Form No. S12A
表格第 S12A 號

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

1. China Honour (Hong Kong) Limited
2. Million Union (Hong Kong) Limited
3. Grand Step International Limited
4. China Ease Development Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Knight Frank Petty Limited

3. Application Site 申請地點

(a)	Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ （Please proceed to Part 6 請繼續填寫第 6 部分）
(b)	Full address/ location/ demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676, 699 and 832 (Part) in D.D. 176, Wo Liu Hang Village, Fo Tan, Shatin, New Territories
(c)	Site Area 申請地點面積	520.93 sq.m 平方米 ☑ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	Not Applicable sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	'Columbarium' (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s) "#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)"& on _____ (DD/MM/YYYY)
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers& on _____ (DD/MM/YYYY)
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises& on _____ (DD/MM/YYYY)
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee& on _____ (DD/MM/YYYY)
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____
_____
_____
_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Sha Tin Outline Zoning Plan No. S/ST/35
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Village Type Development"

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one 「✔」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上 「✔」號) (請在圖則顯示詳情)

☐ Comprehensive Development Area [ ]
綜合發展區 [ ]

☐ Residential (Group ☐A/☐B/☐C/☐D/☐E) [ ]
住宅 (☐甲類 / ☐乙類 / ☐丙類 / ☐丁類 / ☐戊類) [ ]

☐ Agriculture [ ] 農業 [ ]

☐ Industrial (Group D) [ ] 工業（丁類）[ ]

☐ Government, Institution or Community [ ]
政府、機構或社區 [ ]

☐ Recreation [ ] 康樂 [ ]

☐ Country Park [ ] 郊野公園 [ ]

☐ Conservation Area [ ] 自然保育區 [ ]

☐ Commercial [ ] 商業 [ ]

☐ Village Type Development [ ]
鄉村式發展 [ ]

☐ Industrial [ ] 工業 [ ]

☐ Open Storage [ ] 露天貯物 [ ]

☐ Open Space [ ] 休憩用地 [ ]

☐ Green Belt [ ] 綠化地帶 [ ]

☐ Coastal Protection Area [ ]
海岸保護區 [ ]

☐ Site of Special Scientific Interest [ ]
具特殊科學價值地點 [ ]

☑ Other Specified Uses (☐Business/☐Industrial Estate/☐Mixed Use/☐Rural Use/☐Petrol Filling Station/
☑Others (please specify Columbarium)) [2]
其他指定用途 (☐商貿 / ☐工業邨 / ☐混合用途 / ☐鄉郊用途 / ☐加油站 /
☐ 其他 (請註明：_____)) [ ]

☐ Road 道路

☐ Others (please specify_____)
其他 (請註明：_____)

Please insert subzone in [ ] as appropriate.
請於[ ]內註明支區，如適用。

☑ Proposed Notes of Schedule of Uses of the zone attached
已夾附對土地用途地帶的《註釋》的擬議修訂

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁

☐ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
(Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情，如適用：
(如下列空間不足，請另頁說明)

.....

.....

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8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the **Appendix**.
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

.....

Please see the planning statement attached.

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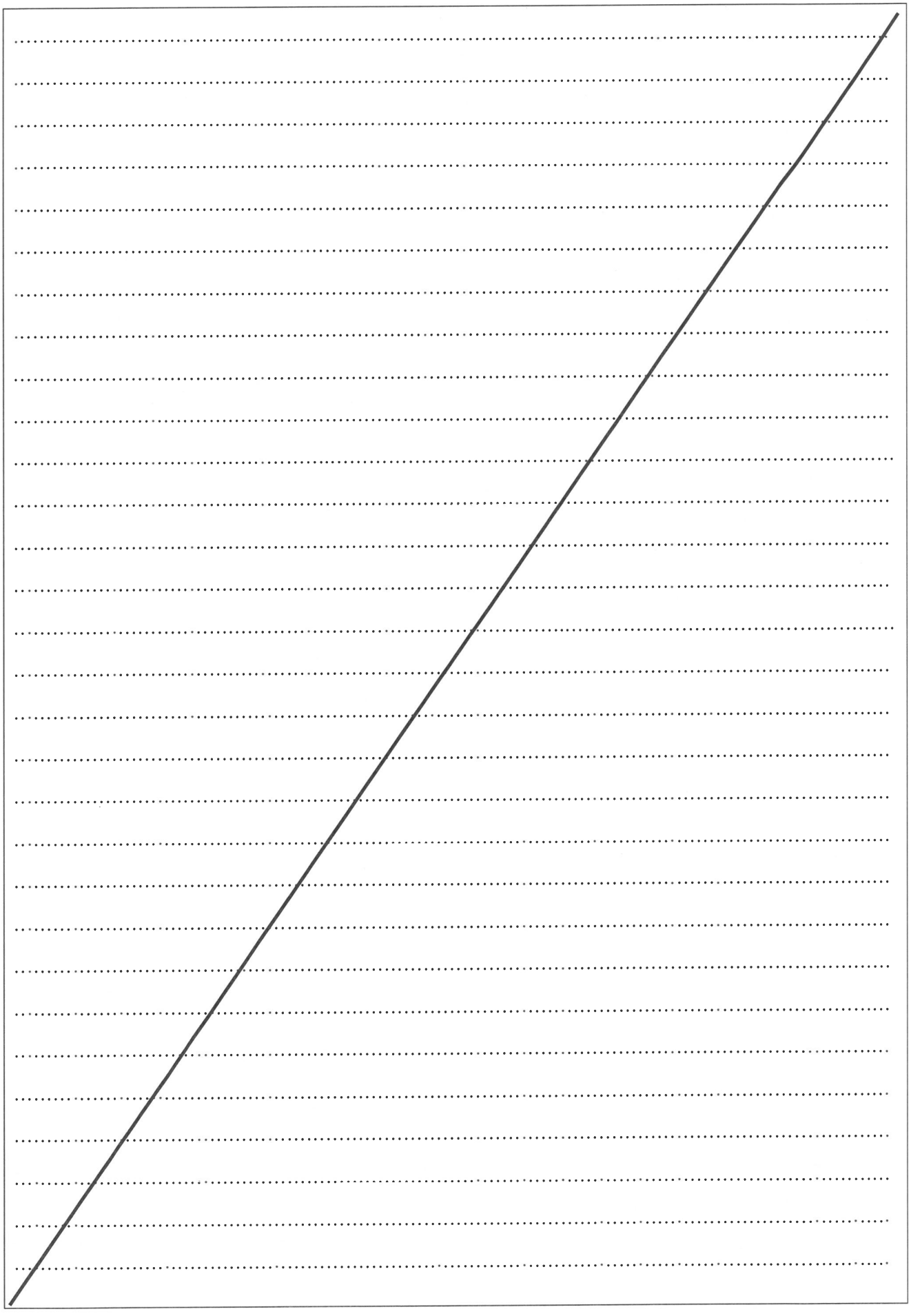


Part 9 (Cont'd) 第 9 部分(續)

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

Calvin Kan (Name in Block Letters 姓名（請以正楷填寫）) Associate Director, Planning and Development (Position (if applicable) 職位 （如適用）)

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 Knight Frank Petty Limited

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 20/7/2022 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)
擬議發展的發展計劃（只作指示用途）

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積	464.06 sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	0.89	☑ About 約
☑ Proposed site coverage 擬議上蓋面積	47.3 %	☑ About 約
☑ Proposed number of blocks 擬議座數	6	
☑ Proposed number of storeys of each block 每座建築物的擬議層數	Not more than 3 storeys 層 ☐ include 包括 ____ storeys of basements 層地庫 ☐ exclude 不包括 ____ storeys of basements 層地庫	
☑ Proposed building height of each block 每座建築物的擬議高度	Not more than 7.95 m 米	☑ About 約
	Not more than 19 mPD 米(主水平基準上)	☑ About 約
☐ Domestic part 住用部分		
GFA 總樓面面積	sq.m. 平方米	☐ About 約
number of units 單位數目		
average unit size 單位平均面積	sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目		
	GFA 總樓面面積	
☑ Non-domestic part 非住用部分	sq.m.平方米	☐ About 約
☐ hotel 酒店	sq.m.平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目: ____)	
☐ office 辦公室	sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆	sq.m.平方米	☐ About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☑ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) Please refer to the planning statement p. 13	
☐ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☐ private open space 私人休憩用地	sq.m.平方米	☐ Not less than 不少於
☐ public open space 公共休憩用地	sq.m.平方米	☐ Not less than 不少於

☐ Transport-related facilities 與運輸有關的設施

☐ parking spaces 停車位 (please specify type(s) and number(s)) (請註明種類及數目)

Private Car Parking Spaces 私家車車位 .....
Motorcycle Parking Spaces 電單車車位 .....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位 .....
Medium Goods Vehicle Parking Spaces 中型貨車泊車位 .....
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 .....
Others (Please Specify) 其他 (請列明) .....
.....

☐ loading/unloading spaces 上落客貨車位 (please specify type(s) and number(s)) (請註明種類及數目)

Taxi Spaces 的士車位 .....
Coach Spaces 旅遊巴車位 .....
Light Goods Vehicle Spaces 輕型貨車車位 .....
Medium Goods Vehicle Spaces 中型貨車車位 .....
Heavy Goods Vehicle Spaces 重型貨車車位 .....
Others (Please Specify) 其他 (請列明) .....
.....

☐ other transport-related facilities 其他與運輸有關的設施 (please specify type(s) and number(s)) (請註明種類及數目)

.....
.....

Use(s) of different floors (if applicable) 各樓層的用途(如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	Please refer to the planning statement p. 2 .....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途

Holding/queuing area.....
.....
.....

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是 ☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明道路名稱(如適用))

Wo Liu Hang Road.....

☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

.....
.....

No 否 ☐

For Development involving columbarium use, please complete the table in the Annex to this Appendix.
如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures
如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts?
擬議發展計劃會否造成不良影響？

On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

_____
_____

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

.....
.....
.....
.....
.....
.....

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches 在龕位內最多可安放骨灰的數量	11,879
Maximum number of sets of ashes that may be interred other than in niches 在非龕位的範圍內最多可安放骨灰的數量	0
Total number of niches 龕位總數	8,828
Total number of single niches 單人龕位總數	5,788
Number of single niches (sold and occupied) 單人龕位數目 (已售並佔用)	2,233
Number of single niches (sold but unoccupied) 單人龕位數目 (已售但未佔用)	1,349
Number of single niches (residual for sale) 單人龕位數目 (待售)	2,206
Total number of double niches 雙人龕位總數	3,030
Number of double niches (sold and fully occupied) 雙人龕位數目 (已售並全部佔用)	286
Number of double niches (sold and partially occupied) 雙人龕位數目 (已售並部分佔用)	727
Number of double niches (sold but unoccupied) 雙人龕位數目 (已售但未佔用)	495
Number of double niches (residual for sale) 雙人龕位數目 (待售)	1,522
Total no. of niches other than single or double niches (please specify type) 除單人及雙人龕位外的其他龕位總數 (請列明類別)	10

	Triple Niches	Quadruple Niches	
Number. of niches (sold and fully occupied) 龕位數目 (已售並全部佔用)	7	0	7
Number of niches (sold and partially occupied) 龕位數目 (已售並部分佔用)	1	1	2
Number of niches (sold but unoccupied) 龕位數目 (已售但未佔用)	1	0	1
Number of niches (residual for sale) 龕位數目 (待售)	0	0	0

Proposed operating hours 擬議營運時間

1. From 9:00AM to 5:00PM everyday, including Ching Ming and Chung Yeung Festival Days, 4 weekends before and after the Ching Ming and Chung Yeung Festivals and public holidays within the 4 weekends before and after the Ching Ming and Chung Yeung Festivals

2. From 9:00AM to 3:00PM during the 29th day to the third day of the Lunar New Year

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676, 699 and 832 (Part) in D.D. 176, Wo Liu Hang Village, Fo Tan, Shatin, New Territories 新界沙田火炭禾寮坑村丈量約份第176 約地段第35 號、第36 號A 分段、第36 號餘段、第38 號A 分段第1 小分段、第38 號A 分段餘段、第624 號、第676 號、第699 號及第832號（部分）
Site area 地盤面積	520.93 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Draft Sha Tin Outline Zoning Plan No. S/ST/35 沙田分區計劃大綱草圖編號S/ST/35
Zoning 地帶	Village Type Development 鄉村式發展
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☐ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☑ Rezone the application site from "Village Type Development" to "Other Specified Uses" annotated 'Columbarium (2)' 把申請地點由「鄉村式發展」地帶改劃為「其他指定用途」註明「靈灰安置所 (2)」

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

			sq.m 平方米	Plot Ratio 地積比率
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	464.06 ☑ About 約 ☑ Not more than 不多於	0.89 ☐About 約 ☑Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用		
		Non-domestic 非住用	6	
		Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	7.95	m 米 ☑ (Not more than 不多於)
			19	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			3	Storeys(s) 層 ☑ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積		47.3 %	☑ About 約
(v)	No. of units 單位數目			
(vi)	Open space 休憩用地	Private 私人		sq.m 平方米 ☐ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☑	☐
Block plan(s) 樓宇位置圖	☑	☐
Floor plan(s) 樓宇平面圖	☑	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☑
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Management Plan 管理方案		
_____		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Knight Frank 萊坊

Your Ref.: Y/ST/56
Our Ref.: LAS/AC/CK/CL (21-24005)

Appendix Ia of RNTPC
Paper No. Y/ST/56A

The Secretary
Town Planning Board
15/F North Point Government Offices
333 Java Road, North Point
Hong Kong

12 June 2023

By Hand and Email (tpbpd@pland.gov.hk)

Dear Sirs

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP 131)
REZONING FROM "VILLAGE TYPE DEVELOPMENT"
TO "OTHER SPECIFIED USES" ANNOTATED "COLUMBARIUM (2)"
FOR YAN HAU ANCESTRAL HALL ("YHAH")
AT WO LIU HANG VILLAGE, FO TAN, SHATIN, NEW TERRITORIES
(LOT NOS 35, 36 S.A, 36 RP, 38 S.A SS.1, 38 S.A RP, 624, 676 AND 699 IN D.D. 176)
ON DRAFT SHA TIN OUTLINE ZONING PLAN NO. S/ST/35
(SECTION 12A PLANNING APPLICATION NO. Y/ST/56– FURTHER INFORMATION 6)

We refer to the captioned planning application No. Y/ST/56.

Further to our original submission made to the Town Planning Board ("TPB") via letter dated 20 July 2022 and further information submissions dated 15 September 2022,15 November 2022, 6 February 2023, 21 April 2023 and 27 April 2023, we hereby submit the 6th set of further information to support this application.

The Applicant acknowledged the ongoing concern of the Planning Department ("PlanD") about land use compatibility, particularly regarding the proximity to House No. 11 Wo Liu Hang Village. To address this issue, the Applicant would like to exclude No. 10 Wo Liu Hang Village, which is the ancillary office currently, from the site boundary and create a buffer between the proposed columbarium use and the surrounding village residential settings.

The site address has been updated to Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676 and 699 in D.D.176, with the new proposed site area of 438m^2, plot ratio of 0.79, site coverage of 47.2%, total gross floor area of 345.41m^2 and maximum building height of 6.8m respectively. As a result of the exclusion of the ancillary office, the proposed "OU(Columbarium (2))" Sub-area (a) and Sub-area (b) in Further Information (3) dated 6 February 2023 are no longer applicable.

12 June 2023
Town Planning Board
Attention: Secretary, Town Planning Board

To protect consumer interests and minimize the losses and any social disruption arising from the displacement of interred ashes, the Applicant wishes to keep the proposal of only covering 5,100 niches (sold before 30 June 2017) under this application mentioned in Further Information (4) dated 21 April 2023. The remaining 3,728 unsold niches will be sealed off with stone slabs as there is no plan for further selling or letting. Although TIA is not required for licence application by pre-cut-off columbarium only involving niches sold before 30 June 2017, a revised TIA is also incorporated to clearly demonstrate that no insurmountable traffic impact will be induced by the proposed amendment covering the said 5,100 niches.

In addition, the proposed measure in Further Information (3) dated 6 February 2023 to provide separate access for residents of houses No. 1-6 Wo Liu Hang Village remains valid. The existing boundary wall will be modified to provide a separate footpath branching off from Wo Liu Hang Road.

70 hardcopies of the Supporting Planning Statement are herein enclosed (**Attachment I**), including Schematic Architectural Drawings (**Appendix I of Attachment I**), the Revised TIA Report (**Appendix II of Attachment I**) and Revised Management Plan (**Appendix III of Attachment I**).

Should there be any queries, please feel free to contact the undersigned or our Ms. Charlotte Lau at 2846 7483.

Yours faithfully
For and on behalf of
Knight Frank Petty Limited

p.p.

Calvin Kan MHKIP RPP
Associate Director, Planning & Development
Land Advisory Services
calvin.kan@hk.knightfrank.com
D +852 2846 7429

Encs

cc Client (By email only)

Shatin, Tai Po and North District Planning Office (By email only)
(Attn.: Ms. Margaret Chan / Ms. Hannah Yick / Mr. Derek Wong)

Attachment I

Consolidated Supporting Planning Statement

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A

OF THE TOWN PLANNING ORDINANCE (CAP. 131)

REZONING FROM "VILLAGE TYPE DEVELOPMENT"

TO "OTHER SPECIFIED USES" ANNOTATED "COLUMBARIUM (2)"

FOR YAN HAU ANCESTRAL HALL

AT WO LIU HANG VILLAGE, FO TAN, SHATIN, NEW TERRITORIES

(LOT NOS. 35, 36 S.A, 36 RP, 38 S.A SS. 1, 38 S.A RP,

624, 676 AND 699 IN D.D.176)

ON DRAFT SHA TIN OUTLINE ZONING PLAN NO. S/ST/35

SUPPORTING PLANNING STATEMENT

JULY 2022

Executive Summary

This planning application is submitted to the Town Planning Board ("TPB") under Section 12A of the Town Planning Ordinance to rezone Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676 and 699 in D.D. 176 ("the Application Site") from "Village Type Development" ("V") zone to "Other Specified Uses" annotated "Columbarium (2)" ("OU(Columbarium (2))") ("the Proposed Amendment").

The Application Site is currently zoned "V" on the draft Sha Tin Outline Zoning Plan No. S/ST/35 ("the OZP"). The Proposed Amendment aims to regularize the current columbarium use and is submitted to fulfill the statutory planning requirements under the Private Columbaria Ordinance ("PCO") in order to obtain a private columbarium licence ("PCL") for the continuous operation of the current columbarium known as Yan Hau Ancestral Hall ("YHAH") since 2007. YHAH currently provides 8,828 niches. Only 5,100 niches sold before 30 June 2017 (the enactment date of the Ordinance), which are distributed among all five blocks for columbarium use of YHAH, are covered under this application. The remaining niches will be sealed off permanently with stone slabs to avoid selling or letting out of niches in the future.

The Proposed Amendment is substantiated by this Planning Statement and the salient points are as follows: -

1. The Proposed Amendment echoes with the Government policy of regularizing private columbaria and conforms with the PCO. It can help facilitate the supply of 5,100 sold niches (single niches: 3,582; double niches: 1,508; triple niches: 9 and quadruple niches: 1), which has a minimal impact on the surrounding area.

2. The site profile and its characteristics have shown that the Application Site is suitable for columbarium development. It is well-served by public transportations and the extensive footpath will be adequate to serve the columbarium development. This Application will not set an undesirable precedent for similar applications as each site is to be considered on its own merits which will include the current background history, scale, site compatibility with the surrounding environment, the current PCO and policy initiatives.

3. The Proposed Amendment can help rectify the land use zoning. This Application also allows relevant Government departments to have better control on the current columbarium operation.

4. The Application will create no adverse impact in terms of air quality, noise, drainage, sewage, environmental and traffic aspects on the surrounding area as proven in the Technical Assessments.

5. A similar application (No. Y/ST/47) for rezoning from "V" and "Green Belt" to "OU (Columbarium(1))" under the same OZP was agreed by the TPB on 10 September 2021. The

approval of the Proposed Amendment will not set an undesirable precedence in view of the similar site characteristics.

In view of the above and the detailed planning justifications put forward in the Supporting Planning Statement, we sincerely seek TPB's favorable consideration to agree to this Application.

內容摘要

申請人根據《城市規劃條例》第 12A 條向城市規劃委員會（「城規會」）遞交是次修訂規劃地帶的規劃申請。是次規劃申請擬議已劃作「鄉村式發展」的丈量約份第 176 約地段第 35 號、第 36 號 A 分段、第 36 號餘段、第 38 號 A 分段第 1 小分段、第 38 號 A 分段餘段、第 624 號、第 676 號及第 699 號（「申請地點」）改劃為「其他指定用途」註明「靈灰安置所（2）」地帶（「擬議修訂」）。

是次規劃申請地點於《沙田分區計劃大綱草圖編號 S/ST/35》（「分區計劃大綱圖」）已劃作「鄉村式發展」用途。擬議修訂旨在將現在的骨灰安置所用途規範化，並符合法定規劃條件，得以根據《私營骨灰安置所條例》去申請「私營骨灰安置所牌照」，讓申請人可以繼續營運自 2007 年已有的骨灰安置所（「仁孝宗祠」）。仁孝宗祠現時提供 8,828 個骨灰龕位。是次申請只涵蓋 2017 年 6 月 30 日（《條例》刊憲日期）前已售並分佈在仁孝宗祠五個供骨灰安置建築物的 5,100 個龕位。其餘的骨灰龕位將用石板永久封閉，以免日後出售或出租龕位。

規劃綱領內提供的支持理據如下：

1. 擬議修訂與政府對私營骨灰龕場的政策互相呼應，以確定骨灰龕用途符合《私營骨灰安置所條例》的規定。是次規劃申請可提供 5,100 個於 2017 年 6 月 30 日（《條例》刊憲日期）前已售龕位(單人龕位 3,582 個; 雙人龕位 1,508 個; 三人龕位 9 個及四人龕位 1 個)。此申請對周圍環境的影響有限。

2. 申請地點的概況及其特點表明該申請地點適合骨灰安置所的發展。申請地點位置便利，訪客能使用各式公共交通工具前往，而寬闊的行人路亦足以容納該骨灰安置所發展。這項申請不會爲類似申請設立不良的先例，因為每個申請地點都是根據其自身的優點來考慮的，考慮的因素包括仁孝宗祠現時的歷史背景、規模、與周圍環境的相容性、現時申牌法例及政策措施等等。

3. 擬議修訂可協助規範土地用途。是次申請亦有助相關政府部門更好地規管靈灰安置所的運作。

4. 如技術評估所證實，是次申請不會對周邊地區的空氣、噪音、排污、環境及交通等方面造成不利影響。

5. 由「鄉村式發展」及「綠化地帶」地帶改劃為「其他指定用途」註明「靈灰安置所（1）」地帶的類似申請(編號 Y/ST/47) 已於 2021 年 9 月 10 日獲城規會批准。基於擬議修訂的申請地點和其概況相似，批准這項申請不會為同類個案立下不良先例。

基於上述情況，以及規劃綱領內的詳細規劃理據，申請人懇請城規會給予考慮批准是次規劃申請。

註: 內容如有差異，應以英文版本為準。

Contents

1 Introduction

1.1 Background

This application is submitted to the Town Planning Board ("TPB") to amend the zoning of Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676 and 699 in D.D. 176 at Wo Liu Hang Village, Sha Tin, New Territories ("the Application Site") on the draft Sha Tin Outline Zoning Plan No. S/ST/35 ("the OZP") from "Village Type Development" ("V") zone to "Other Specified Uses" annotated "Columbarium (2)" ("OU (Columbarium (2))") zone ("the Proposed Amendment").

The Application Site is currently occupied by a pre-cut-off columbarium (in operation with ashes interred in niches before 8am on 18 June 2014), namely Yan Hau Ancestral Hall ("YHAH"). YHAH has already obtained the "Approval-in-principle for temporary suspension of liability ("TSOL") Application" issued by the Private Columbaria Licensing Board (PCLB) with the view that the application is basically in compliance with the application requirements of the TSOL. The application for private columbarium licence ("PCL") in respect of the pre-cut-off columbarium under the Private Columbaria Ordinance ("PCO") was submitted by YHAH and is currently being processed by the Private Columbaria Affairs Office ("PCAO") of Food and Environmental Hygiene Department ("FEHD"). This application aims to regularize the land use zoning in accordance with the current use, as well as to comply with the planning-related requirements under PCO. Only 5,100 niches sold before 30 June 2017 (the enactment date of the Ordinance) out of the total of 8,828 niches are covered under this application. The remaining niches will be sealed off with stone slabs permanently to avoid selling or letting out new niches in the future.

1.2 Statement Structure

This Supporting Planning Statement comprises six sections. Following the introduction, descriptions on the Application Site and its surrounding context will be discussed in **Section 2**. **Section 3** set out the policy background regarding PCO and the statutory planning context. The Proposed Amendment will be detailed in **Section 4**, which is to be followed by the justifications as presented in **Section 5**. The Supporting Planning Statement will be concluded in **Section 6**. The following technical and supplementary materials are attached along with the Statement in supporting this Application: -

- Schematic Architectural Drawings (**Appendix I**);
- Traffic Impact Assessment ("TIA") Report (**Appendix II**); and
- Management Plan (**Appendix III**)

2 The Site and Its Surrounding

2.1 The Site

The Application Site, falling within an area zoned "V" under the OZP, is located at the eastern part of Wo Liu Hang Village with an area about 438m^2 (**Figure 1**). It is bounded by a slope covered by vegetations to its north, an open space and industrial buildings to its south and some village houses to its east and west. The Proposed Amendment is for the accommodation and regularization of YHAH as a columbarium (**Figures 2** and **3**).

As of today, the Application Site is occupied by a columbarium, namely, YHAH (**Figures 2 and 3**). YHAH has been operating at the Application Site since 2007. The Application Site is divided into two portions which mainly consists of Zone 1 with two 2-storey buildings (i.e. Block A and B) for columbarium use and Zone 2 with two 1-storey buildings (i.e. Block C and D) and a 2-storey building (i.e. Block E) for columbarium use. Blocks C, D and E within Zone 2 are fenced off by existing fencing walls of about 3m tall to avoid nuisance brought to the surroundings. Burning of paper offerings and joss sticks would not be permitted at the Application Site. There is no vehicular access to the Application Site. Pedestrian access is available through an existing footpath connecting the Wo Liu Hang Road cul-de-sac.

The Application Site provides a total 8,828 niches currently. Only 5,100 niches sold before 30 June 2017 (the enactment date of the Ordinance), which are distributed among all five blocks for columbarium use of YHAH, are covered under this application (single niches: 3,582; double niches: 1,508; triple niches: 9 and quadruple niches: 1). The remaining niches will be sealed off permanently with stone slabs to avoid selling or letting out new niches in the future. Breakdown of the niche information will be provided in **Section 4** below.

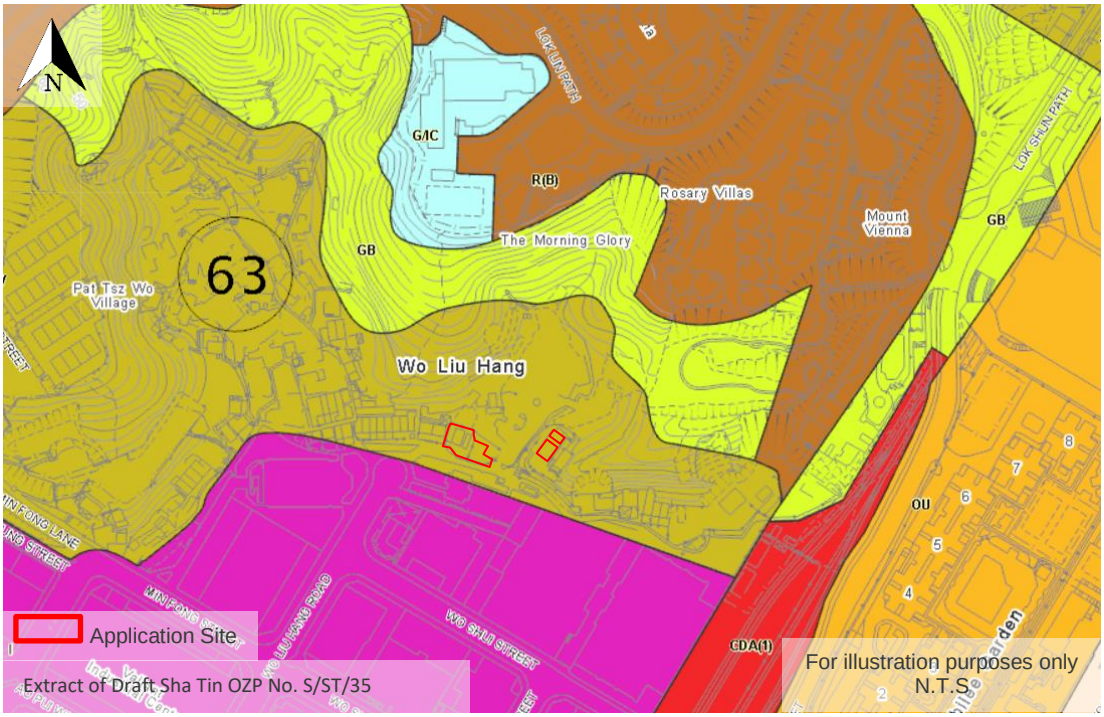
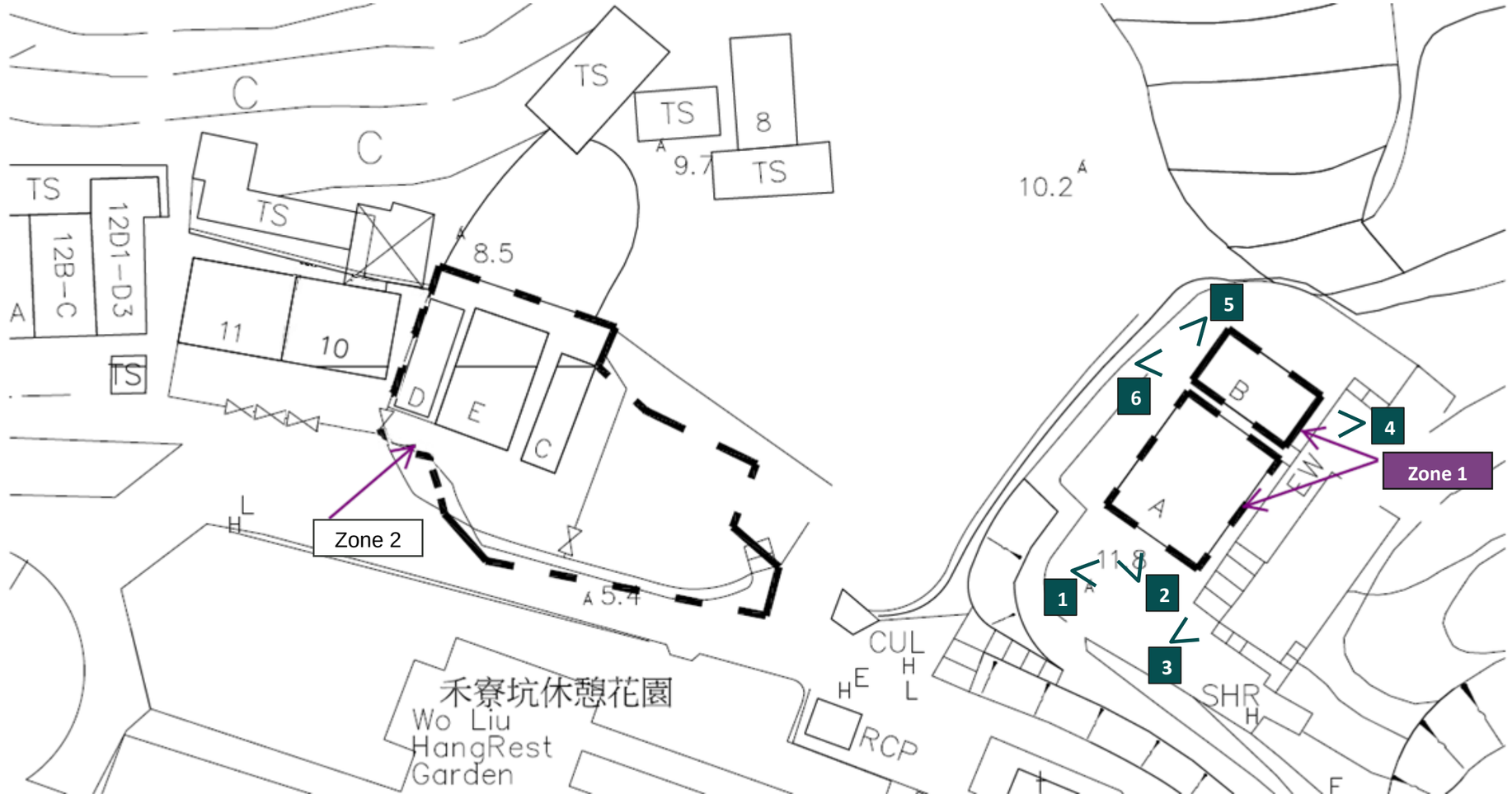
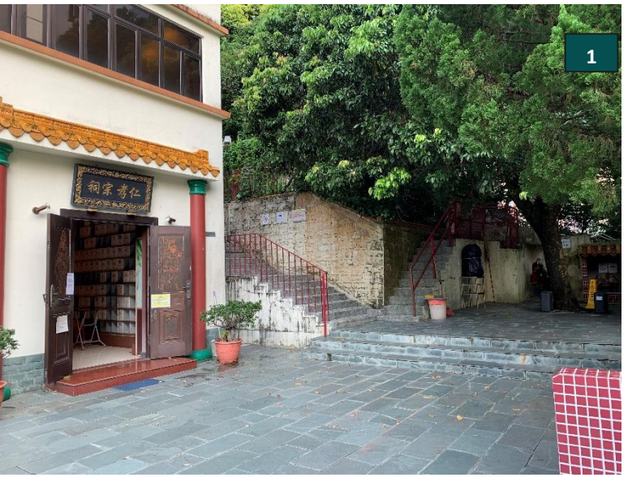


Figure 1. Location Plan





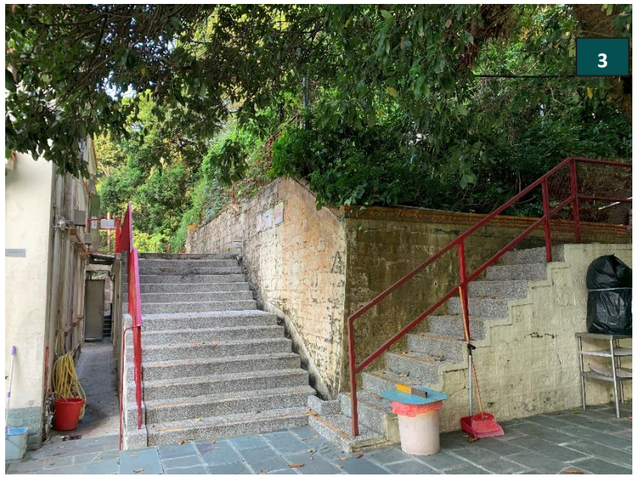
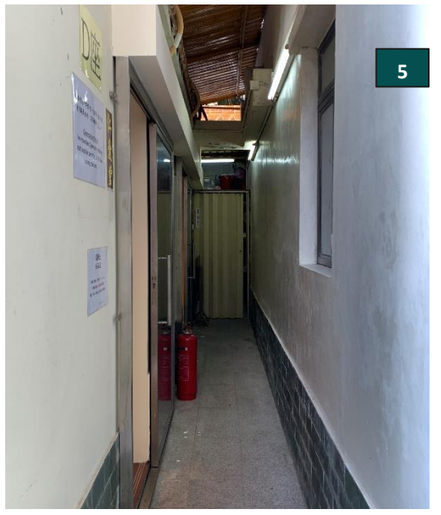


Figure 2. Current Condition of the Application Site (Zone 1 – Blocks A and B)



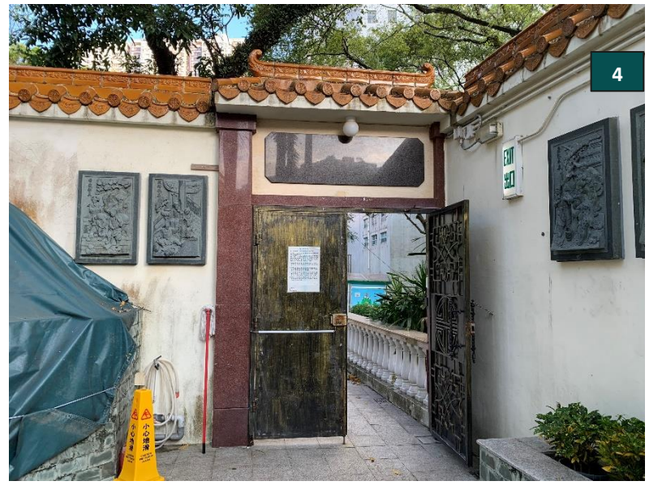


Figure 3. Current Condition of the Application Site (Zone 2 – Blocks C, D and E)

2.2 Land Status

The Application Site is divided into Zone 1 and Zone 2 and straddles over Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676 and 699 in D.D. 176 (**Figure 4**).

Zone 1

Zone 1, with a total area of 104.52m^2, covers Lot Nos. 676 and 699 in D.D.176. Lot No. 676 is governed by New Grant No. 8382 dated 22 March 1955 for a term of 75 years from 1 July 1898. Lot No. 699 is governed by New Grant No. 8829 dated 5 March 1959 for a term of 75 years from 1 July 1898. No house erected on the said Lots shall be more than two stores in height. No grave shall be made on, nor shall any human remains be interred in, or deposited on the lot sold either in earthenware jars or otherwise.

Zone 2

Zone 2, with a total area of 333.48m^2, comprises Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP and 624 in D.D.176. Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1 and 38 S.A RP are old schedule agricultural lots. Lot No. 624 should be governed by New Grant No. 7151 but it is not available in Land Registry.

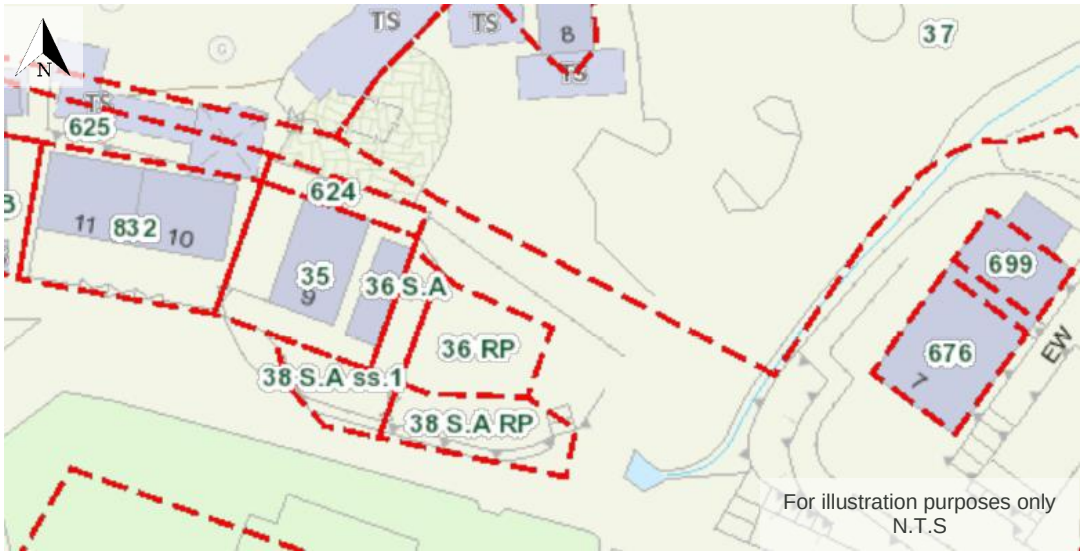


Figure 4. Lot Index Plan

2.3 Surrounding Environment

The surrounding areas have the following characteristics: -

a) to the north is an area largely covered by dense vegetations with scattered temporary structures. To the further northeast is the Lok Shun Path Barbecue Area;

b) to the east are scattered village houses at Wo Liu Hang Village. The new residential development named as The Arles and Yuk Wo Court are at the further southwest across the Fo Tan industrial area;

c) to the south is a footpath connecting to the Wo Liu Hang Road cul-de-sac. To the further south across the footpath are an open space, namely Wo Liu Hang Rest Garden and the Fo Tan industrial area; and

d) to the immediate west is a village house. To the further northwest and west is cluster of small houses at Wo Liu Hang Village.

In general, the Application Site is located in an area occupied by village houses and vegetated land in the vicinity. It is segregated from the high-rise residential developments by the Fo Tan industrial area and Au Pui Wan Street.

2.4 Accessibility

The Application Site is not served by any vehicular access. It can be accessible through an existing footpath branching off the cul-de-sac of Wo Liu Hang Road. The Application Site is well-served by various bus routes (e.g. 48P, 73A, 80M, 81K, 85, 88K, 88X, 280X, 285, 285A, 798 and 989) and minibus routes (e.g. 28K, 28S, 60K, 60P, 61S, 62K, 65K, 69K, 481, 481X, 811, 811A, 811B, 811K, 811P and 814) mainly travelling along Lok King Street, Au Pui Wan Street and Shan Mei Street (**Figure 2.16** of **Appendix II**). The Application Site is located within a 10-minute walk from MTR East Rail Fo Tan Station and is accessible through Wo Liu Hang Road. Since the Application Site is highly accessible by public transportations, visitors are encouraged to visit YHAH by buses and MTR East Rail Line. No on-site parking nor pick-up / drop-off facilities are provided.

2.5 Similar Application

There is one similar application (No. Y/ST/47) for amendment of plan within the "V" zone under the same OZP to regularize the existing columbarium in Fo Tan area. Planning application No. Y/ST/47 proposed for rezoning of "V" and "Green Belt" ("GB") to "OU (Columbarium (1))" under which 'Columbarium' is a Column 1 use. It was agreed by the TPB on 10 September 2021 since the columbarium was located in a convenient location well-served by public transport, accessible via an independent pedestrian access not

shared by nearby villagers, no significant adverse traffic and environmental impacts were envisaged and concerned government departments had no objection to the application.

The proposed amendment of the OZP was agreed by TPB on 12 November 2021 and the above mentioned approved similar application is included as Amendment Item B. The relevant “V” and “GB” are proposed to be rezoned to a new “OU(Columbarium (1))” sub-zone including the maximum GFA, site coverage, building height and number of niches for columbarium use.

3 Policy Background and Planning Context

3.1 Private Columbaria under the Private Columbaria Ordinance

In order to protect consumer interests and ensure the sustainability of private columbaria, the Government regularizes columbaria by introducing PCO, which has come into effect since 30 June 2017. Under PCO, all private columbaria must be covered by a specified instrument namely, licence, exemption or TSOL to permit its operation. The prerequisites and restrictions on operation of each instrument vary accordingly. Only private columbaria granted with licence are allowed to sell or newly let out new niches. According to the PCO, a licence shall only be granted if the applicant manages to comply with all the requirements stipulated in the PCO and specified by PCLB, including those relating to land, planning, buildings, the management plan, the right to use the premises, fire safety, electrical and mechanical safety, etc.

FEHD has set up PCAO to provide executive support to the PCLB and handle matters relating to the implementation of PCO. Applications for specified instruments by pre-cut-off columbaria must be submitted within a three-month period from 30 December 2017 to 29 March 2018. Any person who operates, keeps, manages or in any way has control of a columbarium illegally or disposes of ashes improperly commits an offence and is liable to a fine and imprisonment.

3.2 Policy Initiatives of Pre-Cut-Off Columbaria

In November 2017, the Chief Executive in Council has approved two policy initiatives to address the land premium and TIA issues of pre-cut-off columbaria seeking a licence. The Government recognizes the need to resolve the historic problems of private columbaria which have accumulated over the years. A pragmatic and sensitive approach towards the consumers who have purchased these niches will be adopted by the Government in order to minimize their losses and any social disruption arising from massive displacement of interred ashes. The Government mainly takes into account the overall interests of the community so as to avoid affecting the descendants, in particular their wishes not to disturb the interred ashes of the deceased as far as practicable.

On land premium, in addition to exemption, pre-cut-off columbaria eligible for licence may also allow to apply for waiving payment of the regularization exercise. However, operators must pay a full market value land premium for all post-cut-off sold or newly let out niches.

In relation to TIA, taking into account the overall interests of the community, the Government has decided to use an empirical evidence approach as the basis for assessing traffic impacts when processing the licence application from a pre-cut-off

columbarium whose operation only involves the number of niches sold before 30 June 2017. If a pre-cut-off columbarium would like to sell or newly let out niches after 30 June 2017, the TIA mechanism will be applicable to it.

3.3 Shortage in Columbarium Facilities

With reference to The Mortality Trend in Hong Kong, 1986 to 2018[1] issued by Census and Statistics Department, although the standardized death rate in Hong Kong has been diminishing, the number of deaths in Hong Kong increased from 32,847 in 1998 to 47,400 in 2018, which can be attributed to the population growth and aging population. According to the Hong Kong Population Projections 2017 - 2066[2], an uptrend in the number of deaths will persist and the demand for niches will be heated in the coming years. The estimated death toll will increase to 73,900 in 2038[3].

In handling with the increasing number of deceased, the Government adopted a three-pronged strategy including enhancing public columbaria, regularizing private columbaria and promoting green burial. With regards to the supply of niches, the Government identified 24 potential sites in 18 districts for columbarium developments in 2011. However, the supply of public columbarium facilities remains limited due to the complicated process for technical studies and addressing the concerns of neighboring residents and Districts Council members. Therefore, most of the potential public columbaria are yet to be implemented. As at 2018, the waiting time of a niche in public columbaria is up to 99 months[4], subject to the location of the columbaria. It is apparent that the provision of niches by public columbaria alone can barely meet with the present demand.

Private columbaria play an important role in supplying niches to the public. By 2016, the private columbaria altogether provide a total of about 385,000 niches with interred ashes[4]. Whilst the number of deaths is increasing steadily, the provision of private niches remains static and results in an acute shortage. The development of private columbaria is mostly lagging owing to the unexpectedly lengthy process of licensing matters, i.e. existing columbaria are not allowed to sell or let out new niches before receipt of the licence from PCLB. For the niches sold but not interred before the cut-off date, interment is not allowed until the subject columbarium is granted with the exemption. Only until August

[1] Census and Statistics Department of HKSAR (2019). The Mortality Trend in Hong Kong, 1986 to 2018. Hong Kong. Retrieved from https://www.statistics.gov.hk/pub/B71911FB2019XXXXB0100.pdf Legislative Council Secretariat (2018).
[2] Census and Statistics Department of HKSAR (2017). Hong Kong Population Projection 2017 – 2066. Hong Kong. Retrieved from https://www.statistics.gov.hk/pub/B1120015072017XXXXB0100.pdf
[3] Meeting Paper of Finance Committee of Legislative Council on 17 July 2020 FCR(2020-21)70-PWSC(2019-20)14 RECOMMENDATION OF PUBLIC WORKS SUBCOMMITTEE MADE ON 13 NOVEMBER 2019 (a) Provision of columbarium at Shek Mun, Sha Tin and (b) construction of subway in support columbarium at Shek Mun.
[4] Statistical Highlights ISSH31/17-18. Hong Kong. Retrieved from https://www.legco.gov.hk/research-publications/english/1718issh31-columbarium-facilities-in-hong-kong-20180626-e.pdf

2019, the PCLB introduced “Approval-in-Principle for TSOL Application” which allows ashes interment in eligible columbaria[5].

As of today, there are only a few columbaria being licensed while some were officially refused by PCLB since the applicants failed to submit the required documents and / or comply with the building-related requirements. The rest of the applications are still under processing. In this connection, the shortage of niches is unresolved.

3.4 Application for Private Columbaria under the Private Columbaria Ordinance

As one of the existing and pre-cut-off private columbaria, YHAH had obtained the “Approval-in-Principle for TSOL Application” and submitted the licence application to PCLB which are being processed. Working closely with relevant Government departments, YHAH has already complied with different requirements to the satisfaction of concerned Government Departments.

In order to facilitate YHAH’s application for the licence, this Application is submitted to fulfill the planning-related requirements since YHAH falls within an area zoned “V” in which ‘Columbarium’ is neither a Column 1 nor Column 2 use.

3.5 Statutory Planning Context

The Application Site falls within an area zoned “V” on the OZP. The planning intention of “V” zone is to designate both existing recognized villages and areas of land considered suitable for village expansion development of Small Houses. According to the Notes of the OZP, there is no provision of ‘Columbarium’ for “V” zone. Therefore, an application for amendment of plan is required.

[5] Eligible columbaria refer to pre-cut-off columbaria which have submitted application for TSOL and exemption/licence at the same time. Should those columbaria comply with all application requirements for TSOL and the niches occupied were sold before the cut-off time, PCLB may consider giving an approval-in-principle for TSOL applications. Columbaria granted with approval-in-principle for TSOL are in grace period and allows ashes interment.

4 The Proposed Amendment of OZP & Current Condition at the Application Site

4.1 The Proposed Amendment of OZP

To rationalize the current 'Columbarium' use within the Application Site, an amendment to the current zoning will be required. Considering the planning intentions of various zonings in the OZP and the unique nature of the current use at the Application Site, an "OU(Columbarium (2))" sub-zone appears to be the most appropriate. Notes of the proposed "OU (Columbarium (2))" sub-zone is detailed in **Figure 5**.

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Columbarium" Only	
Columbarium	Public Utility Installation Utility Installation for Private Project

Planning Intention

The zone is primarily for land intended for columbaria use.

Remarks

(a) On land designated "Other Specified Uses" annotated "Columbarium",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 4,149m^2 and a maximum site coverage of 37.5%; and

(ii) no new development, or addition, alteration and/or modification to an existing building, other than redevelopment of an existing building, shall exceed a maximum building height of 14.5m. An existing building is allowed to be redeveloped to the same height of the building provided the existing gross floor area of the building is not exceeded.

(b) On land designated "Other Specified Uses" annotated "Columbarium (1)",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 293m^2, a maximum site coverage of 40%, and a maximum building height of 6.2m; and

(ii) the maximum number of niches for columbarium use shall not exceed 3,499.

(c) On land designated "Other Specified Uses" annotated "Columbarium (2)",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 345.41m^2, a maximum site coverage of 47.2%, and a maximum building height of 6.8m; and

(ii) the total number of niches for columbarium use shall not exceed 5,100.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area/site coverage/building height restrictions/number of niches stated in paragraphs (a), (b) ***and (c)(i) and (c)(ii)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure 5. Notes of the proposed "OU(Columbarium (2))" zone

4.2 Current Condition

The proposed development parameters will be confined to the current scale of the Application Site. All 5,100 niches sold before 30 June 2017 under this application are unevenly distributed among all 5 blocks for columbarium use of YHAH. A set of architectural drawings indicating the current condition is enclosed in **Appendix I**. The major development parameters are detailed in **Table 1** and the niches information is detailed in **Table 2** and **Table 3**.

Development Parameters	Proposed Development Scheme		
Application Site Area	**About 438m²**		
Total Gross Floor Area (GFA)	**About 345.41m²**		
Plot Ratio (PR)	**About 0.79**		
Site Coverage (SC)	**About 47.2%**		
No. of Blocks	**5**		
Maximum Building Height	**2 storeys**	**6.8m**	**17.85mPD**

Table 1: Development Parameters of YHAH

	Zone 1		Zone 2			Overall
Site Area (about)	104.52m²		333.48m²			438m²
No. of Blocks	2		3			5
Maximum Building Height (about)	2 storeys 6.8m		2 storeys 6.59m			2 storeys 6.8m 17.85mPD
Block	**A**	**B**	**C**	**D**	**E**	**Total**
Site Area (about)	69.68m²	34.84m²	22.03m²	22.18m²	58.14m²	206.87m²
GFA (about)	139.36m²	77.68m²	19.2m²	18.01m²	91.16m²	345.41m²
Maximum Building Height (about)	2 storeys 6.8m	2 storeys 6.14m	1 storey 2.64m	1 storey 2.805m	2 storeys 6.59m	/

No. of Total Niches	3,626	2,105	603	594	1,900	8,828
No. of Niches Sold Before 30 June 2017	1,692	1,467	603	537	801	5,100

Table 2: Details of Building Blocks

No. of Niches	
Total Sold Niches (covered under this Application)	**5,100**
Single Niches	3,582
Double Niches	1,508
Triple Niches	9
Quadruple Niches	1
Total Unsold Niches (will be sealed off permanently to avoid selling or newly letting out in the future)	**3,728**
Single Niches	2,206
Double Niches	1,522
Triple Niches	0
Quadruple Niches	0
Grand Total of Niches	**8,828**

Table 3: Niches Information

4.3 Operation and Management

YHAH normally opens between 09:00 and 17:00 daily including Ching Ming and Chung Yeung Festivals (from 09:00 to 15:00 during the 29th day to the third day of the Lunar New Year). In order to avoid overcrowding, during the festive period, i.e. Ching Ming and Chung Yeung Festivals , four weekends before and after the Ching Ming and Chung Yeung Festivals and public holidays within the 4 weekends before and after the Ching Ming and Chung Yeung Festivals, the maximum number of visitors within the columbarium buildings is limited to 345 per hour and the maximum number of visitors of each 20-minute session is 115.

During the festive period, the arrangement of Visit-by-Appointment will be implemented to control the number of visitors. Visitors are required to make appointment via smartphone application, webpage or by phone prior visiting. Information including the

total number of people visiting, the name of columbarium building visiting, the intended visiting date and time are required to be provided by the visitors. The registration will only be regarded as successful after the Applicant has confirmed the details with the visitors. Visitors without appointment will be directed to leave the columbarium buildings and back to Wo Liu Hang Road (**Figure 6**). Since the Application Site is highly accessible by public transportations, visitors are encouraged to visit YHAH by buses and MTR East Rail Line. No on-site parking and pick-up / drop-off facilities are provided.

Waiting areas are set up at the open yard adjacent to Block C to control/release the visitors (**Figure 6**) during the festive period. Staffs will be particularly stationed at the waiting areas and along the footpath to ensure the safety of the visitors (**Figure 8**). Based on the observations from previous festive periods, most visitors arrive at the Application Site on foot from the abutting footpath and hence more staffs are deployed to ensure smooth pedestrian traffic flow. The Applicant has consulted and obtained consent from the representatives of Wo Liu Hang Village to suspend the operation of the existing car park and prohibit motor vehicles from entering and leaving the concerned village access during the Ching Ming and Chung Yeung Festivals, four weekends before and after the Ching Ming and Chung Yeung Festivals and public holidays within the four weekends before and after the Ching Ming and Chung Yeung Festivals (**Appendix B** of **Appendix II**). The Applicant also works closely with Hong Kong Police Force to ensure that the traffic and crowd management plan can be effectively implemented (**Appendix D** of **Appendix II**). Registered first-aiders are particularly stationed at the Application Site in case of emergency.

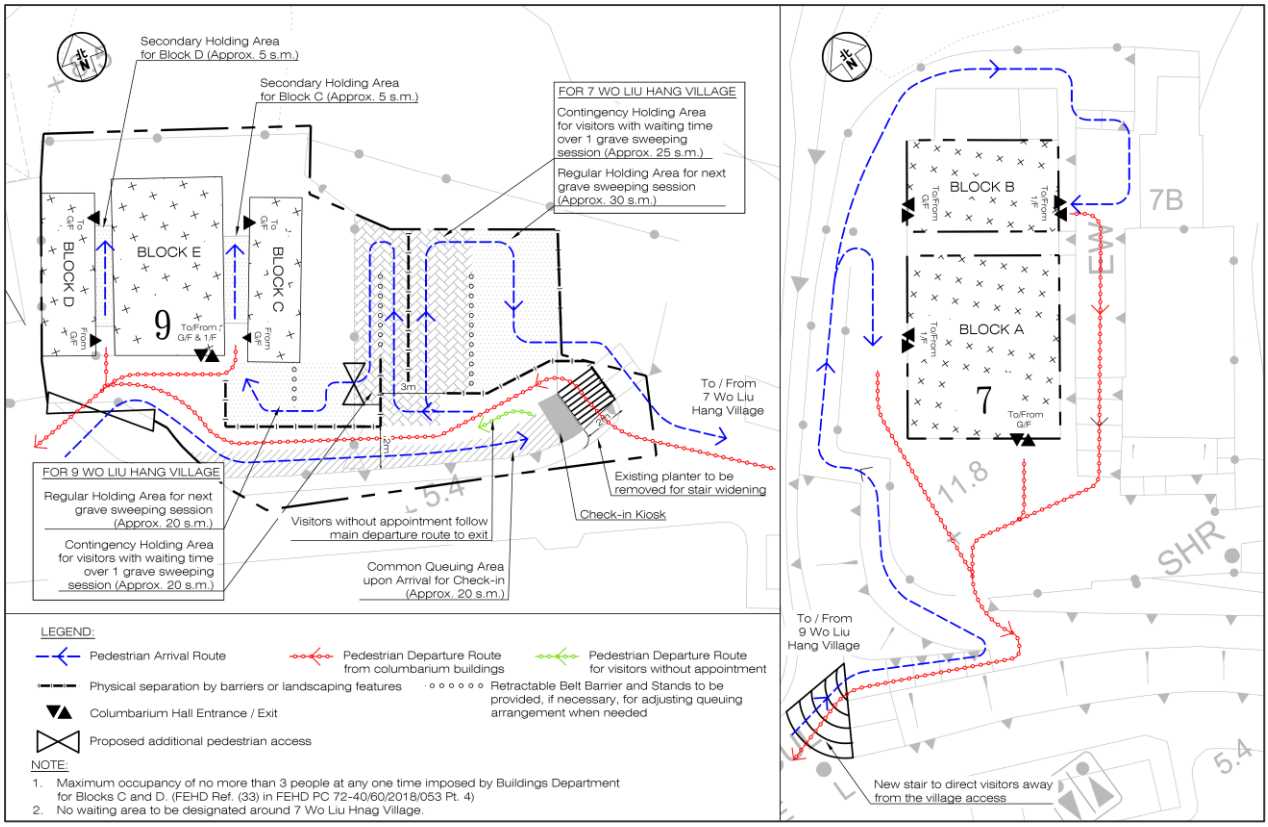


Figure 6. Crowd Control Management Plan

5 Planning Justifications

5.1 In Line with the Government Policy

To address the soaring demand for niches in recent years, the Government has adopted a three-pronged approach comprising enhanced regulation of private columbaria, a robust supply of public columbaria and promotion of green burials. Although the existing columbarium use at the Application Site does not conform with the statutory planning restrictions, the Applicant has committed to the business since 2007 and has demonstrated a strong effort to regularize the columbarium by applying to PACO for the issue of licence and TSOL. Despite all the technical difficulties encountered, the Applicant has managed to comply with various requirements including environmental and management issues to the satisfactions of relevant Government Departments. This Application is submitted to fulfill part of the requirements in respect of land use planning under the PCO and hence echoes with the Government policy which suggests regularizing private columbaria. The Government should apply their pragmatic and sensitive approach in considering this regularization process of YHAH.

5.2 Meeting the Surging Demand for Niches

Based on the Policy Address 2011, the Government recognized that columbaria are essential facilities for the community and should be constructed across the territory. More than 20 potential sites were subsequently identified to meet with the present and future demand. Owing to Chinese traditional value and fengshui, columbaria are generally not welcomed by the residents nearby. The development of new columbaria is hence fairly slow due to the prolonged consultation process with Districts Council members and objection from the neighboring residents.

As at 2018, the waiting time of a niche in public columbaria is up to 99 months. In 2019, the Government can only provide 85,000 new niches, which are still far from the planned number. The estimated 131,105 new public niches available in 2018 to 2021 together with 61,800 private niches available in 2017 to 2019 could only barely meet the annual demand. With the projected annual number of deaths and cremation in 2032 to 2036 are 66,900 and 63,600 respectively in addition to the outstanding demand for niches, there will be a severe shortage in niches. In this connection, regularizing existing private columbaria currently in use to cope with the urgent demand for niches would be a sensible approach to tackle the shortage issue. Instead of searching new sites that will likely be unwelcomed by its surrounding neighborhoods, YHAH can provide 5,100 sold niches to timely relieve the short- and medium-term pressure.

5.3 Rectifying the Existing Land Use and Imposing Proper Development Control

YHAH is well known in the local area and has been recognized by the local community. With its long and strong connection with its patrons, visitors and neighborhood, the Applicant intends to continue its operation without disrupting the current stakeholders. Should the Application Site be rezoned to "OU (Columbarium (2))" as proposed, relevant Government departments can still retain control of the Application Site in accordance with the current site condition.

5.4 Good Accessibility for Columbarium Development

The Application Site is highly accessible by public transportations including a variety of buses and mini buses. It can also be accessed from Fo Tan Station with approximately 10 minutes of walk. The footpath allows pedestrians to access the Application Site from Wo Liu Hang Road and Fo Tan Station. Although the Application Site does not provide vehicular access, parking spaces are found at the adjoining car parks in the CCT Telecom Building and future public car park located at the Junction of Kwei Tei Street / Tsung Tau Ha Road near the Application Site (opening in 2026). In short, the large

capacity of public transports and the extensive footpath will be adequate to serve the columbarium development in the area.

5.5 Land Use Compatibility

With 47.2% of site coverage, 6.8m of building height and 0.79 of plot ratio, the Proposed Amendment will remain as a low-rise development. The current building design will be maintained comparable to the conventional village houses, which perfectly fits in the existing rural character. Therefore, the Proposed Amendment will hardly induce any change on the local village setting. The large vegetated area to its immediate north provides a tranquil environment, which is suitable for columbarium use. The Proposed Amendment is generally compatible with the surrounding land use.

As shown in **Figure 7**, there are four main routes entering the Wo Liu Hang Village. Routes 1 to 2 are through Min Fong Street and Routes 3 to 4 are via Wo Liu Hang Road. The Application Site is currently accessible through existing footpaths connecting Min Fong Street and Wo Liu Hang Road cul-de-sac. To avoid sharing the same access between visitors of YHAH and residents of No. 1-6 Wo Liu Hang Village, the existing boundary wall of YHAH would be modified to provide a separate footpath branching off from Wo Liu Hang Road (**Figure 8**).

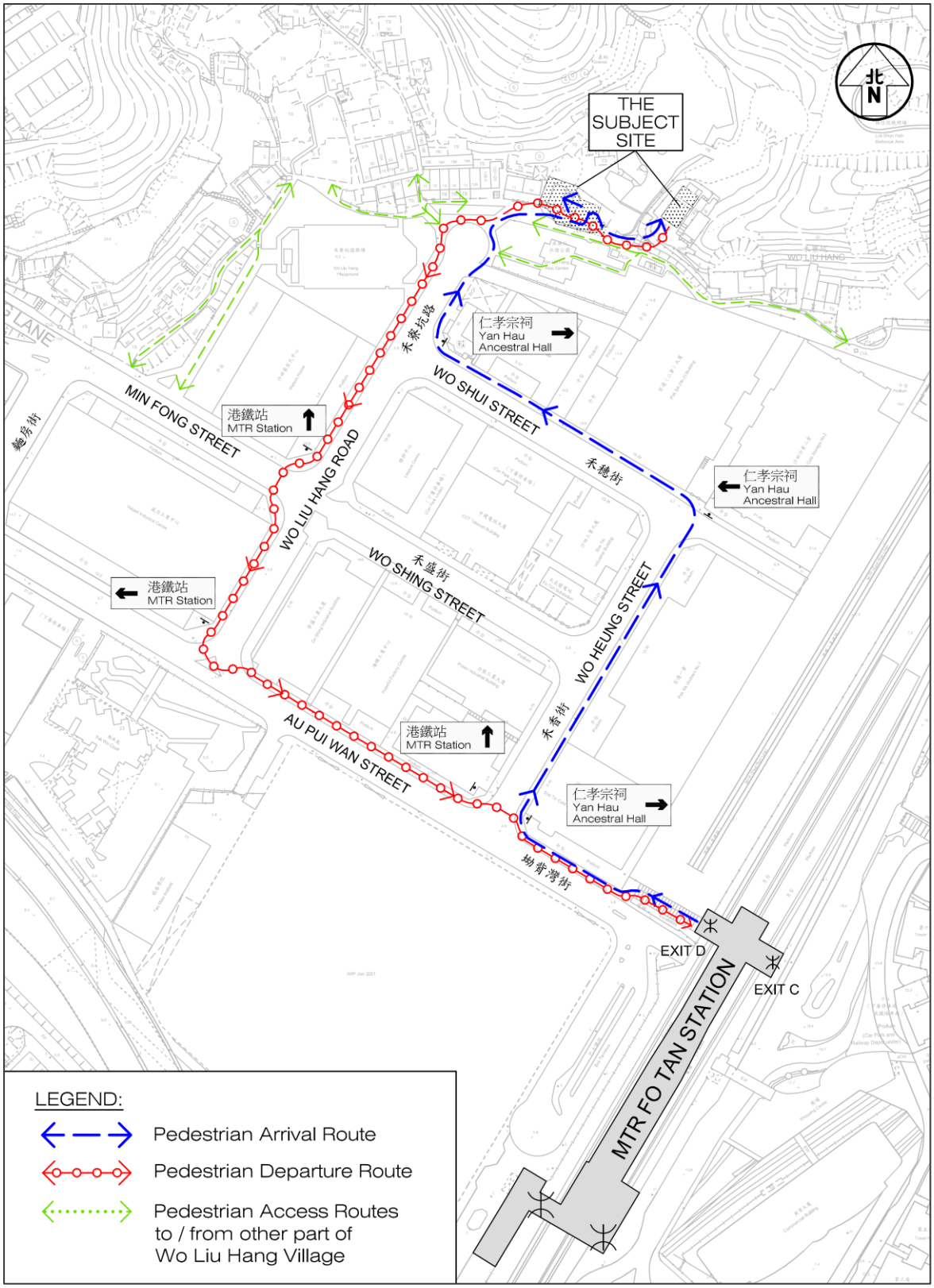
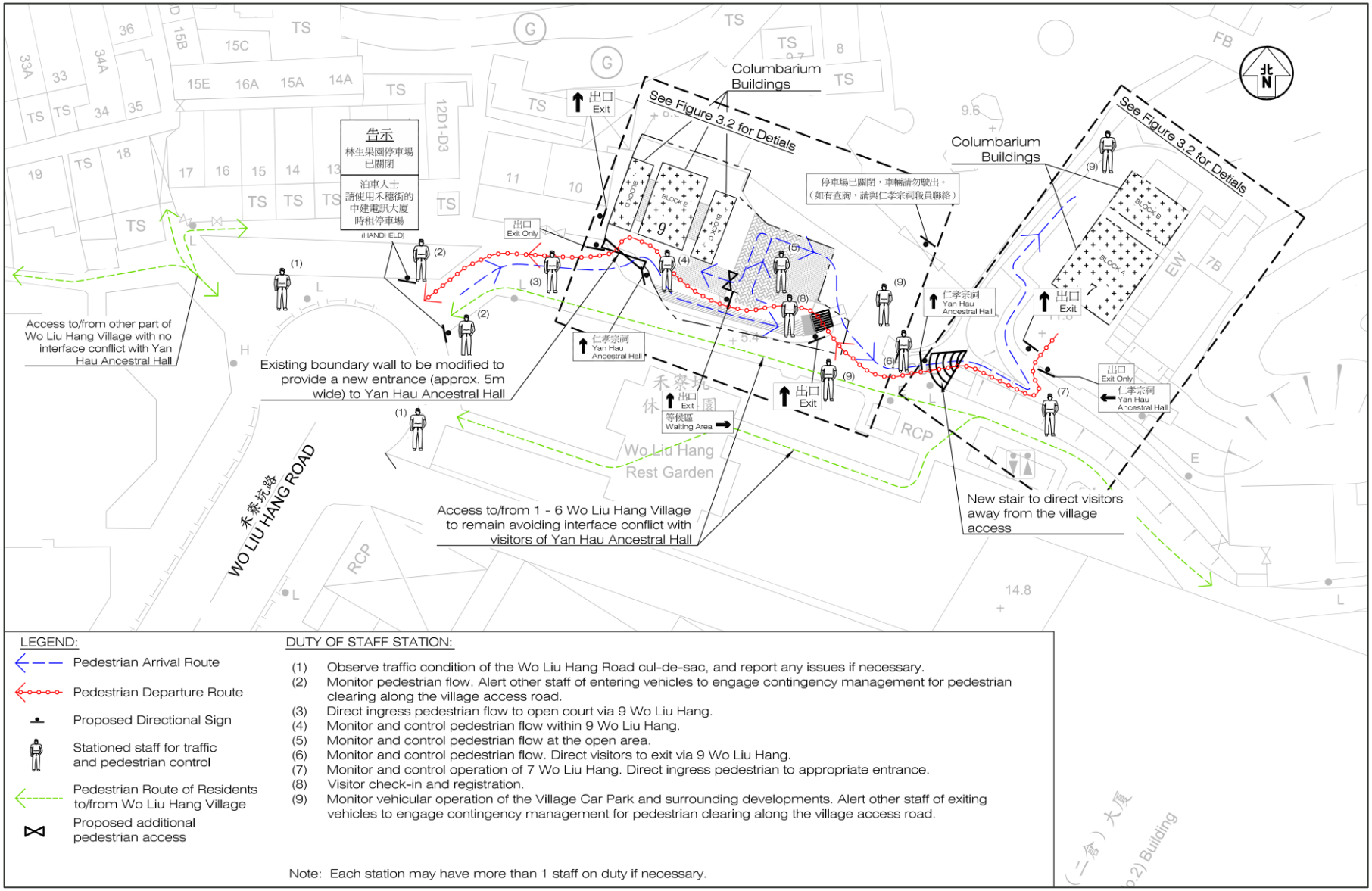


Figure 7. Access to Wo Liu Hang Village

To ensure no motor vehicles would enter or leave the concerned village access during the Ching Ming and Chung Yeung Festivals and four weekends before and after the Ching Ming and Chung Yeung Festivals, a traffic notice would be issued prior to all registered visitors to encourage them using public transport services and remind that car parking and passengers' drop off are not available at YHAH. A barrier gate will be established at the existing nearby car park to control the village access and its vehicle flows. In addition, extra staffs will be stationed within and in the immediate surroundings of the Site, particularly at the entrances, along the footpath and staircase accessing Block A and B, during the festive period to ensure smooth pedestrian traffic flow. Stationed staffs would hold directional signs to indicate the suspension of adjacent village car park and the provision of alternative parking at the nearby hourly car parks, such as CCT Telecom Building and no entry for all motor vehicles (**Figure 8**). The applicant has committed to ensure the effective implementation of the proposed traffic and crowd management plan. If necessary, shrub plantings could be considered to act as screening and visual enhancement to the nearby village houses. As such, it is unlikely that the Application Site will have significant direct conflict with the existing village development.



LEGEND:

- Pedestrian Arrival Route
- Pedestrian Departure Route
- Proposed Directional Sign
- Stationed staff for traffic and pedestrian control
- Pedestrian Route of Residents to/from Wo Liu Hang Village
- Proposed additional pedestrian access

DUTY OF STAFF STATION:

(1) Observe traffic condition of the Wo Liu Hang Road cul-de-sac, and report any issues if necessary.
(2) Monitor pedestrian flow. Alert other staff of entering vehicles to engage contingency management for pedestrian clearing along the village access road.
(3) Direct ingress pedestrian flow to open court via 9 Wo Liu Hang.
(4) Monitor and control pedestrian flow within 9 Wo Liu Hang.
(5) Monitor and control pedestrian flow at the open area.
(6) Monitor and control pedestrian flow. Direct visitors to exit via 9 Wo Liu Hang.
(7) Monitor and control operation of 7 Wo Liu Hang. Direct ingress pedestrian to appropriate entrance.
(8) Visitor check-in and registration.
(9) Monitor vehicular operation of the Village Car Park and surrounding developments. Alert other staff of exiting vehicles to engage contingency management for pedestrian clearing along the village access road.

Note: Each station may have more than 1 staff on duty if necessary.

Figure 8. Pedestrian and Resident Route Plan

5.6 No Impact on the Availability of Land for New Territories Exempted House ("NTEH")

The Lot Nos. 35, 36 S.A, 36 RP, 38 S.A ss. 1, 38 S.A RP, 624, 676, and 699 in D.D.176 are all owned by the Applicant. Although the Applicant has been the owner of the subject lots, he has no intention to develop the land into village uses and hence the Proposed Amendment will not affect the land supply of NTEH.

The Application Site has a total area of about 438m^2. According to the OZP, the total area of the subject "V" zone is about 62,106m^2. In comparing the area of Application Site with the area of the subject "V" zone, the loss of "V" land in this application is only about 0.71%. Hence, the Proposed Amendment would not result in a significant loss of "V" land.

5.7 Similar Application Approved Nearby

There is one similar application (No. Y/ST/47) for amendment of plan within the "V" zone under the same OZP to regularize the existing columbarium in Fo Tan area. Planning application No. Y/ST/47 proposed for rezoning of "V" and "Green Belt" to "OU (Columbarium(1))" under which 'Columbarium' is a Column 1 use. It was agreed by the TPB on 10 September 2021 since the columbarium was located in a convenient location well-served by public transport, accessible via an independent pedestrian access not shared by nearby villagers, no significant adverse traffic and environmental impacts were envisaged and concerned government departments had no objection to the application.

Given the site characteristics of YHAH, 'Columbarium' is not incompatible with the surrounding in terms of land use planning. Taking into consideration the traffic impacts during Ching Ming and Chung Yeung Festivals, an advance booking system with stringent control is introduced to avoid overcrowding. In view of the land use history, site characteristics and recent policy initiatives, the approval of the Proposed Amendment will not set an undesirable precedence.

5.8 No Adverse Impact

5.8.1 No Insurmountable Environmental Impact

There will be no joss paper furnace/joss-stick burning, no major construction, no religious activity, no proposed sewer connection and no vehicular traffic entering the Application Site. Hence, it is anticipated that the Proposed Amendment

would not result in adverse air quality, noise, waste management and sewerage impacts. According to Management Plan, the opening hours of the current columbarium are not beyond 5 pm including festival days of Ching Ming and Chung Yeung.

5.8.2 No Insurmountable Traffic Impact

A TIA Report was initially prepared in accordance with the policy initiative announced by the Government in November 2017 where the niches still available for sale and vacant pre-enactment sold niches were taken into account. During the festival period, the maximum number of visitors within the columbarium buildings is controlled by the Visit-by-Appointment arrangement and is limited to 345 per hour. The car parking spaces near the Application Site has sufficient capacity to accommodate the additional parking demand associated with the unoccupied niches. The performance of the local key junctions and footpath will be satisfactory with adequate reserved capacities in the design year of 2030. The initial TIA Report concludes that together with the traffic and crowd management measures, there will be no adverse traffic impact on road networks and pedestrian flow arising from the initial Proposed Amendment covering 8,828 niches. Although TIA is no longer required for licence application by pre-cut-off columbarium only involving niches sold before 30 June 2017, a revised TIA (**Appendix II**) is enclosed to clearly demonstrate that no insurmountable traffic impact will be induced by the updated proposal for only 5,100 niches sold before 30 June 2017.

5.8.3 No Impact on Existing Landscape Character

In order to preserve the existing environment and land use character, the three existing trees in Zone 2 will be retained. The waiting areas will be furnished with seats and planters to create a tranquil environment for visitors. The Proposed Amendment does not involve any tree felling and no landscape impact on the surrounding is anticipated.

5.8.4 No Adverse Visual Impact

YHAH has been operating at the Application Site since 2007. The Proposed Amendment is to rectify the existing columbarium use at the Application Site and there is no change in the development parameters. As such, no visual impact to the surrounding area would be anticipated.

6 Conclusion

This subject Application is submitted to seek TPB's permission for the Proposed Amendment. Favorable consideration by TPB is sought based on the following grounds: -

a) The Proposed Amendment is compatible with the surrounding context, which is predominately rural in character.

b) Echoing with the columbarium policy, the Proposed Amendment aims to regularize and upgrade the existing columbarium in compliant with statutory requirements. The Government should apply pragmatic and sensitive approach in considering this regularization process of YHAH;

c) The Proposed Amendment will be able to facilitate the supply of 5,100 niches sold before 30 June 2017 on the Application Site (single niches: 3,582; double niches: 1,508; triple niches: 9 and quadruple niches: 1) to meet with the surging demand for columbarium;

d) The size of the Application Site is insignificant, and it will not affect the supply of land for "V" zone and small house development;

e) The Proposed Amendment would not induce adverse traffic, environmental, landscape and visual impacts to the surrounding area; and

f) A similar application (No. Y/ST/47) for rezoning from "V" and "Green Belt" to "OU (Columbarium(1))" under the same OZP was agreed by the TPB on 10 September 2021. Given the similar planning context and site characteristics of YHAH, the Proposed Amendment is compatible with the surrounding land use.

In view of the above, we sincerely request TPB to give favorable consideration to agree to this Application.

7 Appendices

Appendix I	Schematic Architectural Drawings
Appendix II	TIA Report
Appendix III	Management Plan

Appendix I

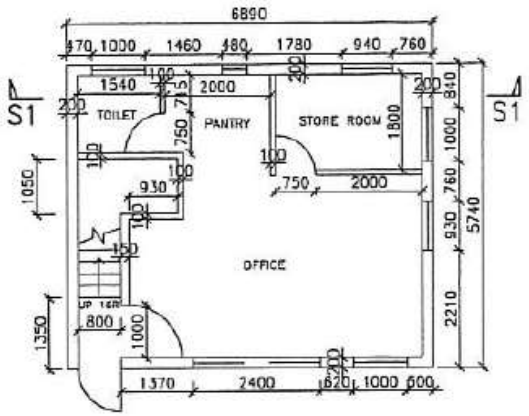
Schematic Architectural Drawings

Schematic Architectural Drawings

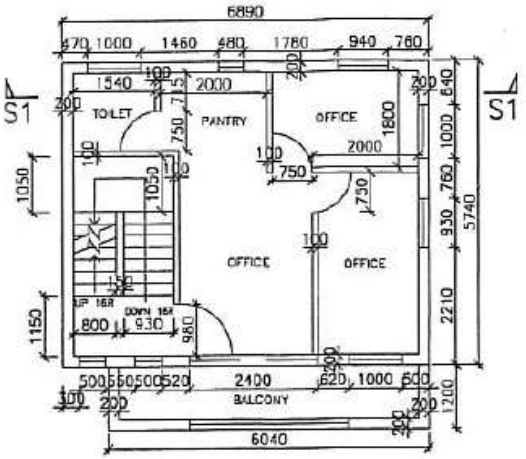
for the Columbarium at

Yan Hau Ancestral Hall

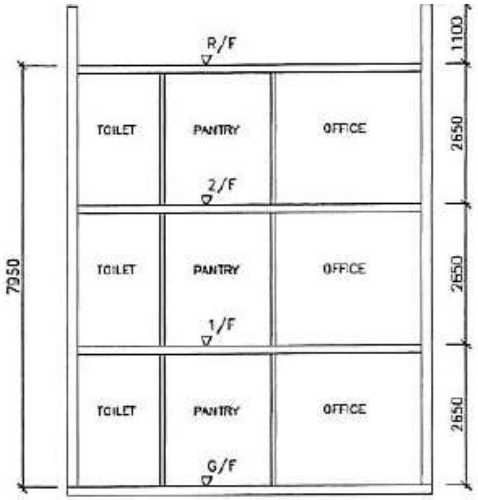
(仁孝宗祠)



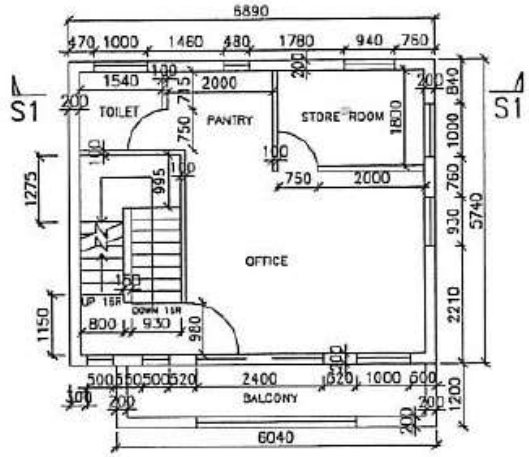
G/FL PLAN



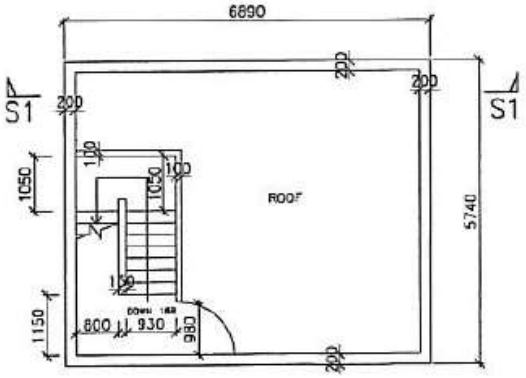
1/FL PLAN



SECTION S1–S1



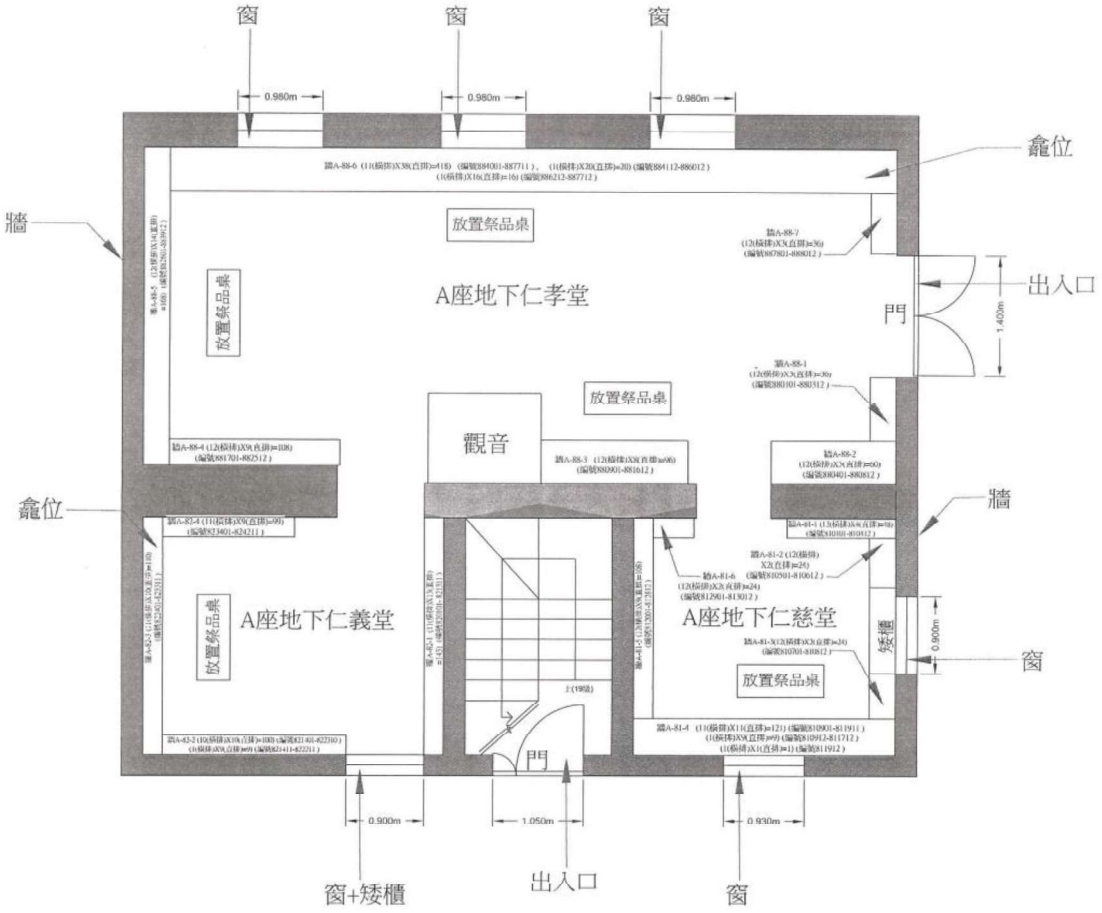
2/FL PLAN



R/FL PLAN

1. Building Plan for Ancillary Office

建議樓面平面圖
就截算前骨灰安置所的牌照申請



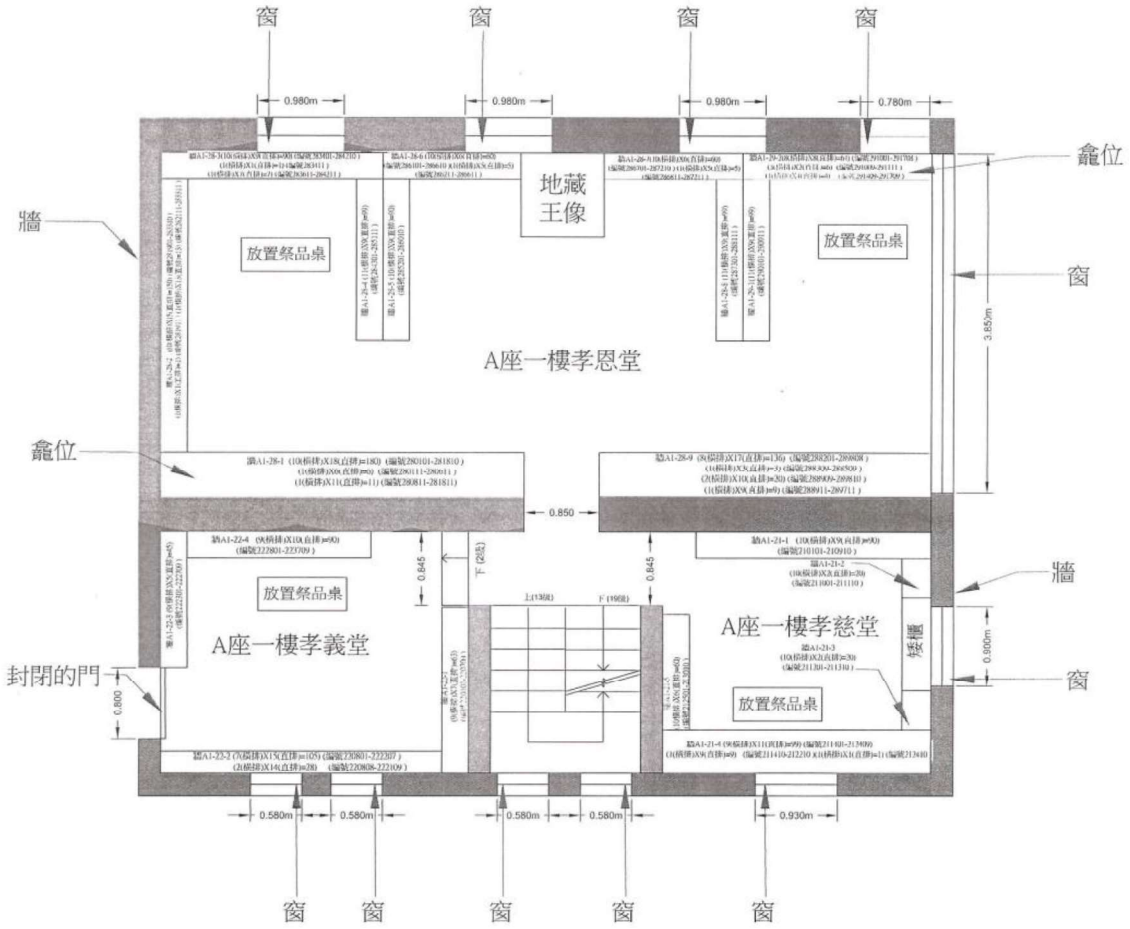
(按公制比例繪製)

建議骨灰龕大樓A座地下樓面平面圖 (圖則編號 003)

骨灰安置所名稱：仁孝宗祠 (比例 1:50 (A3))

2. Floor Plan for G/F, Block A

建議樓面平面圖
就截算前骨灰安置所的牌照申請



(按公制比例繪製)

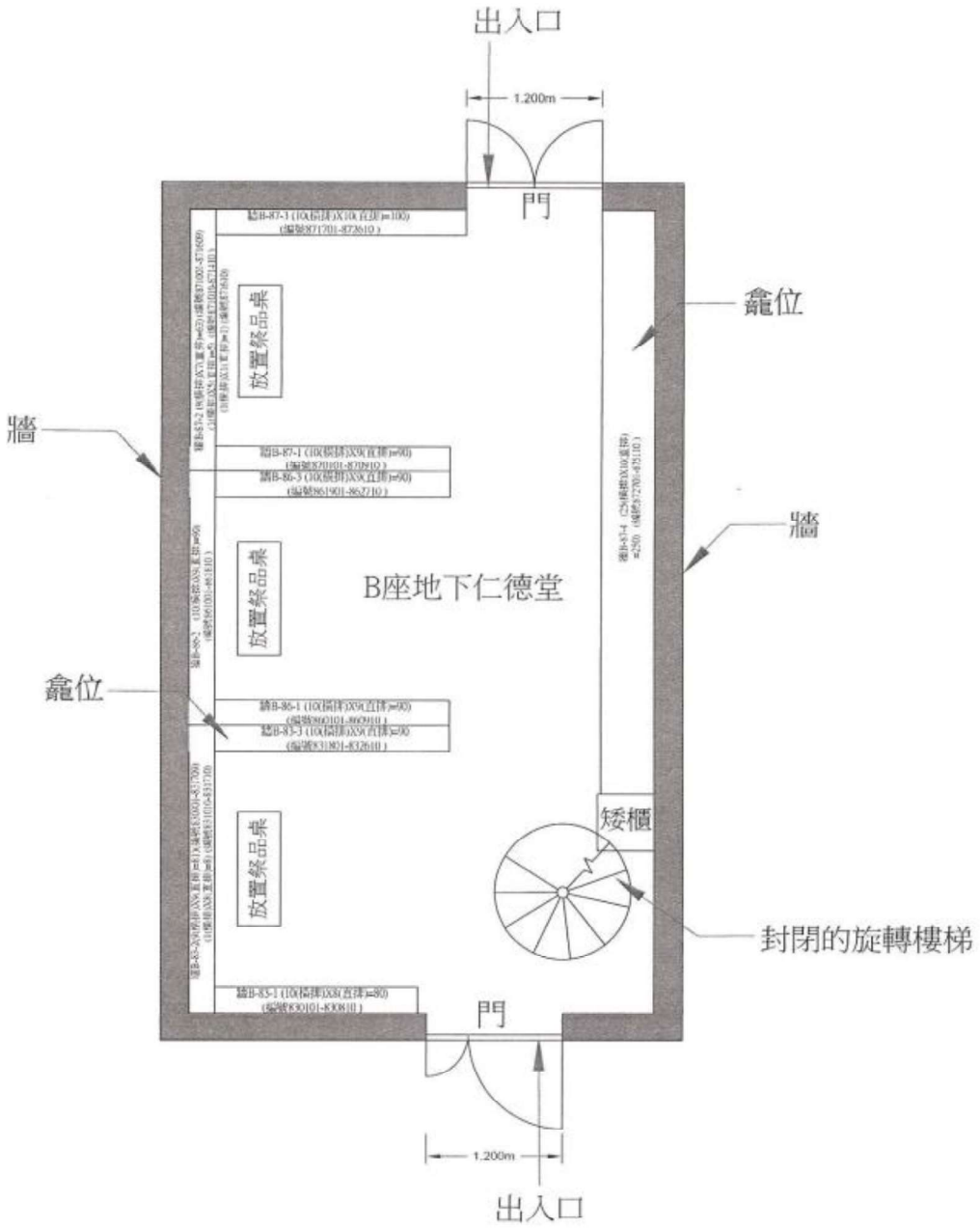
建議骨灰龕大樓A座一樓樓面平面圖 (圖則編號 004)

骨灰安置所名稱：仁孝宗祠

(比例 1:50 (A3))

3. Floor Plan for 1/F, Block A

建議樓面平面圖
就截算前骨灰安置所的牌照申請



(按公制比例繪製)

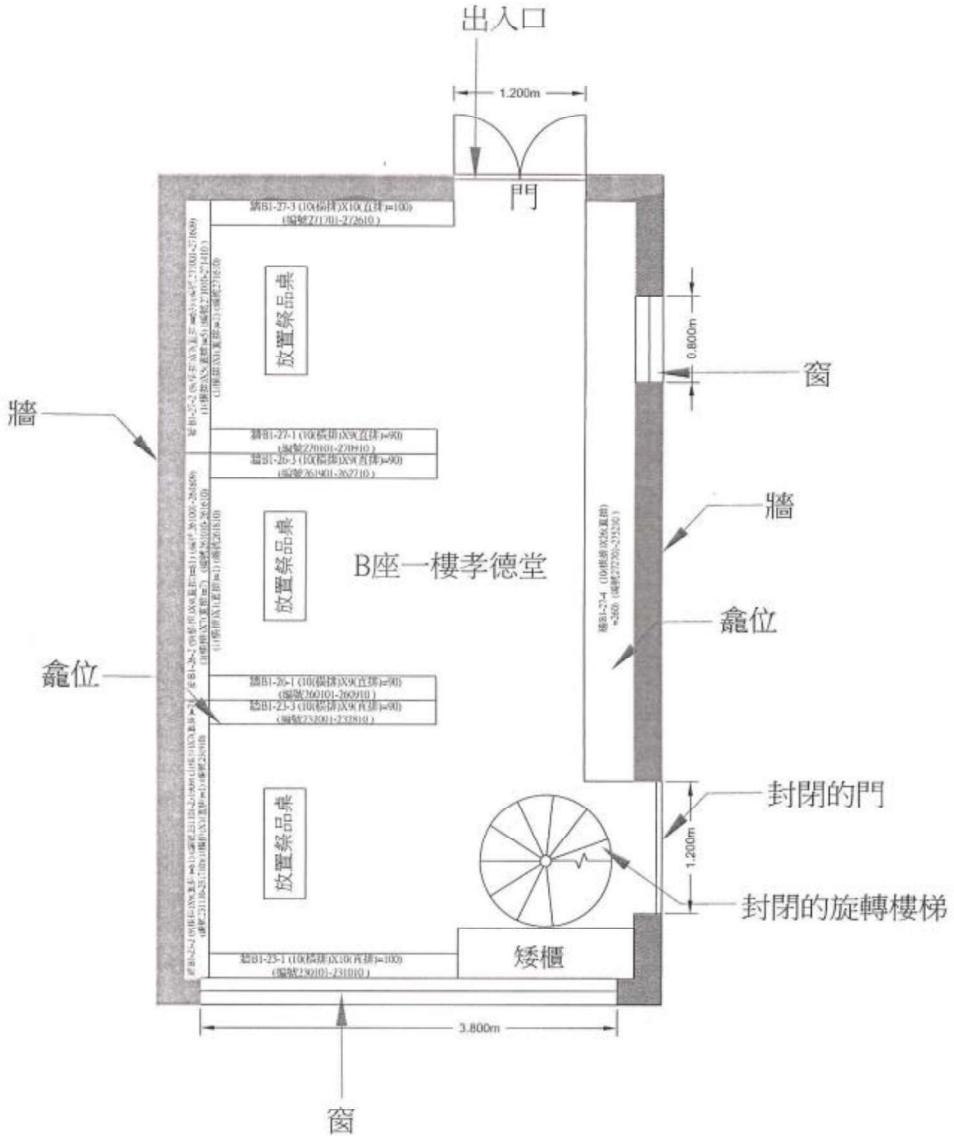
建議骨灰龕大樓B座地下樓面平面圖 (圖則編號 005)

骨灰安置所名稱：仁孝宗祠

(比例 1:50 (A3))

4. Floor Plan for G/F, Block B

建議樓面平面圖
就截算前骨灰安置所的牌照申請



(按公制比例繪製)

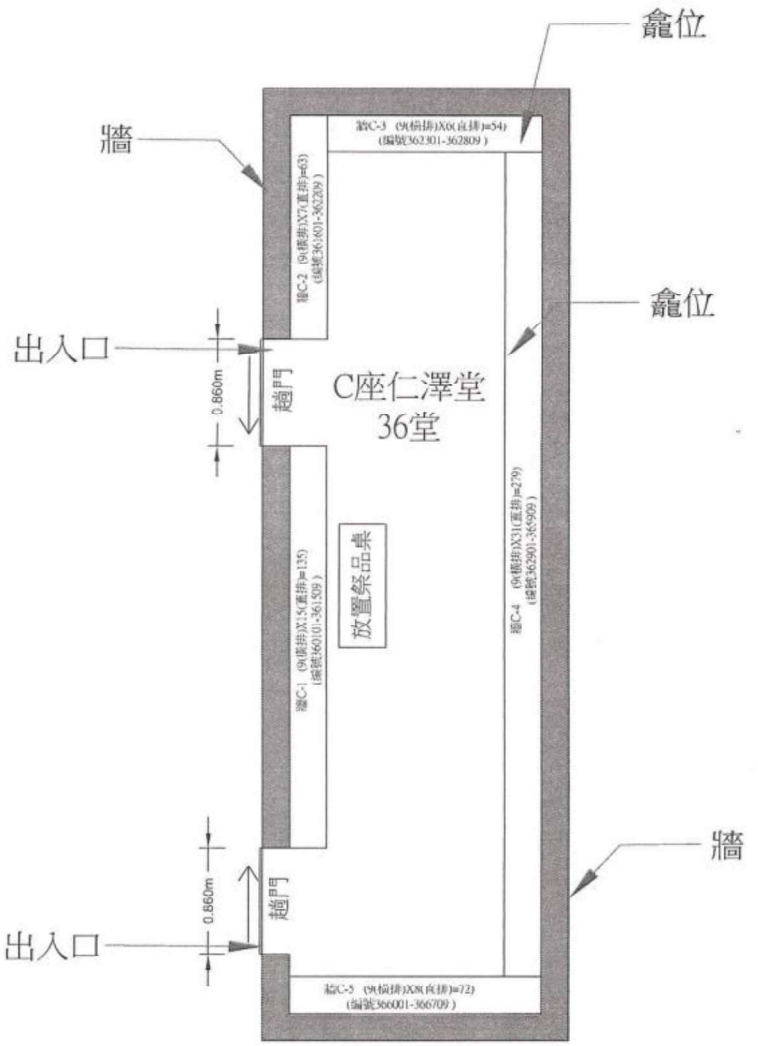
建議骨灰龕大樓B座一樓樓面平面圖 (圖則編號 006)

(比例 1:50 (A3))

骨灰安置所名稱：仁孝宗祠

5. Floor Plan for 1/F, Block B

建議樓面平面圖
就截算前骨灰安置所的牌照申請



(按公制比例繪製)

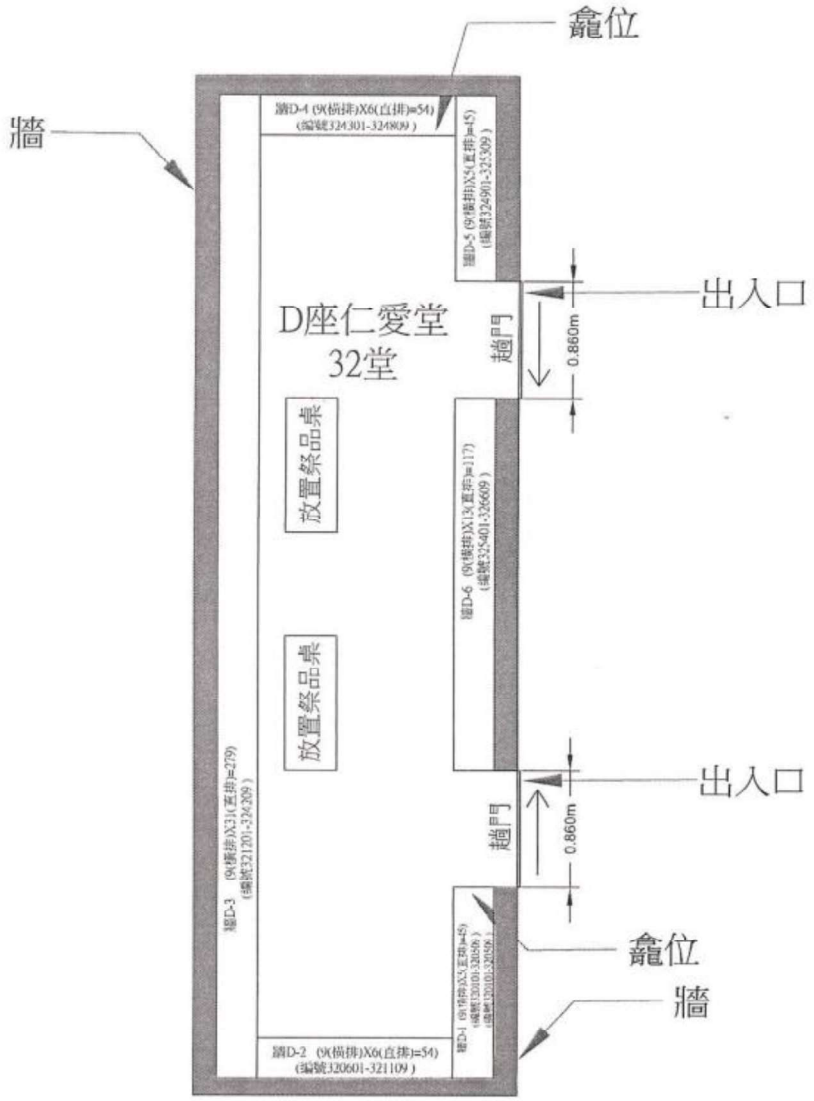
建議骨灰龕大樓C座地下樓面平面圖 (圖則編號 007)

(比例 1:50 (A3))

骨灰安置所名稱：仁孝宗祠

6. Floor Plan for G/F, Block C

建議樓面平面圖
就截算前骨灰安置所的牌照申請



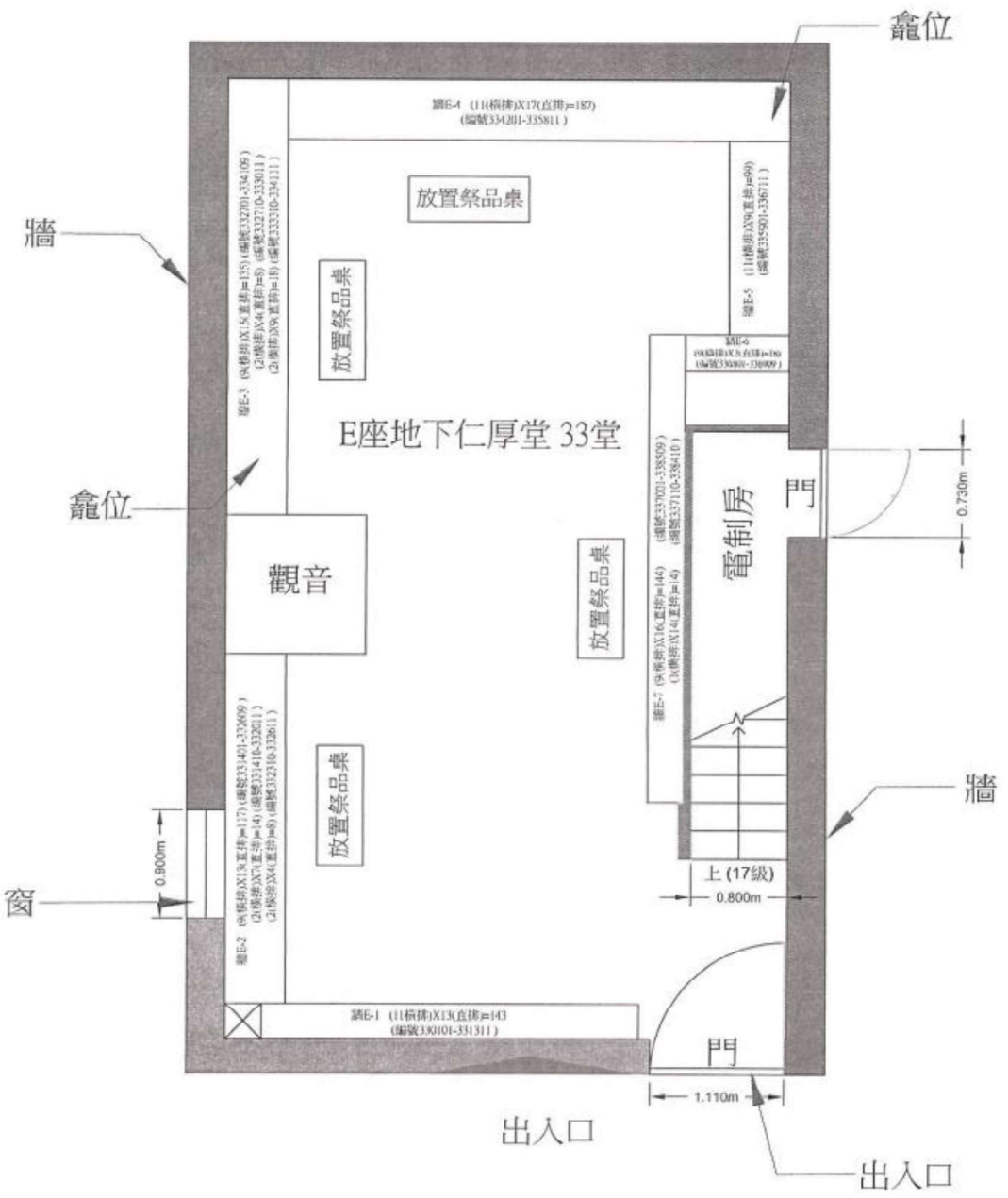
(按公制比例繪製)
建議骨灰龕大樓D座地下樓面平面圖 (圖則編號 008)

(比例 1:50 (A3))

骨灰安置所名稱：仁孝宗祠

7. Floor Plan for G/F, Block D

建議樓面平面圖
就截算前骨灰安置所的牌照申請



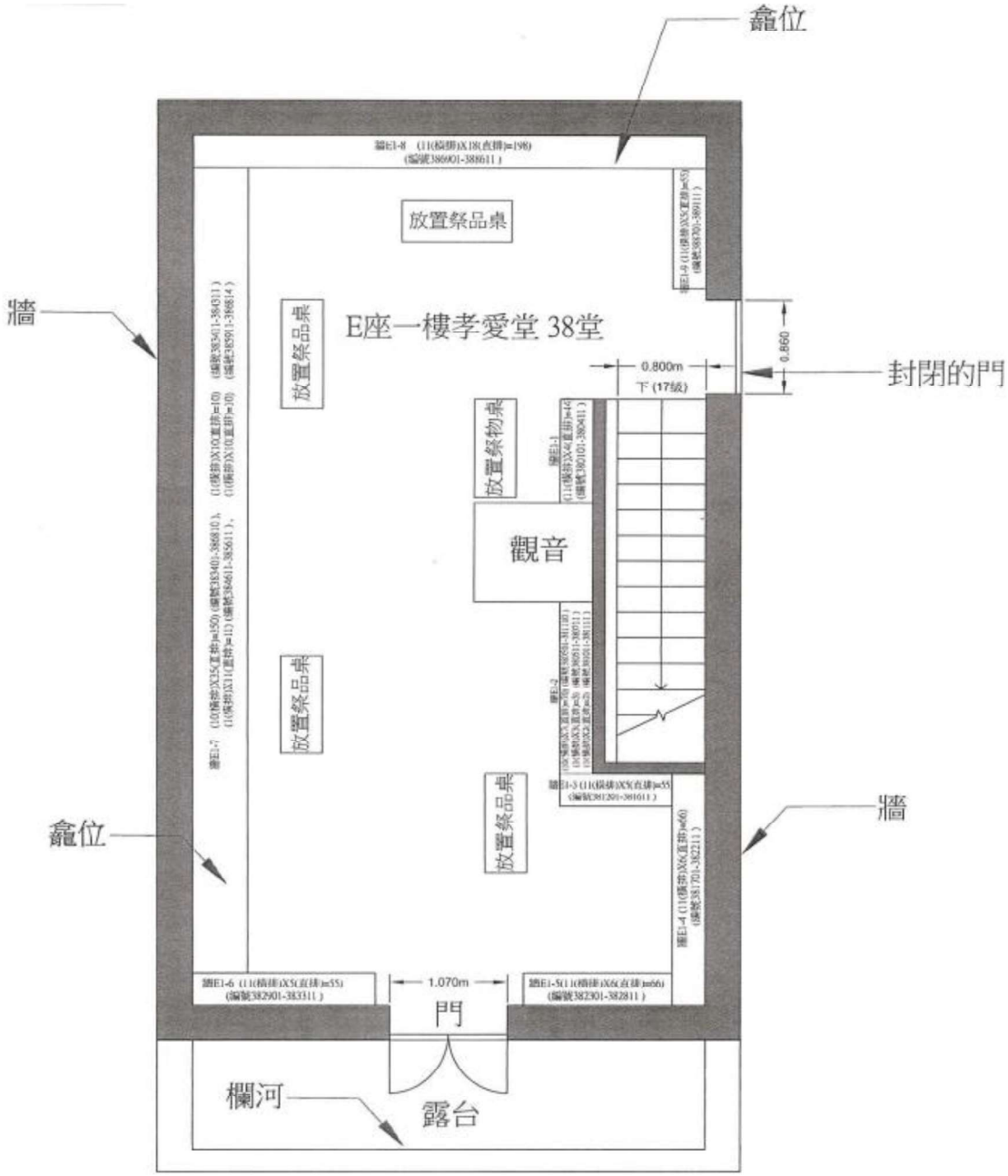
(按公制比例繪製)
建議骨灰龕大樓E座地下樓面平面圖 (圖則編號 009)

(比例 1:50 (A3))

骨灰安置所名稱：仁孝宗祠

8. Floor Plan for G/F, Block E

建議樓面平面圖
就截算前骨灰安置所的牌照申請



(按公制比例繪製)

建議骨灰龕大樓E座一樓樓面平面圖 (圖則編號 010)

骨灰安置所名稱：仁孝宗祠

(比例 1:50 (A3))

9. Floor Plan for 1/F, Block E

Appendix II

Revised TIA

Rezoning Application for Yan Hau Ancestral Hall at Nos. 7 & 9 Wo Liu Hang Village, Wo Liu Hang Road, Fo Tan, Sha Tin, New Territories (Lot Nos. 35, 36s.A, 36RP, 38s.A.s.s.1, 38s.A.RP, 624, 676, and 699 in D.D. 176

Traffic Impact Assessment
4th Revised Final Report
30th May 2023

Prepared by: CKM Asia Limited

Prepared for: China Honour (Hong Kong) Limited

Rezoning Application for Yan Hau Ancestral Hall at Nos. 7 & 9 Wo Liu Hang Village, Wo Liu Hang Road, Fo Tan, Sha Tin, New Territories (Lot Nos. 35, 36s.A, 36RP, 38s.A.s.s.1, 38s.A.RP, 624, 676, and 699 in D.D. 176

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FIGURES

NUMBER

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FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 Yan Hau Ancestral Hall is located at Lot Nos. 35, 36s.A, 36RP, 38s.A.s.s.1, 38s.A.RP, 624, 676, and 699 in D.D. 176, i.e. Nos. 7 and 9 Wo Liu Hang, Fo Tan in Sha Tin ("the Subject Site"). Figure 1.1 shows the location of the Subject Site.

1.2 At present, Yan Hau Ancestral Hall has a total of 8,828 niches intended for storage of cremated human bodies. Under this planning application, Yan Hau Ancestral Hall intends to regularise only the 5,100 niches located amongst 5 existing buildings that were sold before 30 June 2017, i.e. before the enactment of the Private Columbaria Ordinance (Cap. 630), of which 3,255 niches are now occupied. The remaining 3,728 niches that have not been sold will be sealed off permanently to prevent from further selling in the future.

1.3 According to the Sha Tin Outline Zoning Plan No. S/ST/34, the Subject Site is zoned "Village Type Development" ("V"), and a S12A Rezoning Application is being submitted by the Applicant to rezone the Subject Site for facilitating operation of the existing columbarium. CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to carry out a Traffic Impact Assessment ("TIA") for Yan Hau Ancestral Hall in connection with the rezoning application.

1.4 A TIA for Yan Hau Ancestral Hall was prepared as part of the previous S12A rezoning application (TPB Application No. Y/ST/44) which was submitted to the Town Planning Board ("TPB") by the Applicant in January 2020. Transport Department provided comments on this TIA in March 2020, July 2020, November 2020, May 2021, and September 2021. However, on 12 September 2021, the Applicant withdrew the S12A rezoning application.

1.5 This TIA has incorporated the comments provided by Transport Department from March 2020 to September 2021 on the withdrawn S12A rezoning application (TPB Ref: Y/ST/44) including the following:

(i) Incorporated existing traffic data obtained during the 2018 and 2019 Ching Ming and Chung Yeung Festival shadow period *(March 2020)*;
(ii) Incorporated existing traffic data obtained during 2020 non-festival day *(March 2020)*;
(iii) Adopted the traffic and pedestrian generation based on 2018 Ching Ming Festival Period with the highest existing number of visitors *(March 2020)*;
(iv) Estimated traffic and pedestrian flow and generation for the festival shadow period and non-festival day *(March 2020)*;
(v) Expanded pedestrian assessments with additional footpath sections and pedestrian crossing points *(March and July 2020)*;
(vi) Included utilisation surveys and detail assessments on public transport services *(March and November 2020)*;
(vii) Revised the special traffic and pedestrian arrangement on Ching Ming and Chung Yeung Festival Periods with proposed implementation of visit-by-appointment arrangement *(July and November 2020, and May and September 2021)*; and

(viii) Provided documentations to support the operation of Yan Hau Ancestral Hall with the proposed traffic and pedestrian arrangement from the relevant stakeholders *(May 2021)*.

1.6 Subsequently, this 4th revised TIA has further incorporated the comments provided by Transport Department, Hong Kong Police Force and Planning Department from August 2022 to May 2023 for the current application (TPB Ref: Y/ST/56) including the following:

(i) Incorporated sensitivity tests with reduced waiting capacity to cope with social distancing measure due to the outbreak of COVID-19 (Transport Department, September 2022);
(ii) Revised traffic management at the Wo Liu Hang Road cul-de-sac, and introduced publication of traffic notice on festive period (Hong Kong Police Force, November 2022);
(iii) Revised pedestrian access arrangement to minimise interface conflict with the village access (Planning Department, January 2023); and
(iv) Reduced the number of niches by 3,728 nos. to include only the 5,100 niches sold before the enactment of the Private Columbaria Ordinance (Cap. 630) (Planning Department, April 2023); and
(v) Revised the application site by the Applicant to exclude No. 10 Wo Liu Hang Village, i.e. only include the columbarium buildings of No. 7 and 9 Wo Liu Hang Village (Planning Department, May 2023).

Scope of Study

1.7 The main objectives of this study are as follows:

- To present existing traffic information associated with Yan Hau Ancestral Hall including the status of niches, and visitor and traffic generation etc.;
- To review the traffic conditions in the vicinity of Yan Hau Ancestral Hall during the columbarium peak hour on Ching Ming Festival Shadow Period, on Ching Ming Festival Day, and on Non-Festival Day;
- To present the proposed special traffic and pedestrian arrangement with Visit-By-Appointment for the Ching Ming and Chung Yeung Festival periods;
- To quantify the traffic and pedestrian generated by Yan Hau Ancestral Hall when it is fully occupied during the columbarium peak hour on Ching Ming Festival Shadow Period, on Ching Ming Festival Day and on Non-Festival Day;
- To examine the traffic and pedestrian impact on the local road and footpath, as well as the public transport networks; and
- To identify deficiencies, if any, in the road network in accommodating the traffic impact associated with Yan Hau Ancestral Hall when fully occupied.

Contents of the Report

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

Chapter Two - Describes the existing condition and surveys,
Chapter Three - Outlines Yan Hau Ancestral Hall and the special traffic and pedestrian arrangement during festive periods,
Chapter Four - Presents the traffic, pedestrian, public transport impact analyses, and
Chapter Five - Summarises the overall conclusion.

2.0 THE EXISTING SITUATION

The Subject Site

2.1 Yan Hau Ancestral Hall is located to the northeast of the Wo Liu Hang Road cul-de-sac, in Wo Liu Hang, Fo Tan. It has 5 buildings used as columbarium with **no** internal transport facilities. Figure 2.1 shows the existing layout of Yan Hau Ancestral Hall.

Niches at Yan Hau Ancestral Hall

2.2 Table 2.1 summarises the niche status within Yan Hau Ancestral Hall.

TABLE 2.1 NUMBERS OF NICHES OF YAN HAU ANCESTRAL HALL

Status	Number of Niches (Percentage)		
	No. 7 Wo Liu Hang Village	No. 9 Wo Liu Hang Village	Total
Sold and **Occupied** [a]	2,095 (41%)	1,160 (23%)	3,255 (64%)
Sold but **Vacant** [b]	1,064 (21%)	781 (15%)	1,845 (36%)
TOTAL [a]+[b]	**3,159 (62%)**	**3,097 (38%)**	**5,100 (100%)**

Visitor Count Surveys

2.3 Visitor count surveys were conducted at Yan Hau Ancestral Hall during the 2018 and 2019 Ching Ming and Chung Yeung Festival Periods, which included 1 Sunday before the Festival Day, the Festival Day and 1 Sunday after the Festival Day. Table 2.2 summarises the details of the surveys.

TABLE 2.2 DETAILS OF THE SURVEYS DURING FESTIVAL PERIODS

Date	Ching Ming Festival Period		Chung Yeung Festival Period	
	2018	2019	2018	2019
1 Sunday **BEFORE** Festival Day	1st April 2018	31st March 2019	14th October 2018	6th October 2019
Festival Day	5th April 2018	5th April 2019	17th October 2018	7th October 2019
1 Sunday **AFTER** Festival Day	8th April 2018	7th April 2019	21st October 2018	13th October 2019

2.4 In addition to the 2018 and 2019 Ching Ming and Chung Yeung Festival Periods, additional visitor counts were conducted on non-festival days in 2020 as listed in Table 2.3.

TABLE 2.3 DETAILS OF THE SURVEYS DURING NON-FESTIVAL DAY

Date	Non-Festival Day
Non-Festival Day (Public Holiday)	25th June 2020 (Tuen Ng Festival)
Non-Festival Day (General Sunday)	28th June 2020

2.5 Table 2.4 presents the results of the visitor survey for the 2018 and 2019 Ching Ming and Chung Yeung Festival Periods; and Table 2.5 present the results of the visitor survey conducted for the non-festival day.

TABLE 2.4 VISITOR COUNTS AT YAN HAU ANCESTRAL HALL DURING THE 2018 AND 2019 CHING MING AND CHUNG YEUNG FESTIVAL PERIODS

Hour	Sunday Before	Festival Day	Sunday After	Sunday Before	Festival Day	Sunday After
	2018 Ching Ming Festival Period			2018 Chung Yeung Festival Period		
0900 – 1000	160	258	104	24	132	31
1000 – 1100	313	506	237	114	172	88
1100 – 1200	**420**	**599**	238	90	326	66
1200 – 1300	245	374	244	125	263	22
1300 – 1400	124	246	132	67	117	33
1400 – 1500	119	202	63	69	149	50
1500 – 1600	104	185	93	62	76	20
TOTAL	**1,485**	**2,370**	**1,111**	**551**	**1,235**	**310**
	2019 Ching Ming Festival Period			2019 Chung Yeung Festival Period		
0900 – 1000	64	219	94	23	56	15
1000 – 1100	125	430	214	104	96	11
1100 – 1200	104	509	214	114	256	33
1200 – 1300	146	318	219	62	125	40
1300 – 1400	59	209	118	34	87	112
1400 – 1500	49	171	56	19	17	30
1500 – 1600	111	157	84	6	40	5
TOTAL	**658**	**2,013**	**999**	**362**	**677**	**246**

TABLE 2.5 VISITOR COUNTS AT YAN HAU ANCESTRAL HALL ON NON-FESTIVAL DAYS

Hour	Non-Festival Day (Public Holiday)	Non-Festival Day (General Sunday)
0900 – 1000	9	0
1000 – 1100	3	8
1100 – 1200	11	18
1200 – 1300	17	7
1300 – 1400	**24**	**0**
1400 – 1500	8	9
1500 – 1600	15	23
TOTAL	**100**	**70**

2.6 Table 2.4 shows that the columbarium peak hour on Ching Ming or Chung Yeung Festival Day occurred on 2018 Ching Ming Festival Day between 1100 and 1200 hours; and the columbarium peak hour during the festival shadow period occurred on the Sunday before the 2018 Ching Ming Festival, and is also between 1100 and 1200 hours.

2.7 The highest 1-way visitor flow observed was 599 persons in an hour which is on the Festival Day, and 420 during the shadow period. These occurred during the 2018 Ching Ming Festival period.

2.8 Table 2.5 shows that the columbarium peak hour on a non-festival day occurred between 1300 and 1400 hour, with 1-way pedestrian flow of only 24 persons.

2.9 Hence, the analyses conducted in this TIA will focus on and is based on the following:

- Columbarium Peak Hour on Ching Ming Festival Day (2018),
- Columbarium Peak Hour on shadow period, i.e. Sunday before Ching Ming Festival Day (2018), and
- Columbarium Peak Hour on a non-festival public holiday (2020).

Existing Columbarium Peak Hour Visitor Generation

2.10 Based on the results of visitor counts presented in Tables 2.4 and 2.5, the columbarium peak hour visitor generation rates are calculated and summarized in Table 2.6.

TABLE 2.6 VISITOR GENERATION OF YAN HAU ANCESTRAL HALL

Item	Unit	Festival Shadow Period	Festival Day	Non-Festival Day
Visitor Generation (From Tables 2.4 & 2.5)	visitor/hour	420	599	24
Visitor Generation Rate	visitor/hour/niche	0.1290	0.1840	0.007

Note: Based on 3,255 occupied sold niches.

Transport Mode Survey

2.11 Transport mode surveys were conducted at Yan Hau Ancestral Hall during the survey period. The columbarium peak hour mode of transport by visitors are summarised in Table 2.7 for the Festival Shadow Period and on Festival Day. Due to the small sample size, the daily mode of transport for non-festival day is calculated and presented in Table 2.8.

TABLE 2.7 COLUMBARIUM PEAK HOUR MODE OF TRANSPORT USED BY SURVEYED VISITORS DURING THE FESTIVAL PERIOD

Festival Period	Number of Visitors Surveyed (Percentage)		
	Public Transport[(1)] and Taxi	Private Car	TOTAL
Columbarium Peak Hour on Festival Shadow Period			
2018 Ching Ming Festival (Sunday Before)	371 (88.3%)	49 (11.7%)	420 (100.0%)
2018 Ching Ming Festival (Sunday After)	207 (84.8%)	37 (15.2%)	244 (100.0%)
2018 Chung Yeung Festival (Sunday Before)	84 (67.2%)	41 (32.8%)	125 (100.0%)
2018 Chung Yeung Festival (Sunday After)	76 (77.6%)	22 (22.4%)	88 (100.0%)
2019 Ching Ming Festival (Sunday Before)	101 (69.2%)	45 (30.8%)	146 (100.0%)
2019 Ching Ming Festival (Sunday After)	186 (55.1%)	28 (44.9%)	214 (100.0%)
OVERALL	**1,025 (82.2%)**	**222 (17.8%)**	**1,247 (100.0%)**
Columbarium Peak Hour on Festival Day			
2018 Ching Ming Festival Day	508 (88.3%)	91 (11.7%)	599 (100.0%)
2018 Chung Yeung Festival	275 (84.4%)	51 (15.6%)	326 (100.0%)
2019 Ching Ming Festival	454 (89.2%)	55 (10.8%)	509 (100.0%)
OVERALL	**1,237 (86.3%)**	**197 (13.7%)**	**1,434** (100.0%)

(1) Public Transport includes MTR, Franchised Bus, and GMB. Data was collected without further detail breakdown on the specific mode of transport; hence, public transport and taxi are reported in the same group.

TABLE 2.8 MODE OF TRANSPORT USED BY SURVEYED VISITORS ON NON-FESTIVAL DAY

Festival Period	Number of Visitors Surveyed (Percentage)						
	Public Transport			Private Car	Taxi	On-Foot	TOTAL
	MTR	Bus	GMB				
Non-Festival Day							
Non-Festival Day (Public Holiday)	39 (37.9%)	14 (13.6%)	0 (0%)	41 (39.8%)	9 (8.7%)	0 (0%)	103 (100.0%)
Non-Festival Day (General Sunday)	17 (24.3%)	1 (1.4%)	2 (2.9%)	35 (50.0%)	10 (14.3%)	5 (7.1%)	70 (100.0%)
OVERALL	**56 (32.4%)**	**15 (8.7%)**	**2 (1.2%)**	**76 (43.9%)**	**19 (11.0%)**	**5 (2.9%)**	173 (100.0%)

2.12 Table 2.7 shows that during the festival shadow period and on festival day, some 82% and 86% of the visitors access Yan Hau Ancestral Hall using public transport and taxis, and the remaining 18% and 14% by private car respectively.

2.13 Table 2.8 shows that during the non-festival day, 42.2% of visitors used public transport (of which 76.7% was by MTR *[Calculation 56 ÷ (56+15+2) x 100% = 76.7%]*, and remaining 23.3% were by franchised buses and GMB *[Calculation: 1 – 76.7% = 23.3%]*), 43.9% used private cars, and the remaining 11.0% by taxi. It should be noted that the number of visitors on non-festival days is negligible.

Occupancy of Private Car

2.14 Occupancy of private cars associated with Yan Hau Ancestral Hall was observed during the survey period, and the results are summarised in Tables 2.9 and 2.10.

TABLE 2.9 COLUMBARIUM PEAK HOUR OCCUPANCY OF PRIVATE CAR DURING THE FESTIVAL PERIOD

Festival Period	Number of Visitors	Number of Vehicles	Average Occupancy (persons per vehicle)
Columbarium Peak Hour on Festival Shadow Period			
2018 Ching Ming Festival (Sunday Before)	49	11	4.5
2018 Ching Ming Festival (Sunday After)	37	11	3.4
2018 Chung Yeung Festival (Sunday Before)	41	12	3.4
2018 Chung Yeung Festival (Sunday After)	22	5	4.4
2019 Ching Ming Festival (Sunday Before)	45	12	3.8
2019 Ching Ming Festival (Sunday After)	28	8	3.5
OVERALL	**222**	**59**	**3.8**
Columbarium Peak Hour on Festival Day			
2018 Ching Ming Festival Day	91	23	4.5
2018 Chung Yeung Festival	51	15	3.4
2019 Ching Ming Festival	55	14	3.4
OVERALL	**197**	**52**	**3.8**

TABLE 2.10 OCCUPANCY OF PRIVATE CAR ON NON-FESTIVAL DAY

Non-Festival Day	Number of Visitors	Number of Vehicle	Average Occupancy (persons per vehicle)
Non-Festival Day			
Non-Festival Day (Public Holiday)	41	11	3.7
Non-Festival Day (General Sunday)	35	9	3.8
OVERALL	**197**	**52**	**3.8**

Note : All-day record for non-festival day is adopted for analysis due to the small sample size.

2.15 Tables 2.9 and 2.10 show that the average occupancy of private car associated with Yan Hau Ancestral Hall is 3.8 persons per vehicle.

Car Park Utilisation Survey

CCT Telecom Building Car Park

2.16 Utilisation survey was conducted during the 2019 Chung Yeung Festival Period, and 2020 Non-Festival Day at the off-street car park, i.e. the CCT Telecom Building, located at 11 Wo Shing Street, which is only 120m from Yan Hau Ancestral Hall. Figure 2.2 shows the location of the surveyed car park, and the survey results with the number of vacant parking spaces are presented in Table 2.11.

TABLE 2.11 UTILIZATION OF THE CCT TELECOM BUILDING CAR PARK

Survey Day	Total Number of Car Parking Spaces (Approximate)	Morning (1000 hours)		Noon (1300 hours)		Afternoon (1600 hours)	
		Vacant Spaces	% Vacant	Vacant Spaces	% Vacant	Vacant Spaces	% Vacant
Columbarium Peak Hour on 2019 Festival Shadow Period							
Shadow Period (Sunday Before)	115	68	59%	46	40%	73	63%
Shadow Period (Sunday After)	115	55	48%	58	50%	63	55%
Columbarium Peak Hour on 2019 Festival Day							
Chung Yeung Festival Day	115	71	62%	70	61%	56	49%
Columbarium Peak Hour on 2020 Non-Festival Day							
Non-Festival Day (Public Holiday)	115	75	65%	70	61%	79	69%
Non-Festival Day (General Sunday)	115	61	53%	59	51%	60	52%

2.17 Table 2.11 show that the car parking spaces of the CCT Telecom Building are more than 50% vacant during the survey period, i.e. with some 60 or more car parking spaces available.

2.18 In addition, on-street metered parking spaces are provided alongside of Wo Shui Street, Wo Heung Street, Wo Shing Street and Wo Liu Hang Road in the vicinity of Yan Hau Ancestral Hall, but these are often occupied. In addition, vehicles are often park along the kerbside of these streets. Hence, these on-street parking spaces are not considered in provision of hourly parking spaces for Yan Hau Ancestral Hall.

Wo Liu Hang Village Car Park

2.19 In addition, occupancy surveys were also conducted at the Wo Liu Hang Village Car Park adjacent to Yan Hau Ancestral Hall. The survey results with the number of occupied parking spaces are presented in Tables 2.12.

TABLE 2.12 OCCUPANCY OF THE WO LIU HANG VILLAGE CAR PARK

Survey Day	Total Number of Car Parking Spaces (Approximate)	Morning (1000 hours)		Noon (1300 hours)		Afternoon (1600 hours)	
		Occupied Spaces	% Occupied	Occupied Spaces	% Occupied	Occupied Spaces	% Occupied
Columbarium Peak Hour on 2019 Festival Shadow Period							
Shadow Period (Sunday Before)	60	19	32%	15	25%	16	27%
Shadow Period (Sunday After)	60	18	30%	13	22%	14	23%

TABLE 2.12 OCCUPANCY OF THE WO LIU HANG VILLAGE CAR PARK (CONT'D)

Survey Day	Total Number of Car Parking Spaces (Approximate)	Morning (1000 hours)		Noon (1300 hours)		Afternoon (1600 hours)	
		Occupied Spaces	% Occupied	Occupied Spaces	% Occupied	Occupied Spaces	% Occupied
Columbarium Peak Hour on 2019 Festival Day							
Chung Yeung Festival Day	60	16	27%	14	23%	15	25%
Columbarium Peak Hour on 2020 Non-Festival Day							
Non-Festival Day (Public Holiday)	60	16	27%	14	23%	12	20%
Non-Festival Day (General Sunday)	60	18	28%	15	25%	13	22%

2.20 Table 2.12 shows that the car parking spaces of the Wo Liu Hang Village are no more than one-third occupied during the survey period, i.e. with some 19 or less car parking spaces parked.

The Road Network

2.21 Yan Hau Ancestral Hall is served by Wo Liu Hang Road, Wo Shui Street, Wo Heung Street, Au Pui Wan Street, Min Fong Street, Tsung Tau Ha Road and Fo Tan Road.

2.22 Wo Liu Hang Road, Wo Shui Street, Wo Heung Street, Au Pui Wan Street, Min Fong Street and Tsung Tau Ha Road are all one-way local streets within the Fo Tan industrial area. These local streets are generally around 10.3m wide and have 2 to 3 traffic lanes. Metered parking and kerbside loading/unloading are permitted at some road sections. Tsung Tau Ha Road and Min Fong Street intersect with Fo Tan Road.

2.23 Fo Tan Road is classified as primary distributor connecting Fo Tan with Sha Tin and beyond. To the immediate south, an interchange is provided between Fo Tan Road, and Tai Po Road – Shatin providing regional access to/from Yan Hau Ancestral Hall, Wo Liu Hang and the surrounding area.

Traffic Counts at Junctions

2.24 Manual classified traffic counts were conducted by surveyors at the following junctions:

- J01 – Junction of Fo Tan Road / Tsung Tau Ha Road;
- J02 – Junction of Fo Tan Road / Shan Mei Street / Min Fong Street;
- J03 – Junction of Au Pui Wan Street / Min Fong Street;
- J04 – Junction of Au Pui Wan Street / Wo Liu Hang Road;
- J05 – Junction of Au Pui Wan Street / Wo Heung Street;
- J06 – Junction of Wo Shing Street / Wo Heung Street;
- J07 – Junction of Wo Liu Hang Road / Wo Shui Street;
- J08 – Junction of Min Fong Street / Shek Lau Tung Street / Min Fong Lane;
- J09 – Junction of Min Fong Street / Wo Liu Hang Street / Wo Shing Street; and
- J10 – Junction of Wo Shui Street / Wo Heung Street.

2.25 Figure 2.3 shows the locations of the above junctions, and Figures 2.4 - 2.13 show the existing junction layouts.

2.26 The date of traffic counts were:

Festival Day: Friday, 5th April 2019 (Ching Ming Festival Day) and Monday, 7th October 2019 (Chung Yeung Festival Day)
Shadow Period: Sunday, 22nd March 2020
Non-Festival Day: Thursday, 24th June 2020 (Tuen Ng Festival, Public Holiday)

2.27 The traffic counts were classified by vehicle types to enable traffic flows in passenger car unit ("pcu") to be calculated. Figure 2.14 shows the columbarium peak hour traffic flow for the Festival Shadow Period, on Festival Day and on Non-Festival Day.

Operational Performance at Surveyed Junctions

2.28 The existing operational performance of the surveyed junctions is calculated based on the 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 Table 2.13 and detailed calculations are found in Appendix A.

TABLE 2.13 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Junction		Type of Junction	Indicator	RC / RFC
Columbarium Peak Hour on Festival Shadow Period				
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	>100%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.264
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction		
J05	J/O Au Pui Wan Street / Wo Heung Street	Priority	RFC	0.146
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.079
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.007
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.042
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction		
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.003
Columbarium Peak Hour on Festival Day				
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	>100%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.307
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction		
J05	J/O Au Pui Wan Street / Wo Heung Street	Priority	RFC	0.301
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.132
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.014
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.069
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction		
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.003

TABLE 2.13 EXISTING JUNCTION OPERATIONAL PERFORMANCE (CONT'D)

Junction		Type of Junction	Indicator	RC / RFC
Columbarium Peak Hour on Non-Festival Day				
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	>100%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.345
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction		
J05	J/O Au Pui Wan Street / Wo Heung Street	Priority	RFC	0.255
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.111
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.011
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.055
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction		
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.004

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

2.29 The results in Table 2.13 show that the surveyed junctions currently operate with capacities during the columbarium peak hour on Festival Shadow Period, on Festival Day, and Non-Festival Day.

Pedestrian Counts at Key Footpath Sections

2.30 Pedestrian counts were conducted by surveyors manually at footpaths near Yan Hau Ancestral Hall and the locations are summarised in Table 2.14 and shown in Figure 2.15.

TABLE 2.14 DETAILS OF THE SURVEYED FOOTPATHS

Ref.	Road	Footpath	Section
FP01	Au Pui Wan Street	Northern	Between Wo Heung Street and Fo Tan Station PTI
FP02	Au Pui Wan Street	Northern	Between Wo Heung Street and Wo Liu Hang Road
FP03	Wo Heung Street	Eastern	Between Au Pui Wan Street and Wo Shui Street
FP04	Wo Shui Street	Northern	Between Wo Heung Street and Wo Liu Hang Road
FP05	Wo Liu Hang Road	Eastern	Between Wo Heung Street and Wo Liu Hang Village
FP06	Wo Liu Hang Road	Western	Between Wo Heung Street and Wo Liu Hang Village
FP07	Wo Liu Hang Road	Eastern	Between Wo Heung Street and Wo Shing Street
FP08	Wo Liu Hang Road	Western	Between Wo Heung Street and Wo Shing Street
FP09	Wo Liu Hang Road	Eastern	Between Wo Shing Street and Au Pui Wan Street
FP10	Wo Liu Hang Road	Western	Between Wo Shing Street and Au Pui Wan Street
FP11	Village Access	--	To/From Wo Liu Hang Road Cul-de-sac
FP12	Village Access	--	Staircase between 9/10 Wo Liu Hang Village and Village Access
FP13	Village Access	--	Access and staircase outside 7 Wo Liu Hang Village
FP14	Village Access	--	Between access of 7 Wo Liu Hang Village and 6 Wo Liu Hang Village
FP15	Village Access	--	Access of 7 Wo Liu Hang Village
FP16	Village Access	--	Access to/from adjacent private car park
FP17	Village Access	--	Staircase to/from 7 Wo Liu Hang Village

2.31 The pedestrian counts were carried out on the following date:

Festival Day: Friday, 5th April 2019 (Ching Ming Festival Day) and Monday, 7th October 2019 (Chung Yeung Festival Day)
Shadow Period: Sunday, 22nd March 2020
Non-Festival Day: Thursday, 24th June 2020 (Tuen Ng Festival, Public Holiday)

2.32 Based on the columbarium peak hour pedestrian flows shown in Figure 2.15, the Levels of Service ("LOS") analysis was conducted. A 0.5m 'dead area' is assumed along building frontages and line of railings when calculating the "Effective Width". The LOS grading is as per TPDM Vol 6, Section 10.4, and LOS 'C' is generally considered as desirable at streets with dominant 'living' pedestrian activities. Table 2.15 summarizes the analysis results.

TABLE 2.15 EXISTING FOOTPATH OPERATIONAL PERFORMANCE

Pedestrian Facility		Measured Width (m)	Effective Width (m)	2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)
Columbarium Peak Hour on Festival Shadow Period					
FP01	Au Pui Wan Street	3.3m	2.3m	344	2.49 [A]
FP02	Au Pui Wan Street	3.3m	2.8m	518	3.08 [A]
FP03	Wo Heung Street	3.3m	2.8m	34	0.20 [A]
FP04	Wo Shui Street	3.3m	2.8m	121	0.72 [A]
FP05	Wo Liu Hang Road	4.3m	3.8m	166	0.73 [A]
FP06	Wo Liu Hang Road	4.3m	3.8m	63	0.28 [A]
FP07	Wo Liu Hang Road	4.3m	3.8m	108	0.47 [A]
FP08	Wo Liu Hang Road	4.3m	3.8m	68	0.30 [A]
FP09	Wo Liu Hang Road	3.8m	3.3m	113	0.57 [A]
FP10	Wo Liu Hang Road	3.3m	2.3m	63	0.46 [A]
FP11	Village Access	5.1m	4.1m	220	0.89 [A]
FP12	Village Access	1.7m	0.7m	39	0.93 [A]
FP13	Village Access	1.8m	0.8m	142	2.95 [A]
FP14	Village Access	2.5m	1.5m	21	0.23 [A]
FP15	Village Access	1.4m	0.9m	21	0.39 [A]
FP16	Village Access	4.3m	3.3m	0	0.00 [A]
FP17	Village Access	1.8m	1.3m	121	1.55 [A]
Columbarium Peak Hour on Festival Day					
FP01	Au Pui Wan Street	3.3m	2.3m	1,388	10.06 [A]
FP02	Au Pui Wan Street	3.3m	2.8m	844	5.02 [A]
FP03	Wo Heung Street	3.3m	2.8m	314	1.87 [A]
FP04	Wo Shui Street	3.3m	2.8m	317	1.89 [A]
FP05	Wo Liu Hang Road	4.3m	3.8m	1,066	4.68 [A]
FP06	Wo Liu Hang Road	4.3m	3.8m	401	1.76 [A]
FP07	Wo Liu Hang Road	4.3m	3.8m	683	3.00 [A]
FP08	Wo Liu Hang Road	4.3m	3.8m	453	1.99 [A]
FP09	Wo Liu Hang Road	3.8m	3.3m	642	3.24 [A]
FP10	Wo Liu Hang Road	3.3m	2.3m	434	3.14 [A]
FP11	Village Access	5.1m	4.1m	1,068	4.34 [A]
FP12	Village Access	1.7m	0.7m	213	5.07 [A]
FP13	Village Access	1.8m	0.8m	771	16.0 [A]
FP14	Village Access	2.5m	1.5m	116	1.29 [A]
FP15	Village Access	1.4m	0.9m	116	2.15 [A]
FP16	Village Access	4.3m	3.3m	0	0.00 [A]
FP17	Village Access	1.8m	1.3m	655	8.40 [A]

TABLE 2.15 EXISTING FOOTPATH OPERATIONAL PERFORMANCE (CONT'D)

Pedestrian Facility		Measured Width (m)	Effective Width (m)	2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)
Columbarium Peak Hour on Non-Festival Day					
FP01	Au Pui Wan Street	3.3m	2.3m	453	3.28 [A]
FP02	Au Pui Wan Street	3.3m	2.8m	313	1.86 [A]
FP03	Wo Heung Street	3.3m	2.8m	156	0.93 [A]
FP04	Wo Shui Street	3.3m	2.8m	46	0.27 [A]
FP05	Wo Liu Hang Road	4.3m	3.8m	236	1.04 [A]
FP06	Wo Liu Hang Road	4.3m	3.8m	89	0.39 [A]
FP07	Wo Liu Hang Road	4.3m	3.8m	228	1.00 [A]
FP08	Wo Liu Hang Road	4.3m	3.8m	22	0.10 [A]
FP09	Wo Liu Hang Road	3.8m	3.3m	161	0.81 [A]
FP10	Wo Liu Hang Road	3.3m	2.3m	89	0.64 [A]
FP11	Village Access	5.1m	4.1m	57	0.23 [A]
FP12	Village Access	1.7m	0.7m	10	0.24 [A]
FP13	Village Access	1.8m	0.8m	37	0.77 [A]
FP14	Village Access	2.5m	1.5m	6	0.07 [A]
FP15	Village Access	1.4m	0.9m	6	0.11 [A]
FP16	Village Access	4.3m	3.3m	0	0.00 [A]
FP17	Village Access	1.8m	1.3m	31	0.40 [A]

2.33 Table 2.15 shows that the footpath assessed currently operate satisfactorily with capacity, i.e. LOS "A", during the columbarium peak hour on Festival Shadow Period, Festival Day and Non-Festival Day.

Pedestrian Flow at Key Crossings

2.34 Pedestrian flows are the key crossing points are estimated based on the pedestrian counts conducted at footpaths near Yan Hau Ancestral Hall. The locations of these pedestrian crossings are also shown in Figure 2.15.

2.35 Table 2.16 summarises the pedestrian flow and volume-to-capacity ("v/c") ratio at the key crossing points, and the capacity of these pedestrian crossing points are determined based on TPDM Vol 2, Chapter 3.7.

TABLE 2.16 EXISTING PEDESTRIAN CROSSING OPERATIONAL PERFORMANCE

Pedestrian Facility		Width (m)	Type / Capacity (ped/hour)	2-way Pedestrian Flow (ped/hour)	v/c Ratio
Columbarium Peak Hour on Festival Shadow Period					
XING01	Wo Liu Hang Road / Wo Shui Road	4m	Cautionary / 2400	86	0.04
XING02	Wo Liu Hang Road / Wo Shing Street	4m	Cautionary / 2400	27	0.01
XING03	Wo Liu Hang Road / Min Fong Street	4m	Cautionary / 2400	52	0.02
XING04	Au Pui Wan Street / Wo Liu Hang Road	4m	Cautionary / 2400	88	0.04
XING05	Au Pui Wan Street / Wo Heung Street	4m	Cautionary / 2400	212	0.09
XING06	Wo Heung Street / Wo Shui Street	4m	Cautionary / 2400	248	0.10
Columbarium Peak Hour on Festival Day					
XING01	Wo Liu Hang Road / Wo Shui Road	4m	Cautionary / 2400	652	0.27
XING02	Wo Liu Hang Road / Wo Shing Street	4m	Cautionary / 2400	300	0.13
XING03	Wo Liu Hang Road / Min Fong Street	4m	Cautionary / 2400	413	0.17
XING04	Au Pui Wan Street / Wo Liu Hang Road	4m	Cautionary / 2400	636	0.27
XING05	Au Pui Wan Street / Wo Heung Street	4m	Cautionary / 2400	194	0.08
XING06	Wo Heung Street / Wo Shui Street	4m	Cautionary / 2400	965	0.40

TABLE 2.16 EXISTING PEDESTRIAN CROSSING OPERATIONAL PERFORMANCE (CONT'D)

Pedestrian Facility		Width (m)	Type / Capacity (ped/hour)	2-way Pedestrian Flow (ped/hour)	v/c Ratio
Columbarium Peak Hour on Non-Festival Day					
XING01	Wo Liu Hang Road / Wo Shui Road	4m	Cautionary / 2400	182	0.08
XING02	Wo Liu Hang Road / Wo Shing Street	4m	Cautionary / 2400	125	0.05
XING03	Wo Liu Hang Road / Min Fong Street	4m	Cautionary / 2400	39	0.02
XING04	Au Pui Wan Street / Wo Liu Hang Road	4m	Cautionary / 2400	156	0.07
XING05	Au Pui Wan Street / Wo Heung Street	4m	Cautionary / 2400	131	0.05
XING06	Wo Heung Street / Wo Shui Street	4m	Cautionary / 2400	238	0.10

2.36 Table 2.16 shows that these pedestrian crossing points currently operate with capacity.

Public Transport Services

2.37 Many public transport services operate in the vicinity of Yan Hau Ancestral Hall. The MTR East Rail Fo Tan Station is located about 475m walking distance or within 10 minute walk away. Figure 2.16 shows the location of the public transport service stops, and details of these services are summarised in Table 2.17.

TABLE 2.17 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR YAN HAU ANCESTRAL HALL

Route	Routing	Frequency (min)	Nearest Stop
CTB 989	Munsang College, Tai On Street → Fo Tan Chun Yeung Estate	4 per days(1)	F
	Fo Tan Chun Yeung Estate → Munsang College, Tai On Street	4 per days(1)	H
KMB 48P	Tsing Lung Tau → Fo Tan Chun Yeung Estate	2 per days	F
	Fo Tan Chun Yeung Estate → Tsing Lung Tau	2 per days	H
KMB 73A	Yu Chui Court → Wah Ming Estate	30 – 35	G
	Wah Ming Estate → Yu Chui Court	20 – 30	G
KMB 80M	Kowloon Tong Railway Station → Sui Wo Court	25 – 30	F
	Sui Wo Court → Kowloon Tong Railway Station	25 – 30	G
KMB 81K	Sun Tin Wai Estate → Sui Wo Court	7 – 15	F
	Sui Wo Court → Sun Tin Wai Estate	7 – 15	G
KMB 85	Shan Mei Street → Kowloon City Ferry Pier	13 – 25	G
	Kowloon City Ferry Pier → Shan Mei Street	15 – 20	G
KMB 88K	Royal Ascot → Hin Keng	12 – 20	A
	Hin Keng → Royal Ascot	12 – 20	B
KMB 88X	Ping Tin → Fo Tan Chun Yeung Estate	20 – 30	F
	Fo Tan Chun Yeung Estate→ Ping Tin	20 – 30	H
KMB 280X	Tsim Sha Tsui East (Mody Road) → Sui Wo Court	15 – 30	F
	Sui Wo Court → Tsim Sha Tsui East (Mody Road)	15 – 25	G
KMB 285	Sha Tin Central → Fo Tan Chun Yeung Estate	20 – 30	F
	Fo Tan Chun Yeung Estate → Sha Tin Central (to Sha Tin)	20 – 30	H
KMB 285A	Fo Tan Chun Yeung Estate → Fo Tan Station	3 per days(1)	C
NWFB 798	Tiu Keng Leng Station → Fo Tan (Chun Yeung Estate)	10 – 20	F
	Fo Tan (Chun Yeung Estate) → Tiu Keng Leng Station	12 – 30	H
GMB 28K	Tai Po Market Station → Shatin (Pak Hok Ting Street)	6 – 9	A
	Shatin (Pak Hok Ting Street)→ Tai Po Market Station	6 – 9	B
GMB 28S	Pak Shek Kok (Providence Bay) → Sha Tin (Pak Hok Ting Street)	30 – 45	A
	Sha Tin (Pak Hok Ting Street) → Pak Shek Kok (Providence Bay)	30 – 45	B
GMB 60K	Fo Tan Cottage Area → Sha Tin Station	4 – 6	D
	Sha Tin Station → Fo Tan Cottage Area	4 – 6	E

TABLE 2.17 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR YAN HAU ANCESTRAL HALL (CONT'D)

Route	Routing	Frequency (min)	Nearest Stop
GMB 60P	Kwei Tei Street (Wah Luen Industrial Building) → Sha Tin Station	2 – 3(1)	D
	Sha Tin Station → Kwei Tei Street (Wah Luen Industrial Building)	2 – 3(1)	E
GMB 61S	Mong Kok Station → Fo Tan	5 – 15(2)	B
GMB 62K	Shatin Lodge → Sha Tin Station	7 – 15	B
	Sha Tin Station → Shatin Lodge	7 – 15	E
GMB 65K	Fo Tan Station → Wong Nai Tau (to Wong Nai Tau)	10 – 20	C
	Wong Nai Tau → Fo Tan Station	10 – 20	D
GMB 69K	Ville De Jardin / Greenwood Terrace → Sha Tin Station (Pai Tau Street)	4 – 10	G
	Sha Tin Station (Pai Tau Street) → Ville De Jardin / Greenwood Terrace	4 – 10	G
GMB 481	Fo Tan (Shan Mei Street) → Tsuen Wan Central	4 – 20	G
	Tsuen Wan Central → Fo Tan (Shan Mei Street)	4 – 20	G
GMB 481X	Tsuen Wan (Tsuen Wan Market Street) → Fo Tan Chun Yeung Estate	15 – 20 (1)	F
	Fo Tan Chun Yeung Estate → Tsuen Wan (Tsuen Wan Market Street)	15 – 20 (1)	G
GMB 811	Sui Wo Court → Yu Chui Court	8	E
	Yu Chui Court → Sui Wo Court	8	B
GMB 811A	Greenwood Terrace → Bella Vista	20 – 25	E
	Bella Vista → Greenwood Terrace	20 – 25	B
GMB 811B	Fo Tan (Cheung Lek Mei Street)→ Yiu On	10 – 20	A
	Yiu On → Fo Tan (Cheung Lek Mei Street)	10 – 20	E
GMB 811K	Sui Wo Court ↻ Fo Tan Station (Circular)	15 – 20 (1)	B
GMB 811P	Royal Ascot → City One	8	A
	City One → Royal Ascot	8	B
GMB 814	Lai Ping Road → Sha Tin (Pak Hok Ting Street)	15	A
	Sha Tin (Pak Hok Ting Street) → Lai Ping Road	15	B

Note: (1) No services on Sundays and Public Holidays (2) Overnight service
KMB – Kowloon Motor Bus NWFB – New World First Bus GMB – Green Minibus

Nearest Stop	Locaiton of Stop	Approx. Distance (m)	Approx. Walking Time (min)
A	Fo Tan Station	525m	7.5 min
B	Fo Tan Station	550m	7.5 min
C	Fo Tan Station	500m	7.0 min
D	Au Pui Wan Street	350m	5.0 min
E	Tsung Tau Ha Road / Au Pui Wan Street	475m	6.5 min
F	Tsung Tau Ha Road / Fo Tan Road	600m	8.5 min
G	Shan Mei Street B/T	575m	8.0 min
H	Min Fong Street / Fo Tan Road	475m	6.5 min

Occupancy of Existing Public Transport Services

2.38 In response to the comments provided by Transport Department in November 2020 for the withdrawn S12A rezoning application (TPB Ref: Y/ST/44) and subsequently in June 2022, the utilisation survey of existing public transport services listed in Table 2.18 was conducted at the bus stops at Fo Tan Road and Lok King Street, and at MTR Fo Tan Station, on Sunday, 3rd July 2022 between 1100 and 1400 hours.

Occupancy of Franchised Bus and Green Minibus

2.39 Table 2.18 summarises the results of the occupancy survey during the columbarium peak hour.

TABLE 2.18 RESULTS OF THE OCCUPANCY SURVEY IN THE VICINITY OF THE SUBJECT SITE

Route	Average Headway Observed (min)	Number of Passenger Observed (passenger/hour)	Total Hourly Capacity(1) (passenger/hour)	Observed Occupancy	Surplus Capacity
Inbound towards Fo Tan					
KMB 73A	12	83	640	13%	557
KMB 80M	30	60	256	23%	196
KMB 81K	12	242	640	38%	398
KMB 85	30	20	256	8%	236
KMB 88K	20	99	384	26%	285
KMB 88X	30	20	256	8%	236
KMB 280X	20	53	384	14%	331
KMB 285	20	182	384	47%	202
NWFB 798	15	63	512	12%	449
GMB 28K	7.5	62	128	48%	66
GMB 28S	60	8	16	50%	8
GMB 60K	3.2	284	328	87%	44
GMB 60P	60	12	16	75%	4
GMB 62K	12	38	80	48%	42
GMB 65K	20	6	48	13%	42
GMB 69K	6.7	42	162	26%	120
GMB 481	6	114	190	60%	76
GMB 811	6	81	160	51%	79
GMB 811A	20	34	48	71%	14
GMB 811P	60	5	16	31%	11
GMB 814	20	23	48	48%	25
TOTAL	**-**	**1,461**	**4,808**	**30%**	**3,347**
Outbound leaving Fo Tan					
KMB 73A	15	99	512	19%	413
KMB 80M	30	105	256	41%	151
KMB 81K	12	196	640	31%	444
KMB 85	20	43	384	11%	341
KMB 88K	15	102	512	20%	410
KMB 88X	30	46	256	18%	210
KMB 280X	20	93	384	24%	291
KMB 285	20	66	384	17%	318
KMB 798	15	53	512	10%	459
GMB 28K	10	32	96	33%	64
GMB 60K	3.2	223	331	67%	108
GMB 62K	15	44	64	69%	20
GMB 65K	20	33	51	65%	18
GMB 69K	6	87	181	48%	94
GMB 481	10	66	114	58%	48
GMB 811	6	117	160	73%	43
GMB 811A	20	29	48	60%	19
GMB 814	20	8	48	17%	40
TOTAL	**-**	**1,410**	**4,837**	**29%**	**3,427**

(1) According to the Annual Transport Digest 2020 published by Transport Department, the capacity of a double-decker bus is 128 passenger; and the capacity of a GMB is taken as 16-seat only.

Observed Operational Capacity of the MTR East Rail Line

2.40 Observation was also made at the MTR Fo Tan Station on Sunday, 3rd July 2022 between 1100 and 1400 hours to estimate the train operational capacity, and the results are presented in Table 2.19.

TABLE 2.19 OBSERVED FREQUENCY AND ESTIMATED OPERATIONAL CAPACITY OF MTR EAST RAIL LINE DURING THE COLUMBARIUM PEAK HOUR

Direction	Number of Trains Observed	Average Headway (min)	Design Capacity (passenger/train)	Operational Capacity (Note 1) (passenger / hour)
Northbound (Towards Sheung Shui)	10x 9-car train	6	2,845	28,450
Southbound (Towards Admiralty)	10x 9-car train	6	2,845	28,450

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.

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2.41 It is also noted that the observed trains were not fully occupied with room for additional standees.

2.42 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 passenger / hour / direction. Hence, the observed operational capacity in Table 2.19 was only 45% of the maximum capacity *[Calculation: (28,450 ÷ 62,590) x 100% = 45%]*.

3.0 YAN HAU ANCESTRAL HALL

Layout of Yan Hau Ancestral Hall

3.1 The general layout of Yan Hau Ancestral Hall remains the same as the present which is shown in Figure 2.1.

Internal Transport Facilities

3.2 At present, no internal transport facilities are provided at Yan Hau Ancestral Hall, and internal transport facilities cannot be provided due to the following reasons:

(i) Site constraints, i.e. Yan Hau Ancestral Hall is small and irregularly shaped, and it is divided into 2 parts with significant level difference;

(ii) Many public transport services are available in the vicinity including the MTR East Rail Line at Fo Tan Station. Similar to the present festival and non-festival days, visitors are expected and also encouraged to use public transport services; and

(iii) Car parks with hourly parking spaces are available in the vicinity and these car parks have spare capacity during the festival periods.

Pedestrian Access to Yan Hau Ancestral Hall

3.3 Pedestrian access to Yan Hau Ancestral Hall is similar to the present, i.e. via the existing village access along the site frontage off the Wo Liu Hang Road cul-de-sac.

3.4 During the Ching Ming and Chung Yeung Festival Periods, the Applicant has agreed with the Wo Liu Hang Village to suspend the operation of the adjacent village car park. Hence, no motor vehicles will enter or exit the adjacent village car park via the existing village access.

3.5 Whereas, the pedestrian and emergency access to the squatter houses at 1 – 6 Wo Liu Hang Road located to the east of Yan Hau Ancestral Hall via the same village access or via the Wo Liu Hang Rest Garden will always be maintained. In case when emergency vehicles need to enter Wo Liu Hang Village, the Applicant will immediate restrict visitors from accessing the existing village access.

3.6 Relevant letters from the Representatives of Wo Liu Hang Village supporting the above operation arrangement are found in Appendix B.

Special Traffic and Pedestrian Arrangement on Ching Ming and Chung Yeung Festival Periods

3.7 Special traffic and pedestrian arrangements are proposed by Yan Hau Ancestral Hall to manage and minimise the potential traffic and pedestrian impact. Details are presented in Figures 3.1 and 3.2, and described in below paragraphs.

Implementation Period

3.8 The special traffic and pedestrian arrangements will be implemented during the Ching Ming and Chung Yeung Festival Periods and details are as follows:

(i) 4th Saturday before Ching Ming and Chung Yeung Festival Day,
(ii) 4th Sunday before Ching Ming and Chung Yeung Festival Day,
(iii) 3rd Saturday before Ching Ming and Chung Yeung Festival Day,
(iv) 3rd Sunday before Ching Ming and Chung Yeung Festival Day,
(v) 2nd Saturday before Ching Ming and Chung Yeung Festival Day,
(vi) 2nd Sunday before Ching Ming and Chung Yeung Festival Day,
(vii) 1st Saturday before Ching Ming and Chung Yeung Festival Day,
(viii) 1st Sunday before Ching Ming and Chung Yeung Festival Day,
(ix) Ching Ming / Chung Yeung Festival Day,
(x) 1st Saturday after Ching Ming and Chung Yeung Festival Day,
(xi) 1st Sunday after Ching Ming and Chung Yeung Festival Day,
(xii) 2nd Saturday after Ching Ming and Chung Yeung Festival Day,
(xiii) 2nd Sunday after Ching Ming and Chung Yeung Festival Day,
(xiv) 3rd Saturday after Ching Ming and Chung Yeung Festival Day,
(xv) 3rd Sunday after Ching Ming and Chung Yeung Festival Day,
(xvi) 4th Saturday after Ching Ming and Chung Yeung Festival Day,
(xvii) 4th Sunday after Ching Ming and Chung Yeung Festival Day, and
(xviii) Any other public holidays which fall within (i) and (ix)

3.9 If found necessary after obtaining the Town Planning Approval and the Private Columbarium License, further review will be conducted by the Applicant to evaluate if the implementation period should be extended to include more weekends before and after the Ching Ming and Chung Yeung Festival Days.

Visit-by-Appointment Arrangement

3.10 The Applicant will implement a mandatory Visit-by-Appointment Arrangement requiring all visitors to register with the Applicant prior to visiting the Subject Site during each Ching Ming and Chung Yeung Festival Period. Hence, the number of visitors to Yan Hau Ancestral Hall can be regulated.

3.11 The registration will be available via smartphone application, or by phone. Visitors are required to provide the Applicant with the number of people visiting in their group, the columbarium hall and niche to be visited, and the intended visiting time and date. The registration will be regarded as successful after the Applicant has confirmed the visiting details with the visitor.

3.12 The visiting capacity with the Visit-by-Appointment arrangement to the Yan Hau Ancestral Hall is calculated and is presented in Table 3.1.

TABLE 3.1 VISITING CAPACITY OF YAN HAU ANCESTRAL HALL WITH VISIT-BY-APPOINTMENT ARRANGEMENT

Itemh	Yan Hau Ancestral Hall	
	7 Wo Liu Hang Village (Blocks A & B)	9 Wo Liu Hang Village (Blocks C, D & E)
Approximate Building Gross Floor Area [a]	215m²	120m²
Housing Capacity [b] (Note 1)	3m² of gross floor area per person	
Visiting Capacity per Grave Sweeping Session [c] = [a] ÷ [b]	75 persons	40 persons
	Subtotal:	*115 persons per session*
Duration of Grave Sweeping per Session [d]	20 minutes	20 minutes
Number of Grave Sweeping per Hour [e] = 60 ÷ [d]	3 sessions	3 sessions
Visiting Capacity per Hour [d] = [a]x[c]	225 persons per hour	120 persons per hour
TOTAL	**345 persons per hour**	

Note 1: PNAP APP-154, "Design Requirements for Columbarium Facilities", Buildings Department. Assessment of population density = 2m² of **usable** floor area per person, i.e. approximate 3m² of **gross** floor area per person.

3.13 As shown in Table 3.1, the Applicant will impose three 20-minute grave sweeping sessions per hour with a maximum 115 persons per session, i.e. an hourly visiting capacity of 345 persons per hour.

Waiting Areas

3.14 Waiting areas, as shown in Figure 3.2, are provided at the open yard to the east of Blocks C, D and E inside 9 Wo Liu Hang Village allowing visitors waiting to enter the columbarium halls, and the details are summarised Table 3.2.

TABLE 3.2 HOLDING CAPACITY OF WAITING AREAS

Item	Yan Hau Ancestral Hall		
	No. 7 Wo Liu Hang Village (Blocks A & B)	No. 9 Wo Liu Hang Village (Blocks C, D & E)	For Both Nos. 7 & 9 Wo Liu Hang Village (Common Area)
Total Size of Waiting Area [a]	Approx. 55 m²	Approx. 40 m²	Approx. 20 m²
Assumed Waiting Efficiency [b]	75%	75%	75%
Effective Waiting Area [c] = [a]x[b]	41.25 m²	30 m²	15.00 m²
Scenario 1 - Normal Condition			
Waiting Capacity [d] (Note 1)	4 persons per m²	4 persons per m²	4 persons per m²
Total Waiting Capacity [e] = [c]x[d]	**165 persons**	**120 persons**	**60 persons**
Visiting Capacity per session [f] (From Table 3.1)	75 persons *[f] < [e], OK*	40 persons *[f] < [e], OK*	-
Scenario 2 - Sensitivity Test with Social Distancing Measure			
Waiting Capacity [g] (Note 2)	2 persons per m²	2 persons per m²	2 persons per m²
Total Waiting Capacity [h] = [c]x[g]	**83 persons**	**60 persons**	**30 persons**
Visiting Capacity per session [h] (From Table 3.1)	75 persons *[f] < [e], OK*	40 persons *[f] < [e], OK*	-

Note 1: Waiting capacity in reference with Ch. 2.7 , Vol.9, Transport Planning and Design Manual, Transport Department.
Note 2: Waiting capacity reduced by 50% assuming social distancing measure is imposed.

3.15 Table 3.2 shows the waiting area for 7 Wo Liu Hang Village of approximate 55m² has a capacity to hold some 165 persons at any one time under normal condition, which is 2.2 times more than the visiting capacity of 75 persons per grave sweeping session. As a sensitivity test with social distancing measure imposed, i.e. with the waiting capacity is reduced by 50%, and the waiting area could hold some 83 persons at any one time, which is 1.1 times more than the visiting capacity of 75 persons per grave sweeping session.

3.16 Whereas, the waiting area for 9 Wo Liu Hang Village which is approximately 40m^2 has a capacity to hold some 120 persons at any one time under normal condition, which is 3 times more than the visiting capacity of 40 persons per grave sweeping session. As a sensitivity test with social distancing measure imposed, the waiting area with reduced waiting capacity could hold some 60 persons at any one time, which is 1.5 times more than the visiting capacity of 40 persons per grave sweeping session.

3.17 In addition, overflow waiting area is available to hold early arriving visitors, and an additional queueing area of approximate 20m^2 for some 60 visitors under normal condition or 30 visitors under the sensitivity test, waiting to check-in will also be provided; hence, queue back onto the village access is not expected

3.18 Hence, the waiting areas within Yan Hau Ancestral Hall will be sufficient to accommodate the number of arriving visitors per each grave sweeping session under normal condition, and the sensitivity test if social distancing measure is imposed. Sufficient overflow waiting area will also be available to hold early arriving visitors, and will not queue back onto the village access.

Pedestrian Circulation

3.19 Figure 3.1 shows the proposed pedestrian circulation in the vicinity of Yan Hau Ancestral Hall.

3.20 Figure 3.2 shows the proposed pedestrian circulation and holding arrangement during the peak period operation at both 7 and 9 Wo Liu Hang Village of Yan Hau Ancestral Hall. To cater the increased pedestrian flow access the open yard via 9 Wo Liu Hang Village, a new entrance is proposed at 9 Wo Liu Hang Village and the existing stair to and from the village access will be widened by 2.0m as improvement. In addition, it is proposed to amend the existing stair to/from 7 Wo Liu Hang Village providing a more direct access for the visitors of Yan Hau Ancestral Hall with reduce the interference with the Village Access.

3.21 Figure 3.3 shows the proposed pedestrian circulation between Yan Hau Ancestral Hall and Fo Tan Station. Appropriate directional signs will be posted along the routes to guide arriving and departing visitors.

Stationing of In-House Staff

3.22 In-house trained staff will be stationed within Yan Hau Ancestral Hall to ensure smooth pedestrian flow and safety of visitors.

Suspension of Adjacent Village Car Park

3.23 The Applicant has an agreement with the Wo Liu Hang Village to suspend operation of the adjacent village car park during the implementation period of the special traffic and pedestrian arrangements. Hence, there will be no vehicles entering and exiting the village car park via the village access.

3.24 The Applicant will work with the Wo Liu Hang Village to provide alternative parking arrangement during the implementation period of the special traffic and pedestrian arrangements. This alternative parking arrangement may include arranging affected vehicles to park at the nearby hourly car parks, such as (i) the CCT Telecom Building which is less than 100m away from the Yan Hau Ancerstral Hall, or (ii) the future Public Car Park located at the Junction of Kwei Tei Street / Tsung Tau Ha Road (i.e. Shatin Town Lot 613 with opening in 2026).

Traffic Notice on Festive Transport Arrangement

3.25 Prior to the Ching Ming and Chung Yeung festival periods, the Applicant will issue a traffic notice to all registered visitors to remind and to encourage them to use public transport services, including MTR, franchised bus and GMB when visiting Yan Hau Ancestral Hall.

3.26 The notice will also emphasise that car parking and passengers' drop-off are not available at Yan Hau Ancestral Hall, or in the vicinity. Hence, visiting by private cars and taxis are strongly discouraged.

3.27 In addition, the Applicant will request and require registered visitors who must travel by private cars to park at the nearby hourly car park first, and then walk to Yan Hau Ancestral Hall. Hence, no on-street drop-off shall be carried out.

3.28 A sample traffic notice is attached in Appendix C.

3.29 To further reduce the likelihood of illegal parking at Wo Liu Hang Road and at the cul-de-sac, the Applicant and the Wo Liu Hang Village have requested assistance from the Hong Kong Police Force. The relevant correspondences including the positive reply from the Hong Kong Police Force are found in Appendix D.

Data Collection and Review of the Special Traffic and Pedestrian Arrangement

3.30 The Applicant will maintain records on number of visitors, number of niches occupied, and observed operation condition etc., for every Ching Ming and Chung Yeung Festival Periods, after obtaining the Town Planning Approval and the Private Columbarium License. This information can used to review and evaluate the operation efficiency of the special traffic arrangement.

3.31 Thereafter, a revised Traffic and Crowd Management Plan will be submitted to the Transport Department and the Hong Kong Police Force for follow-up review and to suit the future operation condition of Yan Hau Ancestral Hall with a goal to minimise the traffic impact to the general public.

Comparison on Visiting Demand and Visiting Capacity

3.32 Table 3.3 compares the estimated visitor demand and visiting capacity for Yan Hau Ancestral Hall during the Ching Ming and Chung Yeung Festival Periods.

TABLE 3.3 COMPARISON ON VISITOR DEMAND AND VISITING CAPACITY

Visitor Demand per Festival Period	
Number of visitors per sold and occupied niches	= 2.89 visitors/niche (based on CKM's in-house data)
Total number of niches	= 5,100 niches
Total number of visitor (Visitor Demand per Festival Period)	= 5,100 niches x 2.89 visitors/niche **= 14,739 visitors**

TABLE 3.3 COMPARISON ON VISITOR DEMAND AND VISITING CAPACITY (CONT'D)

Visiting Capacity per Festival Period	
Visiting capacity	= 115 persons per session
Number of sessions per hour	= 60 min/hr ÷ 20 min/session = 3 sessions/hr
Opening hours of the Subject Site	= 0900 to 1700 hours = 8 hr/day
Number of sessions per day	= 8 hr / day x 3 sessions/hr **= 24 sessions/day**
Daily visiting capacity	= 115 visitors/session x 24 sessions / day **= 2,760 visitors/day**
Number of Days within the Festival Period	= Minimum 16 Days (including 4 weekends before and 4 weekends after the Festival Day, and assuming the Festival Day falls on a Saturday or Sunday; other public holidays in between also excluded.)
Minimum Visiting Capacity per Festival Period	= 2,760 visitors / day x 16 days **= 44,160 visitors** **> Visitor Demand of 14,739 visitors, hence, OK**

3.33 As shown in Table 3.3, the visitor demand is estimated to be some 14,739 across the Festival Period; whereas the visiting capacity for minimum 16 days will be 44,160 visitors, i.e. about 3 times more than the visitor demand.

3.34 Hence, the proposed visiting capacity of 115 persons for each visiting session with the proposed implementation period of minimum 16 days, i.e. 4 weekends before and 4 weekends after the festival day, is considered appropriate and will be sufficient to accommodate the expected visitor demand.

3.35 In addition, special arrangement can also be requested by the visitors to visit Yan Hau Ancestral Hall on a weekday. Visitors must contact the Applicant in-advance for this special arrangement. The number of visitors on weekday is expected to be negligible, and shall not result in any adverse traffic impact.

Contingency Vehicle Access through Existing Village Access

3.36 As shown in Figure 3.1, sufficient staff will be stationed at the Wo Liu Hang Road cul-de-sac, along the village access, at the entrances and exits of the Proposed Columbarium, and within the Proposed Columbarium to monitor the operation condition within and in the immediate surrounding of the Subject Site.

3.37 In case any motor vehicle is required to pass through the village access, which is expected to be rare, staff will immediately stop all visitors from exiting the Proposed Columbarium onto the village access; and at the same time, additional staff will walk in front of the travelling motor vehicle to alert visitors along the village access, and clear a path for the moving vehicle.

3.38 The Applicant is committed to ensure safety of its visitors within the Subject Site as well as in the immediate surrounding. Nevertheless, in view operation of the Village Car Park adjacent to the Proposed Columbarium will be suspended; the number of vehicles that will travel along the village access is expected to be negligible.

Visitor and Traffic Generation of Yan Hau Ancestral Hall

3.39 For Festival Day and its shadow period, the columbarium peak hour visitor generation will be controlled with the implementation of the Visit-by-Appointment arrangement, and is summarised in Table 3.4

TABLE 3.4 COLUMBARIUM PEAK HOUR VISITOR GENERATION ON FESTIVAL DAY AND FESTIVAL SHADOW PERIOD

Item	Columbarium Peak Hour	
	Festival Shadow Period	Festival Day
Number of visitor (persons) controlled by visit-by-appointment arrangement (From Table 3.1)	345	345

3.40 Whereas, for non-festival day, the additional columbarium peak hour visitor generation associated with the vacant niches is estimated based on the visitor generation rates found in Table 2.6 for Yan Hau Ancestral Hall and is presented in Table 3.5.

TABLE 3.5 ADDITIONAL COLUMBARIUM PEAK HOUR VISITOR GENERATION ON NON-FESTIVAL DAY

Item	Columbarium Peak Hour on Non-Festival Day
Visitor Generation Rates (persons/hour/niche) [a] (From Table 2.6)	0.007
Number of Vacant Niches [b] (From Table 2.1)	1,845
Number of Visitors (persons) [a] x [b]	**13**

3.41 Table 3.6 presents the estimated mode of transport by visitors and the associated traffic generation.

TABLE 3.6 MODE OF TRANSPORT USED BY VISITORS AND THE ASSOCIATED TRAFFIC GENERATION

Mode of Transport	Percentage	Columbarium Peak Hour Visitor Generation (persons)	Average Occupancy	Columbarium Peak Hour Traffic Generation (vehicles)
Columbarium Peak Hour on Festival Shadow Period				
Public Transport	71.2%	246	--	--
Taxi	11.0%(Note 1)	38	3.8	10
Private Car	17.8%(Note 2)	61	3.8	16
TOTAL	**100.0%**	**345**	--	**26**
Columbarium Peak Hour on Festival Day				
Public Transport	75.3%	260	--	--
Taxi	11.0%(Note 1)	38	3.8	10
Private Car	13.7%(Note 2)	47	3.8	12
TOTAL	**100.0%**	**345**	--	**22**
Columbarium Peak Hour on Non-Festival Day				
Public Transport	42.2%	5	--	--
Taxi	11.0%	2	3.8	1
Private Car	43.9%(Note 2)	6	3.8	2
TOTAL	**100.0%**	**13**	--	**3**

Note 1: Assumed same percentage as in the Non-Festival Day in view related data is not available for Festival Shadow Period and on Festival Day.
Note 2: From Tables 2.7 and 2.8

3.42 Table 3.6 shows that only 10 taxi per hour is anticipated on the Festival Day and during the Festival Shadow period, which is negligible. Hence, adverse traffic impact is not expected, and the Applicant will continue to discourage the use of taxis by visitors in order to further reduce the number of taxi trip generated.

3.43 In addition, Table 3.6 also shows only 12 and 16 private cars per hour are anticipated on Festival Day and during the Festival Shadow Period respectively, which are also negligible. As mentioned above, the Applicant will request and require all visitors travelling by private cars to park first, and then walk to Yan Hau Ancestral Hall. Hence, no on-street drop-off will be conducted, and adverse traffic impact will not be resulted.

4.0 TRAFFIC IMPACT

Design Year

4.1 The current vacant niches in the Yan Hau Ancestral Hall are assumed to be fully occupied by 2027, and the assessment year adopted is 2030, i.e. 3 years after the full occupation. The scenarios assessed included:

(i) Year 2030 Reference Case - Festival Shadow Period - Existing Yan Hau Ancestral Hall Niche Occupancy **without** Special Traffic and Pedestrian Arrangement,

(ii) Year 2030 Reference Case - Festival Day - Existing Yan Hau Ancestral Hall Niche Occupancy **without** Special Traffic and Pedestrian Arrangement,

(iii) Year 2030 Reference Case - Non-Festival Day - Existing Yan Hau Ancestral Hall Niche Occupancy **without** Special Traffic and Pedestrian Arrangement,

(iv) Year 2030 Design Case - Festival Shadow Period – Full Yan Hau Ancestral Hall Niche Occupancy **with** Special Traffic and Pedestrian Arrangement,

(v) Year 2030 Design Case - Festival Day – Full Yan Hau Ancestral Hall Niche Occupancy **with** Special Traffic and Pedestrian Arrangement, and

(vi) Year 2030 Design Case - Non-Festival Day – Full Yan Hau Ancestral Hall Niche Occupancy **without** Special Traffic and Pedestrian Arrangement.

Population Projection

4.2 Reference is made to the "*Projections of Population Distribution 2021 - 2029*" for Shatin, published by the Planning Department and is presented in Table 4.1.

TABLE 4.1 PROJECTED POPULATION FOR SHATIN

Year	Population in District of Shatin
2021	708,600
2029	695,400
Average Annual Growth (2016 to 2029)	**-0.2%**

Note: #Base year population as published.

4.3 Table 4.1 shows that population in the Shatin District is projected to decrease by 0.2% per annum between 2021 and 2029.

Historic Traffic Flow

4.4 The 10-year historic annual average daily traffic ("AADT") from 2010 to 2019 of roads located in the vicinity of Yan Hau Ancestral Hall are obtained from the Annual Traffic Census ("ATC") published by Transport Department, and is presented in Table 4.2.

4.5 "*The Annual Traffic Census 2020*" stated that due to the outbreak of COVID-19 in 2020, normal traffic flow pattern across Hong Kong were affected with significant drop in observed traffic flow in view of work-from-home arrangement for many government and private sector offices, suspension of face-to-face classes for schools, and disruption of tourism etc. Hence, **the traffic data of 2020 is not adopted** to determine the average annual growth, but included in Table 4.2 for reference only.

TABLE 4.2 AADT OF ATC STATIONS IN THE VICINITY

ATC Station No.	5415	6611	6010	5210	Overall
Road	Fo Tan Road	Kwei Tei Street	Fo Tan Road	Fo Tan Road Flyover	
Road Type	Primary Distributor	Local Distributor	Primary Distributor	Primary Distributor	
From	Lok King Street	Wong Chuk Yeung Street	Tai Po Road - Shatin	Lok King Street	
To	Sui Wo Road	Tsung Tau Ha Road	Yuen Wo Road	Slip Road to Tai Po Rd	
Year	Annual Average Daily Traffic (vehicles / day)				
2010	20,400	8,190	46,670*	45,460*	120,720
2011	20,890*	8,220	47,800*	46,560*	123,470
2012	21,070*	8,180	41,440	46,960*	117,650
2013	21,520*	8,150	42,810	46,700	119,180
2014	22,970	6,690	43,030*	44,230	116,920
2015	25,680	7,760	44,020*	45,250*	122,710
2016	26,070*	7,950	44,680*	45,930*	124,630
2017	26,140*	8,400	41,960	46,050*	122,550
2018	26,240*	8,380	39,630	47,040	121,290
2019	28,900	8,680	39,590*	51,370	128,540
2020	25,630	7,470	37,340*	48,450*	118,890
	Average Annual Growth				
2010 - 2019	**4.0%**	**0.7%**	**-1.8%**	**1.4%**	**0.7%**
2011 - 2020	2.3%	-1.1%	-2.7%	0.4%	-0.4%

Note: * AADT estimated by growth factor.

4.6 Table 4.2 shows that the overall average annual growth in AADT is -0.4% between 2011 and 2020, and is 0.7% between 2010 and 2019.

Traffic Forecast

4.7 The 2030 traffic flows are estimated based on the estimated population growth from 2021 to 2030 , which is -0.2% per annum (Table 4.1 refers), and historic traffic flow from 2010 to 2019 which is 0.7% per annum (Table 4.2 refers). However, to be conservative, a growth rate of 1.0% per annum is adopted to derive the 2030 traffic flows as follow:

2030 *Reference Case Traffic Flows with Yan Hau Ancestral Hall without Special Traffic and Pedestrian Traffic Arrangement [A]* = *Existing Traffic Flows + Estimated Traffic Growth to 2030 + Traffic Generated by other Major Developments*

2030 *Design Case Traffic Flows with Yan Hau Ancestral Hall with Special Traffic and Pedestrian Traffic Arrangement* = *[A] – Traffic Generation of those Currently Occupied Niches at Yan Hau Ancestral Hall without Special Traffic and Pedestrian Traffic Arrangement + Revised Traffic Generation associated with Yan Hau Ancestral Hall with Special Traffic and Pedestrian Traffic Arrangement*

4.8 Figures 4.1 and 4.2 show the Year 2030 columbarium peak hour traffic flows with the Reference and Design Cases respectively.

Traffic Generation by Other Planned / Approved Major Developments

4.9 The traffic generation of the other planned / approved major developments located in the vicinity of Yan Hau Ancestral Hall have been incorporated in the analysis. The details of these developments are summarised in Table 4.3.

TABLE 4.3 OTHER PLANNED / APPROVED MAJOR DEVELOPMENTS IN THE VICINITY OF YAN HAU ANCESTRAL HALL

Development	Address	Development Schedule	Status
Proposed Home Ownership Scheme Development (Choi Wo Court)	Wo Sheung Tun Street, Fo Tan,	Subsidised Sales Housing: 887 flats	Population intake in 2021
Comprehensive Development with Government, Institution or Community ("GIC") Facilities and Public Transport Interchange (TPB Ref: A/ST/927)	East Rail Fo Tan Station and its Adjoining Area at Au Pui Wan Street and Lok King Street, Sha Tin	Residential: 2,443 flats Retail: 17,497 m^2 Primary School: 30 classrooms Kindergarten: 6 classrooms	Phase 1 under construction. Population intake in 2022 / 2023 Phase 2: Under planning
Proposed Industrial Development with Public Vehicle Park	Tsung Tau Ha Road / Kwei Tei Street, Sha Tin (STTL 613)	Total GFA: 87,191 m^2, including 205 spaces public car park, and 100 spaces public commercial vehicle park.	Completion by 2026

Proposed Traffic Improvements by Others

4.10 According to the Traffic Impact Assessment associated with the approved planning application (TPB Ref: A/ST/927) for *"Comprehensive Development with Government, Institution or Community Facilities and Public Transport Interchange,"* located at Fo Tan Station and its adjoining area at Au Pui Wan Street and Lok King Street, the Junction of Au Pui Wan Street / Wo Heung Street will be signalised (J05), and has been incorporated in the traffic analyses presented below.

Year 2030 Junction Capacity Analysis

4.11 Year 2030 columbarium peak hour junction capacity analyses are summarised in Table 4.4 and detailed calculations are presented in Appendix A.

TABLE 4.4 YEAR 2030 JUNCTION OPERATIONAL PERFORMANCE

Junction		Type of Junction	Indicator	2030 Reference Case	2030 Design Case
Columbarium Peak Hour on Festival Shadow Period					
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	>100%	>100%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.582	0.586
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction			
J05	J/O Au Pui Wan Street / Wo Heung Street	Signal	RC	>100%	>100%
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.087	0.088
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.008	0.039
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.049	0.049
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction			
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.003	0.003

TABLE 4.4 YEAR 2030 JUNCTION OPERATIONAL PERFORMANCE (CONT'D)

Junction		Type of Junction	Indicator	2030 Reference Case	2030 Design Case
Columbarium Peak Hour on Ching Ming Festival Day					
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	79%	79%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.644	0.648
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction			
J05	J/O Au Pui Wan Street / Wo Heung Street	Signal	RC	>100%	>100%
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.148	0.149
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.016	0.042
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.080	0.080
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction			
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.003	0.003
Columbarium Peak Hour on Non-Festival Day					
J01	J/O Fo Tan Road / Tsung Tau Ha Road	Signal	RC	>100%	>100%
J02	J/O Fo Tan Road / Shan Mei Street / Min Fong Street	Signal	RC	97%	95%
J03	J/O Au Pui Wan Street / Min Fong Street	Priority	RFC	0.683	0.683
J04	J/O Au Pui Wan Street / Wo Liu Hang Road	Free Flow Junction			
J05	J/O Au Pui Wan Street / Wo Heung Street	Signal	RC	>100%	>100%
J06	J/O Wo Shing Street / Wo Heung Street	Priority	RFC	0.122	0.123
J07	J/O Wo Liu Hang Road / Wo Shui Street	Priority	RFC	0.012	0.016
J08	J/O Min Fong Street / Shek Lau Tung Street / Min Fong Lane	Priority	RFC	0.063	0.063
J09	J/O Min Fong Street / Wo Liu Hang Street / Wo Shing Street	Free Flow Junction			
J10	J/O Wo Shui Street / Wo Heung Street	Priority	RFC	0.004	0.004

Note: RC – Reserved Capacity RFC – Ratio-of-Flow to Capacity

4.12 The results in Table 4.4 show that the surveyed junctions are expected to operate with capacities during the columbarium peak hour of Festival Shadow Period, on Festival Day, and Non-Festival Day. Hence, traffic associated with Yan Hau Ancestral Hall has no significant adverse traffic impact.

Placement of Cremated Ashes on Non-Festival Day

4.13 The placing of cremated ashes into niches is and will continue to be by appointment only and within the opening hours of between 9am and 5pm. Since Yan Hau Ancestral Hall has only 1 master in-house to chair the placement, there is a capacity to conduct only 1 placement of ashes at a time.

4.14 This ceremony is attended by immediate family members, i.e. parents, spouse, and children. Hence, the number of visitors is typically no more than 6 - 8 persons and the traffic generation associated with this ceremony is no more than 2 – 3 pcu / group, which is negligible and would occur outside the AM and PM peak hours. Hence, the placing cremated ashes into niches have negligible traffic impact to the public roads.

4.15 In addition, it should be noted that placing of cremated ash is not conducted on Ching Ming and Chung Yeung Festival Day, as well as during the shadow period.

Additional Parking Demand

4.16 Table 3.6 shows that Yan Hau Ancestral Hall is expected to generate no more than 16 private car trips, and Table 2.12 shows no more than 19 private cars parked at the Wo Liu Hang Village Car Park will need to be relocated due to implementation of the Special Traffic and Pedestrian Arrangement on Festival Shadow Period, Festival Day, and Non-Festival Day, i.e. a total of no more than 35 private cars.

4.17 The car park utilisation survey in Table 2.11 shows that there are some 60 car parking spaces available throughout the day at the CCT Telecom Building, which is located some 120m from Yan Hau Ancestral Hall. In addition, a public vehicle park with 205 car parking spaces will be constructed at the Proposed Industrial Development located at the Junction of Tsung Tau Ha Road / Kwei Tei Street, i.e. STTL613, which is expected to open by 2030. Moreover, the Approved Proposed Comprehensive Development located at Au Pui Wan Street immediately north of the MTR Fo Tan Station (TPB Ref: A/ST/927) will also provide some 745 car parking spaces, which 89 spaces for retail could be used by the public.

4.18 Hence, the surplus spaces in the CCT Telecom Building, the future public vehicle park at STTL 613, and the additional spaces provided within the Approved Proposed Comprehensive Development are more than sufficient to meet the additional parking demand associated with Yan Hau Ancestral Hall.

Pedestrian Forecast

4.19 Year 2030 columbarium peak hour pedestrian flows are estimated based on the existing pedestrian flow and the estimated pedestrian growth from 2016 to 2030 shown in Table 4.1. To be conservative, a growth rate of 1.0% per annum is adopted to derive the 2030 pedestrian flows:

2030 Reference Case Pedestrian Flows with Yan Hau Ancestral Hall without Special Traffic and Pedestrian Traffic Arrangement [A]	=	*Existing Pedestrian Flows + Estimated Pedestrian Growth to 2030 + Additional Pedestrian associated with other Major Developments*
2030 Design Case Pedestrian Flows with Yan Hau Ancestral Hall with Special Traffic and Pedestrian Traffic Arrangement	=	*[A] – Pedestrian Generation of those Currently Occupied Niches at Yan Hau Ancestral Hall without Special Traffic and Pedestrian Traffic Arrangement + Revised Pedestrian Generation associated with Yan Hau Ancestral Hall with Special Traffic and Pedestrian Traffic Arrangement*

4.20 Year 2030 columbarium peak hour pedestrian flows with the Reference and Design Cases are shown in Figures 4.3 and 4.4 respectively.

Pedestrian Generation by Other Planned / Approved Major Developments

4.21 The pedestrian generation of the other planned / approved major developments located in the vicinity of Yan Hau Ancestral Hall listed in Table 4.2 have been considered and incorporated in the analysis.

Year 2030 Pedestrian Footpath Operation Performance

4.22 Year 2030 columbarium peak hour footpath operational performances are calculated and summarised in Table 4.5.

TABLE 4.5 YEAR 2030 FOOTPATH OPERATIONAL PERFORMANCE

Pedestrian Facilities	Actual Width (m)	Effective Width (m)	2030 Reference Case		2030 Design Case	
			Columbarium Peak Hour 2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)	Columbarium Peak Hour 2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)
Columbarium Peak Hour on Festival Shadow Period						
FP01	3.3m	2.3m	380	2.75 [A]	1,070	7.75 [A]
FP02	3.3m	2.8m	572	3.40 [A]	917	5.46 [A]
FP03	3.3m	2.8m	38	0.23 [A]	383	2.28 [A]
FP04	3.3m	2.8m	134	0.80 [A]	479	2.85 [A]
FP05	4.3m	3.8m	183	0.80 [A]	528	2.32 [A]
FP06	4.3m	3.8m	70	0.31 [A]	415	1.82 [A]
FP07	4.3m	3.8m	119	0.52 [A]	119	0.52 [A]
FP08	4.3m	3.8m	75	0.33 [A]	420	1.84 [A]
FP09	3.8m	3.3m	125	0.63 [A]	125	0.63 [A]
FP10	3.3m	2.3m	70	0.51 [A]	415	3.01 [A]
FP11	5.1m	4.1m	243	0.99 [A]	690	2.80 [A]
FP12 (Note 1)	1.7m (3.7m)	0.7m (2.7m)	43	1.02 [A]	450	2.78 [A]
FP13	2.9m	1.9m	157	1.38 [A]	450	3.95 [A]
FP14	2.5m	1.5m	23	0.26 [A]	5	0.06 [A]
FP15	1.4m	0.9m	23	0.43 [A]	0	0.00 [A]
FP16	4.3m	3.3m	0	0.00 [A]	0	0.00 [A]
FP17	1.8m	1.3m	134	1.72 [A]	450	5.77 [A]
FP18 (Note 2)	2.0m	1.0m	-	-	690	11.50 [A]
Columbarium Peak Hour on Festival Day						
FP01	3.3m	2.3m	1,549	11.22 [A]	2,239	16.22 [B]
FP02	3.3m	2.8m	942	5.61 [A]	1,287	7.66 [A]
FP03	3.3m	2.8m	350	2.08 [A]	695	4.14 [A]
FP04	3.3m	2.8m	354	2.11 [A]	699	4.16 [A]
FP05	4.3m	3.8m	1,189	5.21 [A]	1,534	6.73 [A]
FP06	4.3m	3.8m	447	1.96 [A]	792	3.47 [A]
FP07	4.3m	3.8m	762	3.34 [A]	762	3.34 [A]
FP08	4.3m	3.8m	505	2.21 [A]	850	3.73 [A]
FP09	3.8m	3.3m	716	3.62 [A]	716	3.62 [A]
FP10	3.3m	2.3m	484	3.51 [A]	829	6.01 [A]
FP11	5.1m	4.1m	1,192	4.85 [A]	690	2.80 [A]
FP12 (Note 1)	1.7m (3.7m)	0.7m (2.7m)	238	5.67 [A]	450	2.78 [A]
FP13	2.9m	1.9m	860	7.54 [A]	450	3.95 [A]
FP14	2.5m	1.5m	5	0.06 [A]	5	0.06 [A]
FP15	1.4m	0.9m	0	0.00 [A]	0	0.00 [A]
FP16	4.3m	3.3m	0	0.00 [A]	0	0.00 [A]
FP17	1.8m	1.3m	731	9.37 [A]	450	5.77 [A]
FP18 (Note 2)	2.0m	1.0m	-	-	690	11.50 [A]

Note 1: FP12 will be widened by 2.0m as improvement under the design case.
Note 2: FP18 is within 9 Wo Liu Hang Village.

TABLE 4.5 YEAR 2030 FOOTPATH OPERATIONAL PERFORMANCE (CONT'D)

Pedestrian Facilities	Actual Width (m)	Effective Width (m)	2030 Reference Case		2030 Design Case	
			Columbarium Peak Hour 2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)	Columbarium Peak Hour 2-way Pedestrian Flow (ped/hour)	Flow Rates [LOS] (ped/m/min)
Columbarium Peak Hour on Non-Festival Day						
FP01	3.3m	2.3m	500	3.62 [A]	557	4.04 [A]
FP02	3.3m	2.8m	346	2.06 [A]	393	2.34 [A]
FP03	3.3m	2.8m	172	1.02 [A]	182	1.08 [A]
FP04	3.3m	2.8m	51	0.30 [A]	61	0.36 [A]
FP05	4.3m	3.8m	261	1.14 [A]	318	1.39 [A]
FP06	4.3m	3.8m	98	0.43 [A]	119	0.52 [A]
FP07	4.3m	3.8m	252	1.11 [A]	299	1.31 [A]
FP08	4.3m	3.8m	24	0.11 [A]	45	0.20 [A]
FP09	3.8m	3.3m	178	0.90 [A]	225	1.14 [A]
FP10	3.3m	2.3m	98	0.71 [A]	119	0.86 [A]
FP11	5.1m	4.1m	63	0.26 [A]	72	0.29 [A]
FP12 (Note 1)	1.7m (3.7m)	0.7m (2.7m)	11	0.26 [A]	13	0.08 [A]
FP13	2.9m	1.9m	41	0.36 [A]	45	0.39 [A]
FP14	2.5m	1.5m	7	0.08 [A]	5	0.06 [A]
FP15	1.4m	0.9m	7	0.13 [A]	0	0.00 [A]
FP16	4.3m	3.3m	0	0.00 [A]	0	0.00 [A]
FP17	1.8m	1.3m	34	0.44 [A]	45	0.58 [A]
FP18	2.0m	1.0m	-	-	72	1.20 [A]

Note 1: FP12 will be widened by 2.0m as improvement under the design case.
Note 2: FP18 is within 9 Wo Liu Hang Village.

4.23 The above results indicate that footpath assessed will operate with capacities during the columbarium peak hour on Festival Shadow Period, Festival Day and Non-Festival Day. Hence, Yan Hau Ancestral Hall will have no significant impact to the surrounding pedestrian network.

Year 2030 Pedestrian Crossings Operation Performance

4.24 Year 2030 pedestrian crossings operational performances are summarised in Table 4.6.

TABLE 4.6 YEAR 2030 PEDESTRIAN CROSSINGS OPERATIONAL PERFORMANCE

Pedestrian Facilities	Actual Width (m)	Type / Capacity (ped/hour)	2030 Reference Case		2030 Design Case	
			Columbarium Peak Hour Pedestrian Flow (ped/hour)	v/c ratio	Columbarium Peak Hour Pedestrian Flow (ped/hour)	v/c ratio
Columbarium Peak Hour on Festival Shadow Period						
XING01	4m	Cautionary / 2400	95	0.04	95	0.04
XING02	4m	Cautionary / 2400	30	0.01	375	0.16
XING03	4m	Cautionary / 2400	57	0.02	402	0.17
XING04	4m	Cautionary / 2400	97	0.04	97	0.04
XING05	4m	Signalised / 2,280 (Note 1)	234	0.10	579	0.25
XING06	4m	Cautionary / 2400	274	0.11	619	0.26

TABLE 4.6 YEAR 2030 PEDESTRIAN CROSSINGS OPERATIONAL PERFORMANCE (CONT'D)

Pedestrian Facilities	Actual Width (m)	Type / Capacity (ped/hour)	2030 Reference Case		2030 Design Case	
			Columbarium Peak Hour Pedestrian Flow (ped/hour)	v/c ratio	Columbarium Peak Hour Pedestrian Flow (ped/hour)	v/c ratio
Columbarium Peak Hour on Festival Day						
XING01	4m	Cautionary / 2400	727	0.30	727	0.30
XING02	4m	Cautionary / 2400	335	0.14	680	0.28
XING03	4m	Cautionary / 2400	461	0.19	806	0.34
XING04	4m	Cautionary / 2400	710	0.30	710	0.30
XING05	4m	Signalised / 2,280 (Note 1)	216	0.09	561	0.25
XING06	4m	Cautionary / 2400	1,077	0.45	1,422	0.59
Columbarium Peak Hour on Non-Festival Day						
XING01	4m	Cautionary / 2400	201	0.08	248	0.10
XING02	4m	Cautionary / 2400	138	0.06	148	0.06
XING03	4m	Cautionary / 2400	49	0.02	70	0.03
XING04	4m	Cautionary / 2400	172	0.07	219	0.09
XING05	4m	Signalised / 2,280 (Note 1)	146	0.06	146	0.06
XING06	4m	Cautionary / 2400	263	0.11	310	0.13

Note 1: Calculated based on TPDM Vol. 4 Chapter 3 with an assumption of a 60-second cycle including 18 seconds pedestrian green + flashing green time.

Assessment on Public Transport

4.25 The number of visitors to Yan Hau Ancestral Hall during the columbarium peak hour using public transport is estimated and summarised in Table 4.7.

TABLE 4.7 NUMBER OF VISITORS ASSOCIATED WITH YAN HAU ANCESTRAL HALL USING PUBLIC TRANSPORT

Date	Number of Visitors by Public Transport (1-way) [From Table 3.6]	Number of Visitors by Mode of Public Transport	
		MTR (76.7%) (Note 1)	Franchised Bus and GMB (23.3%) (Note 1)
Festival Shadow Period	246	189	57
Festival Day	260	199	61
Non-Festival Day	5	4	1

Note 1: Assumed same percentage as in the Non-Festival Day is applied to all period in view related data is not available for Festival Shadow Period and on Festival Day. Paragraph 2.13 refers.

Impact on the MTR East Rail Line

4.26 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 4.8.

TABLE 4.8 ADDITIONAL PASSENGER DEMAND ASSOCIATED WITH YAN HAU ANCESTRAL HALL ON THE MTR EAST RAIL LINE

Item	Calculation		
	Festival Shadow Period	Festival Day	Non-Festival Day
Hourly Capacity (From Table 2.19) [a]	28,450 pax/hr/direction		
Additional Passenger Demand in association with Yan Hau Ancestral Hall during the Columbarium Peak Hour (From Table 4.7) [b]	189	199	4
Percentage of Addition Passenger Demand over the Hourly Capacity [c] = [b] ÷ [a] x 100%	0.7%	0.7%	0.01%
Number of Trains per hour [d]	10 trains per hour		
Additional Passengers per Train in Average [e] = [b] ÷ [d]	18.9	19.9	0.4

4.27 Table 4.8 shows that the maximum increase in passenger demand on Festival Day would only be 0.7% of the hourly capacity, or an average of 19.9 passengers per train, which is negligible. The increases are much less on the Festival Shadow Period (0.7% or 18.9 passengers per train) and on the Non-Festival Day (0.01% or 0.4 passenger per train).

4.28 Hence, the additional passenger demand on the MTR East Rail Line associated with Yan Hau Ancestral Hall during the columbarium peak hour is negligible and will not result in adverse impact.

Impact on the Franchised Bus and GMB Services

4.29 The percentages of additional passenger demand on franchised bus and GMB services over the observed surplus capacity presented in Chapter 2 during the columbarium peak hour are calculated and shown in Table 4.9.

TABLE 4.9 ADDITIONAL PASSENGER DEMAND ON FRANCHISED BUS AND GMB ROUTES

Item		Calculation		
		Festival Shadow Period	Festival Day	Non-Festival Day
Surplus Capacity with Franchised Bus and GMB (From Table 2.18) [a]	Inbound:	3,347 pax/hr		
	Outbound:	3,427 pax/hr		
Additional Passenger Demand in association with Yan Hau Ancestral Hall during the Columbarium Peak Hour (From Table 4.7) [b]		57	61	1
Percentage of Addition Passenger Demand over the Surplus Capacity [c] = [b] ÷ [a] x 100%	Inbound:	1.7%	1.8%	0.03%
	Outbound:	1.7%	1.8%	0.03%

Note: Inbound – Towards Fo Tan Outbound – Leaving Fo Tan

4.30 Table 4.9 shows that the existing franchised bus and GMB services have surplus capacity of over 3,300 passengers during the columbarium peak hour. Whereas, the increase in passenger demand associated with Yan Hau Ancestral Hall would only be about 1.8% of the surplus capacity on Festival Day, 1.7% on Festival Day Shadow Period, and 0.03% on the Non-Festival Day, which are negligible.

4.31 Hence, the additional passenger demand on franchised bus and GMB services associated with Yan Hau Ancestral Hall during the columbarium peak hour is negligible and will not result in adverse impact.

5.0 SUMMARY

5.1 Yan Hau Ancestral Hall is located at Lot Nos. 35, 36s.A, 36RP, 38s.A.s.s.1, 38s.A.RP, 624, 676 and 699 in D.D. 176, i.e. Nos. 7 and 9 Wo Liu Hang, Fo Tan in Sha Tin. It is proposed to regularise the existing columbarium with 5,100 niches sold before 30 June 2017, i.e. the enactment of the Private Columbaria Ordinance (Cap. 630) on, of which 3,255 niches are now occupied.

5.2 At present, Yan Hau Ancestral Hall has no internal transport facilities. In future, no internal transport facilities will be provided due to the following reasons:

(i) Site constraints - Yan Hau Ancestral Hall is small and irregularly shaped, and it is divided into 2 parts with significant level difference;

(ii) Many public transport services are available in the vicinity including the MTR East Rail Fo Tan Station, which is within walking distance. Similar to the present festival and non-festival days, most visitors are expected to use public transport services; and

(iii) Car park with hourly parking spaces, i.e. CCT Telecom Building, is some 120m from Yan Hau Ancestral Hall and has spare capacity during the festival periods. Additional parking spaces will be available in the future upon completion of other nearby developments.

5.3 Visitor count surveys were conducted during the 2018 and 2019 Ching Ming and Chung Yeung Festival Periods, which included 1 Sunday before the Festival Day, on the Festival Day, and 1 Sunday after the Festival Day. In addition, visitor counts were also conducted on non-festival days in June 2020.

5.4 Based on the results of the visitor count surveys, the traffic analysis conducted include the following:

(i) Columbarium Peak Hour on Ching Ming Festival Day (2018),

(ii) Columbarium Peak Hour on shadow period, i.e. Sunday before Ching Ming Festival Day (2018), and

(iii) Columbarium Peak Hour on a non-festival public holiday (2020).

5.5 The mode of transport used by visitors was also determined for the columbarium peak hour on the Festival Shadow Period, Festival Day, and Non-Festival Day. The result was then used to estimate the traffic generation associated with Yan Hau Ancestral Hall.

5.6 Manual traffic and pedestrian counts were conducted at nearby road junctions and footpath. The observed traffic and pedestrian flows are used as basis to estimate the 2030 traffic and pedestrian flows for analyses with the 2030 Reference and Design Cases.

5.7 Special traffic and pedestrian traffic arrangement will be implemented during the Ching Ming and Chung Yeung Festival periods to minimise the potential traffic impact, which includes implementation of the Visit-By-Appointment arrangement. With the Visit-By-Appointment arrangement, Yan Hau Ancestral Hall can limit the number of visitors 115 persons per 20-minute visiting session.

5.8 For Non-Festival Day, Columbarium Peak Hour visitor generation rates were derived based on the result of the visitor counts, and then used to estimate the visitor and traffic generation associated with Yan Hau Ancestral Hall.

5.9 The year 2030 junction and footpath capacity analyses concluded that, the junction and footpath analysed have sufficient capacity to accommodate the expected traffic and pedestrian growth and the additional demand generated by Yan Hau Ancestral Hall.

5.10 It can be concluded that Yan Hau Ancestral Hall will result in no adverse traffic and pedestrian impact to the road and pedestrian facilities, and is acceptable from traffic engineering aspect.

Figures

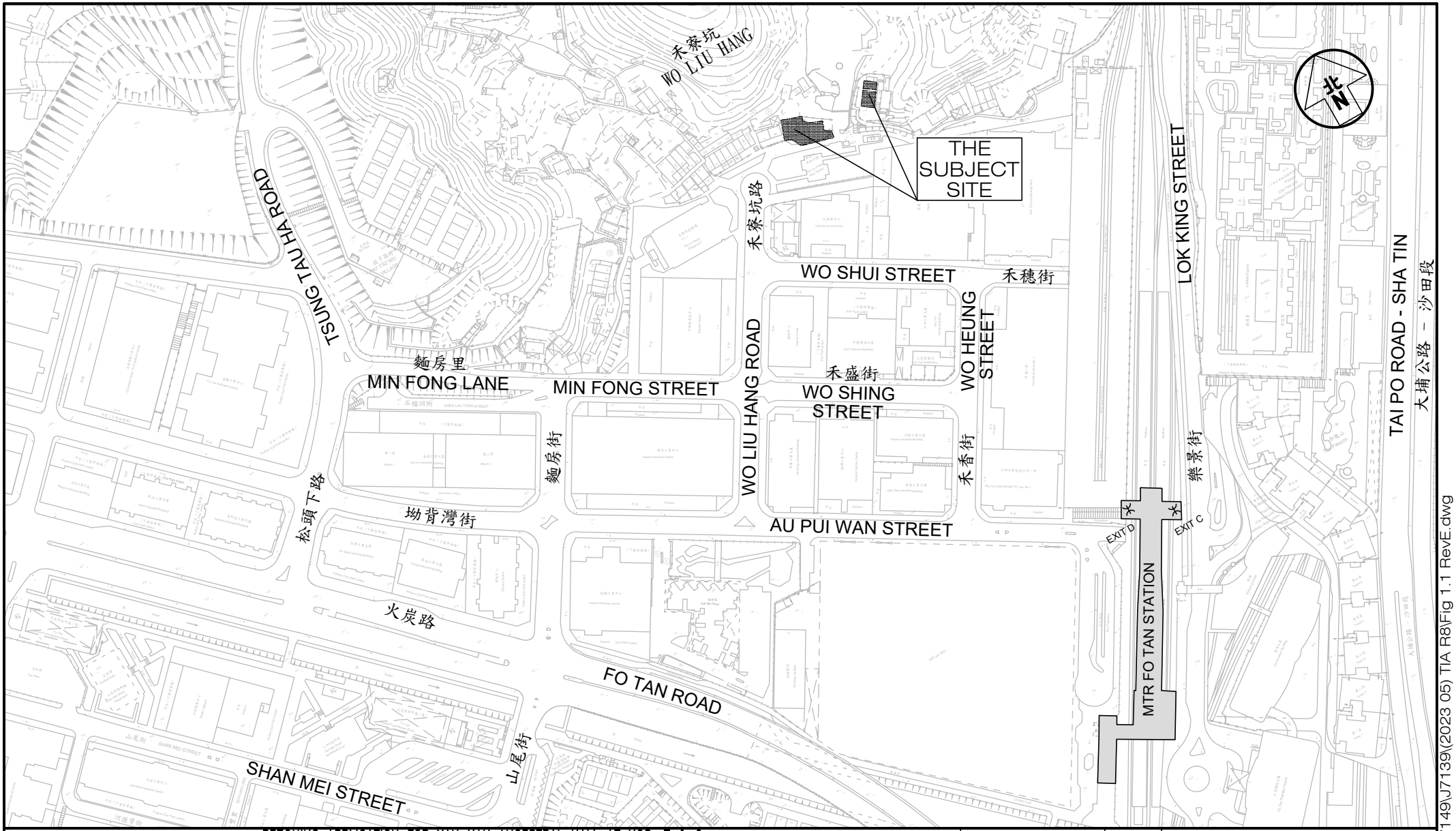

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Figure Title	LOCATION OF THE SUBJECT SITE	Designed by W C H / Drawn by S C Y / Checked by K C	Scale in A4 1 ; 3,000 / Date 29 MAY 2023

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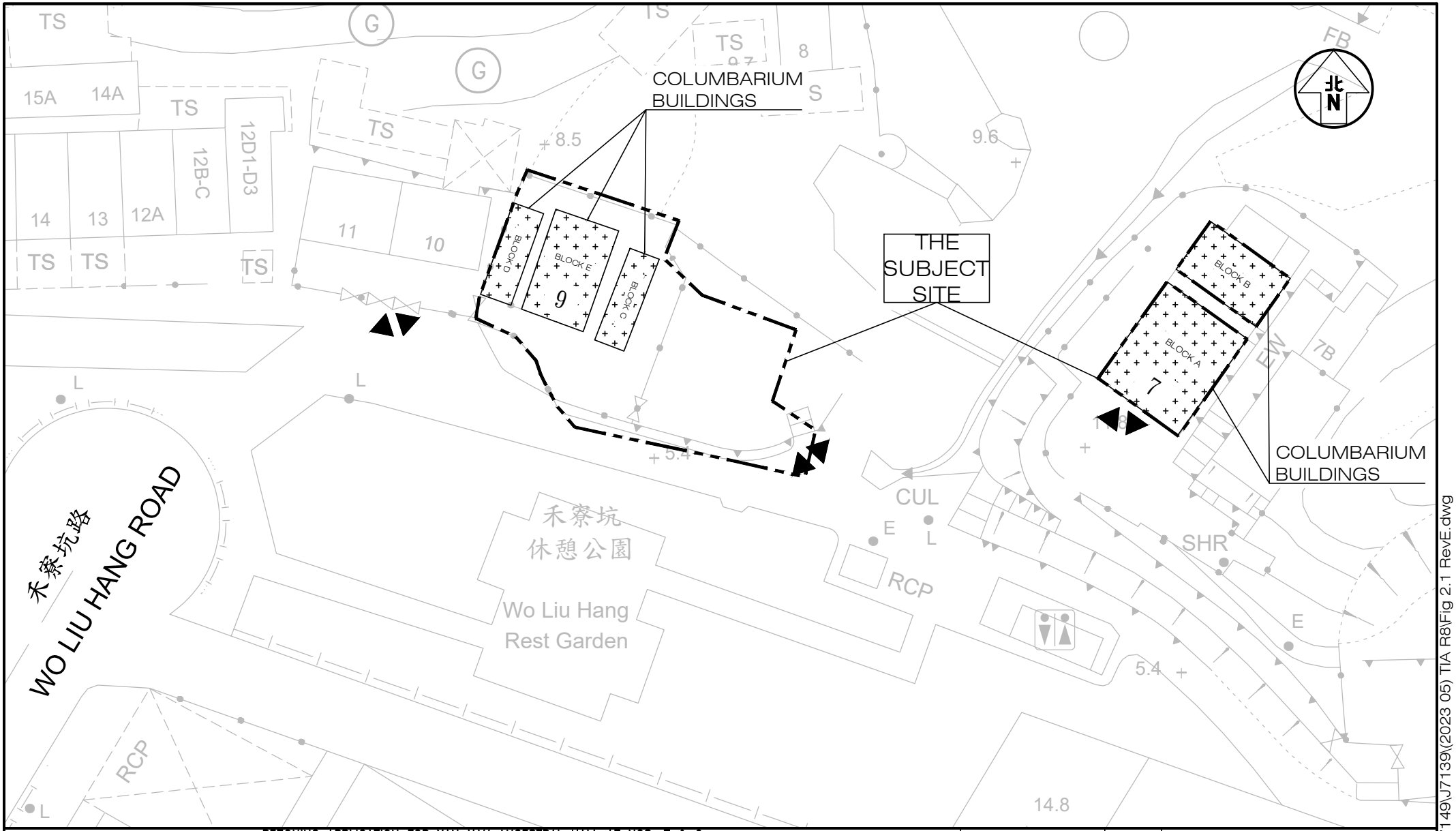

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Figure Title	EXISTING SITE LAYOUT OF YAN HAU ANCESTRAL HALL		Designed by W C H / Drawn by S C Y / Checked by K C	
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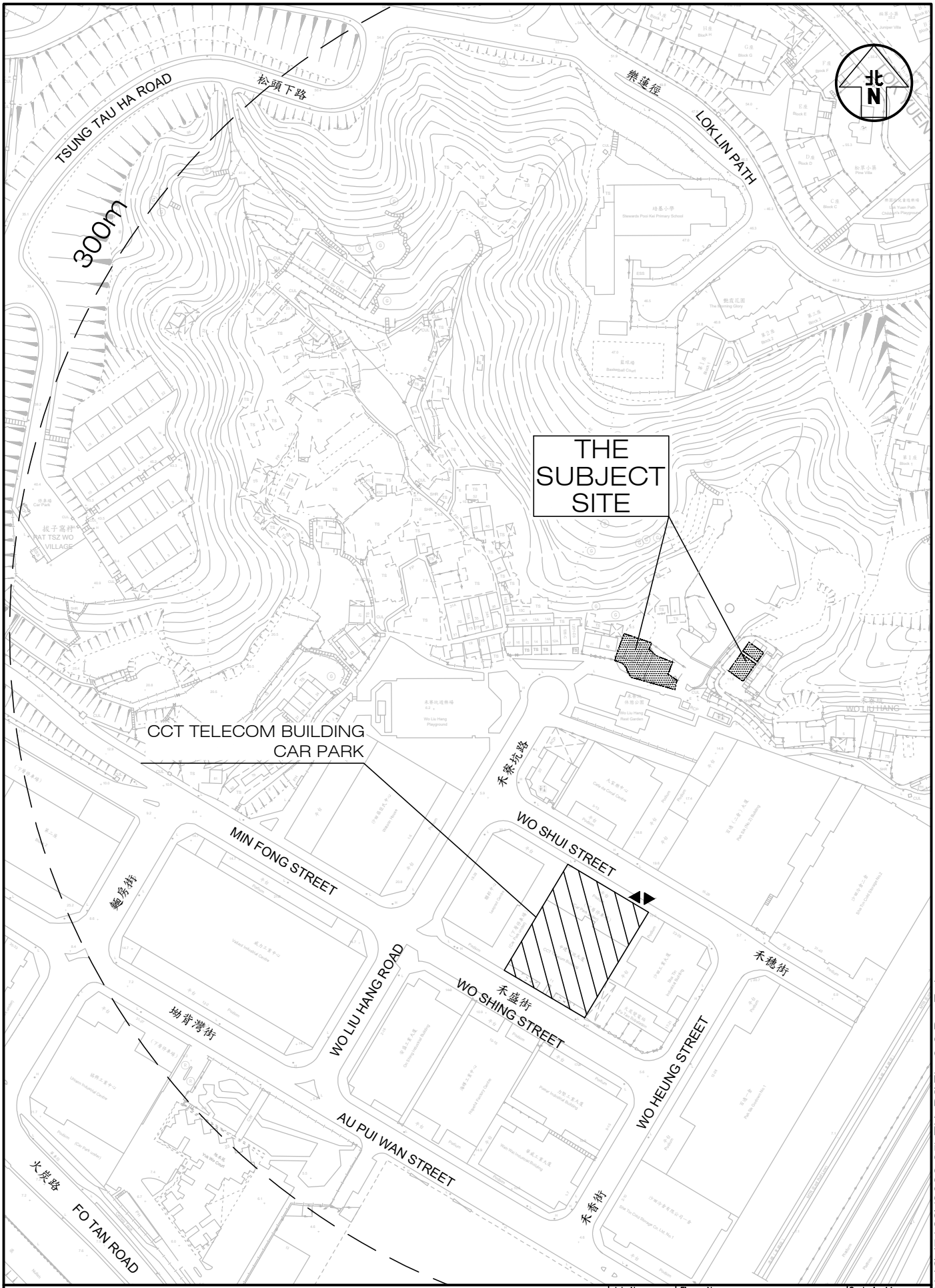

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	Designed by W C H	Drawn by S C Y	Checked by K C	Revision E	Date 25 MAY 2023
Figure Title: LOCATIONS OF EXISTING CAR PARK WITH HOURLY PARKING IN THE VICINITY	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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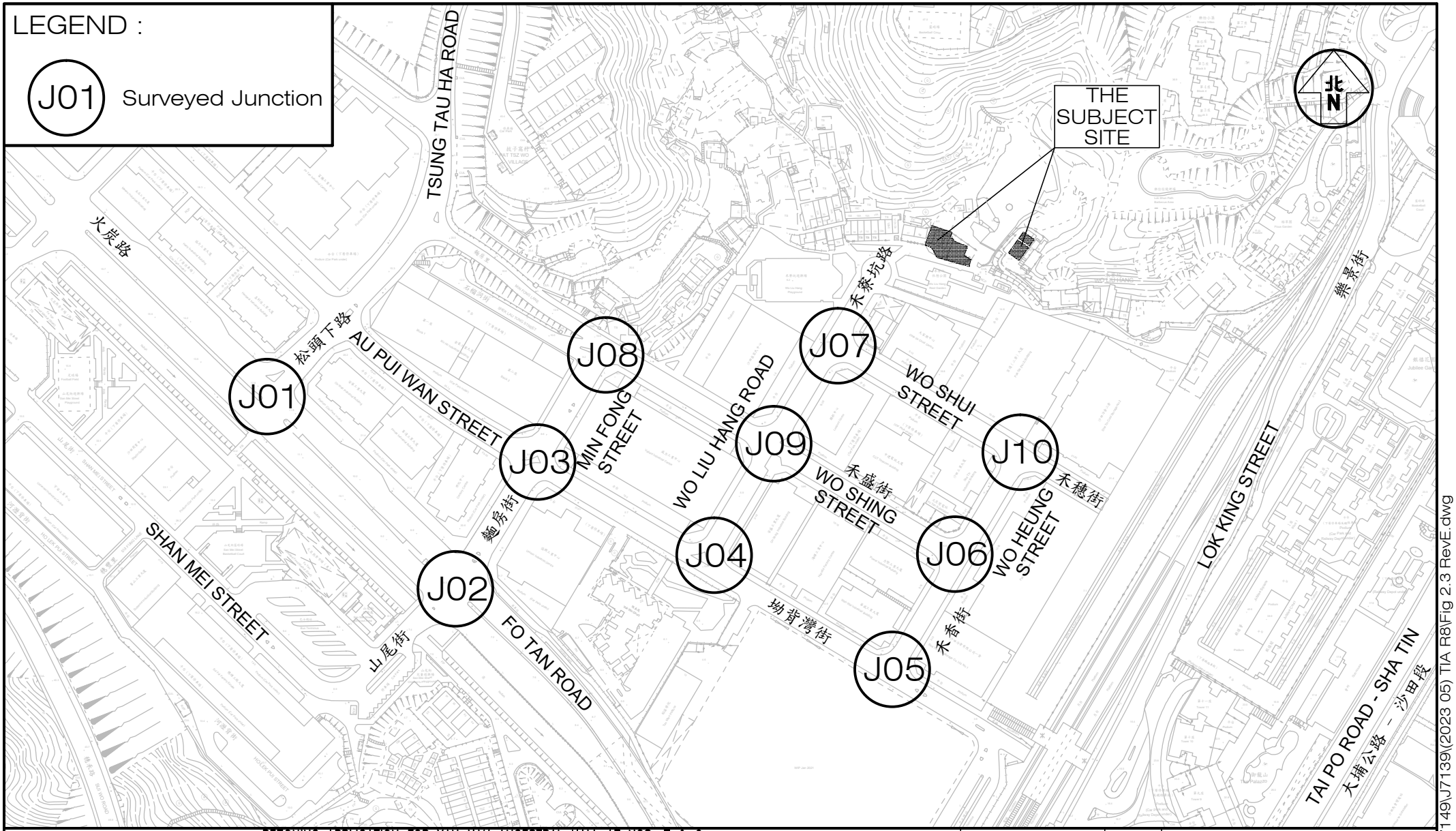

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Figure Title	EXISTING ROAD NETWORK AND SURVEYED JUNCTIONS		Designed by W C H / Drawn by S C Y / Checked by K C
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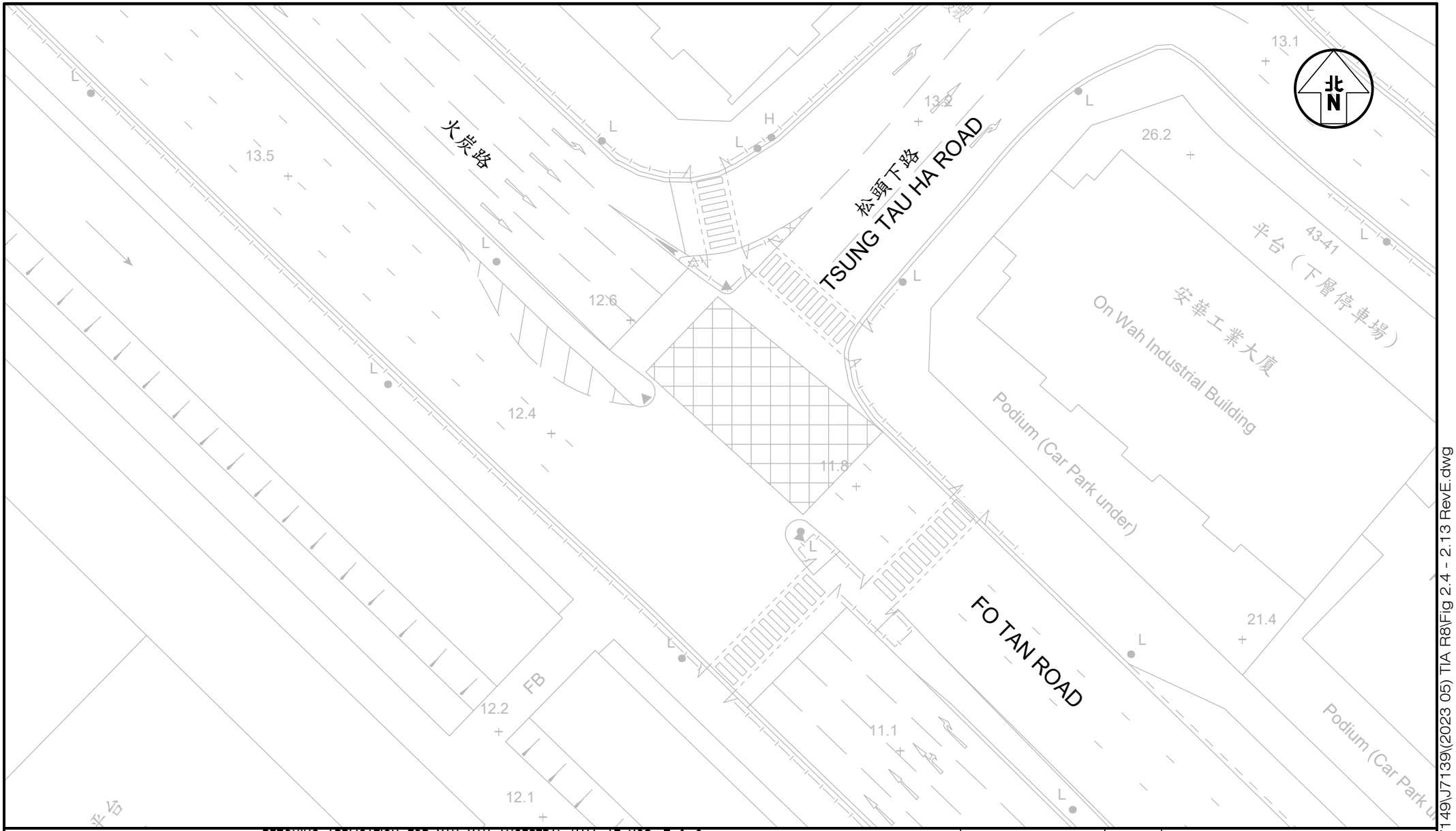

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Figure Title	EXISTING JUNCTION LAYOUT OF FO TAN ROAD / TSUNG TAU HA ROAD (J01)		Designed by W C H / Drawn by S C Y / Checked by K C
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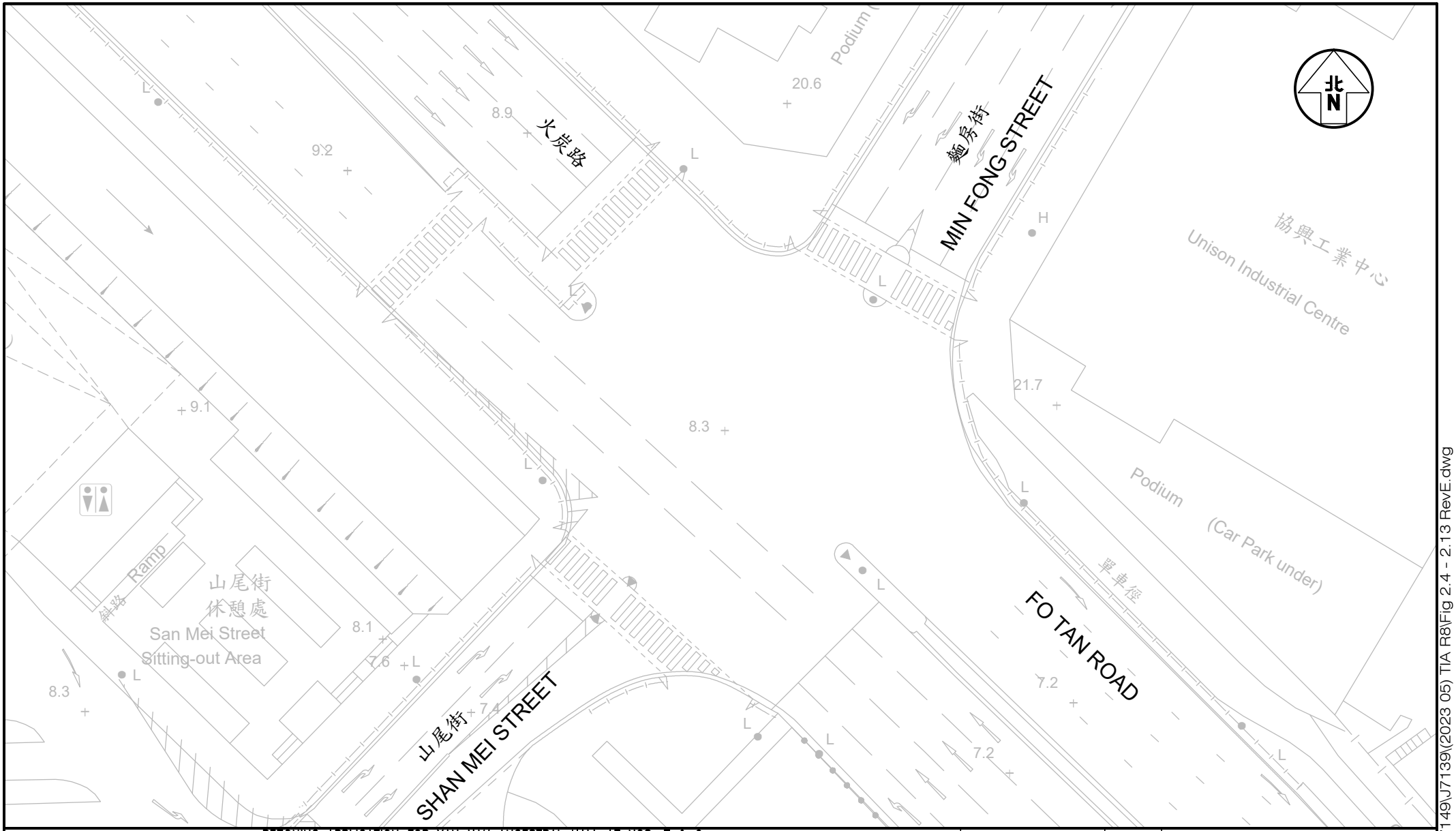

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Figure Title	EXISTING JUNCTION LAYOUT OF FO TAN ROAD / SHAN MEI STREET / MIN FONG STREET (J02)		Designed by W C H / Drawn by S C Y / Checked by K C	
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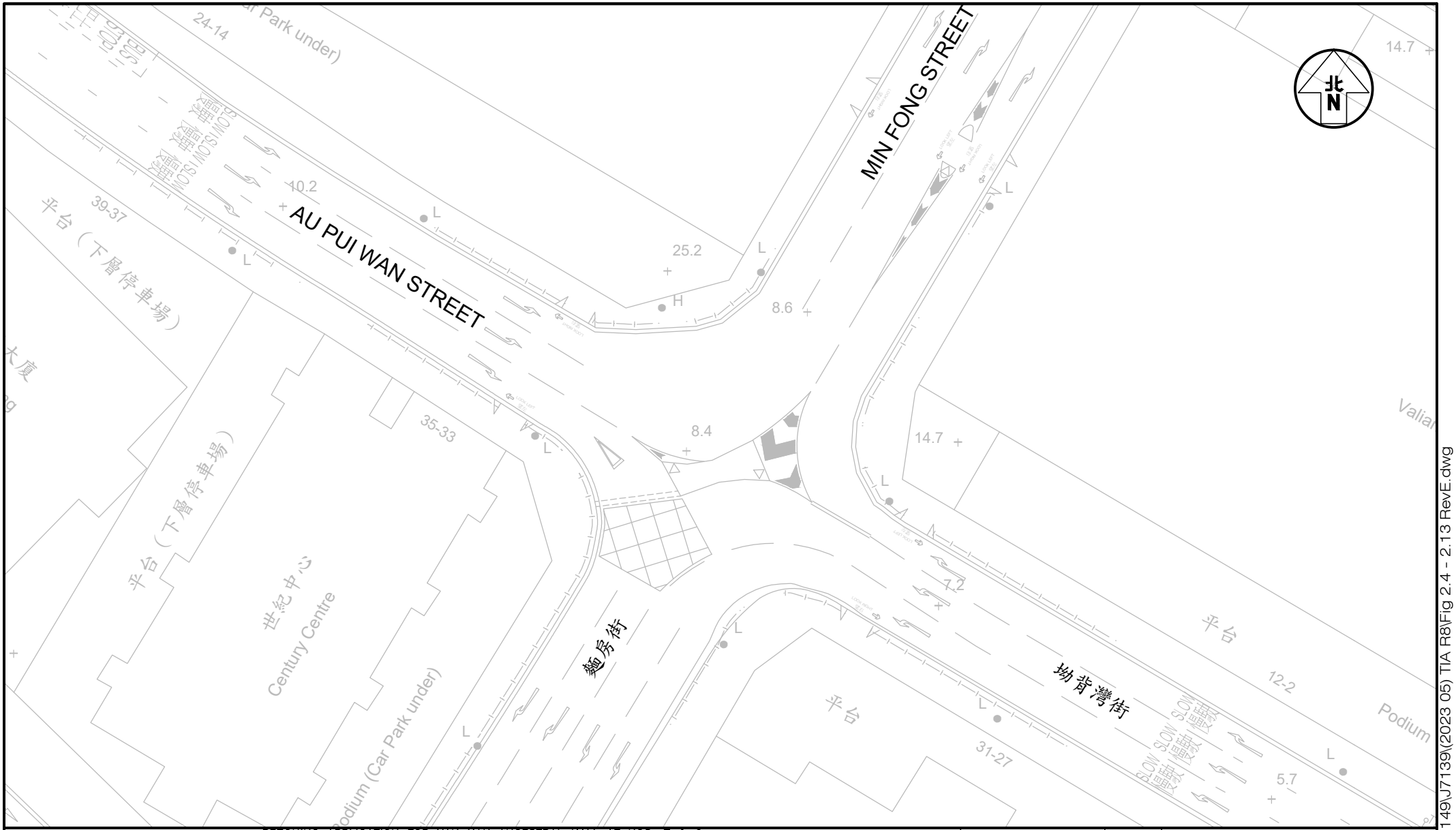

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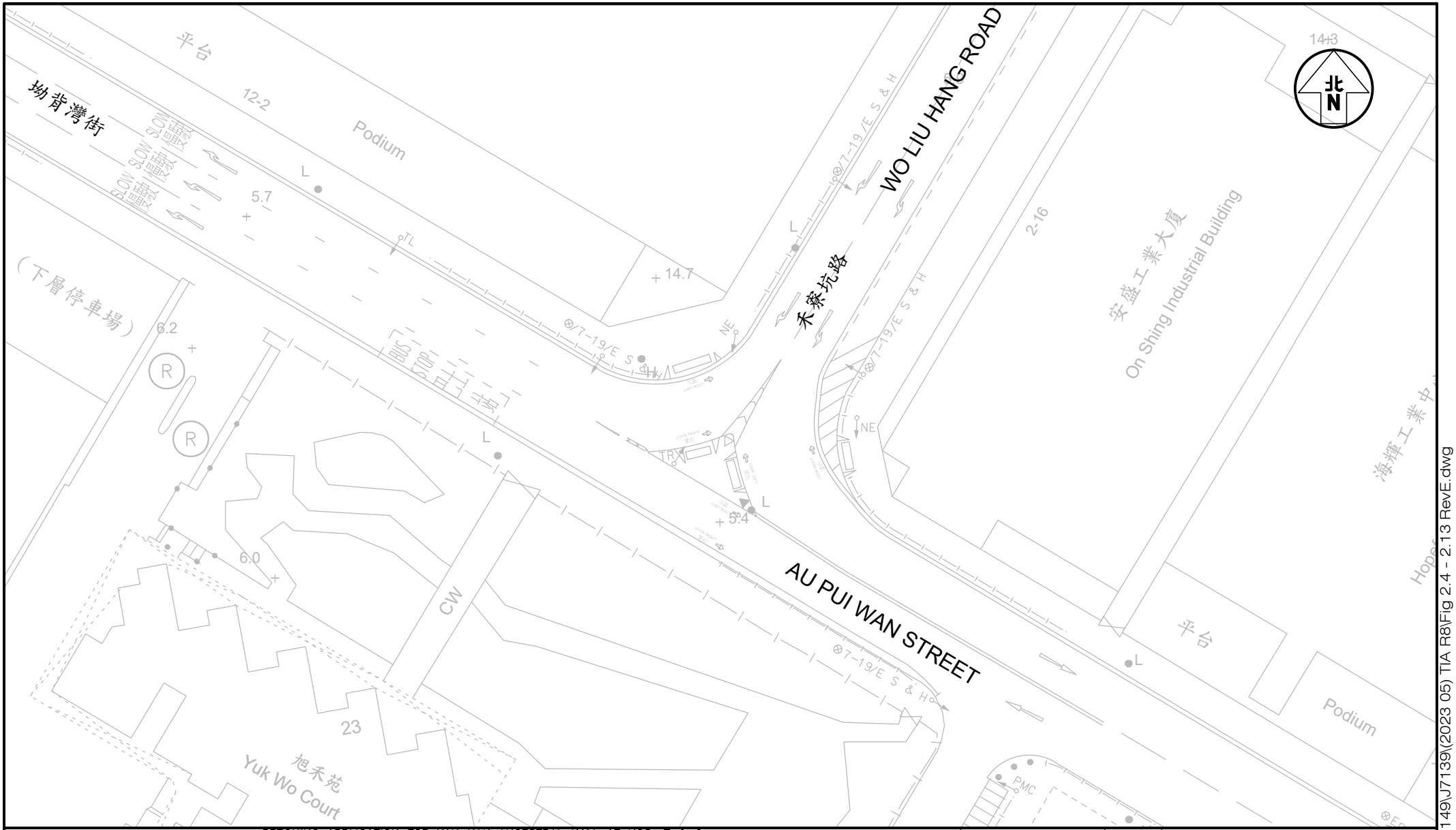

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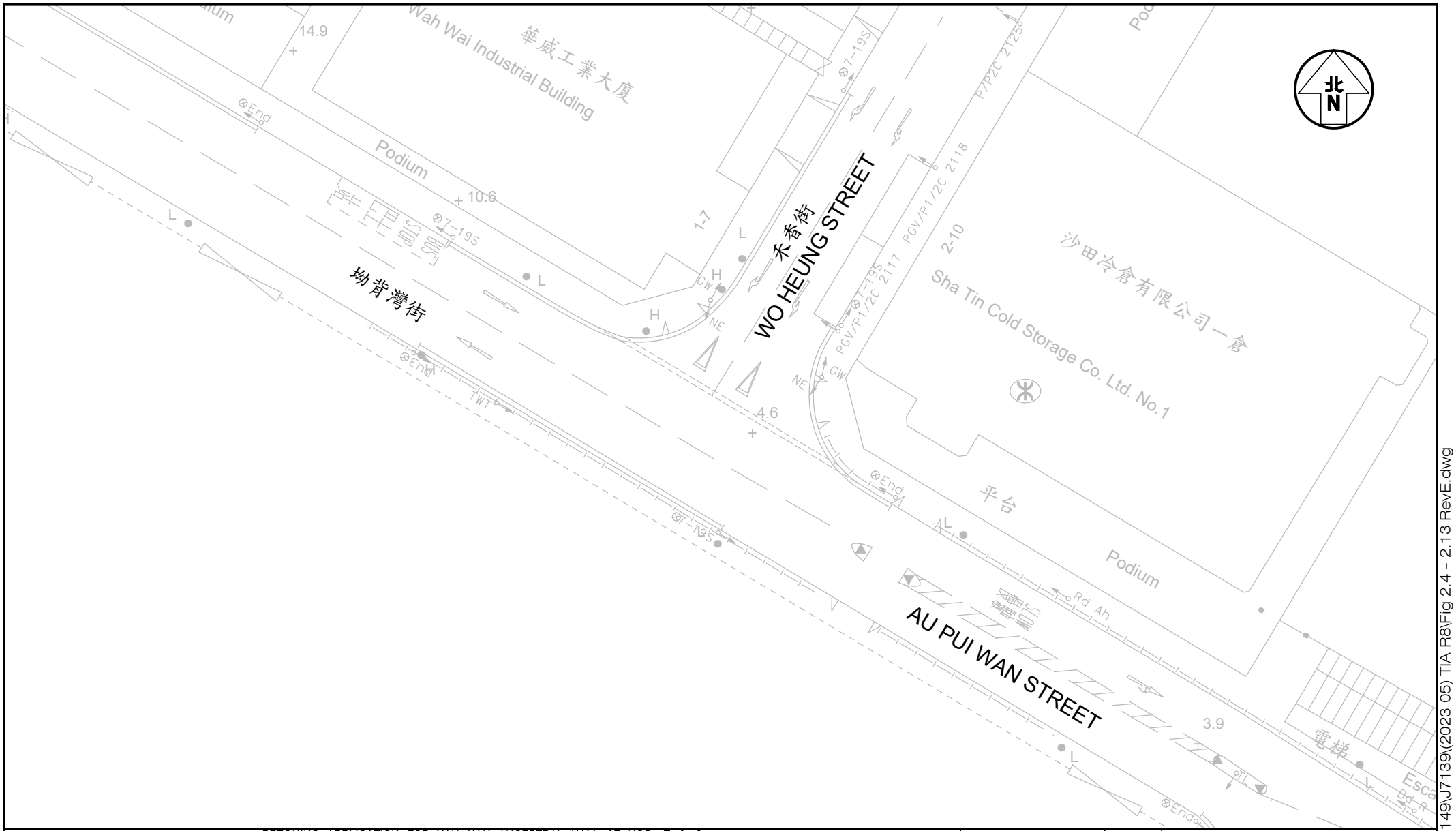

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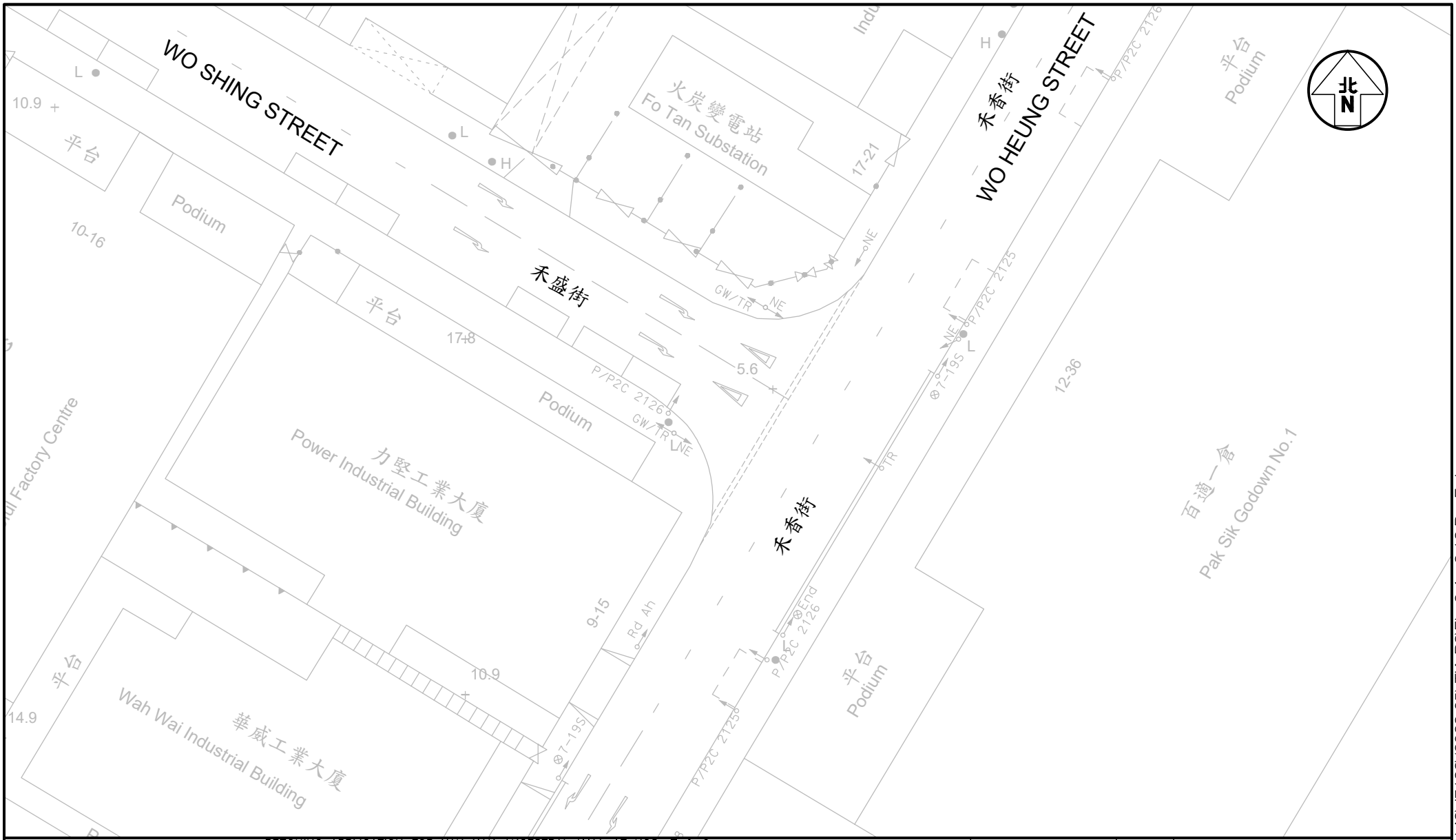

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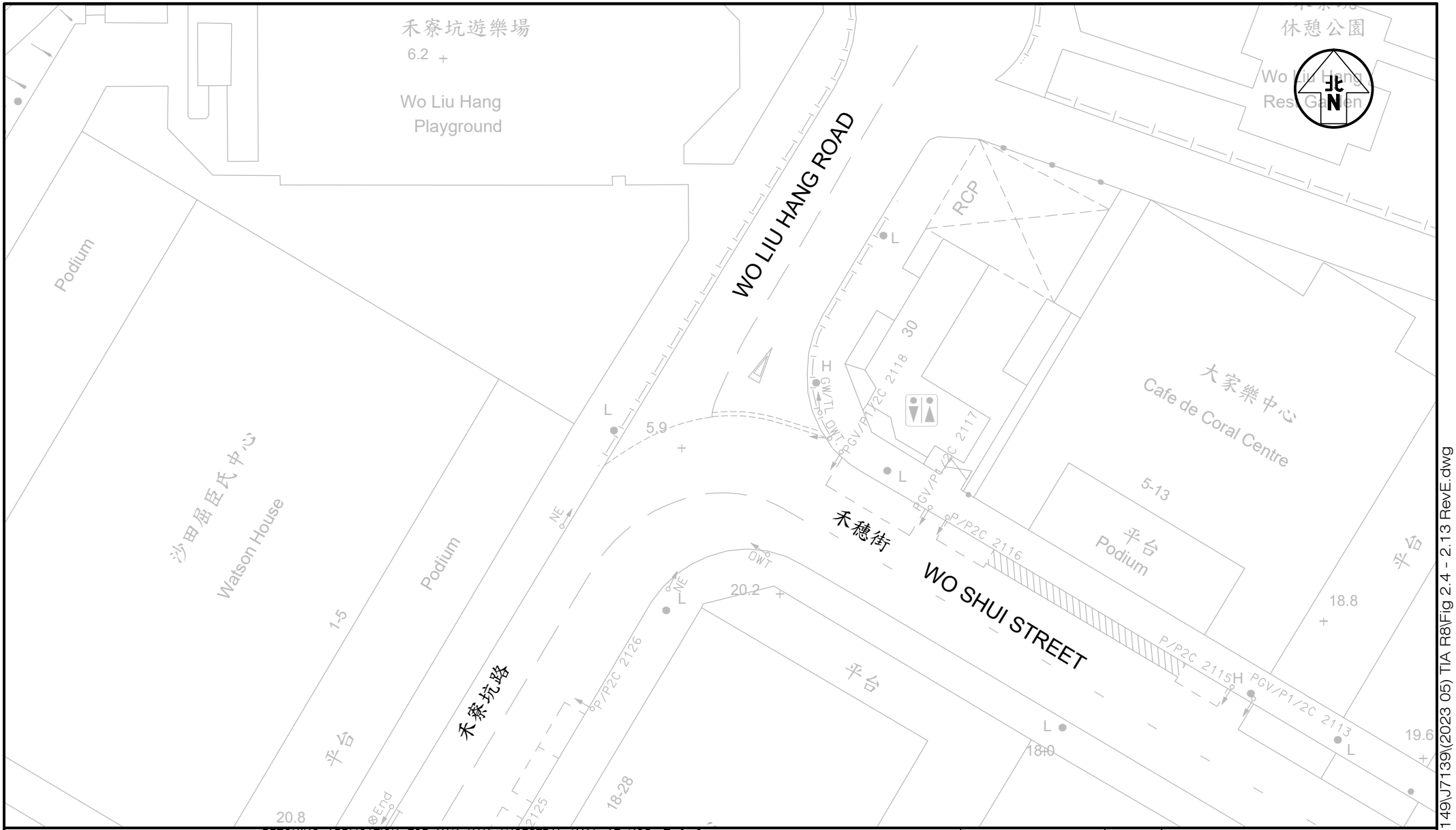

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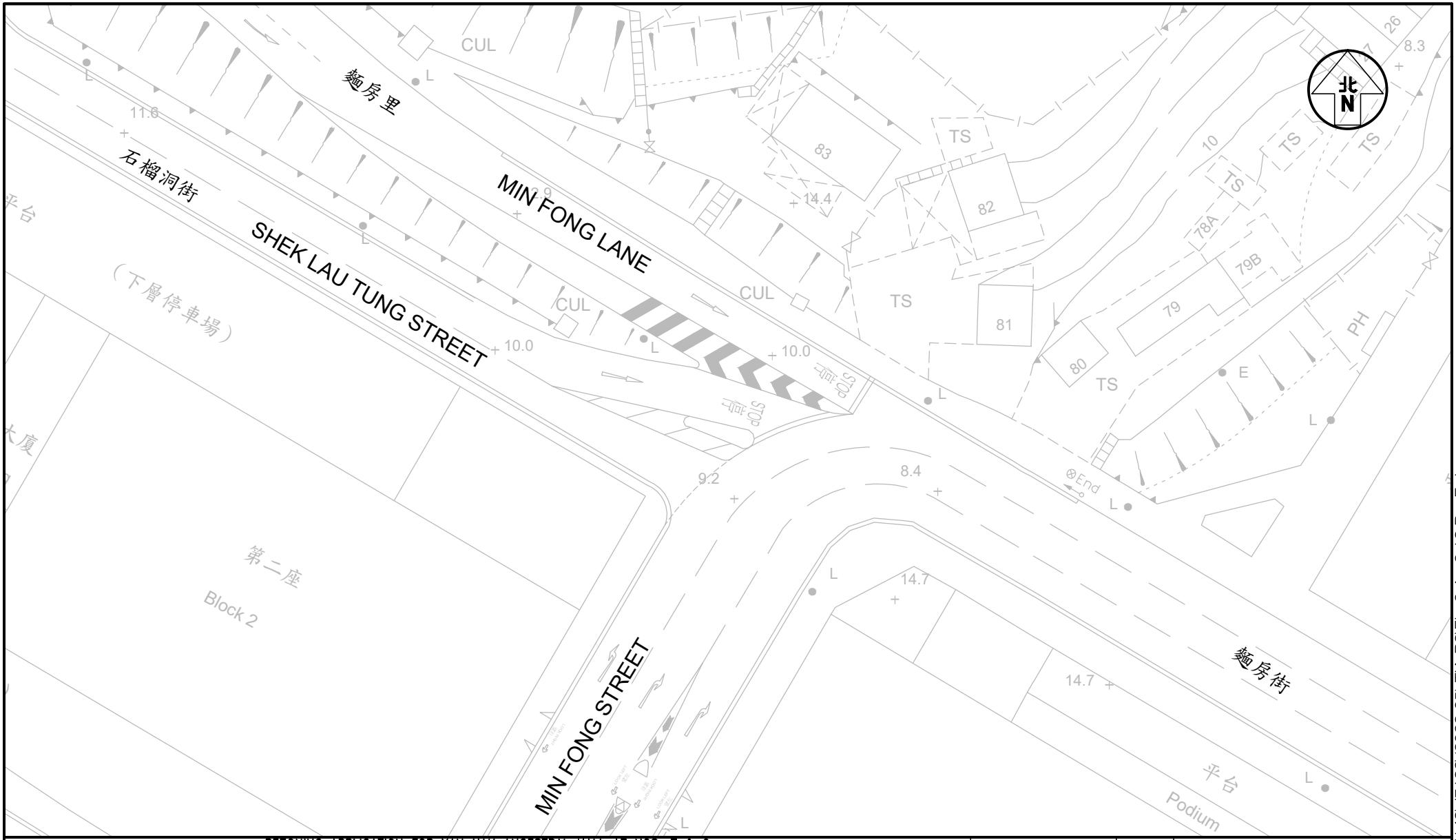

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Figure Title	EXISTING JUNCTION LAYOUT OF MIN FONG STREET / MIN FONG LANE / SHEK LAU TUNG STREET (J08)		Designed by W C H / Drawn by S C Y / Checked by K C Scale in A4 1 : 500 / Date 29 MAY 2023

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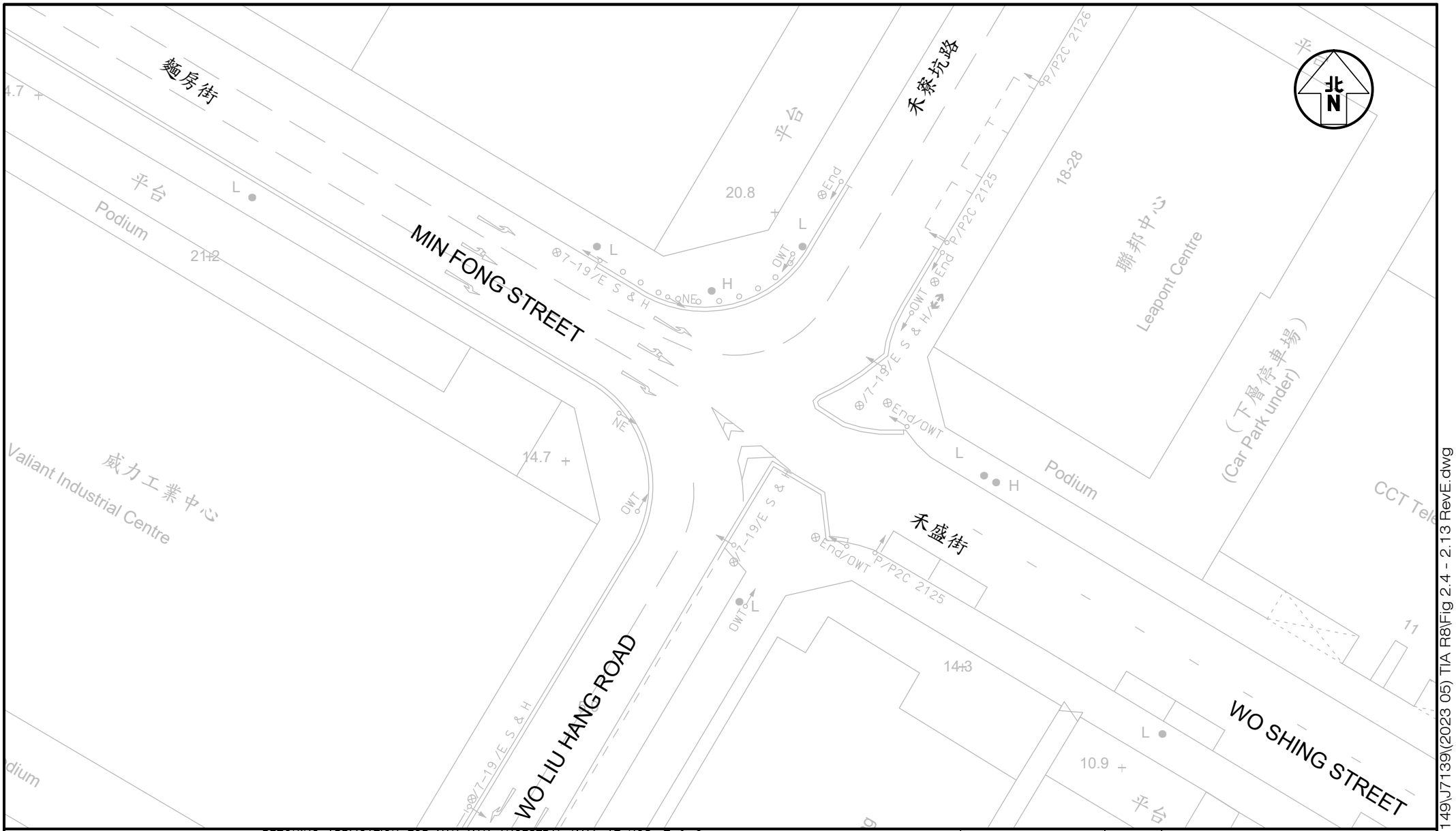

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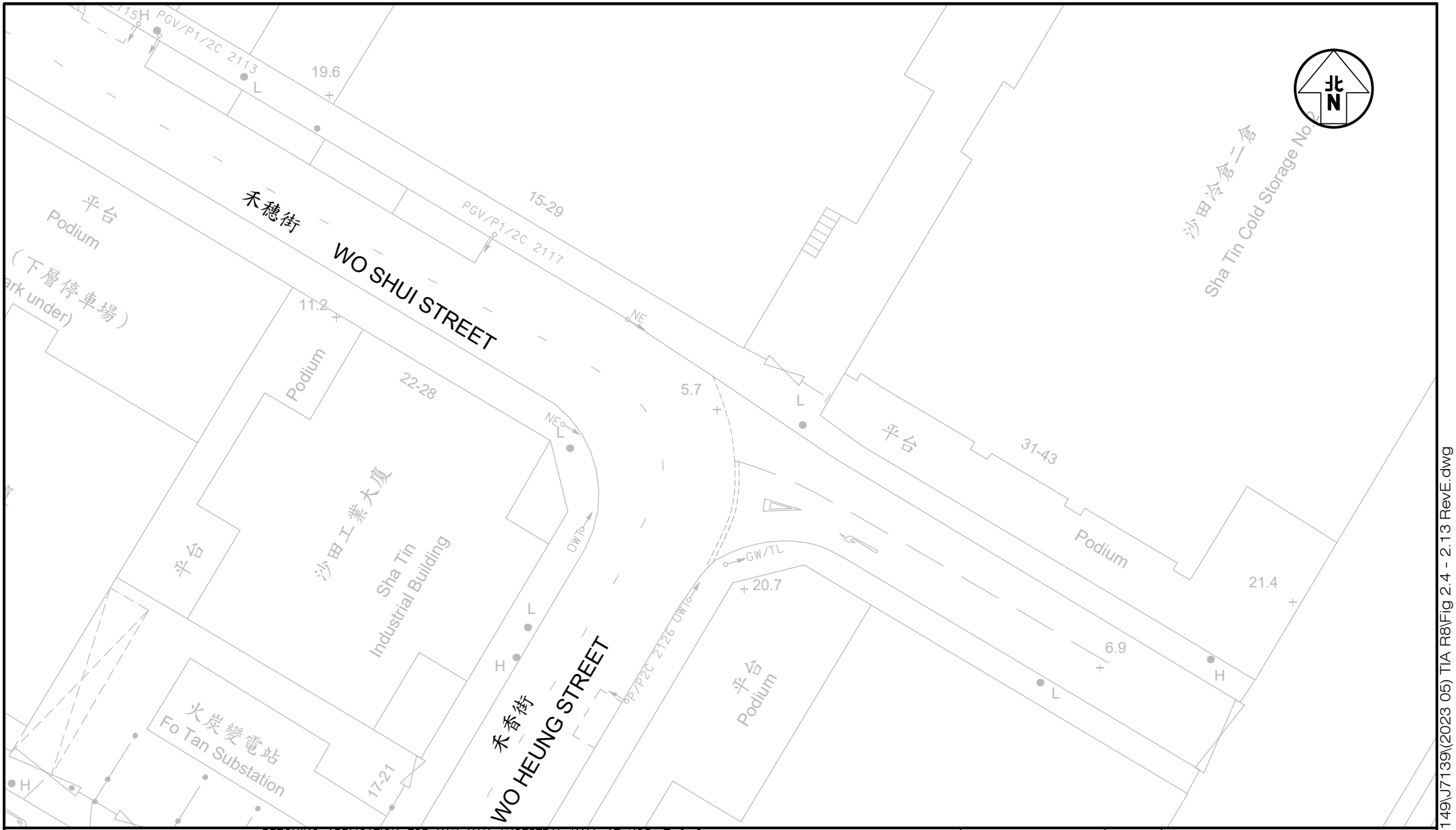

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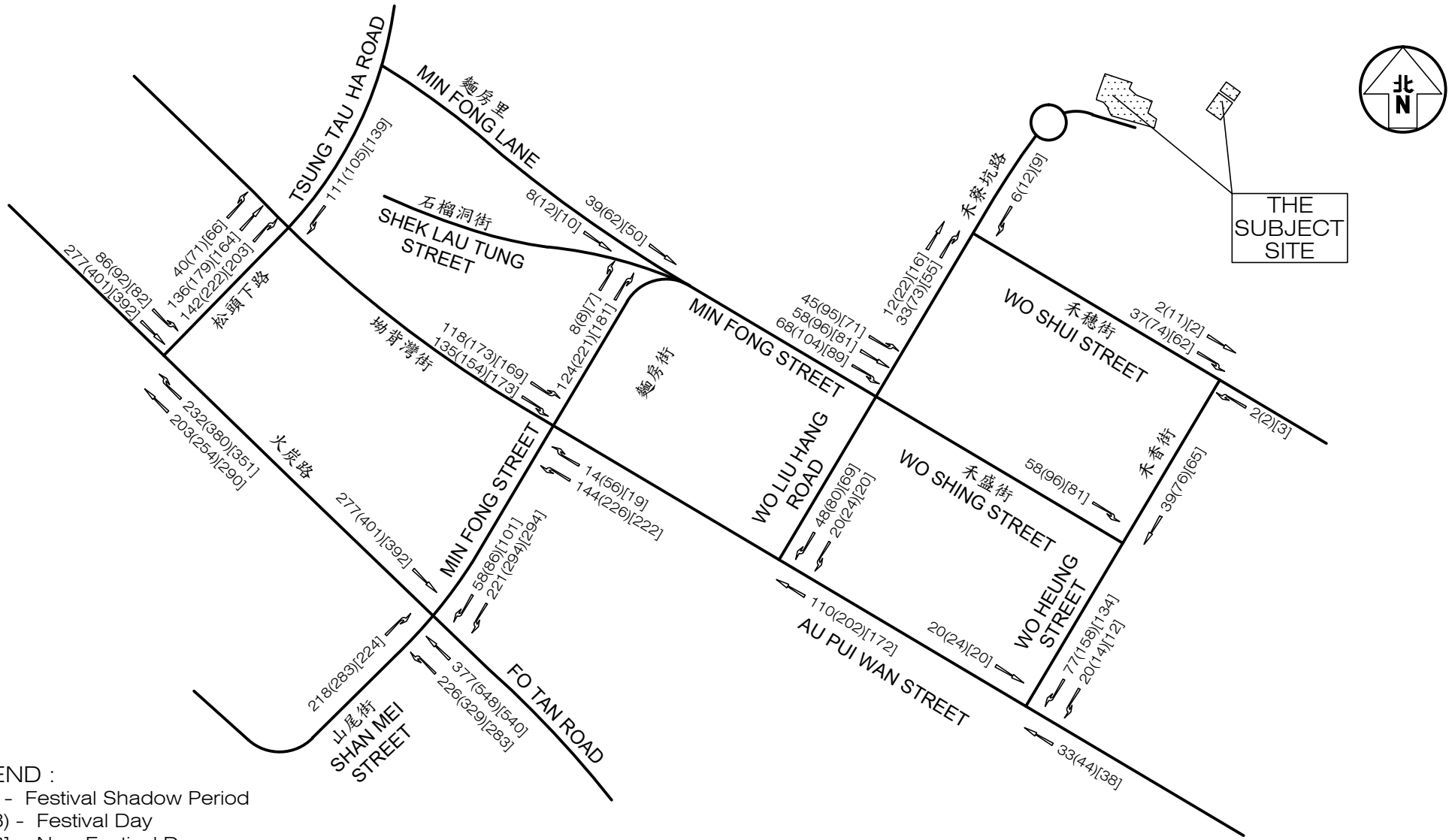

LEGEND :

123 - Festival Shadow Period

(123) - Festival Day

[123] - Non-Festival Day

NOTE:

With 3,255 existing occupied niches and No Special Traffic and Pedestrian Arrangement.

Project Title	REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	J7139	Figure No. 2.14 / Revision E
Figure Title	OBSERVED EXISTING COLUMBARIUM PEAK HOUR TRAFFIC FLOWS	Designed by W C H / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 29 MAY 2023

CKM Asia Limited
Traffic and Transportation Planning Consultants
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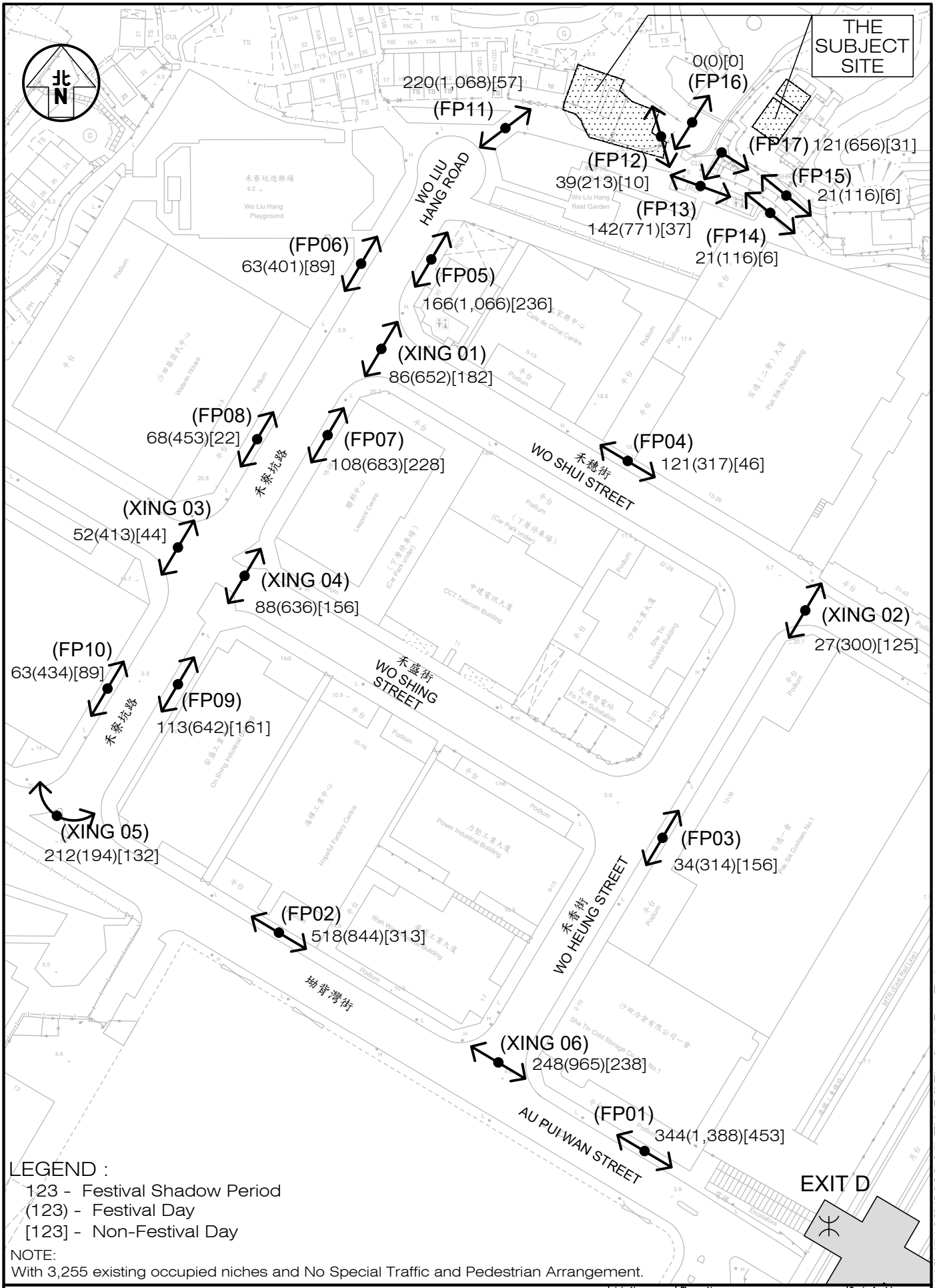
T:\JOB\J7100-J7149\J7139\(2023 05) TIA R8\Fig 2.14 RevE.dwg



LEGEND :

123 - Festival Shadow Period

(123) - Festival Day

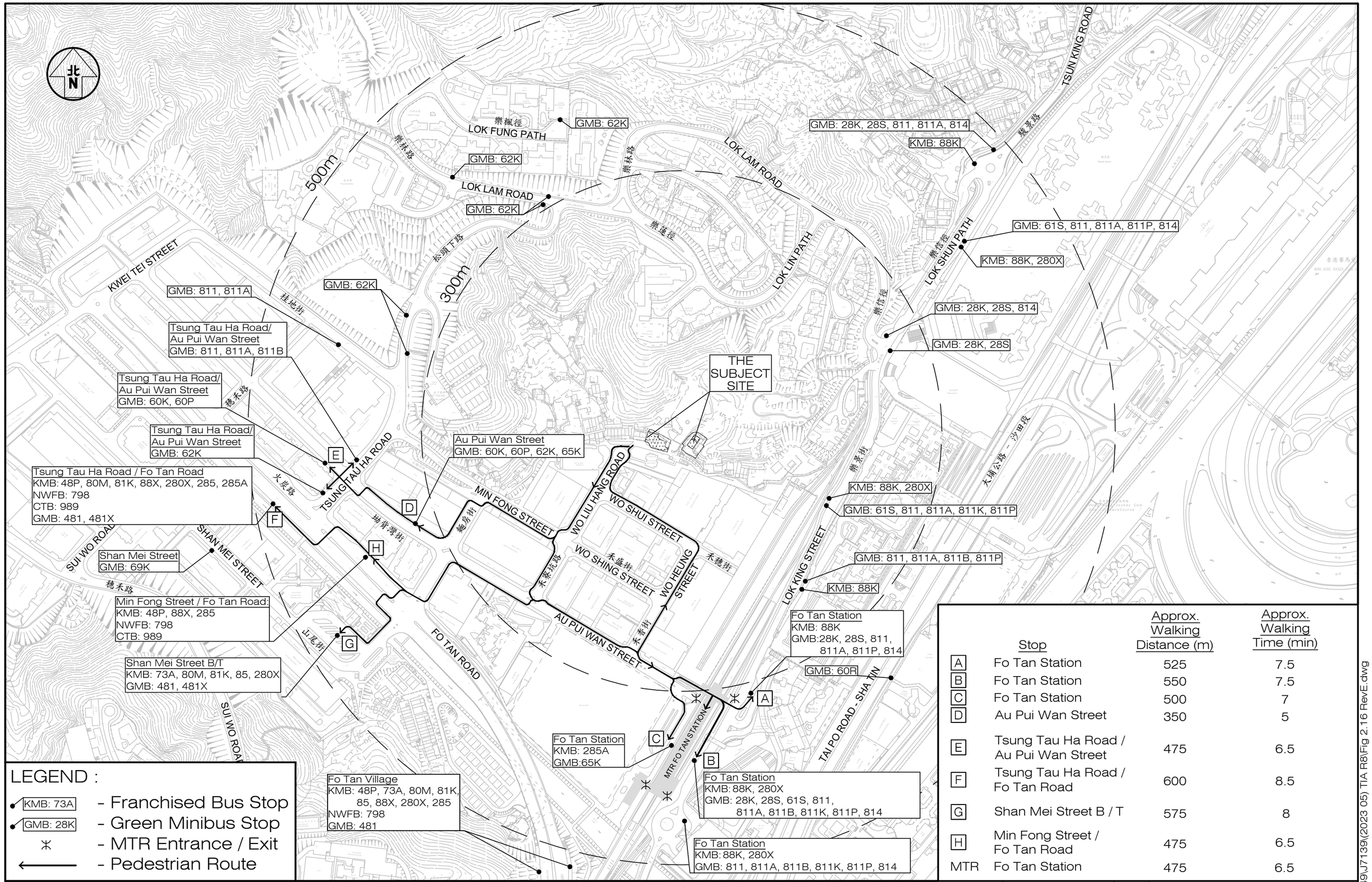
[123] - Non-Festival Day

NOTE:

With 3,255 existing occupied niches and No Special Traffic and Pedestrian Arrangement.

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	Job No. J7139	Figure No. 2.15			Scale in A4 1 : 600
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision E	Date 29 MAY 2023
Figure Title: OBSERVED EXISTING COLUMBARIUM PEAK HOUR PEDESTRIAN FLOWS	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

T:\JOBs\J7100-J7149\J7139\(2023 05) TIA R8\Fig 2.15 RevE.dwg



	Stop	Approx. Walking Distance (m)	Approx. Walking Time (min)
A	Fo Tan Station	525	7.5
B	Fo Tan Station	550	7.5
C	Fo Tan Station	500	7
D	Au Pui Wan Street	350	5
E	Tsung Tau Ha Road / Au Pui Wan Street	475	6.5
F	Tsung Tau Ha Road / Fo Tan Road	600	8.5
G	Shan Mei Street B / T	575	8
H	Min Fong Street / Fo Tan Road	475	6.5
MTR	Fo Tan Station	475	6.5

LEGEND :

- KMB: 73A - Franchised Bus Stop
- GMB: 28K - Green Minibus Stop
- MTR Entrance / Exit
- Pedestrian Route

Project Title

REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)

J7139

Figure Title

EXISTING PUBLIC TRANSPORT SERVICES AND NEAREST STOPS IN THE VICINITY OF THE SUBJECT SITE

Figure No. 2.16 | Revision E

Designed by W C H | Drawn by S C Y | Checked by K C

Scale in A3 1 : 4,000 | Date 29 MAY 2023

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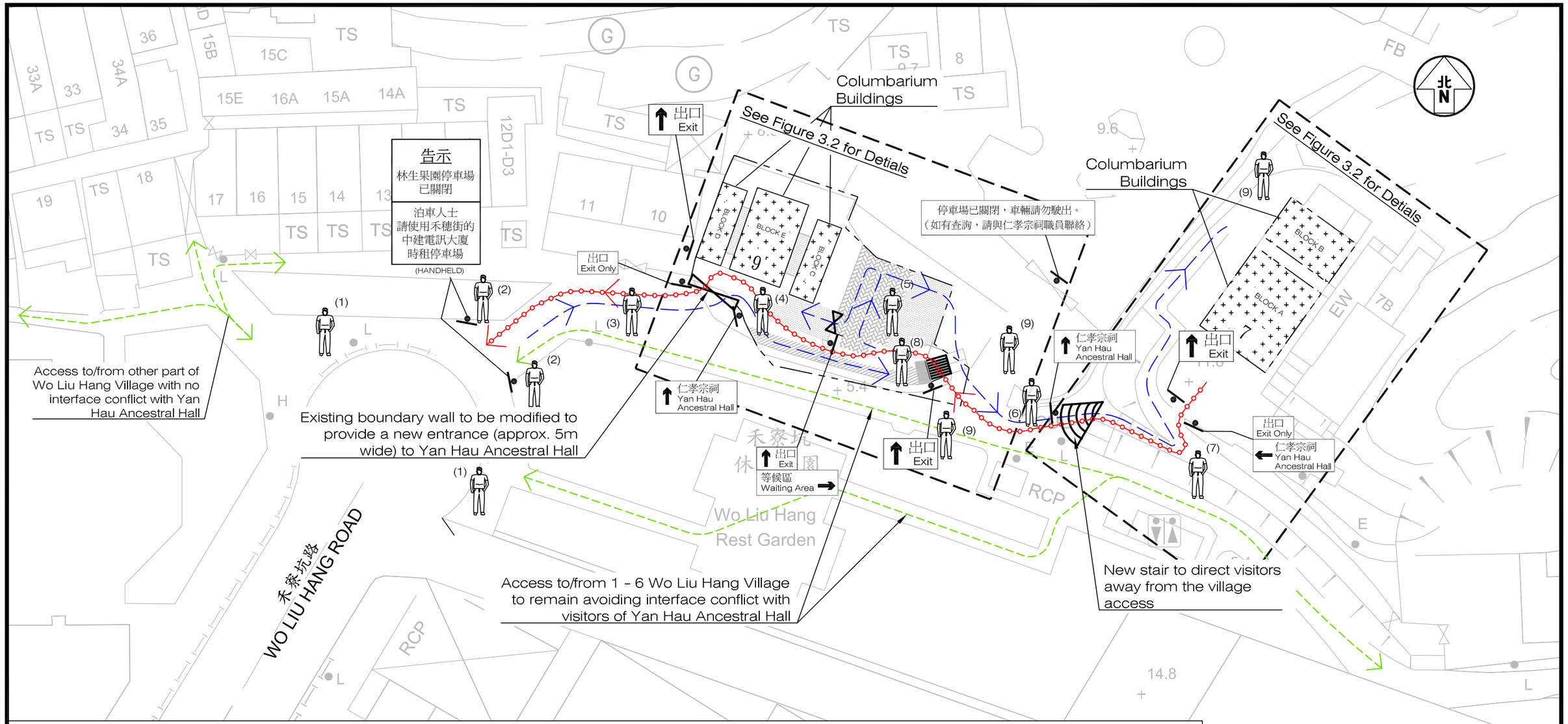

LEGEND:

- Pedestrian Arrival Route
- Pedestrian Departure Route
- Proposed Directional Sign
- Stationed staff for traffic and pedestrian control
- Pedestrian Route of Residents to/from Wo Liu Hang Village
- Proposed additional pedestrian access

DUTY OF STAFF STATION:

(1) Observe traffic condition of the Wo Liu Hang Road cul-de-sac, and report any issues if necessary.
(2) Monitor pedestrian flow. Alert other staff of entering vehicles to engage contingency management for pedestrian clearing along the village access road.
(3) Direct ingress pedestrian flow to open court via 9 Wo Liu Hang.
(4) Monitor and control pedestrian flow within 9 Wo Liu Hang.
(5) Monitor and control pedestrian flow at the open area.
(6) Monitor and control pedestrian flow. Direct visitors to exit via 9 Wo Liu Hang.
(7) Monitor and control operation of 7 Wo Liu Hang. Direct ingress pedestrian to appropriate entrance.
(8) Visitor check-in and registration.
(9) Monitor vehicular operation of the Village Car Park and surrounding developments. Alert other staff of exiting vehicles to engage contingency management for pedestrian clearing along the village access road.

Note: Each station may have more than 1 staff on duty if necessary.

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176) — J7139

Figure Title: PROPOSED SPECIAL TRAFFIC AND PEDESTRIAN MANAGEMENT SCHEME ON CHING MING AND CHUNG YEUNG FESTIVAL PERIODS (OVERALL PLAN)

Figure No.	Revision
3.1	E

Designed by	Drawn by	Checked by
W C H	S C Y	K C

Scale in A3	Date
1 : 500	29 MAY 2023

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T:\JOB\J7100-J7149\J7139\(2023 05) TIA R8\Fig 3.1 & 3.2 RevE.dwg

Secondary Holding Area
for Block D (Approx. 5 s.m.)

Secondary Holding Area
for Block C (Approx. 5 s.m.)

FOR 7 WO LIU HANG VILLAGE

Contingency Holding Area
for visitors with waiting time
over 1 grave sweeping
session (Approx. 25 s.m.)

Regular Holding Area for next
grave sweeping session
(Approx. 30 s.m.)

BLOCK D
To G/F
From G/F

BLOCK E
9
To/From G/F & 1/F

BLOCK C
To G/F
From G/F

3m

2m

To / From
7 Wo Liu
Hang Village

Existing planter to be
removed for stair widening

Check-in Kiosk

FOR 9 WO LIU HANG VILLAGE

Regular Holding Area for next
grave sweeping session
(Approx. 20 s.m.)

Contingency Holding Area
for visitors with waiting time
over 1 grave sweeping
session (Approx. 20 s.m.)

Visitors without appointment follow
main departure route to exit

Common Queuing Area
upon Arrival for Check-in
(Approx. 20 s.m.)

5.4

BLOCK B
To/From G/F
To/From 1/F

BLOCK A
7
To/From 1/F
To/From G/F

7B

11.8

SHR

To / From
9 Wo Liu
Hang Village

New stair to direct visitors away
from the village access

LEGEND:

- Pedestrian Arrival Route
- Pedestrian Departure Route from columbarium buildings
- Pedestrian Departure Route for visitors without appointment
- Physical separation by barriers or landscaping features
- Retractable Belt Barrier and Stands to be provided, if necessary, for adjusting queuing arrangement when needed
- Columbarium Hall Entrance / Exit
- Proposed additional pedestrian access

NOTE:

1. Maximum occupancy of no more than 3 people at any one time imposed by Buildings Department for Blocks C and D. (FEHD Ref. (33) in FEHD PC 72-40/60/2018/053 Pt. 4)
2. No waiting area to be designated around 7 Wo Liu Hnag Village.

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176) J7139

Figure Title: PROPOSED SPECIAL TRAFFIC AND PEDESTRIAN MANAGEMENT SCHEME ON CHING MING AND CHUNG YEUNG FESTIVAL PERIODS (DETAILED PLAN)

Figure No.	Revision
3.2	E

Designed by	Drawn by	Checked by
W C H	S C Y	K C

Scale in A3	Date
1 : 150	29 MAY 2023

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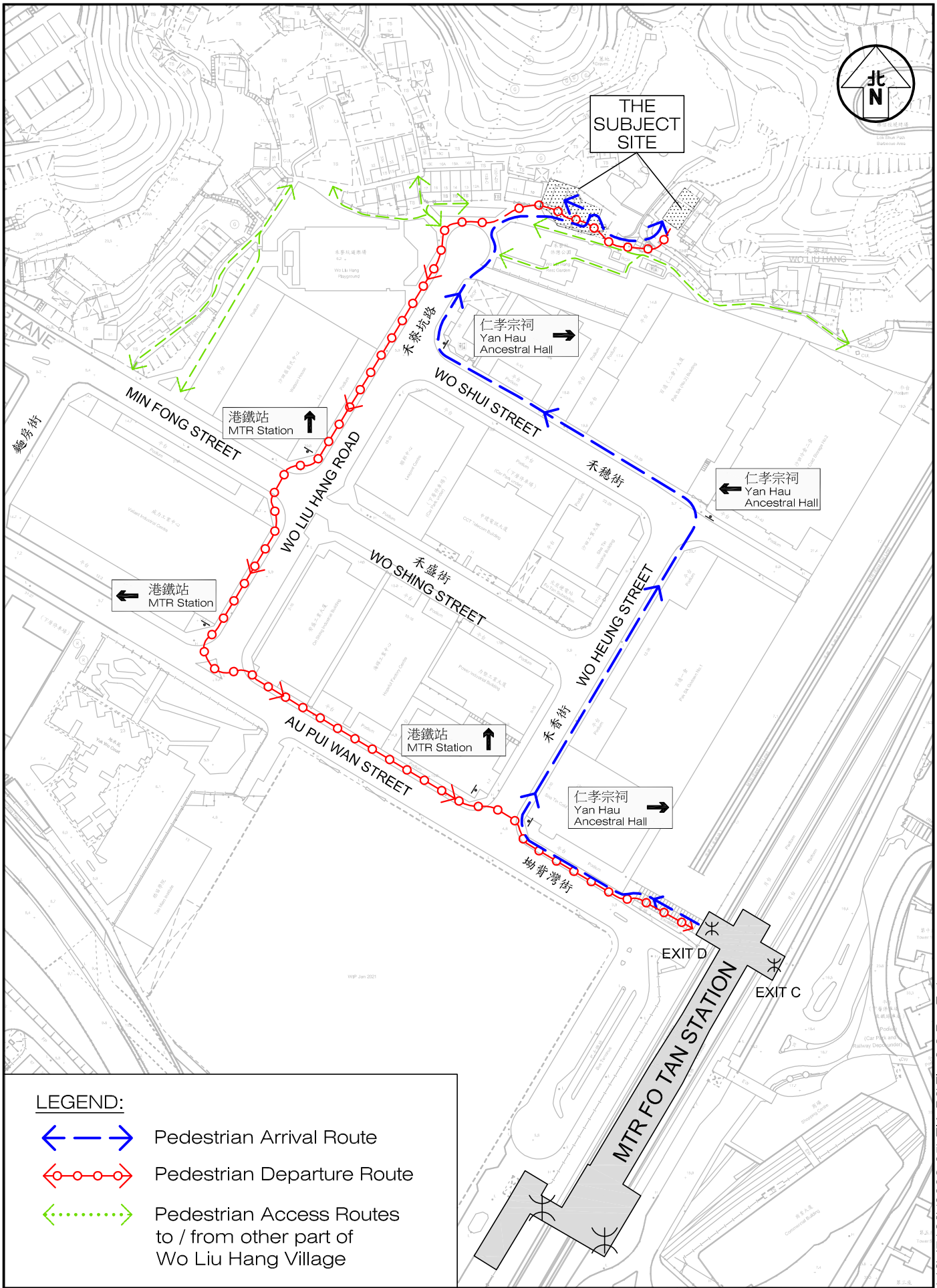

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	Job No. J7139	Figure No. 3.3			Scale in A4 1 : 2,000
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision E	Date 29 MAY 2023
Figure Title: PROPOSED PEDESTRIAN CIRCULATION BETWEEN YAN HAU ANCESTRAL HALL AND FO TAN STATION					

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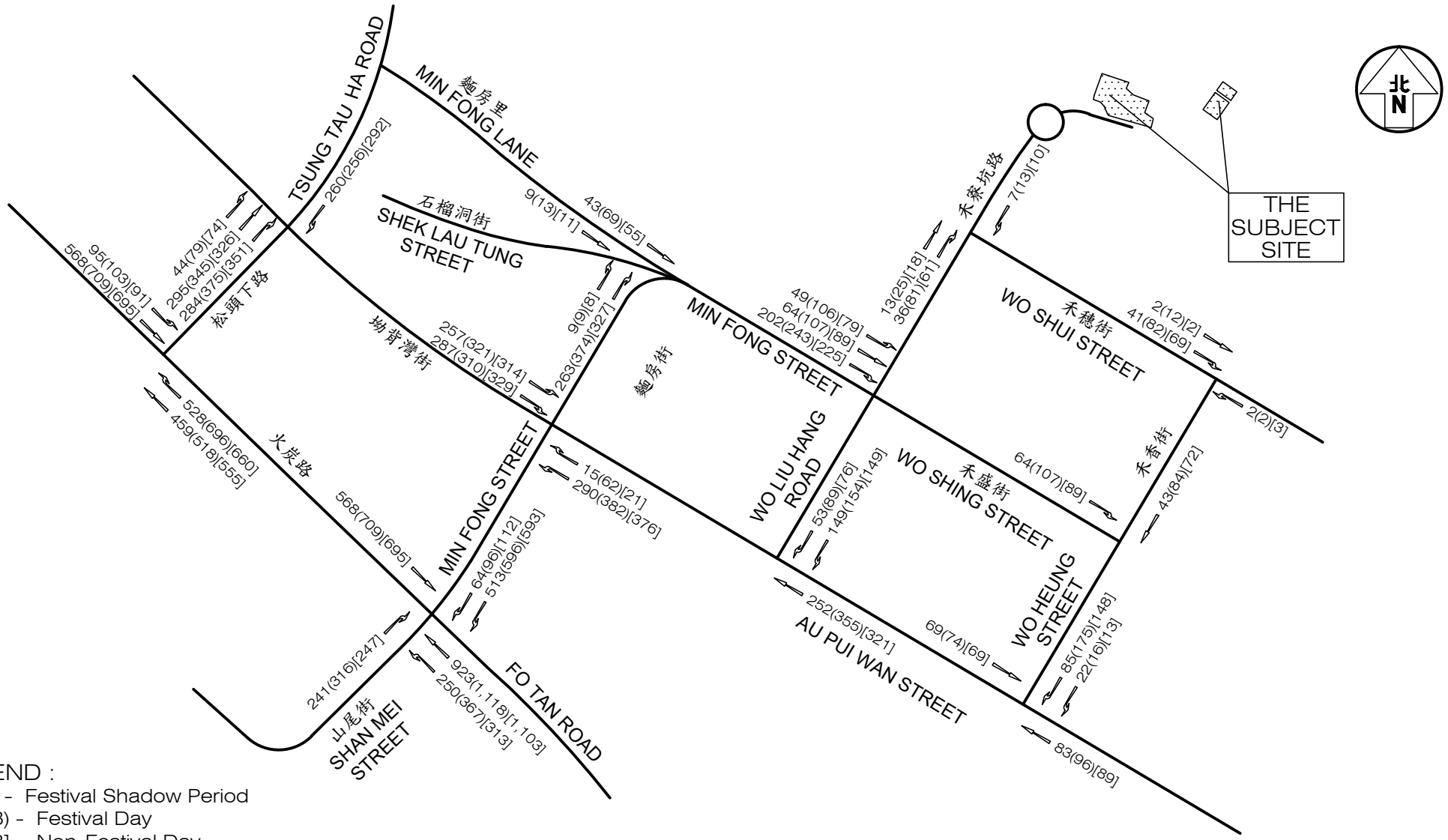

LEGEND :

123 - Festival Shadow Period

(123) - Festival Day

[123] - Non-Festival Day

NOTE:

With 3,255 existing occupied niches and No Special Traffic and Pedestrian Arrangement.

Project Title	REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	J7139	Figure No. 4.1 / Revision E
Figure Title	YEAR 2030 REFERENCE CASE – COLUMBARIUM PEAK HOUR TRAFFIC FLOWS		Designed by H C F / Drawn by S C Y / Checked by K C; Scale in A4 N.T.S. / Date 29 MAY 2023

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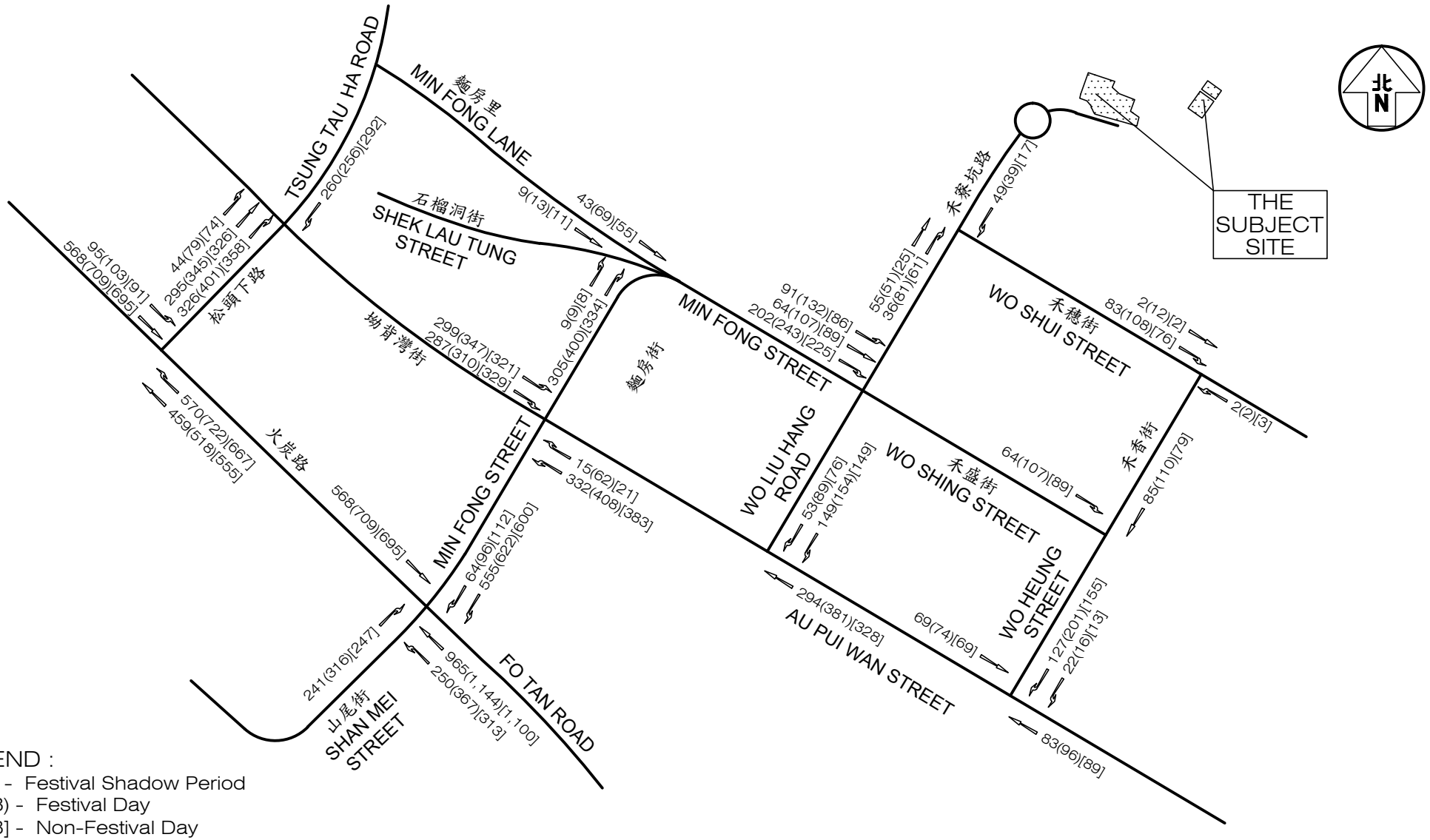
T:\JOBJ\J7100-J7149\J7139\(2023 05) TIA R8\Fig 4.1 RevE.dwg



LEGEND :

123 - Festival Shadow Period
(123) - Festival Day
[123] - Non-Festival Day

NOTE:
With Special Traffic and Pedestrian Arrangement, i.e. Visit-By-Appointment, implemented for Festival Shadow Period and on Festival Day

Project Title	REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176) J7139	Figure No. 4.2	Revision E
Figure Title	YEAR 2030 DESIGN CASE – COLUMBARIUM PEAK HOUR TRAFFIC FLOW	Designed by H C F / Drawn by S C Y / Checked by K C; Scale in A4 N.T.S.; Date 29 MAY 2023	

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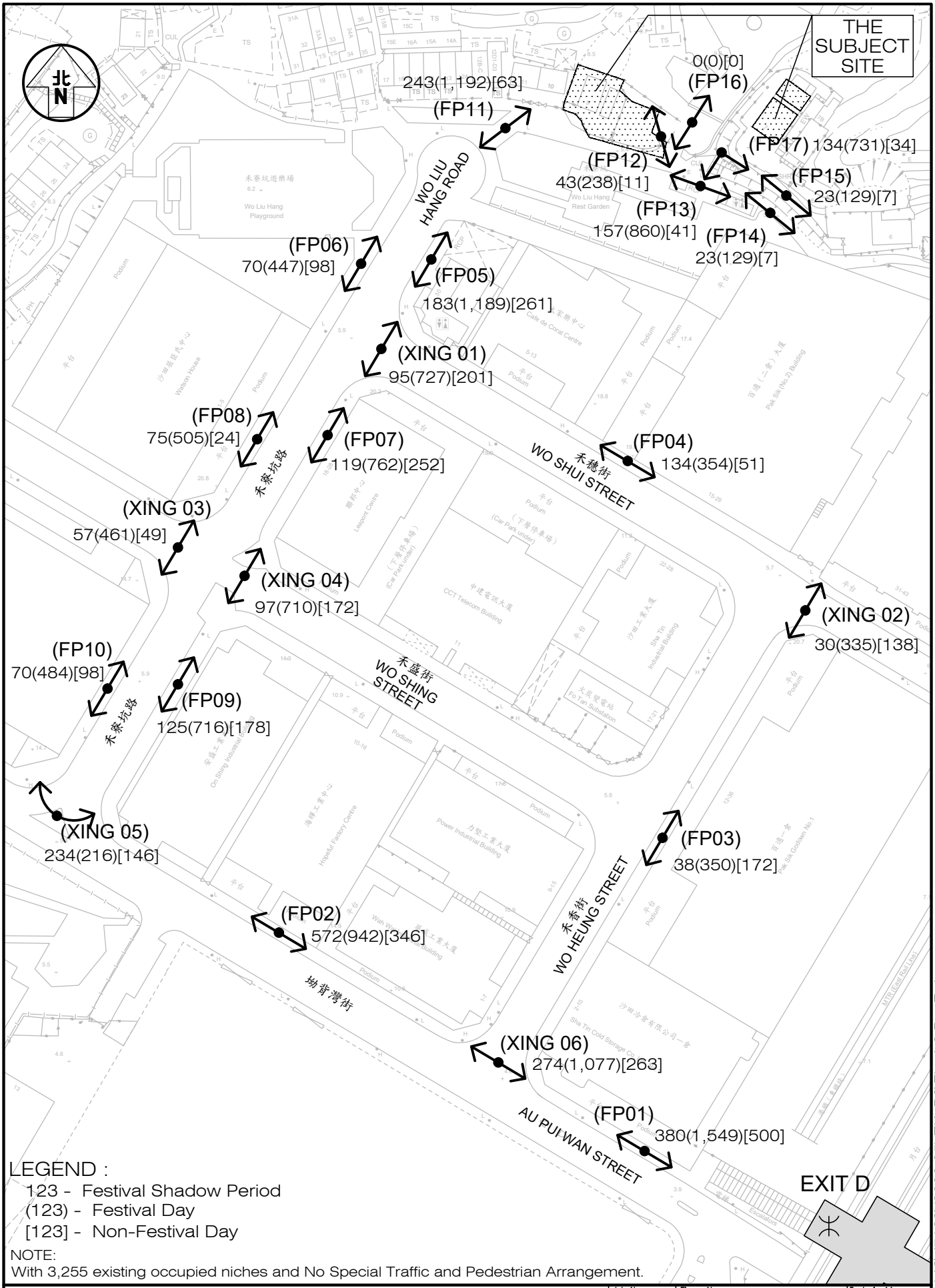

LEGEND :

123 - Festival Shadow Period

(123) - Festival Day

[123] - Non-Festival Day

NOTE:

With 3,255 existing occupied niches and No Special Traffic and Pedestrian Arrangement.

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	Job No. J7139	Figure No. 4.3			Scale in A4 1 : 600
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision E	Date 29 MAY 2023

Figure Title: YEAR 2030 REFERENCE CASE – COLUMBARIUM PEAK HOUR PEDESTRIAN FLOWS

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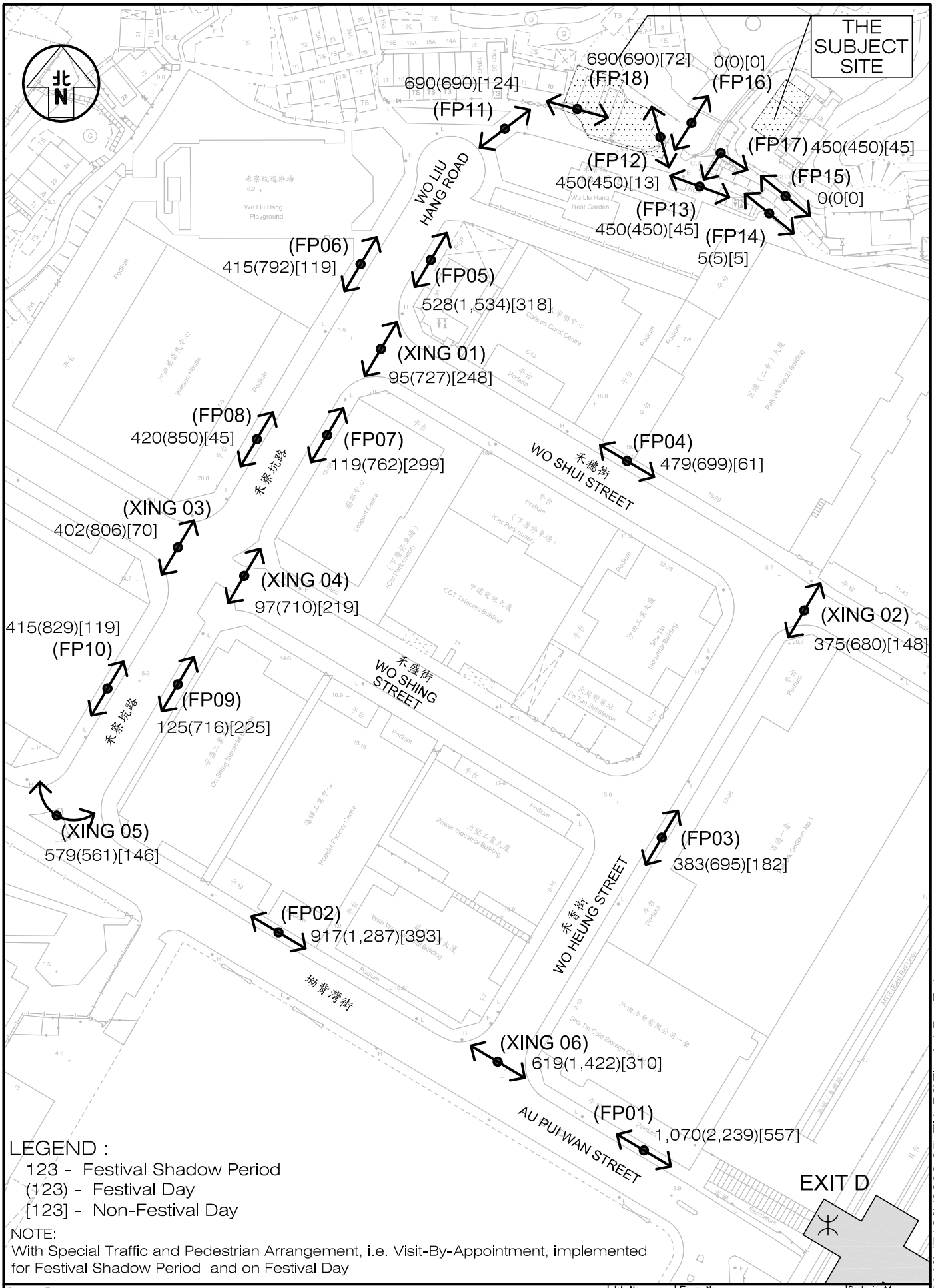

LEGEND :

123 - Festival Shadow Period

(123) - Festival Day

[123] - Non-Festival Day

NOTE:

With Special Traffic and Pedestrian Arrangement, i.e. Visit-By-Appointment, implemented for Festival Shadow Period and on Festival Day

Project Title: REZONING APPLICATION FOR YAN HAU ANCESTRAL HALL AT NOS. 7 & 9 WO LIU HANG VILLAGE, WO LIU HANG ROAD, FO TAN, SHA TIN, NEW TERRITORIES (LOT NOS. 35, 36S.A, 36RP, 38S.A.S.S.1, 38S.A.RP, 624, 676 AND 699 IN D.D. 176)	Job No. J7139	Figure No. 4.4			Scale in A4 1 : 600
	Designed by W C H	Drawn by S C Y	Checked by K C	Revision E	Date 29 MAY 2023
Figure Title: YEAR 2030 DESIGN CASE – COLUMBARIUM PEAK HOUR PEDESTRIAN FLOWS	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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Appendix A – Junction Capacity Analysis

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: Existing - Festival Day — Page J01 - 1
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	126	0.061						
Fo Tan Road WB	SA	A2	1	3.40				2095	128	0.061						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	192	0.100	0.100					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	188	0.100						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	92	0.048						
Fo Tan Road EB	SA	B2	2	3.20				2075	134	0.065	0.065					
Fo Tan Road EB	SA	B3	2	3.50				2105	135	0.064						
Fo Tan Road EB	SA	B4	2	3.00				2055	132	0.064						

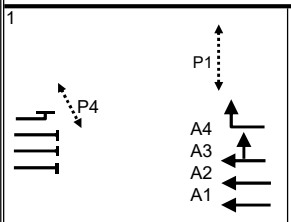
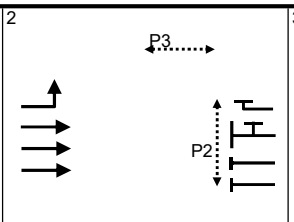
Pedestrian Phase	P1	1		Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec
	P2	2		Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec
	P3	2		Min Crossing Time =	5	sec GM +	11	sec FGM =	16	sec
	P4	1		Min Crossing Time =	5	sec GM +	9	sec FGM =	14	sec

Columbarium Peak Hour Traffic Flow (pcu/hr)

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.165					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	375%					

NOTE:

1	2	3	4	5
				
Col. Peak G = / I/G =	10 G = / I/G =	5 G = / I/G =	G = / I/G =	G = / I/G =
G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =
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Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: Existing - Festival Shadow Period — Page J01 - 2
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	101	0.049						
Fo Tan Road WB	SA	A2	1	3.40				2095	102	0.049						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	117	0.061	0.061					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	115	0.061						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	86	0.045	0.045					
Fo Tan Road EB	SA	B2	2	3.20				2075	92	0.044						
Fo Tan Road EB	SA	B3	2	3.50				2105	94	0.045						
Fo Tan Road EB	SA	B4	2	3.00				2055	91	0.044						

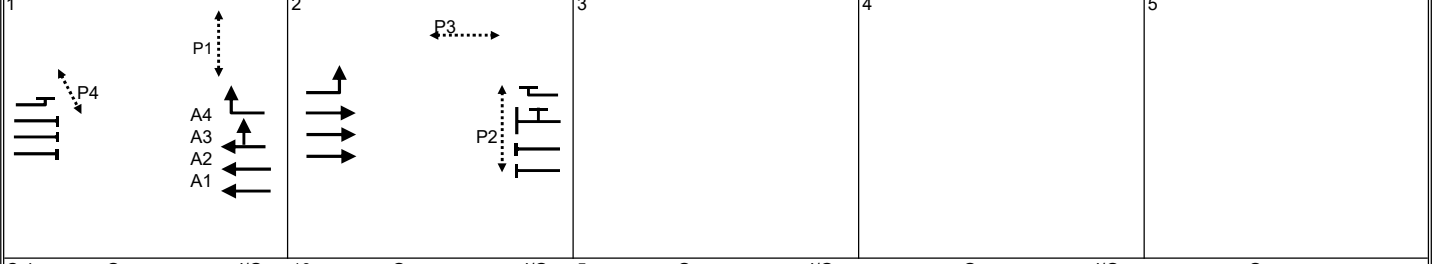
Pedestrian Phase	P1	1		Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec			
	P2	2		Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec			
	P3	2		Min Crossing Time =	5	sec GM +	11	sec FGM =	16	sec			
	P4	1		Min Crossing Time =	5	sec GM +	9	sec FGM =	14	sec			

Columbarium Peak Hour Traffic Flow (pcu/hr)

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.106					
L (s)	13					
C (s)	90					
Prac. y	0.770					
R.C. (%)	626%					

NOTE:



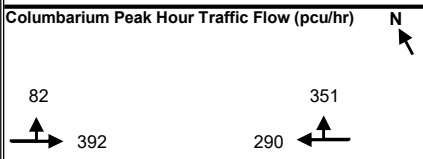
Col.	G =	I/G =	10	G =	I/G =	5	G =	I/G =		G =	I/G =		G =			
Peak	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: Existing - Non-Festival Day — Page J01 - 3
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	144	0.070						
Fo Tan Road WB	SA	A2	1	3.40				2095	146	0.070						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	177	0.092						
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	174	0.093	0.093					
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	82	0.043						
Fo Tan Road EB	SA	B2	2	3.20				2075	131	0.063	0.063					
Fo Tan Road EB	SA	B3	2	3.50				2105	132	0.063						
Fo Tan Road EB	SA	B4	2	3.00				2055	129	0.063						
Pedestrian Phase		P1	1		Min Crossing Time =		5	sec GM +		10	sec FGM =		15	sec		
		P2	2		Min Crossing Time =		6	sec GM +		12	sec FGM =		18	sec		
		P3	2		Min Crossing Time =		5	sec GM +		11	sec FGM =		16	sec		
		P4	1		Min Crossing Time =		5	sec GM +		9	sec FGM =		14	sec		

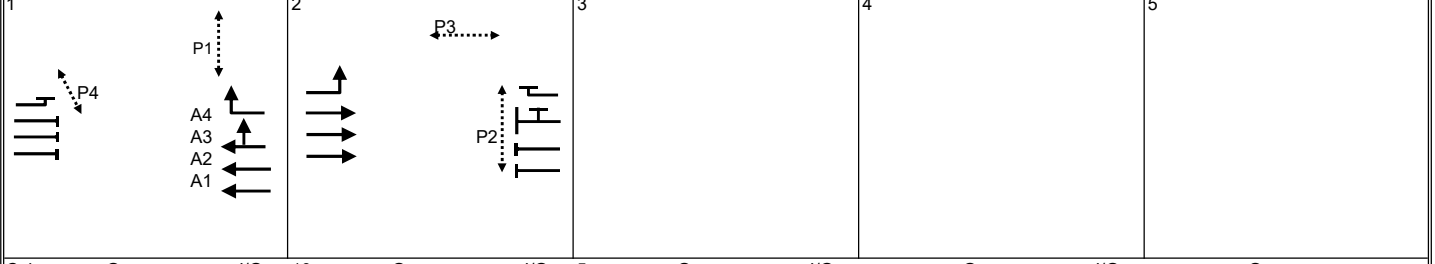
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.156					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	402%					

NOTE:



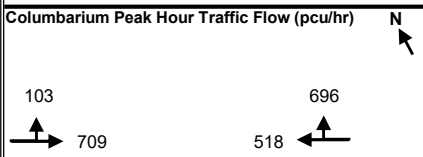
Col.	G =	I/G =	10	G =	I/G =	5	G =	I/G =		G =	I/G =		G =			
Peak	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: 2030 Reference Case - Festival Day — Page J01 - 4
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	257	0.125						
Fo Tan Road WB	SA	A2	1	3.40				2095	261	0.125						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	351	0.183						
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	345	0.184	0.184					
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	103	0.054						
Fo Tan Road EB	SA	B2	2	3.20				2075	236	0.114						
Fo Tan Road EB	SA	B3	2	3.50				2105	239	0.114	0.114					
Fo Tan Road EB	SA	B4	2	3.00				2055	234	0.114						
Pedestrian Phase		P1	1		Min Crossing Time =			5	sec GM +		10	sec FGM =		15	sec	
		P2	2		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	
		P3	2		Min Crossing Time =			5	sec GM +		11	sec FGM =		16	sec	
		P4	1		Min Crossing Time =			5	sec GM +		9	sec FGM =		14	sec	

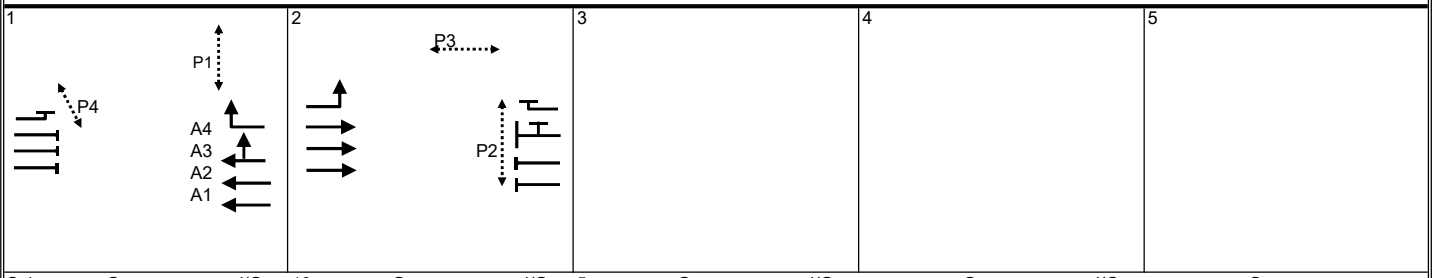
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.298					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	163%					

NOTE:



Col.	G =	I/G =	10	G =	I/G =	5	G =	I/G =		G =	I/G =		G =			
Peak	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =			

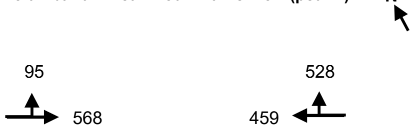
Signal Junction Analysis

Junction:	Fo Tan Road / Tsung Tau Ha Road	Job Number:	J7139
Scenario:	2030 Reference Case - Festival Shadow Period	Page	J01 - 5
Design Year:	2030	Designed By: HCF	Checked By: WCH	Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	227	0.110						
Fo Tan Road WB	SA	A2	1	3.40				2095	232	0.111						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	267	0.139	0.139					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	261	0.139						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	95	0.050						
Fo Tan Road EB	SA	B2	2	3.20				2075	189	0.091	0.091					
Fo Tan Road EB	SA	B3	2	3.50				2105	192	0.091						
Fo Tan Road EB	SA	B4	2	3.00				2055	187	0.091						

Pedestrian Phase	Phase	Stage								
	P1	1	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec
	P2	2	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec
	P3	2	Min Crossing Time =	5	sec GM +	11	sec FGM =	16	sec
	P4	1	Min Crossing Time =	5	sec GM +	9	sec FGM =	14	sec

Columbarium Peak Hour Traffic Flow (pcu/hr)



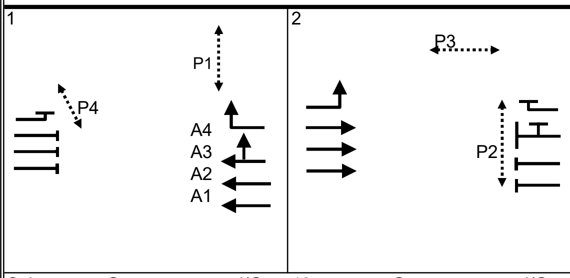
$S = 1940 + 100 (W-3.25)$ $S = 2080 + 100 (W-3.25)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.230					
L (s)	13					
C (s)	90					
Prac. y	0.770					
R.C. (%)	235%					

NOTE:

1	2	3	4	5



Col.	G =	I/G =	10	G =	I/G =	5	G =	I/G =	G =	I/G =	G =
Peak	G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =
	G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =
	G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =
	G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =
	G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: 2030 Reference Case - Non-Festival Day — Page J01 - 6
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	275	0.134						
Fo Tan Road WB	SA	A2	1	3.40				2095	280	0.134						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	333	0.174	0.174					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	327	0.174						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	91	0.048						
Fo Tan Road EB	SA	B2	2	3.20				2075	231	0.111						
Fo Tan Road EB	SA	B3	2	3.50				2105	235	0.112	0.112					
Fo Tan Road EB	SA	B4	2	3.00				2055	229	0.111						
Pedestrian Phase		P1	1		Min Crossing Time =			5	sec GM +		10	sec FGM =		15	sec	
		P2	2		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	
		P3	2		Min Crossing Time =			5	sec GM +		11	sec FGM =		16	sec	
		P4	1		Min Crossing Time =			5	sec GM +		9	sec FGM =		14	sec	

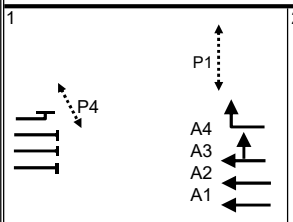
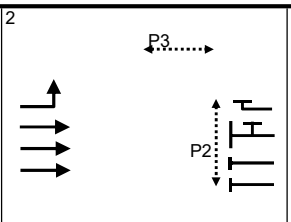
Columbarium Peak Hour Traffic Flow (pcu/hr)

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

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.286					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	174%					

NOTE:

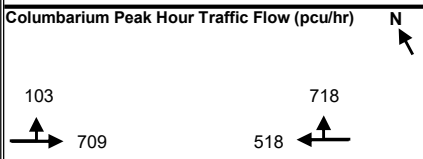
1	2	3	4	5
				
Col. Peak G = I/G = 10	G = I/G = 5	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: 2030 Design Case - Festival Day — Page J01 - 7
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	257	0.125						
Fo Tan Road WB	SA	A2	1	3.40				2095	261	0.125						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	364	0.190						
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	358	0.191	0.191					
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	103	0.054						
Fo Tan Road EB	SA	B2	2	3.20				2075	236	0.114						
Fo Tan Road EB	SA	B3	2	3.50				2105	239	0.114	0.114					
Fo Tan Road EB	SA	B4	2	3.00				2055	234	0.114						
Pedestrian Phase		P1	1		Min Crossing Time =			5	sec GM +		10	sec FGM =		15	sec	
		P2	2		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	
		P3	2		Min Crossing Time =			5	sec GM +		11	sec FGM =		16	sec	
		P4	1		Min Crossing Time =			5	sec GM +		9	sec FGM =		14	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

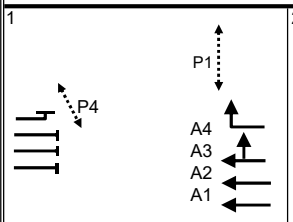
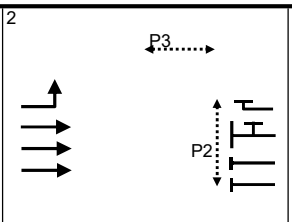


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.305					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	157%					

NOTE:

1	2	3	4	5
				
Col. Peak G = I/G = 10	G = I/G = 5	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: 2030 Design Case - Festival Shadow Period — Page J01 - 8
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	227	0.110						
Fo Tan Road WB	SA	A2	1	3.40				2095	232	0.111						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	288	0.150	0.150					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	282	0.150						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	95	0.050						
Fo Tan Road EB	SA	B2	2	3.20				2075	189	0.091	0.091					
Fo Tan Road EB	SA	B3	2	3.50				2105	192	0.091						
Fo Tan Road EB	SA	B4	2	3.00				2055	187	0.091						

Pedestrian Phase	P1	1		Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec
	P2	2		Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec
	P3	2		Min Crossing Time =	5	sec GM +	11	sec FGM =	16	sec
	P4	1		Min Crossing Time =	5	sec GM +	9	sec FGM =	14	sec

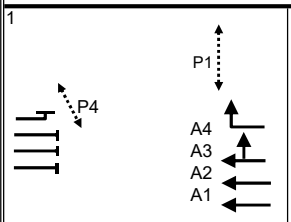
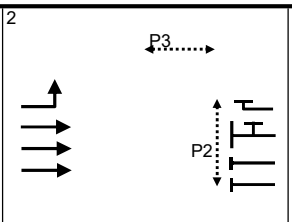
Columbarium Peak Hour Traffic Flow (pcu/hr)

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

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.241					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	225%					

NOTE:

1	2	3	4	5
				
Col. Peak G = I/G = 10	G = I/G = 5	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Tsung Tau Ha Road — Job Number: J7139
Scenario: 2030 Design Case - Non-Festival Day — Page J01 - 9
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	SA	A1	1	3.00				2055	275	0.134						
Fo Tan Road WB	SA	A2	1	3.40				2095	280	0.134						
Fo Tan Road WB	SA+RT	A3	1	3.40	16.0		100	1915	337	0.176	0.176					
Fo Tan Road WB	RT	A4	1	3.00	16.0		100	1879	330	0.176						
Fo Tan Road EB	LT	B1	2	3.50	13.8		100	1899	91	0.048						
Fo Tan Road EB	SA	B2	2	3.20				2075	231	0.111						
Fo Tan Road EB	SA	B3	2	3.50				2105	235	0.112	0.112					
Fo Tan Road EB	SA	B4	2	3.00				2055	229	0.111						

Pedestrian Phase	P1	1		Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec
	P2	2		Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec
	P3	2		Min Crossing Time =	5	sec GM +	11	sec FGM =	16	sec
	P4	1		Min Crossing Time =	5	sec GM +	9	sec FGM =	14	sec

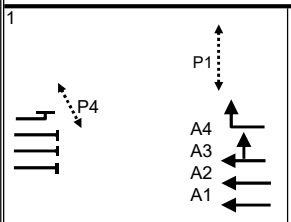
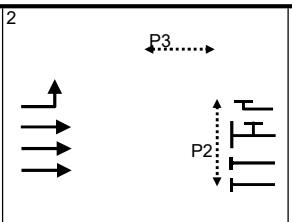
Columbarium Peak Hour Traffic Flow (pcu/hr)

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

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.288					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	172%					

NOTE:

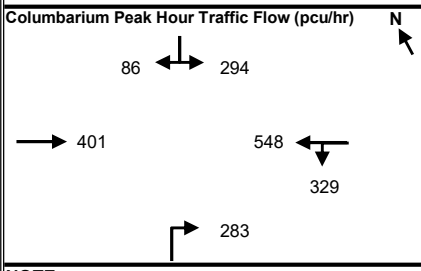
1	2	3	4	5
				
Col. Peak G = I/G = 10	G = I/G = 5	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: Existing - Festival Day — Page J02 - 1
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	329	0.169	0.169					
Fo Tan Road WB	SA	A2	1	3.60				2115	183	0.087						
Fo Tan Road WB	SA	A3	1	3.60				2115	183	0.087						
Fo Tan Road WB	SA	A4	1	3.40				2095	182	0.087						
Fo Tan Road EB	SA	A5	1	3.00				1915	94	0.049						
Fo Tan Road EB	SA	A6	1	3.50				2105	103	0.049						
Fo Tan Road EB	SA	A7	1	3.40				2095	103	0.049						
Fo Tan Road EB	SA	A8	1	3.10				2065	101	0.049						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	146	0.080	0.080					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	148	0.080						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	43	0.022						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	43	0.022						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	140	0.072						
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	143	0.073	0.073					
Pedestrian Phase		P1	1, 3		Min Crossing Time =		8	sec GM +		7	sec FGM =		15	sec		
		P2	2, 3		Min Crossing Time =		6	sec GM +		12	sec FGM =		18	sec		
		P3	3		Min Crossing Time =		5	sec GM +		10	sec FGM =		15	sec		
		P4	2		Min Crossing Time =		11	sec GM +		10	sec FGM =		21	sec		

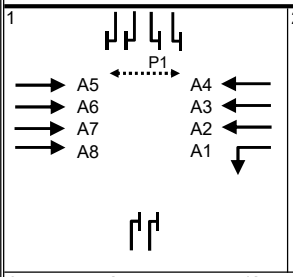
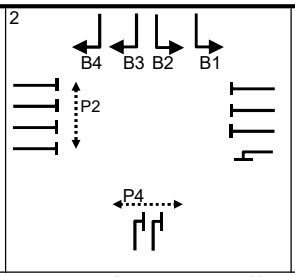
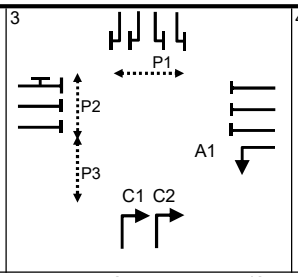
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.322					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	143%					

NOTE:

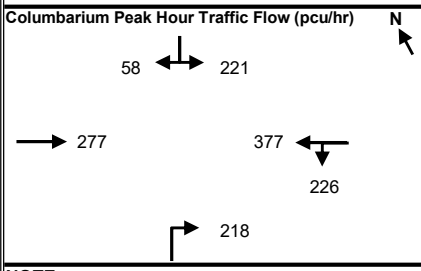
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = I/G = 6	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: Existing - Festival Shadow Period — Page J02 - 2
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	226	0.116	0.116					
Fo Tan Road WB	SA	A2	1	3.60				2115	126	0.060						
Fo Tan Road WB	SA	A3	1	3.60				2115	126	0.060						
Fo Tan Road WB	SA	A4	1	3.40				2095	125	0.060						
Fo Tan Road EB	SA	A5	1	3.00				1915	65	0.034						
Fo Tan Road EB	SA	A6	1	3.50				2105	71	0.034						
Fo Tan Road EB	SA	A7	1	3.40				2095	71	0.034						
Fo Tan Road EB	SA	A8	1	3.10				2065	70	0.034						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	109	0.060	0.060					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	112	0.060						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	29	0.015						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	29	0.015						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	108	0.056	0.056					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	110	0.056						
Pedestrian Phase		P1	1, 3		Min Crossing Time =		8	sec GM +			7	sec FGM =		15	sec	
		P2	2, 3		Min Crossing Time =		6	sec GM +			12	sec FGM =		18	sec	
		P3	3		Min Crossing Time =		5	sec GM +			10	sec FGM =		15	sec	
		P4	2		Min Crossing Time =		11	sec GM +			10	sec FGM =		21	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

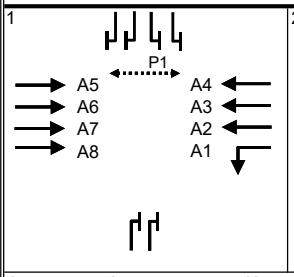
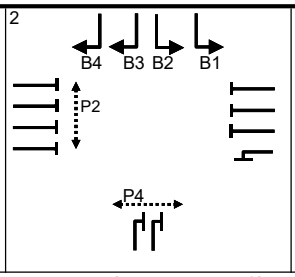
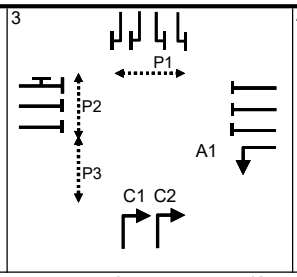


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.232					
L (s)	13					
C (s)	90					
Prac. y	0.770					
R.C. (%)	232%					

NOTE:

1	2	3	4	5
				
Col. G = I/G = 5	G = I/G = 5	G = I/G = 6	G = I/G =	G =
Peak G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
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G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

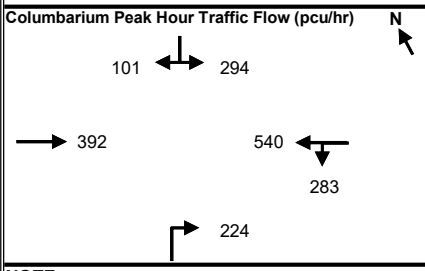
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: Existing - Non-Festival Day — Page J02 - 3
Design Year: Existing — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	283	0.145	0.145					
Fo Tan Road WB	SA	A2	1	3.60				2115	180	0.085						
Fo Tan Road WB	SA	A3	1	3.60				2115	181	0.086						
Fo Tan Road WB	SA	A4	1	3.40				2095	179	0.085						
Fo Tan Road EB	SA	A5	1	3.00				1915	92	0.048						
Fo Tan Road EB	SA	A6	1	3.50				2105	101	0.048						
Fo Tan Road EB	SA	A7	1	3.40				2095	100	0.048						
Fo Tan Road EB	SA	A8	1	3.10				2065	99	0.048						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	146	0.080	0.080					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	148	0.080						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	51	0.026						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	50	0.025						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	111	0.057	0.057					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	113	0.057						

Pedestrian Phase											
	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec		
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec		
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec		
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec		

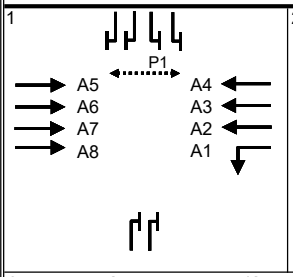
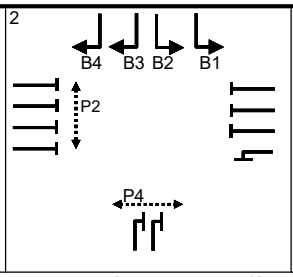
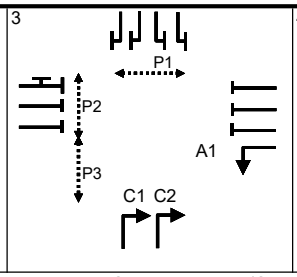
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.282					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	178%					

NOTE:

1	2	3	4	5
				
Col. G = I/G = 5	G = I/G = 5	G = I/G = 6	G = I/G =	G =
Peak G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

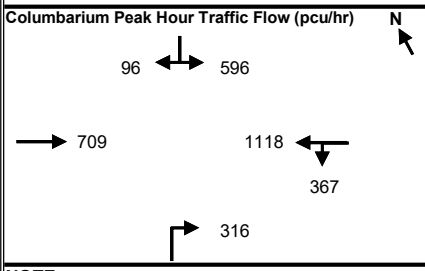
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Reference Case - Festival Day — Page J02 - 4
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	367	0.188	0.188					
Fo Tan Road WB	SA	A2	1	3.60				2115	374	0.177						
Fo Tan Road WB	SA	A3	1	3.60				2115	374	0.177						
Fo Tan Road WB	SA	A4	1	3.40				2095	370	0.177						
Fo Tan Road EB	SA	A5	1	3.00				1915	166	0.087						
Fo Tan Road EB	SA	A6	1	3.50				2105	182	0.086						
Fo Tan Road EB	SA	A7	1	3.40				2095	182	0.087						
Fo Tan Road EB	SA	A8	1	3.10				2065	179	0.087						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	295	0.162	0.162					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	301	0.162						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	48	0.024						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	48	0.024						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	157	0.081	0.081					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	159	0.081						

Pedestrian Phase											
	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec		
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec		
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec		
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec		

Columbarium Peak Hour Traffic Flow (pcu/hr)

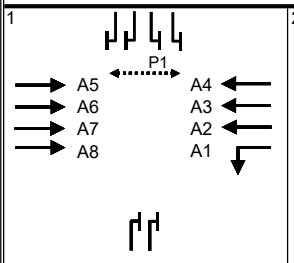


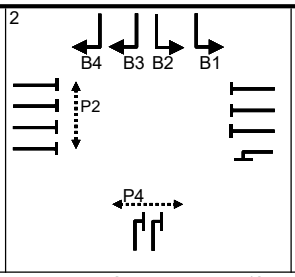
$S = 1940 + 100\ (W-3.25)$ — $S_M = S / (1 + 1.5\ f/r)$

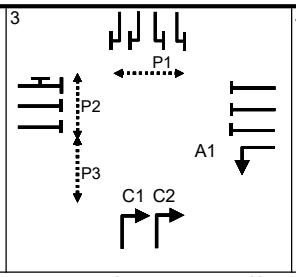
$S = 2080 + 100\ (W-3.25)$ — $S_M = (S - 230) / (1 + 1.5\ f/r)$

	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.431					
L (s)	13					
C (s)	90					
Prac. y	0.770					
R.C. (%)	79%					

NOTE:







4

5

Col.	G =	I/G = 5	G =	I/G = 5	G =	I/G = 6	G =	I/G =	G =	
Peak	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

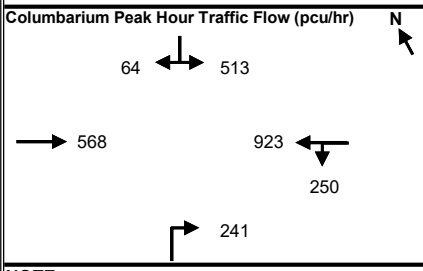
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Reference Case - Festival Shadow Period — Page J02 - 5
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	250	0.128						
Fo Tan Road WB	SA	A2	1	3.60				2115	308	0.146	0.146					
Fo Tan Road WB	SA	A3	1	3.60				2115	309	0.146						
Fo Tan Road WB	SA	A4	1	3.40				2095	306	0.146						
Fo Tan Road EB	SA	A5	1	3.00				1915	134	0.070						
Fo Tan Road EB	SA	A6	1	3.50				2105	146	0.069						
Fo Tan Road EB	SA	A7	1	3.40				2095	145	0.069						
Fo Tan Road EB	SA	A8	1	3.10				2065	143	0.069						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	254	0.139	0.139					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	259	0.139						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	32	0.016						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	32	0.016						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	119	0.062	0.062					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	122	0.062						

Pedestrian Phase											
	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec		
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec		
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec		
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec		

Columbarium Peak Hour Traffic Flow (pcu/hr)

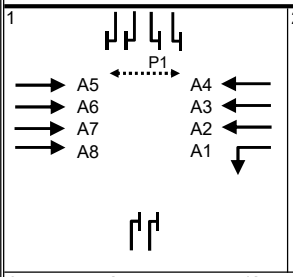
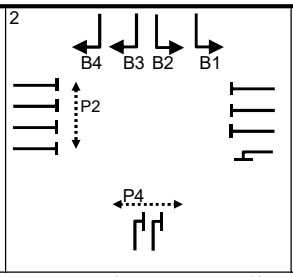
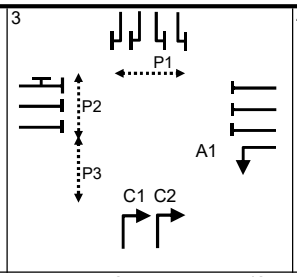


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.347					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	126%					

NOTE:

1	2	3	4	5
				
Col. Peak G = / I/G = 5	G = / I/G = 5	G = / I/G = 6	G = / I/G =	G = / I/G =
G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =
G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =
G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =
G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =	G = / I/G =

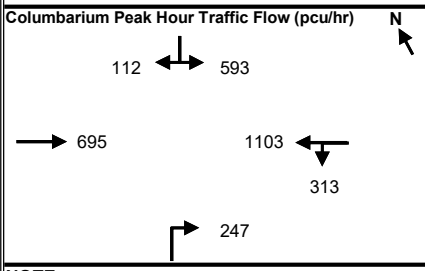
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Reference Case - Non-Festival Day — Page J02 - 6
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	313	0.161						
Fo Tan Road WB	SA	A2	1	3.60				2115	369	0.174	0.174					
Fo Tan Road WB	SA	A3	1	3.60				2115	369	0.174						
Fo Tan Road WB	SA	A4	1	3.40				2095	365	0.174						
Fo Tan Road EB	SA	A5	1	3.00				1915	163	0.085						
Fo Tan Road EB	SA	A6	1	3.50				2105	179	0.085						
Fo Tan Road EB	SA	A7	1	3.40				2095	178	0.085						
Fo Tan Road EB	SA	A8	1	3.10				2065	175	0.085						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	294	0.161						
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	299	0.161	0.161					
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	56	0.028						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	56	0.029						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	122	0.063	0.063					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	125	0.063						

Pedestrian Phase	P1	1, 3		Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec
	P2	2, 3		Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec
	P3	3		Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec
	P4	2		Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec

Columbarium Peak Hour Traffic Flow (pcu/hr)

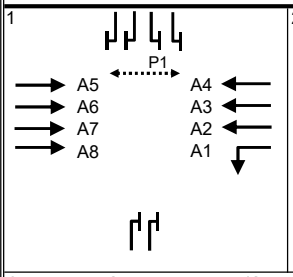
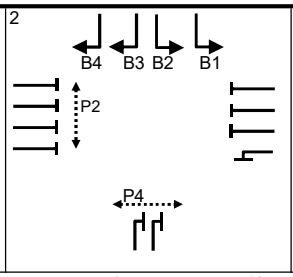
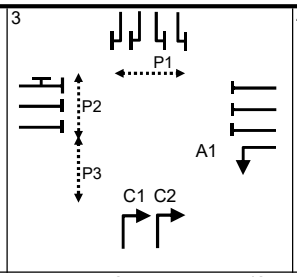


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.398					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	97%					

NOTE:

1	2	3	4	5
				

Col. Peak	G =	I/G = 5	G =	I/G = 5	G =	I/G = 6	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

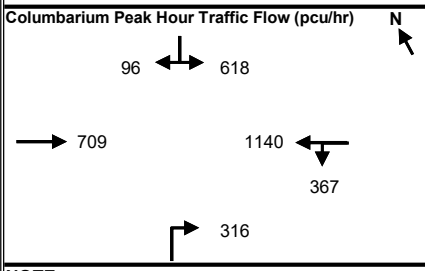
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Design Case - Festival Day — Page J02 - 7
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	367	0.188	0.188					
Fo Tan Road WB	SA	A2	1	3.60				2115	382	0.181						
Fo Tan Road WB	SA	A3	1	3.60				2115	383	0.181						
Fo Tan Road WB	SA	A4	1	3.40				2095	379	0.181						
Fo Tan Road EB	SA	A5	1	3.00				1915	166	0.087						
Fo Tan Road EB	SA	A6	1	3.50				2105	182	0.086						
Fo Tan Road EB	SA	A7	1	3.40				2095	182	0.087						
Fo Tan Road EB	SA	A8	1	3.10				2065	179	0.087						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	308	0.169	0.169					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	314	0.169						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	48	0.024						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	48	0.024						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	157	0.081	0.081					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	159	0.081						

Pedestrian Phase											
	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec		
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec		
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec		
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec		

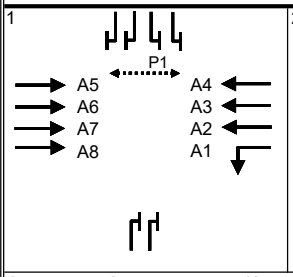
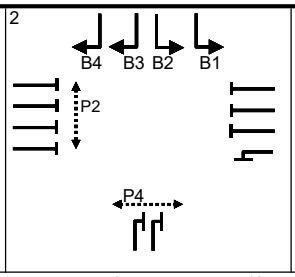
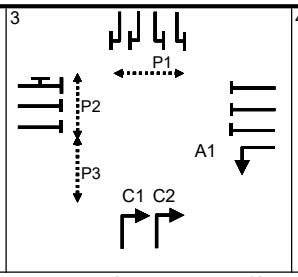
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.438					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	79%					

NOTE:

1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = I/G = 6	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =
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G = I/G =	G = I/G =	G = I/G =	G = I/G =	G =

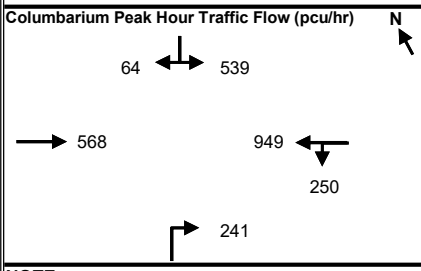
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Design Case - Festival Shadow Period — Page J02 - 8
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	250	0.128						
Fo Tan Road WB	SA	A2	1	3.60				2115	322	0.152						
Fo Tan Road WB	SA	A3	1	3.60				2115	323	0.153	0.153					
Fo Tan Road WB	SA	A4	1	3.40				2095	320	0.153						
Fo Tan Road EB	SA	A5	1	3.00				1915	134	0.070						
Fo Tan Road EB	SA	A6	1	3.50				2105	146	0.069						
Fo Tan Road EB	SA	A7	1	3.40				2095	145	0.069						
Fo Tan Road EB	SA	A8	1	3.10				2065	143	0.069						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	275	0.151	0.151					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	280	0.150						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	32	0.016						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	32	0.016						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	119	0.062	0.062					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	122	0.062						

Pedestrian Phase	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec	
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec	
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec	
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

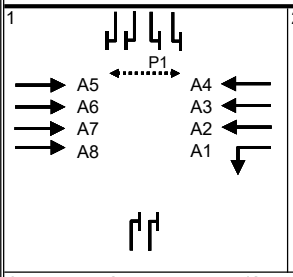
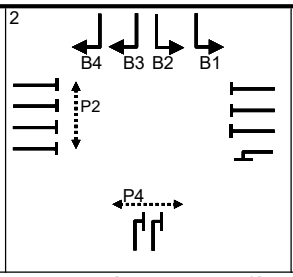
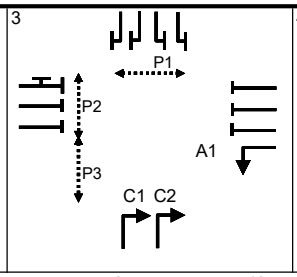


$S = 1940 + 100\ (W-3.25)$ — $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.366					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	114%					

NOTE:

1	2	3	4	5
				

Col. Peak	G =	I/G = 5	G =	I/G = 5	G =	I/G = 6	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

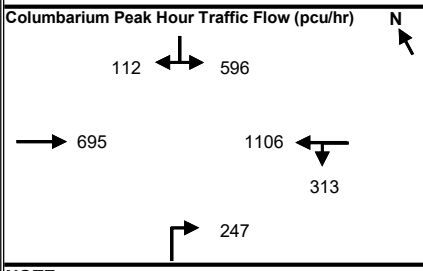
Signal Junction Analysis

Junction: Fo Tan Road / Min Fong Street / Shan Mei Street — Job Number: J7139
Scenario: 2030 Design Case - Non-Festival Day — Page J02 - 9
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Fo Tan Road WB	LT	A1	1	3.60	17.5		100	1948	313	0.161						
Fo Tan Road WB	SA	A2	1	3.60				2115	371	0.175						
Fo Tan Road WB	SA	A3	1	3.60				2115	371	0.175						
Fo Tan Road WB	SA	A4	1	3.40				2095	368	0.176	0.176					
Fo Tan Road EB	SA	A5	1	3.00				1915	163	0.085						
Fo Tan Road EB	SA	A6	1	3.50				2105	179	0.085						
Fo Tan Road EB	SA	A7	1	3.40				2095	178	0.085						
Fo Tan Road EB	SA	A8	1	3.10				2065	175	0.085						
Min Fong Street SB	LT	B1	2	2.60	14.4		100	1825	297	0.163	0.163					
Min Fong Street SB	LT	B2	2	3.00	14.4		100	1861	303	0.163						
Min Fong Street SB	RT	B3	2	3.50	26.1		100	1991	56	0.028						
Min Fong Street SB	RT	B4	2	3.20	26.1		100	1962	56	0.029						
Shan Mei Street	RT	C1	3	3.00	23.5		100	1932	122	0.063	0.063					
Shan Mei Street	RT	C2	3	3.40	23.5		100	1969	125	0.063						

Pedestrian Phase	P1	1, 3	Min Crossing Time =	8	sec GM +	7	sec FGM =	15	sec	
	P2	2, 3	Min Crossing Time =	6	sec GM +	12	sec FGM =	18	sec	
	P3	3	Min Crossing Time =	5	sec GM +	10	sec FGM =	15	sec	
	P4	2	Min Crossing Time =	11	sec GM +	10	sec FGM =	21	sec	

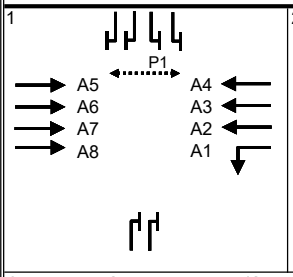
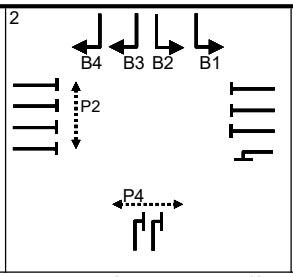
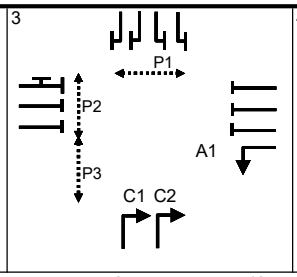
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.402					
L (s)	13					
C (s)	100					
Prac. y	0.783					
R.C. (%)	95%					

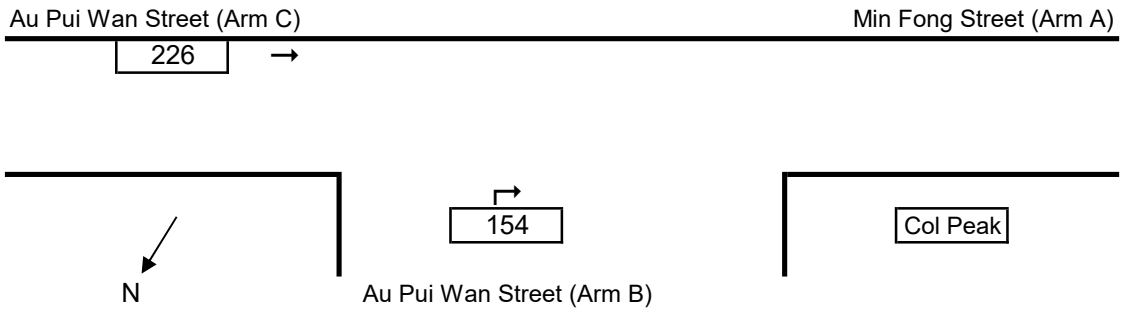
NOTE:

1	2	3	4	5
				

Col. Peak	G =	I/G = 5	G =	I/G = 5	G =	I/G = 6	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J03 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

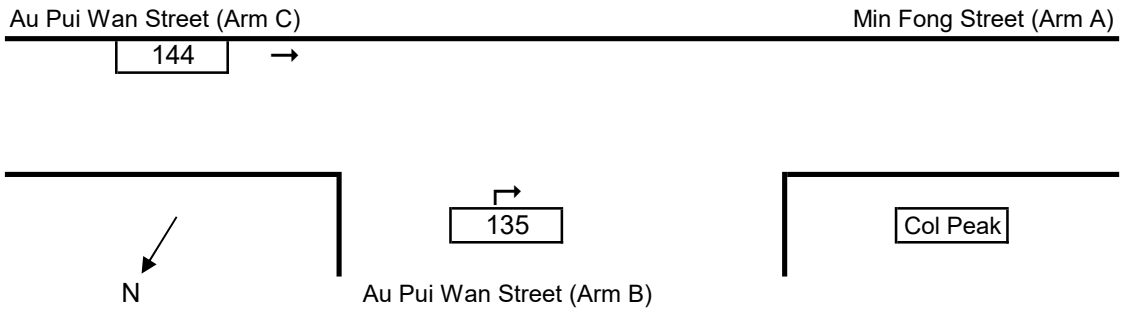
Traffic Flows, pcu/hr	Col Peak
q-CA	226
q-CB	0
q-AB	0
q-AC	0
q-BA	154
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	501
Q-BC	437
Q-CB	437
Q-BAC	501

Ratio-of-flow to Capacity	Col Peak
B-A	0.307
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J03 - 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

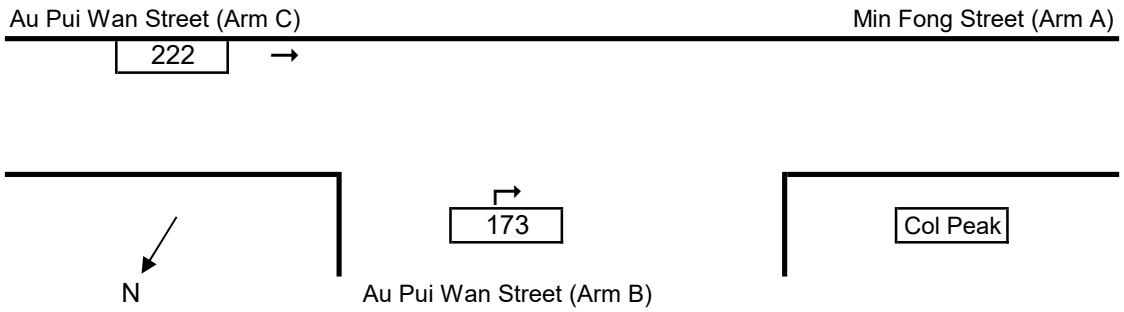
Traffic Flows, pcu/hr	Col Peak
q-CA	144
q-CB	0
q-AB	0
q-AC	0
q-BA	135
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	511
Q-BC	437
Q-CB	437
Q-BAC	511

Ratio-of-flow to Capacity	Col Peak
B-A	0.264
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J03 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

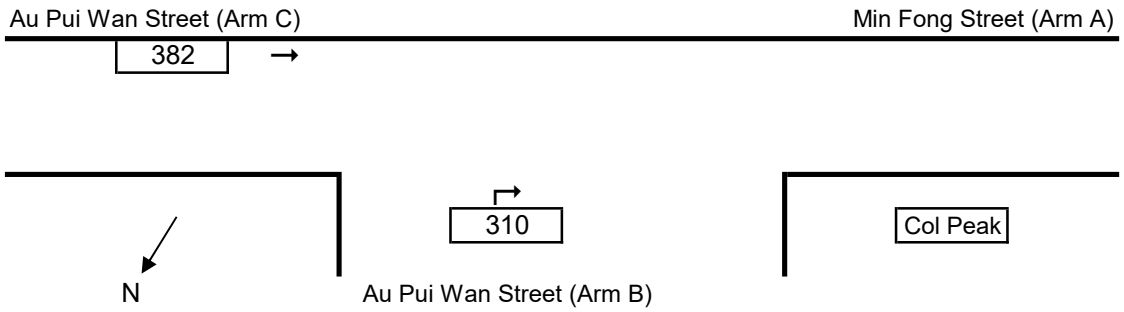
Traffic Flows, pcu/hr	Col Peak
q-CA	222
q-CB	0
q-AB	0
q-AC	0
q-BA	173
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	501
Q-BC	437
Q-CB	437
Q-BAC	501

Ratio-of-flow to Capacity	Col Peak
B-A	0.345
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Day			Page	J03 - 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

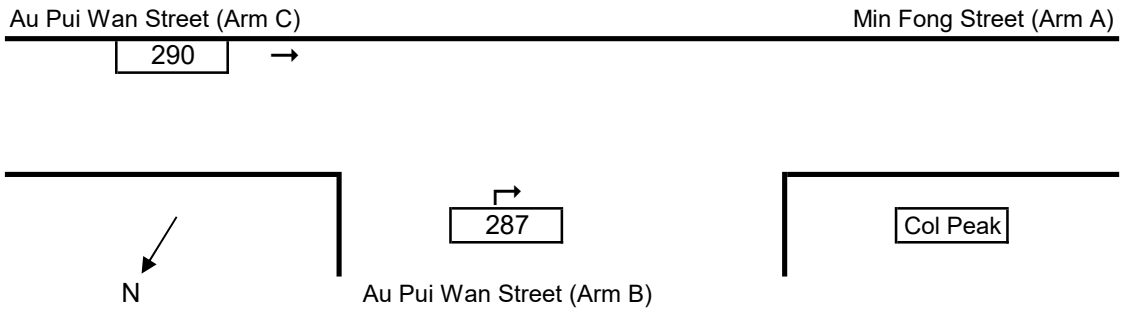
Traffic Flows, pcu/hr	Col Peak
q-CA	382
q-CB	0
q-AB	0
q-AC	0
q-BA	310
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	481
Q-BC	437
Q-CB	437
Q-BAC	481

Ratio-of-flow to Capacity	Col Peak
B-A	0.644
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Shadow Period			Page	J03 - 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

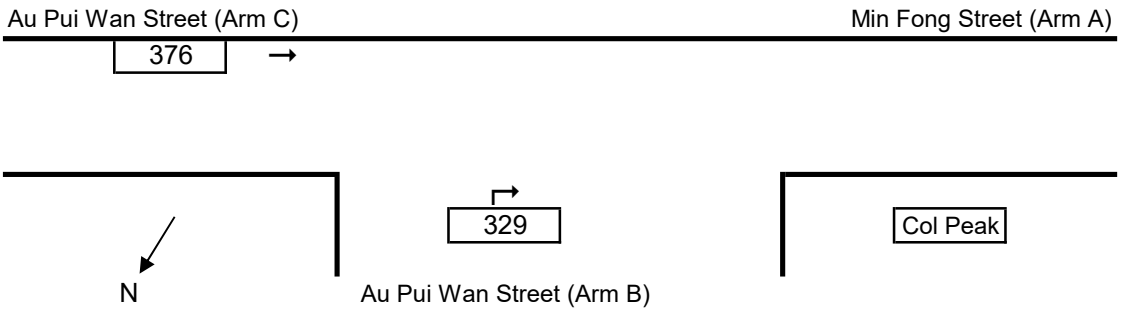
Traffic Flows, pcu/hr	Col Peak
q-CA	290
q-CB	0
q-AB	0
q-AC	0
q-BA	287
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	493
Q-BC	437
Q-CB	437
Q-BAC	493

Ratio-of-flow to Capacity	Col Peak
B-A	0.582
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Non-Festival Day			Page	J03 - 6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

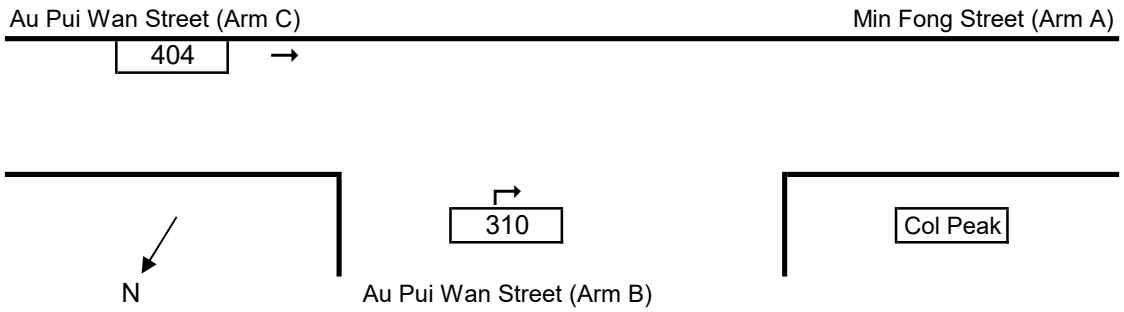
Traffic Flows, pcu/hr	Col Peak
q-CA	376
q-CB	0
q-AB	0
q-AC	0
q-BA	329
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	482
Q-BC	437
Q-CB	437
Q-BAC	482

Ratio-of-flow to Capacity	Col Peak
B-A	0.683
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Day			Page	J03 - 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

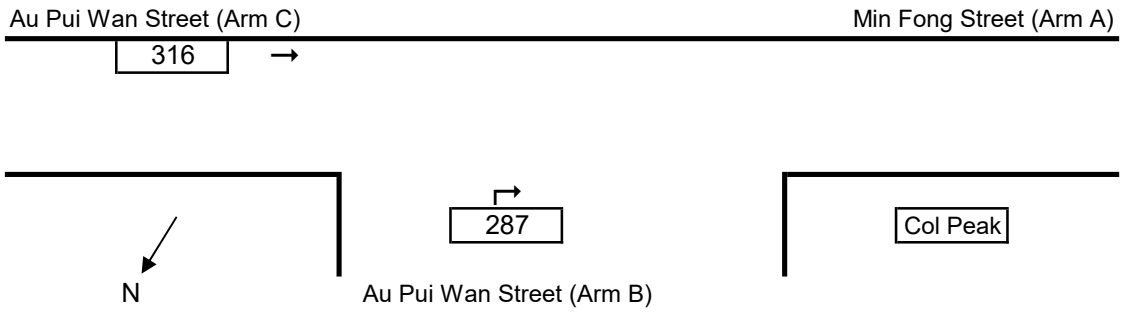
Traffic Flows, pcu/hr	Col Peak
q-CA	404
q-CB	0
q-AB	0
q-AC	0
q-BA	310
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	478
Q-BC	437
Q-CB	437
Q-BAC	478

Ratio-of-flow to Capacity	Col Peak
B-A	0.648
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Shadow Period			Page	J03 - 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

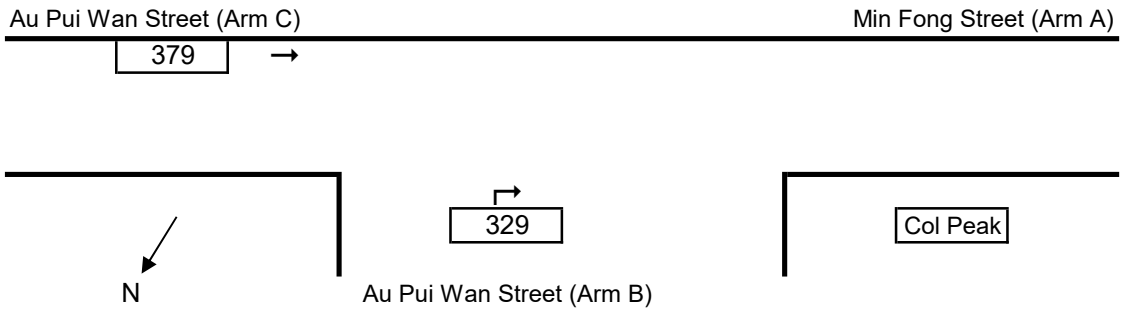
Traffic Flows, pcu/hr	Col Peak
q-CA	316
q-CB	0
q-AB	0
q-AC	0
q-BA	287
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	489
Q-BC	437
Q-CB	437
Q-BAC	489

Ratio-of-flow to Capacity	Col Peak
B-A	0.586
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Min Fong Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Non-Festival Day			Page	J03 - 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.90	V-rBA	0	w-BA	3.40	D	0.8449
	W-CR	0.00	V-lBA	100	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6585

Analysis :

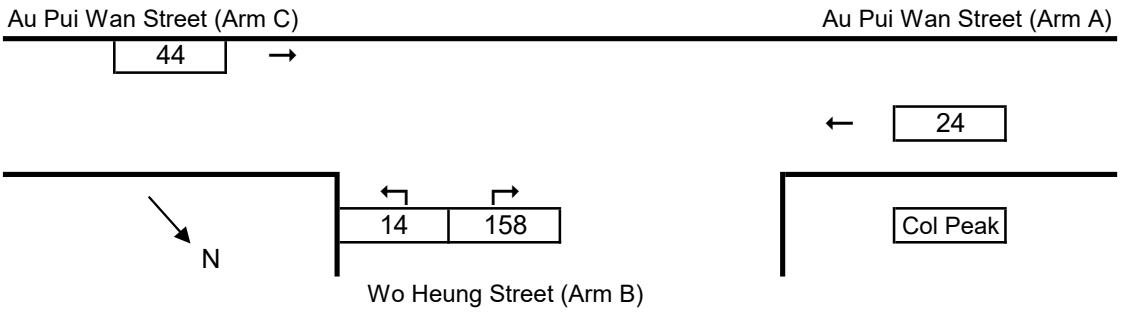
Traffic Flows, pcu/hr	Col Peak
q-CA	379
q-CB	0
q-AB	0
q-AC	0
q-BA	329
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	481
Q-BC	437
Q-CB	437
Q-BAC	481

Ratio-of-flow to Capacity	Col Peak
B-A	0.683
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J05 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.20	V-rBA	22	w-BA	3.60	D	0.8525
	W-CR	0.00	V-lBA	49	w-BC	4.20	E	0.9656
			V-rBC	29	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6481

Analysis :

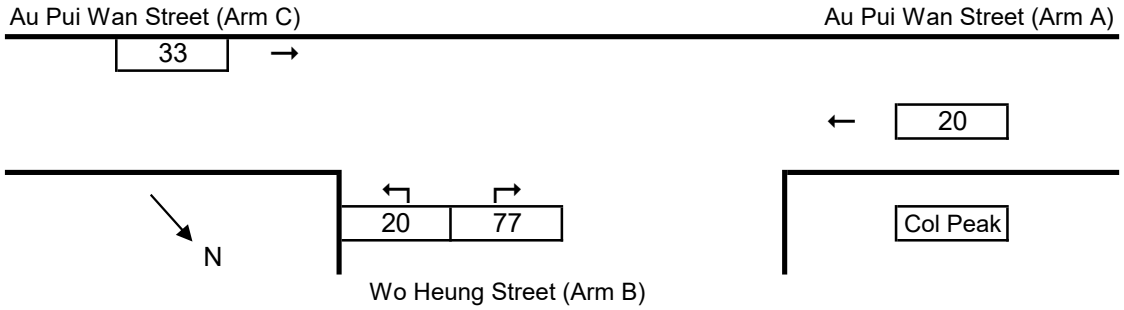
Traffic Flows, pcu/hr	Col Peak
q-CA	44
q-CB	0
q-AB	0
q-AC	24
q-BA	158
q-BC	14
f	0.081

Capacity, pcu/hr	Col Peak
Q-BA	524
Q-BC	714
Q-CB	433
Q-BAC	536

Ratio-of-flow to Capacity	Col Peak
B-A	0.301
B-C	0.020
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J05 - 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.20	V-rBA	22	w-BA	3.60	D	0.8525
	W-CR	0.00	V-lBA	49	w-BC	4.20	E	0.9656
			V-rBC	29	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6481

Analysis :

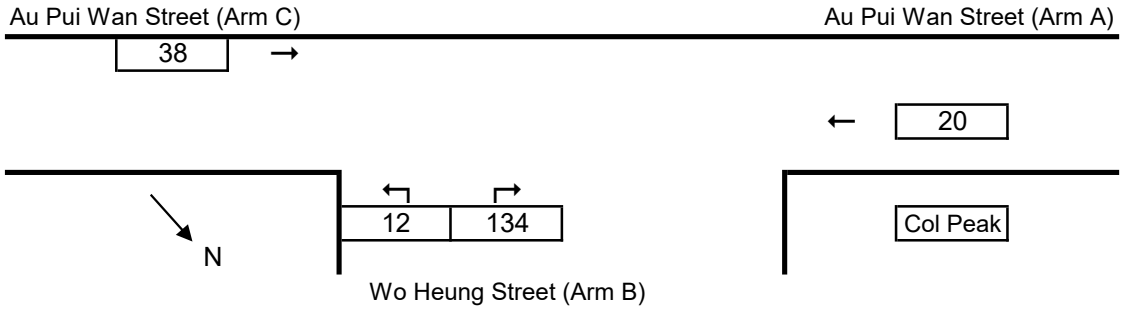
Traffic Flows, pcu/hr	Col Peak
q-CA	33
q-CB	0
q-AB	0
q-AC	20
q-BA	77
q-BC	20
f	0.206

Capacity, pcu/hr	Col Peak
Q-BA	526
Q-BC	715
Q-CB	434
Q-BAC	557

Ratio-of-flow to Capacity	Col Peak
B-A	0.146
B-C	0.028
C-B	0.000

Signal Junction Analysis

Junction:	Au Pui Wan Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J05 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.20	V-rBA	22	w-BA	3.60	D	0.8525
	W-CR	0.00	V-lBA	49	w-BC	4.20	E	0.9656
			V-rBC	29	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6481

Analysis :

Traffic Flows, pcu/hr	Col Peak
q-CA	38
q-CB	0
q-AB	0
q-AC	20
q-BA	134
q-BC	12
f	0.082

Capacity, pcu/hr	Col Peak
Q-BA	526
Q-BC	715
Q-CB	434
Q-BAC	537

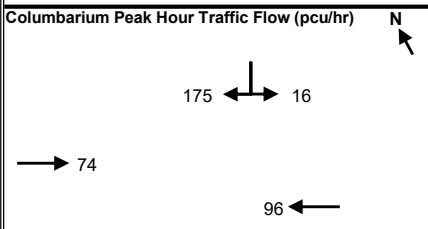
Ratio-of-flow to Capacity	Col Peak
B-A	0.255
B-C	0.017
C-B	0.000

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Reference Case - Festival Day — Page J05 - 4
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	74	0.035						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	96	0.046	0.046					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	16	0.009						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	175	0.103	0.103					
Pedestrian Phase		D_p	3		Min Crossing Time =			6	sec GM +		5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	

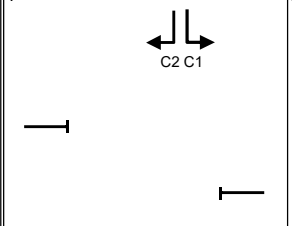
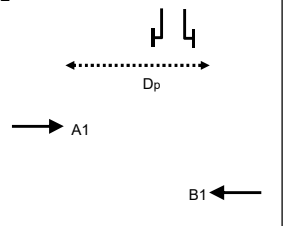
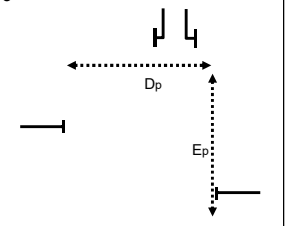
Columbarium Peak Hour Traffic Flow (pcu/hr)



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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.149					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	242%					

NOTE:

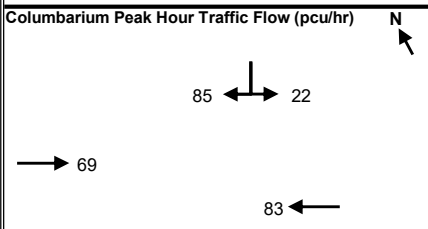
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Reference Case - Festival Shadow Period — Page J05 - 5
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	69	0.033						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	83	0.040	0.040					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	22	0.012						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	85	0.050	0.050					
Pedestrian Phase		D_p	3		Min Crossing Time =			6	sec GM +		5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

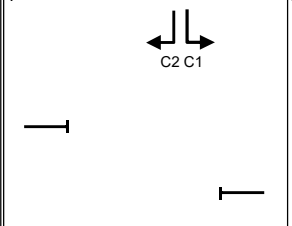
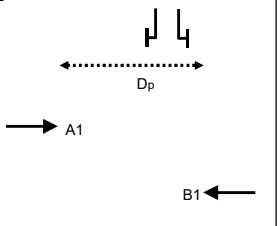
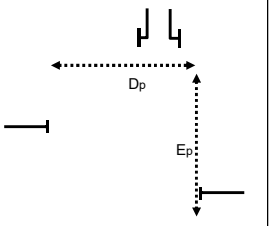


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.090					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	467%					

NOTE:

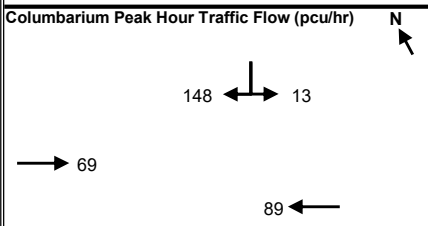
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Reference Case - Non-Festival Day — Page J05 - 6
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	69	0.033						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	89	0.043	0.043					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	13	0.007						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	148	0.087	0.087					
Pedestrian Phase		D_p	3		Min Crossing Time =		6	sec GM +			5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =		6	sec GM +			12	sec FGM =		18	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

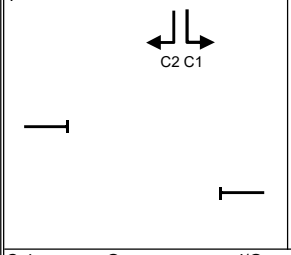
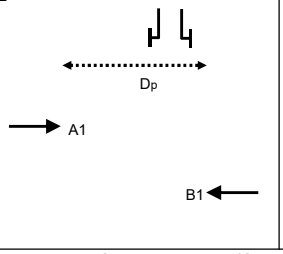
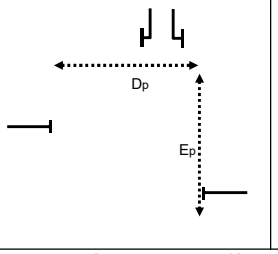


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.130					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	292%					

NOTE:

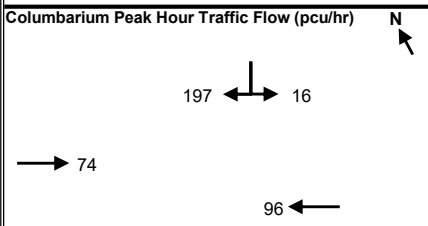
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Design Case - Festival Day — Page J05 - 7
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	74	0.035						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	96	0.046	0.046					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	16	0.009						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	201	0.118	0.118					
Pedestrian Phase		D_p	3		Min Crossing Time =			6	sec GM +		5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

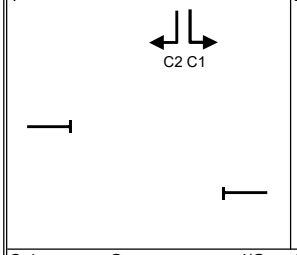
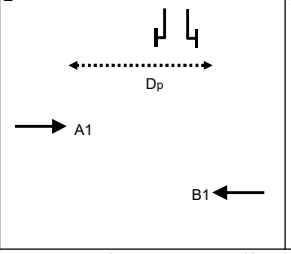
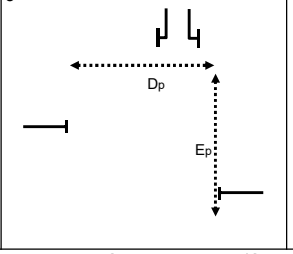


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.164					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	211%					

NOTE:

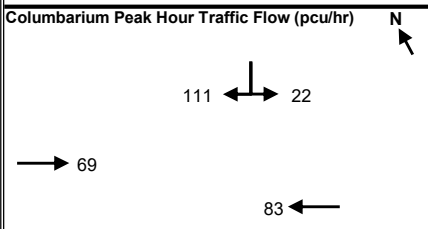
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Design Case - Festival Shadow Period — Page J05 - 8
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	69	0.033						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	83	0.040	0.040					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	22	0.012						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	127	0.075	0.075					
Pedestrian Phase		D_p	3		Min Crossing Time =			6	sec GM +		5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

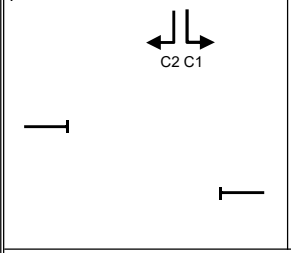
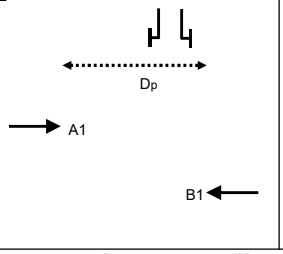
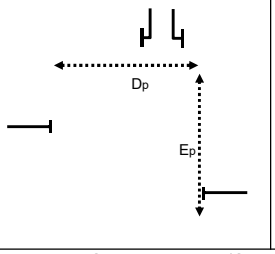


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

	Columbarium Peak Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.115					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	343%					

NOTE:

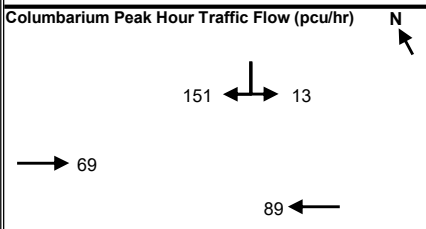
1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction: Au Pui Wan Street / Wo Heung Street — Job Number: J7139
Scenario: 2030 Design Case - Non-Festival Day — Page J05 - 9
Design Year: 2030 — Designed By: HCF — Checked By: WCH — Date: 17 April 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Uphill Gradient	Columbarium Peak Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat.Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Au Pui Wan Street EB	SA	A1	1	4.80				2095	69	0.033						
Au Pui Wan Street WB	SA	B1	1	4.60				2075	89	0.043	0.043					
Wo Heung Street SB	LT	C1	2	4.00	12.0		100	1791	13	0.007						
Wo Heung Street SB	RT	C2	2	3.70	9.0		100	1701	155	0.091	0.091					
Pedestrian Phase		D_p	3		Min Crossing Time =			6	sec GM +		5	sec FGM =		11	sec	
		E_p	1, 3		Min Crossing Time =			6	sec GM +		12	sec FGM =		18	sec	

Columbarium Peak Hour Traffic Flow (pcu/hr)

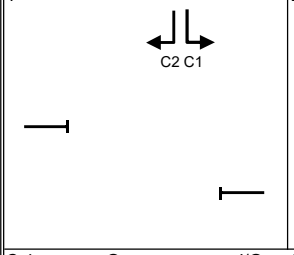
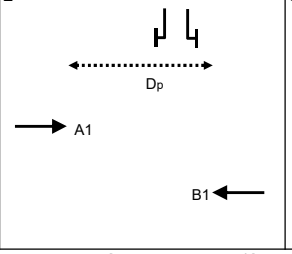
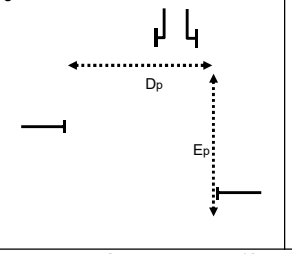


$S = 1940 + 100\ (W-3.25)$ $S_M = S / (1 + 1.5\ f/r)$

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

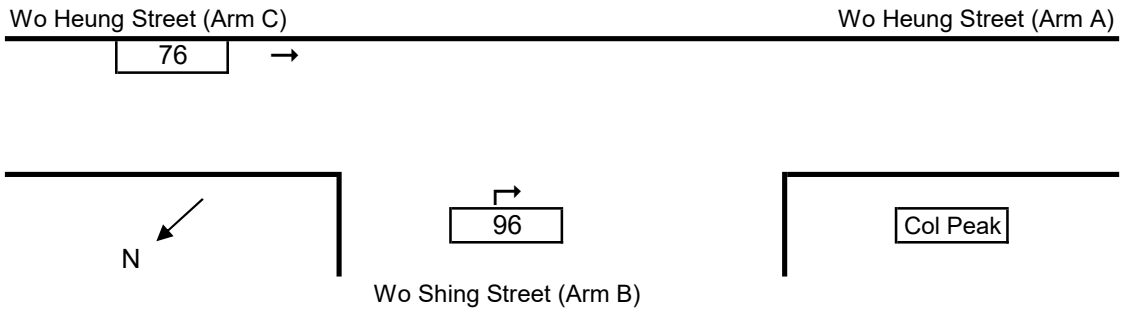
	Columbarium Peak					
	Check 1	Check 2	Check 3	Check 1	Check 2	Check 3
Sum y	0.134					
L (s)	26					
C (s)	60					
Prac. y	0.510					
R.C. (%)	281%					

NOTE:

1	2	3	4	5
				
Col. Peak G = I/G = 5	G = I/G = 5	G = 11 I/G = 5	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J06 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	76	Q-BA	726
q-CB	0	Q-BC	437
q-AB	0	Q-CB	437
q-AC	0	Q-BAC	726
q-BA	96		
q-BC	0		
f	0.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.132
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J06 - 2

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

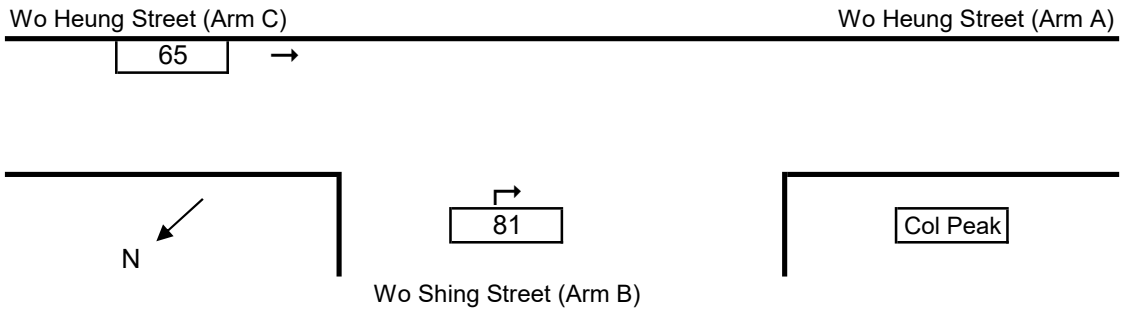
Traffic Flows, pcu/hr	Col Peak
q-CA	39
q-CB	0
q-AB	0
q-AC	0
q-BA	58
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	733
Q-BC	437
Q-CB	437
Q-BAC	733

Ratio-of-flow to Capacity	Col Peak
B-A	0.079
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J06 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

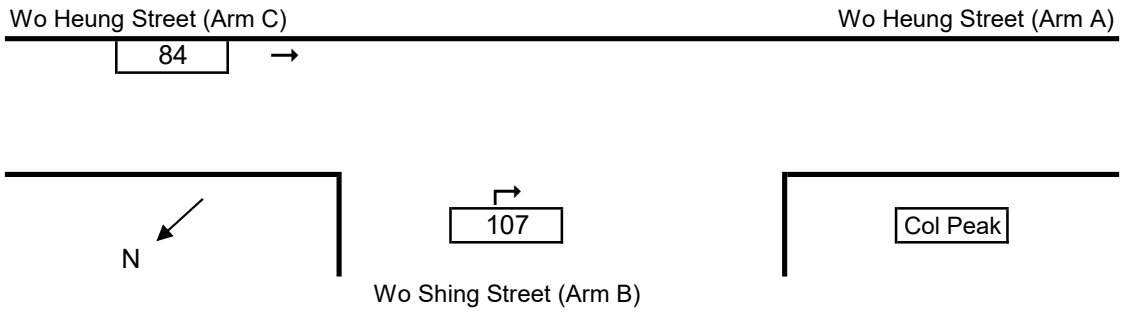
Traffic Flows, pcu/hr	Col Peak
q-CA	65
q-CB	0
q-AB	0
q-AC	0
q-BA	81
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	728
Q-BC	437
Q-CB	437
Q-BAC	728

Ratio-of-flow to Capacity	Col Peak
B-A	0.111
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Day			Page	J06 - 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

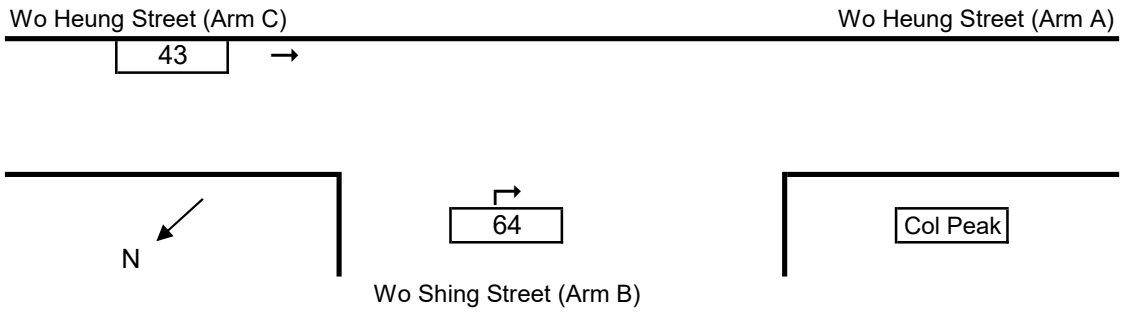
Traffic Flows, pcu/hr	Col Peak
q-CA	84
q-CB	0
q-AB	0
q-AC	0
q-BA	107
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	725
Q-BC	437
Q-CB	437
Q-BAC	725

Ratio-of-flow to Capacity	Col Peak
B-A	0.148
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Shadow Period			Page	J06 - 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

Traffic Flows, pcu/hr	Col Peak
q-CA	43
q-CB	0
q-AB	0
q-AC	0
q-BA	64
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	733
Q-BC	437
Q-CB	437
Q-BAC	733

Ratio-of-flow to Capacity	Col Peak
B-A	0.087
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Non-Festival Day			Page	J06 - 6

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

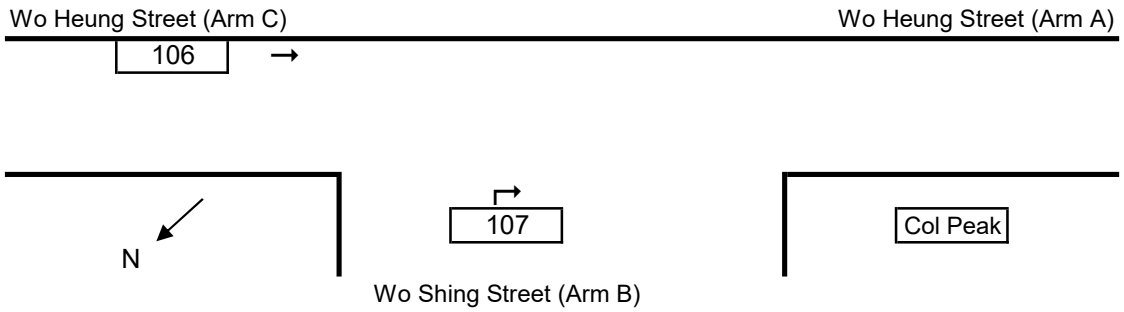
Traffic Flows, pcu/hr	Col Peak
q-CA	72
q-CB	0
q-AB	0
q-AC	0
q-BA	89
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	727
Q-BC	437
Q-CB	437
Q-BAC	727

Ratio-of-flow to Capacity	Col Peak
B-A	0.122
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Day			Page	J06 - 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

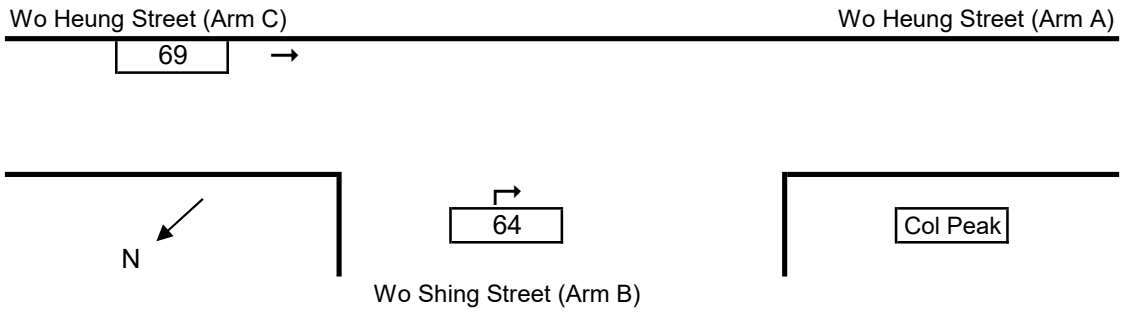
Traffic Flows, pcu/hr	Col Peak
q-CA	106
q-CB	0
q-AB	0
q-AC	0
q-BA	107
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	720
Q-BC	437
Q-CB	437
Q-BAC	720

Ratio-of-flow to Capacity	Col Peak
B-A	0.149
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Shadow Period			Page	J06 - 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

Traffic Flows, pcu/hr	Col Peak
q-CA	69
q-CB	0
q-AB	0
q-AC	0
q-BA	64
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	728
Q-BC	437
Q-CB	437
Q-BAC	728

Ratio-of-flow to Capacity	Col Peak
B-A	0.088
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Heung Street / Wo Shing Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Non-Festival Day			Page	J06 - 9

The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.20	V-rBA	0	w-BA	8.20	D	1.1818
	W-CR	0.00	V-lBA	30	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7171

Analysis :

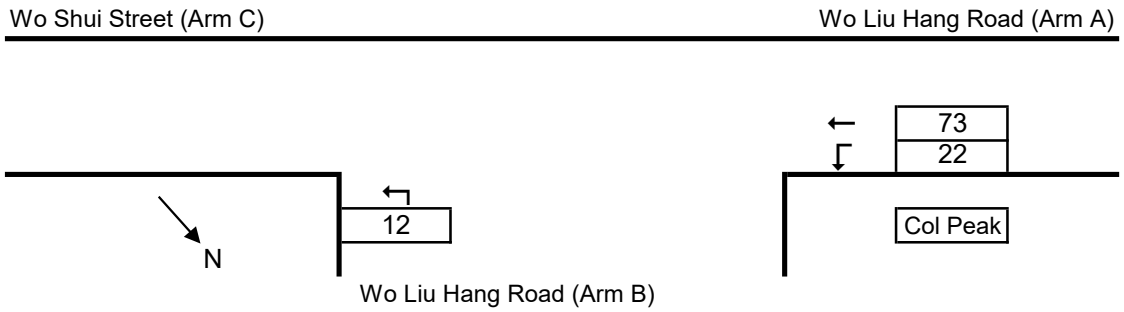
Traffic Flows, pcu/hr	Col Peak
q-CA	75
q-CB	0
q-AB	0
q-AC	0
q-BA	89
q-BC	0
f	0.000

Capacity, pcu/hr	Col Peak
Q-BA	726
Q-BC	437
Q-CB	437
Q-BAC	726

Ratio-of-flow to Capacity	Col Peak
B-A	0.123
B-C	0.000
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J07 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

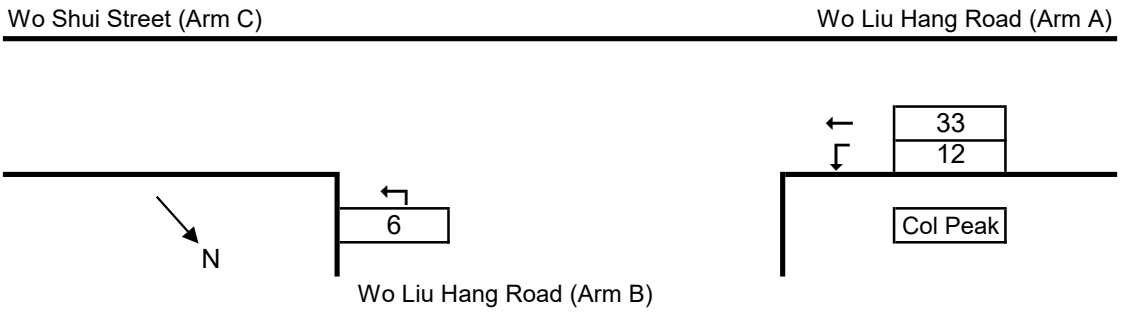
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	327
q-CB	0	Q-BC	830
q-AB	22	Q-CB	428
q-AC	73	Q-BAC	830
q-BA	0		
q-BC	12		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.014
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J07 - 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

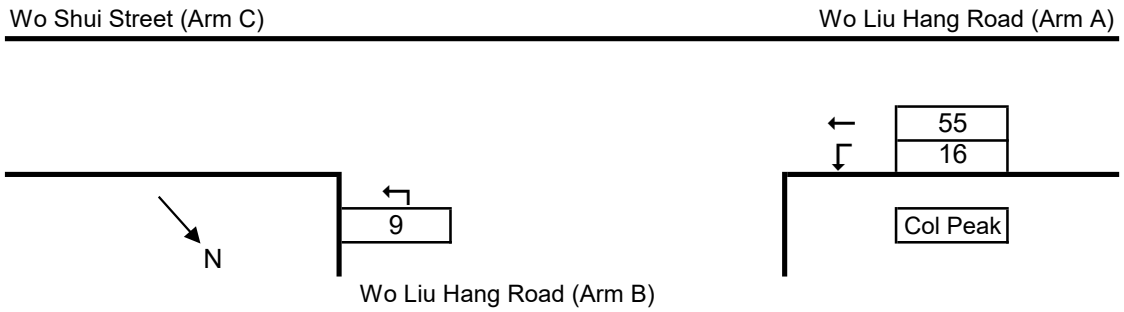
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	331
q-CB	0	Q-BC	838
q-AB	12	Q-CB	432
q-AC	33	Q-BAC	838
q-BA	0		
q-BC	6		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.007
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J07 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

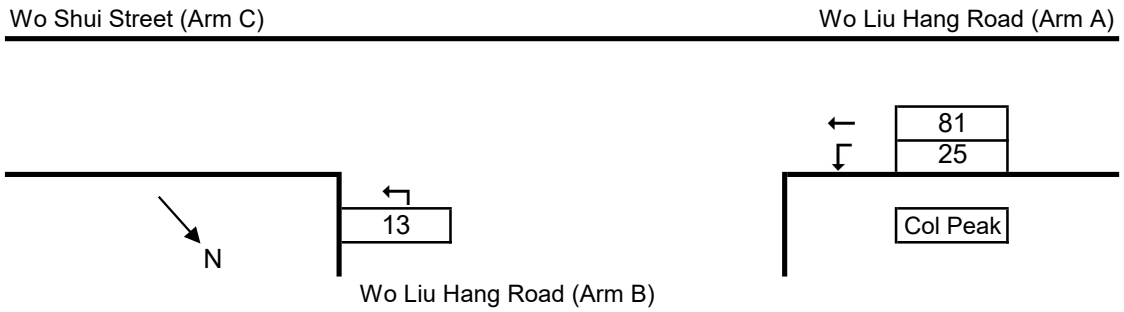
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	329
q-CB	0	Q-BC	834
q-AB	16	Q-CB	430
q-AC	55	Q-BAC	834
q-BA	0		
q-BC	9		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.011
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Day			Page	J07 - 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

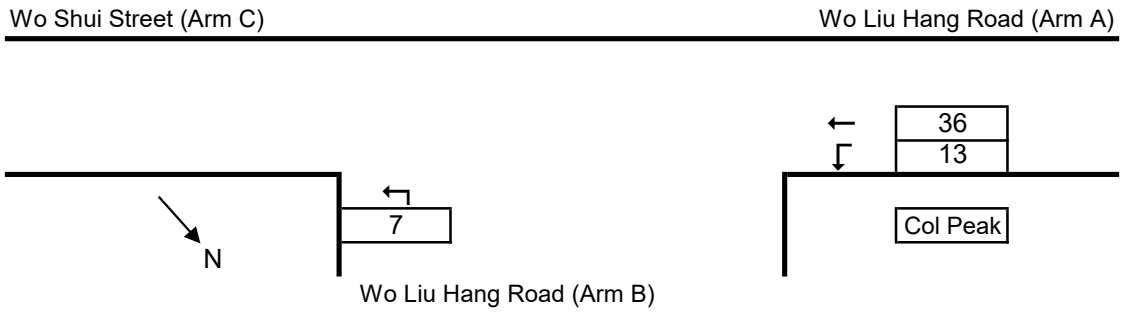
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	327
q-CB	0	Q-BC	829
q-AB	25	Q-CB	427
q-AC	81	Q-BAC	829
q-BA	0		
q-BC	13		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.016
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Shadow Period			Page	J07 - 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

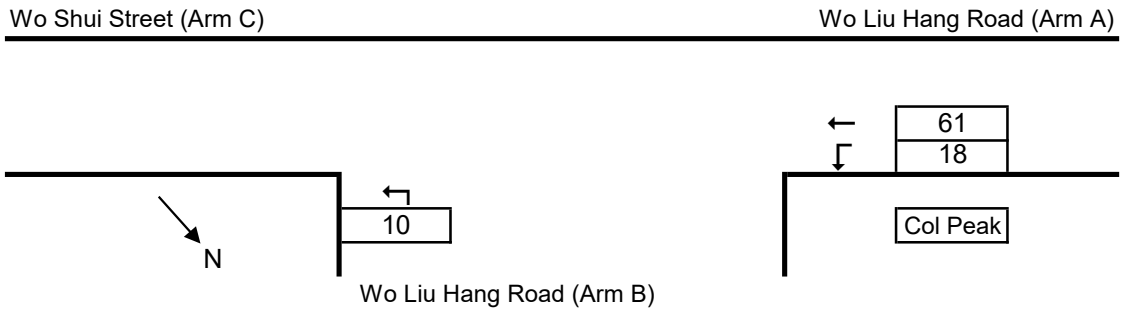
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	331
q-CB	0	Q-BC	838
q-AB	13	Q-CB	432
q-AC	36	Q-BAC	838
q-BA	0		
q-BC	7		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.008
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Non-Festival Day			Page	J07 - 6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

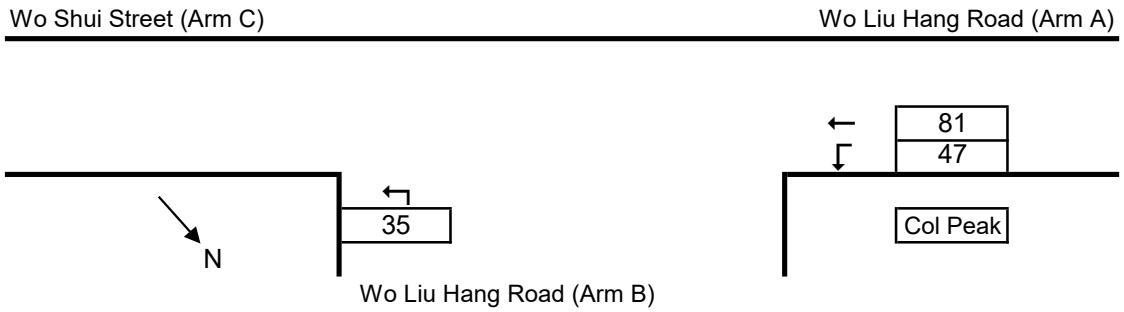
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	329
q-CB	0	Q-BC	833
q-AB	18	Q-CB	429
q-AC	61	Q-BAC	833
q-BA	0		
q-BC	10		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.012
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Day			Page	J07 - 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

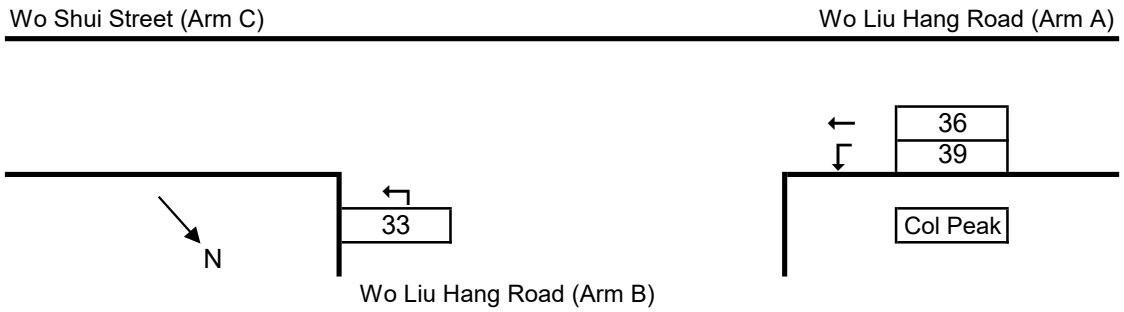
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	326
q-CB	0	Q-BC	827
q-AB	47	Q-CB	425
q-AC	81	Q-BAC	827
q-BA	0		
q-BC	35		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.042
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Shadow Period			Page	J07 - 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

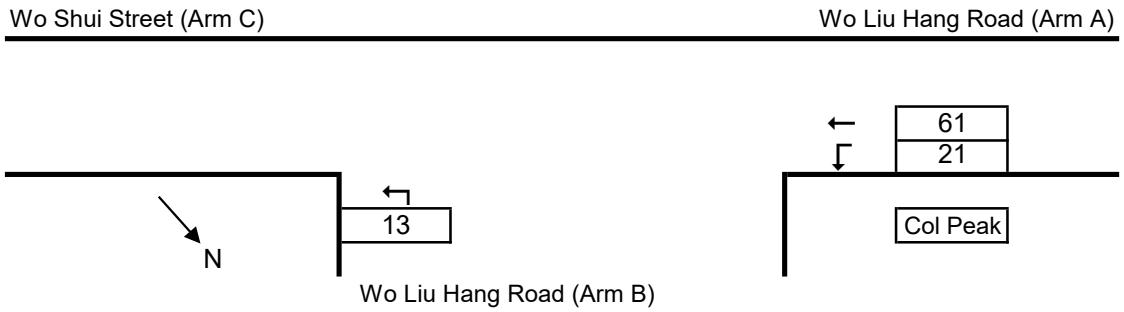
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	330
q-CB	0	Q-BC	836
q-AB	39	Q-CB	430
q-AC	36	Q-BAC	836
q-BA	0		
q-BC	33		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.039
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Liu Hang Road				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Non-Festival Day			Page	J07 - 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	16.40	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	5.30	E	1.1343
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4342

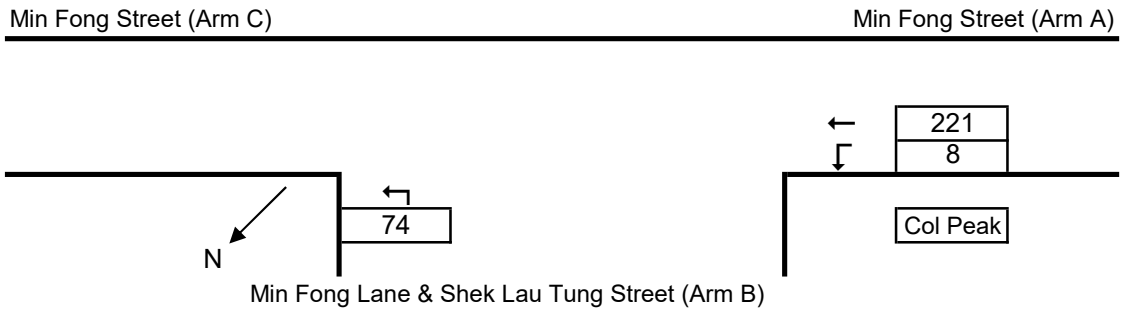
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	328
q-CB	0	Q-BC	833
q-AB	21	Q-CB	429
q-AC	61	Q-BAC	833
q-BA	0		
q-BC	13		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.016
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J08 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

Analysis :

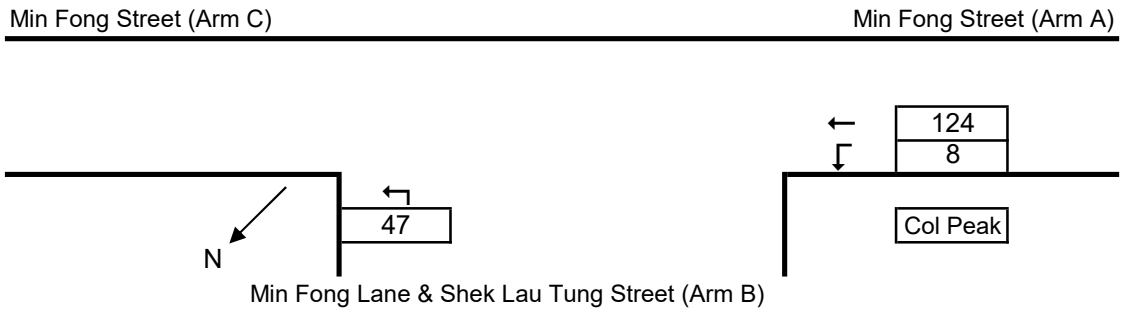
Traffic Flows, pcu/hr	Col Peak
q-CA	0
q-CB	0
q-AB	8
q-AC	221
q-BA	0
q-BC	74
f	1.000

Capacity, pcu/hr	Col Peak
Q-BA	310
Q-BC	1080
Q-CB	409
Q-BAC	1080

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.069
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J08 - 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

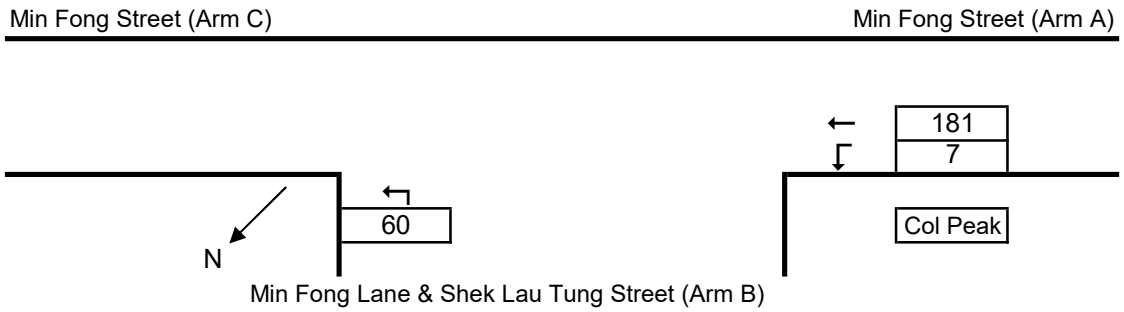
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	320
q-CB	0	Q-BC	1111
q-AB	8	Q-CB	421
q-AC	124	Q-BAC	1111
q-BA	0		
q-BC	47		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.042
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J08 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

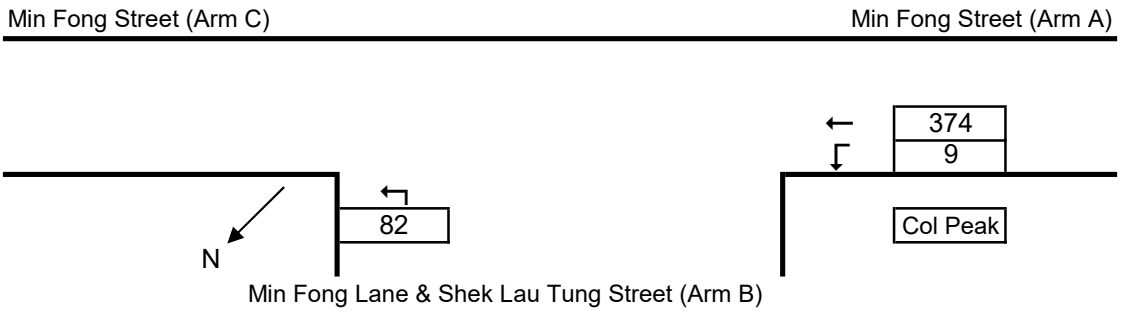
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	314
q-CB	0	Q-BC	1093
q-AB	7	Q-CB	414
q-AC	181	Q-BAC	1093
q-BA	0		
q-BC	60		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.055
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Day			Page	J08 - 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

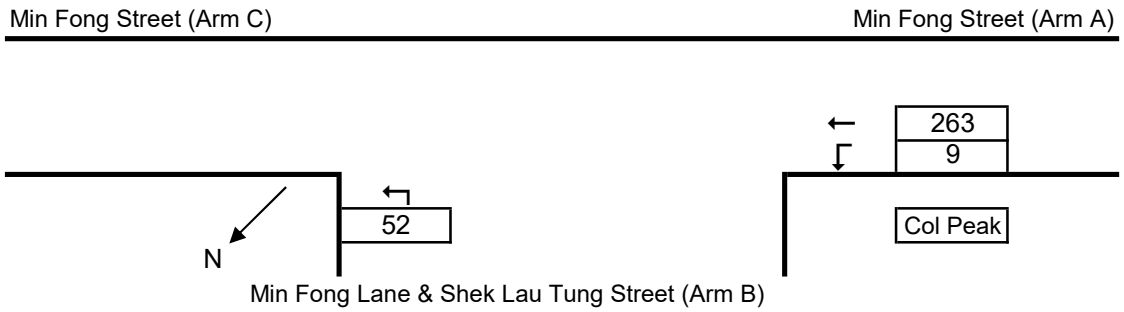
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	293
q-CB	0	Q-BC	1031
q-AB	9	Q-CB	390
q-AC	374	Q-BAC	1031
q-BA	0		
q-BC	82		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.080
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Shadow Period			Page	J08 - 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

Analysis :

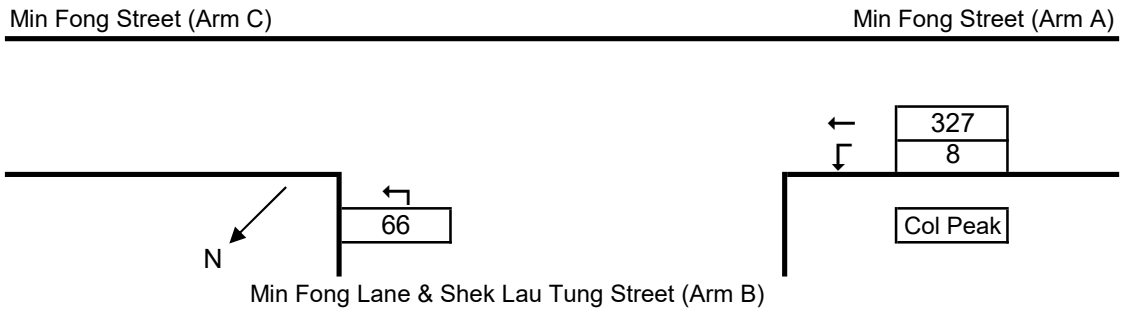
Traffic Flows, pcu/hr	Col Peak
q-CA	0
q-CB	0
q-AB	9
q-AC	263
q-BA	0
q-BC	52
f	1.000

Capacity, pcu/hr	Col Peak
Q-BA	305
Q-BC	1067
Q-CB	404
Q-BAC	1067

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.049
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Non-Festival Day			Page	J08 - 6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

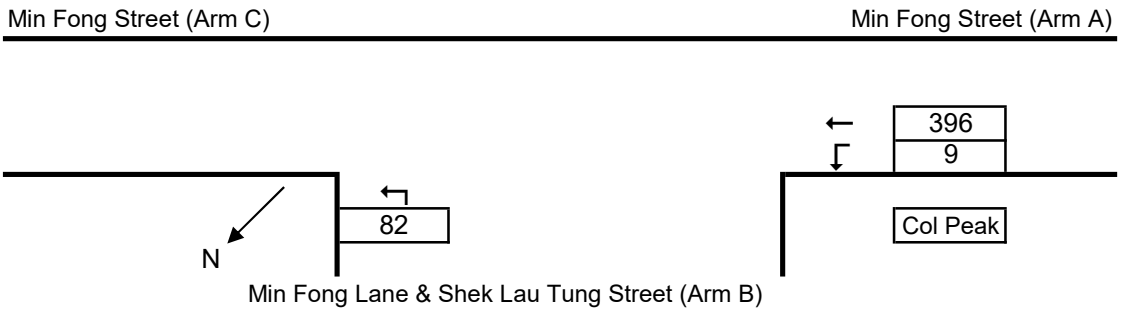
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	298
q-CB	0	Q-BC	1046
q-AB	8	Q-CB	396
q-AC	327	Q-BAC	1046
q-BA	0		
q-BC	66		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.063
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Day			Page	J08 - 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

Analysis :

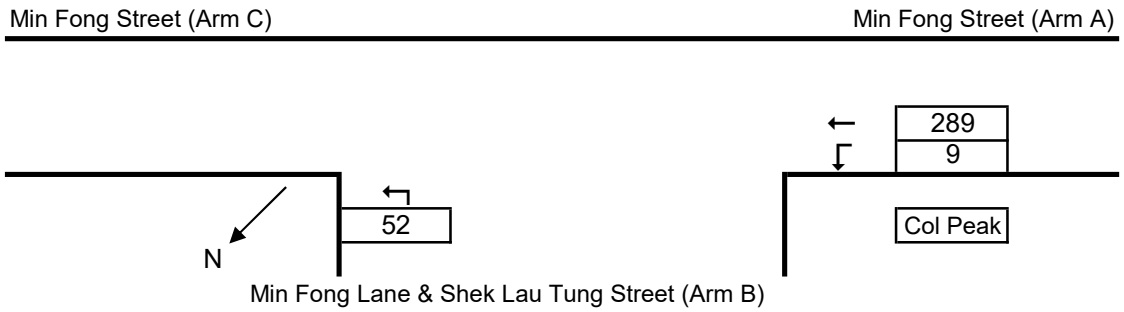
Traffic Flows, pcu/hr	Col Peak
q-CA	0
q-CB	0
q-AB	9
q-AC	396
q-BA	0
q-BC	82
f	1.000

Capacity, pcu/hr	Col Peak
Q-BA	290
Q-BC	1024
Q-CB	387
Q-BAC	1024

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.080
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Shadow Period			Page	J08 - 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

Analysis :

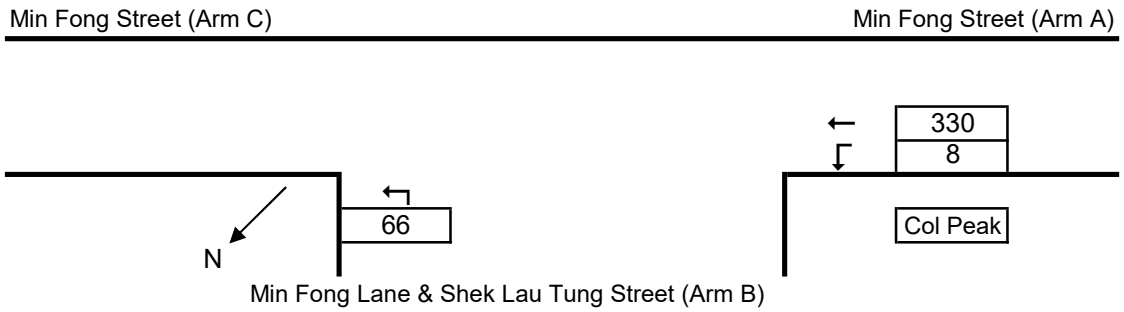
Traffic Flows, pcu/hr	Col Peak
q-CA	0
q-CB	0
q-AB	9
q-AC	289
q-BA	0
q-BC	52
f	1.000

Capacity, pcu/hr	Col Peak
Q-BA	302
Q-BC	1058
Q-CB	400
Q-BAC	1058

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.049
C-B	0.000

Signal Junction Analysis

Junction:	Min Fong Street / Min Fong Lane / Shek Lau Tung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Non-Festival Day			Page	J08 - 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	10.40	E	1.5462
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5688

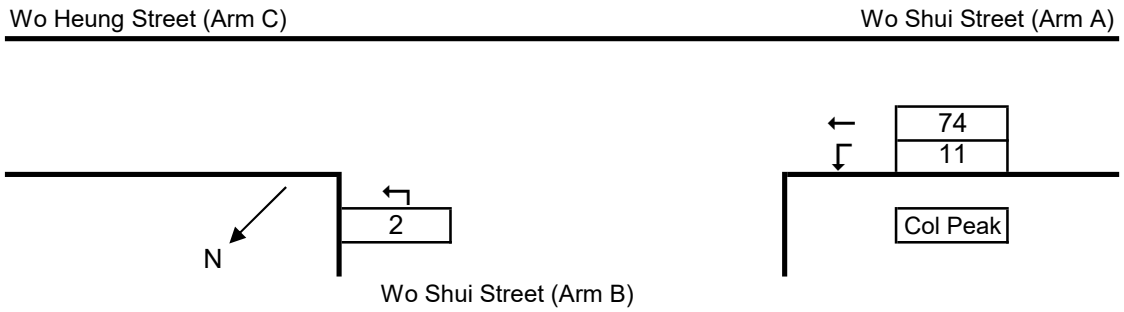
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	298
q-CB	0	Q-BC	1045
q-AB	8	Q-CB	396
q-AC	330	Q-BAC	1045
q-BA	0		
q-BC	66		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.063
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Day			Page	J10 - 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

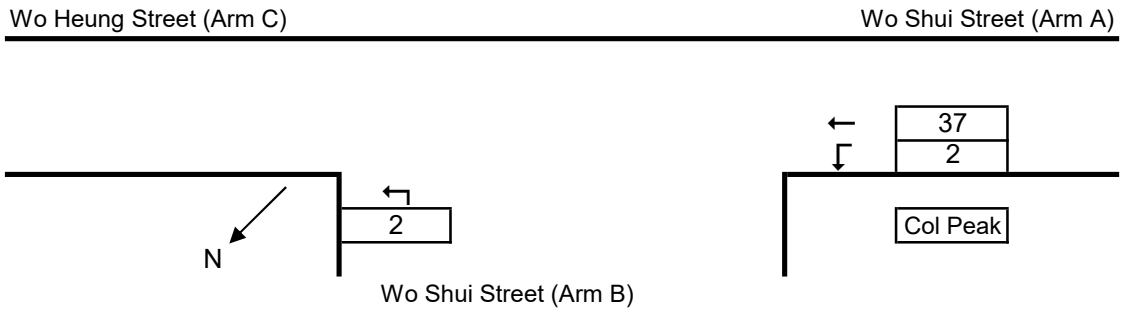
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	325
q-CB	0	Q-BC	761
q-AB	11	Q-CB	425
q-AC	74	Q-BAC	761
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Festival Shadow Period			Page	J10 - 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

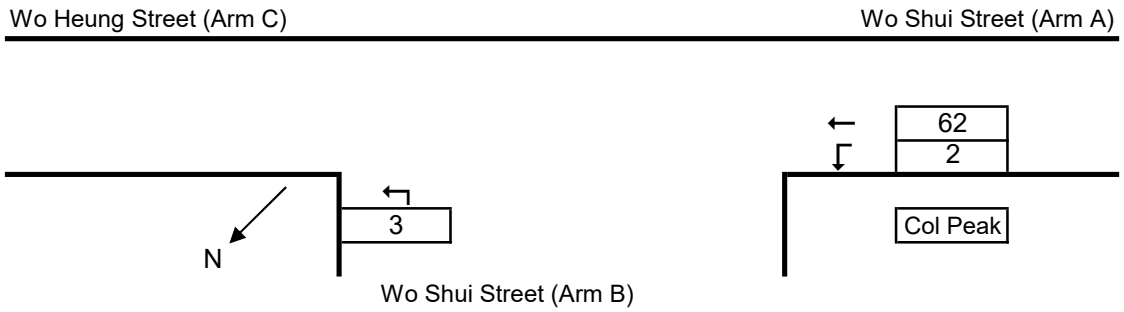
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	330
q-CB	0	Q-BC	771
q-AB	2	Q-CB	431
q-AC	37	Q-BAC	771
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	Existing	Job Number:	J7139	Date:	17 April 2023
Scenario:	Existing - Non-Festival Day			Page	J10 - 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

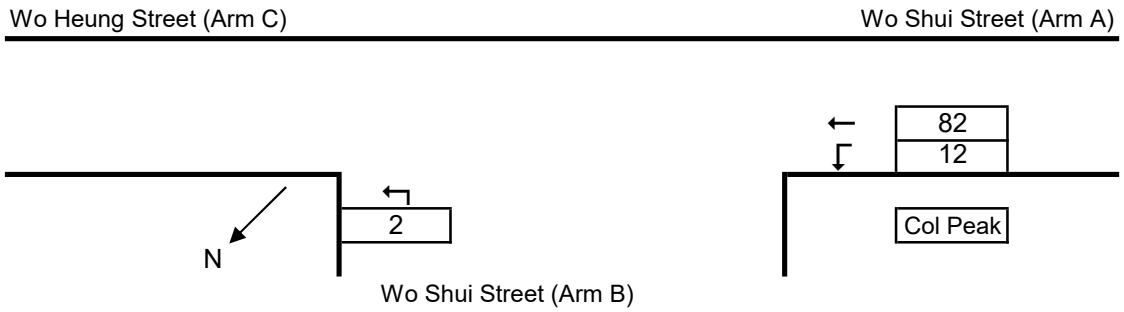
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	327
q-CB	0	Q-BC	765
q-AB	2	Q-CB	428
q-AC	62	Q-BAC	765
q-BA	0		
q-BC	3		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.004
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Day			Page	J10 - 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

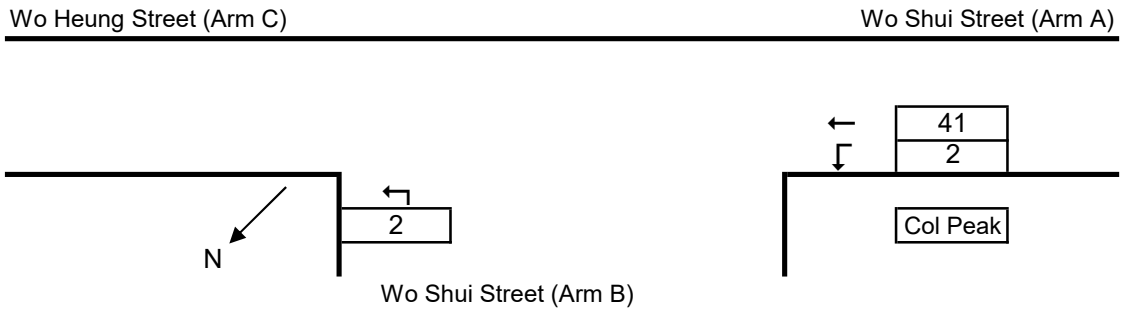
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	324
q-CB	0	Q-BC	759
q-AB	12	Q-CB	424
q-AC	82	Q-BAC	759
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Festival Shadow Period			Page	J10 - 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

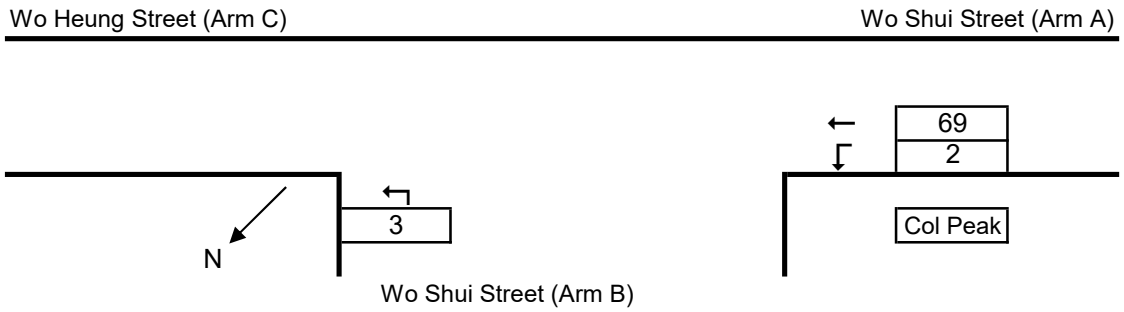
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	329
q-CB	0	Q-BC	770
q-AB	2	Q-CB	431
q-AC	41	Q-BAC	770
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Reference Case - Non-Festival Day			Page	J10 - 6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

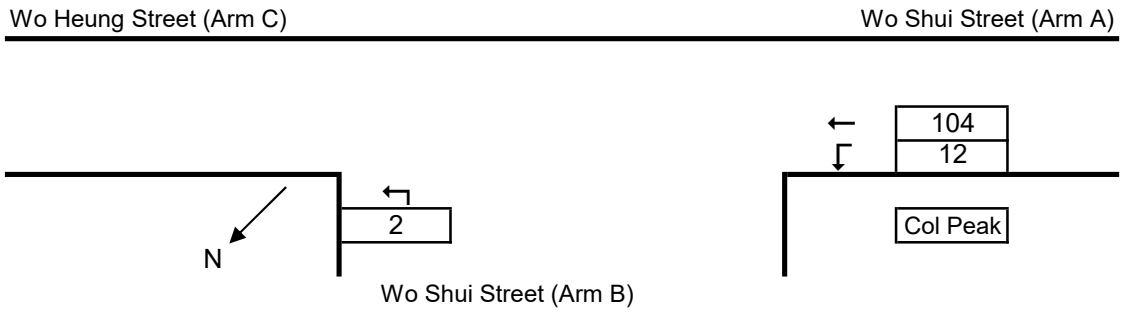
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	326
q-CB	0	Q-BC	763
q-AB	2	Q-CB	427
q-AC	69	Q-BAC	763
q-BA	0		
q-BC	3		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.004
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Day			Page	J10 - 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

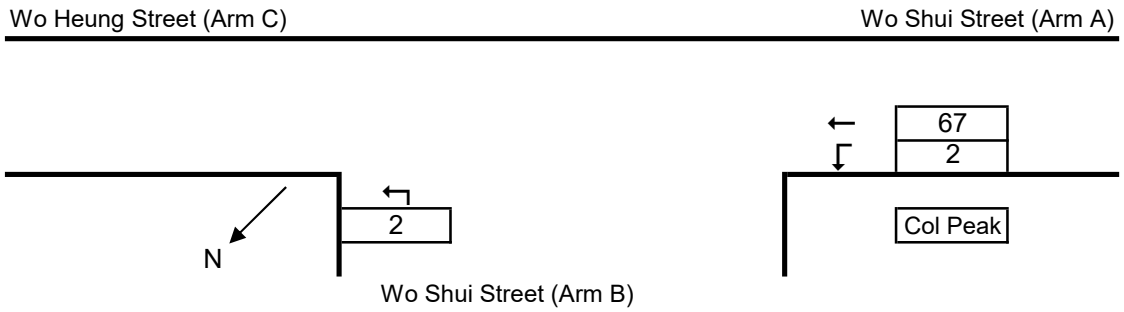
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	321
q-CB	0	Q-BC	754
q-AB	12	Q-CB	421
q-AC	104	Q-BAC	754
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Festival Shadow Period			Page	J10 - 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

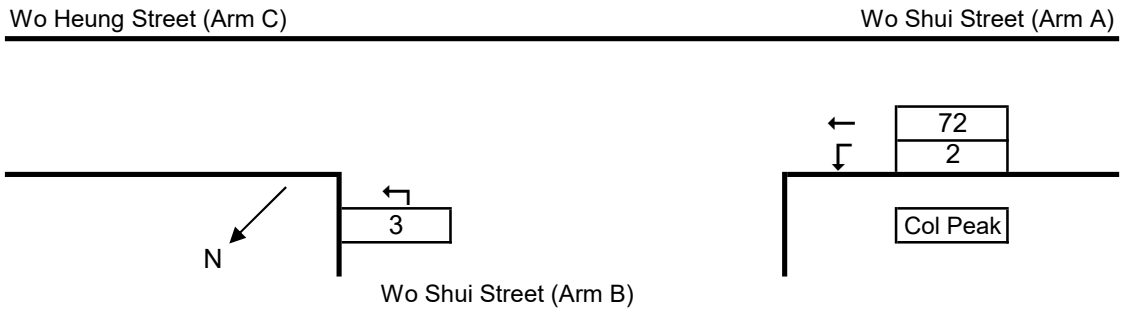
Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	326
q-CB	0	Q-BC	764
q-AB	2	Q-CB	427
q-AC	67	Q-BAC	764
q-BA	0		
q-BC	2		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.003
C-B	0.000

Signal Junction Analysis

Junction:	Wo Shui Street / Wo Heung Street				
Design Year:	2030	Job Number:	J7139	Date:	17 April 2023
Scenario:	2030 Design Case - Non-Festival Day			Page	J10 - 9



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	10.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	4.10	E	1.0470
			V-rBC	125	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6378

Analysis :

Traffic Flows, pcu/hr	Col Peak	Capacity, pcu/hr	Col Peak
q-CA	0	Q-BA	325
q-CB	0	Q-BC	762
q-AB	2	Q-CB	426
q-AC	72	Q-BAC	762
q-BA	0		
q-BC	3		
f	1.000		

Ratio-of-flow to Capacity	Col Peak
B-A	0.000
B-C	0.004
C-B	0.000

Appendix B –
Letters from Representatives of Wo Liu Hang Village

沙田火炭禾寮坑村

召集會議通告

會議日期：2021 年 7 月 4 日（星期日）

地　　點：沙田火炭稻苗學院

時　　間：下午 7 時正

議 程：

1. 商討本會在中秋節舉辦盆菜晚會之工作安排。

2. 商討本村之交通管理及日後工作安排。

召集人：

原居民村代表：劉漢興

居民村代表　：劉辛發

日期：2021 年 6 月 25 日

copy

沙田火炭禾寮坑村

會議日期：2021 年 07 月 04 日
地　　點：沙田火炭稻苗學院
時　　間：下午 7 時正

議程：

1. 本村將會在今年中秋節舉辦盆菜晚會，通過由劉辛發村長安排當晚節目及訂購盆菜．
2. 就本村村口交通擠塞問題，我等已去信沙田鄉事會，要求協助去信沙田警署處理該些問題，沙田警署已作出相應行動，並已回信答覆告知沙田鄉事會．
3. 就 17.9.2020 本村去函運輸署 / 城市規劃委員會事，為配合仁孝宗祠就保持本村通道於每年春；秋二祭及前後的星期日能暢通無阻，今通過再去信運輸署 / 城市規劃委員會安排在該等日子，再三強調均不會駕駛車輛進出本村的行車通道進入村內停車湯，本村亦會在該些日子派出糾察人員負責維持秩序
4. 會議於下午 9:30 散會

原居民村代表：劉漢興

居民村代表　：劉辛發

出席 / 同意通過居民簽署：

劉漢興原居民村代表信箋

檔號 : YH 001/07/2021

致： 運輸署
城市規劃委員會

敬啟者：

本人是火炭禾寮坑村原居民村代表、今聯同居民代表劉辛發先生及村委會主席劉偉光先生，就本村曾在村民大會通過全力支持已運作多年並有高度正面評價的靈灰安置所「仁孝宗祠」作出對貴署日後工作安排的一些承諾。

禾寮坑村村口的迴旋處是重要的消防及出入口通道，今為配合「仁孝宗祠」就保持該通道於每年春、秋二祭當天及其前後的4個星期日能暢通無阻，本人等謹此安排在這些日子中(即合共18天)，均不會駕駛車輛進出本村的行車通道進入村內停車場，本村亦會在該段日子派出糾察人員負責維持秩序.

若有任何疑問, 請致電 9253 1700 與列先生聯絡.

敬祝工作順利

禾寮坑村原居民村長	禾寮坑村村長	禾寮坑村村委會主席
(劉漢興)	(劉辛發)	(劉偉光)

2021 年 7 月 5 日

副本呈送:1.沙田鄉事委員會主席莫錦貴先生
2.沙田警署
3.新界南交通部

回郵地址：新界沙田火炭禾寮坑路禾寮坑村村委會

Appendix C – Sample Traffic Notice

敬啓者：

仁孝宗祠
二零ＸＸ年(清明節/重陽節)*期間的交通安排

二零ＸＸ年的(清明節/重陽節)*將至，本祠（「仁孝宗祠」）預計宗祠附近的交通在節日期間或會非常繁忙，特此致函懇請閣下及同行親友務必使用公共交通工具（包括港鐵、專營巴士及專線小巴）前來拜祭。

請注意，本祠沒有提供任何停車場服務及不設落客區，訪客切勿自行駕駛私家車或乘搭的士到訪。

若訪客必須自行駕駛私家車，請先停泊在本祠附近的時租停車場，然後步行到訪。**請勿在附近街道上落，以免影響交通。**

如有任何查詢，可致電 2690 1216 查詢。

此致

仁孝宗祠示
二零ＸＸ年Ｘ月Ｘ日

港鐵火炭站 D 出口（步行約 500 米 / 8 分鐘）

火炭路巴士站及山尾街巴士總站（步行約 700 米 / 10 分鐘）

沙田商業中心停車場（步行約 700 米 / 10 分鐘）

中建電訊大廈停車場（步行約 120 米 / 2 分鐘）

* 刪去不適用者

Appendix D –
Letters regarding the Wo Liu Hang Road Cul-de-sac

COPY

劉漢興原居民村代表信箋

檔號 ：YH 001/05/2021

致： 沙田鄉事會

莫錦貴主席

敬啟者：

本人等是火炭禾寮坑村原居民村代表、居民代表，現向主席先生尋求協助，就禾寮坑村村口的迴旋處，一直是本村重要的消防及出入口通道，現經常有大量不同類型車輛違例停泊，引致食環署垃圾車不能正常運作及嚴重堵塞本村入口，每當本村致電警方投訴時，警員都能即時處理，交通得以改善。

今致函主席先生，盼能協助去信要求沙田警署：
(1) 使經常性派員到場協助及正視處理交通堵塞情況。
(2) 特別是本村有村民大會通過全力支持已運作多年的靈灰安置所「仁孝宗祠」，故在春、秋二祭更須要有交通警察協助，指揮交通。

尊此奉達 ，並感激萬分

敬祝工作順利

劉漢興　　劉辛發

禾寮坑村原居民村長
(劉漢興)

禾寮坑村村長
(劉辛發)

SHATIN RURAL COMMITTEE 田沙 會員委事鄉 NEW TERRITORIES

2021年5月20日

回郵地址：新界沙田火炭禾寮坑路禾寮坑村村委會

沙田鄉事委員會
電話：2691 1465 傳真：2699 2717
新界沙田排頭街 13 號

SHATIN RURAL COMMITTEE
Tel. No. 2691 1465 Fax No. 2699 2717
No. 13 Pai Tau Street, Shatin, N.T.

本會檔號:STRC2021-028
敬啟者：

要求協助維持沙田禾寮坑村交通秩序

日前收到禾寮坑村劉漢興村代表求助指該村村口迴旋處，經常有大量車輛違例停泊，阻礙消防通道及出入口通道，令村民車輛日常出入都阻塞，經常要報警出動警方執法才解決;另外在春秋二祭，不少孝子賢孫到村內的靈灰安置所仁孝宗祠拜祭，令附近交通亦十分繁忙。

就此劉漢興村代表要求警方協助解決該村交通阻塞問題，如經常性去「抄牌」或春秋二祭繁忙時間派交通警察前往維持秩序。本會認同村代表提議，村口阻塞如遇緊急情況，救護車及消防車都難以入村，對村民的生命財產帶來極大威脅，故此請 沙田警署協助禾寮坑村維持交通秩序，保持車輛暢通無阻。

如需要提供其他資料，請致電 6223 8376 聯絡劉漢興村代表或 2691 1465 秘書處。

謹致
沙田警署

沙田鄉事委員會
主席： 莫錦貴

二零二一年五月二十六日

本署檔號 : LM (212/21) in NTS
ST ST 18/1
來函檔號 : STRC2021-028
電話 : 3661 2603
傳真機 : 2609 0705

香港警務處
沙田禾輋街一號
沙田警署

新界 沙田
排頭街 13 號
沙田鄉事委員會

莫先生：

回覆：要求協助維持沙田禾寮坑村交通秩序

感謝 閣下於二零二一年五月二十六日以書面通知有關沙田禾寮坑村車輛違泊事宜。警方已於上述地點進行交通執法行動，並票控違例停泊的車輛。本署在日後將會繼續於該地點加強巡邏及執行交通管制。

如有任何查詢，請致電 3661 2603 與沙田分區軍裝巡邏小隊第三隊指揮官尹家樂督察聯絡。

警務處處長

（ 陳國輝 代行 ）

日期： 二零二一年六月十五日
副本抄送：沙田警區警民關係組

Appendix III

Revised Management Plan

Management Plan
for the Columbarium
at
Yan Hau Ancestral Hall
(仁孝宗祠)

Management Plan for the Columbarium at Yan Hau Ancestral Hall

1. General description of the site

The name of the Columbarium : Yan Hau Ancestral Hall

The columbarium locates at : No. 7 & 9 Wo Liu Hang Village,
Wo Liu Hang Road, Fo Tan, Sha Tin, New Territories
(Lot Nos. 35, 36s.A, 36RP, 38s.A.s.s.1, 38s.A.RP, 624, 676, 699 in D.D. 176)

Year of commencement of operation : 2007

Name of operator : China Honour (Hong Kong) Ltd.

Status of operator : Land owner of the premises under a lease :

China Honour (Hong Kong) Limited
-Lot Nos. 35, 36s.A, 38s.A.s.s.1, 624 in D.D. 176
-From 28-10-2009 to 30-06-2047

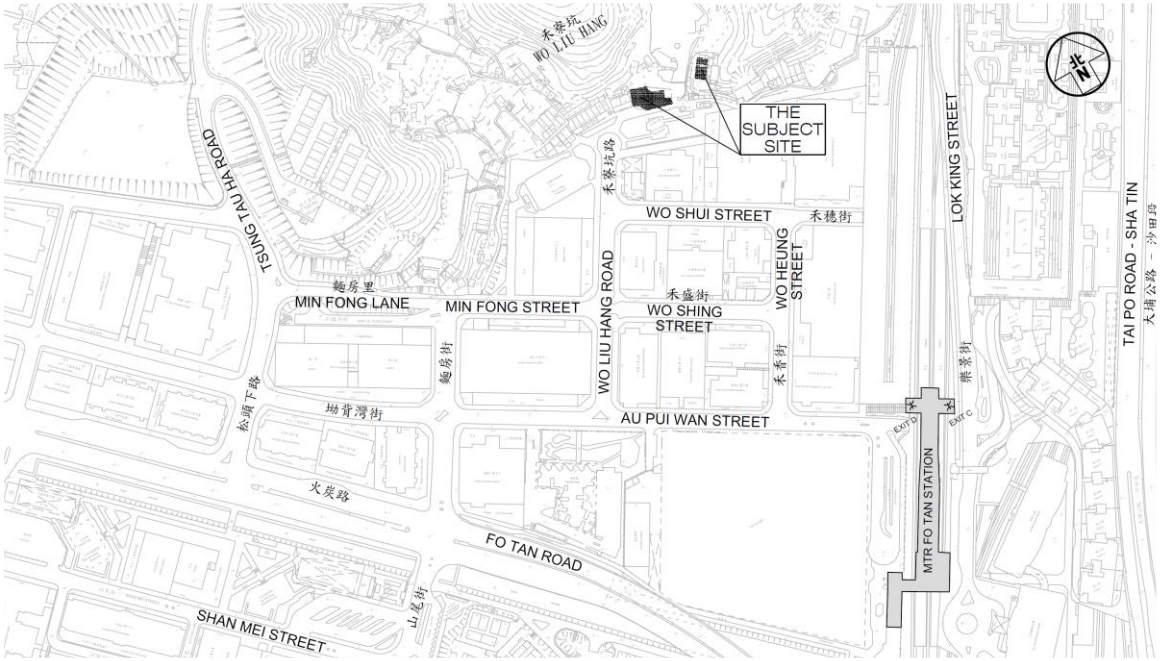
The following land owners authorized China Honour (Hong Kong) Ltd. to operate the columbarium on the Site :

Grand Step International Limited
-Lot Nos. 676, 699 in D.D. 176
-From 17-10-2006 to 30-06-2047

Million Union (Hong Kong) Limited
-Lot Nos. 36RP, 38s.A.RP in D.D. 176
-From 25-05-2016 to 30-06-2047

Religion of columbarium : Taoism, Buddhism, Catholicism and Christianity

The Location plan of Yan Hau Ancestral Hall :



2. Site information and building arrangement

This columbarium has a site area of about 438 square metres and a total building floor area of about 345.41 square metres. It is composed of :
5 columbarium block(s);
0 joss paper burner(s);
0 refuse storage rooms.

There is no oven or incinerator will be installed.

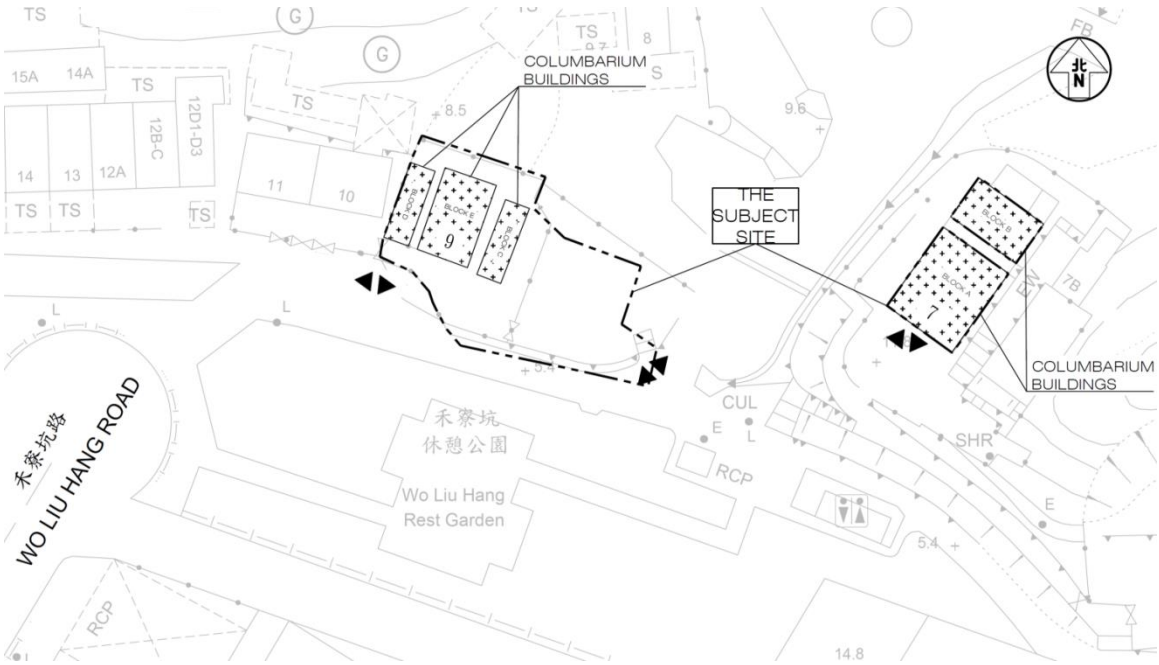
The total number of niches at the time of construction : 8828

Other buildings which are facilities necessary for or ancillary to the operation of the columbarium :
NIL

Other facilities necessary for or ancillary to the operation of the columbarium :
The waiting area, used for crowd control purposes, covers an area of about 115 square meters (breakdown refer to page 13 figure).

The site consists of five buildings which are for columbarium. They are respectively call Block A, Block B, Block C, Block D and Block E. Block A and Block B formed one group (Zone One) and Block C, Block D, Block E formed another group (Zone Two).

The existing site layout:



Block A and B are two storey high buildings in which there is respectively 1692 and 1467 nos. of niches inside. Block C and D is only one storey high in which there is respectively 603 and 537 nos. of niches inside. Block E is a two storey high building with totally 801 nos. of niches. (including only 5,100 niches sold before 30 June 2017 out of the total of 8,828 niches).

Licence application number : #057 (covers only niches sold before 30 June 2017 under this application)

The total number of niches (under this application) : 5100

The total number of niches (interred) : 3255
The total number of niches (not interred with ashes): 1845
(Niches that have been sold before June 30, 2017)

The total number of ashes (under this application): 6629
The total number of ashes (ashes are in place) : 3400
The total number of ashes (ashes are not in place) : 3229
(Ashes that have been sold before June 30, 2017)
*The remaining niches will be sealed off permanently with stone slabs to avoid selling or newly letting out in the future.

3. Traffic and transportation arrangements

A Traffic Impact Assessment was carried out, and a summary is provided below:

The traffic analyses conducted include the following time period:

(i) Columbarium Peak Hour on Ching Ming Festival Day (2018),
(ii) Columbarium Peak Hour on shadow period, i.e. Sunday before Ching Ming Festival Day (2018), and
(iii) Columbarium Peak Hour on a non-festival public holiday (2020).

The mode of transport used by visitors was also determined for the columbarium peak hour on the Festival Shadow Period, Festival Day, and Non-Festival Day. The result was then used to estimate the traffic generation associated with Yan Hau Ancestral Hall.

Manual traffic and pedestrian counts were conducted at nearby road junctions and footpath. The observed traffic and pedestrian flows are used as basis to estimate the 2030 traffic and pedestrian flows for analyses with the 2030 Reference and Design Cases.

Special traffic and pedestrian traffic arrangement will be implemented during the Ching Ming and Chung Yeung Festival periods to minimise the potential traffic impact, which includes implementation of the Visit-By-Appointment arrangement. With the Visit-By-Appointment arrangement, Yan Hau Ancestral Hall can limit the number of visitors to 115 persons per 20-minute visiting session.

For Non-Festival Day, Columbarium Peak Hour visitor generation rates were derived based on the result of the visitor counts, and then used to estimate the visitor and traffic generation associated with Yan Hau Ancestral Hall.

The year 2030 junction and footpath capacity analyses concluded that, the junction and footpath analysed have sufficient capacity to accommodate the expected traffic and pedestrian growth and the additional demand generated by Yan Hau Ancestral Hall.

It was concluded that Yan Hau Ancestral Hall will result in no adverse traffic and pedestrian impact to the road and pedestrian facilities, and is acceptable from traffic engineering aspect.

Yan Hau Ancestral Hall has no internal transport facilities due to site constraints, i.e. Yan Hau Ancestral Hall is small and irregularly shaped, and it is divided into 2 parts with significant level difference.

Many public transport services are available in the vicinity, including the MTR East Rail Fo Tan Station, which is within walking distance. Similar to the present festival and non-festival days, most visitors are expected to use public transport services, and car park with hourly parking spaces, i.e. CCT Telecom Building, is some 120m from Yan Hau Ancestral Hall and has spare capacity during the festival periods. Additional parking spaces will be available in the future upon completion of other nearby developments.

MODE OF TRANSPORT USED BY VISITORS AND THE ASSOCIATED TRAFFIC GENERATION

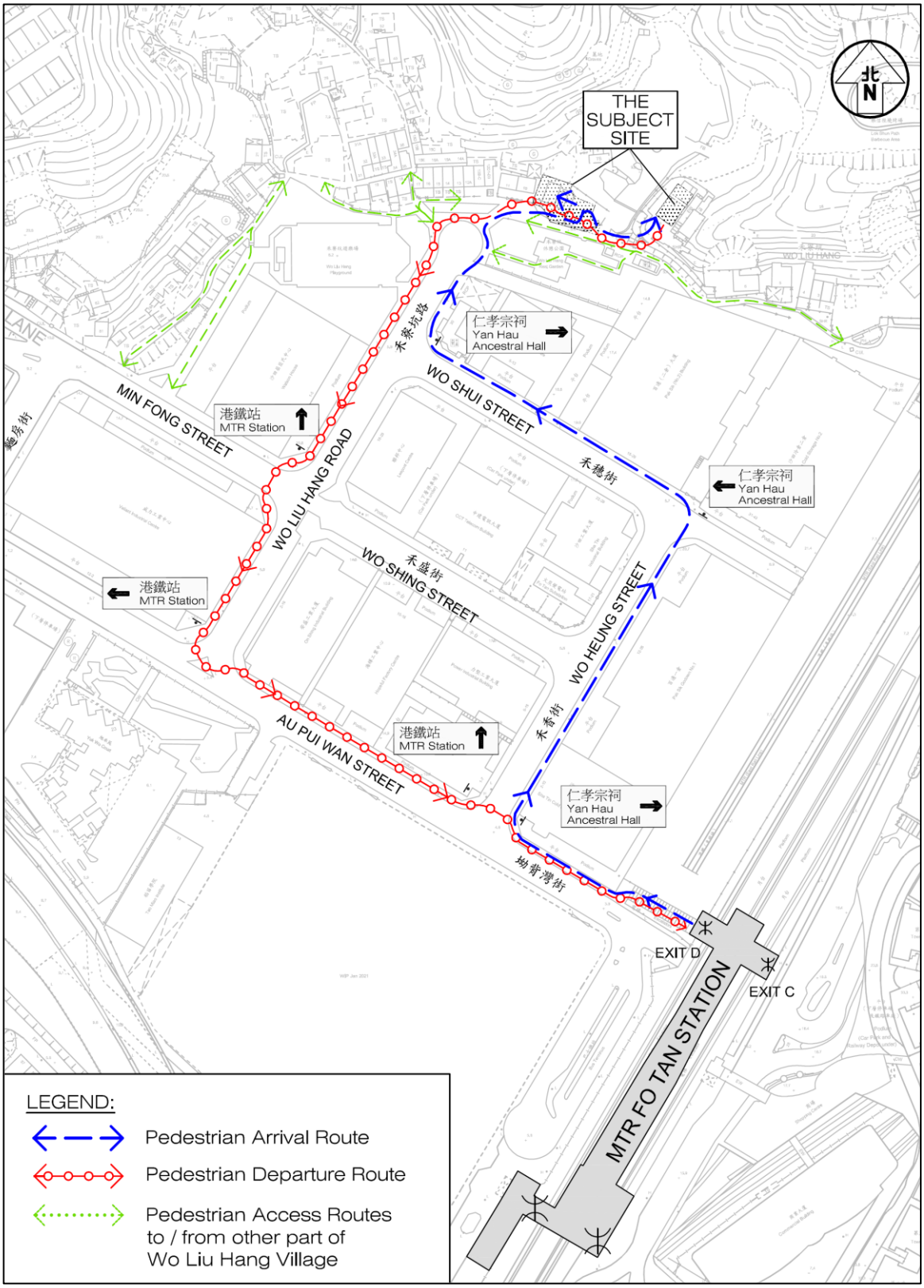
Mode of Transport	**Percentage**	**Columbarium Peak Hour Visitor Generation (persons)**	**Average Occupancy**	**Columbarium Peak Hour Traffic Generation (vehicles)**
Columbarium Peak Hour on Festival Shadow Period				
Public Transport	71.2%	246	--	--
Taxi	11.0%(Note 1)	38	3.8	10
Private Car	17.8%	61	3.8	16
TOTAL	**100.0%**	**345**	--	**26**
Columbarium Peak Hour on Festival Day				
Public Transport	75.3%	260	--	--
Taxi	11.0%(Note 1)	38	3.8	10
Private Car	13.7%	47	3.8	12
TOTAL	**100.0%**	**345**	--	**22**
Columbarium Peak Hour on Non-Festival Day				
Public Transport	42.2%	5	--	--
Taxi	11.0%	2	3.8	1
Private Car	43.9%	6	3.8	2
TOTAL	**100.0%**	**13**	--	**3**

Note 1: Assumed same percentage as in the Non-Festival Day in view related data is not available for Festival Shadow Period and on Festival Day.

Table shown only 10 taxi per hour is anticipated on the Festival Day and during the Festival Shadow period, which is negligible. Hence, adverse traffic impact is not expected, and the columbarium will continue to discourage the use of taxis by visitors in order to further reduce the number of taxi trip generated.

In addition, table show only 12 and 16 private cars per hour are anticipated on Festival Day and during the Festival Shadow Period respectively, which are also negligible. As mentioned above, the applicant will request and require all visitors travelling by private cars to park first, and then walk to Yan Hau Ancestral Hall. Hence, no on-street drop-off will be conducted, and adverse traffic impact will not be resulted.

The proposed pedestrian circulation :



The major public transportation facilities :

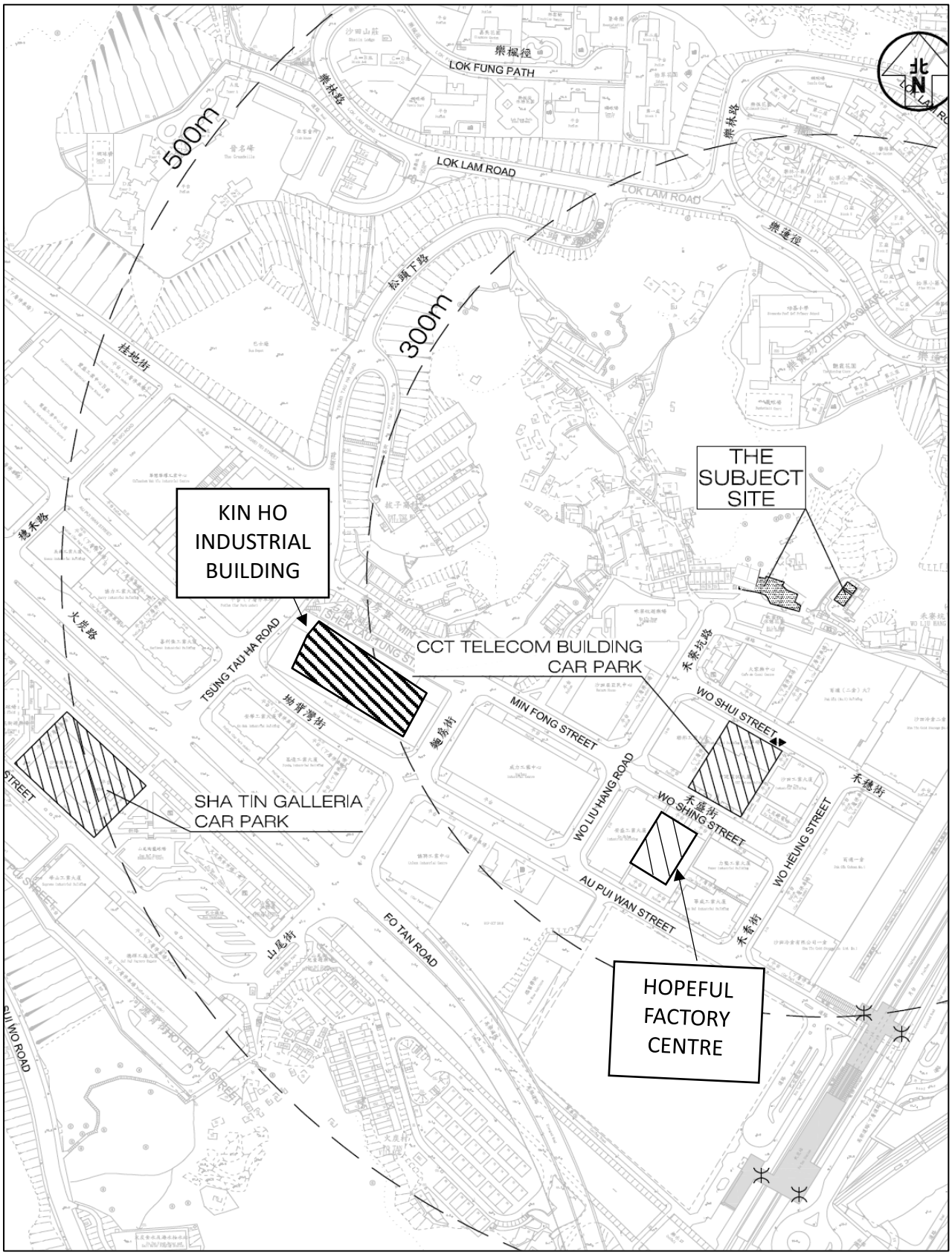
MTR : The site is about **350** metre from the MTRC Fo Tan Station. Thus the visitors from this MTR station can arrive the site within 10 minutes by walking.

Bus :
- 73A Choi Yuen B/T – Yu Chui Court
- 80M Sui Wo Court B/T – Kowloon Tong Railway Station B/T
- 81K Sui Wo Court B/T – Sun Tin Wai B/T
- 85 Fo Tan B/T (Shan Mei Street) – Kowloon City Ferry B/T
- 88K Hin Keng B/T – Royal Ascot
- 88X Ping Tin – Fo Tan, Chun Yeung Estate
- 280X Sui Wo Court B/T – Tsim Sha Tsui
- 798 Tiu Keng Leng Station –Chun Yeung Estate
- 989 Munsang College, Tai On Street – Fo Tan Chun Yeung Estate
- 48P Fo Tan Chun Yeung Estate – Tsing Lung Tau
- 285 Fo Tan Chun Yeung Estate – Sha Tin Central (to Sha Tin)
- 285A Fo Tan Chun Yeung Estate – Fo Tan Station

GMB:
- 28K Sha Tin (Pak Hok Ting Street) – Tai Po Market Station
- 28S Sha Tin (Pak Hok Ting Street) – Pak Shek Kok (Providence Bay)
- 60P Kwei Tei Street (Wah Luen Industrial Building) – Sha Tin Station
- 61S Mongkok Station – Fo Tan
- 62K Shatin Lodge – Sha Tin Station
- 69K Ville De Jardin/Greenwood Terrance – Sha Tin Station (Pai Tau Street)
- 60K Sha Tin MTR Station – Fo Tan Cottage Area
- 65K Fo Tan MTR Station – Wong Nai Tau
- 481 Fo Tan (Shan Mei Street) – Tsuen Wan Central
- 811 Sui Wo Court – Yu Chui Court
- 811A Greenwood Terrace –Bella Vista
- 811B Fo Tan (Cheung Lek Mei Street) – Yiu On
- 811K Sui Wo Court – Fo Tan Station (Circular)
- 811P Royal Ascot – City One
- 814 Lai Ping Road – Sha Tin (Pak Hok Ting Street)

Carpark : Kin Ho Industrial Building car park, Hopeful Factory Centre car park, CCT Telecom Building car park and Sha Tin Galleria car park with hourly parking in the vicinity.

The transportation location :



Special traffic and transportation arrangement during Festival Period

a. Suspension of Adjacent Village Car Park

The Applicant has an agreement with the Wo Liu Hang Village to suspend operation of the adjacent village car park during the implementation period of the special traffic and pedestrian arrangements. Hence, there will be no vehicles entering and exiting the village car park via the village access.

The Applicant will work with the Wo Liu Hang Village to provide alternative parking arrangement during the implementation period of the special traffic and pedestrian arrangements. This alternative parking arrangement may include arranging affected vehicles to park at the nearby hourly car parks, such as the CCT Telecom Building which is less than 100m away from the Yan Hau Ancestral Hall, or the future Public Car Park located at the Junction of Kwei Tei Street / Tsung Tau Ha Road (i.e. Shatin Town Lot 613 with opening in 2026 anticipated).

b. Traffic Notice on Festive Transport Arrangement

Prior to the Ching Ming and Chung Yeung festival periods, the Applicant will issue a traffic notice to all registered visitors to remind and to encourage them to use public transport services, including MTR, franchised bus and GMB when visiting Yan Hau Ancestral Hall.

The notice will also emphasise that car parking and passengers' drop-off are not available at Yan Hau Ancestral Hall, or in the vicinity. Hence, visiting by private cars and taxis are strongly discouraged. (Refer to Annex A)

In addition, the Applicant will request and require registered visitors who must travel by private cars to park at the nearby hourly car park first, and then walk to Yan Hau Ancestral Hall. Hence, no on-street drop-off shall be carried out.

To further reduce the likelihood of illegal parking at Wo Liu Hang Road and at the cul-de-sac, the Applicant and the Wo Liu Hang Village have requested assistance from the Hong Kong Police Force. The relevant correspondences including the positive reply from the Hong Kong Police Force.

c. Contingency Vehicle Access through Existing Village Access

Sufficient staff will be stationed at the Wo Liu Hang Road cul-de-sac, along the village access, at the entrances and exits of the Proposed Columbarium, and within the Proposed Columbarium to monitor the operation condition within and in the immediate surrounding of the Subject Site.

In case any motor vehicle is required to pass through the village access, which is expected to be rare, staff will immediately stop all visitors from exiting the Proposed Columbarium onto the village access; and at the same time, additional staff will walk in front of the travelling motor vehicle to alert visitors along the village access, and clear a path for the moving vehicle.

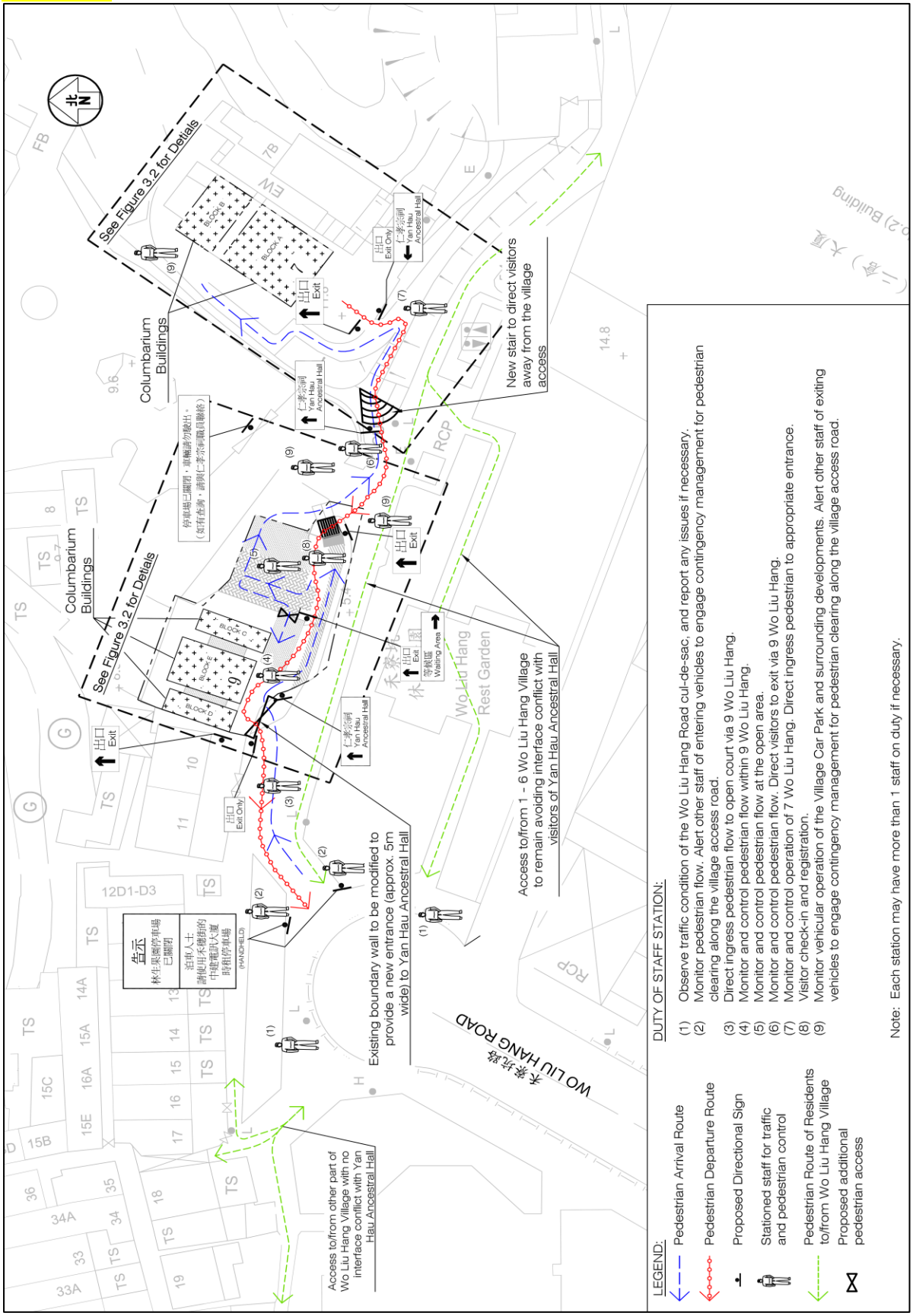
Yan Hau Ancestral Hall is committed to ensure safety of its visitors within the Subject Site as well as in the immediate surrounding. Nevertheless, in view operation of the Village Car Park adjacent to the Proposed Columbarium will be suspended; the number of vehicles that will travel along the village access is expected to be negligible.

d. Pedestrian Route

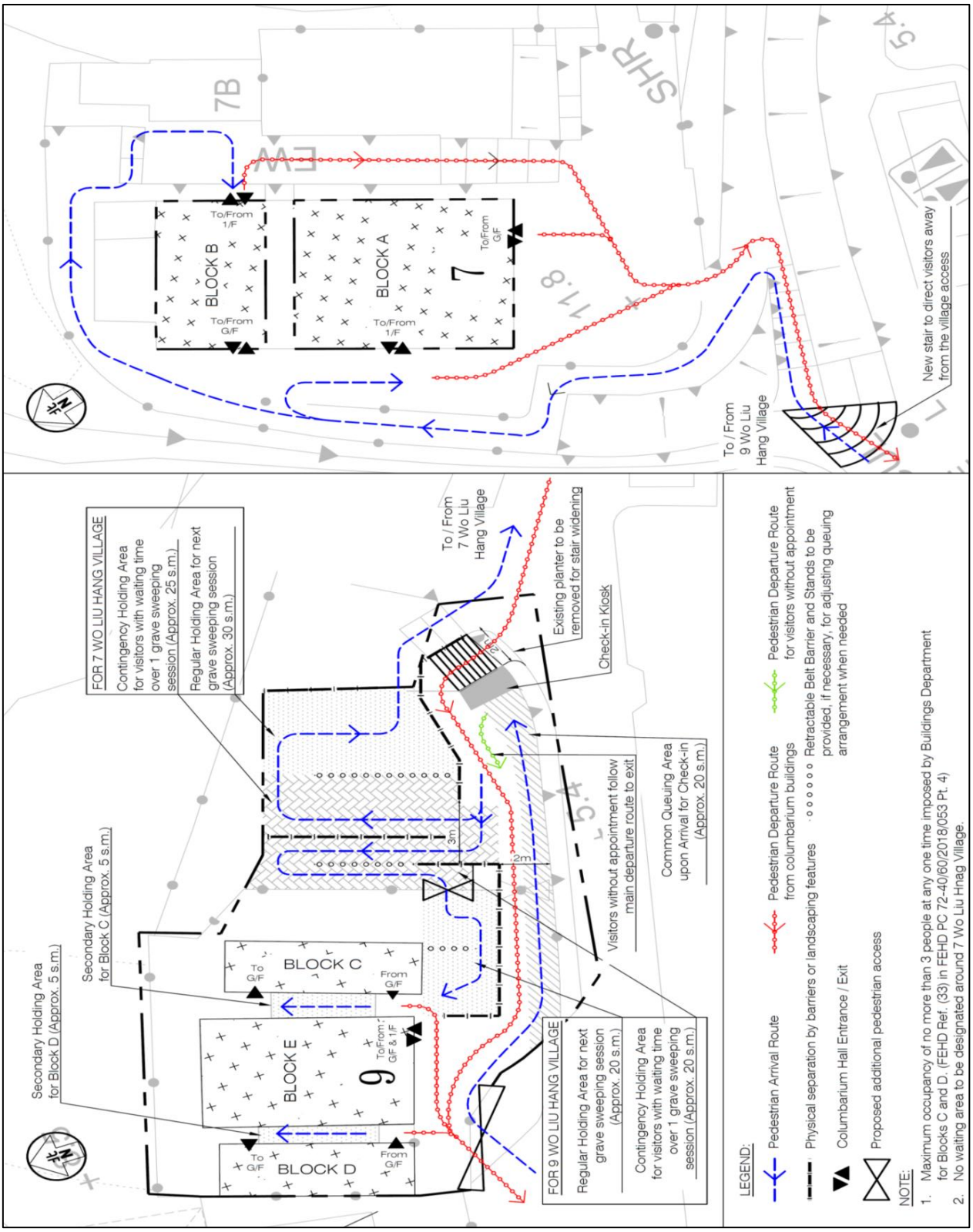
All visitors will no longer using the village access for entry and departure of Yan Hau Ancestral Hall by using the new proposed additional pedestrian access. (Pls see on page 12 (figure 1) and page 13 (figure 2))

The proposed special traffic management scheme:

Figure (1)



Figure(2)


7B
SHR
5.4
BLOCK B
To/From 1/F
To/From G/F
BLOCK A
To/From 1/F
To/From G/F
7
To / From 9 Wo Liu Hang Village
New stair to direct visitors away from the village access
To / From 7 Wo Liu Hang Village
Existing planter to be removed for stair widening
Check-in Kiosk
FOR 7 WO LIU HANG VILLAGE
Contingency Holding Area for visitors with waiting time over 1 grave sweeping session (Approx. 25 s.m.)
Regular Holding Area for next grave sweeping session (Approx. 30 s.m.)
Secondary Holding Area for Block C (Approx. 5 s.m.)
Secondary Holding Area for Block D (Approx. 5 s.m.)
Visitors without appointment follow main departure route to exit
Common Queuing Area upon Arrival for Check-in (Approx. 20 s.m.)
3m
2m
BLOCK C
To G/F
From G/F
BLOCK E
9
To/From G/F & 1/F
BLOCK D
To G/F
From G/F
FOR 9 WO LIU HANG VILLAGE
Regular Holding Area for next grave sweeping session (Approx. 20 s.m.)
Contingency Holding Area for visitors with waiting time over 1 grave sweeping session (Approx. 20 s.m.)
LEGEND:
Pedestrian Arrival Route
Pedestrian Departure Route from columbarium buildings
Pedestrian Departure Route for visitors without appointment
Physical separation by barriers or landscaping features
Retractable Belt Barrier and Stands to be provided, if necessary, for adjusting queuing arrangement when needed
Columbarium Hall Entrance / Exit
Proposed additional pedestrian access
NOTE:
1. Maximum occupancy of no more than 3 people at any one time imposed by Buildings Department for Blocks C and D. (FEHD Ref. (33) in FEHD PC 72-40/60/2018/053 Pt. 4)
2. No waiting area to be designated around 7 Wo Liu Hnag Village.

4. The Holding Capacity of Visitors and Admission Control

Opening **Hours**
Opening hour will be scheduled as below:

for ordinary week day will be from 9:00am to 5:00pm
for ordinary Saturdays, Sundays & Public Holidays will be from 9:00am to 5:00pm
for Lunar New Year (from the 29th to the third day of the Lunar New Year) 9:00am to 3:00pm
for **Festival Period** will be from 9:00am to 5:00pm
Note : **Festival Period** is defined as follows :

(i) 4 weekends (Saturday and Sunday) before the Ching Ming and Chung Yeung Festival Days,
(ii) On the Ching Ming and Chung Yeung Festival Days,
(iii) 4 weekends (Saturday and Sunday) after the Ching Ming and Chung Yeung Festival Days, and
(iv) Any public holidays within the 4 weekends before and 4 weekends after the Ching Ming and Chung Yeung Festival Days.

Visitors Holding Capacity of the Columbarium

During Festival Period, visits to the Columbarium will be regulated by appointments only under the "Visit-By-Appointment" scheme. The Columbarium will impose three 20-minute grave sweeping sessions per hour with a maximum 115 persons per session, i.e. an hourly visiting capacity of 345 persons per hour.

VISITING CAPACITY OF YAN HAU ANCESTRAL HALL WITH VISIT-BY-APPOINTMENT ARRANGEMENT

Itemh	**Yan Hau Ancestral Hall**	
	7 Wo Liu Hang Village (Blocks A & B)	**9 Wo Liu Hang Village (Blocks C, D & E)**
Approximate Building Gross Floor Area [a]	215m^2	120m^2
Housing Capacity [b] (Note 1)	3m^2 of gross floor area per person	
Visiting Capacity per Grave Sweeping Session [c]=[a]÷[b]	75 persons	40 persons
	Subtotal:	*115 persons per session*
Duration of Grave Sweeping per Session [d]	20 minutes	20 minutes
Number of Grave Sweeping per Hour [e]=60÷[d]	3 sessions	3 sessions
Visiting Capacity per Hour [d]=[a]x[c]	225 persons per hour	120 persons per hour
TOTAL	**345 persons per hour**	

Note 1: PNAP APP-154, "Design Requirements for Columbarium Facilities", Buildings Department. Assessment of population density = 2m^2 of **usable** floor area per person, i.e. approximate 3m^2 of **gross** floor area per person.
Note 2: Waiting capacity reduced by 50% assuming social distancing measure is imposed.

Waiting Areas for Crowd Control

The waiting area, used for crowd control purposes, covers an area of about 115 square meters (breakdown refer to page 13 figure).

The Waiting Area

Waiting areas, as shown in Figure are provided at the open yard to the east of Blocks C, D and E inside 9 Wo Liu Hang Village allowing visitors waiting to enter the columbarium halls.

HOLDING CAPACITY OF WAITING AREAS

Item	Yan Hau Ancestral Hall		
	No. 7 Wo Liu Hang Village (Blocks A & B)	**No. 9 Wo Liu Hang Village (Blocks C, D & E)**	**For Both Nos. 7 & 9 Wo Liu Hang Village (Common m2)**
Total Size of Waiting Area [a]	Approx. 55 m^2	Approx. 40 m^2	Approx. 20 m^2
Assumed Waiting Efficiency [b]	75%	75%	75%
Effective Waiting Area [c]=[a]x[b]	41.25 m^2	30 m^2	15.00 m^2
Scenario 1 - Normal Condition			
Waiting Capacity [d] (Note 1)	4 persons per m^2	4 persons per m^2	4 persons per m^2
Total Waiting Capacity [e]=[c]x[d]	**165 persons**	**120 persons**	**60 persons**
Visiting Capacity per session [f] (From Table 3.1)	75 persons ***[f] < [e], OK***	40 persons ***[f] < [e], OK***	-
Scenario 2 - Sensitivity Test with Social Distancing Measure			
Waiting Capacity [g] (Note 2)	2 persons per m^2	2 persons per m^2	2 persons per m^2
Total Waiting Capacity [h]=[c]x[g]	**83 persons**	**60 persons**	**30 persons**
Visiting Capacity per session [h] (From Table 3.1)	75 persons ***[f] < [e], OK***	40 persons ***[f] < [e], OK***	-

Note 1: Waiting capacity in reference with Ch. 2.7 , Vol.9, Transport Planning and Design Manual, Transport Department.
Note 2: Waiting capacity reduced by 50% assuming social distancing measure is imposed.

The waiting area for 7 Wo Liu Hang Village of approximate 55m^2 has a capacity to hold some 165 persons at any one time under normal condition, which is 2.2 times more than the visiting capacity of 75 persons per grave sweeping session. As a sensitivity test with social distancing measure imposed, i.e. with the waiting capacity is reduced by 50%, and the waiting area could hold some 83 persons at any one time, which is 1.1 times more than the visiting capacity of 75 persons per grave sweeping session.

Whereas, the waiting area for 9 Wo Liu Hang Village which is approximately 40m^2 has a capacity to hold some 120 persons at any one time under normal condition, which is 3 times more than the visiting capacity of 40 persons per grave sweeping session. As a sensitivity test with social distancing measure imposed, the waiting area with reduced waiting capacity could hold some 60 persons at any one time, which is 1.5 times more than the visiting capacity of 40 persons per grave sweeping session.

In addition, overflow waiting area is available to hold early arriving visitors, and an additional queueing area of approximate 20m^2 for some 60 visitors under normal condition or 30 visitors under the sensitivity test, waiting to check-in will also be provided; hence, queue back onto the village access is not expected

Hence, the waiting areas within Yan Hau Ancestral Hall will be sufficient to accommodate the number of arriving visitors per each grave sweeping session under normal condition, and the sensitivity test if social distancing measure is imposed. Sufficient overflow waiting area will also be available to hold early arriving visitors, and will not queue back onto the village access.

Measures to be adopted to ensure the conformity with the holding capacity for visitors

Visit-By-Appointment

During Festival Period “Visit-By-Appointment” scheme will be implemented to control the number of visitors entering the columbarium. Visits to the Columbarium will be regulated by appointments only. Visitors without a reservation will be invited to leave.

The registration will be available via smartphone application (9265 4998), or by phone (2690 1216). Visitors are required to provide the number of people visiting in their group, the columbarium hall and niche to be visited, and the intend visiting time and date. The registration will be regarded as successful after

confirmed the visiting details with the visitor.
The measures apply to all visitors, a code of management will be posted in the office, conspicuous places and will update from time to time.

Sales contract has been signed are required to comply with the terms of the code of management. The forecast sales contract will also indicate the measures to be understood and signed by the customer.

5. **Crowd Management**

Manpower deployment for crowd management (For Festival Periods)

To ensure safety and smooth movement within the columbarium, additional manpower (8 extra staff) will be hired for crowd management on top of 8 staff of day-to-day operation during festival periods.

Total number of staffs (For Festival Periods) : 16
(including 8 staffs of Day-to-Day operation)

6 staffs : responsible for assisting guests at the columbarium
(including 2 staffs of Day-to-Day operation)

5 staffs : responsible for control the flow of the guests
(crowd control and Roundabout/ waiting area order)
(including 2 staffs of Day-to-Day operation)

2 staffs/security guards:
Patrol within Yan Hau Ancestral Halls to ensure safety for visitors
(including 1 staff of Day-to-Day operation)

1 staff : responsible for first aid service & administration
(including 1 staff of Day-to-Day operation)

1 staff (Maintenance worker): responsible for urgent repair and maintenance work at the columbarium
(including 1 staff of Day-to-Day operation)

1 Cleaning Worker : To keep the clean environment for visitors
(including 1 staff of Day-to-Day operation)

Manpower Deployment Plan during Festival Periods

Location	No. of Staff	Duties
Roundabout (Wo Liu Hang Road cul-de-sac)	3	Observe traffic condition of the passenger and monitor pedestrian flow at the Roundabout
Waiting area (Check-in Kiosk)	1	Register and provide assistance to visitors' queries, administration work, first aid service and coordinate the management team
Columbarium Building Block C & Block D Block E G/F & 1/F Block A Block B (G/F) Block B (1/F)	 1 1 2 1 1	Regulate and Control the number of visitors in the building to within the accommodation limit.
Security Guards/Staff (Yan Hau Ancestral Halls)	2	Patrol within Yan Hau Ancestral Halls to ensure safety for visitors. Regulate the visitors at queueing area
Open Area (Waiting area) Maintenance Worker (Yan Hau Ancestral Halls)	2 1	Observe vehicular operation of the Village car park and surrounding developments For urgent repair and maintenance work at the columbarium
Cleaning Worker	1	To keep the clean environment for visitors

Note : (1) Number of staff will subject to periodic review of management plan

(2) Security Guards/staff will patrol around the site and are not indicated in the figures

Surveillance and broadcasting measures and arrangements

Arrange staffs to be stationed to calculate that the number of visitors entering and leaving each hall will not exceed the maximum capacity of each hall. If the visitor limit is exceeded, the visitor will be arrange to wait in the waiting area. Staff will frequently use walkie-talkies to contact management to keep them update.

The columbarium will issue a reminder to visitors for "Visit-by-Appointment" scheme via smartphone application (9265 4998), and the latest transportation arrangements for the Festival Periods to remind visitors to use public transportations to come to the Columbarium.

Security Management

During the festival periods, the staff visited the main passages to understand the actual situation and ensure the safety of the public. In case of urgent problems, contact the police immediately.

On festival periods, deploy enough professional security guards and hire temporary site staff to cope with the sudden increase of visitors during peak hours. And strictly implement the appointment visit to the hall to ensure the number of visitors does not exceed the capacity that can be accommodated.

The staff will be equipped with walkie-talkie to mobilize the operation procedure of the management plan.

Further, to guarantee smooth circulation, visitors will be reminded to pay attention to signage and staff instruction while inside the columbarium. If a large number of people are anticipated, we will impose special arrangement to limit the number of people entering the columbarium.

Regularly report to the police the situation in the venue

Contact the police regularly to report the situation in the venue, including the number of visitors on site. This measure has been effective since the hall was put into operation in 2007, and there has never been any accident during this period.

First Aid Service

All staffs have a certificate in first aid and provides first aid on-duty service at anytime, there is a first aid kits at the columbarium.

Data Collection and Review of the Special Traffic Arrangement

Yan Hau Ancestral Hall will maintain records on number of visitors, number of niches occupied, and observed operation condition etc., for every Ching Ming and Chung Yeung Festival Periods, after obtaining the Town Planning Approval and the Private Columbarium License. This information can used to review and evaluate the operation efficiency of the special traffic arrangement.
Thereafter, a revised Traffic and Crowd Management Plan will be submitted to the Transport Department and the Hong Kong Police Force for follow-up review and to suit the future operation condition of Yan Hau Ancestral Hall with a goal to minimise the traffic impact to the general public.

6. **Contingency plans for fire or other emergencies**

Name, position and contact telephone number of the person in charge

Name : Mr. Haywood Cheung
Position : Senior Manager
Contact Telephone Number : 2690 1216, 9432 6083

The fire safety officer – The administrative clerk is appointed by the Senior Manager and is responsible and coordinating relevant fire safety matters in the site.

Fire protection equipment - set up fire extinguishers at designated locations in the site. The relevant equipment will be inspected annually by a qualified registered FSI contractor and a certificate will be issued.
Fire escape route - There are emergency escape signs in the main passage, check condition of all escape signs are functioning properly and ensure the fire escape route maps are intact and posted in the conspicuous place.

Fire drills - Conduct at least 2 fire drills a year and will have a follow-up review to improve the fire safety.

Fire drill-procedural guidelines :

"Fire Safety Instruction – for PC staff" (refer to Annex B) has been prepared and made familiar with by columbarium staffs.

1) The Fire Safety Officer will determine the assumed fire location and fire situation.
2) Notify the FSD to contact the date and time of the relevant operation.
3) On the day and time of the fire-drill, the Fire Safety Officer will announce official kick-off of the fire-drill, the 1st PC staff who noted the fire will implement the Fire Safety Instruction (Annex A).

4) All other PC staffs will guide customers to leave the indoor area and proceed to the designated assembly point.

5) After all the people arrive at the designated assembly point, take roll call and register the time.

6) After the exercise is completed, the results of the exercise will be reported in the internal meeting and issues for review will be put forward.

7) Fill in the "Fire Drill Record Form" to record the day and time of the drill, including the required time, review items, etc.

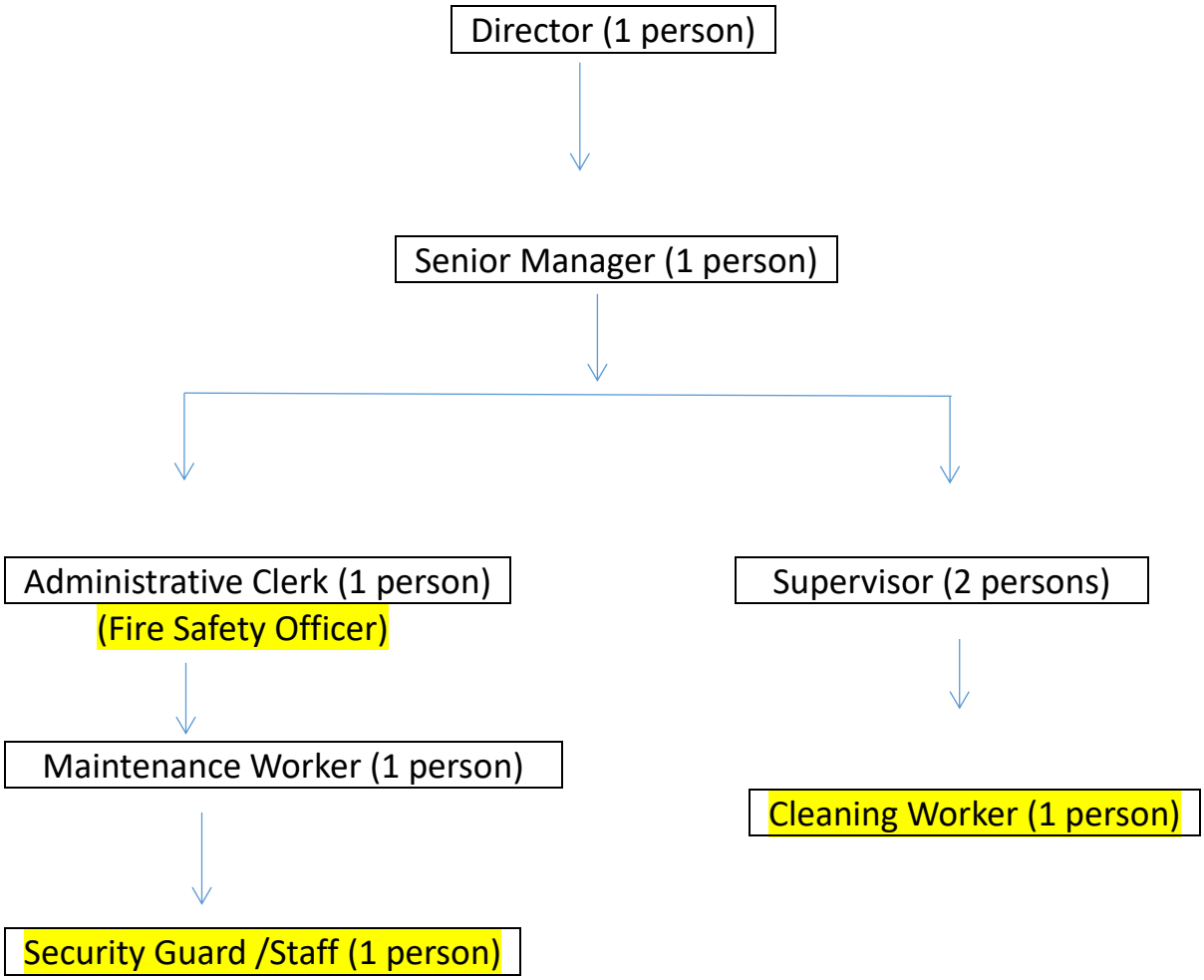
Equipment, escape routes and safe assembly points - Evacuation Route and Fire Service Installations Plan and Location of the "Designated Assembly Point" Plan (refer to Annex C) will also be put up at appropriate place within the columbarium buildings.

Vehicle access

The Site is accessable via a 3.15m wide vehicular access connecting to Wo Liu Hang Road.

7. Manpower Deployment (Day-to-Day operation)

Management Structure :



Position :

Director : 1 person Experience : Over 10 years relevant working experience Duties : Ensuring that the columbarium are in compliance with statutory and government requirements.
Senior Manager : 1 person Experience : Over 10 years relevant working experience Duties : Ensuring that the columbarium are in compliance with statutory and government requirements. Supervise (Private Columbaria Ordiance) related matters and daily operations, including appointing the administrative clerk as a fire safety officer to responsible for coordinating relevant fire safety matters within the Site. And also responsible to arrange fire safety training and first aid matters, arrange periodically training to the staff on how to use fire safety equipment, first aid kit etc and proper keep such training record.
Supervisor : 2 persons Experience : Over 7 years relevant working experience Duties : Ensuring that the columbarium are in compliance with statutory and government requirements. Security work, fire safety, marketing business.
Administrative Clerk : 1 person Experience : Over 7 years relevant working experience Duties : As a fire safety officer to coordinating relevant fire safety matters within the Site. Administrative work, customer service, people flow management
Cleaning Worker : 1 person Duties : To keep the clean environment for visitors
Maintenance Worker : 1 person Duties : Maintenance and repair of the halls
Security Guard/staff: 1 person Duties : To patrol within Yan Hau Ancestral Halls to ensure safety for visitors

Top Management Personnel

Name : Mr. Chan Yee Hon
Position : Director
Contact Telephone Number: 2690 1216, 9416 0764

Name : Mr. Haywood Cheung
Position : Senior Manager
Contact Telephone Number : 2690 1216, 9432 6083

Maintenance and repair

A maintenance staff is responsible for daily basic and urgent maintenance in the halls for Festival Periods.

Equipment for staff

All staffs will be equipped with walkie-talkie to mobilize the operation procedure of the management plan. First aid box will be placing at the columbarium and will be regularly checked.

Training

The Senior Manager is responsible to arrange fire safety training and first aid matters. Also arrange periodically training to the staff on how to use fire safety equipment, first aid kit etc and proper keep such training record.

All Staffs will be requested to attain Certificate of Fire Safety Ambassador and Certificate of First Aid Training.

Management Mode

Monthly Meeting

The hall holds a regular meeting on the last Monday of each month, the Manager presides over the meeting. The discussion content of the meeting included management and maintenance of the halls, collect trash properly, there are no rodent and other infestations, additional temporary staff and site work guidelines for Festival Periods, etc.

8. Comply with the licensing conditions, guidelines and codes of practice prescribed by the licensing committee

Regarding the use of facilities, rules, posted in the office and conspicuous places, to facilitate frontline staff and customers to comply with the pervisions of the regulations to meet the licensing conditions.

仁孝宗祠
場地守則

【一般事項】

一、 客戶在簽訂「龕位安放權協議」前，必須細心閱讀本場地守則的規定內容並確認必須嚴格遵守。本「場地守則」乃「龕位安放權協議」的其中一個重要組成部份。

二、 每個龕位只可安放已安排之受供奉者的骨灰，不得隨意變更。任何先人之有價值的、值得懷念的、值得紀念的物品不應安放於龕位內。龕位嚴禁放置任何違禁品、爆炸品。

三、 為保持整潔，龕位外壁及碑面，不得裝置易燃物品，以免引起火警及違反消防條例。

四、 客戶在祭念完畢後，請自行取回攜來之所有物品，並清理祭念時產生之垃圾，保持地方清潔。本公司有權清理客戶及其隨行人士遺留之任何物品，客戶不可追究。

【關於清明節及重陽節期間拜祭安排】

五、 為達到人潮分流，客戶必須事先致電仁孝宗祠(2690 1216)或利用 WhatsApp (9265 4998)程式預約拜祭，否則會被邀請離開。

每組客戶於堂內的拜祭時間為 20 分鐘，按「仁孝宗祠」回覆予客戶預約確認內容為準。

六、如遇人多擠迫的情況時，「仁孝宗祠」將會實施人流管制，排隊入場，限制入場拜祭人數及逗留時間，到時請依照職員指示，耐心等候。

修訂日期:2022 年 9 月 3 日

註:

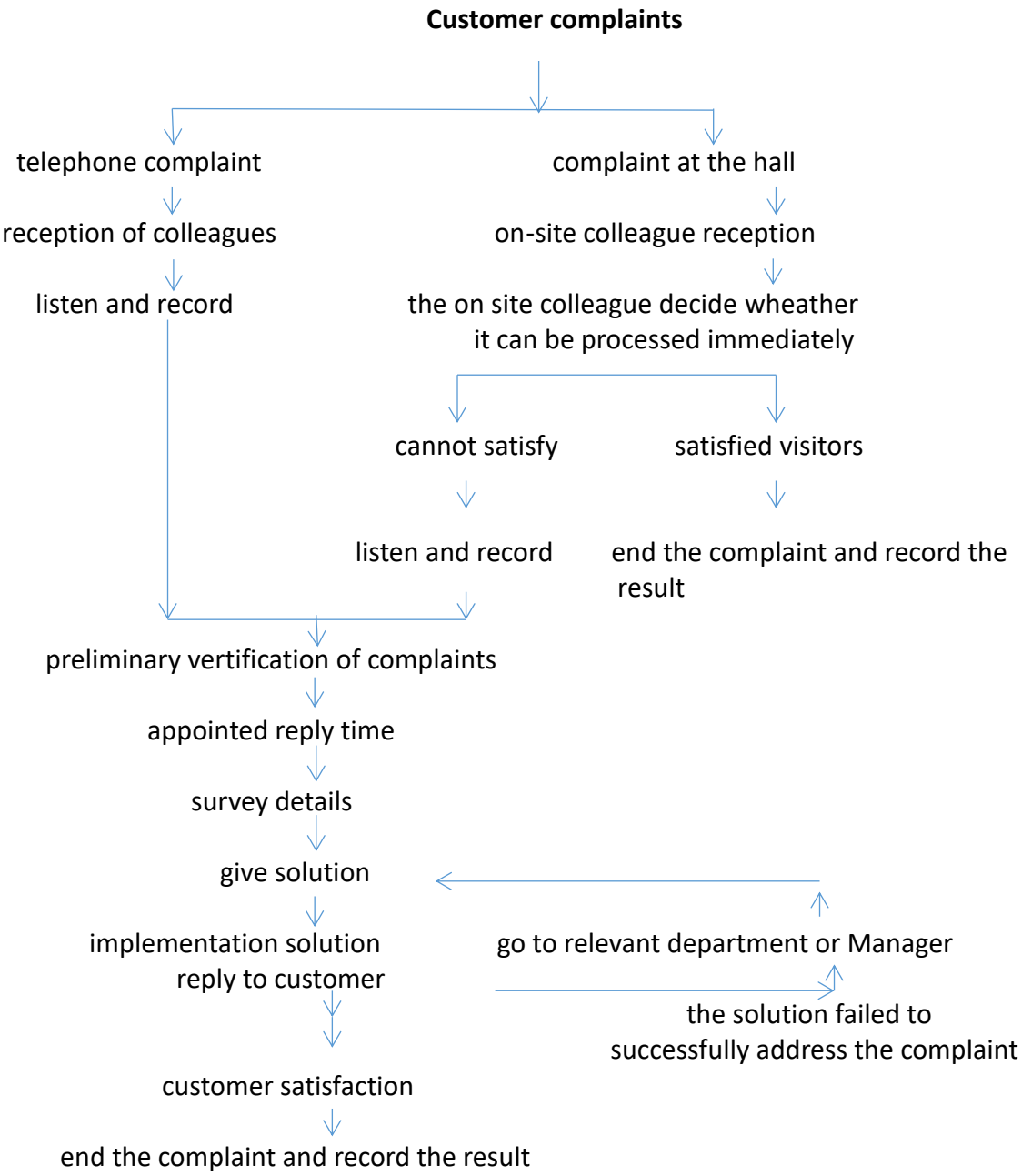
1.「仁孝宗祠」有權保留修訂以上各項細則之權利，並不作另行通知。
2. 如場地守則和龕位安放權出售協議條文有矛盾的話，一概以出售協議條文為準。
3.「仁孝宗祠」及本公司一詞指出售協議中的賣方，而客戶一詞指出售協議中的買方。

9. Complaint Handling

The hall will strive to achieve the service commitments and goals set, but sometimes it may not be able to meet the standards due to factors outside the control of the hall. In this case, the complainant can contact the person in charge of the hall for details through the following methods :

Address : No. 7 &, 9 of Wo Liu Hang Road, Fo Tan
Contact telephone no. : 2690 1216 (9 a.m to 5 p.m)
Fax No. : 2690 2948
Email address : yanhauancestralhall@gmail.com

Complaint handling process :



10. Finance arrangement

Technically Competent Professional (preferable an accountant) independently employed by the licence holder shall visit the site on quarterly basis to review all the procedure and the financial status of the columbarium.

The proposal for finance arrangement shall be referred to the attached envelopes. (Please refer to our previously submitted finance arrangement on 20th March, 2018).

11. Persons responsible for the implementation and approval of management plan

The particulars of the person responsible for the implementation of the management plan

Name : Haywood Cheung
Position : Senior Manager
Contact telephone no.: 2690 1216, 9432 6083
E-mail : longlife10008@gmail.com

The particulars of the person responsible for approving the management plan

Name : Chan Yee Hon
Position : Director
Contact telephone no.: 2690 1216, 9416 0764
E-mail : newfamous07@yahoo.com.hk

Submitted for and on behalf of the above named columbarium

Name : Chan Yee Hon
Position : Director
E-mail : newfamous07@yahoo.com.hk

_____
Signature : Chan Yee Hon
Date : 11 November 2022

Annex A

敬啓者：

仁孝宗祠 (Sample Only)

二零XX年(清明節/重陽節)* 期間的交通安排

二零XX年的(清明節/重陽節)*將至，本祠(「仁孝宗祠」)預計宗祠附近的交通在節日期間或會非常繁忙，特此致函懇請閣下及同行親友務必使用公共交通工具(包括港鐵、專營巴士及專線小巴)前來拜祭。

請注意，本祠沒有提供任何停車場服務及不設落客區，訪客切勿自行駕駛私家車或乘搭的士到訪。

若訪客必須自行駕駛私家車，請先停泊在本祠附近的時租停車場，然後步行到訪。**請勿在附近街道上落，以免影響交通。**

如有任何查詢，可致電2690 1216查詢。

此致

仁孝宗祠示
二零XX年X月X日

* 刪去不適用者

Annex B

骨灰安置所： 仁孝宗祠
消防安全指引 - 仁孝宗祠職員適用

當你發現火警時……

1．高聲警告附近人士有火警發生。

2．打電話**999**報火警及提供以下骨灰安置所名稱及地址。

骨灰安置所名稱及地址： 仁孝宗祠
新界沙田火炭禾寮坑路禾寮坑村 **7**及**9**號
(丈量約份第**176**約地段第**35**號、第**36**號**A**分段、第**36**號餘段、第**38**號**A**分段第**1**小分段、第**38**號**A**分段餘段、第**624**號、第**676**號、第**699**號)

3．在安全情況下，所有可燃物品移離火源。

4．在火勢不大及在安全情況下，使用滅火筒或消防喉轆 (如有)滅火。

5．如火勢太大或不能控制時，將所有訪客疏散離開火警單位/樓層。

6．當所有人員撤離後，關上火警單位大門及將所有訪客撤往指定集合地點。

7．聯絡到場之消防人員，以提供資料及協助。

附註：

仁孝宗祠職員必須熟悉 ……

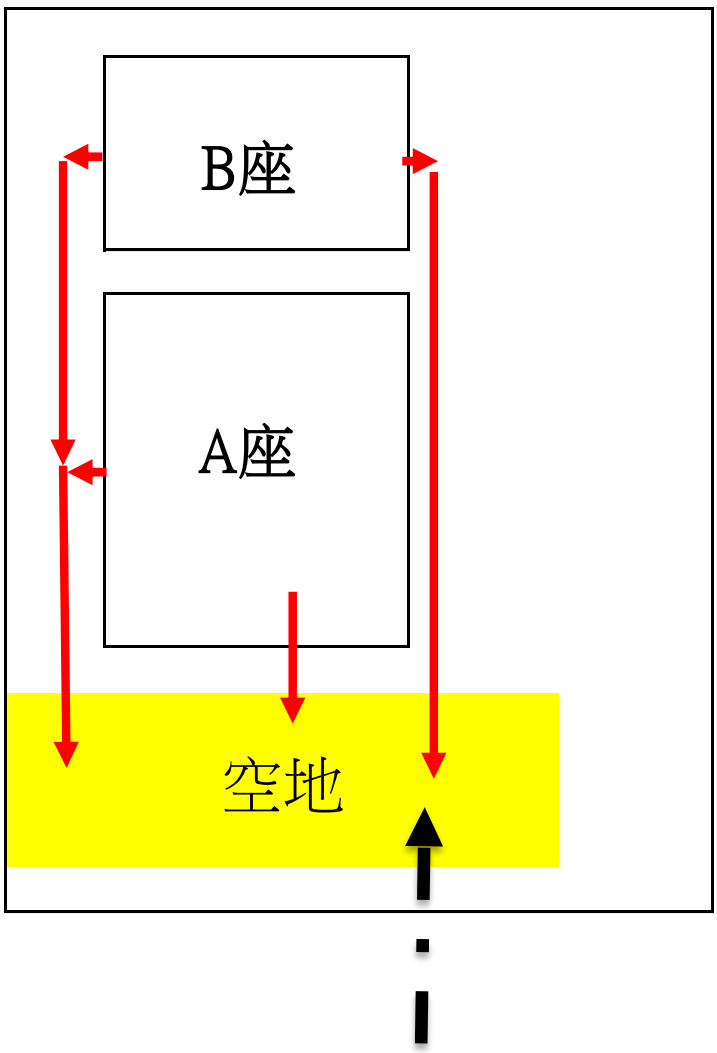
1．骨灰安置所-仁孝宗祠之整體消防安全計劃。
2．所有由骨灰安置所-仁孝宗祠前往指定集合地點之逃生路線。
3．以下消防裝置之位置及操作:
3.1 滅火筒及消防喉轆 (如有)

‘火警/緊急事故逃生路綫圖’ 所需資料

1．樓宇內間隔。電制房、儲物房、通道及出口之位置。
2．有關以下消防裝置之圖例說明及位置：滅火筒及消防喉轆 (如有)。
3．就逃生路線圖所張貼地方標示“你在此”之相關位置及突顯前往最近出口之逃生路線。如樓宇有超過一個出口，更應突顯另一可行路線。
4．提供“集合地點”資料：地址及附圖顯示其位置。環繞骨灰安置所建築物街道名稱亦應顯示。

Annex C

骨灰安置所：仁孝宗祠 - 骨灰大樓A座及B座
消防安全疏散 "指定集合地點" 位置

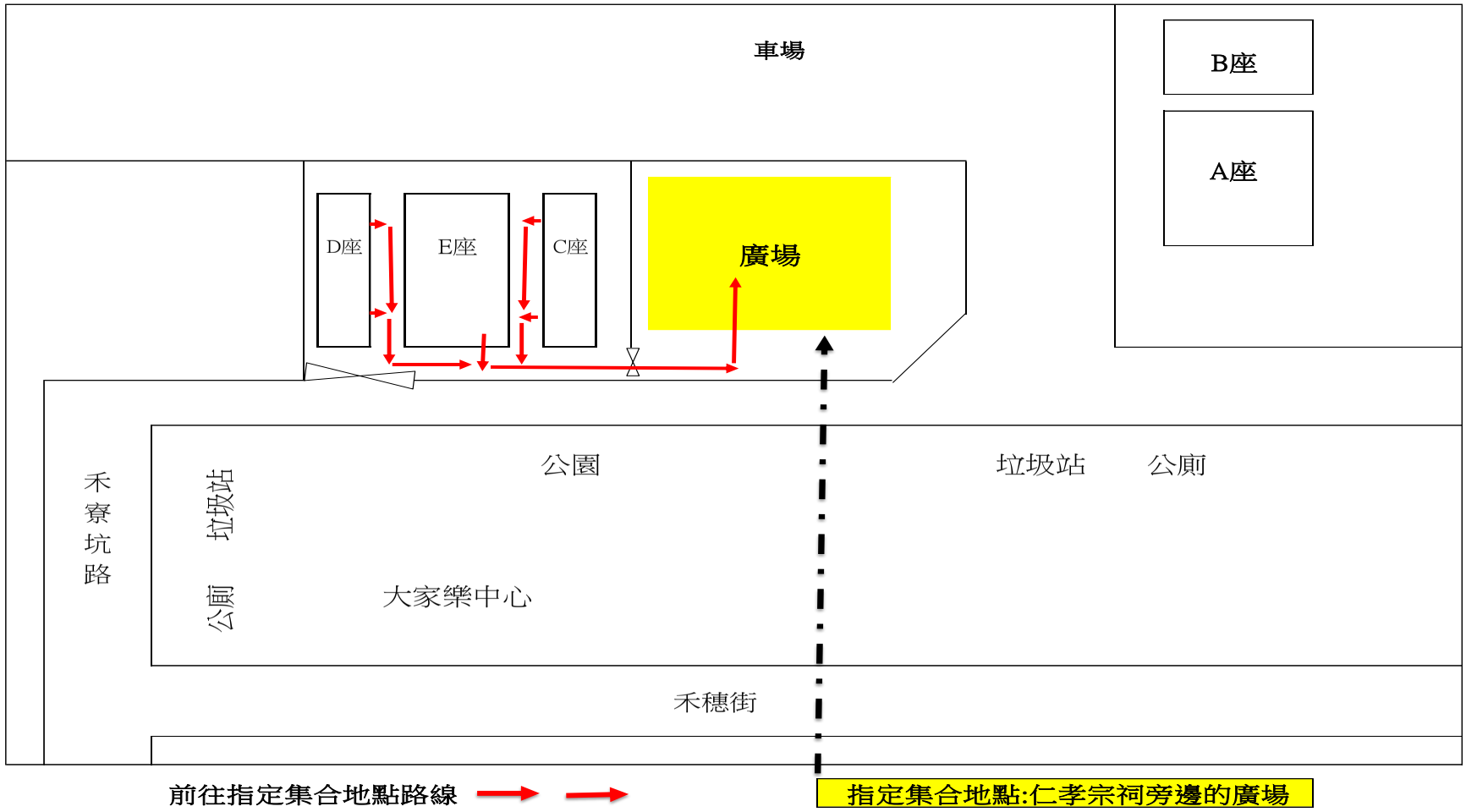


指定集合地點:仁孝宗祠A座前面空地

前往指定集合地點路線 → →

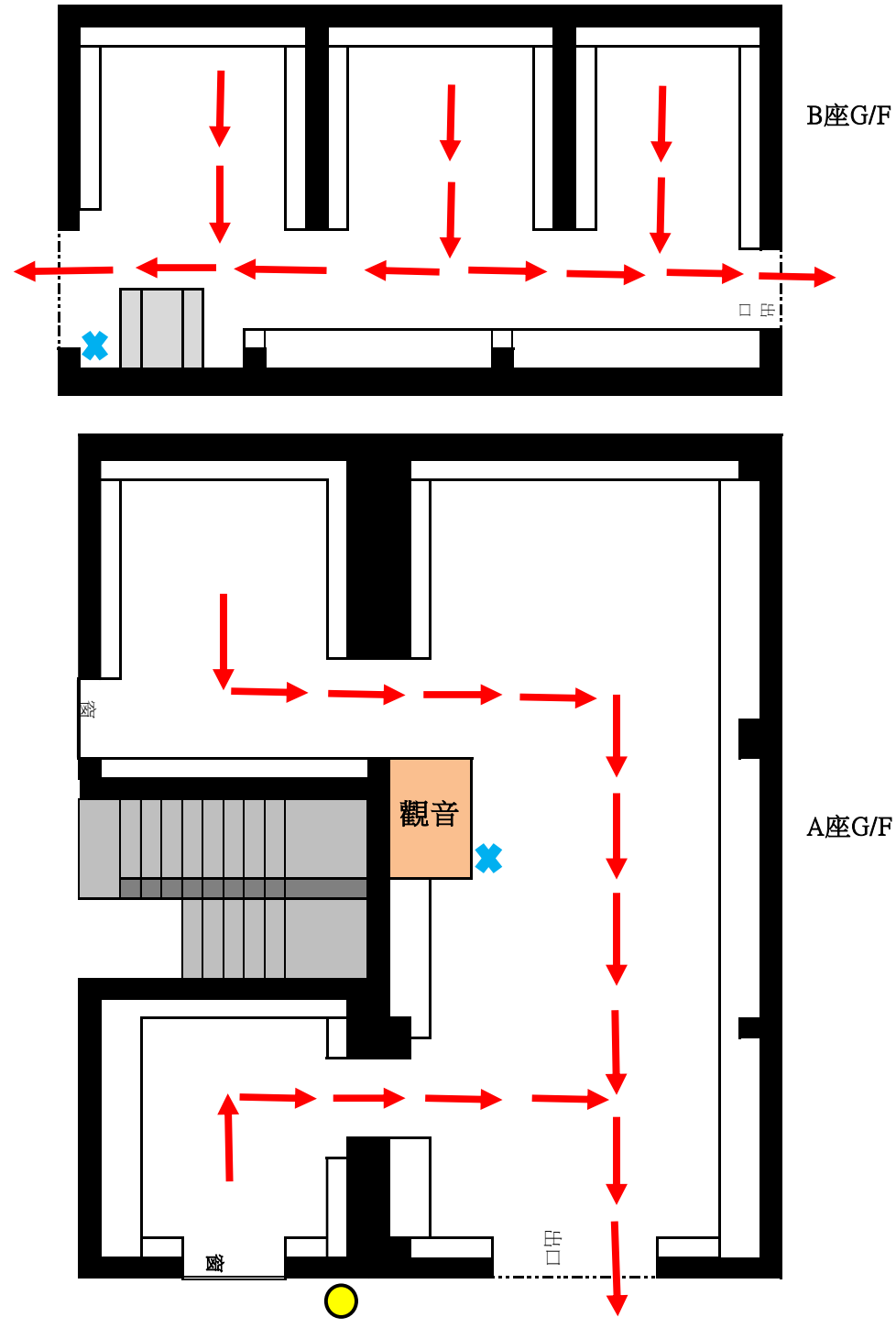
骨灰安置所：仁孝宗祠 - 骨灰大樓C座、D座及E座

消防安全疏散 "指定集合地點" 位置

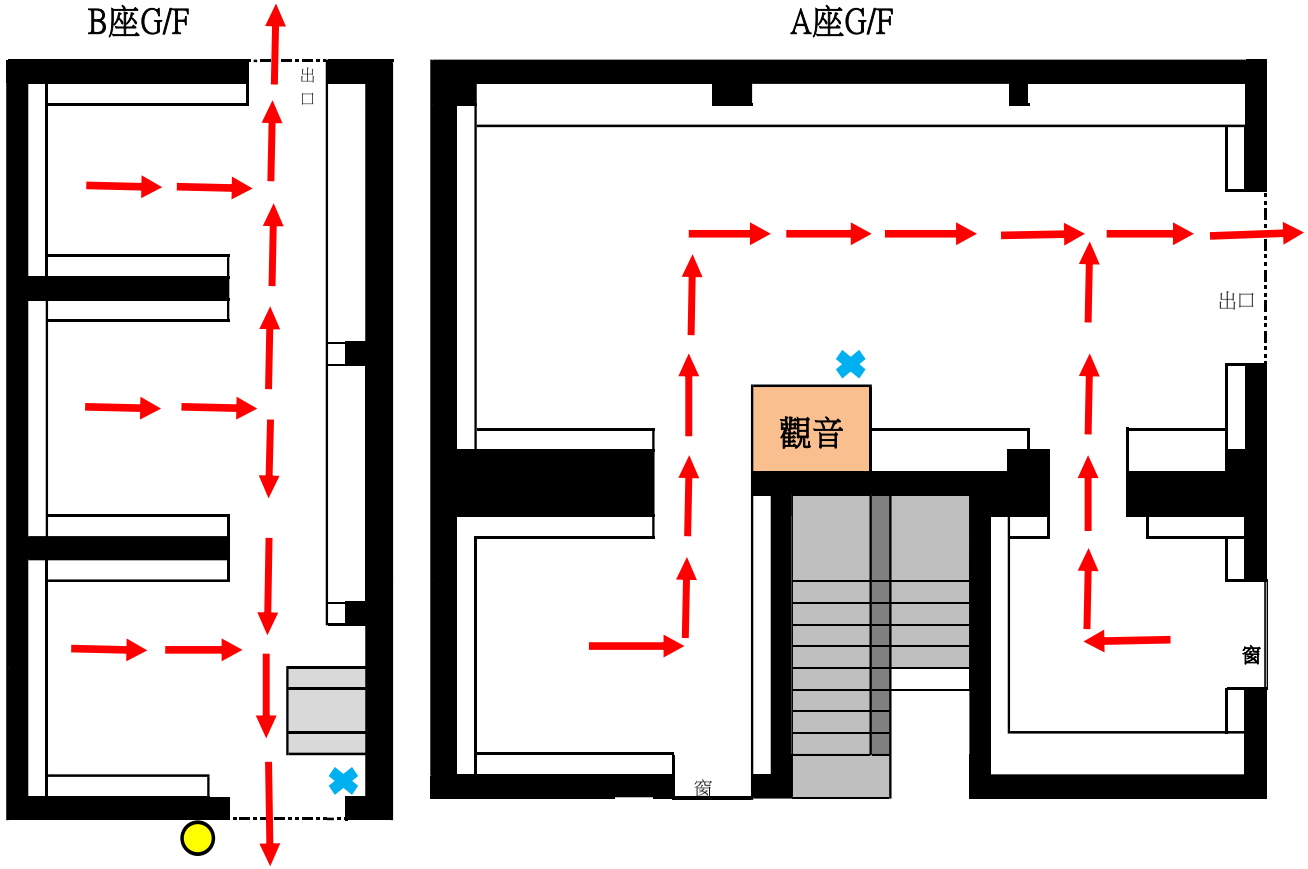


骨灰安置所：仁孝宗祠 - A座 G/F 及B座 G/F

逃生路線圖

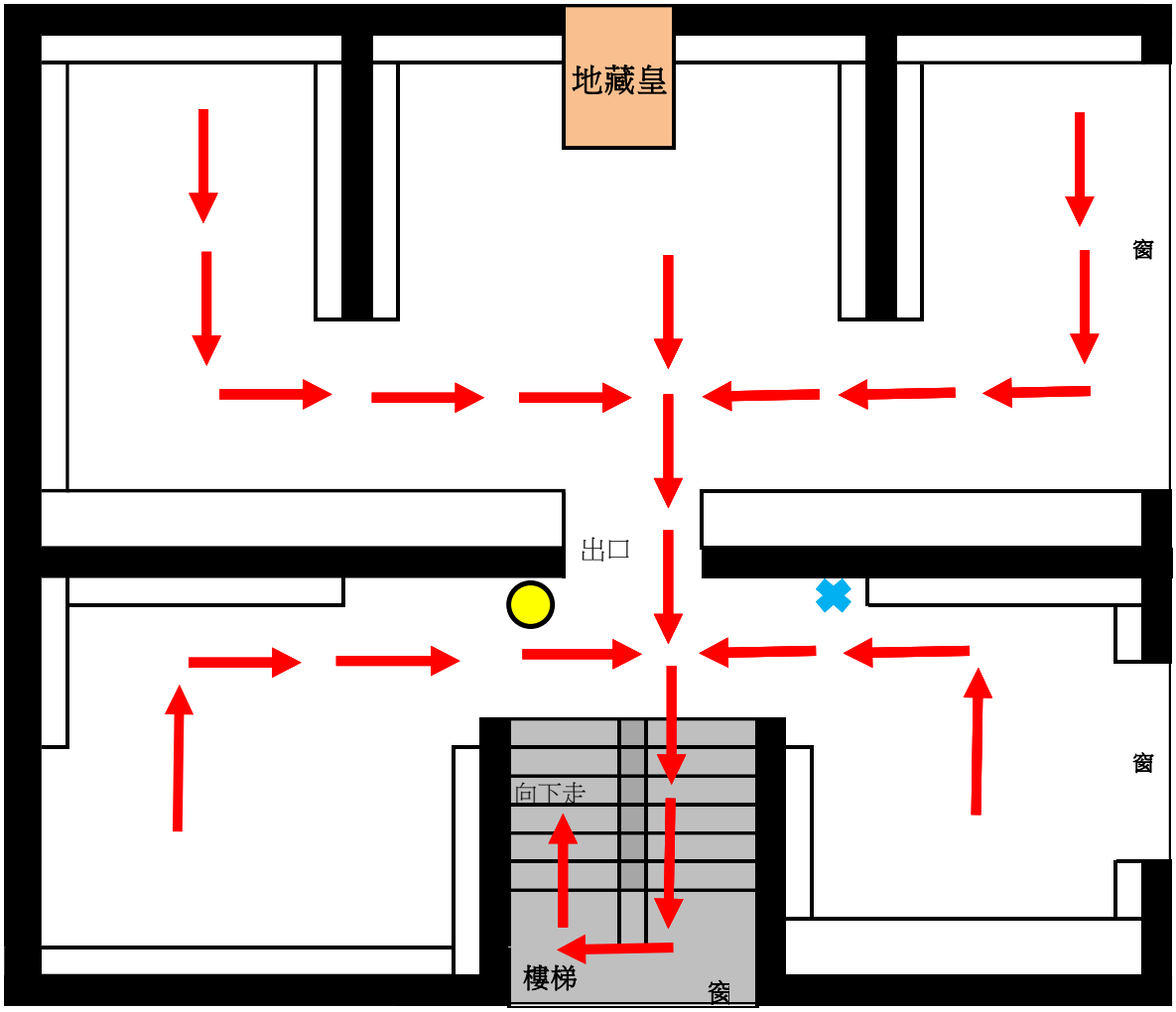


骨灰安置所 : 仁孝宗祠 - A座 G/F 及B座G/F
逃生路線圖



骨灰安置所：仁孝宗祠 - A座1/F
逃生路線圖

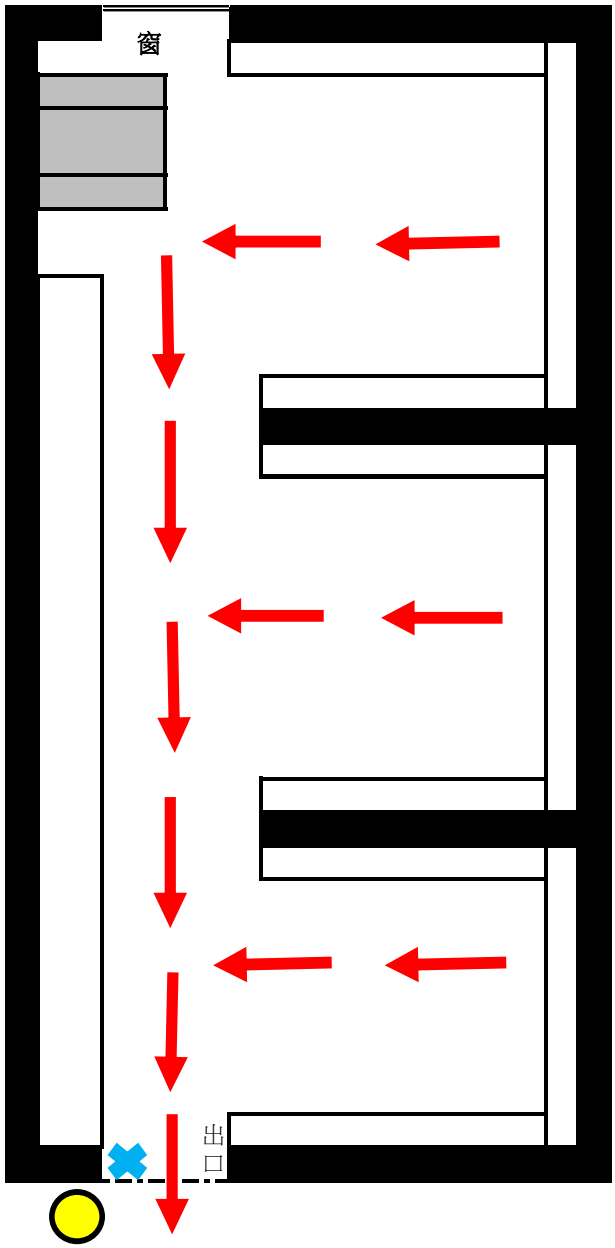
A座1/F



你在此　滅火筒　火警逃生路線方向

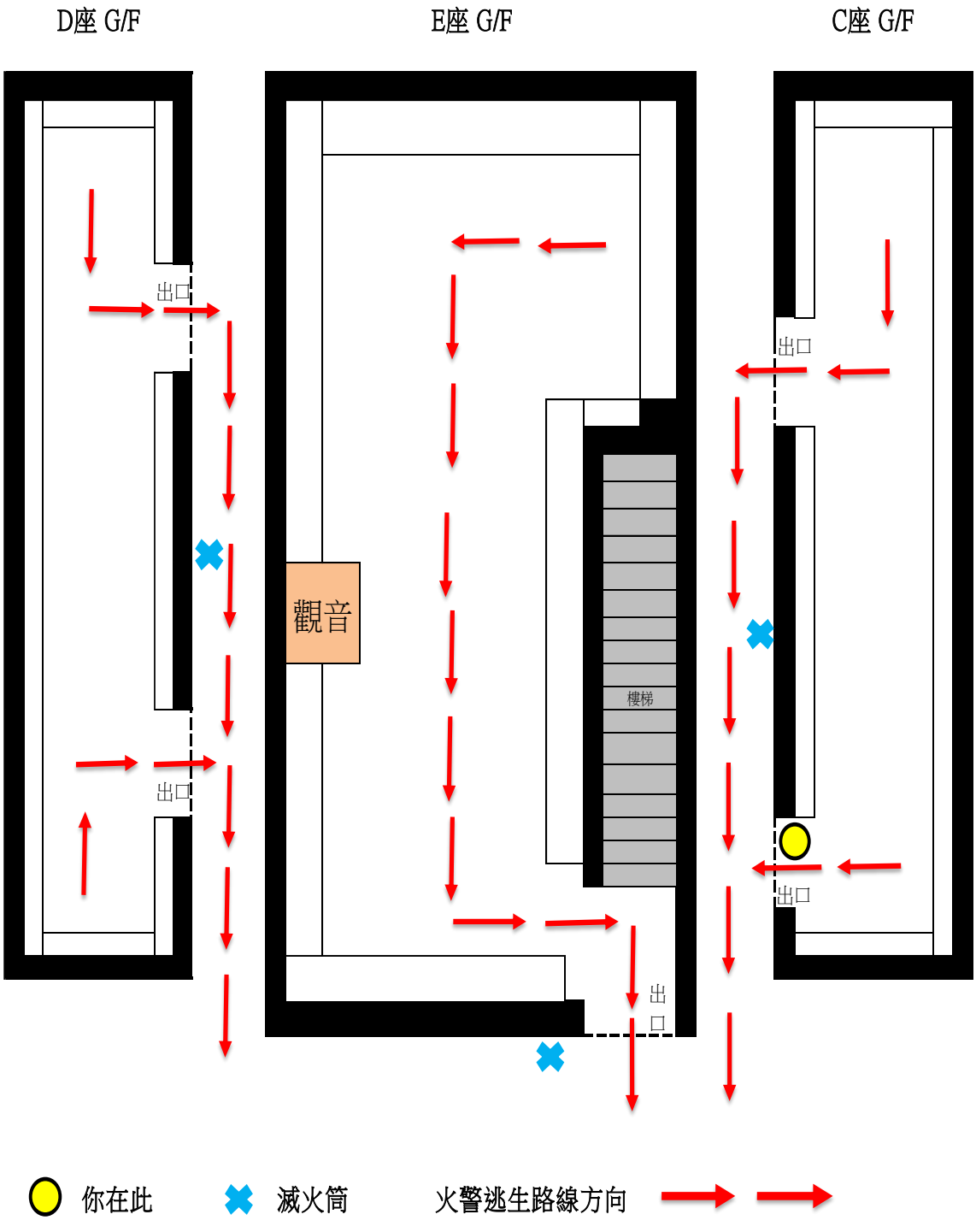
骨灰安置所：仁孝宗祠 - B座1/F
逃生路線圖

B座1/F

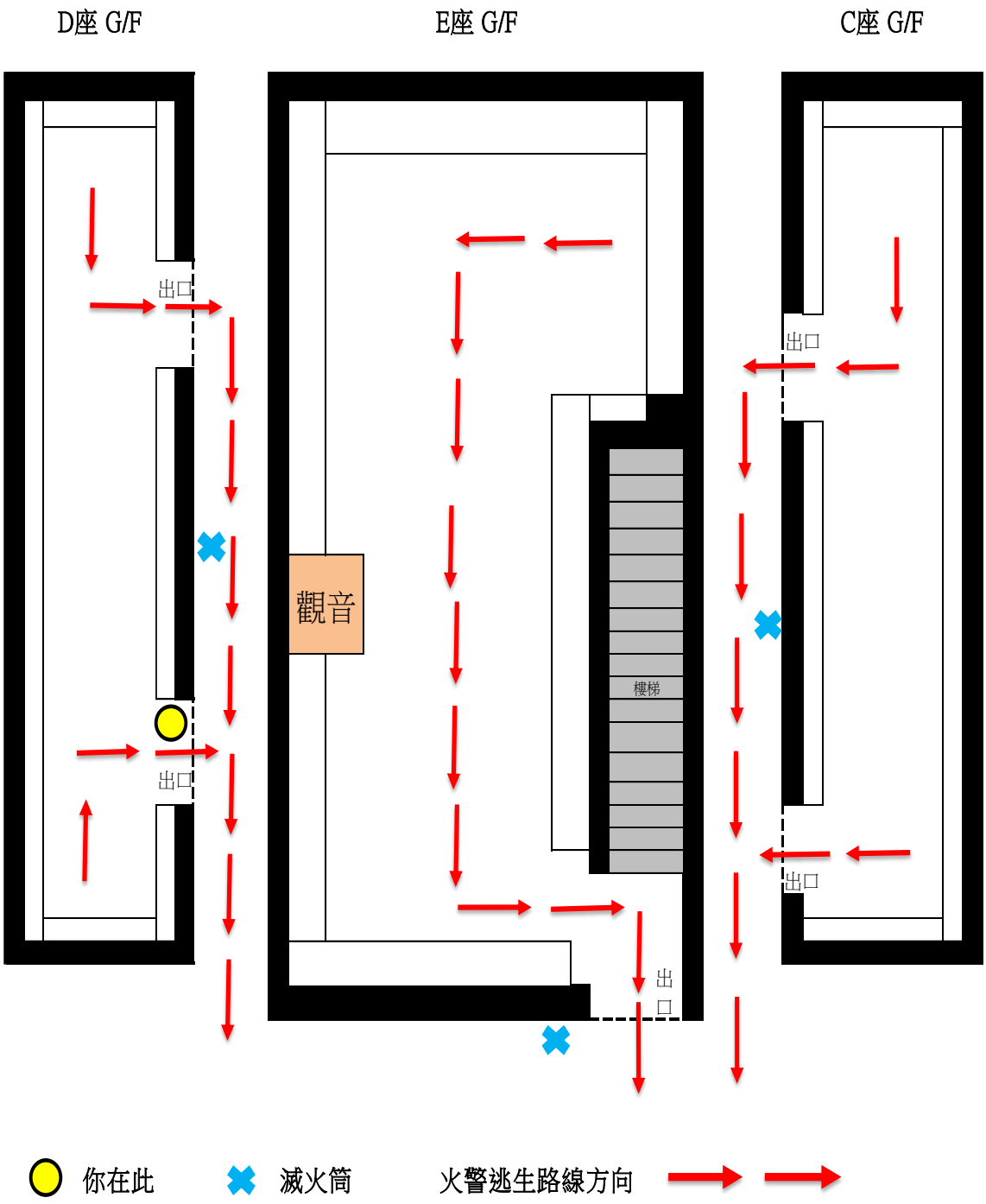


你在此　滅火筒　火警逃生路線方向

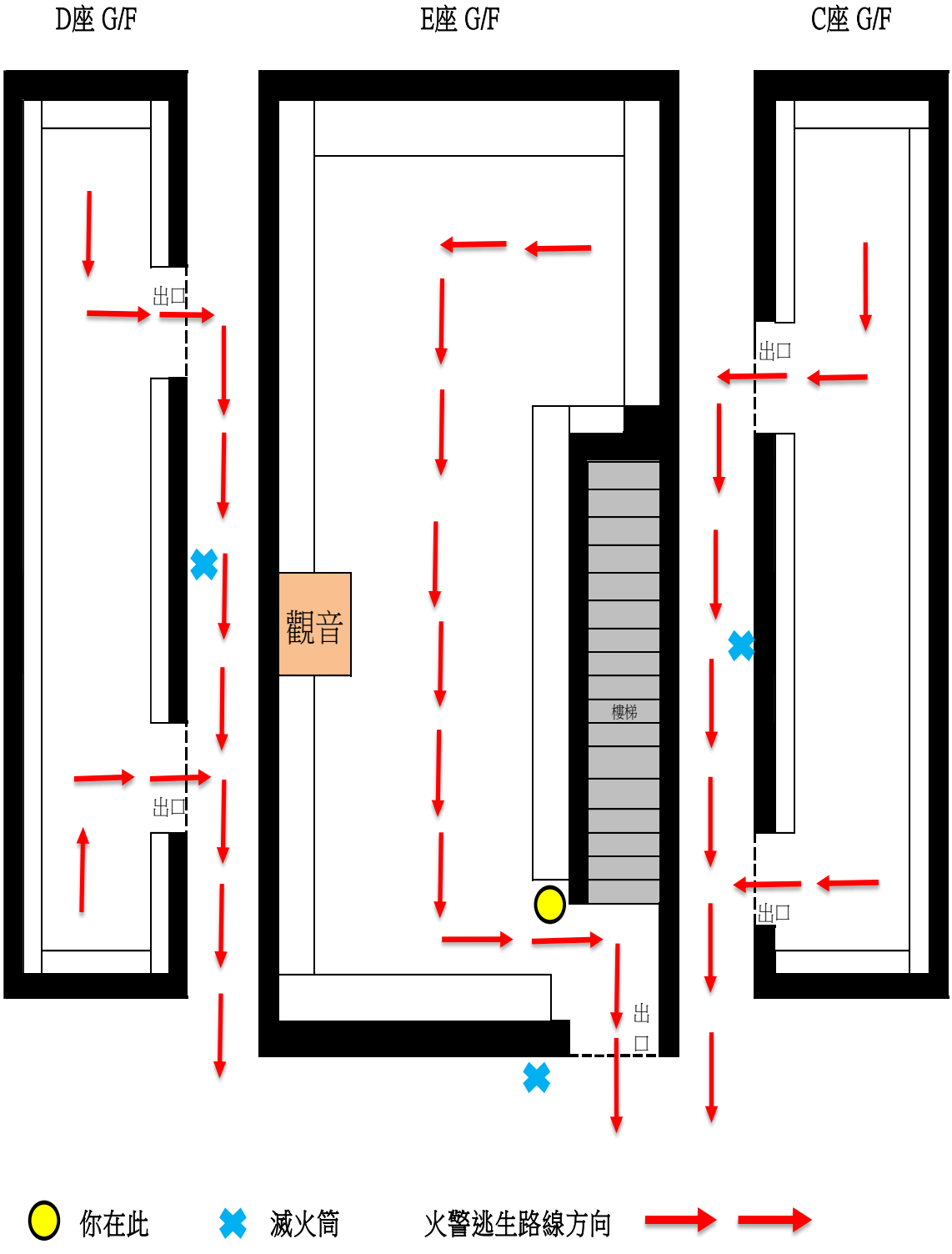
骨灰安置所 : 仁孝宗祠 - C座,D座及E座G/F
逃生路線圖



骨灰安置所 : 仁孝宗祠 - C座,D座及E座G/F
逃生路線圖



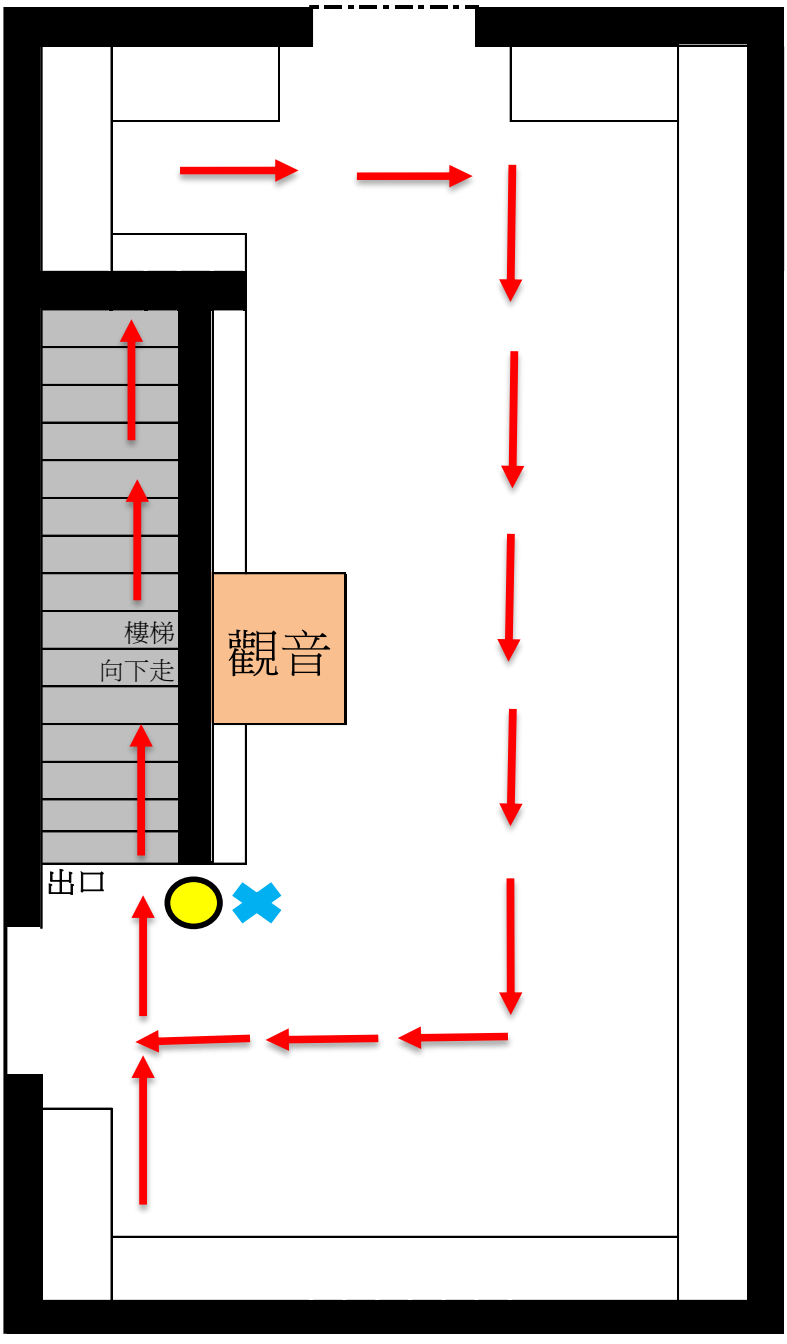
骨灰安置所 : 仁孝宗祠 - C座,D座及E座G/F
逃生路線圖



骨灰安置所：仁孝宗祠 - E座1/F

逃生路線圖

E座 1/F



你在此　滅火筒　火警逃生路線方向

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Columbarium" Only	
Columbarium	Public Utility Installation Utility Installation for Private Project

Planning Intention

The zone is primarily for land intended for columbaria use.

Remarks

(a) On land designated "Other Specified Uses" annotated "Columbarium",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 4,149m^2 and a maximum site coverage of 37.5%; and

(ii) no new development, or addition, alteration and/or modification to an existing building, other than redevelopment of an existing building, shall exceed a maximum building height of 14.5m. An existing building is allowed to be redeveloped to the same height of the building provided the existing gross floor area of the building is not exceeded.

(b) On land designated "Other Specified Uses" annotated "Columbarium (1)",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 293m^2, a maximum site coverage of 40%, and a maximum building height of 6.2m; and

(ii) the maximum number of niches for columbarium use shall not exceed 3,499.

(c) On land designated "Other Specified Uses" annotated "Columbarium (2)",

(i) no new development or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 345.41m^2, a maximum site coverage of 47.2%, and a maximum building height of 6.8m; and

(ii) the total number of niches for columbarium use shall not exceed 5,100.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area/site coverage/building height restrictions/number of niches stated in paragraphs (a), (b) ***and (c)(i) and (c)(ii)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure 5. Notes of the proposed "OU(Columbarium (2))" zone

Appendix III of RNTPC
Paper No. Y/ST/56A

Detailed Comments of Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD)

(a) if the existing structures are New Territories Exempted House under the Buildings Ordinance (BO) (Application to the New Territories) (Cap.121 or previous. Cap 322), District Lands Officer/Sha Tin, Lands Department should be in a better position to comment on the application;

(b) if there are existing structures which had been erected on leased land without approval of BD (not being a NTEH), they are unauthorized under the BO and should not be designated for any approved use under the application unless such are permissible under the Private Columbaria Ordinance (Cap 630);

(c) if any new building works are to be carried out on the application site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System. Otherwise, they are Unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO; and

(d) the granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO, and any licence applications for which comments from BD is necessary.

致：城市規劃委員會

8

敬啟者,

申請編號：Y/ST/56，建議－把『鄉村式發展』地帶改劃為『其他指定用途』註明『靈灰安置所(1)』地帶

仁孝宗祠一直以來都獲社會正面評價. 仁孝過往曾為禾寮坑村的建設及環境改善作出過很大貢獻,包括環境配套及設施, 因此很多村民也非常支持該項申請. 而且仁孝宗祠也活躍於很多公益活動,例如醫療推廣,教育,長者關愛活動等等,積極回饋社會,絕對是有社會責任的機構.

該項申請絕對應給予支持,希望貴會批准申請,讓仁孝宗祠得以在社會上繼續延伸更大貢獻.

如有任何疑問,歡迎於辦公時間內致電秘書處.

謹致

新界鄉議局副主席
沙田鄉事委員會主席

莫錦貴 SBS

致：城市規劃委員會

敬啟者，

申請編號：Y/ST/56 ，建議 - 把『鄉村式發展』地帶改劃為『其他指定用途』註明『靈灰安置所(1)』地帶

本人得悉沙田火炭仁孝宗祠向城市規劃委員會申請上述用途,據瞭解,上述項目得到沙田鄉事會,當村原居民代表,當村居民代表及原居民村委員的支持,加上考慮到此項目的申請實乃適應社區需求和發展需要,綜合各方面意見,本人認同支持此項目之申請.

新界鄉議局副主席

林偉強　SBS JP

致：城市規劃委員會
申請編號：Y/ST/56

敬啟者,

建議 - 把『鄉村式發展』地帶改劃為
『其他指定用途』註明『靈灰安置所(1)』地帶

仁孝宗祠一直以來都獲社會正面評價. 仁孝過往曾為禾寮坑村的建設及環境改善作出過很大貢獻,包括環境配套及設施, 當村原居民及居民村代表和沙田鄉事委員會主席等都鼎力支持該項申請. 而且仁孝宗祠也活躍於很多公益活動,例如醫療推廣,教育,長者關愛活動等等,積極回饋社會,絕對是有社會責任的機構.

該項申請絕對應給予支持,希望貴會批准申請,讓仁孝宗祠得以在社會上繼續延伸更大貢獻.

謹致

湛家雄

湛家雄 BBS,MH,JP

致：城市規劃委員會 11

規劃申請編號：Y/ST/56

就火炭仁孝宗祠向 貴會申請規範化是表示絕對支持的。因為主要是現時社會必須正視之問題，本人 _____ 希望藉着其申請出一分力。

仁孝宗祠位於火炭禾寮坑村，鄰近火炭火車站，步行五分鐘，地點便利拜祭人士。建築物樓高兩層，並且有外牆包圍，外界很難見到室內環境，故此心理影響很少。在噪音方面，由於仁孝宗祠很少進行大型頌經活動，所以對噪音沒有構成影響。最後，希望 貴會能通過此項申請。

致：城市規劃委員會

規劃申請編號：Y/ST/86

本人 何家欣 絕對贊成仁孝宗祠申請改變土地用途。

仁孝宗祠過往為禾寮坑村之環境改善不遺餘力，綠化本村環境，及於外牆種植花草。不但可以環境美化，而且可以減低市民產生的心理影響。另外，仁孝宗祠交通方便，鄰近火車站，令拜祭人士盡量使用公共交通工具，減少附近交通負荷。藉此申請共同分擔社會責任。

本人最後對以上申請是贊成的。

致：城市規劃委員會

申請編號：Y/ST/56

本人李艷霞就火炭仁孝宗祠向貴會的規劃申請表示絕對支持。

因為主要是現時社會之必須正視之問題，仁孝宗祠位於火炭禾寮坑村，鄰近火炭火車站，步行五分鐘，地點便利拜祭人士。環境乾淨整齊，道路寬敞。以及種值花草，室內清潔。由於仁孝宗祠很少進行大型頌經活動，沒有噪音影響。

最後，希望 貴會能通過此項申請。

致：城市規劃委員會

申請編號: Y/ST/56

421

本人是火炭禾寮坑村居民代表,仁孝宗祠就其申請更改土地規劃地帶一事諮詢本人意見。

本人過往曾與本村村民開會,詳細探討其申請,開會結果正面,大家都表示支持,因為有關疑慮已向貴局一一說明.

本人支持仁孝宗祠申請,有以下原因:

1.仁孝宗祠一直以來獲本村村民有正面評價，沒有因為骨灰位而產生不安感覺，相反很支持其發展，因為此乃社會責任,而且仁孝宗祠對本村建設及環境作出很多貢獻。及積極回饋社區，贊助多項公益慈善活動，是一個責任機構。

2.每逢春秋二祭之人流,交通安排完善,由於全年開放關係,沒有因為大節日而引致交通阻塞，以及步行五分鐘便可到達火車站，所以從沒有影響本村道路出入問題。

3.仁孝宗祠室內、室外環境整潔，種植花草，光猛開揚，沒有陰森感覺，管理完善，因此對本村村民沒有不安影響。

故此,本人希望貴局能通過此項申請，因為本村亦希望能為社會出一分力,共同承擔社會責任,舒緩民生需要。為火炭區提供一處合法的靈灰安置所，供廣大市民使用，實在是本村之光榮。

此致

劉辛發

禾寮坑村居民代表(劉辛發)簽署

致：城市規劃委員會

申請編號:Y/ST/56

本人對於仁孝宗祠申請更改土地用途表示贊成及支持.

基於以下原因:

首先:仁孝宗祠位置方便,五分鐘步行便可到達火炭港鐵站,不會造成交通不便.

其次:仁孝宗祠環境衛生,四周種有植物,以及有外牆包圍,示會引起不安,感覺舒服,有別於一般傳統設計.

再者:仁孝宗祠不但為本村環境改善,而且經常贊助公益慈善活動,實在是良心機構,難能可貴.

如果 貴會能通過其申請,定必能為大眾服務,惠及社會需要.同時達到政府落實本區承擔骨灰位責任，解決民主問題.

禾寮坑村村民：何德明

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

反對DD176約地段規劃申請 (Y/ST/56)
09/08/2022 08:52

From: [redacted]
To: tpbpd@pland.gov.hk
File Ref:

致規劃署

由貴署公文(Y/ST/56)知悉 DD176 約 禾寮坑村丈量約份第176約地段九個地段作靈灰安置所用途。經村民商議，均一致反對，理由如下:

1. 禾寮坑與拔子窩村，同是劉氏宗系，關係密切，無論心理上實質上都影響了村民居住環境。

2.嚴重影響村內及火炭區風水，侵蝕了村民福祉。

3.骨灰龕（靈灰安置所）拜祭時煙灰會飄到我村，影響村民健康。

拔子窩村原居民代表劉建澤([redacted]
拔子窩村居民代表劉俊釗[redacted]

敬上

2022年8月9日

(正本將會寄到貴署)

733

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/ST/56

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本會反對有關規劃申請(編號 Y/ST/56)，詳情請參閱附件。

「提意見人」姓名／名稱 Name of person/company making this comment 御龍山業主立案法團

簽署 Signature _____ **日期 Date** 19-8-2022

The Incorporated Owners of The Palazzo
御龍山業主立案法團

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates Y/ST/56**

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

就申請編號：Y/ST/56 把「鄉村式發展」地帶改劃為「其他指定用途」註明「靈灰安置所(2)」地帶，御龍山業主立案法團認為地帶改劃為骨灰安置所，相信會帶來以下的負面影響：

(1)骨灰安置所的現址為「鄉村式發展」的用地，若改劃作靈灰安置所地帶，此改動會限制土地用途，而日後該地帶只可用作靈灰安置所用地；

(2)在現有的公共設施配套下，火炭未來交通配套不足，鄰近的私人屋苑包括御龍山、銀禧花園和駿景園，而新發展私人住宅項目星凱堤岸將會相繼入伙。由於此區域為住宅區，若把該地帶改為興建 8,828 骨灰龕，對出入該地帶的市民及附近交通，帶來顯著的影響，火炭居民進出該地帶有困難，擔心日後參拜人士眾多，特別是春秋二祭時，該地帶交通不勝負荷；

(3)是次申請更改用途與周邊土地用途不協調，相信會帶來交通、人流負荷，故此需考慮土地用途不配因素。每年的祭祀時間，骨灰安置所均會帶來大量人流及車流，發展計劃能否完善人流管制及降低對周邊交通影響。建議申請人應提供足夠資料及評估，以證明發展不會對附近地區的交通及環境造成負面影響。

733

(4) 骨灰龕影響風水及景觀，該地帶為住宅區，相信興建骨灰龕必定剝奪了公眾享用該地帶的景色及休閒景緻的公共空間，骨灰龕對區內影響景觀及郊區外，靈車出入亦對居民構成心理陰影、安寧，導至民不聊生；

(5) 興建骨灰龕後，祭祠的人會燒衣紙，影響空氣造成環境污染，影響住宅區之居民，對樓價帶來負面影響。

總括而言，居民擔心日後參拜人士眾多，阻塞交通，骨灰龕對區內景觀及郊區安寧亦有影響，促請 貴會否決其申請。有見及此，本業主立案法團強烈反對規劃申請編號：Y/ST/56 的規劃申請。

「提意見人」姓名/名稱 Name of person/company making this comment 御龍山業主立案法團

The Incorporated Owners of The Palazzo 御龍山業主立案法團

簽署 Signature 御龍山業主立案法團 日期 Date 19/08/2022

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致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 :2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
Y/ST/56

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

本人反對靈灰安置所建在本人物業附近，(一)影响景觀，(二)影响樓宇價值，(三)這類的"靈灰安置所，應該遠離民居以免產生不必要的麻煩，例如交通(掃墓日前往尤甚)，掃墓人士燒燒衣餘也可能影响民居。

「提意見人」姓名/名稱 Name of person/company making this comment 傅琳瑚

簽署 Signature [signature] 日期 Date 14-8-2022

730

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 ：2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
Y/ST/56

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

1. 我們家住御龍山，亦經常會到附近休憩及到工廠區的食肆食飯。大廈區內的交通情況有貨櫃車及貨車已經經常出入，令我們步出上落構成不便及危險。再者若建此靈灰安置所所引起的封山或交通安排，亦容易引起擠塞。
2. 我們亦擔心靈灰安置所的燒香，冥鏹的煙會吹到附近鄰居及民居。
3. 風水角度，中國人真的不希望在住所附近（步行30分鐘範圍內）有陰氣強的靈灰安置所，影響居民精神健康。謝謝

「提意見人」姓名/名稱 Name of person/company making this comment WONG SUK YI

簽署 Signature ______ 日期 Date 24-8-2022

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 ：2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
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By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
Y/ST/56 Received on 16/09/2022

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

本人反對該火炭興建靈灰安置所，因這會影響居民的日常，亦太近附近各個民居，對小朋友也有一定的影響，有關設備可在遠離民居的地方安置

「提意見人」姓名/名稱 Name of person/company making this comment Cecilia

簽署 Signature C

日期 Date 7/10

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	221007-163311-55411
提交限期 **Deadline for submission:**	21/10/2022
提交日期及時間 **Date and time of submission:**	07/10/2022 16:33:11
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/ST/56
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yu King nin

意見詳情
Details of the Comment :

本人強烈反對將申請地點改為骨灰龕場,原因如下:

一, 該地鄰近亦有不少住宅,這對當區造成嚴重的心理影響及治安變差等問題。

二, 該地附近亦有大量工廠大廈,在早上至黃昏, 不少大型貨車會在該地點附近停泊及上落貨。這對當區造成嚴重交通擠塞及交通安全影響。

三, 根據地契不准許作骨灰龕用途。此地點不符合城市規劃規定。

四, 骨灰龕場難免會焚燒冥鏹,這會令當區嘅空氣及環境衛生造成嚴重影響。

☐ Urgent ☒ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

有關新界沙田火炭禾寮坑村丈量約份第176約地段第35號、第36號A分段、第36號餘段、第38號A分段第1小分段、第38號A分段餘段、第624號、第676號、第699號及第832號(部分)把申請地點由「鄉村式發展」地帶改劃為「其他指定用途」註明「靈灰安置所」(2)地帶 (申請編號：Y/ST/56 - 申請人提交的進一步資料)
25/05/2023 11:42

From: Royal Ascot Management Services Office <royalascot@kaishing.com.hk>
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

2 attachments

Y_ST_56 靈灰安置 20230520.pdf SKM_C750i23050814040.pdf

敬啟者：

就題述地帶改劃申請，本處謹提交駿景園業主委員會意見供參閱，詳見附件。

李以諾 謹啟
物業及設施經理
物業管理人(第一級)牌照號碼: P1-547014
駿景園服務處
Tel: 2687 6612 Fax: 2687 6420

any entity unless otherwise clearly stated and with the authority of the sender duly verified.

****

- 1126

Owners' Committee of Royal Ascot
駿景園業主委員會

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘會處

敬啟者:

有關新界沙田火炭禾寮坑村丈量約份第 176 約地段第 35 號、第 36 號 A 分段、第 36 號餘段、第 38 號 A 分段第 1 小分段、第 38 號 A 分段餘段、第 624 號、第 676 號、第 699 號及第 832 號（部分）把申請地點由「鄉村式發展」地帶改劃為「其他指定用途」註明「靈灰安置所(2)」地帶（申請編號：Y/ST/56）

本屆駿景園業主委員會得悉 貴會現正就上述標題事宜進行諮詢，由於該選址鄰近本社區，而本屋苑是一個住宅小區，居民以中上階層家庭為主，社區環境一向清幽利落。據悉申請的「靈灰安置所」雖然選址在屋苑外圍，我們極為擔心此舉會為社區帶來負面影響:

1. 衛生問題: 靈灰龕存放大量骨灰，影響社區的清潔衛生。

2. 環境污染: 靈灰龕的燒香、燒衣、化寶等過程會釋出二氧化硫、二氧化碳等有害氣體，影響空氣質素。同時祭祀儀式有機會造成噪音影響居民。

3. 治安風險: 大量拜祭人流有機會增加屋苑保安風險。

4. 交通影響: 靈灰安置所開放時交通配套不足以應付節日人流，會有一定車流進出，對周邊道路交通產生影響，可能造成一定擁堵，加上現在火炭火車站無論入閘機與出口數目已經超出了負荷。

基於上述原因，本委員會認為該「靈灰安置所(2)」計劃實在過於靠近住宅區，其建設勢必為居民的生活環境帶來極大負面影響。懇請城市規劃會根據相應法例，停止有關更改土地用途申請計劃，以維護居民權益。

如有任何查詢或疑問，歡迎致電 2687 6612 駿景園服務處聯絡。

ESTATE OWNERS' COMMITTEE * ROYAL ASCOT * 駿景園 業主委員會

第二十六屆駿景園業主委員會 謹啟

二零二三年五月二十日