

## **5 OTHER MANAGEMENT MEASURES**

### **5.1 Visit-by-Appointment Scheme**

- 5.1.1 Visit-by-Appointment scheme will be implemented at the proposed columbarium development to control the number of visitors each day and to reserve car parking space for visitors. The relevant details provided in the Columbarium Management Plan is abstracted in **Appendix A**.

### **5.2 Provision of Shuttle Service**

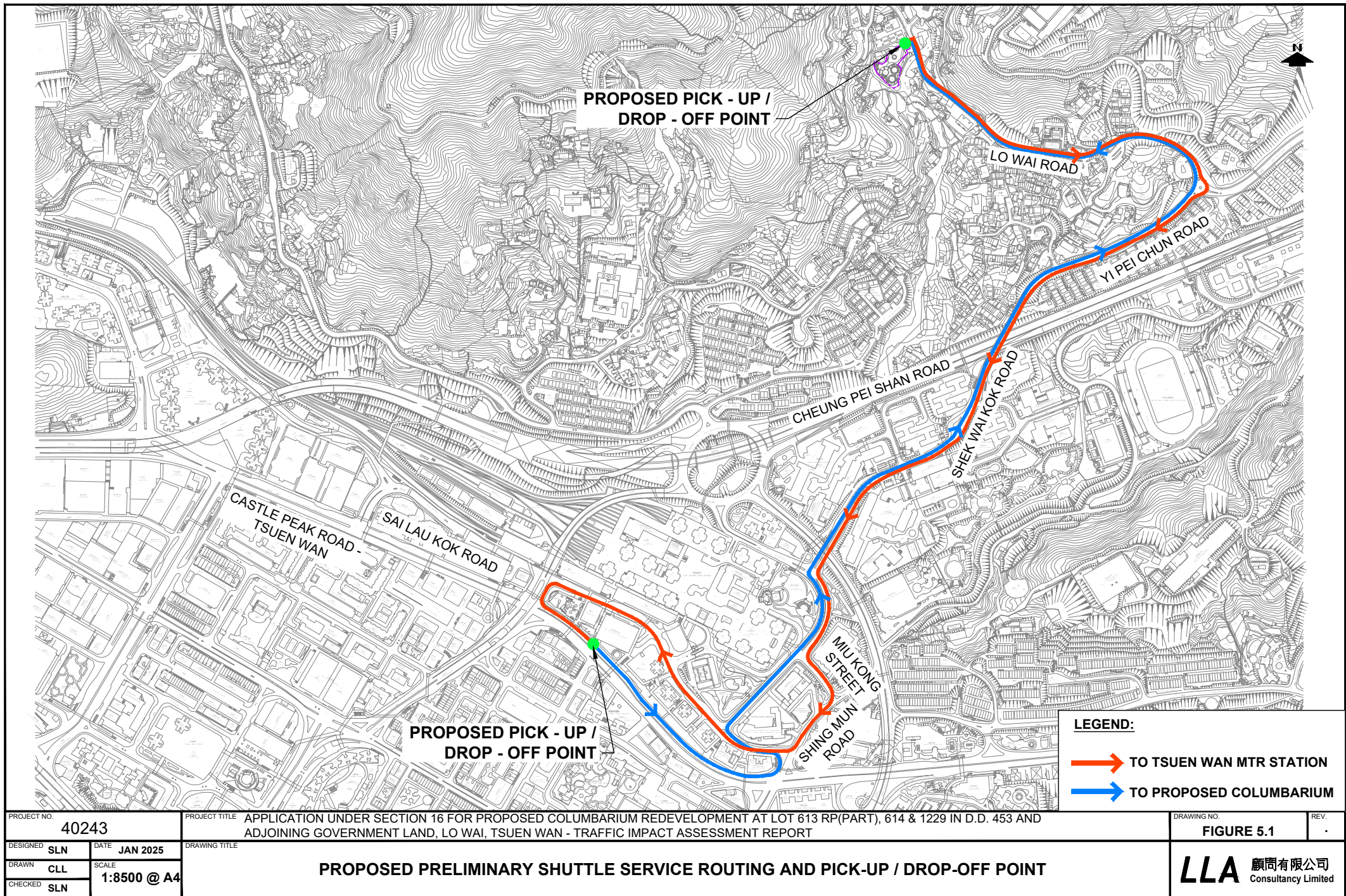
- 5.2.1 With an objective not to induce additional demand on the existing public transport services, i.e. green minibus, the Applicant will provide a shuttle service. The proposed shuttle service will travel between the Site and Tsuen Wan MTR Station. A preliminary routing and pick-up/drop-off point is shown in **Figure 5.1**.
- 5.2.2 To cater for the peak visitor demand (i.e. 55 visitors per hour) as discussed in **Section 4.3**, a 28-seater minibus will be used for the shuttle service and two trips can carry a total of 56 ( $2 \times 28 = 56$ ) passengers, which would be sufficient to accommodate all visitors induced by the proposed columbarium during peak hour. With the implementation of the visit-by-appointment system, the number of visitors can also be strictly controlled in order not to overload the shuttle service.
- 5.2.3 Swept path analysis is conducted to demonstrate the feasibility of manoeuvring of a 28-seater minibus within the Site and is presented in **Figure 5.2**. It is clearly demonstrated that there is sufficient space within the proposed development to accommodate the shuttle service pick-up/set-down use.
- 5.2.4 The detailed routing and the pick-up/drop-off point at Tsuen Wan MTR Station and routing will be submitted under the Management Plan during the license application. With the provision of shuttle service, no demand on the public transport services will be induced by the proposed development.

### **5.3 Data Collection and Review of Management Plan**

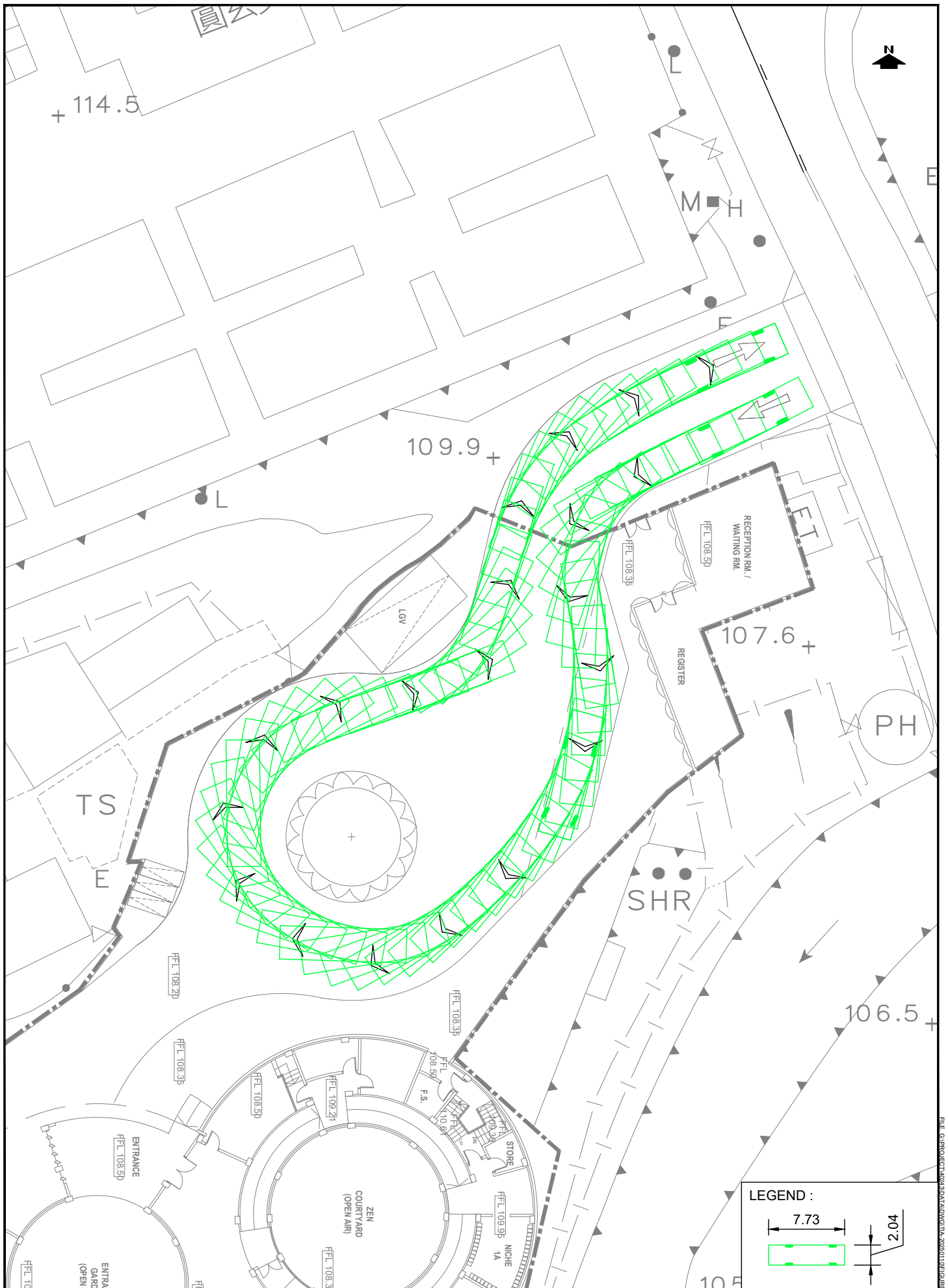
- 5.3.1 A traffic report shall be prepared for every subsequent year, summarizing all traffic-related information, such as the number of visitors, number of niches occupied, etc. All information can be used to evaluate the operation efficiency of the traffic arrangement and assist to enhance the management of the proposed columbarium. At the same time, if necessary, the information can be provided to Hong Kong Police Force, Transport Department, and other relevant government departments for consideration. Necessary actions can be taken to improve the overall traffic arrangement.



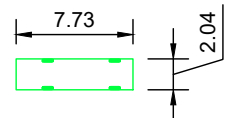








LEGEND :



PROJECT NO.  
**40243**

PROJECT TITLE  
APPLICATION UNDER SECTION 16 FOR PROPOSED COLUMBARIUM REDEVELOPMENT AT LOT 613 RP(PART), 614 & 1229  
IN D.D. 453 AND ADJOINING GOVERNMENT LAND, LO WAI, TSUEN WAN - TRAFFIC IMPACT ASSESSMENT REPORT

DRAWING NO.

**FIGURE 5.2**

REV.

DESIGNED SKL  
DATE **JAN 2025**  
SCALE  
DRAWN CLL  
CHECKED SLN  
1:300

DRAWING TITLE

**SWEPT PATH ANALYSIS - PICK-UP/DROP-OFF LAYBY  
(28-SEATERS)**

**LLA** 顧問有限公司  
Consultancy Limited