

Appendix 3

Traffic Impact Assessment

Proposed Flat with Shop and
Services / Eating Place in “Commercial” zone
on draft Wan Chai Outline zoning plan no. S/H5/32
at 42-44 Yiu Wa Street and 28-29 Canal Road East,
Causeway Bay, Hong Kong

Traffic Impact Assessment
Revised Report
September 2026

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Proposed Flat with Shop and Services / Eating Place in “Commercial”
zone on draft Wan Chai Outline zoning plan no. S/H5/32 at 42-44 Yiu Wa
Street and 28-29 Canal Road East, Causeway Bay, Hong Kong

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1.0 INTRODUCTION

Background

- 1.1 The subject site is located at 42 – 44 Yiu Wa Street and 28 – 29 Canal Road East in Causeway Bay (the “Subject Site”), and the location of Subject Site is shown in Figure 1.1.
- 1.2 On 20 October 2023, Buildings Department approved the General Building Plan (BD ref.: BD 2/3010/17) (the “Approved GBP”) for a commercial building at the Subject Site providing retail use with gross floor area (“GFA”) of 4,111.538m². The Approved GBP does not provide internal transport facilities. The GBP approval letter is found in Appendix 1.
- 1.3 The Owner would now like to develop the Subject Site into a 26-storey residential building (the “Proposed Development”) providing: (i) 66 residential units with an average GFA of about 40m², and (ii) retail use with GFA of 175.260m².
- 1.4 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment (“TIA”) in support of the Proposed Development. The report presents the findings of the traffic impact assessment for the Proposed Development.

Scope of the Assessment

- 1.5 The main objectives of this TIA are as follows:
- To assess the existing traffic conditions in the vicinity of the Subject Site;
 - To quantify the traffic generated by the Proposed Development; and
 - To examine the traffic impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

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

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

2.0 THE EXISTING SITUATION

The Subject Site

- 2.1 The Subject Site is located at 42 – 44 Yiu Wa Street and 28 – 29 Canal Road East in Causeway Bay, i.e., at the junction of Canal Road East / Yiu Wa Street. Along Yiu Wa Street, the Subject Site has a length of only 14m, and along Canal Road East 13.2m. The Approved GBP does not provide internal transport facilities. The foundation work for the Approved GBP was completed in late-2023, however, construction work has stopped since early-2024.

Existing Road Network

- 2.2 Yiu Wa Street is a local distributor, and it is of single carriageway with 1-lane for eastbound traffic. It connects Canal Road East to the east with Matheson Street to the west.
- 2.3 Canal Road East is a district distributor, and is of single carriageway 3 lane southbound. The portion of Canal Road East fronting the Subject Site connects the slip road of Canal Road Flyover to the north and Leighton Road to the south.
- 2.4 Matheson Street is a local distributor, and is of single carriageway 1 - 2 lanes northbound. It connects Russell Street to the north and Leighton Road to the south.

Traffic Survey

- 2.5 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified count was conducted on Friday, 6 March 2026 and Saturday, 27 June 2026 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.4.
- 2.6 The surveyed junctions include the following:
- J1: Signalised Junction of Sharp Street East / Canal Road East / Southbound Slip Road of Canal Road Flyover;
 - J2: Signalised Junction of Matheson Street / Sharp Street East; and
 - J3: Signalised Junction of Leighton Road / Canal Road East
- 2.7 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. From the survey, the AM and PM peak hours were found to be 0730 – 0830 and 1730 – 1830 hours on Friday and 0745 – 0845 and 1700 – 1800 hours on Saturday respectively, and these traffic flows are presented in Figure 2.5 and 2.6.

Operational Performance of the Surveyed Junctions

- 2.8 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual (“TPDM”). The existing operational performance of the junctions are summarised in Tables 2.1 and the detailed calculations are found in Appendix 2.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter ⁽¹⁾	AM Peak Hour	PM Peak Hour
Weekday					
J1	Sharp Street East / Canal Road East / Southbound Slip Road of Canal Road Flyover	Signalised	RC	86%	85%
J2	Matheson Street / Sharp Street East	Signalised	RC	> 100%	74%
J3	Leighton Road / Canal Road East	Signalised	RC	72%	51%
Weekend					
J1	Sharp Street East / Canal Road East / Southbound Slip Road of Canal Road Flyover	Signalised	RC	> 100%	> 100%
J2	Matheson Street / Sharp Street East	Signalised	RC	> 100%	> 100%
J3	Leighton Road / Canal Road East	Signalised	RC	> 100%	68%

Notes: ⁽¹⁾ RC – reserve capacity

Queue Length Analysis

- 2.9 Queue length analysis for the existing condition is summarised in Table 2.2 and Figures 2.7 – 2.8.

TABLE 2.2 QUEUE LENGTH ANALYSIS FOR THE EXISTING CONDITION

Ref.	Approach	Movement ⁽¹⁾	No. of Lanes	Queue Length (metre)	
				AM	PM
Weekday					
J1	Canal Road Flyover Southbound	SA	2	27	30
	Canal Road East Southbound	SA	2	4	13
	Sharp Street East Westbound	LT	2	7	14
J2	Matheson Street Northbound	LT + SA	2	18	36
	Sharp Street East Westbound	SA	1	3	5
J3	Canal Road East Southbound	LT	1	32	37
		LT + SA	1	43	43
		SA + RT	1	47	47
	Leighton Road Eastbound	LT	1	15	19
		LT + SA	1	30	39
		SA	1	31	39
	Leighton Road Westbound	LT + SA	1	30	27
		SA	1	34	28
Weekend					
J1	Canal Road Flyover Southbound	SA	2	25	26
	Canal Road East Southbound	SA	2	4	10
	Sharp Street East Westbound	LT	2	4	15
J2	Matheson Street Northbound	LT + SA	2	15	28
	Sharp Street East Westbound	SA	1	5	19
J3	Canal Road East Southbound	LT	1	25	31
		LT + SA	1	37	37
		SA + RT	1	40	43
	Leighton Road Eastbound	LT	1	7	11
		LT + SA	1	19	33
		SA	1	19	32
	Leighton Road Westbound	LT + SA	1	27	36
		SA	1	30	19

Note: SA – straight ahead

LT – Left turn

RT – Right Turn

Public Transport Facilities

- 2.10 The Subject Site is located close to public transport services and the stops are located some 100 metres or less than 1 minutes’ walk away. The closest entrance to the Causeway Bay MTR Station is in Times Square, which is about 200 metres or less than 3 minutes’ walk away.
- 2.11 Details of the public transport services operating in the vicinity of the Subject Site are presented in Figure 2.9 and Table 2.3.

TABLE 2.3 FRANCHISED BUS AND PUBLIC LIGHT BUS SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 108	Kai Yip – Braemar Hill	10 – 30
KMB 600	Anderson – Central (Rumsey Street)	15 – 30
KMB 603	Ping Tin – Central Ferry Piers	6 – 30
KMB 603A	Ping Tin – Central Market	AM, PM Peak
KMB 673	Sheung Shui – Central (Hong Kong Station)	20 – 30
KMB 673A	Central (Hong Kong Station) – Sheung Shui	AM, PM Peak
KMB 673P	Sheung Shui – Central (Rumsey Street)	AM Peak
KMB 936	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	15 – 30
KMB 936A	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	AM, PM Peak
KMB 960	Tuen Mun (Kin Sang Estate) – Exhibition Centre Station	5 – 25
KMB 960C	Tuen Mun (Fu Tai Estate) – Causeway Bay (Victoria Park)	AM, PM Peak
KMB 960P	Causeway Bay – Hung Shui Kiu	AM, PM Peak
KMB 960S	Causeway Bay – Tuen Mun (Fu Tai Estate)	AM, PM Peak
KMB 961	Tuen Mun (Shan King Estate) – Wan Chai (HKCECE)	7 – 25
KMB 961P	Tuen Mun (Leung King Estate) – Causeway Bay	AM Peak
KMB 961S	Tuen Mun (Leung King Estate) – Causeway Bay	AM Peak
KMB 968	Yuen Long (West) – Causeway Bay (Tin Hau)	5 – 25
KMB 968A	Yuen Long (West) – Causeway Bay (Tin Hau)	AM Peak
KMB N368	Yuen Long (West) – Central (Macao Ferry)	Overnight
KMB N373	Fanling (Luen Wo Hui) – Central (Macao Ferry)	Overnight
KMB P968	Yuen Long (West) – Causeway Bay (Tin Hau)	AM, PM Peak
KMB P960	Siu Hong Station (North) – Exhibition Centre Station	AM, PM Peak
KMB/CTB 101	Kwun Tong (Yue Man Square) – Kennedy Town	4 – 27
KMB/CTB 101X	Kennedy Town – Kwun Tong (Yue Man Square)	AM, PM Peak
KMB/CTB 103	Chuk Yuen Estate – Pokfield Rd	14 – 30
KMB/CTB 104	Kennedy Town – Sham Shui Po (Pak Tin Estate)	10 – 30
KMB/CTB 107	Kowloon Bay – Wah Kwai	5 – 25
KMB/CTB 107P	Hung Hom (Laguna Verde) – Cyberport	PM Peak
KMB/CTB 109	Ho Man Tin – Central (Macao Ferry)	8 – 30
KMB/CTB 111	Ping Shek / Choi Hung Station – Central (Macao Ferry)	5 – 30
KMB/CTB 111P	Choi Fook – Central (Macao Ferry)	AM, PM Peak
KMB/CTB 112	North Point – So Uk	5 – 30
KMB/CTB 113	Choi Hung – Kennedy Town (Belcher Bay)	15 – 30
KMB/CTB 116	Tsz Wan Shan (Central) – Quarry Bay	4 – 20
KMB/CTB 115	Kowloon City Ferry – Central (Macao Ferry)	9 – 30
KMB/CTB 115P	Laguna Verde – Central (Macao Ferry)	AM Peak
KMB/CTB 117	Sham Shui Po (Yen Chow St) – Happy Valley (Lower)	16 – 30
KMB/CTB 170	Shatin Station – Wah Fu (Central)	15 – 30
KMB/CTB 171	Lai Chi Kok – South Horizons	12 – 30
KMB/CTB 171A	Lei Tung Estate – Lai Chi Kok	AM Peak
KMB/CTB 182	Yu Chui Court – Central (Macao Ferry)	15 – 30
KMB/CTB 182X	Central (Macao Ferry) – Yu Chui Court	PM Peak
KMB/CTB 307	Tai Po Central – Central (Central Ferry Piers)	12 – 30

KMB/CTB 601	Po Tat – Admiralty Station (East)	6 – 25
KMB/CTB 601P	Po Tat – Sheung Wan	AM, PM Peak
KMB/CTB 619	Shun Lee – Central (Macao Ferry)	7 – 27
KMB/CTB 619X	Shun Lee – Central (Macao Ferry)	AM, PM Peak
KMB/CTB 621	Laguna City – Central (Hong Kong Station)	AM, PM Peak
KMB/CTB 671	Diamond Hill Station – Ap Lei Chau Lee Lok St	15 – 45
KMB/CTB 678	Sheung Shui – Causeway Bay	AM, PM Peak
KMB/CTB 680	Lee On – Admiralty Station (East)	10 – 30
KMB/CTB 680B	Chevalier Garden Bus Terminus – Admiralty Station (East)	AM Peak
KMB/CTB 680P	Wu Kai Sha Station – Admiralty Station (East)	AM Peak
KMB/CTB 680X	Wu Kai Sha Station – Central (Macao Ferry)	AM, PM Peak
KMB/CTB 681	Central (Hong Kong Station) – Ma On Shan Town Centre	9 – 30
KMB/CTB 681P	Yiu On – Sheung Wan	AM, PM Peak
KMB/CTB 690	Tseung Kwan O (Hong Sing Garden) – Central	20 – 30
KMB/CTB 690S	Hang Hau – Central (Exchange Square) (via Lohas Park)	AM, PM Peak
KMB/CTB 914	Hoi Lai Estate – Causeway Bay (Tin Hau)	13 – 30
KMB/CTB 948	Tsing Yi (Cheung On Estate) – Causeway Bay (Tin Hau)	8 – 30
KMB/CTB 948A	Cheung On Estate – Causeway Bay (Tin Hau)	AM Peak
KMB/CTB 948B	Greenfield Garden – Causeway Bay (Tin Hau)	AM Peak
KMB/CTB 948P	Cheung On Estate – Causeway Bay (Tin Hau)	AM Peak
KMB/CTB 948X	Cheung Wang – Causeway Bay (Tin Hau)	AM Peak
KMB/CTB 985	Admiralty Station (East) – Mei Tin	AM, PM Peak
KMB/CTB 985A	Mei Tin Estate (Mei Chi House) – Wan Chai (Hennessy Road)	AM Peak
KMB/CTB 985B	Tin Sam Village – Wan Chai (Hennessy Road)	AM Peak
KMB/CTB N121	Central (Macao Ferry) – Ngau Tau Kok	Overnight
KMB/CTB N122	Mei Foo – Shau Kei Wan	Overnight
KMB/CTB N170	Shatin Central – Wah Fu (Central)	Overnight
KMB/CTB N171	Lai Chi Kok – Ap Lei Chau Estate	Overnight
KMB/CTB N182	Kwong Yuen – Central (Macao Ferry)	Overnight
KMB/CTB N307	Tai Wo – Sheung Wan	Overnight
KMB/CTB N619	Shun Lee – Central (Macao Ferry)	Overnight
KMB/CTB N680	Kam Ying Court – Central (Macao Ferry)	Overnight
KMB/CTB N691	Tiu Keng Leng – Central (Macao Ferry)	Overnight
CTB 1	Central (Macao Ferry) – Happy Valley (Upper)	12 – 25
CTB 1M	Exhibition Centre Station – Wong Nai Chung Gap (Circular)	15 – 30
CTB 1P	Wong Nai Chung Road (Broadwood Road) – Central	AM Peak
CTB 2	Grand Promenade – Central (Macao Ferry)	20 – 30
CTB 2A	Yiu Tung Estate – Exhibition Centre Station	5 – 27
CTB 2X	Grand Promenade – Exhibition Centre Station	6 – 20
CTB 5B	Felix Villas – Hong Kong Stadium	7 – 30
CTB 5X	Kennedy Town – Causeway Bay (Whitfield Road)	20 – 30
CTB 6X	Central (Exchange Square) – Stanley Market	10 – 29
CTB 8	Heng Fa Chuen – Exhibition Centre Station	12 – 25
CTB 8H	Siu Sai Wan (Island Resort) – Tung Wah Eastern Hospital	30
CTB 8P	Siu Sai Wan (Island Resort) – Exhibition Centre Station	5 – 22
CTB 8X	Siu Sai Wan (Island Resort) – Happy Valley (Upper)	6 – 20
CTB 10	North Point Ferry Pier – Kennedy Town	8 – 30
CTB 11	Central (Ferry Piers) – Jardine's Lookout (Circular)	12 – 30
CTB 15B	The Peak – Wan Chai (Convention Centre)	PM Peak
CTB 19P	Shau Kei Wan – Tai Hang Road	AM Peak
CTB 23	North Point Ferry – Pokfield Road	7 – 20
CTB 23B	Braemar Hill – Park Road / Robinson Road	AM, PM Peak
CTB 25	Central (Pier 3) – Braemar Hill (Circular)	10 – 20
CTB 25A	Exhibition Centre Station – Braemar Hill (Circular)	12 – 30
CTB 26	Lai Tak Tsuen – Hollywood Road (Circular)	10 – 25
CTB 37A	Chi Fu Fa Yuen – Admiralty (Circular)	6 – 30
CTB 37B	Chi Fu Fa Yuen – Central (Circular)	9 – 30
CTB 37X	Chi Fu Fa Yuen – Central (Circular)	AM Peak

CTB 38	Chi Fu Fa Yuen – North Point Ferry	6 – 20
CTB 42	Wah Fu (South) – North Point Ferry	AM Peak
CTB 42C	Cyberport – North Point Ferry	PM Peak
CTB 63	North Point Ferry – Stanley Market	30
CTB 65	North Point Ferry – Stanley Market	12 – 30
CTB 72	Wah Kwai – Causeway Bay (Moreton Terrace)	4 – 20
CTB 72A	Shum Wan Public Transport Terminus – Causeway Bay (Moreton Terrace)	20 – 35
CTB 75	Shum Wan – Central (Exchange Square)	AM, PM Peak
CTB 76	Wong Chuk Hang Station – Causeway Bay (Pennington Street) (Circular)	AM, PM Peak
CTB 77	Tin Wan Estate – Shau Kei Wan	11 – 30
CTB 90	Ap Lei Chau Estate – Central (Exchange Square)	10 – 30
CTB 90C	Ap Lei Chau (Main Street, Ap Lei Chau) – Central (Jardine House)	AM Peak
CTB 97	Lei Tung Estate – Central (Exchange Square)	AM Peak
CTB 99	South Horizons – Shau Kei Wan	12 – 25
CTB 592	South Horizons – Causeway Bay (Moreton Terrace)	8 – 30
CTB 679	Queen's Hill Fanling – Central (Hong Kong Station)	AM Peak
CTB 780P	Chai Wan (Hing Wah Estate) – Central (Central Ferry Piers)	AM Peak
CTB 789	Siu Sai Wan (Island Resort) – Admiralty (Rodney Street)	8 – 25
CTB 930B	Kwai Shing Circuit – Causeway Bay (Moreton Terrace) (omit Kwai Fong)	AM Peak
CTB 930X	Causeway Bay (Moreton Terrace) – Tsuen Wan (Discovery Park) (via Nina Tower on journey to Causeway Bay)	12 – 25
CTB 952	Tuen Mun (Chi Lok Fa Yuen) – Causeway Bay (Moreton Terrace)	10 – 30
CTB 952P	Tuen Mun (Chi Lok Fa Yuen) – Causeway Bay (Moreton Terrace)	AM Peak
CTB 962	Tuen Mun (Lung Mun Oasis) – Causeway Bay (Moreton Terrace)	AM, PM Peak
CTB 962G	Causeway Bay (Moreton Terrace) – Tuen Mun (Yuet Wu Villa)	PM Peak
CTB 962P	Tuen Mun (Lung Mun Oasis) – Causeway Bay (Moreton Terrace)	AM Peak
CTB 962P	Yip Wong Estate – Causeway Bay (Moreton Terrace)	AM Peak
CTB 962X	Tuen Mun (Lung Mun Oasis) – Causeway Bay (Moreton Terrace)	9 – 30
CTB 967X	Tin Shui Wai (Tin Yan Estate) – Causeway Bay (via Tin Shui Wai North)	AM, PM Peak
CTB 969	Tin Shui Wai Town Center – Causeway Bay (Moreton Terrace)	7 – 30
CTB 969N	Tin Shui Wai Town Center – Causeway Bay (Moreton Terrace)	AM Peak
CTB 969P	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	AM Peak
CTB 969X	Tin Shui Wai Town Centre – Causeway Bay (Leighton Centre)	AM Peak
CTB 979	Queen's Hill Fanling – Central (Hong Kong Station)	AM, PM Peak
CTB A11	North Point Ferry Pier – Airport (Ground Transportation Centre)	15 – 60
CTB A17	Sham Wan – Airport	AM, PM Peak
CTB E11	Tin Hau Station – Skycity	AM, PM Peak
CTB E11A	Tin Hau Station – Skycity	35 – 44
CTB E11B	Tin Hau Station – Tung Chung (Mun Tung Estate)	10 – 40
CTB E11S	Tung Chung (Mun Tung Estate) – Tin Hau Station	AM Peak
CTB H1	Central (Star Ferry) – Tsim Sha Tsui	60
CTB H1S	Central (Star Ferry) – West Kowloon Cultural District (Circular)	30
CTB H2	Tsim Sha Tsui – Central (Star Ferry)	60
CTB H2K	Central (Star Ferry) – West Kowloon Cultural (Circular)	PM Peak
CTB N8X	Siu Sai Wan (Island Resort) – Kennedy Town	Overnight

CTB N8P	Siu Sai Wan (Island Resort) – Wan Chai (Harbour Road) (Circular)	Overnight
CTB N11	Central (Macao Ferry) – Airport (Ground Transportation Centre)	Overnight
CTB N72	Wah Kwai – Quarry Bay (Hoi Chak Street)	Overnight
CTB N90	South Horizons – Central (Macao Ferry)	Overnight
CTB N930	Tsuen Wan (Discovery Park) – Causeway Bay (Moreton Terrace)	AM Peak
CTB N969	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	Overnight
CTB NA11	North Point Ferry Pier – HZMB Hong Kong Port	Overnight
CTB N952	Tuen Mun (Chi Lok Fa Yuen) – Causeway Bay (Moreton Terrace)	AM Peak
CTB N962	Tuen Mun (Lung Mun Oasis) – Causeway Bay (Moreton Terrace)	Overnight
CTB X8	Happy Valley (Upper) – Siu Sai Wan (Island Resort)	AM Peak
CTB X15	Central (Central Ferry Pier No. 6) – The Peak	PM Peak
GMB 4A	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)	8 – 30
GMB 4B	Aberdeen (Shek Pai Wan) – Wan Chai (Circular)	5 – 10
GMB 4C	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street)	5
GMB 5	Aberdeen (Nam Ning Street) – Causeway Bay (Jaffe Road)	15 – 30
GMB 10	Causeway Bay (Jaffe Road) – Cyberport Public Transport Interchange	10 – 30
GMB 10P	Jaffe Road, near Siu On Plaza – Cyberport Bus Terminus	AM, PM Peak
GMB 14M	Lan Fong Road – Moorsom Road (Circular)	5 – 12
GMB 21A	Causeway Bay (Lan Fong Road) – Lai Tak Tsuen (Circular)	6 – 12
GMB 21M	Causeway Bay (Lan Fong Road) – Tai Hang Drive (Circular)	6 – 12
GMB 26	To Kwa Wan (Chi Kiang Street) – Kowloon Station	10 – 12
GMB 28	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road)	15 – 20
GMB 28S	Baguio Villa (Upper) – Causeway Bay (Sun Wui Road) (Short Working Service)	15 – 20
GMB 30	Causeway Bay (Lan Fong Road) – Happy Valley (Holly Road)	7 – 10
GMB 31	Yuen Long (Hong King Street) – Tong Yan San Tsuen (Circular)	8 – 10
GMB 31X	Tin Wan Estate – Causeway Bay (Jaffe Road) (Express Service Departure)	AM Peak
GMB 35M	Aberdeen (Shek Pai Wan) – Wan Chai (Johnston Road)	AM Peak
GMB 36X	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Jardine's Bazaar)	15 – 20
GMB 39M	Lok Fu – Tung Tau (Circular)	6 – 8
GMB 40	Stanley Village – Jardine's Bazaar	12 – 15
GMB 40X	Stanley Prison – Jardine's Bazaar (Short Working Service)	4 – 9
GMB 49S	Tuen Mun Siu Hong Court – Wan Chai (Overnight Service)	Overnight
GMB 56	Richland Gardens – Shung Yan Street	10 – 20
GMB 56A	Mid-Levels (Robinson Road) – Tin Hau Station	8 – 15
GMB 56B	Mid-Levels Robinson Road – Tin Hau Station	12 – 30
GMB 69X	Cyberport – Causeway Bay (Lockhart Road)	6 – 20
GMB N4A	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street) (Overnight Service)	Overnight
GMB N4C	Aberdeen (Shek Pai Wan) – Causeway Bay (Cannon Street) (Overnight Service)	Overnight
GMB N4X	Causeway Bay (Cannon Street) – Shum Wan Road Public Transport Terminus (Circular) (Overnight Service)	Overnight
GMB N40	Stanley Village – Jardine's Bazaar (Overnight Service)	Overnight
GMB N31	Tin Wan Estate – Causeway Bay (Jaffe Road) (Overnight Service Departure)	Overnight

Note: KMB – Kowloon Motor Bus GMB – Green Minibus
CTB - Citybus

3.0 THE PROPOSED DEVELOPMENT

Proposed Development

- 3.1 The Proposed Development is a 26-storey residential building providing: (i) 66 residential units with an average GFA of about 40m², and (ii) retail use with GFA of 175.260 m².

Hong Kong Planning Standards and Guidelines Recommendation on internal transport facilities

- 3.2 The internal transport facilities of the 66 residential units located with the Proposed Development calculated based on Hong Kong Planning Standards and Guidelines (“HKPSG”) is presented in Table 3.1.

TABLE 3.1 THE HKPSG RECOMMENDATIONS ON INTERNAL TRANSPORT FACILITIES FOR THE 66 RESIDENTIAL UNITS

Use	HKPSG Recommendation flat size $\leq 40 \text{ m}^2 = 66 \text{ units}$
Car Parking Space	
Residential (I)	Number of space = $\text{GPS} \times \text{R1} \times \text{R2} \times \text{R3}$, where: Global Parking Standard (GPS) = 1 space per 4 – 7 flats R1 = 0.5 for flat size $\leq 40 \text{ m}^2$ R2 = 0.75 for development within 500m of rail station R3 = 0.75 for domestic plot ratio (PR) > 8.00 Minimum = $66 \div 7 \times 0.5 \times 0.75 \times 0.75 = 2.65 = \text{say } \underline{3 \text{ nos.}}$ Maximum = $66 \div 4 \times 0.5 \times 0.75 \times 0.75 = 4.64 = \text{say } \underline{5 \text{ nos.}}$
Visitor (II)	For private residential developments with 75 units or less per block, the visitor car parking provision will be determined by Transport Department on a case-by-case basis.
Total (I) + (II)	Minimum = <u>3 nos.</u> Maximum = <u>5 nos.</u>
Loading / Unloading Bay	
Residential	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority. Recommendation = <u>1 no.</u>

- 3.3 The retail use with 175.260 m², is a road-side retail shop, and according to the HKPSG, generally nil car park provision is permitted for this type of road-side retail shop. Hence, the total recommended number of car parking spaces range from 3 – 5, and the recommended number of loading / unloading bay is 1.
- 3.4 In view of the size of the Subject Site, a turntable with 6m-diameter clearance is provided and could accommodate a loading / unloading bay for goods van. The Ground Floor layout plan is found in Figure 3.1.
- 3.5 With the use of the turntable, a goods van could enter and leave the Proposed Development using forward movements. The swept path analysis conducted using the CAD-based swept path analysis program, Autodesk Vehicle Tracking and is shown in Figure 3.2.

3.6 Justification for provision of 1 loading / unloading bay for goods van
The reasons are given in the paragraphs below:

i. Small site

The Subject Site is small and it located at the corner of Yiu Wa Street and Canal Road East. Along Yiu Wa Street, the Subject Site has a length of only 14m, and along Canal Road East 13.2m.

- 3.7 As shown in Figure 3.1, in order to provide the basic facilities within the Proposed Development including the lift core, column structures, staircase, lobby, pump room, only a turntable with 6m-diameter clearance can be provided and could accommodate a loading / unloading bay for goods van.

ii. Sufficient public car park in the vicinity of the Proposed Development

- 3.8 A parking supply survey was undertaken on Friday, 6 March 2026 during the AM and PM peak period at 2 car parks which are located within 300m from the Proposed Development. The locations of the surveyed car parks are shown in Figure 3.3 and the details are presented in Table 3.2.

TABLE 3.2 CAR PARKS LOCATED WITHIN 300M FROM THE PROPOSED DEVELOPMENT

Ref.	Location	Car Parking Space				
		No. of Spaces	AM Peak		PM Peak	
			Occupied	Surplus	Occupied	Surplus
1	Times Square (1 Matheson Street, Causeway Bay)	700	415	285	432	268
2	Leighton Centre (77 Leighton Road, Causeway Bay)	321	167	154	210	111
Total		1021	582	439	642	379

- 3.9 As shown in Table 3.2, there are 439 nos. of surplus public car parking spaces during AM peak period and 379 nos. of surplus public car parking spaces during PM peak period, and could cater the potential parking demand of the Proposed Development.

iii. Good accessibility to public transport services

- 3.10 As shown in Figure 2.6 and Table 2.2, the Proposed Development is located close to public transport services and the stops are located some 100 metres or less than 1 minutes' walk away. The closest entrance to the Causeway Bay MTR Station is in Times Square, which is about 200 metres or less than 3 minutes' walk away.

- 3.11 Due to good accessibility to public transport services, the residents are expected to use these services.

iv. Negligible demand of Pick-up / drop-off and loading / unloading demand

- 3.12 Demand survey were conducted at the following residential buildings:
(1) Park Haven at 38 Haven Street, Causeway Bay (189 flats with average flat size of some 60m² GFA)
(2) COHO at 18 School Street, Tai Hang (46 flats with average flat size of some 30m² GFA)

(3) Warrenwoods at 23 Warren Street, Tai Hang (164 flats with average flat size of some 50m² GFA)

3.13 The pick-up / drop-off and loading / unloading demand at these 3 residential buildings are presented in Table 3.3.

TABLE 3.3 PICK-UP / DROP-OFF AND LOADING / UNLOADING DEMAND OF 3 RESIDENTIAL BUILDINGS

Ref.	Location	Pick-up / drop-off activities	Loading / unloading activities
Demand (veh / day)			
1	Park Haven at 38 Haven Street, Causeway Bay	20	5
2	COHO at 18 School Street, Tai Hang	15	5
3	Warrenwoods at 23 Warren Street, Tai Hang	20	5
Demand Rates (veh / day / flat)			
1	Park Haven at 38 Haven Street, Causeway Bay	0.1058	0.0265
2	COHO at 18 School Street, Tai Hang	0.3261	0.1087
3	Warrenwoods at 23 Warren Street, Tai Hang	0.1220	0.0305
Adopted Demand Rate (Weighted Average) =		0.1378	0.0376

3.14 Based on the adopted demand rate of pick-up / drop-off activities in Table 3.3, the estimated demand of the Proposed Development with 66 flats is calculated and is presented below.

Demand of Pick-up / drop-off activities = $0.1378 \times 66 = 9.10$ veh / day, which is equivalent to 0.75 veh / hour

3.15 The pick-up / drop-off activity is less than 1 minute, and the demand is only 0.75 vehicles per hour, which is low.

3.16 Based on the adopted demand rate of loading / unloading activities in Table 3.3, the estimated demand of the Proposed Development with 66 flats is calculated and is presented below.

Demand of Loading / unloading activities = $0.0376 \times 66 = 2.48$ veh / day, which is equivalent to 0.21 veh / hour

3.17 The demand of loading / unloading activities is only 0.21 vehicles per hour, which is low.

v. Availability of kerbside for on-street activities

3.18 Based on site observations, loading / unloading and pick-up / drop-off activities are permitted in the vicinity of the Subject Site, i.e., 70m-long southern kerbside of Yiu Wa Street, as shown in Figure 3.4.

3.19 To demonstrate that there is kerbside capacity in the vicinity, utilisation survey was conducted at the 70m-long southern kerbside of Yiu Wa Street, on Friday, 6 March 2026 and Saturday, 27 June 2026. The results are summarised in Table 3.4.

TABLE 3.4 UTILISATION ANALYSIS FOR SOUTHERN KERBSIDE AT YIU WA STREET

Time Period (hours)	Total Occupancy ⁽¹⁾ (meter min) [a]	Total Capacity ⁽²⁾ (meter min) [b]	Utilisation Rate [a] / [b]
Weekday			
07:00–08:00	942	4,200	22%
08:00–09:00	2,754	4,200	66%
09:00–10:00	3,145	4,200	75%
10:00–11:00	2,292	4,200	55%
11:00–12:00	2,373	4,200	57%
12:00–13:00	2,503	4,200	60%
13:00–14:00	2,224	4,200	53%
14:00–15:00	2,443	4,200	58%
15:00–16:00	2,950	4,200	70%
16:00–17:00	3,342	4,200	80%
17:00–18:00	642	4,200	15%
18:00–19:00	441	4,200	11%
Overall (07:00–19:00)	25,108	50,400	54%
Weekend			
07:00–08:00	1,680	4,200	40%
08:00–09:00	2,100	4,200	50%
09:00–10:00	2,730	4,200	65%
10:00–11:00	2,604	4,200	62%
11:00–12:00	2,436	4,200	58%
12:00–13:00	2,310	4,200	55%
13:00–14:00	2,562	4,200	61%
14:00–15:00	3,150	4,200	75%
15:00–16:00	3,486	4,200	83%
16:00–17:00	3,423	4,200	82%
17:00–18:00	3,515	4,200	84%
18:00–19:00	3,192	4,200	76%
Overall (07:00–19:00)	31,508	50,400	63%

Note: ⁽¹⁾ Total Occupancy = $\sum$ (length of kerbside occupied by each vehicle x duration of vehicle staying within the time interval)

⁽²⁾ Total Capacity = length of kerbside available for vehicle staying x duration of the time interval

- 3.20 As shown in Table 3.4, the average daily utilisation rates of the kerbside is observed to be around 54% on Friday and 63% on Saturday, and the peak hour utilisation is 80% on Friday and 84% on Saturday, i.e., the highest utilisation is between 1700 – 1800 hours on Saturday.
- 3.21 If a 7m-long LGV is generated during the peak utilisation hour, i.e., 1700 – 1800 hours on Saturday, the peak hour utilisation will increase from 84% to 95.1%, which shows that the kerbside could serve an additional LGV. (Calculation = $(3,515 + (7\text{m LGV} + 0.5\text{m front clearance} + 0.5\text{m rear clearance}) \times 60 \text{ minutes})) / 4,200 = 95.1\%$)

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed Development is expected to be completed by 2030, and the design year adopted for the capacity analysis is 2033, i.e. 3 years after the completion of the Proposed Development.

Traffic Forecasting

- 4.2 The 2033 traffic flows used for the junction analysis are produced with reference to the following:

1. estimated traffic growth from 2026 to 2033 based on the higher of:
 - a. 2024- based Base District Traffic Model (BDTM), published by Transport Department;
 - b. historic Annual Average Daily Traffic (“AADT”) from the Annual Traffic Census(“ATC”), published by Transport Department;
 - c. 2021 – based Territorial Population and Employment Data Matrix (“TPEDM”) data produced by Planning Department (“PlanD”) for Wan Chai District;
 - d. Hong Kong Population Projections from 2026 to 2033, published by Census and Statistics Department (“C&SD”);
2. Other developments in the vicinity of the Proposed Development; and
3. Traffic generated by the Proposed Development.

- 4.3 The (i) estimated traffic growth from 2026 to 2033, (ii) the other developments in the vicinity of the Proposed Development, and (iii) traffic generated by the Proposed Development are presented in the paragraphs below.

(i) Estimated Traffic Growth Rate from 2026 to 2033

- 4.4 The (a) BDTM, (b) historic AADT, (c) 2021 – based TPEDM data for Wan Chai District and (d) Hong Kong Population Projections from 2026 to 2033 and historic AADT are summarised in Tables 4.1 – 4.4 respectively.

TABLE 4.1 2024-BASED BDTM 2-WAY TRAFFIC FLOW FOR MAJOR ROADS LOCATED IN THE VICINITY

Road	Peak Period	2-way Traffic Flow (pcu / hour)				
		2019	2031	2036	2041	2046
Aberdeen Tunnel [A]	AM	4575	4557	4192	4014	4044
	PM	3716	3742	3501	3378	3442
Canal Road Flyover [B]	AM	6186	6536	6400	6267	6369
	PM	5660	6083	6072	6090	6108
Hennessy Road [C]	AM	1512	1550	1487	1453	1449
	PM	1557	1595	1547	1533	1532
TOTAL [A] + [B] + [C]	AM	12,273	12,643	12,079	11,734	11,862
	PM	10,933	11,420	11,120	11,001	11,082
Annual Growth (from 2019)	AM		0.25%	-0.09%	-0.20%	-0.13%
	PM		0.36%	0.10%	0.03%	0.05%

TABLE 4.2 AADT OF THE ATC STATIONS LOCATED IN THE VICINITY OF THE SUBJECT SITE

Station	2024	2649	1847	1631	2035	Overall
Road	Canal Road Flyover < H73 > down-ramp S-B	Yiu Wa Street	Leighton Road	Leighton Road	Leighton Road	
From	Canal Road Flyover < H110 > S-B	Canal Road East	Canal Road East	Morrison Hill Road	Wong Nai Chung Road	
To	Canal Road East	Matheson Street	Wong Nai Chung Road	Canal Road East	Percival Street	
2015	18,040	4,680	28,550	44,490	28,000	123,760
2016	18,060	4,850	22,620	40,440	27,960	113,930
2017	17,670	4,200	23,460	39,850	27,110	112,290
2018	16,920	4,900	23,530	39,960	28,080	113,390
2019	15,060	4,590	23,320	39,620	27,830	110,420
2020	13,560	3,880	22,180	42,940	26,470	109,030
2021	14,000	4,590	23,160	43,550	27,000	112,300
2022	13,620	3,930	22,700	41,030	21,860	103,140
2023	15,060	4,890	23,200	41,930	23,770	108,850
2024	14,920	5,200	22,980	41,540	23,550	108,190
Average Annual Growth						-1.48%

TABLE 4.3 2021-BASED TPEDM DATA FOR WAN CHAI DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2021	2026	2031	2021 to 2026	2026 to 2031	2019 to 2031
Population	166,700	156,000	145,700	-1.32%	-1.36%	-1.34%
Employment	299,700	301,700	287,250	0.13%	-0.98%	-0.42%

TABLE 4.4 HONG KONG POPULATION PROJECTIONS FROM 2026 TO 2033

Whole Territory Population		Annual Growth Rate
Year 2026	Year 2033	2026 to 2033
7,596,800	7,903,600	0.57%

- 4.5 Table 4.1 shows that the highest annual growth rate is 0.36%. Table 4.2 shows that in the historic AADT of the stations between 2015 and 2024 in the vicinity has average annual growth rate of -1.48% per annum. Table 4.3 shows that the highest annual growth rate for population is -1.32% and for employment is 0.13%. Table 4.4 shows that the annual growth rate from 2026 to 2033 is +0.57%. To be conservative, the growth rate of +0.57% per annum is adopted to produce 2033 traffic flows from 2026.

(ii) Other developments in the vicinity of the Proposed Development

- 4.6 The developments included in the 2033 reference traffic flows are presented in Table 4.5.

TABLE 4.5 OTHER DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Site	Address	Use	Development Parameter (Approx.)
A	Po Leung Kuk Headquarters at 66 Leighton Road, Causeway Bay	Social Services	Additional 322 Service Quotas
B	8 Leighton Road	Commercial	14,945m ² GFA
C	Inland Lot 8945, Caroline Hill Road	Commercial & G/IC	102,000m ² GFA
D	District Court Building at Caroline Hill Road	District Court	70,000m ² GFA
E	88 Caroline Hill Road	Social Services	31,330m ² GFA
F	25-27 Morrison Hill Road	Hotel	122 rooms

(iii) Traffic generated by the Proposed Development

- 4.7 Traffic generated associated with the Proposed Development is calculated based on trip generation rate found in TPDM, and these are presented in Table 4.6, the calculated of traffic generation is found in Table 4.7.

4.8

TABLE 4.6 TRIP RATES FROM TPDM

Trip Rate	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Residential Use ⁽¹⁾ (pcu/hour/flat)	0.0425	0.0718	0.0370	0.0286
Retail (pcu/hour/100m ² GFA)	0.2434	0.2296	0.3563	0.3100

Note: ⁽¹⁾ Mean rate of average flat size of 60m² from Transport Planning and Design Manual (TPDM)

TABLE 4.7 TRAFFIC GENEATION OF THE PROPOSED DEVELOPMENT

Use	Traffic Generation (pcu/hour)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
Residential Use: 66 flats	2.8	4.7	7.5	2.4	1.9	4.3
Retail: 175.260 m ² GFA	0.4	0.4	0.8	0.6	0.5	1.1
Total	3.2	5.1	8.3	3.0	2.4	5.4

- 4.9 Table 4.7 shows that the total 2-way traffic generated by the Proposed Development is only 8.3 and 5.4 pcu/hour (2-way) during the AM and PM peak hours respectively.

2033 Traffic Flows

- 4.10 Year 2033 traffic flows for the following cases are derived:

2033 without the Proposed Development [A] = 2026 existing traffic flows + (i) estimated total growth from 2026 to 2033 + (ii) Other developments in the vicinity of the Proposed Development

2033 with the Proposed Development [B] = [A] + (iii) Traffic generated by the Proposed Development (Table 4.6)

- 4.11 The 2033 peak hour traffic flows for the cases without and with the Proposed Development, are shown in Figures 4.1 – 4.4.

2033 Junction Operational Performance

- 4.12 2033 capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.8 and detailed calculations are found in the Appendix 2.

TABLE 4.8 2033 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
Weekday						
J1	Sharp Street East / Canal Road East / Southbound Slip Road of Canal Road Flyover	Signal / RC	80%	84%	80%	83%
J2	Matheson Street / Sharp Street East	Signal / RC	> 100%	67%	> 100%	65%
J3	Leighton Road / Canal Road East	Signal / RC	65%	45%	65%	45%
Weekend						
J1	Sharp Street East / Canal Road East / Southbound Slip Road of Canal Road Flyover	Signal / RC	99%	> 100%	98%	> 100%
J2	Matheson Street / Sharp Street East	Signal / RC	> 100%	> 100%	> 100%	> 100%
J3	Leighton Road / Canal Road East	Signal / RC	> 100%	62%	> 100%	62%

Notes: ⁽¹⁾ RC – reserve capacity

- 4.13 Table 4.8 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

2033 Queue Length Analysis

- 4.14 2033 queue length analysis for the cases without and with the Proposed Development are summarised in Table 4.9, Figures 4.5 – 4.8 and detailed calculations are found in the Appendix 3.

TABLE 4.9 2033 QUEUE LENGTH ANALYSIS

Ref.	Approach	Movement ⁽¹⁾	No. of Lanes	Queue Length (metre)			
				Without the Proposed Development		With the Proposed Development	
				AM	PM	AM	PM
Weekday							
J1	Canal Road Flyover Southbound	SA	2	31	32	31	32
	Canal Road East Southbound	SA	2	4	14	4	14
	Sharp Street East Westbound	LT	2	7	14	8	15
J2	Matheson Street Northbound	LT + SA	2	19	37	19	38
	Sharp Street East Westbound	SA	1	3	5	3	5
J3	Canal Road East Southbound	LT	1	41	42	41	43
		LT + SA	1	45	45	45	45
		SA + RT	1	49	49	49	49
	Leighton Road Eastbound	LT	1	16	20	16	20
		LT + SA	1	32	40	32	40
		SA	1	32	41	32	41

Ref.	Approach	Movement ⁽¹⁾	No. of Lanes	Queue Length (metre)			
				Without the Proposed Development		With the Proposed Development	
				AM	PM	AM	PM
Weekday							
	Leighton Road Westbound	LT + SA	1	36	28	36	28
		SA	1	41	44	41	44
Weekend							
J1	Canal Road Flyover Southbound	SA	2	28	29	28	29
	Canal Road East Southbound	SA	2	4	11	4	11
	Sharp Street East Westbound	LT	2	5	15	5	15
J2	Matheson Street Northbound	LT + SA	2	16	29	17	29
	Sharp Street East Westbound	SA	1	5	19	5	20
J3	Canal Road East Southbound	LT	1	33	36	33	36
		LT + SA	1	37	39	38	39
		SA + RT	1	41	44	41	44
	Leighton Road Eastbound	LT	1	7	12	7	12
		LT + SA	1	19	34	19	34
		SA	1	20	34	20	34
	Leighton Road Westbound	LT + SA	1	34	38	34	38
		SA	1	37	35	37	35

Note: SA – straight ahead

LT – Left turn

RT – Right Turn

- 4.15 Table 4.9 shows that for all junctions, the distance from stop lines the downstream junctions can accommodate the estimated queue length for the cases without and with the Proposed Development.

2033 Link Capacity Assessment

- 4.16 2033 link capacity is assessed and the results are shown in Table 4.10.

TABLE 4.10 2033 LINK CAPACITY ASSESSMENT

Ref	Link	Design Flow (veh/hr)	Scenario	Traffic Flow (veh/hr)		V/C Ratio	
				AM Peak	PM Peak	AM Peak	PM Peak
Weekday							
L1	Canal Road East	2000	Without the Proposed Development	1369	1475	0.685	0.738
			With the Proposed Development	1377	1480	0.689	0.740
L2	Canal Road Flyover	1400	Without the Proposed Development	1046	856	0.747	0.611
			With the Proposed Development	1048	858	0.749	0.613
L2	Leighton Road	3400	Without the Proposed Development	1417	1510	0.417	0.444
			With the Proposed Development	1419	1510	0.417	0.444
L3	Sharp Street East	400	Without the Proposed Development	133	316	0.333	0.790
			With the Proposed Development	140	320	0.350	0.800
L4	Yiu Wa Street	400	Without the Proposed Development	113	156	0.283	0.390
			With the Proposed	118	159	0.295	0.398

			Development				
L5	Matheson Street	800	Without the Proposed Development	206	406	0.258	0.508
			With the Proposed Development	212	410	0.265	0.513
Weekend							
L1	Canal Road East	2000	Without the Proposed Development	1082	1252	0.541	0.626
			With the Proposed Development	1092	1260	0.546	0.630
L2	Canal Road Flyover	1400	Without the Proposed Development	947	766	0.676	0.547
			With the Proposed Development	949	768	0.678	0.549
L2	Leighton Road	3400	Without the Proposed Development	1168	1405	0.344	0.413
			With the Proposed Development	1170	1406	0.344	0.414
L3	Sharp Street East	400	Without the Proposed Development	85	334	0.213	0.835
			With the Proposed Development	91	338	0.228	0.845
L4	Yiu Wa Street	400	Without the Proposed Development	88	131	0.220	0.328
			With the Proposed Development	93	134	0.233	0.335
L5	Matheson Street	800	Without the Proposed Development	174	314	0.218	0.393
			With the Proposed Development	180	317	0.225	0.396

4.17 Table 4.10 shows that the links operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

5.0 PEDESTRIAN ASSESSMENT

Location of Surveyed Footpaths

- 5.1 The pedestrian assessment is undertaken for footpaths likely used by residents of the Proposed Development. The location of the surveyed footpaths is shown in Figure 5.1.

Estimation of Future Pedestrian Flows

- 5.2 The year 2033 pedestrian flow is estimated based on the following:
- (i) 2026 existing pedestrian flows;
 - (ii) Estimated annual pedestrian growth rates from 2026 to 2033; and
 - (iii) Difference of Pedestrian generated by the Proposed Development.

2026 Existing Pedestrian Flows

- 5.3 To quantify the existing pedestrian flows using the footpaths presented in Figure 5.1, pedestrian counts were conducted during the AM and PM peak periods on Friday, 6 March 2026. The existing peak 15-minute two-way pedestrian flows are presented in Figure 5.2.

Estimated Annual Pedestrian Growth Rates from 2026 to 2033

- 5.4 The 2033 reference pedestrian flow is estimated based on the 2026 observed pedestrian flows and the annual pedestrian growth rate from 2026 to 2033. The pedestrian growth rate from 2026 to 2033 is assumed to be +0.57% per annum which is taken from Paragraph 4.5.

Pedestrian Generated by the Proposed Development

- 5.5 In view that the Transport Planning and Design Manual does not have pedestrian generation rates for Residential and Retail use, pedestrian generation is estimated based on the generation rates obtained from survey and are presented in Table 5.1.

TABLE 5.1 PEDESTIAN GENERATION RATES

Ref.	Pedestrian Generation Rates	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Residential Use (pedestrian/15-min/flat)					
1	Park Haven at 38 Haven Street, Causeway Bay (189 flats)	0.0688	0.2063	0.1693	0.1217
2	COHO at 18 School Street, Tai Hang (46 flats)	0.0652	0.1304	0.1304	0.0435
3	Warrenwoods at 23 Warren Street, Tai Hang (164 flats)	0.0488	0.2561	0.2195	0.0610
Adopted (maximum rates) =		0.0688	0.2561	0.2195	0.1217
Retail Use (pedestrian/15-min/100m ² GFA)					
1	L Place, 139 Queen's Road Central (9,300m ² GFA)	0.7319	0.1399	0.6745	0.2763
2	Soundwill Plaza II - Midtown, 1-29 Tang Lung Street, Causeway Bay (20,250m ² GFA)	0.5432	0.3621	0.7901	0.7243
3	The Loop, 33 Wellington Street, Central (3,300m ² GFA)	0.4545	0.3232	1.0404	0.7576
Adopted (maximum rates) =		0.7319	0.3621	1.0404	0.7576

- 5.6 Based on the adopted pedestrian generation rate in Table 5.1, pedestrian generation of the Proposed Development is presented in Table 5.2.

TABLE 5.2 PEDESTRIAN GENERATION OF THE PROPOSED DEVELOPMENT

Use	Pedestrian Generation (pedestrian / 15-min)					
	AM Peak			PM Peak		
	IN	OUT	2-way	IN	OUT	2-way
Proposed Development [a]						
Residential Use: 66 flats	5	17	24	15	9	20
Retail: 175.260 m ² GFA	2	1	3	2	2	4
Total	7	18	25	17	11	28

- 5.7 Table 5.2 shows that the total 2-way pedestrian generated by the Proposed Development is only 25 and 28 pedestrians / 15mins (2-way) during the AM and PM peak hours respectively.

2033 Pedestrian Flows

- 5.8 The 2033 pedestrian flows are derived using the following method:

2033 without the Proposed Development [A] = (i) 2026 existing pedestrian flows + (ii) estimated annual pedestrian growth rates from 2026 to 2033

2033 with the Proposed Development [B] = [A] + (iii) Pedestrian generated by the Proposed Development (Table 5.2)

- 5.9 The 2033 pedestrian flows without and with the Proposed Development are presented in Figures 5.3 – 5.6.

Level-of-Service

- 5.10 The level-of-service (LOS) of a pedestrian facility is dependent on its width and the number of pedestrians using the facility. Description of the LOS is obtained from the Transport Planning and Design Manual, and is given in Table 5.3.

TABLE 5.3 DESCRIPTION OF PEDESTRIAN FACILITY LOS

LOS	Maximum Pedestrian Flow Rate - ped/min/m	Description
A	< = 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected and conflicts between pedestrians are unlikely.
B	> 16 - 23	Sufficient space is provided for pedestrians to freely select walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	> 23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional streams. Where reverse directions or crossing movements exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	> 33 - 49	Freedom to select individual walking speed and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however considerable friction and interaction between pedestrians is likely to occur.
E	> 49 – 75	Virtually, all pedestrians would have their normal walking speed restricted.

		At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by "shuffling". There is frequent and unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.

Source: Transport Planning & Design Manual Volume 6, Transport Department

- 5.11 With the 2.8m setback provided by the Proposed Development, the southern footpath of Yiu Wa Street abutting the Proposed Development, will be widened from 1.7 to 4.5m. The effective width of the surveyed footpaths is presented in Table 5.4.

TABLE 5.4 EFFECTIVE WIDTH OF THE SURVEYED FOOTPATHS

Ref.	Location			Footpath Width (m)	Effective Width (m)
1	Yiu Wa Street between Canal Road East and Matheson Street	Southern Footpath	without Proposed Development	1.7	0.7
			with Proposed Development	4.5	3.5
2	Canal Road East between Leighton Road and Yiu Wa Street	Eastern Footpath		2.5	1.5

- 5.12 The 2033 weekday LOS at the surveyed footpaths for the cases without and with the Proposed Development is presented in Table 5.5.

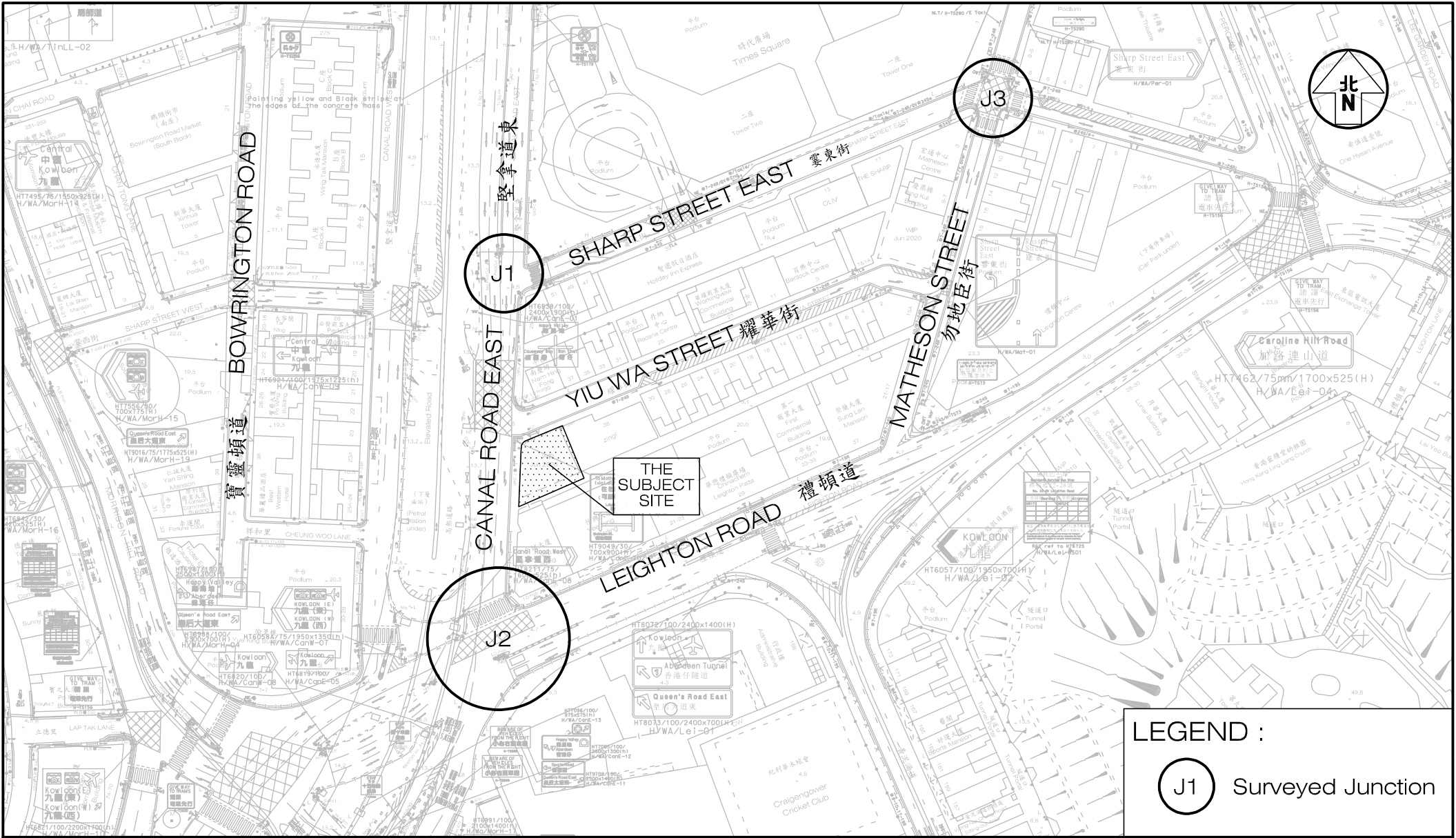
TABLE 5.5 2033 LOS FOR THE CASES WITHOUT AND WITH THE PROPOSED DEVELOPMENT

PROPOSED DEVELOPMENT									
Ref.	Location	Peak Period	without Proposed Development			with Proposed Development			
			Ped / 15min	Ped / min/m	LOS	Ped / 15min	Ped / min/m	LOS	
<u>Weekday</u>									
1	Yiu Wa Street between Canal Road East and Matheson Street	Southern Footpath	AM	117	11.2	A	131	2.5	A
			PM	130	12.4	A	142	2.8	A
2	Canal Road East between Leighton Road and Yiu Wa Street	Eastern Footpath	AM	85	3.8	A	98	4.4	A
			PM	115	5.2	A	127	5.7	A
<u>Weekend</u>									
1	Yiu Wa Street between Canal Road East and Matheson Street	Southern Footpath	AM	128	12.2	A	142	2.8	A
			PM	175	16.7	B	187	3.6	A
2	Canal Road East between Leighton Road and Yiu Wa Street	Eastern Footpath	AM	92	4.1	A	105	4.7	A
			PM	159	7.1	A	171	7.6	A

- 5.13 Table 5.5 shows that the surveyed footpaths operate with LOS A for the cases with the Proposed Development. Hence, it can be concluded that the Proposed Development will result in no impact to the footpaths assessed.

6.0 CONCLUSION

- 6.1 The Subject Site is located at 42 – 44 Yiu Wa Street and 28 – 29 Canal Road East in Causeway Bay. The Owner would now like to develop the Subject Site into a 26-storey residential building providing: (i) 66 residential units with an average GFA of about 40m², and (ii) retail use with GFA of 175.260 m².
- 6.2 Manual classified counts were conducted at surveyed junctions located in the vicinity of the Proposed Development in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.
- 6.3 In view of the size of the Subject Site, a turntable with 6m-diameter clearance is provided and could accommodate a loading / unloading bay for goods van.
- 6.4 Justification for provision of 1 loading / unloading bay for goods van:
- i. Small site
 - ii. Sufficient public car park in the vicinity of the Proposed Development
 - iii. Good accessibility to public transport services
 - iv. Negligible demand for of pick-up / drop-off and loading / unloading demand
 - v. Availability of kerbside for on-street activities
- 6.5 The Proposed Development is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. For the design year 2033, the junctions, queue length and links capacity analysed are expected to operate with capacities during the peak hours for the case with the Proposed Development.
- 6.6 The southern footpath of Yiu Wa Street abutting will be widened from 1.7 to 4.5m due to the 2.8m setback provided by the Proposed Development. For the design year 2033, the pedestrian assessment conducted found that the surveyed footpaths would operate with LOS A in 2033 for the cases with the Proposed Development.
- 6.7 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.



LEGEND :

J1 Surveyed Junction

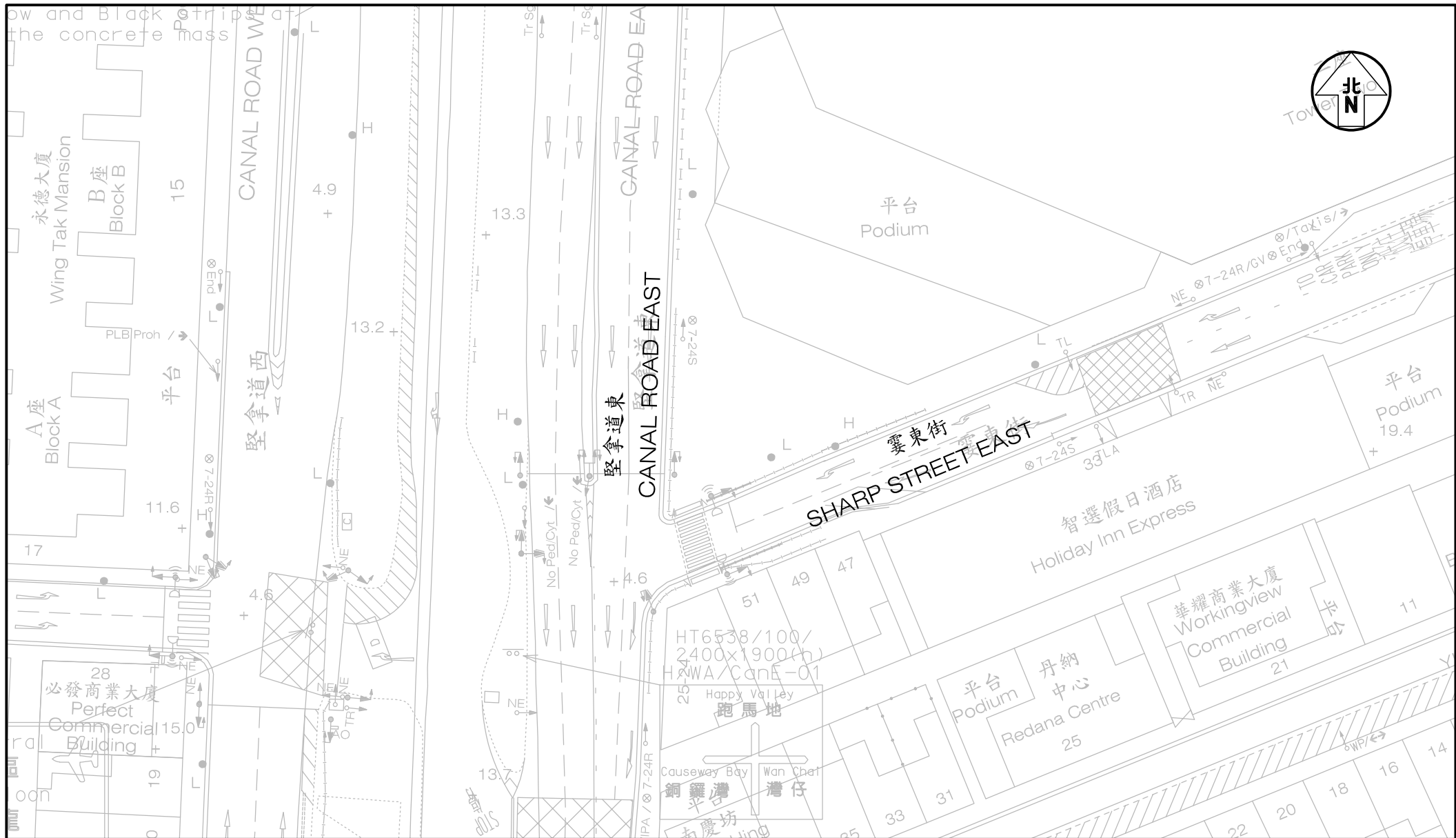
Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG J7471

Figure No. 2.1

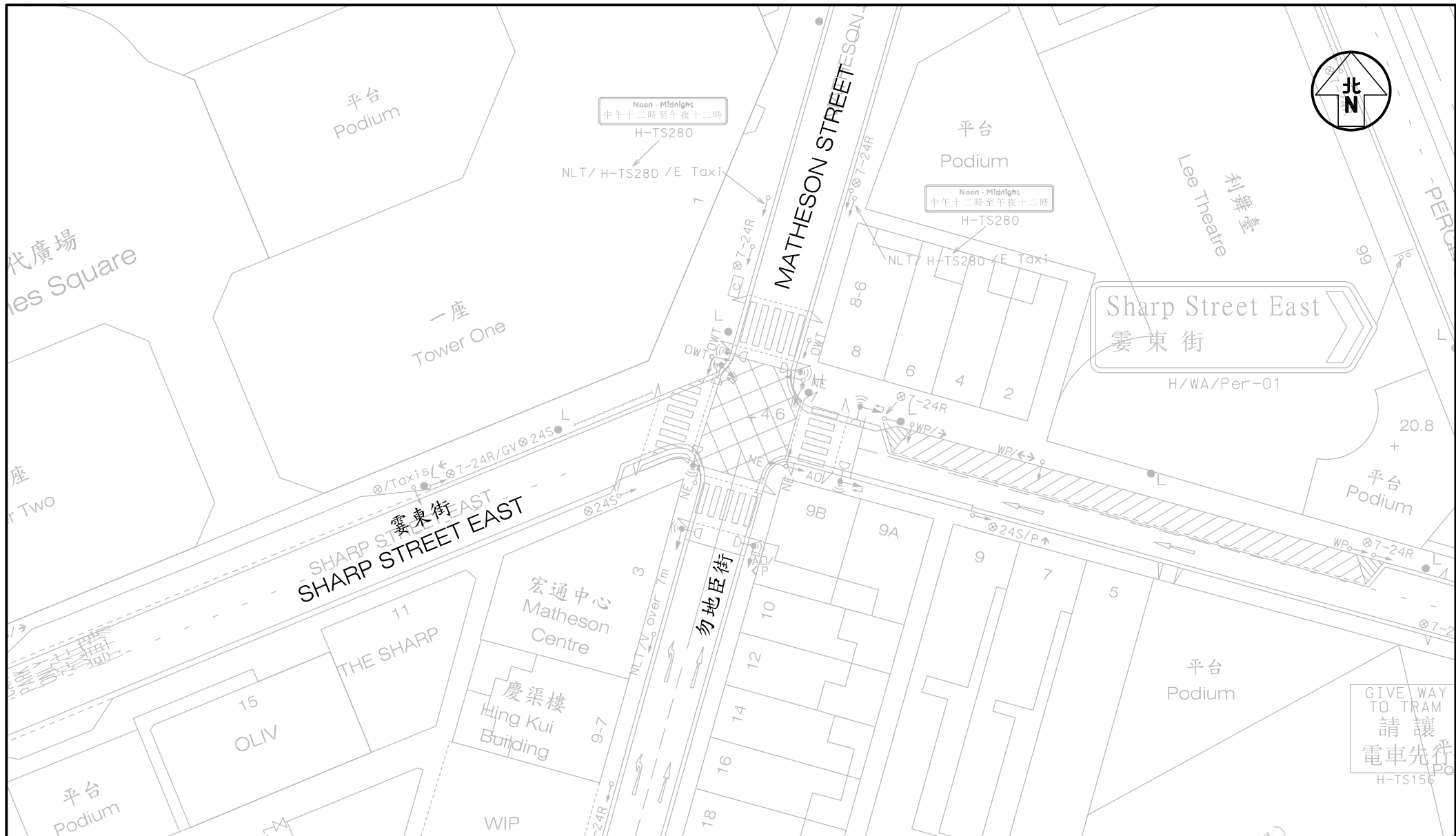
Revision D CKM Asia Limited

Figure Title LOCATION OF SURVEYED JUNCTIONS

Designed by LCH
Drawn by NCM
Checked by KC
Scale in A4 1 : 1500
Date 17 SEP 2026

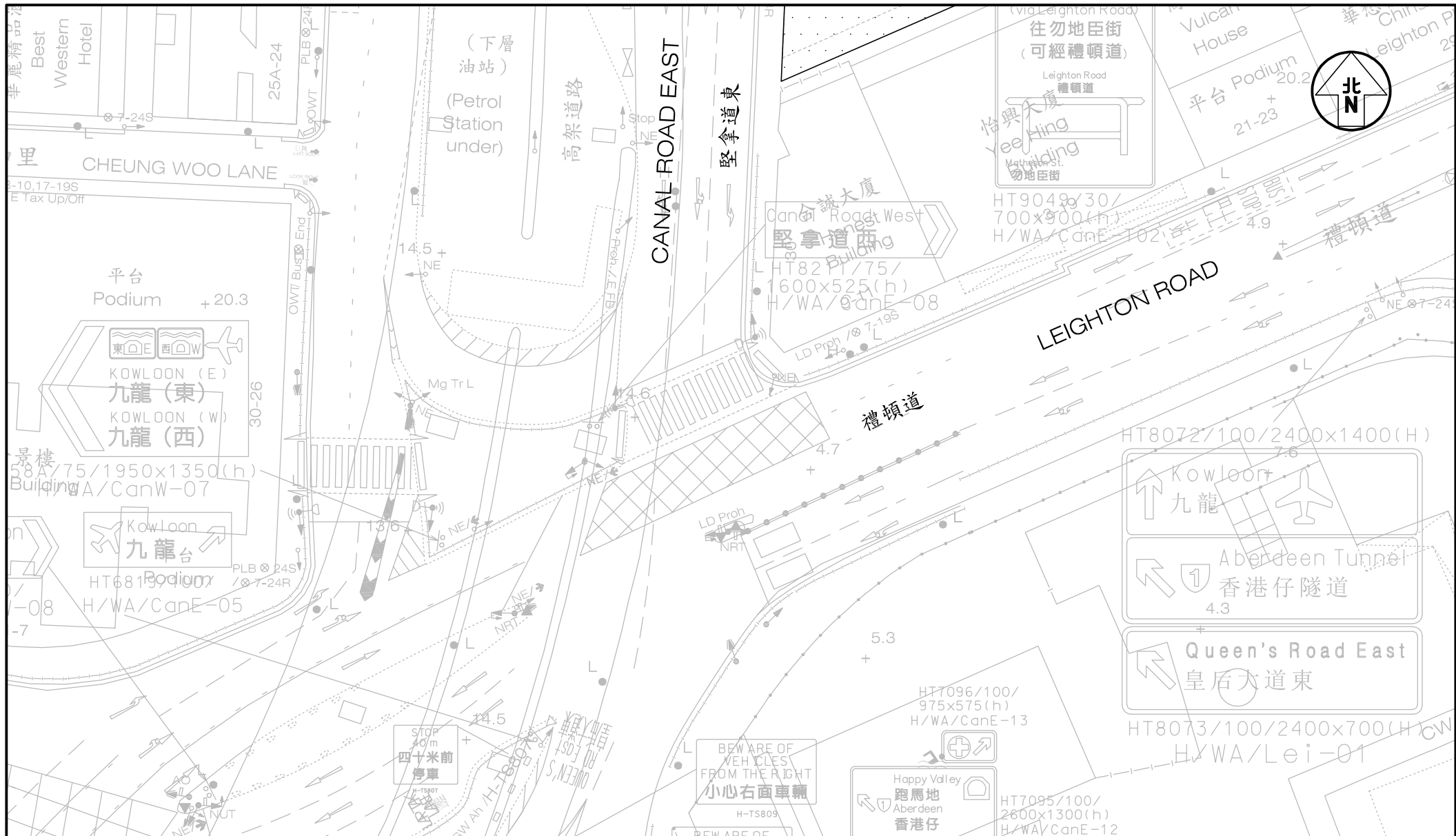


Project Title		PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG			Figure No.		Revision		CKM Asia Limited
		J7471			2.2		D		
Figure Title		LAYOUT OF JUNCTION OF SHARP STREET EAST / CANAL ROAD EAST / SOUTHBOND SLIP ROAD OF CANAL ROAD FLYOVER			Designed by		Drawn by		
					L C H		N C M		
					Checked by		K C		
					Scale in A4		Date		
					1 : 500		17 SEP 2026		



Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG	Figure No. 2.3	Revision D
Figure Title LAYOUT OF JUNCTION OF MATHESON STREET / SHARP STREET EAST	Designed by L C H Drawn by N C M Checked by K C Scale in A4 1 : 500 Date 17 SEP 2026	CKM Asia Limited

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Project Title **PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG** J7471

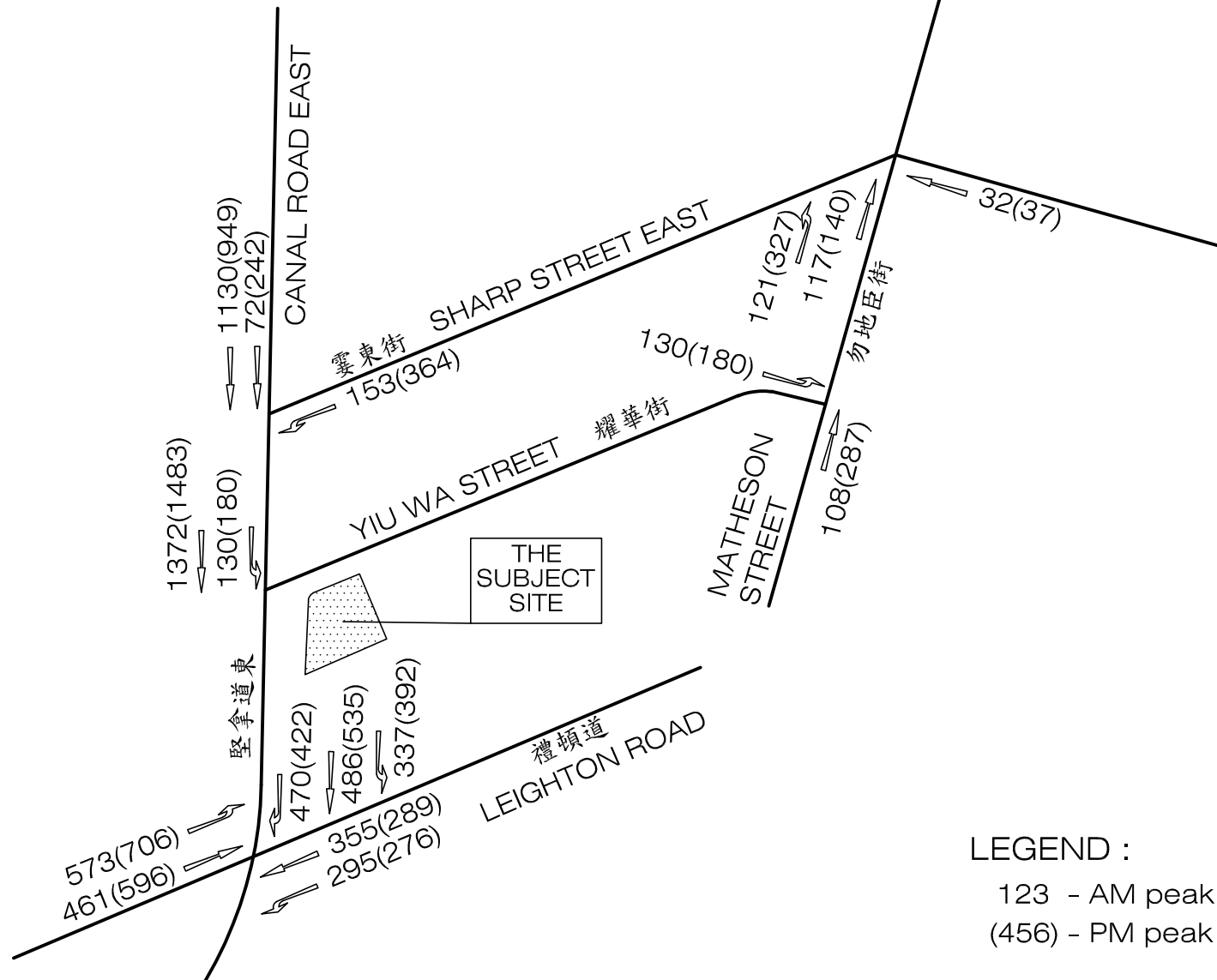
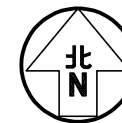
Figure No. **2.4** Revision **D**

CKM Asia Limited

Figure Title **LAYOUT OF JUNCTION OF LEIGHTON ROAD / CANAL ROAD EAST**

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Scale in A4 1 : 500		Date 17 SEP 2026

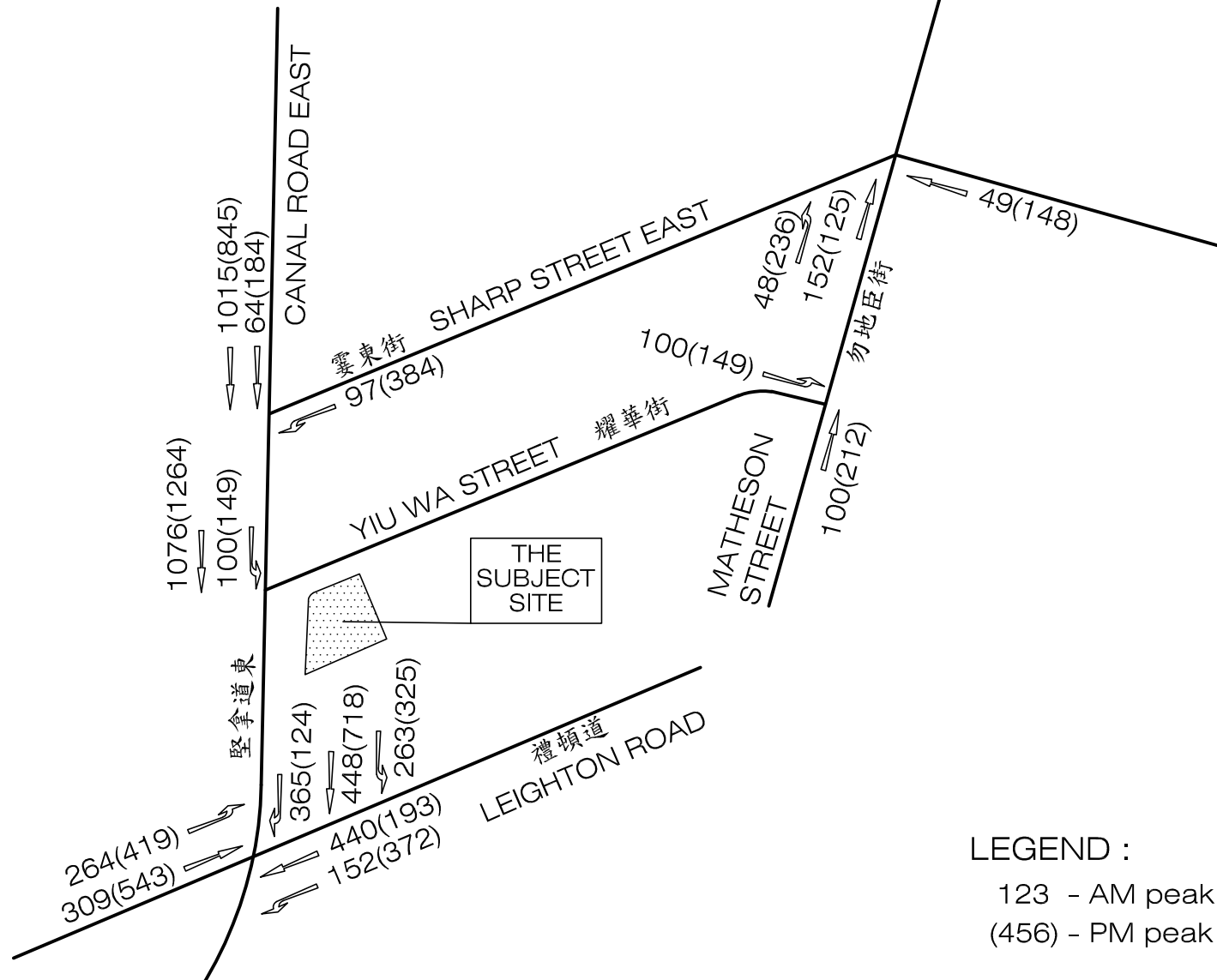
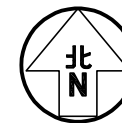
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LEGEND :

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

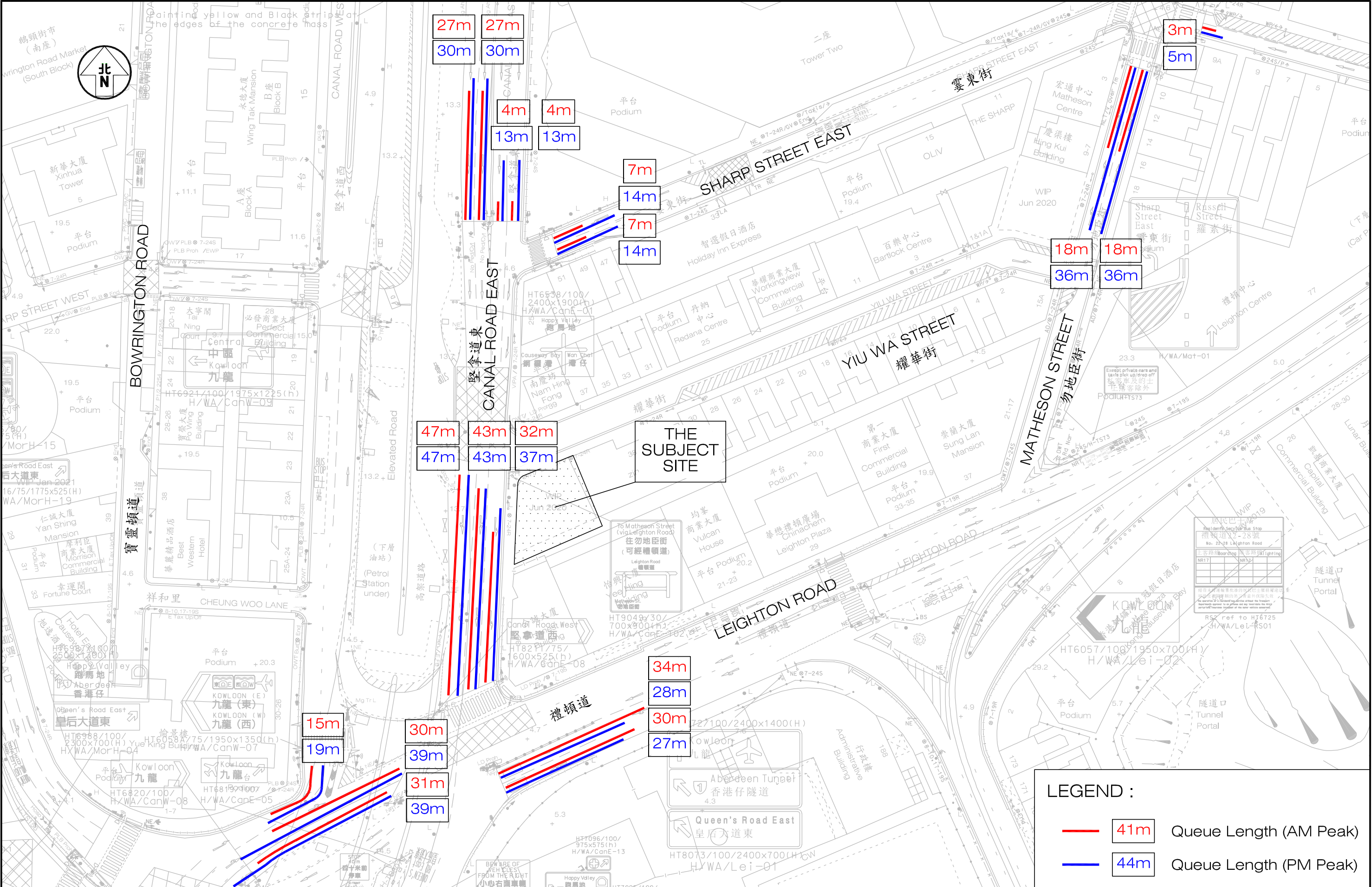
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Figure Title						EXISTING PEAK HOUR TRAFFIC FLOWS (WEEKDAY)						Designed by		Drawn by		Checked by	
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						Scale in A4				Date							
						N.T.S.				17 SEP 2026							



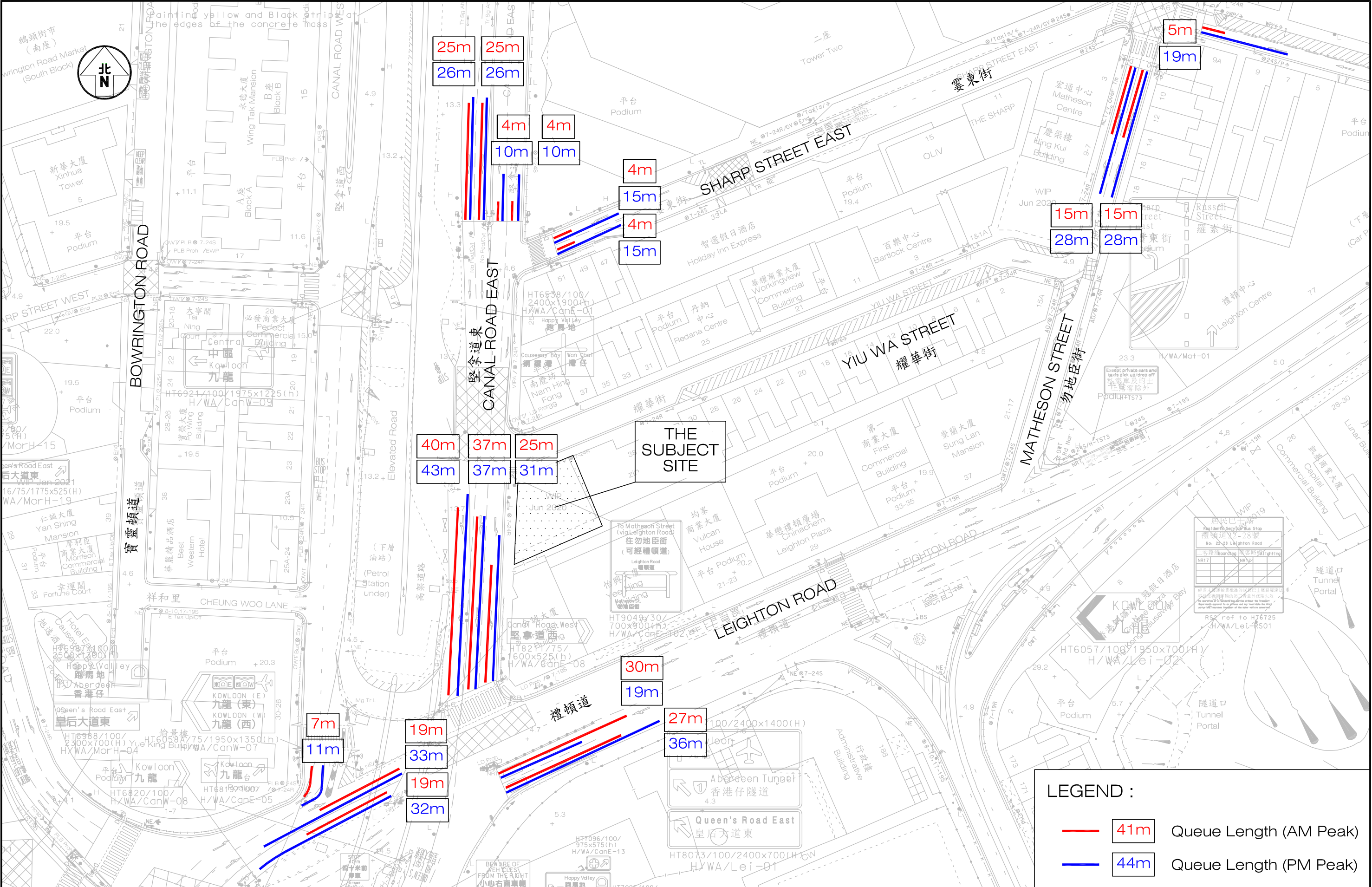
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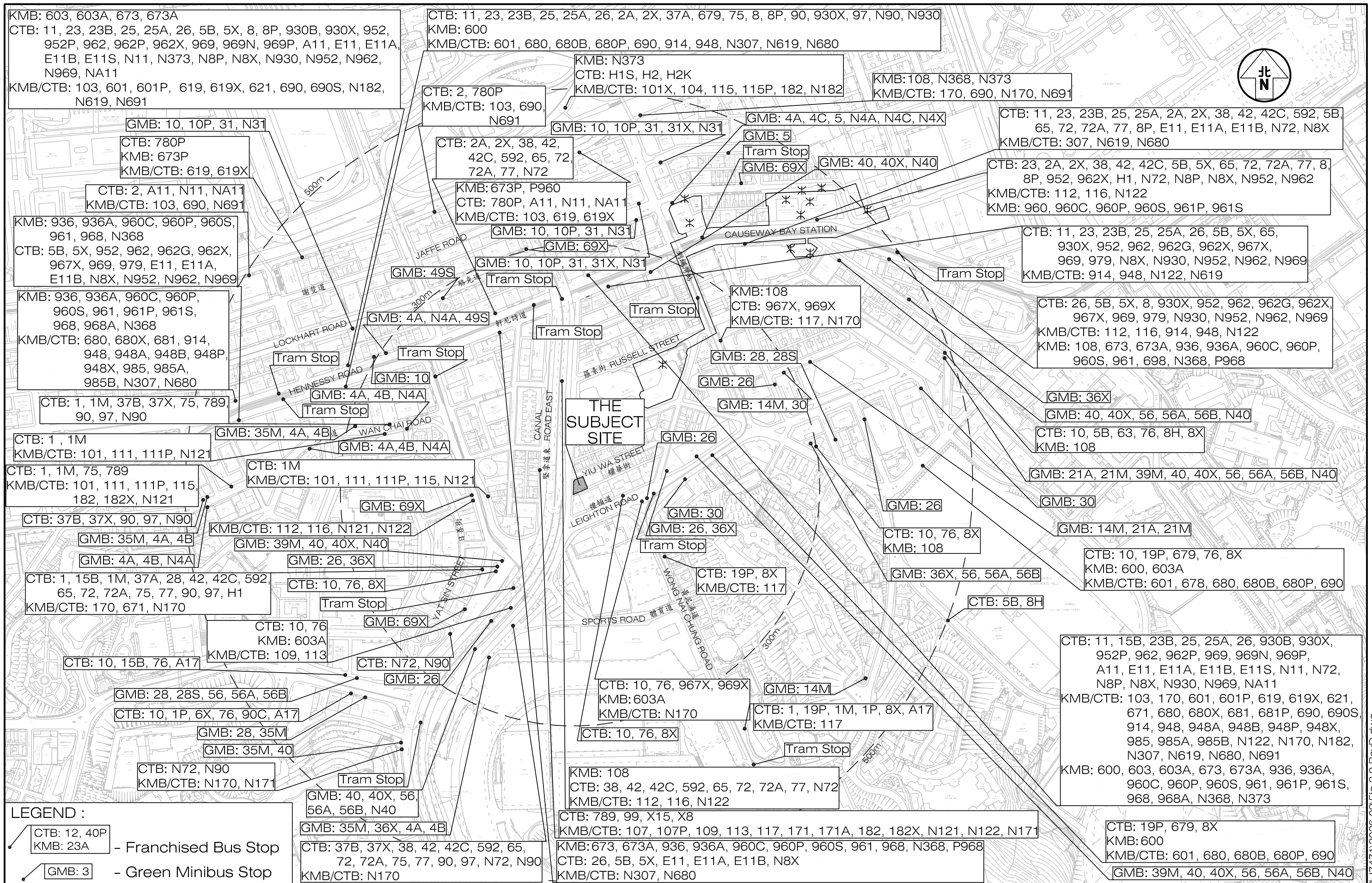
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Figure Title		EXISTING PEAK HOUR TRAFFIC FLOWS (WEEKEND)		J7471	Designed by L C H	Drawn by N C M	Checked by K C		
					Scale in A4 N.T.S.	Date 17 SEP 2026			



Project Title		PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG					J7471	Figure No. 2.7		Revision D	CKM Asia Limited		
Figure Title		EXISTING QUEUE LENGTH ANALYSIS (WEEKDAY)					Designed by L C H		Drawn by N C M		Checked by K C		
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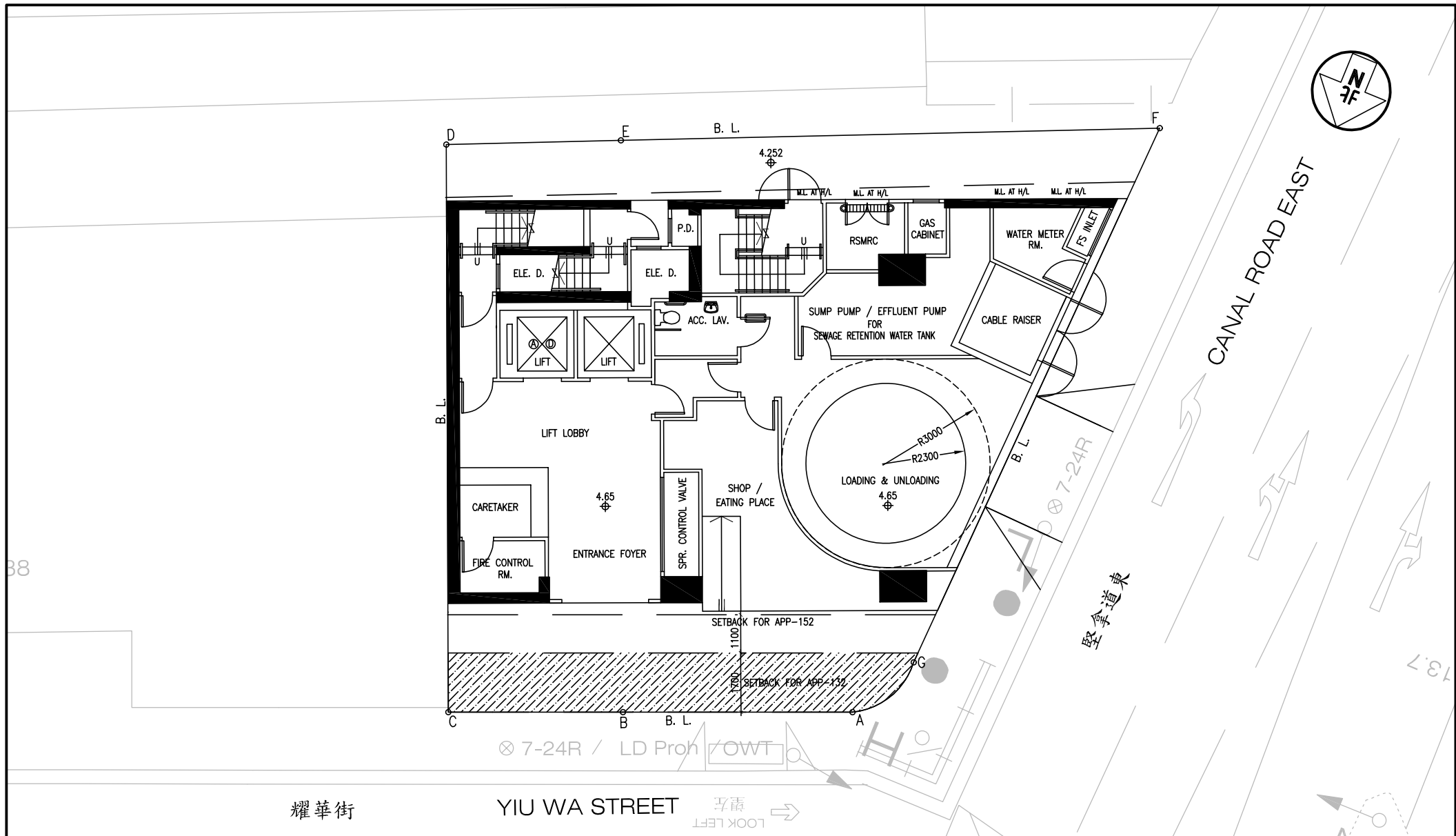


Project Title		PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				J7471		Figure No. 2.8		Revision D		CKM Asia Limited	
Figure Title		EXISTING QUEUE LENGTH ANALYSIS (WEEKEND)						Designed by L C H		Drawn by N C M		Checked by K C	
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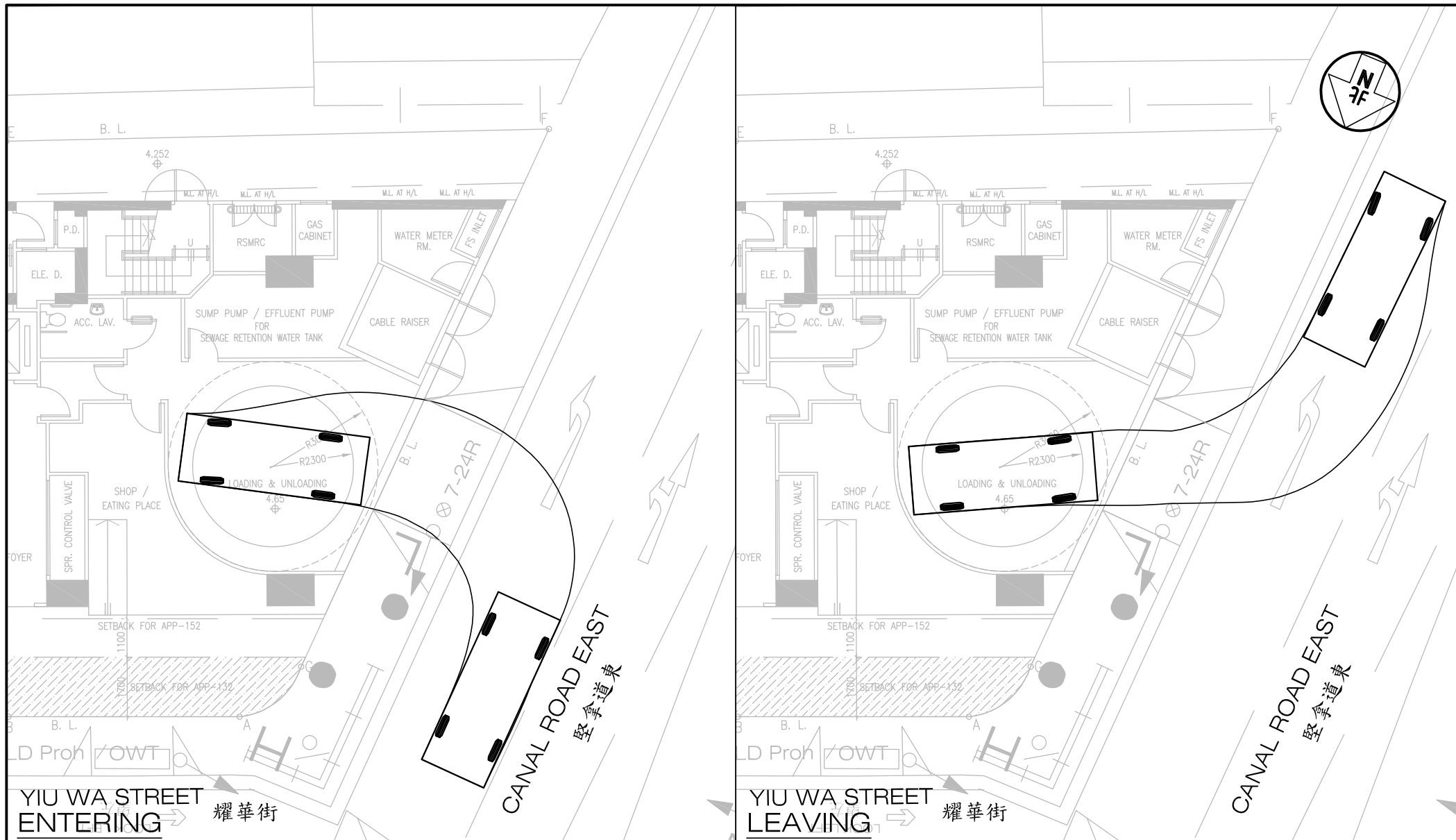
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Figure Title	THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE			Designed by	L C H	Drawn by	N C M	
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Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG	Figure No. 3.1	Revision D
Figure Title G/F LAYOUT PLAN	Designed by L C H	Drawn by N C M
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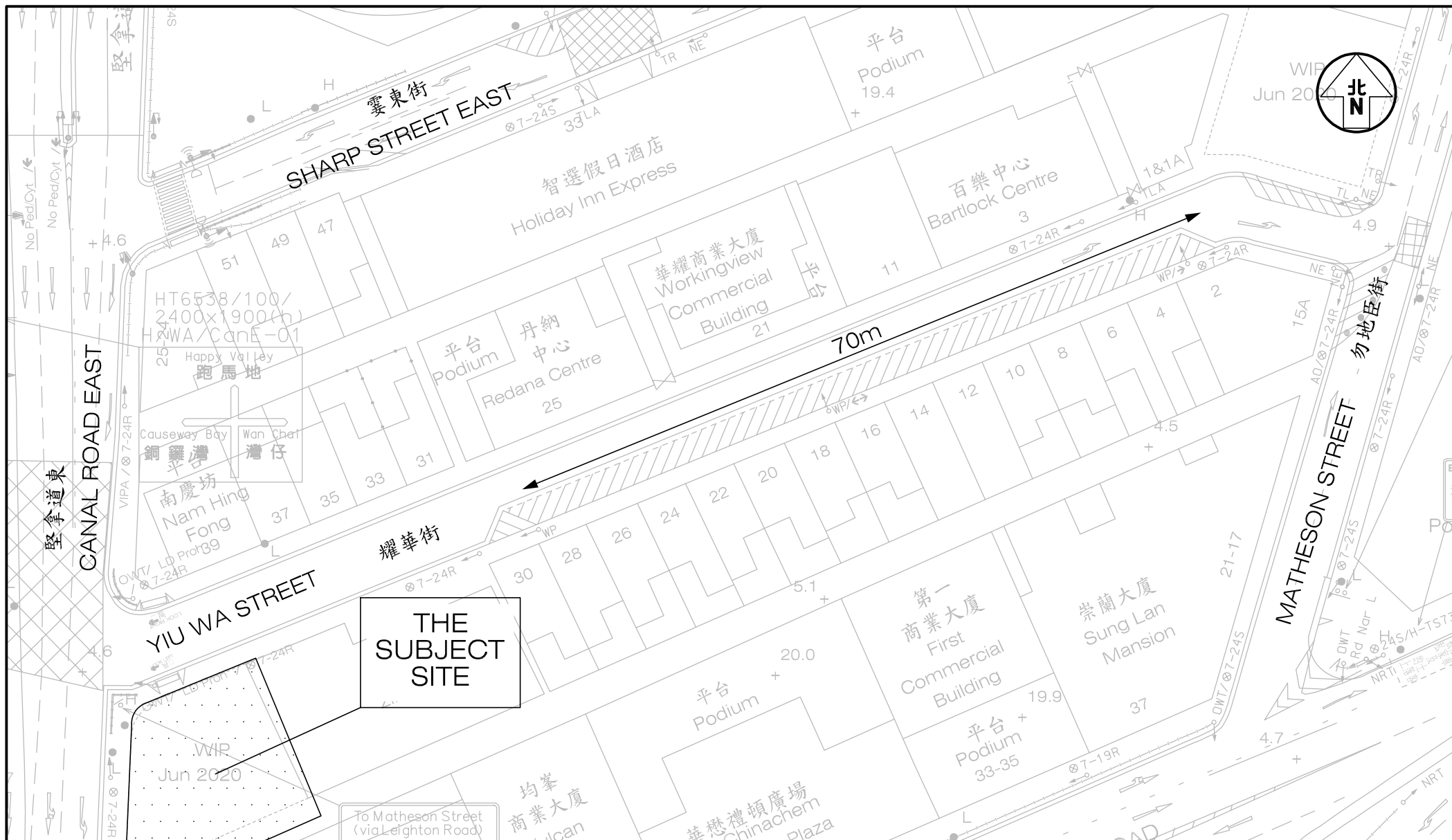
CKM Asia Limited



Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG	Figure No. 3.2	Revision D
Figure Title SWEPT PATH ANALYSIS OF GOODS VAN ENTERING AND LEAVING THE PROPOSED DEVELOPMENT	Designed by L C H	Drawn by N C M
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	Date 17 SEP 2026	CKM Asia Limited

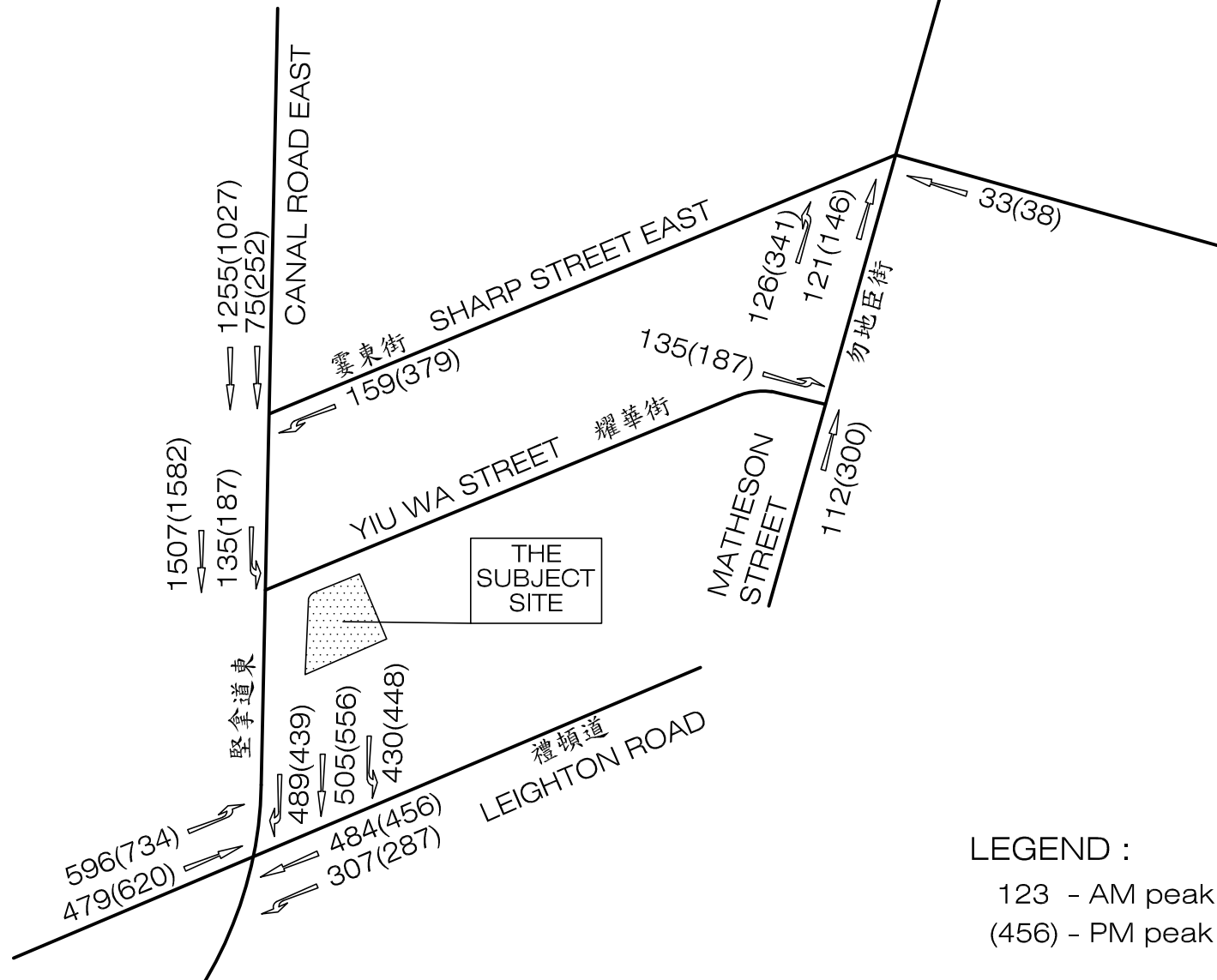
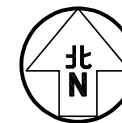


Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG			Figure No. 3.3		Revision D	CKM Asia Limited	
Figure Title LOCATION OF THE SURVEYED CAR PARKS			Designed by L C H	Drawn by N C M	Checked by K C		
			Scale in A4 1 : 1500		Date 17 SEP 2026		



Project Title			Figure No.		Revision	
PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG			3.4		D	
Figure Title			Designed by	Drawn by	Checked by	
LOCATION OF THE LOADING / UNLOADING AND PICK-UP / DROP-OFF POINT			L C H	N C M	K C	
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CKM Asia Limited

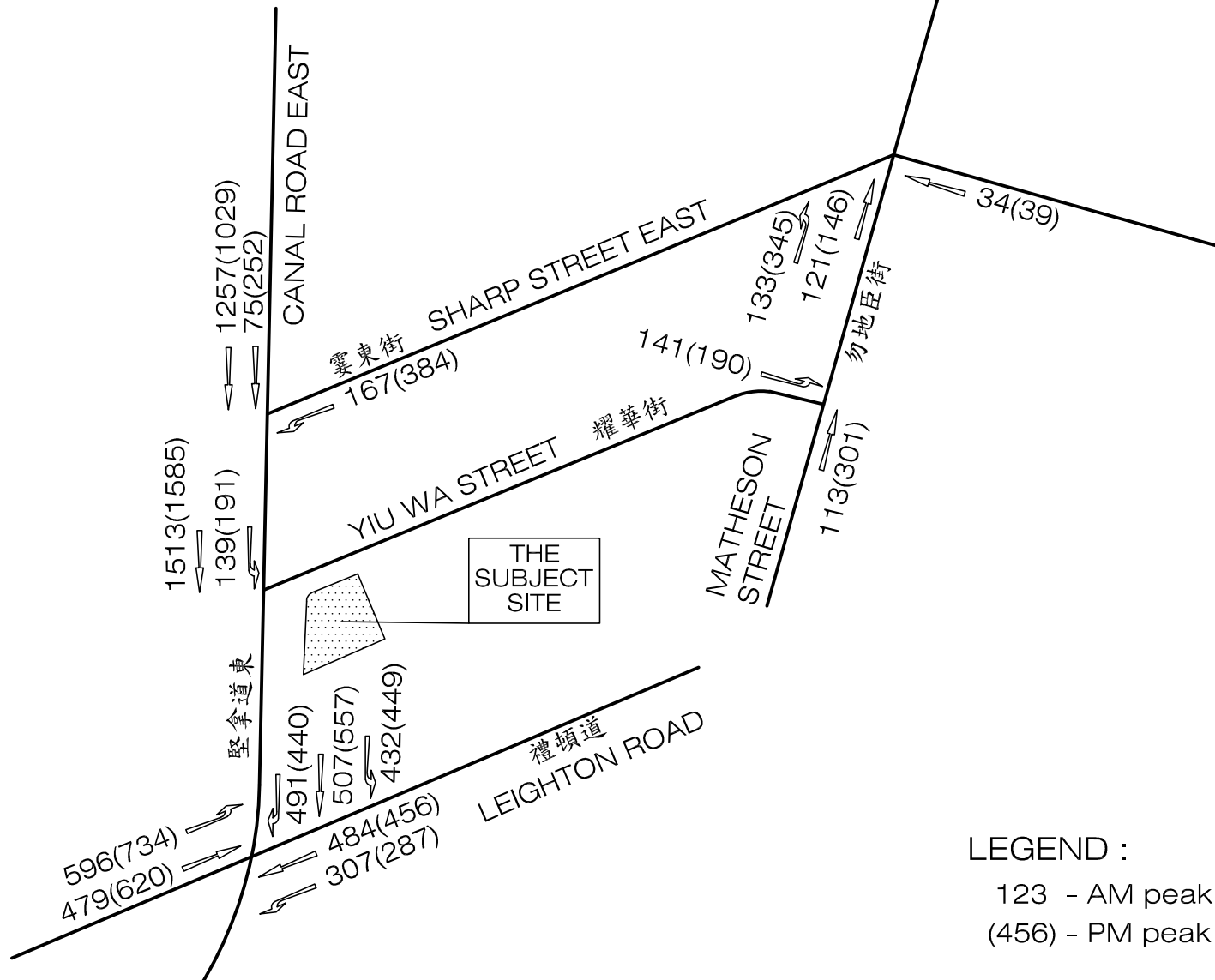
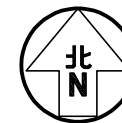


THE
SUBJECT
SITE

LEGEND :

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

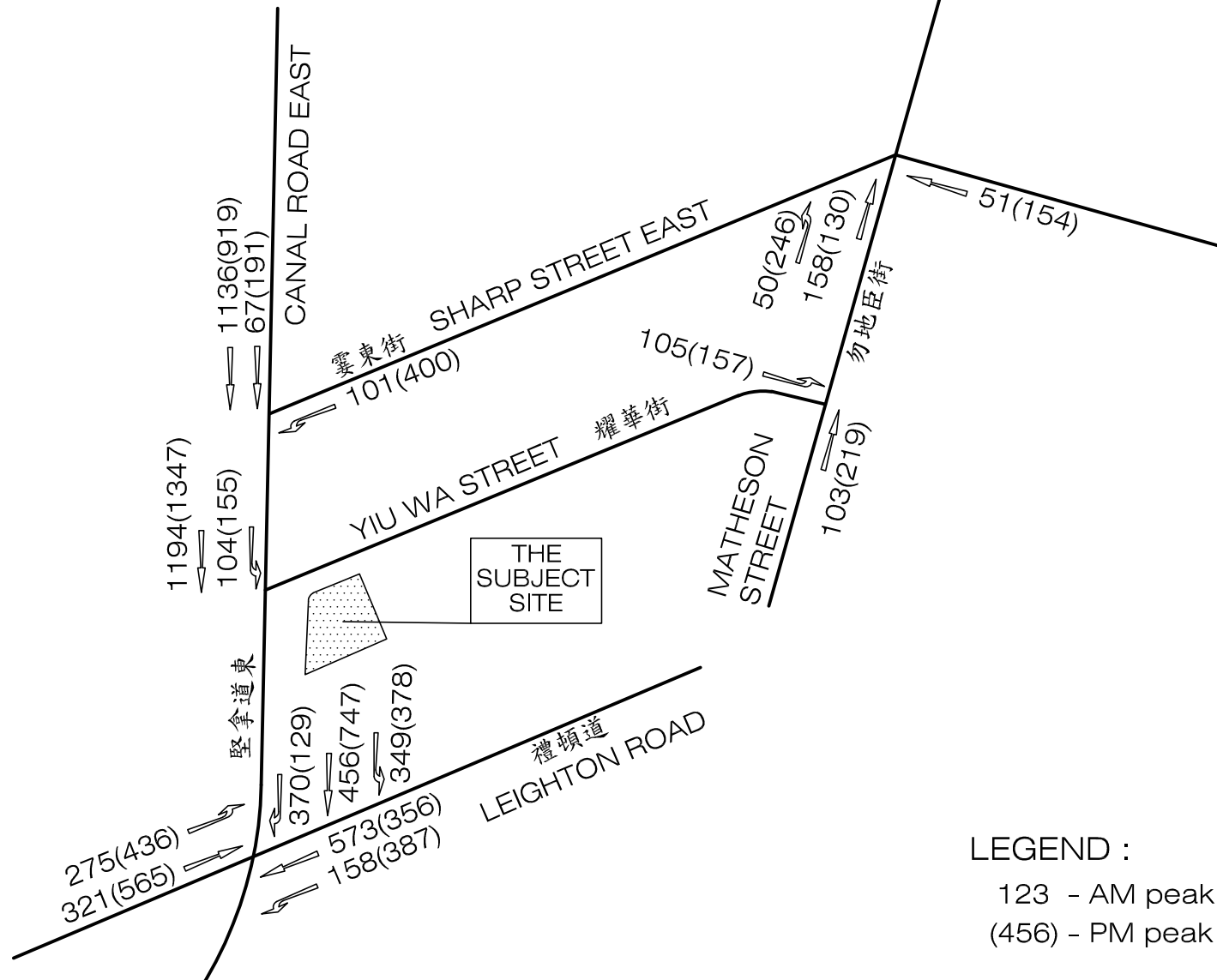
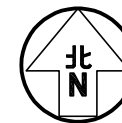
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Figure Title						Designed by	Drawn by	Checked by		
YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT (WEEKDAY)						L C H	N C M	K C		
						Scale in A4		Date		
						N.T.S.		17 SEP 2026		



LEGEND :

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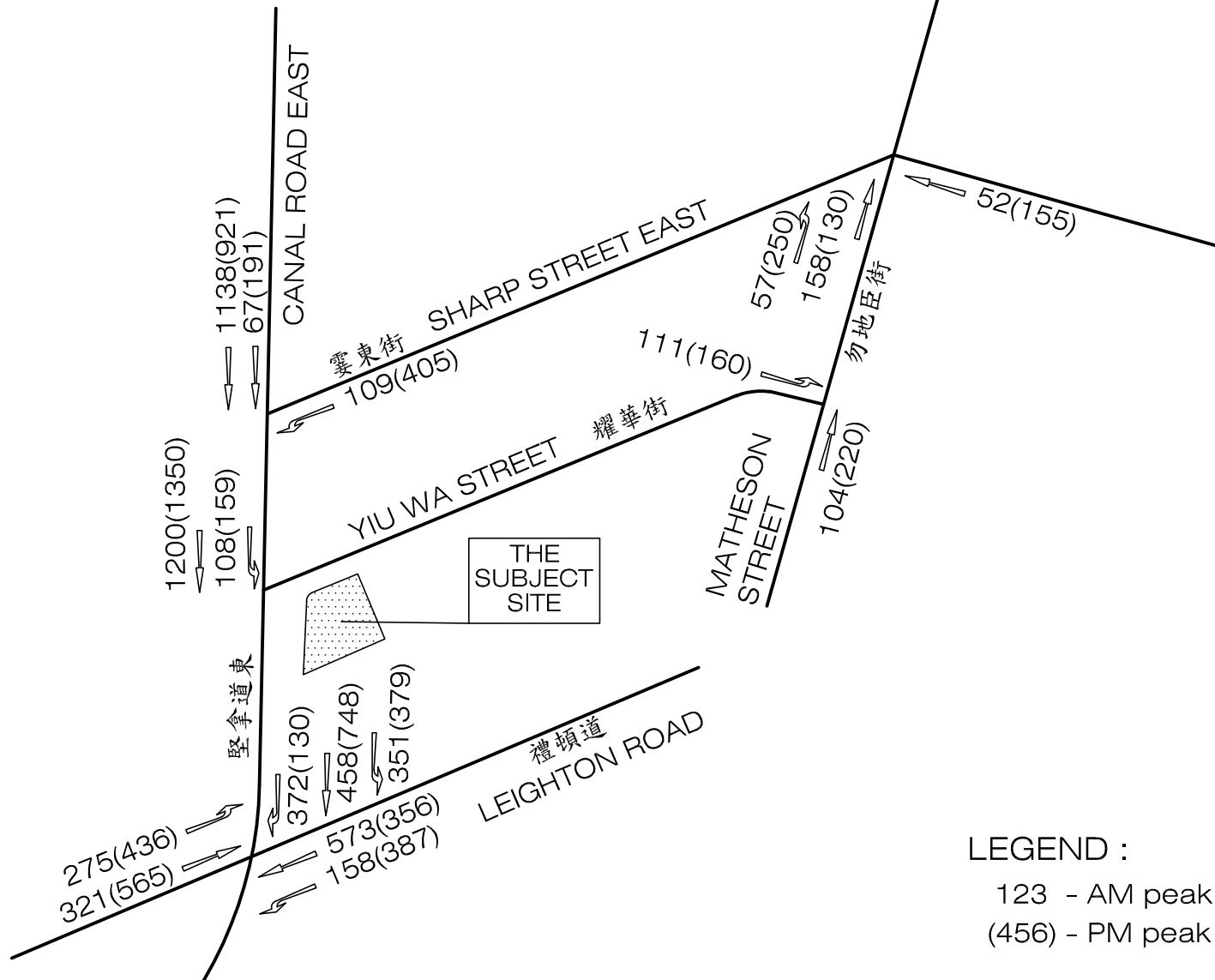
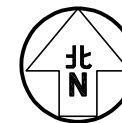
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Figure Title		YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT (WEEKDAY)				Designed by		L C H		Drawn by		N C M			Checked by		K C	
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LEGEND :

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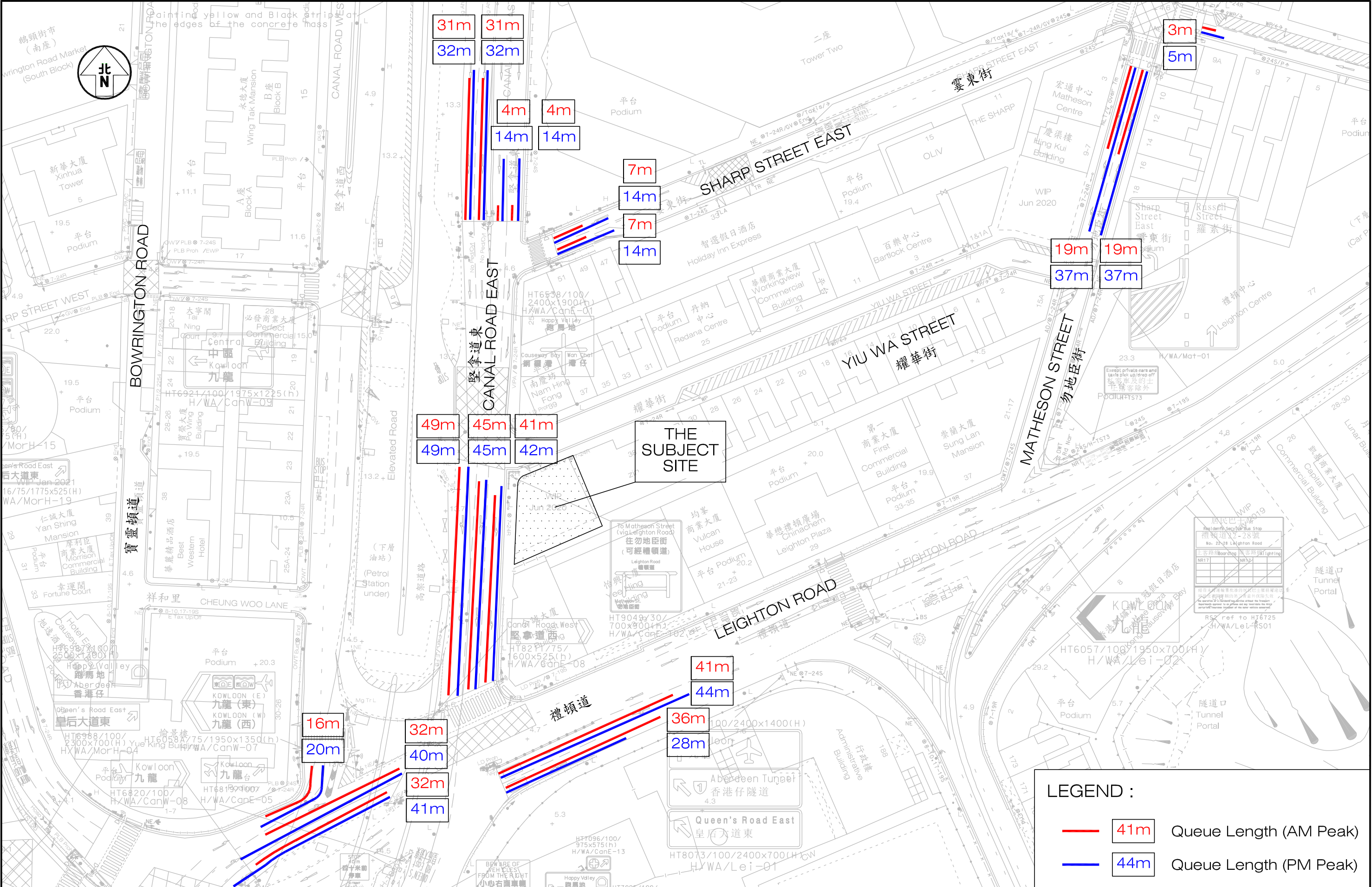
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Figure Title						Designed by		Drawn by		Checked by		
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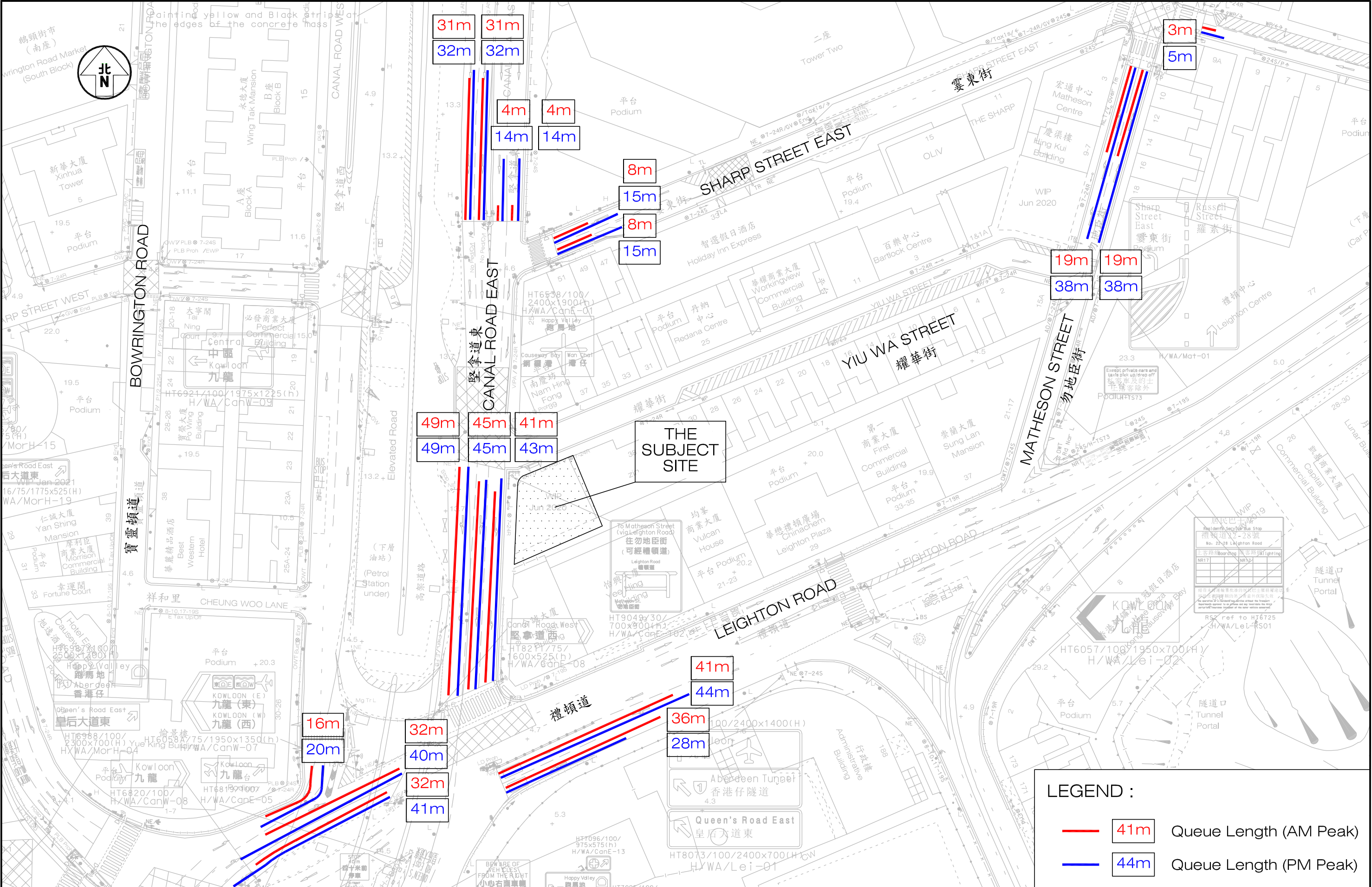
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Figure Title YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT (WEEKEND)					Designed by L C H		Drawn by N C M			Checked by K C	
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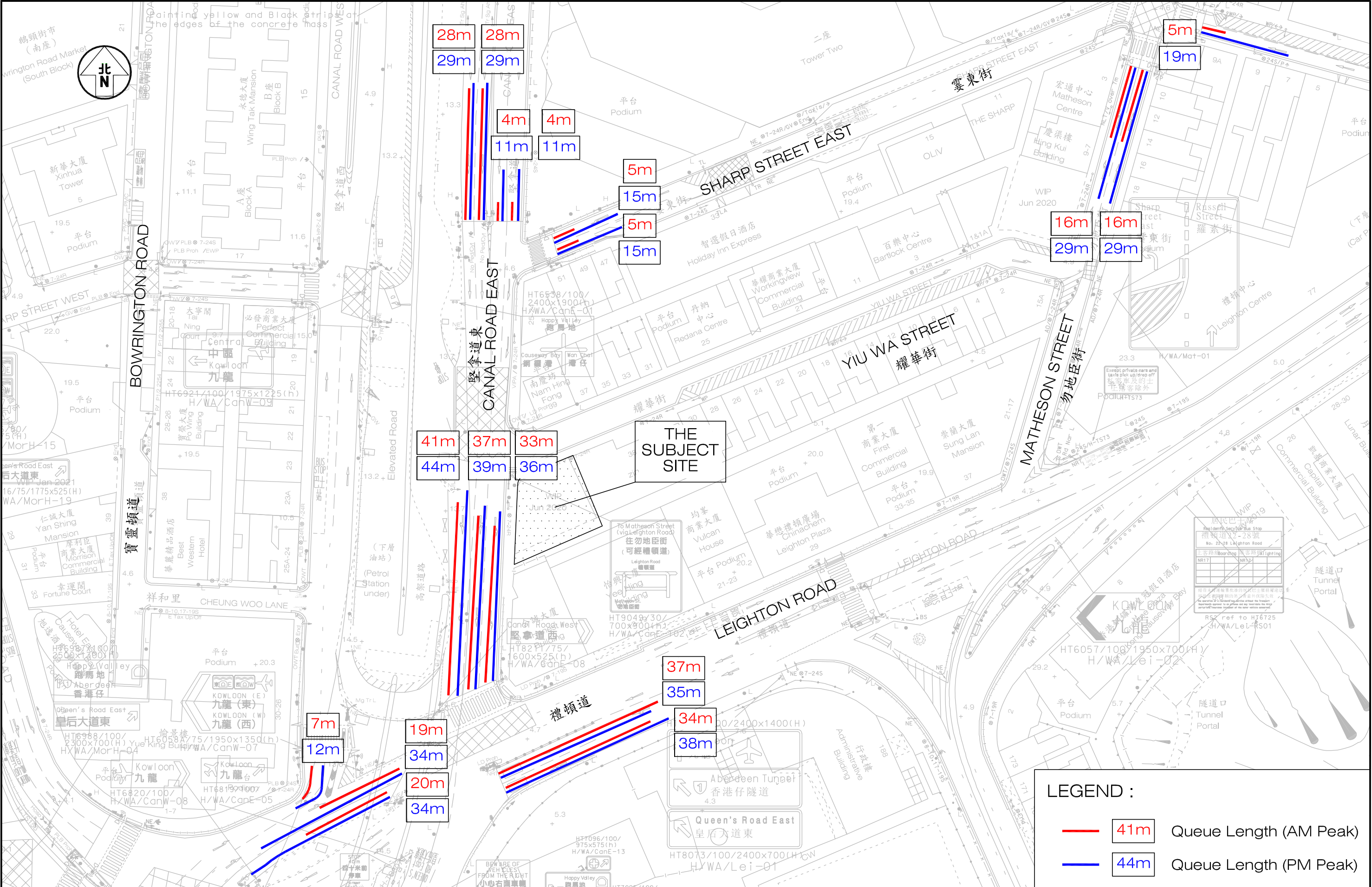
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Figure Title		YEAR 2033 PEAK HOUR QUEUE LENGTH ANALYSIS WITHOUT THE PROPOSED DEVELOPMENT (WEEKDAY)						Designed by L C H		Drawn by N C M		Checked by K C		
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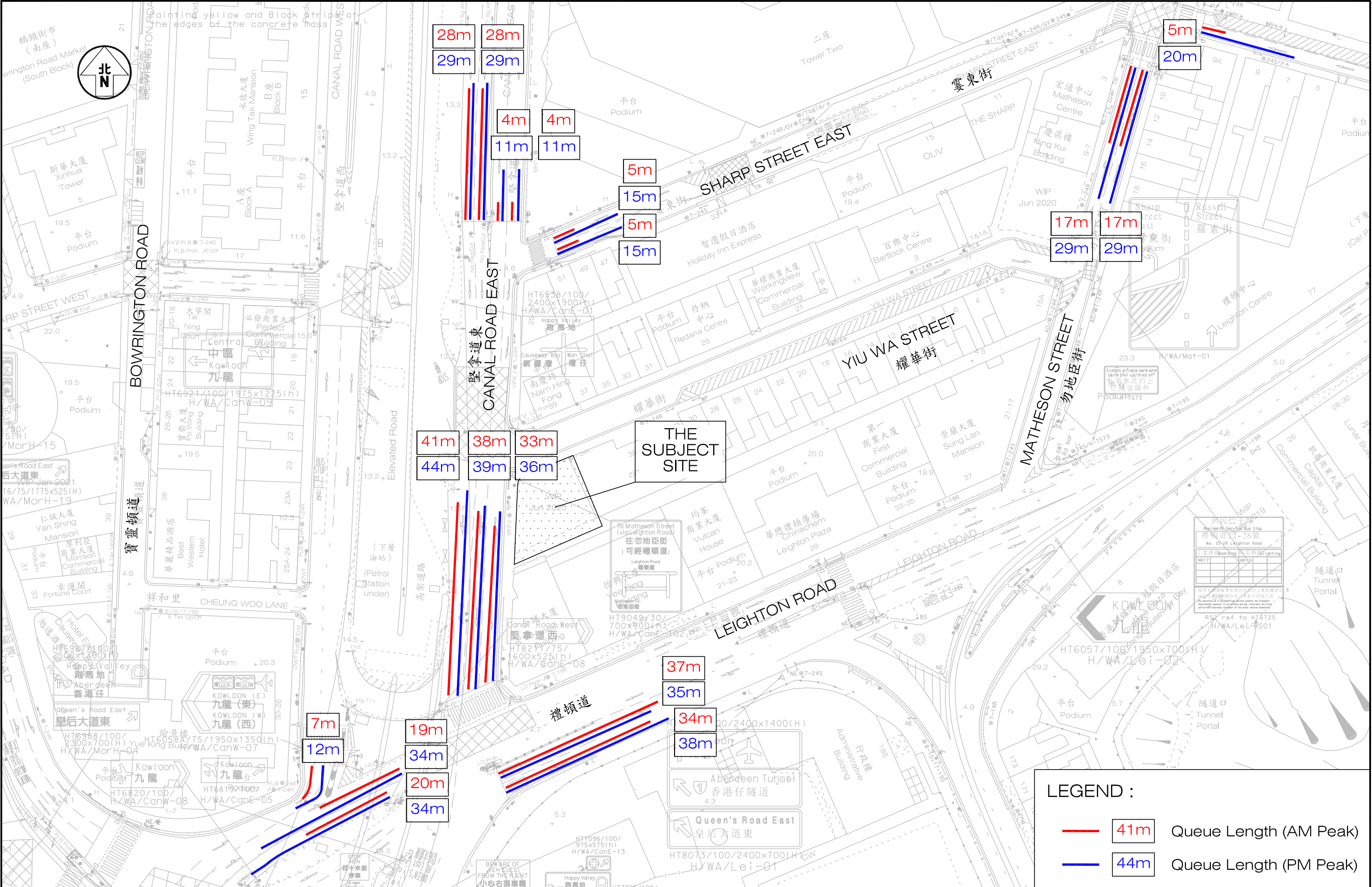
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- 41m Queue Length (AM Peak)
- 44m Queue Length (PM Peak)

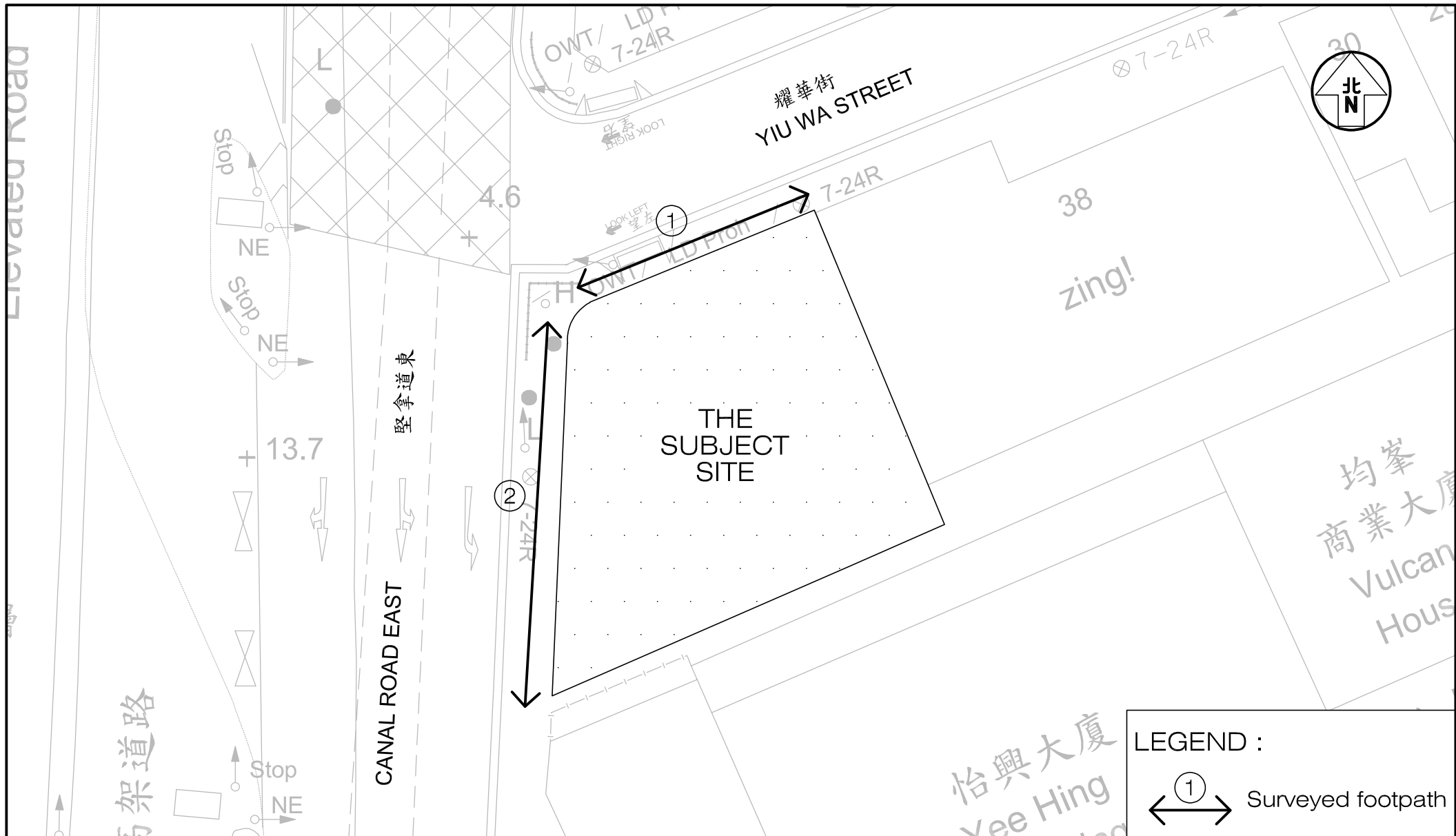
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Figure Title				YEAR 2033 PEAK HOUR QUEUE LENGTH ANALYSIS WITH THE PROPOSED DEVELOPMENT (WEEKDAY)						Designed by L C H		Drawn by N C M		Checked by K C			
										Scale in A3 1 : 750		Date 18 SEP 2026					



Project Title		PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				J7471	Figure No. 4.7		Revision D		CKM Asia Limited		
Figure Title YEAR 2033 PEAK HOUR QUEUE LENGTH ANALYSIS WITHOUT THE PROPOSED DEVELOPMENT (WEEKEND)							Designed by L C H		Drawn by N C M		Checked by K C		
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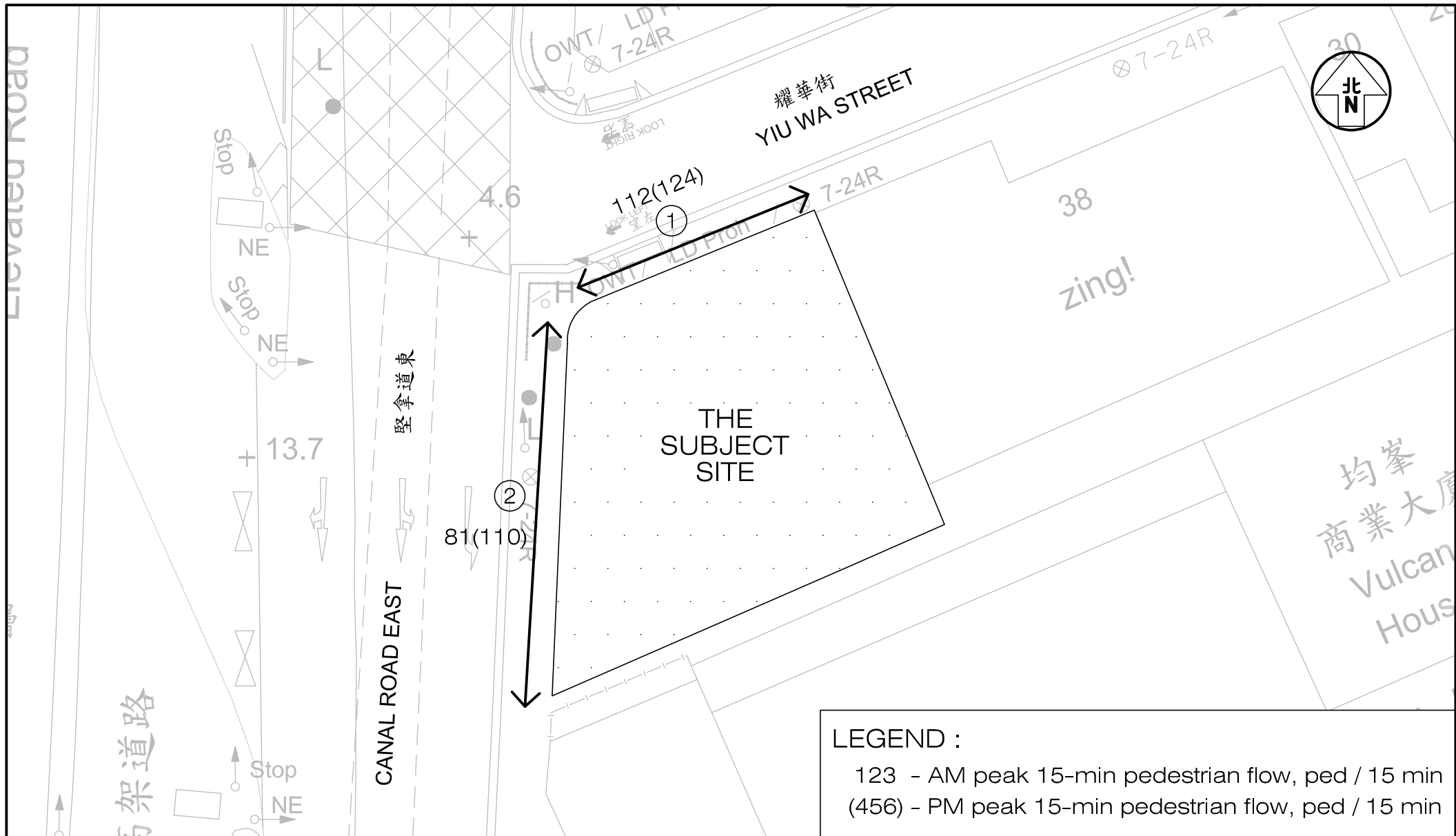
Project Title	PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG										J7471	Figure No. 4.8	Revision D	CKM Asia Limited		
Figure Title	YEAR 2033 PEAK HOUR QUEUE LENGTH ANALYSIS WITH THE PROPOSED DEVELOPMENT (WEEKEND)											Designed by L C H	Drawn by N C M		Checked by K C	
												Scale in A3 1 : 750			Date 18 SEP 2026	



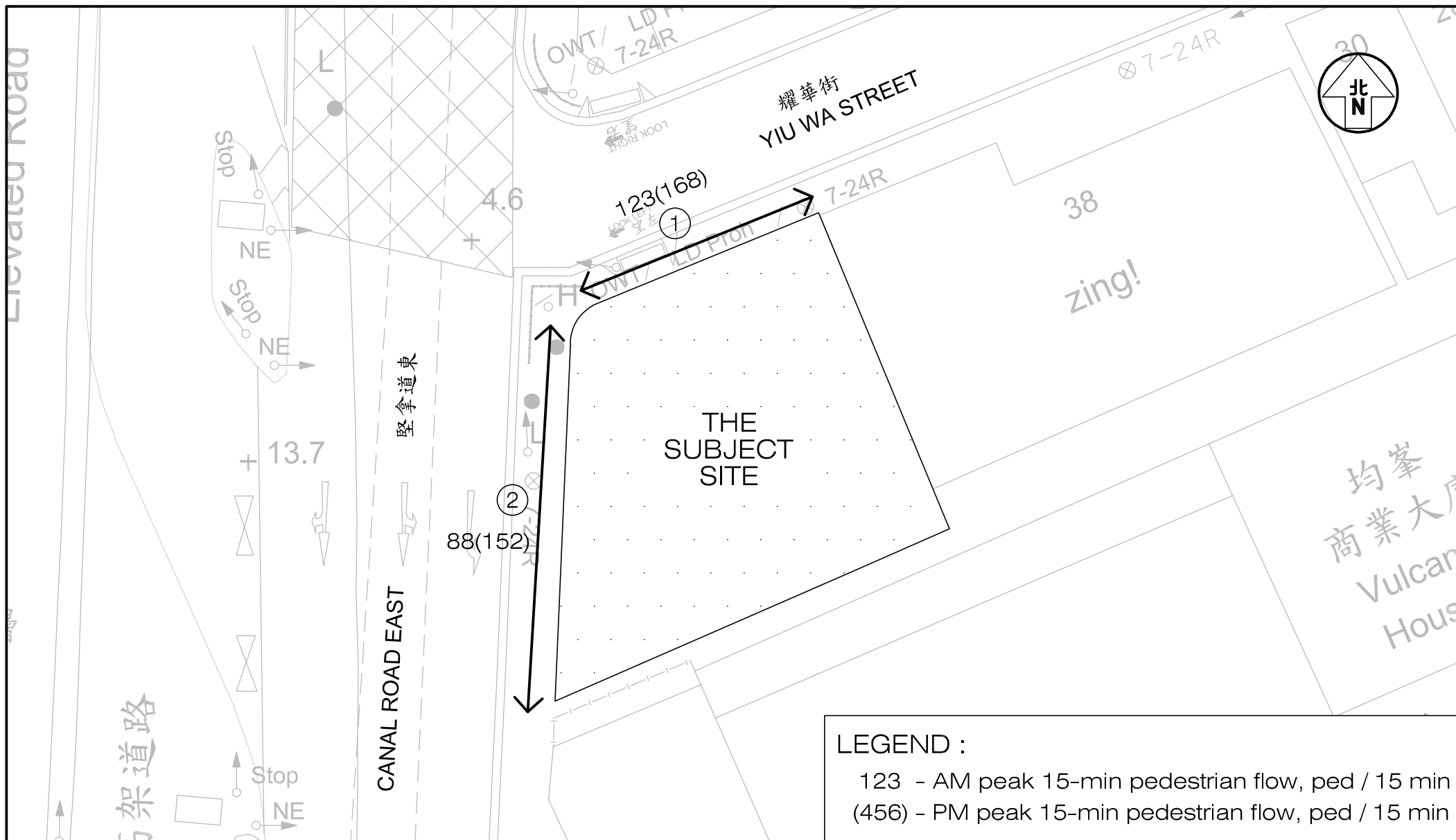
LEGEND :

① Surveyed footpath

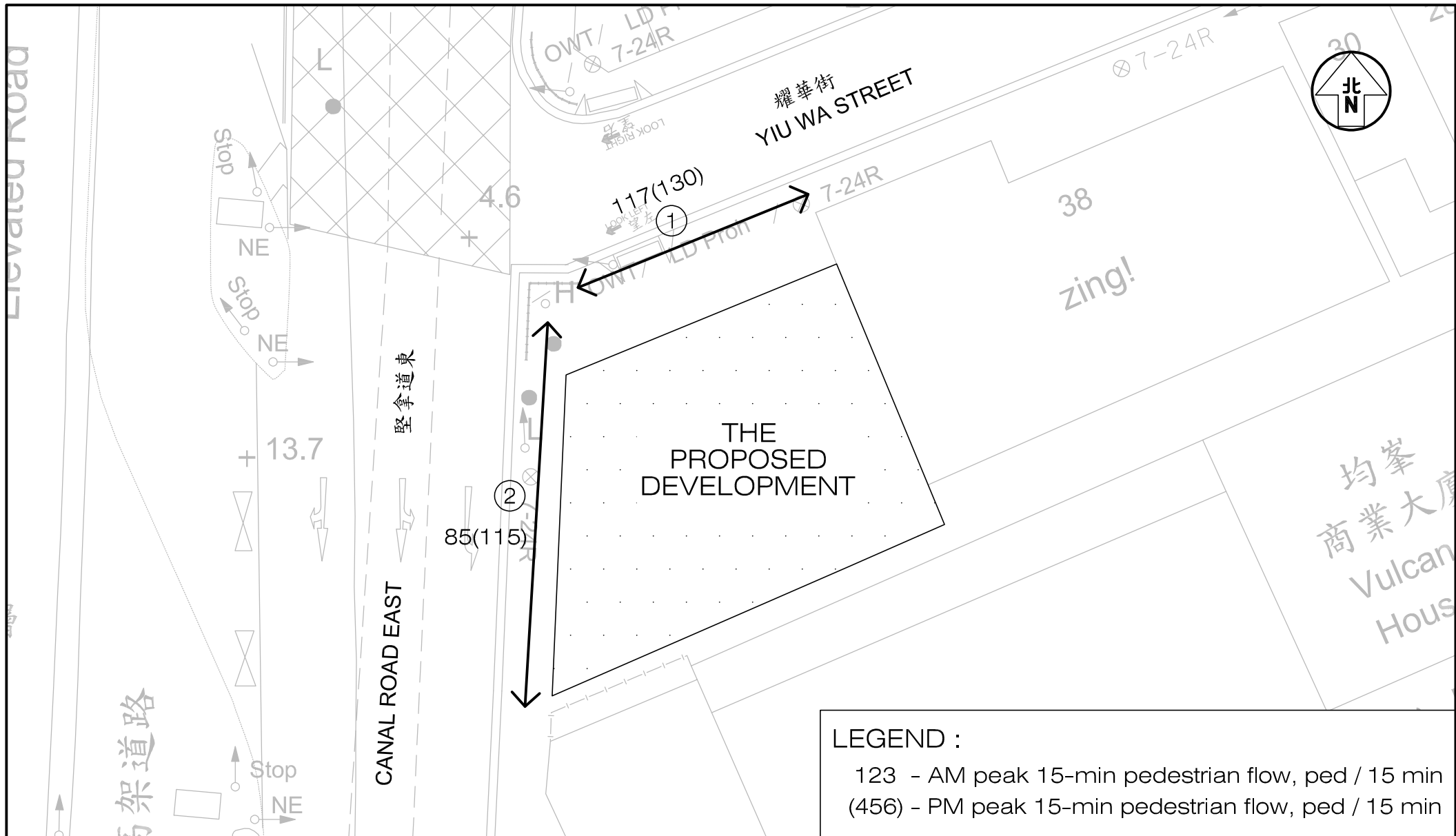
Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG			Figure No. 5.1	Revision D	CKM Asia Limited
Figure Title LOCATION OF THE SURVEYED FOOTPATHS			Designed by L C H	Drawn by N C M	
			Checked by K C	Date 17 SEP 2026	



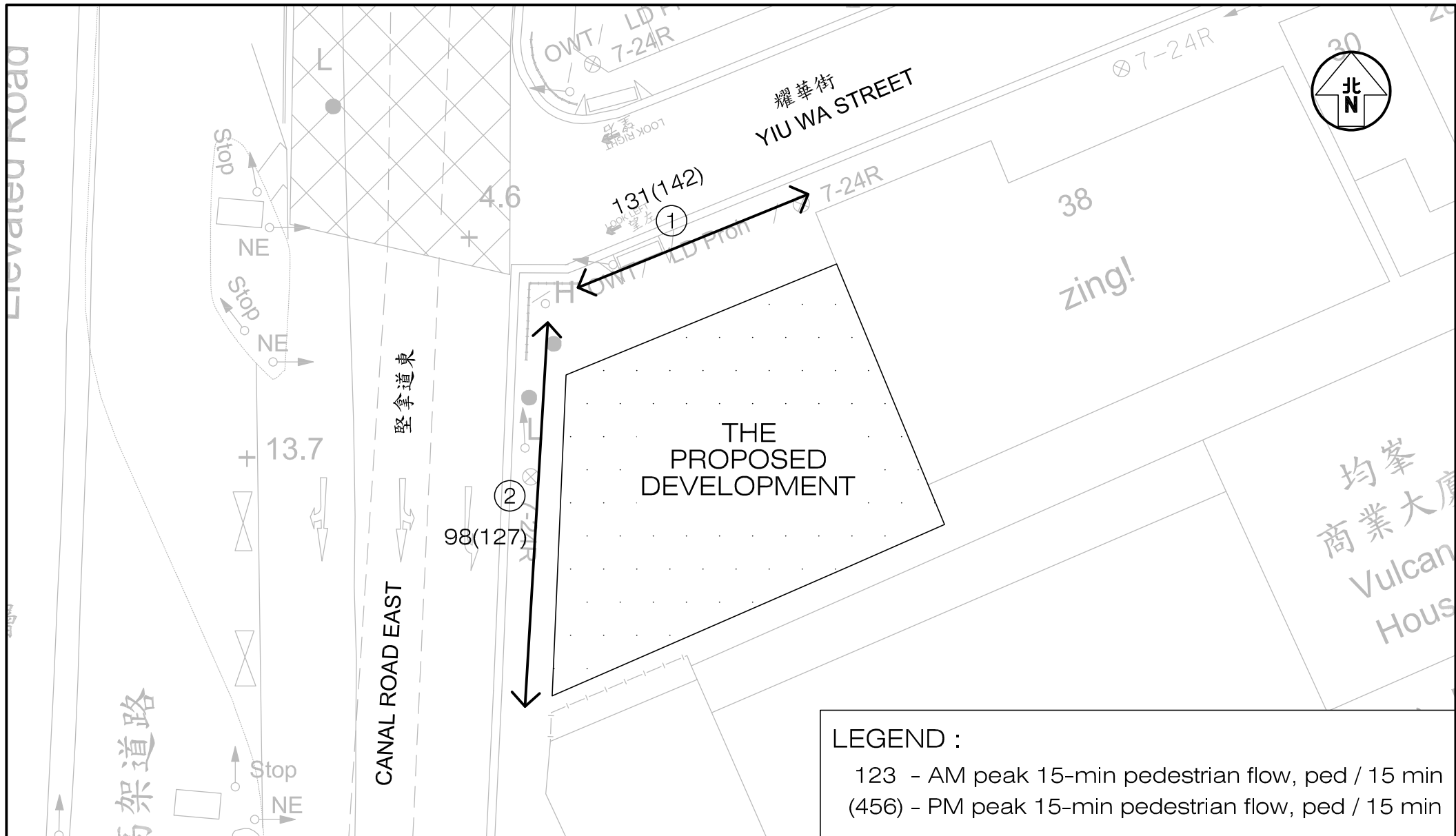
Project Title				Figure No.		Revision		CKM Asia Limited
PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				5.2		D		
J7471				Designed by	Drawn by	Checked by		
Figure Title				L C H	N C M	K C		
				Scale in A4		Date		
EXISTING PEAK 15-MINUTE TWO-WAY PEDESTRIAN FLOWS (WEEKDAY)				1 : 250		17 SEP 2026		



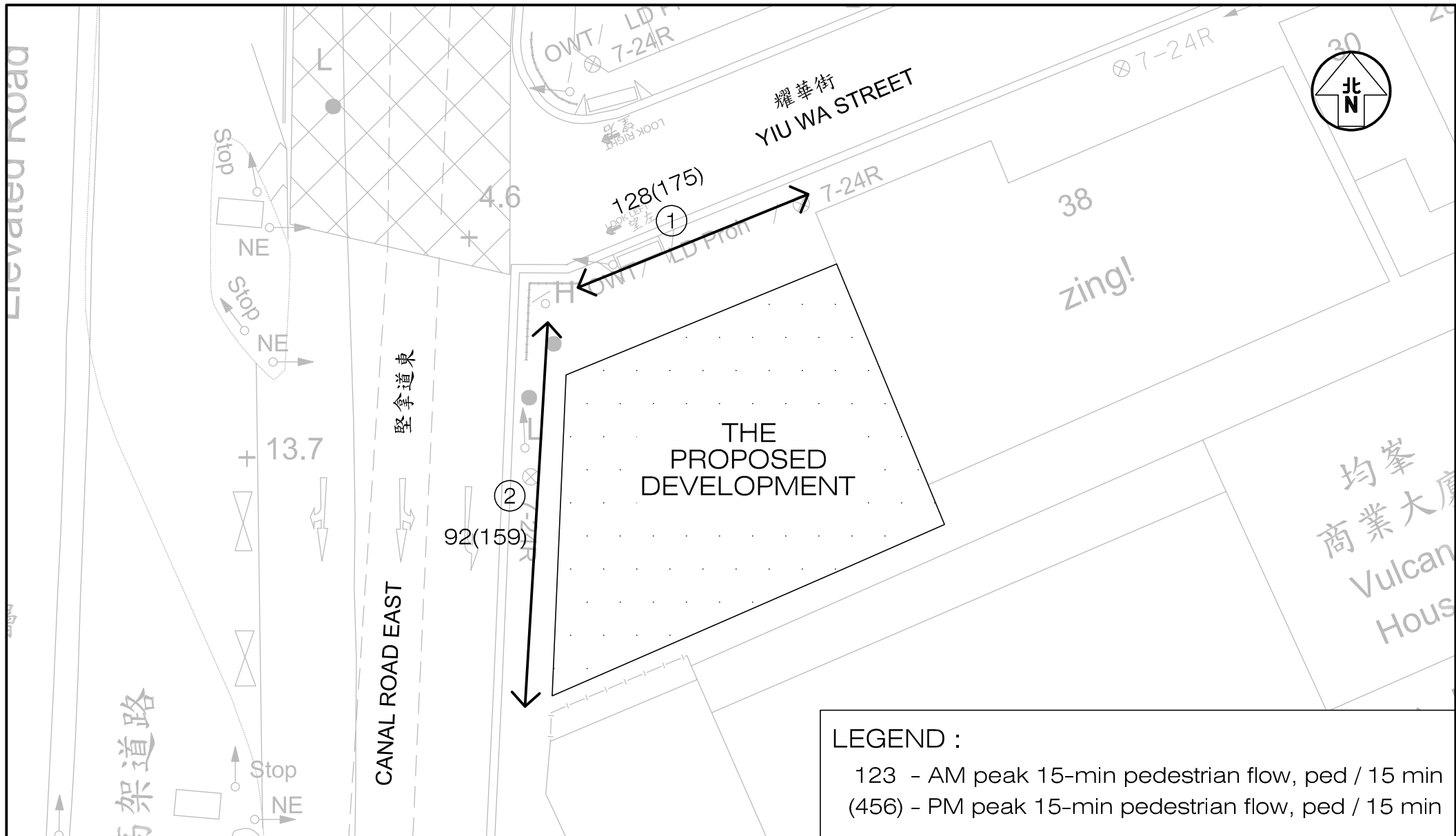
Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG	Figure No. 5.3	Revision D						
Figure Title EXISTING PEAK 15-MINUTE TWO-WAY PEDESTRIAN FLOWS (WEEKEND)	<table border="1"> <tr> <td>Designed by L C H</td><td>Drawn by N C M</td><td>Checked by K C</td></tr> <tr> <td colspan="2">Scale in A4 1 : 250</td><td>Date 17 SEP 2026</td></tr> </table>	Designed by L C H	Drawn by N C M	Checked by K C	Scale in A4 1 : 250		Date 17 SEP 2026	CKM Asia Limited
Designed by L C H	Drawn by N C M	Checked by K C						
Scale in A4 1 : 250		Date 17 SEP 2026						



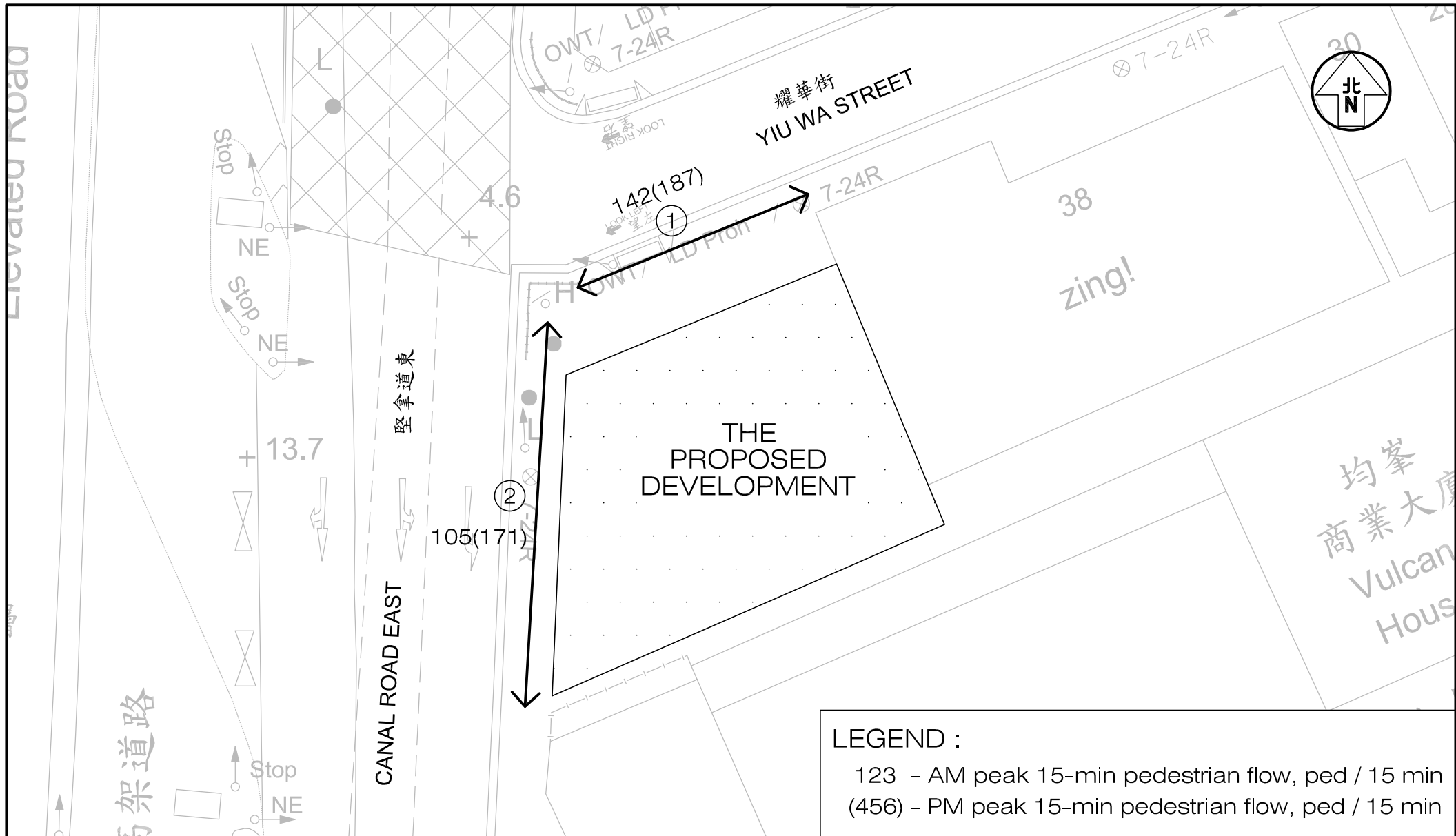
Project Title		PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG		J7471		Figure No. 5.4		Revision D		CKM Asia Limited	
Figure Title		YEAR 2033 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT (WEEKDAY)				Designed by L C H		Drawn by N C M		Checked by K C	
						Scale in A4 1 : 250		Date 17 SEP 2026			



Project Title				Figure No.				Revision		CKM Asia Limited
PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				5.5				D		
Figure Title				Designed by		Drawn by		Checked by		
YEAR 2033 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT (WEEKDAY)				L C H		N C M		K C		
				Scale in A4		Date				
				1 : 250		17 SEP 2026				

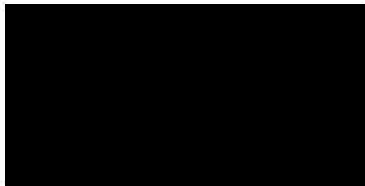


Project Title				Figure No.			Revision	CKM Asia Limited		
PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				5.6			D			
Figure Title				Designed by	Drawn by	Checked by				
YEAR 2033 PEDESTRIAN FLOWS WITHOUT THE PROPOSED DEVELOPMENT (WEEKEND)				L C H	N C M	K C				
				Scale in A4		Date				
				1 : 250		17 SEP 2026				



Project Title PROPOSED FLAT WITH SHOP AND SERVICES / EATING PLACE IN "COMMERCIAL" ZONE ON DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32 AT 42-44 YIU WA STREET AND 28-29 CANAL ROAD EAST, HONG KONG				Figure No. 5.7		Revision D		CKM Asia Limited	
Figure Title YEAR 2033 PEDESTRIAN FLOWS WITH THE PROPOSED DEVELOPMENT (WEEKEND)				Designed by L C H		Drawn by N C M		Checked by K C	
				Scale in A4 1 : 250		Date 17 SEP 2026			

20 October 2023



56 249

Dear KO,

42-44 Yiu Wa Street and 28-29 Canal Road East, Hong Kong
I.L. 5444 and I.L. 5445

I refer to your application received on 29 August 2023 and withdrawn and resubmitted on 25 September 2023 for approval of proposals in respect of Building Amendment and the application for consent to the commencement and carrying out of the above building works.

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the above - mentioned plan submitted with your application received on 29 August 2023 and withdrawn and resubmitted on 25 September 2023 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. Section 14(2) of the Buildings Ordinance refers.

6. Consent to the commencement and carrying out of the above Building Amendment is given in the Form BD103 enclosed. You are reminded to ensure that the plans now approved are compatible with all previously approved plans, any conditions imposed are fulfilled and no works are carried out before all required plans have been approved and consent given. Your attention is drawn to paragraph 10 of Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-97.

Original BD 103 retained for convenience
of future consent applications

/7/.....

S.L. 9A (10/2009)

Our Ref. BD 2/3010/17

7. This approval only covers the building works as coloured on the submitted plans on the basis that the uncoloured parts of the plans are exactly the same as the corresponding parts in the previous approved plans, and should not be construed as implying the approval of the uncoloured portions of the plan.
8. Your plan has been referred to the Director of Fire Services for comments. Since a fire certificate is not available, your attention is drawn to sections 4(3) of the Buildings Ordinance in case any amendments are required.
9. Comments from the Commissioner for Transport, Transport Department (contact officer: Mr CHAN Quan-wai at tel. no.: 2829 5424) are given in Appendix I enclosed.
10. Comments from the Chief Landscape Architect, Landscape Division, Highways Department (contact officer: Mr Michael CHEUNG at tel. no.: 3155 5720) are given in Appendix II enclosed.
10. District Planning Officer/Hong Kong, Planning Department (contact officer: Ms. Floria TSANG at tel. 2231 4917) has no statutory planning objection to approval of plan. Her detailed comments have been conveyed to you via fax dated 26 September 2023.
11. Chief Engineer/Lighting, Highways Department (HyD) has no comment from public lighting point of view and Chief Highway Engineer/Bridges & Structure, Highways Department has no comment from highway structure design point of view.
13. Chief Engineer/ General Engineering Services, Electrical and Mechanical Services Department advised that the arrangement of AHU room and A/C platforms of this submission is acceptable.
12. Your plan has been referred to Chief Highway Engineer/HK, Highways Department and District Lands Officer/Hong Kong East, Lands Department for comments which will be conveyed to you direct.
13. To minimise light pollution and reduce energy consumption arising from the lighting of the signboards, the AP and the applicant are advised to make reference to the Guidelines on Industry Best Practices for External Lighting Installations jointly issued by the Environment Bureau (ENB) , Environmental Protection Department and the Electrical and Mechanical Services Department, which can be downloaded from ENB website.
14. This serves to record that you withdraw and resubmit the plans on 25 September 2023 for extension of time to resolve the department comments.
15. This serves to record that you have taken away the said plans from this office on 18 October 2023 for amendment and subsequently returned the same on 19 October 2023.

Yours sincerely,



(YEUNG Pak-shing)
Senior Building Surveyor
for Building Authority

c.c. World Firm Limited & Wise Ease Limited



DFS
DLO/HKE
DPO/HK
EMSD
CHE/HK, HyD
C for T
CLA, LD, HyD
CE/Lighting, HyD
CE/Bridge and Structure, HyD

CO/SM

S.L. 9A (10/2009)

Our Ref.: BD 2/3010/17

Address : 42-44 Yiu Wa Street and 28-29 Canal Road East, Hong Kong
L.L. 5444 and L.L. 5445
(Contact Officer: Mr CHAN Quan-wai at tel. no.: 2829 5425)

- Noting that no any internal transport facilities are provided within the development, the AP shall demonstrate how the adequacy of the internal transport facilities can be fulfilled with the requirements as per the latest Hong Kong Planning Standards and Guidelines (HKPSG), especially the loading/unloading facilities for the proposed shops.
- It seems the proposed development will involve numerous floors of shops, please be reminded to ensure adequate queuing space is provided for customers at the lift lobby.
- Please advise us details and extent of the LED light box/signboard. In general, the LED signboard shall not be facing towards Canal Road Flyover with a speed limit of 70km/h, which may cause distraction to motorists. Also, TV screens and any signs or lighting that change or show moving images shall not be located such that they may cause distraction to drivers. This Department should be consulted regarding installation, erection or alteration of any such signs that will be visible to drivers of motor vehicles.
- To create an enjoyable walking environment, you (i.e. the applicant(s)) are encouraged to provide building canopies, including over public footpath(s) and/or right-of-way(s) in accordance with the followings where applicable:
 - Chapter 5 of the Hong Kong Planning Standards and Guidelines 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);
 - "Projections over Public Streets" stipulated in Lands Administration Office Practice Note 3/2020 (Design, Deposition and Height Clause under Lease); and/or
 - (3) Building Ordinances, in particular Building (Planning) Regulation 10 in Cap. 123F regarding balconies and canopies over streets.

Signal Junction Analysis

Junction: Canal Road East / Sharp Street East

Scenario: Existing Condition

Design Year: 2026 Designed By: _____ Checked By: _____

Job Number: J7471
P. 1

Design Year: 2026 Designed By: _____ Checked By: _____ Date: 21 Sep 2026

[illegible]

AM Traffic Flow (pcu/hr)

1130

72

153

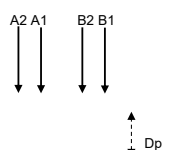
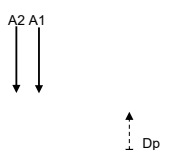
PM Traffic Flow (pcu/hr)

949

242

364

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
S_M=S÷(1+1.5f/r)		S_M=(S-230)÷(1+1.5f/r)		
	AM Peak		PM Peak	
Group	1,2+3	1,2	1,2+3	1,2
Sum y	0.339	0.295	0.352	0.248
L (s)	11	39	11	49
C (s)	100	100	100	100
practical y	0.801	0.549	0.801	0.459
R.C. (%)	136%	86%	127%	85%

1		2		3		4		5	
AM	G = I/G =	G = I/G = 7	G = I/G = 6	G = I/G =	G = I/G =	G = I/G =			
PM	G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =			

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Scenario: Existing Condition

Design Year: 2026 Designed By: _____ Checked By: _____

Job Number: J7471
P. 4
21 Sep 2026

[illegible]

AM Traffic Flow (pcu/hr)

121 ←

↑

117

32 ←

PM Traffic Flow (pcu/hr)

327 ←

↑

140

37 ←

$S=1940+100(W-3.25)$

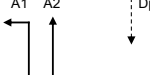
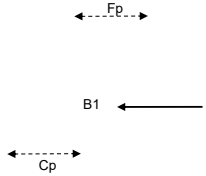
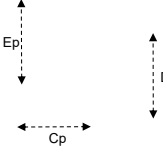
$S=2080+100(W-3.25)$

Note:

$S_M=S \div (1+1.5f/r)$

$S_M=(S-230) \div (1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3	1	1+2+3	1
Sum y	0.147	0.130	0.282	0.263
L (s)	35	59	35	59
C (s)	100	100	120	120
practical y	0.585	0.369	0.638	0.458
R.C. (%)	299%	184%	126%	74%

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G = 16	I/G = 9	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Job Number: J7471

Scenario: Future Condition (Without Proposed Development)

P. 5

Design Year: 2033

Designed By:

Checked By:

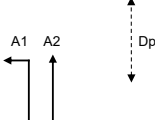
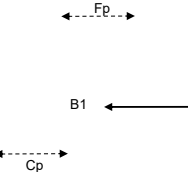
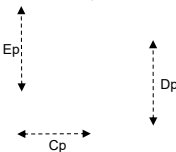
Date: 21 Sep 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Matheson Street NB LT+SA	A1,A2	1	2.80	10.0		51	1832	247	0.135	0.135	70	1775	487	0.274	0.274
Sharp Street East WB SA	B1	2	3.00				1915	33	0.017	0.017		1915	38	0.020	0.020
pedestrian phase	C(p)	2,3		min crossing time =			10	sec GM +		6	sec FGM =		16	sec	
	D(p)	1,3		min crossing time =			6	sec GM +		6	sec FGM =		12	sec	
	E(p)	3		min crossing time =			5	sec GM +		7	sec FGM =		12	sec	
	F(p)	2,3		min crossing time =			8	sec GM +		6	sec FGM =		14	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
S_M=S+(1+1.5f/r)		S_M=(S-230)/(1+1.5f/r)		
	AM Peak		PM Peak	
Group	1+2+3	1	1+2+3	1
Sum y	0.152	0.135	0.294	0.274
L (s)	35	59	35	59
C (s)	100	100	120	120
practical y	0.585	0.369	0.638	0.458
R.C. (%)	285%	174%	117%	67%

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Job Number: J7471

Scenario: Future Condition (With Proposed Development)

P. 6

Design Year: 2033

Designed By:

Checked By:

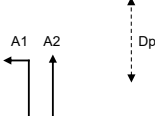
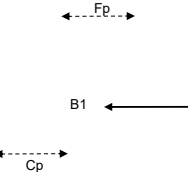
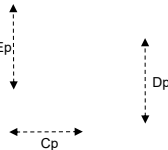
Date: 21 Sep 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
S_M=S+(1+1.5f/r)		S_M=(S-230)/(1+1.5f/r)		
	AM Peak		PM Peak	
Group	1+2+3	1	1+2+3	1
Sum y	0.157	0.139	0.297	0.277
L (s)	35	59	35	59
C (s)	100	100	120	120
practical y	0.585	0.369	0.638	0.458
R.C. (%)	274%	166%	115%	65%

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road

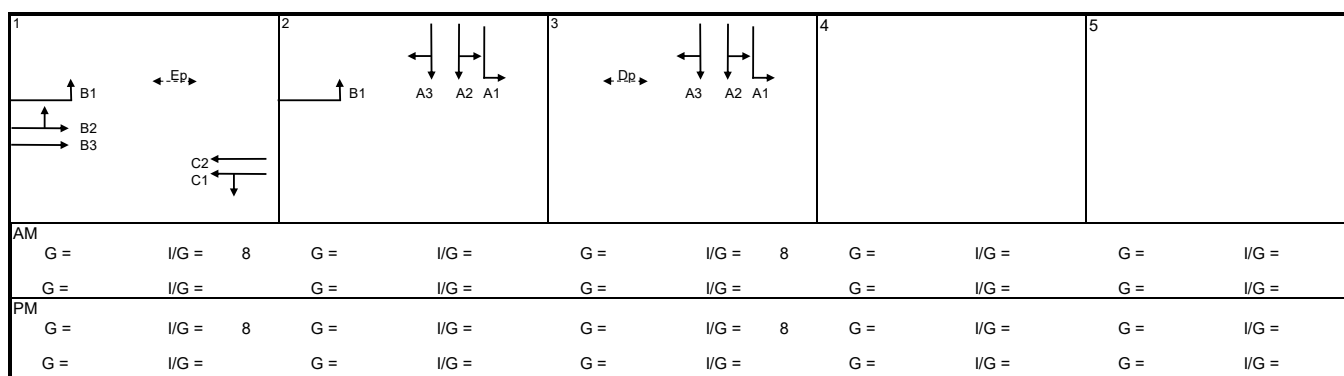
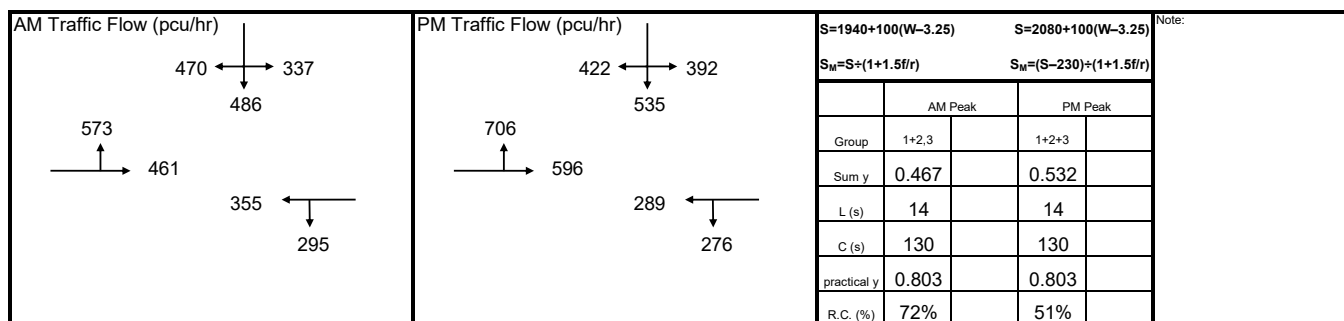
Job Number: J7471

Scenario: Existing Condition

P. 7

Design Year: 2026 Designed By: Checked By:

Date: 21 Sep 2026

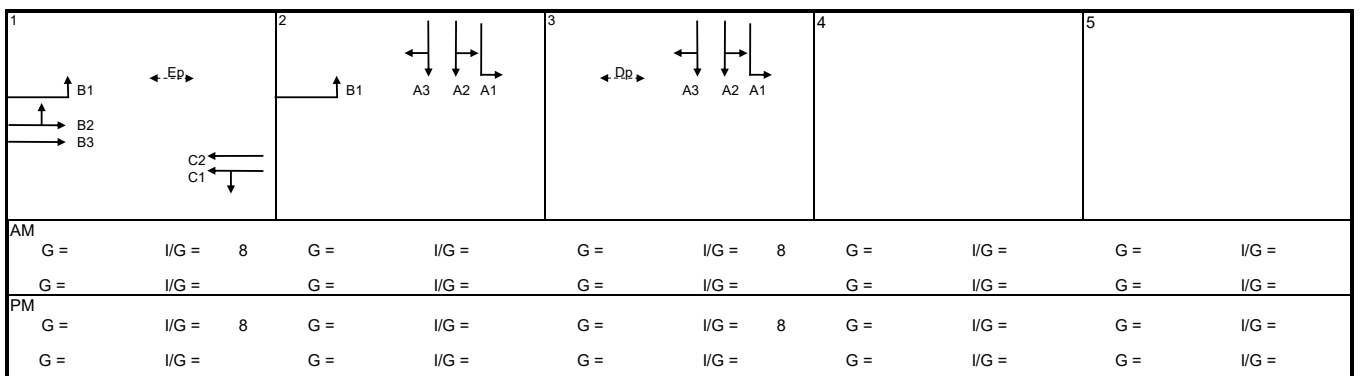
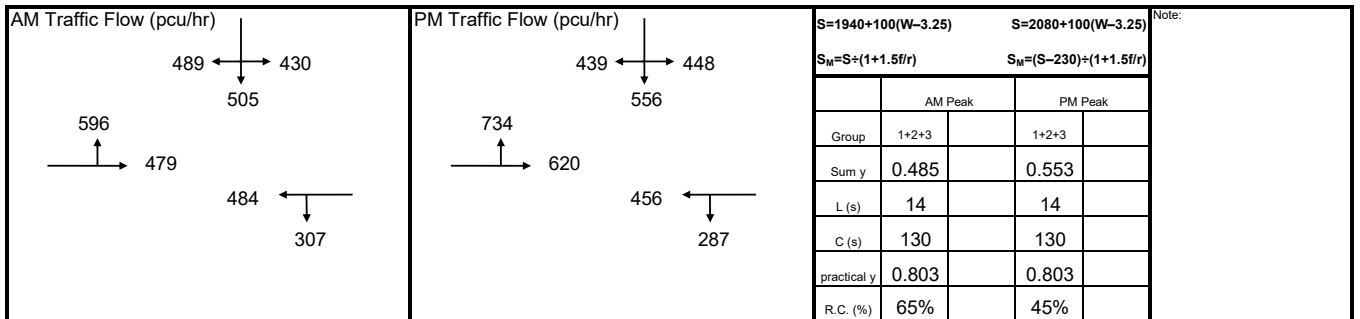
[illegible]

Signal Junction Analysis

Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road Job Number: J7471

Scenario: Future Condition (Without Proposed Development) P. 8

Design Year: 2033 Designed By: _____ Checked By: _____ Date: 21 Sep 2026

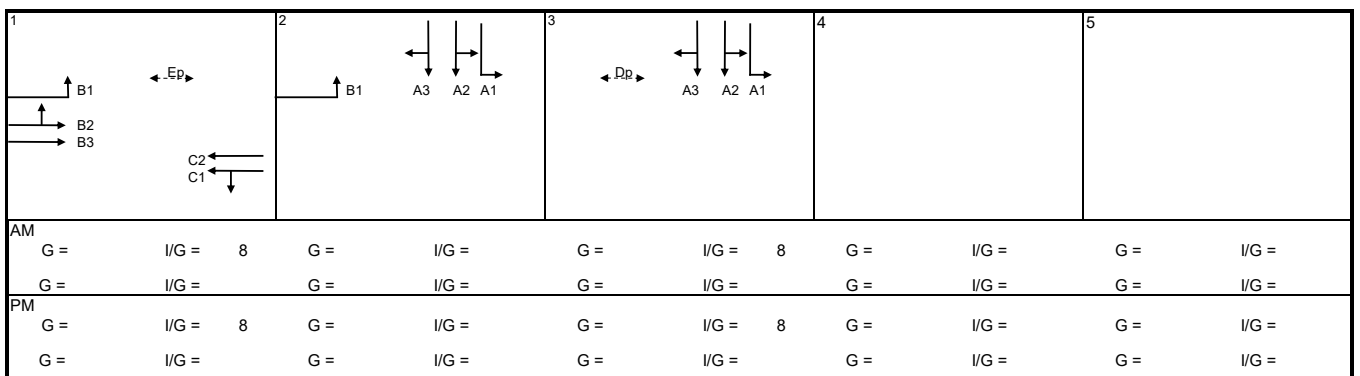
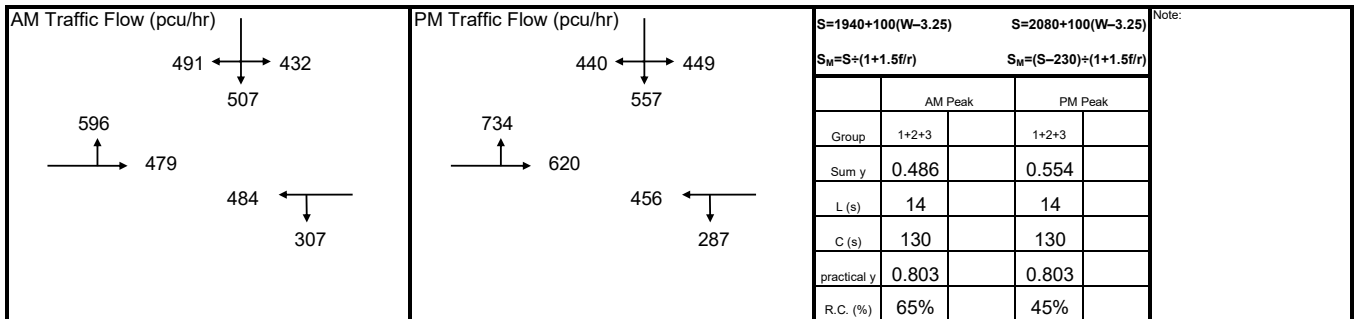
[illegible]

Signal Junction Analysis

Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road Job Number: J7471

Scenario: Future Condition (With Proposed Development) P. 9

Design Year: 2033 Designed By: _____ Checked By: _____ Date: 21 Sep 2026

[illegible]

Signal Junction Analysis

Junction:	Canal Road East / Sharp Street East			Job Number:	J7471
Scenario:	Future Condition (With Proposed Development) [Weekend]			P. 3	
Design Year:	2033	Designed By:	Checked By:	Date:	21 Sep 2026

[illegible]

AM Traffic Flow (pcu/hr)	PM Traffic Flow (pcu/hr)
↓ 1138 ↓ 67	↓ 921 ↓ 191
↓ 109 ↓ 405	

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
S _M =S÷(1+1.5f/r)		S _M =(S-230)÷(1+1.5f/r)		
	AM Peak	PM Peak		
Group	1,2+3	1,2	1,2+3	1,2
Sum y	0.308	0.277	0.340	0.224
L (s)	11	39	11	49
C (s)	100	100	100	100
practical y	0.801	0.549	0.801	0.459
R.C. (%)	160%	98%	135%	105%

1	2	3	4	5					
A2 A1 B2 B1 Dp	A2 A1 Dp	C2 C1							
AM									
G =	I/G =	G =	I/G = 7	G =	I/G = 6	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G =	G =	I/G = 7	G =	I/G = 6	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Scenario: Existing Condition [Weekend]

Design Year: 2026 Designed By: _____ Checked By: _____

Job Number: J7471
P. 4
21 Sep 2026

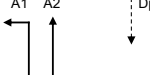
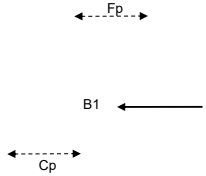
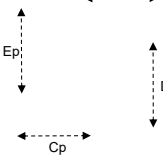
[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		
S _M =S÷(1+1.5f/r)		S _M =(S-230)÷(1+1.5f/r)		
	AM Peak		PM Peak	
Group	1+2+3	1	1+2+3	1
Sum y	0.131	0.105	0.279	0.202
L (s)	35	59	35	59
C (s)	100	100	120	120
practical y	0.585	0.369	0.638	0.458
R.C. (%)	347%	251%	128%	126%

Note:

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G = 16	I/G = 9	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Job Number: J7471

Scenario: Future Condition (Without Proposed Development) [Weekend]

P. 5

Design Year: 2033

Designed By:

Checked By:

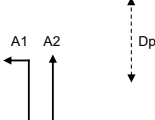
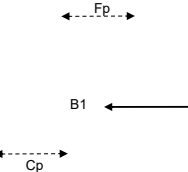
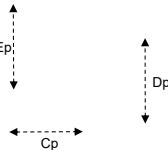
Date: 21 Sep 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak					
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	
Matheson Street NB	LT+SA	A1,A2	1	2.80	10.0		24	1901	208	0.109	0.109	65	1787	376	0.210	0.210
Sharp Street East WB	SA	B1	2	3.00				1915	51	0.027	0.027		1915	154	0.080	0.080

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:	
S _M =S+(1+1.5f/r)		S _M =(S-230)/(1+1.5f/r)			
	AM Peak		PM Peak		
Group	1+2+3	1	1+2+3	1	
Sum y	0.136	0.109	0.291	0.210	
L (s)	35	59	35	59	
C (s)	100	100	120	120	
practical y	0.585	0.369	0.638	0.458	
R.C. (%)	330%	237%	119%	117%	

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Matheson Street / Sharp Street East

Job Number: J7471

Scenario: Future Condition (With Proposed Development) [Weekend]

P. 6

Design Year: 2033

Designed By:

Checked By:

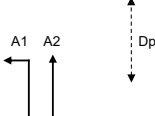
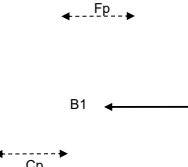
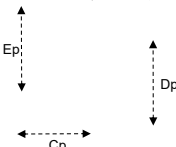
Date: 21 Sep 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:	
S_M=S+(1+1.5f/r)		S_M=(S-230)÷(1+1.5f/r)			
	AM Peak		PM Peak		
Group	1+2+3	1	1+2+3	1	
Sum y	0.141	0.114	0.294	0.213	
L (s)	35	59	35	59	
C (s)	100	100	120	120	
practical y	0.585	0.369	0.638	0.458	
R.C. (%)	316%	225%	117%	115%	

1	2	3	4	5					
									
AM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM									
G =	I/G = 5	G =	I/G = 7	G = 16	I/G = 9	G =	I/G =	G =	I/G =
G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

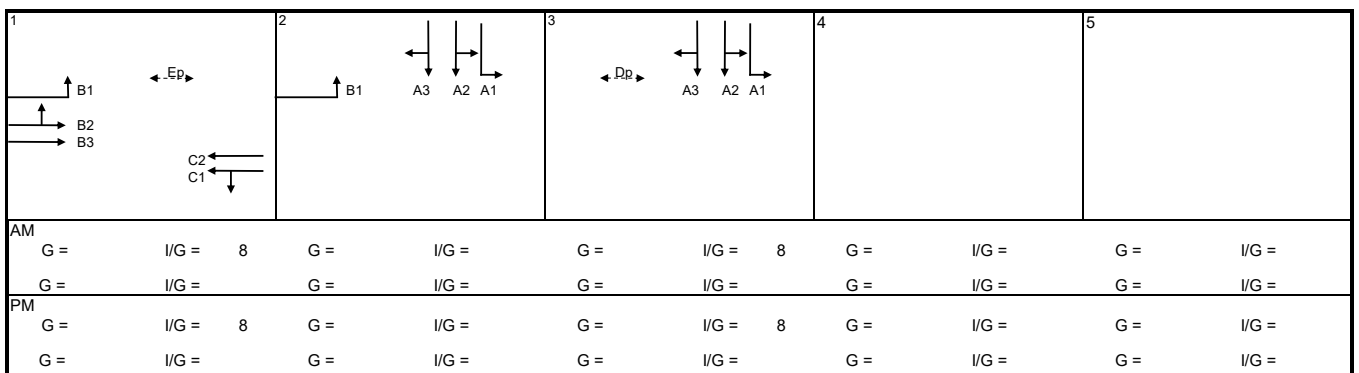
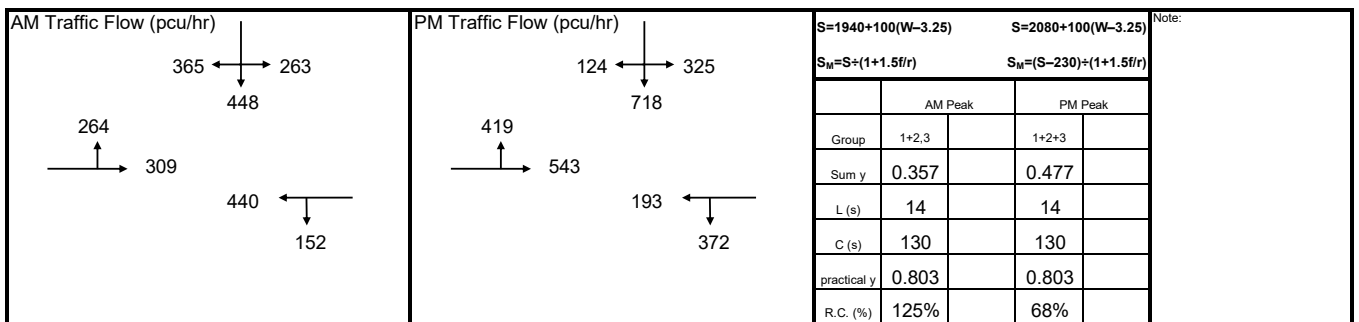
Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road

Scenario: Existing Condition [Weekend]

Design Year: 2026 Designed By: _____ Checked By: _____

Job Number: J7471
P. 7

Design Year: 2026 Designed By: _____ Checked By: _____ Date: 21 Sep 2026

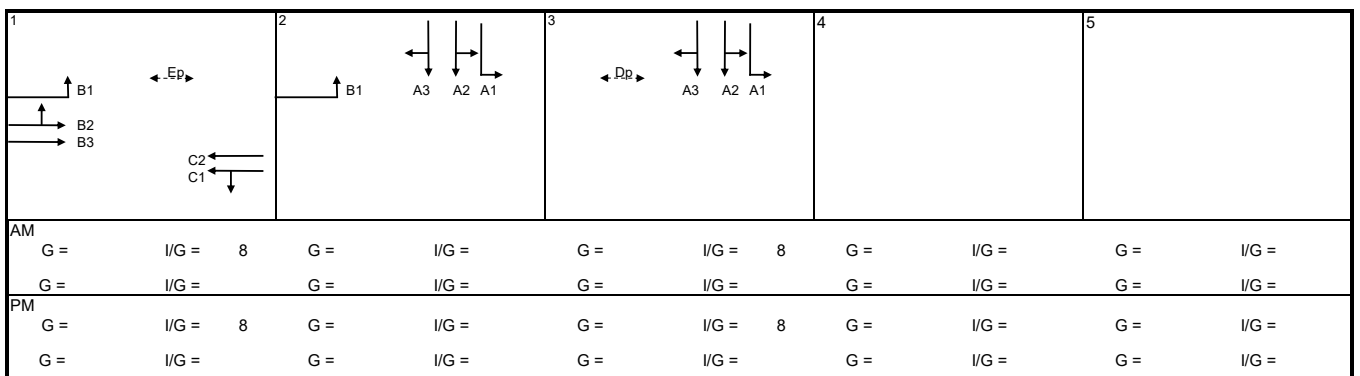
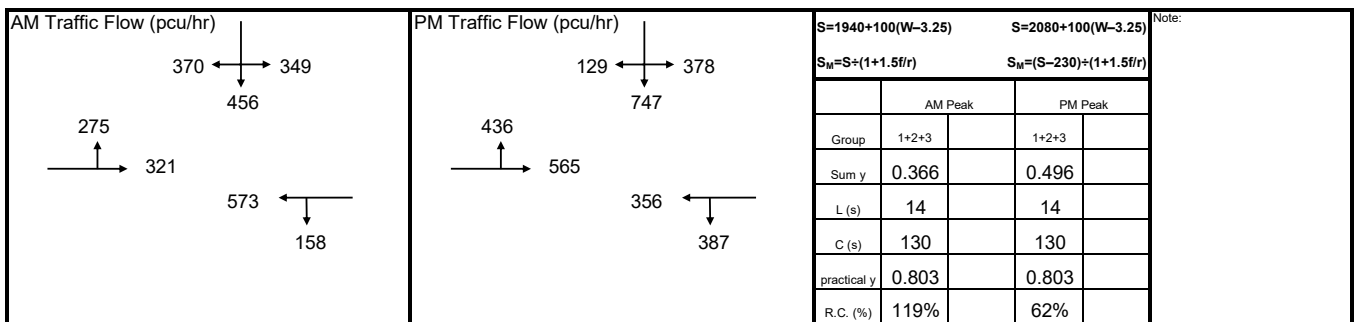
[illegible]

Signal Junction Analysis

Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road Job Number: J7471

Scenario: Future Condition (Without Proposed Development) [Weekend] P. 8

Design Year: 2033 Designed By: _____ Checked By: _____ Date: 21 Sep 2026

[illegible]

Signal Junction Analysis

Junction: Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road

Job Number: J7471

Scenario: Future Condition (With Proposed Development) [Weekend]

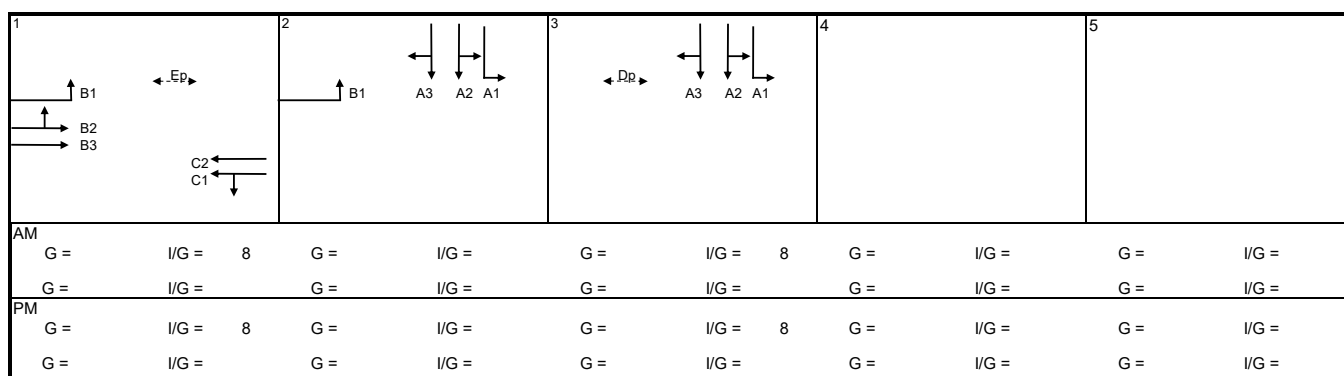
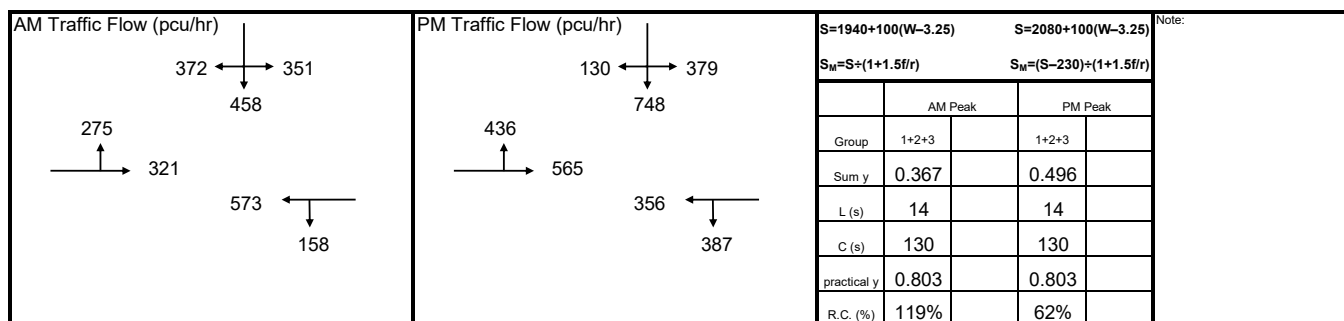
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Design Year: 2033

Designed By:

Checked By:

Date: 21 Sep 2026

[illegible]

Average Queue Length for Signal Junction

Junction : Canal Road East / Sharp Street East								Job No.: J7471	
								Date: 18/9/2026	
Scenario : Existing Condition								Design Year: 2026	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1130	942	65	27
			PM	100		949	791	55	30
Canal Road East SB	1	2	AM	100	SA	72	60	20	4
			PM	100		242	202	20	13
Sharp Street East WB	3	2	AM	100	LT	153	128	35	7
			PM	100		364	304	45	14

Scenario : Future Condition (Without Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1255	1046	65	31
			PM	100		1027	856	55	32
Canal Road East SB	1	2	AM	100	SA	75	63	20	4
			PM	100		252	210	20	14
Sharp Street East WB	3	2	AM	100	LT	159	133	35	7
			PM	100		379	316	45	14

Scenario : Future Condition (With Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1257	1048	65	31
			PM	100		1029	858	55	32
Canal Road East SB	1	2	AM	100	SA	75	63	20	4
			PM	100		252	210	20	14
Sharp Street East WB	3	2	AM	100	LT	167	140	35	8
			PM	100		384	320	45	15

Average Queue Length for Signal Junction

Junction : Matheson Street / Sharp Street East								Job No.: J7471	
								Date: 18/9/2026	
Scenario : Existing Condition								Design Year: 2026	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	238	199	45	18
			PM	120		467	390	65	36
Sharp Street East WB	2	1	AM	100	SA	32	27	30	3
			PM	120		37	31	30	5

Scenario : Future Condition (Without Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	247	206	45	19
			PM	120		487	406	65	37
Sharp Street East WB	2	1	AM	100	SA	33	28	30	3
			PM	120		38	32	30	5

Scenario : Future Condition (With Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	254	212	45	19
			PM	120		491	410	65	38
Sharp Street East WB	2	1	AM	100	SA	34	29	30	3
			PM	120		39	33	30	5

Average Queue Length for Signal Junction

Junction : Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road								Job No.: J7471	
								Date: 18/9/2026	
Scenario : Existing Condition								Design Year: 2026	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	337	281	62	32
			PM	130		392	327	62	37
Canal Road East SB	2,3	1	AM	130	LT + SA	459	383	62	43
			PM	130		457	381	62	43
Canal Road East SB	2,3	1	AM	130	SA + RT	497	415	62	47
			PM	130		500	417	62	47
Leighton Road EB	1,2	1	AM	130	LT	277	231	90	15
			PM	130		341	285	90	19
Leighton Road EB	1,2	1	AM	130	LT + SA	296	247	90	30
			PM	130		365	305	90	39
Leighton Road EB	1	1	AM	130	SA	461	385	60	31
			PM	130		596	497	60	39
Leighton Road WB	1	1	AM	130	LT + SA	305	255	60	30
			PM	130		276	230	60	27
Leighton Road WB	1	1	AM	130	SA	345	288	60	34
			PM	130		289	241	60	28

Scenario : Future Condition (Without Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	430	359	62	41
			PM	130		448	374	62	42
Canal Road East SB	2,3	1	AM	130	LT + SA	477	398	62	45
			PM	130		476	397	62	45
Canal Road East SB	2,3	1	AM	130	SA + RT	517	431	62	49
			PM	130		519	433	62	49
Leighton Road EB	1,2	1	AM	130	LT	288	240	90	16
			PM	130		354	295	90	20
Leighton Road EB	1,2	1	AM	130	LT + SA	308	257	90	32
			PM	130		380	317	90	40
Leighton Road EB	1	1	AM	130	SA	479	400	60	32
			PM	130		620	517	60	41
Leighton Road WB	1	1	AM	130	LT + SA	372	310	60	36
			PM	130		287	240	60	28
Leighton Road WB	1	1	AM	130	SA	419	350	60	41
			PM	130		456	380	60	44

Scenario : Future Condition (With Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	432	360	62	41
			PM	130		449	375	62	43
Canal Road East SB	2,3	1	AM	130	LT+SA	479	400	62	45
			PM	130		476	397	62	45
Canal Road East SB	2,3	1	AM	130	SA+RT	519	433	62	49
			PM	130		521	435	62	49
Leighton Road EB	1,2	1	AM	130	LT	288	240	90	16
			PM	130		354	295	90	20
Leighton Road EB	1,2	1	AM	130	LT+SA	308	257	90	32
			PM	130		380	317	90	40
Leighton Road EB	1	1	AM	130	SA	479	400	60	32
			PM	130		620	517	60	41
Leighton Road WB	1	1	AM	130	LT+SA	372	310	60	36
			PM	130		287	240	60	28
Leighton Road WB	1	1	AM	130	SA	419	350	60	41
			PM	130		456	380	60	44

Average Queue Length for Signal Junction

Junction : Canal Road East / Sharp Street East								Job No.: J7471	
								Date: 18/9/2026	
Scenario : Existing Condition								Design Year: 2026	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1015	846	65	25
			PM	100		845	705	55	26
Canal Road East SB	1	2	AM	100	SA	64	54	20	4
			PM	100		184	154	20	10
Sharp Street East WB	3	2	AM	100	LT	97	81	35	4
			PM	100		384	320	45	15

Scenario : Future Condition (Without Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1136	947	65	28
			PM	100		919	766	55	29
Canal Road East SB	1	2	AM	100	SA	67	56	20	4
			PM	100		191	160	20	11
Sharp Street East WB	3	2	AM	100	LT	101	85	35	5
			PM	100		400	334	45	15

Scenario : Future Condition (With Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road Flyover SB	1,2	2	AM	100	SA	1138	949	65	28
			PM	100		921	768	55	29
Canal Road East SB	1	2	AM	100	SA	67	56	20	4
			PM	100		191	160	20	11
Sharp Street East WB	3	2	AM	100	LT	109	91	35	5
			PM	100		405	338	45	15

Average Queue Length for Signal Junction

Junction : Matheson Street / Sharp Street East								Job No.: J7471	
								Date: 18/9/2026	
Scenario : Existing Condition								Design Year: 2026	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	200	167	45	15
			PM	120		361	301	65	28
Sharp Street East WB	2	1	AM	100	SA	49	41	30	5
			PM	120		148	124	30	19

Scenario : Future Condition (Without Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	208	174	45	16
			PM	120		376	314	65	29
Sharp Street East WB	2	1	AM	100	SA	51	43	30	5
			PM	120		154	129	30	19

Scenario : Future Condition (With Proposed Development)								Design Year: 2033	
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Matheson Street NB	1	1	AM	100	LT + SA	215	180	45	17
			PM	120		380	317	65	29
Sharp Street East WB	2	1	AM	100	SA	52	44	30	5
			PM	120		155	130	30	20

Average Queue Length for Signal Junction

Junction : Canal Road East / Canal Road West / Morrison Hill Road / Leighton Road								Job No.:	J7471
								Date:	18/9/2026
Scenario : Existing Condition								Design Year:	2026
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	263	220	62	25
			PM	130		325	271	62	31
Canal Road East SB	2,3	1	AM	130	LT + SA	389	325	62	37
			PM	130		392	327	62	37
Canal Road East SB	2,3	1	AM	130	SA + RT	424	354	62	40
			PM	130		450	375	62	43
Leighton Road EB	1,2	1	AM	130	LT	127	106	90	7
			PM	130		202	169	90	11
Leighton Road EB	1,2	1	AM	130	LT + SA	137	115	90	19
			PM	130		217	181	90	33
Leighton Road EB	1	1	AM	130	SA	309	258	60	19
			PM	130		543	453	60	32
Leighton Road WB	1	1	AM	130	LT + SA	281	235	60	27
			PM	130		372	310	60	36
Leighton Road WB	1	1	AM	130	SA	311	260	60	30
			PM	130		193	161	60	19

Scenario : Future Condition (Without Proposed Development)								Design Year:	2033
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	349	291	62	33
			PM	130		378	315	62	36
Canal Road East SB	2,3	1	AM	130	LT + SA	395	330	62	37
			PM	130		408	340	62	39
Canal Road East SB	2,3	1	AM	130	SA + RT	431	360	62	41
			PM	130		468	390	62	44
Leighton Road EB	1,2	1	AM	130	LT	133	111	90	7
			PM	130		210	175	90	12
Leighton Road EB	1,2	1	AM	130	LT + SA	142	119	90	19
			PM	130		226	189	90	34
Leighton Road EB	1	1	AM	130	SA	321	268	60	20
			PM	130		565	471	60	34
Leighton Road WB	1	1	AM	130	LT + SA	348	290	60	34
			PM	130		387	323	60	38
Leighton Road WB	1	1	AM	130	SA	383	320	60	37
			PM	130		356	297	60	35

Scenario : Future Condition (With Proposed Development)								Design Year:	2033
Lane Approach	Stage	No. of Lane	Period	Cycle Time (sec)	Direction	Traffic Flow (pcu/hr)	Traffic Flow (veh/hr)	Effective Green (sec)	Queue Length (m/lane)
Canal Road East SB	2,3	1	AM	130	LT	351	293	62	33
			PM	130		379	316	62	36
Canal Road East SB	2,3	1	AM	130	LT + SA	397	331	62	38
			PM	130		409	341	62	39
Canal Road East SB	2,3	1	AM	130	SA + RT	433	361	62	41
			PM	130		469	391	62	44
Leighton Road EB	1,2	1	AM	130	LT	133	111	90	7
			PM	130		210	175	90	12
Leighton Road EB	1,2	1	AM	130	LT + SA	142	119	90	19
			PM	130		226	189	90	34
Leighton Road EB	1	1	AM	130	SA	321	268	60	20
			PM	130		565	471	60	34
Leighton Road WB	1	1	AM	130	LT + SA	348	290	60	34
			PM	130		387	323	60	38
Leighton Road WB	1	1	AM	130	SA	383	320	60	37
			PM	130		356	297	60	35