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TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM “V” TO “G/IC(3)” FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

TRAFFIC IMPACT ASSESSMENT STUDY

SYSTRA MVA

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Lots Nos. 1087 and 1130 in D.D.6 and their Adjoining Government Land, Kam Shan, Tai Po, New Territories. The location of the Application Site is shown in **Drawing No. 1.1**.

1.1.2 The Application Site is currently occupied by Buddhist Cheung Ha Temple Limited(佛教長霞淨院有限公司). The Applicant intends to regularize the existing religious and ancillary columbarium structures within the Application site. There are totally 11,726 columbarium niches (i.e. 5,508 being sold and 6,218 being un-sold) and 3,049 memorial tablets (i.e. 2,121 being sold and 928 being un-sold) in two columbarium structures at the Application Site.

1.1.3 The Application Site falls within an area zoned "Village Type Development" ("V") on the approved Tai Po Outline Zoning Plan (OZP No. S/TP/30). In accordance with the previous rezoning proposal under Application No. Y/TP/29, the Applicant intended to request for rezoning the Application Site from "V" Zone to "Government, Institution or Community (3)" ("G/IC(3)") Zone under Section 12A of the Town Planning Ordinance to regularize the existing religious and ancillary columbarium structures at the Application Site.

1.1.4 Under the present Section 12A Rezoning Application, the Applicant has intended to propose the Application Site from "V" Zone to G/IC(3) with some changes over the previous application, including:

- Reduction of 1,700 niches to address precedent effect, which will be mentioned in **Section 2.2**; and;
- Minimising disturbance to nearby residents during the festival periods by directing visitors to access/ leave the Application Site via the staircase east of the site (the main temple access).

1.1.5 MVA Hong Kong Limited was commissioned by the Applicant as a traffic consultant to undertake a Traffic Impact Assessment (TIA) study in support of Section 12A (S12A) Rezoning Application.

1.1.6 The purpose of this study is to present findings of TIA study and the proposed traffic management plan in association with proposed (existing) columbarium development at the Application Site during Ching Ming Festival Day and its shadow weekends (i.e. two weeks before and two weeks after festival day, including public holiday, if any) (here under called the "festival period"). This festival period is deemed as the peak period with the relatively higher in volume of visitors.

1.2 Study Objectives

1.2.1 The main objective of this study is to assess traffic impact of the captioned development in support of the S12A Rezoning Application. The following tasks were carried out and included in this report:

- to evaluate the current traffic conditions in the vicinity of the Application Site;
- to estimate the traffic and pedestrian generations and attractions of the proposed (existing) columbarium developments during the festival period;
- to produce traffic and pedestrian demand forecast for an appropriate design year;
- to investigate the traffic impact to the identified junction by the proposed (existing) columbarium development and;
- to recommend crowd management measures for vehicular and pedestrian traffic during festival periods to alleviate the anticipated vehicular and pedestrian traffic problems generated by proposed (existing) columbarium development on the surrounding road networks, if necessary.

1.3 Study Objectives

1.3.1 Following this introductory chapter, there are six further chapters:

- **Chapter 2 – Proposed (Existing) Development**, which presents the proposed development schedule, and its internal transport facilities.
- **Chapter 3 – Existing Traffic Conditions**, which reviews the existing road network in the vicinity of the Application Site, presents the summary of vehicular and pedestrian surveys and assesses the existing traffic and pedestrian conditions during 2024 Ching Ming Festival Period.
- **Chapter 4 – Traffic Forecasts**, which presents the potential traffic and pedestrian generation and attraction of the proposed (existing) columbarium development on festival period and summaries the methodology for future traffic forecasts.
- **Chapter 5 – Traffic Management Plan,** which presents the necessary crowd management measures for the proposed (existing) columbarium development during the festival period.
- **Chapter 6 – Traffic Impact Assessment**, which presents the findings of traffic and pedestrian impact assessment in the future design year during the festival period.
- **Chapter 7 – Summary and Conclusion,** which summaries the findings of the study and presents the conclusion and recommendations regarding the traffic and pedestrian issues associated with the proposed (existing) columbarium development at the Application Site.

2. PROPOSED (EXISTING) DEVELOPMENT

2.1 Existing Site Conditions

2.1.1 The Application Site is located at Lots Nos. 1087 and 1130 in D.D.6 and their Adjoining Government Land, Kam Shan, Tai Po, New Territories. The location of the Application Site is shown in **Drawing No. 1.1**.

2.1.2 The Application Site is zoned as "Village Type Development" ("V") on the approved Tai Po Outline Zoning Plan (OZP No. S/TP/30).

2.2 Proposed (Existing) In-site Columbarium Development

2.2.1 To address precedent effect for similar application with the same "V" zone, i.e. Cheung Ha Ching Shea near the Application Site, it is proposed to reduce the total number of niches from 13,426 (under previous Application No. Y/TP/29) to 11,726 (i.e. reduction of 1,700 niches, which is the same niches number of Cheung Ha Ching Shea as recorded on 30th June, 2017).

2.2.2 **Table 2.1** summaries the status of the columbarium niches and memorial tablets within the Application Site.

Table 2.1 Status of Columbarium Niches and Memorial Tablets

Items	No. of Niches(1)	No. of Memorial Tablets(2)	Sub-Total
Sold Niches and Memorial Tablets	5,508	2,121	7,629
Un-sold Niches and Memorial Tablets	6,218	928	7,146
Total no. of Niches and Memorial Tablets	11,726	3,049	14,775

Note: (1) The numbers and the conditions of sold niches were already recorded and submitted to the government on or before 30th June, 2017 for "Pre-Cut-Off columbarium".
(1) The numbers of memorial tablets presented in **Tables 2.1** were the latest count in April 2024.

2.3 Internal Transport Facilities

2.3.1 At present, the Application Site has never been served by any vehicular access, no parking or loading/ unloading facility has ever been provided inside the Site. All daily deliveries are conducted by hands and this practice will continue in future. All visitors are well aware of this arrangement.

2.3.2 In accordance with statutory requirements as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG), no car parking and servicing provisions have ever been specified for the of "Columbarium" development.

2.3.3 To minimize the traffic impact during the festival period, appropriate traffic management measures are proposed to be implemented in **Chapter 5** of this TIA report.

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the Application Site is shown in **Drawing No. 3.1**.

3.1.2 A major frontage of the Application Site is located to the south of Kam Shan Road, which is a single two-lane carriageway south of Lam Tsuen River, linking to the major road network via Pak Shing Street and Kwong Fuk Road.

3.1.3 Pak Shing Street is a single two-lane carriageway south of Lam Tsuen River, connecting Kam Shan Road to the west and Kwong Fuk Road to the east.

3.1.4 Kwong Fuk Road is a single 4-lane carriageway with local road linking to Tai Po Central and Tai Po Market, as well as linkages to Tolo Highway for Shatin and Kowloon bound.

3.2 Existing Public Transport Services

3.2.1 Currently, Kam Shan Road is served by GMB route 22K, which only operates at AM peak.

3.2.2 However, the MTR Tai Wo Station is located in the close proximity of the Application Site, which is within 600m walking distance (around 7-8 minutes walking time) from/to the Application Site via Kam Wo Bridge or Tai Wo Bridge.

3.2.3 In addition to the MTR East Rail Line, various road-based public transports of franchised bus and Green Mini-Bus (GMB) routes are serving in close proximity to the Application Site. They are summarised in **Table 3.1** and **Table 3.2,** and illustrated in **Drawing No. 3.2**.

Table 3.1 Existing Bus Routes in the Vicinity (Sunday/ Public Holiday Services)

Route No.	Origin – Destination	Frequency (minutes)
Franchised Bus		
64K	Yuen Long West – Tai Po Market Station	7 – 10
71K	Tai Wo – Tai Po Market Station	15 - 20
72	Tai Wo – Cheung Sha Wan	20 - 30
72K	Tai Wo – Fu Tip Estate (Circular)	20
73	Tai Po Industrial Estate – Wah Ming	30
73A	Wah Ming – Yu Chui Court	30
73B	Chuen On Road (Nethersole Hospital) – Sheung Shui (Circular)	25 - 30
74A	Tai Wo – Kai Yip	60
74D	Kau Lung Hang – Kwun Tong Ferry	60
264R	Yuen Long (West) – Tai Po Market Station	20

Table 3.2 Existing GMB Routes in the Vicinity (Sunday/ Public Holiday Services)

Route No.	Origin/Destination	Frequency (minutes)
GMB Routes		
22K	Kam Shan Road – Tai Po Market (Nam Shing Street)	AM Peak Only
21K	Wai Tau Tsuen – Tai Po Market (Nam Shing Street)	15 – 30
25A	Nam Wa Po – Tai Po Market (Nam Shing Street)	5 – 10
25B	Kau Lung Heng/ Yuen Leng – Tai Po Market (Nam Shing Street)	4 – 8
25K	Ng Tung Chai – Tai Po Market (Nam Shing Street)	5 – 12

3.2.4 Additionally, there is no "Non-Stop Restriction" imposed along the concerned road section of Kam Shan Road just outside the Application Site, so visitors can also access the Application Site by Taxi.

3.2.5 In view of the availability of various public transports in the vicinity, the Application Site enjoys high accessibility of public transport services.

3.3 Identified Junction for Assessment

3.3.1 For columbarium development, the Ching Ming Festival and its shadow weekends (e.g. two weeks before and two weeks after festival day) are generally regarded as the peak period with the relatively higher in volume of visitors.

3.3.2 Thus, to reveal the critical traffic situation during the grave sweeping festival periods, traffic count surveys were carried out at the identified junction within the local study area from 07:00 to 19:00 during 2024 Ching Ming Festival Period as follows:

1. Weekend prior to Ching Ming Festival – Sunday on 31st March 2024
2. Ching Ming Festival – Thursday on 4th April 2024
3. Weekend after Ching Ming Festival – Sunday on 7th April 2024

3.3.3 The location of the junctions are identified in **Drawing No. 3.1** and the list of drawing for the existing junction layouts is summarised in **Table 3.3**.

Table 3.3 Identified Junctions to be Assessed

Ref. No.	Junction	Method of Control	Drawing No.
J1	Pak Shing Street Near Sui On Street	Signal	**3.3.1**
J2	Kam Shan Road/ Hon Ka Road	Priority	**3.3.2**
J3	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park	Priority	**3.3.3**

3.3.4 Based on the observed traffic flows, the Peak hours during 2024 Ching Ming Festival Period are summarised in the **Table 3.4**.

Table 3.4 Identified Peak Periods for Vehicles during the Survey Time Period

Survey Periods	Identified Peak Periods
Weekend prior to Ching Ming Festival (31st March 2024)	10:30 – 11:30
Ching Ming Festival (4th April 2024)	10:45 – 11:45
Weekend after Ching Ming Festival (7th April 2024)	10:45 – 11:45

3.3.5 To evaluate the existing traffic conditions in the vicinity of the Application Site, the operational performance of the identified junctions were assessed based on the observed traffic flows shown in **Drawing Nos. 3.4**, and its existing junction layout and method of control are indicated in **Drawing Nos. 3.3.1** to **3.3.3**. The assessment results during 2024 Ching Ming Festival Period are summarised as shown in **Table 3.5**. The details of junction calculations are attached in **Appendix A**.

Table 3.5 Existing Junction Operational Performance during 2024 Ching Ming Festival Period

Ref. No. (1)	Junction	Method of Control	Year 2024 Existing RC (2)/DFC(3)		
			Weekend prior to Ching Ming Festival (31st March 2024)	Ching Ming Festival (4th April 2024)	Weekend after Ching Ming Festival (7th April 2024)
J1	Pak Shing Street Near Sui On Street	Signal	>100%	>100%	>100%
J2	Kam Shan Road/ Hon Ka Road	Priority	0.06	0.13	0.06
J3	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park	Priority	0.15	0.34	0.07

Note: (1) Refer to **Drawing No. 3.1** for the location of identified junction.
(2) RC - Reserve Capacity for signalised junction.
(3) DFC – Design flow to Capacity Ratio for priority junction

3.3.6 The results of the assessment have indicated that the identified junctions operated within its capacities during peak hours of 2024 Ching Ming Festival Period.

3.4 Assessment of Identified Pedestrian Facilities

3.4.1 Pedestrian headcount surveys at the Application Site and various sections of existing pedestrian facilities (i.e. footpath, cautionary crossing and staircase) in the vicinity were conducted during the survey period specified in **Section 3.3.2**.

3.4.2 Based on the observed pedestrian flows, the identified peak hours during 2024 Ching Ming Festival Period are summarised in the **Table 3.6**.

Table 3.6 Identified Peak Periods for Pedestrians during the Survey Time Period

Survey Periods	Identified Peak Periods
Weekend prior to Ching Ming Festival (31st March 2024)	10:40 – 11:40
Ching Ming Festival (4th April 2024)	10:35 – 11:35
Weekend after Ching Ming Festival (7th April 2024)	10:45 – 11:45

3.4.3 At present, there are two existing staircases (i.e. F4 and F5) connected to the Application Site at Kam Shan Road. Under the Traffic Management Plan (to be discussed in **Chapter 5**), visitors are directed by staffs to access/ leave the Application Site exclusively via the existing staircase at northeastern of the site (i.e. F5).

3.4.4 Pre-booking system for columbarium development of the Application Site (to be discussed in **Chapter 5**) has already been executed during 2024 Ching Ming Festival Period as one of the crowd management measures to mitigate the potential traffic impact on the local area. Under pre-booking system, the maximum number of visitors is controlled at 117 visitors per 30-minute session (i.e. a maximum of 234 visitors per hour), which reduces the traffic impact by the Application Site to the surrounding pedestrian network.

3.4.5 The existing operational performance of the identified pedestrian facilities have been assessed based on the following scenarios:

- Assessment Scenario 1: Pedestrian peak flows in 60-minute interval
- Assessment Scenario 2: Pedestrian peak flows in 15-minute interval

3.4.6 To evaluate the existing pedestrian facilities surrounding the Application Site, the operational performance of pedestrian facilities at the surveyed sections have been assessed based on:

1. Level-of-Service (LOS) methodology as stipulated in Highway Capacity Manual 2000 and TPDM; and
2. Ratio of Volume to Capacity (V/C Ratio) for staircase and cautionary crossing as stipulated in Transport Planning and Design Manual (TPDM), Vol. 2, Ch. 3.7.

3.4.7 In general, V/C Ratio (i.e. V/C < 0.85) and LOS C are desirable for most design at street with dominant 'living' pedestrian activities. The results shown in **Drawing Nos. 3.5.1** to **3.5.3** and summarised in **Tables 3.7** to **3.9**.

Table 3.7 Existing Operational Performance of Identified Pedestrian Facilities during Weekend prior to 2024 Ching Ming Festival

Ref. [1]	Actual Width (m)	Effective Width (m) [2]	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate [3] (ped/min/m)	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1 (Footpath connecting the western of the Site)	1.3	0.3	245	13.61	A	74	16.44	B
F2 (Footpath between the two staircases at site access)	3.2	2.2	246	1.86	A	74	2.24	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	295	2.23	A	89	2.70	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	25	1.67	0.042	8	2.13	0.053
F5 (Staircase at northeastern of site access)	1.7	0.7	505	12.02	0.301	152	14.48	0.362
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	164	1.09	0.109	50	1.33	0.133
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	243	1.84	A	73	2.21	A
F8 (Kam Wo Bridge)	6.2	5.2	638	2.04	A	192	2.46	A
F9 (Tai Wo Bridge)	7.2	6.2	1,434	3.85	A	431	4.63	A

Notes:
(1) Refer to **Drawing No. 3.5.1** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Based on the survey results, a few visitors have used staircases F4 to access/ leave the Application Site instead during 2024 Ching Ming Festival.

Table 3.8 Existing Operational Performance of Identified Pedestrian Facilities during 2024 Ching Ming Festival

Ref. [1]	Actual Width (m)	Effective Width (m) [2]	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate [3] (ped/min/m)	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1 (Footpath connecting the western of the Site)	1.3	0.3	411	22.83	B	124	27.56	C
F2 (Footpath between the two staircases at site access)	3.2	2.2	403	3.05	A	121	3.67	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	476	3.61	A	143	4.33	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	18	1.20	0.03	6	1.60	0.04
F5 (Staircase at northeastern of site access)	1.7	0.7	823	19.60	0.49	247	23.52	0.588
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	334	2.23	0.223	101	2.69	0.269
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	355	2.69	A	107	3.24	A
F8 (Kam Wo Bridge)	6.2	5.2	998	3.20	A	300	3.85	A
F9 (Tai Wo Bridge)	7.2	6.2	1,569	4.22	A	471	5.06	A

Notes:
(1) Refer to **Drawing No. 3.5.2** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Based on the survey results, a few visitors have used staircases F4 to access/ leave the Application Site instead during 2024 Ching Ming Festival.

Table 3.9 Existing Operational Performance of Identified Pedestrian Facilities during Weekend after 2024 Ching Ming Festival

Ref. [1]	Actual Width (m)	Effective Width (m) [2]	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate [3] (ped/min/m)	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1 (Footpath connecting the western of the Site)	1.3	0.3	292	16.22	B	88	19.56	B
F2 (Footpath between the two staircases at site access)	3.2	2.2	309	2.34	A	93	2.82	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	381	2.89	A	115	3.48	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	25	1.67	0.042	8	2.13	0.053
F5 (Staircase at northeastern of site access)	1.7	0.7	632	15.05	0.376	190	18.10	0.452
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	246	6.56	0.164	74	1.97	0.197
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	387	2.93	A	117	3.55	A
F8 (Kam Wo Bridge)	6.2	5.2	686	2.20	A	206	2.64	A
F9 (Tai Wo Bridge)	7.2	6.2	1,947	5.23	A	585	6.29	A

Notes:
(1) Refer to **Drawing No. 3.5.3** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Based on the survey results, a few visitors have used staircases F4 to access/ leave the Application Site instead during 2024 Ching Ming Festival.

3.4.8 As shown in **Tables 3.7** to **3.9**, the V/C Ratio of staircases and cautionary crossing at the Application Site are below 0.85. All the level-of service (LOS) of the identified footpaths surrounding the Application Site are LOS A to LOS C. The results have indicated that all the identified pedestrian facilities are operating with adequate spare capacities to cater for the existing demand during in peak hour of 2024 Ching Ming Festival Period under the implementation of Pre-booking system.

3.5 Visitor Trip Generation of the Application Site

3.5.1 To determine the visitor trip generation of the proposed (existing) columbarium development, headcount surveys at site entry were conducted from 07:00 to 19:00 during the identified peak periods as mentioned in **Section 3.4.2**. Visitors to the Application Site could be classified into two groups, namely (1) visitors due to columbarium development (including niches and memorial tablets) and (2) visitors due to religious activity. These two groups of visitors share the same staircase for access.

3.5.2 The visitor trip generation and attraction due to columbarium development and religious activity of the Application Site during 2024 Ching Ming Festival Period are summarised as **Tables 3.10** and **3.11** below.

Table 3.10 Surveyed Visitor Trip Generation and Attraction due to Columbarium Development of the Application Site

Development	Date	Identified Peak Periods	No. of Sold Niches[1] and Memorial Tablets[2]	No. of Daily Visitors (Person/day)	Peak Hour Trip (Person/hr)		Peak Hour Trip Rate (Person/hr/(niche/tablet))	
					Gen.	Att.	Gen.	Att.
Columbarium Development	Weekend prior to Ching Ming Festival (31st March, 2024)	10:40 – 11:40	7,629[3]	894	240	283	0.031	0.037
	Ching Ming Festival (4th April, 2024)	10:35 – 11:35		2,308	377	351	0.049	0.046
	Weekend after Ching Ming Festival (7th April, 2024)	10:45 – 11:45		1,190	309	334	0.041	0.044

Note: (1) No. of niches sold were already recorded and submitted to the government on or before 30th June, 2017 for "Pre-Cut-Off columbarium".
(2) At time of survey during 2024 Ching Ming Festival Period, the recoded number of sold memorial tablets were 2,121 and the number of un-sold memorial tablets were 928.
(3) At time of survey during 2024 Ching Ming Festival Period, the no. of sold niches and memorial tables = 5,508 +2,121 = 7,629

Table 3.11 Surveyed Visitor Trip Generation and Attraction due to Religious Activity of the Application Site

Development	Date	Identified Peak Periods	Peak Hour Trip (Person/hr)	
			Gen.	Att.
Religious Activity	Weekend prior to Ching Ming Festival (31st March, 2024)	10:40 – 11:40	-	-
	Ching Ming Festival (4th April, 2024)	10:35 – 11:35	-	103
	Weekend after Ching Ming Festival (7th April, 2024)	10:45 – 11:45	-	-

3.5.3 Pre-booking system for columbarium development of the Application Site (to be discussed in **Chapter 5**) has already been implemented during 2024 Ching Ming Festival Period, which allows for a maximum of 117 visitors per 30-minute session (i.e. maximum of 234 visitors per hour). In addition, a waiting area has been provided within the Application Site for allowing visitors arriving 30 minutes or below prior to their reserved time slot (i.e. maximum of 117 visitors per hour). Therefore, under pre-booking system, the maximum allowed visitor for columbarium development of the Application Site is 234 + 117 = 351 persons/hr.

3.5.4 As presented in **Table 3.10**, the numbers of visitor attracted to the Application Site due to columbarium development during peak hours of weekend prior to Ching Ming Festival (31st March, 2024) and weekend after Ching Ming Festival (7th April, 2024) were 283 persons/hr and 334 persons/hr respectively, within the maximum allowed visitor of 351 persons/hr. It indicates that there were no full bookings during the shadow period of Ching Ming festival period.

3.5.5 The numbers of visitor attracted to the Application Site due to columbarium development during peak hours of Ching Ming Festival (4th April,2024) was 351 persons/hr, which was equal to the maximum allowed visitor of 351 persons/hr, revealing that there was full booking on the Ching Ming Festival. It has indicated that pre-booking system is an effective measure to control the number of visitors induced by the proposed (existing) columbarium development based on the survey results.

3.6 Existing Parking Provision

3.6.1 The public car parks available in the vicinity of the Application Site are illustrated in **Drawing No. 3.6**.

3.6.2 The on-street meter parking on Park Shing Street outside Yan Hing Street refuse collection point (CP1) provides a total of 8 parking spaces.

3.6.3 The on-street meter parking on Hei Yuen Street, Sui On Street, and Yan Hing Street (CP2) provides a total of 38 parking spaces.

3.6.4 The lay-by at Kam Shan Road (CP3) provides 7 parking spaces.

3.6.5 The on-street meter parking at Kam Shek New Village (CP4) provides around 67 parking spaces.

3.6.6 Two indoor hourly public parking located across Lam Tsuen River in Tai Wo Estate near Po Nga Road (CP5) and Kai Wo Road (CP6), provides around 200 parking spaces each respectively.

3.6.7 Parking inventory surveys on the above-mentioned car parks were carried out during 2024 Ching Ming Festival Period, to study the spare capacity for the potential parking need of the Application Site. The results of the survey will be discussed in **Section 6.3.**

4. TRAFFIC FORECASTS

4.1 Design Year

4.1.1 For the purpose of setting up the Design Year for this Traffic Impact Assessment study, it is assumed the un-sold niches in proposed (existing) columbarium is scheduled to be fully sold out by year 2029 tentatively (regarded as "Completion Year"). With reference to the relevant guidelines for Traffic Impact Assessment, either 3 years after completion (i.e. 2029 + 3 years = 2032) or 5 years from the date of submission (i.e. 2024 + 5 years = 2029), whichever is later, should be adopted as design year for TIA Study. Therefore, year 2032 is adopted as design year for traffic forecast and operational assessment.

4.2 Growth Factor for Traffic Forecast

4.2.1 To derive year 2032 reference traffic flows in the local study area, an appropriate growth factor has been identified for the area, which have been anticipated based on the year 2024 observed traffic flows and the derived growth factors for background traffic with the review on the following information, which are available from the current government websites:

- Annual Traffic Census (ATC) historical traffic data of road links in the vicinity published by Transport Department (TD) are shown in **Table 4.1**;
- Projections of Population Distribution by Tertiary Planning Unit from 2023 to 2031 published by Planning Department are shown in **Table 4.2**; and
- Data extracted from Hong Kong Population Projections 2022-2046 issued by Census and Statistics Department are shown in **Table 4.3**

Historical Trend

4.2.2 Transport Department has traffic count stations adjacent to the Application Site. The past 6 years traffic counts reported in the ATC are summarised in **Table 4.1**.

Table 4.1 Average Annual Daily Traffic (A.A.D.T.) Data from ATC

ATC Stn. No.	Road	From	To	A.A.D.T. (veh/day)						Annual Growth Rate (% p.a.)
				2017	2018	2019	2020	2021	2022	2017 - 2022
6040	Po Heung St	Kwong Fuk Rd	Tai Po Tai Wo Rd	32,850	29,520	29,310*	28,100*	29,200*	31,920	-0.57%
5646	Kwong Fuk Rd	Wan Tau St	Po Heung St	14,690*	15,050*	14,940*	13,110	14,140	13,710*	-1.37%
5009	Kwong Fuk Rd	Nam Wan Rd	Wan Tau St	20,100	20,210	19,720	18,230	19,010	17,830	-2.37%
Total				**67,640**	**64,780**	**63,970**	**59,440**	**62,370**	**63,460**	**-1.27%**

Note: (*) A.A.D.T. estimated by growth factor.

4.2.3 The Average Annual Daily Traffic (A.A.D.T.) flows in **Table 4.1** show that the annual traffic growth rate in the study area are -1.27% per annum from year 2017 to 2022.

Planning Data

4.2.4 The Projection of Population Distribution by Tertiary Planning Unit from 2023-2031 published by Planning Department is shown in **Table 4.2**.

Table 4.2 Growth Rates Derived from Projection of Population Distribution by Tertiary Planning Unit

Tertiary Planning Unit	Projection of Population by Tertiary Planning Unit 2024-2027 (1) (2)				Annual Growth Rate (% p.a.)
	2024	2025	2026	2027	2024-2027
723(3)	71,000	70,100	70,200	71,500	**+0.23%**

Notes: (1) Projection of Population by Tertiary Planning Unit are taken from Table 15 of "Projection of Population Distribution 2023-2031" published by Planning Department.
(2) Source: https://www.pland.gov.hk/pland_en/resources/population_data/pop_dist_proj/index.html
(3) As illustrated in **Appendix C** regarding the TPU boundaries, the Application Site is located inside TPU 723.
(*) Base year estimates.

4.2.5 **Table 4.2** indicates the average annual growth rates of population in the area from year 2024 to 2027 is +0.23%.

4.2.6 The Hong Kong Population Projection 2022-2046 published by Census and Statistics Department is shown in **Table 4.3**.

Table 4.3 Growth Rates derived from data in Hong Kong Population

Year	Hong Kong Resident Population
2024	7,526,800
2025	7,559,800
2026	7,596,800
2027	7,638,700
2028	7,684,500
2029	7,731,100
2030	7,777,100
2031	7,820,200
2032	7,862,100
Growth Rates derived from Hong Kong Population Projection (Annual Growth Rate (% p.a.))	
2024-2032	**+0.55%**

4.2.7 **Table 4.3** indicates the average annual growth rate of Hong Kong population from year 2024 to 2032 is +0.55%.

Adopted Growth Factor

4.2.8 Based on the information given by A.A.D.T. historical data and planning data as shown in **Tables 4.1** to **4.3**, in order to produce a conservative assessment, the growth rate +1.0% per annum was adopted to cover the growth in traffic and pedestrian from observed year 2024 up to design year 2032. This is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or redevelopments in the area, if any.

4.3 Visitor and Traffic Trip Generation for Proposed (Existing) Columbarium Development

Net Increases in Visitor Trip Generation for Proposed (Existing) Columbarium Development

4.3.1 For the proposed (existing) columbarium development, pre-booking system, as one of crowd management measures, will be adopted to control the numbers of visitor during Chung Yeung Festival and Ching Ming Festival Periods, the details of pre-booking system will be discussed in the **Chapter 5**.

4.3.2 According to the details of pre-booking system and the calculation of holding capacity of the proposed (existing) columbarium development in **Chapter 5**, the proposed (existing) columbarium development could allow 117 visitors to undertake niches worshipping at each time slot.

4.3.3 Taking 30 minutes as the duration of each time slot and 07:00 to 19:00 (12 hours in total during the Ching Ming / Cheung Yeung Festivals and their shadow periods) as the opening hours under the implementation of pre-booking system for niches worshipping, the visitor trip generation of the proposed (existing) columbarium development would be:

Visitor Trip Generation per hour = *117 persons / (30 minutes / 60 minutes)* = *234 persons/ hr*

4.3.4 In case of early arrival of the subsequent time slot (i.e. 117 persons), the total waiting areas with around 98m^2 will be provided for visitors within the Application Site. Visitors arriving 30 minutes or above prior to their reserved time slot are not allowed to enter the Application Site. In the light of this, the additional trips attracted/allowed arising from the holding capacity of the waiting areas is 117 persons, which will be incorporated in the pedestrian trip attraction. The pedestrian trip attraction of the proposed (existing) columbarium development is therefore 234 + 117 = 351 persons/hr under the implementation of pre-booking system.

4.3.5 As discussed in **Section 3.5.4**, there were no full bookings for columbarium development during peak hours of weekend prior to Ching Ming Festival and weekend after Ching Ming Festival, indicating that there was surplus capacity to cater for a potential increase in visitors upon full booking.

4.3.6 The net increase in visitor trip generation for proposed (existing) columbarium development when comparing the existing numbers of visitor during 2024 Ching Ming Festival Period and numbers of visitor under full booking are presented in **Table 4.4** below.

Table 4.4 Net Difference in Visitor Trip Generation for Proposed (Existing) Columbarium Development

Development	Date	Existing Peak Hour Trip in 2024 Ching Ming Festival Period (1) [A] (Person/hr)		Peak Hour Trip under Full Booking (2) (3) [B] (Person/hr)		Net Difference [B] - [A]	
		Gen.	Att.	Gen.	Att.	Gen.	Att.
Columbarium Development	Weekend prior to Ching Ming Festival	240	283	298	351	+58	+68
	Ching Ming Festival	377	351	377	351	0	0
	Weekend after Ching Ming Festival	309	334	325	351	+16	+17

Note: (1) Refer to **Table 3.10** for the visitor trip generation and attraction due to columbarium development of the Application Site during 2024 Ching Ming Festival Period.
(2) As discussed in **Section 4.3.4**, the pedestrian trip attraction of the proposed (existing) columbarium development is 351 person/hr under full booking.
(3) The pedestrian trip generation under full booking is estimated by using the ratio between the existing peak hour trip attraction and the peak hour trip attraction under full booking.

4.3.7 Since the religious activity of the Application Site (as discussed in **Section 3.5**) is independent of the proposed (existing) columbarium development of the Application Site, the future visitor trip generation due to religious activity is expected to remain unchanged as the survey count during 2024 Ching Ming Festival period.

Net Increases in Traffic Trip Generation for Proposed (Existing) Columbarium Development

4.3.8 To acquire the modal split of visitors of the Application Site, an interview survey was conducted during the survey period mentioned in **Section 3.3.5**. The results are summarised in **Table 4.5** below.

Table 4.5 Modal Split of Visitor of the Application Site

Survey Periods	Taxi	Private Car	Railway	Bus	GMB	Walking	Total
Ching Ming Festival Period	8%	30%	33%	9%	3%	17%	100%

4.3.9 As shown in **Table 4.5**, most visitors used public transport or walking to access the Application Site. It showed that the Application Site enjoys high accessibility of MTR, Bus and GMB services.

4.3.10 The vehicular trip generation by the Application Site would be attributed to taxi and private car. The estimated net increase in traffic trip generation of the proposed (existing) columbarium development during Ching Ming Festival Period are determined as shown in **Table 4.6**.

Table 4.6 Net Difference in Traffic Trip Generation of the Proposed (Existing) Columbarium Development

Development	Period	Net Difference in Pedestrian Trip Generation [1] (person/hr)	Modal Split of Visitor [2]		Net Difference in Nos. of Visitor [3] (person/hr)		Net Difference in Traffic Trip Generation (pcu/hr)		
			Taxi	Private Car	Taxi	Private Car	Taxi [4][5]	Private Car [4][6]	Total
Columbarium Development	Weekend prior to Ching Ming Festival	+68	8%	30%	+6	+21	+2	+6	**+8**
	Ching Ming Festival	0	8%	30%	0	0	0	0	**0**
	Weekend after Ching Ming Festival	+17	8%	30%	+2	+6	+1	+2	**+3**

Note: (1) Refer to **Table 4.4** for the net difference in pedestrian trip generation (adopt the higher one between generation and attraction).
(2) Refer to **Table 4.5** for the observed modal split of visitor of the Application Site.
(3) No. of visitor taking taxi or private car = pedestrian trip generation x modal split of taxi or private car.
(4) According to the results of interview surveys, the average occupancy rate for taxis and private car are 3 and 4 visitors per vehicle respectively.
(5) No. of taxi generated = nos. of visitor taking taxi ÷ 3 nos. of visitor per taxi
(6) No. of private car generated = nos. of visitor taking private car ÷ 4 nos. of visitor per private car

4.4 Adjacent Columbarium Developments

4.4.1 Adjacent columbarium developments are identified in the vicinity of the Application Site as shown in **Drawing No. 4.1**, and the development parameters are summarised as shown in **Table 4.7**.

Table 4.7 Adjacent Columbarium Developments

Ref. No.	Adjacent Columbarium Development	Proposed No. of Niches and Memorial Tablets		No. of Niches and Memorial Tablets Occupied		Information on Columbarium Development (1)	Application Status(6)
		Niches	Memorial Tablets	Niches	Memorial Tablets		
1	**Poh Yea Ching Shea** (2 Mui Shue Hang, Tai Po, New Territories)	5,302(2)	174(2)	1,035	-	Part B	Approved with condition(s) on 29th November, 2019
2	**Ling Hin Fat Yuen** (Shek Kwu Lung, Tai Po, New Territories)	757(3)	1,782(3)	174	877	Part B	Approved with condition(s) on 19th July,2019
3	**Ever Rest Temple** (8 Mui Shue Hang, Tai Po, New Territories)	763(4)	49(4)	174	6	Part B	Approved on 10th November,2023
4	**Pun Chun Yuen** (17 Shek Lin Road, Tai Po, New Territoeries)	3,834(5)	3,257(5)	2,466	2,096	Part B	Approved with condition(s) on 26th August,2022

Notes: (1) According to the information on private columbaria from the website of Development Bureau,
(i) Part A: Private columbaria compliant with user restrictions in the land leases and the statutory town planning requirements and are not illegally occupying Government land
(ii) Part B: Other private columbaria made known to the Lands Department and/or Planning Department that do not fall under Part A
Source: https://www.devb.gov.hk/en/issues_in_focus/private_columbaria/index.html (update of 29 March 2018)
(2) According to the Planning Application No. A/TP/657, 5,302 niches and 174 memorial tablets are proposed and the columbarium development has already in existence and operation.
(3) According to the Planning Application No. A/TP/652, 757 niches and 1,782 memorial tablets are proposed and the columbarium development has already in existence and operation.
(4) According to the Rezoning Application No. Y/TP/36, 763 niches and 49 memorial tablets are proposed and the columbarium development has already in existence and operation.
(5) According to the Planning Application No. A/TP/681, 3,834 niches and 3,257 memorial tablets are proposed and the columbarium development has already in existence and operation.
(6) The application status is updated in July 2024.

4.4.2 The estimated pedestrian trip generations of existing adjacent columbarium development during peak hour are summarised in **Table 4.8**.

Table 4.8 Estimated Pedestrian Trip Generations of Adjacent Columbarium Development

Ref. No.	Columbarium Development	Proposed No. of Niches and Memorial Tablets		Pedestrian Trip Generation (person/hr)	
		Niches	Memorial Tablets	Gen.	Att.
1	Poh Yea Ching Shea	5,302	174	976(1)	954(1)
2	Ling Hin Fat Yuen	757	1,782	48(2)	48(2)
3	Ever Rest Temple	763	49	80(3)	80(3)
4	Pun Chun Yuen	3,834	3,257	200(4)	200(4)

Note: (1) Refer to Table 5-4 of the TIA in approved Planning Application No. A/TP/657.
(2) Refer to Table 4.1 of the TIA in approved Planning Application No. A/TP/652, the peak hour visitor flow under full occupation of niches are 96 visitor/ hr (two-way).
(3) Refer to approved Rezoning Application No. Y/TP/36, the visitor number will be restricted to a maximum of 60 visitors per 45-minute session under "visit-by-appointment" system.
(4) Refer to approved Table 5.4 of the TIA in approved Planning Application No. A/TP/681.

4.4.3 The estimated traffic trip generations of existing adjacent columbarium development during peak hour are summarised in **Table 4.9** below.

Table 4.9 Estimated Traffic Trip Generations of Adjacent Columbarium Development

Ref. No.	Columbarium Development	Pedestrian Trip Generation[1] (person/hr)	Mode of Transport			Nos. of Visitor [2]			Traffic Trip Generation[3] [4] (pcu/hr)			
			Private Car	Taxi	Shuttle Service	Private Car	Taxi	Shuttle Service	Private Car	Taxi	Shuttle Service	Total
1	Poh Yea Ching Shea	976	20%[5]	9%[5]	-	196	88	-	49	30	-	**79**
2	Ling Hin Fat Yuen	48	-	100%[6]	-	-	48	-	-	16	-	**16**
3	Ever Rest Temple	80	20%[7]	9%[7]	-	16	8	-	4	3	-	**7**
4	Pun Chun Yuen	200	31%	28%[8]	29%[8]	62	56	58	16	19	8	**43**

Note: (1) Refer to **Table 4.8** for the pedestrian trip generation (adopted the higher one between generation and attraction).
(2) Nos. of visitor = pedestrian trip generation x mode of transport.
(3) Assume the the average occupancy rate for taxis and private car are 3 and 4 visitors per vehicle respectively, while the average occupancy rate for shuttle service is 14 visitors per vehicle according to Table 2.8 of the TIA in Planning Application No. A/TP/681.
(4) Traffic trip generation = nos. of visitor taking private car ÷ 4 nos. of visitor per vehicle + nos. of visitor taking taxi ÷ 3 nos. of visitor per vehicle + (nos. of visitor taking shuttle service ÷ 14 nos. of visitor per vehicle)*1.5 pcu factor
(5) According to Table 5-3 of the TIA in approved Planning Application No. A/TP/657, the estimated modal split of Poh Yea Ching Shea's visitors taking private car and taxi are 20% and 9% respectively.
(6) According to Section 2.1.5 of the TIA in approved Planning Application No. A/TP/652, all visitors will take taxi to access Ling Hin Fat Yuen.
(7) Assume the modal split of Ever Rest Temple's visitors taking taxi or private car are the same as that of Poh Yea Ching Shea, which is located adjacent to Ever Rest Temple.
(8) According to Table 5.2 of the TIA in Planning Application No. A/TP/681, the estimated modal split of Pun Chun Yuen's visitors taking private car and taxi are 31% and 28% respectively, while that of taking shuttle service is 29% (traffic trip attraction is adopted).

4.5 Year 2032 Traffic Forecasts

Year 2032 Reference Traffic Flows

4.5.1 The year 2032 reference traffic flows (without proposed (existing) columbarium development) were derived by applying the adopted growth rate of +1.0% p.a. on the background traffic (i.e. disregard of existing traffic induced by the proposed (existing) columbarium development due to implementation of pre-booking system as explained in **Chapter 5**), then assigning the trip generations from adjacent columbarium developments. The year 2032 reference traffic flows during Ching Ming Festival Period are shown in **Drawing No. 4.2**.

2032 Reference Traffic Flows during Ching Ming Festival Period **(Drawing No. 4.2)**	=	(2024 Observed Traffic Flows on Ching Ming Festival Period – Traffic Flows generated by the proposed (existing) columbarium development on 2024 Ching Ming/Chung Yeung Festival Period) x $(1+1\%)^{8}$ + Traffic Flows generated by the proposed (existing) columbarium development on 2024 Ching Ming/Chung Yeung Festival Period + Trip Generations from Adjacent Columbarium Developments

Year 2032 Design Traffic Flows

4.5.2 The proposed (existing) columbarium development traffic flows (under the implementation of pre-booking system) as shown in **Drawing No. 4.3** was then superimposed onto year 2032 reference traffic flows in **Drawing No. 4.2** to produce the year 2032 design traffic flows as shown in **Drawing No. 4.4**.

2032 Design Traffic Flows during Ching Ming Festival Period **(Drawing No. 4.4)**	=	2032 Reference Traffic Flows under different scenarios (**Drawing No. 4.2**) + Net Difference in Proposed (existing) Development Traffic Flows **(Drawing No. 4.3)**

5. TRAFFIC MANAGEMENT PLAN

5.1 Crowd Management Measures

Traffic and Public Transport Arrangement

5.1.1 At present, the Application Site is well served by public transport services in the vicinity. The pedestrian routes to/from the public transport facilities from/to the Application Site are shown in **Drawing No. 5.1** and summarised in **Table 5.1**.

Table 5.1 Pedestrian Routes to/from the Public Transport Facilities from/to the Application Site

Route No. (1)	Destination	Walking Distance	Travel Time (2)
1	From/to public transport at Tai Wo Station (1)	~ 500m	~7 mins
2	From/to public transport at Tai Wo Station (2)	~ 600m	~8.5 mins
3	From/to public transport at Tai Wo Station (3)	~ 550m	~8 mins

Note: (1) Refer to **Drawing No. 5.1** for location of the pedestrian routes.

5.1.2 To further promote the access by public transport, the Applicant shall inform visitors the location of public transport facilities and the corresponding access routes one month before Ching Ming/Chung Yeung Festival day. The Applicant has prepared the website and Pre-booking Mobile Application, which provide the major routes from public transport facilities, to encourage the access by public transport to the Application Site during Ching Ming/ Chung Yeung Festival Period. They will be notified and explained in detail of the site location and access arrangement that no on-site parking space is provided for the visitors due to the inherent site constraints.

Pedestrian Access Arrangement

5.1.3 To avoid unnecessary disturbance to the neighboring developments caused by the temple related activities during Ching Ming/ Chung Yeung Festival Periods, visitors are directed by staffs to access/ leave the Application Site exclusively via the existing staircase east of the site (the main temple access, i.e. F5). The proposed visitor ingress and egress routings are illustrated in **Drawing Nos. 5.2** to **5.3** respectively. In addition, the villagers are free to access both the existing staircase F4 and F5.

Temporary Directional Signs

5.1.4 In order to guide the visitors, appropriate temporary directional signs would be erected along the proposed visitors ingress/ egress routing as shown in in **Drawing Nos. 5.2** to **5.3**.

Staff Assistants

5.1.5 23 staffs are employed for day-to-day operation during normal days. With foreseeable high numbers of visitors during Ching Ming/ Chung Yeung Festival Period to the Application Site, additional manpower will be deployed. A total of 36 staffs will be on duty during Ching Ming/ Chung Yeung Festival Period.

5.1.6 Staff will be deployed at the entrances of the Application Site and at key points on the identified visitors routes as indicated in in **Drawing Nos. 5.2** to **5.3** to provide assistance for the visitors so that order and smooth pedestrian flow can be maintained.

5.1.7 Admission control will be adopted at the entrance of the Application Site. Staff will be stationed at entrance to ensure only visitors with valid QR code can enter the Application Site. Visitors without prior booking is not allowed to enter the Application Site. As illustrated in **Drawing No. 5.2**, staff will check the visitors' booked time slot upon their arrival to the Application Site. If the visitors arrive earlier than the reserved time slot, they will be asked to wait at the waiting area to await the start of session. If the visitors arrive on time, or the visitors waiting at waiting area have reached their designated time slot, staff will provide guidance for the visitors to leave the waiting areas in sequence and go into the columbarium buildings.

5.1.8 Visitors arriving 30 minutes or above prior to their reserved time slot are not allowed to enter the Application Site. Besides, visitors will receive advance notices (i.e. not arrive more than 30 minutes early) from the Applicant via the pre-booking Mobile Application to advise them not to arrive more than 30 minutes early.

House Rules (Pre-Booking System)

5.1.9 The Applicant shall require the niche purchasers, including visitors who purchased "sold niches" and visitors who will purchase "un-sold niches", to adhere to the House Rules. Pre-booking for the preferred time slot will be required before visiting the Application Site during Ching Ming/ Chung Yeung Festival Days and their Shadow Periods. The Applicant has already included the pre-booking system requirement in the House Rules and the pre-booking mobile application has been implemented during the 2024 Ching Ming Festival Period. Additionally, the staff assistants already notified the visitors at the site during the 2024 Ching Ming Festival Period that the pre-booking mobile application were under operation and advised the visitors to make their reservations for the preferred time slot through the mobile application. QR code will be generated by the pre-booking mobile application/mail/Whatsapp after making their reservations. The Applicant shall exercise strict control of the number of visitors at a manageable level which would not exceed its holding capacity.

5.1.10 In order to calculate the holding capacity, the available standing area of the buildings and occupancy factor are considered.

5.1.11 As advised by KELand Surveying Planning & GIS Co. Ltd, the standing area of the buildings (indoor area for the flow of visitors) is around 425m^2. In accordance with the means of escape for Use Classification 5d of Part B in the Code of Practice for Fire Safety in Buildings 2011, the

occupancy factor is 2m^2 per person for columbarium use. Thus, the holding capacity of the buildings of the Application Site is around 212 persons (i.e. 425m^2/ 2m^2 per person) for each time slot.

Occupancy Factor of the Buildings in Each Time Slot = *425m^2 / 2 m^2 per person* = *212 per person*

5.1.12 Under the current pre-booking system for columbarium development of the Application Site described in **Chapter 3,** it allows for the maximum of 117 visitors for each time slot, which do not exceed the holding capacity of the building with around 212 persons for each time slot.

5.1.13 Therefore, under the pre-booking system, it allows for a maximum of 117 visitors per 30-minute session (i.e. maximum of 234 visitors per hour).

5.1.14 To assess the pre-booking system under existing demand, the observed numbers of daily visitors during 2024 Ching Ming Festival Period is compared with the maximum numbers of daily visitors under pre-booking system. The comparison is summarised in **Table 5.2** below.

Table 5.2 Comparison of the Maximum Numbers of Daily Visitors and 2024 Observed Numbers of Daily Visitors of the Application Site

Date	2024 Ching Ming Festival Period			Maximum no. of Daily Visitors under Pre-Booking System (visitor per day) [B]	Surplus/ Shortage [B] – [A]
	No. of Niches and Memorial Tablets (2)	Observed Daily Nos. of Visitor [A]	Observed Daily Visitor Trip Rate (1) (Person/day/(niche/tablet))		
Weekend prior to Ching Ming Festival	7,629 (2)	894	0.117	2,808	+1,914
Ching Ming Festival		2,308	0.303	2,808	+500
Weekend after Ching Ming Festival		1,190	0.156	2,808	+1,618
Total		**4,392**	-	**8,424**	**+4,032**

Note: (1) Daily Visitor Trip Rate = Observed Daily Nos. of Visitor ÷ Existing No. of Niches and Memorial Tablets.
(2) Refer to **Table 2.1**.

5.1.15 As presented in **Table 5.2**, the observed number of daily visitors on Ching Ming Festival is greater than the maximum numbers of daily visitors under pre-booking system (with surplus of 4,032 no. of visitor). Under advance booking, the numbers of visitors can be controlled and re-distributed so as to balance throughout the whole Ching Ming Festival and its shadow period.

5.1.16 To assess the pre-booking system after full occupation of niches, the expected numbers of daily visitors are compared with the maximum numbers of daily visitors under pre-booking system. The estimated numbers of daily visitors after full occupation of niches during Ching Ming Festival and their Shadow Periods are calculated based on the observed daily visitor trip rate as presented in **Table 5.2**.

5.1.17 The booking capacity analysis upon full occupation of niches and memorial tablets are determined in Table **5.3** below.

Table 5.3 Comparison of the Maximum Numbers of Daily Visitors and Estimated Daily Demand Upon Full Occupation of Niches and Memorial Tablets

Date	Upon Full Occupation of Niches and Memorial Tablets			Maximum no. of Daily Visitors under Pre-Booking System (visitor per day) [B]	Surplus/ Shortage [B] – [A]
	No. of Niches and Memorial Tablets [2]	Adopted Daily Visitor Trip Rate [1] (Person/day/(niche/tablet))	Estimated Daily Nos. of Visitor [A]		
Weekend prior to Ching Ming Festival	14,775 [2]	0.117	1,740	2,808	+1,068
Ching Ming Festival		0.303	4,470	2,808	-1,662
Weekend after Ching Ming Festival		0.156	2,310	2,808	+498
Total		-	**8,520**	**8,424**	**-96**

Note: (1) Refer to **Table 5.2**.
(2) Refer to **Table 2.1**.

5.1.18 The shortage of booking capacity during Ching Ming Festival Period can be re-distributed to the shadow periods under pre-booking system as shown in **Table 5.4** below.

Table 5.4 Comparison of the Maximum Numbers of Daily Visitors and the Estimated Daily Demand under Pre-booking system

Date	Estimated Daily Person Trip [1] (person/day)	Maximum no. of Daily Visitor under Pre-booking System (person/day)
Weekend prior to Ching Ming Festival	1,740	2,808
Ching Ming Festival	4,470	2,808
Weekend after Ching Ming Festival	2,310	2,808
Shadow Period of Ching Ming Festival [2]	2,310	2,808
TOTAL	**10,830**	**11,232**

Note: (1) Refer to **Table 5.3**.
(2) Assume the estimated daily person trip of shadow period of Ching Ming Festival are the same.

5.1.19 As presented in **Table 5.4**, under the pre-booking system, the numbers of visitors can be controlled and re-distributed so as to balance throughout the whole Ching Ming Festival and their shadow periods. Therefore, the anticipated demand of visitor upon full occupation of niches and memorial tablets can be accommodated under the implementation of pre-booking system.

5.1.20 In case of early arrival of the subsequent time slot, a waiting area with around 98m^2 will be provided for visitors within the Application Site. Visitors arriving 30 minutes or above prior to their reserved time slot are not allowed to enter the Application Site. In light of this, the total holding capacity of the waiting areas is 117 persons. The location of the waiting area (i.e. 98m^2) within the Application Site is shown in **Drawing Nos. 5.2** to **5.3**.

5.1.21 The traffic impact on the holding areas for waiting visitors is assessed by assuming 117 persons of subsequent time slot arriving the Application Site early. The assessment is conducted and presented in **Table 5.5** below.

Table 5.5 Operational Performance of the Identified Holding Areas for Waiting Visitors

Total Holding Areas for Waiting Visitors (m^2)	Additional Trips attracted/allowed arising from the Holding Areas (persons)	Space per visitor in the Holding Areas (m^2/person)	Level of Service[1] (LOS)
98	117	0.84	C

Note: (1) Refer to Highway Capacity Manual 2000 for LOS description in **Appendix B**.

5.1.22 According to the description of queuing area Level-of-Service (LOS) in Highway Capacity Manual 2000 shown in **Appendix B**, the LOS of the waiting area provided can achieve LOS C, which is acceptable for personal comfort.

5.1.23 Therefore, the waiting area within the Application Site can provide a comfortable environment for visitors of the subsequent time slot under the implementation of pre-booking system. The results have also demonstrated that the additional trips allowed arising from the holding areas for waiting visitors would not induce adverse traffic impact to said holding areas.

Advance Coordination with Hong Kong Police Force (HKPF)

5.1.24 For better coordination with Hong Kong Police Force (HKPF), the Applicant will take an active role to inform HKPF, such as operation hours, crowd management measures, etc., before the Ching Ming and Chung Yeung Festival Days and their Shadow Periods. The relevant past letters regarding the Buddhist Festival, Ching Ming Festival and Yu Lan Festival from the Applicant to HKPF have been attached in **Appendix D**.

5.2 Other Management Measure

Online Memorial Service

5.2.1 In order to minimise the traffic impact during the peak seasons, the Applicant will provide Online Memorial Services for all visitors in the future. Online memorial service is the virtual platform on the internet for visitors to have niches worshipping activities at any time of the day or night. Visitors can express their affection and respect for their departed relatives through the platform after the registration of online memorial services. It is expected that the implementation of online memorial can further reduce the demand of people visiting the Application Site in person, especially during Ching Ming Festival and Chung Yeung Festival Days as well as their shadow periods.

6. TRAFFIC IMPACT ASSESSMENT

6.1 Operational Junction Assessment

6.1.1 The operational performance of the junction identified in **Section 3.3** were assessed with the forecasted peak hour traffic flows in design year 2032 under the implementation of crowd management measures shown in **Chapter 5**. The assessment results are summarised in **Tables 6.1** to **6.2** and the relevant junction calculation sheets are attached in **Appendix A**.

Table 6.1 Junction Operational Performance in Year 2032 Reference Scenario

Ref. No.(1)	Junction	Method of Control	Year 2032 Reference Scenario RC (2)/DFC (3)		
			Weekend prior to Ching Ming Festival	Ching Ming Festival	Weekend after Ching Ming Festival
J1	Pak Shing Street Near Sui On Street	Signal	>100%	>100%	>100%
J2	Kam Shan Road/ Hon Ka Road	Priority	0.09	0.16	0.09
J3	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park	Priority	0.19	0.40	0.11

Note: (1) Refer to **Drawing No. 3.1** for the location of identified junction.
(2) RC - Reserve Capacity for signalised junction.
(3) DFC – Design flow to Capacity Ratio for priority junction

Table 6.2 Junction Operational Performance in Year 2032 Design Scenario

Ref. No.(1)	Junction	Method of Control	Year 2032 Design Scenario RC (2)/DFC (3)		
			Weekend prior to Ching Ming Festival	Ching Ming Festival	Weekend after Ching Ming Festival
J1	Pak Shing Street Near Sui On Street	Signal	>100%	>100%	>100%
J2	Kam Shan Road/ Hon Ka Road	Priority	0.09	0.16	0.09
J3	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park	Priority	0.19	0.40	0.11

Note: (1) Refer to **Drawing No. 3.1** for the location of identified junction.
(2) RC - Reserve Capacity for signalised junction.
(3) DFC – Design flow to Capacity Ratio for priority junction

6.1.2 The assessment results in **Tables 6.1** to **6.2** have indicated that the assessed junctions are expected to operate within capacities in Year 2032 under both reference and design scenarios. The traffic impact due to the traffic generation of proposed (existing) columbarium development at the Application Site is considered insignificant.

6.2 Operational Performance of Pedestrian Facilities

6.2.1 The operational performance of the pedestrian facilities identified in **Section 3.4** were assessed with the forecasted peak hour pedestrian flows in Year 2032 under design scenarios (with proposed (existing) columbarium development).

6.2.2 The operational performance of the identified pedestrian facilities in Year 2032 have been assessed based on the following scenarios:

- Assessment Scenario 1: Pedestrian peak flows in 60-minute interval
- Assessment Scenario 2: Pedestrian peak flows in 15-minute interval

6.2.3 The results of the operational performance of the pedestrian facilities are shown in **Drawing Nos. 6.1.1** to **6.1.3** and summarised in **Tables 6.3** to **6.5**.

Table 6.3 Operational Performance of Identified Pedestrian Facilities in Design Year 2032 (Weekend prior to Ching Ming Festival)

Ref. [1]	Actual Width (m)	Effective Width [2] (m)	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate (ped/min/m) [3]	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1 (Footpath connecting the western of the Site)	1.3	0.3	305	16.94	B	92	20.44	B
F2 (Footpath between the two staircases at site access)	3.2	2.2	301	2.28	A	91	2.76	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	369	2.80	A	111	3.36	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	4	0.27	0.007	2	0.53	0.013
F5[9] (Staircase at northeastern of site access)	1.7	0.7	656	15.62	0.39	197	18.76	0.469
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	204	1.36	0.136	62	1.65	0.165
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	266	2.02	A	80	2.42	A
F8 (Kam Wo Bridge)	6.2	5.2	2967	9.51	A	891	11.42	A
F9 (Tai Wo Bridge)	7.2	6.2	1580	4.25	A	4747	5.10	A

Notes:
(1) Refer to **Drawing No. 6.1.1** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Under the crowd management, visitors are directed by staffs to access/ leave the Application Site exclusively via the existing staircase at northeastern of the site (i.e. from F4 to F5).

Table 6.4 Operational Performance of Identified Pedestrian Facilities in Design Year 2032 (Ching Ming Festival)

Ref. [1]	Actual Width (m)	Effective Width [2] (m)	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate (ped/min/m) [3]	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1[10] (Footpath connecting the western of the Site)	1.3	0.3	416	23.11	C	125	27.78	C
F2 (Footpath between the two staircases at site access)	3.2	2.2	418	3.17	A	126	3.82	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	486	3.68	A	146	4.42	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	8	0.53	0.013	3	0.8	0.02
F5[9] (Staircase at northeastern of site access)	1.7	0.7	844	20.10	0.502	254	24.19	0.605
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	340	2.27	0.227	102	2.72	0.272
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	384	2.91	A	116	3.52	A
F8 (Kam Wo Bridge)	6.2	5.2	3314	10.62	A	995	12.76	A
F9 (Tai Wo Bridge)	7.2	6.2	1680	4.52	A	504	5.42	A

Notes:
(1) Refer to **Drawing No. 6.1.2** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Under the crowd management, visitors are directed by staffs to access/ leave the Application Site exclusively via the existing staircase at northeastern of the site (i.e. from F4 to F5).

Table 6.5 Operational Performance of Identified Pedestrian Facilities in Design Year (Weekend after Ching Ming Festival)

Ref. [1]	Actual Width (m)	Effective Width [2] (m)	Assessment Scenario 1 (Pedestrian peak flows in 60-minute interval)			Assessment Scenario 2 (Pedestrian peak flows in 15-minute interval)		
			Peak Hourly Flow (ped/hr)	Peak Flow Rate (ped/min/m) [3]	V/C Ratio [4][5] / LOS [6]	Peak 15-min Flow [7] (ped/15-min)	Peak Flow Rate [8] (ped/min/m)	V/C Ratio [4][5] / LOS [6]
F1[10] (Footpath connecting the western of the Site)	1.3	0.3	313	17.39	B	94	20.89	B
F2 (Footpath between the two staircases at site access)	3.2	2.2	321	2.43	A	97	2.94	A
F3 (Footpath connecting the eastern of the Site)	3.2	2.2	402	3.05	A	121	3.67	A
F4[9] (Staircase at northwestern of site access)	1.25	0.25	8	0.53	0.013	3	0.8	0.02
F5[9] (Staircase at northeastern of site access)	1.7	0.7	687	16.36	0.409	207	19.71	0.493
F6 (Cautionary Crossing at Kam Shan Road)	2.5	2.5	264	1.76	0.176	80	2.13	0.213
F7 (Footpath at Eastbound of Kam Shan Road)	3.2	2.2	420	3.18	A	126	3.82	A
F8 (Kam Wo Bridge)	6.2	5.2	2994	9.60	A	899	11.53	A
F9 (Tai Wo Bridge)	7.2	6.2	2102	5.65	A	631	6.78	A

Notes:
(1) Refer to **Drawing No. 6.1.3** for location and operation performance of the footpaths, cautionary crossing and staircases.
(2) Effective width of footpath and staircase = Actual width – 1.0m dead width (0.5m dead width on one side of footpath)
(3) Peak flow rate = Peak hourly flow ÷ 60 ÷ effective width
(4) V/C Ratio = Peak flow ÷ capacity [5]
(5) According to TPDM, the capacity flow of the staircase = 40 ped/m/min, and the capacity of 2.5m width of cautionary crossing = 1500 ped/hr
(6) Refer to TPDM for LOS description in **Appendix B.**
(7) Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-minute interval based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.
(8) Peak flow rate = Peak hourly flow ÷ 15 ÷ effective width
(9) Under the crowd management, visitors are directed by staffs to access/ leave the Application Site exclusively via the existing staircase at northeastern of the site (i.e. from F4 to F5).

6.2.4 As shown in **Tables 6.3** to **6.5**, the V/C Ratio of staircases and cautionary crossing at the Application Site access are below 0.85 and the LOS of identified footpaths surrounding the Application Site are C or above in design year 2032 during Ching Ming Festival Period. It indicates that under the implementation of crowd management measures, all the identified footpaths near the Application Site are expected to operate with adequate spare capacities to cater for the future demand during the peak hours under design scenario.

6.3 Provision of Car Parking Facilities in the Vicinity

6.3.1 As presented in **Table 4.5**, the modal split of visitor taking private car was 30% during Ching Ming Festival Period. For conservative approach, some visitors might still access the Application Site by private car despite the implementation of traffic management plan, the potential increase in parking need of the Application Site are determined in **Table 6.6** below.

Table 6.6 Potential Increase in Parking Need of the Application Site

Period	Net Difference in Pedestrian Trip Generation[(1)] (person/hr)	Modal Split of Visitor taking Private Car	Net Difference in Nos. of Visitor taking Private Car[(2)]	Potential Increase in Parking Need [(3)] (veh/hr)
Weekend prior to Ching Ming Festival Period	+68	30%	+21	+6
Ching Ming Festival Period	0	30%	0	0
Weekend after Ching Ming Festival Period	+17	30%	+6	+2

Note: (1) Refer to **Table 4.4** for the net difference in pedestrian trip generation (adopt the higher one between generation and attraction).
(2) Net difference in no. of visitor taking private car = net difference in pedestrian trip generation x modal split of private car.
(3) According to the results of interview surveys, the average occupancy rate for private car is 4 visitors per vehicle.

6.3.2 As shown in **Table 6.6**, the potential increase in parking need of the Application Site would be +2 to +6 veh/hr during Ching Ming Festival Period. Therefore, parking inventory survey on the identified public car parks in the vicinity of the Application Site as shown in **Drawing No. 3.6** was carried out to study their spare capacity.

6.3.3 The result of parking survey on 2024 Ching Ming Festival during the peak hour (i.e. 10:35 – 11:35) is summarised in **Table 6.7** below.

Table 6.7 Available Parking Spaces in the vicinity of the Application Site during 2024 Ching Ming Festival

Ref. No	Car Park	Parking Provision (nos.)	Available Parking Space (nos.)		
			Weekend prior to Ching Ming Festival	Ching Ming Festival	Weekend after Ching Ming Festival
CP1	Pak Shing Street	8	0	0	0
CP2	Hei Yuen Street, Sui On Street, Yan Hing Street	38	0	0	0
CP3	Kam Shan Road	7	0	0	0
CP4	Kam Shek New Village	67	0	0	15
CP5	Tai Wo Estate near Po Nga Road	205	22	7	18
CP6	Tai Wo Estate near Kai Wo Road	218	18	37	5
Total		543	**40**	**44**	**38**

Note: (1) Refer to **Drawing No. 3.6** for locations of the identified public car parks.

6.3.4 As shown in **Table 6.7**, there were 38 to 44 surplus parking spaces during peak hour in these identified public car parks located in the vicinity of the Application Site. Thus, it is anticipated that the identified public car parks have adequate parking spaces to cater for the potential increase in parking need of the Application Site (i.e. 2 veh/hr and 6 veh/hr).

6.3.5 Even though there is sufficient surplus parking space during peak hour in these identified public car parks located in the vicinity of the Application Site, the Applicant has strongly encouraged the visitors to access by public transport during Ching Ming/ Chung Yeung Festival via advance notice in the website and Pre-booking Mobile Application as discussed in **Chapter 5**.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 The Application Site is located at Lots Nos. 1087 and 1130 in D.D.6 and their Adjoining Government Land, Kam Shan, Tai Po, New Territories. The location of the Application Site is shown in **Drawing No. 1.1**.

7.1.2 The Application Site is currently occupied by Buddhist Cheung Ha Temple Limited(佛教長霞淨院有限公司). The Applicant intends to regularize the existing religious and ancillary columbarium structures within the Application site. There are totally 11,726 columbarium niches (i.e. 5,508 being sold and 6,218 being un-sold) and 3,049 memorial tablets (i.e. 2,121 being sold and 928 being un-sold) in two columbarium structures at the Application Site.

7.1.3 Under the present Section 12A Rezoning Application, the Applicant has intended to propose the Application Site from "V" Zone to G/IC(3) with some changes over the previous application, including reduction of 1,700 niches to address precedent effect.

7.1.4 At present, the Application Site is not served by any vehicular access, so there are no parking facilities provided inside the Site.

7.1.5 In view of the availability of various public transports in the vicinity, the Application Site is highly accessible by public transport services. The MTR Tai Wo Station is located within 7-8 minutes walking time to and from the Application Site. Also, various road-based public transports of franchised bus and GMB routes are operating in the vicinity of the Application Site.

7.1.6 The proposed (existing) columbarium is scheduled to be completed by year 2029 tentatively and hence that the design year of 2032 (i.e. three years after occupation) is adopted in this study for assessment.

7.1.7 The design year 2032 traffic and pedestrian flows during Ching Ming Festival Period were derived based on the year 2024 observed traffic and pedestrian demand by adopting an appropriate growth rate. The traffic and pedestrian generations and attractions of the proposed (existing) columbarium are estimated under the implementation of pre-booking system, which is one of the crowd management measures as explained in **Chapter 5**.

7.1.8 In order to ensure road safety and smooth pedestrian during the Festival Period, staff will be deployed on-site or key points on pedestrian routes to guide and provide assistance for the visitors; and temporary management plans for pedestrian would be implemented as illustrated in **Drawing Nos. 5.1** to **5.3**.

7.1.9 To minimise the traffic impact during the peak seasons, it is proposed to adopt a pre-booking system for all visitors to the proposed (existing) columbarium during the Chung Yeung/ Ching Ming Festival Days and their shadow periods.

7.1.10 The operation performance assessments for the identified key junction during Ching Ming in the design year 2032 were conducted. The results have indicated that the identified key junction would operate within their capacities. It also proved that the traffic flows generated by the proposed (existing) columbarium does not induce adverse traffic impact to the surrounding pedestrian network.

7.1.11 The operation performance assessments for the identified pedestrian facilities during Ching Ming Festival Period in the design year 2032 were conducted. The V/C Ratio of staircases and cautionary crossing at the Application Site access are below 0.85 and the LOS of identified footpaths surrounding the Application Site are C or above in design year 2032 during Ching Ming Festival Period. It indicates that under the implementation of crowd management measures, all the identified footpaths near the Application Site are expected to operate with adequate spare capacities to cater for the future demand during the peak hours under design scenario.

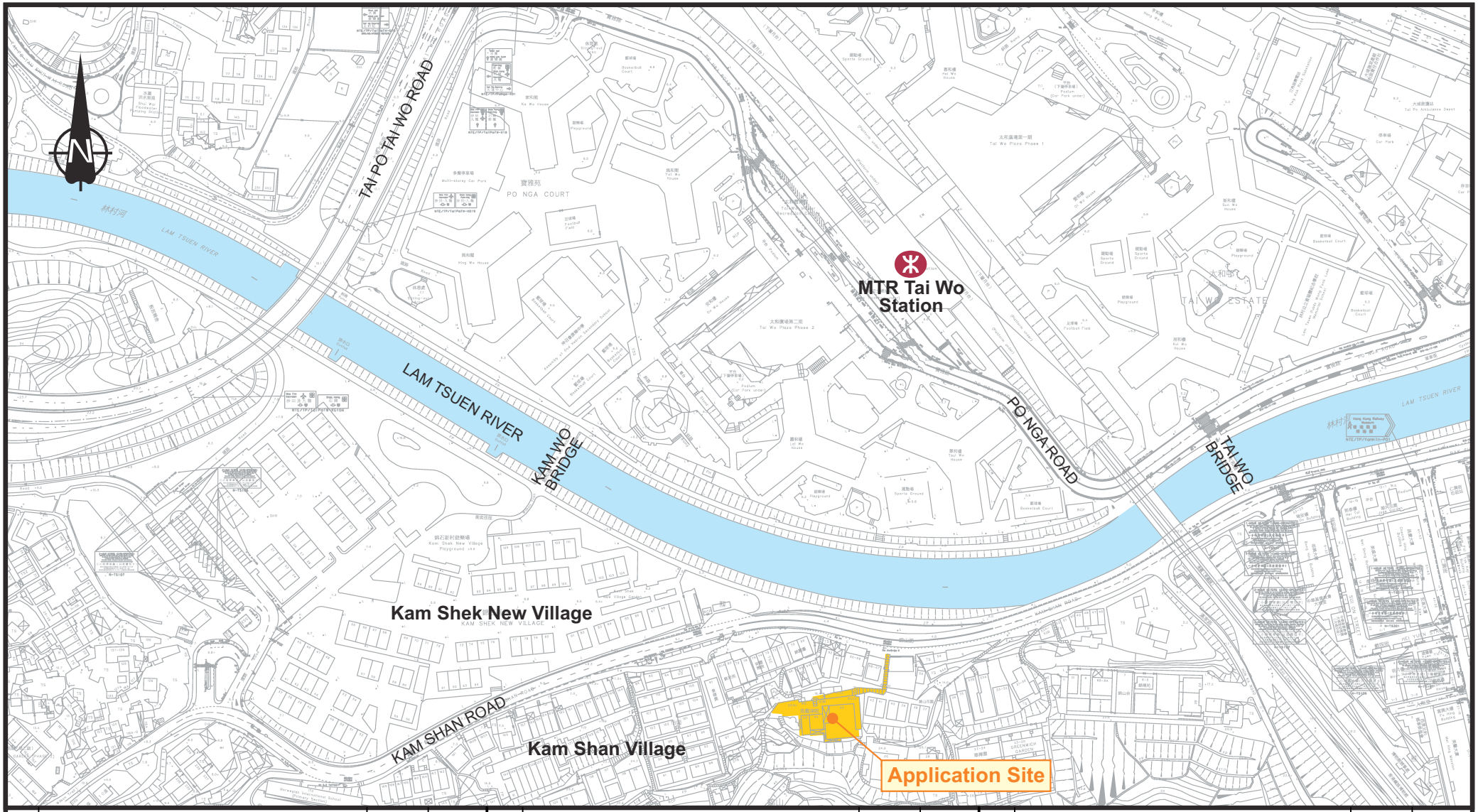
7.1.12 Based on the parking inventory survey, it is anticipated that the public car park will have adequate parking spaces to cater for the potential parking need of the Application Site.

7.2 Conclusion

7.2.1 For the crowd management, pre-booking system, staff assistant and temporary management plans for pedestrian will be implemented during the Chung Yeung and Ching Ming Festival Period as to enhance the safety and smooth pedestrian flow.

7.2.2 According to the above assessment and the management plans, it can be concluded that the proposed (existing) columbarium development with a total of 11,726 columbarium niches and 3,049 memorial tablets will not cause adverse impact to traffic and pedestrian on adjacent road network and is acceptable from traffic engineering point of view.

DRAWINGS



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

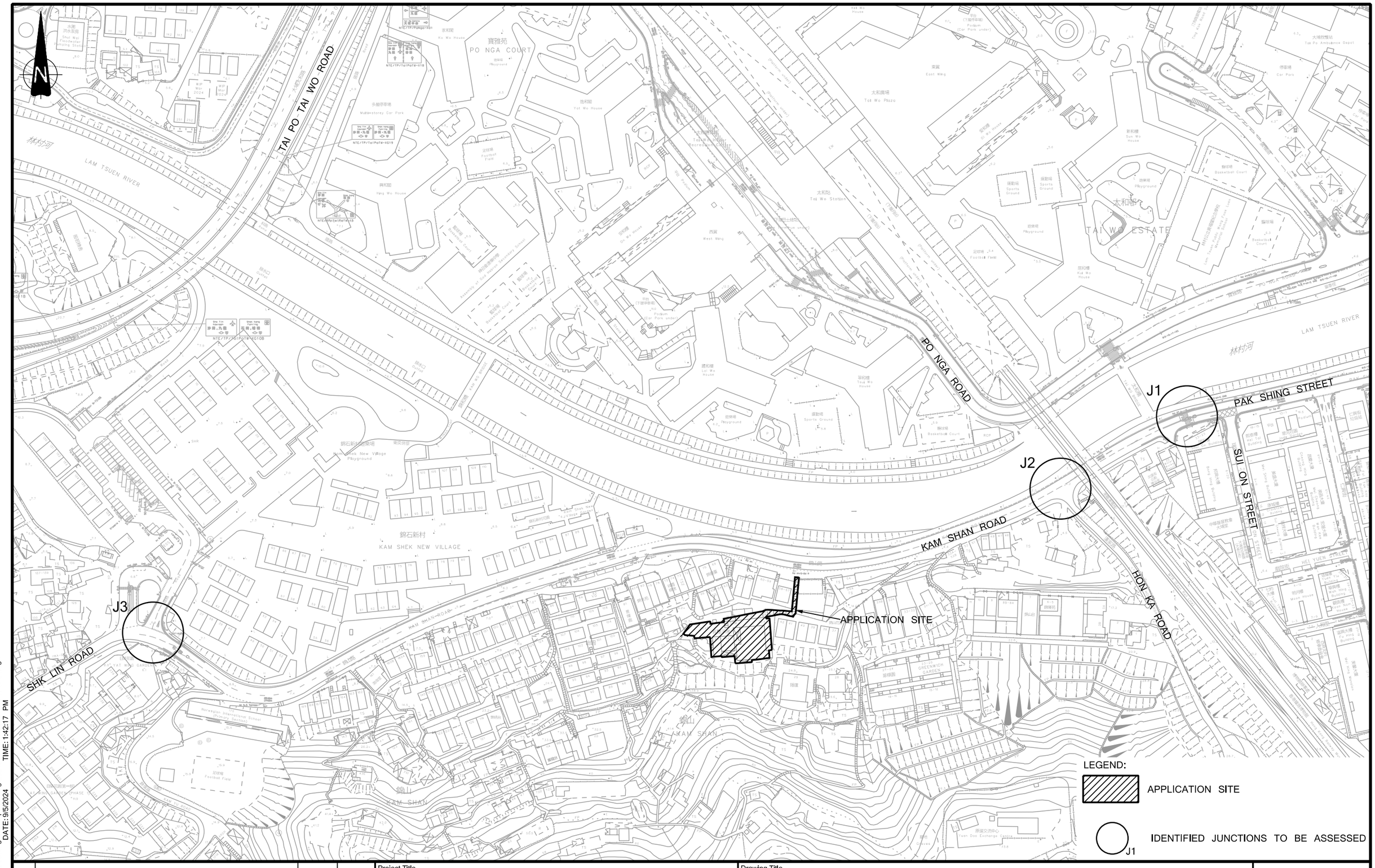
TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

SITE LOCATION

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	1.1	-

SYSTRA MVA



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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN D.D.6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

EXISTING ROAD NETWORK AND IDENTIFIED JUNCTIONS TO BE ASSESSED

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	1:2000(A3)	SEP 2024	3.1	-

SYSTRA MVA

Original Size : A3

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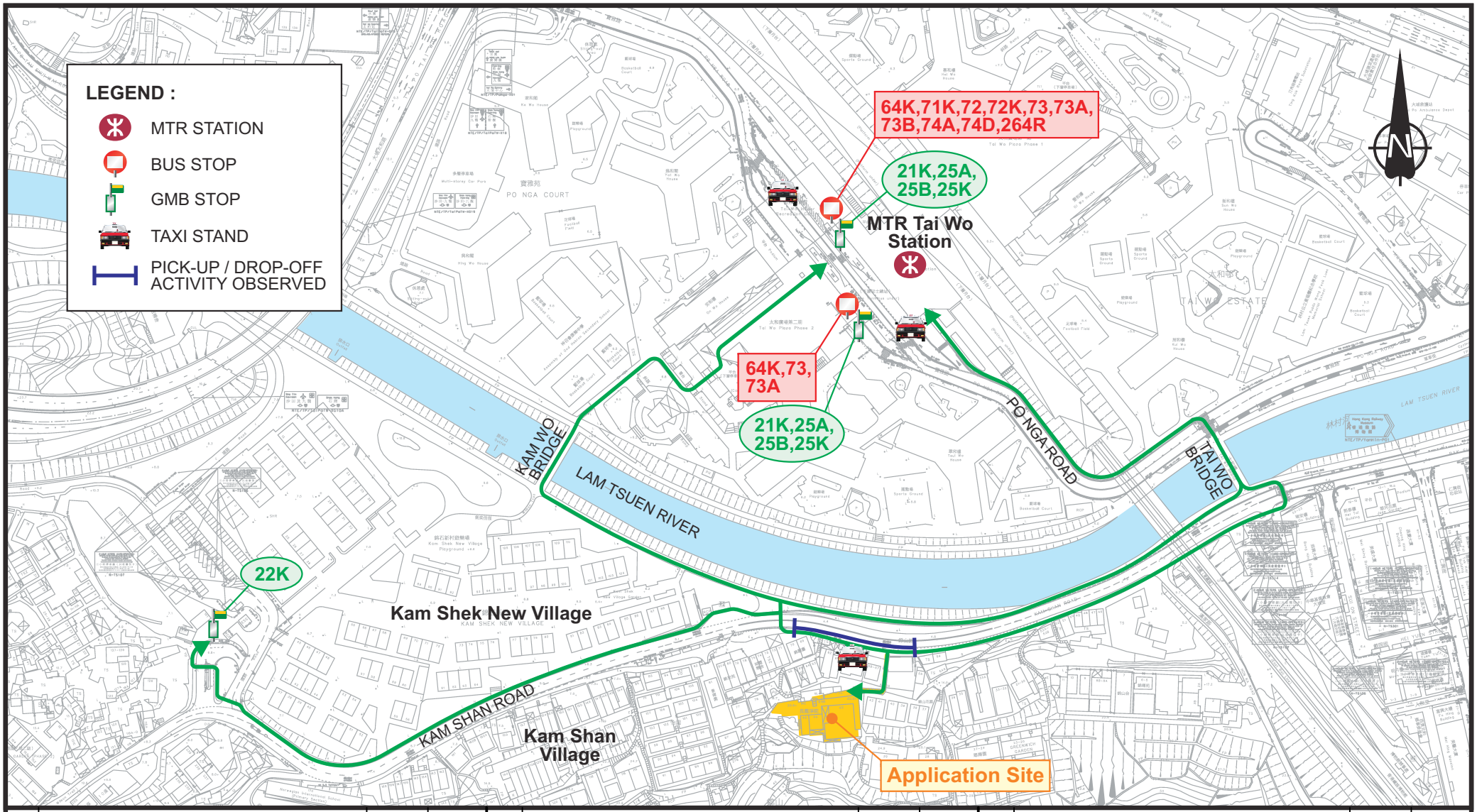
PRINTED BY: lkwong DATE: 9/5/2024 TIME: 1:42:17 PM



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

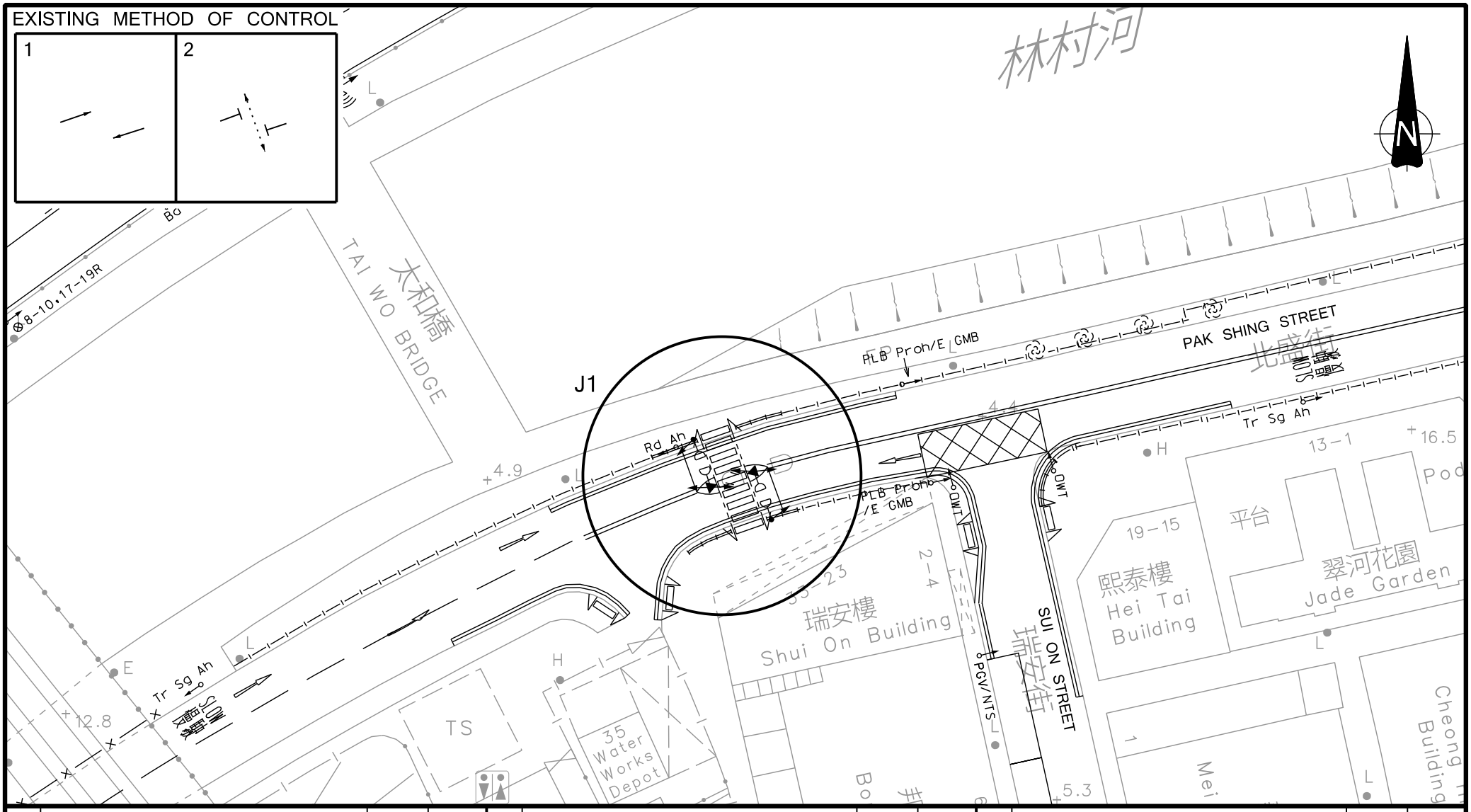
EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.2	-

SYSTRA MVA

CHK50801110/TIA/F32.CDR/LLH/5SEP24

Original Size : A4



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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN D.D.6 AND ADJOINING GOVERNMENT LAND, TAI PO

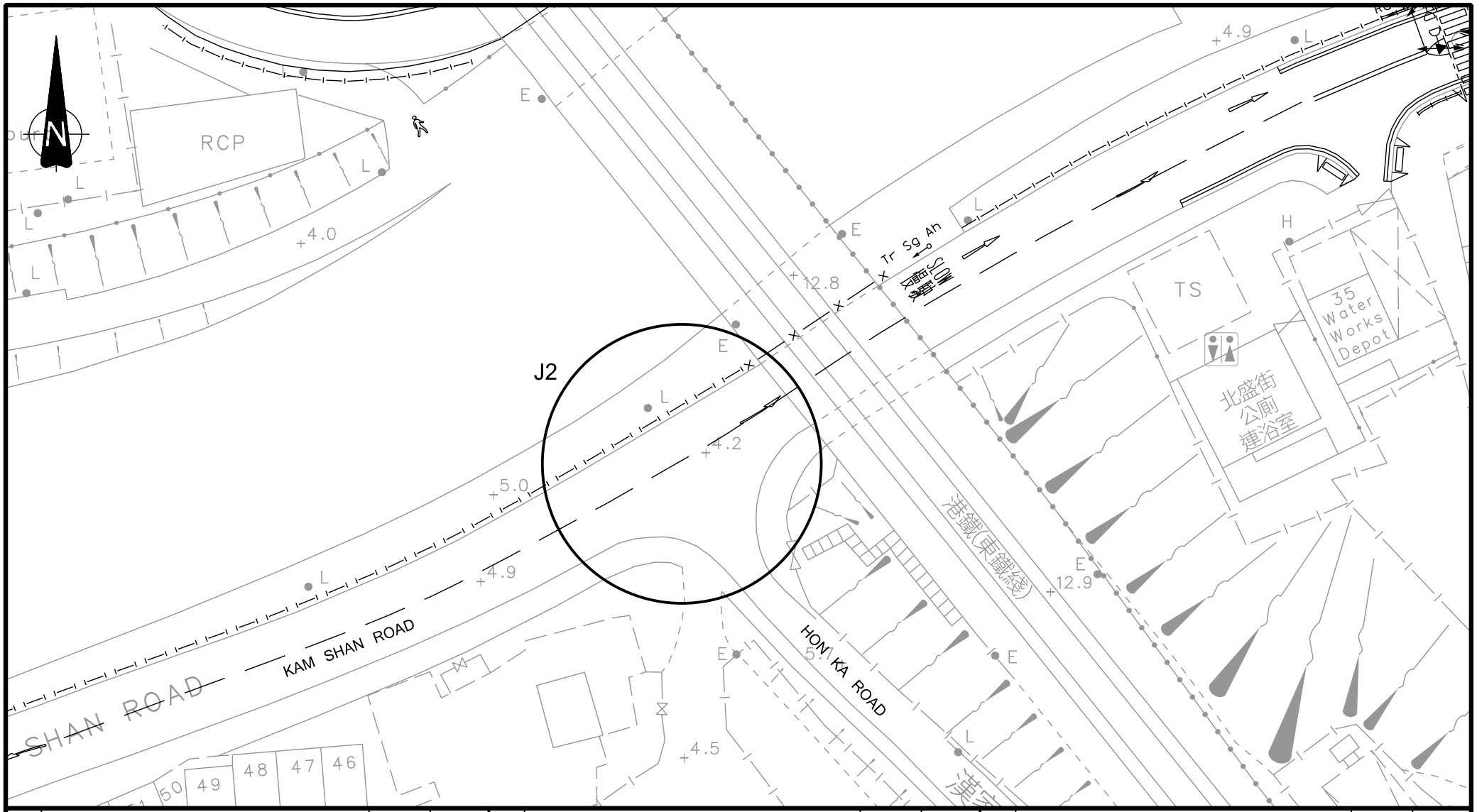
Drawing Title

EXISTING JUNCTION LAYOUT OF PAK SHING STREET NEAR SUI ON STREET (J1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	1:500(A4)	SEP 2024	3.3.1	-

SYSTRA MVA

Original Size : A4



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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN D.D.6 AND ADJOINING GOVERNMENT LAND, TAI PO

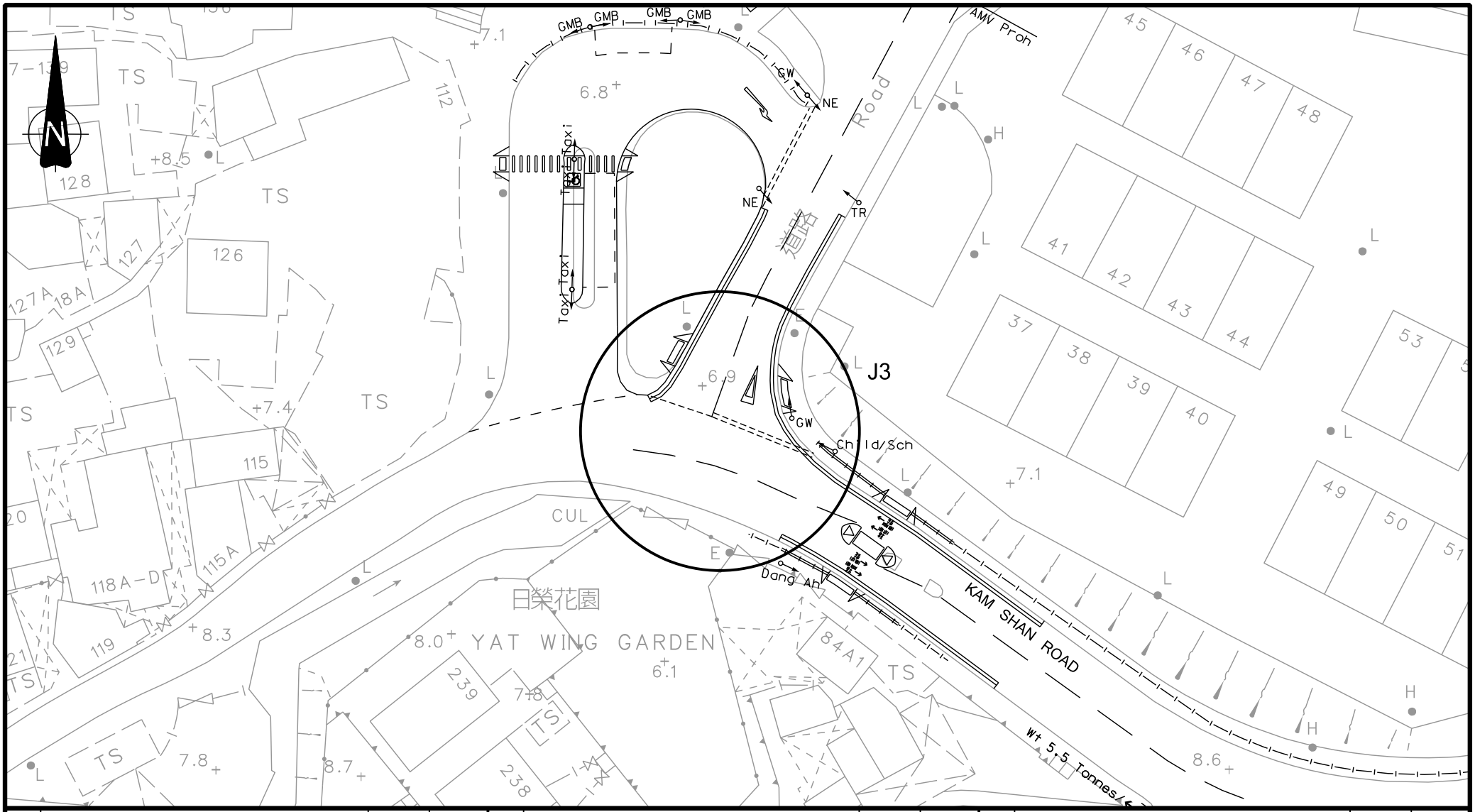
Drawing Title

EXISTING JUNCTION LAYOUT OF KAM SHAN ROAD / HON KA ROAD (J2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	1:500(A4)	SEP 2024	**3.3.2**	-

SYSTRA MVA

Original Size : A4



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN D.D.6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

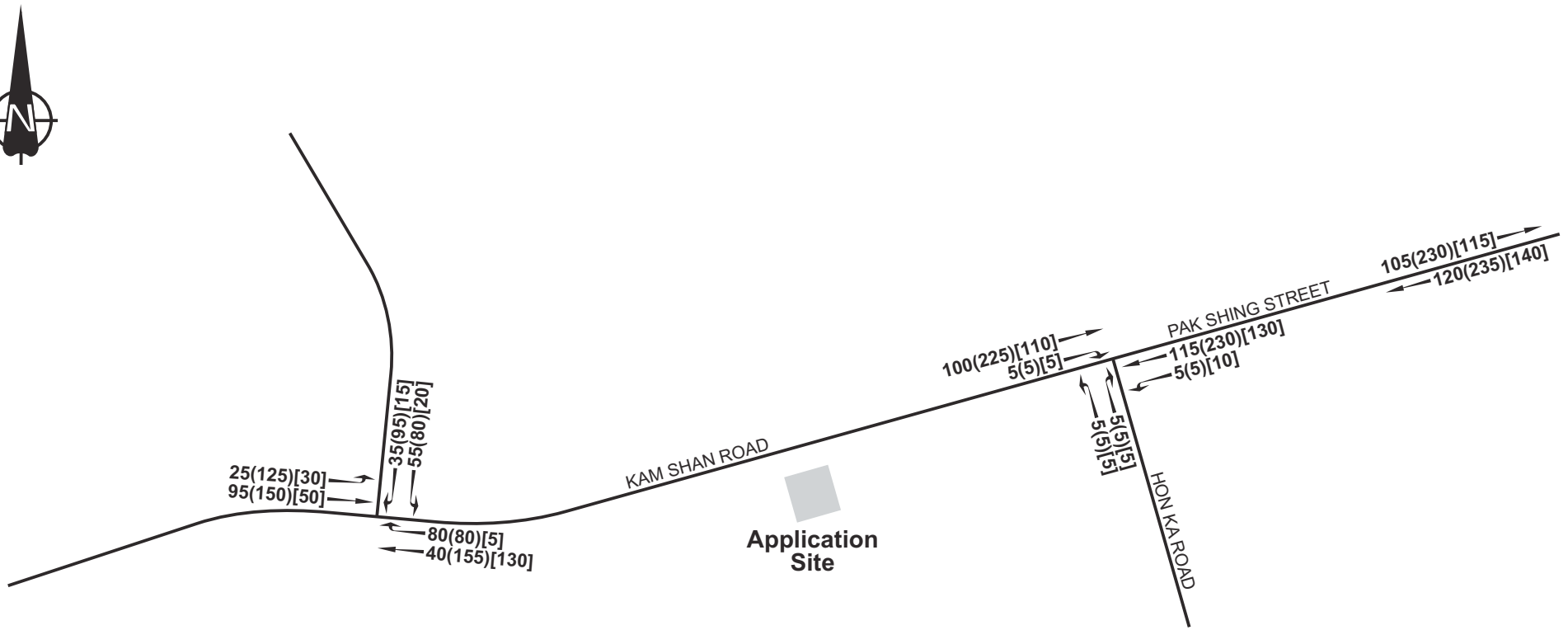
EXISTING JUNCTION LAYOUT OF KAM SHAN ROAD / ACCESS ROAD LINKING TO KAM SHEK NEW VILLAGE CAR PARK (J3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	1:500(A4)	SEP 2024	3.3.3	-

SYSTRA MVA

FILENAME: C:\Users\lkwong\Desktop\Working\20240905\CHK50801110\TIA\F333.dgn
PRINTED BY: lkwong DATE: 9/5/2024 TIME: 1:44:08 PM

Original Size : A4



LEGEND :

115	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND PRIOR TO CHING MING FESTIVAL)
(230)	PEAK HOUR TRAFFIC FLOW (PCU/HR) (CHING MING FESTIVAL)
[130]	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND AFTER CHING MING FESTIVAL)

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

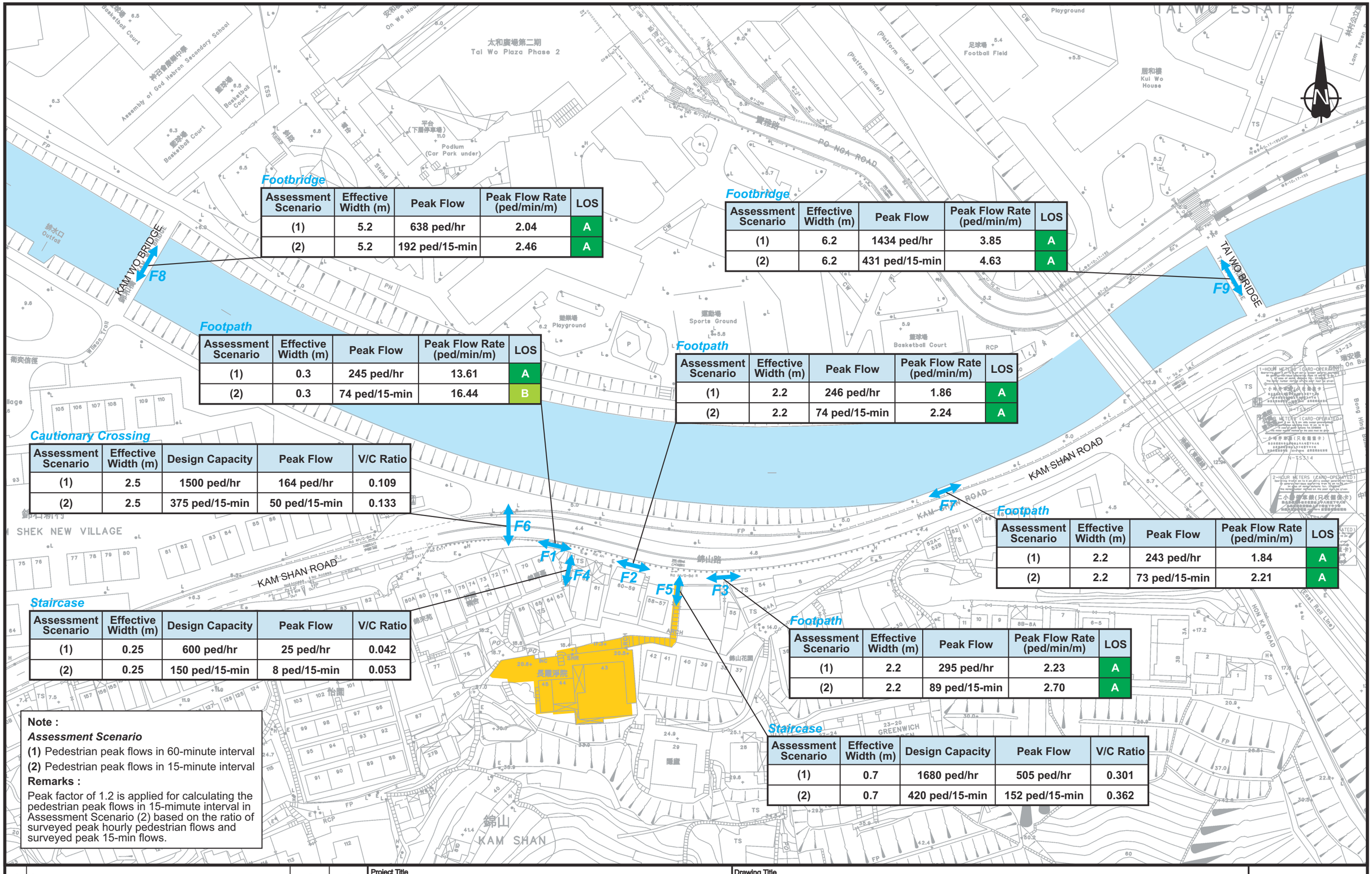
2024 OBSERVED TRAFFIC FLOWS (CHING MING FESTIVAL PERIOD)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.4	-

SYSTRA MVA

CHK50801110/TIA/F34.CDR/LLH/5SEP24

Original Size : A4



Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

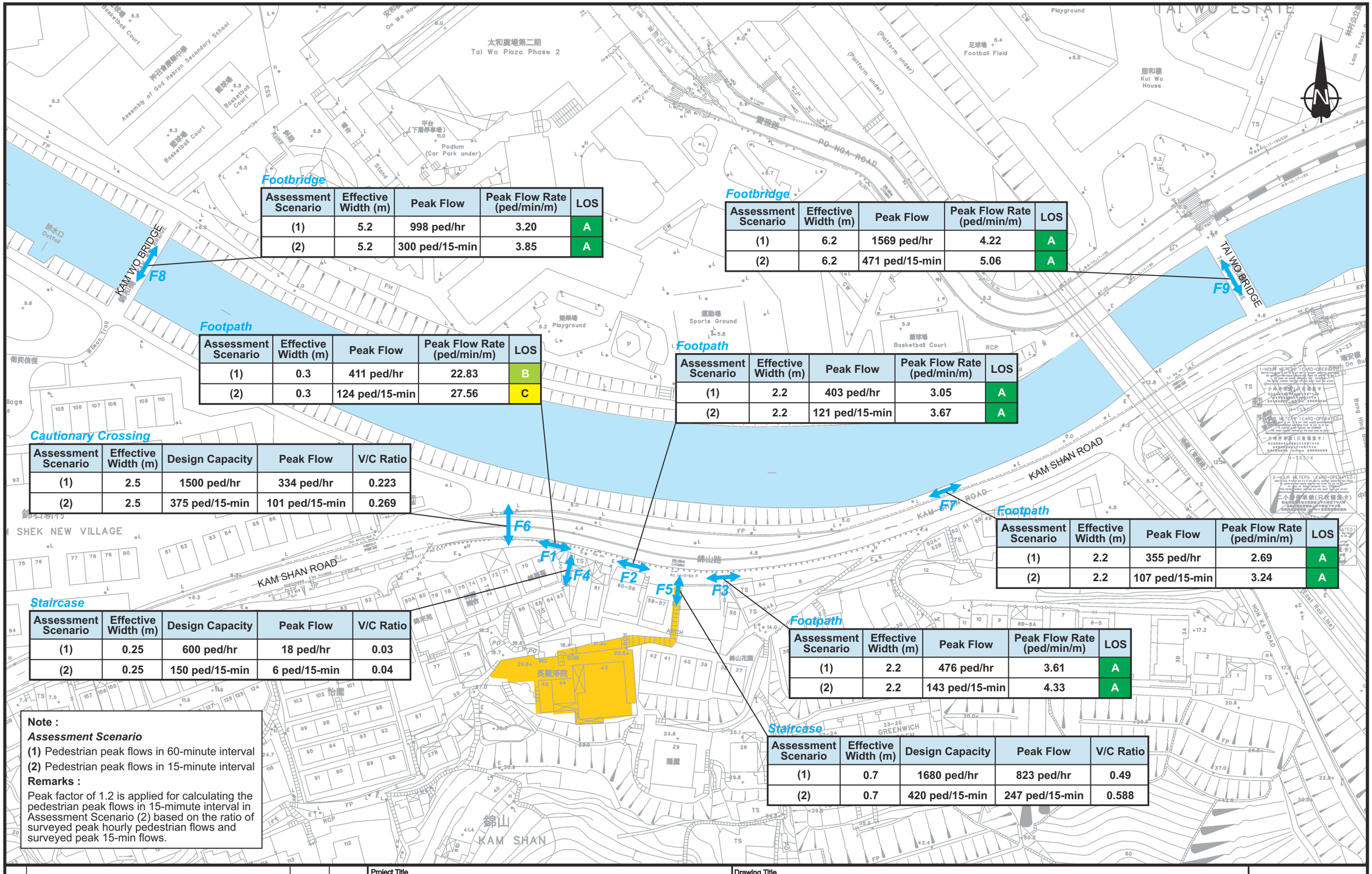
EXISTING OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN YEAR 2024 (WEEKEND PRIOR TO CHING MING FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.5.1	-

SYSTRA MVA

CHK50801110/TIA/F351.CDR/LLH/5SEP24

Original Size : A3



Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	5.2	998 ped/hr	3.20	A
(2)	5.2	300 ped/15-min	3.85	A

Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	6.2	1569 ped/hr	4.22	A
(2)	6.2	471 ped/15-min	5.06	A

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	0.3	411 ped/hr	22.83	B
(2)	0.3	124 ped/15-min	27.56	C

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	403 ped/hr	3.05	A
(2)	2.2	121 ped/15-min	3.67	A

Cautionary Crossing

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	2.5	1500 ped/hr	334 ped/hr	0.223
(2)	2.5	375 ped/15-min	101 ped/15-min	0.269

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	355 ped/hr	2.69	A
(2)	2.2	107 ped/15-min	3.24	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.25	600 ped/hr	18 ped/hr	0.03
(2)	0.25	150 ped/15-min	6 ped/15-min	0.04

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	476 ped/hr	3.61	A
(2)	2.2	143 ped/15-min	4.33	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.7	1680 ped/hr	823 ped/hr	0.49
(2)	0.7	420 ped/15-min	247 ped/15-min	0.588

Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
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-	-	-	-
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

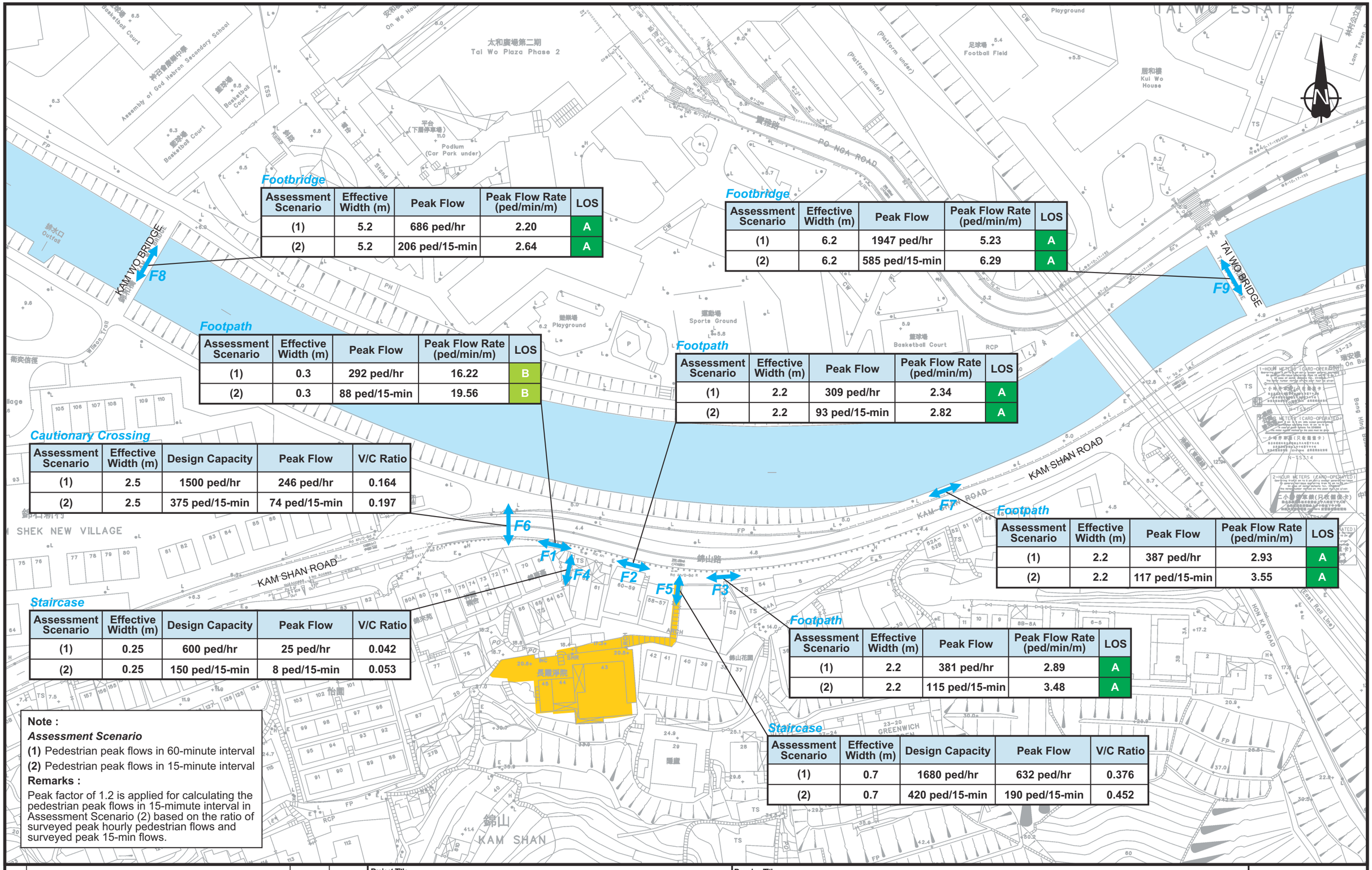
EXISTING OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN YEAR 2024 (CHING MING FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.5.2	-

SYSTRA MVA

CHK50801110/TIA/F352.CDR/LLH/6SEP24

Original Size : A3



Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	5.2	686 ped/hr	2.20	A
(2)	5.2	206 ped/15-min	2.64	A

Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	6.2	1947 ped/hr	5.23	A
(2)	6.2	585 ped/15-min	6.29	A

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	0.3	292 ped/hr	16.22	B
(2)	0.3	88 ped/15-min	19.56	B

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	309 ped/hr	2.34	A
(2)	2.2	93 ped/15-min	2.82	A

Cautionary Crossing

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	2.5	1500 ped/hr	246 ped/hr	0.164
(2)	2.5	375 ped/15-min	74 ped/15-min	0.197

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	387 ped/hr	2.93	A
(2)	2.2	117 ped/15-min	3.55	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.25	600 ped/hr	25 ped/hr	0.042
(2)	0.25	150 ped/15-min	8 ped/15-min	0.053

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	381 ped/hr	2.89	A
(2)	2.2	115 ped/15-min	3.48	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.7	1680 ped/hr	632 ped/hr	0.376
(2)	0.7	420 ped/15-min	190 ped/15-min	0.452

Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

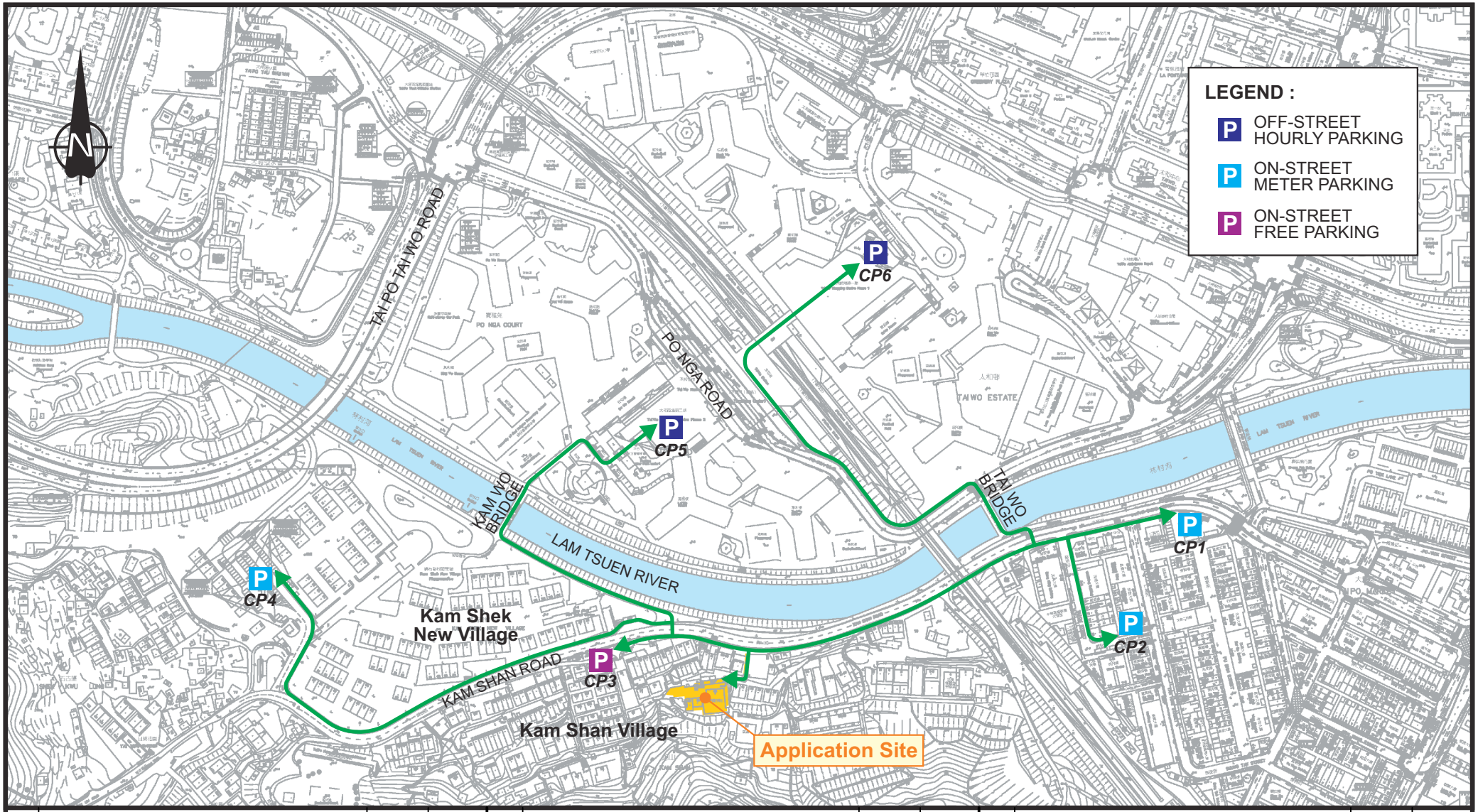
EXISTING OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN YEAR 2024 (WEEKEND AFTER CHING MING FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.5.3	-

SYSTRA MVA

CHK50801110/TIA/F353.CDR/LLH/6SEP24

Original Size : A3



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Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

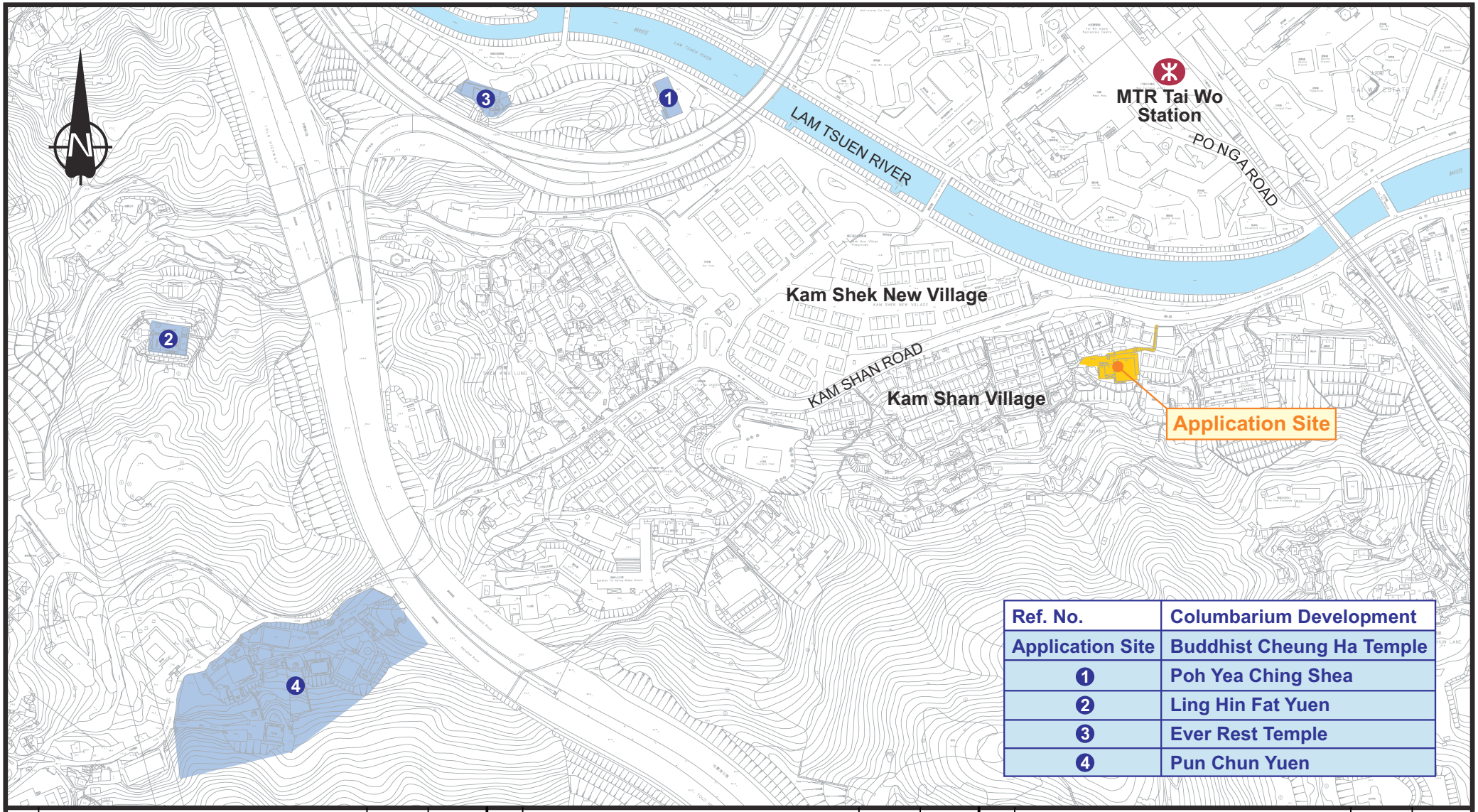
PARKING FACILITIES IN VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	3.6	-

SYSTRA MVA

CHK50801110/TIA/F36.CDR/LLH/6SEP24

Original Size : A4



Ref. No.	Columbarium Development
Application Site	Buddhist Cheung Ha Temple
1	Poh Yea Ching Shea
2	Ling Hin Fat Yuen
3	Ever Rest Temple
4	Pun Chun Yuen

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

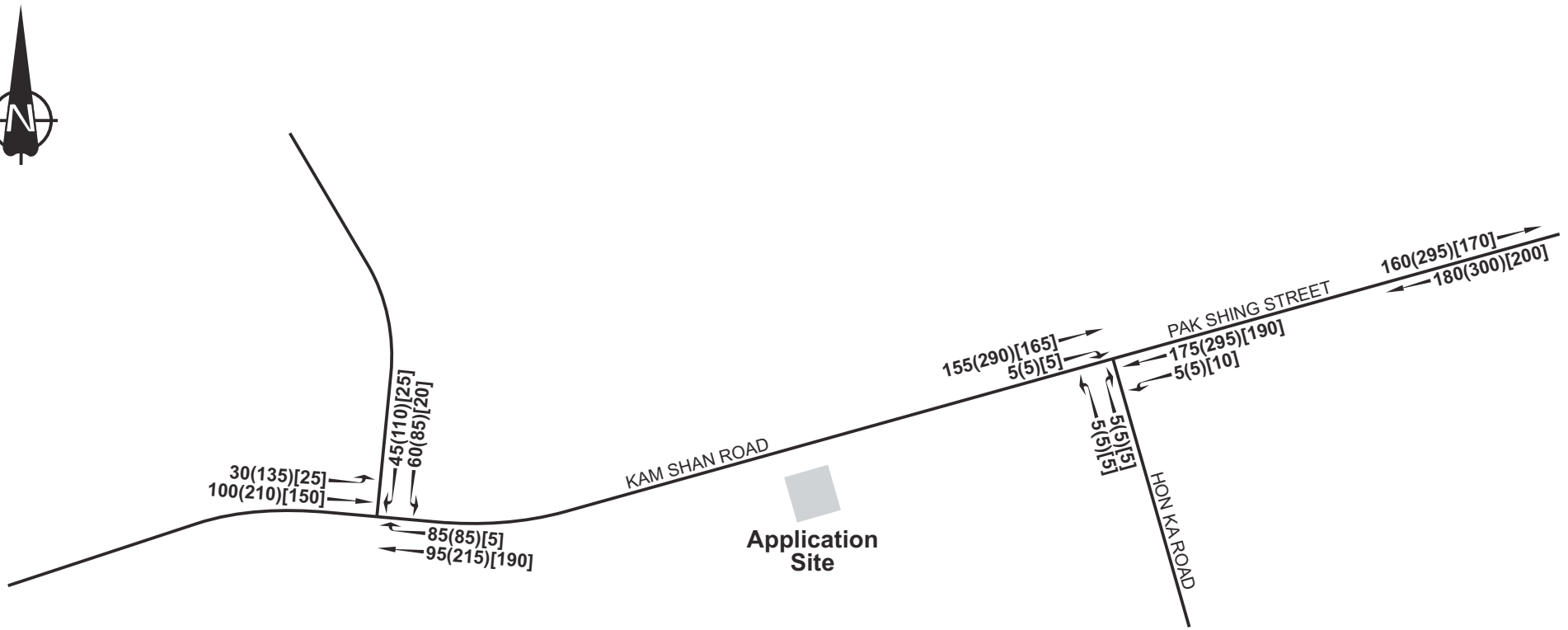
ADJACENT COLUMBARIUM DEVELOPMENTS

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	4.1	-

SYSTRA MVA

CHK50801110/TIA/F41.CDR/LLH/6SEP24

Original Size : A4



LEGEND :

175	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND PRIOR TO CHING MING FESTIVAL)
(295)	PEAK HOUR TRAFFIC FLOW (PCU/HR) (CHING MING FESTIVAL)
[190]	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND AFTER CHING MING FESTIVAL)

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

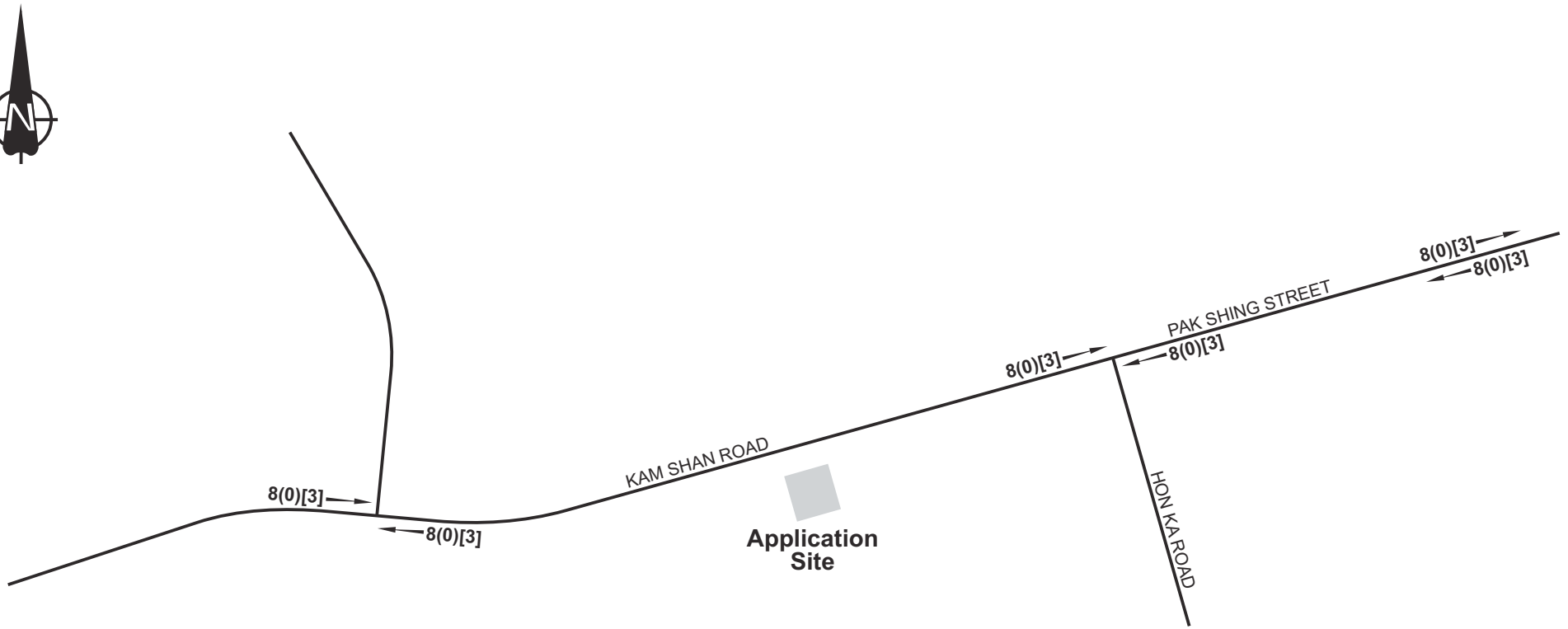
TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

2032 REFERENCE TRAFFIC FLOWS (CHING MING FESTIVAL PERIOD)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	4.2	-

SYSTRA MVA



LEGEND :

8	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND PRIOR TO CHING MING FESTIVAL)
(0)	PEAK HOUR TRAFFIC FLOW (PCU/HR) (CHING MING FESTIVAL)
[3]	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND AFTER CHING MING FESTIVAL)

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

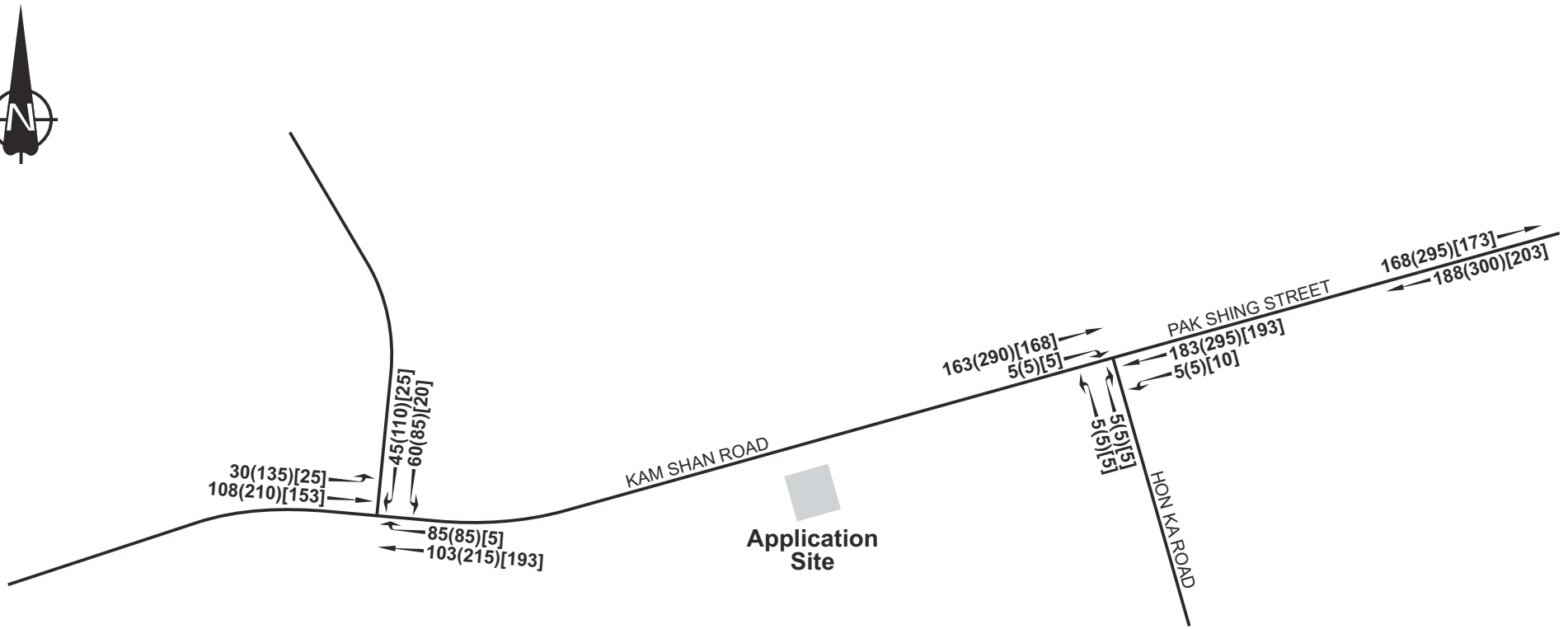
TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

NET DIFFERENT IN DEVELOPMENT TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	4.3	-

SYSTRA MVA



LEGEND :

183	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND PRIOR TO CHING MING FESTIVAL)
(295)	PEAK HOUR TRAFFIC FLOW (PCU/HR) (CHING MING FESTIVAL)
[193]	PEAK HOUR TRAFFIC FLOW (PCU/HR) (WEEKEND AFTER CHING MING FESTIVAL)

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

2032 DESIGN TRAFFIC FLOWS (CHING MING FESTIVAL PERIOD)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	4.4	-

SYSTRA MVA

Route No.	Destination	Walking Distance	Travel Time
1	From / to Public Transport at Tai Wo Station (1)	~500m	~7 mins
2	From / to Public Transport at Tai Wo Station (2)	~600m	~8.5 mins
3	From / to Public Transport at Tai Wo Station (3)	~550m	~8 mins

MTR Tai Wo Station

Route No.1

Route No.2

Route No.3

For details, please refer to drawing no. 5.2 to 5.3

Application Site

Kam Shek New Village

Kam Shan Village

TAI PO TAI WO ROAD

PO NGA ROAD

KAM SHAN ROAD

KAM WO BRIDGE

TAI WO BRIDGE

LAM TSUEN RIVER

TAI WO ESTATE

PO NGA COURT

LEGEND :

- APPLICATION SITE
- BUS STOP
- GMB STOP
- MTR STATION

Rev.	Description	Checked	Date
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Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

PROPOSED CROWD MANAGEMENT MEASURE

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	5.1	-

SYSTRA MVA

CHK50801110/TIA/F51.CDR/LLH/6SEP24

Original Size : A3

Process :

1. Staff will be stationed at entrance to ensure only visitors with valid appointment can enter the Application Site.
2. Staff will check the visitors' booked time slot upon their arrival to the Application Site. If the visitors arrive earlier than the reserved time slot, they will be asked to go to waiting area to await the start of session.
3. If the visitors arrive on time, or the visitors waiting at waiting area have reached their designated time slot, staffs will provide guidance for the visitors to leave the waiting area in sequence and go into the columbarium buildings.

KAM SHAN ROAD

Buddhist Cheung Ha Temple 佛教長霞淨院

Building A

Building B

LEGEND :

- SITE BOUNDARY
- PROPOSED WAITING AREA
- PROPOSED VISITORS INGRESS ROUTING
- PROPOSED VISITORS INGRESS ROUTING TOWARDS 1/F OF COLUMBARIUM BUILDING
- STAFF OF BUDDHIST CHEUNG HA TEMPLE

Note :

1 Temporary railing or barrier will be provided for visitors queuing at the waiting area.
2 Existing handrail has been installed at staircase to prevent injurious fall.
3. Signages will be displayed to indicate the waiting area.

Rev.	Description	Checked	Date
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-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

PROPOSED VISITORS INGRESS ROUTING

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	5.2	-

SYSTRA MVA

CHK50801110/TIA/F52.CDR/LLH/6SEP24

Original Size : A3

Process :

4 Visitors shall leave the Application Site at staircase at northeastern of the site access under the guidance of staff.

KAM SHAN ROAD

Exit 出口

Exit 出口

Exit 出口

Building A

Building B

LEGEND :

- SITE BOUNDARY
- PROPOSED WAITING AREA
- PROPOSED VISITORS EGRESS ROUTING
- STAFF OF BUDDHIST CHEUNG HA TEMPLE

Note :

1 Temporary railing or barrier will be provided for visitors queuing at the waiting area.
2 Existing handrail has been installed at staircase to prevent injurious fall.
3. Signages will be displayed to indicate the waiting area.

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

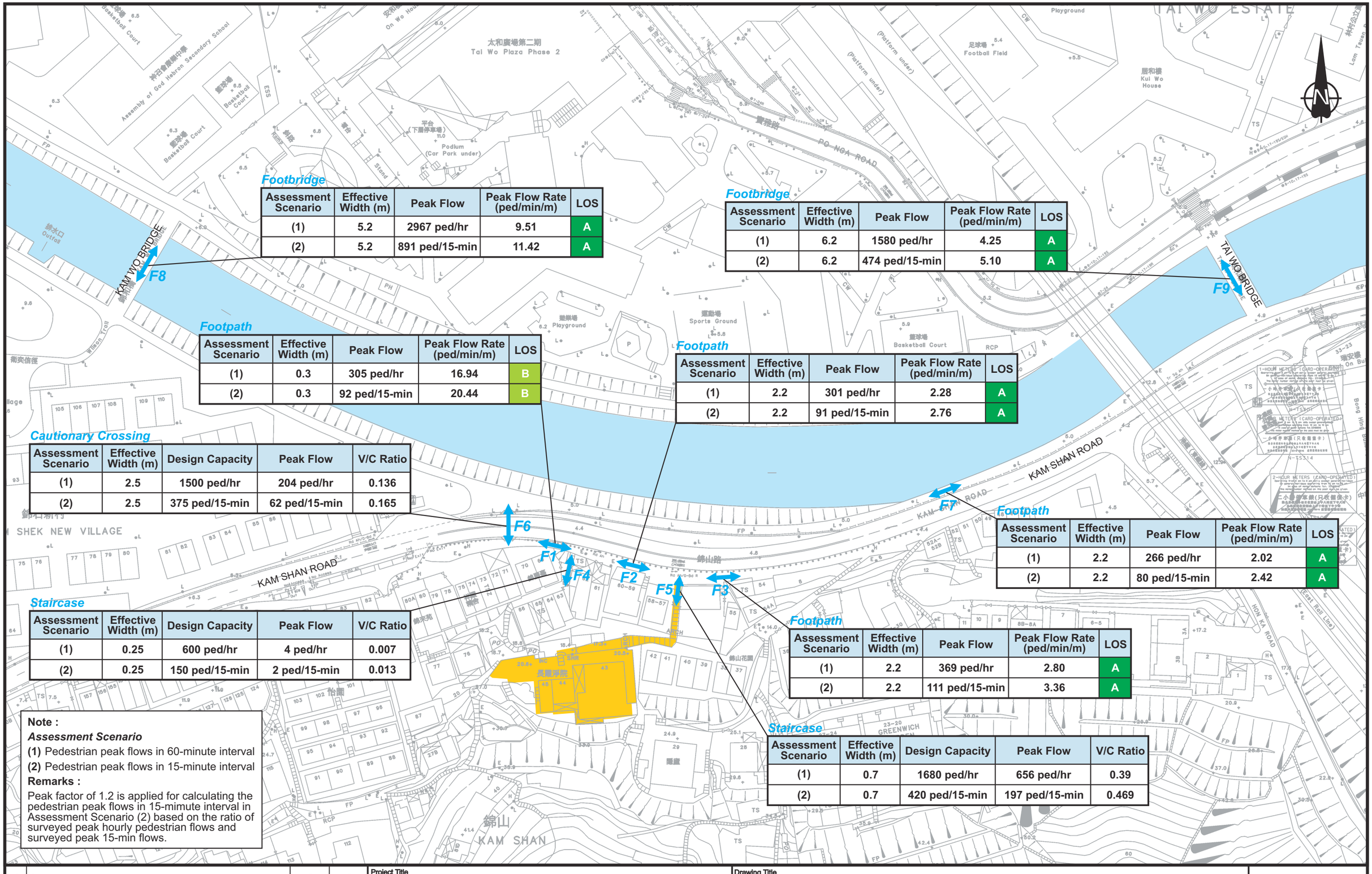
PROPOSED VISITORS EGRESS ROUTING

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	5.3	-

SYSTRA MVA

CHK50801110/TIA/F53.CDR/LLH/6SEP24

Original Size : A3



Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

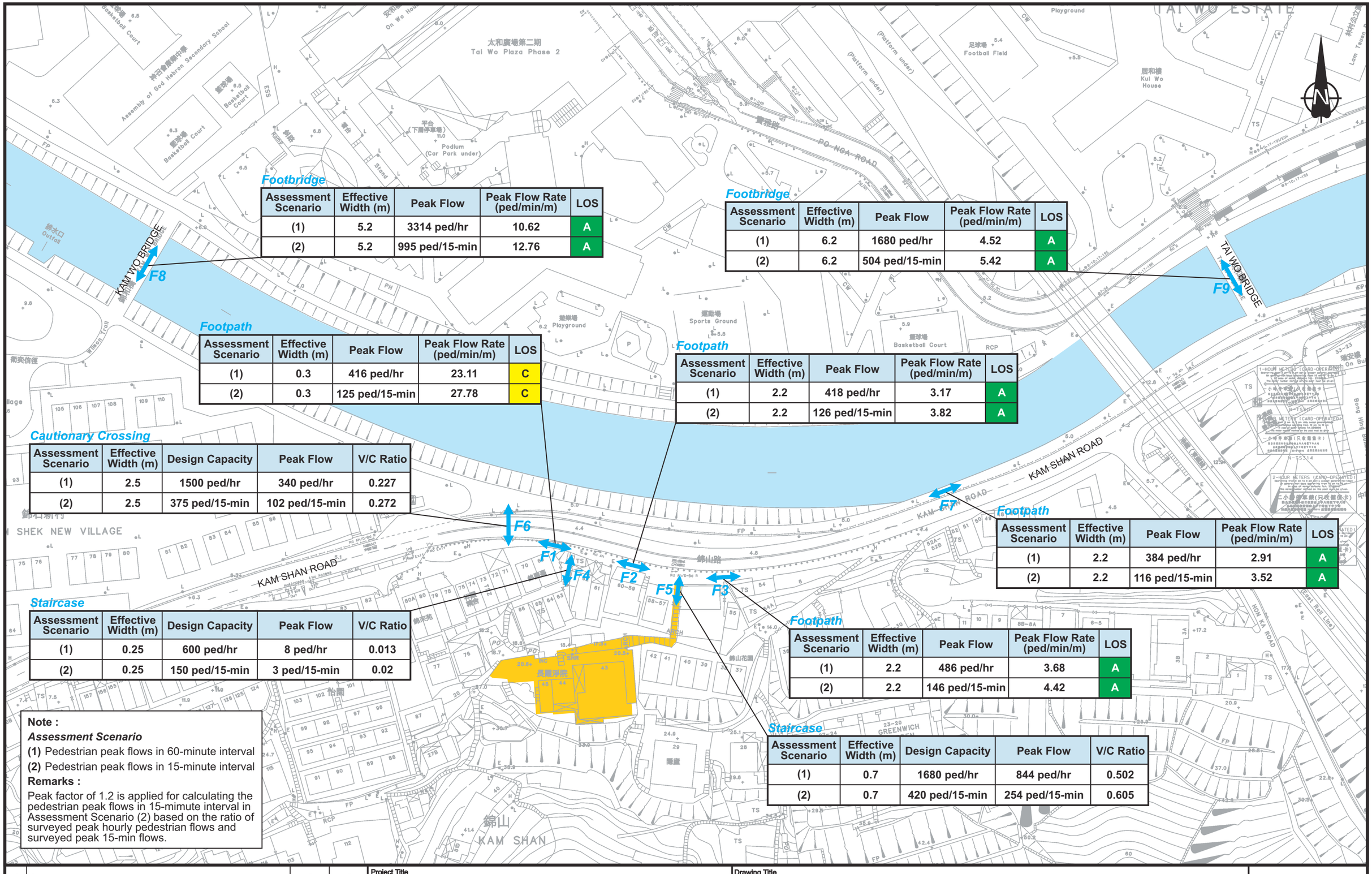
OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN DESIGN YEAR 2032 (WEEKEND PRIOR TO CHING MING FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	6.1.1	-

SYSTRA MVA

CHK50801110/TIA/F611.CDR/LLH/6SEP24

Original Size : A3



Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	5.2	3314 ped/hr	10.62	A
(2)	5.2	995 ped/15-min	12.76	A

Footbridge

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	6.2	1680 ped/hr	4.52	A
(2)	6.2	504 ped/15-min	5.42	A

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	0.3	416 ped/hr	23.11	C
(2)	0.3	125 ped/15-min	27.78	C

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	418 ped/hr	3.17	A
(2)	2.2	126 ped/15-min	3.82	A

Cautionary Crossing

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	2.5	1500 ped/hr	340 ped/hr	0.227
(2)	2.5	375 ped/15-min	102 ped/15-min	0.272

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	384 ped/hr	2.91	A
(2)	2.2	116 ped/15-min	3.52	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.25	600 ped/hr	8 ped/hr	0.013
(2)	0.25	150 ped/15-min	3 ped/15-min	0.02

Footpath

Assessment Scenario	Effective Width (m)	Peak Flow	Peak Flow Rate (ped/min/m)	LOS
(1)	2.2	486 ped/hr	3.68	A
(2)	2.2	146 ped/15-min	4.42	A

Staircase

Assessment Scenario	Effective Width (m)	Design Capacity	Peak Flow	V/C Ratio
(1)	0.7	1680 ped/hr	844 ped/hr	0.502
(2)	0.7	420 ped/15-min	254 ped/15-min	0.605

Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

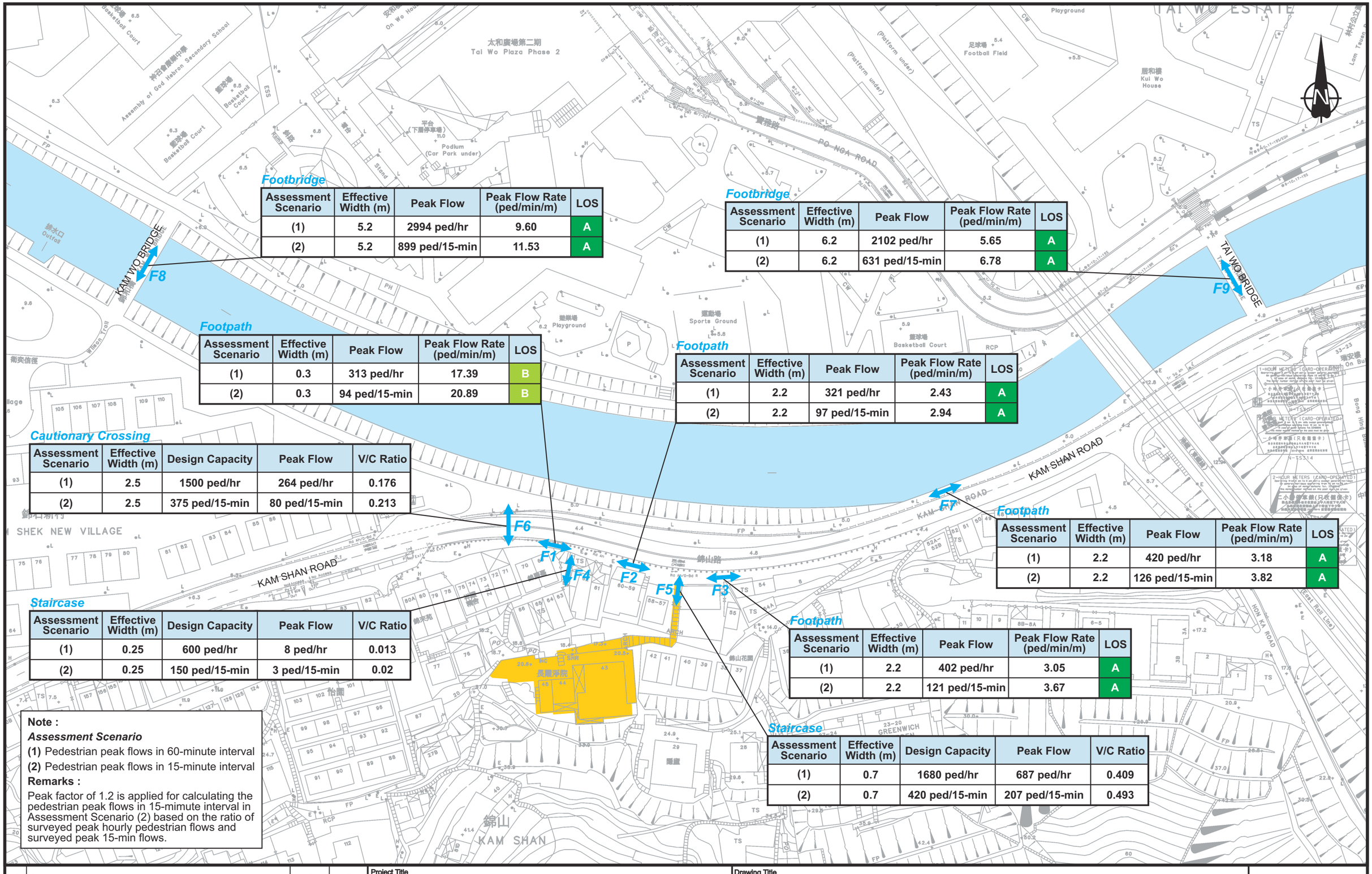
OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN DESIGN YEAR 2032 (CHING MING FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	6.1.2	-

SYSTRA MVA

CHK50801110/TIA/F612.CDR/LLH/6SEP24

Original Size : A3



Note :

Assessment Scenario

(1) Pedestrian peak flows in 60-minute interval

(2) Pedestrian peak flows in 15-minute interval

Remarks :

Peak factor of 1.2 is applied for calculating the pedestrian peak flows in 15-mimute interval in Assessment Scenario (2) based on the ratio of surveyed peak hourly pedestrian flows and surveyed peak 15-min flows.

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR REZONING REQUEST FROM "V" TO "G/IC(3)" FOR BUDDHIST CHEUNG HA TEMPLE, AT LOT NOS. 1087 AND 1130 IN DD6 AND ADJOINING GOVERNMENT LAND, TAI PO

Drawing Title

OPERATIONAL PERFORMANCE OF IDENTIFIED PEDESTRIAN FACILITIES IN DESIGN YEAR 2032 (WEEKEND AFTER CHUNG YEUNG FESTIVAL)

Designed	Checked	Scale	Date	Drawing No.	Rev.
MST	MYL	NTS	SEP 2024	6.1.3	-

SYSTRA MVA

CHK50801110/TIA/F613.CDR/LLH/6SEP24

Original Size : A3

APPENDIX A –

Detail of Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2024

Description: 2024 Observed Traffic Flows (Weekend prior to Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	120	0.060	0.060	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	105	0.052		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

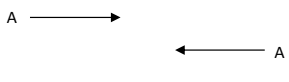
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.060	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		719%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2024

Description: 2024 Observed Traffic Flows (Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	235	0.117	0.117	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	230	0.114		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

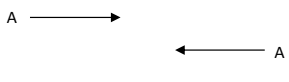
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.117	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		318%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2024

Description: 2024 Observed Traffic Flows (Weekend after Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	140	0.069	0.069	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	115	0.057		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =			5	+	10	=	15			*			*

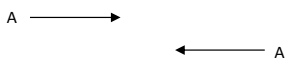
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.069	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		602%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

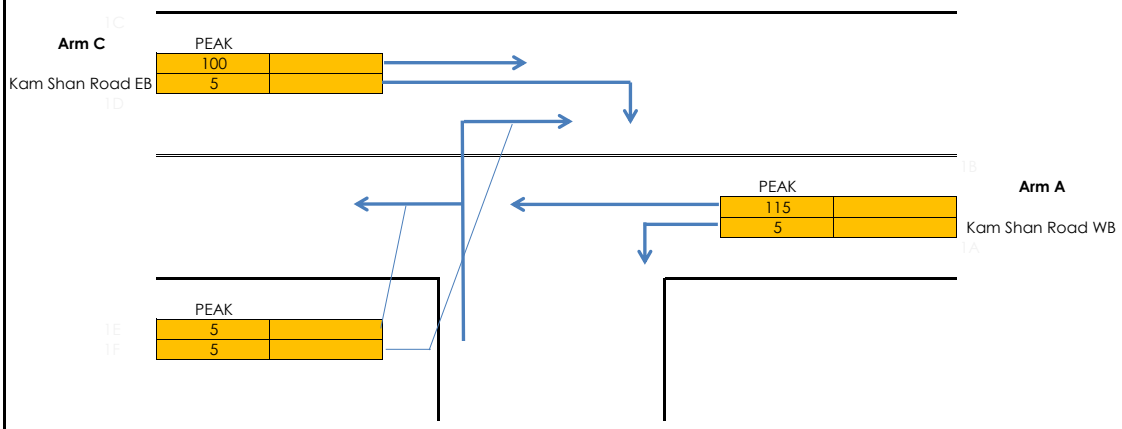
5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	Existing (Weekend prior to Ching Ming Festival)		Checked by: MYL
Design Year: 2024		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

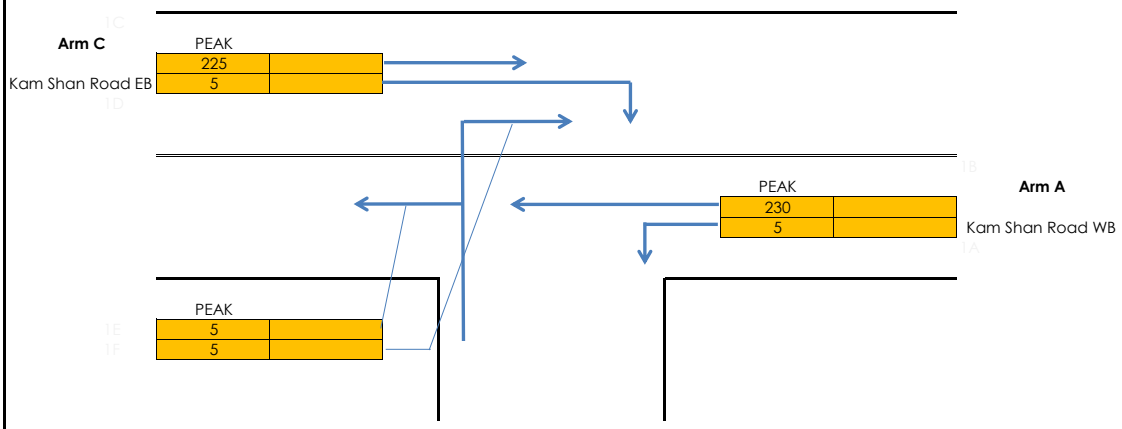
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	100
	q(c-b)	5
	q(a-b)	5
	q(a-c)	115
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	552.28
	Q(c-a)	1786.5
	Q(c-b)	667.44
RFC's	c-a	0.06
	c-b	0.01
	b-ac	0.02
RFC		**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	Existing (Ching Ming Festival)		Checked by: MYL
Design Year: 2024		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

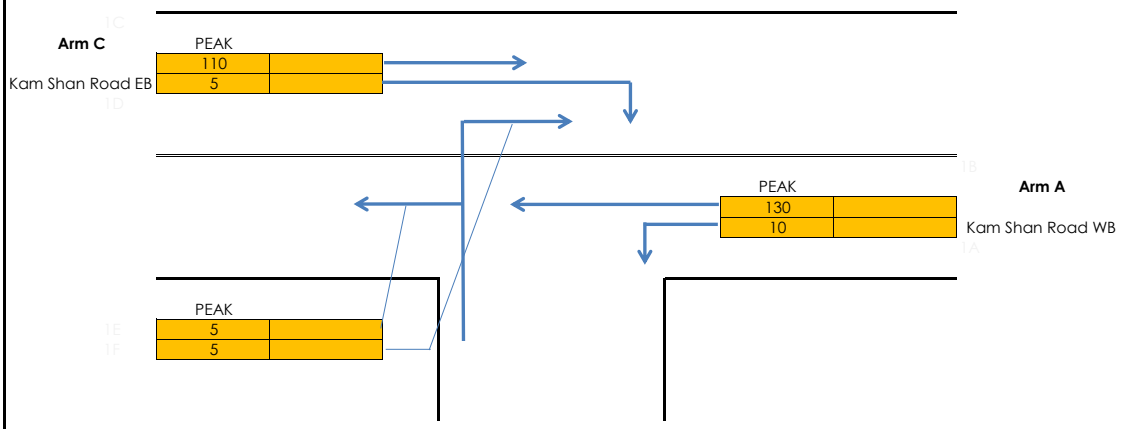
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	225
	q(c-b)	5
	q(a-b)	5
	q(a-c)	230
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	512.75
	Q(c-a)	1785.9
	Q(c-b)	638.1
RFC's	c-a	0.13
	c-b	0.01
	b-ac	0.02
RFC		**0.13**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	Existing (Weekend after Ching Ming Festival)		Checked by: MYL
Design Year: 2024		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

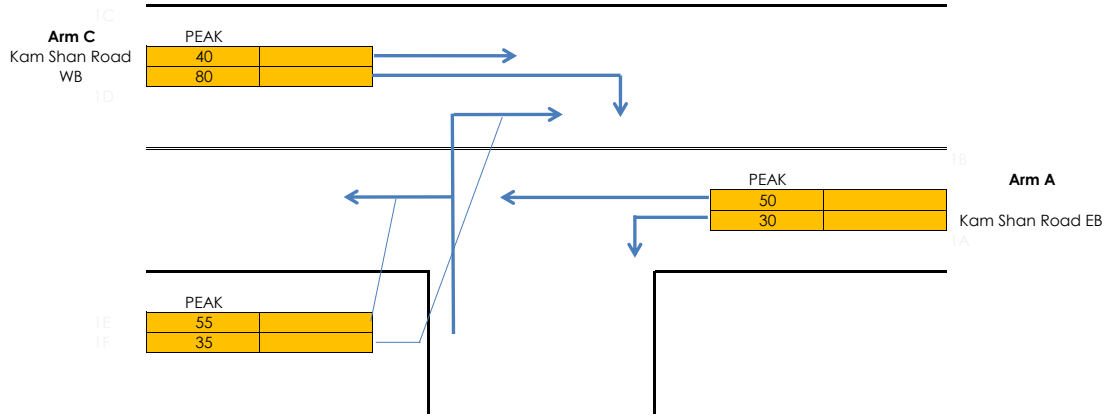
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	110
	q(c-b)	5
	q(a-b)	10
	q(a-c)	130
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	547.28
	Q(c-a)	1786.4
	Q(c-b)	662.34
RFC's	c-a	0.06
	c-b	0.01
	b-ac	0.02
RFC		**0.06**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	Existing (Weekend prior to Ching Ming Festival)	Checked by:	MYL
Design Year: 2024	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

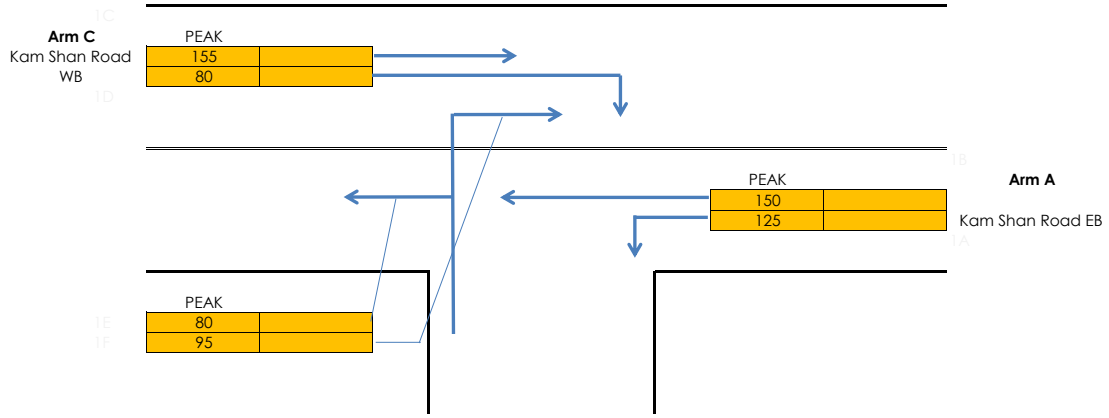
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	40
	q(c-b)	80
	q(a-b)	30
	q(a-c)	50
	q(b-a)	35
	q(b-c)	55
	f	0.61
CAPACITIES (pcu/hr)	Q(b-ac)	592.76
	Q(c-a)	1592.3
	Q(c-b)	693.29
RFC's	c-a	0.03
	c-b	0.12
	b-ac	0.15
RFC		**0.15**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	Existing (Ching Ming Festival)	Checked by:	MYL
Design Year: 2024	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

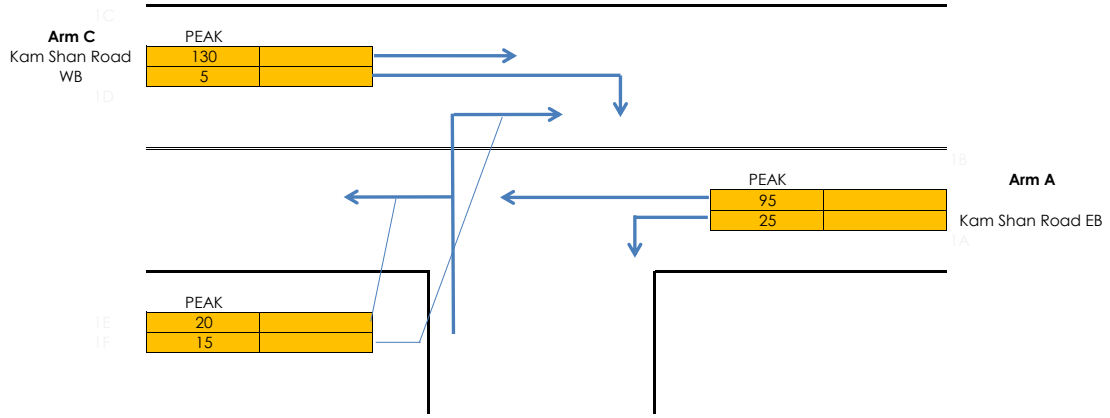
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	155
	q(c-b)	80
	q(a-b)	125
	q(a-c)	150
	q(b-a)	95
	q(b-c)	80
	f	0.46
CAPACITIES (pcu/hr)	Q(b-ac)	517.44
	Q(c-a)	1575.6
	Q(c-b)	641.66
RFC's	c-a	0.10
	c-b	0.12
	b-ac	0.34
RFC		**0.34**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	Existing (Weekend after Ching Ming Festival)	Checked by:	MYL
Design Year: 2024	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	130
	q(c-b)	5
	q(a-b)	25
	q(a-c)	95
	q(b-a)	15
	q(b-c)	20
	f	0.57
CAPACITIES (pcu/hr)	Q(b-ac)	581.52
	Q(c-a)	1786.8
	Q(c-b)	682.7
RFC's	c-a	0.07
	c-b	0.01
	b-ac	0.06
RFC		**0.07**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Reference Traffic Flows (Weekend prior to Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	180	0.089	0.089	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	160	0.079		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

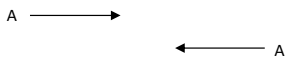
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.089	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		446%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Reference Traffic Flows (Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	300	0.149	0.149	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	295	0.146		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

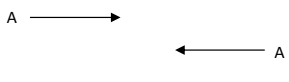
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.149	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		227%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Reference Traffic Flows (Weekend after Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	200	0.099	0.099	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	170	0.084		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

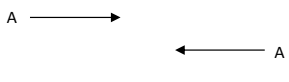
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.099	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		391%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

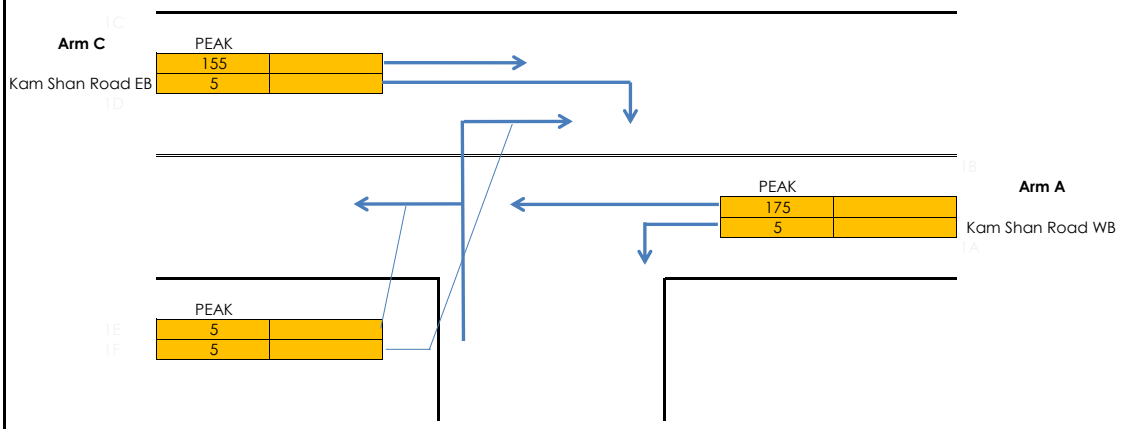
5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)	Designed by:	MST
Scheme:	2032 Reference Traffic Flows(Weekend prior to Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

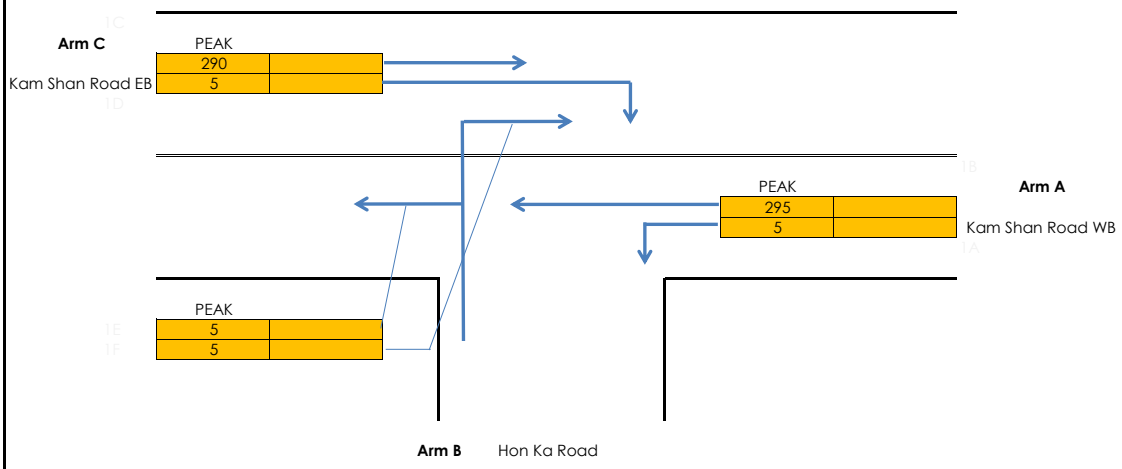
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	155
	q(c-b)	5
	q(a-b)	5
	q(a-c)	175
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	532.71
	Q(c-a)	1786.2
	Q(c-b)	652.13
RFC's	c-a	0.09
	c-b	0.01
	b-ac	0.02
RFC		**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	2032 Reference Traffic Flows (Ching Ming Festival)		Checked by: MYL
Design Year: 2032		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

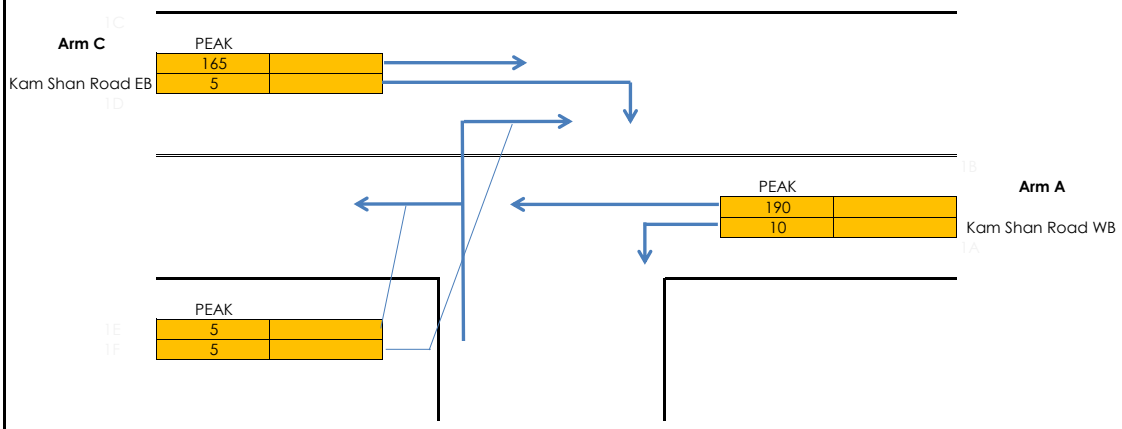
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	290
	q(c-b)	5
	q(a-b)	5
	q(a-c)	295
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	490.65
	Q(c-a)	1785.5
	Q(c-b)	621.51
RFC's	c-a	0.16
	c-b	0.01
	b-ac	0.02
RFC		**0.16**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	2032 Reference Traffic Flows (Weekend after Ching Ming Festival)		Checked by: MYL
Design Year: 2032		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

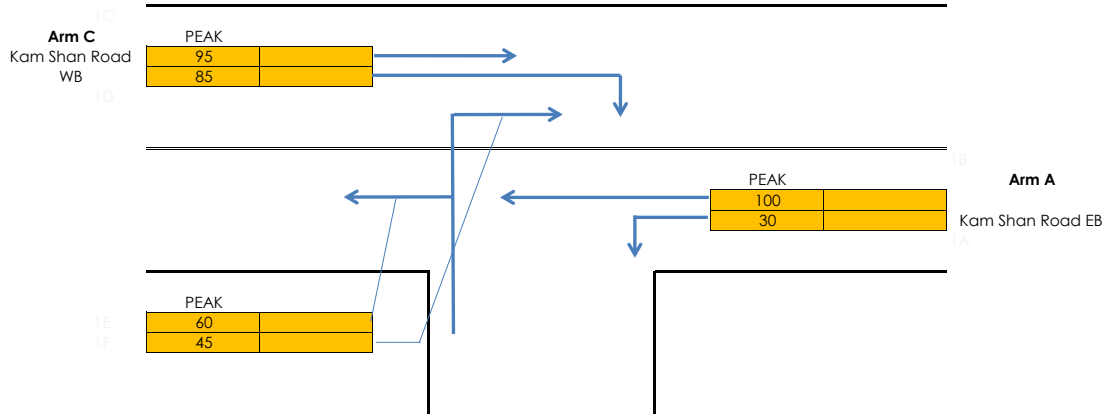
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	165
	q(c-b)	5
	q(a-b)	10
	q(a-c)	190
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	527.68
	Q(c-a)	1786.1
	Q(c-b)	647.03
RFC's	c-a	0.09
	c-b	0.01
	b-ac	0.02
RFC		**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Reference Traffic Flows (Weekend prior to Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

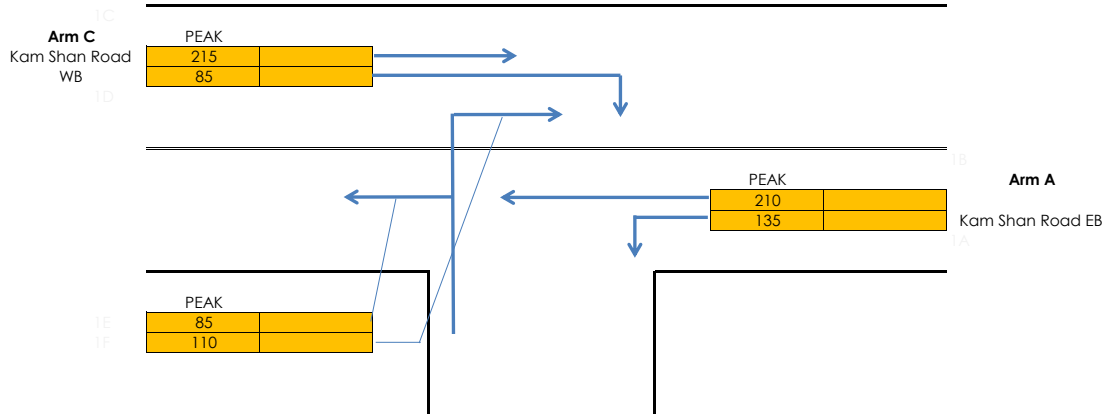
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	95
	q(c-b)	85
	q(a-b)	30
	q(a-c)	100
	q(b-a)	45
	q(b-c)	60
	f	0.57
CAPACITIES (pcu/hr)	Q(b-ac)	566.48
	Q(c-a)	1575
	Q(c-b)	680.05
RFC's	c-a	0.06
	c-b	0.12
	b-ac	0.19
RFC		**0.19**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Reference Traffic Flows (Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

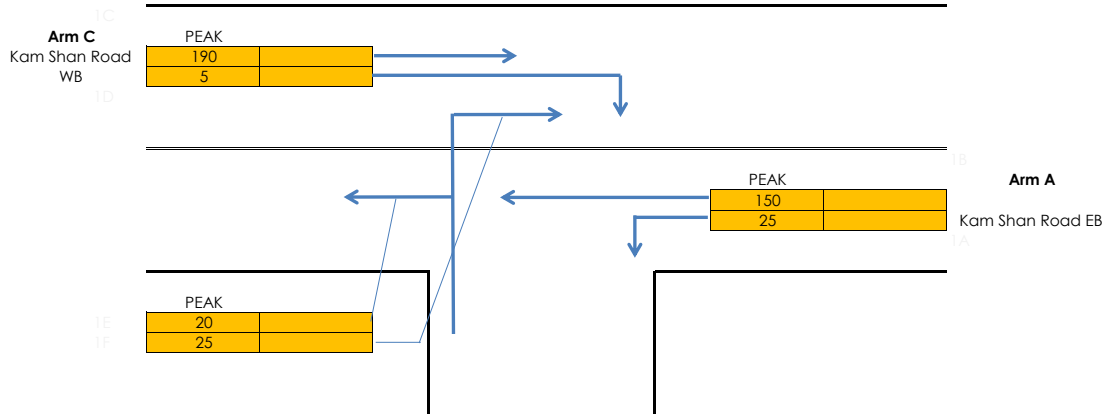
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	215
	q(c-b)	85
	q(a-b)	135
	q(a-c)	210
	q(b-a)	110
	q(b-c)	85
	f	0.44
CAPACITIES (pcu/hr)	Q(b-ac)	489.21
	Q(c-a)	1554.5
	Q(c-b)	623.12
RFC's	c-a	0.14
	c-b	0.14
	b-ac	0.40
RFC		**0.40**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Reference Traffic Flows (Weekend after Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	190
	q(c-b)	5
	q(a-b)	25
	q(a-c)	150
	q(b-a)	25
	q(b-c)	20
	f	0.44
CAPACITIES (pcu/hr)	Q(b-ac)	539.93
	Q(c-a)	1786.5
	Q(c-b)	668.13
RFC's	c-a	0.11
	c-b	0.01
	b-ac	0.08
RFC		**0.11**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Design Traffic Flows (Weekend prior to Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	188	0.093	0.093	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	168	0.083		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

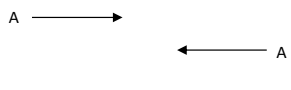
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.093	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		423%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024

Junction: (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Design Traffic Flows (Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	300	0.149	0.149	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	295	0.146		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	5		+	10		=	15			*			*

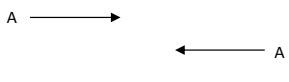
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.149	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		227%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50801110 **MVA HONG KONG LIMITED**

Junction: Pak Shing Street Near Sui On Street (J1) Design Year: 2032

Description: 2032 Design Traffic Flows (Weekend after Ching Ming Festival) Designed By: MST Checked By: MYL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Peak	Revised Saturation Flow (pcu/hr)	Peak Flow (pcu/hr)	Peak y Value	Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Pak Shing St WB	←	A	1	4.000						2015	2015	203	0.101	0.101	0	0.000	0.000
Pak Shing St EB	→	A	1	4.000						2015	2015	173	0.086		0	0.000	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =			5	+	10	=	15			*			*

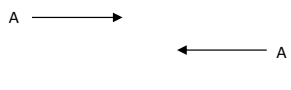
Notes:

Flow: (pcu/hr)

Group		A,Bp	Group		
y		0.101	y		
L (sec)		22	L (sec)		
C (sec)		48	C (sec)		
y pract.		0.488	y pract.		
R.C. (%)		384%	R.C. (%)		

Stage / Phase Diagrams

1.



2.

3.

4.

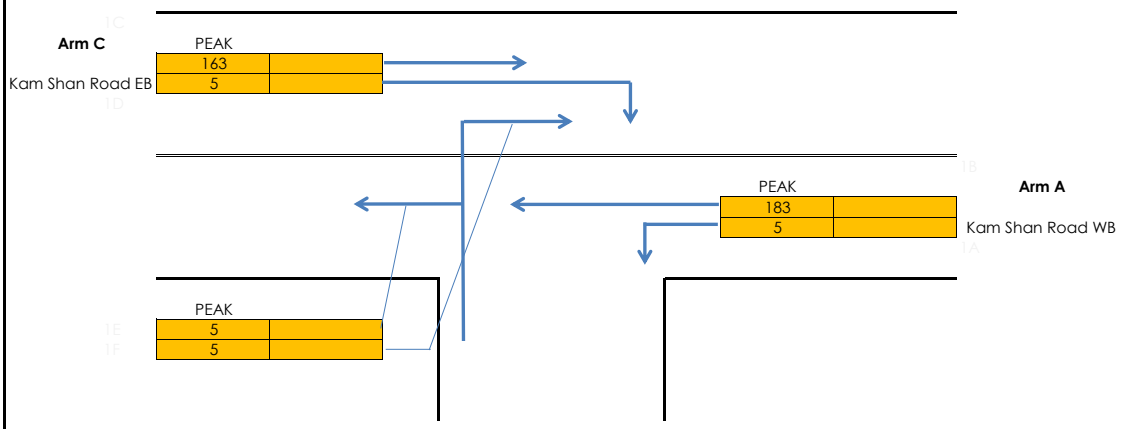
5.

I/G= 3		I/G= 5	15	I/G=		I/G=		I/G=	

Date: JUL, 2024 **Junction:** (J1) Pak Shing Street Near Sui On Street (J1)

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	2032 Design Traffic Flows (Weekend prior to Ching Ming Festival)		Checked by: MYL
Design Year: 2032		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

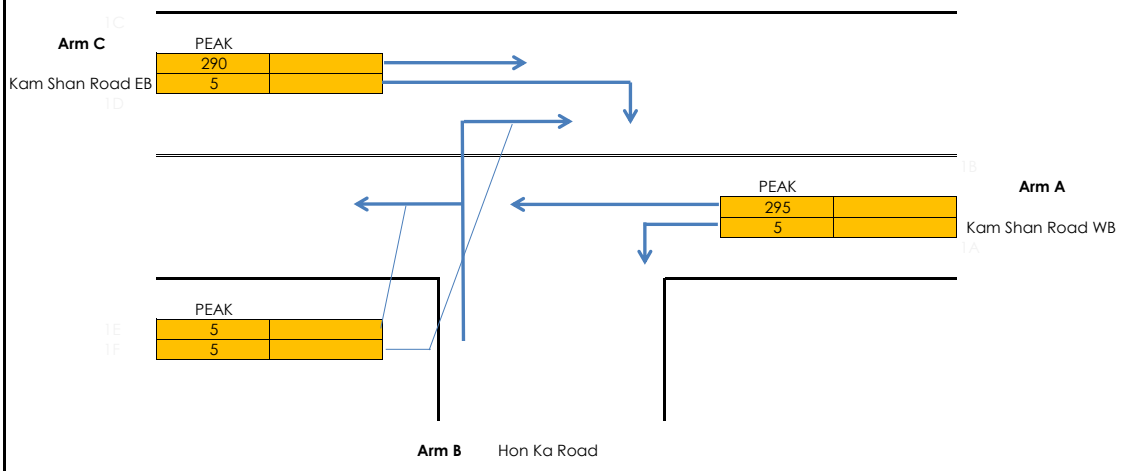
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	163
	q(c-b)	5
	q(a-b)	5
	q(a-c)	183
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	530.03
	Q(c-a)	1786.2
	Q(c-b)	650.09
RFC's	c-a	0.09
	c-b	0.01
	b-ac	0.02
RFC		**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	2032 Design Traffic Flows (Ching Ming Festival)		Checked by: MYL
Design Year: 2032		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

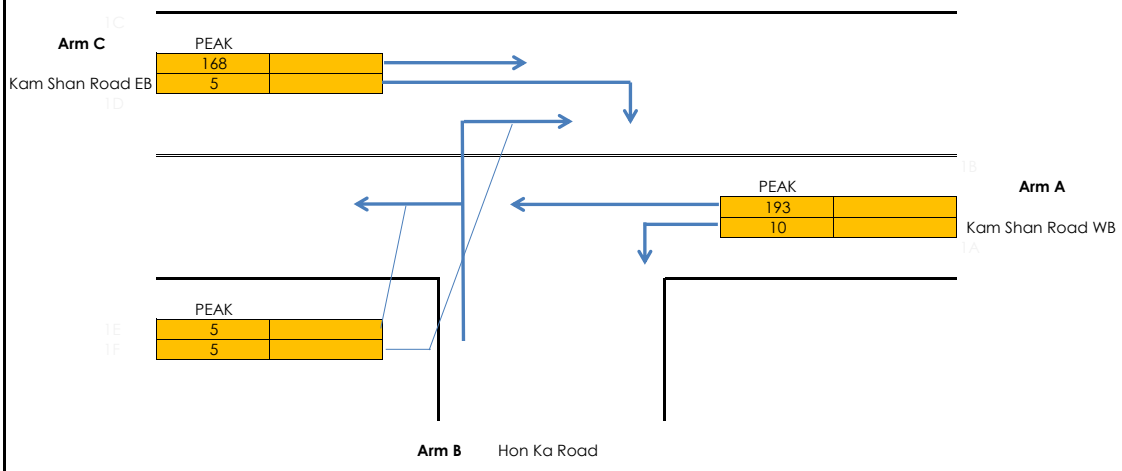
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	290
	q(c-b)	5
	q(a-b)	5
	q(a-c)	295
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	490.65
	Q(c-a)	1785.5
	Q(c-b)	621.51
RFC's	c-a	0.16
	c-b	0.01
	b-ac	0.02
RFC		**0.16**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Hon Ka Road (J2)		Designed by: MST
Scheme:	2032 Design Traffic Flows (Weekend after Ching Ming Festival)		Checked by: MYL
Design Year: 2032		Job No.:CHK50801110	Date: Jul-24
Arm A:	Kam Shan Road WB		
Arm B:	Hon Ka Road		
Arm C:	Kam Shan Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	3.50
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.65
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	20	Calculated Parameters	D	0.843
	Vl(b-a)	50		E	0.897
	Vr(b-c)	20		F	0.937
	Vr(c-b)	50		Y	0.748

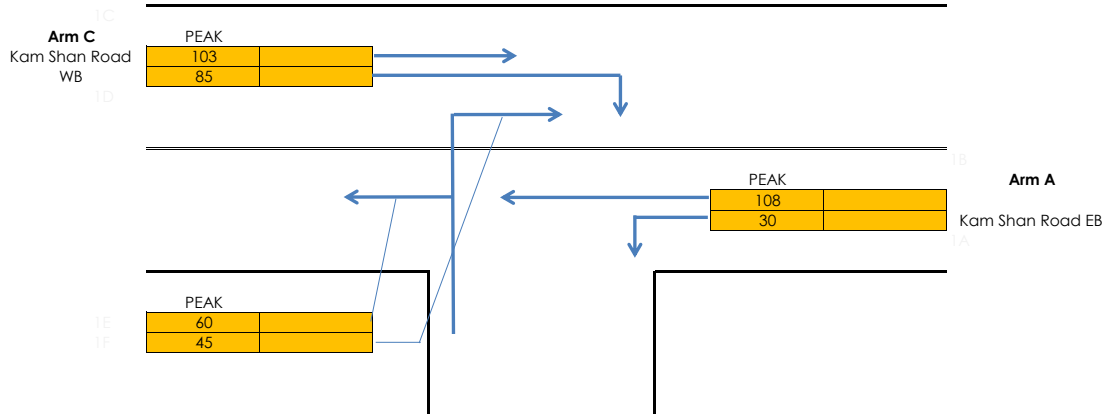
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	168
	q(c-b)	5
	q(a-b)	10
	q(a-c)	193
	q(b-a)	5
	q(b-c)	5
	f	0.50
CAPACITIES (pcu/hr)	Q(b-ac)	526.68
	Q(c-a)	1786.1
	Q(c-b)	646.27
RFC's	c-a	0.09
	c-b	0.01
	b-ac	0.02
RFC		**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Design Traffic Flows (Weekend prior to Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

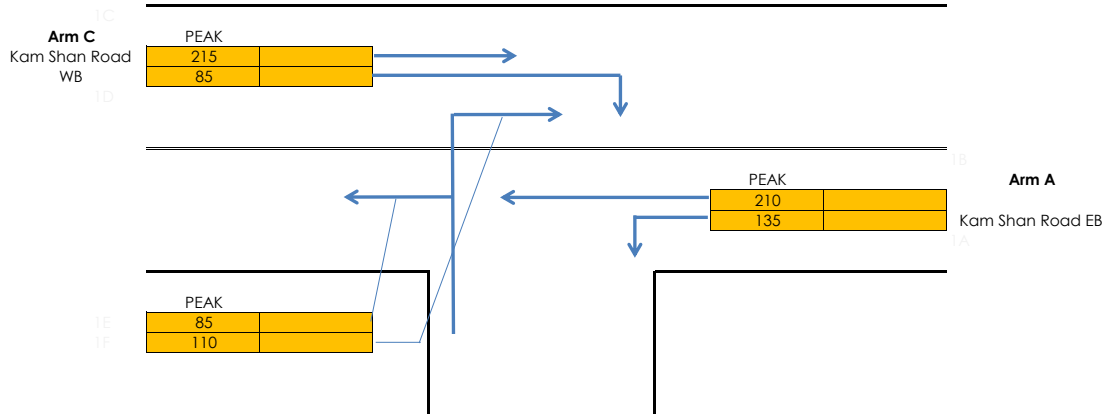
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	103
	q(c-b)	85
	q(a-b)	30
	q(a-c)	108
	q(b-a)	45
	q(b-c)	60
	f	0.57
CAPACITIES (pcu/hr)	Q(b-ac)	563.71
	Q(c-a)	1574.3
	Q(c-b)	677.93
RFC's	c-a	0.07
	c-b	0.13
	b-ac	0.19
RFC		**0.19**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Design Traffic Flows (Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

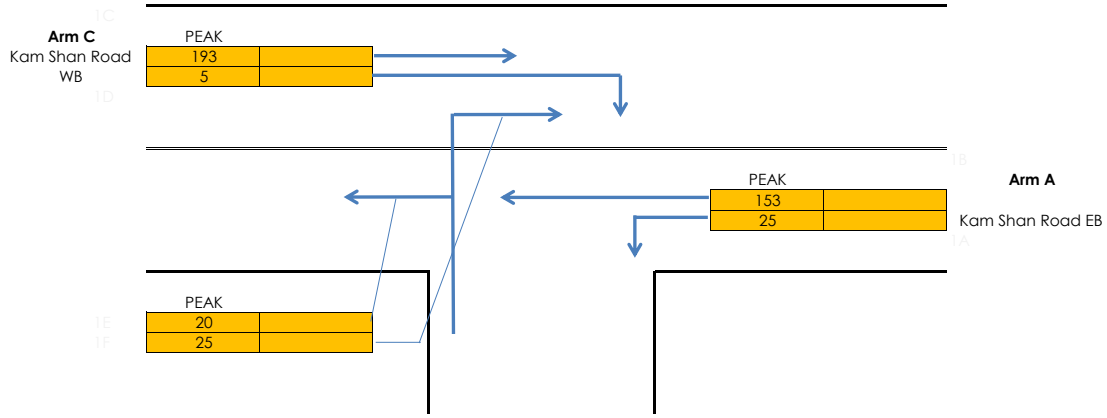
ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	215
	q(c-b)	85
	q(a-b)	135
	q(a-c)	210
	q(b-a)	110
	q(b-c)	85
	f	0.44
CAPACITIES (pcu/hr)	Q(b-ac)	489.21
	Q(c-a)	1554.5
	Q(c-b)	623.12
RFC's	c-a	0.14
	c-b	0.14
	b-ac	0.40
RFC		**0.40**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Traffic Consultancy Services for Buddhist Cheung Ha Temple		
Junction:	Kam Shan Road/ Access Road Linking to Kam Shek New Village Car Park (J3)	Designed by:	MST
Scheme:	2032 Design Traffic Flows (Weekend after Ching Ming Festival)	Checked by:	MYL
Design Year: 2032	Job No.:CHK50801110	Date:	Jul-24
Arm A:	Kam Shan Road EB		
Arm B:	Access Road Linking to Kam Shek New Village Car Park		
Arm C:	Kam Shan Road WB		



Arm B Access Road Linking to Kam Shek New Village Car Park

GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	3.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.70
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	40	Calculated Parameters	D	0.865
	Vl(b-a)	30		E	0.932
	Vr(b-c)	40		F	0.959
	Vr(c-b)	50		Y	0.759

ANALYSIS		**PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	193
	q(c-b)	5
	q(a-b)	25
	q(a-c)	153
	q(b-a)	25
	q(b-c)	20
	f	0.44
CAPACITIES (pcu/hr)	Q(b-ac)	538.85
	Q(c-a)	1786.5
	Q(c-b)	667.34
RFC's	c-a	0.11
	c-b	0.01
	b-ac	0.08
RFC		**0.11**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

APPENDIX B–

Descriptions of Level-of-Services (LOS)

Description of Pedestrian Walkway Level-of-Service (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.

Description of Queueing Area Level-of-Service (LOS)

LOS	Average Pedestrian Area (m^2/person)	Description
A	> 1.2	Standing and free circulation through the queueing area is possible without disturbing others within the queue.
B	0.9 – 1.2	Standing and partially restricted circulation to avoid disturbing others in the queue is possible.
C	0.6 – 0.9	Standing and restricted circulation through the queuing area by distributing others in the queue is possible; this density is within the range of personal comfort.
D	0.3 – 0.6	Standing without touching is possible; circulation is severely restricted within the queue and forward movement is only possible as a group; long-term waiting at this density is uncomfortable.
E	0.2 – 0.3	Standing in physical contact with others is unavoidable; circulation in the queue is not possible; queueing can only be sustained for a short period without serious discomfort.
F	≤ 0.2	Virtually all persons within the queue are standing in direct physical contact with others; this density is extremely uncomfortable; no movement is possible in the queue; there is potential for panic in large crowds at this density.

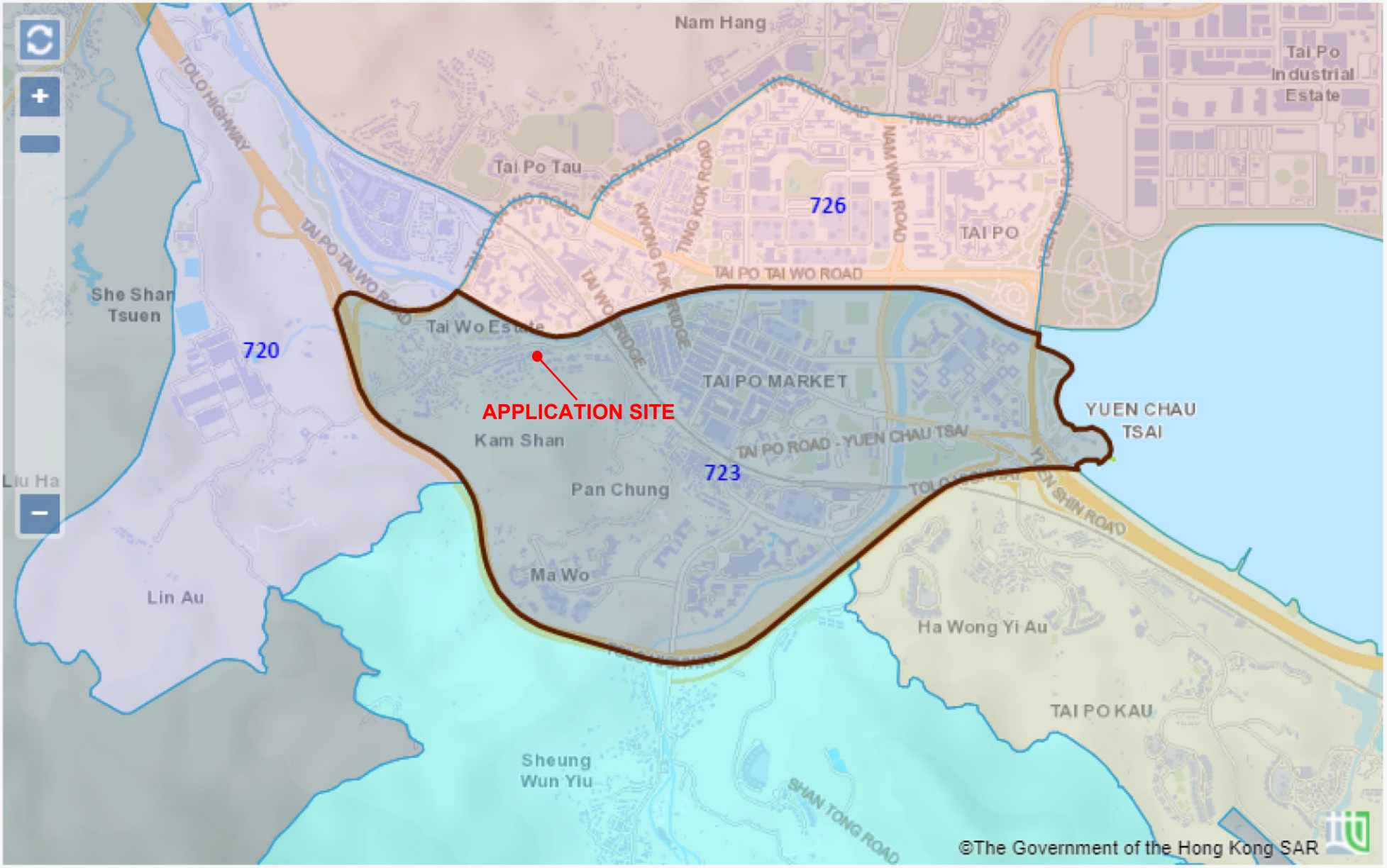
APPENDIX C –

Tertiary Planning Unit (TPU) Boundaries

Capture of Tertiary Planning Unit (TPU) Boundaries from 2016 Population By-census

Tertiary Planning Unit: 723

Reset



APPENDIX D –

Letters from the Applicant to Hong Kong Police Force (HKPF)

2012-5-01

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

CIP/Traffic NTN Hq,

8th Dec.,2012

1st and 3rd floors,

Sheung Shui Polce Station,

Fanling Roundabout,Fanling,

New Territories.

BY FAX 2683 1801 and POST

Dear Sirs,

Traffic Control on Kam Shan Road, Tai Po,New Territories

On Buddhist 阿彌陀佛聖誕 on 27th,28th and 29th Dec.,2012

Please be informed that we will hold the 2012 Buddhist 阿彌陀佛聖誕 on 27th,28th and 29th Dec.,2012. The details are shown below:---

Date	Hours of Operation	Expected no. of Participants
27th Dec.,2012	10:00 to 16:00	600
28th Dec.,,2012	10:00 to 16:00	800
29th Dec.,,2012	10:00 to 16:00	900

We should be grateful if you would kindly arrange partols on Kam Shan Road, especially the section from Hon Kar Road to Kam Shan Village Office.

Thank you for your attention and co-operation.

Yours faithfully,

For and on bahalf of

BUDDHIST CHEUNG HA TEMPLE LTD.

(Auser AU)

Project Manager

BUDDHIST CHEUNG HA TEMPLE LIMITED 佛教長霞淨院有限公司

2014-CM-01

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
Hong Kong Police Force43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

16th March,2014

FILE

Tai Po District,
Tai Po Division,
No.,4, On Po Lane,
Tai Po,
N T.

BY *FAX* 2144 1126 and MAIL

(Attention: DVC/Tai Po)

Dear Sirs,

Traffic Control on Kam Shan Road, Tai Po, New Territories
On Ching Ming Festival Days on 5th April,2014

Please be informed that Ching Ming Festival this year falls on 5th April,2014. It is expected that the Buddhists followers and members of the public will come to worship their ancestors two weeks before and after the Ching Ming Festival.,i.e., 22nd March to 19th April,2014 especially on Saturdays and Sundays within the aforesaid period.

We should be grateful if you would kindly arrange patrols on Kam Shan Road,especially the section from Hon Kar Road to Kam Shan Village Office.

Thank you for your attention and co-operation.

Yours faithfully,
For and on behalf of
BUDDHIST CHEUNG HA TEMPLE LTD.

CHEUNG HA TEMPLE BUDDHIST LIMITED 佛教長霞淨院 有限公司

(Auser AU)
Administrato

c.c. NT/N Regional Hqs.,
1st and 3rd Floors,
Sheung SHui Police Station,
Fanling Roundabout,
Fanling,
New Territories.

By FAX 2683 1801 and MAIL

(Attention: CIP/Traffic,NTN/HQ)

2015-CM-01

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

FILE

N T North Regional Headquarters,
1st and 3rd Floors.
Sheung Shui Police Station,
Fanling Roundabout,
Fanling,
N.T.
(Attention: CIP/Traffic,NTN,HQ)

11th March,2015.

By FAX 2683 1801 and Post

Dear Sirs,

Traffic Control on Kam Shan Road, Tai Po, New Territories
On Ching Ming Festival Days on 3rd to 6th April, 2015 inclusive

Please be informed that Ching Ming Festival this year falls on 5th April,2015 (Sunday). It is expected that the Buddhists followers and members of the public will come to worship their ancestors two weeks before and after the Ching Ming Festival,i.e., 29th March,2015 to 12th April,2015 inclusive, especially on Saturdays and Sundays within the aforesaid period. As there might be pedestrian and vehicular congestion around and near to our Temple campus ,we shoule be grateful if you would kindly arrange patrols on Kam Shan Road,especially the section from Hon Kar Road to Kam Shan Village Office.

Thank you for your attention and co-operation.

Yours faithfully,
For and on behalf of
BUDDHIST CHEUNG HA TEMPLE LTD.

(Auser AU)
Administrator.

c.c. Hong Kong Police Force,
Tai Po District, Tai Po Division,
No. 4, On Po Lane,Tai Po
,New Territories. **(Attention: DVC/Tai Po)** **BY FAX 2144 1126 and POST**

2017-YL-01 1/2

FILE

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED

香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

Hong Kong Police Force,
N T North Regional Headquarters,
Traffic N.T. North Headquarters,
2nd Floor, No. 6, On Po Lane,
Tai Po,
N.T.
(Attention: SSP/Traffic,NTN,HQ)

10 JUL 2017

By FAX 2665 1500 and Post

Dear Sirs,

Traffic Control on Kam Shan Road, Tai Po, New Territories
On Yu Lan Festival Days on 2nd to 4th Sept., 2017 inclusive

Please be informed that **Yu Lan Festival(盂蘭節)** this year falls in early Sept.,2017. It is expected that the Buddhists followers and members of the public will come to worship their ancestors in columbaria in our Temple on the following days inclusive:---

Date	Day	Time
2, 3, and 4 Sept.	**Saturday to Monday**	**08:00 to 18:00 hrs.**

As there might be pedestrian and vehicular congestion around and near to our Temple campus ,we shoule be grateful if you would kindly arrange patrols on Kam Shan Road, especially the section from Hon Kar Road to Kam Shan Village Office.

Thank you for your attention and co-operation.

Yours faithfully,
For and on behalf of
BUDDHIST CHEUNG HA TEMPLE LTD.

(Auser AU)
Administrator.

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

2017-YL-02 2/2

c.c. Hong Kong Police Force,
Tai Po District,
Tai Po Division,
No. 4, On Po Lane,
Tai Po,
New Territories. **(Attention: DVC/Tai Po)** **BY FAX 2144 1126 and POST**

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43-45號
43-45,Kam Shan Road,Tai Po,N.T.,Hong Kong

香港警務署處長
(受文者---新界北高级警司)
新界北交通总部
大埔安埔里 6 號三楼
新界大埔

平郵及傳真 2665 1500

敬爱的警務長官,

佛教長霞淨院 2018 年 8 月 24 至 26 日盂蘭節法會
大埔錦山路交通管制問題

敬請留意, 本院将於本年 8 月 24(星期五)至 26 日(星期日) 举行一年一度盂蘭節法會, 預料有很多善信會前来参与儀式及拜祭, 至令人流及車流大量增加. 如往年一樣,烦請你預先作出安排, 到時派出人员, 巡視本院附近錦山路尤其由漢家路至錦山村村公所的一段地域. 本院亦會相应特派員工, 疏導挤塞情况.

日期表列如下:---

日期	農曆	星期	時間
24/8	七月十四	五	07 :00 至 19:00
25/8	七月十五	六	07 :00 至 19:00
26/8	七月十六	日	07 :00 至 17:00

多蒙合作, 如有疑问, 可电联本人, 手机 9233 5672 並順祝安康.

代表 佛教長霞淨院有限公司

潘冠球
董事兼院長
2018 年 8 月 1 日

副本: 大埔警署署長 (傳真 2144 1126 及平郵)

TP 1/3

COPY

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED

香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

香港警務署處長
(受文者---新界北高级警司)
新界北交通总部
大埔安埔里 6 號三楼
新界大埔

平郵及傳真 **2665 1500**

敬爱的警務長官,

佛教長霞淨院 **2019** 年清明節拜祭活動
大埔錦山路交通管制問題

敬請留意, 本年清明節為 **4** 月 **5** 日(星期五), 預料在此日前後壹星期會有很多善信前来本院拜祭先人, 至令人流及車流大量增加. 如往年一樣,煩請你預先作出安排, 到時派出人员, 巡視本院附近錦山路尤其由漢家路至錦山村村公所的一段地域. 本院亦會相应特派員工, 疏導挤塞情况.

預期下列日期時段人流及車流會特別繁忙:---,表列如下:---

日期	農曆	星期	時間
30/3 及 **31/3**	二月廿四日及廿五日	六及日	**07 :00** 至 **19:00**
5/4,6/4 及 **7/4**	三月初一初二及初三日	五,六及日	**07 :00** 至 **19:00**
13/4 及 **14/4**	三月初九及初十日	六及日	**07 :00** 至 **17:00**

多蒙合作, 如有疑问, 可电联本人, 手机 **9233 5672** 並順祝安康.

代表　佛教長霞淨院有限公司

潘冠球
董事兼院長
2019 年 **2** 月 **27** 日

副本:　大埔警署署長　**(傳真 2144 1126** 及平郵**)**

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

COPY TP 2/3

香港警務署處長
(受文者---新界北高级警司)
新界北交通总部
大埔安埔里 6 號三楼
新界大埔

平郵及傳真 **2665 1500**

敬爱的警務長官,

佛教長霞淨院 **2019** 年 **8** 月 **9** 至 **11** 日盂蘭節法會
大埔錦山路交通管制問題

敬請留意, 本院将於本年 **8** 月 **9**(星期五)至 **11** 日(星期日) 举行一年一度盂蘭節法會, 預料有很多善信會前来参与儀式及拜祭, 至令人流及車流大量增加. 如往年一樣,烦請你預先作出安排, 到時派出人员, 巡視本院附近錦山路尤其由漢家路至錦山村村公所的一段地域. 本院亦會相应特派員工, 疏導挤塞情况.

日期表列如下:---

日期	農曆	星期	時間
9/8	七月初九日	五	**07 :00** 至 **19:00**
10/8	七月初十日	六	**07 :00** 至 **19:00**
11/8	七月十一日	日	**07 :00** 至 **17:00**

多蒙合作, 如有疑问, 可电联本人, 手机 **9233 5672** 並順祝安康.

代表　佛教長霞淨院有限公司

潘冠球
董事兼院長
2019 年 **2** 月 **27** 日

副本:　大埔警署署長　**(傳真 2144 1126** 及平郵)

COPY TP3/3

PERSONAL DATA - 個人資料

香 港 警 務 處
新界北總區警察總部
新界北總區交通調查組
新界大埔安埔里 6 號 217 室

HONG KONG POLICE FORCE
Traffic New Territories, North,
Traffic Investigation Group
NTN Regional Headquarters,
Room 217, No 6, On Po Lane,
Tai Po, New Territories

本署檔號 Our Ref. : (132) in NTN 18/5/2 Pt.6
來函檔號 Your Ref. :
電話 Telephone : 3661 3409
傳真 Fax No. : 2946 1041

新界 大埔
錦山路 43-45 號
佛教長霞淨院有限公司
董事兼院長 潘冠球

潘先生:

回覆-佛教長霞淨院 2019 年清明節拜祭活動及盂蘭節法會
大埔錦山路交通管制問題

本處已收悉 貴院於 2019 年 2 月 27 日致本處的兩封來信，有關 2019 年清明節拜祭活動及盂蘭節法會大埔錦山路交通管制問題。

本處已得悉信內事項並將作出相關跟進。

如有任何查詢，請致電 3661 3408 與新界北總區交通部支援組劉毅康高級督察聯絡。

警務處處長

劉毅康

(劉毅康 代行)

2019 年 3 月 5 日

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

香港警務署處長
(受文者---新界北高级警司)
新界北交通总部
大埔安埔里 **6** 號三楼
新界大埔

平郵及傳真 **2665 1500**

敬爱的警務長官,

修正日期
佛教長霞淨院 **2019** 年 **8** 月 **8** 至 **12** 日盂蘭節法會
大埔錦山路交通管制問題

敬請留意, 本院已修正日期,将於本年 **8** 月 **8** 日(星期四)至 **12** 日(星期一) 举行一年一度盂蘭節法會, 預料有很多善信會前来参与儀式及拜祭, 至令人流及車流大量增加. 如往年一樣,烦請你預先作出安排, 到時派出人员, 巡視本院附近錦山路尤其由忠信里(漢家路)至錦山村村公所的一段地域. 本院亦會相应特派員工, 疏導挤塞情况.

日期表列如下:---

日期	農曆	星期	時間
8/8	七月初八日	四	**07 :00** 至 **19:00**
9/8	七月初九日	五	**07:00** 至 **19:00**
10/8	七月初十日	六	**07 :00** 至 **19:00**
11/8	七月十一日	日	**07 :00** 至 **19:00**
12/8	七月十二日	一	**07:00** 至 **17:00**

多蒙合作, 如有疑问, 可电联本人, 手机 **9233 5672** 並順祝安康.

代表 佛教長霞淨院有限公司

潘冠球
董事兼院長
2019 年 **4** 月 **26** 日

CHEUNG HA TEMPLE BUDDHIST LIMITED 佛教長霞淨院 有限公司

副本: 大埔警署署長 **(傳真 2144 1126** 及平郵)

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

善

香港警務處處長
(受文者---新界北高級警司)
新界北總區警察總部
新界北總區交通調查組
新界大埔安埔里 6 號 217 室

平郵及傳真 2946 1041 3661 3009 / 2661 1780

FAXED 26/9

敬愛的警務長官,

佛教長霞淨院 2019 年重陽節拜祭活動
大埔錦山路交通管制問題

敬請留意，本年重陽節為 10 月 7 日(星期一)，預料在此日前後壹星期會有很多家屬前來拜祭先人，致令人流及車流大量增加。如往年一樣，煩請您預先作出安排，到時派出人員，巡視本院附近錦山路尤其由忠信里(漢家路)至錦山村村公所一段地域。本院亦會相應特派員工，疏導擠塞情況。

日期表列如下：

日期	農歷	星期	時間
6-10-2019	九月初八日	日	07：00 至 19：00
7-10-2019	九月初九日	一	07：00 至 19：00
13-10-2019	九月十五日	日	07：00 至 19：00

多蒙合作，如有任何疑問，請致電 9233 5672 與本人聯絡。

代表　佛教長霞淨院有限公司

BUDDHIST CHEUNG HA TEMPLE LIMITED 佛教長霞淨院 有限公司

潘冠球
董事兼院長
2019 年 9 月 26 日

副本：大埔警處處長 (傳真 2946 1041 及平郵)

PERSONAL DATA - 個人資料

香 港 警 務 處
新界北總區警察總部
新界北總區交通調查組
新界大埔安埔里 6 號 217 室

HONG KONG POLICE FORCE
Traffic New Territories, North,
Traffic Investigation Group
NTN Regional Headquarters,
Room 217, No 6, On Po Lane,
Tai Po, New Territories

本署檔號 Our Ref. : (79) in NTN 18/5/2 Pt.7
來函檔號 Your Ref. :
電話 Telephone : 3661 3409
傳真 Fax No. : 2665 1500

新界 大埔
錦山路 43-45 號
佛教長霞淨院有限公司
董事兼院長 潘冠球

潘先生：

回覆-佛教長霞淨院 **2019** 年重陽節拜祭活動
大埔錦山路交通管制問題

本處已收悉 貴院於 2019 年 9 月 26 日致本處的來信，有關上述重陽節拜祭活動大埔錦山路一帶的交通管制問題。

本處已得悉信內事項，並已將上述個案轉介至大埔警區行動主任以便作出跟進。

如有任何查詢，請致電 3661 3409 與新界北總區交通部支援組李家陞督察聯絡。

警務處處長

（李家陞 代行）

2019 年 10 月 01 日

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

香港警務處處長
(受文者---新界北高级警司)
新界北交通總部
大埔安埔里 6 號三樓
新界大埔

平郵及傳真 2665 1500

敬爱的警務長官,

佛教長霞淨院 2020 年清明節拜祭活動
大埔錦山路交通管制問題

敬請留意, 本年清明節為 4 月 4 日(星期六), 雖然我們已請各善位避免於清明正日及公衆假日前來拜祭先人及利用本院 Apps 預约拜祭, 然而預料在此日前後壹星期會有很多善信前来本院拜祭先人, 至令人流及車流大量增加. 如往年一樣, 烦請你預先作出安排, 到時派出人员, 巡視本院附近錦山路尤其由漢家路至錦山村村公所的一段地域. 本院亦會相應特派員工, 疏導擠塞情況.

預期下列日期時段人流及車流會特别繁忙,表列如下:---

日期	農曆	星期	時間
4/4 及 5/4	三月十二日及十三日	六及日	07 :00 至 19:00
10/4 至 13/4	三月十八至廿一日	五至一	07 :00 至 19:00

多蒙合作, 如有疑问, 可电联本人, 手机 9233 5672 並順祝安康.

代表 佛教長霞淨院有限公司

潘冠球
董事兼院長
2020 年 3 月 18 日

CHEUNG HA TEMPLE BUDDHIST LIMITED 佛教長霞淨院 有限公司

副本: 大埔警署署長 (傳真 2144 1126 及平郵)

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

善

21 AUG 2020

大埔警署署長

大埔錦山村佛教長霞淨院 2020 年度盂蘭法事

如以往數年一樣，茲謹通知貴署我院將於下列日期時間舉行本年度盂蘭法事：

日期	時間
28/08/2020 至 30/08/2020 (星期五 至 星期日)	09 : 00 至 17 : 00

但基於 2019 新冠肺炎防疫措施，為了減少感染，本院不開放信眾來本院拜祭或觀禮，故很少信眾會進出本院。

僅此實報貴署，共祝

安康

代表
佛教長霞淨院有限公司

(潘冠球)
董事兼院長

CHEUNG HA TEMPLE BUDDHIST LIMITED 佛教長霞淨院 有限公司

副本送：新界北(交通)總警司

佛教長霞淨院有限公司
BUDDHIST CHEUNG HA TEMPLE LIMITED
香港新界大埔錦山路43 - 45號
43-45, Kam Shan Road, Tai Po, N.T., Hong Kong

善

2024 年 3 月 23 日

香港警務處處長
新界北交通總部
新界大埔埔安埔里 6 號 217 室

親愛的警務處處長，

佛教長霞淨院 2024 年清明節拜祭活動
大埔錦山路交通管制問題

敬請垂注，本年度清明節於 4 月 4 日(星期四)，當天本院有清明節法事活動舉行。本院預料以下日期會有眾多家屬前來拜祭先人，人流及車流同時會大量增加。
煩請貴處預先作出安排，到時派員到場巡視本院附近錦山路，尤其由忠信里(漢家路) 至錦山村村公所一段地域。本院在以下日期亦會相應特派員工，以疏導交通擠塞情況。

日期表列如下:

日期	農曆	星期	時間
31/3/2024	二月廿二日	日	07:00 至 19:00
4/4/2024	二月廿六日	四	07:00 至 19:00
7/4/2024	二月廿九日	日	07:00 至 19:00

多蒙合作，如有任何疑問，請致電 9233 5672 與本人聯絡。

潘冠球
(董事及院長)
代表 佛教長霞淨院有限公司

副本：大埔警務處處長(傳真 2144 1126)