Appendix III

Replacement Pages of the Traffic Impact Assessment

LIST OF FIGURES

APPENDIX

2. THE DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at 8 Lam Chak Street, Kowloon – N.K.I.L. 6215, which is bounded by Kai Hing Road to the east, Lam Chak Street to the southwest, Cheung Yip Street to the west and Pacific Trade Centre to the north as shown in **Figure 1.1**.

2.1.2 The site is currently Harbourside HQ, a commercial building and is planned to demolish and redevelop into composite development of residential and commercial uses.

2.2 Proposed Development

2.2.1 Development parameters of the proposed development are summarized in **Table 2.1**.

Table 2.1 Development Parameters of the Proposed Development

Site Location	8 Lam Chak Street, Kowloon – N.K.I.L. 6215 (existing Harbourside HQ)
Proposed Use	Residential
Site Area	6,541m^2
No. of Towers	2
Number of Units	Flat size <40m^2: 498 nos. 40m^2<Flat size ≤70m^2: 642 nos. **Total: 1,140 nos.**
Non-domestic GFA	3,270.5 m^2 (G/IC Facilities: ~490m^2; Shop/F&B: ~2,780.5 m^2)

2.2.2 It is anticipated that the proposed development will be completed by 2033 tentatively. Therefore, design year 2036 (i.e. 3 years after the planned commencement year of the proposed development) is adopted assessments.

2.3 Proposed Access Road and Vehicular Access

2.3.1 Similar to the vehicular access of the existing site, the vehicular access of the proposed development will be located at Kai Hing Road. Location of the vehicular access is

shown diagrammatically in **Figure 2.1 (Rev B)**. The width of the vehicular access will be 7.3m. Swept path analysis demonstrates it is feasible to maneuver HGV in/out the proposed vehicular access is shown in **Figure SP-01 (Rev B)**.

2.4 Internal Transport Facilities Provision

2.4.1 According to the requirements as stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG), the proposed development shall provide the following internal transport facilities as summarized in **Table 2.2**.

2.4.2 The G/IC facility provides services including youth centre, childcare centre, nursery and etc. and at the neighbourhood level. It is anticipated that the future users of the G/IC facility to shared use loading/unloading with other uses and no parking will be provided.

Table 2.2 Proposed Parking Provision

<table>
<tr><td colspan="3">Development Parameters
No. of Towers: 2
No. of Flats: 1,140
G/IC Facilities: ~490m²;
Shop/F&B: ~2,780.5 m²</td><td colspan="5">Parking Requirement</td><td colspan="2">Loading/Unloading Requirement</td></tr>
<tr><td colspan="10">Residential (Total Required)</td></tr>
<tr><td rowspan="3">Average Flat Size (m²)</td><td rowspan="3">No. of Flats</td><td colspan="5">Private Car Parking Space (5m x 2.5m)</td><td rowspan="3">L/UL for Goods Vehicles (HGV: 11m x 3.5m)</td><td rowspan="3"></td></tr>
<tr><td colspan="4">Residents</td><td>Visitors</td></tr>
<tr><td>GPS 1 car space per 4-7 flats</td><td>R1</td><td>R2</td><td>R3</td><td>GPS x R1 x R2 x R3(1)</td><td>More than 75 units per block should be provided at 5 visitor spaces per block</td></tr>
<tr><td>FS<40</td><td>498</td><td>4-7</td><td>0.5</td><td>1.0</td><td>0.9</td><td>33 to 57</td><td rowspan="2">10</td><td rowspan="5">1 per 800 flats or part thereof, subject to a minimum of 1 bay for each housing block</td><td rowspan="5">2</td></tr>
<tr><td>40<FS≤70</td><td>642</td><td>4-7</td><td>1.2</td><td>1.0</td><td>0.9</td><td>100 to 174</td></tr>
<tr><td>Total</td><td>1,140</td><td>-</td><td>-</td><td>-</td><td>-</td><td colspan="2">143 to 241</td></tr>
<tr><td colspan="2" rowspan="2"></td><td colspan="2">Motorcycle Parking Space (2.4m x 1m)</td><td colspan="3">Bicycle Parking Space</td></tr>
<tr><td colspan="2">1 per 100-150 flats</td><td colspan="2">8 to 12</td><td>within a 0.5-2km radius of a rail station, 1</td><td>76</td></tr>
</table>

Development Parameters **No. of Towers: 2** **No. of Flats: 1,140** **G/IC Facilities: ~490m²;** **Shop/F&B: ~2,780.5 m²**	**Parking Requirement**				**Loading/Unloading Requirement**	
			bicycle parking space for every 15 flats with flat size smaller than 70m²			

Non-Residential (Total Required)					
Use	**GFA**	**Private Car Parking Space (5m x 2.5m)**		**L/UL for Goods Vehicles**	
Shop/F&B	GFA: 2,780.5m²	1 car space per 150 - 300m² GFA	10 to 19	1 loading/ unloading bay for goods vehicles for every 800 to 1,200m², or part thereof, GFA	3 to 4
		Motorcycle Parking Space (2.4m x 1m)			
		5 to 10% of Total Provision for Private Cars	1 to 2		

Total (Residential + Non-residential)		**Private Car Parking Space[2] (5m x 2.5m)**	**Bicycle Parking Space**	**Motorcycle Parking Space (2.4m x 1m)**	**L/UL for LGV (7m x 3.5m)**	**L/UL for HGV 11m x 3.5m)**
Total Required	Residential	143 to 241	76	8 to 12	-	2
	Non-residential	10 to 19	-	1 to 2	2	1 to 2
	Total	153 to 260	76	9 to 14	2	3 to 4
Total Proposed	**Residential**	**241**	**76**	**12**	**-**	**2**
	Non-residential	**19**	**-**	**2**	**2**	**2**
	Total	**260**	**76**	**14**	**2**	**4**

Notes:
(1) GPS = Global Parking Standard; R1 = Demand Adjustment Ratio; R2 = Accessibility Adjustment Ratio; R3 = Development Intensity Adjustment Ratio.
(2) Including minimum 4 accessible car parking spaces for 251-350 car parking spaces.

2.5 Public Transport Services in the Vicinity

2.5.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes are listed in **Table 2.3 and Figure 2.2 (Rev A)**. It is revealed that the site is well-served by public transport services in the vicinity.

Table 4.3 Trip Rates of Proposed Development

Development Parameters	Unit	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Residential	pcu/hr/flat	0.0718	0.0425	0.0286	0.0370
Shop/F&B	pcu/hr/100m^2	0.2296	0.2434	0.3100	0.3563

4.4.3 Based on **Table 2.1** and **Table 4.3**, the estimated traffic generation and attraction due to the proposed development are summarized in **Table 4.4**.

Table 4.4 Estimated Traffic Generation and Attraction of Proposed Development

Development Parameters		AM Peak		PM Peak	
		Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Residential	1,140 units	82	49	33	43
Shop/F&B	2,780.5m^2	7	7	9	10
G/IC	~490m^2	4(1)	5(1)	3(1)	3(1)
Total	-	**93**	**61**	**45**	**56**

Note:
(1) Reference to Hong Kong Society for the Protection of Children SIA Shaukeiwan Day Creche of similar nature and scale.

4.4.4 It is anticipated that the proposed development would generate and attract 93 pcu/hr and 61 pcu/hr during AM peak hour respectively, and generate and attract 45 pcu/hr and 56 pcu/hr during PM peak hour respectively.

4.4.5 Based on the overall traffic generation listed in **Table 4.2** and **Table 4.4**, difference of the trip generation and attraction between the existing use and the proposed development is summarized in **Table 4.5**.

Table 4.5 Difference of Traffic Generation and Attraction between Existing Use and Proposed Development

Development Parameters	AM Peak		PM Peak	
	Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Existing Use [A]	111	160	103	77
Proposed Development [B]	93	61	45	56
Net Difference [B] – [A]	-18 (say -20)	-99 (say -100)	-58 (say -60)	-21 (say -20)

4.4.6 Comparing with the existing commercial use, it is anticipated that the proposed development would generate and attract -20 pcu/hr and -100 pcu/hr during AM peak hour respectively, and generate and attract -60 pcu/hr and -20 pcu/hr during PM peak hour respectively.

4.5 Reference Traffic Flows

4.5.1 Due to the changes in road network in the coming years mentioned in **Section 4.2**, the future traffic flows cannot simply forecasted by growth factor. In view of the reduction of traffic flows to the adjacent road network due to the proposed development and the complexity of the traffic modelling due to the future road network, reference traffic flows of this TIA for 2036 has made reference to 2036 design traffic flows of the recent approved planning application (approved in 2025) for the Proposed Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2 by CEDD (adjacent site of the proposed development).

4.5.2 2036 design traffic flows of the abovementioned study has been adopted as 2036 reference traffic flows of this TIA and presented diagrammatically in **Figure 4.5**.

4.6 Design Traffic Flows

4.6.1 The future traffic generations of the proposed development were then assigned onto the road network and superimposed onto the 2036 reference traffic flows (without proposed development) to derive the 2036 design traffic forecasts (with proposed development).

2036 Design Traffic Flows (With Proposed Development)	=	**2036 Reference Traffic Flows (Without Proposed Development)**	+	**Proposed Development Traffic Flows**

4.6.2 Year 2036 development traffic flow attraction and generation, and design traffic flows (with proposed development) are shown in **Figure 4.6 (Rev A)**, **Figure 4.7 (Rev B)** and **Figure 4.8 (Rev B)** respectively.

Table 6.4 Calculation of Peak Hour Trips of Public Transport Services by Mode

Peak hour Passenger trips for Public Transport by Mode	%	AM Peak Hour		PM Peak Hour	
		GEN	ATT	GEN	ATT
Bus and PLB	81.1%(1)	= 677 x 81.1% = **550**	= 677 x 81.1% = **550**	= 729 x 81.1% = **592**	= 729 x 81.1% = **592**

Notes:
(1) From **Table 6.1**, MTR 43.2% + bus 29.6% + PLB 8.3% = 81.1%.

6.2 Survey on Existing Public Transport Service in the Vicinity

6.2.1 Existing bus/PLB stops to be assessed on impacts due to the proposed development is shown in **Figure 2.2 (Rev A)**, which is expected to serve the residents of the proposed development.

6.2.2 A preliminary and localized public transport survey was carried out. The survey was carried out during the morning peak period and evening peak periods (7:30am to 9:30am and 5:00pm to 7:00pm) on a typical weekday on 16 October 2025.

6.2.3 **Table 6.5** summarized the walking distance and walking time from different pedestrian accesses of the proposed development (subject to detailed design stage) to the public transport stops (A to F).

Table 6.5 Walking Distance and Time between Proposed Development and Different Public Transport Stops

Stop	Anticipated Usage of Pedestrian Access of Proposed Development	Approximate Walking Distance (m)	Approximate Time (min)
A	Cheung Yip Street	230	4
B	Cheung Yip Street	245	4
C	Cheung Yip Street	240	4
D	Cheung Yip Street	70	1
E	Kai Hing Road	320	5
F	Kai Hing Road	320	5

purpose, the counts for Queen Elizabeth Hospital (within short walking distance) would be omitted. It is assumed the remaining boarding passengers will share the equally among the bus/PLB stops for easy assessment purpose as shown in **Table 6.11**.

6.3.7 In view of the increasing population intake of the residential development of Kai Tak Runway area, its estimated number of boarding passengers of bus/PLB would be also be included for the assessment.

6.3.8 The estimated number of boarding passengers of the Kai Tak Hospital and the residential development of Kai Tak Runway area would be included in 2036 reference passenger flows (without proposed development) in the assessment.

6.3.9 According to "*Legco CB(2)1454/2024(02) Administration's response to issues raised at the meeting on 7 October 2024*", TD has planned two new bus routes in view of development of Kai Tak Runway area in-take rate: bus route no. 20X between Kai Tak Cruise Terminal and Tsim Sha Tsui (Circular) (headway of 20min-30min in peak hour) and bus route no. 22S between Kai Tak Cruise Terminal and Kai Tak PTI (headway of 15min-20min in peak hour). The planned assumptions would be included in the assessments for Stop B (i.e. Hong Kong Children's Hospital, Shing Cheong Road EB). It is assumed that the passenger loading arriving at Stop B similar to the survey result for the existing bus route no. 20A.

6.3.10 From **Table 6.5**, Stop B (future bus and GMB stop) and Stop C (GMB stop) have similar walking distance. In view of additional bus routes at Stop B, and buses have higher capacity than public light buses, it is anticipated that the majority of passengers of the proposed development will prefer using Stop B, relevant assumptions would be made in the public transport assessment.

6.4 Traffic Forecasts

Estimated Traffic Growth Rate for Public Transport Survey Data from 2025 to 2035

6.4.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrix ("TPEDM") data produced by the Planning Department for Kwun Tong District, which are for 2021, 2026 and 2031 and are presented in **Table 6.8**.

6.4.5 Since the current developments along Shing Cheong Road or Hoi Bun Road are not residential development, the traveling and transportation demand have made reference to Census 2021.

6.4.6 It is assumed that the passengers to take public transport to/from Kowloon Bay or Kwun Tong and interchange MTR to Hong Kong Island, therefore the public transport to Kowloon Bay and Kwun Tong would be categorized as "Work in the same district" and "Hong Kong Island". For calculation purposes, the abovementioned categories would be assessed as one category.

6.4.7 Based on **Table 6.2** and **Table 6.4**, the estimated number of boarding passenger from the proposed development by locations is shown in **Table 6.9**.

Table 6.9 Estimated Boarding Passengers of Proposed Development by Locations

Location	**%(1)**	**AM Peak Hour**	**PM Peak Hour**
Work in the same district + Hong Kong Island	55.2%	304	327
Kowloon	25.8%	142	152
Work in another district (New Towns)	15.2%	83	90
Work in another district (Other areas in the New Territories)	3.9%	21	23
Total	**100%**	**550(2)**	**592(2)**

Notes:
(1) From **Table 6.2**.
(2) From **Table 6.4**.

6.4.8 Based on **Table 6.7**, **Table 6.9** and Para. 6.3.10, the estimated number of boarding passenger from the proposed development by public transport stops is shown in **Table 6.10**.

Table 6.10 Estimated Boarding Passengers of Proposed Development by Public Transport Stops

Bus Destination Location Group	Peak Hour	Existing Boarding Passengers by Stops					%					Estimated Boarding Passengers of Proposed Development by Stops				
		B	C	E	F	Total	B	C	E	F	Total	B	C	E	F	Total
Work in the same district & Hong Kong Island	AM	3	0	0	0	**3**	85%	15%	0%	0%	**100%**	258	46	0	0	**304**
	PM	53	4	0	0	**57**	85%	15%	0%	0%	**100%**	279	49	0	0	**328**
Kowloon	AM	3	0	1	0	**4**	64%	11%	25%	0%	**100%**	91	16	36	0	**142**
	PM	94	0	74	0	**168**	48%	8%	44%	0%	**100%**	73	12	67	0	**152**
Work in another district (New Towns)	AM	0	0	0	4	**4**	0%	0%	0%	100%	**100%**	0	0	0	104	**104**(1)
	PM	0	0	105	0	**105**	0%	0%	100%	0%	**100%**	0	0	90	0	**90**
Work in another district (Other areas in the New Territories)	AM	0	0	0	0	**0**	0%	0%	0%	0%	**0%**	0	0	0	0	**0**(1)
	PM	0	0	21	0	**21**	0%	0%	100%	0%	**100%**	0	0	23	0	**23**

Note:
(1) No boarding passengers for "Work in another district (Other areas in the New Territories)" from survey, therefore boarding passengers of the proposed development during AM peak hour as in **Table 6.9** is added to "Work in another district (New Towns)", i.e. 83+21=104.

6.4.9 Based on **Table 6.7** and **Table 6.9**, the expected demand of public transport in Year 2036 without and with proposed development is shown in **Table 6.11**.

Table 6.11 Expected Occupancy of Bus/PLB Stops during 2036 AM and PM Peak Hours in Reference Scenario (Without Proposed Development) and Design Scenario (With Proposed Development)

AM Peak Hour										
Mode	**Bus Destination Location Group**	**Route No.**	**Observed Vehicular Trips/hr [A]**	**Reference Scenario (Without Proposed Development)**					**Design Scenario (With Proposed Development)**	
				Total Approx. passengers on board arriving bus stop/hr [E]= [B]x(1+1%)[11]	**Total No. of Boarding Passengers/ hr (by Bus Destination Location Group) [F]= [C]]x(1+1%)[11]**	**No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]**	**Total No. of Alighting Passengers/ hr (by route) [H]= [D]x(1+1%)[11]**	**Total Surplus Capacity/ hr [I]**	**No. of Boarding Passengers from Proposed Development [J]**	**Total Surplus Capacity/ hr [I]-[J]**
Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB										
Bus	Work in the same district & Hong Kong Island	5R	3	41	3	36	0	814	258(3)	556
		22S(4)	4	-		55	-			
	Kowloon	20X(4)	3	-	3	49	-	938	91(3)	847
		22	2	27		36	0			
		22M	2	27			0			
		X6C	2	0			0			
	Sub-total	-	*16*	-	*7*	-	-	-	*349*	-
GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB										
GMB	Work in the same district & Hong Kong Island	86	12	56	0	18	0	274	46(3)	228
		22A	5	3			0			
		90A	2	1			0			
		90B	3	0			0			
	Kowloon	88A	2	0	0	2	0	30	16(3)	14
	Sub-total	-	*24*	-	*0*	-	-	-	*62*	-
Bus Stop E: Kwun Tong Promenade, Hoi Bun Road WB										
Bus	Kowloon	797	3	335	1	42	129	277	36(3)	241
		14X	2	174			27			
		15A	2	201			33			
	Sub-total	-	*7*	-	*1*	-	-	-	*36*	-
Bus Stop F: Hoi Bun Road Park, Hoi Bun Road EB										
Bus	Work in another district (New Towns)	E22S	3	281	4	18	69	144	104(3)	40
	Sub-total	-	*3*	-	*4*	-	-	-	*104*	-
Total	**-**	**-**	**50**	**-**	**12**	**-**	**-**	**-**	**551**	**-**

PM Peak Hour										
Mode	**Bus Destination Location Group**	**Route No.**	**Observed Vehicular Trips/hr [A]**	**Reference Scenario (Without Proposed Development)**					**Design Scenario (With Proposed Development)**	
				Total Approx. passengers on board arriving bus stop/hr [E]= [B]x(1+1%)[11]	**Total No. of Boarding Passengers/ hr (by Bus Destination Location Group) [F]= [C]]x(1+1%)[11]**	**No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]**	**Total No. of Alighting Passengers/ hr (by route) [H]= [D]x(1+1%)[11]**	**Total Surplus Capacity/ hr [I]**	**No. of Boarding Passengers from Proposed Development [J]**	**Total Surplus Capacity/ hr [I]-[J]**
Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB										
Bus	Work in the same district & Hong Kong Island	5R	3	188	59	108	0	126	279(3)	-153 +2 nos. of Bus frequency is required
		22S(4)	4	-		359	-			
	Kowloon	20X(4)	3	-	105	335	-	607	73(3)	534
		22	3	54		192	0			
		22M	2	27			0			
		X6C	3	0			0			
	Sub-total	-	*18*	-	*164*	-	-	-	*352*	-
GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB										
GMB	Work in the same district & Hong Kong Island	86	13	230	4	50	0	-81	49(3)	-130 +9 nos. of GMB frequency is required
		22A	3	37			0			
		90A	1	18			0			
		90B	4	78			0			
	Kowloon	88A	3	37	0	7	0	4	12(3)	-8 +1 no. of GMB frequency is required
	Sub-total	-	*24*	-	*4*	-	-	-	*61*	-
Bus Stop E: Kwun Tong Promenade, Hoi Bun Road WB										
Bus	Kowloon	15A	3	161	83	216	0	407	67(3)	340
		797	3	40			0			
		14X	2	161			0			
		16P	1	13			0			
	Work in another district (New Towns)	38P	1	13	117	240	0	388	90(3)	298
		55	3	94			0			
		234D	1	67			0			
		258X	1	13			0			
		259X	2	134			0			
		268P	2	134			0			
	Work in another district (Other areas in the New	269S	3	94	23	96	0	200	23(3)	177
		E22S	1	67			0			

PM Peak Hour										
Mode	**Bus Destination Location Group**	**Route No.**	**Observed Vehicular Trips/hr [A]**	**Reference Scenario (Without Proposed Development)**					**Design Scenario (With Proposed Development)**	
				Total Approx. passengers on board arriving bus stop/hr [E]= [B]x(1+1%)[11]	**Total No. of Boarding Passengers/ hr (by Bus Destination Location Group) [F]= [C]]x(1+1%)[11]**	**No. of Boarding Passengers from Kai Tak Hospital & Planned Adjacent Developments [G]**	**Total No. of Alighting Passengers/ hr (by route) [H]= [D]x(1+1%)[11]**	**Total Surplus Capacity/ hr [I]**	**No. of Boarding Passengers from Proposed Development [J]**	**Total Surplus Capacity/ hr [I]-[J]**
	Territories)									
	Sub-total	-	*23*	-	*223*	-	-	-	*180*	-
Total	**-**	**-**	**65**	**-**	**392**	**-**	**-**	**-**	**593**	**-**

Notes:
(1) Assumed 120-seat for all franchised bus services.
(2) Assumed 16-seat for all GMB service.
(3) From **Table 6.10**.
(4) As in Para. 6.3.8, TD has planned two new bus routes in view of development of Kai Tak Runway area in-take rate: bus route no. 20X between Kai Tak Cruise Terminal and Tsim Sha Tsui (Circular) (headway of 20min-30min in peak hour) and bus route no. 22S between Kai Tak Cruise Terminal and Kai Tak PTI (headway of 15min-20min in peak hour).

6.4.10 Assessments in **Table 6.11** indicate that there are surplus capacities for the most of the bus/PLB stops during AM and PM peak hours in 2036 with the proposed development except the following:

PM Peak Hour

- Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB
  +2 bus frequencies for Work in the same district & Hong Kong Island is required with the proposed development; and

- GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB
  +9 GMB frequencies for Work in the same district & Hong Kong Island and +1 GMB frequencies for Kowloon are required with the proposed development.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment Report and provide technical justifications in supporting the proposed development from traffic engineering point of view.

7.1.2 To appraise the existing traffic condition, manual-classified counting surveys were conducted at critical junctions in 2025. Current operational performance of the critical junctions has been assessed. The results reveal all critical junctions are at present operating within their capacities during peak hours.

7.1.3 The assessment results revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2036 during the peak hours.

7.1.4 Queue length of the critical junction in both reference scenario (without proposed development) and design scenario (with proposed development) in 2036 during the peak hours will be within their available length of road segment. Queue lengths at these junctions could be more or less be cleared shortly.

7.1.5 Comparing with the existing commercial use, it is anticipated that the proposed development would generate and attract -20 pcu/hr and -100 pcu/hr during AM peak hour respectively, and generate and attract -60 pcu/hr and -20 pcu/hr during PM peak hour respectively.

7.1.6 The proposed development is anticipated to generate negative peak-hour traffic (i.e., a reduction in traffic demand compared to the reference scenario). This will result in reduced traffic impact on the surrounding road network. Accordingly, no junction improvement works will be proposed by the proposed development.

7.1.7 Assessments indicate that there are surplus capacities for the most of the bus/PLB stops during AM and PM peak hours in 2036 with the proposed development except the following:

PM Peak Hour

- Bus Stop B: Hong Kong Children's Hospital, Shing Cheong Road EB
  +2 bus frequencies for Work in the same district & Hong Kong Island is required with the proposed development; and

- GMB Stop C: Cheung Yip Street near Kai Tak Fire Station NB
  +9 GMB frequencies for Work in the same district & Hong Kong Island and +1 GMB frequencies for Kowloon are required with the proposed development.

7.2 Conclusion

7.2.1 In conclusion, this Traffic Impact Assessment Report has demonstrated that the related traffic trips related to the proposed development can reduce the traffic to the nearby road network and no significant traffic impact will be induced.

7.2.2 Therefore, the proposed development is reckoned feasible from traffic engineering point of view.

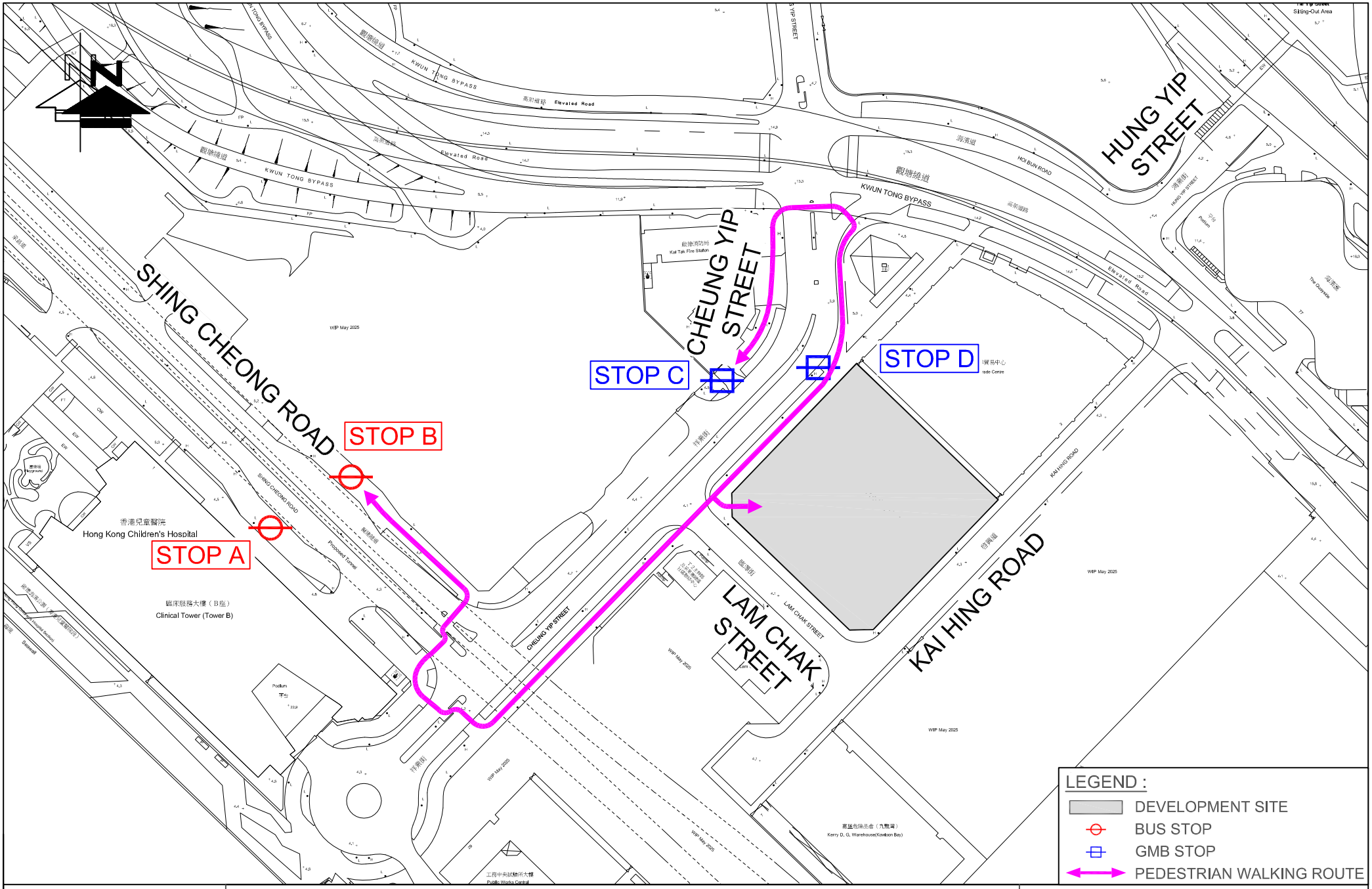

FIGURE NO.: 2.3	PROJECT TITLE: S16 Planning Application for Proposed Composite Development of Harbourside HQ at No.8 Lam Chak Street, Kowloon Bay	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25046HK	DRAWING TITLE: PASSENGER WALKING ROUTE TRAVELLING BETWEEN STOP B / C / D AND THE PROPOSED DEVELOPMENT	
SCALE: 1 : 2000 @A4 / DATE: 13 AUG 2026		

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
CAD FILE NAME	檔案編號
NOTES	注釋

NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

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PROJECT 項目名稱

PROPOSED COMPOSITE DEVELOPMENT
AT 8 LAM CHAK STREET, KOWLOON
– N.K.I.L. 6215

TITLE 標題

BLOCK PLAN FOR REFERENCE

SCALE 比例	DATE 日期
1:800(A3)	MAY 2026
DRAWN BY 製作人	CHECKED BY 檢查
JOB NO. 工程項目	DRAWING NO. 圖號