Appendix 7

Traffic Impact Assessment

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

Traffic Impact Assessment
Final Report
July 2025

Prepared by: CKM Asia Limited

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

CONTENTS

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

TABLES

NUMBER

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

TABLES (CONT'D)

NUMBER

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

FIGURES

NUMBER

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

FIGURES (CONT'D)

NUMBER

1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 97 – 107 Wo Yi Hop Road in Kwai Chung. It is currently occupied by an industrial building which is known as the Park Sun Building (the "Park Sun Building"). The location of the Subject Site is shown in Figure 1.1.

1.2 The Owner has the intention to redevelop the Park Sun Building into a commercial-cum-residential development with Social Welfare Facilities (the "Proposed Redevelopment") which comprises of:

(1) 1 residential block with 253 flats;
(2) Residential Care Homes for the Elderly ("RCHE") with no more than 260 beds;
(3) Residential Care Homes for Persons with Disabilities ("RCHD") with no more than 120 beds; and
(4) Retail with the gross floor area ("GFA") of 131m^2.

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") in support of the Proposed Redevelopment. The report presents the findings and recommendations of the TIA for the Proposed Redevelopment.

1.4 The comments from Transport Department on the pre-Section12A submission TIA was received on 16th July 2025, the response to comments is found in Appendix 1.

Scope of the Assessment

1.5 The main objectives of this TIA are as follows:

- To assess the existing traffic issues in the vicinity of the Subject Site;
- To quantify the amount of traffic generated by the Proposed Redevelopment; and
- To examine the traffic impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

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

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

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site is located to the immediate west of Wo Yi Hop Road and is bounded by iCity to the south, Cheung Wing Industrial Building to the north and Kam Chong Industrial Building to the west.

Existing Road Network

2.2 Wo Yi Hop Road is a district distributor, and it is of single carriageway 2-lane standard. It connects with Cheung Wing Street to the west and Castle Peak Road – Kwai Chung to the south.

2.3 Shek Yi Road is a local distributor, and it is of single carriageway standard and is 1-way westbound from Shek Yam Road to Wo Yi Hop Road.

Traffic Survey

2.4 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 7th March 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.9.

2.5 The surveyed junctions include the following:

- J1: Wo Yi Hop Road / Cheung Wing Road;
- J2: Lei Muk Road / Wo Yi Hop Road;
- J3: Lam Tin Street / Wo Yi Hop Road;
- J4: Shek Yi Road / Wo Yi Hop Road;
- J5: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road;
- J6: Tai Loong Street / Wo Yi Hop Road;
- J7: Ta Chuen Ping Street / Wo Yi Hop Road; and
- J8: Castle Peak Road – Kwai Chung / Wo Yi Hop Road

2.6 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0730 – 0830 and 1745 – 1845 hours respectively, and the existing AM and PM peak hour traffic flows are presented in Figure 2.10.

Operational Performance of the Surveyed Junctions

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

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter[1]	AM Peak Hour	PM Peak Hour
J1	Wo Yi Hop Road / Cheung Wing Road	Signal	RC	84%	> 100%
J2	Lei Muk Road / Wo Yi Hop Road	Signal	RC	42%	59%
J3	Lam Tin Street / Wo Yi Hop Road	Signal	RC	> 100%	97%
J4	Shek Yi Road / Wo Yi Hop Road	Priority	RFC	0.574	0.620
J5	Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road	Signal	RC	> 100%	> 100%
J6	Tai Loong Street / Wo Yi Hop Road	Priority	RFC	0.428	0.506
J7	Ta Chuen Ping Street / Wo Yi Hop Road	Signal	RC	> 100%	78%
J8	Castle Peak Road – Kwai Chung / Wo Yi Hop Road	Signal	RC	82%	67%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

2.8 Table 2.1 shows that the junctions now operate with capacity.

Public Transport Facilities

2.9 The Subject Site is located close to public transport services with numerous franchised bus and public light bus routes operating in the vicinity. Details of the franchised bus and green minibus ("GMB") routes operating in the vicinity of the Subject Site are presented in Figure 2.11 and Table 2.2.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 235	Kwai Chung (On Yam Estate) – Tsuen Wan (Circular)	8 – 20
KMB 235M	Kwai Chung (On Yam Estate) – Kwai Fong Station	6 – 15
KMB 31	Tsuen Wan West Station – Shek Lei (Circular)	10 – 20
KMB 31A	Kwai Chung Estate – Shek Lei (Tai Loong Street)	AM Peak
KMB 31B	Shek Lei (Tai Loong Street) – Olympic Station	15 – 30
KMB 31M	Shek Lei (Lei Pui St) – Kwai Fong Station	7 – 15
KMB 31P	Shek Lei Commercial Complex – Kwai Fong Station	2 per day
KMB 32	Tsuen Wan (Shek Wai Kok) – Olympic Station	20 – 30
KMB 35A	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	5 – 20
KMB 35X	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	1 per day
KMB 36	Lei Muk Shue – Tsuen Wan West Station (Circular)	10 – 20
KMB 36A	Lei Muk Shue – Cheung Sha Wan (Hoi Tat Estate) (Circular)	15 – 30
KMB 36B	Lei Muk Shue – Jordan (West Kowloon Station)	12 – 25
KMB 36M	Lei Muk Shue – Kwai Fong Station	6 – 15
KMB 36X	Lei Muk Shue – Tsim Sha Tsui East (Mody Road)	3 per day
KMB 38	Kwai Shing (East) – Ping Tin	6 – 25
KMB 38P	Kwai Shing (Central) – Ping Tin	3 per day
KMB 40E	Kwai Chung (Kwai Fong Estate) – Nai Chung	4 per day
KMB 40P	Tsuen Wan (Nina Tower) – Kwun Tong Ferry	8 – 30
KMB 40X	Wu Kai Sha Station – Kwai Chung Estate	9 – 25
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	6 – 25
KMB 43A	Shek Lei (Tai Loong Street) – Tsing Yi (Cheung Wang Estate)	6 – 20
KMB 43S	Hek Yam – Hong Kong Science Park	1 per day
KMB 46P	Mei Tin – Kwai Fong Station	10 – 20
KMB 46X	Hin Keng – Mei Foo	5 – 25

Route	Routing	Frequency (minutes)
KMB 47A	Shui Chuen O – Kwai Fong (South)	30
KMB 47X	Chun Shek – Kwai Shing (East)	7 – 25
KMB 48X	Wo Che – Tsuen Wan (Bayview Garden)	6 – 20
KMB 73D	Tsuen Wan (Nina Tower) – Tai Po (Fu Shin)	7 per day
KMB 73F	Tsuen Wan (Nina Tower) – Education University of Hong Kong	2 per day
KMB 73P	Tsuen Wan (Nina Tower) – Tai Mei Tuk	4 per day
KMB 73X	Tsuen Wan (Nina Tower) – Tai Po (Fu Shin)	4 – 15
KMB 234C	Sham Tseng – Kwun Tong (Tsui Ping North Estate)	6 per day
KMB 273C	Kau Lung Hang – Tsuen Wan West Station	1 per day
KMB 273P	Tsuen Wan West Station – Tai Po (Tai Wo)	3 per day
KMB 278A	Tsuen Wan (Nina Tower) – Queen's Hill	15 – 60
KMB 278P	Sheung Shui (Tai Ping) – Tsuen Wan (Nina Tower)	2 per day
KMB 278X	Tsuen Wan (Nina Tower) – Sheung Shui	7 – 25
KMB 935	Shek Lei (Tai Loong Street) – Wan Chai (Fleming Road)	4 per day
KMB 936	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	20 – 30
KMB 936A	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	5 per day
KMB X42P	Tsing Yi Station – La Tin Station	3 per day
KMB N237	Mei Foo – Kwai Shing (Circular)	Overnight
LWB A30	Lei Muk Shue to Airport (Ground Transportation Centre)	8 per day
LWB NA30	Lei Muk Shue Estate – HZMB Hong Kong Port	Overnight
GMB 401	Shek Yam – Tsing Yi Ferry Pier	7– 10
GMB 403	Lei Pui Street Bus Terminus – Sha Tin Wai (Circular)	20
GMB 403A	On Yam On Chuk Street – Sha Tin Tam Kon Po Street (Circular)	8 – 12
GMB 403P	Shek Lei Lei Pui Street – Sha Tin Tam Kon Po Street (Circular)	6 – 20
GMB 403X	Tai Wai Station Public Interchange – Northeast Kwai Chung (Circular)	1 per day
GMB 406	Shek Lei – Kwai Shing (Circular)	4 per day
GMB 410	Northeast Kwai Chung – Princess Margaret Hospital	15 – 30
GMB 83A	On Yam Estate (On Chit Street) – Tsuen Wan (Chuen Lung Street)	25 – 30
GMB 86	Shek Lei (Lei Pui Street) – Tsuen Wan (Hoi Kwai Road)	10 – 20
GMB 86A	Shek Lei (Lei Pui Street) – Tsuen Wan (Chuen Lung Street)	15 – 30
GMB 86M	Shek Lei (Lei Pui Street) – Tsuen Wan (Chuen Lung Street)	5 – 20
GMB 94	Kwai Shing – Shek Wai Kok	7 – 30
GMB 94A	Kwai Shing – Lei Muk Shue Estate Public Transport Interchange	12 – 15

Note: KMB – Kowloon Motor Bus GMB – Green Minibus LWB – Long Win Bus

3.0 THE PROPOSED REDEVELOPMENT

Development Schedule

3.1 The Proposed Redevelopment comprises of:

(1) 1 residential block with 253 flats;
(2) RCHE with no more than 260 beds;
(3) RCHD with no more than 120 beds ; and
(4) Retail with 131m^2 GFA.

3.2 Run-in/out of the Proposed Redevelopment is provided at Wo Yi Hop Road.

3.3 The detailed flat mix for residential use is shown in Table 3.1.

TABLE 3.1 DETAILS OF THE RESIDENTIAL FLATS

Flat Type	Flat Size (GFA)	Number of Flats
A	≤ 40m^2	159
B	40.1 – 70m^2	94
	Total Number of Flats =	253

Provision of Internal Transport Facilities

Residential and Retail Use

3.4 A comparison of the proposed internal transport facilities for residential use and retail use and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in Table 3.2.

TABLE 3.2 COMPARISON OF THE HKPSG RECOMMENDATIONS AND THE PROPOSED INTERNAL TRANSPORT FACILITIES

Use	HKPSG Recommendation (1) 253 flats comprising of 159 flats @ ≤ 40m^2 and 94 flats @ 40.1 – 70m^2 (2) Retail = 131m^2 GFA	Proposed Provision
	Car Parking Space	
Residential (I)	Number of space = GPS x R1 x R2 x R3, where: Global Parking Standard (GPS) = 1 space per 4 – 7 flats R1 = 0.5 for flat size of ≤ 40m^2; 1.2 for flat size of 40.1 – 70m^2 R2 = 1.0 for development outside 500m of rail station(1) R3 = 0.9 for domestic plot ratio (PR) = 6 Minimum =(159 x 0.5 ÷ 7 x 1 x 0.9) +(94 x1.2÷7 x 1 x 0.9) = 10.2 + 14.5 = 11 + 15 = 26 nos. Maximum =(159 x 0.5 ÷ 4 x 1 x 0.9) +(94 x1.2÷4 x 1 x 0.9) = 17.9 + 25.4 = 18 + 26 = 44 nos.	Residential (I) 43 @ 5m (L) x 2.5m (W) x 2.4m (H); and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) Visitor (II) 5 @ 5m (L) x 2.5m (W) x 2.4m (H); Retail (III) 1 @ 5m (L) x 2.5m (W) x 2.4m (H); Total (I)+(II)+(III) = 44 + 5 + 1
Visitor (II)	Visitor car parking spaces: 5 visitor spaces per block with > 75 units per block =5 nos. for 1 residential block	

Use	HKPSG Recommendation (1) 253 flats comprising of 159 flats @ ≤ 40m^2 and 94 flats @ 40.1 – 70m^2 (2) Retail = 131m^2 GFA	Proposed Provision
Retail (III)	1 car parking space per 150-300 m^2 GFA Minimum = 131 / 300 = 0.4 = 1 no. Maximum = 131 / 150 = 0.9 = 1 no.	= 50 nos. = maximum, OK
Total (I) + (II) + (III)	Minimum = 26 + 5 + 1 = 32 nos. Maximum = 44 + 5 + 1 = 50 nos.	
	Motorcycle Parking Space	
Residential (I)	1 motorcycle parking space per 100 – 150 flats Minimum = 253 / 150 = 1.7, say 2 nos. Maximum = 253 / 100 = 2.5, say 3 nos.	Residential (I) 3 @ 2.4m (L) x 1m (W) x 2.4m (H)
Retail (II)	5 – 10% of the total provision of car parking space Minimum = 1 x 5% = 0.05 = 1 no. Maximum = 1 x 10% = 0.1 = 1 no.	Retail (II) 1 @ 2.4m (L) x 1m (W) x 2.4m (H)
Total (I) + (II)	Minimum = 2 + 1 = 3 nos. Maximum = 3 + 1 = 4 nos.	Total (I)+(II) = 3 + 1 = 4 nos. = Maximum, OK
	Loading / Unloading Bay	
Residential (I)	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block =1no. for 1 residential block	Residential (I) 1 @ 11m (L) x 3.5m (W) x 4.7m
Retail (II)	1 loading / unloading bay for goods vehicles for every 800 to 1200 sq,m. or part thereof, GFA Minimum = 131 / 1200 = 0.11 = 1 no. Maximum = 131 / 800 = 0.16 = 1 no.	Retail (II) 1 @ 11m (L) x 3.5m (W) x 4.7m
Total (I) + (II)	Minimum = 1 + 1 = 2 nos. Maximum = 1 + 1 = 2 nos.	Total (I)+(II) = 1 + 1 = 2 nos. = Maximum, OK

Note: (1) The Subject Site is located at some 1.5km walking distance from MTR Kwai Hing Station

3.5 Table 3.2 shows that the internal transport facilities provided for residential and retail use comply with the maximum recommendations of the HKPSG.

RCHE Use

3.6 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE, hence, reference is made to 3 RCHEs with similar transport accessibility, i.e., far from MTR station. These are presented in Table 3.3, and their internal transport facilities are found in Table 3.4.

TABLE 3.3 3 RCHES LOCATED FAR FROM MTR STATION

Ref.	RCHE	Address	No. of beds	Distance from nearest MTR Station
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	33 – 35 Lai Chi Ling Road, Kwai Chung, New Territories	524	1.5 km (Lai King Station)
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	16 Wah Fat Street, Tuen Mun	260	2.2 km (Tuen Mun Station)
3	Freni Care and Attention Home	1H, Shiu Fai Terrace, Wan Chai, Hong Kong	200	2.5 km (Wan Chai Station)

TABLE 3.4 INTERNAL TRANSPORT FACILITIES PROVIDED IN THE 3 RCHES

Ref.	RCHE	No. of beds	Internal Transport Facilities		
			Car	Light Bus / Ambulance	LGV
Parking Provision					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	524	15	2	0
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	260	5	1	0
3	Freni Care and Attention Home	290	14	1	1
Provision rate (space / bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	524	0.0286	0.0038	0
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	260	0.0192	0.0038	0
3	Freni Care and Attention Home	290	0.0483	0.0034	0.0034
	Adopted provision rate =		0.0483	0.0038	0.0034

3.7 The internal transport facilities provision rate adopted for the Proposed RCHE found in Table 3.4, is used and the calculated internal transport facilities is presented in Table 3.5.

TABLE 3.5 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED RCHE

Use	No. of beds	Adopted Provision rate (space / bed)			Proposed Provision		
		Car	Light Bus / Ambulance	LGV	Car[(1)]	Light Bus / Ambulance	LGV
RCHE	260	0.0483	0.0038	0.0034	13	1	1

Note: [(1)] including 1 no. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H))

RCHD Use

3.8 The HKPSG has no recommendation on the provision of internal transport facilities for RCHD, hence, reference is made to 3 RCHDs with similar transport accessibility, i.e., far from MTR station. These are presented in Table 3.6, and their internal transport facilities are found in Table 3.7.

TABLE 3.6 3 RCHDS LOCATED FAR FROM MTR STATION

Ref.	RCHE	Address	No. of beds	Distance from nearest MTR Station
1	Home of Loving Faithfulness	7 Castle Peak Road in Kwu Tung	33	3.4 km (Sheung Shui Station)
2	Caritas Jockey Club Lai King Rehabilitation Centre	31 Lai Chi Ling Road, Kwai Chung, New Territories	505	1.5 km (Lai King Station)
3	Tung Hoi Association for the Gifted Child Limited	Section A, B, C, D, E and F of Lot No. 2340 in DD No. 104, Yuen Long, New Territories	111	4.5 km (Yuen Long Station)

TABLE 3.7 INTERNAL TRANSPORT FACILITIES PROVIDED IN THE 3 RCHDS

Ref.	RCHE	No. of beds	Internal Transport Facilities		
			Car	Light Bus / Ambulance	LGV
Parking Provision					
1	Home of Loving Faithfulness	33	3	0	0
2	Caritas Jockey Club Lai King Rehabilitation Centre	505	6	1	1
3	Tung Hoi Association for the Gifted Child Limited	111	4	0	0
Provision rate (space / bed)					
1	Home of Loving Faithfulness	33	0.0909	0	0
2	Caritas Jockey Club Lai King Rehabilitation Centre	505	0.0119	0.0020	0.0020
3	Tung Hoi Association for the Gifted Child Limited	111	0.0360	0	0
	Adopted provision rate =		0.0909	0.0020	0.0020

3.9 The internal transport facilities provision rate adopted for the Proposed RCHD found in Table 3.7, is used and the calculated internal transport facilities is presented in Table 3.8.

TABLE 3.8 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED RCHD

Use	No. of beds	Adopted Provision rate (space / bed)			Proposed Provision		
		Car	Light Bus / Ambulance	LGV	Car[(1)]	Light Bus / Ambulance	LGV
RCHD	120	0.0909	0.0020	0.0020	11	1	1

Note: [(1)] including 1 no. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H))

3.10 Based on the above, the total internal transport facilities provided by the Proposed Redevelopment is summarised in Table 3.9.

TABLE 3.9 SUMMARY OF INTERNAL TRANSPORT FACILITIES OF THE PROPOSED REDEVELOPMENT

Item		Use	Proposed Provision
Car Parking Space		Residential	44
		Visitor	5
		Retail	1
		RCHE	13
		RCHD	11
		Total	74[(1)]
Motorcycle Parking Space		Residential	3
		Retail	1
		Total	4
Loading / Unloading Bay	HGV	Residential	1
		Retail	1
		Total	2
	LGV	RCHE	1
		RCHD	1
		Total	2
Light Bus / Ambulance Parking Space		RCHE	1
		RCHD	1
		Total	2

Note: [(1)] including 3 nos. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H)) for Residential, RCHE and RCHD

3.11 The carpark layout plans for G/F, LG/F and B/F are shown in Figures 3.1 – 3.3. The pedestrian routes from the disabled parking spaces to the nearby lift lobby are shown in Figures 3.4 and 3.5.

Swept Path Analysis

3.12 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. The swept path analysis drawings for critical movements are found in Appendix 3.

4.0 TRAFFIC IMPACT

Design Year

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

Traffic Forecasting

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

(ii) 2031 traffic flows derived based on the NTW2 Base District Traffic Model ("BDTM");

(iii) estimated traffic growth from 2031 to 2033 based on the higher of: (a) 2019 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwai Chung District, (b) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department, or (c) historic Annual Average Daily Traffic ("AADT") produced by Transport Department;

(iv) the other developments in the vicinity of the Proposed Redevelopment; and

(v) Traffic generated by the Proposed Redevelopment.

4.3 The (ii) estimated traffic growth from 2031 to 2033, (iii) the other development in the vicinity of the Proposed Redevelopment and (iv) traffic generated by the Proposed Redevelopment are presented in the paragraphs below.

Estimated Growth Rate from 2031 to 2033

4.4 The (a) 2019 – based TPEDM data for Kwai Chung District, and the (b) Hong Kong Population Projections 2022 – 2046, and (c) historic AADT are summarised in Tables 4.1 – 4.3 respectively.

TABLE 4.1 2019-BASED TPEDM DATA FOR KWAI CHUNG DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	319,150	315,800	319,700	-0.15%	0.25%	0.01%
Employment	195,950	192,350	183,600	-0.26%	-0.93%	-0.54%

TABLE 4.2 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2033	2031 to 2033
7,820,200	7,903,600	0.53%

TABLE 4.3 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2011	16,750	8,450	28,260	12,870	2,530	14,080	82,940
2012	16,640	8,390	28,070	12,230	4,420	13,400	83,150
2013	14,500	7,200	29,260	11,430	3,780	12,950	79,140
2014	14,690	6,700	27,720	11,530	3,820	13,060	77,520

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2015	14,970	6,830	21,630	11,740	3,890	13,310	72,370
2016	15,380	7,020	22,230	12,070	4,000	13,680	74,380
2017	15,660	7,140	22,640	10,980	4,060	14,500	74,980
2018	14,090	5,220	22,970	10,980	4,010	12,480	69,750
2019	14,040	7,280	28,020	10,940	4,000	12,440	76,720
2020	13,900	7,210	27,220	10,830	3,960	12,320	75,400
2021	14,440	7,490	28,270	11,250	4,110	12,800	78,360
2022	1,300	7,420	27,980	11,830	5,200	15,410	82,140
2023	16,910	6,330	28,920	13,090	3,880	13,300	82,430
Average Annual Growth							-0.08%

Note: 5225 – Wo Yi Hop Road (From Tai Loong Street to Lei Muk Road)
5226 – Lei Muk Road (From Wo Yi Hop Road to Chun Pin Street)
5431 – Wo Yi Hop Road (From Lei Muk Road to Cheung Wing Road)
6046 – Lei Muk Road (From Wo Yi Hop Road to Tung Chi Street)
6024 – Lei Muk Road (From Castle Peak Road – Kwai Chung to Chun Pin Street)
6023 – Wo Yi Hop Road (From Castle Peak Road – Kwai Chung to tai Loong Street)

4.5 Table 4.1 shows that the highest annual growth rate for population is +0.25% and for employment is -0.26%. Table 4.2 shows that the annual growth rate from 2031 to 2033 is +0.53%. Table 4.3 shows that in the historic AADT of the stations between 2011 and 2023 in the vicinity has average annual growth rate of -0.08% per annum. To be conservative, the growth rate of +0.53% per annum is adopted for the traffic growth between 2031 and 2033.

Other Developments in the Vicinity of the Proposed Redevelopment

4.6 The major planned developments in the vicinity of the Proposed Redevelopment are summarized in Table 4.4, and are included in the traffic forecast.

TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
1	CDA at 1 - 7 Cheung Wing Road (TPB ref: A/KC/444)	Residential, Office and Retail	Around 1,336 flats, 8,563 m^2 Retail GFA and 14,685 m^2 Office GFA
2	45 - 51 Kwok Shui Road (TPB ref: A/KC/463)	Industrial	around 13,472 m^2 GFA
3	2 - 16 Lam Tin Street (TPB ref: A/KC/466)	Data Centre	around 22,931 m^2 GFA
4	Shek Lei (II) Estate, Kwai Chung (TPB ref: A/KC/467)	Residential	additional of 1,700 flats
5	2 - 10 Tai Yuen Street (TPB ref: A/KC/473)	Data Centre	around 21,821 m^2 GFA
6	94 - 100 Ta Cheung Ping Street (TPB ref: A/KC/476)	Industrial	around 16,945 m^2 GFA
7	7 - 13 Lam Tin Street (TPB ref: A/KC/478)	Industrial	around 9,531 m^2 GFA
8	45 - 51 Tai Kin Pai Road (TPB ref: A/KC/480)	Industrial	around 24,955 m^2 GFA
9	57 - 61 Ta Chuen Ping Street (TPB ref: A/KC/484)	Data Centre	around 25,775 m^2 GFA
10	66 - 72 Lei Muk Road (TPB ref: A/KC/486)	Industrial	around 18,793 m^2 GFA
11	543 – 549 Castle Peak Road, Kwai Chung (TPB ref: A/KC/487)	Industrial	around 16,423 m^2 GFA
12	13 - 17 Wah Sing Street (TPB ref: A/KC/505)	Industrial	around 20,265 m^2 GFA
13	1 Lei Muk Road, Kwai Chung (Ref.: LSPS/006)	Residential	Around 829 flats

Traffic Generated by the Proposed Redevelopment

4.7 In view that the TPDM does not provide trip generation rates of RCHE and RCHD, trip generation surveys were conducted during the AM and PM weekday peak periods at 3 RCHEs found in Table 3.3 and 3 RCHDs in Table 3.6. The derived trip rates are presented in Tables 4.5 and 4.6.

TABLE 4.5 TRIP RATES OF 3 RCHES

Ref.	RCHE	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	11	4	3	3
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	9	6	7	13
3	Freni Care and Attention Home	3	3	2	3
Trip Rates (pcu/hour/bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	0.0210	0.0076	0.0057	0.0057
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	0.0346	0.0231	0.0269	0.0500
3	Freni Care and Attention Home	0.0150	0.0150	0.0100	0.0150
	Adopted (maximum rates) =	0.0346	0.0231	0.0269	0.0500

TABLE 4.6 TRIP RATES OF 3 RCHDS

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Home of Loving Faithfulness	1	1	1	1
2	Caritas Jockey Club Lai King Rehabilitation Centre	11	9	1	3
3	Tung Hoi Association for the Gifted Child Limited	5	4	4	5
Trip Rates (pcu/hour/ bed)					
1	Home of Loving Faithfulness	0.0303	0.0303	0.0303	0.0303
2	Caritas Jockey Club Lai King Rehabilitation Centre	0.0218	0.0178	0.0020	0.0059
3	Tung Hoi Association for the Gifted Child Limited	0.0450	0.0360	0.0360	0.0450
	Adopted (maximum rates) =	0.0450	0.0360	0.0360	0.0450

4.8 The calculated traffic generation associated with the Proposed Redevelopment is presented in Table 4.7.

TABLE 4.7 TRAFFIC GENERATION OF THE PROPOSED REDEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat) from TPDM						
Private Housing: Medium-Density / R(A) with an average flat size of 60m^2	0.0425	0.0718	NA	0.037	0.0286	NA
Trip Generation Rates for retail use (pcu/hour/100 sq.m. GFA) from TPDM						
Retail	0.2434	0.2296	NA	0.3563	0.3100	NA
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE (Table 4.5)	0.0346	0.0231	NA	0.0269	0.0500	NA
Trip Generation Rates for RCHD (pcu/hour/bed)						
RCHD (Table 4.6)	0.0450	0.0360	NA	0.0360	0.0450	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
Residential Use: 253 flats [a]	11	19	30	10	8	18
Retail: 131 m^{2}GFA [b]	1	1	2	1	1	2
RCHE: 260 beds [c]	9	7	16	7	13	20
RCHD: 120 beds [d]	6	5	11	5	6	11
Total [a] + [b] + [c] +[d]	27	32	59	23	28	51

4.9 The comparison of the traffic generation between Park Sun Building and the Proposed Redevelopment is presented in Table 4.8.

TABLE 4.8 COMPARISON OF TRAFFIC GENERATION BETWEEN PARK SUN BUILDING AND THE PROPOSED REDEVELOPMENT

Use	Traffic Generation (pcu/hour)					
	AM Peak Hour			PM Peak Hour		
	IN	OUT	2-way	IN	OUT	2-way
Park Sun Building [a]	36	27	63	29	23	52
The Proposed Redevelopment [b]	27	32	59	23	28	51
Difference [b] – [a]	-9	5	-4	-6	5	-1

4.10 Table 4.8 shows that the compared with Park Sun Building, the Proposed Redevelopment generates less traffic during the AM and PM peak hours, i.e., 4 and 1 pcu (2-way) less respectively. It can be concluded from traffic generation aspect, the Proposed Redevelopment will result in less traffic impact to the surrounding road network compared with Park Sun Building.

2033 Traffic Flows

4.11 Year 2033 traffic flows for the following cases are derived:

2033 without the Proposed Redevelopment [A]	= (i) 2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2033
2033 with the Proposed Redevelopment [B]	= [A] + (iii) comparison of traffic generation between Park Sun Building and the Proposed Redevelopment (Table 4.8)

4.12 The ingress and egress route of the Proposed Redevelopment is shown in Figure 4.1 and the 2033 peak hour traffic flows for the cases without and with the Proposed Redevelopment, are shown in Figures 4.2 - 4.3, respectively.

2033 Junction Operational Performance

4.13 Year 2033 capacity analysis for the cases without and with the Proposed Redevelopment are summarised in Table 4.9 and detailed calculations are found in the Appendix 2.

TABLE 4.9 2033 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Redevelopment		With the Proposed Redevelopment	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Wi Yi Hop Road / Cheung Wing Road	Signal / RC	44%	61%	44%	61%
J2	Lei Muk Road / Wo Yi Hop Road	Signal / RC	16%	21%	16%	21%
J3	Lam Tin Street / Wo Yi Hop Road	Signal / RC	69%	58%	69%	57%
J4	Shek Yi Road / Wo Yi Hop Road	Priority / RFC	0.680	0.740	0.678	0.739
J5	Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road	Signal / RC	81%	75%	81%	74%
J6	Tai Loong Street / Wo Yi Hop Road	Priority / RFC	0.474	0.566	0.475	0.566
J7	Ta Chuen Ping Street / Wo Yi Hop Road	Signal / RC	81%	60%	82%	61%
J8	Castle Peak Road – Kwai Chung / Wo Yi Hop Road	Signal / RC	58%	46%	59%	46%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

4.14 Table 4.9 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Redevelopment.

5.0 CONCLUSION

5.1 The Subject Site is located at 97 – 107 Wo Yi Hop Road in Kwai Chung, and is currently occupied by the Park Sun Building. The Owner has the intention to redevelop Park Sun Building into new development which comprises of:

(1) 1 residential block with 253 flats;
(2) RCHE with no more than 260 beds;
(3) RCHD with no more than 120 beds; and
(4) Retail with 131m^2 GFA.

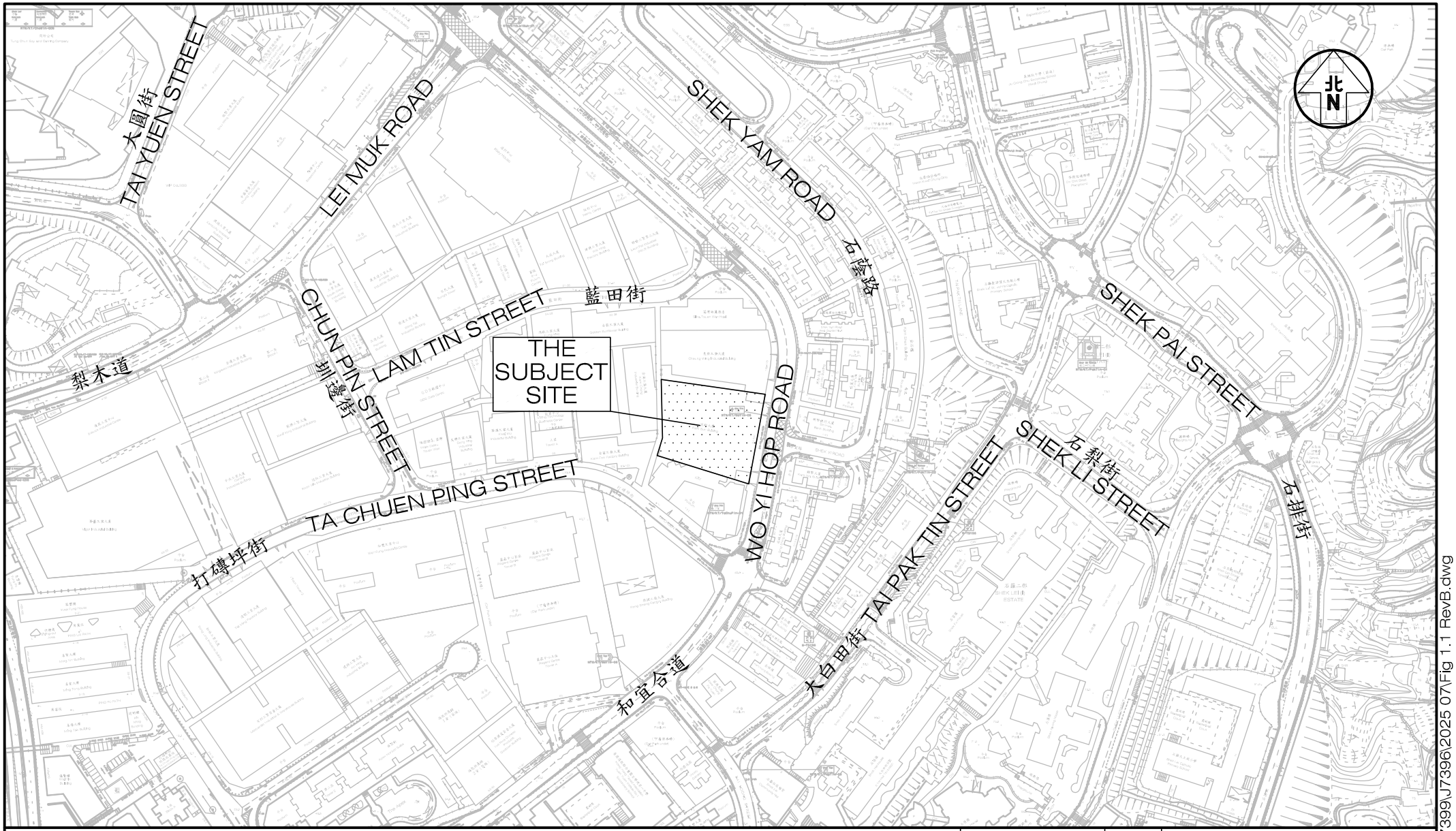
5.2 Manual classified counts were conducted at junctions located in the vicinity of the Proposed Redevelopment in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.

5.3 The internal transport facilities provided for residential and retail use comply with maximum recommendations of the HKPSG. Whilst, the internal transport facilities provided for the RCHE and RCHD use are based on the operational needs with the reference to 3 similar RCHEs and 3 similar RCHDs.

5.4 The Proposed Redevelopment is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. Compared with Park Sun Building, the Proposed Redevelopment will result in less traffic impact to the surrounding road network. For the design year 2033, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Redevelopment.

5.5 It is concluded that the Proposed Redevelopment will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Redevelopment is acceptable.

Figures



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

J7396

Figure Title

LOCATION OF SUBJECT SITE

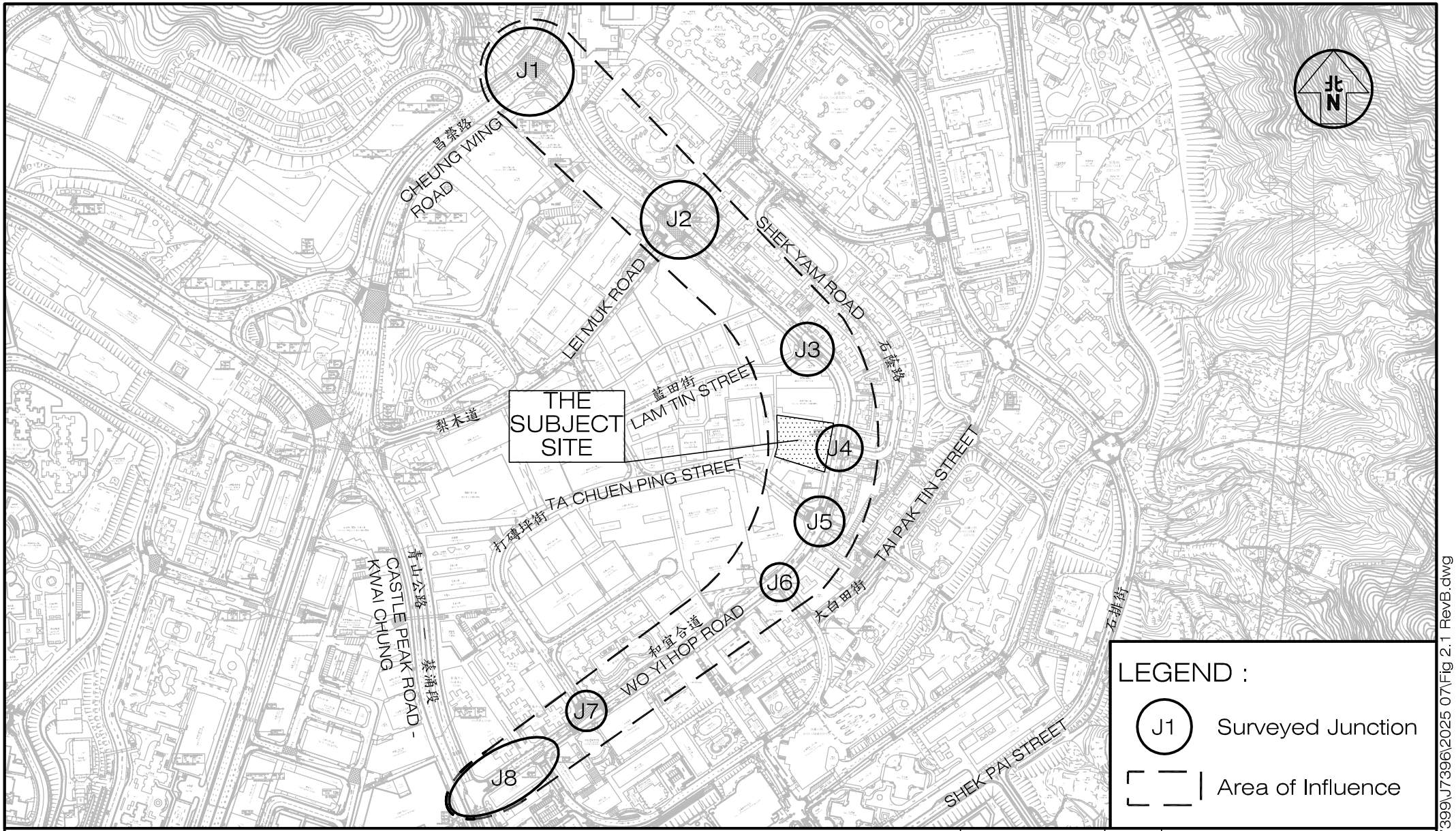
Figure No.	Revision
1.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 3000	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 1.1 RevB.dwg



Project Title SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure No. 2.1

Revision B

Figure Title

LOCATION OF SURVEYED JUNCTIONS

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4: 1 : 5500

Date: 28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.1 RevB.dwg

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

EXISTING JUNCTION LAYOUT OF WO YI HOP ROAD / CHEUNG WING ROAD

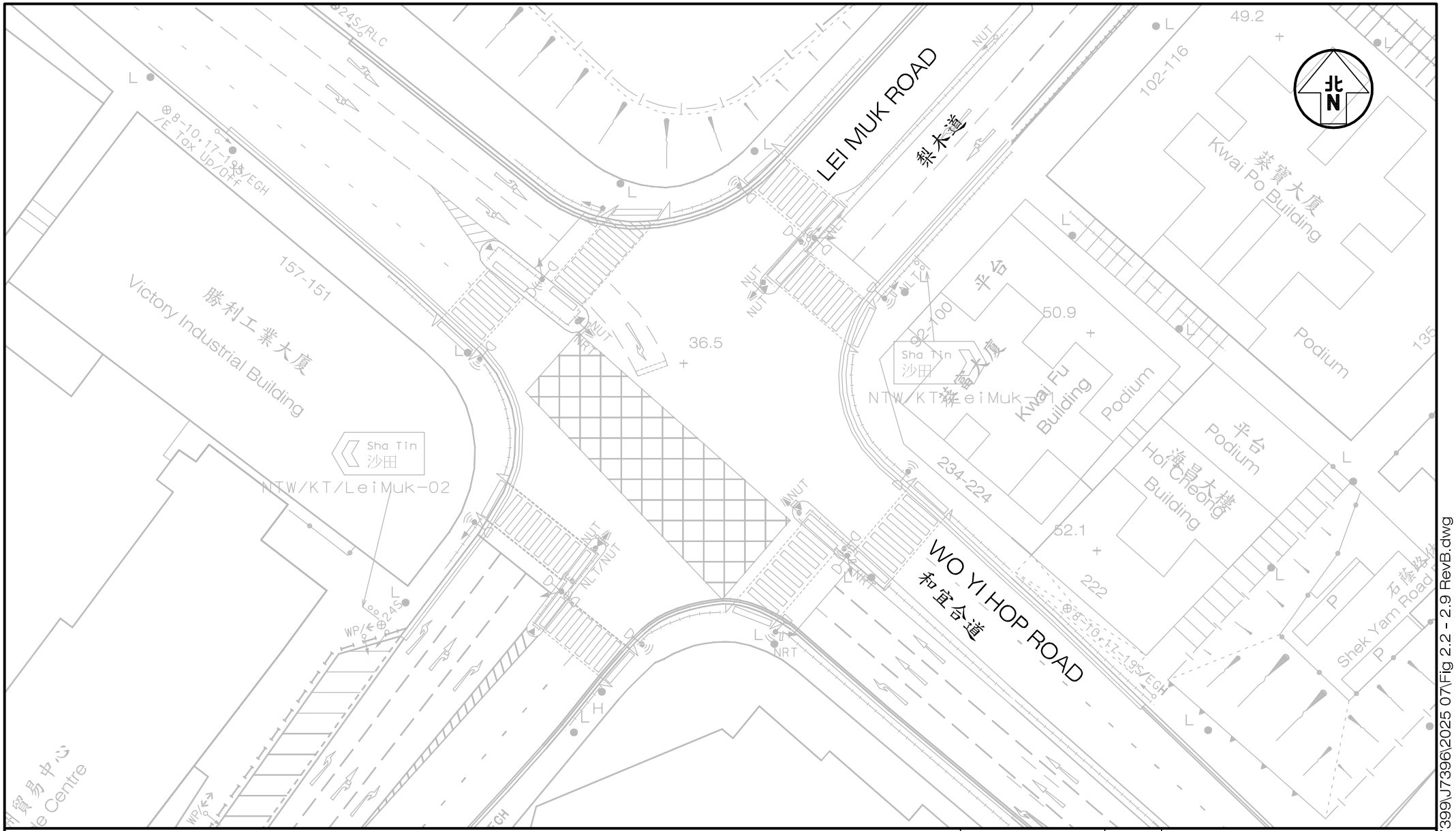
Figure No.	Revision
2.2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

EXISTING JUNCTION LAYOUT OF LEI MUK ROAD / WO YI HOP ROAD

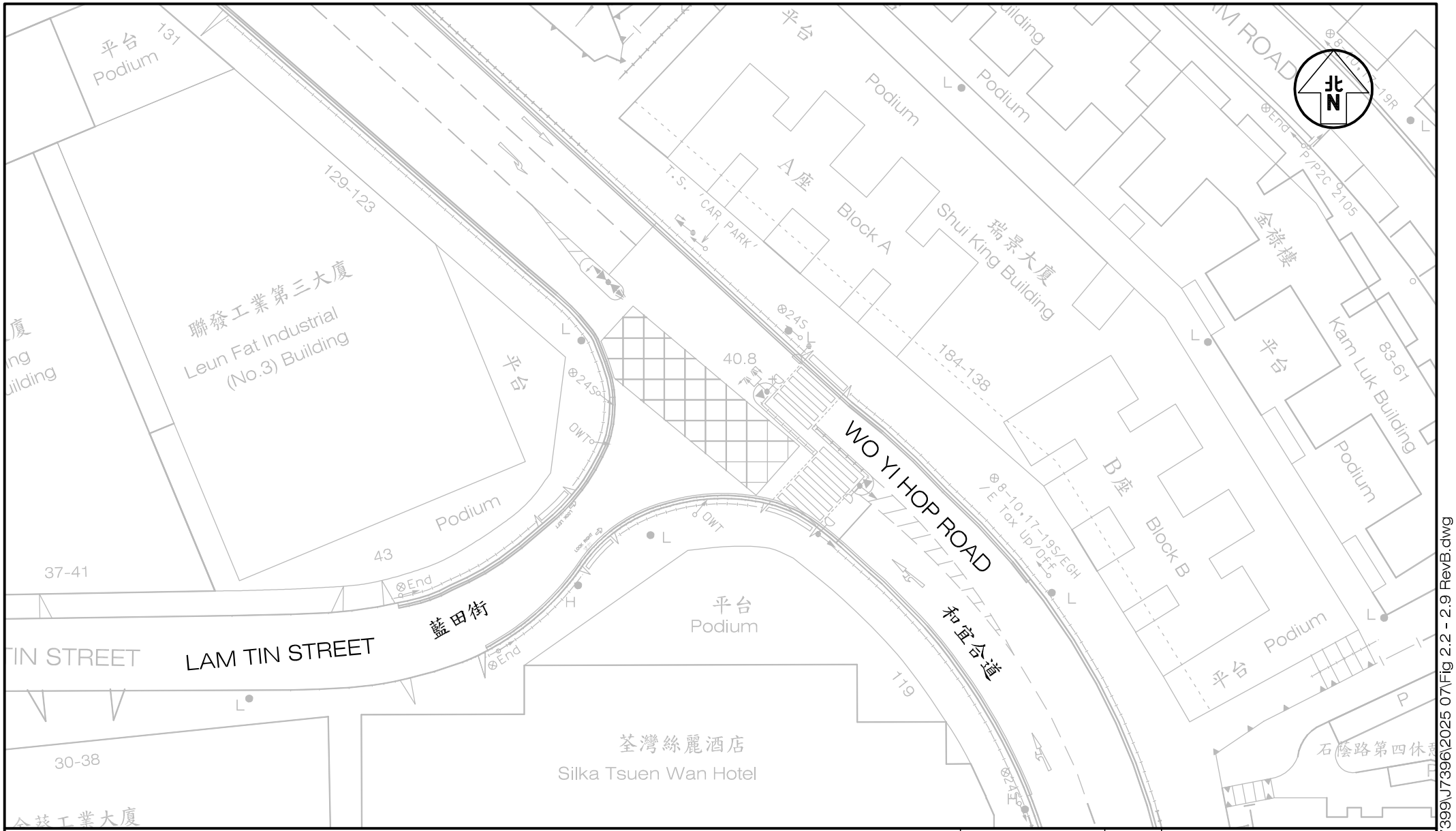
Figure No.	Revision
2.3	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

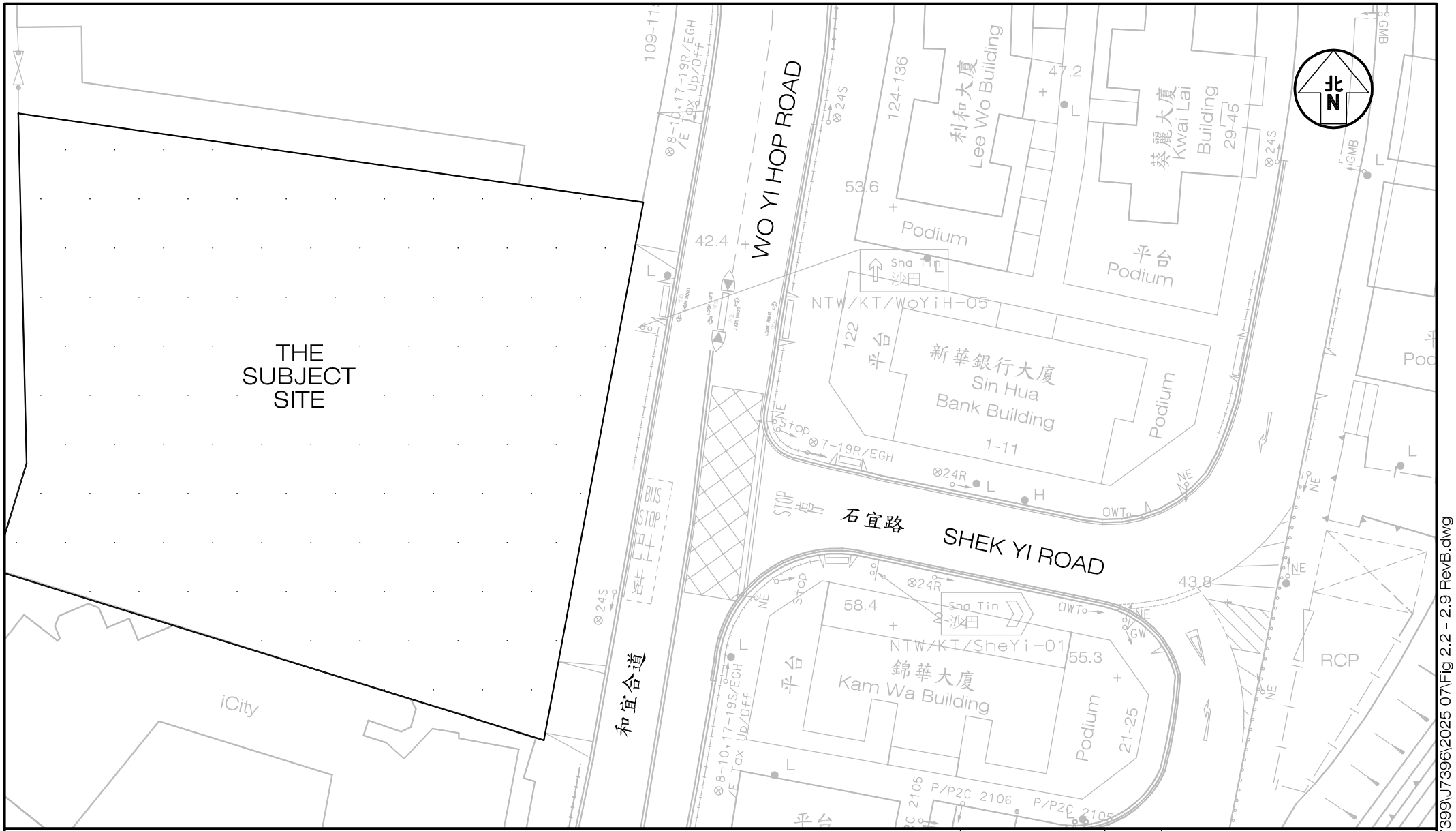
T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES	J7396	Figure No. 2.4 / Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF LAM TIN STREET / WO YI HOP ROAD	Designed by L C H / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500	Date 28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

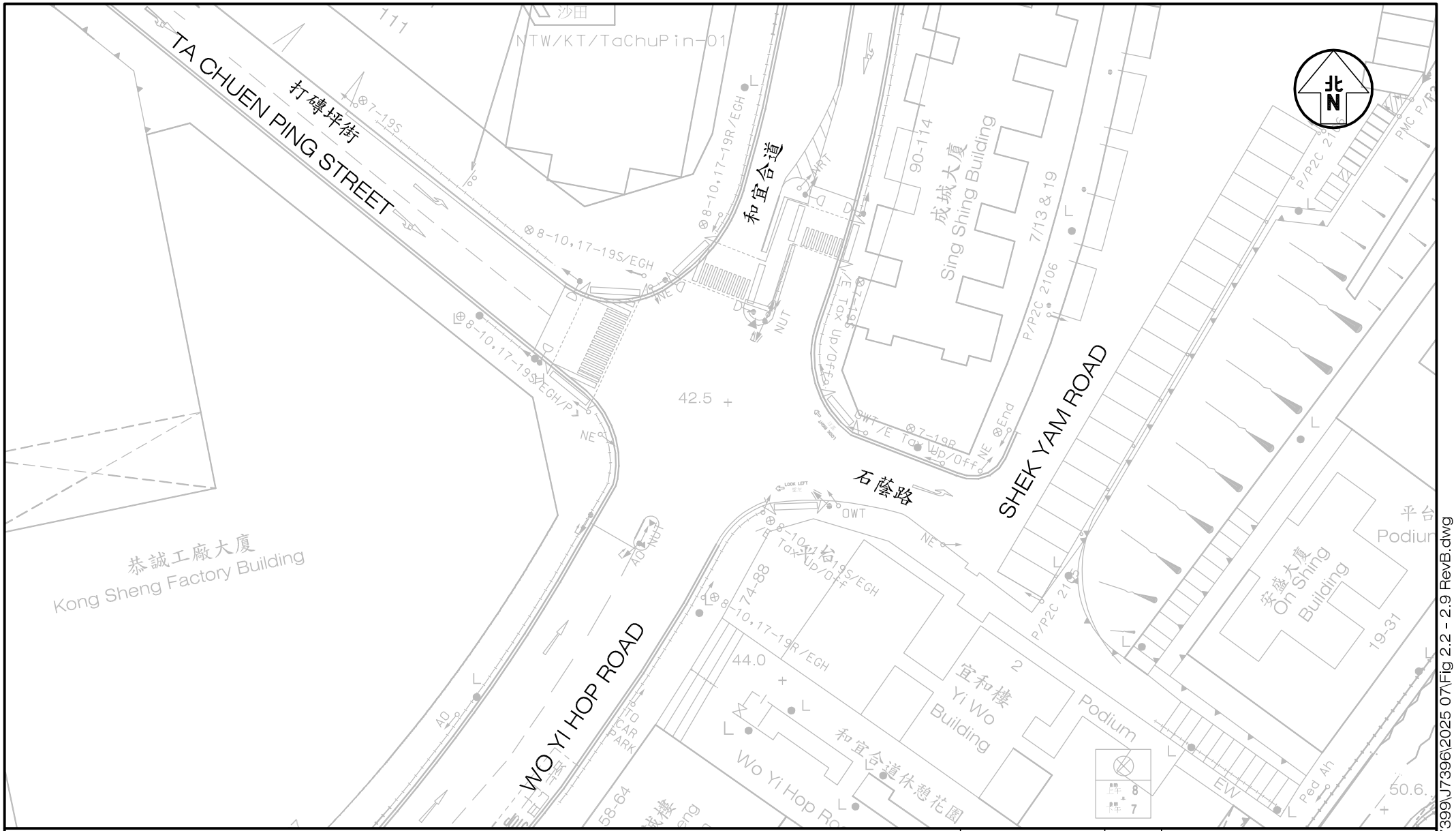
T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396	Figure No. 2.5	Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF SHEK YI ROAD / WO YI HOP ROAD	Designed by L C H / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500 / Date 28 JUL 2025	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road,
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

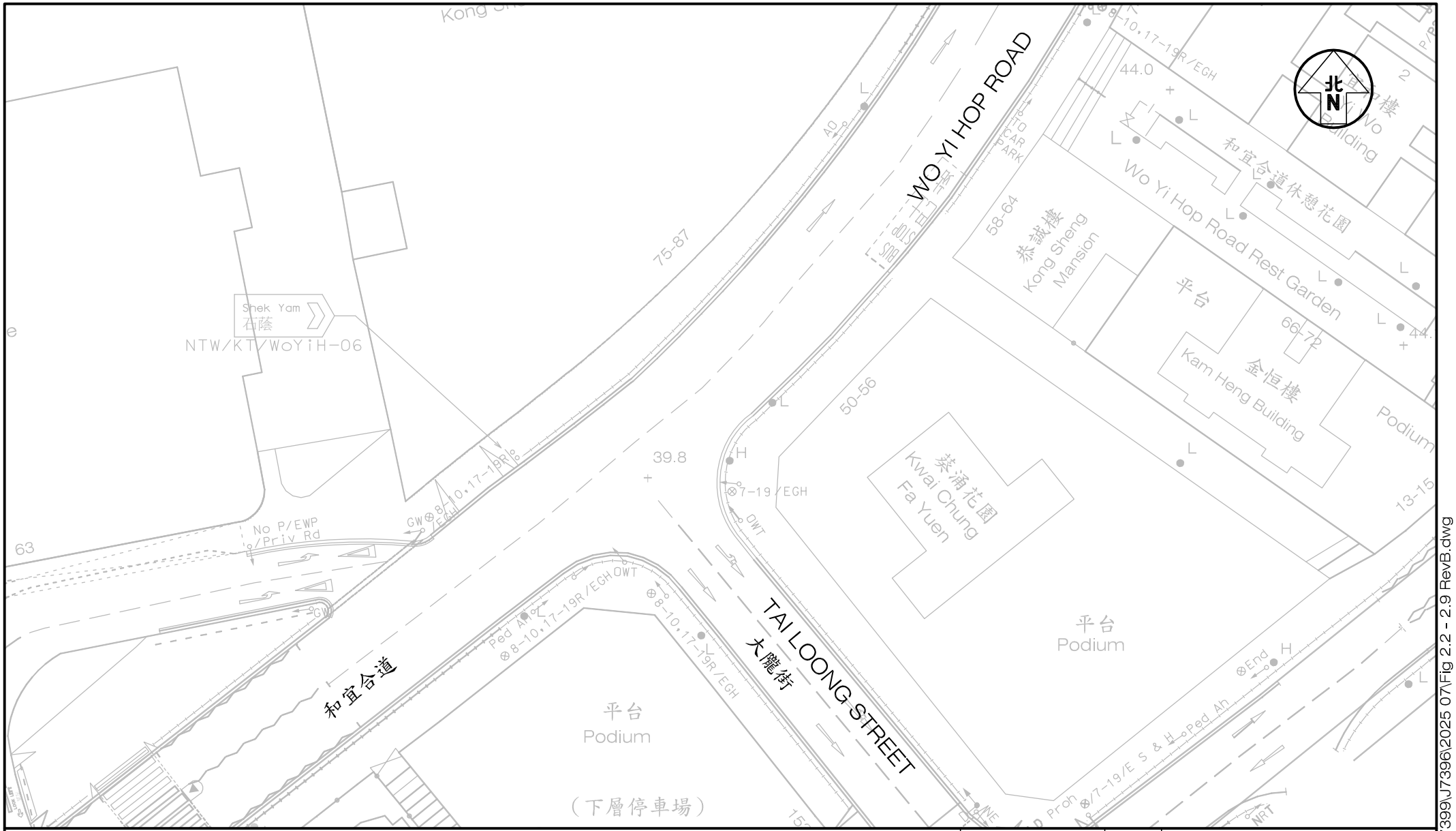
T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES	J7396	Figure No. 2.6	Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF TA CHUEN PING STREET / WO YI HOP ROAD / SHEK YAM ROAD	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

EXISTING JUNCTION LAYOUT OF TAI LOONG STREET / WO YI HOP ROAD

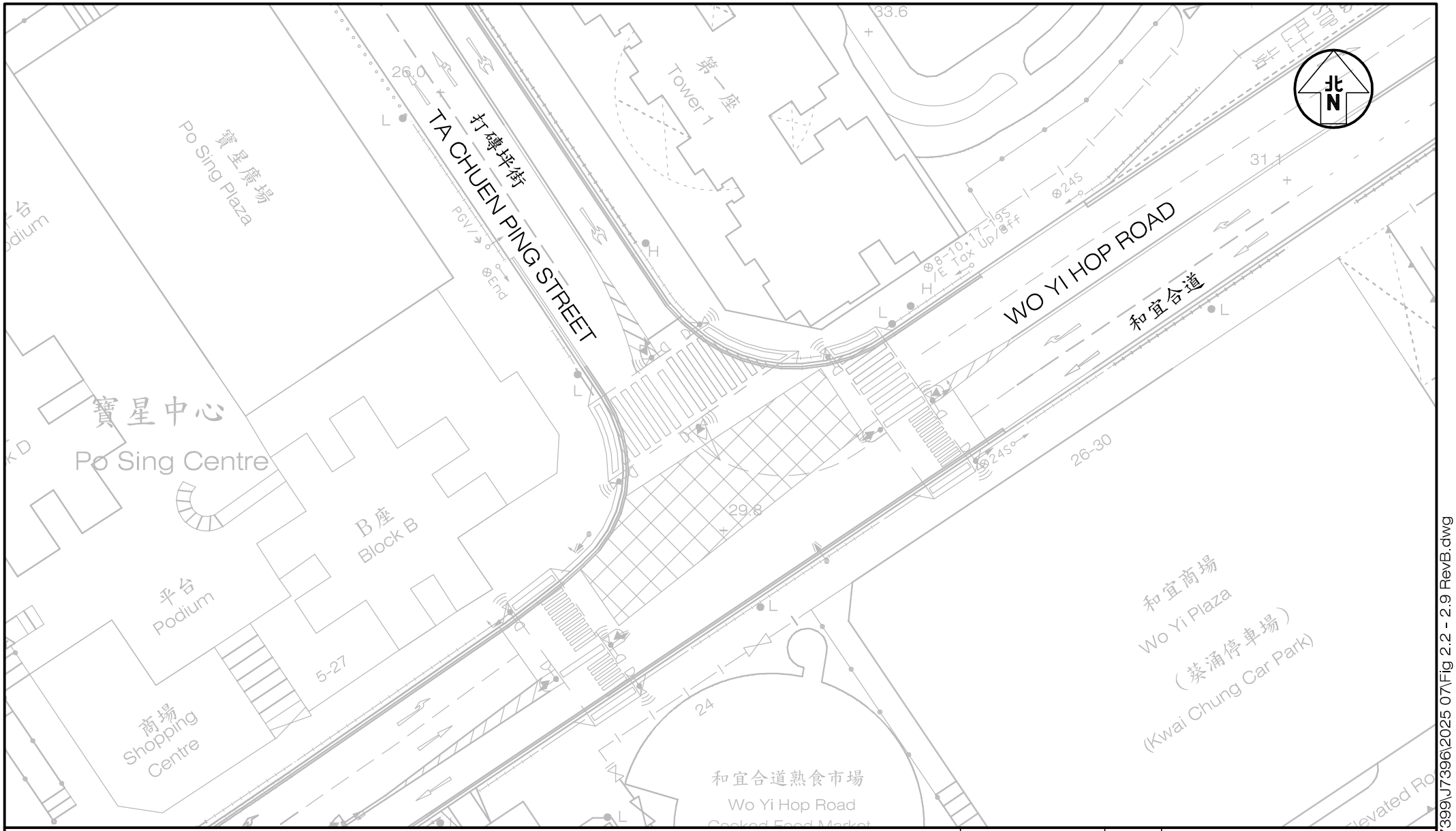
Figure No.	Revision
2.7	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

EXISTING JUNCTION LAYOUT OF TA CHUEN PING STREET / WO YI HOP ROAD

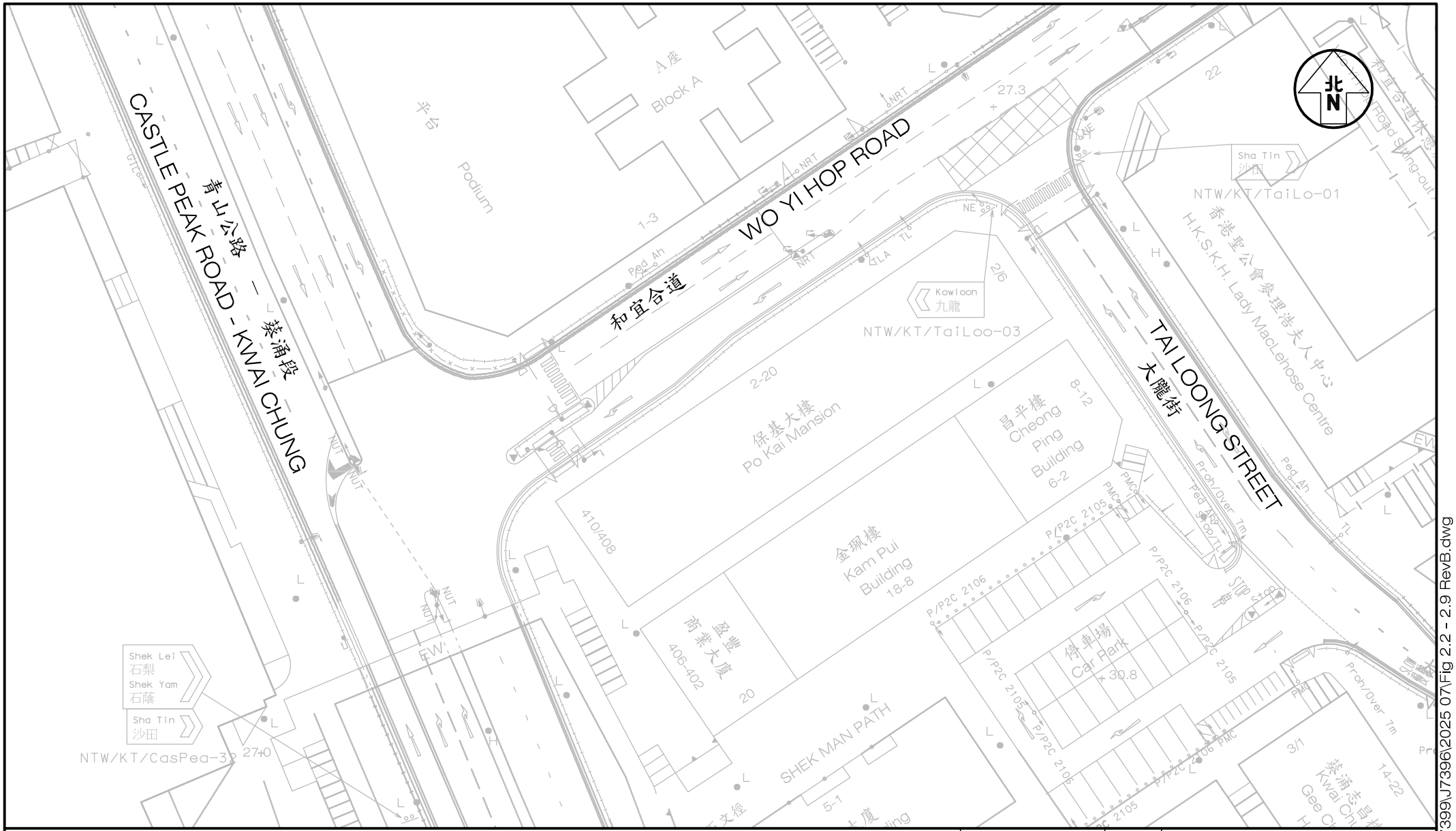
Figure No.	Revision
2.8	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD - KWAI CHUNG / WO YI HOP ROAD

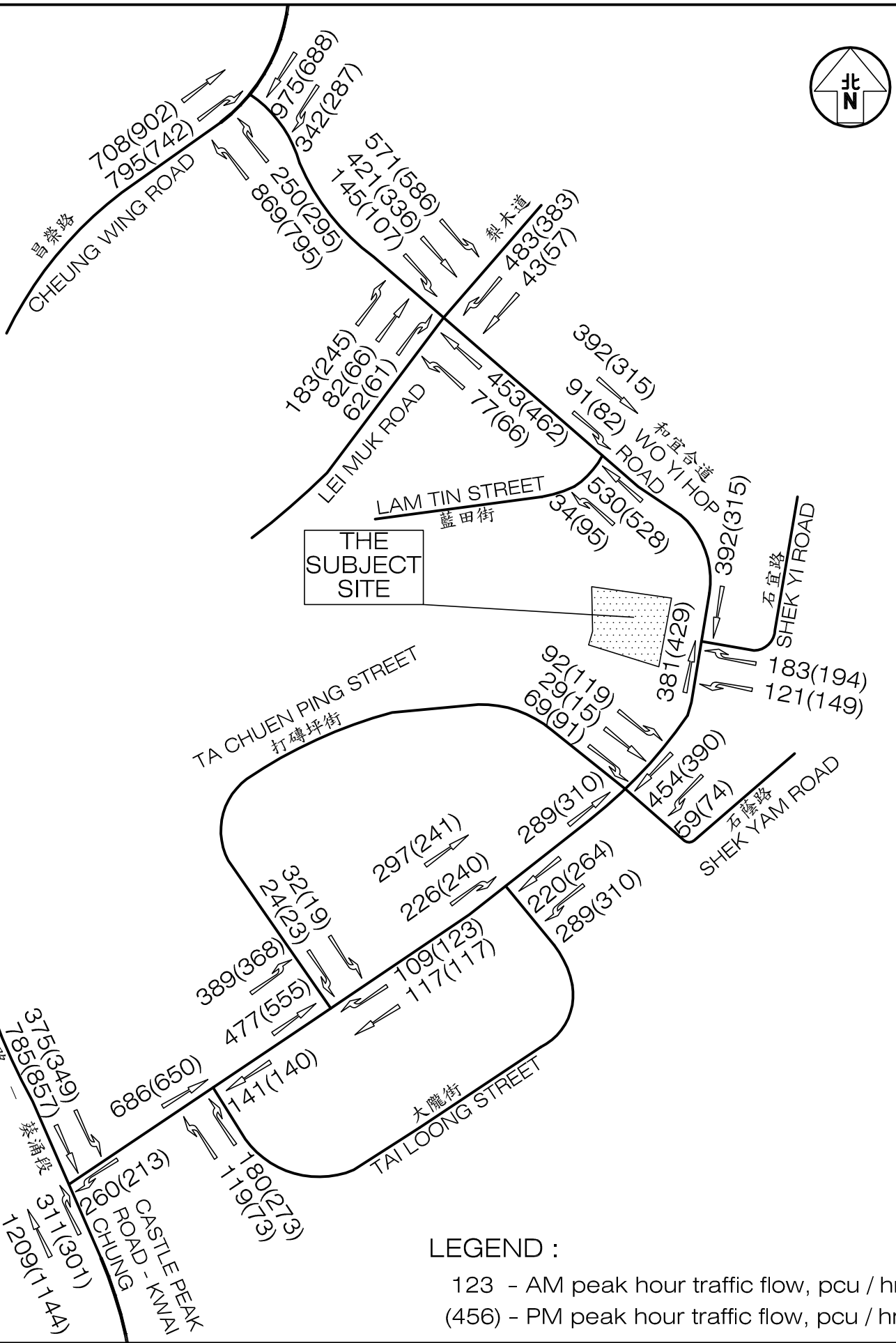
Figure No.	Revision
2.9	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 600	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

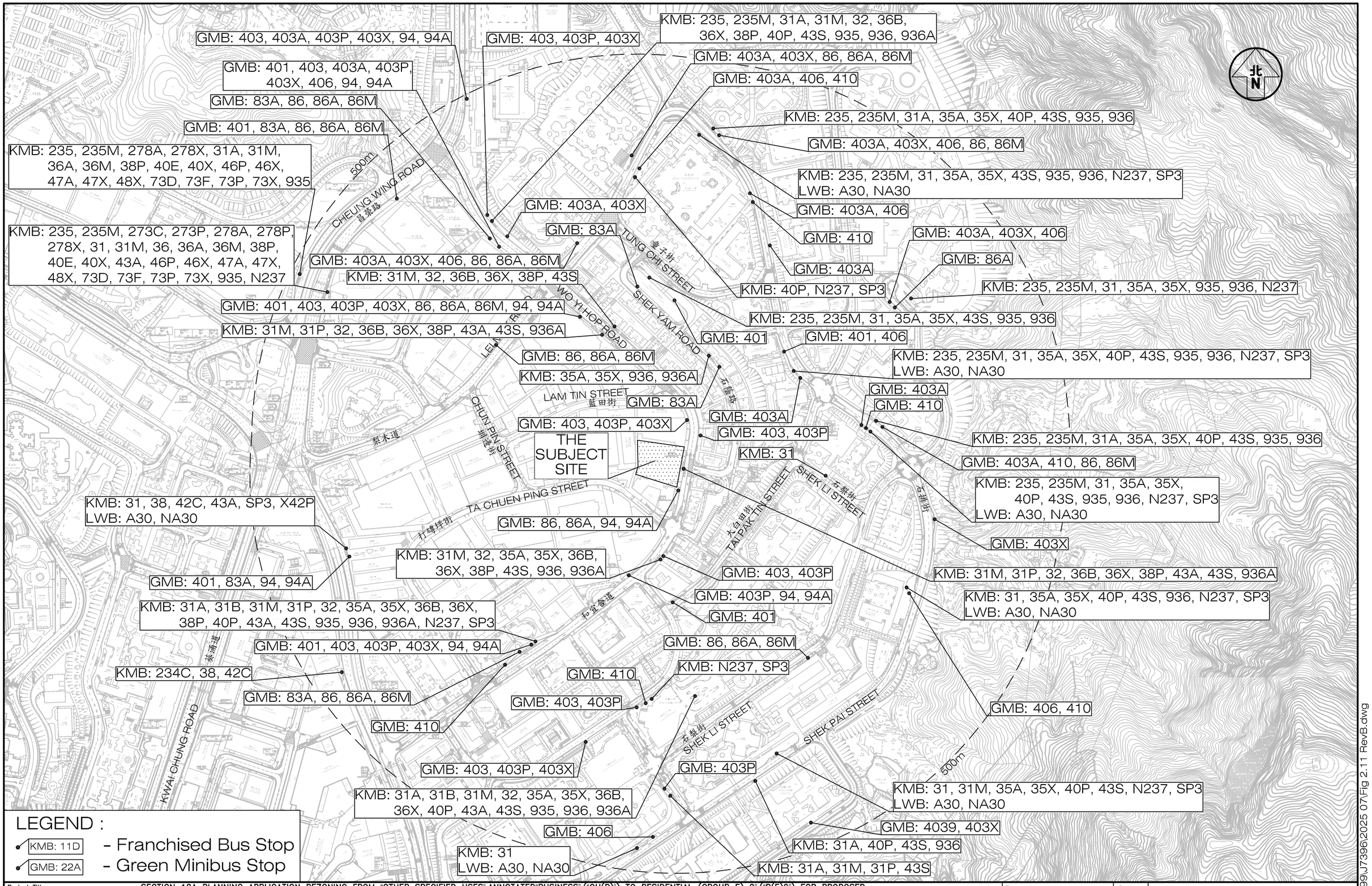
Job No.	Figure No.			Scale in A4
J7396	2.10			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

EXISTING PEAK HOUR TRAFFIC FLOWS

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOBs\J7350-J7399\J7396\2025 07\Fig 2.10 RevB.dwg



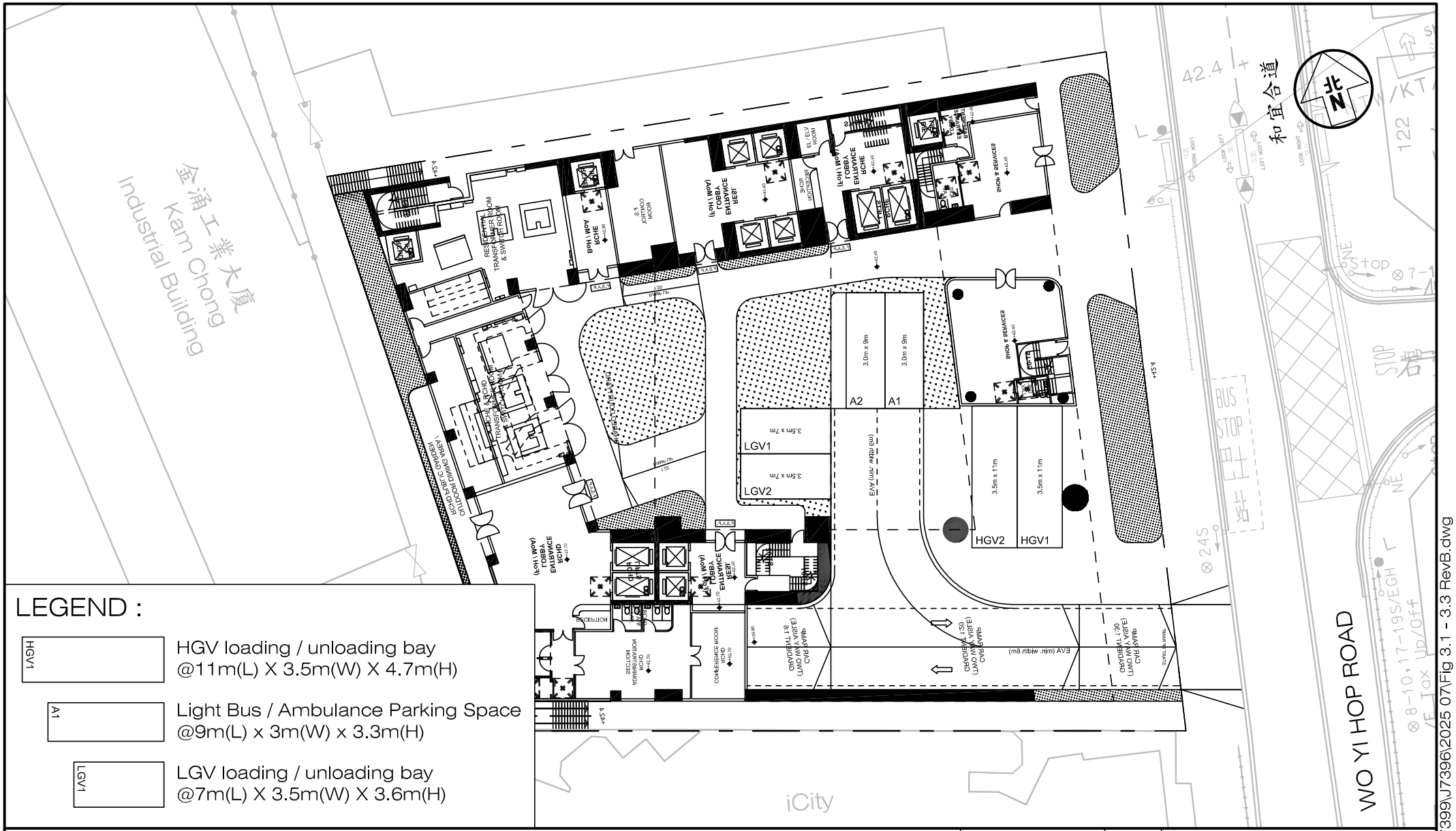
LEGEND :

- KMB: 11D - Franchised Bus Stop
- GMB: 22A - Green Minibus Stop

Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED"BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2" ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396
Figure Title	HE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE
Figure No.	2.11
Revision	B
Designed by	C Y Y
Drawn by	N C M
Checked by	K C
Scale in A3	1 : 4500
Date	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.11 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

G/F LAYOUT PLAN

Figure No.	Revision
3.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.1 - 3.3 RevB.dwg

北
N

LEGEND :

C1 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

C7(D) — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

M1 — Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title: LG/F LAYOUT PLAN

Figure No.	Revision
3.2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.1 - 3.3 RevB.dwg

北
N

LEGEND :

C1 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

C6(D) — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396	Figure No. 3.3	Revision B	
Figure Title: B/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C		
	Scale in A4: 1 : 400	Date: 28 JUL 2025	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.1 - 3.3 RevB.dwg

LEGEND :

⟷ Pedestrian Route

SCALE 1:400(A4)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE PEDESTRIAN ROUTE FROM THE DISABLED PARKING SPACES TO THE NEARBY LIFT LOBBY ON LG/F

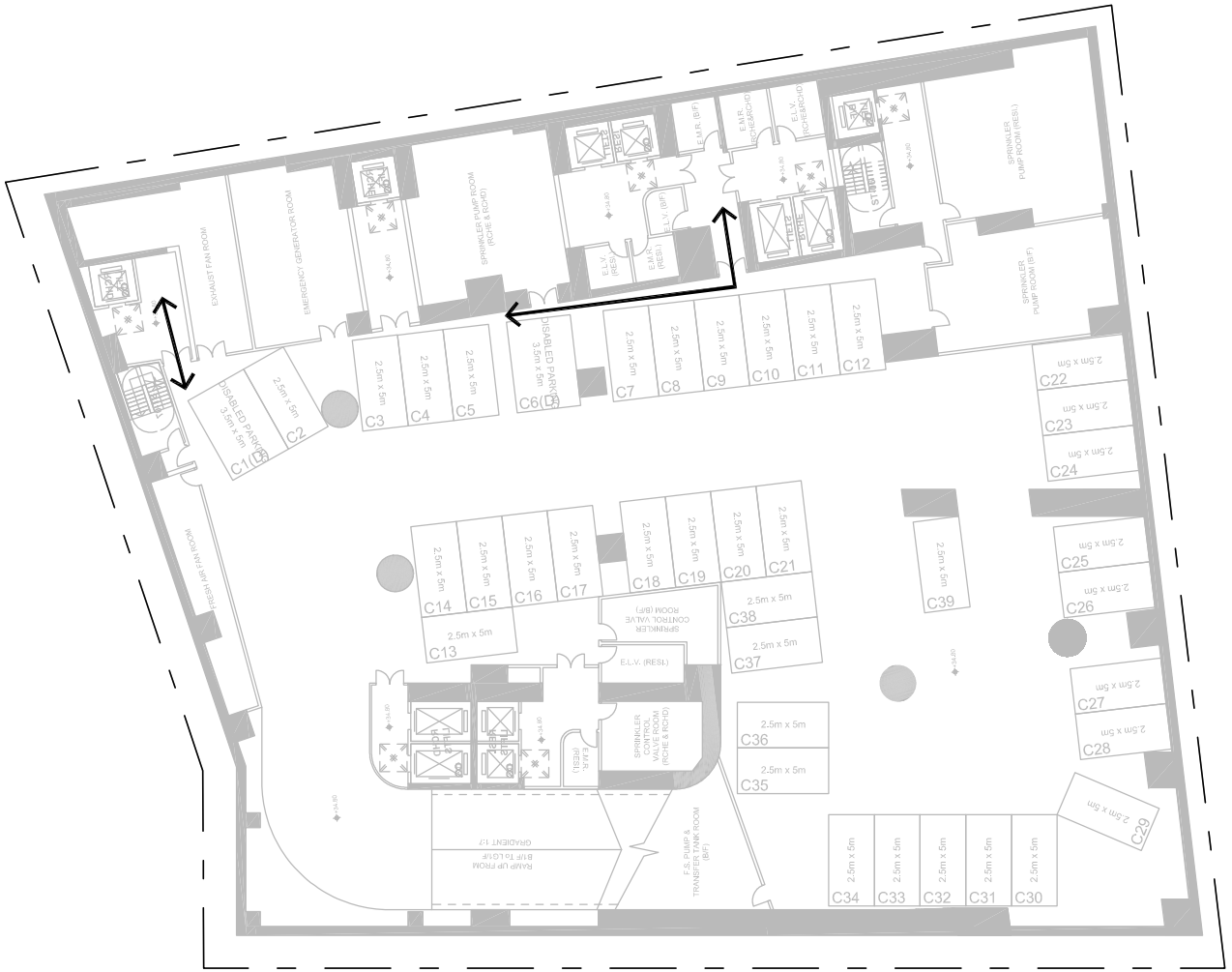
Figure No.	Revision
3.4	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.4 - 3.5 RevB.dwg



LEGEND :

⟷ Pedestrian Route

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE PEDESTRIAN ROUTE FROM THE DISABLED PARKING SPACES TO THE NEARBY LIFT LOBBY ON B/F

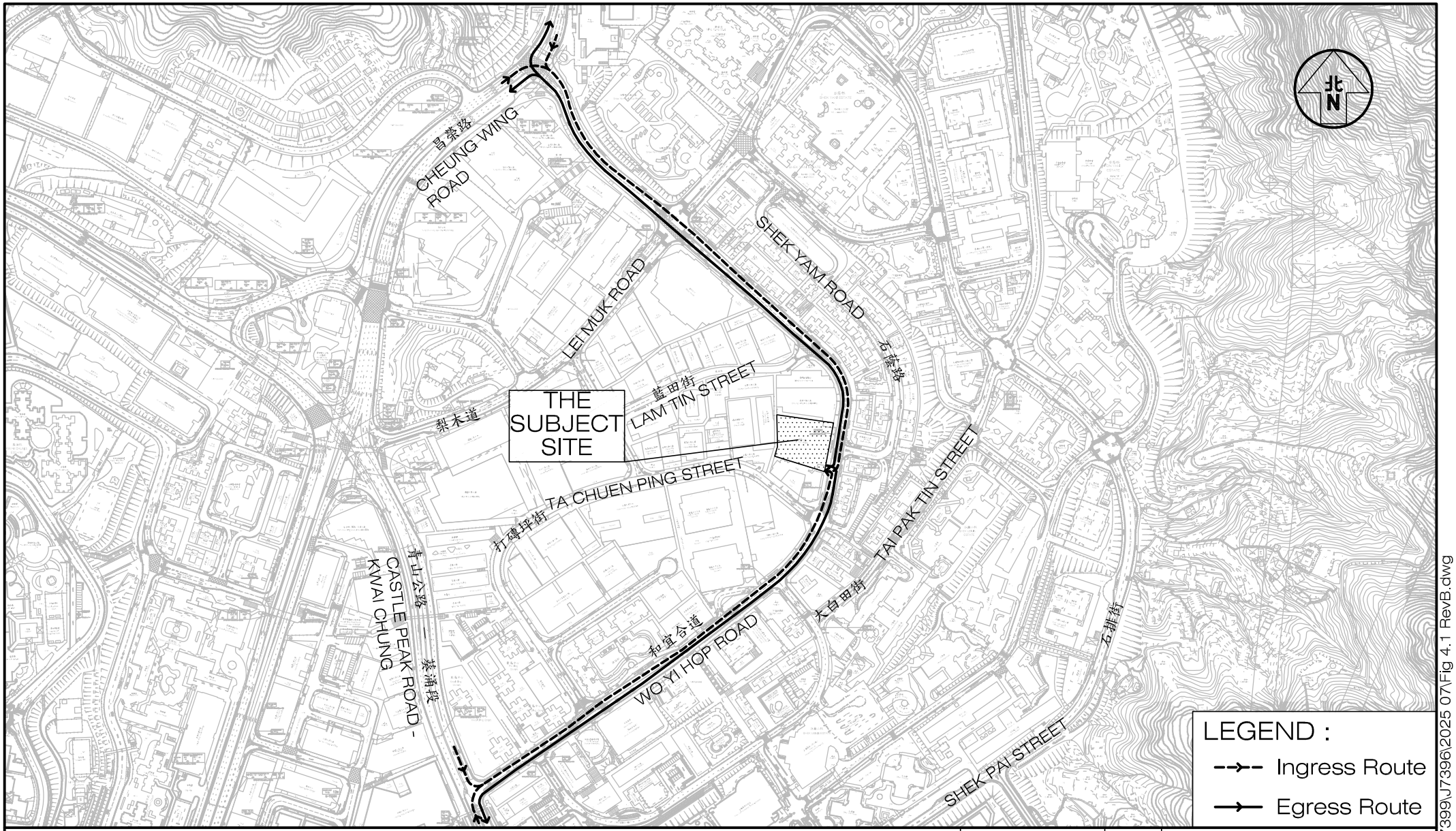
Figure No.	Revision
3.5	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.4 - 3.5 RevB.dwg



Project Title SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE INGRESS AND EGRESS ROUTE OF THE PROPOSED REDEVELOPMENT

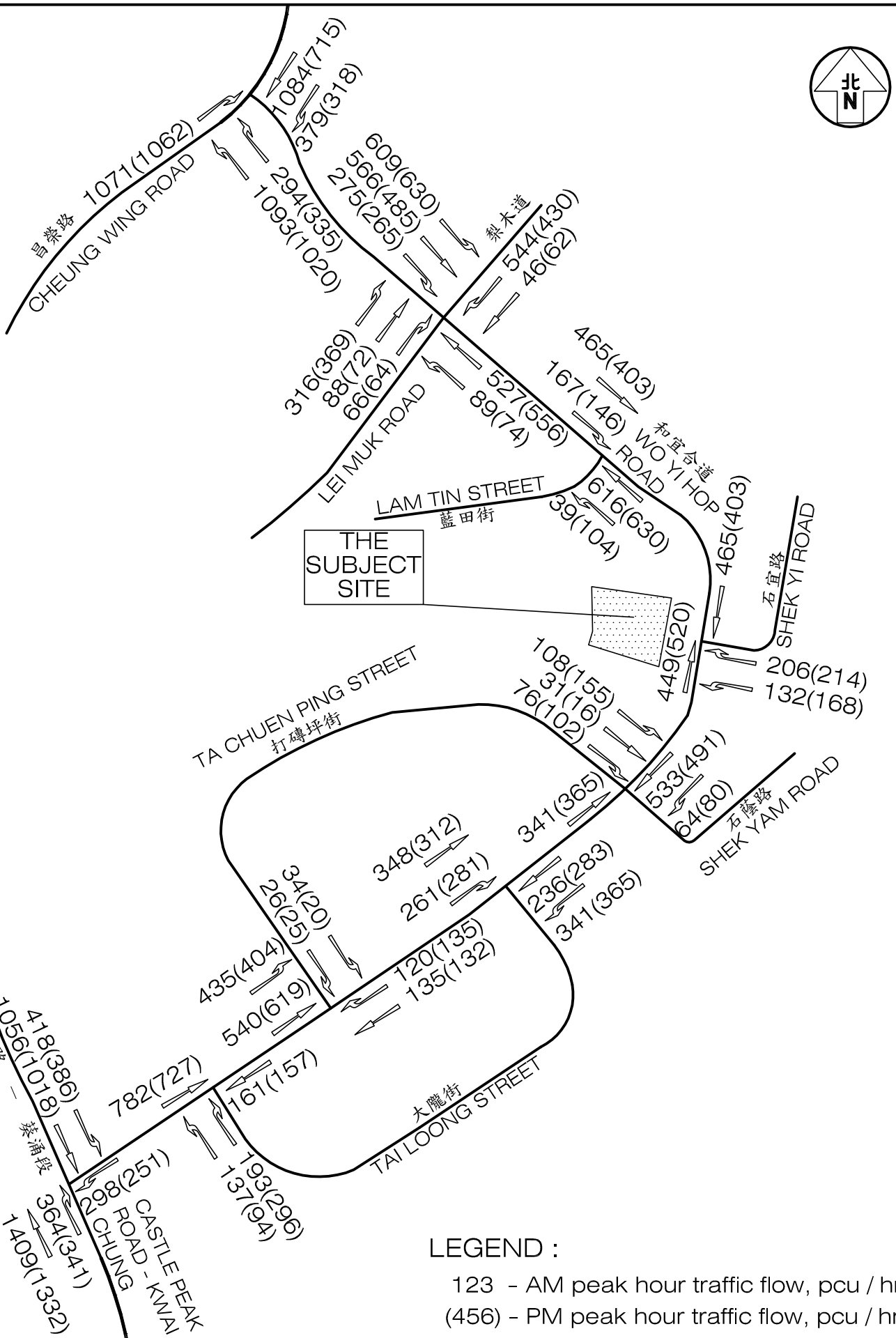
Figure No.	Revision
4.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 5500	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig 4.1 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

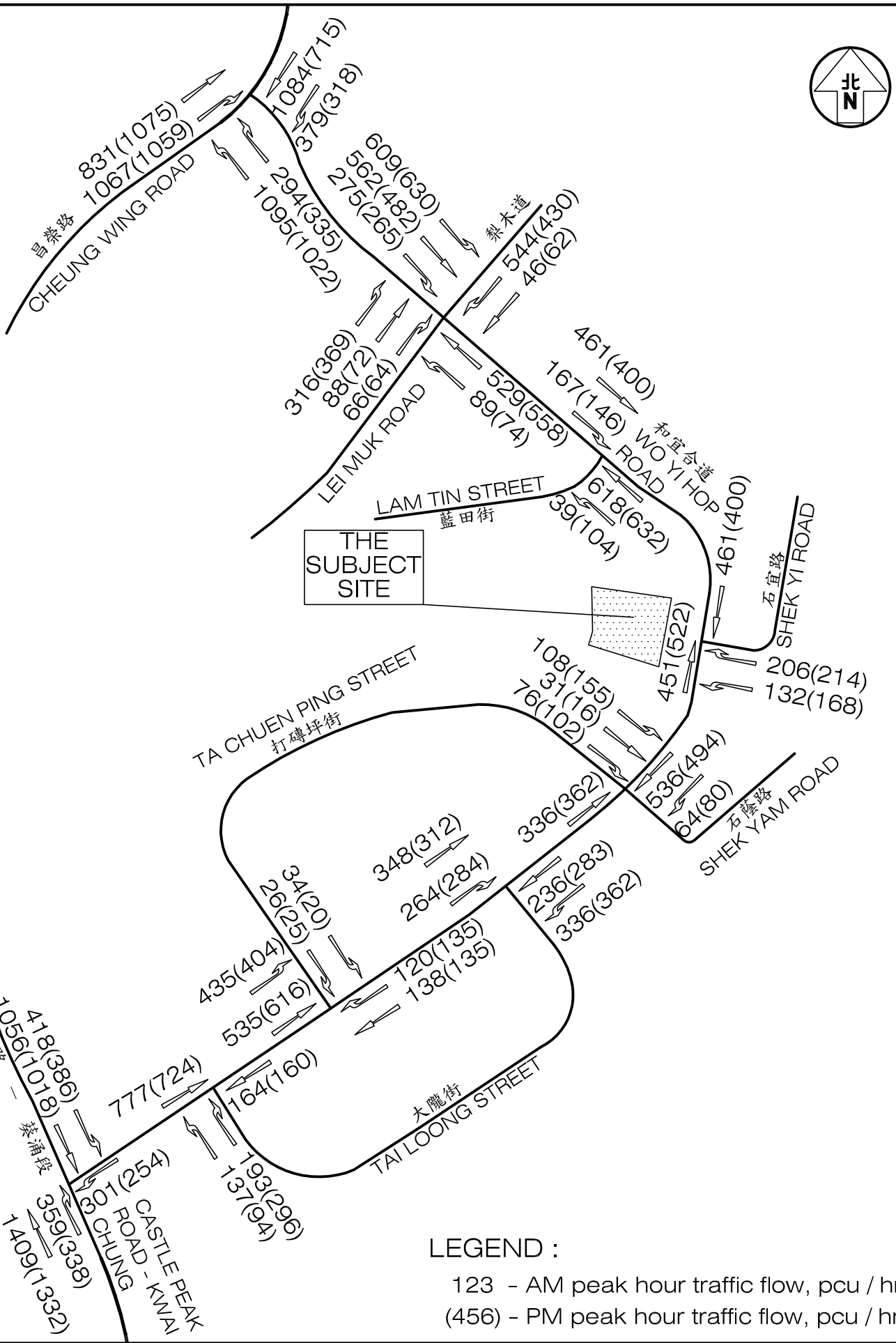
Job No.	Figure No.			Scale in A4
J7396	4.2			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

YEAR 2033 PEAK HOUR TRAFFIC FLOWS
WITHOUT THE PROPOSED REDEVELOPMENT

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOBs\J7350-J7399\J7396\2025 07\Fig 4.2 RevB.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

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

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7396	4.3			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

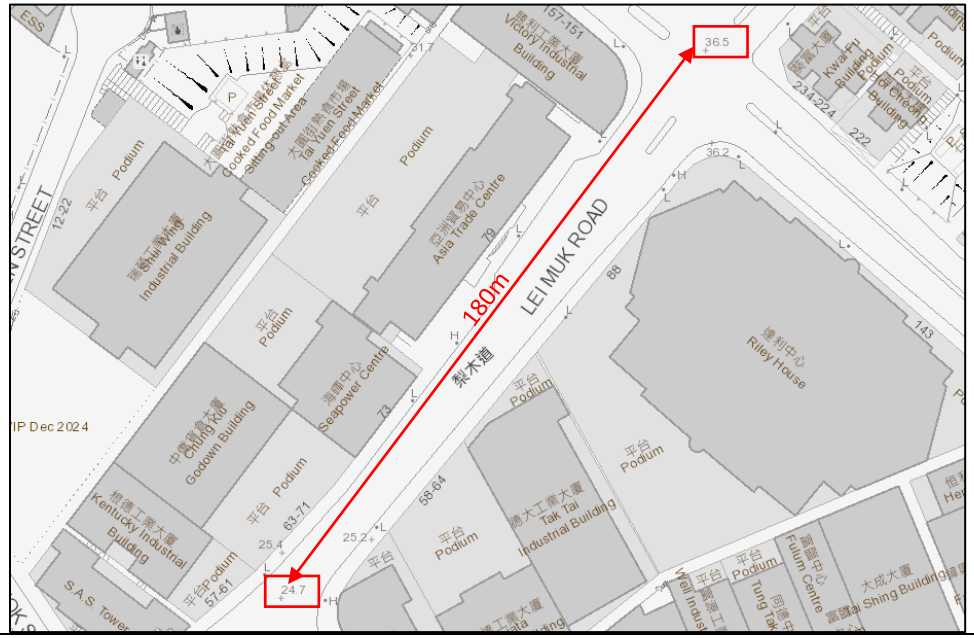
YEAR 2033 PEAK HOUR TRAFFIC FLOWS
WITH THE PROPOSED REDEVELOPMENT

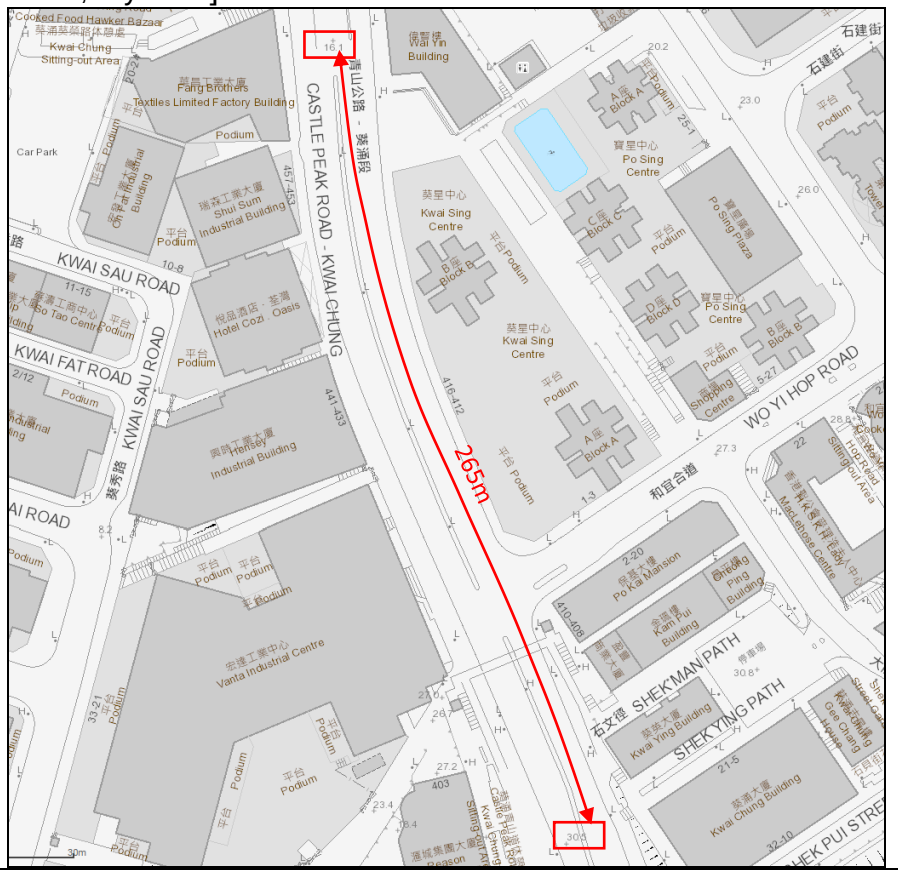
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOBs\J7350-J7399\J7396\2025 07\Fig 4.3 RevB.dwg

Appendix 1 – Response to comments from Transport Department

S12A Planning Application Rezoning from "Other Specified Uses" annotated " Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2")
Response-to-Comment Table (In response to the comments received for the Planning Enquiry submission on 21 May 2025)

Departmental Comments		Responses
16 Jul 2025 refers: Transport Department Contact person: Mr. Kenneth Lee / 2399 2420 / kennethpakkinlee@td.gov.hk		
1	#1 - The Area of Influence (AOI) is not shown in Figure 2.1. Please review.	Noted. Please refer to Figure 2.1 in the Traffic Impact Assessment.
2	#2 - There is no Figure R1.	Please refer to Figure 4.1 for the ingress and egress routes of traffic travelling to / from the Proposed Redevelopment.
3	#5 - Please also provide the swept paths analysis for the car park spaces no. C36, C37 and C38 on B/F.	Please refer to Figures SP11 – SP13 for the swept path analysis for the car parking spaces C36, C37 and C38.
4	#6 - Please illustrate the pedestrian route from the disabled parking spaces to the nearby lift lobby.	Please refer to Figures 3.4 and 3.5 for the pedestrian route from the disabled parking spaces to the nearby lift lobby.
5	#18 - Please clarify the consideration for applying 5% of the Effect of Gradients.	Reference is made to slope information provided in web site of Civil Engineering and Development Department (CEDD). Based on the measurement of map below, 7% is adopted for gradient of Lei Muk Road in junction analysis. [Calculation = (36.5 – 24.7) / 180 = 0.655, say 7%] 

6	#21 - The updated DS1 and DS2 (JCN 10044) are attached for reference. Please review the assessment.	The junction analysis is updated based on the updated Method of Control (MoC) received.
7	#23 - The updated DS1 and DS2 (JCN 10041) are attached for reference. Please review the assessment.	The junction analysis is updated based on the updated MoC received.
8	#24 - Please clarify the consideration for applying 5% of the Effect of Gradients.	Reference is made to slope information provided in web site of CEDD. Based on the measurement of map below, 5.5% is adopted for gradient of Castle Peak Road – Kwai Chung in junction analysis. [Calculation = (30.5 – 16.1) / 265 = 0.054, say 5.5%] 

Appendix 2 – Calculation

Signal Junction Analysis

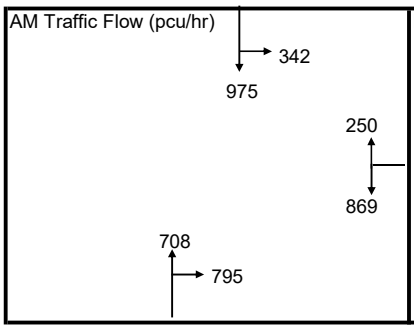
Junction: Wo Yi Hop Road / Cheung Wing Road — Job Number: J7396

Scenario: Existing Condition — P. 1

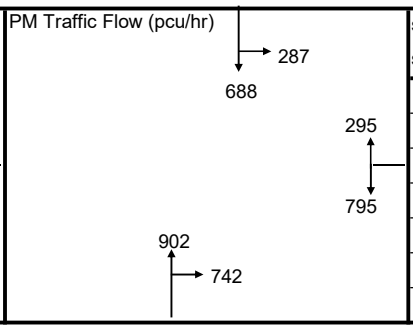
Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	342	0.177			1935	435	0.225	
	SA	A2	2,3	3.20				2075	366	0.176		100	2075	467	0.225	
	RT	B1	3	3.20	15.0		100	1886	398	0.211	0.211	100	1886	371	0.197	0.197
	RT	B2	3	3.20	15.0		100	1886	397	0.210		100	1886	371	0.197	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	384	0.268		100	1431	352	0.246	
	LT	F2	1,3	3.20	10.0		100	1804	485	0.269		100	1804	443	0.246	
	RT	E1	1	3.20	15.0		100	1886	135	0.072	0.072	100	1886	159	0.084	0.084
	RT	E2	1	3.20	15.0		100	1603	115	0.072		100	1603	136	0.085	
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	342	0.192			1955	287	0.147	
	SA	D1	2	3.40				2095	325	0.155	0.155		2095	229	0.109	0.109
	SA	D2	2	3.40				2095	325	0.155			2095	229	0.109	
	SA	D3	2	3.40				2095	325	0.155			2095	230	0.110	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



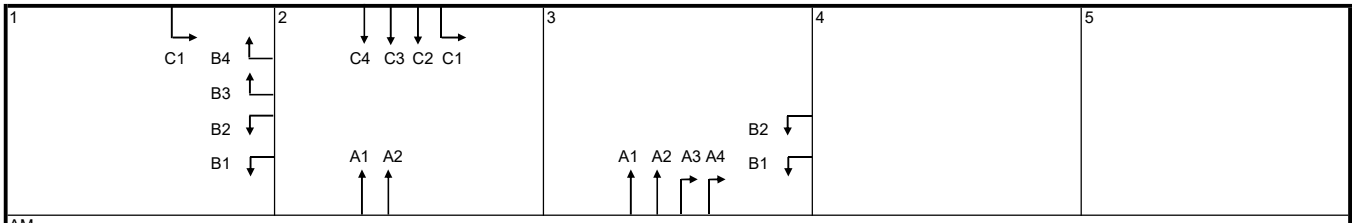
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.438		0.390	
L (s)	12		12	
C (s)	112		110	
practical y	0.804		0.802	
R.C. (%)	84%		105%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

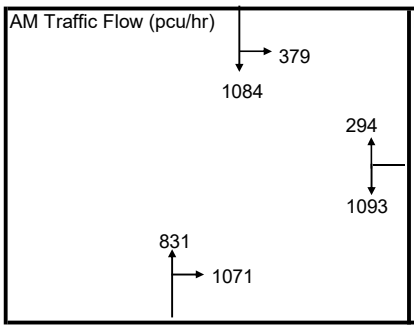
Junction: Wo Yi Hop Road / Cheung Wing Road — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 2

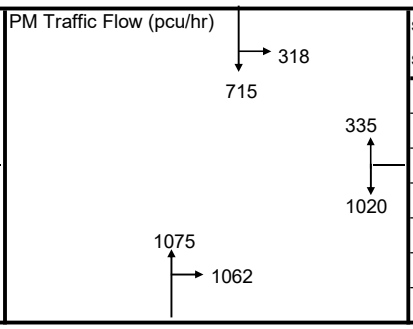
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	401	0.207			1935	519	0.268	
	SA	A2	2,3	3.20				2075	430	0.207		100	2075	556	0.268	
	RT	B1	3	3.20	15.0		100	1886	536	0.284	0.284	100	1886	531	0.282	0.282
	RT	B2	3	3.20	15.0		100	1886	535	0.284		100	1886	531	0.282	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	483	0.338		100	1431	451	0.315	
	LT	F2	1,3	3.20	10.0		100	1804	610	0.338		100	1804	569	0.315	
	RT	E1	1	3.20	15.0		100	1886	159	0.084	0.084	100	1886	181	0.096	0.096
	RT	E2	1	3.20	15.0		100	1603	135	0.084		100	1603	154	0.096	
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	379	0.213			1955	318	0.163	
	SA	D1	2	3.40				2095	361	0.172			2095	238	0.114	0.114
	SA	D2	2	3.40				2095	361	0.172			2095	238	0.114	
	SA	D3	2	3.40				2095	362	0.173	0.173		2095	239	0.114	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



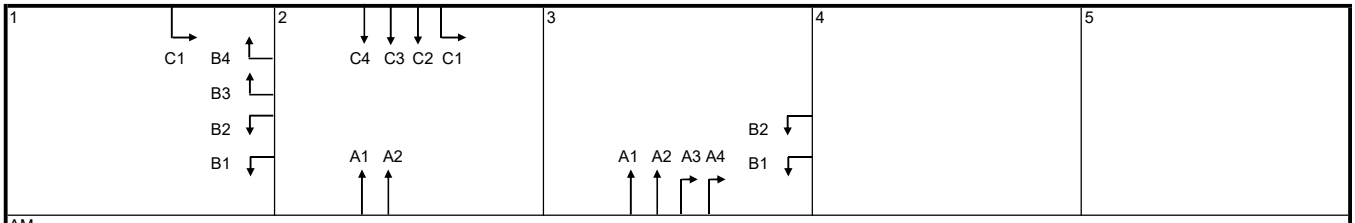
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.541		0.491	
L (s)	12		12	
C (s)	90		100	
practical y	0.780		0.792	
R.C. (%)	44%		61%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

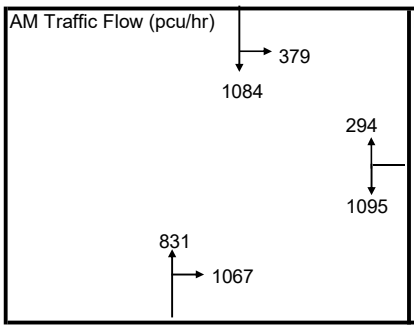
Junction: Wo Yi Hop Road / Cheung Wing Road Job Number: J7396

Scenario: Future Condition (With Proposed Development) P. 3

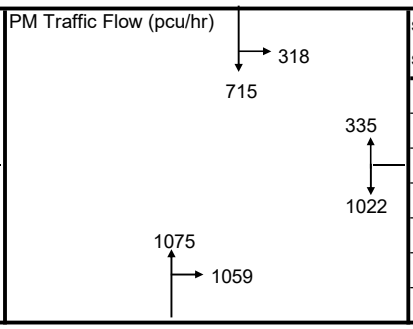
Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	401	0.207			1935	519	0.268	
	SA	A2	2,3	3.20				2075	430	0.207		100	2075	556	0.268	
	RT	B1	3	3.20	15.0		100	1886	534	0.283	0.283	100	1886	530	0.281	0.281
	RT	B2	3	3.20	15.0		100	1886	533	0.283		100	1886	529	0.280	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	484	0.338		100	1431	452	0.316	
	LT	F2	1,3	3.20	10.0		100	1804	611	0.339		100	1804	570	0.316	
	RT	E1	1	3.20	15.0		100	1886	159	0.084	0.084	100	1886	181	0.096	
	RT	E2	1	3.20	15.0		100	1603	135	0.084		100	1603	154	0.096	0.096
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	379	0.213			1955	318	0.163	
	SA	D1	2	3.40				2095	361	0.172			2095	238	0.114	0.114
	SA	D2	2	3.40				2095	361	0.172			2095	238	0.114	
	SA	D3	2	3.40				2095	362	0.173	0.173		2095	239	0.114	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



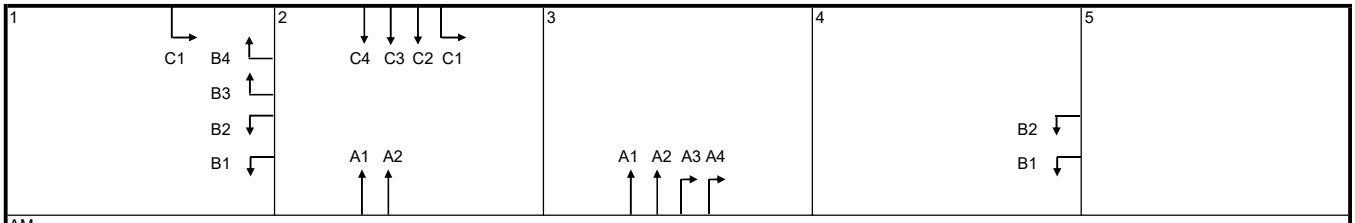
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.540		0.491	
L (s)	12		12	
C (s)	90		100	
practical y	0.780		0.792	
R.C. (%)	44%		61%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

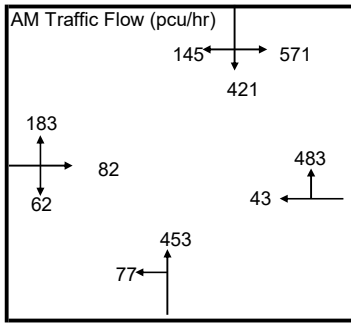
Scenario: Existing Condition — P. 4

Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

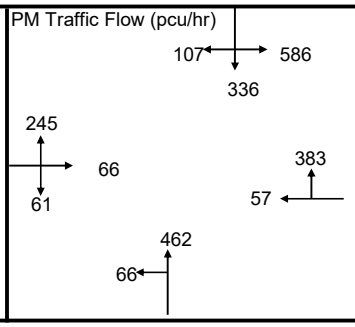
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		90	1864	538	0.289	0.289	93	1861	486	0.261	0.261
	SA+RT	A2	3, 4	3.50	20.0		21	2072	599	0.289		17	2078	543	0.261	
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	88	0.058		100	1508	117	0.078	
	LT	B2	1	3.00	20.0	7	100	1638	95	0.058		100	1638	128	0.078	0.078
	SA+RT	B3	1	3.00	20.0	7	23	1731	144	0.083	0.083	64	1680	127	0.076	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	77	0.046		100	1668	66	0.040	
	SA	C2	3	3.00				2055	227	0.110			2055	231	0.112	
	SA	C3	3	3.00				2055	226	0.110			2055	231	0.112	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		95	1834	253	0.138		94	1836	211	0.115	0.115
	RT	D2	2	3.50	25.0		100	1986	273	0.137	0.137	100	1986	229	0.115	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

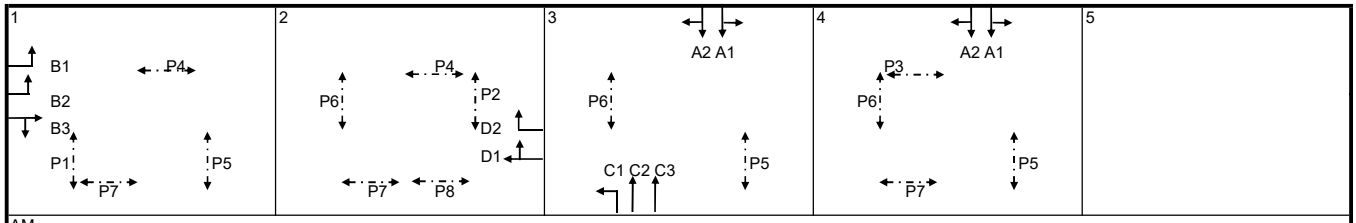


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.509		0.454	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	42%		59%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

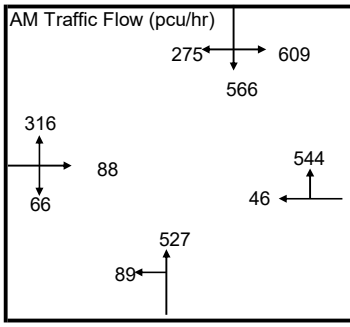
Scenario: Future Condition (Without Proposed Development) — P. 5

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

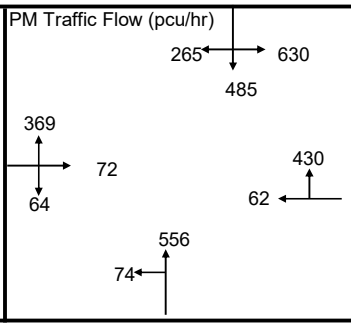
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		87	1868	687	0.368	0.368	93	1861	652	0.350	
	SA+RT	A2	3, 4	3.50	20.0		20	2074	763	0.368		17	2078	728	0.350	0.350
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	151	0.100		100	1508	177	0.117	
	LT	B2	1	3.00	20.0	7	100	1638	165	0.101	0.101	100	1638	192	0.117	0.117
	SA+RT	B3	1	3.00	20.0	7	21	1734	154	0.089		64	1680	136	0.081	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	89	0.053		100	1668	74	0.044	
	SA	C2	3	3.00				2055	264	0.128			2055	278	0.135	
	SA	C3	3	3.00				2055	263	0.128			2055	278	0.135	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		94	1836	283	0.154		94	1836	236	0.129	0.129
	RT	D2	2	3.50	25.0		100	1986	307	0.155	0.155	100	1986	256	0.129	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

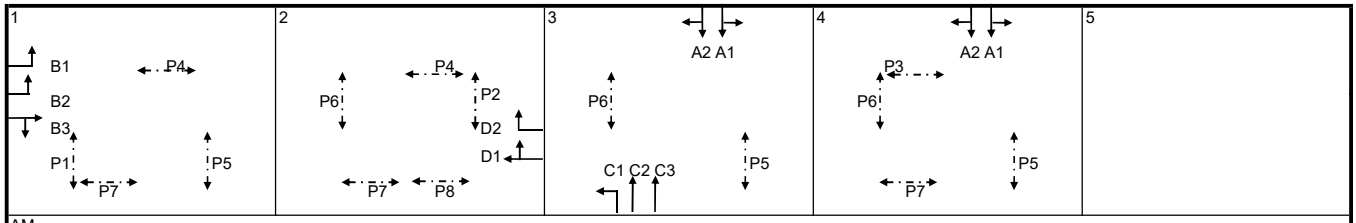


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.623		0.596	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	16%		21%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

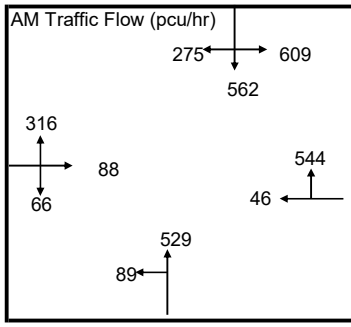
Scenario: Future Condition (With Proposed Development) — P. 6

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

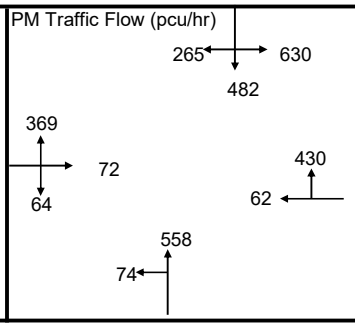
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		90	1864	685	0.367	0.367	91	1863	651	0.349	0.349
	SA+RT	A2	3, 4	3.50	20.0		21	2072	761	0.367		16	2080	726	0.349	
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	151	0.100		100	1508	177	0.117	
	LT	B2	1	3.00	20.0	7	100	1638	165	0.101	0.101	100	1638	192	0.117	0.117
	SA+RT	B3	1	3.00	20.0	7	23	1731	154	0.089		60	1685	136	0.081	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	89	0.053		100	1668	74	0.044	
	SA	C2	3	3.00				2055	265	0.129			2055	279	0.136	
	SA	C3	3	3.00				2055	264	0.128			2055	279	0.136	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		95	1834	283	0.154	0.154	94	1836	236	0.129	0.129
	RT	D2	2	3.50	25.0		100	1986	307	0.155		100	1986	256	0.129	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

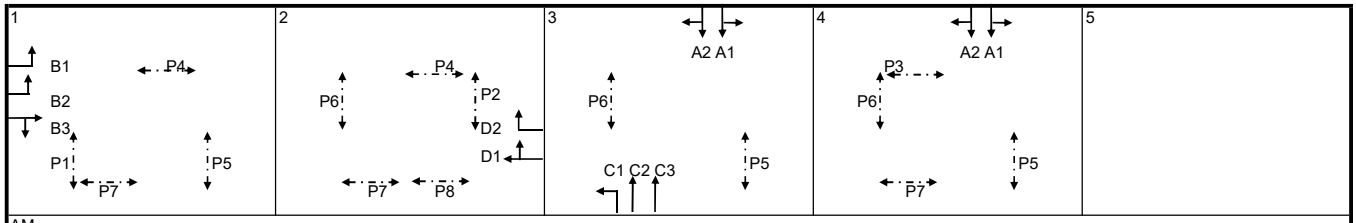


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.623		0.595	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	16%		21%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

Scenario: Existing Condition P. 7

Design Year: 2025 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	392	0.205			1915	315	0.164	
	RT	A2	2	3.50	25.0		100	1986	91	0.046	0.046	100	1986	82	0.041	0.041
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		13	2049	564	0.275	0.275	10	2053	623	0.303	0.303
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)

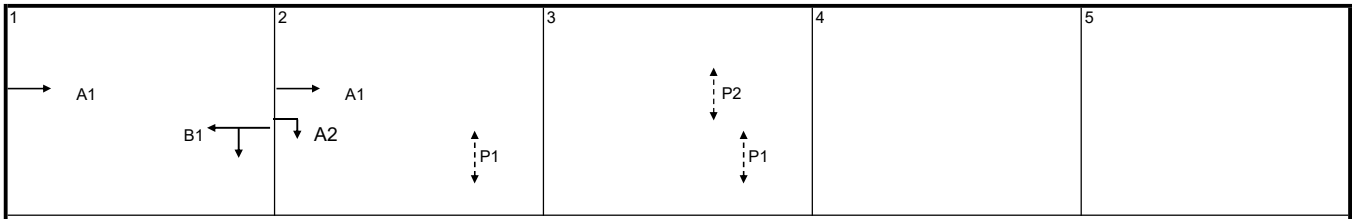
PM Traffic Flow (pcu/hr)

$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.321		0.345	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	113%		97%	



AM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

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

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	465	0.243			1915	403	0.210	
	RT	A2	2	3.50	25.0		100	1986	167	0.084	0.084	100	1986	146	0.074	0.074
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		14	2048	655	0.320	0.320	10	2053	734	0.358	0.358
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.404		0.431	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	69%		58%	

Note:

1	2	3	4	5
A1	A1	P2		
B1	A2	P1		
	P1			

AM																	
	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =		
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																	
	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =		
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

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

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	461	0.241			1915	400	0.209	
	RT	A2	2	3.50	25.0		100	1986	167	0.084	0.084	100	1986	146	0.074	0.074
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		15	2047	657	0.321	0.321	12	2050	736	0.359	0.359
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)

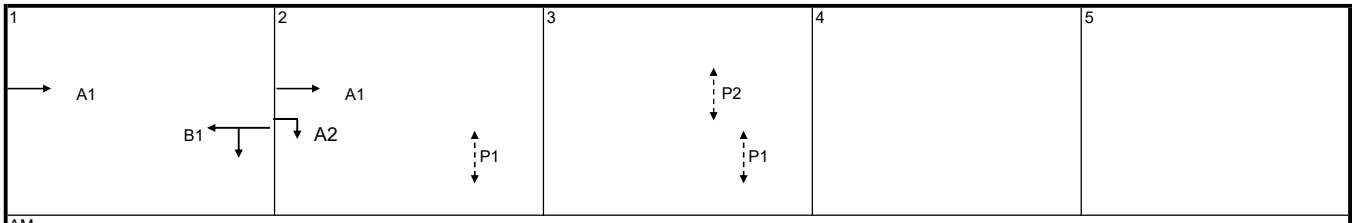
PM Traffic Flow (pcu/hr)

$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.405		0.433	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	69%		57%	

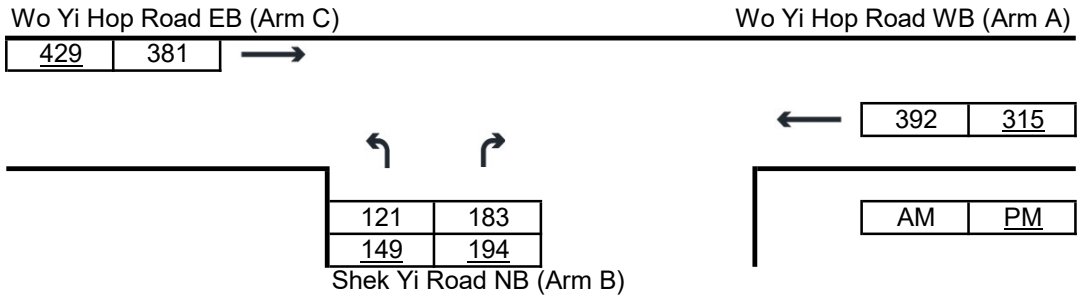
Note:



AM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2025	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Existing Condition				Page 10



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

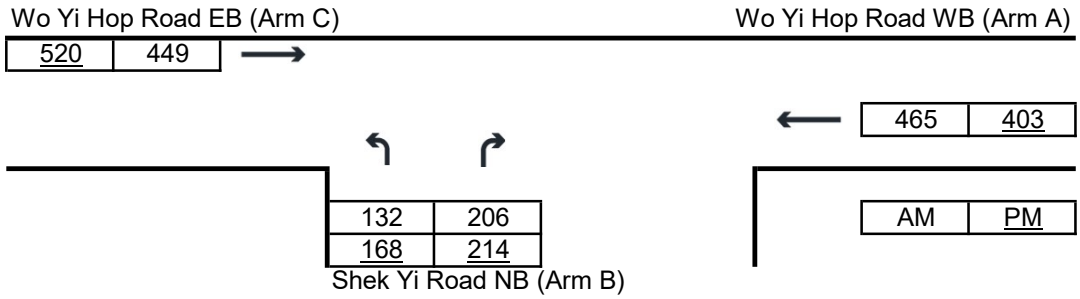
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	381	429	Q-BA	457	470
q-CB	0	0	Q-BC	697	720
q-AB	0	0	Q-CB	374	386
q-AC	392	315	Q-BAC	530	553
q-BA	183	194			
q-BC	121	149			
f	0.398	0.434			

Ratio-of-flow to Capacity	AM	PM
B-A	0.400	0.413
B-C	0.174	0.207
C-B	0.000	0.000
B-AC	0.574	0.620

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (Without Proposed Development)			Page	11



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

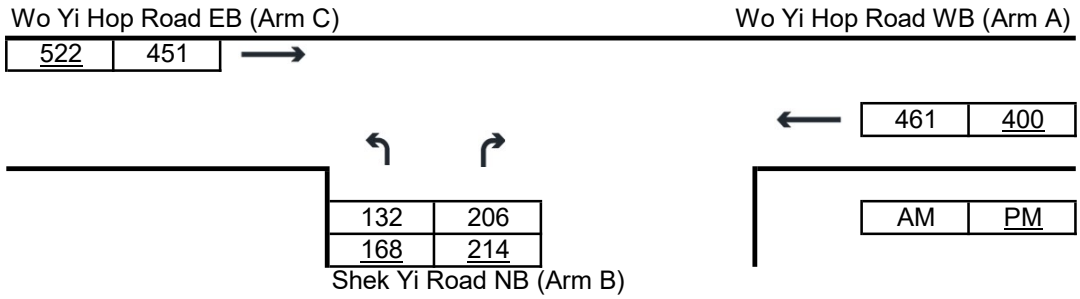
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	449	520	Q-BA	425	430
q-CB	0	0	Q-BC	676	694
q-AB	0	0	Q-CB	362	372
q-AC	465	403	Q-BAC	497	516
q-BA	206	214			
q-BC	132	168			
f	0.391	0.440			

Ratio-of-flow to Capacity	AM	PM
B-A	0.484	0.498
B-C	0.195	0.242
C-B	0.000	0.000
B-AC	0.680	0.740

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (With Proposed Development)			Page	12



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	451	522	Q-BA	426	431
q-CB	0	0	Q-BC	677	695
q-AB	0	0	Q-CB	363	373
q-AC	461	400	Q-BAC	498	517
q-BA	206	214			
q-BC	132	168			
f	0.391	0.440			

Ratio-of-flow to Capacity	AM	PM
B-A	0.483	0.497
B-C	0.195	0.242
C-B	0.000	0.000
B-AC	0.678	0.739

Signal Junction Analysis

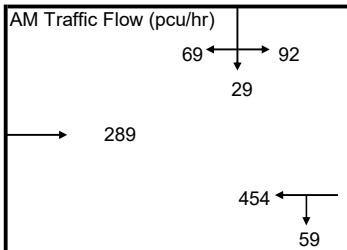
Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

Scenario: Existing Condition — P. 13

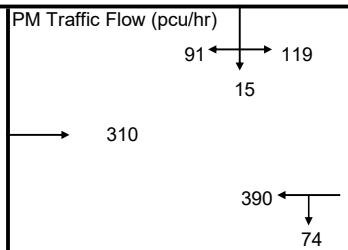
Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	92	0.054	0.054	100	1702	119	0.070	0.070
	SA+RT	A2	2	3.50	20.0		87	1976	98	0.050		84	1980	106	0.054	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	289	0.140			2065	310	0.150	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	513	0.259	0.259	9	1983	464	0.234	0.234
pedestrian phase		P1	1, 3		min crossing time =		6	sec GM +		10	sec FGM =		16	sec		
		P2	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P3	2, 3		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

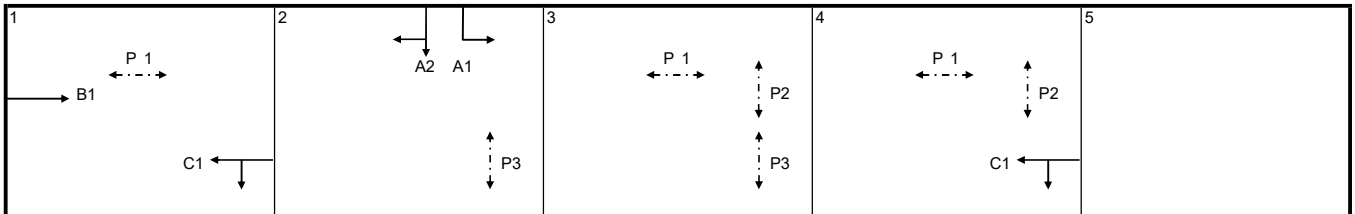


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.313		0.304	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	111%		118%	

Note:



AM																
	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	
PM																
	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

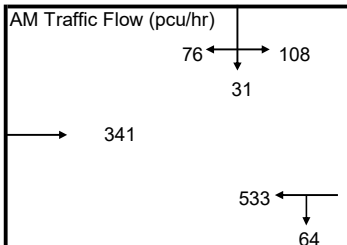
Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 14

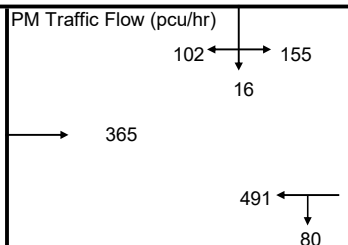
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	108	0.063	0.063	100	1702	155	0.091	0.091
	SA+RT	A2	2	3.50	20.0		90	1972	107	0.054		87	1976	118	0.060	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	341	0.165			2065	365	0.177	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	597	0.302	0.302	10	1981	571	0.288	0.288
pedestrian phase		P1	1, 3		min crossing time =			6	sec GM +		10	sec FGM =		16	sec	
		P2	3		min crossing time =			5	sec GM +		7	sec FGM =		12	sec	
		P3	2, 3		min crossing time =			5	sec GM +		6	sec FGM =		11	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

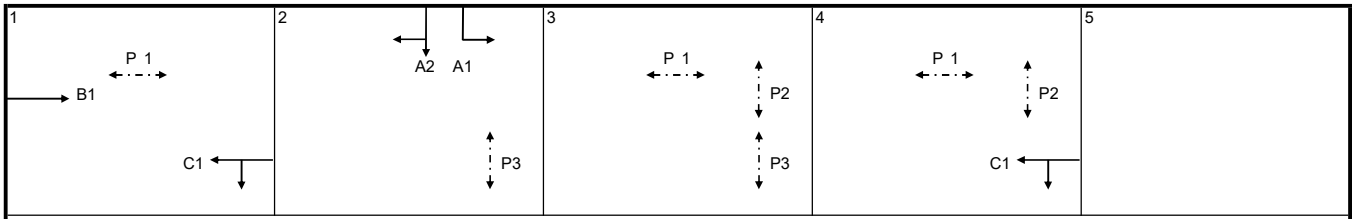


$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$

$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.365		0.379	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	81%		75%	

Note:



AM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	
PM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

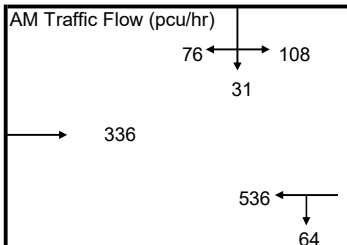
Scenario: Future Condition (With Proposed Development) — P. 15

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

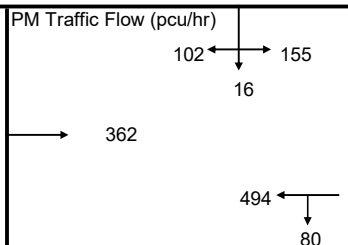
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	108	0.063	0.063	100	1702	155	0.091	0.091
	SA+RT	A2	2	3.50	20.0		90	1972	107	0.054		87	1976	118	0.060	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	336	0.163			2065	362	0.175	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	600	0.303	0.303	10	1981	574	0.290	0.290

pedestrian phase	P1	1, 3	min crossing time =	6	sec GM +	10	sec FGM =	16	sec	
	P2	3	min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	P3	2, 3	min crossing time =	5	sec GM +	6	sec FGM =	11	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

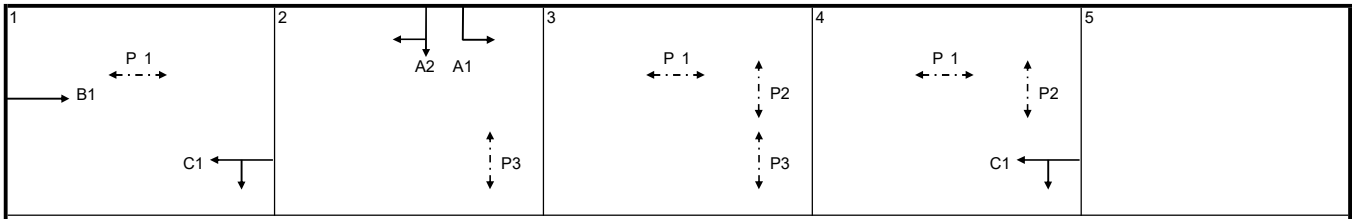


$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$

$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

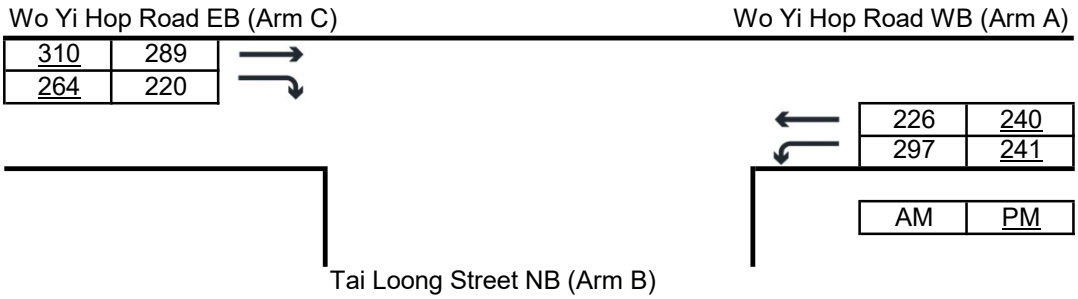
	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.367		0.381	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	81%		74%	



AM																							
	G =		I/G =	6	G =		I/G =	5	G =	18	I/G =	2	G =		I/G =		G =		I/G =	
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =	
PM																							
	G =		I/G =	6	G =		I/G =	5	G =	18	I/G =	2	G =		I/G =		G =		I/G =	
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =	

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2025	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Existing Condition				Page 16



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

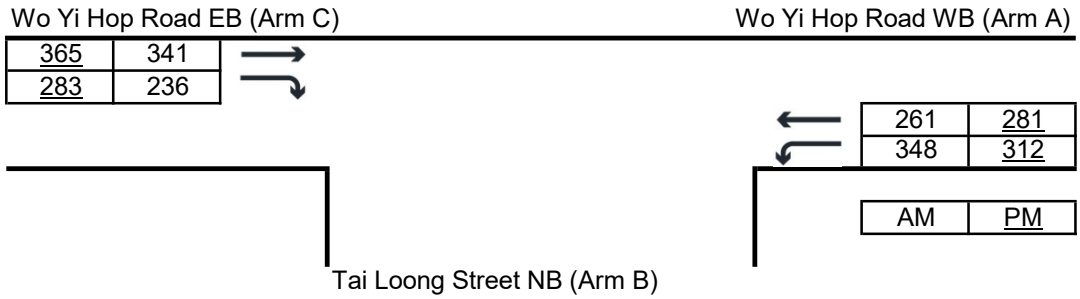
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	289	310	Q-BA	232	224
q-CB	220	264	Q-BC	391	392
q-AB	297	241	Q-CB	514	521
q-AC	226	240	Q-BAC	232	224
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.428	0.506
B-AC	0.000	0.000

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (Without Proposed Development)			Page	17



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

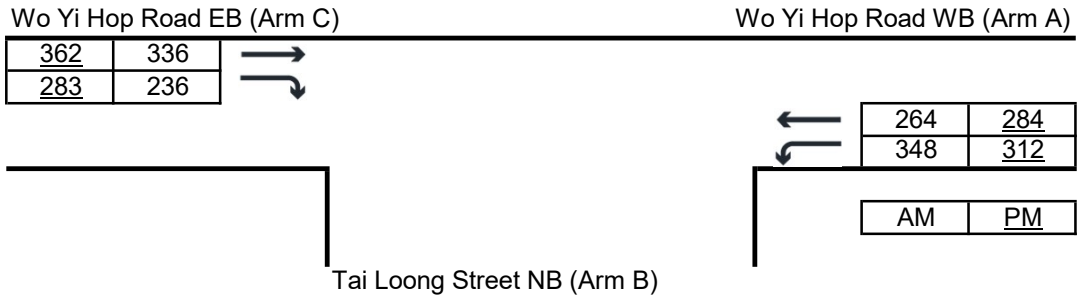
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	341	365	Q-BA	219	208
q-CB	236	283	Q-BC	383	382
q-AB	348	312	Q-CB	497	500
q-AC	261	281	Q-BAC	219	208
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.474	0.566
B-AC	0.000	0.000

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (With Proposed Development)			Page	18



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	336	362	Q-BA	219	208
q-CB	236	283	Q-BC	383	382
q-AB	348	312	Q-CB	497	500
q-AC	264	284	Q-BAC	219	208
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.475	0.566
B-AC	0.000	0.000

Signal Junction Analysis

Junction: Ta Chuen Ping Street / Wo Yi Hop Road — Job Number: J7396

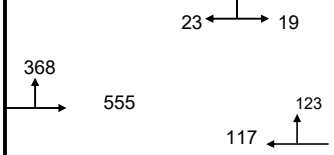
Scenario: Existing Condition — P. 19

Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	1	3.50	16.5		100	1801	32	0.018	0.018	100	1801	19	0.011	0.011
	RT	A2	1	3.50	23.0		100	1976	24	0.012		100	1976	23	0.012	
Wo Yi Hop Road EB	LT	B1	2	2.65	17.5		100	1732	389	0.225		100	1732	368	0.212	
	SA	B2	2	3.20				2075	477	0.230	0.230		2075	555	0.267	0.267
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	117	0.063			1855	117	0.063	
	RT	C2	3	3.20	26.0		100	1962	109	0.056	0.056	100	1962	123	0.063	0.063
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6		sec FGM =		12	sec	
		P2	4		min crossing time =		8	sec GM +		8		sec FGM =		16	sec	
		P3	4		min crossing time =		6	sec GM +		6		sec FGM =		12	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

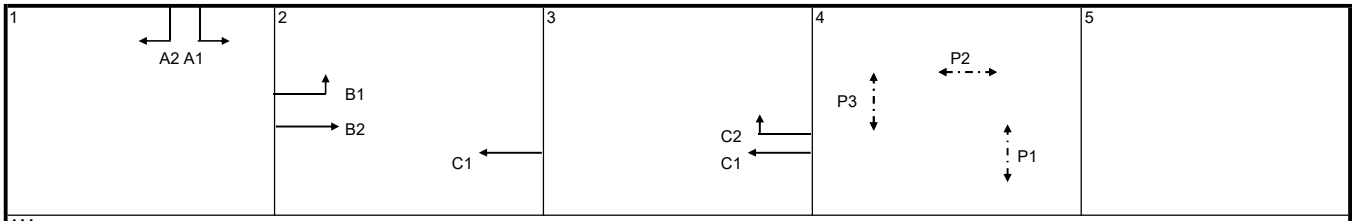


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.303	0.303	0.341	0.341
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	103%	157%	78%	129%



AM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		

Signal Junction Analysis

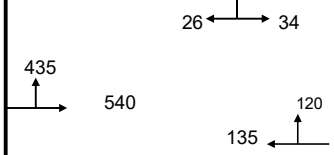
Junction: Ta Chuen Ping Street / Wo Yi Hop Road — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 20

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	1	3.50	16.5		100	1801	34	0.019	0.019	100	1801	20	0.011	0.011
	RT	A2	1	3.50	23.0		100	1976	26	0.013		100	1976	25	0.013	
Wo Yi Hop Road EB	LT	B1	2	2.65	17.5		100	1732	435	0.251		100	1732	404	0.233	
	SA	B2	2	3.20				2075	540	0.260	0.260		2075	619	0.298	0.298
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	135	0.073			1855	132	0.071	
	RT	C2	3	3.20	26.0		100	1962	120	0.061	0.061	100	1962	135	0.069	0.069
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		P2	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		P3	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		

AM Traffic Flow (pcu/hr)



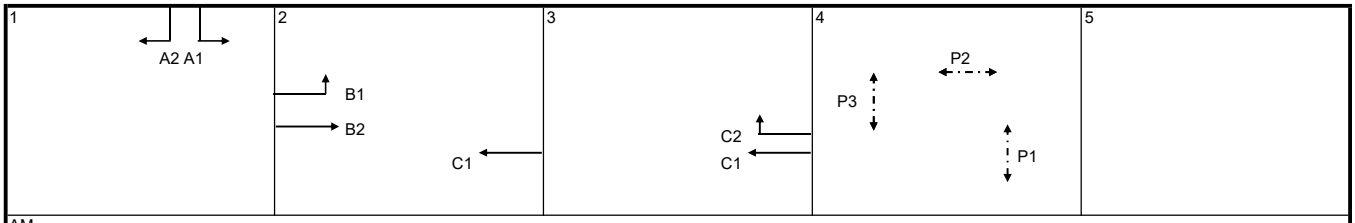
PM Traffic Flow (pcu/hr)

$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.340	0.340	0.378	0.378
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	81%	129%	60%	106%

Note:



AM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		

Signal Junction Analysis

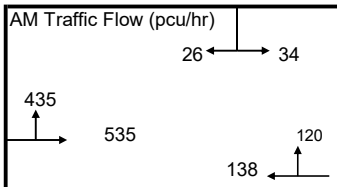
Junction: Ta Chuen Ping Street / Wo Yi Hop Road — Job Number: J7396

Scenario: Future Condition (With Proposed Development) — P. 21

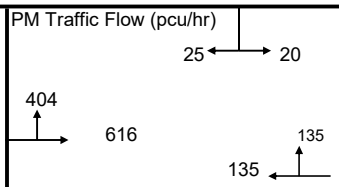
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	1	3.50	16.5		100	1801	34	0.019	0.019	100	1801	20	0.011	0.011
	RT	A2	1	3.50	23.0		100	1976	26	0.013		100	1976	25	0.013	
Wo Yi Hop Road EB	LT	B1	2	2.65	17.5		100	1732	435	0.251		100	1732	404	0.233	
	SA	B2	2	3.20				2075	535	0.258	0.258		2075	616	0.297	0.297
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	138	0.074			1855	135	0.073	
	RT	C2	3	3.20	26.0		100	1962	120	0.061	0.061	100	1962	135	0.069	0.069
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		P2	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		P3	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

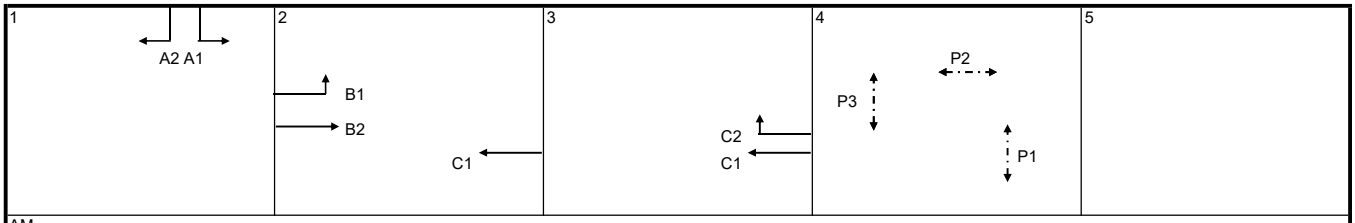


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.338	0.338	0.377	0.377
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	82%	130%	61%	107%

Note:



AM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road Job Number: J7396

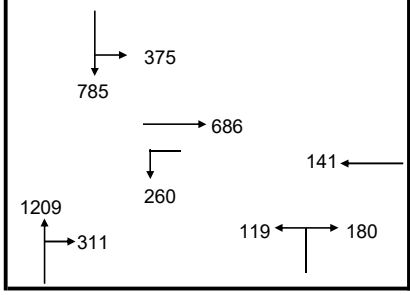
Scenario: Existing Condition P. 22

Design Year: 2025 Designed By: Checked By: Date: 28 Jul 2025

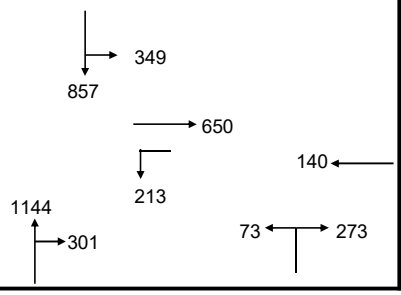
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	375	0.242	0.242	100	1549	349	0.225	
	SA	A2	1	3.30		5.5		1854	393	0.212			1854	429	0.231	
	SA	A3	1	3.30		5.5		1854	392	0.211			1854	428	0.231	0.231
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1209	0.631			1915	1144	0.597	
	RT	B2	2	3.30	15.0		100	1895	157	0.083	0.083	100	1895	152	0.080	0.080
	RT	B3	2	3.00	15.0		100	1868	154	0.082		100	1868	149	0.080	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	260	0.154		100	1691	213	0.126	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	328	0.171			1915	311	0.162	
	SA	D2	1, 2	3.30				2085	358	0.172			2085	339	0.163	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	119	0.070		100	1691	73	0.043	
	RT	E2	3	3.30	15.0		100	1895	180	0.095	0.095	100	1895	273	0.144	0.144
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	141	0.072			1945	140	0.072	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

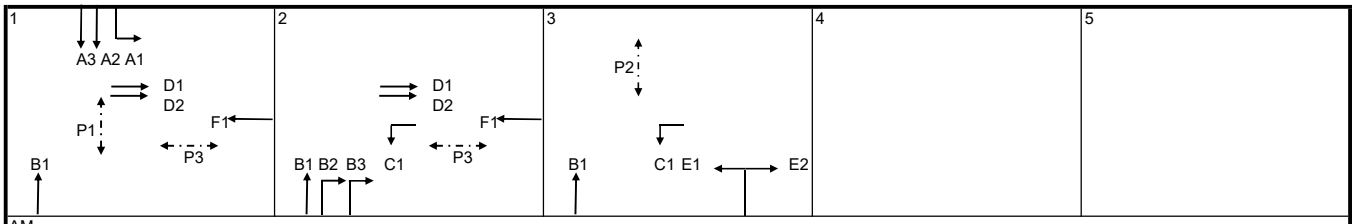


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.420		0.455	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	82%		67%	

Note:



AM																
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =		G =	I/G =			
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =			
PM																
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =		G =	I/G =			
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =			

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road Job Number: J7396

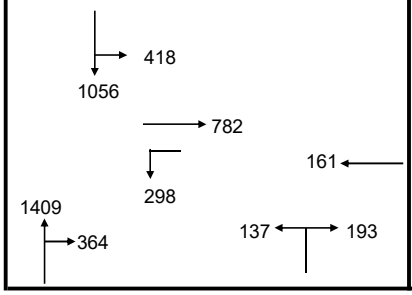
Scenario: Future Condition (Without Proposed Development) P. 23

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

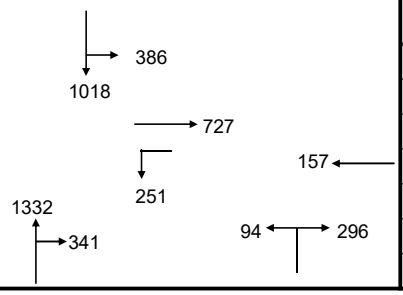
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	418	0.270		100	1549	386	0.249	
	SA	A2	1	3.30		5.5		1854	528	0.285	0.285		1854	509	0.275	
	SA	A3	1	3.30		5.5		1854	528	0.285			1854	509	0.275	0.275
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1409	0.736			1915	1332	0.696	
	RT	B2	2	3.30	15.0		100	1895	183	0.097	0.097	100	1895	172	0.091	0.091
	RT	B3	2	3.00	15.0		100	1868	181	0.097		100	1868	169	0.090	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	298	0.176		100	1691	251	0.148	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	374	0.195			1915	348	0.182	
	SA	D2	1, 2	3.30				2085	408	0.196			2085	379	0.182	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	137	0.081		100	1691	94	0.056	
	RT	E2	3	3.30	15.0		100	1895	193	0.102	0.102	100	1895	296	0.156	0.156
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	161	0.083			1945	157	0.081	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

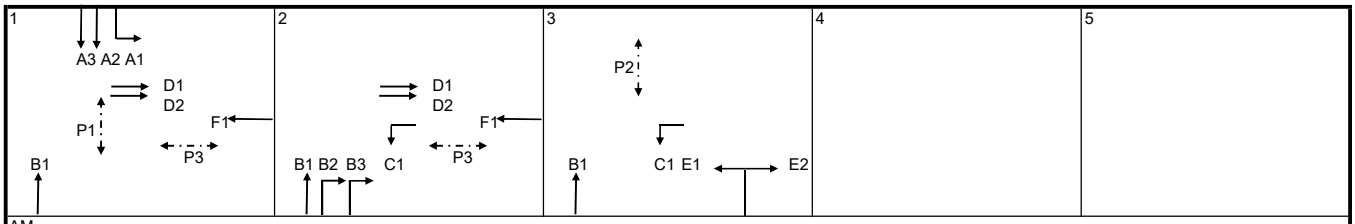


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.483		0.522	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	58%		46%	

Note:



AM													
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =	G =	I/G =	
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	
PM													
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =	G =	I/G =	
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road — Job Number: J7396

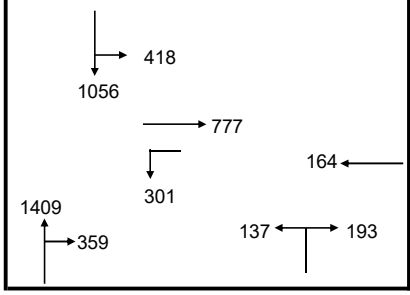
Scenario: Future Condition (With Proposed Development) — P. 24

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

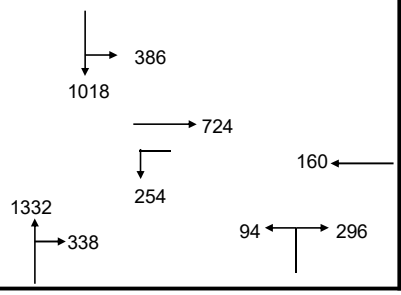
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	418	0.270		100	1549	386	0.249	
	SA	A2	1	3.30		5.5		1854	528	0.285	0.285		1854	509	0.275	
	SA	A3	1	3.30		5.5		1854	528	0.285			1854	509	0.275	0.275
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1409	0.736			1915	1332	0.696	
	RT	B2	2	3.30	15.0		100	1895	181	0.096	0.096	100	1895	170	0.090	0.090
	RT	B3	2	3.00	15.0		100	1868	178	0.095		100	1868	168	0.090	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	301	0.178		100	1691	254	0.150	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	372	0.194			1915	347	0.181	
	SA	D2	1, 2	3.30				2085	405	0.194			2085	377	0.181	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	137	0.081		100	1691	94	0.056	
	RT	E2	3	3.30	15.0		100	1895	193	0.102	0.102	100	1895	296	0.156	0.156
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	164	0.084			1945	160	0.082	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

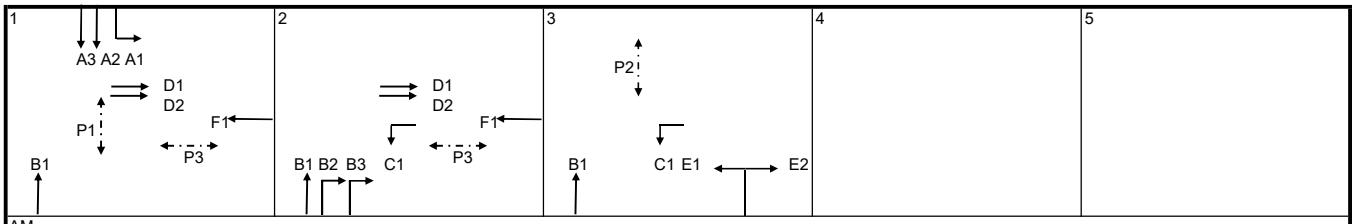


$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$

$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$

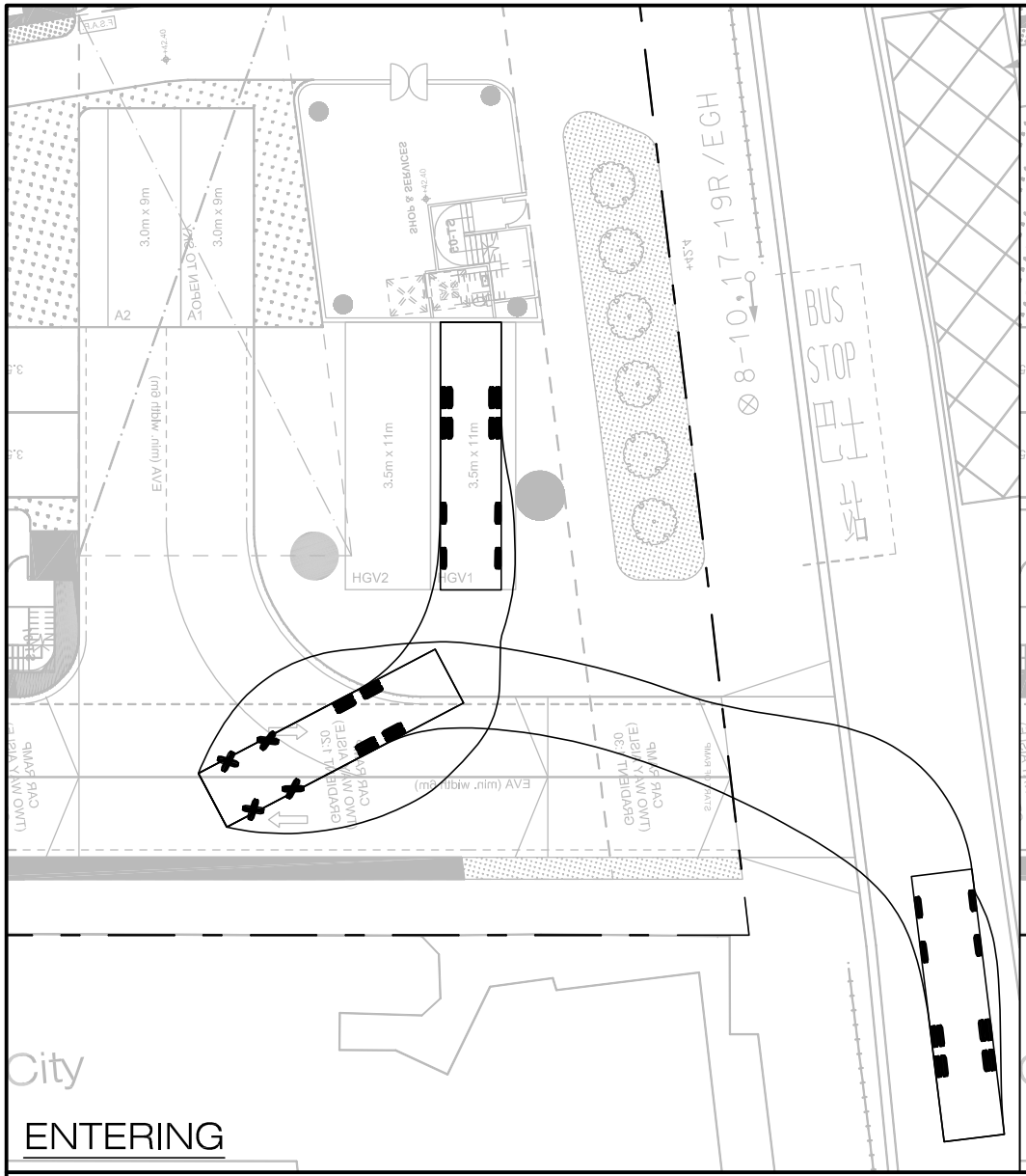
	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.482		0.520	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	59%		46%	

Note:

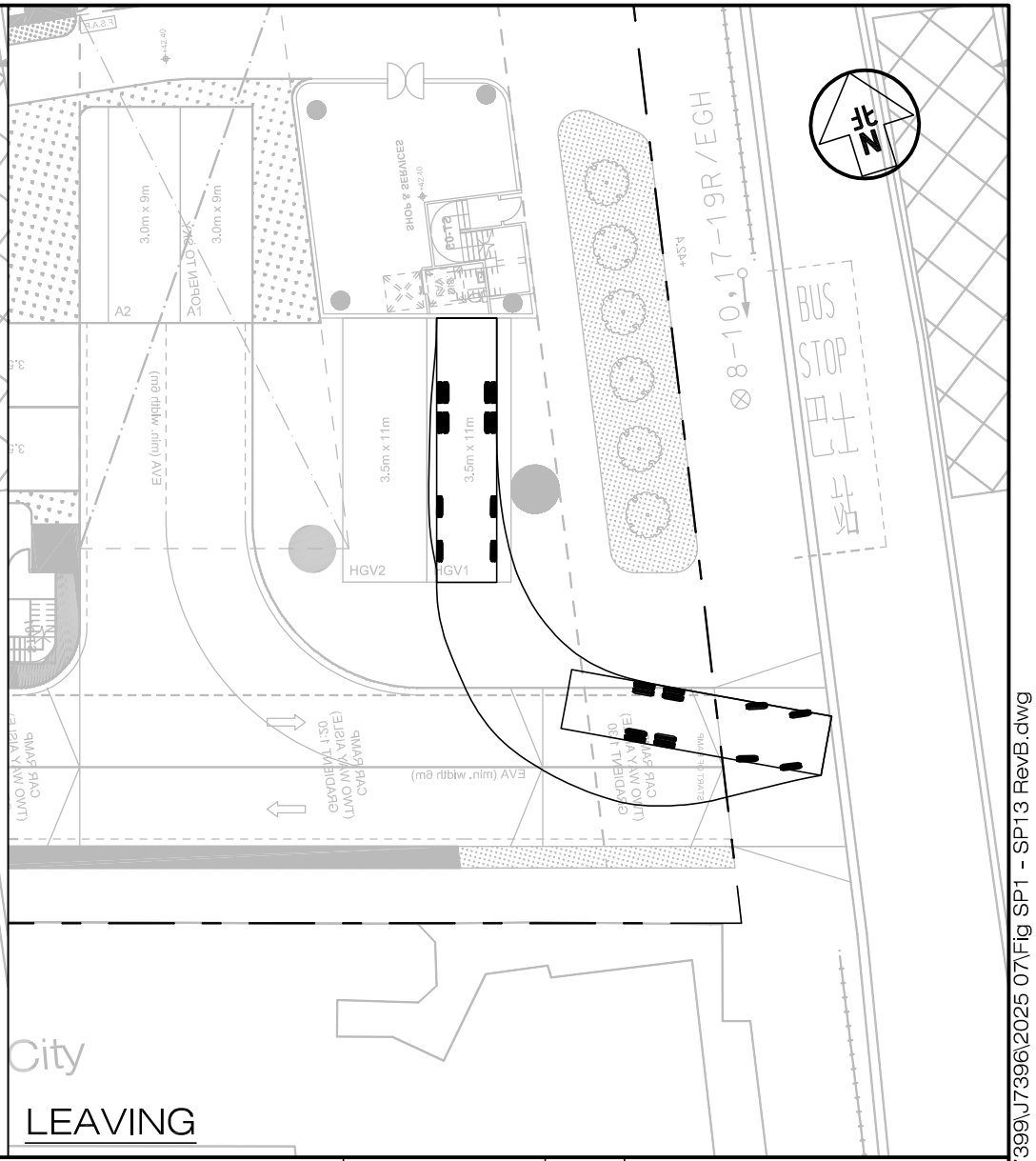


AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 10	G =	I/G =	G =	I/G =			
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =			
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 10	G =	I/G =	G =	I/G =			
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =			

Appendix 3 –
Swept Path Analysis



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES

J7396

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY HGV1 ON G/F

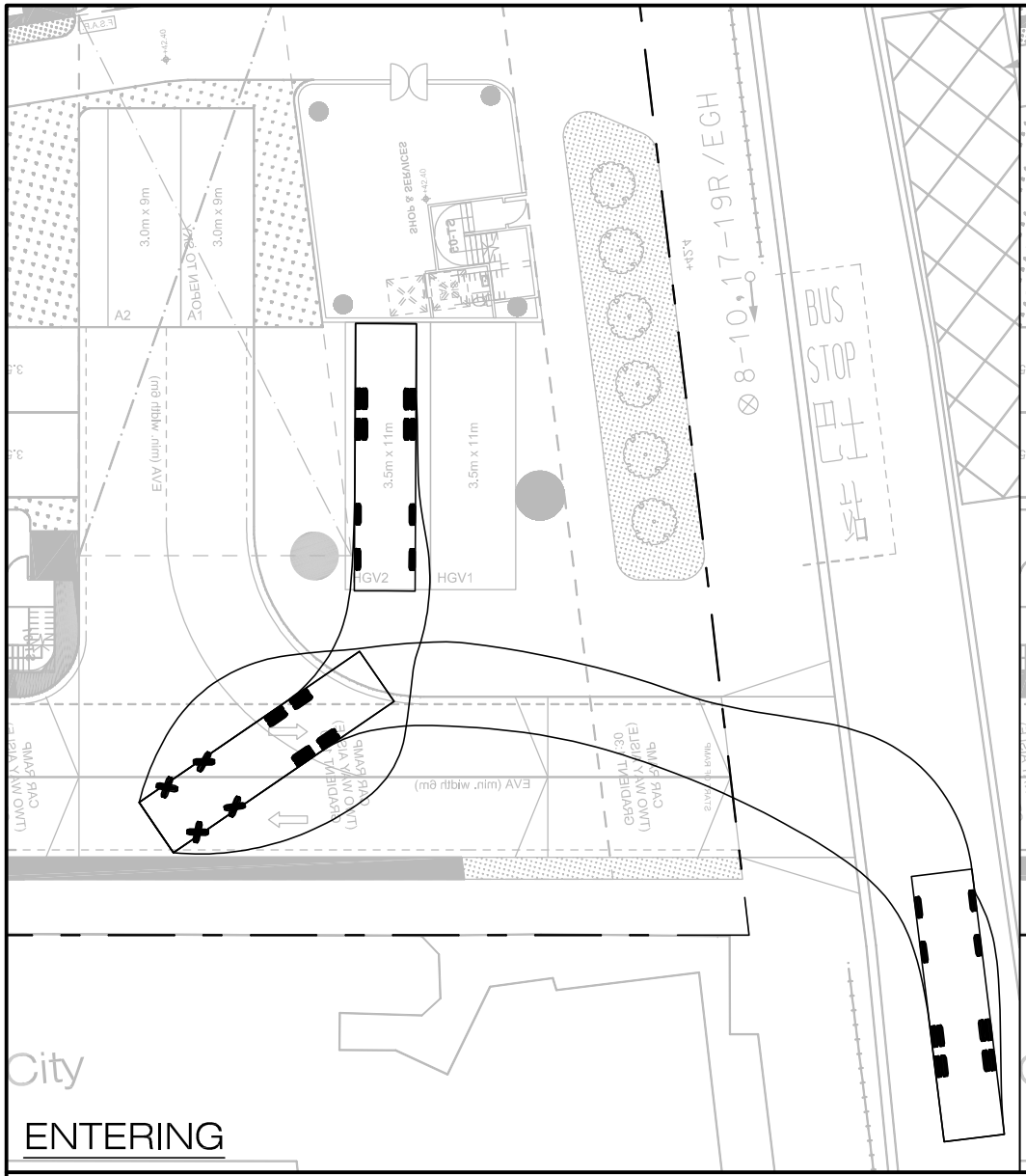
Figure No.	Revision
SP1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

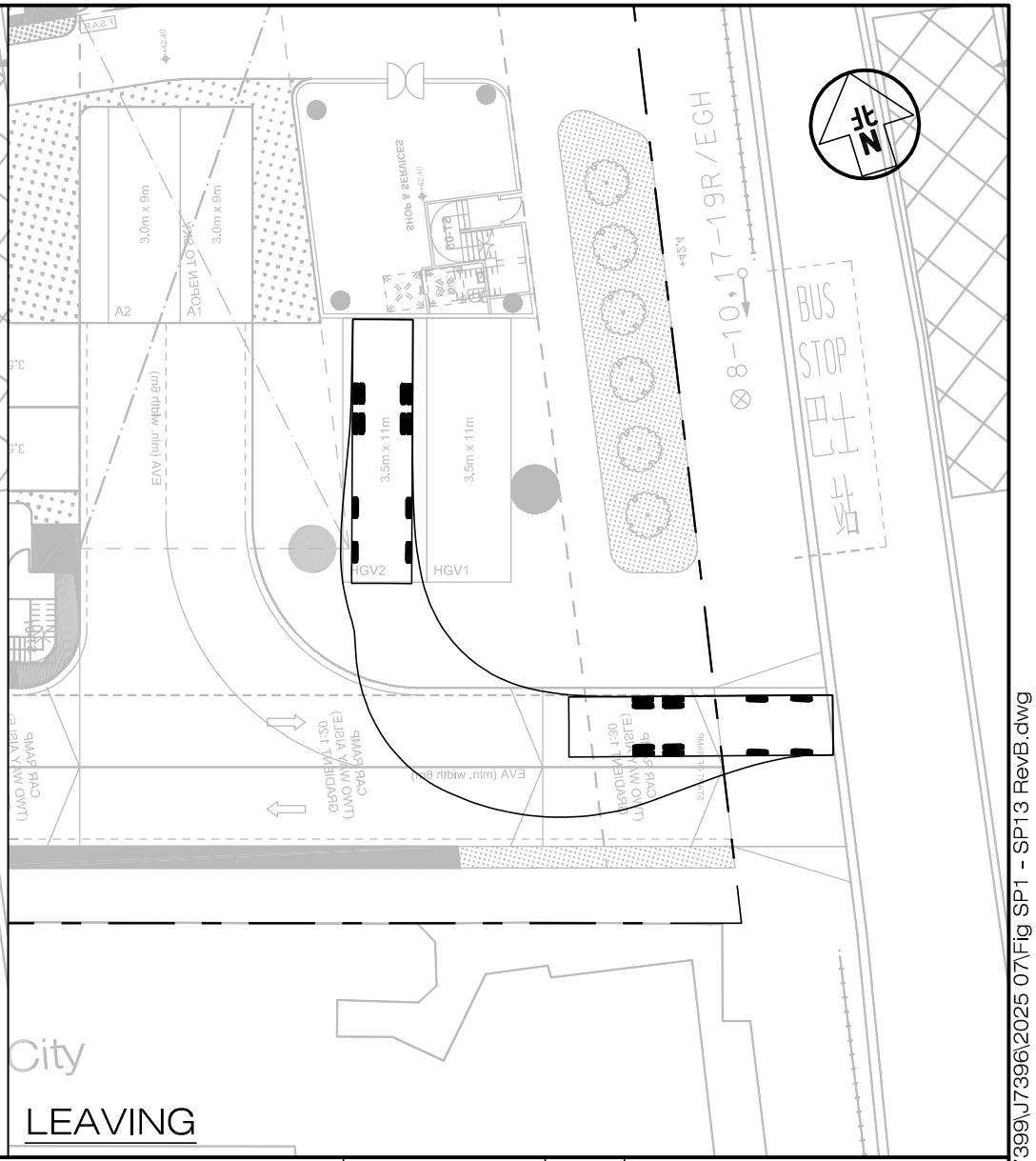
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY HGV2 ON G/F

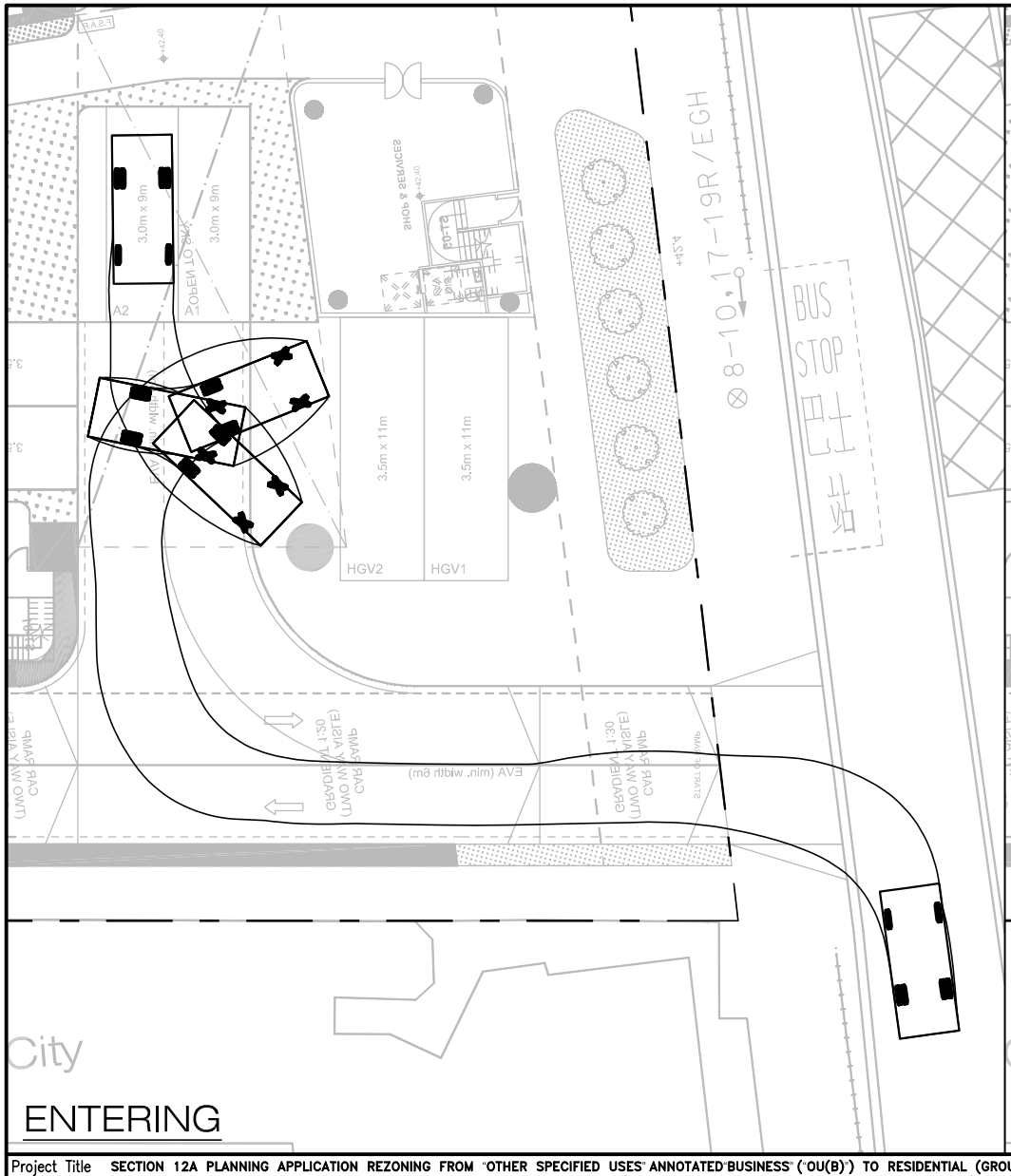
Figure No.	Revision
SP2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

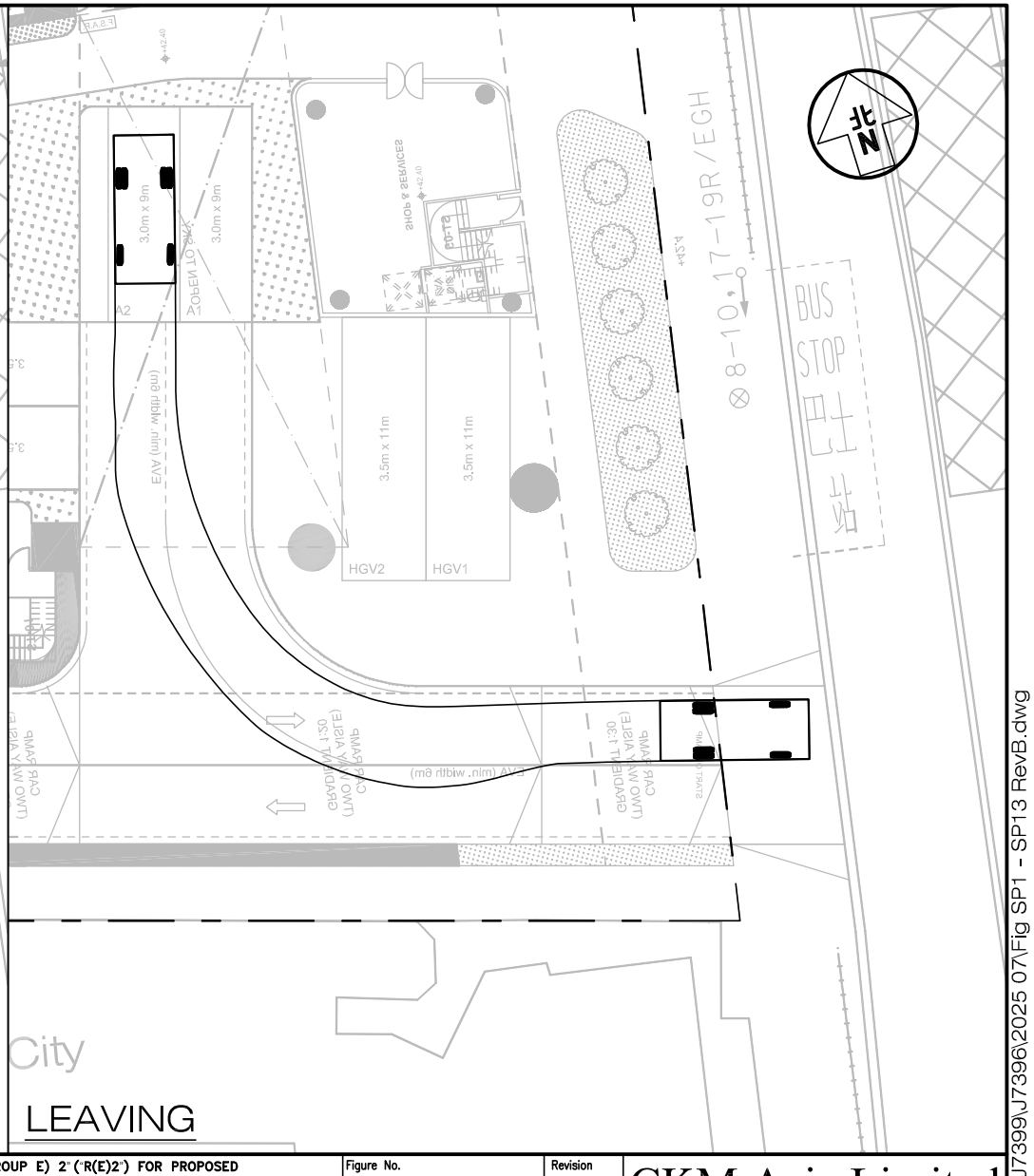
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF AMBULANCE ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE A2 ON G/F

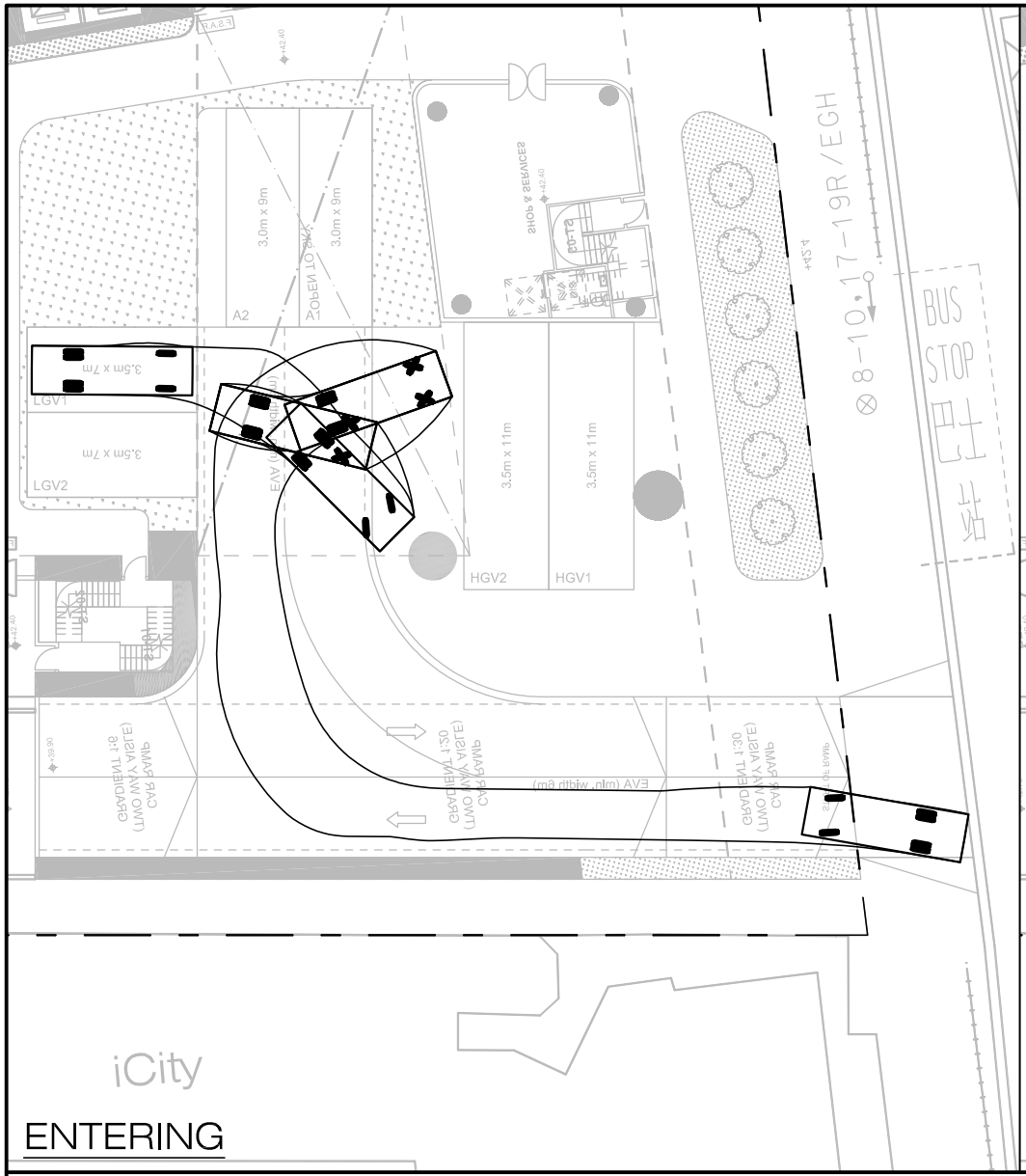
Figure No.	Revision
SP3	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

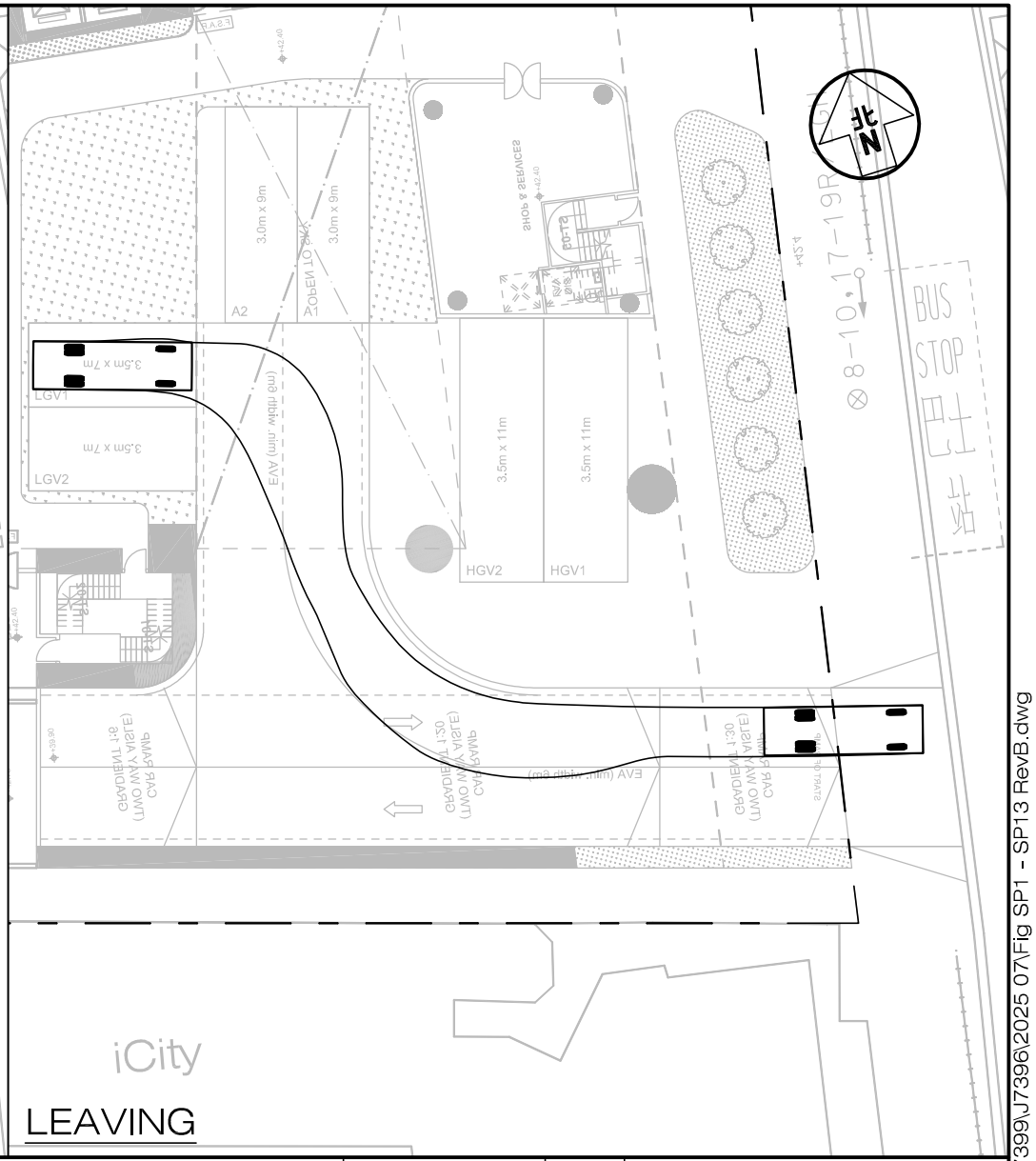
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY LGV1 ON G/F

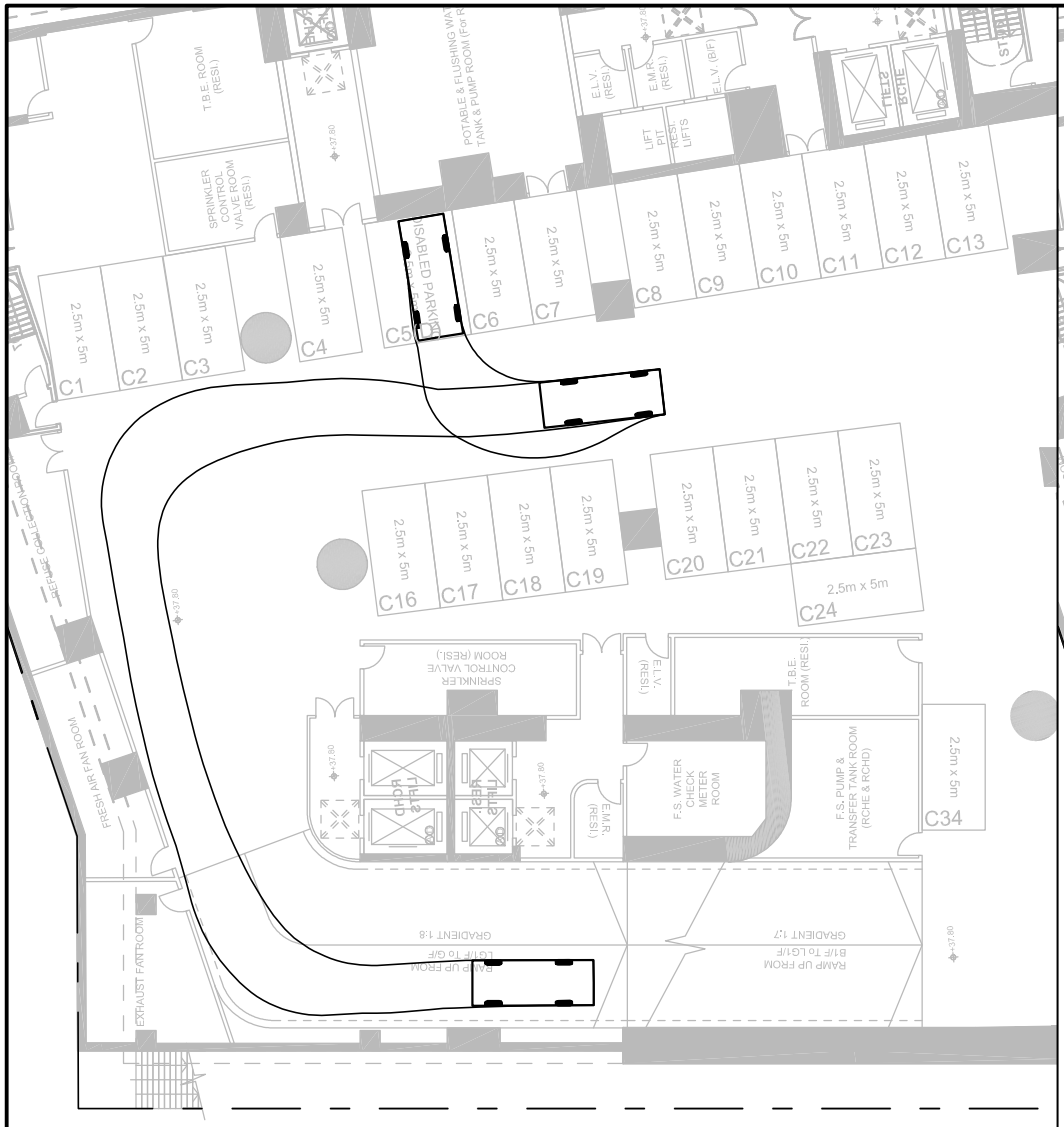
Figure No.	Revision
SP4	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

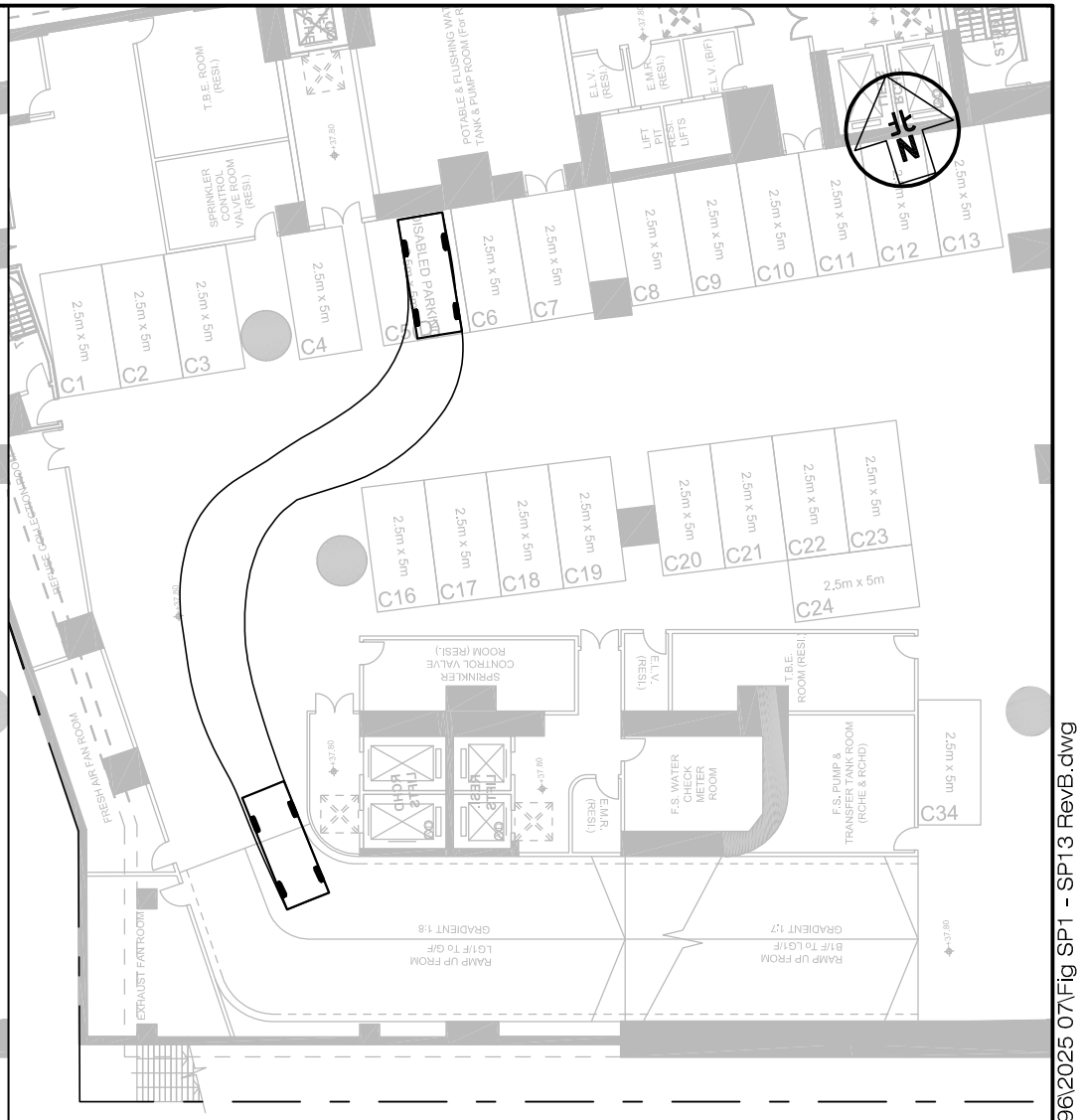
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C5(D) ON LG/F

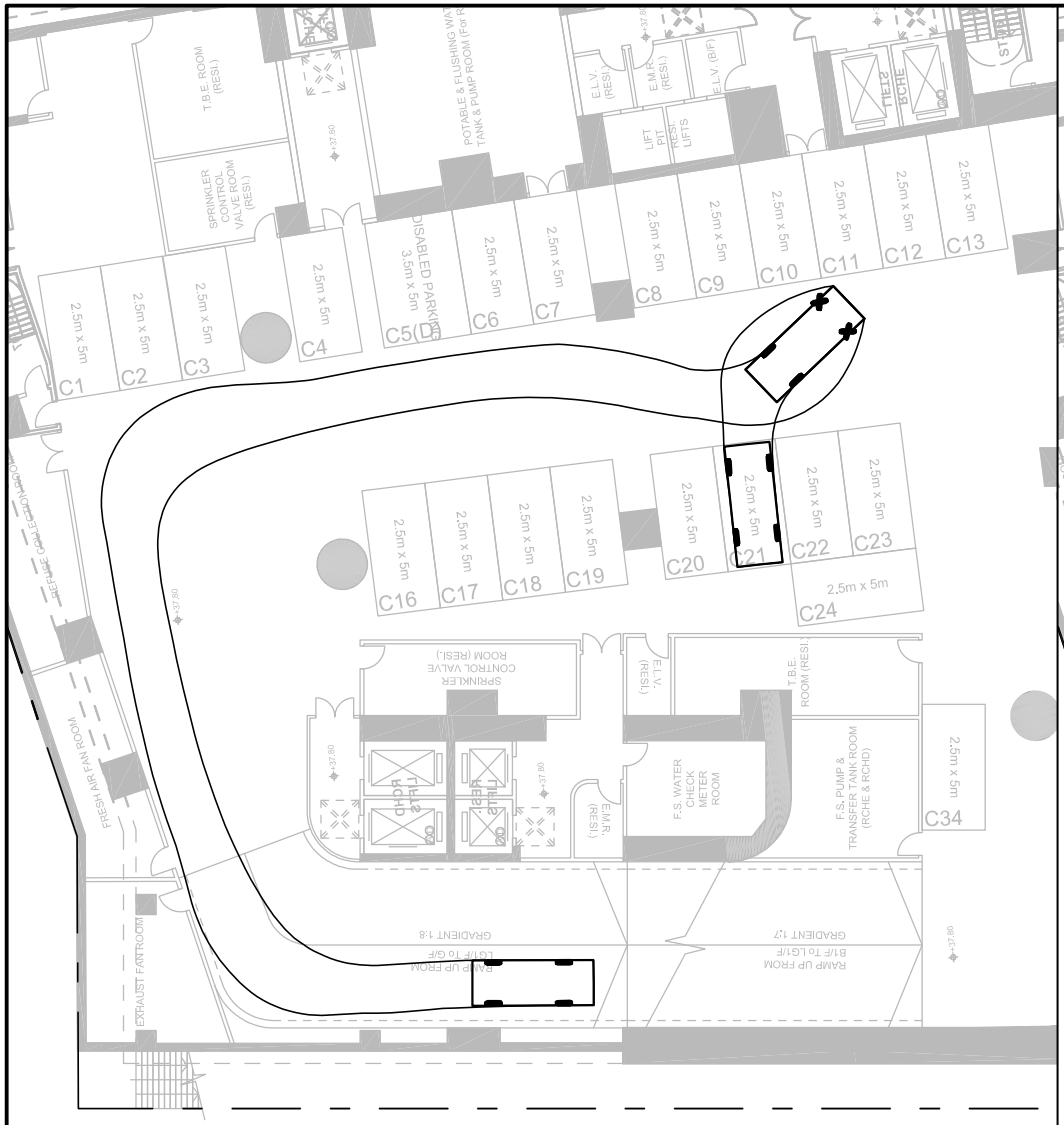
Figure No.	Revision
SP5	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

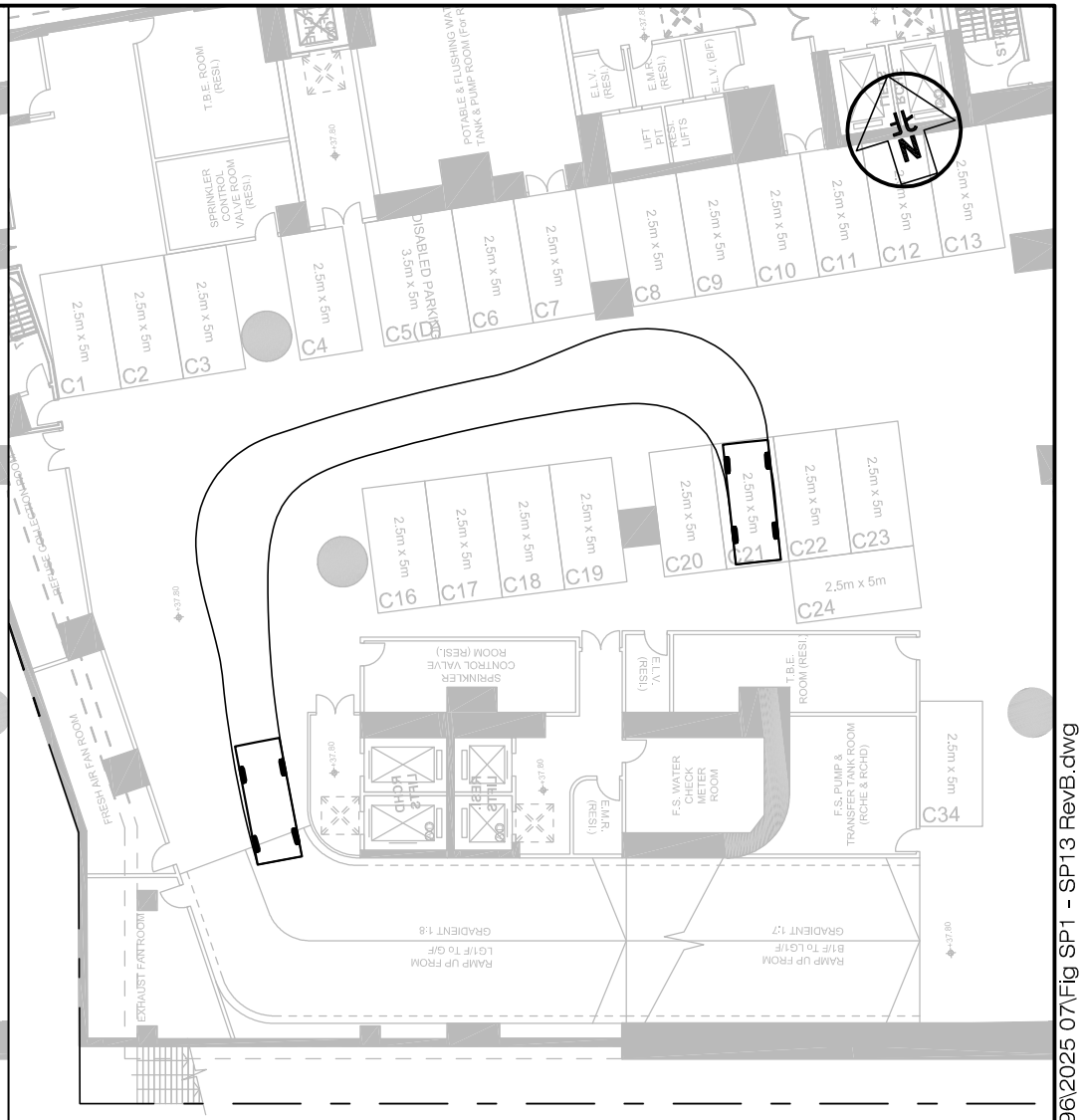
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C21 ON LG/F

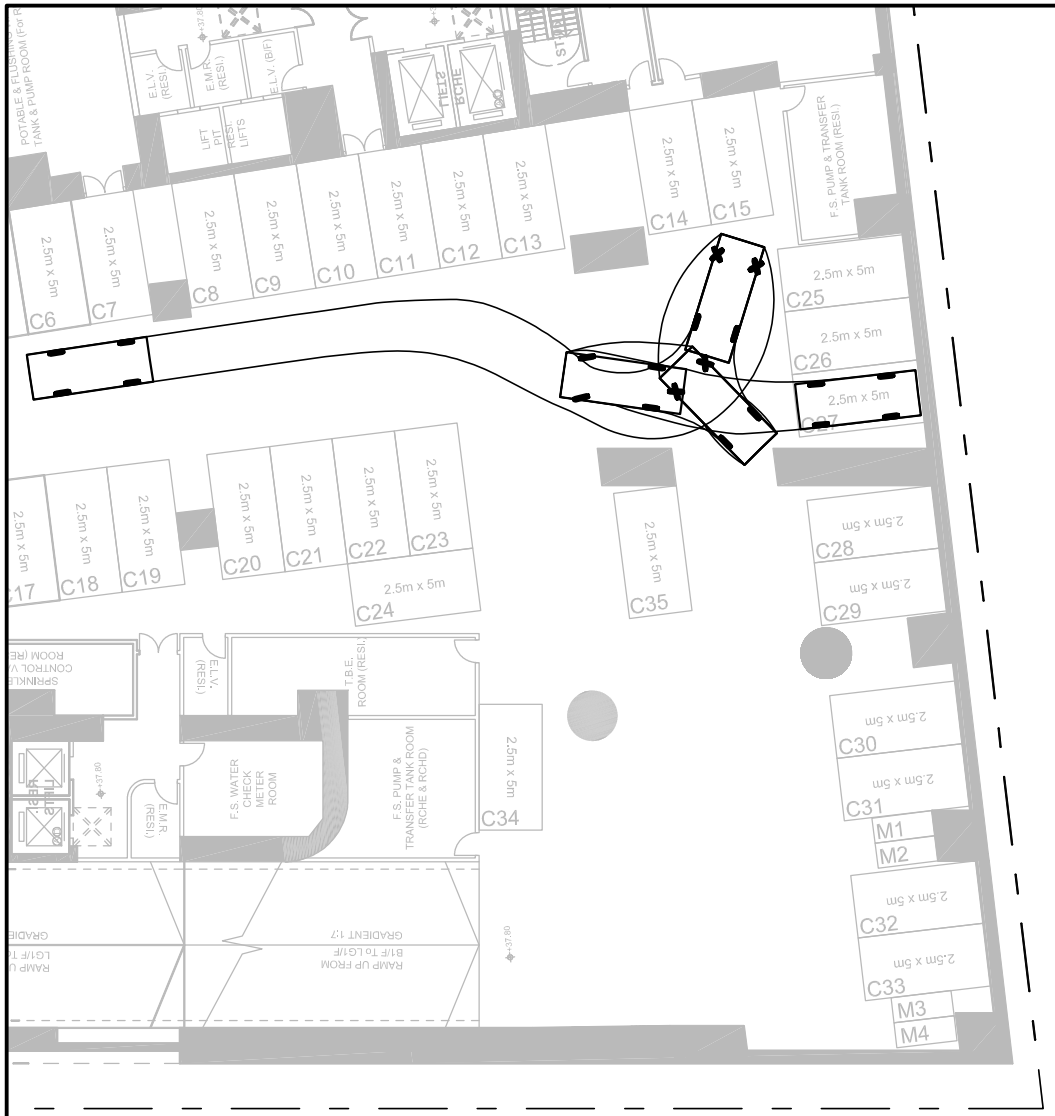
Figure No.	Revision
SP6	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

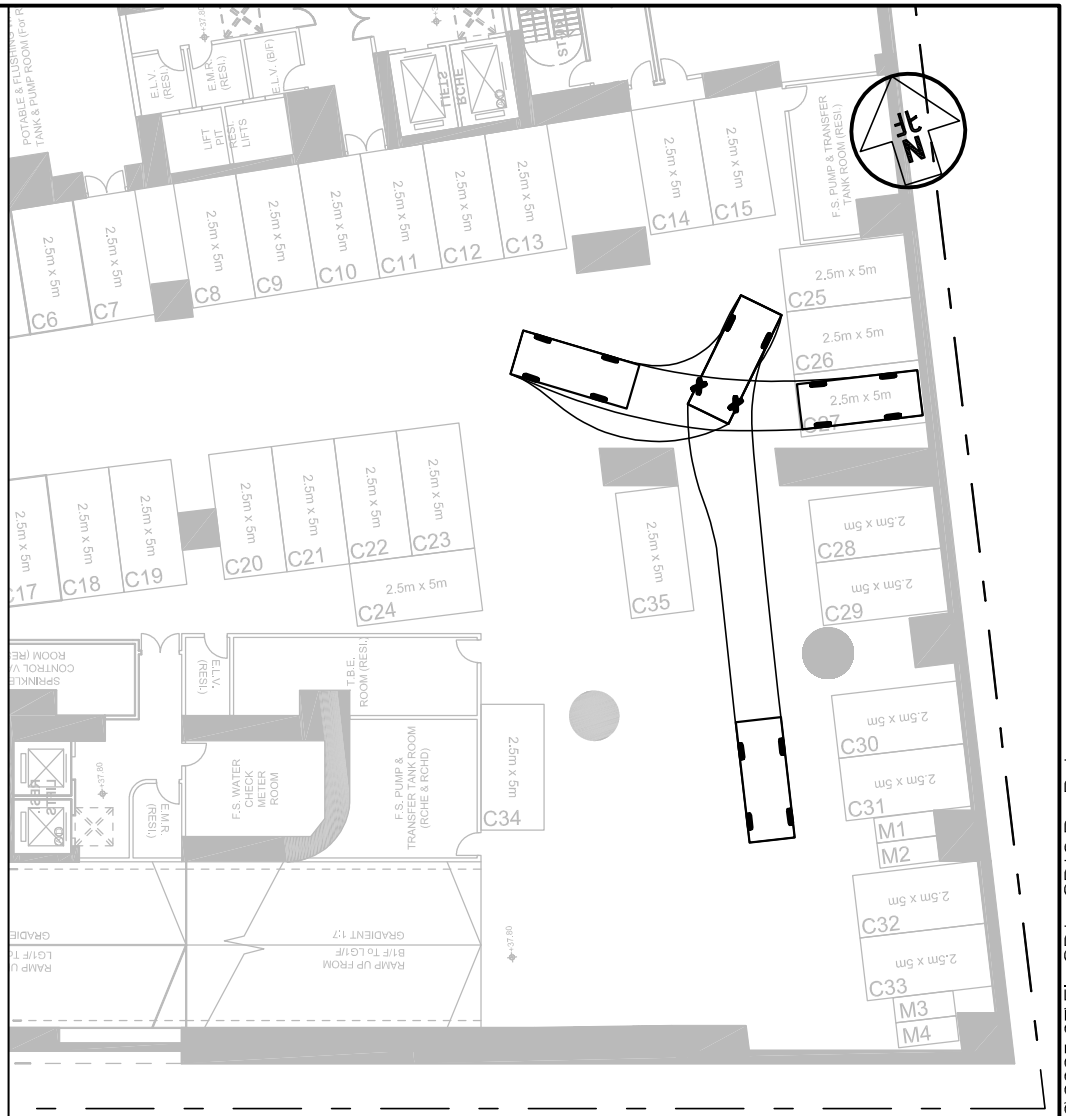
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C27 ON LG/F

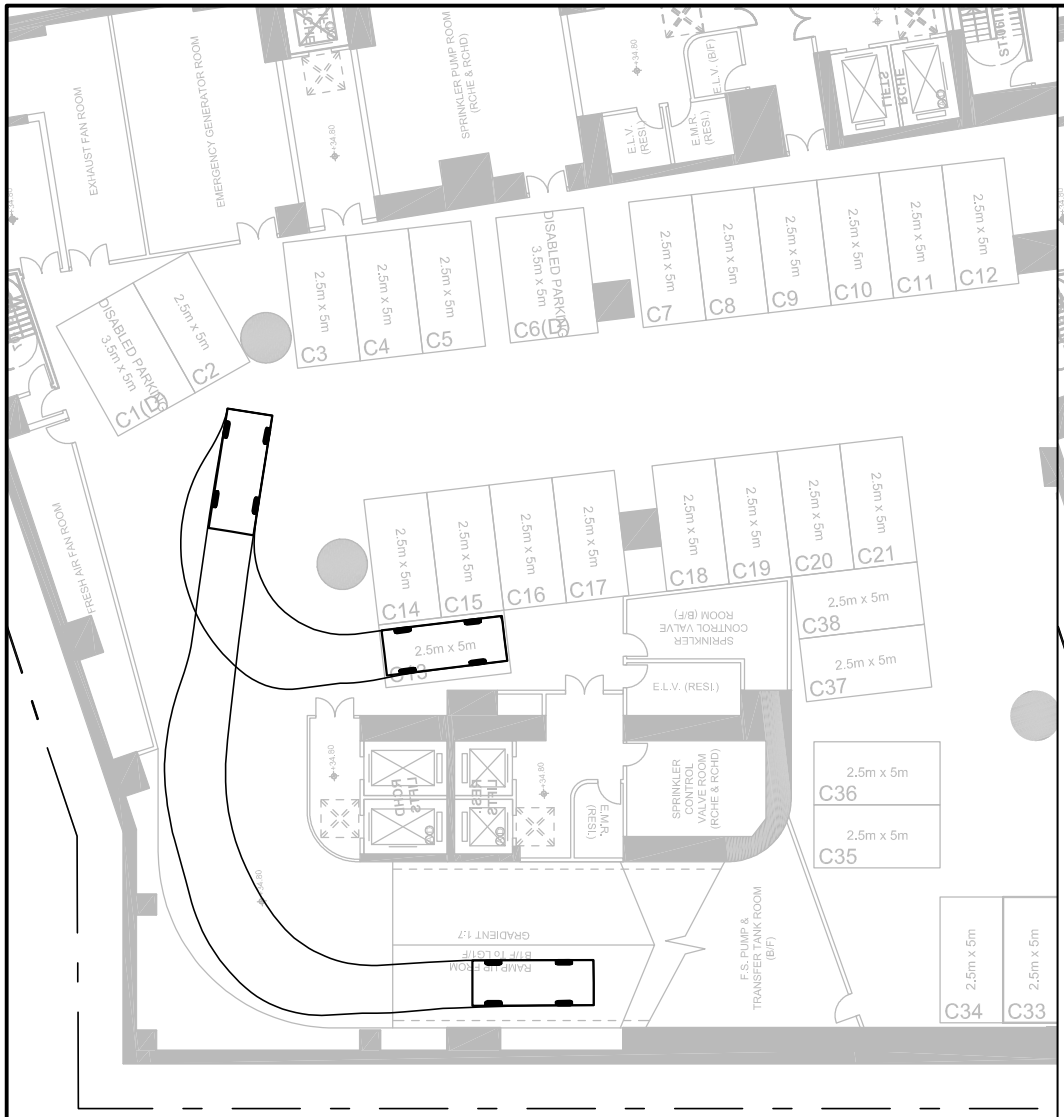
Figure No.	Revision
SP7	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

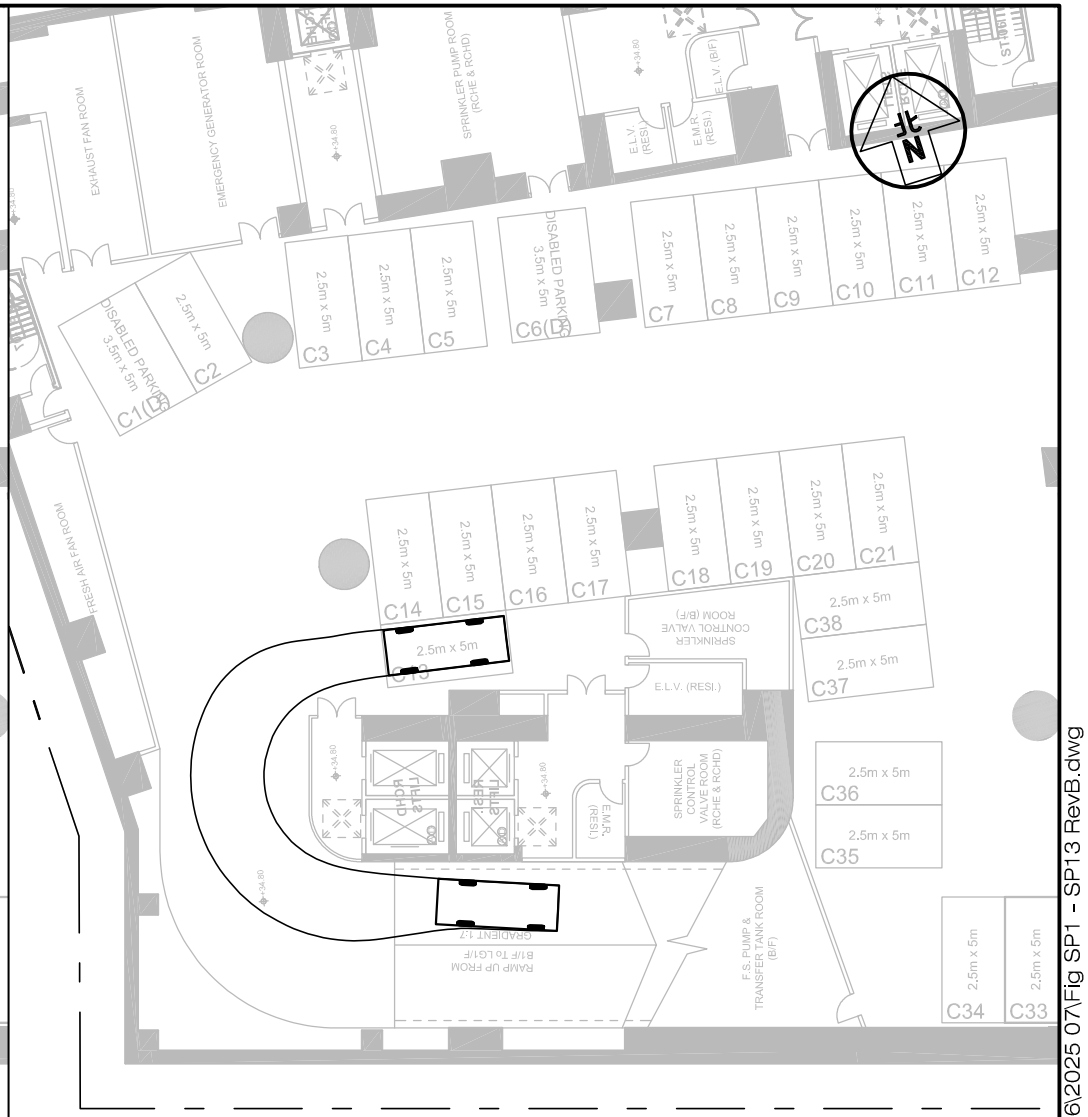
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C13 ON B/F

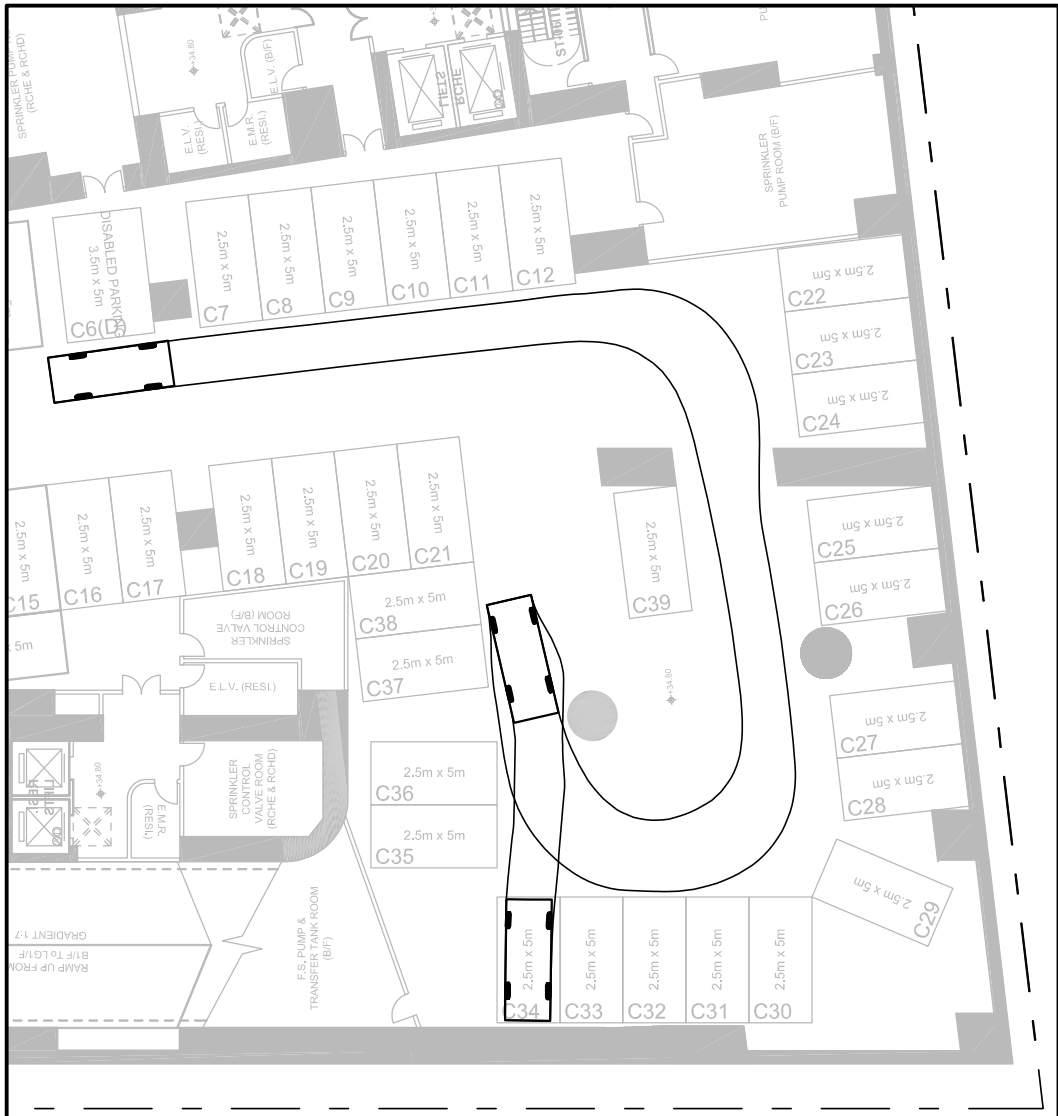
Figure No.	Revision
SP8	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

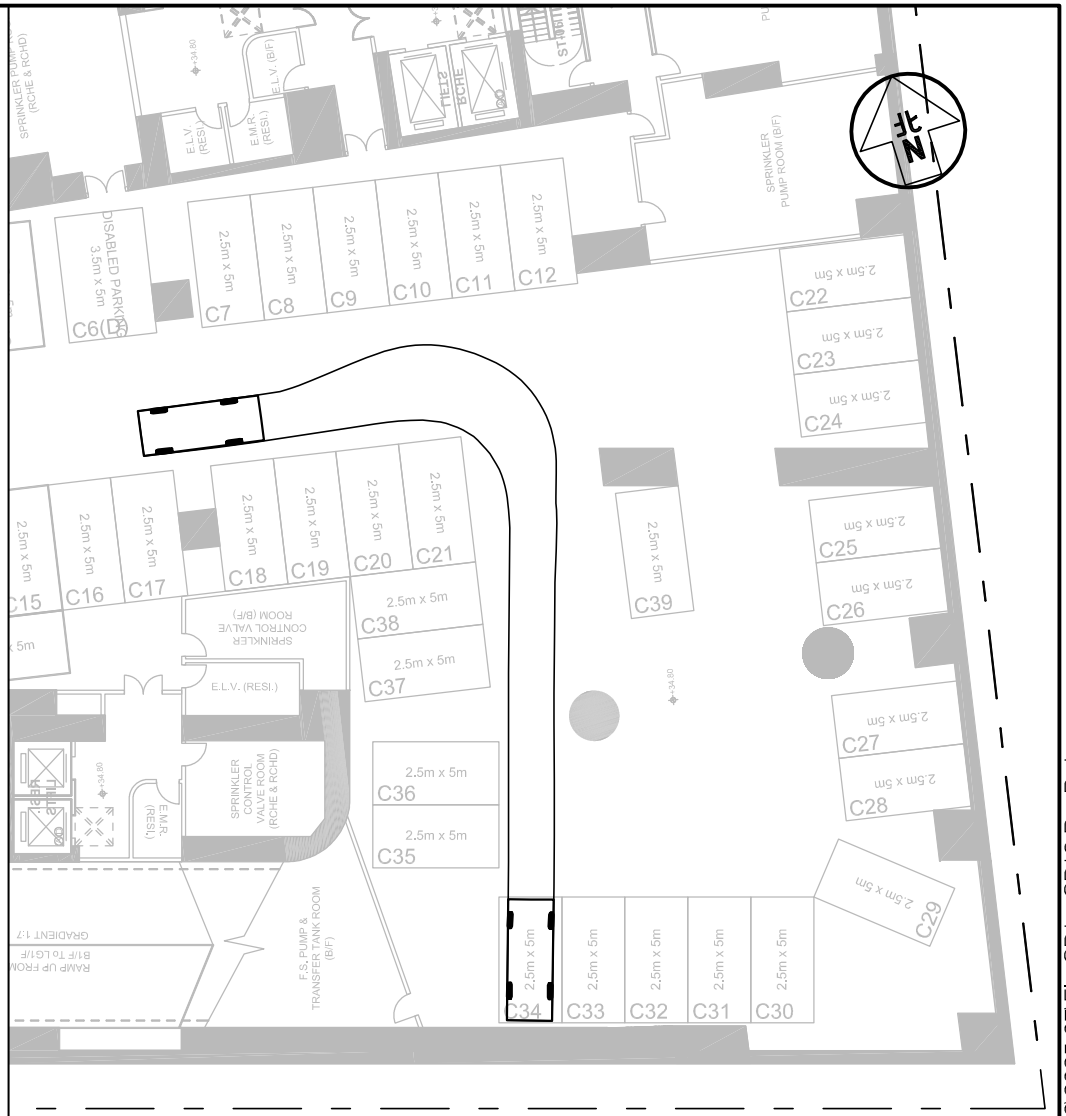
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C34 ON B/F

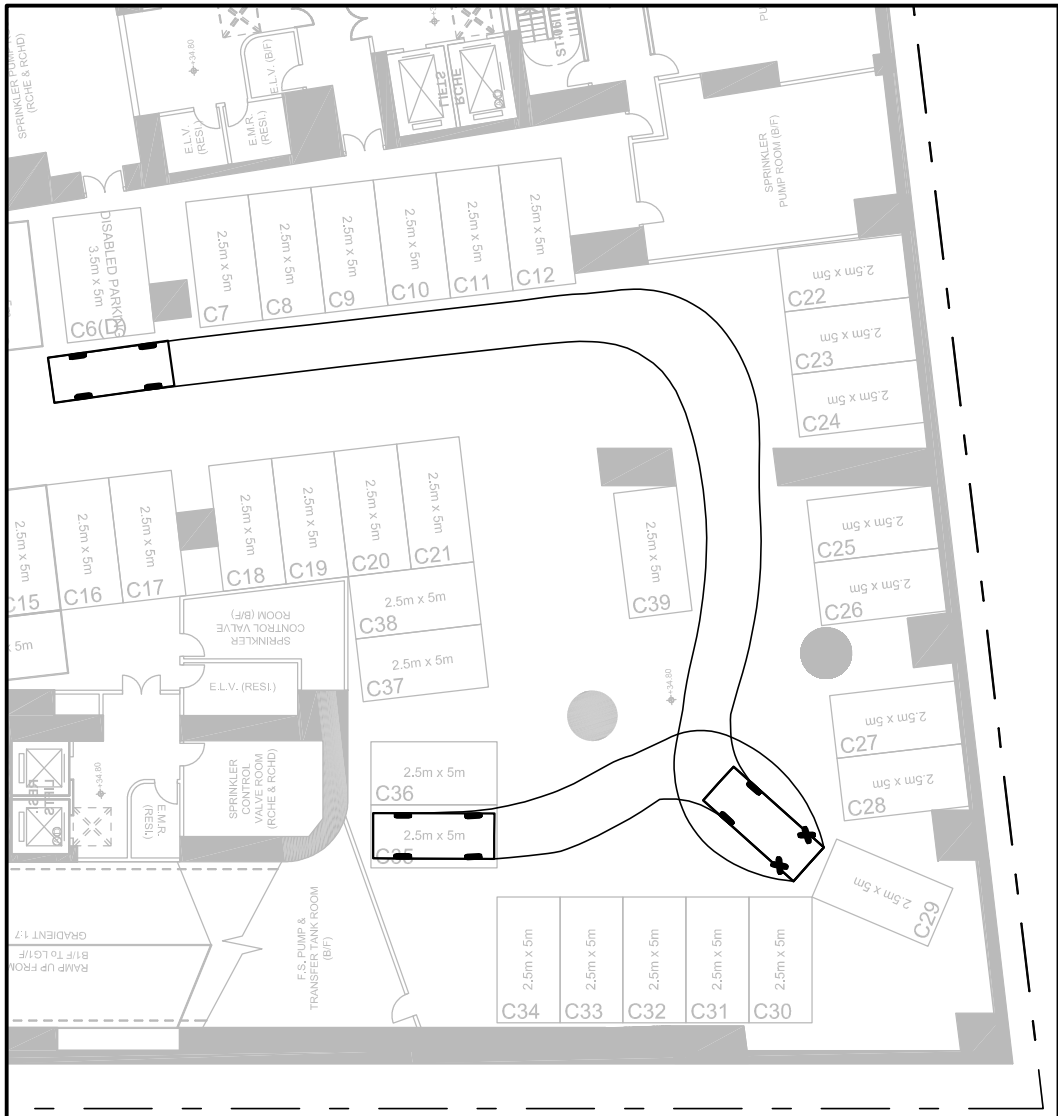
Figure No.	Revision
SP9	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

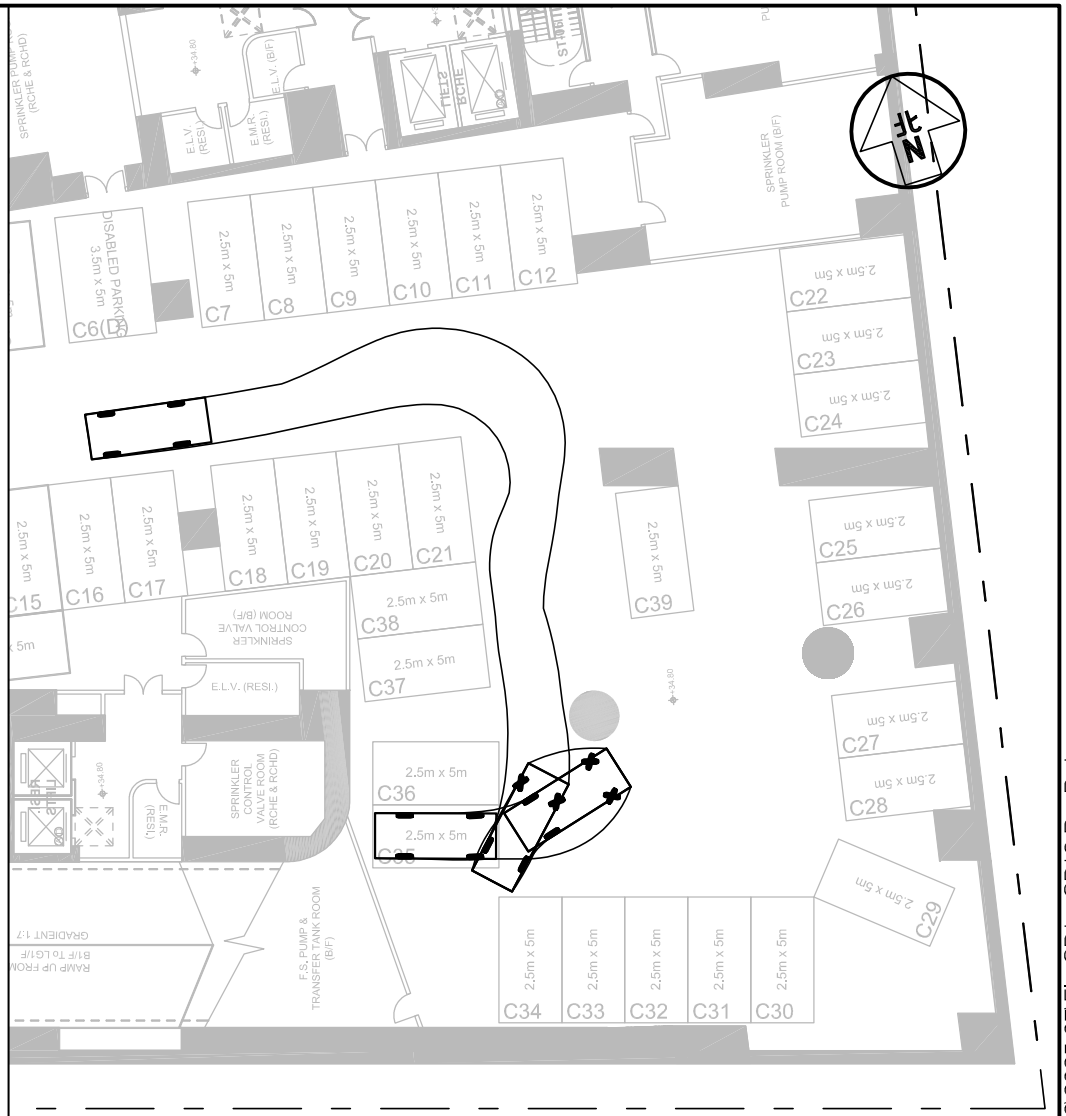
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C35 ON B/F

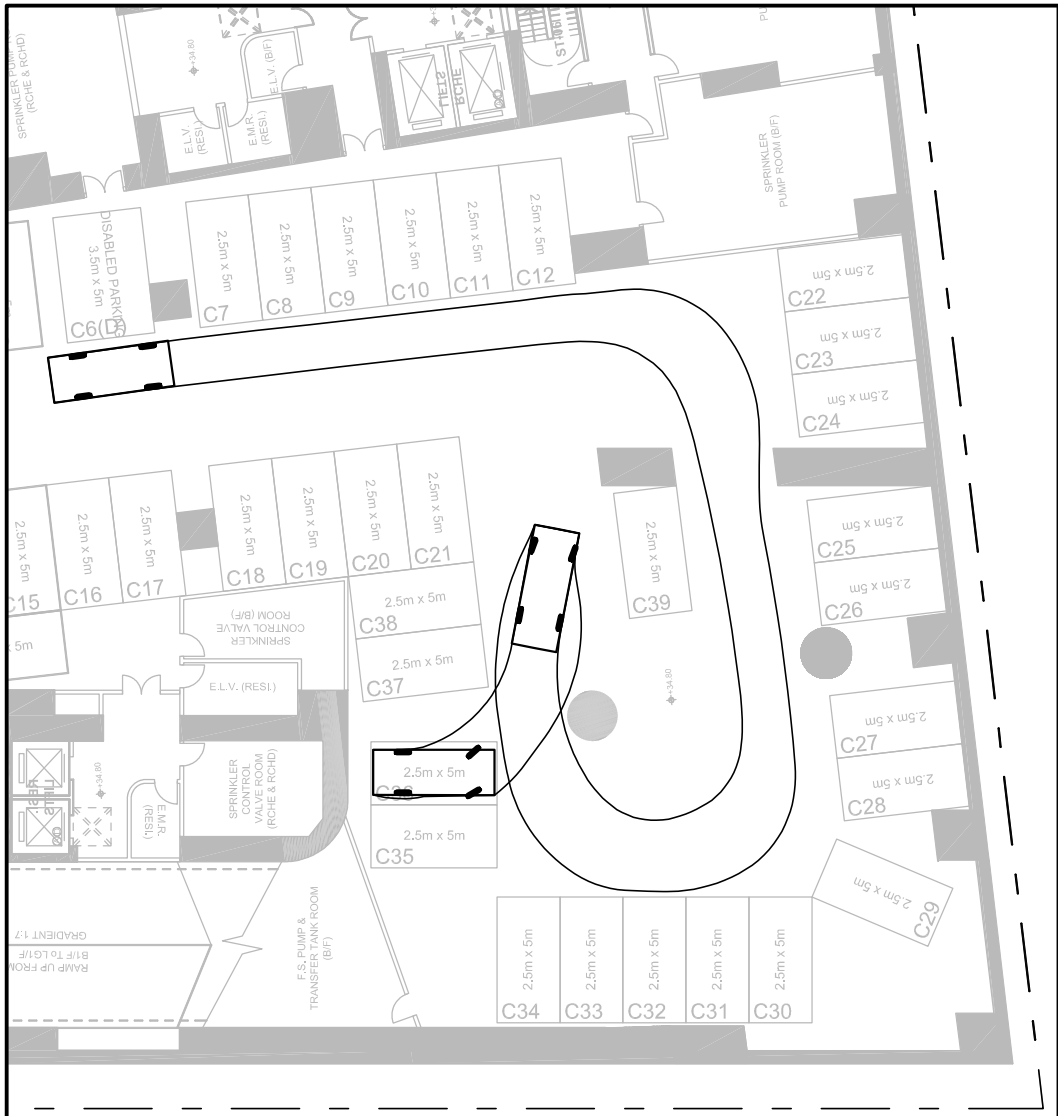
Figure No.	Revision
SP10	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

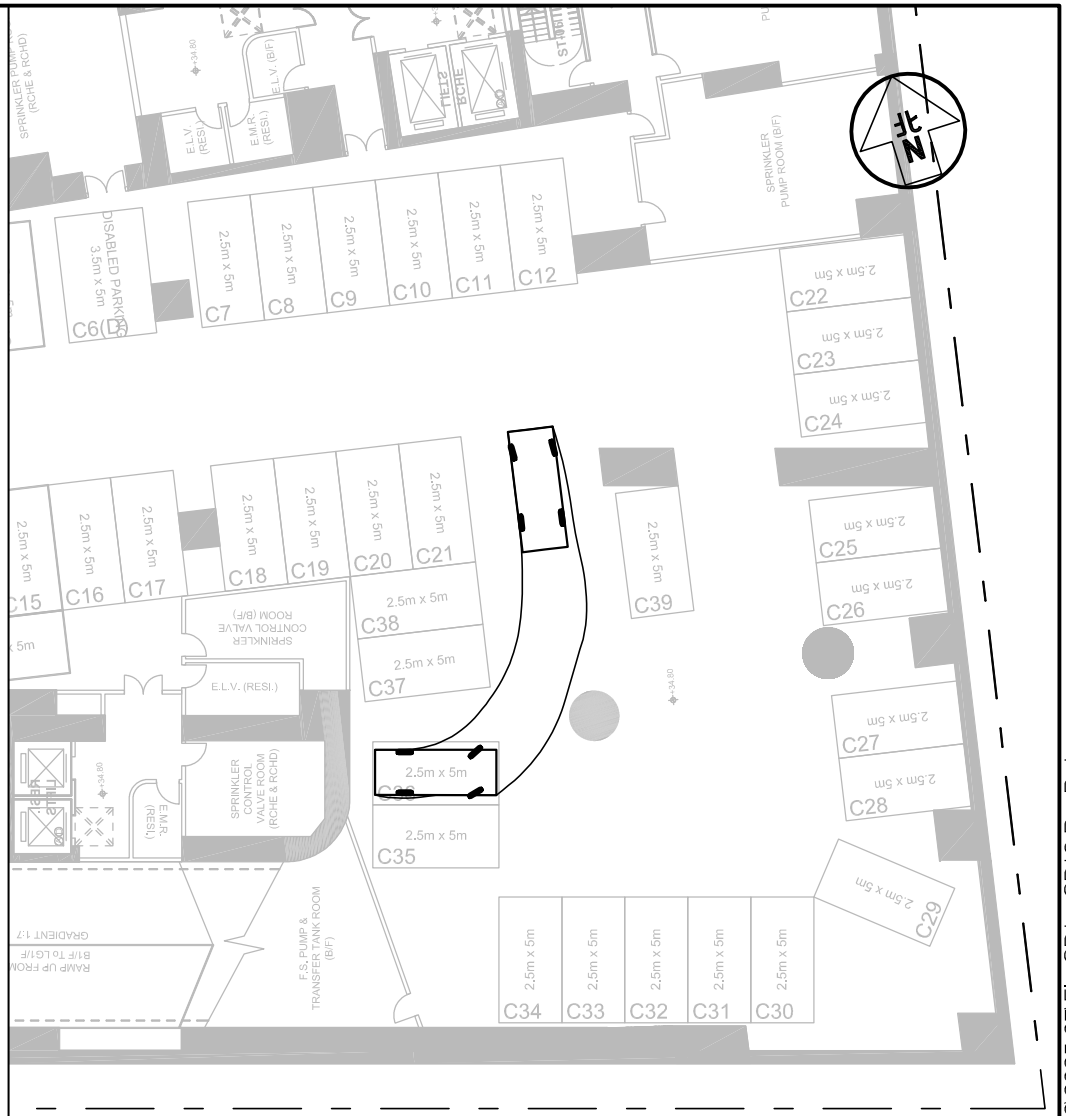
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C36 ON B/F

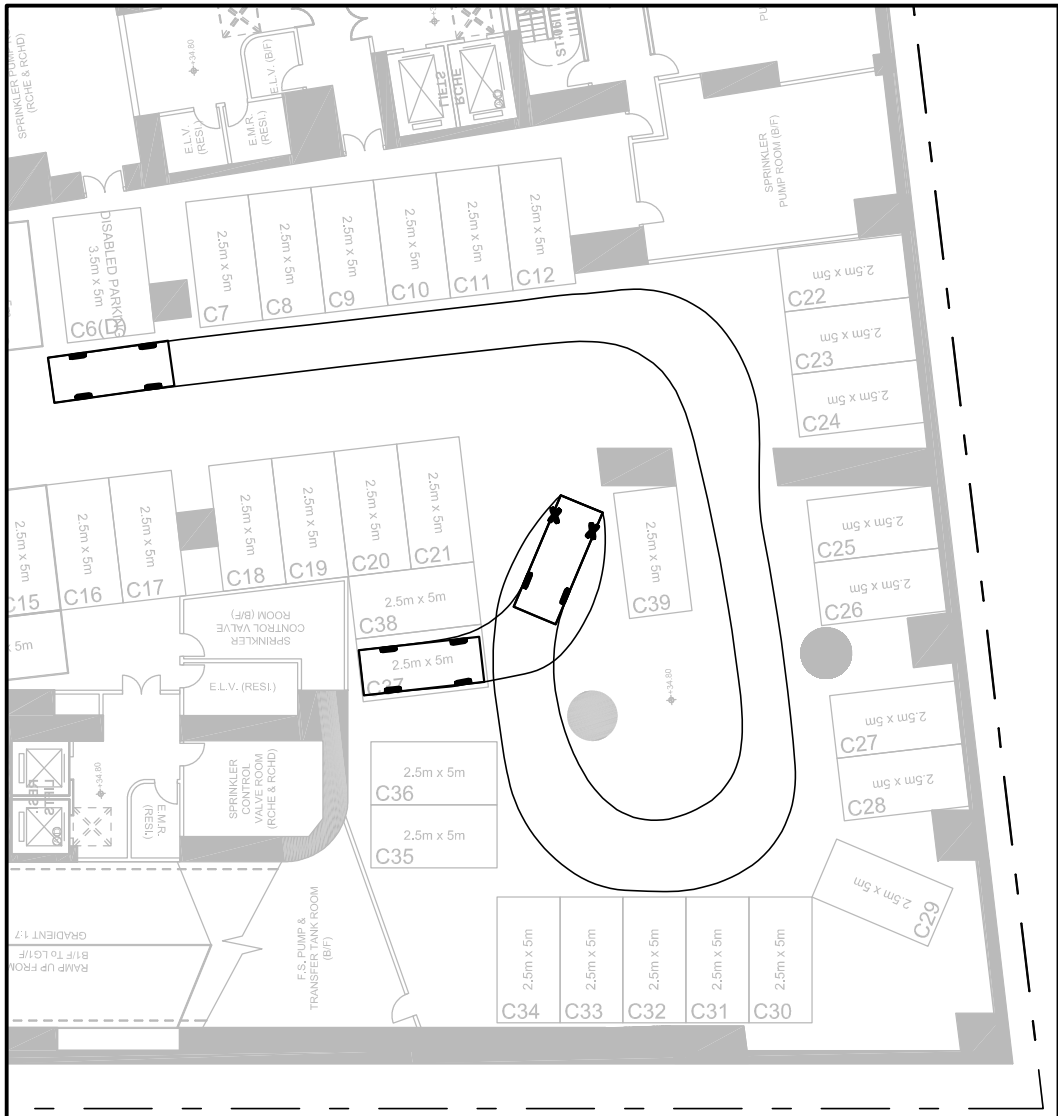
Figure No.	Revision
SP11	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

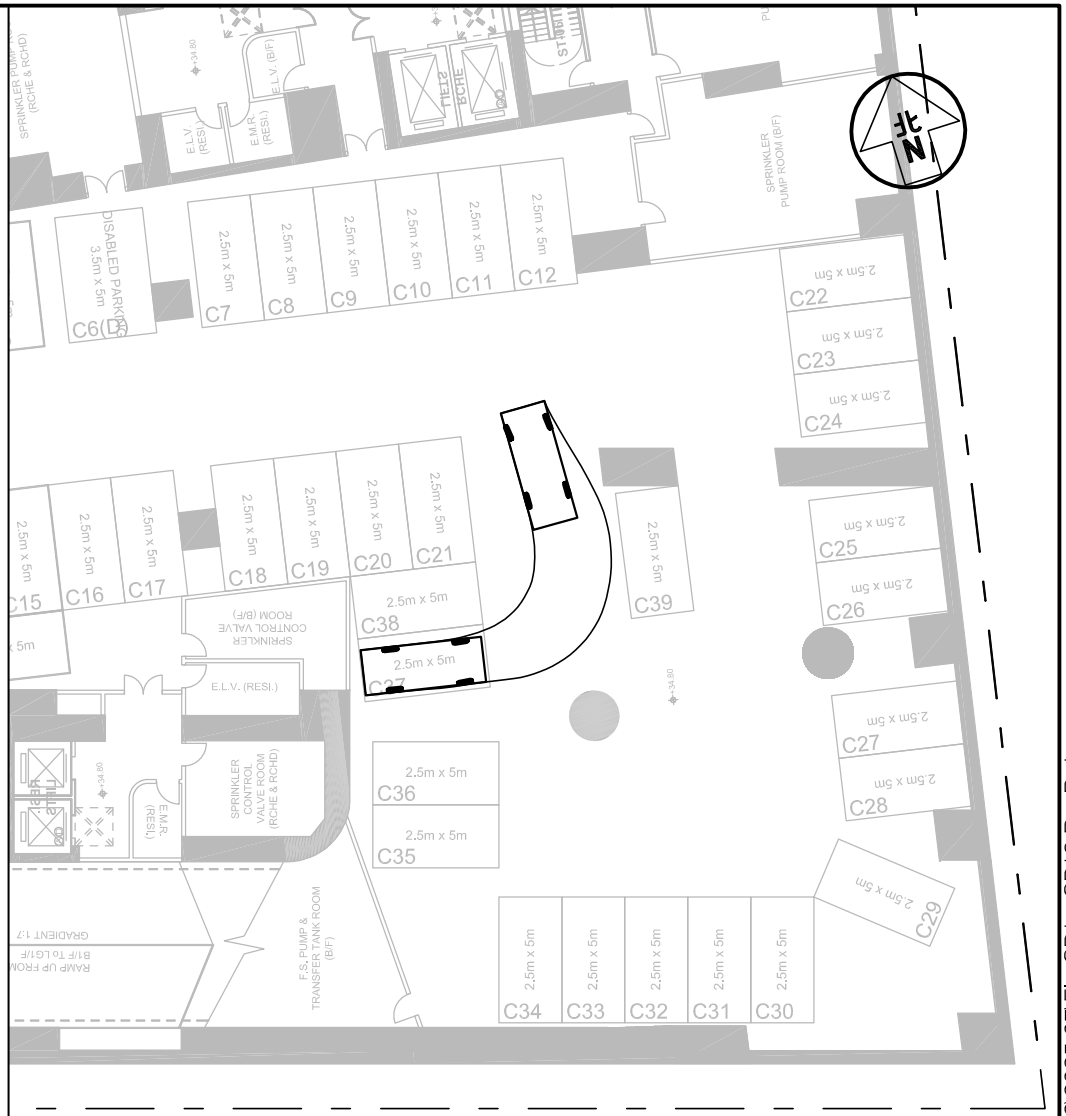
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C37 ON B/F

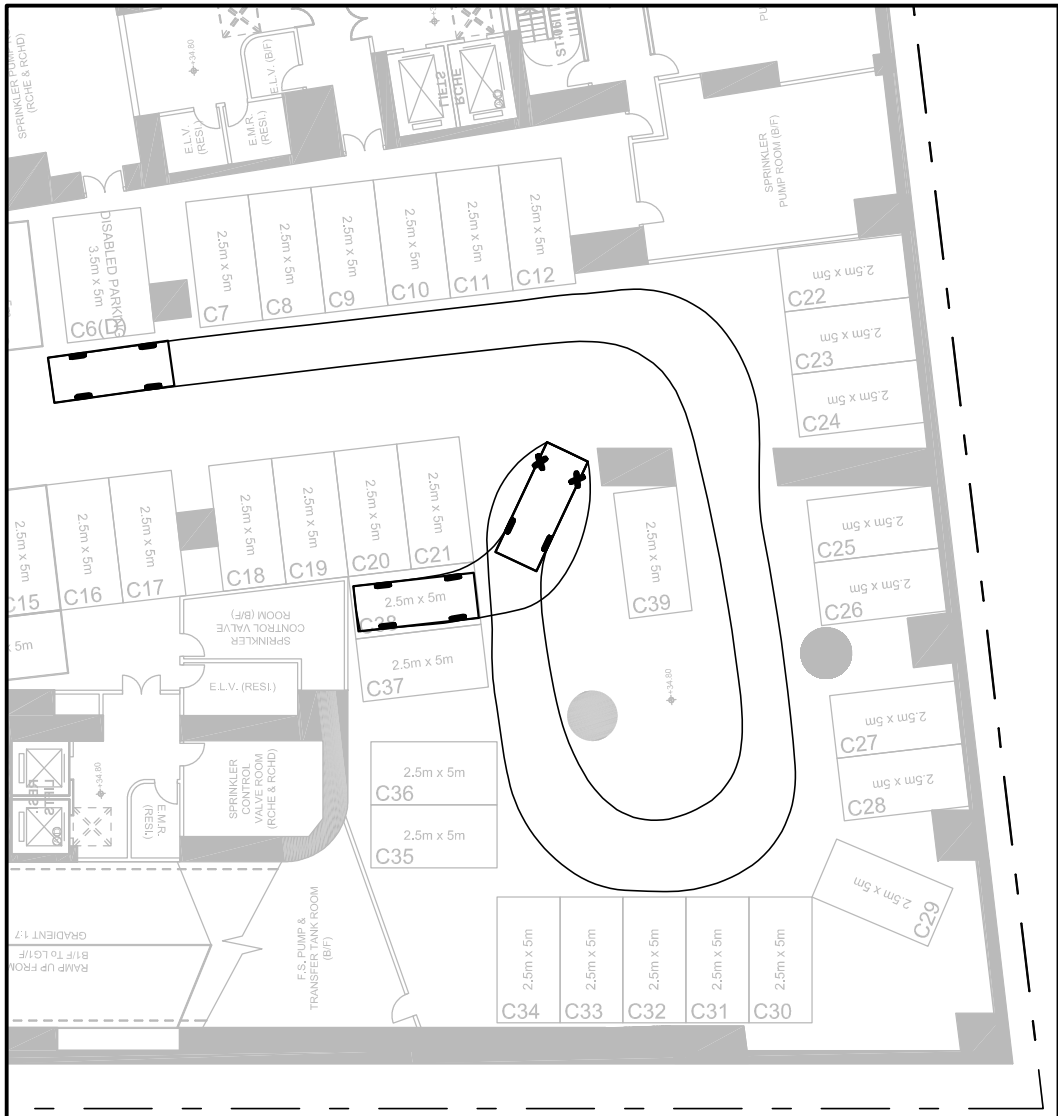
Figure No.	Revision
SP12	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

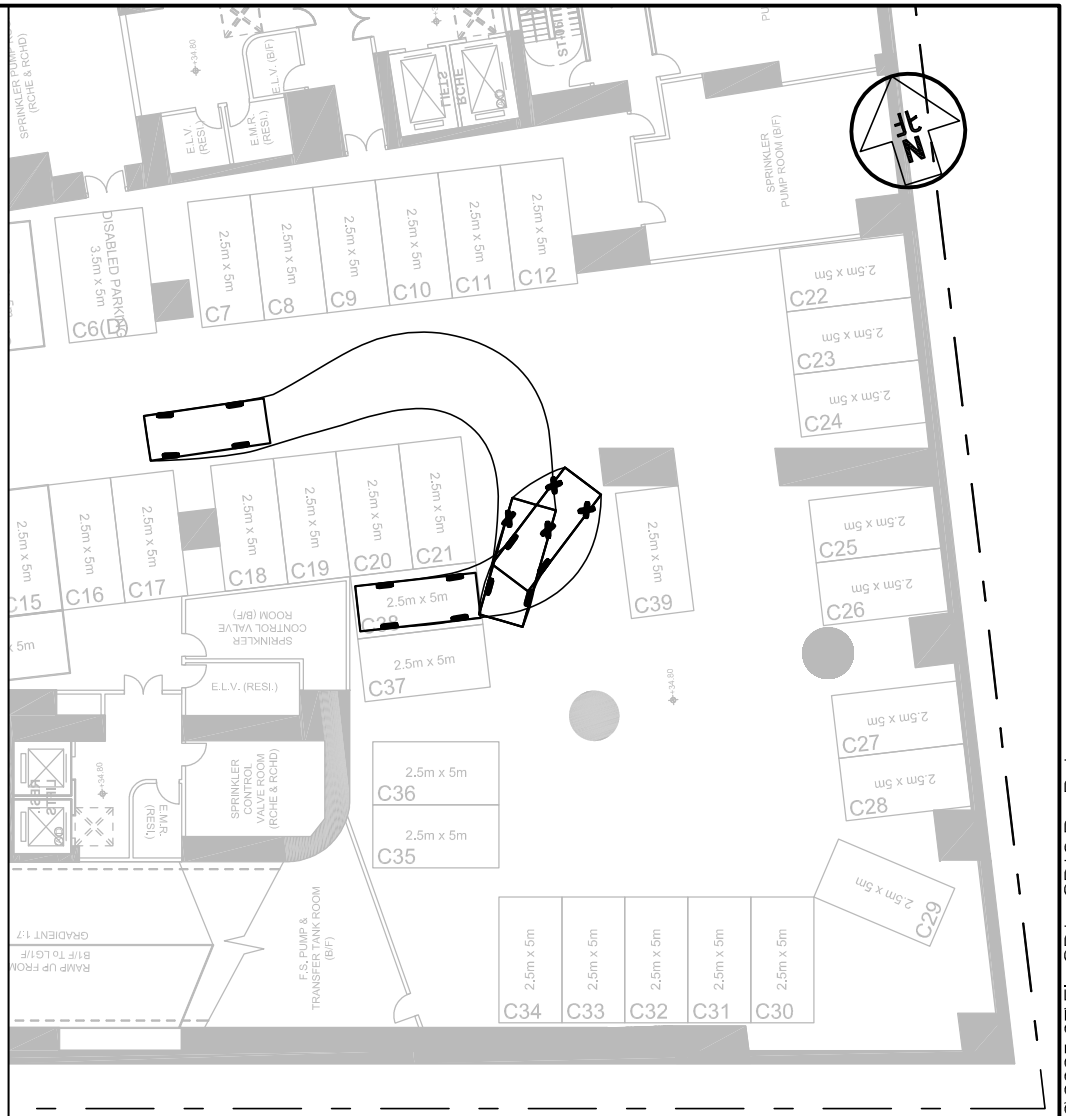
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBS\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C38 ON B/F

Figure No.	Revision
SP13	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7396\2025 07\Fig SP1 - SP13 RevB.dwg