
Appendix C
Traffic Impact Assessment

**Section 12A Planning Application for Proposed
Amendments to the Tsuen Wan Outline Zoning Plan to
Rezone “Industrial” Zone to “Other Specified Uses
(Hotel Development)” Zone in Support of
Proposed Hotel Development at Lot 486 in D.D.443
and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories**

Traffic Impact Assessment

**Final Report
June 2026**

Prepared by: CKM Asia Limited

Section 12A Planning Application for Proposed Amendments to the Tsuen Wan Outline Zoning Plan to Rezone “Industrial” Zone to “Other Specified Uses (Hotel Development)” Zone in Support of Proposed Hotel Development at Lot 486 in D.D.443 and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories

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1.0 INTRODUCTION

Background

- 1.1 The subject site is located at lot no. 486 in D.D. 443 and Tsuen Wan Town Lot 85, i.e., 46 & 48 Fui Yiu Kok Street (the “Subject Site”), as shown in **Figure 1.1**. This planning application is submitted to the Town Planning Board in support of rezoning the Subject Site from “Industrial” to “Other Specified Uses” annotated “Hotel Development” on the draft Tsuen Wan OZP No. S/TW/40.
- 1.2 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the proposed hotel (the “Proposed Hotel”).

Structure of Report

- 1.3 The report is structured as follows:

- | | |
|---------------|---|
| Chapter One | - Gives the background of the project; |
| Chapter Two | - Describes the existing situation; |
| Chapter Three | - Presents the Proposed Hotel; |
| Chapter Four | - Describes the traffic impact analysis; |
| Chapter Five | - Describes the pedestrian impact analysis; and |
| Chapter Six | - Gives the overall conclusion. |

2.0 EXISTING SITUATION

The Subject Site

- 2.1 The Subject Site fronts onto Fui Yiu Kok Street and the existing run-in / out is provided at Fui Yiu Kok Street.

Existing Traffic Flows

- 2.2 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Thursday, 19 March 2026 during AM and PM peak periods at the following junctions:

- J01 - Junction of Texaco Road / Wing Shun Street / Ma Tau Pa Road
- J02 - Junction of Ma Tau Pa Road / Wang Lung Street
- J03 - Junction of Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road
- J04 - Junction of Yeung Uk Road / Wang Lung Street
- J05 - Junction of Yeung Uk Road / Wang Wo Tsai Street
- J06 - Junction of Texaco Road / Yeung Uk Road / Kwai Fuk Road
- J07 - Junction of Wang Lung Street / Fui Yiu Kok Street
- J08 - Junction of Wang Lung Street / Lung Tak Street
- J09 - Junction of Texaco Road / Wing Tak Street
- J10 - Junction of Texaco Road / Lung Tak Street
- J11 - Junction of Tsuen Tsing Interchange

- 2.3 The surveyed junctions are shown in **Figure 2.1** and the junction layouts are found in **Figures 2.2 – 2.12**.

- 2.4 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0830 – 0930 hours and 1730 – 1830 hours respectively. **Figure 2.13** presents the observed AM and PM peak hour traffic flows in pcu/hour.

Performance of the Surveyed Junctions

- 2.5 The existing performance of the surveyed junctions is calculated based on the observed traffic counts, and the analyses were undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual (“TPDM”), which is published by the Transport Department. The existing junction performance is presented in **Table 2.1**, and detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J01	Texaco Road / Wing Shun Street / Ma Tau Pa Road	Signal (RC)	89%	90%
J02	Ma Tau Pa Road / Wang Lung Street	Signal (RC)	135%	132%
J03	Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road	Signal (RC)	74%	52%
J04	Yeung Uk Road / Wang Lung Street	Priority (DFC)	0.152	0.173
J05	Yeung Uk Road / Wang Wo Tsai Street	Priority (DFC)	0.381	0.338
J06	Texaco Road / Yeung Uk Road / Kwai Fuk Road	Signal (RC)	34%	28%
J07	Wang Lung Street / Fui Yiu Kok Street	Priority (DFC)	0.428	0.387

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J08	Wang Lung Street / Lung Tak Street	Priority (DFC)	0.607	0.590
J09	Texaco Road / Wing Tak Street	Signal (RC)	91%	110%
J10	Texaco Road / Lung Tak Street	Priority (DFC)	0.706	0.674
J11	Tsuen Tsing Interchange	RA (DFC)	0.745	0.828

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

- 2.6 The results in **Table 2.1** show that the junctions analysed operate with capacity.

Public Transport Facilities Near the Proposed Hotel

- 2.7 The Subject Site is well-served by road-based public transport facilities. Numerous franchised bus and public light bus routes operate in the vicinity of the Subject Site. In addition, cross-boundary services are available at Ma Tau Pa Road, i.e., Route A31 and NA31 operated by Long Win Bus Company Ltd., covering Hong Kong International Airport and Hong Kong-Zhuhai-Macao Bridge (“HZMB”) Hong Kong Port. **Figure 2.14** shows details of the road-based public transport services provided near the Subject Site.

Pedestrian Facilities and Tsuen Wan Footbridge Network

- 2.8 The Tsuen Wan footbridge network connects various shopping malls and residential developments with the Tsuen Wan MTR station, Tsuen Wan West MTR station, and Tsuen Wan East Industrial Area. The major shopping malls are also connected to the Tsuen Wan footbridge network, including Citywalk 2, Plaza 88, Chelsea Court, H Cube and Indi Home.
- 2.9 The closest access point to the Tsuen Wan footbridge network from the Proposed Hotel is at Indi Home, which is located opposite to the Proposed Hotel. **Figure 2.15** shows the pedestrian facilities and the portion of the Tsuen Wan footbridge network near the Proposed Hotel.

Existing Footpath Level-Of-Service

- 2.10 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM peak periods Thursday, 19 March 2026 at footpaths located in the vicinity, and the observed peak 15 minutes pedestrian flows are shown in **Figure 2.16**.
- 2.11 The Level-Of-Service (“LOS”) of a pedestrian footpath depends 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 2.2**.

TABLE 2.2 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

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.
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 of TPDM

- 2.12 The observed peak 15 minutes pedestrian flows LOS assessment is presented in **Table 2.3**.

TABLE 2.3 EXISTING LOS ASSESSMENT

Location	Clear Width ⁽¹⁾ [Effective Width] (m)	Peak Period	Flow (ped/15 mins)	Flow rate (ped/min/m)	LOS
P1. Footbridge over Ma Tau Pa Road	3.0[2.0]	AM	322	10.8	A
		PM	358	12.0	A
P2. Fui Yiu Kok Street Southern Footpath	3.0[2.0]	AM	39	1.3	A
		PM	21	0.7	A
P3. Fui Yiu Kok Street Northern Footpath	5.0[4.0]	AM	58	1.0	A
		PM	72	1.2	A
P4. Yeung Uk Road Southern Footpath	3.5[2.5]	AM	228	6.1	A
		PM	314	8.4	A
P5. Yeung Uk Road Northern Footpath	4.0[3.0]	AM	81	1.8	A
		PM	135	3.0	A
P6. Ma Tau Pa Road Southern Footpath	4.3[3.3]	AM	186	3.8	A
		PM	326	6.6	A

⁽¹⁾ The width excludes railing and other street furniture.

- 2.13 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable range of level of service. Hence, the footpaths analysed operate with capacity.

3.0 THE PROPOSED HOTEL

The Proposed Hotel

3.1 The Proposed Hotel has 199 numbers of hotel rooms.

Provision of Internal Transport Facilities

3.2 The comparison of the proposed internal transport facilities and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in **Table 3.1**.

TABLE 3.1 COMPARISON OF THE HKPSG RECOMMENDATIONS AND PROPOSED INTERNAL TRANSPORT FACILITIES

HKPSG Recommendations for a Hotel with 199 rooms	The Proposed Hotel
<u>Car Parking Space</u>	
1 per 100 rooms: $199 / 100 = 1.99$, say <u>2 nos.</u>	<u>2 nos.</u> comprising of: (i) 1 no. @ 5m(L) X 2.5m (W) X 2.4m (H), (ii) 1 no. @ 5m (L) X 3.5m (W) X 2.4m (H) for persons with disabilities = HKPSG, OK
<u>Motorcycle Parking Space</u>	
5% to 10% of car parking space: Minimum = $2 \times 5\% = 0.1$, say <u>1 no.</u> Maximum = $2 \times 10\% = 0.2$, say <u>1 no.</u>	<u>1 no.</u> 2.4m(L) X 1m (W) X 2.4m(H) = HKPSG, OK
<u>Goods Vehicle Loading / Unloading Bay</u>	
0.5 – 1 goods vehicle bay per 100 rooms: Minimum = $0.5 \times 199 / 100 = 0.99$, say <u>1 no.</u> With 65% for LGV and 35% for HGV: LGV: $1 \times 0.65 = 0.65$, say <u>0 nos.</u> ; & HGV: $1 - 0 = 1$ no. Maximum = $1 \times 199 / 100 = 1.99$, say <u>2 nos.</u> With 65% for LGV and 35% for HGV: LGV: $2 \times 0.65 = 1.3$, say <u>1 no.</u> ; & HGV: $2 - 1 = 1$ no.	<u>1 no.</u> of HGV @ 11m (L) X 3.5m (W) X 4.7m (H) = HKPSG, OK
<u>Taxi and Private Car Layby</u>	
Minimum 2 nos. for ≤ 299 rooms	<u>2 nos.</u> @ 5m (L) X 2.5m (W) X 2.4m (H) = HKPSG, OK
<u>Single Deck Tour Bus Layby</u>	
Minimum 1 no. for ≤ 299 rooms	<u>1 no.</u> @ 12m (L) X 3.5m (W) X 4.3m (H) = Comply with HKPSG, OK

3.3 **Table 3.1** shows that the internal transport facilities provided comply with the recommendations of the HKPSG. The ground floor layout plan is shown in **Figure 3.1**.

Proposed Traffic Improvement Measures for Proposed Hotel

- 3.4 Traffic improvement measures are proposed at the section of Fui Yiu Kok Street near the Proposed Hotel, which include the following:
- Introduce “Keep Clear” road marking at Fui Yiu Kok Street outside the Proposed Hotel run-in/out;
 - Implement a no-stopping restriction between 0700 and 2400 hour along southern kerbside from its junction of Wang Lung Street; and
 - Install bollards along the footpath abutting to the Proposed Hotel, to prevent vehicles driving onto the footpath.

- 3.5 The proposed traffic improvement measures are shown in **Figure 3.2**.

Swept Path Analysis

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

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed Hotel is expected to be completed in end-2032, and the design year adopted for the traffic assessment is, whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2036, or (ii) 5 years from the date of this application, i.e., 2031.
- 4.2 Hence, Year 2036 is adopted for junction capacity analysis.

Traffic Forecasting

- 4.3 Year 2036 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the NTW1 2019-based Base District Traffic Model (2024 update) (the “BDTM”); (ii) expected traffic generation by the planned / committed developments in the vicinity; and (iii) net Increase in Traffic Generation of the Proposed Hotel.
- 4.4 The (i) additional planned / committed developments near the subject site, (ii) improvement works at Tsuen Tsing Interchange, and (iii) net increase in traffic generation, are presented in the paragraphs below.

Additional Planned / Committed Developments near the Subject Site

- 4.5 The planned / committed developments near the Subject Site not included in the BDTM but have been incorporated to produce the future year traffic flows and these are listed in **Table 4.1**.

TABLE 4.1 ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Ref.	Development	GFA (m ²)	No. of Flat
A	Proposed Industrial Building at No. 18-32 Fiu Yiu Kok Street, Tsuen Wan (Application No. A/TW/521)	17,600	–
B	Proposed Comprehensive Residential Development in CDA(3) Zone, Wang Wo Tsai Street / Sha Tsui Road, Tsuen Wan (Application No. A/TW/527)	Lime SPARK (Phase 1)	462
		Phase 2A	461
		Phase 2B	202
		Phase 2C	202
C	Proposed Comprehensive Residential Development in CDA (5) Zone at Yeung Uk Road / Kwu Hang Road / Wang Wo Tsai Street, Tsuen Wan	–	739
D	Proposed Comprehensive Residential Development in CDA (6) Zone at Wang Wo Tsai Street / Yeung Uk Road, Tsuen Wan (Application No. A/TW/537)	–	629
E	Proposed Residential Development at Lot TWTL 441, junction of Texaco Road / Wing Shun Street, Tsuen Wan	–	790
F	Proposed Data Centre at 126 – 140 Texaco Road, Tsuen Wan	36,000	–
G	Wing Shun Street Community Complex, Tsuen Wan	3,500	–
H	Proposed Industrial Building at Nos. 14 - 18 Ma Kok Street (Application No. A/TW/505)	21,200	–

Improvement Works at Tsuen Tsing Interchange

- 4.6 Improvement is now being undertaken by Highways Department at J11, i.e., Tsuen Tsing Interchange, under Contract No. HY/2022/18 "**Improvement works at Tsuen Tsing Interchange**". The improvement work is shown in **Figure 4.1** and the gazette plan is found in **Appendix C**.

Traffic Generation of the Proposed Hotel

- 4.7 To estimate the traffic generation of the Proposed Hotel, reference is made to the mean rates for hotel uses in TPDM. The adopted trip rates and the estimated AM and PM peak hour traffic generation are presented in **Table 4.2**.

TABLE 4.2 ADOPTED TRIP RATES AND TRAFFIC GENERATION OF THE PROPOSED HOTEL

The Proposed Hotel (199 Rooms)	Parameter	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Mean Trip Rates for Hotel Uses	pcu/hr/room	0.1329	0.1457	0.1290	0.1546
Traffic Generation	pcu/hr	26	29	26	31
		55 (2-way)		57 (2-way)	

- 4.8 **Table 4.2** shows that the Proposed Hotel is expected to generate 55 and 57 pcu / hour (2-way) in AM and PM peak respectively.

Traffic Generation of the Permitted Industrial Use

- 4.9 In view that the subject site is vacant and traffic generation survey could not be conducted, the traffic generation of the permitted industrial use is estimated based on the mean traffic generation rate for industrial use taken from the TPDM. The adopted traffic generation rates and the calculated traffic generation for the existing industrial use are summarised in **Table 4.3**.

TABLE 4.3 ADOPTED TRIP RATES AND TRAFFIC GENERATION FOR PERMITTED INDUSTRIAL USE

Permitted Industrial Use (5,635m ²)	Parameter	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Mean Trip Rates for Industrial Uses	pcu/100m ² /hr	0.0926	0.1386	0.1350	0.1049
Traffic Generation	pcu/hr	6	8	8	6
		14 (2-way)		14 (2-way)	

- 4.10 The permitted industrial use is expected to generate 14 pcu / hour (2-way) in both AM and PM peak.

Net Increase in Traffic Generation

- 4.11 The net increase in traffic generation between the permitted industrial use and the Proposed Hotel is presented in **Table 4.4**.

TABLE 4.4 NET INCREASE IN TRAFFIC GENERATION

Scheme	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Proposed Hotel (from Table 4.2) [a] (pcu/hr)	26	29	26	31
Permitted Industrial Use (from Table 4.3) [b] (pcu/hr)	6	8	8	6
Net Increase [a] – [b]: (pcu/hr)	+ 20	+ 21	+ 18	+ 25
	+ 41 (2-way)		+ 43 (2-way)	

- 4.12 Compared to the permitted industrial use, the Proposed Hotel is expected to generate 41 and 43 additional pcu / hour (2-way) in AM and PM peak respectively.

Year 2036 Traffic Flows

- 4.13 Year 2036 traffic flows for the following cases are derived:

Year 2036 Without the Proposed Hotel [A] = Traffic flows derived with reference to BDTM + expected traffic generation of the planned / committed developments after 2019 + Traffic Generation of the Permitted Industrial Use

Year 2036 With the Proposed Hotel [B] = [A] + Net Increase in Traffic Generation of the Proposed Hotel

- 4.14 Year 2036 peak hour traffic flows for the above cases are shown in **Figures 4.2 – 4.3** respectively.

Year 2036 Junction Capacity Analysis

- 4.15 Year 2036 junction capacity analysis for the three cases are summarised in **Table 4.5** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 YEAR 2036 JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	2036 Without the Proposed Hotel		2036 With the Proposed Hotel	
			AM Peak	PM Peak	AM Peak	PM Peak
J01	Texaco Road / Wing Shun Street / Ma Tau Pa Road	Signal (RC)	69%	71%	69%	71%
J02	Ma Tau Pa Road / Wang Lung Street	Signal (RC)	118%	116%	117%	115%
J03	Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road	Signal (RC)	43%	28%	43%	28%
J04	Yeung Uk Road / Wang Lung Street	Priority (DFC)	0.196	0.219	0.205	0.225
J05	Yeung Uk Road / Wang Wo Tsai Street	Priority (DFC)	0.477	0.394	0.477	0.394
J06	Texaco Road / Yeung Uk Road / Kwai Fuk Road	Signal (RC)	19%	17%	19%	17%
J07	Wang Lung Street / Fui Yiu Kok Street	Priority (DFC)	0.473	0.441	0.504	0.469
J08	Wang Lung Street / Lung Tak Street	Priority (DFC)	0.681	0.675	0.710	0.704
J09	Texaco Road / Wing Tak Street	Signal (RC)	63%	83%	63%	83%
J10	Texaco Road / Lung Tak Street	Priority (DFC)	0.797	0.754	0.807	0.763
J11	Tsuen Tsing Interchange	RA (DFC)	0.700	0.741	0.710	0.753

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

- 4.16 **Table 4.5** shows that the junctions analysed have capacity to accommodate the expected traffic growth to 2036 and the traffic generated by the Proposed Hotel. In addition, **Table 4.5** shows that the traffic generated by the Proposed Hotel to the road junctions is negligible.

5.0 PEDESTRIAN IMPACT

Pedestrian Generation Rate of Proposed Hotel

- 5.1 Pedestrian generation rates are obtained from surveys of hotels which are similar class, number of rooms and traffic characteristics, i.e. proximity to the public transport services.
- 5.2 The surveyed hotels include the following:
- (i) Nina Hotel Kowloon East at 38 Chong Yip Street, Kwun Tong
 - (ii) Tuen Mun Pentahotel at 6 Tsun Wen Road, Tuen Mun
 - (iii) Dorsett Kwun Tong at 84 Hung To Road, Kwun Tong
 - (iv) Hotel Cozi Harbour View at 163 Wai Yip Street, Kwun Tong
- 5.3 The pedestrian generation and pedestrian generation rates of the surveyed hotels are presented in **Tables 5.1**.

TABLE 5.1 PEDESTRIAN GENERATION RATES OF THE SURVEYED HOTELS

Development	No. of rooms	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Pedestrian Generation (ped / 15 min)					
Nina Hotel Kowloon East	254	44	13	45	40
Tuen Mun Pentahotel	298	35	4	24	34
Dorsett Kwun Tong	360	71	16	26	27
Hotel Cozi Harbour View	598	46	19	29	24
Pedestrian Generation Rates (ped / 15 min / room)					
Nina Hotel Kowloon East	254	0.1732	0.0512	0.1772	0.1575
Tuen Mun Pentahotel	298	0.1174	0.0134	0.0805	0.1141
Dorsett Kwun Tong	360	0.1972	0.0444	0.0722	0.0750
Hotel Cozi Harbour View	598	0.0769	0.0318	0.0485	0.0401
Adopted Pedestrian Generation Rate		0.1732	0.0512	0.1772	0.1575

Pedestrian Generation of Proposed Hotel

- 5.4 The pedestrian generation of the Proposed Hotel is estimated based on the pedestrian generation rates in **Table 5.1** and is presented in **Table 5.2**.

TABLE 5.2 PEDESTRIAN GENERATION OF THE PROPOSED HOTEL

Item	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
<i>Adopted Pedestrian Generation Rate (ped / 15 min / room)</i>				
Hotel (from Table 5.1)	0.1732	0.0512	0.1772	0.1575
<i>Pedestrian Generation (ped / 15 min)</i>				
The Proposed Hotel – 199 rooms	35	11	36	32
	46 (2-way)		68 (2-way)	

- 5.5 **Table 5.2** shows that the Proposed Hotel is expected to generate 46 and 68 ped/15-minutes (2-way) in AM and PM peak respectively.

Pedestrian Generated by Planned / Committed Developments in the Vicinity

- 5.6 The pedestrian generated by planned / committed developments found in **Table 4.3**, is included in the Year 2036 pedestrian flow.

Annual Pedestrian Growth Rate between 2026 – 2036

- 5.7 To establish the pedestrian growth rate from 2026 to 2036, reference is made to 2 sources of information including:
- (i) *Tsuen Wan District Population Projection of "2021 - based TPEDM" from Planning Department; and*
 - (ii) *"Hong Kong Population Projections" from the Census and Statistics Department.*
- 5.8 Relevant information from the 2021 - based TPEDM is presented in **Table 5.3**.

TABLE 5.3 TSUEN WAN DISTRICT POPULATION PROJECTIONS

Year	Population [a]	Employment [b]	Overall [c] = [a] + [b]
2021	320,100	167,350	487,450
2031	295,850	163,800	459,650
Average Annual Growth 2021 to 2031	-0.8%	-0.2%	-0.6%

- 5.9 **Table 5.3** shows that the average annual population growth in the Tsuen Wan District between 2021 and 2031 is -0.6%.
- 5.10 Relevant information from the *"Hong Kong Population Projections"* is presented in **Table 5.4**.

TABLE 5.4 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2026	7,596.8
2036	8,022.4
Average Annual Growth 2026 to 2036	0.55%

- 5.11 **Table 5.4** shows that the average annual population growth in Hong Kong between 2026 – 2036 is 0.55%. Hence, the annual growth from 2026 to 2036 adopted is 0.55%.

Year 2036 Pedestrian Flows

- 5.12 Year 2036 pedestrian flows are produced with reference to (i) the observed 2026 pedestrian flows, (ii) annual pedestrian growth rate, (iii) expected pedestrian demand due to the planned / committed developments between 2026 – 2036 and the subject site.

5.13 Year 2036 pedestrian flows the following cases are derived:

2036 without the Proposed Hotel [A] = 2026 observed pedestrian flows + adopted pedestrian growth from 2026 to 2036 + pedestrian generated by planned / committed developments in the vicinity

2036 with the Proposed Hotel [B] = [A] + pedestrian generation of the Proposed Hotel

Year 2036 Footpath Level-Of-Service

5.14 Year 2036 peak hour pedestrian flows for the case of 2036 without and with the Proposed Hotel are estimated as shown in **Figure 5.1** and the corresponding LOS assessment is presented in **Table 5.5**.

TABLE 5.5 YEAR 2036 LOS ASSESSMENT

Location	Clear Width ⁽¹⁾ [Effective Width] (m)	Peak Period	2036 without the Proposed Hotel			2036 with the Proposed Hotel		
			Flow (ped/15 min)	Flow rate (ped/min/m)	LOS	Flow (ped/15 min)	Flow rate (ped/min/m)	LOS
P1. Footbridge over Ma Tau Pa Road	3.0[2.0]	AM	524	17.5	B	533	17.8	B
		PM	566	18.9	B	580	19.4	B
P2. Fui Yiu Kok Street Southern Footpath	3.0[2.0]	AM	70	2.4	A	88	3.0	A
		PM	46	1.6	A	73	2.5	A
P3. Fui Yiu Kok Street Northern Footpath	5.0[4.0]	AM	162	2.7	A	180	3.0	A
		PM	162	2.7	A	189	3.2	A
P4. Yeung Uk Road Southern Footpath	3.5[2.5]	AM	359	9.6	A	368	9.9	A
		PM	446	11.9	A	460	12.3	A
P5. Yeung Uk Road Northern Footpath	4.0[3.0]	AM	192	4.3	A	199	4.5	A
		PM	247	5.5	A	257	5.8	A
P6. Ma Tau Pa Road Southern Footpath	4.3[3.3]	AM	315	6.4	A	327	6.7	A
		PM	452	9.2	A	469	9.5	A

Note: ⁽¹⁾ The width excludes railing and obstructions.

5.15 The results in **Table 5.5** show that the assessed footpaths operate with LOS A or B, which is acceptable. In addition, **Table 5.5** shows that the pedestrian generated by the Proposed Hotel to the footpaths assessed is negligible.

Public Transport Assessment for the Proposed Hotel

5.16 Reference is made to “Travel Characteristic Survey 2022” (“TCS2022”) to determine the public transport services used by visitors to the Proposed Hotel, and is presented in **Table 5.6**.

TABLE 5.6 TRANSPORT MODE FOR PROPORTIONS OF TRANSPORT
MODES TAKEN BY VISITORS STAYING IN HOTELS IN TCS2022

Transport Mode	Distribution
MTR	47%
Bus	14%
Taxi/ Hired Car	12%
Tour Coach/ Shuttle Bus	10%
Private Vehicle	3%
Ferry / Other Sea Transport	9%
Others	5%
Total	100%

5.17 To estimate passenger demand generated by the Proposed Hotel for MTR and bus, the following issues are considered:

- (1) There is no ferry service provided near the Proposed Hotel
- (2) The pick-up/drop-off activities of taxi, hired cars, tour coaches, shuttle buses and private vehicles are expected to be conducted within the Proposed Hotel.

5.18 Based on the above issues, the distributions shown in **Table 5.6** for MTR and bus are adjusted pro-rata to 77% and 23% respectively.

Estimated Peak Hour Public Transport Demand

5.19 The AM peak hour public transport demand of the Proposed Hotel is estimated based on the modified transport mode in **Table 5.6**, and are presented in **Table 5.7**.

TABLE 5.7 ESTIMATED PEAK HOUR PUBLIC TRANSPORT DEMAND OF
THE PROPOSED HOTEL

Transport Mode of Proposed Hotel (Passenger/hr)	Ratio	AM Peak			PM Peak		
		Gen	Att	2-way	Gen	Att	2-way
Total (from Table 5.2)	100%	35	11	46	36	32	68
MTR	77%	27	8	35	28	25	53
Bus	23%	8	3	11	8	7	15

Gen – Generation Att – Attraction

5.20 **Table 5.7** shows that Proposed Hotel is expected to generate additional of 35 and 53 passengers per hour (2-way) MTR demand and 11 and 15 passengers per hour (2-way) bus demand during AM and PM peak hour respectively.

Potential Impact to Public Transport Service

5.21 As presented in **Figure 2.14**, there are 22 bus routes serving at Yeung Uk Road, Luen Tan Street and Ma Tau Pa Road. Hence, the potential impact due to the bus demand due to the Proposed Hotel is negligible.

5.22 The operational performance of the MTR Tsuen Wan Line and Tuen Ma Line is obtained from "Examination of Estimates of Expenditure 2025-26" in Finance Committee of Legislative Council, and is presented in **Table 5.8**.

TABLE 5.8 OPERATIONAL PERFORMANCE OF MTR TSUEN WAN LINE
AND TUEN MA LINE IN 2025

Item	Tsuen Wan Line	Tuen Ma Line
Carrying capacity (passenger/hour) [a]	70,100	58,800
Patronage (passenger/hour) [b]	38,400	38,400
Loading [b]/[a] {Critical Link}	55% {Sham Shui Po to Prince Edward}	65% {Tsuen Wan West to Mei Foo}

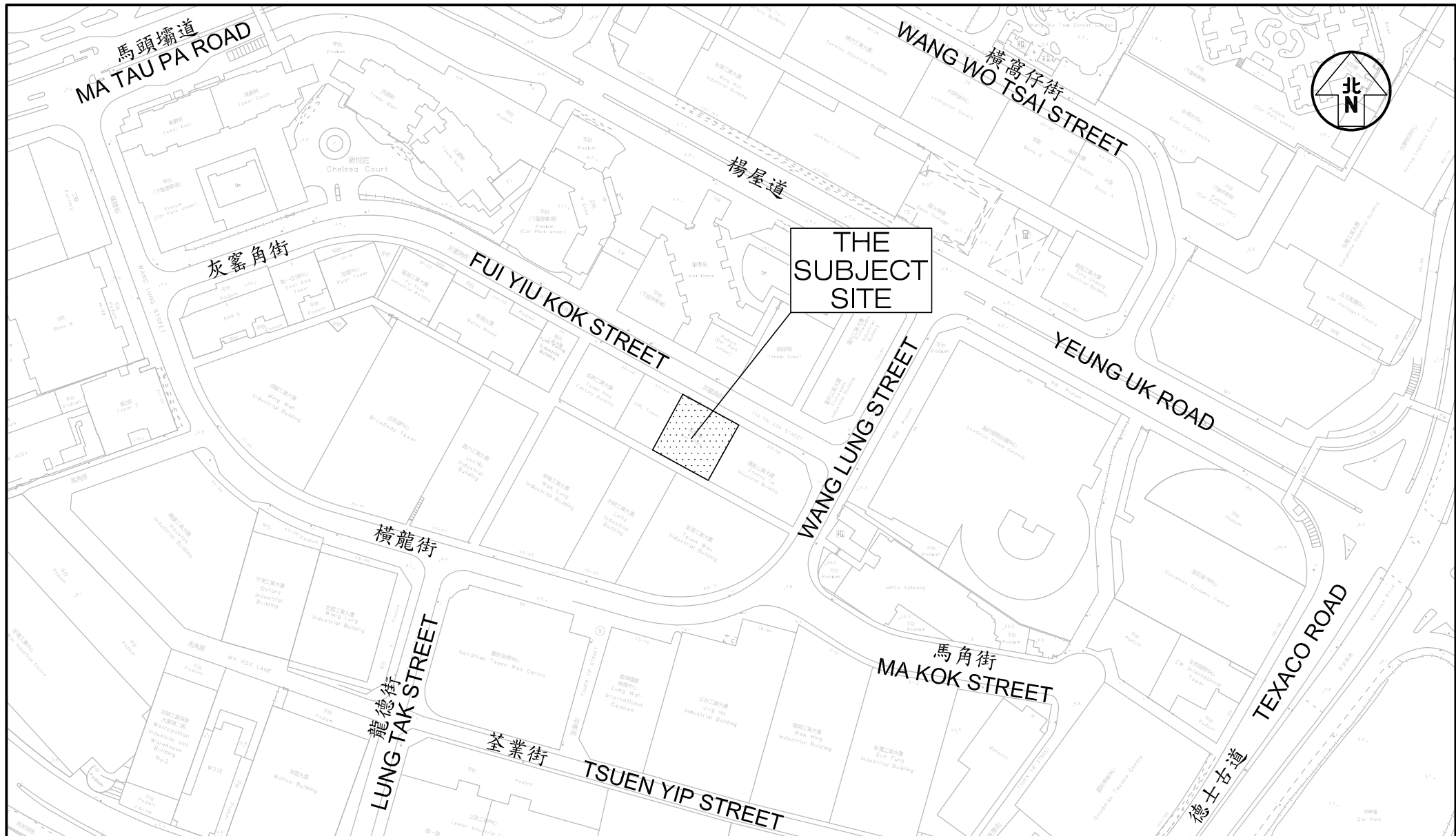
Source: Reply Serial No. TLB187 for Question Serial No. 2418, Controlling Officer’s Reply, Examination of Estimates of Expenditure 2026-27. Finance Committee. Legislative Council. April 2026.

< https://www.legco.gov.hk/yr2026/english/fc/fc/w_q/tlb-e.pdf >

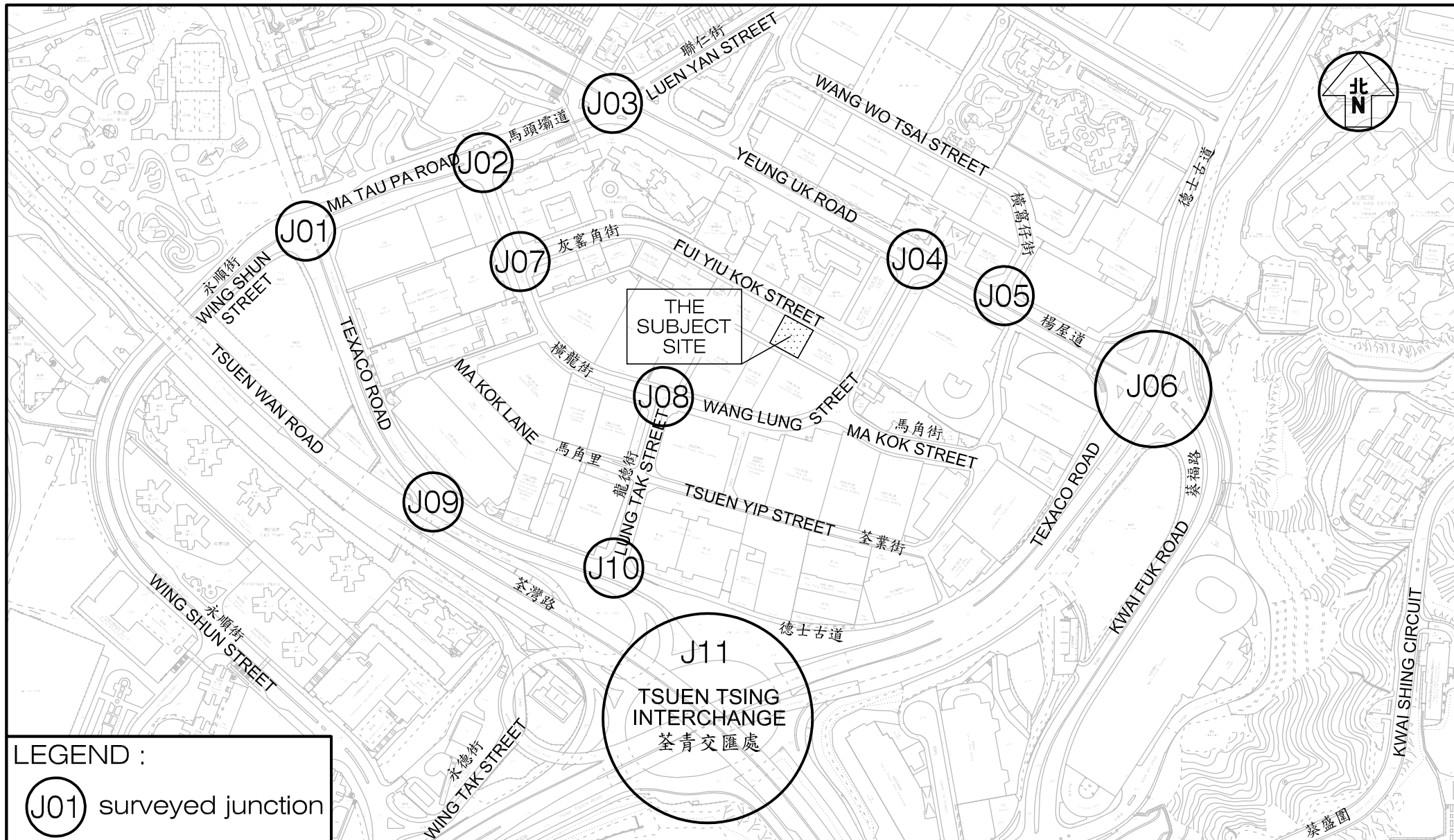
- 5.23 As shown in **Table 5.8**, the MTR Tsuen Wan Line and Tuen Ma Line have a carrying capacity of 70,100 and 58,800 passenger / hour and the loading is 55% (from Sham Shui Po to Prince Edward) and 65% (from Tsuen Wan West to Mei Foo) respectively. Based on passenger demand of 53 for MTR generated by the Proposed Hotel (as stated in **Table 5.7**) during the peak hour, the impact to the MTR services is negligible, i.e., 0.04% [Calculation: $53 \div (70,100 + 58,800) = 0.04\%$].

6.0 SUMMARY

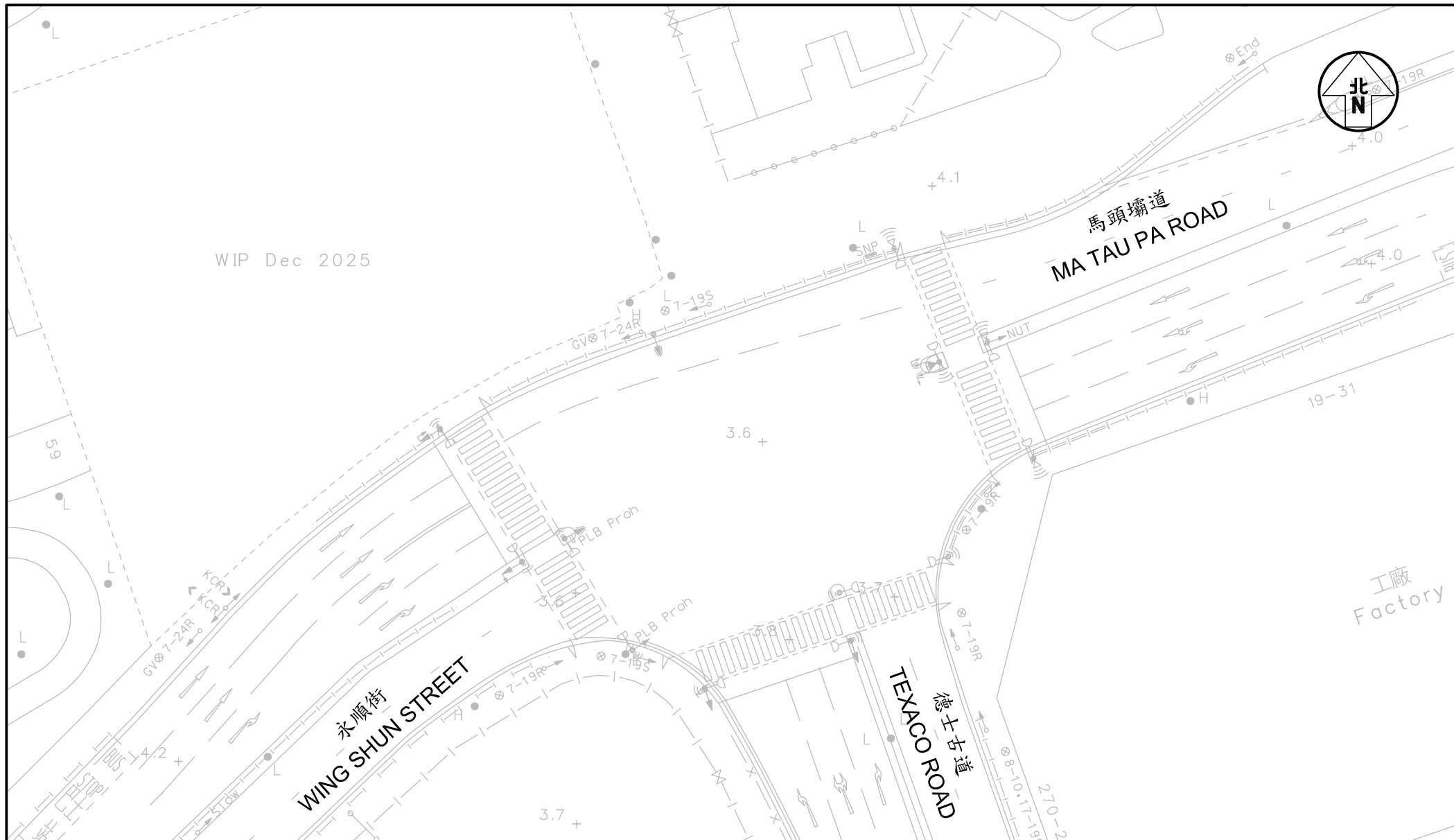
- 6.1 The Proposed Hotel will have 199 numbers of hotel rooms.
- 6.2 Manual classified counts were conducted at junctions, which are located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours.
- 6.3 The internal transport facilities provided for the Proposed Hotel comply with the recommendations of the HKPSG. Swept path analysis was conducted to ensure that all vehicles could enter and leave the Proposed Hotel and their respective space / bay with ease.
- 6.4 Year 2036 peak hour traffic flows for the junction capacity analysis are produced (i) with reference to the NTW1 2019-based BDTM; (ii) expected traffic generation by the planned / committed developments in the vicinity; and (iii) net increase in traffic generation of the Proposed Hotel.
- 6.5 This TIA concludes that the traffic generation of the Proposed Hotel has negligible traffic impact to the road junctions.
- 6.6 The assessment of footpaths found that the Proposed Hotel has negligible impact.
- 6.7 It can be concluded that the Proposed Hotel will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.



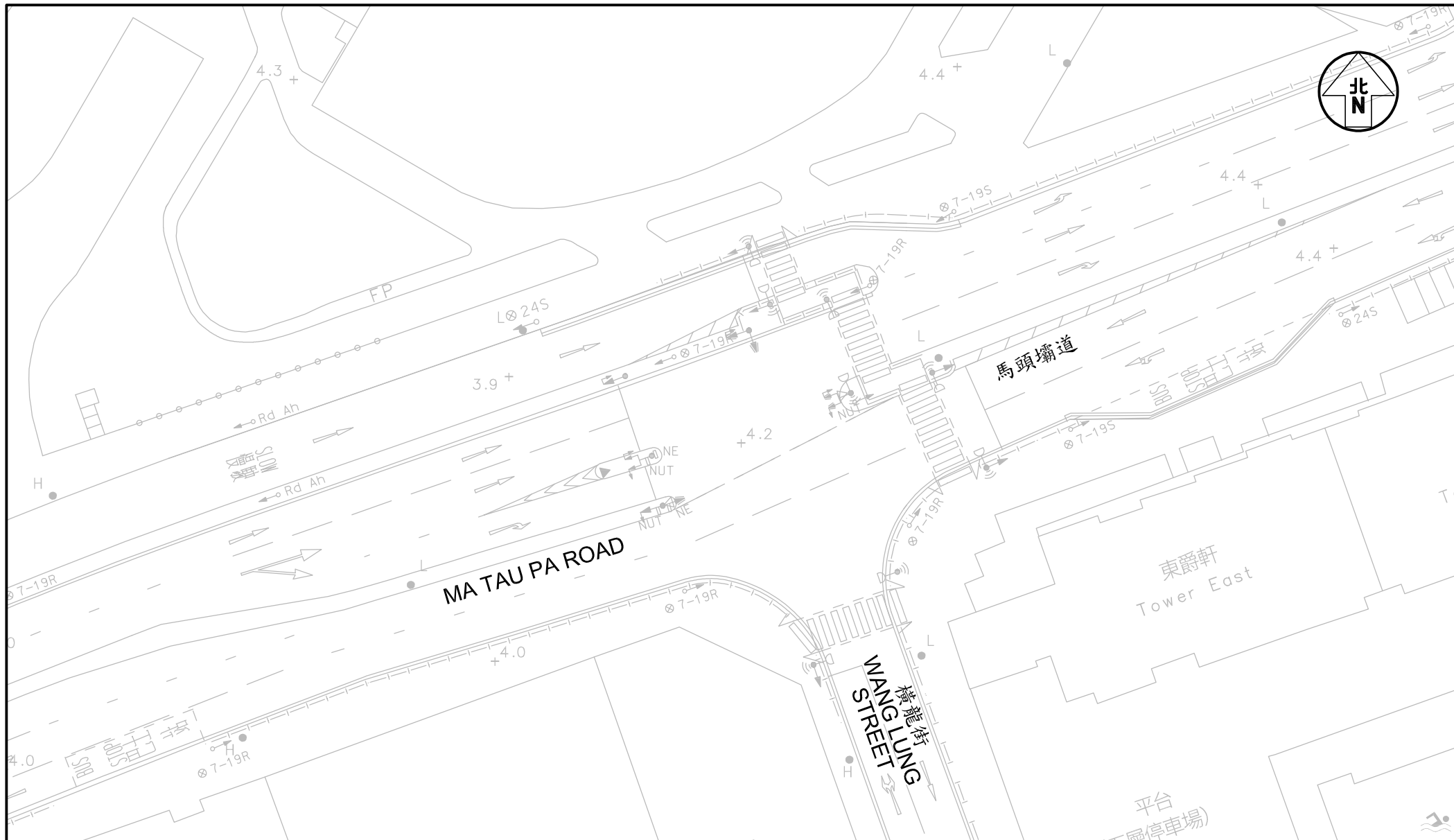
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Figure Title LOCATION OF THE SUBJECT SITE	<table> <tr> <td>Designed by L K W</td><td>Drawn by S C Y</td><td>Checked by K C</td></tr> <tr> <td colspan="2">Scale in A4 1 : 2,000</td><td>Date 29 MAY 2026</td></tr> </table>	Designed by L K W	Drawn by S C Y	Checked by K C	Scale in A4 1 : 2,000		Date 29 MAY 2026	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
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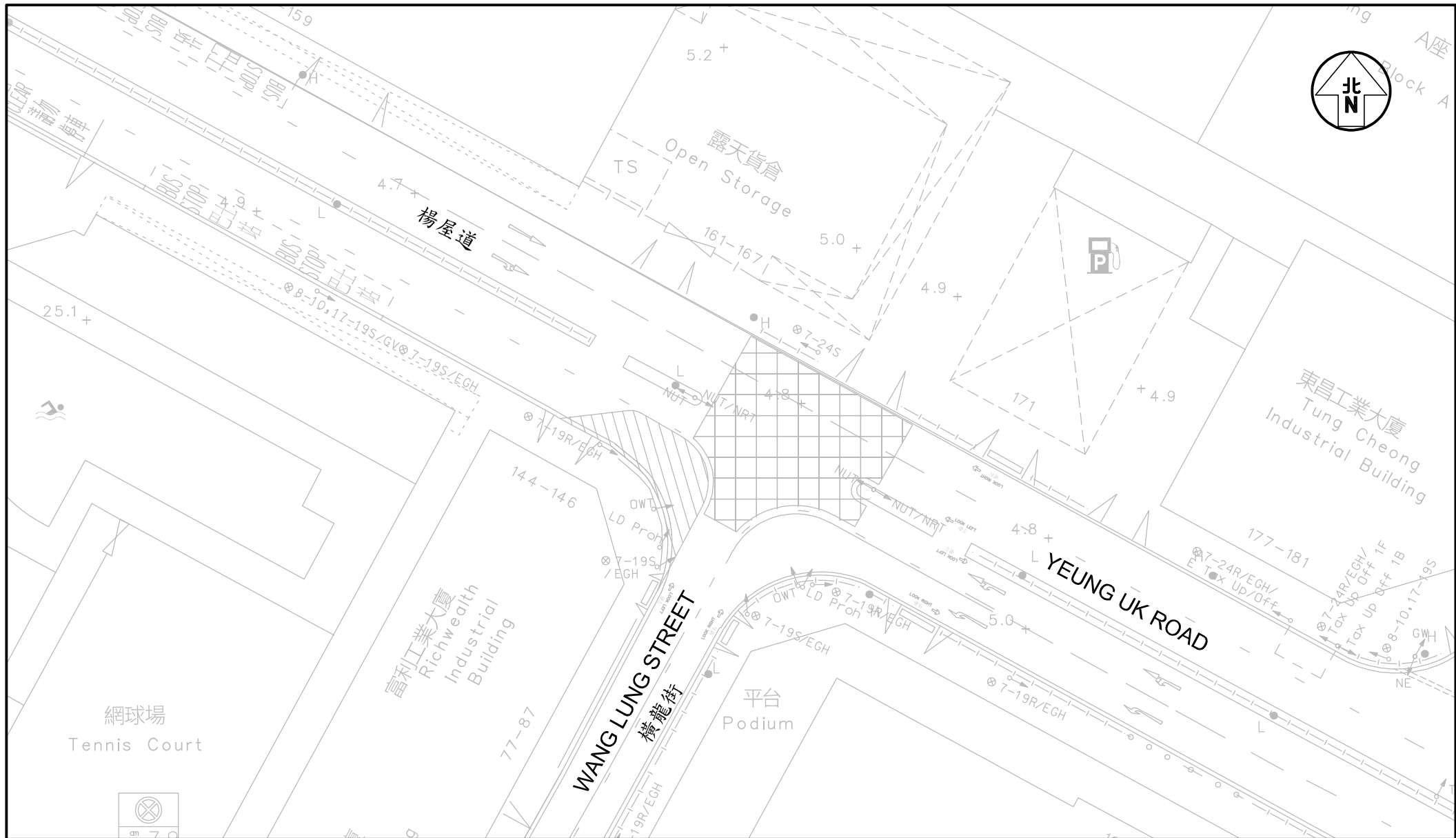
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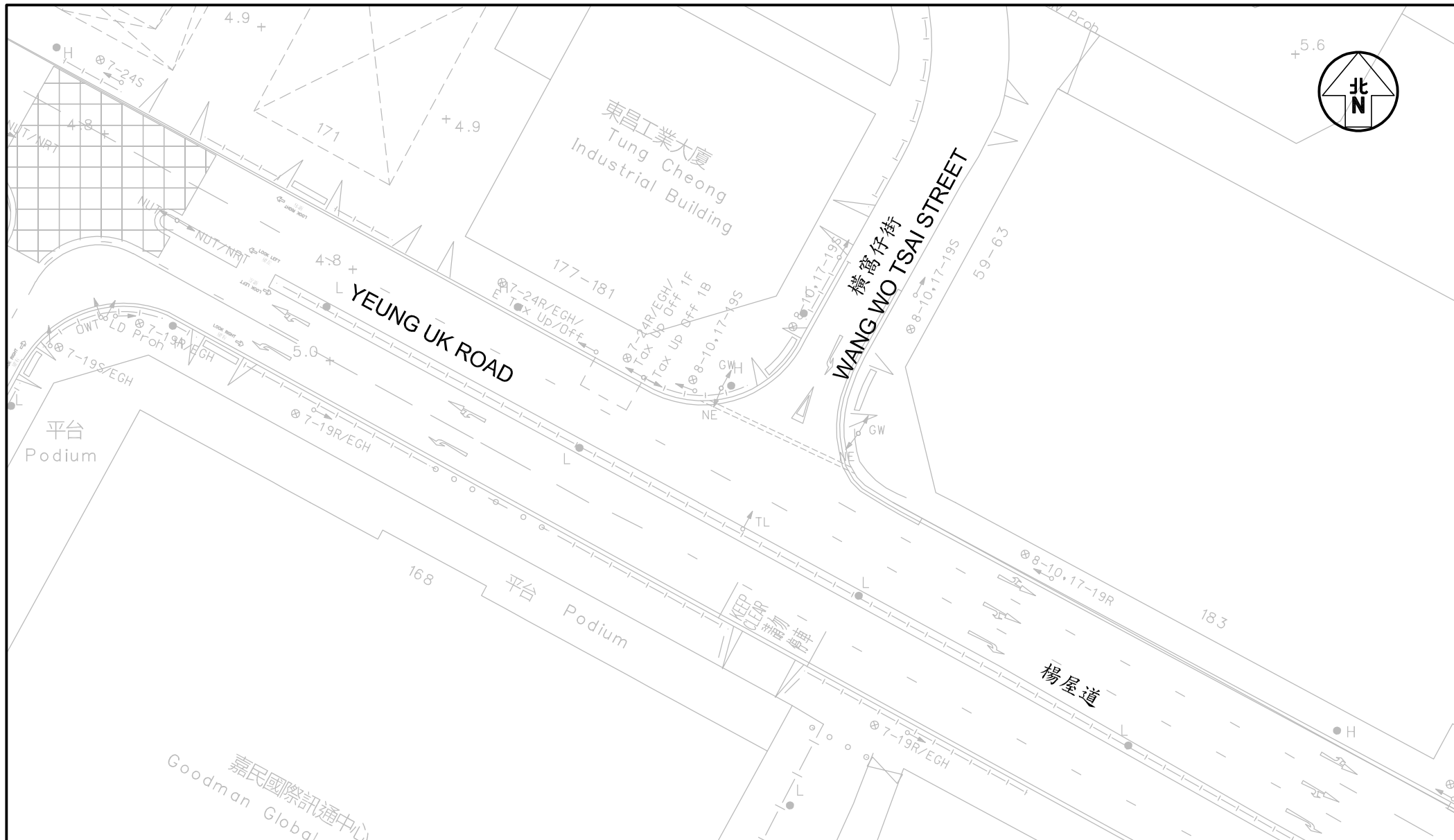
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Figure Title			JUNCTION LAYOUT OF TEXACO ROAD / WING SHUN STREET / MA TAU PA ROAD			Designed by		L K W		Drawn by		S C Y		Checked by		K C			
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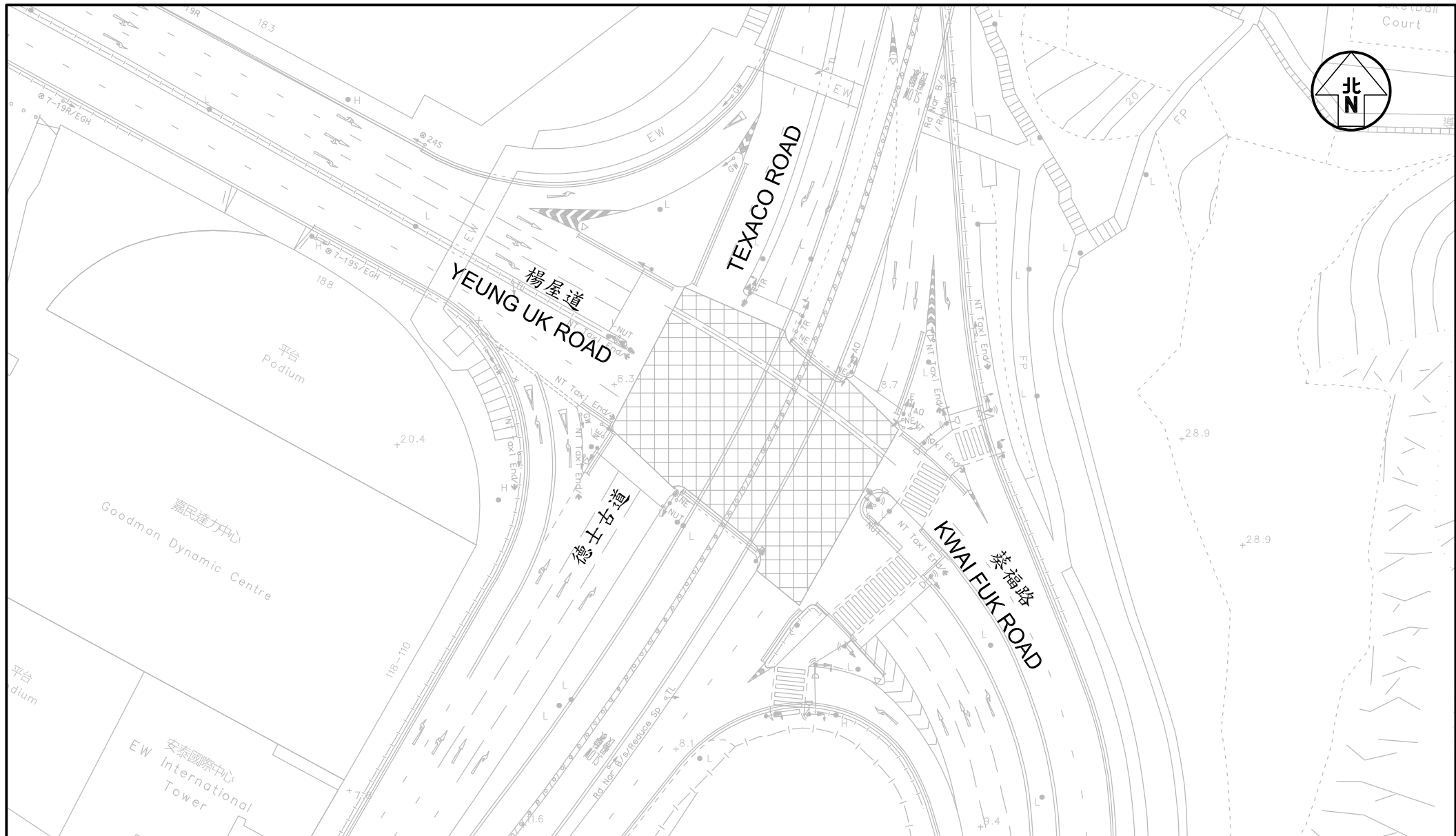
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Figure Title JUNCTION LAYOUT OF MA TAU PA ROAD / WANG LUNG STREET	Designed by L K W Drawn by S C Y Checked by K C Scale in A4 1 : 500 Date 29 MAY 2026	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk



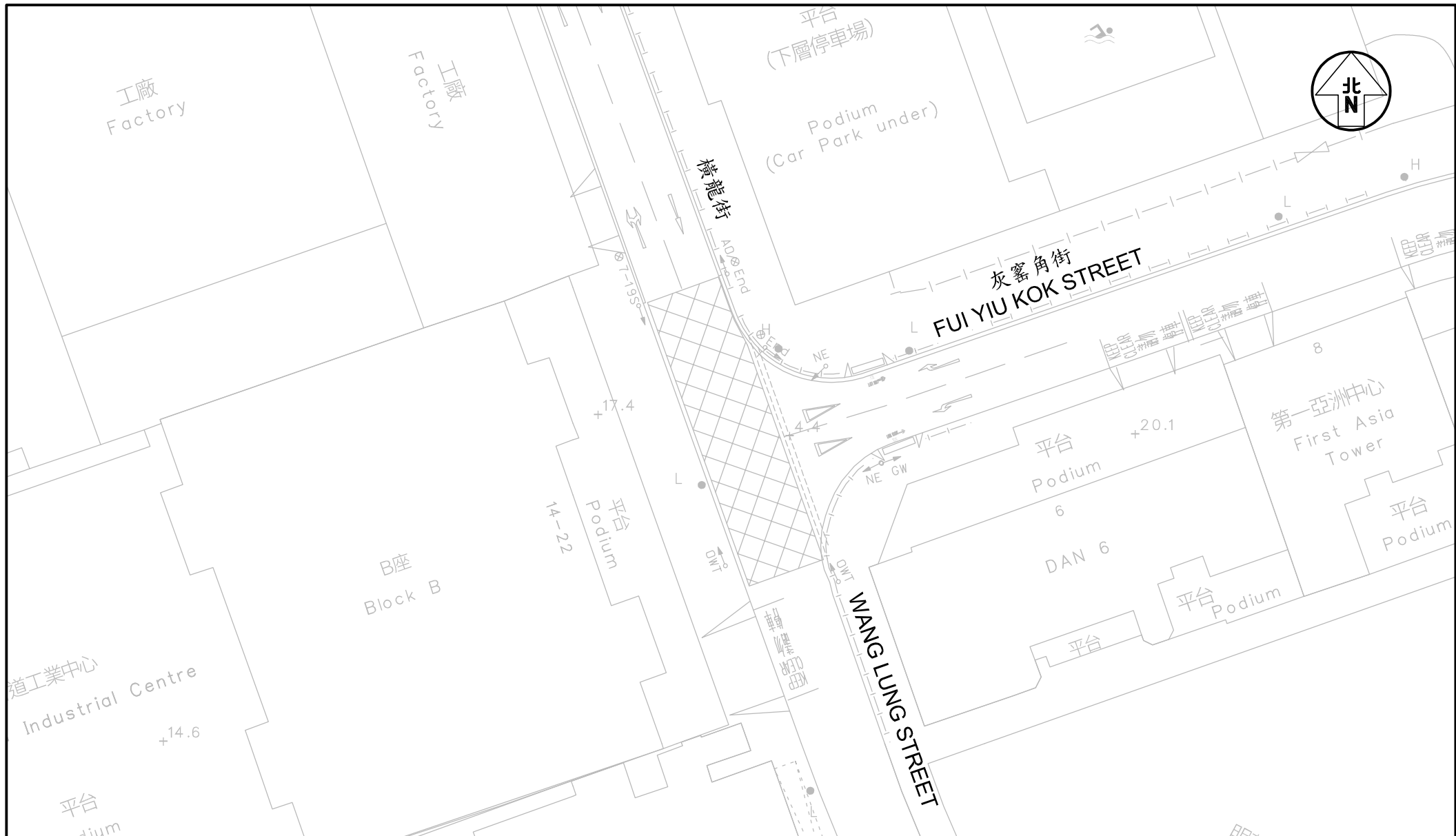
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JUNCTION LAYOUT OF YEUNG UK ROAD / WANG LUNG STREET						L K W		S C Y				K C	
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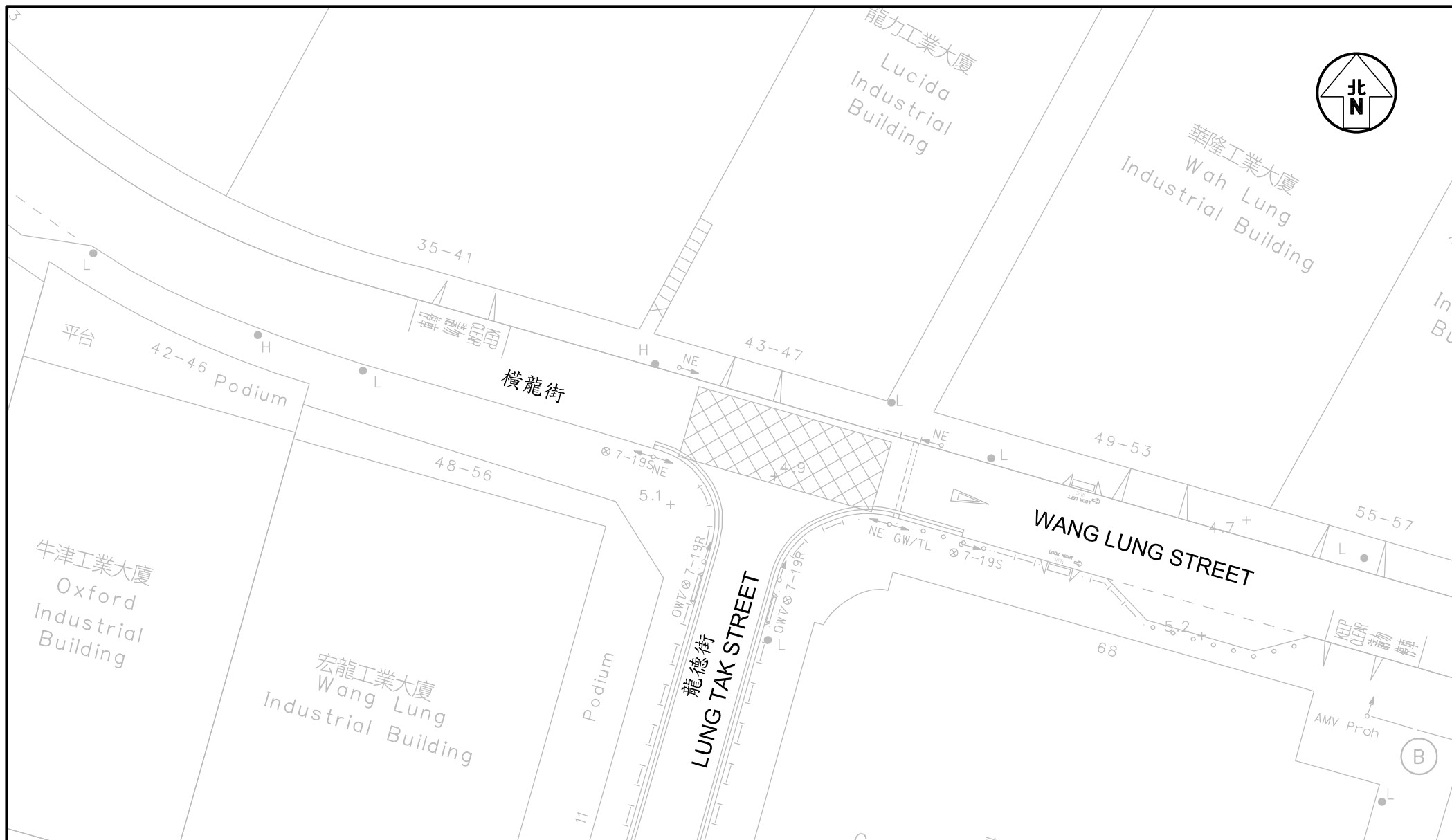
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Figure Title JUNCTION LAYOUT OF YEUNG UK ROAD / WANG WO TSAI STREET	Designed by L K W Drawn by S C Y Checked by K C	
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Figure Title JUNCTION LAYOUT OF TEXACO ROAD / YEUNG UK ROAD / KWAI FUK ROAD	Designed by L K W	Drawn by S C Y	Checked by K C
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Figure Title JUNCTION LAYOUT OF WANG LUNG STREET / FUI YIU KOK STREET	Designed by L K W Drawn by S C Y Checked by K C Scale in A4 1 : 500 Date 29 MAY 2026	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



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JUNCTION LAYOUT OF WANG LUNG STREET / LUNG TAK STREET

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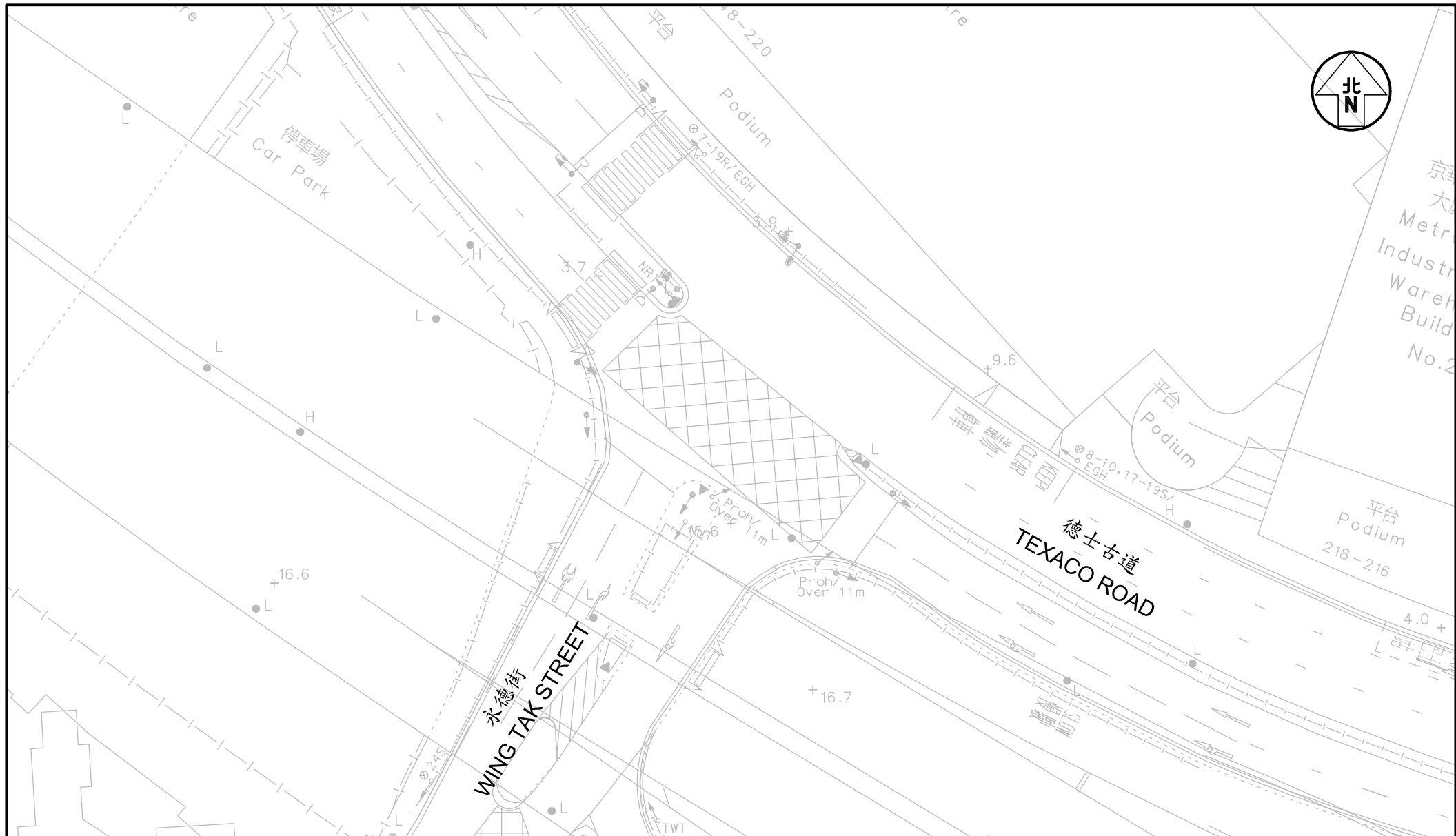
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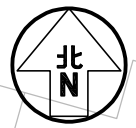
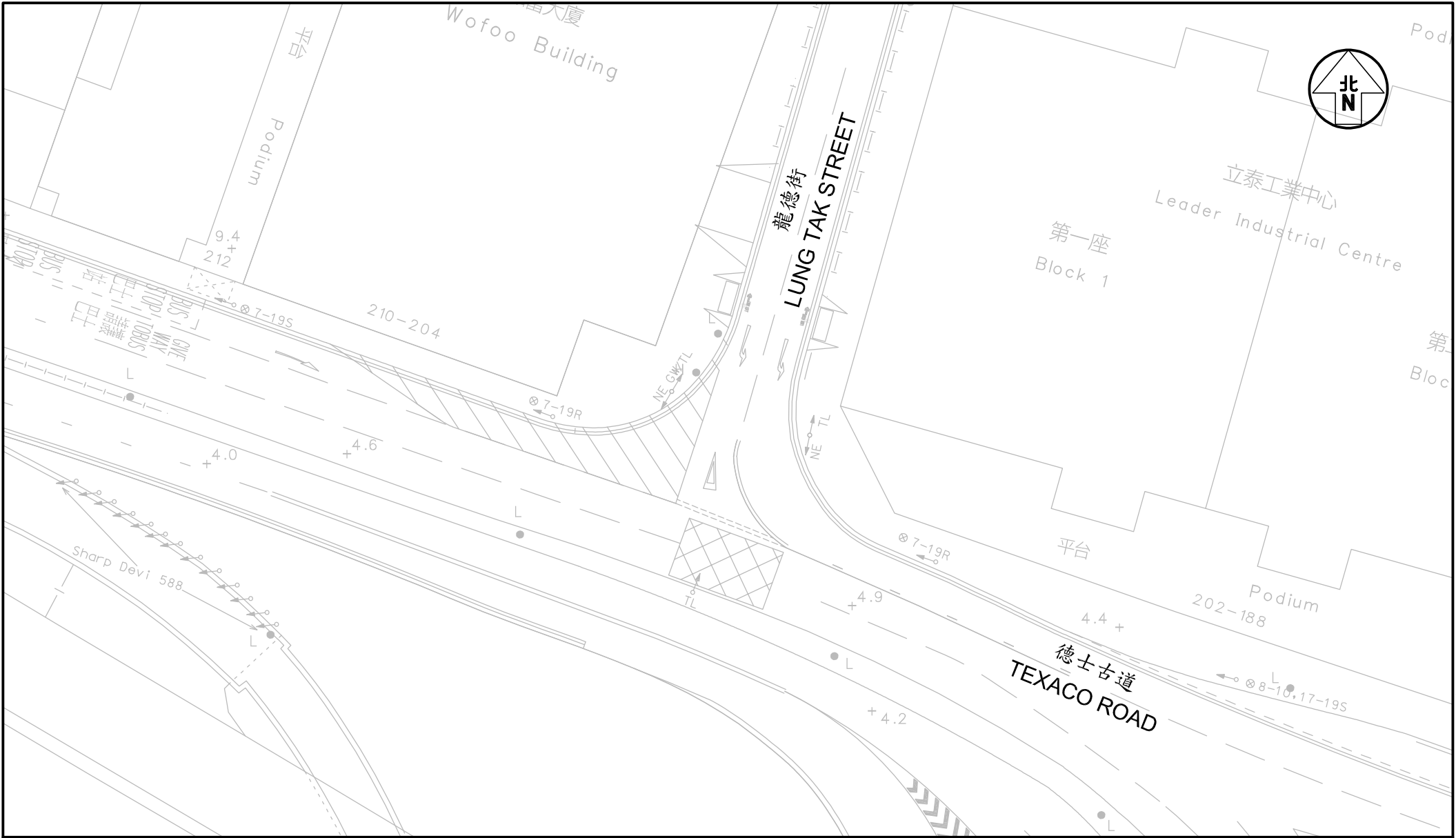
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Figure Title			JUNCTION LAYOUT OF TEXACO ROAD / WING TAK STREET			J7473		2.10	
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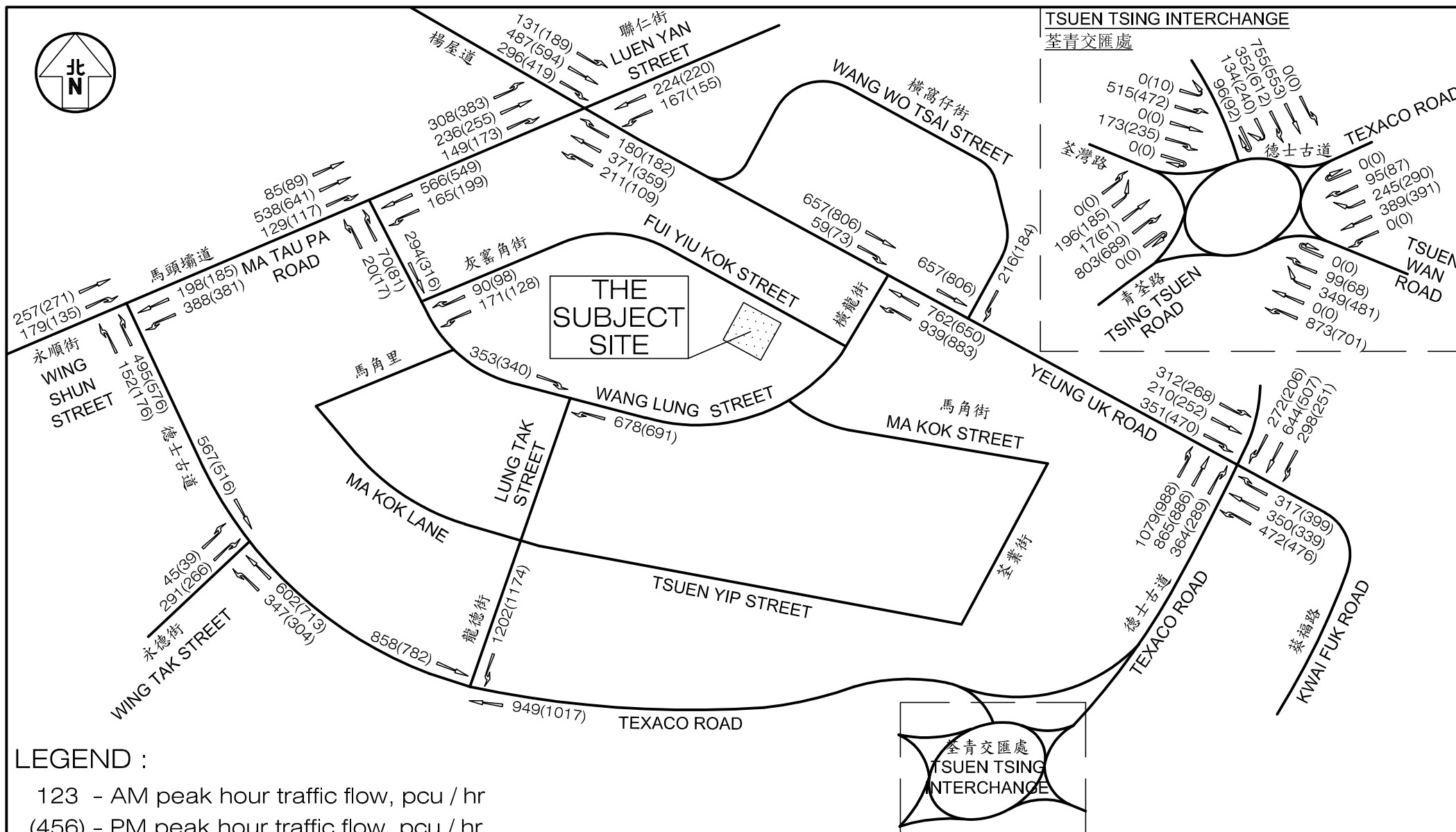
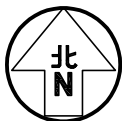
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Figure Title JUNCTION LAYOUT OF TEXACO ROAD / LUNG TAK STREET

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LEGEND :

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

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Figure No.

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Figure Title

YEAR 2026 EXISTING PEAK HOUR TRAFFIC FLOWS

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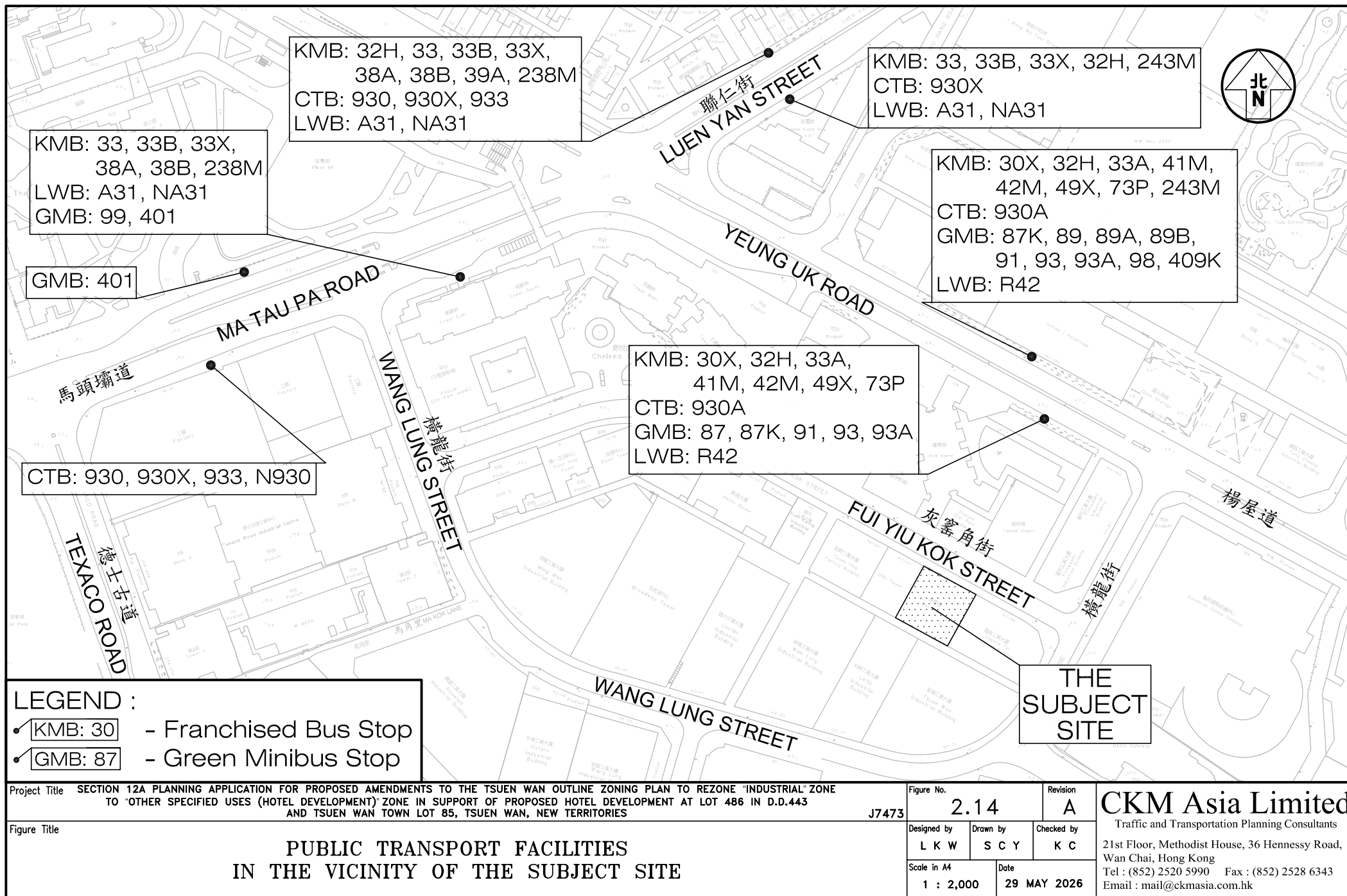
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Figure No.

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Figure Title

PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF THE SUBJECT SITE

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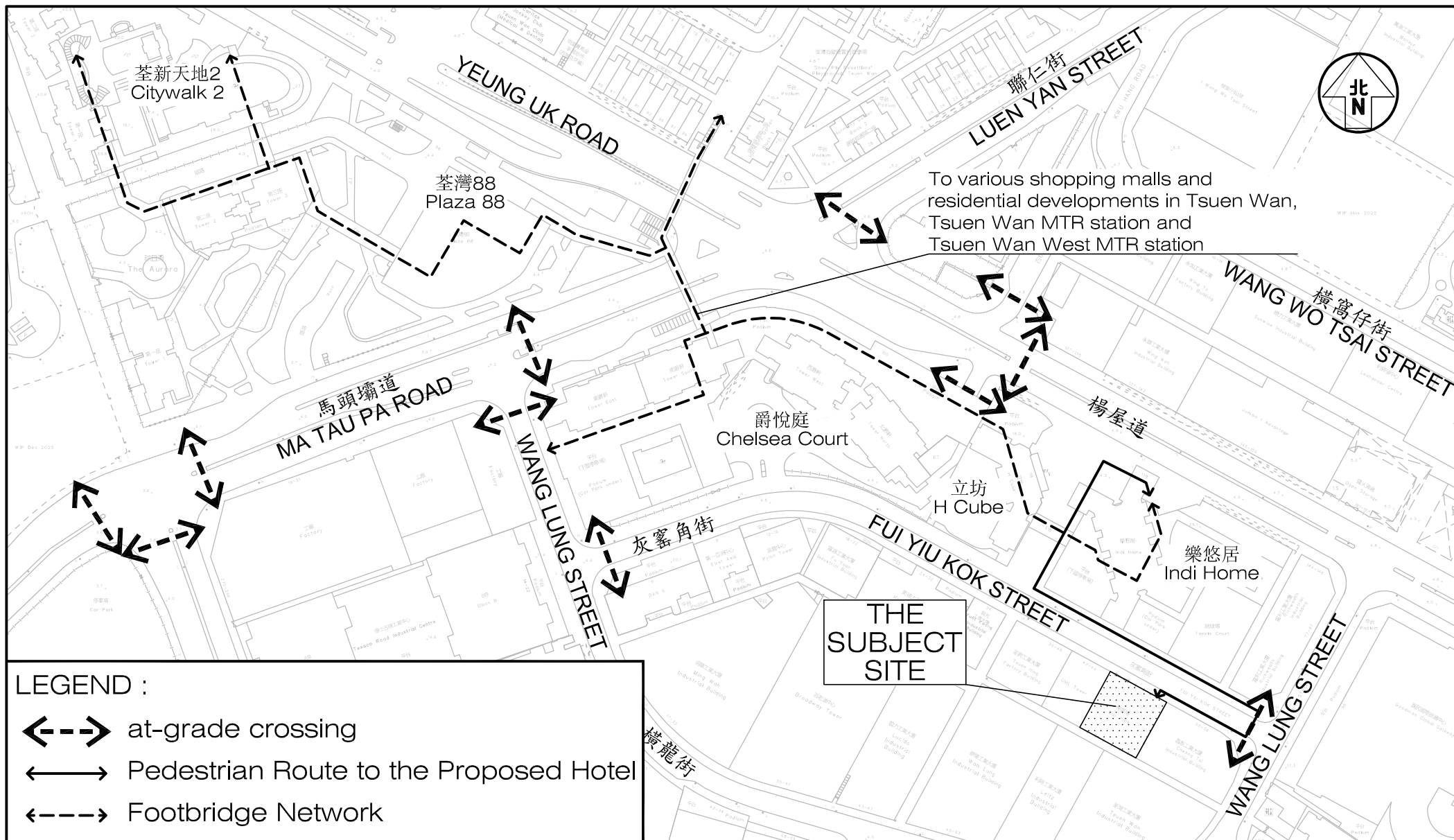
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J7473

Figure No.

2.15

Revision

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Figure Title

**PEDESTRIAN FACILITIES AND PORTION OF
TSUEN WAN FOOTBRIDGE NETWORK NEAR THE PROPOSED HOTEL**

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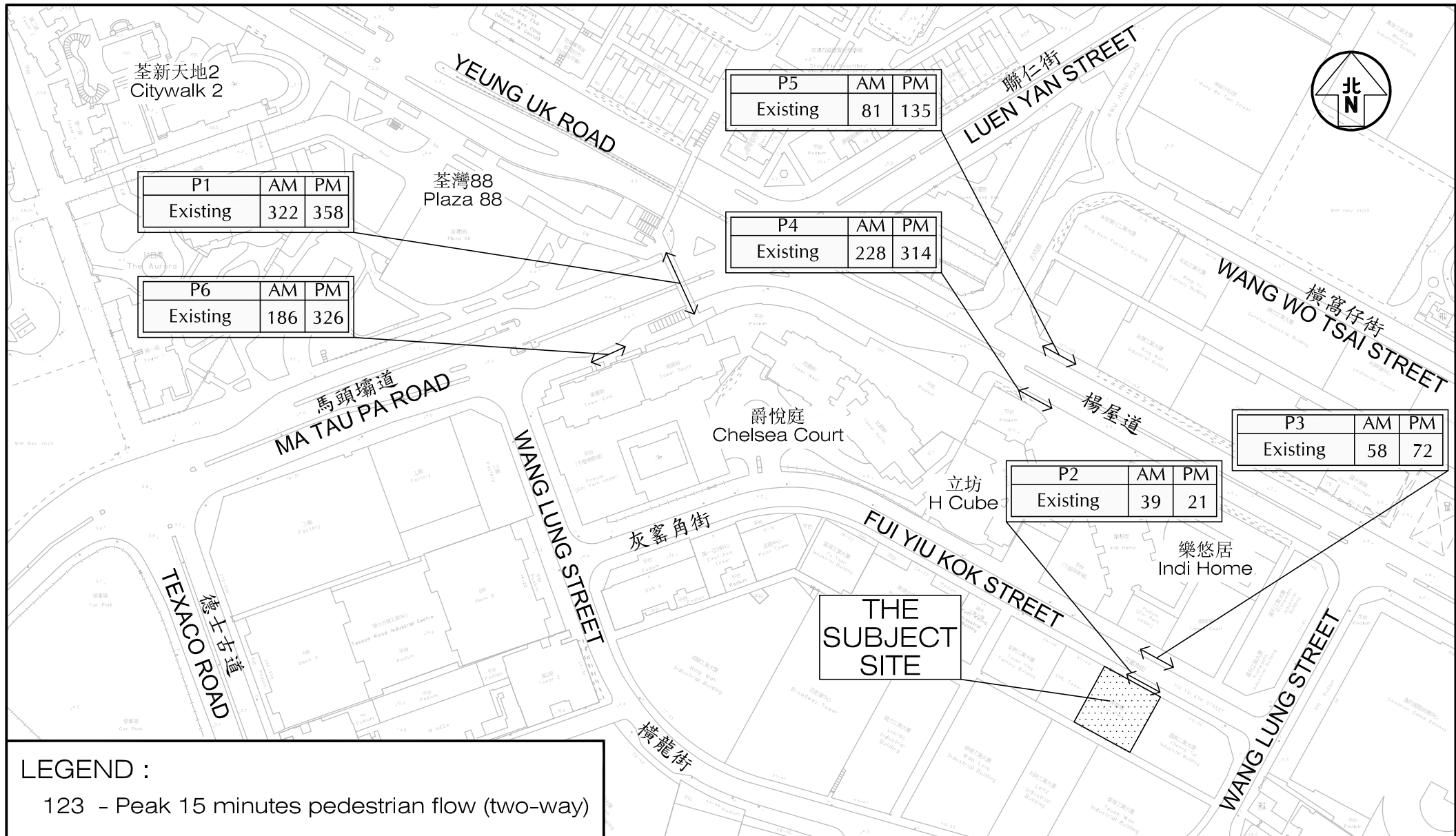
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Figure No. 2.16
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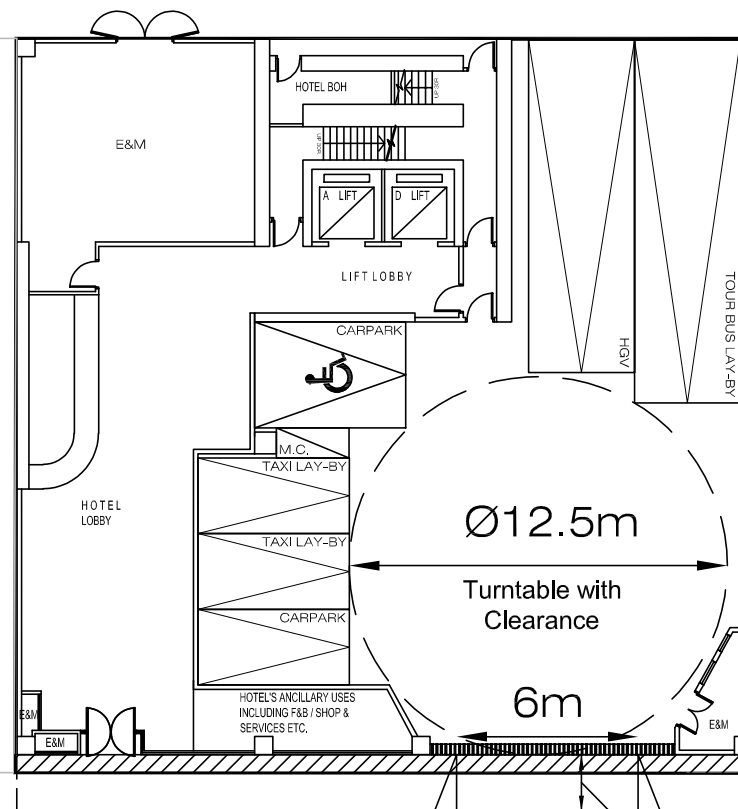
Figure Title
YEAR 2026 EXISTING PEAK 15 MINUTES PEDESTRIAN FLOWS

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Date 29 MAY 2026

Traffic and Transportation Planning Consultants
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昌泰工業大廈
Cheong Tai
Industrial Building

50-56



UML Tower

0.6m Setback

42-44

Glass Canopy above

灰窰角街

FUI YIU KOK STREET

KEEP CLEAR

Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

3.1

Revision

A

Figure Title

PROPOSED GROUND FLOOR PLAN

Designed by
L K W

Drawn by
S C Y

Checked by
K C

Scale in A4
1 : 250

Date
29 MAY 2026

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T:\JOB\J7450-J7499\J7473\2026 05\Fig 3.1 RevA.dwg

LEGEND :

Proposed Bollard with 2m centre-to-centre spacing and minimum 500mm clear from road kerb

Proposed road marking



TS2131(7)



TS2139(7)

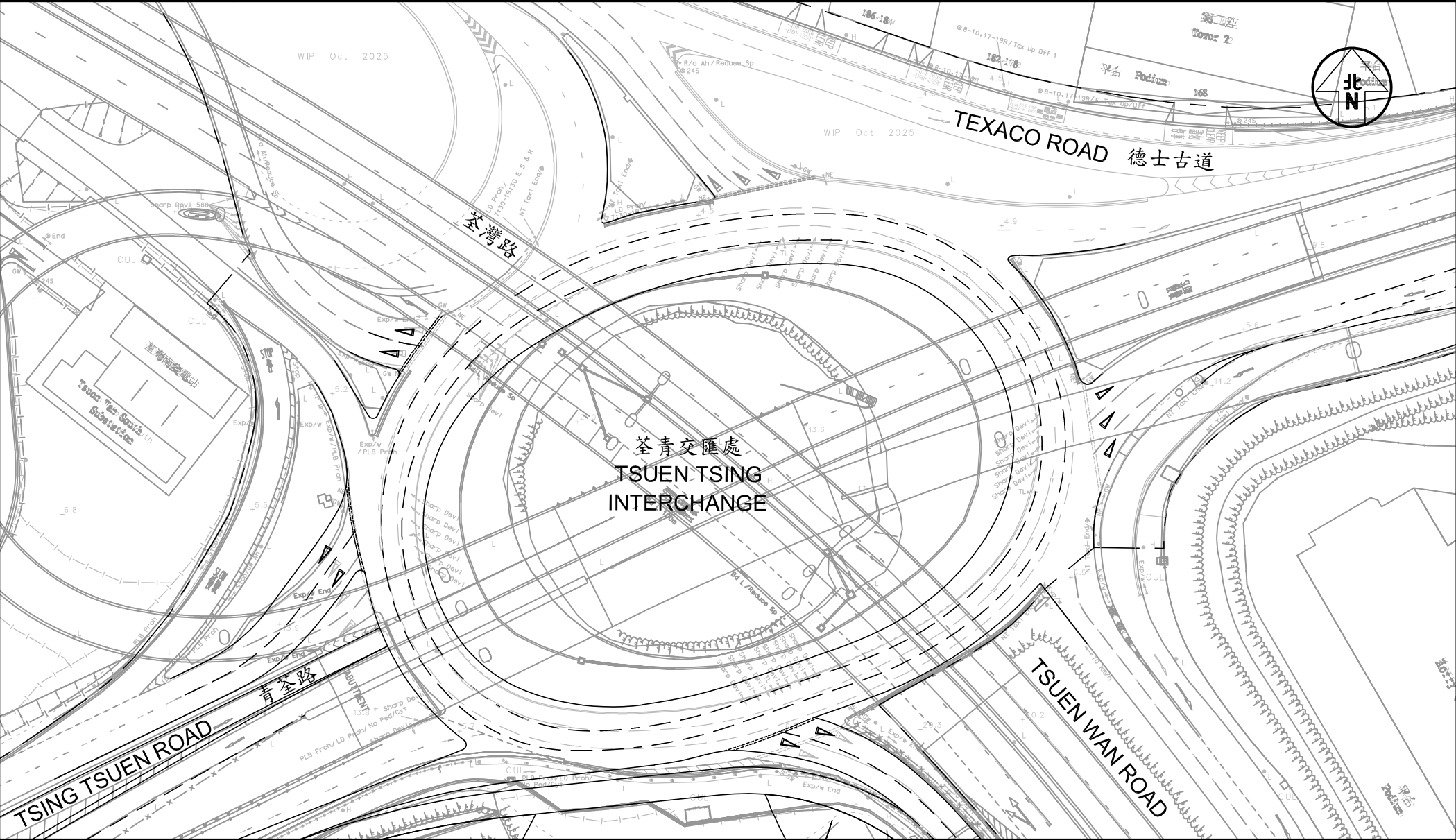


Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

Figure Title **PROPOSED TRAFFIC IMPROVEMENT MEASURES AT FUI YIU KOK STREET**

Figure No. **3.2**
 Designed by **L K W**
 Drawn by **S C Y**
 Checked by **K C**
 Scale in A4
1 : 250
 Date
29 MAY 2026

Revision **A**
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Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE 'INDUSTRIAL' ZONE TO 'OTHER SPECIFIED USES (HOTEL DEVELOPMENT)' ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

Figure Title PLANNED IMPROVEMENT WORKS AT TSUEN TSING INTERCHANGE BY HIGHWAYS DEPARTMENT UNDER CONTRACT NO. HY/2022/18

Figure No.		Revision	
J7473		A	
Designed by	Drawn by	Checked by	
L K W	S C Y	K C	
Scale in A4		Date	
1 : 1,000		29 MAY 2026	

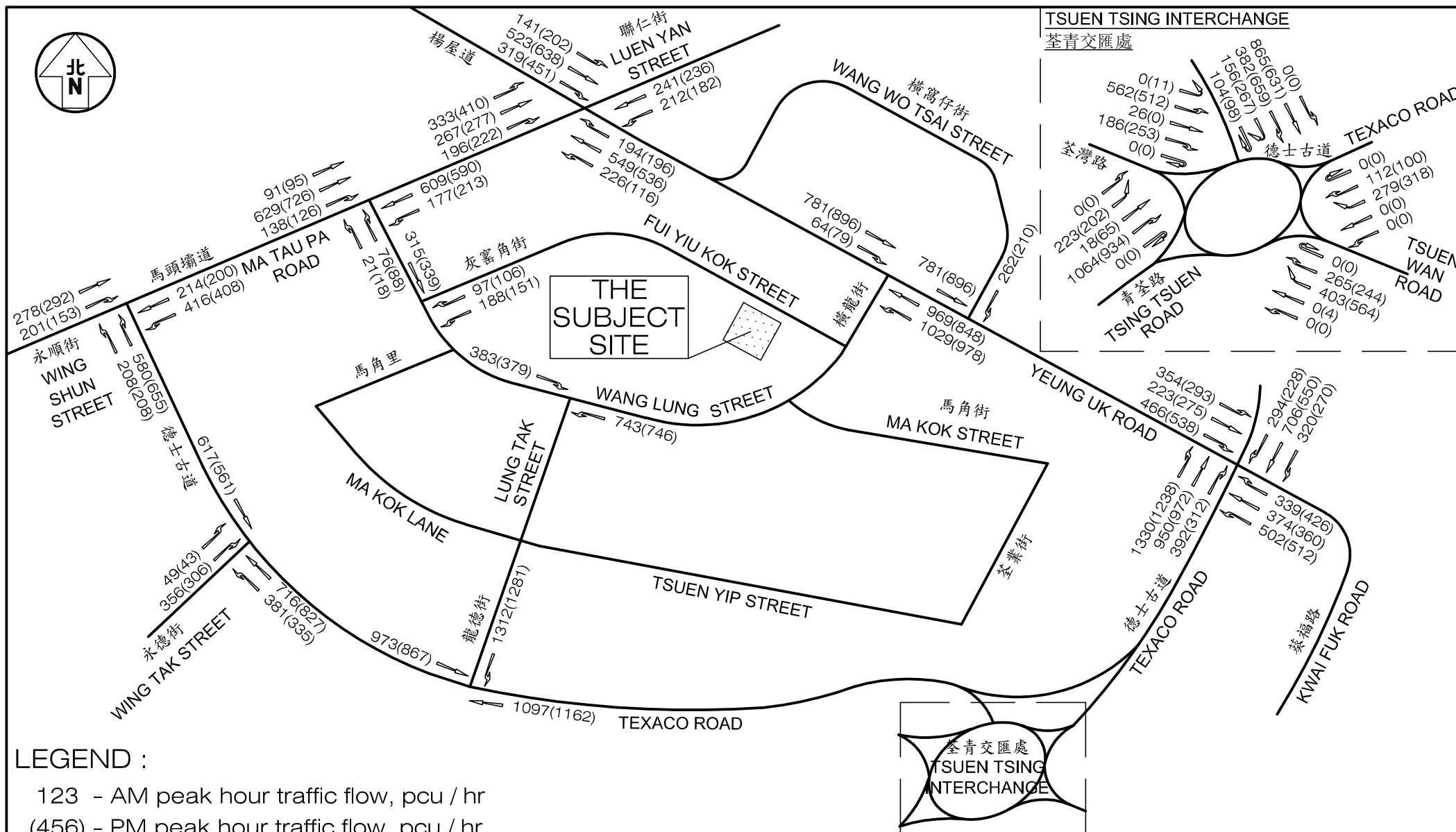
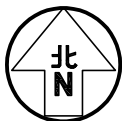
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J7473

Figure No.

4.2

Revision

A

Figure Title

**YEAR 2036 PEAK HOUR TRAFFIC FLOWS
WITHOUT THE PROPOSED HOTEL**

Designed by
L K W

Drawn by
S C Y

Checked by
K C

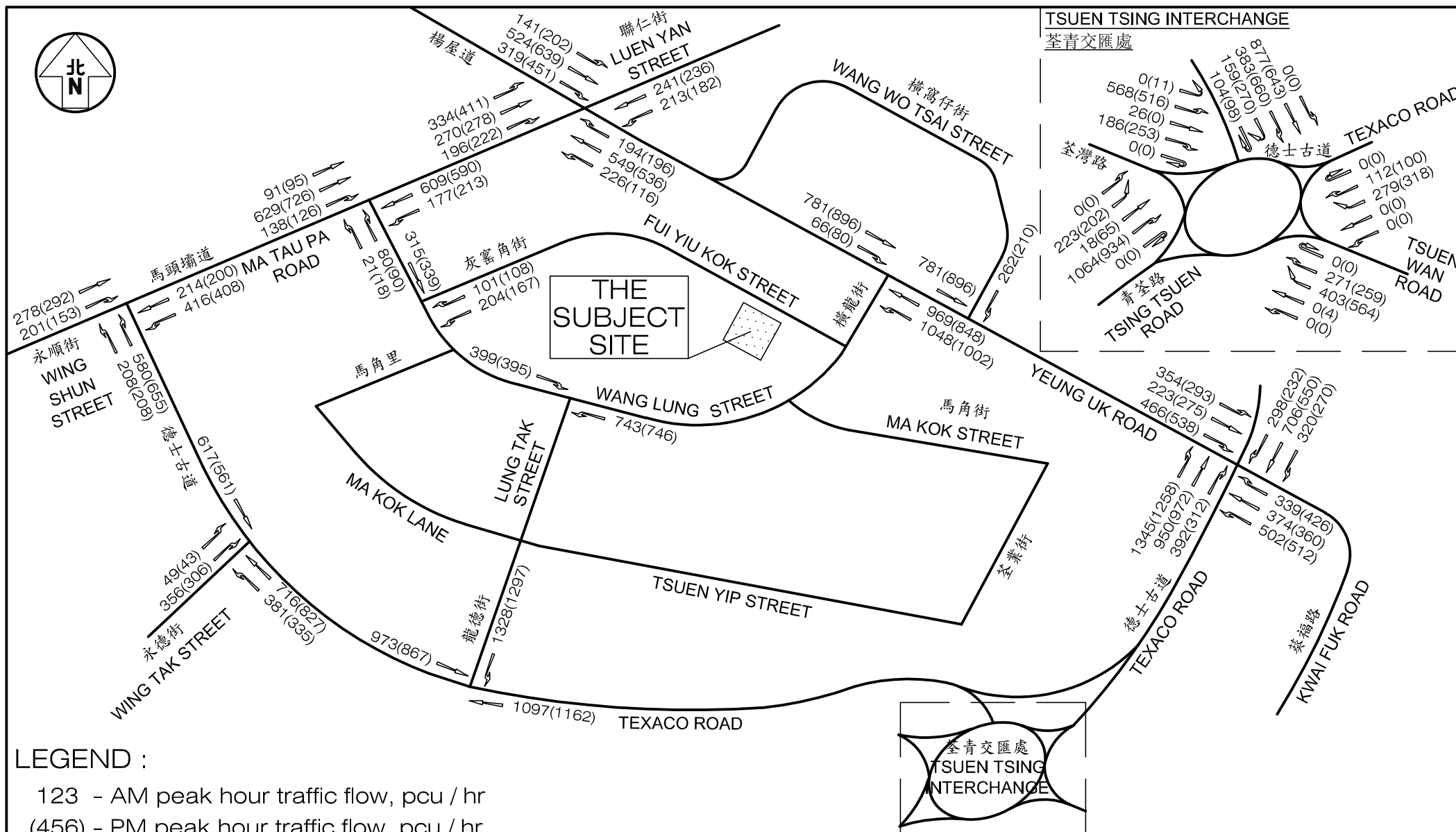
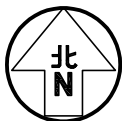
Scale in A4
N.T.S.

Date
29 MAY 2026

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Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

4.3

Revision

A

Figure Title

**YEAR 2036 PEAK HOUR TRAFFIC FLOWS
WITH THE PROPOSED HOTEL**

Designed by
L K W

Drawn by
S C Y

Checked by
K C

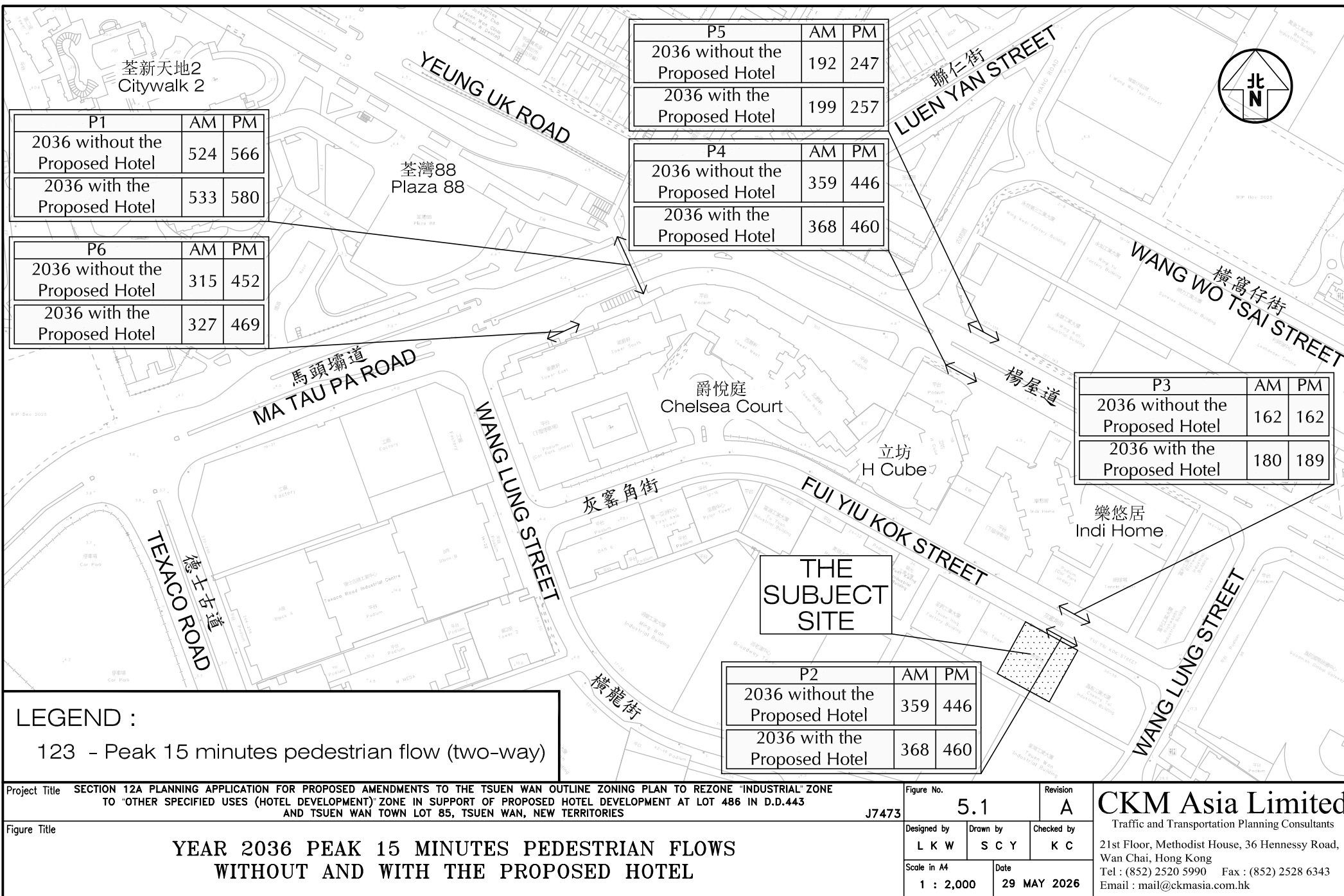
Scale in A4
N.T.S.

Date
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Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE 'INDUSTRIAL' ZONE TO 'OTHER SPECIFIED USES (HOTEL DEVELOPMENT)' ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

5.1

Revision

A

Figure Title

YEAR 2036 PEAK 15 MINUTES PEDESTRIAN FLOWS
WITHOUT AND WITH THE PROPOSED HOTEL

Designed by
L K W

Drawn by
S C Y

Checked by
K C

Scale in A4
1 : 2,000

Date
29 MAY 2026

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Appendix A – Calculation

Signal Junction Analysis

Junction: Texaco Road / Wing Shun Street / Ma Tau Pa Road

Job Number: J7473Scenario: Existing Condition

Page 1

Design Year: 2026

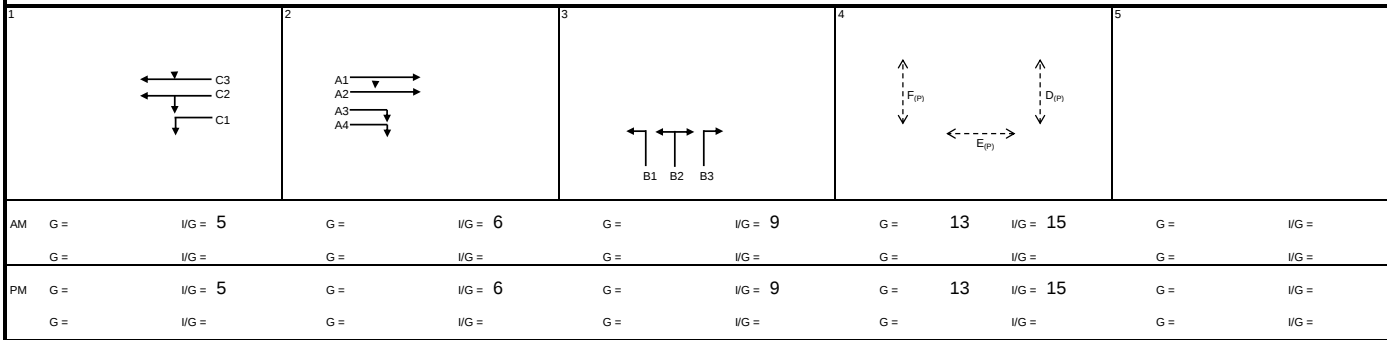
Designed By: AYT

Checked By: LKW

Date: 29 May 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
Wing Shun Street NB	SA	A1	2	3.50			1965	124	0.063			1965	131	0.067	
Wing Shun Street NB	SA	A2	2	3.50			2105	133	0.063			2105	140	0.067	
Wing Shun Street NB	RT	A3	2	4.50	30.0	100	2155	179	0.083	0.083	100	2155	135	0.063	0.063
Ma Tau Pa Road SB	LT	C1	1	3.50	20.0	100	1828	186	0.102		100	1828	183	0.100	
Ma Tau Pa Road SB	LT+SA	C2	1	3.50	24.0	100	1981	202	0.102	0.102	100	1981	198	0.100	0.100
Ma Tau Pa Road SB	SA	C3	1	3.50			2105	198	0.094			2105	185	0.088	
Texaco Road WB	LT	B1	3	4.00	15.0	100	1832	152	0.083		100	1832	176	0.096	
Texaco Road WB	LT+RT	B2	3	3.50	20.0	100	1958	246	0.126	0.126	100	1958	286	0.146	0.146
Texaco Road WB	RT	B3	3	3.50	25.0	100	1986	249	0.125		100	1986	290	0.146	
pedestrian phase	D _(P)	4		min crossing time =			10	sec GM +		10	sec FGM =		20	sec	
	E _(P)	4		min crossing time =			14	sec GM +		14	sec FGM =		28	sec	
	F _(P)	4		min crossing time =			13	sec GM +		12	sec FGM =		25	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		PM Peak	
		1+2+3		1+2+3	
		Sum y	0.311	0.309	
		L (s)	45	45	
		C (s)	130	130	
		practical y	0.588	0.588	
		R.C. (%)	89%	90%	



Signal Junction Analysis

Junction: Texaco Road / Wing Shun Street / Ma Tau Pa Road

Job Number: J7473

Scenario: Year 2036 without the Proposed Hotel

Page 2

Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 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
Wing Shun Street NB	SA	A1	2	3.50			1965	134	0.068			1965	141	0.072	
Wing Shun Street NB	SA	A2	2	3.50			2105	144	0.068			2105	151	0.072	
Wing Shun Street NB	RT	A3	2	4.50	30.0	100	2155	201	0.093	0.093	100	2155	153	0.071	0.071
Ma Tau Pa Road SB	LT	C1	1	3.50	20.0	100	1828	200	0.109		100	1828	196	0.107	
Ma Tau Pa Road SB	LT+SA	C2	1	3.50	24.0	100	1981	216	0.109	0.109	100	1981	212	0.107	0.107
Ma Tau Pa Road SB	SA	C3	1	3.50			2105	214	0.101			2105	200	0.095	
Texaco Road WB	LT	B1	3	4.00	15.0	100	1832	208	0.114		100	1832	208	0.114	
Texaco Road WB	LT+RT	B2	3	3.50	20.0	100	1958	288	0.147		100	1958	325	0.166	
Texaco Road WB	RT	B3	3	3.50	25.0	100	1986	292	0.147	0.147	100	1986	330	0.166	0.166
pedestrian phase	D _(P)	4		min crossing time =			10	sec GM +		10	sec FGM =		20	sec	
	E _(P)	4		min crossing time =			14	sec GM +		14	sec FGM =		28	sec	
	F _(P)	4		min crossing time =			13	sec GM +		12	sec FGM =		25	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 1+2+3		PM Peak 1+2+3	
Sum y	0.349		0.344	
L (s)	45		45	
C (s)	130		130	
practical y	0.588		0.588	
R.C. (%)	69%		71%	

	1	2	3	4	5
AM	G = I/G = 5	G = I/G = 6	G = I/G = 9	G = 13 I/G = 15	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 = 6	G = I/G = 9	G = 13 I/G = 15	G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Texaco Road / Wing Shun Street / Ma Tau Pa Road

Job Number: J7473

Scenario: Year 2036 with the Proposed Hotel

Page 3

Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 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
Wing Shun Street NB	SA	A1	2	3.50				1965	134	0.068			1965	141	0.072	
Wing Shun Street NB	SA	A2	2	3.50				2105	144	0.068			2105	151	0.072	
Wing Shun Street NB	RT	A3	2	4.50	30.0		100	2155	201	0.093	0.093	100	2155	153	0.071	0.071
Ma Tau Pa Road SB	LT	C1	1	3.50	20.0		100	1828	200	0.109		100	1828	196	0.107	
Ma Tau Pa Road SB	LT+SA	C2	1	3.50	24.0		100	1981	216	0.109	0.109	100	1981	212	0.107	0.107
Ma Tau Pa Road SB	SA	C3	1	3.50				2105	214	0.101			2105	200	0.095	
Texaco Road WB	LT	B1	3	4.00	15.0		100	1832	208	0.114		100	1832	208	0.114	
Texaco Road WB	LT+RT	B2	3	3.50	20.0		100	1958	288	0.147		100	1958	325	0.166	
Texaco Road WB	RT	B3	3	3.50	25.0		100	1986	292	0.147	0.147	100	1986	330	0.166	0.166
pedestrian phase		D _(P)	4		min crossing time =			10	sec GM +		10	sec FGM =		20	sec	
		E _(P)	4		min crossing time =			14	sec GM +		14	sec FGM =		28	sec	
		F _(P)	4		min crossing time =			13	sec GM +		12	sec FGM =		25	sec	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM		PM	
Peak	1+2+3	Peak	1+2+3
Sum y	0.349	0.344	
L (s)	45	45	
C (s)	130	130	
practical y	0.588	0.588	
R.C. (%)	69%	71%	

Note:

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

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

	1	2	3	4	5
AM	G = I/G = 5	G = I/G = 6	G = I/G = 9	G = 13 I/G = 15	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 = 6	G = I/G = 9	G = 13 I/G = 15	G = I/G =
	G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Ma Tau Pa Road / Wang Lung Street

Job Number: J7473

Scenario: Existing Condition

Page 4

Design Year: 2026

Designed By: AYT

Checked By: LKW

Date: 29 May 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Table 1: Traffic Flow Data

	AM Peak	AM Peak	PM Peak	PM Peak
	1 + 2 + 3	1,4 + 2 + 3	1 + 2 + 3	1,4 + 2 + 3
Sum y	0.295	0.244	0.298	0.267
L (s)	30	16	30	16
C (s)	130	130	130	130
practical y	0.692	0.789	0.692	0.789
R.C. (%)	135%	224%	132%	196%

Note: S=1940+100(W-3.25) S=2080+100(W-3.25)
 $S_M = S \div (1 + 1.5f/r)$ $S_M = (S - 230) \div (1 + 1.5f/r)$

1		2		3		4		5		
AM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 5	G = 5	I/G = 11	G =	I/G =
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =
PM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 5	G = 5	I/G = 11	G =	I/G =
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 7	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Ma Tau Pa Road / Wang Lung Street

Job Number: J7473

Scenario: Year 2036 without the Proposed Hotel

Page 5

Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 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	
Ma Tau Pa Road EB	SA	C1	2	3.50			1965	91	0.046			1965	95	0.048		
Ma Tau Pa Road EB	SA	B1	1,4	3.50			2105	315	0.150			2105	363	0.172		
Ma Tau Pa Road EB	SA	B2	1,4	3.50			2105	314	0.149			2105	363	0.172		
Ma Tau Pa Road EB	RT	C2	2	4.00	15.0		100	1959	138	0.070	0.070	100	1959	126	0.064	0.064
Ma Tau Pa Road WB	LT+SA	A1	1	4.00	15.0		48	1923	370	0.192		57	1908	377	0.198	0.198
Ma Tau Pa Road WB	SA	A2	1	4.00				2155	416	0.193	0.193		2155	426	0.198	
Wang Lung Street NB	LT+RT	D1	3	3.65	15.0		100	1800	97	0.054	0.054	100	1800	106	0.059	0.059

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	AM Peak	PM Peak	PM Peak
	1 + 2 + 3	1,4 + 2 + 3	1 + 2 + 3	1,4 + 2 + 3
Sum y	0.317	0.273	0.321	0.279
L (s)	30	16	30	16
C (s)	130	130	130	130
practical y	0.692	0.789	0.692	0.789
R.C. (%)	118%	189%	116%	182%

Note:

	1	2	3	4	5
AM	$G =$ $I/G = 6$	$G =$ $I/G = 6$	$G =$ $I/G = 5$	$G = 5$ $I/G = 11$	$G =$ $I/G =$
PM	$G =$ $I/G = 6$	$G =$ $I/G = 6$	$G =$ $I/G = 7$	$G = 5$ $I/G =$	$G =$ $I/G =$

Signal Junction Analysis

Junction: Ma Tau Pa Road / Wang Lung Street

Job Number: J7473

Scenario: Year 2036 with the Proposed Hotel

Page 6

Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

Calculation Table

	AM Peak	AM Peak	PM Peak	PM Peak
$S = 1940 + 100(W - 3.25)$			$S = 2080 + 100(W - 3.25)$	
$S_M = S \div (1 + 1.5f_r)$			$S_M = (S - 230) \div (1 + 1.5f_r)$	
Sum y	0.319	0.276	0.322	0.281
L (s)	30	16	30	16
C (s)	130	130	130	130
practical y	0.692	0.789	0.692	0.789
R.C. (%)	117%	186%	115%	181%

Note:

	1	2	3	4	5
AM	$G =$ $I/G = 6$	$G =$ $I/G = 6$	$G =$ $I/G = 5$	$G = 5$ $I/G = 11$	$G =$ $I/G =$
PM	$G =$ $I/G = 6$	$G =$ $I/G = 6$	$G =$ $I/G = 5$	$G = 5$ $I/G = 11$	$G =$ $I/G =$

Signal Junction Analysis

Junction: Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road

Job Number: J7473

Scenario: Existing Condition

Page 7

Design Year: 2026Designed By: AYT

Checked By: _____ LKW

Date: 29 May 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	
Yeung Uk Road EB	LT	B1	3	3.30	20.0		100	1809	131	0.072		100	1809	189	0.104	
Yeung Uk Road EB	SA	B2	3	3.30				2085	273	0.131	0.131		2085	354	0.170	0.170
Yeung Uk Road EB	SA+RT	B3	3	3.30	15.0		20	2044	267	0.131		30	2024	344	0.170	
Yeung Uk Road EB	RT	B4	3	3.30	12.5		100	1862	243	0.131		100	1862	316	0.170	
Yeung Uk Road WB	SA	A1	5	3.30				2085	186	0.089			2085	179	0.086	
Yeung Uk Road WB	SA	A2	5	3.30				2085	185	0.089			2085	180	0.086	
Yeung Uk Road WB	RT	A3	5	3.30	25.0		100	1967	180	0.091	0.091	100	1967	182	0.093	0.093
Ma Tau Pa Road NB	SA	C1	1,2	3.65				2120	236	0.111			2120	255	0.120	
Ma Tau Pa Road NB	RT	D1	2	3.65	30.0		100	2019	149	0.074	0.074	100	2019	173	0.086	0.086
Luen Yan Street SB	LT	F1	1,5	3.30	15.0		100	1768	167	0.095		100	1768	155	0.088	
Luen Yan Street SB	SA	E1	1	3.30				2085	112	0.054	0.054		2085	110	0.053	0.053
Luen Yan Street SB	SA	E2	1	3.30				2085	112	0.054			2085	110	0.053	

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

AM Traffic Flow (pcu/hr)

1		2		3		4		5	
									
AM	G = I/G = 6	G = I/G = 8	G = I/G = 9	G = 7	I/G = 10	G = I/G = 6			
	G = I/G =	G = I/G = 8	G = I/G = 9	G = 7	I/G = 10	G = I/G = 6			
PM	G = I/G = 6	G = I/G = 8	G = I/G = 9	G = 7	I/G = 10	G = I/G = 6			
	G = I/G =	G = I/G = 8	G = I/G = 9	G = 7	I/G = 10	G = I/G = 6			

Signal Junction Analysis

Junction: Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road

Job Number: J7473

Scenario: Year 2036 without the Proposed Hotel

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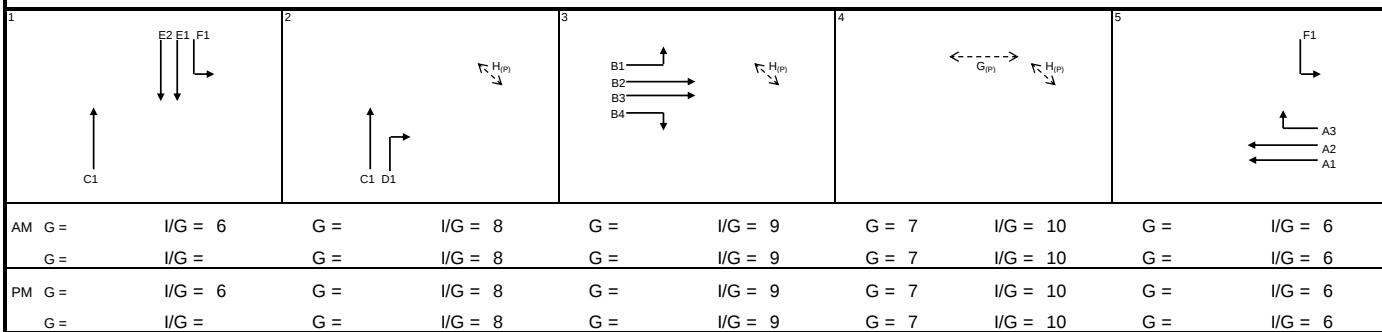
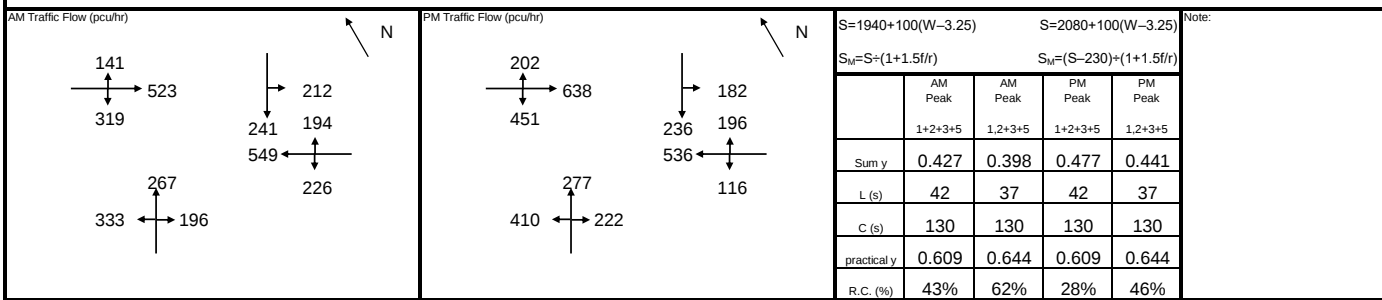
Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 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
Yeung Uk Road EB	LT	B1	3	3.30	20.0		100	1809	141	0.078		100	1809	202	0.111	
Yeung Uk Road EB	SA	B2	3	3.30				2085	293	0.141			2085	380	0.182	
Yeung Uk Road EB	SA+RT	B3	3	3.30	15.0		20	2044	288	0.141	0.141	30	2024	369	0.182	0.182
Yeung Uk Road EB	RT	B4	3	3.30	12.5		100	1862	261	0.140		100	1862	339	0.182	
Yeung Uk Road WB	SA	A1	5	3.30				2085	274	0.131			2085	268	0.129	0.129
Yeung Uk Road WB	SA	A2	5	3.30				2085	275	0.132	0.132		2085	268	0.128	
Yeung Uk Road WB	RT	A3	5	3.30	25.0		100	1967	194	0.099		100	1967	196	0.099	
Ma Tau Pa Road NB	SA	C1	1,2	3.65				2120	267	0.126			2120	277	0.130	
Ma Tau Pa Road NB	RT	D1	2	3.65	30.0		100	2019	196	0.097	0.097	100	2019	222	0.110	0.110
Luen Yan Street SB	LT	F1	1,5	3.30	15.0		100	1768	212	0.120		100	1768	182	0.103	
Luen Yan Street SB	SA	E1	1	3.30				2085	121	0.058	0.058		2085	118	0.057	0.057
Luen Yan Street SB	SA	E2	1	3.30				2085	120	0.058			2085	118	0.056	
pedestrian phase	G _(P)	2			min crossing time =			7	sec GM +		7	sec FGM =		14	sec	
	H _(P)	2,3,4			min crossing time =			5	sec GM +		7	sec FGM =		12	sec	



Signal Junction Analysis

Junction: Yeung Uk Road / Luen Yan Street / Ma Tau Pa Road

Job Number: J7473

Scenario: Year 2036 with the Proposed Hotel

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Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 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	
Yeung Uk Road EB	LT	B1	3	3.30	20.0		100	1809	141	0.078		100	1809	202	0.111	
Yeung Uk Road EB	SA	B2	3	3.30				2085	293	0.141			2085	380	0.182	
Yeung Uk Road EB	SA+RT	B3	3	3.30	15.0		20	2044	288	0.141		30	2024	369	0.182	
Yeung Uk Road EB	RT	B4	3	3.30	12.5		100	1862	262	0.141	0.141	100	1862	340	0.183	0.183
Yeung Uk Road WB	SA	A1	5	3.30				2085	274	0.131			2085	268	0.129	0.129
Yeung Uk Road WB	SA	A2	5	3.30				2085	275	0.132	0.132		2085	268	0.128	
Yeung Uk Road WB	RT	A3	5	3.30	25.0		100	1967	194	0.099		100	1967	196	0.099	
Ma Tau Pa Road NB	SA	C1	1,2	3.65				2120	270	0.127			2120	278	0.131	
Ma Tau Pa Road NB	RT	D1	2	3.65	30.0		100	2019	196	0.097	0.097	100	2019	222	0.110	0.110
Luen Yan Street SB	LT	F1	1,5	3.30	15.0		100	1768	213	0.120		100	1768	182	0.103	
Luen Yan Street SB	SA	E1	1	3.30				2085	121	0.058	0.058		2085	118	0.057	0.057
Luen Yan Street SB	SA	E2	1	3.30				2085	120	0.058			2085	118	0.056	
pedestrian phase	G _(P)	2		min crossing time =			7		sec GM +		7	sec FGM =		14	sec	
	H _(P)	2,3,4		min crossing time =			5		sec GM +		7	sec FGM =		12	sec	

AM Traffic Flow (pcu/hr)

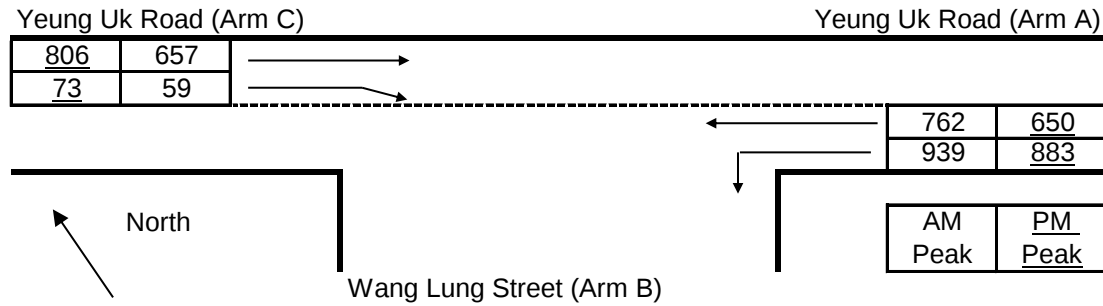
PM Traffic Flow (pcu/hr)

S=1940+100(W-3.25)		S=2080+100(W-3.25)		Note:	
$S_M = S \div (1 + 1.5f/r)$		$S_M = (S - 230) \times (1 + 1.5f/r)$			
	AM Peak 1+2+3+5	AM Peak 1,2+3+5	PM Peak 1+2+3+5		PM Peak 1,2+3+5
Sum y	0.428	0.400	0.478	0.441	
L (s)	42	37	42	37	
C (s)	130	130	130	130	
practical y	0.609	0.644	0.609	0.644	
R.C. (%)	43%	61%	28%	46%	

	1	2	3	4	5
AM					
PM					

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Lung Street		
Design Year:	2026	Job Number:	J7473
Scenario:	Existing Condition	Date:	29 May 2026
			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	12.50	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	3.20	F	0.9836
		V-rCB	150			Y	0.5688

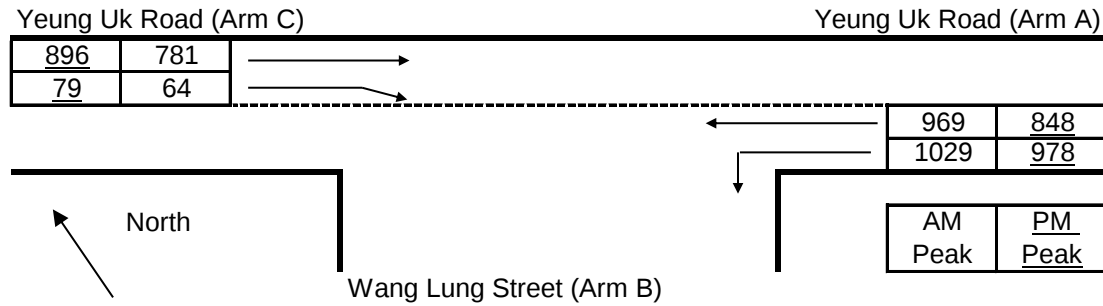
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	657	806	Q-BA	154	157
q-CB	59	73	Q-BC	299	315
q-AB	939	883	Q-CB	386	421
q-AC	762	650	Q-BAC	154	157
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	0.152	0.173

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Lung Street		
Design Year:	2036	Job Number:	J7473
Scenario:	Year 2036 without the Proposed Hotel		Date: 29 May 2026
			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	12.50	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-rCB	0	w-CB	3.20	F	0.9836	
		V-lCB	150			Y	0.5688	

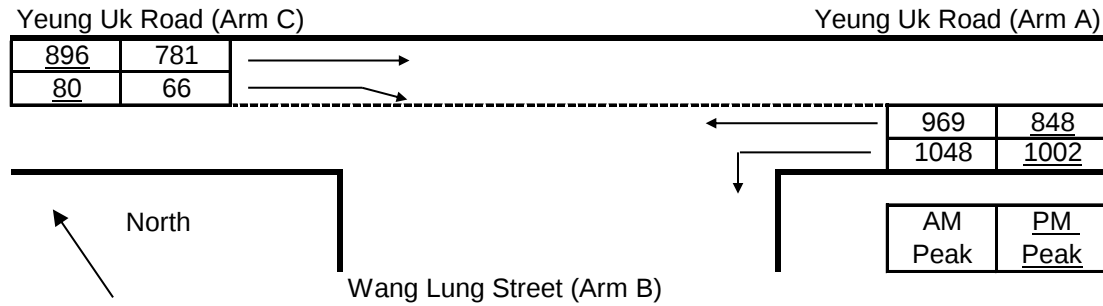
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	781	896	Q-BA	118	123
q-CB	64	79	Q-BC	270	287
q-AB	1029	978	Q-CB	326	361
q-AC	969	848	Q-BAC	118	123
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	0.196	0.219

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Lung Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 with the Proposed Hotel			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	12.50	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-rCB	0	w-CB	3.20	F	0.9836
			V-lCB	150			Y	0.5688

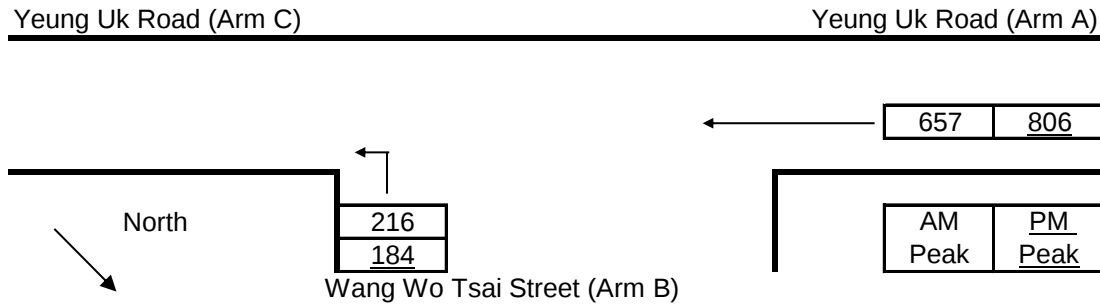
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	781	896	Q-BA	117	122
q-CB	66	80	Q-BC	269	286
q-AB	1048	1002	Q-CB	322	356
q-AC	969	848	Q-BAC	117	122
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	0.205	0.225

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Wo Tsai Street		
Design Year:	2026	Job Number:	J7473
Scenario:	Existing Condition	Date:	29 May 2026
			Page 13



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	16.30	V-rBA	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	3.20	E	0.8844
		V-rCB	35	w-CB	0.00	F	0.5860
		V-lCB	0			Y	0.4377

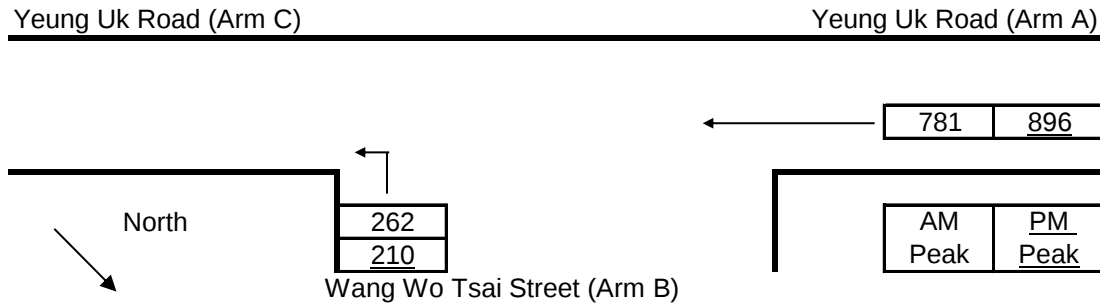
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	279	266
q-CB	0	0	Q-BC	566	545
q-AB	0	0	Q-CB	375	361
q-AC	657	806	Q-BAC	566	545
q-BA	0	0			
q-BC	216	184			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.381	0.338
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Wo Tsai Street		
Design Year:	2036	Job Number:	J7473
Scenario:	Year 2036 without the Proposed Hotel		Date: 29 May 2026
			Page 14



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	16.30	V-rBA	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	3.20	E	0.8844
		V-rCB	35	w-CB	0.00	F	0.5860
		V-lCB	0			Y	0.4377

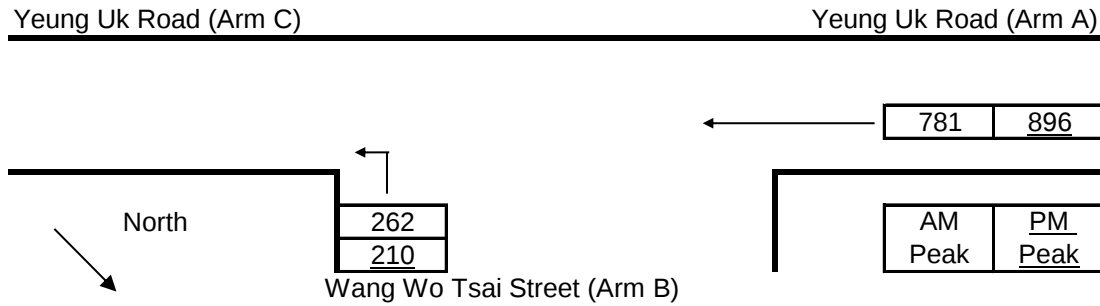
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	268	258
q-CB	0	0	Q-BC	549	533
q-AB	0	0	Q-CB	364	353
q-AC	781	896	Q-BAC	549	533
q-BA	0	0			
q-BC	262	210			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.477	0.394
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Yeung Uk Road / Wang Wo Tsai Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 with the Proposed Hotel				Page 15



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	16.30	V-rBA	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	3.20	E	0.8844
		V-rCB	35	w-CB	0.00	F	0.5860
		V-lCB	0			Y	0.4377

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	268	258
q-CB	0	0	Q-BC	549	533
q-AB	0	0	Q-CB	364	353
q-AC	781	896	Q-BAC	549	533
q-BA	0	0			
q-BC	262	210			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.477	0.394
C-B	0.000	0.000

Signal Junction Analysis

Junction: Texaco Road / Yeung Uk Road / Kwai Fuk Road

Job Number: J7473

Scenario: Existing Condition

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Design Year: 2026

Designed By: AYT

Checked By: _____ LKW

Date: 29 May 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
Texaco Road NB	SA	A1	1	3.65			2120	433	0.204			2120	443	0.209	
Texaco Road NB	SA	A2	1	3.65			2120	432	0.204	0.204		2120	443	0.209	0.209
Texaco Road NB	RT	A3	1	3.65	12.5		100	1893	364	0.192		100	1893	289	0.152
Kwai Fuk Road WB	LT	B1	1,2	4.50	20.0		100	1921	472	0.246		100	1921	476	0.248
Kwai Fuk Road WB	SA	B2	2	3.50				2105	233	0.111			2105	259	0.123
Kwai Fuk Road WB	SA+RT	B3	2	3.50	15.0		47	2010	222	0.110	0.110	67	1973	243	0.123
Kwai Fuk Road WB	RT	B4	2	3.50	15.0		100	1914	212	0.111		100	1914	236	0.123
Texaco Road SB	LT	C1	2,3	4.50	50.0		100	2005	144	0.072		100	2005	121	0.060
Texaco Road SB	SA	C2	3	4.00				2155	322	0.149			2155	254	0.118
Texaco Road SB	SA	C3	3	4.00				2155	322	0.149	0.149		2155	253	0.117
Texaco Road SB	RT	C4	3	3.50	17.5		100	1939	135	0.070		100	1939	102	0.053
Texaco Road SB	RT	C5	3	3.50	22.5		100	1973	137	0.069		100	1973	104	0.053
Yeung Uk Road EB	SA	D1	4	3.30				2085	198	0.095			2085	252	0.121
Yeung Uk Road EB	SA+RT	D2	4	3.30	18.0		93	1935	183	0.095		100	1925	237	0.123
Yeung Uk Road EB	RT	D3	4	3.30	15.0		100	1895	179	0.095	0.095	100	1895	233	0.123
pedestrian phase	E _(P)	1,3,4				min crossing time =		7	sec GM +		12	sec FGM =		19	sec
	F _(P)	1,4				min crossing time =		4	sec GM +		7	sec FGM =		11	sec
	G _(P)	2,3				min crossing time =		6	sec GM +		8	sec FGM =		14	sec
	H _(P)	3,4				min crossing time =		7	sec GM +		6	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 1+2+3+4	AM Peak 1,2+3+4	PM Peak 1+2+3+4	PM Peak 1,2+3+4
Sum y	0.558	0.490	0.573	0.489
L (s)	21	27	21	27
C (s)	125	125	113	113
practical y	0.749	0.706	0.733	0.685
R.C. (%)	34%	44%	28%	40%

Note:

	1	2	3	4	5
AM	$G =$ $I/G = 6$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 5$	$G =$ $I/G =$
	$G =$ $I/G =$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 16$	$G =$ $I/G =$
PM	$G =$ $I/G = 6$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 5$	$G =$ $I/G =$
	$G =$ $I/G =$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 16$	$G =$ $I/G =$

Signal Junction Analysis

Junction: Texaco Road / Yeung Uk Road / Kwai Fuk Road Job Number: J7473
 Scenario: Year 2036 without the Proposed Hotel Page 17
 Design Year: 2036 Designed By: AYT Checked By: LKW Date: 29 May 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
Texaco Road NB	SA	A1	1	3.65			2120	475	0.224			2120	486	0.229	
Texaco Road NB	SA	A2	1	3.65			2120	475	0.224	0.224		2120	486	0.229	0.229
Texaco Road NB	RT	A3	1	3.65	12.5	100	1893	392	0.207		100	1893	312	0.165	
Kwai Fuk Road WB	LT	B1	1,2	4.50	20.0	100	1921	502	0.261		100	1921	512	0.267	
Kwai Fuk Road WB	SA	B2	2	3.50			2105	249	0.118			2105	276	0.131	
Kwai Fuk Road WB	SA+RT	B3	2	3.50	15.0	47	2011	237	0.118	0.118	68	1972	259	0.131	0.131
Kwai Fuk Road WB	RT	B4	2	3.50	15.0	100	1914	226	0.118		100	1914	251	0.131	
Texaco Road SB	LT	C1	2,3	4.50	50.0	100	2005	154	0.077		100	2005	130	0.065	
Texaco Road SB	SA	C2	3	4.00			2155	353	0.164			2155	275	0.128	
Texaco Road SB	SA	C3	3	4.00			2155	353	0.164	0.164		2155	275	0.127	0.127
Texaco Road SB	RT	C4	3	3.50	17.5	100	1939	146	0.075		100	1939	113	0.058	
Texaco Road SB	RT	C5	3	3.50	22.5	100	1973	148	0.075		100	1973	115	0.058	
Yeung Uk Road EB	SA	D1	4	3.30			2085	223	0.107			2085	275	0.132	
Yeung Uk Road EB	SA+RT	D2	4	3.30	18.0	100	1925	235	0.122	0.122	100	1925	271	0.141	0.141
Yeung Uk Road EB	RT	D3	4	3.30	15.0	100	1895	231	0.122		100	1895	267	0.141	
pedestrian phase	E _(P)	1,3,4		min crossing time =			7	sec GM +		12	sec FGM =		19	sec	
	F _(P)	1,4		min crossing time =			4	sec GM +		7	sec FGM =		11	sec	
	G _(P)	2,3		min crossing time =			6	sec GM +		8	sec FGM =		14	sec	
	H _(P)	3,4		min crossing time =			7	sec GM +		6	sec FGM =		13	sec	

AM Traffic Flow (pcu/hr)

Diagram showing AM Traffic Flow (pcu/hr) for four intersection points. The flows are: 354 (up), 223 (right), 466 (down) for the top-left intersection; 294 (left), 320 (right), 706 (down) for the top-right intersection; 950 (up), 1330 (left), 392 (right) for the bottom-left intersection; and 374 (left), 502 (down), 339 (right) for the bottom-right intersection. A North arrow points towards the top right.

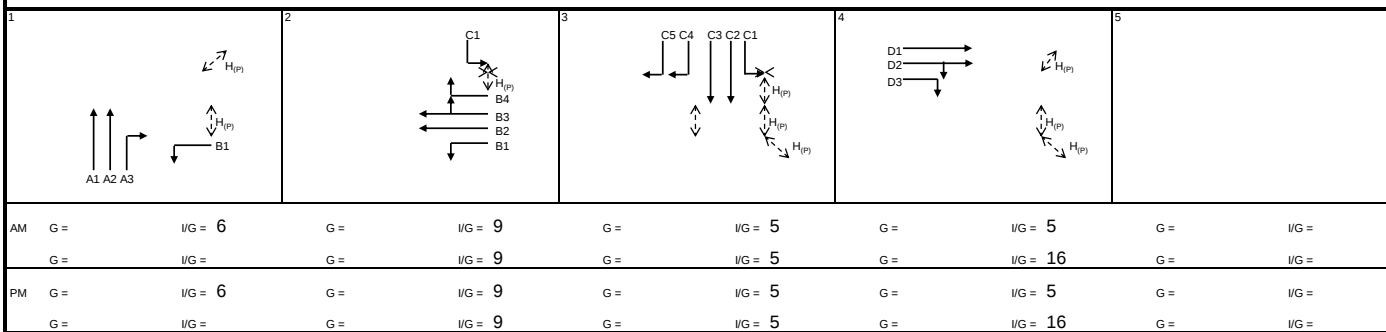
PM Traffic Flow (pcu/hr)

Diagram showing PM Traffic Flow (pcu/hr) for four intersection points. The flows are: 293 (up), 275 (right), 538 (down) for the top-left intersection; 228 (left), 270 (right), 550 (down) for the top-right intersection; 972 (up), 1238 (left), 312 (right) for the bottom-left intersection; and 360 (left), 512 (down), 426 (right) for the bottom-right intersection. A North arrow points towards the top right.

$S = 1940 + 100(W - 3.25)$ $S = 2080 + 100(W - 3.25)$
 $S_M = S \cdot (1 + 1.5f/r)$ $S_M = (S - 230) \cdot (1 + 1.5f/r)$

	AM Peak 1+2+3+4	AM Peak 1,2+3+4	PM Peak 1+2+3+4	PM Peak 1,2+3+4
Sum y	0.628	0.547	0.629	0.535
L (s)	21	27	21	27
C (s)	125	125	113	113
practical y	0.749	0.706	0.733	0.685
R.C. (%)	19%	29%	17%	28%

Note:



Signal Junction Analysis

Junction:	Texaco Road / Yeung Uk Road / Kwai Fuk Road				Job Number:	J7473
Scenario:	Year 2036 with the Proposed Hotel				Page 18	
Design Year:	2036	Designed By:	AYT	Checked By:	LKW	Date: 29 May 2026

[illegible]

AM Traffic Flow (pcu/hr)

PM Traffic Flow (pcu/hr)

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

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

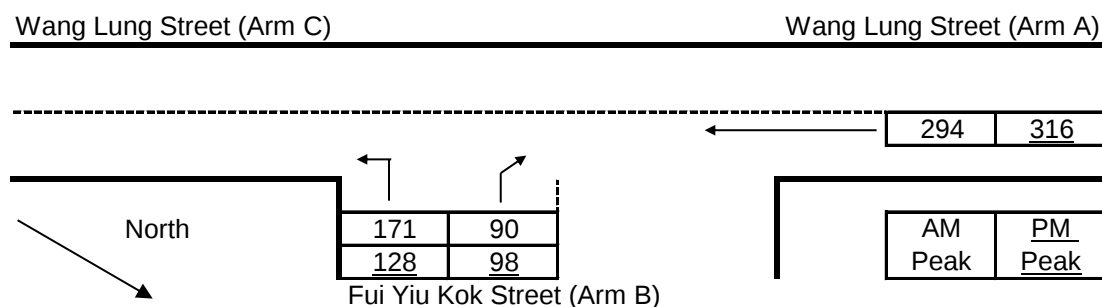
	AM Peak	AM Peak	PM Peak	PM Peak
	1+2+3+4	1,2+3+4	1+2+3+4	1,2+3+4
Sum y	0.628	0.547	0.629	0.535
L (s)	21	27	21	27
C (s)	125	125	113	113
practical y	0.749	0.706	0.733	0.685
R.C. (%)	19%	29%	17%	28%

Note:

	1	2	3	4	5
AM	$G =$ $I/G = 6$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 5$	$G =$ $I/G =$
	$G =$ $I/G =$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 16$	$G =$ $I/G =$
PM	$G =$ $I/G = 6$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 5$	$G =$ $I/G =$
	$G =$ $I/G =$	$G =$ $I/G = 9$	$G =$ $I/G = 5$	$G =$ $I/G = 16$	$G =$ $I/G =$

Priority Junction Analysis

Junction:	Wang Lung Street / Fui Yiu Kok Street		
Design Year:	2026	Job Number:	J7473
Scenario:	Existing Condition	Date:	29 May 2026
			Page 19



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	30	w-BA	4.40	D	0.9130
	W-CR	0.00	V-lBA	30	w-BC	4.40	E	1.0320
			V-rBC	80	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

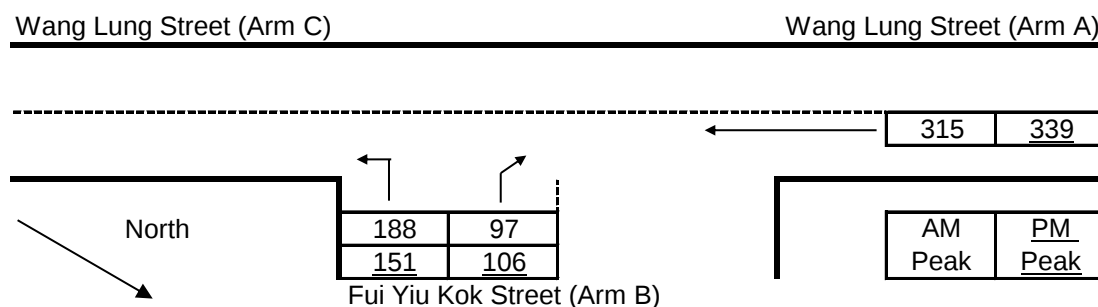
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	499	494
q-CB	0	0	Q-BC	686	680
q-AB	0	0	Q-CB	390	386
q-AC	294	316	Q-BAC	608	584
q-BA	90	98			
q-BC	171	128			
f	0.656	0.565			

Ratio-of-flow to Capacity	AM	PM
B-A	0.180	0.199
B-C	0.249	0.188
C-B	0.000	0.000
B-AC	0.428	0.387

Priority Junction Analysis

Junction:	Wang Lung Street / Fui Yiu Kok Street		
Design Year:	2036	Job Number:	J7473
Scenario:	Year 2036 without the Proposed Hotel		Date: 29 May 2026
			Page 20



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	30	w-BA	4.40	D	0.9130
	W-CR	0.00	V-lBA	30	w-BC	4.40	E	1.0320
			V-rBC	80	w-CB	0.00	F	0.5860
			V-lCB	0			Y	0.7482

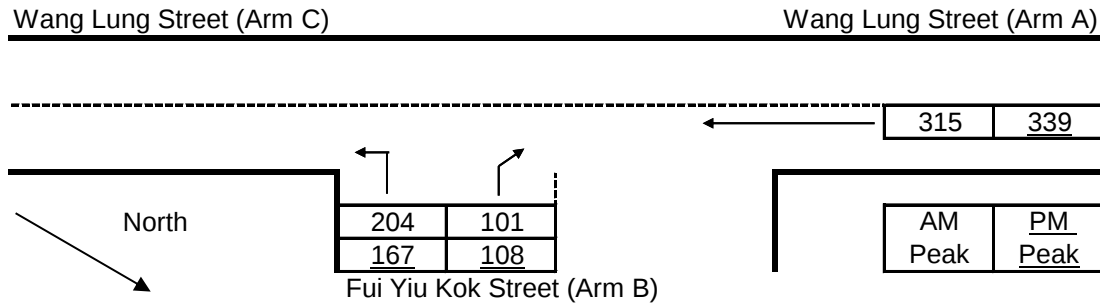
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	494	488
q-CB	0	0	Q-BC	680	674
q-AB	0	0	Q-CB	386	382
q-AC	315	339	Q-BAC	603	582
q-BA	97	106			
q-BC	188	151			
f	0.660	0.588			

Ratio-of-flow to Capacity	AM	PM
B-A	0.196	0.217
B-C	0.276	0.224
C-B	0.000	0.000
B-AC	0.473	0.441

Priority Junction Analysis

Junction:	Wang Lung Street / Fui Yiu Kok Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 with the Proposed Hotel				Page 21



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	30
W-CR	0.00	V-lBA	30
		V-rBC	80
		V-lCB	0
		w-BA	4.40
		w-BC	4.40
		w-CB	0.00
		D	0.9130
		E	1.0320
		F	0.5860
		Y	0.7482

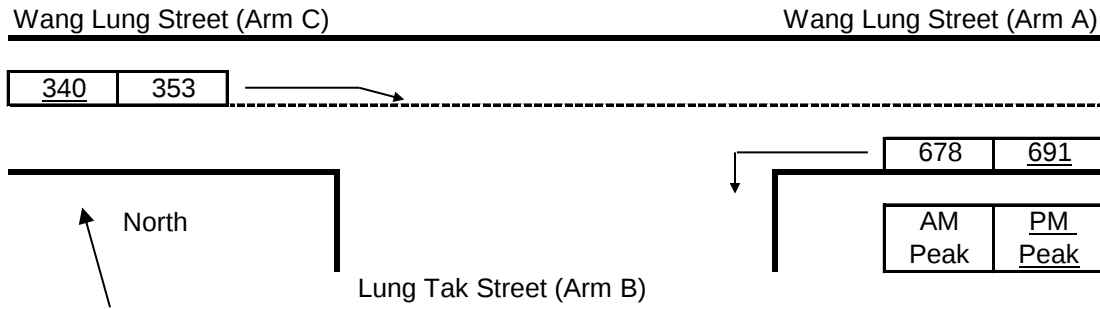
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	494	488
q-CB	0	0	Q-BC	680	674
q-AB	0	0	Q-CB	386	382
q-AC	315	339	Q-BAC	605	586
q-BA	101	108			
q-BC	204	167			
f	0.669	0.607			

Ratio-of-flow to Capacity	AM	PM
B-A	0.204	0.221
B-C	0.300	0.248
C-B	0.000	0.000
B-AC	0.504	0.469

Priority Junction Analysis

Junction:	Wang Lung Street / Lung Tak Street				
Design Year:	2026	Job Number:	J7473	Date:	29 May 2026
Scenario:	Existing Condition			Page 22	



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	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
		V-rCB	0	w-CB	4.50	F	1.0362
		V-lCB	75			Y	0.7482

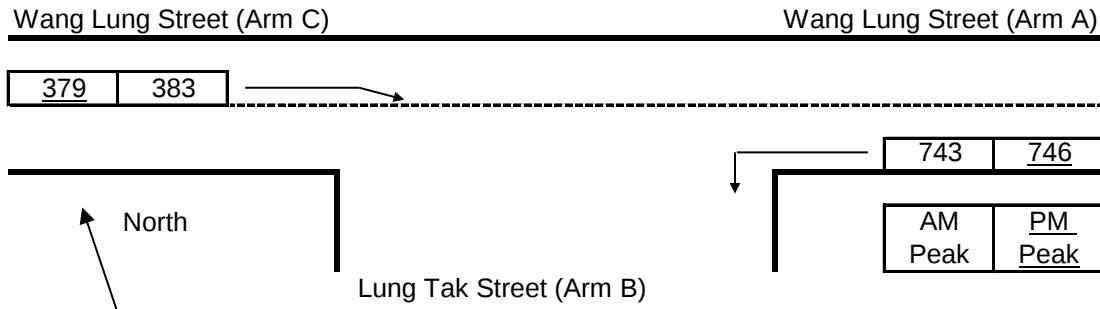
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	222	224
q-CB	353	340	Q-BC	394	393
q-AB	678	691	Q-CB	581	577
q-AC	0	0	Q-BAC	222	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	0.607	0.590

Priority Junction Analysis

Junction:	Wang Lung Street / Lung Tak Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 without the Proposed Hotel				Page 23



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	0
W-CR	0.00	V-lBA	0
		V-rBC	0
		V-lBC	75
		w-BA	0.00
		w-BC	0.00
		w-CB	4.50
		D	0.5332
		E	0.5860
		F	1.0362
		Y	0.7482

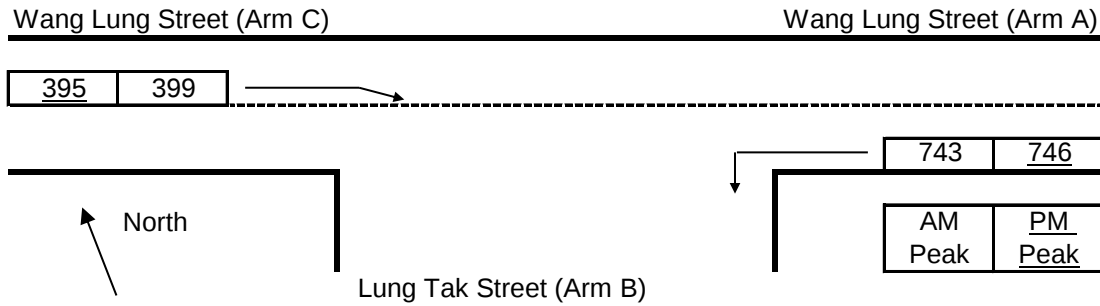
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	212	213
q-CB	383	379	Q-BC	390	389
q-AB	743	746	Q-CB	562	561
q-AC	0	0	Q-BAC	212	213
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	0.681	0.675

Priority Junction Analysis

Junction:	Wang Lung Street / Lung Tak Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 with the Proposed Hotel			Page 24	



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	0
W-CR	0.00	V-lBA	0
		V-rBC	0
		V-lBC	75
		w-BA	0.00
		w-BC	0.00
		w-CB	4.50
		D	0.5332
		E	0.5860
		F	1.0362
		Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	209	210
q-CB	399	395	Q-BC	390	389
q-AB	743	746	Q-CB	562	561
q-AC	0	0	Q-BAC	209	210
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	0.710	0.704

Signal Junction Analysis

Junction: Texaco Road / Wing Tak StreetJob Number: J7473Scenario: Existing Condition

Page 25Design Year: 2026

Designed By: AYT

Checked By: LKW

Date: 29 May 2026

[illegible]

Signal Junction Analysis

Junction: Texaco Road / Wing Tak StreetJob Number: J7473

Scenario: Year 2036 without the Proposed Hotel

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Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 2026

[illegible]

Signal Junction Analysis

Junction: Texaco Road / Wing Tak Street

Job Number: J7473Scenario: Year 2036 with the Proposed Hotel

Page 27

Design Year: 2036

Designed By: AYT

Checked By: LKW

Date: 29 May 2026

[illegible]

Priority Junction Analysis

Junction:	Texaco Road / Lung Tak Street				
Design Year:	2026	Job Number:	J7473	Date:	29 May 2026
Scenario:	Existing Condition			Page 28	



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	15.00	V-rBA	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	4.50	E	1.0605
		V-rCB	100	w-CB	0.00	F	0.5860
		V-lCB	0			Y	0.4825

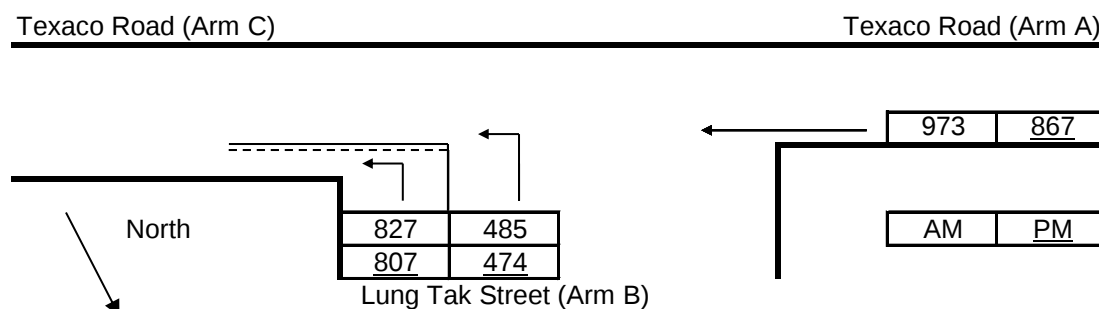
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	254	261
q-CB	0	0	Q-BC	630	644
q-AB	0	0	Q-CB	348	356
q-AC	858	782	Q-BAC	630	644
q-BA	0	0			
q-BC	445	434			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.706	0.674
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Texaco Road / Lung Tak Street		
Design Year:	2036	Job Number:	J7473
Scenario:	Year 2036 without the Proposed Hotel		Date: 29 May 2026
			Page 29



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	15.00	V-rBA	0
W-CR	0.00	V-lBA	0
		V-rCB	100
		V-lCB	0
		w-BA	0.00
		w-BC	4.50
		w-CB	0.00
		D	0.5332
		E	1.0605
		F	0.5860
		Y	0.4825

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	243	253
q-CB	0	0	Q-BC	609	629
q-AB	0	0	Q-CB	336	347
q-AC	973	867	Q-BAC	609	629
q-BA	0	0			
q-BC	485	474			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.797	0.754
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Texaco Road / Lung Tak Street				
Design Year:	2036	Job Number:	J7473	Date:	29 May 2026
Scenario:	Year 2036 with the Proposed Hotel			Page	30



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	15.00	V-rBA	0	w-BA	0.00	D	0.5332
W-CR	0.00	V-lBA	0	w-BC	4.50	E	1.0605
		V-rCB	100	w-CB	0.00	F	0.5860
		V-lCB	0			Y	0.4825

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	243	253
q-CB	0	0	Q-BC	609	629
q-AB	0	0	Q-CB	336	347
q-AC	973	867	Q-BAC	609	629
q-BA	0	0			
q-BC	491	480			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.807	0.763
C-B	0.000	0.000

Roundabout Analysis

Location Tsuen Tsing Interchange

Scenario Existing Condition

Design Year 2026

Job Number J7473

Date 29 May 2026

Page 31

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	96	0	755	352	134				1337	1606
From B	95	0	0	389	245				729	2313
From C	349	99	0	873	0				1321	1484
From D	196	17	803	0	0				1016	1018
From E	0	515	0	173	0				687	1654
From F										
From G										
From H										
Total	736	630	1558	1786	380				5090	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	92	0	553	612	240				1497	1525
From B	87	0	0	391	290				767	2421
From C	481	68	0	701	0				1249	1946
From D	185	61	689	0	0				935	1257
From E	10	472	0	235	0				718	1661
From F										
From G										
From H										
Total	853	601	1242	1939	530				5165	

Legend

Arm	Road (in clockwise order)
A	Texaco Road
B	Texaco Road
C	Tsuen Wan Road Slip Road
D	Tsing Tsuen Road Slip Road
E	Tsuen Wan Road Slip Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	15.0	11.0	25.0	9.0	100	45	0.7
From B	15.0	10.0	25.0	25.0	100	30	0.3
From C	11.0	7.0	25.0	13.0	100	45	0.5
From D	20.0	8.0	20.0	22.0	100	30	0.9
From E	15.0	7.0	20.0	15.0	100	60	0.9

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
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							Q _E		Entry Flow		RFC	
	x ₂	M	t _D	K	F	f _c	AM	PM	AM	PM	AM	PM
From A	12.651	54.598	1.009	0.958	3833.367	0.748	2521	2579	1337	1497	0.530	0.580
From B	13.049	54.598	1.009	1.010	3953.780	0.765	2206	2123	729	767	0.330	0.361
From C	9.016	54.598	1.009	0.958	2731.698	0.594	1772	1509	1321	1249	0.745	0.828
From D	12.371	54.598	1.009	1.000	3748.371	0.736	2999	2823	1016	935	0.339	0.331
From E	9.956	54.598	1.009	0.896	3016.567	0.634	1763	1759	687	718	0.390	0.408

Roundabout Analysis

Location Tsuen Tsing Interchange

Scenario Year 2036 without the Proposed Hotel

Design Year 2036

Job Number J7473

Date 29 May 2026

Page 32

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	104	0	865	382	156				1507	2121
From B	112	0	0	0	279				391	2782
From C	403	265	0	0	0				668	1218
From D	223	18	1064	0	0				1305	1319
From E	0	562	26	186	0				774	2189
From F										
From G										
From H										
Total	842	845	1955	567	435				4644	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	98	0	631	659	267				1655	2008
From B	100	0	0	0	318				418	2842
From C	564	244	0	0	4				812	1695
From D	202	65	934	0	0				1201	1595
From E	11	512	0	253	0				776	2207
From F										
From G										
From H										
Total	975	821	1565	912	589				4862	

Legend

Arm	Road (in clockwise order)
A	Texaco Road
B	Texaco Road
C	Tsuen Wan Road Slip Road
D	Tsing Tsuen Road Slip Road
E	Tsuen Wan Road Slip Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	15.0	11.0	25.0	9.0	100	45	0.7
From B	15.0	10.0	25.0	25.0	100	30	0.3
From C	8.5	3.4	45.0	90.0	100	33	0.1
From D	9.5	8.0	35.0	25.0	100	33	0.1
From E	15.0	7.0	20.0	15.0	100	60	0.9

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
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							Q _E		Entry Flow		RFC	
	x ₂	M	t _D	K	F	f _c	AM	PM	AM	PM	AM	PM
From A	12.651	54.598	1.009	0.958	3833.367	0.748	2152	2233	1507	1655	0.700	0.741
From B	13.049	54.598	1.009	1.010	3953.780	0.765	1844	1798	391	418	0.212	0.233
From C	7.703	54.598	1.009	1.017	2333.988	0.538	1706	1446	668	812	0.391	0.562
From D	9.258	54.598	1.009	1.011	2805.292	0.604	2030	1861	1305	1201	0.643	0.645
From E	9.956	54.598	1.009	0.896	3016.567	0.634	1460	1449	774	776	0.530	0.535

Roundabout Analysis

Location Tsuen Tsing Interchange

Scenario Year 2036 with the Proposed Hotel

Page 33

Design Year 2036

Job Number J7473

Date 29 May 2026

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	104	0	877	383	159				1523	2133
From B	112	0	0	0	279				391	2798
From C	403	271	0	0	0				674	1222
From D	223	18	1064	0	0				1305	1328
From E	0	568	26	186	0				780	2195
From F										
From G										
From H										
Total	842	857	1967	568	438				4672	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q _c
From A	98	0	643	660	270				1671	2027
From B	100	0	0	0	318				418	2858
From C	564	259	0	0	4				827	1699
From D	202	65	934	0	0				1201	1613
From E	11	516	0	253	0				780	2222
From F										
From G										
From H										
Total	975	840	1577	913	592				4897	

Legend

Arm	Road (in clockwise order)
A	Texaco Road
B	Texaco Road
C	Tsuen Wan Road Slip Road
D	Tsing Tsuen Road Slip Road
E	Tsuen Wan Road Slip Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	15.0	11.0	25.0	9.0	100	45	0.7
From B	15.0	10.0	25.0	25.0	100	30	0.3
From C	8.5	3.4	45.0	90.0	100	33	0.1
From D	9.5	8.0	35.0	25.0	100	33	0.1
From E	15.0	7.0	20.0	15.0	100	60	0.9

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
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

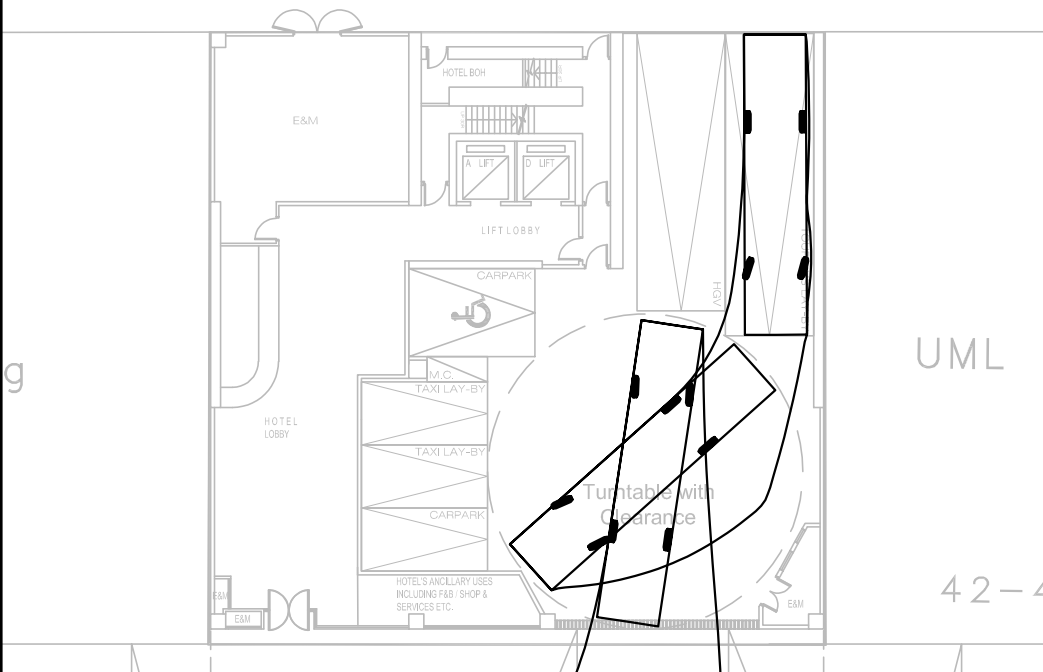
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm							Q _E		Entry Flow		RFC	
	x ₂	M	t _D	K	F	f _c	AM	PM	AM	PM	AM	PM
From A	12.651	54.598	1.009	0.958	3833.367	0.748	2144	2220	1523	1671	0.710	0.753
From B	13.049	54.598	1.009	1.010	3953.780	0.765	1831	1785	391	418	0.213	0.234
From C	7.703	54.598	1.009	1.017	2333.988	0.538	1704	1443	674	827	0.395	0.573
From D	9.258	54.598	1.009	1.011	2805.292	0.604	2024	1850	1305	1201	0.645	0.649
From E	9.956	54.598	1.009	0.896	3016.567	0.634	1456	1441	780	780	0.535	0.541

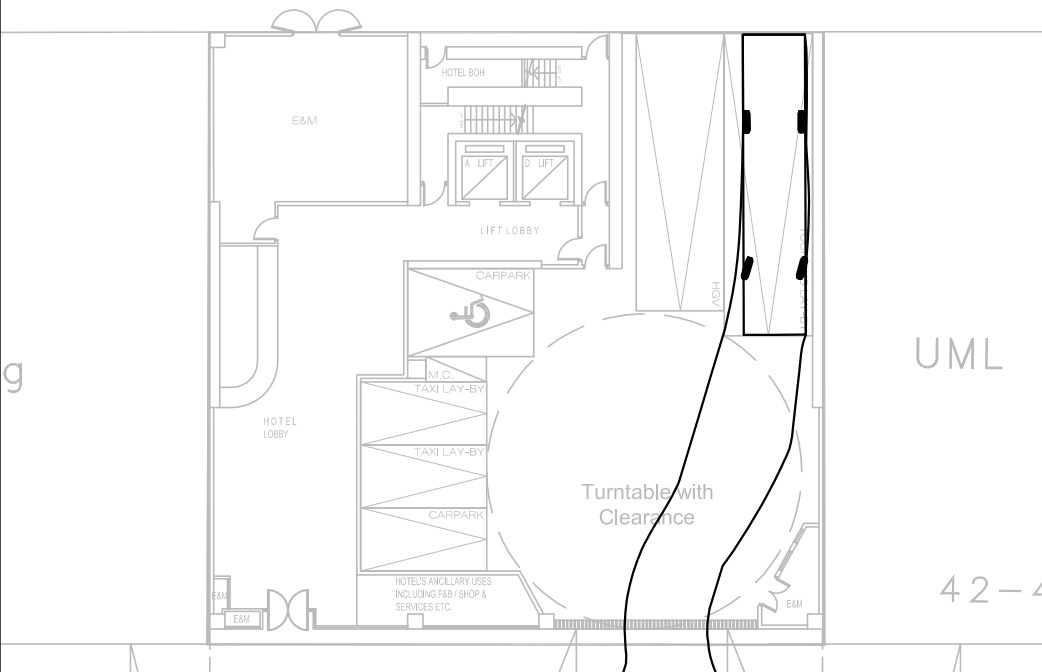
Appendix B – Swept Path Analysis

COACH



灰窰角街 FUI YIU KOK STREET

ENTERING



灰窰角街 FUI YIU KOK STREET

LEAVING

Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

SP1

Revision

A

Figure Title

**SWEPT PATH OF COACH
ENTERING AND LEAVING THE SINGLE DECK TOUR BUS LAYBY**

Designed by
L K W

Drawn by
S C Y

Checked by
K C

Scale in A4
1 : 300

Date
29 MAY 2026

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

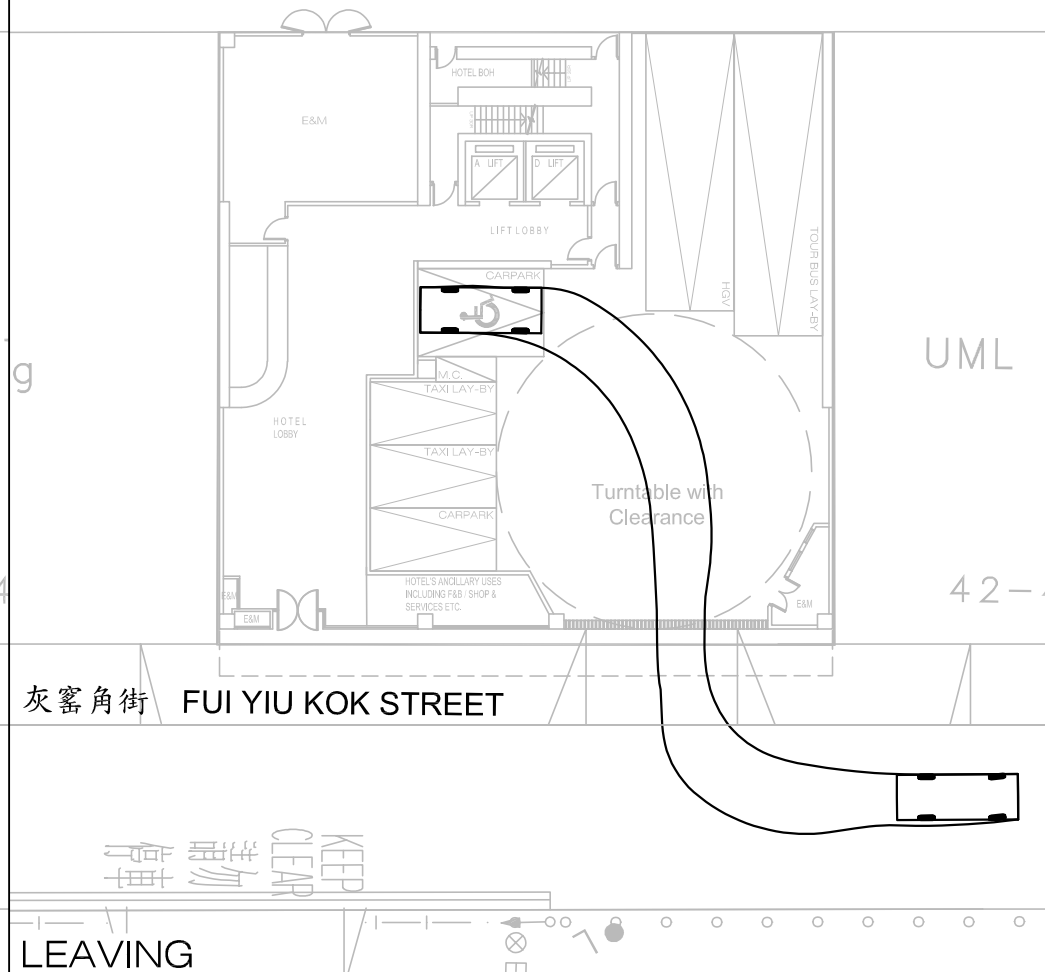
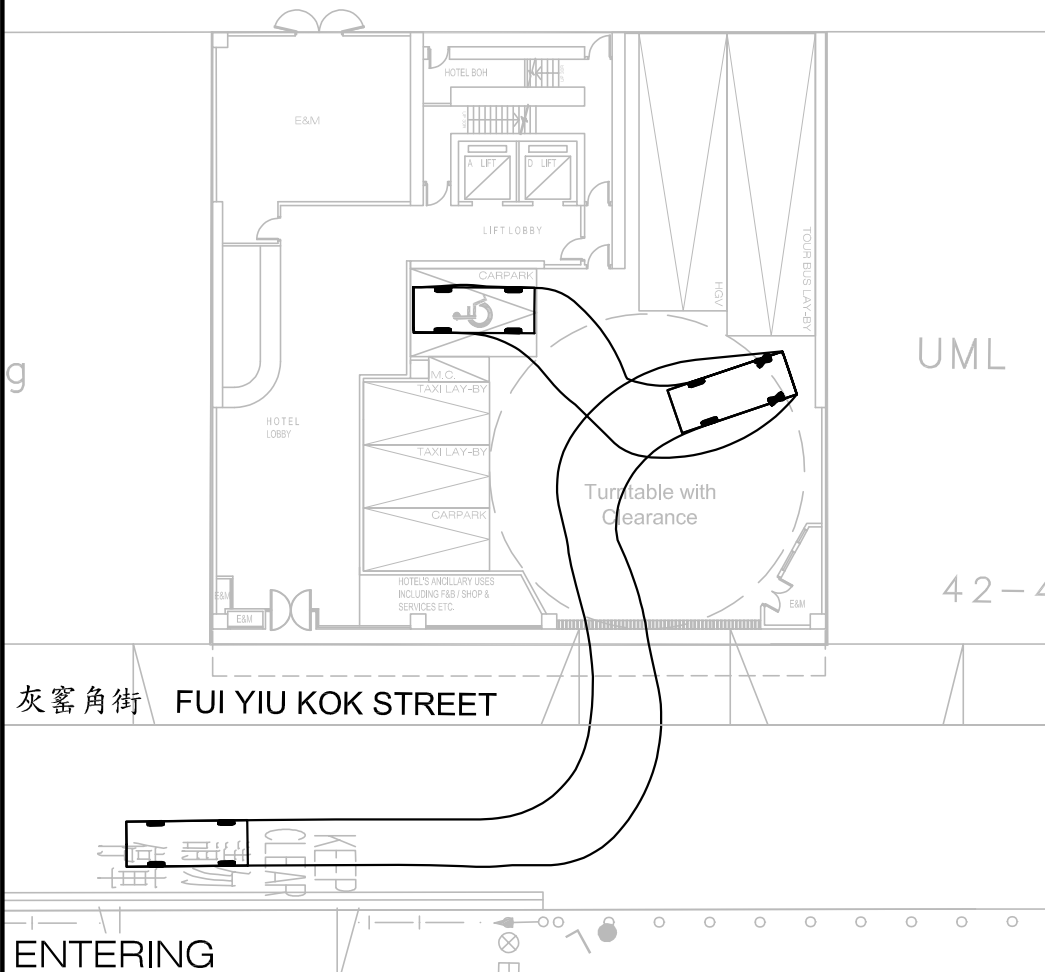
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HEAVY GOODS VEHICLE



Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES	Figure No. J7473	Revision A
Figure Title SWEPT PATH OF HGV ENTERING AND LEAVING THE HGV LOADING / UNLOADING BAY	Designed by L K W	Drawn by S C Y
	Checked by K C	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
	Scale in A4 1 : 300	Date 29 MAY 2026

PRIVATE CAR



Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

SP3

Revision

A

Figure Title

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

Designed by
L K W

Drawn by
S C Y

Checked by
K C

Scale in A4
1 : 300

Date
29 MAY 2026

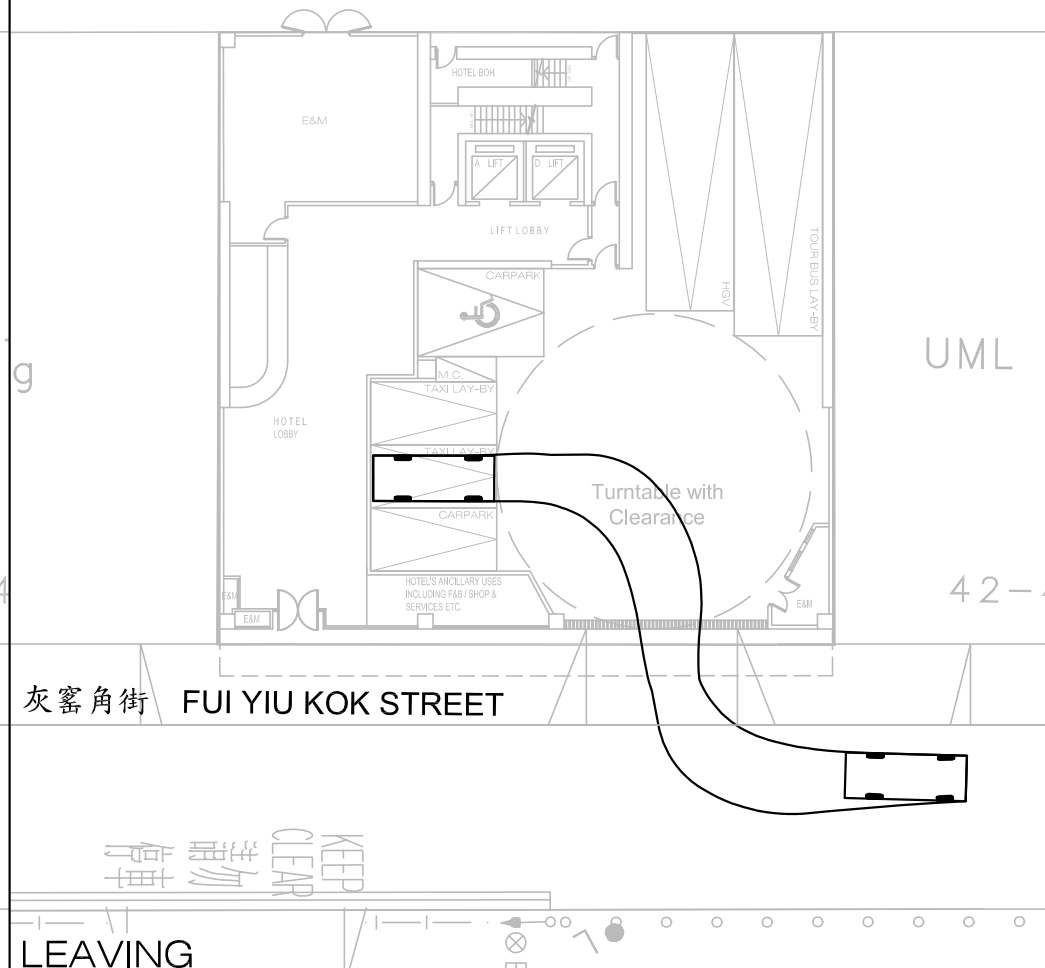
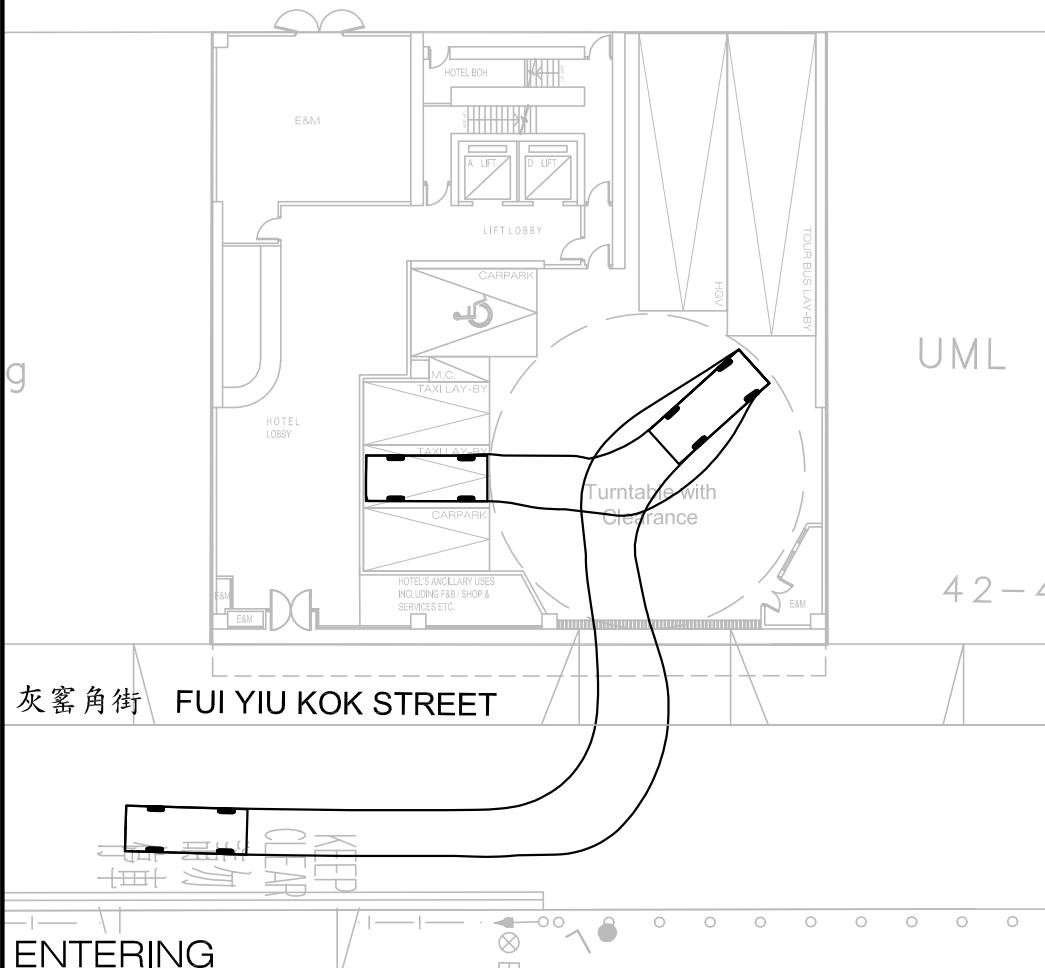
CKM Asia Limited

Traffic and Transportation Planning Consultants

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Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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PRIVATE CAR



Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

SP4

Revision

A

Figure Title

**SWEPT PATH OF PRIVATE CAR
ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY**

Designed by

L K W

Drawn by

S C Y

Checked by

K C

Scale in A4

1 : 300

Date

29 MAY 2026

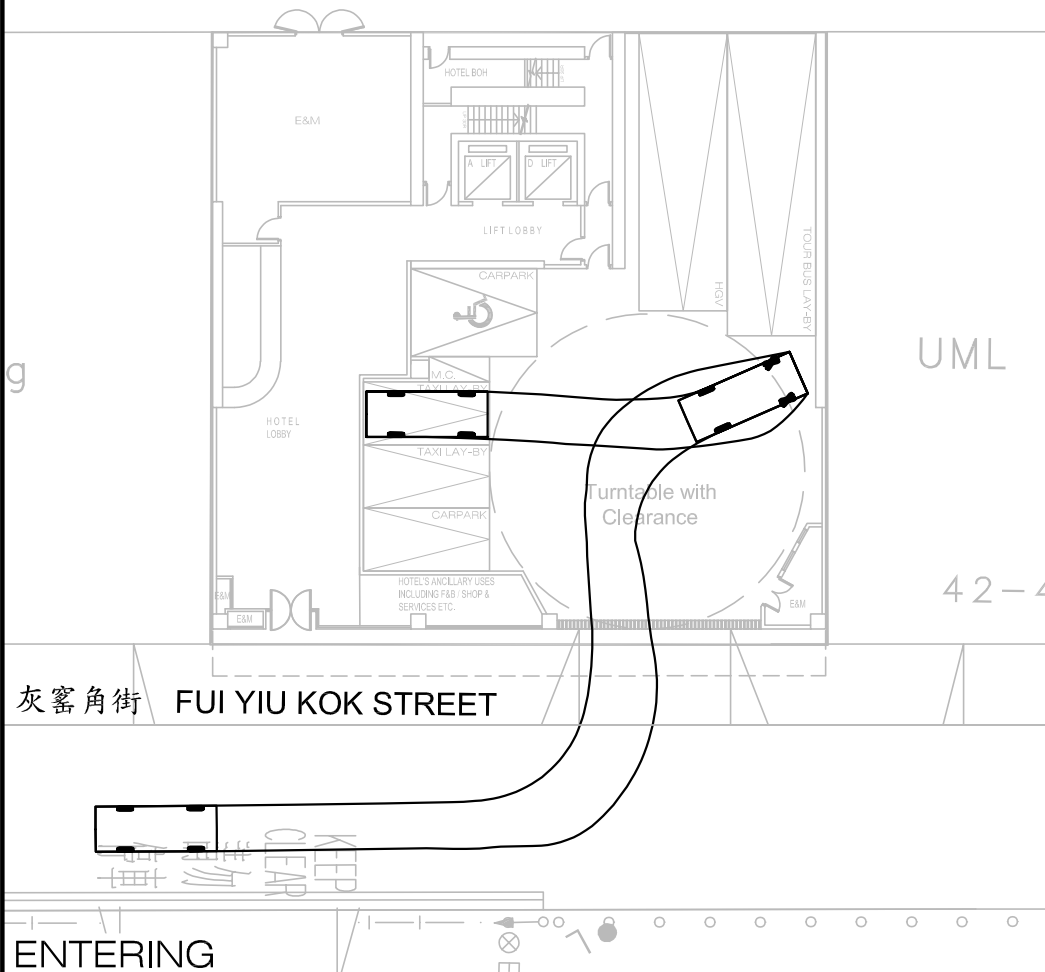
CKM Asia Limited

Traffic and Transportation Planning Consultants

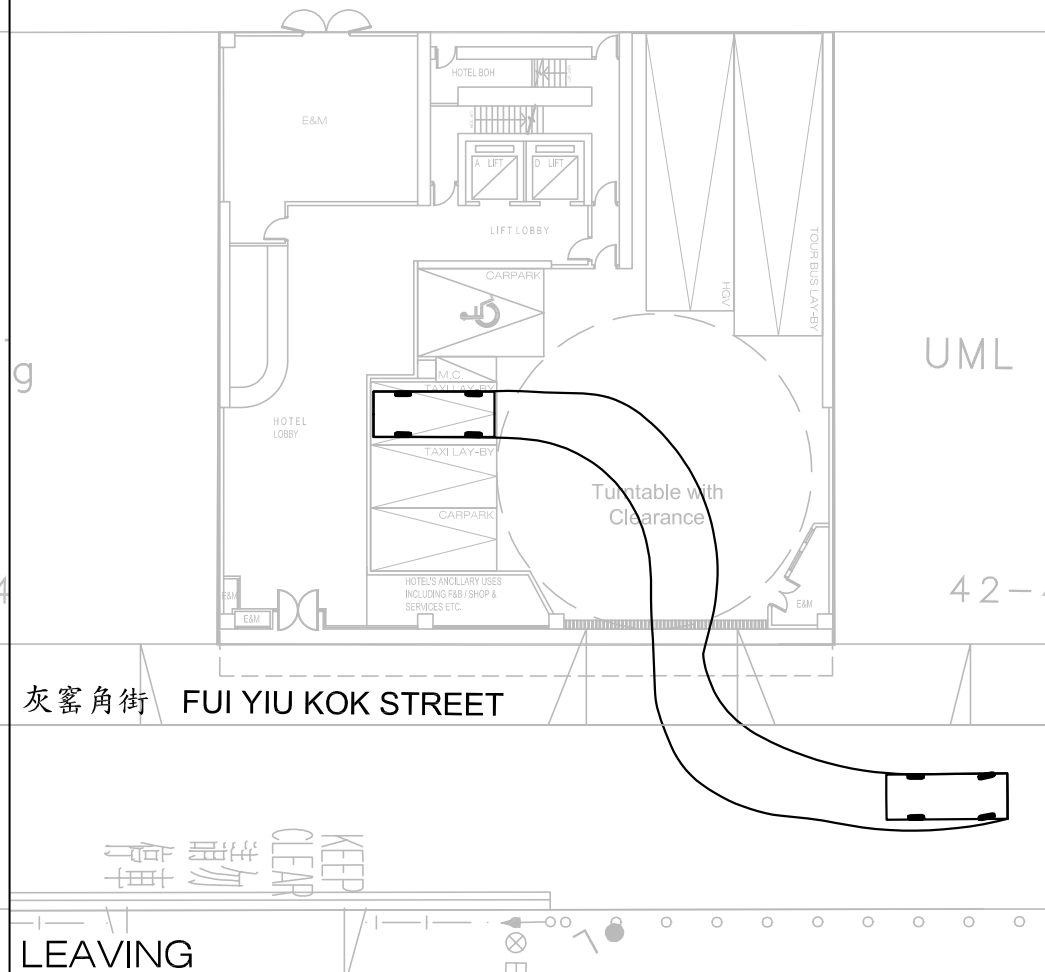
21st Floor, Methodist House, 36 Hennessy Road,
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

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PRIVATE CAR



ENTERING



LEAVING

Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

SP5

Revision

A

Figure Title

**SWEPT PATH OF PRIVATE CAR
ENTERING AND LEAVING THE TAXI AND PRIVATE CAR LAYBY**

Designed by
L K W

Drawn by
S C Y

Checked by
K C

Scale in A4
1 : 300

Date
29 MAY 2026

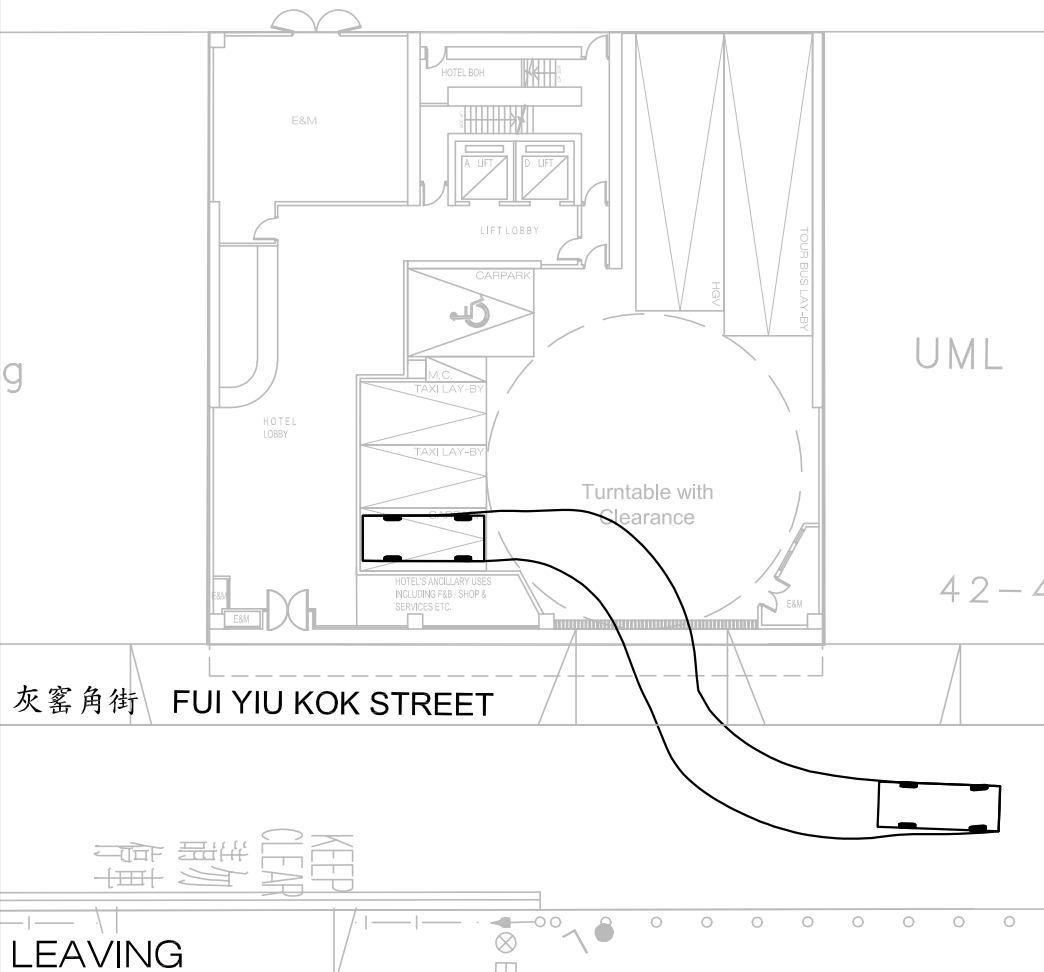
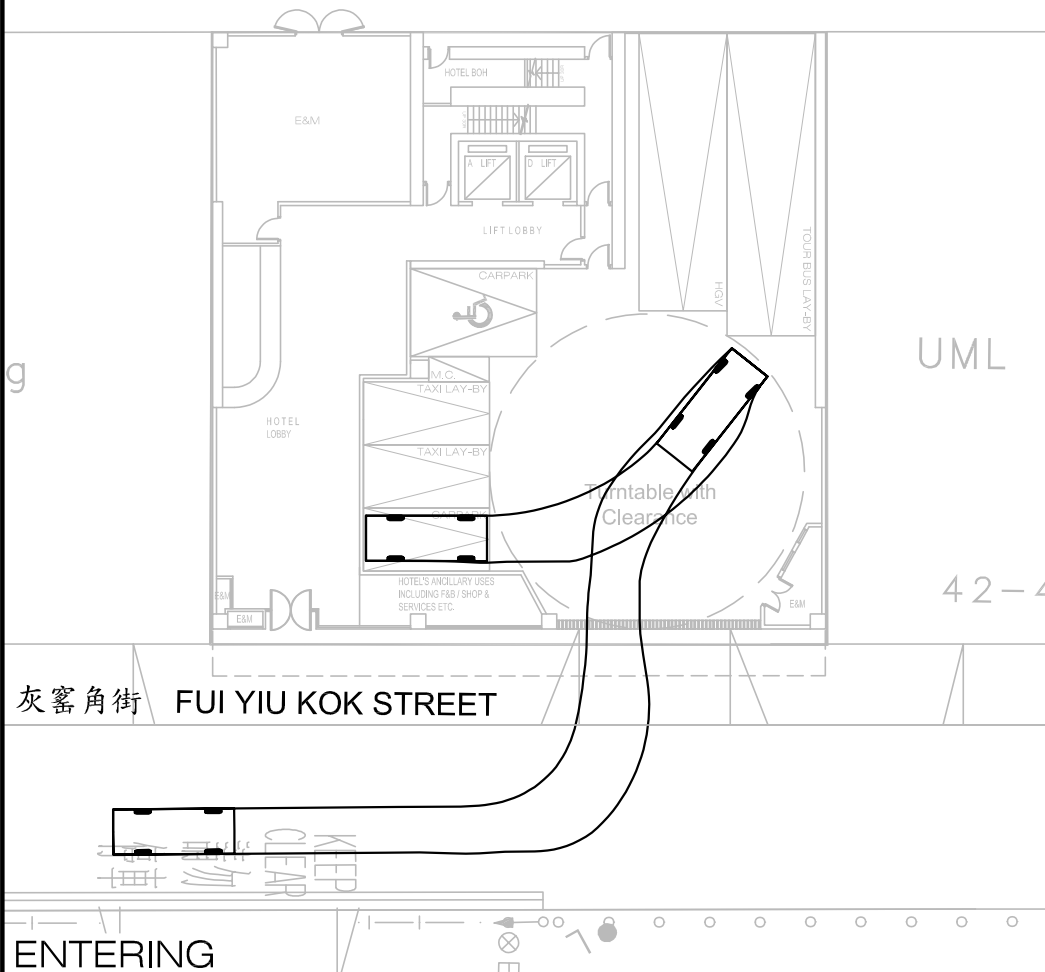
CKM Asia Limited

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Email : mail@ckmasia.com.hk

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PRIVATE CAR



Project Title SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D.443 AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW TERRITORIES

J7473

Figure No.

SP6

Revision

A

Figure Title

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

Designed by

L K W

Drawn by

S C Y

Checked by

K C

Scale in A4

1 : 300

Date

29 MAY 2026

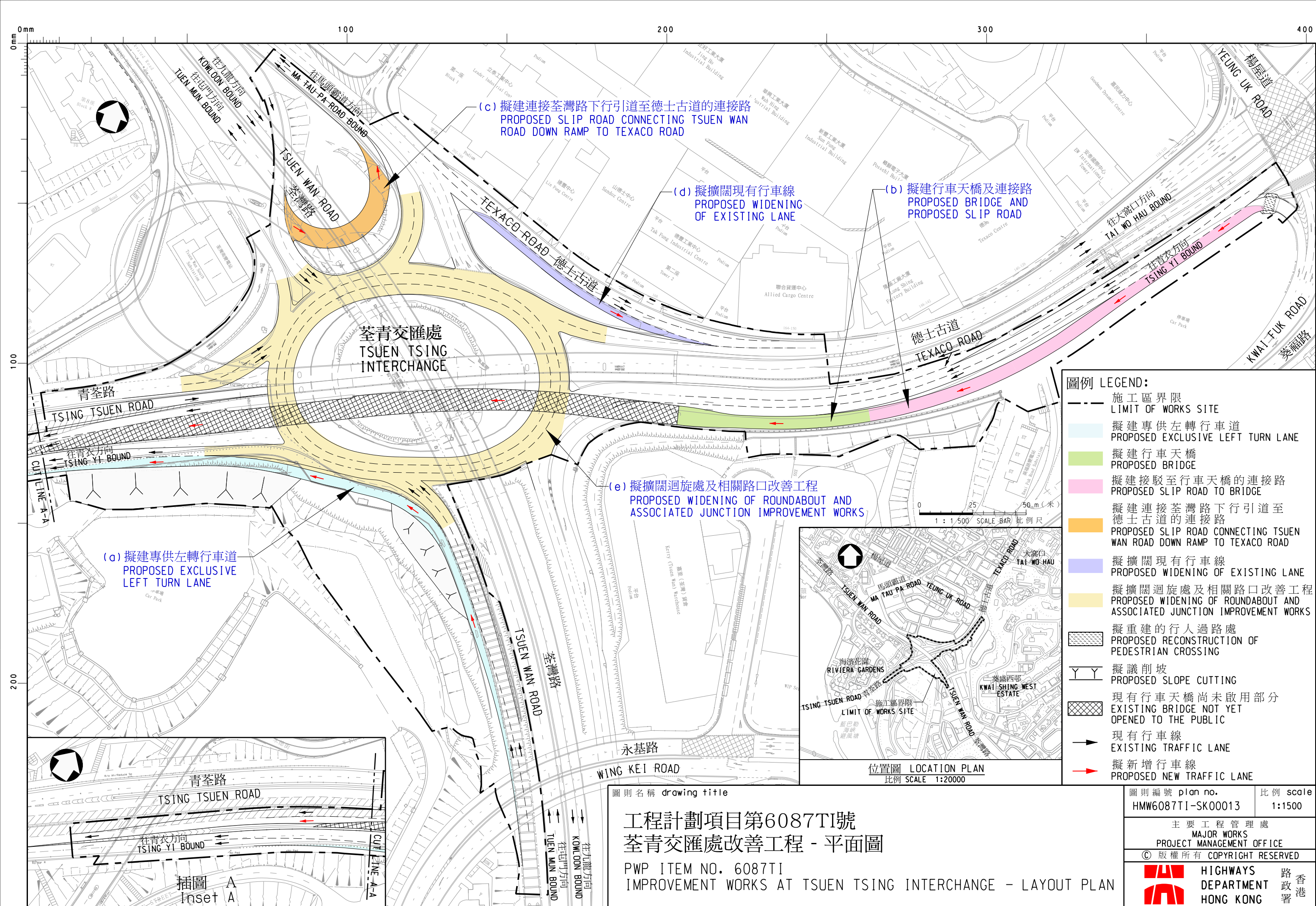
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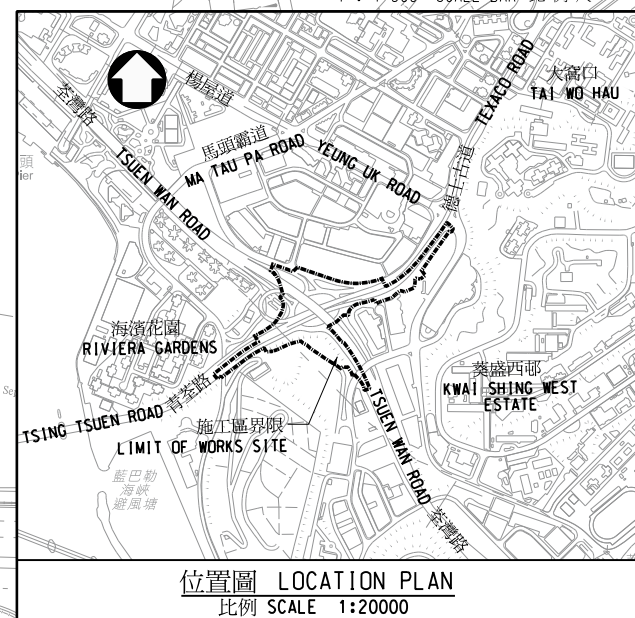
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Appendix C –
Layout Plan of Improvement Work by
Highways Department
under Contract No. HY/2022/18



圖例 LEGEND:

- 施工區界限
LIMIT OF WORKS SITE
- 擬建專供左轉行車道
PROPOSED EXCLUSIVE LEFT TURN LANE
- 擬建行車天橋
PROPOSED BRIDGE
- 擬建接駁至行車天橋的連接路
PROPOSED SLIP ROAD TO BRIDGE
- 擬建連接荃灣路下行引道至德士古道的連接路
PROPOSED SLIP ROAD CONNECTING TSUEN WAN ROAD DOWN RAMP TO TEXACO ROAD
- 擬擴闊現有行車線
PROPOSED WIDENING OF EXISTING LANE
- 擬擴闊迴旋處及相關路口改善工程
PROPOSED WIDENING OF ROUNDABOUT AND ASSOCIATED JUNCTION IMPROVEMENT WORKS
- 擬重建的行人過路處
PROPOSED RECONSTRUCTION OF PEDESTRIAN CROSSING
- 擬議削坡
PROPOSED SLOPE CUTTING
- 現有行車天橋尚未啟用部分
EXISTING BRIDGE NOT YET OPENED TO THE PUBLIC
- 現有行車線
EXISTING TRAFFIC LANE
- 擬新增行車線
PROPOSED NEW TRAFFIC LANE



圖則名稱 drawing title		圖則編號 plan no.	比例 scale
工程計劃項目第6087TI號 荃青交匯處改善工程 - 平面圖		HMW6087TI-SK00013	1:1500
主要工程管理處 PROJECT MANAGEMENT OFFICE			
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PWP ITEM NO. 6087TI IMPROVEMENT WORKS AT TSUEN TSING INTERCHANGE - LAYOUT PLAN		 HIGHWAYS DEPARTMENT HONG KONG 路政署	