The result of the pedestrian assessment shows that all the 2 concerned footpaths can operate with ample capacity (i.e. LOS A) under existing condition.

Public Car park Utilization

- 3.4.13 As stipulated in Section 2.3, nil provision of car parking space and loading and unloading area will be provided. It is expected that staff/visitors will use the nearby public transport services or public car parks.
- The car park utilization survey is carried at Chong Yip Centre on a normal weekday during 0700-1900 hours in May 2025. The location of the surveyed car park is shown in Figure 3.1. The carpark utilisation result is presented in **Table 3.4**.

Table 3.4 Car Park Utilization Survey at Chong Yip Centre

Time Interval	Private Car Parking Spaces Capacity	Private Car Parking Demand	Utilization Rate	Available Parking Capacity
0700-0800		15	54%	13
0800-0900		11	39%	17
0900-1000		10	36%	18
1000-1100		12	43%	16
1100-1200		17	61%	11
1200-1300	20	14	50%	14
1300-1400	28	10	36%	18
1400-1500		16	57%	12
1500-1600		18	64%	10
1600-1700		14	50%	14
1700-1800		13	46%	15
1800-1900		15	54%	13

3.4.15 The result demonstrates that there are car parking spaces available for public during the surveyed periods (0700-1900).

Kerbside Activities Survey near Subject Site

3.4.16 The kerbside activities survey is also conducted near the Subject Site in April 2025 during 0700-1900 hours on a normal weekday. The surveyed locations are presented in **Figure 3.5** and **Table 3.5**.

Table 3.5 Kerbside Activities Survey

Kerbside Location	Location	Length (m)	Capacity (veh.)
1	Chiu Kwong Street (between Queen's Road West and Des Voeux Road West) Queen's Road West farside lane (between Chiu Kwong Street and Water Street) Queen's Road West nearside lane (between Western Street and Water Street) Queen's Road West nearside lane (between Water Street and Kwong Fung Lane)		13 vehicles
2			6 vehicles
3			14 vehicles
4			10 vehicles

Note: Vehicle capacity is estimated based on the vehicle length of a 5m private car.

3.4.17 The results for the concerned locations are presented in **Table 3.6** to **Table 3.9**.

Table 3.6 Kerbside Activities Survey at Chiu Kwong Street (Location 1)

Time Interval	Ave Queue Length (Veh.)	Capacity (Veh.)	Utilization Rate	Ave Time Spent at Kerb (min.)
0700-0800	6.37		49%	4.98
0800-0900	7.61		59%	12.82
0900-1000	6.51		50%	1.85
1000-1100	6.68		51%	3.12
1100-1200	5.54		43%	4.57
1200-1300	7.85	13	60%	3.17
1300-1400	9.59	13	74%	6.35
1400-1500	8.48		65%	3.57
1500-1600	6.65		51%	4.70
1600-1700	5.63		43%	6.12
1700-1800	4.42	1	34%	5.62
1800-1900	2.03		16%	4.92

Note: Vehicle capacity is estimated based on the vehicle length of a 5m private car.

Table 3.7 Kerbside Activities Survey at Queen's Road West (Location 2)

Time Interval	Ave Queue Length (Veh.)	Capacity (Veh.)	Utilization Rate	Ave Time Spent at Kerb (min.)
0700-0800	0.23		4%	10.23
0800-0900	0.00		0%	0.22
0900-1000	0.69		12%	9.17
1000-1100	0.00		0%	0.13
1100-1200	0.14		2%	4.53
1200-1300	1.72		29%	6.55
1300-1400	1.72	6	29%	2.35
1400-1500	0.97		16%	3.67
1500-1600	1.02		17%	4.38
1600-1700	0.00		0%	0.00
1700-1800	0.00		0%	0.00
1800-1900	0.10		2%	2.48

Note: Vehicle capacity is estimated based on the vehicle length of a 5m private car.

Table 3.8 Kerbside Activities Survey at Queen's Road West (Location 3)

Time Interval	Ave Queue Length (Veh.)	Capacity (Veh.)	Utilization Rate	Ave Time Spent at Kerb (min.)
0700-0800	4.93		35%	2.32
0800-0900	3.02		22%	1.97
0900-1000	1.98		14%	2.33
1000-1100	3.41		24%	1.40
1100-1200	4.57		33%	1.25
1200-1300	4.76	14	34%	1.48
1300-1400	7.56	1 14	54%	1.50
1400-1500	3.39		24%	2.13
1500-1600	8.21		59%	1.68
1600-1700	8.21		59%	1.68
1700-1800	4.36		31%	1.50
1800-1900	2.27		16%	1.97

Note: Vehicle capacity is estimated based on the vehicle length of a 5m private car.

Table 3.9 Kerbside Activities Survey at Queen's Road West (Location 4)

Time Interval	Ave Queue Length (Veh.)	Capacity (Veh.)	Utilization Rate	Ave Time Spent at Kerb (min.)
0700-0800	2.87		29%	1.93
0800-0900	5.01		50%	2.95
0900-1000	4.06		41%	1.95
1000-1100	6.45		64%	2.60
1100-1200	7.90		79%	1.50
1200-1300	6.00	10	60%	2.35
1300-1400	5.19	10	52%	3.65
1400-1500	2.88		29%	2.17
1500-1600	4.04		40%	2.13
1600-1700	3.92		39%	2.03
1700-1800	2.15		22%	5.90
1800-1900	4.39		44%	2.28

Note: Vehicle capacity is estimated based on the vehicle length of a 5m private car.

3.4.18 The results identified that there are adequate kerbside capacities at the concerned road sections adjacent to the subject site.

4. FUTURE TRAFFIC AND PEDESTRIAN FORECAST

4.1 2033 Design Year

4.1.1 According to the AP's programme, the proposed hotel is scheduled to be completed and in operation by 2030. Hence a design year 2033 [i.e. 3 years after the operation year] is adopted for the TIA purpose.

4.2 Traffic Forecast Approach

- 4.2.1 As there are no major changes in the local road network, growth factor method is adopted to estimate the future traffic flows from the base year 2025 to design year 2033 based on the following information:
 - Historical trend data from the Annual Traffic Census (ATC) by Transport Department
 - 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data by Planning Department's website
 - Projections of Population Distribution 2021-2031 by Planning Department
- 4.2.2 The historical traffic data of the surrounding road links based on the Annual Average Daily Traffic (AADT) are extracted from the "Annual Traffic Census" report issued by Transport Department. The relevant AADT data from 2018 to 2023 are summarised in 's.

Table 4.1 AADT at Counting Stations Extracted from Annual Traffic Census - 2018 to 2023

Stn No.	Road	From	То	2018	2019	2020	2021	2022	2023
1447	Western St	Des Voeux Rd W	Connaught Rd W	13,790	13,300	15,620	15,920	15,090	15,830
1839	Des Voeux Rd W	Western St	Eastern St	11,210	10,820	10,430	10,240	11,040	11,580
1622	Western St	Des Voeux Rd W	Queen's Rd W	14,120	13,620	14,500	14,690	13,920	14,610
2027	Des Voeux Rd W	Water St	Western St	9,830	9,480	9,140	9,320	9,750	9,070
2010	Queen's Rd W	Western St	Pok Fu Lam Rd	7,230	7,330	6,600	6,820	6,280	6,620
1206	Queen\'s Rd W	Eastern St	Western St	11,380	10,120	9,120	9,410	12,270	12,570
1227	Queen\'s Rd W	Water St	Pok Fu Lam Rd	5,260	6,300	6,070	6,190	5,870	5,030
1621	Water St	Des Voeux Rd W	Queen's Rd W	6,960	6,720	6,490	7,060	6,690	7,020
1838	Water St	Connaught Rd W	Des Voeux Rd W	7,360	7,100	6,840	6,070	7,310	7,670
	All Stations Total		87,140	84,790	84,810	85,720	88,220	90,000	
	Average Gro	owth Rate (% p. a	.)		-2.70%	0.02%	1.07%	2.92%	2.02%
0\	erall Growth Rate	(% p. a.) from 20	18 to 2023			+0.	67%	-	-

4.2.3 The population and employment data of the Planning Data District are extracted from the 2021-based TPEDM issued by Planning Department's website. The estimation of the growth rate from 2021 to 2031 in Central and Western District is summarised in **Table 4.2**.

Table 4.2 Estimation of Growth Rate for Central and Western District by 2021-Based TPEDM

Year	Central and Western District		
rear	2021-2026	2026-2031	
Average Annual Growth Rate of Total Population & Employment	-0.68%	-0.04%	

4.2.4 The Projections of Population Distribution 2023-2031 by Planning Department are reviewed and the relevant growth rates are summarised in **Table 4.3**.

Table 4.3 Projections of Population Distribution 2023-2031

Projections of Population Distribution 2023-2031 by Planning Department (Central and Western District)					
Average Annual	2025-2026	2026-2031			
Population Growth (%)	-1.40%	-1.36%			

4.2.5 The annual growth rates obtained from various sources from 2019 to 2031 are summarised in **Table 4.4**.

Table 4.4 Summary of Annual Growth Rate from Various Sources

Information	Planning Horizon District		Annual Growth Rates		
IIIIOIIIIatioii			2019-2026	2026-2031	
Annual Traffic Census		Western	+0.67%(1)		
Average Annual Growth Rate of Total Population & Employment	2031	Central and Western	-0.68%	-0.04%	
Projections of Population Distribution 2023-2031 by Planning Department	2031	Central and Western	-1.40%	-1.36%	

Note: (1) Annual growth rate from 2018 to 2023.

4.2.6 Based on the above information, the population and employment would be decreasing in the area. An annual growth rate of +0.67% is adopted for future traffic forecast from 2025 to 2033 as conservative purpose.

4.3 Planned and Committed Developments in the Vicinity

- 4.3.1 The traffic flows generated by the adjacent planned developments in the vicinity have also been taken into consideration in the reference scenario.
- 4.3.2 The approved planned/committed developments by the Town Planning Board in the vicinity are summarised in **Table 4.5** and are presented in **Figure 4.1**.

Table 4.5 Summary of Planned / Committed Developments in the Vicinity

					ffic Gener	ation (pcu	/hr)
No.	Planned Development	Completion	ompletion Development AM Peak Year Parameters		Peak	PM I	Peak
		rear	rarameters	Gen.	Att.	Gen.	Att.
1	DES VOEUX W RESIDENCE at 328 Des Voeux Road West (1)	2025	161 flats	12	7	5	6
2	Proposed Flat with Permitted Shop and Services/Eating Place (A/H3/445) (1)(2)	2026	284 flats Retail: 618m² GFA	23	15	11	14
3	Western Police Married Quarters Redevelopment (A/H/440) ⁽³⁾	2027	540 flats	15	29	29	24
4	Sung Hing Lane / Kwai Heung Street Development Project (1)(2)	2026/27	165 flats Retail: 400 m ² GFA	13	9	7	9
5	Queen's Road West/ In Ku Lane Development Scheme (1)(2)	2028/29	189 flats Retail: 540 m² GFA	16	11	8	9
6	Queen's Road West / Kwai Heung Street Development	2031/32	180 flats Retail: 1,050 m ² GFA GIC: 150m ² GFA	21	16	13	14
7	Proposed Minor Relaxation of Building Height Restriction for Permitted Office, Shop and Services and Easting Place Uses (A/H3/442) (2)(4)	NA	Office: 27,723.5 m² GFA Retail: 458.6 m² GFA	50	70	46	35
8	Hotel at 15-19 Third Street (A/H3/434) ⁽⁶⁾	N.A.	82 Rooms	11	12	11	13
9	Hotel at 385 & 387 Queen's Road West	Before 2033	72 Rooms	10	11	10	12
10	Redevelopment at 120-126 High Street	N.A.	N.A.	N.A.			
11	Redevelopment at 21-24 Chiu Kwong Street	N.A.	N.A.		N.	.A.	
12	Redevelopment at 145-155 Third Street and 8-10A Water Street	N.A.	N.A.	N.A. N.A.			
	Tot	al		171	180	140	136

Note:

- (1) Private housing trip rate ($60m^2$ flat size) from TPDM is adopted for analysis.
- (2) Retail/ Shopping Complex trip rate from TPDM is adopted for analysis
- (3) Traffic generation refers to relevant traffic study report of the planned development.
- (4) Office trip rate from TPDM is adopted for analysis.
- (5) It is assumed that the GIC trip generation and attraction is 5pcu/hr during AM and PM peak.
- (6) Hotel trip rate from TPDM is adopted for analysis.

4.4 Reference Year Traffic Forecasts

- 4.4.1 The 2033 Reference traffic flows are derived as follows:
 - = 2025 Observed Traffic Flows x (1+0.67%)⁽²⁰³³⁻²⁰²⁵⁾ + Adjacent Planned/Committed Developments Traffic [Table 4.5].

The 2033 reference traffic flows (i.e. without proposed development traffic) are shown in Figure 4.2.

5. TRAFFIC AND PEDESTRIAN IMPACT ASSESSMENTS

5.1 Vehicular Traffic and Pedestrian Trip Generations

Vehicular Traffic Trip Generation

- 5.1.1 Trip generation surveys at two selected hotels with similar parameters/ location in Sai Ying Pun District (WE Hotel at Eastern Street and Eco Tree Hotel Hong Kong at Des Voeux Road West) have been undertaken during AM and PM period (0730-1100 and 1600-1900) on 22 May 2025 to estimate the vehicular trip rate of this hotel development.
- 5.1.2 The traffic generation survey results of the two reference hotels are summarised in **Table** 5.1.

Table 5.1 Reference Hotels Vehicular Traffic Generation

Reference Hotel	AM Peak (pcu/hr)		PM Peak (pcu/hr)	
	Gen.	Att.	Gen.	Att.
WE Hotel (48 Rooms)	1	1	0	0
Eco Tree Hotel Hong Kong (85 Rooms)	0	0	1	1

5.1.3 The trip rates of the hotels (based on surveys) and Retail (extracted from TPDM) are summarised and presented in **Table 5.2**.

Table 5.2 Reference Hotels Vehicular Trip Rates Summary

Proposed Hotel	AM F	Peak	PM Peak		
Proposed notel	Gen.	Att.	Gen.	Att.	
WE Hotel (pcu/hr/guest room)	0.0208	0.0208	0.0000	0.0000	
Eco Tree Hotel Hong Kong (pcu/hr/guest room)	0.0000	0.0000	0.0118	0.0118	
Hotel from TPDM (pcu/hr/guest room)	0.1329^	0.1457^	0.1290^	0.1546^	
Retail (pcu/hr/100m² GFA)	0.2296	0.2434	0.3100	0.3563	

Note^: highest trip rates are adopted for future hotel development.

5.1.4 The trip rates for various hotels and retail are shown in **Table 5.2**, and the traffic generations from the proposed hotel development are summarised in **Table 5.3**.

Table 5.3 Vehicular Traffic Generation of the Proposed Hotel Development

Reference Site		Peak lest room)	PM Peak (pcu/hr/guest room)	
	Gen.	Att.	Gen.	Att.
Hotel [44 rooms] ⁽¹⁾	6	7	6	7
Retail [225.8m ² GFA] ⁽¹⁾	1	1	1	1
Total	7	8	7	8

Note: (1) Trip rates are presented in Table 5.2.

5.1.5 The proposed hotel will generate and attract 15 pcus and 15 pcus during AM peak and PM peak respectively.

Pedestrian Trip Generation

- 5.1.6 Pedestrian count surveys have been conducted at two reference hotels (WE Hotel and Eco Tree Hotel Hong Kong) to estimate the pedestrian trip rate for this proposed hotel development.
- 5.1.7 The details of the surveyed pedestrian trip generations and the associated trip rates are presented in **Table 5.4** and **Table 5.5** respectively.

Table 5.4 Surveyed Hotel Pedestrian Trips Generation

Reference Hotel		Peak 15-min)	-	Peak 5-min)
	Gen.	Att.	Gen.	Att.
WE Hotel (48 Rooms)	1	8	3	4
Eco Tree Hotel Hong Kong (85 Rooms)	10	16	3	16

Table 5.5 Summary of Surveyed Hotel Pedestrian Trip Rates

Reference Hotel		Peak min/room)	PM Peak (ped/15-min/room)		
	Gen.	Att.	Gen.	Att.	
WE Hotel (48 Rooms)	0.0208	0.1667	0.0625^	0.0833	
Eco Tree Hotel Hong Kong (85 Rooms)	0.1176^	0.1882^	0.0353	0.1882^	

Note[^]: Highest trip rates are adopted for the proposed hotel development.

5.1.8 The highest pedestrian trip rates are adopted in **Table 5.5** and total pedestrian trip generations of the proposed hotel development are presented in **Table 5.6**.

Table 5.6 Pedestrian Generation of the Proposed Hotel Development

Proposed Hotel Development		Peak 5-min)	PM Peak (ped/15-min)	
	Gen.	Att.	Gen.	Att.
Hotel [44 rooms] ⁽¹⁾	6	9	3	9

Note: (1) Adopted highest trip rate from Table 5.5.

- 5.1.9 The proposed hotel development will generate 15 (6+9) and 12 (3+9) pedestrians during AM peak and PM peak 15-minutes period respectively.
- 5.1.10 The distribution of the development traffic flows is shown in Figure 5.1.
- 5.2 Traffic Impact Assessment for Design Year
- 5.2.1 The 2033 Design traffic flows are calculated as follows:
 - = 2033 Reference Traffic Flows + Development Traffic Flows
- 5.2.2 The 2033 Design flows (i.e. with the proposed Site traffic flow) are shown in Figure 5.2.
- 5.3 Junction Capacity Assessment (Reference and Design Year)
- 5.3.1 The junction capacity for the 6 concerned junctions in the vicinity of the site has been assessed for both reference and design scenarios in year 2033 and the assessment results are shown in **Table 5.7**.

Table 5.7 2033 Junction Operational Performance (Reference and Design Scenarios)

No.	Junction	Туре		2033 Re	ference	2033	Design
140.	Junction			AM Peak	PM Peak	AM Peak	PM Peak
J1	Queen's Road West / Water Street	Signalized	RC	147%	147%	143%	143%
J2	Des Voeux Road West / Western Street	Signalized	RC	60%	56%	59%	55%
J3	Queen's Road West / Western Street	Signalized	RC	95%	103%	95%	103%
J4	Connaught Road West / Water Street / Chiu Kwong Street	Signalized	RC	132%	163%	130%	162%
J5	Des Voeux Road West / Water Street / Chiu Kwong Street	Signalized	RC	59%	38%	59%	37%
J6	Connaught Road West/ Eastern Street North/ Eastern Street	Signalized	RC	33%	8%	33%	8%

5.3.2 The junction capacity assessment results enclosed in **Appendix B** shows that all concerned junctions will operate with adequate capacity in both 2033 Reference and Design scenarios, except J6 during the PM peak.

- 5.3.3 The inadequate junction capacity of J6 (junction of Connaught Road/ Eastern Street North/ Eastern Street) is due to the increase in background traffic but not the proposed hotel development in 2033 design year.
- 5.3.4 The contribution of the proposed hotel site development traffic is negligible (i.e. 8 pcu in the PM peak [0.18% of the total junction flow]) and the junction capacity (RC) of 8% for this junction J6 is unchanged between the reference and design scenarios.
- 5.4 Pedestrian Impact Assessment (Reference and Design Year)
- 5.4.1 The adopted growth rate for the pedestrian growth (from 2025 to 2033) is presented as follows:
 - 2033 Design Pedestrian Flows = 2025 Observed Pedestrian Flows x $(1+0.67\%)^{(2033-2025)}$ + Pedestrian Flows generated from the Site [Table 5.6] + Pedestrian Flows generated from other nearby developments
- 5.4.2 The results of the pedestrian impact assessment for the 2 critical footpath sections during AM and PM peak periods in 2033 Reference and Design scenarios are presented in **Table 5.8** and **Table 5.9** respectively.

Table 5.8 2033 Reference Pedestrian Footpath Performance

No.	Location	Actual Width (m)	Peak period	Peak 15min Flow (ped/15min)	Flow Rate (ped/min/ m)	Level of Service (LOS)
P1	Northern Footpath at Queen's Road West near Subject Site	1.5m	AM	125	16.67	В
	Road West Hear Subject Site		PM	120	16.00	А
P2	Eastern Footpath at Water	2 2m	AM	51	2.62	Α
PZ	Street near Queen's Road West	2.3m	PM	63	3.23	Α

Notes: Flow Rate: Pedestrian Flow/minutes/effective width.

Effective Width: Actual width - 1m dead width.

Table 5.9 2033 Design Pedestrian Footpath Performance

No.	Location	Actual Width (m)	Peak period	Peak 15min Flow (ped/15min)	Flow Rate (ped/min/ m)	Level of Service (LOS)
P1	Northern Footpath at Queen's	1.5m	AM	137	18.27	В
"	Road West near Subject Site		PM	129	17.20	В
D2	Eastern Footpath at Water		AM	56	2.87	Α
P2	Street near Queen's Road West		PM	67	3.44	Α

Notes: Flow Rate: Pedestrian Flow/minutes/effective width.

Effective Width: Actual width - 1m dead width.

5.4.3 The pedestrian assessment results demonstrated that the 2 concerned footpath sections can operate with ample capacity (i.e. LOS A and B) during 2033 Reference and Design scenarios respectively taking into consideration of the pedestrian generation from the proposed hotel development.

Proposed Traffic Improvement for Queen's Road West Footpath

5.4.4 As stated in Section 2.3, the applicant proposed to surrender part of site area (0.5m setback) along the site boundary at Queen's Road West for street widening to improve the walking environment. The results of the footpath capacity assessment with/without the proposed street widening during AM and PM peak periods in 2033 Reference and Design scenarios are presented in Table 5.10.

Table 5.10 2033 Design Pedestrian Footpath Performance with/without Proposed Traffic Measures

No.	Location	Actual Width (m)	Peak period	Peak 15min Flow (ped/15min)	Flow Rate (ped/min/ m)	Level of Service (LOS)
P1	Northern Footpath at Queen's Road West near Subject Site	1.5m	AM	137	18.27	В
PI	(without proposed street widening)	1.5111	PM	129	17.20	В
P1	Northern Footpath at Queen's Road West near Subject Site	2.0m^	AM	137	9.13	Α
	(with proposed street widening)		PM	129	8.60	А

Notes: Flow Rate: Pedestrian Flow/minutes/effective width.

Effective Width: Actual width - 1m dead width.

5.4.5 The results shows that level of service can be improved from LOS "B" to LOS "A".

Essential for Footpath Widening at Queen's Road West (outside the Subject Site)

5.4.6 According to TPDM's requirement (Chapter 3.4, Volume 2), the minimum desirable width of footpath is 2.0m.

^{&#}x27;With setback of 0.5m along the site boundary at Queen's Road West for street widening.

- 5.4.7 The existing 1.5m wide Queen's Road West footpath at southern of the site cannot meet the current Transport Department's design standard.
- 5.4.8 The Applicant plans to setback their site by 0.5m for the provision of a 2m wide footpath as a planning gain for public.

Parking Arrangement for the Hotel Operation

- 5.4.9 Based on the calculated required car parking provision for this Hotel (**Table 2.3**), two nos. private car parking spaces should be provided. However, due to the site constraint, nil provision of car parking space can be provided. It is expected that staff can park their vehicles at the public car parks in the vicinity of the site, if needed.
- 5.4.10 The survey result in **Table 3.4** indicates that there are adequate private car parking spaces vacancies at nearby public car park (i.e. Chong Yip Centre) to cater the proposed development parking demand.

Pick-up / Drop-off and Loading / Unloading Arrangements for the Hotel Operation

- 5.4.11 Due to the site constraint, nil provision of loading and unloading area can be provided within the site.
- 5.4.12 Based on the surveyed reference hotels (as shown in Section 5.1), the pick-up/drop-off and loading/unloading demands are relatively low (i.e. 1 pcu/hr during AM peak and 1 pcu/hr during PM peak).
- 5.4.13 The kerbside activities survey results (as shown in Section 3.4) showed that there is ample available kerb space at Chiu Kwong Street and Queen's Road West to cater for the minimal pick-up/drop-off and loading/unloading demands from the proposed hotel development.

6. CONSTRUCTION TRAFFIC ARRANGEMENT

6.1 Overview

6.1.1 The construction traffic impact of the proposed hotel development has been assessed and necessary measures will be proposed to minimise the traffic impact, if necessary.

6.2 Construction Traffic Impact Assessment

- 6.2.1 This site has a limited site area of 123.3m², the estimated construction vehicle demands are low and taken as 5 pcu/hr (i.e. 2 nos. of HGV/ hr) for conservative for this preliminary construction traffic assessment.
- 6.2.2 According to the latest programme, the tentative completion year of the construction work will be before 2030. Hence, the design year 2030 is adopted for construction traffic impact assessment.
- 6.2.3 The junction assessment for the estimated construction traffic is conducted for AM and PM peak periods during construction year (2030 year). The junction capacity assessment result is presented in **Table 6.1** and shown in **Appendix D**.

Table 6.1 2030 Junction Operational Performance (Construction Year)

No.	Junction	(without co	eference onstruction straffic)	2030 Design (with construction vehicles traffic)	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Queen's Road West / Water Street	153%	150%	150%	147%
J2	Des Voeux Road West / Western Street	63%	58%	63%	58%
J3	Queen's Road West / Western Street	99%	106%	99%	106%
J4	Connaught Road West / Water Street / Chiu Kwong Street	137%	170%	137%	169%
J5	Des Voeux Road West / Water Street / Chiu Kwong Street	62%	40%	61%	40%
J6	Connaught Road West/ Eastern Street North/ Eastern Street	35%	11%	35%	11%

6.2.4 The junction assessment shows that all the 6 concerned junctions can operate with adequate capacity during the construction period in 2030, except J6 during the PM peak period.

- 6.2.5 The inadequate junction capacity of J6 (junction of Connaught Road/ Eastern Street North/ Eastern Street) is due to the increase in background traffic but not the construction traffic.
- 6.2.6 The 2030 Reference and Design traffic flows are shown in **Figure 6.1** and **Figure 6.2** respectively.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

Internal Transport Facilities Arrangement

- 7.1.1 The site is lied approx. 5m away from the junction of Queen's Road West/ Water Street and cannot satisfy the TPDM's standard for a run-in/out.
- 7.1.2 Due to site constraint [site area: 13.23m (L) x 9.32m (W)], car lift or turning-table for goods vehicles is considered not feasible and nil provision of parking spaces and loading/unloading bays can be provided.
- 7.1.3 Adequate private car parking spaces capacity are available at the nearby public carparks, if needed.
- 7.1.4 There is ample kerb space available along at Chiu Kwong Street and Queen's Road West for the hotel pick-up/drop-off or loading/unloading activities.

Existing Traffic and Pedestrian Conditions

- 7.1.5 The junction capacity that the 6 concerned junctions can operate with adequate capacity during the AM and PM peak hours in year 2025.
- 7.1.6 The 2 concerned footpath sections in the vicinity of the Site can operate with adequate capacity (i.e. LOS 'A') during the AM and PM peak in 2025.

Traffic and Pedestrian Impact Assessments for 2033 Reference and Design Scenarios

- 7.1.7 The Site is scheduled to be completed and in operation by 2030. A design year 2033 [i.e. 3 years after the operation year] is adopted for the assessment.
- 7.1.8 The junction capacity shows that all 6 concerned junctions can operate with adequate capacity during AM and PM peak periods in year 2033 under Reference and Design scenarios, except junction of Connaught Road West/ Eastern Street North/ Eastern Street due to increase in background traffic but not the traffic generated by the proposed hotel development.
- 7.1.9 The 2 concerned footpath sections in the vicinity of the Site can operate with adequate capacity (i.e. LOS 'A' and 'B') during the AM and PM peak periods in year 2033 under Reference and Design scenarios.

Pedestrian Improvement Measures

7.1.10 The applicant will widen the footpath section along the site boundary of Queen's Road West to 2.0m by setting back their site by 0.5m. This can provide a better walking environment for pedestrian as a planning gain and also can satisfy the TD's design standard (TPDM) of 2m (min.).

Construction Traffic Impact Assessment

7.1.11 The junction assessment results demonstrated that the 6 concerned junctions can operate with adequate capacity with the proposed construction traffic demand in 2030, except junction of Connaught Road West/ Eastern Street North/ Eastern Street due to increase in background traffic and traffic generated by other developments.

7.2 Conclusions

- 7.2.1 Based on the results of this traffic impact assessment, the concerned road junctions and footpaths in the vicinity can operate with adequate capacity upon the completion of this proposed hotel development in 2033.
- 7.2.2 The proposed hotel development is supported from the traffic engineering points of view.

Response to TD's Comment

Planning Application No. A/H3/450 for Proposed Hotel at No. 381 & 383 Queen's Road West, Hong Kong

Traffic Impact Assessment Report

Response to Comment

	Transport Department's Comment via email dated 25 August 2025	Responses to Comments
	refer to your email dated 6 August 2025 enclosing a draft TIA for the cap le have the following preliminary comments from traffic engineering view	
i)	The applicant should address our previous comments in form of Response-to-Comment (R-to-C) table in addition to the TIA Report to facilitate our review.	Noted. Please refer to the previous response-to-TD's comment enclosed in the TIA report.
ii)	The applicant have not yet clarified if there is any intention to integrate the site of Nos. 385 and 387 Queen's Road West with the captioned site for a combined hotel development, if affirmative, a	Noted. For the time being, the applicant has no intention to integrate the site of Nos. 385-387 Queen's Road West with the captioned site for a combined hotel development.
	holistic approach should be adopted in proposing the captioned development.	Please note that a new \$16 application will be required if the site of Nos. 385-387 Queen's Road West is to be integrated with the subject site (Nos. 381 and 383 Queen's Road West) for a combined hotel development.
iii)	With reference to Table 2.3 of TIA Report, loading/unloading (L/UL) facilities would be required for the proposed development according to requirements set out in Hong Kong Planning Standards and Guidelines (HKPSG). Considering the genuine demand of daily L/UL activities arising from foreseeable operation of the proposed development (including refuse collection, delivery of goods, pick up and drop off of visitors, etc.) and the presence of no-stopping restriction (NSR) zone along the frontage of the proposed development, internal L/UL facilities should be provided within the subject site to cater for the operational demand from the proposed development as advised in Table 2.3 of TIA Report.	Noted. The required car parking spaces and loading/ unloading bays for this proposed hotel development cannot be provided due to the site constraint detailed as stated in Section 2.4 of the TIA report. The target customers of this hotel are individual traveller and business guests and sightseeing tour will not be provided. Hence, the parking and loading/ unloading demands are low and nil parking space and loading/ unloading bay will be provided for this Site.
iv)	Figure 3.1 - Please clarify if the ingress route has taken into account the traffic from Western Harbour Crossing.	Noted. Figure 3.1 and Table 3.2, 5.7 and 6.1 have been updated and all junctions from/to Western Harbour Crossing (including junction of Connaught Road West/ Eastern Street North/ Eastern Street [J6]) had been included in the assessment. The junction capacity assessment demonstrated that there is no capacity problem in the design year, except J6 during the PM peak due to increase in

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Planning Application No. A/H3/450 for Proposed Hotel at No. 381 & 383 Queen's Road West, Hong Kong

Traffic Impact Assessment Report

Response to Comment

Transport Department's Comment via email dated 25 August 2025	Responses to Comments
	background traffic but not the proposed hotel development in 2033 design year. 5.3.4The contribution of the proposed hotel site development traffic is negligible (i.e. 8 pcu in the PM peak [0.18% of the total junction flow]) and the junction capacity (RC) of 8% for this junction J6 is unchanged between the reference and design scenarios.
v) Table 3.5 - In general, loading/unloading at farside lane is undesirable for front seat passages of vehicle, in particular the passages of bus which can only pickup/drop on left side of the bus.	Noted. The pick-up/drop-off and loading/unloading activities are relatively low based on reference hotels. Minimal pick-up/drop-off and loading/unloading activities will be carried out at Chiu Kwong Street (nearside kerbside) instead of Queen's Road West.
vi) Table 4.1 - Please note that the AADT for year 2019 to 2023 might be affected by COVID-19 epidemic and other activities. Please review the appropriateness of adopting these data to assess the annual growth rate for the onward traffic forecasting.	Noted. It is understood the AADT from 2019 to 2022 may be affected by COVID-19 epidemic and other activities. Therefore, the AADT dataset from 2018 and 2023 are directly compared, and the overall growth rate from 2018 to 2023 is +0.67%. The annual growth rate of +0.67% is adopted for conservative analysis.
vii) Section 4.2.6 - Further to comment (vi) above, please critically review the annual growth rate.	Noted. After reviewing the growth rate from Annual Traffic Census, Average Annual Growth Rate of Total Population & Employment and Projections of Population Distribution 2023-2031, the population and employment would be decreasing in the area. An annual growth rate of +0.67% is adopted for future traffic forecast from 2025 to 2033 as conservative purpose.
viii) Table 4.5 - Please include the hotel development at Nos. 385 and 387 Queen's Road West.	Noted. The hotel development traffic at Nos. 385 and 387 Queen's Road West are included in Table 4.5.

Planning Application No. A/H3/450 for Proposed Hotel at No. 381 & 383 Queen's Road West, Hong Kong

Traffic Impact Assessment Report

Response to Comment

Transport Department's Comment via email dated 25 August 2025	Responses to Comments
ix) Section 5.4.12 seems contradicted with Section 5.1.5 that the proposed hotel will generate and attract 15 pcus and 15 pcus during AM peak and PM peak respectively.	Noted. The observed pick-up/ drop-off and loading/unloading demands at two reference hotels are relatively low as stated in 5.4.12. The reference hotel trip rates presented in Table 5.2 are compared with hotel trip rate from TPDM, and the highest trip rates are adopted for conversative analysis (trip rates from TPDM). Thus, there is no contradiction between section 5.1.5 and 5.4.12.

(Planning Application No. A/H3/450: Departmental Comments as at 27.3.2025)

Response to Comments

Transport Department's comments via PlanD's email dated 31 March 2025

Response to Comments

Further to my email below, please find **TD's comments** for your consideration:

Below are the comments on the planning application from the traffic engineering viewpoint:

Planning Statement

Section 6.2.1, 6.3.1 and 7.5:

2. Internal transport facilities should be provided according to the Hong Kong Planning Standards and Guidelines (HKPSG). The applicant is required to review the loading / unloading and parking arrangement for the construction and operation of the hotel development and consider necessary measure to minimise the traffic impact to local roads and transport facilities during both construction and operation stages.

Sound justification should be provided for nil provision of internal transport facilities, and traffic impact assessment (TIA) is required to demonstrate that the operational demand (such as loading / unloading activities for delivery of goods and pick-up / drop-off activities of hotel visitors) thus the potential traffic impact arising from the proposed hotel development without internal transport facilities will be acceptable.

Noted. Based on the latest HKPSG, the required car parking and loading/unloading provisions for this Hotel are summarised below and the TIA report (Table 2.3).

Development	HKPSG's Requirement	Туре	Parking/ L/UL requirement	Required Spaces/ Bay
	Parking Requirement	Private Car	1 car space per 100 rooms.	1
	I Loading/		Lay-by for taxi and private cars: 2 bays for <299 rooms	2
Hotel (44 rooms)		Lay-by for single-deck tour buses: 1 bay for <299 rooms	1	
			Loading/unloading bays for goods vehicles: 0.5-1 goods vehicle bay per 100 rooms.	1
	Parking Requirement	Private Car	1 car space per 150 - 300m² GFA	1
Retail (225.8m²)	Loading/ Unloading Requirement	Goods Vehicle	1 loading/ unloading bay for goods vehicles for every 800 to 1 200m², or part thereof, GFA	1

(Planning Application No. A/H3/450: Departmental Comments as at 27.3.2025)

Response to Comments

Transport Department's comments via PlanD's email dated 31 March 2025	Response to Comments
	According to HKPSG's requirement, 2 private car parking spaces, 2 private car / taxi bays, 1 bus loading/ unloading bay and 2 goods vehicle loading/unloading bays should be provided for this hotel development with 44 rooms and retail facilities.
	However, the required car parking spaces and loading/unloading bays for this proposed Hotel development cannot be provided due to the site constraint discussed in Section 2.2 to 2.4 of the TIA report.
	Based on surveyed reference hotels, the pick-up/drop-off and loading/unloading demand are relatively low (1pcu/hr during AM peak and 1pcu/hr during PM peak), it is considered that there is ample available kerb space at Chiu Kwong Street and Queen's Road West to cater for these minimal pick-up/drop-off and loading/unloading demands from the proposed hotel development (as detailed in Section 5.4 of the TIA report)
3. It is noted from PlanD's supplementary information that the site of Nos. 385 and 387 Queen's Road West, which abuts the subject site, is subject to (i) an approved set of building plans in 2009 for a proposed 30-storey hotel development with 48 hotel rooms and (ii) an approved s16 Planning Application No. A/H3/420 in 2014 for increasing the number of hotel rooms from 48 to 72, both with nil provision of internal transport facilities. Noting the same applicant of s16 Planning Application and the same land use between the two adjoining sites, the applicant should clarify if there is any intention to integrate the site of Nos. 385 and 387 Queen's Road West with the captioned site for a combined hotel development, and a holistic approach should be adopted in proposing the captioned development. The provision of internal transport facilities such as loading / unloading bay and drop-off area within the combined site, if affirmative, should be duly considered with an aim to minimising	Noted. For the time being, the applicant has no intention to integrate the site of Nos. 385-387 Queen's Road West with the captioned site for a combined hotel development. Please note that a new S16 application will be required if the site of Nos. 385-387 Queen's Road West is to be integrated with the subject site (Nos. 381 and 383 Queen's Road West) for a combined hotel development.

(Planning Application No. A/H3/450: Departmental Comments as at 27.3.2025)

Response to Comments

Tra	ansport Department's comments via PlanD's email dated 31 March 2025	Response to Comments			
	kerbside activities that would cause potential obstruction to pedestrian circulation and traffic flow at Queen's Road West and Water Street.				
Sec	Section 7.4.5 and 7.6.1:				
4.	The application proposed surrender of site area in the form of setback of 0.5m along the site boundary at Queen's Road West for street widening and claimed for bonus concession of plot ratio and site coverage in return. In accordance with Buildings Department's Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-108, Building (Planning) Regulations (B(P)R) 22(2) provides for additional plot ratio and site coverage in return for surrender for the purpose of street widening, and hence public passages intended for street widening shown on town plans or other street improvement plans would be considered in the context of B(P)R 22.	Noted.			
5.	From a traffic engineering viewpoint, the applicant should demonstrate the need and the benefit of the proposed surrender of site area for street widening viz. traffic assessment such as the Level-of-Service (LOS) assessment of footpath, which is not included in the submission.	Noted. The detail traffic assessment is presented in Section 5.4 of the TIA report. According to TPDM's requirement (Chapter 3.4, Volume 2), the minimum desirable width of footpath is 2.0m. The existing Queen's Road West footpath at southern of the site is 1.5m wide which cannot meet the current Transport Department's design standard. The Applicant plans to setback their site by 0.5m for the provision of a 2m wide footpath as a planning gain for public and to fulfil TPDM's requirement. Please refer to Section 5.4 of the TIA report for details.			

(Planning Application No. A/H3/450: Departmental Comments as at 27.3.2025)

Response to Comments

Tra	ansport Department's comments via PlanD's email dated 31 March 2025	Response to Comments			
Арр	Appendix 5:				
6.	The applicant proposed one lift at the hotel development. The applicant should advise the proposed arrangement for delivery of goods in the hotel where the only one lift will be shared among all building users including hotel staff and visitors. Adequate waiting space within the building for the lift should be provided and the applicant should ensure that pedestrian queue for the lift would not be adversely formed and affect footpath outside the hotel. The applicant should also advise any traffic management plan and contingency plan for scheduled maintenance and emergency maintenance of the lift that would be implemented to minimise the potential impact to the operation of the proposed hotel and adjoining public roads.	The comment is noted. It will be dealt with at the building plan stage.			
7.	To create an enjoyable walking environment, the applicant is encouraged to provide building canopies, including over public footpath(s), setback area and/or right-of-way(s) in accordance with the following where applicable:				

Proposed Hotel (44 Rooms) at No. 381-383 Queen's Road West, Hong Kong

(Planning Application No. A/H3/450: Departmental Comments as at 27.3.2025)

Response to Comments

Transport Department's comments via PlanD's email dated 31 March 2025			Response to Comments			
	(i)	Chapter 8 of HKPSG provides for the provision of building canopies (i.e. para. 5.6.11) and for the subject of pedestrian planning be included in development studies and planning applications (para. 5.9.2);	Noted.			
	(ii)	"Projections over Public Streets" stipulated in Lands Administration Office Practice Note 3/2020 (Design, Deposition and Height Clause under Lease); and/or	Noted.			
	(iii)	Building Ordinances, in particular Building (Planning) Regulation 10 in Cap 123F regarding balconies and canopies over streets.	Noted.			
8.	8. Doors of the proposed development should not encroach onto the public roads or the setback area when they are opened.		Noted.			
We	Welcome to let me know <u>your way forward</u> on the captioned planning application once ready.					

J1799-TIA1-I2-RtC-S16.doc Page 5

FIGURES

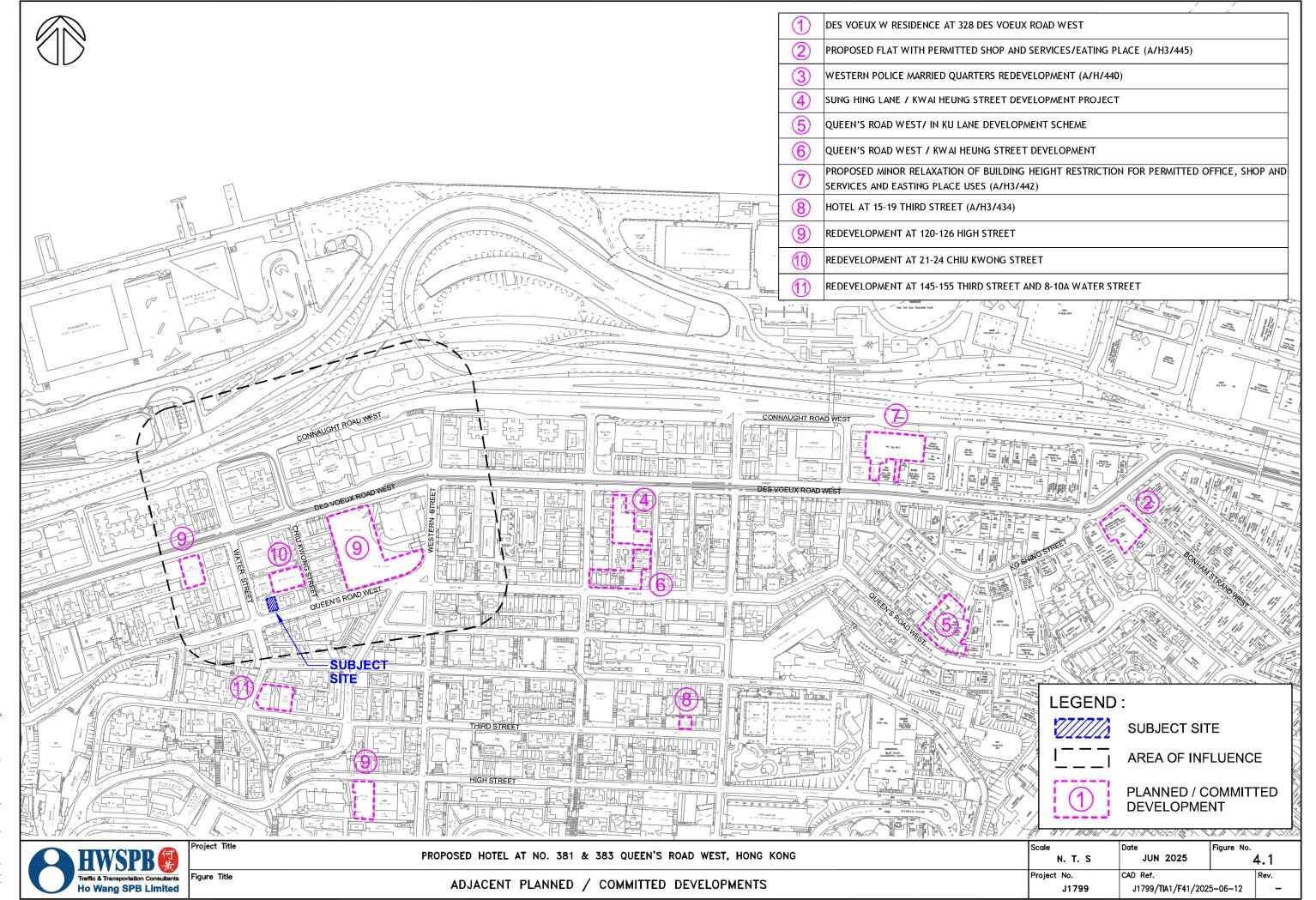
2024 OBSERVED TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F33A/2025-09-02



2033 REFERENCE TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F42A/2025-09-02

DISTRIBUTION OF DEVELOPMENT TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F51A/2025-09-02

2033 DESIGN TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F52A/2025-09-02

2030 REFERENCE TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F61A/2025-09-02



2030 DESIGN TRAFFIC FLOWS

Project No.

J1799

CAD Ref.

J1799/TIA1/F62A/2025-09-02

Appendix A

Details of Existing Public Transport Facilities in the Vicinity of the Site

Existing Franchised Bus and GMB Routes

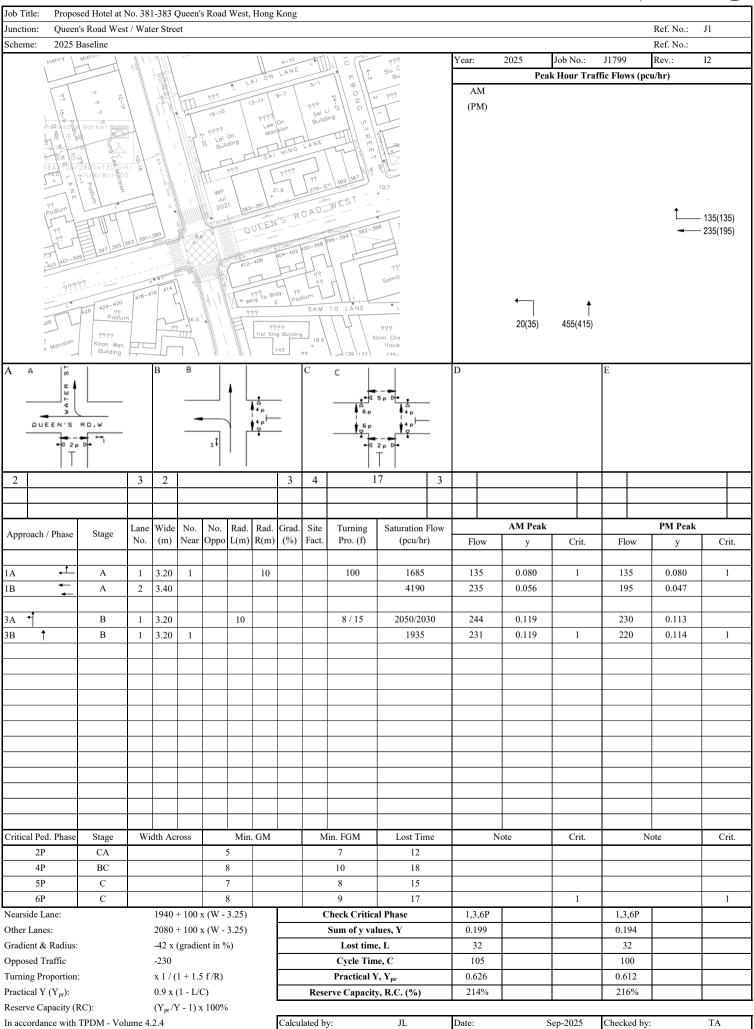
Franchised Bus Routes							
Route	De	estination	Remarks				
3A	Central (Star Ferry)	Felix Villas	Service is available on specific date and/or time				
4	Wong Chuk Hang / Wah Fu (South)	Central					
4X	Wah Fu (South)	Central (Exchange Square)	Mon - Sat (except public holidays)				
5B	Causeway Bay / Hong Kong Stadium	Felix Villas / Kennedy Town					
5X	Kennedy Town	Causeway Bay (Whitefield Road)					
7	Central (Ferry Piers)	Shek Pai Wan					
10	Kennedy Town	North Point Ferry Pier					
18	Kennedy Town (Belcher Bay)	North Point (Healthy Street Central)					
18P	Kennedy Town (Belcher Bay)	North Point (Healthy Street Central)	Mon-Fri (except public holidays) AM Peak only				
18X	Kennedy Town (Belcher Bay)	Shau Kei Wan					
37A	Chi Fu Fa Yuen	Central	Circular				
37B	Chi Fu Fa Yuen	Admiralty					
71	Wong Chuk Hang	Central (Rumsey Street)	Mon-Fri (except public holidays); AM Peak only				
71P	Sham Wan	Central (Ferry Piers)	Mon-Sat (except public holidays); AM Peak only				
88X	Siu Sai Wan (Island Resort)	Kennedy Town (Belcher Bay)	Mon-Fri (except public holidays); AM & PM peak only				
90B	Admiralty (East)	South Horizons					
91	Ap Lei Chau Estate	Central (Ferry Piers)					
101	Kennedy Town	Kwun Tong (Yue Man Square)					
101X	Kennedy Town	Kwun Tong (Yue Man Square)	Mon-Fri (except public holidays); AM & PM peak only				
104	Kennedy Town/ Central	Pak TIn Estate					
113	Kennedy Town (Belcher Bay)	Choi Hung					
904	Kennedy Town (Belcher Bay)	Lai Chi Kok					
905	Exhibition Centre Station	Lai Chi Kok					
905A	Exhibition Centre Station	Lai Chi Kok	Mon-Fri (except public holidays); PM peak only				
905P	Lai Chi Kok	Wan Chai (Harbour Road)	Mon-Fri (except public holidays); AM peak only				
970	So Uk Estate	Cyberport					
971	Hoi Lai Estate	Aberdeen (Shek Pai Wan)					
973	Tsim Sha Tsui	Stanley Market					
A10	Ap Kei Chau (Lee Lok Street)	Airport					
A12	Siu Sai Wan (Island Resort)	Airport					

GMB Routes					
Route	Destination	Remarks	Route		
12	Kwun Lung Lau	Sai Ying Pun	Circular		
13	Sai Wan Estate	Sai Ying Pun	Circular		
55	Queen Mary Hospital	Central Station (Connaught Road Central)	Circular		

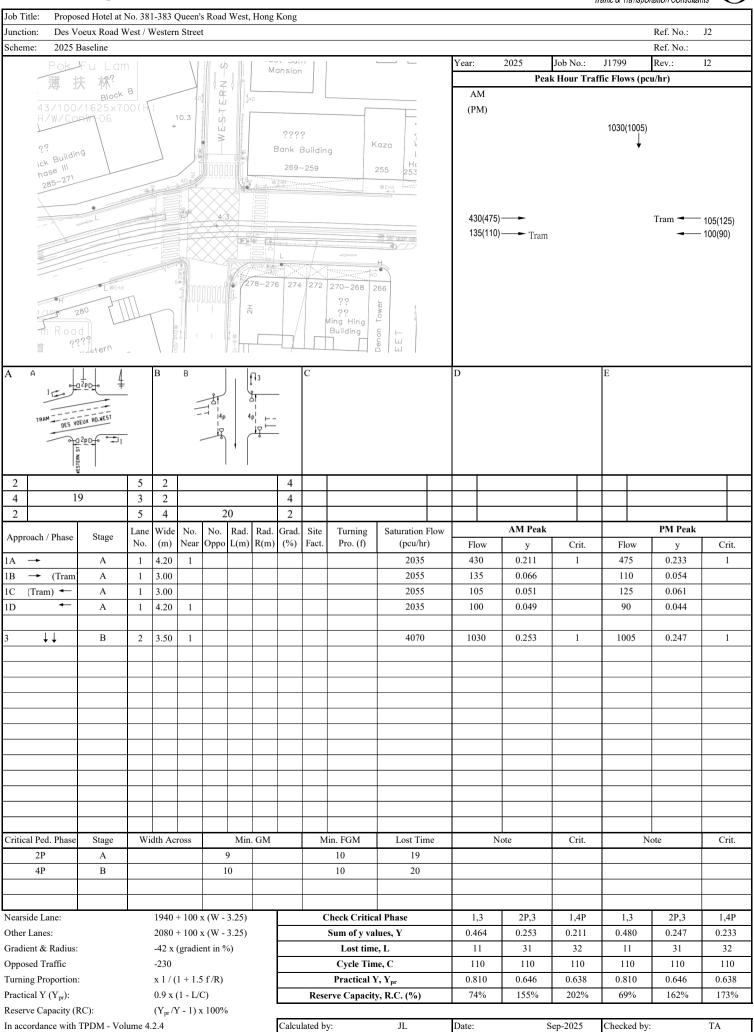
^{*} Details of franchised bus and GMB routes updated as of 26 May 2025.

Appendix B Junction Capacity Calculations

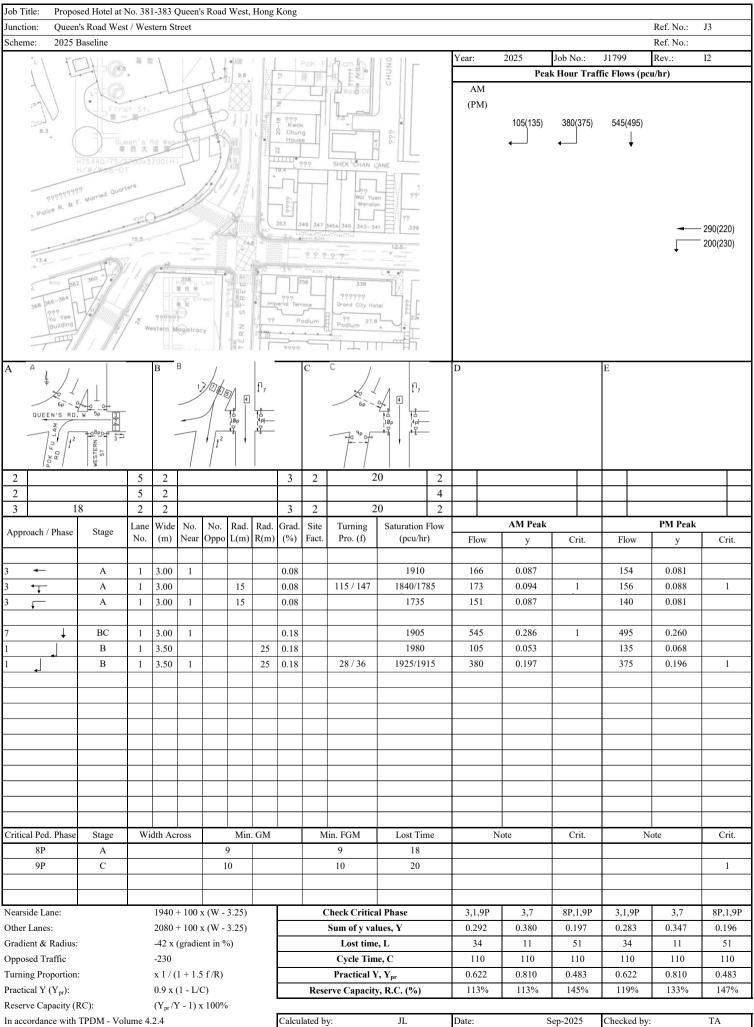




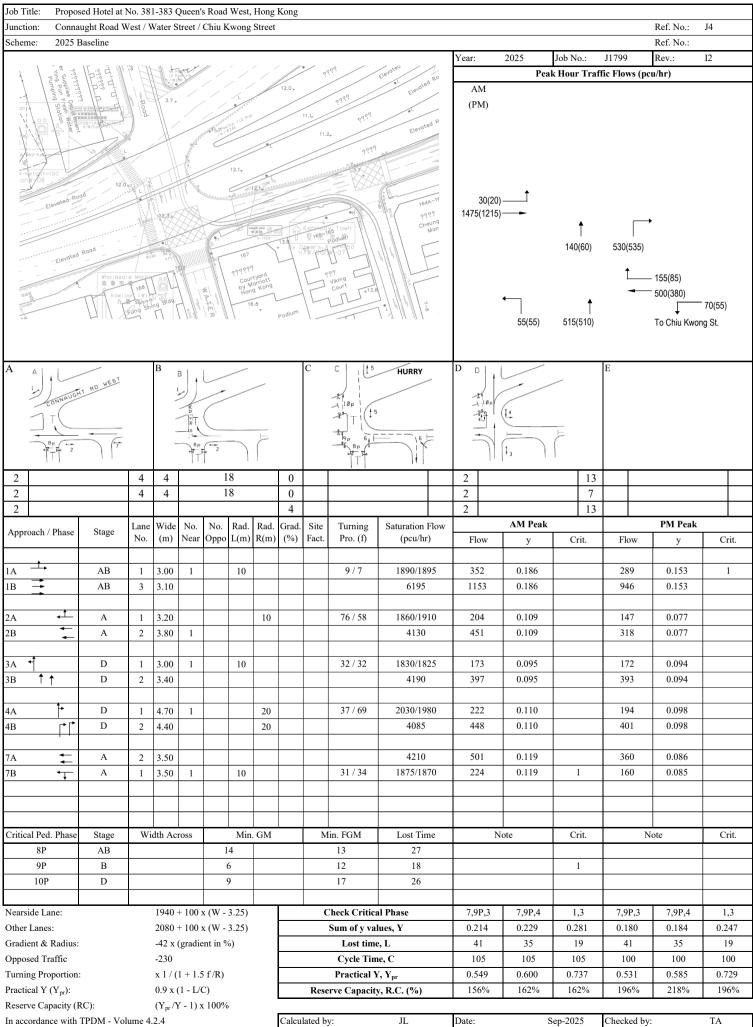




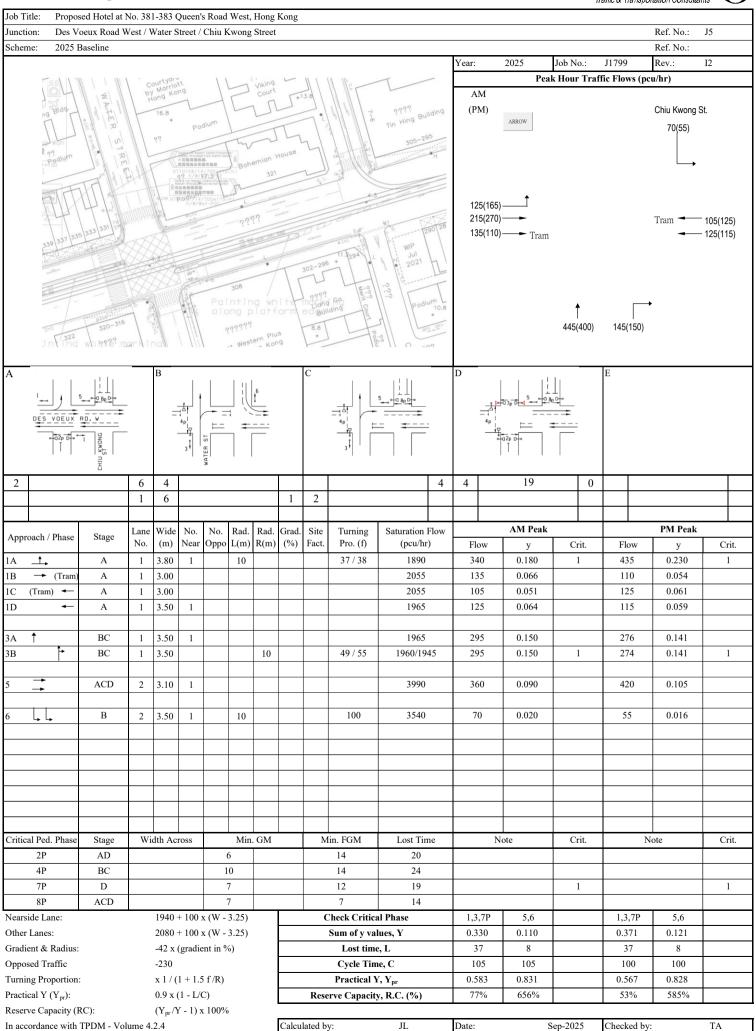




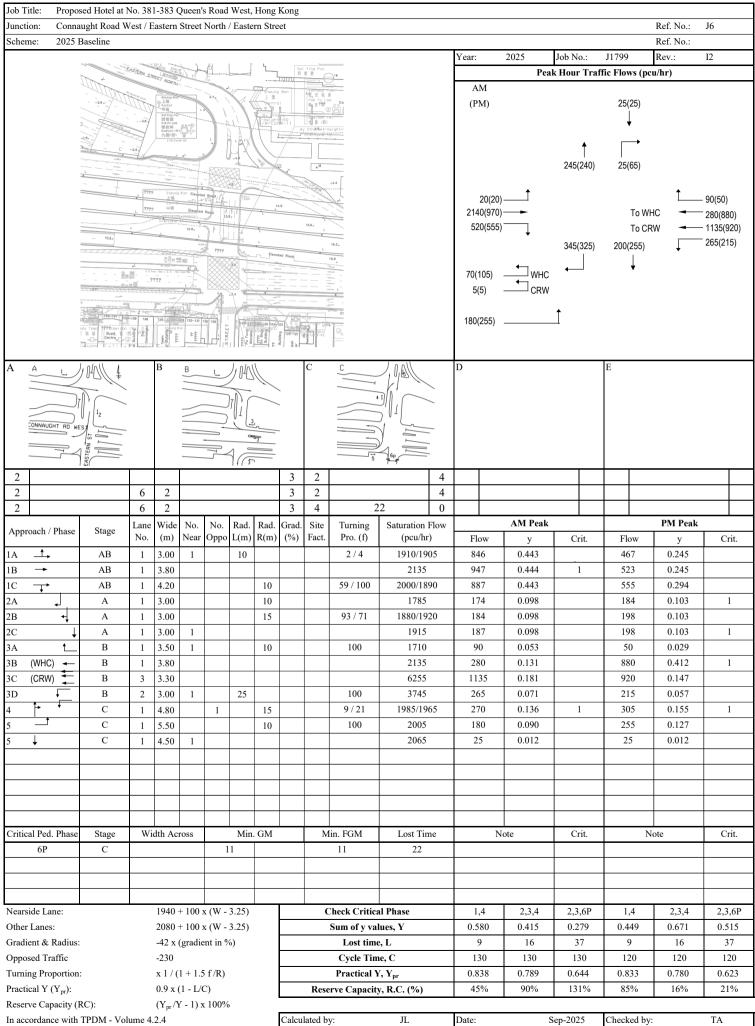




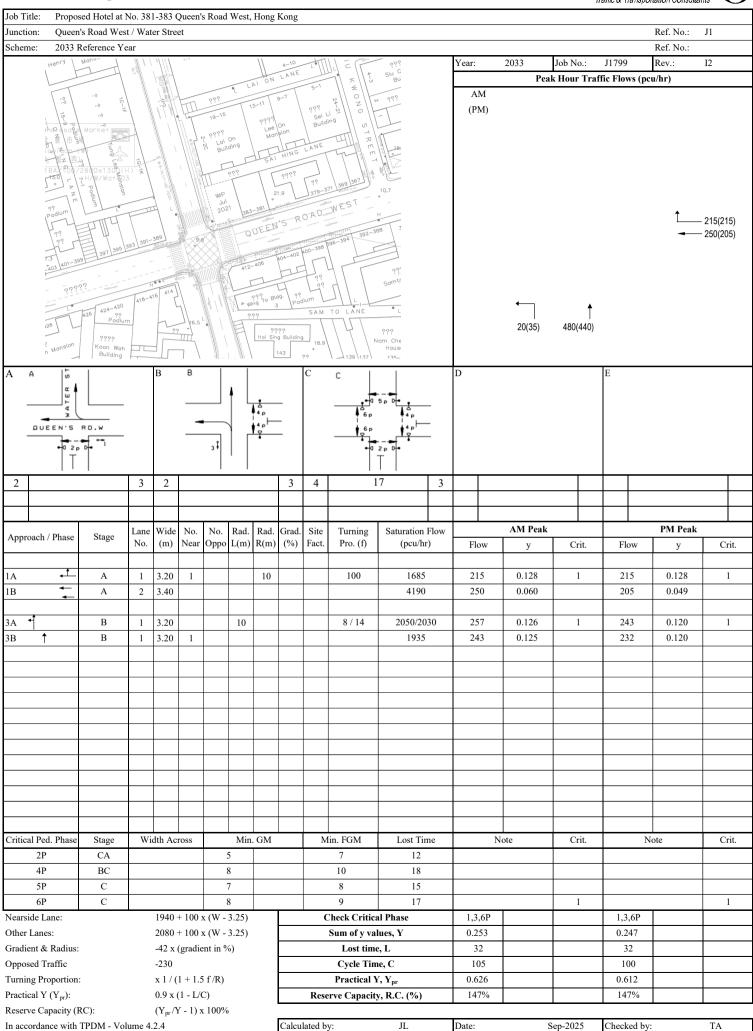




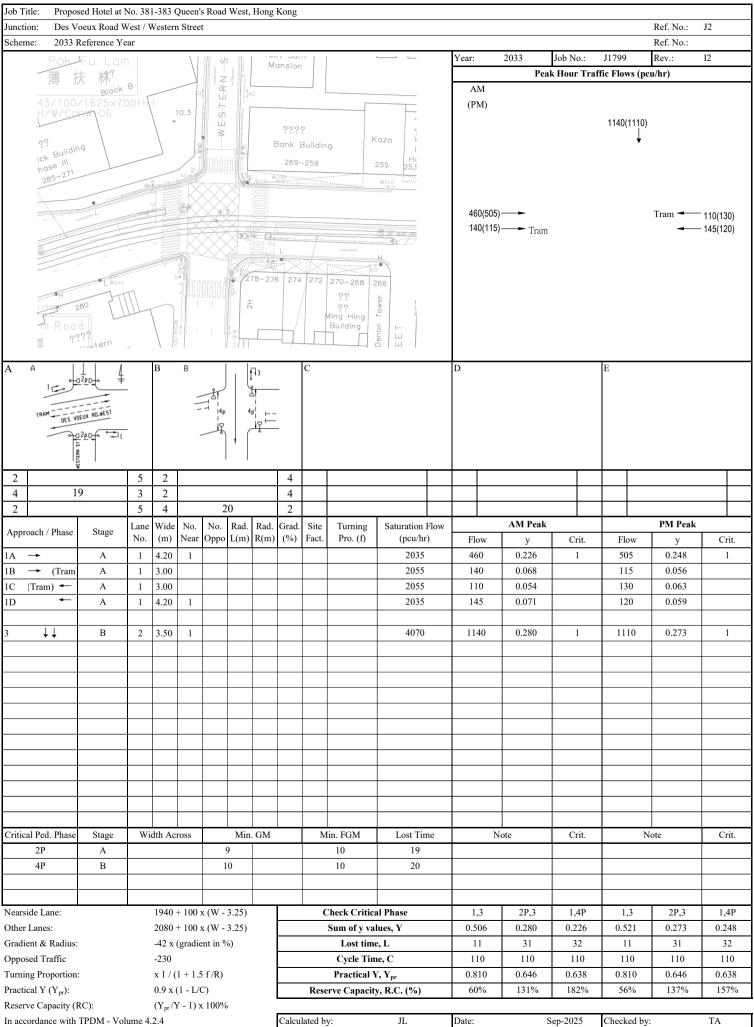




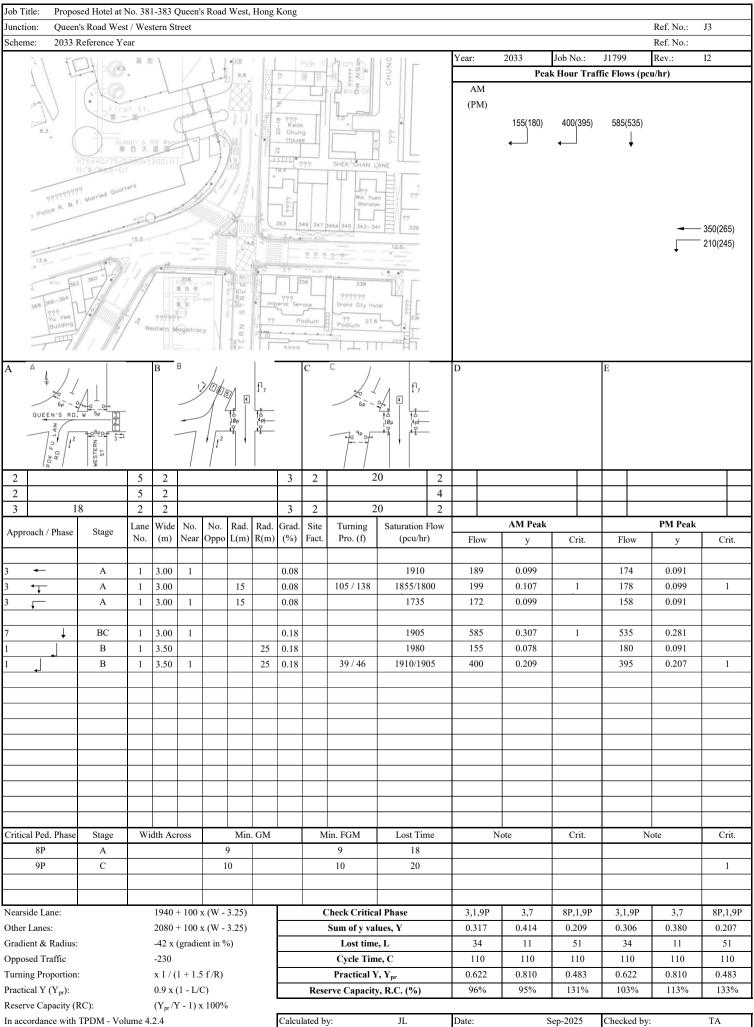




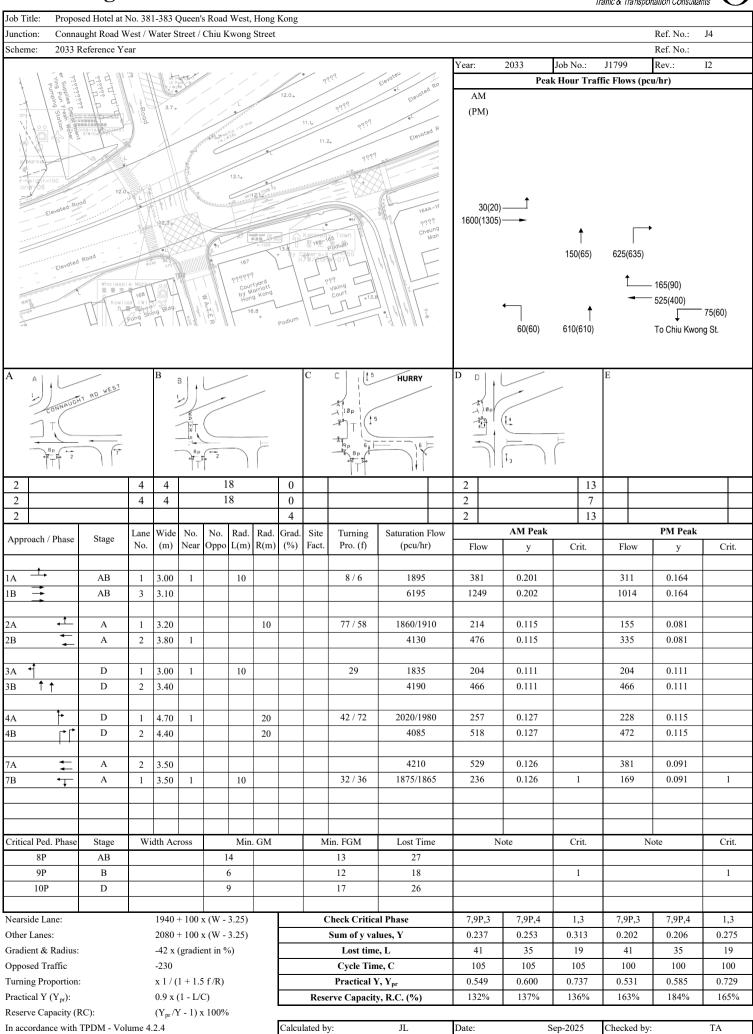




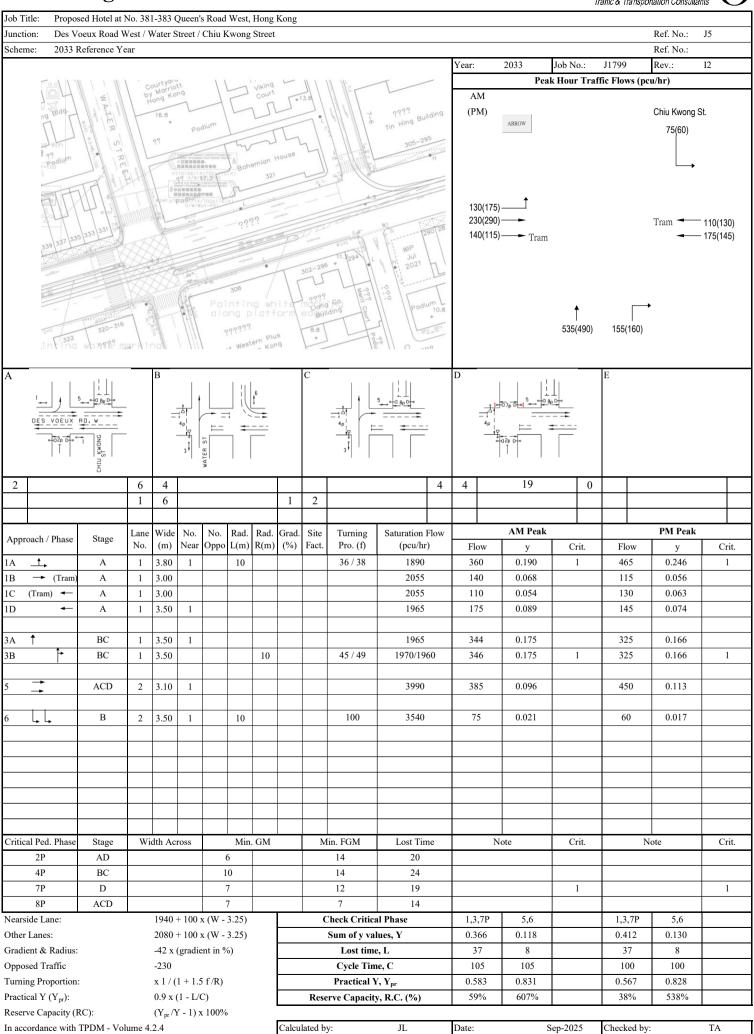




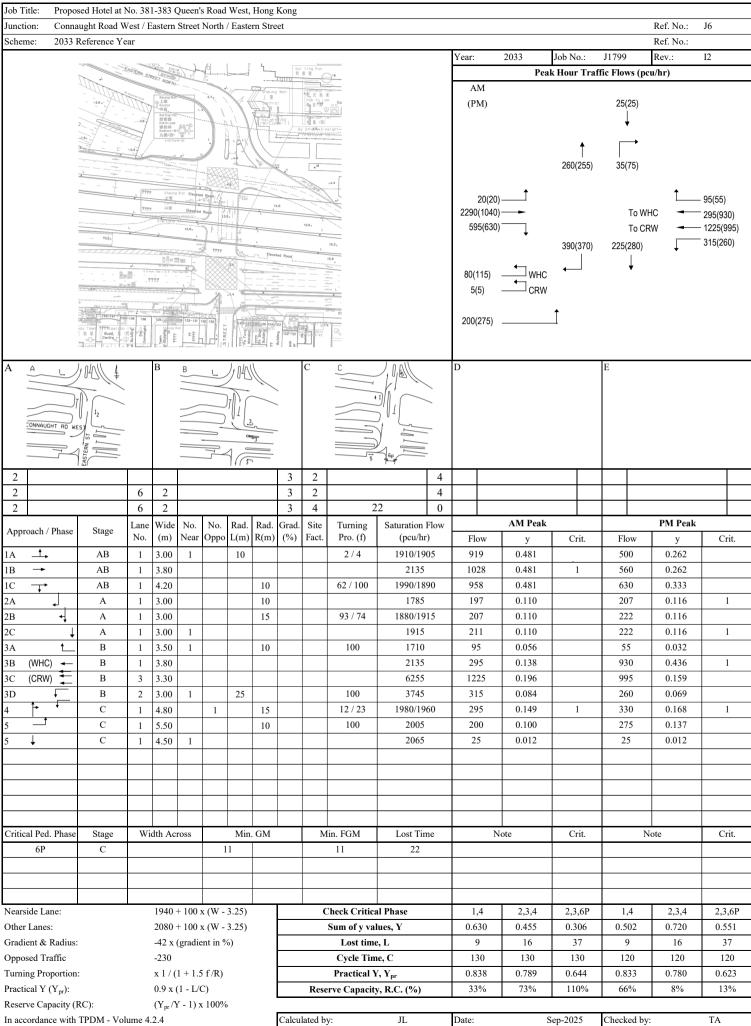




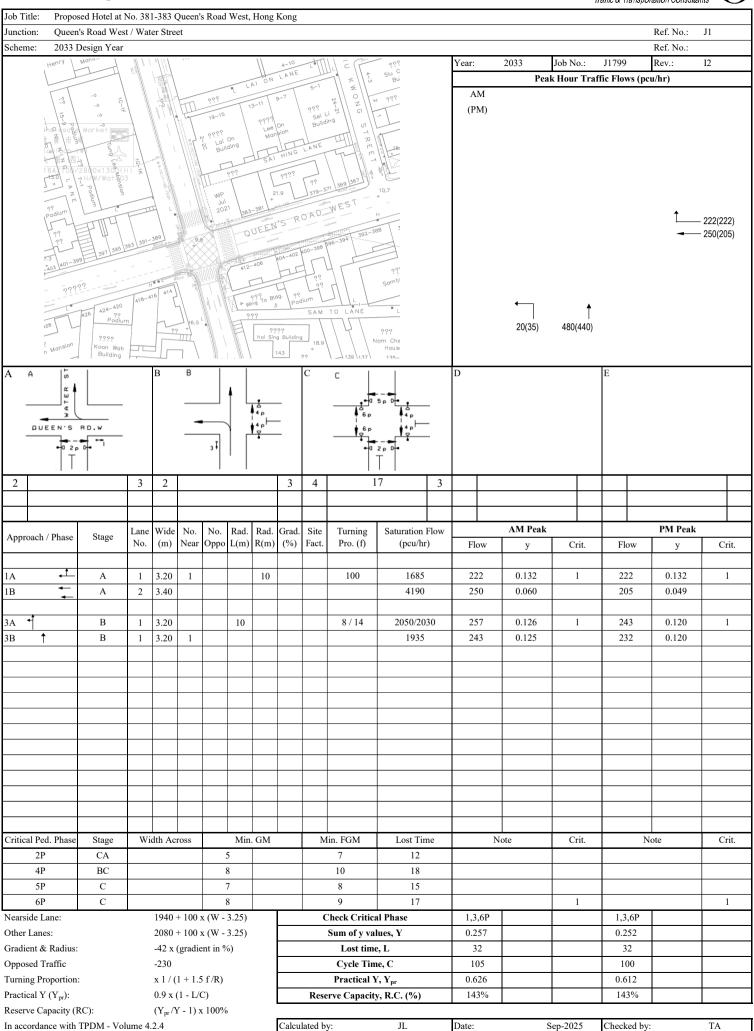




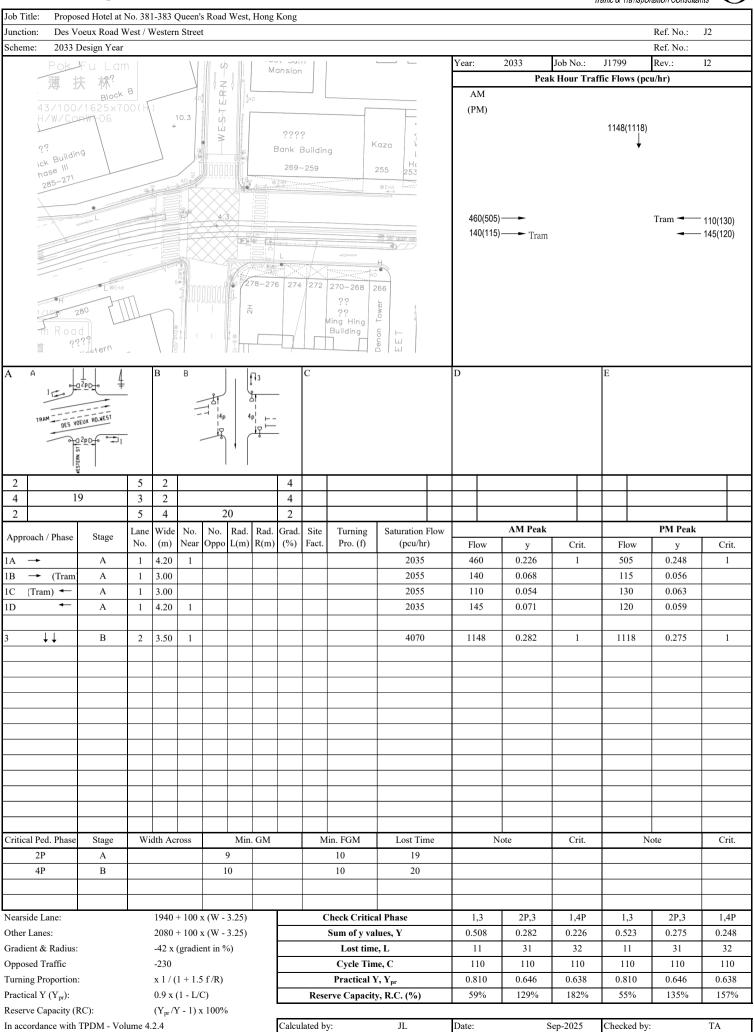




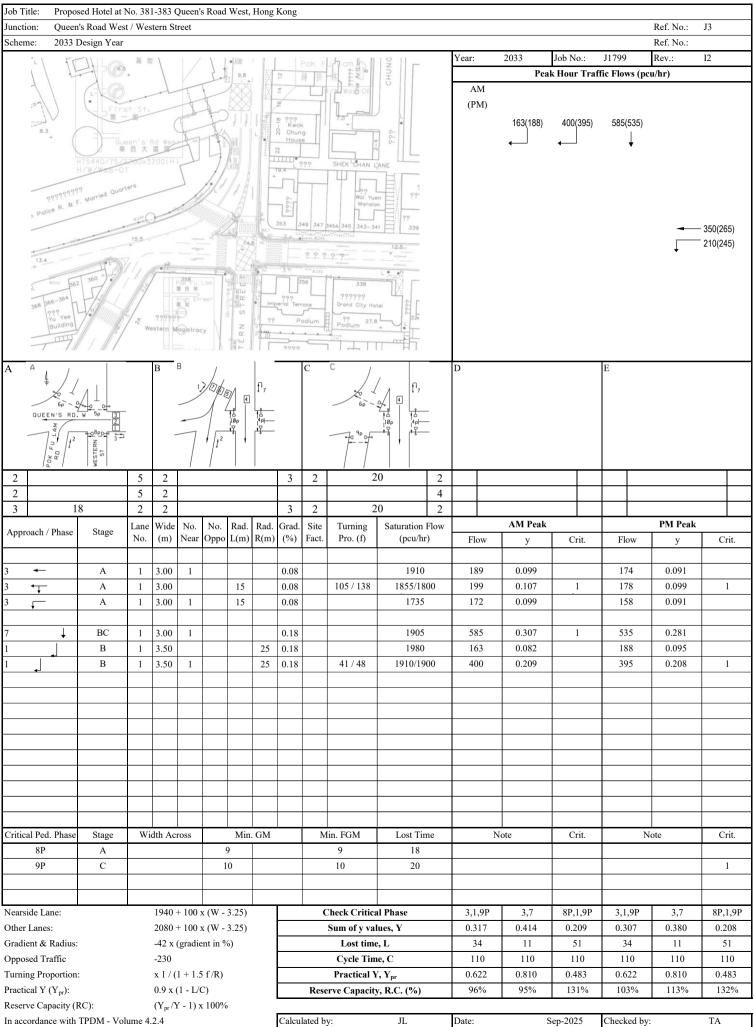




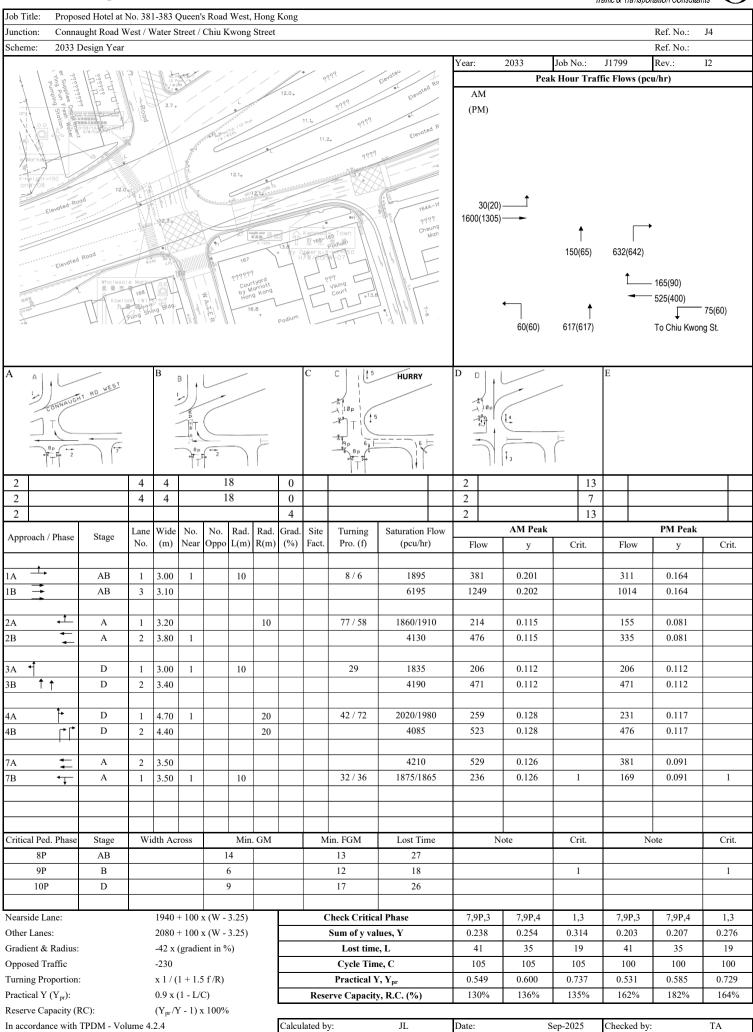




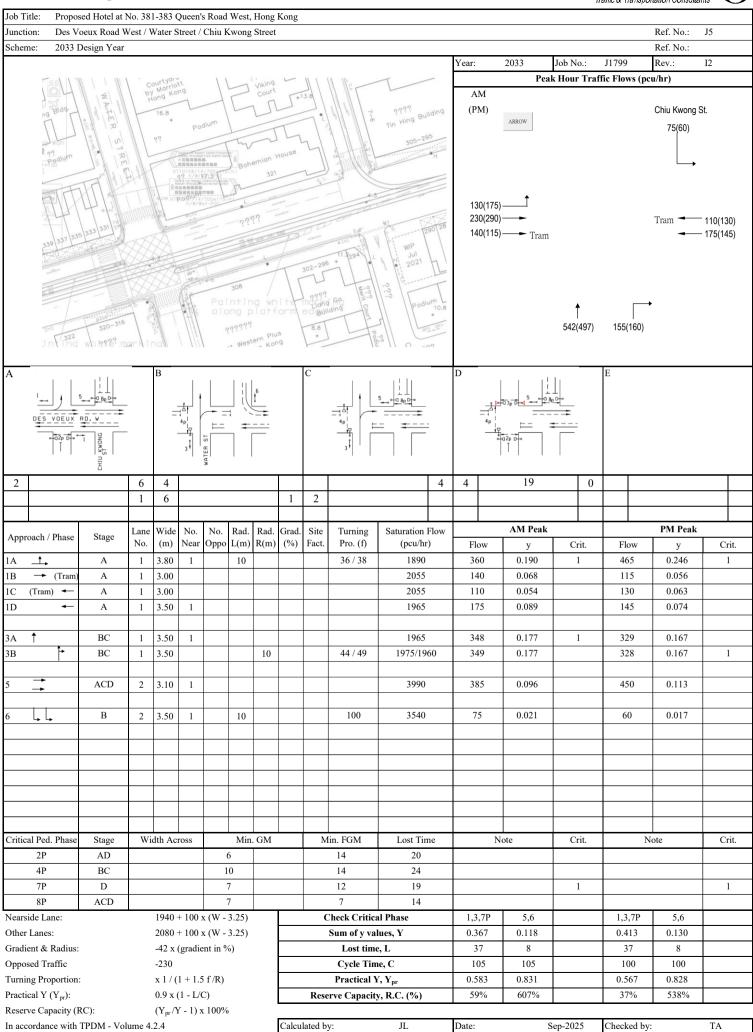




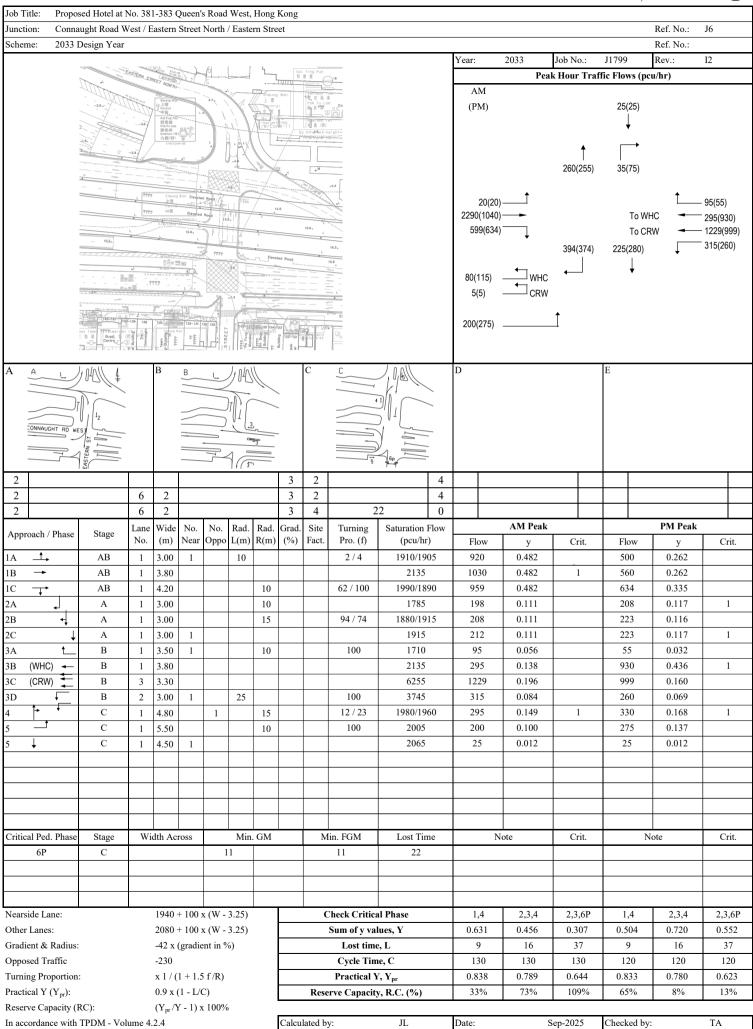












Appendix C

Definitions of Level of Service (LOS)

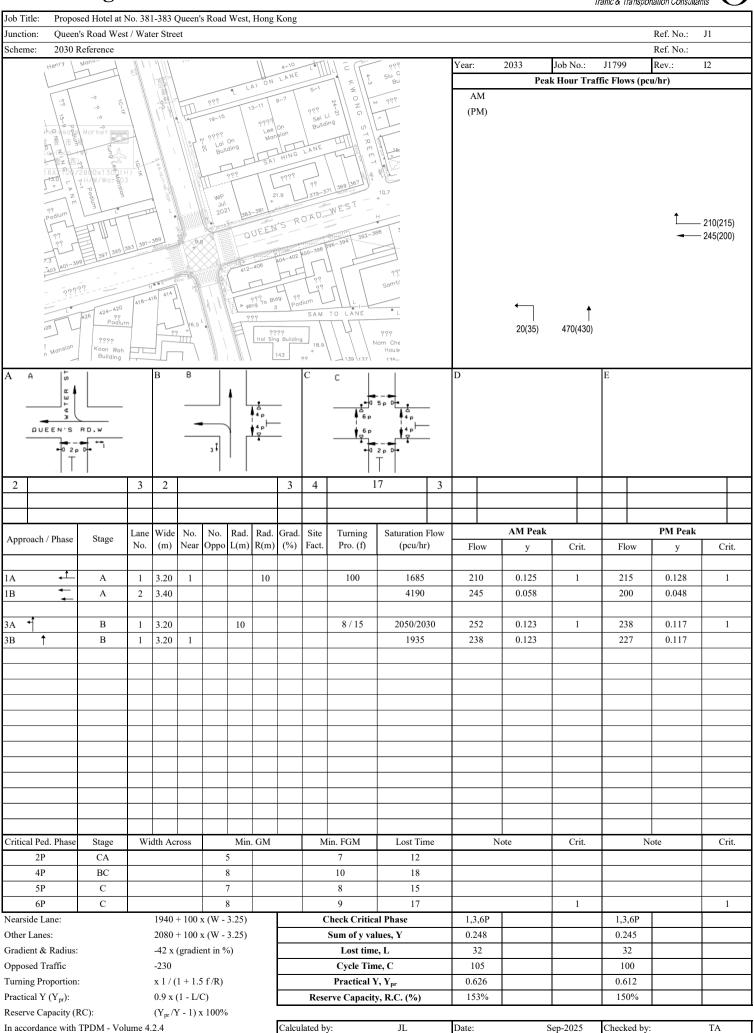
Description of Level-of-Service (LOS) (Reference: HCM 2000)

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.
В	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.
С	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.

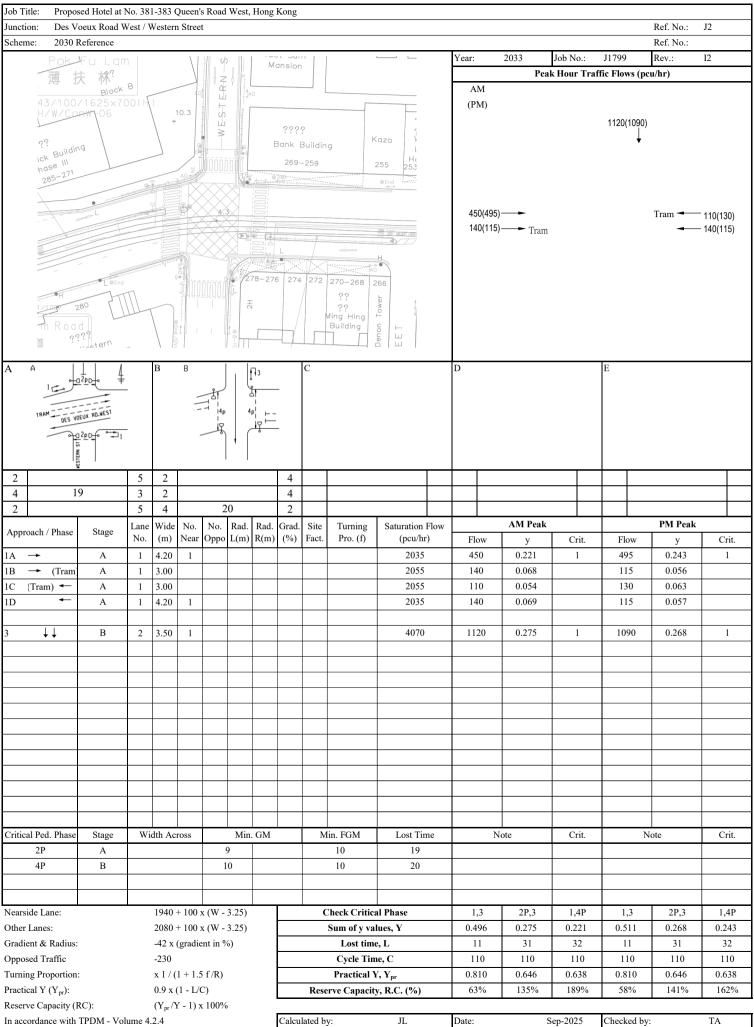
Appendix D

Junction Capacity Calculations (2030 Design Year)

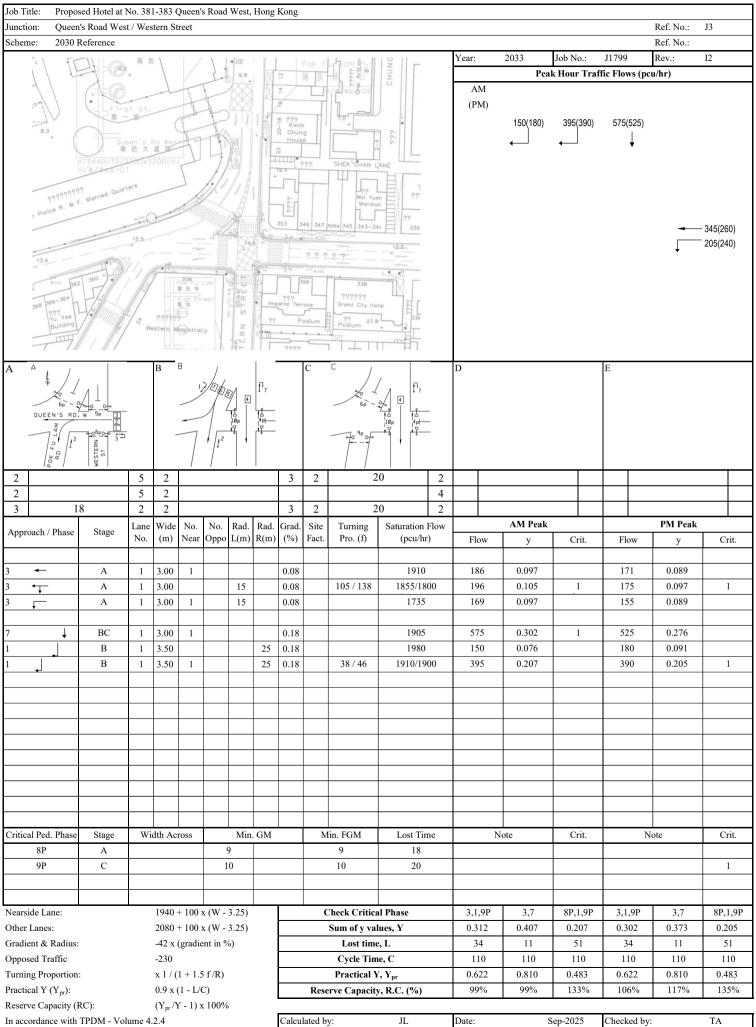




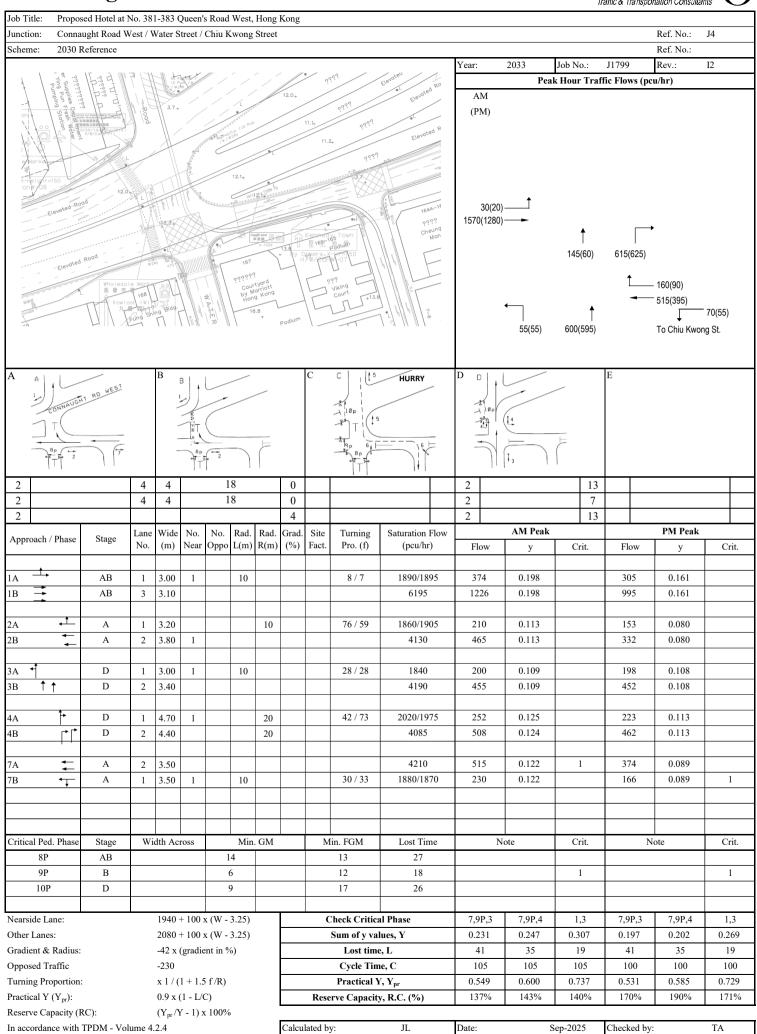




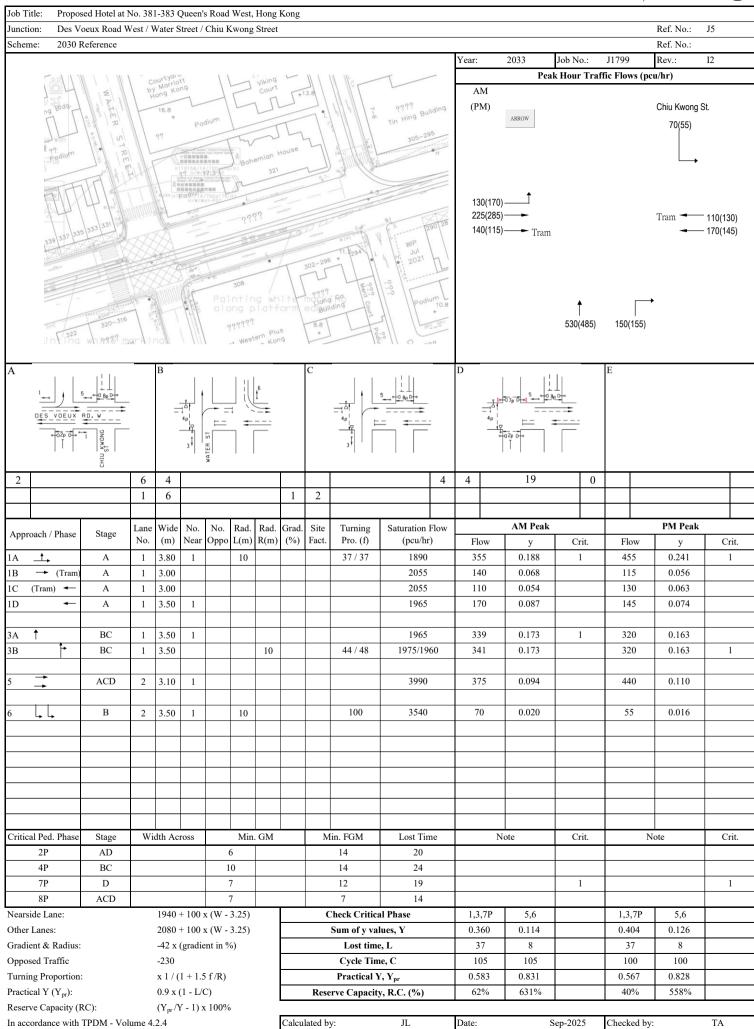




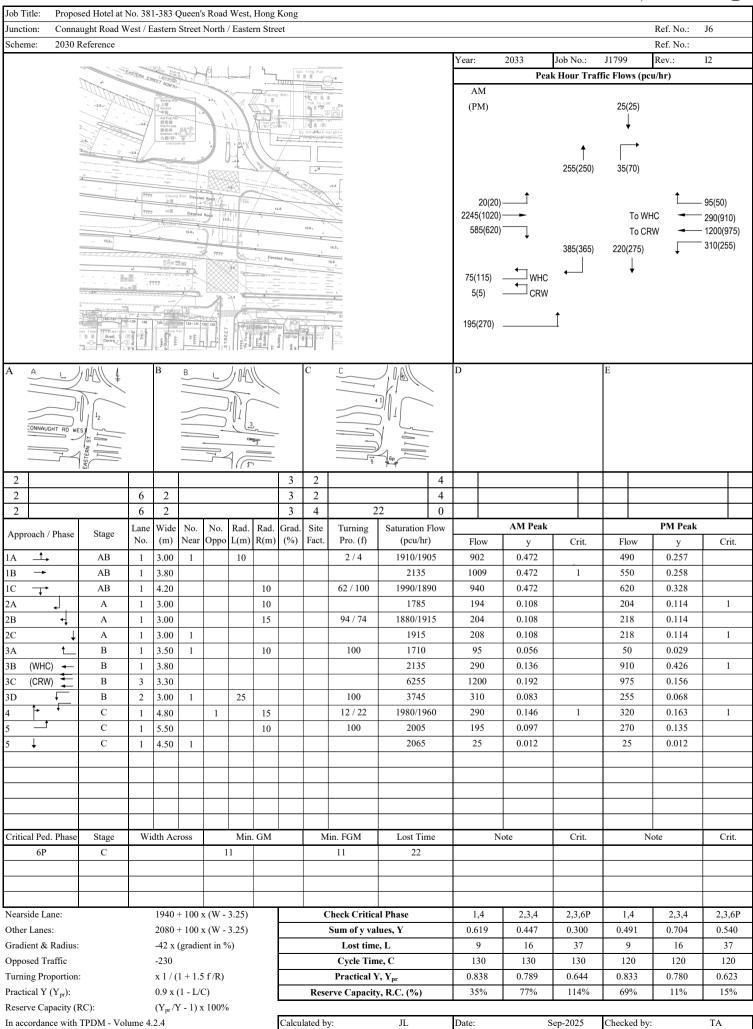




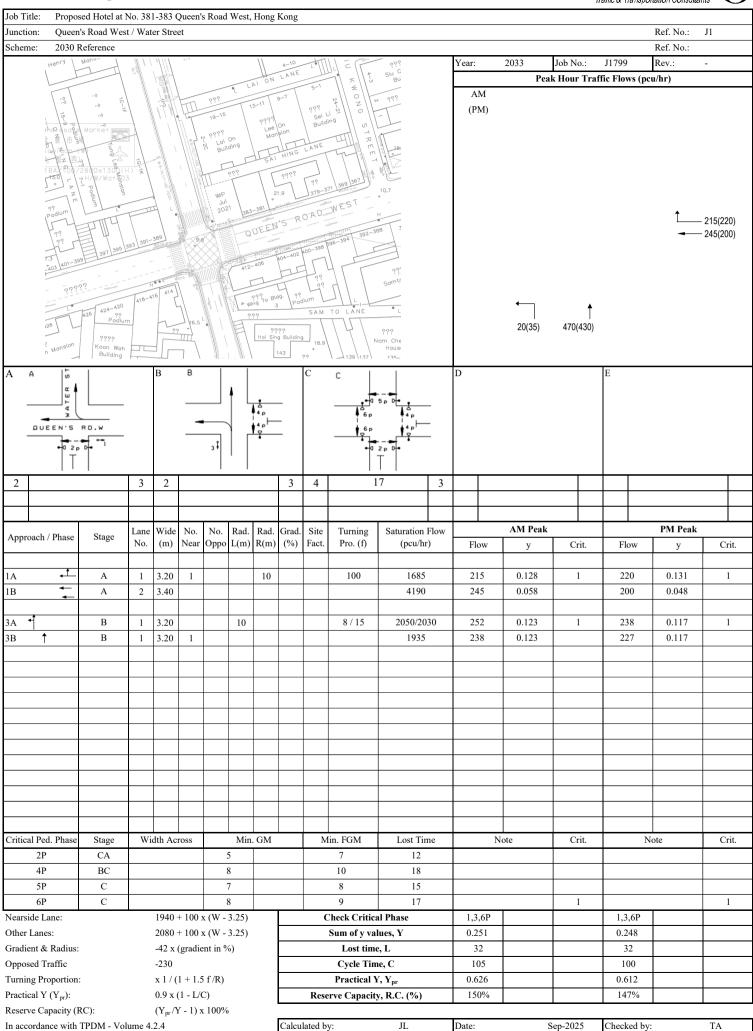




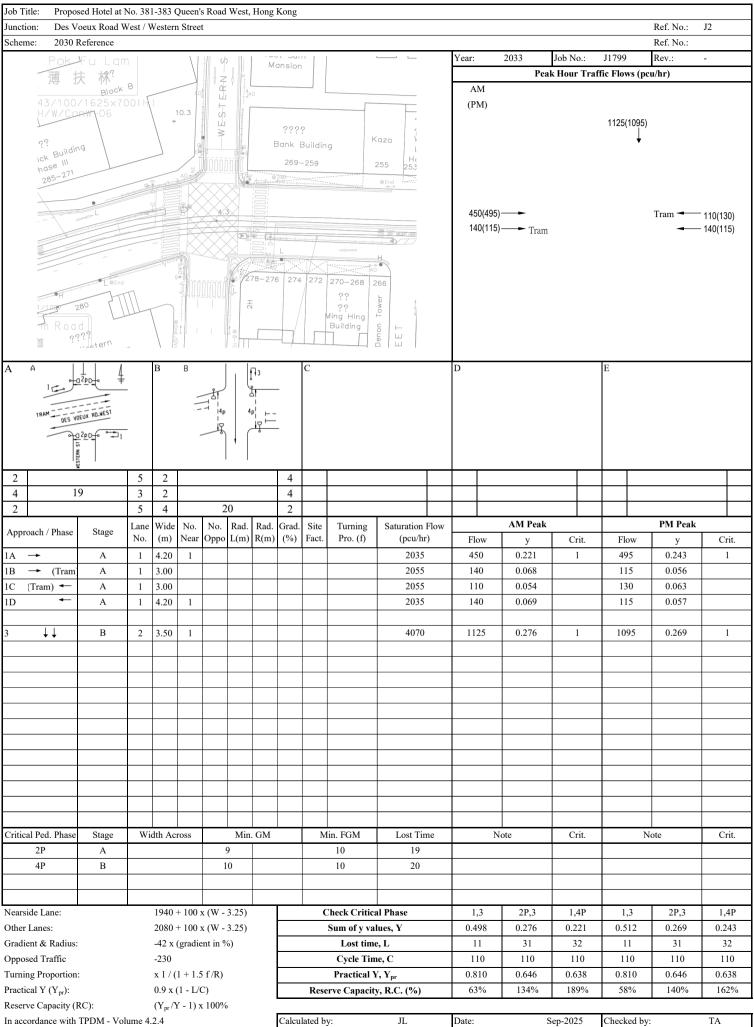




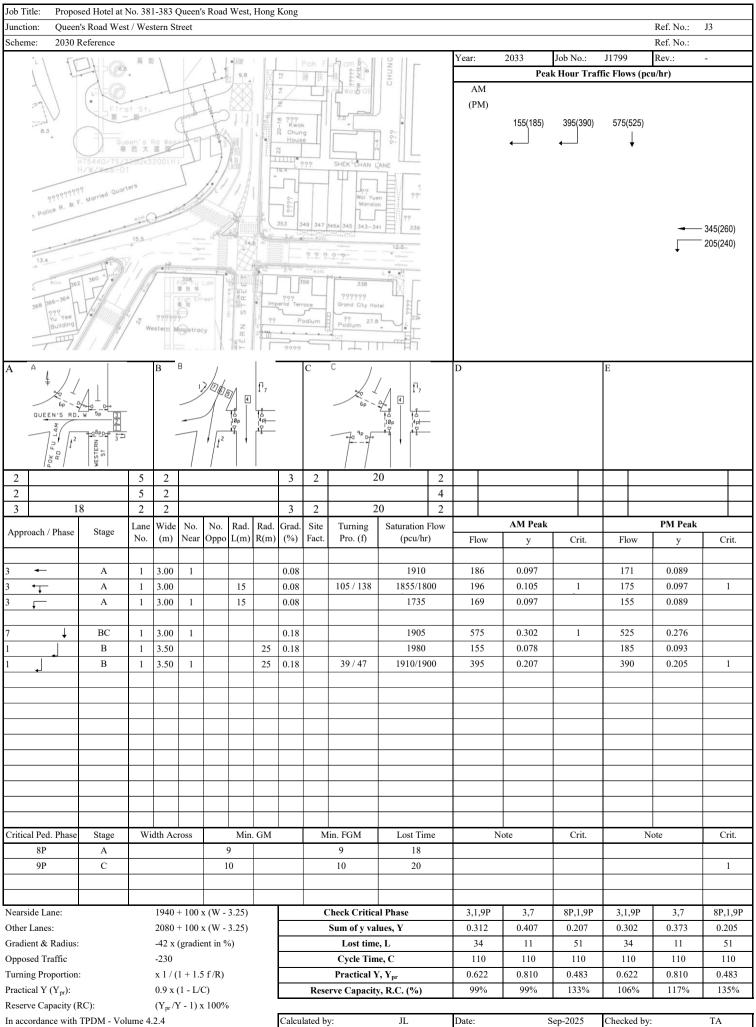




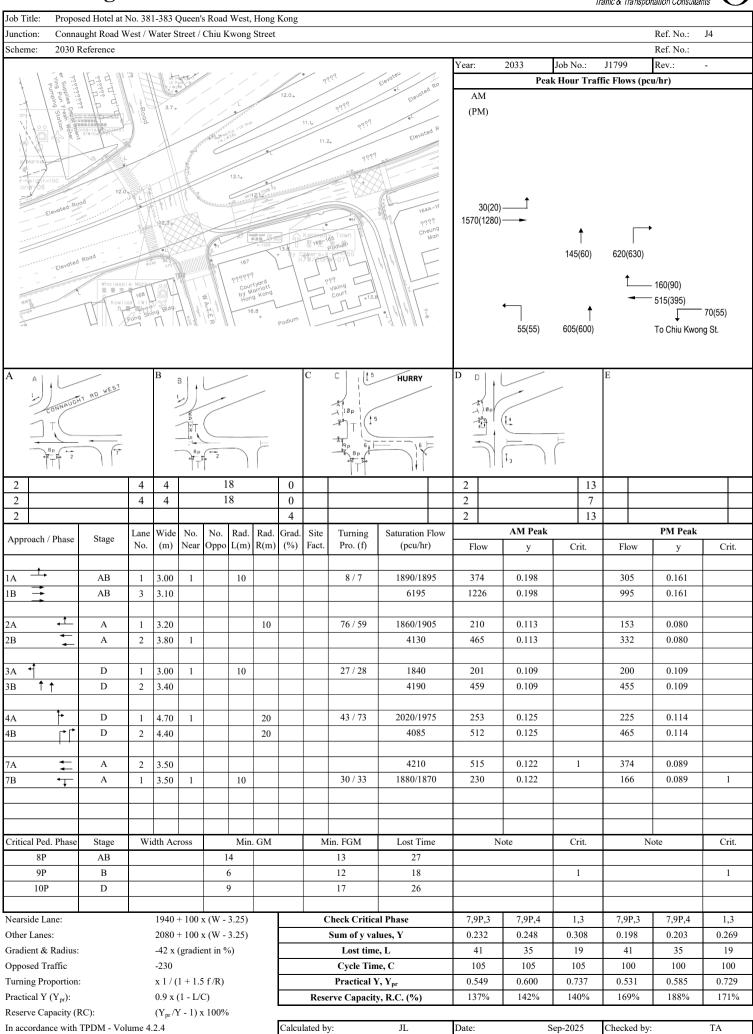




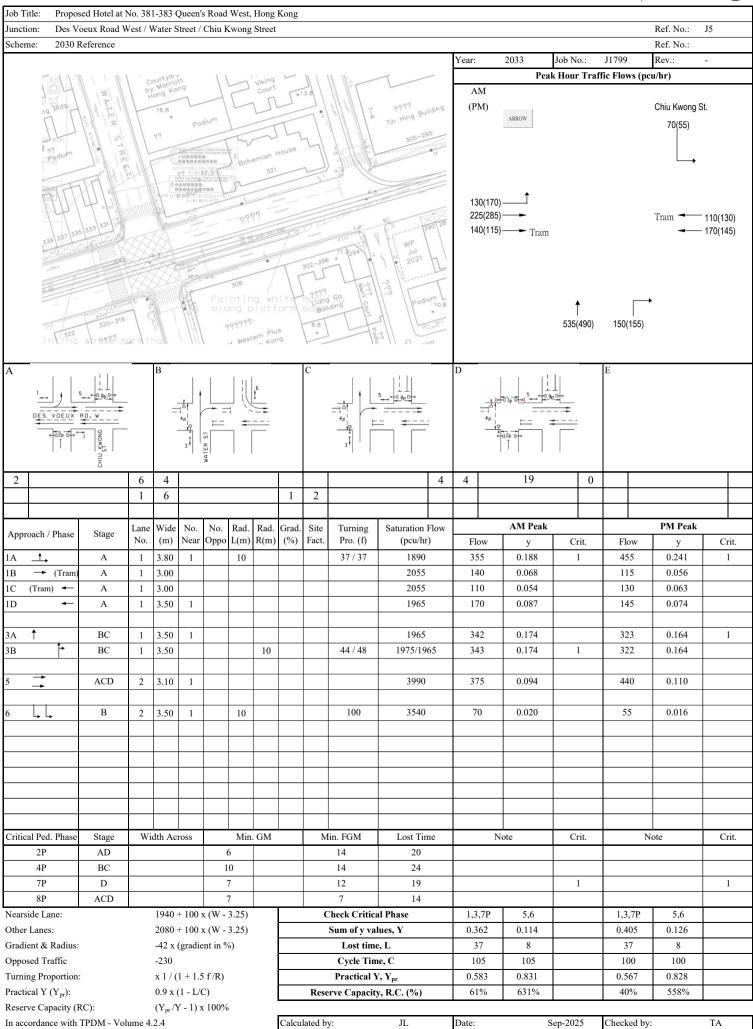














Proposed Hotel at No. 381-383 Queen's Road West, Hong Kong Junction: Connaught Road West / Eastern Street North / Eastern Street Ref. No.: Scheme: 2030 Reference Ref. No.: Job No.: Rev.: Peak Hour Traffic Flows (pcu/hr) AM (PM) 25(25) 255(250) 35(70) 20(20) 95(50) 2245(1020) To WHC 290(910) 590(625) To CRW 1200(975) 310(255) 220(275) 390(370) 75(115) 5(5) 195(270) -2 4 2 4 2 3 2 2 6 2 3 4 PM Peak AM Peak Wide No. No. Rad. Rad Site Turning Saturation Flow Lane Grad Approach / Phase No. (m) Near Oppo L(m) R(m) (%) Fact Pro. (f) (pcu/hr) Flow Crit. Flow Crit. AB 3.00 2/4 1910/1905 903 0.473 490 0.257 1A 10 2135 0.473 550 0.258 1B ΑB 1 3.80 1011 1C AB 4.20 10 63 / 100 1990/1890 941 0.473 625 0.331 1 0.109 0.115 2A 3.00 1785 195 205 1 10 95 / 75 2B 3.00 15 1875/1910 205 0.109 220 0.115 1 2C 3.00 1915 209 0.109 220 0.115 3A В 3.50 10 100 1710 95 0.056 50 0.029 3B (WHC) В 3.80 2135 290 0.136 910 0.426 3C (CRW) В 3 3.30 6255 1200 0.192 0.156 3D В 2 3.00 25 100 3745 310 0.083 255 0.068 С 12 / 22 1980/1960 290 0.146 320 0.163 4.80 15 1 100 0.097 270 0.135 C 2005 195 5.50 10 0.012 0.012 C 4.50 2065 25 25 Min. GM Critical Ped. Phase Width Across Min. FGM Stage Lost Time Note Crit. Note Crit. 11 11 2,3,6P Nearside Lane: $1940 + 100 \times (W - 3.25)$ **Check Critical Phase** 1,4 2,3,4 1,4 2,3,4 2,3,6P 2080 + 100 x (W - 3.25) Sum of y values, Y 0.620 0.448 0.301 0.494 0.705 0.541 Other Lanes: 37 Gradient & Radius: -42 x (gradient in %) Lost time, L 9 16 9 16 37 Opposed Traffic -230 Cycle Time, C 130 130 130 120 120 120 Turning Proportion: x 1 / (1 + 1.5 f/R)Practical Y, Ypr 0.838 0.789 0.644 0.833 0.780 0.623 Practical Y (Ypr): 0.9 x (1 - L/C) Reserve Capacity, R.C. (%) 35% 114% 15% $(Y_{pr}/Y - 1) \times 100\%$ Reserve Capacity (RC): In accordance with TPDM - Volume 4.2.4 Sep-2025 Checked by: Calculated by: