

Appendix 2

Traffic Impact Assessment

Reference number: CHK50831710

**PROPOSED “FLAT” (IN-SITU CONVERSION)
IN “ COMMERCIAL (7)” ZONE,
NO. 18 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON
(KOWLOON INLAND LOT NO. 9844 (PART))**

TRAFFIC IMPACT ASSESSMENT REPORT



IDENTIFICATION TABLE	
Project	Proposed “Flat” (In-situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (Part))
Study	Traffic Impact Assessment
Type of document	Report (Version no. 2)
Date	10/10/2025
Reference number	CHK50831710

TABLE OF CONTENTS

1.	INTRODUCTION	6
1.1	BACKGROUND	6
1.2	STUDY SCOPES	6
1.3	REPORT STRUCTURE	6
2.	DEVELOPMENT CONTEXT	7
2.1	EXISTING SITE CONDITIONS	7
2.2	LOCAL ROAD NETWORK	8
2.3	PUBLIC TRANSPORT SERVICES	9
2.4	EXISTING PEDESTRIAN FACILITIES	9
2.5	ADJACENT PARKING FACILITIES	10
2.6	PROPOSED DEVELOPMENT SCHEDULE	10
2.7	VEHICULAR ACCESS ARRANGEMENT AFTER THE PROPOSED CONVERSION	10
3.	TRAFFIC FORECAST	11
3.1	DESIGN YEAR	11
3.2	TRAFFIC FORECAST APPROACH	11
3.3	TRAFFIC SURVEY	11
3.4	FORECAST ASSUMPTIONS	12
3.5	ESTIMATED TRAFFIC GENERATIONS	14
3.6	DESIGN TRAFFIC FORECAST	14
4.	TRAFFIC ASSESSMENTS AND REVIEW OF INTERNAL PARKING FACILITIES	15
4.1	JUNCTION AND ROAD LINK CAPACITY ASSESSMENT	15
4.2	EXISTING CAR PARKING DEMAND	19
4.3	INTERNAL PARKING AND SERVICING PROVISIONS FOR THE PROPOSED IN-SITU CONVERSION	20
4.4	AVAILABILITY OF EXISTING CARPARK FOR PROPOSED IN-SITU CONVERSION	21
4.5	PUBLIC TRANSPORT AND PEDESTRIAN FACILITIES	22
4.6	TRAFFIC ENHANCEMENT PROPOSAL	22
5.	SUMMARY AND CONCLUSION	24
5.1	SUMMARY	24
5.2	CONCLUSION	25

LIST OF DRAWINGS

Drawing No. 2.1	Location of the Application Premises
Drawing No. 2.2	Location of Development Vehicular Accesses
Drawing No. 2.3	Existing Public Transport Services in the Vicinity
Drawing No. 2.4	Existing Pedestrian Facilities in the Vicinity
Drawing No. 3.1	Identified Key Junctions
Drawing No. 3.2	Existing Junction Layout of Salisbury Road / Kowloon Park Drive (J1)
Drawing No. 3.3	Existing Junction Layout of Salisbury Road / Nathan Road (J2)
Drawing No. 3.4	Existing Junction Layout of Salisbury Road / Access Road to Victoria Dockside Development (J3)
Drawing No. 3.5	Existing Junction Layout of Salisbury Road / Chatham Road South (J4)
Drawing No. 3.6	Year 2024 Observed Traffic Flows
Drawing No. 3.7	Location of Planned Developments in the Vicinity
Drawing No. 3.8	Year 2032 Reference Traffic Flows
Drawing No. 3.9	Anticipated Split Distributions of Traffic Trips Upon In-situ Conversion
Drawing No. 3.10	Year 2032 Design Traffic Flows
Drawing No. 4.1	Potential Junction Enhancement at Salisbury Road / Chatham Road South (J4)

LIST OF TABLES

Table 2.1	Existing Parking and Servicing Facilities in Victoria Dockside Development (under Kowloon Inland Lot No. 9844)	8
Table 2.2	Key Development Parameters	10
Table 3.1	Identified Key Junctions and Road Links	11
Table 3.2	Traffic Counts Record from Annual Traffic Census	12
Table 3.3	Population and Employment Estimation from 2021-Based TPEDM	13
Table 3.4	Hong Kong Population Projections Data	13
Table 3.5	Planning Parameters of Planned Developments	13
Table 3.6	Estimated Trip Generations for K11 ARTUS and the Proposed Conversion	14
Table 4.1	Existing Operational Performance at Key Junctions	15
Table 4.2	Existing Links Performance at Key Section	15
Table 4.3	Operational Performance of Key Junctions in Year 2032	16
Table 4.4	Operational Performance of Identified Key Road Links in Year 2032	16
Table 4.5	Queue Length Analysis of Key Junctions in Year 2032 – Reference Scenario	18
Table 4.6	Queue Length Analysis of Key Junctions in Year 2032 – Design Scenario	18
Table 4.7	Split Details of Carparks underneath Victoria Dockside development	19
Table 4.8	Carpark Occupancy Data Record on Typical Peak Day	19
Table 4.9	Residential Parking and Servicing Provisions for the Proposed Conversion	20
Table 4.10	Allocation of Car Parking Spaces in KIL 9844 after the Proposed Conversion	20
Table 4.11	Summary on the Proposed Car Parking Spaces after the Proposed Conversion	21
Table 4.12	Anticipated Pedestrian Demand of Proposed Conversion	22
Table 4.13	Operational Performance of for the Proposed Junction Modification in Year 2032	23

APPENDICES

Appendix A	Junction Calculation Sheets
Appendix B	Existing Public Transport Services in the Vicinity
Appendix C	Latest Road Marking Arrangement at the Junction of Salisbury Road / Access Road to Victoria Dockside Development (J3)
Appendix D	Parking Provision for the Remaining Developments

1. INTRODUCTION

1.1 Background

- 1.1.1 The Victoria Dockside development is located at Kowloon Inland Lot No. 9844 (KIL 9844) in Tsim Sha Tsui, which is zoned “Commercial (7)” under the prevailing Tsim Sha Tsui Outline Zoning Plan. The Victoria Dockside development comprises, inter alia, (i) K11 MUSEA, a retail mall integrating premier art, design and leisure experiences, (ii) Grade A office space (K11 ATELIER), (iii) Rosewood Hotel Hong Kong, (iv) hotel-like serviced apartment Rosewood Residences; and (v) another hotel-like serviced apartment K11 ARTUS.
- 1.1.2 The Applicant is now seeking approval from the Town Planning Board under Section 16 of the Town Planning Ordinance for the Proposed ‘Flat’ (In-situ Conversion) at K11 ARTUS (“the Premises”). The Proposal involves the in-situ conversion of existing hotel-like serviced apartments at K11 ARTUS into 205 nos. of units for greater spectrum of uses in the complex with the intention to reinforce the sense of place, neighbourhood and vibrancy.
- 1.1.3 The purpose of this Traffic Impact Assessment (TIA) Study is to investigate any potential impact on the adjacent local road network arising from the in-situ conversion proposal.

1.2 Study Scopes

- 1.2.1 The scopes of this TIA Study are summarised as follows:
- Review the latest traffic condition in the vicinity of the Premises;
 - Review the development schedule and internal transport facilities;
 - Review the potential traffic impact of the local road network and public transport facilities upon completion of the in-situ conversion;
 - Propose any traffic improvement remedial measures, if necessary, to alleviate the potential traffic problems.

1.3 Report Structure

- 1.3.1 Following this introductory chapter, there are four further chapters:
- Chapter 2 – Development Context, review the existing development traffic arrangement, current condition of the local road network in the vicinity, and present the in-situ conversion proposal;
 - Chapter 3 – Traffic Forecast, describes the forecasting methodology and presents the traffic forecast results;
 - Chapter 4 – Traffic Assessments and Review of Internal Transport Facilities, present the assessment results on the local road network under existing conditions and upon completion of the in-situ conversion, and review the parking provisions in the development carpark; and,
 - Chapter 5 – Summary and Conclusion, summarise and conclude the study findings.

2. DEVELOPMENT CONTEXT

2.1 Existing Site Conditions

Site Location

2.1.1 The Victoria Dockside development is located at No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon. It is located at Tsim Sha Tsui harbour-front to the south of Salisbury Road. It is currently zoned as “Commercial (7)” [“C(7)”] under the approved Tsim Sha Tsui Outline Zoning Plan No. S/K1/30 and is within Kowloon Inland Lot No. 9844 (KIL 9844).

2.1.2 The location plan of the Victoria Dockside development is shown in **Drawing No. 2.1**.

Vehicular Accesses

2.1.3 There are currently three development vehicular accesses which are all located along Salisbury Road serving the entire Victoria Dockside development, K11 ARTUS inclusive.

2.1.4 The main vehicular access of the Victoria Dockside development forms part of the signalised junction of Salisbury Road / Chatham Road South. It connects the junction with the internal access road with (i) at-grade general pick-up/drop-off area of the entire development, (ii) driveway ramp to basement carpark and (iii) pick-up/drop-off area of Rosewood Hotel Hong Kong and Rosewood Residences at podium level. This main access serves the vehicular traffic to/from all approaches of the junction.

2.1.5 Another vehicular access is situated at the west of the development site in-conjunction with Salisbury Road westbound with signalised control, and is shared with the adjacent hotel Regent Hong Kong. It serves the private cars to parking at basement levels and loading/unloading activities at ground level of the Victoria Dockside development. Left-in-left-out arrangement is only permitted for this access.

2.1.6 The third vehicular access is located at the north-east corner of the development, connecting the basement carpark (loading/unloading area) which mainly serves goods vehicles and coaches. The access is connected to Salisbury Road westbound with left-in-left-out arrangement in the form of priority junction.

2.1.7 The current vehicular access arrangement is indicated in **Drawing No. 2.2**.

Internal Parking Facilities

2.1.8 According to the approved General Building Plan (GBP) for the Victoria Dockside development, a total of 866 private car parking spaces, 24 parking spaces for taxis / hire cars, 64 loading/unloading bays for tourist buses, trucks or lorries, 6 loading/unloading bays for goods vehicles, 4 lay-bys for private car and taxis, and 3 lay-bys for single deck tour buses are provided in accordance with the lease conditions of KIL 9844. Subsequently, under the lease modification in April 2022, 24 out of 866 private car parking spaces, 6 out of 64 loading/unloading bays for tourist buses, trucks or lorries and 4 out of 6 loading/unloading bays for goods vehicles are designated to the hotels. The following **Table 2.1** summarizes the existing parking provisions under the approved GBP.

Table 2.1 Existing Parking and Servicing Facilities in Victoria Dockside Development (under Kowloon Inland Lot No. 9844)

Components	Total no. of existing parking provision under the approved GBP	No. of parking spaces designated for the Hotels ⁽¹⁾	Remaining no. of parking spaces for Commercial Use
Car Parking Spaces	866	24	842
Parking Spaces for Taxis / Hire Cars	24	-	24
Loading/Unloading Bays for Tourist Buses, Trucks or Lorries	64	6	58
Loading/Unloading Bays for Goods Vehicles	6	4	2
Lay-bys for Privates Car and Taxis	4	-	4
Lay-bys for Single Deck Tour Buses	3	-	3

Notes: (1) The Hotels include Rosewood Hotel Hong Kong, Rosewood Residences and K11 ARTUS excluding Regent Hong Kong.

- 2.1.9 It is noted that the basement carpark of adjacent lot, Kowloon Inland Lot No. 10978 (KIL 10978), at 12 Salisbury Road, Tsim Sha Tsui, is internally connected and share-using the vehicular accesses with the carpark of the KIL 9844. 250 private car parking spaces are provided within this carpark which are also operated and managed by the development. Therefore, **an overall of 1,116 private car parking spaces (i.e. 866+250) are provided** by the two carparks.

2.2 Local Road Network

- 2.2.1 The Victoria Dockside development is primarily served by Salisbury Road, which connects Kowloon Park Drive, Nathan Road and Chatham Road South.
- 2.2.2 Salisbury Road is a primary distributor running in east-west direction, serving the traffic of all directions to/from Tsim Sha Tsui. Its section abutting the north of Victoria Dockside development is a dual-4 carriageway with two traffic lanes at-grade and two traffic lanes underground by-passing its junction with Chatham Road South.
- 2.2.3 Chatham Road South is a primary distributor connecting with Salisbury Road which leads to Hung Hom By-pass and Princess Margaret Road Link towards North and East Kowloon. Its section in junction with Salisbury Road is a dual carriageway with three traffic lanes northbound and two traffic lanes southbound.
- 2.2.4 Nathan Road is a primary distributor aligning north-south from Sham Shui Po and Tsim Sha Tsui, which connects Salisbury Road with Jordan, Yau Ma Tei, Mong Kok and Central Kowloon. The section of Nathan Road immediately connecting Salisbury Road is a dual-2 carriageway.
- 2.2.5 Kowloon Park Drive is a primary distributor of dual-2 carriageway running in north-south direction that connects Salisbury Road to northern section of Canton Road and onward to southwest Kowloon area.

2.3 Public Transport Services

- 2.3.1 The Victoria Dockside development (including the Premises) is currently served by MTR Tsim Sha Tsui Station (Tsuen Wan Line) and East Tsim Sha Tsui Station (Tuen Ma Line). Moreover, franchised bus and green minibus stops are available at Salisbury Road and Nathan Road, within 400m walking distance from the development. The development is well-connected with the above-mentioned public transport services by underground walkways.
- 2.3.2 The nearest bus terminus is located at Mody Road, which is located to the north-east of the Victoria Dockside development. There are currently over twenty franchised bus routes serving this bus terminus, and majority of the routes would enroute Salisbury Road and make stops right adjacent and opposite to the development.
- 2.3.3 The existing public transport facilities in the vicinity are shown in **Drawing No. 2.3**, and details of the operation schedule are listed in **Annex B**. It is considered that the Premises is well-served by the current provision of public transport services.

2.4 Existing Pedestrian Facilities

- 2.4.1 Footpath is provided along the south kerb-side of the section of Salisbury Road abutting the north boundary of the Victoria Dockside development. A cautionary pedestrian crossing is provided at its junction with vehicular access at north-east corner of the development with Salisbury Road, while signalized pedestrian crossings are provided at the junctions with another two vehicular accesses roads at the north and east side of the development.
- 2.4.2 On the south of the Victoria Dockside development, it is the waterfront promenade along Victoria Harbour. The “Avenue of Stars” is located at this section of promenade which is open to the public and directly accessible from the development.
- 2.4.3 Besides, pedestrian subways are present underneath Salisbury Road to link up the footpaths on both sides. The pedestrian subway across Salisbury Road near Chatham Road South is a grade separated crossing facility maintained by the government which links up the footpath along all approaches of the signalised junction.
- 2.4.4 Another pedestrian subway, at north-west corner of the Victoria Dockside Development, is a 24-hour public passageway managed by the Applicant which connects with MTR East Tsim Sha Tsui Station and forms part of the underground pedestrian network linking up several commercial developments in Tsim Sha Tsui area.
- 2.4.5 The locations of major footbridge, subway and crossing points connecting the Victoria Dockside development are illustrated in **Drawing No. 2.4**. It is concluded that the pedestrians have good accessibility between the Victoria Dockside development and the nearby areas in Tsim Sha Tsui.

2.5 Adjacent Parking Facilities

- 2.5.1 Apart from the parking facilities provided by the Victoria Dockside development as listed in **Table 2.1**, there is a public carpark located at H Zentre on Middle Road (around 150m walking distance from the Premises) with over 400 parking spaces serving private cars. On-street metered parking spaces for buses and coaches are also provided at Chatham Road South and inner streets of Tsim Sha Tsui.

2.6 Proposed Development Schedule

- 2.6.1 K11 ARTUS (“the Premises”) currently provides 287 rooms in the form of hotel-like serviced apartment. Under the development scheme, in-situ conversion of K11 ARTUS into private residential use with around 205 units is proposed. The key development parameters are summarised in **Table 2.2**.

Table 2.2 Key Development Parameters

Component	Parameters
Victoria Dockside (K11 ARTUS inclusive)	
Zoning	“Commercial (7)”
The In-Situ Conversion Proposal at K11 ARTUS (the Premises)	
Total GFA involved	33,358m ²
Proposed GFA	33,358m ² (Domestic)
Proposed no. of flat units	205 nos.
Average flat size	Approx. 162 m ²
No. of blocks	1 no.

2.7 Vehicular Access Arrangement after the Proposed Conversion

- 2.7.1 As discussed in **Section 2.1**, there are three development vehicular accesses at Salisbury Road serving the Premises. Under the conversion proposal, it is proposed that the present vehicular access arrangements to remain the status quo and will not be disrupted, i.e. the traffic upon proposed conversion would share-use the existing three vehicular accesses indicated in **Drawing No. 2.1**.

3. TRAFFIC FORECAST

3.1 Design Year

- 3.1.1 The tentative completion year of the proposed in-situ conversion is year 2029. The design year of 2032 (which is three years upon full occupation) has therefore been adopted for traffic forecast and assessment purposes.

3.2 Traffic Forecast Approach

- 3.2.1 Growth factor method is adopted for traffic forecast purpose in this TIA study. The traffic forecast has made reference to the existing traffic conditions of the local road network and latest planning parameters, including future traffic growth and additional traffic demand, which are to be discussed in this chapter.

3.3 Traffic Survey

- 3.3.1 To appraise the existing traffic conditions of local road network, traffic surveys in the form of manual classified count were conducted during the peak hour periods on a typical weekday and weekend, on 7 November 2024 (Thursday) from 08:00-10:00 and 17:30 -19:30 and the following Saturday on 9 November 2024 from 11:00 – 15:00.
- 3.3.2 Four junctions and eight road links, as listed in **Table 3.1**, are identified as key junctions and road links for assessment purpose. The junction locations and road link sections are indicated in **Drawing No. 3.1**, and the current junction layout arrangements are shown in **Drawing Nos. 3.2 to 3.5**.

Table 3.1 Identified Key Junctions and Road Links

Ref. (1)	Locations	Type (2)	Drawing No. (2)
Junctions			
J1	Salisbury Road / Kowloon Park Drive	Signal	3.2
J2	Salisbury Road / Nathan Road	Signal	3.3
J3	Salisbury Road / Access Road to Victoria Dockside Development	Signal	3.4
J4	Salisbury Road / Chatham Road South	Signal	3.5
Road Links			
S1	Nathan Road (Middle Road - Salisbury Road)	Two-way	3.1
S2	Salisbury Road (Hankow Road – Nathan Road)	Two-way	3.1
S3	Salisbury Road (Nathan Road – Middle Road)	Two-way	3.1
S4	Salisbury Road EB (At-grade section outside Middle Road Children’s Playground)	One-way	3.1
S5	Salisbury Road WB (At-grade section outside Victoria Dockside)	One-way	3.1
S6	Salisbury Road EB (At-grade section outside Mody Road Public Transport Interchange)	One-way	3.1
S7	Salisbury Road WB (At-grade section outside Victoria Dockside)	One-way	3.1
S8	Chatham Road South (Salisbury Road – Mody Road)	Two-way	3.1

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

(2) Junction layouts as of December 2024.

- 3.3.3 Results of the surveyed data indicate that the weekday morning and evening peak hours occur during 09:00 to 10:00 and 17:30 to 18:30 respectively, while the weekend peak hour occur from 11:45 to 12:45.
- 3.3.4 The observed peak hour traffic data in vehicle unit are converted to passenger car unit (PCU) values with reference to the PCU conversion factors as suggested in Transport Planning and Design Manual (TPDM) Volume 2 Chapter 2.3. The observed peak hour traffic flows at the identified key junctions , in PCU units, are shown in **Drawing No. 3.6**.

3.4 Forecast Assumptions

- 3.4.1 To estimate the year 2032 traffic flows in the local road network, the future traffic growth and additional traffic demand are reviewed.
- 3.4.2 Reference has been made to the historical traffic data from Annual Traffic Census (ATC) published by Transport Department to identify the future traffic growth for local area. The ATC traffic count stations in the vicinity has been selected for investigation and the corresponding traffic count data between years 2018 and 2023 are summarised in **Table 3.2**.

Table 3.2 Traffic Counts Record from Annual Traffic Census

Stn. No.	Station Location	Annual Average Daily Traffic (veh/day)						Annual Growth Rate (p.a.)
		2018	2019	2020	2021	2022	2023	
3005	Chatham Rd S (Salisbury Rd - Mody Rd)	15,460	14,950	14,490	14,520	14,480	15,690	0.30%
3021	Mody Rd (Nathan Rd - Chatham Rd S)	15,610	15,130	14,410	11,350	12,090	12,930	-3.70%
3410	Salisbury Rd (Kowloon Park Drive - Nathan Rd)	45,940	49,380	42,720	44,540	42,440	44,780	-0.51%
3413	Nathan Rd (Middle Rd - Salisbury Rd)	26,420	29,540	23,760	24,770	23,610	24,910	-1.17%
3606	Salisbury Rd (Chatham Rd S - Nathan Rd)	51,880	52,260	48,970	42,140	40,150	42,360	-3.97%
3808	Salisbury Rd (Mody Rd - Chatham Rd S)	38,360	38,640	36,160	39,710	38,530	40,660	1.17%
3811	Kowloon Park Drive (Peking Road - Salisbury Rd)	35,960	36,220	33,900	40,380	40,290	42,510	3.40%
4654	Middle Rd (Hankow Rd - Kowloon Park Drive)	11,530	11,290	10,610	8,260	10,520	10,080	-2.65%
Total		241,160	247,410	225,020	225,670	222,110	233,920	-0.61%

- 3.4.3 In addition, the projected population and employment data available from the latest “2021-based Territorial Population and Employment Data Matrix (TPEDM)” published by Planning Department has been reviewed. Since the subject premises and identified road network are located in “Yau Tsim Mong” planning data district under the district map of TPEDM, the corresponding district planning data has been extracted for study in **Table 3.3**.

Table 3.3 Population and Employment Estimation from 2021-Based TPEDM

Planning Data District	Population		Employment	
	2021	2031	2021	2031
Yau Tsim Mong	310,650	267,100	413,950	428,850
Growth Rate per annum	-1.50%		+0.35%	

3.4.4 As indicated in **Table 3.2**, the annual traffic growth pattern at the identified traffic count stations suggested an decreasing trend of -0.61% per annum over the past 5 years. **Table 3.3** suggested a decreasing trend of -1.50% for future population and an increasing trend of +0.35% for employment growth at the identified TPEDM planning district.

3.4.5 Having reviewed the TPEDM data and historical ATC record, despite the downward trends of the subject population and ATC annual growth rates, the nominal growth rate of +0.50% per annum will apply for the traffic growth between year 2024 and 2031 as a conservative approach.

Table 3.4 Hong Kong Population Projections Data

Year	Hong Kong Resident Population (in thousands)
2031	7820.2
2032	7862.1
Year 2031-2032 Growth Rate per annum	+0.54%

3.4.6 Beyond year 2031, the population data in “Hong Kong Population Projections from 2022 to 2046”, as extracted in **Table 3.4**, published by Census and Statistics Department has been taken as reference for estimation of the traffic growth rate between year 2031 and the design year 2032. The derived growth rate of +0.54% per annum will be adopted for projection of traffic flows from year 2031 to year 2032.

Planned Developments

3.4.7 Apart from the local traffic growth, a number of adjacent planned developments in local area are also taken into consideration for the traffic forecast of year 2032. The locations of these developments are indicated in **Drawing No. 3.7** and the respective planning parameters are summarised in **Table 3.5**.

Table 3.5 Planning Parameters of Planned Developments

Site ⁽¹⁾	Use	Parameters
1. Expansion of Hong Kong Science Museum and Hong Kong Museum of History	GIC	Approx. 66,438m ² GFA ⁽²⁾
2. Redevelopment of Mariners’ Club	Hotel	Approx. 500 rooms
3. Redevelopment of No. 31-37 Hankow Road	Office	Approx. 10,711m ² GFA ⁽³⁾
4. Redevelopment of No. 43-49A Hankow Road	Residential	95 units ⁽⁴⁾
	Retail	Approx. 4,127.6 m ² GFA ⁽⁴⁾
	Hotel	99 guest rooms ⁽⁴⁾

Remarks: (1) Site locations refer to **Drawing No. 3.7**.
(2) Information extracted from Town Planning Board Planning Application No. A/K1/267.
(3) Information extracted from Monthly Digests (Apr 2023) published by Buildings Department.
(4) Information extracted from Town Planning Board Planning Application No. A/K1/271.

3.5 Estimated Traffic Generations

- 3.5.1 The traffic generations from the proposed in-situ conversion are estimated with reference to the traffic generation rates as stipulated in TPDM published by Transport Department. Whilst the average flat size under the in-situ conversion is approximately 162m², there is no suggestion from TPDM on the trip generation rates for flat sizes between 140m² and 180m².
- 3.5.2 For conservative assessment, the mean TPDM trip rates of flat size 180m² are selected for estimation of trip generations of the conversion. The traffic trip generation and attraction volumes with existing K11 ARTUS and the proposed in-situ conversion scheme are compared in **Table 3.6**.

Table 3.6 Estimated Trip Generations for K11 ARTUS and the Proposed Conversion

Development Schedule	Parameters	Adopted Trip Rate (pcu/hr/unit)						Trip Generations (pcu/hr)					
		Weekday				Weekend Peak		Weekday				Weekend Peak	
		AM Peak		PM Peak				AM Peak		PM Peak			
		Gen	Att	Gen	Att	Gen	Att	Gen	Att	Gen	Att	Gen	Att
Existing K11 ARTUS	287 units	0.1329	0.1457	0.1290	0.1546	0.1290	0.1546	38	42	37	44	37	44
Proposed Residential	205 units	0.2772	0.1769	0.1635	0.2394	0.1635	0.2394	57	36	34	49	33	48
Net Change								+19	-6	-3	+5	-3	+5

- Remarks: (1) Mean trip rates for hotel as suggested from TPDM are adopted. For weekend noon peak, the weekday evening peak mean trip rates are selected for estimation.
- (2) For conservative Mean trip rates for R(C) residential units of 180m² as suggested from TPDM are adopted. For weekend noon peak, the weekday evening peak mean trip rates are selected for estimation.

- 3.5.3 As shown in **Table 3.6**, there would be slight increase in trip generations during weekday morning peak period under the proposed conversion, while the trip generations and attractions during the other peak periods would be similar as compared to the existing K11 ARTUS. Hence, it is anticipated that the traffic impact imposed by the proposed conversion would be minimal.

3.6 Design Traffic Forecast

- 3.6.1 Year 2032 reference traffic flows (with existing K11 ARTUS) are produced based on the year 2024 observed flows, with the forecast assumptions on the future background traffic growth and the anticipated planned development traffic trips in the concerned local road network. The derived year 2032 reference traffic flows are shown in **Drawing No. 3.8**.
- 3.6.2 The proposed changes in development traffic would be assigned to the road network based on the observed trip distribution patterns, to produce the year 2032 design traffic flows (with the proposed in-situ conversion). The anticipated major ingress and egress routings and the adopted splits for the traffic trips upon the proposed in-situ conversion in the traffic forecast are illustrated in **Drawing No. 3.9**, and the year 2032 design traffic flows are shown in **Drawing No. 3.10**.

4. TRAFFIC ASSESSMENTS AND REVIEW OF INTERNAL PARKING FACILITIES

4.1 Junction and Road Link Capacity Assessment

Existing Operational Performance

4.1.1 Junction capacity and road link assessments have been conducted at the identified key junctions and road links based on the junction layouts and the observed traffic flows in year 2024. The results are summarised in **Table 4.1** and **Table 4.2**.

Table 4.1 Existing Operational Performance at Key Junctions

Ref. ⁽¹⁾	Junctions	Reserve Capacity ⁽²⁾		
		Weekday		Weekend Peak
		AM Peak	PM Peak	
J1	Salisbury Road / Kowloon Park Drive	57%	35%	32%
J2	Salisbury Road / Nathan Road	47%	45%	25%
J3	Salisbury Road / Access Road to Victoria Dockside Development	>100%	>100%	99%
J4	Salisbury Road / Chatham Road South	>100%	80%	50%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.

Table 4.2 Existing Links Performance at Key Section

Ref. ⁽¹⁾	Road Links	Dir.	Observed Traffic Demand						Design Capacity ⁽²⁾ (veh/hr)	Volume/ Capacity Ratio		
			In pcu/hr			In veh/hr				Weekday		
			Weekday		Weekend Peak	Weekday		Weekend Peak		Weekday		Weekend Peak
			AM Peak	PM Peak		AM Peak	PM Peak			AM Peak	PM Peak	
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	660	885	805	465	630	600	2,800	0.17	0.22	0.21
		SB	1,045	845	1,175	735	720	945	3,900	0.19	0.18	0.24
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	1,980	1,790	2,100	1,660	1,560	1,830	5,200	0.32	0.30	0.35
		WB	1,350	1,560	1,660	1,090	1,395	1,465	3,900	0.28	0.36	0.38
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,320	1,940	2,455	1,900	1,720	2,125	5,600	0.34	0.31	0.38
		SB	1,320	1,765	1,680	1,080	1,480	1,415	5,600	0.19	0.26	0.25
S4	Salisbury Rd (outside Middle Rd Children’s Playground)	EB	705	555	905	465	415	695	2,600	0.18	0.16	0.27
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,165	1,345	1,495	1,080	1,480	1,250	4,200	0.26	0.35	0.30
S6	Salisbury Rd (outside Mody Rd PTI)	EB	450	425	530	295	325	395	2,600	0.11	0.13	0.15
S7	Salisbury Rd (outside Victoria Dockside)	WB	770	915	1135	710	895	1,000	2,800	0.25	0.32	0.36
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	415	410	625	290	320	490	2,600	0.11	0.12	0.19
		SB	565	710	735	390	505	560	2,600	0.15	0.20	0.22

Remarks: (1) Road link locations refer to **Drawing No. 3.1**.

(2) Design capacity referenced to TPDM Volume 2 Chapter 2.4.

4.1.2 **Table 4.1** and **Table 4.2** indicate that all the key junctions and road links are operating within their capacities during peak period.

Operational Performance Upon In-situ Conversion

4.1.3 To evaluate the traffic impact induced by the proposed conversion scheme, the operational performance of the identified local key junctions and road links are assessed for year 2032 reference (with existing K11 ARTUS in the operation mode of hotel-like serviced apartment) and design (with the proposed in-situ conversion) scenarios. **Table 4.3** and **Table 4.4** summarise the assessment results.

Table 4.3 Operational Performance of Key Junctions in Year 2032

Ref. ⁽¹⁾	Junctions	Reserve Capacity ⁽²⁾					
		Reference Scenario			Design Scenario		
		Weekday		Weekend	Weekday		Weekend
		AM Peak	PM Peak	Peak	AM Peak	PM Peak	Peak
J1	Salisbury Road / Kowloon Park Drive	45%	25%	24%	44%	25%	24%
J2	Salisbury Road / Nathan Road	33%	34%	16%	33%	34%	17%
J3	Salisbury Road / Access Road to Victoria Dockside Development ⁽³⁾	>100%	>100%	97%	>100%	>100%	97%
J4	Salisbury Road / Chatham Road South	87%	68%	41%	85%	68%	41%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.
(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.
(3) Based on the revised road marking arrangement as of Apr 2025 as shown in **Annex C**.

Table 4.4 Operational Performance of Identified Key Road Links in Year 2032

Ref. ⁽¹⁾	Road Links	Dir.	Traffic Demand						Design Capacity ⁽²⁾ (veh/hr)	Volume/Capacity Ratio		
			In pcu/hr			In veh/hr				Weekday	Weekend	Weekend
			Weekday		Weekend Peak	Weekday		Weekend Peak				
			AM Peak	PM Peak		AM Peak	PM Peak					
<u>Reference Scenario</u>												
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	730	970	880	520	690	660	2,800	0.19	0.25	0.24
		SB	1,155	945	1,290	815	805	1,035	3,900	0.21	0.21	0.27
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	2,135	1,945	2,265	1,790	1,695	1,975	5,200	0.34	0.33	0.38
		WB	1,455	1,675	1,775	1,180	1,500	1,525	3,900	0.30	0.38	0.39
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,530	2,130	2,675	2,070	1,885	2,315	5,600	0.37	0.34	0.41
		SB	1,460	1,915	1,820	1,190	1,600	1,530	5,600	0.21	0.29	0.27
S4	Salisbury Rd (outside Middle Rd Children’s Playground)	EB	740	585	955	485	435	730	2,600	0.19	0.17	0.28
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,275	1,445	1,595	1,020	1,160	1,335	4,200	0.24	0.28	0.32
S6	Salisbury Rd (outside Mody Rd PTI)	EB	465	440	550	310	340	410	2,600	0.12	0.13	0.16

Ref. ⁽¹⁾	Road Links	Dir.	Traffic Demand						Design Capacity ⁽²⁾ (veh/hr)	Volume/Capacity Ratio		
			In pcu/hr			In veh/hr				Weekday		Weekend
			Weekday		Weekend Peak	Weekday		Weekend Peak				
			AM Peak	PM Peak		AM Peak	PM Peak			AM Peak	PM Peak	
<i>Reference Scenario (Cont'd)</i>												
S7	Salisbury Rd (outside Victoria Dockside)	WB	830	980	1,210	725	860	1,070	2,800	0.26	0.31	0.38
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	440	435	665	305	340	520	2,600	0.12	0.13	0.20
		SB	615	755	775	430	540	595	2,600	0.17	0.21	0.23
<i>Design Scenario</i>												
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	730	970	880	520	690	660	2,800	0.19	0.25	0.24
		SB	1,155	945	1,290	815	805	1,035	3,900	0.21	0.21	0.27
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	2,130	1,945	2,270	1,790	1,700	1,975	5,200	0.34	0.33	0.38
		WB	1,465	1,670	1,770	1,185	1,495	1,525	3,900	0.30	0.38	0.39
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,530	2,135	2,675	2,070	1,890	2,315	5,600	0.37	0.34	0.41
		SB	1,465	1,910	1,820	1,200	1,600	1,525	5,600	0.21	0.29	0.27
S4	Salisbury Rd (outside Middle Rd Children’s Playground)	EB	735	590	955	485	435	735	2,600	0.19	0.17	0.28
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,275	1,445	1,595	1,020	1,160	1,335	4,200	0.24	0.28	0.32
S6	Salisbury Rd (outside Mody Rd PTI)	EB	475	440	550	315	340	410	2,600	0.12	0.13	0.16
S7	Salisbury Rd (outside Victoria Dockside)	WB	830	980	1,215	725	865	1,070	2,800	0.26	0.31	0.38
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	440	435	665	305	340	520	2,600	0.12	0.13	0.20
		SB	615	755	775	430	540	595	2,600	0.16	0.21	0.23

Remarks: (1) Road link locations refer to **Drawing No. 3.1**.
(2) Design capacity referenced to TPDM Volume 2 Chapter 2.4.
(3) PCU factors in accordance with observed traffic flows applied.

- 4.1.4 As reflected in **Table 4.4**, under the reference and design scenarios by year 2032, all the identified junctions and road links would operate with ample capacities, with insignificant traffic impact imposed by the proposed conversion scheme.
- 4.1.5 In addition, queue length analysis has been performed to evaluate the traffic queue situations at the junctions under both reference and design scenarios of year 2032, and the results are summarised in **Table 4.5** and **Table 4.6**. The results have shown that the impact to traffic queues could be minimal under the proposed in-situ conversion proposal.

Table 4.5 Queue Length Analysis of Key Junctions in Year 2032 – Reference Scenario

Ref. ⁽¹⁾	Approach	Estimated Average Queue Length			Length of Road Segment (m)	Within Capacity		
		Reference Scenario						
		Weekday		Weekend Peak		Weekday		Weekend Peak
		AM Peak	PM Peak			AM Peak	PM Peak	
J1	Salisbury Road EB	42	51	53	90	Yes	Yes	Yes
	Kowloon Park Drive SB	41	34	43	70	Yes	Yes	Yes
	Salisbury Road WB – Right Turn	35	41	44	>100	Yes	Yes	Yes
J2	Salisbury Road EB	66	62	73	>100	Yes	Yes	Yes
	Nathan Road SB	55	49	65	>100	Yes	Yes	Yes
	Salisbury Road WB – Straight-ahead	62	67	79	85	Yes	Yes	Yes
	Salisbury Road WB – Right-turn	41	54	50	65	Yes	Yes	Yes
J3	Salisbury Road EB	30	35	37	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	5	8	10	20	Yes	Yes	Yes
J4	Salisbury Road EB	28	24	39	>100	Yes	Yes	Yes
	Chatham Road South SB	39	45	49	>100	Yes	Yes	Yes
	Salisbury Road WB	50	54	65	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	15	23	27	30	Yes	Yes	Yes

Table 4.6 Queue Length Analysis of Key Junctions in Year 2032 – Design Scenario

Ref. ⁽¹⁾	Approach	Estimated Average Queue Length			Length of Road Segment (m)	Within Capacity		
		Reference Scenario						
		Weekday		Weekend Peak		Weekday		Weekend Peak
		AM Peak	PM Peak			AM Peak	PM Peak	
J1	Salisbury Road EB	42	51	53	90	Yes	Yes	Yes
	Kowloon Park Drive SB	41	34	43	70	Yes	Yes	Yes
	Salisbury Road WB – Right Turn	35	41	44	>100	Yes	Yes	Yes
J2	Salisbury Road EB	66	62	73	>100	Yes	Yes	Yes
	Nathan Road SB	55	49	65	>100	Yes	Yes	Yes
	Salisbury Road WB – Straight-ahead	62	67	79	85	Yes	Yes	Yes
	Salisbury Road WB – Right-turn	41	54	50	65	Yes	Yes	Yes
J3	Salisbury Road EB	30	35	37	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	5	8	10	20	Yes	Yes	Yes
J4	Salisbury Road EB	29	24	39	>100	Yes	Yes	Yes
	Chatham Road South SB	39	45	49	>100	Yes	Yes	Yes
	Salisbury Road WB	50	54	65	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	16	23	26	30	Yes	Yes	Yes

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

- 4.1.6 The queue length analysis has demonstrated that the average queue would not extend to the junction immediately upstream of the concerned junctions.

4.2 Existing Car Parking Demand

- 4.2.1 As mentioned in *Section 2.1*, the carpark of Victoria Dockside development (KIL 9844) is internally connected with the basement carpark of adjacent lot (KIL 10978) with shared accesses under one operational management, providing an overall of 1,116 car parking spaces. The split details of the existing two carparks are listed in **Table 4.7**.

Table 4.7 Split Details of Carparks underneath Victoria Dockside development

Carpark Lot Location	No. of Car Parking Spaces for Commercial Use	No. of Reserved Car Parking Spaces	Total No. of Car Parking Spaces ⁽¹⁾
Victoria Dockside development (KIL 9844)	842	24 ⁽¹⁾	866
No. 12 Salisbury Road (KIL 10978)	210	40 ⁽²⁾	250
Overall	1,052	64	1,116

Note: (1) Reserved parking for the Hotels (Rosewood Hotel Hong Kong, Rosewood Residences and K11 ARTUS) under Kowloon Inland Lot No. 9844.

(2) Reserved parking for Hong Kong Cultural Centre.

- 4.2.2 To review the current car parking demand of the Victoria Dockside development, the non-domestic carpark occupancy data records over a full year, from March 2024 to February 2025, are assessed which include “5-1 Labour Day Golden Week”, summer holidays, “10-1 National Day Golden Week”, Christmas, New Year, Chinese New Year, etc.
- 4.2.3 According to the occupancy data records, the peak utilization of non-domestic car parking was occurred at 15:00-16:00 hours on a typical Sunday in December 2024, with an overall occupancy of 690 private cars in the two carparks underneath Victoria Dockside development. The corresponding data records are presented in **Table 4.8**.

Table 4.8 Carpark Occupancy Data Record on Typical Peak Day

Carpark Lot Location	Provision of Commercial Use Parking Spaces	Observed Demand ⁽¹⁾	Vacancy	Occupancy Rate
Victoria Dockside development (KIL 9844)	842 ⁽²⁾	572	270	67.9%
No. 12 Salisbury Road (KIL 10978)	210 ⁽³⁾	118	132	56.2%
Overall	1,052	690	402	65.6%

Notes: (1) Carpark occupancy record of the Victoria Dockside development on 8th December 2024 (Sunday).

(2) Excluded the designated parking spaces (i.e. 24) for the Hotels.

(3) Excluded 40 nos. of reserved parking spaces for HKCC/LCSD

- 4.2.4 As presented in **Table 4.8**, the highest demand for commercial car parking spaces in Victoria Dockside development (KIL 9844) was 572 nos. with an occupancy rate of 67.9%. The current private carpark of the Victoria Dockside development was not fully utilised with 270 car parking spaces still vacant during the peak hour on typical peak day.

4.3 Internal Parking and Servicing Provisions for the Proposed In-situ Conversion

HKPSG Recommendations for Proposed Residential Parking Provisions

- 4.3.1 To facilitate the proposed conversion, the parking provisions for residential use under the proposed in-situ conversion have been reviewed with reference to the proposed parameters and the prevailing requirement as stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). The corresponding parking and servicing facilities for the proposed conversion are calculated and summarized in **Table 4.9**.

Table 4.9 Residential Parking and Servicing Provisions for the Proposed Conversion

Parking Facilities	No. of Units	HKPSG Requirement			Required Provision
		Flat Size (m ²)	Parking Requirement (R1 x R2 x R3 x GPS)	Adj. Factor (R1) ⁽¹⁾	
Residential Car Parking	0	≤ 40	GPS: 1 space per 4-7 flats with adjustment factors on flat sizes R2 = 0.75 (within a 500m-radius of rail station) R3 = 1.10 (Domestic Plot Ratio) ⁽²⁾	0.5	0
	13	40 < FS ≤ 70		1.2	2-4
	48	70 < FS ≤ 100		2.4	14-24
	46	100 < FS ≤ 130		4.1	23-39
	20	130 < FS ≤ 160		5.5	13-23
	78	≥ 160		7.0	65-113
	1 block	5 visitor parking spaces per block			
Total Car Parking Spaces					208
Accessible Parking Space	122 –208 Spaces	2 Spaces for 51 – 150 Parking Spaces 3 Spaces for 151 – 250 Parking Spaces			2 - 3 ⁽³⁾
Loading/ Unloading Bay	1 block	1 bay per block			1

- Notes: (1) Demand Adjustment Ratio (R1) on flat size according to the latest HKPSG requirements.
(2) The Site Area of Victoria Dockside is 39,458m², while the proposed domestic GFA under the conversion is 33,358m². Hence, the domestic plot ratio is <2.0.
(3) Inclusive of the total car parking spaces.

Car Parking Spaces after the Proposed Conversion

- 4.3.2 Under the current land lease of KIL 9844, it is required to provide a total of 866 car parking spaces and such provision would remain unchanged under the proposed in-situ conversion. It is proposed to allocate 208 car parking spaces for residential use, as per the upper-end of parking provision as recommended in the HKPSG, while the remainder will be provided for the remaining commercial uses (including hotel, office and retail).

Table 4.10 Allocation of Car Parking Spaces in KIL 9844 after the Proposed Conversion

Uses	No. of car parking spaces
Proposed residential use	208
Remaining commercial use	658
Total Parking Spaces after Proposed Conversion	866⁽¹⁾

- Note: (1) Lease requirement in KIL9844.

- 4.3.4 As indicated in **Table 4.10**, it is proposed to provide 658 car parking spaces for the remaining commercial use in the carpark of KIL 9844. Taking into account the carpark of KIL 10978 (210 commercial used car parking spaces as presented in **Table 4.7**¹), the overall car parking spaces for commercial use after the proposed conversion are summarised in **Table 4.11**.

Table 4.11 Summary on the Proposed Car Parking Spaces after the Proposed Conversion

Uses		Proposed Parking Provision	
KIL 9844	Proposed Residential	208	866 ⁽²⁾
	Remaining provision for commercial use (including hotel, office and retail)	<u>658</u>	
KIL 10978	Reserved Parking Spaces ⁽¹⁾	40	250 ⁽²⁾
	Parking Spaces for commercial use	<u>210</u>	
Total		1,116	
Overall Provision for Commercial Use		868 (i.e. 658 + 210)	

Remarks: (1) Reserved parking under service agreement.
(2) Lease requirements.

- 4.3.5 **Table 4.11** revealed that an overall car parking spaces of 868 would be available for remaining commercial use after the proposed conversion and such car parking provision could still gear towards the high end as recommended in HKPSG. A detailed breakdown of parking provision for the remaining commercial use are summarized in **Appendix D**.

Loading / Unloading Bay after the Proposed Conversion

- 4.3.6 Provision of 70 loading/unloading bays are required under the lease of KIL 9844. Currently, three out of these are designated to K11 ARTUS. According to the HKPSG, the proposed residential under the in-situ conversion only requires one loading/unloading bay. The loading/unloading bay required for “K11 ARTUS” after “in-situ” conversion will be reduced from three to one. The total of 70 loading/unloading will remain unchanged after the in-situ conversion proposal.

4.4 Availability of Existing Carpark for Proposed In-situ Conversion

- 4.4.1 Referring to the discussion in *Section 4.3*, it is proposed to allocate 208 car parking spaces for residential use under the proposed in-situ conversion.
- 4.4.2 Considering the spare capacity of the existing car parking spaces within Victoria Dockside development (KIL 9844), i.e. 270 nos. as derived in **Table 4.8**, it is anticipated that the existing vacant car parking spaces can justify the allocation of car parking spaces (i.e. 208 nos.) for the residential use the in-situ conversion as required by HKPSG.
- 4.4.3 The parking space vacancy as observed at the carpark of adjacent KIL 10978 (internally connected with the carpark of Victoria Dockside development) as shown in **Table 4.8**, would also sufficiently serve the car parking needs in the district, which is highly accessible.

¹ The car parking requirement of KIL 10978 under the lease is to provide a total of 250 spaces whilst 40 of which are reserved for Hong Kong Cultural Centre/LCSD and the remaining 210 spaces are provided in KIL10978.

4.5 Public Transport and Pedestrian Facilities

- 4.5.1 To review the pedestrian trips generated by the proposed conversion scheme, reference has been made to Travel Characteristics Survey 2011 (TCS 2011) published by Transport Department. The anticipated pedestrian demand in morning peak for the proposed residential use upon in-situ conversion, is derived in **Table 4.12**.

Table 4.12 Anticipated Pedestrian Demand of Proposed Conversion

Site	Average household size (person/unit) ⁽¹⁾	Average daily mechanized trips per person ⁽²⁾	Peak hour factor ⁽³⁾	Peak hour two-way merchandised trips per unit (trips/hr/unit) ⁽⁴⁾	Peak hour transport demand (trips/hr)
Proposed Residential Use (205 units)	3.1	1.83	20%	1.13	233

Notes: (1) Average household size by year 2024 as released from Population Estimates of C&SD.
 (2) Average daily mechanised trips per person as extracted from TCS 2011.
 (3) Weekday morning peak hour factor for all merchandised trips of 20% as a conservative approach (with reference to TCS 2011).
 (4) Calculated as $3.1 \times 1.83 \times 20\% = 1.13$ trips/hr/unit.

- 4.5.2 Based on the calculation in **Table 4.12**, it is anticipated that the proposed conversion would generate approximately 233 two-way merchandised trips in the morning peak hour.
- 4.5.3 Given its well-served public transport facilities within 400m walking distance (as discussed in Section 2.3), including direct underground walkways connection to the railway station and nearby transport interchanges, the impact to the public transport and pedestrian facilities after the proposed in-situ conversion would be minimal.

4.6 Traffic Enhancement Proposal

Proposed Junction Enhancement at Chatham Road South / Salisbury Road (J4)

- 4.6.1 The existing signalized junction at Chatham Road South and Salisbury Road, which provide a cautionary pedestrian crossing across the vehicular access of Victoria Dockside, as shown in **Drawing No. 3.5**. Currently, it provides no pedestrian light signal (e.g. pedestrian phase) control at the pedestrian crossing facility. Pedestrians would require to observe the approaching vehicular traffic and waiting for appropriate safe gap to cross the carriageway.
- 4.6.2 To enhance the safety of pedestrians, it is proposed to convert the cautionary crossing at the vehicular access of Victoria Dockside to a pedestrian light signal control with a staggered refuge island. The method of control at the junction of Chatham Road South and Salisbury Road will be modified to include the pedestrian phase. The proposed junction modification at the junction of Chatham Road South and Salisbury Road is illustrated in **Drawing No. 4.1**.
- 4.6.3 The operational performance of junction J4 has been assessed based on the proposed junction modification scheme. The assessment results are presented in **Table 4.13**.

Table 4.13 Operational Performance of for the Proposed Junction Modification in Year 2032

Ref. ⁽¹⁾	Junctions	Reserve Capacity ⁽²⁾					
		Reference Scenario			Design Scenario		
		Weekday		Weekend Peak	Weekday		Weekend Peak
		AM Peak	PM Peak		AM Peak	PM Peak	
J4	Salisbury Road / Chatham Road South ⁽³⁾	55%	47%	21%	55%	47%	21%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.

(3) Based on the potential junction layout as illustrated in **Drawing No. 4.1**.

4.6.4 The results in **Table 4.13** have revealed that junction at Chatham Road South and Salisbury Road would still operate within capacity with the enhancement proposal.

5. SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 The Victoria Dockside development is located at No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon. Under the current in-situ conversion proposal, the existing hotel-like serviced apartment K11 ARTUS is proposed to be converted to 205 nos. of units under “Flat” use by year 2029.
- 5.1.2 Vehicular accesses for the Victoria Dockside development (including the Premises) are located on Salisbury Road. It is proposed to remain the vehicular accesses without any interruption upon the proposed in-situ conversion.
- 5.1.3 Under the current land lease of KIL 9844, it is required to provide a total of 866 car parking spaces and such provision would remain unchanged under the proposed in-situ conversion. It is proposed to allocate 208 car parking spaces for residential use, as per the upper-end of parking provision as recommended in the HKPSG, while the remainder will be provided for the remaining commercial uses (including hotel, office and retail). Taking into account the 210 nos. of commercial car parking spaces in KIL 10978, an overall of 868 car parking spaces would be available for remaining commercial use and such car parking provision could still gear towards the high end as recommended in the HKPSG.
- 5.1.4 Also, the occupancy assessment of the internal parking facilities revealed a surplus of 270 car parking spaces within the Victoria Dockside development during typical peak days. This surplus was recorded over a full year, from March 2024 to February of 2025. This availability of parking spaces is expected to sufficiently meet the residential parking requirement for the in-situ conversion as required by HKPSG.
- 5.1.5 Provision of 70 loading/unloading bays are required under the lease of KIL9844. Currently, three out of these are designated to K11 ARTUS. According to the HKPSG, the proposed residential under the in-situ conversion only requires one loading/unloading bay. Therefore, the loading/unloading bay required for “K11 ARTUS” after “in-situ” conversion will be reduced from three to one. The total of 70 loading/unloading will remain unchanged after the in-situ conversion proposal.
- 5.1.6 The design year of 2032 has been adopted for traffic forecast and assessment purposes. The future traffic forecasts have taken into consideration of traffic growth, planned developments in the concerned local road network and the estimated trip generations during the peak under the proposed conversion would be similar as compared to the existing used. Thus, it is anticipated that the traffic impact imposed by the proposed conversion would be minimal.
- 5.1.7 Operational performance of the identified key local junctions and road links has been assessed based on the existing and future traffic flows under reference and design scenarios. It is revealed that the junctions and road links would operate with adequate capacities with minimal impact in future.

- 5.1.8 The proposed residential use upon conversion is expected to generate 233 two-way pedestrian trips during the peak hours. Given its well-served public transport connectivity, including direct underground walkways to the railway station and nearby transport interchanges, the impact to the public transport and pedestrian facilities after the proposed in-situ conversion would be minimal.
- 5.1.9 Last but not least, It is proposed to convert the subject cautionary crossing at Chatham Road South / Salisbury Road into signalised controlled crossing with staggered refuge island as a traffic enhancement measure under the in-situ conversion proposal. The enhancement layout has been reviewed and justified from traffic engineering view point.

5.2 Conclusion

- 5.2.1 In conclusion, this traffic impact assessment has demonstrated that the proposed in-situ conversion would not cause adverse traffic impact and is considered acceptable in traffic terms.

REPORT DRAWINGS

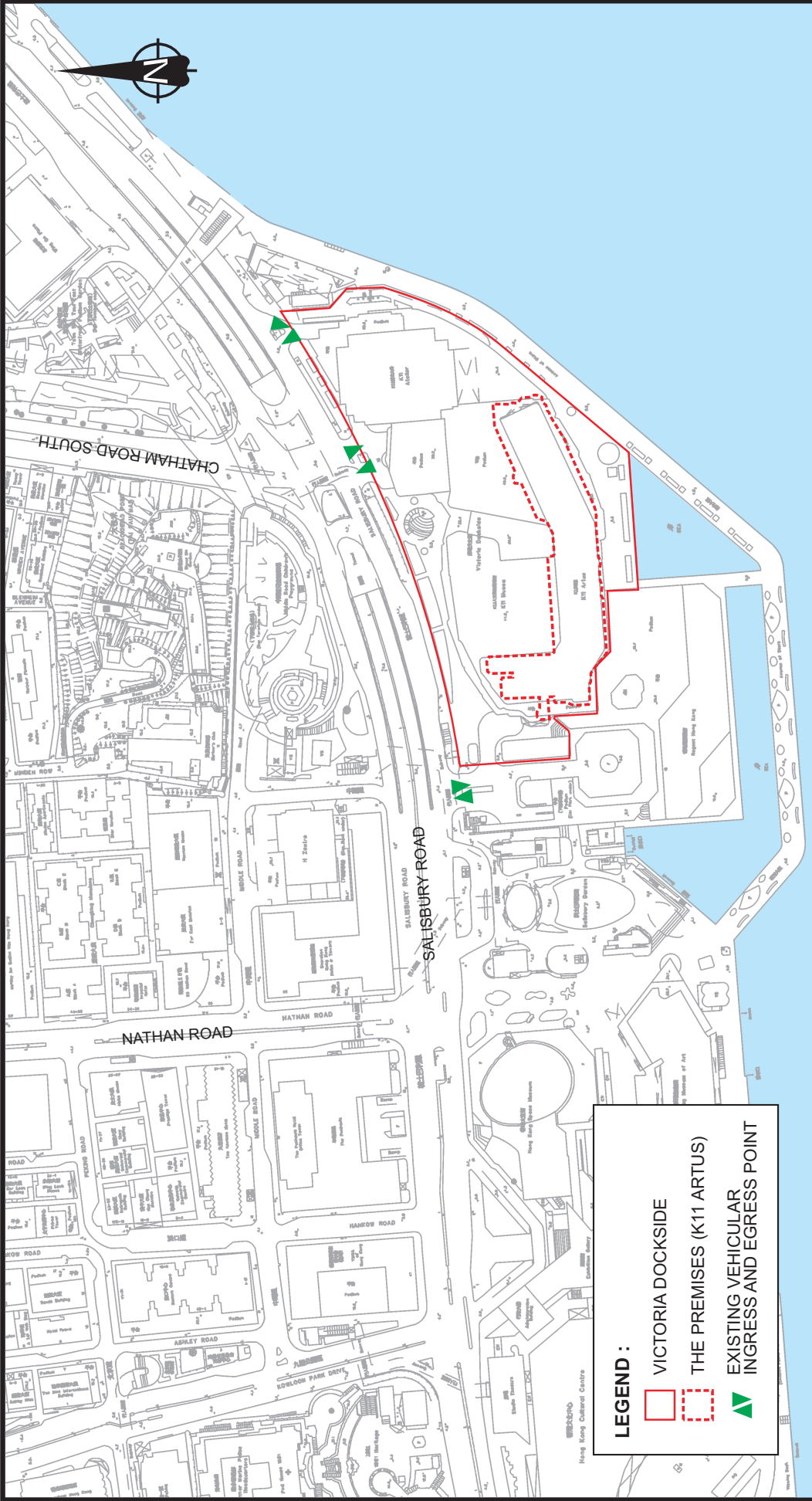


LEGEND :

VICTORIA DOCKSIDE

THE PREMISES (K11 ARTUS)

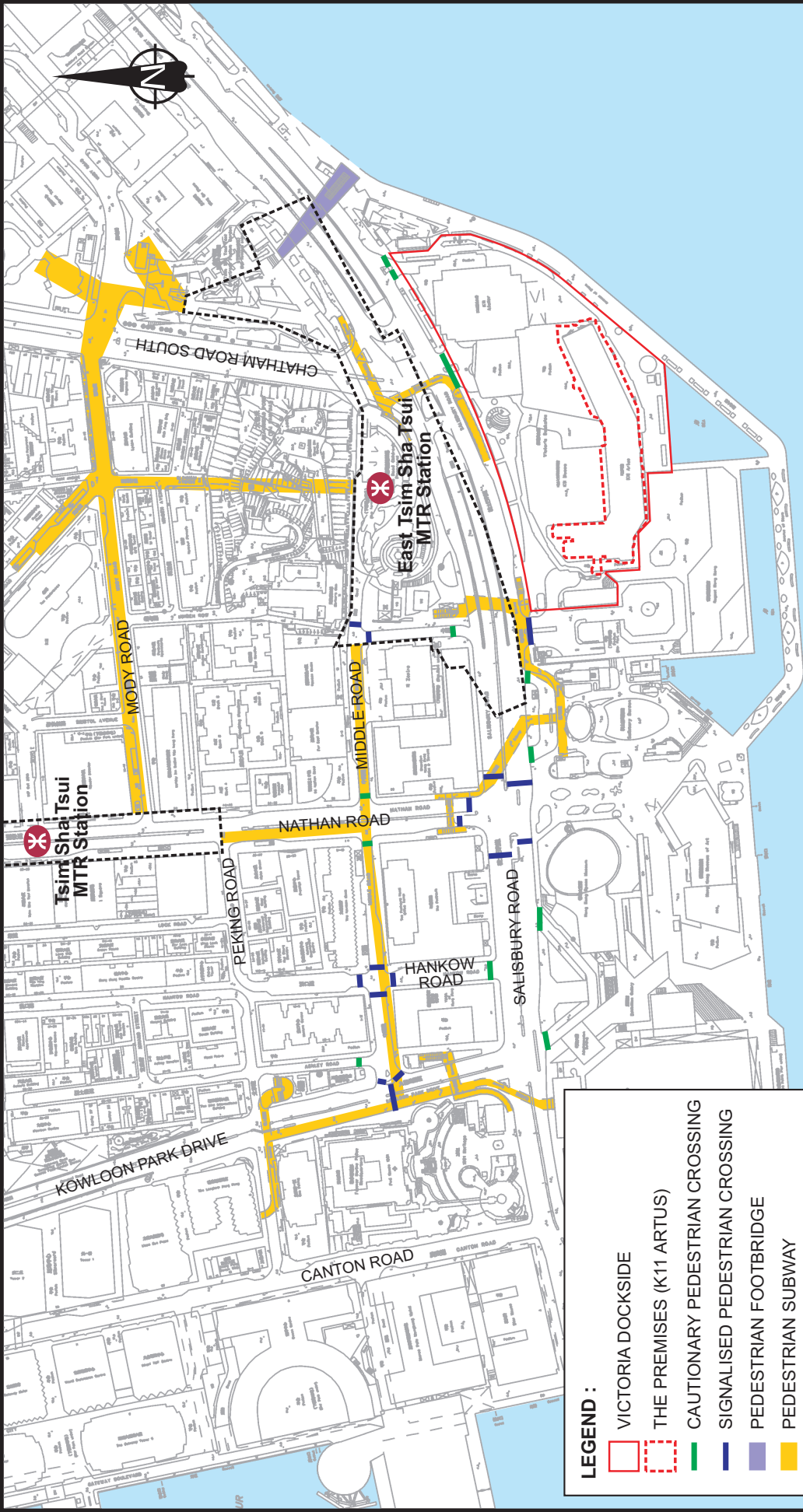
Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	Project Title	-	-	-	-	-	-
Project Title				Drawing Title			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				LOCATION OF THE APPLICATION PREMISES			
Designed	WKY	Checked	CCN	Scale	NTS	Date	FEB 2025
Drawing No.				Rev.			
2.1				-			
SYSTRA AVA				Original Size : A4			



LEGEND :

- VICTORIA DOCKSIDE
- THE PREMISES (K11 ARTUS)
- EXISTING VEHICULAR INGRESS AND EGRESS POINT

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-	-	-	-	-
Project Title				Drawing Title				Drawing No.			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				LOCATION OF DEVELOPMENT VEHICULAR ACCESSES				2.2			
Designed	WKY	Checked	CCN	Scale	NTS	Date	FEB 2025	Drawing No.	2.2	Rev.	-
SYSTRA AWA											

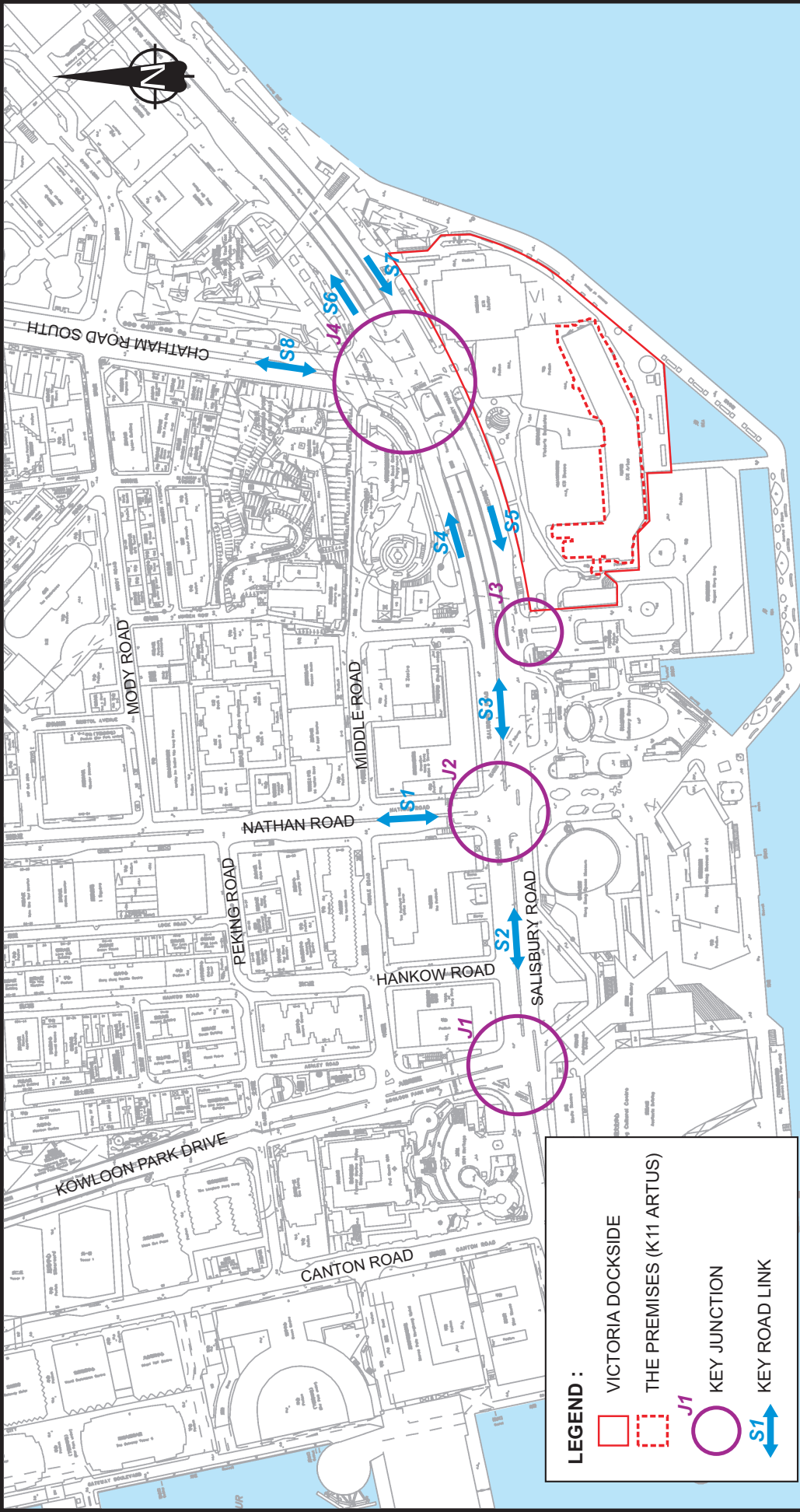


LEGEND :

- VICTORIA DOCKSIDE
- THE PREMISES (K11 ARTUS)
- CAUTIONARY PEDESTRIAN CROSSING
- SIGNALISED PEDESTRIAN CROSSING
- PEDESTRIAN FOOTBRIDGE
- PEDESTRIAN SUBWAY

Rev.	Description	Date	Checked	Rev.	Description	Date	Checked	Date
-	-	-	-	-	-	-	-	-
Project Title				Drawing Title				
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				EXISTING PEDESTRIAN FACILITIES IN THE VICINITY				
Designed	WKY	Checked	CCN	Scale	NTS	Date	FEB 2025	Rev.
				Drawing No.				2.4
								-



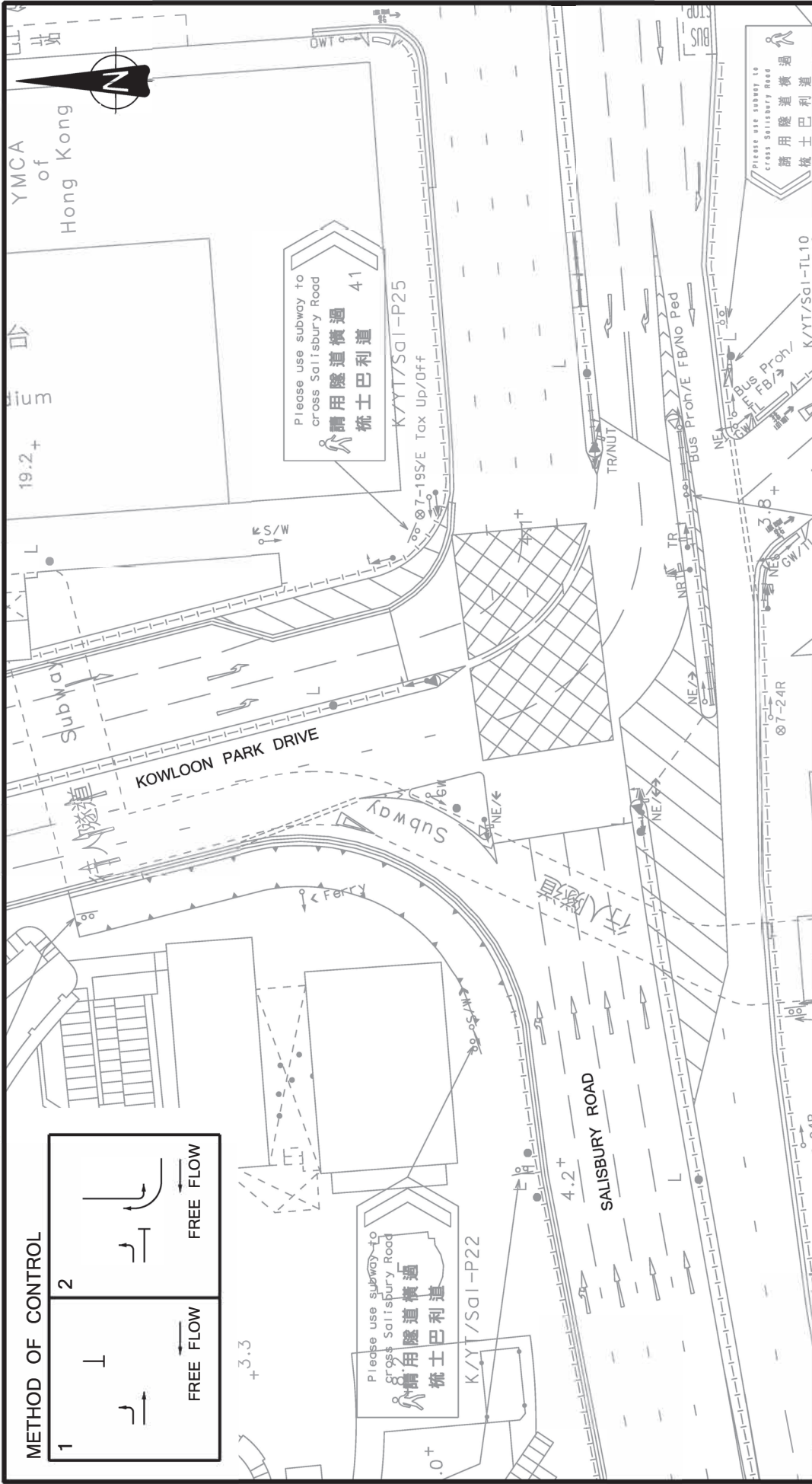


LEGEND :

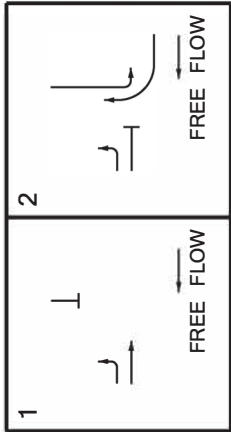
- VICTORIA DOCKSIDE
- THE PREMISES (K11 ARTUS)
- KEY JUNCTION
- KEY ROAD LINK

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
-	-	-	-	-	-	-	-
Project Title				Drawing Title			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				IDENTIFIED KEY JUNCTIONS			
Designed	WKY	Checked	CCN	Scale	NTS	Date	JUL 2025
				Drawing No.	3.1	Rev.	-

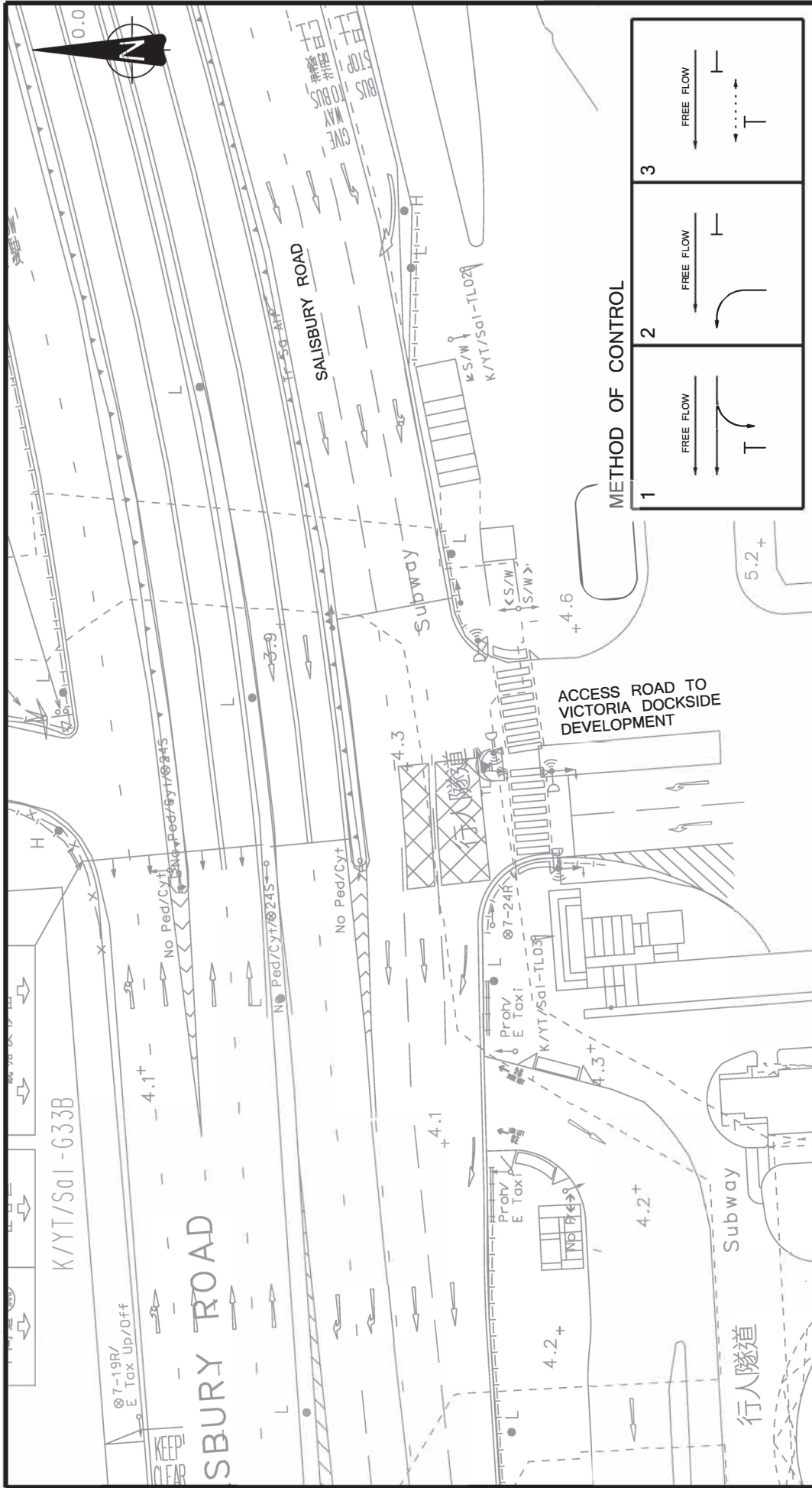




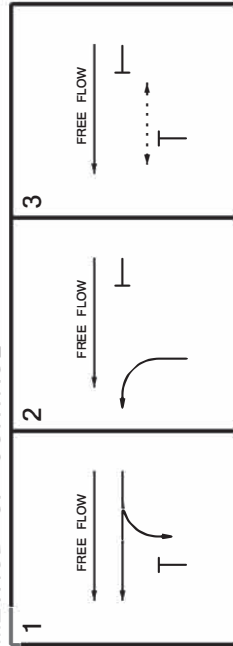
METHOD OF CONTROL



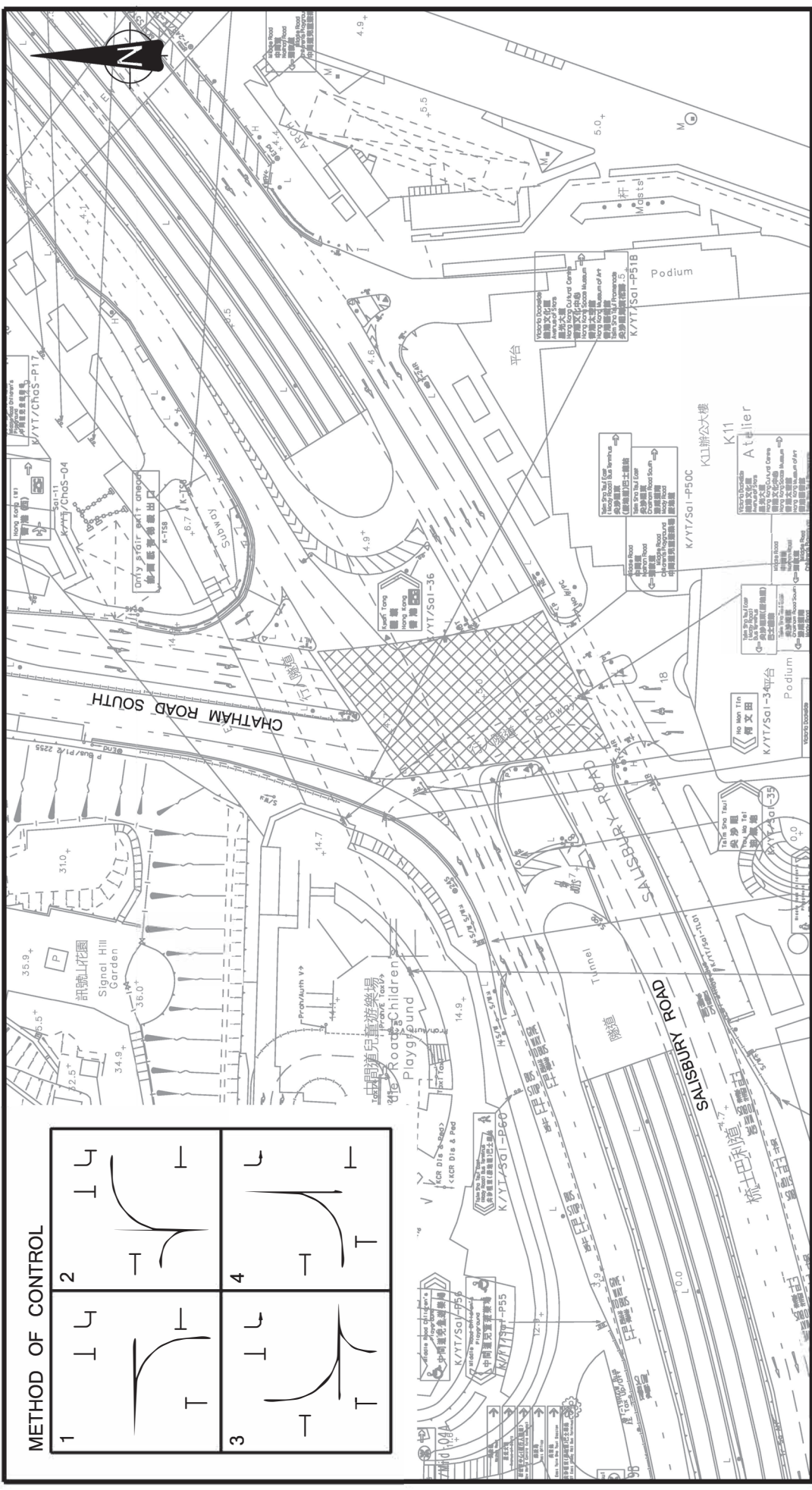
Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
Project Title				Drawing Title			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				EXISTING JUNCTION LAYOUT OF KOWLOON PARK DRIVE / SALISBURY ROAD (J1)			
Designed	WKY	Checked	CCN	Scale	1:500(A4)	Date	JAN 2025
Drawing No.				Rev.			
3.2				Rev.			
SYSTRA				SYSTRA			



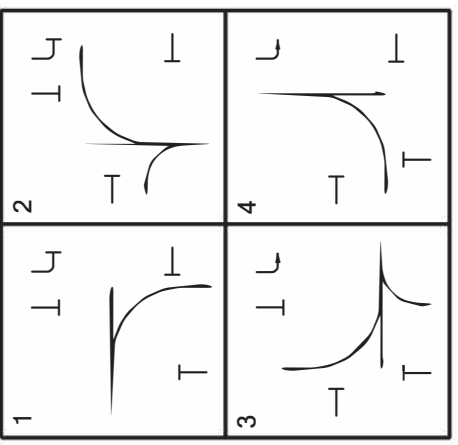
METHOD OF CONTROL



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
Project Title				Drawing Title			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSM SHA TSUI				EXISTING JUNCTION LAYOUT OF SALISBURY ROAD / ACCESS ROAD TO VICTORIA DOCKSIDE DEVELOPMENT (J3)			
Designed	WKY	Checked	CCN	Scale	1:500(A4)	Date	JAN 2025
Drawing No.				Rev.			
3.4				-			
SYSTRA				SYSTRA			



METHOD OF CONTROL



Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
Project Title				Drawing Title			
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI				EXISTING JUNCTION LAYOUT OF CHATHAM ROAD SOUTH / SALISBURY ROAD (J4)			
Designed	WKY	Checked	CCN	Scale	1:1000(A4)	Date	JAN 2025
Drawing No.				Rev.			
3.5				-			
SYSTRA WVA				-			



-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

ANNEX A – JUNCTION CALCULATION SHEETS

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	↗	A	1	3.250	20			87%	91%	1820	1815	202	0.111	0.111	242	0.133	0.134
	→	A	1	3.250								231	0.111		278	0.134	
	→	A	1	3.250								2080	0.111		278	0.134	
	→	A	1	3.250								2080	0.111		277	0.133	
Kowloon Park Drive SB	↘	C	2	3.600	10					1715	1715	625	0.364		487	0.284	
	↘	C	2	3.600	12					1880	1880	685	0.364		533	0.284	
Salisbury Road WB	←	D	1,2	3.800						1995	1995	280	0.140	0.405	325	0.163	0.468
	↖	B	2	3.000		17				1320	1320	535	0.405		618	0.468	
	↖	B	2	3.000		17				1320	1320	535	0.405		617	0.467	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

Traffic Flow: (pcu/hr)

175(220) 720(855) 1310(1020) 1070(1235) 280(325)

Group	A,C	A,B	Group	A,C	A,B
y	0.475	0.516	y	0.418	0.602
L (sec)	10	13	L (sec)	10	13
C (sec)	130	130	C (sec)	130	130
y pract.	0.831	0.810	y pract.	0.831	0.810
R.C. (%)	75%	57%	R.C. (%)	99%	35%

Stage / Phase Diagrams

1.

2.

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	

Date: JUL, 2025

Junction: Salisbury Road / Kowloon Park Drive J1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	↗	A	1	3.250	20			89%	91%	1820	1815	257	0.141	0.142			
	→	A	1	3.250								294	0.141				
	→	A	1	3.250								294	0.141				
	→	A	1	3.250								295	0.142				
Kowloon Park Drive SB	↘	C	2	3.600	10					1715	1715	594	0.346				
	↘	C	2	3.600	12							651	0.346				
Salisbury Road WB	←	D	1,2	3.800						1995	1995	420	0.211	0.470			
	↖	B	2	3.000		17						620	0.470				
	↖	B	2	3.000		17						620	0.470				

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

Traffic Flow: (pcu/hr)

230
910
1245
420
1240

Group	A,C	A,B	Group		
y	0.488	0.612	y		
L (sec)	10	13	L (sec)		
C (sec)	130	130	C (sec)		
y pract.	0.831	0.810	y pract.		
R.C. (%)	70%	32%	R.C. (%)		

Stage / Phase Diagrams

1.

2.

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	

Date: JUL, 2025

Junction: Salisbury Road / Kowloon Park Drive J1

20250710_sigcal_K11_ccn.xlsm \ J1 - 2024 OBS(SA)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J1 - Salisbury Road / Kowloon Park Drive

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	↗	A	1	3.250	20			85%	90%	1825	1815	213	0.117		255	0.140	0.140
	→	A	1	3.250								242	0.116		292	0.140	
	→	A	1	3.250								2080	0.116		292	0.140	
	→	A	1	3.250								2080	0.117	0.117	291	0.140	
Kowloon Park Drive SB	↘	C	2	3.600	10					1715	1715	682	0.398		539	0.314	
	↘	C	2	3.600	12					1880	1880	748	0.398		591	0.314	
Salisbury Road WB	←	D	1,2	3.800						1995	1995	290	0.145		335	0.168	
	↖	B	2	3.000		17				1320	1320	583	0.442	0.442	668	0.506	0.506
	↖	B	2	3.000		17				1320	1320	582	0.441		667	0.505	

Notes: * Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.	Traffic Flow: (pcu/hr) 			Group	A,C	A,B	Group	A,C	A,B
				y	0.515	0.558	y	0.455	0.647
				L (sec)	10	13	L (sec)	10	13
				C (sec)	130	130	C (sec)	130	130
				y pract.	0.831	0.810	y pract.	0.831	0.810
				R.C. (%)	61%	45%	R.C. (%)	83%	25%

Stage / Phase Diagrams									
1.		2.				4.		5.	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
Date: JUL, 2025								Junction: Salisbury Road / Kowloon Park Drive	
								J1	

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J1 - Salisbury Road / Kowloon Park DriveDesign Year: 2032Description: 2032 - Reference FlowsDesigned By: WKYChecked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	↗ → → →	A A A A	1 1 1 1	3.250 3.250 3.250 3.250	20			89% 91%		1820 2080 2080 2080	1815 2080 2080 2080	271 310 310 309	0.149 0.149 0.149 0.149	0.149			
Kowloon Park Drive SB	↘ ↘	C C	2 2	3.600 3.600	10 12					1715 1880	1715 1880	654 716	0.381 0.381				
Salisbury Road WB	← ↖ ↖	D B B	1,2 2 2	3.800 3.000 3.000		17 17				1995 1320 1320	1995 1320 1320	435 668 667	0.218 0.506 0.505	0.506			

Notes: * Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.	Traffic Flow: (pcu/hr) 			Group	A,C	A,B	Group		
				y	0.530	0.655	y		
				L (sec)	10	13	L (sec)		
				C (sec)	130	130	C (sec)		
				y pract.	0.831	0.810	y pract.		
				R.C. (%)	57%	24%	R.C. (%)		

Stage / Phase Diagrams

1.	2.		4.	5.
I/G= 10	I/G= 5	I/G=	I/G=	I/G=
I/G= 10	I/G= 5	I/G=	I/G=	I/G=

 Date:
 JUL, 2025

 Junction: J1
 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

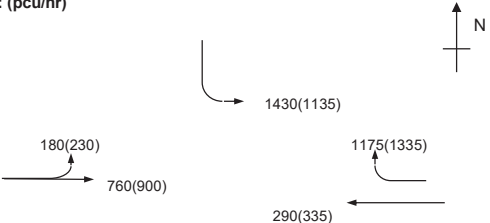
Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2032
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB		A	1	3.250	20			85%	90%	1825	1815	213	0.117		255	0.140	0.140
		A	1	3.250								242	0.116		292	0.140	
		A	1	3.250								2080	0.116		292	0.140	
		A	1	3.250								2080	0.117	0.117	291	0.140	
Kowloon Park Drive SB		C	2	3.600	10					1715	1715	682	0.398		541	0.315	
		C	2	3.600	12					1880	1880	748	0.398		594	0.316	
Salisbury Road WB		D	1,2	3.800						1995	1995	290	0.145		335	0.168	
		B	2	3.000		17				1320	1320	588	0.445	0.445	668	0.506	0.506
		B	2	3.000		17				1320	1320	587	0.445		667	0.505	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

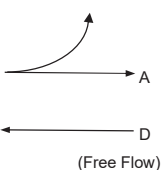
Traffic Flow: (pcu/hr)



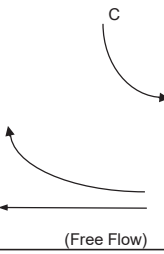
Group	A,C	A,B	Group	A,C	A,B
y	0.515	0.562	y	0.456	0.647
L (sec)	10	13	L (sec)	10	13
C (sec)	130	130	C (sec)	130	130
y pract.	0.831	0.810	y pract.	0.831	0.810
R.C. (%)	61%	44%	R.C. (%)	82%	25%

Stage / Phase Diagrams

1.



2.



4.

5.

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	

Date: JUL, 2025

Junction: Salisbury Road / Kowloon Park Drive J1

20250710_sigcal_K11_ccn.xlsm \ J1 - 2032 DES(MF)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

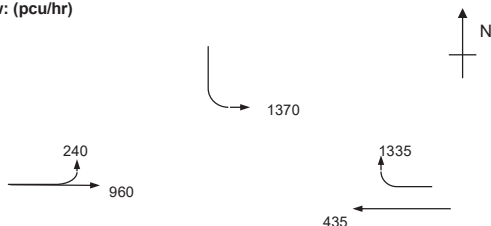
Junction: J1 - Salisbury Road / Kowloon Park DriveDesign Year: 2032Description: 2032 - Design FlowsDesigned By: WKYChecked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	↗ → →	A A A	1 1 1	3.250 3.250 3.250	20			89% 91%		1820 2080 2080	1815 2080 2080	271 310 310	0.149 0.149 0.149	0.149			
Kowloon Park Drive SB	↘ ↘	C C	2 2	3.600 3.600	10 12					1715 1880	1715 1880	654 716	0.381 0.381				
Salisbury Road WB	← ↖ ↖	D B B	1,2 2 2	3.800 3.000 3.000		17 17				1995 1320 1320	1995 1320 1320	435 668 667	0.218 0.506 0.505	0.506			

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

Traffic Flow: (pcu/hr)



Group	A,C	A,B	Group		
y	0.530	0.655	y		-----
L (sec)	10	13	L (sec)		
C (sec)	130	130	C (sec)		
y pract.	0.831	0.810	y pract.		
R.C. (%)	57%	24%	R.C. (%)		

Stage / Phase Diagrams

1.	2.		4.	5.
(Free Flow)	(Free Flow)			

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=		I/G=	

Date:
JUL, 2025

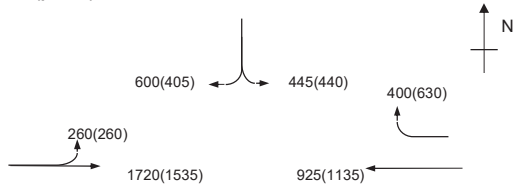
Junction: J1
Salisbury Road / Kowloon Park Drive

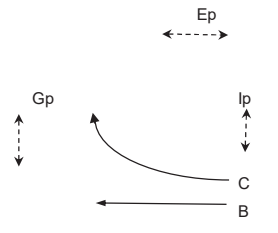
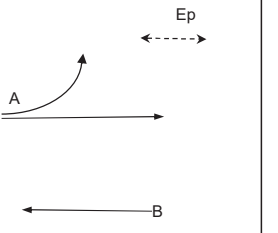
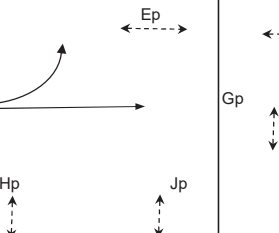
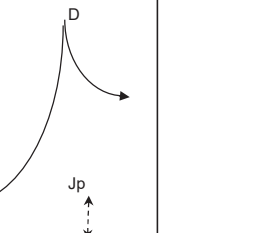
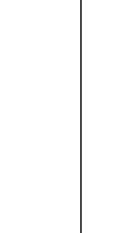
TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	260	0.155		260	0.155	
	→	A	2,3	3.150	12			0%	0%	2070	2070	430	0.208	0.208	384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
Salisbury Road WB	←	B	1,2	3.500						1770	1770	447	0.253		548	0.310	
	←	B	1,2	3.500						1895	1895	478	0.252		587	0.310	0.310
	↖	C	1	3.500		22				1970	1970	201	0.102	0.102	316	0.160	
	↖	C	1	3.500		20				1960	1960	199	0.102		314	0.160	
Nathan Road SB	↘	D	4	3.400	7					1610	1610	337	0.209	0.209	271	0.168	0.168
	↘	D	4	3.300	10	20	76% / 24%	47% / 53%		1660	1690	347	0.209		284	0.168	
	↘	D	4	3.300		17				1725	1725	361	0.209		290	0.168	
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13							*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes: * Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.	Traffic Flow: (pcu/hr) 			Group	B,Hp,D	C,A,D	Group	C,A,D	B,Hp,D
				y	0.462	0.519	y	0.514	0.478
				L (sec)	30	20	L (sec)	20	30
				C (sec)	130	130	C (sec)	130	130
				y pract.	0.692	0.762	y pract.	0.762	0.692
				R.C. (%)	50%	47%	R.C. (%)	48%	45%

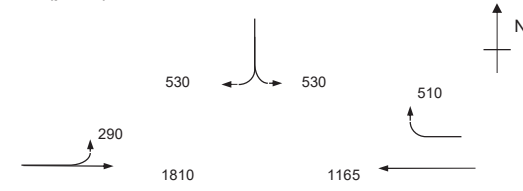
Stage / Phase Diagrams									
1. 		2. 		3. 		4. 		5. 	
I/G= 7		I/G= 8		I/G=		I/G= 8		I/G=	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
Date: JUL, 2025							Junction: J2 Salisbury Road / Nathan Road		

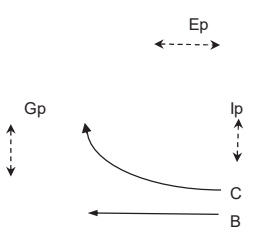
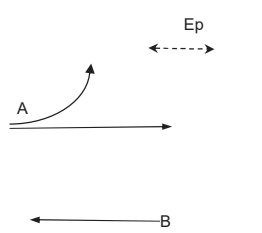
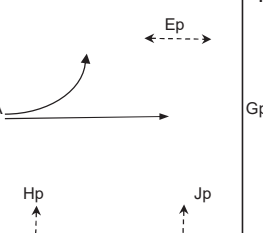
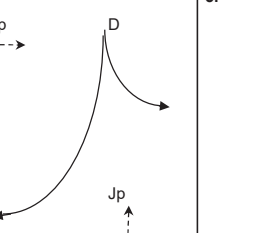
TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	290	0.173				
	→	A	2,3	3.150	12			0%	0%	2070	2070	453	0.219				
	→	A	2,3	3.150						2070	2070	453	0.219				
	→	A	2,3	3.150						2070	2070	453	0.219				
	→	A	2,3	3.150						2070	2070	453	0.219				
Salisbury Road WB	←	B	1,2	3.500						1770	1770	563	0.318	0.318			
	←	B	1,2	3.500						1895	1895	602	0.318				
	↰	C	1	3.500		22				1970	1970	256	0.130				
	↰	C	1	3.500		20				1960	1960	254	0.130				
Nathan Road SB	⬇	D	4	3.400	7					1610	1610	378	0.235				
	↕	D	4	3.300	10	20	68% / 32%	47% / 53%		1665	1690	392	0.235	0.235			
	↕	D	4	3.300		17				1725	1725	405	0.235				
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13				*			*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes: * Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.	Traffic Flow: (pcu/hr) 		Group	C,A,D	B,Hp,D	Group		
			y	0.584	0.554	y		
			L (sec)	20	30	L (sec)		
			C (sec)	130	130	C (sec)		
			y pract.	0.762	0.692	y pract.		
			R.C. (%)	30%	25%	R.C. (%)		

Stage / Phase Diagrams									
1. 		2. 		3. 		4. 		5. 	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
Date: JUL, 2025								Junction: J2 Salisbury Road / Nathan Road	

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	270	0.161		270	0.161	
	→	A	2,3	3.150	12			0%	0%	2070	2070	466	0.225	0.225	419	0.202	
	→	A	2,3	3.150						2070	2070	466	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	466	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	466	0.225		419	0.202	
Salisbury Road WB	←	B	1,2	3.500						1770	1770	483	0.273		584	0.330	
	←	B	1,2	3.500						1895	1895	517	0.273		626	0.330	0.330
	←	C	1	3.500		22				1970	1970	231	0.117	0.117	353	0.179	
	←	C	1	3.500		20				1960	1960	229	0.117		352	0.180	
Nathan Road SB	↓	D	4	3.400	7					1610	1610	369	0.229		300	0.186	
	↓	D	4	3.300	10	20	79% / 21%	49% / 51%		1655	1685	380	0.230	0.230	314	0.186	0.186
	↓	D	4	3.300		17				1725	1725	396	0.230		321	0.186	
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13							*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes: * Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.	Traffic Flow: (pcu/hr) 270(270) 1865(1675) 670(455) 475(480) 460(705) 1000(1210) N	Group	B,Hp,D	C,A,D	Group	C,A,D	B,Hp,D
		y	0.502	0.572	y	0.568	0.517
		L (sec)	30	20	L (sec)	20	30
		C (sec)	130	130	C (sec)	130	130
		y pract.	0.692	0.762	y pract.	0.762	0.692
		R.C. (%)	38%	33%	R.C. (%)	34%	34%

Stage / Phase Diagrams

1.		2.		3.		4.		5.	
I/G= 7		I/G= 8		I/G=		I/G= 8		I/G=	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
Date: JUL, 2025							Junction: J2 Salisbury Road / Nathan Road		

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	305	0.182				
	→	A	2,3	3.150	12			0%	0%	2070	2070	490	0.237				
	→	A	2,3	3.150						2070	2070	490	0.237				
	→	A	2,3	3.150						2070	2070	490	0.237				
	→	A	2,3	3.150						2070	2070	490	0.237				
Salisbury Road WB	←	B	1,2	3.500						1770	1770	601	0.340				
	←	B	1,2	3.500						1895	1895	644	0.340	0.340			
	↖	C	1	3.500		22				1970	1970	288	0.146				
	↖	C	1	3.500		20				1960	1960	287	0.146				
Nathan Road SB	⬇	D	4	3.400	7					1610	1610	411	0.255	0.255			
	↕	D	4	3.300	10	20	71% / 29%	47% / 53%		1665	1690	424	0.255				
	↕	D	4	3.300		17				1725	1725	440	0.255				
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13				*			*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes: * Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.	Traffic Flow: (pcu/hr) 	Group	C,A,D	B,Hp,D	Group		
		y	0.638	0.595	y		
		L (sec)	20	30	L (sec)		
		C (sec)	130	130	C (sec)		
		y pract.	0.762	0.692	y pract.		
		R.C. (%)	19%	16%	R.C. (%)		

Stage / Phase Diagrams

1.	2.	3.	4.	5.
I/G= 7	I/G=	I/G= 10	I/G= 2	I/G=
I/G= 7	I/G=	I/G= 10	I/G= 2	I/G=

Date: JUL, 2025 Junction: J2
Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road

Design Year: 2032

Description: 2032 - Design Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	270	0.161		270	0.161	
	→	A	2,3	3.150	12			0%	0%	2070	2070	465	0.225	0.225	419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
Salisbury Road WB	←	B	1,2	3.500						1770	1770	485	0.274		584	0.330	
	←	B	1,2	3.500						1895	1895	520	0.274		626	0.330	0.330
	←	C	1	3.500		22				1970	1970	231	0.117	0.117	353	0.179	
	←	C	1	3.500		20				1960	1960	229	0.117		352	0.180	
Nathan Road SB	↓	D	4	3.400	7					1610	1610	369	0.229		300	0.186	
	↓	D	4	3.300	10	20	79% / 21%	49% / 51%		1655	1685	380	0.230	0.230	314	0.186	0.186
	↓	D	4	3.300		17				1725	1725	396	0.230		321	0.186	
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13							*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes:	Traffic Flow: (pcu/hr)			Group	B, Hp, D	C, A, D	Group	C, A, D	B, Hp, D
				y	0.504	0.572	y	0.568	0.517
				L (sec)	30	20	L (sec)	20	30
				C (sec)	130	130	C (sec)	130	130
				y pract.	0.692	0.762	y pract.	0.762	0.692
				R.C. (%)	37%	33%	R.C. (%)	34%	34%

Stage / Phase Diagrams

1.		2.		3.		4.		5.	
I/G= 7		I/G= 8		I/G=		I/G= 8		I/G=	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
Date: JUL, 2025							Junction: J2 Salisbury Road / Nathan Road		

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J2 - Salisbury Road / Nathan Road

Design Year: 2032

Description: 2032 - Design Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekend Noon Peak					
					Left	Right		Weekend Noon Peak	PM	Weekend Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	2,3	3.150	10					1680	1680	305	0.182				
	→	A	2,3	3.150	12			0%	0%	2070	2070	491	0.237				
	→	A	2,3	3.150						2070	2070	491	0.237				
	→	A	2,3	3.150						2070	2070	491	0.237				
	→	A	2,3	3.150						2070	2070	491	0.237				
Salisbury Road WB	←	B	1,2	3.500						1770	1770	599	0.338	0.338			
	←	B	1,2	3.500						1895	1895	641	0.338				
	↖	C	1	3.500		22				1970	1970	288	0.146				
	↖	C	1	3.500		20				1960	1960	287	0.146				
Nathan Road SB	↘	D	4	3.400	7					1610	1610	411	0.255	0.255			
	↘	D	4	3.300	10	20	71% / 29%	47% / 53%		1665	1690	424	0.255				
	↘	D	4	3.300		17				1725	1725	440	0.255				
Pedestrian Crossing		Ep	1,2,3	MIN GREEN + FLASH =		5	+	11	=	16							
		Fp	4	MIN GREEN + FLASH =		5	+	7	=	12							
		Gp	1,4	MIN GREEN + FLASH =		5	+	14	=	19							
		Hp	3	MIN GREEN + FLASH =		5	+	8	=	13				*			*
		Ip	1	MIN GREEN + FLASH =		6	+	12	=	18							
		Jp	3,4	MIN GREEN + FLASH =		7	+	13	=	20							

Notes: * Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.	Traffic Flow: (pcu/hr) 		Group	C,A,D	B,Hp,D	Group		
			y	0.639	0.594	y		
			L (sec)	20	30	L (sec)		
			C (sec)	130	130	C (sec)		
			y pract.	0.762	0.692	y pract.		
			R.C. (%)	19%	17%	R.C. (%)		

Stage / Phase Diagrams

1.	2.	3.	4.	5.
I/G= 7	I/G=	I/G= 10	I/G= 2	I/G=
I/G= 7	I/G=	I/G= 10	I/G= 2	I/G=
Date: JUL, 2025				Junction: Salisbury Road / Nathan Road
				J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road WB	↔	A	1	3.500	7			16%	18%	950	945	255	0.268	0.269	256	0.271	0.271
	←	A	1	3.500						1685	1685	453	0.269		455	0.270	
	←	A	1	3.500						1685	1685	452	0.268		455	0.270	
Access Road to Salisbury Road	↗	B	2	3.500	5.5	10				770	770	18	0.023	0.024	37	0.048	0.048
	↘	B	2	3.500	10					915	915	22	0.024		0.024	43	0.047

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120(1121)
40(45)
40(80)

Group	A,B,Cp	Group	A,B,Cp
y	0.293	y	0.319
L (sec)	32	L (sec)	32
C (sec)	130	C (sec)	130
y pract.	0.678	y pract.	0.678
R.C. (%)	132%	R.C. (%)	113%

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3	I/G= 7	I/G= 5	19	I/G=	I/G=
I/G= 3	I/G= 7	I/G= 5	19	I/G=	I/G=

Date: JUL, 2025

Junction: J3
Salisbury Road / Access Road to K11 Musea

20250710_sigcal_K11_ccn.xlsm \ J3 - 2024 OBS(MF)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak			Flow (pcu/hr)	y Value	Critical y
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y			
Salisbury Road WB	↔	A	1	3.500	7			44%	18%	895	945	260	0.291	0.291			
	←	A	1	3.500								488	0.290				
	←	A	1	3.500								487	0.289				
Access Road to Salisbury Road	↗	B	2	3.500	5.5					770	770	39	0.051	0.051			
	↘	B	2	3.500	10							46	0.050				
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =		10	+	9	=	19				*			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120
115
85

Group		A,B,Cp	Group		
y		0.341	y		
L (sec)		32	L (sec)		
C (sec)		130	C (sec)		
y pract.		0.678	y pract.		
R.C. (%)		99%	R.C. (%)		

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	

Date:
JUL, 2025

Junction:
J3
Salisbury Road / Access Road to K11 Musea

20250710_sigcal_K11_ccn.xlsm \ J3 - 2024 OBS(SA)

Junction: J3 - Salisbury Road / Access Road to K11 Musea

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak				
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Salisbury Road WB	↔	A	1	3.500	7			18%	20%	945	945	256	0.271	0.271	256	0.271			
	←	A	1	3.500										455	0.270		458	0.272	0.272
	←	A	1	3.500										454	0.269		457	0.271	
Access Road to Salisbury Road	↗	B	2	3.500	5.5	10				770	770	21	0.027	0.027	37	0.048	0.048		
	↘	B	2	3.500									24	0.026		43	0.047		

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120(1121)
45(50)
45(80)

Group		A,B,Cp	Group		A,B,Cp
y		0.298	y		0.320
L (sec)		32	L (sec)		32
C (sec)		130	C (sec)		130
y pract.		0.678	y pract.		0.678
R.C. (%)		128%	R.C. (%)		112%

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	

Date: JUL, 2025

Junction: J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032
Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak			Flow (pcu/hr)	y Value	Critical y									
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y												
Salisbury Road WB	↔	A	1	3.500	7			46%	18%	895	945	260	0.291	0.291												
	←	A	1	3.500								490	0.291													
	←	A	1	3.500								490	0.291													
Access Road to Salisbury Road	↗	B	2	3.500	5.5	10						41	0.053					0.054								
	↗	B	2	3.500								49	0.054													

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120
120
90

Group		A,B,Cp	Group		
y		0.344	y		
L (sec)		32	L (sec)		
C (sec)		130	C (sec)		
y pract.		0.678	y pract.		
R.C. (%)		97%	R.C. (%)		

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
Date: JUL, 2025								Junction: J3 Salisbury Road / Access Road to K11 Musea	

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road WB	↔	A	1	3.500	7			18%	20%	945	945	256	0.271	0.271	256	0.271	
	←	A	1	3.500						1685	1685	455	0.270		458	0.272	0.272
	←	A	1	3.500						1685	1685	454	0.269		457	0.271	
Access Road to Salisbury Road	↗	B	2	3.500	5.5	10				770	770	21	0.027	0.027	37	0.048	0.048
	↘	B	2	3.500						915	915	24	0.026		43	0.047	

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120(1121)
45(50)
45(80)
Cp

Group	A,B,Cp	Group	A,B,Cp
y	0.298	y	0.320
L (sec)	32	L (sec)	32
C (sec)	130	C (sec)	130
y pract.	0.678	y pract.	0.678
R.C. (%)	128%	R.C. (%)	112%

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3	I/G= 7	I/G= 5	19	I/G=	I/G=
I/G= 3	I/G= 7	I/G= 5	19	I/G=	I/G=

Date: JUL, 2025

Junction: J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak			Flow (pcu/hr)	y Value	Critical y
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y			
Salisbury Road WB	↔	A	1	3.500	7			46%	18%	895	945	260	0.291	0.291			
	←	A	1	3.500	1685	1685				490	0.291						
	←	A	1	3.500	1685	1685				490	0.291						
Access Road to Salisbury Road	↗	B	2	3.500	5.5				770	770	41	0.053	0.054				
	↘	B	2	3.500	10			915	915	49	0.054						
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =		10	+	9	=	19				*			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury Road WB, and both lanes of Access Road.

Traffic Flow: (pcu/hr)

1120
120
90

Group		A,B,Cp	Group		
y		0.344	y		
L (sec)		32	L (sec)		
C (sec)		130	C (sec)		
y pract.		0.678	y pract.		
R.C. (%)		97%	R.C. (%)		

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
Date: JUL, 2025								Junction: J3 Salisbury Road / Access Road to K11 Musea	

Junction: J4 - Salisbury Road / Chatham Road South

Design Year: 2024

Description: 2024 - Observed Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	156	0.074	0.074	122	0.058	0.058
	↘	A	1	3.500		17		50%	88%	2015	1955	149	0.074		113	0.058	
Chatham Road South SB	↔	C	3,4	3.400	15			55%	42%	1855	1875	110	0.059		130	0.069	
	↕	B	4	3.300		22		100%	100%	1950	1950	226	0.116	0.116	288	0.148	
	↙	B	4	3.300		20				1940	1940	224	0.115		287	0.148	0.148
Salisbury Road WB	←	D	3	3.250	10					1685	1685	75	0.045		155	0.092	
	↖	D	3	3.250						2080	2080	325	0.156	0.156	338	0.163	0.163
	↗	D	3	3.250		15		18%	24%	2180	2170	340	0.156		352	0.162	
Access Road to Salisbury Road	↗	E	2	3.700	7					1750	1750	45	0.026		102	0.058	0.058
	↕	E	2	3.700	10	20		0% / 73%	24% / 41%	2015	1990	74	0.037	0.037	115	0.058	
	↖	E	2	3.600		17				1945	1945	71	0.037		113	0.058	

Notes:

Traffic Flow: (pcu/hr)

Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
y	0.170	0.383	y	0.186	0.427
L (sec)	25	19	L (sec)	25	19
C (sec)	130	130	C (sec)	130	130
y pract.	0.727	0.768	y pract.	0.727	0.768
R.C. (%)	327%	101%	R.C. (%)	292%	80%

Stage / Phase Diagrams

1.

2.

3.

4.

5.

I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	

Date: JUL, 2025

Junction: Salisbury Road / Chatham Road South

J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 MVA HONG KONG LIMITED

Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2024
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak					
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	211	0.100	0.100			
	↘	A	1	3.500		17		95%	88%	1940	1955	194	0.100				
Chatham Road South SB	↙	C	3,4	3.400	15			50%	42%	1860	1875	150	0.081				
	→	B	4	3.300		22		100%	100%	1950	1950	293	0.150				
	↘	B	4	3.300		20				1940	1940	292	0.151	0.151			
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	210	0.125				
	→	D	3	3.250						2080	2080	419	0.201	0.201			
	↘	D	3	3.250		15		25%	24%	2165	2170	436	0.201				
Access Road to Salisbury Road	↙	E	2	3.700	7					1750	1750	105	0.060				
	→	E	2	3.700	10	20		0% / 40%	24% / 41%	2060	1990	126	0.061				
	↘	E	2	3.600		17				1945	1945	119	0.061	0.061			

Notes:

Traffic Flow: (pcu/hr)

Group	A,E,C	A,E,D,B	Group		
y	0.242	0.513	y		
L (sec)	25	19	L (sec)		
C (sec)	130	130	C (sec)		
y pract.	0.727	0.768	y pract.		
R.C. (%)	200%	50%	R.C. (%)		

Stage / Phase Diagrams

1. (Free Flow)

A

2. (Free Flow)

E

3. (Free Flow)

C

D

4. (Free Flow)

B

C

5.

I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	

Date: JUL, 2025

Junction: Salisbury Road / Chatham Road South J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J4 - Salisbury Road / Chatham Road South

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	↘	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↔	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↕	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↖	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	↖	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	←	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	↗	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↗	E	2	3.700	7					1750	1750	45	0.026		106	0.061	
	↕	E	2	3.700	10	20		0% / 74%	24% / 43%	2015	1990	76	0.038		121	0.061	0.061
	↖	E	2	3.600		17				1945	1945	74	0.038	0.038	118	0.061	

Notes:	Traffic Flow: (pcu/hr)							
			Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
			y	0.179	0.412	y	0.196	0.456
			L (sec)	25	19	L (sec)	25	19
			C (sec)	130	130	C (sec)	130	130
			y pract.	0.727	0.768	y pract.	0.727	0.768
			R.C. (%)	306%	87%	R.C. (%)	271%	68%

Stage / Phase Diagrams

1. (Free Flow) A	2. (Free Flow) E	3. (Free Flow) C D	4. (Free Flow) B C	5.
I/G= 7	I/G= 5	I/G= 6	I/G= 5	I/G=
I/G= 7	I/G= 5	I/G= 6	I/G= 5	I/G=

Date: JUL, 2025 Junction: J4
Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J4 - Salisbury Road / Chatham Road South

Design Year: 2032

Description: 2032 - Reference Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak					
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	218	0.104				
	↘	A	1	3.500		17		94%	88%	1945	1955	202	0.104	0.104			
Chatham Road South SB	↖	C	3,4	3.400	15			48%	42%	1865	1875	155	0.083				
	↗	B	4	3.300		22		100%	100%	1950	1950	311	0.159	0.159			
	←	B	4	3.300		20				1940	1940	309	0.159				
Salisbury Road WB	↖	D	3	3.250	10					1685	1685	220	0.131				
	↗	D	3	3.250						2080	2080	451	0.217	0.217			
	←	D	3	3.250		15		25%	24%	2165	2170	469	0.217				
Access Road to Salisbury Road	↖	E	2	3.700	7					1750	1750	110	0.063				
	↗	E	2	3.700	10	20		0% / 40%	24% / 41%	2065	1990	134	0.065	0.065			
	←	E	2	3.600		17				1945	1945	126	0.065				

Notes:	Traffic Flow: (pcu/hr)			Group	A,E,C	A,E,D,B	Group		
				y	0.252	0.545	y		
				L (sec)	25	19	L (sec)		
				C (sec)	130	130	C (sec)		
				y pract.	0.727	0.768	y pract.		
				R.C. (%)	189%	41%	R.C. (%)		

Stage / Phase Diagrams

1. (Free Flow) A	2. (Free Flow) E	3. (Free Flow) C, D	4. (Free Flow) B, C	5.
I/G= 7	I/G= 5	I/G= 6	I/G= 5	I/G=
I/G= 7	I/G= 5	I/G= 6	I/G= 5	I/G=
Date: JUL, 2025				Junction: J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J4 - Salisbury Road / Chatham Road South

Design Year: 2032

Description: 2032 - Design Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right		AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	↘	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↔	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↕	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↙	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	←	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	↖	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	↗	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↗	E	2	3.700	7					1750	1750	50	0.029		106	0.061	
	↕	E	2	3.700	10	20		0% / 75%	24% / 43%	2010	1990	81	0.040		121	0.061	0.061
	↖	E	2	3.600		17				1945	1945	79	0.041	0.041	118	0.061	

Notes:	Traffic Flow: (pcu/hr)	Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
		y	0.182	0.415	y	0.196	0.456
		L (sec)	25	19	L (sec)	25	19
		C (sec)	130	130	C (sec)	130	130
		y pract.	0.727	0.768	y pract.	0.727	0.768
		R.C. (%)	300%	85%	R.C. (%)	271%	68%

Stage / Phase Diagrams

1. (Free Flow) 		2. (Free Flow) 		3. (Free Flow) 		4. (Free Flow) 		5. 	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
Date: JUL, 2025								Junction: J4 Salisbury Road / Chatham Road South	

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710

MVA HONG KONG LIMITED

Junction: J4 - Salisbury Road / Chatham Road South

Design Year: 2032

Description: 2032 - Design Flows

Designed By: WKY

Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m)		Gradient (%)	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		Weekday Noon Peak					
					Left	Right		Weekday Noon Peak	PM	Weekday Noon Peak	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→ ↘	A A	1 1	3.500 3.500		17		96% 88%		2105 1940	2105 1955	221 204	0.105 0.105	0.105			
Chatham Road South SB	↔ ↕ ↙	C B B	3,4 4 4	3.400 3.300 3.300	15			48% 100% 100%	42% 100%	1865 1950 1940	1875 1950 1940	155 311 309	0.083 0.159 0.159	0.159			
Salisbury Road WB	← ↙ ↕	D D D	3 3 3	3.250 3.250 3.250	10					1685 2080 2165	1685 2080 2170	225 451 469	0.134 0.217 0.217	0.217			
Access Road to Salisbury Road	↗ ↕ ↘	E E E	2 2 2	3.700 3.700 3.600	7 10 17	20		0% / 39% 24% / 41%		1750 2065 1945	1750 1990 1945	105 131 124	0.060 0.063 0.064	0.064			

Notes:	Traffic Flow: (pcu/hr)			Group	A.E.C	A.E.D.B	Group		
				y	0.252	0.545	y		
				L (sec)	25	19	L (sec)		
				C (sec)	130	130	C (sec)		
				y pract.	0.727	0.768	y pract.		
				R.C. (%)	188%	41%	R.C. (%)		

Stage / Phase Diagrams									
1. (Free Flow) 		2. (Free Flow) 		3. (Free Flow) 		4. (Free Flow) 		5.	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
Date: JUL, 2025							Junction: J4 Salisbury Road / Chatham Road South		

ANNEX B – EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

ANNEX B – EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

Route no.	Destinations	Frequency (minutes)
Franchised buses		
1	Chuk Yuen Estate – Star Ferry	9-25
1A	Sau Mau Ping (Central) – Star Ferry	7-20
1R ⁽¹⁾	Hung Hom (Hung Luen Road) - Ngong Ping	45
2	Cheung Sha Wan (So Uk Estate) – Star Ferry	15-25
3X ⁽²⁾	Tsz Wan Shan (North) -> China Ferry Terminal / Jordan (West Kowloon Station) -> Tsz Wan Shan (North)	-
5	Fu Shan Estate – Star Ferry	10-30
5A	Kai Tak (Kai Ching Estate) – Star Ferry	25-30
5C	Tsz Wan Shan (North) – Star Ferry	8-20
5P ⁽²⁾	Tsz Wan Shan (Central) – Star Ferry	10-18
6	Lai Chi Kok - Star Ferry	8-25
7	Lok Fu – Star Ferry	20-30
8	Kowloon Station – Star Ferry	20-30
8A	Whampoa Garden – Tsim Sha Tsui (Circular)	20-30
8P	Laguna Verde – Tsim Sha Tsui (Circular)	12-25
9	Choi Fook – Tsim Sha Tsui East (Mody Road)	15-30
12	Hoi Lai Estate – Tsim Sha Tsui East (Mody Road)	20-30
12P ⁽²⁾	Hoi Lai Estate -> Hung Hom Station	-
13X	Po Tat – Tsim Sha Tsui East	10-30
14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15-30
26	Shun Tin – Tsim Sha Tsui East	8-30
26X ⁽²⁾	Shun Tin – Tsim Sha Tsui East	25-30
28	Lok Wah – Star Ferry	10-30
35A	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	5-20
35X ⁽²⁾	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	20-30
36X ⁽²⁾	Lei Muk Shue – Tsim Sha Tsui East (Mody Road)	20-30
37X ⁽²⁾	Kwai Chung Estate -> Yau Ma Tei	15-20
41A	Tsing Yi (Cheung On Estate) – Tsim Sha Tsui East	10-25
50	Tuen Mun (Ching Tin and Wo Tin)	20-30
70S ⁽³⁾	Wo Hop Shek – Hung Hom Station	-
79P ⁽²⁾	Fanling (Queen's Hill) – HSR West Kowloon Station	25-30
81C	Yiu On – Tsim Sha Tsui East (Mody Road)	10-30
87D	Kam Ying Court – Hung Hom Station	6-25
87E ⁽²⁾	Nai Chung -> Tsim Sha Tsui / Tsim Sha Tsui (Mody Road) -> Nai Chung	-
92R ⁽¹⁾	Sai Kung – Star Ferry	30-60
98D	Hang Hau (North) (Tseung Kwan O Hospital) – Tsim Sha Tsui East	10-30
98P ⁽²⁾	Hong Sing Garden -> Tsim Sha Tsui East / Tsim Sha Tsui East / Hang Hau (North) (Tseung Kwan O Hospital)	15-20
110	Shau Kei Wan – Tsim Sha Tsui (Circular)	14-35

Route no.	Destinations	Frequency (minutes)
203C	Sham Shui Po (Tai Hang Tung) – Tsim Sha Tsui East (Mody Road)	20-30
203S ⁽²⁾	Chak On -> Tsim Sha Tsui East (Mody Road)	-
208	Broadcast Drive – Tsim Sha Tsui East	25-30
213X	On Tai (South) (Hang Tai House) – Tsim Sha Tsui (Circular)	12-30
215P ⁽²⁾	Lam Tin (Kwong Tin Estate) -> Kowloon Station	-
215X	Lam Tin (Kwong Tin Estate) -> Kowloon Station	5-25
219X	Laguna City - Tsim Sha Tsui (Circular)	15-40
224X ⁽²⁾	Kai Yip – Tsim Sha Tsui East (Circular)	25-30
230X ⁽²⁾	Tsuen Wan (Allway Gardens) -> Whampoa Garden	15-30
234P ⁽²⁾	Tsuen Wan (Bayview Garden) -> Star Ferry	-
234X	Tsuen Wan (Bayview Garden) - Tsim Sha Tsui East (Mody Road)	15-25
242X ⁽²⁾	Tsing Yi (Cheung Hang Estate) -> Tsim Sha Tsui / Tsim Sha Tsui East (Mody Road) -> Tsing Yi (Cheung Hang Estate)	15-25
252B ⁽²⁾	Handsome Court – Tsim Sha Tsui	15-20
259B ⁽²⁾	Tuen Mun Pier Head – Tsim Sha Tsui	10
259C ⁽²⁾	Sun Tuen Mun Centre – Tsim Sha Tsui	35
260B ⁽²⁾	Tuen Mun Central – Tsim Sha Tsui	11-12
260X	Tuen Mun (Po Tin Estate) – Hung Hom Station	5-20
261B ⁽²⁾	Tuen Mun (Sam Shing Estate) / So Kwun Wat – Kowloon Station	10-15
268B	Long Ping Station – Hung Hom (Hung Luen Road)	20-30
269B	Tin Shui Wai Town Centre – Hung Hom (Hung Luen Road)	12-30
270A	Sheung Shui - Tsim Sha Tsui East (Mody Road)	10-30
270C ⁽²⁾	Fanling (Luen Wo Hui) - Tsim Sha Tsui East (Mody Road)	-
270S ⁽⁴⁾	Tsim Sha Tsui East (Mody Road) -> Fanling (Luen Wo Hui)	25-30
271	Tai Po (Fu Heng) -> Jordan (West Kowloon Station)	6-20
271A ⁽²⁾	Fu Tip Bus Terminus - Tsim Sha Tsui East (Mody Road)	-
271B ⁽²⁾	Tai Po (Fu Heng) -> Jordan (West Kowloon Station)	20-30
271S ⁽²⁾	Hung Hom Station -> Tai Po (Tai Wo)	-
271P ⁽²⁾	Kau Lung Hang -> Tsim Sha Tsui (Canton Road)	30
271X ⁽²⁾	Jordan (West Kowloon Station)-> Tai Po (Fu Heng)	15-30
280X	Sui Wo Court – Tsim Sha Tsui East (Mody Road)	15-30
281A	Kwong Yuen – Kowloon Station	10-25
281B ⁽²⁾	Shek Mun Estate -> Tsim Sha Tsui East (Mody Road)	15-30
281X ⁽²⁾	Yiu On -> Tsim Sha Tsui East (Mody Road)	15-30
287D ⁽²⁾	Hung Hom Station -> Kam Ying Court	20
296D	Sheung Tak – Kowloon Station	15-30
790	Oscar By The Sea - Tsim Sha Tsui East (Mody Road)	20
796P	Tseung Kwan O Station - Tsim Sha Tsui East	20-30
796X	Tseung Kwan O Industrial Estate / Tseung Kwan O Station - Tsim Sha Tsui East	12-30
973	Stanley Market - Tsim Sha Tsui East (Mody Road)	30-60
A21	Airport – Hung Hom Station	8-30
A25	Airport – Kai Tak	30-60
E21X ⁽²⁾	Tung Chung (Mun Tung Estate) -> Hung Hom Station	-

Route no.	Destinations	Frequency (minutes)
H1	Central (Star Ferry) -> Tsim Sha Tsui	60
H2	The Peninsula Hotel -> Central (Star Ferry)	60
H2K	West Kowloon Cultural District – Central (Star Ferry)	30-60
HK1	Star Ferry – Star Ferry (Circular)	30
N21 ⁽⁴⁾	Airport (Ground Transportation Centre) – Tsim Sha Tsui (Star Ferry)	20-30
N21A ⁽⁴⁾	Airport – Tsim Sha Tsui (Star Ferry)	60
N41X ⁽⁴⁾	Hung Hom Station -> Tsing Yi (Cheung Wang Estate)	30
N50 ⁽⁴⁾	Tuen Mun (Ching Tin and Wo Tin) – Tsim Sha Tsui (Kowloon Station)	30
N213 ⁽⁴⁾	Tsim Sha Tsui East (Mody Road) -> On Tai (West)	30
N216 ⁽⁴⁾	Yau Tong – Hung Hom Station	25-30
N241 ⁽⁴⁾	Hung Hom Station - Tsing Yi (Cheung Wang Estate)	25-30
N271 ⁽⁴⁾	Hung Hom Station – Tai Po (Fu Heng)	20-30
N281 ⁽⁴⁾	Kam Ying Court – Hung Hom Station	25-30
N283 ⁽⁴⁾	Tsim Sha Tsui East (Mody Road) -> Wong Nai Tau	30
N287 ⁽⁴⁾	Tsim Sha Tsui East (Mody Road) -> Wu Kai Sha Station	30
N796 ⁽⁴⁾	Lohas Park – Mong Kok	20-30
NA20 ⁽⁴⁾	Airport / HZMB Hong Kong Port – Whampoa Garden	-
T270 ⁽²⁾	Fanling (Cheung Wah) – Tsim Sha Tsui East (Mody Road)	20
Green Minibus		
8	Tsim Sha Tsui (Hankow Road) – Ho Man Tin Estate	4-10
8S	Tsim Sha Tsui (Hankow Road) – Homantin Plaza	5-11
77M	Tsim Sha Tsui East Station – Kowloon Station	10-12
606S ⁽⁴⁾	Yuen Long (Fung Cheung Road) - Tsim Sha Tsui East (Mody Road)	6-13

Note: Schedule of services as of Dec 2024.

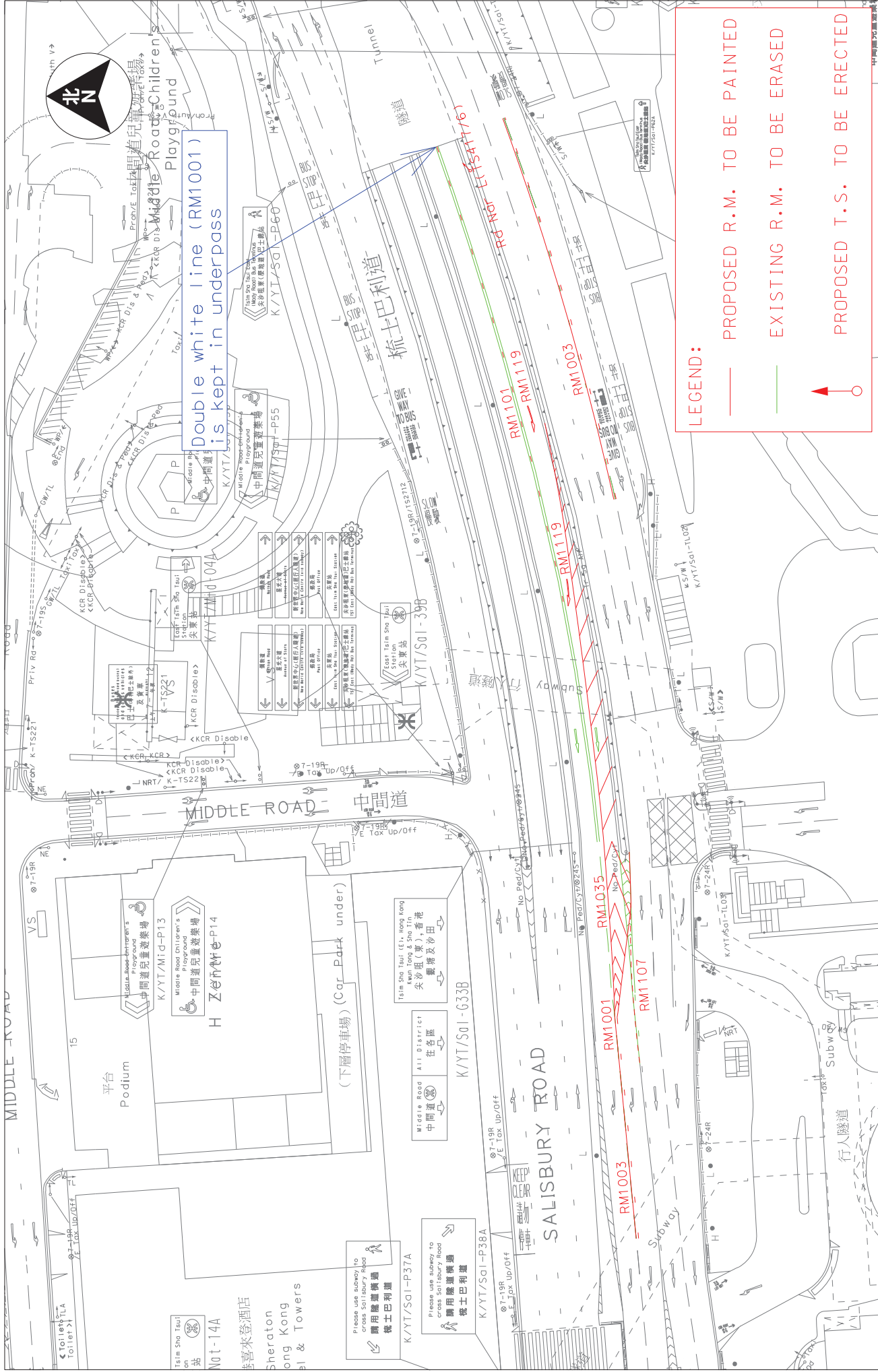
Remarks: (1) Service on weekends and public holidays.

(2) Peak-only service.

(3) Service on specific days only.

(4) Overnight service.

ANNEX C – LATEST ROAD MARKING ARRANGEMENT AT THE JUNCTION OF SALISBURY ROAD / ACCESS ROAD TO VICTORIA DOCKSIDE DEVELOPMENT (J3)



 運輸署 Transport Department	TRAFFIC ENGINEERING (KLN.) DIV.	LOCATION: SALISBURY ROAD NEAR K11 MUSEA	WRF NO.: WR/HY/TE/KL/25/00178 DATE: 08/01/2025 DRAWING NO.: K250098.01 SCALE: 1 : 800 (A4) SURVEY SHEET NO.: K11R04D, K11R05C
---	--	--	--

Appendix D - Car Parking Provision for the Remaining Developments

With reference to the relevant guidelines stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG), the car parking provision for the remaining commercial use in KIL 8944 and KIL10894 are summarized in **Tables A-1 and A-2**.

Table A-1: Required Car Parking Facilities for the Remaining Developments in KIL 8944

Use	Parameters	HKPSG Requirement	Required Provision
<i>Car parking Space</i>			
Regent Hotel (H1)	497 rooms	1 space per 100 rooms	5
Retail	88,621.782m ²	1 car space per 150-300m ² GFA	296 – 591
Office	40,427.118m ²	-first 15,000m ² GFA: 1 space per 150-200m ² -above 15,000m ² GFA: 1 space per 200-300m ²	160 - 228
Rosewoods Hotel and Residences (H3)	599 rooms Banquet 2,300m ²	- 1 space per 100 rooms - 0.5 -1 space per 200m ²	12 - 18
Total			473 - 842

Table A-2: Required Car Parking Facilities for the Development in KIL 10978

Uses	Parameters	HKPSG Requirement	Required Provision
<i>Car parking Spaces</i>			
Shop	GFA: ~ 6,629m ²	1 car space per 150-300m ² GFA	23-45
Reserved Parking Spaces			40 ⁽¹⁾
Total			63 - 85

Remarks: (1) Reserved parking under service agreement.