

APPENDIX B

TRAFFIC IMPACT ASSESSMENT REPORT

**Section 12A Application for Proposed Rezoning
from “Commercial” to “Residential (Group A) 13”
and Amend the Notes of the Zone Applicable to the Site
for Proposed Flat, Shop and Services, Eating Place
and Social Welfare Facility (Child Care Centre) Uses
at 16 Po Tai Street, Ma On Shan**

Traffic Impact Assessment

**Final Report
August 2026**

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**Section 12A Application for Proposed Rezoning from “Commercial” to
“Residential (Group A) 13” and Amend the Notes of the Zone Applicable to
the Site for Proposed Flat, Shop and Services, Eating Place and Social Welfare
Facility (Child Care Centre) Uses at 16 Po Tai Street, Ma On Shan**

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“Residential (Group A) 13” and Amend the Notes of the Zone Applicable to
the Site for Proposed Flat, Shop and Services, Eating Place and Social Welfare
Facility (Child Care Centre) Uses at 16 Po Tai Street, Ma On Shan**

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“Residential (Group A) 13” and Amend the Notes of the Zone Applicable to
the Site for Proposed Flat, Shop and Services, Eating Place and Social Welfare
Facility (Child Care Centre) Uses at 16 Po Tai Street, Ma On Shan**

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1.0 INTRODUCTION

Background

- 1.1 The subject site is located at 16 Po Tai Street, and the location is shown in Figure 1.1. The subject site is zoned “Commercial” (“C”) under the Approved Ma On Shan Outline Zoning Plan No. S/MOS/28.
- 1.2 At present, the subject site is occupied by a shopping complex which is known as the We Go Mall (the “Existing Building”). The Applicant has the intention to rezone the subject site from “C” to “Residential (Group A) 13” [“R(A)13”] in order to redevelop the Existing Building and construct a residential development with a shopping complex (the “Proposed Development”).
- 1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to carry out a Traffic Impact Assessment (TIA) in support of the Proposed Development. This report describes the TIA undertaken.

Scope of Study

- 1.4 The main objectives of this Study are as follows:
- To assess the existing traffic issues in the vicinity of the subject site;
 - To provide adequate internal transport facilities for the Proposed Development;
 - To quantify the amount of traffic generated by the Proposed Development; and
 - To examine the traffic impact of the Proposed Development on the local road network.

Contents of the Report

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

- chapter two – describes the existing situation;
- chapter three – presents the Proposed Development;
- chapter four – describes the traffic and pedestrian impact analysis; and
- chapter five – presents the overall conclusion.

2.0 THE EXISTING SITUATION

The Existing Building

- 2.1 The subject site fronts onto Po Tai Street to the west, Sai Sha Road to the east, Po Yip Street in the east. To the north and west of the subject site are residential developments known as Oceanaire (天字海) and Ocean View (海典灣) respectively, and to the south is a temporary open public car park.

The Road Network

- 2.2 Po Tai Street is one-way 2 lane road and it forms a gyratory with Ning Tai Road. Footpaths are found along both side of this road, and the southbound bus stop is provided fronting the subject site.
- 2.3 Ning Tai Road is a single carriageway north-south road connecting Hang Fai Street to the north and Hang Shun Street to the south. The Ma On Shan Promenade is located on the western side of Ning Tai Road, and the northbound bus stop is located at Ning Tai Road opposite to Ocean View.
- 2.4 Sai Sha Road runs east-west direction connecting Sha Tin and Sai Kung. The section of Sai Sha Road fronting the Existing Development is a dual carriageway district distributor with 3 – 4 traffic lanes, and a cycle track is provided along the western side.

Manual Classified Counts

- 2.5 Manual classified counts were conducted from 0700 – 1000 hours and 1700 – 2000 hours on Thursday 9th October 2025, at the junctions located in the vicinity of the subject site in order to establish the peak hour traffic flows. The surveyed junctions include the following:
- J1 – Sai Sha Road / Hang Fai Street
 - J2 – Ning Tai Road / Hang Fai Street / Hang Ming Street
 - J3 – Ning Tai Road / Po Tai Street (north)
 - J4 – Ning Tai Road / Po Tai Street (south)
 - J5 – Ning Tai Road / Sui Tai Road
- 2.6 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. The locations and layouts of the surveyed junctions are shown in Figure 2.1 and Figures 2.2 – 2.6 respectively.
- 2.7 The AM and the PM peak hour traffic flows were found to occur at 0800 – 0900 and 1800 – 1900 hours respectively, and the peak hour traffic flows are illustrated in Figure 2.7.

Existing Junction and Link Operational Performance

- 2.8 The existing operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in Volumes 2 and 4 of Transport Planning and Design Manual (TPDM). The analysis results are summarised in Table 2.1 and detailed calculations are found in Appendix A.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Performance Indicator	AM Peak	PM Peak
J1	Sai Sha Road / Hang Fai Street	Roundabout	DFC	0.503	0.279
J2	Ning Tai Road / Hang Fai Street / Hang Ming Street	Roundabout	DFC	0.330	0.197
J3	Ning Tai Road / Po Tai Street (north)	Signal	RC	> 100%	81%
J4	Ning Tai Road / Po Tai Street (south)	Signal	RC	> 100%	> 100%
J5	Ning Tai Road / Sui Tai Road	Signal	RC	> 100%	> 100%

Note: RC – Reserve Capacity

DFC – Design Flow / Capacity Ratio

2.9 The above results indicate that the surveyed junctions currently operate with capacities during the AM and PM peak hours.

2.10 The existing link capacity for the local road network is assessed, and the link capacity analysis results are shown in Table 2.2.

TABLE 2.2 EXISTING LINK CAPACITY ASSESSMENT

Ref.	Road Section	Bound	Capacity (pcu/hr) ⁽¹⁾	Traffic Flows (pcu/hr)		Volume to Capacity Ratio	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Sai Sha Road ⁽²⁾	northbound	6,160	1,258	1,384	0.20	0.22
L2		southbound	4,746	2,106	1,240	0.44	0.26
L3	Ning Tai Road	northbound	2,279 ⁽⁴⁾	454	221	0.20	0.10
L4		southbound	2,297 ⁽⁴⁾	321	287	0.14	0.12
L5	Po Tai Street	one-way	1,000	416	255	0.42	0.25
L6	Ma On Shan Road ⁽³⁾	northbound	5,452	3,035	3,447	0.56	0.63
L7		southbound	7,119	4,340	2,690	0.61	0.38

Note: ⁽¹⁾ The observed pcu factors (based on manual classified counts) are adopted to convert the following road capacity from veh/hr to pcu/hr:

Ref.	Road Section	Type	Carriageway	No. of Lane	Capacity (veh/hr)	Observed pcu Factor	Capacity (pcu/hr)
L1	Sai Sha Road	DD	Dual	4	5,600	1.10	6,160
L2				3	4,200	1.13	4,746
L3	Ning Tai Road	DD	Single	2	1,900	1.29	2,279 ⁽⁴⁾
L4				2	1,900	1.30	2,297 ⁽⁴⁾
L5	Po Tai Street	LD	Single	2	800	1.25	1,000
L6	Ma On Shan Road	RT	Dual	3	4,700	1.16	5,452
L7				4	6,300	1.13	7,119

⁽²⁾ section between Ma On Shan Road and Hang Fai Street

⁽³⁾ section between Sai Sha Road and slip road of T6 bridge

⁽⁴⁾ with reduction factor of 7% for heavy vehicle percentage between 15 – 20%

2.11 Table 2.2 shows that the analysed road links currently operate with capacities during the AM and PM peak hours.

Traffic and Pedestrian Generation of Existing Building

2.12 The observed peak hour traffic and pedestrian generation of the Existing Building are presented in Table 2.3.

TABLE 2.3 OBSERVED GENERATION OF EXISTING BUILDING

Item	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Traffic Generation	pcu/hour	23	16	33	21
Pedestrian Generation	ped/15-min	55	70	106	87

Survey Period: 0700 – 1000 and 1700 – 2000 hours on Thursday 9th October 2025

Level-of-Service of Surveyed Footpath

- 2.13 There are good pedestrian facilities provided in the vicinity of the subject site, including footpaths alongside the roads, and pedestrian crossings are provided at road junctions.
- 2.14 To quantify the existing pedestrian flows, pedestrian counts were conducted at footpaths connecting the subject site to (i) MTR Heng On Station; (ii) northbound bus stop at Ning Tai Road; and (iii) southbound bus stop at Po Tai Street. Based on the above destinations, the survey locations include the following:
- F1 – Western footpath of Sai Sha Road (north of Hang Fai Street);
 - F2 – Western footpath of Sai Sha Road (south of Hang Fai Street);
 - F3 – Eastern footpath of Po Tai Street;
 - F4 – Western footpath of Ning Tai Road;
 - F5 – Footway in the non-building area (NBA) between Sai Sha Road and Po Tai Street; and
 - F6 – Subway to / from Sai Sha Road Pet Garden.
- 2.15 The level-of-service (“LOS”) of a pedestrian walkway is dependent on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM, and is presented in Table 2.4.

TABLE 2.4 PEDESTRIAN WALKWAY LEVEL-OF-SERVICE

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

TABLE 2.4 PEDESTRIAN WALKWAY LEVEL-OF-SERVICE (CONT'D)

LOS	Flow Rate (ped/min/m)	Description
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

Source: Volume 6 Chapter 10, TPDM published by Transport Department

- 2.16 The peak 15-minute pedestrian flows are illustrated in Figure 2.8, and the corresponding LOS assessment is presented in Table 2.5.

TABLE 2.5 EXISTING LEVEL-OF-SERVICE ASSESSMENT

Ref.	Footpath	Measured Width	Effective Width	Peak Period	2-way Peak Pedestrian Flows		LOS
					Flow (ped/15-min)	Rate (ped/min/m)	
F1	Western footpath of Sai Sha Road (north of Hang Fai Street)	2.5	1.5	AM	354	15.73	A
				PM	205	9.11	A
F2	Western footpath of Sai Sha Road (south of Hang Fai Street)	3	2	AM	53	1.77	A
				PM	99	3.30	A
F3	Eastern footpath of Po Tai Street	2	1	AM	169	11.27	A
				PM	137	9.13	A
F4	Western footpath of Ning Tai Road	1.5	0.5	AM	43	5.73	A
				PM	94	12.53	A
F5	Footway in the NBA between Sai Sha Road and Po Tai Street	3	2	AM	105	3.50	A
				PM	92	3.07	A
F6	Subway to / from Sai Sha Road Pet Garden	3	2	AM	161	5.37	A
				PM	132	4.40	A

- 2.17 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak hours. As stated in the TPDM, LOS A to C is considered as an acceptable level of service: “In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities”.

Public Transport Services and Surveys

- 2.18 Access to road-based and rail-based public transport services from the subject site is convenient. The MTR Heng On Station is located within 450m, or equivalent to around 8 minutes’ walk from the subject site.

- 2.19 In addition, numerous franchised bus routes and green minibus (“GMB”) routes operate close to the subject site along Ning Tai Road and Po Tai Street. Details of these franchised bus and GMB routes are presented in Table 2.6.

TABLE 2.6 BUS ROUTES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 43X	Yiu On – MTR Tsuen Wan West Station	9 – 20
KMB 81C	Yiu On – Tsim Sha Tsui East (Mody Road)	10 – 60
KMB 85K	Heng On – MTR Sha Tin Station	7 – 30
KMB 85S	Yiu On > Hung Hom (Hung Luen Road)	AM peak
KMB 89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
KMB 281X	Yiu On > Tsim Sha Tsui East (Mody Road)	AM peak
KMB 286D	Ma On Shan Town Centre – Sham Shui Po	AM & PM peak
KMB 289K	MTR University Station – Chevalier Garden (Circular)	13 – 30
KMB N287	Tsim Sha Tsui East (Mody Road) > MTR Wu Kai Sha Station	overnight
KMB / CTB 681P	Yiu On – Sheung Wan	AM & PM peak
KMB / CTB 981P	Yiu On > Wan Chai (Fleming Road)	AM peak
	MTR Admiralty Station (East) > Yiu On	PM peak
KMB / CTB 680B	Chevalier Garden > MTR Admiralty Station (East)	AM peak
CTB 682A	Ma On Shan Town Centre > Chai Wan (East)	AM peak
	Chai Wan (East) > Nai Chung	PM peak
LWB A41P	MTR Wu Kai Sha Station – Airport (Ground Transportation Centre)	20 – 40
LWB NA40	MTR Wu Kai Sha Station – HZMB Hong Kong Port	overnight
GMB 810	Sha Tin Central – Ma On Shan (Villa Athena)	6 – 15
GMB 810A	Sha Tin Central – White Head	AM & PM peak
GMB 806B	Shek Mun – Wan Tau Tong	12 – 25

Note: KMB – Kowloon Motor Bus
CTB – Citybus

LWB – Long Win Bus
GMB – Green Minibus

- 2.20 The occupancy of franchised bus / GMB routes operating along Ning Tai Road and Po Tai Street was surveyed at their respective maximum loading points, i.e. at the last bus / GMB stop in Sha Tin District for outbound routes (i.e. departing from Ma On Shan) and at the first bus / GMB stop in Sha Tin District for inbound routes (i.e. towards Ma On Shan).
- 2.21 During the AM peak hour, the outbound bus / GMB routes have higher occupancy rate compared to the inbound bus / GMB routes, and vice versa, during the PM peak hour. To conduct a conservative assessment, outbound bus / GMB routes were surveyed during the AM peak hour while inbound bus / GMB routes were surveyed during the PM peak hour. The survey results are summarised in Table 2.7.

TABLE 2.7 PUBLIC TRANSPORT OCCUPANCY SURVEY RESULTS

Peak Hour	Maximum Loading Point	Route	Level of Public Transport Service (persons/hr)		
			Carrying Capacity [a] ⁽¹⁾	No. of Passenger on Board [b]	Surplus Capacity [a] – [b]
AM (Outbound Bus Route)	Shing Mun Tunnel	KMB 43X	720	474	246
	Lion Rock Tunnel	KMB 281X	360	150	210
	Tate's Cairn Tunnel	KMB 85S	120	90	30
		KMB 89C	840	537	303
		KMB / CTB 681P	240	120	120
		KMB / CTB 680B	240	131	109
		CTB 682A	360	180	180
	Tsing Sha Highway	KMB 286D	120	60	60
		KMB / CTB 981P	480	240	240
		LWB A41P	360	195	165
	A Kung Kok Street	KMB 85K	480	255	225
		GMB 810	152	131	21
	MTR University Station	KMB 289K	600	507	93
	Kam On Court	GMB 810A	38	30	8
	Yan On Estate	GMB 806B	114	101	13
	Total		5,224	3,201	2,023
PM (Inbound Bus Route)	Shing Mun Tunnel	KMB 43X	720	450	270
	Lion Rock Tunnel	KMB 81C	360	195	165
	Tate's Cairn Tunnel	KMB 89C	720	438	282
		KMB / CTB 681P	120	60	60
		CTB 682A	120	90	30
	Tsing Sha Highway	KMB 286D	120	60	60
		KMB / CTB 981P	600	333	267
		LWB A41P	360	180	180
	A Kung Kok Street	KMB 85K	360	120	240
		GMB 810	171	151	20
	MTR University Station	KMB 289K	360	297	63
	We Go Mall	GMB 810A	38	33	5
		GMB 806B	76	44	32
	Total		4,125	2,451	1,674

Note: Inbound – towards Ma On Shan Outbound – departing from Ma On Shan

⁽¹⁾ The assumed carrying capacity of a single-deck bus and double-deck bus is 60 and 120 passengers respectively. The capacity of GMB is identified from survey.

2.22 Table 2.7 shows that the existing franchised bus services have surplus capacity of over 2,000 and 1,600 passengers during the AM and PM peak hours respectively.

3.0 THE PROPOSED DEVELOPMENT

Development Schedule

- 3.1 The development schedule of the Proposed Development is presented in Table 3.1.

TABLE 3.1 DEVELOPMENT SCHEDULE

Item	Development Parameters (approx.)								
Site Area	around 5,090m ²								
No. of Housing Block	1 block								
No. of Flat	539 nos., including: <table> <tr> <th><u>Size of Flat (in GFA)</u></th><th><u>No. of Flat</u></th></tr> <tr> <td>≤ 40m²</td><td>179</td></tr> <tr> <td>40 – 70m²</td><td>360</td></tr> <tr> <td>Total =</td><td><u>539</u></td></tr> </table>	<u>Size of Flat (in GFA)</u>	<u>No. of Flat</u>	≤ 40m ²	179	40 – 70m ²	360	Total =	<u>539</u>
<u>Size of Flat (in GFA)</u>	<u>No. of Flat</u>								
≤ 40m ²	179								
40 – 70m ²	360								
Total =	<u>539</u>								
Domestic Plot Ratio	5								
Average Flat Size	around 45m ²								
GFA for Retail	around 7,991m ²								
GFA for Social Welfare Facility	around 1,018m ² for a 100-place Child Care Centre								

Internal Transport Facilities

- 3.2 The internal transport facilities provided for the Proposed Development is calculated based on the Hong Kong Planning Standards and Guidelines (HKPSG). Since the HKPSG has no recommendations for “child care centre”, reference is made to “kindergarten” which has similar nature.

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES

Item	Type	HKPSG Recommendations	Proposed Provision
Private Car	Residential	Requirement = $GPS \times R1 \times R2 \times R3$ $GPS = 1$ car space per 4 – 7 flats $R1 = 0.5$ for flat size ≤ 40m ² (179 flats) $= 1.2$ for flat size 40 – 70m ² (360 flats) $R2 = 0.75$ for development within 500m of rail station $R3 = 1$ for domestic plot ratio > 2 and ≤ 5 Minimum = $(179 \times 0.5 + 360 \times 1.2) \div 7 \times 0.75 \times 1 = 56$ nos. Maximum = $(179 \times 0.5 + 360 \times 1.2) \div 4 \times 0.75 \times 1 = 98$ nos.	98 nos.
	Visitor	5 visitor car parking spaces for developments with more than 75 units per block Provision = $1 \times 5 = 5$ nos.	5 nos.
	Retail	1 space per 150 – 300m ² GFA Minimum = $7991 \div 300 = 27$ nos. Maximum = $7991 \div 150 = 54$ nos.	54 nos.
	Total	Minimum = 56 + 5 + 27 = 88 nos. Maximum = 98 + 5 + 54 = 157 nos.	<u>157</u> nos.⁽¹⁾

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES (CONT'D)

Item	Type	HKPSG Recommendations	Proposed Provision
Loading / Unloading Bay	Residential	Minimum 1 bay for every 800 flats or part thereof, subject to minimum 1 bay for each housing block	1 no. (1 HGV)
	Retail	1 space per 800 – 1,200m ² , or part thereof, of GFA Minimum = $7991 \div 1200$ = 7 nos. Maximum = $7991 \div 800$ = 10 nos.	10 nos. (4 HGV + 6 LGV)
	Total	Minimum = 1 + 7 = 8 nos. Maximum = 1 + 10 = 11 nos.	11 nos. (5 HGV + 6 LGV)
Motorcycle	Residential	1 space per 80 – 120 flats, i.e. equivalent to 25% more on top of the HKPSG provision ⁽²⁾ Minimum = $539 \div 120$ = 5 nos. Maximum = $539 \div 80$ = 7 nos.	7 nos.
	Retail	5 – 10% of total provision of car parking space Minimum = $54 \times 5\%$ = 3 nos. Maximum = $54 \times 10\%$ = 6 nos.	6 nos.
	Total	Minimum = 5 + 3 = 8 nos. Maximum = 7 + 6 = 13 nos.	13 nos.
Bicycle	Residential	1 bicycle parking space for every 15 flats with flat size smaller than 70m ² Minimum = $(179 + 360) \div 15$ = 36 nos.	36 nos.
Social Welfare Facility (100-place Child Care Centre)	Coach	A minimum of 2 lay-bys for coaches	2 nos.
	Private Car	0 – 1 car parking space per 4 to 6 classrooms, or equivalent to 80 to 120 persons ⁽³⁾ Minimum = $100 \div 120 + 2^{(4)}$ = 3 nos. Maximum = $100 \div 80 + 2^{(4)}$ = 4 nos.	4 nos.
	Taxi / Private Car	1 lay-by for taxi / private car for every 5 to 8 classrooms, or equivalent to 100 to 160 persons ⁽³⁾	1 no.

Note: LGV – light goods vehicle

HGV – heavy goods vehicle

⁽¹⁾ include 3 car parking spaces for persons with disabilities

⁽²⁾ According to the “Checklist of Traffic Impact Assessment (TIA) for Development Projects”, “25% more on top of the HKPSG required provision of motorcycle parking spaces for residential developments may be required ...”. To address the local parking demand, the number of residential motorcycle parking spaces will be increased by 25%.

⁽³⁾ According to the Education Regulations, “in any school providing full-day kindergarten education, not more than 20 pupils shall be taught at one time by one teacher”. Hence, each classroom is assumed to be equivalent to 20 persons.

⁽⁴⁾ Additional visitor car parking spaces (2 nos.) are provided to meet the operational needs of the child care centre

3.3 Table 3.2 shows that the internal transport facilities for the Proposed Development comply with the **maximum recommendations of HKPSG**.

Internal Transport Layout

3.4 The ground, basement and 1st – 3rd floor plans showing the internal transport facilities are found in Figures 3.1 – 3.4.

- 3.5 At present, the run-in for the Existing Building is located at the north-west, near Oceanaire and the run-out is to the south-west, i.e. adjacent to the temporary public car park. As shown in Figure 3.1, the existing run-in and run-out located at Po Tai Street will be maintained for the Proposed Development.

Footway in Non-building Area

- 3.6 At present, a 3m footway connects Sai Sha Road and Po Tai Street via the NBA to the north of the Existing Building. Likewise, as part of the Proposed Development, a 3m footway will be provided within the NBA as shown in Figure 3.1.

Swept Path Analysis

- 3.7 The CAD-based swept path analysis programme, *Autodesk Vehicle Tracking*, was used to check the ease of manoeuvring of vehicles, and are found to have no problems. The swept path analysis drawings are found in the Appendix B.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed Development is expected to be completed in 2035. Thus, the design year adopted for the capacity analysis is 2038, i.e. 3 years after its planned completion.
- 4.2 In order to produce the traffic and pedestrian forecasts up to year 2038, reference is made to the latest “Territorial Population and Employment Data Matrix” (“TPEDM”) published by Planning Department, and the projected population and employment data is summarised in Table 4.1.

TABLE 4.1 TPEDM DATA FOR SHA TIN DISTRICT

Year	Population	Employment	Total
2021	692,800	222,150	914,950
2026	687,450	230,600	918,050
2031	667,750	220,400	888,150
Annual Growth Rate			<u>-0.30%</u>

- 4.3 Table 4.1 shows that the annual growth rate obtained from TPEDM is declining, i.e. -0.30%. To err on the high side, the traffic and pedestrian growth rate of **1%** per annum is adopted to produce the traffic forecast for year 2038.

Traffic Generation

- 4.4 To estimate traffic generation of the Proposed Development, the following are adopted:
- trip generation rates for residential and retail – from TPDM Volume 1; and
 - trip generation rates for welfare facilities – these rates are not found in the TPDM, hence, independent survey was conducted at similar development with comparable use, class and accessibility to public transport services.
- 4.5 The average size of the residential flats is around 45m², but the smallest private housing category in the TPDM is 60m², i.e. “Private Housing: High-density / R(A) with average flat size of 60m²”, and these are used. The adopted trip generation rates are presented in Table 4.2.

TABLE 4.2 TRIP GENERATION RATES

Use	Unit	Trip Generation Rates			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential (average flat size of 60m ²) ⁽¹⁾	pcu/hour/flat	0.0425	0.0718	0.0370	0.0286
Retail ⁽¹⁾	pcu/hour/100m ²	0.2434	0.2296	0.3563	0.3100
Welfare Facilities ⁽²⁾	pcu/hour/place	0.0286	0.0286	0.0190	0.0190

Note: ⁽¹⁾ extract from Volume 1 of TPDM

⁽²⁾ Survey at Tsung Tsin Mission of Hong Kong Joyful Place (with 105 places) at Shek Mun Estate in Sha Tin (Survey Period: 0700 – 1000 and 1700 – 2000 hours on Thursday 9th October 2025)

4.6 The trip generation rates in Table 4.2 are used to calculate the traffic generated associated with the Proposed Development, and the calculated traffic generation is presented in Table 4.3.

TABLE 4.3 PROPOSED DEVELOPMENT TRAFFIC GENERATION

Use	Quantity	Traffic Generation (pcu/hour)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	539 flats	23	39	20	16
Retail	7,991m ² GFA	20	19	29	25
Welfare Facilities	100 places	3	3	2	2
Total		46	61	51	43

Major Planned Developments

4.7 The major planned developments in the vicinity of the subject site have been identified. Comments from Planning Department on the planned developments are found in Appendix C, and have been incorporated in Table 4.4.

TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Use	Development Parameters (Approx.)
1	Temporary Public Vehicle Park (PVP) at Po Tai Street (Planning Application No. A/MOS/129)	PVP	247 – 295 parking spaces
2	Kam Pak Court	Subsidised Housing	1,900 flats
3	Public Housing Development at Ma On Shan Tsuen Road	Public Housing	2,700 flats
4	Light Public Housing Project at Hang Kwong Street	Light Public Housing	860 units
5	Amenity Complex in Area 103, Ma On Shan	G/IC	amenity complex and PVP with around 354 parking spaces
6	Private Housing Development at 29 On Chun Street (Planning Application No. Y/MOS/6)	Private Housing	“Full Residential Scheme”: 758 flats and commercial GFA of 5,543m ²
7	City University of Hong Kong Whitehead Student Hostel	Student Hostel	around 2,200 places
8	Public Housing Development at Cheung Muk Tau Site 1	Public Housing	1,660 flats, retail GFA of around 1,550m ² and various G/IC facilities
9	Public Housing Development at Cheung Muk Tau Site 2	Public Housing	1,820 flats, retail GFA of around 1,700m ² and various G/IC facilities
10	Expansion of Cheung Muk Tau Holiday Centre for the Elderly by Helping Hand	G/IC	Care and Attention Home providing Continuum of Care (CoC Home) (200 places)
11	School Development at Various Lots and Adjoining Government Land in DD167 (Planning Application No. A/MOS/125)	G/IC	29 classrooms

TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS (CONT'D)

Ref.	Location	Use	Development Parameters (Approx.)
12	Shap Sz Heung Development (Planning Application No. A/NE-SSH/120-1 & 142)	Mixed Use	9,700 private residential flats, commercial GFA of no more than 12,077m ² and various G/IC facilities
13	Residential Care Home and Day Care Centre for the Elderly and Healthcare Centres at On Chun Street	G/IC	Residential Care Home for the Elderly (270 places)

- 4.8 The major planned developments listed in Table 4.4 are included in the production of the 2038 traffic forecast. For ease of reference, estimation of traffic generated by each planned development is presented in [Appendix D](#).

Base Year LATM Development

- 4.9 The 2038 peak hour traffic flows are produced with reference to the: (i) 2036 NTE1 Base District Traffic Model (BDTM); (ii) traffic generated by the major planned developments in the vicinity; and (iii) traffic generated by the Proposed Development.
- 4.10 The BDTM from “Quotation No. TD 507/2023 Base District Traffic Models for The New Territories Area – 2024 Update” (the “BDTM Study”) produced by Transport Department was adopted to form the Local Area Traffic Model (LATM) for this Study using “SATURN” software.
- 4.11 Although the BDTM was well validated, the traffic network and zone within and in the vicinity of the Study Area were reviewed to ensure that the level of details of the LATM could produce the traffic flows required for this Study. The validation methodology includes the following:
- The road links and junctions were checked and updated to ensure that recent change in the existing road network is considered and missing road links or junction do not exist;
 - The schedule of public transport services such as franchised bus and green / red minibus were also checked to ensure that the updated routings and headway information are adopted;
 - The zone and centroid connectors were reviewed such that the traffic zones generate / attract traffic at appropriate locations; and
 - The traffic flows produced by LATM at the surveyed road links were reviewed with reference to the observed traffic flows.
- 4.12 The validation criteria are the same as those adopted in the BDTM. All count locations were reviewed and checked by GEH statistic (a modified chi squared test to provide a statistic for both the magnitude of the difference and the percentage difference between modelled and observed flows). The GEH statistic is defined by:

$$\sqrt{\frac{(V_2 - V_1)^2}{\frac{1}{2}(V_2 + V_1)}}$$

where V_1 and V_2 are the observed and modelled flows.

- 4.13 The validation criteria adopted are found in Table 4.5, which is the same as that given in the BDTM. The validation results are presented in Table 4.6.

TABLE 4.5 VALIDATION CRITERIA

Locations	Target
All Count Locations	85% return a GEH error of 5 or less 100% return a GEH error of 10 or less

TABLE 4.6 BASE YEAR LATM VALIDATION RESULTS

Criteria	Target	Results	
		AM Peak	PM Peak
Total No. of Movements	–	39	39
No. of Movements within GEH ≤ 5	–	35	34
No. of Movements within GEH ≤ 10	–	39	39
No. of Movements GEH > 10	–	0	0
% of Movements within GEH ≤ 5	85%	90%	87%
% of Movements within GEH ≤ 10	100%	100%	100%

- 4.14 Table 4.6 shows that the results meet the validation criteria listed in Table 4.5. Therefore, the traffic flows produced by LATM are applicable for this Study.

Design Year LATM Development

- 4.15 The 2038 LATM was developed by the following steps:

Step 1 – The 2036 LATM was adopted to produce the 2038 LATM. The total traffic growth is calculated using the following equation with x_1 being the adopted traffic growth rate:

$$2036 \text{ to } 2038 \text{ Total Traffic Growth} = (1 + x_1)^2 \text{ where } x_1 = 1\%.$$

Step 2 – Traffic generation associated to the Proposed Development and planned developments are added to the traffic zone of the 2038 LATM obtained in Step 1.

Step 3 – The 2038 LATM traffic assignment were carried out to produce the design year traffic flows.

- 4.16 The 2038 peak hour traffic flows without and with the Proposed Development are shown in Figures 4.1 and 4.2 respectively.

2038 Junction and Link Capacity Analysis

- 4.17 The 2038 junction capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.7, and detailed calculations are found in Appendix A.

TABLE 4.7 2038 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Performance Indicator	Without Proposed Development		With Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Sai Sha Road / Hang Fai Street	DFC	0.582	0.331	0.610	0.332
J2	Ning Tai Road / Hang Fai Street / Hang Ming Street	DFC	0.356	0.214	0.363	0.233
J3	Ning Tai Road / Po Tai Street (north)	RC	94%	64%	69%	47%
J4	Ning Tai Road / Po Tai Street (south)	RC	> 100%	> 100%	> 100%	> 100%
J5	Ning Tai Road / Sui Tai Road	RC	> 100%	> 100%	> 100%	> 100%

Note: RC – Reserve Capacity

DFC – Design Flow / Capacity Ratio

- 4.18 The 2038 link capacity for the local road network is also assessed and the results are shown in Table 4.8.

TABLE 4.8 2038 LINK CAPACITY ASSESSMENT

Ref.	Road Section	Direction	Without Proposed Development				With Proposed Development			
			Traffic Flows (pcu/hr)		V/C Ratio (1)(2)		Traffic Flows (pcu/hr)		V/C Ratio (1)(2)	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
L1	Sai Sha Road (3)	northbound	1,473	1,590	0.24	0.26	1,513	1,636	0.25	0.27
L2		southbound	2,376	1,366	0.50	0.29	2,428	1,393	0.51	0.29
L3	Ning Tai Road	northbound	493	236	0.22	0.10	493	236	0.22	0.10
L4		southbound	345	315	0.15	0.14	345	315	0.15	0.14
L5	Po Tai Street	one-way	438	284	0.44	0.28	499	327	0.50	0.33
L6	Ma On Shan Road (4)	northbound	4,081	4,474	0.75	0.82	4,119	4,518	0.76	0.83
L7		southbound	5,749	3,468	0.81	0.49	5,801	3,495	0.81	0.49

Note: (1) V/C Ratio – Volume to Capacity Ratio

(2) refer to Table 2.2 for the capacity of each road

(3) section between Ma On Shan Road and Hang Fai Street

(4) section between Sai Sha Road and slip road of T6 bridge

- 4.19 The above results indicate that the analysed junctions and road links are expected to operate with sufficient capacity during the peak hours in 2038. The junctions and road links analysed have sufficient capacity to accommodate the (i) expected traffic growth; and (ii) additional traffic generated by the Proposed Development.

Pedestrian Generation

- 4.20 Pedestrians generated by the Proposed Development are estimated based on the pedestrian generation surveys conducted at similar type buildings. The surveyed developments are comparable in terms of use, class and are located with good accessibility to public transport services. The adopted pedestrian generation rates are presented in Table 4.9.

TABLE 4.9 PEDESTRIAN GENERATION RATES

Use	Unit	Pedestrian Generation Rates			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential ⁽¹⁾	ped/15-min/flat	0.0384	0.1559	0.0714	0.0395
Retail ⁽²⁾	ped/15-min/100m ² GFA	0.3602	0.4584	0.6942	0.5698
Welfare Facilities ⁽³⁾	pcu/15-min/place	0.0476	0.0190	0.0286	0.0571

Survey Period: 0700 – 1000 and 1700 – 2000 hours on Thursday 9th October 2025

Source: ⁽¹⁾ Survey at Ocean View (with 911 flats and average flat size of around 60m²) at 1 Po Tai Street in Ma On Shan

⁽²⁾ Survey at We Go Mall (with around 15,270m² retail GFA), i.e. the Existing Building

⁽³⁾ Survey at Tsung Tsin Mission of Hong Kong Joyful Place (with 105 places) at Shek Mun Estate in Sha Tin

- 4.21 The pedestrian generated by the Proposed Development are calculated based on the generation rates in Table 4.9 and is presented in Table 4.10.

TABLE 4.10 PROPOSED DEVELOPMENT PEDESTRIAN GENERATION

Use	Quantity	Pedestrian Generation (ped/15-min)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	539 flats	21	85	39	22
Retail	7,991m ² GFA	29	37	56	46
Welfare Facilities	100 places	5	2	3	6
Total		55	124	98	74

2038 Level-of-Service Assessment

- 4.22 The 2038 peak 15-minute pedestrian flows without and with the Proposed Development are shown in Figures 4.3 and 4.4 respectively, and the corresponding LOS assessment is presented in Table 4.11.

TABLE 4.11 2038 LEVEL-OF-SERVICE ASSESSMENT

Ref.	Footpath	Peak Period	2-way Peak Pedestrian Flows					
			Without Proposed Development			With Proposed Development		
			Flow (ped/15-min)	Rate (ped/min/m)	LOS	Flow (ped/15-min)	Rate (ped/min/m)	LOS
F1	Western footpath of Sai Sha Road (north of Hang Fai Street)	AM	404	17.96	B	508	22.58	B
		PM	234	10.40	A	334	14.84	A
F2	Western footpath of Sai Sha Road (south of Hang Fai Street)	AM	64	2.13	A	168	5.60	A
		PM	115	3.83	A	215	7.17	A
F3	Eastern footpath of Po Tai Street	AM	270	18.00	B	347	23.13	C
		PM	151	10.07	A	226	15.07	A
F4	Western footpath of Ning Tai Road	AM	50	6.67	A	80	10.67	A
		PM	108	14.40	A	153	20.40	B

TABLE 4.11 2038 LEVEL-OF-SERVICE ASSESSMENT (CONT'D)

Ref.	Footpath	Peak Period	2-way Peak Pedestrian Flows					
			Without Proposed Development			With Proposed Development		
			Flow (ped/15-min)	Rate (ped/min/m)	LOS	Flow (ped/15-min)	Rate (ped/min/m)	LOS
F5	Footway in the NBA between Sai Sha Road and Po Tai Street	AM	123	4.10	A	227	7.57	A
		PM	108	3.60	A	208	6.93	A
F6	Subway to / from Sai Sha Road Pet Garden	AM	270	9.00	A	374	12.47	A
		PM	151	5.03	A	251	8.37	A

- 4.23 The above results indicate that the analysed footpaths are expected to operate with LOS A to C during the peak hours in 2038. The results show that the footpaths analysed has sufficient capacity to accommodate the (i) expected pedestrian growth; and (ii) additional pedestrians generated by the Proposed Development.

Modal Split of Transport Demand

- 4.24 The modal split of public transport demand for the Proposed Development is estimated with reference to the “2021 Population Census”, published by Census and Statistics Department (C&SD). The estimated modal split is presented in Table 4.12.

TABLE 4.12 MODAL SPLIT OF PUBLIC TRANSPORT DEMAND FOR SHA TIN DISTRICT

Transport Mode		Working Population ⁽¹⁾	Student ⁽²⁾	Total	Percentage
Railway	MTR (Local Line)	106,720	33,518	140,238	43%
Road-based Public Transport	Bus	75,614	17,166	92,780	28%
	Public Light Bus	11,989	5,755	17,744	6%
	Residential Coach Service	2,054	781	2,835	1%
	Company Bus or Van / School Bus	6,758	14,361	21,119	7%
Taxi		2,021	439	2,460	1%
On Foot Only		18,460	25,218	43,678	14%
Sub-total		223,616	97,238	320,854	100%
Private Transport / Not Applicable to the Proposed Development ⁽³⁾	Private Car / Passenger Van	20,746	6,363		
	MTR (Light Rail)				
	Ferry / Vessel	154	47		
	Others	3,262	266		
Overall		247,778	103,914		

Note: ⁽¹⁾ extracted from Table C204 of 2021 Population Census: *Working Population with Fixed Place of Work in Hong Kong by District Council District, Place of Work, Year and Main Mode of Transport to Place of Work* (Link: www.census2021.gov.hk/en/main_tables.html)

⁽²⁾ extracted from Table B203 of 2021 Population Census: *Persons Attending Full-time Courses in Educational Institutions in Hong Kong by District Council District, Place of Study, Year and Main Mode of Transport to Place of Study* (Link: www.census2021.gov.hk/en/main_tables.html)

⁽³⁾ for the purpose to conduct the assessment on public transport services, private transport or other transport modes not applicable to the Proposed Development are excluded

4.25 Table 4.12 shows that around 43% of daily travellers use railway, 42% use the road-based public transport service, e.g. franchised bus, minibus, etc. and 1% use taxi. The remaining 14% of population travel to their destinations “on foot only”.

Impact to Public Transport Services

4.26 Based on the findings in Table 4.10, the maximum number of pedestrians generated by the Proposed Development is found to be 716 ped/hr (two-way) [Calculation: $(55 + 124) \times 4$] during the AM peak hour. With the modal split estimated in Table 4.12, the public transport demand of the Proposed Development is projected in Table 4.13.

TABLE 4.13 PUBLIC TRANSPORT DEMAND OF THE PROPOSED DEVELOPMENT

Public Transport Mode	Percentage	No. of 2-way Pedestrian Trips (ped/hr)
Railway	43%	308
Road-based Public Transport	42%	301
Taxi	1%	7
On Foot Only	14%	100
Total	<u>100%</u>	<u>716</u>

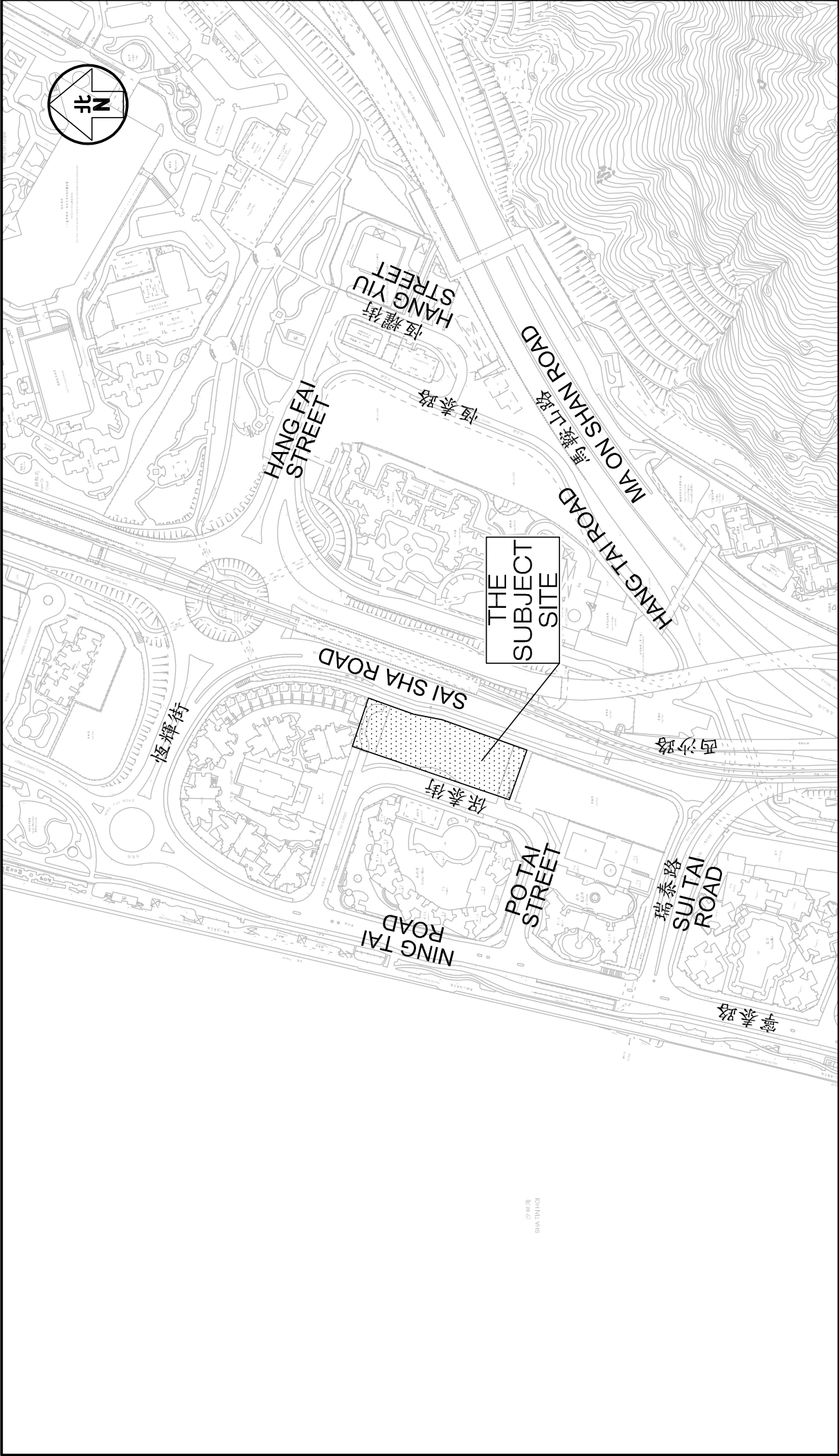
4.27 Table 4.13 shows that the maximum road-based passenger demand is found to be 301 ped/hr. As mentioned in Paragraph 2.22, the existing franchised bus services have surplus capacity of over 2,000 and 1,600 passengers during the AM and PM peak hours respectively. Hence, the surplus capacity would be **capable to absorb the additional road-based passenger demand** associated to the Proposed Development.

4.28 With reference to Serial No. TLB187 of “Examination of Estimates of Expenditure 2025 – 26” for Legislative Council Finance Committee Meetings, the maximum carrying capacity of MTR Tuen Ma Line per direction is 70,000 persons per hour (pph) respectively.

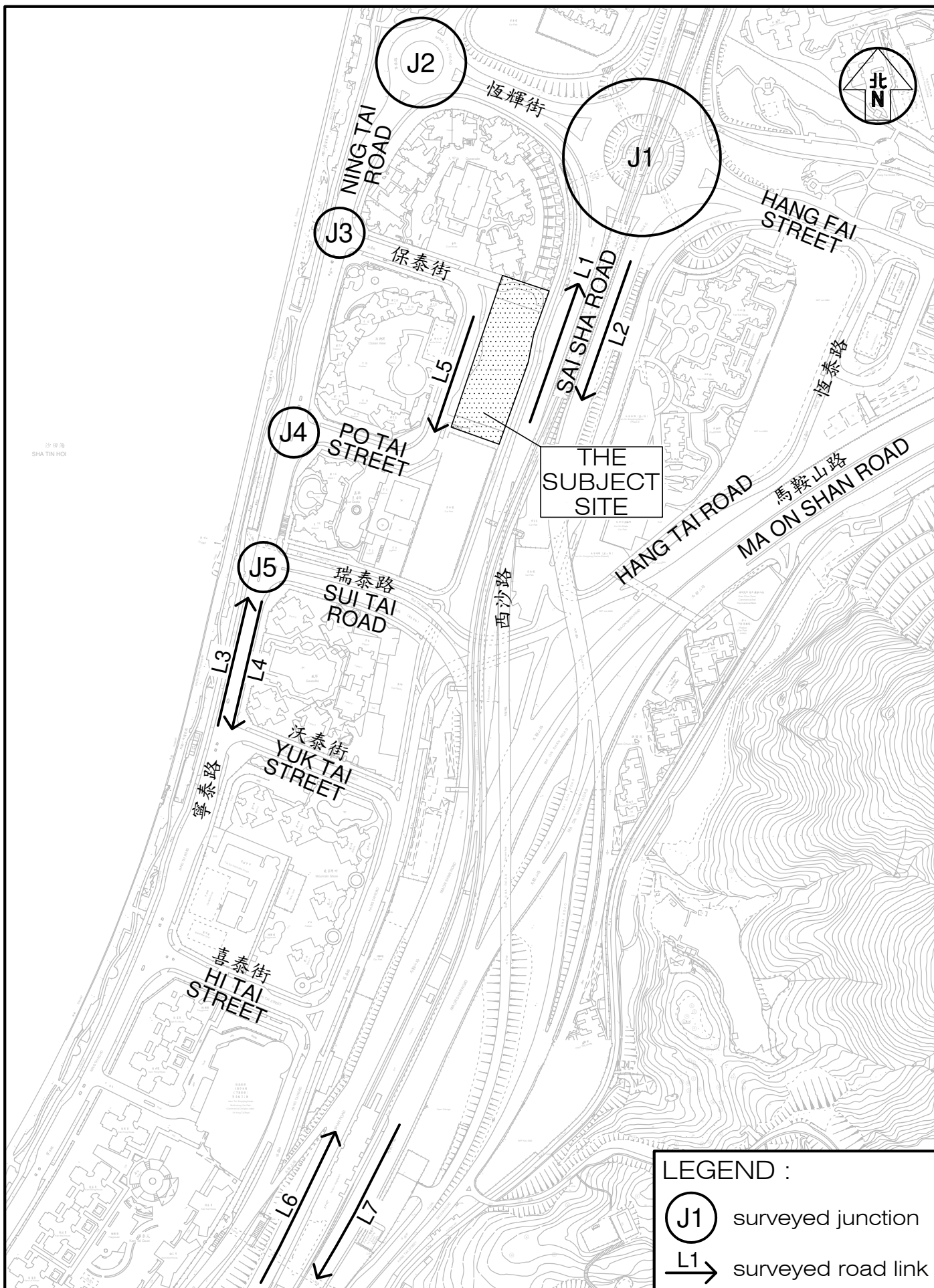
4.29 From the findings in Table 4.13, the maximum rail-based passenger demand is found to be 308 ped/hr. This is equivalent to only **0.44%** of the maximum carrying capacity of the MTR Tuen Ma Line [= $308 \div 70,000$], which is **insignificant**.

5.0 SUMMARY

- 5.1 The subject site is located at 16 Po Tai Street in Ma On Shan, and it is currently occupied by a shopping complex which is known as the We Go Mall. The Applicant intends to rezone the subject site from “C” to “R(A)13” in order to construct a residential development with 539 residential flats, 7,991m² shopping complex and a 100-place child care centre
- 5.2 The internal transport facilities provided for the Proposed Development agree with the maximum recommendations of HKPSG.
- 5.3 Manual classified counts were conducted at junctions and road links, which are located in the vicinity, in order to establish the existing traffic flows during the AM and PM peak hours. The 2038 peak hour traffic flows are produced with reference to the: (i) 2036 NTE1 BDTM; (ii) traffic generated by the major planned developments in the vicinity; and (iii) traffic generated by the Proposed Development.
- 5.4 The 2038 junction and link capacity analysis was undertaken for the cases with and without the Proposed Development. The junctions and links analysed have sufficient capacity to accommodate the expected 2038 traffic flows and the additional traffic generated by the Proposed Development.
- 5.5 Pedestrian counts were conducted at the footpaths connecting the subject site with the MTR Heng On Station and the nearest bus stops in order to estimate the future pedestrian flows during the AM and PM peak hours. The LOS assessment demonstrates that the analysed footpaths have sufficient capacity to accommodate the estimated pedestrian flows in 2038.
- 5.6 The surplus capacity of the existing franchised bus would be capable to absorb the additional road-based passenger demand from the Proposed Development during the AM and PM peak hours. In addition, the Proposed Development would generate insignificant rail-based passenger demand to the MTR Tuen Ma Line.
- 5.7 The TIA concluded that the Proposed Development will result in no adverse traffic and pedestrian impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	J7362	Figure No.		1.1		Revision		R4A		CKM Asia Limited Traffic and Transportation Planning Consultants
			Designed by		Drawn by		Checked by				
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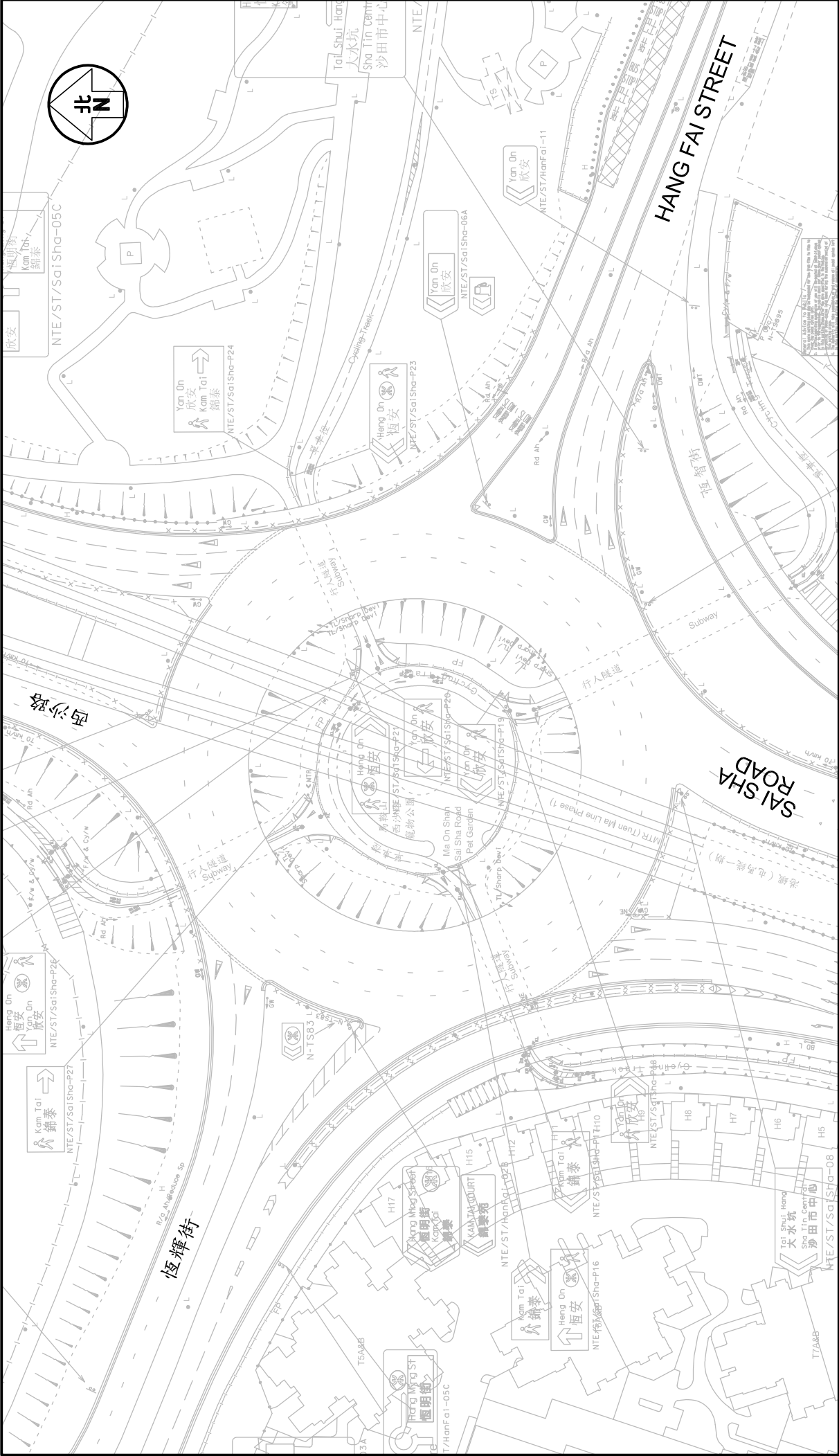
Project Title
WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

Figure Title
SURVEYED JUNCTIONS

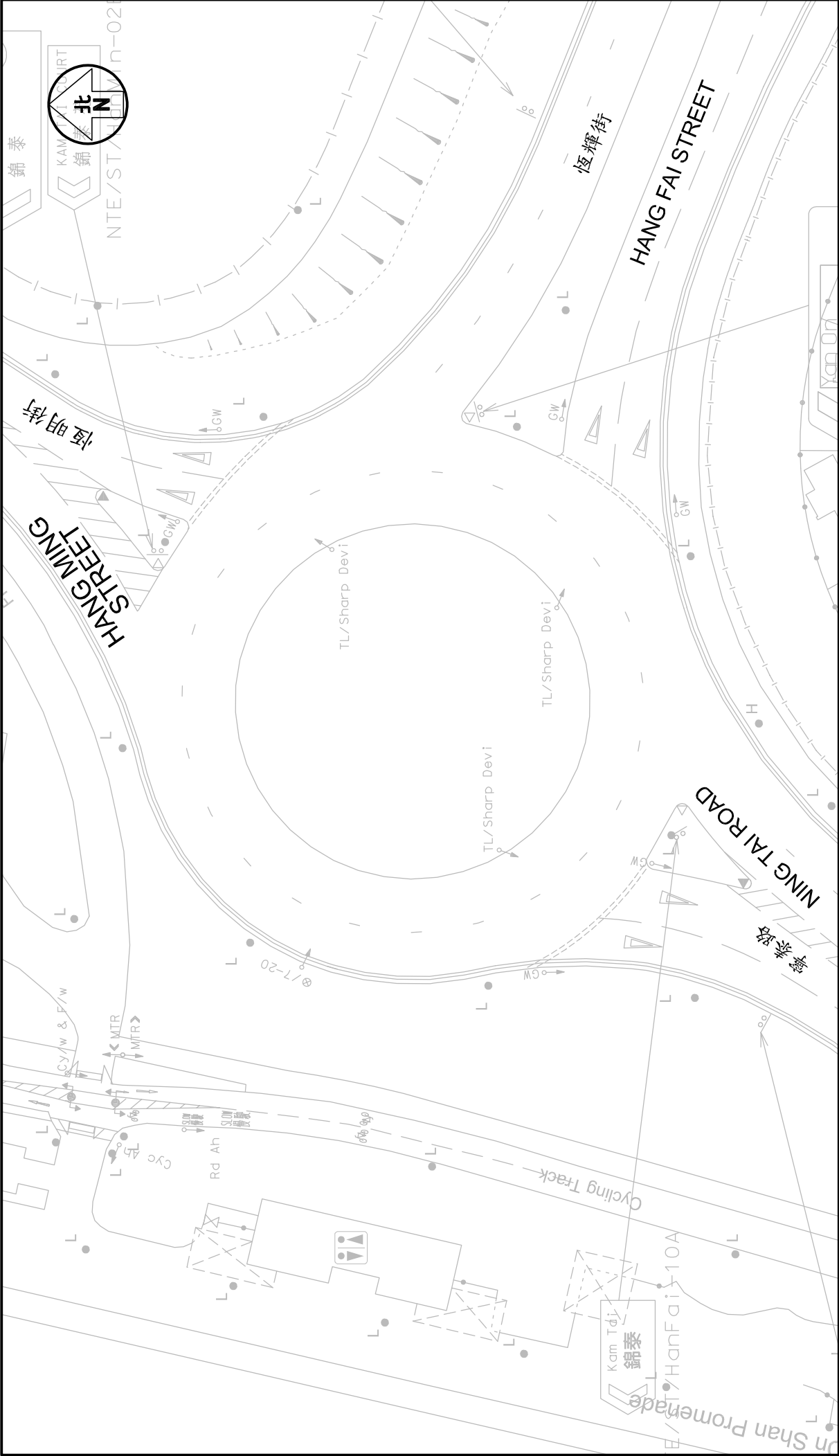
Job No. J7362	Figure No. 2.1	Scale in A4 N.T.S.
Designed by T H C	Drawn by C C L	Checked by K C
	Revision R4A	Date 21 AUG 2026

CKM Asia Limited

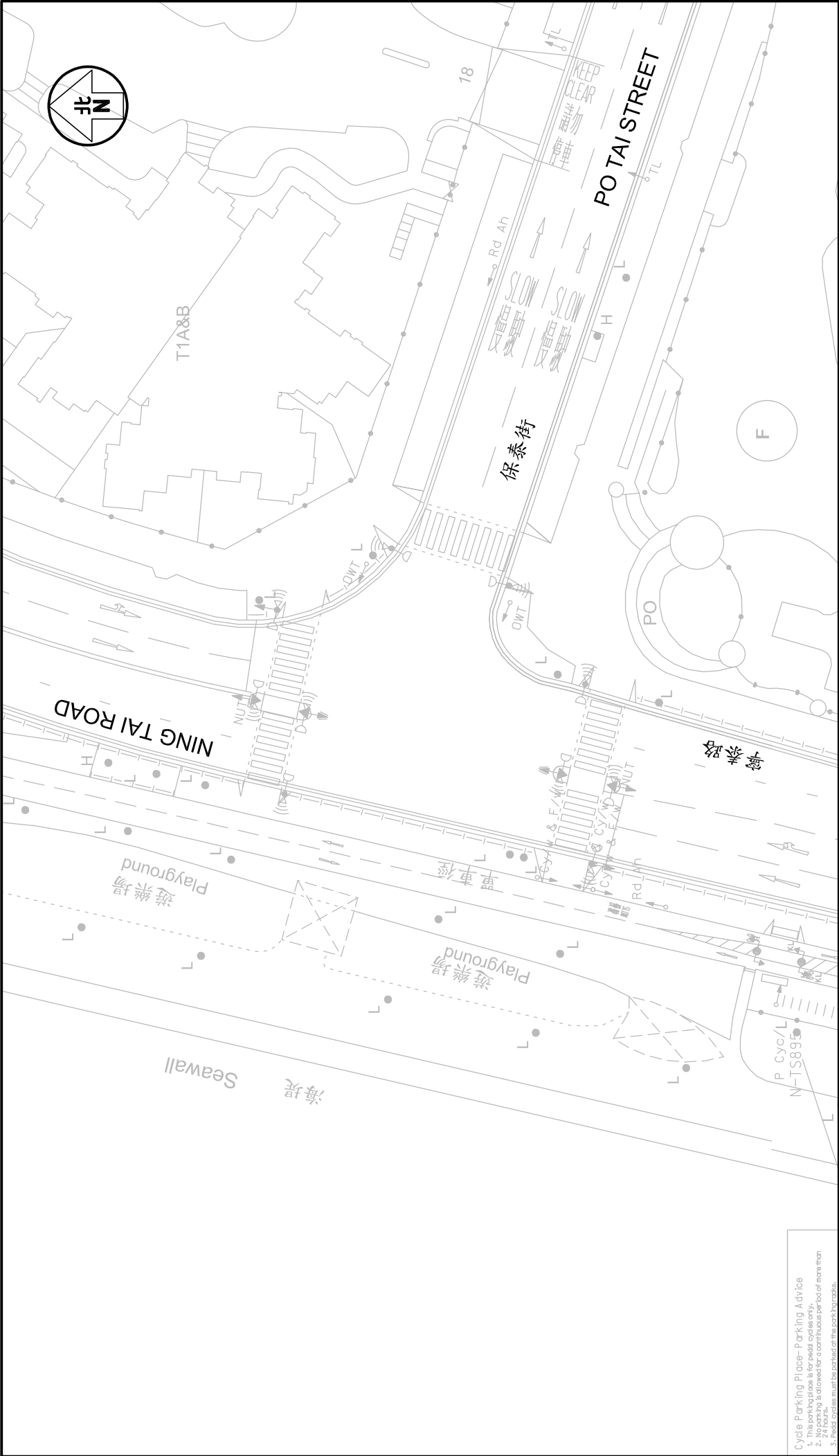
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Project Title		WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		Figure No.		Revision		CKM Asia Limited	
Figure Title		(J1) ROUNDABOUT OF SAI SHA ROAD / HANG FAI STREET		J7362		2.2		R4A	
				Designed by		Drawn by		Checked by	
				T H C		C C L		K C	
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				1 : 1,000		21 AUG 2026			



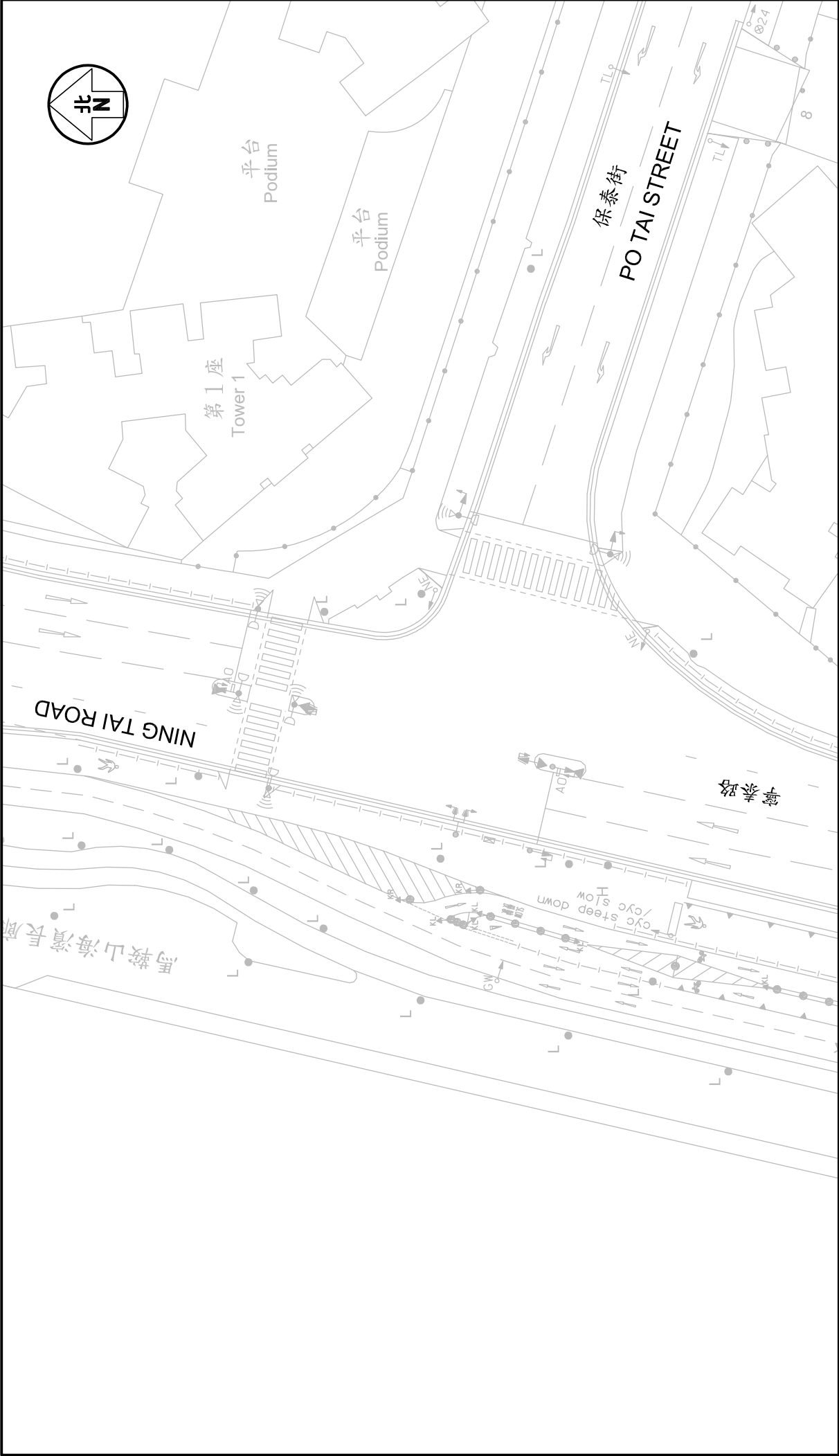
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	(J2) ROUNDABOUT OF NING TAI ROAD /				Designed by		T H C	Drawn by		C C L	Checked by	
	HANG FAI STREET / HANG MING STREET				Scale in A4		1 : 500	Date		21 AUG 2026	Traffic and Transportation Planning Consultants	



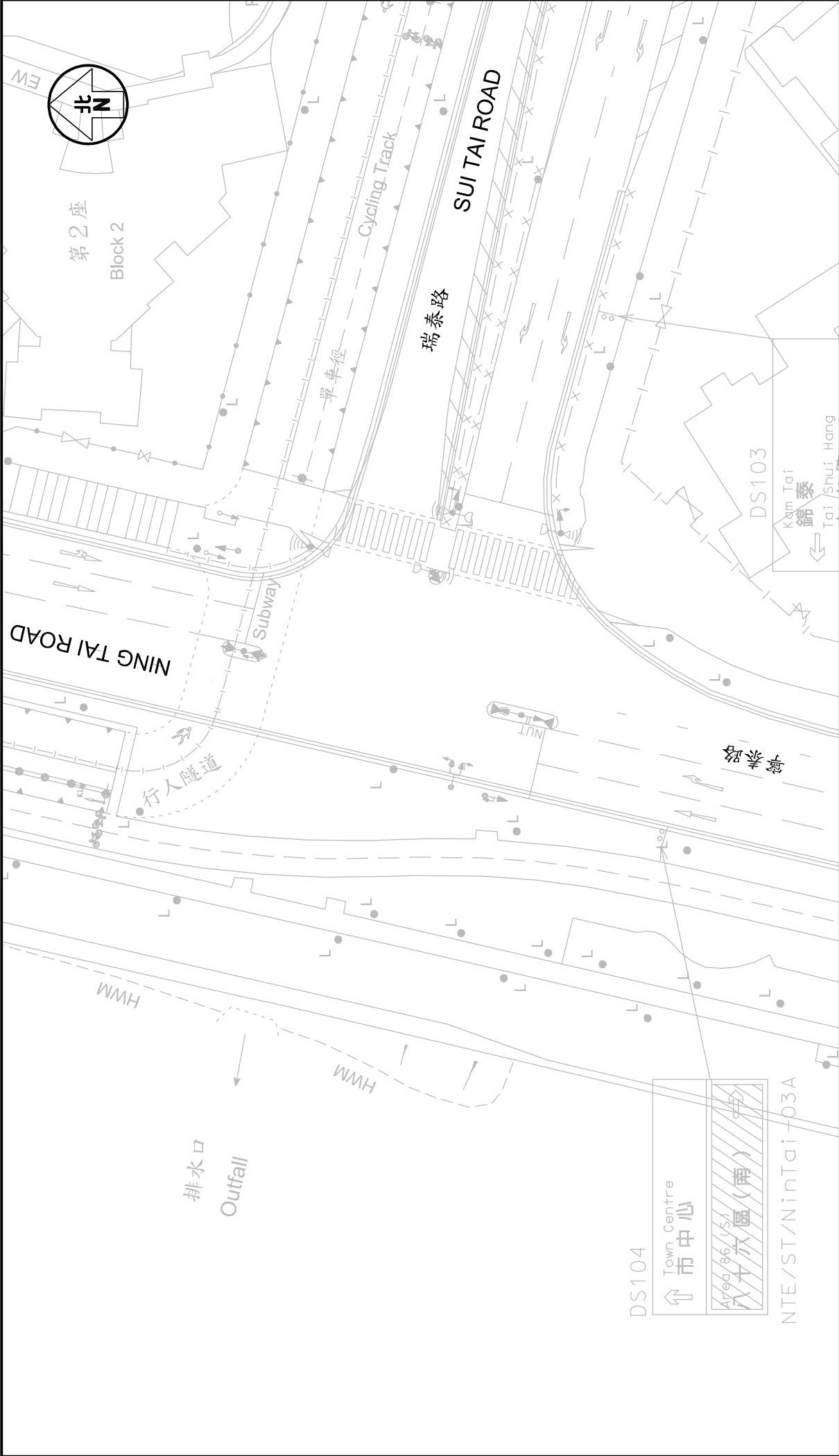
Cycle Parking Place- Parking Advice
1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. All vehicles must be parked at the parking racks.

Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN				Figure No.		Revision	
	(J3) JUNCTION OF NING TAI ROAD / PO TAI STREET (NORTH)				2.4		R4A	
					Designed by	Drawn by	Checked by	Date
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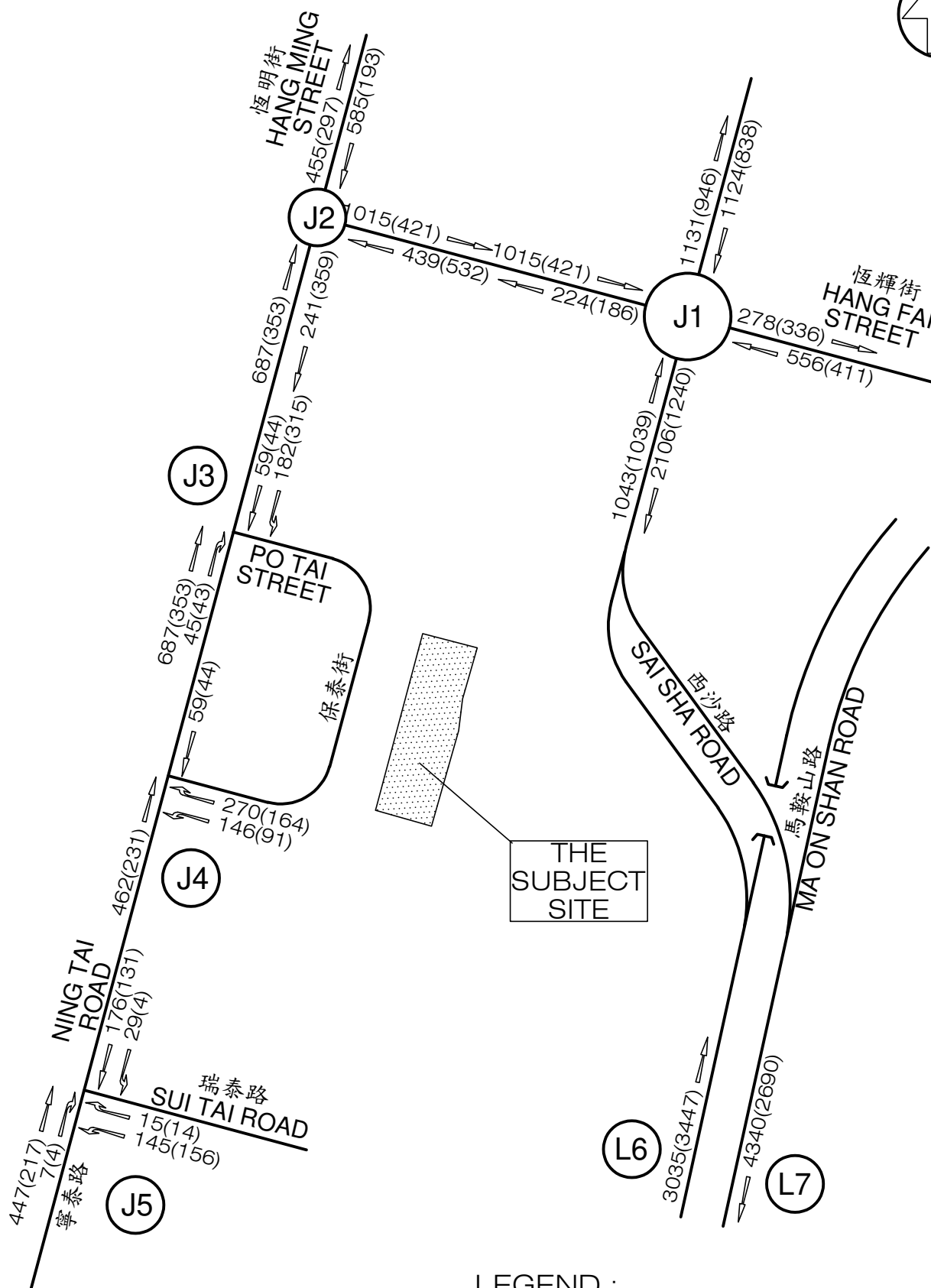
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Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN				J7362	Figure No.		2.5	Revision		R4A	CKM Asia Limited Traffic and Transportation Planning Consultants		
	(J4) JUNCTION OF NING TAI ROAD / PO TAI STREET (SOUTH)					Designed by		T H C	Drawn by		C C L		Checked by	K C
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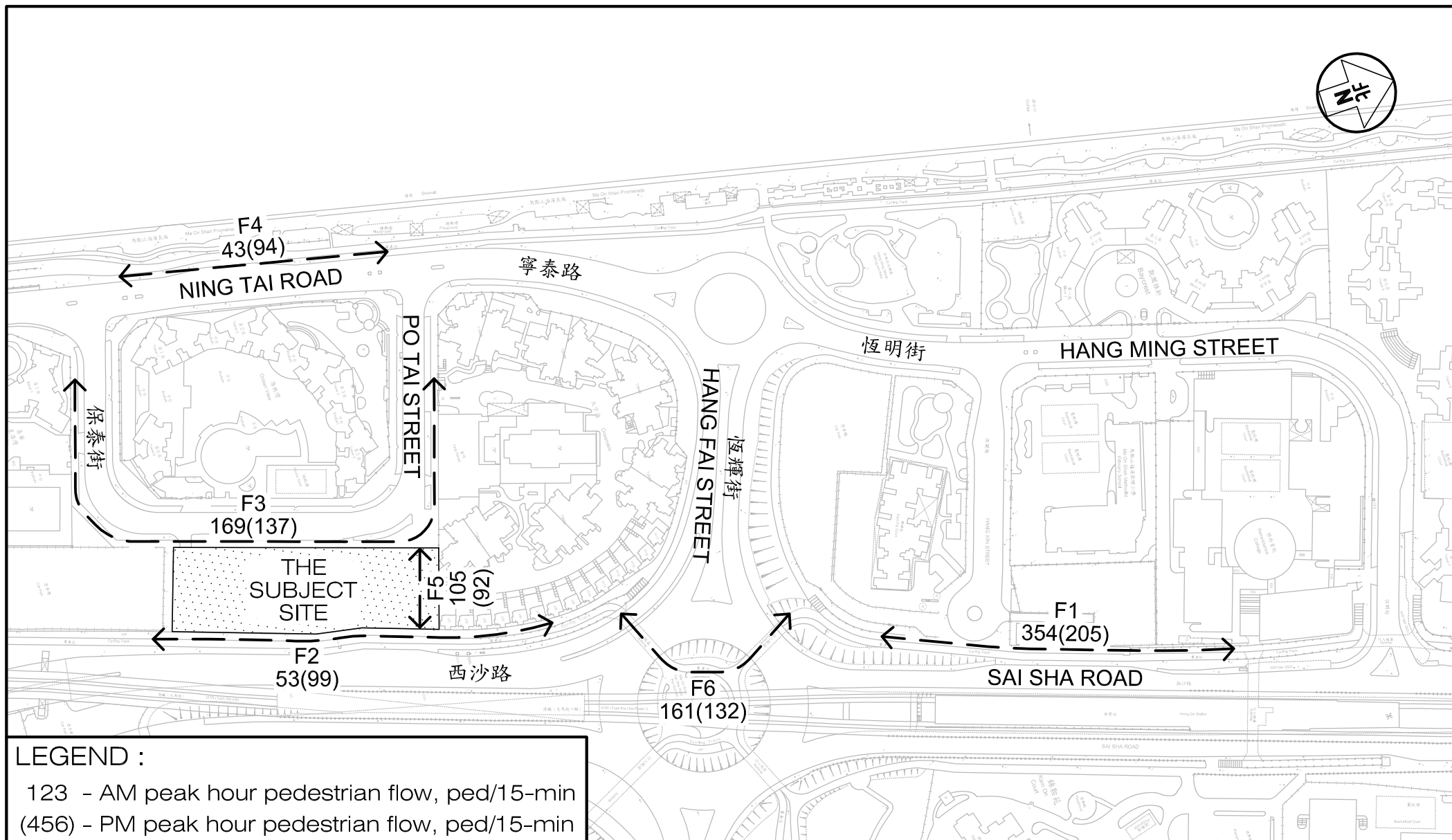
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							J7362					
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											Date	
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				1 : 500		21 AUG 2026		CKM Asia Limited Traffic and Transportation Planning Consultants				



LEGEND :

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

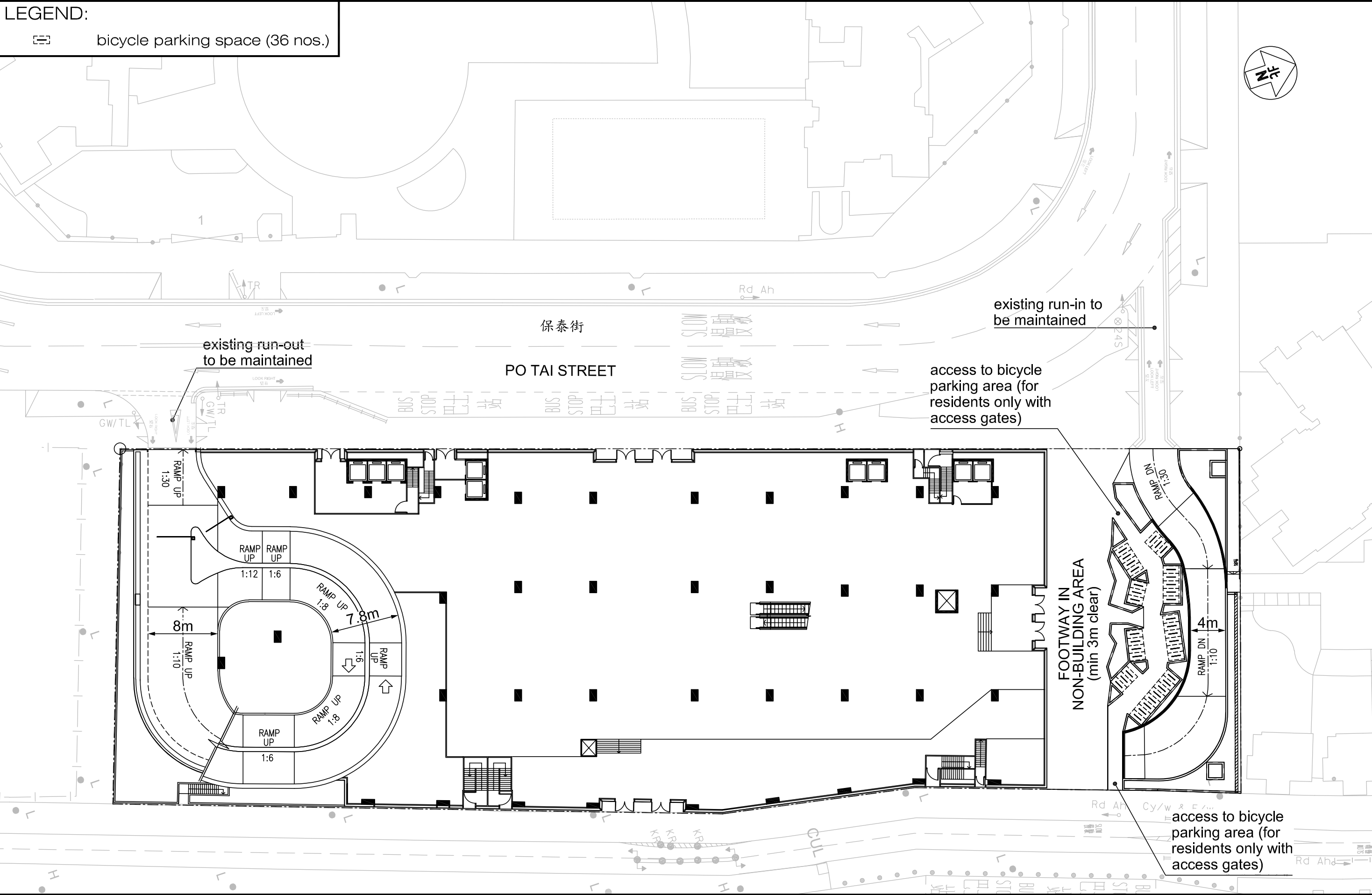
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		J7362	2.7		N.T.S.	
Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by	Drawn by	Checked by	Revision	Date
		T H C	C C L	K C	R4A	21 AUG 2026
		CKM Asia Limited				



Project Title		WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		J7362		Figure No. 2.8		Revision R4A		CKM Asia Limited Traffic and Transportation Planning Consultants			
Figure Title		EXISTING PEAK 15-MINUTE PEDESTRIAN FLOWS				Designed by T H C		Drawn by C C L				Checked by K C	
						Scale in A4 1 : 2,500		Date 21 AUG 2026					

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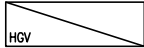
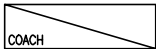
 bicycle parking space (36 nos.)

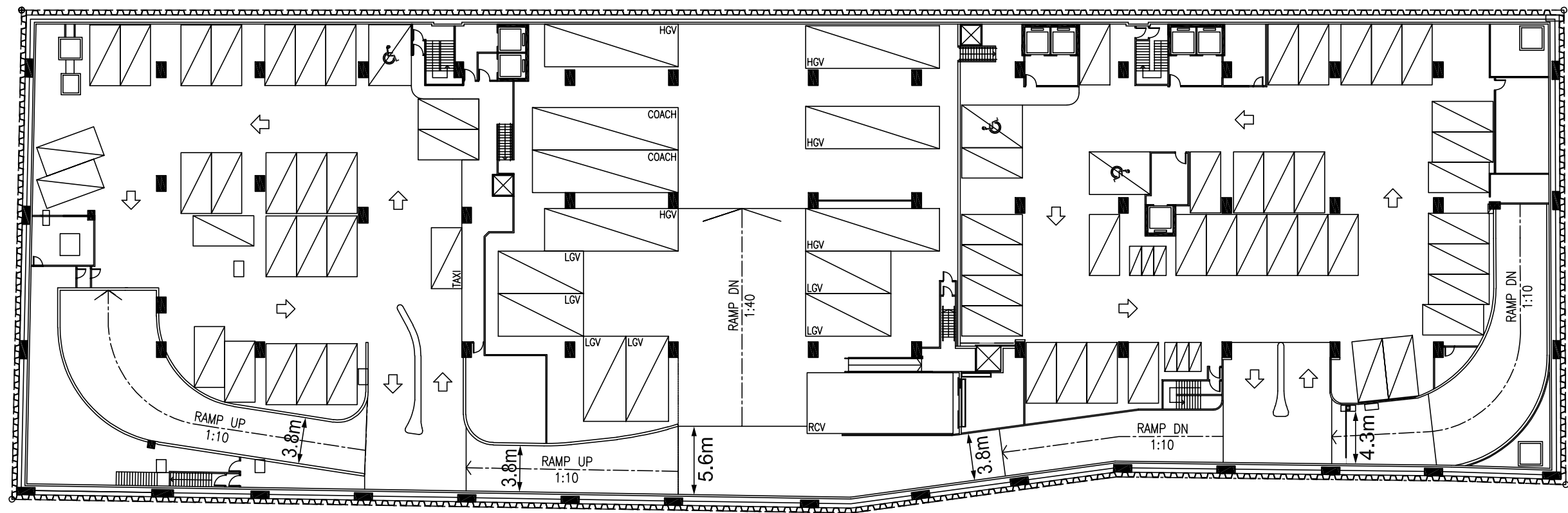


Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN										Figure No. 3.1		Revision R4A		CKM Asia Limited Traffic and Transportation Planning Consultants							
Figure Title	GROUND FLOOR PLAN										Designed by T H C		Drawn by C C L			Checked by K C						
										Scale in A3 1 : 400		Date 21 AUG 2026										

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LEGEND:

	traffic direction		LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
	motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)		HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
	private car parking space @5m(L) x 2.5m(W) x 2.4m(H)		coach lay-by @12m(L) x 3.5m(W) x 4.3m(H)
	taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)		RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
	car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)		



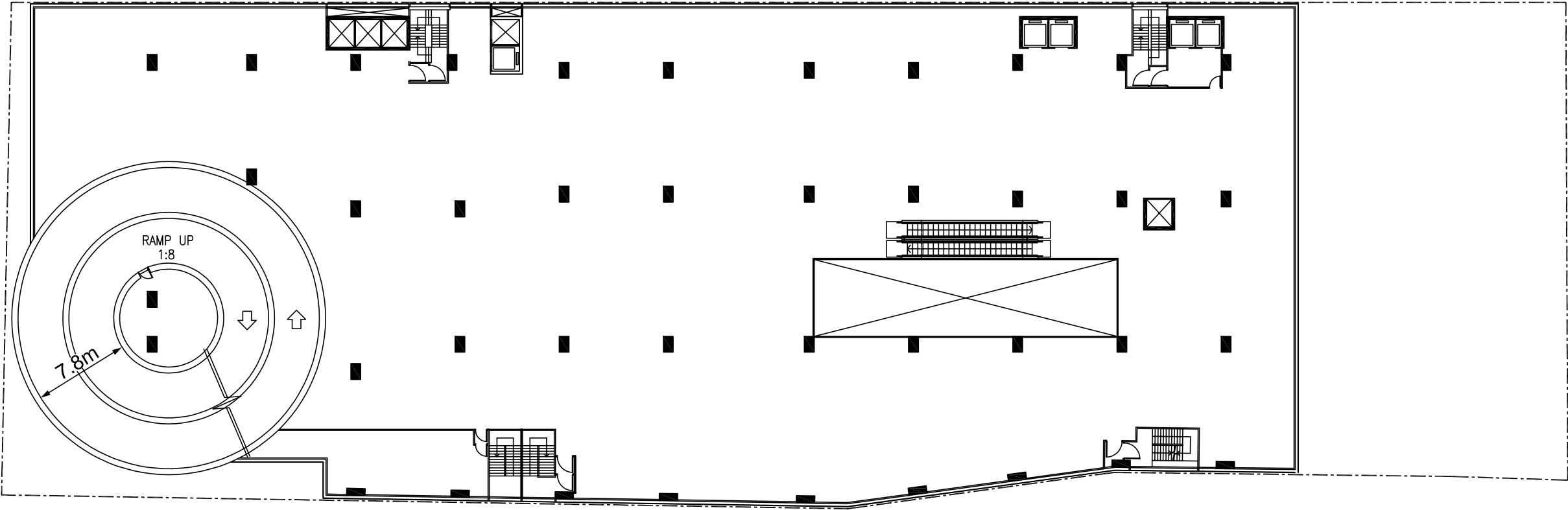
Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN					Figure No. 3.2		Revision R4A		CKM Asia Limited Traffic and Transportation Planning Consultants		
Figure Title	BASEMENT FIRST FLOOR PLAN					Designed by T H C		Drawn by C C L			Checked by K C	
						Scale in A3 1 : 400		Date 21 AUG 2026				

T:\JOB\J7350-J7399\J7362\R4\Fig 3.1 - 3.4 RevR4A_2026 07 07.dwg

LEGEND:

⇨

traffic direction



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN					Figure No. 3.3		Revision R4A	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title	FIRST AND SECOND FLOOR PLAN					Designed by T H C	Drawn by C C L	Checked by K C	
						Scale in A3 1 : 400		Date 21 AUG 2026	

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LEGEND:

↻

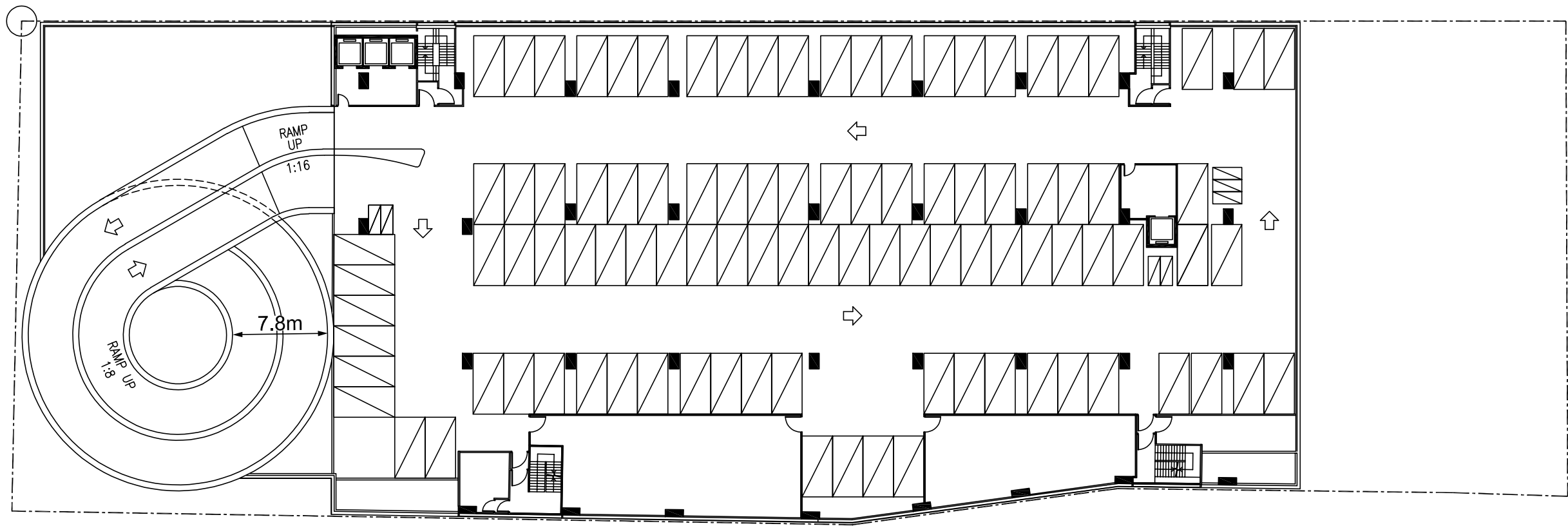
traffic direction



private car parking space
@5m(L) x 2.5m(W) x 2.4m(H)

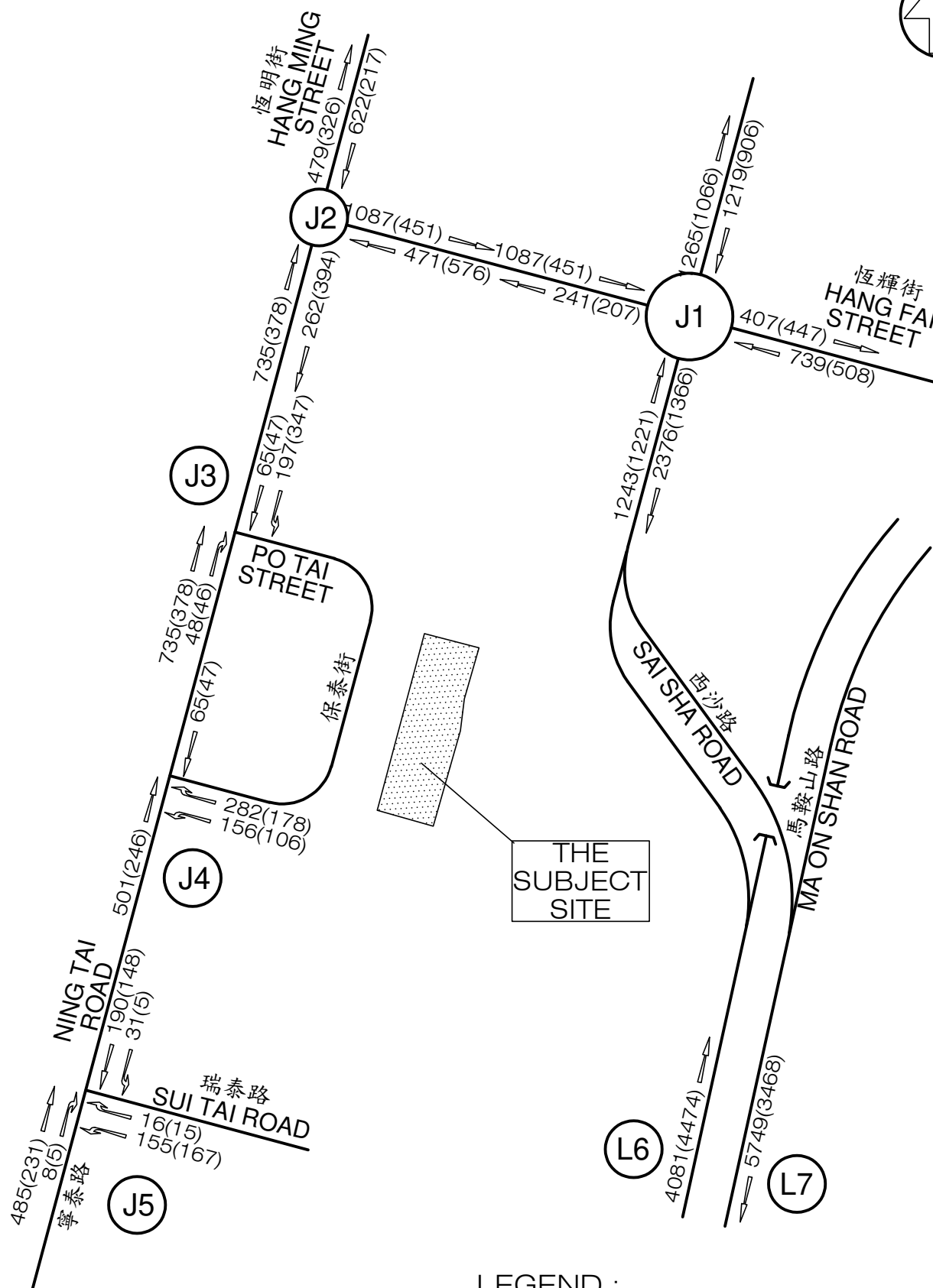


motorcycle parking space
@2.4m(L) x 1m(W) x 2.4m(H)



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN					Figure No. 3.4		Revision R4A		CKM Asia Limited Traffic and Transportation Planning Consultants		
Figure Title	THIRD FLOOR PLAN					Designed by T H C		Drawn by C C L			Checked by K C	
						Scale in A3 1 : 400		Date 21 AUG 2026				

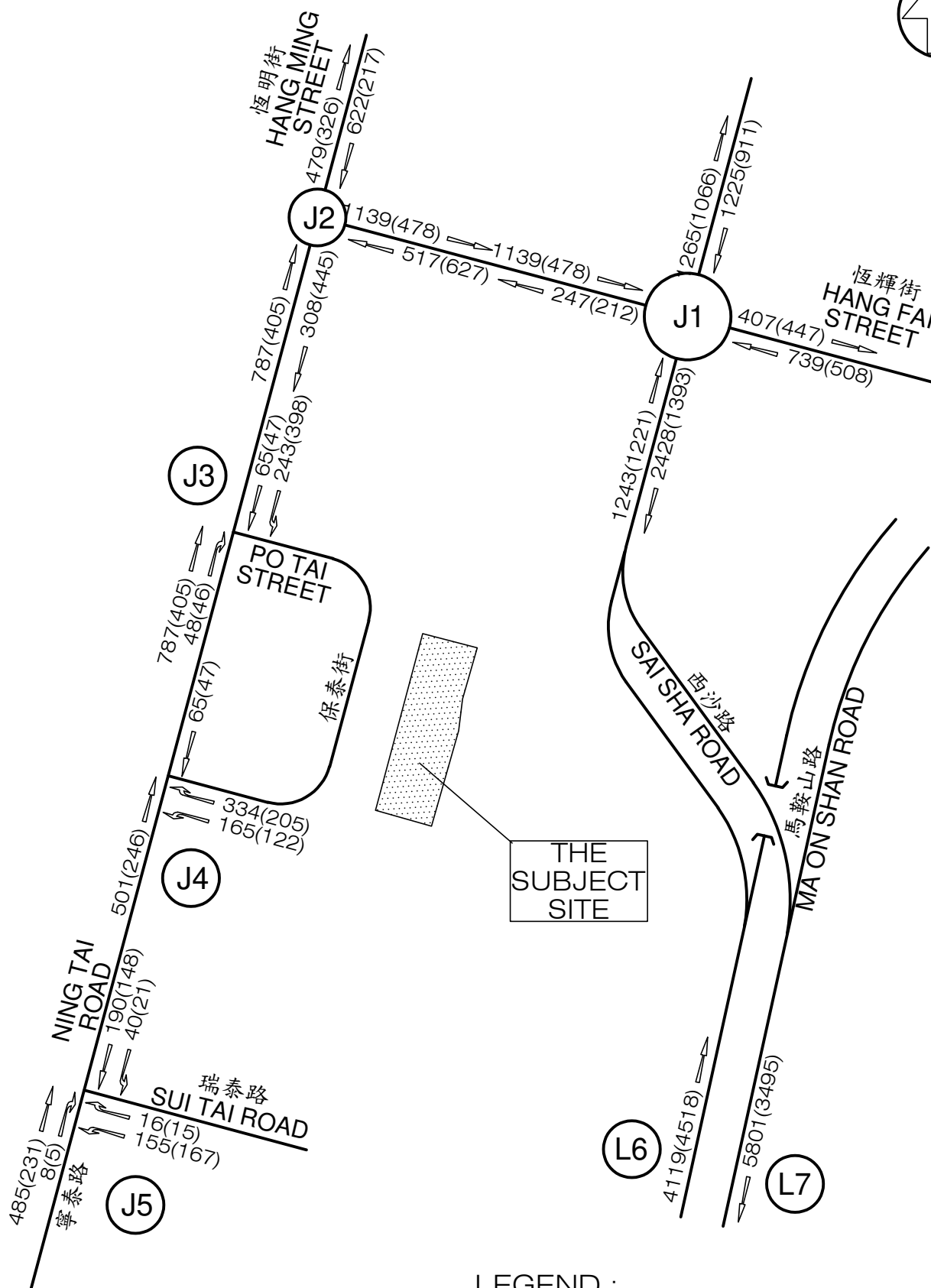
T:\JOB\J7350-J7399\J7362\R4\Fig 3.1 - 3.4 RevR4A_2026 07 07.dwg



LEGEND :

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

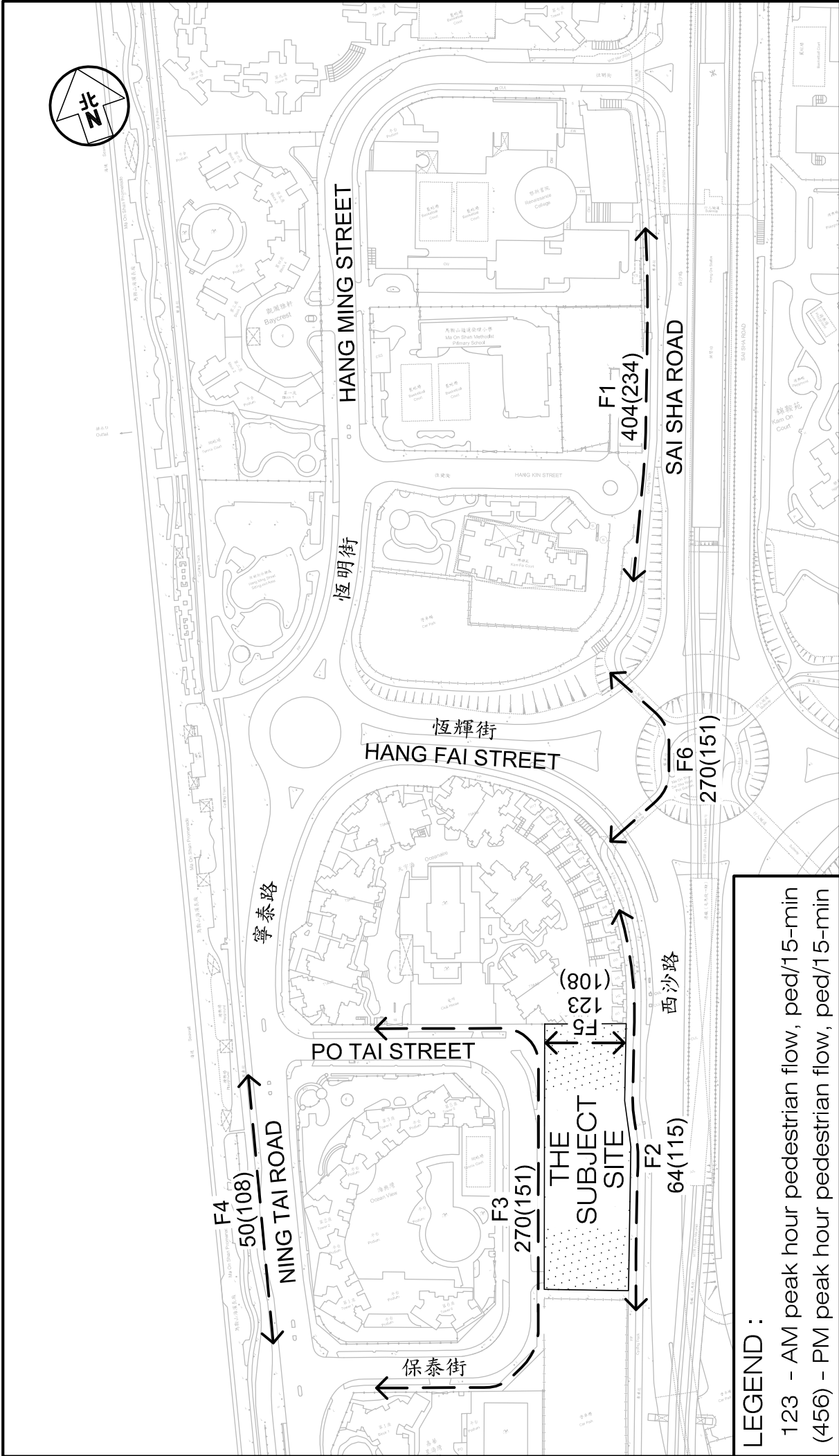
Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	Job No.	Figure No.		Scale in A4	
		J7362	4.1		N.T.S.	
Figure Title	2038 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT	Designed by	Drawn by	Checked by	Revision	Date
		T H C	C C L	K C	R4A	21 AUG 2026
		CKM Asia Limited				



LEGEND :

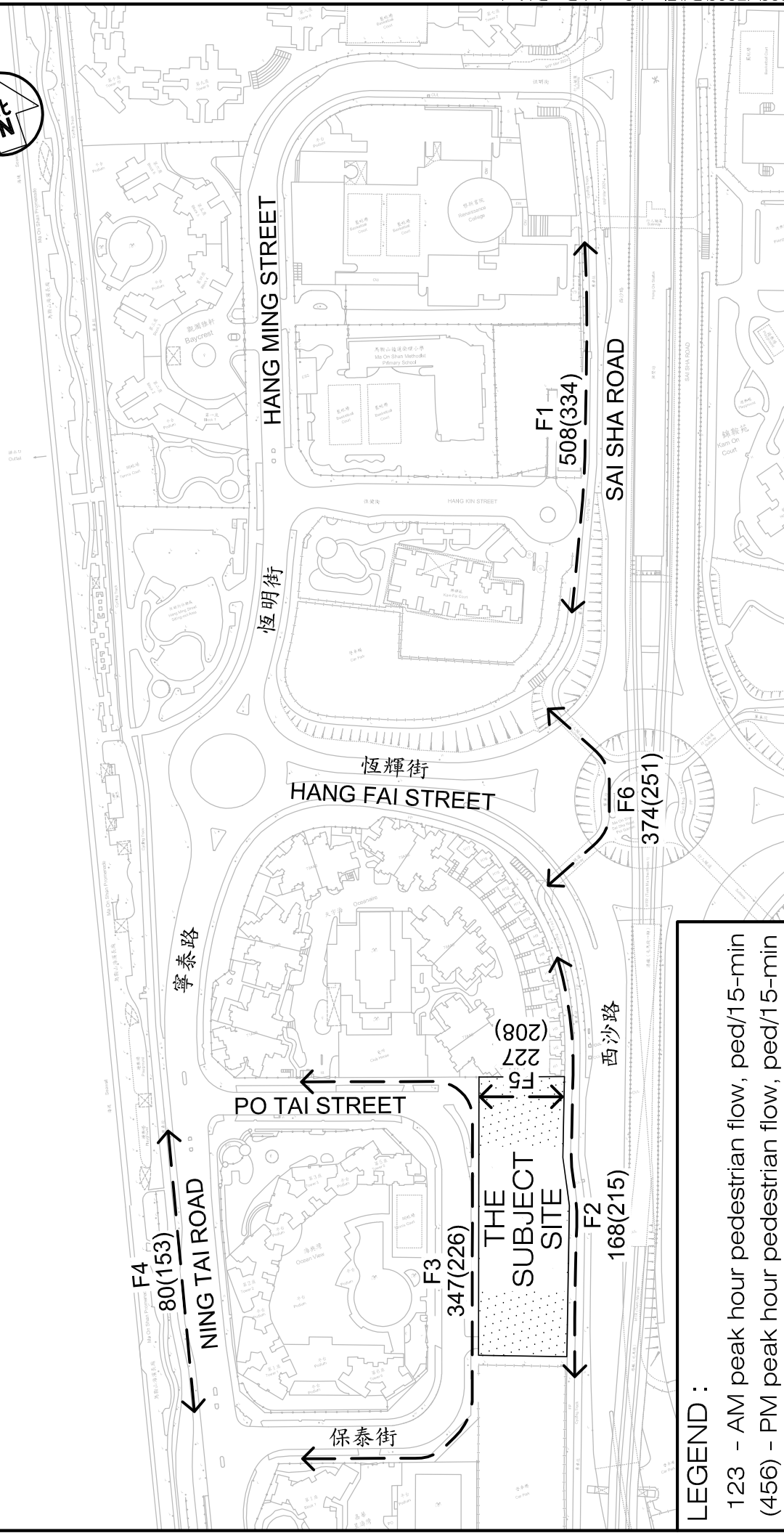
123 - AM peak hour traffic flow, pcu / hr
(456) - PM peak hour traffic flow, pcu / hr

Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	Job No.	Figure No.		Scale in A4	
		J7362	4.2		N.T.S.	
Figure Title	2038 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT	Designed by	Drawn by	Checked by	Revision	Date
		T H C	C C L	K C	R4A	21 AUG 2026
		CKM Asia Limited				



LEGEND :
123 - AM peak hour pedestrian flow, ped/15-min
(456) - PM peak hour pedestrian flow, ped/15-min

Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN				Figure No.	4.3	Revision	R4A	CKM Asia Limited	
	2038 PEAK 15-MINUTE PEDESTRIAN FLOWS WITHOUT PROPOSED DEVELOPMENT				Designed by	T H C	Drawn by	C C L	Checked by	K C
					Scale in A4	1 : 2,500	Date	21 AUG 2026		



LEGEND :
123 - AM peak hour pedestrian flow, ped/15-min
(456) - PM peak hour pedestrian flow, ped/15-min

Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN				Figure No.	4.4	Revision	R4A	CKM Asia Limited	
	J7362				Designed by	T H C	Drawn by	C C L	Checked by	K C
	2038 PEAK 15-MINUTE PEDESTRIAN FLOWS WITH PROPOSED DEVELOPMENT				Scale in A4	1 : 2,500	Date	21 AUG 2026		

Appendix A – Junction Capacity Analysis

Roundabout Analysis

Location Sai Sha Road / Hang Fei Street

R3A / P.1-1

Scenario existing condition

Design Year 2025

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	5	249	70	231	556	2055
From B	72	233	38	700	1043	505
From C	98	800	0	117	1015	1324
From D	103	823	116	82	1124	1208
Total	278	2106	224	1131	3738	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	0	202	59	150	411	1160
From B	86	194	31	728	1039	331
From C	118	261	0	42	421	1184
From D	133	583	96	25	838	659
Total	336	1240	186	946	2709	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street (Westbound)
B	Sai Sha Road (Northbound)
C	Hang Fei Street (Eastbound)
D	Sai Sha Road (Southbound)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	13.0	6.6	42.0	20.0	100	20	0.5
From B	13.0	12.0	100.0	5.0	100	29	0.3
From C	11.0	7.4	66.0	8.0	100	24	0.7
From D	13.0	12.0	63.0	1.0	100	29	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.762	54.598	1.009	1.060	2957.903	0.626	1773	2367	556	411	0.313	0.174
From B	12.610	54.598	1.009	1.043	3820.756	0.746	3591	3726	1043	1039	0.291	0.279
From C	8.875	54.598	1.009	1.055	2689.249	0.588	2016	2103	1015	421	0.503	0.200
From D	12.238	54.598	1.009	1.037	3708.143	0.731	2930	3346	1124	838	0.384	0.250

Roundabout Analysis

Location Sai Sha Road / Hang Fei Street

R3A / P.1-2

Scenario without proposed development

Design Year 2038

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	5	389	75	270	739	2199
From B	171	249	41	782	1243	562
From C	106	857	0	125	1087	1564
From D	126	881	125	88	1219	1387
Total	407	2376	241	1265	4287	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	0	254	71	184	508	1242
From B	170	208	33	811	1221	385
From C	127	279	0	45	451	1399
From D	151	625	104	27	906	783
Total	447	1366	207	1066	3086	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street (Westbound)
B	Sai Sha Road (Northbound)
C	Hang Fei Street (Eastbound)
D	Sai Sha Road (Southbound)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	13.0	6.6	42.0	20.0	100	20	0.5
From B	13.0	12.0	100.0	5.0	100	29	0.3
From C	11.0	7.4	66.0	8.0	100	24	0.7
From D	13.0	12.0	63.0	1.0	100	29	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.762	54.598	1.009	1.060	2957.903	0.626	1678	2312	739	508	0.440	0.220
From B	12.610	54.598	1.009	1.043	3820.756	0.746	3546	3684	1243	1221	0.350	0.331
From C	8.875	54.598	1.009	1.055	2689.249	0.588	1867	1969	1087	451	0.582	0.229
From D	12.238	54.598	1.009	1.037	3708.143	0.731	2795	3252	1219	906	0.436	0.279

Roundabout Analysis

Location Sai Sha Road / Hang Fei Street

R3A / P.1-3

Scenario with proposed development

Design Year 2038

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	5	389	75	270	739	2257
From B	171	249	41	782	1243	568
From C	106	909	0	125	1139	1564
From D	126	881	131	88	1225	1439
Total	407	2428	247	1265	4345	

PM Peak

Arm	To A	To B	To C	To D	Total	q _c
From A	0	254	71	184	508	1274
From B	170	208	33	811	1221	390
From C	127	306	0	45	478	1399
From D	151	625	109	27	911	810
Total	447	1393	212	1066	3118	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street (Westbound)
B	Sai Sha Road (Northbound)
C	Hang Fei Street (Eastbound)
D	Sai Sha Road (Southbound)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	13.0	6.6	42.0	20.0	100	20	0.5
From B	13.0	12.0	100.0	5.0	100	29	0.3
From C	11.0	7.4	66.0	8.0	100	24	0.7
From D	13.0	12.0	63.0	1.0	100	29	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.762	54.598	1.009	1.060	2957.903	0.626	1639	2291	739	508	0.451	0.222
From B	12.610	54.598	1.009	1.043	3820.756	0.746	3542	3680	1243	1221	0.351	0.332
From C	8.875	54.598	1.009	1.055	2689.249	0.588	1867	1969	1139	478	0.610	0.242
From D	12.238	54.598	1.009	1.037	3708.143	0.731	2755	3231	1225	911	0.445	0.282

Roundabout Analysis

Location Ning Tai Road / Hang Fai Street / Hang Ming Street

R3A / P.2-1

Scenario existing condition

Design Year 2025

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	179	260	439	67
From B	496	0	191	687	264
From C	519	62	5	585	496
Total	1015	241	455	1711	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	320	212	532	40
From B	268	0	84	353	213
From C	153	39	1	193	268
Total	421	359	297	1077	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street
B	Ning Tai Road
C	Hang Ming Street

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	10.0	7.0	50.0	11.0	54	25	0.4
From B	10.0	7.0	40.0	8.0	54	30	0.6
From C	8.0	5.5	25.0	7.0	54	20	0.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	8.602	0.549	1.323	1.047	2606.388	0.756	2675	2696	439	532	0.164	0.197
From B	8.364	0.549	1.323	1.024	2534.182	0.742	2395	2434	687	353	0.287	0.145
From C	6.667	0.549	1.323	1.044	2020.000	0.648	1774	1928	585	193	0.330	0.100

Roundabout Analysis

Location Ning Tai Road / Hang Fai Street / Hang Ming Street

R3A / P.2-2

Scenario without proposed development

Design Year 2038

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	200	272	471	69
From B	534	0	201	735	278
From C	554	63	6	622	534
Total	1087	262	479	1828	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	342	234	576	53
From B	287	0	91	378	235
From C	164	52	1	217	287
Total	451	394	326	1170	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street
B	Ning Tai Road
C	Hang Ming Street

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	10.0	7.0	50.0	11.0	54	25	0.4
From B	10.0	7.0	40.0	8.0	54	30	0.6
From C	8.0	5.5	25.0	7.0	54	20	0.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	8.602	0.549	1.323	1.047	2606.388	0.756	2674	2686	471	576	0.176	0.214
From B	8.364	0.549	1.323	1.024	2534.182	0.742	2385	2417	735	378	0.308	0.156
From C	6.667	0.549	1.323	1.044	2020.000	0.648	1749	1916	622	217	0.356	0.113

Roundabout Analysis

Location Ning Tai Road / Hang Fai Street / Hang Ming Street

R3A / P.2-3

Scenario with proposed development

Design Year 2038

Job Number J7362

Date 21 August 2026

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	246	272	517	69
From B	586	0	201	787	278
From C	554	63	6	622	586
Total	1139	308	479	1926	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	393	234	627	53
From B	314	0	91	405	235
From C	164	52	1	217	314
Total	478	445	326	1248	

Legend

Arm	Road (in clockwise order)
A	Hang Fei Street
B	Ning Tai Road
C	Hang Ming Street

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	10.0	7.0	50.0	11.0	54	25	0.4
From B	10.0	7.0	40.0	8.0	54	30	0.6
From C	8.0	5.5	25.0	7.0	54	20	0.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	8.602	0.549	1.323	1.047	2606.388	0.756	2674	2686	517	627	0.193	0.233
From B	8.364	0.549	1.323	1.024	2534.182	0.742	2385	2417	787	405	0.330	0.167
From C	6.667	0.549	1.323	1.044	2020.000	0.648	1713	1897	622	217	0.363	0.114

Signal Junction Analysis

Junction: Ning Tai Road / Po Tai Road (north)

Job Number: J7362

Scenario: existing condition

R3A / P.3-1Design Year: 2025

Designed By: _____

Checked By: _____

Date: 21 August 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak					
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	
Nai Tai Road SB	LT+SA	A1	2	3.40	20.0		100	1819	182	0.100	0.100	100	1819	315	0.173	0.173
	SA	A2	2	3.40				2095	59	0.028			2095	44	0.021	
Ning Tai Road NB	SA	B1	1	3.40				1955	257	0.131			1955	192	0.098	
	SA+RT	B2	1	3.40	20.0		17	2069	272	0.132	0.132	21	2063	203	0.099	0.099

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Note:

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

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

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.232		0.272	
L (s)	45		45	
C (s)	99		99	
practical y	0.491		0.491	
R.C. (%)	112%		81%	

	1	2	3	4	5
AM	$G =$ $I/G = 7$	$G =$ $I/G = 5$	$G = 33$ $I/G = 2$	$G =$ $I/G =$	$G =$ $I/G =$
PM	$G =$ $I/G = 7$	$G =$ $I/G = 5$	$G = 33$ $I/G = 2$	$G =$ $I/G =$	$G =$ $I/G =$

Signal Junction Analysis

Junction: Ning Tai Road / Po Tai Road (north)Job Number: J7362

Scenario: without proposed development

R3A / P.3-2Design Year: 2038

Designed By: _____

Checked By: _____

Date: 21 August 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak						PM Peak					
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y		
Nai Tai Road SB	LT+SA	A1	2	3.40	20.0		100	1819	197	0.108	0.108	100	1819	347	0.191	0.191	
	SA	A2	2	3.40	0.0			2095	65	0.031			2095	47	0.022		
Ning Tai Road NB	SA	B1	1	3.40	0.0			1955	287	0.147			1955	220	0.113		
	SA+RT	B2	1	3.40	20.0		16	2070	304	0.147	0.147	28	2052	232	0.113	0.113	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

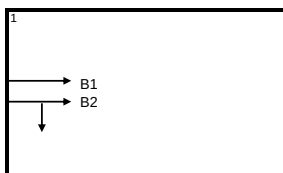
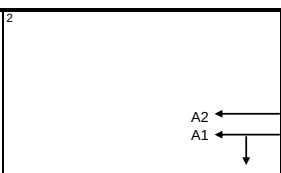
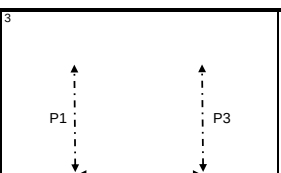
AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

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

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

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.253		0.299	
L (s)	45		45	
C (s)	99		99	
practical y	0.491		0.491	
R.C. (%)	94%		64%	

1	2	3	4	5
				
AM	G = I/G = 7	G = I/G = 5	G = 33 I/G = 2	G = I/G =
PM	G = I/G =	G = I/G =	G = 33 I/G =	G = I/G =

Signal Junction Analysis

Junction: Ning Tai Road / Po Tai Road (north)Job Number: J7362

Scenario: with proposed development R3A / P.3-3

Design Year: 2038 Designed By: _____ Checked By: _____ Date: 21 August 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Note:

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	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.290		0.333	
L (s)	45		45	
C (s)	99		99	
practical y	0.491		0.491	
R.C. (%)	69%		47%	

1	2	3	4	5
AM	G = I/G = 7	G = I/G = 5	G = 33 I/G = 2	G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM	G = I/G = 7	G = I/G = 5	G = 33 I/G = 2	G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Ning Tai Road / Po Tai Road (south)

Job Number: J7362

Scenario: existing condition

R3A / P.4-1Design Year: 2025

Designed By: _____

Checked By: _____

Date: 21 August 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak					
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	
Nai Tai Road SB	SA	A1	1	3.40				1955	29	0.015			1955	21	0.011	
	SA	A2	1	3.40				2095	30	0.014			2095	23	0.011	
Ning Tai Road NB	SA	B1	1	3.40				1955	223	0.114			1955	112	0.057	
	SA	B2	1	3.40				2095	239	0.114	0.114		2095	119	0.057	0.057
Po Tai Road WB	LT	C1	2	5.00	20.0		100	1967	146	0.074		100	1967	91	0.046	
	RT	C2	2	5.00	15.0		100	2050	270	0.132	0.132	100	2050	164	0.080	0.080

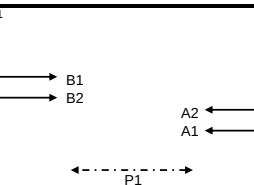
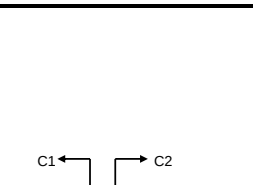
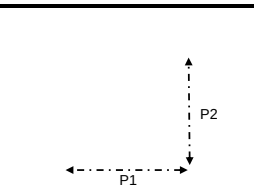
AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

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

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

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.246		0.137	
L (s)	40		40	
C (s)	99		99	
practical y	0.536		0.536	
R.C. (%)	118%		292%	

1	2	3	4	5						
										
AM	G =	I/G = 7	G =	I/G = 10	G = 22	I/G = 3	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 = 7	G =	I/G = 10	G = 22	I/G = 3	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: Ning Tai Road / Po Tai Road (south)

Job Number: J7362

Scenario: without proposed development R3A / P.4-2

Design Year: 2038 Designed By: _____ Checked By: _____ Date: 21 August 2026

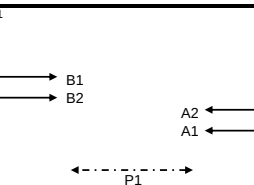
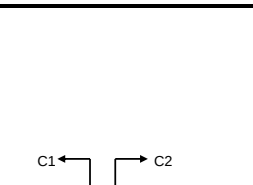
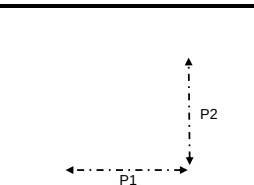
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak						
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y		
Nai Tai Road SB	SA	A1	1	3.40				1955	31	0.016			1955	23	0.012		
	SA	A2	1	3.40				2095	34	0.016			2095	24	0.011		
Ning Tai Road NB	SA	B1	1	3.40				1955	242	0.124	0.124		1955	119	0.061	0.061	
	SA	B2	1	3.40				2095	259	0.123			2095	127	0.060		
Po Tai Road WB	LT	C1	2	5.00	20.0		100	1967	156	0.079		100	1967	106	0.054		
	RT	C2	2	5.00	15.0		100	2050	282	0.138	0.138	100	2050	178	0.087	0.087	
pedestrian phase	P1	1, 3		min crossing time =			8	sec GM +			16	sec FGM =			24	sec	
	P2	3		min crossing time =			7	sec GM +			7	sec FGM =			14	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Note:

$S = 1940 + 100(W - 3.25)$		$S = 2080 + 100(W - 3.25)$	
$S_M = S \div (1 + 1.5f/r)$		$S_M = (S - 230) \div (1 + 1.5f/r)$	
	AM Peak	Check Pedestrian Phase	PM Peak
Sum y	0.261		0.148
L (s)	40		40
C (s)	99		99
practical y	0.536		0.536
R.C. (%)	105%		263%

1	2	3	4	5						
										
AM	G =	I/G = 7	G =	I/G = 10	G = 22	I/G = 3	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 = 7	G =	I/G = 10	G = 22	I/G = 3	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: Ning Tai Road / Po Tai Road (south)

Job Number: J7362

Scenario: with proposed development R3A / P.4-3

Design Year: 2038 Designed By: _____ Checked By: _____ Date: 21 August 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:
$S_M = S \div (1 + 1.5f/r)$		$S_M = (S - 230) \div (1 + 1.5f/r)$		
	AM Peak	Check Pedestrian Phase	PM Peak	
Sum y	0.287		0.161	
L (s)	40		40	
C (s)	99		99	
practical y	0.536		0.536	
R.C. (%)	87%		233%	

1	2	3	4	5
AM	G = I/G = 7	G = I/G = 10	G = 22 I/G = 3	G = I/G = G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM	G = I/G = 7	G = I/G = 10	G = 22 I/G = 3	G = I/G = G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Ning Tai Road / Sui Tai Road

Job Number: J7362

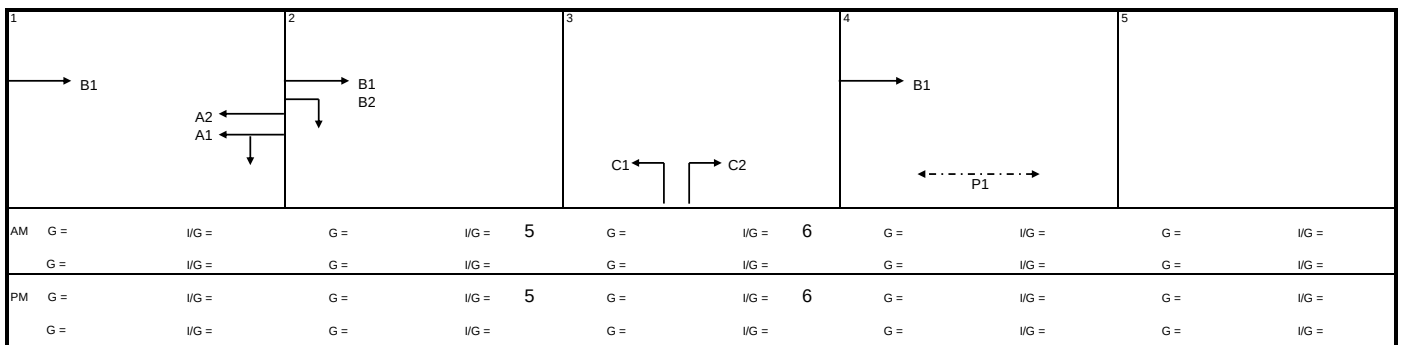
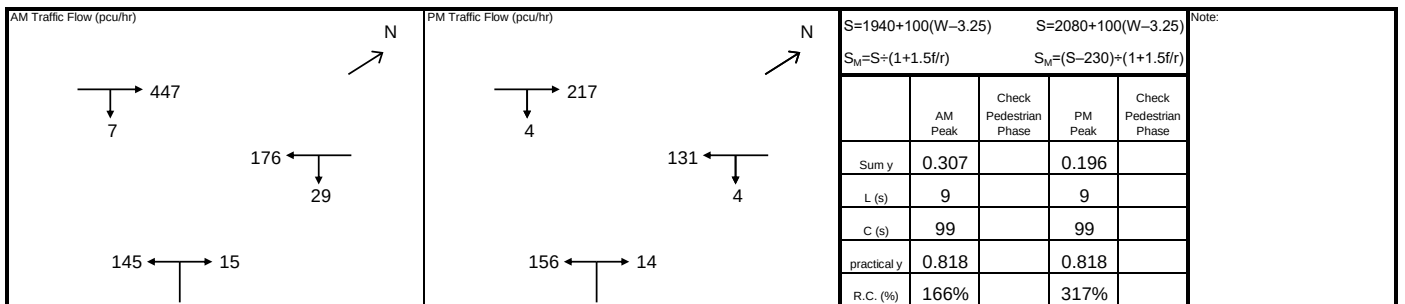
Scenario: existing condition

R3A / P.5-1Design Year: 2025

Designed By: _____

Checked By: _____

Date: 21 August 2026

[illegible]

Signal Junction Analysis

Junction: Ning Tai Road / Sui Tai Road

Job Number: J7362

Scenario: without proposed development

R3A / P.5-2Design Year: 2038

Designed By: _____

Checked By: _____

Date: 21 August 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak					PM Peak				
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Nai Tai Road SB	LT+SA	A1	1	3.40	15.0		1955	107	0.055			1955	74	0.038	
	SA	A2	1	3.40			2095	114	0.054			2095	79	0.038	
Ning Tai Road NB	SA	B1	1,2,4	3.40			1955	485	0.248	0.248		1955	231	0.118	0.118
	RT	B2	2	3.40	20.0		100	1949	8	0.004		100	1949	5	0.003
Sui Tai Road WB	LT	C1	3	3.60	20.0		100	1837	155	0.084	0.084	100	1837	167	0.091
	RT	C2	3	3.60	20.0		100	1967	16	0.008		100	1967	15	0.008
pedestrian phase	P1	4		min crossing time =			14	sec GM +		13		sec FGM =		27	sec

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Note:

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	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.332		0.209	
L (s)	9		9	
C (s)	99		99	
practical y	0.818		0.818	
R.C. (%)	146%		292%	

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

Signal Junction Analysis

Junction: Ning Tai Road / Sui Tai Road

Job Number: J7362

Scenario: with proposed development R3A / P.5-3

Design Year: 2038 Designed By: _____ Checked By: _____ Date: 21 August 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Note:

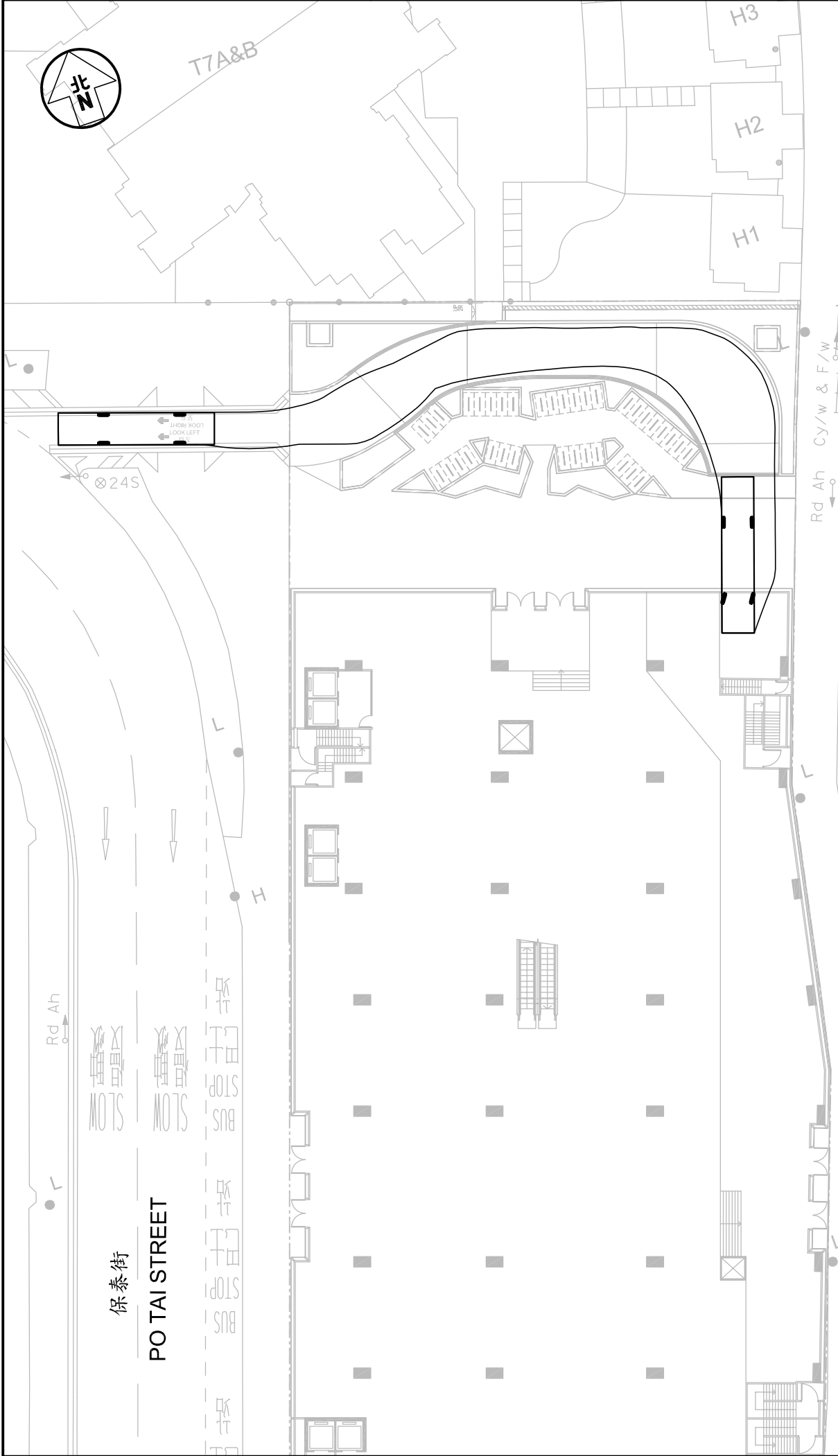
S=1940+100(W-3.25) S=2080+100(W-3.25)

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

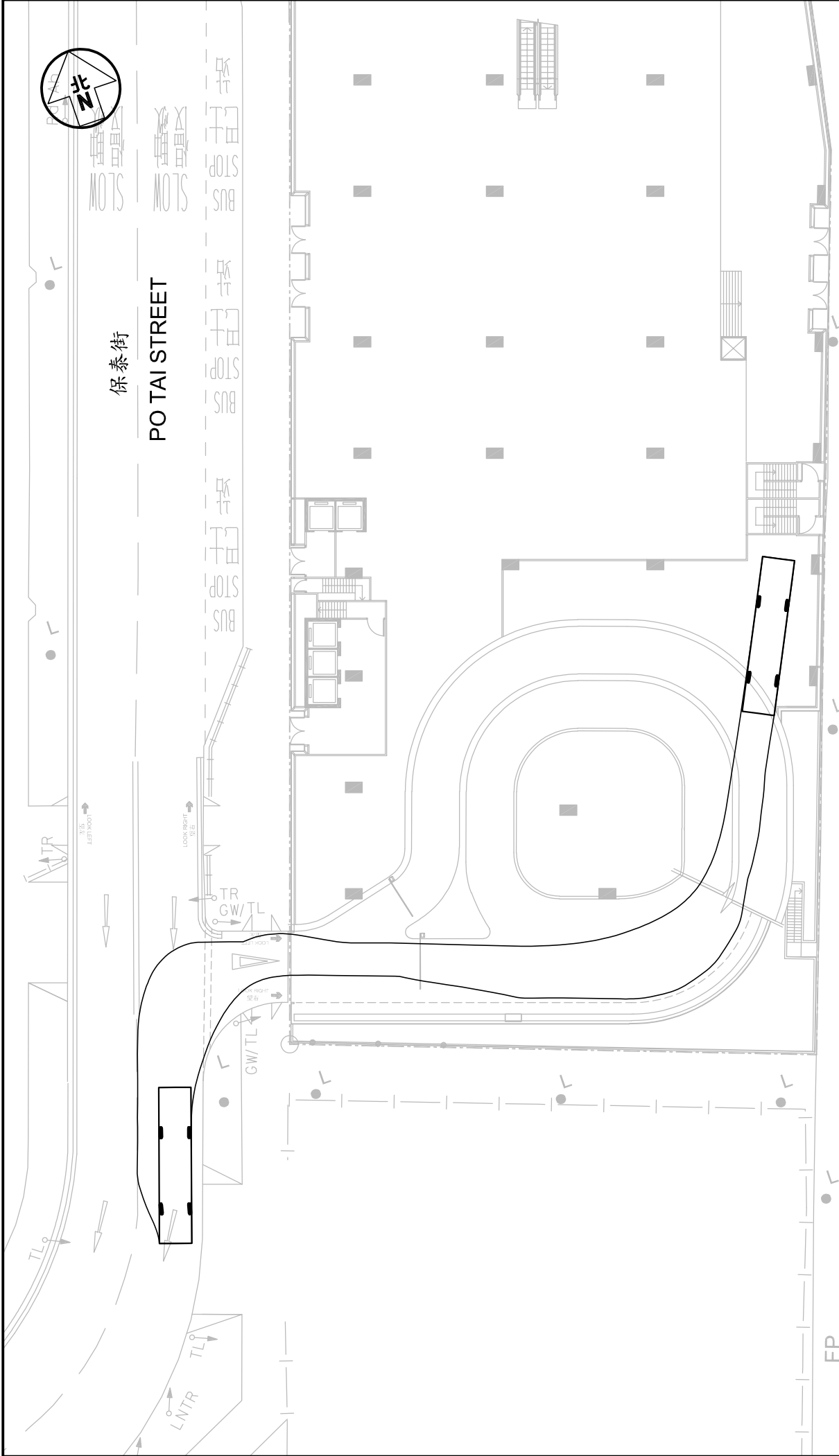
	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.332		0.209	
L (s)	9		9	
C (s)	99		99	
practical y	0.818		0.818	
R.C. (%)	146%		292%	

1					2					3					4					5				
AM	G =		I/G =		G =		I/G =		5	G =		I/G =		6	G =		I/G =		G =		I/G =			
	G =		I/G =		G =		I/G =			G =		I/G =			G =		I/G =		G =		I/G =			
PM	G =		I/G =		G =		I/G =		5	G =		I/G =		6	G =		I/G =		G =		I/G =			
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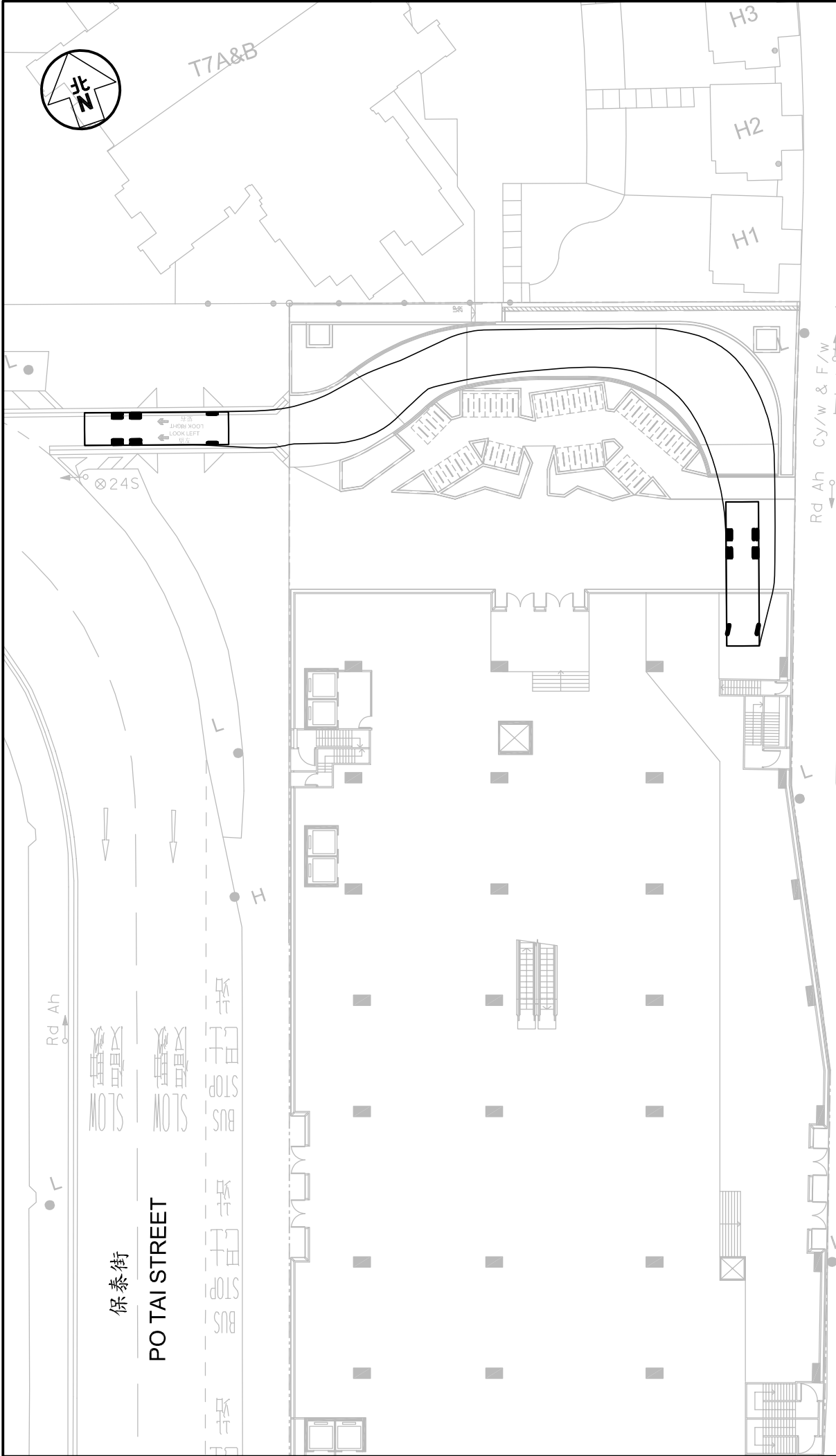
Appendix B – Swept Path Analysis



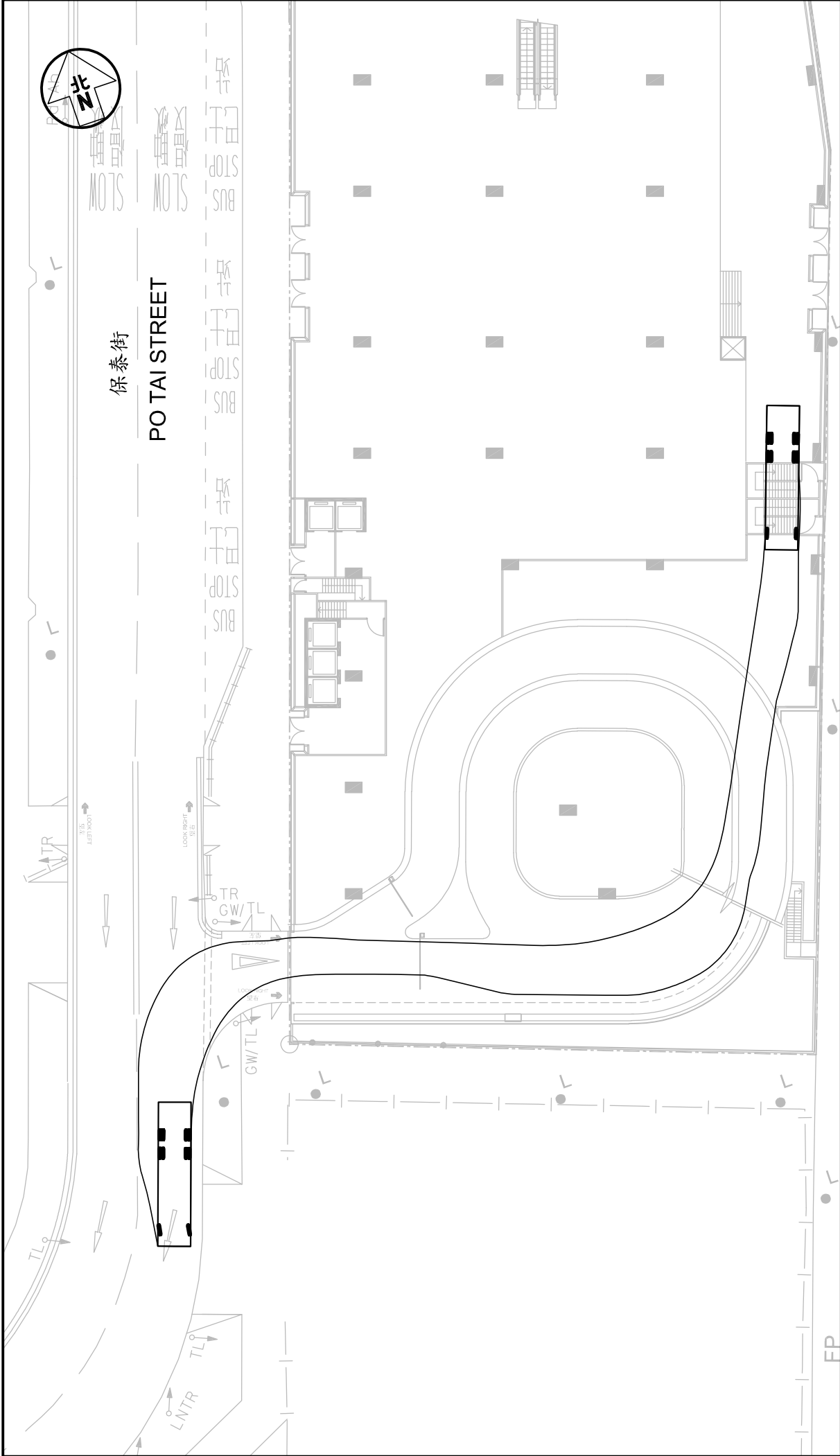
Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		Figure No.		Revision	
	J7362		SP/GF/101		R4A	
Figure Title	SWEPT PATH OF COACH ENTERING THE SUBJECT SITE		Designed by	Drawn by	Checked by	
			T H C	C C L	K C	
			Scale in A4		Date	
			1 : 400		21 AUG 2026	



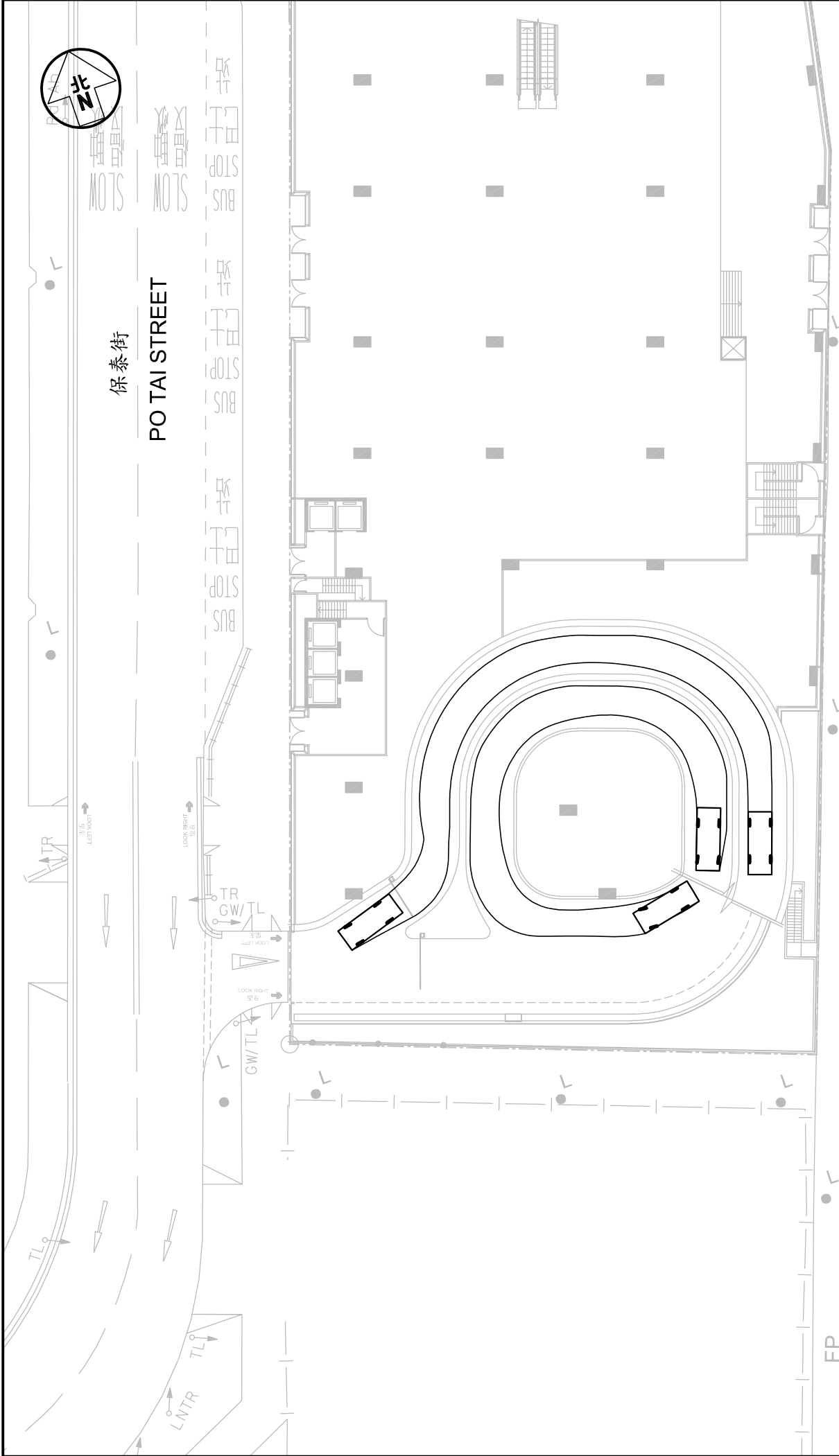
Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	J7362	Figure No.		Revision		CKM Asia Limited
			SP/GF/102		R4A		
			Designed by	T H C	Drawn by	C C L	
Figure Title	SWEPT PATH OF COACH LEAVING THE SUBJECT SITE	Scale in A4		Date			
		1 : 400		21 AUG 2026			



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN										Figure No.		Revision			
	SWEPT PATH OF HGV ENTERING THE SUBJECT SITE										SP/GF/103		R4A			
											Designed by		Drawn by		Checked by	
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Figure Title											Scale in A4		Date			
											1 : 400		21 AUG 2026			
CKM Asia Limited																



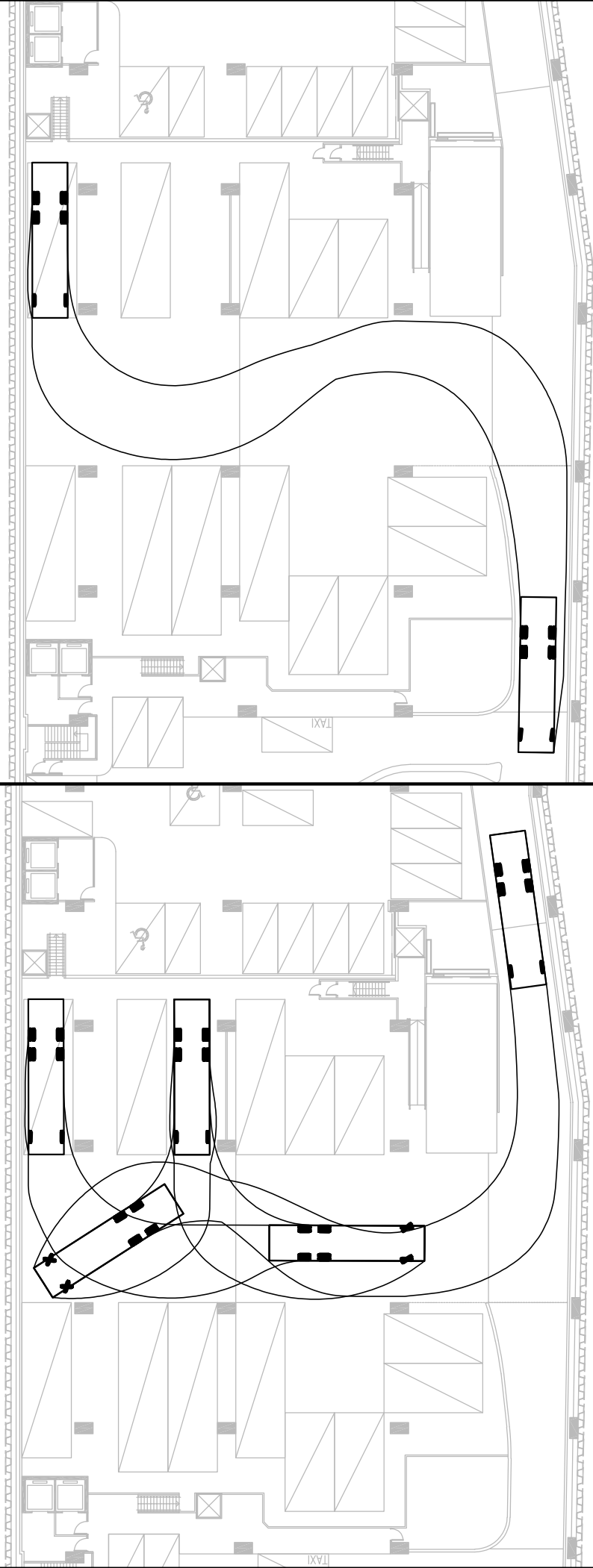
Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN				Figure No.		Revision		CKM Asia Limited
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					Designed by	T H C	Drawn by	C C L	
Figure Title	SWEPT PATH OF HGV LEAVING THE SUBJECT SITE				Scale in A4		Date		
					1 : 400		21 AUG 2026		



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	J7362	Figure No.		Revision	
			SP/GF/105		R4A	
			Designed by	Drawn by	Checked by	
Figure Title	SWEPT PATHS OF PRIVATE CAR TRAVELLING BETWEEN G/F AND 1/F		T H C	C C L	K C	
			Scale in A4		Date	
			1 : 400		21 AUG 2026	
CKM Asia Limited						

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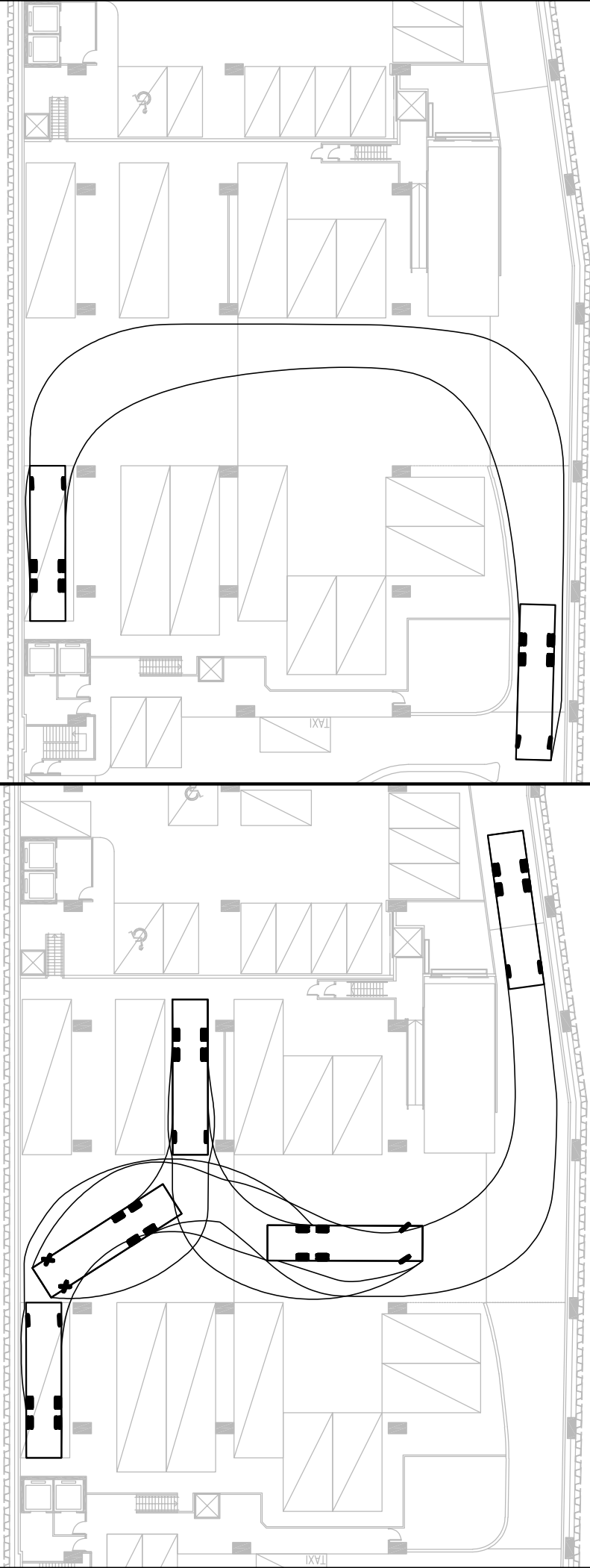
LEAVING



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN										Figure No. J7362	SP/BF/101		Revision R4A		CKM Asia Limited
	SWEPT PATH OF HGV ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY											Designed by T H C		Checked by C C L K C		
												Scale in A4 1 : 400		Date 21 AUG 2026		
Figure Title																

ENTERING

LEAVING



Project Title

WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

Figure Title

SWEPT PATH OF HGV ENTERING AND
LEAVING THE HGV LOADING / UNLOADING BAY

J7362

Figure No.
SP/BF/102 R4A

Revision

Designed by
T H C

Drawn by
C C L

Checked by
K C

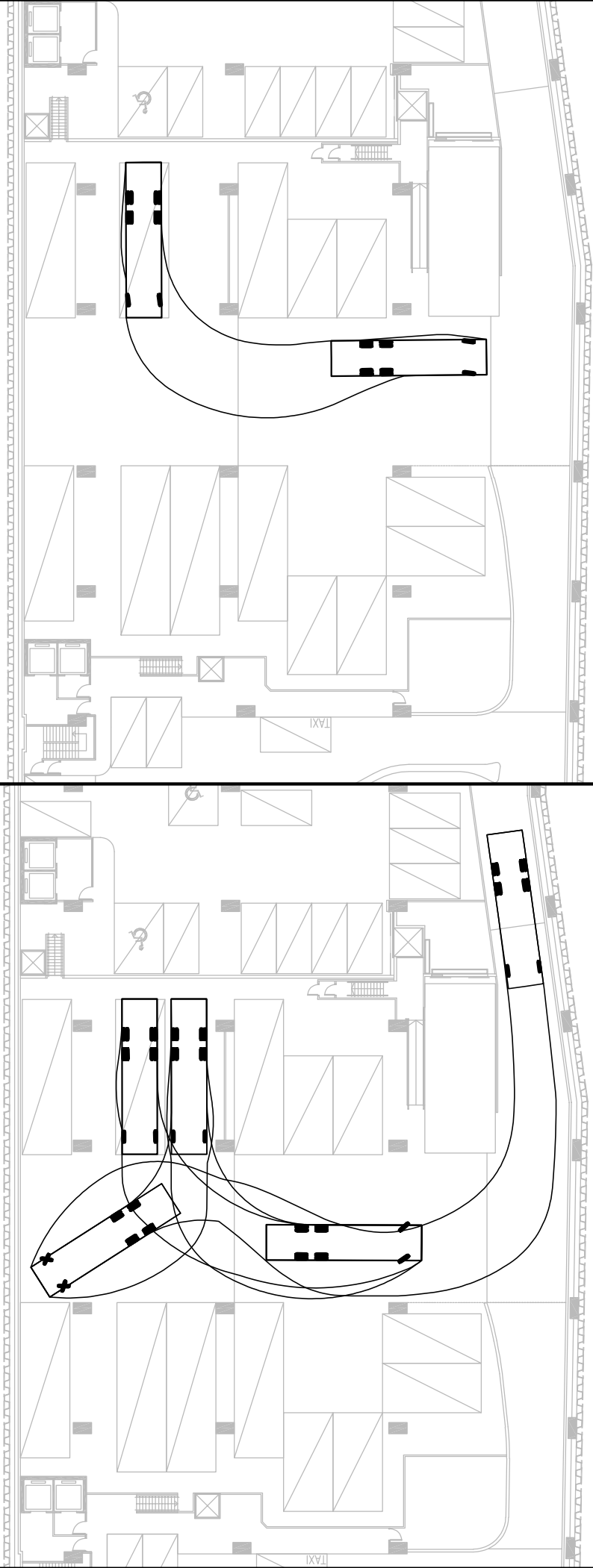
Date
21 AUG 2026

Scale in A4
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CKM Asia Limited

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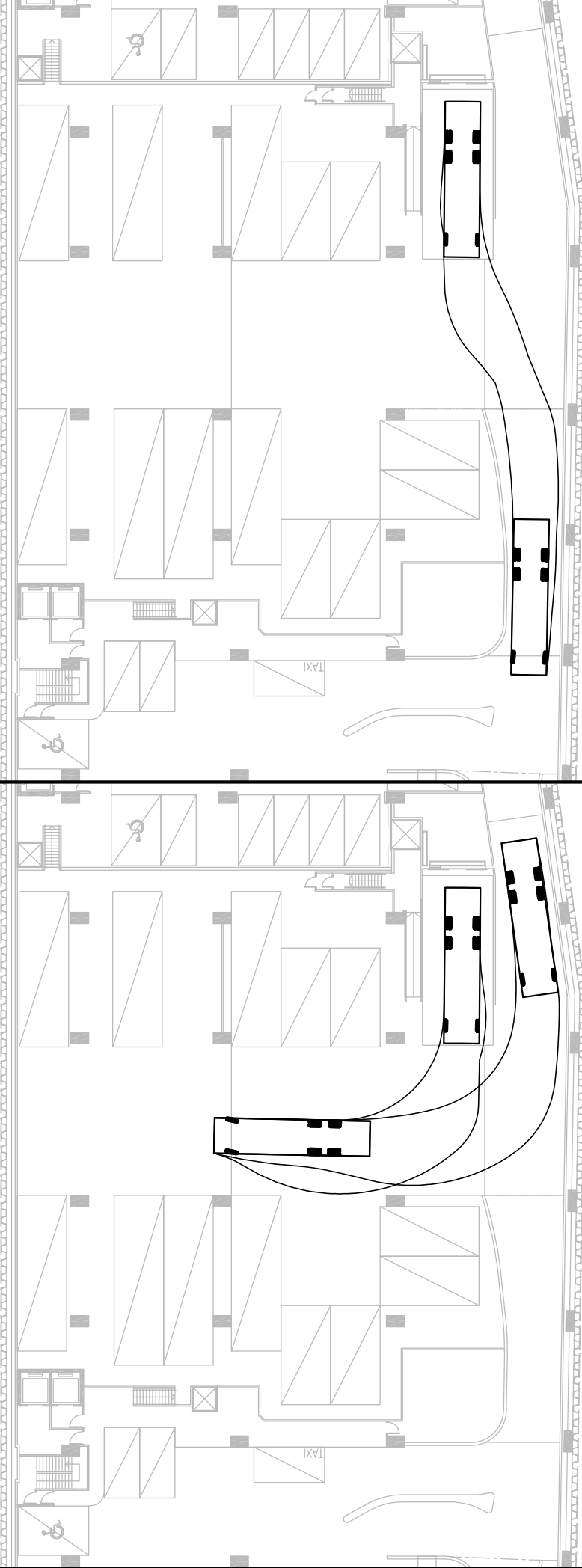
LEAVING



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		Figure No.		Revision		CKM Asia Limited				
	J7362		SP/BF/103		R4A						
	SWEPT PATH OF HGV ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY										
								Designed by		Checked by	
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Figure Title			Scale in A4		Date						
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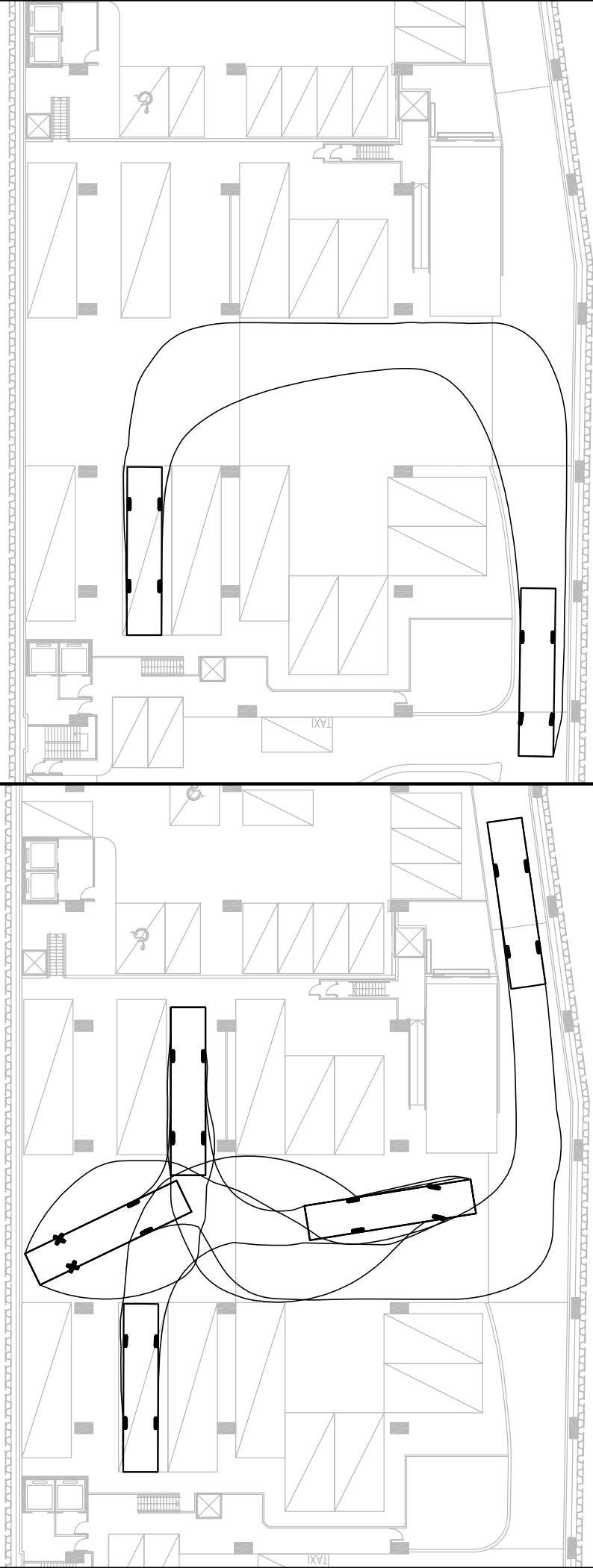
LEAVING



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		Figure No. J7362	Revision SP/BF/104 R4A	Designed by T H C		Drawn by C C L		Checked by K C		Date 21 AUG 2026
	SWEPT PATH OF RCV ENTERING AND LEAVING THE RCV LOADING / UNLOADING BAY				Scale in A4 1 : 400						
Figure Title	CKM Asia Limited										

ENTERING

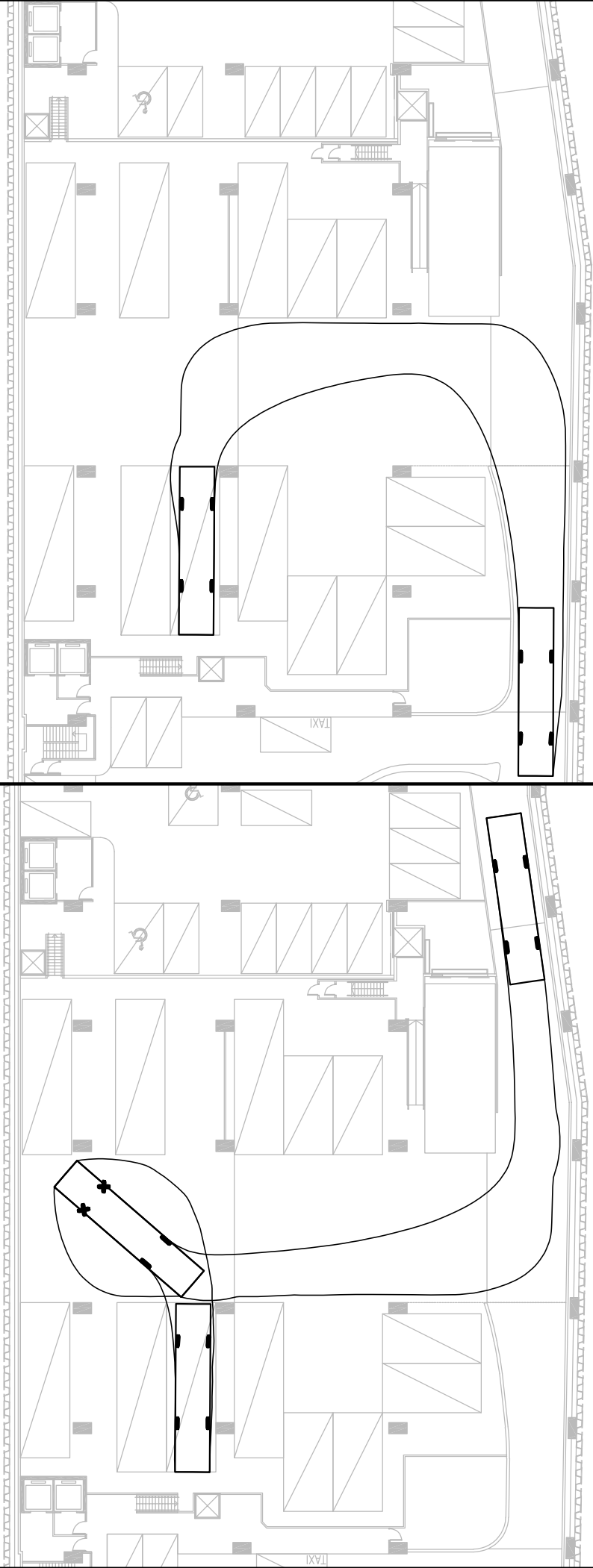
LEAVING



Project Title		WE GO MALL AT 16 PO TAI STREET, MA ON SHAN		Figure No.		Revision		CKM Asia Limited	
Figure Title		SWEPT PATH OF COACH ENTERING AND LEAVING THE COACH LAY-BY		J7362		SP/BF/105 R4A			
				Designed by		Drawn by		Checked by	
				T H C		C C L		K C	
				Scale in A4		Date			
				1 : 400		21 AUG 2026			

ENTERING

LEAVING



Project Title

WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

J7362

Figure No.

SP/BF/106 R4A

Revision

Figure Title

SWEPT PATH OF COACH ENTERING AND LEAVING THE COACH LAY-BY

CKM Asia Limited

Designed by

T H C

Drawn by

C C L

Checked by

K C

Date

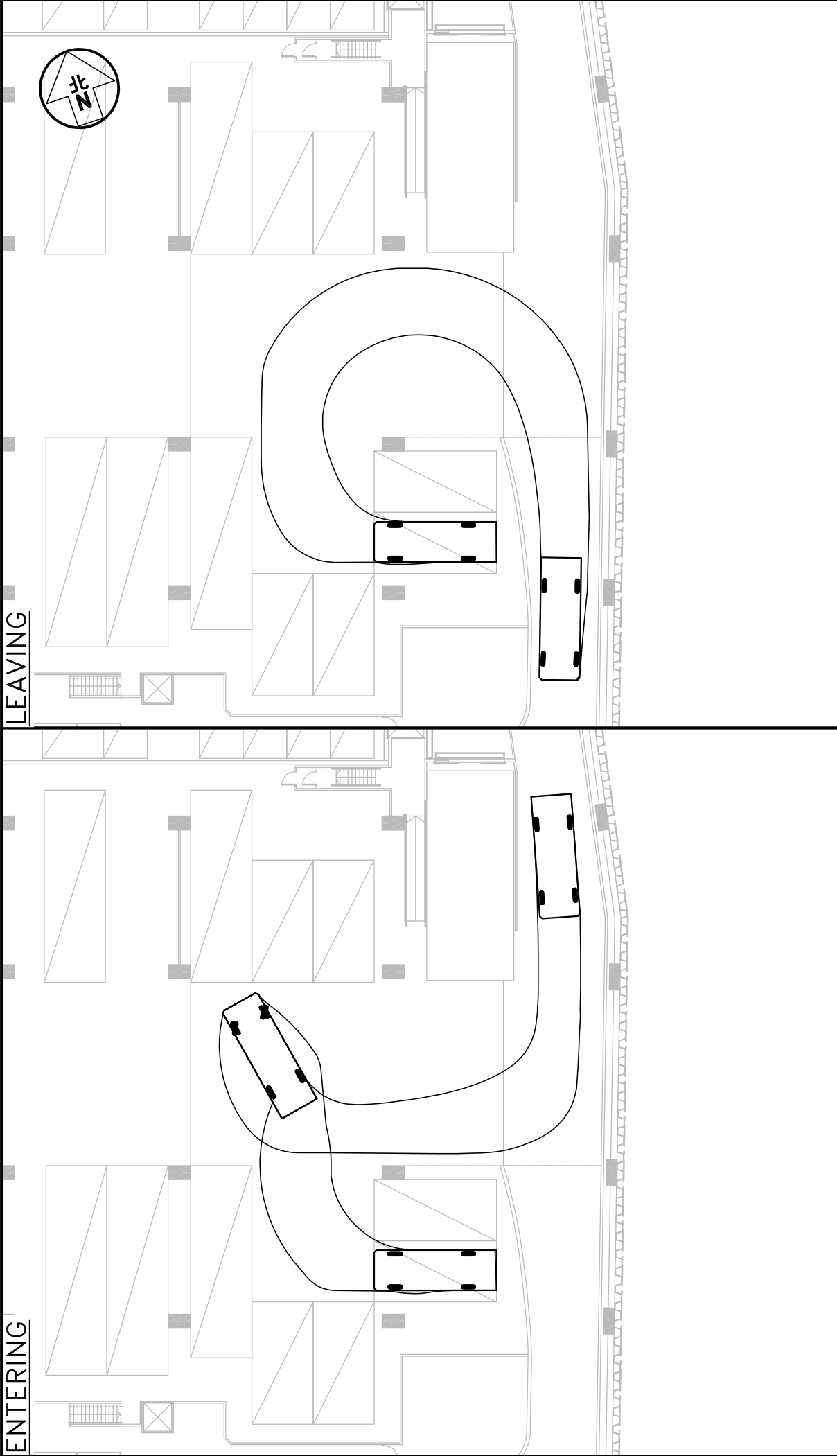
21 AUG 2026

Scale in A4

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ENTERING

LEAVING



Project Title

WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

J7362

Revision

SP/BF/107 R4A

CKM Asia Limited

Figure Title

SWEPT PATH OF LGV ENTERING AND
LEAVING THE LGV LOADING / UNLOADING BAY

Designed by

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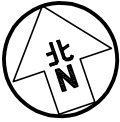
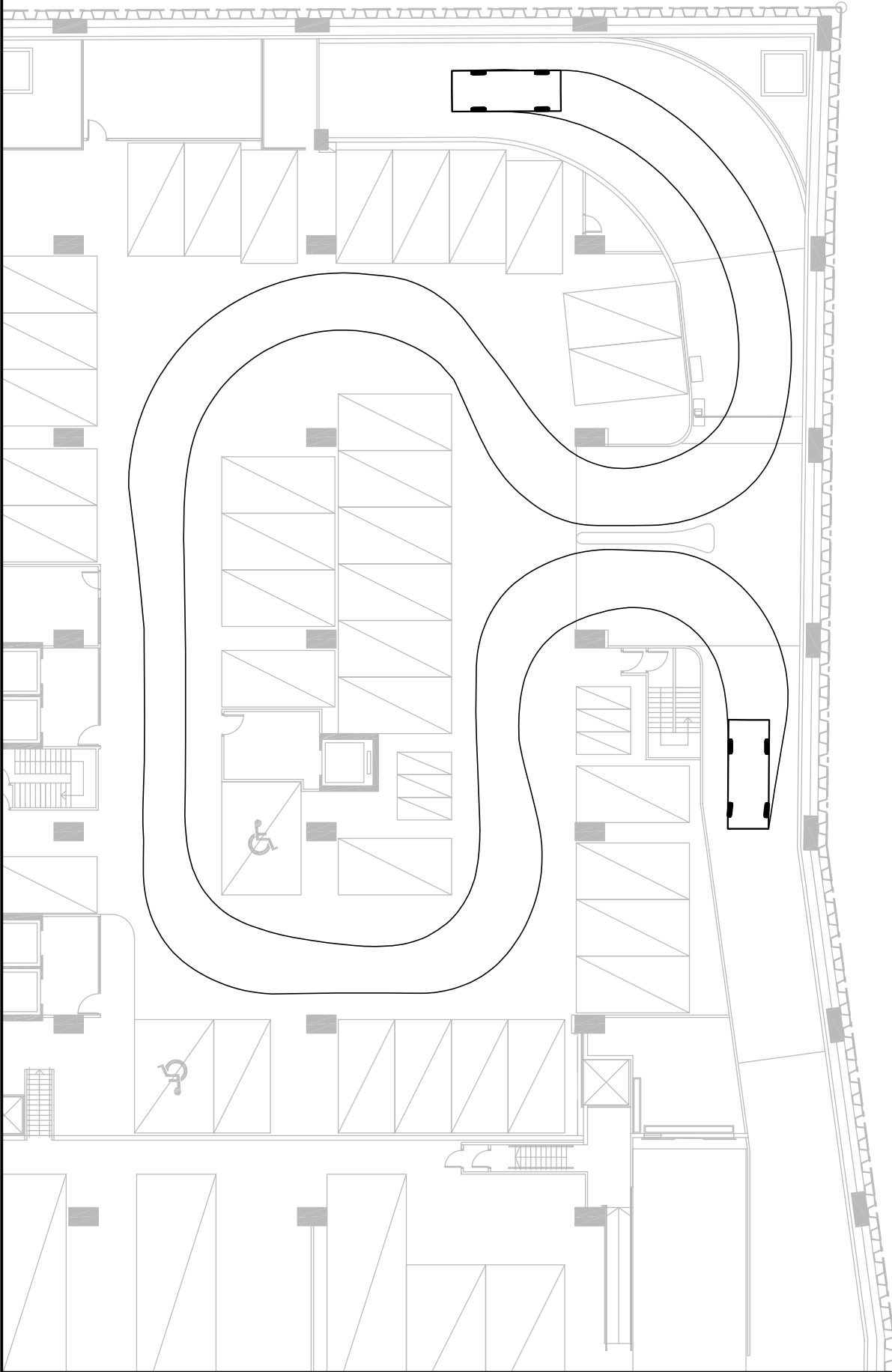
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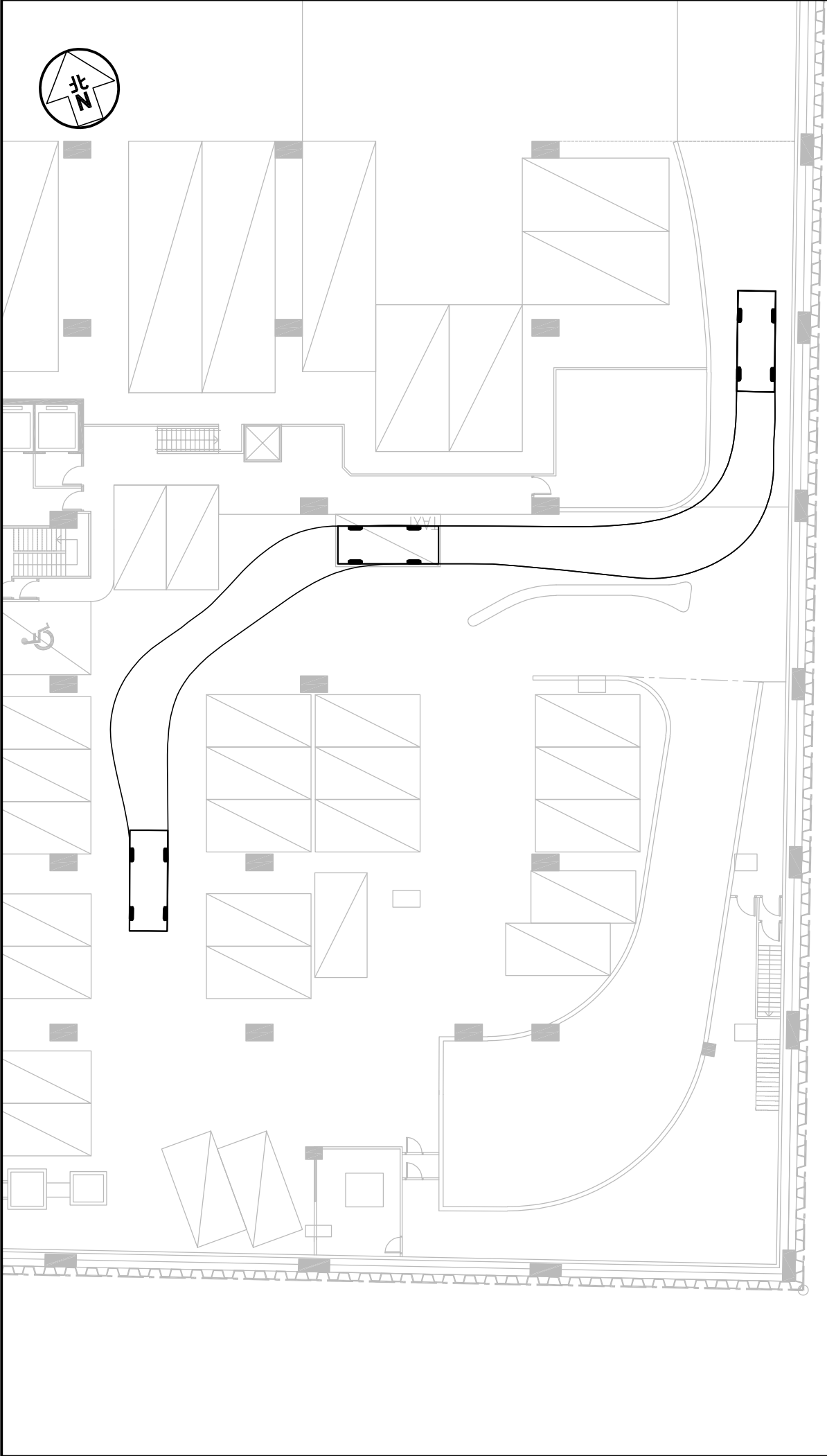
21 AUG 2026

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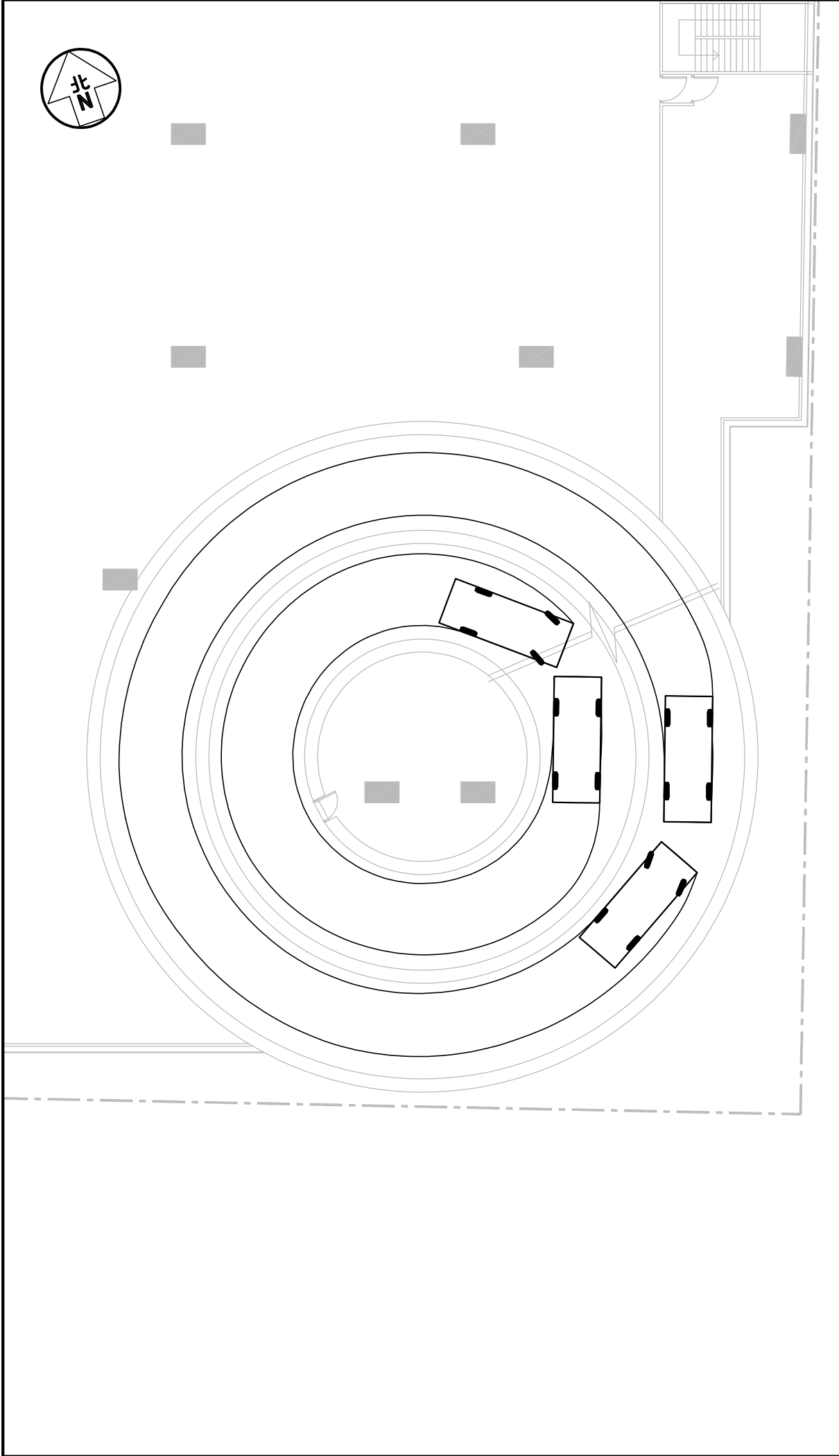
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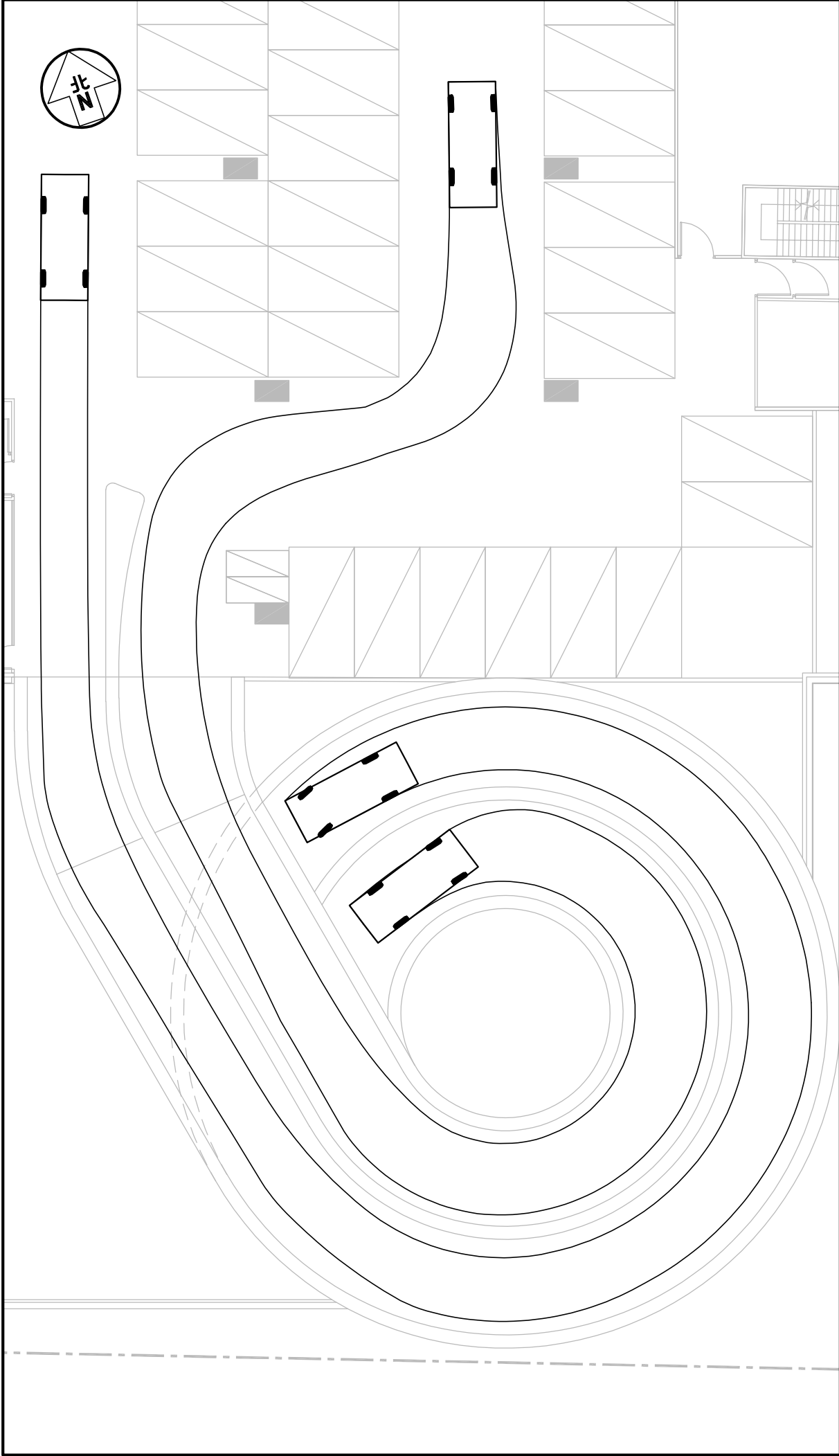
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				T H C		C C L		K C	
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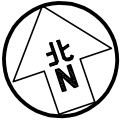
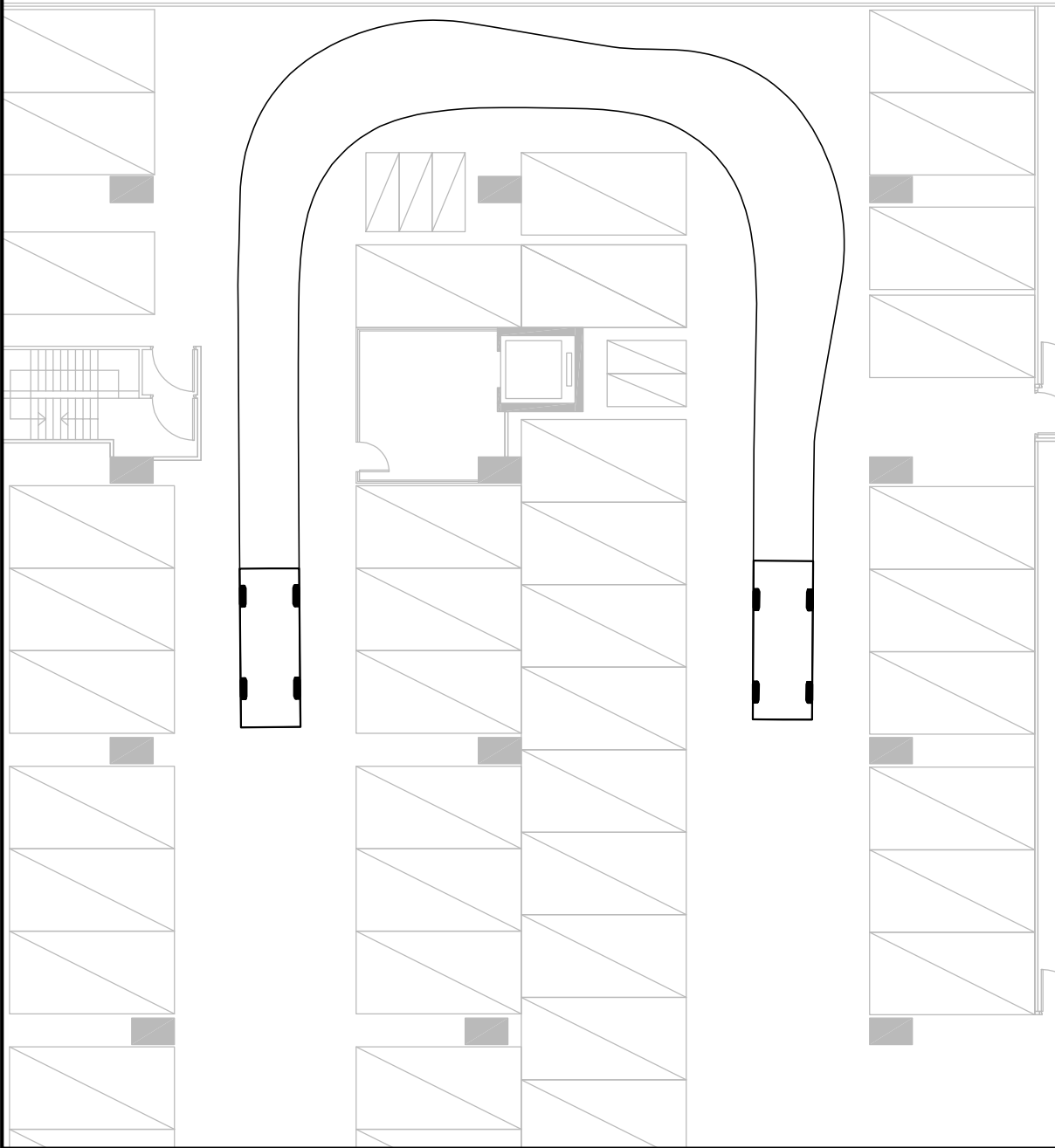
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			Designed by		Checked by	
Figure Title			T H C		C C L	
			Scale in A4		Date	
			1 : 250		21 AUG 2026	
CKM Asia Limited						



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN			Figure No.		Revision		CKM Asia Limited
Figure Title	SWEPT PATH OF PRIVATE CAR TRAVELLING BETWEEN 1/F AND 3/F	J7362		SP/1F/101		R4A		
				Designed by	Drawn by	Checked by		
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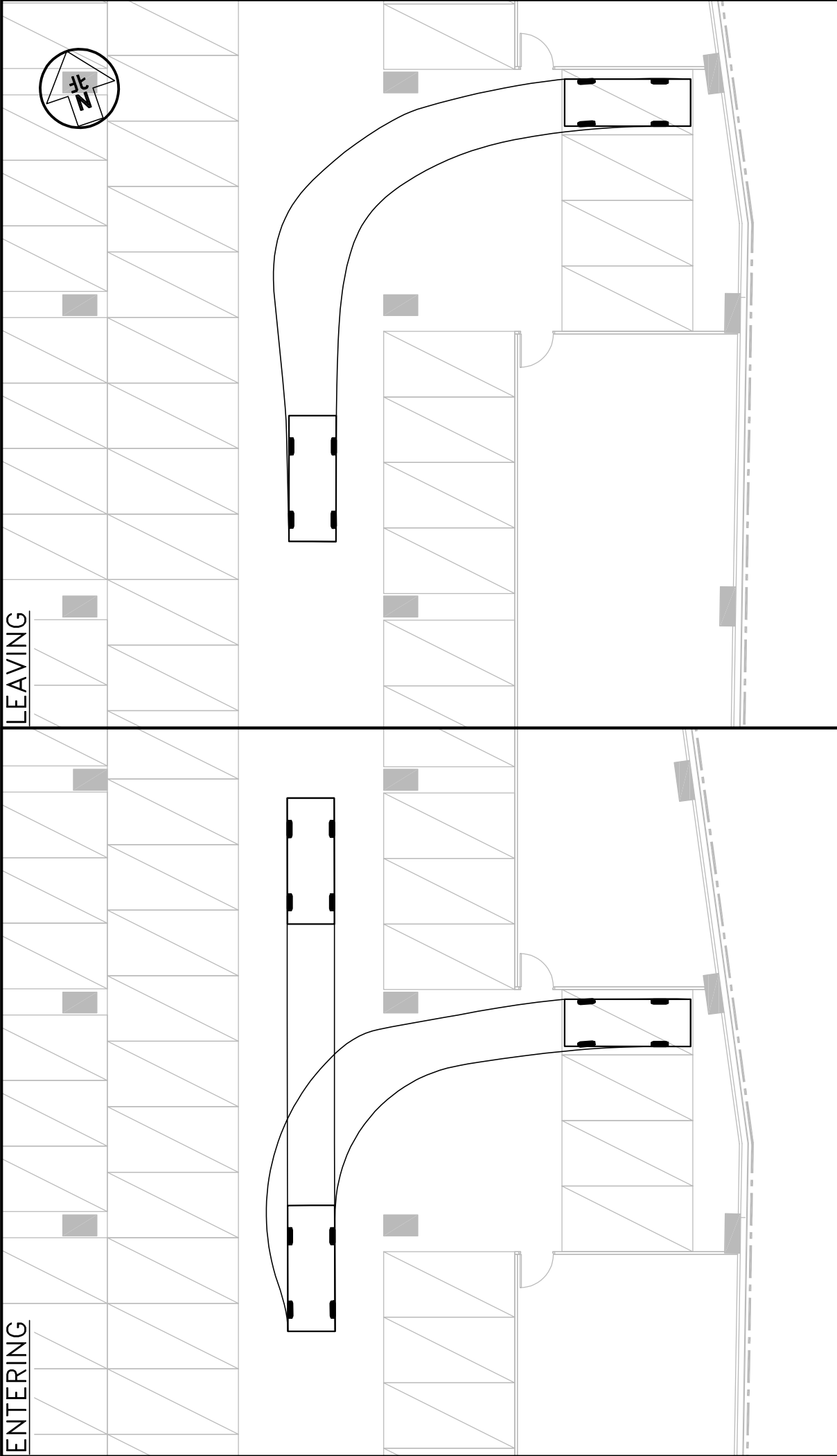
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Figure Title	SWEPT PATH OF PRIVATE CAR TRAVELLING TO AND FROM 3/F			SP/3F/101		R4A		
				Designed by	Drawn by	Checked by		
				T H C	C C L	K C		
				Scale in A4		Date		
			1 : 200		21 AUG 2026			



Project Title	WE GO MALL AT 16 PO TAI STREET, MA ON SHAN	J7362	Figure No.		Revision		CKM Asia Limited
			SP/3F/102		R4A		
			Designed by	Drawn by	Checked by		
			T H C	C C L	K C		
			Scale in A4		Date		
1 : 200		21 AUG 2026					
Figure Title	SWEPT PATH OF PRIVATE CAR TRAVELLING ON 3/F						

ENTERING

LEAVING



Project Title

WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

J7362

Revision

SP/3F/103 R4A

CKM Asia Limited

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND
LEAVING THE CAR PARKING SPACE

Checked by

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Designed by

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Scale in A4

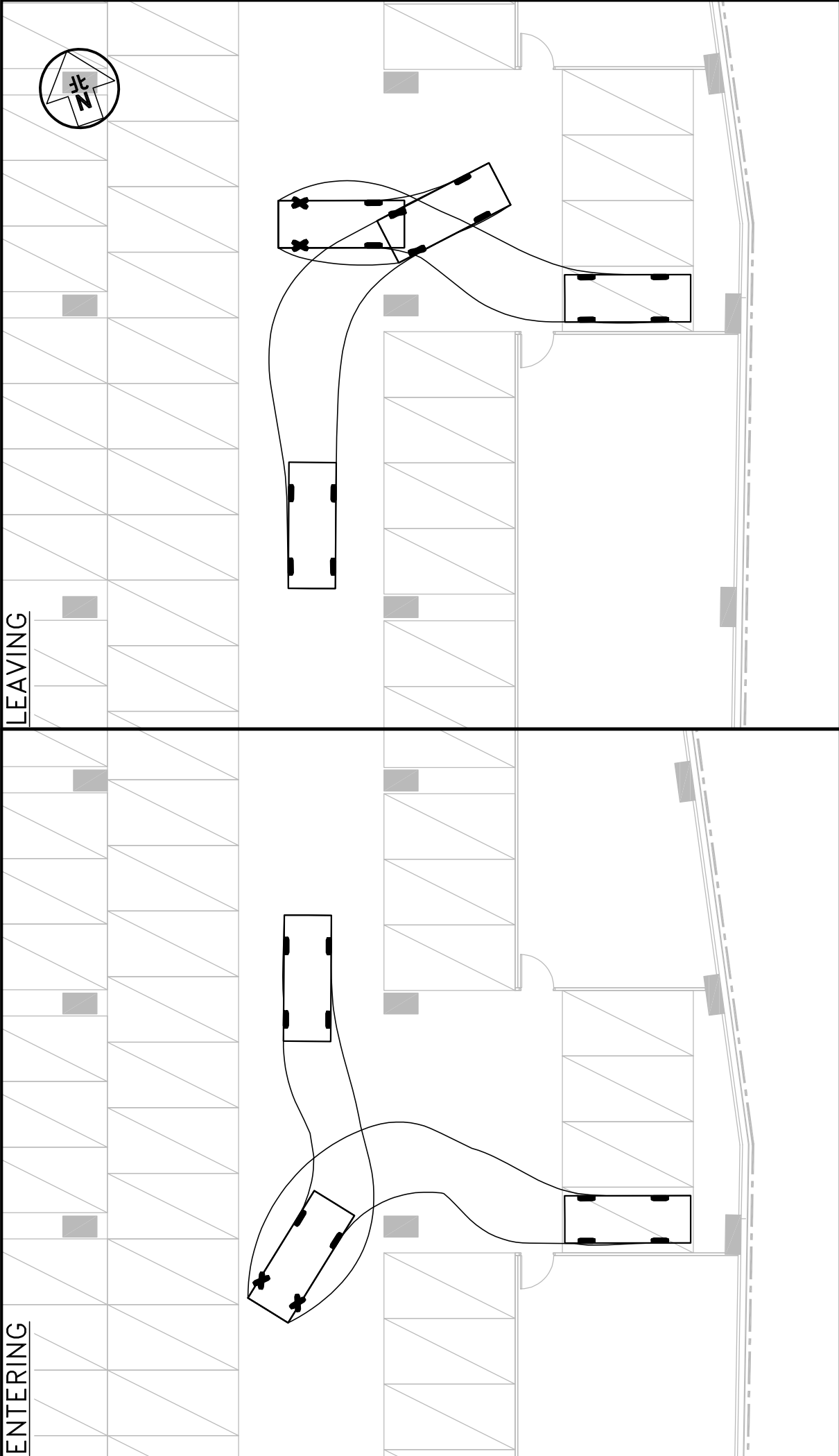
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Date

21 AUG 2026

ENTERING

LEAVING



Project Title

WE GO MALL AT 16 PO TAI STREET, MA ON SHAN

J7362

Figure No.

SP/3F/104 R4A

Revision

R4A

CKM Asia Limited

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND
LEAVING THE CAR PARKING SPACE

Designed by

T H C

Drawn by

C C L

Checked by

K C

Date

21 AUG 2026

Scale in A4

1 : 200

**Appendix C – Comments
from Planning Department**

From: Brandon Chi Wai HUNG/PLAND [REDACTED]
Sent: Friday, 3 July 2026 6:02 PM
To: CKM Asia
Cc: Louis Ho Wing CHEUNG/PLAND; Jacky Koon Yin CHAN/PLAND; YF TSUI/PLAND
Subject: Re: Redevelopment of We Go Mall at 16 Po Tai Street, Ma On Shan - Traffic Forecast: Planned Developments
Attachments: Site Location.pdf; Table 4.4 of TIA.pdf; TD comment_250611.pdf; Previous Advice from PlanD_2025 02 13.pdf

Dear Mr. TANG,

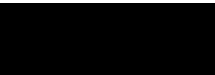
Please find my comments as follows:

For Item No. 3 (Public Housing Development at Ma On Shan Tsuen Road), the development parameters is updated as 1,900 flats ([Source](#)).

Also, please add the following planned development where public consultation has been undertaken in 2023.

Planned Residential Care Home for the Elderly, Day Care Centre for the Elderly and Healthcare Centres at On Chun Street	G/IC	Residential Care Home for the Elderly (270 places)
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Regards,
Brandon HUNG



規劃署
Planning
Department

透過規劃工作，使香港成為一個宜居、具競爭力和可持續發展的亞洲國際都會
We plan to make Hong Kong a Liveable - Competitive - Sustainable ASIA'S WORLD CITY



(GR, please file)

From: CKM Asia [REDACTED]
Sent: Monday, June 29, 2026 5:48 PM
To: Brandon Chi Wai HUNG/PLAND [REDACTED]
Subject: RE: Redevelopment of We Go Mall at 16 Po Tai Street, Ma On Shan - Traffic Forecast: Planned Developments

Attn: Planning Department – Mr Brandon Hung (Town Plnr / Sha Tin 3)

Dear Mr Hung,

CKM Asia Limited

We refer to your email of 13th February 2025 with your advice on the planned developments to be included in the traffic forecast for the Traffic Impact Assessment (TIA) and Traffic Noise Impact Assessment (TNIA) for the captioned project in Ma On Shan. The location of subject site is shown in Figure 1.1.

With regards to the 3rd pre-submission of rezoning application in late-May 2026, Transport Department commented that *“the planned / committed development for the TIA shall be confirmed and agreed by PlanD”*.

As discussed this afternoon, we would like to confirm with your department that the planned developments presented in Table 4.4 of the TIA report, is up-to-date.

Should you have any queries, please do not hesitate to contact our Mr Raymond Yip at [REDACTED]

We look forward to your reply at the earliest convenience. Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited
Traffic and Transportation Planning Consultants

[REDACTED]

From: Jessie Sin Yee LAU/PLAND [REDACTED]
Sent: Thursday, 13 February 2025 10:31 AM
To: CKM Asia [REDACTED]
Cc: Elizabeth NG/PLAND [REDACTED]
Subject: Re: Redevelopment of We Go Mall at 16 Po Tai Street, Ma On Shan - Traffic Forecast: Planned Developments

Dear Mr. Tang,

Enclosed please find our mark-up on Table 2 for revision.

[See attachment "Comments on Planned Developments_20250213.pdf"]

Regards,
Jessie SY LAU
TP/ST3, STN DPO
Planning Department

[REDACTED]

From: CKM Asia [REDACTED]
Sent: Wednesday, February 12, 2025 5:25 PM
To: Jessie Sin Yee LAU/PLAND [REDACTED]

**Appendix D – Estimation
of Traffic Generated
by Planned Development**

TABLE D1 ADOPTED TRIP GENERATION RATES

Use	Unit	Trip Generation Rates			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Public / Subsidised Housing ^{(1) (2)}	pcu/hour/flat	0.0426	0.0622	0.0401	0.0297
Retail ⁽¹⁾	pcu/hour/100m ²	0.2434	0.2296	0.3563	0.3100
G/IC ⁽³⁾	pcu/hour/100m ²	0.2267	0.1432	0.0358	0.1432

Source: ⁽¹⁾ Volume 1 of TPDM

⁽²⁾ To err on high side, trip generation rates for “Subsidised Housing: HOS / PSPS with average flat size of 50m²” are adopted

⁽³⁾ Survey at Caritas Community Centre – Tsuen Wan (with GFA of around 8,300m²) at 9 Shing Mun Road, Tsuen Wan

TABLE D2 TRAFFIC GENERATION OF MAJOR PLANNED DEVELOPMENT

Ref.	Use	Quantity	Traffic Generation (pcu/hour)			
			AM Peak		PM Peak	
			IN	OUT	IN	OUT
1	PVP		15 ⁽¹⁾	35 ⁽¹⁾	35 ⁽¹⁾	12 ⁽¹⁾
2	Subsidised Housing	1,900 flats	81	119	77	57
3	Public Housing	1,900 flats	81	119	77	57
4	Light Public Housing		20 ⁽²⁾	21 ⁽²⁾	18 ⁽²⁾	16 ⁽²⁾
5	G/IC		20 ⁽³⁾	28 ⁽³⁾	18 ⁽³⁾	6 ⁽³⁾
6	Private Housing		47 ⁽⁴⁾	68 ⁽⁴⁾	49 ⁽⁴⁾	40 ⁽⁴⁾
7	Student Hostel		34 ⁽⁵⁾	40 ⁽⁵⁾	31 ⁽⁵⁾	34 ⁽⁵⁾
8	Public Housing	1,660 flats	71	104	67	50
		1,550m ² retail	4	4	6	5
		2,140m ² G/IC	5	4	1	4
9	Public Housing	1,820 flats	78	114	73	55
		1,700m ² retail	5	4	7	6
		2,200m ² G/IC	5	4	1	4
10	G/IC		8 ⁽⁶⁾	7 ⁽⁶⁾	7 ⁽⁶⁾	7 ⁽⁶⁾
11	G/IC		131 ⁽⁷⁾	116 ⁽⁷⁾	81 ⁽⁷⁾	87 ⁽⁷⁾
12	Mixed Use		707 ⁽⁸⁾	981 ⁽⁸⁾	846 ⁽⁸⁾	738 ⁽⁸⁾
13	G/IC		11	10	10	10
Total			<u>1,323</u>	<u>1,778</u>	<u>1,404</u>	<u>1,188</u>

Note: ⁽¹⁾ extracted from TPB Application No. A/MOS/129

⁽²⁾ extracted from TIA report for Light Public Housing at Hang Kwong Street

⁽³⁾ extracted from TIA report for Amenity Complex in Area 103

⁽⁴⁾ extracted from TPB Application No. Y/MOS/6

⁽⁵⁾ extracted from TPB Application No. A/MOS/96

⁽⁶⁾ extracted from TIA report for Cheung Muk Tau Holiday Centre Expansion

⁽⁷⁾ extracted from TPB Application No. A/MOS/125

⁽⁸⁾ extracted from TPB Application No. A/NE-SSH/142