

# *Attachment 2*

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REPLACEMENT PAGES OF TRAFFIC IMPACT  
ASSESSMENT

# 1. INTRODUCTION

## 1.1 Background

- 1.1.1 This **Traffic Impact Assessment** is prepared in support of the Section 16 (“**S16**”) Planning Application to allow for the development of a Public Riding School with ancillary facilities (e.g. utility trench) (collectively as the “**PRS**”) at Government Land in D.D. 233, The Restored Landfill Site (TKOL II/III) in TKO Area 105, New Territories (“**TKOL II/III**”) for the HKJC Public Riding Schools Limited (the “**Applicant**”). The Application Site comprises of three (3) existing platforms and land required for the provision of ancillary utility trench connecting to the three (3) platforms (collectively as the “**Application Site**”) within TKOL II/III. The PRS aligns with the Government’s policy objectives in fostering more public participation in the community through wider visibility and popularity of horse riding, supporting equestrian as an elite sport, and maintaining Hong Kong as a centre for major international sports events.
- 1.1.2 The Application Site is predominately zoned “Open Space” (“**O**”) on the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/32 (“**Approved OZP**”), whilst a strip of area at the north is zoned “Green Belt” (“**GB**”) and a minor portion abutting Chun Sing Street is zoned “Other Specified Uses” annotated “Industrial Estate” (“**OU(Industrial Estate)**”) on the Approved OZP. The PRS with ancillary facilities (‘Horse Riding School’ subsumed under ‘Place of Recreation, Sports or Culture’ use) is a Column 2 use under the “**O**”, “**GB**” and “**OU(Industrial Estate)**” zones that may be permitted with or without conditions on Application under S16 of the Town Planning Ordinance (“**TPO**”). There are no plot ratio (“**PR**”), building height (“**BH**”), and site coverage (“**SC**”) restrictions imposed on the “**O**”, “**GB**” and “**OU(Industrial Estate)**” zones of the Approved OZP. While a portion of TKOL II/III falls within the Clear Water Bay Country Park (“**CWBCP**”), the Application Site does not involve any areas falling within the Country Park Boundary.
- 1.1.3 The PRS is located on three (3) platforms, namely the Lower Platform (i.e. Reception and Hospitality Lounges) (approx.+6.0mPD), Middle Platform (i.e. Pony Paddock & Pavilion I)(approx. +40.0mPD) and Upper Platform (i.e. Horse Paddock & Pavilion II) (approx.140.0mPD), with a proposed total GFA of approx. 6,990m<sup>2</sup> and a proposed building height of **4.5m** to 7.7m. An ancillary utility trench connecting to the three (3) platforms is also proposed to accommodate various essential utilities services in support of the PRS operations.

## 1.2 Study Objectives

- 1.2.1 The objectives of this Traffic Impact Assessment (TIA) study are summarised as follows:
- Present the development schedule of the Proposed PRS Development and suggest the required internal transport provisions;
  - Review the vehicular access arrangement of the proposed development;
  - Conduct the manual classified count traffic surveys to determine the existing traffic conditions in the vicinity;
  - Assess the existing junction capacities in the local area;

## 2.3 Proposed Internal Transport Facilities

2.3.1 The Proposed PRS Development is mainly served as a public riding school. As there is no relevant requirement for the Proposed PRS Development specified in Hong Kong Planning Standard Guideline (HKPSG). Reference has been made with existing Tuen Mun Public Riding School (TMPRS). The proposed parking and servicing facilities for the Proposed PRS Development are summarized in **Table 2.2**.

**Table 2.2 Proposed Parking and Servicing Facilities of the Proposed Development**

Parking Facilities	Dimension	Location <sup>(7)</sup>	Proposed Provision
Car Parking Space (Staff/Visitor/Maintenance)	5m (L) x 2.5m (W)	L	50
		M	3
		U	5
Accessible Car Parking Space	5m (L) x 3.5m (W)	L	4
		M	2
		U	2
Motorcycle Parking Space	2.4m (L) x 1.0m (W)	L	4 <sup>(10)</sup>
Coach Parking Space	12m (L) x 3.5m (W)	L	2 <sup>(3)</sup>
Golf Cart Parking Space	4m (L) x 2m (W)	L	7
		M	3
		U	4
Shuttle Parking Space	8m (L) x 3m (W)	L	3 <sup>(5)</sup>
Loading/Unloading Bay	9.6m (L) x 3.0m (W)	M	1
		U	1
Loading/Unloading Bay	5.3m (L) x 2.5m (W)	M	1 <sup>(6)</sup>
Loading/Unloading Bay	11m (L) x 3.5m (W)	L	1 <sup>(9)</sup>
Loading/Unloading Bay	16m (L) x 3.5m (W)	L	1 <sup>(6)</sup>
Loading/Unloading Bay	12m (L) x 5.0m (W)	M	1 <sup>(9)</sup>
General Lay-by	25m (L) x 2.5m (W)	L	1

- Note:
- (1) Under Tuen Mun PRS, 49 nos. of parking spaces has been provided for 95 horse stalls. With reference to the parking ratio in Tuen Mun PRS, a minimum of 39 parking spaces will be required at TKO PRS. Considering there will be internal transportation between the three platforms at TKO PRS and additional parking spaces have been provided (i.e. Total **66 nos.**, including **8 nos. of accessible car parking spaces**)
  - (2) With reference HKSPG, minimum 1 accessible parking space should be provided for every 50 parking spaces.
  - (3) Operation need for group visitors
  - (4) Operation need for staff transportation between 3 platforms
  - (5) Operational need for visitors transportation between 3 platforms
  - (6) Operational need for hay/beddings delivery
  - (7) L: Lower Platform, M: Middle Platform, U: Upper Platform
  - (8) Operational need for Horse
  - (9) Operational need for Refuse Collection Vehicle
  - (10) 5% of the total no. of car parking space provided

Remark: It is proposed to provide 14 nos. cycle parking spaces near the end of cycle track at Chun Yat Street. The indicative location is illustrated in **Drawing No. 2.5**. The exact number and location will be further reviewed and agreed with Transport Department in later detailed design stage. Public local consultation will be carried out in later detailed design stage.

## 2.4 Vehicular Access Arrangement of the Proposed PRS Development

2.4.1 The proposed vehicular access of the proposed PRS development is located at the intersection of Chun Yat Street and Chun Sing Street. The vehicular access arrangement is shown in **Drawing No. 2.5**. Swept path analysis of 12m coaches have also been conducted and illustrated in **Drawing No. 2.5A**.

**Table 3.7 Existing Pedestrian Facilities for Assessment**

Ref.	Pedestrian Facilities
<b>Footpaths</b>	
F1	Northern Footpath of Sunrise Blvd near Wan Po Road
F2	Western Footpath of Wan Po Road near Sunrise Blvd
F3	Western Footpath of Wan Po Road near Chun Yat Street EB
F4	Southern Footpath of Chun Yat Street near Wan Po Road NB
F5	Western Footpath of Wan Po Road near Chun Yat Street WB
F6	Northern Footpath of Chun Yat Street near Wan Po Road SB
F7	Southern Footpath of Wan Po Road near Wan O Road

3.4.3 Operational assessment for the footpaths at the observed peak 15-minute flows and existing signalized crossing during weekday and weekend have been carried out and the results are summarised in **Table 3.8** and **Table 3.9** respectively.

**Table 3.8 Existing Footpath Operational Performance in 2025 - Weekday**

Footpath Section <sup>(1)</sup>	Clear Width (Approx. in metres)	Effective Width (Approx. in meters) <sup>(2)</sup>	Two-way Pedestrian Flows (in ped/15min)		Two-way hourly Pedestrian Flow Rate (in ped/min/m) <sup>(3)</sup>		Level of Service (LOS) <sup>(4)</sup>	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
F1	3.50	2.50	20	30	0.53	0.80	A	A
F2	3.60	2.60	30	60	0.77	1.54	A	A
F3	3.60	2.60	75	55	1.92	1.41	A	A
F4	4.50	3.50	110	55	2.10	1.05	A	A
F5	3.50	2.50	60	25	1.60	0.67	A	A
F6	5.00	4.00	5	5	0.08	0.08	A	A
F7	3.90	2.90	10	10	0.23	0.23	A	A

Note: (1) Footpath sections refer to **Drawing No. 3.9**.  
(2) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides.  
(3) Two-way pedestrian flow rate = Two-way 15-mins pedestrian flows / 15 min / Effective width of footpath.  
(4) Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2.

**Table 3.9 Existing Footpath Operational Performance in 2025 - Weekend**

Footpath Section <sup>(1)</sup>	Clear Width (Approx. in metres)	Effective Width (Approx. in meters) <sup>(2)</sup>	Two-way Pedestrian Flows (in ped/15min)	Two-way hourly Pedestrian Flow Rate (in ped/min/m) <sup>(3)</sup>	Level of Service (LOS) <sup>(4)</sup>
F1	3.50	2.50	70	1.87	A
F2	3.60	2.60	25	0.64	A
F3	3.60	2.60	20	0.51	A
F4	4.50	3.50	10	0.19	A
F5	3.50	2.50	5	0.13	A
F6	5.00	4.00	5	0.08	A
F7	3.90	2.90	10	0.23	A

Note: (1) Footpath sections refer to **Drawing No. 3.9**.  
(2) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides.  
(3) Two-way pedestrian flow rate = Two-way 15-mins pedestrian flows / 15 min / Effective width of footpath.  
(4) Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2.

3.4.4 According to the results in **Table 3.8** and **Table 3.9**, all assessed footpaths are operating within capacity.

**Table 4.8 Trip Generation for Event Day of Proposed PRS Development**

Mode of Transport	Visitors		Traffic Flow (pcu/hr)	
	Generation	Attraction	Generation	Attraction
Private Car	96 <sup>(2)</sup>	96 <sup>(2)</sup>	32 <sup>(3)</sup>	32 <sup>(3)</sup>
Taxi	141 <sup>(1)</sup>	299 <sup>(1)</sup>	47 <sup>(2)</sup>	100 <sup>(2)</sup>
Public Transport	423 <sup>(1)</sup>	265 <sup>(1)</sup>	_(4)	_(4)
<b>Total</b>	<b>660<sup>(5)</sup></b>	<b>660<sup>(5)</sup></b>	<b>79</b>	<b>132</b>

Note:

- (1) Based on surveyed public transport modal split at existing TMPRS
- (2) Assumed occupancy per private car will be 3 ppl
- (3) All visitor car parking spaces of the proposed PRS development are assumed to be occupied on Event Day under a prebooking system (32 nos)
- (4) Public transport demand will be absorbed by existing public transport services. Details refer to **Section 6.2**.
- (5) Maximum nos. of visitors of event at TKOPRS

4.6.6 The Proposed PRS Development would generate a two-way total of **211** pcu/hr in the peak hour on event day.

## 4.7 Design Traffic Forecast

### 2030 Design Traffic Flows (with construction works)

4.7.1 The construction traffic flows of the proposed PRS development in **Table 4.5** were then superimposed onto the 2030 reference traffic flows (without construction works) as shown in **Drawing No. 4.1**.

2030 Design Flows (with construction works) = 2030 Reference Flows + Construction Traffic of Proposed PRS Development

4.7.2 The forecasted Year 2033 Design Traffic Flows are shown in **Drawing No. 4.4**.

### 2033 Design Traffic Flows (with proposed PRS development)

4.7.3 The development flows of the proposed PRS development were then superimposed onto the 2033 reference traffic flows (without PRS development) as shown in **Drawing Nos. 4.2 and 4.3**.

2033 Design Flows (with proposed PRS development) – Normal Operation = 2033 Reference Flows - Weekday + Proposed PRS Development Traffic (Normal Operation)

2033 Design Flows (with proposed PRS development) – Event Day = 2033 Reference Flows - Weekend + Proposed PRS Development Traffic (Event Day)

4.7.4 The forecasted Year 2033 Design Traffic Flows for Normal Operation and Event Day are shown in **Drawing Nos. 4.5 and 4.6** respectively.

Route	Service	Destinations	Peak Hour Frequency (minutes)
798P <sup>(1)(3)</sup>	CTB	Tseung Kwan O Industrial Estate ↔ Tai Wai Station (via: Sha Tin)	06:40, 08:15
798X <sup>(1)(3)</sup>	CTB	Tseung Kwan O Industrial Estate ↔ Fo Tan (Chun Yeung Estate) (via: Sha Tin)	07:00, 07:55, 18:20
A28	CTB	LOHAS Park ↔ Airport (via HZMB Hong Kong Port)	55-60
N290 <sup>(2)</sup>	KMB	LOHAS Park Station ↔ Tsuen Wan West Station	00:50, 01:20, 04:20, 04:40
N796 <sup>(2)</sup>	CTB	LOHAS Park ↔ Mongkok (via Tsim Sha Tsui)	20 - 30
<b>GMB (Drawing No. 6.1)</b>			
112M	GMB	LOHAS Park Station ↔ Tseung Kwan O Industrial Estate	12 - 30
112S <sup>(2)</sup>	GMB	Tseung Kwan O Station ↔ Tseung Kwan O Industrial Estate	30
113	GMB	The Beaumont ↔ Hang Hau Station Public Transport Interchange	4 - 15
115	GMB	Tseung Kwan O Industrial Estate (Chun Cheong Street) Terminus ↔ Po Lam	15 - 30

Note: (1) Mon to Fri (except Public Holiday)  
(2) Overnight Service  
(3) AM/PM Service  
(4) Special Departure  
(5) Monday to Saturday (except Public Holiday)

6.1.3 The walking distance and time from the nearby public transport have been estimated and summarised in **Table 6.2** and presented diagrammatically in **Annex A**.

**Table 6.2 Walking Distance and Time to/from nearby Public Transport Facilities**

Index	Location	Walking Distance (m)	Estimated Time Required (min)
1	Bus Stop and GMB stop at Chun Yat St near Wan Po Rd	350	5
2	Bus Stop at Wan O Rd EB	600	9
3	Bus Stop and GMB stop at Wan Po Rd SB near Mega Plus	650	9
4	Bus Stop at Wan Po Rd SB near Manor Hill	1,000	14
5	Bus Stop at Wan Po Rd NB near Chun Cheong St	400	5
6	Bus Stop at Wan O Rd WB	600	9
7	Bus Stop and GMB stop at Wan Po Rd NB near LOHAS Park	700	11

6.1.4 As shown in above, there are comprehensive bus and GMB services provided within the catchment of the proposed development.

6.1.5 Apart from the bus and GMB services, the MTR LOHAS Park Station is the nearest railway station. At present, the walking time between the MTR LOHAS Park Station and proposed development is estimated to be 20min as shown in **Annex A**.

6.1.6 It is anticipated some future users will possibly walk along the existing pedestrian facilities to/from MTR LOHAS Park Station. Nevertheless, to enhance the accessibility to/from MTR Station, potential improvement could be considered. The details will be discussed in **Section 6.3**.

## 6.2 Public Transport Demand by the Proposed PRS Development

6.2.1 The Peak Hourly Public Transport Demand of the proposed PRS development under the normal operation and event day have been derived and summarised in **Table 6.3**.

**Table 6.3 Anticipated PT Demand attracted by Proposed PRS Development for in Year 2033**

Normal Operation				Event Day			
AM Peak		PM Peak		Peak Inbound		Peak Outbound	
Inbound	Outbound	Inbound	Outbound				
7 <sup>(1)</sup>	3 <sup>(1)</sup>	4 <sup>(1)</sup>	7 <sup>(1)</sup>	423 <sup>(1)</sup>		265 <sup>(1)</sup>	
				Rail	325 <sup>(2)</sup>	Rail	203 <sup>(2)</sup>
				Bus/GMB	98 <sup>(2)</sup>	Bus/GMB	62 <sup>(2)</sup>

Note: (1) Based on survey public transport demand (pax/stall) collected in TMPRS

(2) Reference to population data on mode of transport in 2021 Population Census, the modal split between railway and road-base transport.

6.2.2 To review the current demand on public transport services in the vicinity of subject PRS, the occupancies of the existing franchised buses and GMB at Wan O Road, Wan Po Road, Chun Yat Street were recorded. The existing occupancy of each bus route are summarised in **Table 6.4** to **Table 6.7** for normal operation and **Table 6.8** to **Table 6.9** for event day respectively.

Route No.	Origin(s)	Location <sup>(2)</sup>	Observed peak hour Frequency	Existing Average Occupancy (Patronage / hr) <sup>(1)</sup>	Observed Remaining Capacities (Patronage / hr) <sup>(1)</sup>
GMB 112M	MTR LOHAS Park Station	Wan Po Road SB near Mega Plus	3 trips	39	9
<b>Total</b>					<b>889</b>

Note: (1) Based on a Bus Capacity of 90 (120 x 75%) passengers/hr and GMB capacity of 16/19 seats  
(2) Refer to **Drawing 6.1**

6.2.4 **Table 6.8** and **Table 6.9** indicate that all of existing bus and GMB services has sufficient capacity (i.e., 960 > 98 patronage/hr during peak hour inbound, 889 > 62 patronage/hr during peak hour outbound) to cater for the additional public transport demand due to the proposed PRS development under the event day.

6.2.5 Based on the above assessment results, there will be sufficient bus and GMB capacity to serve the public transport demand of the proposed PRS.

### 6.3 Proposed Additional Bus Stop at Chun Sing Street

6.3.1 With reference to **Table 6.3**, the railway related demand are summarised in **Table 6.10**.

**Table 6.10 Anticipated PT Demand by Railway of the Proposed PRS Development**

<b>PT Demand by Railway (Patronage/hr)</b>					
Weekday				Weekend	
AM		PM		Peak Hour	
From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
7 <sup>(1)</sup>	3 <sup>(1)</sup>	4 <sup>(1)</sup>	7 <sup>(1)</sup>	325 <sup>(2)</sup>	203 <sup>(2)</sup>

Note: (1) For conservative, assume all public transport (i.e. rail, bus and GMB) demand on weekday.  
(2) Refer to **Table 6.3**, for public transport demand on weekend.

6.3.2 As mentioned in **Section 6.1.6**, some future users will possibly walk along the existing pedestrian facilities to/from LOHAS Park Station. To enhance the accessibility to/from MTR Station, it is proposed to study the feasibility to provide some bus services at Chun Sing Street.

6.3.3 At present, there are some existing bus route nos. A28 (CTB), 290X (KMB) and 797 (CTB) running along MTR LOHAS Park Station, Chun Yat Street and Chun Sing Street, as shown in **Annex B**.

6.3.4 It is recommended to add a new stop at Chun Sing Street for the above 3 routes to serve the visitors from the proposed PRS development to the MTR LOHAS Park Station. The location of proposed additional stop is **Drawing No. 6.2**.

6.3.5 The observed frequencies and remaining capacities of these 3 bus routes are extracted from **Table 6.9** and summarised in **Table 6.11** and **Table 6.12**.

**Table 6.11 Observed Remaining Capacities of Route Nos. A28, 290X and 797**

Route No.	Observed Remaining Capacities (Patronage/hr) <sup>(1)</sup>					
	Weekday				Weekend	
	AM		PM		Peak	
	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
Bus 797	22	54	305	90	162	72
Bus 290X	233	157	152	233	85	192
Bus A28	90	0	88	85	85	85
<b>Total</b>	<b>345</b>	<b>211</b>	<b>545</b>	<b>408</b>	<b>332</b>	<b>349</b>

Note: (1) Based on a Bus Capacity of 90 (120 x 75%) passengers/hr and GMB capacity of 16/19 seats

**Table 6.12 Observed Peak Hour Frequency of Route Nos. A28, 290X and 797**

Route No.	Observed Peak Hour Frequency (Trips/hr)					
	Weekday				Weekend	
	AM		PM		Peak	
	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station	From MTR LOHAS Park Station	To MTR LOHAS Park Station
Bus 797	1	1	4	2	2	2
Bus 290X	3	2	2	3	1	3
Bus A28	1	0	1	1	1	1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>6</b>
<b>Total (2-way)</b>	<b>8</b>		<b>13</b>		<b>10</b>	

6.3.6 Table 6.10 and Table 6.11, indicate that the above three bus routes (A28, 290X and 797) have sufficient capacity (i.e., 332 > 325 patronage/hr during peak hour inbound, 349 > 203 patronage/hr during peak hour outbound) on weekend to cater for the additional public transport demand due to the proposed PRS development for the event day.

6.3.7 With reference to the observed frequency under Table 6.12, the maximum arrival rate for Bus Route Nos. A28, 290X and 797 is 13 trips per hour (i.e., arrive every 4.6min in average). To serve the 13 bus trips per hour at Chun Sing Street, 1 no. of road-side bus bay with length of 14m will be sufficient.

## 7. FUTURE PEDESTRIAN CONDITIONS

### 7.1 Design Year

7.1.1 In order to assess the impact of the development related pedestrian flows on the local road network, it is necessary to forecast the pedestrian flows for design year 2033, the adopted design year, which is 3 years upon completion of the proposed development.

### 7.2 Reference Pedestrian Flow

7.2.1 As mentioned in **Section 4.2.6**, a natural growth rate of +0.69% p.a. was adopted for years the 2025 to 2031 and +0.51% p.a. was adopted for years 2031 to 2033 to project the 2025 observed pedestrian flows to 2033 reference pedestrian flows.

7.2.2 Based on the adopted growth rate, the 2025 observed pedestrian flows (weekday and weekend) are projected to produce the 2033 reference pedestrian flows.

7.2.3 The 2033 Reference Pedestrian Flows (without proposed PRS development) will be derived as follows.

2033 Reference Pedestrian Flows (weekday) = 2025 Pedestrian Flows x Growth Factor (+0.69% p.a. for 6 years and +0.51% p.a. for 2 year)

2033 Reference Pedestrian Flows (weekend) = 2025 Pedestrian Flows x Growth Factor (+0.69% p.a. for 6 years and +0.51% p.a. for 2 year)

### 7.3 Development Pedestrian Trip Generation

7.3.1 In order to estimate the pedestrian trip generation and attraction of the proposed development, reference has been made to the public transport demand of the proposed development during AM and PM peak hours. The pedestrian trip generation and attractions are summarized in **Table 7.1**.

**Table 7.1 Pedestrian Trip Generation and Attraction of the Proposed Development (ped/15-min)**

Proposed Development	Normal Operation <sup>(1)</sup>				Event Day <sup>(1)</sup>	
	AM		PM		Gen.	Att.
	Gen.	Att.	Gen.	Att.		
	2	1	1	2	106	66

Note: (1) Refer to estimated public transport demand on event day in **Table 6.3**.

7.3.2 It is estimated that the proposed PRS development will generate a two-way total of 3 ped/15-min in the AM peak hour and 3 ped/15-min in the PM peak hour under normal operation, and generate a two-way total of **172** ped/15-min in peak hour on event day respectively.

## 8. CONCLUSION

### 8.1 Summary

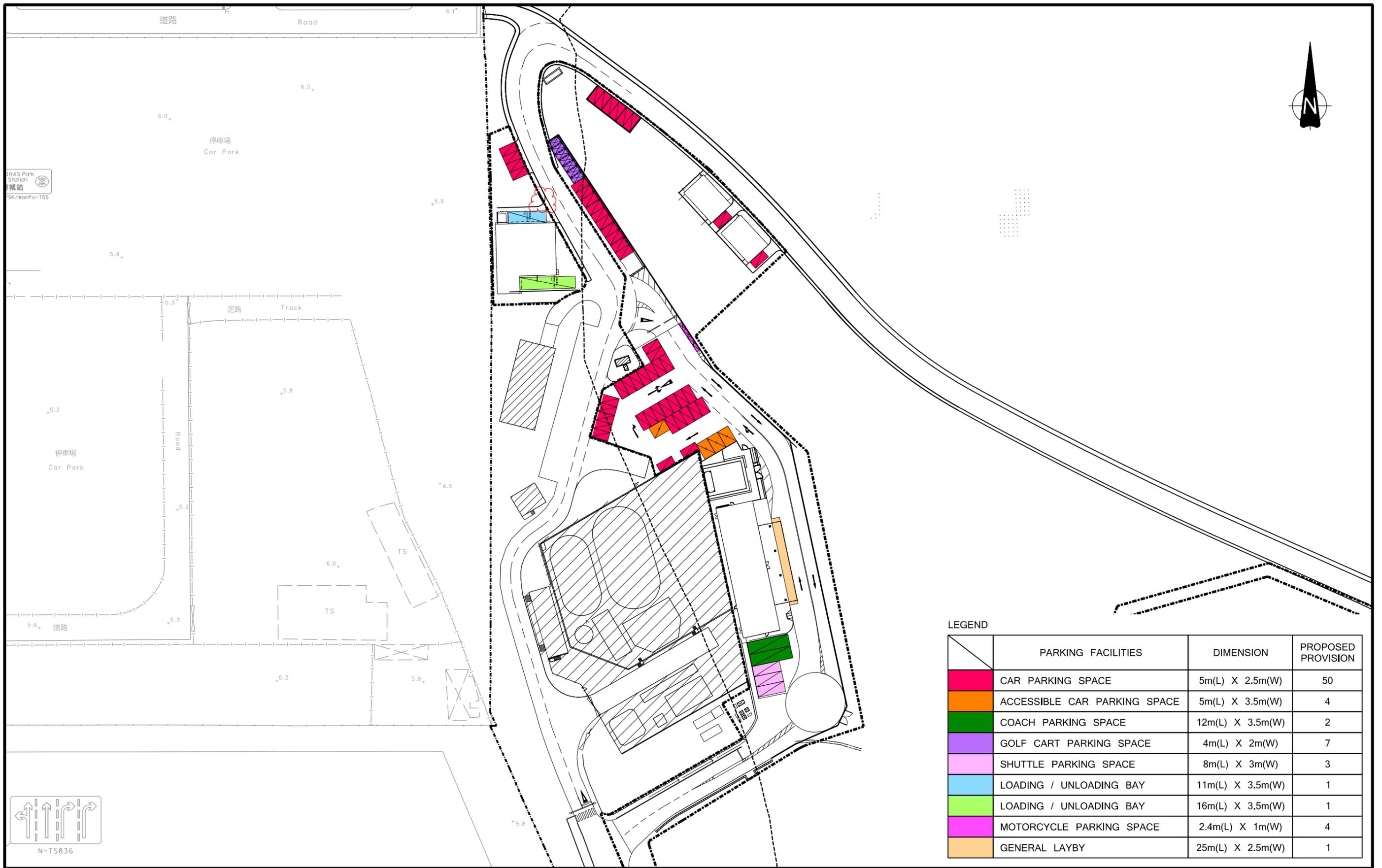
- 8.1.1 The Hong Kong Jockey Club (HKJC) made a commitment to support the development of equestrian sport in Hong Kong after the 2008 Olympic and Paralympic Games.
- 8.1.2 Wong Tung & Partners Limited is commissioned by HKJC as the lead-consultant and MVA Hong Kong Limited is the traffic sub-consultant to undertake the Traffic Impact Assessment (TIA) for the proposed development. The purpose of this TIA report is to review the traffic condition and examine the impact of the traffic generated by the Proposed PRS Development on the local road network to support Section 16 Application of the proposed development.
- 8.1.3 The Proposed PRS Development is scheduled to be completed by year 2030.
- 8.1.4 In order to appraise the existing traffic conditions of these junctions, a manual classified traffic count was conducted at the identified key junctions to establish the current traffic condition. The survey was undertaken on a typical weekday on November 2024 during the AM peak hour of 07:30 to 09:30 and PM peak hour of 17:00 to 19:00 and a typical weekend on September 2025 during 16:30 to 18:30. Analysis of the observed traffic data on weekday indicates that the AM and PM peak hour flows occurred from 08:00 to 09:00 and from 17:00 to 18:00 respectively, observed data at weekend indicates the peak hour flows occurred from 17:00 to 18:00.
- 8.1.5 Traffic forecasts for years 2030 and 2033 have been derived. It is revealed that the major traffic growth in the area is mainly due to trip generations of the planned and committed developments to/from LOHAS Park Development along Sunrise Boulevard and LOHAS Park Road. Apart from the trip generations due to the planned and committed developments to/from LOHAS Park Development along Sunrise Boulevard and LOHAS Park Road, the future background growth for traffic movements to/from other destinations/origins have also been considered.
- 8.1.6 It is anticipated that the construction of Proposed PRS Development would generate two-way traffic of 38 pcu/hr during AM and PM peak hours during construction.
- 8.1.7 The assessment results revealed that all critical junctions will still operate within their capacities in design year 2030.
- 8.1.8 It is anticipated that the Proposed PRS Development would generate two-way traffic of 19 pcu/hr and 24 pcu/hr during AM and PM peak hours respectively under normal operation, 211 pcu/hr during peak hour on event day.
- 8.1.9 The assessment results revealed that all critical junctions and road links will still operate within their capacities in design year 2033.
- 8.1.10 To ascertain the potential traffic impact of TKO Area 137, a sensitivity test has been conducted. The results indicated some road junctions and road link will operate beyond its capacities. It is worth noting that this situation is due the potential traffic impact from the planned development, instead of the proposed PRS development. Therefore, no additional

traffic improvement works will be required for the proposed PRS development under this sensitivity test.

- 8.1.11 It is estimated that the proposed PRS development will generate a two-way total of 3 ped/15-min in the AM peak hour and 3 ped/15-min in the PM peak hour under normal operation, and generate a two-way total of 172 ped/15-min in peak hour on event day respectively.
- 8.1.12 The assessment results reveal that all assessed footpaths are operating within capacity in design year 2033.
- 8.1.13 In view of the comprehensive coverage of the public transport services and the available different choices on transport modes, the Proposed PRS Development is considered to have very good accessibility via the public transport.

## 8.2 Conclusion

- 8.2.1 Based on the traffic analysis, the Proposed PRS Development would generate minimal traffic during the proposed peak periods and have minimal impact on the junction performance.
- 8.2.2 In view of that, the Proposed PRS Development is considered acceptable in traffic point of view.

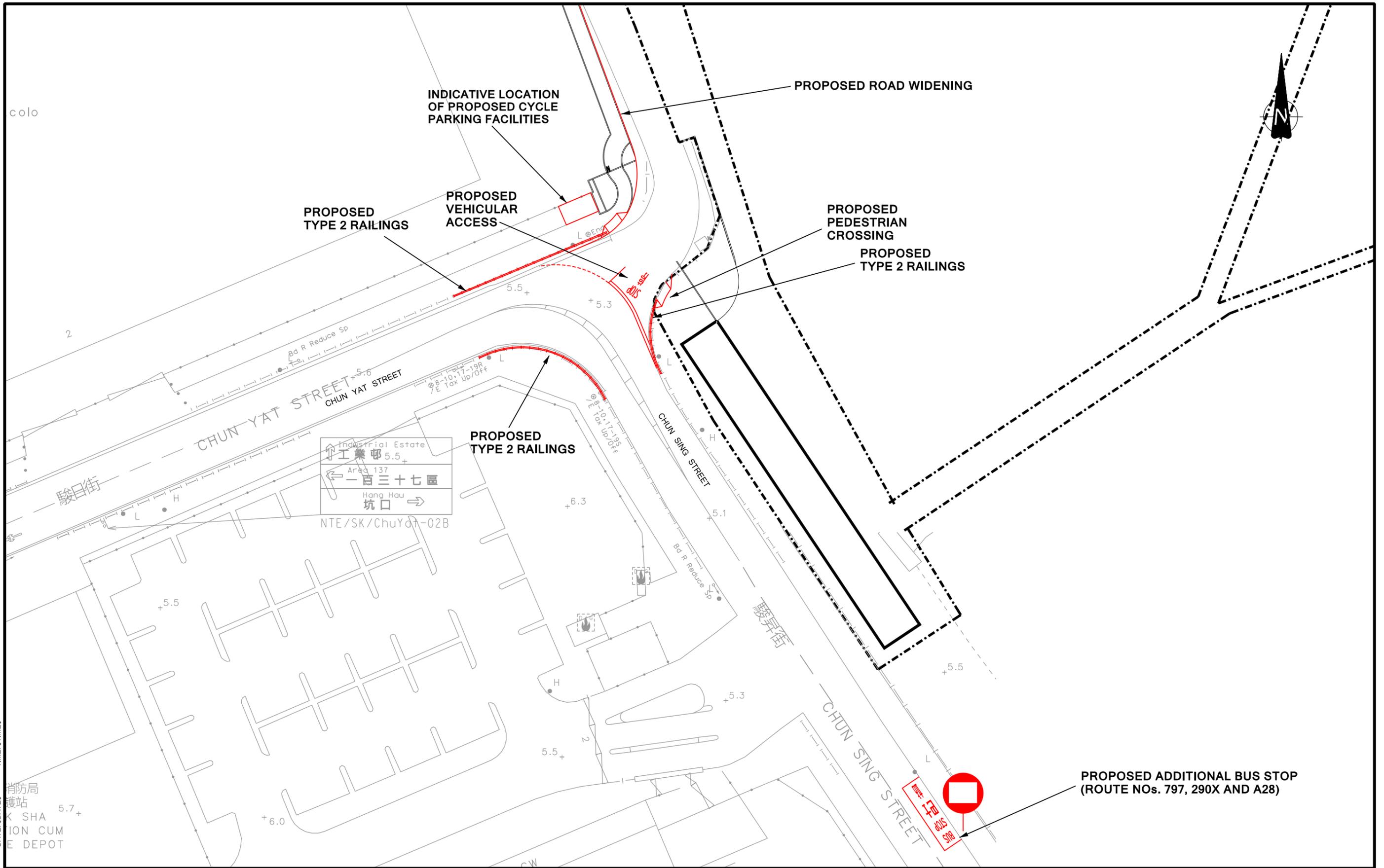


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C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	14JAN26
A	MINOR AMENDMENT	GPH	24NOV25
Rev.	Description	Checked	Date

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D.233, THE RESTORED LANDFILL SITE(TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500(PART))**

Drawing Title <b>PROPOSED LOWER PLATFORM</b>			
Designed HKH	Checked GPH	Scale 1:1000(A3)	Date JUN 2025
Drawing No. <b>2.2</b>		Rev. C	





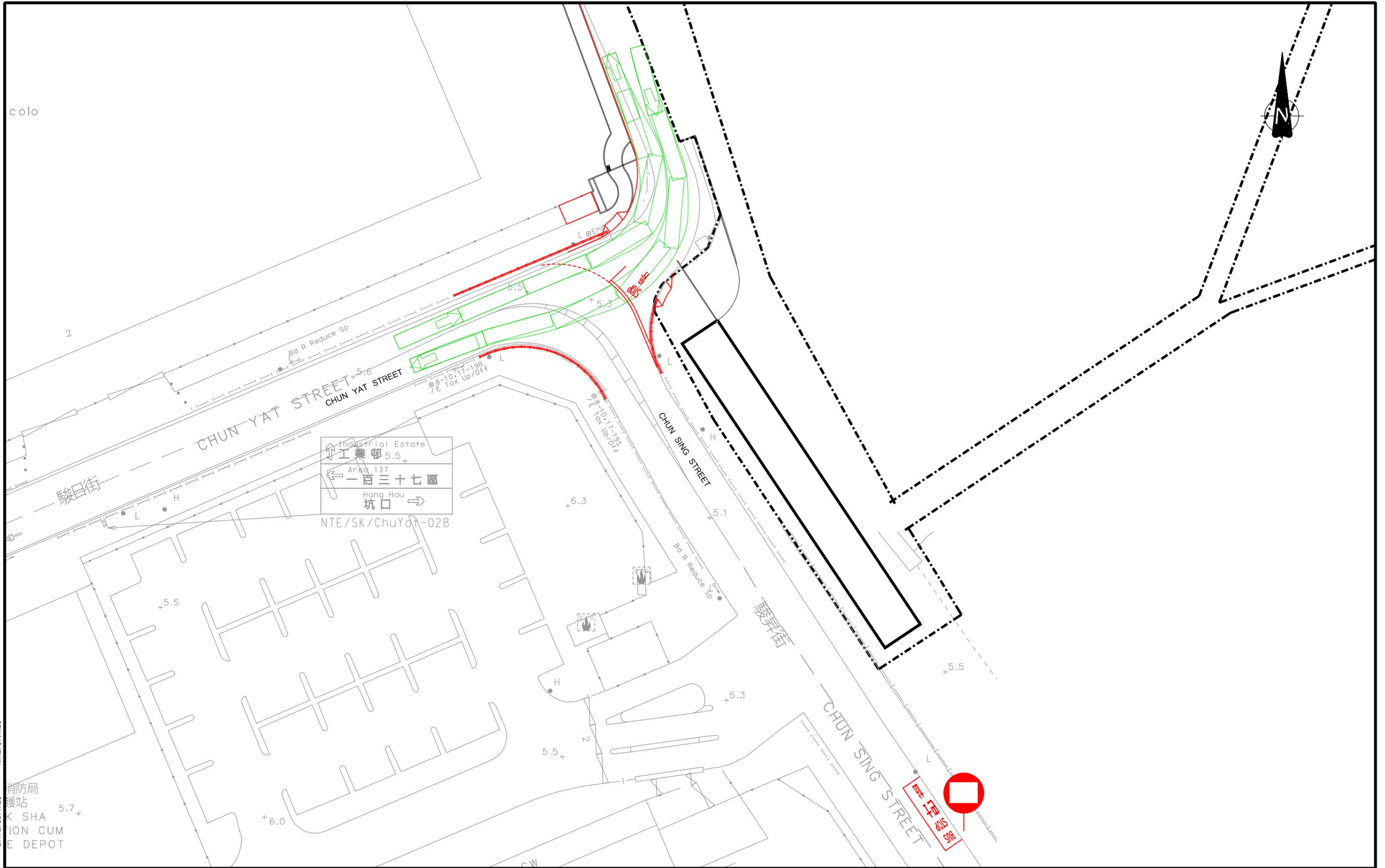
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Rev.	Description	Checked	Date
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C	MINOR AMENDMENT	GPH	11MAR26
B	MINOR AMENDMENT	GPH	14JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D.233, THE RESTORED LANDFILL SITE(TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500(PART))**

Drawing Title			
<b>PROPOSED VEHICULAR AND PEDESTRIAN ACCESS ARRANGEMENT</b>			
Designed	Checked	Scale	Date
HKH	GPH	1:600(A3)	OCT 2025
Drawing No.		Rev.	
2.5		C	





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Rev.	Description	Checked	Date
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A	MINOR AMENDMENT	GPH	11MAR26

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D.233, THE RESTORED LANDFILL SITE(TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500(PART))**

Drawing Title <b>SWEPT PATH ANALYSIS FOR 12m LONG VEHICLE</b>			
Designed	Checked	Scale	Date
HKH	GPH	1:600(A3)	OCT 2025
Drawing No.		Rev.	
<b>2.5A</b>		A	





**LEGEND :**

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

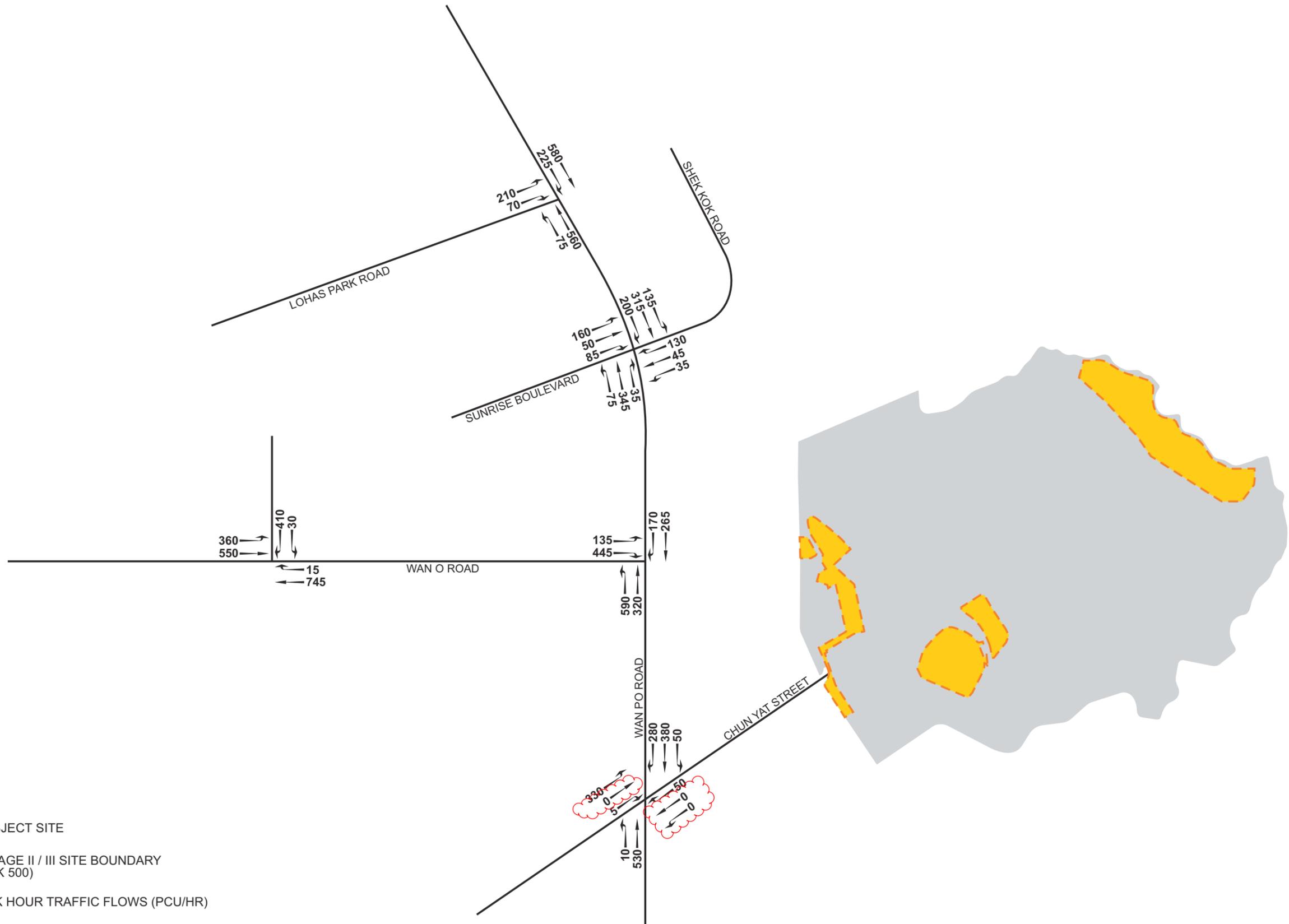
90(150) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	26SEP25

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title							
<b>OBSERVED TRAFFIC FLOWS (WEEKDAY)</b>							
Designed	CSY	Checked	GPH	Scale	NTS	Date	JUL 2025
						Drawing No.	<b>3.7</b>
						Rev.	C





**LEGEND :**

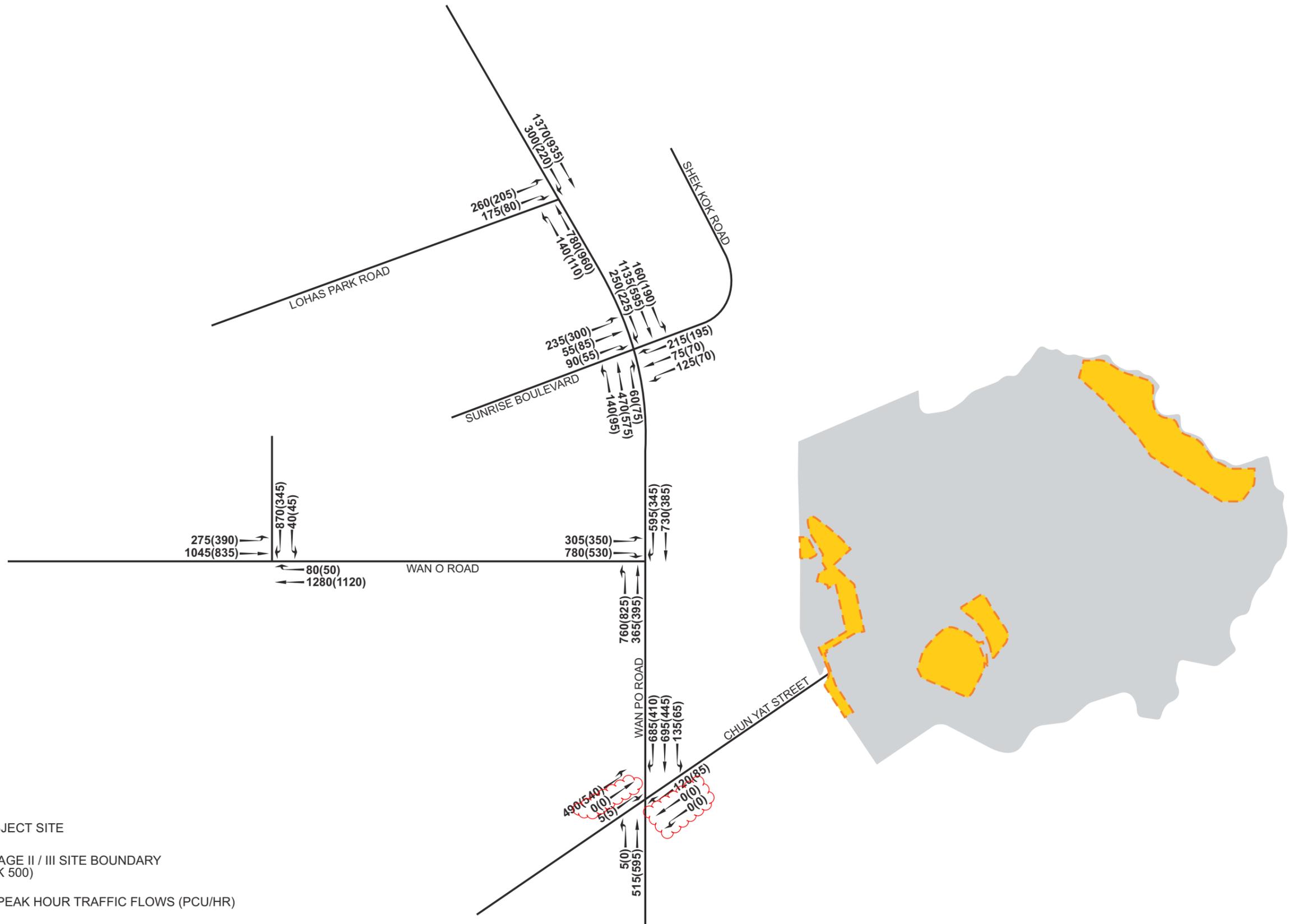
- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)
- 135 PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

-	-	-	-
B	INCORPORATED TD'S COMMENT	GPH	10MAR26
A	MINOR AMENDMENT	GPH	28JAN26
Rev.	Description	Checked	Date

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title <b>OBSERVED TRAFFIC FLOWS (WEEKEND)</b>							
Designed	CSY	Checked	GPH	Scale	NTS	Date	OCT 2025
Drawing No.	<b>3.8</b>			Rev.	B		





**LEGEND :**

-  THE SUBJECT SITE
-  TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
-	-	-	-
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title	PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))
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Drawing Title	<b>YEAR 2030 REFERENCE TRAFFIC FLOWS (WITHOUT CONSTRUCTION WORKS)</b>			
Designed	CSY	Checked	GPH	Scale
Date	JUL 2025	Scale	NTS	Drawing No.
Rev.	C	Scale	4.1	Rev.





**LEGEND :**

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

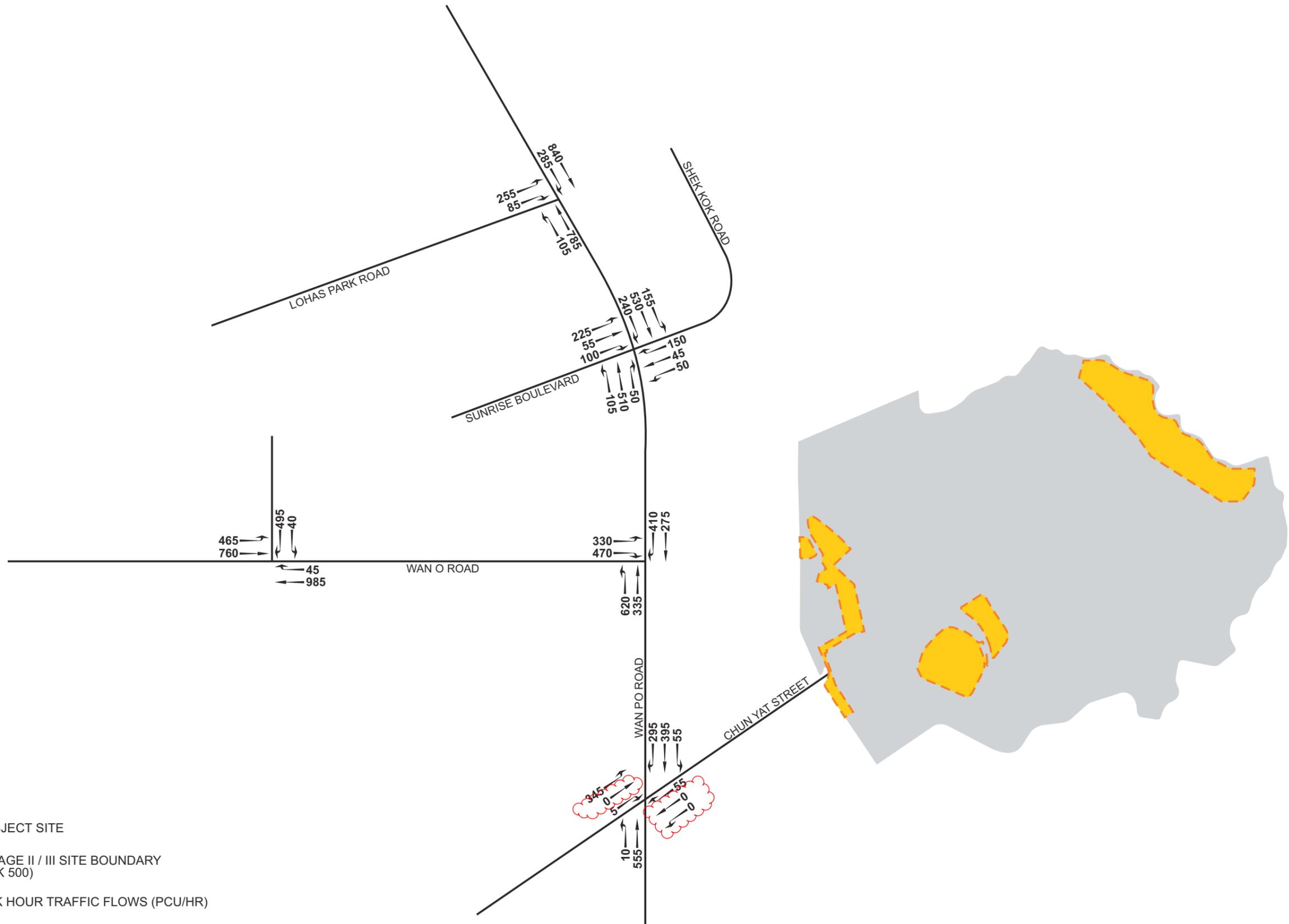
**305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)**

Rev.	Description	Checked	Date
-	-	-	-
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title							
<b>YEAR 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED PRS DEVELOPMENT) - WEEKDAY</b>							
Designed	CSY	Checked	GPH	Scale	NTS	Date	JUL 2025
Drawing No.	<b>4.2</b>			Rev.	C		





**LEGEND :**

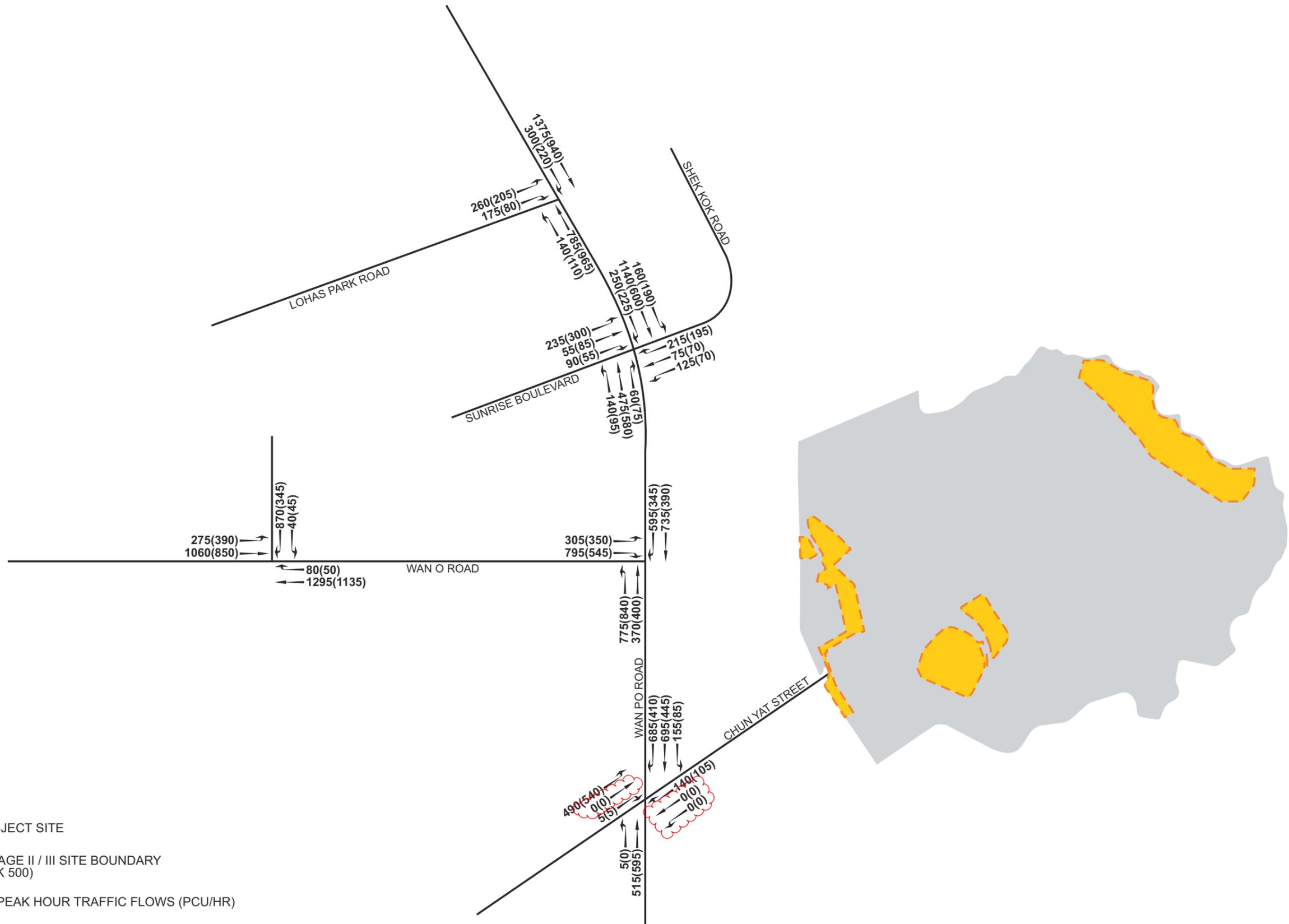
- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)
- 330** PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
-	-	-	-
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title	PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))
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Drawing Title	<b>YEAR 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED PRS DEVELOPMENT) - WEEKEND</b>										
Designed	CSY	Checked	GPH	Scale	NTS	Date	JUL 2025	Drawing No.	<b>4.3</b>	Rev.	C





**LEGEND :**

- THE SUBJECT SITE
- TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

**305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)**

Rev.	Description	Checked	Date
-	-	-	-
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	PML	9OCT25

Project Title	
PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))	

Drawing Title					
<b>YEAR 2030 DESIGN TRAFFIC FLOWS (WITH CONSTRUCTION WORKS)</b>					
Designed	CSY	Checked	GPH	Scale	NTS
Date	JUL 2025	Drawing No.	<b>4.4</b>	Rev.	C





**LEGEND :**

-  THE SUBJECT SITE
-  TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

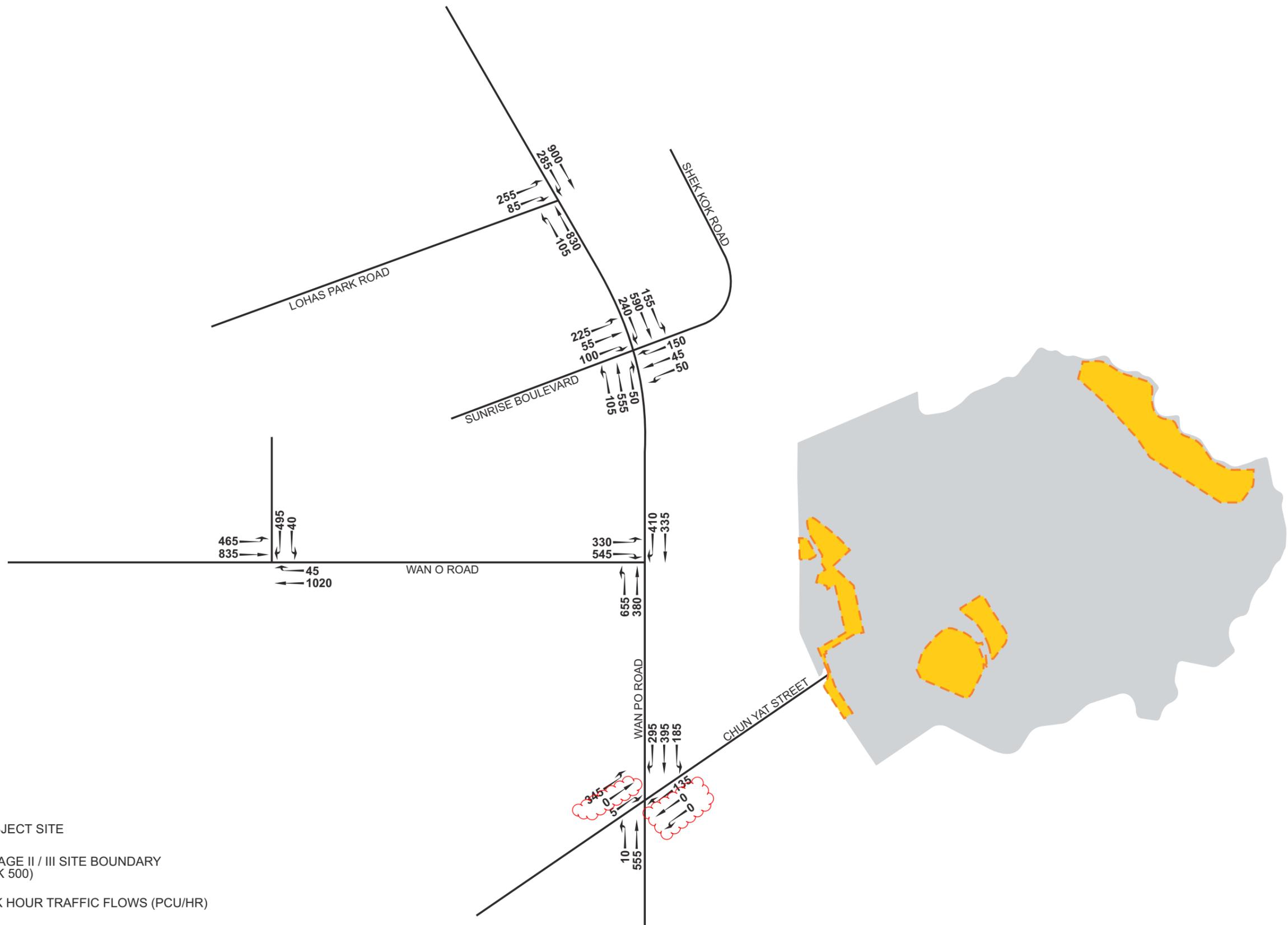
305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
-	-	-	-
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title	
<b>YEAR 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED PRS DEVELOPMENT) - NORMAL OPERATION</b>	
Designed CSY	Checked GPH
Scale NTS	Date OCT 2025
Drawing No. <b>4.5</b>	Rev. C





**LEGEND :**

-  THE SUBJECT SITE
-  TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)
- 330** PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
C	INCORPORATED TD'S COMMENT	GPH	10MAR26
B	MINOR AMENDMENT	GPH	28JAN26
A	MINOR AMENDMENT	GPH	24NOV25

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title							
<b>YEAR 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED PRS DEVELOPMENT) - EVENT DAY</b>							
Designed	CSY	Checked	GPH	Scale	NTS	Date	OCT 2025
Drawing No.	<b>4.6</b>		Rev.	C			





**LEGEND :**

-  THE SUBJECT SITE
-  TKOL STAGE II / III SITE BOUNDARY (GLA-TSK 500)

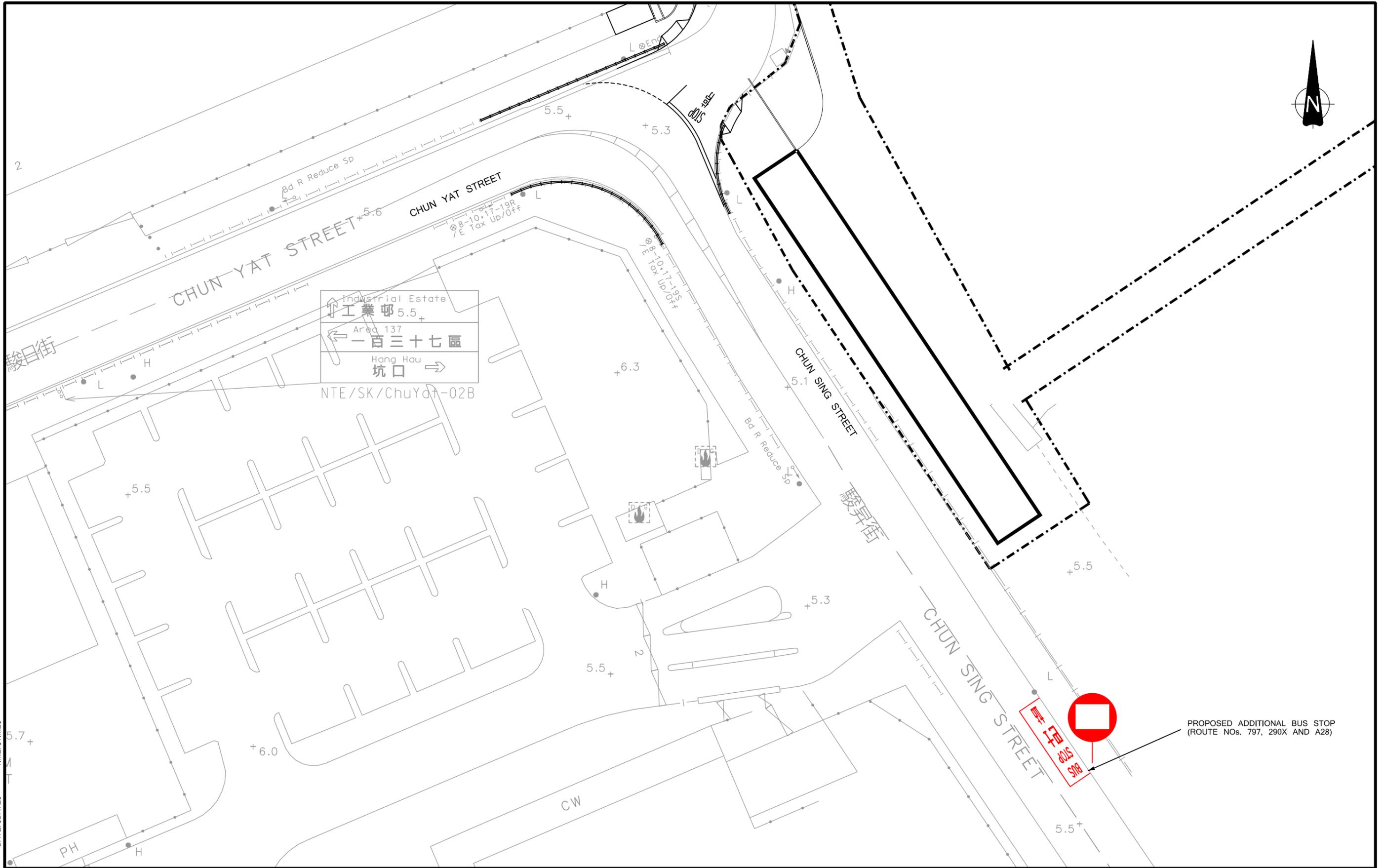
305(350) AM(PM) PEAK HOUR TRAFFIC FLOWS (PCU/HR)

-	-	-	-
B	INCORPORATED TD'S COMMENT	GPH	10MAR26
A	MINOR AMENDMENT	GPH	28JAN26
Rev.	Description	Checked	Date

Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D. 233, THE RESTORED LANDFILL SITE (TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500 (PART))**

Drawing Title			
<b>YEAR 2033 DESIGN TRAFFIC FLOWS (WITH TKO AREA 137 DEVELOPMENT) - SENSITIVITY TEST</b>			
Designed	Checked	Scale	Date
CSY	GPH	NTS	NOV 2025
Drawing No.		4.7	Rev. B





FILENAME: \$FILES\$  
 PRINTED BY: \$USERS\$  
 DATE: \$DATE\$  
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Rev.	Description	Checked	Date
-	-	-	-
C	MINOR AMENDMENT	GPH	11MAR26
B	MINOR AMENDMENT	GPH	14JAN26
A	MINOR AMENDMENT	GPH	24NOV25

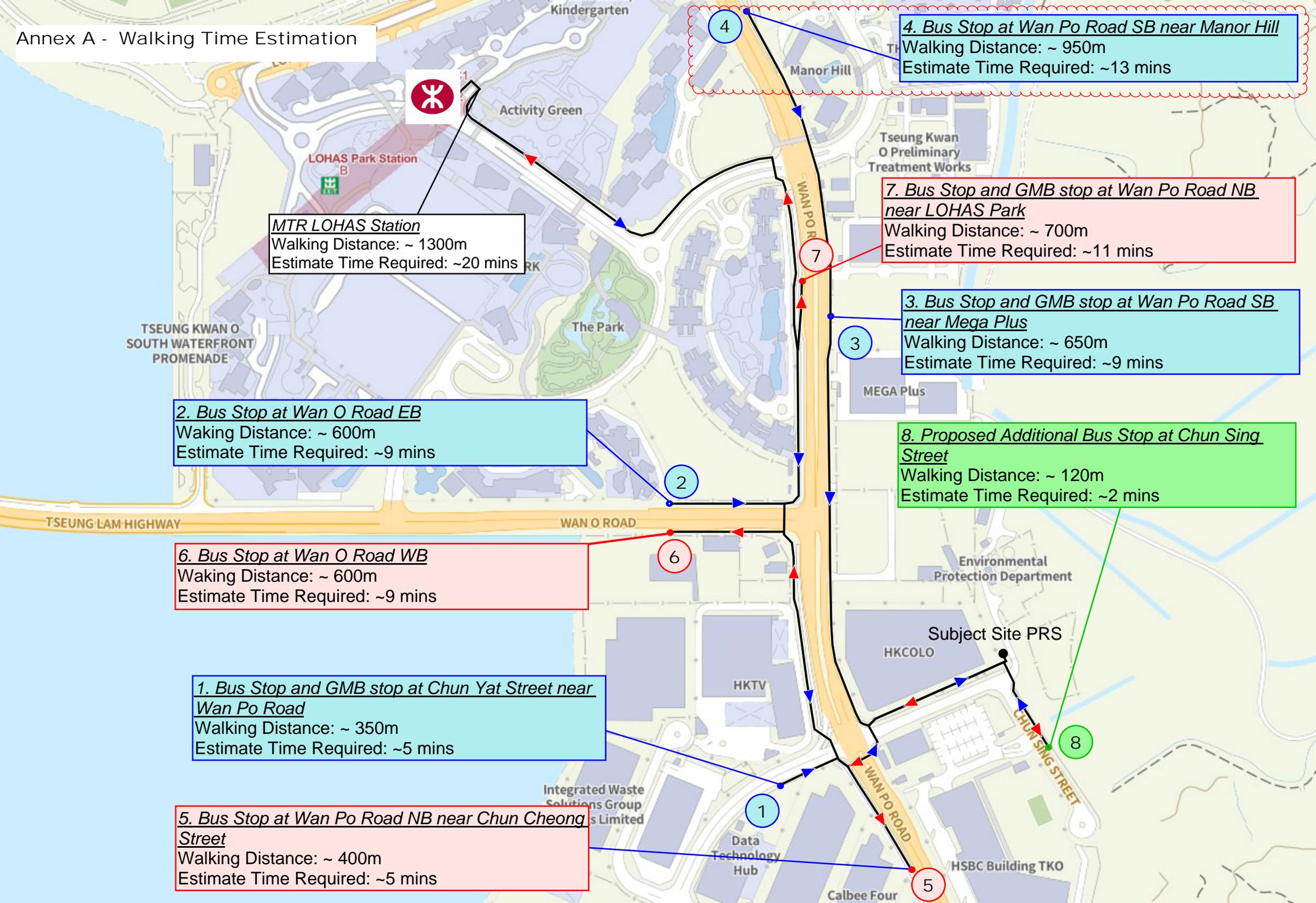
Project Title  
**PROPOSED PLACE OF RECREATION, SPORTS OR CULTURE (PUBLIC RIDING SCHOOL) WITH ANCILLARY FACILITIES AT GOVERNMENT LAND IN D.D.233, THE RESTORED LANDFILL SITE(TKOL II/III) IN TKO AREA 105, TSEUNG KWAN O (GLA TSK-500(PART))**

Drawing Title  
**PROPOSED ADDITIONAL STOP FOR BUS ROUTE NOS. A28, 290X AND 797 AT CHUN SING STREET**

Designed: HKH    Checked: GPH    Scale: 1:500(A3)    Date: OCT 2025    Drawing No. **6.2**    Rev. C



Annex A - Walking Time Estimation



**1. Bus Stop and GMB stop at Chun Yat Street near Wan Po Road**  
Walking Distance: ~ 350m  
Estimate Time Required: ~5 mins

**5. Bus Stop at Wan Po Road NB near Chun Cheong Street**  
Walking Distance: ~ 400m  
Estimate Time Required: ~5 mins

**6. Bus Stop at Wan O Road WB**  
Waking Distance: ~ 600m  
Estimate Time Required: ~9 mins

**2. Bus Stop at Wan O Road EB**  
Waking Distance: ~ 600m  
Estimate Time Required: ~9 mins

**MTR LOHAS Station**  
Walking Distance: ~ 1300m  
Estimate Time Required: ~20 mins

**4. Bus Stop at Wan Po Road SB near Manor Hill**  
Walking Distance: ~ 950m  
Estimate Time Required: ~13 mins

**7. Bus Stop and GMB stop at Wan Po Road NB near LOHAS Park**  
Walking Distance: ~ 700m  
Estimate Time Required: ~11 mins

**3. Bus Stop and GMB stop at Wan Po Road SB near Mega Plus**  
Walking Distance: ~ 650m  
Estimate Time Required: ~9 mins

**8. Proposed Additional Bus Stop at Chun Sing Street**  
Walking Distance: ~ 120m  
Estimate Time Required: ~2 mins

# Annex B - ROUTING OF BUS ROUTE NOS. A28, 290X and 797

