

**Rectified Columbarium Halls within
the Pre-Cut-Off Columbarium at
Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185
and Adjoining Government Land,
No. 221 Pai Tau Village
Sha Tin, New Territories**

**Traffic Impact Assessment
21st May, 2026**

Final Report

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**Prepared for: H.K. Ten Thousand Buddhas
Monastery Management Committee Ltd.**

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1.0 INTRODUCTION

Background

- 1.1 Ten Thousand Buddhas Monastery ("TTBM") is located at Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and adjoining Government Land, i.e. No. 221 Pai Tau Village in Sha Tin, and its location is shown in **Figure 1.1**.
- 1.2 TTBM is a traditional Buddhist religious institution established in 1957, and has long been a popular place for worship and sightseeing. One of its religious services is to provide columbarium niche for storage of cremated human remains, and has been operating prior to the enactment of the Private Columbaria Ordinance (Cap. 630) on 30 June 2017, i.e. Pre-Cut-Off Columbarium. Application for Licence and Application for Exemption have both been submitted by TTBM to the Private Columbaria Licensing Board ("PCLB") of Food and Environmental Hygiene Department ("FEHD"), which would allow the Pre-Cut-Off Columbarium to continue to operate at its current confined scale.
- 1.3 Under this planning application, TTBM (the "Applicant") intends to seek permission to also rectify 1,522 niches available for sale, in line with the PCLB record. The niches to be rectified for sale are located in 3 existing columbarium halls of the Pre-Cut-Off Columbarium, namely Man Shun Tong, Man Lai Tong, and Man Yi Tong of Ng Sheung Din (hereinafter the "Rectified Columbarium Halls").
- 1.4 To minimise potential traffic and pedestrian impact associated with the Rectified Columbarium Halls, the following special traffic and pedestrian arrangements are proposed:
 - (i) The Rectified Columbarium Halls shall be operated separately from the sold niches of other columbarium halls of the Pre-Cut-Off Columbarium;
 - (ii) Visitation to the Rectified Columbarium Halls is by appointment only on weekdays during the normal opening hours of TTBM from 0900 to 1700 hours, except for public holidays;
 - (iii) The Rectified Columbarium Halls will be closed on Saturdays, Sundays, and public holidays, including Ching Ming and Chung Yeung Festival Days, i.e. no visitation is permitted; and
 - (iv) Visiting capacity is limited to 18 visitors per 30-minute session, and all reservations must be made at least 2 days in advance.
- 1.5 CKM Asia Limited, a traffic and transportation planning consultancy firm, is commissioned by the Applicant to carry out a Traffic Impact Assessment ("TIA") to support this application for planning permission to facilitate the operation of the Rectified Columbarium Halls. The development parameters, and special traffic and pedestrian arrangements included in this TIA report have been revised after considering the Transport Department comments provided in November 2025 during pre-submission stage.

Scope of Study

1.6 The main objectives of this study are as follows:

- To present existing traffic information associated with TTBM on a weekday;
- To review the traffic conditions in the vicinity of TTBM during the weekday columbarium peak hour;
- To present the proposed traffic and pedestrian management measure for the Rectified Columbarium Halls;
- To quantify the traffic and pedestrian generated by the Rectified Columbarium Halls during the weekday columbarium peak hour;
- To examine the traffic and pedestrian impact on the local road junctions, pedestrian footpaths, hourly car parks, and public transport services; and
- To identify deficiencies, if any, in the road network and pedestrian facilities in accommodating the impact associated with the Rectified Columbarium Halls.

Contents of the Report

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

- Chapter Two - Describes the existing condition and surveys,
- Chapter Three - Outlines the Rectified Columbarium Halls and the proposed special traffic and pedestrian arrangement,
- Chapter Four - Presents the traffic, pedestrian, public transport impact analyses, and
- Chapter Five - Summarises the TIA and provides the overall conclusion.

2.0 THE EXISTING SITUATION

Ten Thousand Buddhas Monastery ("TTBM")

- 2.1 TTBM is located at the hillside of To Fung Shan near Pai Tau Village in Sha Tin, and is to the immediate north of Po Fook Hill. It has no direct access to any road; and hence, is not accessible by motor vehicles. Visitors can only access TTBM on foot via 2 hillside trails.
- 2.2 The eastern trail is the primary trail connecting TTBM with the cul-de-sac of Sheung Wo Che Road. The western trail is a secondary trail connecting TTBM with Pai Tau Street via Pai Tau Village, and is less used by visitors. Pedestrian routings of the 2 existing trails are shown in **Figure 2.1**.
- 2.3 **Figure 2.2** shows the existing layout of TTBM. In view that TTBM is not accessible by motor vehicles, **NO** internal transport facilities are provided.
- 2.4 At present, TTBM opens for visitation daily from 0900 to 1700 hours.

Pre-Cut-Off Columbarium and Niches Status

- 2.5 The Pre-Cut-Off Columbarium of TTBM has 2,779 sold niches, of which 1,722 are occupied. These niches are located at various columbarium halls, and their locations are also indicated in **Figure 2.2**. Amongst these sold niches, 86 are located at the Rectified Columbarium Halls, and the Applicant will notify the niche owners regarding the future arrangement.

Festive Special Traffic and Transport Arrangements by the Government

- 2.6 Special traffic and transport arrangements are normally implemented at Pai Tau Village by the Government on Saturdays, Sundays and public holidays during the Ching Ming and Chung Yeung Festival Period to facilitate grave sweeping. No special arrangements are implemented on weekdays.

The Road Network

- 2.7 The public roads located closest to TTBM are Sheung Wo Che Road and Pai Tau Street, and both are some 300m to the west.
- 2.8 Sheung Wo Che Road is a local road of single 2-lane carriageway standard running from Pai Tau Street, and terminates at its cul-de-sac approximately 100m north. It serves the car parks of Sha Tin Government Offices and Grand Central Plaza. General laybys are provided along both sides of the carriageway to facilitate loading / unloading activities.
- 2.9 Pai Tau Street between Sha Tin Rural Committee Road and its cul-de-sac at Pai Tau Village / Po Fook Hill is a local road of single 2-lane carriageway.
- 2.10 Sha Tin Rural Committee Road is a Primary Distributor of dual-3 carriageway standard running from Pai Tau Street to Tai Chung Kiu Road, and continues as Sha Tin Wai Road. It intersects with other nearby Primary Distributors, including Tai Po Road – Sha Tin, Yuen Wo Road, and Tai Chung Kiu Road, providing regional access within the Sha Tin District and beyond.

Traffic Surveys near 2025 Ching Ming Festival Period

2.11 In view that the Rectified Columbarium Halls will only allow visitation by appointment on weekdays, traffic surveys were conducted on Monday, 31st March 2025, which is a weekday within the same week of 2025 Ching Ming Festival Day.

2.12 Details of the traffic surveys are described in the paragraphs below.

Visitor Count Survey at TTBM

2.13 Visitor count survey was conducted at TTBM, including the Pre-Cut-Off Columbarium, during the opening hours between 0900 and 1700 hours to determine the peak operation hours, i.e. weekday columbarium peak hour with the highest number of visitors, and it was 1200 to 1300 hours. Table 2.1 summarises the results.

TABLE 2.1 RESULTS OF VISITOR COUNTS AT TTBM

Items	Columbarium Peak Hour (1200 – 1300 hours)	Daily Total (0900 – 1700 hours)
Number of Visitors	60 persons	340 persons

Transport Mode Survey

2.14 Transport mode surveys were conducted, and Table 2.2 summarises the results.

TABLE 2.2 MODE OF TRANSPORT USED BY VISITORS OF TTBM

Items	Mode of Transport						TOTAL
	Public Transport			Private Transport		On Foot	
	MTR	Franchised Bus	GMB	Private Car	Taxi		
Number of Visitors	68	47	7	12	0	29	163
Percentage	42%	29%	4%	7%	0	18%	100%
	75%			7%			

2.15 Table 2.2 shows some 75% of visitors of TTBM used public transport, i.e. MTR, Franchised Bus, and GMB; 18% walk to TTBM; and the remaining 7% by private cars and taxi.

Occupancy of Private Cars

2.16 The occupancy of the private cars observed are summarised in Table 2.3.

TABLE 2.3 OCCUPANCY OF PRIVATE CARS

Number of Visitors [a]	Number of Vehicles [b]	Average Occupancy [c] = [a]÷[b]
12	4	3.0 persons/vehicle

2.17 Table 2.3 shows that the average occupancy of private cars is 3.0.

Traffic Counts at Junctions and Road Links

- 2.18 Manual classified traffic counts were conducted during the columbarium peak period from 1000 to 1400 hours at the junctions and road links summarised in Table 2.4.

TABLE 2.4 SURVEYED JUNCTIONS AND ROAD LINKS

Ref.	Surveyed Locations
Road Junction	
J01	Junction of Sheung Wo Che Road / Pai Tau Street
J02	Junction of Sha Tin Rural Committee Road / Pai Tau Street
J03	Junction of Sha Tin Rural Committee Road / Tai Po Road – Sha Tin
J04	Junction of Sha Tin Rural Committee Road / Yuen Wo Road
J05	Junction of Sha Tin Rural Committee Road / Tai Chung Kiu Road
Road Links	
L01	Sheung Wo Che Road (between Pai Tau Street and Cul-de-sac)
L02	Pai Tau Street (between Sheung Wo Che Road and Sha Tin Rural Committee Road)
L03	Sha Tin Rural Committee Road (between Pai Tau Street and Tai Po Road – Sha Tin)
L04	Sha Tin Rural Committee Road (between Tai Po Road – Sha Tin and Yuen Wo Road)
L05	Sha Tin Rural Committee Road (between Yuen Wo Road and Tai Chung Kiu Road)

- 2.19 **Figure 2.3** shows the locations of the above junctions and road links, and the Area of Influence (“AOI”). **Figures 2.4 - 2.7** show the existing junction layouts.
- 2.20 The traffic counts were classified by vehicle types to enable traffic flows in passenger car unit (“pcu”) to be calculated. **Figure 2.8** shows the existing weekday columbarium peak hour traffic flow.

Operational Performance at Surveyed Junctions and Road Links

- 2.21 Existing operational performance of the surveyed junctions and road links are calculated based on the weekday columbarium peak hour traffic flows, and the analysis method found in Volume 2 of the Transport Planning and Design Manual (“TPDM”). The analysis results are summarised in Tables 2.5 and 2.6, and detailed calculations are found in Appendix A.

TABLE 2.5 EXISTING JUNCTION OPERATIONAL PERFORMANCE

	Junction	Type of Junction	Indicator	Weekday Columbarium Peak Hour
J01	Sheung Wo Che Road / Pai Tau Street	Priority	RFC	0.400
J02	Sha Tin Rural Committee Road / Pai Tau Street	Priority	RFC	0.623
J03	Sha Tin Rural Committee Road / Tai Po Road – Sha Tin	Signal	RC	60%
J04	Sha Tin Rural Committee Road / Yuen Wo Road	Signal	RC	52%
J05	Sha Tin Rural Committee Road / Tai Chung Kiu Road	Signal	RC	80%

Note:

RFC – Ratio of Flow to Capacity

RC – Reserve Capacity

TABLE 2.6 EXISTING ROAD LINK OPERATIONAL PERFORMANCE

Road Link	Dir.	Config.	Design Flow (veh/hr)	Weekday Columbarium Peak Hour	
				Traffic Flow (veh/hr)	P/Df
L01 Sheung Wo Che Road (between Pai Tau Street and Cul-de-sac)	NB	Single-2	360	226	0.628
	SB	Single-2	360	188	0.522
L02 Pai Tau Street (between Sheung Wo Che Road and Sha Tin Rural Committee Road)	EB	Single-2	360	261	0.725
	WB	Single-2	360	261	0.725
L03 Sha Tin Rural Committee Road (between Pai Tau Street and Tai Po Road – Sha Tin)	EB	Dual-3	3,780	541	0.143
	WB	Dual-2	2,340	554	0.237
L04 Sha Tin Rural Committee Road (between Tai Po Road – Sha Tin and Yuen Wo Road)	EB	Dual-3	3,780	381	0.101
	WB	Dual-3	3,780	780	0.206
L05 Sha Tin Rural Committee Road (between Yuen Wo Road and Tai Chung Kiu Road)	EB	Dual-3	3,780	661	0.175
	WB	Dual-3	3,780	937	0.248

Note: P/Df - Peak Hourly Flows/ Design Flow Ratios, where design flow in reference with TPDM, of which are reduced by 10% to account for percentage of heavy vehicles exceeds 15%

2.22 The results in Tables 2.5 and 2.6 show that the surveyed junctions and road links currently operate within capacity during the weekday columbarium peak hour.

Pedestrian Counts at Key Footpath Sections

2.23 Pedestrian counts were conducted during the weekday columbarium peak period at selected key footpaths located near TTBM. To address the comments of Transport Department provided during the pre-submission stage, a supplementary survey on pedestrian flow was conducted on Tuesday, 24th March, 2026, which is a weekday before the 2026 Ching Ming Festival Day.

2.24 **Figure 2.9** shows the locations and Table 2.7 summarises the surveyed locations.

TABLE 2.7 DETAILS OF THE SURVEYED FOOTPATHS

Ref.	Footpath
FP01	Ramp between Sha Tin Station Bus Terminus and Pai Tau Street
FP02	Northern Footpath of Pai Tau Street near Pai Tau Village
FP03	Footpath within Pai Tau Village
FP04	Western Footpath of Pai Tau Street outside Pai Tau Village Playground
FP05	Eastern Footpath of Pai Tau Street outside Grand Central Plaza
FP06	Eastern Footpath of Pai Tau Street outside Sha Tin Government Office
FP07	Northern Footpath of Sheung Wo Che Road outside Sha Tin Government Office
FP08	Southern Footpath of Sheung Wo Che Road outside Grand Central Plaza
FP09	Northern Footpath of Sha Tin Rural Committee Road outside Grand Central Plaza
FP10	Unnamed Footpath east of Grand Central Plaza
FP11	Hillside Trail to/from TTBM

2.25 Based on the weekday columbarium peak hour pedestrian flows observed, the Level-of-Service (“LOS”) analysis was conducted, and the LOS grading follows TPDM Volume 6, Section 10.4. Table 2.8 summarises the pedestrian flows, and analysis results.

TABLE 2.8 EXISTING FOOTPATH OPERATIONAL PERFORMANCE

Footpath Section	Measured Width (m)	Effective Width (m)	Weekday Columbarium Peak Hour	
			2-way Pedestrian Flow (ped/hr)	Flow Rates [LOS] (ped/m/min)
FP01	3.5m	2.5m	3,557	23.7 [C]
FP02	2.5m	2.0m	2,330	19.4 [B]
FP03	3.8m	3.3m	2,001	10.1 [A]
FP04	3.4m	2.9m	1,091	6.3 [A]
FP05	3.1m	2.1m	769	6.1 [A]
FP06	3.4m	2.9m	827	4.8 [A]
FP07	2.5m	2.0m	552	4.6 [A]
FP08	3.5m	2.5m	311	1.7 [A]
FP09	2.5m	2.0m	1,467	8.2 [A]
FP10	2.5m	2.5m	95	0.6 [A]
FP11	2.5m	1.5m	133	1.5 [A]

FP01 - Ramp between Sha Tin Station Bus Terminus and Pai Tau Street
 FP02 - Northern Footpath of Pai Tau Street near Pai Tau Village
 FP03 - Footpath within Pai Tau Village
 FP04 - Western Footpath of Pai Tau Street outside Pai Tau Village Playground
 FP05 - Eastern Footpath of Pai Tau Street outside Grand Central Plaza
 FP06 - Eastern Footpath of Pai Tau Street outside Sha Tin Government Office
 FP07 - Northern Footpath of Sheung Wo Che Road outside Sha Tin Government Office
 FP08 - Southern Footpath of Sheung Wo Che Road outside Grand Central Plaza
 FP09 - Northern Footpath of Sha Tin Rural Committee Road outside Grand Central Plaza
 FP10 - Unnamed Footpath east of Grand Central Plaza
 FP11 - Hillside Trail to/from TTBM

- 2.26 Table 2.8 shows that the surveyed footpaths operate satisfactorily during the weekday columbarium peak hour.

Public Transport Services

- 2.27 There are numerous public transport services operating in the vicinity of TTBM. The MTR Sha Tin Station and Sha Tin Station Bus Terminus are both located some 800m or around 20 minute walk away. **Figure 2.10** shows the location of the public transport service stops, and details of these services are summarised in Table 2.9.

TABLE 2.9 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR TTBM

Route	Routing	Remarks
KMB / CTB 170	Wah Fu (Central) ↔ Sha Tin Station	
KMB 85K	Heng On ↔ Sha Tin Station	
KMB 86K	Kam Ying Court ↔ Sha Tin Station	
KMB 86S	Kam Ying Court → Sha Tin Station	(3)
	Sha Tin Station → Kam Ying Court	(2)
KMB 88X	Ping Tin ↔ Sui Wo Court	
KMB 89X	Kwun Tong (Tsui Ping Road) ↔ Sha Tin Station	
KMB 263	Tuen Mun Station ↔ Sha Tin Station	
KMB W3	Sheung Shui ↔ Jordan (West Kowloon Station)	
KMB 70S	Wo Hop Shek → Hung Hom Station	(6)
KMB 888	Sha Tin Racecourse → Sha Tin Station	(6)
CTB 798	Tiu Keng Leng Station ↔ Fo Tan (Chun Yeung Estate)	
CTB 798A	Tseung Kwan O (Hong Sing Garden) ↔ Sha Tin Station	
CTB 798X	Tseung Kwan O (Hong Sing Garden) ↔ Fo Tan (Chun Yeung Estate)	

TABLE 2.9 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING
 NEAR TTBM (CONT'D)

Route	Routing	Remarks
GMB 27	Hong Kong Science Park → Sha Tin (Pai Tau Street)	
GMB 27A	Sha Tin (Pai Tau Street) ↔ Pak Shek Kok (Providence Bay)	
GMB 27B	Sha Tin (Pai Tau Street) ↔ Pak Shek Kok (Providence Bay)	(4)
GMB 60K	Sha Tin Station ↔ Wong Chuk Yeung Village / Fo Tan Cottage Area	
GMB 60P	Sha Tin Station ↔ Fo Tan (Chun Yeung Estate)	(2)
GMB 60R	Sha Tin Station ↔ Sha Tin Racecourse (Penfold Park)	(5)
GMB 62K	Sha Tin Station ↔ Sha Tin Lodge	
GMB 65A	Sha Tin Station ↔ Wong Nai Tau	(1)
GMB 66K	Sha Tin Station ↔ Kau To Shan (Circular)	
GMB 67A	Sha Tin Station ↔ Shek Mun Estate	
GMB 67K	Sha Tin Station ↔ A Kung Kok	
GMB 68K	Sha Tin (Pai Tau Street) ↔ Julimount Garden	
GMB 69K	Sha Tin (Pai Tau Street) ↔ Ville De Jardin / Greenwood Terrace	
GMB 809K	Sha Tin (Pai Tau Street) ↔ Shui Chuen Au Street (Circular)	

Note: KMB – Kowloon Motor Bus CTB – Citybus GMB – Green Minibus

- (1) Monday to Friday (except Public Holidays). AM peak hours only.
- (2) Monday to Friday (except Public Holidays). AM and PM peak hours only.
- (3) Monday to Saturday (except Public Holidays). AM and PM peak hours only.
- (4) Daily AM and PM peak hours only.
- (5) Sunday and Public Holidays only (except racing days).
- (6) Special services on specific day only.

Occupancy of Existing Public Transport Services

- 2.28 Utilisation surveys for the public transport services listed in Table 2.9 were conducted on the survey date, and the results are presented below.

Occupancy of Franchised Bus and Green Minibus

- 2.29 Table 2.10 summarises the results of occupancy survey during the weekday columbarium peak hour.

TABLE 2.10 RESULTS OF OCCUPANCY SURVEY ON ROAD-BASED PUBLIC
TRANSPORT SERVICES NEAR TTBM DURING THE WEEKDAY
COLUMBARIUM PEAK HOUR

Route	Number of Trips Observed	Number of Passenger Observed (pax/hr)	Hourly Capacity ⁽¹⁾ (pax/hr)	Occupancy	Surplus Capacity
Outbound from Sha Tin Station / Sha Tin (Pai Tau Street)					
KMB / CTB 170	2	26	200	13%	174
KMB 85K	2	52	200	26%	148
KMB 86K	3	39	300	13%	261
KMB 88X	4	104	400	26%	296
KMB 89X	2	78	200	39%	122
KMB 263	4	208	400	52%	192
KMB W3	1	26	100	26%	74
CTB 798	2	52	200	26%	148
GMB 27	3	30	48	63%	18
GMB 27A	10	100	160	63%	60
GMB 60K	15	145	240	60%	95
GMB 60P	4	55	64	86%	9
GMB 62K	7	43	112	38%	69
GMB 66K	3	12	48	25%	36
GMB 67A	9	82	144	57%	62
GMB 67K	5	54	80	68%	26
GMB 68K	9	130	144	90%	14
GMB 69K	4	45	64	70%	19
GMB 809K	1	15	16	94%	1
TOTAL – KMB / CTB	20	585	2,000	29.3%	1,415
TOTAL – GMB	70	711	1,120	63.5%	409
Inbound towards Sha Tin Station / Sha Tin (Pai Tau Street)					
KMB / CTB 170	2	26	200	13%	174
KMB 85K	4	156	400	39%	244
KMB 86K	3	78	300	26%	222
KMB 88X	4	104	400	26%	296
KMB 89X	3	78	300	26%	222
KMB 263	4	156	400	39%	244
KMB W3	2	26	200	13%	174
CTB 798	2	52	200	26%	148
GMB 27	4	45	64	70%	19
GMB 27A	12	53	192	28%	139
GMB 60K	16	123	256	48%	133
GMB 60P	10	125	160	78%	35
GMB 62K	7	24	112	21%	88
GMB 66K	2	25	32	78%	7
GMB 67A	8	75	128	59%	53
GMB 67K	5	45	80	56%	35
GMB 68K	12	125	192	65%	67
GMB 69K	11	102	176	58%	74
GMB 809K	1	15	16	94%	1
TOTAL – KMB / CTB	24	676	2,400	28.2%	1,724
TOTAL - GMB	88	757	1,408	53.8%	651

- (1) In reference with the *Annual Transport Digest 2024* published by Transport Department, the average capacity of a double-decker bus is 130 passengers. However, for analysis purpose, a carrying capacity of 100 passengers/ vehicle is adopted.
- (2) Mixed fleet of 16-seat and 19-seat GMB was observed. For analysis purpose, a carrying capacity of 16 passengers / vehicle is adopted.

Observed Operational Capacity of the MTR East Rail Line

- 2.30 Observation was also made for the MTR East Rail Line during the columbarium peak period from 1000 to 1400 hours on the surveyed weekday to estimate the train operational capacity. Table 2.11 presents the results.

TABLE 2.11 OBSERVED FREQUENCY AND ESTIMATED OPERATIONAL CAPACITY OF MTR EAST RAIL LINE DURING THE WEEKDAY COLUMBARIUM PEAK HOUR

Direction	Number of Trains Observed [a]	Average Headway (min)	Design Capacity ^(Note 1) (passenger/train) [b]	Operational Capacity (passenger / hour) [a] x [b]
Northbound (towards Lo Wu / Lok Ma Chau)	17	3.5	2,845	48,365
Southbound (towards Admiralty)	17	3.5	2,845	48,365

Note 1: Press Release. "LCQ20: Alleviating pressure on carrying capacity of MTR East Rail Line." 23 February 2022. The Government of the Hong Kong Special Administrative Region.

- 2.31 Trains were found to be not fully occupied during the weekday columbarium peak hour. Based on the real time "*Train Car Loading Indicator*" published by the MTR, no train car displayed "*almost full / is fully loaded*", during the corresponding survey period; hence, the East Rail operated with spare capacity.
- 2.32 According to the MTR website, the East Rail Line could operate as frequent as every 2.7 minutes during the weekday peak hour, i.e. 22 trains per hour per direction, with a maximum capacity of 62,590 passengers / hour / direction. Based on this, the observed operational capacity in Table 2.11 is some 77% to 73% of the maximum capacity [*Calculation: $(48,365 \div 62,590) \times 100\% = 77\%$*]

Car Park Vacancy Survey

- 2.33 Car park vacancy survey was conducted on the surveyed weekday at the selected major hourly car parks located nearby. Table 2.12 presents the results and Figure 2.11 shows locations of these selected car parks.

TABLE 2.12 VACANCY OF NEARBY SELECTED HOURLY CAR PARKS

Car Park		Total Number of Car Parking Spaces (Approximate)	Number of Vacant Parking Spaces		
			Morning (1000 hours)	Noon (1300 hours)	Afternoon (1600 hours)
A.	Grand Central Plaza	415	99+ ⁽¹⁾	99+ ⁽¹⁾	99+ ⁽¹⁾
B.	New Town Plaza Phase 1	534	99+ ⁽¹⁾	99+ ⁽¹⁾	99+ ⁽¹⁾
OVERALL		949	198+ ⁽¹⁾	198+ ⁽¹⁾	198+ ⁽¹⁾

Note (1): Minimum number of vacant parking spaces available inside the car park as displayed by the real-time parking information of the surveyed car park.

- 2.34 Table 2.12 shows that the nearby major hourly car parks have at least 198 available car parking spaces during the surveyed period.

3.0 THE RECTIFIED COLUMBARIUM HALLS

Layout of TTBM and Location of the Rectified Columbarium Halls

- 3.1 Layout of TTBM remains as in the present. **Figure 3.1** shows the location of the Rectified Columbarium Halls, which is located at the B/F below the main office. There are a total of 1,608 niches including 86 sold niches and 1,522 niches available for sale.

Internal Transport Facilities

- 3.2 No internal transport facilities are provided at TTBM due to site constraint. In view that TTBM is located on the hillside and not connected to any road, hence, it is only accessible on foot via hillside trails.
- 3.3 Even though no internal transport facilities are provided, TTBM will remain operational because of the following reasons:
- (i) There are numerous public transport services operating in the vicinity including franchised bus and GMB routes, as well as the MTR East Rail Line at the Sha Tin Station. Similar to the present condition, visitors are expected and will be encouraged to use these public transport services;
 - (ii) Less than 10% of visitors access TTBM by private cars / taxis. Hourly car parks located in the vicinity have spare capacity; and
 - (iii) TTBM has operated for many years, and goods and other materials (including urns) have always been delivered on foot from Sheung Wo Che Road.

Pedestrian Access of TTBM

- 3.4 Pedestrian access of TTBM will remain unchanged as in present condition, i.e. primarily via the existing eastern trails to/from the cul-de-sac of Sheung Wo Che Road.

Special Traffic and Pedestrian Arrangement

- 3.5 Special traffic and pedestrian arrangements are proposed by the Applicant to manage and minimise the potential traffic and pedestrian impact. Details are described in the paragraphs below.

Visit-by-Appointment Arrangement

- 3.6 Visit-by-Appointment Arrangement will be implemented by the Applicant requiring all visitors to the Rectified Columbarium Halls to register at least 2 days prior to visiting at all times. Hence, the number of visitors can be regulated. The same arrangement shall apply to all 1,608 niches, including the 86 sold niches.
- 3.7 Registration will be available via internet, smartphone application, or by phone. Visitors are required to provide the Applicant with the expected number of visitors, the columbarium hall and niche to be visited, and the intended visiting time and date. The registration will only be regarded as successful after the Applicant has confirmed the visiting details with the visitors.

- 3.8 Prior to entering the Rectified Columbarium Halls, visitors must first check-in with the Applicant at the main office, and present proof of a valid registration. Otherwise, entry of the Rectified Columbarium Halls will be denied.

Opening Hours

- 3.9 Visitation to the Rectified Columbarium Halls will be from 0900 to 1700 hours on weekdays, i.e. Monday to Friday, and closed on Saturdays, Sundays, and public holidays, including Ching Ming and Chung Yeung Festival Days. These opening hours on weekdays are the same as the opening hours of TTBM.

Notice on Visiting Arrangement

- 3.10 Under the condition of sale of niches, the Applicant will clearly state and emphasise the following:
- (i) Opening hours and closure period,
 - (ii) Visit-by-Appointment Arrangement required,
 - (iii) Encourage the use of public transport services,
 - (iv) Discourage access by private car and taxi,
 - (v) No parking is available at the TTBM, and
 - (vi) The Applicant reserves the right to adjust the closure period and other operational arrangement without prior notice.

- 3.11 Niche owners will be reminded prior to each Ching Ming and Chung Yeung Festival Periods of the above conditions of sale.

Placement of Cremated Ashes

- 3.12 Placing of cremated ashes into niches must also follow the above management arrangement. It will be by appointment only, and considered as a regular visiting session.

Visiting Capacity

- 3.13 Visiting capacity with the Visit-by-Appointment arrangement to the Rectified Columbarium Halls is calculated based on PNAP APP-154, "Design Requirements for Columbarium Facilities," published by the Buildings Department, and is presented in Table 3.1.

TABLE 3.1 VISITING CAPACITY OF THE RECTIFIED COLUMBARIUM HALLS WITH VISIT-BY-APPOINTMENT ARRANGEMENT

Item	Rectified Columbarium Halls
Total Usable Floor Area [a] ^(Note 1)	Approximately 37m ²
Housing Capacity [b] ^(Note 2)	2m ² of usable floor area per person
Visiting Capacity per Grave Sweeping Session [c] = [a] ÷ [b]	18 persons per session
Duration of Grave Sweeping / Session [d]	30 minutes per session
Number of Grave Sweeping / Hour [e] = 60 ÷ [d]	2 sessions per hour
Visiting Capacity per Hour [f] = [c]x[e]	36 persons per hour

Note 1: Combined Usable Floor Area of the 3 columbarium halls to be rectified.

Note 2: PNAP APP-154, "Design Requirements for Columbarium Facilities", Buildings Department. Assessment of population density = 2m² of usable floor area per person.

- 3.14 As shown in Table 3.1, the Applicant will impose two 30-minute grave sweeping sessions per hour with a maximum 18 persons per session, i.e. an hourly visiting capacity of 36 persons per hour.

Waiting Areas

- 3.15 Open areas within TTBM are available to serve as waiting areas as indicated in **Figure 3.1**, allowing visitors to wait before entering the Rectified Columbarium Halls and the details are summarised in Table 3.2.

TABLE 3.2 HOLDING CAPACITY OF WAITING AREA

Item	Parameters
Size of Waiting Areas [a]	Approx. 950 m ²
Assumed Waiting Efficiency [b]	75%
Effective Waiting Area [c] = [a]x[b]	713 m ²
Waiting Capacity [d] ^(Note 1)	4 persons per m ²
Total Waiting Capacity [e] = [c]x[d]	2,852 persons
Visiting Capacity per session [f] (From Table 3.1)	18 <i>[f] < [e], OK</i>
Waiting Capacity / Visiting Capacity Ratio [g] = [e] / [f]	158.3

Note 1: Waiting capacity in reference with Ch. 2.7, Vol.9, Transport Planning and Design Manual, Transport Department, which states a queuing capacity of 5 persons per 1.2m², i.e. 4 persons per 1m².

- 3.16 Table 3.2 shows the open areas within TTBM near the Rectified Columbarium Halls have a total area of approximately 950m² to serve as waiting areas, which is more than sufficient to accommodate the number of arriving visitors, i.e. 18 persons per session, and there will be no queuing outside the limits of TTBM.

Pedestrian Circulation

- 3.17 All doors of the Rectified Columbarium Halls will remain closed and locked at all times to prevent unauthorised access. All visitors must first check-in with the Applicant at the main office, and staff will then grant access to the Rectified Columbarium Halls.
- 3.18 At the end of each session, staff will clear all visitors from inside the Rectified Columbarium Halls, and prepare for entry of the following session.

Data Collection and Review of the Special Traffic and Pedestrian Arrangement

- 3.19 The Applicant will maintain records on visit-by-appointment, number of visitors, number of niches occupied, and observed operation condition etc., after obtaining the Town Planning Approval and the Private Columbarium License. This information can be used to review and evaluate the operation efficiency of the special traffic arrangement.
- 3.20 Thereafter, a revised Traffic and Crowd Management Plan can be submitted to the Transport Department and the Hong Kong Police Force for follow-up reviews and, if necessary, amendments may be made, which may include adjustments to the visiting capacity, etc. The special traffic and pedestrian arrangements and visit-by-appointment arrangements will be detailed in the Traffic and Crowd Management Plan of the Private Columbarium Licence, and implementation of these arrangements will be closely monitored by the PCLB to ensure compliance.

Comparison on Visiting Demand and Visiting Capacity

- 3.21 Table 3.3 compares the estimated visitor demand and visiting capacity for the Rectified Columbarium Halls during the Ching Ming or Chung Yeung Festival Period, which is taken as 4 weeks before and 4 weeks after the festival day, i.e. a total of 8 weeks.

TABLE 3.3 COMPARISON ON VISITOR DEMAND AND VISITING CAPACITY

Estimated Visitor Demand of the Rectified Columbarium Halls	
Number of visitors / occupied niches	= 2.89 visitors/niche ^(Note 1)
Total number of niches	= 86 sold niches + 1,522 niches available for sale = 1,608 niches
Total number of visitors (Visitor Demand per Festival Period)	= 1,608 niches x 2.89 visitors/niche = 4,648 visitors
Visiting Capacity of the Rectified Columbarium Halls	
Visiting capacity	= 18 persons per session
Number of sessions / hour	= 60 min/hr ÷ 30 min/session = 2 sessions/hr
Opening hours of TTBM	= 0900 to 1700 hours = 8 hr/day
Number of sessions / day	= 8 hr / day x 2 sessions/hr = 16 sessions/day
Daily visiting capacity	= 18 visitors/session x 16 sessions / day = 288 visitors/day
Minimum Number of Weekdays during the Festive Period	= 5 days / week x 8 weeks – 5 public holidays ^(Note 2) = 35 weekdays
Minimum Visiting Capacity	= 35 days x 288 visitors / day = 10,080 visitors > Visitor Demand of 4,648 hence, OK

Note 1: Based on surveys conducted at the Memorial Park Hong Kong located at 93 Fo Tan Village, Sha Tin, which is an existing columbarium approved under Rezoning Application TPB Y/ST/47, and PCLB Serial 1 with Approval-in-Principle under License Application.

Note 2: Ching Ming Festival Period has 5 public holidays, including (i) Ching Ming Festival Day, (ii) Good Friday, (iii) the Day following Good Friday, (iv) Easter Monday, and (v) Labour Day (1st May). Whereas, Chung Yeung Festival Period has 3 public holidays, including (i) Chung Yeung Festival Day, (ii) National Day (1st October), and (iii) the Day following Mid-Autumn Festival. Therefore, the higher number of public holidays from Ching Ming Festival Period is assumed, and subtracted to determine the total number non-public holiday weekdays.

- 3.22 Table 3.3 shows the visitor demand is estimated to be 4,648 per festive period, which is less than the visiting capacity of 10,080 visitors. Hence, the proposed visiting capacity of 18 persons per visiting session is considered acceptable, and will be sufficient to accommodate the expected festive visitor demand.

Pedestrian and Traffic Generation of the Rectified Columbarium Halls

- 3.23 Pedestrian generation associated with the Rectified Columbarium Halls will be controlled with the implementation of the Visit-by-Appointment. Table 3.4 summarises the weekday columbarium peak hour pedestrian generation of the Rectified Columbarium Halls.

TABLE 3.4 WEEKDAY COLUMBARIUM PEAK HOUR PEDESTRIAN GENERATION

Item	Weekday Columbarium Peak Hour Pedestrian Generation
Number of visitors (persons) controlled by visit-by-appointment arrangement (From Table 3.1)	36 persons per hour

- 3.24 Table 3.5 presents the estimated mode of transport by visitors and the associated traffic generation.

TABLE 3.5 MODE OF TRANSPORT USED BY VISITORS OF THE RECTIFIED COLUMBARIUM HALLS AND THE ASSOCIATED TRAFFIC GENERATION

Mode of Transport	Percentage (From Table 2.2)	Number of Visitors (persons per hour)	Average Occupancy (From Table 2.3)	Traffic Generation (vehicles per hour)
MTR	42%	15	–	–
Franchised Bus	29%	10	–	–
GMB	4%	2	–	–
Private Car / Taxi	7%	3	3.0	1
On Foot	18%	6	–	–
TOTAL	100.0%	36	–	1

3.25 Table 3.5 shows the following travel arrangement for 36 visitors generated during the columbarium peak hour:

- (i) 27 visitors are expected to travel by MTR, Franchised Bus, and GMB, i.e. by public transport services [$15 + 10 + 2 = 27$];
- (ii) 3 visitors are expected to travel by private cars / taxis, which is equivalent to 1 vehicle; and
- (iii) 6 visitors are expected to access on foot only.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 A planning horizon of 5 years is assumed for the Pre-Cut-Off Columbarium, including the Rectified Columbarium Halls, to obtain its Private Columbarium Licence from the PCLB, i.e. say by 2031, and the assessment year adopted is 2034, i.e. 3 years after its license approval. The following scenarios are assessed:
- (i) Year 2034 Reference Case without the Rectified Columbarium Halls; and
 - (ii) Year 2034 Design Case with the Rectified Columbarium Halls.

Population Projection

- 4.2 Reference is made to the “*Projections of Population Distribution 2023 - 2031*” for Sha Tin, published by the Planning Department and is presented in Table 4.1.

TABLE 4.1 PROJECTED POPULATION FOR SHA TIN

Year	Population in District of Sha Tin
2025	695,300
2031	667,700
Average Annual Growth (2025 to 2031)	-0.7%

- 4.3 Table 4.1 shows that population in the Sha Tin District is projected to decrease by 0.7% per annum between 2025 and 2031.

Historic Traffic Flow

- 4.4 The annual average daily traffic (“AADT”) from 2019 to 2024 of roads located in the vicinity from the Annual Traffic Census (“ATC”) published by Transport Department, are presented in Table 4.2.

TABLE 4.2 AADT OF ATC STATIONS IN THE VICINITY

ATC Station No.	5419	5818	5209	5619	5211	Overall
Road	Tai Po Road - Sha Tin	Sha Tin Rural Committee Road	Yuen Wo Road	Sha Tin Rural Committee Road	Tai Chung Kiu Road	
From	Lion Rock Tunnel Road	Tai Po Road - Sha Tin	Wo Che Street	Tai Chung Kiu Road	Sha Kok Street	
To	Sha Tin Rural Committee Road	Yuen Wo Road	Sha Tin Rural Committee Road	Yuen Wo Road	Sha Tin Wai Road	
Year	Annual Average Daily Traffic (vehicles / day)					
2019	100,540	38,050	19,610	37,960	22,890	219,050
2020	89,770	35,890	18,500	31,020	21,590	196,770
2021	95,410	37,880	19,660	34,590	22,950	210,490
2022	89,420	34,400	18,420	32,420	21,510	196,170
2023	92,570	35,610	22,670	33,560	22,580	206,990
2024	97,070	35,100	22,800	33,070	19,940	207,980
	Average Annual Growth					-1.0%

- 4.5 Table 4.2 shows that the overall average annual growth in AADT is -1.0% between 2019 and 2024.

Traffic Forecast

- 4.6 In view that the population growth from 2021 to 2031 is -0.7% per annum as shown in Table 4.1, and the historic traffic flow from 2019 to 2024 is -1.0% per annum as shown in Table 4.2, a conservative growth rate of +0.5% per annum is adopted to derive the 2034 traffic flows:

Year 2034 Reference Case without the Rectified Columbarium Halls [A] = *Existing Traffic Flows + Estimated Traffic Growth to 2034 + Additional Traffic Generated by the Vacant Sold Niches of the Pre-Cut-Off Columbarium + Additional Traffic Generated by Other Nearby Columbaria*

Year 2034 Design Case with the Rectified Columbarium Halls = *[A] + Traffic Generation associated with the Rectified Columbarium Halls*

- 4.7 Figures 4.1 and 4.2 show the Year 2034 columbarium peak hour traffic flows with the Reference and Design Cases respectively.

Pedestrian and Traffic Generations by the Vacant Sold Niches of the Pre-Cut-Off Columbarium

- 4.8 The Pre-Cut-Off Columbarium has 1,057 vacant sold niches, and the pedestrian and traffic generations during the columbarium peak hour are estimated as follows:

Visitors Count at Shatin Po Fook Hill

- 4.9 Shatin Po Fook Hill is the largest columbarium in the vicinity, and a visitor count was also conducted on Monday, 31st March 2025. Table 4.3 summarises the results.

TABLE 4.3 RESULTS OF VISITORS COUNTS AT SHATIN PO FOOK HILL AND DERIVED WEEKDAY COLUMBARIUM PEAK HOUR PEDESTRIAN GENERATION RATE

Number of Occupied Niches	Weekday Columbarium Peak Hour Number of Visitors	Derived Pedestrian Generation Rates
55,009 nos.	188 persons / hr	3 persons per 1,000 niche per hour

Pedestrian and Traffic Generation by the Vacant Sold Niches of the Pre-Cut-Off Columbarium

- 4.10 Table 4.4 summarises the estimated additional pedestrian generation of the Vacant Sold Niches of the Pre-Cut-Off Columbarium.

TABLE 4.4 ADDITIONAL PEDESTRIAN GENERATION OF THE VACANT SOLD NICHES OF THE PRE-CUT-OFF COLUMBARIUM

Number of Vacant Sold Niches	Derived Pedestrian Generation Rates	Pedestrian Generation
1,057 nos.	3 persons per 1,000 niche per hour	3.2, say 4 persons per hour

- 4.11 Table 4.4 shows the Pre-Cut-Off Columbarium is expected to generate an additional 4 persons per hour (1-way) during the weekday columbarium peak hour, i.e. a 2-way flow of 8 persons.
- 4.12 Table 4.5 presents the estimated mode of transport by visitors and the associated traffic generation.

TABLE 4.5 MODE OF TRANSPORT USED BY VISITORS AND THE ASSOCIATED ADDITIONAL TRAFFIC GENERATION DURING WEEKDAY COLUMBARIUM PEAK HOUR

Mode of Transport	Percentage (From Table 2.2)	Number of Visitors (persons)	Average Occupancy (From Table 2.3)	Traffic Generation (vehicles)
MTR	42%	2	--	--
Franchised Bus	29%	1	--	--
GMB	4%	0	--	--
Private Car / Taxi	7%	0	3.0	0
On Foot	18%	1	--	--
TOTAL	100.0%	4	--	0

Pedestrian and Traffic Generations by Other Columbaria in the Vicinity

- 4.13 A number of existing columbaria located in the vicinity of TTBM have obtained their Private Columbaria Licences, or have submitted applications for such licences. Details of these columbaria are found in Table 4.6.
- 4.14 Additional pedestrian generation of these existing columbaria are estimated based on the same derived pedestrian generation rate shown in Table 4.3. Subsequently, in view that these existing columbaria are also located in the same area of Shatin, mode choice by visitors is expected to be similar to that of TTBM presented in Table 2.2.
- 4.15 The pedestrian and traffic generations of these private columbaria are estimated and summarised in Table 4.6.

TABLE 4.6 ADDITIONAL PEDESTRIAN AND TRAFFIC GENERATIONS OF OTHER COLUMBARIA LOCATED IN THE VICINITY DURING WEEKDAY COLUMBARIUM PEAK HOUR

PCLB Serial No.	Columbaria	Total Number of Niches	Number of Vacant Niches	Additional Pedestrian Generation (1-way)	Mode of Transport (in persons) [in vehicles for private car / taxi]		
					Public Transport	Private Car / Taxi	On-Foot
26	Shatin Po Fook Hill (Excluding Miu King Tong)	93,360	38,351	115	86	8 [3]	21
33	Buddhist Wai Chuen Monastery	1,281	15	0	0	0 [0]	0
41	Do Wing Yuen	5,256	3,365	10	8	1 [1]	1
63	To Fuk Shan Tsz	24,833	22,958	69	52	5 [2]	12
130	Ching Kwok Yuen	237	0	0	0	0 [0]	0
134	Dao Hop Yuen	550	348	1	1	0 [0]	0
152	Tsing Lin Tsing She	1,018	878	3	2	0 [0]	1
116	般若精舍 海會塔及普同塔 (No known English name)	2,134	0	0	0	0 [0]	0
123	Sin Tin Toa Home For The Aged Columbarium B	3,516	0	0	0	0 [0]	0
125	Sin Tin Toa Home For The Aged Columbarium A	3,926	3,902	12	9	1 [1]	2
147	Sai Lam Temple	10,960	7,342	22	17	2 [1]	3
OVERALL		144,937	77,159	232	175	17 [8]	40
<i>Application for Private Columbarium License has been rejected</i>							
103	Chi Ha Yuen	n/a	n/a	n/a			
27	Shatin Po Fook Hill Miu King Tong	n/a	n/a	n/a			

Note: Public transport includes MTR, Franchised Bus, and GMB.

Source: Town Planning Board, Planning Department
Private Columbaria Licensing Board, Food and Environmental Hygiene Department

Year 2034 Junction and Road Link Capacity Analyses

- 4.16 Year 2034 columbarium peak hour junction and road link capacity analyses are summarised in Tables 4.7 and 4.8 respectively, and the detailed calculations are presented in Appendix A.

TABLE 4.7 YEAR 2034 JUNCTION OPERATIONAL PERFORMANCE

Junction		Type of Junction	Indicator	Weekday Columbarium Peak Hour	
				2034 Reference Case	2034 Design Case
J01	Sheung Wo Che Road / Pai Tau Street	Priority	RFC	0.431	0.432
J02	Sha Tin Rural Committee Road / Pai Tau Street	Priority	RFC	0.670	0.670
J03	Sha Tin Rural Committee Road / Tai Po Road – Sha Tin	Signal	RC	52%	51%
J04	Sha Tin Rural Committee Road / Yuen Wo Road	Signal	RC	44%	44%
J05	Sha Tin Rural Committee Road / Tai Chung Kiu Road	Signal	RC	72%	72%

Note: RFC – Ratio of Flow to Capacity RC – Reserve Capacity

TABLE 4.8 YEAR 2034 ROAD LINK OPERATIONAL PERFORMANCE

Link		Dir.	Config.	Design Flow (veh/hr)	Weekday Columbarium Peak Hour			
					2034 Reference Case		2034 Design Case	
					Traffic Flow (veh/hr)	P/Df	Traffic Flow (veh/hr)	P/Df
L01	Sheung Wo Che Road (between Pai Tau Street and Cul-de-sac)	NB	Single-2	360	242	0.672	242	0.672
		SB	Single-2	360	202	0.561	203	0.564
L02	Pai Tau Street (between Sheung Wo Che Road and Sha Tin Rural Committee Road)	EB	Single-2	360	279	0.775	280	0.778
		WB	Single-2	360	279	0.775	280	0.778
L03	Sha Tin Rural Committee Road (between Pai Tau Street and Tai Po Road – Sha Tin)	EB	Dual-3	3,780	573	0.152	574	0.152
		WB	Dual-2	2,340	585	0.250	586	0.250
L04	Sha Tin Rural Committee Road (between Tai Po Road – Sha Tin and Yuen Wo Road)	EB	Dual-3	3,780	401	0.106	401	0.106
		WB	Dual-3	3,780	820	0.217	821	0.217
L05	Sha Tin Rural Committee Road (between Yuen Wo Road and Tai Chung Kiu Road)	EB	Dual-3	3,780	695	0.184	696	0.184
		WB	Dual-3	3,780	984	0.260	985	0.261

Note: P/Df - Peak Hourly Flows/ Design Flow Ratios, where design flow in reference with TPDM, of which are reduced by 10% to account for percentage of heavy vehicles exceeds 15%

- 4.17 Tables 4.7 and 4.8 show that the surveyed junctions and road links are expected to operate within capacity during the weekday columbarium peak hour, and hence traffic associated with the Rectified Columbarium Halls will not result in adverse traffic impact.

Additional Parking Demand

- 4.18 The car park vacancy survey presented in Table 2.12 shows that there are at least 198 car parking spaces on a weekday. Table 3.5 shows that the Rectified Columbarium Halls are expected to generate only 1 private car / taxi trip during the columbarium peak hour. Hence, the surplus spaces located in the vicinity are more than sufficient to meet the additional parking demand associated with the Rectified Columbarium Halls.

Pedestrian Forecast

- 4.19 Year 2034 columbarium peak hour pedestrian flows are estimated based on the existing pedestrian flow and the estimated pedestrian growth to 2034 shown in Table 4.1. To be conservative, a growth rate of 0.5% per annum is adopted to derive the 2034 pedestrian flows:

$$\text{Year 2034 Reference Case without the Rectified Columbarium Halls [A]} = \text{Existing Pedestrian Flows} + \text{Estimated Pedestrian Growth to 2034} + \text{Additional Pedestrian Generated by the Pre-Cut-Off Columbarium} + \text{Additional Pedestrian Generated by Other Nearby Columbaria}$$

$$\text{Year 2034 Design Case with the Rectified Columbarium Halls} = \text{[A]} + \text{Pedestrian Generation associated with Rectified Columbarium Halls}$$

Year 2034 Footpath Operation Performance

- 4.20 Year 2034 columbarium peak hour footpath operational performances are calculated and summarised in Table 4.9.

TABLE 4.9 YEAR 2034 FOOTPATH OPERATIONAL PERFORMANCE

Pedestrian Facilities	Actual Width (m)	Effective Width (m)	2034 Reference Case		2034 Design Case	
			2-way Pedestrian Flow (ped/hr)	Flow Rates [LOS] (ped/m/min)	2-way Pedestrian Flow (ped/hr)	Flow Rates [LOS] (ped/m/min)
FP01	3.5m	2.5m	3,950	26.3 [C]	4,004	26.7 [C]
FP02	2.5m	2.0m	2,520	21.0 [B]	2,520	21.0 [B]
FP03	3.8m	3.3m	2,236	11.3 [A]	2,290	11.6 [A]
FP04	3.4m	2.9m	1,325	7.6 [A]	1,325	7.6 [A]
FP05	3.1m	2.1m	871	6.9 [A]	925	7.3 [A]
FP06	3.4m	2.9m	1,115	6.4 [A]	1,115	6.4 [A]
FP07	2.5m	2.0m	581	4.8 [A]	635	5.3 [A]
FP08	5.0m	3.0m	324	1.8 [A]	324	1.8 [A]
FP09	5.0m	3.0m	1,631	9.1 [A]	1,631	9.1 [A]
FP10	2.5m	2.5m	101	0.7 [A]	119	0.8 [A]
FP11	2.5m	1.5m	147	1.6 [A]	219	2.4 [A]

FP01 - Ramp between Sha Tin Station Bus Terminus and Pai Tau Street
 FP02 - Northern Footpath of Pai Tau Street near Pai Tau Village
 FP03 - Footpath within Pai Tau Village
 FP04 - Western Footpath of Pai Tau Street outside Pai Tau Village Playground
 FP05 - Eastern Footpath of Pai Tau Street outside Grand Central Plaza
 FP06 - Eastern Footpath of Pai Tau Street outside Sha Tin Government Office
 FP07 - Northern Footpath of Sheung Wo Che Road outside Sha Tin Government Office
 FP08 - Southern Footpath of Sheung Wo Che Road outside Grand Central Plaza
 FP09 - Northern Footpath of Sha Tin Rural Committee Road outside Grand Central Plaza
 FP10 - Unnamed Footpath east of Grand Central Plaza
 FP11 - Hillside Trail to/from TTBM

- 4.21 Table 4.9 shows that during weekday columbarium peak hours, the footpaths operate satisfactorily, i.e. LOS C or better, for both 2034 Reference Case and the 2034 Design Case.
- 4.22 In view that the Rectified Columbarium Halls will only open for visitation by appointment only on weekdays between 0900 and 1700 hours, except on public holidays, it will not result in adverse pedestrian impact during the busy AM and PM periods on weekdays, and on Saturdays, Sundays, and public holidays, including the Ching Ming and Chung Yeung Festival Days.

Assessment on Public Transport Services

- 4.23 Table 3.5 shows that the numbers of visitors travelling to the Rectified Columbarium Halls during the weekday columbarium peak hour using public transport are as follows:
- (i) 15 visitors by MTR,
 - (ii) 10 visitors by Franchised Buses, and
 - (iii) 2 visitors by GMB.

Impact on the MTR East Rail Line

- 4.24 The percentages of additional passenger demand on the MTR East Rail Line over the hourly capacity during the columbarium peak hour are calculated and shown in Table 4.10.

TABLE 4.10 ADDITIONAL PASSENGER DEMAND GENERATED BY THE RECTIFIED COLUMBARIUM HALLS ON THE MTR EAST RAIL LINE

Item	Northbound (towards Lo Wu / Lok Ma Chau)	Southbound (towards Admiralty)
Hourly Capacity (From Table 2.11) (pax/hr/direction) [a]	48,365	48,365
Additional Passenger Demand generated by the Rectified Columbarium Halls during the Columbarium Peak Hour (From Table 3.5) [b]	15	15
Percentage of Additional Passenger Demand over the Hourly Capacity [c] = [b] ÷ [a] x 100%	<0.1%	<0.1%
Number of Trains per hour [d]	17	17
Additional Passengers per Train [e] = [b] ÷ [d]	0.9	0.9

4.25 Table 4.10 shows that the increase in passenger demand during the weekday columbarium peak hour would be less than 0.1% of the hourly capacity, or 0.9 passengers per train, which is negligible. Hence, the additional passenger demand on the MTR East Rail Line associated with the Rectified Columbarium Halls will not result in adverse impact.

Impact on the Franchised Bus Services

4.26 Percentages of additional passenger demand on franchised bus during the columbarium peak hour are calculated and shown in Table 4.11.

TABLE 4.11 ADDITIONAL PASSENGER DEMAND GENERATED BY THE RECTIFIED COLUMBARIUM HALLS ON FRANCHISED BUS SERVICES

Item	Outbound from Sha Tin Station / Sha Tin (Pai Tau Street)	Inbound to Sha Tin Station / Sha Tin (Pai Tau Street)
Hourly Capacity of Franchised Bus (From Table 2.10) [a]	2,000	2,400
Additional Passenger Demand generated by the Rectified Columbarium Halls during the Columbarium Peak Hour (From Table 3.5) [b]	10	10
Percentage of Additional Passenger Demand over the Hourly Capacity [c] = [b] ÷ [a] x 100%	0.5%	0.4%
Number of Services per hour [d]	20	24
Additional Passengers per Vehicle [e] = [b] ÷ [d]	0.2	0.2

4.27 Table 4.11 shows that the increase in passenger demand on franchised bus services during the weekday columbarium peak hour would be some 0.5% of the hourly capacity, or no more than 1 passenger per vehicle, which is negligible. Hence, the additional passenger demand on the franchised bus services associated with the Rectified Columbarium Halls will not result in adverse impact.

Impact on the GMB Services

4.28 Percentages of additional passenger demand on GMB during the columbarium peak hour are calculated and shown in Table 4.12.

TABLE 4.12 ADDITIONAL PASSENGER DEMAND GENERATED BY THE RECTIFIED COLUMBARIUM HALLS ON GMB SERVICES

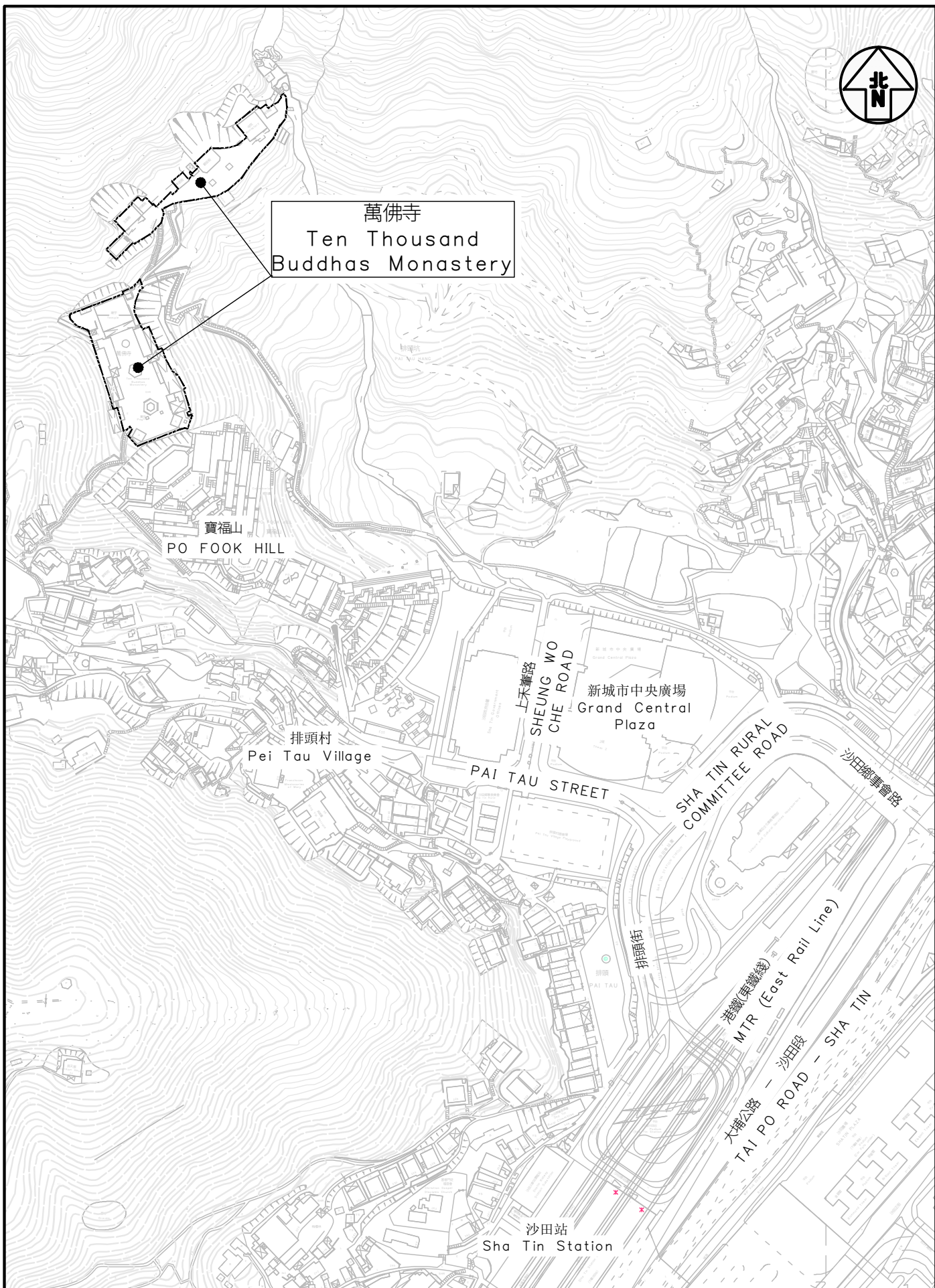
Item	Outbound from Sha Tin Station / Sha Tin (Pai Tau Street)	Inbound to Sha Tin Station / Sha Tin (Pai Tau Street)
Hourly Capacity of GMB (From Table 2.10) [a]	1,120	1,408
Additional Passenger Demand generated by the Rectified Columbarium Halls during the Columbarium Peak Hour (From Table 3.5) [b]	2	2
Percentage of Additional Passenger Demand over the Hourly Capacity [c] = [b] ÷ [a] x 100%	0.2%	0.1%
Number of Services per hour [d]	70	88
Additional Passengers per Vehicle [e] = [b] ÷ [d]	0.1	0.1

4.29 Table 4.12 shows that the increase in passenger demand on GMB services during the weekday columbarium peak hour would only be 0.1% to 0.2% of the hourly capacity, or 0.1 passengers per vehicle, which is negligible. Hence, the additional passenger demand on the GMB services associated with the Rectified Columbarium Halls will not result in adverse impact.

5.0 SUMMARY

- 5.1 Ten Thousand Buddhas Monastery is located at 221 Pai Tau Village, Sha Tin, and it currently operates a Pre-Cut-Off Columbarium with 2,779 sold niches, including 1,722 occupied niches. The Applicant intends to seek permission to also rectify 1,522 niches available for sale, in line with the PCLB record, and these niches are located in 3 existing columbarium halls of the Pre-Cut-Off Columbarium (“the Rectified Columbarium Halls”).
- 5.2 As with the present and in future, internal transport facilities cannot be provided for TTBM, including the Rectified Columbarium Halls, because it is located on the hillside and not connected to any road carriageway.
- 5.3 Despite having no internal transport facilities, the TTBM will continue to be operational because of the following reasons:
- (i) There are numerous public transport services operating in the vicinity including franchised bus and GMB routes, as well as the MTR East Rail Line at Sha Tin Station, and most visitors use public transport services; and
 - (ii) Only a small percentage of visitors access by private cars / taxis, and hourly car parks are located within walking distance, and have spare capacity; and
 - (iii) TTBM has operated for many years, and goods and other deliveries have always been conducted on foot from Sheung Wo Che Road.
- 5.4 As a traffic and pedestrian management measure, the Rectified Columbarium Halls shall be operated separately from other columbarium halls, will open by appointment only on weekdays, and be closed on Saturdays, Sundays, and public holidays, including the Ching Ming and Chung Yeung Festival Days.
- 5.5 Mandatory Visit-by-Appointment arrangement will be implemented at the Rectified Columbarium Halls year-round, and the visiting hours follow the opening hours of TTBM from 0900 to 1700 hours on weekdays, except for public holidays. A visiting capacity of only 18 persons per 30-minute session, i.e. 36 persons per hour, will be imposed, and all reservations must be made at least 2 days in advance. Hence, the number of visitors will be controlled.
- 5.6 Visitors are advised and encouraged to use public transport services, and reminded that access by private car and taxi is discouraged.
- 5.7 Manual traffic counts were conducted at nearby road junctions on a weekday, Monday, 31st March 2025, and the observed traffic flows are used as basis to estimate the 2034 traffic flows for analyses with the 2034 Reference and Design Cases.
- 5.8 Pedestrian flows were counted at nearby footpaths and supplemented by a 2nd survey conducted on Tuesday, 24th March 2026. The observed pedestrian flows are used as basis to estimate the 2034 pedestrian flows for analyses with the 2034 Reference and Design Cases.
- 5.9 Car park vacancy survey on a weekday was conducted at selected nearby car parks, and spare capacities are found.

-
- 5.10 Occupancy surveys for public transport services, i.e. MTR East Rail Line, franchised bus and GMB services were also conducted on the weekday, and have identified spare capacities.
- 5.11 The pedestrian and traffic generation of the vacant sold niches of the Pre-Cut-Off Columbarium, and other columbaria located nearby, which have up to 77,159 vacant niches, were estimated and incorporated into the traffic and pedestrian forecasts used for the analyses.
- 5.12 The year 2034 junction and road link capacity analyses concluded that the junctions and road links analysed have sufficient capacity to accommodate the expected traffic growth and the additional demand generated by the Rectified Columbarium Halls.
- 5.13 The year 2034 footpath analyses concluded that the analysed footpaths have sufficient capacity to accommodate the expected pedestrian growth and the additional demand generated by the Rectified Columbarium Halls.
- 5.14 It can be concluded that, with the proposed traffic and pedestrian management measures implemented, the Rectified Columbarium Halls will not result in adverse traffic and pedestrian impact on the analysed road junctions and footpaths, and are acceptable from a traffic engineering viewpoint.



Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories	Job No. J7373 Designed by W C H	Figure No. 1.1 Drawn by S C Y	Checked by K C	Revision A	Scale in A4 1 : 3,000 Date 22 MAY 2026
Figure Title LOCATION OF TEN THOUSAND BUDDHAS MONASTERY ("TTBM")	CKM Asia Limited Traffic and Transportation Planning Consultants				



萬佛寺
Ten Thousand
Buddhas
Monastery

寶福山
PO FOOK HILL

排頭村
Pei Tau Village

Eastern Trail
(to/from Sheung Wo Che Road)
(approx. 400m)

Western Trail
(to/from Pai Tai Street)
(approx. 540m)

新城市中央廣場
Grand Central
Plaza

PAI TAU STREET

SHEUNG WO CHE ROAD

沙田鄉事會路
SHA TIN RURAL
COMMITTEE ROAD

LEGEND:



Resting Place with Benches along trail

Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium
at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

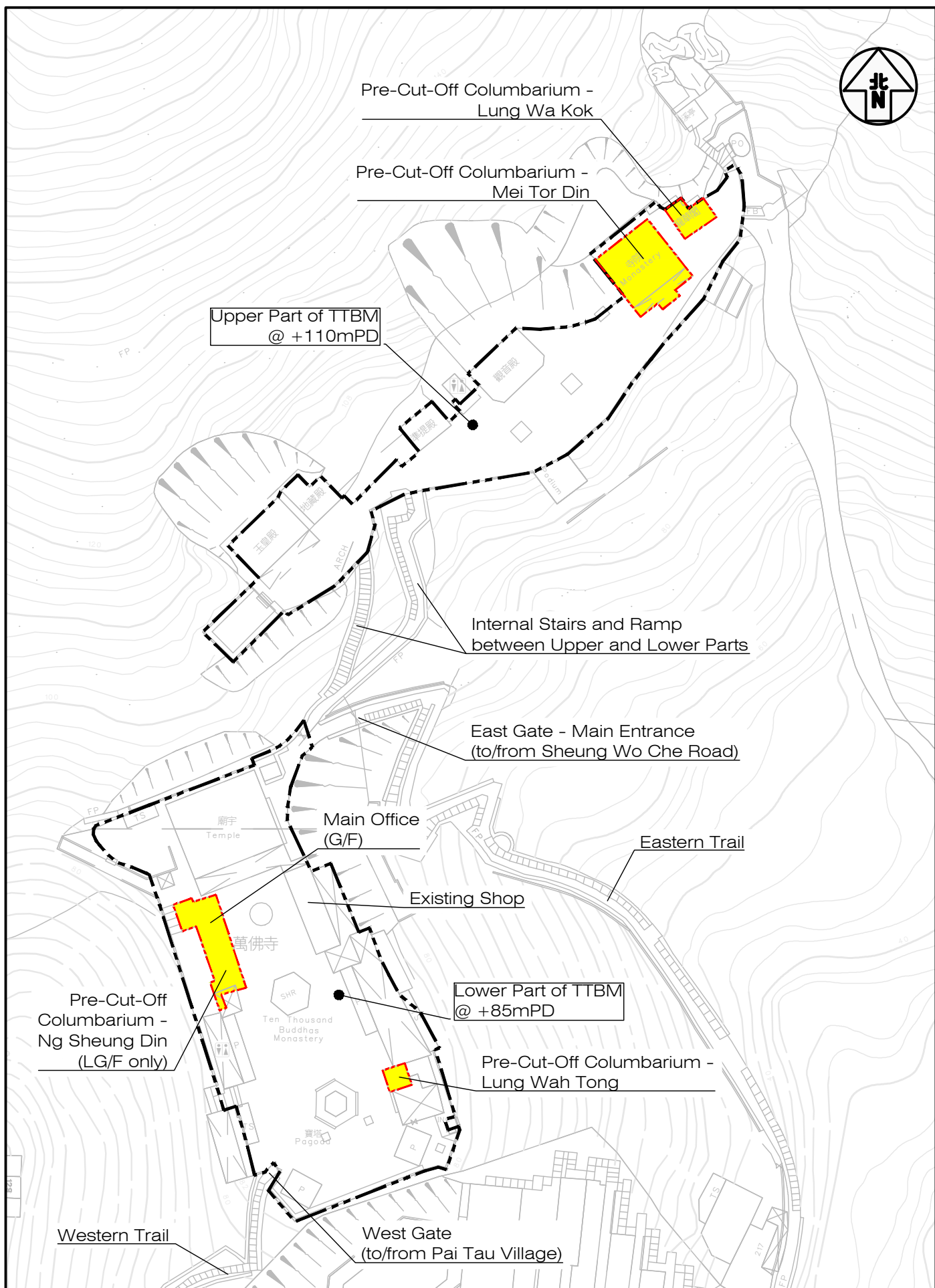
Figure Title

PEDESTRIAN ROUTINGS
TO/FROM TEN THOUSAND BUDDHAS MONASTERY ("TTBM")

Job No. J7373	Figure No. 2.1	Scale in A4 1 : 2,500
Designed by W C H	Drawn by S C Y	Checked by K C
	Revision A	Date 22 MAY 2026

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Traffic and Transportation Planning Consultants

T:\JOB\J7350-J7399\J7373(2026 05 22)\J7373_TIA_FR_R3\Fig 2.1 RevA.dwg



Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories

Figure Title

**EXISTING LAYOUT OF
TEN THOUSAND BUDDHAS MONASTERY ("TTBM")
AND THE PRE-CUT-OFF COLUMBARIUM**

Job No.
J7373

Designed by
W C H

Figure No.

2.2

Drawn by
S C Y

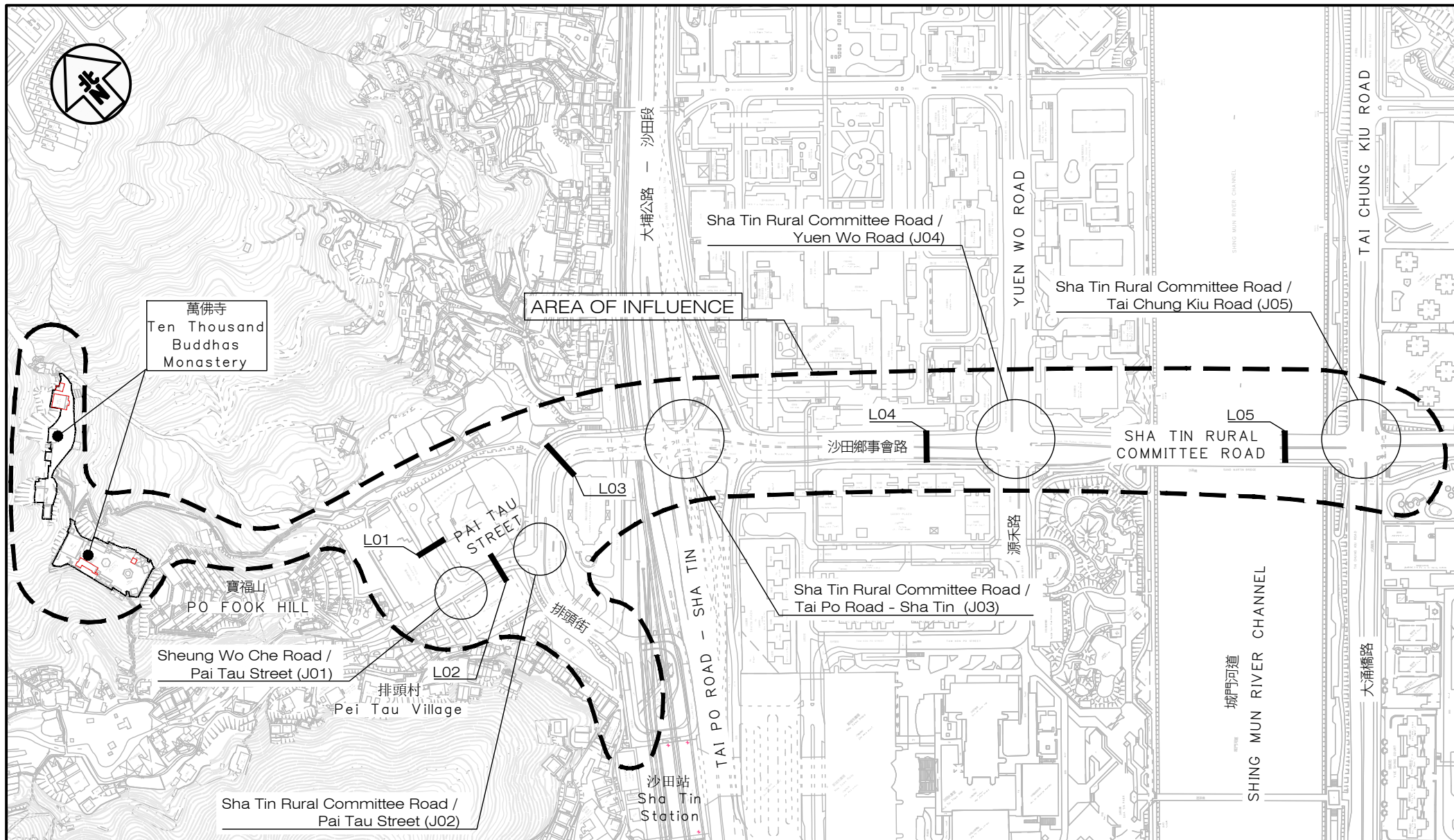
Checked by
K C

Revision
A

Date
22 MAY 2026

Scale in A4
1 : 1,000

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Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

J7373

Figure No.

2.3

Revision

A

Figure Title

AREA OF INFLUENCE ("AOI") AND
LOCATION OF SURVEYED JUNCTIONS AND ROAD LINKS

Designed by
W C H

Drawn by
S C Y

Checked by
K C

Scale in A4

1 : 5,000

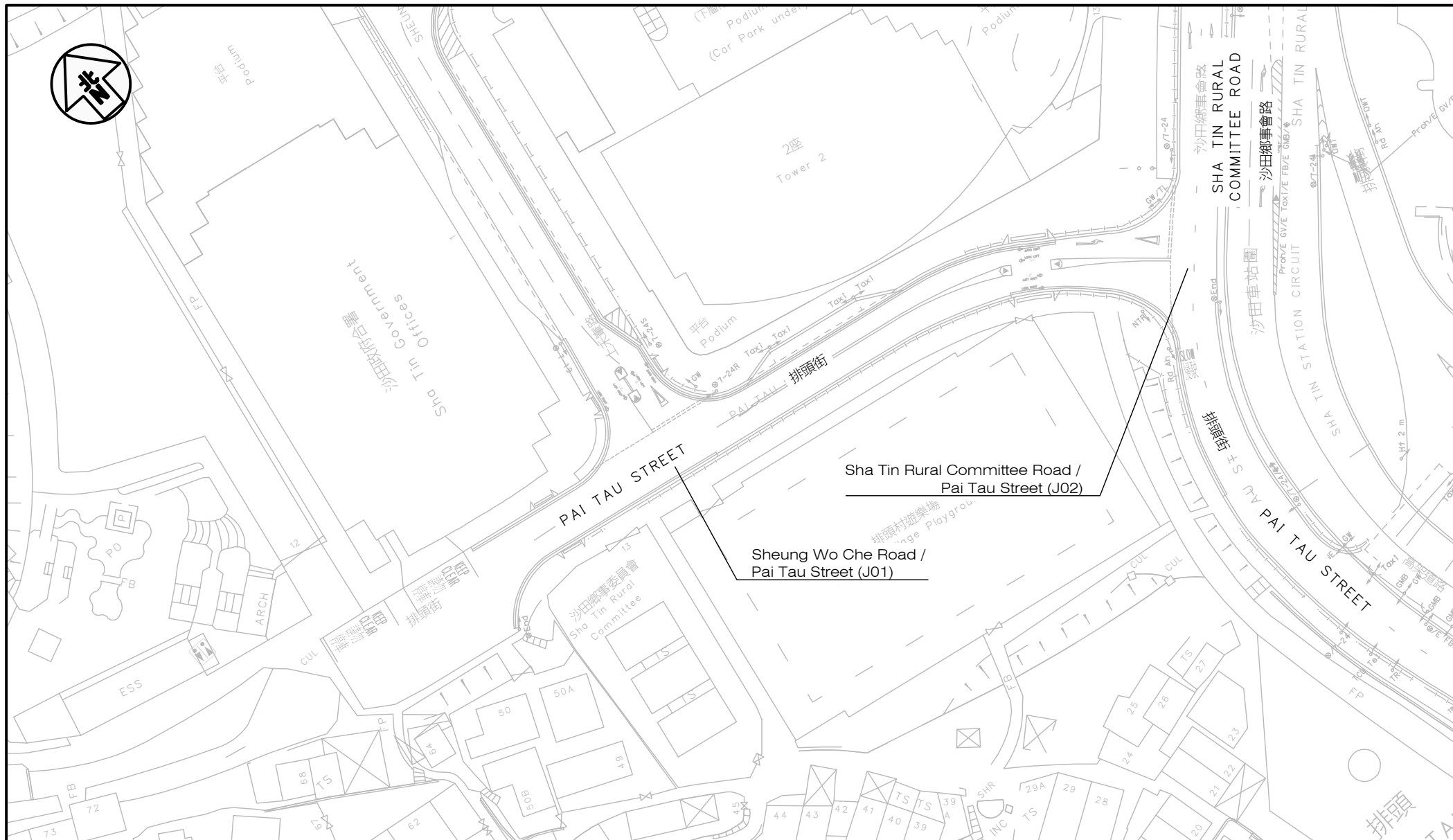
Date

22 MAY 2026

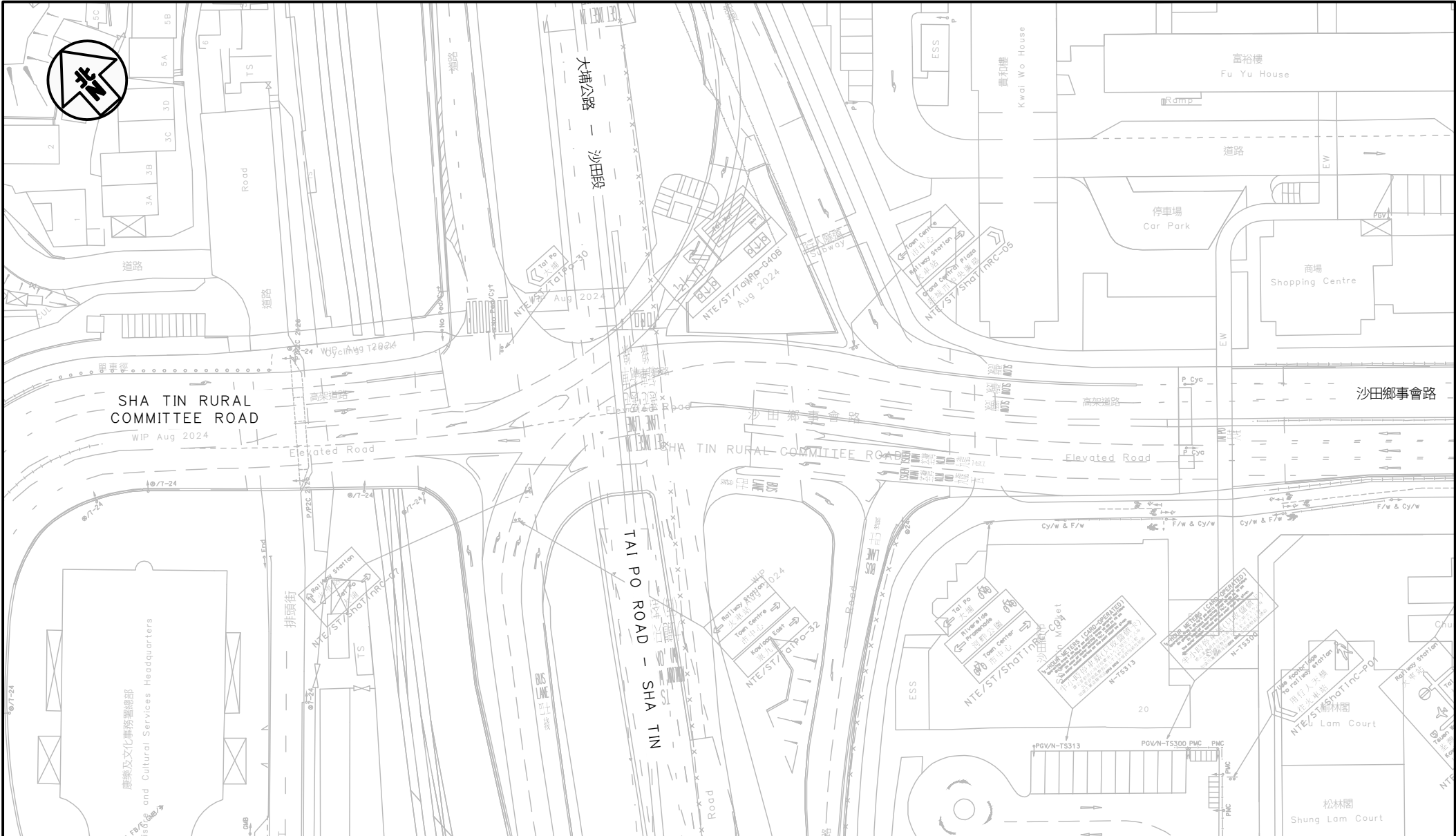
CKM Asia Limited

Traffic and Transportation Planning Consultants

T:\JOB\J7350-J7399\J7373\2026 05 22\J7373_TIA_FR_R3\Fig 2.3 - 2.7 RevA.dwg



Project Title	Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories	Figure No. 2.4		Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title	EXISTING JUNCTION LAYOUT – J/O SHEUNG WO CHE ROAD / PAI TAU STREET (J01) AND J/O SHA TIN RURAL COMMITTEE ROAD / PAI TAU STREET (J02)	Designed by W C H	Drawn by S C Y	Checked by K C	
		Scale in A4 1 : 800		Date 22 MAY 2026	



Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

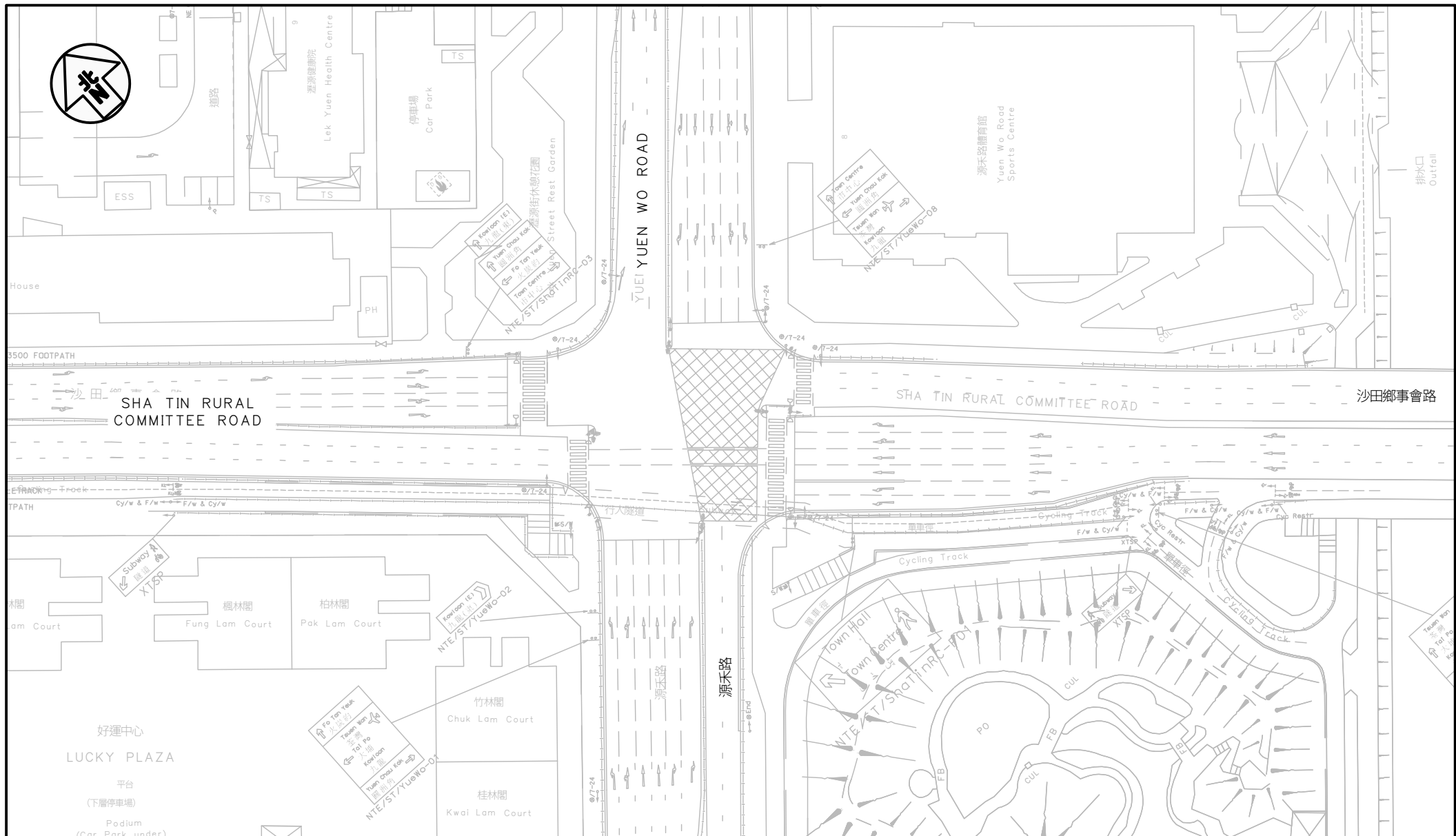
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Figure No.		Revision	
2.5		A	
Designed by	Drawn by	Checked by	
W C H	S C Y	K C	
Scale in A4		Date	
1 : 1,000		22 MAY 2026	

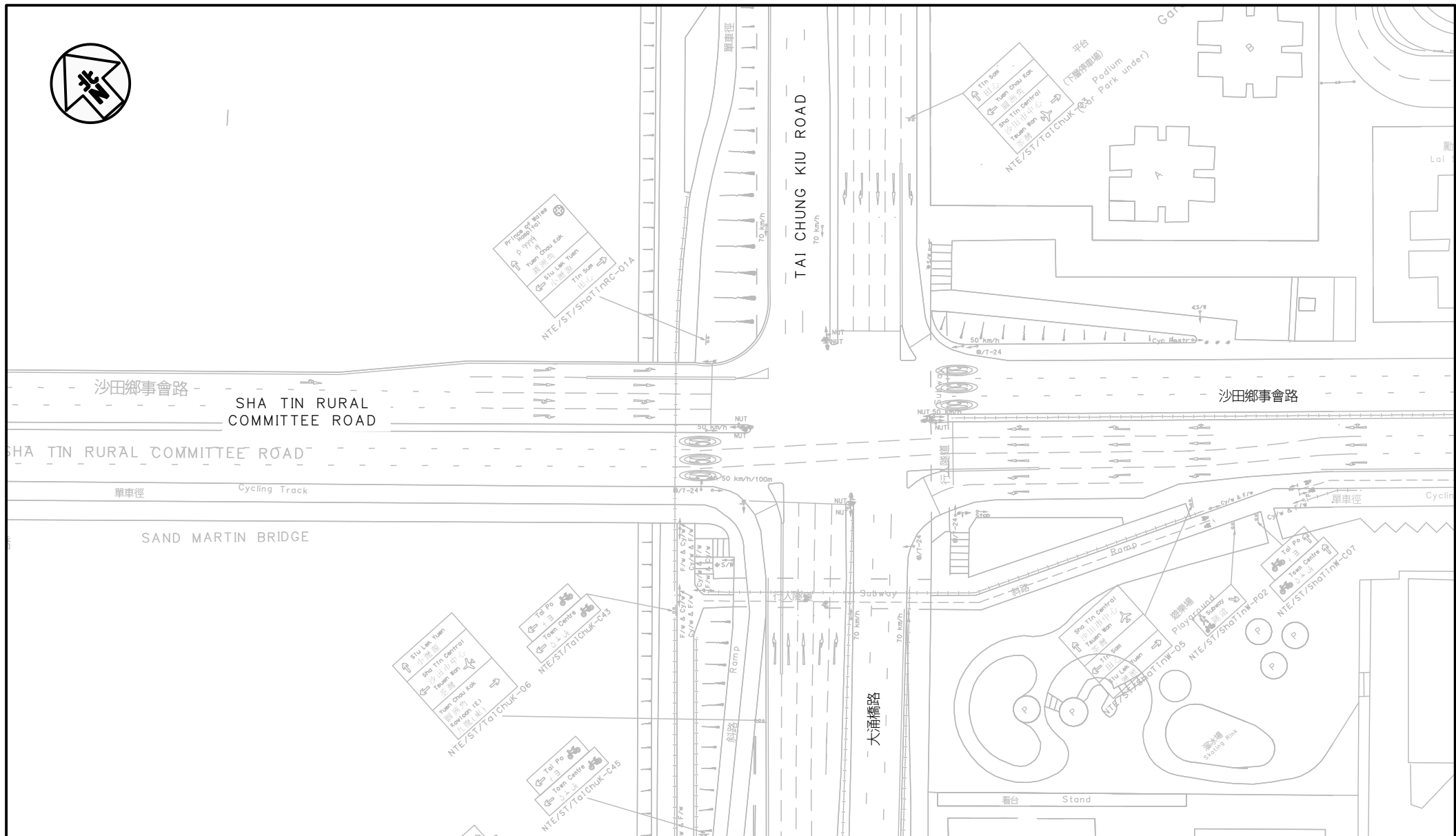
Figure Title
EXISTING JUNCTION LAYOUT -
J/O SHA TIN RURAL COMMITTEE ROAD / TAI PO ROAD - SHA TIN (J03)

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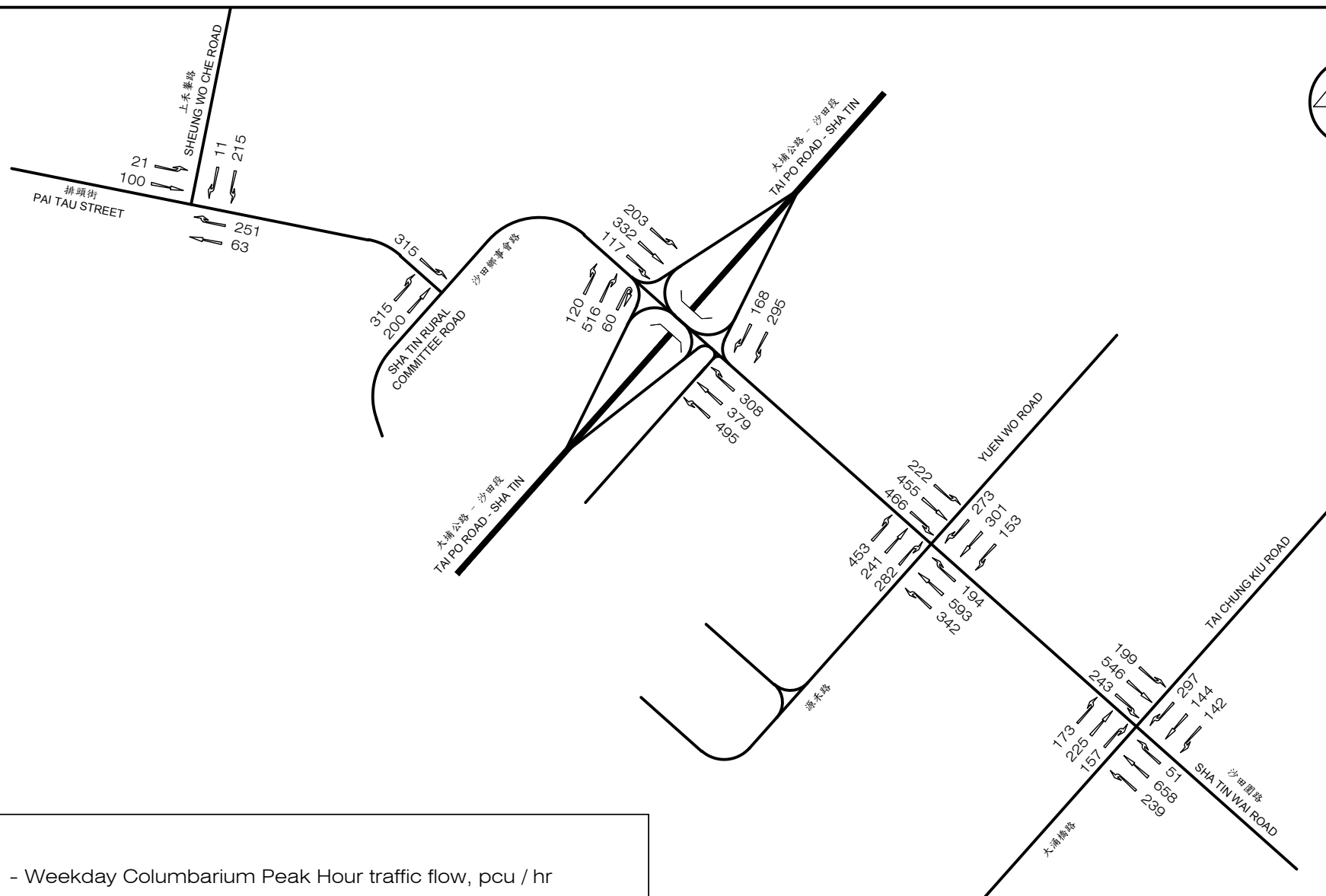
Project Title		Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories		J7373		Figure No. 2.6		Revision A		CKM Asia Limited Traffic and Transportation Planning Consultants	
Figure Title		EXISTING JUNCTION LAYOUT - J/O SHA TIN RURAL COMMITTEE ROAD / YUEN WO ROAD (J04)				Designed by W C H		Drawn by S C Y		Checked by K C	
						Scale in A4 1 : 1,000		Date 22 MAY 2026			



Project Title	Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories	Figure No. 2.7	Revision A
Figure Title	EXISTING JUNCTION LAYOUT – J/O SHA TIN RURAL COMMITTEE ROAD / TAI CHUNG KIU ROAD (J05)	Designed by W C H Scale in A4 1 : 1,000	Checked by K C Date 22 MAY 2026

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LEGEND :

123 - Weekday Columbarium Peak Hour traffic flow, pcu / hr

Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

J7373

Figure No.

2.8

Revision

A

Figure Title

EXISTING WEEKDAY COLUMBARIUM PEAK HOUR TRAFFIC FLOWS

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M C Y

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S C Y

Checked by
K C

Scale in A4
N.T.S.

Date
22 MAY 2026

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- FP01 - Ramp between Sha Tin Station Bus Terminus and Pai Tau Street
- FP02 - Northern Footpath of Pai Tau Street near Pai Tau Village
- FP03 - Footpath within Pai Tau Village
- FP04 - Western Footpath of Pai Tau Street outside Pai Tau Village Playground
- FP05 - Eastern Footpath of Pai Tau Street outside Grand Central Plaza
- FP06 - Eastern Footpath of Pai Tau Street outside Sha Tin Government Office
- FP07 - Northern Footpath of Sheung Wo Che Road outside Sha Tin Government Office
- FP08 - Southern Footpath of Sheung Wo Che Road outside Grand Central Plaza
- FP09 - Northern Footpath of Sha Tin Rural Committee Road outside Grand Central Plaza
- FP10 - Unnamed Footpath east of Grand Central Plaza
- FP11 - Hillside Trail to/from Ten Thousand Buddhas Monastery

萬佛寺
Ten Thousand
Buddhas
Monastery

FP11

寶福山
PO FOOK HILL

FP07

FP08

FP09

FP06

FP05

排頭村
Pei Tau Village

PAI TAU STREET

SHA TIN RURAL
COMMITTEE ROAD

FP04

FP03

FP02

FP01

沙田站
Sha Tin Station

Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium
at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

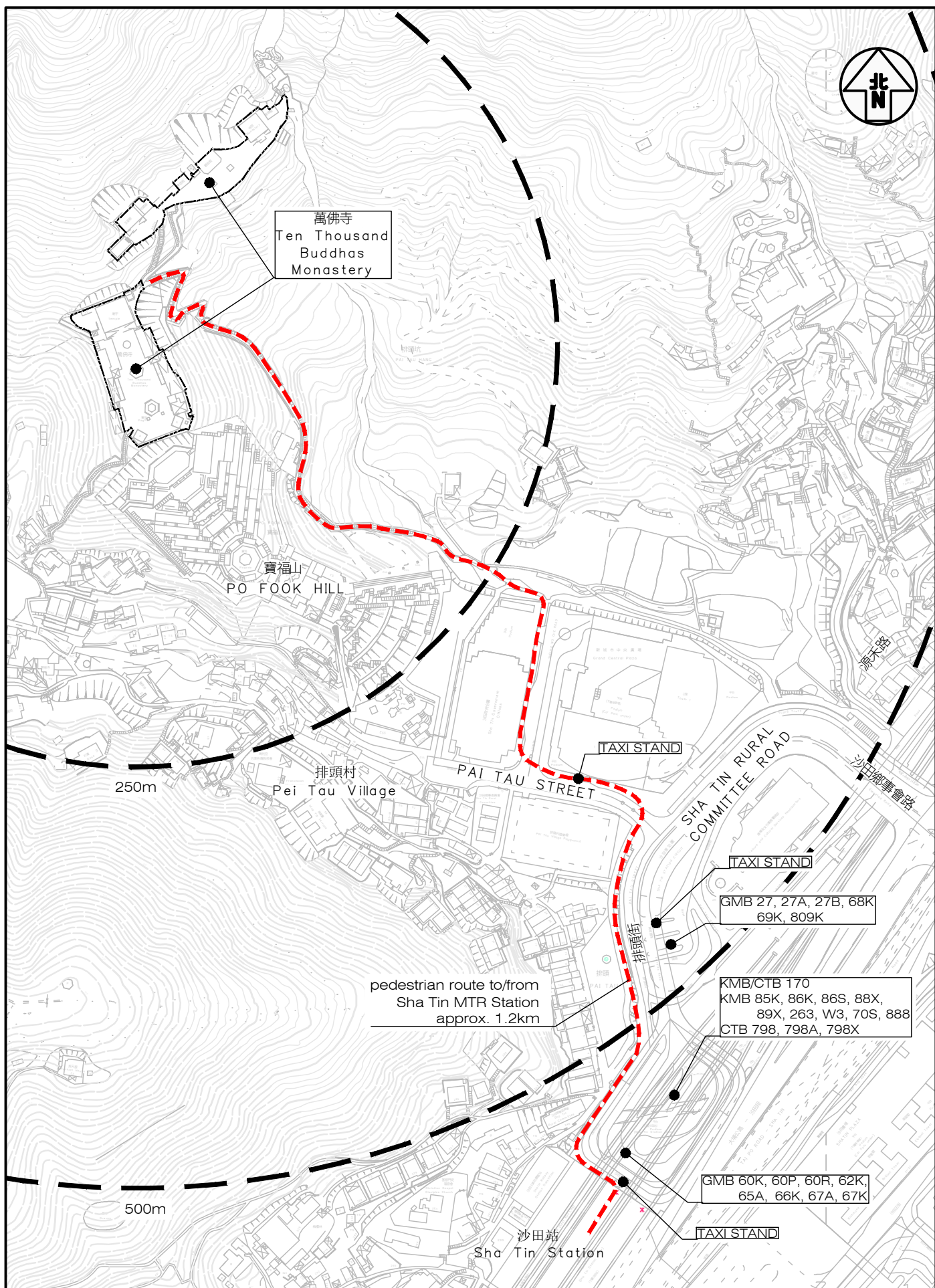
Figure Title

LOCATIONS OF SURVEYED FOOTPATHS

Job No. J7373	Figure No. 2.9	Scale in A4 1 : 3,000
Designed by W C H	Drawn by S C Y	Checked by K C
	Revision A	Date 22 MAY 2026

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Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium
at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

Figure Title

EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

Job No.
J7373
Designed by
W C H

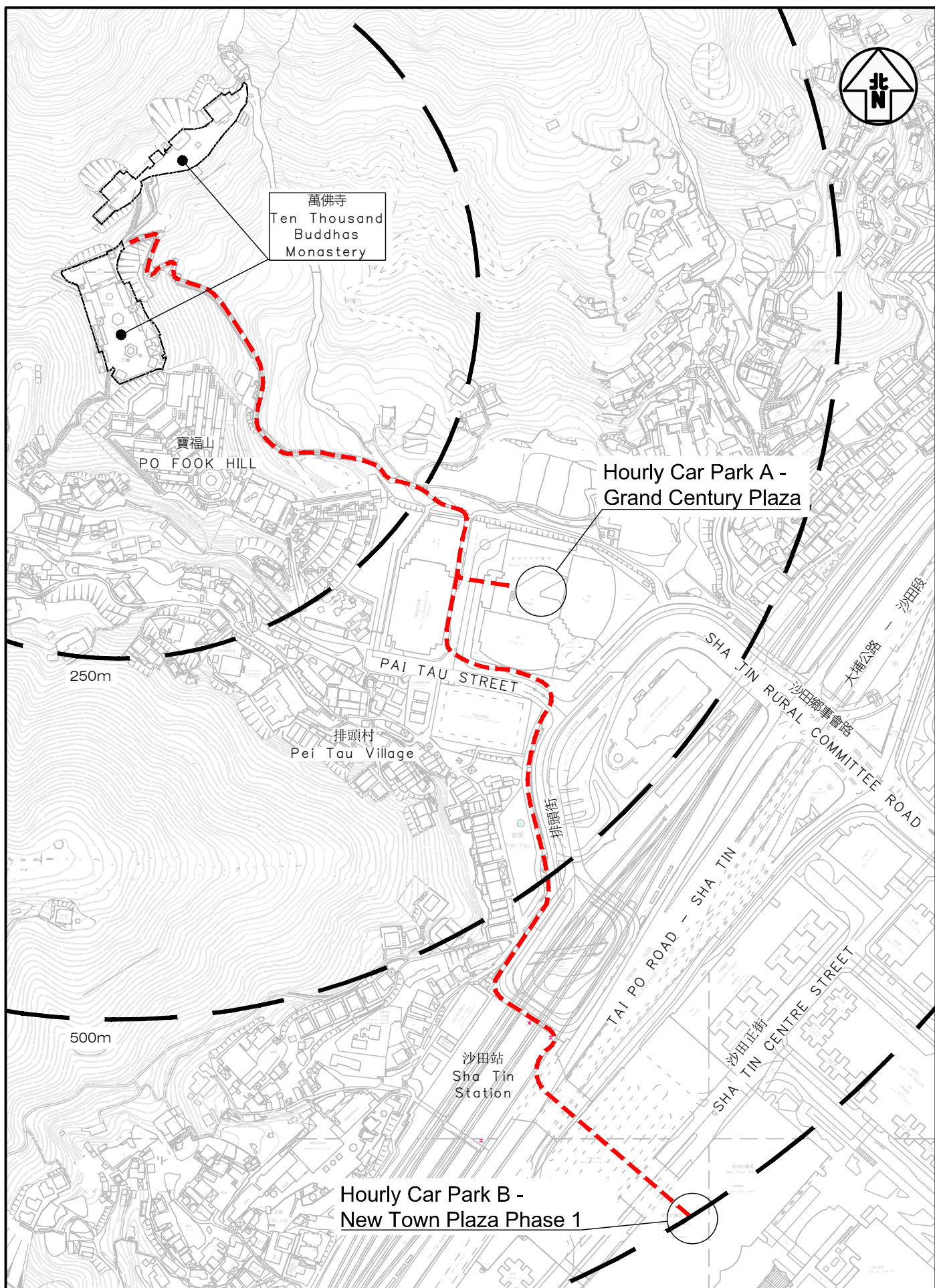
Figure No.
2.10
Drawn by
S C Y

Checked by
K C

Revision
A

Scale in A4
1 : 3,000
Date
22 MAY 2026

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Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories

Figure Title

SURVEYED HOURLY CAR PARKS IN THE VICINITY

Job No.
J7373

Designed by
W C H

Figure No.

2.11

Drawn by
S C Y

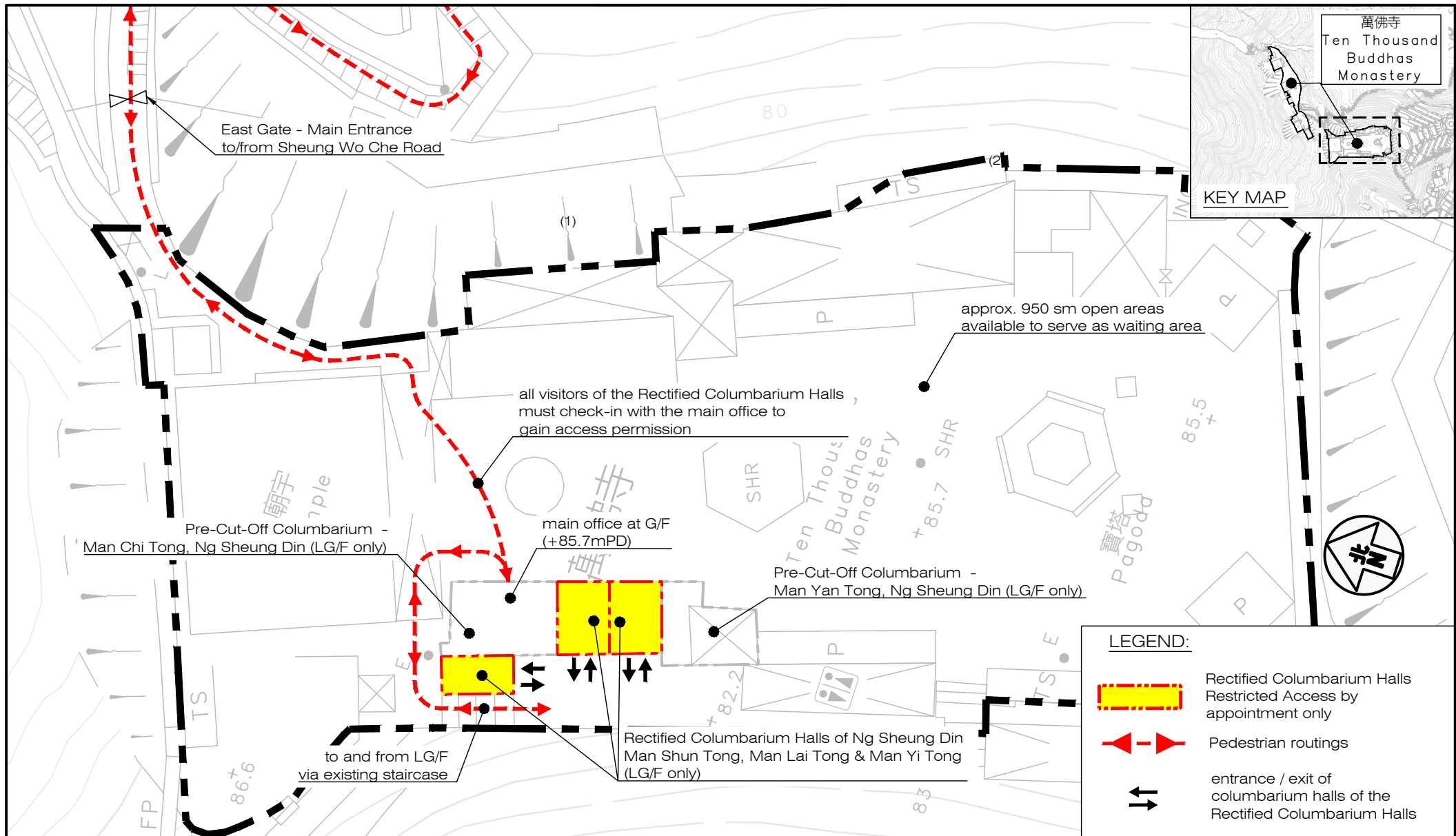
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Revision
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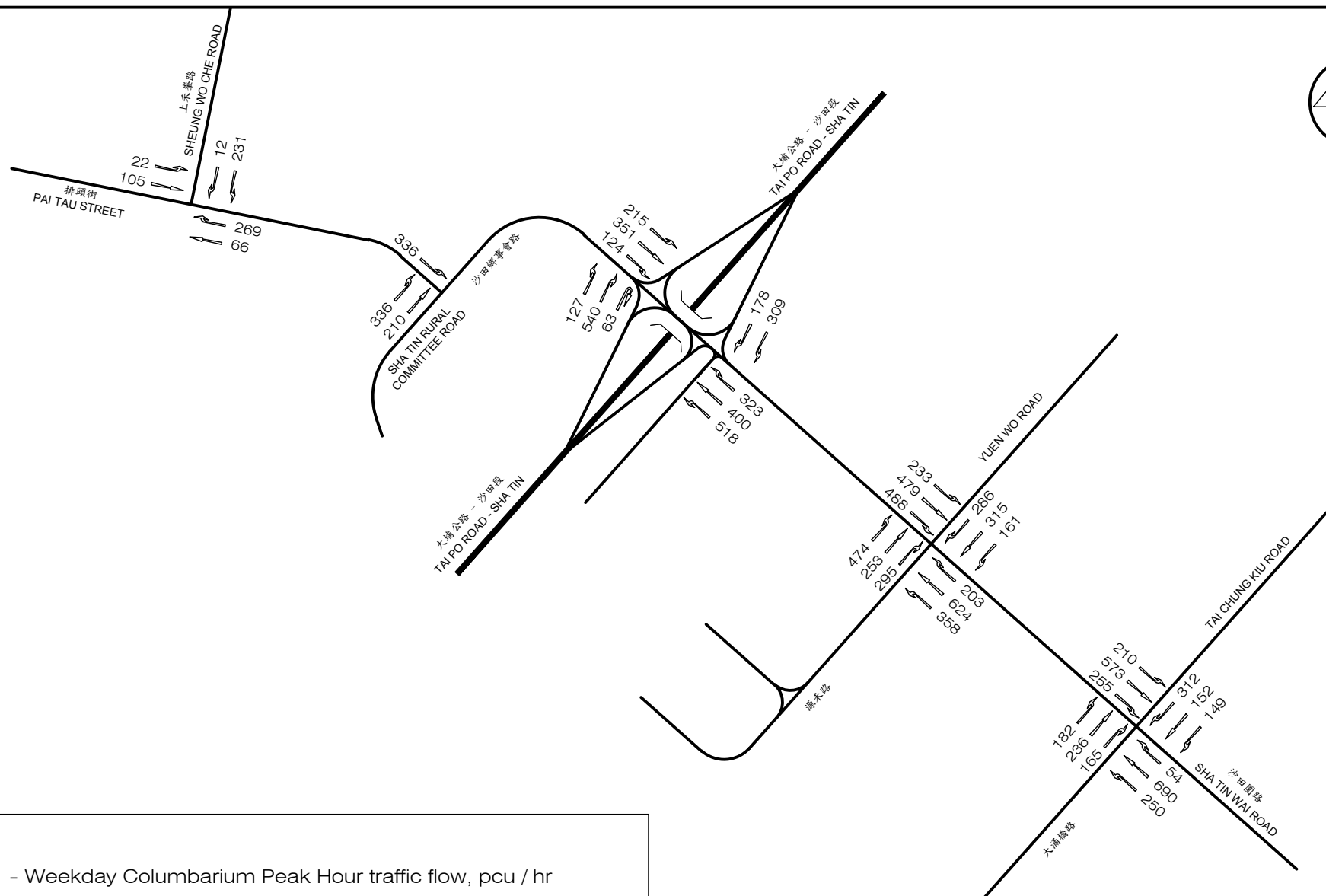
Date
22 MAY 2026

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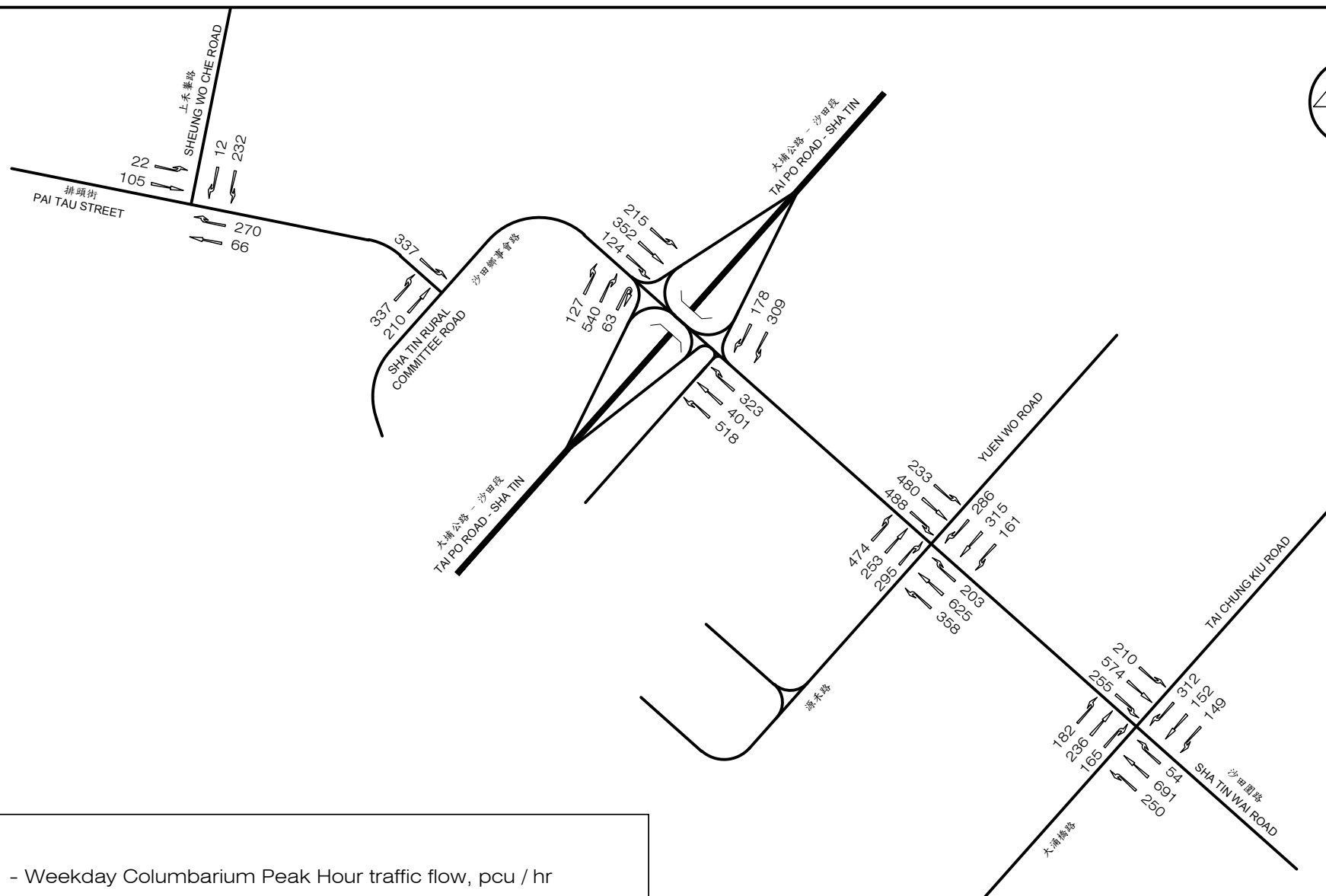
Project Title	Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories	Figure No. 3.1	Revision A
Figure Title	LOCATION OF THE RECTIFIED COLUMBARIUM HALLS AND PEDESTRIAN ARRANGEMENT	Designed by W C H Scale in A4 1 : 400	Drawn by S C Y Checked by K C Date 22 MAY 2026

CKM Asia Limited
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Project Title	Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land, No. 221 Pai Tau Village, Sha Tin, New Territories			Figure No.	4.1	Revision	A	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title	YEAR 2034 REFERENCE CASE - WEEKDAY COLUMBARIUM PEAK HOUR TRAFFIC FLOWS			J7373	Designed by M C Y	Drawn by S C Y	Checked by K C	
				Scale in A4 N.T.S.	Date 22 MAY 2026			

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LEGEND :

123 - Weekday Columbarium Peak Hour traffic flow, pcu / hr

Project Title Rectified Columbarium Halls within the Pre-Cut-Off Columbarium at Ten Thousand Buddhas Monastery
Lot Nos. 324 (Part) and 359 (Part) in D.D. 185 and Adjoining Government Land,
No. 221 Pai Tau Village, Sha Tin, New Territories

J7373

Figure No.

4.2

Revision

A

Figure Title

YEAR 2034 DESIGN CASE -
WEEKDAY COLUMBARIUM PEAK HOUR TRAFFIC FLOWS

Designed by
M C Y

Drawn by
S C Y

Checked by
K C

Scale in A4
N.T.S.

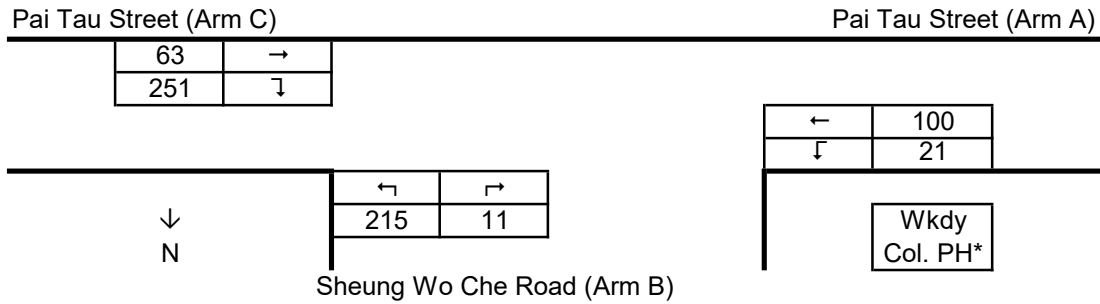
Date
22 MAY 2026

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Appendix A – Junction Capacity Analysis

Priority Junction Analysis

Junction:	Pai Tau Street / Sheung Wo Che Road	Job Number:	J7373
Scenario:	Existing Condition - Weekday	J01 - P.	1
Design Year:	2025	Designed By:	CCH
		Checked By:	WCH
		Date:	22 May 2026



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input	Input	Input	Calculated
	W	7.2	V-rBA	70
	W-CR	0.0	V-IBA	50
			V-rBC	70
			V-rCB	65
			w-BA	6.6
			w-BC	6.6
			w-CB	3.8
			D	1.1483
			E	1.2216
			F	0.9648
			Y	0.4963

Analysis :

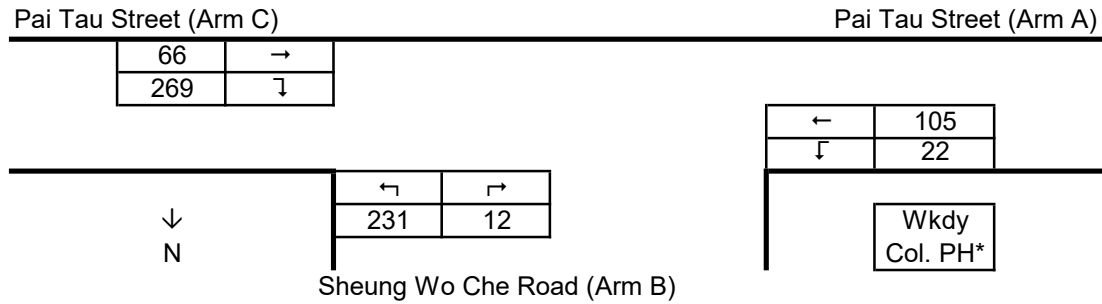
Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	63	Q-BA	553
q-CB	251	Q-BC	798
q-AB	21	Q-CB	628
q-AC	100	Q-BAC	703
q-BA	11		
q-BC	215		
f	0.951		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

Ratio-of-flow to Capacity	Weekday
B-A	0.020
B-C	0.270
C-B	0.400
B-AC	0.322

Priority Junction Analysis

Junction:	Pai Tau Street / Sheung Wo Che Road	Job Number:	J7373
Scenario:	Reference Case - Weekday		J01 - P. 2
Design Year:	2034	Designed By:	CCH
		Checked By:	WCH
		Date:	22 May 2026



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.2	V-rBA	70	w-BA	6.6	D	1.1483
	W-CR	0.0	V-IBA	50	w-BC	6.6	E	1.2216
			V-rBC	70	w-CB	3.8	F	0.9648
			V-rCB	65			Y	0.4963

Analysis :

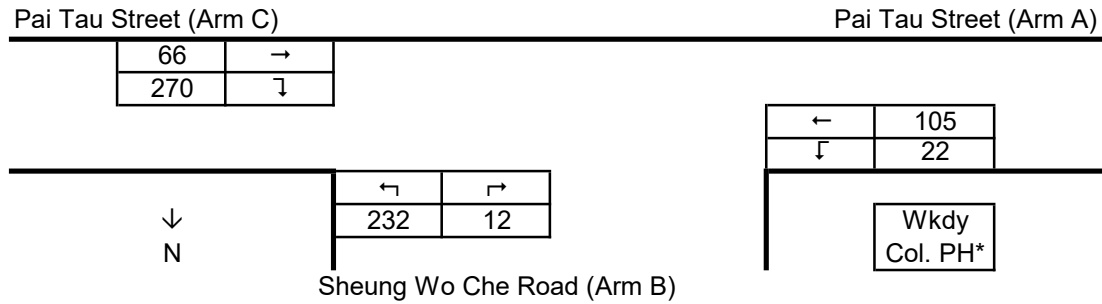
Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	66	Q-BA	547
q-CB	269	Q-BC	797
q-AB	22	Q-CB	627
q-AC	105	Q-BAC	701
q-BA	12		
q-BC	231		
f	0.951		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

Ratio-of-flow to Capacity	Weekday
B-A	0.022
B-C	0.290
C-B	0.429
B-AC	0.347

Priority Junction Analysis

Junction:	Pai Tau Street / Sheung Wo Che Road	Job Number:	J7373
Scenario:	Design Case - Weekday		J01 - P. 3
Design Year:	2034	Designed By:	CCH
		Checked By:	WCH
		Date:	22 May 2026



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.2	V-rBA	70	w-BA	6.6	D	1.1483
	W-CR	0.0	V-IBA	50	w-BC	6.6	E	1.2216
			V-rBC	70	w-CB	3.8	F	0.9648
			V-rCB	65			Y	0.4963

Analysis :

Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	66	Q-BA	547
q-CB	270	Q-BC	797
q-AB	22	Q-CB	627
q-AC	105	Q-BAC	701
q-BA	12		
q-BC	232		
f	0.951		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

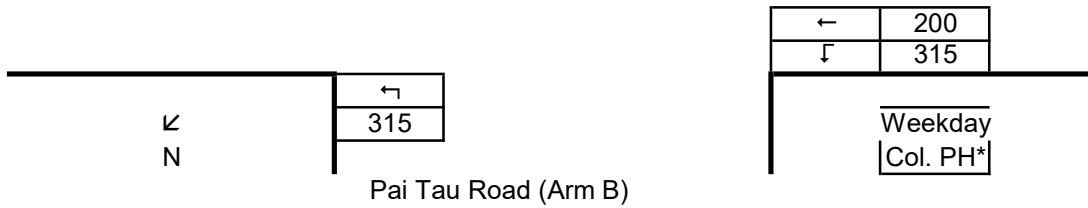
Ratio-of-flow to Capacity	Weekday
B-A	0.022
B-C	0.291
C-B	0.431
B-AC	0.348

Priority Junction Analysis

Junction:	Sha Tin Rural Committee Road / Pai Tau Street	Job Number:	J7373
Scenario:	Existing Condition - Weekday	J02 - P. 1	
Design Year:	2025	Designed By:	CCH
		Checked By:	WCH
		Date:	22 May 2026

Sha Tin Rural Committee Road (Arm C)

Pai Tau Street (Arm A)



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.1	V-rBA	30	w-BA	0.0	D	0.5602
	W-CR	0.0	V-IBA	30	w-BC	3.3	E	0.9088
			V-rBC	55	w-CB	0.0	F	0.6037
			V-rCB	30			Y	0.4963

Analysis :

Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	0	Q-BA	287
q-CB	0	Q-BC	561
q-AB	315	Q-CB	354
q-AC	200	Q-BAC	505
q-BA	0		
q-BC	315		
f	1.000		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

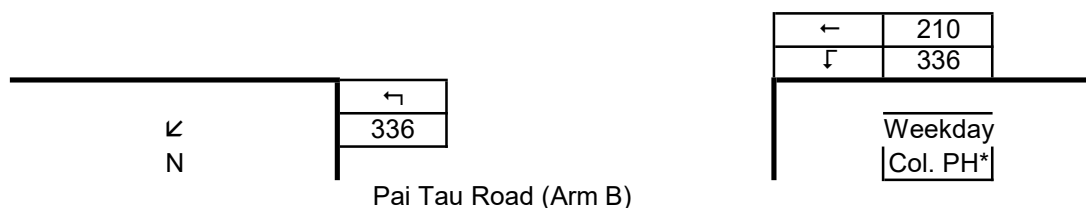
Ratio-of-flow to Capacity	Weekday
B-A	0.000
B-C	0.561
C-B	0.000
B-AC	0.623

Priority Junction Analysis

Junction:	Sha Tin Rural Committee Road / Pai Tau Street	Job Number: J7373
Scenario:	Reference Case - Weekday	J02 P. 2
Design Year:	2034	Designed By: CCH Checked By: WCH Date: 22 May 2026

Sha Tin Rural Committee Road (Arm C)

Pai Tau Street (Arm A)



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.1	V-rBA	30	w-BA	0.0	D	0.5602
	W-CR	0.0	V-IBA	30	w-BC	3.3	E	0.9088
			V-rBC	55	w-CB	0.0	F	0.6037
			V-rCB	30			Y	0.4963

Analysis :

Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	0	Q-BA	285
q-CB	0	Q-BC	559
q-AB	336	Q-CB	351
q-AC	210	Q-BAC	503
q-BA	0		
q-BC	336		
f	1.000		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

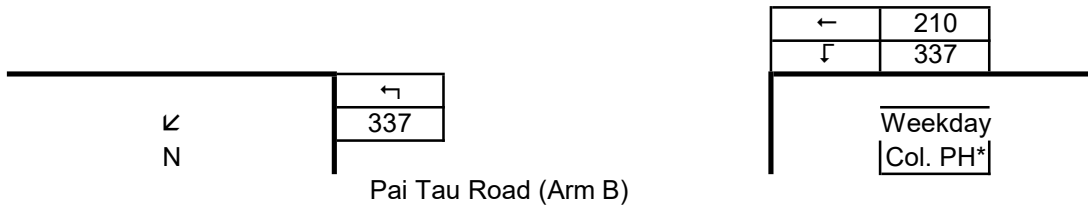
Ratio-of-flow to Capacity	Weekday
B-A	0.000
B-C	0.601
C-B	0.000
B-AC	0.668

Priority Junction Analysis

Junction:	Sha Tin Rural Committee Road / Pai Tau Street	Job Number: J7373
Scenario:	Design Case - Weekday	J02 P. 3
Design Year:	2034	Designed By: CCH
	Checked By: WCH	Date: 22 May 2026

Sha Tin Rural Committee Road (Arm C)

Pai Tau Street (Arm A)



*Col. PH - Columbarium Peak Hour

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.1	V-rBA	30	w-BA	0.0	D	0.5602
	W-CR	0.0	V-IBA	30	w-BC	3.3	E	0.9088
			V-rBC	55	w-CB	0.0	F	0.6037
			V-rCB	30			Y	0.4963

Analysis :

Traffic Flows, pcu/hr	Weekday	Capacity, pcu/hr	Weekday
q-CA	0	Q-BA	285
q-CB	0	Q-BC	559
q-AB	337	Q-CB	351
q-AC	210	Q-BAC	503
q-BA	0		
q-BC	337		
f	1.000		

Site Factor: 0.9
(For reduction of capacity due to cautionary crossing at junction.)

Ratio-of-flow to Capacity	Weekday
B-A	0.000
B-C	0.603
C-B	0.000
B-AC	0.670

Signal Junction Analysis

[illegible]

Signal Junction Analysis

[illegible]

Signal Junction Analysis

[illegible]

Signal Junction Analysis

Junction:	Sha Tin Rural Committee Road / Yuen Wo Road							Job Number: J7373			
Scenario:	Existing Condition - Weekday							J04 - P.1			
Design Year:	2025	Designed By:	CCH	Checked By:	WCH	Date:		28 April 2026			
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Weekday Columnar Peak Hour				
Sha Tin Rural Committee Road WB	LT	A1	A,D	3.00	40		Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
	LT	A2	A,D	3.00	40		100	1624	154	0.095	
	SA	A3	A	3.10			100	1981	188	0.095	
	SA	A4	A	3.10				2065	198	0.096	
	SA+RT	A5	A	3.10	20			2065	197	0.095	
	RT	A6	A	3.00	20		100	1910	194	0.102	0.102
Yuen Wo Road SB		LT	B1	B	4.50	10	100	1596	128	0.080	0.080
		LT+SA	B2	B	3.20	10	31	1983	159	0.080	
		SA	B3	B	3.20	10		2075	167	0.080	
		RT	B4	B	3.20	15	100	1886	134	0.071	
		RT	B5	B	3.20	25	100	1958	139	0.071	
Sha Tin Rural Committee Road EB		LT	C1	C	3.20	20	100	1586	222	0.140	
		LT+SA	C2	C	3.20	15		2075	315	0.152	0.152
		SA+RT	C3	C	3.20	35	52	2030	307	0.151	
		RT	C4	C	3.20	30	100	1976	299	0.151	
Yuen Wo Road NB		LT	D1	D	3.00	10	100	1465	204	0.139	0.139
		LT+SA	D2	D	3.00	10	100	1787	249	0.139	
		SA	D3	D	3.00			2055	121	0.059	
		SA	D4	D	3.00			2055	120	0.058	
		RT	D5	D	3.00	25	100	1939	142	0.073	
		RT	D6	D	3.00	20	100	1912	140	0.073	
pedestrian phase		P(6)				min crossing time =	8	sec GM +	9	sec FGM =	17 sec
		P(7)				min crossing time =	6	sec GM +	12	sec FGM =	18 sec
		P(8)				min crossing time =	10	sec GM +	19	sec FGM =	29 sec
		P(9)				min crossing time =	5	sec GM +	10	sec FGM =	15 sec
Note:											
Weekday Traffic Flow (pcu/hr)						$S=1940+100(W-3.25)$ $S_N=S+(1+1.5f/r)$					
466 455 222 N ↓ ↗ 453 ↘ 241 → 282 ↙ 342 593 194						$S=2080+100(W-3.25)$ $S_N=(S-230)+(1+1.5f/r)$					

Signal Junction Analysis

Junction:
Sha Tin Rural Committee Road / Yuen Wo Road

Job Number:
J7373

Scenario:
Reference Case - Weekday

J04 - P 2

Design Year:
2034
Designed By:
CCH
Checked By:
WCH
Date:
28 April 2026

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Normal Weekday (Columnarbum Hour)				Critical y							
						Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value								
Sha Tin Rural	LT	A1	A,D	3.00	40		100	1624	161	0.099							
Committee Road WB	LT	A2	A,D	3.00	40		100	1981	197	0.099							
	SA	A3	A	3.10				2065	208	0.101							
	SA	A4	A	3.10				2065	208	0.101							
	SA+RT	A5	A	3.10	20			2065	208	0.101							
	RT	A6	A	3.00	20		100	1910	203	0.106	0.106						
Yuen Wo Road SB	LT	B1	B	4.50	10		100	1596	128	0.080	0.080						
	LT+SA	B2	B	3.20	10		36	1969	158	0.080							
	SA	B3	B	3.20	10			2075	190	0.092							
	RT	B4	B	3.20	15		100	1886	140	0.074							
	RT	B5	B	3.20	25		100	1958	146	0.075							
Sha Tin Rural	LT	C1	C	3.20	20		100	1586	233	0.147							
Committee Road EB	LT+SA	C2	C	3.20	15			2075	360	0.173	0.173						
	SA+RT	C3	C	3.20	35		58	2025	307	0.152							
	RT	C4	C	3.20	30		100	1976	300	0.152							
Yuen Wo Road NB	LT	D1	D	3.00	10		100	1465	204	0.139	0.139						
	LT+SA	D2	D	3.00	10		100	1787	270	0.151							
	SA	D3	D	3.00				2055	121	0.059							
	SA	D4	D	3.00				2055	132	0.064							
	RT	D5	D	3.00	25		100	1939	149	0.077							
	RT	D6	D	3.00	20		100	1912	146	0.076							
pedestrian phase	P(6)																
	P(7)																
	P(8)																
	P(9)																
Note:																	
Weekday Traffic Flow (pcu/hr)																	

Signal Junction Analysis

[illegible]

Signal Junction Analysis

[illegible]

Signal Junction Analysis

[illegible]

Signal Junction Analysis

[illegible]