Section 16 Planning Application for Proposed Religious Institution and Columbarium (Partial Redevelopment of Prajna Dhyana Temple)

Traffic Impact Assessment
Final Report
January 2026

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S16 Planning Application for Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung at Lot No. 112, 113, 114, 116, 117 and 118 D.D.2

Traffic Impact Assessment
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December 2025

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1 INTRODUCTION

1.1 Background

1.1.1 Prajna Dhyana Temple is located at Shek Mun Kap, Tung Chung (hereafter referred as the "Application Site"). The Application Site is a religious institution with columbarium of a total of 872 nos. of niches at Lot No. 112, 113, 114, 116, 117 and 118 D.D.2.

1.1.2 The Applicant proposes a partial redevelopment of the existing religious institution, with proposed columbarium of a total nos. of 7,500 niches.

1.1.3 Ozzo Technology (HK) Limited has been commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the potential traffic impact on the road network in the vicinity.

1.2 Study Objectives

1.2.1 The objectives of the TIA study are as follows:

- To review the existing traffic situation of the surrounding road network during grave sweeping festival day;
- To estimate the traffic generations/attractions to be induced by the Proposed Development during grave sweeping festival day;
- To assess the future traffic situation of the surrounding road network during grave sweeping festival day;
- To appraise the potential traffic impact of the Proposed Development on the surrounding road network during grave sweeping festival day;
- To recommend traffic and crowd management and control plans to be implemented if necessary.

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 summarizes the existing traffic condition in the vicinity of the Application Site during grave sweeping festival day;
- Chapter 3 describes the Proposed Development;
- Chapter 4 describes the proposed Crowd Management Plan to be implemented;
- Chapter 5 provides the forecast traffic to be generated by the Proposed Development;
- Chapter 6 describes the traffic impact assessment approach and reports the assessment results; and
- a summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 EXISTING TRAFFIC SITUATION

2.1 Site Location and Study Area

2.1.1 The Application Site is located at Shek Mun Kap, Tung Chung as shown in **Figure 2-1**.

2.1.2 **Figure 2-1** also shows the proposed Study Area for this TIA study. The proposed Study Area covers the key junctions along the major vehicular routes to be used by the traffic to be induced by the Proposed Development.

2.2 Existing Road Network

2.2.1 The Application Site is served by a feeder road named Shek Mun Kap Road which sits next to Tung Chung Road. Tung Chung Road can be connected to Tung Chung town centre via Chung Yan Road and Yu Tung Road.

2.2.2 Shek Mun Kap Road is a feeder road connects the Application Site and Tung Chung Road, and it is also serving Shek Mun Kap Village, which is at the West of Application Site.

2.2.3 Tung Chung Road is a 2-lane Rural Road serving two-way traffic, connecting Tung Chung and South Lantau.

2.3 Existing Public Transport Services

2.3.1 There are several existing public transport provisions in the vicinity of the Application Site as shown in **Figure 2-2**. **Table 2-1** lists out the regular and special franchised bus routes serving the area.

Table 2-1 Existing Public Transport Services

Route No.	Terminating Points		Remarks
3M	Tung Chung Station	Mui Wo Fery Pier	Daily service between 06:00 to 00:50
11	Tung Chung Station	Tai O	Daily service between 05:15 to 01:20
11A	Tung Chung Station	Shek Pik	Weekend service between 09:40 – 18:35
23	Tung Chung (Tat Tung Road)	Ngong Ping	Daily service between 07:15 to 19:10
34	Tung Chung (Tat Tung Road)	Shek Mun Kap	Daily service between 07:00 to 22:15

Route No.	Terminating Points		Remarks
34S	Tung Chung (Tat Tung Road)	Cemetery Area No.18	Special service during grave sweeping period
A35	Mui Wo Fery Pier	HZMB Hong Kong Port	Daily service between 05:30 to 00:15

Note: Information is updated as of date of 10 July 2025.

2.4 Existing Traffic Conditions

2.4.1 To gain an understanding of the existing traffic condition of the vicinity of the Application Site, traffic count surveys were undertaken at the key locations on Ching Ming Festival in 2025, the survey period of 09:00-18:00. The locations of the traffic surveys are shown in **Figure 2-3**.

2.4.2 All vehicular flows in the subsequent analysis are converted to passenger car unit (PCU) based on the PCU factors for signal and priority traffic according to Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) as shown in **Table 2-2**.

Table 2-2 Passenger Car Unit Conversion Factors

	PCU Conversion Factor	
	Traffic Signal	Priority
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

2.4.3 By applying the above PCU factors, the hourly vehicular traffic flows in PCUs are calculated and the peak hour is identified to occur at 15:00 – 16:00. The peak hour traffic flows are shown in **Figure 2-4**.

2.4.4 Based on the observed peak hour traffic flows, the performances of the key junctions in the Study Area are assessed. The results are summarized in **Table 2-3** and detailed junction capacity calculation sheets are given in **Appendix A**.

2.4.5 For signal-controlled junctions, the reserve capacity index, R.C. is calculated based on current cycle time in accordance with the methods stated in Chapter 2.4 of Volume 4 TPDM.

Table 2-3 2025 Ching Ming Festival Peak Hour Junction Capacity Assessment

Ref No.	Location (1)	Junction Type	Capacity Index (2)	Observed Peak
J1	Tung Chung Road / Shek Mun Kap Road	Roundabout	DFC	0.20
J2 (3)	Yu Tung Road / Chung Yan Road	Signalized	R.C.	99%
J3 (3)	Yu Tung Road / Shun Tung Road	Signalized	R.C.	70%
J4	Tung Cheung Eastern Interchange	Roundabout	DFC	0.38
J5	Yi Tung Road / Ying Hei Road / Tung Chung Waterfront Road	Signalized	R.C.	100%+
J6	Tung Chung Waterfront Road / Wai Tung Road	Signalized	R.C.	100%+
J7	Wai Tung Road / Man Tung Road	Priority	DFC	0.37
J8 (3)	Tat Tung Road / Shun Tung Road (West)	Signalized	R.C.	76%
J9	Tat Tung Road / Shun Tung Road (East)	Signalized	R.C.	77%

*Notes: (1) Locations refer to **Figure 2-3**.*
(2) DFC = Design Flow to Capacity for Priority junction
R.C. = Reserve Capacity under Current cycle time
(3) Under existing TTM scheme

2.4.6 The performances of the key road links in the Study Area are also assessed based on the observed peak hour traffic flows. The results are summarized in **Table 2-4**.

Table 2-4 2025 Ching Ming Festival Peak Hour Road Link Capacity Assessment

Ref No.	Location (1)	Direction	Capacity (2)	Flow (veh/hr)	V/C Ratio
L1 (3)	Shek Mun Kap Road	Eastbound	50	27	0.54
		Westbound	50	26	0.52

*Notes: (1) Locations refer to **Figure 2-3**.*
(2) According to TPDM V2 Ch3.11 Cl3.11.3.1, design flow of a single track access road is 100 veh/hr, 2-way
(3) Under existing TTM scheme

2.4.7 The results reveal that the assessed junction and road link are currently operating satisfactorily during the peak hours of 2025 Ching Ming Festival.

3 THE PROPOSED DEVELOPMENT

3.1 The Proposed Development

3.1.1 The development parameters of the Proposed Development are summarized in **Table 3-1**.

Table 3-1 Summary of Development Parameters

	Proposed Development – G/IC	Proposed Development – Green Belt
Site Area	About 3,434.58m^2	
Plot Ratio	1.59 (approximate)	0.56 (approximate)
Proposed GFA	Not exceeding 2,889.19m^2	
Site Coverage	68.99% (approximate)	20.01% (approximate)
No. of Blocks	7	
Building Height	3 storeys max. (not exceeding 13.8m)	

3.1.2 The Application Site is proposed to provide a total of 7,500 niches. As summarized in **Table 3-2**, among the total of 7,500 niches, 872 niches were sold before 2025 (with 667 occupied and 205 not occupied), and 6,628 niches are additionally proposed.

Table 3-2 Occupation Statues

Occupation Statues	Niche Number
Sold and Occupied	667
Sold but Not Yet Occupied	205
Proposed Additional	6,628
Proposed Total	**7,500**

3.2 Internal Transport Facilities

3.2.1 The detailed internal layout is shown in **Figure 3-1**. 3 nos. of shuttle bus loading and unloading space are provided for the proposed shuttle bus service under the Crowd Management Plan in **Chapter 4**. In addition, 1 no. of accessible parking space is provided. The swept path demonstration of light bus is provided in **Appendix D**.

4 CROWD MANAGEMENT PLAN

4.1 Opening Hours

4.1.1 The columbarium operates daily from 09:00 to 18:00 during both grave-sweeping and non-grave-sweeping festival periods

4.1.2 To minimize the traffic impact to the vicinity, crowd management plans are proposed to be implemented. Expecting large volume of visitors during the grave sweeping festival periods, special crowd control would be implemented on the following Peak Grave Sweeping Days:

i. 2nd Saturday before Ching Ming / Chung Yeung Festival Day,
ii. 2nd Sunday before Ching Ming / Chung Yeung Festival Day,
iii. 1st Saturday before Ching Ming / Chung Yeung Festival Day,
iv. 1st Sunday before Ching Ming / Chung Yeung Festival Day,
v. Ching Ming / Chung Yeung Festival Day,
vi. 1st Saturday after Ching Ming / Chung Yeung Festival,
vii. 1st Sunday after Ching Ming / Chung Yeung Festival,
viii. 2nd Saturday after Ching Ming / Chung Yeung Festival,
ix. 2nd Sunday after Ching Ming / Chung Yeung Festival,
x. Other public holidays within (i) and (ix).

4.1.3 The detailed crowd management measures include the followings.

4.2 Admission Control

4.2.1 Admission control will be performed at the entrance. The advanced booking procedures are mandatory. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings.

4.2.2 Only niche owners and their family members with proofs of memberships are allowed to enter the Columbarium. Other visitors will only be allowed to access the Columbarium when leaded and permitted by the niches owners and their family members of the Columbarium.

4.2.3 Niche purchasers are required to accept a set of Sale Agreement at time of purchase, which will include House Rules. These House Rules are legally binding on the purchasers in their use of the niches and effective in controlling their conduct.

4.2.4 The House Rules regulates visitors of the columbarium must use the visit by appointment system. It also includes special management measures such as visitors must take the free shuttle bus (30-seater light bus) on Peak Grave Sweeping Days **(Shuttle Bus Only Policy)**.

4.2.5 By signing the Sales Agreement which includes the “Shuttle Bus Only Policy ", the purchasers of the niches are supposed to follow the signed agreement and not to travel by private car or taxi to visit but only shuttle bus to/from Application Site.

4.3 Visit by Appointment System

4.3.1 During the Peak Grave Sweeping Days, “Visit-By-Appointment” system will be implemented to control the number of visitors entering the Application Site. Booking by telephone and WhatsApp messages will be available for all visitors. Successful booking confirmation will be sent to visitors together with the successful reservation on the shuttle bus seat. Only visitors with the valid booking confirmations will be allowed to admit the columbarium buildings. The admission time will be 60-minute.

4.3.2 Visitors will be guided to wait in the waiting areas within the Application Site as shown in **Figure 3-1**. When some visitors leave the columbarium building, certain number of visitors will be allowed to enter the columbarium building.

4.3.3 The columbarium building has limited area and has maximum holding capacity of a total of 250 persons in view of fire safety according to “Code of Practice for Fire Safety in Buildings”. Thus, for safety concerns, the Columbarium will be restricted to accommodate not more than 250 persons staying in the building at any time.

4.3.4 **Table 4-2** present the number of visitors with implementation of visit-by-appointment. A limit of 250 visitors per each 60-minute session will be allowed to enter the columbarium building, i.e., 2,250 visitors per day during Peak Grave Sweeping Days.

Table 4-1 Daily Visitor Profile with Visit-by-Appointment System on Peak Grave Sweeping Days

Session	Time Period (60-Minutes Session)	Number of Visitors	
		In	Out
1	0900-1000	250	250
2	1000-1100	250	250
3	1100-1200	250	250
4	1200-1300	250	250
5	1300-1400	250	250
6	1400-1500	250	250
7	1500-1600	250	250
8	1600-1700	250	250
9	1700-1800	250	250
Daily Total		2,250	2,250

4.4 Proposed Shuttle Bus Services

4.4.1 3 nos. of shuttle bus loading and unloading space are provided within the Application Site. To minimize the traffic impact to the vicinity of the Proposed Development, and to minimize the amount of vehicular traffic and in line with the Government Policy to encourage public transport use with railway as the backbone, the Applicant proposes to provide free shuttle bus services for visitors between the Application Site and MTR Tung Chung West Station.

4.4.2 As signed up in the Sales Agreement, visitors must take the shuttle bus to the Proposed Development with valid booking confirmation. Advance booking for the shuttle bus service is always required before a visit. The proposed routing is shown in **Figure 4-1**. Free shuttle bus operation details are summarized in **Table 4-2.**

Table 4-2 Proposed Shuttle Bus Services

Proposed Free Shuttle Bus Schedules	Peak Grave Sweeping Days
Origins and Destinations	Between a) Prajna Dhyana Temple b) Public Lay-by at Yu Tung Road, connecting to MTR Tung Chung West Station (circulating point for pick-up and drop-off)
Journey Time	Approx. 10 mins for round-trip (Travel distance approx.5km and average speed 30km/hr)
Operation Time	08:50 – 18:00
Frequencies	Departure every 6-7 mins, 9 Departures per hour
Vehicle Details	30-seat light bus
Fleet Size	3 vehicles

4.4.3 As Tung Chung West Station is scheduled to be completed in 2029, the proposed shuttle bus services will be connecting the Application Site to MTR Tung Chung Station instead of Tung Chung West Station before its commencement. The temporary shuttle bus route is presented in **Figure 4-2**, with the pick-up/drop-off point at the bus lay-by at Shun Tung Road Southbound. The round-trip journey time and travelling distance would be approx. 13min and 7km respectively, with a fleet size of 5 vehicles. An alternative shuttle bus pick-up/drop-off point other than bus lay-by at Shun Tung Road for connecting Tung Chung Station would be at Citygate North drop off area.

5 TRAFFIC FORECAST OF THE PROPOSED DEVELOPMENT

5.1 Visitor Trip Generations during Festival Period

5.1.1 The traffic trip generation on Grave Sweeping Festival Day of the reference columbarium with similar locality and the Application Site is shown in the table as below:

Table 5-1 Observed Peak Hour Visitor Trip Generations at Reference Columbarium on Grave Sweeping Festival Day

Location	Survey Date	Peak Hour	Visitor Trips			
			Peak Hour Flows (person/hr)		Trip Rates (person/hr/niches)	
			In	Out	In	Out
Filial Park (1), Tuen Mun (6265 niches + 7,150 tablets, with 1,331 niches + 136 memorial tablets occupied)	2017 Ching Ming	10:30 – 11:30	180 (two-way)		0.127 (two-way / niches) 0.093 (two-way / tablets)	
	2018 Chung Yeung	11:15 – 12:15	164 (two-way)		0.115 (two-way / niches) 0.084 (two-way / tablets)	
Fat Yuen Ching Shea(2), Tuen Mun (9,160 niches, with 4,105 niches occupied)	2017 Ching Ming	11:15 – 12:15	643	929	**0.157**	**0.226**
	2018 Ching Ming	11:00 – 12:00	733	712	0.131	0.124
Ling Hin Fat Yuen(3), Tai Po (757 niches, with 299 niches occupied)	2018 Chung Yeung	-	22 (two-way)		0.074 (two-way)	
Pun Chun Yuen(4), Tai Po (3,595 niches, with 2,466 niches occupied) With visit-by-appointment	2021 Ching Ming	11:00 – 12:00	186	170	0.075	0.069
Application Site Prajna Dhyana Temple, Tung Chung (872 niches, with 667 niches occupied) With visit-by-appointment	2025 Ching Ming	14:45-15:45	21	21	0.031	0.031
Pook Fook Hill Columbarium (93,360 niches, with 59,474 niches occupied)	2019 Ching Ming	11:30 – 12:30	3,950	4,400	0.066	0.074
Sai Lam Temple, Sha Tin (10,960 niches, with 3,618 niches occupied)	2024 Ching Ming	11:00 – 12:00	502	489	0.139	0.135

Note: (1) Information extracted from TIA report of its approved planning application [A/TM/527];
(2) Information extracted from TIA report of the approved planning application [A/TM/548];
(3) Information extracted from TIA report of its approved planning application [A/TP/652].

(4) Information extracted from TIA report of its approved planning application [A/TP/681].
(5) Information extracted from FEHD published management plan of Po Fook Columbarium by August 2022
(6 Information extracted from TIA report of its approved planning application [Y/ST/60].

5.1.2 By comparing the observed trip generation rates among the reference columbarium, the rate observed on Ching Ming Day in 2017 from Fat Yuen Ching Shea was higher than the others and the subject trip rate will be adopted in estimating the future trips by the proposed columbarium at the Application Site without visit-by-appointment.

5.1.3 As described in Chapter 4, the Applicant proposes to adopt "Visit-by-Appointment" system to manage and strictly control the Application Site to accommodate not more than 250 visitors staying within the columbarium building at any time for safety concerns.

5.1.4 The proposed appointment system is to smoothen and diversify the concentration of peak hour visitor demands by dividing the daily operation into several 45-minutes sessions during grave sweeping periods and assigning a quota of maximum of 300 visitors for each session.

5.1.5 As described in Chapter 4, given the implementation of the visit-by-appointment system, a maximum visitor trips of 2,250 in and 2,250 out are allowed for admission for 9 sessions (60 minutes for each time slot) during the opening hour 09:00 – 18:00. The visitor trips accessing the Application Site will be controlled and limited to 250 in and 250 out per hour. The future trips for the proposed columbarium at the Application Site is summarized in **Table 5-2**.

Table 5-2 Estimated Peak Hour Visitor Trip Generations at Proposed Columbarium on Grave Sweeping Festival Day

Proposed Columbarium (7,500 niches)	Peak Hour Visitor Trips			
	Peak Hour Trip Rates (person/ niches)		Estimated Peak Hour Flows (person)	
	In	Out	In	Out
Without Visit by Appointment (1)	0.157	0.226	1,178	1,695
With Visit by Appointment (2)	0.033	0.033	250	250

*Note: (1) Refer to **Table 5-1** for the Fat Yuen Ching Shea peak hour trip rates without visit by appointment*
*(2) Refer to **Table 4-2** for the number of peak hour visits under Visit-by-Appointment System during Grave Sweeping Days*

5.1.6 **Table 5-3** indicates that the estimated trip generations will be greatly decreased with the implementation of the crowd management plan.

5.2 Vehicular Trip Generations during Festival Period

5.2.1 As mentioned in Chapter 4, with implementation of crowd management by Applicant, i.e., all the visitors should make an appointment before visiting and take the free shuttle bus travelling between the Application Site and MTR Tung Chung West Station, the estimated traffic generation by the proposed columbarium will be regulated. The estimated traffic generation of the proposed columbarium is summarized in **Table 5-3.**

Table 5-3 Estimated Peak Hour Vehicular Trip Generations at Proposed Columbarium on Grave Sweeping Festival Day

Transportation Mode	Percentage	In			Out		
		Visitors /hr	Vehicles /hr	PCU/hr	Visitors /hr	Vehicles /hr	PCU/hr
With Visit-By-Appointment							
Shuttle Bus (1)	100%	250	9	14	250	9	14

Note: (1) Based on 30-seat light bus.

5.2.2 As indicated in **Table 5-4**, with implementation of TCMP, a total of 28 pcu's (14 in and 14 out) will be induced during peak hour during Ching Ming / Chung Yeung Festival. For conservative, the vehicular trips will be added along the route to MTR Tung Chung Station instead of Tung Chung West Station to demonstrate the vehicular trips induced by the Proposed Development before the commence of MTR Tung Chung West Station.

6 TRAFFIC IMPACT ASSESSMENT

6.1 Assessment Approach

6.1.1 The anticipated licensing year is 2027. The assessment year for this traffic impact assessment study is set as 2030, i.e, 3 years after commissioning of the columbarium.

6.1.2 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- Committed and planned developments in the Study Area.

6.1.3 The following steps are undertaken to derive the 2030 Peak Hour Reference Flows (i.e. without the proposed redevelopment) and Design Flows (i.e. with the proposed redevelopment):

- 2030 Background Flows = 2025 Observed Flows x annual growth
- 2030 Reference Flows = 2030 Background Flows + additional traffic by planned and committed developments
- 2030 Design Flows = 2030 Reference Flows + Development traffic

6.1.4 The traffic impact to be induced by the Redevelopment is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

6.2 2030 Peak Hour Background Flows

6.2.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 6-1** presents the population and employment data in Islands District for 2021, 2026 and 2031. As indicated in the table, the population and employment places in Islands District are anticipated to increase by +5.00% over the period of 2021 – 2031.

Table 6-1 2021-Based TPEDM for Islands District

Category	2021	2026	2031	2021-2031 Average Growth (% p.a.)
Population	185,300	229,900	352,500	5.51%
Employment Places	118,000	147,150	191,950	4.14%
Total	303,300	377,050	544,450	5.00%

Source: 2021, 2026 & 2031 population and employment places are extracted from 2021-based TPEDM published by Planning Department.

6.2.2 Reference is also made to the historical traffic data from Annual Traffic Census (ATC) published by Transport Department. **Table 6-2** shows the AADT recorded at the relevant stations in the Study Area and the percent changes from 2018 to 2023. On average, there was an increase of +4.97% per annum in the area over the period from 2018 to 2023.

Table 6-2 Historical Traffic Data from Annual Traffic Census

Stn. No.	Road Name	Between		Average Annual Daily Traffic (AADT)						Growth (p.a.)
				2018	2019	2020	2021	2022	2023	
5256	Tung Chung Rd	South Lantau Rd	Tung Chung Rd nr Mun Hong House	5,210	4,750	4,570	4,790	4,580	6,130	3.31%
				--	-8.83%	-3.79%	4.81%	-4.38%	33.84%	
5706	Yu Tung Rd	Shun Tung Rd	Chung Mun Rd	20,320	24,560	25,000	26,230	25,390	28,540	7.03%
				--	20.87%	1.79%	4.92%	-3.20%	12.41%	
5036	Shun Tung Rd	Yu Tung Rd	Tat Tung Rd	21,350	20,890	18,640	20,180	19,480	21,920	0.53%
				--	-2.15%	-10.77%	8.26%	-3.47%	12.53%	
5705	Shun Tung Rd	Tat Tung Rd	Tung Chung Waterfront Rd	17,650	19,670	16,540	17,340	18,720	21,680	4.20%
				--	11.44%	-15.91%	4.84%	7.96%	15.81%	
5905	Tung Chung Waterfront Rd & Ying Hei Rd	Shun Tung Rd RA	Man Tung Rd	12,320	13,000	10,790	10,630	10,560	13,220	1.42%
				--	5.52%	-17.00%	-1.48%	-0.66%	25.19%	
5311	Yi Tung Rd	Tung Chung Eastern INT	Ying Hei Rd	9,590	11,520	12,540	13,120	12,970	16,500	11.46%
				--	20.13%	8.85%	4.63%	-1.14%	27.22%	
5511	Yu Tung Rd	Shung Tung Rd	Tung Chung Eastern INT	16,800	20,200	19,660	19,910	21,540	23,560	7.00%
				--	20.24%	-2.67%	1.27%	8.19%	9.38%	
Total				**103,240**	**114,590**	**107,740**	**112,200**	**113,240**	**131,550**	**4.97%**
				--	**10.99%**	**-5.98%**	**4.14%**	**0.93%**	**16.17%**	

Source: Annual Traffic Census published by Transport Department.

6.2.3 For conservative, the annual growth rate derived from TPEDM (i.e. +5.00%) will be adopted and applied to the 2025 Peak Hour Observed Flows to derive the 2030 background flows.

6.3 2030 Peak Hour Reference Flows

6.3.1 According to the published information from Town Planning Board, there are some planned developments with proposed use of private housing, public housing, and commercial development. The major planned developments are summarized in **Table 6-3**.

Table 6-3 Estimated Peak Hour Trip Generations by Planned Developments

Location	Land Use	Year of Completion	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
Government Land at Area 42 and Area 46, Tung Chung, Lantau [A/I-TCTC/67] (1) (2)	Area 42 PRH (6,372 flats)	Phase 1: 2027/28	208	275	192	151
	Area 42 Non-domestic (GFA 11,940m^2)		29	27	43	37
	Area 46 PRH (1,566 flats)	Phase 2: 2028/29	51	68	47	37
	Area 42 Non-domestic (GFA 2,220m^2)		5	5	8	7
Various Lots in D.D.1 TC and Adjoining Government Land, Tung Chung, Lantau Island [Y/I-TCV/1] (3)	Private Housing (1,783 flats)	2030	17	49	33	19
	Retail (GFA 3,215m^2)		5	4	8	7
	Kindergarten (6 classrooms)		14	14	1	1
Area 23 Phase 1 (2) (4)	PRH (495 flats)	2027/28	16	21	15	12
Lots 1766 RP, 1768 (Part), 1770 (Part), 1771 RP (Part), 1774 (Part) in D.D.3 TC and Adjoining Government Land, Tung Chung, Lantau Island [A/I-TCTC/59] (5) (6)	Private Housing (187 flats)	2026	8	13	7	5
Tung Chung Valley [S/I-TCV-2] (7) (8)	Commercial (33,990m^2)	2030	83	78	121	105
Tung Chung West Site A to Site F (7) (8)	Private Housing (about 1,564 flats)	2030	183	354	232	169
		Total	**619**	**908**	**707**	**550**

Notes: (1) Land use and completion year extracted from Gist and Planning Statement of A/I-TCTC/67
(2) Trip generation estimated by mean trip rate for PRH with average flat size 40m^2 from TPDM V1 Appendix 1 Annex C
(3) Land use, completion year and trip generation extracted from Traffic Impact Assessment of Y/I-TCV/1
(4) Land use, completion year extracted from Planning Brief from Hong Kong Housing Authority
(5) Land use and completion year extracted from RNTPC Paper No. A/I-TCTC/59A
(6) Trip generation estimated by mean trip rate for retail from TPDM V1 Appendix 1 Annex C
(7) Land use and completion year extracted from Legislative Council Brief of S/I-TCV/2
(8) Trip generation estimated by mean trip rate for R(B) with average flat size 120m^2 and accessibility level A from TPDM V1 Appendix 1 Annex C

6.3.2 The additional development trips by the planned developments and that will affect the traffic of the study area are then added to the 2030 Peak Hour Background Flows to derive the 2030 Peak Hour Reference Flows (i.e., without the proposed development). For conservative, the larger two-way trip generation (i.e. trip generation at AM peak) are adopted. The results are shown in **Figure 6-1**.

6.4 2030 Peak Hour Design Flows on Festival Day

6.4.1 By adding the peak hour development flows (**Figure 6-2**) to the forecast 2030 Peak Hour Reference Flows, the 2030 Design Flows are derived and is shown in **Figure 6-3**. Junction capacity assessments are undertaken and the results are shown in **Table 6-4** and with detailed calculation sheets provided in **Appendix B**.

6.4.2 It is noted that junction improvement schemes are proposed at J1 under CEDD PWP Item No. 7786CL, at J2 under application Y/I-TCV/1, and at J3, J8, J9 under Tung Chung Town Extension. The junction capacity assessments for J1, J2, J3, J8 and J9 have taken in the account the improvement schemes, and the modified junction layout is provided in **Appendix C** for information.

Table 6-4 2030 Peak Hour Junction Capacity Assessment

Ref No.	Junction Location	Junction Type	Capacity Index (1)	2030 Ref	2030 Des
J1 (2)	Tung Chung Road / Shek Mun Kap Road	Priority	DFC	0.18	0.21 (7)
J2 (3)	Yu Tung Road / Chung Yan Road	Signalized	R.C.	28%	27% (7)
J3 (4)	Yu Tung Road / Shun Tung Road	Signalized	R.C.	32%	32% (7)
J4	Tung Cheung Eastern Interchange	Roundabout	DFC	0.63	0.64 (8)
J5	Yi Tung Road / Ying Hei Road / Tung Chung Waterfront Road	Signalized	R.C.	67%	63% (8)
J6	Tung Chung Waterfront Road / Wai Tung Road	Signalized	R.C.	99%	91% (8)
J7	Wai Tung Road / Man Tung Road	Priority	DFC	0.49	0.51 (8)
J8 (5)	Tat Tung Road / Shun Tung Road (West)	Signalized	R.C.	30%	30% (7)
J9 (6)	Tat Tung Road / Shun Tung Road (East)	Signalized	R.C.	60%	59% (7)

Notes: (1) DFC = Design Flow to Capacity ratio.
R.C. = Reserve Capacity under Current cycle time
(2) J1 is modified to a priority junction under improvement scheme by CEDD PWP Item No. 7786CL
(3) J2 is modified to provide additional traffic lanes under improvement scheme by application Y/I-TCV/1

(4) J3 is modified to provide a left turn exclusive lane at Yu Tung Road NB by Tung Chung Town Extension
(5) J8 is modified to provide additional traffic lane at Shun Tung Road SB by Tung Chung Town Extension
(6) J9 is modified to provide additional traffic lane at Shun Tung Road SB and Tat Tung Road WB by Tung Chung Town Extension
(7) With vehicular trips induced by the Proposed Development added along the route to Shun Tung Road
(8) With vehicular trips induced by the Proposed Development added along the route to Citygate North

6.4.3 The performances of the key road links in the Study Area are also assessed based on the observed peak hour traffic flows. The results are summarized in **Table 6-5**.

Table 6-5 2030 Ching Ming Festival Peak Hour Road Link Capacity Assessment

Ref No.	Location (1)	Direction	Capacity (2)	2030 Ref		2030 Des	
				Flow (veh/hr)	V/C Ratio	Flow (veh/hr)	V/C Ratio
L1	Shek Mun Kap Road	Eastbound	400	107	0.27	116	0.29
		Westbound	400	93	0.23	102	0.26

*Notes: (1) Locations refer to **Figure 2-3**.*
(2) According to TPDM V2 Ch2.4 Cl2.4.1.2, design flow of a 2-lane single local road is 800 veh/hr, 2-way

6.4.4 The results reveal that all the key junctions and road links in the Study Area would perform satisfactorily for both the Reference Scenario (i.e., without proposed development) and Design Scenario (i.e., with proposed development).

7 Summary and Conclusion

7.1 Summary of Findings

7.1.1 The Applicant proposes a partial redevelopment of the existing religious institution, with proposed columbarium of a total nos. of 7,500 niches. Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the potential traffic impact to be induced by the Proposed Development.

7.1.2 The assessment year is set as 2030, i.e., 3 years from the licencing year in 2027.

7.1.3 In order to minimise the amount of vehicular traffic in the area, the Applicant proposes to provide free shuttle bus services for visitors between the Proposed Development and MTR Tung Chung West Station. Also, a maximum of 250 visitors per hour would be allowed to access the proposed columbarium and visitors are required to make appointment via Visit-by-Appointment system before their visits.

7.1.4 It is estimated that around 28 pcu's (14 in and 14 out) are to be induced by the Proposed Development during the peak hour during the festival day.

7.1.5 The 2030 Peak Hour Reference Traffic Flows (i.e., without the proposed columbarium) are estimated taking into account the planned and committed developments, as well as the future population and employment in Islands District.

7.1.6 The additional traffic to be induced by the Proposed Development is added to the 2030 Reference Flows to obtain the 2030 Design Flows (i.e. with the Proposed Development).

7.1.7 Junction capacity assessments are carried out for all the key junctions within the study area. The results indicated that the key junctions in the study area would perform satisfactorily in the design year of 2030 with the proposed management plans by the Proposed Development. The traffic impact to be induced by the Proposed Development would be acceptable without creating adverse impact on the nearby road network with the proposed management plans.

7.2 Conclusion

7.2.1 The results of the assessment indicate that, with the provision of free shuttle bus services to be provided by the Applicant, the amount of traffic to be induced by the Proposed Development would be small and hence the potential traffic impact to be induced by the proposed columbarium would not pose adverse traffic impacts to the road network in the vicinity of the Application Site.

Figures

牛凹
NGAU AU

稔園
NIM YUEN

逸東邨
YAT TUNG ESTATE

東涌
TUNG CHUNG

上嶺皮
SHEUNG LING PEI

石門甲
SHEK MUN KAP

新東涌坑
NEW TUNG CHUNG HANG

映彎園
CARIBBEAN COAST

Application Site

Tung Chung Road

Yu Tung Road

Chung Yan Road

Shun Tung Road

Tung Chung Waterfront Road

North Lantau Highway

Shek Mun Kap Road

0 90 180 270 360

Legend:

Application Site

Study Area

OZZO TECHNOLOGY

Date 09/12/2025

Scale 1:9000

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Site Location and Study Area

Project No. 83209

Dwg No. Figure 2-1

Rev. A

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Application Site

NLB 3M,11,11A,23,
34S,A35

NLB 3M,11,11A,23,
34,34S,A35

NLB 34

NLB 34

SHEK MUN KAP ROAD

石門甲道

FONG YUEN

芳園

WIP Nov 2024

WIP Nov 2024

WIP Nov 2024

Track

Road

泥路

道路

玄壇古廟

0 10 20 30 40

Legend:

Application Site

Bus Stop

OZZO TECHNOLOGY

Date 09/012/2025

Scale 1:1000

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Existing Public Transport in the Vicinity of the Application Site

Project No. 83209

Dwg No. Figure 2-2

Rev. A

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NIM YUEN

逸東邨
YAT TUNG ESTATE

東涌
TUNG CHUNG

上嶺皮
SHEUNG LING PEI

石門甲
SHEK MUN KAP

新東涌坑
NEW TUNG CHUNG HANG

映灣園
CARIBBEAN COAST

TUNG CHUNG BAY

Shek Mun Kap Road

Chung Yan Road

Tung Chung Road

Yu Tung Road

Shun Tung Road

Tung Chung Waterfront Road

Yi Tung Road

North Lantau Highway

Application Site

J1 J2 J3 J4 J5 J6 J7 J8 J9

L1

0 90 180 270 360

Legend:

- Application Site
- Study Area
- J1 Surveyed Junction
- L1 Road Link

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OZZO TECHNOLOGY

Date 09/10/2025

Scale 1:9000

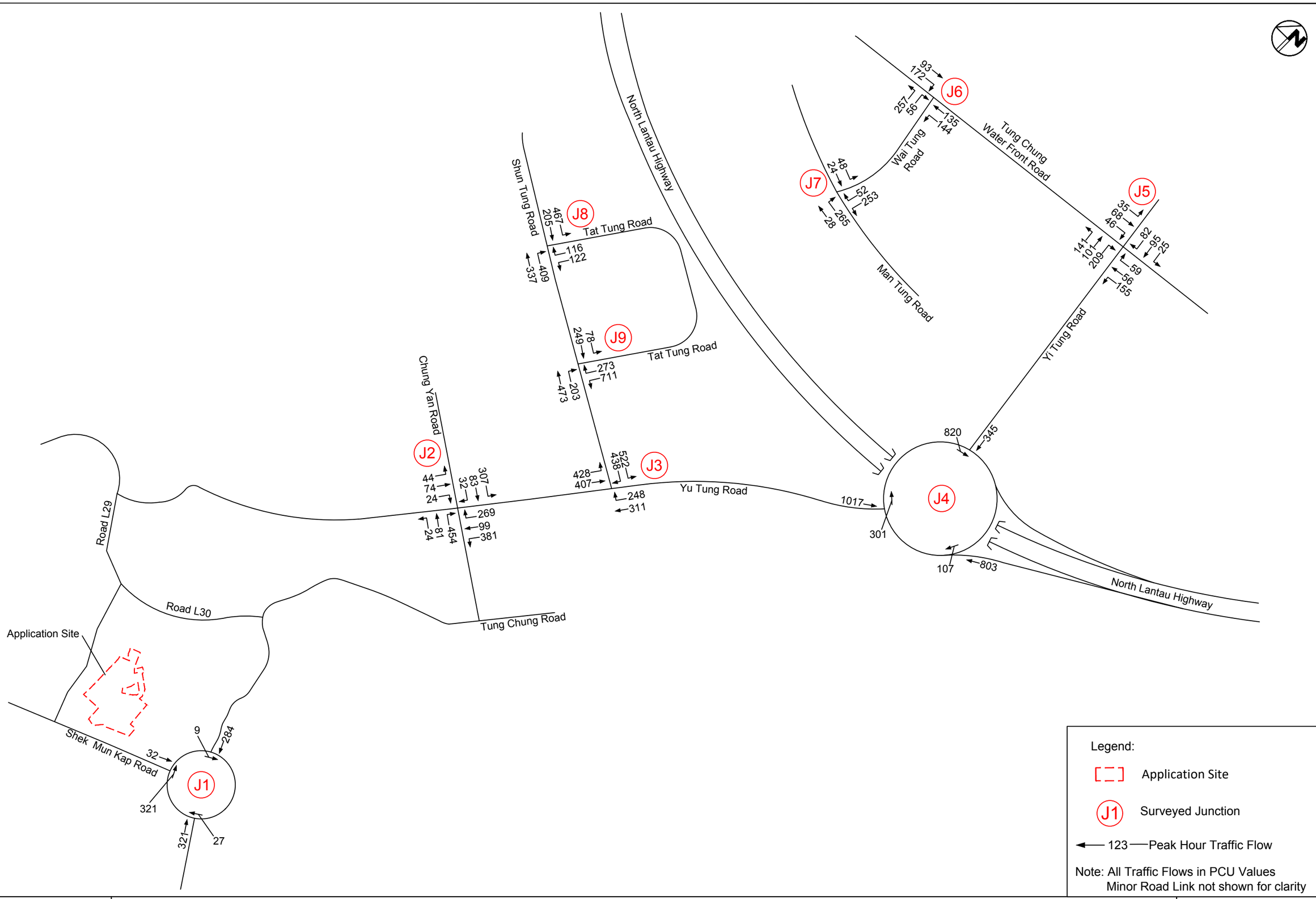
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Locations of Surveyed Junctions and Road Links

Project No. 83209

Dwg No. Figure 2-3

Rev. A



Legend:

- Application Site
- J1 Surveyed Junction
- 123 Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

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Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

2025 Ching Ming Observed Peak Hour Traffic Flows

Date	Scale
09/12/2025	N.T.S

Project No.	Rev.
83209	A
Dwg No. Figure 2-4	

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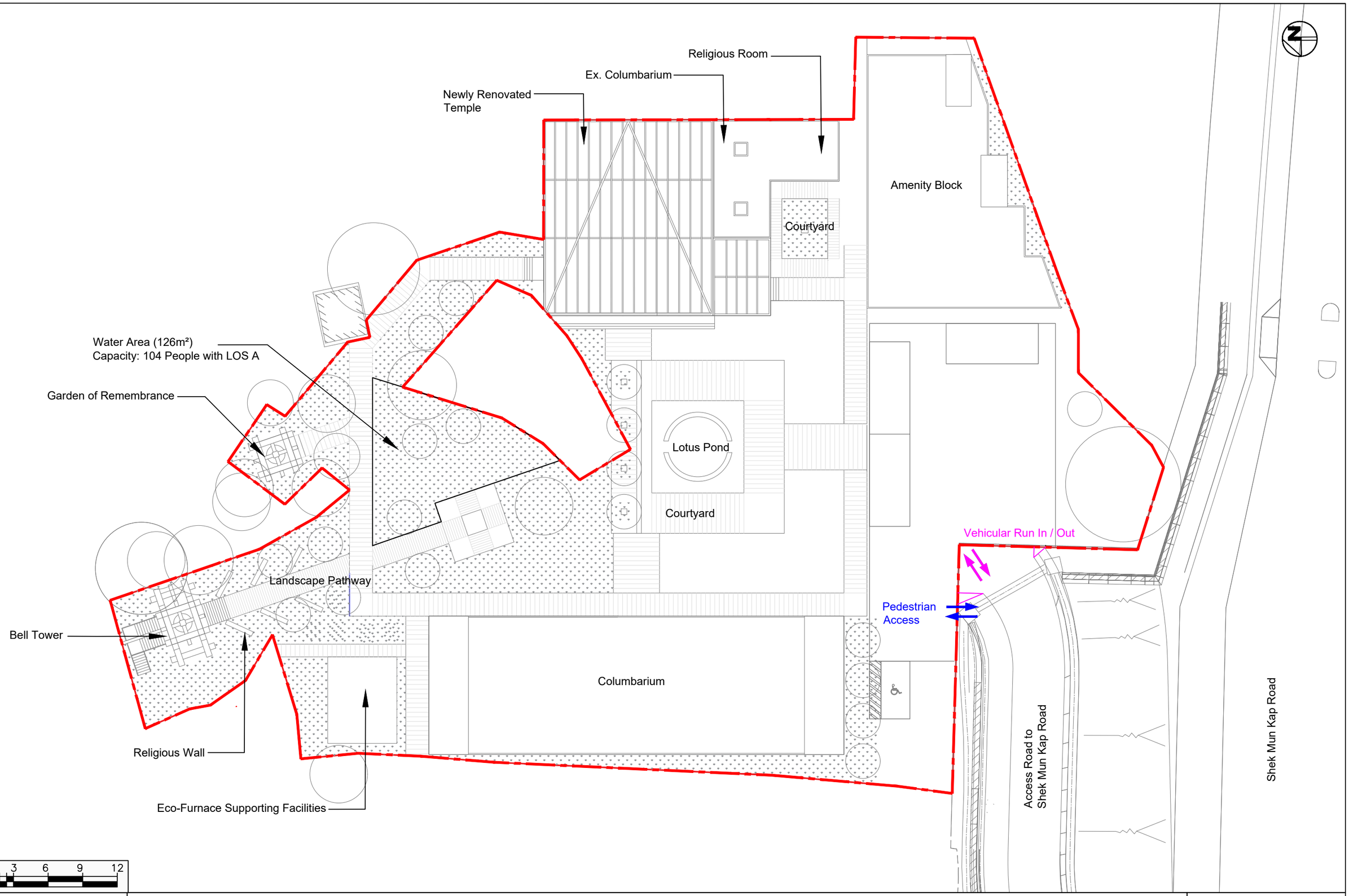

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OZZO TECHNOLOGY

Date 14/07/2025

Scale 1:300

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Layout of Application Site

Project No. 83209

Dwg No. Figure 3-1

Rev. A

Circulation Point - Public Layby at Yu Tung Road
(Connect to MTR Tung Chung West Station)

Tung Chung
West Station

Yu Tung Road

Chung Yan Road

Tung Chung Road

Application Site

Shek Mun Kap Road

Legend:

- Application Site
- Proposed Shuttle Bus Route (from Site to Circulation Point)
- Proposed Shuttle Bus Route (from Circulation Point to Site)

0 50 100 150 200

OZZO TECHNOLOGY

Date 09/12/2025

Scale 1:5000

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Proposed Route of Shuttle Bus Service (with MTR Tung Chung West Station in place)

Project No. 83209

Dwg No. Figure 4-1

Rev. A

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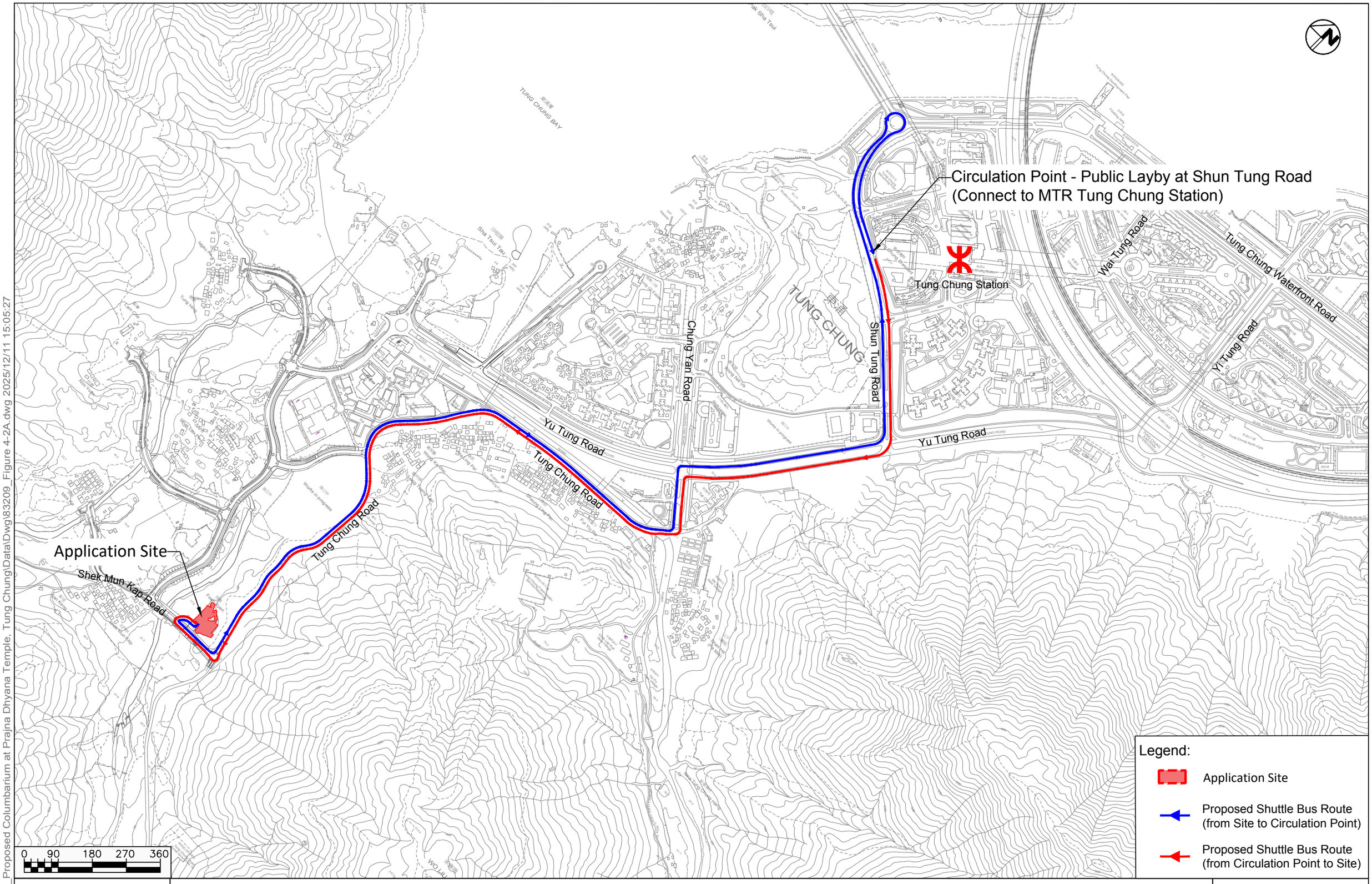

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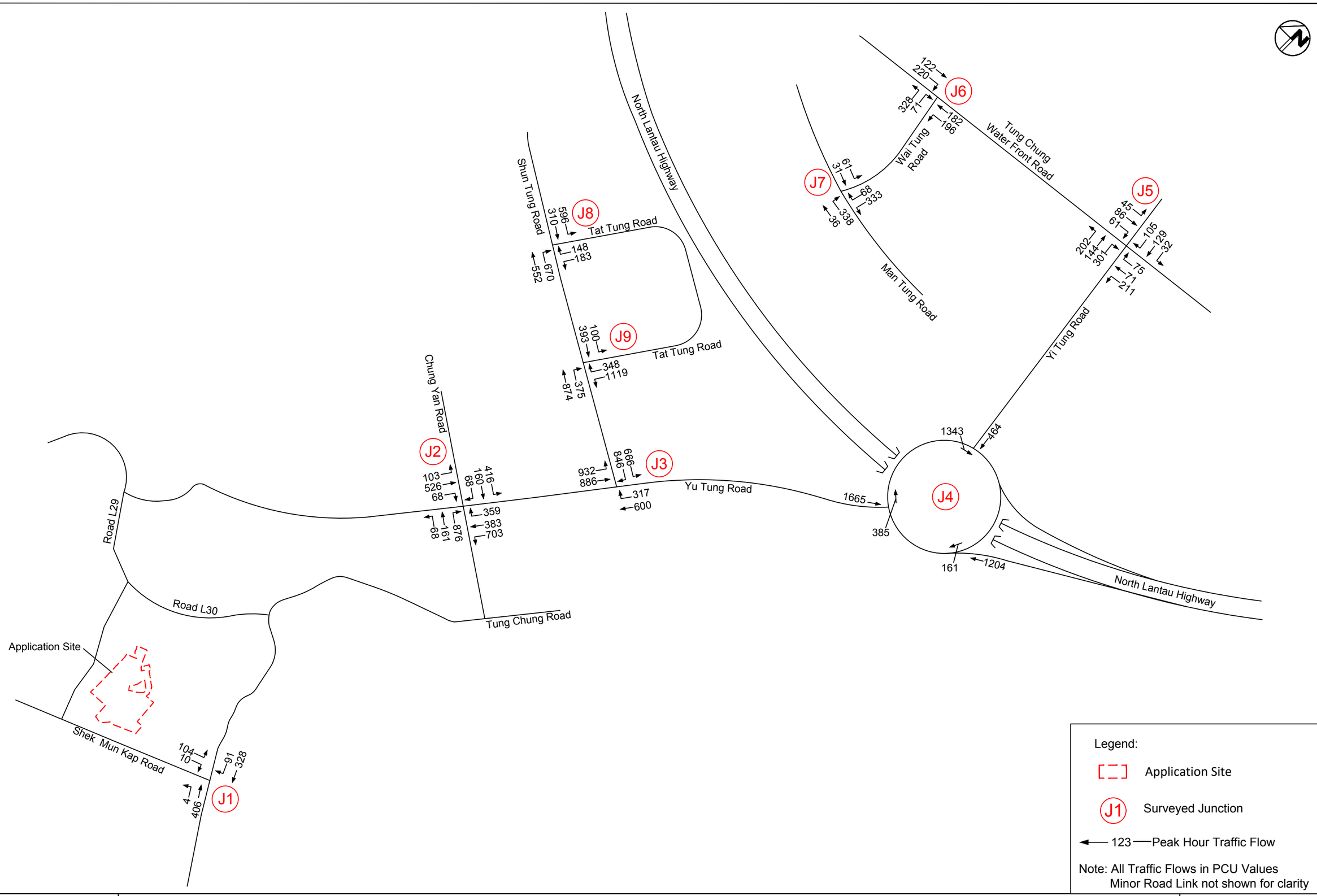
OZZO TECHNOLOGY

Date	Scale
09/12/2025	1:9000

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Proposed Route of Shuttle Bus Service (before completion of MTR Tung Chung West Station)

Project No. 83209	Rev. A
Dwg No. Figure 4-2	



Legend:

- Application Site
- J1 Surveyed Junction
- 123 Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

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Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

2030 Reference Peak Hour Traffic Flows

Date	Scale
09/12/2025	N.T.S

Project No.	Rev.
83209	A
Dwg No. Figure 6-1	

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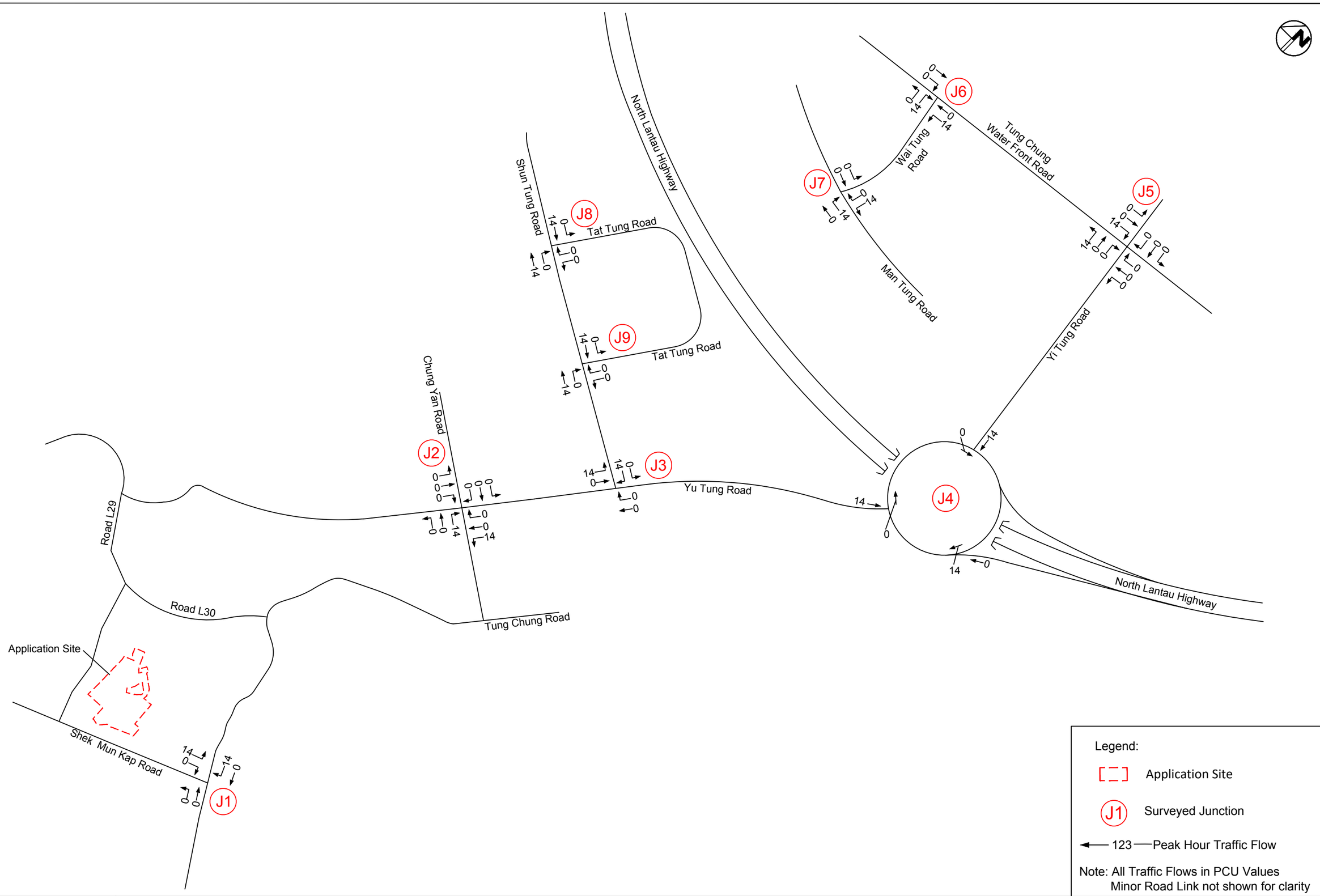

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Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

Peak Hour Development Traffic Flows

Date	Scale
09/12/2025	N.T.S

Project No.	Rev.
83209	A
Dwg No. Figure 6-2	

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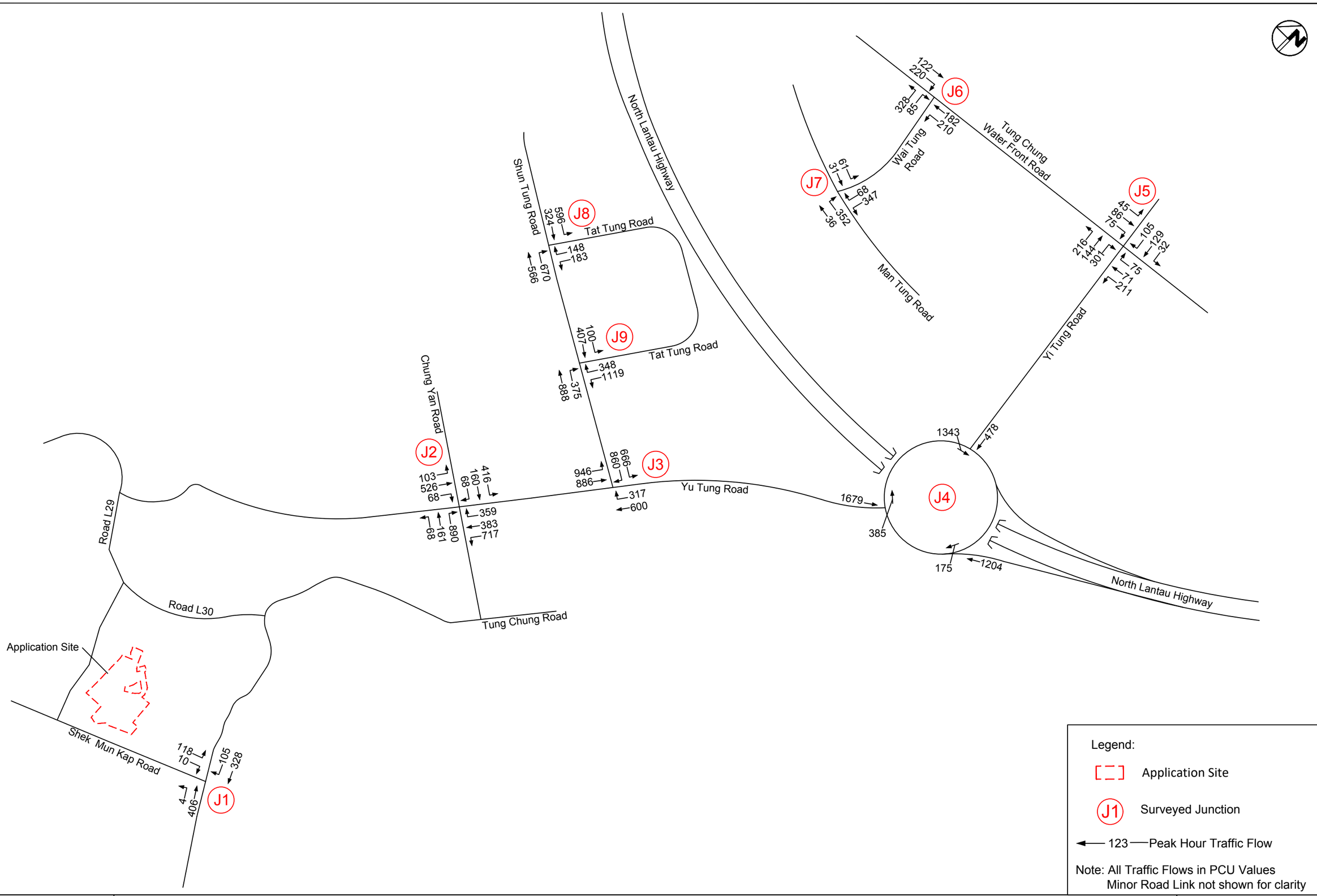

Legend:

- Application Site
- J1 Surveyed Junction
- 123 Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

OZZO TECHNOLOGY

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

2030 Design Peak Hour Traffic Flows

Date	Scale
09/12/2025	N.T.S

Project No.	Rev.
83209	A
Dwg No. Figure 6-3	

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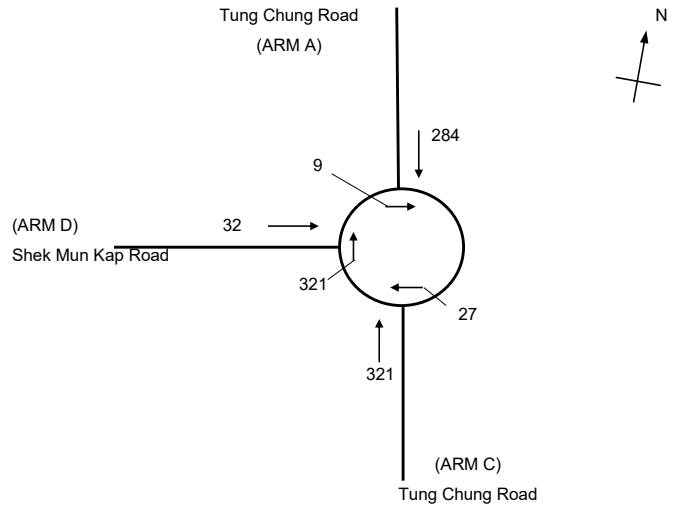
Appendix A

2025 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple,	2025Obs_CM	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J1: Tung Chung Road / Shek Mun Kap Road		FILENAME :	CHECKED BY:	CW	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flows		J1_Tung Chung Road_Shek Mun Kap Roa	REVIEWED BY:	SC	Dec-25

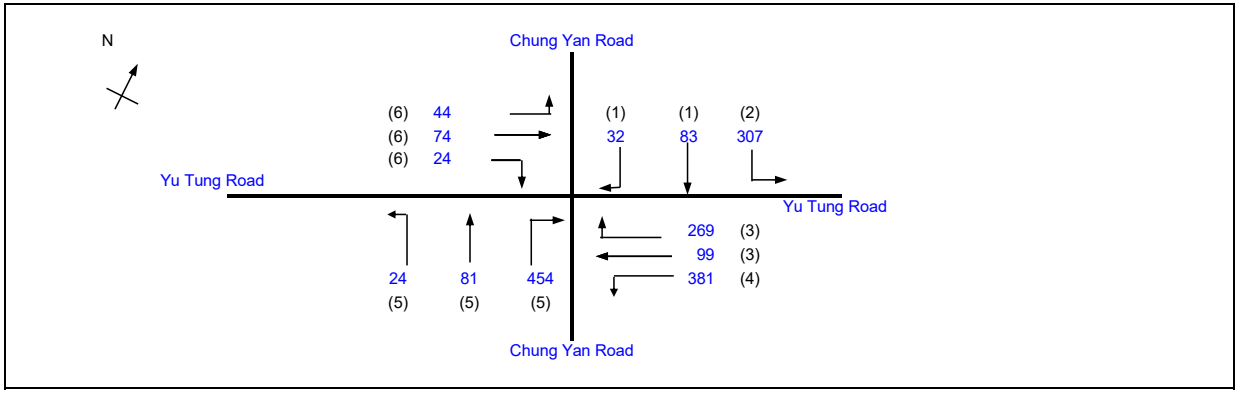


ARM			A	C	D		
INPUT PARAMETERS:							
V	=	Approach half width (m)	4.0	4.5	3.3		
E	=	Entry width (m)	5.0	5.5	4.5		
L	=	Effective length of flare (m)	10.0	10.0	10.0		
R	=	Entry radius (m)	30.0	20.0	10.0		
D	=	Inscribed circle diameter (m)	19.0	19.0	19.0		
A	=	Entry angle (degree)	10.0	20.0	55.0		
Q	=	Entry flow (pcu/h)	284	321	32		
Qc	=	Circulating flow across entry (pcu/h)	9	27	321		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.16	0.19		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.03	0.86		
X2	=	V + ((E-V)/(1+2S))	4.76	5.26	4.17		
M	=	EXP((D-60)/10)	0	0	0		
F	=	303*X2	1442	1593	1263		
Td	=	1+(0.5/(1+M))	1.49	1.49	1.49		
Fc	=	0.21*Td(1+0.2*X2)	0.61	0.64	0.57		
Qe	=	K(F-Fc*Qc)	1559	1630	932	Total In Sum =	637 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.18	0.20	0.03	DFC of Critical Approach =	0.20

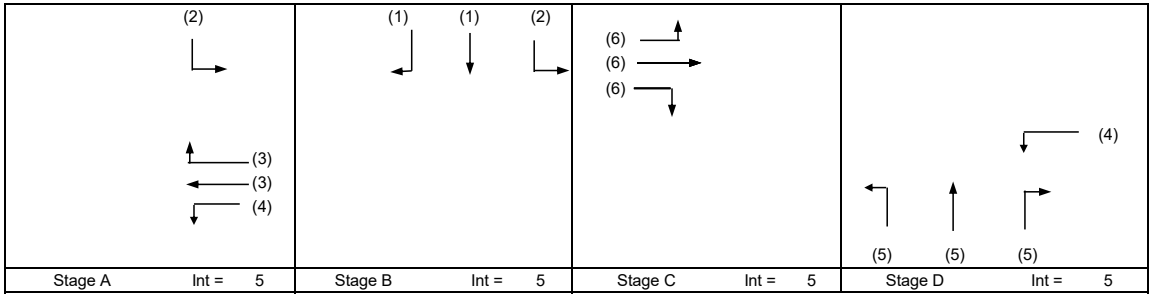
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2025Obs_CM(TTM)**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J2: Yu Tung Road / Chung Yan Road		FILENAME :	Checked By:	CW	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flow (under existing TTM scheme)		J2_Yu Tung Rd-Chung Yan Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.393	
Loss time		L =	16	sec
Total Flow		=	1872	pcu
Co	= (1.5*L+5)/(1-Y)	=	47.7	sec
Cm	= L/(1-Y)	=	26.3	sec
Yult		=	0.780	
R.C.ult	= (Yult-Y)/Y*100%	=	98.6	%
Cp	= 0.9*L/(0.9-Y)	=	28.4	sec
Ymax	= 1-L/C	=	0.867	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	99	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				16					
LT	A,B	3.60	2	2	15		N	4090	307			307	1.00	3718			3718	0.083			22	61	0.163	15	14
SA,RT	B	3.60	1	1	30			2115		83	32	115	0.28	2086			2086	0.055	0.055		15	15	0.453	18	49
LT	A,D	3.70	4	1	15		N	1985	381			381	1.00	1805			1805	0.211			56	84	0.302	18	7
SA,RT	A	3.70	3	1	40			2125		99	269	368	0.73	2068	48	240	2308	0.159	0.159		42	42	0.453	42	29
LT,SA,RT	D	3.60	5	1	25			2115	24	81	183	288	0.72	2028			2028	0.142	0.142		38	38	0.453	36	32
RT	D	3.60	5	1	40		N	1975			271	271	1.00	1904			1904	0.142			38	38	0.453	36	32
LT,SA	C	3.70	6	1	15		N	1985	44	23		67	0.66	1862			1862	0.036	0.036		10	10	0.453	12	57
SA,RT	C	3.70	6	1	30			2125		51	24	75	0.32	2092			2092	0.036			10	10	0.453	12	56

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

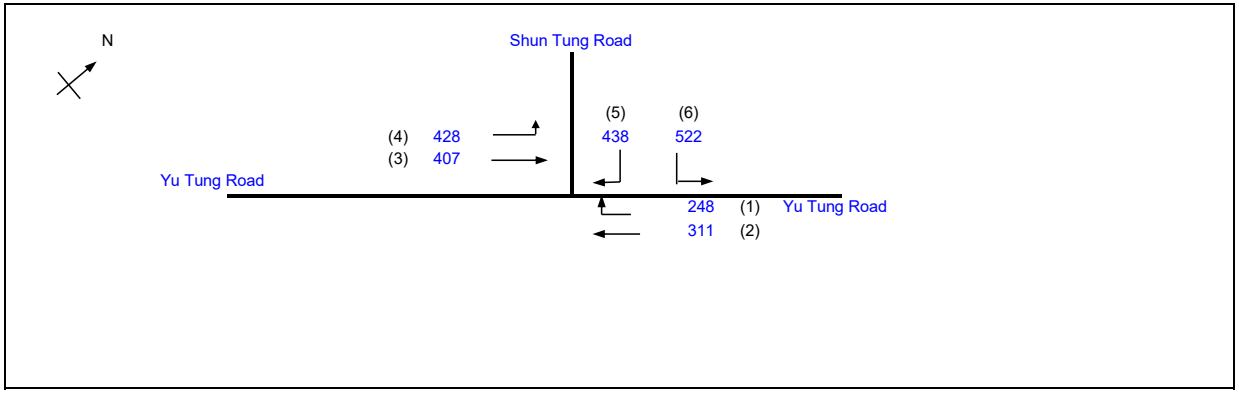
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

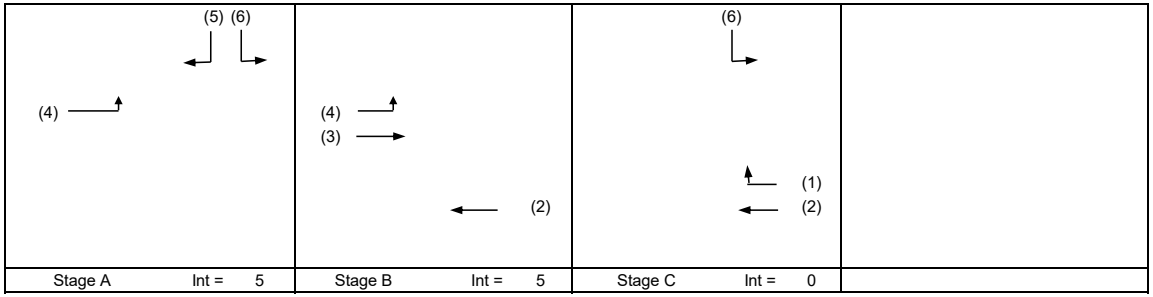
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung
J3: Yu Tung Road / Shun Tung Road
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flow (under existing TTM scheme)

2025Obs_CM(TTM)

PROJECT NO.:	83209	Prepared By:	AH Dec-25
FILENAME :		Checked By:	CW Dec-25
J3_Yu Tung Rd-Shun Tung Road_S.xlsx		Reviewed By:	SC Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	75	sec
Sum(y)		Y =	0.472	
Loss time		L =	8	sec
Total Flow		=	2354	pcu
Co	= (1.5*L+5)/(1-Y)	=	32.2	sec
Cm	= L/(1-Y)	=	15.1	sec
Yult		=	0.840	
R.C.ult	= (Yult-Y)/Y*100%	=	78.1	%
Cp	= 0.9*L/(0.9-Y)	=	16.8	sec
Ymax	= 1-L/C	=	0.893	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	70	%



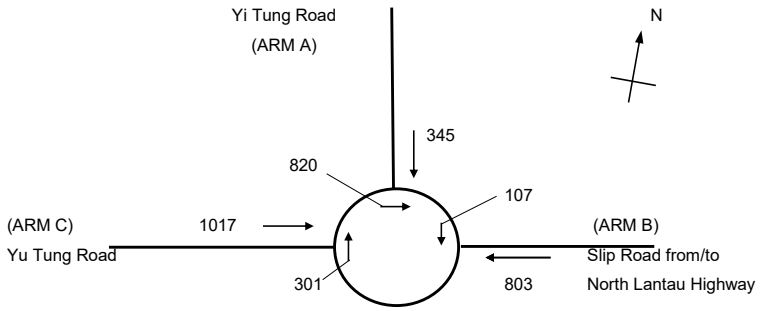
Stage A Int = 5 | Stage B Int = 5 | Stage C Int = 0

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				8					
LT	A,C	3.70	6	1	20		N	1985	522			522	1.00	1847			1847	0.283	0.283		40	40	0.528	30	12
RT	A	3.70	5	2	30			4250			438	438	1.00	4048			4048	0.108			15	16	0.502	21	25
LT	A,B	4.00	4	1	20		N	2015	428			428	1.00	1874			1874	0.228			32	39	0.439	24	11
SA	B	4.00	3	1				2155		407		407	0.00	2155			2155	0.189	0.189		27	27	0.528	30	20
SA	B,C	3.70	2	2			N	4110		311		311	0.00	4110			4110	0.076			11	64	0.089	0	1
RT	C	3.70	1	1	30			2125			248	248	1.00	2024			2024	0.123			17	31	0.296	18	14

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple,	2025Obs_CM	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J4: Tung Chung Eastern Interchange		FILENAME :	CHECKED BY:	CW	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flows		J4_Tung Chung Eastern Interchange_R.xls	REVIEWED BY:	SC	Dec-25

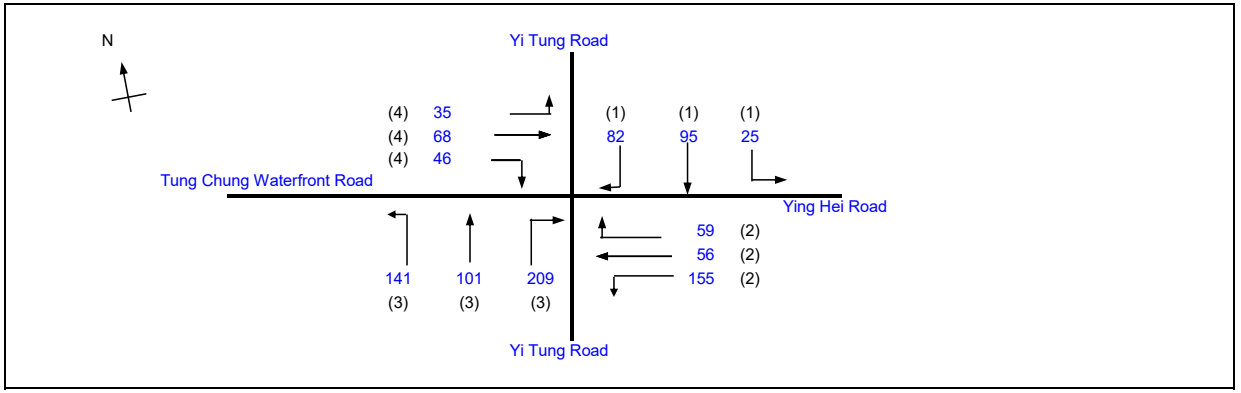


ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	8.0	7.0	8.0			
E	=	Entry width (m)	12.0	12.0	12.0			
L	=	Effective length of flare (m)	10.0	10.0	10.0			
R	=	Entry radius (m)	60.0	60.0	40.0			
D	=	Inscribed circle diameter (m)	105.0	105.0	105.0			
A	=	Entry angle (degree)	45.0	45.0	45.0			
Q	=	Entry flow (pcu/h)	345	803	1017			
Qc	=	Circulating flow across entry (pcu/h)	820	107	301			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.64	0.80	0.64			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.98	0.97			
X2	=	V + ((E-V)/(1+2S))	9.75	8.92	9.75			
M	=	EXP((D-60)/10)	90	90	90			
F	=	303*X2	2956	2704	2956			
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01			
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.59	0.62			
Qe	=	K(F-Fc*Qc)	2397	2589	2692	Total In Sum =	2165	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.14	0.31	0.38	DFC of Critical Approach =	0.38	

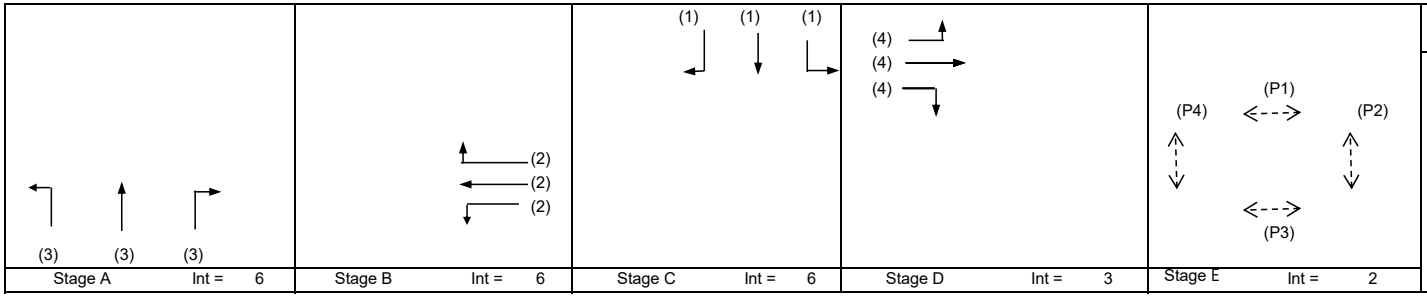
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2025Obs_CM**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J5: Ying Hei Road / Tung Chung Waterfront Road / Yi Tung Road		FILENAME :	Checked By:	CW	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flow		J5_Ying Hei Rd-Yu Tung Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	5	
Cycle time		C =	130	sec
Sum(y)		Y =	0.221	
Loss time		L =	58	sec
Total Flow		=	1072	pcu
Co	= (1.5*L+5)/(1-Y)	=	118.2	sec
Cm	= L/(1-Y)	=	74.5	sec
Yult		=	0.465	
R.C.ult	= (Yult-Y)/Y*100%	=	110.1	%
Cp	= 0.9*L/(0.9-Y)	=	76.9	sec
Ymax	= 1-L/C	=	0.554	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	125	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	E	15	7	13	2	25	13
P2	E	15	7	13	2	25	13
P3	E	15	7	13	2	25	13
P4	E	15	7	13	2	25	13

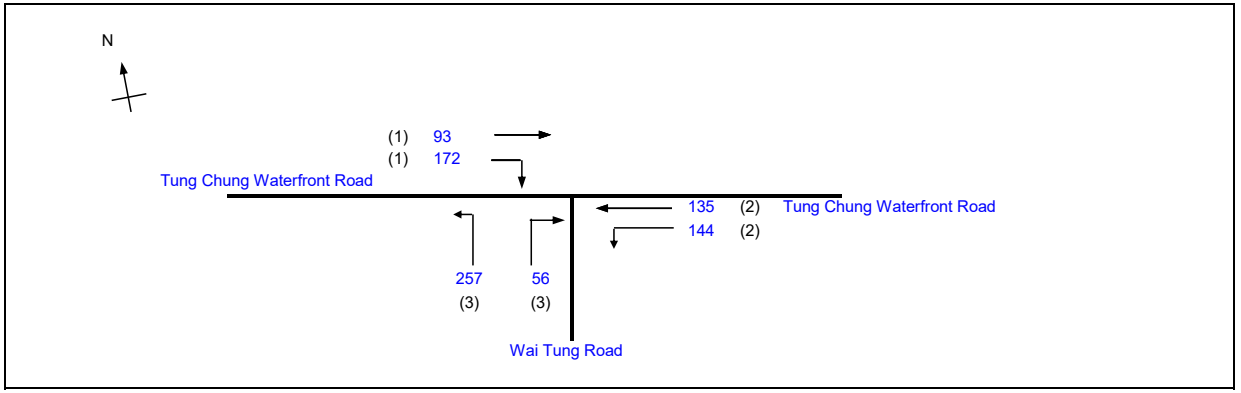
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT,SA	C	3.70	1	1	20		N	1985	25	74		99	0.25	1948			1948	0.051	0.051		16	16	0.400	18	51
SA,RT	C	3.70	1	1	30			2125		21	82	103	0.79	2044			2044	0.051			16	16	0.400	18	51
LT	B	3.50	2	1	20		N	1965	84			84	1.00	1828			1828	0.046	0.046		15	15	0.400	12	53
LT,SA	B	3.50	2	1	20			2105	71	21		92	0.77	1990			1990	0.046			15	15	0.400	12	53
SA,RT	B	3.50	2	1	30			2105		35	59	94	0.63	2041			2041	0.046			15	15	0.400	18	53
LT,SA	A	3.50	3	1	20		N	1965	141	0		141	1.00	1828			1828	0.077	0.077		25	25	0.400	24	44
SA,RT	A	3.50	3	1	30			2105		101	57	158	0.36	2068			2068	0.076			25	25	0.396	24	44
RT	A	3.50	3	1	30			2105			152	152	1.00	2005			2005	0.076			25	25	0.393	24	44
LT,SA,RT	D	3.70	4	1	20		N	1985	35	68	0	103	0.34	1936	50	231	2166	0.048	0.048		15	15	0.400	18	52
RT	D	3.70	4	1	30			2125			46	46	1.00	2024			2024	0.023			7	15	0.191	6	48
PED	E																			39					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

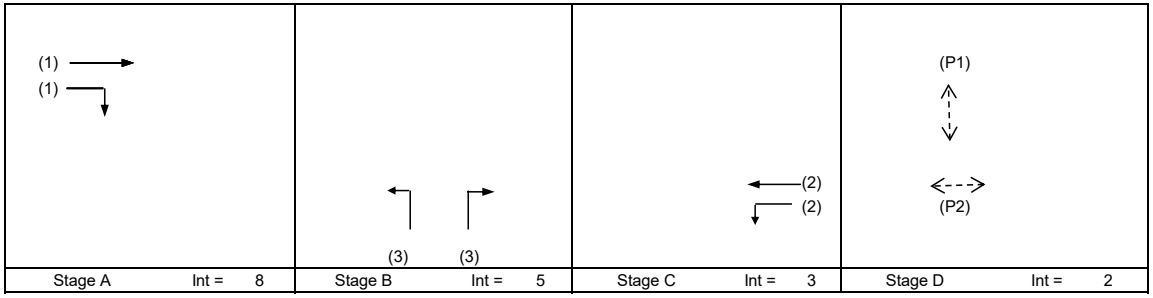
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2025Obs_CM Peak**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J6: Tung Chung Waterfront Road / Wai Tung Road		FILENAME :	Checked By:	CW	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flow		J6_Tung Chung Waterfront Rd-Wai Tung Rd	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.228	
Loss time		L =	41	sec
Total Flow		=	857	pcu
Co	= (1.5*L+5)/(1-Y)	=	86.1	sec
Cm	= L/(1-Y)	=	53.1	sec
Yult		=	0.593	
R.C.ult	= (Yult-Y)/Y*100%	=	160.0	%
Cp	= 0.9*L/(0.9-Y)	=	54.9	sec
Ymax	= 1-L/C	=	0.658	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	160	%

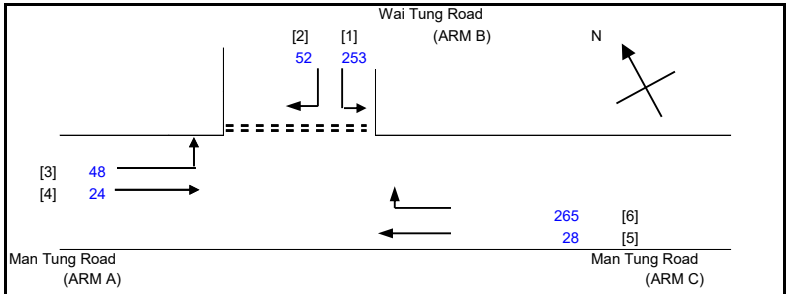


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	10	5	8	2	16	8
P2	D	7	5	6	2	18	6

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
SA,RT	A	4.00	1	1	30		N	2015		93	37	130	0.29	1987			1987	0.066	0.066		23	23	0.346	18	40
RT	A	4.00	1	1	30			2155			135	135	1.00	2052			2052	0.066			23	23	0.346	18	40
LT,SA	C	4.00	2	1	20		N	2015	144	0		144	1.00	1874			1874	0.077	0.077		27	27	0.346	18	37
SA	C	4.00	2	1				2155		135		135	0.00	2155			2155	0.063			22	22	0.346	18	41
LT	B	3.30	3	1	15		N	1945	151			151	1.00	1768			1768	0.085	0.085		30	30	0.346	18	35
LT,RT	B	3.30	3	1	15			2085	106		56	162	1.00	1895			1895	0.085			30	30	0.346	24	35
PED	D																			26					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2025Obs_CM Peak**	PROJECT NO.: 83209	PREPARED BY:	BK	Dec-25
J7 : Man Tung Road / Wai Tung Road		FILENAME : ı Tung Rd-Wai Tung Rd_P.xlsx	CHECKED BY:	CC	Dec-25
2025 Observed Ching Ming Festival Day Peak Hour Traffic Flow			REVIEWED BY:	CC	Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	48	(pcu/hr)
q a-c	=	24	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.00	(metres)
Vr c-b	=	30	(metres)
q c-a	=	28	(pcu/hr)
q c-b	=	265	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.50	(metres)
W b-c	=	3.50	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	52	(pcu/hr)
q b-c	=	253	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8628183
E	=	0.9237883
F	=	1.2083931
Y	=	0.7585

THE CAPACITY OF MOVEMENT :

Q b-a	=	436			
Q b-c	=	677	Q b-c (O) =	656.8	
Q c-b	=	876			

TOTAL FLOW = 670 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

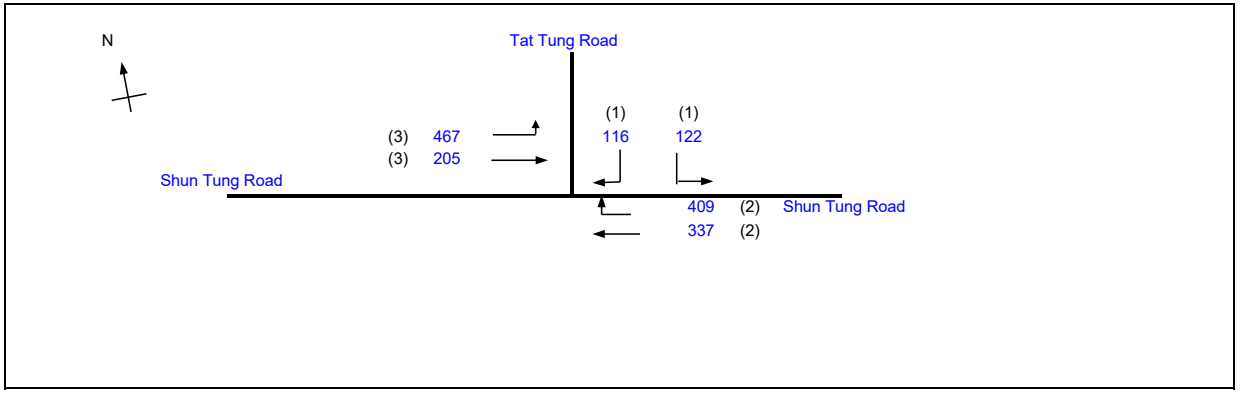
DFC b-a	=	0.1193
DFC b-c	=	0.3737
DFC c-b	=	0.3025

CRITICAL DFC = 0.37

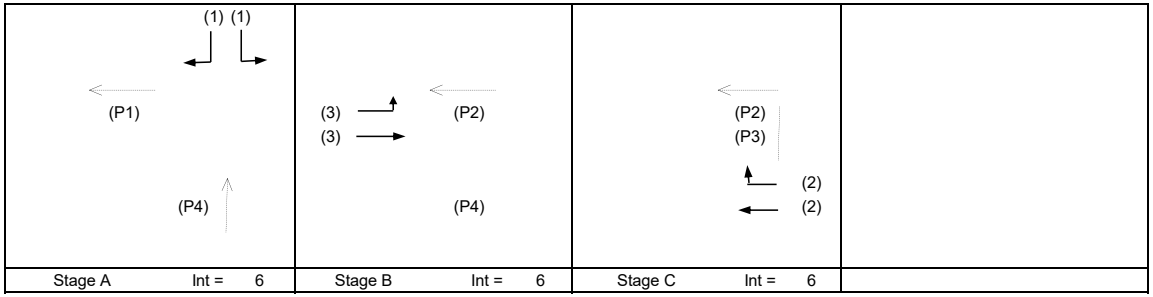
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2025Obs_CM**		
J8: Tat Tung Road / Shun Tung Road (West)	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
2025 Ching Ming Festival Day Peak Hour Traffic Flow (under existing TTM scheme)	FILENAME : J8_Tat Tung Rd-Shun Tung Road (West)_S	Checked By:	CW	Dec-25
		Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	110	sec
Sum(y)		Y =	0.441	
Loss time		L =	15	sec
Total Flow		=	1656	pcu
Co	= (1.5*L+5)/(1-Y)	=	49.2	sec
Cm	= L/(1-Y)	=	26.8	sec
Yult		=	0.788	
R.C.ult	= (Yult-Y)/Y*100%	=	78.6	%
Cp	= 0.9*L/(0.9-Y)	=	29.4	sec
Ymax	= 1-L/C	=	0.864	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	76	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	7	11
P2	B,C	8	5	6	2	82	6
P3	C	10	5	8	2	40	8
P4	A,B	11	6	9	2	49	9

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
LT	A	3.40	1	1	15		N	1955	122			122	1.00	1777			1777	0.069	0.069		15	15	0.511	18	47
RT	A	3.40	1	1	25			2095			116	116	1.00	1976			1976	0.059			13	15	0.436	18	44
LT	B	3.80	3	1	16		N	1995	298			298	1.00	1824			1824	0.163			35	35	0.511	36	30
LT,SA	B	3.80	3	1	16			2135	169	205		374	0.45	2048	45	245	2294	0.163	0.163		35	35	0.510	42	30
SA	C	3.70	2	1			N	1965		337		337	0.00	1965	40	218	2183	0.154			33	45	0.377	36	22
RT	C	3.70	2	1	20			2105			409	409	1.00	1958			1958	0.209	0.209		45	45	0.511	42	24

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

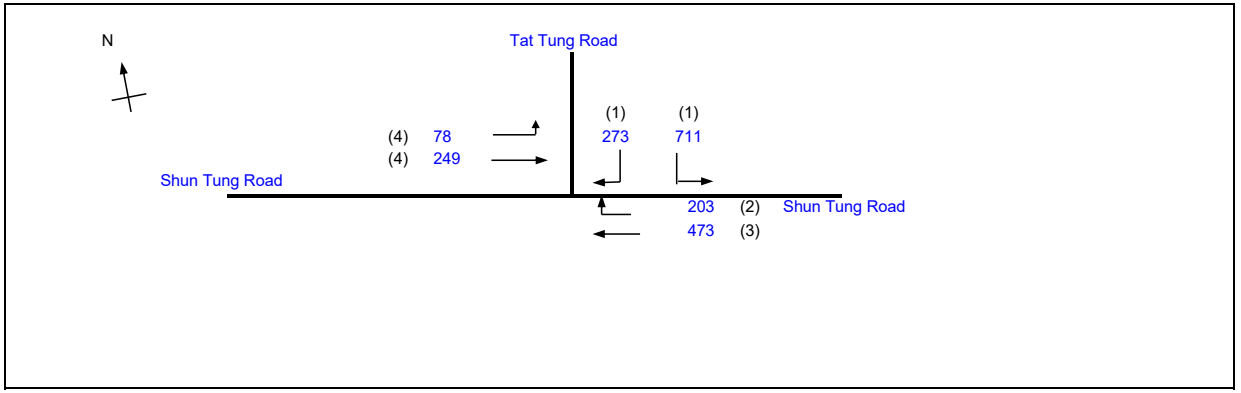
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

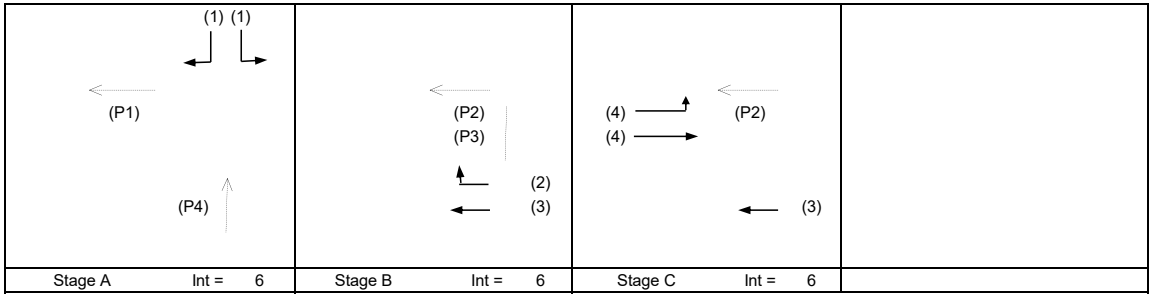
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung
J9: Tat Tung Road / Shun Tung Road (East)
2025 Ching Ming Festival Day Peak Hour Traffic Flow

2025Obs_CM Peak

PROJECT NO.:	83209	Prepared By:	AH Dec-25
FILENAME :		Checked By:	CW Dec-25
J9_Tat Tung Rd-Shun Tung Road (East)_S.		Reviewed By:	SC Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	110	sec
Sum(y)		Y =	0.440	
Loss time		L =	15	sec
Total Flow		=	1987	pcu
Co	= (1.5*L+5)/(1-Y)	=	49.1	sec
Cm	= L/(1-Y)	=	26.8	sec
Yult		=	0.788	
R.C.ult	= (Yult-Y)/Y*100%	=	78.9	%
Cp	= 0.9*L/(0.9-Y)	=	29.4	sec
Ymax	= 1-L/C	=	0.864	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	77	%



Stage A	Int = 6	Stage B	Int = 6	Stage C	Int = 6

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	47	11
P2	B,C	8	5	6	2	41	6
P3	B	8	5	7	2	18	7
P4	A	13	7	11	2	48	11

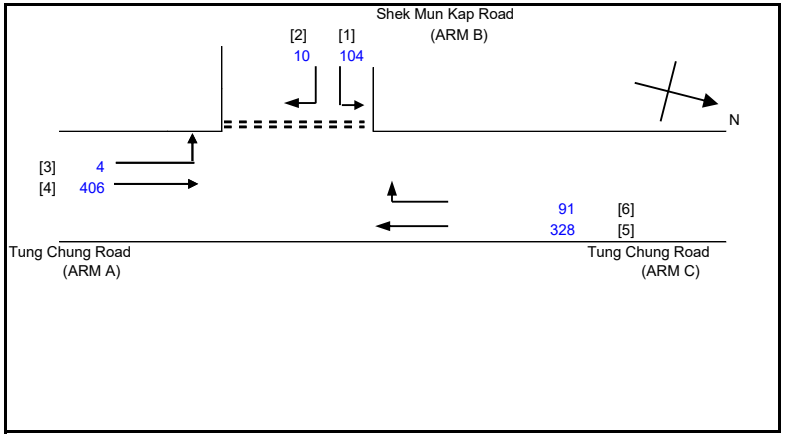
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
LT	A	3.50	1	1	18		N	1965	467			467	1.00	1814			1814	0.258	0.258		56	56	0.510	42	18
LT,RT	A	3.50	1	1	30			2105	244		273	517	1.00	2005			2005	0.258			56	56	0.510	42	18
LT,SA	C	3.70	4	1	15		N	1985	78	76		154	0.51	1889			1889	0.081	0.081		18	18	0.510	18	44
SA	C	3.70	4	1				2125		173		173	0.00	2125			2125	0.081			18	18	0.510	24	43
SA	B,C	3.75	3	2			N	4120		473		473	0.00	4120			4120	0.115			25	41	0.311	27	23
RT	B	3.75	2	1	25			2130			203	203	1.00	2009			2009	0.101	0.101		22	22	0.510	24	40

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix B

2030 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Ref_CM(IMP)**	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J1: Tung Chung Road / Shek Mun Kap Road		FILENAME : J1_Tung Chung Road_Shek Mun Kap Road_R.xls	CHECKED BY:	CW	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)			REVIEWED BY:	SC	Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.00	(metres)
W cr	=	2	(metres)
q a-b	=	4	(pcu/hr)
q a-c	=	406	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	50	(metres)
q c-a	=	328	(pcu/hr)
q c-b	=	91	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.30	(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	104	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8490055
E	=	0.8974688
F	=	0.8004791
Y	=	0.724

THE CAPACITY OF MOVEMENT :

Q b-a	=	390		
Q b-c	=	572	Q b-c (O) =	568.3
Q c-b	=	510		

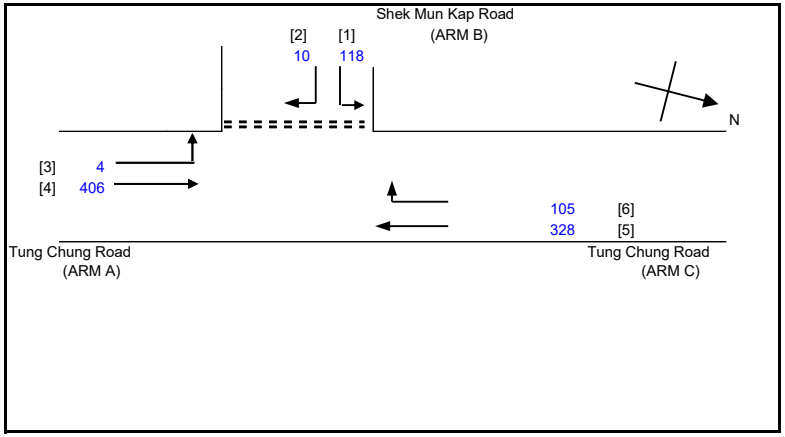
TOTAL FLOW = 943 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0256
DFC b-c	=	0.1818
DFC c-b	=	0.1784

CRITICAL DFC = 0.18

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Des_CM(IMP)**	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J1: Tung Chung Road / Shek Mun Kap Road		FILENAME : J1_Tung Chung Road_Shek Mun Kap Road_R.xls	CHECKED BY:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)			REVIEWED BY:	SC	Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.00	(metres)
W cr	=	2	(metres)
q a-b	=	4	(pcu/hr)
q a-c	=	406	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	50	(metres)
q c-a	=	328	(pcu/hr)
q c-b	=	105	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.30	(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	118	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8490055
E	=	0.8974688
F	=	0.8004791
Y	=	0.724

THE CAPACITY OF MOVEMENT :

Q b-a	=	385			
Q b-c	=	572	Q b-c (O) =	568.3	
Q c-b	=	510			

TOTAL FLOW = 971 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

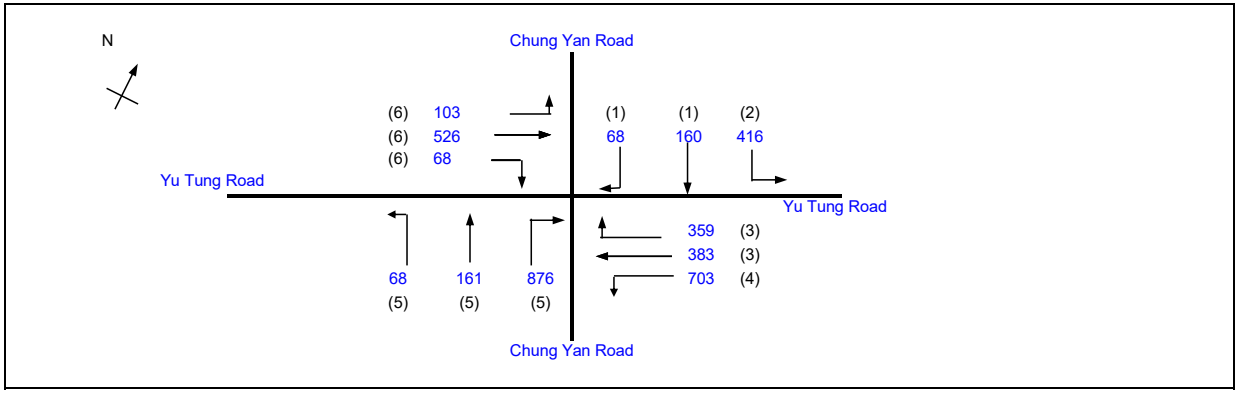
DFC b-a	=	0.0260
DFC b-c	=	0.2063
DFC c-b	=	0.2059

CRITICAL DFC = 0.21

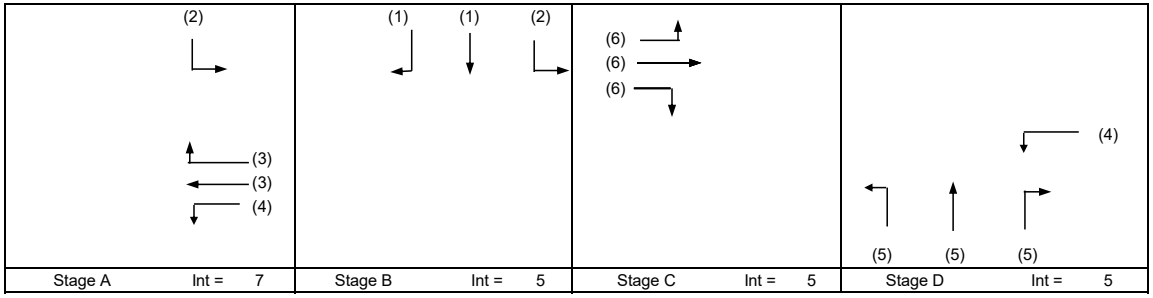
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2030Ref_CM(IMP)**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J2: Yu Tung Road / Chung Yan Road		FILENAME :	Checked By:	CW	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)		J2_Yu Tung Rd-Chung Yan Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.600	
Loss time		L =	18	sec
Total Flow		=	3891	pcu
Co	= (1.5*L+5)/(1-Y)	=	79.9	sec
Cm	= L/(1-Y)	=	44.9	sec
Yult		=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	=	27.6	%
Cp	= 0.9*L/(0.9-Y)	=	53.9	sec
Ymax	= 1-L/C	=	0.850	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	28	%



Stage A	Int = 7	Stage B	Int = 5	Stage C	Int = 5	Stage D	Int = 5

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

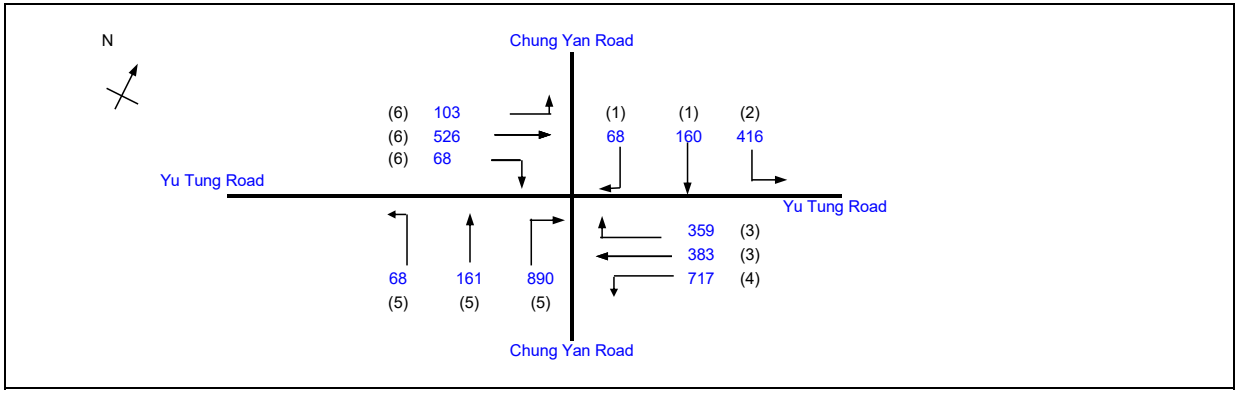
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT	A,B	3.60	2	1	20		N	1975	416			416	1.00	1837			1837	0.226			39	36	0.760	54	44
RT	B	3.60	1	1	30			2115			112	112	1.00	2014			2014	0.056	0.056		9	9	0.705	18	73
SA,RT	B	3.60	1	1	30			2115		68	48	116	0.41	2072			2072	0.056			9	9	0.705	24	72
LT	A,D	3.70	4	1	20		N	1985	703			703	1.00	1847			1847	0.381			65		0.000	138	54
SA	A	3.70	3	1				2125		253		253	0.00	2125			2125	0.119	0.119		20	20	0.705	42	53
SA,RT	A	3.70	3	1	30			2125		130	118	247	0.48	2076			2076	0.119			20	20	0.705	42	53
RT	A	3.70	3	1	30			2125			241	241	1.00	2024			2024	0.119			20	20	0.705	36	54
LT,SA,RT	D	3.60	5	1	20		N	1975	68	161	304	533	0.70	1877			1877	0.284	0.284		48	48	0.705	60	32
RT	D	3.60	5	1	30			2115			572	572	1.00	2014			2014	0.284			48	48	0.705	66	32
LT	C	3.70	6	1	20		N	1985	103			103	1.00	1847			1847	0.056			9	24	0.000	0	0
SA	C	3.70	6	1				2125		299		299	0.00	2125			2125	0.141	0.141		24	24	0.000	0	0
SA,RT	C	3.70	6	1	30			2125		227	68	295	0.23	2101			2101	0.141			24	24	0.000	0	0

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

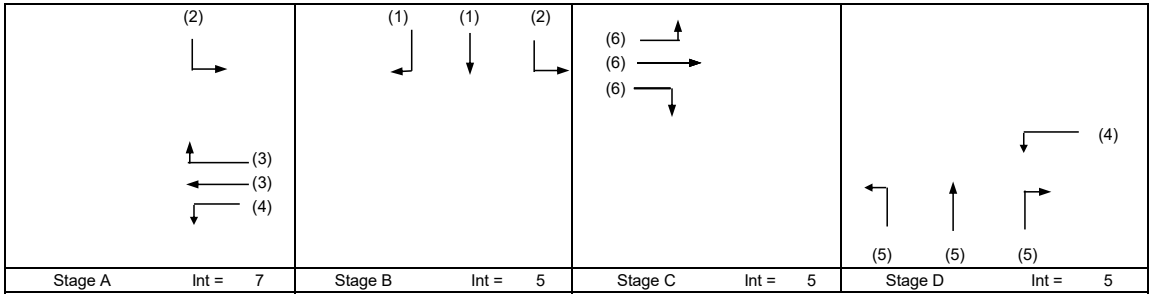
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2030Des_CM(IMP)**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J2: Yu Tung Road / Chung Yan Road		FILENAME :	Checked By:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)		J2_Yu Tung Rd-Chung Yan Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.603	
Loss time		L =	18	sec
Total Flow		=	3919	pcu
Co	= (1.5*L+5)/(1-Y)	=	80.6	sec
Cm	= L/(1-Y)	=	45.4	sec
Yult		=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	=	26.8	%
Cp	= 0.9*L/(0.9-Y)	=	54.6	sec
Ymax	= 1-L/C	=	0.850	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	27	%



Stage A	Int = 7	Stage B	Int = 5	Stage C	Int = 5	Stage D	Int = 5

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				18					
LT	A,B	3.60	2	1	20		N	1975	416			416	1.00	1837			1837	0.226			38	36	0.763	54	44
RT	B	3.60	1	1	30			2115			112	112	1.00	2014			2014	0.056	0.056		9	9	0.710	24	74
SA,RT	B	3.60	1	1	30			2115		68	48	116	0.41	2072			2072	0.056			9	9	0.710	24	73
LT	A,D	3.70	4	1	20		N	1985	717			717	1.00	1847			1847	0.388			66		0.000	138	54
SA	A	3.70	3	1				2125		253		253	0.00	2125			2125	0.119	0.119		20	20	0.710	42	54
SA,RT	A	3.70	3	1	30			2125		130	118	247	0.48	2076			2076	0.119			20	20	0.710	42	54
RT	A	3.70	3	1	30			2125			241	241	1.00	2024			2024	0.119			20	20	0.710	36	54
LT,SA,RT	D	3.60	5	1	20		N	1975	68	161	311	540	0.70	1876			1876	0.288	0.288		49	49	0.710	60	32
RT	D	3.60	5	1	30			2115			579	579	1.00	2014			2014	0.288			49	49	0.710	66	32
LT	C	3.70	6	1	20		N	1985	103			103	1.00	1847			1847	0.056			9	24	0.000	0	0
SA	C	3.70	6	1				2125		299		299	0.00	2125			2125	0.141	0.141		24	24	0.000	0	0
SA,RT	C	3.70	6	1	30			2125		227	68	295	0.23	2101			2101	0.141			24	24	0.000	0	0

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

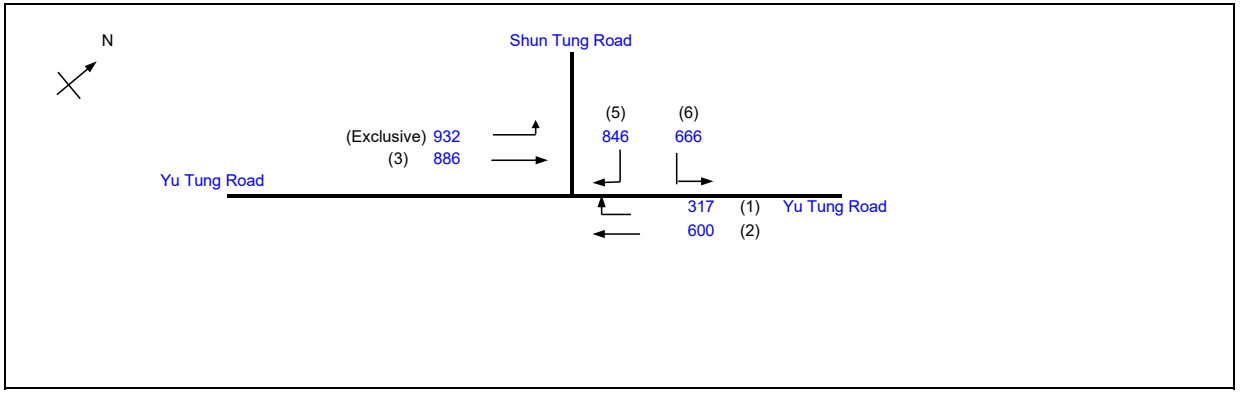
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung

J3: Yu Tung Road / Shun Tung Road

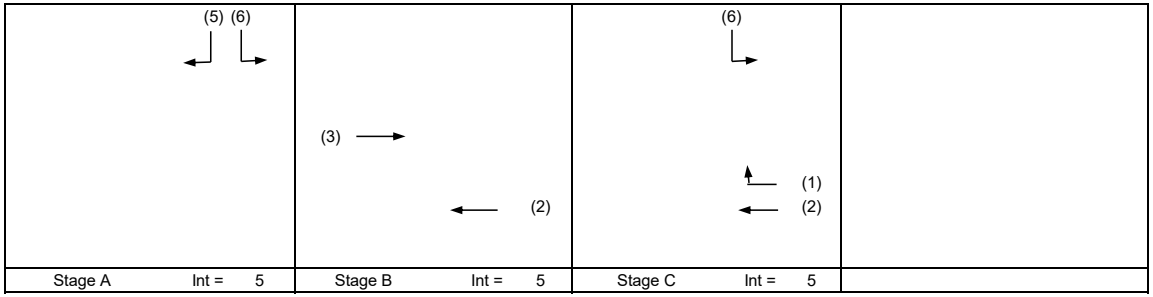
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)

2030Ref_CM(IMP)

PROJECT NO.:	83209	Prepared By:	AH Dec-25
FILENAME :		Checked By:	CW Dec-25
J3_Yu Tung Rd-Shun Tung Road_S.xlsx		Reviewed By:	SC Dec-25



			Existing Cycle Time
No. of stages per cycle		N =	3
Cycle time		C =	75 sec
Sum(y)		Y =	0.571
Loss time		L =	12 sec
Total Flow		=	3315 pcu
Co	= (1.5*L+5)/(1-Y)	=	53.6 sec
Cm	= L/(1-Y)	=	28.0 sec
Yult		=	0.810
R.C.ult	= (Yult-Y)/Y*100%	=	41.8 %
Cp	= 0.9*L/(0.9-Y)	=	32.8 sec
Ymax	= 1-L/C	=	0.840
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	32 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				12					
LT	A,C	3.70	6	1	20		N	1985	666			666	1.00	1847			1847	0.361			40	44	0.610	30	11
RT	A	3.70	5	2	30			4250			846	846	1.00	4048			4048	0.209	0.209		23	23	0.680	36	23
SA	B	4.00	3	2				4310		886		886	0.00	4310			4310	0.206	0.206		23	23	0.680	36	23
SA	B,C	3.70	2	2			N	4110		600		600	0.00	4110			4110	0.146			16	44	0.249	15	7
RT	C	3.70	1	1	30			2125			317	317	1.00	2024			2024	0.157	0.157		17	17	0.680	30	31

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

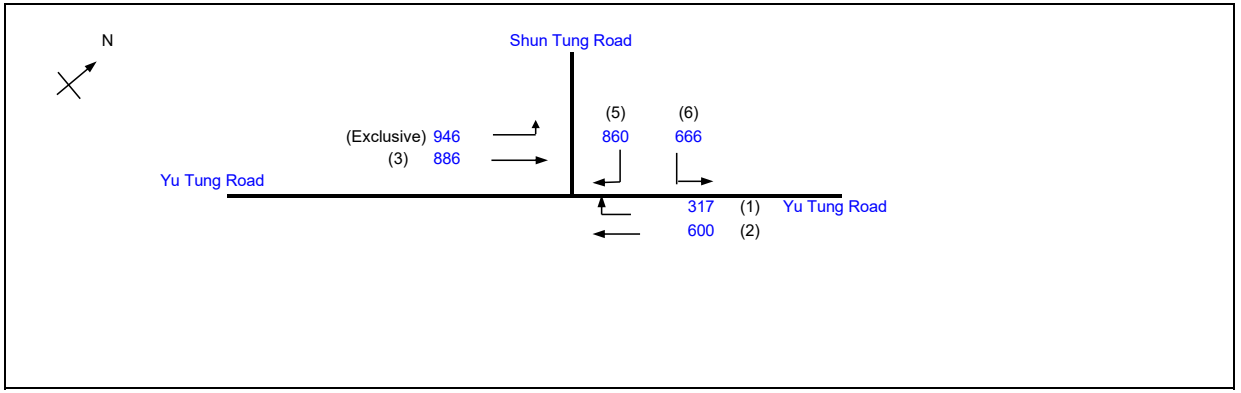
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

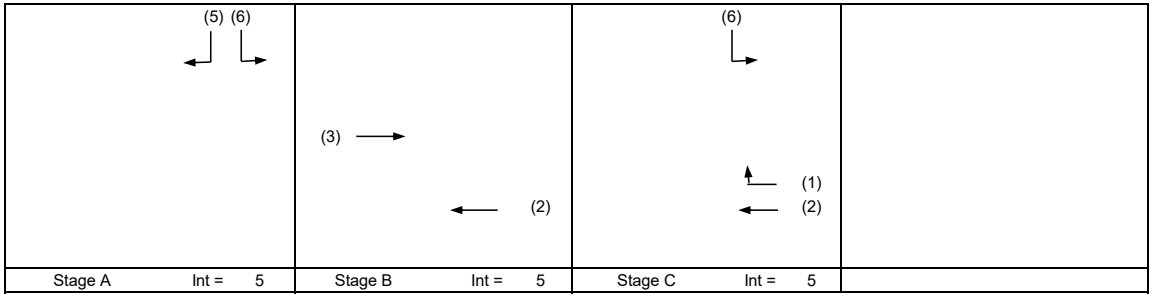
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung
J3: Yu Tung Road / Shun Tung Road
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)

2030Des_CM(IMP)

PROJECT NO.:	83209	Prepared By:	AH Dec-25
FILENAME :		Checked By:	CW Dec-25
J3_Yu Tung Rd-Shun Tung Road_S.xlsx		Reviewed By:	SC Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	75	sec
Sum(y)		Y =	0.575	
Loss time		L =	12	sec
Total Flow		=	3329	pcu
Co	= (1.5*L+5)/(1-Y)	=	54.1	sec
Cm	= L/(1-Y)	=	28.2	sec
Yult		=	0.810	
R.C.ult	= (Yult-Y)/Y*100%	=	40.9	%
Cp	= 0.9*L/(0.9-Y)	=	33.2	sec
Ymax	= 1-L/C	=	0.840	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	32	%

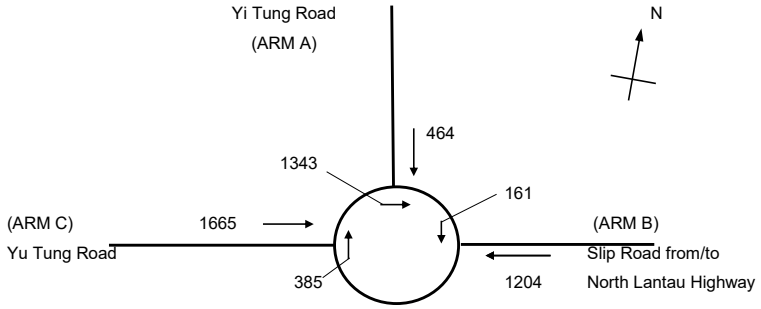


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				12					
LT	A,C	3.70	6	1	20		N	1985	666			666	1.00	1847			1847	0.361			40	44	0.608	30	11
RT	A	3.70	5	2	30			4250			860	860	1.00	4048			4048	0.212	0.212		23	23	0.684	36	23
SA	B	4.00	3	2				4310		886		886	0.00	4310			4310	0.206	0.206		23	23	0.684	36	23
SA	B,C	3.70	2	2			N	4110		600		600	0.00	4110			4110	0.146			16	44	0.251	15	7
RT	C	3.70	1	1	30			2125			317	317	1.00	2024			2024	0.157	0.157		17	17	0.684	30	31

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple,	2030Ref_CM	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J4: Tung Chung Eastern Interchange		FILENAME :	CHECKED BY:	CW	Dec-25
2030 ReferenceChing Ming Festival Day Peak Hour Traffic Flows		J4_Tung Chung Eastern Interchange_R.xls	REVIEWED BY:	SC	Dec-25

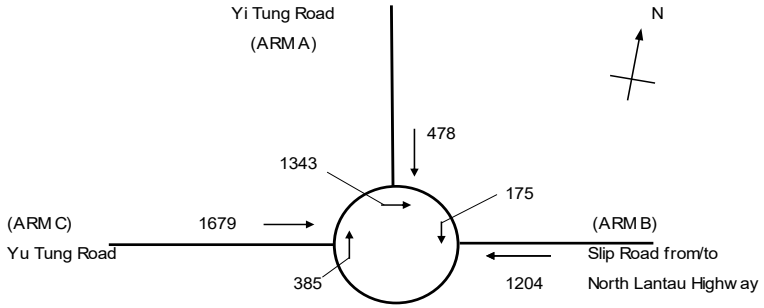


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	8.0	7.0	8.0
E	=	Entry width (m)	12.0	12.0	12.0
L	=	Effective length of flare (m)	10.0	10.0	10.0
R	=	Entry radius (m)	60.0	60.0	40.0
D	=	Inscribed circle diameter (m)	105.0	105.0	105.0
A	=	Entry angle (degree)	45.0	45.0	45.0
Q	=	Entry flow (pcu/h)	464	1204	1665
Qc	=	Circulating flow across entry (pcu/h)	1343	161	385
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.64	0.80	0.64
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.98	0.97
X2	=	V + ((E-V)/(1+2S))	9.75	8.92	9.75
M	=	EXP((D-60)/10)	90	90	90
F	=	303*X2	2956	2704	2956
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.59	0.62
Qe	=	K(F-Fc*Qc)	2078	2558	2641
DFC	=	Design flow/Capacity = Q/Qe	0.22	0.47	0.63

Total In Sum = 3333 PCU

DFC of Critical Approach = 0.63

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple,	2030Des_CM	PROJECT NO.: 83209	PREPARED BY:	AH	Dec-25
J4: Tung Chung Eastern Interchange		FILENAME :	CHECKED BY:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flows		J4_Tung Chung Eastern Interchange_R.xls	REVIEWED BY:	SC	Dec-25



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	8.0	7.0	8.0
E	=	Entry width (m)	12.0	12.0	12.0
L	=	Effective length of flare (m)	10.0	10.0	10.0
R	=	Entry radius (m)	60.0	60.0	40.0
D	=	Inscribed circle diameter (m)	105.0	105.0	105.0
A	=	Entry angle (degree)	45.0	45.0	45.0
Q	=	Entry flow (pcu/h)	478	1204	1679
Qc	=	Circulating flow across entry (pcu/h)	1343	175	385
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.64	0.80	0.64
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.98	0.97
X2	=	V + ((E-V)/(1+2S))	9.75	8.92	9.75
M	=	EXP((D-60)/10)	90	90	90
F	=	303*X2	2956	2704	2956
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01
Fc	=	0.21*Td(1+0.2*X2)	0.62	0.59	0.62
Qe	=	K(F-Fc*Qc)	2078	2550	2641
DFC	=	Design flow/Capacity = Q/Qe	0.23	0.47	0.64

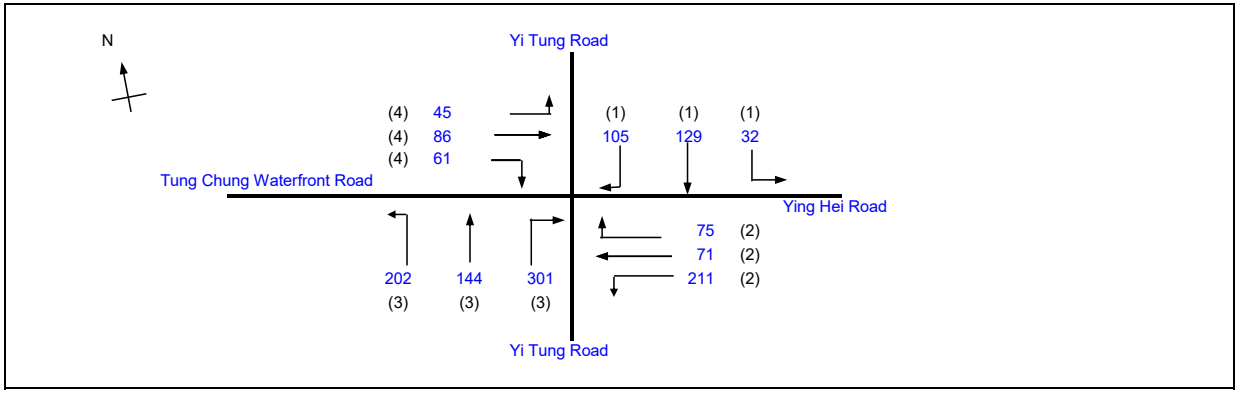
Total In Sum = 3361 PCU

DFC of Critical Approach = 0.64

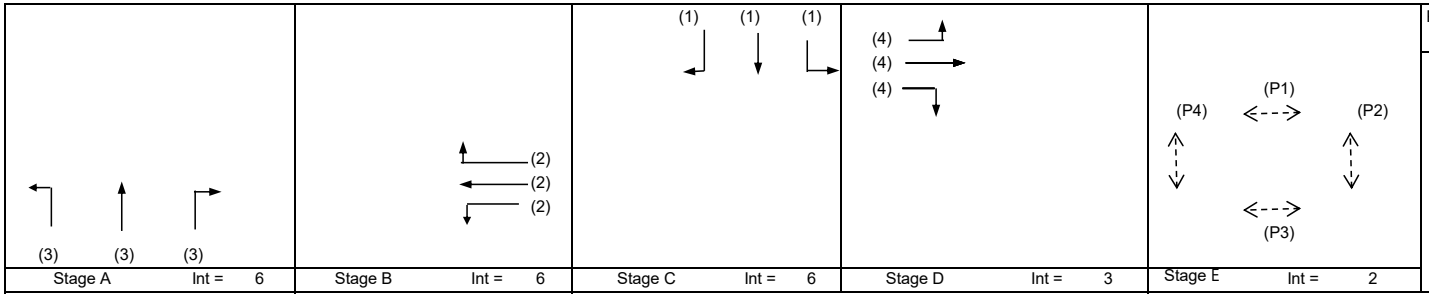
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2030Ref_CM**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J5: Ying Hei Road / Tung Chung Waterfront Road / Yi Tung Road		FILENAME :	Checked By:	CW	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow		J5_Ying Hei Rd-Yu Tung Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time
No. of stages per cycle		N =	5
Cycle time		C =	130 sec
Sum(y)		Y =	0.299
Loss time		L =	58 sec
Total Flow		=	1462 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.2 sec
Cm	= L/(1-Y)	=	82.7 sec
Yult		=	0.465
R.C.ult	= (Yult-Y)/Y*100%	=	55.7 %
Cp	= 0.9*L/(0.9-Y)	=	86.8 sec
Ymax	= 1-L/C	=	0.554
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	67 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	E	15	7	13	2	25	13
P2	E	15	7	13	2	25	13
P3	E	15	7	13	2	25	13
P4	E	15	7	13	2	25	13

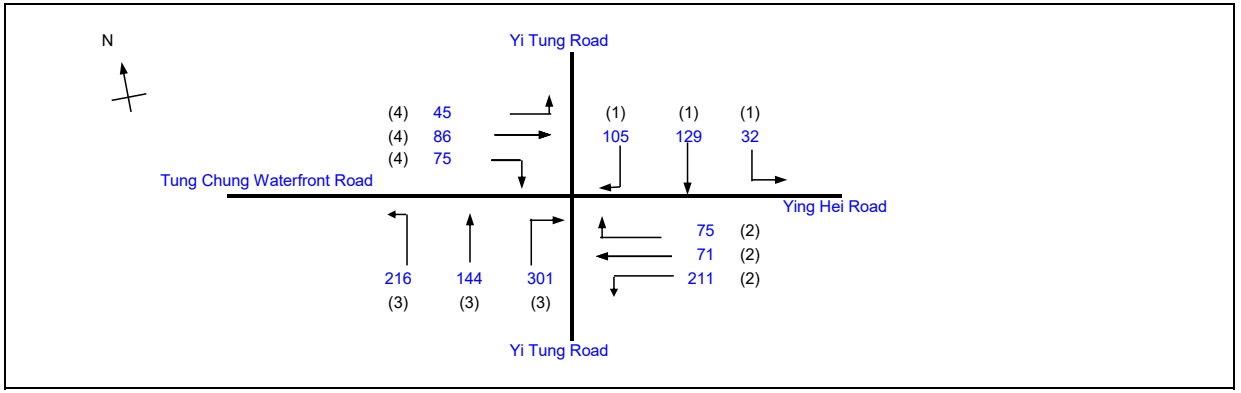
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT,SA	C	3.70	1	1	20		N	1985	32	98		130	0.25	1949			1949	0.067	0.067		16	16	0.539	24	56
SA,RT	C	3.70	1	1	30			2125		31	105	136	0.77	2046			2046	0.067			16	16	0.539	24	56
LT	B	3.50	2	1	20		N	1965	111			111	1.00	1828			1828	0.061	0.061		15	15	0.539	18	58
LT,SA	B	3.50	2	1	20			2105	100	21		121	0.82	1983			1983	0.061			15	15	0.539	18	57
SA,RT	B	3.50	2	1	30			2105		50	75	125	0.60	2044			2044	0.061			15	15	0.539	18	57
LT,SA	A	3.50	3	1	20		N	1965	202	0		202	1.00	1828			1828	0.111	0.111		27	27	0.539	30	47
SA,RT	A	3.50	3	1	30			2105		144	82	226	0.36	2067			2067	0.109			26	27	0.533	36	46
RT	A	3.50	3	1	30			2105			219	219	1.00	2005			2005	0.109			26	27	0.533	36	46
LT,SA,RT	D	3.70	4	1	20		N	1985	45	86	0	131	0.34	1935	50	231	2166	0.060	0.060		15	15	0.539	24	57
RT	D	3.70	4	1	30			2125			61	61	1.00	2024			2024	0.030			7	15	0.269	6	50
PED	E																			39					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

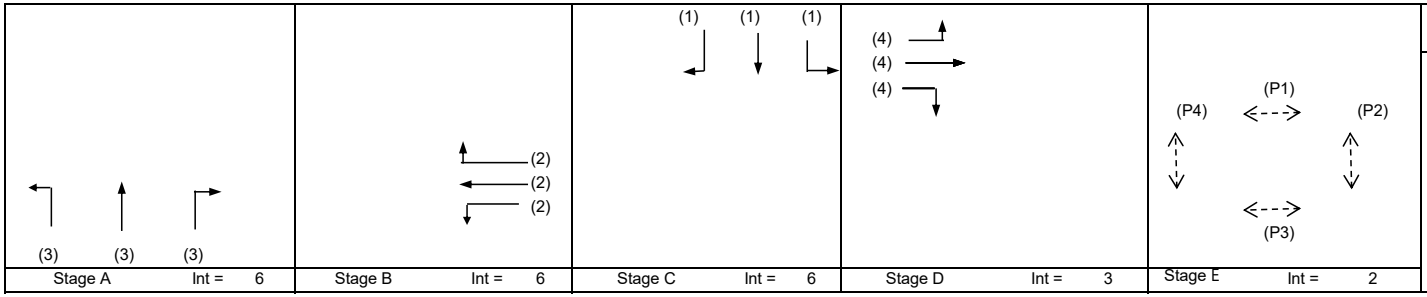
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2030Des_CM**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J5: Ying Hei Road / Tung Chung Waterfront Road / Yi Tung Road		FILENAME :	Checked By:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow		J5_Ying Hei Rd-Yu Tung Road_S.xlsx	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	5	
Cycle time		C =	130	sec
Sum(y)		Y =	0.306	
Loss time		L =	58	sec
Total Flow		=	1490	pcu
Co	= (1.5*L+5)/(1-Y)	=	132.6	sec
Cm	= L/(1-Y)	=	83.6	sec
Yult		=	0.465	
R.C.ult	= (Yult-Y)/Y*100%	=	51.9	%
Cp	= 0.9*L/(0.9-Y)	=	87.9	sec
Ymax	= 1-L/C	=	0.554	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	63	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	E	15	7	13	2	25	13
P2	E	15	7	13	2	25	13
P3	E	15	7	13	2	25	13
P4	E	15	7	13	2	25	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				19					
LT,SA	C	3.70	1	1	20		N	1985	32	98		130	0.25	1949			1949	0.067	0.067		16	16	0.553	24	57
SA,RT	C	3.70	1	1	30			2125		31	105	136	0.77	2046			2046	0.067			16	16	0.553	24	57
LT	B	3.50	2	1	20		N	1965	111			111	1.00	1828			1828	0.061	0.061		14	14	0.553	18	59
LT,SA	B	3.50	2	1	20			2105	100	21		121	0.82	1983			1983	0.061			14	14	0.553	18	58
SA,RT	B	3.50	2	1	30			2105		50	75	125	0.60	2044			2044	0.061			14	14	0.553	24	58
LT,SA	A	3.50	3	1	20		N	1965	216	0		216	1.00	1828			1828	0.118	0.118		28	28	0.553	36	46
SA,RT	A	3.50	3	1	30			2105		144	82	226	0.36	2067			2067	0.109			26	28	0.511	36	44
RT	A	3.50	3	1	30			2105			219	219	1.00	2005			2005	0.109			26	28	0.511	36	45
LT,SA,RT	D	3.70	4	1	20		N	1985	45	86	0	131	0.34	1935	50	231	2166	0.060	0.060		14	14	0.553	24	58
RT	D	3.70	4	1	30			2125			75	75	1.00	2024			2024	0.037			9	14	0.339	12	52
PED	E																			39					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

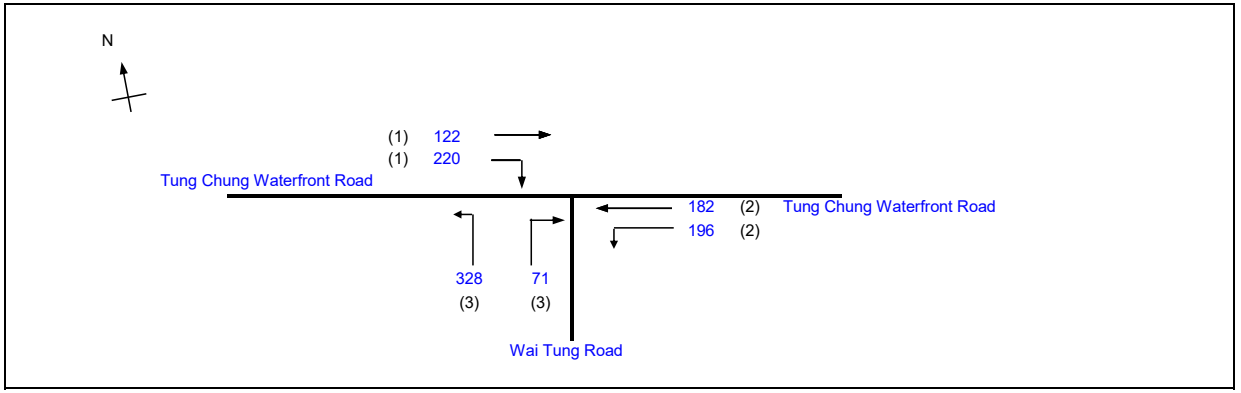
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE
AH	Dec-25
CW	Dec-25
SC	Dec-25

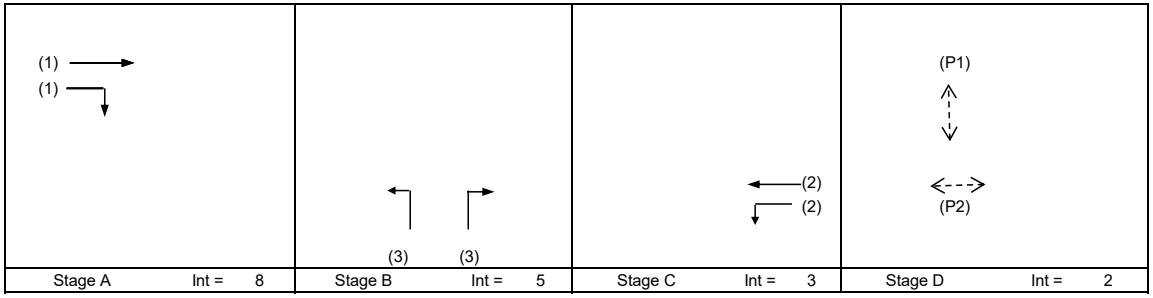
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung
J6: Tung Chung Waterfront Road / Wai Tung Road
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow

2030Ref_CM Peak

PROJECT NO.:	83209	Prepared By:	AH
FILENAME :		Checked By:	CW
J6_Tung Chung Waterfront Rd-Wai Tung Rd		Reviewed By:	SC



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.298	
Loss time		L =	41	sec
Total Flow		=	1119	pcu
Co	= (1.5*L+5)/(1-Y)	=	94.7	sec
Cm	= L/(1-Y)	=	58.4	sec
Yult		=	0.593	
R.C.ult	= (Yult-Y)/Y*100%	=	98.7	%
Cp	= 0.9*L/(0.9-Y)	=	61.3	sec
Ymax	= 1-L/C	=	0.658	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	99	%



Stage A	Int = 8	Stage B	Int = 5	Stage C	Int = 3	Stage D	Int = 2

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	10	5	8	2	16	8
P2	D	7	5	6	2	18	6

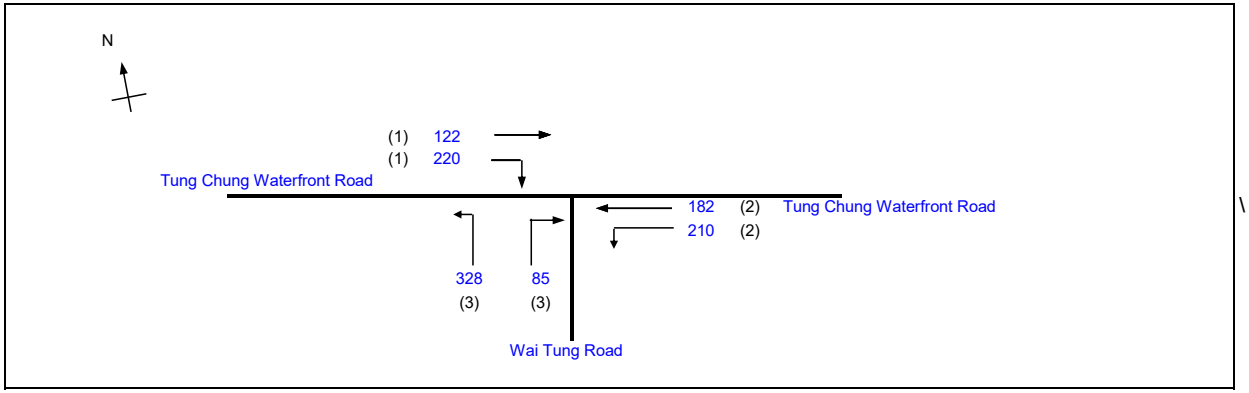
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
SA,RT	A	4.00	1	1	30		N	2015		122	46	168	0.27	1988			1988	0.085	0.085		22	22	0.453	24	43
RT	A	4.00	1	1	30			2155			174	174	1.00	2052			2052	0.085			22	22	0.453	24	42
LT,SA	C	4.00	2	1	20		N	2015	196	0		196	1.00	1874			1874	0.105	0.105		28	28	0.453	30	39
SA	C	4.00	2	1				2155		182		182	0.00	2155			2155	0.084			22	22	0.453	24	42
LT	B	3.30	3	1	15		N	1945	193			193	1.00	1768			1768	0.109	0.109		29	29	0.453	24	38
LT,RT	B	3.30	3	1	15			2085	135		71	206	1.00	1895			1895	0.109			29	29	0.453	30	38
PED	D																			26					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

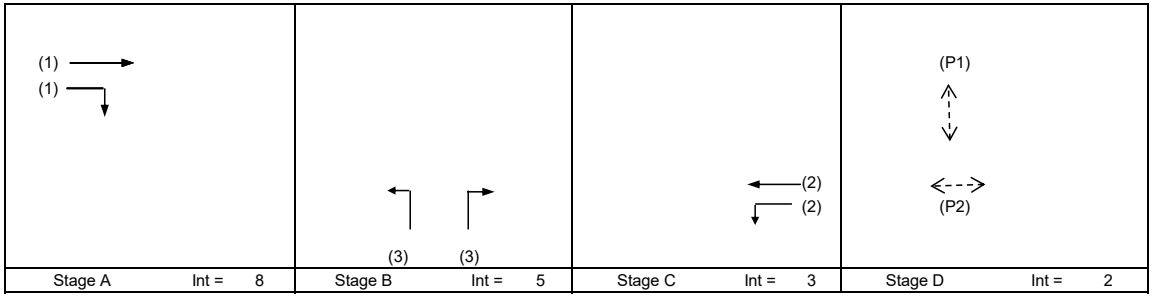
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung	**2030Des_CM Peak**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J6: Tung Chung Waterfront Road / Wai Tung Road		FILENAME :	Checked By:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow		J6_Tung Chung Waterfront Rd-Wai Tung Rd	Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	120	sec
Sum(y)		Y =	0.309	
Loss time		L =	41	sec
Total Flow		=	1147	pcu
Co	= (1.5*L+5)/(1-Y)	=	96.3	sec
Cm	= L/(1-Y)	=	59.4	sec
Yult		=	0.593	
R.C.ult	= (Yult-Y)/Y*100%	=	91.5	%
Cp	= 0.9*L/(0.9-Y)	=	62.5	sec
Ymax	= 1-L/C	=	0.658	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	91	%

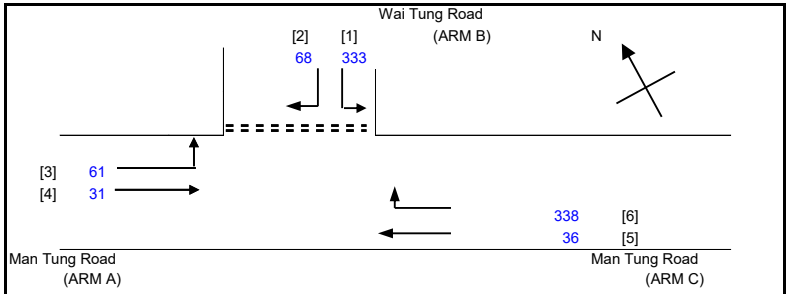


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	10	5	8	2	16	8
P2	D	7	5	6	2	18	6

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
SA,RT	A	4.00	1	1	30		N	2015		122	46	168	0.27	1988			1988	0.085	0.085		22	22	0.470	24	44
RT	A	4.00	1	1	30			2155			174	174	1.00	2052			2052	0.085			22	22	0.470	24	44
LT,SA	C	4.00	2	1	20		N	2015	210	0		210	1.00	1874			1874	0.112	0.112		29	29	0.470	30	38
SA	C	4.00	2	1				2155		182		182	0.00	2155			2155	0.084			22	22	0.470	24	43
LT	B	3.30	3	1	15		N	1945	199			199	1.00	1768			1768	0.113	0.113		29	29	0.470	30	39
LT,RT	B	3.30	3	1	15			2085	129		85	214	1.00	1895			1895	0.113			29	29	0.470	30	38
PED	D																			26					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Ref_CM**	PROJECT NO.: 83209	PREPARED BY:	BK	Dec-25
J7 : Man Tung Road / Wai Tung Road		FILENAME : ı Tung Rd-Wai Tung Rd_P.xlsx	CHECKED BY:	CC	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow			REVIEWED BY:	CC	Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	61	(pcu/hr)
q a-c	=	31	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.00	(metres)
Vr c-b	=	30	(metres)
q c-a	=	36	(pcu/hr)
q c-b	=	338	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.50	(metres)
W b-c	=	3.50	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	68	(pcu/hr)
q b-c	=	333	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8628183
E	=	0.9237883
F	=	1.2083931
Y	=	0.7585

THE CAPACITY OF MOVEMENT :

Q b-a	=	407			
Q b-c	=	674	Q b-c (O) =	645.8	
Q c-b	=	870			

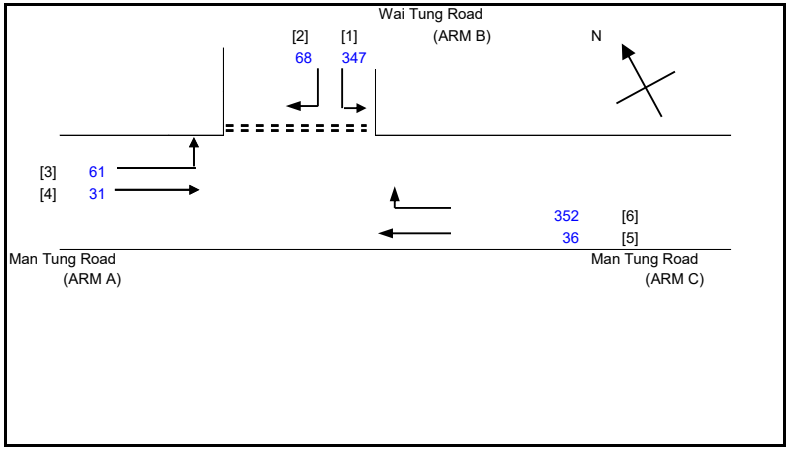
TOTAL FLOW = 867 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1671
DFC b-c	=	0.4941
DFC c-b	=	0.3885

CRITICAL DFC = 0.49

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Des_CM**	PROJECT NO.: 83209	PREPARED BY:	BK	Dec-25
J7 : Man Tung Road / Wai Tung Road		FILENAME : ı Tung Rd-Wai Tung Rd_P.xlsx	CHECKED BY:	CC	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow			REVIEWED BY:	CC	Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	61	(pcu/hr)
q a-c	=	31	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	7.00	(metres)
Vr c-b	=	30	(metres)
q c-a	=	36	(pcu/hr)
q c-b	=	352	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.50	(metres)
W b-c	=	3.50	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	68	(pcu/hr)
q b-c	=	347	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8628183
E	=	0.9237883
F	=	1.2083931
Y	=	0.7585

THE CAPACITY OF MOVEMENT :

Q b-a	=	403			
Q b-c	=	674	Q b-c (O) =	645.6	
Q c-b	=	870			

TOTAL FLOW = 895 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

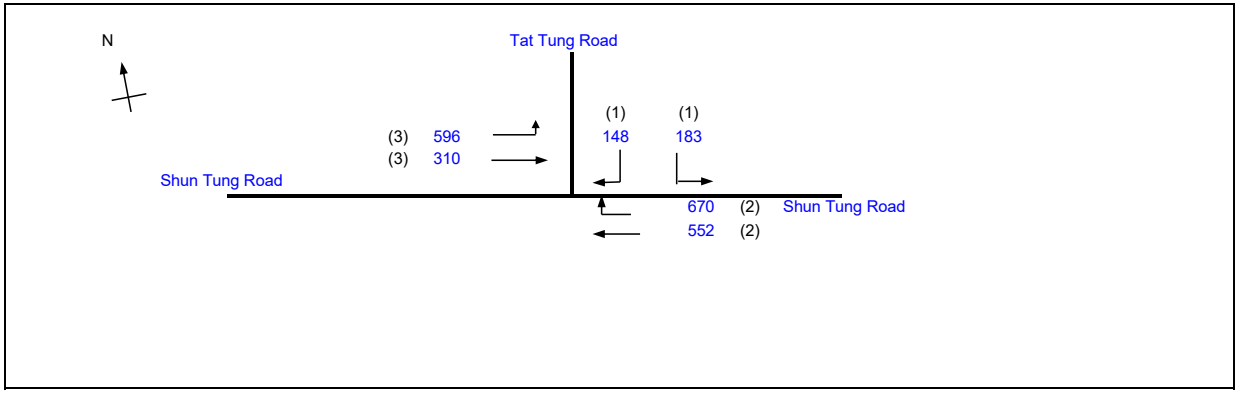
DFC b-a	=	0.1687
DFC b-c	=	0.5148
DFC c-b	=	0.4046

CRITICAL DFC = 0.51

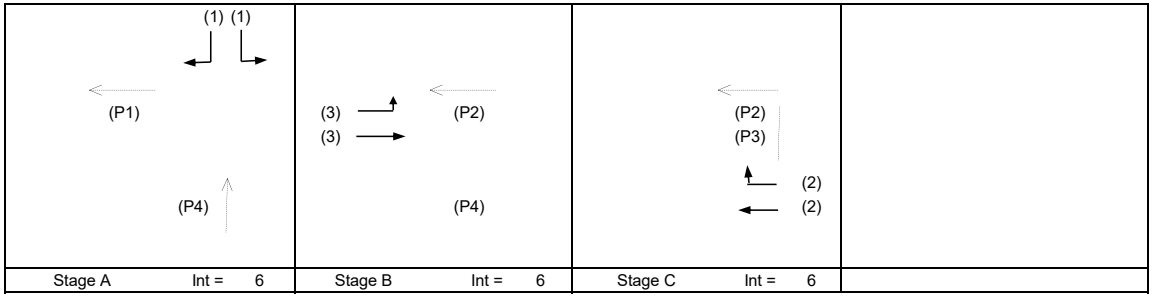
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	2030Ref_CM	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J8: Tat Tung Road / Shun Tung Road (West)		FILENAME :	Checked By:	CW	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)		J8_Tat Tung Rd-Shun Tung Road (West)_S	Reviewed By:	SC	Dec-25



		Existing Cycle Time
No. of stages per cycle	N =	3
Cycle time	C =	110 sec
Sum(y)	Y =	0.600
Loss time	L =	15 sec
Total Flow	=	2459 pcu
Co = (1.5*L+5)/(1-Y)	=	68.7 sec
Cm = L/(1-Y)	=	37.5 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	31.3 %
Cp = 0.9*L/(0.9-Y)	=	45.0 sec
Ymax = 1-L/C	=	0.864
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	30 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	8	11
P2	B,C	8	5	6	2	81	6
P3	C	10	5	8	2	49	8
P4	A,B	11	6	9	2	40	9

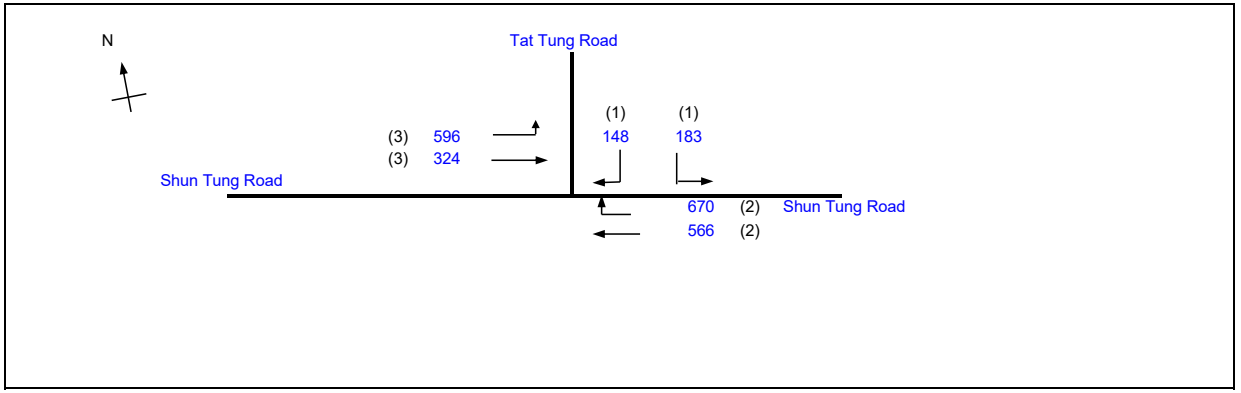
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
LT	A	3.50	1	1	20		N	1965	183			183	1.00	1828			1828	0.100	0.100		16	16	0.694	30	54
RT	A	3.50	1	1	30			2105			148	148	1.00	2005			2005	0.074			12	16	0.512	18	45
LT	B	3.50	3	2	20		N	4070	596			596	1.00	3786			3786	0.157	0.157		25	25	0.694	42	39
SA	B	3.50	3	2				4210		310		310	0.00	4210			4210	0.074			12	25	0.325	21	33
SA	C	3.50	2	2			N	4070		552		552	0.00	4070			4070	0.136	0.342		21	54	0.275	24	15
RT	C	3.50	2	1	20			2105			670	670	1.00	1958			1958	0.342			54	54	0.694	60	23

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

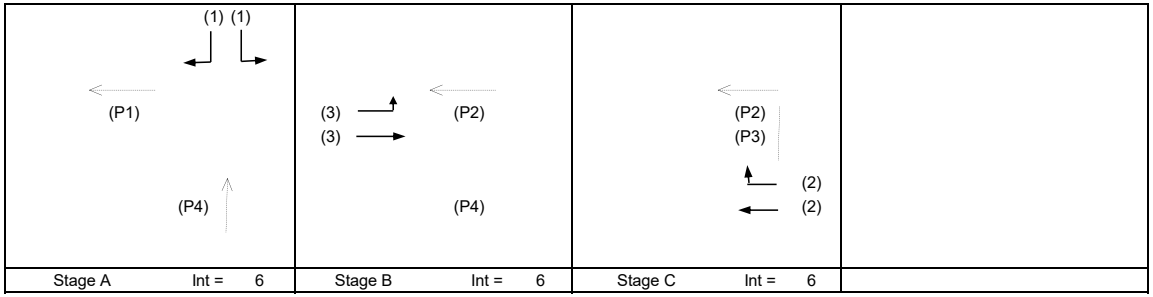
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Des_CM**	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
J8: Tat Tung Road / Shun Tung Road (West)		FILENAME :	Checked By:	CW	Dec-25
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)		J8_Tat Tung Rd-Shun Tung Road (West)_S	Reviewed By:	SC	Dec-25



		Existing Cycle Time
No. of stages per cycle	N =	3
Cycle time	C =	110 sec
Sum(y)	Y =	0.600
Loss time	L =	15 sec
Total Flow	=	2487 pcu
Co = (1.5*L+5)/(1-Y)	=	68.7 sec
Cm = L/(1-Y)	=	37.5 sec
Yult	=	0.788
R.C.ult = (Yult-Y)/Y*100%	=	31.3 %
Cp = 0.9*L/(0.9-Y)	=	45.0 sec
Ymax = 1-L/C	=	0.864
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	30 %



Stage A Int = 6 | Stage B Int = 6 | Stage C Int = 6

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	8	11
P2	B,C	8	5	6	2	81	6
P3	C	10	5	8	2	49	8
P4	A,B	11	6	9	2	40	9

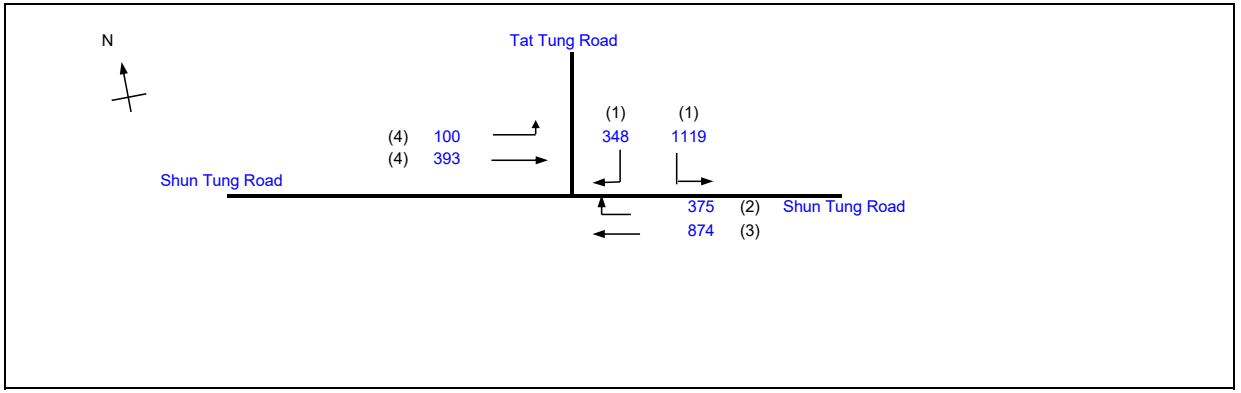
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				15					
LT	A	3.50	1	1	20		N	1965	183			183	1.00	1828			1828	0.100	0.100		16	16	0.694	30	54
RT	A	3.50	1	1	30			2105			148	148	1.00	2005			2005	0.074			12	16	0.512	18	45
LT	B	3.50	3	2	20		N	4070	596			596	1.00	3786			3786	0.157	0.157		25	25	0.694	42	39
SA	B	3.50	3	2				4210		324		324	0.00	4210			4210	0.077			12	25	0.339	21	33
SA	C	3.50	2	2			N	4070		566		566	0.00	4070			4070	0.139	0.342		22	54	0.282	24	15
RT	C	3.50	2	1	20			2105			670	670	1.00	1958			1958	0.342			54	54	0.694	60	23

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

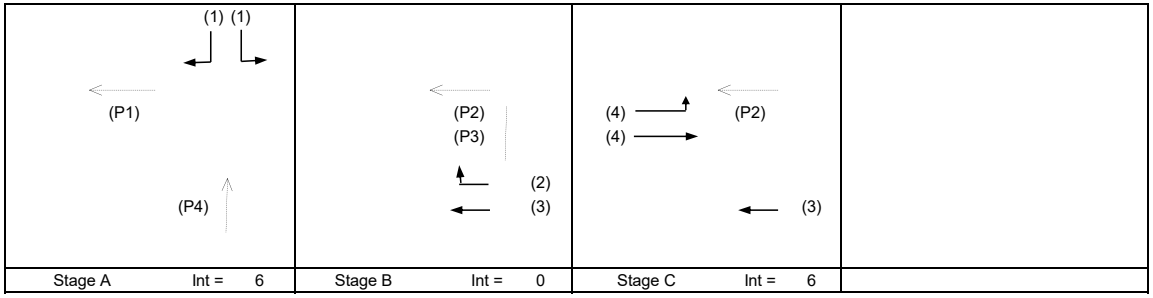
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung	**2030Ref_CM Peak**		
J9: Tat Tung Road / Shun Tung Road (East)	PROJECT NO.: 83209	Prepared By:	AH	Dec-25
2030 Reference Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)	FILENAME : J9_Tat Tung Rd-Shun Tung Road (East)_S.	Checked By:	CW	Dec-25
		Reviewed By:	SC	Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	110	sec
Sum(y)		Y =	0.510	
Loss time		L =	10	sec
Total Flow		=	3209	pcu
Co	= (1.5*L+5)/(1-Y)	=	40.8	sec
Cm	= L/(1-Y)	=	20.4	sec
Yult		=	0.825	
R.C.ult	= (Yult-Y)/Y*100%	=	61.7	%
Cp	= 0.9*L/(0.9-Y)	=	23.1	sec
Ymax	= 1-L/C	=	0.909	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	60	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	50	11
P2	B,C	8	5	6	2	39	6
P3	B	8	5	7	2	14	7
P4	A	13	7	11	2	50	11

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				10					
LT	A	3.50	1	2	20		N	4070	1119			1119	1.00	3786			3786	0.296	0.296		58	58	0.561	48	17
RT	A	3.50	1	1	25			2105			348	348	1.00	1986			1986	0.175			34	58	0.333	30	14
LT	C	3.50	4	1	15		N	1965	100			100	1.00	1786			1786	0.056			11	19	0.323	12	38
SA	C	3.50	4	2				4210		393		393	0.00	4210			4210	0.093			18	19	0.538	27	40
SA	B,C	3.50	3	2			N	4070		874		874	0.00	4070			4070	0.215	0.215		42	60	0.391	36	13
RT	B	3.50	2	2	30			4210			375	375	1.00	4010			4010	0.094			18	18	0.572	27	41

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

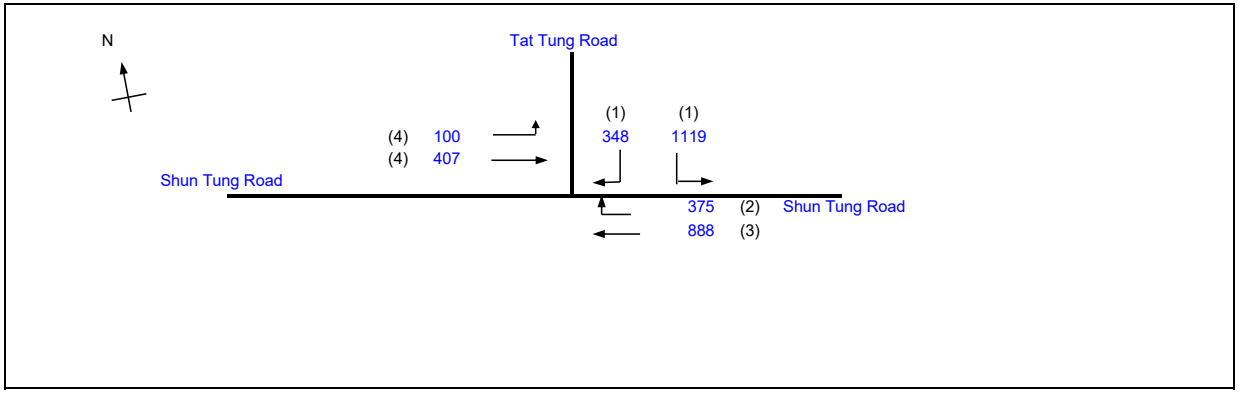
TRAFFIC SIGNAL CALCULATION

INITIALS	DATE

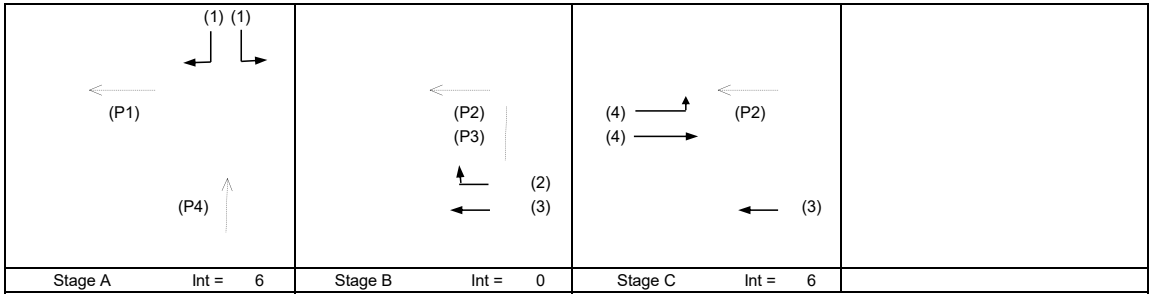
Proposed Columbarium at Prajna Dhyana Temple, Tung Chung
J9: Tat Tung Road / Shun Tung Road (East)
2030 Design Ching Ming Festival Day Peak Hour Traffic Flow (with improvement scheme by others)

2030Des_CM Peak

PROJECT NO.:	83209	Prepared By:	AH Dec-25
FILENAME :		Checked By:	CW Dec-25
J9_Tat Tung Rd-Shun Tung Road (East)_S.		Reviewed By:	SC Dec-25



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	110	sec
Sum(y)		Y =	0.514	
Loss time		L =	10	sec
Total Flow		=	3237	pcu
Co	= (1.5*L+5)/(1-Y)	=	41.1	sec
Cm	= L/(1-Y)	=	20.6	sec
Yult		=	0.825	
R.C.ult	= (Yult-Y)/Y*100%	=	60.6	%
Cp	= 0.9*L/(0.9-Y)	=	23.3	sec
Ymax	= 1-L/C	=	0.909	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	59	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A	13	7	11	2	49	11
P2	B,C	8	5	6	2	39	6
P3	B	8	5	7	2	14	7
P4	A	13	7	11	2	50	11

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				10					
LT	A	3.50	1	2	20		N	4070	1119			1119	1.00	3786			3786	0.296	0.296		58	58	0.565	48	17
RT	A	3.50	1	1	25			2105			348	348	1.00	1986			1986	0.175			34	58	0.335	30	14
LT	C	3.50	4	1	15		N	1965	100			100	1.00	1786			1786	0.056			11	19	0.316	12	38
SA	C	3.50	4	2				4210		407		407	0.00	4210			4210	0.097			19	19	0.546	30	40
SA	B,C	3.50	3	2			N	4070		888		888	0.00	4070			4070	0.218	0.218		42	61	0.396	36	13
RT	B	3.50	2	2	30			4210			375	375	1.00	4010			4010	0.094			18	18	0.572	27	41

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix C

Junction Improvement Works

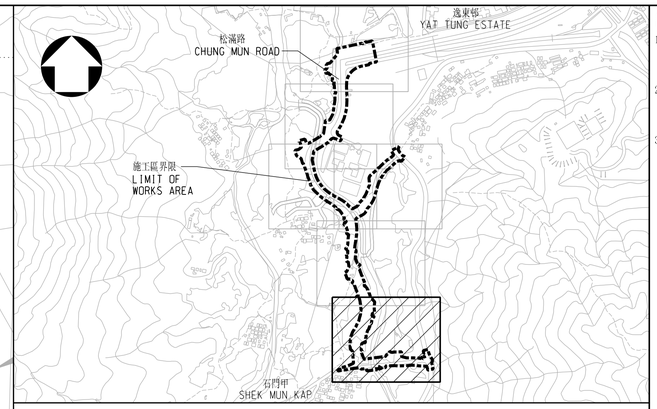
Proposed by Others

連接圖則編號 RD/GZ505
CONTINUED ON PLAN
NO. RD/GZ505

MATCH LINE E-E
連接線E-E

811000 E
811100 E
811200 E
814700 N
814600 N

插圖A
INSET A
比例 SCALE 1:250



位置圖 LOCATION PLAN
比例 SCALE 1:10000

參照插圖A
SEE INSET A

+21.4
+21.9
+32.3

石門甲道
SHEK MUN KAP ROAD

0 5 10 15 20 25
METRES
米
1 : 500

註釋 NOTES:

1. 除在其他方面指定外，全部以米為量度單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、樓梯和地面路中預留帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, STAIRCASE AND AT-GRADE CENTRAL RESERVE / TRAFFIC ISLAND WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(裕東路、松滿路、L29號公路、L30號公路及石門甲道道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT YU TUNG ROAD, CHUNG MUN ROAD, ROAD L29, ROAD L30 AND SHEK MUN KAP ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.	比例 SCALE
RD/GZ506	1:500@A1

辦事處 OFFICE

可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

PROPOSED KERB MODIFICATIONS TO BE CARRIED OUT BY APPLICANT

PLANNED ROAD MARKING MODIFICATIONS TO BE CARRIED OUT BY CEDD

PROPOSED ROAD MARKING MODIFICATIONS TO BE CARRIED OUT BY APPLICANT

PLANNED ROAD MARKING MODIFICATIONS TO BE CARRIED OUT BY CEDD

PROPOSED ROAD MARKING MODIFICATIONS TO BE CARRIED OUT BY APPLICANT

PLANNED ROAD MARKING MODIFICATIONS TO BE CARRIED OUT BY CEDD

PLANNED KERB MODIFICATION TO BE CARRIED OUT BY CEDD

20m

20m

60m

50m

70m

15m

YU TUNG ROAD

CHUNG YAN ROAD

LEGEND

PROPOSED IMPROVEMENT WORKS TO BE CARRIED OUT BY APPLICANT

PLANNED IMPROVEMENT WORKS TO BE CARRIED OUT BY CEDD

NTE/I/YuTun-11A

NTE/I/ChuYan-X02B

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

Plot File by: chanxwa 8/11/2024
PATH: F:\BACK UP (E)\ALEX NG\TUNG CHUNG WEST\FIGURE 5.2.dgn

AECOM

PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

CLIENT
業主

SUN HUNG KAI REAL ESTATE AGENCY LTD. 新鴻基地產代理有限公司

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容新增	CHK. 複核

STATUS
階段

SCALE 比例
A3 1 : 600

DIMENSION UNIT 尺寸單位

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

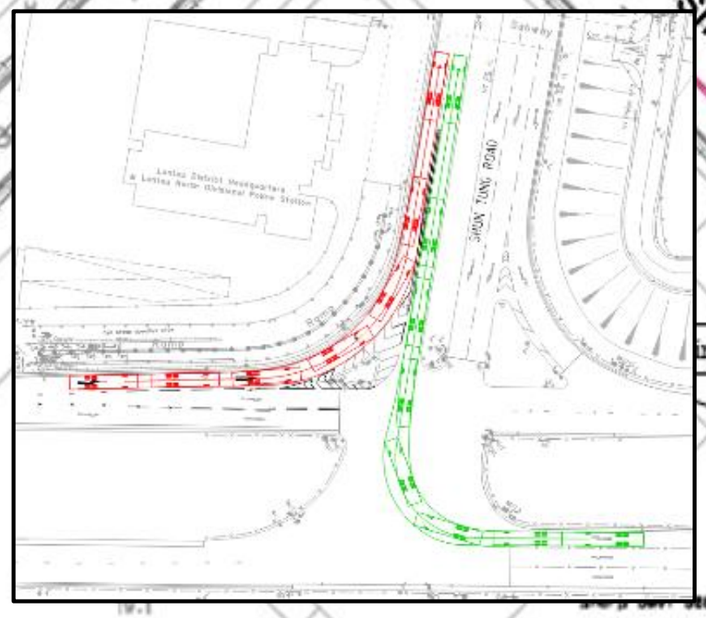
SHEET TITLE
圖紙名稱

PROPOSED JUNCTION IMPROVEMENT SCHEME AT J3 (YU TUNG ROAD / CHUNG YAN ROAD)

SHEET NUMBER
圖紙編號

FIGURE 5.1

Proposed Improvement Scheme for J12 – Shun Tung Road / Yu Tung Road



Shun Tung Road

Yu Tung Road

Modification of Lane Marking

14.0
22.7
19.5
18.9
20.7
21.1
21.2
19.9
20.3
20.4
19.0
19.7
20.0
19.4
25.0
25.8
26.2
24.4
CUL
Ramp
Boulder Barrier

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: $USER$
PATH: $FILE$

$DATE$

AECOM

PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TUNG CHUNG VALLEY OUTLINE ZONING PLAN TO REZONE "RESIDENTIAL (GROUP C)2" ZONE TO "RESIDENTIAL (GROUP B)" ZONE IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 1 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG, LANTAU ISLAND

CLIENT
業主

SUN HUNG KAI REAL ESTATE AGENCY LTD. 新鴻基地產

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核核

STATUS
階段

SCALE 比例 — **DIMENSION UNIT** 尺寸單位

A3 1 : 500

KEY PLAN
索引圖

PROJECT NO. 項目編號 — **CONTRACT NO.** 合約編號

SHEET TITLE
圖紙名稱

PLANNED JUNCTION IMPROVEMENT SCHEME OF J2 UNDER TUNG CHUNG NEW TOWN EXTENSION (WEST) TIA (REP-116-02)

SHEET NUMBER
圖紙編號

FIGURE 3.18

811500 E
811600 E
811700 E
811800 E
816700 N
816600 N

東涌游泳池
TUNG CHUNG SWIMMING POOL

達東路
TAT TUNG ROAD

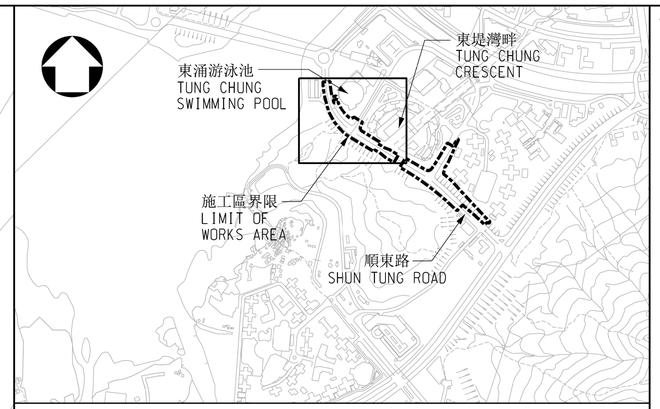
東堤灣畔
TUNG CHUNG CRESCENT

順東路
SHUN TUNG ROAD

CUT LINE A-A
進接線A-A

進接圖則第 RD/GZ113 號
CONTINUED ON PLAN
NO. RD/GZ113

0 5 10 15 20 25
METRES
米
1 : 500



位置圖 LOCATION PLAN
比例 SCALE 1:10000

圖例 LEGEND:

- 施工區界限 LIMIT OF WORKS AREA
- 擬建行人過路處 PROPOSED PEDESTRIAN CROSSING
- 擬建護土牆 PROPOSED RETAINING WALL
- 現有地面行車道將永久封閉及改建為地面行人路 EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE FOOTPATH
- 現有地面行車道將永久封閉及改建為地面路中預留帶/安全島 EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CENTRAL RESERVE/TRAFFIC ISLAND
- 現有地面行人路將永久封閉及改建為地面行車道 EXISTING AT-GRADE FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
- 現有地面行人路將永久封閉及改建為地面美化市容地帶 EXISTING AT-GRADE FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE AMENITY AREA
- 現有地面美化市容地帶將永久封閉及改建為地面行車道 EXISTING AT-GRADE AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
- 現有地面美化市容地帶將永久封閉及改建為地面行人路 EXISTING AT-GRADE AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE FOOTPATH
- 現有地面美化市容地帶將永久封閉及改建為地面路中預留帶/安全島 EXISTING AT-GRADE AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CENTRAL RESERVE/TRAFFIC ISLAND
- 現有地面路中預留帶/安全島將永久封閉及改建為地面行車道 EXISTING AT-GRADE CENTRAL RESERVE/TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
- 現有地面路中預留帶/安全島將永久封閉及改建為地面美化市容地帶 EXISTING AT-GRADE CENTRAL RESERVE/TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE AMENITY AREA
- 現有樓梯將永久封閉及改建為地面行人路 EXISTING STAIRCASE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE FOOTPATH
- 現有樓梯將永久封閉及改建為斜坡 EXISTING STAIRCASE TO BE PERMANENTLY CLOSED AND CONVERTED INTO SLOPE
- 現有行人過路處將永久封閉及拆卸 EXISTING PEDESTRIAN CROSSING TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有地面行車道將暫時封閉及重建 EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面行人路將暫時封閉及重建 EXISTING AT-GRADE FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面美化市容地帶將暫時封閉及重建 EXISTING AT-GRADE AMENITY AREA TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有地面路中預留帶/安全島將暫時封閉及重建 EXISTING AT-GRADE CENTRAL RESERVE/TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有斜坡將拆卸及改建為地面行人路 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE FOOTPATH
- 現有斜坡將拆卸及改建為樓梯 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO STAIRCASE
- 現有斜坡將拆卸及重建 EXISTING SLOPE TO BE DEMOLISHED AND RECONSTRUCTED

註釋 NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位，並在香港主水平基準上。
   ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內部分現有地面行車道、地面行人路、地面單車徑、地面美化市容地帶、地面路中預留帶/安全島和樓梯或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, AT-GRADE CENTRAL RESERVES/TRAFFIC ISLANDS AND STAIRCASE WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

批註 ENDORSED BY

陳美寶 CHAN Mable

運輸及房屋局常任秘書長（運輸）
PERMANENT SECRETARY FOR TRANSPORT AND HOUSING (TRANSPORT)

日期：
DATE:

核准 APPROVED BY

王仲邦 GAVIN C P WONG

土木工程拓展署
可持續大嶼辦事處
總工程師/大嶼山2
CHIEF ENGINEER / LANTAU 2
SUSTAINABLE LANTAU OFFICE
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

日期：
DATE: 04 MAY 2022

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
(順東路道路工程)

PWP ITEM NO. 7786CL
TUNG CHUNG NEW TOWN EXTENSION
(ROAD WORKS AT SHUN TUNG ROAD)

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

(SHEET 1 OF 2)(第一張，共二張)

圖則編號 PLAN NO.	比例 SCALE
RD/GZ112	1:500@A1

辦事處 OFFICE

可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

東堤灣畔
TUNG CHUNG CRESCENT

811900 E

812000 E

816500 N

816400 N

816300 N

達東路
TAT TUNG ROAD

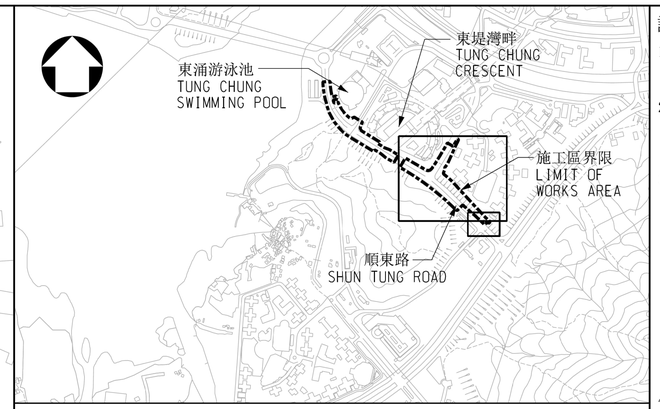
東盛樓
TUNG SHING HOUSE

順東路
SHUN TUNG ROAD

連接圖則第 RD/GZ112 號
CONTINUED ON PLAN NO. RD/GZ112
CUT LINE A-A
連接線A-A

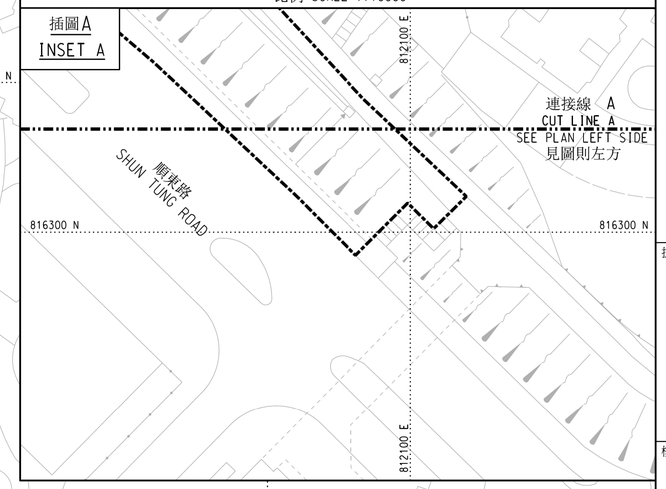
連接線 A
CUT LINE A
SEE INSET A
見插圖 A

0 5 10 15 20 25
METRES
米
1 : 500



位置圖 LOCATION PLAN
比例 SCALE 1:10000

插圖A
INSET A



註釋 NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均以米為單位，並在香港主水平基準上。
   ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
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   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, AT-GRADE FOOTPATHS, AT-GRADE CYCLE TRACKS, AT-GRADE AMENITY AREAS, AT-GRADE CENTRAL RESERVES/TRAFFIC ISLANDS AND STAIRCASE WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 圖例載於圖則第 RD/GZ112 號。
   LEGEND IS SHOWN ON PLAN NO. RD/GZ112.

批註 ENDORSED BY

陳美寶 CHAN Mable
運輸及房屋局常任秘書長（運輸）
PERMANENT SECRETARY FOR TRANSPORT AND HOUSING (TRANSPORT)

日期：
DATE:

核准 APPROVED BY

王仲邦 GAVIN C P WONG
土木工程拓展署
可持續大嶼辦事處
總工程師/大嶼山2
CHIEF ENGINEER / LANTAU 2
SUSTAINABLE LANTAU OFFICE
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

日期： 04 MAY 2022
DATE:

工程名稱 PROJECT TITLE

工務計劃項目第7786CL號
東涌新市鎮擴展
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(SHEET 2 OF 2)(第二張，共二張)

圖則編號 PLAN NO.	比例 SCALE
RD/GZ113	1:500@A1

辦事處 OFFICE
可持續大嶼辦事處
SUSTAINABLE LANTAU OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

A1 594x841

Appendix D

Swept Path Demonstration

7m Light Buses

Access Road to
Shek Mun Kap Road

Site Boundary

0 12.5 25 37.5 50

OZZO TECHNOLOGY

Partial Redevelopment and Proposed Columbarium at Prajna Dhyana Temple, Tung Chung

7m Light Bus Swept Path Demonstration

Date	Scale
27/11/2025	1:1250

Project No.	83209	Rev.
Dwg No.	Appendix D	-

X:\Ozzo\83209_Proposed Columbarium at Prajna Dhyana Temple, Tung Chung\Data\Dwg\83209_SK3.dwg 2025/12/19 11:58:24