By Email

Our Ref: S3066a/DD11_FYR/25/008Lg

10 December 2025

PLANNING LIMITED
規劃顧問有限公司

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

Dear Sir/Madam,

Proposed Rezoning of the "Comprehensive Development Area (1)" Site to "Residential (Group B)13", "Residential (Group B)14" and "Recreation" and Amendment to the Building Height Restriction of the "Government, Institution or Community" Site from 2 storeys to 8 storeys for Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

(S12A Amendment of Plan Application No. Y/TP/40)

- Further Information No. 2 -

Reference is made to the captioned s12A Application scheduled for consideration by the Town Planning Board ("TPB") on 23 January 2026 and the departmental comments conveyed by the Sha Tin, Tai Po and North District Planning Department, Planning Department during the period between October and December 2025.

We hereby submit this Further Information to address the departmental comments received. This FI submission consists of:

1) Response-to-Comment Table
2) Annex A – Revised Supporting Planning Statement
3) Annex B – Land Status Plan of the Adjacent Area
4) Annex C – Replacement Pages of Drainage Impact Assessment
5) Annex D – Revised Traffic Impact Assessment
6) Annex E – Email Dated 1.8.2025 from Social Welfare Department
7) Annex F – Replacement Pages of Visual Impact Assessment
8) Annex G – Revised Air Quality Impact Assessment
9) Annex H – Revised Noise Impact Assessment
10) Annex I – Replacement Pages of Water Supply Impact Assessment

Should you have any queries in relation to the above or attached, please do not hesitate to contact Mr. Benjamin TUNG at [redacted] or the undersigned.

Thank you for your kind attention.

Our Ref: S3066a/DD11_FYR/25/008Lg
Date: 10 December 2025

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Pauline LAM

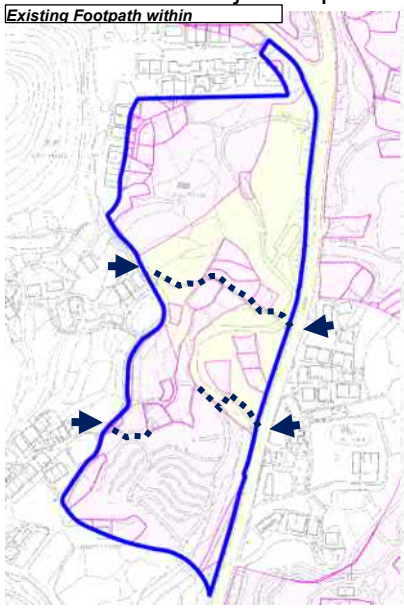
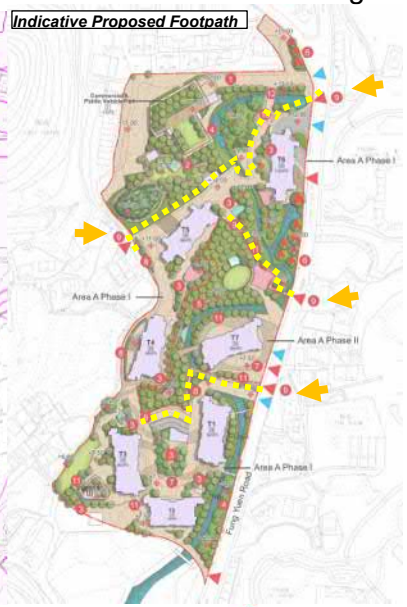
Encl.

cc. the Project Proponent & Team

PL/BT/vy

Proposed Rezoning of the "Comprehensive Development Area (1)" Site to "Residential (Group B)13", "Residential (Group B)14" and "Recreation" and Amendment to the Building Height Restriction on the "Government, Institution or Community" Site from 2 storeys to 8 storeys for Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories (S12A Amendment of Plan Application No. Y/TP/40)

– Further Information No.2 –

Item	Comments	Our Responses
1	**Comments from Shatin, Tai Po and North District Planning Office, Planning Department (Responsible Officer: Ms. WU Kit Shan, Sandy; Tel: 2158 6381) Received on 31 October 2025**	
1.1	***General Comments*** The proposed development should not create land locking and should ensure appropriate access to adjacent private lots at all times. The applicant should provide information on the existing and planned pedestrian/ vehicular connection (including emergency vehicular access) to the adjacent private lots.	The proposed layout has been carefully designed to avoid any land locking issues or problems. While there is no existing vehicular access to the third party lots within the Development Site, appropriate internal footpath will be provided for pedestrian access to these lots. In case of emergency situations, the Applicant will discretionarily permit/allow emergency vehicles to the adjacent private lots. Please refer to the figures below.   (* For reference only and subject to detailed design) 9 Footpath connection to the neighbourhoods

Item	Comments	Our Responses
1.2	Strong concerns from DC members and a considerable number of local objections were received for the application No. Y/TP/38. Please consider engaging in dialogue with locals to address their concerns.	The concerns from DC members and locals for the on-going Application No. Y/TP/38 have been considered while formulating this Planning Application. This includes the reduction of development intensity, more buffer distance from existing village and the provision of private open space for the enjoyment of public and residents. The revised development proposal has been carefully designed and in general addressed their concerns.
1.3	Please provide the floor plans (including typical floor and basement) of the proposed developments for TPB's reference.	Floor plans have been provided in Figures 5a, 5b and 5c of the Noise Impact Assessment.
	Specific Comments *Supporting Planning Statement*	
1.4	Table 3.4 – it is noted that 1% of the southern portion is private land owned by others (29m^2). The applicant should clarify whether the implementation of the proposed social welfare complex would not be affected since the location of the private lot is not indicated in the submission.	The 1% private land owned by others is Lot 860 in D.D. 11 to the north of the proposed social welfare complex. The implementation of the proposed social welfare complex would not be affected regardless of the inclusion of this Lot 860 in D.D. 11. (**Annex B** refers)
1.5	Para. 5.4.8 – please indicate the proposed 3m and 5m building setbacks from the existing watercourse and the eastern development site boundary respectively for clarity.	Figure 5.4 of the Supporting Planning Statement (SPS) (**Annex A** refers) has been added to indicate the proposed building setbacks.
1.6	Para. 5.5.3 and Figure 5.6 – It is noted that the potential area for private open space of not less than 1,000m^2 for public use covers the roadside area. Please ensure that the open space should be functional for recreation and easily accessible to the general public.	Demarcation on the figures is indicative only to allow flexibility for future detailed design. Within the indicative area, not less than 1,000m^2 open space will be dedicated for public use. The design of which will be functional for recreation such as accommodate landscape sitting-out areas, leisure lawn and lookout deck for the users and easily accessible.
1.7	Para. 5.4.9 – According to Appendix 2 of the Air Ventilation Assessment, there is also one 20m-wide building separation. Please update accordingly.	Para. 5.4.9 of the SPS has been updated.
1.8	Para. 5.5 – Please extract information on existing tree condition, proposed tree felling, compensation, etc. in the planning statement from Landscape Proposal.	Section 5.5 of the SPS has been updated.

Item	Comments	Our Responses
1.9	Para. 6.1.2 (Proposed "R(B)13" zone) – Please consider imposing PR instead of GFA restriction to ensure that the development right of the third party lots (about 15% of Area A with remote prospect in land acquisition according to the Planning Statement) will be respected.	GFA instead of PR restriction proposed for "R(B)13" zone is with reference to the GFA restriction on the latest "R(B)" sub zones on the prevailing Tai Po OZP. Given the fact that there are also third part lots in these "R(B)" sub zones, imposing GFA restrictions of 110,377m^2 (for Area (A) Phase I and II) (based on the total lot area of the sites of 31,854m^2 including third party lots at a domestic PR of 3.44) shall not jeopardise the development right of the third party lots.
1.10	Para. 6.1.4 (Proposed "R(B)14" zone) – It is understood that the proposed restriction on GFA of 87,356m^2 is adopted from the approved GFA under the application No. A/TP/333 and land lease of TPTL 183, which has been fully materialized as residential development Mont Vert (嵐山). Considering that there are remaining third party lots within the proposed "R(B)14" zone (about 11% of the Northern Portion according to Table 3.1 of the Planning Statement), please carry out a sensitivity test to take into account the infrastructural impacts of potential developments on these lots, so as to ascertaining the feasibility of the rezoning proposal. Furthermore, it is noted that the proposed non-domestic GFA of 376m^2 is for 'Shop and Services' use while it is adopted from the GFA of kindergarten as mentioned in the footnote. Please clarify what will be the future use of the non-domestic portion.	A sensitivity test has been carried out to assess the infrastructural impacts of potential developments at the third party lots within the proposed "R(B)14" zone. The sensitivity test shows that the anticipated impact is minimal and significant adverse impact to the local infrastructure from traffic, drainage, sewerage and water supply points of view is not anticipated. It is clarified that the future use of the non-domestic portion are commercial uses including but not limited to kindergarten and shop and services. The maximum non-domestic GFA of 376m^2 is proposed based on the size of the current kindergarten portion at Mont Vert.
1.11	Para. 6.1.5 and Figure 6.3 (Proposed "REC" zone) – Please explain what structures the maximum non-domestic GFA of 600m^2 refers to.	The structures refer to the current Management Office and covered walkway of the Agricultural Portion of TPTL 183.
1.12	Para. 6 – It is observed that the proposed schedule of uses under the proposed "R(B)13", "R(B)14" and "REC" zones are slightly different to the Master Schedule of Notes adopted by TPB. Explanation/justifications should be provided.	For the proposed "R(B)13" zone, retail facilities and public vehicle park have been proposed under the indicative development proposal. Always permitting these uses on the lowest three floors of a building or in the purpose-design non-residential portion of a building is considered more appropriate. For the proposed "R(B)14" zone, the current kindergarten portion at Mont Vert is located at a standalone purpose-design building. Always permitting commercial uses on the lowest three floors of a building or in the purpose-design non-residential portion of a building is considered more appropriate.

Item	Comments	Our Responses
		The proposed "REC" zone for Tai Po OZP mainly covers the Agricultural Portion under TPTL 183 which is fully implemented in accordance with the planning approval under Application No. A/TP/333. To reflect the as-built condition and its unique planning background, the schedule of uses of proposed "REC" zone on the Tai Po OZP has been appropriately tailor-made. A more stringer GFA and building height restriction of 600m^2 and one storey have been proposed as compared with the PR and building height restrictions of 0.2 and 2 storeys (6m) recommended in the Master Schedule of Notes of the "REC" zone.
1.13	Sections 6 & 7 – The applicant should elaborate the realization of the AGR Portion (including existing land use condition/development in the four functional areas)	The realisation of the AGR Portion has been supplemented in para. 6.1.5 of the SPS.
1.14	It is noted from para. 3.4.3 of the Planning Statement that the site area of the Western Portion (i.e. about 35,959m^2) is different from our calculation. Please kindly clarify in your FI submission.	The site area of the Western Portion is 31,854m^2. Para. 3.4.3 of the SPS has been revised.
2	**Comments from Social Welfare Department (Responsible Officer: Ms. LAW Ka Yi, Christina; Tel: 2537 0709) Received on 18 November 2025**	
	Service Perspective (RCHE)	
2.1	The proposed 150-p RCHE cum 30-p DCU is located in an 8-storey social welfare complex with a BH of 36mPD. As stipulated in Para 5.3.2 of the Code of Practice for Residential Care Homes (Elderly Persons) (June 2024 Revised Edition) (CoP), "…No part of an RCHE shall be situated at a height more than 24m above the ground floor…". In this regard, the applicant should ensure that the 24m height restriction as set out in the CoP is fully complied. While detailed layout plan of the proposed RCHE is not available and it is understood that detailed layout plan would be provided for comment in the later detailed design stage, we are unable to comment on the proposed RCHE design at this moment.	Noted.
2.2	Subject to the consideration of the Town Planning Board and relevant government departments, we, from service perspective,	Noted with thanks.

Item	Comments	Our Responses
	generally have no objection-in-principle to the proposed RCHEs under the s.12A planning application on the conditions that: (a) the subject RCHEs shall incur no financial implication, both capital and recurrent, to the Government; and (b) the design and construction of the RCHEs shall be in full compliance with relevant prevailing Ordinances, Regulations, and Codes of Practice enforcing in Hong Kong and any licensing requirement issued by the Social Welfare Department.	
3	**Comments from Agriculture, Fisheries and Conservation Department (AFCD) (Responsible Officer : Mr. SIT Yiu, Season; Tel: 2150 6953) Received on 18 November 2025**	
3.1	Given that the development site of this application is the same as that set out in the pre-submission proposal submitted in June 2025, our previous comments are still valid and is extracted below for your easy reference. We have no comment on the responses to our comments provided during the pre-submission stage. *'The agricultural (AGR) portion (viz. TPTL 183 S.A ss.1 and 183 S.A ss.2) of Master Layout Plan under application No. A/TP/333 possesses potential for agricultural rehabilitation as farming activities are very active in the vicinity and agricultural infrastructures such as road access and water source are also available. Thus, the agricultural portion is worthy of preservation. The proposed private residential development within the agricultural portion and the associated rezoning proposal (i.e. from "CDA(1)" to "R(B)") are not supported from an agricultural perspective.'*	Indeed, according to the approved Master Layout Plan of the approved application no. A/TP/333, TPTL 183 S.A ss.1 and S.A ss.2 which are located to the west of Fung Yuen Road are part of the agricultural (AGR) portion of the subject "CDA(1)" zone. With reference to the landscape master plan of the approved application, these private lots areas owned by the Applicant are proposed to be the farmers' enclave at TPTL 183 S.A. ss1 in the south; and woodland meadows / nurseries at TPTL 183 S.A. ss2 in the north. The Applicant has been paying efforts throughout the years to reactivate the use of these two portions, however, due to the inherent physical and development constraints, they have remained as status-quo. For the woodland meadows / nurseries at TPTL 183 S.A ss2, it is primarily a low-lying plain, the health conditions of the vegetations and trees have always been poor due to excessive rainwater overland flow. Whilst, for the farmer's enclave at TPTL 183 S.A ss1, the stringent development restrictions imposed under the "CDA(1)" zoning of the Site, the area is not attractive enough to users and operators due to the lack of sheltered support facilities. Yet, as it is difficult to consolidate the land ownership in the subsequent phase to enable the remaining development (please refer to Chapter 2 of the Supporting Planning Statement with regard to the development history), the Applicant has reviewed again the development

Item	Comments	Our Responses
		potential of the overall "CDA(1)" zone and the possibility to reshuffle the themed areas. With the Applicant's continuous efforts in land assembling, more private lots over 9,600m^2 have been acquired and integrated in the eastern AGR portion to enhance the function and comprehensiveness at the AGR portion. Whilst, as for the nearby farming activities, it is understood that farming activities are common in villages in the New Territories, usually at the front-door sites of their houses for own consumption or small-scale retail. The Applicant fully respect the farming activities performed by the villagers to support the local agricultural economy, which the Proposed Development is carefully formulated to minimize the disturbance to them. Besides, the Proposed Development would also enhance the external connectivity of the villagers with pedestrian accesses. Note least, the Application Site **does not** fall within the proposed Agricultural Priority Areas by the Environment and Ecology Bureau and AFCD promulgated in December 2024.
4	**Comments from Drainage Services Department (DSD) (Responsible Officer : Ms. HO Mei Yung, Karen; Tel: 2300 1364) Received on 18 November 2025**	
	Drainage Impact Assessment	
4.1	R to C Item No. 97 refers. Based on Table 4.2, the flooding situation at certain locations are worsened due to the development (such as control point 6 under 50A and 50B cases), resulting in floodwater overflow into adjacent area. Please propose appropriate measures to address the backwater effect/floodwater overflow accordingly.	It is noted that the predicted water levels at Control Point 6 under the proposed condition with both Area (A) Phase I and Phase II are minor increased for 16mm and 6mm under 50A and 50B as compared with existing condition. The affected adjacent areas are mainly local vegetation area and the majority affected surrounding areas are owned by the Applicant (**Annex B** refers) . The Applicant expressed the increased flood depth are tolerable. In view of the above, taking account the proposed works in association with the proposed development will bring along with significant improvement to the upper section of the existing stream course, DSD could consider accept the DIA.

Item	Comments	Our Responses
4.2	Appendix K refers. Please update the development site boundary and provide a section showing the minimum clearance between the building in Area (A) Phase II and the existing streamcourse.	The development site boundary in Appendix K of the DIA (**Annex C** refers) is revised with an additional section (i.e. Section 8-8) showing Area (A) Phase II.
	Sewerage Impact Assessment	
4.3	R to C Item No. 103 refers. Please provide the proof of in-principle agreement from Environmental Protection Department for our reference.	Noted.
5	**Comments from Electrical & Mechanical Services Department (Responsible Officer: Mr. WONG Yu Hong, Simon; Tel: 2808 3229) Received on 18 November 2025**	
	Town Gas Safety	
5.1	Please note that the Application Site and the proposed rezoned areas therein fall within the consultation zone surrounding the Tai Po Gas Production Plant of the Hong Kong and China Gas Company Ltd. (HKCG).	Noted.
5.2	It is noticed from the supporting planning statement that a previous application Y/TP/38 was submitted for the same Application Site in 2022. In this regard, any previously conducted quantitative risk assessment (QRA) shall be updated to reflect the latest development parameters and population layout.	The application site is at the periphery and partially within the 1km consultation zone of TPGPP which is a PHI. Similar to the previous application (No. Y/TP/38), the applicant commits to conduct the QRA for submission to the CCPHI for approval. While the application site is quite distant apart from TPGPP, mitigation measures will be proposed and implemented where necessary for compliance with the risk guidelines.
5.3	If a QRA had never been conducted, the project proponent/occupant is required to conduct a QRA to assess the potential risks, having considered the proposed development and implement mitigation measures if necessary for compliance with the risk guidelines of the Hong Kong Planning Standards and Guidelines. The QRA should be completed as soon as practicable and submitted to the Coordinating Committee on CCPHI for their consideration and endorsement before the construction of development.	The applicant has committed to prepare the QRA for CCPHI submission in later stage in the previous application (Y/TP/38), and has liaised with and would appoint P-Tech (a subsidiary of The Hong Kong and China Gas Company Limited) to do so after approval of the application. Similarly, in this application, the applicant also commits to prepare the QRA for CCPHI submission in later stage after approval of the application. Endorsement from the CCPHI on the QRA will be obtained before the construction of the development.
5.4	The project proponent / occupant is required to observe the relevant requirements of the Electrical and Mechanical Services	Noted and will strictly follow.

Item	Comments	Our Responses
	Department's "Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong" for carrying out the QRA. The guidance note can be downloaded via the following weblink: https://www.emsd.gov.hk/en/gas_safety/publications/guidance_notes/index.html.	
5.5	The project proponent/occupant should liaise with the HKCG in respect of the exact locations of existing and planned gas pipes/gas installations in the vicinity to the site and any required minimum set back distance away from them during the planning, design and construction stages of any related works.	Noted and will strictly follow.
6	**Comments from Fire Services Department (Responsible Officer: Mr. QIU Yi; Tel: 2733 5845) Received on 18 November 2025**	
6.1	We have no specific comment on the proposal subject to fire service installations and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services.	Noted with thanks.
6.2	Detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans.	Noted.
6.3	The provision of emergency vehicular access in the subject work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011.	Noted.
7	**Comments from Highways Department (HyD) (Responsible Officer: Mr. LI Tsz Yau, Roy; Tel: 2762 4948) Received on 18 November 2025**	
7.1	Please seek comments from Transport Department (TD) on your proposed run-in/out, if any, at Fung Yuen Road. If the proposed run-in/out is approved by TD, the applicant shall construct the run-in/out according to the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement.	TD's comment on the proposed run-in/out has been sought. It is anticipated that further details of the ingress/egress will be in the next stage of the detailed design upon approval of this S12A Amendment of Plan Application. The run-in/out will be constructed according to HyD standards.

Item	Comments	Our Responses
7.2	The Traffic Impact Assessment (TIA) report and the conclusion made therein should be reviewed and agreed by TD.	The TIA has been circulated to TD for comments.
7.3	If the off-site traffic improvement schemes (e.g. for Junction A, B, C, D and E) recommended in your TIA study are considered necessary by TD, they shall be implemented to the standard and satisfaction of TD and this Department by the applicant at his own costs.	Noted.
7.4	The management and maintenance parties of the proposed roadworks, e.g. the proposed bus layby with bus turn-around facility, should be clarified.	The proposed bus layby with bus turn-around facility will be built by the Applicant and handover to the Government for management and maintenance.
7.5	Adequate drainage measures shall be provided to prevent surface water running from the Application Site to the nearby public roads and drains.	Noted.
7.6	For the Tree Survey Report, should there be any vegetation/tree currently maintained by HyD and will be affected by your project, please highlight the items for our further comments.	There is no vegetation/tree currently maintained by HyD and will be affected by proposed development at this rezoning stage. At later stage, if there is any vegetation/tree currently maintained by HyD which found affected by proposed development at detailed design stage, the applicant will seek for relevant departments for approval of relevant tree treatment/works in due course.
7.7	With reference to your area demarcations drawings, the Application Site includes part of SIMAR feature no. 7NW-B/R35, 7NW-B/C631, 7NW-B/R345 etc. are currently maintained by this Office. The above part of the SIMAR feature should no longer be maintained by this Office once the Application Site is granted to the applicant. The applicant should be responsible for the application, liaison and co-ordination with GEO of CEDD and LandsD for the modifications of the concerned SIMAR feature including the updating of as-built drawings and maintenance manuals to delineate clearly the updated feature boundary/extent.	Noted.

Item	Comments	Our Responses
8	**Comments from Traffic Engineering (NTE) Division, Transport Department (Responsible Officer: Ms. LI Oi Yin, Yanny; Tel: 2399 6936) Received on 18 November 2025**	
8.1	Table 2.2 - There were 597 ancillary private car parking spaces proposed in the pre- submission, however, the parking spaces in this submission is reduced to 470. Please clarify.	This issue was responded in the previous Plan Application No. Y/TP/38 that not high end of parking provision is provided. With the limited site area, various site constraints and irregular configuration of the Rezoning Site, the Proposed Development has already accommodated 3 levels of basement for car park. Besides, the constraints imposed by the 3m-wide buffer zone of existing watercourse, building structures and essential and ancillary supporting facilities, such as E&M facilities, lift shafts, staircases for fire escape, box culvert and underground packaged sewage treatment plant, make it not practical to accommodate more parking space within the development site.
8.2	Table 2.2 – Please clarify the type of goods vehicle (GV) loading/unloading (L/UL) spaces to be provided. L/UL spaces for M/HGV shall be considered at the commercial facilities and the corresponding swept path analysis shall be provided.	As the access of the commercial building are near the priority junction at Fung Yuen Road, one ingress and egress accesses are proposed. However, under this arrangement, HGV cannot manoeuvre out from the minor road due to site constraint. Also, the commercial facilities will be used by local store / convenience store. LGVs will be used instead of MGV/HGVs for goods delivery. Anyway, a HGV L/UL bay will be provided at the residential portion near Tower T5 and the commercial building to facilitate the L/UL, in case delivery by HGV is required. Figure 2.2 of the TIA report (**Annex D** refers) indicates the proposed location of the HGV bay.
8.3	Para. 2.4 – The applicant shall be responsible for the access management for the ingress and egress. The access control measures shall be demonstrated. In addition, please overlay the proposed access layout on the existing road with road marking with the proposed road layout with traffic signs and road markings for review of the practicability. Swept path analysis and sightline assessment shall be provided for the access connecting the	The applicant will responsible for the access management for the ingress and egress. The road traffic signs and road markings could be used to control accesses for ingress/egress only. Traffic signs are used to prohibit vehicles over 7m length to enter the site. The proposed layout with traffic signs, road markings are shown in Figures 2.3 and 2.4. Swept path are shown in Figures 2.3 (SP) and 2.4 (SP).

Item	Comments	Our Responses
	commercial building and PVP and also the access connecting to the residential area.	Sightlines are shown in 2.3 (SL) and 2.4 (SL). There is no manoeuvring and sightline issue.
8.4	Table 2.3 – It is noted that SWD provided comments on the parking spaces and L/UL spaces in his email to KTA on 31 July 2025 which are different from the table. Appropriate private car parking spaces for visitor shall be provided. Please advise whether the 6 private car parking spaces are for staff use only or share with visitors. Appropriate loading/unloading spaces for general traffic, e.g. private car and taxi, shall also be provided. Please note that all the ancillary parking spaces for the Residential Care Home for the Elderly Day Care Unit shall be provided within the site Area B. The access of the Social Welfare facilities shall be indicated for review.	SWD have no further comment in the latest email on 1 August 2025. The email is attached in **Annex E** for your reference. All staff will use public transport to travel to the RCHE. All the 6 nos. private car parking spaces will be reserved for the visitors. Assessment on 6 nos. of PV is added in Section 2.3 of the TIA report. Due to the small development scale and low trip generation of the RCHE, the general pick-up/drop-off could simply be carried out at the internal access road of the RCHE. Thus, no additional loading/unloading space will be provided. All the ancillary parking spaces for the RCHE will be provided within the site Area B. The access of Social Welfare facilities is shown in Figure 2.5 of the TIA report. Swept path and sightlines are shown in Figures 2.5 (SP) and 2.5 (SL)
8.5	Table 4.3 – The applicant shall confirm the commissioning/population intake of the committed developments, e.g. the residential development at 36 Lo Fai Road (Villa Lucca) population intake is not completed and hence the additional traffic due to the development have not been fully taken into account in the traffic survey conducted on 14 April 2025.	Based on the information from the website of real estate agent, about 56% of Villa Lucca was sold. With further checking by on-site observation, the traffic survey conducted on 14 April 2025 has taken account the traffic generated by 40% population intake of Villa Lucca as a conservative approach. The traffic induced by the remaining 60% population intake has been assessed in the latest TIA report.
8.6	Table 4.8 and Figure 4.5 – The existing bicycle parking spaces at Fung Yuen Road near Ting Kok Road will be affected by the proposed road improvement works. The bicycle parking spaces shall be reprovided by the applicant.	Noted. The bicycle parking spaces will be reprovided as shown in Figure 4.5.
8.7	Table 6.1, 6.3 & 6.5 – There is no footpath along section K and the total footpath width for critical sections E is less than 2m, the applicant shall check the actual footpath width along Fung Yuen Road and revise accordingly.	Noted. Section K is deleted. Narrowest section of Section E is about 1m, assessment is revised based on this assessment. Figures 6.1 to 6.5 of the TIA report were revised accordingly.

Item	Comments	Our Responses
8.8	Since there is no footpath along some section of Fung Yuen Road southbound, the applicant shall assess the pedestrian travelling route. The applicant is also reminded that the design of footpath/walkways shall comply with the requirement stipulated in the Hong Kong Standards and Guidelines and other guidelines. Building set back or other means shall be considered for footpath widening to meet the relevant requirements.	The pedestrian travel route is shown in Figure 6.6 of the TIA report. For Section E, the narrow section (min. about 1m width) is proposed to be widened to min. 2m to match with the existing footpath as shown in Figure 6.5 of the TIA report which comply with the HKPSG and TPDM requirement.
8.9	Figure 4.4 – Please consider to enhance the connectivity of the cycle track at Ting Kok Road westbound by connecting the proposed and existing cycle track with provision of a pedestrian crossing.	Noted. The connectivity of the cycle tracks is revised as shown in Figure 4.4.
8.10	Figure 4.5 – Please review if the cycle track connectivity at Ting Kok Road eastbound can be enhanced by connecting the proposed and existing cycle track. Please also review the cycle track connectivity at Ting Kok Road westbound near the signalized controlled pedestrian crossing.	Noted. The connectivity of the cycle tracks is revised as shown in Figure 4.5. However, due to the present of existing staircase, house and bus stop near Fung Yuen Playground, it is not possible to further improve the cycle track connectivity at Ting Kok Road eastbound.
8.11	Appendix II – Junction D (2033 DESIGN TRAFFIC FLOWS (Improvement)) – It is noted that the proportion of turning traffic at Yuen Shin Road NB are -26% and -35% for AM and PM scenario. Please check your calculation and review whether two right turn traffic lanes and two straight ahead traffic lanes are sufficient.	Noted. After review, two right turn traffic lanes and two straight ahead traffic lanes at Yuen Shin Road NB are sufficient in the latest assessment. Therefore, no widening of the receiving lane of Dai Fat Street is required. The RC could reach 32% and 46% for AM and PM peak in the Design case with improvement. Figures 4.7, 4.7 (SP1) and 4.7 (SP2) were updated in the revised TIA report.
8.12	We understand the proposed road improvement works layout are preliminary and the detailed design will be further developed in the later stage. We reserve our comments on the detailed design to be submitted by the applicant in the later stage.	Noted.
8.13	The proposed road improvement works involve the resumption of government land allocation and extensive engineering works including the slope works. The applicant shall ascertain the feasibility of the proposed improvement. In addition, the programme may be optimistic. The applicant shall seek PlanD's and LandsD's comments on the appended programme to ensure its feasibility.	Noted. PlanD's and LandsD's comments would be sought
8.14	The applicant shall complete the road improvement works before population intake and Occupation Permit (OP) in order to alleviate	Noted. The applicant will complete the road improvement works as agreed by the relevant departments including TD before population intake and

Item	Comments	Our Responses
	the traffic impact arising from the development. Undertaking letter shall be provided by the applicant reflecting the above. In support of the S12A application, the above undertaking should be recorded in the meeting minutes of RNTPC Meeting.	Occupation Permit. Undertaking is also stated in Section 4.8.6 of the TIA report.
9	**Comments from Transport Operation (NT) Division, Transport Department (Responsible Officer: Ms. LEE Siu Ping, Sonia; Tel: 2399 2442) Received on 18 November 2025**	
9.1	In view of the difference in the number of units and estimated population of the revised s.12A planning application No. Y/TP/40 is minimal compared with the previous application No. Y/TP/38, the previous comment on public transport aspect for No. Y/TP/38 are still applicable, i.e. item 36 to 38 of the R-to-C on Pre-application enquiry (S3066a) in October 2025.	Noted
	<u>Previous 36</u> Refer to paragraph 2.4 Public Transport Services in the Vicinity of the Proposed Development of Appendix 9 of TIA, please note apart from the mentioned existing public transport services, there is Residents' Service, NR533 (Mont Vert - Tai Wo Station (Circular)), as supplementary transport service, serving the population of Mont Vert at Fung Yuen Road.	Residents' Service NR533 was added in Table 2.4 of the TIA report.
	<u>Previous 37</u> Refer to paragraph 5.17 of Appendix 9 of TIA, noted there will be shortage of GMB and bus services for the reference case in year 2033 indicated in Table 5.2. Agreed to enhance the public transport services, including both GMB and bus services, by increasing the frequency during the AM peak. Please keep close communication with TD and public transport service providers for the request on service enhancement.	Noted. We will keep close communication with TD and public transport service providers.
	<u>Previous 38</u> The previous comments from transport operation point of view of the TIA report submitted in 11th FI of planning application No. Y/TP/38 in the below are still valid.	Noted.

Item	Comments	Our Responses
	I. Please provide the swept path analysis for 12.8m-vehicle of the proposed bus layby for both northbound and southbound in Figure 5.2.	Swept paths are provided and shown in Figures 5.2 (SP) of the TIA report. There is no manoeuvring issue.
	II. Refer to para. 5.2.7, it is assumed that the proposed bus layby will have same bus routes as Fung Yuen Bus Terminus. Please keep close communication with TD and bus company for application on adding en-route stops of respective bus routes.	Noted. We will keep close communication with TD and public transport service providers
	III. Refer to para. 5.2.2, the estimated number of flats is around 1759 and the size of population of the proposed development is around 4750 in 2030, agreed to enhance the existing public transport services (including both bus and GMB services) by increasing the frequency during the AM peak period as per suggestion in para. 7.1.9. Please keep close communication with TD and public transport service providers for the request on service enhancement.	Noted. We will keep close communication with TD and public transport service providers
9.2	It is noted that the spare capacity of some of the existing public transport services in morning peak would be insufficient to cater to the future demand by Year 2033. It is agreed to enhance the GMB and bus services by introducing additional trips during the morning peak subject to the resources deployed by public transport service provider. Please maintain close communication with TD and public transport service providers for the requests for service enhancement.	Noted. We will keep close communication with TD and public transport service providers.
10	**Comments from Landscape Unit, Urban Design & Landscape Section, PlanD (Responsible Officer: Mr. CHUI Wai Lun, Martin; Tel: 3565 3947) Received on 18 November 2025**	
	Landscape Planning Perspective	
10.1	A total of 684 trees are surveyed, 60 trees to be retained, 10 trees to be transplanted, 496 trees to be felled (due to conflict with the proposed development/ site formation works/ drainage improvement works/ tree health and structural condition), and 118 undesirable species (*Leucaena leucocephala*) to be felled. No registered Old and	Noted.

Item	Comments	Our Responses
	Valuable Tree (OVT) and Champion Trees are recorded in the site. While three *Dalbergia odorifera*, listed under Cap.586 of Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), and 7 trees *Lagerstroemia speciosa*, listed under Cap 96 of rare and protected trees, are proposed to be felled within Area A Phase I, it is noted that most of these trees are cultivated species (except A48A). Provided that the applicant could confirm that the aforesaid tree is cultivated species, we have no adverse comment on the proposed tree treatment.	
10.2	***Advisory Comments*** The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted.
10.3	For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made separately to Building Department (BD) for comments and approval.	Noted.
11	**Comments from Urban Design Unit, Urban Design & Landscape Section, PlanD (Officer: Mr. KO Chun Ki, Jason; Tel: 3565 3941) Received on 18 November 2025**	
11.1	***Visual Impact Assessment*** Figure 6.3 – the proposed social welfare complex should appear to be **taller** (i.e. Phase I developments) in the photomontage.	Figure 6.3 of the Visual Impact Assessment (VIA) (**Annex F** refers) has been revised.
11.2	Para. 6.3.3 – according to Town Planning Board Guideline (TPB-PG) No. 41, the effects of the visual changes can be graded qualitatively in terms of magnitude as **substantial, moderate, slight or negligible**. The term **"None"** is not of the threshold of effect of the visual changes, and should be revised to read **"negligible"**.	Para 6.3.3 of the VIA has been revised.
11.3	Para. 7.1.9 – according to TPB-PG No.41, **"acceptable"** is not one of the thresholds of the visual impact. There is no need to include	Para. 7.1.9 has been revised.

Item	Comments	Our Responses
	"…… **which is considered acceptable and would be fully compatible to the surrounding visual context".**	
	Air Ventilation Assessment – Expert Evaluation	
11.4	Para 1.3.4 and table 2.2 – the range of Fu Tip Estate's BHs should be about 48mPD to 157mPD.	The range of Fu Tip Estate's BHs are revised in Para 1.3.4 and Table 2.2.
12	**Comments from Environmental Protection Department (EPD) (Responsible Officer: Ms. TANG Wing Yee, Winnie; Tel: 2835 1096) Received on 18 November 2025**	
	General and Environmental Implications	
12.1	R to C Item 47: The previous comments have not been addressed. Instead of stating that the works are "minor" and do not constitute a Designated Project, please include a brief assessment in the submission demonstrating why the junction improvements are not a Designated Project (e.g. whether it constitute a material change to an existing Designated Project or exempted project).	The junction improvement works proposed in the TIA of the Application are minor in respect of any physical or structural operations involved. The scale is small and duration of the works are short, and gazettal under section 5 of the Roads (Works, Use and Compensation) Ordinance is not required. Adverse environmental impacts due to these improvement works are not anticipated. Hence, there is no material change to an existing Designated Project.
12.2	Discrepancies have been identified between the project boundary used in the technical assessments and that in the Planning Statement. Please review, clarify, and update the technical assessments as appropriate.	The Planning Statement indicate the Application Site. As some parts of the Application Site are proposed to reflect the "completed" parts of CDA(1)" zones according to their as-built conditions. No new developments is proposed in these completed parts. The Development Site consists of two areas: Area (A) and Area (B). All the technical assessments considered the Development Site only.
	Air Quality	
12.3	It is noted that the Air Quality Impact Assessment (AQIA) does not cover the entire Application Site in the planning statement. Please clarify the difference. Please be reminded that AQIA should cover the entire Application Site unless sufficient justifications are provided.	The project boundary refers to the "Development Site", solely cover the western and southern portion of the "Application Site", which are immediately available for development. The remaining northern and eastern potions of the "Application Site" are in "as-built" condition, hence, it is not covered in the "Development Site".

Item	Comments	Our Responses
12.4	Section 3.4: Please provide the details of the weather during the site survey. Please check with regional office of EPD for any complaint record for the odour sources.	The details of the weather during the site survey are provided in Section 3.4 of the Air Quality Impact Assessment (AQIA) (**Annex G** refers). Enquiry regarding odour complaint record for Tin Sam Sewage Pumping Station has been sent to EPD's Regional Office (North), their reply will be provided once available.
12.5	Section 5.2 and Table 5.1: Kindly note that air quality monitoring data for year 2024 has been published. Please update accordingly.	Section 5.2 and Table 5.1 of the AQIA are revised.
12.6	Table 5.1 - Notes (ii) and Table 5.2 – Notes [5]: Please revise to read "number of exceedances allowed per calendar year".	Table 5.1 – Notes (ii) and Table 5.2 – Notes [5] of the AQIA are revised.
12.7	Table 5.2 – Notes [4]: Please rectify the typo O3 .	Table 5.2 – Notes [4] of the AQIA is revised.
12.8	Table 6.1 and Figure 1b: Please review whether the following locations are relevant representative construction phase ASRs: Village houses of no. 63, 78-79A and 69-77 of Fung Yuen, office of Tai Po Community Green Station, Fung Yuen Playground, Cinderella Farm and Butterfly Valley.	Table 6.1 and Figure 1b of the AQIA are revised to include more relevant representative construction phase ASRs.
12.9	Section 8.8 and Appendix 5: As with comment #3, air quality monitoring data for year 2024 has been published. Please update accordingly.	Section 8.8 and Appendix 5 of the AQIA are revised. Predicted cumulative annual average NO_2 concentrations are also updated.
12.10	Section 9.1: Please confirm whether any new chimneys have been installed that are not already listed in the previous report.	It is confirmed that no new chimneys have been installed.
12.11	Section 10.4: Please be reminded that TD's endorsement on the traffic data should be available before we express no further comment on the AQIA.	TD's endorsement on the traffic data will be provided once available.
12.12	Section 10.7: Please provide a map showing all bus and PLB termini within the 500m assessment area, and indicate their distances to the project site to support the broad-brush approach. Please identify and discuss the following bus termini or goods vehicle parking: Fung Yuen (Mont Vert) Terminus, Tai Po Nethersole Hospital Terminus, and car park near Yue Kok Village Sitting-Out Area (which provide goods vehicle parking).	The locations of the identified depots, PTI, terminus and car park with good vehicles parking and their separation distances to the ASRs of the proposed Development are illustrated in Figure 7 of the AQIA. Fung Yuen (Mont Vert) Terminus, Tai Po Nethersole Hospital Terminus, and car park near Yue Kok Village Sitting-Out Area are also included in Section 10.7 and Figure 7 of the AQIA.

Item	Comments	Our Responses
12.13	Please present the "Road Segment" worksheet for open road emission in the Appendix. The required reporting contents are detailed in page 10 of Good Practices on Report and Model Submission (https://aqia.epd.gov.hk/doc/Good%20Practices%20on%20Report%20and%20Model%20Submission.pdf).	Noted, the "Road Segment" worksheet is presented accordingly.
12.14	Appendix 4 – CHP at Alice Ho Miu Ling Nethersole Hospital: Please note that the NOx emission factor of IC Engine in AP-42 Section 2.4 has been updated in May 2025. Please consider to update the emission accordingly.	The NOx emission factor of CHP at Alice Ho Miu Ling Nethersole Hospital is updated. Hence, the calculation of NOx chimney emissions is updated.
	Non-fuel Gas Dangerous Goods Risk	
12.15	We have no objection from non-fuel gas dangerous goods risk perspective. However, because the PHI concerned is a gas production plant, the applicant should also consult EMSD for their view from fuel gas risk perspectives.	Noted.
	Noise	
	Noise Impact Assessment (NIA)	
12.16	Section 5.2: The traffic data adopted in the road traffic noise impact assessment should be endorsed by the Transport Department and the TD's endorsement should be appended in the NIA report.	TD's endorsement on the traffic data will be provided once available.
12.17	Section 6.6: Please state that as a conservative approach, an assumption of 4 dB(A) noise reduction is used for the performance of the acoustic window (baffle type), to align with the conclusion in Appendix 8.	Section 6.6 of the Noise Impact Assessment (**Annex H** refers) is revised accordingly.
12.18	*Supporting Planning Statement* Section 7.9.3: Please revise as: "A Noise Impact Assessment has been conducted for the Proposed Development (Appendix 4 refers).	Para. 7.9.3 of the SPS has been revised.

Item	Comments	Our Responses
	~~According to both daytime and night-time noise measurements, it is confirmed that noise impact from Tai Po Industrial Estate on the Proposed Development would be negligible. Noise from fixed noise sources in the vicinity of the Proposed Development is inaudible.~~ For fixed noise impact, assessment results indicate that the predicted fixed noise levels at all the residential flats in Area (A) and the social welfare facilities in Area (B) will be within the stipulated noise limits."	
12.19	***Water Quality*** *Sewerage Impact Assessment (SIA)* Table 3.5: Suggest to review peaking factor under "Total" column.	According to EPD/TP 1/05 table T-5 (b), the peaking factor for new sewerage for sewage treatment works under 10000 population shall be 3.
12.20	*Supporting Planning Statement* Section 7.9.11 (R to C Item No. 54): suggest to review if our previous comment has been addressed.	Para. 7.9.10 (former para. 7.9.11) of the SPS has been revised.
12.21	***Sewerage*** Please be reminded that DSD's views on the SIA should be sought as treated effluent from the proposed STP would be discharged to nearby main stream.	Noted. DSD has no specific comments on the SIA except the following (Item 4.3 refers): *"Proof of in-principle agreement from EPD shall be provided to substantiate the provision of on-site sewage treatment plant, proposed sewage treatment process and the discharge of treated effluent to the "existing streamcourse running across the application site" is technically feasible and environmentally acceptable from government viewpoint."* Please advise any comment on the agreement.
13	**Comments from Buildings Department (Responsible Officer: Mr. YUNG Chun Wai, Amen; Tel: 2626 1434) Received on 18 November 2025**	
13.1	***Advisory Comments*** Before any new building works are to be carried out on the application site, the prior approval and consent of the Building	Noted.

Item	Comments	Our Responses
	Authority (BA) should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the Buildings Ordinance (BO). Otherwise they are Unauthorized Building Works (UBWs). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	
13.2	For UBW erected on the leased land, enforcement action may be taken by the BA to effect their removal in accordance with Buildings Department's enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the application site under the BO.	Noted.
13.3	The sites for Area (A) and Area (B) shall be provided with emergency vehicular access under regulation 41D of Building (Planning) Regulations (B(P)R).	Noted.
13.4	Presumably the application site will abut on specified street(s) of not less than 4.5 wide, the development intensity shall not exceed the permissible under the First Schedule of B(P)R. Otherwise, if the sites for Area (A) and Area (B) do not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under regulation 19(3) of B(P)R.	Noted.
13.5	In view of the size of the sites, area of any internal streets/ roads required under section 16(1)(p) of the BO should be deducted from the site area for the purpose of plot ratio (PR) and site coverage (SC) calculations under the BO.	Noted.
13.6	Each phase of the development for Area (A) should be self-sustainable under the BO.	Noted.
13.7	If the proposed PR is based on the assumption that Gross Floor Area (GFA) exemption will be granted for green/ amenity features and non-mandatory/ non-essential plant room, etc., the pre-requisites under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and APP-152 should be complied with.	Noted.

Item	Comments	Our Responses
13.8	Recreation facilities may be exempted from GFA calculation under BO if they comply with the requirements under PNAP APP-42 and APP-104.	Noted.
13.9	The proposed residential care home for the elderly (RCHE) may be subject to the issuance of a license. Please be reminded that any proposed building works on the application site intended to be used for such purpose is required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.	Noted.
13.10	The RCHE which is for habitation is domestic use under the BO. The modification of Regulations 19, 20, 21, 22 and 25 of the B(P)R for treating RCHE as a non-domestic building for the purpose of SC, PR calculation and provision of open space may be granted subject to the compliance with the requirements under PNAP APP-172.	Noted.
13.11	Disregarding carparking spaces, loading & unloading lay-by from GFA calculation under BO will be considered on the basis of the criteria set out in PNAP APP-2 and APP-111 during building plans submission stage.	Noted.
13.12	We reserve the comment on the high headroom of over 5m for the ground floor of residential blocks and first floor of commercial & public vehicle park in the planning application stage and detailed comment under the BO on the high headroom issue will be carried out at building plan submission stage.	Noted.
13.13	The discharge of foul water and surface water shall comply with regulations 40 & 41 under Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations.	Noted.
13.14	Detailed checking under the BO will be carried out at building plan submission stage.	Noted.

Item	Comments	Our Responses
14	**Comments from Water Services Department (WSD) (Responsible Officer: Ms. WONG Sin Yan, Kathy; Tel: 2152 5752) Received on 18 November 2025**	
14.1	Existing water mains inside the proposed site as shown in the MRP may be affected. The applicant is required to either divert or protect the water mains found on site. If diversion is required, existing water mains inside the proposed site areas are needed to be diverted outside the site boundary of the proposed site to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence. If diversion is not required, the following conditions shall apply: (a) Existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed. (b) Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works. (c) No structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works. (d) No trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree	Noted.

Item	Comments	Our Responses
	and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe. (e) No planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet. (f) Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.	
14.2	As shown in Attachment 1, please clarify whether your proposed development in the site area overlapped with our lower indirect water gathering ground. Please also find for your advance information "Conditions for Working within Water Gathering Ground" (See Attachment 2).	It is clarified that the proposed development does not overlap with WSD's lower indirect water gathering ground. The proposed development only takes place in the Western and Southern Potions of the Application Site.
14.3	Appendix 12 – WSIA: Section 5.1.1 – Please optimize the size of proposed fresh water main DN200mm for Area (A) Phase 1 and DN100 fresh water main for Area (A) Phase II respectively, and proposed flushing water main DN100mm for Area (A) Phase 1 and DN80 fresh water main for Area (A) Phase II respectively.	The proposed fresh water mains for Area (A) Phase I and Area (A) Phase II are optimized and reduced to DN150 and DN80 respectively. Besides, the proposed flushing water main for Area (A) Phase I and Area (A) Phase II are reduced to DN80 and DN50 respectively. Sections 4.1.1, 5.1.1 and Appendix D of the Water Supply Impact Assessment (**Annex I** refers) are revised accordingly.
15	**Comments from Lands Department (LandsD) (Responsible Officer: Ms. LAM Sau Wai, Jade; Tel: 2654 1186) Received on 2 December 2025**	
15.1	***The Western Portion and Southwestern Portion*** Pursuant to SC(11)(b) of the Lease, the Agricultural Portion (i.e. TPTL 183 Section A) is restricted to agricultural uses or such other purposes as may be approved by the Director. TPTL 183 Section A, subsequently carved out into "TPTL 183 S.A ss.1", "TPTL 183 S.A ss.2" and "TPTL 183 S.A RP", is still held by the Applicant as required under SC(28)(b) of the Lease. The uses, development and details of the management and maintenance of the Agricultural Portion are governed by the "Detailed Maintenance and Management Plan"	Noted.

Item	Comments	Our Responses
	approved under SC(15)(a)(i) of the Lease and the Grantee shall continue implementation of the approved Detailed Maintenance and Management Plan.	
15.2	There would be concern as to whether the Applicant would adversely affect the management and maintenance of the remaining of the Agricultural Portion (i.e. TPTL 183 S.A RP). Apparently, modification of the Lease and consequential amendment to the approved Detailed Maintenance and Management Plan relating to TPTL 183 S.A would be necessary if carve out of TPTL 183 S.A ss.1 and TPTL 183 S.A ss.2 from the Agricultural Portion for private residential development is acceptable to the relevant departments.	Noted.
15.3	The land status of the Yellow Areas of TPTL 183 is unleased Government land being landscaped and managed by the Grantee until such area is re-delivered on demand under the Lease to the Government. According to SC(9)(k) of the Lease, "the Government may dispose of the Yellow Areas ... for such purposes (including private residential use) as the Government shall at its own absolute discretion determine".	Noted.
15.4	An indicative development proposal showing the intended development within the Development Site is illustrated in Appendix 1 of the Supporting Planning Statement (SPS) but no implementation arrangement is provided in the SPS. Given that the Yellow Areas with an area of about 1 hectare is of reasonable size serving with vehicular access, this Government land (GL) is considered as reasonably capable to be separately alienated.	Please note that the delineation of this "Yellow Area" can be traced back to the planning approval back in early 2000. Back in 1980, the Fung Yuen Site (comprising the Development Site) was infested with car repair workshops, open storage and illegal petrol filling stations. In 1982, the area was zoned "Other Specified Uses" annotated "Comprehensive Redevelopment Area" ("OU(CRA)") for the intention of harnessing resources of the private sector to get rid of these "black spots". Pursuant to the then "OU(CRA)" zoning, the Applicant commenced assembling the private lots and committed tremendous time and resources in clearing the environmentally undesirable uses within the area since 1987. In 1999, the Fung Yuen Site was subsequently rezoned to "CDA(1)" for comprehensive development / redevelopment in the area. After spending more than 13 years since 1987 in assembling the land and clearing the black spots within the "CDA(1)" zone by the Applicant, first

Item	Comments	Our Responses
		planning approval for the MLP of the entire "CDA(1)" zone was granted to the Applicant in 2000 (Planning Application No. A/TP/256) with the second approval granted in 2004 (Planning Application No. A/TP/333). With the surrender of the Applicant's private lots within the "CDA(1)" zone (including those previously also falling within the Yellow Area), the said Yellow Area had been **reserved for Subsequent Phase Development** which could only take place when the Applicant has been able to acquire **ALL** the remaining private lots scattered within the "CDA(1)" zone within the "CDA(1)" zone. This had been clearly indicated in the Tai Po District Lands Conference held on 2 Jan 2003 and the approval MLP of Planning Application No. A/TP/333 (deposited in the Land Registry) that the **Applicant has been expected to further acquire ALL the remaining private lots** within the "CDA(1)" zone, followed by a land exchange, to enable the implementation of the Subsequent Phase Development on the Yellow Area. Prior to the materialisation of land exchange for the Subsequent Phase Development, the Tai Po District Lands Conference had no objection to allow the Applicant to maintain the Yellow Area. For the implementation of Subsequent Phase Development, the Applicant has never thought of giving up and has made persistent efforts in land acquisition. After spending another **25 years** since the 1st planning approval in 2000, for assembling all the remaining piecemeal private lots, the prospect for implementation of the Subsequent Phase Development is very remote, if not impossible, due to absentee ownership, tso tong and land title problems. With a total land assembly time of **38 years**, the acquisition of **ALL** remaining private lots within the "CDA(1)" zone in order to exchange land for implementation of Subsequent Phase Development is therefore pessimistic. The Applicant has therefore taken the first step to put forward this S12A Amendment of Plan Application to include those land owned and newly acquired by the Applicant together with the Yellow Area to resolve the

Item	Comments	Our Responses
		dilemma on landownership. We believe that this will be a better alternative proposal for a comprehensive residential development with the aim of providing more housing unit supply without jeopardising the original planning intention of the "CDA(1)" zone, which is also in line with Government's policy of optimising the use of developable land as far as practicable. With the approval of this application by the TPB and the rearrangement of the land for the Subsequent Phase Development based on the remaining private lots development potential within the "CDA(1)" zone at the south of the proposed Tower 6 or north of Tower 1, the development potential of the Development Site can be unleashed to meet the urgent housing needs.
15.5	Given the comments in Item 4 above, the Government reserves all rights to dispose the GL within the Development site and should not in anyway be bound by the indicative development proposal. Further, according to para. 3.6.3 of the SPS, only 52% of the Western Portion is owned by the Applicant and its sister company. In this connection, the Applicant is requested to advise the implementation arrangement and our comments on the same is hereby reserved.	Land exchange application will mainly include all the land owned by the Applicant plus the adjoining intervening Government land, as considered appropriate. Project implementation programme will be attached to the land exchange application for consideration. For the justification of including the adjoining Government land (i.e. Yellow Area) into the Development Site, please refer to our response Item 15.4 above. We believe that this subject comprehensive development proposed which has taken into account the complicated land ownership issues / problems in a holistic manner, is a sensible solution and would help to unleash the development potential of the yellow area.
15.6	***The Northern Portion and Eastern Portion*** Should the Application be approved by the Town Planning Board, applications for land exchange and lease modification would be required for implementation of the proposed developments. The land owner is reminded that every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange and lease modification applications will eventually be approved. If the applications for land exchange and lease modification be approved, they will be subject to such terms and	Noted.

Item	Comments	Our Responses
	conditions as may be imposed by LandsD at its absolute discretion, including payment of premia and administrative fees.	

Encl.

Annex A – Revised Supporting Planning Statement
Annex B – Land Status Plan of the Adjacent Area
Annex C – Replacement Pages of Drainage Impact Assessment
Annex D – Revised Traffic Impact Assessment
Annex E – Email Dated 1.8.2025 from Social Welfare Department
Annex F – Replacement Pages of Visual Impact Assessment
Annex G – Revised Air Quality Impact Assessment
Annex H – Revised Noise Impact Assessment
Annex I – Replacement Pages of Water Supply Impact Assessment

Compiled by: KTA
Date: 10 December 2025
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Annex A

Revised Supporting Planning Statement

S.12A APPLICATION FOR AMENDMENT OF PLAN
DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/31

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities
Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

SUPPORTING PLANNING STATEMENT

December 2025

Applicant:
Fantastic State Limited

Consultancy Team:
KTA Planning Limited
ADI Limited
CTA Consultants Limited
Environmental Resources Management Hong Kong Limited
Greg Wong & Associates Limited
Westwood Hong & Associates Limited
Mott MacDonald Hong Kong Limited
Ramboll Hong Kong Limited

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

In response to the Government's policy of optimising the use of developable land through reviewing land uses, rezoning sites with development potential to untap the development potential of agricultural land or underutilised land and increasing development intensity wherever appropriate, the Applicant has reviewed the development potential of the undeveloped land in the "Comprehensive Development Area (1)" ("CDA(1)") zone taking into consideration the landownership, Tso Tong and land title problems of the remaining private lots within the "CDA(1)" zone, as well as the latest planning context of the area.

Pursuant to the review, Fantastic State Limited ("the Applicant") submits this planning application to seek approval from the Town Planning Board ("TPB") under section 12A of the Town Planning Ordinance to amend the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("the OZP) to enable the Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities ("the Proposed Development") at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories ("the Development Site"). The Development Site consists of two areas: Area (A) and Area (B).

Area (A) comprises two phases: i) Phase I Development includes the six residential towers with domestic gross floor area ("GFA") of 91,390m^2 (equivalent to a domestic plot ratio of 3.44) and building heights of 24 - 29 storeys (excluding 3 levels of basement); a 3-storey clubhouse; and a 2-storey standalone building block (consisting of a public vehicle park with retail facilities at 1/F); and ii) Phase II Development, which includes one residential tower with domestic GFA of 18,187m^2 (equivalent to a domestic plot ratio of 3.44) and building heights of 30 storeys. Area (B) comprises social welfare facilities [including a 150-place Residential Care Home for the Elderly ("RCHE") cum 30-place Day Care Unit ("DCU")] in an 8-storey social welfare complex with a total GFA of about 4,782m^2.

Meanwhile, to facilitate the aforementioned Proposed Development and to reflect the already long-established "as-built" condition of the other areas in the "CDA(1)" zone, the Applicant has presented a comprehensive rezoning proposal for the entire "CDA(1)" zone. The proposed amendments subject of this s.12A application include:

i) A rezoning of the site to the west of Fung Yuen Road falling within "CDA(1)" to "Residential (Group B)13" ("R(B)13") zone (i.e. the aforementioned Area(A));

ii) A relaxation of the maximum building height restriction of the site falling within "Government, Institution or Community" ("G/IC") zone from 2 storeys to 8 storeys (i.e. the aforementioned Area (B));

AND

iii) A rezoning of the site to the north of Fung Yuen Road within "CDA(1)" to "R(B)14" zone ; and

iv) A rezoning of the site to the east of Fung Yuen Road and Fung Yuen Road southern section within "CDA(1)" to "REC" zone.

This Rezoning Proposal is fully justified based on the following reasons:

- Remote prospect for further acquisition of all the remaining private lots in the "CDA(1)" zone to implement the Subsequent Phase development as planned for under the approved Application No. A/TP/333 after almost 38 years since land assembly took place in 1987;
- The Rezoning Proposal is in line with Government's policy on reviewing and untapping the development potential of agricultural land or underutilised land to sustain the Government's efforts in land production;
- The Applicant is committed to provide social welfare facilities in the "G/IC" zone to support the Government's policies and help meet the outstanding demand of RCHE;
- The proposed retail facilities, public vehicle park and open space for the use and enjoyment of public and residents will form a Neighbourhood Activity Node benefitting the whole Fung Yuen community;
- Appropriate land use zonings have been proposed to other portions of the "CDA(1)" zone to reflect the long-established "as-built" conditions;
- The Development Site is suitable for development as it is compatible to the surrounding land use;
- The intensity of the Proposed Development is considered appropriate and compatible with the neighbourhood and the planning of Tai Po New Town;
- The Proposed Development is comprehensively and carefully designed as a single, integrated and coordinated development scheme with self-sustained and supporting facilities; and
- With the support of various technical assessments conducted and attached to this Supporting Planning Statement, it has been proven that the indicative development proposal will not bring insurmountable/unacceptable traffic, visual, ecological, landscape, environmental, air ventilation, drainage, sewerage and water supply impacts.

In consideration of the above, we sincerely request the TPB to support this planning application from planning and technical points of view.

行政摘要
（內文如有差異，應以英文版本為準）

為響應政府地盡其用並善用可開發土地的政策，通過包括檢討土地用途、重新改劃具有發展潛力的農地或未被充分利用的土地、以及在適切情況下提高土地發展的密度，申請人重新檢討了在「綜合發展區的（1）」地帶內剩餘可發展的土地潛力，包括考慮了土地擁有人業權、祖堂、有業權問題的土地，以及最新規劃背景等等。

故此，Fantastic State Limited（下稱「申請人」）現按照城市規劃條例第 12A 條向城市規劃委員會（下稱「城規會」）申請修訂大埔分區計劃大綱草圖 S/TP/31，藉此在新界大埔鳳園丈量約份第 11 約多個地段及毗連政府土地（下稱「發展地盤」）上進行擬議住宅發展連零售、公眾停車場及社會福利設施（下稱「擬議發展」）。發展地盤包含兩個區域： 區域（A）及區域（B）。

區域（A）分兩期發展。第一期包括六座住宅大樓，住用總樓面面積約為 91,390 平方米（住宅地積比率相當於 3.44），建築高度為 24-29 層（不包括 3 層的地下停車場）；一幢三層高的會所；及一幢兩層高的獨立建築（包括一個公共停車場和位於一樓的零售設施）。第二期則有一座住宅大樓，住用總樓面面積約為 18,187 平方米（住宅地積比率相當於 3.44），建築高度為 30 層。區域（B）中含有社會福利設施，包括一幢八層高的社會福利綜合大樓（設有 150 個宿位的安老院舍暨 30 個名額的日間護理單位），總樓面面積約為 4,782 平方米。

同時，為推展擬議發展及反映「綜合發展區的（1）」地帶內其他部份的現況，申請人呈交了全面的改劃方案。是次第 12A 條規劃申請的擬議修訂包括：

i) 將「綜合發展區（1）」地帶內鳳園路以西的土地改劃為「住宅（乙類）13」地帶（即上述的區域（A））；

ii) 將「政府、機構或社區」地帶的最高建築高度限制從 2 層放寬到 8 層（即上述的區域（B））；

和

iii) 將「綜合發展區（1）」地帶內鳳園路以北的土地改劃為「住宅（乙類）14」地帶；及

iv) 將「綜合發展區（1）」地帶內鳳園路南段及其以東的土地改劃為「康樂」地帶。

擬議圖則修訂的申請具充份理據，原因如下：

- 「綜合發展區(1)」地帶內的土地收購自 1987 年開展，經歷 38 年後，再進一步收購「綜合發展區(1)」地帶內所有剩餘的私人地段，以落實核准方案申請編號 A/TP/333 中後續發展期的前景已十分渺茫；

- 政府持續造地的決心一直不變，包括檢討及發掘具有發展潛力的農地或未被充分利用的土地。是次改劃方案與政府積極增加房屋土地供應的政策相符合；

- 申請人承諾在其「政府、機構或社區」地帶擁有的私人土地提供社會福利設施，藉此支持政府政策，並滿足安老院舍的殷切需求；

- 擬議的零售設施、公共停車場及休憩空間將成為一個鄰舍活動樞紐，為整個鳳園社區帶來裨益；

- 為「綜合發展區(1)」地帶內其他部份的長期狀況擬議合適土地用途地帶；

- 改劃地點適合開發，與周圍的土地用途協調；

- 擬議發展的密度合適，與周邊環境及大埔新市鎮的規劃相協調；

- 一體化、綜合、和諧及配有的自給自足設施的擬議發展布局設計顧及整體，思慮周全；及

- 經過多方面的技術評估，證明該指示性發展計劃將不會帶來無法克服/不可接受的交通、視覺、生態、景觀、環境、空氣流通、排水、排污及供水影響。

基於以上規劃及技術理由，申請人懇請城規會批准是次規劃申請。

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S.12A APPLICATION FOR AMENDMENT OF PLAN
DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/31

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Supporting Planning Statement is prepared and submitted on behalf of Fantastic State Limited ("the Applicant") to seek approval form the Town Planning Board ("TPB") for the proposed amendments to the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("the OZP) to enable the Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities ("the Proposed Development") at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories ("the Development Site"). The Development Site consists of two areas: Area (A) and Area (B).

1.1.2 Area (A) comprises two phases: i) Phase I Development includes the six residential towers with domestic gross floor area ("GFA") of 91,390m^2 (equivalent to a domestic plot ratio ("PR") of 3.44) and building heights of 24 - 29 storeys (excluding 3 levels of basement); a 3-storey clubhouse; and a 2-storey standalone building block (consisting of a public vehicle park with retail facilities at 1/F); and ii) Phase II Development, which includes one residential tower with domestic GFA of 18,187m^2 (equivalent to a domestic PR of 3.44) and building heights of 30 storeys. Area (B) comprises social welfare facilities [including a 150-place Residential Care Home for the Elderly ("RCHE") cum 30-place Day Care Unit ("DCU")] in an 8-storey social welfare complex with a total GFA of about 4,782m^2.

1.1.3 To facilitate the Proposed Development and reflect the as-built condition of other areas in the "CDA(1)" zone, the proposed amendments subject of this s.12A application include:

i) A rezoning of the site to the west of Fung Yuen Road falling within "CDA(1)" to "Residential (Group B)13" ("R(B)13") zone (including the aforementioned Area(A));

ii) A relaxation of the maximum building height restriction of the site falling within "Government, Institution or Community" ("G/IC") zone from 2 storeys to 8 storeys (i.e. the aforementioned Area(B));

AND

iii) A rezoning of the site to the north of Fung Yuen Road within "CDA(1)" to "R(B)14" zone ; and

iv) A rezoning of the site to the east of Fung Yuen Road and Fung Yuen Road southern section within "CDA(1)" to "REC" zone.

The aforementioned proposed amendment subjects i), ii) iii) and iv) constitute the Application Site.

1.1.4 This Supporting Planning Statement is to provide TPB with the necessary information to facilitate consideration of this s.12A application.

1.2 Report Structure

1.2.1 Following this introductory section, the background of this s.12A application is briefly set out in **Section 2**. The Application Site and planning context are reviewed in **Section 3.** The relevant prevailing and latest Government policies are described in **Section 4**. **Section 5** outlines the Indicative Development Proposal of the Development Site. **Section 6** presents the proposed amendments to the Draft Tai Po OZP. The planning merits and justifications of the proposed amendment are included in **Section 7**. **Section 8** concludes this supporting planning statement.

2 BACKGROUND

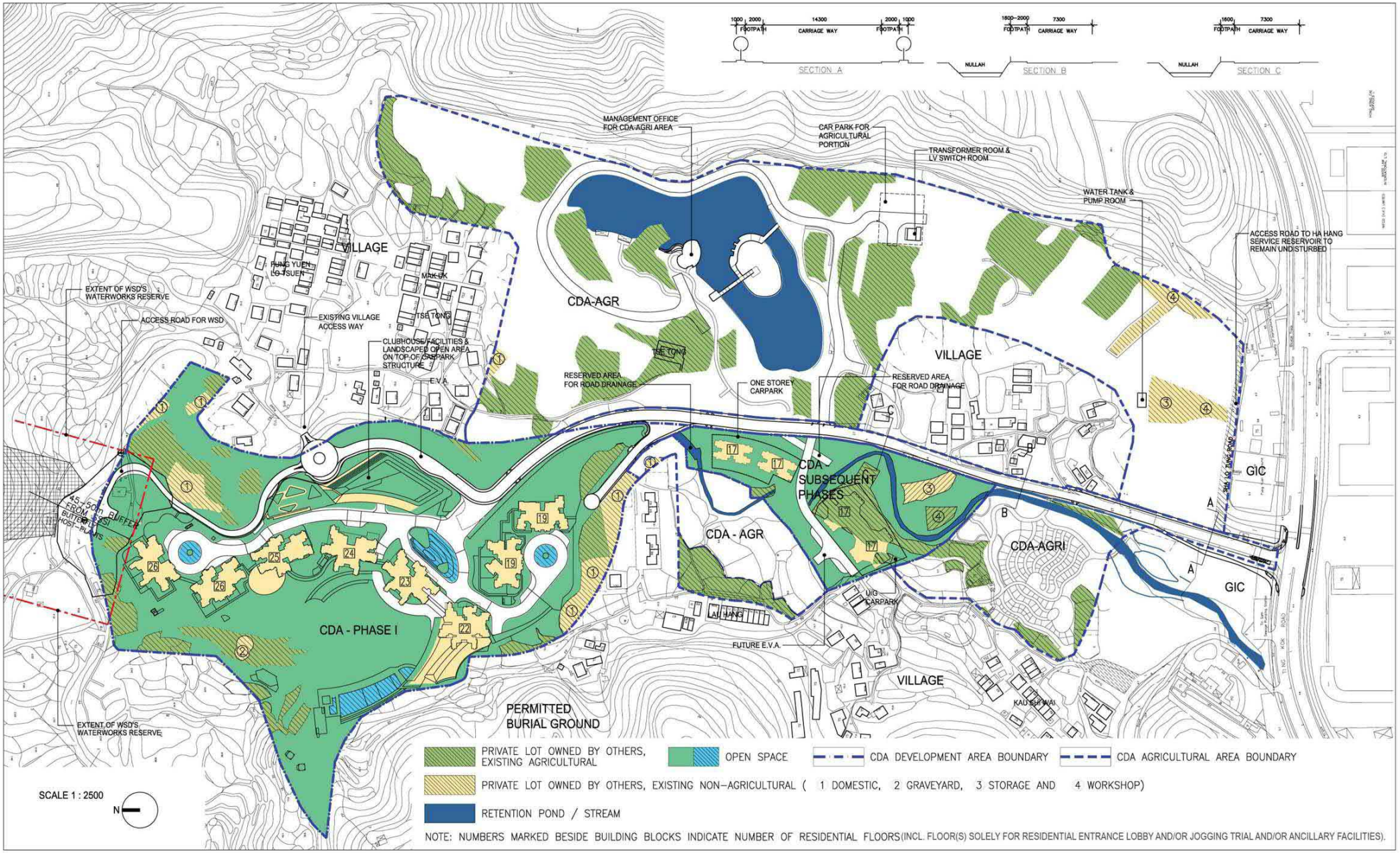
2.1 History of "CDA(1)" Zone at Fung Yuen

2.1.1 The Applicant was the Grantee of Tai Po Town Lot No. 183 that forms a majority portion of the current "CDA(1)" zone at Fung Yuen.

2.1.2 Back in 1980, Fung Yuen was infested and overrun with scattered car repair workshops, open storage and illegal petrol filling stations. In 1982, the problematic area was zoned to "Other Specified Uses" annotated "Comprehensive Redevelopment Area" ("OU(CRA)") for the intention of harnessing resources of the private sector to get rid of these "black spots" by discontinuing the undesirable open storage and car-repairing workshop uses. Pursuant to the then "OU(CRA)" zoning, the Applicant commenced assembling the private lots there and committed tremendous time and resources in clearing the environmentally undesirable black spots uses. In 1999, the "OU(CRA)" zone was rezoned to "Comprehensive Development Area (1)" zone ["CDA(1)"] (**Figure 3.2** refers).

2.1.3 Over a period of 18 years since the designation of the "OU(CRA)" zoning of the site, a S.16 approval was obtained by the Applicant for a comprehensive residential and agricultural development within the entire "CDA(1)" zone in August 2000. According to the approved Master Layout Plan ("MLP") (**Figure 2.1** refers), the comprehensive development is comprised of two portions: Development Portion for residential use and Agricultural Portion for agricultural use. The Development Portion consists of Phase 1 and Subsequent Phase, each with corresponding gross floor space ("GFA") assigned for residential development. This Subsequent Phase (at the time of planning approval) was reserved for future implementation by the Applicant upon his unification of title of all the remaining private lots within the "CDA(1)" zone. The land exchange for Phase 1 was executed in August 2007. The buildings proposed in this Subsequent Phase was subsequently confined and demarcated on the "CDA(1)" zone within the imprints of the two building sheaths located to the south of Mont Vert (**Figure 3.2** refers) by an amended outline zoning plan gazetted in September 2010.

2.1.4 Phase 1 of the Development Portion (regranted as Tai Po Town Lot No. 183), containing the Mont Vert, and the Agricultural Portion was accomplished with the Certificate of Compliance ("CC") issued in Dec 2015. The main planning intention of clearing the black spots within the "CDA(1)" zone was achieved. The development at the Subsequent Phase is yet to commence. With the Applicant's continuous and unfailing effort over the decades in assembling the remaining private lots within the "CDA(1)" zone, it is apparent that after almost **38 years since land assembly took place in 1987**, the prospect for implementation of this Subsequent Phase is very remote, if not impossible, due to absentee ownership, Tso Tong and land title problems. Please refer to **Section 7.1** for more details.



PROPOSED DEVELOPMENT AT FUNG YUEN VALLEY, TAI PO – MASTER LAYOUT PLAN

December 2015

Figure 2.1 Approved Master Layout Plan under Application No. A/TP/333

2.1.5 According to the OZP, the maximum domestic PR of the "CDA(1)" is 0.64. In response to the Government's policy of optimising the use of developable land as far as practicable through reviewing land uses and rezoning sites with development potential to untap the development potential of agricultural land or underutilised land and increasing development intensity wherever appropriate, the Applicant has reviewed the development potential of the undeveloped land in the "CDA(1)" zone taking into consideration of the remaining land title constraints of the private lots within the "CDA(1)" zone, as well as the latest planning context and infrastructural capacities of the area, etc.

2.2 Application for Amendment of Plan

2.2.1 Pursuant to the review, the Applicant submitted a s.12A Planning Application (No. Y/TP/38) to TPB in 2022 to rezone the current western portion of the "CDA(1)" zone to "R(B)13" zone to enable a proposed residential development with retail facilities and public vehicle park, and a relaxation of the maximum building height restriction of the "G/IC" zone from 2 storeys to 8 storeys to the south of the "CDA(1)" zone for a proposed 8-storey Social Welfare Complex. While tremendous effort has been put to address and resolve the comments from Planning Department and relevant Government departments during circulation of the application, it is noted that majority of the Government departments have no further adverse comment on the technical assessments attached to Application No. Y/TP/38 since almost 3 years efforts being put by the Applicant & consultancy team.

2.2.2 Taking into account comments received from relevant Government departments and in order to achieve a wholistic planning scheme for the entire "CDA(1)" zone, the Applicant has put forward to include the "CDA(1)" Future Phase proposed in Application No. Y/TP/38 into the Development Site of this Application. Furthermore, appropriate zonings are proposed to reflect the "completed" parts of "CDA(1)" zones (i.e. Phase 1 of the Development Portion and the remaining Agricultural Portion) according to their as-built conditions. No new development is proposed in these completed parts.

2.2.3 The Proposed Development Proposal in this Application is largely the same as that under Application No. Y/TP/38. The Development Site of this Application is solely formed by the previous development sites, i.e. Area (A), Area(B) and the "CDA(1)" Future Phase. The total GFA, PR, building height, no. of units and estimated population of the Development Proposal is almost exactly the same as that under Application No. Y/TP/38. A detailed comparison of the development parameters between Application No. Y/TP/38 and this Application is presented in **Table 2.1**.

(Insert Table 2.1)

3 SITE AND PLANNING CONTEXT

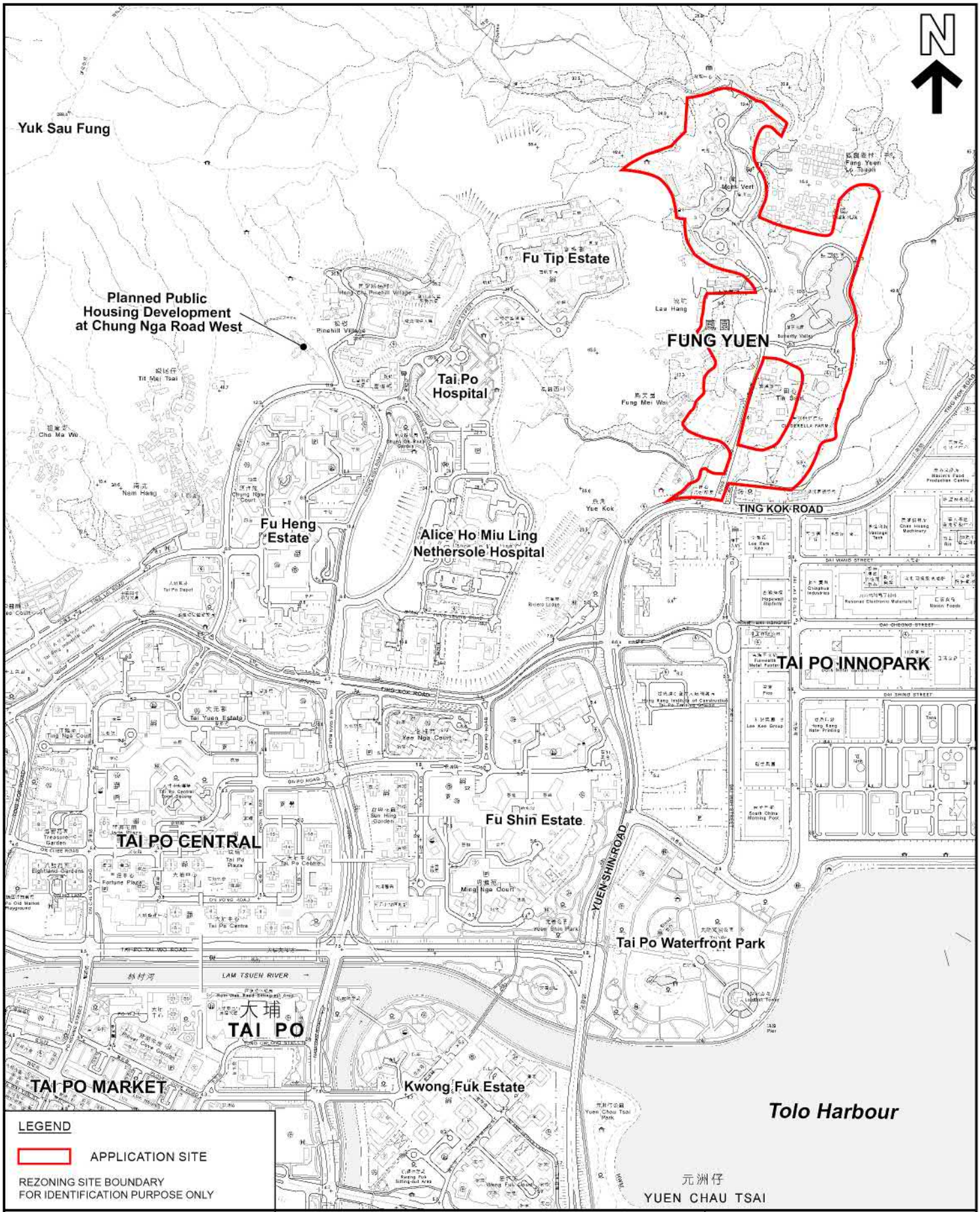
3.1 Site Location

3.1.1 The Application Site is located at Fung Yuen, which is at the northeastern fringe of Tai Po New Town and approximately 1km away from Tai Po Central. Fung Yuen has a valley topography surrounded by hills at its north, east and west, with Tolo Harbour at its southeast (**Figure 3.1** refers).

3.2 Surrounding Land Uses

3.2.1 The Application Site is situated at the interface of urban/sub-urban setting characterised by a mixed low to high-rise residential, industrial, recreational and Government, Institution or Community uses (**Figures 3.2** refers) in it environ. The Application Site is surrounded by:

- To the immediate north, west and enclave of the Application Site are local villages Fung Yuen Lo Tsuen and Mak Uk, Fung Mei Wai and Tin Sam Village respectively, zoned "Village Type Development" ("V");
- To the further north of the Application Site is the Fung Yuen Valley Site of Special Scientific Interest ("SSSI") zone;
- To the east of the Application Site is a spur zoned "Green Belt" ("GB") with a local access to Sha Lo Tung;
- To the immediate south is Fung Yuen Playground and Society of Horticulture, Hong Kong zoned "G/IC". To the further south across Ting Kok Road are bus depot, Construction Industry Council Tai Po Training Ground as well as the 75-hectare Tai Po Innopark;
- To the further west across a small knoll zoned "GB" are the high-density public housing developments Fu Tip Estate and the planned Public Housing Development at Chung Nga Road West both zoned as "Residential (Group A) 9" and Hong Chi Pinehill Village zoned "G/IC"; and
- To the immediate southwest is a low-rise residential development zoned "Residential (Group C)1". To the further southwest across the "GB" zone are Tai Po Hospital and Alice Ho Miu Ling Nethersole Hospital zoned "G/IC", Yue Kok Village zoned "V" and high-rise residential development, namely Riviera Lodge zoned "Residential (Group A)" ("R(A)").



PLANNING LIMITED
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LOCATION PLAN

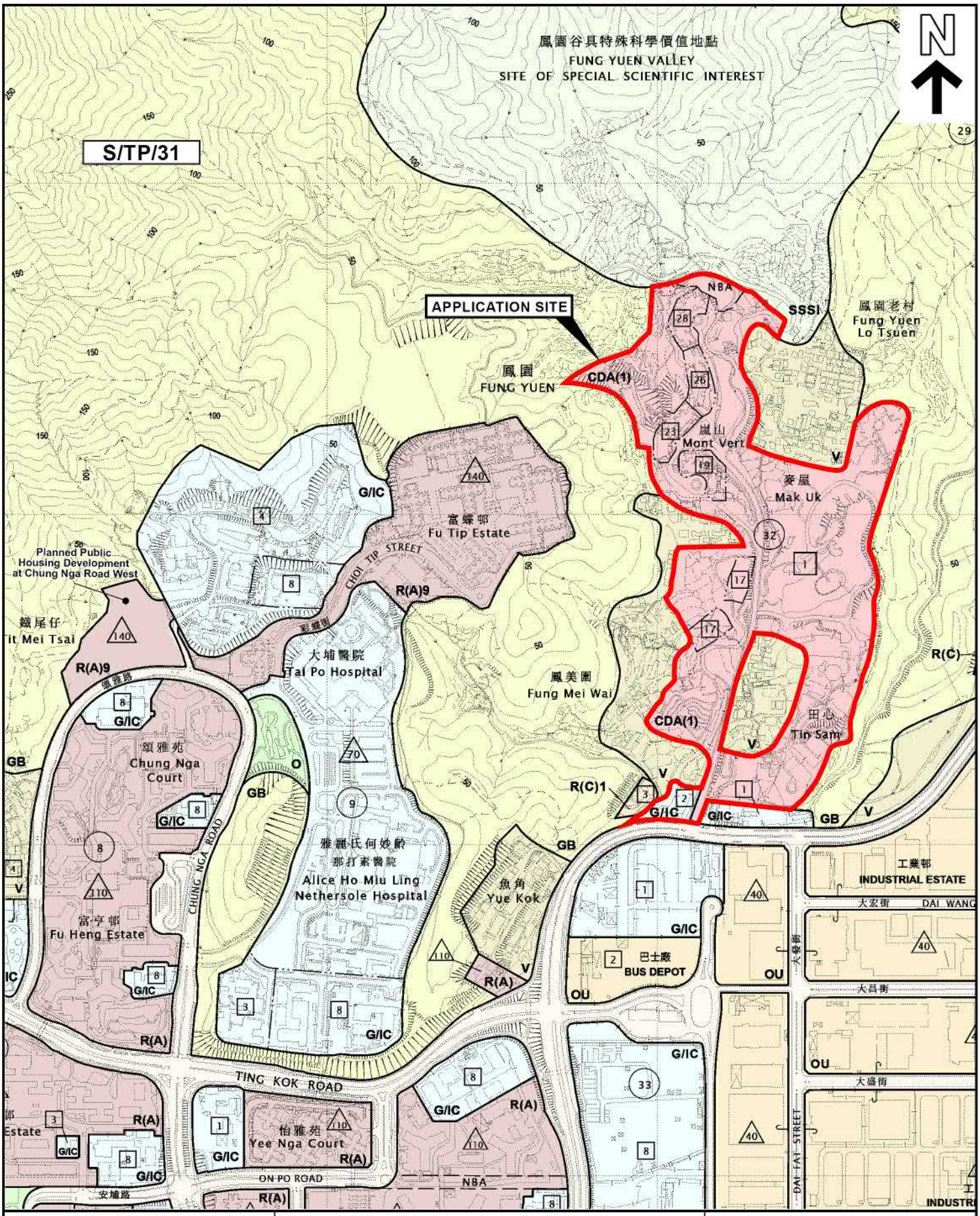
PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 10 000

FIGURE 3.1

EXTRACT PLAN BASED ON SURVEY SHEET No. 3-SW-D & 7-NW-B

DATE: 25.9.2025



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LAND USE ZONING PLAN

PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 7 500

FIGURE 3.2

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/TP/31 EXHIBITED ON 28.3.2025

DATE: 25.9.2025

3.3 Accessibility

3.3.1 The Application Site is served by Fung Yuen Road and abuts Ting Kok Road which connects to the town centre of Tai Po. The Application Site is also highly accessible to the metro areas of Hong Kong via Tolo Highway and Yuen Shin Road bypassing Tai Po New Town. The Application Site is well served by various public transport services such as franchised and non-franchised bus services, and minibus services. Not only there are frequent services linking to nearby MTR stations (Tai Po Market and Tai Wo) and Tai Po Town Centre, direct and express services to Kowloon East, Tsuen Wan and other new towns in the New Territories are provided.

3.4 Existing Use and Site Condition

3.4.1 The Application Site has a total area of about 187,075m^2. Fung Yuen Road bisects the Application Site in the middle. The eastern portion of the Application Site are occupied by the Agricultural Portion under TPTL 183, an ancestral hall at its northwest and a few fragmented brownfield sites mainly at its south. The Agricultural Portion is fully implemented in accordance with the planning approval under Application No. A/TP/333 and lease. The Agricultural Portion is well-maintained by the Applicant, and is used for agricultural purpose including cultivation and recreation. There are also very few existing domestic structures at the northern boundary of the eastern portion.

3.4.2 The northern portion of the Application Site is mainly sat by an existing high-rise residential development, namely Mont Vert. Being the Phase 1 Development under Application No. A/TP/333, the residential development comprises of 8 residential towers with a building height of not more than 102mPD. The domestic GFA of the development is about 87,356m^2. The construction of the development was completed with the Certificate of Compliance obtained in 2015.

3.4.3 The western portion has an area of about 31,854m^2, sloping down gently towards south from approximately +12.6mPD to +4.8mPD. It is occupied by the Agricultural Portions under TPTL 183, a few structures on private land not owned by the Applicant and a watercourse running in a north-south direction (**Figures 3.3** refer).

3.4.4 The southern portion which basically follows the boundary of the existing "G/IC" zone, has a zoning area of approximately 3,347m^2. At present, the Tin Sam Sewage Pumping Station occupies the southern part of Area (B), and the remaining area is largely vacant, covered with vegetation and a watercourse.

3.5 Statutory Planning Context

3.5.1 A majority of the Application Site falls within an area zoned "CDA(1)" on the OZP, except the southern portion of the Application Site which is zoned "G/IC" (**Figure 3.2** refers).

3.5.2 Under the "Remarks" column of "CDA(1)" zone, it is stipulated that "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 domestic plot ratio of 0.64 and a maximum building height in terms of number of storeys as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater".

3.5.3 It is further explained in the Explanatory Statement that "CDA(1)" zone is intended to encourage a comprehensive development/redevelopment of the site with a view to discontinuing the undesirable open storage and car repairing workshop uses that existed on the site and that the maximum domestic PR is restricted to 0.64 due to the general infrastructure constraints pertinent to the area.

3.5.4 According to the Statutory Notes of the Draft Tai Po OZP No. S/TP/31, "G/IC" zone is "intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments".

3.5.5 Under the "Remarks" column of "G/IC" zone, it is stipulated that 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 the maximum building height in terms of number of storeys as stipulated on the Plan. Development on this "G/IC" zone is subject to a maximum building height restriction of 2 storeys.

3.6 Land Status

Northern Portion

3.6.1 The majority of the northern portion of the Application Site is private lot, Tai Po Town Lot 183 RP (i.e. Mont Vert). The remaining Government land is accounted by a section of Fung Yuen Road and the local access.

Table 3.1 Breakdown of Land Ownership of Northern Portion

Land Ownership [a]	Northern Portion
Private land owned by the Applicant (m^2)	51,404 (80%)
Private land owned by others (m^2)	7,143 (11%)
Government land (m^2)	5,939 (9%)
Total (m^2)	64,486

[a] The areas are measured by using geographic information system software, and subject to detailed on-site survey.

Eastern Portion

3.6.2 Nearly all land in the eastern portion of the Application Site is private lot. Tai Po Town Lot 183 S.A RP contributes to more than 70%. The remaining are mostly various lots in D.D. 11 and Government land accounted by the southern section of Fung Yuen Road.

Table 3.2 Breakdown of Land Ownership of Eastern Portion

Land Ownership [a]	Eastern Portion
Private land owned by the Applicant (m^2)	70,033 (80%)
Private land owned by others (m^2)	11,744 (13%)
Government land (m^2)	5,611 (7%)
Total (m^2)	87,388

[a] The areas are measured by using geographic information system software, and subject to detailed on-site survey.

Western Portion

3.6.3 The western portion of the Application Site comprises of various lots in D.D. 11 and adjoining Government land, Fung Yuen, Tai Po and Fung Yuen Road. About 52% of the western portion is private land owned by the Applicant and its sister company whilst the remaining areas (i.e.33% and 15%) are Government land and private land owned by others, respectively. For Area (A) Phase I, about 60% of is private land owned by the Applicant and its sister company, whilst the remaining areas (i.e. 31% and 9%) are Government land and private land owned by others, respectively.

Table 3.3 Breakdown of Land Ownership of Western Portion

Land Ownership [a]	Area (A) Phase I	Area (A) Phase II	Western Portion Total
Private land owned by the Applicant (m^2)	16,016 (60%)	505 (10%)	16,521 (52%)
Private land owned by others (m^2)	2,333 (9%)	2,499 (47%)	4,832 (15%)
Government land (m^2)	8,218 (31%)	2,283 (43%)	10,501 (33%)
Total (m^2)	26,567	5,287	31,854

[a] The areas are measured by using geographic information system software, and subject to detailed on-site survey.

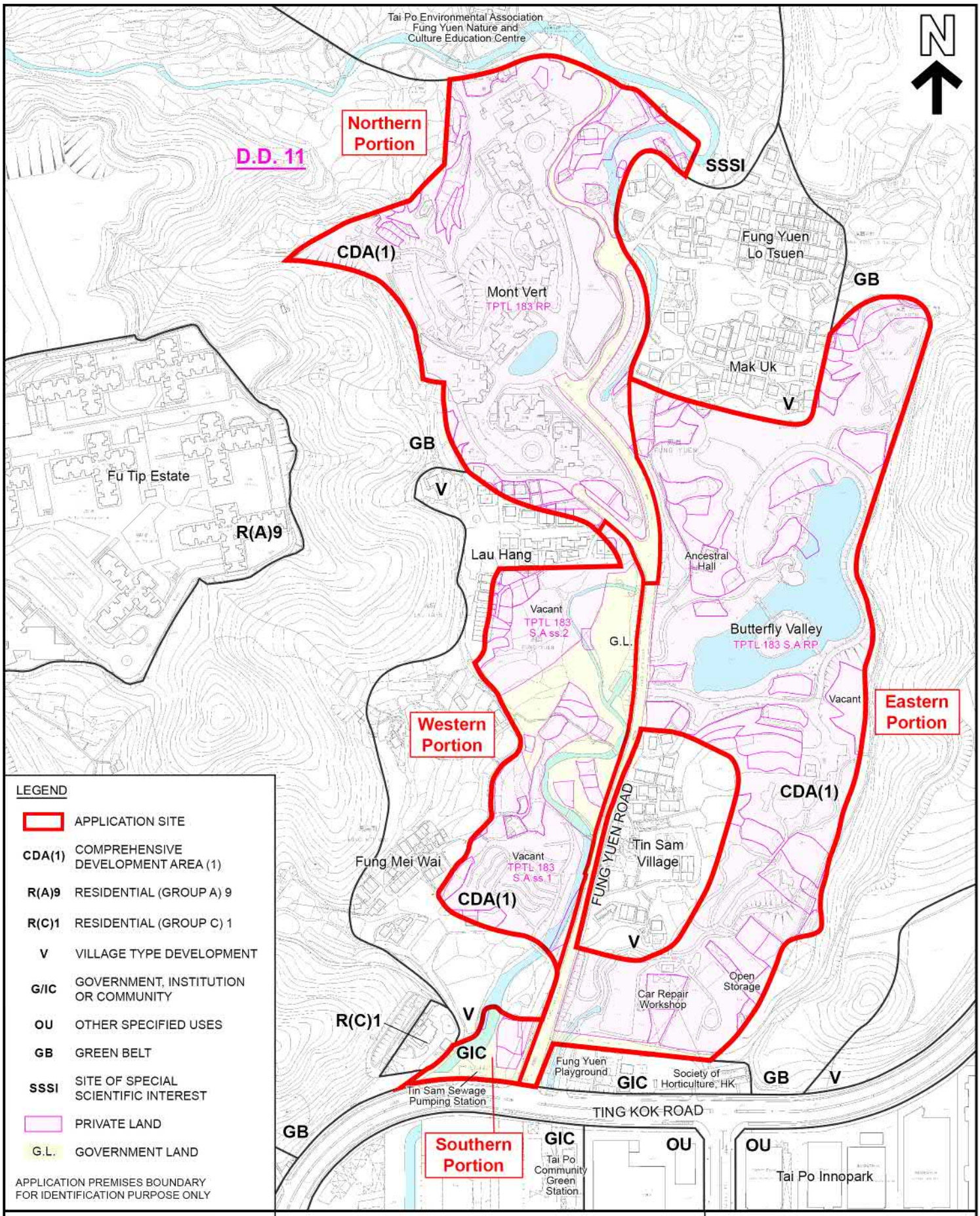
Southern Portion

3.6.4 The private lots involving for accommodating the proposed Social Welfare Complex are owned by the Applicant. The remaining Government land involved in Area (B) is mainly taken up by the existing Tin Sam Sewage Pumping Station and watercourse. The Applicant is committed to provide of a social welfare complex to the vicinity. For details, please refer to **Section 5.3** of this Supporting Planning Statement.

Table 3.4 Breakdown of Land Ownership of Southern Portion

Land Ownership [a]	Southern Portion
Private land owned by the Applicant (m^2)	918 (27%)
Private land owned by others (m^2)	29 (1%)
Government land (m^2)	2,400 (72%)
Total (m^2)	3,347

[a] The areas are measured by using geographic information system software, and subject to detailed on-site survey.



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SITE PLAN

PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 4 000

FIGURE 3.3

EXTRACT PLAN BASED ON
SURVEY SHEET No.
3-SW-25C & 25D, 7-NW-5A, 5B, 5C & 5D

DATE: 25.9.2025

4 GOVERNMENT'S POLICIES ON HOUSING

4.1 Government's Determination on Increasing Housing Supply

4.1.1 The Government has put strong emphasis on increasing supply of housing land for more than ten years to resolve the housing and land shortage problems in Hong Kong, even though the market value of private residential properties is dropping in the recent years. Some of the major policies to increase housing land supply are highlighted as follows:

Multi-pronged Approach to Increase Land Supply for Housing

4.1.2 It has been the Government's Policy since 2013 to increase land supply to meeting housing needs of Hong Kong through a multi-pronged approach with short-, medium- and long-term measures. The **short-term measures** include optimising the use of developed land as far as practicable through **reviewing land uses** and **rezoning sites** with development potential **to untap the development potential of agricultural land or underutilised land** and **increasing development intensity** wherever appropriate.

Task Force on Land Supply

4.1.3 The Task Force on Land Supply (the "Task Force") was established in September 2017 with a view to making recommendations to the overall land supply strategy and prioritising different land supply options for the Government. The Task Force submitted the final report to the administration on 31 December 2018 for consideration. The report opined that the actual land shortfall may be much higher than 1,200 ha and there will be an acute shortage of land for housing (about 108 ha) in the short term. As such, the Task Force suggests giving priority to studying and implementing 8 land supply options and that no short-to-medium options should be given up lightly unless there are strong justifications. **Tapping into private agricultural land reserve in the New Territories is one of the three short-to-medium term supply options suggested by the Task Force after wide consultations with the public.** On 20 February 2019, the Government announced that it fully endorses the recommendations rendered by the Task Force on land supply strategy.

Long Term Housing Strategy

4.1.4 The Long Term Housing Strategy ("LTHS") was first released by the Transport and Housing Bureau on 16 December 2014 to address the structural issues pertaining to Hong Kong's housing problem, and is being updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in December 2021, the total housing supply target for the ten-year period from 2025-26 to 2034-35 is about 440,000 units, including public and **private housing supply targets** of 308,000 units and **132,000 units** respectively. The public/private split for the supply of new housing units would be maintained at 70:30. Whilst the

Government will continue to take forward measures to form land as recommended by the Task Force [namely the brownfield development, Land Sharing Pilot Scheme ("LSPS"), partial development of the Fanling Golf Course ("FGC"), development of the New Development Areas, reclamation for Kau Yi Chau ("KYC") Artificial Islands and rezoning of existing land for public housing production], the Government also admits that providing land towards achieving LTHS target over the next 10 years would be a great challenge, and the **supply target of private housing will continue to be met through various land supply sources**, including private development/redevelopment projects.

2024 Policy Address

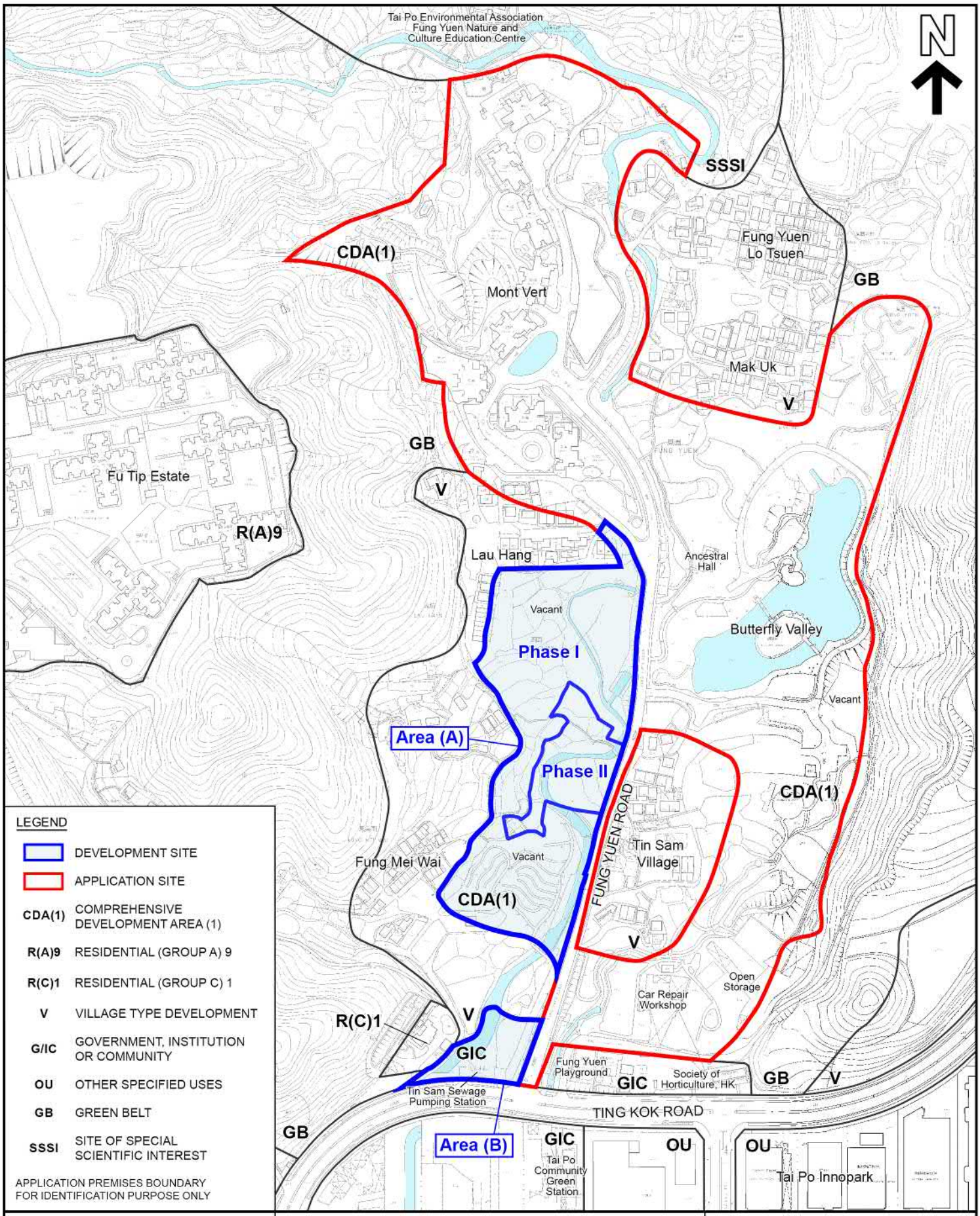
4.1.5 As announced in the 2024 Policy Address, the Government remains determined to sustain efforts in land production. It was also emphasised in the 2024 Policy Address that the Government is making vigorous effort in streamlining land development procedures. By stating that all approving departments are required to take a facilitating role and strive to streamline the relevant procedures when processing applications, the Government will continue to cut red tapes and streamline procedures.

5 THE INDICATIVE DEVELOPMENT PROPOSAL

5.1 The Development Site

5.1.1 Based on the land consolidated on the western and southern portion of the Application Site, which is immediately available for development, an indicative development proposal showing the intended developments upon the proposed amendments of the Plan is illustrated in **Appendix 1** of this Supporting Planning Statement. The purpose of the attached proposal is to demonstrate the Proposed Development (with the proposed PR and building height) are appropriate and feasible. A set of architectural drawings including the Indicative Layout Plan (**Figure 5.2** refers) and Diagrammatical Section Plan is devised for reference only and is subject to detailed design at later stage.

5.1.2 The Development Site consists of two areas: Area (A) and Area (B), which is the western and southern portion of the Application Site (**Figure 5.1** refers).



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DEVELOPMENT SITE PLAN

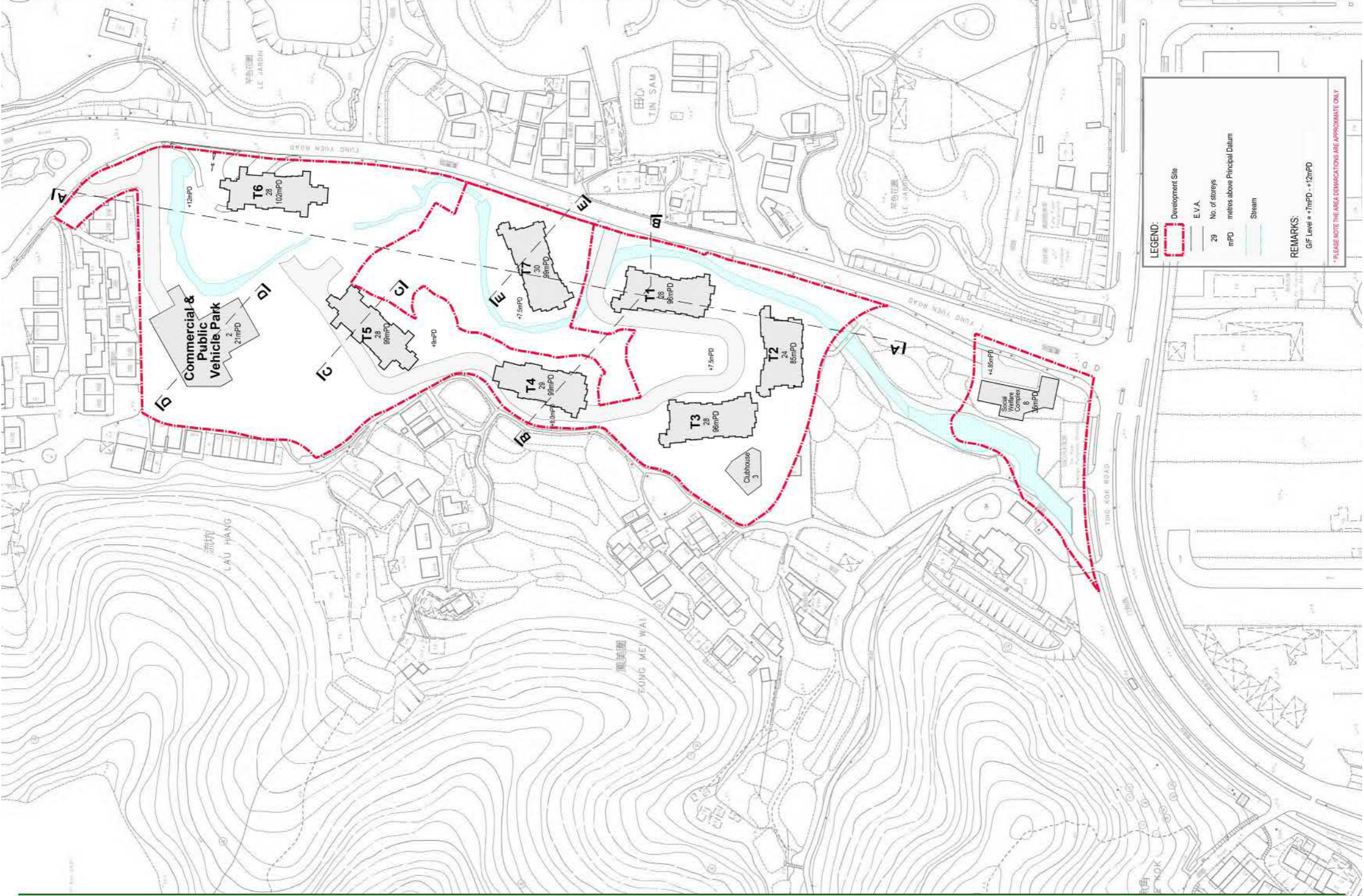
PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 4 000

FIGURE 5.1

EXTRACT PLAN BASED ON
SURVEY SHEET No.
3-SW-25C & 25D, 7-NW-5A, 5B, 5C & 5D

DATE: 25.9.2025



REZONING APPLICATION AT FUNG YUEN ROAD, TAI PO, N.T.

Figure 5.2 Indicative Layout Plan

Dwg. No: 250904_(r5)- fung yuen (for submission lands).dwg
1 : 1000 (A2) 1:1500 (A3)
10/09/2025

File Path: x:\a_jobs\s3066a_ds11 fung yuen tai po_ rs12a_...\dkh_pl b\farch dwg\20250910\250904_(r5)- fung yuen (for submission lands)

5.2 Area (A) - Proposed Residential Development with Retail Facilities and Public Vehicle Park

5.2.1 Area (A) has a total area of about 31,854m^2 and comprises two phases:

i) Phase I Development - six residential towers with domestic GFA of 91,390m^2 (equivalent to a domestic PR of 3.44) and building heights of 24 - 29 storeys (excluding 3 levels of basement); a 3-storey clubhouse; and a 2-storey standalone building block (consisting of a public vehicle park of 30 car parking spaces and the ancillary car parking spaces and loading/unloading facilities of the retail facilities at G/F and retail facilities at 1/F (with shop and services floor space of not more than 800m^2); and

ii) Phase II Development, which includes one residential tower with domestic GFA of 18,187m^2 (equivalent to a domestic PR of 3.44) and building heights of 30 storeys.

5.2.2 It is anticipated that the two phases of the proposed residential development will provide a total of about 1,988 residential units housing approximately 5,169 persons. The major development parameters of Area (A) are summarised in **Table 5.1** below.

5.3 Area (B) – Proposed Social Welfare Complex

5.3.1 Area (B) falls entirely within "G/IC" zone which has a zoning area of 3,347m^2 with a maximum building height restriction of 2 storeys. At present, the Tin Sam Sewage Pumping Station occupies the southern part of Area (B), with the remaining area being mainly vacant and covered with vegetation and a watercourse.

5.3.2 The Applicant proposes to utilise its private land in the existing G/IC zone adjoining Fung Yuen Road for the accommodation of an 8-storey social welfare complex with a total GFA of about 4,782m^2. The proposed social welfare complex is designed to accommodate a 150-place Residential Care Home for the Elderly ("RCHE") cum 30-place Day Care Unit ("DCU"). Upon completion, the Applicant is willing to set up a private or self-financing RCHE to alleviate the surging demand for RCHE, thereby serving the needs of the ageing population in Hong Kong. The major development parameters of Area (B) is summarised in **Table 5.2** below.

5.3.3 Detailed design of the RCHE cum DCU would be controlled through relevant ordinances and regulations including the requirements from lease conditions and the Schedules of Accommodation for RCHE[1] and DCU[2] approved by SWD.

[1] SWD (2017), "*Schedule of Accommodation for 150-place Residential Care Home for the Elderly*", retrieved from: https://www.swd.gov.hk/storage/asset/section/609/en/RCHE_150(06112017).pdf

[2] SWD (2020), "*Schedule of Accommodation for Day Care Unit in Residential Care Home for the Elderly (Capacity: 20 or 30 places)*", retrieved from: https://www.swd.gov.hk/storage/asset/section/609/en/SoA_DCU_in_RCHE(20_30p)(20200220).pdf

Table 5.1 Major Development Parameters of Area (A)

Development Parameter	Area (A) Phase I	Area (A) Phase II	Total
Development Site Area (m^2) (about)	26,567	5,287	31,854
Total PR (about) - *Domestic* - *Non-domestic*	3.47 *3.44* *0.03*	3.44 *3.44* -	3.47 *3.44* *0.03*
Total GFA (m^2) (not more than) - *Domestic* - *Non-domestic*	92,190 *91,390* *800*	18,187 *18,187* -	110,377 *109,577* *800*
Total No. of Blocks - *Residential Tower* - *Clubhouse* - *Retail & PVP*	8 *6* *1* *1*	1 *1* - -	9 *7* *1* *1*
No. of Storeys - Residential Tower - Clubhouse - Retail & PVP	Not more than 29 *24-29* *3* *2*	Not more than 30 *30* - -	Not more than 30 *24-30* *3* *2*
Building Height (main roof; mPD) - Residential Tower - Clubhouse - Retail & PVP	Not more than +102 *+85 to +102* *+22* *+21*	Not more than +99 *+99* - -	Not more than +102 *+85 to +102* *+22* *+21*
No. of Units	1,718	270	1,988
Average Flat Size (m^2)	53.2	67.4	55.1
Clubhouse/Indoor Recreation Facilities GFA (m^2)	Not more than 3,199 (i.e. 3.5% of DGFA)	Not more than 909 (i.e. 5% of DGFA)	Not more than 4,108
Private Open Space (m^2) - *For Exclusive Use of Residents* - *For Public and Residents*	Not less than 4,467 *Not less than 3,467* *Not less than 1,000*	Not less than 702 *Not less than 702* -	Not less than 5,169 *Not less than 4,169* *Not less than 1,000*
Estimated Population*	4,467	702	5,169

[a] The proposed Public Vehicle Park is exempted from GFA/PR calculation
[b] For the sake of an efficient carpark layout, the ancillary car parking and loading/unloading facilities of the retail facilities (consisting of 6 car parking spaces, 1 motorcycle parking space and 1 loading/unloading space) together with the proposed parking spaces of the Public Vehicle Park will be provided on ground floor of the standalone commercial block and is proposed to be exempted from GFA/PR calculation,
[c] The estimated population is based on persons per occupied flat ("PPOF") ratio of 2.6, which is the territorial-wide average domestic household size in 2024

Table 5.2 Major Development Parameters of Area (B)

Development Parameter	Area (B)
Total GFA (m^2)	4,782
No. of Blocks	1
No. of Storeys	8
Building Height (main roof; mPD)	+36
No. of Places - Residential Care Home for the Elderly - Day Care Unit	 150 30

5.4 Key Design Features

5.4.1 The Indicative Development Proposal has been taken into account the following considerations:

Provision of Social Welfare Facilities

5.4.2 In light of the surging demand for provision of RCHE in the next decades, and echoing with the Government's initiative announced in 2021 Policy Address to designate floor space exclusively for social welfare purposes in residential development, the Applicant will surrender its private land in Area (B) and construct a social welfare complex, comprising 150-place RCHE cum a 30-place DCU) with a GFA equivalent to about 5% (viz. about 4,782m^2) of the domestic GFA of proposed residential development in Area (A) Phase I.

Provision of Retail Facilities and Public Vehicle Park Forming a Neighbourhood Activity Node

5.4.3 Considering the daily needs of the nearby communities and the future residents of proposed residential development, 'Shop and Services' use with a GFA of not more than 800m^2 is proposed at 1/F of the standalone 2-storey commercial building block, located in northern part of Area (A), which is centrally located in Fung Yuen and conveniently accessible from the residential development and villages in the neighbourhood.

5.4.4 In response to Transport Department's request, opportunity is also taken to provide about 30 public private car parking spaces at G/F to accommodate the demand on parking facilities in the area. In addition, 6 car parking spaces, 1 motorcycle parking space and 1 loading/unloading bay ancillary to the retail facilities will be provided to fulfil with the requirements of the Hong Kong Planning Standards and Guidelines ("HKPSG"). These ancillary retail parking spaces will be made available for night time public parking outside the operation hours of the proposed retail facilities.

5.4.5 With a landscaped open space provided on various level within and near the retail facilities and public vehicle park (to be discussed in para. 5.5.2), a neighbourhood activity node will be formed, benefitting the whole Fung Yuen community.

Building Layout and Disposition

5.4.6 The proposed layout of the residential development echoes with the curvilinear configuration and disposition of Mont Vert in the north-south direction which helps to add special visual interests to the area and minimise any visual disturbance and obstruction of air circulation (**Figure 5.3** refers).

5.4.7 With an aim to preserve the existing watercourse adjoining Fung Yuen Road as well as the trees alongside the watercourse as far as practicable, residential towers, clubhouse building and the eastern extent of the basement carpark are setback from the watercourse and the site boundary.

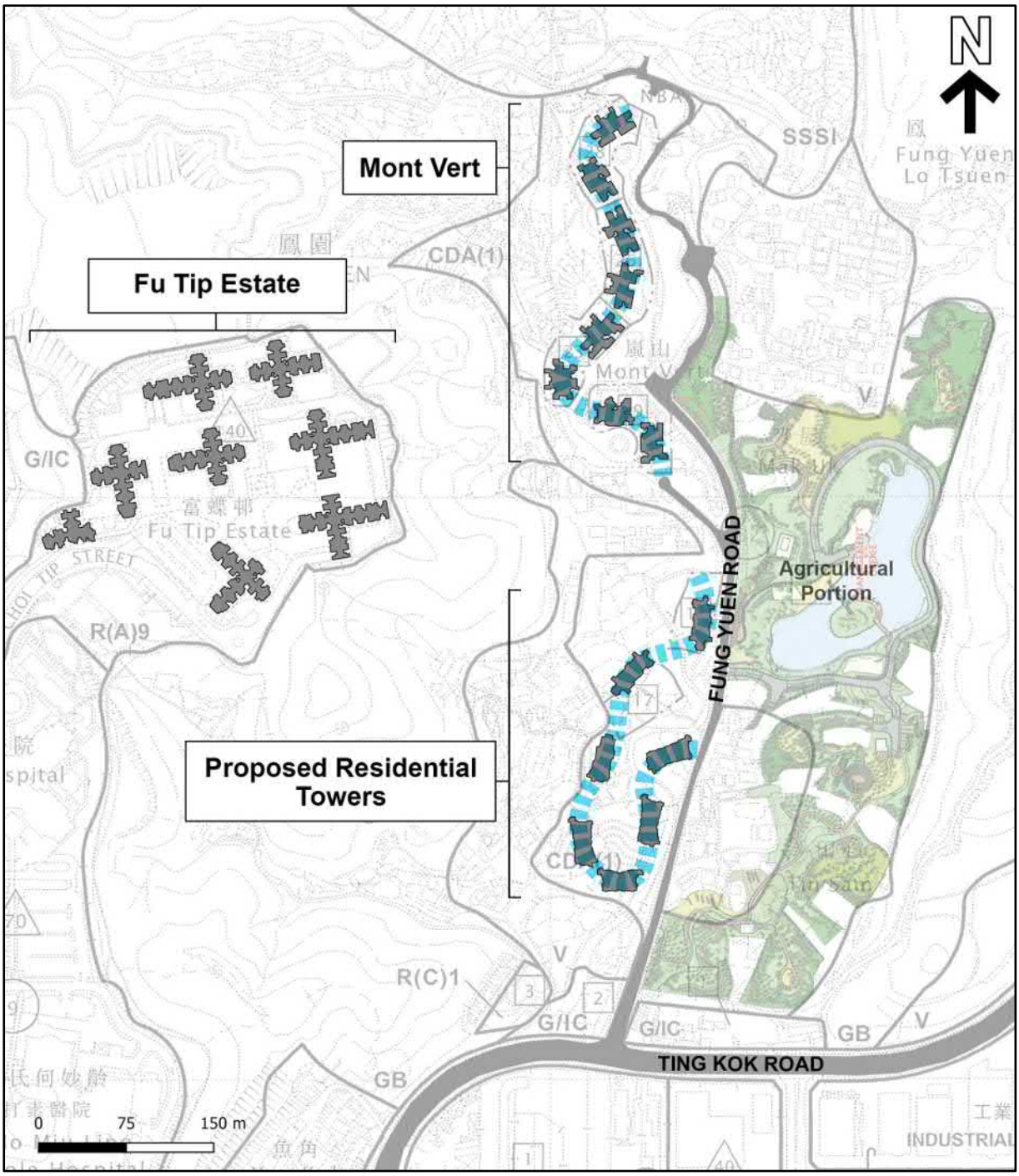


Figure 5.3 Illustration of the Curvilinear Configuration of Mont Vert and Proposed Residential Towers

5.4.8 To minimise the interface issue with adjoining low-rise village houses, residential towers are positioned away whenever possible. The indicative building setbacks from the existing watercourse and the eastern development site boundary is about 3m and 5m respectively, subject to detailed design. Adequate buffer areas for tree and hedge planting along the site boundary are allowed to soften the development edge (**Figure 5.4** refers).

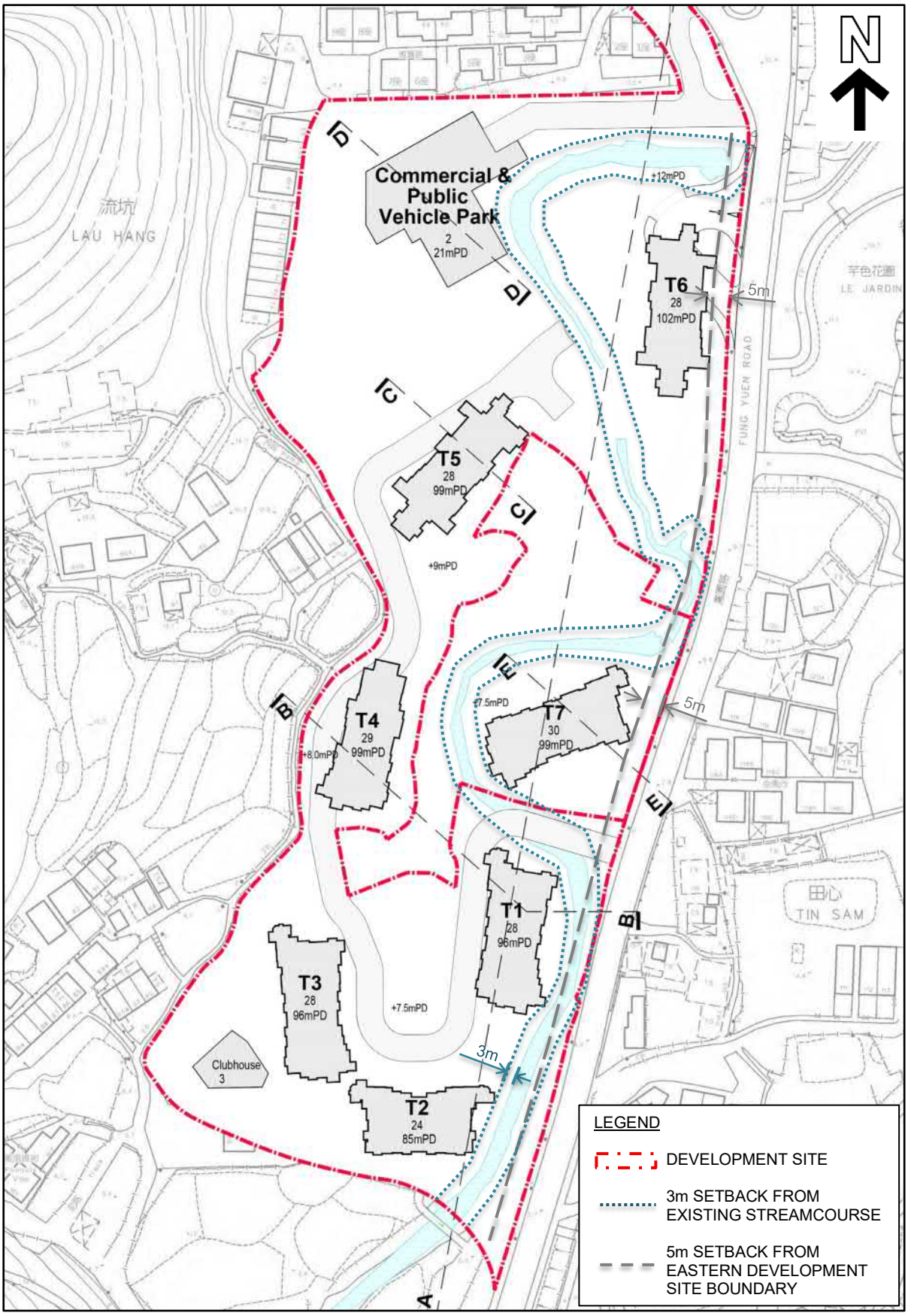


Figure 5.4 Building Setback from the Existing Watercourse and the Eastern Development Site boundary

Building Separation

5.4.9 The layout shows the feasibility of allowing adequate separations, including one 30m-wide, one 20m-wide and two 15m-wide building separations, between proposed residential towers to enhance air ventilation and avoid wall-effect. This building design feature would not only foster a quality-built environment but also help break down the visual mass of the proposed residential development and maintain the visual permeability in the east-west direction.

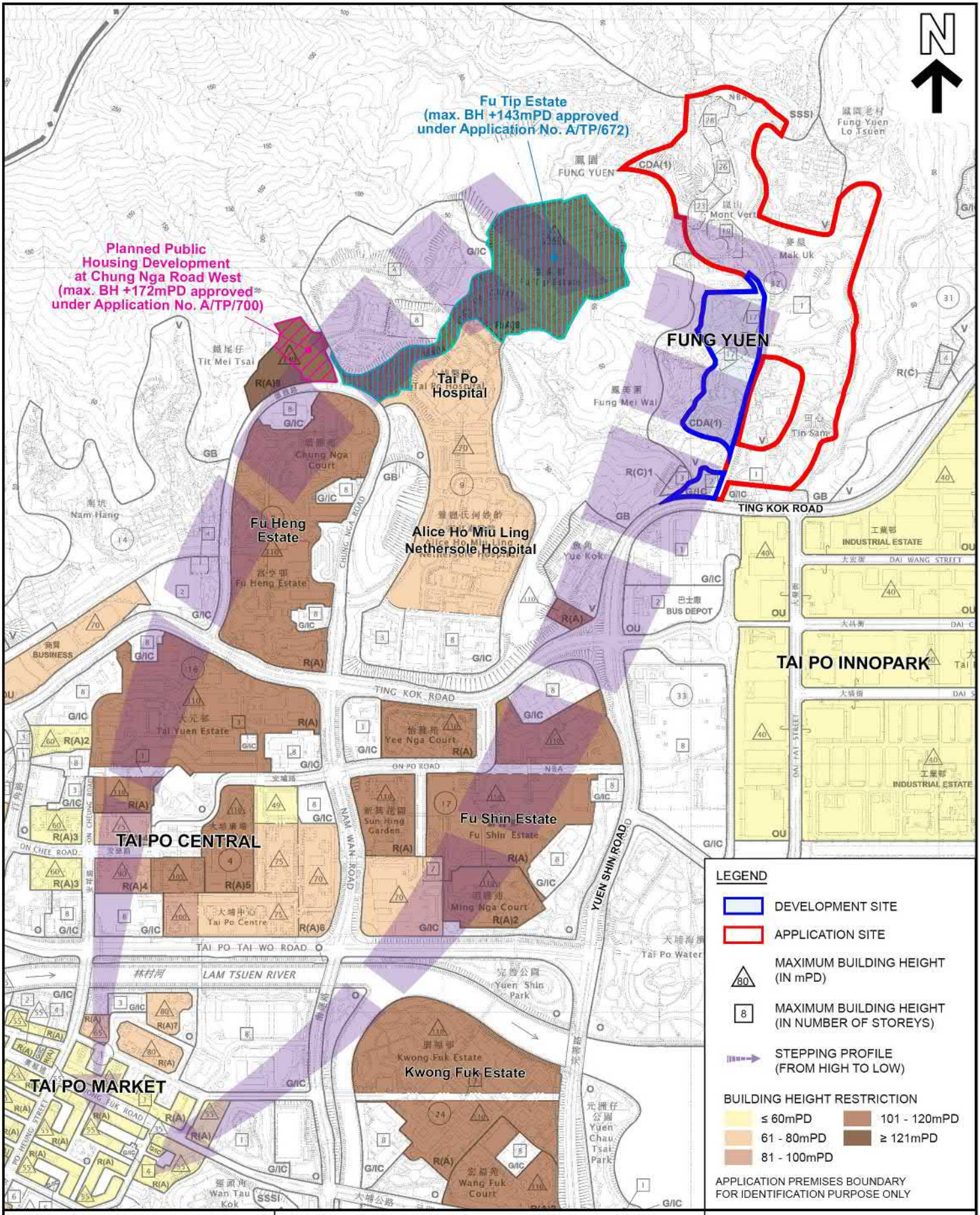
Minimal Building Bulk

5.4.10 Apart from the proposed building separations, the Applicant has carefully taken into account of the visual permeability of the proposed residential development, which is determined by the interplay of a host of factors, such as PR, site coverage, building height, design and disposition of buildings and the geometry of the Fung Yuen Site. A podium-free design with 3 levels of underground parking facilities is therefore adopted to minimise the overall building height of the proposed residential development. An underground sewerage treatment plant is deliberately accommodated below Tower 2 to minimise the building bulk above ground as far as possible. Furthermore, the current building footprint of residential towers have been minimised as far as possible with a view to having smaller building bulks with higher internal efficiency as compared with the same PR of other residential developments.

Stepped Building Height

5.4.11 The building height of the proposed residential development(s) has been carefully devised to create a harmonious urban context and ensure compatibility with surrounding developments in the vicinity. Building height of the proposed residential towers ranges from +85mPD to +102mPD, which is comparable with the maximum building height of Mont Vert (about +102mPD) and compatible with the maximum building heights of planned Public Housing Development at Chung Nga Road West (not more than +172mPD), Fu Tip Estate (about +143mPD) and other "R(A)" zones (about +110mPD) to the west and southwest of the Development Site.

5.4.12 In addition, the "stepped height concept" adopted by the Government in the urban planning of Tai Po (as explained in RNTPC Paper No. 6/14) with building heights descending from the northern fringe to the central part of Tai Po New Town is followed. As illustrated in **Figure 5.5**, a stepped building height profile descending from the planned public housing developments at Chung Nga Road West and the Proposed Development to Tai Po Central and further to the Tai Po Market will be formed to help preserve the views towards the ridgelines.



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BUILDING HEIGHT PROFILE

PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 10 000

FIGURE 5.5

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/TP/31 EXHIBITED ON 28.3.2025

DATE: 25.9.2025

5.5 Landscape Proposal, Open Space Provision and Recreational Facilities

5.5.1 An indicative landscape proposal for the Proposed Development is shown in **Figure 5.6**. For details on the landscape design and tree preservation proposal, please refer to **Appendix 13**.

Tree Preservation

5.5.2 According to the tree survey, a total of 684 trees are surveyed, 60 trees to be retained, 10 trees to be transplanted, 496 trees to be felled (due to conflict with the proposed development/ site formation works/ drainage improvement works/ tree health and structural condition), and 118 undesirable species (*Leucaena leucocephala*) to be felled.

5.5.3 No registered Old and Valuable Tree (OVT) and Champion Trees are recorded in the site. While three *Dalbergia odorifera*, listed under Cap.586 of Convention on International Trade in Endangered Species of Wild Fauna and Flora, and 7 trees *Lagerstroemia speciosa*, listed under Cap 96 of rare and protected trees, are proposed to be felled within Area A Phase I. Most of these trees are cultivated species.

5.5.4 Through the implementation of tree preservation and new tree planting proposal, replacement of weedy trees with quality tree specimens, the loss of landscape resources will be alleviated, and the landscape context and amenity will be enhanced in long term after the planting proposal fully established.

Landscape Design Proposal

5.5.5 The landscape design has sought to be more sustainable through the preservation of existing trees alongside of the watercourse. Building disposition and extent of basement carpark are adjusted in the proposed scheme to allow tree preservation in groups to continue their contribution to the landscape and ecological context. Organic and naturalistic design approach will be adapted to the landscape design of the proposed developments, which will be fit into the surrounding landscape context. New tree and/or hedge planting have been allocated along the periphery of the Development Site to soften the development edge. In addition, landscape cores including an Evergreen Garden is proposed in the north of Area A Phase I and a Riverside Garden in the centre of Area A Phase II which comprise of new tree plantings to create a better integration with the village environ. The landscape design intent is shown in **Figure 5.6**.

5.5.6 The design objectives of the landscape proposal are as follows:

a) Integrate the Proposed Development from landscape and visual perspectives with the existing rural/residential context with aesthetically appropriate landscape treatments;

b) Maximise the retention of existing landscape resources particularly the mature and healthy trees and tree clusters and the watercourse;

c) Provide a quality and sustainable living environment for the future residents and the users of social welfare facilities;

d) The landscape design provides an overall sense of coherency whilst also responding to the various architectural components of the proposed residential development and surrounding context;

e) Provide edge planting along the site periphery to soften the development edge and provides screening effects;

f) Maximise opportunities for the planting of new trees and shrubs within the development to enhance the value of local landscape context;

g) Provide adequate open space for the future residents;

h) Provide compensation for the loss of existing trees; and

i) Maximise opportunities for the greenery within the development.

Open Space Provision and Recreational Facilities

5.5.7 The open space provision within the proposed residential development would meet the requirement of local open space under the HKPSG (i.e. minimum 1 m^2 per person). Based on the territorial-wide average domestic household size of 2.6 in 2024, the estimated population of the residential development(s) is 5,169 and thus not less than 5,169m^2 of private open space will be provided within the Development Site. A spectrum of passive recreational facilities including the Evergreen Garden, Courtyard Gardens, Entrance Plaza and other recreational facilities will be provided within the proposed residential development.

5.5.8 Among the aforementioned private open space, not less than 1,000m² private open space will be provided on various level within and near the retail facilities and the public vehicle park for the enjoyment of public and residents (**Figure 5.6** refers). This private open space (open to public) will be managed and maintained by the commercial portion of the Development Site, with similar operating hours as the retail and PVP facilities.

LEGEND

- Development Site Boundary
- Retained Tree
  Area A Phase I: 45 nos.
  Area A Phase II: 0 nos.
  Area B: 15 nos.
- Transplanted Tree
  Area A Phase I: 4 nos.
  Area A Phase II: 0 nos.
  Area B: 6 nos.
- New Tree Planting
  Area A Phase I: 250 nos.
  Area A Phase II: 88 nos.
  Area B: 15 nos.
- Whip Planting
  Area A Phase I : 149 nos.
- Bench
- Trellis
- Watercourse
- +6.00 Proposed Level
- Shrub Planting
- Lawn
- Jogging Path/Tree Walk
- Decorative Paving
- Children's Play Area
- Fitness Area
- Pedestrian Entrance / Exit
- Vehicular Entrance/ Exit

1. Entrance Plaza creates an entrance threshold to PVP, retail shops and roof garden and its adjoining sitting out areas and to its neighbourhood.
2. Evergreen Garden comprises new trees and whip planting framing spaces for leisure lawn and sitting-out area which creates recreational spaces for the residents to appreciate the rural and waterside environ.
3. Courtyard Garden adjacent to residential block creates intimate relaxing spaces for the residents.
4. Building and carpark basement setback allows preservation of the watercourse and trees.
5. Riverside Garden comprises new trees planting framing spaces for leisure lawn, children's play area, fitness area and sitting-out area connecting by jogging trail which creates recreational spaces for the residents to appreciate the rural and waterside environ.
6. Transplant mature trees abuts to Fung Yuen Road that will continue their contribution to the streetscape amenity and creates instant greening effect
7. Decorative paving disguises functional appearance of the EVA
8. Tree/hedge planting along internal road/ EVA
9. Footpath connection to the neighbourhoods
10. Sitting-out area designed to appreciate existing trees and the watercourse.
11. Edge planting to soften development edge and creates screening effect.
12. Link Bridge for pedestrian access from inland to Fung Yuen Road

Development Site

Site Area Area A Phase I : 26,567m²
Private Open Space: Total not less than 4,467m²
(For estimated population of 4,467 people)
including not less than 1,000m² on various level within and near the retail facilities and the public vehicle park for the public and residents and not less than 3,467m² for the exclusive use of residents.

Site Area Area A Phase II : 5,287m²
Private Open Space for residents: Total not less than 702m²
(For estimated population of 702 people)

Site Area Area B: 3,347m²
Private Open Space for users: Total not less than 150m²
(For estimated population of 150 people)

0 10 20 50m

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Indicative Landscape Proposal - Sheet 1 of 3

SCALE	As Shown	DATE	September 2025
CHECKED	ELK	DRAWN	TEAM
FIGURE NO.	FIGURE 5.6	REV	-

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LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING
16/F BANGKOK BANK BUILDING, 18 BONHAM STRAND WEST, HONG KONG
TELEPHONE 2131 9000 FACSIMILE 2131 9009

5.5.9 Greening opportunity has also been maximised at the ground level. Not less than 9,556m^2 (i.e. not less than minimum 30% of the site area) of uncovered planting areas for tree/shrub/grass in communal area would be accommodated within the proposed residential development.

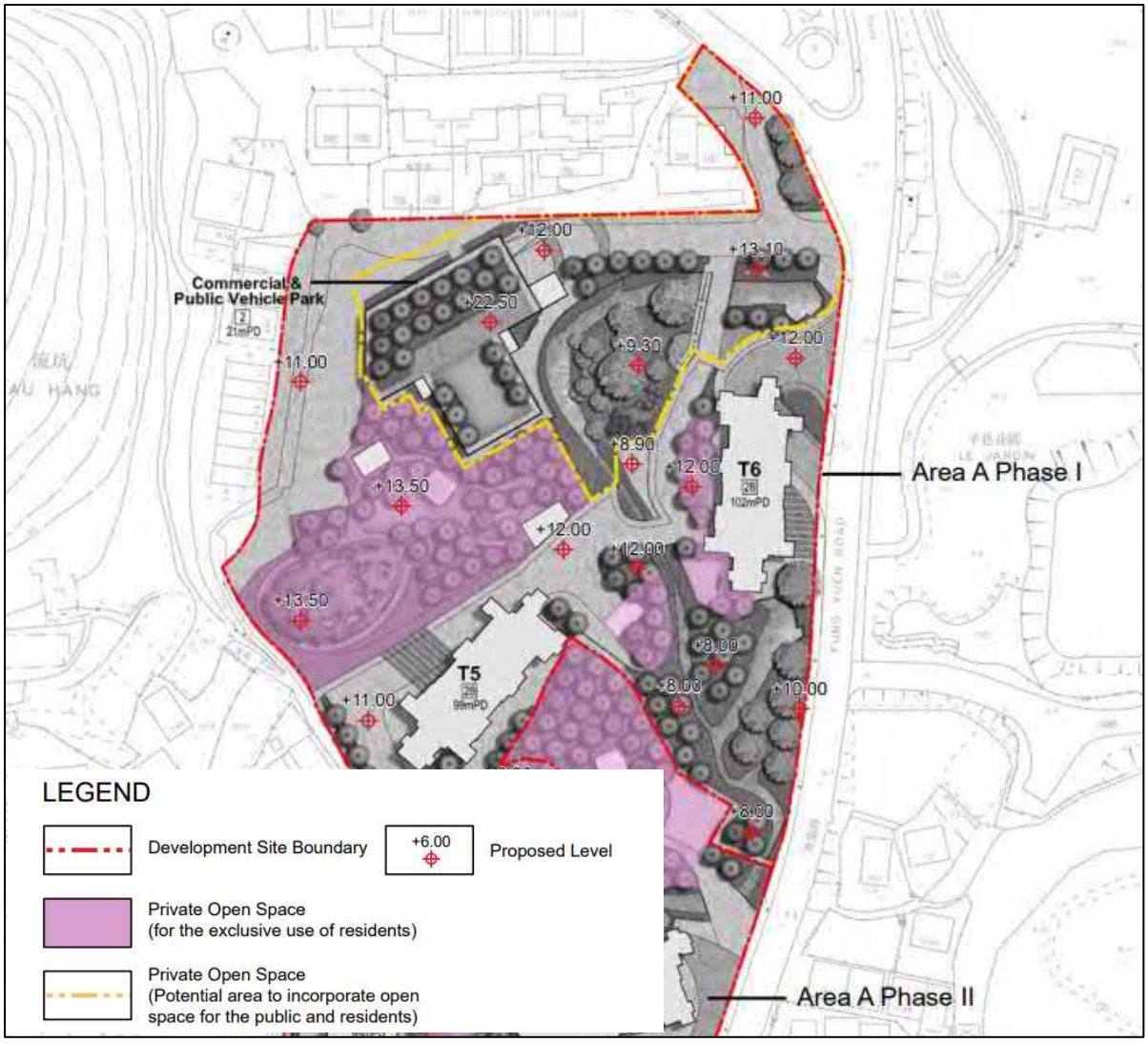


Figure 5.7 Proposed Private Open Space of Not Less than 1,000m^2 for the Enjoyment of Public and Residents

5.6 Access Arrangement and Internal Transport Facilities Provision

5.6.1 Vehicular access to Area (A) and Area (B) of the Development Site will be both from Fung Yuen Road. Internal transport facilities for the Proposed Development would be provided in accordance with the requirements as stipulated in the HKPSG or to the satisfaction to the Transport Department. The internal transport provision for the indicative proposal is presented in **Table 5.3**. In addition, 30 public vehicle parking spaces are proposed.

Table 5.3 Internal Transport Facilities Provision

Type of Facilities	HKPSG Required Provision	Proposed Provision
Residential Development(s)		
Private Car Parking Space	342 - 597	470
Visitor Car Parking	35	35
Motorcycle Parking Space	14 - 21	20
Loading/Unloading Bays for Goods Vehicle	7	7
Bicycle Parking Space	67	67
Retail Facilities		
Private Car Parking Space	3 - 6	6 [a]
Motorcycle Parking Space	1	1
Loading/Unloading Bays for Goods Vehicle	1	1
Public Vehicle Park		
Private Car Parking Space	-	30
Social Welfare Complex		
Private Car Parking Space	-	6 (including 1 nos. of accessible parking spaces)
Motorcycle Parking Space	-	1
Loading/Unloading Bays for Light Bus	-	1
Loading/Unloading Bays for Ambulance	-	1
Loading/Unloading Bays for Light Goods Vehicle	-	1

[a] These 6 car parking spaces and 1 motorcycle parking space will be made available for public night time parking outside the operation hours of the proposed retail facilities.

5.6.2 The Development Site is currently served by various public transport services. It is anticipated that most of the future residents of the proposed residential development will take public transport by using the existing bus/minibus stops along Fung Yuen Road and Ting Kok Road. A new bus layby with bus turn-around facility adjacent to Tower 6 as shown in **Figure 5.8** is proposed.

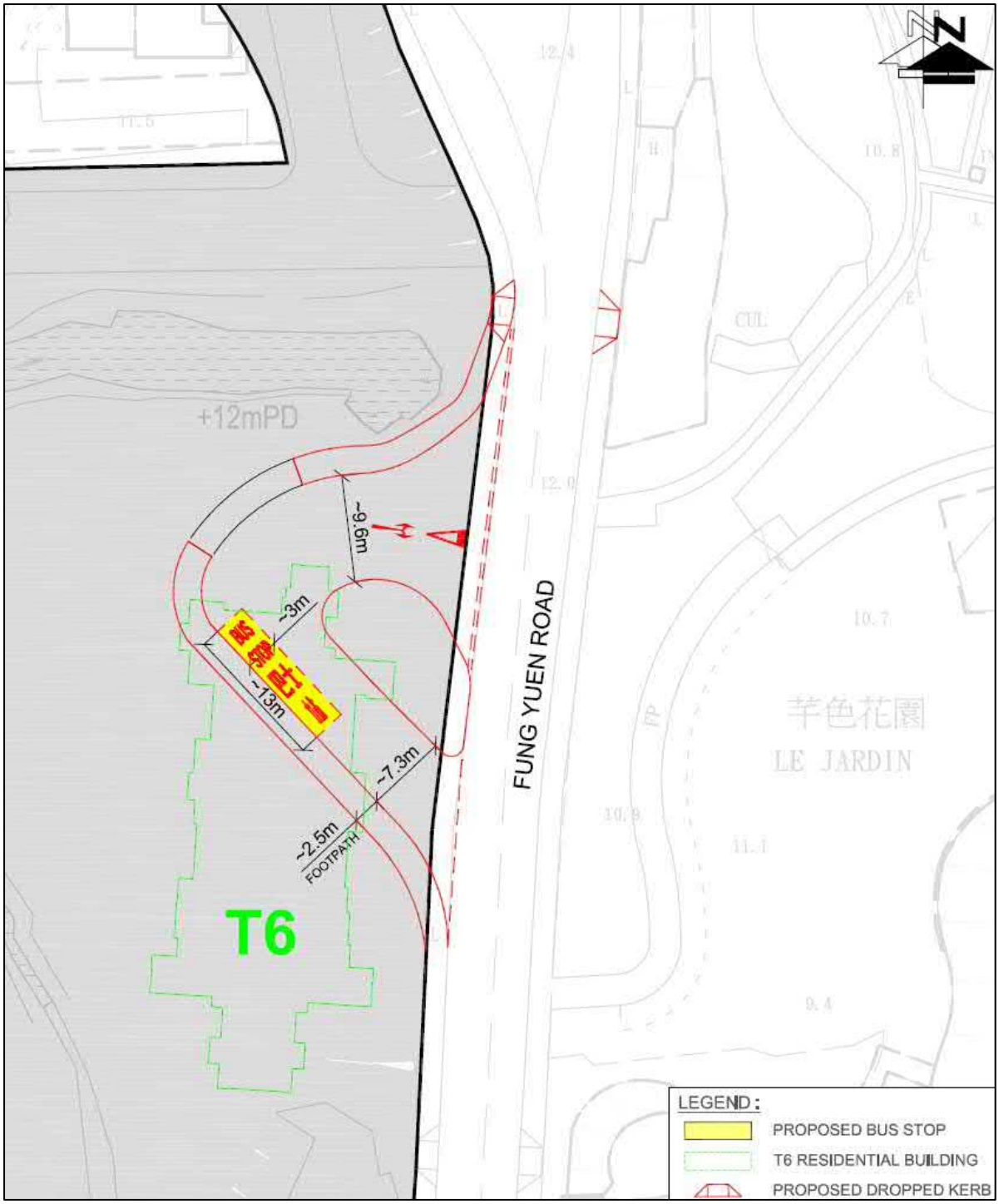


Figure 5.8 Proposed Bus Layby with Bus Turn-around Facility

5.7 Enhancement of the Agricultural Portion at the Eastern Portion

5.7.1 More than 9,600m^2 of the newly acquired lots at the Eastern Portion has been integrated and operated as part of the Agricultural Portion under TPTL 183 RP to form a more contiguous, comprehensive and functional agricultural land both in terms of function and area at the goodwill of the Applicant.

5.8 Implementation Programme

5.8.1 Subject to the approval of the s.12A application and land exchange with the Government, the proposed Phase I residential development with retail facilities and public vehicle park in Area (A) and the proposed social welfare complex in Area (B) are anticipated to be completed by 2029, while the proposed Phase II residential development is anticipated to be completed by 2030.

6 PROPOSED LAND USE ZONING

6.1 The Rezoning Proposal

6.1.1 To enable the proposed residential development(s) with supporting retail facilities and public vehicle park and an 8-storey social welfare complex in the western and southern portions of the Application Site; and to reflect the long established "as-built" condition in the northern and eastern portions of Application Site, the proposed amendments subject of this s.12A application (**Figure 6.1** refers) include:

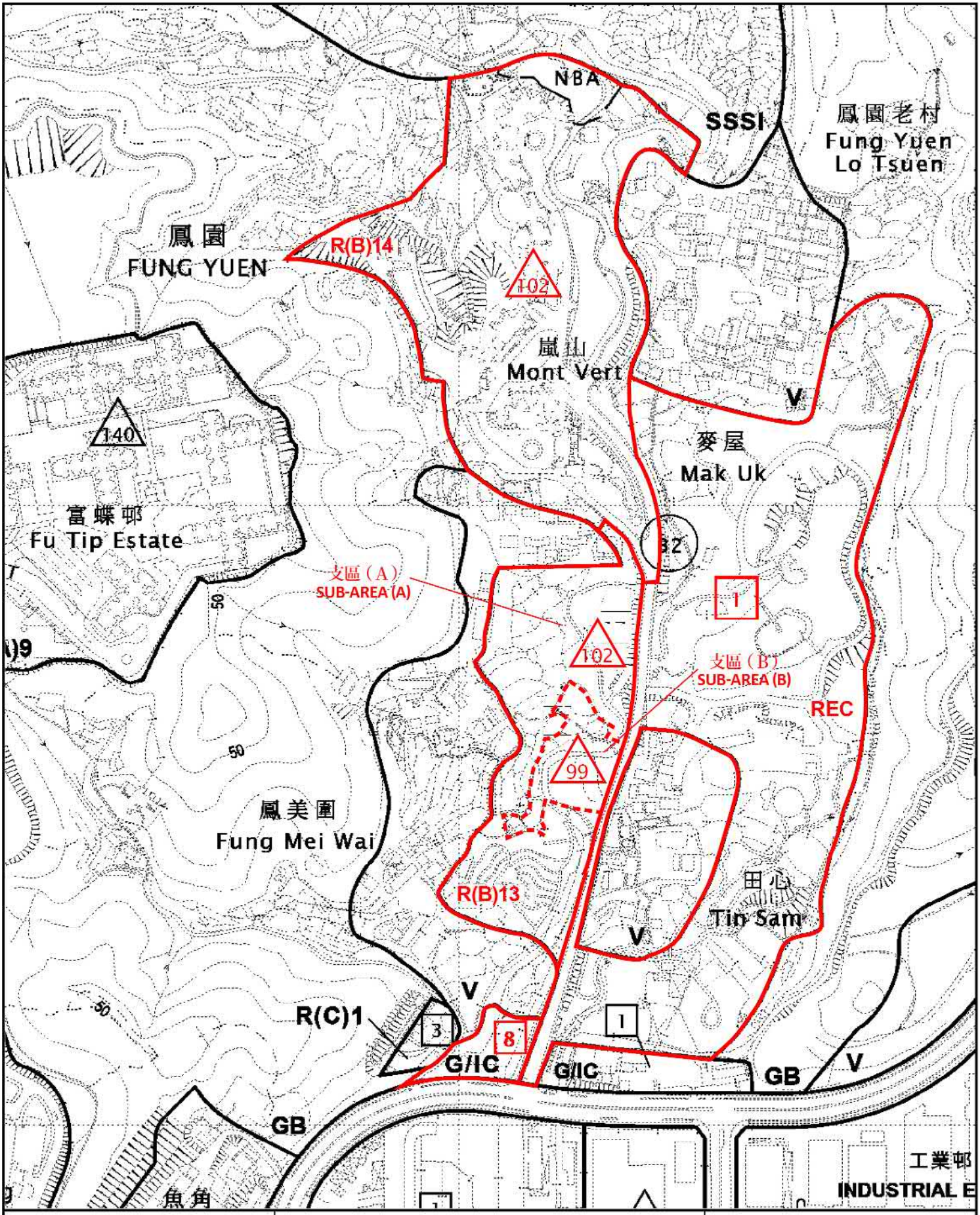
i) A rezoning of the site to the west of Fung Yuen Road falling within "CDA(1)" to "Residential (Group B)13" ("R(B)13") zone [Area (A)];

ii) A relaxation of the maximum building height restriction of the site falling within "Government, Institution or Community" ("G/IC") zone from 2 storeys to 8 storeys [Area (B)];

AND

iii) A rezoning of the site to the north of Fung Yuen Road within "CDA(1)" to "R(B)14" zone ; and

iv) A rezoning of the site to the east of Fung Yuen Road and Fung Yuen Road southern section within "CDA(1)" to "REC" zone.



KTA PLANNING LIMITED 規劃顧問有限公司

PROPOSED AMENDMENTS TO THE OZP

PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

SCALE 1 : 4 000

FIGURE 6.1

MODIFIED PLAN BASED ON OUTLINE ZONING PLANS No. S/TP/31 EXHIBITED ON 28.3.2025

DATE: 25.9.2025

6.1.2 With reference to the public housing developments to the west of the Application Site, including Fu Tip Estate (with a PR of 6.15 and a maximum building height of about +143mPD) and Chung Nga Road West site (with a PR of 6.9 and a maximum building height of not more than +172mPD), it is considered appropriate to restrict the proposed "R(B)13" zone with a maximum building height restriction of +102mPD, a maximum domestic GFA of 91,390m^2 and a maximum non-domestic GFA of 800m^2 for the proposed Phase I development in sub-area (A), and a maximum building height restriction of +99mPD, a maximum domestic GFA of 18,187m^2 for the proposed Phase II development in sub-area (B). The proposed amendments to the Statutory Notes of the OZP are presented in **Figures 6.2a** to **6.2b.**

6.1.3 The provision of public vehicle park for 30 private car parking spaces as request by the Government is proposed to be exempted from GFA/PR calculation (**Figure 6.2b** refers).

For Illustration Only

S/TP/31

RESIDENTIAL (GROUP B) 13

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading /unloading bays and/or plant room:

Eating Place
Off-course Betting Centre
Office
Place of Entertainment
Public Vehicle Park
(excluding container vehicle)
School
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building.

(Please see next page)

Figure 6.2a The Proposed Amendments to the Statutory Notes of "R(B)" Zone

For Illustration Only

S/TP/31

RESIDENTIAL (GROUP B) 13 (Cont'd)

Remarks

(a) On land designated "R(B)13", 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 domestic GFA of 91,390m^2, a maximum non-domestic GFA of 800m^2 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan for sub-area (A); and a maximum domestic GFA of 18,187m^2 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan for sub-area (B), or the GFA and height of the existing building, whichever greater.

(b) In determining the maximum GFA for the land designated "R(B)13", any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) In determining the maximum GFA for the land designated "R(B)13", any floor space that is constructed or intended solely for accommodating public vehicle park (excluding container vehicle) as required by the government may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure 6.2b The Proposed Amendments to the Statutory Notes of "R(B)" Zone

6.1.4 With reference to the development parameters of the existing private residential development Mont Vert at the northern portion of the Application Site, it is considered appropriate to restrict the proposed "R(B)14" zone with a maximum building height restriction of +102mPD, a maximum domestic GFA[3] of 87,356m^2 and a maximum non-domestic GFA of 376m^2 for 'Shop & Services' use[4]. The existing non-building area restriction as shown on the Plan will remain. The proposed amendments to the Statutory Notes to the OZP are presented in **Figures 6.2c** to **6.2d.**

[3] The maximum domestic GFA of 87,356m^2 is adopted from the approved GFA under the Application No. A/TP/333 and land lease of TPTL 183, which has been fully materialized as residential development Mont Vert.

[4] The maximum non-domestic GFA of 376m^2 is adopted from the GFA exempted for kindergarten provided in the residential development Mont Vert.

For Illustration Only

S/TP/31

RESIDENTIAL (GROUP B) 14

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading /unloading bays and/or plant room:

Eating Place
Off-course Betting Centre
Office
Place of Entertainment
School
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building.

Figure 6.2c The Proposed Amendments to the Statutory Notes of "R(B)" Zone

For Illustration Only

S/TP/31

RESIDENTIAL (GROUP B) 14 (Cont'd)

Remarks

(a) On land designated "R(B)14", 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 domestic GFA of 87,356m^2, a maximum non-domestic GFA of 376m^2 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA for the land designated "R(B)14", any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(d) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure 6.2d The Proposed Amendments to the Statutory Notes of "R(B)" Zone

6.1.5 The Agricultural Portion under TPTL 183 at the eastern portion of the Application Site is fully implemented in accordance with the planning approval under Application No. A/TP/333 and lease. The Agricultural Portion is well-maintained by the Applicant, with active recreational farming activities taking place. With reference to its as-built condition, it is considered appropriate to restrict the proposed "REC" zone with a maximum building height of 1 storey and maximum non-domestic GFA[5] of 600m^2. The proposed amendments to the Statutory Notes of the OZP are presented in **Figures 6.3a** to **6.3b.**

[5] The maximum non-domestic GFA of 600m^2 is adopted based on the non-domestic GFA built under the approved General Building Plans for the Agricultural Portion of TPTL 183.

For Illustration Only

S/TP/31

RECREATION

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (not elsewhere specified) Aviary Barbecue Spot Field Study/Education/Visitor Centre Government Use (Police Reporting Centre only) House (rebuilding of New Territories Exempted House ore replacement of existing domestic building by New Territories Exempted House only) Holiday Camp On-Farm Domestic Structure Picnic Area Place of Recreation, Sports or Culture Public Convenience Rural Committee/Village Office Tent Camping Ground	Agricultural Use (Intensive Livestock Rearing only) Animal Boarding Establishment Boat Repairing Yard Broadcasting, Television and/or Film Studio Eating Place Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House (not elsewhere specified) Marina Pier Place of Entertainment Private Club Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution Shop and Services Social Welfare Facility Theme Park Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

Figure 6.3a The Proposed Amendments to the Statutory Notes of "REC" Zone

For Illustration Only

S/TP/31

RECREATION (Cont'd)

Remarks

(a) 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 GFA of 600m^2 and a maximum building height in terms of number of storeys as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) In determining the maximum number of storeys for the purposes of paragraphs (a) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure 6.3b The Proposed Amendments to the Statutory Notes of "REC" Zone

6.2 Feasible Implementation Mechanism of the Proposed Key Design Features

6.2.1 With reference to the Explanatory Statement of "R(B)11" and "R(B)12" zones of the OZP, the following requirements, if necessary, could be incorporated into the Explanatory Statement of "R(B)13" zone and relevant land grant document(s) with the purpose of ensuring the key design features discussed in **Section 5.4** can be materialised:

- Provision of public vehicle park with 30 private car parking spaces[6];
- Provision of retail facilities with a maximum non-domestic GFA of not more than 800m^2;
- Provision of open space of not less than 1,000m^2 for the enjoyment of public and residents;
- Provision of bus layby with bus turn-around facility; and
- Provision of social welfare facilities in Area (B).

[6] Provision of parking spaces in the public vehicle park may be adjusted subject to the request from the Transport Department at land exchange stage.

7 PLANNING MERITS AND JUSTIFICATIONS

7.1 Remote Prospect for Implementing the Subsequent Phase as Originally Planned for under the Approved Scheme of "CDA(1)" Zone

7.1.1 Back in 1980, the Fung Yuen Site (comprising the Application Site) was once infested with car repair workshops, open storage and illegal petrol filling stations. In 1982, the area was zoned "Other Specified Uses" annotated "Comprehensive Redevelopment Area" ("OU(CRA)") for the intention of harnessing resources of the private sector to get rid of these "black spots". Pursuant to the then "OU(CRA)" zoning, the Applicant commenced assembling the private lots and committed tremendous time and resources in clearing the environmentally undesirable uses within the area since 1987. In 1999, the Fung Yuen Site was rezoned to "CDA(1)" for comprehensive development/redevelopment in the area.

7.1.2 After spending more than **13** years in assembling the land and clearing the black spots within the "CDA(1)" zone by the Applicant, planning approval for the MLP of the entire "CDA(1)" zone was first granted to the Applicant in 2000 (Planning Application No. A/TP/256). Sequent approvals to amend the approved scheme was granted during the period between 2000 and 2004 (Planning Applications No. A/TP/267, 318, 319 and 333). Afterwards, the Phase 1 of Development Portion, containing the Mont Vert, and the Agricultural Portion were successfully accomplished and executed in accordance with the planning approval of Application No. A/TP/333, whilst the Subsequent Phase of the Development Portion was aimed to reserve for future implementation by the Applicant upon the unification of title of the remaining private lots within the "CDA(1)" zone.

7.1.3 For the implementation of Subsequent Phase of the "CDA(1)" zone as planned for in the planning approval, the Applicant has made continuous efforts and determination in land acquisition as far as possible. After spending another **25** years since the 1st planning approval, for assembling the remaining piecemeal private lots scattered within the "CDA(1)" zone, it becomes apparent that the possibility for the Applicant to unify the title of the remaining private lots within the "CDA(1)" zone to implement the Subsequent Phase is extremely remote due to absentee ownership, Tso Tong and land title problems, etc.

7.1.4 This application which proposes to rezone a portion of the "CDA(1)" zone for more beneficial uses in meeting urgent housing demand while preserving the originally planned development potential reserved for the future realisation by the private lot owners in the remaining "CDA(1)" zone will facilitate timely development of the area for optimal uses without jeopardising the development potential of the unacquired lots within the remaining CDA(1) zone.

7.2 In Line with Government's Policy to Untap the Development Potential of Agricultural Land or Underutilised Land to Sustain the Government's Effort in Land Production.

7.2.1 The need to increase housing land supply to meet the strong demand on residential flats is widely recognised. It has been publicised that the top priority of the Government is to tackle the housing problem; and this can be seen from many of the prevailing policies and revisions to OZPs at various locations to boost housing supply. The Government acts proactively to increase housing land supply by conducting land use reviews and other measures. Government initiatives on housing supply are discussed in **Section 4.1**.

7.2.2 This Rezoning Proposal based on the land consolidated on the south-western portion of the "CDA(1)" zone (which is located closest to the developed areas in the vicinity and is immediately ready for development) and the other landholdings that were assembled outside the "CDA(1)" zone in the south are therefore put forward for reviewing the development potential. Since the implementation of Mont Vert residential development and the Agricultural Portion back in 2004, the Applicant has continually assembled and acquired more agricultural land both within and in the vicinity of the "CDA(1)" zone, some of which have been integrated with the Agricultural Portion of TPTL No. 183 and operated and managed as part of the Agricultural Portion by the Applicant. The Proposed Development would be in line with 2018 Policy Address and Task Force on Land Supply's recommendations to unleash the development potential of private agricultural land for providing residential development with essential community uses and social welfare facilities expeditiously.

7.2.3 This Rezoning Proposal is exactly on the same path as the Government's proposal to make the maximal use of the scarce land resources available and avoid under-utilisation of the Application Site. Furthermore, the Proposed Development which is readily available for development will help hasten housing supply in a much shorter time frame by 2030.

7.3 Provision of Social Welfare Facilities to Meet the Outstanding Demand of RCHE

7.3.1 The Applicant has examined its available private land located in the vicinity of Area (A). A proposed Social Welfare Complex will be provided in Area (B).

7.3.2 The provision of RCHE and DCU in the proposed Social Welfare Complex is in proactive response to meeting the outstanding demand of RCHE and serving the needs of the ageing population in Hong Kong. The Applicant will take up the construction of the proposed social welfare complex and set up a private or self-financing RCHE to alleviate the surging demand for RCHE, thereby serving the needs of the ageing population in Hong Kong.

7.4 Provision of Supporting Retail Facilities, Public Vehicle Park and Open Space for Surrounding Residents to Form a Neighbourhood Activity Node

7.4.1 There are generally lack of shops and services serving the local community in Fung Yuen. Whilst there are few small-scale local shops in the vicinity, the choices for local residents for daily necessities are still very limited. Considering the daily necessities and needs of surrounding residents, the Applicant has taken the opportunity to provide floor space for 'Shop and Services' use in northern part of Area (A). In addition, at the request of Transport Department, a public vehicle park will be provided. A landscaped open space on top of/adjoining to the retail facilities will be provided for the enjoyment of public and surrounding residents. These facilities forming a neighbourhood activity node would benefit the whole Fung Yuen community.

7.5 Appropriate Land Use Zoning have been Proposed for Different Portions of the "CDA(1)" Zone to Reflect the Long Established "As-built" Conditions

7.5.1 The Mont Vert residential development at the northern portion of the "CDA(1)" zone and the Agricultural Portion under TPTL 183 at the eastern portion of the "CDA(1)" zone has been completed for more than 10 years. Opportunity has been grasped to rezone these remaining portions of "CDA(1)" zones to appropriate zonings to reflect their existing "as-built" conditions. As such, the land falling within these portions could have greater flexibility to utilise their land and avoid planning blight while clear planning intention and development restrictions still apply.

7.6 The Development Site is Suitable to be Rezoned for Residential Use

7.6.1 In recent years, the development extent of Tai Po New Town has been expanded towards its north-eastern fringe where the Application Site is located. Two of the recent examples are the Fu Tip Estate with PR of 6.15 and the planned public housing development at Chung Nga Road West with PR of 6.9 which are located only at approximately 172m and 750m respectively to the west of the Application Site (**Figures 3.2** and **3.3** refer). Given the history of the "CDA(1)" zone as stated in **Section 2.1**, together with Mont Vert residential development (completed in December 2015), the Development Site is a logical and appropriate location for the Proposed Development which would be compatible with the surrounding areas.

7.7 The Development Intensity is Considered Appropriate and Compatible with the Neighbourhood and the Planning of Tai Po New Town

7.7.1 The surrounding context of the Development Site and its compatibility with the existing development in the area, especially the high-rise residential developments to the north and west of the Application Site, have all been taken into careful consideration when devising the development parameters and the overall building layout of the proposed residential development. The proposed residential towers with building height ranging from about +85mPD to +102mPD are compatible with the maximum building height of Mont Vert (about +102mPD). Besides, the Proposed

Development will have a lower building height than the Fu Tip Estate (about +143mPD) and the planned public housing development at Chung Nga Road West (not more than +172mPD) (**Figures 5.2** refers). The proposed building height are considered appropriate and optimised without compromising the existing sub-urban setting.

7.7.2 A stepped building height profile descending from the Proposed Development to Tai Po Industrial Estate and further to the waterfront promenade will be created to help preserve the views towards the ridgeline of Cloudy Hill. It is in line with the planned building height profile for Tai Po New Town as promulgated in the OZP (Paragraph 5.4.7 refers).

7.7.3 As demonstrated in the appraisal and photomontages in the Visual Impact Assessment ("VIA") in **Appendix 2**, the visual impact associated with the Proposed Development are considered acceptable, and will be fully compatible and largely blend in well with the existing high-rise developments.

7.8 The Proposed Development is Carefully and Comprehensively Designed

7.8.1 Compared with the development proposal submitted under previous s.12A Application No. Y/TP/38, the current development proposal includes all land to the west of Fung Yuen Road within the "CDA(1)" zone. By utilising the Agricultural Portion and Government land within the Western and Southern Portion, the Proposed Development is carefully and comprehensively designed as a single, integrated and coordinated development with self-sustained and supporting facilities to achieve an optimal layout and building disposition.

7.9 The Indicative Development Proposal is Technically Feasible

Ecological

7.9.1 According to the assessment of the potential ecological impacts (**Appendix 3** refers) associated with the proposed residential development during construction and operational phases, impacts on species of conservation importance will be insignificant. The Fung Yuen Stream and its riparian zone will not be disturbed. As *Mucuna championii* will be retained *in situ* and the recorded fauna species are highly mobile, direct impacts on the habitats and flora and fauna species of conservation importance are anticipated to be low even without mitigation measures. Similar habitats can also be found in the close vicinity of the Development Site.

7.9.2 Indirect impacts on Fung Yuen Stream, the surrounding habitats and associated wildlife owing to construction runoff, waste and human activities are assessed. With the implementation of the proposed mitigation measures such as proper control of construction runoff and good construction practices, potential disturbance to the existing habitats will be minimised. No unacceptable residual ecological impacts on the local area due to the Proposed Development are anticipated.

Noise

7.9.3 A Noise Impact Assessment has been conducted for the Proposed Development (**Appendix 4** refers). The dominant noise source is attributable to the road traffic noise from the nearby road network, namely Ting Kok Road and Fung Yuen Road. The predicted maximum road traffic noise level of the residential units and RCHE cum DCU facilities will exceed the stipulated 70dB(A) noise criterion. Nonetheless, with the provision of acoustic window (baffle type), all residential units and RCHE cum DCU would comply with the 70dB(A) criterion. The Proposed Development will not be subject to adverse noise impact from surrounding roads and industrial noise sources.

Land Contamination

7.9.4 Potential land contamination impacts associated with the Proposed Development have been reviewed (**Appendix 5** refers). Based on the observation from the site inspections and the review of historical aerial photographs, the Application Site was mainly farmland, vegetated and/or abandoned. No activity and equipment resulting in potential land contamination were observed at the Development Site. In addition, the information from Environmental Protection Department indicated that there was no chemical waste producer, chemical spillage and leakage records in the Application Site. Therefore, potential contamination is not anticipated in the Development Site.

Waste Management

7.9.5 With the implementation of recommended measures such as on-site sorting, reusing construction and demolition materials proposed in the Waste Management Assessment (**Appendix 6** refers), no adverse waste management implication is anticipated during construction stage. During the operational phase, municipal solid waste would be generated. With the proper treatment and disposal of the waste, no adverse waste management impact is anticipated.

Air Quality

7.9.6 As revealed in the Air Quality Impact Assessment in **Appendix 7**, the chimney emissions and the vehicular emissions are identified as the two major air pollution sources in the neighbourhood. The concentration and dispersion of Nitrogen Dioxide ("NO_2"), Respirable Suspended Particulates ("RSP"), Fine Suspended Particulates ("FSP") and Sulphur Dioxide ("SO_2") are the major pollutants which have been predicted by computer models. It is concluded that the cumulative concentration of all air pollutants is within the stipulated Hong Kong Air Quality Objectives ("HKAQO") limits. The Proposed Development would not be affected by chimney emissions and vehicular emissions. In addition, no emission of fluff and odour impact is anticipated.

Air Ventilation

7.9.7 An Air Ventilation Assessment - Expert Evaluation has been conducted for the Proposed Development at the Development Site (**Appendix 8** refers). The Proposed Development may inevitably result in wind blockage impact under particular wind directions and the wind availability would be slightly affected; nevertheless, the optimal building disposition and provision of building separations would enhance the air ventilation performance at the pedestrian level and minimise potential air ventilation impacts. It is concluded that the Proposed Development would unlikely impose unacceptable impact on the surrounding areas from air ventilation perspective.

Traffic

7.9.8 Since the proposed residential development is tentatively scheduled for completion in 2029 and 2030, a TIA for the design year 2033 has been carried out to assess the possible traffic impacts onto the local road network (**Appendix 9** refers). It was estimated that the Proposed Development would generate and attracted trips of 161 and 132 pcu/hr in the AM peak and 136 and 128 pcu/hr in the PM peak. With the proposed traffic improvement schemes, all surveyed key junctions operating under both 2033 reference and design scenarios would continue to have ample capacity to accommodate the future traffic growth and the additional traffic generated by the Proposed Development. Internal transport facilities would be provided in accordance with the requirements as stipulated in the latest HKPSG. The Proposed Development is considered acceptable in the traffic aspect and would not induce adverse traffic impact to the surrounding road network.

Drainage

7.9.9 The drainage impact to the existing drainage system due to the Proposed Development has been assessed with hydraulic model (**Appendix 10** refers) under 1 in 10 years, 1 in 50 years and 1 in 200 years flood events. For the Proposed Development at Area (A) Phase I, the runoff generated will be discharged to the new box culvert via connecting pipes; while for developments at Area (A) Phase II and Area (B), it will be discharged to existing stream course. With the provision of the proposed drainage mitigation measures, the drainage condition at upstream and mid-stream of the stream course will be greatly improved. It is concluded that there will be no significant adverse drainage impact arising from the proposed development.

Sewerage

7.9.10 The Sewerage Impact Assessment (**Appendix 11**) indicated that the sewage generated from the proposed development in Area (A) Phase II and the social welfare complex in Area (B) will be discharged to the public sewerage system with no adverse impact, whereas the existing public sewerage system has insufficient capacity for the proposed development in Area (A) Phase I. An on-site sewage treatment plant is therefore proposed to treat the sewage arising from the proposed residential

development. The sewage effluents will be sanitised to fulfil all relevant statutory standards before discharge to the existing drainage system. No adverse sewerage impact is anticipated as a result of the Proposed Development.

Water Supply

7.9.11 According to the results of the Water Supply Impact Assessment (**Appendix 12** refers), there will be increased fresh water and salt water demands as a result of the Proposed Development. However, it is anticipated that the existing main supply systems will have adequate spare capacity to cater for the expected increases. It is concluded that the proposed development can be implemented without resulting in any insurmountable water supply impact.

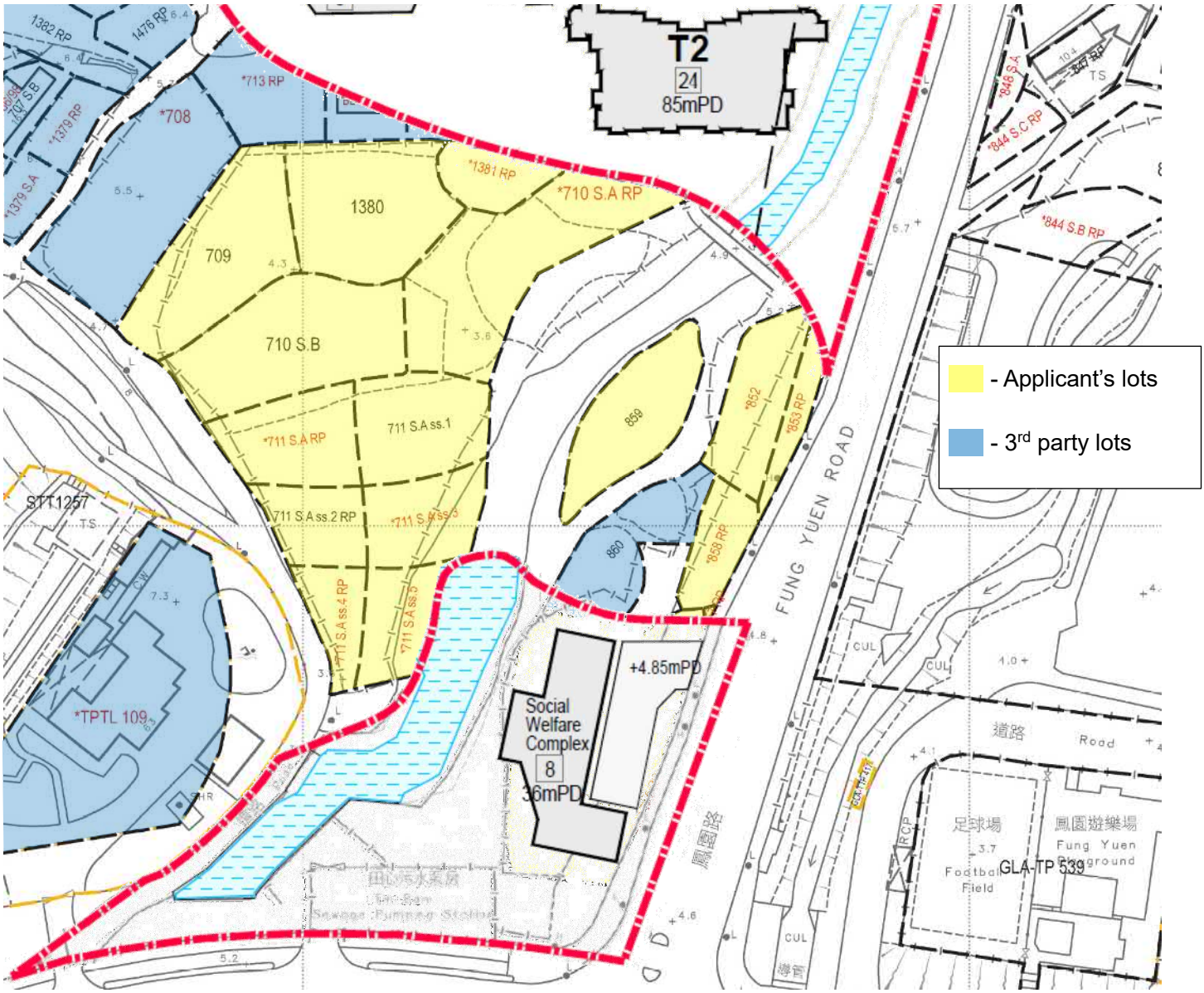
8 CONCLUSION

8.1.1 In light of the above, it is evident that the proposed amendments to the Draft OZP No. S/TP/31 should be favourably considered from the land use planning and technical points of view. In short, the proposed amendment to the OZP is justified based on the following:

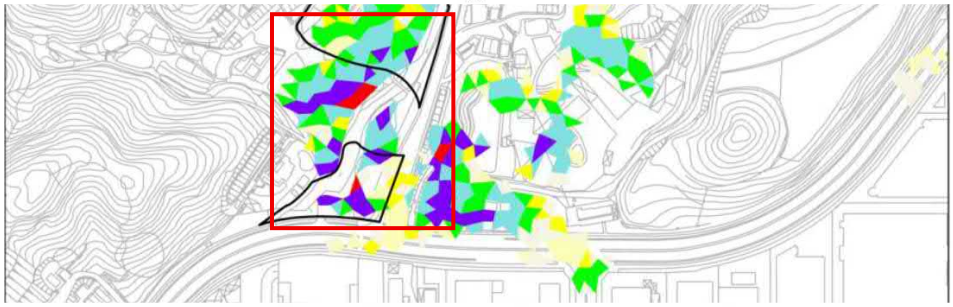
- Remote prospect for further acquisition of all the remaining private lots in the "CDA(1)" zone to implement the Subsequent Phase development as planned for under the approved Application No. A/TP/333 after almost 38 years since land assembly took place in 1987;
- The Rezoning Proposal is in line with Government's policy on reviewing and untapping the development potential of agricultural land or underutilised land to sustain the Government's efforts in land production;
- The Applicant is committed to surrender its private land in the "G/IC" zone for the provision of social welfare facilities to support the Government's policies and help meet the outstanding demand of RCHE;
- The proposed retail facilities, public vehicle park and open space for the use and enjoyment of public and residents will form a Neighbourhood Activity Node benefitting the whole Fung Yuen community;
- Appropriate land use zonings have been proposed to other portions of the "CDA(1)" zone to reflect the long-established "as-built" conditions;
- The Development Site is suitable for development as it is compatible to the surrounding land use;
- The intensity of the Proposed Development is considered appropriate and compatible with the neighbourhood and the planning of Tai Po New Town;
- The Proposed Development is comprehensively and carefully designed as a single, integrated and coordinated development scheme with self-sustained and supporting facilities; and
- With the support of various technical assessments conducted and attached to this Supporting Planning Statement, it has been proven that the indicative development proposal will not bring insurmountable/unacceptable traffic, visual, ecological, landscape, environmental, air ventilation, drainage, sewerage and water supply impacts.

Annex B

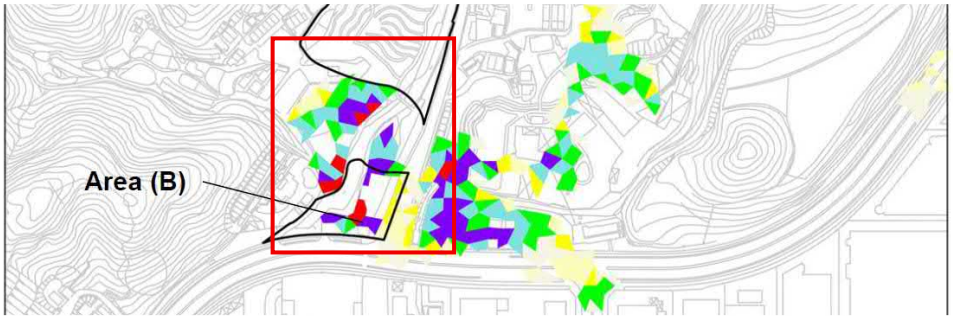
Land Status Plan of the Adjacent Area



Existing Condition

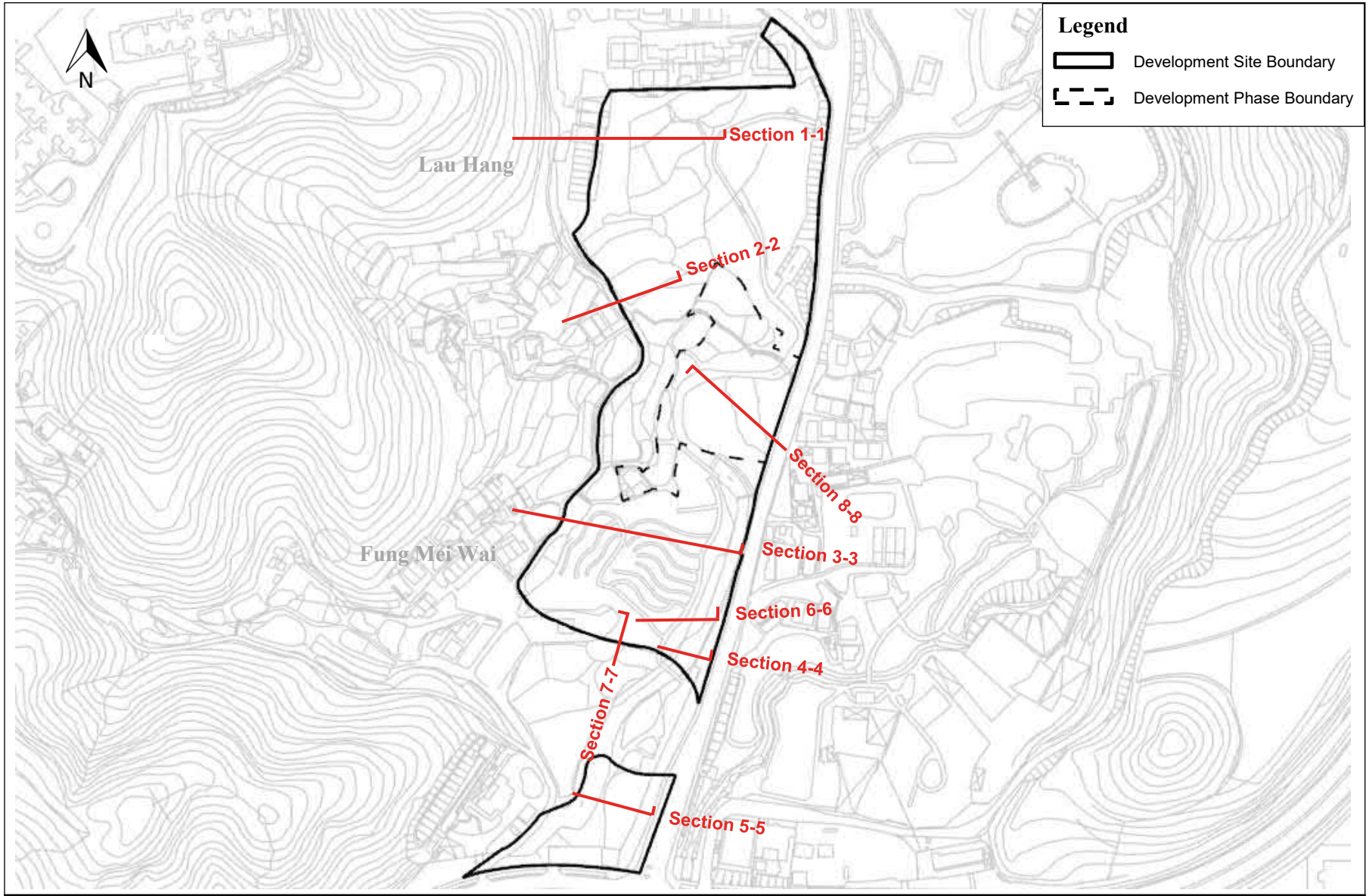


Proposed Condition with entire Development



Annex C

Replacement Pages of Drainage Impact Assessment

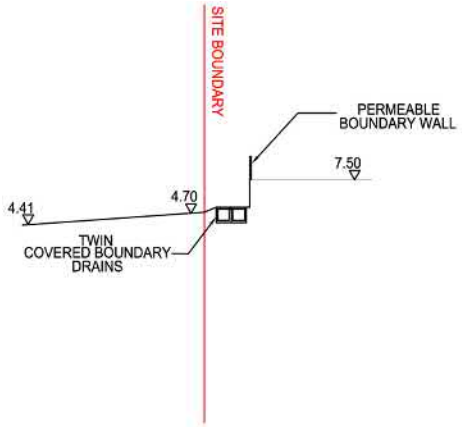


Project	**Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories**
Title	**Sectional Views of Proposed Mitigation Measures**

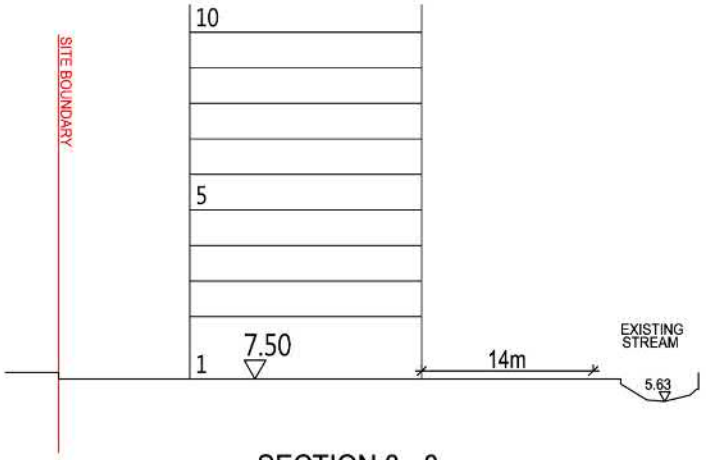
Date	Scale	File
Dec 2025	N.T.S.	

MOTT MACDONALD

Appendix K



SECTION 7 - 7



SECTION 8 - 8

Project	**Proposed Residential Development(s) with Retail, Public Vehicle Park And Social Welfare Facilities at Various Lots and Adjoining Government Land in DD 11, Fung Yuen, Tai Po, New Territories**	MOTT MACDONALD
Title	**Sectional Views of Proposed Mitigation Measures**	**Appendix K**
Date Dec 2025	**Scale** N.T.S.	**File**

Annex D

Revised Traffic Impact Assessment

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories

December 2025

CTA Consultants Limited
志達顧問有限公司

1. INTRODUCTION

1.1 Background

1.1.1 CTA Consultants Limited ("CTA") was commissioned by the Applicant to carry out a Traffic Impact Assessment Report in supporting the S.12A application.

1.1.2 This S.12A application is to seek the Town Planning Board's approval for the proposed amendments to the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("the OZP") for the proposed development at various lots and adjoining Government land at Fung Yuen, Tai Po, New Territories ("the Development Site").

1.1.3 The proposed development will include residential development(s) with supporting retail and public vehicle park facilities in Area (A); and a social welfare complex comprising a Residential Care Home for the Elderly ("RCHE") and a Day Care Unit ("DCU") for the Elderly in Area (B).

1.1.4 The Applicant submitted an s.12A Planning Application (No. Y/TP/38) to TPB in 2022 to rezone the current western portion of the "CDA(1)" zone to "R(B)13" zone to enable a proposed residential development with retail facilities and public vehicle park, and amending the maximum building height restriction of the "G/IC" zone from 2 storeys to 8 storeys to the south of the "CDA(1)" zone for a proposed 8-storey Social Welfare Complex. While tremendous effort has been put to address and resolve the comments from Planning Department and relevant Government departments during circulation of the application, it is noted that majority of the Government departments have no further adverse comment on the technical assessments attached to Application No. Y/TP/38 since almost 3 years efforts being put by the Applicant & consultancy team.

1.1.5 Taking into account comments received from relevant Government departments and in order to achieve a wholistic planning scheme for the entire "CDA(1)" zone, the Applicant has put forward to include the CDA(1) Future Phase proposed in Application No. Y/TP/38 into the Development Site of this Application. The Proposed Development Proposal in this Application is largely the same as that under Application No. Y/TP/38.

1.1.6 The Development Site of this Application is solely formed by the previous development sites, i.e. Area (A), Area(B) and the "CDA(1)" Future Phase. The total GFA, PR, building height, no. of units and estimated population of the Development Proposal is almost exactly the same as that under Application No. Y/TP/38.

1.2 Study Objectives

1.2.1 The main objectives of this study are listed below:

- To assess the existing traffic conditions in the vicinity of the proposed development;
- To forecast traffic demands on the adjacent road network in the design year 2033;
- To estimate the likely traffic generated by the proposed development;
- To appraise the traffic impact induced by the proposed development on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problems to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at Fung Yuen, Tai Po as shown in **Figure 2.1**.

2.2 Development Proposal

2.2.1 The proposed development will include residential development(s) with supporting retail and public vehicle park facilities in Area (A); and a social welfare complex comprising a Residential Care Home for the Elderly ("RCHE") and a Day Care Unit ("DCU") for the Elderly in Area (B). Parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Parameters of the Proposed Development

Residential Development	
Nos. of Blocks	6 Residential Tower + Clubhouse + Retail and PVP (Phase I) 1 Residential Tower (Phase II)
No. of Units	1,988 (Phase I: 1,718; Phase II: 270)
Total GFA	110,377 m^2 (Phase I: 92,190 m^2; Phase II: 18,187 m^2)
Proposed Domestic GFA	109,577 m^2 (Phase I: 91,390 m^2; Phase II: 18,187 m^2)
Proposed Non-domestic GFA	800 m^2 (Phase I: 800 m^2; Phase II: 0 m^2)
Total Plot Ratio	3.47 (Phase I: 3.47; Phase II: 3.44)
Domestic Plot Ratio	3.44 (Phase I: 3.44; Phase II: 3.44)
Non-Domestic Plot Ratio	0.03 (Phase I: 0.03; Phase II: 0)
Average Flat Size	55.1 m^2 (Phase I: 53.2 m^2; Phase II: 67.4 m^2)
Estimated population	5,169* (Phase I: 4,467: Phase II: 702)
Social Welfare Complex ["G/IC" Zone]	
Nos. of Blocks	1
Total GFA	4,782 m^2
No. of Place: **Residential Care Home for the Elderly** **Day Care Unit**	 150 30

**Average household size 2.6 in 2024 from Census and Statistic Department.*

2.2.2 It is anticipated that the proposed development will be commissioned in year 2030. Therefore, design year 2033 (i.e. 3 years after the planned commencement year of the proposed development) is adopted for the Traffic Impact Assessment.

2.3 Internal Transport Facilities Provisions

2.3.1 The parking provision for the proposed development is set out in **Table 2.2 and Table 2.3.**

Table 2.2 Internal Transport Facilities Provision required under the HKPSG (Area (A))

Proposed Development			Parking Requirement						Loading/Unloading Requirement
			Private Car Parking Space					Motorcycle Parking Space	Bicycle Parking	Loading / Unloading Bay for Goods Vehicles
Residential										
No. of Blocks	*Flat Size (GFA) (m^2)*	*No. of Flat*	**Resident**				**Visitor**	1 space per 100-150 flats	Outside a 2km radius of a rail station, 1 space for 30 flats with flat size ≤ 70m^2	Provision of minimum 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority
			GPS: 1 space per 4-7 flats			GPS x R1 X R2 X R3	> 75 units per block: 5 visitor spaces per block, ≤ 75 units per block: Determined by TD			
			R1	R2	R3					
6	40<FS≤70	1,718	1.2	1	1	295 to 516				
Subtotal			*295 to 516*				30			
Phase 1 Total (Required)			**325[3] to 546[4]**					**12 to 18**	**58**	**6**
No. of Blocks	*Flat Size (GFA) (m^2)*	*No. of Flat*	**Resident**				**Visitor**	1 space per 100-150 flats	Outside a 2km radius of a rail station, 1 space for 30 flats with flat size ≤ 70m^2	Provision of minimum 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority
			GPS: 1 space per 4-7 flats			GPS x R1 X R2 X R3	> 75 units per block: 5 visitor spaces per block, ≤ 75 units per block: Determined by TD			
			R1	R2	R3					
1	40<FS≤70	270	1.2	1	1	47 to 81				
Subtotal			*47 to 81*				5			
Phase 2 Total (Required)			**52[2] to 86[2]**					**2 to 3**	**9**	**1**
Total (Proposed)			**Phase 1: 406 Phase 2: 64**				**Phase 1: 30 Phase 2: 5**	**20**	**67**	**7**
			505[4]							
Commercial										
GFA Not more than 800 m^2			1 car space per 150-300 m^2					5% to 10% of the total provision for private cars	**N/A**	1 loading/ unloading bay for good vehicles for every 800-1200m^2 or part thereof GFA
Total (Required)			**3-6**					**1**	**N/A**	**1**
Total (Proposed)			**6[1]**					**1**	**N/A**	**1 LGV (Within Commercial Building) 1 HGV (Near Tower T5)**
Public Vehicle Park										
Total (Proposed)			**30[1]**					**N/A**	**N/A**	**N/A**

Notes: (1) Including 1 accessible car parking spaces for 1-50 car parking spaces;
(2) Including 2 accessible car parking spaces for 51-150 car parking spaces;
(3) Including 4 accessible car parking spaces for 251-350 numbers of parking spaces;
(4) Including 6 accessible car parking spaces for total above 450 numbers of parking spaces.

2.3.2 It is noted that the requirement of provision of internal transport facilities for "Residential Home for Elderly" and "Day Car Unit" are not specified in Hong Kong Planning Standards and Guidelines (HKPSG). Therefore, parking provision has been reference to other existing RCHE sites at remote area and summarized in **Table 2.3**.

Table 2.3 Examples of Existing RCHE

RCHE	Location	No. of beds	No. of Parking	Parking rate no. per bed
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	1 car parking space + 1 light bus parking space	0.008
Approved Y/YL-NTM/9	81 San Tam Road, Yuen Long	142	2 car parking spaces + 1 light bus parking space + 1 LGV + 1 Ambulance	0.014
Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly	93 Sam Mun Tsai Road, Shuen Wan, Tai Po	649	14 car parking spaces	0.022
Yan Chai Hospital Tai Po Fu Tip Elderly Home	2/F (Portion), 3/F and 4/F, Social Service Building, Fu Tip Estate, 11 Chung Nga Road, Tai Po, New Territories	100	-(1)	-
Ho Shin Home for the Elderly	G/F & 1/F, Shin King House, Fu Shin Estate, Tai Po, New Territories	90	-(1)	-

Note:
(1) Located within public housing estate with carpark, no parking spaces could be distinguished for RCHE.

2.3.3 With reference to **Table 2.3**, the maximum parking rate number for private car per bed of other RCHE, Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly, is 0.022. Based on the maximum parking rate number for private car per bed, taking into consideration that a total of 180 nos. of beds will be provided, the private car parking provision of the proposed development would be 4 nos. (i.e. 0.022 x 180). For conservative, 6 nos. of private car parking spaces is proposed. The overall parking provision is summarized in **Table 2.4**, which should be sufficient for the daily operation needs of the proposed development.

2.3.4 All staff will use public transport to travel to the RCHE. All the private car parking spaces will be reserved for the visitors.

Table 2.4 Internal Transport Facilities Provision required under the HKPSG (Area (B))

Social Welfare	
Type	**Proposed Number of spaces**
Private cars	6(1)
Motorcycles	1
L/UL for light bus	1
L/UL for Ambulance	1
L/ UL for LGV	1

Notes: (1) Including 1 accessible car parking spaces for 1-50 car parking spaces

2.4 Vehicular Access

2.4.1 The vehicular accesses are shown in **Figures 2.2 to 2.5**. Since the proposed accesses of the commercial and public vehicle park are near the priority junction at Fung Yuen Road. To minimize the traffic impact, two accesses are proposed to separate the ingress and egress movement. Vehicles will ingress from Fung Yuen Road and egress at the minor road. As the access at Fung Yuen Road is for ingress only, it will not conflict with the future bus turning facilities proposed in **Chapter 5** below.

2.5 Public Transport Services in the Vicinity of the Proposed Development

2.5.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within 500 meters catchment area are listed in **Table 2.4**, and the location of the nearby public transport stops are shown in **Figure 2.6**.

2.5.2 The proposed development despite being close to various transport stops, for the convenience of future residents, we proposed a bus stop at Fung Yuen Road. The proposed bus stop will be further discussed in the later section of this report.

Table 2.5 Public Transport Services in the Vicinity of the Proposed Development

Service	Route	Origin - Destination	Frequency (min)
Franchised Buses	72A	Tai Po Industrial Estate – Tai Wai Station	30-35[(2)(3)(4)]
	72C	Tai Mei Tuk B/T – Tai Po Market Station	07:00[(1)(2)]
	73	Fanling (Wah Ming) - Tai Po Industrial Estate	20-30[(2),] 30[(3)]
		Tai Po Industrial Estate – Fanling (Wah Ming)	30[(2)]
	73P	Tai Mei Tuk - Tsuen Wan (Nina Tower)	06:55, 07:05[(1)(2)]
		Tsuen Wan (Nina Tower) – Tai Mei Tuk	17:50, 18:10[(1)(2)]
	74E	Tai Mei Tuk - Kwun Tong Ferry Pier	07:00, 07:15, 07:30[(2)]
		Kwun Tong Ferry – Tai Mei Tuk	17:50, 18:10[(1)(2)]
	74K	Tai Po Market Station - Sam Mun Tsai (Circular) (via Sam Mun Tsai first)	14-30[(2)], 20-30[(3)(4)]
	75K	Tai Mei Tuk - Tai Po Market Station	10-25[(2),] 15-25[(3)(4)]
	73F	Education University of Hong Kong – Tsuen Wan (Nina Tower)	17:40[(1)(2)]
	74F	Education University of Hong Kong – Kwun Tong Ferry	17:40, 18:00[(1)(2)]
	96	Hong Sing Garden – Tai Po Industrial Estate	20-30[(1)(2)], 45[(3)(4)], 17:40[3)(4)], 18:30[3)(4)]
		Park Central – Tai Po Industrial Estate	17:45[(1)(2)]
		Tai Po Industrial Estate – Hong Sing Garden	15-30[(1)(2)], 40-45[(3)(4)]
	263C	Education University of Hong Kong – Tuen Mun Station	06:35, 17:50[(1)(2)]
	274P	Tai Po Industrial Estate – Wu Kai Sha Station	06:30, 07:20; 17:35, 17:50, 18:05; 18:20; 18:40, 19:00
GMB	20M	Fung Yun Road – Tai Po Central (Circular)	8-20[(2)], 10-20[(3)(4)]
	20B	Tai Po Market Station - Tung Tsz	10-20[(2)(3)], 12-20[(4)]
		Tung Tsz – Tai Po Market	
	20C	Tai Po Market Station - Tai Mei Tuk	4-10, 12-15[(1)(5)]
		Tai Mei Tuk – Tai Po Market Station	
	20K	Tai Po Market Station - Sam Mun Tsai	6-20[(2)(3)], 10-20[(4)]
		Sam Mun Tsai – Tai Po Market Station	
	20E	Tai Po Market Station – Shan Liu (Circular)	30[(2)(3)]
	20P	Fung Yuen - Tai Po Market Station (Circular)	5-15[(2)(3)], 6-15[(4)]
	20R	Tai Po Market Station – Wu Kau Tang	60
		Wu Kau Tang - Tai Po Market Station	
	20T	Tai Po Market Station – Tsz Shan Monastery	30[(2)]
		Tsz Shan Monastery – Tai Po Market Station	
	20G	Wong Yue Tan (Lok Sin Village) – Tai Po Market Station	12-15[(2)], 20-30[(3)]
	26	The Education University of Hong Kong – Bayshore Towers, Ma On Shan	6-9
Residents' Service	NR533	Mont Vert - Tai Wo Station (Circular)	10-30[(1)(2)], 30[(3)(4)]

Notes:
(1) Peak hour service only
(2) Weekday service
(3) Saturday service
(4) Sunday and Public holiday service
(5) Express Service

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The proposed development is located in Fung Yuen, Tai Po as shown in **Figure 2.1**. It is accessed via Fung Yuen Road.

3.1.2 Fung Yuen Road is a single two-way carriageway connecting to Ting Kok Road to the south.

3.1.3 Ting Kok Road is a dual carriageway with two lanes in each direction connecting Bride's Pool to the east and Ting Tai Road to the west.

3.2 Critical Junctions in Surrounding Area

3.2.1 As shown in **Figure 3.1**, 7 junctions were identified to be critical for assessment of traffic impact due to the proposed development. They are listed in below **Table 3.1** and their existing junction layout arrangements are shown in **Figures 3.2** to **3.7** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	Ting Kok Road / Dai Fat Street	Signal	3.2
B	Ting Kok Road / Fung Yuen Road	Signal	3.3
C	Ting Kok Road / Dai Fuk Road / Yuen Shin Road	Signal	3.4
D	Yuen Shin Road / Dai Fat Street	Signal	3.5
E	Tai Po Tai Wo Road / Yuen Shin Road	Signal	3.6
F	Fung Yuen Road / Access Road to Mont Vert	Priority	3.7
G	Future Junction at Fung Yuen Road / Bus Layby	Priority	5.2

3.2.2 In order to appraise the existing traffic condition in the above-mentioned critical junctions, traffic survey in the form of manual classified count was conducted on a typical weekday during AM and PM peak periods from 07:30 to 09:30 and from 17:00 to 19:00 on 14 Apr 2025.

3.2.3 Analysis of the observed traffic data indicates that the AM and PM peak hour flows occurred from 08:30 to 09:30 and from 17:30 to 18:30 respectively.

3.2.4 The observed traffic flows are presented in **Figure 3.8**.

3.2.5 The existing performance based on the observed traffic flows of the identified critical junctions was assessed. The results are summarized in **Table 3.3** and the junction calculation sheets are attached in **Appendix II**.

3.2.6 The assessment results in **Table 3.3** indicate that all junctions at present are operating with ample capacities for the observed traffic flows.

Table 3.2 Operational Performance of Critical Junctions for Observed Traffic Flows in 2025

Ref.	Junction	Method of Control	Year 2025 DFC(1) / RC(2) (%)	
			AM Peak	PM Peak
A	Ting Kok Road / Dai Fat Street	Signal	31%	51%
B	Ting Kok Road / Fung Yuen Road	Signal	21%	18%
C	Ting Kok Road / Dai Fuk Road / Yuen Shin Road	Signal	41%	44%
D	Yuen Shin Road / Dai Fat Street	Signal	19%	52%
E	Tai Po Tai Wo Road / Yuen Shin Road	Signal	29%	54%
F	Fung Yuen Road / Access Road to Mont Vert	Priority	0.17	0.13

Notes: (1) DFC = Design Ratio of Flow to Capacity for Priority Junction/ Roundabout
(2) RC = Reserve Capacity for Signalized Junction

3.3 Critical Road Links in Surrounding Area

3.3.1 The critical road links were identified and listed below in **Table 3.4**.

Table 3.3 Identified Critical Road Links

Ref.	Road Links
L1	Fung Yuen Road
L2	Ting Kok Road (between Dai Fat Street and Fung Yuen Road)
L3	Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)
L4	Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)
L5	Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)

3.3.2 The assessment of the critical road links for the observed flows in 2025 is shown in **Table 3.5**

Table 3.4 Assessment of Critical Road Links for Observed Flows in 2025

Ref.	Road Links	Direction	Capacity (pcu/hr)	Flow (pcu/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Fung Yuen Road	N/B	890	145	190	0.16	0.21
		S/B	890	205	155	0.23	0.17
L2	Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	W/B	2940	1360	1045	0.46	0.36
		E/B	2940	1270	1250	0.43	0.43
L3	Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	N/B	2940	1365	1400	0.46	0.48
		S/B	2940	1515	1160	0.52	0.39
L4	Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	N/B	2940	745	840	0.25	0.29
		S/B	2940	1100	835	0.37	0.28
L5	Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	N/B	2940	1615	1155	0.55	0.39
		S/B	2940	1660	1415	0.56	0.48

Note: (1) Pcu factor 1.226 adopted
(2) Capacity Reduction Factor of 0.9 applied due to high Heavy Vehicle percentage

3.3.3 The assessment results in **Table 3.5** indicate that all road links at present are operating with ample capacities for the observed flows in 2025.

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed development will be completed in 2030 tentatively. In order to assess the possible traffic impacts to the local road network due to the proposed development, year 2033 (i.e. 3 years after construction work completion) has been adopted as the design year for this TIA. An implementation programme is attached in **Appendix I** for reference.

4.2 Traffic Forecast

4.2.1 The traffic growth can be estimated by applying growth factor, based on the following information sources:

I. Historical Trend - Historical traffic growth in Annual Traffic Census (ATC) published by the Transport Department (TD).

II. Planning Data - Territorial planning assumptions prepared by the Planning Department.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census over a period of six years, i.e., 2018 to 2023 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2018	2019	2020	2021	2022	2023	
5006	Ting Kok Rd (From Nam Wan Rd to Dai Kwai St)	30,900	30,840	29,430	32,240	30,440	29,190	-1.13%
6057	Yuen Shin Rd (From Tolo Highway to Ting Kok Rd)	38,630	40,170*	38,240*	40,100*	44,820	41,790	1.58%
6211	Ting Kok Rd (From Dai Kwai St to Tai Mei Tuk)	29,580	28,620	28,530	30,220	28,760	28,620	-0.66%
Total		**99,110**	**99,630**	**96,200**	**102,560**	**104,020**	**99,600**	**0.10%**

Notes: *AADT estimated by Growth factor

Planning Data

4.2.3 Reference has also been made to the 2021-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district from years 2021 to 2031. The average annual growth rates in terms of population and employment from 2021 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2021-Based Planning Data from 2021 to 2031

Zone	Population			Employment		
	2021	2026	2031	2021	2026	2031
Tai Po	316,450	348,900	343,250	96,600	94,800	89,800
Weight Average Growth (from 2021 to 2031)				***+0.47%***		

Adopted Growth Rate

4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of **+0.10%** from year 2018 to year 2023.

4.2.5 Whilst, the planning data indicates that the population and employment data of the study area are expected to grow with a weighted average annual growth rate of **+0.47%** from 2021 to 2031.

4.2.6 As a conservative approach, annual weighted average growth rate **+1.00%** p.a. is adopted.

4.3 Traffic Generations of Planned Adjacent "Committed" Developments

4.3.1 To fully reflect the growth traffic, trip generation of the future "Committed" developments in the vicinity have been taken into consideration. The developments are detailed in **Table 4.3** and their locations are shown in **Figure 4.1.**

Table 4.3 Adjacent Developments in the Vicinity

Adjacent Committed Developments						
Application No.	**Development site**	**Applied use**	**Use**	**Site Area**	**Assumed GFA**	**Flat No.**
/	36 Lo Fai Road	Private housing	Domestic	~341,600 m^2	~46,200 m^2	262
LSPS/001	Lo Fai Road and Ting Kok Road, Tai Po, New Territories (The remaining portions of Unserved District at Wong Yue Tan Lot Nos.11 and 14 and adjoining Government land)	Private housing development and public housing development or starter homes portion	Domestic	~20,300 m^2 (Site A)	~64,522 m^2	1,290
			Non- domestic		~1,000 m^2	/
			Domestic	~5,700 m^2 (Site B)	~23,000 m^2	460
A/TP/700	Chung Nga Road West Public Housing Development	Public Housing, GIC and retails	Domestic	~9,900 m^2	~52,880 m^2	1,292
			Non-domestic		~5,625 m^2	/
			Primary School	One 24-classroom to be provided at the adjoining School Site (outside Application Site)		
/	Tai Po Town Lot 246	Golf Course Development	Non-domestic	~527,244 m^2	~15,000 m^2	/
/	On Pong Road	Community Health Centre	Non-domestic	~4,500m^2	~31,580m^2	/
/	Area 33	CIC Training Academy Tai Po Training Ground	Non-domestic	/	/	/
/	Area 33	Football-cum-Rugby Pitch, Underground PVP	Non-domestic	~2.7ha	/	400 car spaces
/	Tai Po Sewage Treatment Works	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities	Non-domestic	/	/	/

Note:
(1) According to the TIA of the Bus Depot (A/TP/685), most of the buses will leave and return to the depot between 00:00 and 06:00, there will be limited no. of buses during daytime. Its effect on AM and PM peaks is insignificant and therefore the Bus Depot was omitted in this TIA

4.3.2 The adopted trip rates are referring to the Trip Rates Table given in TPDM Volume 1 Chapter 3 Annex C. The estimation on trip generations and attractions of the adjacent planned developments are shown in **Table 4.4.**

Table 4.4 Estimated Trip Rates and Trip Generations and Attractions of Planned Developments in the Vicinity

Application No.	Development site		Units	Trip Rates (pcu/hr)			
				AM Peak		PM Peak	
				Gen.	Att.	Gen.	Att.
/	36 Lo Fai Road		Pcu/hr/flat	0.3252	0.2609	0.2835	0.4074
LSPS/001	Lo Fai Road and Ting Kok Road, Tai Po, New Territories (The remaining portions of Unserved District at Wong Yue Tan Lot Nos.11 and 14 and adjoining Government land)	Public Housing	Pcu/hr/flat	0.0761(1)	0.0573(1)	0.0350(1)	0.0451(1)
		Retail	Pcu/hr/100 sqm GFA	0.3307(1)	0.3342(1)	0.3839(1)	0.4504
		GIC	/	/	/	/	/
		Private Housing	Pcu/hr/flat	0.1021(1)	0.0709(1)	0.0415(1)	0.0464(1)
A/TP/700	Chung Nga Road West Public Housing Development	Public Housing	Pcu/hr/flat	0.0432	0.0326	0.0237	0.0301
		Retail	Pcu/hr/100 sqm GFA	0.2296	0.2434	0.3100	0.3563
		Primary School	Pcu/hr/classroom	0.5670(2)	1.000(2)	0.333(2)	0.167(2)
/	Tai Po Town Lot 246	Golf Course	/	/	/	/	/
/	On Pong Road Community Health Centre		Pcu/hr/100 sqm GFA	0.2350(3)	0.2350(3)	0.2300(3)	0.1150(3)
/	Area 33 CIC Training Academy Tai Po Training Ground		/	/	/	/	/
/	Area 33 Football-cum-Rugby Pitch, Underground PVP		Pcu/hr/parking space	0.0771(4)	0.0907(4)	0.0493(4)	0.0811(4)
/	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities		/	/	/	/	/

Application No.	Development site		Parameters	AM Peak		PM Peak	
				Gen.	Att.	Gen.	Att.
/	36 Lo Fai Road (Assume 40% Occupancy) (8)		262 flats	86 (52)	69 (41)	75 (45)	107 (64)
LSPS/001	Lo Fai Road and Ting Kok Road, Tai Po, New Territories (The remaining portions of Unserved District at Wong Yue Tan Lot Nos.11 and 14 and adjoining Government land)	Public Housing	1,290 flats	100(1)	75(1)	45(1)	60(1)
		Retail	~1,000m^2	5(1)	5(1)	5(1)	5(1)
		GIC	/	30(1)	30(1)	25(1)	30(1)
		Private Housing	460 flats	45(1)	35(1)	20(1)	20(1)
A/TP/700	Chung Nga Road West Public Housing Development	Public Housing	1,292 flats	56	43	31	39
		Retail	~800m^2	2	2	3	3
		Primary School	24 classrooms	14	24	8	5
/	Tai Po Town Lot 246	Golf Course	/	8(5)	32(5)	50(5)	26(5)
/	On Pong Road Community Health Centre		~31,580m^2	75	75	73	37
/	Area 33 CIC Training Academy Tai Po Training Ground		/	23(6)	23(6)	23(6)	23(6)
/	Area 33 Football-cum-Rugby Pitch, Underground PVP		400 parking spaces	31	37	20	33
/	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities		/	10(7)	10(7)	10(7)	10(7)

Note
(1) According to its TIA
(2) Adopted trip rate of primary school in Queen's Hill
(3) Adopted trip rate of community health centre in the approved TIA report for Queen's Hill, Fanling
(4) Based on surveyed trip rate at Tai Po Tung Cheong Street Sports Cetnre Public Vehicle Park
(5) According to its TIA
(6) Based on previous study on Construction Industry Council Training Academy
(7) Information not disclosed to for private planning application use. Assumptions have been made
(8) Based on the information from the website of real estate agent, about 56% of Villa Lucca was sold. With further checking by on-site observation, 40% occupancy is adopted for the assessment as a conservative approach.

4.4 Reference Traffic Flow in Year 2033

4.4.1 The reference traffic flow is estimated by applying the adopted growth rate to the baseline traffic flow in the current year, and the 2033 reference traffic flows for critical junctions can be computed using the following calculation:

2033 Reference Traffic Flows (Without Proposed Development) = **2025 (Observed Traffic Flows** x **Adopted Growth Factor i.e., +1.00% p.a. for 8 years**) + **Traffic Flows of Planned Adjacent Committed Developments**

4.4.2 The 2033 Reference Traffic Flows at surrounding critical junctions are shown in **Figure 4.2**.

4.5 Traffic Generations of the Proposed Development

4.5.1 In order to estimate the traffic generation and attraction of the proposed development, traffic surveys were carried out for the existing Mont Vert at Fung Yuen Road. The surveyed results, as shown in **Table 4.5** were used in deriving the trip rates for the proposed development.

4.5.2 Reference has been made to the trip generation rates as stipulated in Volume 1 Chapter 3 Appendix C of the latest T.P.D.M published by Transport Department for the small commercial site. The adopted trips rates are summarised in the below **Table 4.6**.

4.5.3 Based on development parameters in **Table 2.1**, the trips generated and attracted by the proposed development are estimated and summarised in the **Table 4.6**.

Table 4.5 Adopted Trip Rates for the Proposed Development

		Surveyed Trips (pcu/hr)			
		AM		PM	
		Gen.	Att.	Gen.	Att.
Mont Vert	1350 flats	105	85	85	80
	Trip Rates (pcu/hr/flat)	0.0778	0.0630	0.0630	0.0593

Table 4.6 Trip for the Proposed Development

Residential Use										
Use	No. of Flats		Trips Rates (pcu/hr/flat)				Trips (pcu/hr)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.
Private Housing	1,988		0.0778(1)	0.0630(1)	0.0630(1)	0.0593(1)	155	125	125	118
	Total	***1,988***	***Sub-Total***				***155***	***125***	***125***	***118***
Commercial Use										
Commercial	Not more than 800 m^2		pcu/100 m^2/hr				2	2	2	3
			0.2296	0.2434	0.3100	0.3563				
Sub-Total							***2***	***2***	***2***	***3***
Social Welfare Complex										
RCHE(1)	150 beds		0.0259	0.0345	0.0604	0.0475	4	5	9	7
Sub-Total							***4***	***5***	***9***	***7***
Total							**161**	**132**	**136**	**128**

Note: (1) Internal Trip Rates

4.6 Traffic Forecast for Design Year 2033

4.6.1 The net traffic trips of the proposed development are then superimposed onto the year 2033 Reference Traffic Flows (without the proposed development) as shown in **Figure 4.2** to derive the year 2033 Design Traffic Flows (with the proposed development).

2033 Design Traffic Flows (With Proposed Development) = **2033 Reference Traffic Flows (Without Proposed Development)** + **Proposed Development Traffic Flows**

4.6.2 The design traffic flows during AM and PM peak periods in year 2033 (with the proposed development) are shown in **Figure 4.3**.

4.7 Operational Assessment for Design Flows

Assessment of Critical Junctions

4.7.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions in **Chapter 3** is carried out for both the reference (without the proposed development) and the design (with the proposed development) scenarios in year 2033. The results are summarized in **Table 4.7**

Table 4.7 Operational Performance of Critical Junctions in Year 2033

Ref.	Junction	Method of Control	Year 2033 DFC(1) / RC(2) (%)			
			Reference Scenario (Without the Proposed Development)		Design Scenario (With the Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Ting Kok Road / Dai Fat Street	Signal	3%	19%	3%	18%
B	Ting Kok Road / Fung Yuen Road	Signal	0%	-2%	-17%	-18%
C	Ting Kok Road / Dai Fuk Road / Yuen Shin Road	Signal	10%	16%	5%	9%
D	Yuen Shin Road / Dai Fat Street	Signal	-3%	20%	-6%	14%
E	Tai Po Tai Wo Road / Yuen Shin Road	Signal	11%	31%	10%	30%
F	Fung Yuen Road / Access Road to Mont Vert	Priority	0.18	0.14	0.18	0.14
G	Future Junction at Fung Yuen Road / Bus Layby	Priority	-	-	0.03	0.03

Notes: (1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout
(2) RC = Reserve Capacity for Signalized Junction

4.7.2 Based on the assessment results given in **Table 4.7**, most of the critical junctions will operate over capacities in both reference (without the proposed development) and design (with the proposed development) scenarios in year 2033, namely:

- **Junction A** - Ting Kok Road/ Dai Fai Street with RC <15% during AM peak hour without and with the proposed development;
- **Junction B** - Ting Kok Road / Fung Yuen Road with RC <15% during both AM and PM peak hours without and with the proposed development;
- **Junction C** - Ting Kok Road / Dai Fuk Road / Yuen Shin Road with RC <15% during AM peak hour without the proposed development, both AM and PM peak hours with the proposed development;

- **Junction D** - Yuen Shin Road / Dai Fat Street with RC <15% during AM peak hour without and with the proposed development;
- **Junction E** - Tai Po Tai Wo Road / Yuen Shin Road with RC <15% during AM peak hour without and with the proposed development.

4.7.3 Improvement schemes are proposed for Junction A, Junction B, Junction C, Junction D and Junction E will be discussed in **Section 4.8**.

4.8 Proposed Improvement Schemes of Critical Junctions

4.8.1 Improvement schemes are proposed at Junction A, Junction B, Junction C, Junction D and Junction E. The details of the improvement schemes are illustrated in **Figure 4.4 to Figure 4.8.** The operational performances are summarized in **Table 4.8**.

Table 4.8 Operational Performance in 2033 with Proposed Improvement

Ref.	Junction	Proposed Improvement Details	Method of Control	Year 2033 RC[(1)]			
				Design Scenario (Without Proposed Improvement)		Design Scenario (With Proposed Improvement)	
				AM Peak	PM Peak	AM Peak	PM Peak
A	Ting Kok Road/ Dai Fat Street	As shown in **Figure 4.4**: • Additional lane for right turn movement at Ting Kok Road (Eastbound); • Modifying the road marking. The existing shared use of straight and right turn movements will change to straight ahead movement; • Island and pedestrian crossing are slightly shifted to the southward at Dai Fat Street; • Relocate the bus stop at Ting Kok Road; • Cycle time is modified to 120s at peak hours.	Signal	**3%**	18%	48%	75%

Ref.	Junction	Proposed Improvement Details	Method of Control	Year 2033 RC[(1)]			
				Design Scenario (Without Proposed Improvement)		Design Scenario (With Proposed Improvement)	
				AM Peak	PM Peak	AM Peak	PM Peak
B	Ting Kok Road / Fung Yuen Road	As shown in **Figure 4.5:** • Changing direct crossing at Ting Kok Road to the opposite side; • Modifying Fung Yuen Road (Southbound) left and right turn movements to right turn movement only; • Adding channelizing island and additional lane for left turn movement; • Modifying the road marking from shared use of straight ahead and right turn to the straight ahead movement only at Ting Kok Road (Westbound); • Removal of the pocket at Ting Kok Road (Westbound); • Converting crossing at Fung Yuen Road to stagger crossing so that the inter-green time of this junction is substantially reduced; • Relocation of bus stop; • The unnamed road will allow for two-way traffic with traffic road markings on it; • Additional right turn movement will be provided in Ting Kok Road (Westbound); • Pedestrian crossing will be provided in the unnamed road; • Cycle time is modified to 120s at peak hours.	Signal	**-17%**	**-18%**	44%	42%
C	Ting Kok Road / Dai Fuk Road / Yuen Shin Road	As shown in **Figure 4.6:** • Additional lane of left turn from Ting Kok Road (E/B) to Ting Kok Road (N/B); • Modifying the cycling time to 120s for both AM and PM peak hours to reduce the overall lost time; • Modifying the right turn movement at Ting Kok Road (N/B) to shared use of straight ahead and right turn; • Modifying the left turn movement to straight ahead movement at Ting Kok Road (E/B); • Modifying the straight ahead	Signal	**5%**	**9%**	35%	43%

Ref.	Junction	Proposed Improvement Details	Method of Control	Year 2033 RC[(1)]			
				Design Scenario (Without Proposed Improvement)		Design Scenario (With Proposed Improvement)	
				AM Peak	PM Peak	AM Peak	PM Peak
		movement of Ting Kok Road (E/B) right turn to Yuen Shin Road.					
D	Yuen Shin Road / Dai Fat Street	As shown in **Figure 4.7:** • Modifying Yuen Shin Road (Southbound) to straight ahead and left turn movements to straight ahead movement only; • Additional lane on Yuen Shin Road (Southbound); • Modifying Yuen Shin Road (Northbound) shared straight ahead and right turn movements to turning right movement only; • Modifying Yuen Shin Road (Northbound) straight ahead movement only to straight ahead and right turn movements; • Additional straight ahead movement lane of Yuen Shin Road (Northbound); • Cycle time is modified to 120s at peak hours.	Signal	**-6%**	**14%**	32%	46%
E	Tai Po Tai Wo Road / Yuen Shin Road	As shown in **Figure 4.8:** • Additional right turn movement lane of Tai Po Tai Wo Road (Eastbound) by narrowing down the central divider; • Modifying the road markings on Yuen Shin Road (Southbound); • Narrowing and shortening the central divider at Tai Po Tai Wo Road; • Guided road markings are provided along Yuen Shin Road (Northbound); • Cycle time is modified to 120s at peak hours.	Signal	**10%**	30%	28%	52%

Notes: (1) RC = Reserve Capacity for Signalized Junction

4.8.2 **Table 4.8** revealed that the critical junctions would operate with ample capacities in design year 2033 after modification.

4.8.3 The detailed arrangements, such as signal aspects, traffic controllers, vehicle detector loops, etc. will be provided in the junction improvement works. The detailed design will be refined in the later stage upon the approval of this planning application and verified during the land exchange application process.

Assessment of Critical Road Links

4.8.4 The assessment of the critical road links for the design flows in 2033 is shown in **Table 4.9.**

Table 4.9 Assessment of Critical Road Links for Design Flows in 2033

Ref.	Road Links	Direction	Capacity (pcu/hr)	Flow (pcu/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Fung Yuen Road	N/B	890	295	335	0.33	0.38
		S/B	890	380	300	0.43	0.34
L2	Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	W/B	2940	1720	1325	0.59	0.45
		E/B	2940	1600	1570	0.54	0.53
L3	Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	N/B	2940	1825	1845	0.62	0.63
		S/B	2940	2035	1570	0.69	0.53
L4	Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	N/B	2940	1010	1095	0.34	0.37
		S/B	2940	1440	1130	0.49	0.38
L5	Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	N/B	2940	1965	1440	0.67	0.49
		S/B	2940	2080	1765	0.71	0.60

Note: (1) Pcu factor 1.226 adopted
(2) Capacity Reduction Factor of 0.9 applied due to high Heavy Vehicle percentage

4.8.5 The assessment results in **Table 4.9** indicate that all road links at present will be operating with ample capacities for the Design Flows in 2033.

4.8.6 The road improvement works listed in the **Table 4.8** will be responsible by the applicant on his own cost before population intake and Occupation Permit.

4.8.7 The OP year of the applicant's site will be 2030, which is 3 years earlier than the OP year of LSPS/0001, i.e. 2033. Throughout the calculation, the applicant has taken into account the LSPS/0001, and the operational performance with the proposed improvement works will operate with ample capacities. If there are any substantial changes, the applicant will update the traffic review report in the land exchange stage.

4.8.8 The applicant will also undertake all the coordination works and interface issues regarding the junction improvement works.

5. PUBLIC TRANSPORT DEMAND

5.1 Survey on Existing Public Transport Service at Fung Yuen Bus Terminus

5.1.1 The proposed development is a residential and social complex development. It is assumed that the outbound trips for work and school during weekday morning peak will be the most critical. This will be adopted for assessment purposes for this study.

5.1.2 A traffic survey on traffic pattern and localized public transport demand survey at bus/ GMB stops in the vicinity was carried out during the morning peak period, from 7:30am to 9:30am on a typical weekday in May 2025. It is note that no special events happened on the survey date. Analysis of the observed traffic data indicated that the peak hour flow in the AM peak occurred from 07:30 to 08:30.

5.1.3 The details of bus stop locations and findings are shown in **Figure 5.1** and **Table 5.1** respectively.

5.1.4 The same design year as vehicular traffic forecast for Year 2033 is adopted for the future public transport demand forecast.

5.1.5 Based on the observed flows and adopted the growth rate of **1.00%**, the pedestrian flow is then superimposed onto the design year 2033 with the assumption of the public transport demand. This derives the year 2033 reference scenario (without the proposed development). The details of the calculation of the reference case are shown in the **Table 5.2**.

5.1.6 The maximum occupancy rate of franchised bus services is 75%. The 75% rate will only be applied in the year 2033 calculation (for both reference and design cases).

Table 5.1 Observed Boarding/ Alighting of Public Transport in AM Peak Hour in 2025

	Bus /GMB Stop	Mode	Route No.	Observed Vehicular Trips [A]	Passenger Capacity (per hour) [B]	Year 2025 Existing Scenario (per hour)					
						Surveyed passengers on board arriving bus stop [C]	Total no. of Boarding passengers [D]	Total no. of Alighting passengers [E]	Surveyed passengers on board leaving bus stop [F]=[C]+[D]	Surplus Capacity (G)=(B)-(F)	Surplus Capacity %
AM Peak (0730-0830)	**Inbound**										
	A	Bus	74E	2	240	156	53	0	209	31	13%
		GMB	20M	6	114	10	94	10	94	20	18%
			20P	9	171	6	162	6	162	9	5%
	C	GMB	20M	5	95	77	2	0	79	16	17%
			20P	10	190	151	0	0	151	39	21%
	E	GMB	20M	5	95	81	0	0	81	14	15%
			20P	10	190	151	0	0	151	39	21%
	G	GMB	20M	5	95	81	1	0	82	13	14%
			20P	10	190	154	0	0	154	36	19%
	H	Bus	73	3	360	36	1	5	32	328	91%
			74K	7	840	432	11	4	439	401	48%
			96	2	240	24	0	0	24	216	90%
		GMB	20B	9	171	104	0	5	99	72	42%
			20C	17	323	176	1	9	168	155	48%
			20G	3	57	20	0	0	20	37	65%
			20K	11	209	168	1	16	153	56	27%
			20R	1	19	12	0	0	12	7	37%
			26	15	285	243	0	1	242	43	15%
	Outbound										
	A	Bus	74E	2	240	156	53	0	209	31	13%
		GMB	20M	6	114	10	94	10	94	20	18%
			20P	9	171	6	162	6	162	9	5%
	B	GMB	20M	6	114	39	0	16	23	91	80%
			20P	9	171	28	0	7	21	150	88%
	D	Bus	74E	2	240	156	0	0	156	84	35%
		GMB	20M	6	114	40	0	0	40	74	65%
			20P	10	190	31	0	0	31	159	84%
	F	Bus	74E	2	240	156	0	0	156	84	35%
		GMB	20M	6	114	40	0	0	40	74	65%
			20P	10	190	31	0	0	31	159	84%
	I	Bus	72A	2	240	24	0	0	24	216	90%
			73	2	240	24	0	0	24	216	90%
			74E	2	240	144	0	0	144	96	40%
			74K	4	480	216	2	3	215	265	55%
			75K	5	600	396	0	0	396	204	34%
			75P	1	120	84	0	0	84	36	30%
			96	1	120	12	1	0	13	107	89%
		GMB	20B	5	95	95	0	1	94	1	1%
			20C	12	228	225	0	2	223	5	2%
			20E	2	38	35	0	0	35	3	8%
			20G	2	38	36	0	0	36	2	5%
			20K	8	152	87	0	0	87	65	43%
			20R	1	19	18	0	0	18	1	5%
			26	13	247	80	4	0	84	163	66%

Note: Assumed capacity for bus: 120 seats; assumed capacity for GMB: 19 seats

Table 5.2 Boarding/ Alighting of Public Transport at Fung Yuen in AM Peak Hour in 2033 (without the Proposed Development)

	Bus /GMB Stop	Mode	Route No.	Observed Vehicular Trips [A]	Passenger Capacity (per hour) [H] (1)	Year 2033 Reference Scenario (per hour)						
						Surveyed passengers on board arriving bus stop [I]=[C]*{1+G.F%}^8	Total no. of Boarding passengers [J]=[D]*{1+G.F%}^8	Total no. of Alighting passengers [K] [E]*{1+G.F%}^8	Surveyed passengers on board leaving bus stop [L]=[J]+[I]	Surplus Capacity (N)=(H)-(I)-(J)	Surplus Capacity %	Additional Frequency Required
AM Peak (0730-0830)	**Inbound**											
	A	Bus	74E	2	180	169	57	0	226	-46	-26%	1
		GMB	20M	6	114	11	102	11	102	12	11%	-
			20P	9	171	6	175	6	175	-4	-2%	1
	C	GMB	20M	5	95	83	2	0	85	10	11%	-
			20P	10	190	164	0	0	164	26	14%	-
	E	GMB	20M	5	95	88	0	0	88	7	7%	-
			20P	10	190	164	0	0	164	26	14%	-
	G	GMB	20M	5	95	88	1	0	89	6	6%	-
			20P	10	190	167	0	0	167	23	12%	-
	H	Bus	73	3	270	39	1	5	35	235	87%	-
			74K	7	630	468	12	4	476	154	24%	-
			96	2	180	26	0	0	26	154	86%	-
		GMB	20B	9	171	113	0	5	108	63	37%	-
			20C	17	323	191	1	10	182	141	44%	-
			20G	3	57	22	0	0	22	35	61%	-
			20K	11	209	182	1	17	166	43	21%	-
			20R	1	19	13	0	0	13	6	32%	-
			26	15	285	263	0	1	262	23	8%	-
	Outbound											
	A	Bus	74E	2	180	169	57	0	226	-46	-26%	1
		GMB	20M	6	114	11	102	11	102	12	11%	-
			20P	9	171	6	175	6	175	-4	-2%	1
	B	GMB	20M	6	114	42	0	17	25	89	78%	-
			20P	9	171	30	0	8	22	149	87%	-
	D	Bus	74E	2	180	169	0	0	169	11	6%	-
		GMB	20M	6	114	43	0	0	43	71	62%	-
			20P	10	190	34	0	0	34	156	82%	-
	F	Bus	74E	2	180	169	0	0	169	11	6%	-
		GMB	20M	6	114	43	0	0	43	71	62%	-
			20P	10	190	34	0	0	34	156	82%	-
	I	Bus	72A	2	180	26	0	0	26	154	86%	-
			73	2	180	26	0	0	26	154	86%	-
			74E	2	180	156	0	0	156	24	13%	-
			74K	4	360	234	2	3	233	127	35%	-
			75K	5	450	429	0	0	429	21	5%	-
			75P	1	90	91	0	0	91	-1	-1%	1
			96	1	90	13	1	0	14	76	84%	-
		GMB	20B	5	95	103	0	1	102	-7	-7%	1
			20C	12	228	244	0	2	242	-14	-6%	1
			20E	2	38	38	0	0	38	0	0%	-
			20G	2	38	39	0	0	39	-1	-3%	1
			20K	8	152	94	0	0	94	58	38%	-
			20R	1	19	19	0	0	19	0	0%	-
			26	13	247	87	4	0	91	156	63%	-

Note: (1) The maximum occupancy of franchised bus will be 75%
(2) Assumed capacity for bus: 120 seats; assumed capacity for GMB: 19 seats

5.1.7 **Table 5.2** indicates that there are shortages of GMB services 20B, 20C, 20G, 20P and bus services 74E, 75P in AM for the reference case in year 2033.

5.2 Assessment on Public Transport Demand in Year 2033 for Proposed Development

5.2.1 The assessment year of the proposed development will be year 2033.

5.2.2 The anticipated population size of the development is calculated based on the person per flat (PPOF) of 2.6. The results are shown in the **Table 5.3**.

Table 5.3 Size of Population of the Proposed Development

No. of Flats	Population (PPF = 2.6)	Anticipated Completion Year	Assessment Year
1988	5169	2030	2033
Total	**5169**	-	-

5.2.3 Reference has been made to the modal split in the 2021 Population Census for Tai Po District as shown in **Table 5.4**.

Table 5.4 Modal Split in 2021 Population Census Tai Po District

Mode			Percentage in 2021 Population Census Tai Po District
Franchised Bus			52%
PLB / GMB			13%
Others	MTR (Local Line)	-	35%
	On Foot	-	
	Private Car/Passenger Van	28%	
	Company bus / van	-	
	Light Rail (Light Rail)	-	
	Taxi	2%	
	Residential Coach	1%	
	Ferry / Vessel	-	
	Others	4%	
Total			**100%**

Table 5.5 Boarding Distribution Arising from Proposed Development by Transport Mode

Mode	Percentage in 2021 Population Census Tai Po District	Passenger Demand
		Proposed Development
Franchised Bus	52%(1)	590
GMB	13%(1)	147
Sub-total	***65%***	***737***
Others	35%(1)	398
Total	100%	= 1,988(2) x 2.6(2) x 1.83(3) x 12%(3) = 1,135 (2-ways)
Boarding Distribution		
AM Peak Inbound (15%)(4)	Bus	89
	GMB	22
AM Peak Outbound (85%)(4)	Bus	501
	GMB	125

Notes:
(1) Extracted from Table 5.4.
(2) Extracted from Table 5.3.
(3) Peak hour consists of 12% of daily trips according to E2.9 of TCS Report 2011.
(4) Distribution % is extracted from the table of 5.1

5.2.4 As discussed with relevant Government departments previously for enhancing the convenience of the proposed residential development, a bus layby is proposed. The proposed layby with bus turn-around facility is adjacent to the Tower 6. Further details are shown in **Figure 5.2**.

5.2.5 It is assumed that the proposed bus layby will have the same bus routes as Fung Yuen Bus Terminus. For GMB services, it is anticipated that the residents of the proposed development will use the nearest stop at Case Papillon and Tin Sam Tsuen for existing GMB services along Fung Yuen Road and the GMB stops at Ting Kok Road for existing GMB services along Ting Kok Road.

5.2.6 The future demand for public transport is derived from the equation below:

2033 Reference Passenger Flows (Without Proposed Development) = **2025 Passenger Flows** x **Adopted Growth Factor (i.e. +1.00% p.a. for 8 years)**

2033 Design Passenger Flows (With Proposed Development)	=	**2033 Reference Passenger Flows (Without Proposed Development)**	+	**Proposed Development Passenger Flows**

5.2.7 Based on **Table 5.1** and **Table 5.2**, the expected demand of public transport in Year 2033 with proposed development is shown in **Table 5.6**.

Table 5.6 Boarding Distribution Arising from Proposed Development by Transport Mode in the AM Peak Hour

	Bus /GMB Stop	Mode	Route No.	Year 2033 Reference Scenario (without proposed development)		Year 2033 Design Scenario (with proposed development)				
				Surplus Capacity (without the Proposed Development) [C]	Additional Frequency Required [B]	% of Distribution	No. of Passengers from Proposed Development [D]	Surplus Capacity (per hour) [E] = [C] - [D]	Surplus Capacity in %	Additional Frequency Required
AM Peak (0730-0830)	**Inbound**									
	A	Bus	74E	-46	1	-	0	-46	-26%	1
		GMB	20M	12	-	-	0	12	11%	-
			20P	-4	1	-	0	-4	-2%	1
	C	GMB	20M	10	-	-	0	10	11%	-
			20P	26	-	-	0	26	14%	-
	E	GMB	20M	7	-	9%	2	5	5%	-
			20P	26	-	9%	2	24	13%	-
	G	GMB	20M	6	-	9%	2	4	4%	-
			20P	23	-	9%	2	21	11%	-
	H	Bus	73	235	-	56%	49	186	69%	-
			74K	154	-	44%	40	114	18%	-
			96	154	-	0%	0	154	86%	-
		GMB	20B	63	-	10%	2	61	36%	-
			20C	141	-	20%	4	137	42%	-
			20G	35	-	0%	0	35	61%	-
			20K	43	-	34%	7	36	17%	-
			20R	6	-	0%	0	6	32%	-
			26	23	-	2%	0	23	8%	-
	Outbound									
	A	Bus	74E	-46	1	-	0	-46	-26%	1
		GMB	20M	12	-	-	0	12	11%	-
			20P	-4	1	-	0	-4	-2%	1
	B	GMB	20M	89	-	-	0	89	78%	-
			20P	149	-	-	0	149	87%	-
	D	Bus	74E	11	-	32%	159	-148	-82%	2
		GMB	20M	71	-	25%	31	40	35%	-
			20P	156	-	25%	31	125	66%	-
	F	Bus	74E	11	-	32%	159	-148	-82%	2
		GMB	20M	71	-	25%	31	40	35%	-
			20P	156	-	25%	31	125	66%	-
	I	Bus	72A	154	-	0%	0	154	86%	-
			73	154	-	0%	0	154	86%	-
			74E	24	-	0%	0	24	13%	-
			74K	127	-	5%	25	102	28%	-
			75K	21	-	0%	0	21	5%	-
			75P	-1	1	0%	0	-1	-1%	1
			96	76	-	0%	0	76	84%	-
		GMB	20B	-7	1	0%	1	-8	-8%	1
			20C	-14	1	1%	1	-15	-7%	1
			20E	0	-	0%	0	0	0%	-
			20G	-1	1	0%	0	-1	-3%	1
			20K	58	-	0%	0	58	38%	-
			20R	0	-	0%	0	0	0%	-
			26	156	-	0%	0	156	63%	-

5.2.8 Based on the assessment, it is foreseen that the spare capacity of some of the existing public transport services in morning peak hour will be insufficient to cater the future demand by Year 2033 induced by both with and without the proposed development.

Mitigation Measures

5.2.9 It is proposed to enhance the existing public transport services by introducing more additional trips to meet the shortage as given in **Table 5.6**.

5.3 Assessment Waiting Area of Bus/ GMB Stop

5.3.1 The existing bus/ GMB stops assessed in **Table 5.6** are expected to serve the residents of the proposed development.

5.3.2 Analysis on the estimated waiting passengers due to proposed development is required to assess whether the bus/GMB stops will have sufficient space for waiting passengers.

5.3.3 Based on the calculation of peak hour trips for franchised bus and minibus summarized in **Table 5.6** and the frequency of the public transport services recorded, the number of waiting passengers per vehicular trip can be estimated and resulted in **Table 5.7**.

Table 5.7 Inbound and Outbound Direction during the AM Peak in Year 2033

	Bus /GMB Stop	Mode	Route No.	Year 2033 Reference Scenario (without proposed development)		Year 2033 Design Scenario (with proposed development)				
				Total no. of Boarding Passengers [A]	Total no. of Alighting Passengers [B]	No. of Passengers from Proposed Development [C]	Total Boarding Passenger (per hour) [D] = [A] + [C]	No. of Bus/GMB in Peak Hour [E](2)	Average No. of Waiting Passenger in Bus/GMB Stop per vehicular trip [F] = [D]/[E]	Average No. of Waiting Passenger per vehicular trip [G]
AM Peak (0730-0830)	**Inbound**									
	G	GMB	20M	1	0	2	3	5	1	2
			20P	0	0	2	2	10	1	
	H	Bus	73	1	5	49	50	3	17	28
			74K	12	4	40	52	7	8	
			96	0	0	0	0	2	0	
		GMB	20B	0	5	2	2	9	1	
			20C	1	10	4	5	17	1	
			20G	0	0	0	0	3	0	
			20K	1	17	7	8	11	1	
			20R	0	0	0	0	1	0	
			26	0	1	0	0	15	0	
	Outbound									
	F	Bus	74E	0	0	159	159	4	40	50
		GMB	20M	0	0	31	31	6	6	
			20P	0	0	31	31	10	4	
	I	Bus	72A	0	0	0	0	2	0	11
			73	0	0	0	0	2	0	
			74E	0	0	0	0	2	0	
			74K	2	3	25	27	4	7	
			75K	0	0	0	0	5	0	
			75P	0	0	0	0	2	0	
			96	1	0	0	1	1	1	
		GMB	20B	0	1	1	1	6	1	
			20C	0	2	1	1	13	1	
			20E	0	0	0	0	2	0	
			20G	0	0	0	0	3	0	
			20K	0	0	0	0	8	0	
			20R	0	0	0	0	1	0	
			26	4	0	0	4	13	1	

Notes:
(1) The location of Bus/ GMB stops refer to **Figure 5.1**
(2) Item [E] refers to **Table 5.1**

5.3.4 In order to ensure a desirable walking environment along the layby, the concept of Level-of-Service (LOS) has been applied. LOS directly relates to the pedestrian comfort and ease with which pedestrians proceed along the walkway.

5.3.5 The Break Points of LOS levels are determined on the basis of flow rate, pedestrian spacing, and the probabilities of conflict at various concentrations. These standards with relevant descriptions are summarized in **Table 5.8**.

Table 5.8 LOS Standard Criteria for Queuing Area

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

Source: Chapter 11 of Highways Capacity Manual 2000

5.3.6 The LOS is calculated and the results are given in **Table 5.9** below. In addition, the corresponding bus/ GMB stop locations and the area of the waiting space can be referred to **Figure 5.3.**

Table 5.9 LOS Assessment on Waiting Space at Bus Stops in AM Peak in 2033

	Bus/ GMB Stops	Approx. Length (m)	Approx. Width (m)	Approx. Waiting Space Area (m^2)	Waiting Space (m^2/p)	LOS	Remark
AM Peak	F	22	1.5	33	= 33 ÷ 50 = 0.66	C	Acceptable
	G	11	2.2	24.2	= 24.2 ÷ 2 = 12.1	A	Acceptable
	H	16	1.3	20.8	= 20.8 ÷ 28 = 0.74	C	Acceptable
	I	20	1.4	28	= 28 ÷ 11 = 2.55	A	Acceptable

5.3.7 Based on the above calculation and assessment, LOS A and C are achieved. They are considered acceptable in traffic engineering point of view.

6. PEDESTRIAN ASSESSMENT

6.1 Survey on Pedestrian Flows in the Vicinity

6.1.1 To investigate the serviceability of pedestrian pathways in the vicinity in design year 2033, a pedestrian assessment is conducted.

6.1.2 Pedestrian count surveys were carried out to obtain the existing pedestrian demand on the major pedestrian pathways in the vicinity of the proposed development site.

6.1.3 The survey was carried out on a normal weekday 13 May 2025, from 07:30 to 09:30 (AM Peak), from 17:00 to 19:00 (PM Peak), and there is no special event happened around.

6.1.4 The assessment sections are shown in the **Figure 6.1** and the observed pedestrian flow is shown in **Figure 6.2.**

6.1.5 The level-of-service (LOS) for baseline operational performances of the identified critical sections and pedestrian crossings are listed in **Table 6.1** and **Table 6.2**.

Table 6.1 Performance of Critical Footpath in Observed Scenario

Critical Sections	Total Footpath Width (m)[1]	Effective Width (m)[2]	Baseline Scenario (Year 2025)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) [3]	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) [3]	LOS
A	1.6	0.6	195	5.42	A	150	4.17	A
B	1.7	0.7	70	1.67	A	55	1.31	A
C	2	1	65	1.08	A	65	1.08	A
D	2	1	75	1.25	A	100	1.67	A
E	1	0.5	75	2.5	A	70	2.33	A
F	2	1	160	2.67	A	150	2.5	A
G	2	1	25	0.42	A	50	0.83	A
H	2.7	1.7	60	0.59	A	85	0.83	A
I	2	1	80	1.33	A	120	2	A
J	2.1	1.1	50	0.76	A	40	0.61	A
L	2	1	55	0.92	A	40	0.67	A
M	2	1	50	0.83	A	40	0.67	A

Notes:
(1) Effective Width = Total Footpath Width – Death Width (0.5m from railings or walls each for both sides).
(2) Two-way Pedestrian Flow Rate (ped/min/m) = Peak Pedestrian Flow / 60 min / Effective Width.
(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3.

Table 6.2 Performance of Pedestrian Crossings in Observed Scenario

Crossing	Method of Control	Observed Scenario (Year 2025)					
		AM Peak			PM Peak		
		Crossing Demand (ped/hr)	Crossing Capacity [1] (ped/hr)	V/C	Crossing Demand (ped/hr)	Crossing Capacity [1] (ped/hr)	V/C
R	Signalized	55	1265	0.04	75	1265	0.06
S	Signalized	55	1075	0.05	35	1075	0.03

Notes:

(1) Crossing Capacity is calculated according to TPDM Volume 4, Section 3.2.5.6

PC = K x GTP x W

Crossing "R":	***Crossing "S"***:
K = 1900 / m / hr	*K = 1900 / m / hr*
GTP = 20/120 = 0.167	*GTP = 17/120 = 0.142*
W = 4 m	*W = 4 m*
PC = 1,265 ped/hr	***PC = 1,075 ped/hr***

6.1.6 The results of assessment shown in **Table 6.1** and **Table 6.2** indicate that all critical sections and pedestrian crossings are operating with ample reserved capacity during AM and PM peak hours.

6.2 Future Pedestrian Conditions

6.2.1 Based on the observed flows and the adopted growth rate of +1.00%, the future pedestrian reference flows at the critical sections (without proposed development) in Year 2033 are estimated and summarized in **Table 6.3**, **Table 6.4** and **Figure 6.4**.

Table 6.3 Performance of Critical Footpath in Reference Scenario

Critical Sections	Total Footpath Width (m)[1]	Effective Width (m)[2]	Reference Scenario (Year 2033)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS
A	1.6	0.6	210	5.83	A	160	4.44	A
B	1.7	0.7	75	1.79	A	60	1.43	A
C	2	1	70	1.17	A	70	1.17	A
D	2	1	80	1.33	A	110	1.83	A
E	1	0.5	80	2.67	A	75	2.5	A
F	2	1	175	2.92	A	160	2.67	A
G	2	1	25	0.42	A	55	0.92	A
H	2.7	1.7	65	0.64	A	90	0.88	A
I	2	1	85	1.42	A	130	2.17	A
J	2.1	1.1	55	0.83	A	45	0.68	A
L	2	1	60	1.00	A	45	0.75	A
M	2	1	55	0.92	A	45	0.75	A

Table 6.4 Performance of Critical Pedestrian Crossings in Reference Scenario

Crossing	Method of Control	Reference Scenario (Year 2033)					
		AM Peak			PM Peak		
		Crossing Demand (ped/hr)	Crossing Capacity [1] (ped/hr)	V/C	Crossing Demand (ped/hr)	Crossing Capacity [1] (ped/hr)	V/C
R	Signalized	60	1265	0.05	80	1265	0.06
S	Signalized	60	1075	0.06	40	1075	0.04

Note: (1) Crossing Capacity is calculated according to TPDM Volume 4, Section 3.2.5.6

PC = K x GTP x W

Crossing "R":	***Crossing "S"***:
K = 1900 / m / hr	*K = 1900 / m / hr*
GTP = 20/120 = 0.167	*GTP = 17/120 = 0.142*
W = 4 m	*W = 4 m*
PC = 1,265 ped/hr	***PC = 1,075 ped/hr***

6.2.2 To estimate the pedestrian generation and attraction of the proposed development, assumptions of public transport demand assessment as in **Section 5.2** are also applied to the pedestrian assessment.

6.2.3 Based on the calculation of peak hour trips for franchised bus and minibus summarized in Table 5.6, the pedestrian flows of the proposed development is then superimposed onto the year 2033 reference pedestrian flow (without the proposed development) as shown in Figure 6.5, to derive at the year 2033 design pedestrian traffic flow (with the proposed development).

6.2.4 The assessment of the design scenario is summarized in **Table 6.5** and **Table 6.6**

Table 6.5 Performance of Critical Footpath in Design Scenario

Critical Sections	Total Footpath Width (m)(1)	Effective Width (m)(2)	Design Scenario (Year 2033)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS
A	1.6	0.6	210	5.83	A	160	4.44	A
B	1.7	0.7	75	1.79	A	60	1.43	A
C	2	1	645	10.75	A	780	13	A
D	2	1	435	7.25	A	795	13.25	A
E	1	0.5	210	7.00	A	705	23.5	C
F	2	1	175	2.92	A	160	2.67	A
G	2	1	25	0.42	A	55	0.92	A
H	2.7	1.7	90	0.88	A	480	4.71	A
I	2	1	185	3.08	A	370	6.17	A
J	2.1	1.1	55	0.83	A	45	0.68	A
L	2	1	280	4.67	A	70	1.17	A
M	2	1	55	0.92	A	45	0.75	A

Notes:
(1) Effective Width = Total Footpath Width – Death Width (0.5m from railings or walls each for both sides).
(2) Two-way Pedestrian Flow Rate (ped/min/m) = Peak Pedestrian Flow / 60 min / Effective Width.
(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3.

Table 6.6 Performance of Critical Pedestrian Crossings in Design Scenario

Crossing	Method of Control	Design Scenario (Year 2033)					
		AM Peak			PM Peak		
		Crossing Demand (ped/hr)	Crossing Capacity (1) (ped/hr)	V/C	Crossing Demand (ped/hr)	Crossing Capacity (1) (ped/hr)	V/C
R	Signalized	160	760	0.21	320	760	0.42
S	Signalized	85	950	0.09	430	950	0.45

Notes: (1) Crossing Capacity is calculated according to TPDM Volume 4, Section 3.2.5.6

PC = K x GTP x W

Crossing "R":	***Crossing "X"***:
K = 1900 / m / hr	*K = 1900 / m / hr*
GTP = 12/120 = 0.1	*GTP = 15/120 = 0.125*
W = 4 m	*W = 4 m*
PC = 760 ped/hr	***PC = 950 ped/hr***

6.2.5 It is revealed from the assessment results in **Table 6.5** and **Table 6.6** that the concerned sections of footpath and pedestrian crossings will all operate with ample reserved capacity (LOS C) during AM and PM peak hours in design year 2033.

6.2.6 Although the LOS C could be achieved for section E, it is noted that a small it is only about 1 m width. It is proposed widen this section minimum 2 m width to match with remaining part of section E. The layout is shown in **Figure 6.5**.

Table 6.7 Proposed Improvement of Critical Footpath in Design Scenario

Critical Sections	Total Footpath Width (m)[1]	Effective Width (m)[2]	Design Scenario (Year 2033)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (3)	LOS
E	2	1	210	3.5	A	705	11.75	A

Notes:
(1) Effective Width = Total Footpath Width – Death Width (0.5m from railings or walls each for both sides).
(2) Two-way Pedestrian Flow Rate (ped/min/m) = Peak Pedestrian Flow / 60 min / Effective Width.
(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3.

6.2.7 LOS A could be achieved for section E after widening to minimum 2 m width.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the S12A Planning Application from traffic engineering point of view.

7.1.2 To appraise the existing traffic condition, manual-classified counting surveys were conducted at critical junctions in 2025 from 07:30 to 09:30 and from 17:00 to 19:00. Current operational performance of the critical junctions has been assessed with the baseline traffic flows.

Junction Assessment and Performance

7.1.3 Junction operational assessment has been carried out for the year 2033 in both the reference and design scenarios. Results indicate that all critical junctions will operate within their capacities in 2033 during peak hours except the following junctions:

- Junction A - Ting Kok Road/ Dai Fai Street with RC <15% during AM peak hour without and with the proposed development;
- Junction B - Ting Kok Road / Fung Yuen Road with RC <15% during both AM and PM peak hours without and with the proposed development;
- Junction C - Ting Kok Road / Dai Fuk Road / Yuen Shin Road with RC <15% during AM peak hour without the proposed development, both AM and PM peak hours with the proposed development;
- Junction D - Yuen Shin Road / Dai Fat Street with RC <15% during AM peak hour without and with the proposed development;
- Junction E - Tai Po Tai Wo Road / Yuen Shin Road with RC <15% during AM peak hour without and with the proposed development.

7.1.4 Improvement schemes are proposed at Junctions A, B, C, D, and E. They will operate with ample capacities in design year 2033 after improvements.

7.1.5 The road link assessment shows that all road links will operate with the ample capacities for the Design Flow in 2033.

Public Transport

7.1.6 Public transport demand has also been assessed. It is observed that the most popular mode of transport for the residents in the area will be going to Tai Po Central, Tai Po Market MTR station, Kwun Tong Ferry Pier and Tsuen Wan. Therefore, it is proposed to enhance the existing public transport services by increasing the frequency during the AM Peak period.

Pedestrian Assessment

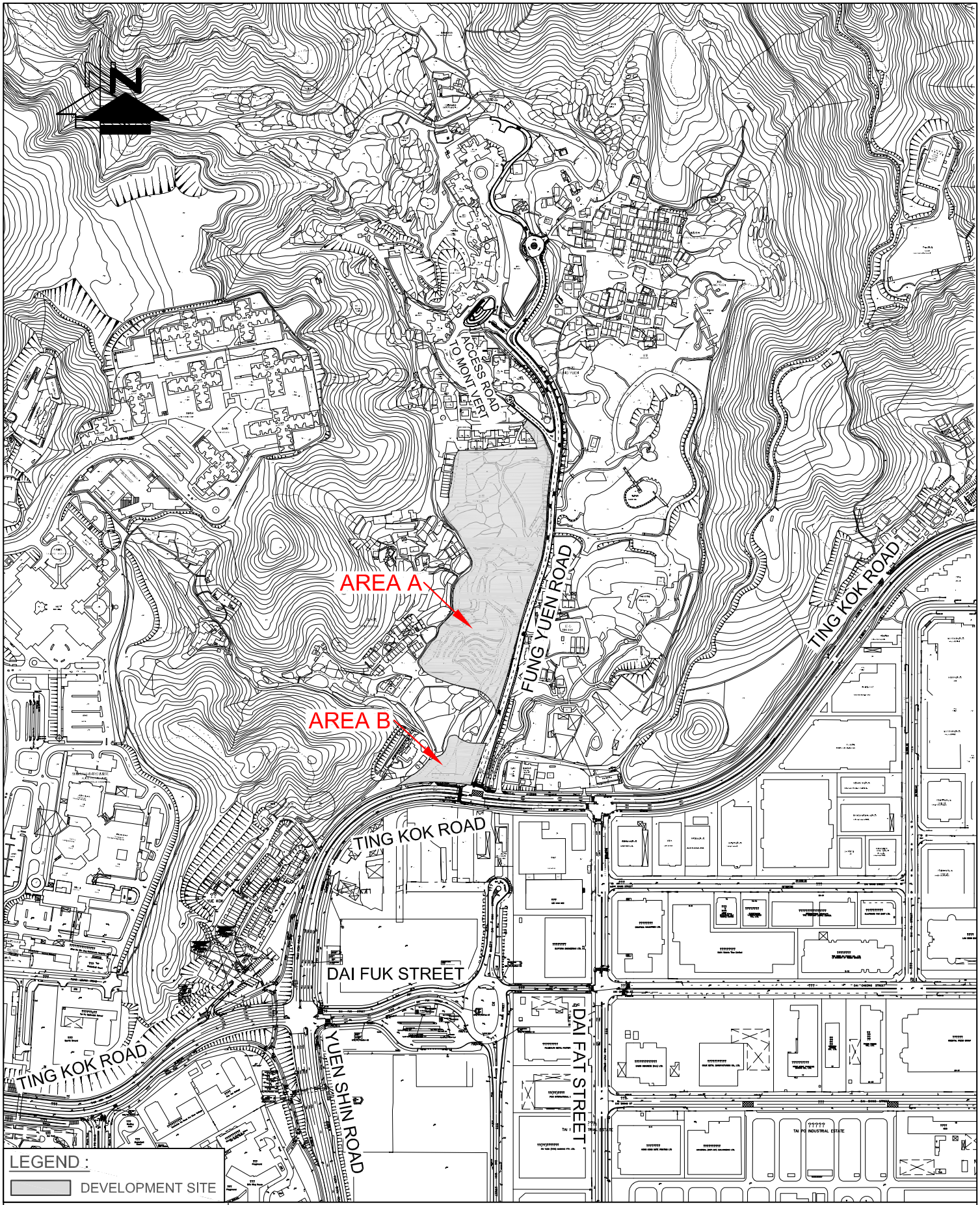
7.1.7 Pedestrian assessment also revealed that the concerned sections of footpath and pedestrian crossing will all operate with ample reserved capacity during AM and PM peak hours in design year 2033. Narrow part of Section E will be widened to min. 2m width.

7.2 Conclusion

7.2.1 In conclusion, this TIA has demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network with the proposed junction improvements and no significant traffic impact will be induced.

7.2.2 With slight enhancement to the Public Transport, there will be sufficient services to meet the increased demand due to the proposed development.

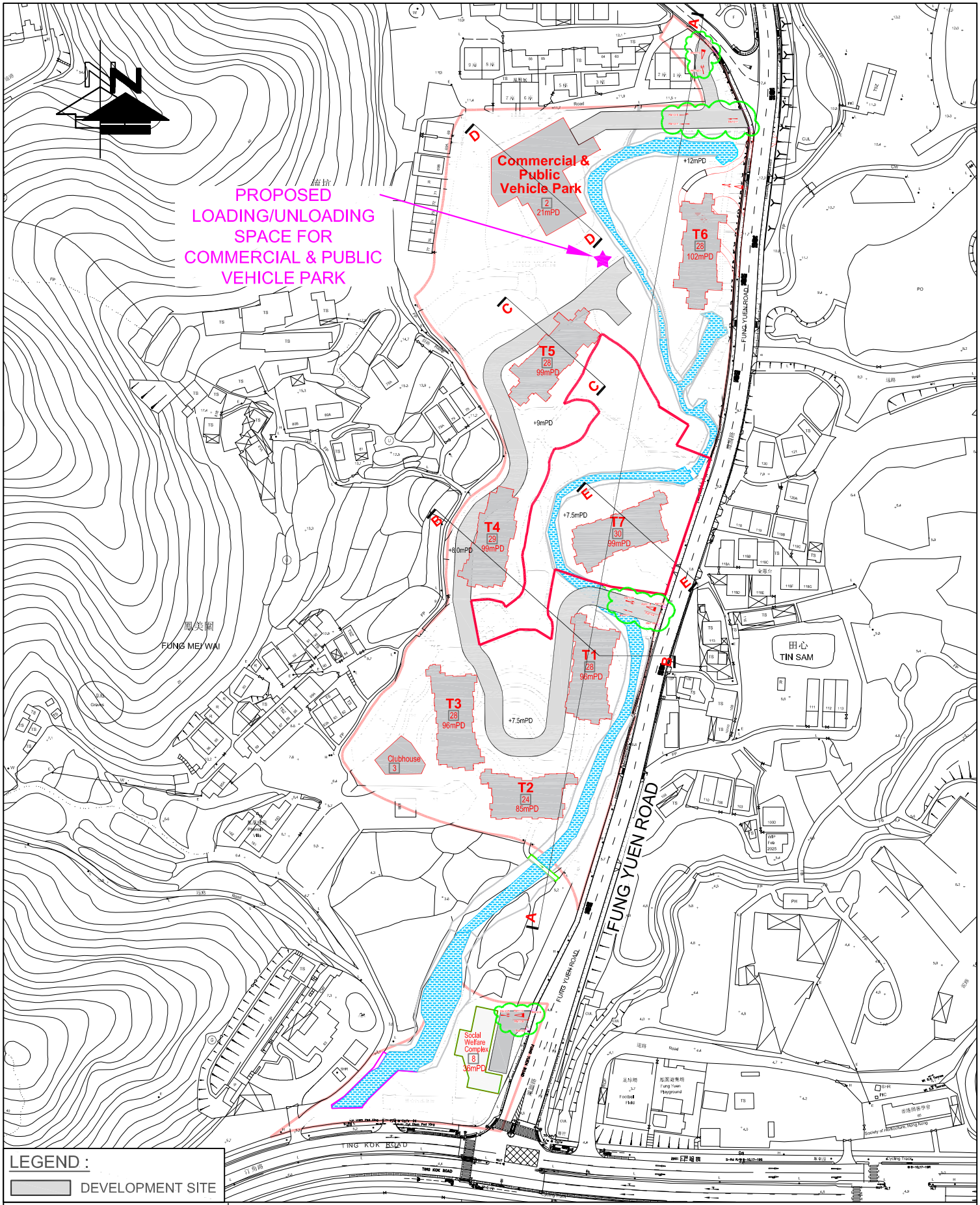
7.2.3 Therefore, the proposed development is considered feasible from traffic engineering point of view.



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.1	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SITE LOCATION PLAN
SCALE: 1 : 6100 @A4 / DATE: 18 JUL 2025	CTA Consultants Limited 志達顧問有限公司



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.2	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SITE LAYOUT PLAN
SCALE: 1 : 2000 @A4	DATE: 27 NOV 2025

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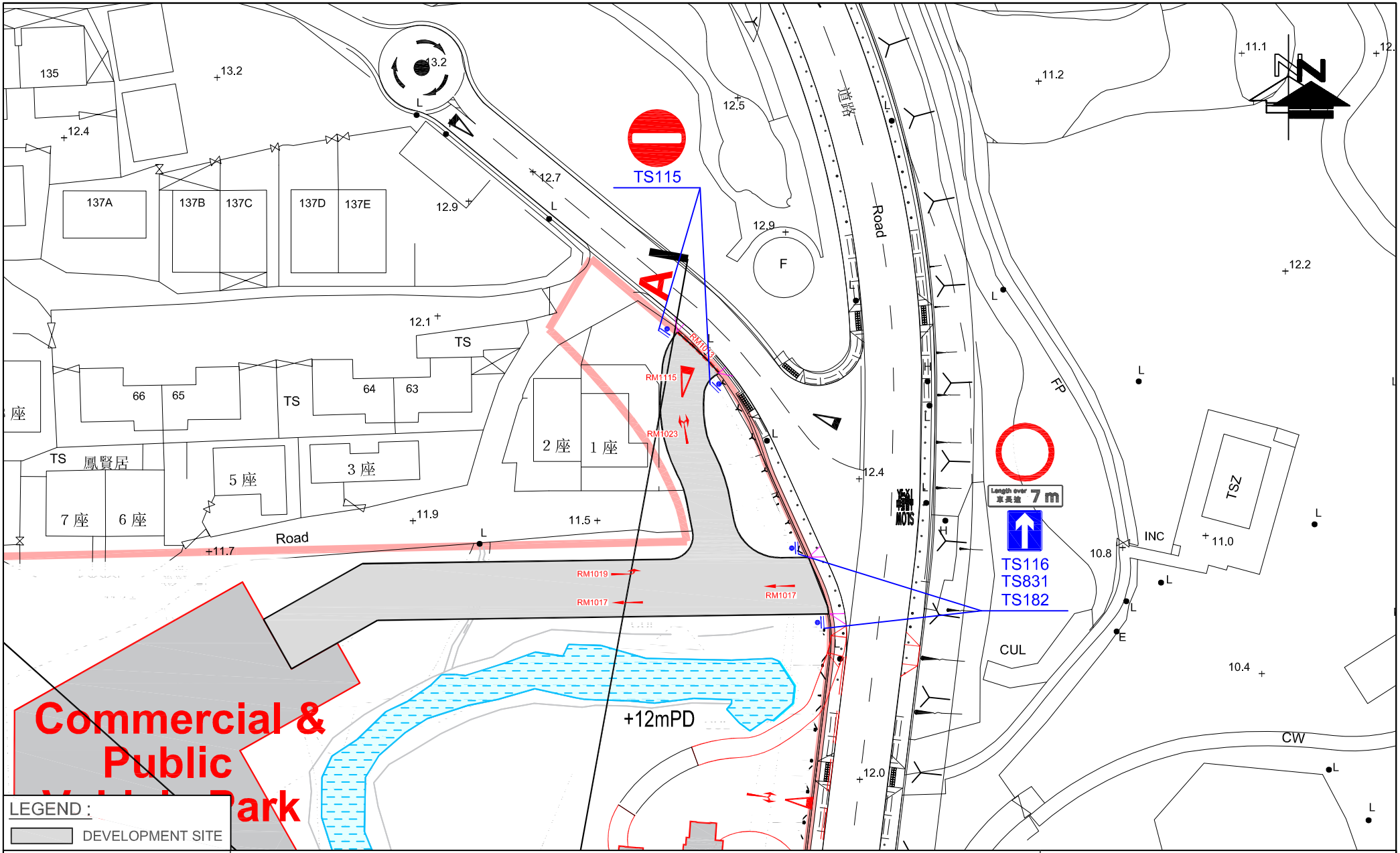

FIGURE NO.: 2.3	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS FOR COMMERCIAL AND PUBLIC VEHICLE PARK
SCALE: 1 : 650 @A4	DATE: 27 NOV 2025

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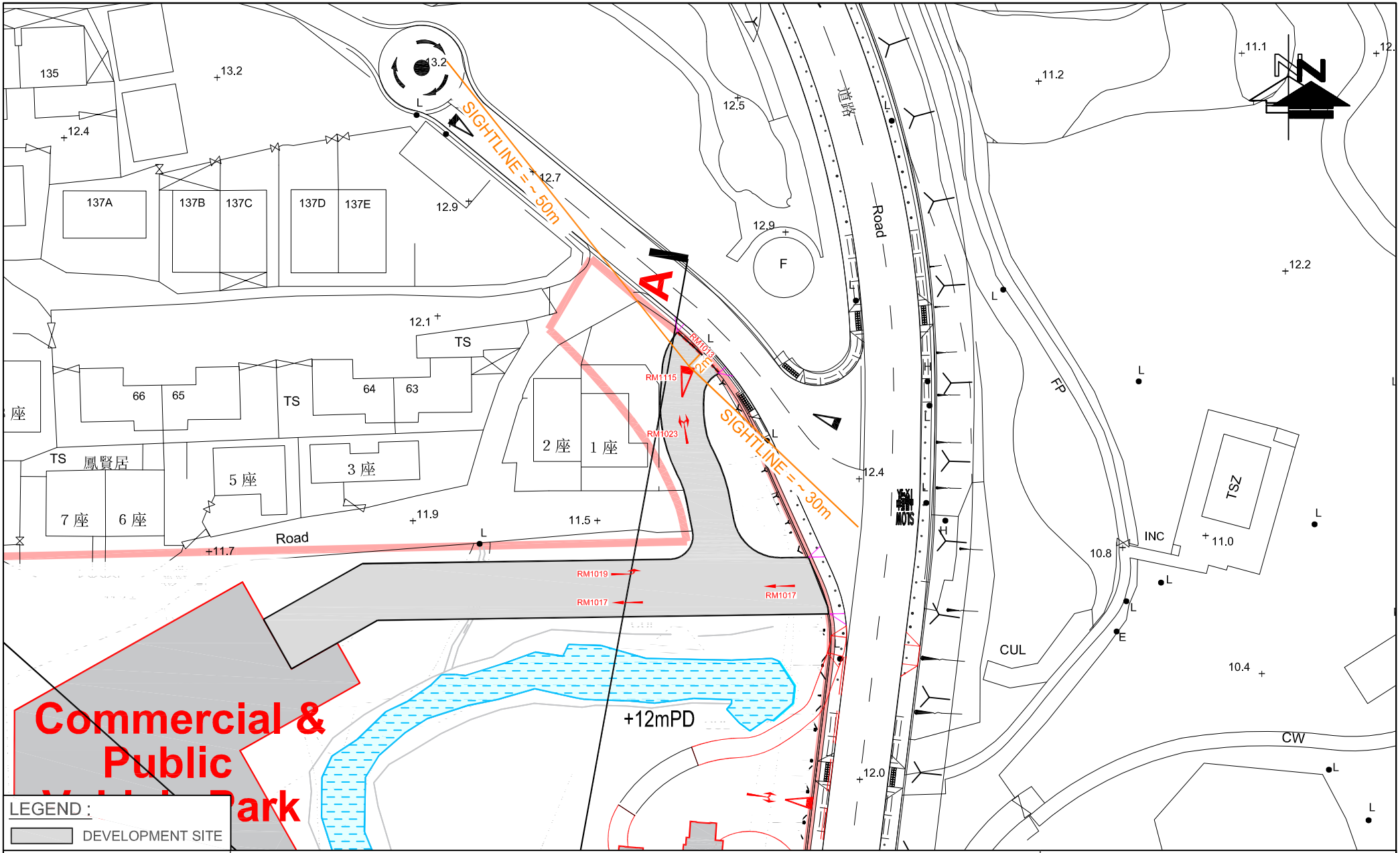


FIGURE NO.: 2.3(SL)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SIGHT LINE ANALYSIS OF PROPOSED ACCESS FOR COMMERCIAL AND PUBLIC VEHICLE PARK
SCALE: 1 : 650 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

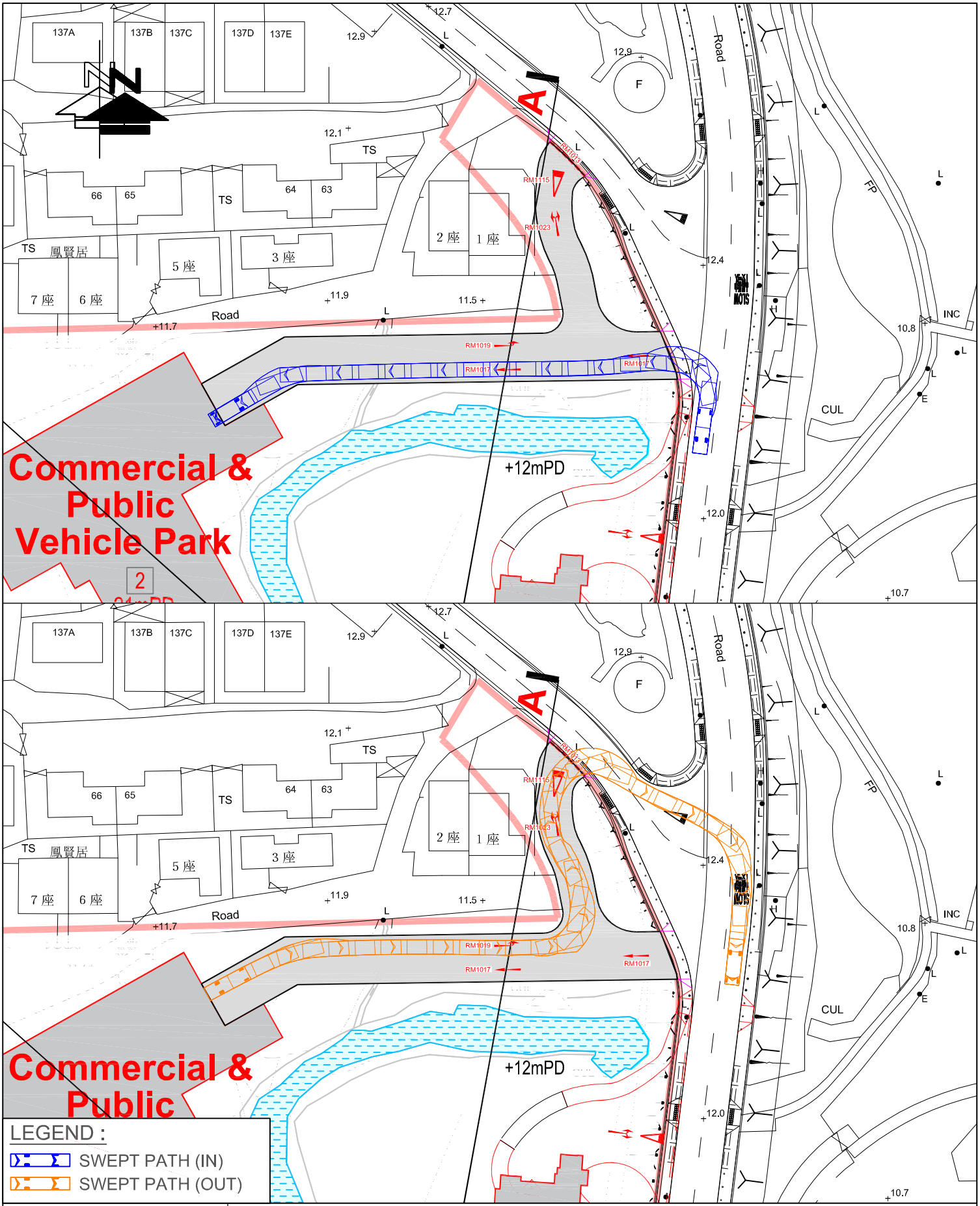


FIGURE NO.: 2.3 (SP)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS SWEPT PATH ANALYSIS OF 7M VEHICLES
SCALE: 1 : 750 @A4	DATE: 27 NOV 2025
	CTA Consultants Limited 志達顧問有限公司

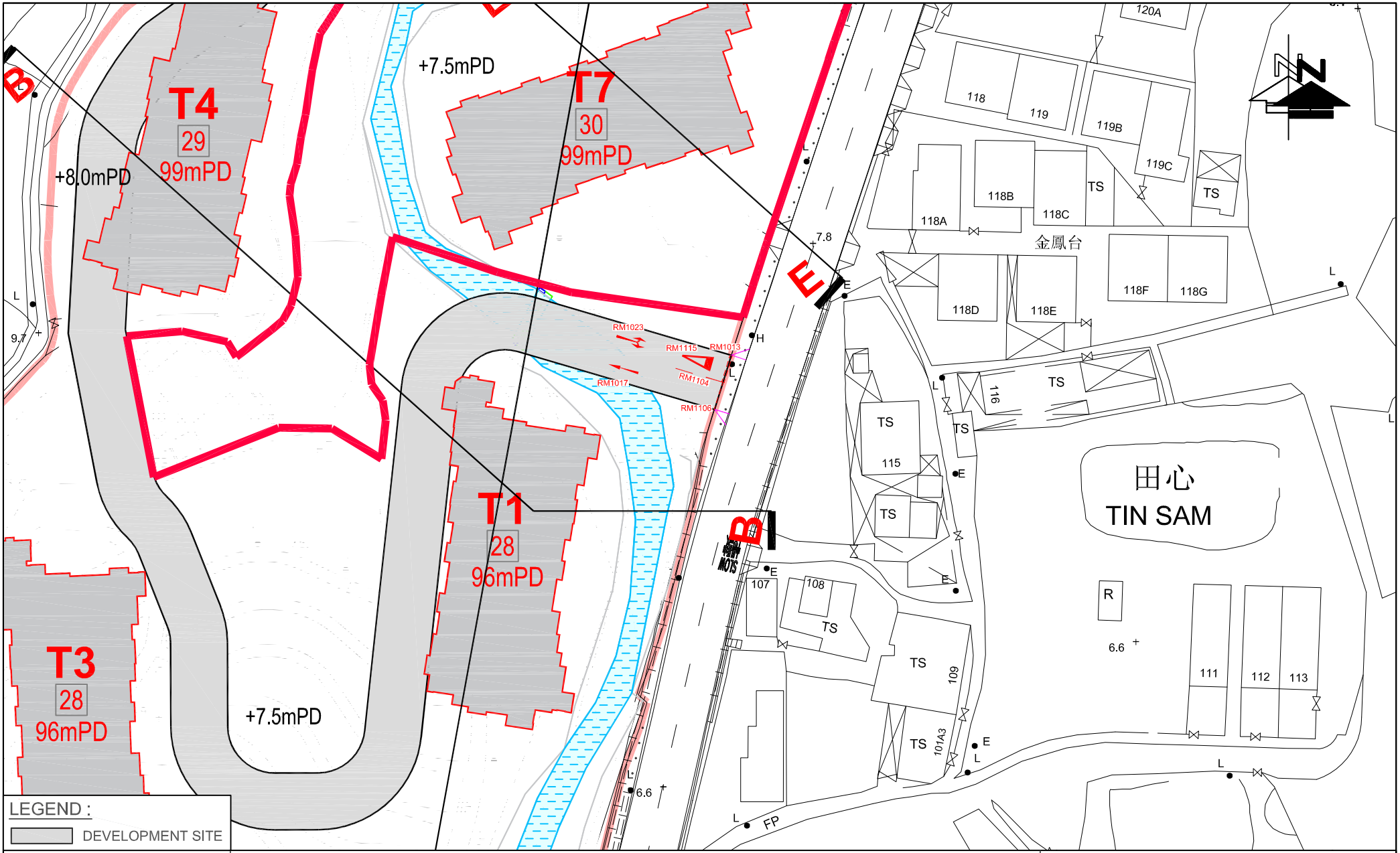
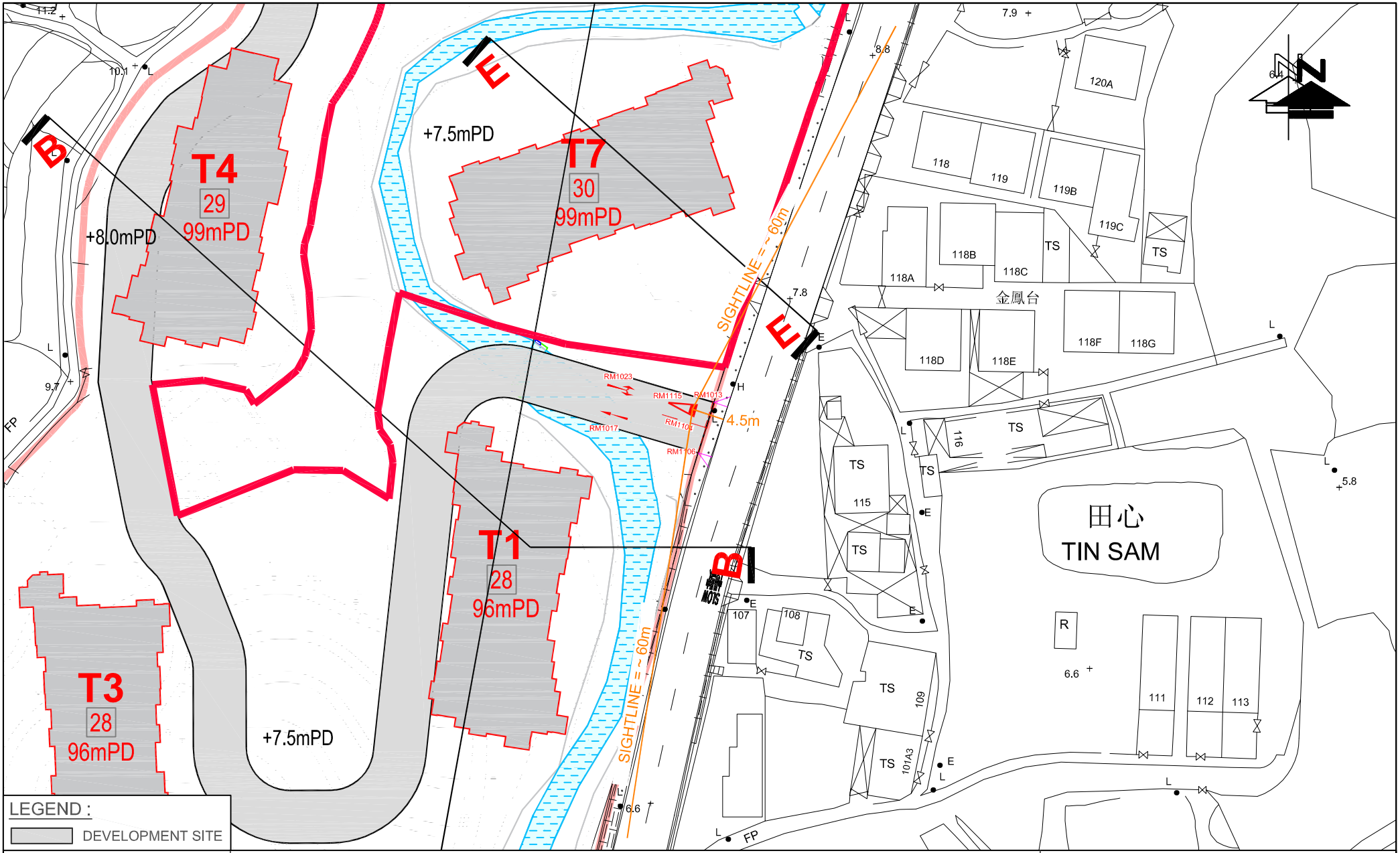


FIGURE NO.: 2.4	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS FOR RESIDENTIAL DEVELOPMENT
SCALE: 1 : 650 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.4(SL)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SIGHT LINE ANALYSIS OF PROPOSED ACCESS FOR RESIDENTIAL DEVELOPMENT
SCALE: 1 : 700 @A4	DATE: 27 NOV 2025

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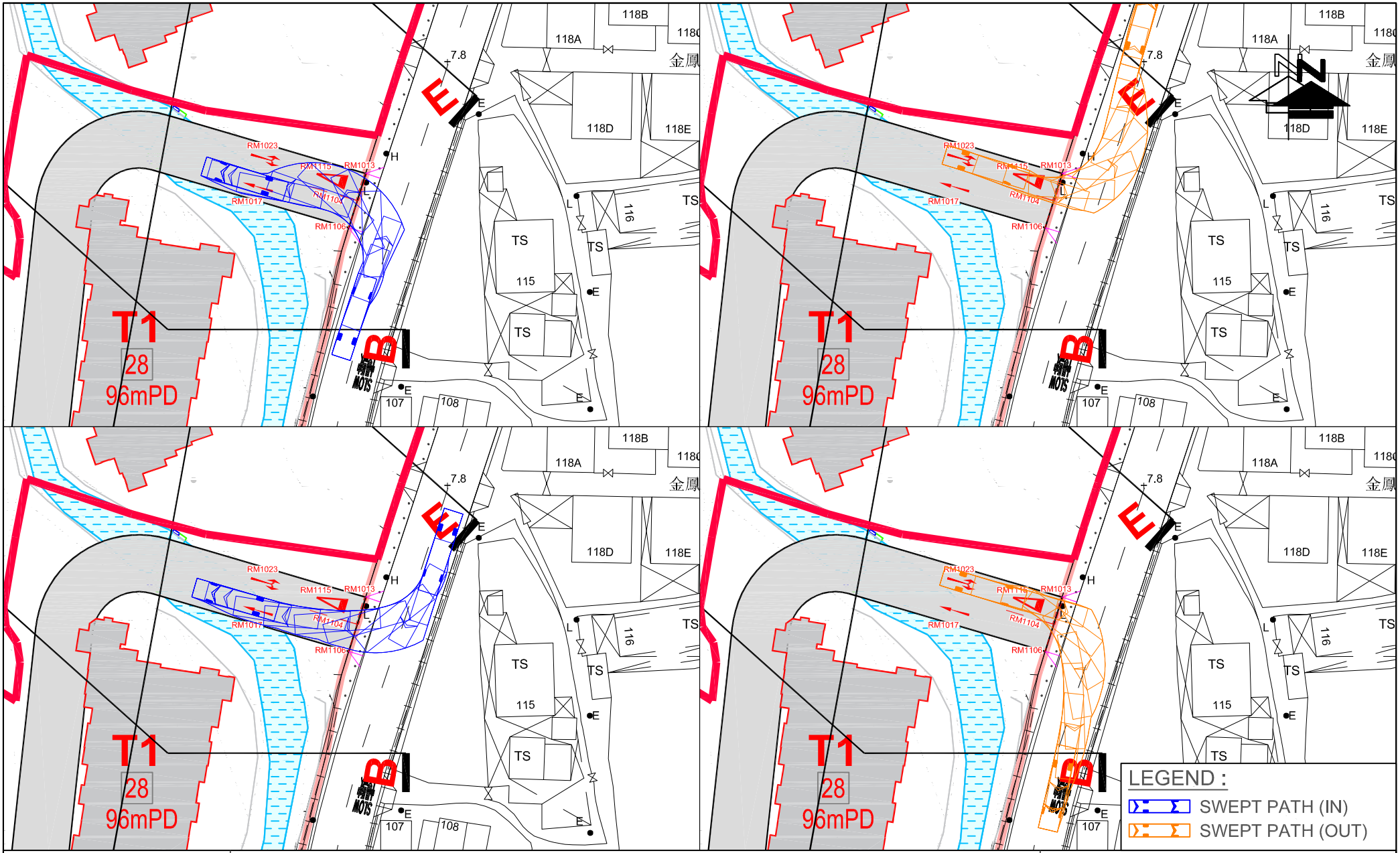
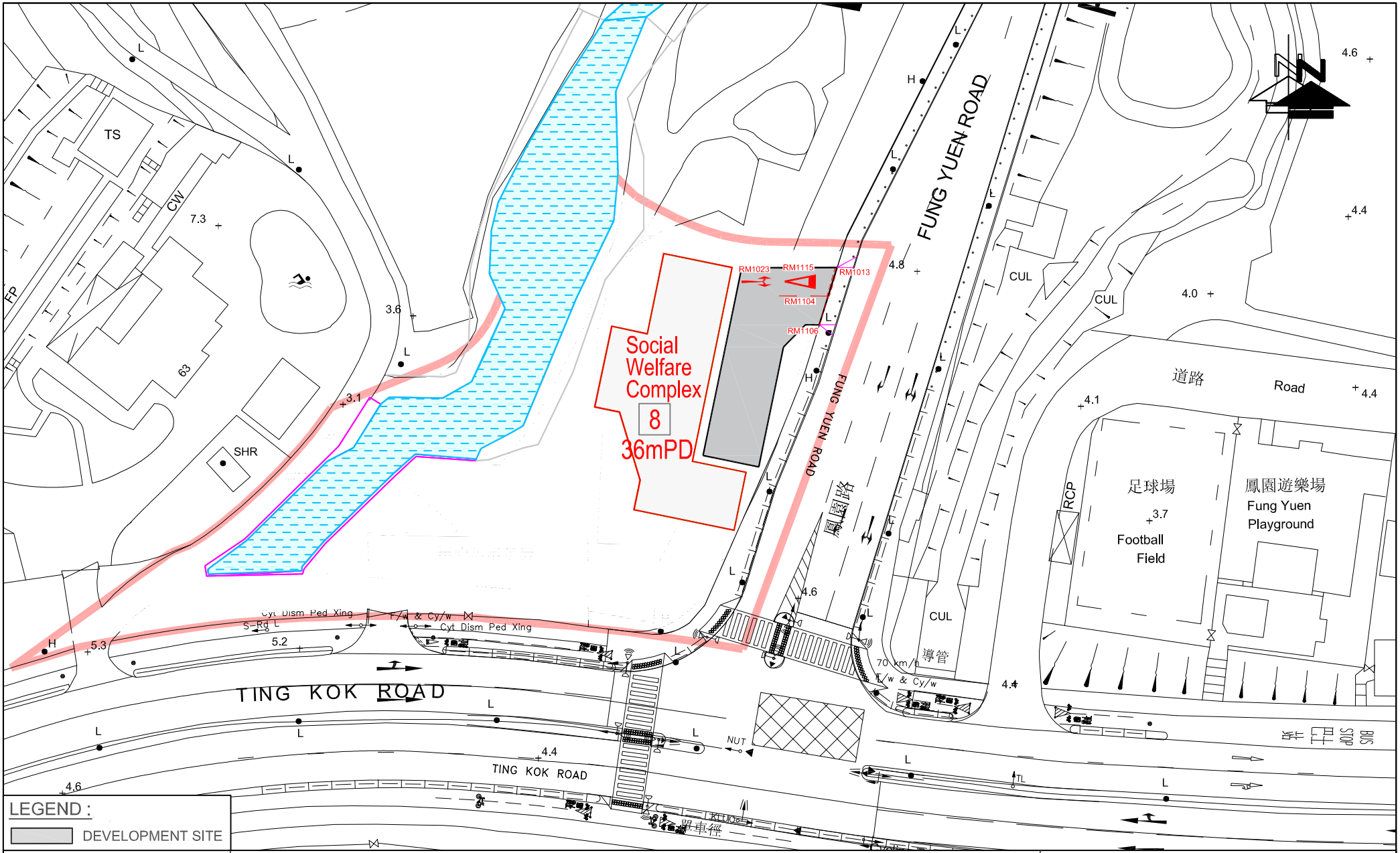


FIGURE NO.: 2.4(SP)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS SWEPT PATH ANALYSIS OF 11M VEHICLES
SCALE: 1 : 650 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.5	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS FOR SOCIAL WELFARE COMPLEX
SCALE: 1 : 650 @A4	DATE: 27 NOV 2025

CTA Consultants Limited
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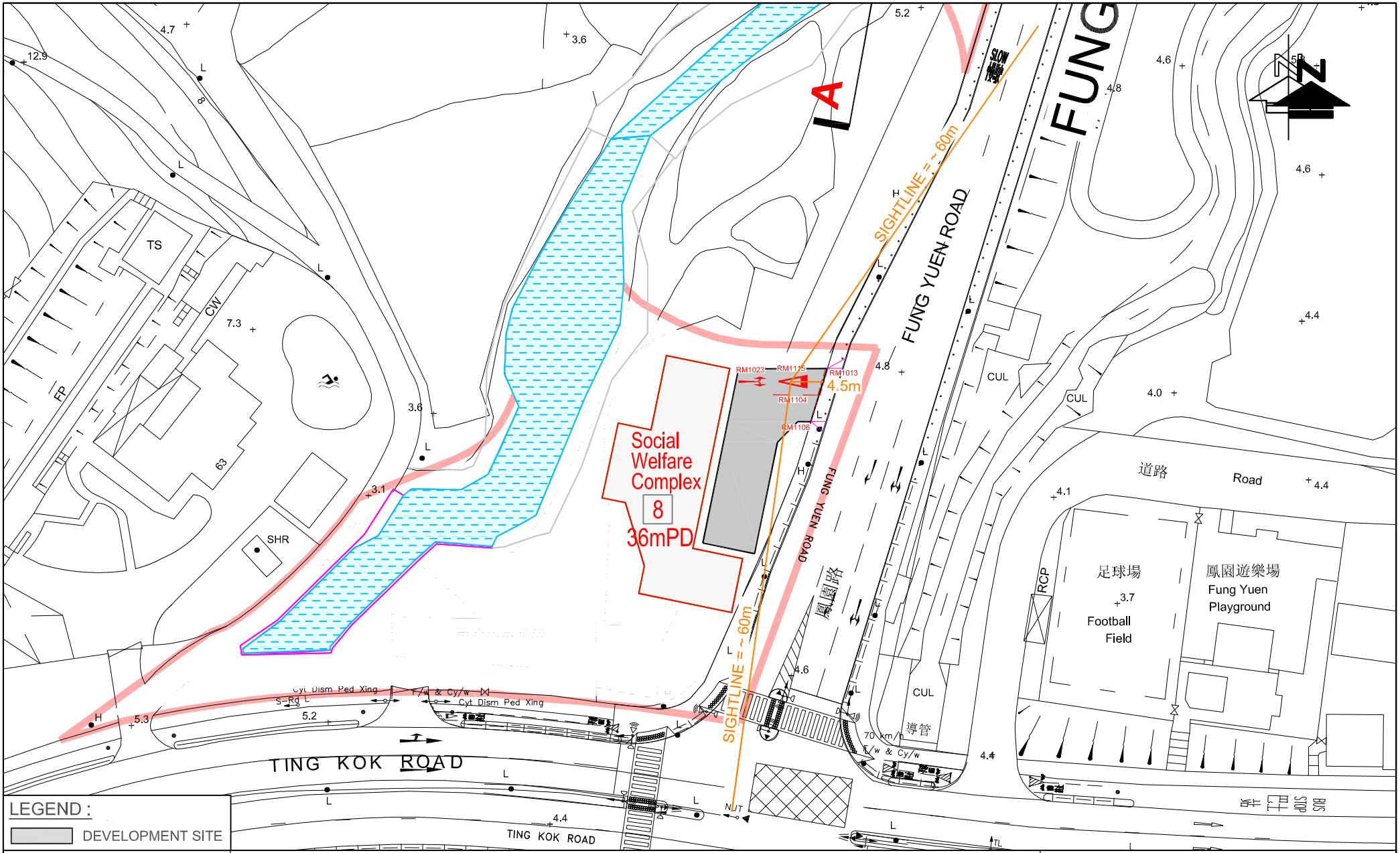

FIGURE NO.: 2.5(SL)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SIGHT LINE ANALYSIS OF PROPOSED ACCESS FOR SOCIAL WELFARE COMPLEX
SCALE: 1 : 700 @A4	DATE: 27 NOV 2025

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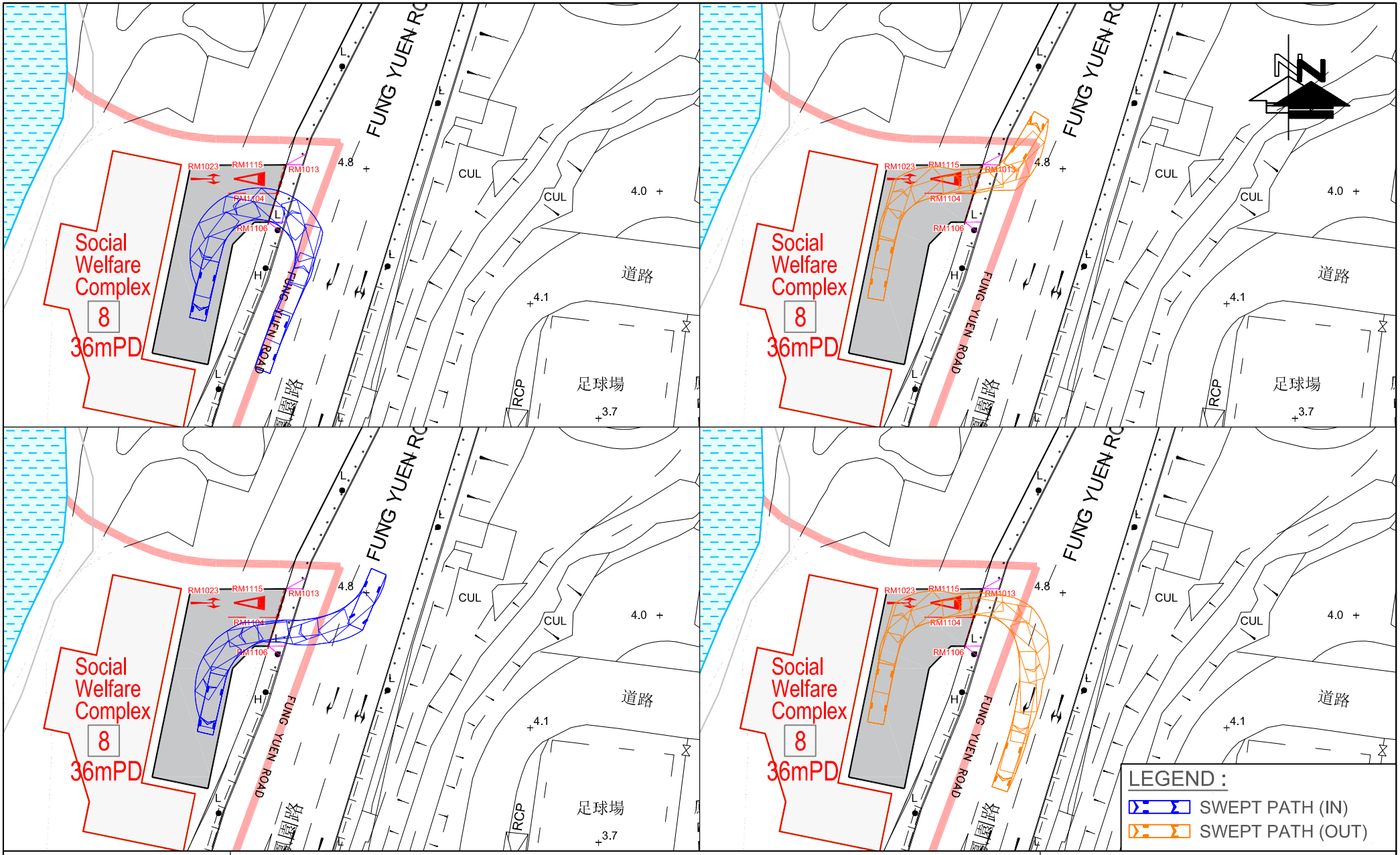

FIGURE NO.: 2.5(SP)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED ACCESS SWEPT PATH ANALYSIS OF 8M VEHICLES
SCALE: 1 : 650 @A4	DATE: 27 NOV 2025

CTA Consultants Limited
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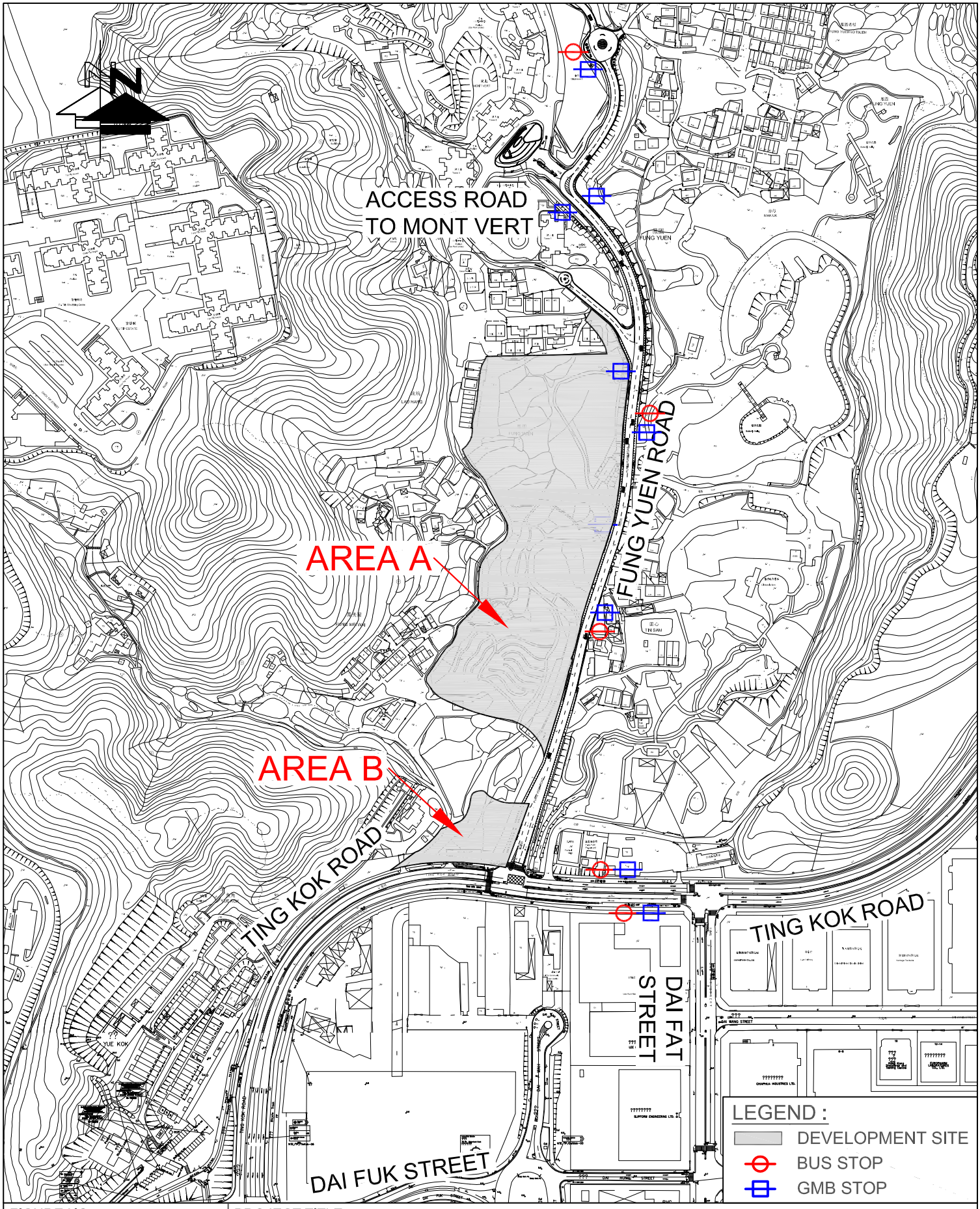

FIGURE NO.: 2.6	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: LOCATION OF THE NEARBY BUS STOP & GMB STOP
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

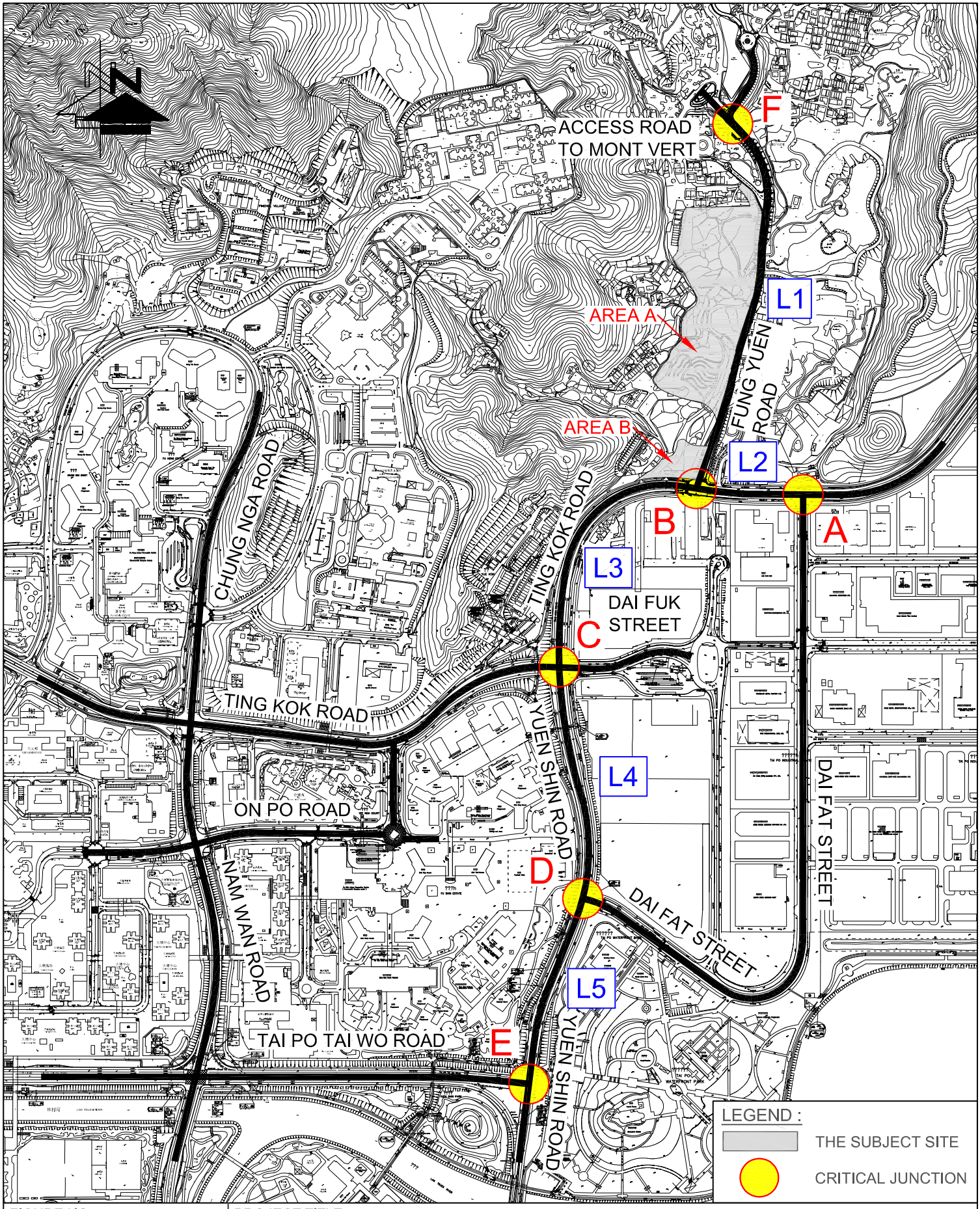

FIGURE NO.: 3.1	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: KEY JUNCTIONS AND CRITICAL ROAD LINK OF EXISTING ROAD NETWORK
SCALE: 1 : 7500 @A4	DATE: 18 JUL 2025
	CTA Consultants Limited 志達顧問有限公司

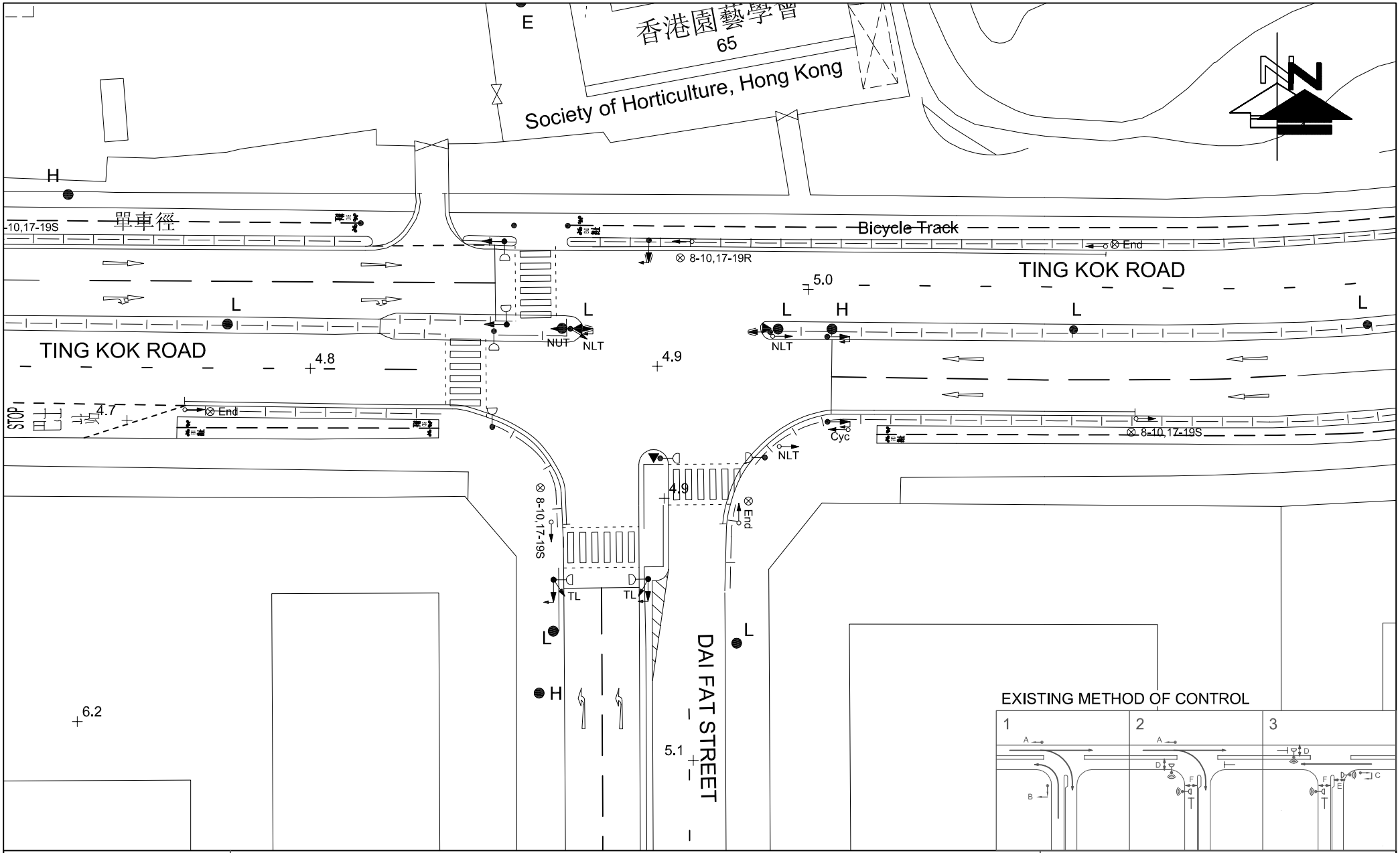

FIGURE NO.: 3.2	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (A)
SCALE: 1 : 500 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

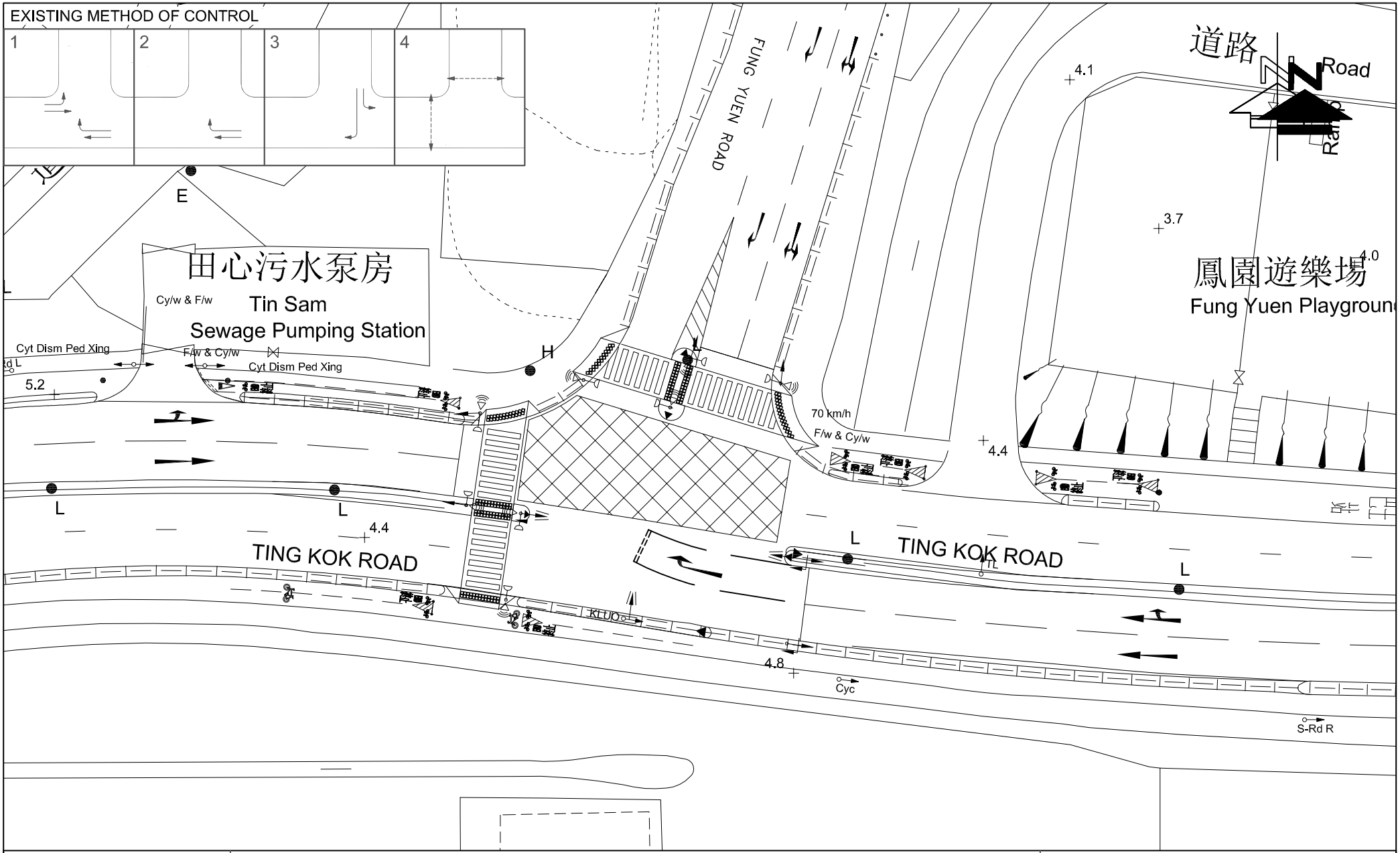

FIGURE NO.: 3.3	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25022HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (B)	
SCALE: 1 : 500 @A4 / DATE: 18 JUL 2025		

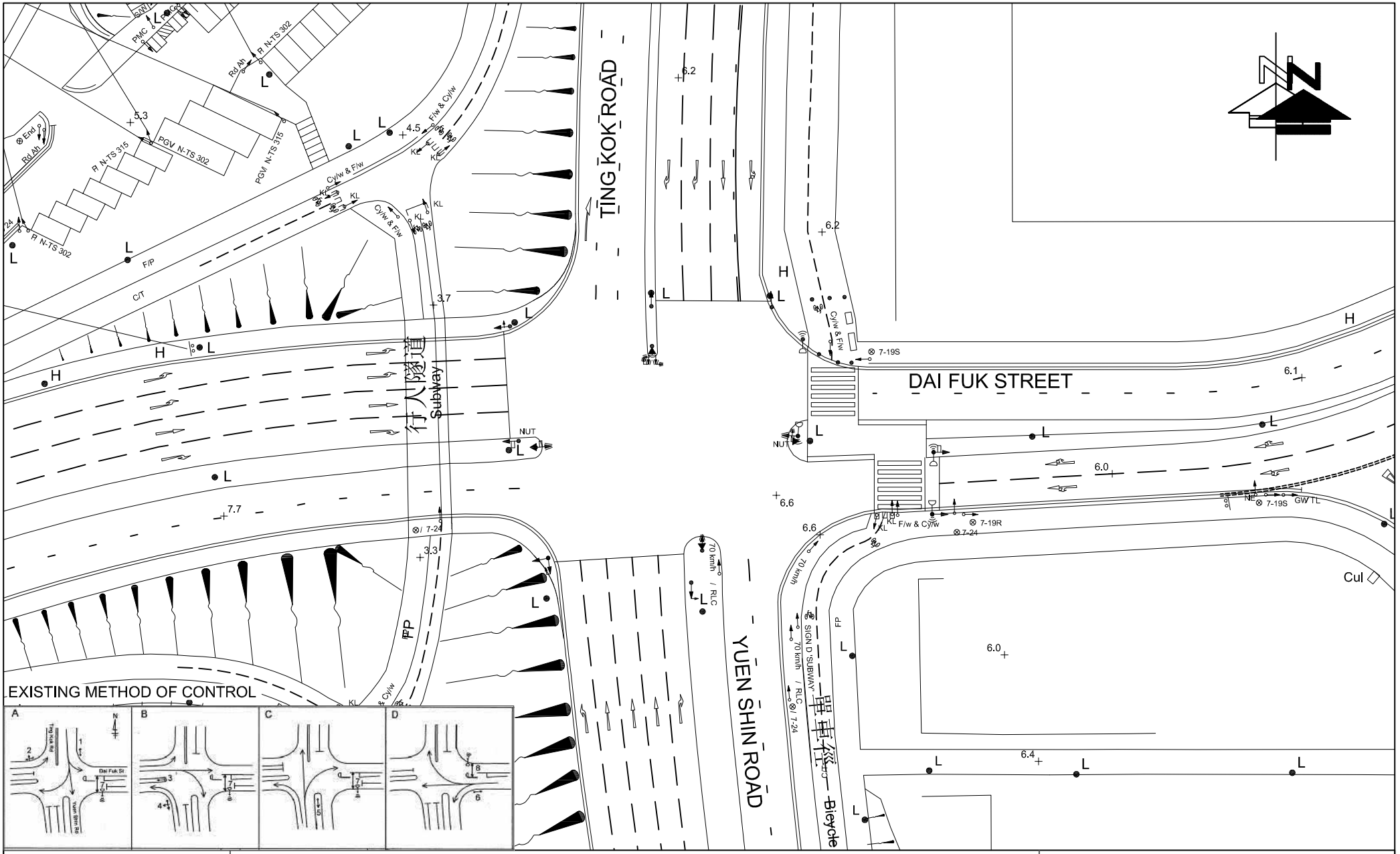

FIGURE NO.: 3.4	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / DAI FUK ROAD / YUEN SHIN ROAD (C)
SCALE: 1 : 700 @ A4	DATE: 18 JUL 2025

CTA Consultants Limited
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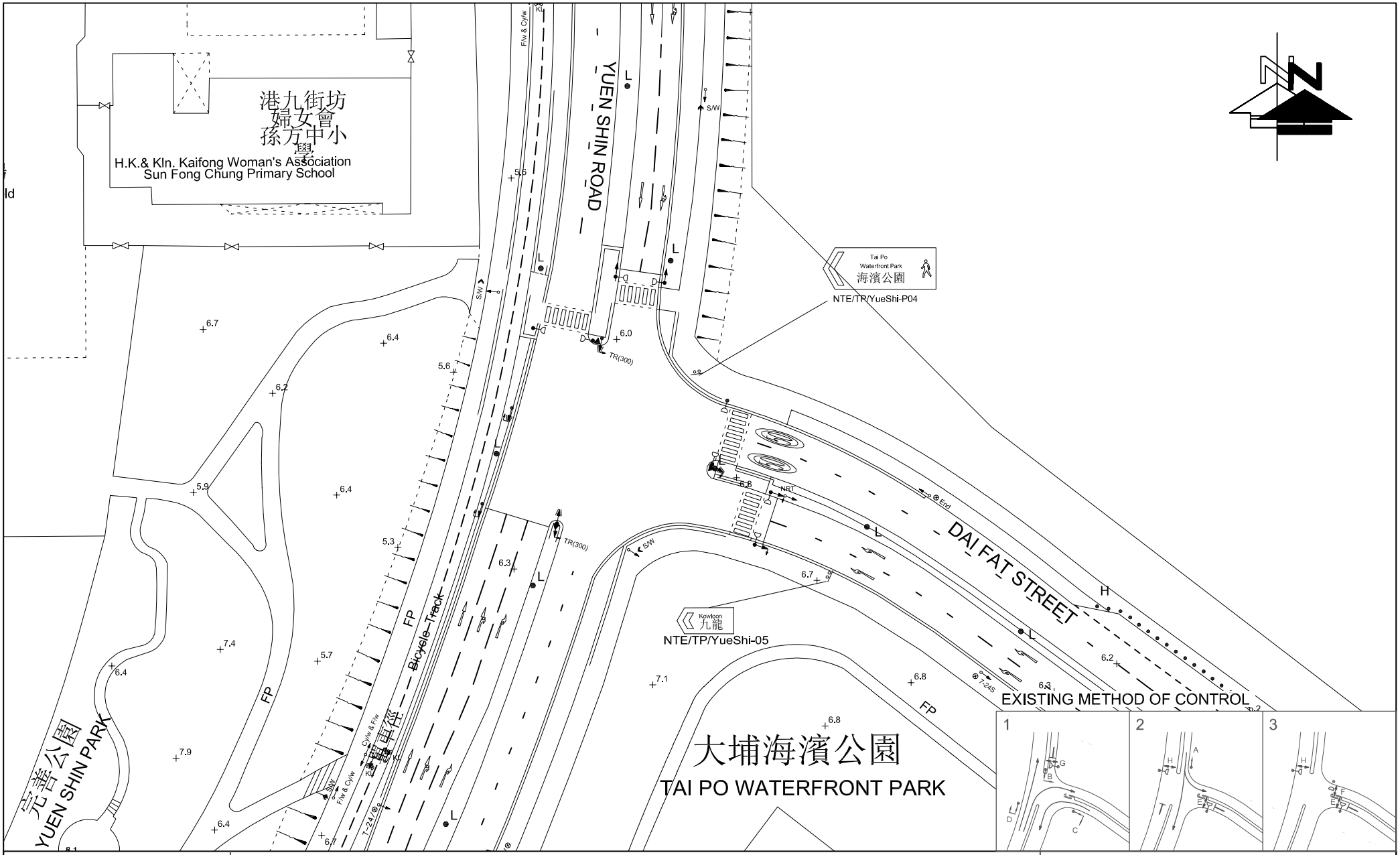

FIGURE NO.: 3.5	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (D)
SCALE: 1 : 800 @A4	DATE: 18 JUL 2025

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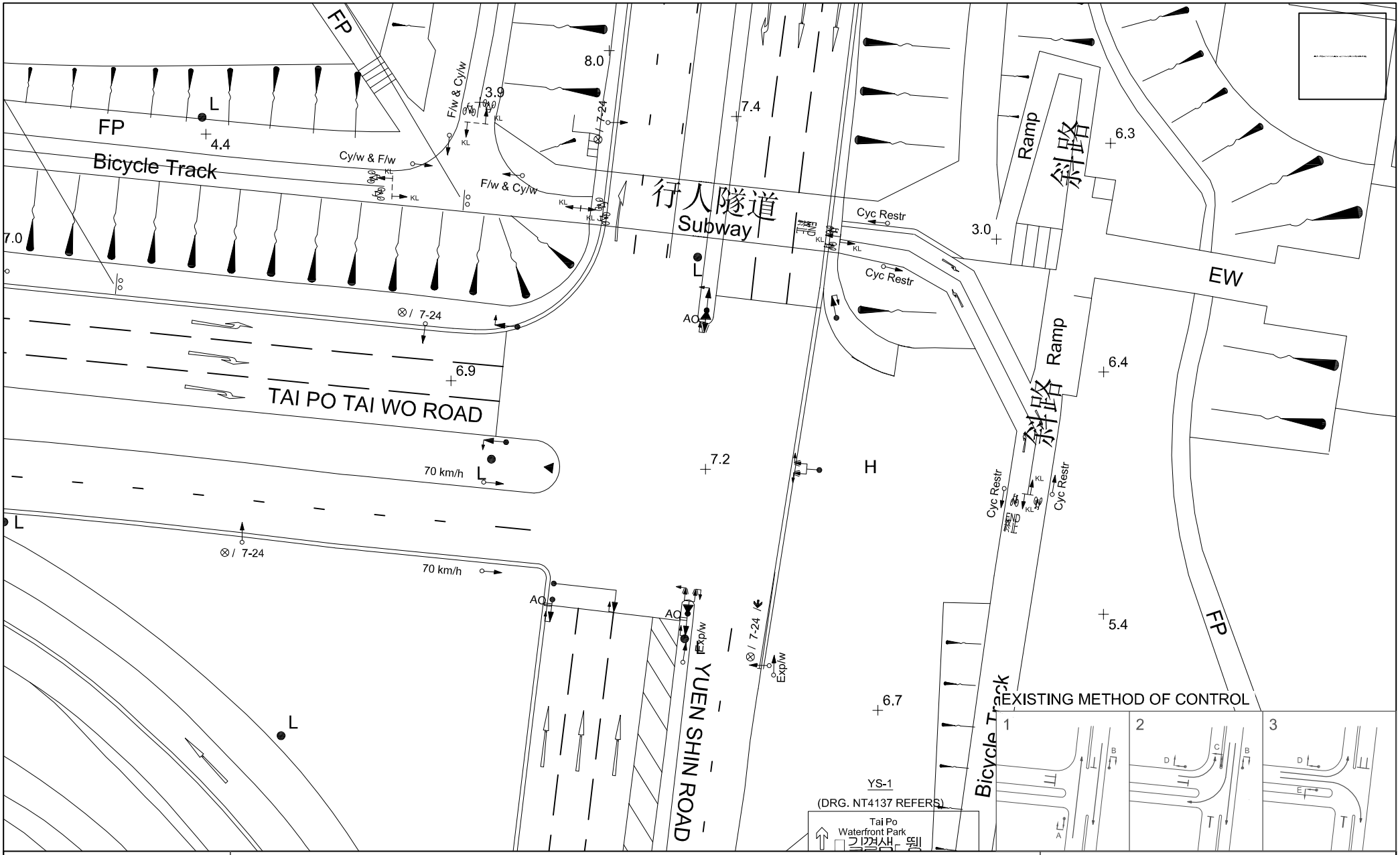

FIGURE NO.: 3.6	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25022HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (E)	
SCALE: 1 : 500 @ A4 / DATE: 18 JUL 2025		

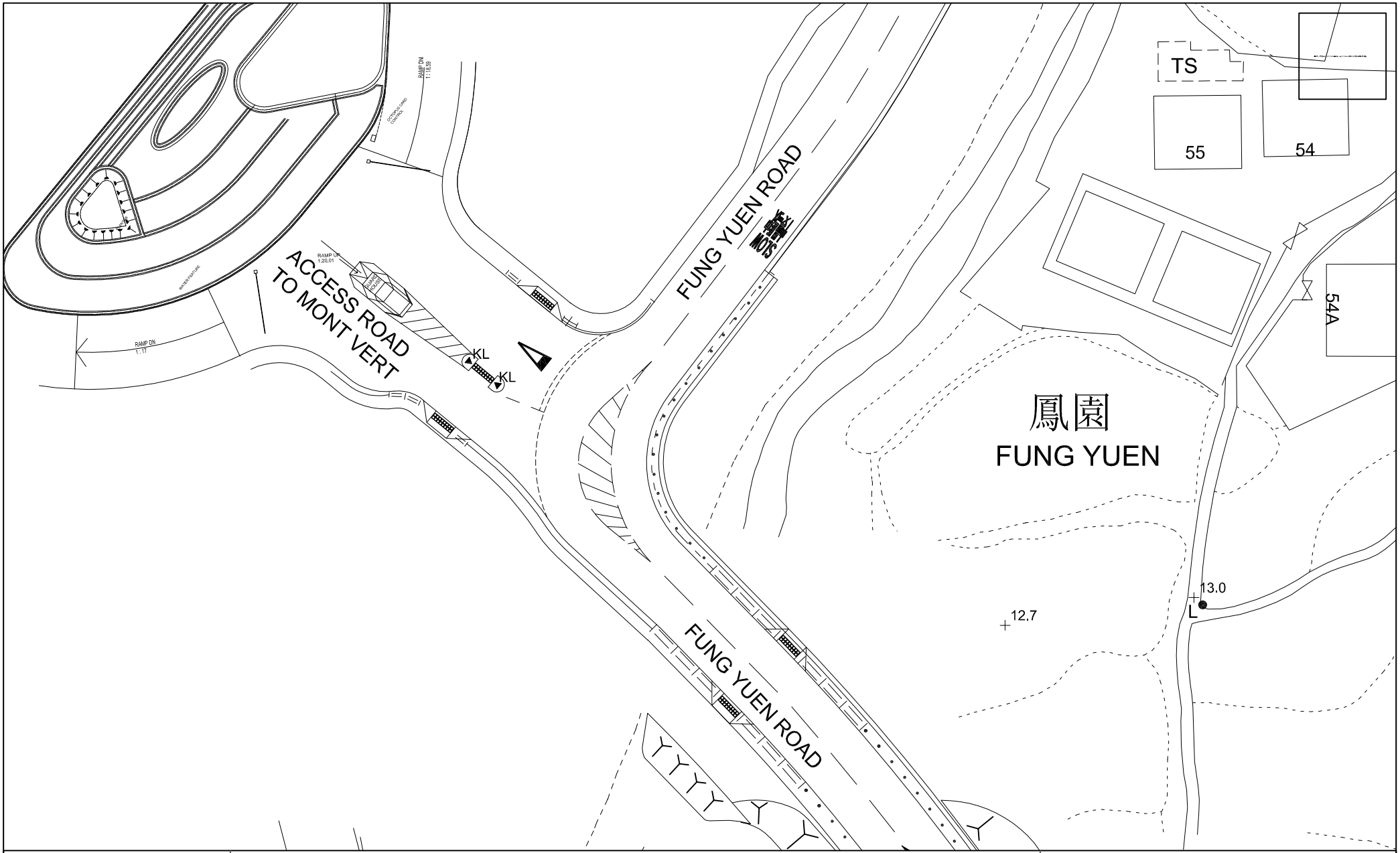

FIGURE NO.: 3.7		PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories	
PROJECT NO.: 25022HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF FUNG YUEN ROAD / ACCESS ROAD TO MONT VERT (F)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 @ A4	DATE: 18 JUL 2025		

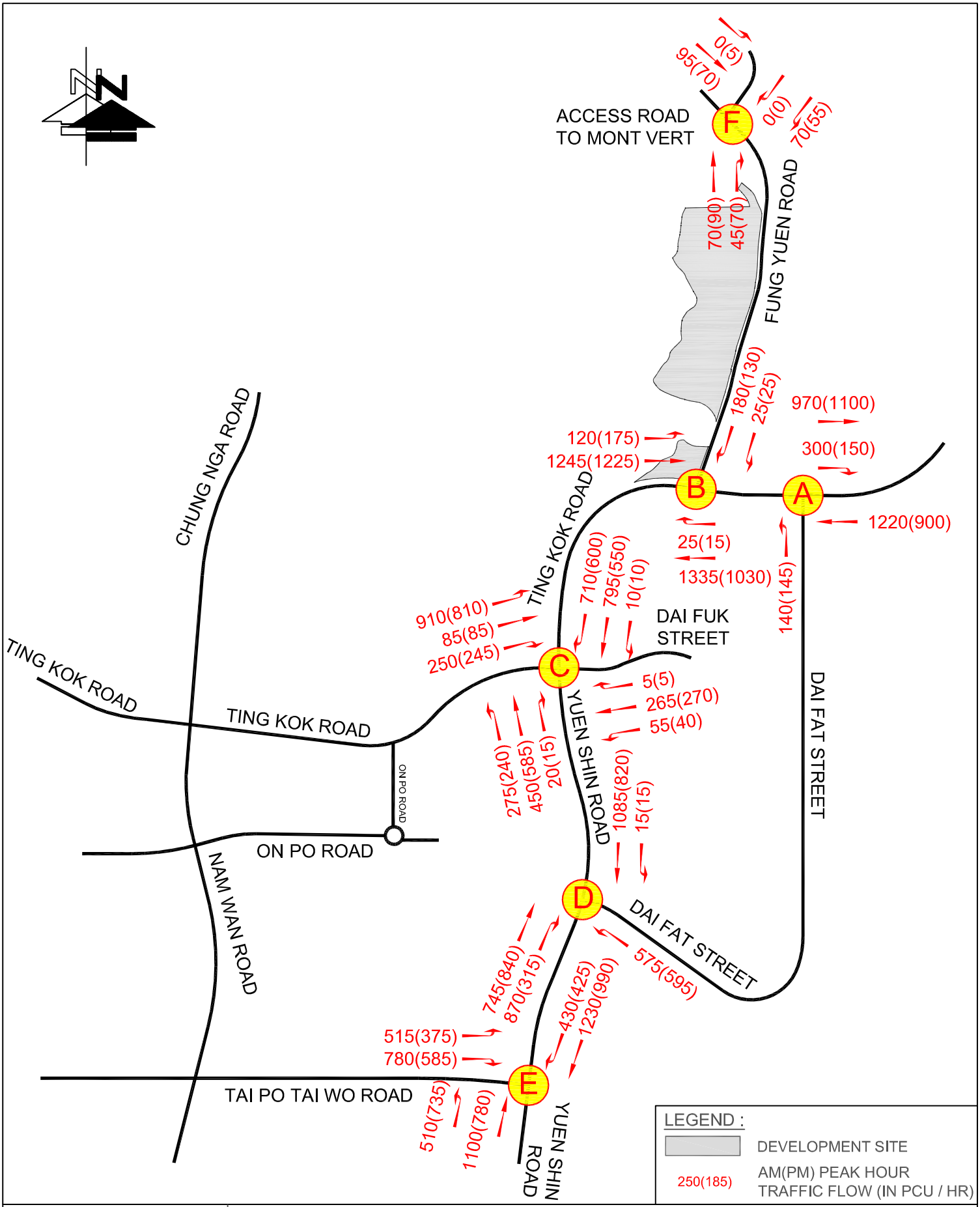

FIGURE NO.: 3.8	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOWS
SCALE: 1 : 7500 @A4 / DATE: 18 JUL 2025	CTA Consultants Limited 志達顧問有限公司

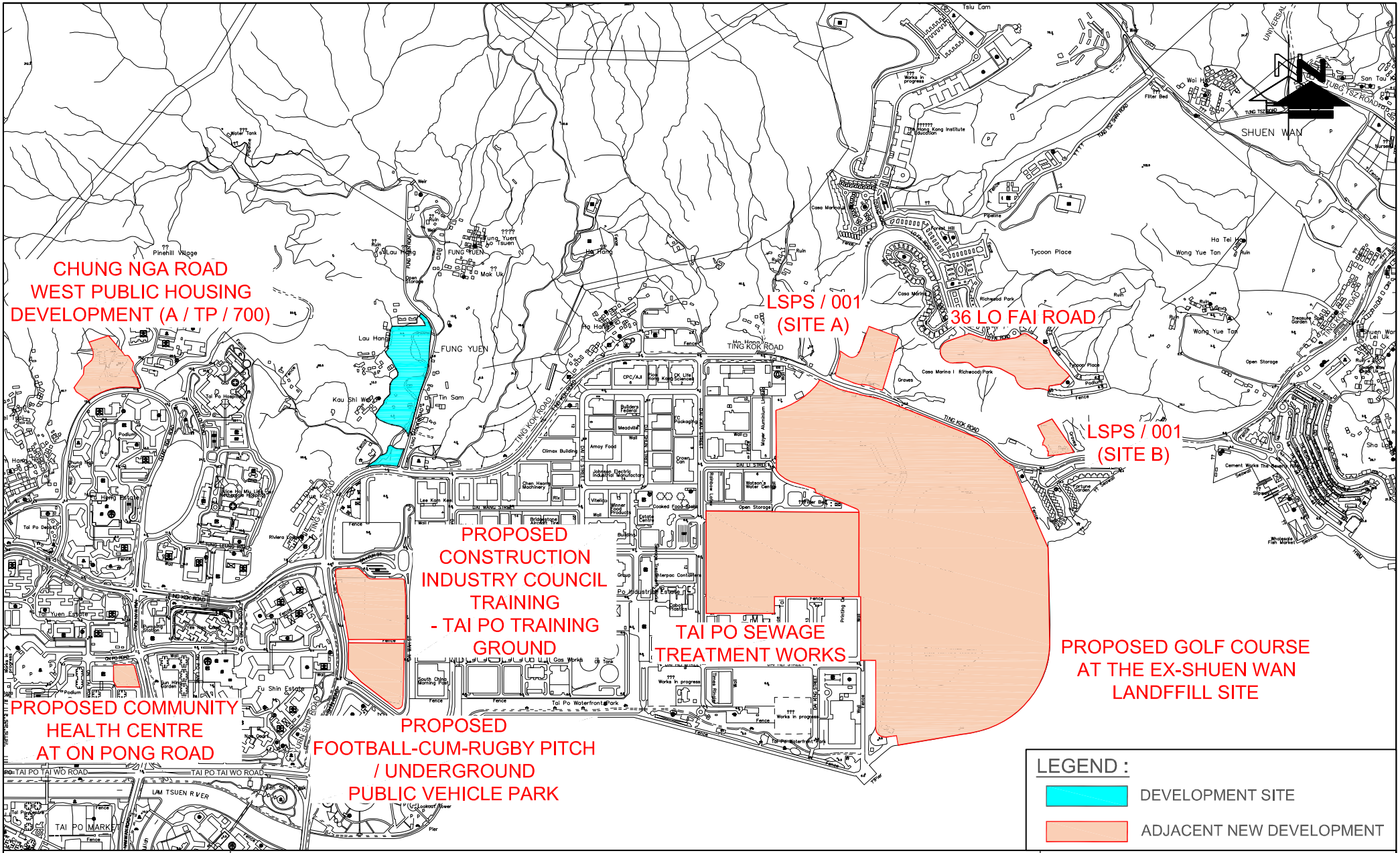

FIGURE NO.: 4.1	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PLANNED MAJOR DEVELOPMENTS IN THE VICINITY
SCALE: 1 : 15000 @A4	DATE: 26 NOV 2025

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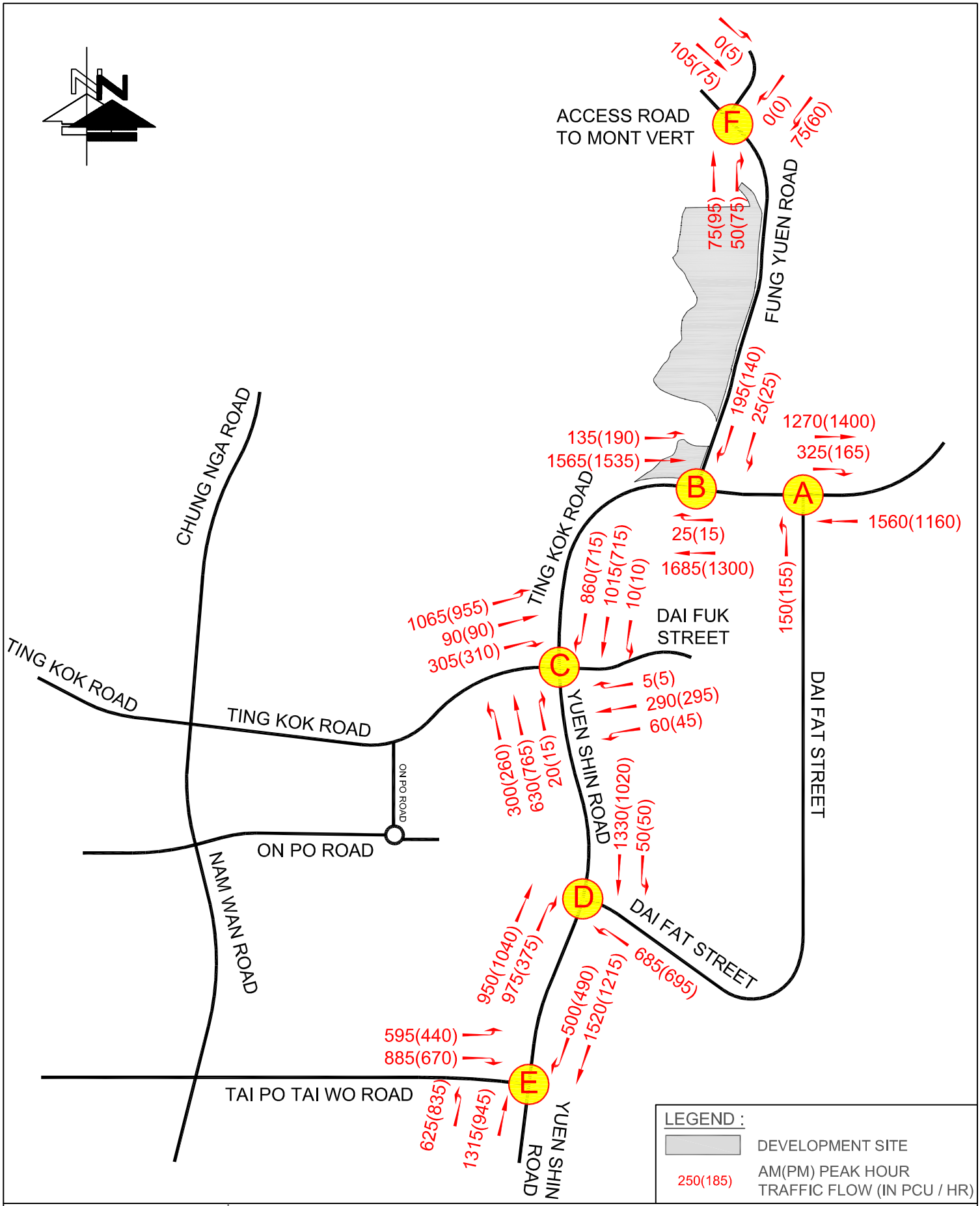

FIGURE NO.: 4.2	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2033 REFERENCE TRAFFIC FLOWS
SCALE: 1 : 7500 @A4 / DATE: 28 NOV 2025	CTA Consultants Limited 志達顧問有限公司

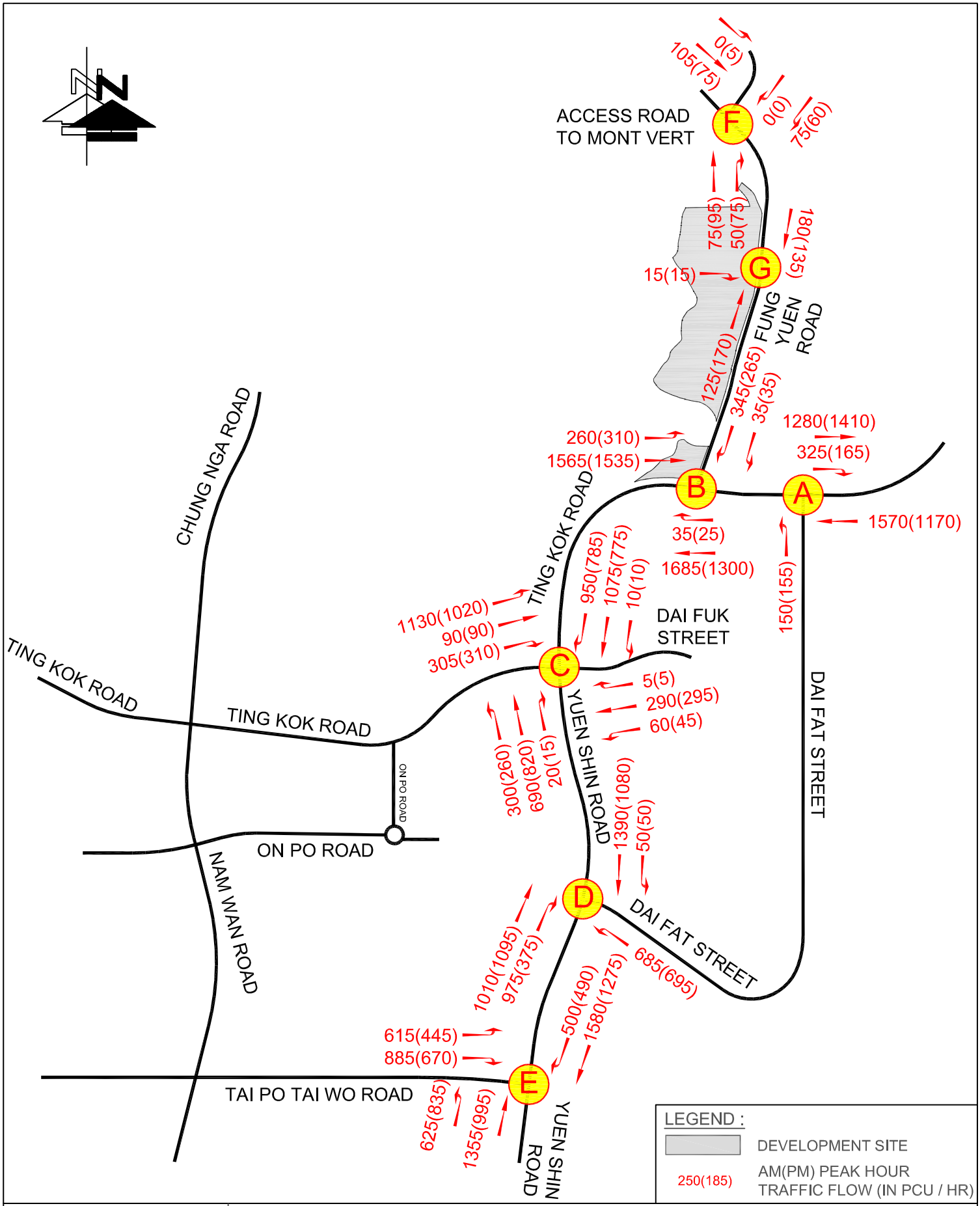

FIGURE NO.: 4.3	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2033 DESIGN TRAFFIC FLOWS
SCALE: 1 : 7500 @A4 / DATE: 28 NOV 2025	CTA Consultants Limited 志達顧問有限公司

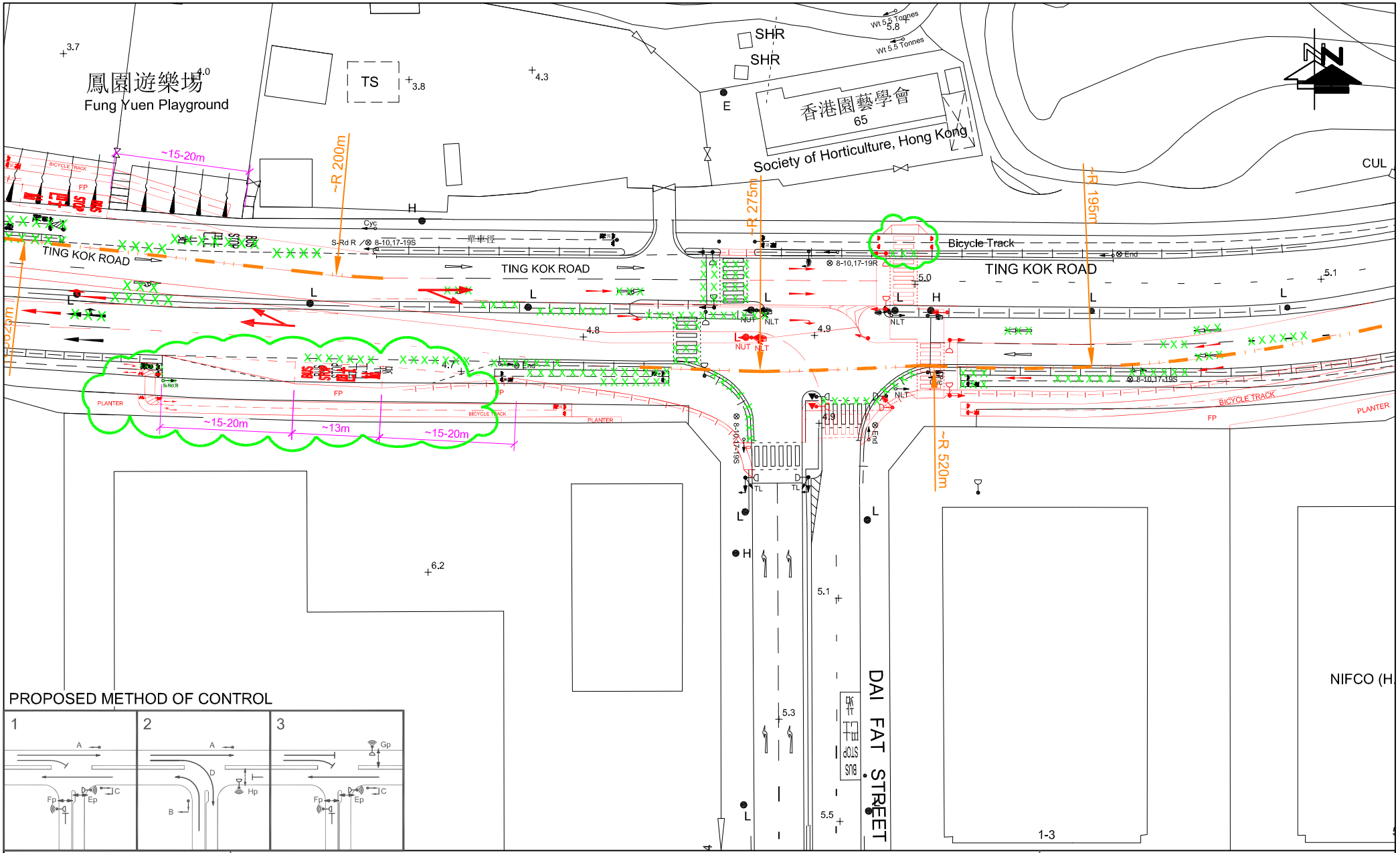

FIGURE NO.: 4.4	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories	
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (A)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 750 @A4 / DATE: 27 NOV 2025		

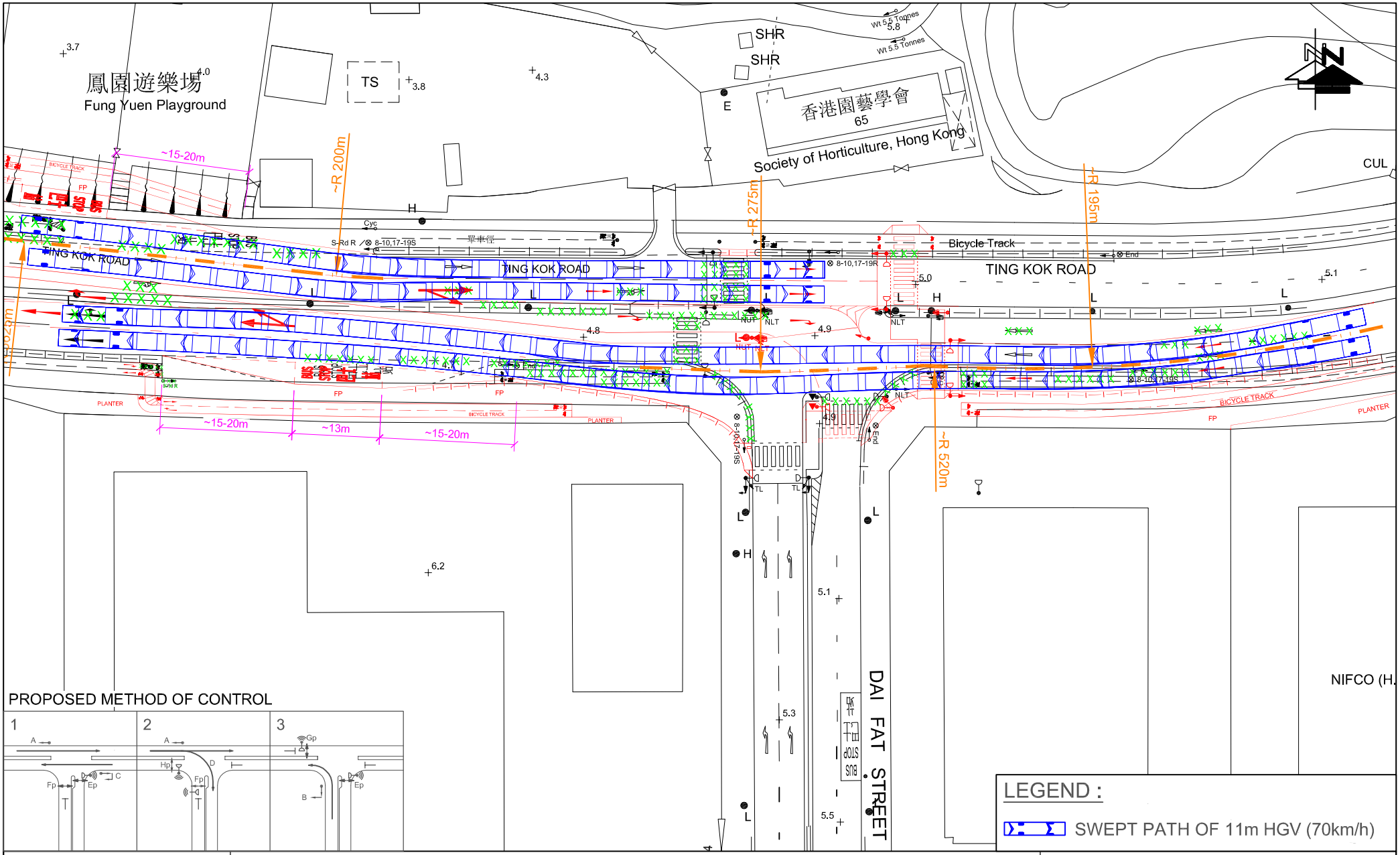

FIGURE NO.: 4.4(SP1)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (A) (SWEPT PATH ANALYSIS OF 11m HGV [70km/h])
SCALE: 1 : 750 @A4 / DATE: 27 NOV 2025	

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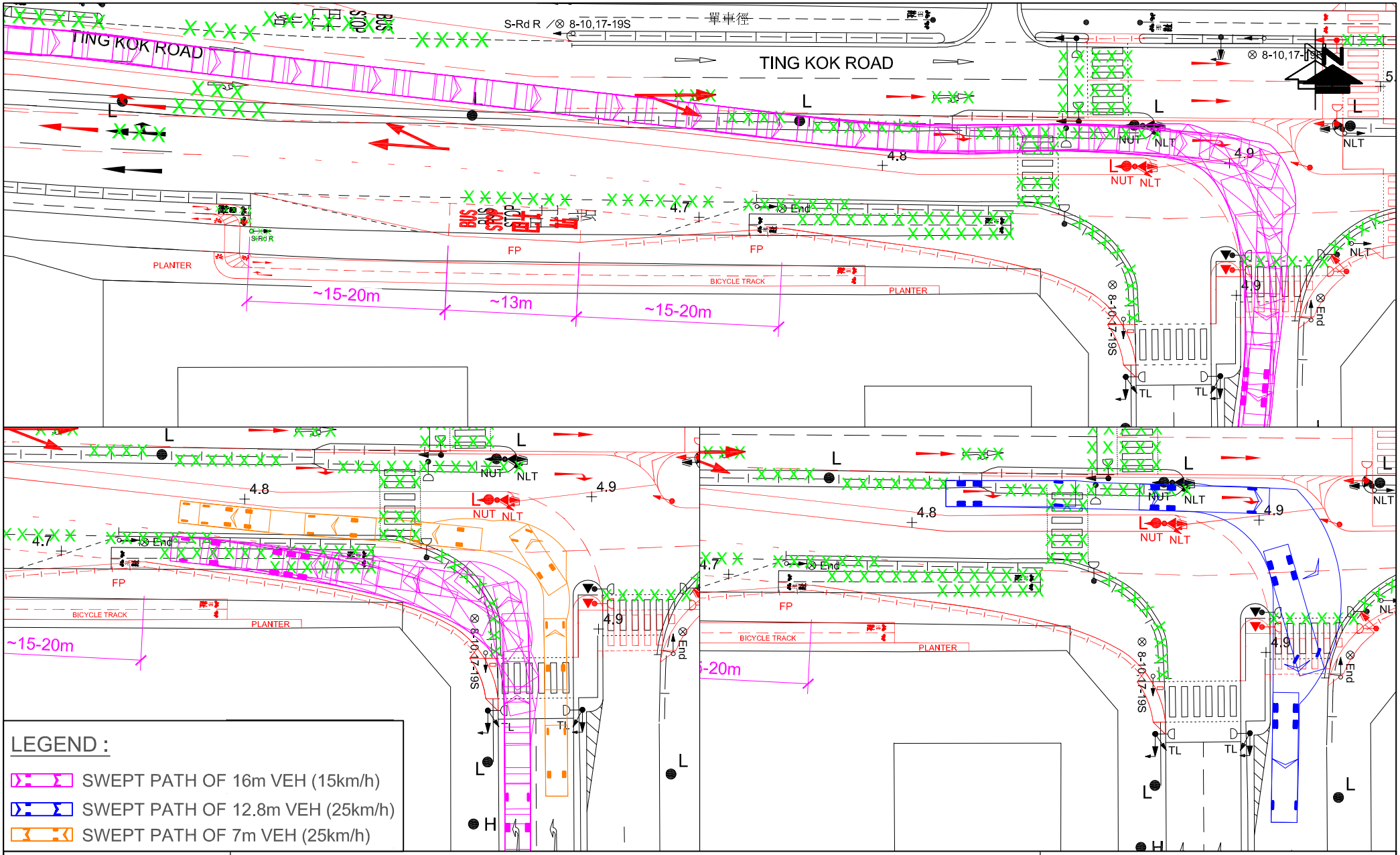

FIGURE NO.: 4.4(SP2)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (A) WITH SWEPT PATH ANALYSIS OF 16m VEHICLE, 12.8m VEHICLE & 7m VEHICLE
SCALE: 1 : 500 @A4	DATE: 27 NOV 2025

CTA Consultants Limited
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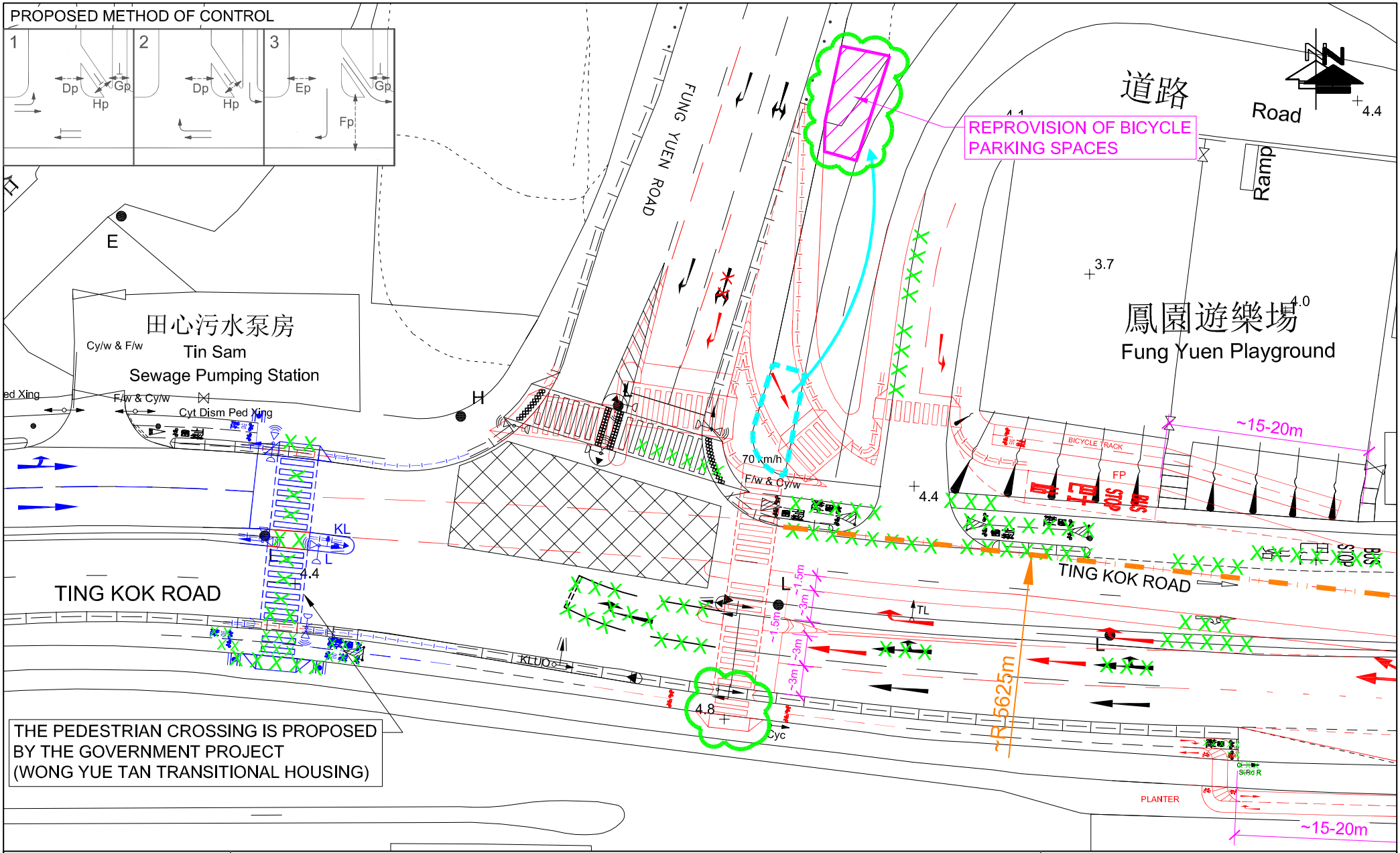

FIGURE NO.: 4.5	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (B)
SCALE: 1 : 500 @A4	DATE: 27 NOV 2025

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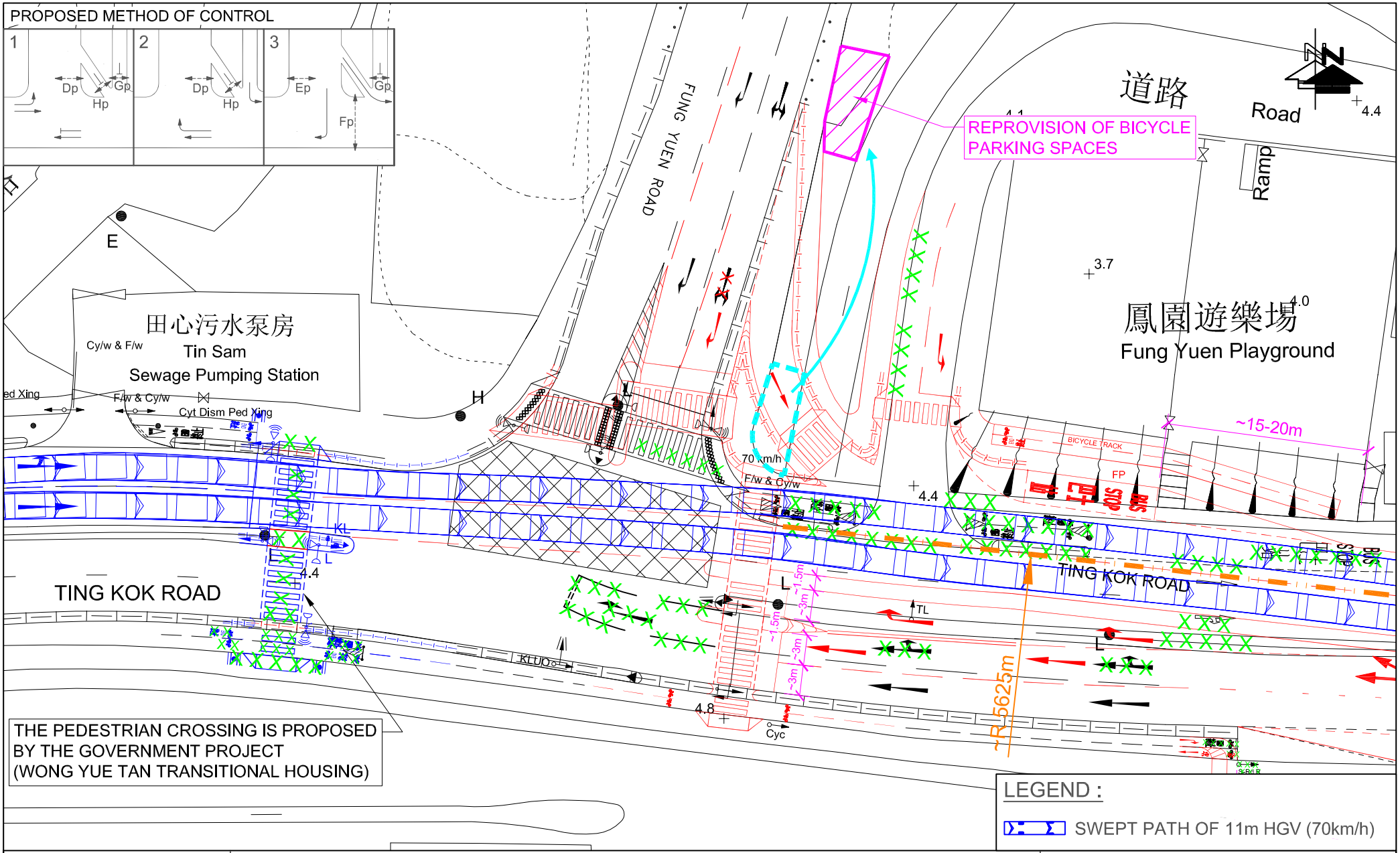

FIGURE NO.: 4.5(SP1)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (B) (SWEPT PATH ANALYSIS OF 11m HGV [70km/h])
SCALE: 1 : 500 @A4	DATE: 27 NOV 2025

CTA Consultants Limited
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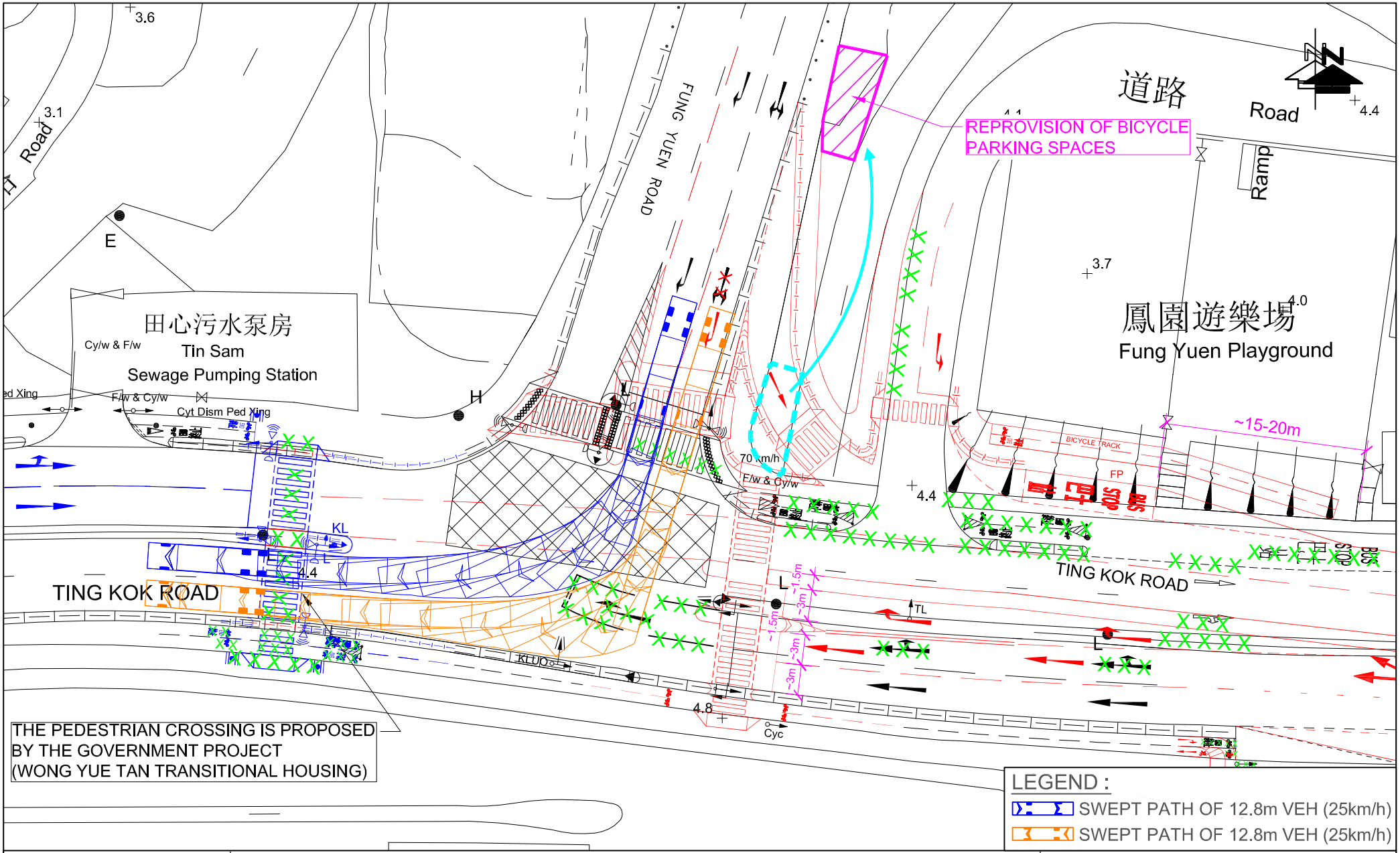

FIGURE NO.: 4.5(SP2)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories	
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (B) WITH SWEPT PATH ANALYSIS OF 12.8m VEHICLES	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 @A4 / DATE: 27 NOV 2025		

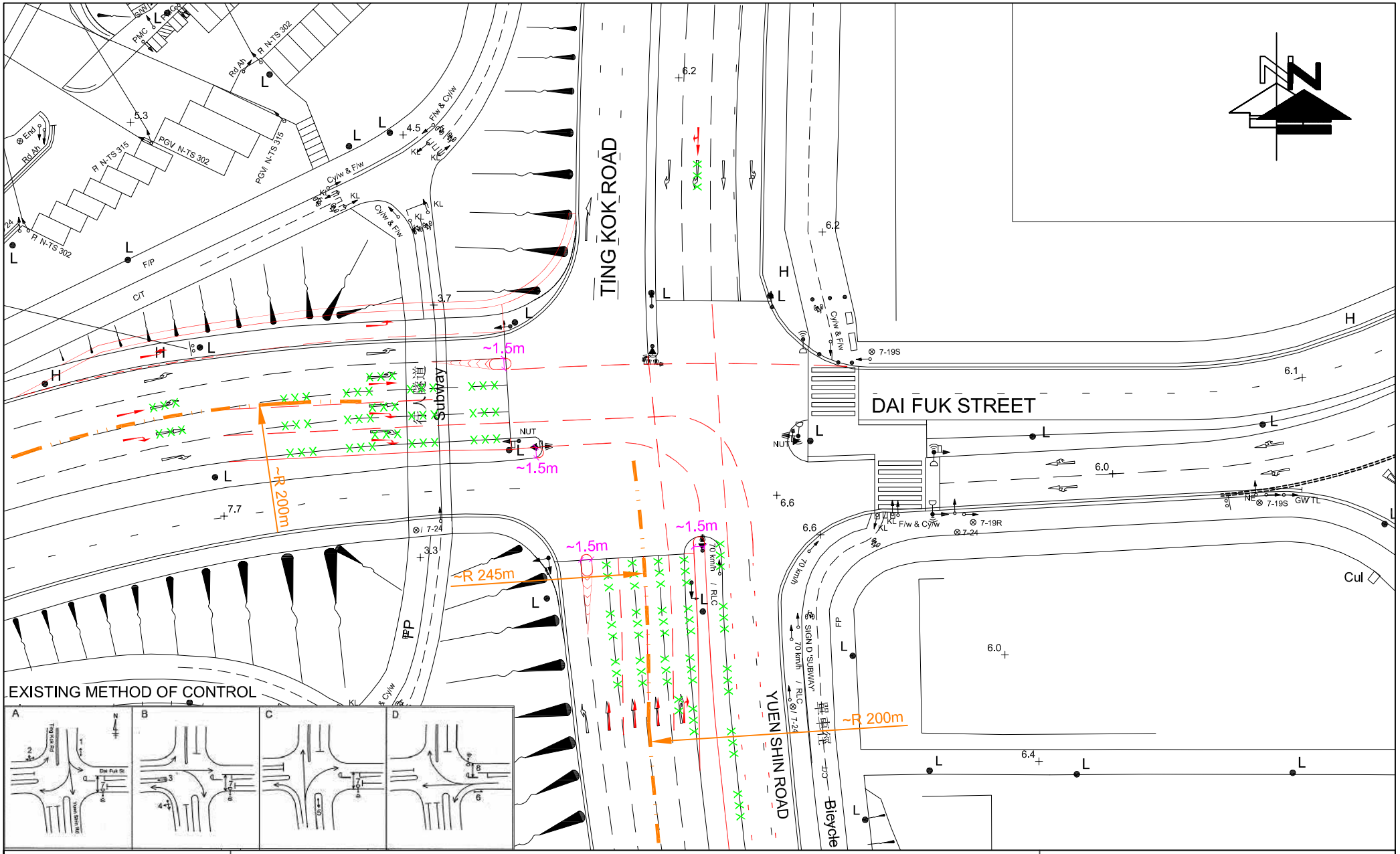

FIGURE NO.: 4.6	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FUK ROAD / YUEN SHIN ROAD (C)
SCALE: 1 : 700 @A4 / DATE: 18 JUL 2025	

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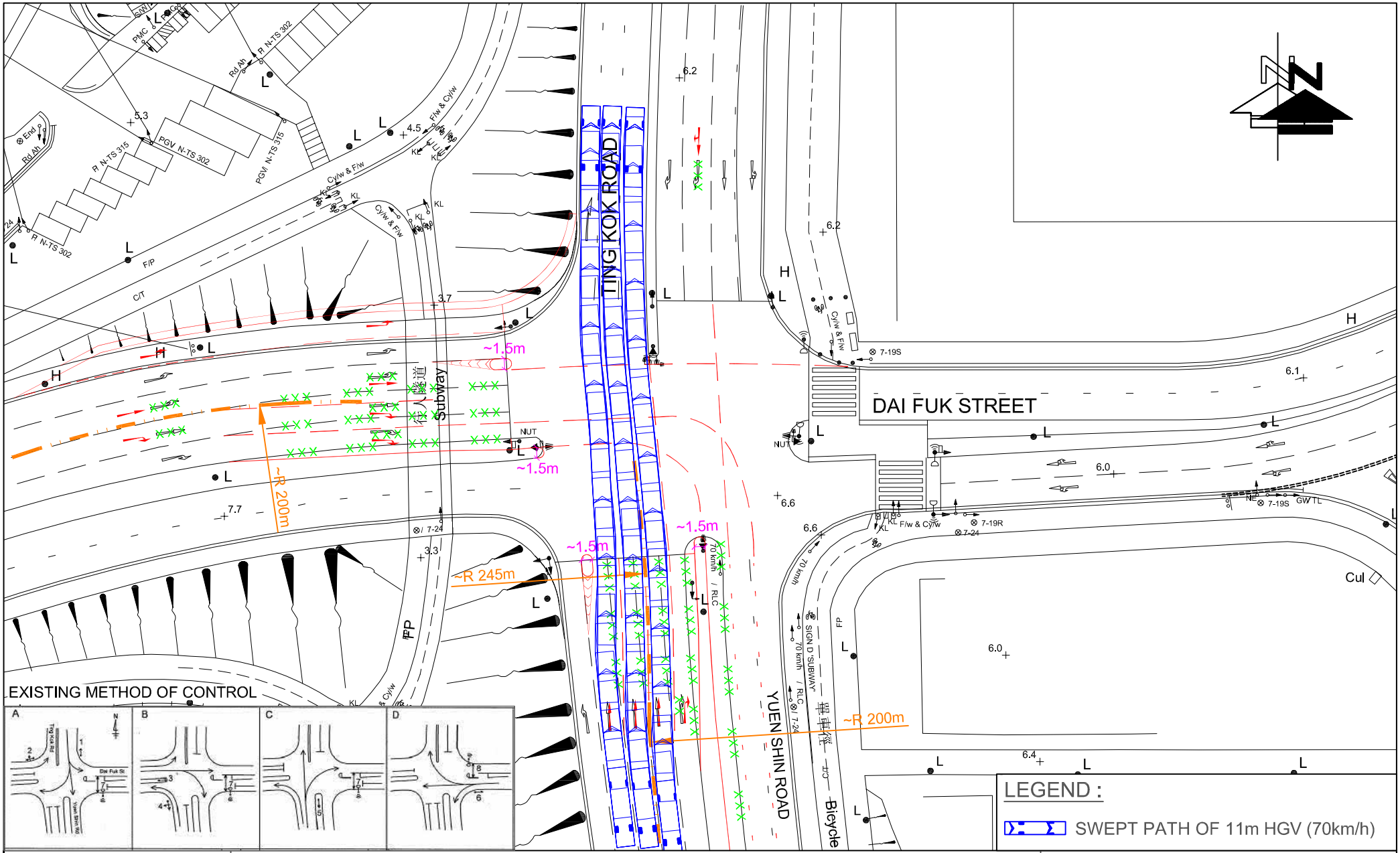

FIGURE NO.: 4.6(SP1)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FUK ROAD / YUEN SHIN ROAD (C) (SWEPT PATH ANALYSIS OF 11m HGV [70km/h])
SCALE: 1 : 700 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

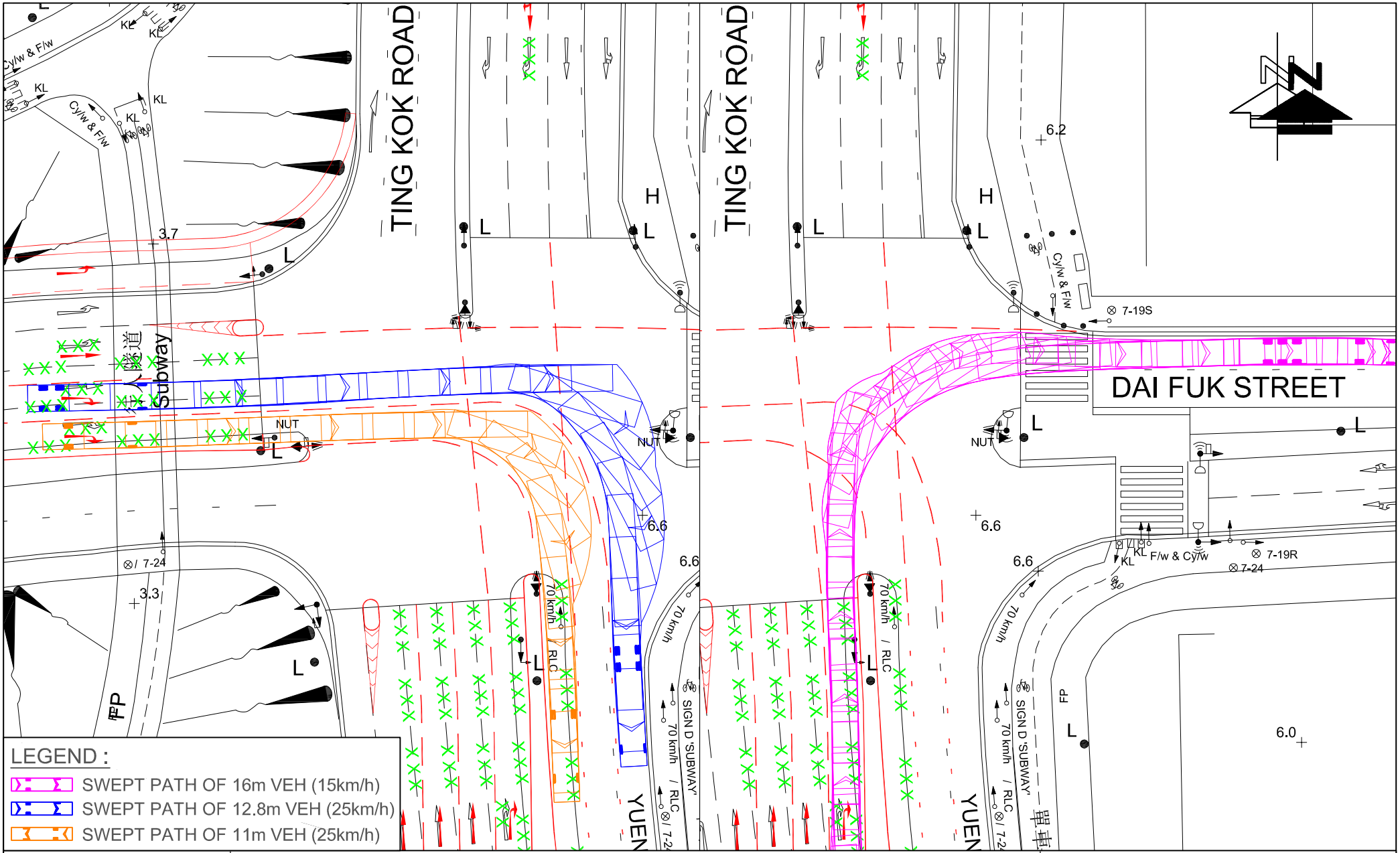

FIGURE NO.: 4.6(SP2)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TING KOK ROAD / DAI FUK ROAD / YUEN SHIN ROAD (C) WITH SWEPT PATH ANALYSIS OF 16m VEHICLE, 12.8m VEHICLE & 11m VEHICLE
SCALE: 1 : 500 @A4	DATE: 18 JUL 2025

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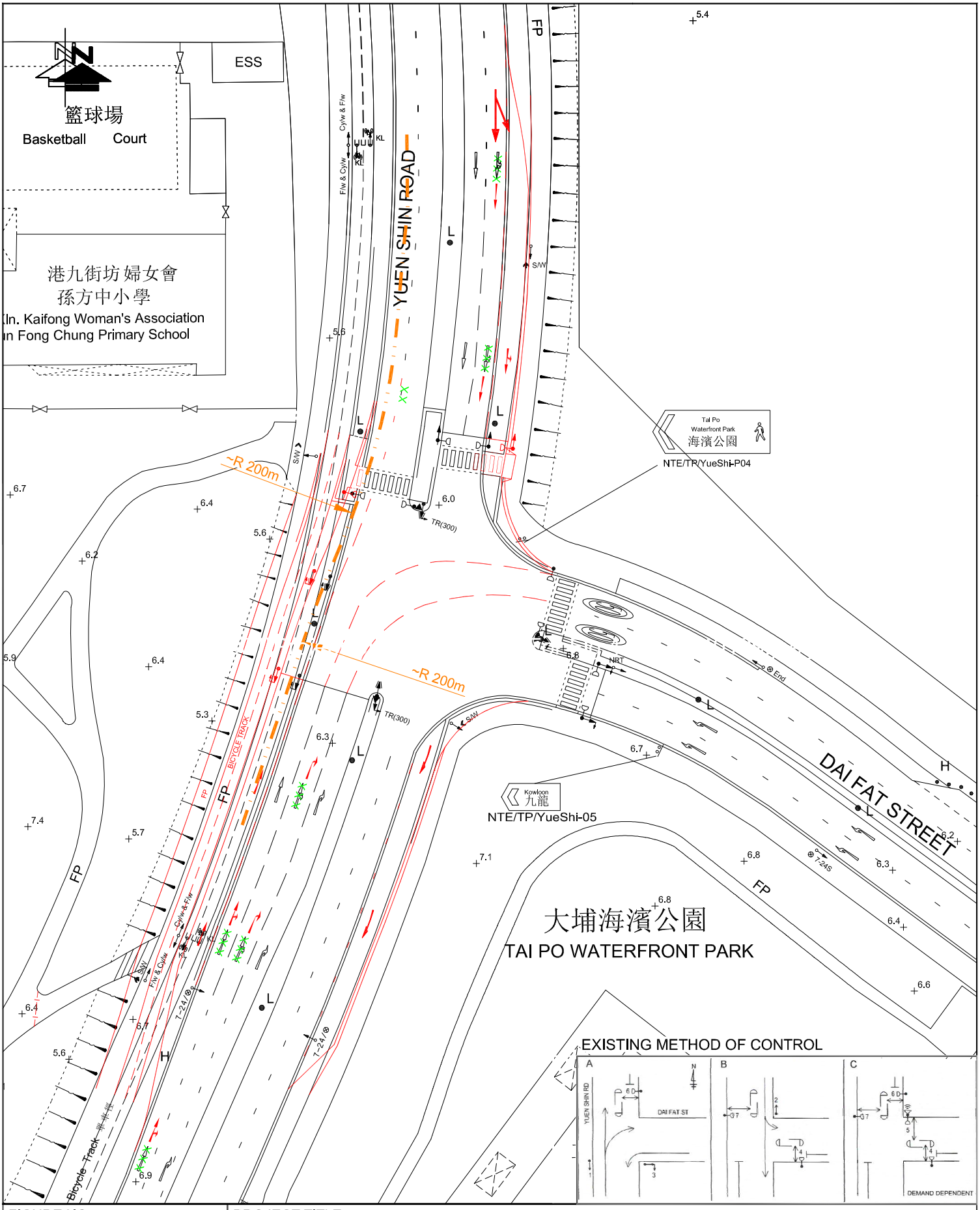

FIGURE NO.: 4.7	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (D)
SCALE: 1 : 750 @A4	DATE: 08 DEC 2025

CTA Consultants Limited
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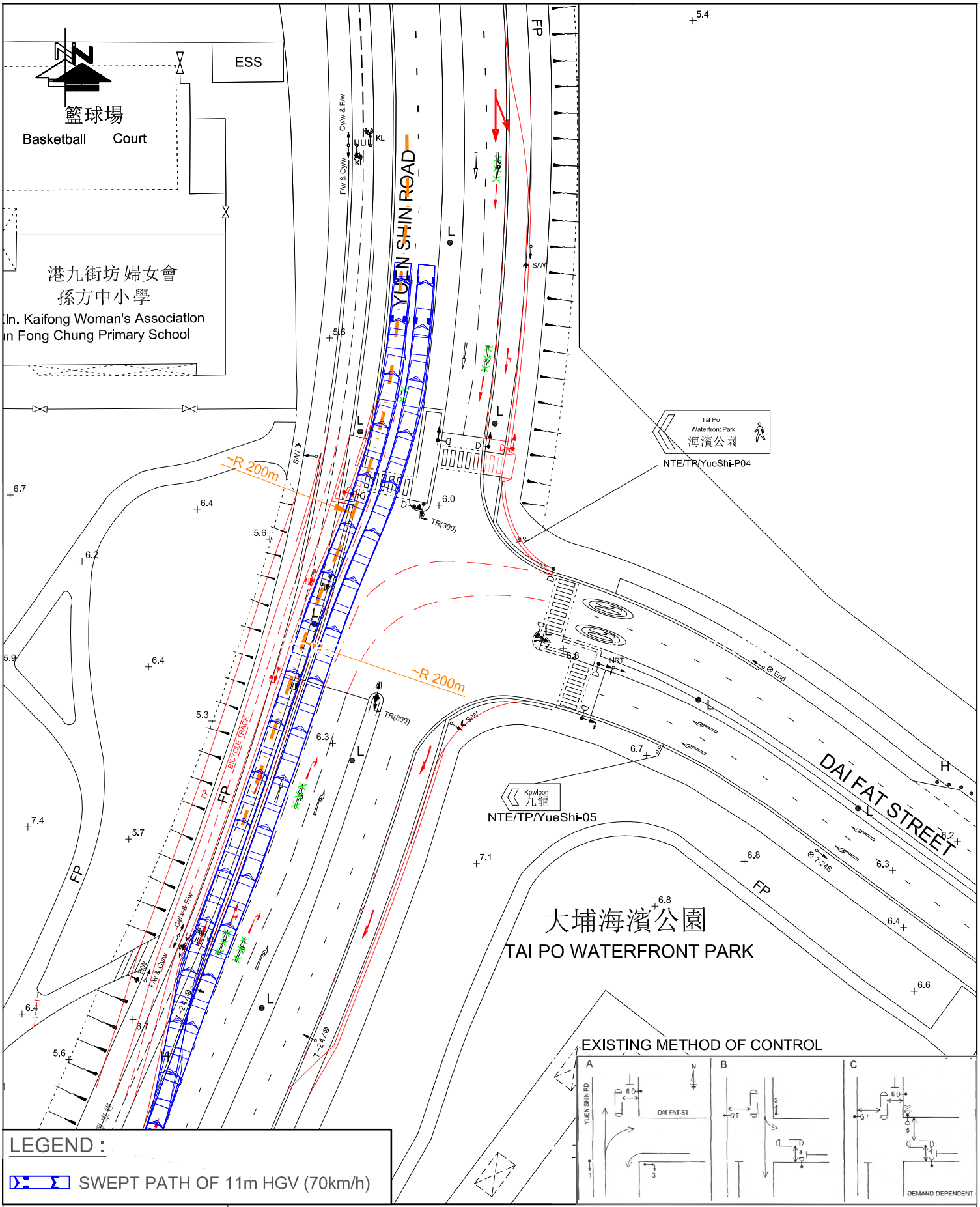

LEGEND :

SWEPT PATH OF 11m HGV (70km/h)

FIGURE NO.: 4.7(SP1)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (D) (SWEPT PATH ANALYSIS OF 11m HGV [70km/h])
SCALE: 1 : 750 @A4	DATE: 08 DEC 2025

CTA Consultants Limited
志達顧問有限公司

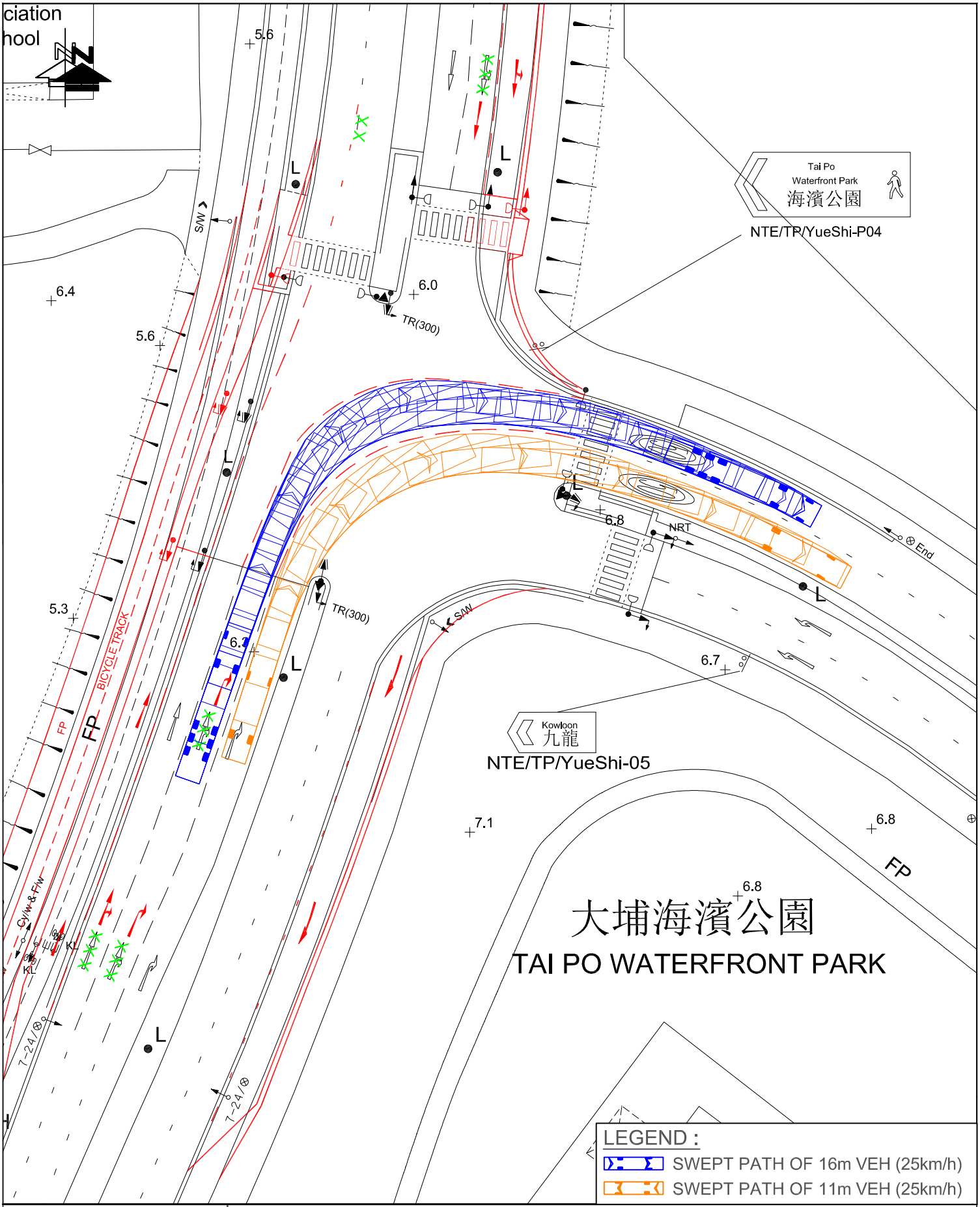

FIGURE NO.: 4.7(SP2)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (D) WITH SWEPT PATH ANALYSIS OF 16m VEHICLE & 11m VEHICLE
SCALE: 1 : 500 @A4 / DATE: 08 DEC 2025	CTA Consultants Limited 志達顧問有限公司

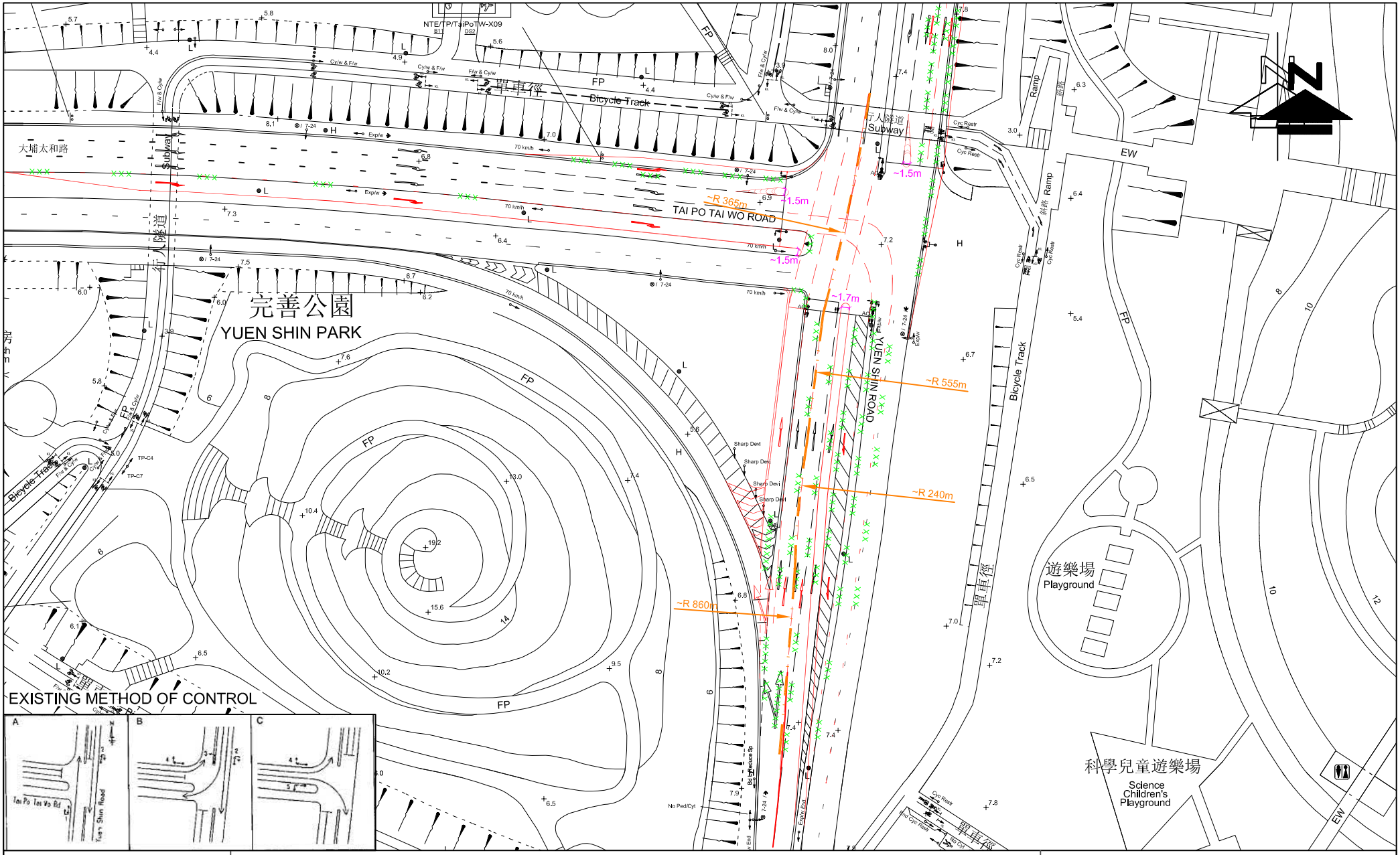

FIGURE NO.: 4.8	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (E)
SCALE: 1 : 1050 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
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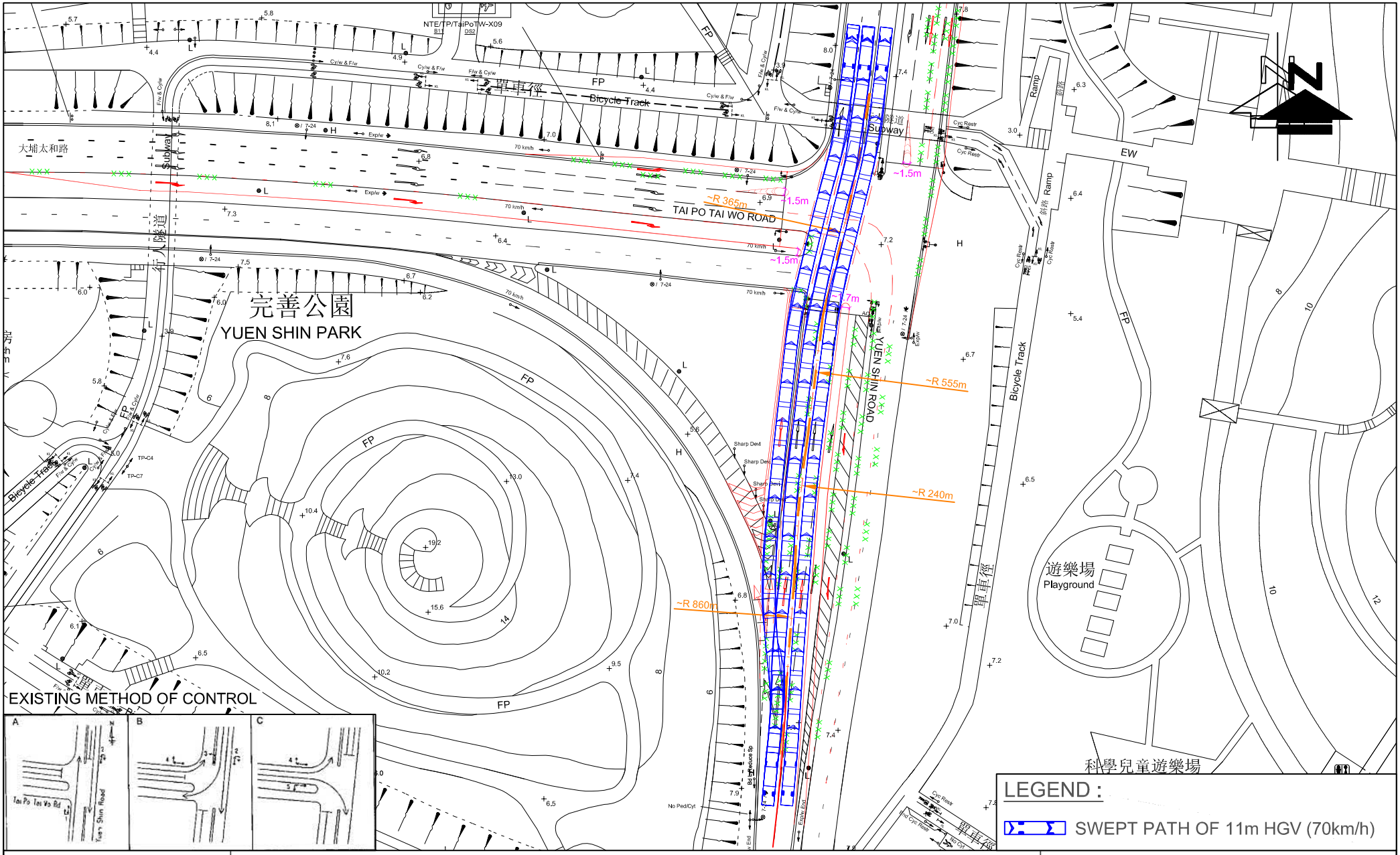


FIGURE NO.: 4.8(SP1)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (E) (SWEPT PATH ANALYSIS OF 11m HGV [70km/h])
SCALE: 1 : 1050 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

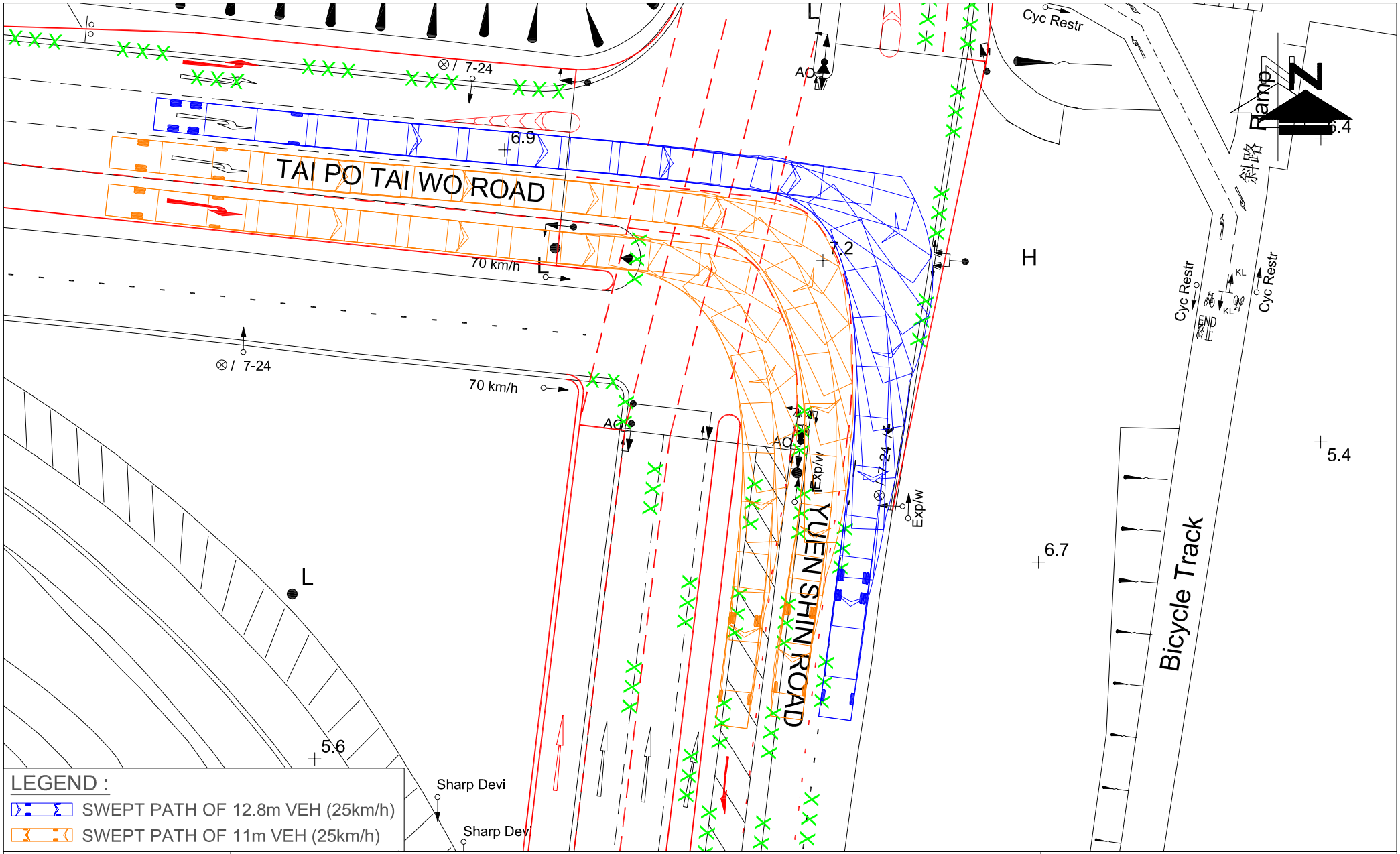


FIGURE NO.: 4.8(SP2)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (E) WITH SWEPT PATH ANALYSIS OF 12.8m VEHICLE & 11m VEHICLES
SCALE: 1 : 400 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

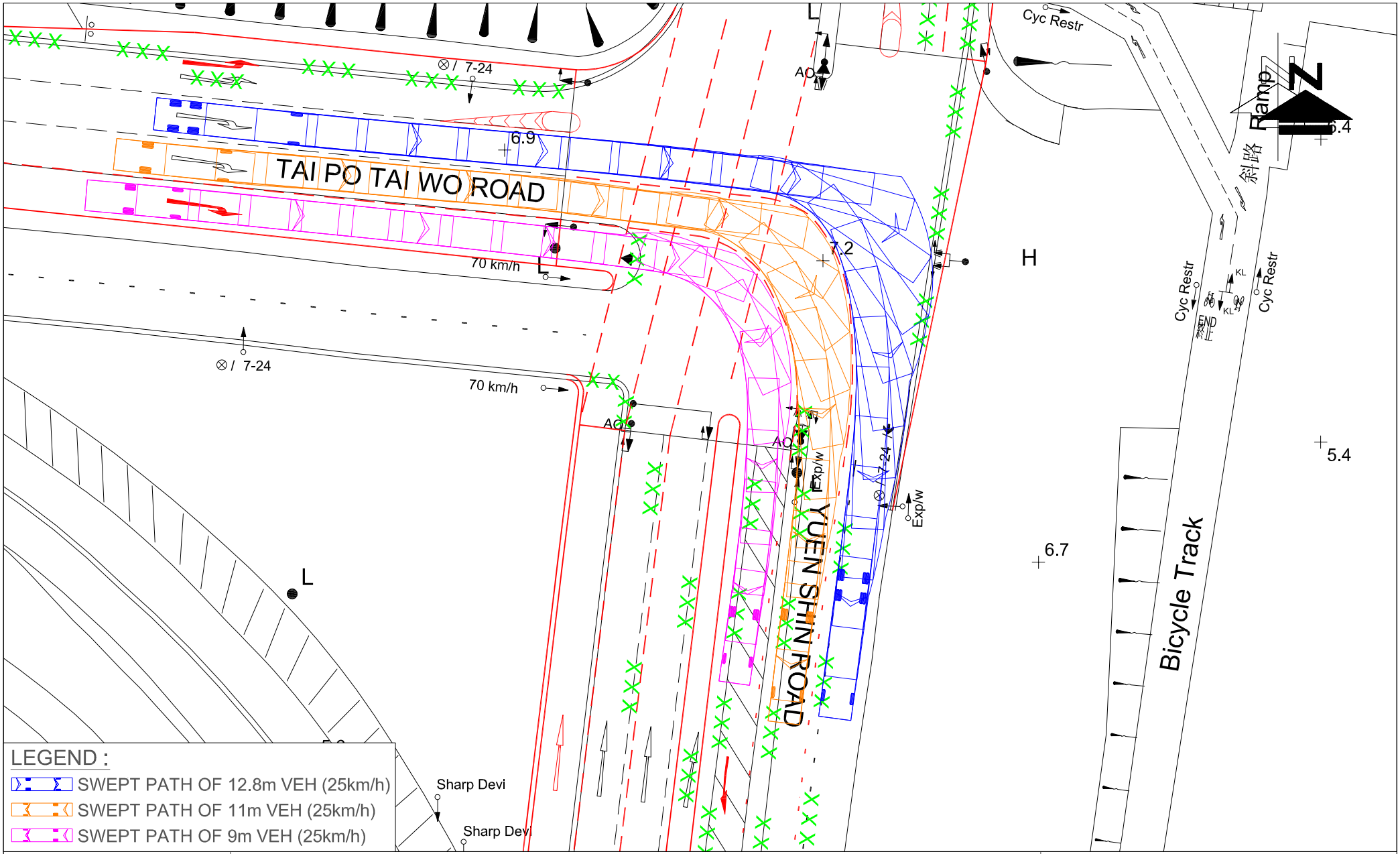


FIGURE NO.: 4.8(SP3)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED IMPROVEMENT JUNCTION LAYOUT OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (E) WITH SWEPT PATH ANALYSIS OF 12.8m VEHICLE, 11m VEHICLE & 9m VEHICLE
SCALE: 1 : 400 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

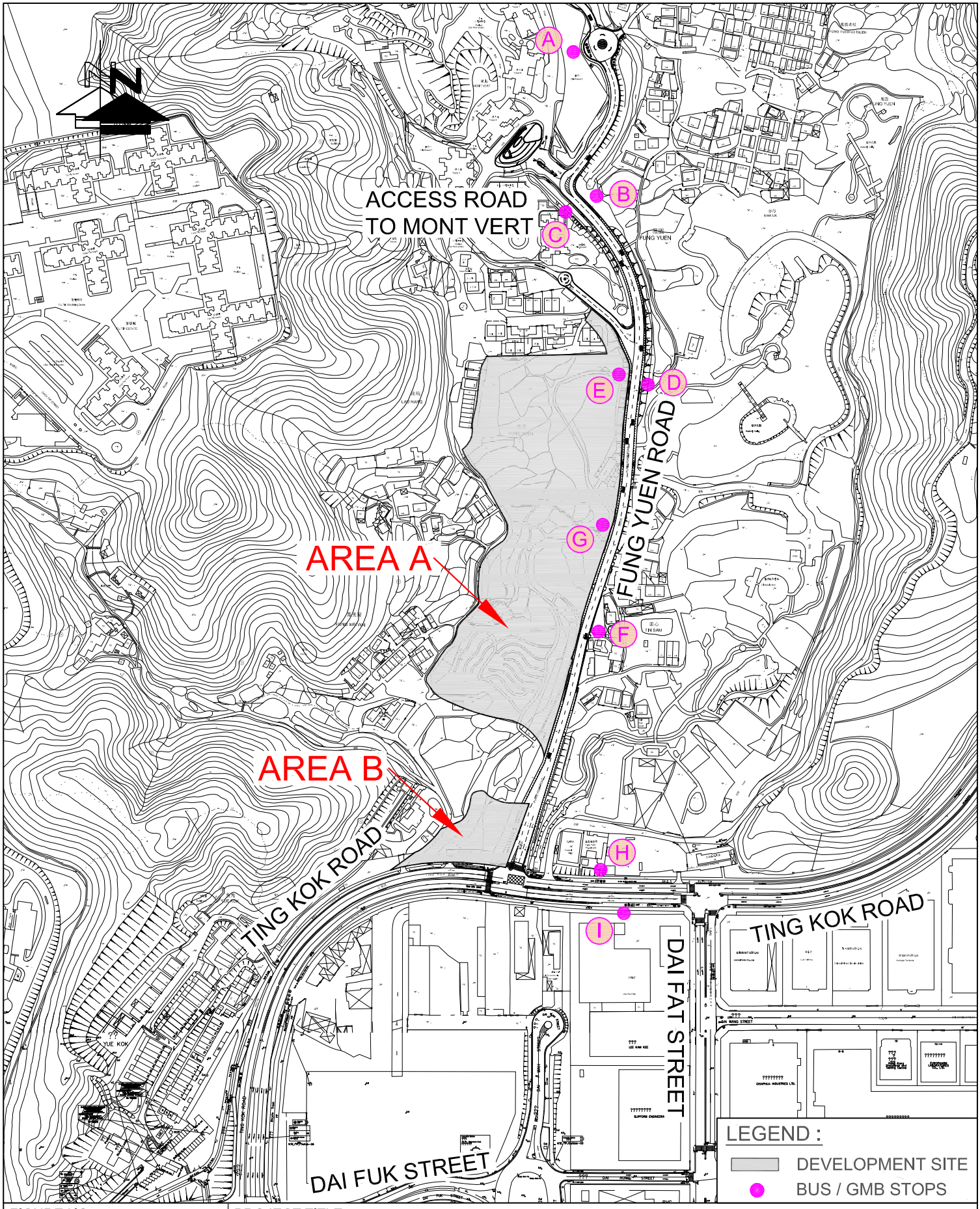


FIGURE NO.: 5.1	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: THE LOCATION OF BUS STOP & GMB STOP
SCALE: 1 : 4000 @A4	DATE: 18 JUL 2025

CTA Consultants Limited
志達顧問有限公司

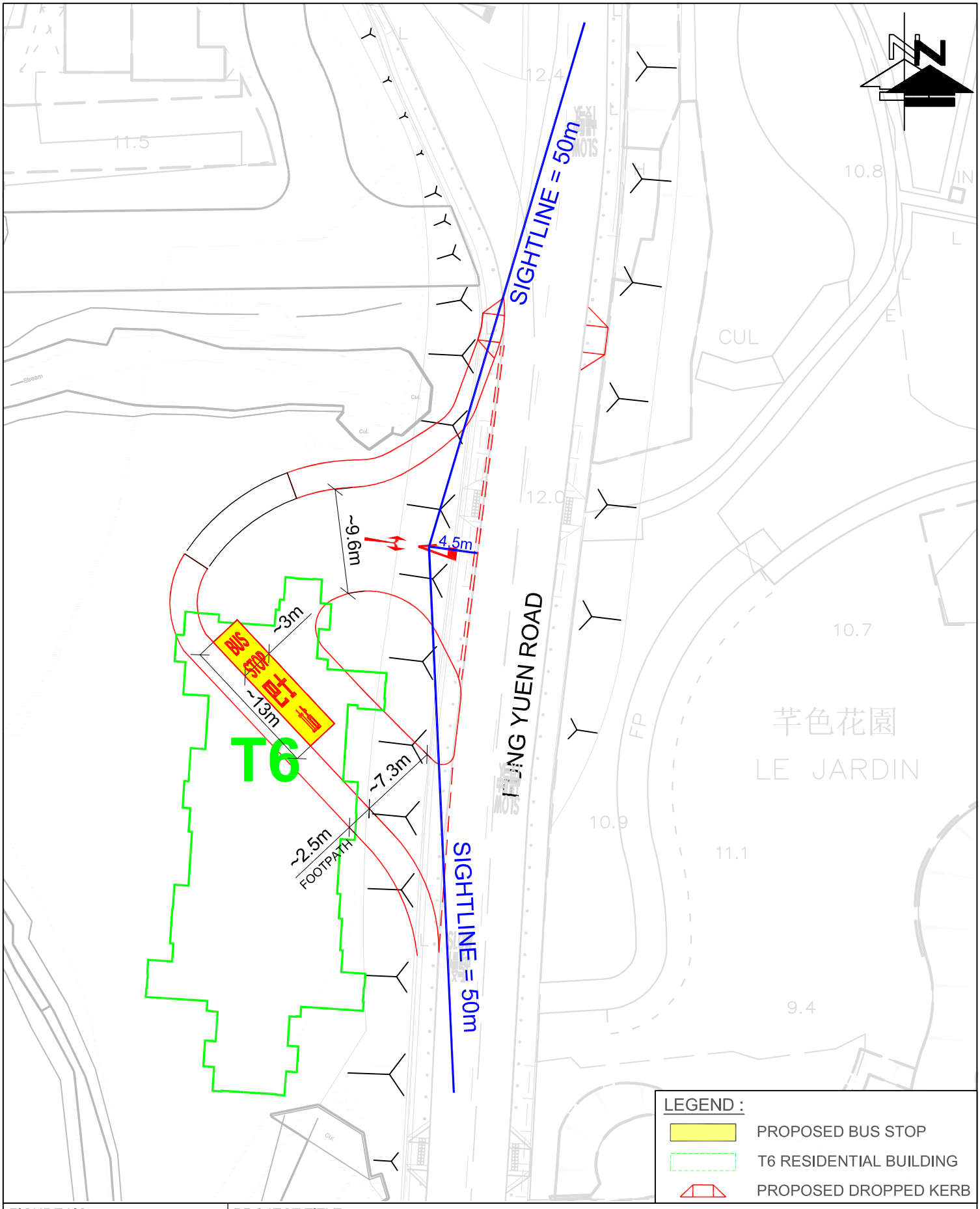
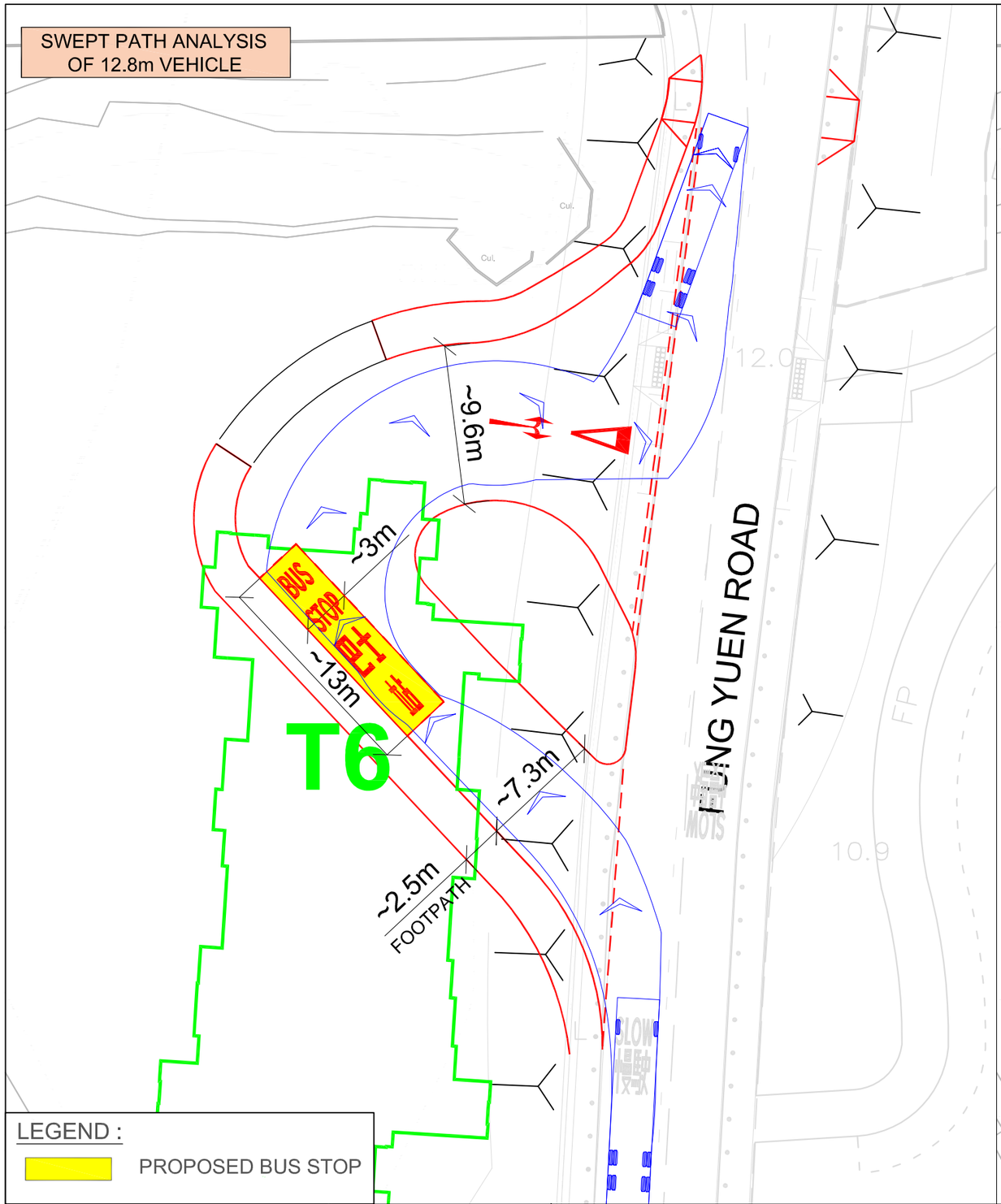
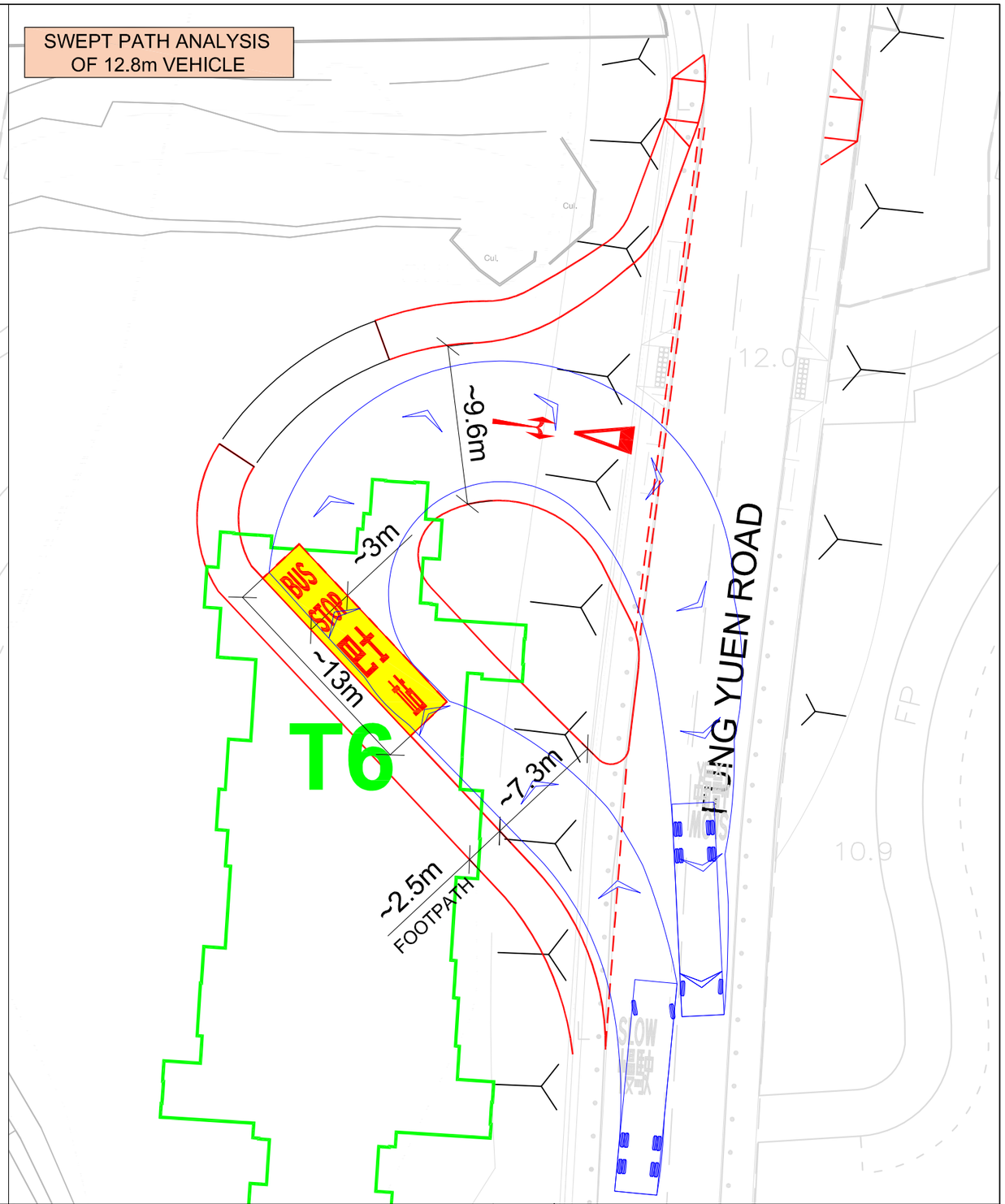


FIGURE NO.: 5.2	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED BUS STOP
SCALE: 1 : 450 @A4 / DATE: 09 SEP 2025	CTA Consultants Limited 志達顧問有限公司

SWEPT PATH ANALYSIS
OF 12.8m VEHICLE



SWEPT PATH ANALYSIS
OF 12.8m VEHICLE



LEGEND :

PROPOSED BUS STOP

FIGURE NO.: 5.2(SP)	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 12.8m VEHICLE
SCALE: 1 : 300 @A3	DATE: 09 SEP 2025

CTA Consultants Limited
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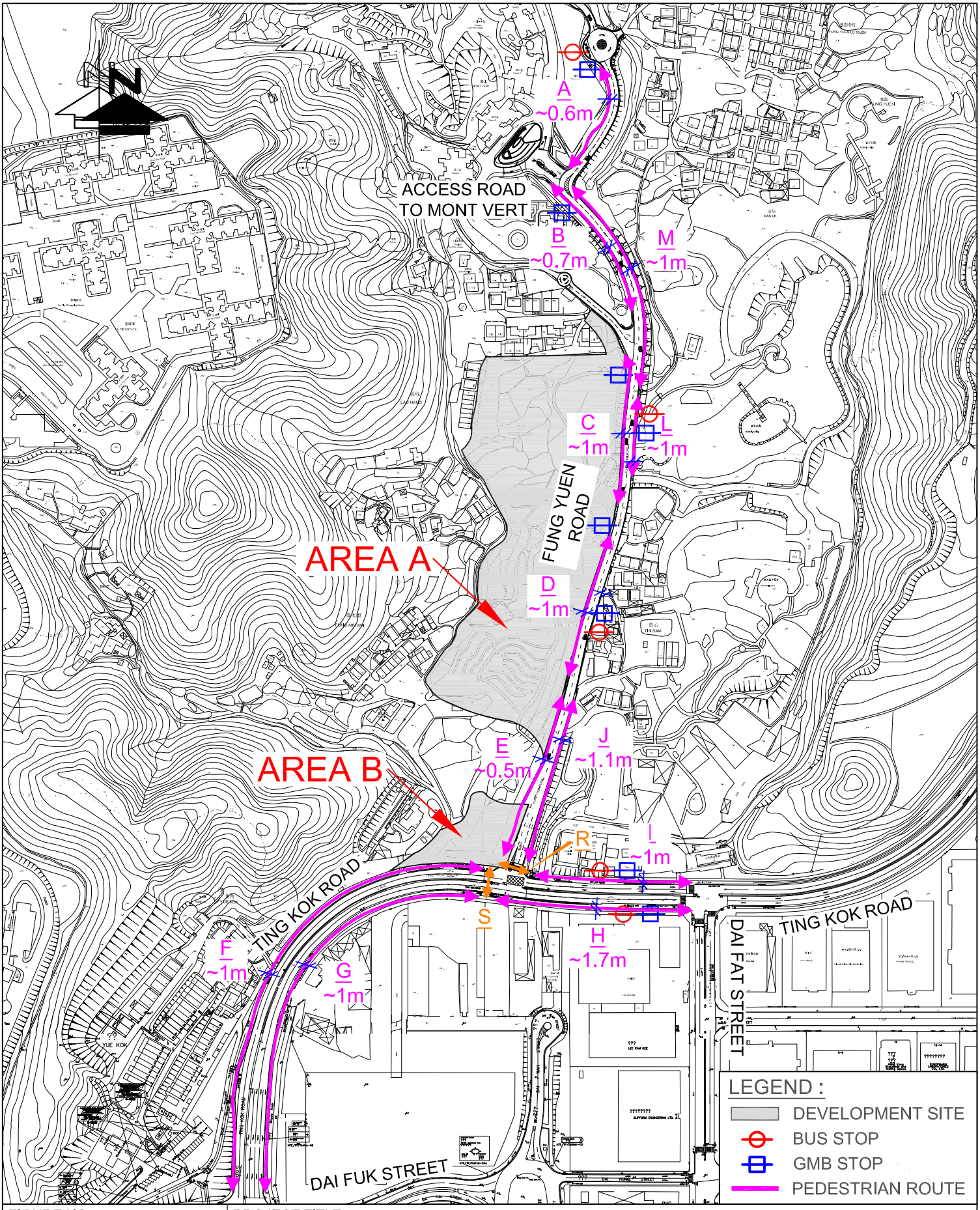


FIGURE NO.: 6.1	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: INDEX PLAN OF CRITICAL FOOTPATH SECTIONS
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

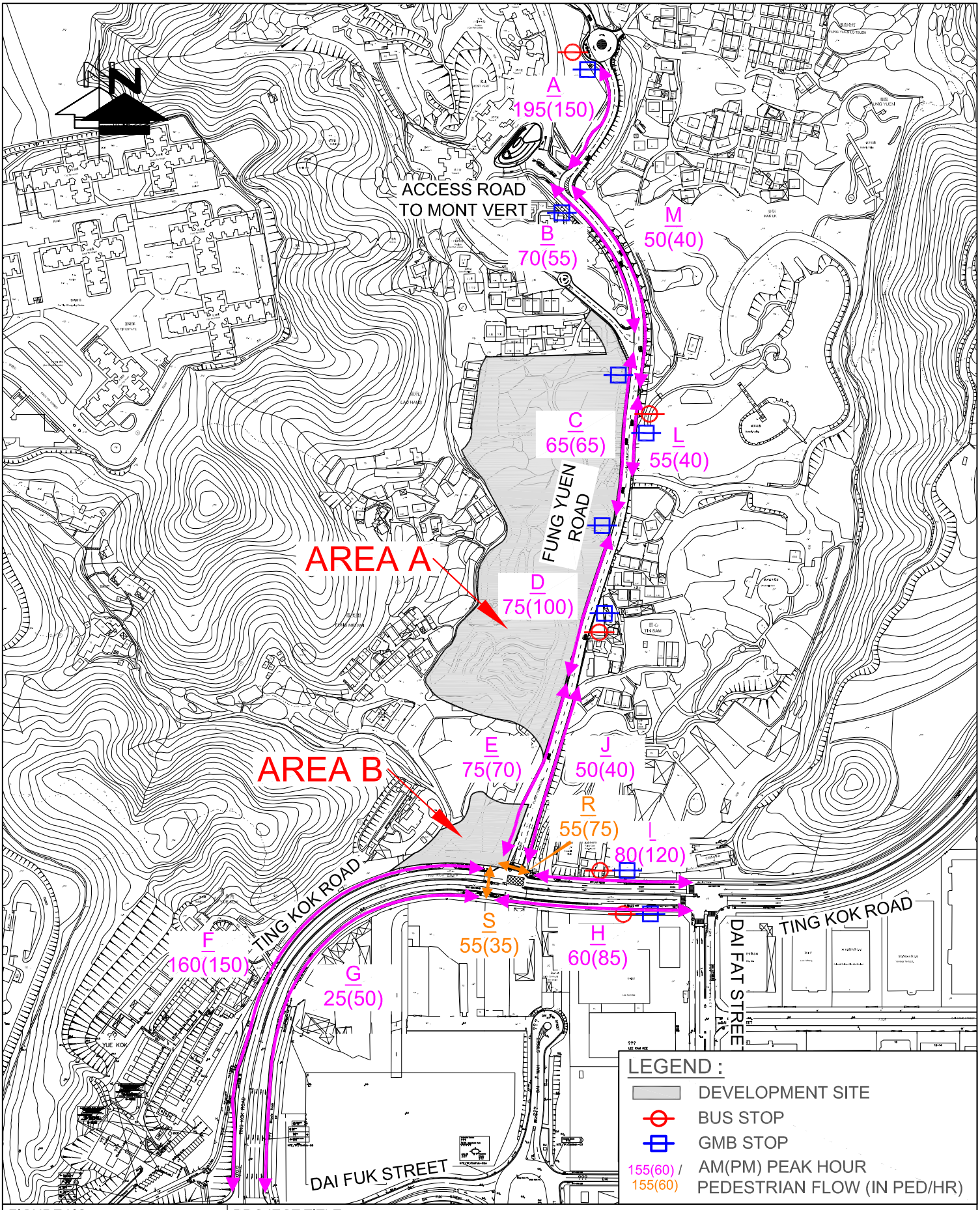


FIGURE NO.: 6.2	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2025 OBSERVED PEDESTRIAN FLOW
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

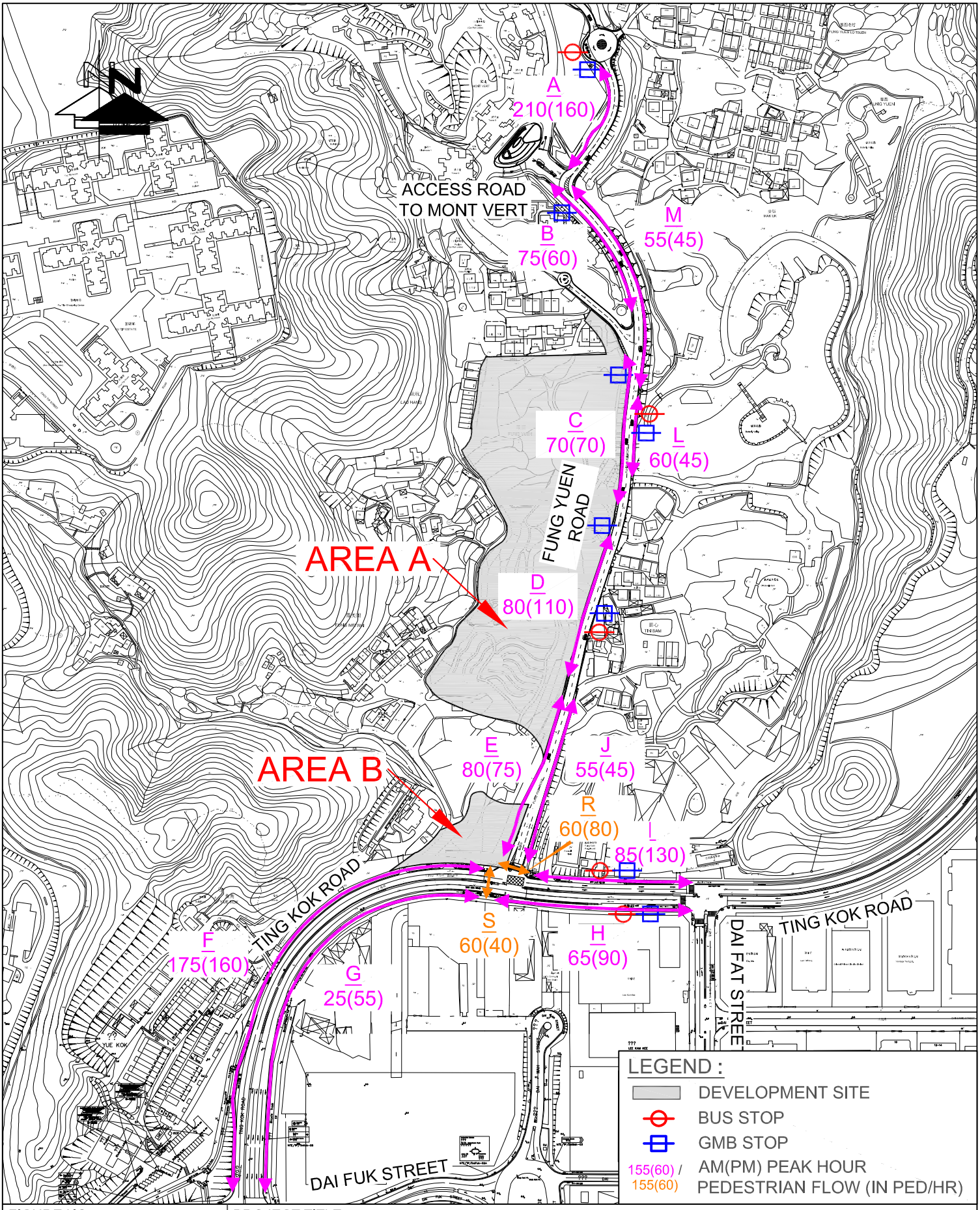


FIGURE NO.: 6.3	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2033 REFERENCE PEDESTRIAN FLOW
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

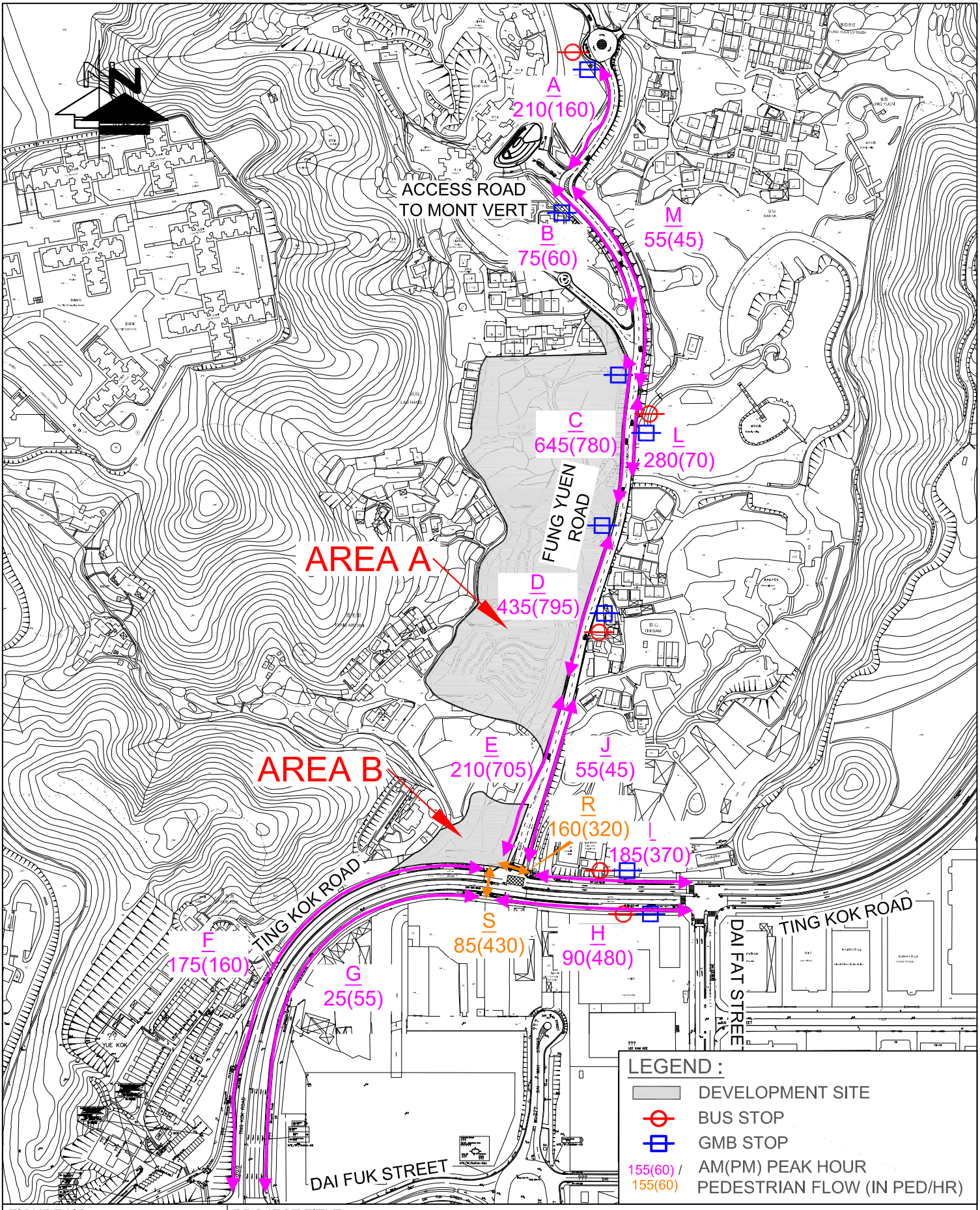


FIGURE NO.: 6.4	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: 2033 DESIGN PEDESTRIAN FLOW
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

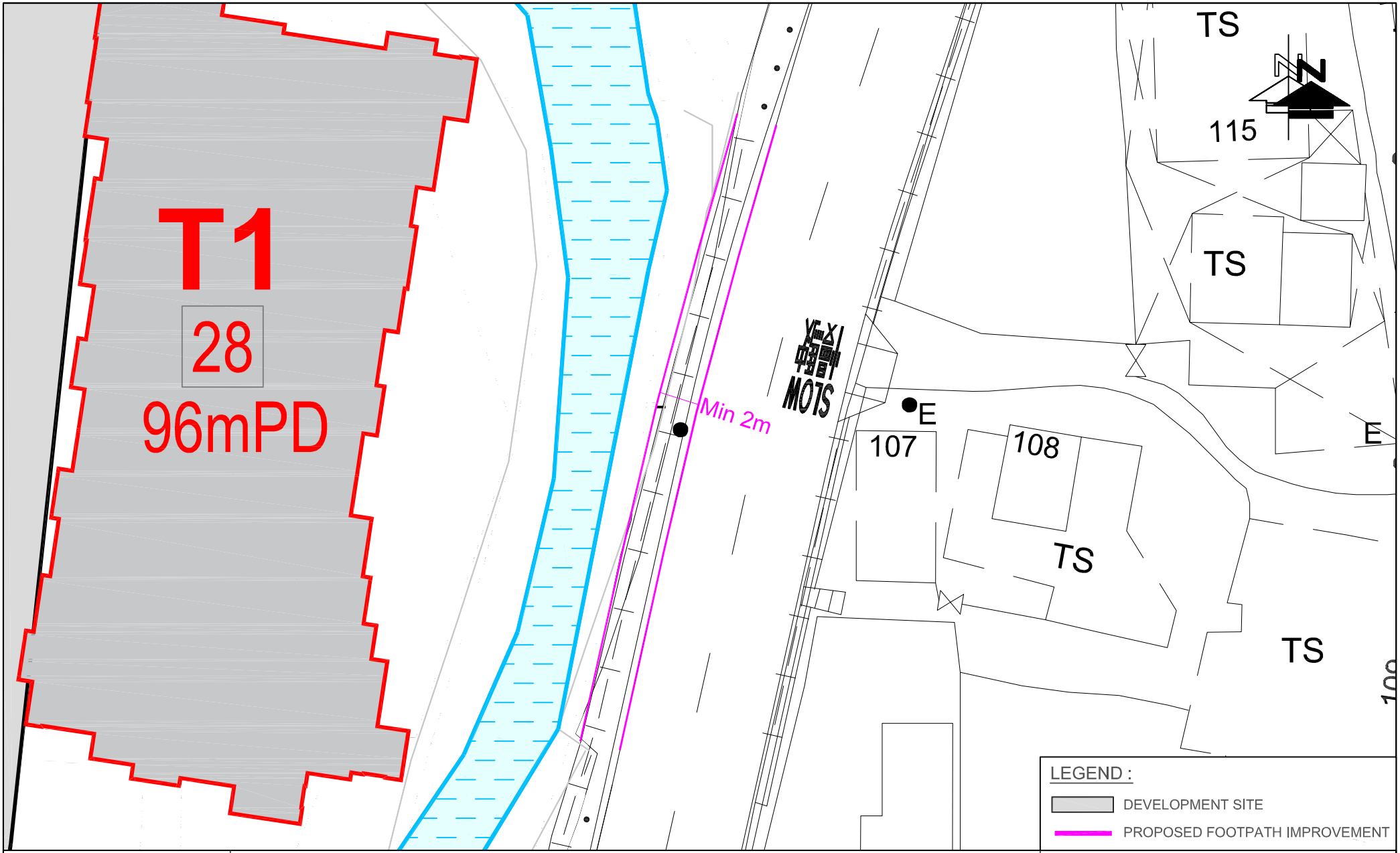


FIGURE NO.: 6.5	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PROPOSED FOOTPATH IMPROVEMENT
SCALE: 1 : 250 @A4 / DATE: 26 NOV 2025	CTA Consultants Limited 志達顧問有限公司

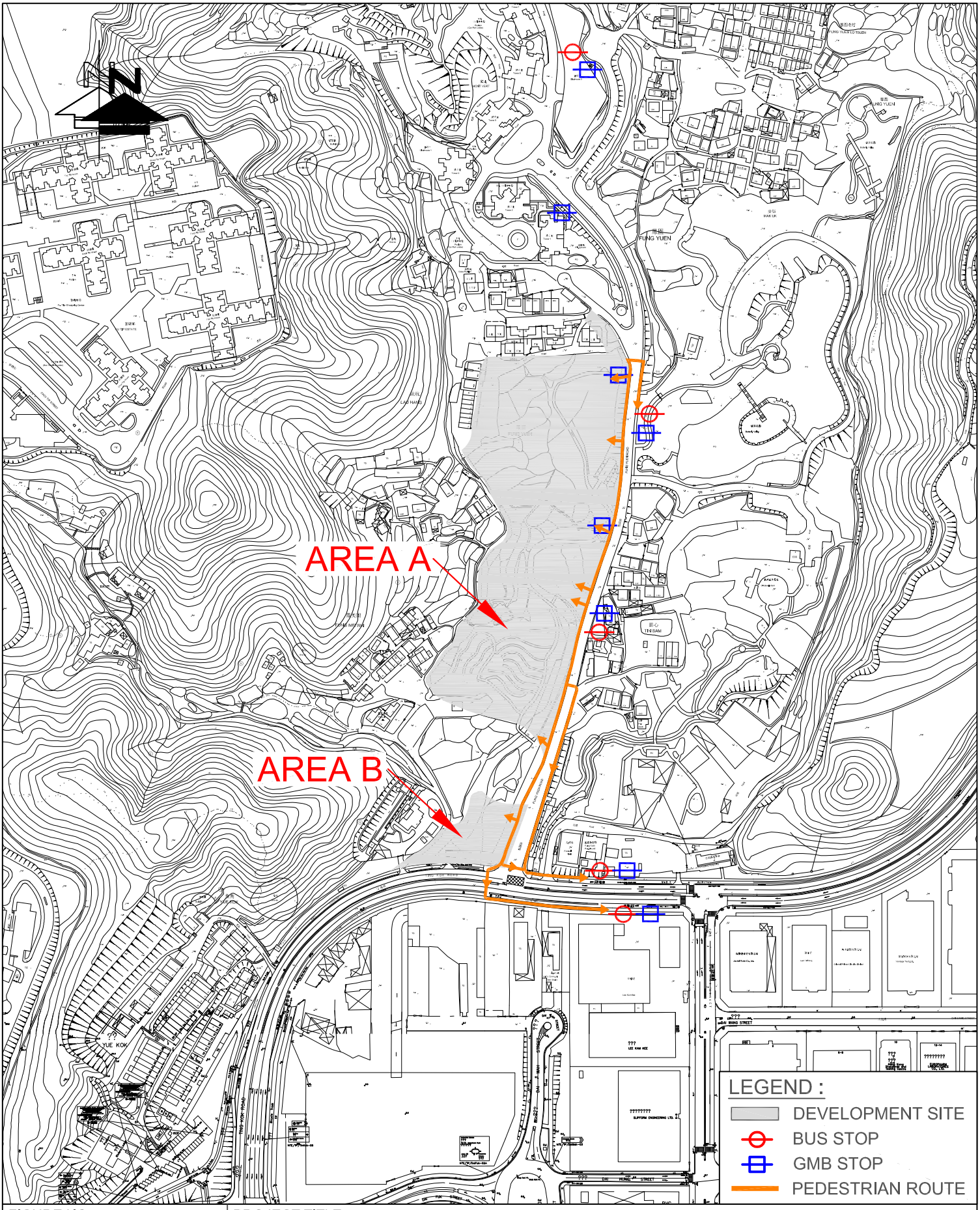
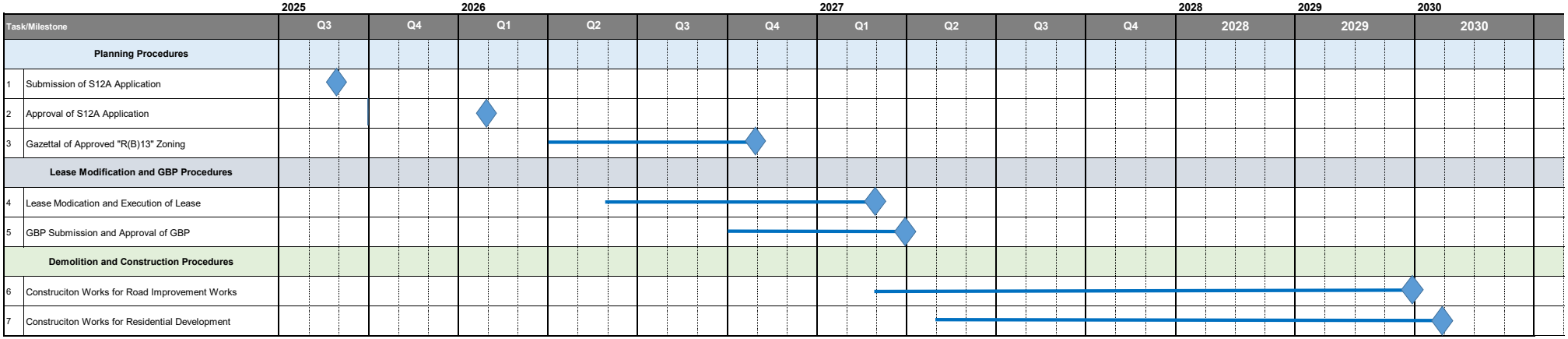


FIGURE NO.: 6.6	PROJECT TITLE: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories
PROJECT NO.: 25022HK	DRAWING TITLE: PEDESTRIAN ROUTINGS
SCALE: 1 : 4000 @A4 / DATE: 27 NOV 2025	CTA Consultants Limited 志達顧問有限公司

APPENDIX I

Indicative Implementation Programme

Indicative Programme of Residential Development in Fung Yuen



APPENDIX II

Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction A - Ting Kok Road / Dai Fat Street**

Description: **2025 OBSERVED TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	1	A,B	3.4	0.0	0	1	0%	0%	1955	4050	1603	3321	1603	3321	635	0.325	0.325	614	0.314	0.314
	E	⇉	1	A,B	3.4	0.0	10	0	47%	24%	2095	0	1718	0	1718		635	0.325		636	0.314	
Dai Fat Street	N	↰	2	A	3.7	10.0	0	1	100%	100%	1980	4100	1624	3362	1624	3362	67	0.039		69	0.040	
	N	↰	2	A	3.7	12.5	0	0	100%	100%	2120	0	1738	0	1738	0	73	0.039		76	0.040	
Ting Kok Road	W	←	3	C	3.7	0.0	0	1	0%	0%	1980	4100	1624	3362	1624	3362	589	0.298	0.298	435	0.220	0.220
	W	←	3	C	3.7	0.0	0	0	0%	0%	2120	0	1738	0	1738	0	631	0.298		465	0.220	
Pedestrian crossing		↕	4	B		Min. Crossing Time = 5Gm + 7FGm =12s																
		↕	5	C		Min. Crossing Time = 6Gm + 7FGm =13s																
		↔	6	B,C		Min. Crossing Time = 10Gm + 7FGm =17s																

1,5 1,3 1,5 1,3

Notes:

(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak

970(1100) →

300(150) ↘

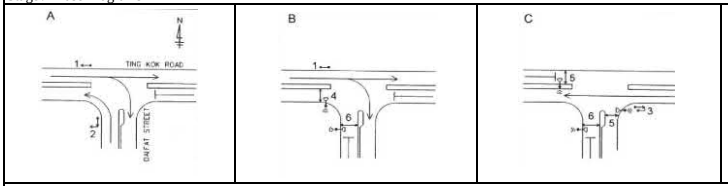
1220(900) ←

140(145) ↰

AM Peak Check Phase		
εy	0.325	0.622
L (sec)	25	10
C (sec)	104	104
y pract.	0.684	0.813
R.C. (%)	110%	31%

PM Peak Check Phase		
εy	0.314	0.534
L (sec)	25	10
C (sec)	96	96
y pract.	0.666	0.806
R.C. (%)	112%	51%

Stage / Phase Diagrams



I/G=6s I/G=6s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction B - Ting Kok Road / Fung Yuen Road**

Description: **2025 OBSERVED TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E		1	A	3.5	15.0	0	1	18%	26%	1965	4070	1930	1915	4035	4020	653	0.338	0.338	667	0.348	0.348
	E		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	712	0.338		733	0.348	
Ting Kok Road	W		2	A,B	3.5	0.0	0	1	0%	0%	1965	3840	1965	1965	3835	3835	697	0.355		536	0.273	
	W		2	A,B	3.5	0.0	15	0	4%	3%	1875	0	1870	1870	0	0	663	0.354		509	0.272	
	W		3	B	GREEN TIME (Lost time for Stage 2 right turn) = 5s																	
Fung Yuen Road	S		4	C	3.8	10.0	0	1	100%	100%	1990	1990	1730	1730	1730	1730	25	0.014		25	0.014	
	S		4	C	3.8	0.0	20	0	100%	100%	2130	2130	1980	1980	1980	1980	180	0.091	0.091	130	0.066	0.066

Pedestrian crossing

5 D Min. Crossing Time = 8Gm + 8FGm = 16s

6 D Min. Crossing Time = 11Gm + 10FGm = 21s

																		1,3,4,6	1,3,4,5		1,3,4,6	1,3,4,5

Notes:

Traffic Flow (pcu / hr) AM(PM) Peak

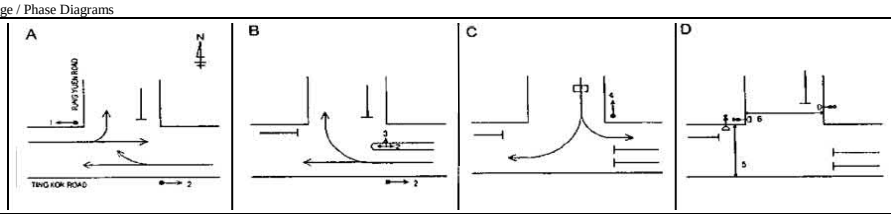
180(130) 25(25)

120(175) 25(15)

1245(1225) 1335(1030)

AM Peak Check Phase			PM Peak Check Phase		
εy	0.429	0.429	εy	0.414	0.414
L (sec)	42	44	L (sec)	42	44
C (sec)	104	104	C (sec)	96	96
y pract.	0.537	0.519	y pract.	0.506	0.488
R.C. (%)	25%	21%	R.C. (%)	22%	18%

Stage / Phase Diagrams



I/G = 4s I/G = 6s+5s I/G = 6s I/G = 11s+16s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction C - Ting Kok Road / Yuen Shin Road / Dai Fuk Road**

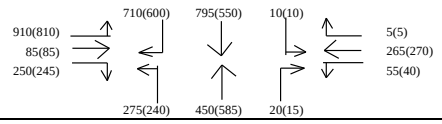
Description: **2025 OBSERVED TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	S		1	A	3.6	12.5	0	1	3%	4%	1975	4090	1970	1965	4085	4080	388	0.197		270	0.137	
	S		1	A	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	417	0.197		290	0.137	
	S		1	A	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	354	0.178	0.197	299	0.150	0.150
	S		1	A	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	356	0.178		301	0.150	
Ting Kok Road	E		2	A,B	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	436	0.244		388	0.217	
	E		2	A,B	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	474	0.244		422	0.217	
	E		3	B	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	85	0.040		85	0.040	
	E		3	B	3.5	0.0	32.5	0	100%	100%	2105	2105	2010	2010	2010	2010	250	0.124	0.124	245	0.122	0.122
Yuen Shin Road	N		4	B,C	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	275	0.154		240	0.134	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	150	0.071	0.071	195	0.093	0.093
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	150	0.071		195	0.093	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	150	0.071		195	0.093	
	N		5	C	3.5	0.0	25	0	100%	100%	2105	2105	1985	1985	1985	1985	20	0.010		15	0.008	
Dai Fuk Road	W		6	D	3.7	0.0	22.5	0	3%	3%	2120	0	2115	2115	0	0	171	0.081		165	0.078	
	W		6	D	3.7	15.0	0	1	36%	27%	1980	4100	1910	1930	4025	4045	154	0.081		150	0.078	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 9Gm + 7FGm =16s																
			8	D		Min. Crossing Time = 5Gm + 10FGm =15s																
																	Stage	1,3,5,6	1,3,5,8		1,3,5,6	1,3,5,8

Notes:

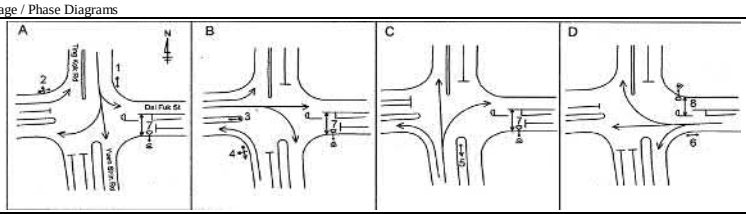
(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase			PM Peak Check Phase		
εy	0.474	0.393	εy	0.442	0.365
L (sec)	25	40	L (sec)	25	40
C (sec)	104	104	C (sec)	96	96
y pract.	0.684	0.554	y pract.	0.666	0.525
R.C. (%)	44%	41%	R.C. (%)	50%	44%

Stage / Phase Diagrams



I/G = 2s I/G = 7s I/G = 8s I/G = 11s + 15s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction D - Yuen Shin Road / Dai Fat Street**

Description: **2025 OBSERVED TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yuen Shin Road	S		2	B	3.3	15.0	0	1	3%	4%	1945	4030	1940	1940	4025	4025	530	0.273	0.273	402	0.207	0.208
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	570	0.273		433	0.208	
Yuen Shin Road	N		1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	5945	6030	534	0.272	0.272	406	0.206	0.206
	N		1	A	3.5	0.0	22.5	0	62%	0%	2105	0	2020	2105	0	0	549	0.272		434	0.206	
	N		1	A	3.5	0.0	20	0	100%	100%	2105	0	1960	1960	0	0	532	0.272		315	0.161	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	277	0.150		286	0.155	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	298	0.150		309	0.155	

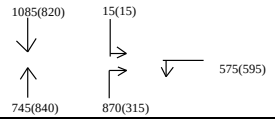
Pedestrian crossing

4	B,C	Min. Crossing Time = 5Gm + 6FGm =11s
5	C	Min. Crossing Time = 5Gm + 8FGm =13s
6	A,C	Min. Crossing Time = 5Gm + 6FGm =11s
7	B,C	Min. Crossing Time = 5Gm + 7FGm =12s

Notes:

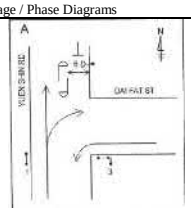
(Nil)

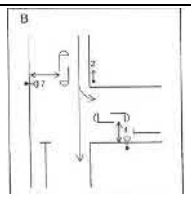
Traffic Flow (pcu / hr) AM(PM) Peak

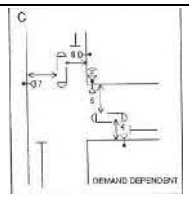


	AM Peak Check Phase			PM Peak Check Phase		
	3,2,5	1,2,5		3,2,5	1,2,5
εy	0.423	0.545	εy	0.362	0.414
L (sec)	31	29	L (sec)	31	29
C (sec)	104	104	C (sec)	96	96
y pract.	0.632	0.649	y pract.	0.609	0.628
R.C. (%)	49%	19%	R.C. (%)	68%	52%

Stage / Phase Diagrams







I/G = 2 I/G = 7 I/G = 10+13=23

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction E - Tai Po Tai Wo Road / Yuen Shin Road**

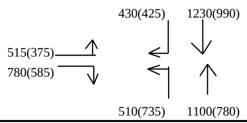
Description: **2025 OBSERVED TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yuen Shin Road	S	↓	2	A,B	3.3	0	0	1	0%	0%	1945	4030	1945	1945	4030	4030	594	0.305		478	0.246	
	S	↓	2	A,B	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	636	0.305		512	0.246	
	S	↲	3	B	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	430	0.227	0.227	425	0.224	0.224
Tai Po Tai Wo Road	E	↱	4	B,C	3.3	15	0	1	100%	100%	1945	1945	1770	1770	1770	1770	515	0.291		375	0.212	
	E	↴	5	C	3.3	0	20	0	100%	100%	2085	4170	1940	1940	3835	3835	395	0.203	0.203	296	0.153	0.153
	E	↴	5	C	3.3	0	15	0	100%	100%	2085	0	1895	1895	0	0	385	0.203		289	0.153	
Yuen Shin Road	N	↑	1	A	3.3	0	0	1	0%	0%	1945	6115	1945	1945	6115	6115	350	0.180	0.180	248	0.128	0.128
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	375	0.180		266	0.128	
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	375	0.180		266	0.128	

Notes:

(Nil)

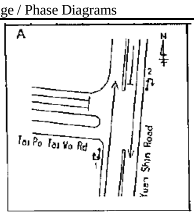
Traffic Flow (pcu / hr) AM(PM) Peak



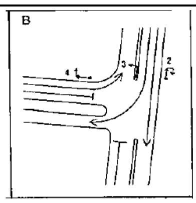
AM Peak Check Phase		
Stage	2,5	1,3,5
ey	0.509	0.610
L (sec)	10	13
C (sec)	104	104
y pract.	0.813	0.788
R.C. (%)	60%	29%

PM Peak Check Phase		
Stage	2,5	1,3,5
ey	0.398	0.504
L (sec)	10	13
C (sec)	96	96
y pract.	0.806	0.778
R.C. (%)	102%	54%

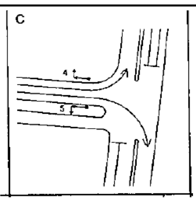
Stage / Phase Diagrams



I/G = 5



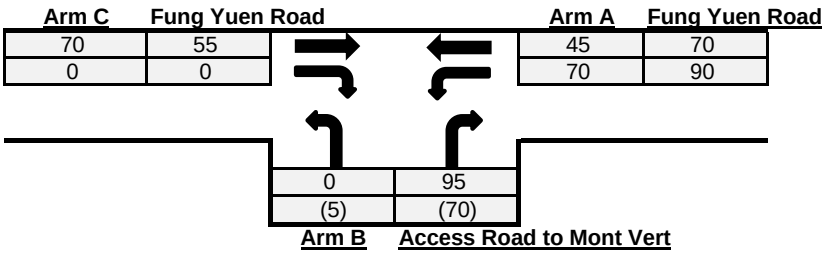
I/G = 5



I/G = 6

Priority Junction Calculation

Junction :	Fung Yuen Road / Access Road to Mont Vert (F)	Job No.:	25022HK
Scenario :	2025 OBSERVED TRAFFIC FLOWS		



AM	(PM)
(PM)	

The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

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

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	7	V-rBA	50	w-BA	4.7	D	0.968
W-CR	0	V-IBA	50	w-BC	4.7	E	1.029
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	3.4	F	0.915
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50			Y	0.759

Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	70	55	Q-BA	576	569	
	q-CB	0	0	Q-BC	746	737	
	q-AB	70	90	Q-CB	653	641	
	q-AC	45	70	Q-CA	N/A	N/A	(If C-B blocked C-A)
	q-BA	95	70	Q-BAC	576	578	(If Minor Road Share LT&RT)
	q-BC	0	5				
	f	0.000	0.067				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.00	0.00
	C-A	N/A	N/A
	B-AC	0.17	0.13
	Critical DFC	**0.17**	**0.13**

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction A - Ting Kok Road / Dai Fat Street**

Description: **2033 REFERENCE TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E	→	1	A,B	3.4	0.0	0	1	0%	0%	1955	4050	1603	3321	1603	3321	793	0.406	0.406	767	0.393	0.393
	E	⇉	1	A,B	3.4	0.0	10	0	41%	21%	2095	0	1718	0	1718		802	0.406		798	0.393	
Dai Fat Street	N	↰	2	A	3.7	10.0	0	1	100%	100%	1980	4100	1624	3362	1624	3362	71	0.041		74	0.043	
	N	↰	2	A	3.7	12.5	0	0	100%	100%	2120	0	1738	0	1738	0	79	0.041		81	0.043	
Ting Kok Road	W	←	3	C	3.7	0.0	0	1	0%	0%	1980	4100	1624	3362	1624	3362	753	0.380	0.380	560	0.283	0.283
	W	←	3	C	3.7	0.0	0	0	0%	0%	2120	0	1738	0	1738	0	807	0.380		600	0.283	
Pedestrian crossing		↕	4	B		Min. Crossing Time = 5Gm + 7FGm =12s																
		↕	5	C		Min. Crossing Time = 6Gm + 7FGm =13s																
		↔	6	B,C		Min. Crossing Time = 10Gm + 7FGm =17s																

1,5 1,3 1,5 1,3

Notes:

(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak

1270(1400) →

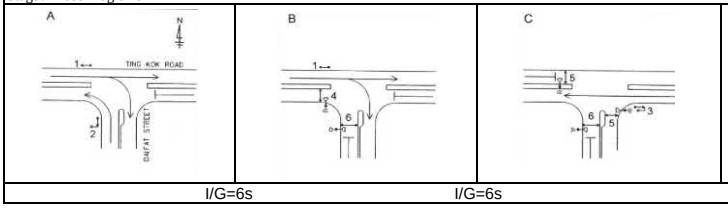
325(165) ↘

1560(1160) ←

150(155) ↰

AM Peak Check Phase			PM Peak Check Phase		
εy	0.406	0.786	εy	0.393	0.676
L (sec)	25	10	L (sec)	25	10
C (sec)	104	104	C (sec)	96	96
y pract.	0.684	0.813	y pract.	0.666	0.806
R.C. (%)	68%	3%	R.C. (%)	69%	19%

Stage / Phase Diagrams



I/G=6s I/G=6s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction B - Ting Kok Road / Fung Yuen Road**

Description: **2033 REFERENCE TRAFFIC FLOWS**

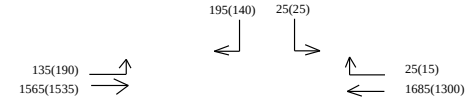
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E	↑→	1	A	3.5	15.0	0	1	17%	23%	1965	4070	1935	1920	4040	4025	814	0.421	0.421	823	0.429	0.429
	E	→	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	886	0.421		902	0.429	
Ting Kok Road	W	←	2	A,B	3.5	0.0	0	1	0%	0%	1965	3840	1965	1965	3835	3835	876	0.446		674	0.343	
	W	↖↑	2	A,B	3.5	0.0	15	0	3%	2%	1875	0	1870	1870	0	0	834	0.446		641	0.343	
	W	↖↑	3	B	GREEN TIME (Lost time for Stage 2 right turn) = 5s																	
Fung Yuen Road	S	↳	4	C	3.8	10.0	0	1	100%	100%	1990	1990	1730	1730	1730	1730	25	0.014		25	0.014	
	S	↲	4	C	3.8	0.0	20	0	100%	100%	2130	2130	1980	1980	1980	1980	195	0.098	0.098	140	0.071	0.071

Pedestrian crossing

↕	5	D	Min. Crossing Time = 8Gm + 8FGm = 16s
↔	6	D	Min. Crossing Time = 11Gm + 10FGm = 21s

Notes:

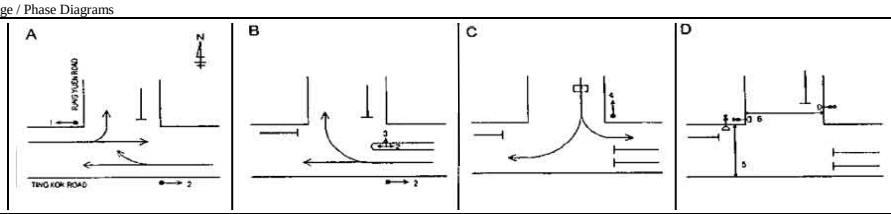
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	1,3,4,6	1,3,4,5
εy	0.519	0.519
L (sec)	42	44
C (sec)	104	104
y pract.	0.537	0.519
R.C. (%)	3%	0%

PM Peak Check Phase	1,3,4,6	1,3,4,5
εy	0.499	0.499
L (sec)	42	44
C (sec)	96	96
y pract.	0.506	0.488
R.C. (%)	1%	-2%

Stage / Phase Diagrams



I/G = 4s I/G = 6s+5s I/G = 6s I/G = 11s+16s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction C - Ting Kok Road / Yuen Shin Road / Dai Fuk Road**

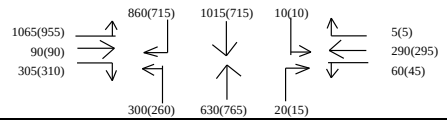
Description: **2033 REFERENCE TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	S		1	A	3.6	12.5	0	1	2%	3%	1975	4090	1970	1970	4085	4085	494	0.251		349	0.177	
	S		1	A	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	531	0.251		376	0.178	
	S		1	A	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	429	0.215	0.251	357	0.179	0.179
	S		1	A	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	431	0.215		358	0.179	
Ting Kok Road	E		2	A,B	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	510	0.286		458	0.256	
	E		2	A,B	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	555	0.286		497	0.256	
	E		3	B	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	90	0.043		90	0.043	
	E		3	B	3.5	0.0	32.5	0	100%	100%	2105	2105	2010	2010	2010	2010	305	0.152	0.152	310	0.154	0.154
Yuen Shin Road	N		4	B,C	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	300	0.168		260	0.146	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	210	0.100	0.100	255	0.121	0.121
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	210	0.100		255	0.121	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	210	0.100		255	0.121	
	N		5	C	3.5	0.0	25	0	100%	100%	2105	2105	1985	1985	1985	1985	20	0.010		15	0.008	
Dai Fuk Road	W		6	D	3.7	0.0	22.5	0	3%	3%	2120	0	2115	2115	0	0	187	0.088		181	0.085	
	W		6	D	3.7	15.0	0	1	36%	27%	1980	4100	1910	1925	4025	4040	168	0.088		164	0.085	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 9Gm + 7FGm =16s																
			8	D		Min. Crossing Time = 5Gm + 10FGm =15s																
																	Stage	1,3,5,6	1,3,5,8		1,3,5,6	1,3,5,8

Notes:

(Nil)

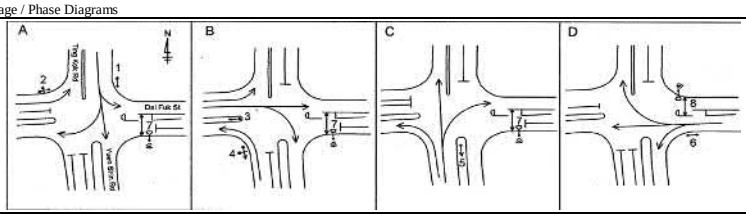
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase		
εy	0.591	0.502
L (sec)	25	40
C (sec)	104	104
y pract.	0.684	0.554
R.C. (%)	16%	10%

PM Peak Check Phase		
εv	0.540	0.454
L (sec)	25	40
C (sec)	96	96
y pract.	0.666	0.525
R.C. (%)	23%	16%

Stage / Phase Diagrams



I/G = 2s I/G = 7s I/G = 8s I/G = 11s + 15s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction D - Yuen Shin Road / Dai Fat Street**

Description: **2033 REFERENCE TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	15.0	0	1	8%	10%	1945	4030	1930	1925	4015	4010	663	0.344	0.344	514	0.267	0.267
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	717	0.344		556	0.267	
Yuen Shin Road	N		1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	5960	6030	635	0.323	0.323	502	0.256	0.256
	N		1	A	3.5	0.0	22.5	0	52%	0%	2105	0	2035	2105	0	0	657	0.323		538	0.256	
	N		1	A	3.5	0.0	20	0	100%	100%	2105	0	1960	1960	0	0	633	0.323		375	0.191	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	330	0.178		334	0.181	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	355	0.178		361	0.181	

Pedestrian crossing

4	B,C	Min. Crossing Time = 5Gm + 6FGm =11s	
5	C	Min. Crossing Time = 5Gm + 8FGm =13s	
6	A,C	Min. Crossing Time = 5Gm + 6FGm =11s	
7	B,C	Min. Crossing Time = 5Gm + 7FGm =12s	

3,2,5 1,2,5 3,2,5 1,2,5

Notes:

(Nil)

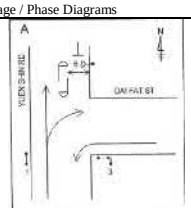
Traffic Flow (pcu / hr) AM(PM) Peak

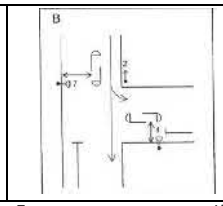
1330(1020) 50(50) 685(695) 950(1040) 975(375)

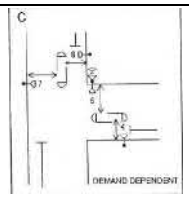
AM Peak Check Phase		
εy	0.522	0.667
L (sec)	31	29
C (sec)	104	104
y pract.	0.632	0.649
R.C. (%)	21%	-3%

PM Peak Check Phase		
εy	0.448	0.522
L (sec)	31	29
C (sec)	96	96
y pract.	0.609	0.628
R.C. (%)	36%	20%

Stage / Phase Diagrams







I/G = 2 I/G = 7 I/G = 10+13=23

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction E - Tai Po Tai Wo Road / Yuen Shin Road**

Description: **2033 REFERENCE TRAFFIC FLOWS**

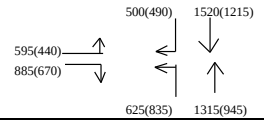
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.3	0	0	1	0%	0%	1945	4030	1945	1945	4030	4030	734	0.377		586	0.301	
	S	↓	2	A,B	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	786	0.377		629	0.301	
	S	↙	3	B	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	500	0.264	0.264	490	0.259	0.259
Tai Po Tai Wo Road	E	↑	4	B,C	3.3	15	0	1	100%	100%	1945	1945	1770	1770	1770	1770	595	0.336		440	0.249	
	E	↓	5	C	3.3	0	20	0	100%	100%	2085	4170	1940	1940	3835	3835	448	0.231	0.231	339	0.175	0.175
	E	↓	5	C	3.3	0	15	0	100%	100%	2085	0	1895	1895	0	0	437	0.231		331	0.175	
Yuen Shin Road	N	↑	1	A	3.3	0	0	1	0%	0%	1945	6115	1945	1945	6115	6115	418	0.215	0.215	301	0.155	0.155
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	448	0.215		322	0.155	
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	448	0.215		322	0.155	

Stage 2,5 1,3,5 Stage 2,5 1,3,5

Notes:

(Nil)

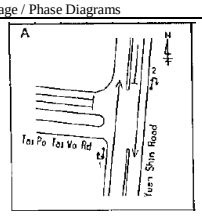
Traffic Flow (pcu / hr) AM(PM) Peak

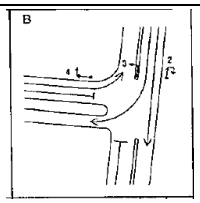


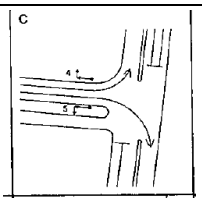
AM Peak Check Phase		
ey	0.608	0.710
L (sec)	10	13
C (sec)	104	104
y pract.	0.813	0.788
R.C. (%)	34%	11%

PM Peak Check Phase		
ey	0.476	0.588
L (sec)	10	13
C (sec)	96	96
y pract.	0.806	0.778
R.C. (%)	69%	32%

Stage / Phase Diagrams



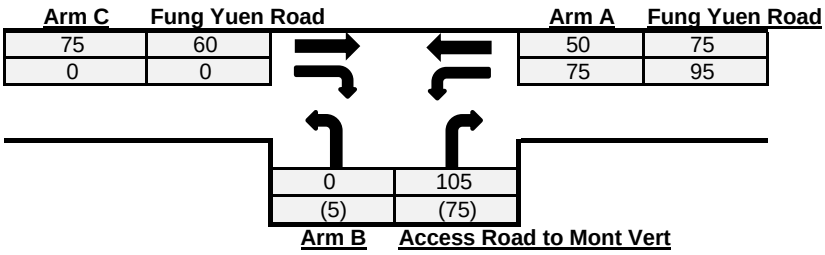




I/G = 5 I/G = 5 I/G = 6

Priority Junction Calculation

Junction :	Fung Yuen Road / Access Road to Mont Vert (F)	Job No.:	25022HK
Scenario :	2033 REFERENCE TRAFFIC FLOWS		



AM	(PM)
(PM)	

The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

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

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	7	V-rBA	50	w-BA	4.7	D	0.968
W-CR	0	V-IBA	50	w-BC	4.7	E	1.029
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	3.4	F	0.915
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50			Y	0.759

Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	75	60	Q-BA	573	567	
	q-CB	0	0	Q-BC	744	735	
	q-AB	75	95	Q-CB	650	639	
	q-AC	50	75	Q-CA	N/A	N/A	(If C-B blocked C-A)
	q-BA	105	75	Q-BAC	573	575	(If Minor Road Share LT&RT)
	q-BC	0	5				
	f	0.000	0.063				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.00	0.00
	C-A	N/A	N/A
	B-AC	0.18	0.14
	Critical DFC	**0.18**	**0.14**

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction A - Ting Kok Road / Dai Fat Street**

Description: **2033 DESIGN TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E	→	1	A,B	3.4	0.0	0	1	0%	0%	1955	4050	1603	3321	1603	3321	798	0.408	0.408	772	0.395	0.395
	E	⇉	1	A,B	3.4	0.0	10	0	40%	21%	2095	0	1718	0	1718		807	0.408		803	0.395	
Dai Fat Street	N	↰	2	A	3.7	10.0	0	1	100%	100%	1980	4100	1624	3362	1624	3362	71	0.041		74	0.043	
	N	↰	2	A	3.7	12.5	0	0	100%	100%	2120	0	1738	0	1738	0	79	0.041		81	0.043	
Ting Kok Road	W	←	3	C	3.7	0.0	0	1	0%	0%	1980	4100	1624	3362	1624	3362	758	0.383	0.383	565	0.285	0.285
	W	←	3	C	3.7	0.0	0	0	0%	0%	2120	0	1738	0	1738	0	812	0.383		605	0.285	
Pedestrian crossing		↕	4	B		Min. Crossing Time = 5Gm + 7FGm =12s																
		↕	5	C		Min. Crossing Time = 6Gm + 7FGm =13s																
		↔	6	B,C		Min. Crossing Time = 10Gm + 7FGm =17s																

1,5 1,3 1,5 1,3

Notes:

(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak

1280(1410) →

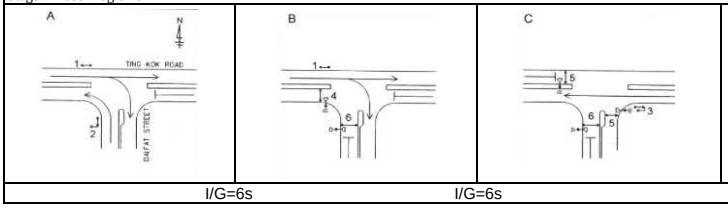
325(165) ↘

1570(1170) ←

150(155) ↰

AM Peak Check Phase			PM Peak Check Phase		
εy	0.408	0.791	εy	0.395	0.681
L (sec)	25	10	L (sec)	25	10
C (sec)	104	104	C (sec)	96	96
y pract.	0.684	0.813	y pract.	0.666	0.806
R.C. (%)	67%	3%	R.C. (%)	68%	18%

Stage / Phase Diagrams



I/G=6s I/G=6s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction A - Ting Kok Road / Dai Fat Street**

Description: **2033 DESIGN TRAFFIC FLOWS (Improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Site Factor	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E	→	A	1,2	3.3	0.0	0		1	0%	0%	1945	3196	1595	2621	3196	3196	779	0.401		858	0.441	0.441
	E	→	A	1,2	3.3	0.0	0	0.6	0	0%	0%	1251	0	1251	1251	0	0	501	0.401		552	0.441	
	E	↴	D	2	3.3	0.0	24		0	100%	100%	2085	2085	1960	1960	1960	1960	325	0.166	0.166	165	0.084	
Dai Fat Street	N	↰	B	2	3.5	22.0	0		1	100%	100%	1965	4070	1840	1840	3840	3840	72	0.039		74	0.040	
	N	↰	B	2	3.5	28.0	0		0	100%	100%	2105	0	2000	2000	0	0	78	0.039		81	0.040	
Ting Kok Road	W	←	C	1,3	3.5	0.0	0		1	0%	0%	1965	4070	1965	1965	4070	4070	758	0.386	0.386	565	0.287	
	W	←	C	1,3	3.5	0.0	0		0	0%	0%	2105	0	2105	2105	0	0	812	0.386		605	0.287	

Pedestrian crossing

⟷	Ep	1,3	Min. Crossing Time = 10Gm + 7FGm =17s
⟷	Fp	1,3	Min. Crossing Time = 10Gm + 8FGm =18s
↕	Gp	3	Min. Crossing Time = 5Gm + 7FGm =12s
↕	Hp	2	Min. Crossing Time = 5Gm + 6FGm =11s

Stage	12,3	13,2	Stage	12,3	13,2
	AM Peak Check Phase			PM Peak Check Phase	
εy	0.401	0.552	εy	0.441	0.372
L (sec)	17	11	L (sec)	17	11
C (sec)	120	120	C (sec)	120	120
y pract.	0.773	0.818	y pract.	0.773	0.818
R.C. (%)	93%	48%	R.C. (%)	75%	120%

Notes:

(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak

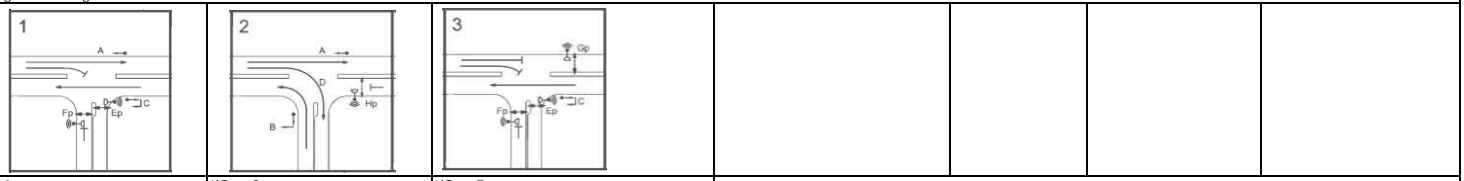
1280(1410) →

325(165) ↘

← 1570(1170)

↰ 150(155)

Stage / Phase Diagrams



AM:	I/G = 8s	I/G = 5s
PM: I/G = 3s		I/G = 3s + 12s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction B - Ting Kok Road / Fung Yuen Road**

Description: **2033 DESIGN TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E		1	A	3.5	15.0	0	1	30%	35%	1965	4070	1910	1900	4015	4005	868	0.454	0.455	875	0.460	0.461
	E		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	957	0.455		970	0.461	
Ting Kok Road	W		2	A,B	3.5	0.0	0	1	0%	0%	1965	3840	1965	1965	3830	3835	882	0.449		679	0.346	
	W		2	A,B	3.5	0.0	15	0	4%	4%	1875	0	1865	1870	0	0	838	0.449		646	0.345	
	W		3	B	GREEN TIME (Lost time for Stage 2 right turn) = 5s																	
Fung Yuen Road	S		4	C	3.8	10.0	0	1	100%	100%	1990	1990	1730	1730	1730	1730	35	0.020		35	0.020	
	S		4	C	3.8	0.0	20	0	100%	100%	2130	2130	1980	1980	1980	1980	345	0.174	0.174	265	0.134	0.134

Pedestrian crossing

5 D Min. Crossing Time = 8Gm + 8FGm = 16s

6 D Min. Crossing Time = 11Gm + 10FGm = 21s

																		1,3,4,6	1,3,4,5		1,3,4,6	1,3,4,5

Notes:

Traffic Flow (pcu / hr) AM(PM) Peak

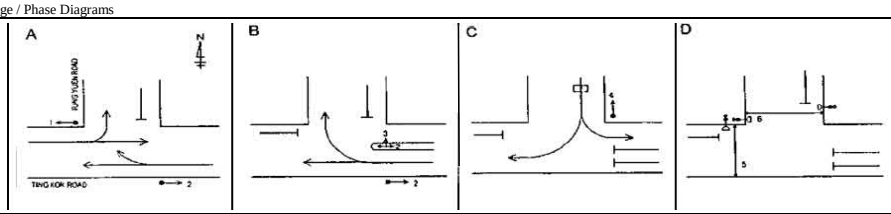
345(265) 35(35)

260(310) 35(25)

1565(1535) 1685(1300)

AM Peak Check Phase			PM Peak Check Phase		
εy	0.629	0.629	εy	0.595	0.595
L (sec)	42	44	L (sec)	42	44
C (sec)	104	104	C (sec)	96	96
y pract.	0.537	0.519	y pract.	0.506	0.488
R.C. (%)	-15%	-17%	R.C. (%)	-15%	-18%

Stage / Phase Diagrams



I/G = 4s I/G = 6s+5s I/G = 6s I/G = 11s+16s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction B - Ting Kok Road / Fung Yuen Road**

Description: **2033 DESIGN TRAFFIC FLOWS (Improvement)**

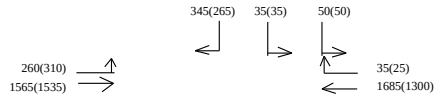
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	3.5	17.0	0	1	30%	35%	1965	4080	1915	1905	4030	4020	867	0.453	0.453	874	0.459	0.459
	E		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	958	0.453		971	0.459	
Unnammed Access Road	E		C	2	3.3	15.0	0	1	100%	100%	1945	1945	1770	1770	1770	1770	35	0.020		35	0.020	
Exclusive Road	E		B	3	3.3	12.5	0	1	100%	100%	1945	1945	1735	1735	1735	1735	50	0.029		50	0.029	
Ting Kok Road	W		B	1,2	3.0	0.0	0	1	0%	0%	1915	3970	1915	1915	3970	3970	813	0.424		627	0.327	
	W		B	1,2	3.0	0.0	0	0	0%	0%	2055	0	2055	2055	0	0	872	0.424		673	0.327	
	W		B	2	3.0	0.0	19	0	100%	100%	2055	2055	1905	1905	1905	1905	35	0.018		25	0.013	
Fung Yuen Road	S		C	3	3.0	20.0	0	0	100%	100%	2055	4110	1910	1910	3820	3820	173	0.090		133	0.069	
	S		C	3	3.0	20.0	0	0	100%	100%	2055	0	1910	1910	0	0	173	0.090		133	0.069	

Pedestrian crossing

Dp Min. Crossing Time = 5Gm + 8FGm = 13s
Ep Min. Crossing Time = 5Gm + 9FGm = 14s
Fp Min. Crossing Time = 9 Gm + 8FGm = 17s
Gp Min. Crossing Time = 5Gm + 6FGM = 11s
Hp Min. Crossing Time = 5Gm + 5FGM = 10s

Notes:

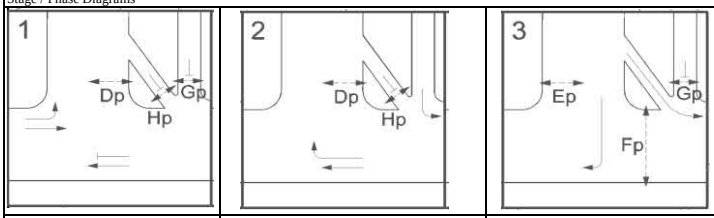
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.453
L (sec)	33
C (sec)	120
y pract.	0.653
R.C. (%)	44%

PM Peak Check Phase	
εy	0.459
L (sec)	33
C (sec)	120
y pract.	0.653
R.C. (%)	42%

Stage / Phase Diagrams



AM: I/G = 3s	AM: I/G = 5s+Min G 5s=10s	AM: I/G =3s+19s=22s
PM: I/G = 3s	PM: I/G = 5s+Min G 5s=10s	PM: I/G =3s+19s=22s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction C - Ting Kok Road / Yuen Shin Road / Dai Fuk Road**

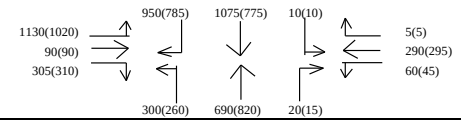
Description: **2033 DESIGN TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	S		1	A	3.6	12.5	0	1	2%	3%	1975	4090	1970	1970	4085	4085	523	0.266		378	0.192	
	S		1	A	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	562	0.266		407	0.192	
	S		1	A	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	474	0.238	0.266	392	0.196	0.196
	S		1	A	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	476	0.238		393	0.196	
Ting Kok Road	E		2	A,B	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	541	0.303		489	0.274	
	E		2	A,B	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	589	0.303		531	0.274	
	E		3	B	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	90	0.043		90	0.043	
	E		3	B	3.5	0.0	32.5	0	100%	100%	2105	2105	2010	2010	2010	2010	305	0.152	0.152	310	0.154	0.154
Yuen Shin Road	N		4	B,C	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	300	0.168		260	0.146	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	230	0.109	0.109	273	0.130	0.130
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	230	0.109		273	0.130	
	N		5	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	230	0.109		273	0.130	
	N		5	C	3.5	0.0	25	0	100%	100%	2105	2105	1985	1985	1985	1985	20	0.010		15	0.008	
Dai Fuk Road	W		6	D	3.7	0.0	22.5	0	3%	3%	2120	0	2115	2115	0	0	187	0.088		181	0.085	
	W		6	D	3.7	15.0	0	1	36%	27%	1980	4100	1910	1925	4025	4040	168	0.088		164	0.085	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 9Gm + 7FGm =16s																
			8	D		Min. Crossing Time = 5Gm + 10FGm =15s																
																	Stage	1,3,5,6	1,3,5,8		1,3,5,6	1,3,5,8

Notes:

(Nil)

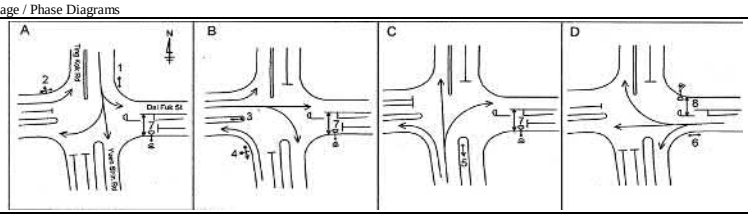
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase		
εy	0.615	0.527
L (sec)	25	40
C (sec)	104	104
y pract.	0.684	0.554
R.C. (%)	11%	5%

PM Peak Check Phase		
εy	0.566	0.480
L (sec)	25	40
C (sec)	96	96
y pract.	0.666	0.525
R.C. (%)	18%	9%

Stage / Phase Diagrams



I/G = 2s I/G = 7s I/G = 8s I/G = 11s + 15s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction C - Ting Kok Road / Yuen Shin Road / Dai Fuk Road**

Description: **2033 DESIGN TRAFFIC FLOWS (Improvement)**

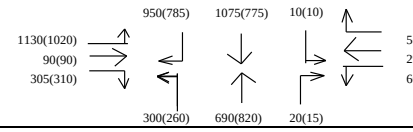
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	S		1	A	3.8	15.0	0	1	2%	3%	1995	8400	1990	1990	7960	7945	509	0.256		379	0.190	
	S		1	A	3.8	0.0	0	0	0%	0%	2135	0	2135	2135	0	0	546	0.256		406	0.190	
	S		1	A	3.8	0.0	13.5	0	94%	100%	2135	0	1935	1920	0	0	494	0.255		395	0.206	
	S		1	A	3.8	0.0	12	0	100%	100%	2135	0	1900	1900	0	0	486	0.256	0.256	390	0.205	0.206
Ting Kok Road	E		1,2	A,B	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	542	0.296		489	0.267	
	E		1,2	A,B	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	588	0.296		531	0.267	
	E		2	B	2.6	0.0	0	0	0%	0%	2015	2015	2015	2015	2015	2015	90	0.045		90	0.045	
	E		2	B	3.5	0.0	35	0	100%	100%	2105	4210	2020	2020	4045	4045	152	0.075	0.075	155	0.077	0.077
	E		2	B	3.5	0.0	38.5	0	100%	100%	2105	0	2025	2025	0	0	153	0.075		155	0.077	
Yuen Shin Road	N		2,3	B,C	3.5	23.8	0	1	100%	100%	1965	1965	1850	1850	1850	1850	300	0.162		260	0.141	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	230	0.109	0.109	273	0.130	0.130
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	230	0.109		273	0.130	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	230	0.109		273	0.130	
	N		3	C	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	20	0.010		15	0.007	
Dai Fuk Road	W		4	D	3.5	15.0	0	1	36%	27%	1965	4070	1895	1915	3995	4015	169	0.089	0.089	164	0.086	0.086
	W		4	D	3.5	0.0	15	0	3%	3%	2105	0	2100	2100	0	0	186	0.089		181	0.086	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 5Gm + 6FGm =11s																
			8	D		Min. Crossing Time = 5Gm + 8FGm =13s																

Stage A,B,C,D A,B,C,Dp A,B,C,D A,B,C,Dp

Notes:

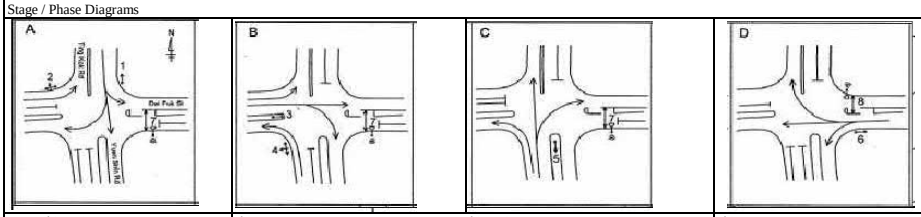
(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase			PM Peak Check Phase		
εy	0.529	0.440	εy	0.498	0.412
L (sec)	25	38	L (sec)	25	38
C (sec)	120	120	C (sec)	120	120
y pract.	0.713	0.615	y pract.	0.713	0.615
R.C. (%)	35%	40%	R.C. (%)	43%	49%

Stage / Phase Diagrams



PM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s
AM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction D - Yuen Shin Road / Dai Fat Street**

Description: **2033 DESIGN TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	15.0	0	1	7%	9%	1945	4030	1930	1925	4015	4010	692	0.359	0.359	543	0.282	0.282
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	748	0.359		587	0.282	
Yuen Shin Road	N		1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	5965	6030	654	0.333	0.333	529	0.269	0.269
	N		1	A	3.5	0.0	22.5	0	48%	0%	2105	0	2040	2105	0	0	679	0.333		566	0.269	
	N		1	A	3.5	0.0	20	0	100%	100%	2105	0	1960	1960	0	0	652	0.333		375	0.191	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	330	0.178		334	0.181	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	355	0.178		361	0.181	

Pedestrian crossing

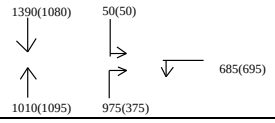
	4	B,C	Min. Crossing Time = 5Gm + 6FGm =11s
	5	C	Min. Crossing Time = 5Gm + 8FGm =13s
	6	A,C	Min. Crossing Time = 5Gm + 6FGm =11s
	7	B,C	Min. Crossing Time = 5Gm + 7FGm =12s

3,2,5 1,2,5 3,2,5 1,2,5

Notes:

(Nil)

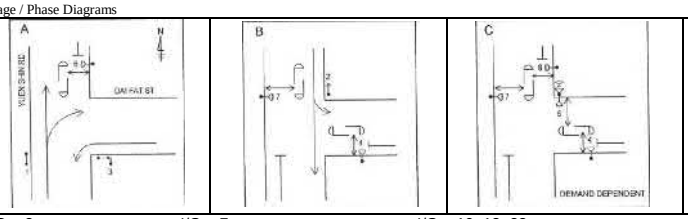
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase		
εy	0.537	0.692
L (sec)	31	29
C (sec)	104	104
y pract.	0.632	0.649
R.C. (%)	18%	-6%

PM Peak Check Phase		
εy	0.463	0.551
L (sec)	31	29
C (sec)	96	96
y pract.	0.609	0.628
R.C. (%)	32%	14%

Stage / Phase Diagrams



I/G = 2 I/G = 7 I/G = 10+13=23

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction D - Yuen Shin Road / Dai Fat Street**

Description: **2033 DESIGN TRAFFIC FLOWS (Improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	10.0	0	1	11%	14%	1945	6115	1915	1905	6085	6075	453	0.237	0.237	354	0.186	0.186
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	494	0.237		388	0.186	
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	494	0.237		388	0.186	
Yuen Shin Road	N		1	A	3.3	0.0	0	1	100%	100%	1945	4030	1945	1945	4030	4030	487	0.251	0.269	528	0.272	0.272
	N		1	A	3.3	0.0	0	0	100%	100%	2085	0	2085	2085	0	0	523	0.251		567	0.272	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	4170	1815	1815	3630	3630	488	0.269		188	0.103	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	488	0.269		188	0.103	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	330	0.178		334	0.181	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	355	0.178		361	0.181	

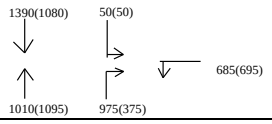
Pedestrian crossing

	4	B,C	Min. Crossing Time = 5Gm + 9FGm = 14s
	5	C	Min. Crossing Time = 5Gm + 9FGm = 14s
	6	A,C	Min. Crossing Time = 5Gm + 9FGm = 14s
	7	B,C	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

(Nil)

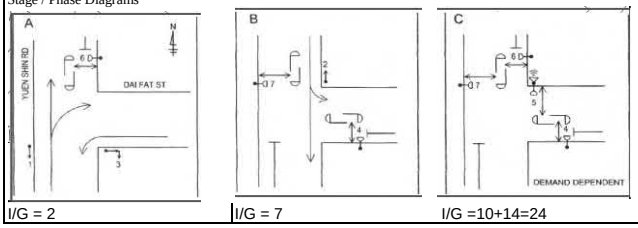
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.505
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	32%

PM Peak Check Phase	
εy	0.458
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	46%

Stage / Phase Diagrams



I/G = 2 | I/G = 7 | I/G =10+14=24

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction E - Tai Po Tai Wo Road / Yuen Shin Road**

Description: **2033 DESIGN TRAFFIC FLOWS**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yuen Shin Road	S	↓	2	A,B	3.3	0	0	1	0%	0%	1945	4030	1945	1945	4030	4030	763	0.392		615	0.316	
	S	↓	2	A,B	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	817	0.392		660	0.316	
	S	↙	3	B	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	500	0.264	0.264	490	0.259	0.259
Tai Po Tai Wo Road	E	↑	4	B,C	3.3	15	0	1	100%	100%	1945	1945	1770	1770	1770	1770	615	0.347		445	0.251	
	E	↓	5	C	3.3	0	20	0	100%	100%	2085	4170	1940	1940	3835	3835	448	0.231	0.231	339	0.175	0.175
	E	↓	5	C	3.3	0	15	0	100%	100%	2085	0	1895	1895	0	0	437	0.231		331	0.175	
Yuen Shin Road	N	↑	1	A	3.3	0	0	1	0%	0%	1945	6115	1945	1945	6115	6115	431	0.222	0.222	316	0.163	0.163
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	462	0.222		339	0.163	
	N	↑	1	A	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	462	0.222		339	0.163	

	AM Peak			PM Peak		
Stage	2,5	1,3,5		2,5	1,3,5	
ey	0.623	0.716		0.491	0.596	
L (sec)	10	13		10	13	
C (sec)	104	104		96	96	
y pract.	0.813	0.788		0.806	0.778	
R.C. (%)	31%	10%		64%	31%	

Notes:

(Nil)

Traffic Flow (pcu / hr) AM(PM) Peak

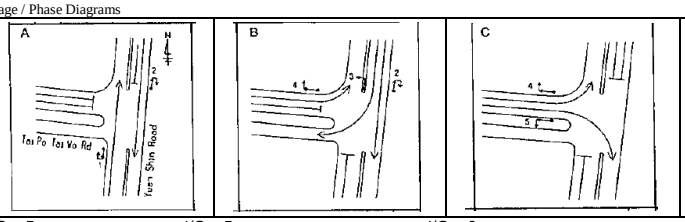
500(490) 1580(1275)

615(445) →

885(670) ↘

625(835) 1355(995)

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Junction E - Tai Po Tai Wo Road / Yuen Shin Road**

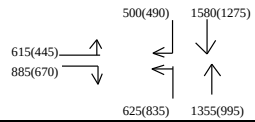
Description: **2033 DESIGN TRAFFIC FLOWS (Improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	763	0.388		616	0.313	
	S	↓	2	A,B	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	817	0.388		659	0.313	
	S	↲	3	B	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	500	0.249	0.249	490	0.244	0.244
Tai Po Tai Wo Road	E	↗	4	B,C	3.5	24.0	0	1	100%	100%	1965	1965	1850	1850	1850	1850	615	0.332		445	0.241	
	E	↘	5	C	3.5	0.0	16	0	100%	100%	2105	6315	1925	1925	5695	5695	299	0.155	0.155	226	0.118	0.118
	E	↘	5	C	3.5	0.0	14	0	100%	100%	2105	0	1900	1900	0	0	295	0.155		224	0.118	
	E	↘	5	C	3.5	0.0	12	0	100%	100%	2105	0	1870	1870	0	0	291	0.155		220	0.118	
Yuen Shin Road	N	↑	1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	431	0.219	0.219	317	0.161	0.161
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	462	0.219		339	0.161	
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	462	0.219		339	0.161	

Notes:

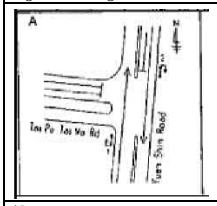
(Nil)

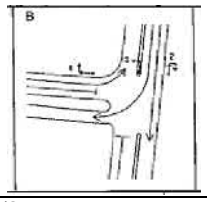
Traffic Flow (pcu / hr) AM(PM) Peak

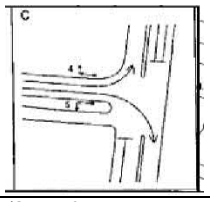


Stage	A,B,C	A,BC	Stage	A,B,C	A,BC
AM Peak Check Phase			PM Peak Check Phase		
εy	0.624	0.552	εy	0.523	0.402
L (sec)	13	10	L (sec)	13	10
C (sec)	120	120	C (sec)	120	120
y pract.	0.803	0.825	y pract.	0.803	0.825
R.C. (%)	29%	49%	R.C. (%)	54%	105%

Stage / Phase Diagrams



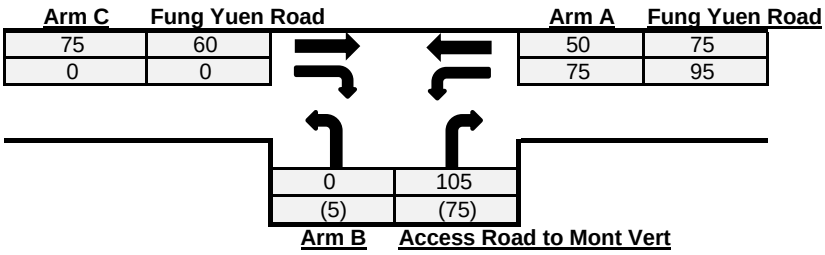




I/G = 5	I/G = 5	I/G = 6			

Priority Junction Calculation

Junction :	Fung Yuen Road / Access Road to Mont Vert (F)	Job No.:	25022HK
Scenario :	2033 DESIGN TRAFFIC FLOWS		



AM	(PM)
(PM)	

The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

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

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	7	V-rBA	50	w-BA	4.7	D	0.968
W-CR	0	V-IBA	50	w-BC	4.7	E	1.029
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	3.4	F	0.915
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50			Y	0.759

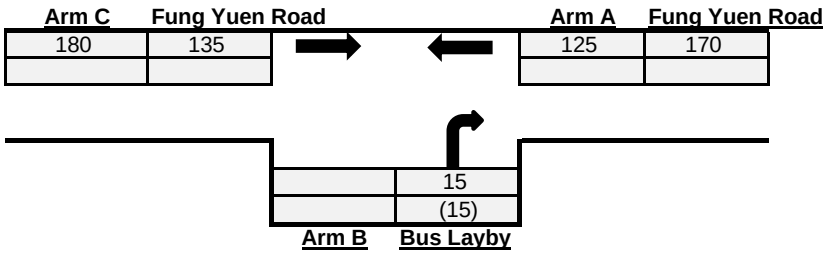
Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	75	60	Q-BA	573	567	
	q-CB	0	0	Q-BC	744	735	
	q-AB	75	95	Q-CB	650	639	
	q-AC	50	75	Q-CA	N/A	N/A	(If C-B blocked C-A)
	q-BA	105	75	Q-BAC	573	575	(If Minor Road Share LT&RT)
	q-BC	0	5				
	f	0.000	0.063				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.00	0.00
	C-A	N/A	N/A
	B-AC	0.18	0.14
	Critical DFC	**0.18**	**0.14**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Future Junction at Fung Yuen Road / Bus Layby (G)	Job No.:	25022HK
Scenario :	2033 DESIGN TRAFFIC FLOWS		



AM	(PM)
(PM)	

The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

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

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	7.3	V-rBA	50	w-BA	4.7	D	0.968
W-CR	0	V-IBA	50	w-BC	4.7	E	1.029
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	3.65	F	0.937
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50			Y	0.748

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	180	135	Q-BA	544	540	
q-CB	0	0	Q-BC	732	719	
q-AB	0	0	Q-CB	666	655	
q-AC	125	170	Q-CA	N/A	N/A	(If C-B blocked C-A)
q-BA	15	15	Q-BAC	544	540	(If Minor Road Share LT&RT)
q-BC	0	0				
f	0.000	0.000				

Results :

Ratio of Flow-to-Capacity

	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.00	0.00
C-A	N/A	N/A
B-AC	0.03	0.03
Critical DFC	**0.03**	**0.03**

CTA Consultants Ltd.

Annex E

Email Dated 1.8.2025 from Social Welfare Department

Outlook

Fw: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

From Christina KY LAW/SWDNET/SWD <christina_ky_law@swd.gov.hk>
Date Fri 01/08/2025 16:36
To Benjamin Tung [redacted]
Cc Yanny OY LI/TD <oiyinli@td.gov.hk>; Ka Fai CHAN/TD <kafaichan@td.gov.hk>; Sandy Kit Shan WU/PLAND <skswu@pland.gov.hk>; Jenny Zhong Ning YANG/PLAND <jznyang@pland.gov.hk>; Pauline Lam [redacted]; Chi Chung WONG/SWDNET/SWD <chi_chung_wong@swd.gov.hk>; HUI Koeman KH/SWD <koeman_kh_hui@swd.gov.hk>; CHAN Alice HY/SWD <alice_hy_chan@swd.gov.hk>; CHAN Tanny SY/SWD <tanny_sy_chan@swd.gov.hk>; CHEUNG Man Ho/SWD <man_ho_cheung@swd.gov.hk>; Connie OL NG/SWDNET/SWD <connie_ol_ng@swd.gov.hk>; Clinton NC CHAN/SWDNET/SWD <clinton_nc_chan@swd.gov.hk>; CHENG Yuen Yi/SWD <yuen_yi_cheng@swd.gov.hk>

To: Consultant

Cc: Consultant, TD, PlanD, DSWOffice[TP_N], RCHE, DCU, RCHE(LR), PPS

Dear Benjamin,

Further to conversation between your office and our DCU colleagues, please find our revised comment in blue text below. Thank you.

[Please keep SEO[P]NTE and EO[P]NTE in copy when replying to this email. Thank you.]

Best regards,
Christina LAW
EA(P)NTE
PPS/SWD
T: 25370709

From: Christina KY LAW/SWDNET/SWD
Sent: Thursday, July 31, 2025 1:45 PM
To: 'benjamintung@ktaplanning.com' [redacted]
Cc: Yanny OY LI/TD <oiyinli@td.gov.hk>; Ka Fai CHAN/TD <kafaichan@td.gov.hk>; Sandy Kit Shan WU/PLAND <skswu@pland.gov.hk>; Jenny Zhong Ning YANG/PLAND <jznyang@pland.gov.hk>; [redacted]; Chi Chung WONG/SWDNET/SWD <chi_chung_wong@swd.gov.hk>; HUI Koeman KH/SWD <koeman_kh_hui@swd.gov.hk>; CHAN Alice HY/SWD <alice_hy_chan@swd.gov.hk>; CHAN Tanny SY/SWD <tanny_sy_chan@swd.gov.hk>; CHEUNG Man Ho/SWD <man_ho_cheung@swd.gov.hk>; Connie OL NG/SWDNET/SWD <connie_ol_ng@swd.gov.hk>; Clinton NC CHAN/SWDNET/SWD <clinton_nc_chan@swd.gov.hk>
Subject: Fw: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

To: Consultant

Cc: Consultant, TD, PlanD, DSWOffice[TP_N], RCHE, DCU, RCHE(LR), PPS

Dear Benjamin,

I refer to your preceding email.

Please find SWD's comment below. Thank you.

Service Perspective (RCHE)
The applicant has indicated that the proposed RCHE is to be operated as a private/ self-financing RCHE. Referring to Remark (3) under Annex 2 of Guidance Note, it is noted that "…car parking spaces, loading and unloading areas of the development may be disregarded from GFA calculation according to the prevailing GFA concession mechanism…" In view of the above, we, from service perspective, have no specific comment on the provision of parking spaces and loading/ unloading spaces of the proposed 150-p RCHE portion of the 150-p RCHE cum 30-p DCU.

Service Perspective (DCU)
While the proposed 30-p DCU attaching to RCHE is to be operated on private self-financing basis, we concur with RCHE's reply. We have no specific comment on the provision of parking spaces and loading/ unloading spaces .

Licensing Perspective (RCHE)
Please note LORCHE has no comment regarding the provision of parking spaces and loading/unloading spaces.

Best regards,
Christina LAW
EA(P)NTE
PPS/SWD
T: 25370709

----- 轉寄者 Christina KY LAW/SWDNET/SWD/HKSARG 於 25/07/2025 14:41 -----

寄件者: "Benjamin Tung" [redacted]

收件者: "christina_ky_law@swd.gov.hk" <christina_ky_law@swd.gov.hk>

副本抄送: "Sandy Kit Shan WU/PLAND" <skswu@pland.gov.hk>, "Jenny Zhong Ning YANG/PLAND" <jznyang@pland.gov.hk>, "oiyinli@td.gov.hk" <oiyinli@td.gov.hk>, "kafaichan@td.gov.hk" <kafaichan@td.gov.hk>, "'kelvinleung'" [redacted], "W K Kwong" [redacted], "'Tobey Lai'" [redacted], "Pauline Lam" [redacted]

日期: 18/07/2025 17:22

主旨: Fw: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

---

Dear Christina,

I refer to the departmental comments conveyed via PlanD on the captioned pre-application enquiry.

In the comment from the Transport Department - Item A) II, we are suggested to seek your advice on the provision of parking spaces and loading/unloading spaces in order to meet the operation of the Residential Care Home for the Elderly Day Care Unit.

At the current development proposal,

1. 6 private car parking space,
2. 1 motorcycle parking space,
3. 1 loading/unloading space for light bus,
4. 1 loading/unloading space for ambulance, and
5. 1 loading/unloading space for light goods vehicle are provided for the proposed social welfare complex.

Please provide your views and comments on the provision of internal transport facilities in the proposed social welfare complex. Thank you very much!

Best Regards,
Benjamin TUNG
Town Planner

KTA Planning Limited
Unit K, 16/F, MG Tower, 133 Hoi Bun Road, Kwun Tong
Tel: 3426 8402 (D) | Fax: 3426 9737
www.ktaplanning.com

From: Jenny Zhong Ning YANG/PLAND <jznyang@pland.gov.hk>
Sent: 17 July 2025 17:01
To: Benjamin Tung [redacted]
Cc: Kevin Ka Wing LAU/PLAND <kkwlau@pland.gov.hk>; Sandy Kit Shan WU/PLAND <skswu@pland.gov.hk>; YF TSUI/PLAND <dyftsui@pland.gov.hk>; Pauline Lam [redacted]
Subject: Re: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Dear Benjamin,

Kindly find the attached 2nd batch of departmental comments for your response please. The remaining comments will be provided to you once available. Thank you.

[See attachment "17072025_Pre-submission_Fung Yuen CDA_Dept Comments (HyD TD WSD FSD SWD).docx"]

Regards,
Jenny YANG
TPG/TP1
Sha Tin, Tai Po & North District Planning Office
Planning Department
Tel: 2158 6240

規劃署 Planning Department
劃出更多可能 · 創造無限機遇 Planning a Future of Boundless Opportunities

From: Jenny Zhong Ning YANG/PLAND
Sent: Monday, July 7, 2025 5:22 PM
To: 'Benjamin Tung' [redacted]
Cc: Kevin Ka Wing LAU/PLAND <kkwlau@pland.gov.hk>; Sandy Kit Shan WU/PLAND <skswu@pland.gov.hk>; YF TSUI/PLAND <dyftsui@pland.gov.hk>; Pauline Lam [redacted]

Subject: Re: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Dear Benjamin,

Please find the attached departmental comments for your response. The remaining comments will be provided to you once available. Thank you.

[attachment "07072025_Pre-submission_Fung Yuen CDA_Dept Comments (GEO EMSD AFCD UD).docx" deleted by Jenny Zhong Ning YANG/PLAND]

Regards,
Jenny YANG
TPG/TP1
Sha Tin, Tai Po & North District Planning Office
Planning Department
Tel: 2158 6240

規劃署 Planning Department | 劃出更多可能 · 創造無限機遇 Planning a Future of Boundless Opportunities

From: Benjamin Tung [redacted]
Sent: Friday, June 13, 2025 3:00 PM
To: Rico WK TSANG/PLAND <rwktsang@pland.gov.hk>
Cc: stndp/PLAND <stndpo@pland.gov.hk>; Kevin Ka Wing LAU/PLAND <kkwlau@pland.gov.hk>; Sandy Kit Shan WU/PLAND <skswu@pland.gov.hk>; Jenny Zhong Ning YANG/PLAND <jznyang@pland.gov.hk>; Pauline Lam [redacted]
Subject: [S12A Planning Application Pre-submission Enquiry] Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Dear Sir,

Proposed Rezoning of the "Comprehensive Development Area (1)" Site to "Residential (Group B)13", "Residential (Group B)14" and "Recreation"
and Amendment to the Building Height Restriction of the "Government, Institution or Community" Site from 2 storeys to 8 storeys for
Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities
Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories
- Section 12A Amendment of Plan Application Pre-Submission Enquiry -

On behalf of the Project Proponent, Fantastic State Limited, we submit herewith the consolidated planning submission in support of the captioned S12A Amendment of Plan Application, for the proposed residential development(s) with retail, public vehicle park and social welfare facilities for your kind circulation to relevant government departments for initial comments. This pre-submission consists of the followings:

1) Supporting Planning Statement
2) Appendix 1 – Indicative Architectural Drawings of the Proposed Development
3) Appendix 2 – Visual Impact Assessment
4) Appendix 3 – Ecological Impact Assessment
5) Appendix 4 – Noise Impact Assessment
6) Appendix 5 – Land Contamination Assessment
7) Appendix 6 – Waste Management Assessment
8) Appendix 7 – Air Quality Impact Assessment
9) Appendix 8 – Air Ventilation Assessment
10) Appendix 9 – Traffic Impact Assessment

11) Appendix 10 – Drainage Impact Assessment
12) Appendix 11 – Sewerage Impact Assessment
13) Appendix 12 – Water Supply Impact Assessment

Application Background

The Project Proponent submitted a s.12A Planning Application (No. Y/TP/38) to the Town Planning Board (TPB) in 2022, proposing to rezone the current western portion of the "CDA(1)" zone to "R(B)13" zone and to relax the maximum building height restriction of the "G/IC" zone from 2 storeys to 8 storeys to the south of the "CDA(1)" zone for a proposed 8-storey Social Welfare Complex. The Application has been reviewed by the relevant Government departments. Following nearly 3 years of efforts by the Project Proponent & consultancy team, majority of the Government departments have raised no further adverse comments on the technical assessments submitted under Application No. Y/TP/38.

Reasons for this Planning Application / Pre-submission

Taking into account feedback received and in order to pursuit a wholistic planning scheme and land use(s) for the entire "CDA(1)" zone, the Project Proponent now put forward to include the CDA(1) Future Phase as proposed in Application No. Y/TP/38, into the Development Site of this Application. Furthermore, appropriate zonings are proposed to reflect the "completed" portions of "CDA(1)" zone (i.e. Phase 1 of the Development Portion and the remaining Agricultural Portion) according to their as-built conditions. No new development is proposed within these completed portions.

The Development Proposal in this Application is largely the same as that under Application No. Y/TP/38. The Development Site of this Application comprises the same previously development areas, i.e. Area (A), Area (B) and the "CDA(1)" Future Phase. The total gross floor area, plot ratio, building height, no. of units and estimated population of the Development Proposal is almost exactly the same as that under Application No. Y/TP/38.

We would be grateful to solicit comments from the relevant departments on this pre-submission prior to the formal submission of the S12A Amendment of Plan Application. The landscape proposal and tree preservation proposal will be supplemented shortly.

Due to large file size, please download the submission package from the link below:
https://drive.google.com/drive/folders/19uRPWAF-XDoFNT-vsjD46a3cvPl_KGUY?usp=sharing

Should you have any queries in relation to the above or enclosed, please do not hesitate to contact the Ms. Pauline LAM at [redacted] or the undersigned. Thank you for your kind attention.

Best Regards,
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Town Planner

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Annex F

Replacement Pages of Visual Impact Assessment

6.3 VP2 – Chuen On Road Bus Terminal

Visual Composition

6.3.1 **Figure 6.2** captures an open view towards the Development Site from the western direction contributed by the existing at-grade open-air public transport interchange ("PTI") and the Tai Po Hospital Car Park. The public housing development of Fu Tip Estate would integrate into the Main Building of Tai Po Hospital in the background. With a maximum building height of +102mPD, the Proposed Development would be completely screened off and blocked by the lush vegetation at Tai Po Hospital as well as the green knolls located to the west of the Development Site within the "GB" zone. Since the Proposed Development would not be visible from this VP, the proposed rezoning would not change the visual composition of the area.

Visual Obstruction

6.3.2 From this VP, the view is dominated by existing vegetation, Tai Po Hospital and the high-rise public housing development. No prominent visual resource has been identified. As observed in **Figure 6.2**, the Proposed Development would not reduce visual openness to the viewers represented by this VP.

Effect on Public Viewers

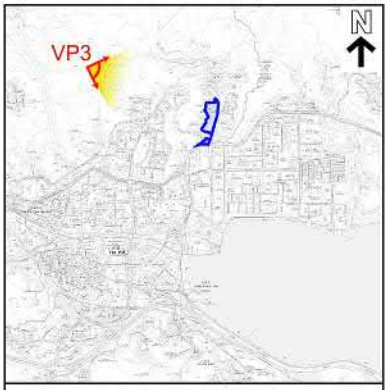
6.3.3 As the key viewers at this VP would be mainly those passengers waiting for bus services, the viewers are transient in nature and their visual sensitivity would be low to medium, regardless of the proposed rezoning. The visual change brought by the Proposed Development would be **Negligible**. The viewers at this VP can continue to enjoy a good quality of open view.

Effect of Visual Resources

6.3.4 The Proposed Development would be completely blocked by the lush vegetation at the eastern side of the public transport interchange, hence there would not be any effect on the condition, quality, sky view and character of the assessment area.

EXISTING VIEW

WITH PROPOSED DEVELOPMENT



KEY PLAN
SCALE: 1: 75 000

KTA PLANNING LIMITED 規劃顧問有限公司

PHOTOMONTAGE

VP3 - WILSON TRAIL SECTION 8

PROPOSED RESIDENTIAL DEVELOPMENT(S) WITH RETAIL, PUBLIC VEHICLE PARK AND SOCIAL WELFARE FACILITIES VARIOUS LOTS IN D.D. 11 AND ADJOINING GOVERNMENT LAND, FUNG YUEN, TAI PO, NEW TERRITORIES

FIGURE 6.3

BASED ON SITE PHOTOS TAKEN ON 23.5.2025

DATE: 3.12.2025

7.1.6 Similar to VP3, the public viewers of VP4 are mostly hikers which would only have an exposed view onto the Proposed Development for a very short period of time. While there will be a slight obstruction to open view of Tai Po New Town, there are no any drastic change to the visual character of the area. The visual impact on viewers of VP4 is considered **slightly adverse**.

7.1.7 Viewing from VP5, the Proposed Development would lead to a slight loss of tiny portion of the green mountain backdrop and slightly affect the visual openness. Yet, it should be noted that the Proposed Development would be compatible with the surrounding context and be viewed as the extension of Tai Po New Town in line with the stepped building height concept towards the waterfront, the visual impact on viewers of VP5 is still considered **negligible**.

7.1.8 For VP6, the Proposed Development would cause minimal obstruction to some existing vegetated areas/green hill backdrops and would have no change to the overall visual composition and townscape. It is therefore considered that the visual impact to VP6 is considered **slightly adverse**.

7.1.9 Besides, the Proposed Development has provided sufficient building separations, compatible building heights, curvilinear configuration and suitable building orientation, compatible with the existing Mont Vert Development. Visual buffers between the existing villages and Proposed Development are reserved. These help to improve the visual permeability and visual openness, and enhance the visual experience of the viewers. On the whole, the visual impact of the Proposed Development to the surroundings is **negligible** to **slightly adverse**.

Annex G

Revised Air Quality Impact Assessment

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Air Quality Impact Assessment

Prepared for:
Fantastic State Limited

Prepared by:
Westwood Hong & Associates Limited

Report No.:
22608-A1 Rev B

Date:
4 December 2025

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EIA · ACOUSTICS · NOISE · VIBRATION

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AIMS

To assess the air quality impacts due to the industrial chimney emissions and vehicular emissions for the proposed Development at the Fung Yuen Road, Tai Po, N.T.

To assess the air quality impact with respect to the air quality requirements stipulated in the Hong Kong Planning Standards & Guidelines (HKPSG)[1].

SUMMARY

Site inspections have been conducted to identify the possible air pollution sources in the neighbourhood of the proposed Development.

The major air pollution sources that may have an impact on the proposed Development have been identified as the industrial chimney emissions and the vehicular emissions in the neighbourhood. Computation has been performed by employing the AERMOD software.

The concentration of Nitrogen Dioxide (NO_2), Respirable Suspended Particulates (RSP), Fine Suspended Particulates (FSP) and Sulphur Dioxide (SO_2) have been predicted.

The cumulative concentrations of NO_2, RSP, FSP and SO_2 are within the stipulated HKAQO limits.

Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations will be complied with. Relevant mitigation measures will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

1 INTRODUCTION

1.1 Westwood Hong & Associates Ltd. was commissioned to prepare an air quality impact assessment report to predict the air impact caused by air pollution sources in the neighbourhood of the proposed residential development(s) with retail, public vehicle park and social welfare facilities (the "proposed Development") at various lots in DD11 and adjoining government land, Fung Yuen, Tai Po and the air quality impact caused by the proposed Development on the environs.

1.2 This environmental air impact assessment report supports the Rezoning Application for the proposed Development.

1.3 This S.12A application is to seek the Town Planning Board's approval for the proposed amendments to the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("the OZP") for the proposed Development at various lots in D.D. 11 and adjoining Government Land in Fung Yuen, Tai Po, New Territories ("the Development Site"). The Development Site consists of two areas: Area (A) and Area (B).

1.4 The proposed Development will include residential development(s) with supporting retail and public vehicle park facilities in Area (A); and a social welfare complex comprising a Residential Care Home for the Elderly ("RCHE") and a Day Care Unit ("DCU") for the Elderly in Area (B).

1.5 The Applicant submitted an s.12A Planning Application (No. Y/TP/38) to TPB in 2022 to rezone the current western portion of the "CDA(1)" zone to "R(B)13" zone to enable a proposed residential development with retail facilities and public vehicle park, and a relaxation of the maximum building height restriction of the "G/IC" zone from 2 storeys to 8 storeys to the south of the "CDA(1)" zone for a proposed 8-storey Social Welfare Complex. While tremendous effort has been put to address and resolve the comments from Planning Department and relevant Government departments during circulation of the application, it is noted that majority of the Government departments have no further adverse comment on the technical assessments attached to Application No. Y/TP/38 since almost 3 years efforts being put by the Applicant & consultancy team.

1.6 Taking into account comments received from relevant Government departments and in order to achieve a wholistic planning scheme for the entire "CDA(1)" zone, the Applicant has put forward to include the CDA(1) Future Phase proposed in Application No. Y/TP/38 into the Development Site of this Application. The proposed Development Proposal in this Application is largely the same as that under Application No. Y/TP/38. The Development Site of this Application is solely

formed by the previous development sites, i.e. Area (A), Area(B) and the "CDA(1)" Future Phase. The total GFA, PR, building height, no. of units and estimated population of the Development Proposal is almost exactly the same as that under Application No. Y/TP/38.

1.7 This s.12A Planning Application include:-

i) A rezoning of the site to the west of Fung Yuen Road falling within CDA(1)" to "R(B)13" zone (i.e. Area(A));

ii) A relaxation of the maximum building height restriction of the site falling within "G/IC" zone from 2 storeys to 8 storeys (i.e. Area(B));

iii) A rezoning of the site to the north of Fung Yuen Road within "CDA(1)" to "R(B)14";

iv) A rezoning of the site to the east of Fung Yuen Road and Fung Yuen Road southern section within "CDA(1)" to "REC" zone.

The aforementioned proposed amendment subjects i), ii), iii) and iv) constitute the Application Site. The items iii) and iv) are proposed to reflect the "completed" parts of CDA(1)" zones according to their as-built conditions. No new developments is proposed in these completed parts. The Development Site consists of two areas: Area (A) and Area (B) (i.e. i) and ii) above), which is the western and southern portion of the Application Site. All the technical assessments considered the Development Site only.

1.8 This report has been prepared based on the architectural drawings in Appendix 1.

1.9 The assessment report presents an air quality impact assessment of the proposed Development with consideration given to:-

- Industrial chimney emissions affecting the proposed Development
- Vehicular emissions affecting the proposed Development
- Air Quality impact control during construction

1.10 According to the Traffic Impact Assessment (TIA) under the Application, junction improvements are proposed. These junction improvement works are minor in respect of any physical or structural operations involved. The scale is small and duration of the works are short, and gazettal under section 5 of the Roads (Works, Use and Compensation) Ordinance is not required. Adverse environmental impacts due to these improvement works are not anticipated. Hence, there is no material change to an existing Designated Project.

2 SITE LOCATION

Site Location

2.1 The Development Site comprising Area (A) and Area (B) is adjoining Fung Yuen Road to the east. Ting Kok Road is located to the south (Figure 1a). The residential development Mont Vert is located to the north.

Development Layout

2.2 The proposed Development comprises retail and public vehicle park and 7 residential blocks with 24 – 30 storeys in height on Area (A) and a Residential Care Home for the Elderly (RCHE) cum Day Care Unit (DCU) with 8 storeys in height on Area (B). The architectural drawings are provided in Appendix 1. The development parameters are summarised in Table 2.1 below.

Table 2.1 Development Parameters of the Proposed Development

	Parameters
Zoning	"Comprehensive Development Area" and "Government, Institution or Community" on Draft Tai Po Outline Zoning Plan No. S/TP/31
Site Area	Area (A): 31,854 m^2 Area (B): 3,347 m^2
Number of Residential Units	1,988
Number of Residential Storeys	24 – 30 storeys
Height of Residential Towers	85 – 102mPD
Use	- Residential blocks - Retail and public vehicle park facilities - Social welfare complex
Completion Year	2030

3 SITE INSPECTION

Date and Time

3.1 Site surveys were conducted on 7 April 2025, 23 June 2022, 8 October 2021, 10 March 2020, 15 October 2019, 6 and 11 July 2018.

Vehicular Emissions in the Vicinity

3.2 The vehicular emissions from the roads in the vicinity of the Development Site have been included in the air impact assessment for the proposed Development.

Industrial Emissions in the Vicinity

3.3 Site surveys have been conducted covering the whole area within 500m of the proposed Development to identify all the industrial chimneys. As compared with the site survey in 2022, 1 industrial chimney was removed, and no new chimneys were observed. A total of 18 chimneys were identified (with 11 in Tai Po Industrial Estate and 7 in Tai Po Hospital and Alice Ho Miu Ling Nethersole Hospital). The location of industrial chimney is provided in Figure 3. The summary of the chimneys are provided in Appendix 4.

3.4 The site inspections have confirmed that odour was not detected at the site boundary and at the Tin Sam Sewage Pumping Station, fluff was not observed from the buildings in the vicinity of the proposed Development. The weather of the recent site surveys were:-

- 7 April 2025: 25°C, 60%RH, generally fine and calm
- 23 June 2022: 30°C, 70%RH, generally fine and calm

4 ENVIRONMENTAL LEGISLATION AND STANDARDS

Hong Kong Air Quality Objectives

4.1 Table 4.1 shows the Hong Kong Air Quality Objectives (AQOs) that updated in year 2025:-

Table 4.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	AQO concentration ($\mu g/m^3$)	Number of exceedances allowed per calendar year
Sulphur Dioxide	10 minute	500	3
	24 hour	40	3
Respirable Suspended Particulate (PM10) (ii)	24 hour	75	9
	Annual	30	NA
Fine Suspended Particulates (PM2.5) (iii)	24 hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide	1 hour	200	18
	24 hour	120	9
	Annual	40	NA
Carbon Monoxide	1 hour	30,000	0
	8 hour	10,000	0
	24 hour	4000	0
Ozone	8 hour	160	9
	Peak season	100	NA
Lead	Annual	0.5	NA

Notes (i) All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

(ii) Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 micrometres or less.

(iii) Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 micrometres or less.

(iv) 24 hour level for NO_2, peak season level for O_3 and 24 hour level for CO are new parameters in World Health Organization (WHO) Air Quality Guidelines (AQGs) as well as HKAQO.

Air Pollution Control (Construction Dust) Regulation

4.2 Enacted under Section 43 of the APCO, the Air Pollution Control (Construction Dust) Regulation defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

4.3 The Regulation requires that any notifiable work shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

4.4 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Air Pollution Control (Fuel Restriction) Regulations

4.5 This Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. In April 2025, the Regulation was amended to tighten the control requirements of liquid fuels, i.e. using liquid fuel with a sulphur content of less than 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling, or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Recommended Pollution Control Clauses for Construction Contracts

4.6 The Recommended Pollution Control Clauses (RPCC) are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. Some modifications may be necessary to suit specific site conditions.

Hong Kong Planning Standards and Guidelines (HKPSG)

4.7 The AQOs shall be achieved as soon as reasonably practicable and every planning effort should be made to reduce the air pollution emitters in those areas with exceedances of AQOs.

4.8 The HKPSG specify buffer distances between sources of pollution and sensitive land uses to ensure acceptable air quality at the sensitive land uses. Examples of recommended buffer distance extracted from the HKPSG for relevant source and sensitive land use combinations are given in Table 4.2 below.

Table 4.2 HKPSG Recommended Buffer Distances

Source	Sensitive Land Use	Recommended Buffer Distance
Multi-storey industrial buildings without chimney	Residential areas and schools	100m
Multi-storey industrial buildings without chimney	Commercial and G/IC uses	30m
Industrial chimneys	Active and passive recreational uses	10-200m, depending on difference in height
Industrial chimneys	Passive recreational uses	5-200m, depending on difference in height
Odour sources	Sensitive uses	200m
Construction and earth moving activities	Passive recreational uses	<50m
Construction and earth moving activities	Active and passive recreational uses	>50m
Dusty uses	Sensitive uses	100m
Trunk road and primary distributor	Active and passive recreation uses	>20m
Trunk road and primary distributor	Passive recreational uses	3 – 20m
Trunk roads and primary distributor	Amenity areas	<3m
District distributor	Active and passive recreation uses	>10m
District distributor	Passive recreational uses	<10m
Local distributor	Active and passive recreation uses	>5m
Local distributor	Passive recreational uses	<5m

5 EXISTING AND FUTURE AIR QUALITY IN TAI PO DISTRICT

5.1 The year of occupation of the proposed Development is 2030. Therefore, the latest year of 2030 hourly background concentrations of NO_2, SO_2, RSP, FSP and O_3 has been adopted for the purpose of this assessment. The data were extracted from the PATH-v3.0[2] released by EPD in Jan 2024 (Grids 41_48 and 41_49).

5.2 The nearest Air Quality Monitoring Station (AQMS) to the proposed Development is the Tai Po AQMS. The air quality monitoring data in the five most recent years (i.e. 2020 to 2024) from this station are summarised in Table 5.1 below.

Table 5.1 Summary of AQMS data from Year 2020 to Year 2024

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Annual Conc. / O_3's Peak Season Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 8-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)
NO_2	2020	106	30	-	51	-
	2021	115	32	-	65	-
	2022	93	27	-	49	-
	2023	95	27	-	51	-
	2024	107	28	-	53	-
	5-year Mean	103 [52%]	29 [72%]	-	54 [45%]	-
	AQOs	**200 (18)**	**40**	N/A	**120 (9)**	N/A
SO_2	2020	-	-	19	7	-
	2021	-	-	15	8	-
	2022	-	-	12	5	-
	2023	-	-	27	4	-
	2024	-	-	8	6	-
	5-year Mean	-	-	16 [3%]	6 [15%]	-
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**	N/A
RSP (PM_{10})	2020	-	24	-	58	-
	2021	-	26	-	60	-
	2022	-	21	-	48	-
	2023	-	25	-	53	-
	2024	-	24	-	59	-
	5-year Mean	-	24 [80%]	-	56 [74%]	-
	AQOs	N/A	**30**	N/A	**75 (9)**	N/A
FSP ($PM_{2.5}$)	2020	-	**15**	-	33	-
	2021	-	**16**	-	32	-
	2022	-	14	-	30	-
	2023	-	**15**	-	30	-
	2024	-	**16**	-	33	-
	5-year Mean	-	**15 [101%]**	-	32 [84%]	-
	AQOs	N/A	**15**	N/A	**37.5 (18)**	N/A
O_3	2020	-	**103**	-	-	**165**
	2021	-	**101**	-	-	**168**
	2022	-	99	-	-	**188**
	2023	-	96	-	-	**163**
	2024	-	**106**	-	-	**171**
	5-year Mean	-	**101 [101%]**	-	-	**171 [107%]**
	AQOs	N/A	**100**	N/A	N/A	**160 (9)**

Notes: (i) Underlined and **bold** values mean exceedance of the AQOs.

(ii) Values in ( ) mean the number of exceedances allowed per calendar year.

(iii) Percentages (%) of the AQOs are shown in [ ]. The 5-year means are the arithmetic average.

(iv) In consideration of the numbers of exceedances allowance in the AQOs, 19th highest 1-hour NO_2, 10th highest 24-hour NO_2, 10th highest 24-hour RSP, 19th highest 24-hour FSP, 4th highest 24-hour SO_2, 4th highest 10-minute SO_2, and 10th highest 8-hour O_3 concentrations are presented in above table.

(v) N/A – Not applicable since there are no AQOs for these parameters

5.3 The future background concentration data predicted by PATH-v3.0 in Year 2030 at Grids (41_48) and (41_49) are summarised in Table 5.2 below.

Table 5.2 Summary of PATH-v3.0 Background Data at Level L1 in Year 2030

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance (µg/m³) [1]	Annual Conc. / O_3's Peak Season Conc. (µg/m³)	Highest 10-minutes Conc. beyond the allowed exceedance (µg/m³) [2]	Highest 24-hour Conc. beyond the allowed exceedance (µg/m³) [3]	Highest 8-hour Conc. beyond the allowed exceedance (µg/m³) [4]
NO_2	Grid (41_48)	50	12	-	20	-
	Grid (41_49)	44	10	-	18	-
	AQOs	**200 (18)**[5]	**40**	N/A	**120 (9)**	N/A
SO_2	Grid (41_48)	-	-	21	7	-
	Grid (41_49)	-	-	25	7	-
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**	N/A
RSP	Grid (41_48)	-	20	-	51	-
	Grid (41_49)	-	20	-	51	-
	AQOs	N/A	**30**	N/A	**75 (9)**	N/A
FSP	Grid (41_48)	-	12	-	30	-
	Grid (41_49)	-	12	-	30	-
	AQOs	N/A	**15**	N/A	**37.5 (18)**	N/A
O_3	Grid (41_48)	**-**	**122**	-	-	**173**
	Grid (41_49)	**-**	**121**	-	-	**169**
	AQOs	N/A	**100**	N/A	N/A	**160 (9)**

Notes:

[1] 19th highest 1-hour concentration of NO_2

[2] 4th highest 10-minute concentration of SO_2

[3] 10th highest 24-hour concentration of NO_2; 4th highest 24-hour concentration of SO_2; 10th highest 24-hour concentration of RSP; 19th highest 24-hour concentration of FSP

[4] 10th highest 8-hour concentration of O_3.

[5] Values in ( ) mean the number of exceedances allowed per calendar year.

[6] Underlined and **bold** values mean exceedance of the AQOs.

6 EXISTING AIR SENSITIVE RECEIVERS

6.1 In accordance with Annex 12 of the TM-EIAO, Air Sensitive Receivers (ASRs) include any domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre. Any other premises or places with which, in terms of duration or number of people affected, have a similar sensitivity to the air pollutant as the aforelisted premises and places would also be considered as a sensitive receiver.

6.2 Existing ASRs were identified by means of reviewing topographic maps, aerial photos and supplemented by site inspection. They mainly include developed residential buildings. The identified representative ASRs are summarised in Table 6.1 and illustrated in Figure 1b.

Table 6.1 Identified Representative ASRs

ASR ID	Description	Existing Land Status	Distance from the Proposed Development	Number of Storeys
A01	Mont Vert	Residential	70m	19 – 28
A02	Fung Mei Wai village houses	Residential	20m	2 – 3
A03	Kam Fung Terrace village houses	Residential	15m	3
A04	Case Papillon village houses	Residential	5m	3
A05	Mak Uk village houses	Residential	130m	2 – 3
A06	Fung Yuen Lo Tsuen village houses	Residential	230m	2 – 3
A07	Village Houses no. 63 – 66 of Fung Yuen	Residential	15m	3
A08	Village Houses no. 78 – 79A of Fung Yuen	Residential	5m	2 – 3
A09	Village Houses no. 69 – 77 of Fung Yuen	Residential	0m	2 – 3
A10	Office of Tai Po Community Green Station	GIC	60m	1
A11	Fung Yuen Playground	Recreational	35m	-
A12	Cinderella Farm	Recreational	70m	-
A13	Butterfly Valley	Recreational	10m	-

7 REPRENTATIVE AIR SENSITIVE RECEIVERS DURING OPERATION PHASE

7.1 Representative ASRs as shown in Figure 2 are selected to assess the air quality at the residential units and determine the appropriate fresh air intake locations for the social welfare complex, commercial & public vehicle park, clubhouse and lobby of the proposed Development.

7.2 Assessment heights of ASRs are assigned from the ground floor to the top floor including the fresh air intake locations on G/F.

7.3 Details of the assessment points are summarised in Table 7.1 below.

Table 7.1 Details of Assessment Points for Air Quality Assessment

Tower	Storeys	Assessment Points	Floors	Flagpole Height (mAG)
Tower 1	**28 storeys**	ASR 1 ASR 2 ASR 3	G/F 1/F – 5/F 10/F 20/F 27/F	1.5 9.7 – 21.6 36.5 66.2 87.1
Tower 2	**24 storeys**	ASR 4 ASR 5	G/F 1/F – 5/F 10/F 20/F 23/F	1.5 9.7 – 21.6 36.5 66.2 75.2
Tower 3	**28 storeys**	ASR 6 ASR 7 ASR 8	G/F 1/F – 5/F 10/F 20/F 27/F	1.5 9.7 – 21.6 36.5 66.2 87.1
Tower 4	**29 storeys**	ASR 9 ASR 10 ASR 11	G/F 1/F – 5/F 10/F 20/F 28/F	1.5 9.7 – 21.6 36.5 66.2 90.0
Tower 5	**28 storeys**	ASR 12 ASR 13	G/F 1/F – 5/F 10/F 20/F 27/F	1.5 11.2 – 23.1 38.0 67.7 88.6
Tower 6	**28 storeys**	ASR 14 ASR 15	G/F 1/F – 5/F 10/F 20/F 27/F	1.5 11.2 – 23.1 38.0 67.7 88.6
Tower 7	**30 storeys**	ASR 16 ASR 17 ASR 18	1/F 2/F – 5/F 10/F 20/F 30/F	1.5 6.7 – 15.6 30.5 60.3 90.0
Clubhouse	**3 storeys**	ASR 19 ASR 20	G/F 1/F 2/F	1.5, 5 6.5 11.5
Commercial & Public Vehicle Park	**2 storeys**	ASR 21 ASR 22	G/F 1/F	1.5, 3.5 5
Social Welfare Complex	**8 storeys**	ASR 23 ASR 24	G/F 1/F– 7/F	1.5 5.4 – 28.8

8 AIR QUALITY IMPACT ASSESSMENT METHODOLOGY

PATH-v3.0

8.1 Hourly meteorological data for a full year are extracted from PATH-v3.0, with meteorology data of Year 2019 at Grid (41_48) and Grid (41_49). The lowest and the highest mixing heights are capped at 119m and 2009m respectively to align with the real meteorological data recorded by the Hong Kong Observatory in Year 2019. Hourly wind speeds lower than 0.5m/s (i.e. calm wind condition) are corrected to 0.5m/s.

8.2 The hourly background concentrations of NO_2, RSP, FSP and SO_2 in year 2030 are extracted from the PATH-v3.0 to predict the total air quality concentrations at ASRs.

Computer Modeling for Air Quality

8.3 The dispersions of NO_2, RSP, FSP and SO_2 were modeled using AERMOD software to predict both concentration and deposition of pollutants from point and line sources. The model is based on the principle of Gaussian dispersion.

8.4 Landuse types surrounding the Development Site have to be identified to determine Albedo, Bowen ratio and surface roughness for AERMET setup. According to "AERMOD Implementation Guide" (revised in October 2023) released by USEPA, Albedo and Bowen ratio is determined with the use of 10km by 10km region while surface roughness is determined by a circle in 1km radius. The Albedo, Bowen ratio, surface roughness and their resulting Surface File and Profile File for use in AERMOD are generated by EPD's Smart Air Modelling Platform (SAMP-v2.1)[3] and provided in Appendix 3.

Source Description and Emission Inventory

8.5 Emissions from chimneys and open roads are assessed. Table 8.1 shows a summary of the emission sources and the associated air pollutants of concern.

Table 8.1 Summary of Emission Sources

Sources	NO_x/NO_2	RSP	FSP	SO_2
Chimneys in Tai Po Industrial Estate	Yes	Yes	Yes	Yes
Chimneys in Hospitals (Towngas boilers)	Yes	Yes	Yes	No
Chimney in Hospital (CHP plant)	Yes	Yes	Yes	Yes
Open Roads	Yes	Yes	Yes	No

Ozone Limiting Method for Cumulative NO_2 Assessment

8.6 For cumulative 1-hour average NO_2 assessment, Ozone Limiting Method (OLM) is adopted for the conversion of Nitrogen Oxides (NO_x) to NO_2, using the predicted O_3 levels from the PATH-v3.0 model. To determine industrial emission impacts, a conservative 10% of initial NO_x can be assumed to be NO_2, which is referenced from the percentage of industrial coal and shipping respectively in table 4.5 of the Heathrow Airport EIA report[4]. The 1-hour average NO_2/NO_x conversion was calculated as follows:

$$[NO_2]_{predicted} = [NO_2]_{vehicular} + 0.1 \times [NO_x]_{chimney} + MIN \{[NO]_{vehicular} + 0.9 \times [NO_x]_{chimney}, \text{ or } (46/48) \times [O_3]_{bkgd}\}$$

where

$[NO_2]_{predicted}$	is the predicted NO_2 concentration
$[NO_2]_{vehicular}$	is the initial NO_2 concentration from vehicular emissions
$[NO]_{vehicular}$	is the initial NO concentration from vehicular emissions
$[NO_x]_{chimney}$	is the initial NO_x concentration from marine emissions
MIN	means the minimum of the two values within the brackets
$[O_3]_{bkgd}$	is the representative O_3 background concentration
(46/48)	is the molecular weight of NO_2 divided by the molecular weight of O_3

Jenkin Method for Cumulative Annual Average NO_2 Assessment

8.7 For cumulative annual average NO_2 assessment, an alternative method of Jenkin Method is adopted for the conversion of NO_x to NO_2. With reference to "Review of Methods for NO to NO_2 Conversion in Plumes at Short Ranges" published by Environment Agency of UK in 2007[5], the annual NO_2 concentrations can be estimated by adopting Jenkin Method with the derived project-specific empirical relationship of NO_x to NO_2 and the latest available representative data from EPD's AQMS. The empirical relationship can be described by selected monitoring data of annual average NO_2 & NO_x concentrations and fitted curve. The annual average NO_2 concentration can then be determined from the functional form curve by using the total annual average NO_x concentrations. The functional form is presented as follows:

$$[NO_2] = \{([NO_x] + [O_x] + J/k) - \sqrt{(([NO_x] + [O_x] + J/k)^2 - 4 \times [NO_x] \times [O_x])}\} / 2$$

where

$[NO_2]$	is the annual average NO_2 concentration
$[NO_x]$	is the annual average NO_x concentration
$[O_x]$	is the sum of annual average NO_2 concentration and annual average O_3 concentration
J	is the photolysis rate of NO_2
k	is the rate coefficient for the reaction between NO and O_3

8.8 The empirical relationship and the fitted functional form curve are derived and generated by the SAMP-v2.1 as illustrated in Appendix 5, which analyzing the recent 5 years (i.e. 2020 – 2024) annual mean data from relevant EPD's AQMS (i.e. Tai Po general station, Tap Mun general station and Mong Kok roadside station). The annual average NO_2/NO_x conversion is calculated as follows:

$$[NO_2]_{predicted} = \{([NO_x]_{predicted} + 86.9 + 15.4) - \sqrt{(([NO_x]_{predicted} + 86.9 + 15.4)^2 - 4 \times [NO_x]_{predicted} \times 94.8)}\} / 2$$

where

$[NO_2]_{predicted}$ is the predicted annual average NO_2 concentration

$[NO_x]_{predicted}$ is the predicted annual average NO_x concentration

Conversion Factor for 10-minute SO_2 Concentration

8.9 For SO_2, there is no 10-minute average SO_2 concentration available in PATH model. According to EPD's *"Guidelines on the Estimation of 10-minute average SO_2 concentration for Air Quality Assessment in Hong Kong"*, conversion factors from hourly SO_2 concentration to 10-minute average SO_2 concentration based on the stability class-dependent multiplicative factors have been adopted. They are given in Table 8.2 below.

Table 8.2 Conversion Factor for 10-minuite Average SO_2 Concentration

Stability Class	A	B	C	D	E	F
Conversion Factor	2.45	2.45	1.82	1.43	1.35	1.35

9 INDUSTRIAL CHIMNEY EMISSIONS ASSESSMENT

Industrial Chimneys in Tai Po Industrial Estate

9.1 According to the EIA report "Upgrading of Tai Po Sewage Treatment Works"[6], a total of 12 chimneys were located in Tai Po Industrial Estate, which within a 500m assessment area of the proposed Development. Site surveys have been conducted to validate the chimney locations (Appendix 2). The recent site survey revealed that 1 industrial chimney was removed (Plate 7 in Appendix 2), 11 of the identified chimneys still exist, and no new chimneys were observed. For conservative, all the 12 identified chimneys have been included in the assessment. The locations of chimneys are indicated in Figure 3.

9.2 The emission parameters of the chimneys such as emission rate, exit temperature, exit velocity and internal diameter are referenced to the EIA report.

Industrial Chimneys in Hospitals

9.3 4 industrial chimneys in Tai Po Hospital and 3 industrial chimneys (2 towngas boilers and 1 combined heat and power (CHP) plant) in Alice Ho Miu Ling Nethersole Hospital were identified. Written requests for the chimney information were made to the hospitals. The Hospital Authority has replied regarding the information of the CHP (Appendix 11). However, no information regarding the remaining chimneys were received.

9.4 Therefore, the location and height of the chimneys are based on site observation. The exit velocities and internal diameter are referenced to the EIA Report "Housing Site in Yuen Long South"[7].

9.5 In the light of minimal amounts of SO_2 emission from towngas boilers, no SO_2 emission from these boilers are assumed. In addition, the latest 5-year average of the SO_2 concentration in Tai Po and the predicted PATH background in 2030 at the Project Area as shown in Tables 5.1 and 5.2 respectively demonstrated that the cumulative results are unlikely to exceed the prevailing AQOs and hence the SO_2 emission from towngas boilers are not quantitatively assessed in the model. Therefore, adverse impact of SO_2 emission from towngas boilers is not anticipated.

9.6 A CHP plant has commenced operation at Alice Ho Miu Ling Nethersole Hospital in 2017, it utilizes landfill gas to generate electricity and supply steam and hot water at the same time for various hospital facilities. Detailed calculation of the emission rate for the CHP is provided in Appendix 4. Since the operators did not provide any information, the exit velocity and temperature of the chimney from CHP plant are assumed to be 7m/s and 333K respectively. The internal diameter is referenced to the CHP stacks of the EIA Report "Yuen Long Effluent Polishing Plant"[8].

Industrial Chimneys in Wo Hop Shek Crematorium

9.7 The major source of Wo Hop Shek Crematorium is located at 3.9km northwest of the proposed Development. By considering the relatively tall terrain and no direct line of sight between the chimneys at Wo Hop Shek Crematorium and the proposed Development, no direct impact due to the Wo Hop Shek Crematorium to the proposed Development is anticipated.

Industrial Chimney in the Proposed Development

9.8 As mentioned in Section 2.2, the proposed Development only comprises retail and public vehicle park and 7 residential blocks on Area (A) and a social welfare complex on Area (B), which there will be no industrial activities and no chimney emission from the proposed Development is anticipated.

10 OPEN ROADS EMISSIONS

10.1 Air pollutant concentration at the proposed Development due to the emission from the nearby road networks (vehicular emissions) is assessed. The emission rates of all roads within 500m from the proposed Development are generated and calculated from the SAMP-v2.1, which is embedded with the latest EMFAC-HK version 4.3 issued by EPD[9]. Based on the emission rates of all roads, the air pollutant concentrations at the proposed Development are modeled with AERMOD.

Assessment Year

10.2 Vehicular emission impact should assess the worst scenario of the future road traffic within 15 years from full population intake according to the vehicular tailpipe emissions calculated from EMFAC-HK v4.3. Traffic forecast for Year 2045 with emission factors of Year 2030 are adopted as the worst assessment scenario within 15 years after the first intake year of the proposed Development.

Traffic Data

10.3 Vehicular emissions from the surrounding roads affecting the project site within assessment area are considered. The 500m assessment area from the project site is illustrated in Figure 3. The computer plot of the simulation model for the vehicular emission assessment is presented in Figure 4. The 2045 traffic forecast is provided in Appendix 6.

10.4 The traffic data predicted by the project traffic consultant, CTA Consultants Ltd., includes hourly traffic flow with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions" [10] as shown in Table 10.1 below.

Table 10.1 Vehicle Classification in EMFAC-HK Model

Vehicle Class	Description	Gross Vehicle Weight
PC	Private Cars	All
Taxi	Taxi	All
LGV3	Light Goods Vehicles (<=2.5t)	<=2.5t
LGV4	Light Goods Vehicles (2.5 – 3.5t)	>2.5 – 3.5t
LGV6	Light Goods Vehicles (3.5 – 5.5t)	>3.5 – 5.5t
HGV7	Medium & Heavy Goods Vehicles (5.5 – 15t)	>5.5 – 15t
HGV8	Medium & Heavy Goods Vehicles (15 – 24t)	>15-24t
PLB	Public Light Buses	All
PV4	Private Light Buses (<=3.5t)	<=3.5t
PV5	Private Light Buses (>3.5t)	>3.5t
NFB6	Non-franchised Buses (<6.4t)	<=6.36t
NFB7	Non-franchised Buses (6.4 – 15t)	>6.36 – 15t
NFB8	Non-franchised Buses (15 – 24t)	>15t-24t
FBSD	Single Deck Franchised Buses	All
FBDD	Double Deck Franchised Buses	All
MC	Motor Cycles	All
HGV9	Heavy Goods Vehicles (>24t)	>24t
NFB9	Non-franchised Buses (>24t)	>24t

10.5 The estimated 18-classes distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Vehicle Licensed Number by Age and Technology Group Fraction" [11].

Road Assumption

10.6 Start emissions from all the concerned vehicles classes are assumed at all roads within 500m assessment area by broad-brush approach. For calculations of start emissions by the broad-brush approach, start emissions for each vehicle class are assumed directly proportional to Trips per Vehicle-kilometer-travelled ratio (Trip/VKT) with consideration of the proportion of local and rural roads within Hong Kong based on the Annual Traffic Census (ATC) prepared by the Transport Department (TD). For SAMP v2.1, default trip and VKT values from EMFAC-HK model v4.3 are used in the calculations. In this assessment, the estimated % of VKT for local and rural roads with possible starting emission is ~21.8% of total VKT, which is calculated by raw data of ATC 2023 provided by TD. The start profile and calculation of proportion of local and rural roads are provided in Appendix 7.

10.7 KMB Bus Depot, MTR Bus Depot, the public transport interchange (PTI) at Fu Tip Estate, Fung Yuen (Mont Vert) Terminus, Tai Po Nethersole Hospital Terminus and car park near Yue Kok Village Sitting Area are located within 500m assessment area of proposed Development, with separation distance of 150m, 290m, 330m, 250m, 480m and 330m to the ASRs of the proposed Development respectively. The locations of the identified depots, PTI, terminus and car park with good vehicles parking and their separation distances to the ASRs of the proposed Development are illustrated in Figure 7. Considering the identified depots, PTI, terminus and car park with good vehicles parking are not located in close proximity to the ASRs of the proposed Development, while start emissions from all concerned vehicles classes are assumed at all roads within 500m assessment area by broad-brush approach, that the result generated from the method adopted are on a conservative side and would not underestimate the actual impact at the proposed Development from start emission that would actually be emitted at its exact locations.

10.8 For the proposed commercial public vehicle park located within the proposed Development, no detailed design is available at this stage. Given that the induced traffic due to the proposed commercial public vehicle park has already been considered in the Traffic Data and start emission from all vehicle types has already been included for its connecting road (i.e. Fung Yuen Road), significant start emission at the proposed commercial public vehicle park is not anticipated and it would not underestimate the impact from proposed commercial public vehicle park.

Speed

10.9 The hourly average road speed of each road link is provided by the project traffic consultant (Appendix 6) and has been inputted to the SAMP-v2.1.

Temperature and Humidity

10.10 The annual hourly minimum temperature and relative humidity extracted from PATH v3.0 are adopted in the assessment and provided in Appendix 10.

Zero Emission Vehicle Scenario

10.11 With consideration of increasing number of electric vehicles in Hong Kong, the zero emission vehicle scenario is adopted in SAMP-v2.1 for the generation of vehicular emission rate.

Vehicular Emission Rate

10.12 The vehicular emission rates (in g/s-m^2) of all roads within the 500m assessment area are calculated and generated by the SAMP-v2.1 based on the above-mentioned assumptions, adjustments and input data. The emission rates without any further adjustment are then modeled as line sources in AERMOD. Summary of the emission rates generated by the SAMP-v2.1 are provided in Appendix 9.

SO_2 Concentration due to Vehicular Emission

10.13 SO_2 is formed primarily from the combustion of sulphur-containing fossil fuels. SO_2 emission from vehicular exhaust is due to the sulphur content in diesel oil. As from 1 July 2010, EPD has tightened the statutory motor vehicle diesel and unleaded petrol specifications to Euro V level, which further tightens the cap on sulphur content from 0.005% to 0.001%.

10.14 Road traffic therefore contributes to only a very small amount of SO_2 emission, relatively low measured concentrations. With the adoption of low-sulphur and ultra-low-sulphur fuel under the existing Government policy, SO_2 would not be a critical air pollutant of concern in the air impact assessment for road traffic.

Potential Vehicular Impact Caused by The Proposed Development

10.15 The proposed Development will not have implication for the road design capacity for the adjoining road. The road design capacity in the vicinity is adequate and will not have traffic congestion. Therefore, adverse vehicular emission impact from the proposed Development is not anticipated.

11 ASSESSMENT RESULTS

11.1 The predicted air quality concentrations from surrounding vehicular and industrial emissions have been quantitatively assessed separately for NO_2, RSP, FSP and SO_2.

11.2 A summary of the predicted results of NO_2, RSP, FSP and SO_2 at all predetermined ASRs are presented in Table 11.1. The contour plots are presented in Figures 6a – 6i for the worst affected level (i.e. ground floor, 1.5 mAG).

11.3 For contour plots, the assessment points used for generating the contour plots is provided in Figure 5.

Predicted NO_2 Results

11.4 The predicted results of the 19th highest 1-hour average, 10th highest 24-hours average and annual average NO_2 concentration at all selected ASR levels are summarised in Appendix 10. The results indicate that NO_2 concentrations at all locations of the proposed Development comply with the relevant AQOs.

Predicted SO_2 Results

11.5 The predicted results of the 4th highest 10-minute and 4th highest 24-hours average SO_2 concentration at all selected ASR levels are summarised in Appendix 10. The results indicate that SO_2 concentrations at all locations of the proposed Development comply with the relevant AQOs

Predicted RSP Results

11.6 The predicted results of the 10th highest 24-hours average and annual average RSP concentration at all selected ASR levels are summarised in Appendix 10. The results indicate that RSP concentrations at all locations of the proposed Development comply with the relevant AQOs.

Predicted FSP Results

11.7 The predicted results of the 19th highest 24-hours average and annual average FSP concentration at all selected ASR levels are summarised in Appendix 10. The results indicate that FSP concentrations at all locations of the proposed Development comply with the relevant AQOs.

Table 11.1 Summary of Predicted Cumulative Concentration

Pollutant	Cumulative Concentration ($\mu g/m^3$)		AQO ($\mu g/m^3$)
NO_2	19th highest, 1-hour average	44.4 – 121.9	200
	10th highest, 24-hours average	18.7 – 46.2	120
	Annual	9.9 – 27.5	40
RSP	10th highest, 24-hours average	51 – 51.9	75
	Annual	19.9 – 20.6	30
FSP	19th highest, 24-hours average	30.3 – 30.8	37.5
	Annual	12.3 – 13	15
SO_2	4th highest, 10-minute average	21.4 – 24.6	500
	4th highest, 24-hours average	6.7 – 6.8	40

12 MITIGATION MEASURES FOR CONSTRUCTION WORK

Identification of Pollutant Sources

12.1 Construction Dust is the key pollutant during the construction phase of the proposed Development. The major construction activities of the proposed Development include substructure, superstructure and basement construction. With the implementation of dust suppression measures and good site management, adverse construction dust impact is not anticipated.

Emission from Fuel Combustion Equipment

12.2 Apart from the dust impact during construction phase, there will be exhaust emissions from the construction plants and machineries. Requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a Sulphur content of less than 0.001% by weight) will be complied with to minimise the exhaust emissions from non-road mobile machineries and construction vehicles. The scale of the project is relatively small, the number of construction plants will be limited.

Recommended Construction Best Practices

12.3 The Contractor is recommended to follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation. It stipulates the construction dust control requirements for both Notifiable and Regulatory Works to be carried out by the Contractor. The following dust suppression measures should be incorporated by the Contractor to control the dust nuisance throughout the construction phase:-

- Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
- Any dusty material remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
- A stockpile of dusty material should not extend beyond the pedestrian barriers, fencing or traffic cones;
- The load of dusty materials on vehicles leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;

- Where practicable, vehicles washing facilities including a high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;

- When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;

- The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials;

- Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation take place should be sprayed with water or a dust suppression chemical continuously;

- Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet;

- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;

- Any skip hoist for material transport should be totally enclosed by impervious sheeting;

- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the three sides;

- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from its body and wheels;

- Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;

- Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shortcrete or other suitable surface stabilizer within six months after the last construction activity on the construction site or part of the construction site where the exposed earth lies;

- Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
- Use of frequent watering for particularly dusty construction areas and areas close to ASRs;
- Avoid dusty works or placing stockpile near ASRs;
- Adopt site hoarding at sufficient height close to the near ASRs;
- Locate the haul road away from the near ASRs;
- Avoid dusty works or placing stockpiles near to those ASRs in the vicinity; and
- Minimization of unpaved, exposed earth by immediate covering / permanent paving as soon as the works have been completed.

13 ODOUR IMPACT DUE TO ON-SITE AND NEARBY SEWAGE TREATMENT PLANT

13.1 The proposed Sewage Treatment Plant (STP) is located at basement level underneath T2 of the proposed Development and within an enclosed building structure.

13.2 The design of the STP will be reviewed during detailed design stage to ensure no adverse odour impact would be imposed on any nearby ASRs, the Environmental Consideration specified in EPD Guidelines for the Design of Small Sewage Treatment Plants for minimization of the odour impact from the proposed STP will be observed and followed while the exhaust outlet of the proposed STP will be located away from all nearby ASRs as far as possible. Moreover, a high-efficiency deodorizer (with at least 99.5% odour removal efficiency) with a forced ventilation system will also be installed at the STP building to remove odour before discharge into open air.

13.3 With proper deodorization at the exhaust outlet, adverse air quality impact due to the proposed STP is not anticipated

13.4 Apart from the proposed STP, an existing Tin Sam Sewage Pumping Station (TSSPS) is located within the site boundary of Area (B). Although odour was not detected during site inspections, the fresh air intake and the proposed openable windows of the RCHE in Area (B) will be located away from the TSSPS as far as possible and in a direction facing away from the TSSPS (i.e northward or eastward), in order to mitigate the potential odour nuisance from the TSSPS.

14 AIR QUALITY IMPACT DUE TO CARPARK OF THE PROPOSED DEVELOPMENT

14.1 The detailed design of the proposed carparks (including the basement carparks and the commercial and public vehicle park) are not available at this stage. The proposed carparks would satisfy the requirements, including design, maintenance and operation of the ventilation systems, stipulated in the "ProPECC PN 2/96 – Control of Air Pollution in Car Park" [12]. The exhaust air from the carpark would be discharged to the atmosphere with proper mitigation treatments in such a manner and at a location not to result in any air nuisance to occupants in the proposed Development and to the neighboring building and to the public. Hence, adverse air quality impact due to the proposed carpark is not anticipated.

15 CONCLUSION

15.1 Site inspections have been conducted to identify the possible air pollution sources in the neighbourhood of the proposed Development.

15.2 The major air pollution sources that may have an impact on the proposed Development have been identified as the chimney emissions and the vehicular emissions in the neighbourhood. Computation has been performed by employing the AERMOD software.

15.3 For vehicular and industrial chimney assessments, NO_2, RSP, FSP and SO_2 have been predicted.

15.4 The cumulative concentrations of NO_2, RSP, FSP and SO_2 are within the stipulated HKAQO limits.

15.5 Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations will be complied with. Relevant mitigation measures will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

16 REFERENCES

[1] Planning Department, "Hong Kong Planning Standards & Guidelines" (Chapter 9), March 2014

[2] EPD, PATH-v3.0, in January 2024

[3] EPD, SAMP-v2.1, in January 2025

[4] Heathrow Airport EIA Report, dated 15 November 2007, by Cambridge Environmental Research Consultants

[5] Review of Methods for NO to NO_2 Conversion in Plumes at Short Ranges, Environment Agency of UK, 2007

[6] EIA report “Upgrading of Tai Po Sewage Treatment Works”, AEIAR-244/2022

[7] EIA Report “Housing Site in Yuen Long South”, AEIAR-215/2017

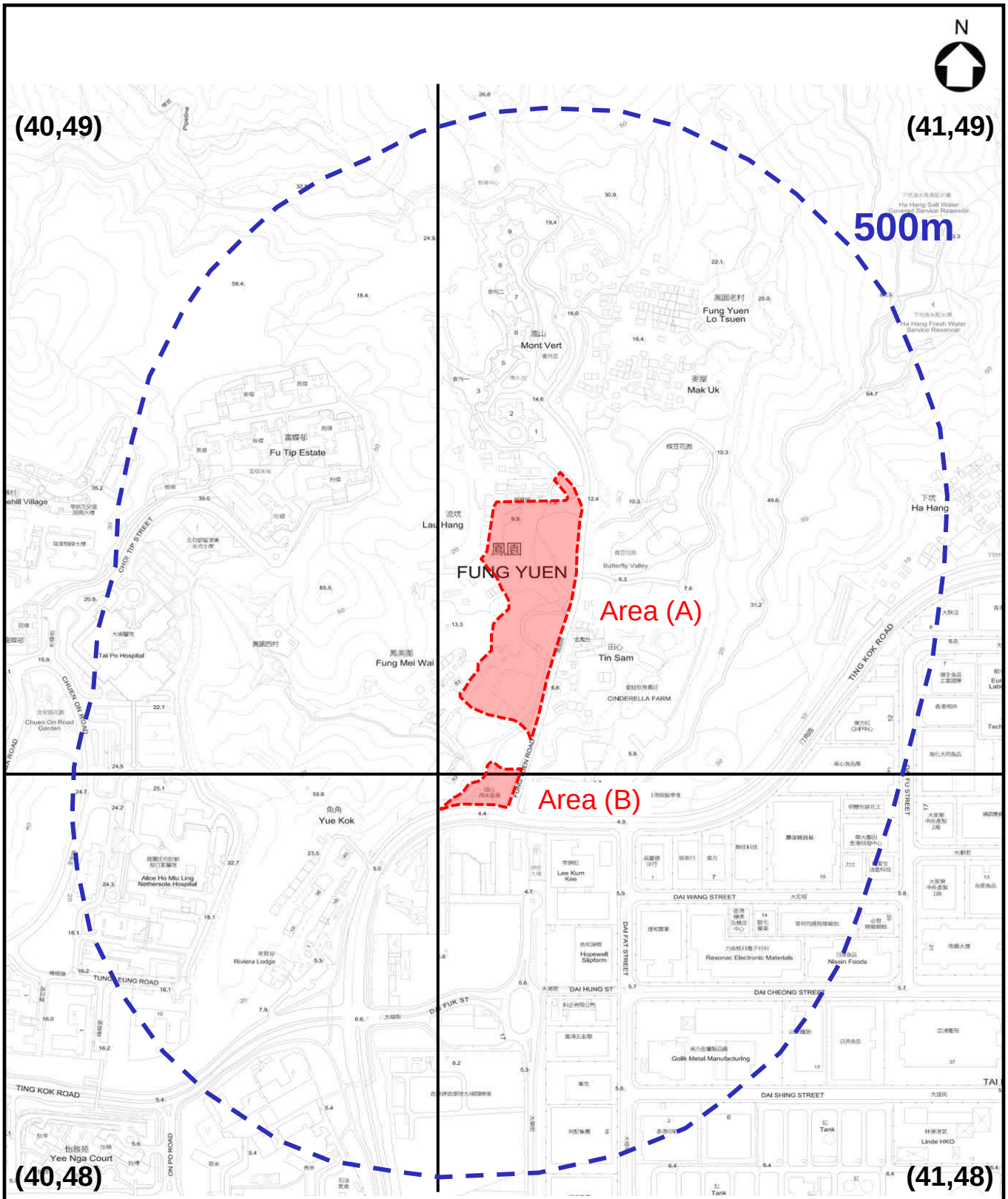
[8] EIA Report “Yuen Long Effluent Polishing Plant”, AEIAR-220/2019

[9] EPD, EMFAC-HK Model Version 4.3, dated January 2021

[10] EPD, “Guideline on Modelling Vehicle Emissions”, dated January 2021

[11] EPD, “2018 Licensed Vehicle by Age and Technology Group Fractions”, dated January 2021

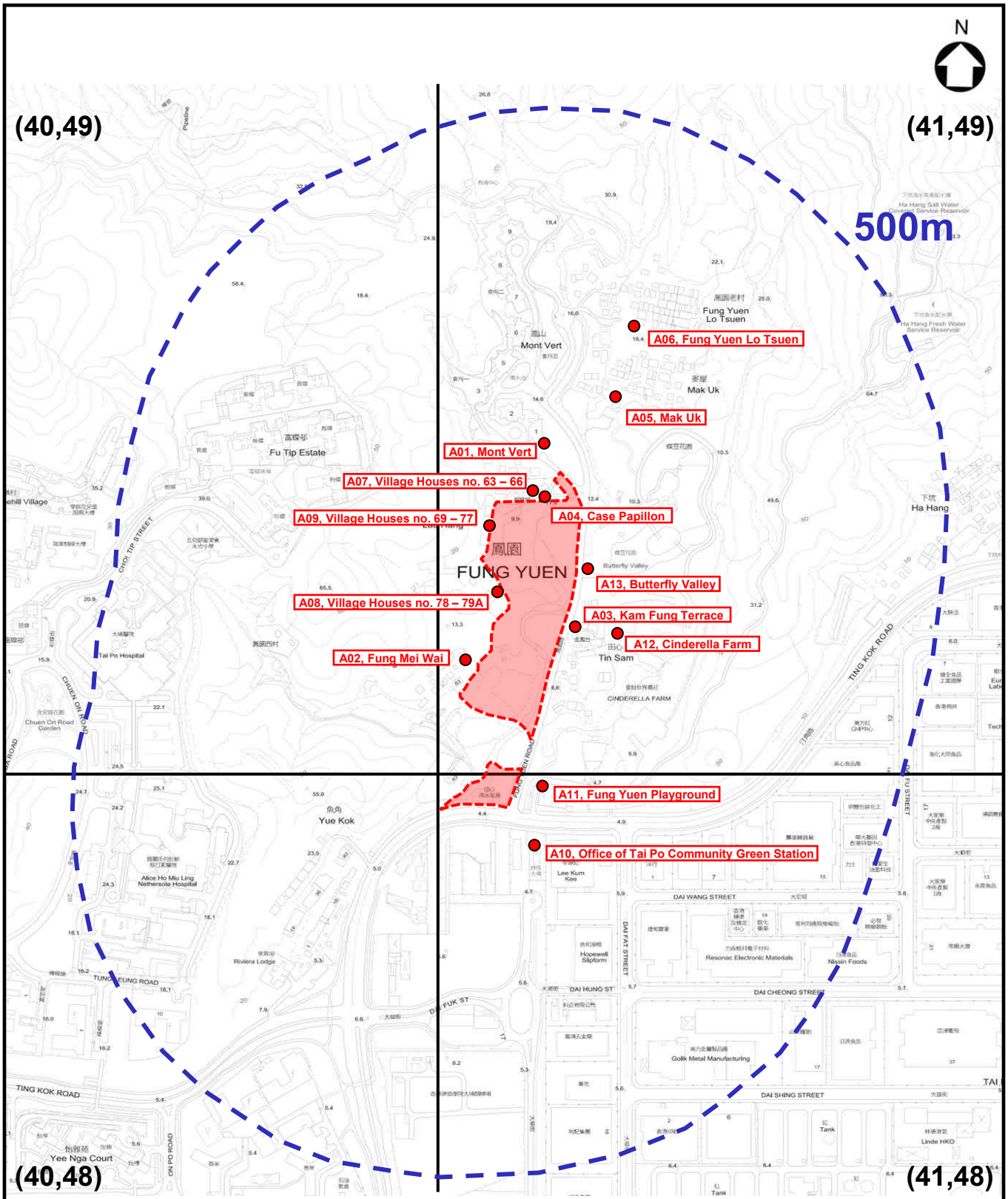
[12] PN 2/96 “Control of Air Pollution in Car Park” of the Environmental Protection Department



Legend

The Development Site

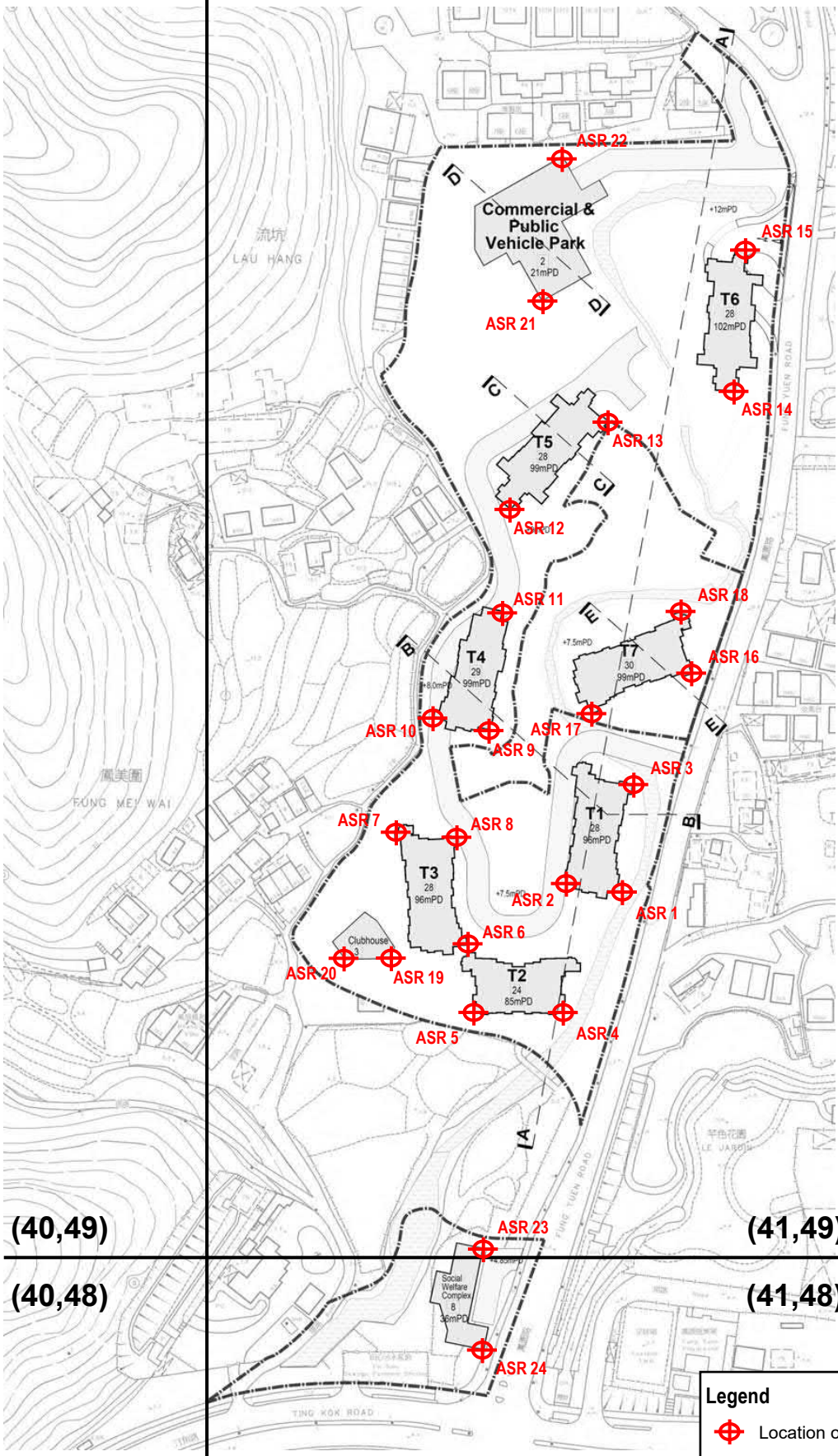
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Site Location**	**1a**



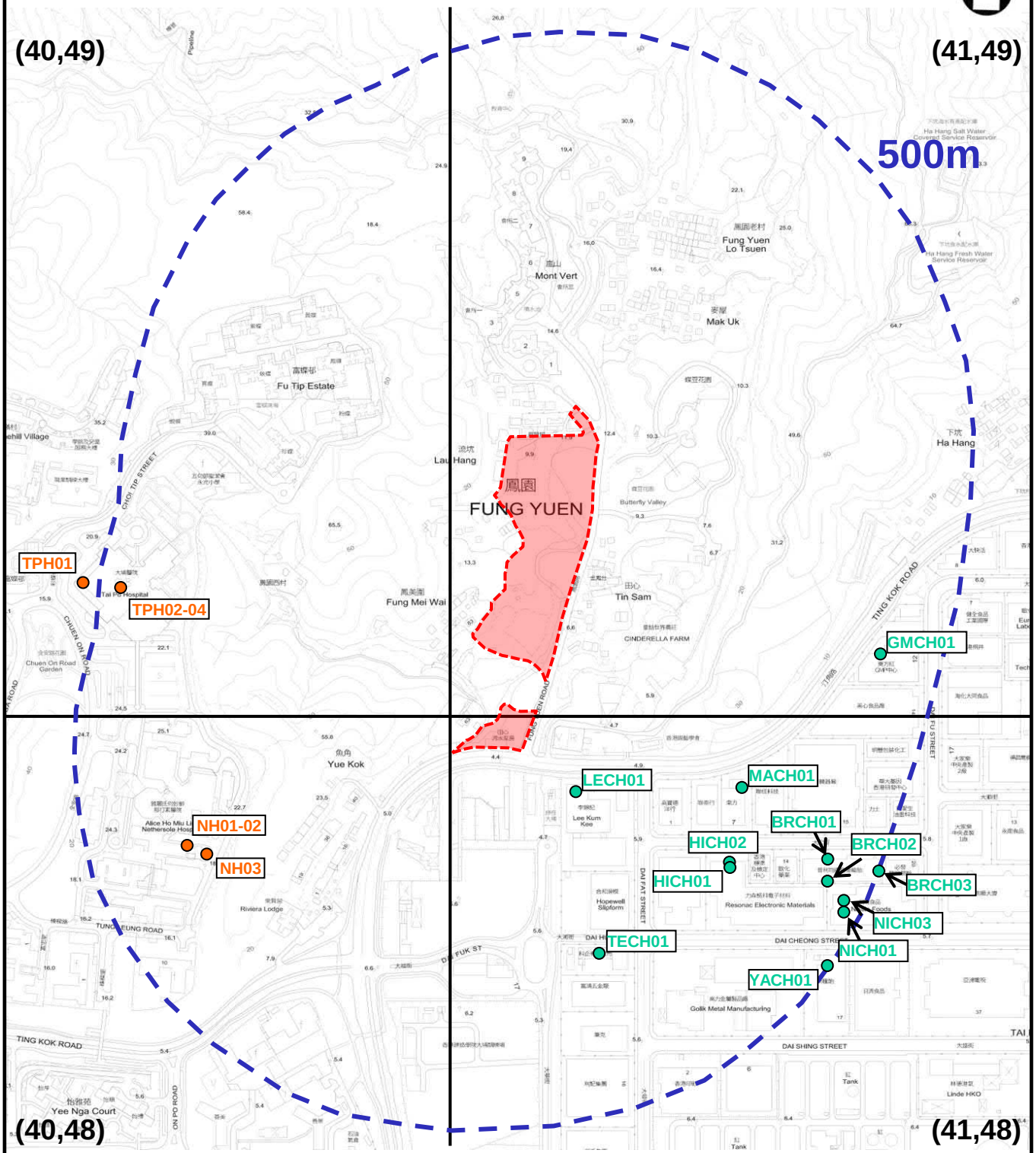
Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Nearby ASRs of the Proposed Development**	**1b**



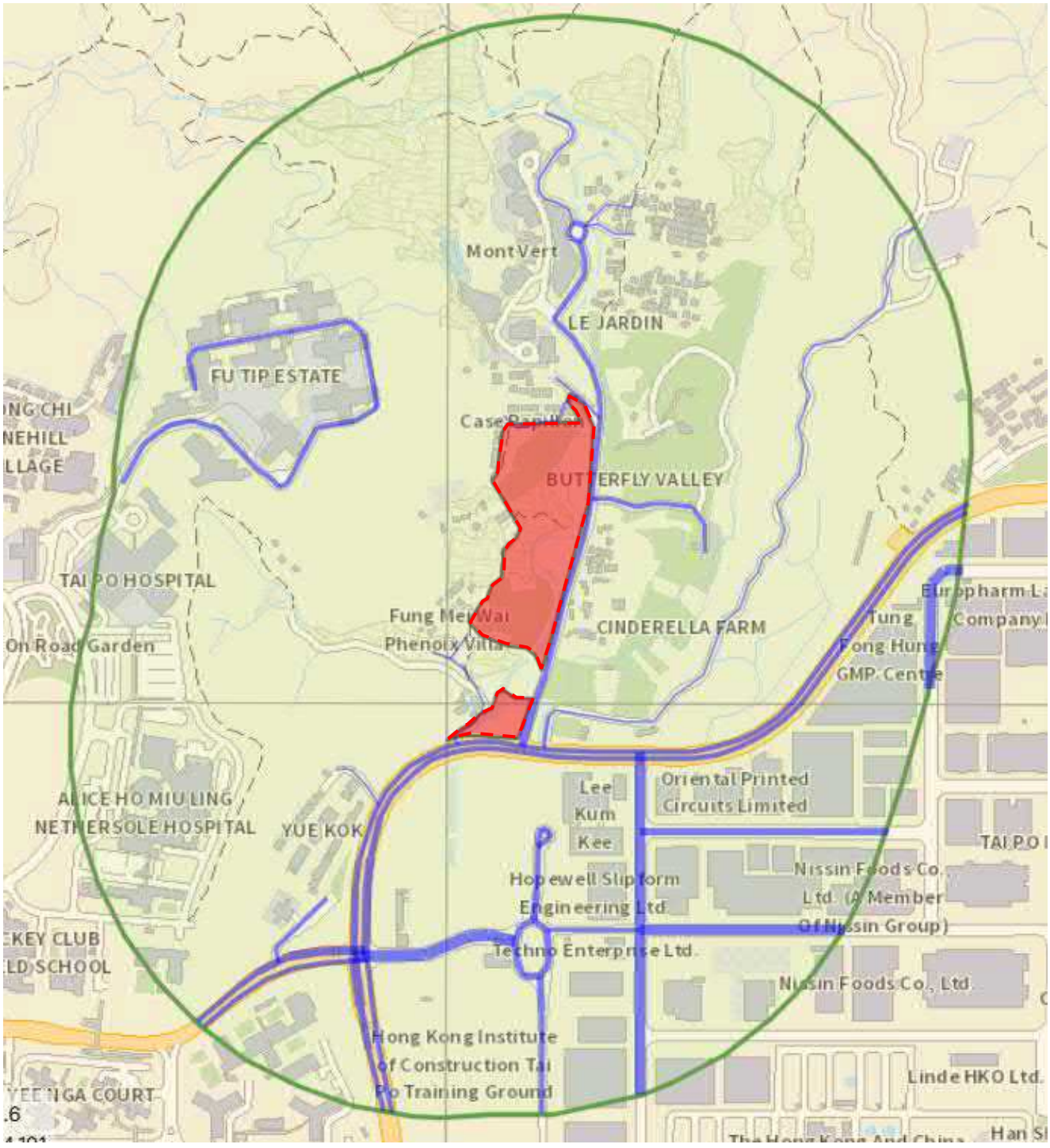
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Air Assessment Points**	**2**



Legend

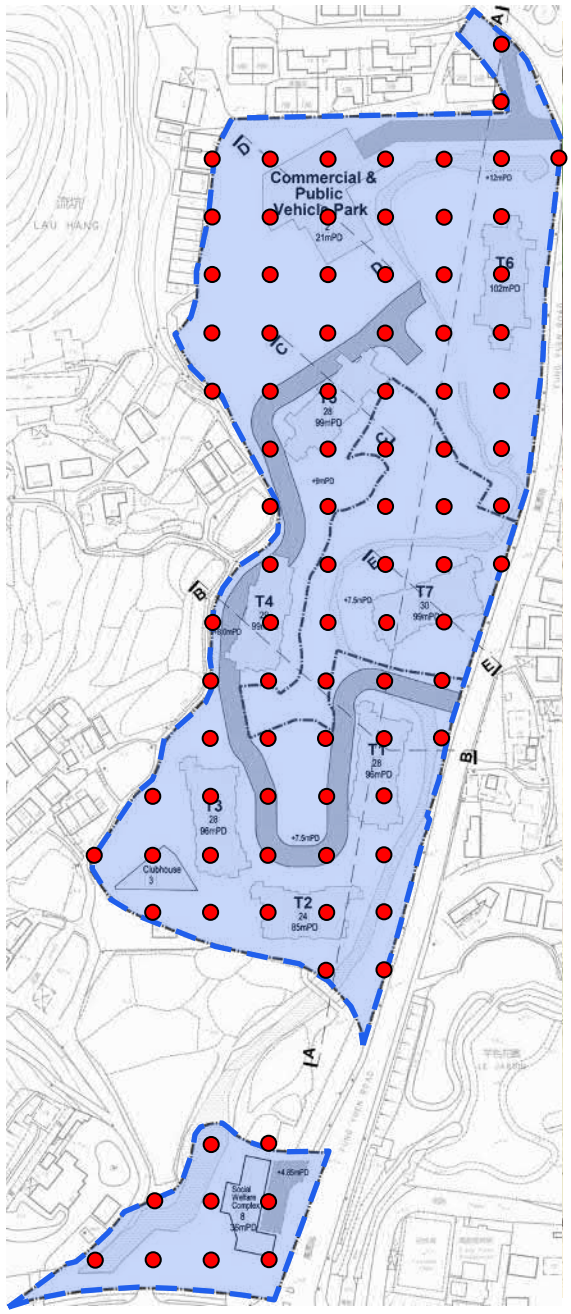
- Location of Chimney within Tai Po Industrial Estate (Chimney No. refer to Table A4.2 in Appendix 4)
- Location of Chimney in Hospitals (Chimney No. refer to Table A4.1 in Appendix 4)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Emission Sources**	**3**



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Computer Plot of Road Scheme (extracted from SAMP v2.1)**	**4**

N

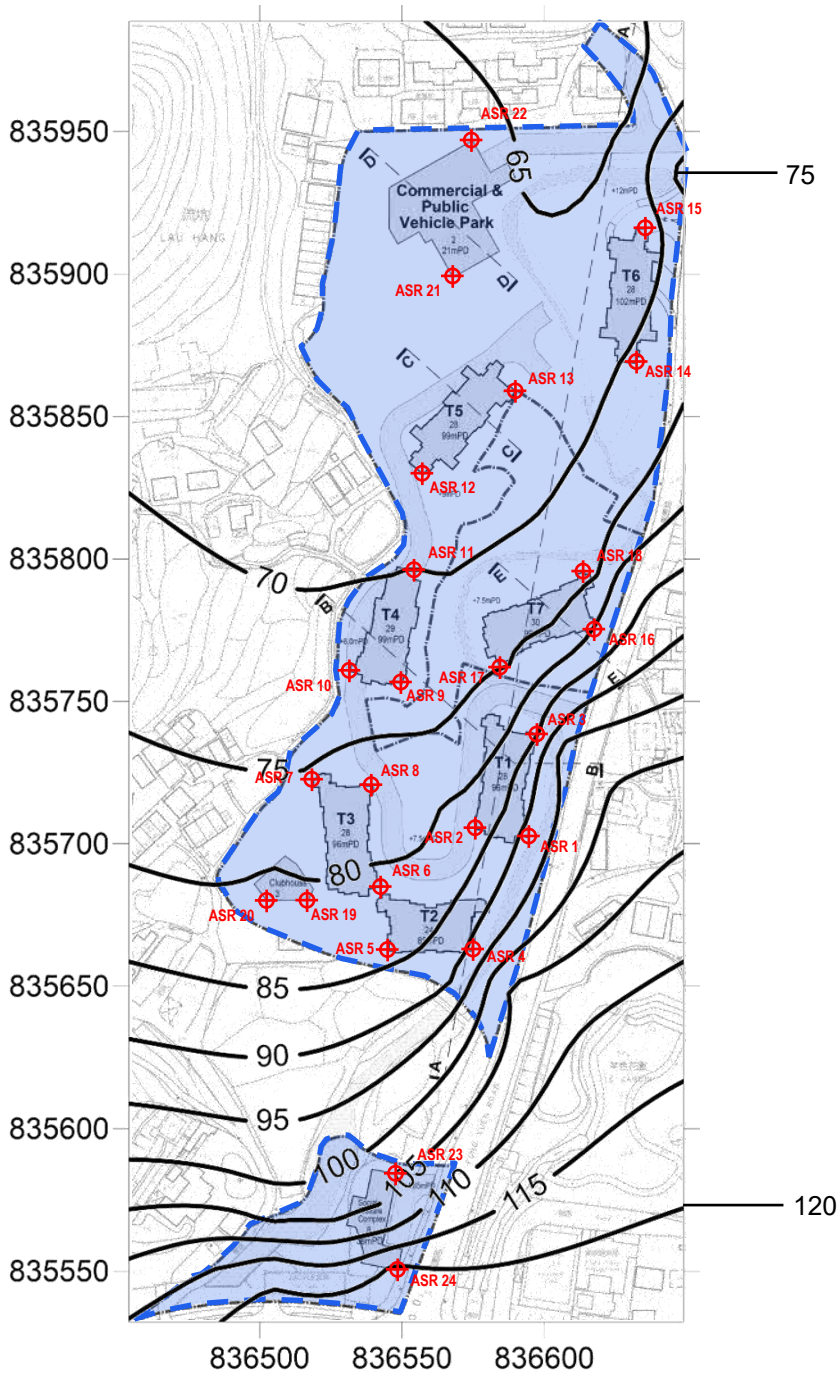


Legend

The Development Site

Assessment Points for Contour Plotting

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Assessment Points for Contour Plotting**	**5**



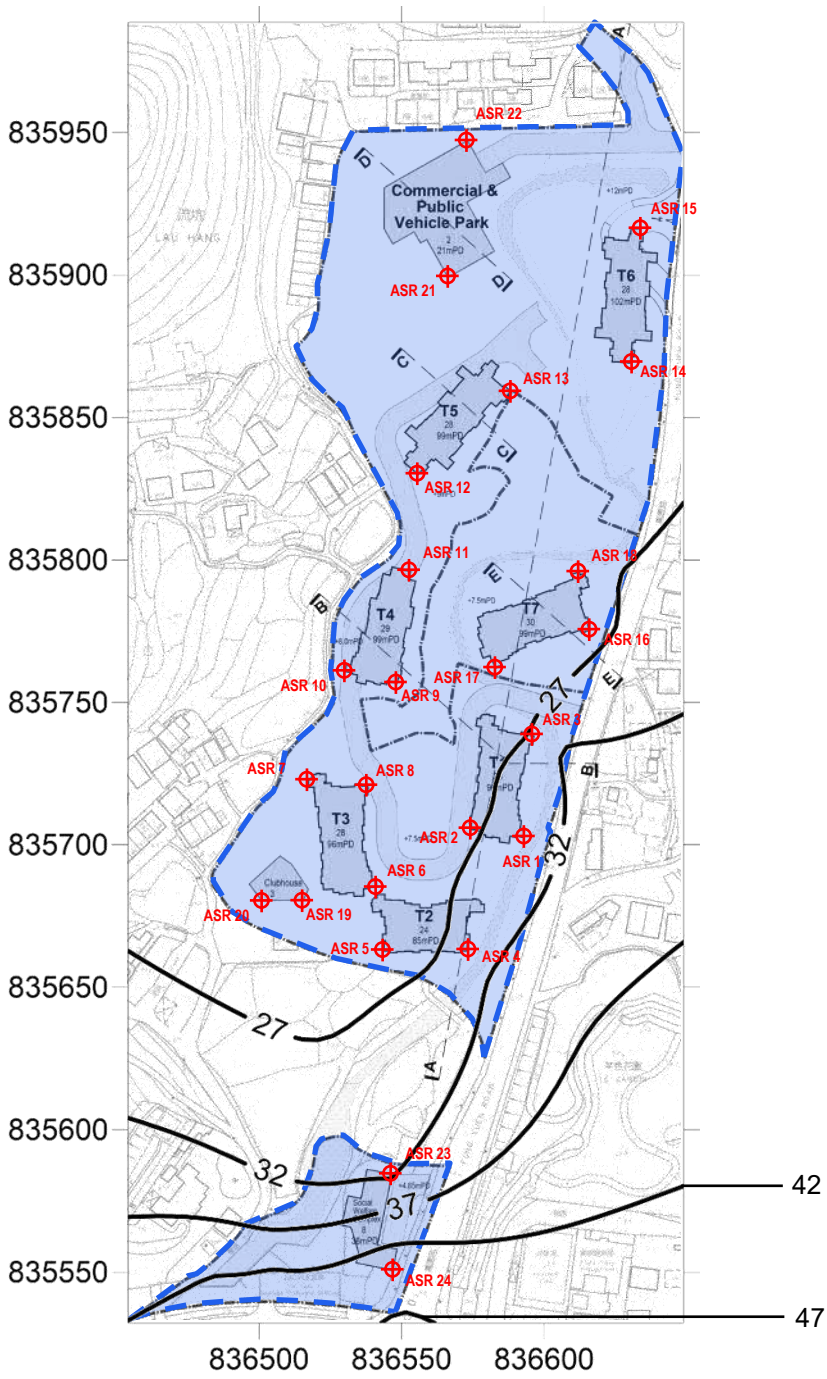
Notes: 1) The HKAQO limit for 1-hr average NO_2 is 200ug/m^3

2) The contour plot refers to the 19th highest 1-hr average NO_2 concentration

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 19th Highest 1-hr Average NO_2 Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6a**



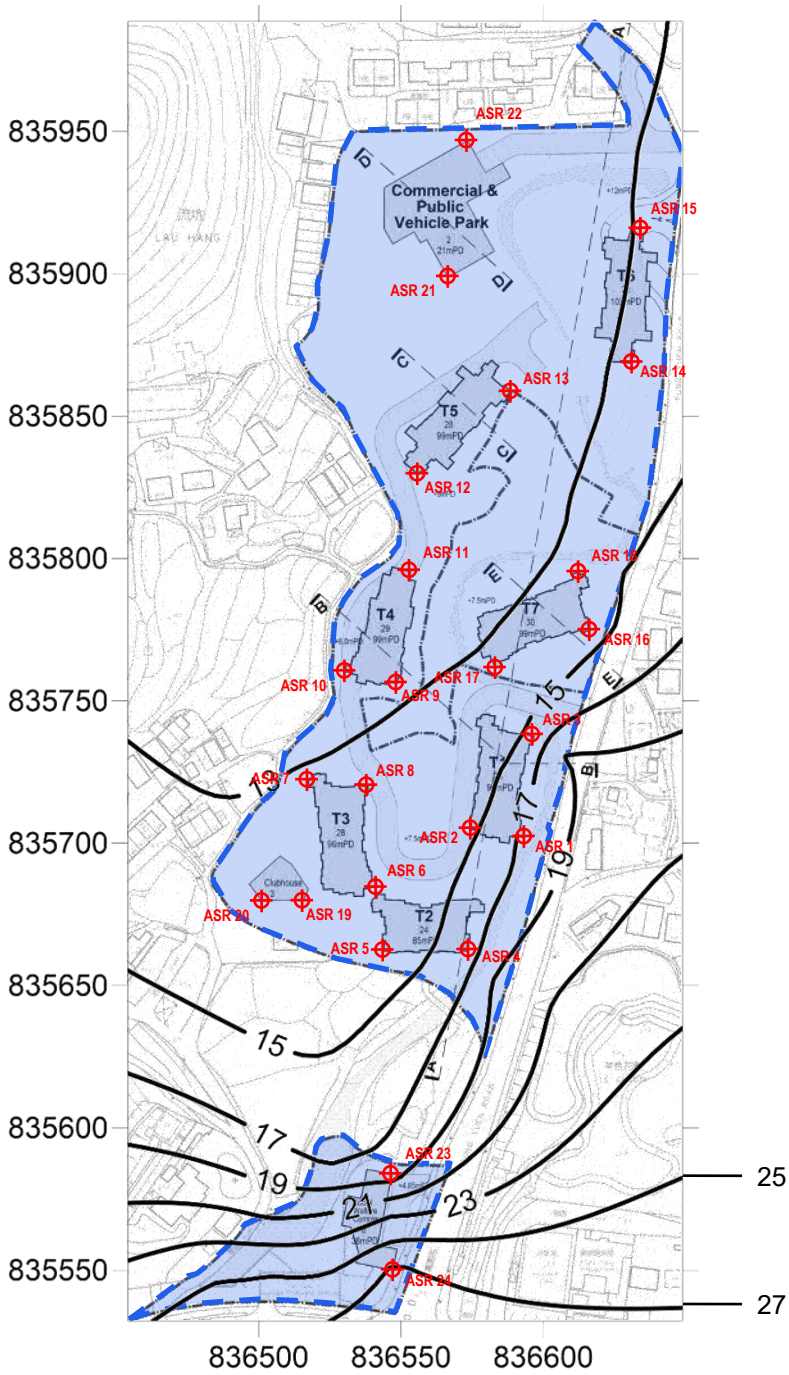
Notes: 1) The HKAQO limit for 24-hr average NO_2 is 120ug/m^3

2) The contour plot refers to the 10th highest 24-hr average NO_2 concentration

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 10th Highest 24-hr Average NO_2 Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6b**

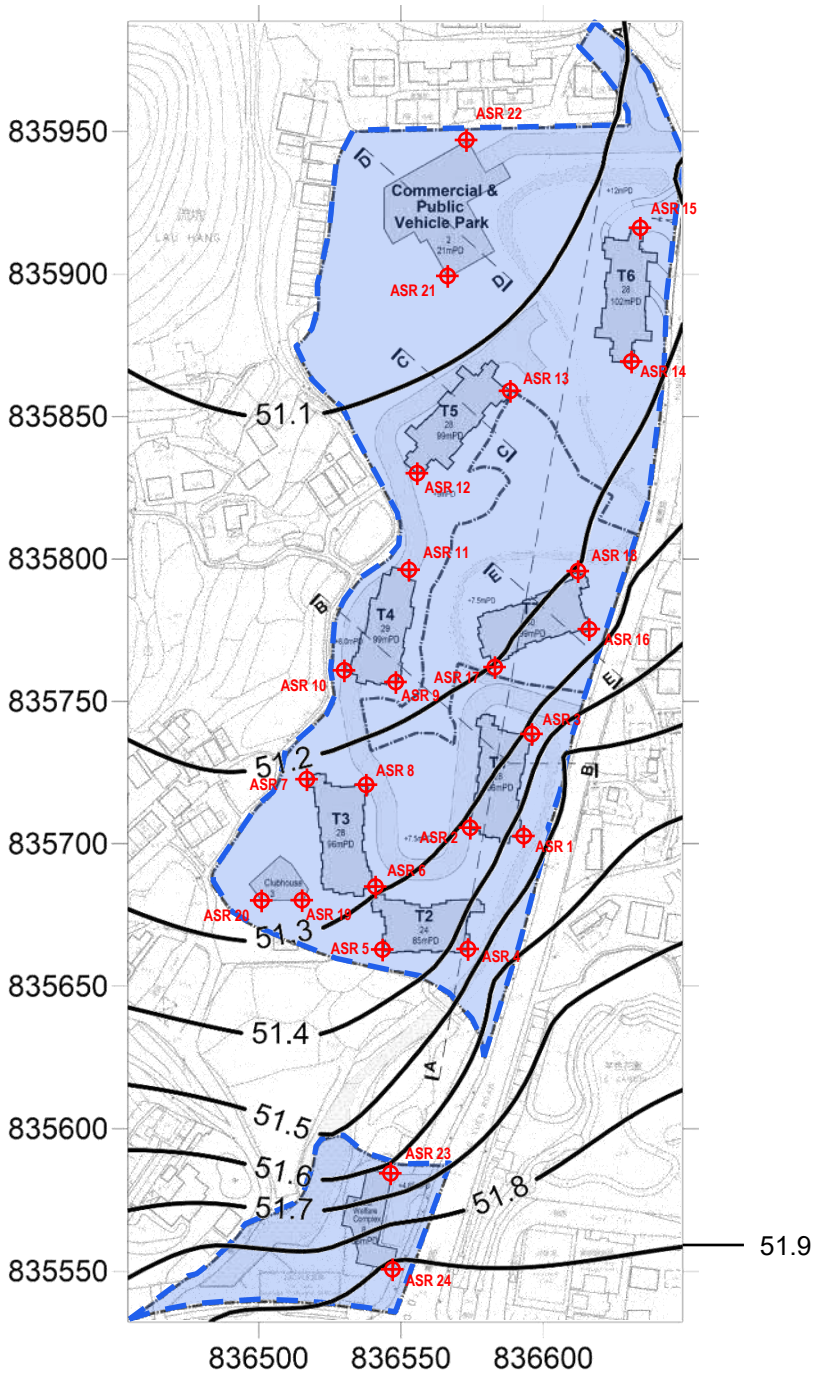


Notes: 1) The HKAQO limit for annual average NO_2 is 40ug/m^3
2) The contour plot refers to the annual average concentration of NO_2

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted Annual Average NO_2 Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6c**

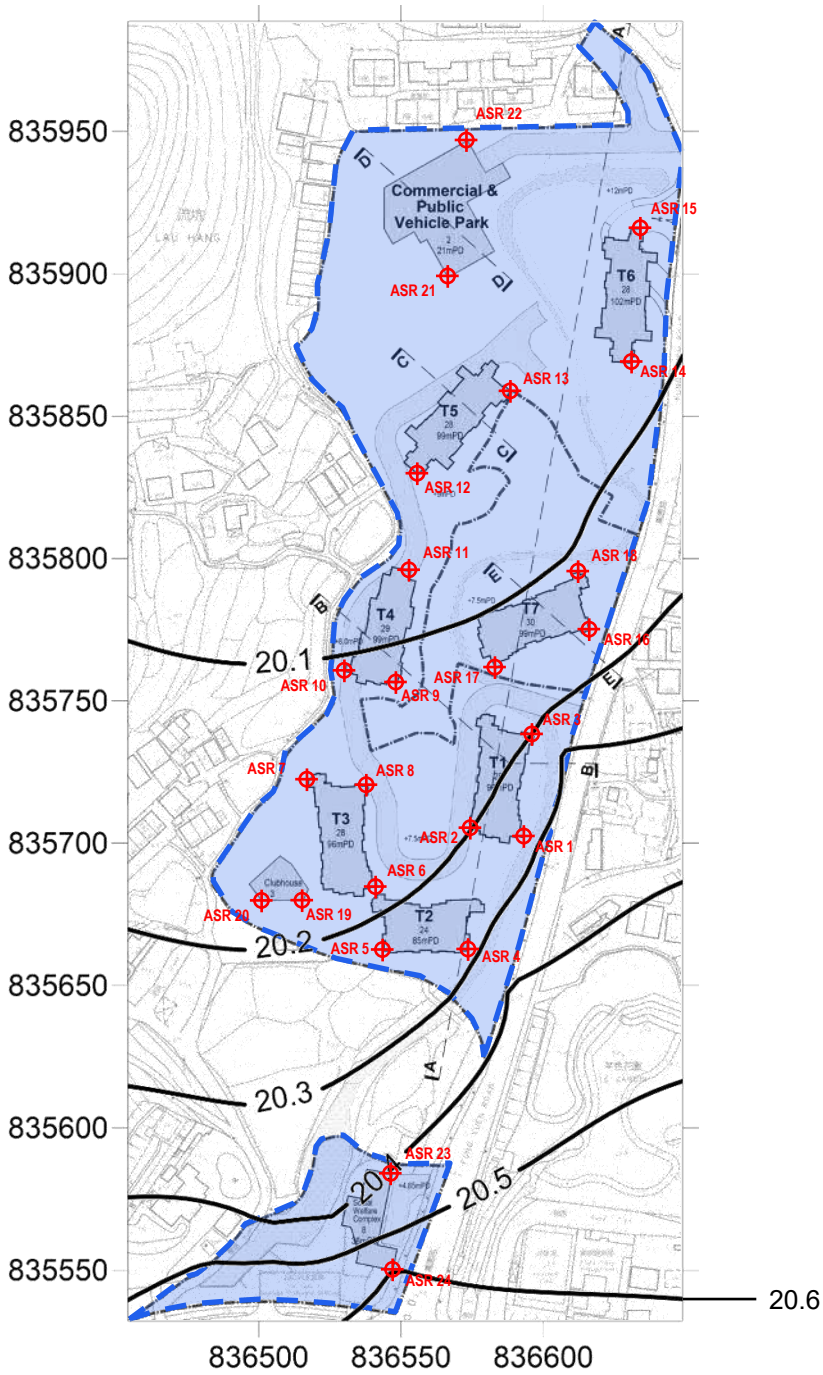


Notes: 1) The HKAQO limit for 24-hr average RSP is 75ug/m^3
2) The contour plot refers to the 10th highest 24-hr average RSP concentration

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 10th Highest 24-hr Average RSP Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6d**

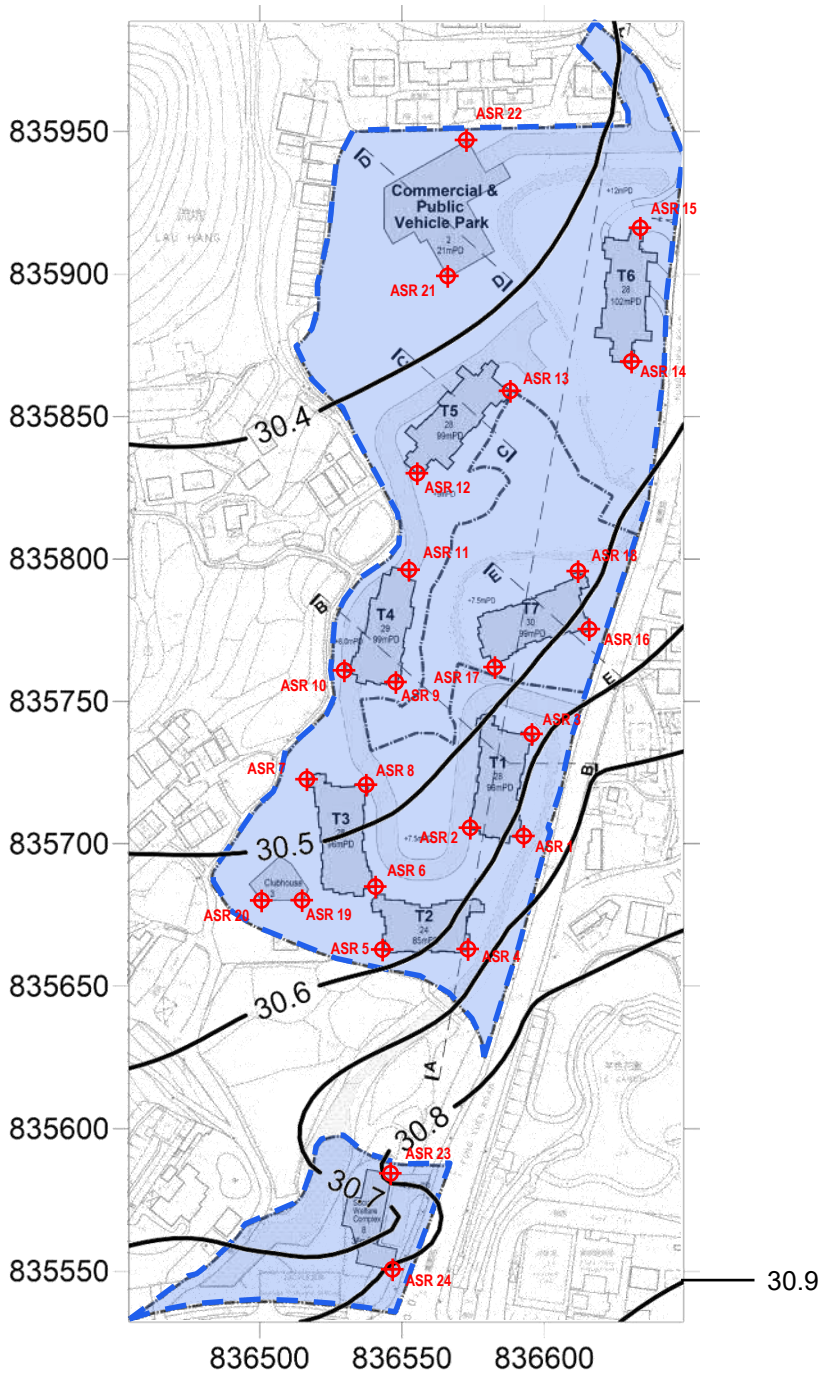


Notes: 1) The HKAQO limit for annual average RSP is 30ug/m^3
2) The contour plot refers to the annual average concentration of RSP

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted Annual Average RSP Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6e**

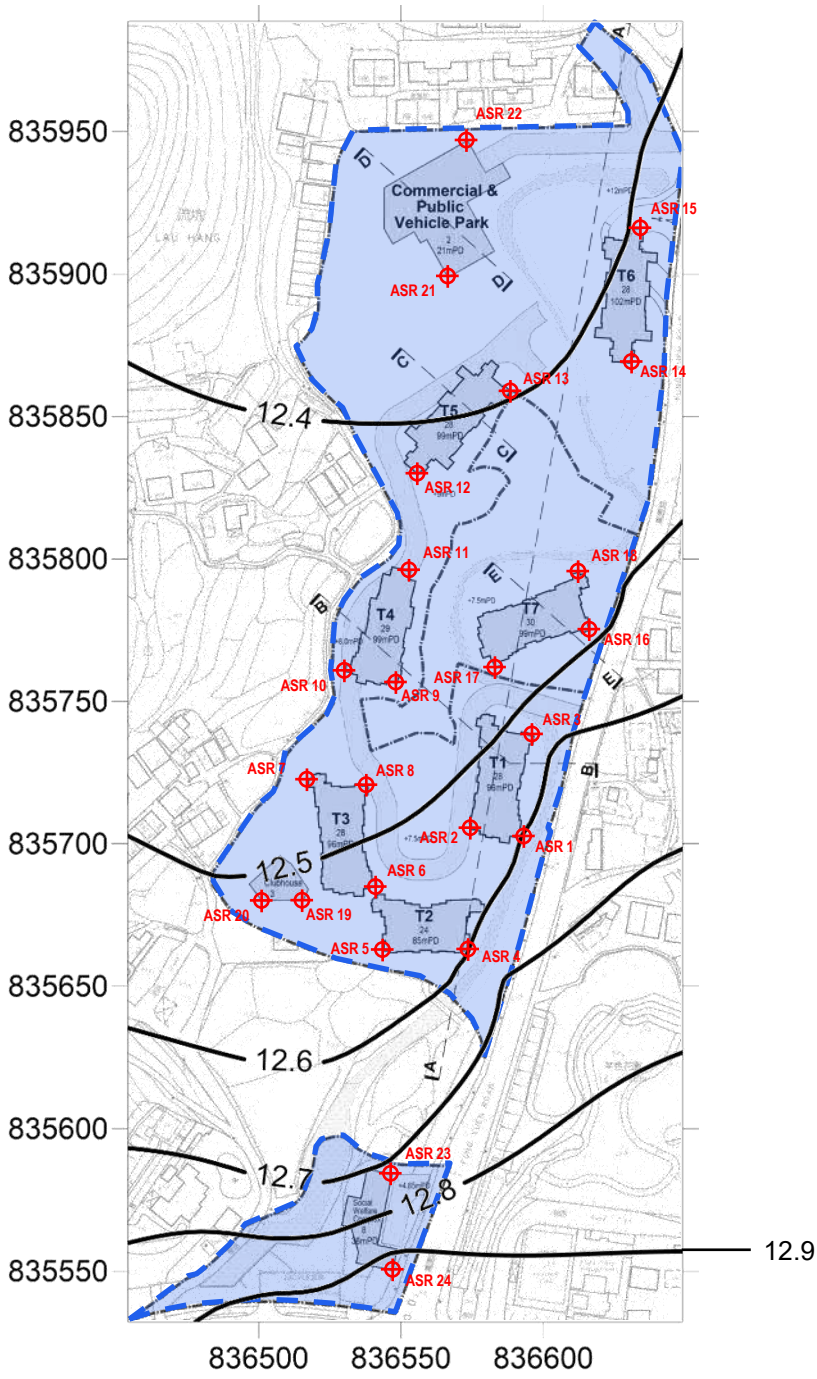


Notes: 1) The HKAQO limit for 24-hr average FSP is 37.5ug/m^3
2) The contour plot refers to the 19th highest 24-hr average FSP concentration

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 19th Highest 24-hr Average FSP Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6f**

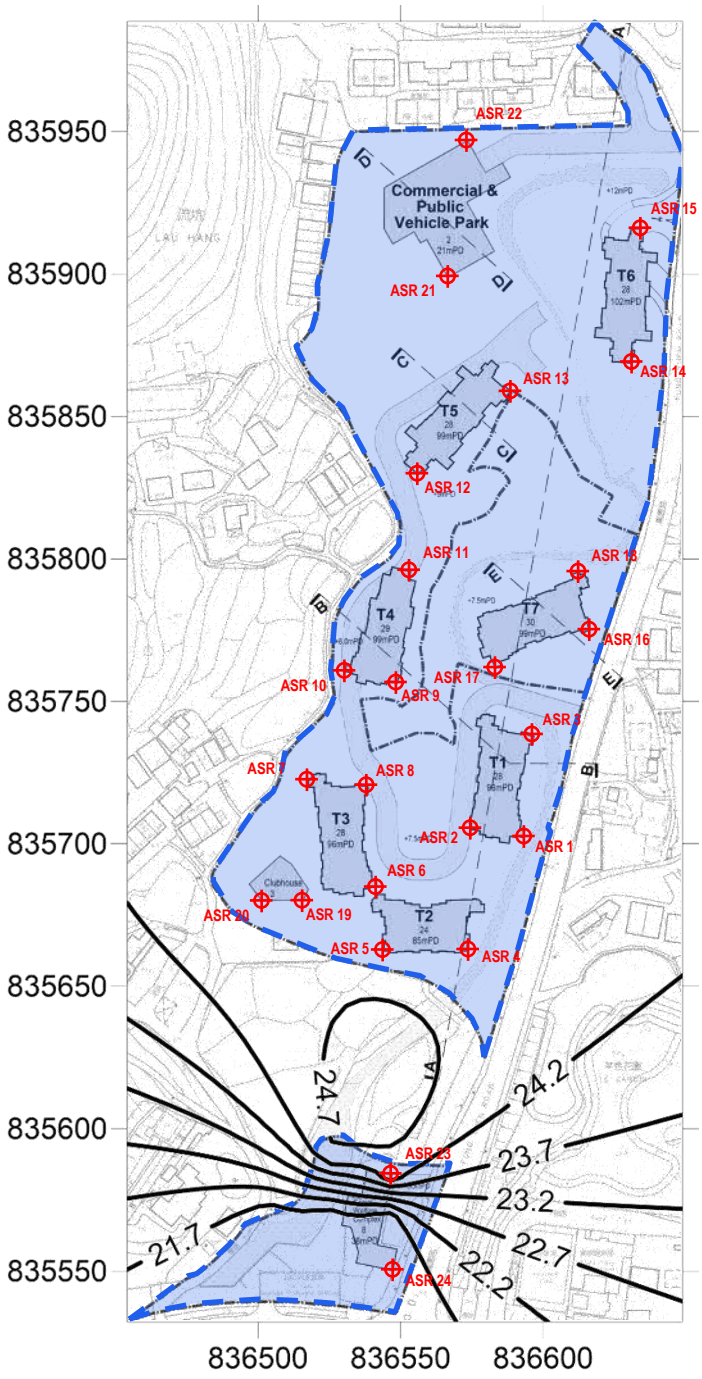


Notes: 1) The HKAQO limit for annual average FSP is 15ug/m^3
2) The contour plot refers to the annual average concentration of FSP

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted Annual Average FSP Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6g**



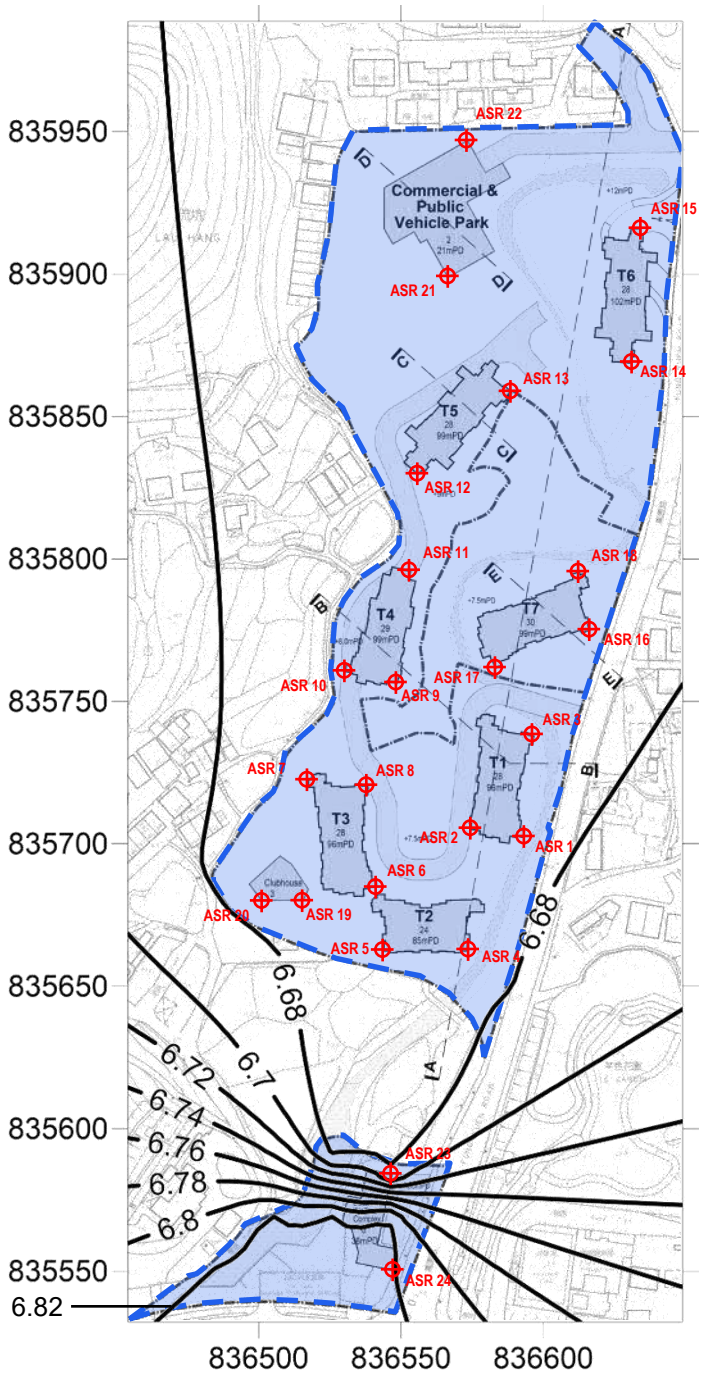
Notes: 1) The HKAQO limit for 10-min average SO_2 is 500ug/m^3

2) The contour plot refers to the 4th highest 10-min average SO_2 concentrations

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 4th Highest 10-min Average SO_2 Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6h**

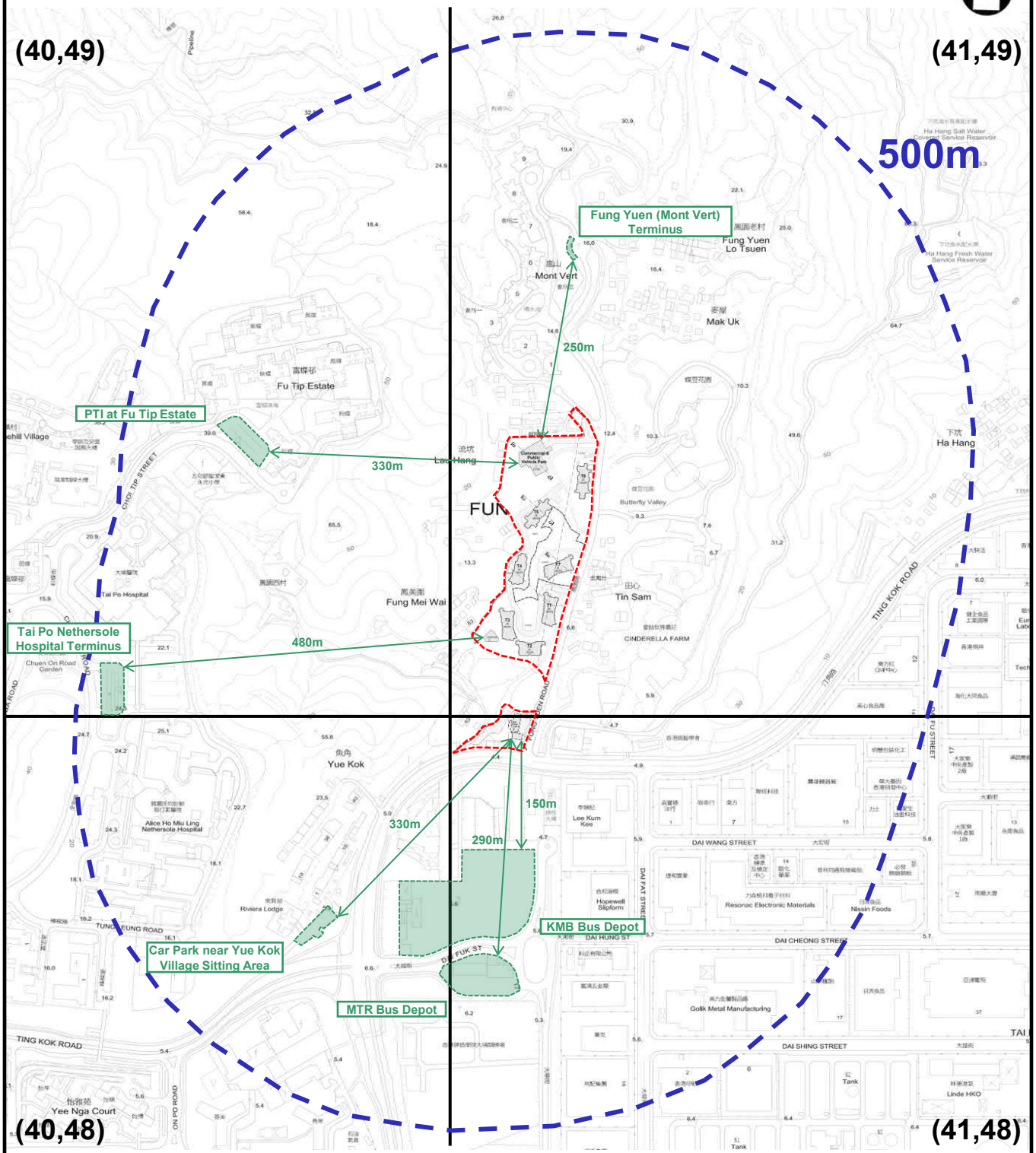


Notes: 1) The HKAQO limit for 24-hr average SO_2 is 40ug/m^3
2) The contour plot refers to the 4th highest 24-hr average SO_2 concentration

Legend

The Development Site

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Predicted 4th Highest 24-hr Average SO_2 Concentrations at 1.5 mAG, Cumulative Concentration** (in ug/m^3)	**6i**



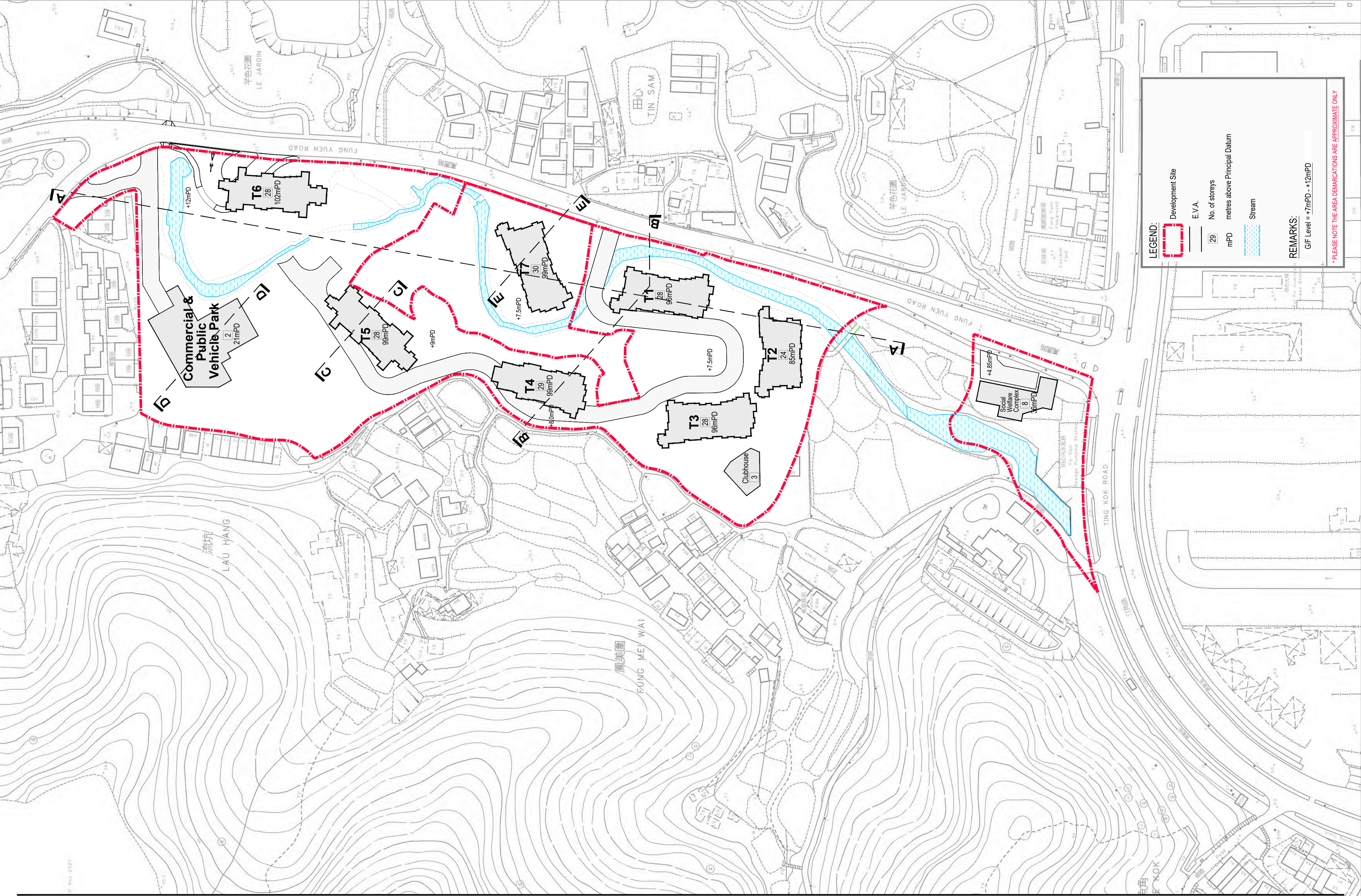
Legend

- The Development Site
- Identified Depots, PTI, Terminus and Car Park with Good Vehicles Parking

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Locations of the Identified Depots, PTI, Terminus and Car Park with Good Vehicles Parking and Separation Distances to the ASRs of the Proposed Development**	**7**

APPENDIX 1

ARCHITECTURAL DRAWINGS



REZONING APPLICATION
AT FUNG YUEN ROAD,
TAI PO, N.T.

Indicative Layout Plan

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10/09/2025
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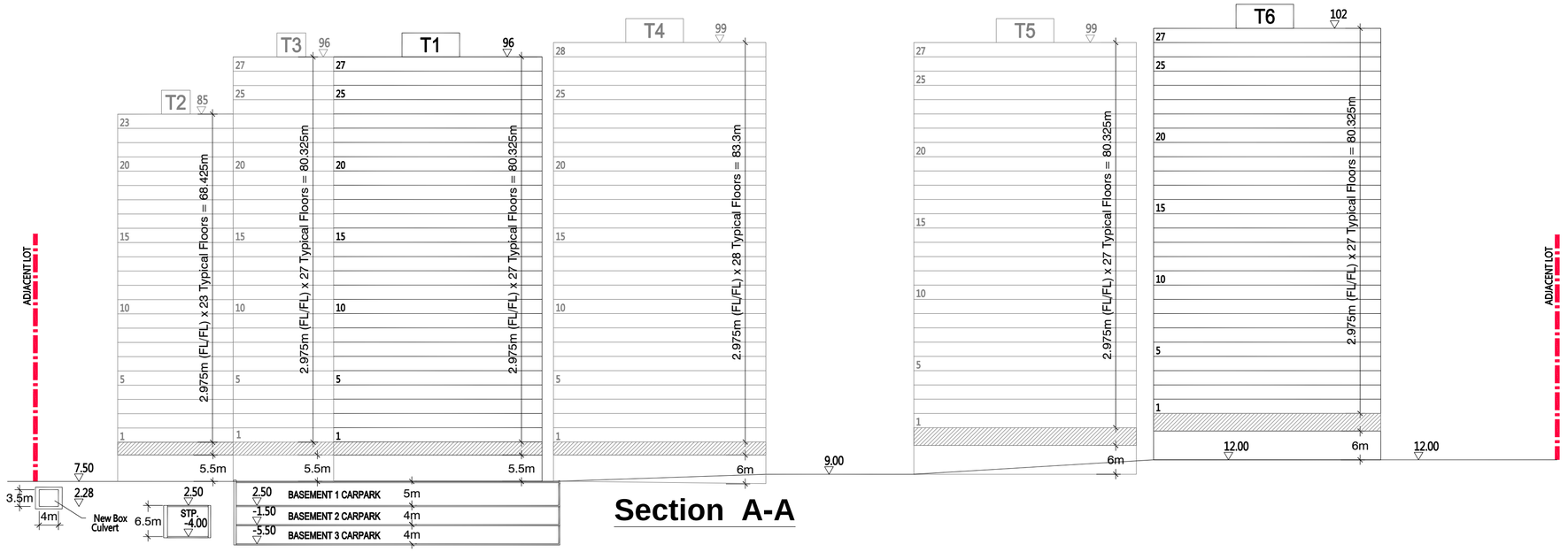
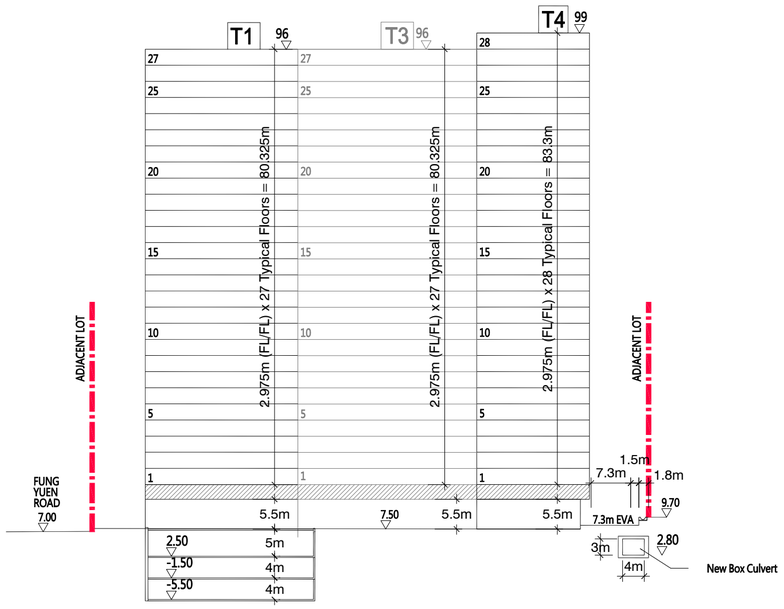
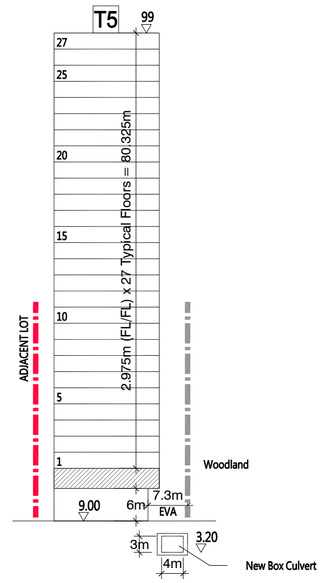


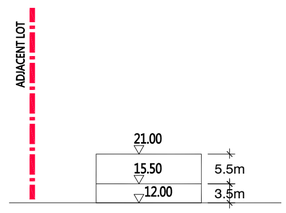
Section A-A



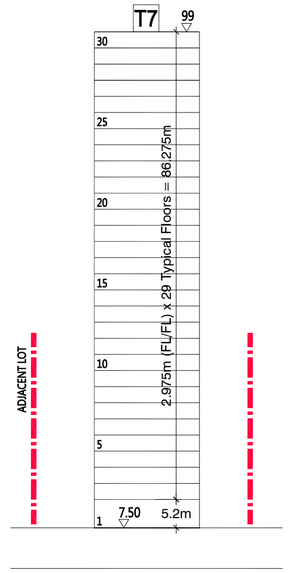
Section B-B



Section C-C



Section D-D



Section E-E

REZONING APPLICATION
AT FUNG YUEN ROAD,
TAI PO, N.T.

Diagrammatical Section Plan

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04/08/2025
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APPENDIX 2

PHOTOGRAPHS TAKEN ON SITE

Plate 1: Development Site

Plate 2: Development Site and the nearby residential development

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photographs taken on Site**	**A2-1**

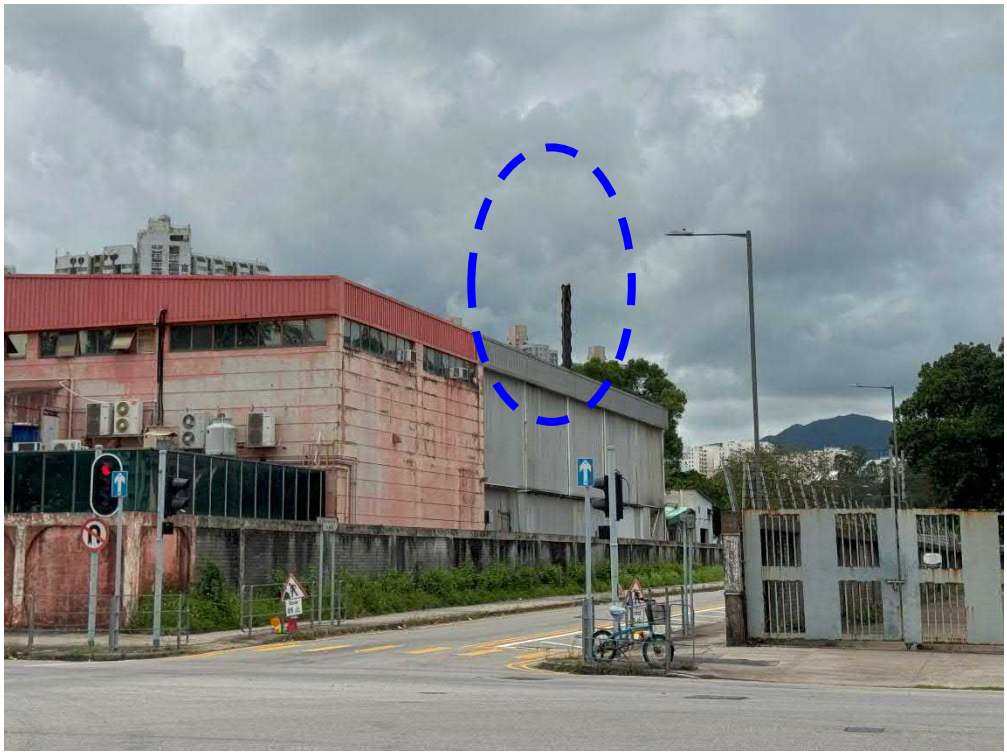


Plate 3: The chimney at Techno Enterprise Ltd. (Source ID: TECH01)

Plate 4: The chimney at Lee Kum Kee (Source ID: LECH01)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-2**

Plate 5: The chimney at Hitachi Chemical Electronic Materials (Hong Kong) Ltd. (Source IDs: HICH01 and HICH02)

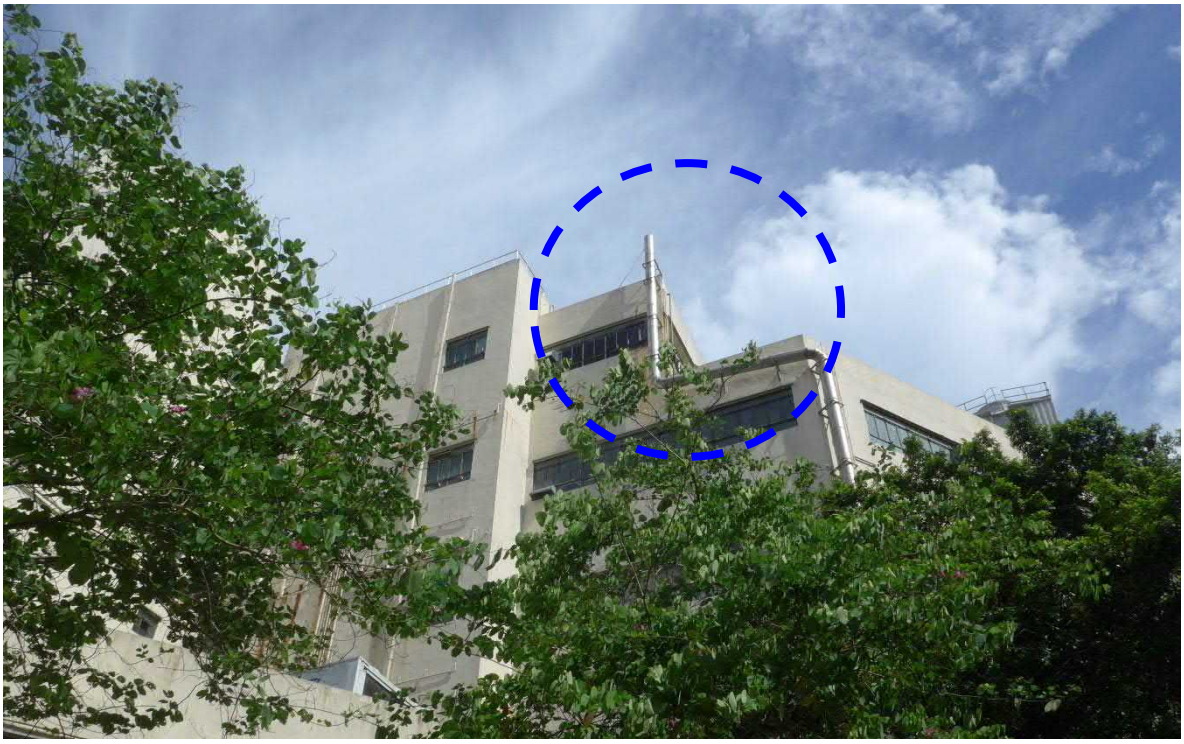
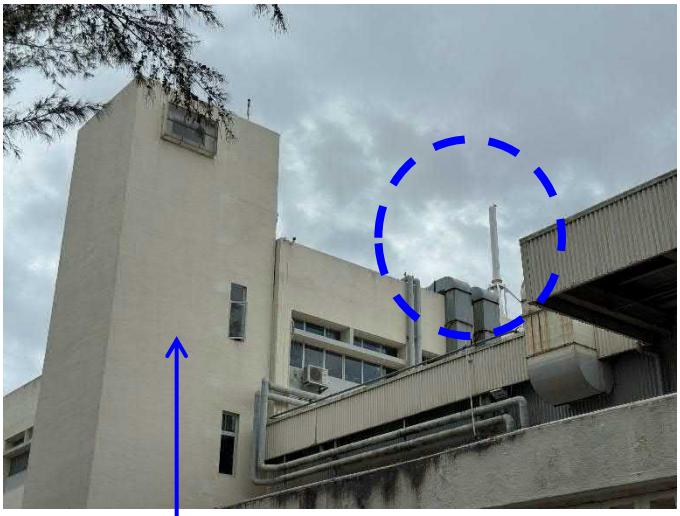


Plate 6: The chimney at GMP Centre (Source ID: GMCH01)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-3**

Photo taken in Year 2025



The chimney was removed

Photo taken in Year 2022

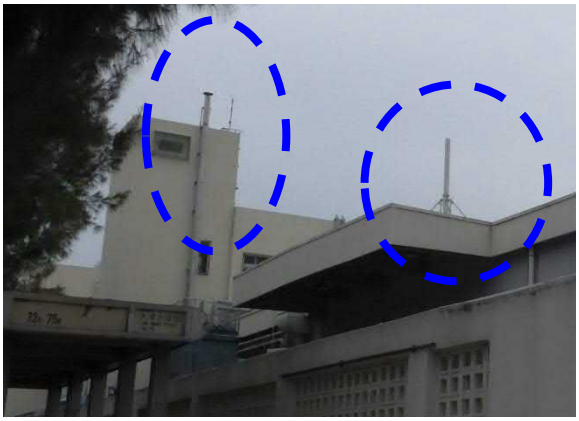


Plate 7: The chimneys at Bridgestone Aircraftire Co. (Asia) Ltd. (Source IDs: BRCH01 and BRCH02)

Plate 8: The chimney at Bridgestone Aircraftire Co. (Asia) Ltd. (Source IDs: BRCH03)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-4**

Plate 9: The chimney at Nissin Foods Co. Ltd. (Source ID: NICH01)

Plate 10: The chimney at Nissin Foods Co. Ltd. (Source ID: NICH03)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-5**

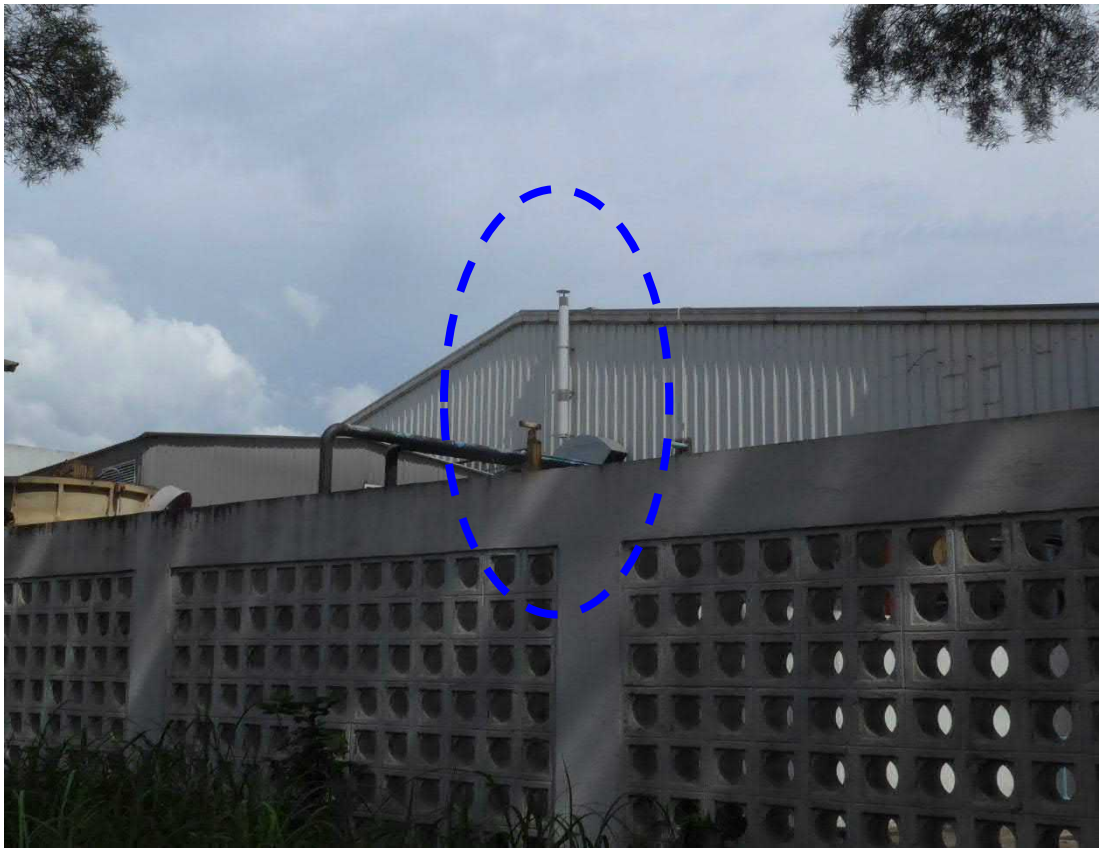


Plate 11: The chimney at Mass Lam int'l Ltd. (Source ID: MACH01)

Plate 12: The chimney at Hong Kong Yamazaki Baking Co. Ltd. (Source ID: YACH01)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-6**

Plate 13: Towngas boilers at Alice Ho Miu Ling Nethersole Hospital (Source ID: NH01-02)

Plate 14: Towngas boiler at Alice Ho Miu Ling Nethersole Hospital (Source ID: NH03)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-7**

Plate 15: Towngas boilers at Tai Po Hospital (Source ID: TPH02-04)

Plate 16: Towngas boiler at Tai Po Hospital (Source ID: TPH01)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Photograph taken on Site**	**A2-8**

APPENDIX 3

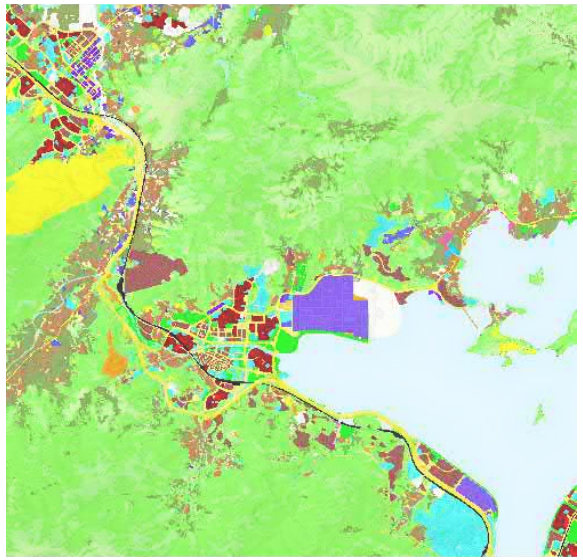
CALCULATION FOR LANDUSE IN AERMET
(GENERATED BY SAMP-v2.1)

Grid (41,49)

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perc	b^n/Sn
1		Private Residential	1	0.18	1.5	23568	2.36%	0.00424224	1.009601806
2		Public Residential	1	0.18	1.5	13702	1.37%	0.00246636	1.005571144
3		Rural Settlement	0.375	0.165	0.9	41155	4.12%	0.006790575	0.995673275
11		Commercial/Business and Office	1	0.18	1.5	1079	0.11%	0.00019422	1.000437593
21		Industrial Land	0.7	0.18	1.5	2718	0.27%	0.00048924	1.001102662
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	13241	1.32%	0.00238338	1.005383201
23		Warehouse and Open Storage	0.7	0.18	1.5	4658	0.47%	0.00083844	1.001890441
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	26771	2.68%	0.00481878	1.010913832
32		Open Space and Recreation	0.04	0.15	1	14473	1.45%	0.00217095	1
41		Roads and Transport Facilities	0.7	0.18	1.5	39607	3.96%	0.00712926	1.016188899
42		Railways	0.7	0.18	1.5	3872	0.39%	0.00069696	1.001571194
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	23483	2.35%	0.00422694	1.009567011
52		Utilities	0.7	0.18	1.5	4210	0.42%	0.0007578	1.001708466
53		Vacant Land/Construction in Progress	0.2	0.18	1	16984	1.70%	0.00305712	1
54		Others	0.2	0.18	1	620	0.06%	0.0001116	1
61		Agricultural Land	0.1575	0.18	0.55	59818	5.98%	0.01076724	0.964870471
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	358	0.04%	0.0000358	0.999176014
71		Woodland	1.05	0.1625	0.75	336983	33.70%	0.054759738	0.90760686
72		Shrubland	0.3	0.18	1.25	129885	12.99%	0.0233793	1.029407095
73		Grassland	0.065	0.185	0.8	83512	8.35%	0.01544972	0.981537397
74		Mangrove/Swamp	0.065	0.14	0.225	1349	0.13%	0.00018886	0.997989781
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	91	0.01%	0.0000182	1.000141801
91		Reservoirs	0.001	0.1	0.1	584	0.06%	0.0000584	0.998656194
92		Streams and Nullahs	0.001	0.1	0.1	4086	0.41%	0.0004086	0.990635757
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	153193	15.32%	0.0153193	0.702759945
				0.160759	0.650990	1000000			

* Non-PlanD Land Utilization categories

Center: X=836565, Y=835765, Z=7.0; Met Year=2019;

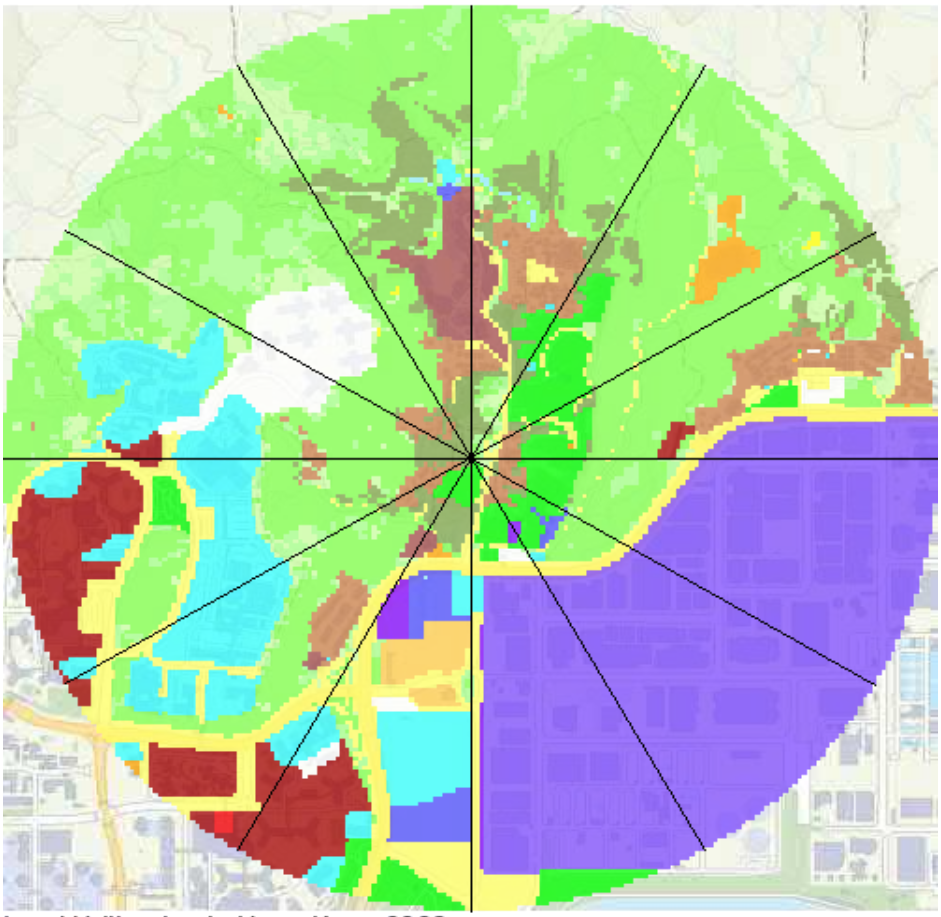


Land Utilization in Hong Kong 2023

Grid (41,49)

Angle	Group	Inverse-distand	Roughness
0	0 - 30	5.176452751	0.434174
30	30 - 60	5.31768931	0.369172
60	60 - 90	5.176452751	0.416504
90	90 - 120	5.176452751	0.459133
120	120 - 150	5.31768931	0.446686
150	150 - 180	5.176452751	0.411940
180	180 - 210	5.176452751	0.382101
210	210 - 240	5.31768931	0.528150
240	240 - 270	5.176452751	0.599243
270	270 - 300	5.176452751	0.466232
300	300 - 330	5.31768931	0.438823
330	330 - 360	5.176452751	0.471691

Center: X=836565, Y=835765, Z=7.0; Met Year=2019;



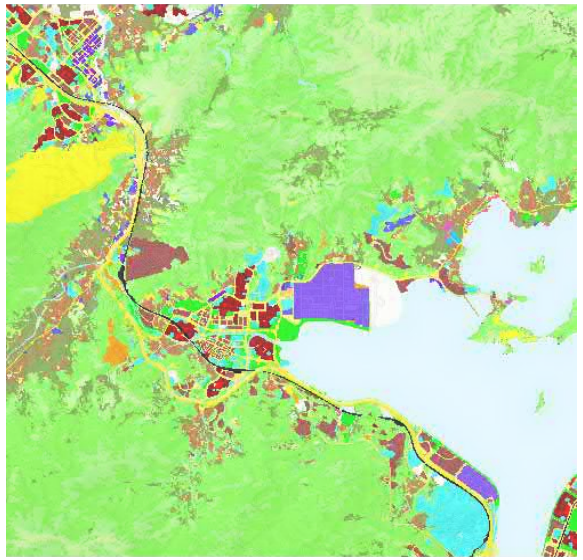
Land Utilization in Hong Kong 2023

Grid (41,48)

Code	Cd	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perc	b^n/Sn
1		Private Residential	1	0.18	1.5	23908	2.39%	0.00430344	1.009740997
2		Public Residential	1	0.18	1.5	13638	1.36%	0.00245484	1.00554505
3		Rural Settlement	0.375	0.165	0.9	39678	3.97%	0.00654687	0.995828232
11		Commercial/Business and Office	1	0.18	1.5	1085	0.11%	0.0001953	1.000440026
21		Industrial Land	0.7	0.18	1.5	2557	0.26%	0.00046026	1.001037312
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	13241	1.32%	0.00238338	1.005383201
23		Warehouse and Open Storage	0.7	0.18	1.5	4148	0.41%	0.00074664	1.001683284
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	27483	2.75%	0.00494694	1.011205716
32		Open Space and Recreation	0.04	0.15	1	14330	1.43%	0.0021495	1
41		Roads and Transport Facilities	0.7	0.18	1.5	40094	4.01%	0.00721692	1.016389577
42		Railways	0.7	0.18	1.5	3974	0.40%	0.00071532	1.001612617
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	23624	2.36%	0.00425232	1.00962473
52		Utilities	0.7	0.18	1.5	4251	0.43%	0.00076518	1.001725118
53		Vacant Land/Construction in Progress	0.2	0.18	1	15719	1.57%	0.00282942	1
54		Others	0.2	0.18	1	534	0.05%	0.00009612	1
61		Agricultural Land	0.1575	0.18	0.55	56631	5.66%	0.01019358	0.966710597
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	358	0.04%	0.0000358	0.999176014
71		Woodland	1.05	0.1625	0.75	344386	34.44%	0.055962725	0.905675977
72		Shrubland	0.3	0.18	1.25	128480	12.85%	0.0231264	1.029084409
73		Grassland	0.065	0.185	0.8	81916	8.19%	0.01515446	0.981887021
74		Mangrove/Swamp	0.065	0.14	0.225	1349	0.13%	0.00018886	0.997989781
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	90	0.01%	0.000018	1.000140243
91		Reservoirs	0.001	0.1	0.1	584	0.06%	0.0000584	0.998656194
92		Streams and Nullahs	0.001	0.1	0.1	3835	0.38%	0.0003835	0.99120846
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	154107	15.41%	0.0154107	0.701282498
				0.160595	0.650268	1000000			

* Non-PlanD Land Utilization categories

Center: X=836545, Y=835545, Z=6.0; Met Year=2019;

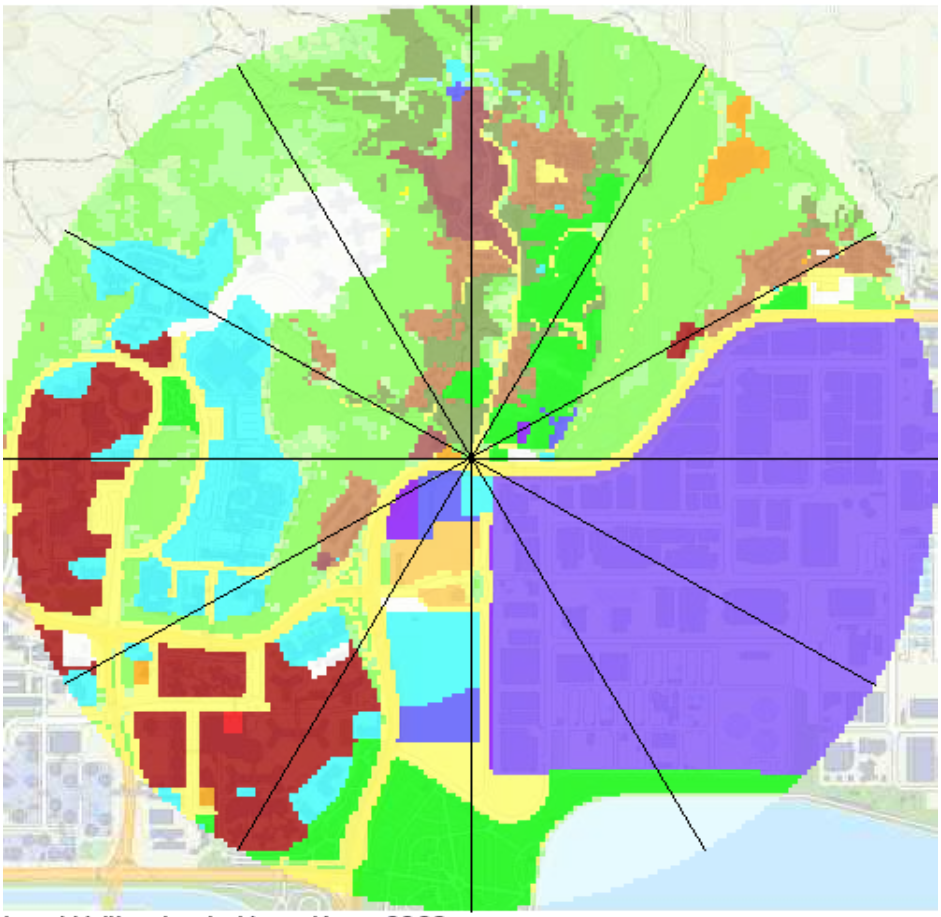


Land Utilization in Hong Kong 2023

Grid (41,48)

Angle	Group	Inverse-distand	Roughness
0	0 - 30	5.176452751	0.276294
30	30 - 60	5.31768931	0.320613
60	60 - 90	5.176452751	0.514628
90	90 - 120	5.176452751	0.666002
120	120 - 150	5.31768931	0.533668
150	150 - 180	5.176452751	0.225016
180	180 - 210	5.176452751	0.346555
210	210 - 240	5.31768931	0.700223
240	240 - 270	5.176452751	0.698801
270	270 - 300	5.176452751	0.686093
300	300 - 330	5.31768931	0.476417
330	330 - 360	5.176452751	0.363845

Center: X=836545, Y=835545, Z=6.0; Met Year=2019;



Land Utilization in Hong Kong 2023

APPENDIX 4

SUMMARY OF EMISSION RATE FOR CHIMNEYS

Job Title: Proposed Residential Development at Fung Yuen Road, Tai Po
Job No.: 22680

Calculation of Emission Factor for Existing Chimneys

Fuel Oil Combustion

Towngas Consumption for each stack =	346	m^3 per hour	[ref. (AEIAR-215/2017) Housing Site in Yuen Long South]
	346	unit	
	16608	MJ per hour	[1 unit = 48 MJ]
	4617	kWh per hour	[1 MJ = 0.278 kWh]
	1.3	kWh per second	
NOx Emission Factor =	220	mg / kWh	[ref. (AEAIR-142/2009) Provision of a Poultry Slaughtering Centre in Sheung Shui]
NOx Emission Rate =	0.282	g /s	
PM Emission Factor =	7.6	lb / 10^6 scf	[Emission factor based on Table 1.4-2 of AP-42, USEPA]
	0.007451	lb / MMBTU	[To convert from lb / 10^6 scf to lb / MMBTU, divided by 1020]
	0.003386	lb / MMBtu	[To adjust the emission factor based on the differences between the heating values of towngas and natural gas, by multiplying the ratio of the towngas heating value to natural gas heating value] [According to the website of Electrical and Mechanical Services Department, the heating value of towngas is 17.27 mj / m^3, https://www.emsd.gov.hk/en/gas_safety/gas_safety_tips_to_users/types_of_domestic_fuel_gases_and_their_properties/] [1 mj / m^3 = 26.839 Btu / scf]
	1.536E-06	g / BTU	
	5.240E-03	g / kwh	[1 kwh = 3412.14 BTU]
PM Emission Rate =	0.00672	g /s	

Table A4.1. Summary Table of Towngas Boilers within 500m of the Proposed Development (Observed by site survey):-

Source ID	Company	Type	X [1] (m)	Y [1] (m)	Z [1] (mPD)	Release Height [1] (m)	Exit Temperature [3] (K)	Exit Velocity [2] (m/s)	Internal Diameter [2] (m)	Emission Rate (g/s)				Operation hour [6]
										NO_x	RSP [4]	FSP [4]	SO_2 [5]	
TPH01	Tai Po Hospital	Point	835960	835757	20.9	8.0	333	6.0	0.35	0.282	0.0067	0.0067	-	24 hours a day
TPH02		Point	836010	835749	20.9	30.0	333	6.0	0.35	0.282	0.0067	0.0067	-	
TPH03		Point	836010	835749	20.9	30.0	333	6.0	0.35	0.282	0.0067	0.0067	-	
TPH04		Point	836010	835749	20.9	30.0	333	6.0	0.35	0.282	0.0067	0.0067	-	
NH01	Alice Ho Miu Ling Nethersole Hospital	Point	836104	835406	18.1	30.0	333	6.0	0.35	0.282	0.0067	0.0067	-	
NH02		Point	836104	835406	18.1	30.0	333	6.0	0.35	0.282	0.0067	0.0067	-	

Notes:

[1] Chimney coordinates and release heights are determined by site observation.

[2] Exit velocities, internal diameter are referenced to AEIAR-215/2017 "Housing Site in Yuen Long South".

[3] Exit temperature of 333K (60°C) is assumed in conservatism.

[4] RSP and FSP emission rate are assumed to be the same as that of total PM emission rate, as a conservative approach.

[5] In the light of minimal amounts of SO2 emission from towngas boilers, no SO2 emission from these boilers are assumed. In addition, the latest 5-year average of the SO2 concentration in Tai Po and the predicted PATH background in 2030 at the Project Area as shown in Tables 5.1 and 5.2 respectively demonstrated that the cumulative results are unlikely to exceed the prevailing AQOs and hence the SO2 emission from towngas boilers are not quantitatively assessed in the model.

[6] Since the operators did not provide any information, it is assumed that the towngas boilers operate 24hr per day.

Job Title: Proposed Residential Development at Fung Yuen Road, Tai Po
Job No.: 22680

Calculation of Emission Factor for CHP at Alice Ho Miu Ling Nethersole Hospital

Landfill Gas Combustion

NOx Emission Factor =	1500	kg / 10^6 dscm	[Emission factor of IC Engine, based on Table 2.4-4 of AP-42, USEPA] [1]
PM Emission Factor =	770	kg / 10^6 dscm	[Emission factor of IC Engine, based on Table 2.4-4 of AP-42, USEPA] [1]
SO2 Emission Factor =	3	lb / MM dscf	[Table 4-4 of USEPA Air Emissions from Municipal Solid Waste Landfills - Background Information for Proposed Standards and Guidelines, March 1991 ((EPA-450/3-90-011a)]
=	0.048055	g / dscm	[Unit Conversion: 1 lb = 453.592 g, 1 MM dscf = 28316.847 dscm]
Fuel Consumption for CHP =	2400000	MJ per month	[As advised by the Hospital Authority]
	3333	MJ per hour	[Since the operators did not provide any information, it is assumed that the CHP operates 30 days per month and 24hr per day]
Estimated landfill gas to be utilized in CHP =	185	m^3 per hour	[Approximate heat value of landfill gas = 18 MJ/m^3, referenced to EMSD's website: https://re.emsd.gov.hk/english/energy/landfill/land_reso.html]
	185	dscm / hour	
	0.051	dscm / s	
NOx Emission Rate =	0.0772	g /s	
PM Emission Rate =	0.0396	g /s	
SO2 Emission Rate =	0.00247	g /s	

Table A4.2, Summary Table of CHP at Alice Ho Miu Ling Nethersole Hospital

Source ID	Company	Type	X [2] (m)	Y [2] (m)	Z [2] (mPD)	Release Height [2] (m)	Exit Temperature [3] (K)	Exit Velocity [3] (m/s)	Internal Diameter [4] (m)	Emission Rate (g/s)				Operation hour [6]
										NO_x	RSP [5]	FSP [5]	SO_2	
NH03	Alice Ho Miu Ling Nethersole Hospital	Point	836126	835397	18.1	12.0	333	7.0	0.30	0.077	0.0396	0.0396	0.00247	24 hours a day

Notes:

[1] According to the release press of "First public hospital to use landfill gas to generate electricity" introducing the CHP at Alice Ho Miu Ling Nethersole Hospital, it mentioned that the burning of landfill gas in the combustion engine powers the generator. Hence, emission factors of IC Engine are adopted for calculating the emission factor of the CHP.
https://www.info.gov.hk/gia/general/201701/24/P2017012400698.htm

[2] Chimney location is advised by the Hospital Authority and release height is determined by site observation.

[3] Since the operators did not provide any information, the exit velocity and temperature of the chimney from CHP plant are assumed to be 7m/s and 333K respectively.

[4] Internal diameter are referenced to the CHP stacks of AEIAR-220/2019 "Yuen Long Effluent Polishing Plant".

[5] RSP and FSP emission rate are assumed to be the same as that of total PM emission rate, as a conservative approach.

[6] Since the operators did not provide any information, it is assumed that the CHP operates 24hr per day.

Job Title: Proposed Residential Development at Fung Yuen Road, Tai Po
Job No.: 22680

Summary Table of Industrial Emissions

Table A4.3. Summary Table of Industrial Chimneys within 500m of the Proposed Development (referenced to EIA report "Upgrading of Tai Po Sewage Treatment Works" and verified by site survey):-

Source ID	Company	Type	X (m)	Y (m)	Z (mPD)	Release Height [1] (m)	Exit Temperature [2] (K)	Exit Velocity [2] (m/s)	Internal Diameter [1] (m)	Emssion Rate (g/s)				Operation hour [2]
										No_x [2]	RSP [2]	FSP [2]	SO_2 [2]	
TECH01	Techno Enterpreise Ltd.	Point	836644	835260	5.6	10.0	373	6.0	0.5	0.0583	0.0233	0.0194	0.000278	0800 - 1800
LECH01	Lee Kum Kee Company Limited	Point	836611	835477	5.1	30.0	373	6.0	0.5	0.0583	0.0233	0.0194	0.000278	
HICH01	Hitachi Chemical Electronic Materials (Hong Kong) Limited	Point	836842	835379	5.7	20.0	373	6.0	0.8	0.0583	0.0233	0.0194	0.000278	
HICH02		Point	836842	835382	5.7	20.0	373	6.0	0.2	0.0583	0.0233	0.0194	0.000278	
GMCH01	GMP Centre	Point	837020	835656	5.0	20.0	373	6.0	0.3	0.0583	0.0233	0.0194	0.000278	
BRCH01	Bridgestone Aircraftire Co. (Asia) Ltd.	Point	836953	835385	5.8	15.0	373	6.0	0.3	0.0583	0.0233	0.0194	0.000278	
BRCH02		Point	836952	835362	5.8	15.0	373	6.0	0.3	0.0583	0.0233	0.0194	0.000278	
BRCH03		Point	837023	835374	5.8	15.0	373	6.0	0.3	0.0583	0.0233	0.0194	0.000278	
NICH01	Nissin Foods Co. Ltd.	Point	836969	835324	5.7	20.0	373	6.0	0.8	0.0583	0.0233	0.0194	0.000278	
NICH03		Point	836969	835335	5.7	15.0	373	6.0	0.8	0.0583	0.0233	0.0194	0.000278	
YACH01	Hong Kong Yamazaki Baking Co. Ltd.	Point	836956	835241	5.7	15.0	373	6.0	0.3	0.0583	0.0233	0.0194	0.000278	
MACH01	Mass Lam int'l Ltd.	Point	836833	835484	5.9	10.0	373	6.0	0.2	0.0583	0.0233	0.0194	0.000278	

Notes:

[1] Release heights and chimney diameters are referenced to the EIA report "Upgrading of Tai Po Sewage Treatment Workse" and verified by site survey.

[2] Chimney coordinates, exit velocities, temperatures, emission rates of NO_x, RSP and FSP, and operation hours are refernced to EIA report "Upgrading of Tai Po Sewage Treatment Works".

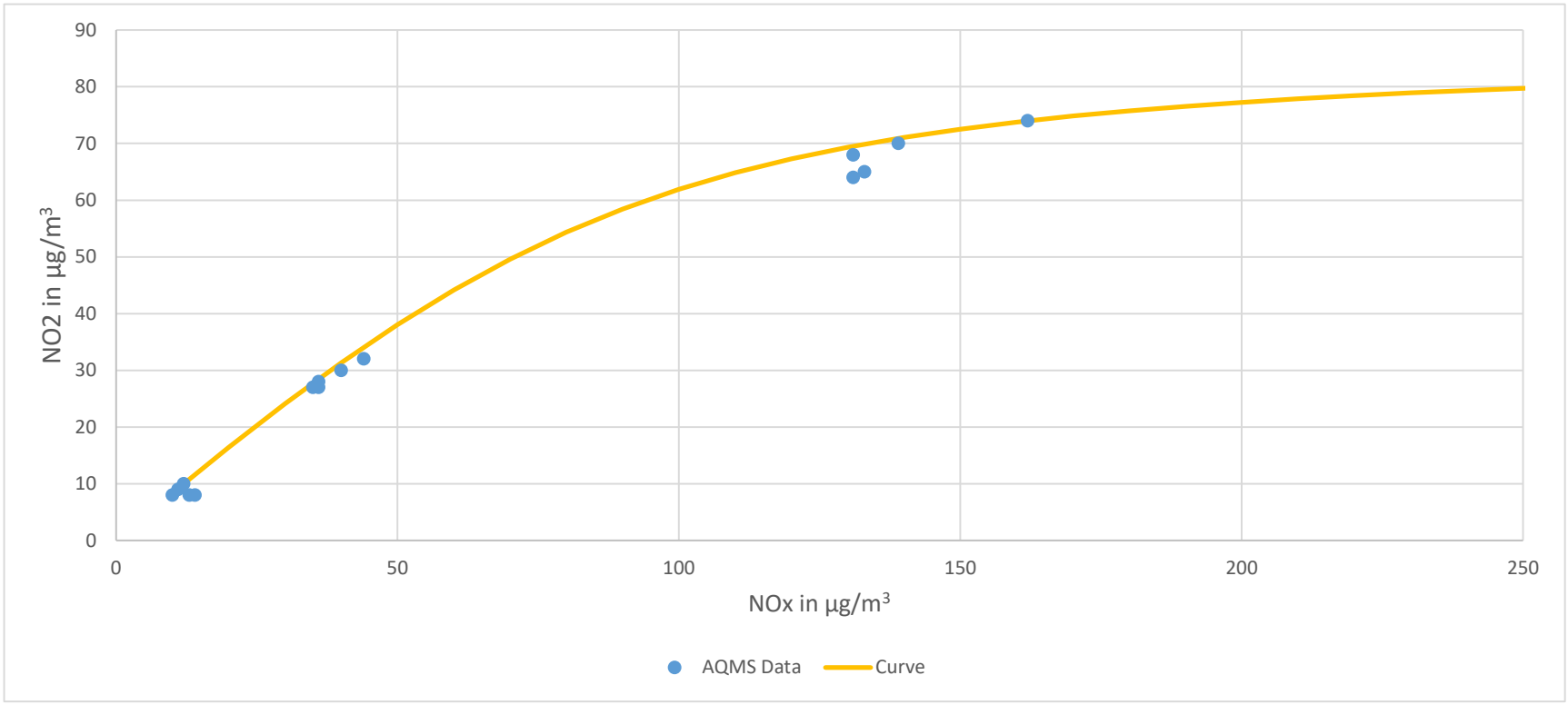
APPENDIX 5

DERIVATION OF CUMULATIVE ANNUAL AVERAGE NO_X TO NO_2 CONVERSION EQUATION USING JENKIN METHOD

(GENERATED BY SAMP-v2.1)

AQMS Data of the Past 5 Years				
Year	**Station**	**NO2 (ug/m3)**	**NOx (ug/m3)**	**Conversion**
2020	TAI PO	30	40	31.3
2021	TAI PO	32	44	34.1
2022	TAI PO	27	36	28.5
2023	TAI PO	27	35	27.8
2024	TAI PO	28	36	28.5
2020	TAP MUN	9	11	9.2
2021	TAP MUN	10	12	10.0
2022	TAP MUN	8	13	10.8
2023	TAP MUN	8	14	11.6
2024	TAP MUN	8	10	8.4
2020	MONG KOK	74	162	74.0
2021	MONG KOK	70	139	70.9
2022	MONG KOK	64	131	69.5
2023	MONG KOK	68	131	69.5
2024	MONG KOK	65	133	69.9

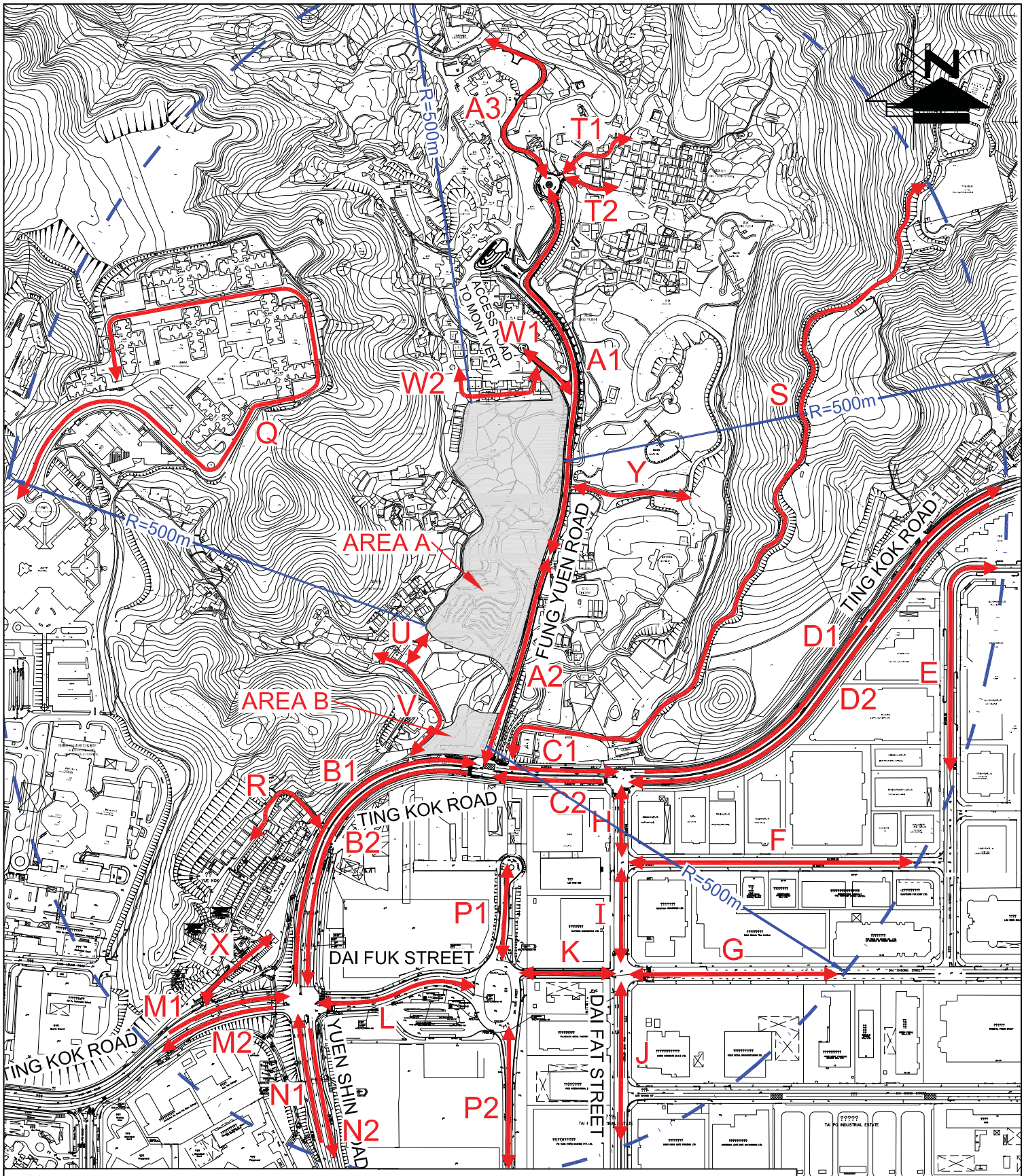
OX	86.94
J/K	15.388


90
80
70
60
50
40
30
20
10
0
NO2 in µg/m3
0
50
100
150
200
250
NOx in µg/m3
AQMS Data
Curve

APPENDIX 6

YEAR 2045 TRAFFIC FORECAST

(provided by CTA Consultants Limited)



LEGEND :

DEVELOPMENT SITE

500m RADIUS OF CATCHMENT AREA

ROADS ASSUMED WITH START EMISSIONS

FIGURE NO.: 2	PROJECT TITLE: Rezoning Application at Fung Yuen Road, Tai Po
PROJECT NO.: 25022HK	DRAWING TITLE: INDEX PLAN FOR AQIA (500m)
SCALE: 1 : 6000 @A4	DATE: 12 AUG 2025

CTA Consultants Limited
志達顧問有限公司

Rezoning Application at Fung Yuen Road, Tai Po

ROAD PROFILE FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Road Type	Speed Limit (km/h	Road Length (km)
A1	Fung Yuen Road	2-way	District Distributor	50	0.43
A2	Fung Yuen Road	2-way	District Distributor	50	0.22
A3	Fung Yuen Road	2-way	District Distributor	50	0.22
B1	Ting Kok Road	1-way	Primary Distributor	70	0.38
B2	Ting Kok Road	1-way	Primary Distributor	70	0.38
C1	Ting Kok Road	1-way	Primary Distributor	70	0.11
C2	Ting Kok Road	1-way	Primary Distributor	70	0.11
D1	Ting Kok Road	1-way	Primary Distributor	70	0.54
D2	Ting Kok Road	1-way	Primary Distributor	70	0.54
E	Dai Fu Street	2-way	Local Distributor	50	0.25
F	Dai Wang Street	2-way	Local Distributor	50	0.30
G	Dai Cheong Street	2-way	Local Distributor	50	0.21
H	Dai Fai Street	2-way	Local Distributor	50	0.05
I	Dai Fat Street	2-way	Local Distributor	50	0.08
J	Dai Fai Street	2-way	Local Distributor	50	0.15
K	Dai Hung Street	1-way	Local Distributor	50	0.08
L	Dai Fuk Street	2-way	District Distributor	50	0.08
M1	Ting Kok Road	1-way	Primary Distributor	70	0.13
M2	Ting Kok Road	1-way	Primary Distributor	70	0.13
N1	Yuen Shin Road	1-way	Primary Distributor	70	0.14
N2	Yuen Shin Road	1-way	Primary Distributor	70	0.14
P1	Dai Wah Street	2-way	Local Distributor	50	0.08
P2	Dai Wah Street	2-way	Local Distributor	50	0.13
Q	Roads to Fu Tip Estate	2-way	Local Distributor	50	0.77
R	Access Road from Ting Kok Road to Yue Kok Village	2-way	Local Distributor	50	0.10
S	Access Road from Fung Yuen Road around Fung Yuen Playground	2-way	Local Distributor	50	0.96
T1	Local Road Access to the Fung Yuen Tsuen	2-way	Local Distributor	50	0.07
T2	Local Road Access to the Fung Yuen Tsuen	2-way	Local Distributor	50	0.04
U	Access Road from Ting Kok Road to Fung Mei Wai	2-way	Local Distributor	50	0.01
V	Access Road from Ting Kok Road to Fung Mei Wai	2-way	Local Distributor	50	0.14
W1	From Fung Yuen Road to House 9 of Case Papillon	2-way	Local Distributor	50	0.05
W2	From Fung Yuen Road to House 10 of Case Papillon	2-way	Local Distributor	50	0.11
X	From Ting Kok Road to Yue Kok Village Sitting-Out Area	2-way	Local Distributor	50	0.11
Y	From Fung Yuen Road to Cinderella Farm	2-way	Local Distributor	50	0.13

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
A1	Fung Yuen Road	2-way	0000	0100	59	1.9%	61.8%	23.1%	0.1%	3.2%	0.8%	0.9%	1.0%	0.4%	0.0%	0.1%	5.3%	0.0%	0.1%	0.0%	0.0%	0.1%	1.1%	50	44
			0100	0200	26	1.6%	50.8%	36.2%	0.1%	2.0%	0.5%	2.2%	2.5%	1.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	50	47
			0200	0300	12	1.8%	43.2%	40.3%	0.1%	5.4%	1.4%	3.0%	3.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	49
			0300	0400	13	9.4%	30.6%	40.0%	0.1%	4.8%	1.2%	4.7%	5.3%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.9%	50	49
			0400	0500	9	0.0%	22.2%	47.7%	0.2%	7.5%	1.9%	6.7%	7.6%	2.9%	0.0%	1.0%	0.0%	0.2%	0.6%	0.2%	0.0%	0.1%	1.1%	50	49
			0500	0600	27	2.7%	37.2%	27.4%	0.1%	3.8%	1.0%	4.0%	4.6%	2.1%	0.0%	0.4%	12.6%	0.1%	0.2%	0.1%	0.0%	0.2%	3.7%	50	47
			0600	0700	106	2.5%	48.1%	17.4%	0.1%	4.3%	1.1%	1.8%	2.0%	1.1%	0.0%	3.3%	11.8%	0.8%	1.8%	0.7%	0.0%	0.2%	3.0%	50	39
			0700	0800	246	2.7%	58.4%	13.0%	0.1%	4.2%	1.1%	2.1%	2.4%	1.4%	0.0%	3.5%	6.2%	0.8%	1.9%	0.7%	0.0%	0.1%	1.5%	50	30
			0800	0900	280	2.5%	55.3%	17.0%	0.1%	4.2%	1.1%	2.9%	3.3%	1.7%	0.0%	2.9%	4.6%	0.7%	1.6%	0.6%	0.0%	0.1%	1.4%	50	30
			0900	1000	228	2.0%	51.0%	16.0%	0.2%	7.3%	1.9%	4.4%	5.0%	3.1%	0.0%	1.4%	5.1%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	50	30
			1000	1100	175	2.8%	47.9%	11.2%	0.2%	9.3%	2.4%	6.4%	7.2%	4.1%	0.0%	0.7%	5.9%	0.2%	0.4%	0.2%	0.0%	0.1%	1.1%	50	32
			1100	1200	178	2.3%	52.2%	8.5%	0.2%	8.9%	2.3%	5.9%	6.7%	3.7%	0.0%	1.0%	6.1%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	31
			1200	1300	242	3.5%	55.8%	9.0%	0.2%	7.8%	2.0%	4.5%	5.1%	2.4%	0.0%	1.5%	5.6%	0.4%	0.8%	0.3%	0.0%	0.1%	1.1%	50	30
			1300	1400	266	3.4%	55.4%	13.0%	0.1%	5.8%	1.5%	4.4%	5.0%	2.7%	0.0%	1.1%	5.3%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	50	30
			1400	1500	241	2.0%	55.2%	10.6%	0.2%	5.9%	1.5%	5.9%	6.7%	3.6%	0.0%	0.9%	5.3%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	30
			1500	1600	227	2.4%	53.6%	11.5%	0.2%	6.5%	1.7%	5.7%	6.5%	3.2%	0.0%	0.9%	5.7%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	30
			1600	1700	262	3.0%	54.3%	9.5%	0.2%	8.4%	2.2%	5.0%	5.6%	2.8%	0.0%	1.3%	5.1%	0.3%	0.7%	0.3%	0.0%	0.1%	1.2%	50	30
			1700	1800	289	4.1%	59.9%	9.6%	0.2%	6.1%	1.6%	3.2%	3.6%	1.5%	0.0%	2.1%	4.9%	0.5%	1.1%	0.4%	0.0%	0.1%	1.1%	50	30
			1800	1900	290	3.6%	65.1%	10.2%	0.1%	5.7%	1.5%	1.7%	1.9%	0.8%	0.0%	1.5%	5.2%	0.4%	0.8%	0.3%	0.0%	0.1%	1.1%	50	30
			1900	2000	222	4.5%	62.5%	12.7%	0.1%	4.9%	1.3%	1.0%	1.2%	0.5%	0.0%	1.3%	7.2%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	50	30
			2000	2100	169	4.8%	63.2%	12.2%	0.1%	2.8%	0.7%	0.9%	1.0%	0.5%	0.0%	1.6%	9.4%	0.4%	0.9%	0.3%	0.0%	0.1%	1.2%	50	32
			2100	2200	147	4.1%	62.5%	13.9%	0.1%	3.3%	0.8%	0.7%	0.8%	0.4%	0.0%	2.0%	8.3%	0.5%	1.1%	0.4%	0.0%	0.1%	1.3%	50	35
			2200	2300	130	2.9%	59.9%	20.4%	0.1%	2.9%	0.7%	0.7%	0.8%	0.4%	0.0%	1.1%	8.1%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	50	36
			2300	2400	84	1.8%	60.4%	20.1%	0.1%	3.1%	0.8%	0.6%	0.7%	0.3%	0.0%	0.9%	8.5%	0.2%	0.5%	0.2%	0.0%	0.1%	1.7%	50	41
A2	Fung Yuen Road	2-way	0000	0100	125	1.9%	61.8%	23.1%	0.1%	3.2%	0.8%	0.9%	1.0%	0.4%	0.0%	0.1%	5.3%	0.0%	0.1%	0.0%	0.0%	0.1%	1.1%	50	37
			0100	0200	53	1.6%	50.8%	36.2%	0.1%	2.0%	0.5%	2.2%	2.5%	1.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	50	44
			0200	0300	25	1.8%	43.2%	40.3%	0.1%	5.4%	1.4%	3.0%	3.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	47
			0300	0400	25	9.4%	30.6%	40.0%	0.1%	4.8%	1.2%	4.7%	5.3%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.9%	50	47
			0400	0500	20	0.0%	22.2%	47.7%	0.2%	7.5%	1.9%	6.7%	7.6%	2.9%	0.0%	1.0%	0.0%	0.2%	0.6%	0.2%	0.0%	0.1%	1.1%	50	48
			0500	0600	57	2.7%	37.2%	27.4%	0.1%	3.8%	1.0%	4.0%	4.6%	2.1%	0.0%	0.4%	12.6%	0.1%	0.2%	0.1%	0.0%	0.2%	3.7%	50	44
			0600	0700	221	2.5%	48.1%	17.4%	0.1%	4.3%	1.1%	1.8%	2.0%	1.1%	0.0%	3.3%	11.8%	0.8%	1.8%	0.7%	0.0%	0.2%	3.0%	50	30
			0700	0800	519	2.7%	58.4%	13.0%	0.1%	4.2%	1.1%	2.1%	2.4%	1.4%	0.0%	3.5%	6.2%	0.8%	1.9%	0.7%	0.0%	0.1%	1.5%	50	28
			0800	0900	590	2.5%	55.3%	17.0%	0.1%	4.2%	1.1%	2.9%	3.3%	1.7%	0.0%	2.9%	4.6%	0.7%	1.6%	0.6%	0.0%	0.1%	1.4%	50	28
			0900	1000	478	2.0%	51.0%	16.0%	0.2%	7.3%	1.9%	4.4%	5.0%	3.1%	0.0%	1.4%	5.1%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	50	29
			1000	1100	369	2.8%	47.9%	11.2%	0.2%	9.3%	2.4%	6.4%	7.2%	4.1%	0.0%	0.7%	5.9%	0.2%	0.4%	0.2%	0.0%	0.1%	1.1%	50	29
			1100	1200	374	2.3%	52.2%	8.5%	0.2%	8.9%	2.3%	5.9%	6.7%	3.7%	0.0%	1.0%	6.1%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	29
			1200	1300	468	3.5%	55.8%	9.0%	0.2%	7.8%	2.0%	4.5%	5.1%	2.4%	0.0%	1.5%	5.6%	0.4%	0.8%	0.3%	0.0%	0.1%	1.1%	50	29
			1300	1400	513	3.4%	55.4%	13.0%	0.1%	5.8%	1.5%	4.4%	5.0%	2.7%	0.0%	1.1%	5.3%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	50	28
			1400	1500	465	2.0%	55.2%	10.6%	0.2%	5.9%	1.5%	5.9%	6.7%	3.6%	0.0%	0.9%	5.3%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	29
			1500	1600	436	2.4%	53.6%	11.5%	0.2%	6.5%	1.7%	5.7%	6.5%	3.2%	0.0%	0.9%	5.7%	0.2%	0.5%	0.2%	0.0%	0.1%	1.2%	50	29
			1600	1700	506	3.0%	54.3%	9.5%	0.2%	8.4%	2.2%	5.0%	5.6%	2.8%	0.0%	1.3%	5.1%	0.3%	0.7%	0.3%	0.0%	0.1%	1.2%	50	29
			1700	1800	558	4.1%	59.9%	9.6%	0.2%	6.1%	1.6%	3.2%	3.6%	1.5%	0.0%	2.1%	4.9%	0.5%	1.1%	0.4%	0.0%	0.1%	1.1%	50	28
			1800	1900	560	3.6%	65.1%	10.2%	0.1%	5.7%	1.5%	1.7%	1.9%	0.8%	0.0%	1.5%	5.2%	0.4%	0.8%	0.3%	0.0%	0.1%	1.1%	50	28
			1900	2000	429	4.5%	62.5%	12.7%	0.1%	4.9%	1.3%	1.0%	1.2%	0.5%	0.0%	1.3%	7.2%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	50	29
			2000	2100	327	4.8%	63.2%	12.2%	0.1%	2.8%	0.7%	0.9%	1.0%	0.5%	0.0%	1.6%	9.4%	0.4%	0.9%	0.3%	0.0%	0.1%	1.2%	50	29
			2100	2200	285	4.1%	62.5%	13.9%	0.1%	3.3%	0.8%	0.7%	0.8%	0.4%	0.0%	2.0%	8.3%	0.5%	1.1%	0.4%	0.0%	0.1%	1.3%	50	30
			2200	2300	251	2.9%	59.9%	20.4%	0.1%	2.9%	0.7%	0.7%	0.8%	0.4%	0.0%	1.1%	8.1%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	50	30
			2300	2400	162	1.8%	60.4%	20.1%	0.1%	3.1%	0.8%	0.6%	0.7%	0.3%	0.0%	0.9%	8.5%	0.2%	0.5%	0.2%	0.0%	0.1%	1.7%	50	33

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
A3	Fung Yuen Road	2-way	0000	0100	4	5.4%	58.3%	25.1%	0.0%	0.0%	0.0%	0.3%	0.4%	0.1%	0.0%	0.5%	8.0%	0.1%	0.3%	0.1%	0.0%	0.1%	1.3%	50	49
			0100	0200	4	2.1%	50.3%	33.7%	0.0%	0.0%	0.0%	0.9%	1.0%	0.2%	0.0%	0.0%	10.1%	0.0%	0.0%	0.0%	0.0%	0.1%	1.7%	50	49
			0200	0300	4	1.6%	39.0%	54.6%	0.0%	0.0%	0.0%	1.4%	1.7%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.2%	0.0%	0.0%	0.2%	50	49
			0300	0400	4	3.1%	46.1%	39.9%	0.0%	0.0%	0.0%	2.8%	2.8%	0.9%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	50	49
			0400	0500	4	1.5%	40.8%	50.3%	0.0%	0.0%	0.0%	1.5%	1.8%	0.8%	0.0%	0.0%	0.0%	0.3%	0.8%	0.3%	0.0%	0.2%	1.7%	50	49
			0500	0600	4	1.6%	45.4%	23.1%	0.0%	0.0%	0.0%	2.7%	2.3%	0.6%	0.0%	2.3%	16.3%	0.3%	0.8%	0.3%	0.0%	0.2%	4.0%	50	49
			0600	0700	8	2.2%	47.3%	16.6%	0.0%	0.0%	0.0%	0.8%	1.0%	0.3%	0.0%	2.9%	20.1%	1.8%	4.2%	1.6%	0.0%	0.1%	1.1%	50	48
			0700	0800	16	2.1%	58.4%	16.0%	0.0%	0.0%	0.0%	0.9%	1.0%	1.4%	0.0%	1.7%	12.4%	1.5%	3.0%	1.3%	0.0%	0.0%	0.4%	50	45
			0800	0900	20	2.0%	54.0%	20.0%	0.0%	0.0%	0.0%	1.3%	1.5%	0.6%	0.0%	2.7%	11.7%	1.4%	3.3%	1.3%	0.0%	0.0%	0.3%	50	44
			0900	1000	16	1.4%	55.9%	19.3%	0.0%	0.0%	0.0%	1.9%	2.1%	0.8%	0.0%	1.7%	13.3%	0.7%	1.9%	0.7%	0.0%	0.0%	0.3%	50	45
			1000	1100	12	2.3%	54.5%	15.1%	0.0%	0.0%	0.0%	2.7%	3.1%	1.1%	0.0%	2.1%	15.1%	0.9%	1.8%	0.9%	0.0%	0.2%	0.3%	50	47
			1100	1200	12	1.9%	54.9%	12.1%	0.0%	0.0%	0.0%	2.6%	2.9%	1.0%	0.0%	2.6%	15.7%	0.5%	1.1%	0.4%	0.0%	0.0%	4.4%	50	47
			1200	1300	16	2.3%	54.4%	18.0%	0.0%	0.0%	0.0%	2.2%	2.4%	0.5%	0.0%	0.6%	16.7%	0.5%	1.4%	0.6%	0.0%	0.2%	0.3%	50	45
			1300	1400	16	2.8%	55.6%	23.3%	0.0%	0.0%	0.0%	1.2%	1.3%	0.5%	0.0%	0.5%	12.8%	0.4%	0.9%	0.6%	0.0%	0.2%	0.0%	50	45
			1400	1500	16	2.1%	54.8%	20.4%	0.0%	0.0%	0.0%	1.4%	1.8%	0.6%	0.0%	1.9%	14.1%	0.6%	1.2%	1.1%	0.0%	0.1%	0.0%	50	45
			1500	1600	16	2.4%	54.3%	20.0%	0.0%	0.0%	0.0%	1.4%	1.6%	0.6%	0.0%	0.5%	16.5%	0.6%	1.6%	0.2%	0.0%	0.2%	0.0%	50	45
			1600	1700	16	2.3%	59.6%	17.3%	0.0%	0.0%	0.0%	2.6%	1.3%	0.5%	0.0%	0.5%	14.1%	0.4%	0.9%	0.3%	0.0%	0.2%	0.0%	50	45
			1700	1800	20	3.4%	60.9%	17.6%	0.0%	0.0%	0.0%	0.7%	0.8%	0.3%	0.0%	0.4%	13.3%	0.6%	1.4%	0.5%	0.0%	0.0%	0.0%	50	44
			1800	1900	20	1.4%	64.1%	19.5%	0.0%	0.0%	0.0%	0.4%	0.4%	0.2%	0.0%	0.3%	11.5%	0.5%	1.2%	0.5%	0.0%	0.0%	0.0%	50	44
			1900	2000	16	3.6%	63.4%	18.7%	0.0%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	0.3%	11.6%	0.4%	1.0%	0.3%	0.0%	0.0%	0.0%	50	45
			2000	2100	12	3.1%	54.7%	23.1%	0.0%	0.0%	0.0%	0.4%	0.5%	0.2%	0.0%	0.5%	16.0%	0.4%	0.8%	0.3%	0.0%	0.0%	0.0%	50	47
			2100	2200	20	2.4%	60.3%	17.7%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.3%	17.0%	0.4%	1.0%	0.4%	0.0%	0.0%	0.0%	50	44
			2200	2300	8	1.8%	53.8%	26.0%	0.0%	0.0%	0.0%	0.4%	0.4%	0.3%	0.0%	0.3%	15.8%	0.3%	0.6%	0.3%	0.0%	0.0%	0.0%	50	48
			2300	2400	4	2.3%	49.4%	30.1%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.1%	17.0%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	50	49
B1	Ting Kok Road	1-way	0000	0100	416	2.2%	64.4%	22.4%	0.1%	2.2%	0.6%	0.7%	0.7%	0.3%	0.0%	0.3%	5.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.8%	70	68
			0100	0200	154	1.5%	51.5%	36.4%	0.0%	1.2%	0.3%	2.1%	2.3%	0.9%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	69
			0200	0300	76	1.5%	51.5%	39.4%	0.1%	2.4%	0.6%	1.8%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	76	3.0%	45.5%	34.9%	0.1%	3.6%	0.9%	4.7%	5.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0400	0500	58	0.0%	28.6%	40.8%	0.2%	8.0%	2.0%	6.4%	7.2%	2.8%	0.0%	2.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.0%	0.0%	70	70
			0500	0600	145	3.2%	32.8%	26.4%	0.0%	1.3%	0.3%	4.4%	4.9%	1.9%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.2%	4.6%	70	69
			0600	0700	425	2.7%	34.0%	22.2%	0.1%	3.6%	0.9%	1.8%	2.1%	1.3%	0.0%	5.2%	16.2%	1.3%	2.9%	1.1%	0.0%	0.2%	4.4%	70	68
			0700	0800	922	3.3%	46.0%	16.9%	0.1%	3.6%	0.9%	2.7%	3.1%	1.6%	0.0%	5.8%	8.3%	1.4%	3.2%	1.2%	0.0%	0.1%	1.8%	70	66
			0800	0900	1600	2.2%	52.5%	18.4%	0.1%	3.7%	0.9%	3.2%	3.6%	2.1%	0.0%	3.5%	4.7%	0.8%	1.9%	0.7%	0.0%	0.1%	1.5%	70	62
			0900	1000	1250	2.1%	46.2%	17.4%	0.2%	7.5%	1.9%	5.3%	6.0%	3.8%	0.0%	1.6%	5.2%	0.4%	0.9%	0.3%	0.0%	0.1%	1.2%	70	64
			1000	1100	900	2.6%	44.0%	11.3%	0.2%	9.3%	2.4%	7.5%	8.5%	5.0%	0.0%	0.7%	6.6%	0.2%	0.4%	0.1%	0.0%	0.1%	1.2%	70	66
			1100	1200	899	1.8%	48.5%	10.3%	0.2%	8.8%	2.3%	6.3%	7.1%	3.8%	0.0%	1.3%	6.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	70	66
			1200	1300	1116	4.8%	54.2%	9.1%	0.2%	6.3%	1.6%	5.4%	6.0%	2.7%	0.0%	1.5%	5.7%	0.4%	0.8%	0.3%	0.0%	0.1%	1.0%	70	65
			1300	1400	1422	3.3%	54.8%	12.4%	0.2%	6.4%	1.6%	4.9%	5.5%	3.4%	0.0%	1.1%	4.6%	0.3%	0.6%	0.2%	0.0%	0.1%	0.9%	70	64
			1400	1500	1194	2.5%	54.6%	11.0%	0.2%	5.8%	1.5%	6.0%	6.8%	3.1%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	70	65
			1500	1600	1100	2.7%	53.8%	11.2%	0.1%	5.3%	1.3%	6.6%	7.5%	3.2%	0.0%	0.9%	5.4%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	65
			1600	1700	1253	2.4%	55.8%	11.4%	0.2%	6.2%	1.6%	5.0%	5.6%	2.6%	0.0%	1.6%	5.1%	0.4%	0.9%	0.3%	0.0%	0.1%	1.0%	70	64
			1700	1800	1404	3.5%	62.3%	10.7%	0.1%	4.7%	1.2%	3.3%	3.7%	1.6%	0.0%	1.6%	4.7%	0.4%	0.9%	0.3%	0.0%	0.1%	1.1%	70	64
			1800	1900	1610	3.5%	66.9%	10.4%	0.1%	4.8%	1.2%	2.0%	2.3%	1.0%	0.0%	1.2%	4.4%	0.3%	0.7%	0.3%	0.0%	0.1%	1.0%	70	62
			1900	2000	1398	3.5%	68.5%	10.9%	0.1%	4.9%	1.2%	0.9%	1.0%	0.4%	0.0%	1.1%	5.6%	0.3%	0.6%	0.2%	0.0%	0.0%	0.7%	70	64
			2000	2100	1070	3.8%	68.5%	11.6%	0.1%	3.2%	0.8%	1.2%	1.3%	0.6%	0.0%	1.1%	5.9%	0.3%	0.6%	0.2%	0.0%	0.0%	0.6%	70	65
			2100	2200	928	4.7%	66.1%	13.3%	0.1%	3.5%	0.9%	0.5%	0.5%	0.3%	0.0%	1.7%	5.9%	0.4%	0.9%	0.4%	0.0%	0.1%	0.9%	70	66
			2200	2300	797	2.7%	67.6%	17.4%	0.1%	2.2%	0.6%	0.3%	0.3%	0.3%	0.0%	0.6%	6.3%	0.1%	0.3%	0.1%	0.0%	0.1%	1.0%	70	66
			2300	2400	482	2.2%	65.3%	18.9%	0.1%	2.9%	0.7%	0.5%	0.6%	0.2%	0.0%	0.7%	6.2%	0.2%	0.4%	0.2%	0.0%	0.1%	0.9%	70	68

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
B2	Ting Kok Road	1-way	0000	0100	266	1.5%	59.2%	23.9%	0.1%	4.3%	1.1%	1.2%	1.3%	0.5%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	69
			0100	0200	151	1.8%	50.0%	36.0%	0.1%	2.7%	0.7%	2.4%	2.7%	1.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	69
			0200	0300	60	2.2%	34.8%	41.3%	0.2%	8.5%	2.2%	4.2%	4.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	67	15.7%	15.7%	45.1%	0.2%	6.1%	1.6%	4.6%	5.2%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.9%	70	70
			0400	0500	59	0.0%	15.9%	54.6%	0.2%	7.1%	1.8%	7.1%	8.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	70	70
			0500	0600	182	2.2%	41.6%	28.5%	0.2%	6.3%	1.6%	3.7%	4.2%	2.3%	0.0%	0.7%	5.1%	0.2%	0.4%	0.2%	0.0%	0.2%	2.8%	70	69
			0600	0700	917	2.3%	62.1%	12.6%	0.1%	5.0%	1.3%	1.8%	2.0%	0.8%	0.0%	1.5%	7.5%	0.4%	0.8%	0.3%	0.0%	0.1%	1.5%	70	66
			0700	0800	2255	2.1%	70.9%	9.0%	0.1%	4.8%	1.2%	1.5%	1.7%	1.1%	0.0%	1.1%	4.1%	0.3%	0.6%	0.2%	0.0%	0.1%	1.2%	70	49
			0800	0900	1780	2.9%	58.1%	15.6%	0.1%	4.8%	1.2%	2.6%	2.9%	1.3%	0.0%	2.4%	4.5%	0.6%	1.3%	0.5%	0.0%	0.1%	1.3%	70	59
			0900	1000	1514	1.9%	55.8%	14.6%	0.2%	7.0%	1.8%	3.6%	4.1%	2.4%	0.0%	1.3%	4.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.1%	70	63
			1000	1100	1259	3.0%	51.8%	11.1%	0.2%	9.3%	2.4%	5.2%	5.8%	3.3%	0.0%	0.8%	5.3%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	64
			1100	1200	1291	2.9%	55.8%	6.7%	0.2%	9.1%	2.3%	5.5%	6.2%	3.5%	0.0%	0.6%	5.3%	0.2%	0.3%	0.1%	0.0%	0.1%	1.1%	70	64
			1200	1300	1359	2.2%	57.4%	8.8%	0.2%	9.3%	2.4%	3.7%	4.2%	2.1%	0.0%	1.4%	5.5%	0.3%	0.8%	0.3%	0.0%	0.1%	1.3%	70	64
			1300	1400	1309	3.6%	56.0%	13.7%	0.1%	5.2%	1.3%	4.0%	4.5%	2.1%	0.0%	1.1%	6.0%	0.3%	0.6%	0.2%	0.0%	0.1%	1.3%	70	64
			1400	1500	1268	1.5%	55.9%	10.1%	0.2%	5.9%	1.5%	5.9%	6.6%	4.2%	0.0%	0.8%	5.4%	0.2%	0.4%	0.2%	0.0%	0.1%	1.2%	70	64
			1500	1600	1209	2.2%	53.4%	11.9%	0.2%	7.7%	2.0%	4.8%	5.5%	3.1%	0.0%	0.9%	6.0%	0.2%	0.5%	0.2%	0.0%	0.1%	1.3%	70	65
			1600	1700	1419	3.6%	52.8%	7.6%	0.3%	10.7%	2.7%	5.0%	5.6%	3.0%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.4%	70	64
			1700	1800	1550	4.8%	57.5%	8.6%	0.2%	7.6%	1.9%	3.1%	3.5%	1.4%	0.0%	2.5%	5.2%	0.6%	1.4%	0.5%	0.0%	0.1%	1.2%	70	63
			1800	1900	1370	3.7%	63.3%	10.1%	0.2%	6.5%	1.7%	1.4%	1.6%	0.7%	0.0%	1.8%	6.0%	0.4%	1.0%	0.4%	0.0%	0.1%	1.2%	70	64
			1900	2000	899	5.5%	56.5%	14.6%	0.1%	5.0%	1.3%	1.1%	1.3%	0.7%	0.0%	1.5%	8.7%	0.4%	0.8%	0.3%	0.0%	0.1%	2.0%	70	66
			2000	2100	678	5.9%	57.9%	12.8%	0.1%	2.4%	0.6%	0.6%	0.7%	0.3%	0.0%	2.0%	12.8%	0.5%	1.1%	0.4%	0.0%	0.1%	1.7%	70	67
			2100	2200	600	3.5%	58.9%	14.5%	0.1%	3.1%	0.8%	0.9%	1.0%	0.4%	0.0%	2.3%	10.6%	0.6%	1.3%	0.5%	0.0%	0.1%	1.8%	70	67
			2200	2300	544	3.0%	52.2%	23.3%	0.1%	3.6%	0.9%	1.1%	1.2%	0.5%	0.0%	1.5%	9.9%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	70	68
			2300	2400	382	1.4%	55.6%	21.3%	0.1%	3.4%	0.9%	0.7%	0.8%	0.3%	0.0%	1.1%	10.8%	0.3%	0.6%	0.2%	0.0%	0.1%	2.4%	70	68
C1	Ting Kok Road	1-way	0000	0100	369	2.2%	64.4%	22.4%	0.1%	2.2%	0.6%	0.7%	0.7%	0.3%	0.0%	0.3%	5.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.8%	70	68
			0100	0200	137	1.5%	51.5%	36.4%	0.0%	1.2%	0.3%	2.1%	2.3%	0.9%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	69
			0200	0300	68	1.5%	51.5%	39.4%	0.1%	2.4%	0.6%	1.8%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	68	3.0%	45.5%	34.9%	0.1%	3.6%	0.9%	4.7%	5.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0400	0500	51	0.0%	28.6%	40.8%	0.2%	8.0%	2.0%	6.4%	7.2%	2.8%	0.0%	2.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.0%	0.0%	70	70
			0500	0600	130	3.2%	32.8%	26.4%	0.0%	1.3%	0.3%	4.4%	4.9%	1.9%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.2%	4.6%	70	69
			0600	0700	377	2.7%	34.0%	22.2%	0.1%	3.6%	0.9%	1.8%	2.1%	1.3%	0.0%	5.2%	16.2%	1.3%	2.9%	1.1%	0.0%	0.2%	4.4%	70	68
			0700	0800	818	3.3%	46.0%	16.9%	0.1%	3.6%	0.9%	2.7%	3.1%	1.6%	0.0%	5.8%	8.3%	1.4%	3.2%	1.2%	0.0%	0.1%	1.8%	70	66
			0800	0900	1420	2.2%	52.5%	18.4%	0.1%	3.7%	0.9%	3.2%	3.6%	2.1%	0.0%	3.5%	4.7%	0.8%	1.9%	0.7%	0.0%	0.1%	1.5%	70	64
			0900	1000	1110	2.1%	46.2%	17.4%	0.2%	7.5%	1.9%	5.3%	6.0%	3.8%	0.0%	1.6%	5.2%	0.4%	0.9%	0.3%	0.0%	0.1%	1.2%	70	65
			1000	1100	799	2.6%	44.0%	11.3%	0.2%	9.3%	2.4%	7.5%	8.5%	5.0%	0.0%	0.7%	6.6%	0.2%	0.4%	0.1%	0.0%	0.1%	1.2%	70	66
			1100	1200	797	1.8%	48.5%	10.3%	0.2%	8.8%	2.3%	6.3%	7.1%	3.8%	0.0%	1.3%	6.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	70	66
			1200	1300	950	4.8%	54.2%	9.1%	0.2%	6.3%	1.6%	5.4%	6.0%	2.7%	0.0%	1.5%	5.7%	0.4%	0.8%	0.3%	0.0%	0.1%	1.0%	70	66
			1300	1400	1209	3.3%	54.8%	12.4%	0.2%	6.4%	1.6%	4.9%	5.5%	3.4%	0.0%	1.1%	4.6%	0.3%	0.6%	0.2%	0.0%	0.1%	0.9%	70	65
			1400	1500	1015	2.5%	54.6%	11.0%	0.2%	5.8%	1.5%	6.0%	6.8%	3.1%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	70	65
			1500	1600	936	2.7%	53.8%	11.2%	0.1%	5.3%	1.3%	6.6%	7.5%	3.2%	0.0%	0.9%	5.4%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	66
			1600	1700	1067	2.4%	55.8%	11.4%	0.2%	6.2%	1.6%	5.0%	5.6%	2.6%	0.0%	1.6%	5.1%	0.4%	0.9%	0.3%	0.0%	0.1%	1.0%	70	65
			1700	1800	1195	3.5%	62.3%	10.7%	0.1%	4.7%	1.2%	3.3%	3.7%	1.6%	0.0%	1.6%	4.7%	0.4%	0.9%	0.3%	0.0%	0.1%	1.1%	70	65
			1800	1900	1370	3.5%	66.9%	10.4%	0.1%	4.8%	1.2%	2.0%	2.3%	1.0%	0.0%	1.2%	4.4%	0.3%	0.7%	0.3%	0.0%	0.1%	1.0%	70	64
			1900	2000	1190	3.5%	68.5%	10.9%	0.1%	4.9%	1.2%	0.9%	1.0%	0.4%	0.0%	1.1%	5.6%	0.3%	0.6%	0.2%	0.0%	0.0%	0.7%	70	65
			2000	2100	910	3.8%	68.5%	11.6%	0.1%	3.2%	0.8%	1.2%	1.3%	0.6%	0.0%	1.1%	5.9%	0.3%	0.6%	0.2%	0.0%	0.0%	0.6%	70	66
			2100	2200	789	4.7%	66.1%	13.3%	0.1%	3.5%	0.9%	0.5%	0.5%	0.3%	0.0%	1.7%	5.9%	0.4%	0.9%	0.4%	0.0%	0.1%	0.9%	70	66
			2200	2300	678	2.7%	67.6%	17.4%	0.1%	2.2%	0.6%	0.3%	0.3%	0.3%	0.0%	0.6%	6.3%	0.1%	0.3%	0.1%	0.0%	0.1%	1.0%	70	67
			2300	2400	410	2.2%	65.3%	18.9%	0.1%	2.9%	0.7%	0.5%	0.6%	0.2%	0.0%	0.7%	6.2%	0.2%	0.4%	0.2%	0.0%	0.1%	0.9%	70	68

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
C2	Ting Kok Road	1-way	0000	0100	226	1.5%	59.2%	23.9%	0.1%	4.3%	1.1%	1.2%	1.3%	0.5%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	69
			0100	0200	128	1.8%	50.0%	36.0%	0.1%	2.7%	0.7%	2.4%	2.7%	1.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	69
			0200	0300	52	2.2%	34.8%	41.3%	0.2%	8.5%	2.2%	4.2%	4.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	57	15.7%	15.7%	45.1%	0.2%	6.1%	1.6%	4.6%	5.2%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.9%	70	70
			0400	0500	49	0.0%	15.9%	54.6%	0.2%	7.1%	1.8%	7.1%	8.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	70	70
			0500	0600	154	2.2%	41.6%	28.5%	0.2%	6.3%	1.6%	3.7%	4.2%	2.3%	0.0%	0.7%	5.1%	0.2%	0.4%	0.2%	0.0%	0.2%	2.8%	70	69
			0600	0700	778	2.3%	62.1%	12.6%	0.1%	5.0%	1.3%	1.8%	2.0%	0.8%	0.0%	1.5%	7.5%	0.4%	0.8%	0.3%	0.0%	0.1%	1.5%	70	67
			0700	0800	1914	2.1%	70.9%	9.0%	0.1%	4.8%	1.2%	1.5%	1.7%	1.1%	0.0%	1.1%	4.1%	0.3%	0.6%	0.2%	0.0%	0.1%	1.2%	70	56
			0800	0900	1510	2.9%	58.1%	15.6%	0.1%	4.8%	1.2%	2.6%	2.9%	1.3%	0.0%	2.4%	4.5%	0.6%	1.3%	0.5%	0.0%	0.1%	1.3%	70	63
			0900	1000	1284	1.9%	55.8%	14.6%	0.2%	7.0%	1.8%	3.6%	4.1%	2.4%	0.0%	1.3%	4.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.1%	70	64
			1000	1100	1068	3.0%	51.8%	11.1%	0.2%	9.3%	2.4%	5.2%	5.8%	3.3%	0.0%	0.8%	5.3%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	65
			1100	1200	1096	2.9%	55.8%	6.7%	0.2%	9.1%	2.3%	5.5%	6.2%	3.5%	0.0%	0.6%	5.3%	0.2%	0.3%	0.1%	0.0%	0.1%	1.1%	70	65
			1200	1300	1151	2.2%	57.4%	8.8%	0.2%	9.3%	2.4%	3.7%	4.2%	2.1%	0.0%	1.4%	5.5%	0.3%	0.8%	0.3%	0.0%	0.1%	1.3%	70	65
			1300	1400	1109	3.6%	56.0%	13.7%	0.1%	5.2%	1.3%	4.0%	4.5%	2.1%	0.0%	1.1%	6.0%	0.3%	0.6%	0.2%	0.0%	0.1%	1.3%	70	65
			1400	1500	1074	1.5%	55.9%	10.1%	0.2%	5.9%	1.5%	5.9%	6.6%	4.2%	0.0%	0.8%	5.4%	0.2%	0.4%	0.2%	0.0%	0.1%	1.2%	70	65
			1500	1600	1024	2.2%	53.4%	11.9%	0.2%	7.7%	2.0%	4.8%	5.5%	3.1%	0.0%	0.9%	6.0%	0.2%	0.5%	0.2%	0.0%	0.1%	1.3%	70	65
			1600	1700	1202	3.6%	52.8%	7.6%	0.3%	10.7%	2.7%	5.0%	5.6%	3.0%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.4%	70	65
			1700	1800	1311	4.8%	57.5%	8.6%	0.2%	7.6%	1.9%	3.1%	3.5%	1.4%	0.0%	2.5%	5.2%	0.6%	1.4%	0.5%	0.0%	0.1%	1.2%	70	64
			1800	1900	1160	3.7%	63.3%	10.1%	0.2%	6.5%	1.7%	1.4%	1.6%	0.7%	0.0%	1.8%	6.0%	0.4%	1.0%	0.4%	0.0%	0.1%	1.2%	70	65
			1900	2000	761	5.5%	56.5%	14.6%	0.1%	5.0%	1.3%	1.1%	1.3%	0.7%	0.0%	1.5%	8.7%	0.4%	0.8%	0.3%	0.0%	0.1%	2.0%	70	67
			2000	2100	574	5.9%	57.9%	12.8%	0.1%	2.4%	0.6%	0.6%	0.7%	0.3%	0.0%	2.0%	12.8%	0.5%	1.1%	0.4%	0.0%	0.1%	1.7%	70	67
			2100	2200	508	3.5%	58.9%	14.5%	0.1%	3.1%	0.8%	0.9%	1.0%	0.4%	0.0%	2.3%	10.6%	0.6%	1.3%	0.5%	0.0%	0.1%	1.8%	70	68
			2200	2300	461	3.0%	52.2%	23.3%	0.1%	3.6%	0.9%	1.1%	1.2%	0.5%	0.0%	1.5%	9.9%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	70	68
			2300	2400	323	1.4%	55.6%	21.3%	0.1%	3.4%	0.9%	0.7%	0.8%	0.3%	0.0%	1.1%	10.8%	0.3%	0.6%	0.2%	0.0%	0.1%	2.4%	70	69
D1	Ting Kok Road	1-way	0000	0100	292	2.2%	64.4%	22.4%	0.1%	2.2%	0.6%	0.7%	0.7%	0.3%	0.0%	0.3%	5.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.8%	70	69
			0100	0200	107	1.5%	51.5%	36.4%	0.0%	1.2%	0.3%	2.1%	2.3%	0.9%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	70
			0200	0300	54	1.5%	51.5%	39.4%	0.1%	2.4%	0.6%	1.8%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	54	3.0%	45.5%	34.9%	0.1%	3.6%	0.9%	4.7%	5.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0400	0500	40	0.0%	28.6%	40.8%	0.2%	8.0%	2.0%	6.4%	7.2%	2.8%	0.0%	2.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.0%	0.0%	70	70
			0500	0600	102	3.2%	32.8%	26.4%	0.0%	1.3%	0.3%	4.4%	4.9%	1.9%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.2%	4.6%	70	70
			0600	0700	298	2.7%	34.0%	22.2%	0.1%	3.6%	0.9%	1.8%	2.1%	1.3%	0.0%	5.2%	16.2%	1.3%	2.9%	1.1%	0.0%	0.2%	4.4%	70	69
			0700	0800	645	3.3%	46.0%	16.9%	0.1%	3.6%	0.9%	2.7%	3.1%	1.6%	0.0%	5.8%	8.3%	1.4%	3.2%	1.2%	0.0%	0.1%	1.8%	70	67
			0800	0900	1120	2.2%	52.5%	18.4%	0.1%	3.7%	0.9%	3.2%	3.6%	2.1%	0.0%	3.5%	4.7%	0.8%	1.9%	0.7%	0.0%	0.1%	1.5%	70	65
			0900	1000	875	2.1%	46.2%	17.4%	0.2%	7.5%	1.9%	5.3%	6.0%	3.8%	0.0%	1.6%	5.2%	0.4%	0.9%	0.3%	0.0%	0.1%	1.2%	70	66
			1000	1100	630	2.6%	44.0%	11.3%	0.2%	9.3%	2.4%	7.5%	8.5%	5.0%	0.0%	0.7%	6.6%	0.2%	0.4%	0.1%	0.0%	0.1%	1.2%	70	67
			1100	1200	629	1.8%	48.5%	10.3%	0.2%	8.8%	2.3%	6.3%	7.1%	3.8%	0.0%	1.3%	6.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	70	67
			1200	1300	845	4.8%	54.2%	9.1%	0.2%	6.3%	1.6%	5.4%	6.0%	2.7%	0.0%	1.5%	5.7%	0.4%	0.8%	0.3%	0.0%	0.1%	1.0%	70	66
			1300	1400	1076	3.3%	54.8%	12.4%	0.2%	6.4%	1.6%	4.9%	5.5%	3.4%	0.0%	1.1%	4.6%	0.3%	0.6%	0.2%	0.0%	0.1%	0.9%	70	65
			1400	1500	904	2.5%	54.6%	11.0%	0.2%	5.8%	1.5%	6.0%	6.8%	3.1%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.1%	70	66
			1500	1600	834	2.7%	53.8%	11.2%	0.1%	5.3%	1.3%	6.6%	7.5%	3.2%	0.0%	0.9%	5.4%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	66
			1600	1700	950	2.4%	55.8%	11.4%	0.2%	6.2%	1.6%	5.0%	5.6%	2.6%	0.0%	1.6%	5.1%	0.4%	0.9%	0.3%	0.0%	0.1%	1.0%	70	66
			1700	1800	1064	3.5%	62.3%	10.7%	0.1%	4.7%	1.2%	3.3%	3.7%	1.6%	0.0%	1.6%	4.7%	0.4%	0.9%	0.3%	0.0%	0.1%	1.1%	70	65
			1800	1900	1220	3.5%	66.9%	10.4%	0.1%	4.8%	1.2%	2.0%	2.3%	1.0%	0.0%	1.2%	4.4%	0.3%	0.7%	0.3%	0.0%	0.1%	1.0%	70	65
			1900	2000	1059	3.5%	68.5%	10.9%	0.1%	4.9%	1.2%	0.9%	1.0%	0.4%	0.0%	1.1%	5.6%	0.3%	0.6%	0.2%	0.0%	0.0%	0.7%	70	65
			2000	2100	811	3.8%	68.5%	11.6%	0.1%	3.2%	0.8%	1.2%	1.3%	0.6%	0.0%	1.1%	5.9%	0.3%	0.6%	0.2%	0.0%	0.0%	0.6%	70	66
			2100	2200	703	4.7%	66.1%	13.3%	0.1%	3.5%	0.9%	0.5%	0.5%	0.3%	0.0%	1.7%	5.9%	0.4%	0.9%	0.4%	0.0%	0.1%	0.9%	70	67
			2200	2300	603	2.7%	67.6%	17.4%	0.1%	2.2%	0.6%	0.3%	0.3%	0.3%	0.0%	0.6%	6.3%	0.1%	0.3%	0.1%	0.0%	0.1%	1.0%	70	67
			2300	2400	365	2.2%	65.3%	18.9%	0.1%	2.9%	0.7%	0.5%	0.6%	0.2%	0.0%	0.7%	6.2%	0.2%	0.4%	0.2%	0.0%	0.1%	0.9%	70	68

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
D2	Ting Kok Road	1-way	0000	0100	205	1.5%	59.2%	23.9%	0.1%	4.3%	1.1%	1.2%	1.3%	0.5%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.1%	1.4%	70	69
			0100	0200	116	1.8%	50.0%	36.0%	0.1%	2.7%	0.7%	2.4%	2.7%	1.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	69
			0200	0300	47	2.2%	34.8%	41.3%	0.2%	8.5%	2.2%	4.2%	4.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	52	15.7%	15.7%	45.1%	0.2%	6.1%	1.6%	4.6%	5.2%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.9%	70	70
			0400	0500	45	0.0%	15.9%	54.6%	0.2%	7.1%	1.8%	7.1%	8.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.2%	70	70
			0500	0600	140	2.2%	41.6%	28.5%	0.2%	6.3%	1.6%	3.7%	4.2%	2.3%	0.0%	0.7%	5.1%	0.2%	0.4%	0.2%	0.0%	0.2%	2.8%	70	69
			0600	0700	706	2.3%	62.1%	12.6%	0.1%	5.0%	1.3%	1.8%	2.0%	0.8%	0.0%	1.5%	7.5%	0.4%	0.8%	0.3%	0.0%	0.1%	1.5%	70	67
			0700	0800	1736	2.1%	70.9%	9.0%	0.1%	4.8%	1.2%	1.5%	1.7%	1.1%	0.0%	1.1%	4.1%	0.3%	0.6%	0.2%	0.0%	0.1%	1.2%	70	59
			0800	0900	1370	2.9%	58.1%	15.6%	0.1%	4.8%	1.2%	2.6%	2.9%	1.3%	0.0%	2.4%	4.5%	0.6%	1.3%	0.5%	0.0%	0.1%	1.3%	70	64
			0900	1000	1165	1.9%	55.8%	14.6%	0.2%	7.0%	1.8%	3.6%	4.1%	2.4%	0.0%	1.3%	4.9%	0.3%	0.7%	0.3%	0.0%	0.1%	1.1%	70	65
			1000	1100	969	3.0%	51.8%	11.1%	0.2%	9.3%	2.4%	5.2%	5.8%	3.3%	0.0%	0.8%	5.3%	0.2%	0.5%	0.2%	0.0%	0.1%	1.0%	70	66
			1100	1200	993	2.9%	55.8%	6.7%	0.2%	9.1%	2.3%	5.5%	6.2%	3.5%	0.0%	0.6%	5.3%	0.2%	0.3%	0.1%	0.0%	0.1%	1.1%	70	66
			1200	1300	1011	2.2%	57.4%	8.8%	0.2%	9.3%	2.4%	3.7%	4.2%	2.1%	0.0%	1.4%	5.5%	0.3%	0.8%	0.3%	0.0%	0.1%	1.3%	70	65
			1300	1400	975	3.6%	56.0%	13.7%	0.1%	5.2%	1.3%	4.0%	4.5%	2.1%	0.0%	1.1%	6.0%	0.3%	0.6%	0.2%	0.0%	0.1%	1.3%	70	66
			1400	1500	944	1.5%	55.9%	10.1%	0.2%	5.9%	1.5%	5.9%	6.6%	4.2%	0.0%	0.8%	5.4%	0.2%	0.4%	0.2%	0.0%	0.1%	1.2%	70	66
			1500	1600	901	2.2%	53.4%	11.9%	0.2%	7.7%	2.0%	4.8%	5.5%	3.1%	0.0%	0.9%	6.0%	0.2%	0.5%	0.2%	0.0%	0.1%	1.3%	70	66
			1600	1700	1057	3.6%	52.8%	7.6%	0.3%	10.7%	2.7%	5.0%	5.6%	3.0%	0.0%	1.1%	5.2%	0.3%	0.6%	0.2%	0.0%	0.1%	1.4%	70	65
			1700	1800	1154	4.8%	57.5%	8.6%	0.2%	7.6%	1.9%	3.1%	3.5%	1.4%	0.0%	2.5%	5.2%	0.6%	1.4%	0.5%	0.0%	0.1%	1.2%	70	65
			1800	1900	1020	3.7%	63.3%	10.1%	0.2%	6.5%	1.7%	1.4%	1.6%	0.7%	0.0%	1.8%	6.0%	0.4%	1.0%	0.4%	0.0%	0.1%	1.2%	70	65
			1900	2000	669	5.5%	56.5%	14.6%	0.1%	5.0%	1.3%	1.1%	1.3%	0.7%	0.0%	1.5%	8.7%	0.4%	0.8%	0.3%	0.0%	0.1%	2.0%	70	67
			2000	2100	505	5.9%	57.9%	12.8%	0.1%	2.4%	0.6%	0.6%	0.7%	0.3%	0.0%	2.0%	12.8%	0.5%	1.1%	0.4%	0.0%	0.1%	1.7%	70	68
			2100	2200	447	3.5%	58.9%	14.5%	0.1%	3.1%	0.8%	0.9%	1.0%	0.4%	0.0%	2.3%	10.6%	0.6%	1.3%	0.5%	0.0%	0.1%	1.8%	70	68
			2200	2300	405	3.0%	52.2%	23.3%	0.1%	3.6%	0.9%	1.1%	1.2%	0.5%	0.0%	1.5%	9.9%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	70	68
			2300	2400	284	1.4%	55.6%	21.3%	0.1%	3.4%	0.9%	0.7%	0.8%	0.3%	0.0%	1.1%	10.8%	0.3%	0.6%	0.2%	0.0%	0.1%	2.4%	70	69
E	Dai Fu Street	2-way	0000	0100	149	1.2%	19.3%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	1.2%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	39
			0100	0200	123	2.9%	11.6%	0.0%	0.1%	2.3%	0.6%	2.8%	3.2%	1.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	3.6%	67.5%	50	41
			0200	0300	47	3.9%	11.5%	15.4%	0.5%	21.0%	5.4%	12.0%	13.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	47
			0300	0400	44	0.0%	20.0%	20.0%	0.3%	12.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	47
			0400	0500	70	5.1%	10.3%	23.1%	0.2%	6.0%	1.5%	5.0%	5.6%	4.7%	0.0%	2.6%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	31.7%	50	45
			0500	0600	226	0.8%	4.7%	11.0%	0.0%	0.0%	0.0%	2.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	68.8%	50	34
			0600	0700	453	1.6%	9.4%	16.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	8.7%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	29
			0700	0800	506	3.5%	15.5%	20.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	8.8%	0.4%	2.1%	4.8%	1.9%	0.0%	0.9%	17.7%	50	29
			0800	0900	670	1.9%	22.3%	35.4%	0.1%	4.2%	1.1%	7.7%	8.7%	7.3%	0.0%	3.7%	0.3%	0.9%	2.1%	0.8%	0.0%	0.2%	3.5%	50	29
			0900	1000	464	0.0%	20.0%	35.4%	0.2%	6.6%	1.7%	8.9%	10.0%	5.0%	0.0%	3.9%	0.0%	0.9%	2.1%	0.8%	0.0%	0.2%	4.4%	50	29
			1000	1100	455	0.0%	28.6%	19.6%	0.2%	8.9%	2.3%	12.4%	14.0%	7.0%	0.0%	1.2%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	4.5%	50	29
			1100	1200	437	2.9%	33.9%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	0.4%	6.6%	50	30
			1200	1300	512	6.5%	35.3%	9.9%	0.1%	5.1%	1.3%	10.3%	11.6%	6.0%	0.0%	5.3%	0.3%	1.3%	2.9%	1.1%	0.0%	0.2%	2.9%	50	29
			1300	1400	342	3.7%	26.9%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	5.6%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	30
			1400	1500	394	1.6%	24.2%	15.7%	0.2%	8.2%	2.1%	9.6%	10.8%	5.0%	0.0%	6.9%	0.4%	1.7%	3.8%	1.4%	0.0%	0.4%	8.0%	50	30
			1500	1600	354	1.8%	32.3%	13.0%	0.2%	9.1%	2.3%	10.8%	12.2%	7.9%	0.0%	2.2%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	30
			1600	1700	348	2.3%	28.8%	11.4%	0.2%	8.2%	2.1%	7.5%	8.4%	4.2%	0.0%	7.8%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	30
			1700	1800	490	7.4%	40.1%	8.7%	0.2%	7.8%	2.0%	3.5%	4.0%	3.8%	0.0%	10.4%	0.0%	2.5%	5.7%	2.2%	0.0%	0.1%	1.5%	50	29
			1800	1900	430	4.1%	41.0%	13.3%	0.2%	6.9%	1.8%	2.5%	2.8%	1.8%	0.0%	10.0%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	5.6%	50	30
			1900	2000	295	3.2%	29.0%	23.7%	0.1%	3.4%	0.9%	2.7%	3.1%	3.3%	0.0%	5.4%	0.0%	1.3%	3.0%	1.1%	0.0%	1.0%	18.9%	50	30
			2000	2100	194	2.5%	37.7%	27.1%	0.1%	5.1%	1.3%	1.0%	1.1%	2.1%	0.0%	2.5%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	16.4%	50	36
			2100	2200	182	4.4%	17.4%	35.7%	0.1%	4.1%	1.0%	3.7%	4.2%	5.1%	0.0%	2.6%	0.0%	0.6%	1.4%	0.6%	0.0%	1.0%	18.2%	50	37
			2200	2300	179	4.4%	18.6%	15.0%	0.1%	2.1%	0.5%	4.1%	4.7%	4.5%	0.0%	2.7%	0.0%	0.6%	1.5%	0.6%	0.0%	2.0%	38.7%	50	37
			2300	2400	137	1.2%	20.9%	24.4%	0.1%	2.7%	0.7%	0.9%	1.0%	0.4%	0.0%	2.3%	1.2%	0.6%	1.3%	0.5%	0.0%	2.1%	39.8%	50	40

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
F	Dai Wang Street	2-way	0000	0100	73	1.2%	19.3%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	1.2%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	40
			0100	0200	61	2.9%	11.6%	0.0%	0.1%	2.3%	0.6%	2.8%	3.2%	1.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	3.6%	67.5%	50	41
			0200	0300	23	3.9%	11.5%	15.4%	0.5%	21.0%	5.4%	12.0%	13.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	47
			0300	0400	22	0.0%	20.0%	20.0%	0.3%	12.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	47
			0400	0500	35	5.1%	10.3%	23.1%	0.2%	6.0%	1.5%	5.0%	5.6%	4.7%	0.0%	2.6%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	31.7%	50	45
			0500	0600	111	0.8%	4.7%	11.0%	0.0%	0.0%	0.0%	2.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	68.8%	50	34
			0600	0700	223	1.6%	9.4%	16.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	8.7%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	29
			0700	0800	249	3.5%	15.5%	20.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	8.8%	0.4%	2.1%	4.8%	1.9%	0.0%	0.9%	17.7%	50	29
			0800	0900	330	1.9%	22.3%	35.4%	0.1%	4.2%	1.1%	7.7%	8.7%	7.3%	0.0%	3.7%	0.3%	0.9%	2.1%	0.8%	0.0%	0.2%	3.5%	50	29
			0900	1000	228	0.0%	20.0%	35.4%	0.2%	6.6%	1.7%	8.9%	10.0%	5.0%	0.0%	3.9%	0.0%	0.9%	2.1%	0.8%	0.0%	0.2%	4.4%	50	29
			1000	1100	223	0.0%	28.6%	19.6%	0.2%	8.9%	2.3%	12.4%	14.0%	7.0%	0.0%	1.2%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	4.5%	50	29
			1100	1200	215	2.9%	33.9%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	0.4%	6.6%	50	30
			1200	1300	202	6.5%	35.3%	9.9%	0.1%	5.1%	1.3%	10.3%	11.6%	6.0%	0.0%	5.3%	0.3%	1.3%	2.9%	1.1%	0.0%	0.2%	2.9%	50	30
			1300	1400	135	3.7%	26.9%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	5.6%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	31
			1400	1500	155	1.6%	24.2%	15.7%	0.2%	8.2%	2.1%	9.6%	10.8%	5.0%	0.0%	6.9%	0.4%	1.7%	3.8%	1.4%	0.0%	0.4%	8.0%	50	30
			1500	1600	141	1.8%	32.3%	13.0%	0.2%	9.1%	2.3%	10.8%	12.2%	7.9%	0.0%	2.2%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	30
			1600	1700	138	2.3%	28.8%	11.4%	0.2%	8.2%	2.1%	7.5%	8.4%	4.2%	0.0%	7.8%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	30
			1700	1800	194	7.4%	40.1%	8.7%	0.2%	7.8%	2.0%	3.5%	4.0%	3.8%	0.0%	10.4%	0.0%	2.5%	5.7%	2.2%	0.0%	0.1%	1.5%	50	30
			1800	1900	170	4.1%	41.0%	13.3%	0.2%	6.9%	1.8%	2.5%	2.8%	1.8%	0.0%	10.0%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	5.6%	50	30
			1900	2000	116	3.2%	29.0%	23.7%	0.1%	3.4%	0.9%	2.7%	3.1%	3.3%	0.0%	5.4%	0.0%	1.3%	3.0%	1.1%	0.0%	1.0%	18.9%	50	33
			2000	2100	76	2.5%	37.7%	27.1%	0.1%	5.1%	1.3%	1.0%	1.1%	2.1%	0.0%	2.5%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	16.4%	50	39
			2100	2200	72	4.4%	17.4%	35.7%	0.1%	4.1%	1.0%	3.7%	4.2%	5.1%	0.0%	2.6%	0.0%	0.6%	1.4%	0.6%	0.0%	1.0%	18.2%	50	40
			2200	2300	71	4.4%	18.6%	15.0%	0.1%	2.1%	0.5%	4.1%	4.7%	4.5%	0.0%	2.7%	0.0%	0.6%	1.5%	0.6%	0.0%	2.0%	38.7%	50	40
			2300	2400	54	1.2%	20.9%	24.4%	0.1%	2.7%	0.7%	0.9%	1.0%	0.4%	0.0%	2.3%	1.2%	0.6%	1.3%	0.5%	0.0%	2.1%	39.8%	50	42
G	Dai Cheong Street	2-way	0000	0100	196	1.2%	19.3%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	1.2%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	36
			0100	0200	163	2.9%	11.6%	0.0%	0.1%	2.3%	0.6%	2.8%	3.2%	1.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	3.6%	67.5%	50	38
			0200	0300	62	3.9%	11.5%	15.4%	0.5%	21.0%	5.4%	12.0%	13.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	46
			0300	0400	59	0.0%	20.0%	20.0%	0.3%	12.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	46
			0400	0500	92	5.1%	10.3%	23.1%	0.2%	6.0%	1.5%	5.0%	5.6%	4.7%	0.0%	2.6%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	31.7%	50	43
			0500	0600	301	0.8%	4.7%	11.0%	0.0%	0.0%	0.0%	2.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	68.8%	50	30
			0600	0700	601	1.6%	9.4%	16.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	8.7%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	29
			0700	0800	673	3.5%	15.5%	20.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	8.8%	0.4%	2.1%	4.8%	1.9%	0.0%	0.9%	17.7%	50	29
			0800	0900	890	1.9%	22.3%	35.4%	0.1%	4.2%	1.1%	7.7%	8.7%	7.3%	0.0%	3.7%	0.3%	0.9%	2.1%	0.8%	0.0%	0.2%	3.5%	50	28
			0900	1000	615	0.0%	20.0%	35.4%	0.2%	6.6%	1.7%	8.9%	10.0%	5.0%	0.0%	3.9%	0.0%	0.9%	2.1%	0.8%	0.0%	0.2%	4.4%	50	29
			1000	1100	603	0.0%	28.6%	19.6%	0.2%	8.9%	2.3%	12.4%	14.0%	7.0%	0.0%	1.2%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	4.5%	50	29
			1100	1200	580	2.9%	33.9%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	0.4%	6.6%	50	29
			1200	1300	763	6.5%	35.3%	9.9%	0.1%	5.1%	1.3%	10.3%	11.6%	6.0%	0.0%	5.3%	0.3%	1.3%	2.9%	1.1%	0.0%	0.2%	2.9%	50	28
			1300	1400	510	3.7%	26.9%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	5.6%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	29
			1400	1500	586	1.6%	24.2%	15.7%	0.2%	8.2%	2.1%	9.6%	10.8%	5.0%	0.0%	6.9%	0.4%	1.7%	3.8%	1.4%	0.0%	0.4%	8.0%	50	29
			1500	1600	527	1.8%	32.3%	13.0%	0.2%	9.1%	2.3%	10.8%	12.2%	7.9%	0.0%	2.2%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	29
			1600	1700	517	2.3%	28.8%	11.4%	0.2%	8.2%	2.1%	7.5%	8.4%	4.2%	0.0%	7.8%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	29
			1700	1800	729	7.4%	40.1%	8.7%	0.2%	7.8%	2.0%	3.5%	4.0%	3.8%	0.0%	10.4%	0.0%	2.5%	5.7%	2.2%	0.0%	0.1%	1.5%	50	29
			1800	1900	640	4.1%	41.0%	13.3%	0.2%	6.9%	1.8%	2.5%	2.8%	1.8%	0.0%	10.0%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	5.6%	50	29
			1900	2000	439	3.2%	29.0%	23.7%	0.1%	3.4%	0.9%	2.7%	3.1%	3.3%	0.0%	5.4%	0.0%	1.3%	3.0%	1.1%	0.0%	1.0%	18.9%	50	29
			2000	2100	288	2.5%	37.7%	27.1%	0.1%	5.1%	1.3%	1.0%	1.1%	2.1%	0.0%	2.5%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	16.4%	50	30
			2100	2200	272	4.4%	17.4%	35.7%	0.1%	4.1%	1.0%	3.7%	4.2%	5.1%	0.0%	2.6%	0.0%	0.6%	1.4%	0.6%	0.0%	1.0%	18.2%	50	31
			2200	2300	267	4.4%	18.6%	15.0%	0.1%	2.1%	0.5%	4.1%	4.7%	4.5%	0.0%	2.7%	0.0%	0.6%	1.5%	0.6%	0.0%	2.0%	38.7%	50	31
			2300	2400	203	1.2%	20.9%	24.4%	0.1%	2.7%	0.7%	0.9%	1.0%	0.4%	0.0%	2.3%	1.2%	0.6%	1.3%	0.5%	0.0%	2.1%	39.8%	50	36

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
H	Dai Fai Street	2-way	0000	0100	94	1.6%	47.6%	23.9%	0.1%	2.2%	0.6%	0.8%	0.9%	0.3%	0.0%	0.5%	3.9%	0.1%	0.3%	0.1%	0.0%	0.9%	16.4%	50	43
			0100	0200	53	2.1%	37.7%	24.1%	0.1%	2.1%	0.5%	2.4%	2.7%	1.1%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	1.2%	23.0%	50	46
			0200	0300	23	2.5%	32.6%	32.0%	0.3%	10.6%	2.7%	6.0%	6.8%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	3.7%	50	48
			0300	0400	23	6.2%	27.0%	33.3%	0.2%	7.4%	1.9%	6.2%	7.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	5.7%	50	48
			0400	0500	24	1.7%	18.2%	39.5%	0.2%	7.0%	1.8%	6.2%	6.9%	3.5%	0.0%	1.5%	0.0%	0.4%	0.8%	0.3%	0.0%	0.6%	11.3%	50	48
			0500	0600	75	2.1%	26.4%	22.0%	0.1%	2.5%	0.6%	3.6%	4.1%	2.1%	0.0%	0.8%	8.4%	0.2%	0.4%	0.2%	0.0%	1.3%	25.4%	50	45
			0600	0700	206	2.2%	35.2%	17.1%	0.1%	4.1%	1.0%	2.4%	2.7%	1.6%	0.0%	5.1%	8.0%	1.2%	2.8%	1.1%	0.0%	0.8%	14.4%	50	35
			0700	0800	370	3.0%	44.1%	15.6%	0.1%	4.2%	1.1%	3.2%	3.7%	3.0%	0.0%	5.2%	4.2%	1.3%	2.9%	1.1%	0.0%	0.4%	6.9%	50	30
			0800	0900	440	2.3%	44.3%	23.1%	0.1%	4.2%	1.1%	4.5%	5.1%	3.6%	0.0%	3.2%	3.1%	0.8%	1.8%	0.7%	0.0%	0.1%	2.1%	50	29
			0900	1000	341	1.3%	40.7%	22.5%	0.2%	7.0%	1.8%	5.9%	6.7%	3.7%	0.0%	2.2%	3.4%	0.5%	1.2%	0.5%	0.0%	0.1%	2.2%	50	30
			1000	1100	282	1.8%	41.5%	14.0%	0.2%	9.2%	2.3%	8.4%	9.4%	5.1%	0.0%	0.9%	4.0%	0.2%	0.5%	0.2%	0.0%	0.1%	2.2%	50	30
			1100	1200	281	2.5%	46.1%	8.5%	0.2%	9.0%	2.3%	7.8%	8.8%	5.1%	0.0%	1.2%	4.1%	0.3%	0.7%	0.2%	0.0%	0.2%	3.0%	50	30
			1200	1300	296	4.5%	49.0%	9.3%	0.2%	6.9%	1.8%	6.4%	7.3%	3.6%	0.0%	2.7%	3.8%	0.7%	1.5%	0.6%	0.0%	0.1%	1.7%	50	30
			1300	1400	272	3.5%	45.9%	13.8%	0.2%	6.5%	1.7%	6.1%	6.9%	4.0%	0.0%	2.6%	3.7%	0.6%	1.4%	0.5%	0.0%	0.1%	2.6%	50	31
			1400	1500	266	1.9%	44.9%	12.3%	0.2%	6.6%	1.7%	7.1%	8.1%	4.1%	0.0%	2.9%	3.7%	0.7%	1.6%	0.6%	0.0%	0.2%	3.5%	50	31
			1500	1600	246	2.2%	46.5%	12.0%	0.2%	7.4%	1.9%	7.4%	8.4%	4.7%	0.0%	1.3%	3.8%	0.3%	0.7%	0.3%	0.0%	0.1%	2.6%	50	32
			1600	1700	270	2.8%	45.8%	10.1%	0.2%	8.4%	2.1%	5.8%	6.5%	3.3%	0.0%	3.5%	3.4%	0.8%	1.9%	0.7%	0.0%	0.2%	4.4%	50	31
			1700	1800	324	5.2%	53.3%	9.3%	0.2%	6.7%	1.7%	3.3%	3.7%	2.3%	0.0%	4.8%	3.3%	1.2%	2.7%	1.0%	0.0%	0.1%	1.3%	50	30
			1800	1900	310	3.8%	57.1%	11.2%	0.2%	6.1%	1.6%	2.0%	2.2%	1.2%	0.0%	4.3%	3.5%	1.0%	2.4%	0.9%	0.0%	0.1%	2.6%	50	30
			1900	2000	229	4.1%	51.3%	16.4%	0.1%	4.4%	1.1%	1.6%	1.8%	1.5%	0.0%	2.7%	4.8%	0.6%	1.5%	0.6%	0.0%	0.4%	7.2%	50	34
			2000	2100	167	4.1%	54.7%	17.2%	0.1%	3.6%	0.9%	0.9%	1.0%	1.0%	0.0%	1.9%	6.2%	0.5%	1.0%	0.4%	0.0%	0.3%	6.2%	50	38
			2100	2200	149	4.2%	47.4%	21.1%	0.1%	3.5%	0.9%	1.7%	1.9%	1.9%	0.0%	2.2%	5.5%	0.5%	1.2%	0.5%	0.0%	0.4%	6.9%	50	39
			2200	2300	135	3.4%	46.1%	18.6%	0.1%	2.6%	0.7%	1.8%	2.1%	1.7%	0.0%	1.6%	5.4%	0.4%	0.9%	0.3%	0.0%	0.7%	13.6%	50	40
			2300	2400	93	1.6%	47.3%	21.5%	0.1%	3.0%	0.8%	0.7%	0.8%	0.3%	0.0%	1.4%	6.1%	0.3%	0.8%	0.3%	0.0%	0.8%	14.4%	50	43
I	Dai Fat Street	2-way	0000	0100	67	1.6%	47.6%	23.9%	0.1%	2.2%	0.6%	0.8%	0.9%	0.3%	0.0%	0.5%	3.9%	0.1%	0.3%	0.1%	0.0%	0.9%	16.4%	50	45
			0100	0200	36	2.1%	37.7%	24.1%	0.1%	2.1%	0.5%	2.4%	2.7%	1.1%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	1.2%	23.0%	50	47
			0200	0300	15	2.5%	32.6%	32.0%	0.3%	10.6%	2.7%	6.0%	6.8%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	3.7%	50	49
			0300	0400	15	6.2%	27.0%	33.3%	0.2%	7.4%	1.9%	6.2%	7.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	5.7%	50	49
			0400	0500	17	1.7%	18.2%	39.5%	0.2%	7.0%	1.8%	6.2%	6.9%	3.5%	0.0%	1.5%	0.0%	0.4%	0.8%	0.3%	0.0%	0.6%	11.3%	50	49
			0500	0600	53	2.1%	26.4%	22.0%	0.1%	2.5%	0.6%	3.6%	4.1%	2.1%	0.0%	0.8%	8.4%	0.2%	0.4%	0.2%	0.0%	1.3%	25.4%	50	46
			0600	0700	144	2.2%	35.2%	17.1%	0.1%	4.1%	1.0%	2.4%	2.7%	1.6%	0.0%	5.1%	8.0%	1.2%	2.8%	1.1%	0.0%	0.8%	14.4%	50	40
			0700	0800	261	3.0%	44.1%	15.6%	0.1%	4.2%	1.1%	3.2%	3.7%	3.0%	0.0%	5.2%	4.2%	1.3%	2.9%	1.1%	0.0%	0.4%	6.9%	50	31
			0800	0900	310	2.3%	44.3%	23.1%	0.1%	4.2%	1.1%	4.5%	5.1%	3.6%	0.0%	3.2%	3.1%	0.8%	1.8%	0.7%	0.0%	0.1%	2.1%	50	30
			0900	1000	240	1.3%	40.7%	22.5%	0.2%	7.0%	1.8%	5.9%	6.7%	3.7%	0.0%	2.2%	3.4%	0.5%	1.2%	0.5%	0.0%	0.1%	2.2%	50	33
			1000	1100	199	1.8%	41.5%	14.0%	0.2%	9.2%	2.3%	8.4%	9.4%	5.1%	0.0%	0.9%	4.0%	0.2%	0.5%	0.2%	0.0%	0.1%	2.2%	50	36
			1100	1200	198	2.5%	46.1%	8.5%	0.2%	9.0%	2.3%	7.8%	8.8%	5.1%	0.0%	1.2%	4.1%	0.3%	0.7%	0.2%	0.0%	0.2%	3.0%	50	36
			1200	1300	238	4.5%	49.0%	9.3%	0.2%	6.9%	1.8%	6.4%	7.3%	3.6%	0.0%	2.7%	3.8%	0.7%	1.5%	0.6%	0.0%	0.1%	1.7%	50	33
			1300	1400	219	3.5%	45.9%	13.8%	0.2%	6.5%	1.7%	6.1%	6.9%	4.0%	0.0%	2.6%	3.7%	0.6%	1.4%	0.5%	0.0%	0.1%	2.6%	50	34
			1400	1500	215	1.9%	44.9%	12.3%	0.2%	6.6%	1.7%	7.1%	8.1%	4.1%	0.0%	2.9%	3.7%	0.7%	1.6%	0.6%	0.0%	0.2%	3.5%	50	35
			1500	1600	199	2.2%	46.5%	12.0%	0.2%	7.4%	1.9%	7.4%	8.4%	4.7%	0.0%	1.3%	3.8%	0.3%	0.7%	0.3%	0.0%	0.1%	2.6%	50	36
			1600	1700	218	2.8%	45.8%	10.1%	0.2%	8.4%	2.1%	5.8%	6.5%	3.3%	0.0%	3.5%	3.4%	0.8%	1.9%	0.7%	0.0%	0.2%	4.4%	50	34
			1700	1800	262	5.2%	53.3%	9.3%	0.2%	6.7%	1.7%	3.3%	3.7%	2.3%	0.0%	4.8%	3.3%	1.2%	2.7%	1.0%	0.0%	0.1%	1.3%	50	31
			1800	1900	250	3.8%	57.1%	11.2%	0.2%	6.1%	1.6%	2.0%	2.2%	1.2%	0.0%	4.3%	3.5%	1.0%	2.4%	0.9%	0.0%	0.1%	2.6%	50	32
			1900	2000	184	4.1%	51.3%	16.4%	0.1%	4.4%	1.1%	1.6%	1.8%	1.5%	0.0%	2.7%	4.8%	0.6%	1.5%	0.6%	0.0%	0.4%	7.2%	50	37
			2000	2100	135	4.1%	54.7%	17.2%	0.1%	3.6%	0.9%	0.9%	1.0%	1.0%	0.0%	1.9%	6.2%	0.5%	1.0%	0.4%	0.0%	0.3%	6.2%	50	40
			2100	2200	120	4.2%	47.4%	21.1%	0.1%	3.5%	0.9%	1.7%	1.9%	1.9%	0.0%	2.2%	5.5%	0.5%	1.2%	0.5%	0.0%	0.4%	6.9%	50	41
			2200	2300	110	3.4%	46.1%	18.6%	0.1%	2.6%	0.7%	1.8%	2.1%	1.7%	0.0%	1.6%	5.4%	0.4%	0.9%	0.3%	0.0%	0.7%	13.6%	50	42
			2300	2400	75	1.6%	47.3%	21.5%	0.1%	3.0%	0.8%	0.7%	0.8%	0.3%	0.0%	1.4%	6.1%	0.3%	0.8%	0.3%	0.0%	0.8%	14.4%	50	45

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
J	Dai Fai Street	2-way	0000	0100	159	1.6%	47.6%	23.9%	0.1%	2.2%	0.6%	0.8%	0.9%	0.3%	0.0%	0.5%	3.9%	0.1%	0.3%	0.1%	0.0%	0.9%	16.4%	50	39
			0100	0200	88	2.1%	37.7%	24.1%	0.1%	2.1%	0.5%	2.4%	2.7%	1.1%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	1.2%	23.0%	50	44
			0200	0300	38	2.5%	32.6%	32.0%	0.3%	10.6%	2.7%	6.0%	6.8%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	3.7%	50	47
			0300	0400	38	6.2%	27.0%	33.3%	0.2%	7.4%	1.9%	6.2%	7.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	5.7%	50	47
			0400	0500	42	1.7%	18.2%	39.5%	0.2%	7.0%	1.8%	6.2%	6.9%	3.5%	0.0%	1.5%	0.0%	0.4%	0.8%	0.3%	0.0%	0.6%	11.3%	50	47
			0500	0600	126	2.1%	26.4%	22.0%	0.1%	2.5%	0.6%	3.6%	4.1%	2.1%	0.0%	0.8%	8.4%	0.2%	0.4%	0.2%	0.0%	1.3%	25.4%	50	41
			0600	0700	346	2.2%	35.2%	17.1%	0.1%	4.1%	1.0%	2.4%	2.7%	1.6%	0.0%	5.1%	8.0%	1.2%	2.8%	1.1%	0.0%	0.8%	14.4%	50	30
			0700	0800	623	3.0%	44.1%	15.6%	0.1%	4.2%	1.1%	3.2%	3.7%	3.0%	0.0%	5.2%	4.2%	1.3%	2.9%	1.1%	0.0%	0.4%	6.9%	50	29
			0800	0900	740	2.3%	44.3%	23.1%	0.1%	4.2%	1.1%	4.5%	5.1%	3.6%	0.0%	3.2%	3.1%	0.8%	1.8%	0.7%	0.0%	0.1%	2.1%	50	29
			0900	1000	573	1.3%	40.7%	22.5%	0.2%	7.0%	1.8%	5.9%	6.7%	3.7%	0.0%	2.2%	3.4%	0.5%	1.2%	0.5%	0.0%	0.1%	2.2%	50	29
			1000	1100	475	1.8%	41.5%	14.0%	0.2%	9.2%	2.3%	8.4%	9.4%	5.1%	0.0%	0.9%	4.0%	0.2%	0.5%	0.2%	0.0%	0.1%	2.2%	50	29
			1100	1200	474	2.5%	46.1%	8.5%	0.2%	9.0%	2.3%	7.8%	8.8%	5.1%	0.0%	1.2%	4.1%	0.3%	0.7%	0.2%	0.0%	0.2%	3.0%	50	29
			1200	1300	400	4.5%	49.0%	9.3%	0.2%	6.9%	1.8%	6.4%	7.3%	3.6%	0.0%	2.7%	3.8%	0.7%	1.5%	0.6%	0.0%	0.1%	1.7%	50	30
			1300	1400	369	3.5%	45.9%	13.8%	0.2%	6.5%	1.7%	6.1%	6.9%	4.0%	0.0%	2.6%	3.7%	0.6%	1.4%	0.5%	0.0%	0.1%	2.6%	50	30
			1400	1500	361	1.9%	44.9%	12.3%	0.2%	6.6%	1.7%	7.1%	8.1%	4.1%	0.0%	2.9%	3.7%	0.7%	1.6%	0.6%	0.0%	0.2%	3.5%	50	30
			1500	1600	333	2.2%	46.5%	12.0%	0.2%	7.4%	1.9%	7.4%	8.4%	4.7%	0.0%	1.3%	3.8%	0.3%	0.7%	0.3%	0.0%	0.1%	2.6%	50	30
			1600	1700	366	2.8%	45.8%	10.1%	0.2%	8.4%	2.1%	5.8%	6.5%	3.3%	0.0%	3.5%	3.4%	0.8%	1.9%	0.7%	0.0%	0.2%	4.4%	50	30
			1700	1800	438	5.2%	53.3%	9.3%	0.2%	6.7%	1.7%	3.3%	3.7%	2.3%	0.0%	4.8%	3.3%	1.2%	2.7%	1.0%	0.0%	0.1%	1.3%	50	29
			1800	1900	420	3.8%	57.1%	11.2%	0.2%	6.1%	1.6%	2.0%	2.2%	1.2%	0.0%	4.3%	3.5%	1.0%	2.4%	0.9%	0.0%	0.1%	2.6%	50	30
			1900	2000	311	4.1%	51.3%	16.4%	0.1%	4.4%	1.1%	1.6%	1.8%	1.5%	0.0%	2.7%	4.8%	0.6%	1.5%	0.6%	0.0%	0.4%	7.2%	50	30
			2000	2100	226	4.1%	54.7%	17.2%	0.1%	3.6%	0.9%	0.9%	1.0%	1.0%	0.0%	1.9%	6.2%	0.5%	1.0%	0.4%	0.0%	0.3%	6.2%	50	34
			2100	2200	202	4.2%	47.4%	21.1%	0.1%	3.5%	0.9%	1.7%	1.9%	1.9%	0.0%	2.2%	5.5%	0.5%	1.2%	0.5%	0.0%	0.4%	6.9%	50	36
			2200	2300	184	3.4%	46.1%	18.6%	0.1%	2.6%	0.7%	1.8%	2.1%	1.7%	0.0%	1.6%	5.4%	0.4%	0.9%	0.3%	0.0%	0.7%	13.6%	50	37
			2300	2400	126	1.6%	47.3%	21.5%	0.1%	3.0%	0.8%	0.7%	0.8%	0.3%	0.0%	1.4%	6.1%	0.3%	0.8%	0.3%	0.0%	0.8%	14.4%	50	41
K	Dai Hung Street	1-way	0000	0100	46	1.2%	19.3%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	1.2%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	37
			0100	0200	39	2.9%	11.6%	0.0%	0.1%	2.3%	0.6%	2.8%	3.2%	1.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	3.6%	67.5%	50	39
			0200	0300	15	3.9%	11.5%	15.4%	0.5%	21.0%	5.4%	12.0%	13.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	46
			0300	0400	13	0.0%	20.0%	20.0%	0.3%	12.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	46
			0400	0500	22	5.1%	10.3%	23.1%	0.2%	6.0%	1.5%	5.0%	5.6%	4.7%	0.0%	2.6%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	31.7%	50	44
			0500	0600	71	0.8%	4.7%	11.0%	0.0%	0.0%	0.0%	2.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	68.8%	50	30
			0600	0700	141	1.6%	9.4%	16.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	8.7%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	29
			0700	0800	159	3.5%	15.5%	20.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	8.8%	0.4%	2.1%	4.8%	1.9%	0.0%	0.9%	17.7%	50	29
			0800	0900	210	1.9%	22.3%	35.4%	0.1%	4.2%	1.1%	7.7%	8.7%	7.3%	0.0%	3.7%	0.3%	0.9%	2.1%	0.8%	0.0%	0.2%	3.5%	50	28
			0900	1000	145	0.0%	20.0%	35.4%	0.2%	6.6%	1.7%	8.9%	10.0%	5.0%	0.0%	3.9%	0.0%	0.9%	2.1%	0.8%	0.0%	0.2%	4.4%	50	29
			1000	1100	143	0.0%	28.6%	19.6%	0.2%	8.9%	2.3%	12.4%	14.0%	7.0%	0.0%	1.2%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	4.5%	50	29
			1100	1200	137	2.9%	33.9%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	0.4%	6.6%	50	29
			1200	1300	286	6.5%	35.3%	9.9%	0.1%	5.1%	1.3%	10.3%	11.6%	6.0%	0.0%	5.3%	0.3%	1.3%	2.9%	1.1%	0.0%	0.2%	2.9%	50	27
			1300	1400	191	3.7%	26.9%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	5.6%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	28
			1400	1500	220	1.6%	24.2%	15.7%	0.2%	8.2%	2.1%	9.6%	10.8%	5.0%	0.0%	6.9%	0.4%	1.7%	3.8%	1.4%	0.0%	0.4%	8.0%	50	28
			1500	1600	197	1.8%	32.3%	13.0%	0.2%	9.1%	2.3%	10.8%	12.2%	7.9%	0.0%	2.2%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	28
			1600	1700	194	2.3%	28.8%	11.4%	0.2%	8.2%	2.1%	7.5%	8.4%	4.2%	0.0%	7.8%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	28
			1700	1800	273	7.4%	40.1%	8.7%	0.2%	7.8%	2.0%	3.5%	4.0%	3.8%	0.0%	10.4%	0.0%	2.5%	5.7%	2.2%	0.0%	0.1%	1.5%	50	27
			1800	1900	240	4.1%	41.0%	13.3%	0.2%	6.9%	1.8%	2.5%	2.8%	1.8%	0.0%	10.0%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	5.6%	50	28
			1900	2000	165	3.2%	29.0%	23.7%	0.1%	3.4%	0.9%	2.7%	3.1%	3.3%	0.0%	5.4%	0.0%	1.3%	3.0%	1.1%	0.0%	1.0%	18.9%	50	29
			2000	2100	108	2.5%	37.7%	27.1%	0.1%	5.1%	1.3%	1.0%	1.1%	2.1%	0.0%	2.5%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	16.4%	50	30
			2100	2200	102	4.4%	17.4%	35.7%	0.1%	4.1%	1.0%	3.7%	4.2%	5.1%	0.0%	2.6%	0.0%	0.6%	1.4%	0.6%	0.0%	1.0%	18.2%	50	30
			2200	2300	100	4.4%	18.6%	15.0%	0.1%	2.1%	0.5%	4.1%	4.7%	4.5%	0.0%	2.7%	0.0%	0.6%	1.5%	0.6%	0.0%	2.0%	38.7%	50	30
			2300	2400	76	1.2%	20.9%	24.4%	0.1%	2.7%	0.7%	0.9%	1.0%	0.4%	0.0%	2.3%	1.2%	0.6%	1.3%	0.5%	0.0%	2.1%	39.8%	50	30

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
L	Dai Fuk Street	2-way	0000	0100	96	1.2%	19.3%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	1.2%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	46
			0100	0200	80	2.9%	11.6%	0.0%	0.1%	2.3%	0.6%	2.8%	3.2%	1.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	3.6%	67.5%	50	47
			0200	0300	31	3.9%	11.5%	15.4%	0.5%	21.0%	5.4%	12.0%	13.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	49
			0300	0400	29	0.0%	20.0%	20.0%	0.3%	12.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	49
			0400	0500	45	5.1%	10.3%	23.1%	0.2%	6.0%	1.5%	5.0%	5.6%	4.7%	0.0%	2.6%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	31.7%	50	48
			0500	0600	149	0.8%	4.7%	11.0%	0.0%	0.0%	0.0%	2.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	68.8%	50	44
			0600	0700	297	1.6%	9.4%	16.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	8.7%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	38
			0700	0800	332	3.5%	15.5%	20.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	8.8%	0.4%	2.1%	4.8%	1.9%	0.0%	0.9%	17.7%	50	36
			0800	0900	440	1.9%	22.3%	35.4%	0.1%	4.2%	1.1%	7.7%	8.7%	7.3%	0.0%	3.7%	0.3%	0.9%	2.1%	0.8%	0.0%	0.2%	3.5%	50	32
			0900	1000	304	0.0%	20.0%	35.4%	0.2%	6.6%	1.7%	8.9%	10.0%	5.0%	0.0%	3.9%	0.0%	0.9%	2.1%	0.8%	0.0%	0.2%	4.4%	50	38
			1000	1100	298	0.0%	28.6%	19.6%	0.2%	8.9%	2.3%	12.4%	14.0%	7.0%	0.0%	1.2%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	4.5%	50	38
			1100	1200	287	2.9%	33.9%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	0.4%	6.6%	50	38
			1200	1300	501	6.5%	35.3%	9.9%	0.1%	5.1%	1.3%	10.3%	11.6%	6.0%	0.0%	5.3%	0.3%	1.3%	2.9%	1.1%	0.0%	0.2%	2.9%	50	30
			1300	1400	335	3.7%	26.9%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	5.6%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	36
			1400	1500	384	1.6%	24.2%	15.7%	0.2%	8.2%	2.1%	9.6%	10.8%	5.0%	0.0%	6.9%	0.4%	1.7%	3.8%	1.4%	0.0%	0.4%	8.0%	50	34
			1500	1600	345	1.8%	32.3%	13.0%	0.2%	9.1%	2.3%	10.8%	12.2%	7.9%	0.0%	2.2%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	36
			1600	1700	339	2.3%	28.8%	11.4%	0.2%	8.2%	2.1%	7.5%	8.4%	4.2%	0.0%	7.8%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	36
			1700	1800	479	7.4%	40.1%	8.7%	0.2%	7.8%	2.0%	3.5%	4.0%	3.8%	0.0%	10.4%	0.0%	2.5%	5.7%	2.2%	0.0%	0.1%	1.5%	50	30
			1800	1900	420	4.1%	41.0%	13.3%	0.2%	6.9%	1.8%	2.5%	2.8%	1.8%	0.0%	10.0%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	5.6%	50	33
			1900	2000	289	3.2%	29.0%	23.7%	0.1%	3.4%	0.9%	2.7%	3.1%	3.3%	0.0%	5.4%	0.0%	1.3%	3.0%	1.1%	0.0%	1.0%	18.9%	50	38
			2000	2100	189	2.5%	37.7%	27.1%	0.1%	5.1%	1.3%	1.0%	1.1%	2.1%	0.0%	2.5%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	16.4%	50	42
			2100	2200	178	4.4%	17.4%	35.7%	0.1%	4.1%	1.0%	3.7%	4.2%	5.1%	0.0%	2.6%	0.0%	0.6%	1.4%	0.6%	0.0%	1.0%	18.2%	50	43
			2200	2300	175	4.4%	18.6%	15.0%	0.1%	2.1%	0.5%	4.1%	4.7%	4.5%	0.0%	2.7%	0.0%	0.6%	1.5%	0.6%	0.0%	2.0%	38.7%	50	43
			2300	2400	133	1.2%	20.9%	24.4%	0.1%	2.7%	0.7%	0.9%	1.0%	0.4%	0.0%	2.3%	1.2%	0.6%	1.3%	0.5%	0.0%	2.1%	39.8%	50	45
M1	Ting Kok Road	1-way	0000	0100	248	2.7%	46.2%	27.6%	0.1%	2.5%	0.6%	1.2%	1.4%	0.5%	0.0%	0.0%	7.2%	0.0%	0.0%	0.0%	0.0%	0.5%	9.5%	70	69
			0100	0200	130	0.9%	28.5%	37.9%	0.0%	1.3%	0.3%	2.7%	3.0%	1.2%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	1.1%	20.5%	70	69
			0200	0300	69	1.6%	30.6%	41.9%	0.3%	10.1%	2.6%	4.4%	5.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.5%	70	70
			0300	0400	67	3.4%	32.2%	32.2%	0.2%	6.6%	1.7%	8.6%	9.7%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.6%	70	70
			0400	0500	50	0.0%	15.6%	48.9%	0.2%	6.9%	1.8%	9.5%	10.8%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.1%	70	70
			0500	0600	147	3.8%	22.1%	22.9%	0.1%	3.0%	0.8%	6.9%	7.7%	3.8%	0.0%	0.0%	18.3%	0.0%	0.0%	0.0%	0.0%	0.5%	10.2%	70	69
			0600	0700	483	4.2%	35.7%	21.6%	0.1%	5.1%	1.3%	1.8%	2.0%	1.0%	0.0%	5.6%	12.1%	1.3%	3.1%	1.2%	0.0%	0.2%	3.8%	70	68
			0700	0800	888	2.9%	44.7%	17.8%	0.1%	4.9%	1.3%	2.6%	3.0%	1.4%	0.0%	5.3%	8.1%	1.3%	2.9%	1.1%	0.0%	0.1%	2.4%	70	66
			0800	0900	1360	2.2%	50.4%	17.2%	0.1%	4.7%	1.2%	3.4%	3.9%	2.2%	0.0%	3.8%	5.1%	0.9%	2.1%	0.8%	0.0%	0.1%	1.7%	70	64
			0900	1000	969	1.2%	43.1%	19.8%	0.2%	7.9%	2.0%	5.3%	6.0%	3.6%	0.0%	1.2%	6.6%	0.3%	0.6%	0.2%	0.0%	0.1%	2.0%	70	66
			1000	1100	804	2.0%	41.3%	12.4%	0.3%	10.6%	2.7%	7.2%	8.1%	4.8%	0.0%	0.4%	7.3%	0.1%	0.2%	0.1%	0.0%	0.1%	2.4%	70	66
			1100	1200	755	2.2%	40.5%	13.7%	0.2%	9.2%	2.4%	7.0%	7.9%	4.6%	0.0%	0.5%	8.0%	0.1%	0.3%	0.1%	0.0%	0.2%	3.3%	70	67
			1200	1300	1105	5.4%	48.3%	9.6%	0.2%	7.9%	2.0%	6.2%	7.0%	3.4%	0.0%	1.2%	6.3%	0.3%	0.7%	0.3%	0.0%	0.1%	1.4%	70	65
			1300	1400	1173	4.1%	48.8%	14.9%	0.2%	5.7%	1.5%	5.4%	6.1%	4.0%	0.0%	1.0%	5.3%	0.2%	0.6%	0.2%	0.0%	0.1%	1.9%	70	65
			1400	1500	1039	2.1%	45.8%	12.9%	0.2%	8.6%	2.2%	6.2%	7.0%	3.4%	0.0%	1.1%	6.8%	0.3%	0.6%	0.2%	0.0%	0.1%	2.4%	70	65
			1500	1600	940	2.4%	46.1%	11.5%	0.2%	7.6%	1.9%	7.6%	8.5%	4.6%	0.0%	0.7%	6.7%	0.2%	0.4%	0.2%	0.0%	0.1%	1.6%	70	66
			1600	1700	1036	2.0%	48.9%	13.2%	0.2%	8.3%	2.1%	5.3%	5.9%	3.0%	0.0%	1.4%	6.0%	0.3%	0.8%	0.3%	0.0%	0.1%	2.0%	70	65
			1700	1800	1191	3.1%	58.7%	12.3%	0.2%	6.6%	1.7%	2.7%	3.0%	2.1%	0.0%	1.3%	5.2%	0.3%	0.7%	0.3%	0.0%	0.1%	1.9%	70	65
			1800	1900	1260	4.9%	56.6%	12.9%	0.2%	6.9%	1.8%	2.0%	2.2%	1.2%	0.0%	1.7%	5.0%	0.4%	0.9%	0.4%	0.0%	0.2%	2.9%	70	64
			1900	2000	1014	4.6%	55.5%	14.3%	0.1%	4.6%	1.2%	1.9%	2.1%	1.1%	0.0%	1.3%	7.2%	0.3%	0.7%	0.3%	0.0%	0.2%	4.6%	70	65
			2000	2100	791	3.8%	58.1%	14.9%	0.1%	4.3%	1.1%	1.4%	1.5%	0.9%	0.0%	1.2%	7.9%	0.3%	0.6%	0.2%	0.0%	0.2%	3.6%	70	66
			2100	2200	649	5.2%	57.1%	15.3%	0.1%	3.9%	1.0%	0.7%	0.8%	0.3%	0.0%	1.4%	8.5%	0.3%	0.8%	0.3%	0.0%	0.2%	4.0%	70	67
			2200	2300	599	3.3%	58.1%	17.6%	0.1%	2.4%	0.6%	0.6%	0.7%	0.7%	0.0%	0.2%	8.3%	0.1%	0.1%	0.1%	0.0%	0.4%	7.0%	70	67
			2300	2400	328	0.8%	49.8%	26.7%	0.1%	2.8%	0.7%	0.5%	0.5%	0.2%	0.0%	0.4%	9.2%	0.1%	0.2%	0.1%	0.0%	0.4%	7.6%	70	69

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
M2	Ting Kok Road	1-way	0000	0100	230	2.5%	46.8%	35.8%	0.1%	3.9%	1.0%	0.8%	0.9%	0.3%	0.0%	0.5%	2.0%	0.1%	0.3%	0.1%	0.0%	0.3%	4.7%	70	69
			0100	0200	126	1.8%	36.4%	40.0%	0.1%	3.6%	0.9%	2.1%	2.4%	0.9%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.6%	10.4%	70	69
			0200	0300	69	3.3%	21.7%	48.3%	0.3%	10.4%	2.7%	2.6%	2.9%	1.1%	0.0%	1.7%	0.0%	0.4%	0.9%	0.4%	0.0%	0.2%	3.2%	70	70
			0300	0400	50	0.0%	20.5%	45.5%	0.2%	8.9%	2.3%	7.1%	8.0%	7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0400	0500	71	1.6%	14.3%	57.1%	0.2%	6.2%	1.6%	3.1%	3.5%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	9.1%	70	70
			0500	0600	182	0.6%	32.1%	25.8%	0.1%	2.0%	0.5%	3.7%	4.2%	2.2%	0.0%	0.6%	6.9%	0.2%	0.4%	0.1%	0.0%	1.0%	19.7%	70	69
			0600	0700	524	2.0%	29.0%	24.9%	0.1%	4.6%	1.2%	2.8%	3.2%	1.7%	0.0%	4.6%	9.6%	1.1%	2.5%	1.0%	0.0%	0.6%	11.2%	70	68
			0700	0800	1292	1.5%	53.5%	17.4%	0.1%	4.4%	1.1%	2.1%	2.3%	2.0%	0.0%	3.1%	5.0%	0.7%	1.7%	0.7%	0.0%	0.2%	4.2%	70	64
			0800	0900	1370	1.8%	43.8%	29.9%	0.1%	3.5%	0.9%	3.2%	3.6%	2.5%	0.0%	2.3%	4.1%	0.5%	1.2%	0.5%	0.0%	0.1%	2.1%	70	64
			0900	1000	1055	1.1%	40.2%	25.5%	0.2%	7.0%	1.8%	4.4%	5.0%	2.7%	0.0%	1.7%	5.9%	0.4%	1.0%	0.4%	0.0%	0.1%	2.7%	70	65
			1000	1100	859	2.1%	36.7%	17.2%	0.3%	11.0%	2.8%	7.9%	9.0%	4.7%	0.0%	0.1%	6.5%	0.0%	0.1%	0.0%	0.0%	0.1%	1.5%	70	66
			1100	1200	852	2.4%	41.6%	9.4%	0.3%	12.4%	3.2%	7.7%	8.7%	4.6%	0.0%	0.4%	6.7%	0.1%	0.2%	0.1%	0.0%	0.1%	2.2%	70	66
			1200	1300	1157	4.3%	47.1%	10.6%	0.2%	9.3%	2.4%	5.3%	6.0%	3.1%	0.0%	2.4%	5.4%	0.6%	1.3%	0.5%	0.0%	0.1%	1.5%	70	65
			1300	1400	1029	4.6%	45.3%	18.4%	0.1%	5.5%	1.4%	4.7%	5.3%	2.3%	0.0%	1.7%	6.6%	0.4%	0.9%	0.4%	0.0%	0.1%	2.2%	70	65
			1400	1500	864	1.9%	44.1%	15.2%	0.1%	5.7%	1.4%	6.9%	7.8%	4.9%	0.0%	1.5%	6.4%	0.4%	0.8%	0.3%	0.0%	0.1%	2.6%	70	66
			1500	1600	864	2.2%	40.4%	16.2%	0.2%	8.8%	2.3%	6.5%	7.3%	4.3%	0.0%	0.9%	7.4%	0.2%	0.5%	0.2%	0.0%	0.1%	2.5%	70	66
			1600	1700	1002	3.6%	43.4%	11.5%	0.3%	12.9%	3.3%	4.9%	5.6%	2.8%	0.0%	1.4%	6.1%	0.3%	0.8%	0.3%	0.0%	0.1%	2.7%	70	66
			1700	1800	1228	5.1%	49.6%	10.5%	0.3%	9.8%	2.5%	3.3%	3.7%	1.8%	0.0%	3.6%	5.0%	0.9%	2.0%	0.8%	0.0%	0.1%	1.3%	70	64
			1800	1900	1200	4.0%	54.3%	13.9%	0.2%	7.3%	1.9%	1.7%	1.9%	0.7%	0.0%	3.6%	5.7%	0.9%	2.0%	0.8%	0.0%	0.1%	1.3%	70	65
			1900	2000	801	6.3%	46.5%	20.5%	0.2%	6.0%	1.5%	1.3%	1.5%	1.0%	0.0%	3.1%	6.9%	0.8%	1.7%	0.7%	0.0%	0.1%	2.1%	70	66
			2000	2100	553	6.6%	52.4%	18.6%	0.1%	3.2%	0.8%	1.0%	1.1%	0.4%	0.0%	1.8%	10.2%	0.4%	1.0%	0.4%	0.0%	0.1%	1.9%	70	68
			2100	2200	534	4.5%	46.9%	26.3%	0.1%	3.5%	0.9%	1.6%	1.8%	1.2%	0.0%	1.4%	8.5%	0.3%	0.8%	0.3%	0.0%	0.1%	2.0%	70	68
			2200	2300	429	4.4%	50.2%	25.4%	0.1%	2.5%	0.6%	1.7%	1.9%	1.0%	0.0%	0.9%	7.9%	0.2%	0.5%	0.2%	0.0%	0.1%	2.5%	70	68
			2300	2400	317	1.2%	46.6%	28.1%	0.1%	3.7%	0.9%	0.8%	0.9%	0.3%	0.0%	1.6%	9.1%	0.4%	0.9%	0.3%	0.0%	0.3%	4.9%	70	69
N1	Yuen Shin Road	1-way	0000	0100	356	2.7%	64.2%	21.5%	0.1%	2.7%	0.7%	0.4%	0.5%	0.2%	0.0%	0.3%	0.7%	0.1%	0.2%	0.1%	0.0%	0.3%	5.5%	70	68
			0100	0200	141	0.9%	50.0%	34.5%	0.1%	2.0%	0.5%	1.0%	1.1%	0.4%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.3%	6.6%	70	69
			0200	0300	71	1.7%	47.5%	39.0%	0.0%	1.3%	0.3%	2.6%	3.0%	1.2%	0.0%	1.7%	0.0%	0.4%	0.9%	0.4%	0.0%	0.0%	0.0%	70	70
			0300	0400	48	2.5%	40.0%	45.0%	0.1%	3.9%	1.0%	2.9%	3.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0400	0500	48	0.0%	37.5%	42.5%	0.1%	2.0%	0.5%	3.9%	4.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	7.1%	70	70
			0500	0600	108	1.1%	49.4%	25.8%	0.1%	2.6%	0.7%	3.1%	3.5%	1.3%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.3%	6.4%	70	70
			0600	0700	200	4.9%	49.1%	27.9%	0.1%	4.7%	1.2%	2.1%	2.4%	2.1%	0.0%	0.6%	4.2%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	70	69
			0700	0800	575	4.4%	56.5%	20.3%	0.1%	3.8%	1.0%	2.8%	3.2%	1.6%	0.0%	2.1%	0.6%	0.5%	1.2%	0.4%	0.0%	0.1%	1.4%	70	67
			0800	0900	890	3.0%	55.8%	22.8%	0.1%	4.4%	1.1%	2.9%	3.2%	1.9%	0.0%	1.8%	0.3%	0.4%	1.0%	0.4%	0.0%	0.1%	0.9%	70	66
			0900	1000	745	2.8%	47.9%	19.2%	0.2%	7.2%	1.9%	5.0%	5.6%	3.5%	0.0%	2.1%	0.2%	0.5%	1.2%	0.4%	0.0%	0.1%	2.3%	70	67
			1000	1100	527	2.5%	40.3%	17.1%	0.3%	12.2%	3.1%	7.6%	8.6%	4.3%	0.0%	1.4%	0.2%	0.3%	0.8%	0.3%	0.0%	0.1%	0.9%	70	68
			1100	1200	542	1.4%	50.5%	11.2%	0.3%	11.9%	3.0%	6.0%	6.8%	3.3%	0.0%	2.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.1%	1.5%	70	68
			1200	1300	534	2.8%	56.0%	12.1%	0.2%	6.9%	1.8%	5.5%	6.2%	3.0%	0.0%	2.4%	0.2%	0.6%	1.3%	0.5%	0.0%	0.0%	0.6%	70	68
			1300	1400	712	2.3%	56.1%	12.1%	0.2%	7.3%	1.9%	5.7%	6.4%	3.1%	0.0%	2.1%	0.9%	0.5%	1.2%	0.4%	0.0%	0.0%	0.0%	70	67
			1400	1500	604	2.3%	56.5%	12.1%	0.2%	6.9%	1.8%	6.1%	6.9%	2.8%	0.0%	2.0%	0.4%	0.5%	1.1%	0.4%	0.0%	0.0%	0.2%	70	67
			1500	1600	600	2.7%	58.9%	13.2%	0.1%	5.4%	1.4%	6.3%	7.1%	2.7%	0.0%	0.9%	0.4%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	70	67
			1600	1700	678	2.5%	58.1%	13.9%	0.2%	7.4%	1.9%	4.8%	5.4%	2.2%	0.0%	1.4%	0.8%	0.3%	0.8%	0.3%	0.0%	0.0%	0.0%	70	67
			1700	1800	805	4.0%	63.4%	12.1%	0.2%	7.0%	1.8%	3.3%	3.8%	1.6%	0.0%	0.9%	1.1%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	70	66
			1800	1900	960	3.2%	71.3%	11.1%	0.1%	5.0%	1.3%	1.9%	2.2%	0.8%	0.0%	0.8%	1.2%	0.2%	0.4%	0.2%	0.0%	0.0%	0.3%	70	66
			1900	2000	819	3.3%	72.3%	10.1%	0.1%	5.5%	1.4%	0.8%	0.9%	0.3%	0.0%	1.4%	1.2%	0.4%	0.8%	0.3%	0.0%	0.1%	1.2%	70	66
			2000	2100	550	3.5%	75.2%	10.6%	0.1%	3.2%	0.8%	1.2%	1.4%	0.7%	0.0%	1.0%	1.0%	0.2%	0.5%	0.2%	0.0%	0.0%	0.4%	70	68
			2100	2200	518	4.4%	71.0%	15.1%	0.1%	3.1%	0.8%	0.5%	0.6%	0.6%	0.0%	1.2%	0.8%	0.3%	0.7%	0.3%	0.0%	0.0%	0.6%	70	68
			2200	2300	472	3.6%	67.0%	20.2%	0.0%	1.6%	0.4%	0.7%	0.8%	0.5%	0.0%	0.9%	0.9%	0.2%	0.5%	0.2%	0.0%	0.1%	2.2%	70	68
			2300	2400	333	2.9%	66.6%	19.6%	0.1%	3.3%	0.8%	0.5%	0.6%	0.2%	0.0%	0.6%	0.6%	0.2%	0.4%	0.1%	0.0%	0.2%	3.4%	70	69

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
N2	Yuen Shin Road	1-way	0000	0100	215	3.1%	59.4%	20.6%	0.1%	3.9%	1.0%	1.7%	1.9%	0.7%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.4%	70	69
			0100	0200	122	0.0%	48.4%	36.3%	0.0%	1.7%	0.4%	2.6%	2.9%	1.1%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.2%	4.2%	70	69
			0200	0300	68	2.0%	37.3%	25.5%	0.4%	13.8%	3.5%	6.9%	7.8%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70	70
			0300	0400	74	16.4%	16.4%	36.4%	0.3%	9.9%	2.5%	5.7%	6.4%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	3.5%	70	70
			0400	0500	51	2.6%	21.0%	31.6%	0.1%	4.1%	1.1%	11.3%	12.7%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	10.0%	70	70
			0500	0600	201	2.0%	25.3%	20.0%	0.2%	6.8%	1.7%	6.0%	6.8%	3.9%	0.0%	1.3%	0.0%	0.3%	0.7%	0.3%	0.0%	1.2%	23.4%	70	69
			0600	0700	845	3.0%	65.5%	8.7%	0.1%	5.5%	1.4%	1.9%	2.2%	1.2%	0.0%	1.1%	1.4%	0.3%	0.6%	0.2%	0.0%	0.3%	6.5%	70	66
			0700	0800	1607	2.9%	72.8%	8.5%	0.1%	5.0%	1.3%	2.2%	2.5%	1.5%	0.0%	0.4%	1.0%	0.1%	0.2%	0.1%	0.0%	0.1%	1.4%	70	62
			0800	0900	1270	3.8%	61.6%	10.3%	0.2%	7.4%	1.9%	3.4%	3.9%	2.0%	0.0%	1.7%	1.3%	0.4%	0.9%	0.4%	0.0%	0.0%	0.8%	70	64
			0900	1000	1066	2.1%	59.5%	14.6%	0.2%	7.0%	1.8%	4.5%	5.1%	3.0%	0.0%	0.9%	0.5%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	70	65
			1000	1100	949	2.4%	54.3%	11.9%	0.3%	9.8%	2.5%	5.6%	6.4%	3.3%	0.0%	1.4%	0.4%	0.3%	0.8%	0.3%	0.0%	0.0%	0.3%	70	66
			1100	1200	911	3.2%	58.7%	9.9%	0.2%	8.9%	2.3%	5.2%	5.9%	3.5%	0.0%	0.7%	0.4%	0.2%	0.4%	0.2%	0.0%	0.0%	0.3%	70	66
			1200	1300	914	2.8%	58.7%	10.6%	0.2%	8.1%	2.1%	5.2%	5.8%	2.7%	0.0%	1.4%	0.9%	0.3%	0.8%	0.3%	0.0%	0.0%	0.2%	70	66
			1300	1400	863	2.5%	58.7%	10.9%	0.2%	6.1%	1.6%	5.9%	6.7%	3.2%	0.0%	1.6%	0.7%	0.4%	0.9%	0.3%	0.0%	0.0%	0.3%	70	66
			1400	1500	963	1.2%	53.5%	12.0%	0.3%	9.6%	2.5%	5.9%	6.7%	3.2%	0.0%	1.6%	1.3%	0.4%	0.9%	0.3%	0.0%	0.0%	0.7%	70	66
			1500	1600	907	2.0%	58.5%	10.4%	0.2%	8.2%	2.1%	5.6%	6.3%	3.1%	0.0%	1.1%	0.3%	0.3%	0.6%	0.2%	0.0%	0.1%	1.0%	70	66
			1600	1700	992	2.8%	57.8%	9.5%	0.2%	9.1%	2.3%	4.9%	5.6%	3.0%	0.0%	0.9%	0.6%	0.2%	0.5%	0.2%	0.0%	0.1%	2.3%	70	66
			1700	1800	1190	4.5%	63.3%	11.2%	0.2%	7.2%	1.8%	2.3%	2.6%	1.1%	0.0%	2.0%	1.1%	0.5%	1.1%	0.4%	0.0%	0.0%	0.6%	70	65
			1800	1900	1000	5.5%	67.3%	10.9%	0.2%	6.5%	1.7%	1.2%	1.4%	0.7%	0.0%	1.7%	0.7%	0.4%	0.9%	0.4%	0.0%	0.0%	0.7%	70	66
			1900	2000	639	4.4%	63.9%	14.3%	0.1%	4.5%	1.1%	2.1%	2.3%	0.9%	0.0%	1.3%	2.9%	0.3%	0.7%	0.3%	0.0%	0.0%	0.8%	70	67
			2000	2100	452	3.1%	63.2%	15.0%	0.1%	4.4%	1.1%	1.0%	1.1%	0.4%	0.0%	1.6%	5.6%	0.4%	0.9%	0.3%	0.0%	0.1%	1.8%	70	68
			2100	2200	373	2.3%	66.8%	12.8%	0.1%	3.2%	0.8%	0.9%	1.0%	1.5%	0.0%	2.6%	3.8%	0.6%	1.5%	0.6%	0.0%	0.1%	1.4%	70	68
			2200	2300	401	3.2%	52.3%	23.9%	0.1%	3.3%	0.8%	1.9%	2.2%	1.5%	0.0%	1.8%	4.2%	0.4%	1.0%	0.4%	0.0%	0.2%	3.0%	70	68
			2300	2400	283	1.0%	58.2%	28.4%	0.1%	2.3%	0.6%	0.8%	0.9%	0.3%	0.0%	0.5%	4.0%	0.1%	0.3%	0.1%	0.0%	0.1%	2.4%	70	69
P1	Dai Wah Street	2-way	0000	0100	42	3.2%	15.5%	24.3%	2.0%	2.0%	3.0%	0.5%	0.5%	0.2%	0.0%	0.0%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	43.9%	50	50
			0100	0200	42	3.9%	12.6%	0.0%	0.1%	3.3%	0.6%	3.8%	3.2%	1.2%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	2.6%	65.5%	50	50
			0200	0300	42	3.8%	11.5%	15.4%	2.5%	20.0%	5.4%	12.0%	12.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	50
			0300	0400	42	2.0%	19.0%	20.0%	0.3%	10.5%	2.2%	8.4%	11.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	17.2%	50	50
			0400	0500	42	4.1%	12.8%	23.1%	2.2%	7.0%	3.5%	5.0%	6.6%	4.7%	0.0%	0.0%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	26.7%	50	50
			0500	0600	42	0.8%	4.7%	12.0%	2.0%	3.0%	1.0%	2.8%	2.1%	3.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	61.8%	50	50
			0600	0700	126	1.6%	13.8%	16.5%	2.1%	4.7%	0.9%	5.7%	4.2%	3.8%	0.0%	4.3%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	31.4%	50	49
			0700	0800	252	3.5%	23.2%	21.8%	0.1%	4.4%	1.1%	5.5%	6.2%	6.3%	0.0%	1.1%	0.4%	2.1%	5.8%	6.8%	0.0%	0.9%	10.7%	50	47
			0800	0900	210	1.9%	23.7%	30.4%	0.1%	4.1%	1.1%	6.7%	9.7%	8.3%	0.0%	3.4%	3.3%	0.9%	2.0%	0.8%	0.0%	0.2%	3.5%	50	48
			0900	1000	210	2.0%	20.3%	40.5%	0.1%	5.8%	1.5%	9.1%	10.2%	5.3%	0.0%	0.9%	0.0%	0.7%	1.5%	0.6%	0.0%	0.1%	1.3%	50	48
			1000	1100	168	1.0%	26.3%	19.5%	0.2%	8.7%	3.2%	12.4%	13.0%	7.0%	0.0%	1.6%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	5.5%	50	48
			1100	1200	168	2.9%	31.0%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	4.5%	0.0%	0.4%	0.9%	0.3%	0.0%	0.3%	6.6%	50	48
			1200	1300	120	5.5%	35.4%	9.9%	0.1%	7.1%	1.3%	11.3%	11.6%	6.0%	0.0%	2.2%	0.3%	1.3%	3.9%	1.1%	0.0%	0.2%	2.9%	50	49
			1300	1400	150	3.7%	29.6%	15.3%	0.2%	7.9%	2.0%	9.4%	10.6%	6.4%	0.0%	2.8%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	48
			1400	1500	120	1.6%	28.2%	16.7%	0.2%	7.2%	2.1%	10.6%	10.8%	6.0%	0.0%	0.8%	0.4%	1.6%	3.8%	1.4%	0.0%	0.4%	8.0%	50	49
			1500	1600	120	1.8%	28.9%	13.0%	0.2%	7.1%	2.3%	12.8%	13.2%	8.9%	0.0%	3.6%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	49
			1600	1700	120	2.3%	30.3%	11.4%	0.2%	9.2%	2.1%	8.5%	8.4%	5.2%	0.0%	3.2%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	49
			1700	1800	120	5.4%	44.9%	8.7%	0.2%	6.8%	2.0%	4.5%	5.0%	4.8%	0.0%	3.6%	1.0%	2.5%	5.7%	2.2%	0.0%	0.1%	2.5%	50	49
			1800	1900	150	4.1%	40.7%	13.3%	0.2%	7.9%	3.8%	4.4%	3.8%	2.8%	0.0%	2.2%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	6.6%	50	48
			1900	2000	120	3.5%	35.8%	24.9%	0.1%	3.6%	0.9%	2.5%	2.8%	3.4%	0.0%	1.2%	0.0%	1.4%	3.2%	1.2%	0.0%	0.8%	14.8%	50	49
			2000	2100	90	2.5%	34.1%	27.0%	0.1%	4.1%	2.3%	1.0%	1.1%	3.1%	0.0%	4.1%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	17.4%	50	49
			2100	2200	90	8.3%	18.8%	8.3%	0.3%	11.4%	2.9%	3.3%	4.7%	1.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	37.6%	50	49
			2200	2300	90	4.0%	20.0%	8.7%	0.1%	5.2%	1.1%	4.1%	5.5%	4.0%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	2.4%	43.6%	50	49
			2300	2400	60	3.8%	7.5%	16.0%	0.2%	8.9%	2.5%	2.7%	2.8%	2.2%	0.0%	0.0%	0.0%	0.5%	1.0%	0.4%	0.0%	2.9%	48.6%	50	49

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
P2	Dai Wah Street	2-way	0000	0100	2	3.2%	12.5%	24.3%	4.0%	3.0%	5.0%	0.5%	0.5%	0.2%	0.0%	0.0%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	41.9%	50	50
			0100	0200	2	3.9%	10.6%	0.0%	0.1%	4.3%	3.6%	4.8%	4.2%	1.2%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	2.6%	60.5%	50	50
			0200	0300	2	3.8%	11.5%	15.4%	2.5%	20.0%	5.4%	12.0%	12.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	11.0%	50	50
			0300	0400	2	2.0%	13.0%	20.0%	1.3%	12.5%	4.2%	10.4%	10.6%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	15.2%	50	50
			0400	0500	2	4.1%	11.8%	23.1%	2.2%	7.0%	4.5%	6.0%	7.6%	4.7%	0.0%	0.0%	0.0%	0.6%	1.4%	0.5%	0.0%	1.7%	24.7%	50	50
			0500	0600	2	0.8%	3.7%	8.0%	2.0%	3.0%	1.0%	3.8%	5.1%	5.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	60.8%	50	50
			0600	0700	6	1.6%	10.8%	15.5%	2.1%	4.7%	0.9%	4.7%	6.2%	5.8%	0.0%	5.3%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	31.4%	50	50
			0700	0800	12	3.5%	10.2%	18.8%	0.1%	5.4%	5.1%	10.5%	9.2%	8.3%	0.0%	1.1%	1.4%	2.1%	5.8%	6.8%	0.0%	0.9%	10.7%	50	50
			0800	0900	10	1.9%	18.7%	30.4%	0.1%	6.1%	3.1%	6.7%	9.7%	10.3%	0.0%	3.4%	2.3%	0.9%	2.0%	0.8%	0.0%	0.2%	3.5%	50	50
			0900	1000	10	2.0%	16.3%	40.5%	2.1%	5.8%	1.5%	10.1%	10.2%	5.3%	0.0%	0.9%	1.0%	0.7%	1.5%	0.6%	0.0%	0.1%	1.3%	50	50
			1000	1100	8	1.0%	26.3%	19.5%	0.2%	8.7%	3.2%	12.4%	13.0%	7.0%	0.0%	1.6%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	5.5%	50	50
			1100	1200	8	2.9%	31.0%	8.6%	0.2%	9.2%	2.4%	11.6%	13.1%	7.9%	0.0%	4.5%	0.0%	0.4%	0.9%	0.3%	0.0%	0.3%	6.6%	50	50
			1200	1300	32	5.5%	30.4%	9.9%	0.1%	7.1%	8.3%	9.3%	11.6%	6.0%	0.0%	2.2%	0.3%	1.3%	3.9%	1.1%	0.0%	0.2%	2.9%	50	50
			1300	1400	36	2.7%	23.6%	14.3%	0.2%	4.9%	6.0%	10.4%	11.6%	12.4%	0.0%	1.8%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	50
			1400	1500	32	1.6%	28.2%	16.7%	0.2%	7.2%	2.1%	10.6%	10.8%	6.0%	0.0%	0.8%	0.4%	1.6%	3.8%	1.4%	0.0%	0.4%	8.0%	50	50
			1500	1600	30	1.8%	28.9%	13.0%	0.2%	7.1%	2.3%	12.8%	13.2%	8.9%	0.0%	3.6%	0.0%	0.5%	1.2%	0.5%	0.0%	0.3%	5.5%	50	50
			1600	1700	32	2.3%	26.3%	11.4%	0.2%	9.2%	3.1%	9.5%	10.4%	5.2%	0.0%	3.2%	0.0%	1.9%	4.3%	1.6%	0.0%	0.6%	10.8%	50	50
			1700	1800	30	5.4%	29.9%	8.7%	3.2%	8.8%	5.0%	6.5%	7.0%	6.8%	0.0%	3.6%	1.0%	2.5%	5.7%	2.2%	0.0%	0.1%	3.5%	50	50
			1800	1900	30	4.1%	30.7%	12.3%	3.2%	8.9%	5.8%	6.4%	5.8%	3.8%	0.0%	2.2%	0.0%	2.4%	5.5%	2.1%	0.0%	0.3%	6.6%	50	50
			1900	2000	30	3.5%	28.8%	20.9%	2.1%	4.6%	3.9%	3.5%	3.8%	4.4%	0.0%	1.2%	0.0%	2.4%	4.2%	5.2%	0.0%	0.8%	10.8%	50	50
			2000	2100	22	2.5%	29.1%	27.0%	2.1%	3.1%	3.3%	2.0%	2.1%	4.1%	0.0%	4.1%	0.0%	0.6%	1.4%	0.5%	0.0%	0.9%	17.4%	50	50
			2100	2200	19	8.3%	18.8%	9.3%	0.3%	10.4%	3.9%	4.3%	5.7%	1.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	35.6%	50	50
			2200	2300	17	4.0%	20.0%	8.7%	0.1%	5.2%	1.1%	4.1%	5.5%	4.0%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	2.4%	43.6%	50	50
			2300	2400	11	3.8%	8.5%	14.0%	2.2%	6.9%	2.5%	3.7%	4.8%	2.2%	0.0%	0.0%	0.0%	1.5%	1.0%	0.4%	0.0%	2.9%	45.6%	50	50
Q	Roads to Fu Tip Estate	2-way	0000	0100	224	2.2%	19.5%	25.3%	0.0%	0.0%	0.0%	0.5%	0.5%	0.2%	0.0%	0.0%	1.2%	0.3%	0.7%	0.3%	0.0%	2.5%	46.9%	50	47
			0100	0200	106	1.9%	12.6%	0.0%	0.1%	3.3%	0.6%	3.8%	1.2%	2.2%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	3.6%	66.5%	50	49
			0200	0300	54	2.8%	12.5%	15.4%	0.5%	21.0%	5.4%	12.0%	14.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	10.0%	50	49
			0300	0400	54	0.0%	21.0%	21.0%	0.3%	11.5%	3.2%	9.4%	10.6%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	14.2%	50	49
			0400	0500	43	4.1%	13.8%	24.1%	0.2%	6.0%	2.5%	5.0%	5.6%	4.7%	0.0%	0.0%	0.0%	0.6%	0.4%	0.5%	0.0%	1.7%	30.7%	50	49
			0500	0600	138	0.8%	6.7%	11.0%	0.0%	0.0%	0.0%	1.8%	3.1%	2.0%	0.0%	1.6%	0.0%	0.4%	0.9%	0.3%	0.0%	3.6%	67.8%	50	48
			0600	0700	438	2.6%	13.8%	15.5%	0.1%	3.7%	0.9%	3.7%	4.2%	2.8%	0.0%	4.3%	0.4%	2.1%	4.8%	1.8%	0.0%	2.0%	37.4%	50	45
			0700	0800	928	3.5%	27.2%	18.8%	0.1%	4.4%	1.1%	3.5%	6.2%	6.3%	0.0%	1.1%	0.4%	2.1%	4.8%	1.8%	0.0%	0.9%	17.7%	50	37
			0800	0900	800	1.9%	23.7%	35.4%	0.1%	4.1%	1.1%	7.7%	8.7%	7.3%	0.0%	2.4%	0.3%	0.9%	2.0%	0.8%	0.0%	0.2%	3.5%	50	39
			0900	1000	832	0.0%	18.3%	42.5%	0.1%	6.8%	2.5%	8.1%	9.2%	5.3%	0.0%	0.9%	0.0%	0.7%	2.5%	1.6%	0.0%	0.1%	1.3%	50	39
			1000	1100	672	0.0%	26.3%	21.5%	0.2%	8.7%	1.2%	13.4%	13.0%	6.0%	0.0%	2.6%	0.0%	0.3%	0.7%	0.3%	0.0%	0.2%	5.5%	50	41
			1100	1200	662	2.9%	28.0%	9.6%	0.2%	10.2%	3.4%	10.6%	13.1%	8.9%	0.0%	4.5%	0.0%	0.4%	0.9%	0.3%	0.0%	0.3%	6.6%	50	41
			1200	1300	611	5.5%	34.4%	8.9%	0.1%	6.1%	1.3%	13.3%	12.6%	6.0%	0.0%	1.2%	0.3%	1.3%	2.9%	1.1%	0.0%	2.2%	2.9%	50	42
			1300	1400	639	4.7%	27.6%	15.3%	0.2%	7.9%	2.0%	9.4%	11.6%	6.4%	0.0%	2.8%	0.5%	1.3%	3.1%	1.2%	0.0%	0.3%	5.7%	50	42
			1400	1500	584	2.6%	26.2%	15.7%	0.2%	6.2%	2.1%	12.6%	10.8%	7.0%	0.0%	0.8%	0.4%	1.6%	2.8%	1.4%	0.0%	0.4%	9.0%	50	42
			1500	1600	557	3.8%	28.9%	12.0%	0.2%	7.1%	2.3%	10.8%	12.2%	8.9%	0.0%	4.6%	0.0%	0.5%	2.2%	0.5%	0.0%	0.3%	5.5%	50	43
			1600	1700	621	1.3%	33.3%	10.4%	0.2%	8.2%	2.1%	7.5%	10.4%	4.2%	0.0%	2.2%	0.0%	1.9%	5.3%	1.6%	0.0%	0.6%	10.8%	50	42
			1700	1800	557	8.4%	43.9%	7.7%	0.2%	8.8%	2.0%	3.5%	5.0%	3.8%	0.0%	3.6%	0.0%	2.5%	5.7%	1.2%	0.0%	2.1%	1.5%	50	43
			1800	1900	730	4.1%	47.7%	12.3%	0.2%	6.9%	1.8%	2.4%	4.8%	1.8%	0.0%	2.2%	0.0%	1.4%	5.5%	2.1%	0.0%	0.3%	6.6%	50	40
			1900	2000	730	4.5%	32.8%	25.9%	0.1%	5.6%	0.9%	2.5%	2.8%	3.4%	0.0%	2.2%	0.0%	1.4%	3.2%	1.2%	0.0%	0.8%	12.8%	50	40
			2000	2100	401	2.5%	38.1%	25.0%	0.1%	4.1%	2.3%	1.0%	1.1%	2.1%	0.0%	4.1%	0.0%	0.6%	0.4%	1.5%	0.0%	0.9%	16.4%	50	45
			2100	2200	356	5.3%	20.8%	9.3%	0.3%	10.4%	2.9%	3.3%	3.7%	1.4%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	38.6%	50	46
			2200	2300	319	3.0%	22.0%	10.7%	0.1%	5.2%	1.1%	3.1%	3.5%	4.0%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	2.4%	43.6%	50	46
			2300	2400	283	3.8%	8.5%	17.0%	0.2%	7.9%	1.5%	0.7%	0.8%	2.2%	0.0%	0.0%	0.0%	0.5%	2.0%	0.4%	0.0%	1.9%	52.6%	50	47

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
R	Access Road from Ting Kok Road to Yue Kok Village	2-way	0000	0100	3	3.3%	63.3%	23.5%	3.2%	3.2%	3.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	3	3.4%	60.3%	26.0%	3.3%	3.3%	3.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	3	3.5%	62.3%	24.3%	3.2%	3.2%	3.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	4	3.4%	62.2%	24.1%	3.2%	3.6%	3.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	4	3.3%	64.1%	22.3%	3.2%	3.4%	3.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	4	3.3%	64.9%	21.5%	3.5%	3.1%	3.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	6	3.3%	64.9%	21.6%	2.5%	3.4%	3.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	8	3.6%	64.8%	21.7%	2.6%	3.4%	3.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	10	3.4%	66.7%	20.0%	2.3%	3.5%	3.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	8	3.4%	64.5%	21.9%	2.5%	3.5%	3.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	6	3.8%	61.2%	24.6%	2.6%	3.8%	3.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	4	3.7%	63.0%	22.9%	2.7%	3.6%	3.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	5	3.5%	60.6%	25.5%	2.5%	3.9%	3.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	5	3.7%	63.0%	22.8%	2.8%	3.8%	3.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	8	3.5%	64.8%	21.7%	2.7%	3.5%	3.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	8	3.2%	62.8%	24.1%	2.5%	3.4%	3.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	8	3.3%	65.3%	21.2%	2.7%	3.5%	3.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	13	3.2%	62.2%	25.1%	2.4%	3.2%	3.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	10	3.3%	62.4%	24.5%	2.5%	3.3%	3.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	10	3.4%	62.5%	24.1%	2.2%	3.3%	3.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	8	3.3%	62.6%	24.0%	2.6%	3.6%	3.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	5	3.3%	66.1%	21.2%	2.2%	3.2%	3.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	5	3.4%	62.9%	24.2%	2.5%	3.1%	3.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	3	3.7%	64.3%	22.1%	2.3%	3.9%	3.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
S	Access Road from Fung Yuen Road around Fung Yuen Playground	2-way	0000	0100	3	3.2%	61.8%	23.6%	3.5%	3.3%	3.2%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	3	3.2%	60.3%	25.3%	3.3%	3.3%	3.1%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	3	3.2%	62.1%	23.9%	3.2%	3.2%	3.2%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	4	3.2%	61.7%	24.2%	3.2%	3.6%	3.1%	0.4%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	4	3.2%	64.3%	21.2%	3.2%	3.4%	3.3%	0.4%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	4	3.2%	64.7%	21.2%	3.2%	3.1%	3.3%	0.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	6	3.3%	64.9%	21.4%	2.3%	3.2%	3.5%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	8	3.2%	64.8%	21.3%	2.6%	3.4%	3.4%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	10	3.3%	65.7%	20.2%	2.3%	3.4%	3.6%	0.6%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	8	3.3%	64.5%	21.4%	2.4%	3.4%	3.6%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	6	3.2%	61.2%	24.2%	2.6%	3.7%	3.6%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	4	3.3%	63.0%	22.5%	2.7%	3.6%	3.5%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	5	3.2%	60.1%	25.5%	2.4%	3.9%	3.5%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	5	3.2%	63.0%	22.3%	2.8%	3.8%	3.2%	0.6%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	8	3.2%	64.8%	21.5%	2.6%	3.5%	3.3%	0.2%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	8	3.3%	62.8%	23.2%	2.5%	3.4%	3.4%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	8	3.2%	64.5%	21.1%	2.7%	3.5%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	13	3.2%	61.1%	25.2%	2.2%	3.3%	3.5%	0.5%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	10	3.2%	61.8%	24.5%	2.1%	3.4%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	10	3.1%	62.3%	24.3%	2.1%	3.3%	3.4%	0.7%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	8	3.2%	62.6%	23.6%	2.6%	3.2%	3.5%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	5	3.2%	65.2%	21.3%	2.2%	3.2%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	5	3.3%	62.1%	24.4%	2.5%	3.1%	3.3%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	3	3.3%	63.8%	22.6%	2.3%	3.5%	3.2%	0.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
T1	Local Road Access to the Fung Yuen Tsuen	2-way	0000	0100	4	3.4%	61.3%	24.3%	4.0%	4.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	4	3.1%	62.3%	25.6%	4.0%	2.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	4	3.6%	63.7%	23.6%	3.0%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	4	3.1%	65.8%	22.9%	2.0%	3.5%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	4	3.5%	67.2%	21.3%	2.4%	2.7%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	8	3.6%	65.5%	23.1%	2.4%	2.6%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	12	3.2%	67.1%	20.6%	2.6%	3.4%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	16	3.1%	66.1%	22.0%	2.5%	3.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	20	3.0%	67.3%	20.0%	3.0%	3.3%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	16	3.4%	66.4%	21.3%	2.3%	3.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	12	3.3%	62.6%	25.1%	2.5%	3.4%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	8	3.9%	64.9%	22.1%	2.4%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	13	3.3%	63.5%	24.0%	2.6%	3.4%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	20	3.6%	64.2%	23.3%	2.5%	3.2%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	20	3.1%	64.5%	23.4%	2.5%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	13	3.4%	63.6%	24.0%	2.5%	3.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	20	3.3%	62.4%	24.3%	2.9%	3.6%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	33	3.3%	63.0%	24.0%	2.5%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	49
			1800	1900	20	3.4%	64.1%	22.9%	2.5%	3.5%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	3.6%	63.4%	23.8%	2.3%	3.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	20	3.2%	64.6%	23.1%	2.9%	3.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	13	3.4%	66.3%	21.4%	2.8%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	13	3.8%	63.8%	23.4%	2.5%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	7	3.5%	64.8%	22.1%	2.7%	3.8%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
T2	Local Road Access to the Fung Yuen Tsuen	2-way	0000	0100	4	3.5%	62.3%	24.6%	3.2%	3.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	4	3.3%	61.3%	25.0%	3.2%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	4	3.4%	62.7%	23.9%	3.2%	3.6%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	8	3.5%	63.4%	22.9%	3.3%	3.5%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	8	3.5%	65.2%	21.4%	3.3%	3.4%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	8	3.4%	65.5%	21.5%	2.5%	3.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	12	3.4%	65.3%	21.6%	2.4%	3.4%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	16	3.6%	65.2%	21.7%	2.5%	3.4%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	20	3.8%	66.8%	20.0%	2.3%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	16	3.5%	64.5%	22.3%	2.6%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	12	3.7%	62.1%	24.1%	2.9%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	8	3.6%	63.6%	22.9%	2.7%	3.6%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	11	3.5%	61.3%	25.3%	2.6%	3.9%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	11	3.6%	62.0%	25.0%	2.2%	3.6%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	15	3.6%	65.8%	21.4%	2.4%	3.3%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	15	3.4%	62.7%	24.5%	2.4%	3.3%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	15	3.3%	64.3%	22.3%	2.9%	3.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	25	3.2%	61.2%	26.0%	2.6%	3.3%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	49
			1800	1900	20	3.4%	62.4%	23.9%	2.9%	3.6%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	3.5%	63.5%	23.8%	2.3%	3.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	15	3.2%	64.6%	21.8%	2.9%	4.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	11	3.2%	66.5%	20.9%	2.5%	3.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	11	3.6%	63.9%	23.4%	2.6%	3.1%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	5	3.6%	64.7%	22.1%	2.5%	3.9%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
U	Access Road from Ting Kok Road to Fung Mei Wai	2-way	0000	0100	3	3.6%	63.0%	23.6%	3.6%	3.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	3	3.4%	61.6%	25.2%	3.2%	3.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	3	3.4%	62.8%	24.3%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	3	3.4%	62.3%	24.3%	3.2%	3.6%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	3	3.4%	64.4%	22.3%	3.2%	3.5%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	4	3.3%	66.0%	20.3%	3.6%	3.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	6	3.3%	64.6%	21.7%	3.5%	3.3%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	8	3.1%	64.8%	21.7%	3.5%	3.4%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	10	3.4%	66.7%	20.4%	2.3%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	8	3.2%	64.5%	22.6%	2.6%	3.6%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	6	3.2%	62.1%	24.6%	2.6%	3.9%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	4	3.4%	63.3%	23.3%	2.8%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	5	3.5%	62.5%	24.8%	2.6%	3.4%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	5	3.7%	64.0%	22.7%	2.6%	3.4%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	5	3.6%	64.5%	22.1%	2.7%	3.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	5	3.5%	63.1%	24.1%	2.6%	3.4%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	5	3.3%	65.1%	21.2%	2.8%	3.8%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	13	3.3%	62.3%	25.3%	2.4%	3.4%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	10	3.1%	62.7%	24.6%	2.6%	3.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	8	3.3%	62.9%	24.1%	2.5%	3.3%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	8	3.3%	62.9%	24.0%	2.6%	3.6%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	5	3.3%	66.7%	21.4%	2.2%	3.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	3	3.4%	63.0%	24.4%	2.7%	3.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	3	3.2%	63.1%	23.8%	2.2%	4.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
V	Access Road from Ting Kok Road to Fung Mei Wai	2-way	0000	0100	3	3.5%	64.1%	22.8%	3.4%	3.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	3	3.6%	61.3%	25.3%	3.2%	3.2%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	3	3.5%	63.7%	23.3%	3.2%	3.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	3	3.3%	62.5%	24.3%	3.2%	3.6%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	3	3.3%	65.2%	21.9%	3.2%	3.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	4	3.5%	65.7%	20.4%	3.6%	3.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	4	3.8%	64.5%	21.2%	3.5%	3.3%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	8	3.3%	64.8%	21.3%	3.5%	3.4%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	10	3.1%	65.0%	22.4%	2.3%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	8	3.2%	65.4%	22.6%	2.3%	3.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	6	3.3%	63.2%	23.6%	2.5%	3.9%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	4	3.5%	63.2%	23.3%	2.8%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	5	3.2%	62.1%	24.9%	2.7%	3.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	5	3.7%	64.1%	22.7%	2.5%	3.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	5	3.3%	64.3%	22.1%	2.7%	3.7%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	5	3.2%	62.2%	25.2%	2.6%	3.4%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	5	3.4%	64.3%	21.9%	2.6%	3.9%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	13	3.3%	63.1%	25.0%	2.2%	3.2%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	10	3.2%	63.4%	24.1%	2.3%	3.5%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	10	3.3%	62.9%	24.1%	2.5%	3.3%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	8	3.2%	62.7%	24.0%	2.8%	3.6%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	5	3.4%	66.4%	21.4%	2.2%	3.2%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	3	3.4%	62.8%	24.4%	2.9%	3.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	3	3.2%	63.2%	23.6%	2.2%	4.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
W1	From Fung Yuen Road to House 9 of Case Papillon	2-way	0000	0100	8	4.0%	62.6%	25.1%	2.8%	2.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	8	3.1%	62.4%	26.7%	2.3%	2.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	4	3.4%	64.6%	24.1%	2.4%	2.2%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	4	3.2%	62.6%	26.3%	2.5%	2.2%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	8	3.5%	67.1%	21.3%	2.6%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	8	3.6%	66.7%	21.6%	2.6%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	12	3.4%	67.0%	21.6%	2.4%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	16	3.1%	68.0%	20.9%	2.5%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	20	3.6%	66.0%	22.1%	2.6%	2.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	16	3.4%	65.9%	22.8%	2.5%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	16	3.4%	65.4%	23.2%	2.5%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	12	3.6%	64.2%	24.1%	2.4%	2.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	20	3.6%	65.5%	22.4%	2.7%	2.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	20	3.4%	64.8%	23.3%	2.6%	2.6%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	15	3.5%	65.0%	23.0%	2.5%	2.8%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	15	3.4%	66.5%	21.8%	2.3%	2.7%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	20	3.3%	67.7%	20.9%	2.2%	2.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	25	3.4%	68.0%	20.5%	2.3%	2.5%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	20	3.4%	65.0%	23.6%	2.2%	2.4%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	3.6%	65.2%	23.1%	2.2%	2.6%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	15	3.5%	66.6%	22.0%	2.2%	2.5%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	15	3.4%	67.2%	21.3%	2.2%	2.6%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	11	3.8%	67.0%	21.2%	2.2%	2.5%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	5	3.7%	68.1%	20.1%	2.2%	2.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	50	50
W2	From Fung Yuen Road to House 10 of Case Papillon	2-way	0000	0100	4	3.7%	62.4%	25.4%	2.3%	2.2%	3.3%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	4	3.6%	60.1%	27.4%	2.2%	2.3%	3.3%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	8	3.6%	62.2%	25.0%	2.2%	2.2%	3.2%	0.8%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	4	3.3%	63.1%	24.1%	2.7%	2.1%	3.2%	0.7%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	8	3.6%	64.8%	22.3%	2.5%	2.2%	3.3%	0.6%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	8	3.6%	62.4%	23.8%	3.0%	2.2%	3.4%	0.6%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	12	3.5%	64.5%	21.8%	2.7%	2.3%	3.5%	0.7%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	12	3.5%	63.7%	22.9%	2.6%	2.3%	3.3%	0.7%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	20	3.7%	64.0%	22.1%	2.6%	2.6%	3.3%	0.9%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	16	3.5%	63.0%	23.9%	2.3%	2.2%	3.2%	0.8%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	16	3.4%	62.5%	24.2%	2.5%	2.3%	3.2%	0.9%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	16	3.4%	62.4%	24.1%	2.4%	2.5%	3.2%	0.9%	0.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	20	3.6%	63.4%	22.4%	2.7%	2.6%	3.3%	0.9%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	20	3.7%	61.5%	24.1%	2.7%	2.3%	3.4%	1.0%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	15	3.6%	63.9%	21.7%	2.8%	2.7%	3.3%	0.9%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	15	3.6%	62.3%	23.8%	2.4%	2.5%	3.4%	0.5%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	20	3.5%	64.6%	21.2%	2.3%	2.8%	3.4%	0.8%	0.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	25	3.8%	64.4%	21.3%	2.6%	2.5%	3.4%	0.9%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	49
			1800	1900	20	3.5%	64.2%	22.2%	2.3%	2.3%	3.4%	0.9%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	3.7%	62.4%	23.7%	2.5%	2.3%	3.6%	0.6%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	15	3.5%	63.3%	23.1%	2.2%	2.6%	3.5%	0.6%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	11	3.6%	64.8%	22.2%	2.2%	2.2%	3.3%	0.5%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	11	3.7%	65.9%	21.0%	2.2%	2.3%	3.2%	0.6%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	5	3.8%	66.6%	20.1%	2.1%	2.4%	3.4%	0.6%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50

Rezoning Application at Fung Yuen Road, Tai Po

YEAR 2045 VEHICLE COMPOSITION FOR AIR QUALITY ASSESSMENT

Link No.	Road Name	Direction	Time		Traffic Flow (veh/hr)	Vehicle Composition (%)																	Speed Limit (km/hr)	Average Speed (km/hr)
			From	To		MC	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	HGV(9)	PrLB(4)	PrLB(5)	PLB	NFB(6)	NFB(7)	NFB(8)	NFB(9)	SDFB	DDFB		
X	From Ting Kok Road to Yue Kok Village Sitting-Out Area	2-way	0000	0100	6	3.4%	63.7%	23.1%	3.3%	3.1%	3.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	6	3.5%	60.8%	25.6%	3.2%	3.2%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	6	3.5%	63.0%	23.8%	3.2%	3.2%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	8	3.3%	62.3%	24.2%	3.2%	3.6%	3.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	8	3.3%	64.7%	22.1%	3.2%	3.4%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0500	0600	12	3.4%	65.3%	21.0%	3.5%	3.4%	3.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0600	0700	14	3.5%	64.7%	21.4%	3.0%	3.3%	3.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0700	0800	24	3.5%	64.8%	21.5%	3.1%	3.4%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0800	0900	30	3.3%	65.8%	21.2%	2.3%	3.6%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0900	1000	24	3.3%	65.0%	22.3%	2.4%	3.4%	3.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1000	1100	18	3.5%	62.2%	24.1%	2.6%	3.8%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1100	1200	12	3.6%	63.1%	23.1%	2.7%	3.7%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1200	1300	11	3.4%	61.4%	25.2%	2.6%	3.8%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1300	1400	11	3.7%	63.6%	22.8%	2.7%	3.6%	3.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1400	1500	12	3.4%	64.6%	21.9%	2.7%	3.6%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1500	1600	12	3.2%	62.5%	24.7%	2.6%	3.4%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1600	1700	12	3.3%	64.8%	21.5%	2.6%	3.7%	3.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1700	1800	25	3.3%	62.6%	25.0%	2.3%	3.2%	3.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1800	1900	20	3.3%	62.9%	24.3%	2.4%	3.4%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	3.4%	62.7%	24.1%	2.3%	3.3%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2000	2100	15	3.3%	62.6%	24.0%	2.7%	3.6%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2100	2200	11	3.3%	66.2%	21.3%	2.2%	3.2%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2200	2300	8	3.4%	62.8%	24.3%	2.7%	3.2%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			2300	2400	5	3.4%	63.8%	22.8%	2.2%	3.9%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
Y	From Fung Yuen Road to Cinderella Farm	2-way	0000	0100	4	1.9%	63.0%	23.6%	3.5%	3.3%	3.2%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	50	50
			0100	0200	4	1.6%	61.8%	25.3%	3.3%	3.3%	3.1%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0200	0300	4	1.8%	63.4%	23.9%	3.2%	3.2%	3.2%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0300	0400	8	9.4%	55.4%	24.2%	3.2%	3.6%	3.1%	0.4%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50	50
			0400	0500	8	0.0%	66.5%	21.2%	3.2%	3.4%	3.3%	0.4%	0.6%	0.4%	0.0%	0.0%	0.0%	0.2%	0.6%	0.2%	0.0%	0.0%	0.0%	50	50
			0500	0600	8	2.7%	64.9%	21.2%	3.2%	3.1%	3.3%	0.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	50	50
			0600	0700	12	2.5%	62.3%	21.4%	2.3%	3.2%	3.5%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.8%	1.8%	0.7%	0.0%	0.0%	0.0%	50	50
			0700	0800	16	2.7%	61.9%	21.3%	2.6%	3.4%	3.4%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.8%	1.9%	0.7%	0.0%	0.0%	0.0%	50	50
			0800	0900	20	2.5%	63.5%	20.2%	2.3%	3.4%	3.6%	0.6%	0.6%	0.4%	0.0%	0.0%	0.0%	0.7%	1.6%	0.6%	0.0%	0.0%	0.0%	50	50
			0900	1000	16	2.0%	64.3%	21.4%	2.4%	3.4%	3.6%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.4%	0.8%	0.3%	0.0%	0.0%	0.0%	50	50
			1000	1100	12	2.8%	60.9%	24.2%	2.6%	3.7%	3.6%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.2%	0.4%	0.2%	0.0%	0.0%	0.0%	50	50
			1100	1200	8	2.3%	63.0%	22.5%	2.7%	3.6%	3.5%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	50	50
			1200	1300	11	3.5%	58.4%	25.5%	2.4%	3.9%	3.5%	0.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.4%	0.8%	0.3%	0.0%	0.0%	0.0%	50	50
			1300	1400	11	3.4%	61.7%	22.3%	2.8%	3.8%	3.2%	0.6%	0.6%	0.4%	0.0%	0.0%	0.0%	0.3%	0.6%	0.2%	0.0%	0.0%	0.0%	50	50
			1400	1500	15	2.0%	65.1%	21.5%	2.6%	3.5%	3.3%	0.2%	0.5%	0.4%	0.0%	0.0%	0.0%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	50	50
			1500	1600	15	2.4%	62.7%	23.2%	2.5%	3.4%	3.4%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	50	50
			1600	1700	15	3.0%	63.4%	21.1%	2.7%	3.5%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	0.0%	0.0%	50	50
			1700	1800	25	4.1%	58.1%	25.2%	2.2%	3.3%	3.5%	0.5%	0.6%	0.4%	0.0%	0.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.0%	0.0%	50	49
			1800	1900	20	3.6%	60.0%	24.5%	2.1%	3.4%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.4%	0.8%	0.3%	0.0%	0.0%	0.0%	50	50
			1900	2000	20	4.5%	59.5%	24.3%	2.1%	3.3%	3.4%	0.7%	0.5%	0.4%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	0.0%	0.0%	50	50
			2000	2100	15	4.8%	59.3%	23.6%	2.6%	3.2%	3.5%	0.5%	0.5%	0.4%	0.0%	0.0%	0.0%	0.4%	0.9%	0.3%	0.0%	0.0%	0.0%	50	50
			2100	2200	11	4.1%	62.4%	21.3%	2.2%	3.2%	3.5%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.5%	1.1%	0.4%	0.0%	0.0%	0.0%	50	50
			2200	2300	11	2.9%	61.4%	24.4%	2.5%	3.1%	3.3%	0.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.3%	0.6%	0.2%	0.0%	0.0%	0.0%	50	50
			2300	2400	5	1.8%	64.4%	22.6%	2.3%	3.5%	3.2%	0.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	50	50

APPENDIX 7

START PROFILE, TRAFFIC INFORMATION AND
MODELLED ROAD PARAMETERS INPUT TO SAMP-V2.1

Start Profile	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles <=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles >3.5t	06 - Medium Goods Vehicles <=15t	07 - Medium Goods Vehicles 15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles >24t	18 - Non-franchised Bus >24t
	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
Y	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Job Title: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Job No.: 22608

	Average Daily Vehicle-Kilometre [1]
Total (All Road Types)	40168684.2
Road Network - Minor (LD and RR)	
HK Island	244016.7
Kowloon	178028.8
New Territories	1024303.6
Sub-total	1446349.1
Road Network - Major (LD and RR)	
HK Island	830988.7
Kowloon	1071040.4
New Territories	5407899.4
Sub-total	7309928.6
Total (LD and RR)	8756277.7
% of LD and RR	**21.8**

Note:

[1] The average daily vehicle-kilometre are derived from the raw data of "The Annual Traffic Census 2023" provided by the Transport Department (TD)

Road Name	Road ID	Road Type	Speed Limit (km/hr)	Average Speed (km/hr)	Start Emission Estimated by Broad Brush Approach (Y/N)	Hour	Total Vehicles (Veh/hr)	01 - Private Cars	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Light Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium Goods Vehicles<=15t	07 - Medium Goods Vehicles15-24t	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus 15-24t	14 - Franchised Bus Single Deck	15 - Franchised Bus Double Deck	16 - Motorcycles	17 - Heavy Goods Vehicles>24t	18 - Non-franchised Bus >24t	Total
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9	
A1, Fung Yuen Road	RD_001	DD	50	44	Y	0000-0100	59	61.82%	23.15%	0.09%	3.23%	0.83%	0.91%	1.03%	5.26%	0.00%	0.14%	0.04%	0.08%	0.03%	0.06%	1.11%	1.87%	0.40%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	47	Y	0100-0200	26	50.77%	36.16%	0.05%	1.96%	0.50%	2.23%	2.52%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.04%	0.72%	1.64%	0.97%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	49	Y	0200-0300	12	43.16%	40.35%	0.14%	5.42%	1.39%	3.01%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	1.31%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	49	Y	0300-0400	13	30.56%	39.98%	0.13%	4.84%	1.24%	4.66%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.05%	0.93%	9.36%	3.01%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	49	Y	0400-0500	9	22.24%	47.69%	0.19%	7.53%	1.93%	6.73%	7.59%	0.00%	0.00%	1.02%	0.25%	0.56%	0.22%	0.06%	1.08%	0.00%	2.94%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	47	Y	0500-0600	27	37.20%	27.44%	0.10%	3.76%	0.96%	4.04%	4.56%	12.56%	0.00%	0.37%	0.09%	0.20%	0.08%	0.20%	3.67%	2.70%	2.12%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	39	Y	0600-0700	106	48.07%	17.38%	0.11%	4.30%	1.10%	1.81%	2.04%	11.84%	0.00%	3.33%	0.80%	1.83%	0.70%	0.16%	2.97%	2.53%	1.07%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	0700-0800	246	58.44%	12.97%	0.11%	4.16%	1.07%	2.13%	2.40%	6.20%	0.00%	3.47%	0.84%	1.91%	0.73%	0.08%	1.49%	2.71%	1.35%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	0800-0900	280	55.27%	17.00%	0.11%	4.23%	1.08%	2.89%	3.25%	4.57%	0.00%	2.94%	0.71%	1.62%	0.62%	0.08%	1.40%	2.54%	1.74%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	0900-1000	228	50.99%	16.03%	0.19%	7.27%	1.86%	4.43%	5.00%	5.06%	0.00%	1.45%	0.35%	0.80%	0.31%	0.07%	1.16%	1.99%	3.07%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	32	Y	1000-1100	175	47.90%	11.16%	0.24%	9.29%	2.38%	6.35%	7.17%	5.94%	0.00%	0.75%	0.18%	0.41%	0.16%	0.06%	1.12%	2.77%	4.14%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	31	Y	1100-1200	178	52.18%	8.46%	0.23%	8.93%	2.29%	5.93%	6.68%	6.11%	0.00%	0.96%	0.23%	0.53%	0.20%	0.07%	1.22%	2.35%	3.67%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1200-1300	242	55.81%	8.97%	0.20%	7.77%	1.99%	4.54%	5.12%	5.58%	0.00%	1.46%	0.35%	0.81%	0.31%	0.06%	1.14%	3.53%	2.39%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1300-1400	266	55.41%	13.03%	0.15%	5.77%	1.48%	4.44%	5.01%	5.28%	0.00%	1.07%	0.26%	0.59%	0.23%	0.06%	1.09%	3.43%	2.73%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1400-1500	241	55.24%	10.57%	0.15%	5.86%	1.50%	5.92%	6.68%	5.32%	0.00%	0.93%	0.22%	0.52%	0.20%	0.07%	1.19%	2.02%	3.65%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1500-1600	227	53.61%	11.53%	0.17%	6.50%	1.66%	5.73%	6.46%	5.74%	0.00%	0.89%	0.22%	0.49%	0.19%	0.06%	1.17%	2.44%	3.18%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1600-1700	262	54.32%	9.46%	0.22%	8.43%	2.16%	4.96%	5.59%	5.11%	0.00%	1.35%	0.33%	0.74%	0.28%	0.06%	1.19%	2.99%	2.84%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1700-1800	289	59.88%	9.64%	0.16%	6.14%	1.57%	3.18%	3.58%	4.92%	0.00%	2.06%	0.50%	1.13%	0.43%	0.06%	1.12%	4.15%	1.52%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1800-1900	290	65.11%	10.23%	0.15%	5.66%	1.45%	1.71%	1.93%	5.21%	0.00%	1.50%	0.36%	0.83%	0.32%	0.06%	1.07%	3.61%	0.84%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	30	Y	1900-2000	222	62.49%	12.72%	0.13%	4.95%	1.27%	1.02%	1.15%	7.15%	0.00%	1.32%	0.32%	0.73%	0.28%	0.08%	1.39%	4.52%	0.52%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	32	Y	2000-2100	169	63.19%	12.22%	0.07%	2.81%	0.72%	0.91%	1.03%	9.37%	0.00%	1.58%	0.38%	0.87%	0.33%	0.06%	1.19%	4.85%	0.46%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	35	Y	2100-2200	147	62.46%	13.89%	0.09%	3.29%	0.84%	0.68%	0.76%	8.26%	0.00%	1.99%	0.48%	1.09%	0.42%	0.07%	1.31%	4.05%	0.36%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	36	Y	2200-2300	130	59.86%	20.36%	0.08%	2.89%	0.74%	0.69%	0.78%	8.09%	0.00%	1.06%	0.25%	0.59%	0.23%	0.06%	1.10%	2.87%	0.38%	0.00%	100.00%
A1, Fung Yuen Road	RD_001	DD	50	41	Y	2300-0000	84	60.43%	20.08%	0.08%	3.14%	0.81%	0.59%	0.67%	8.52%	0.00%	0.91%	0.22%	0.51%	0.20%	0.09%	1.67%	1.84%	0.26%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	37	Y	0000-0100	125	61.82%	23.15%	0.09%	3.23%	0.83%	0.91%	1.03%	5.26%	0.00%	0.14%	0.04%	0.08%	0.03%	0.06%	1.11%	1.87%	0.40%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	44	Y	0100-0200	53	50.77%	36.16%	0.05%	1.96%	0.50%	2.23%	2.52%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.04%	0.72%	1.64%	0.97%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	47	Y	0200-0300	25	43.16%	40.35%	0.14%	5.42%	1.39%	3.01%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	1.31%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	47	Y	0300-0400	25	30.56%	39.98%	0.13%	4.84%	1.24%	4.66%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.05%	0.93%	9.36%	3.01%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	48	Y	0400-0500	20	22.24%	47.69%	0.19%	7.53%	1.93%	6.73%	7.59%	0.00%	0.00%	1.02%	0.25%	0.56%	0.22%	0.06%	1.08%	0.00%	2.94%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	44	Y	0500-0600	57	37.20%	27.44%	0.10%	3.76%	0.96%	4.04%	4.56%	12.56%	0.00%	0.37%	0.09%	0.20%	0.08%	0.20%	3.67%	2.70%	2.12%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	30	Y	0600-0700	221	48.07%	17.38%	0.11%	4.30%	1.10%	1.81%	2.04%	11.84%	0.00%	3.33%	0.80%	1.83%	0.70%	0.16%	2.97%	2.53%	1.07%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	28	Y	0700-0800	519	58.44%	12.97%	0.11%	4.16%	1.07%	2.13%	2.40%	6.20%	0.00%	3.47%	0.84%	1.91%	0.73%	0.08%	1.49%	2.71%	1.35%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	28	Y	0800-0900	590	55.27%	17.00%	0.11%	4.23%	1.08%	2.89%	3.25%	4.57%	0.00%	2.94%	0.71%	1.62%	0.62%	0.08%	1.40%	2.54%	1.74%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	0900-1000	478	50.99%	16.03%	0.19%	7.27%	1.86%	4.43%	5.00%	5.06%	0.00%	1.45%	0.35%	0.80%	0.31%	0.07%	1.16%	1.99%	3.07%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1000-1100	369	47.90%	11.16%	0.24%	9.29%	2.38%	6.35%	7.17%	5.94%	0.00%	0.75%	0.18%	0.41%	0.16%	0.06%	1.12%	2.77%	4.14%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1100-1200	374	52.18%	8.46%	0.23%	8.93%	2.29%	5.93%	6.68%	6.11%	0.00%	0.96%	0.23%	0.53%	0.20%	0.07%	1.22%	2.35%	3.67%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1200-1300	468	55.81%	8.97%	0.20%	7.77%	1.99%	4.54%	5.12%	5.58%	0.00%	1.46%	0.35%	0.81%	0.31%	0.06%	1.14%	3.53%	2.39%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	28	Y	1300-1400	513	55.41%	13.03%	0.15%	5.77%	1.48%	4.44%	5.01%	5.28%	0.00%	1.07%	0.26%	0.59%	0.23%	0.06%	1.09%	3.43%	2.73%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1400-1500	465	55.24%	10.57%	0.15%	5.86%	1.50%	5.92%	6.68%	5.32%	0.00%	0.93%	0.22%	0.52%	0.20%	0.07%	1.19%	2.02%	3.65%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1500-1600	436	53.61%	11.53%	0.17%	6.50%	1.66%	5.73%	6.46%	5.74%	0.00%	0.89%	0.22%	0.49%	0.19%	0.06%	1.17%	2.44%	3.18%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1600-1700	506	54.32%	9.46%	0.22%	8.43%	2.16%	4.96%	5.59%	5.11%	0.00%	1.35%	0.33%	0.74%	0.28%	0.06%	1.19%	2.99%	2.84%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	28	Y	1700-1800	558	59.88%	9.64%	0.16%	6.14%	1.57%	3.18%	3.58%	4.92%	0.00%	2.06%	0.50%	1.13%	0.43%	0.06%	1.12%	4.15%	1.52%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	28	Y	1800-1900	560	65.11%	10.23%	0.15%	5.66%	1.45%	1.71%	1.93%	5.21%	0.00%	1.50%	0.36%	0.83%	0.32%	0.06%	1.07%	3.61%	0.84%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	1900-2000	429	62.49%	12.72%	0.13%	4.95%	1.27%	1.02%	1.15%	7.15%	0.00%	1.32%	0.32%	0.73%	0.28%	0.08%	1.39%	4.52%	0.52%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	29	Y	2000-2100	327	63.19%	12.22%	0.07%	2.81%	0.72%	0.91%	1.03%	9.37%	0.00%	1.58%	0.38%	0.87%	0.33%	0.06%	1.19%	4.85%	0.46%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	30	Y	2100-2200	285	62.46%	13.89%	0.09%	3.29%	0.84%	0.68%	0.76%	8.26%	0.00%	1.99%	0.48%	1.09%	0.42%	0.07%	1.31%	4.05%	0.36%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	30	Y	2200-2300	251	59.86%	20.36%	0.08%	2.89%	0.74%	0.69%	0.78%	8.09%	0.00%	1.06%	0.25%	0.59%	0.23%	0.06%	1.10%	2.87%	0.38%	0.00%	100.00%
A2, Fung Yuen Road	RD_002	DD	50	33	Y	2300-0000	162	60.43%	20.08%	0.08%	3.14%	0.81%	0.59%	0.67%	8.52%	0.00%	0.91%	0.22%	0.51%	0.20%	0.09%	1.67%	1.84%	0.26%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0000-0100	4	58.29%	25.12%	0.00%	0.00%	0.00%	0.34%	0.38%	8.00%	0.00%	0.46%	0.14%	0.32%	0.12%	0.07%	1.27%	5.40%	0.09%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0100-0200	4	50.29%	33.67%	0.00%	0.00%	0.00%	0.85%	0.96%	10.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.14%	1.72%	2.06%	0.24%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0200-0300	4	39.03%	54.64%	0.00%	0.00%	0.00%	1.38%	1.69%	0.00%	0.00%	0.00%	0.27%	0.31%	0.24%	0.01%	0.18%	1.64%	0.61%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0300-0400	4	46.09%	39.92%	0.00%	0.00%	0.00%	2.81%	2.81%	0.00%	0.00%	1.47%	0.00%	0.00%	0.00%	0.02%	2.84%	3.11%	0.93%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0400-0500	4	40.83%	50.26%	0.00%	0.00%	0.00%	1.47%	1.79%	0.00%	0.00%	0.00%	0.33%	0.76%	0.29%	0.24%	1.70%	1.49%	0.84%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	0500-0600	4	45.43%	23.12%	0.00%	0.00%	0.00%	2.71%	2.33%	16.29%	0.00%	2.26%	0.34%	0.79%	0.30%	0.21%	4.03%	1.55%	0.64%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	48	Y	0600-0700	8	47.30%	16.63%	0.00%	0.00%	0.00%	0.84%	0.95%	20.08%	0.00%	2.89%	1.83%	4.20%	1.60%	0.08%	1.06%	2.21%	0.33%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	0700-0800	16	58.35%	15.95%	0.00%	0.00%	0.00%	0.89%	1.01%	12.36%	0.00%	1.71%	1.51%	2.96%	1.32%	0.03%	0.41%	2.08%	1.42%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	44	Y	0800-0900	20	53.98%	20.00%	0.00%	0.00%	0.00%	1.30%	1.47%	11.67%	0.00%	2.67%	1.44%	3.30%	1.26%	0.02%	0.32%	2.00%	0.57%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	0900-1000	16	55.91%	19.29%	0.00%	0.00%	0.00%	1.87%	2.11%	13.28%	0.00%	1.72%	0.72%	1.88%	0.72%	0.02%	0.33%	1.36%	0.79%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	47	Y	1000-1100	12	54.52%	15.05%	0.00%	0.00%	0.00%	2.73%	3.08%	15.08%	0.00%	2.11%	0.91%	1.75%	0.86%	0.22%	0.29%	2.33%	1.07%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	47	Y	1100-1200	12	54.93%	12.07%	0.00%	0.00%	0.00%	2.55%	2.87%	15.68%	0.00%	2.63%	0.47%	1.07%	0.41%	0.02%	4.37%	1.92%	1.01%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1200-1300	16	54.43%	18.02%	0.00%	0.00%	0.00%	2.21%	2.36%	16.71%	0.00%	0.55%	0.47%	1.37%	0.61%	0.20%	0.30%	2.26%	0.51%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1300-1400	16	55.61%	23.29%	0.00%	0.00%	0.00%	1.15%	1.29%	12.77%	0.00%	0.47%	0.38%	0.86%	0.63%	0.18%	0.00%	2.84%	0.53%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1400-1500	16	54.78%	20.38%	0.00%	0.00%	0.00%	1.40%	1.84%	14.06%	0.00%	1.87%	0.63%	1.17%	1.13%	0.05%	0.00%	2.07%	0.62%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1500-1600	16	54.32%	20.04%	0.00%	0.00%	0.00%	1.42%	1.61%	16.47%	0.00%	0.50%	0.58%	1.63%	0.20%	0.20%	0.00%	2.40%	0.63%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1600-1700	16	59.58%	17.28%	0.00%	0.00%	0.00%	2.62%	1.27%	14.11%	0.00%	0.49%	0.39%	0.88%	0.34%	0.20%	0.00%	2.31%	0.53%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	44	Y	1700-1800	20	60.94%	17.60%	0.00%	0.00%	0.00%	0.67%	0.76%	13.30%	0.00%	0.43%	0.62%	1.42%	0.54%	0.00%	0.00%	3.43%	0.29%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	44	Y	1800-1900	20	64.13%	19.54%	0.00%	0.00%	0.00%	0.39%	0.44%	11.49%	0.00%	0.29%	0.52%	1.19%	0.46%	0.00%	0.00%	1.40%	0.15%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	45	Y	1900-2000	16	63.37%	18.66%	0.00%	0.00%	0.00%	0.28%	0.32%	11.63%	0.00%	0.30%	0.42%	0.96%	0.32%	0.00%	0.00%	3.62%	0.12%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	47	Y	2000-2100	12	54.71%	23.06%	0.00%	0.00%	0.00%	0.41%	0.46%	16.00%	0.00%	0.54%	0.36%	0.83%	0.32%	0.00%	0.00%	3.10%	0.21%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	44	Y	2100-2200	20	60.28%	17.71%	0.00%	0.00%	0.00%	0.20%	0.23%	16.99%	0.00%	0.31%	0.41%	0.95%	0.36%	0.00%	0.00%	2.42%	0.14%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	48	Y	2200-2300	8	53.83%	25.98%	0.00%	0.00%	0.00%	0.39%	0.44%	15.76%	0.00%	0.33%	0.28%	0.64%	0.25%	0.00%	0.00%	1.83%	0.27%	0.00%	100.00%
A3, Fung Yuen Road	RD_003	DD	50	49	Y	2300-0000	4	49.41%	30.06%	0.00%	0.00%	0.00%	0.14%	0.16%	16.98%	0.00%	0.14%	0.24%	0.30%	0.21%	0.00%	0.00%	2.31%	0.05%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	68	Y	0000-0100	416	64.42%	22.41%	0.06%	2.18%	0.56%	0.66%	0.74%	5.04%	0.00%	0.28%	0.07%	0.15%	0.06%	0.04%	0.80%	2.24%	0.29%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	69	Y	0100-0200	154	51.52%	36.36%	0.03%	1.18%	0.30%	2.07%	2.33%	2.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	1.44%	1.52%	0.90%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	70	Y	0200-0300	76	51.52%	39.39%	0.06%	2.36%	0.61%	1.77%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	0.77%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	70	Y	0300-0400	76	45.45%	34.85%	0.09%	3.55%	0.91%	4.73%	5.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.03%	2.06%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	70	Y	0400-0500	58	28.57%	40.82%	0.20%	7.96%	2.04%	6.37%	7.18%	0.00%	0.00%	2.04%	0.49%	1.12%	0.43%	0.00%	0.00%	0.00%	2.78%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	69	Y	0500-0600	145	32.80%	26.40%	0.03%	1.25%	0.32%	4.37%	4.93%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.24%	4.56%	3.20%	1.90%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	68	Y	0600-0700	425	33.99%	22.19%	0.09%	3.63%	0.93%	1.82%	2.05%	16.16%	0.00%	5.21%	1.25%	2.86%	1.09%	0.23%	4.42%	2.74%	1.34%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	66	Y	0700-0800	922	46.02%	16.94%	0.09%	3.55%	0.91%	2.71%	3.06%	8.34%	0.00%	5.82%	1.40%	3.20%	1.22%	0.09%	1.80%	3.29%	1.56%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	62	Y	0800-0900	1600	52.45%	18.43%	0.09%	3.69%	0.95%	3.21%	3.62%	4.66%	0.00%	3.50%	0.84%	1.92%	0.73%	0.08%	1.52%	2.18%	2.13%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	64	Y	0900-1000	1250	46.22%	17.43%	0.19%	7.49%	1.92%	5.27%	5.95%	5.22%	0.00%	1.58%	0.38%	0.87%	0.33%	0.07%	1.24%	2.05%	3.79%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	66	Y	1000-1100	900	44.02%	11.27%	0.24%	9.30%	2.38%	7.53%	8.49%	6.61%	0.00%	0.65%	0.16%	0.36%	0.14%	0.06%	1.23%	2.59%	4.97%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	66	Y	1100-1200	899	48.51%	10.25%	0.23%	8.80%	2.26%	6.32%	7.13%	6.87%	0.00%	1.30%	0.31%	0.71%	0.27%	0.07%	1.36%	1.82%	3.79%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	65	Y	1200-1300	1116	54.23%	9.11%	0.16%	6.27%	1.61%	5.35%	6.04%	5.68%	0.00%	1.50%	0.36%	0.83%	0.32%	0.05%	1.02%	4.82%	2.65%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	64	Y	1300-1400	1422	54.81%	12.37%	0.16%	6.37%	1.63%	4.86%	5.48%	4.55%	0.00%	1.09%	0.26%	0.60%	0.23%	0.05%	0.88%	3.28%	3.38%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	65	Y	1400-1500	1194	54.61%	11.02%	0.15%	5.78%	1.48%	5.98%	6.75%	5.21%	0.00%	1.10%	0.26%	0.61%	0.23%	0.06%	1.14%	2.51%	3.11%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	65	Y	1500-1600	1100	53.81%	11.20%	0.13%	5.26%	1.35%	6.61%	7.46%	5.43%	0.00%	0.87%	0.21%	0.48%	0.18%	0.05%	1.03%	2.72%	3.21%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	64	Y	1600-1700	1253	55.83%	11.35%	0.16%	6.18%	1.58%	4.95%	5.58%	5.06%	0.00%	1.62%	0.39%	0.89%	0.34%	0.05%	1.00%	2.39%	2.63%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	64	Y	1700-1800	1404	62.26%	10.65%	0.12%	4.72%	1.21%	3.26%	3.67%	4.68%	0.00%	1.62%	0.39%	0.89%	0.34%	0.06%	1.05%	3.49%	1.59%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	62	Y	1800-1900	1610	66.94%	10.40%	0.12%	4.81%	1.23%	2.00%	2.26%	4.38%	0.00%	1.19%	0.29%	0.65%	0.25%	0.05%	0.99%	3.49%	0.95%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	64	Y	1900-2000	1398	68.53%	10.86%	0.12%	4.87%	1.25%	0.90%	1.02%	5.56%	0.00%	1.11%	0.27%	0.61%	0.23%	0.04%	0.73%	3.51%	0.39%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	65	Y	2000-2100	1070	68.45%	11.63%	0.08%	3.23%	0.83%	1.18%	1.33%	5.93%	0.00%	1.12%	0.27%	0.62%	0.23%	0.03%	0.64%	3.80%	0.63%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	66	Y	2100-2200	928	66.06%	13.29%	0.09%	3.52%	0.90%	0.45%	0.51%	5.94%	0.00%	1.68%	0.40%	0.92%	0.35%	0.05%	0.86%	4.65%	0.33%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	66	Y	2200-2300	797	67.56%	17.42%	0.06%	2.23%	0.57%	0.29%	0.33%	6.31%	0.00%	0.60%	0.14%	0.33%	0.13%	0.05%	1.00%	2.70%	0.28%	0.00%	100.00%
B1, Ting Kok Road	RD_004	PD	70	68	Y	2300-0000	482	65.28%	18.86%	0.07%	2.90%	0.74%	0.48%	0.55%	6.20%	0.00%	0.74%	0.18%	0.41%	0.16%	0.05%	0.94%	2.23%	0.21%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	69	Y	0000-0100	266	59.22%	23.88%	0.11%	4.27%	1.09%	1.16%	1.31%	5.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	1.42%	1.49%	0.51%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	69	Y	0100-0200	151	50.02%	35.96%	0.07%	2.74%	0.70%	2.39%	2.70%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	1.04%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	70	Y	0200-0300	60	34.79%	41.30%	0.22%	8.48%	2.17%	4.24%	4.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.17%	1.85%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	70	Y	0300-0400	67	15.67%	45.10%	0.16%	6.12%	1.57%	4.59%	5.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.10%	1.86%	15.69%	3.96%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	70	Y	0400-0500	59	15.91%	54.55%	0.18%	7.09%	1.82%	7.09%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.11%	2.16%	0.00%	3.09%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	69	Y	0500-0600	182	41.60%	28.47%	0.16%	6.26%	1.61%	3.70%	4.18%	5.11%	0.00%	0.73%	0.18%	0.40%	0.15%	0.15%	2.77%	2.19%	2.34%	0.00%	100.00%

B2, Ting Kok Road	RD_005	PD	70	66	Y	0600-0700	917	62.15%	12.57%	0.13%	4.96%	1.27%	1.80%	2.03%	7.51%	0.00%	1.45%	0.35%	0.79%	0.30%	0.08%	1.51%	2.31%	0.79%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	49	Y	0700-0800	2255	70.86%	8.99%	0.12%	4.77%	1.22%	1.54%	1.73%	4.05%	0.00%	1.12%	0.27%	0.61%	0.23%	0.06%	1.17%	2.12%	1.14%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	59	Y	0800-0900	1780	58.09%	15.56%	0.12%	4.76%	1.22%	2.56%	2.88%	4.47%	0.00%	2.38%	0.57%	1.31%	0.50%	0.07%	1.27%	2.90%	1.34%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	63	Y	0900-1000	1514	55.77%	14.62%	0.18%	7.04%	1.80%	3.59%	4.05%	4.90%	0.00%	1.31%	0.32%	0.72%	0.28%	0.06%	1.08%	1.93%	2.35%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1000-1100	1259	51.79%	11.05%	0.24%	9.28%	2.38%	5.17%	5.84%	5.26%	0.00%	0.84%	0.20%	0.46%	0.18%	0.05%	1.00%	2.95%	3.31%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1100-1200	1291	55.85%	6.67%	0.23%	9.05%	2.32%	5.53%	6.23%	5.34%	0.00%	0.62%	0.15%	0.34%	0.13%	0.06%	1.07%	2.87%	3.54%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1200-1300	1359	57.40%	8.82%	0.24%	9.26%	2.37%	3.72%	4.19%	5.48%	0.00%	1.42%	0.34%	0.78%	0.30%	0.07%	1.25%	2.23%	2.13%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1300-1400	1309	56.01%	13.68%	0.13%	5.17%	1.33%	4.02%	4.54%	6.00%	0.00%	1.05%	0.25%	0.58%	0.22%	0.07%	1.30%	3.58%	2.07%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1400-1500	1268	55.88%	10.11%	0.15%	5.93%	1.52%	5.85%	6.60%	5.43%	0.00%	0.76%	0.18%	0.42%	0.16%	0.07%	1.24%	1.52%	4.18%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	65	Y	1500-1600	1209	53.41%	11.85%	0.20%	7.73%	1.98%	4.84%	5.46%	6.04%	0.00%	0.91%	0.22%	0.50%	0.19%	0.07%	1.30%	2.16%	3.14%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1600-1700	1419	52.81%	7.57%	0.27%	10.68%	2.74%	4.96%	5.60%	5.15%	0.00%	1.07%	0.26%	0.59%	0.22%	0.07%	1.38%	3.59%	3.04%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	63	Y	1700-1800	1550	57.49%	8.63%	0.19%	7.56%	1.94%	3.09%	3.48%	5.16%	0.00%	2.49%	0.60%	1.37%	0.52%	0.06%	1.18%	4.80%	1.44%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	64	Y	1800-1900	1370	63.28%	10.06%	0.17%	6.51%	1.67%	1.41%	1.59%	6.04%	0.00%	1.81%	0.43%	1.00%	0.38%	0.06%	1.15%	3.72%	0.72%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	66	Y	1900-2000	899	56.45%	14.57%	0.13%	5.02%	1.29%	1.14%	1.28%	8.74%	0.00%	1.53%	0.37%	0.84%	0.32%	0.11%	2.04%	5.52%	0.65%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	67	Y	2000-2100	678	57.93%	12.80%	0.06%	2.38%	0.61%	0.63%	0.72%	12.80%	0.00%	2.03%	0.49%	1.12%	0.43%	0.09%	1.74%	5.89%	0.28%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	67	Y	2100-2200	600	58.86%	14.48%	0.08%	3.05%	0.78%	0.90%	1.01%	10.57%	0.00%	2.30%	0.55%	1.26%	0.48%	0.09%	1.75%	3.45%	0.39%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	68	Y	2200-2300	544	52.16%	23.29%	0.09%	3.55%	0.91%	1.09%	1.23%	9.87%	0.00%	1.52%	0.36%	0.84%	0.32%	0.06%	1.20%	3.04%	0.47%	0.00%	100.00%
B2, Ting Kok Road	RD_005	PD	70	68	Y	2300-0000	382	55.59%	21.30%	0.09%	3.38%	0.87%	0.70%	0.79%	10.83%	0.00%	1.08%	0.26%	0.60%	0.23%	0.13%	2.40%	1.44%	0.31%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	68	Y	0000-0100	369	64.42%	22.41%	0.06%	2.18%	0.56%	0.66%	0.74%	5.04%	0.00%	0.28%	0.07%	0.15%	0.06%	0.04%	0.80%	2.24%	0.29%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	69	Y	0100-0200	137	51.52%	36.36%	0.03%	1.18%	0.30%	2.07%	2.33%	2.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	1.44%	1.52%	0.90%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	70	Y	0200-0300	68	51.52%	39.39%	0.06%	2.36%	0.61%	1.77%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	0.77%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	70	Y	0300-0400	68	45.45%	34.85%	0.09%	3.55%	0.91%	4.73%	5.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.03%	2.06%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	70	Y	0400-0500	51	28.57%	40.82%	0.20%	7.96%	2.04%	6.37%	7.18%	0.00%	0.00%	2.04%	0.49%	1.12%	0.43%	0.00%	0.00%	0.00%	2.78%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	69	Y	0500-0600	130	32.80%	26.40%	0.03%	1.25%	0.32%	4.37%	4.93%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.24%	4.56%	3.20%	1.90%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	68	Y	0600-0700	377	33.99%	22.19%	0.09%	3.63%	0.93%	1.82%	2.05%	16.16%	0.00%	5.21%	1.25%	2.86%	1.09%	0.23%	4.42%	2.74%	1.34%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	0700-0800	818	46.02%	16.94%	0.09%	3.55%	0.91%	2.71%	3.06%	8.34%	0.00%	5.82%	1.40%	3.20%	1.22%	0.09%	1.80%	3.29%	1.56%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	64	Y	0800-0900	1420	52.45%	18.43%	0.09%	3.69%	0.95%	3.21%	3.62%	4.66%	0.00%	3.50%	0.84%	1.92%	0.73%	0.08%	1.52%	2.18%	2.13%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	0900-1000	1110	46.22%	17.43%	0.19%	7.49%	1.92%	5.27%	5.95%	5.22%	0.00%	1.58%	0.38%	0.87%	0.33%	0.07%	1.24%	2.05%	3.79%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	1000-1100	799	44.02%	11.27%	0.24%	9.30%	2.38%	7.53%	8.49%	6.61%	0.00%	0.65%	0.16%	0.36%	0.14%	0.06%	1.23%	2.59%	4.97%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	1100-1200	797	48.51%	10.25%	0.23%	8.80%	2.26%	6.32%	7.13%	6.87%	0.00%	1.30%	0.31%	0.71%	0.27%	0.07%	1.36%	1.82%	3.79%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	1200-1300	950	54.23%	9.11%	0.16%	6.27%	1.61%	5.35%	6.04%	5.68%	0.00%	1.50%	0.36%	0.83%	0.32%	0.05%	1.02%	4.82%	2.65%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	1300-1400	1209	54.81%	12.37%	0.16%	6.37%	1.63%	4.86%	5.48%	4.55%	0.00%	1.09%	0.26%	0.60%	0.23%	0.05%	0.88%	3.28%	3.38%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	1400-1500	1015	54.61%	11.02%	0.15%	5.78%	1.48%	5.98%	6.75%	5.21%	0.00%	1.10%	0.26%	0.61%	0.23%	0.06%	1.14%	2.51%	3.11%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	1500-1600	936	53.81%	11.20%	0.13%	5.26%	1.35%	6.61%	7.46%	5.43%	0.00%	0.87%	0.21%	0.48%	0.18%	0.05%	1.03%	2.72%	3.21%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	1600-1700	1067	55.83%	11.35%	0.16%	6.18%	1.58%	4.95%	5.58%	5.06%	0.00%	1.62%	0.39%	0.89%	0.34%	0.05%	1.00%	2.39%	2.63%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	1700-1800	1195	62.26%	10.65%	0.12%	4.72%	1.21%	3.26%	3.67%	4.68%	0.00%	1.62%	0.39%	0.89%	0.34%	0.06%	1.05%	3.49%	1.59%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	64	Y	1800-1900	1370	66.94%	10.40%	0.12%	4.81%	1.23%	2.00%	2.26%	4.38%	0.00%	1.19%	0.29%	0.65%	0.25%	0.05%	0.99%	3.49%	0.95%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	65	Y	1900-2000	1190	68.53%	10.86%	0.12%	4.87%	1.25%	0.90%	1.02%	5.56%	0.00%	1.11%	0.27%	0.61%	0.23%	0.04%	0.73%	3.51%	0.39%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	2000-2100	910	68.45%	11.63%	0.08%	3.23%	0.83%	1.18%	1.33%	5.93%	0.00%	1.12%	0.27%	0.62%	0.23%	0.03%	0.64%	3.80%	0.63%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	66	Y	2100-2200	789	66.06%	13.29%	0.09%	3.52%	0.90%	0.45%	0.51%	5.94%	0.00%	1.68%	0.40%	0.92%	0.35%	0.05%	0.86%	4.65%	0.33%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	67	Y	2200-2300	678	67.56%	17.42%	0.06%	2.23%	0.57%	0.29%	0.33%	6.31%	0.00%	0.60%	0.14%	0.33%	0.13%	0.05%	1.00%	2.70%	0.28%	0.00%	100.00%
C1, Ting Kok Road	RD_006	PD	70	68	Y	2300-0000	410	65.28%	18.86%	0.07%	2.90%	0.74%	0.48%	0.55%	6.20%	0.00%	0.74%	0.18%	0.41%	0.16%	0.05%	0.94%	2.23%	0.21%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	69	Y	0000-0100	226	59.22%	23.88%	0.11%	4.27%	1.09%	1.16%	1.31%	5.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	1.42%	1.49%	0.51%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	69	Y	0100-0200	128	50.02%	35.96%	0.07%	2.74%	0.70%	2.39%	2.70%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	1.04%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	70	Y	0200-0300	52	34.79%	41.30%	0.22%	8.48%	2.17%	4.24%	4.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.17%	1.85%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	70	Y	0300-0400	57	15.67%	45.10%	0.16%	6.12%	1.57%	4.59%	5.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.10%	1.86%	15.69%	3.96%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	70	Y	0400-0500	49	15.91%	54.55%	0.18%	7.09%	1.82%	7.09%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.11%	2.16%	0.00%	3.09%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	69	Y	0500-0600	154	41.60%	28.47%	0.16%	6.26%	1.61%	3.70%	4.18%	5.11%	0.00%	0.73%	0.18%	0.40%	0.15%	0.15%	2.77%	2.19%	2.34%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	67	Y	0600-0700	778	62.15%	12.57%	0.13%	4.96%	1.27%	1.80%	2.03%	7.51%	0.00%	1.45%	0.35%	0.79%	0.30%	0.08%	1.51%	2.31%	0.79%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	56	Y	0700-0800	1914	70.86%	8.99%	0.12%	4.77%	1.22%	1.54%	1.73%	4.05%	0.00%	1.12%	0.27%	0.61%	0.23%	0.06%	1.17%	2.12%	1.14%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	63	Y	0800-0900	1510	58.09%	15.56%	0.12%	4.76%	1.22%	2.56%	2.88%	4.47%	0.00%	2.38%	0.57%	1.31%	0.50%	0.07%	1.27%	2.90%	1.34%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	64	Y	0900-1000	1284	55.77%	14.62%	0.18%	7.04%	1.80%	3.59%	4.05%	4.90%	0.00%	1.31%	0.32%	0.72%	0.28%	0.06%	1.08%	1.93%	2.35%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1000-1100	1068	51.79%	11.05%	0.24%	9.28%	2.38%	5.17%	5.84%	5.26%	0.00%	0.84%	0.20%	0.46%	0.18%	0.05%	1.00%	2.95%	3.31%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1100-1200	1096	55.85%	6.67%	0.23%	9.05%	2.32%	5.53%	6.23%	5.34%	0.00%	0.62%	0.15%	0.34%	0.13%	0.06%	1.07%	2.87%	3.54%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1200-1300	1151	57.40%	8.82%	0.24%	9.26%	2.37%	3.72%	4.19%	5.48%	0.00%	1.42%	0.34%	0.78%	0.30%	0.07%	1.25%	2.23%	2.13%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1300-1400	1109	56.01%	13.68%	0.13%	5.17%	1.33%	4.02%	4.54%	6.00%	0.00%	1.05%	0.25%	0.58%	0.22%	0.07%	1.30%	3.58%	2.07%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1400-1500	1074	55.88%	10.11%	0.15%	5.93%	1.52%	5.85%	6.60%	5.43%	0.00%	0.76%	0.18%	0.42%	0.16%	0.07%	1.24%	1.52%	4.18%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1500-1600	1024	53.41%	11.85%	0.20%	7.73%	1.98%	4.84%	5.46%	6.04%	0.00%	0.91%	0.22%	0.50%	0.19%	0.07%	1.30%	2.16%	3.14%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1600-1700	1202	52.81%	7.57%	0.27%	10.68%	2.74%	4.96%	5.60%	5.15%	0.00%	1.07%	0.26%	0.59%	0.22%	0.07%	1.38%	3.59%	3.04%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	64	Y	1700-1800	1311	57.49%	8.63%	0.19%	7.56%	1.94%	3.09%	3.48%	5.16%	0.00%	2.49%	0.60%	1.37%	0.52%	0.06%	1.18%	4.80%	1.44%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	65	Y	1800-1900	1160	63.28%	10.06%	0.17%	6.51%	1.67%	1.41%	1.59%	6.04%	0.00%	1.81%	0.43%	1.00%	0.38%	0.06%	1.15%	3.72%	0.72%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	67	Y	1900-2000	761	56.45%	14.57%	0.13%	5.02%	1.29%	1.14%	1.28%	8.74%	0.00%	1.53%	0.37%	0.84%	0.32%	0.11%	2.04%	5.52%	0.65%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	67	Y	2000-2100	574	57.93%	12.80%	0.06%	2.38%	0.61%	0.63%	0.72%	12.80%	0.00%	2.03%	0.49%	1.12%	0.43%	0.09%	1.74%	5.89%	0.28%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	68	Y	2100-2200	508	58.86%	14.48%	0.08%	3.05%	0.78%	0.90%	1.01%	10.57%	0.00%	2.30%	0.55%	1.26%	0.48%	0.09%	1.75%	3.45%	0.39%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	68	Y	2200-2300	461	52.16%	23.29%	0.09%	3.55%	0.91%	1.09%	1.23%	9.87%	0.00%	1.52%	0.36%	0.84%	0.32%	0.06%	1.20%	3.04%	0.47%	0.00%	100.00%
C2, Ting Kok Road	RD_007	PD	70	69	Y	2300-0000	323	55.59%	21.30%	0.09%	3.38%	0.87%	0.70%	0.79%	10.83%	0.00%	1.08%	0.26%	0.60%	0.23%	0.13%	2.40%	1.44%	0.31%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	69	Y	0000-0100	292	64.42%	22.41%	0.06%	2.18%	0.56%	0.66%	0.74%	5.04%	0.00%	0.28%	0.07%	0.15%	0.06%	0.04%	0.80%	2.24%	0.29%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	70	Y	0100-0200	107	51.52%	36.36%	0.03%	1.18%	0.30%	2.07%	2.33%	2.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	1.44%	1.52%	0.90%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	70	Y	0200-0300	54	51.52%	39.39%	0.06%	2.36%	0.61%	1.77%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	0.77%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	70	Y	0300-0400	54	45.45%	34.85%	0.09%	3.55%	0.91%	4.73%	5.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.03%	2.06%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	70	Y	0400-0500	40	28.57%	40.82%	0.20%	7.96%	2.04%	6.37%	7.18%	0.00%	0.00%	2.04%	0.49%	1.12%	0.43%	0.00%	0.00%	0.00%	2.78%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	70	Y	0500-0600	102	32.80%	26.40%	0.03%	1.25%	0.32%	4.37%	4.93%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.24%	4.56%	3.20%	1.90%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	69	Y	0600-0700	298	33.99%	22.19%	0.09%	3.63%	0.93%	1.82%	2.05%	16.16%	0.00%	5.21%	1.25%	2.86%	1.09%	0.23%	4.42%	2.74%	1.34%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	67	Y	0700-0800	645	46.02%	16.94%	0.09%	3.55%	0.91%	2.71%	3.06%	8.34%	0.00%	5.82%	1.40%	3.20%	1.22%	0.09%	1.80%	3.29%	1.56%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	65	Y	0800-0900	1120	52.45%	18.43%	0.09%	3.69%	0.95%	3.21%	3.62%	4.66%	0.00%	3.50%	0.84%	1.92%	0.73%	0.08%	1.52%	2.18%	2.13%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	0900-1000	875	46.22%	17.43%	0.19%	7.49%	1.92%	5.27%	5.95%	5.22%	0.00%	1.58%	0.38%	0.87%	0.33%	0.07%	1.24%	2.05%	3.79%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	67	Y	1000-1100	630	44.02%	11.27%	0.24%	9.30%	2.38%	7.53%	8.49%	6.61%	0.00%	0.65%	0.16%	0.36%	0.14%	0.06%	1.23%	2.59%	4.97%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	67	Y	1100-1200	629	48.51%	10.25%	0.23%	8.80%	2.26%	6.32%	7.13%	6.87%	0.00%	1.30%	0.31%	0.71%	0.27%	0.07%	1.36%	1.82%	3.79%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	1200-1300	845	54.23%	9.11%	0.16%	6.27%	1.61%	5.35%	6.04%	5.68%	0.00%	1.50%	0.36%	0.83%	0.32%	0.05%	1.02%	4.82%	2.65%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	65	Y	1300-1400	1076	54.81%	12.37%	0.16%	6.37%	1.63%	4.86%	5.48%	4.55%	0.00%	1.09%	0.26%	0.60%	0.23%	0.05%	0.88%	3.28%	3.38%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	1400-1500	904	54.61%	11.02%	0.15%	5.78%	1.48%	5.98%	6.75%	5.21%	0.00%	1.10%	0.26%	0.61%	0.23%	0.06%	1.14%	2.51%	3.11%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	1500-1600	834	53.81%	11.20%	0.13%	5.26%	1.35%	6.61%	7.46%	5.43%	0.00%	0.87%	0.21%	0.48%	0.18%	0.05%	1.03%	2.72%	3.21%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	1600-1700	950	55.83%	11.35%	0.16%	6.18%	1.58%	4.95%	5.58%	5.06%	0.00%	1.62%	0.39%	0.89%	0.34%	0.05%	1.00%	2.39%	2.63%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	65	Y	1700-1800	1064	62.26%	10.65%	0.12%	4.72%	1.21%	3.26%	3.67%	4.68%	0.00%	1.62%	0.39%	0.89%	0.34%	0.06%	1.05%	3.49%	1.59%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	65	Y	1800-1900	1220	66.94%	10.40%	0.12%	4.81%	1.23%	2.00%	2.26%	4.38%	0.00%	1.19%	0.29%	0.65%	0.25%	0.05%	0.99%	3.49%	0.95%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	65	Y	1900-2000	1059	68.53%	10.86%	0.12%	4.87%	1.25%	0.90%	1.02%	5.56%	0.00%	1.11%	0.27%	0.61%	0.23%	0.04%	0.73%	3.51%	0.39%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	66	Y	2000-2100	811	68.45%	11.63%	0.08%	3.23%	0.83%	1.18%	1.33%	5.93%	0.00%	1.12%	0.27%	0.62%	0.23%	0.03%	0.64%	3.80%	0.63%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	67	Y	2100-2200	703	66.06%	13.29%	0.09%	3.52%	0.90%	0.45%	0.51%	5.94%	0.00%	1.68%	0.40%	0.92%	0.35%	0.05%	0.86%	4.65%	0.33%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	67	Y	2200-2300	603	67.56%	17.42%	0.06%	2.23%	0.57%	0.29%	0.33%	6.31%	0.00%	0.60%	0.14%	0.33%	0.13%	0.05%	1.00%	2.70%	0.28%	0.00%	100.00%
D1, Ting Kok Road	RD_008	PD	70	68	Y	2300-0000	365	65.28%	18.86%	0.07%	2.90%	0.74%	0.48%	0.55%	6.20%	0.00%	0.74%	0.18%	0.41%	0.16%	0.05%	0.94%	2.23%	0.21%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	69	Y	0000-0100	205	59.22%	23.88%	0.11%	4.27%	1.09%	1.16%	1.31%	5.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	1.42%	1.49%	0.51%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	69	Y	0100-0200	116	50.02%	35.96%	0.07%	2.74%	0.70%	2.39%	2.70%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	1.04%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	70	Y	0200-0300	47	34.79%	41.30%	0.22%	8.48%	2.17%	4.24%	4.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.17%	1.85%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	70	Y	0300-0400	52	15.67%	45.10%	0.16%	6.12%	1.57%	4.59%	5.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.10%	1.86%	15.69%	3.96%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	70	Y	0400-0500	45	15.91%	54.55%	0.18%	7.09%	1.82%	7.09%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.11%	2.16%	0.00%	3.09%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	69	Y	0500-0600	140	41.60%	28.47%	0.16%	6.26%	1.61%	3.70%	4.18%	5.11%	0.00%	0.73%	0.18%	0.40%	0.15%	0.15%	2.77%	2.19%	2.34%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	67	Y	0600-0700	706	62.15%	12.57%	0.13%	4.96%	1.27%	1.80%	2.03%	7.51%	0.00%	1.45%	0.35%	0.79%	0.30%	0.08%	1.51%	2.31%	0.79%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	59	Y	0700-0800	1736	70.86%	8.99%	0.12%	4.77%	1.22%	1.54%	1.73%	4.05%	0.00%	1.12%	0.27%	0.61%	0.23%	0.06%	1.17%	2.12%	1.14%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	64	Y	0800-0900	1370	58.09%	15.56%	0.12%	4.76%	1.22%	2.56%	2.88%	4.47%	0.00%	2.38%	0.57%	1.31%	0.50%	0.07%	1.27%	2.90%	1.34%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	65	Y	0900-1000	1165	55.77%	14.62%	0.18%	7.04%	1.80%	3.59%	4.05%	4.90%	0.00%	1.31%	0.32%	0.72%	0.28%	0.06%	1.08%	1.93%	2.35%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	66	Y	1000-1100	969	51.79%	11.05%	0.24%	9.28%	2.38%	5.17%	5.84%	5.26%	0.00%	0.84%	0.20%	0.46%	0.18%	0.05%	1.00%	2.95%	3.31%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	66	Y	1100-1200	993	55.85%	6.67%	0.23%	9.05%	2.32%	5.53%	6.23%	5.34%	0.00%	0.62%	0.15%	0.34%	0.13%	0.06%	1.07%	2.87%	3.54%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	65	Y	1200-1300	1011	57.40%	8.82%	0.24%	9.26%	2.37%	3.72%	4.19%	5.48%	0.00%	1.42%	0.34%	0.78%	0.30%	0.07%	1.25%	2.23%	2.13%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	66	Y	1300-1400	975	56.01%	13.68%	0.13%	5.17%	1.33%	4.02%	4.54%	6.00%	0.00%	1.05%	0.25%	0.58%	0.22%	0.07%	1.30%	3.58%	2.07%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	66	Y	1400-1500	944	55.88%	10.11%	0.15%	5.93%	1.52%	5.85%	6.60%	5.43%	0.00%	0.76%	0.18%	0.42%	0.16%	0.07%	1.24%	1.52%	4.18%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	66	Y	1500-1600	901	53.41%	11.85%	0.20%	7.73%	1.98%	4.84%	5.46%	6.04%	0.00%	0.91%	0.22%	0.50%	0.19%	0.07%	1.30%	2.16%	3.14%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	65	Y	1600-1700	1057	52.81%	7.57%	0.27%	10.68%	2.74%	4.96%	5.60%	5.15%	0.00%	1.07%	0.26%	0.59%	0.22%	0.07%	1.38%	3.59%	3.04%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	65	Y	1700-1800	1154	57.49%	8.63%	0.19%	7.56%	1.94%	3.09%	3.48%	5.16%	0.00%	2.49%	0.60%	1.37%	0.52%	0.06%	1.18%	4.80%	1.44%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	65	Y	1800-1900	1020	63.28%	10.06%	0.17%	6.51%	1.67%	1.41%	1.59%	6.04%	0.00%	1.81%	0.43%	1.00%	0.38%	0.06%	1.15%	3.72%	0.72%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	67	Y	1900-2000	669	56.45%	14.57%	0.13%	5.02%	1.29%	1.14%	1.28%	8.74%	0.00%	1.53%	0.37%	0.84%	0.32%	0.11%	2.04%	5.52%	0.65%	0.00%	100.00%

D2, Ting Kok Road	RD_009	PD	70	68	Y	2000-2100	505	57.93%	12.80%	0.06%	2.38%	0.61%	0.63%	0.72%	12.80%	0.00%	2.03%	0.49%	1.12%	0.43%	0.09%	1.74%	5.89%	0.28%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	68	Y	2100-2200	447	58.86%	14.48%	0.08%	3.05%	0.78%	0.90%	1.01%	10.57%	0.00%	2.30%	0.55%	1.26%	0.48%	0.09%	1.75%	3.45%	0.39%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	68	Y	2200-2300	405	52.16%	23.29%	0.09%	3.55%	0.91%	1.09%	1.23%	9.87%	0.00%	1.52%	0.36%	0.84%	0.32%	0.06%	1.20%	3.04%	0.47%	0.00%	100.00%
D2, Ting Kok Road	RD_009	PD	70	69	Y	2300-0000	284	55.59%	21.30%	0.09%	3.38%	0.87%	0.70%	0.79%	10.83%	0.00%	1.08%	0.26%	0.60%	0.23%	0.13%	2.40%	1.44%	0.31%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	39	Y	0000-0100	149	19.30%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	1.20%	0.29%	0.66%	0.25%	2.47%	46.93%	1.20%	0.20%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	41	Y	0100-0200	123	11.59%	0.00%	0.06%	2.26%	0.58%	2.83%	3.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	67.46%	2.90%	1.23%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	47	Y	0200-0300	47	11.54%	15.38%	0.54%	21.00%	5.38%	12.00%	13.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	47	Y	0300-0400	44	20.00%	20.00%	0.32%	12.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	0.00%	8.08%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	45	Y	0400-0500	70	10.25%	23.08%	0.15%	6.00%	1.54%	5.00%	5.64%	0.00%	0.00%	2.56%	0.62%	1.41%	0.54%	1.67%	31.67%	5.13%	4.74%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	34	Y	0500-0600	226	4.73%	11.02%	0.00%	0.00%	0.00%	2.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	68.82%	0.79%	1.99%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	0600-0700	453	9.45%	16.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	8.66%	2.08%	4.76%	1.82%	1.97%	37.40%	1.57%	2.79%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	0700-0800	506	15.51%	20.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	8.80%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	0800-0900	670	22.33%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	3.72%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	0900-1000	464	20.01%	35.38%	0.17%	6.60%	1.69%	8.85%	9.98%	0.00%	0.00%	3.85%	0.92%	2.12%	0.81%	0.23%	4.38%	0.00%	5.01%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	1000-1100	455	28.61%	19.61%	0.23%	8.87%	2.27%	12.39%	13.98%	0.00%	0.00%	1.18%	0.28%	0.65%	0.25%	0.24%	4.47%	0.00%	6.97%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1100-1200	437	33.88%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	1.63%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	1200-1300	512	35.31%	9.91%	0.13%	5.07%	1.30%	10.26%	11.58%	0.31%	0.00%	5.26%	1.26%	2.89%	1.11%	0.15%	2.94%	6.50%	6.02%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1300-1400	342	26.85%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	5.56%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1400-1500	394	24.20%	15.73%	0.21%	8.18%	2.10%	9.59%	10.82%	0.40%	0.00%	6.85%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	4.99%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1500-1600	354	32.31%	13.00%	0.23%	9.09%	2.33%	10.84%	12.23%	0.00%	0.00%	2.24%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	7.87%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1600-1700	348	28.78%	11.42%	0.21%	8.19%	2.10%	7.48%	8.44%	0.00%	0.00%	7.76%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	4.17%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	29	Y	1700-1800	490	40.11%	8.74%	0.20%	7.83%	2.01%	3.53%	3.99%	0.00%	0.00%	10.36%	2.49%	5.70%	2.17%	0.08%	1.54%	7.44%	3.81%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1800-1900	430	40.96%	13.28%	0.18%	6.91%	1.77%	2.45%	2.76%	0.00%	0.00%	9.96%	2.39%	5.48%	2.09%	0.30%	5.61%	4.06%	1.80%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	30	Y	1900-2000	295	29.01%	23.66%	0.09%	3.35%	0.86%	2.73%	3.08%	0.00%	0.00%	5.38%	1.29%	2.96%	1.13%	0.99%	18.90%	3.23%	3.34%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	36	Y	2000-2100	194	37.71%	27.05%	0.13%	5.11%	1.31%	0.96%	1.08%	0.00%	0.00%	2.46%	0.59%	1.35%	0.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	37	Y	2100-2200	182	17.40%	35.65%	0.10%	4.07%	1.04%	3.73%	4.21%	0.00%	0.00%	2.61%	0.63%	1.43%	0.55%	0.96%	18.17%	4.35%	5.10%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	37	Y	2200-2300	179	18.60%	15.04%	0.05%	2.07%	0.53%	4.14%	4.67%	0.00%	0.00%	2.65%	0.64%	1.46%	0.56%	2.04%	38.67%	4.42%	4.46%	0.00%	100.00%
E, Dai Fu Street	RD_010	LD	50	40	Y	2300-0000	137	20.92%	24.42%	0.07%	2.72%	0.70%	0.91%	1.02%	1.16%	0.00%	2.33%	0.56%	1.28%	0.49%	2.09%	39.77%	1.16%	0.40%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	40	Y	0000-0100	73	19.30%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	1.20%	0.29%	0.66%	0.25%	2.47%	46.93%	1.20%	0.20%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	41	Y	0100-0200	61	11.59%	0.00%	0.06%	2.26%	0.58%	2.83%	3.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	67.46%	2.90%	1.23%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	47	Y	0200-0300	23	11.54%	15.38%	0.54%	21.00%	5.38%	12.00%	13.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	47	Y	0300-0400	22	20.00%	20.00%	0.32%	12.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	0.00%	8.08%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	45	Y	0400-0500	35	10.25%	23.08%	0.15%	6.00%	1.54%	5.00%	5.64%	0.00%	0.00%	2.56%	0.62%	1.41%	0.54%	1.67%	31.67%	5.13%	4.74%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	34	Y	0500-0600	111	4.73%	11.02%	0.00%	0.00%	0.00%	2.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	68.82%	0.79%	1.99%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	29	Y	0600-0700	223	9.45%	16.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	8.66%	2.08%	4.76%	1.82%	1.97%	37.40%	1.57%	2.79%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	29	Y	0700-0800	249	15.51%	20.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	8.80%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	29	Y	0800-0900	330	22.33%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	3.72%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	29	Y	0900-1000	228	20.01%	35.38%	0.17%	6.60%	1.69%	8.85%	9.98%	0.00%	0.00%	3.85%	0.92%	2.12%	0.81%	0.23%	4.38%	0.00%	5.01%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	29	Y	1000-1100	223	28.61%	19.61%	0.23%	8.87%	2.27%	12.39%	13.98%	0.00%	0.00%	1.18%	0.28%	0.65%	0.25%	0.24%	4.47%	0.00%	6.97%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1100-1200	215	33.88%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	1.63%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1200-1300	202	35.31%	9.91%	0.13%	5.07%	1.30%	10.26%	11.58%	0.31%	0.00%	5.26%	1.26%	2.89%	1.11%	0.15%	2.94%	6.50%	6.02%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	31	Y	1300-1400	135	26.85%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	5.56%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1400-1500	155	24.20%	15.73%	0.21%	8.18%	2.10%	9.59%	10.82%	0.40%	0.00%	6.85%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	4.99%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1500-1600	141	32.31%	13.00%	0.23%	9.09%	2.33%	10.84%	12.23%	0.00%	0.00%	2.24%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	7.87%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1600-1700	138	28.78%	11.42%	0.21%	8.19%	2.10%	7.48%	8.44%	0.00%	0.00%	7.76%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	4.17%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1700-1800	194	40.11%	8.74%	0.20%	7.83%	2.01%	3.53%	3.99%	0.00%	0.00%	10.36%	2.49%	5.70%	2.17%	0.08%	1.54%	7.44%	3.81%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	30	Y	1800-1900	170	40.96%	13.28%	0.18%	6.91%	1.77%	2.45%	2.76%	0.00%	0.00%	9.96%	2.39%	5.48%	2.09%	0.30%	5.61%	4.06%	1.80%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	33	Y	1900-2000	116	29.01%	23.66%	0.09%	3.35%	0.86%	2.73%	3.08%	0.00%	0.00%	5.38%	1.29%	2.96%	1.13%	0.99%	18.90%	3.23%	3.34%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	39	Y	2000-2100	76	37.71%	27.05%	0.13%	5.11%	1.31%	0.96%	1.08%	0.00%	0.00%	2.46%	0.59%	1.35%	0.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	40	Y	2100-2200	72	17.40%	35.65%	0.10%	4.07%	1.04%	3.73%	4.21%	0.00%	0.00%	2.61%	0.63%	1.43%	0.55%	0.96%	18.17%	4.35%	5.10%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	40	Y	2200-2300	71	18.60%	15.04%	0.05%	2.07%	0.53%	4.14%	4.67%	0.00%	0.00%	2.65%	0.64%	1.46%	0.56%	2.04%	38.67%	4.42%	4.46%	0.00%	100.00%
F, Dai Wang Street	RD_011	LD	50	42	Y	2300-0000	54	20.92%	24.42%	0.07%	2.72%	0.70%	0.91%	1.02%	1.16%	0.00%	2.33%	0.56%	1.28%	0.49%	2.09%	39.77%	1.16%	0.40%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	36	Y	0000-0100	196	19.30%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	1.20%	0.29%	0.66%	0.25%	2.47%	46.93%	1.20%	0.20%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	38	Y	0100-0200	163	11.59%	0.00%	0.06%	2.26%	0.58%	2.83%	3.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	67.46%	2.90%	1.23%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	46	Y	0200-0300	62	11.54%	15.38%	0.54%	21.00%	5.38%	12.00%	13.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	46	Y	0300-0400	59	20.00%	20.00%	0.32%	12.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	0.00%	8.08%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	43	Y	0400-0500	92	10.25%	23.08%	0.15%	6.00%	1.54%	5.00%	5.64%	0.00%	0.00%	2.56%	0.62%	1.41%	0.54%	1.67%	31.67%	5.13%	4.74%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	30	Y	0500-0600	301	4.73%	11.02%	0.00%	0.00%	0.00%	2.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	68.82%	0.79%	1.99%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	0600-0700	601	9.45%	16.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	8.66%	2.08%	4.76%	1.82%	1.97%	37.40%	1.57%	2.79%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	0700-0800	673	15.51%	20.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	8.80%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	28	Y	0800-0900	890	22.33%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	3.72%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	0900-1000	615	20.01%	35.38%	0.17%	6.60%	1.69%	8.85%	9.98%	0.00%	0.00%	3.85%	0.92%	2.12%	0.81%	0.23%	4.38%	0.00%	5.01%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1000-1100	603	28.61%	19.61%	0.23%	8.87%	2.27%	12.39%	13.98%	0.00%	0.00%	1.18%	0.28%	0.65%	0.25%	0.24%	4.47%	0.00%	6.97%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1100-1200	580	33.88%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	1.63%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	28	Y	1200-1300	763	35.31%	9.91%	0.13%	5.07%	1.30%	10.26%	11.58%	0.31%	0.00%	5.26%	1.26%	2.89%	1.11%	0.15%	2.94%	6.50%	6.02%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1300-1400	510	26.85%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	5.56%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1400-1500	586	24.20%	15.73%	0.21%	8.18%	2.10%	9.59%	10.82%	0.40%	0.00%	6.85%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	4.99%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1500-1600	527	32.31%	13.00%	0.23%	9.09%	2.33%	10.84%	12.23%	0.00%	0.00%	2.24%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	7.87%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1600-1700	517	28.78%	11.42%	0.21%	8.19%	2.10%	7.48%	8.44%	0.00%	0.00%	7.76%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	4.17%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1700-1800	729	40.11%	8.74%	0.20%	7.83%	2.01%	3.53%	3.99%	0.00%	0.00%	10.36%	2.49%	5.70%	2.17%	0.08%	1.54%	7.44%	3.81%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1800-1900	640	40.96%	13.28%	0.18%	6.91%	1.77%	2.45%	2.76%	0.00%	0.00%	9.96%	2.39%	5.48%	2.09%	0.30%	5.61%	4.06%	1.80%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	29	Y	1900-2000	439	29.01%	23.66%	0.09%	3.35%	0.86%	2.73%	3.08%	0.00%	0.00%	5.38%	1.29%	2.96%	1.13%	0.99%	18.90%	3.23%	3.34%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	30	Y	2000-2100	288	37.71%	27.05%	0.13%	5.11%	1.31%	0.96%	1.08%	0.00%	0.00%	2.46%	0.59%	1.35%	0.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	31	Y	2100-2200	272	17.40%	35.65%	0.10%	4.07%	1.04%	3.73%	4.21%	0.00%	0.00%	2.61%	0.63%	1.43%	0.55%	0.96%	18.17%	4.35%	5.10%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	31	Y	2200-2300	267	18.60%	15.04%	0.05%	2.07%	0.53%	4.14%	4.67%	0.00%	0.00%	2.65%	0.64%	1.46%	0.56%	2.04%	38.67%	4.42%	4.46%	0.00%	100.00%
G, Dai Cheong Street	RD_012	LD	50	36	Y	2300-0000	203	20.92%	24.42%	0.07%	2.72%	0.70%	0.91%	1.02%	1.16%	0.00%	2.33%	0.56%	1.28%	0.49%	2.09%	39.77%	1.16%	0.40%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	43	Y	0000-0100	94	47.65%	23.86%	0.06%	2.15%	0.55%	0.76%	0.86%	3.90%	0.00%	0.49%	0.12%	0.27%	0.10%	0.86%	16.38%	1.64%	0.33%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	46	Y	0100-0200	53	37.71%	24.11%	0.05%	2.06%	0.53%	2.43%	2.74%	3.08%	0.00%	0.00%	0.00%	0.00%	0.00%	1.21%	22.97%	2.06%	1.06%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	48	Y	0200-0300	23	32.62%	32.02%	0.27%	10.61%	2.72%	6.00%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	3.65%	2.51%	2.62%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	48	Y	0300-0400	23	27.04%	33.32%	0.19%	7.38%	1.89%	6.23%	7.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%	5.69%	6.24%	4.70%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	48	Y	0400-0500	24	18.24%	39.48%	0.18%	7.02%	1.80%	6.15%	6.94%	0.00%	0.00%	1.53%	0.37%	0.84%	0.32%	0.59%	11.28%	1.71%	3.54%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	45	Y	0500-0600	75	26.38%	21.96%	0.06%	2.50%	0.64%	3.61%	4.08%	8.37%	0.00%	0.77%	0.19%	0.42%	0.16%	1.34%	25.38%	2.06%	2.08%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	35	Y	0600-0700	206	35.19%	17.10%	0.10%	4.09%	1.05%	2.44%	2.75%	8.02%	0.00%	5.11%	1.23%	2.80%	1.07%	0.76%	14.44%	2.21%	1.64%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	0700-0800	370	44.13%	15.57%	0.11%	4.24%	1.09%	3.25%	3.66%	4.25%	0.00%	5.25%	1.26%	2.88%	1.10%	0.36%	6.90%	2.98%	2.99%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	29	Y	0800-0900	440	44.29%	23.12%	0.11%	4.20%	1.08%	4.48%	5.05%	3.13%	0.00%	3.20%	0.77%	1.76%	0.67%	0.11%	2.11%	2.31%	3.60%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	0900-1000	341	40.66%	22.48%	0.18%	7.04%	1.81%	5.90%	6.66%	3.37%	0.00%	2.25%	0.54%	1.24%	0.47%	0.12%	2.23%	1.33%	3.72%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	1000-1100	282	41.47%	13.98%	0.24%	9.15%	2.35%	8.36%	9.44%	3.96%	0.00%	0.89%	0.21%	0.49%	0.19%	0.12%	2.23%	1.85%	5.08%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	1100-1200	281	46.08%	8.50%	0.23%	9.03%	2.31%	7.82%	8.82%	4.07%	0.00%	1.18%	0.28%	0.65%	0.25%	0.16%	3.01%	2.52%	5.08%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	1200-1300	296	48.98%	9.28%	0.18%	6.87%	1.76%	6.44%	7.27%	3.82%	0.00%	2.73%	0.65%	1.50%	0.58%	0.09%	1.74%	4.52%	3.60%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	31	Y	1300-1400	272	45.89%	13.78%	0.16%	6.49%	1.67%	6.09%	6.87%	3.67%	0.00%	2.57%	0.61%	1.41%	0.54%	0.14%	2.63%	3.52%	3.95%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	31	Y	1400-1500	266	44.90%	12.29%	0.17%	6.63%	1.70%	7.14%	8.06%	3.68%	0.00%	2.90%	0.70%	1.60%	0.61%	0.18%	3.47%	1.88%	4.09%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	32	Y	1500-1600	246	46.51%	12.02%	0.19%	7.36%	1.89%	7.43%	8.38%	3.82%	0.00%	1.34%	0.32%	0.74%	0.28%	0.14%	2.62%	2.22%	4.74%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	31	Y	1600-1700	270	45.81%	10.11%	0.21%	8.35%	2.14%	5.80%	6.54%	3.40%	0.00%	3.48%	0.84%	1.92%	0.73%	0.23%	4.41%	2.75%	3.28%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	1700-1800	324	53.29%	9.34%	0.17%	6.70%	1.72%	3.29%	3.71%	3.28%	0.00%	4.82%	1.16%	2.65%	1.01%	0.07%	1.26%	5.24%	2.28%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	30	Y	1800-1900	310	57.06%	11.25%	0.16%	6.08%	1.56%	1.95%	2.20%	3.47%	0.00%	4.32%	1.04%	2.38%	0.91%	0.14%	2.58%	3.76%	1.16%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	34	Y	1900-2000	229	51.33%	16.36%	0.11%	4.41%	1.13%	1.59%	1.79%	4.77%	0.00%	2.67%	0.64%	1.47%	0.56%	0.38%	7.22%	4.09%	1.46%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	38	Y	2000-2100	167	54.70%	17.16%	0.09%	3.57%	0.92%	0.92%	1.04%	6.24%	0.00%	1.87%	0.45%	1.03%	0.39%	0.33%	6.24%	4.05%	0.99%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	39	Y	2100-2200	149	47.44%	21.14%	0.09%	3.55%	0.91%	1.69%	1.91%	5.50%	0.00%	2.20%	0.53%	1.20%	0.46%	0.37%	6.93%	4.15%	1.94%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	40	Y	2200-2300	135	46.11%	18.58%	0.07%	2.62%	0.67%	1.84%	2.08%	5.39%	0.00%	1.59%	0.38%	0.88%	0.34%	0.72%	13.62%	3.39%	1.74%	0.00%	100.00%
H, Dai Fai Street	RD_013	LD	50	43	Y	2300-0000	93	47.26%	21.53%	0.08%	3.00%	0.77%	0.70%	0.79%	6.06%	0.00%	1.38%	0.33%	0.76%	0.29%	0.76%	14.37%	1.61%	0.31%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	45	Y	0000-0100	67	47.65%	23.86%	0.06%	2.15%	0.55%	0.76%	0.86%	3.90%	0.00%	0.49%	0.12%	0.27%	0.10%	0.86%	16.38%	1.64%	0.33%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	47	Y	0100-0200	36	37.71%	24.11%	0.05%	2.06%	0.53%	2.43%	2.74%	3.08%	0.00%	0.00%	0.00%	0.00%	0.00%	1.21%	22.97%	2.06%	1.06%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	49	Y	0200-0300	15	32.62%	32.02%	0.27%	10.61%	2.72%	6.00%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	3.65%	2.51%	2.62%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	49	Y	0300-0400	15	27.04%	33.32%	0.19%	7.38%	1.89%	6.23%	7.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%	5.69%	6.24%	4.70%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	49	Y	0400-0500	17	18.24%	39.48%	0.18%	7.02%	1.80%	6.15%	6.94%	0.00%	0.00%	1.53%	0.37%	0.84%	0.32%	0.59%	11.28%	1.71%	3.54%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	46	Y	0500-0600	53	26.38%	21.96%	0.06%	2.50%	0.64%	3.61%	4.08%	8.37%	0.00%	0.77%	0.19%	0.42%	0.16%	1.34%	25.38%	2.06%	2.08%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	40	Y	0600-0700	144	35.19%	17.10%	0.10%	4.09%	1.05%	2.44%	2.75%	8.02%	0.00%	5.11%	1.23%	2.80%	1.07%	0.76%	14.44%	2.21%	1.64%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	31	Y	0700-0800	261	44.13%	15.57%	0.11%	4.24%	1.09%	3.25%	3.66%	4.25%	0.00%	5.25%	1.26%	2.88%	1.10%	0.36%	6.90%	2.98%	2.99%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	30	Y	0800-0900	310	44.29%	23.12%	0.11%	4.20%	1.08%	4.48%	5.05%	3.13%	0.00%	3.20%	0.77%	1.76%	0.67%	0.11%	2.11%	2.31%	3.60%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	33	Y	0900-1000	240	40.66%	22.48%	0.18%	7.04%	1.81%	5.90%	6.66%	3.37%	0.00%	2.25%	0.54%	1.24%	0.47%	0.12%	2.23%	1.33%	3.72%	0.00%	100.00%

I, Dai Fat Street	RD_014	LD	50	36	Y	1000-1100	199	41.47%	13.98%	0.24%	9.15%	2.35%	8.36%	9.44%	3.96%	0.00%	0.89%	0.21%	0.49%	0.19%	0.12%	2.23%	1.85%	5.08%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	36	Y	1100-1200	198	46.08%	8.50%	0.23%	9.03%	2.31%	7.82%	8.82%	4.07%	0.00%	1.18%	0.28%	0.65%	0.25%	0.16%	3.01%	2.52%	5.08%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	33	Y	1200-1300	238	48.98%	9.28%	0.18%	6.87%	1.76%	6.44%	7.27%	3.82%	0.00%	2.73%	0.65%	1.50%	0.58%	0.09%	1.74%	4.52%	3.60%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	34	Y	1300-1400	219	45.89%	13.78%	0.16%	6.49%	1.67%	6.09%	6.87%	3.67%	0.00%	2.57%	0.61%	1.41%	0.54%	0.14%	2.63%	3.52%	3.95%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	35	Y	1400-1500	215	44.90%	12.29%	0.17%	6.63%	1.70%	7.14%	8.06%	3.68%	0.00%	2.90%	0.70%	1.60%	0.61%	0.18%	3.47%	1.88%	4.09%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	36	Y	1500-1600	199	46.51%	12.02%	0.19%	7.36%	1.89%	7.43%	8.38%	3.82%	0.00%	1.34%	0.32%	0.74%	0.28%	0.14%	2.62%	2.22%	4.74%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	34	Y	1600-1700	218	45.81%	10.11%	0.21%	8.35%	2.14%	5.80%	6.54%	3.40%	0.00%	3.48%	0.84%	1.92%	0.73%	0.23%	4.41%	2.75%	3.28%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	31	Y	1700-1800	262	53.29%	9.34%	0.17%	6.70%	1.72%	3.29%	3.71%	3.28%	0.00%	4.82%	1.16%	2.65%	1.01%	0.07%	1.26%	5.24%	2.28%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	32	Y	1800-1900	250	57.06%	11.25%	0.16%	6.08%	1.56%	1.95%	2.20%	3.47%	0.00%	4.32%	1.04%	2.38%	0.91%	0.14%	2.58%	3.76%	1.16%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	37	Y	1900-2000	184	51.33%	16.36%	0.11%	4.41%	1.13%	1.59%	1.79%	4.77%	0.00%	2.67%	0.64%	1.47%	0.56%	0.38%	7.22%	4.09%	1.46%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	40	Y	2000-2100	135	54.70%	17.16%	0.09%	3.57%	0.92%	0.92%	1.04%	6.24%	0.00%	1.87%	0.45%	1.03%	0.39%	0.33%	6.24%	4.05%	0.99%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	41	Y	2100-2200	120	47.44%	21.14%	0.09%	3.55%	0.91%	1.69%	1.91%	5.50%	0.00%	2.20%	0.53%	1.20%	0.46%	0.37%	6.93%	4.15%	1.94%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	42	Y	2200-2300	110	46.11%	18.58%	0.07%	2.62%	0.67%	1.84%	2.08%	5.39%	0.00%	1.59%	0.38%	0.88%	0.34%	0.72%	13.62%	3.39%	1.74%	0.00%	100.00%
I, Dai Fat Street	RD_014	LD	50	45	Y	2300-0000	75	47.26%	21.53%	0.08%	3.00%	0.77%	0.70%	0.79%	6.06%	0.00%	1.38%	0.33%	0.76%	0.29%	0.76%	14.37%	1.61%	0.31%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	39	Y	0000-0100	159	47.65%	23.86%	0.06%	2.15%	0.55%	0.76%	0.86%	3.90%	0.00%	0.49%	0.12%	0.27%	0.10%	0.86%	16.38%	1.64%	0.33%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	44	Y	0100-0200	88	37.71%	24.11%	0.05%	2.06%	0.53%	2.43%	2.74%	3.08%	0.00%	0.00%	0.00%	0.00%	0.00%	1.21%	22.97%	2.06%	1.06%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	47	Y	0200-0300	38	32.62%	32.02%	0.27%	10.61%	2.72%	6.00%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	3.65%	2.51%	2.62%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	47	Y	0300-0400	38	27.04%	33.32%	0.19%	7.38%	1.89%	6.23%	7.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%	5.69%	6.24%	4.70%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	47	Y	0400-0500	42	18.24%	39.48%	0.18%	7.02%	1.80%	6.15%	6.94%	0.00%	0.00%	1.53%	0.37%	0.84%	0.32%	0.59%	11.28%	1.71%	3.54%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	41	Y	0500-0600	126	26.38%	21.96%	0.06%	2.50%	0.64%	3.61%	4.08%	8.37%	0.00%	0.77%	0.19%	0.42%	0.16%	1.34%	25.38%	2.06%	2.08%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	0600-0700	346	35.19%	17.10%	0.10%	4.09%	1.05%	2.44%	2.75%	8.02%	0.00%	5.11%	1.23%	2.80%	1.07%	0.76%	14.44%	2.21%	1.64%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	0700-0800	623	44.13%	15.57%	0.11%	4.24%	1.09%	3.25%	3.66%	4.25%	0.00%	5.25%	1.26%	2.88%	1.10%	0.36%	6.90%	2.98%	2.99%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	0800-0900	740	44.29%	23.12%	0.11%	4.20%	1.08%	4.48%	5.05%	3.13%	0.00%	3.20%	0.77%	1.76%	0.67%	0.11%	2.11%	2.31%	3.60%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	0900-1000	573	40.66%	22.48%	0.18%	7.04%	1.81%	5.90%	6.66%	3.37%	0.00%	2.25%	0.54%	1.24%	0.47%	0.12%	2.23%	1.33%	3.72%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	1000-1100	475	41.47%	13.98%	0.24%	9.15%	2.35%	8.36%	9.44%	3.96%	0.00%	0.89%	0.21%	0.49%	0.19%	0.12%	2.23%	1.85%	5.08%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	1100-1200	474	46.08%	8.50%	0.23%	9.03%	2.31%	7.82%	8.82%	4.07%	0.00%	1.18%	0.28%	0.65%	0.25%	0.16%	3.01%	2.52%	5.08%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1200-1300	400	48.98%	9.28%	0.18%	6.87%	1.76%	6.44%	7.27%	3.82%	0.00%	2.73%	0.65%	1.50%	0.58%	0.09%	1.74%	4.52%	3.60%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1300-1400	369	45.89%	13.78%	0.16%	6.49%	1.67%	6.09%	6.87%	3.67%	0.00%	2.57%	0.61%	1.41%	0.54%	0.14%	2.63%	3.52%	3.95%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1400-1500	361	44.90%	12.29%	0.17%	6.63%	1.70%	7.14%	8.06%	3.68%	0.00%	2.90%	0.70%	1.60%	0.61%	0.18%	3.47%	1.88%	4.09%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1500-1600	333	46.51%	12.02%	0.19%	7.36%	1.89%	7.43%	8.38%	3.82%	0.00%	1.34%	0.32%	0.74%	0.28%	0.14%	2.62%	2.22%	4.74%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1600-1700	366	45.81%	10.11%	0.21%	8.35%	2.14%	5.80%	6.54%	3.40%	0.00%	3.48%	0.84%	1.92%	0.73%	0.23%	4.41%	2.75%	3.28%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	29	Y	1700-1800	438	53.29%	9.34%	0.17%	6.70%	1.72%	3.29%	3.71%	3.28%	0.00%	4.82%	1.16%	2.65%	1.01%	0.07%	1.26%	5.24%	2.28%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1800-1900	420	57.06%	11.25%	0.16%	6.08%	1.56%	1.95%	2.20%	3.47%	0.00%	4.32%	1.04%	2.38%	0.91%	0.14%	2.58%	3.76%	1.16%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	30	Y	1900-2000	311	51.33%	16.36%	0.11%	4.41%	1.13%	1.59%	1.79%	4.77%	0.00%	2.67%	0.64%	1.47%	0.56%	0.38%	7.22%	4.09%	1.46%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	34	Y	2000-2100	226	54.70%	17.16%	0.09%	3.57%	0.92%	0.92%	1.04%	6.24%	0.00%	1.87%	0.45%	1.03%	0.39%	0.33%	6.24%	4.05%	0.99%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	36	Y	2100-2200	202	47.44%	21.14%	0.09%	3.55%	0.91%	1.69%	1.91%	5.50%	0.00%	2.20%	0.53%	1.20%	0.46%	0.37%	6.93%	4.15%	1.94%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	37	Y	2200-2300	184	46.11%	18.58%	0.07%	2.62%	0.67%	1.84%	2.08%	5.39%	0.00%	1.59%	0.38%	0.88%	0.34%	0.72%	13.62%	3.39%	1.74%	0.00%	100.00%
J, Dai Fai Street	RD_015	LD	50	41	Y	2300-0000	126	47.26%	21.53%	0.08%	3.00%	0.77%	0.70%	0.79%	6.06%	0.00%	1.38%	0.33%	0.76%	0.29%	0.76%	14.37%	1.61%	0.31%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	37	Y	0000-0100	46	19.30%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	1.20%	0.29%	0.66%	0.25%	2.47%	46.93%	1.20%	0.20%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	39	Y	0100-0200	39	11.59%	0.00%	0.06%	2.26%	0.58%	2.83%	3.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	67.46%	2.90%	1.23%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	46	Y	0200-0300	15	11.54%	15.38%	0.54%	21.00%	5.38%	12.00%	13.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	46	Y	0300-0400	13	20.00%	20.00%	0.32%	12.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	0.00%	8.08%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	44	Y	0400-0500	22	10.25%	23.08%	0.15%	6.00%	1.54%	5.00%	5.64%	0.00%	0.00%	2.56%	0.62%	1.41%	0.54%	1.67%	31.67%	5.13%	4.74%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	30	Y	0500-0600	71	4.73%	11.02%	0.00%	0.00%	0.00%	2.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	68.82%	0.79%	1.99%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	0600-0700	141	9.45%	16.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	8.66%	2.08%	4.76%	1.82%	1.97%	37.40%	1.57%	2.79%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	0700-0800	159	15.51%	20.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	8.80%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	0800-0900	210	22.33%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	3.72%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	0900-1000	145	20.01%	35.38%	0.17%	6.60%	1.69%	8.85%	9.98%	0.00%	0.00%	3.85%	0.92%	2.12%	0.81%	0.23%	4.38%	0.00%	5.01%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	1000-1100	143	28.61%	19.61%	0.23%	8.87%	2.27%	12.39%	13.98%	0.00%	0.00%	1.18%	0.28%	0.65%	0.25%	0.24%	4.47%	0.00%	6.97%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	1100-1200	137	33.88%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	1.63%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	27	Y	1200-1300	286	35.31%	9.91%	0.13%	5.07%	1.30%	10.26%	11.58%	0.31%	0.00%	5.26%	1.26%	2.89%	1.11%	0.15%	2.94%	6.50%	6.02%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	1300-1400	191	26.85%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	5.56%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	1400-1500	220	24.20%	15.73%	0.21%	8.18%	2.10%	9.59%	10.82%	0.40%	0.00%	6.85%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	4.99%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	1500-1600	197	32.31%	13.00%	0.23%	9.09%	2.33%	10.84%	12.23%	0.00%	0.00%	2.24%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	7.87%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	1600-1700	194	28.78%	11.42%	0.21%	8.19%	2.10%	7.48%	8.44%	0.00%	0.00%	7.76%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	4.17%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	27	Y	1700-1800	273	40.11%	8.74%	0.20%	7.83%	2.01%	3.53%	3.99%	0.00%	0.00%	10.36%	2.49%	5.70%	2.17%	0.08%	1.54%	7.44%	3.81%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	28	Y	1800-1900	240	40.96%	13.28%	0.18%	6.91%	1.77%	2.45%	2.76%	0.00%	0.00%	9.96%	2.39%	5.48%	2.09%	0.30%	5.61%	4.06%	1.80%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	29	Y	1900-2000	165	29.01%	23.66%	0.09%	3.35%	0.86%	2.73%	3.08%	0.00%	0.00%	5.38%	1.29%	2.96%	1.13%	0.99%	18.90%	3.23%	3.34%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	30	Y	2000-2100	108	37.71%	27.05%	0.13%	5.11%	1.31%	0.96%	1.08%	0.00%	0.00%	2.46%	0.59%	1.35%	0.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	30	Y	2100-2200	102	17.40%	35.65%	0.10%	4.07%	1.04%	3.73%	4.21%	0.00%	0.00%	2.61%	0.63%	1.43%	0.55%	0.96%	18.17%	4.35%	5.10%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	30	Y	2200-2300	100	18.60%	15.04%	0.05%	2.07%	0.53%	4.14%	4.67%	0.00%	0.00%	2.65%	0.64%	1.46%	0.56%	2.04%	38.67%	4.42%	4.46%	0.00%	100.00%
K, Dai Hung Street	RD_016	LD	50	30	Y	2300-0000	76	20.92%	24.42%	0.07%	2.72%	0.70%	0.91%	1.02%	1.16%	0.00%	2.33%	0.56%	1.28%	0.49%	2.09%	39.77%	1.16%	0.40%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	46	Y	0000-0100	96	19.30%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	1.20%	0.29%	0.66%	0.25%	2.47%	46.93%	1.20%	0.20%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	47	Y	0100-0200	80	11.59%	0.00%	0.06%	2.26%	0.58%	2.83%	3.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	67.46%	2.90%	1.23%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	49	Y	0200-0300	31	11.54%	15.38%	0.54%	21.00%	5.38%	12.00%	13.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	49	Y	0300-0400	29	20.00%	20.00%	0.32%	12.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	0.00%	8.08%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	48	Y	0400-0500	45	10.25%	23.08%	0.15%	6.00%	1.54%	5.00%	5.64%	0.00%	0.00%	2.56%	0.62%	1.41%	0.54%	1.67%	31.67%	5.13%	4.74%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	44	Y	0500-0600	149	4.73%	11.02%	0.00%	0.00%	0.00%	2.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	68.82%	0.79%	1.99%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	38	Y	0600-0700	297	9.45%	16.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	8.66%	2.08%	4.76%	1.82%	1.97%	37.40%	1.57%	2.79%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	36	Y	0700-0800	332	15.51%	20.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	8.80%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	32	Y	0800-0900	440	22.33%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	3.72%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	38	Y	0900-1000	304	20.01%	35.38%	0.17%	6.60%	1.69%	8.85%	9.98%	0.00%	0.00%	3.85%	0.92%	2.12%	0.81%	0.23%	4.38%	0.00%	5.01%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	38	Y	1000-1100	298	28.61%	19.61%	0.23%	8.87%	2.27%	12.39%	13.98%	0.00%	0.00%	1.18%	0.28%	0.65%	0.25%	0.24%	4.47%	0.00%	6.97%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	38	Y	1100-1200	287	33.88%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	1.63%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	30	Y	1200-1300	501	35.31%	9.91%	0.13%	5.07%	1.30%	10.26%	11.58%	0.31%	0.00%	5.26%	1.26%	2.89%	1.11%	0.15%	2.94%	6.50%	6.02%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	36	Y	1300-1400	335	26.85%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	5.56%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	34	Y	1400-1500	384	24.20%	15.73%	0.21%	8.18%	2.10%	9.59%	10.82%	0.40%	0.00%	6.85%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	4.99%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	36	Y	1500-1600	345	32.31%	13.00%	0.23%	9.09%	2.33%	10.84%	12.23%	0.00%	0.00%	2.24%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	7.87%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	36	Y	1600-1700	339	28.78%	11.42%	0.21%	8.19%	2.10%	7.48%	8.44%	0.00%	0.00%	7.76%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	4.17%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	30	Y	1700-1800	479	40.11%	8.74%	0.20%	7.83%	2.01%	3.53%	3.99%	0.00%	0.00%	10.36%	2.49%	5.70%	2.17%	0.08%	1.54%	7.44%	3.81%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	33	Y	1800-1900	420	40.96%	13.28%	0.18%	6.91%	1.77%	2.45%	2.76%	0.00%	0.00%	9.96%	2.39%	5.48%	2.09%	0.30%	5.61%	4.06%	1.80%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	38	Y	1900-2000	289	29.01%	23.66%	0.09%	3.35%	0.86%	2.73%	3.08%	0.00%	0.00%	5.38%	1.29%	2.96%	1.13%	0.99%	18.90%	3.23%	3.34%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	42	Y	2000-2100	189	37.71%	27.05%	0.13%	5.11%	1.31%	0.96%	1.08%	0.00%	0.00%	2.46%	0.59%	1.35%	0.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	43	Y	2100-2200	178	17.40%	35.65%	0.10%	4.07%	1.04%	3.73%	4.21%	0.00%	0.00%	2.61%	0.63%	1.43%	0.55%	0.96%	18.17%	4.35%	5.10%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	43	Y	2200-2300	175	18.60%	15.04%	0.05%	2.07%	0.53%	4.14%	4.67%	0.00%	0.00%	2.65%	0.64%	1.46%	0.56%	2.04%	38.67%	4.42%	4.46%	0.00%	100.00%
L, Dai Fuk Street	RD_017	DD	50	45	Y	2300-0000	133	20.92%	24.42%	0.07%	2.72%	0.70%	0.91%	1.02%	1.16%	0.00%	2.33%	0.56%	1.28%	0.49%	2.09%	39.77%	1.16%	0.40%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	69	Y	0000-0100	248	46.16%	27.60%	0.06%	2.47%	0.63%	1.24%	1.39%	7.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	9.46%	2.71%	0.54%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	69	Y	0100-0200	130	28.47%	37.93%	0.03%	1.34%	0.34%	2.69%	3.03%	2.59%	0.00%	0.00%	0.00%	0.00%	0.00%	1.08%	20.47%	0.86%	1.17%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	70	Y	0200-0300	69	30.65%	41.94%	0.26%	10.06%	2.58%	4.40%	4.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	1.53%	1.61%	1.92%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	70	Y	0300-0400	67	32.22%	32.20%	0.17%	6.61%	1.69%	8.59%	9.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	1.61%	3.39%	3.75%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	70	Y	0400-0500	50	15.55%	48.89%	0.18%	6.93%	1.78%	9.53%	10.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.11%	2.11%	0.00%	4.16%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	69	Y	0500-0600	147	22.13%	22.90%	0.08%	2.98%	0.76%	6.85%	7.73%	18.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.53%	10.15%	3.82%	3.75%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	68	Y	0600-0700	483	35.72%	21.58%	0.13%	5.07%	1.30%	1.81%	2.04%	12.06%	0.00%	5.57%	1.34%	3.06%	1.17%	0.20%	3.75%	4.18%	1.02%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	66	Y	0700-0800	888	44.75%	17.83%	0.13%	4.93%	1.26%	2.61%	2.95%	8.09%	0.00%	5.31%	1.27%	2.92%	1.12%	0.13%	2.40%	2.91%	1.39%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	64	Y	0800-0900	1360	50.42%	17.24%	0.12%	4.70%	1.20%	3.44%	3.88%	5.12%	0.00%	3.80%	0.91%	2.09%	0.80%	0.09%	1.72%	2.23%	2.24%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	66	Y	0900-1000	969	43.06%	19.79%	0.20%	7.85%	2.01%	5.33%	6.01%	6.60%	0.00%	1.16%	0.28%	0.64%	0.24%	0.10%	1.98%	1.16%	3.59%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	66	Y	1000-1100	804	41.33%	12.43%	0.27%	10.57%	2.71%	7.19%	8.11%	7.26%	0.00%	0.42%	0.10%	0.23%	0.09%	0.13%	2.39%	1.96%	4.81%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	67	Y	1100-1200	755	40.47%	13.69%	0.24%	9.17%	2.35%	7.02%	7.92%	8.04%	0.00%	0.45%	0.11%	0.25%	0.09%	0.17%	3.25%	2.23%	4.55%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1200-1300	1105	48.29%	9.56%	0.20%	7.92%	2.03%	6.17%	6.96%	6.26%	0.00%	1.18%	0.28%	0.65%	0.25%	0.07%	1.35%	5.43%	3.40%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1300-1400	1173	48.82%	14.91%	0.15%	5.73%	1.47%	5.38%	6.07%	5.34%	0.00%	1.00%	0.24%	0.55%	0.21%	0.10%	1.90%	4.12%	4.01%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1400-1500	1039	45.79%	12.92%	0.22%	8.61%	2.21%	6.17%	6.96%	6.78%	0.00%	1.13%	0.27%	0.62%	0.24%	0.13%	2.38%	2.13%	3.44%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	66	Y	1500-1600	940	46.06%	11.51%	0.19%	7.57%	1.94%	7.57%	8.54%	6.66%	0.00%	0.69%	0.17%	0.38%	0.15%	0.08%	1.58%	2.36%	4.55%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1600-1700	1036	48.94%	13.21%	0.21%	8.34%	2.14%	5.25%	5.92%	6.04%	0.00%	1.38%	0.33%	0.76%	0.29%	0.11%	2.03%	2.01%	3.04%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1700-1800	1191	58.69%	12.27%	0.17%	6.58%	1.69%	2.69%	3.04%	5.15%	0.00%	1.31%	0.32%	0.72%	0.28%	0.10%	1.87%	3.07%	2.05%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	64	Y	1800-1900	1260	56.62%	12.94%	0.18%	6.94%	1.78%	1.98%	2.23%	4.97%	0.00%	1.66%	0.40%	0.91%	0.35%	0.15%	2.85%	4.87%	1.17%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	65	Y	1900-2000	1014	55.52%	14.27%	0.12%	4.61%	1.18%	1.85%	2.09%	7.20%	0.00%	1.29%	0.31%	0.71%	0.27%	0.24%	4.64%	4.63%	1.07%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	66	Y	2000-2100	791	58.07%	14.85%	0.11%	4.25%	1.09%	1.35%	1.52%	7.92%	0.00%	1.16%	0.28%	0.64%	0.24%	0.19%	3.61%	3.80%	0.92%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	67	Y	2100-2200	649	57.14%	15.29%	0.10%	3.92%	1.01%	0.71%	0.80%	8.45%	0.00%	1.41%	0.34%	0.77%	0.30%	0.21%	4.01%	5.23%	0.31%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	67	Y	2200-2300	599	58.05%	17.61%	0.06%	2.37%	0.61%	0.59%	0.67%	8.26%	0.00%	0.22%	0.05%	0.12%	0.05%	0.37%	7.02%	3.26%	0.69%	0.00%	100.00%
M1, Ting Kok Road	RD_018	PD	70	69	Y	2300-0000	328	49.79%	26.69%	0.07%	2.80%	0.72%	0.47%	0.53%	9.16%	0.00%	0.40%	0.10%	0.22%	0.08%	0.40%	7.57%	0.80%	0.20%	0.00%	100.00%

M2, Ting Kok Road	RD_019	PD	70	69	Y	0000-0100	230	46.75%	35.82%	0.10%	3.88%	1.00%	0.78%	0.88%	1.99%	0.00%	0.50%	0.12%	0.27%	0.10%	0.25%	4.73%	2.49%	0.34%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	69	Y	0100-0200	126	36.35%	40.00%	0.09%	3.55%	0.91%	2.13%	2.40%	0.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.55%	10.36%	1.82%	0.93%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	70	Y	0200-0300	69	21.66%	48.33%	0.27%	10.40%	2.67%	2.60%	2.93%	0.00%	0.00%	1.67%	0.40%	0.92%	0.35%	0.17%	3.17%	3.33%	1.13%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	70	Y	0300-0400	50	20.46%	45.45%	0.23%	8.86%	2.27%	7.09%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.64%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	70	Y	0400-0500	71	14.27%	57.14%	0.16%	6.19%	1.59%	3.10%	3.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.48%	9.05%	1.59%	2.94%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	69	Y	0500-0600	182	32.07%	25.79%	0.05%	1.96%	0.50%	3.68%	4.15%	6.92%	0.00%	0.63%	0.15%	0.35%	0.13%	1.04%	19.72%	0.63%	2.23%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	68	Y	0600-0700	524	29.03%	24.89%	0.12%	4.60%	1.18%	2.81%	3.17%	9.61%	0.00%	4.59%	1.10%	2.52%	0.96%	0.59%	11.20%	1.97%	1.66%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	64	Y	0700-0800	1292	53.47%	17.43%	0.11%	4.35%	1.12%	2.07%	2.34%	5.04%	0.00%	3.10%	0.74%	1.70%	0.65%	0.22%	4.20%	1.50%	1.96%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	64	Y	0800-0900	1370	43.79%	29.86%	0.09%	3.45%	0.88%	3.22%	3.63%	4.09%	0.00%	2.25%	0.54%	1.24%	0.47%	0.11%	2.14%	1.75%	2.49%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	65	Y	0900-1000	1055	40.20%	25.46%	0.18%	7.01%	1.80%	4.44%	5.01%	5.85%	0.00%	1.73%	0.42%	0.95%	0.36%	0.14%	2.68%	1.08%	2.69%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1000-1100	859	36.71%	17.15%	0.28%	10.99%	2.82%	7.93%	8.95%	6.52%	0.00%	0.13%	0.03%	0.07%	0.03%	0.08%	1.52%	2.13%	4.66%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1100-1200	852	41.58%	9.38%	0.32%	12.44%	3.19%	7.68%	8.67%	6.70%	0.00%	0.40%	0.10%	0.22%	0.08%	0.11%	2.16%	2.41%	4.56%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	65	Y	1200-1300	1157	47.07%	10.61%	0.24%	9.29%	2.38%	5.28%	5.95%	5.41%	0.00%	2.38%	0.57%	1.31%	0.50%	0.08%	1.54%	4.33%	3.06%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	65	Y	1300-1400	1029	45.30%	18.39%	0.14%	5.51%	1.41%	4.70%	5.31%	6.58%	0.00%	1.71%	0.41%	0.94%	0.36%	0.12%	2.20%	4.63%	2.29%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1400-1500	864	44.05%	15.22%	0.14%	5.65%	1.45%	6.90%	7.78%	6.38%	0.00%	1.45%	0.35%	0.80%	0.30%	0.14%	2.62%	1.88%	4.89%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1500-1600	864	40.44%	16.23%	0.23%	8.82%	2.26%	6.50%	7.33%	7.39%	0.00%	0.87%	0.21%	0.48%	0.18%	0.13%	2.48%	2.17%	4.28%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1600-1700	1002	43.36%	11.50%	0.33%	12.87%	3.30%	4.92%	5.56%	6.13%	0.00%	1.38%	0.33%	0.76%	0.29%	0.14%	2.73%	3.63%	2.77%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	64	Y	1700-1800	1228	49.60%	10.51%	0.25%	9.79%	2.51%	3.26%	3.68%	5.00%	0.00%	3.57%	0.86%	1.96%	0.75%	0.07%	1.26%	5.10%	1.83%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	65	Y	1800-1900	1200	54.27%	13.88%	0.19%	7.33%	1.88%	1.67%	1.88%	5.74%	0.00%	3.55%	0.85%	1.95%	0.75%	0.07%	1.29%	3.97%	0.73%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	66	Y	1900-2000	801	46.48%	20.50%	0.15%	5.98%	1.53%	1.28%	1.45%	6.89%	0.00%	3.13%	0.75%	1.72%	0.66%	0.11%	2.08%	6.26%	1.03%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	68	Y	2000-2100	553	52.39%	18.59%	0.08%	3.18%	0.82%	0.97%	1.10%	10.20%	0.00%	1.81%	0.44%	1.00%	0.38%	0.10%	1.94%	6.58%	0.42%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	68	Y	2100-2200	534	46.93%	26.29%	0.09%	3.48%	0.89%	1.56%	1.76%	8.45%	0.00%	1.41%	0.34%	0.77%	0.30%	0.11%	2.01%	4.46%	1.15%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	68	Y	2200-2300	429	50.18%	25.36%	0.06%	2.50%	0.64%	1.71%	1.92%	7.87%	0.00%	0.87%	0.21%	0.48%	0.18%	0.13%	2.49%	4.37%	1.03%	0.00%	100.00%
M2, Ting Kok Road	RD_019	PD	70	69	Y	2300-0000	317	46.64%	28.06%	0.09%	3.70%	0.95%	0.77%	0.87%	9.09%	0.00%	1.58%	0.38%	0.87%	0.33%	0.26%	4.88%	1.19%	0.34%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	0000-0100	356	64.18%	21.50%	0.07%	2.66%	0.68%	0.40%	0.45%	0.68%	0.00%	0.34%	0.08%	0.19%	0.07%	0.29%	5.51%	2.73%	0.17%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	69	Y	0100-0200	141	50.00%	34.48%	0.05%	2.02%	0.52%	1.01%	1.14%	2.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.34%	6.55%	0.86%	0.44%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	70	Y	0200-0300	71	47.48%	38.98%	0.03%	1.32%	0.34%	2.64%	2.98%	0.00%	0.00%	1.69%	0.41%	0.93%	0.36%	0.00%	0.00%	1.69%	1.15%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	70	Y	0300-0400	48	39.99%	45.00%	0.10%	3.90%	1.00%	2.93%	3.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	1.28%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	70	Y	0400-0500	48	37.49%	42.50%	0.05%	1.95%	0.50%	3.90%	4.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.38%	7.13%	0.00%	1.70%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	70	Y	0500-0600	108	49.44%	25.84%	0.07%	2.63%	0.67%	3.07%	3.46%	5.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.34%	6.40%	1.12%	1.34%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	69	Y	0600-0700	200	49.08%	27.88%	0.12%	4.73%	1.21%	2.13%	2.40%	4.24%	0.00%	0.61%	0.15%	0.33%	0.13%	0.00%	0.00%	4.85%	2.14%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	0700-0800	575	56.47%	20.30%	0.10%	3.79%	0.97%	2.80%	3.16%	0.63%	0.00%	2.11%	0.51%	1.16%	0.44%	0.07%	1.41%	4.44%	1.64%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	66	Y	0800-0900	890	55.81%	22.78%	0.11%	4.36%	1.12%	2.87%	3.24%	0.27%	0.00%	1.77%	0.43%	0.98%	0.37%	0.05%	0.91%	3.00%	1.93%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	0900-1000	745	47.89%	19.22%	0.19%	7.24%	1.86%	4.95%	5.59%	0.16%	0.00%	2.12%	0.51%	1.16%	0.44%	0.12%	2.32%	2.77%	3.46%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	1000-1100	527	40.33%	17.05%	0.31%	12.22%	3.13%	7.64%	8.62%	0.23%	0.00%	1.38%	0.33%	0.76%	0.29%	0.05%	0.88%	2.53%	4.25%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	1100-1200	542	50.46%	11.21%	0.30%	11.89%	3.05%	6.03%	6.81%	0.00%	0.00%	2.02%	0.48%	1.11%	0.42%	0.08%	1.49%	1.35%	3.30%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	1200-1300	534	56.02%	12.05%	0.18%	6.89%	1.77%	5.48%	6.18%	0.20%	0.00%	2.41%	0.58%	1.33%	0.51%	0.03%	0.57%	2.81%	2.99%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	1300-1400	712	56.12%	12.07%	0.19%	7.29%	1.87%	5.65%	6.37%	0.90%	0.00%	2.11%	0.51%	1.16%	0.44%	0.00%	0.00%	2.26%	3.06%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	1400-1500	604	56.47%	12.08%	0.18%	6.93%	1.78%	6.10%	6.88%	0.36%	0.00%	1.95%	0.47%	1.07%	0.41%	0.01%	0.17%	2.31%	2.83%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	1500-1600	600	58.94%	13.21%	0.14%	5.43%	1.39%	6.27%	7.07%	0.36%	0.00%	0.89%	0.21%	0.49%	0.19%	0.00%	0.00%	2.68%	2.73%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	67	Y	1600-1700	678	58.08%	13.92%	0.19%	7.41%	1.90%	4.75%	5.36%	0.79%	0.00%	1.42%	0.34%	0.78%	0.30%	0.00%	0.00%	2.53%	2.23%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	66	Y	1700-1800	805	63.39%	12.12%	0.18%	6.96%	1.78%	3.32%	3.75%	1.07%	0.00%	0.93%	0.22%	0.51%	0.20%	0.00%	0.00%	3.99%	1.58%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	66	Y	1800-1900	960	71.28%	11.06%	0.13%	4.97%	1.27%	1.92%	2.16%	1.23%	0.00%	0.78%	0.19%	0.43%	0.16%	0.02%	0.32%	3.24%	0.84%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	66	Y	1900-2000	819	72.26%	10.08%	0.14%	5.51%	1.41%	0.77%	0.86%	1.18%	0.00%	1.44%	0.35%	0.79%	0.30%	0.07%	1.24%	3.27%	0.33%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	2000-2100	550	75.17%	10.55%	0.08%	3.20%	0.82%	1.22%	1.38%	0.98%	0.00%	0.98%	0.23%	0.54%	0.21%	0.02%	0.37%	3.52%	0.73%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	2100-2200	518	71.01%	15.11%	0.08%	3.07%	0.79%	0.48%	0.55%	0.83%	0.00%	1.24%	0.30%	0.68%	0.26%	0.03%	0.59%	4.35%	0.63%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	68	Y	2200-2300	472	67.03%	20.23%	0.04%	1.60%	0.41%	0.71%	0.80%	0.91%	0.00%	0.91%	0.22%	0.50%	0.19%	0.11%	2.16%	3.64%	0.54%	0.00%	100.00%
N1, Yuen Shin Road	RD_020	PD	70	69	Y	2300-0000	333	66.57%	19.61%	0.08%	3.26%	0.84%	0.50%	0.57%	0.64%	0.00%	0.64%	0.15%	0.35%	0.14%	0.18%	3.36%	2.89%	0.22%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	69	Y	0000-0100	215	59.35%	20.63%	0.10%	3.90%	1.00%	1.71%	1.93%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.13%	2.38%	3.13%	0.74%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	69	Y	0100-0200	122	48.36%	36.26%	0.04%	1.71%	0.44%	2.57%	2.90%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.22%	4.18%	0.00%	1.12%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	70	Y	0200-0300	68	37.27%	25.49%	0.35%	13.76%	3.53%	6.88%	7.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	3.00%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	70	Y	0300-0400	74	16.38%	36.36%	0.25%	9.93%	2.55%	5.67%	6.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.18%	3.45%	16.36%	2.47%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	70	Y	0400-0500	51	21.04%	31.58%	0.11%	4.11%	1.05%	11.29%	12.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.53%	10.00%	2.63%	4.92%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	69	Y	0500-0600	201	25.35%	20.00%	0.17%	6.76%	1.73%	5.98%	6.75%	0.00%	0.00%	1.33%	0.32%	0.73%	0.28%	1.23%	23.43%	2.00%	3.94%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	0600-0700	845	65.51%	8.74%	0.14%	5.46%	1.40%	1.92%	2.17%	1.43%	0.00%	1.11%	0.27%	0.61%	0.23%	0.34%	6.49%	3.02%	1.16%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	62	Y	0700-0800	1607	72.77%	8.52%	0.13%	4.95%	1.27%	2.18%	2.46%	1.00%	0.00%	0.42%	0.10%	0.23%	0.09%	0.08%	1.43%	2.92%	1.45%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	64	Y	0800-0900	1270	61.63%	10.25%	0.19%	7.42%	1.90%	3.42%	3.86%	1.27%	0.00%	1.69%	0.41%	0.93%	0.36%	0.04%	0.80%	3.81%	2.02%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	65	Y	0900-1000	1066	59.45%	14.61%	0.18%	6.97%	1.79%	4.52%	5.10%	0.50%	0.00%	0.88%	0.21%	0.48%	0.19%	0.00%	0.00%	2.14%	2.98%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1000-1100	949	54.32%	11.88%	0.25%	9.82%	2.52%	5.63%	6.35%	0.42%	0.00%	1.41%	0.34%	0.78%	0.30%	0.01%	0.27%	2.40%	3.30%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1100-1200	911	58.71%	9.88%	0.23%	8.86%	2.27%	5.23%	5.91%	0.44%	0.00%	0.74%	0.18%	0.41%	0.15%	0.01%	0.28%	3.24%	3.46%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1200-1300	914	58.72%	10.63%	0.21%	8.05%	2.06%	5.17%	5.83%	0.92%	0.00%	1.39%	0.33%	0.76%	0.29%	0.01%	0.15%	2.77%	2.71%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1300-1400	863	58.71%	10.93%	0.16%	6.11%	1.57%	5.92%	6.68%	0.65%	0.00%	1.63%	0.39%	0.90%	0.34%	0.02%	0.31%	2.45%	3.23%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1400-1500	963	53.49%	11.99%	0.25%	9.58%	2.46%	5.93%	6.69%	1.32%	0.00%	1.61%	0.39%	0.88%	0.34%	0.04%	0.69%	1.17%	3.17%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1500-1600	907	58.54%	10.40%	0.21%	8.24%	2.11%	5.57%	6.29%	0.31%	0.00%	1.09%	0.26%	0.60%	0.23%	0.05%	1.03%	2.02%	3.05%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1600-1700	992	57.82%	9.52%	0.23%	9.09%	2.33%	4.93%	5.56%	0.57%	0.00%	0.85%	0.20%	0.47%	0.18%	0.12%	2.29%	2.84%	3.00%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	65	Y	1700-1800	1190	63.32%	11.24%	0.18%	7.20%	1.85%	2.31%	2.60%	1.07%	0.00%	2.01%	0.48%	1.11%	0.42%	0.03%	0.56%	4.50%	1.12%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	66	Y	1800-1900	1000	67.32%	10.85%	0.17%	6.48%	1.66%	1.21%	1.36%	0.70%	0.00%	1.69%	0.41%	0.93%	0.35%	0.04%	0.67%	5.49%	0.67%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	67	Y	1900-2000	639	63.86%	14.32%	0.11%	4.47%	1.15%	2.06%	2.33%	2.86%	0.00%	1.32%	0.32%	0.73%	0.28%	0.04%	0.84%	4.41%	0.90%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	68	Y	2000-2100	452	63.24%	14.95%	0.11%	4.37%	1.12%	0.97%	1.10%	5.61%	0.00%	1.56%	0.37%	0.86%	0.33%	0.09%	1.78%	3.12%	0.42%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	68	Y	2100-2200	373	66.81%	12.83%	0.08%	3.24%	0.83%	0.88%	1.00%	3.77%	0.00%	2.64%	0.63%	1.45%	0.55%	0.08%	1.43%	2.26%	1.52%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	68	Y	2200-2300	401	52.29%	23.86%	0.08%	3.28%	0.84%	1.92%	2.16%	4.21%	0.00%	1.75%	0.42%	0.96%	0.37%	0.16%	3.00%	3.16%	1.54%	0.00%	100.00%
N2, Yuen Shin Road	RD_021	PD	70	69	Y	2300-0000	283	58.20%	28.36%	0.06%	2.33%	0.60%	0.78%	0.88%	3.98%	0.00%	0.50%	0.12%	0.27%	0.10%	0.12%	2.36%	1.00%	0.34%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0000-0100	42	15.48%	24.30%	2.00%	2.00%	3.00%	0.47%	0.53%	1.20%	0.00%	0.00%	0.29%	0.66%	0.25%	2.47%	43.93%	3.20%	0.20%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0100-0200	42	12.59%	0.00%	0.06%	3.26%	0.58%	3.83%	3.19%	3.35%	0.00%	0.00%	0.00%	0.00%	0.00%	2.55%	65.46%	3.90%	1.23%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0200-0300	42	11.54%	15.38%	2.54%	20.00%	5.38%	12.00%	12.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0300-0400	42	19.00%	20.00%	0.32%	10.48%	2.20%	8.36%	11.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	17.20%	2.00%	8.08%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0400-0500	42	12.82%	23.08%	2.15%	7.00%	3.54%	5.00%	6.64%	0.00%	0.00%	0.00%	0.62%	1.41%	0.54%	1.67%	26.67%	4.13%	4.74%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	50	Y	0500-0600	42	4.72%	12.02%	2.00%	3.00%	1.00%	2.76%	2.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	61.82%	0.79%	2.99%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	0600-0700	126	13.78%	16.54%	2.09%	4.69%	0.94%	5.69%	4.16%	0.39%	0.00%	4.33%	2.08%	4.76%	1.82%	1.97%	31.40%	1.57%	3.79%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	47	Y	0700-0800	252	23.24%	21.77%	0.11%	4.39%	1.13%	5.49%	6.20%	0.35%	0.00%	1.06%	2.11%	5.84%	6.85%	0.93%	10.73%	3.52%	6.27%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	0800-0900	210	23.67%	30.37%	0.11%	4.15%	1.06%	6.68%	9.66%	3.27%	0.00%	3.39%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	8.34%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	0900-1000	210	20.33%	40.47%	0.15%	5.80%	1.49%	9.07%	10.23%	0.00%	0.00%	0.93%	0.67%	1.53%	0.59%	0.07%	1.33%	2.00%	5.35%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	1000-1100	168	26.29%	19.52%	0.22%	8.70%	3.23%	12.43%	13.02%	0.00%	0.00%	1.59%	0.29%	0.66%	0.25%	0.24%	5.54%	1.00%	7.01%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	1100-1200	168	31.02%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	4.49%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1200-1300	120	35.39%	9.91%	0.13%	7.07%	1.30%	11.26%	11.58%	0.31%	0.00%	2.17%	1.26%	3.89%	1.11%	0.15%	2.94%	5.50%	6.02%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	1300-1400	150	29.63%	15.28%	0.20%	7.94%	2.04%	9.39%	10.59%	0.46%	0.00%	2.78%	1.33%	3.06%	1.17%	0.30%	5.72%	3.70%	6.41%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1400-1500	120	28.24%	16.73%	0.21%	7.18%	2.10%	10.59%	10.82%	0.40%	0.00%	0.81%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	5.99%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1500-1600	120	28.94%	13.00%	0.23%	7.09%	2.33%	12.84%	13.23%	0.00%	0.00%	3.59%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	8.87%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1600-1700	120	30.33%	11.42%	0.21%	9.19%	2.10%	8.48%	8.44%	0.00%	0.00%	3.20%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	5.17%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1700-1800	120	44.93%	8.74%	0.20%	6.83%	2.01%	4.53%	4.99%	1.00%	0.00%	3.56%	2.49%	5.70%	2.17%	0.08%	2.54%	5.44%	4.81%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	48	Y	1800-1900	150	40.71%	13.28%	0.18%	7.91%	3.77%	4.45%	3.76%	0.00%	0.00%	2.21%	2.39%	5.48%	2.09%	0.30%	6.61%	4.06%	2.80%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	1900-2000	120	35.84%	24.86%	0.09%	3.61%	0.92%	2.48%	2.80%	0.00%	0.00%	1.16%	1.39%	3.18%	1.21%	0.78%	14.83%	3.47%	3.39%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	2000-2100	90	34.07%	27.05%	0.13%	4.11%	2.31%	0.96%	1.08%	0.00%	0.00%	4.10%	0.59%	1.35%	0.52%	0.86%	17.35%	2.46%	3.06%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	2100-2200	90	18.75%	8.33%	0.29%	11.38%	2.92%	3.25%	4.67%	0.00%	0.00%	1.08%	0.00%	0.00%	0.00%	1.98%	37.60%	8.33%	1.42%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	2200-2300	90	20.00%	8.67%	0.11%	5.16%	1.07%	4.12%	5.52%	0.00%	0.00%	0.00%	0.32%	0.73%	0.28%	2.40%	43.60%	4.00%	4.03%	0.00%	100.00%
P1, Dai Wah Street	RD_022	LD	50	49	Y	2300-0000	60	7.55%	15.98%	0.15%	8.89%	2.51%	2.74%	2.83%	0.00%	0.00%	0.00%	0.45%	1.04%	0.40%	2.92%	48.57%	3.77%	2.21%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0000-0100	2	12.48%	24.30%	4.00%	3.00%	5.00%	0.47%	0.53%	1.20%	0.00%	0.00%	0.29%	0.66%	0.25%	2.47%	41.93%	3.20%	0.20%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0100-0200	2	10.59%	0.00%	0.06%	4.26%	3.58%	4.83%	4.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	2.55%	60.46%	3.90%	1.23%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0200-0300	2	11.54%	15.38%	2.54%	20.00%	5.38%	12.00%	12.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	10.96%	3.85%	5.23%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0300-0400	2	13.00%	20.00%	1.32%	12.48%	4.20%	10.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	15.20%	2.00%	10.08%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0400-0500	2	11.82%	23.08%	2.15%	7.00%	4.54%	6.00%	7.64%	0.00%	0.00%	0.00%	0.62%	1.41%	0.54%	1.67%	24.67%	4.13%	4.74%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0500-0600	2	3.72%	8.02%	2.00%	3.00%	1.00%	3.76%	5.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	60.82%	0.79%	4.99%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0600-0700	6	10.78%	15.54%	2.09%	4.69%	0.94%	4.69%	6.16%	0.39%	0.00%	5.33%	2.08%	4.76%	1.82%	1.97%	31.40%	1.57%	5.79%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0700-0800	12	10.24%	18.77%	0.11%	5.39%	5.13%	10.49%	9.20%	1.35%	0.00%	1.06%	2.11%	5.84%	6.85%	0.93%	10.73%	3.52%	8.27%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0800-0900	10	18.67%	30.37%	0.11%	6.15%	3.06%	6.68%	9.66%	2.27%	0.00%	3.39%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	10.34%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	0900-1000	10	16.33%	40.47%	2.15%	5.80%	1.49%	10.07%	10.23%	1.00%	0.00%	0.93%	0.67%	1.53%	0.59%	0.07%	1.33%	2.00%	5.35%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1000-1100	8	26.29%	19.52%	0.22%	8.70%	3.23%	12.43%	13.02%	0.00%	0.00%	1.59%	0.29%	0.66%	0.25%	0.24%	5.54%	1.00%	7.01%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1100-1200	8	31.02%	8.57%	0.24%	9.23%	2.37%	11.62%	13.11%	0.00%	0.00%	4.49%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	7.92%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1200-1300	32	30.39%	9.91%	0.13%	7.07%	8.30%	9.26%	11.58%	0.31%	0.00%	2.17%	1.26%	3.89%	1.11%	0.15%	2.94%	5.50%	6.02%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1300-1400	36	23.63%	14.28%	0.20%	4.94%	6.04%	10.39%	11.59%	0.46%	0.00%	1.78%	1.33%	3.06%	1.17%	0.30%	5.72%	2.70%	12.41%	0.00%	100.00%

P2, Dai Wah Street	RD_023	LD	50	50	Y	1400-1500	32	28.24%	16.73%	0.21%	7.18%	2.10%	10.59%	10.82%	0.40%	0.00%	0.81%	1.65%	3.77%	1.44%	0.42%	8.04%	1.61%	5.99%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1500-1600	30	28.94%	13.00%	0.23%	7.09%	2.33%	12.84%	13.23%	0.00%	0.00%	3.59%	0.54%	1.23%	0.47%	0.29%	5.54%	1.79%	8.87%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1600-1700	32	26.33%	11.42%	0.21%	9.19%	3.10%	9.48%	10.44%	0.00%	0.00%	3.20%	1.86%	4.27%	1.63%	0.57%	10.84%	2.28%	5.17%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1700-1800	30	29.93%	8.74%	3.20%	8.83%	5.01%	6.53%	6.99%	1.00%	0.00%	3.56%	2.49%	5.70%	2.17%	0.08%	3.54%	5.44%	6.81%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1800-1900	30	30.71%	12.28%	3.18%	8.91%	5.77%	6.45%	5.76%	0.00%	0.00%	2.21%	2.39%	5.48%	2.09%	0.30%	6.61%	4.06%	3.80%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	1900-2000	30	28.84%	20.86%	2.09%	4.61%	3.92%	3.48%	3.80%	0.00%	0.00%	1.16%	2.39%	4.18%	5.21%	0.78%	10.83%	3.47%	4.39%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	2000-2100	22	29.07%	27.05%	2.13%	3.11%	3.31%	1.96%	2.08%	0.00%	0.00%	4.10%	0.59%	1.35%	0.52%	0.86%	17.35%	2.46%	4.06%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	2100-2200	19	18.75%	9.33%	0.29%	10.38%	3.92%	4.25%	5.67%	0.00%	0.00%	1.08%	0.00%	0.00%	0.00%	0.98%	35.60%	8.33%	1.42%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	2200-2300	17	20.00%	8.67%	0.11%	5.16%	1.07%	4.12%	5.52%	0.00%	0.00%	0.00%	0.32%	0.73%	0.28%	2.40%	43.60%	4.00%	4.03%	0.00%	100.00%
P2, Dai Wah Street	RD_023	LD	50	50	Y	2300-0000	11	8.55%	13.98%	2.15%	6.89%	2.51%	3.74%	4.83%	0.00%	0.00%	0.00%	1.45%	1.04%	0.40%	2.92%	45.57%	3.77%	2.21%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	47	Y	0000-0100	224	19.48%	25.30%	0.00%	0.00%	0.00%	0.47%	0.53%	1.20%	0.00%	0.00%	0.29%	0.66%	0.25%	2.47%	46.93%	2.20%	0.20%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	49	Y	0100-0200	106	12.59%	0.00%	0.06%	3.26%	0.58%	3.83%	1.19%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	66.46%	1.90%	2.23%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	49	Y	0200-0300	54	12.54%	15.38%	0.54%	21.00%	5.38%	12.00%	14.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	9.96%	2.85%	5.23%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	49	Y	0300-0400	54	21.00%	21.00%	0.32%	11.48%	3.20%	9.36%	10.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	14.20%	0.00%	8.08%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	49	Y	0400-0500	43	13.82%	24.08%	0.15%	6.00%	2.54%	5.00%	5.64%	0.00%	0.00%	0.00%	0.62%	0.41%	0.54%	1.67%	30.67%	4.13%	4.74%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	48	Y	0500-0600	138	6.72%	11.02%	0.00%	0.00%	0.00%	1.76%	3.12%	0.00%	0.00%	1.57%	0.38%	0.87%	0.33%	3.62%	67.82%	0.79%	1.99%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	45	Y	0600-0700	438	13.78%	15.54%	0.09%	3.69%	0.94%	3.69%	4.16%	0.39%	0.00%	4.33%	2.08%	4.76%	1.82%	1.97%	37.40%	2.57%	2.79%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	37	Y	0700-0800	928	27.24%	18.77%	0.11%	4.39%	1.13%	3.49%	6.20%	0.35%	0.00%	1.06%	2.11%	4.84%	1.85%	0.93%	17.73%	3.52%	6.27%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	39	Y	0800-0900	800	23.67%	35.37%	0.11%	4.15%	1.06%	7.68%	8.66%	0.27%	0.00%	2.39%	0.89%	2.05%	0.78%	0.19%	3.54%	1.86%	7.34%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	39	Y	0900-1000	832	18.33%	42.47%	0.15%	6.80%	2.49%	8.07%	9.23%	0.00%	0.00%	0.93%	0.67%	2.53%	1.59%	0.07%	1.33%	0.00%	5.35%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	41	Y	1000-1100	672	26.29%	21.52%	0.22%	8.70%	1.23%	13.43%	13.02%	0.00%	0.00%	2.59%	0.29%	0.66%	0.25%	0.24%	5.54%	0.00%	6.01%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	41	Y	1100-1200	662	28.02%	9.57%	0.24%	10.23%	3.37%	10.62%	13.11%	0.00%	0.00%	4.49%	0.39%	0.90%	0.34%	0.35%	6.59%	2.86%	8.92%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	42	Y	1200-1300	611	34.39%	8.91%	0.13%	6.07%	1.30%	13.26%	12.58%	0.31%	0.00%	1.17%	1.26%	2.89%	1.11%	2.15%	2.94%	5.50%	6.02%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	42	Y	1300-1400	639	27.63%	15.28%	0.20%	7.94%	2.04%	9.39%	11.59%	0.46%	0.00%	2.78%	1.33%	3.06%	1.17%	0.30%	5.72%	4.70%	6.41%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	42	Y	1400-1500	584	26.24%	15.73%	0.21%	6.18%	2.10%	12.59%	10.82%	0.40%	0.00%	0.81%	1.65%	2.77%	1.44%	0.42%	9.04%	2.61%	6.99%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	43	Y	1500-1600	557	28.94%	12.00%	0.23%	7.09%	2.33%	10.84%	12.23%	0.00%	0.00%	4.59%	0.54%	2.23%	0.47%	0.29%	5.54%	3.79%	8.87%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	42	Y	1600-1700	621	33.33%	10.42%	0.21%	8.19%	2.10%	7.48%	10.44%	0.00%	0.00%	2.20%	1.86%	5.27%	1.63%	0.57%	10.84%	1.28%	4.17%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	43	Y	1700-1800	557	43.93%	7.74%	0.20%	8.83%	2.01%	3.53%	4.99%	0.00%	0.00%	3.56%	2.49%	5.70%	1.17%	2.08%	1.54%	8.44%	3.81%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	40	Y	1800-1900	730	47.71%	12.28%	0.18%	6.91%	1.77%	2.45%	4.76%	0.00%	0.00%	2.21%	1.39%	5.48%	2.09%	0.30%	6.61%	4.06%	1.80%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	40	Y	1900-2000	730	32.84%	25.86%	0.09%	5.61%	0.92%	2.48%	2.80%	0.00%	0.00%	2.16%	1.39%	3.18%	1.21%	0.78%	12.83%	4.47%	3.39%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	45	Y	2000-2100	401	38.07%	25.05%	0.13%	4.11%	2.31%	0.96%	1.08%	0.00%	0.00%	4.10%	0.59%	0.35%	1.52%	0.86%	16.35%	2.46%	2.06%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	46	Y	2100-2200	356	20.75%	9.33%	0.29%	10.38%	2.92%	3.25%	3.67%	0.00%	0.00%	2.08%	0.00%	0.00%	0.00%	1.98%	38.60%	5.33%	1.42%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	46	Y	2200-2300	319	22.00%	10.67%	0.11%	5.16%	1.07%	3.12%	3.52%	0.00%	0.00%	0.00%	0.32%	0.73%	0.28%	2.40%	43.60%	3.00%	4.03%	0.00%	100.00%
Q, Roads to Fu Tip Estate	RD_024	LD	50	47	Y	2300-0000	283	8.55%	16.98%	0.15%	7.89%	1.51%	0.74%	0.83%	0.00%	0.00%	0.00%	0.45%	2.04%	0.40%	1.92%	52.57%	3.77%	2.21%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0000-0100	3	63.31%	23.48%	3.17%	3.16%	3.10%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.28%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0100-0200	3	60.32%	26.00%	3.25%	3.31%	3.14%	0.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0200-0300	3	62.30%	24.27%	3.16%	3.17%	3.16%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.49%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0300-0400	4	62.18%	24.12%	3.17%	3.59%	3.12%	0.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0400-0500	4	64.12%	22.26%	3.19%	3.44%	3.29%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0500-0600	4	64.92%	21.52%	3.47%	3.11%	3.27%	0.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0600-0700	6	64.91%	21.63%	2.46%	3.40%	3.82%	0.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0700-0800	8	64.78%	21.65%	2.58%	3.39%	3.47%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0800-0900	10	66.68%	20.00%	2.32%	3.48%	3.58%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	0900-1000	8	64.50%	21.93%	2.47%	3.52%	3.59%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1000-1100	6	61.15%	24.63%	2.57%	3.78%	3.62%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.77%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1100-1200	4	62.99%	22.87%	2.73%	3.63%	3.51%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1200-1300	5	60.64%	25.51%	2.47%	3.86%	3.45%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.49%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1300-1400	5	63.01%	22.80%	2.84%	3.81%	3.23%	0.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.69%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1400-1500	8	64.80%	21.68%	2.67%	3.52%	3.26%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.53%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1500-1600	8	62.75%	24.10%	2.54%	3.36%	3.48%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1600-1700	8	65.25%	21.15%	2.67%	3.54%	3.50%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1700-1800	13	62.15%	25.06%	2.44%	3.21%	3.41%	0.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1800-1900	10	62.41%	24.52%	2.53%	3.29%	3.47%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	1900-2000	10	62.48%	24.07%	2.19%	3.30%	3.87%	0.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	2000-2100	8	62.56%	23.97%	2.59%	3.58%	3.46%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	2100-2200	5	66.10%	21.16%	2.19%	3.15%	3.57%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	2200-2300	5	62.93%	24.15%	2.48%	3.14%	3.29%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.43%	0.00%	0.00%	100.00%
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	LD	50	50	Y	2300-0000	3	64.34%	22.06%	2.25%	3.87%	3.27%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.67%	0.00%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0000-0100	3	61.84%	23.58%	3.47%	3.28%	3.19%	0.57%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0100-0200	3	60.32%	25.32%	3.25%	3.31%	3.14%	0.60%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.15%	0.37%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0200-0300	3	62.10%	23.91%	3.16%	3.17%	3.16%	0.45%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	0.36%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0300-0400	4	61.65%	24.23%	3.17%	3.55%	3.12%	0.40%	0.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.15%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0400-0500	4	64.34%	21.15%	3.20%	3.44%	3.29%	0.44%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0500-0600	4	64.74%	21.17%	3.20%	3.11%	3.27%	0.45%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.22%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0600-0700	6	64.91%	21.40%	2.33%	3.20%	3.52%	0.47%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.38%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0700-0800	8	64.78%	21.25%	2.58%	3.35%	3.37%	0.55%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0800-0900	10	65.68%	20.23%	2.32%	3.43%	3.58%	0.58%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.37%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	0900-1000	8	64.52%	21.43%	2.37%	3.42%	3.55%	0.59%	0.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1000-1100	6	61.15%	24.23%	2.57%	3.74%	3.62%	0.58%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.23%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1100-1200	4	63.00%	22.49%	2.73%	3.59%	3.47%	0.57%	0.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1200-1300	5	60.14%	25.51%	2.41%	3.86%	3.45%	0.58%	0.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.32%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1300-1400	5	63.01%	22.33%	2.84%	3.81%	3.23%	0.62%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.39%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1400-1500	8	64.80%	21.48%	2.60%	3.52%	3.26%	0.24%	0.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1500-1600	8	62.75%	23.23%	2.52%	3.36%	3.41%	0.57%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.36%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1600-1700	8	64.49%	21.08%	2.67%	3.54%	3.50%	0.58%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.22%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1700-1800	13	61.10%	25.19%	2.21%	3.31%	3.49%	0.54%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.36%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1800-1900	10	61.84%	24.47%	2.13%	3.39%	3.48%	0.57%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.23%	0.34%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	1900-2000	10	62.28%	24.27%	2.13%	3.30%	3.41%	0.67%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.05%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	2000-2100	8	62.56%	23.57%	2.58%	3.18%	3.46%	0.54%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.37%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	2100-2200	5	65.24%	21.26%	2.19%	3.15%	3.49%	0.57%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.32%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	2200-2300	5	62.05%	24.35%	2.47%	3.14%	3.29%	0.58%	0.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.35%	0.00%	100.00%
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	LD	50	50	Y	2300-0000	3	63.84%	22.57%	2.25%	3.47%	3.19%	0.54%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.33%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0000-0100	4	61.30%	24.30%	4.00%	4.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0100-0200	4	62.32%	25.62%	4.00%	2.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.06%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0200-0300	4	63.72%	23.64%	3.00%	3.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.64%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0300-0400	4	65.77%	22.92%	2.00%	3.50%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.11%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0400-0500	4	67.19%	21.26%	2.40%	2.68%	2.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.49%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0500-0600	8	65.48%	23.12%	2.37%	2.61%	2.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0600-0700	12	67.08%	20.63%	2.56%	3.40%	3.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0700-0800	16	66.14%	21.95%	2.49%	3.12%	3.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0800-0900	20	67.28%	20.00%	2.98%	3.26%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	0900-1000	16	66.37%	21.29%	2.27%	3.52%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1000-1100	12	62.56%	25.05%	2.47%	3.38%	3.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.33%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1100-1200	8	64.91%	22.07%	2.43%	3.33%	3.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.92%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1200-1300	13	63.48%	24.02%	2.64%	3.41%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1300-1400	20	64.21%	23.29%	2.54%	3.21%	3.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.64%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1400-1500	20	64.48%	23.38%	2.47%	3.34%	3.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1500-1600	13	63.55%	24.04%	2.54%	3.19%	3.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1600-1700	20	62.40%	24.28%	2.87%	3.64%	3.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	49	Y	1700-1800	33	62.95%	24.02%	2.54%	3.55%	3.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.33%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1800-1900	20	64.12%	22.89%	2.53%	3.49%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	1900-2000	20	63.37%	23.80%	2.29%	3.45%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.62%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	2000-2100	20	64.58%	23.06%	2.89%	3.11%	3.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	2100-2200	13	66.28%	21.39%	2.79%	3.05%	3.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	2200-2300	13	63.83%	23.43%	2.48%	3.24%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.83%	0.00%	0.00%	100.00%
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	LD	50	50	Y	2300-0000	7	64.84%	22.06%	2.65%	3.81%	3.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.47%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0000-0100	4	62.34%	24.57%	3.15%	3.26%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.49%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0100-0200	4	61.32%	25.03%	3.15%	3.71%	3.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.28%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0200-0300	4	62.72%	23.92%	3.19%	3.57%	3.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.44%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0300-0400	8	63.38%	22.91%	3.27%	3.49%	3.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.52%	0.00%	0.00%	100.00%

T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0400-0500	8	65.15%	21.37%	3.29%	3.44%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0500-0600	8	65.48%	21.52%	2.47%	3.51%	3.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0600-0700	12	65.31%	21.63%	2.43%	3.40%	3.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.41%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0700-0800	16	65.19%	21.65%	2.49%	3.42%	3.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0800-0900	20	66.78%	20.00%	2.33%	3.56%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.75%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	0900-1000	16	64.47%	22.29%	2.57%	3.72%	3.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1000-1100	12	62.14%	24.06%	2.87%	3.68%	3.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.73%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1100-1200	8	63.64%	22.87%	2.73%	3.63%	3.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.62%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1200-1300	11	61.31%	25.31%	2.57%	3.86%	3.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1300-1400	11	62.01%	24.99%	2.24%	3.61%	3.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.62%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1400-1500	15	65.80%	21.38%	2.37%	3.32%	3.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1500-1600	15	62.65%	24.54%	2.44%	3.29%	3.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1600-1700	15	64.30%	22.28%	2.87%	3.54%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	49	Y	1700-1800	25	61.15%	26.02%	2.64%	3.25%	3.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.23%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1800-1900	20	62.42%	23.89%	2.93%	3.59%	3.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	1900-2000	20	63.47%	23.80%	2.29%	3.45%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.52%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	2000-2100	15	64.58%	21.79%	2.89%	3.98%	3.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	2100-2200	11	66.48%	20.89%	2.49%	3.35%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.22%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	2200-2300	11	63.93%	23.43%	2.58%	3.14%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.63%	0.00%	0.00%	100.00%
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	LD	50	50	Y	2300-0000	5	64.74%	22.06%	2.45%	3.91%	3.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0000-0100	3	63.01%	23.59%	3.57%	3.06%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0100-0200	3	61.64%	25.20%	3.15%	3.24%	3.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.43%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0200-0300	3	62.80%	24.27%	3.16%	3.19%	3.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0300-0400	3	62.28%	24.32%	3.17%	3.59%	3.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0400-0500	3	64.42%	22.26%	3.20%	3.48%	3.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0500-0600	4	65.98%	20.32%	3.55%	3.59%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0600-0700	6	64.57%	21.69%	3.46%	3.26%	3.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0700-0800	8	64.78%	21.65%	3.52%	3.44%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.14%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0800-0900	10	66.65%	20.42%	2.34%	3.68%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.43%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	0900-1000	8	64.54%	22.60%	2.59%	3.59%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1000-1100	6	62.14%	24.61%	2.59%	3.88%	3.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.18%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1100-1200	4	63.27%	23.33%	2.75%	3.69%	3.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1200-1300	5	62.52%	24.79%	2.57%	3.36%	3.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1300-1400	5	64.03%	22.70%	2.64%	3.41%	3.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.69%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1400-1500	5	64.48%	22.05%	2.65%	3.52%	3.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.63%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1500-1600	5	63.10%	24.05%	2.56%	3.36%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1600-1700	5	65.10%	21.22%	2.77%	3.82%	3.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.29%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1700-1800	13	62.31%	25.26%	2.44%	3.41%	3.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1800-1900	10	62.65%	24.62%	2.63%	3.49%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.14%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	1900-2000	8	62.89%	24.07%	2.49%	3.32%	3.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	2000-2100	8	62.93%	23.99%	2.59%	3.57%	3.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	2100-2200	5	66.72%	21.36%	2.19%	3.15%	3.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.32%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	2200-2300	3	62.96%	24.43%	2.68%	3.24%	3.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	LD	50	50	Y	2300-0000	3	63.06%	23.76%	2.19%	3.97%	3.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.15%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0000-0100	3	64.13%	22.77%	3.37%	3.06%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.48%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0100-0200	3	61.31%	25.25%	3.20%	3.16%	3.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.64%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0200-0300	3	63.70%	23.27%	3.16%	3.19%	3.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.52%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0300-0400	3	62.48%	24.32%	3.17%	3.59%	3.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0400-0500	3	65.22%	21.86%	3.20%	3.28%	3.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0500-0600	4	65.69%	20.42%	3.55%	3.59%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0600-0700	4	64.48%	21.19%	3.46%	3.26%	3.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.75%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0700-0800	8	64.77%	21.26%	3.52%	3.44%	3.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.32%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0800-0900	10	64.96%	22.42%	2.34%	3.66%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.14%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	0900-1000	8	65.43%	22.60%	2.29%	3.29%	3.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.22%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1000-1100	6	63.24%	23.62%	2.54%	3.88%	3.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.32%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1100-1200	4	63.17%	23.33%	2.75%	3.69%	3.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.52%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1200-1300	5	62.12%	24.89%	2.68%	3.65%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1300-1400	5	64.13%	22.70%	2.52%	3.45%	3.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.67%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1400-1500	5	64.31%	22.05%	2.68%	3.69%	3.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1500-1600	5	62.21%	25.20%	2.56%	3.36%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1600-1700	5	64.30%	21.93%	2.57%	3.94%	3.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.37%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1700-1800	13	63.13%	25.02%	2.24%	3.21%	3.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.28%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1800-1900	10	63.35%	24.12%	2.33%	3.49%	3.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	1900-2000	10	62.85%	24.09%	2.49%	3.32%	3.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.29%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	2000-2100	8	62.73%	23.99%	2.79%	3.59%	3.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	2100-2200	5	66.37%	21.36%	2.19%	3.15%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	2200-2300	3	62.76%	24.43%	2.88%	3.24%	3.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	LD	50	50	Y	2300-0000	3	63.16%	23.63%	2.19%	3.97%	3.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.18%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0000-0100	8	62.63%	25.12%	2.81%	2.20%	3.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.97%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0100-0200	8	62.44%	26.67%	2.30%	2.29%	3.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.06%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0200-0300	4	64.60%	24.14%	2.41%	2.16%	3.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.44%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0300-0400	4	62.55%	26.31%	2.54%	2.18%	3.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.22%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0400-0500	8	67.08%	21.31%	2.64%	2.26%	3.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0500-0600	8	66.70%	21.57%	2.57%	2.30%	3.31%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0600-0700	12	66.99%	21.63%	2.39%	2.29%	3.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.44%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0700-0800	16	68.02%	20.85%	2.48%	2.26%	3.31%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0800-0900	20	65.95%	22.12%	2.57%	2.55%	3.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.56%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	0900-1000	16	65.85%	22.79%	2.46%	2.27%	3.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1000-1100	16	65.42%	23.16%	2.49%	2.33%	3.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1100-1200	12	64.19%	24.13%	2.36%	2.46%	3.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.62%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1200-1300	20	65.49%	22.40%	2.70%	2.56%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.56%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1300-1400	20	64.79%	23.29%	2.57%	2.56%	3.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1400-1500	15	64.96%	22.95%	2.48%	2.78%	3.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.47%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1500-1600	15	66.50%	21.79%	2.29%	2.67%	3.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1600-1700	20	67.67%	20.92%	2.21%	2.55%	3.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1700-1800	25	67.99%	20.54%	2.26%	2.49%	3.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1800-1900	20	65.01%	23.58%	2.19%	2.44%	3.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	1900-2000	20	65.18%	23.06%	2.17%	2.56%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.62%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	2000-2100	15	66.60%	21.97%	2.18%	2.46%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.50%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	2100-2200	15	67.16%	21.30%	2.19%	2.59%	3.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	2200-2300	11	66.99%	21.16%	2.18%	2.49%	3.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.83%	0.00%	0.00%	100.00%
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	LD	50	50	Y	2300-0000	5	68.10%	20.14%	2.17%	2.33%	3.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%	0.00%	3.71%	0.00%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0000-0100	4	62.42%	25.37%	2.30%	2.15%	3.26%	0.36%	0.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.67%	0.10%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0100-0200	4	60.10%	27.38%	2.22%	2.26%	3.25%	0.76%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.56%	0.04%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0200-0300	8	62.17%	25.00%	2.19%	2.18%	3.24%	0.77%	0.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.60%	0.21%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0300-0400	4	63.06%	24.05%	2.74%	2.13%	3.16%	0.69%	0.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.29%	0.28%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0400-0500	8	64.80%	22.33%	2.54%	2.16%	3.25%	0.58%	0.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.22%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0500-0600	8	62.42%	23.84%	2.97%	2.23%	3.41%	0.57%	0.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.58%	0.25%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0600-0700	12	64.52%	21.78%	2.69%	2.29%	3.46%	0.70%	0.79%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.54%	0.23%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0700-0800	12	63.65%	22.94%	2.58%	2.28%	3.32%	0.69%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.48%	0.29%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0800-0900	20	64.00%	22.12%	2.59%	2.55%	3.26%	0.85%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.66%	0.39%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	0900-1000	16	62.98%	23.91%	2.26%	2.15%	3.24%	0.82%	0.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.46%	0.49%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1000-1100	16	62.52%	24.17%	2.47%	2.31%	3.24%	0.86%	0.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.37%	0.42%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1100-1200	16	62.35%	24.13%	2.36%	2.46%	3.24%	0.87%	0.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.54%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1200-1300	20	63.43%	22.40%	2.70%	2.56%	3.29%	0.88%	0.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.56%	0.51%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1300-1400	20	61.54%	24.07%	2.68%	2.32%	3.39%	0.95%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.72%	0.56%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1400-1500	15	63.86%	21.66%	2.78%	2.74%	3.29%	0.85%	0.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.52%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1500-1600	15	62.32%	23.80%	2.35%	2.48%	3.37%	0.53%	0.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.60%	0.69%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1600-1700	20	64.60%	21.22%	2.31%	2.75%	3.36%	0.80%	0.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.56%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	49	Y	1700-1800	25	64.39%	21.26%	2.56%	2.49%	3.36%	0.86%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.75%	0.56%	0.00%	100.00%

W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1800-1900	20	64.18%	22.16%	2.26%	2.34%	3.39%	0.87%	0.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.54%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	1900-2000	20	62.37%	23.69%	2.50%	2.27%	3.56%	0.59%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.72%	0.53%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	2000-2100	15	63.27%	23.08%	2.18%	2.59%	3.47%	0.58%	0.79%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.49%	0.55%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	2100-2200	11	64.78%	22.16%	2.18%	2.19%	3.26%	0.54%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.56%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	2200-2300	11	65.87%	21.00%	2.16%	2.30%	3.16%	0.58%	0.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.73%	0.57%	0.00%	100.00%
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	LD	50	50	Y	2300-0000	5	66.55%	20.14%	2.13%	2.44%	3.36%	0.59%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.76%	0.25%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0000-0100	6	63.72%	23.13%	3.27%	3.11%	3.15%	0.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0100-0200	6	60.82%	25.63%	3.23%	3.24%	3.29%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0200-0300	6	63.00%	23.77%	3.16%	3.18%	3.16%	0.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0300-0400	8	62.33%	24.22%	3.17%	3.59%	3.15%	0.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0400-0500	8	64.67%	22.06%	3.20%	3.36%	3.24%	0.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0500-0600	12	65.31%	20.97%	3.51%	3.35%	3.28%	0.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0600-0700	14	64.70%	21.41%	2.96%	3.33%	3.84%	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.53%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0700-0800	24	64.78%	21.46%	3.05%	3.42%	3.58%	0.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0800-0900	30	65.82%	21.21%	2.33%	3.57%	3.53%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.25%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	0900-1000	24	64.97%	22.27%	2.38%	3.41%	3.38%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1000-1100	18	62.20%	24.13%	2.56%	3.83%	3.51%	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.55%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1100-1200	12	63.08%	23.10%	2.74%	3.66%	3.53%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.61%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1200-1300	11	61.38%	25.20%	2.58%	3.76%	3.45%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.35%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1300-1400	11	63.57%	22.75%	2.68%	3.63%	3.38%	0.31%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.68%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1400-1500	12	64.56%	21.87%	2.68%	3.61%	3.62%	0.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.42%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1500-1600	12	62.48%	24.65%	2.55%	3.36%	3.48%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.20%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1600-1700	12	64.78%	21.54%	2.62%	3.74%	3.70%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.34%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1700-1800	25	62.64%	25.04%	2.34%	3.21%	3.27%	0.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1800-1900	20	62.88%	24.32%	2.43%	3.39%	3.47%	0.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	1900-2000	20	62.67%	24.08%	2.34%	3.31%	3.92%	0.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	2000-2100	15	62.65%	23.98%	2.69%	3.59%	3.56%	0.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	2100-2200	11	66.24%	21.26%	2.19%	3.15%	3.57%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.31%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	2200-2300	8	62.85%	24.29%	2.68%	3.19%	3.28%	0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.43%	0.00%	0.00%	100.00%
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	LD	50	50	Y	2300-0000	5	63.75%	22.85%	2.22%	3.92%	3.57%	0.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.43%	0.00%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0000-0100	4	63.03%	23.58%	3.47%	3.28%	3.19%	0.57%	0.53%	0.00%	0.00%	0.00%	0.04%	0.08%	0.03%	0.00%	0.00%	1.87%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0100-0200	4	61.84%	25.32%	3.25%	3.31%	3.14%	0.60%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.64%	0.37%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0200-0300	4	63.45%	23.91%	3.16%	3.17%	3.16%	0.45%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.36%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0300-0400	8	55.44%	24.23%	3.17%	3.55%	3.12%	0.40%	0.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.36%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0400-0500	8	66.52%	21.15%	3.20%	3.44%	3.29%	0.44%	0.59%	0.00%	0.00%	0.00%	0.25%	0.56%	0.22%	0.00%	0.00%	0.00%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0500-0600	8	64.90%	21.17%	3.20%	3.11%	3.27%	0.45%	0.50%	0.00%	0.00%	0.00%	0.09%	0.20%	0.08%	0.00%	0.00%	2.70%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0600-0700	12	62.32%	21.40%	2.33%	3.20%	3.52%	0.47%	0.54%	0.00%	0.00%	0.00%	0.80%	1.83%	0.70%	0.00%	0.00%	2.53%	0.38%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0700-0800	16	61.85%	21.25%	2.58%	3.35%	3.37%	0.55%	0.54%	0.00%	0.00%	0.00%	0.84%	1.91%	0.73%	0.00%	0.00%	2.71%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0800-0900	20	63.47%	20.23%	2.32%	3.43%	3.58%	0.58%	0.55%	0.00%	0.00%	0.00%	0.71%	1.62%	0.62%	0.00%	0.00%	2.54%	0.37%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	0900-1000	16	64.33%	21.43%	2.37%	3.42%	3.55%	0.59%	0.52%	0.00%	0.00%	0.00%	0.35%	0.80%	0.31%	0.00%	0.00%	1.99%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1000-1100	12	60.86%	24.23%	2.57%	3.74%	3.62%	0.58%	0.53%	0.00%	0.00%	0.00%	0.18%	0.41%	0.16%	0.00%	0.00%	2.77%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1100-1200	8	63.00%	22.49%	2.73%	3.59%	3.47%	0.57%	0.51%	0.00%	0.00%	0.00%	0.23%	0.53%	0.20%	0.00%	0.00%	2.35%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1200-1300	11	58.36%	25.51%	2.41%	3.86%	3.45%	0.58%	0.52%	0.00%	0.00%	0.00%	0.35%	0.81%	0.31%	0.00%	0.00%	3.53%	0.32%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1300-1400	11	61.71%	22.33%	2.84%	3.81%	3.23%	0.62%	0.57%	0.00%	0.00%	0.00%	0.26%	0.59%	0.23%	0.00%	0.00%	3.43%	0.39%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1400-1500	15	65.10%	21.48%	2.60%	3.52%	3.26%	0.24%	0.51%	0.00%	0.00%	0.00%	0.22%	0.52%	0.20%	0.00%	0.00%	2.02%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1500-1600	15	62.68%	23.23%	2.52%	3.36%	3.41%	0.57%	0.54%	0.00%	0.00%	0.00%	0.22%	0.49%	0.19%	0.00%	0.00%	2.44%	0.36%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1600-1700	15	63.38%	21.08%	2.67%	3.54%	3.50%	0.58%	0.58%	0.00%	0.00%	0.00%	0.33%	0.74%	0.28%	0.00%	0.00%	2.99%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	49	Y	1700-1800	25	58.11%	25.19%	2.21%	3.31%	3.49%	0.54%	0.59%	0.00%	0.00%	0.00%	0.50%	1.13%	0.43%	0.00%	0.00%	4.15%	0.36%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1800-1900	20	59.97%	24.47%	2.13%	3.39%	3.48%	0.57%	0.55%	0.00%	0.00%	0.00%	0.36%	0.83%	0.32%	0.00%	0.00%	3.61%	0.34%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	1900-2000	20	59.50%	24.27%	2.13%	3.30%	3.41%	0.67%	0.54%	0.00%	0.00%	0.00%	0.32%	0.73%	0.28%	0.00%	0.00%	4.52%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	2000-2100	15	59.35%	23.57%	2.58%	3.18%	3.46%	0.54%	0.53%	0.00%	0.00%	0.00%	0.38%	0.87%	0.33%	0.00%	0.00%	4.85%	0.37%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	2100-2200	11	62.42%	21.26%	2.19%	3.15%	3.49%	0.57%	0.57%	0.00%	0.00%	0.00%	0.48%	1.09%	0.42%	0.00%	0.00%	4.05%	0.32%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	2200-2300	11	61.37%	24.35%	2.47%	3.14%	3.29%	0.58%	0.52%	0.00%	0.00%	0.00%	0.25%	0.59%	0.23%	0.00%	0.00%	2.87%	0.35%	0.00%	100.00%
Y, From Fung Yuen Road to Cinderella Farm	RD_034	LD	50	50	Y	2300-0000	5	64.36%	22.57%	2.25%	3.47%	3.19%	0.54%	0.54%	0.00%	0.00%	0.00%	0.22%	0.51%	0.20%	0.00%	0.00%	1.84%	0.33%	0.00%	100.00%

Road ID	Segment ID	X coordinate of endpoint 1	Y coordinate of endpoint 1	X coordinate of endpoint 2	Y coordinate of endpoint 2	Road height (mAG)	Physical Road width (m)	Road elevation (m)	Barrier 1 width (m)	Barrier 1 height (m)	Barrier 1 DCL (m)	Barrier 2 width (m)	Barrier 2 height (m)	Barrier 2 DCL (m)	Portal ID
RD_001	RD_001	836619.45	835746.86	836637.87	835803.12	0	7		0	0	0	0	0	0	
RD_001	RD_001_001	836637.87	835803.12	836646.72	835850.29	0	7		0	0	0	0	0	0	
RD_001	RD_001_002	836646.72	835850.29	836649.5	835893.15	0	7		0	0	0	0	0	0	
RD_001	RD_001_003	836649.5	835893.15	836656.7	835955.71	0	7		0	0	0	0	0	0	
RD_001	RD_001_004	836656.7	835955.71	836656.08	835987.49	0	7		0	0	0	0	0	0	
RD_001	RD_001_005	836656.08	835987.49	836646.2	836024.37	0	7		0	0	0	0	0	0	
RD_001	RD_001_006	836646.2	836024.37	836620.26	836061.69	0	7		0	0	0	0	0	0	
RD_001	RD_001_007	836620.26	836061.69	836595.36	836088.04	0	7		0	0	0	0	0	0	
RD_001	RD_001_008	836595.36	836088.04	836624.69	836128.68	0	7		0	0	0	0	0	0	
RD_001	RD_001_009	836624.69	836128.68	836635.7	836147.29	0	7		0	0	0	0	0	0	
RD_001	RD_001_010	836635.7	836147.29	836637.35	836167.11	0	7		0	0	0	0	0	0	
RD_001	RD_001_011	836637.35	836167.11	836630.45	836188.7	0	7		0	0	0	0	0	0	
RD_001	RD_001_012	836630.45	836188.7	836617.48	836194.46	0	7		0	0	0	0	0	0	
RD_001	RD_001_013	836617.48	836194.46	836614.81	836204.43	0	7		0	0	0	0	0	0	
RD_001	RD_001_014	836614.81	836204.43	836622.01	836214.39	0	7		0	0	0	0	0	0	
RD_001	RD_001_015	836622.01	836214.39	836637.24	836209.96	0	7		0	0	0	0	0	0	
RD_001	RD_001_016	836637.24	836209.96	836635.7	836199.44	0	7		0	0	0	0	0	0	
RD_001	RD_001_017	836635.7	836199.44	836630.45	836188.7	0	7		0	0	0	0	0	0	
RD_002	RD_002	836552.35	835524.17	836568.3	835576.88	0	11		0	0	0	0	0	0	
RD_002	RD_002_001	836568.3	835576.88	836583.53	835618.07	0	9		0	0	0	0	0	0	
RD_002	RD_002_002	836583.53	835618.07	836597.63	835665.25	0	7		0	0	0	0	0	0	
RD_002	RD_002_003	836597.63	835665.25	836611.11	835720.17	0	7		0	0	0	0	0	0	
RD_002	RD_002_004	836611.11	835720.17	836619.45	835746.86	0	7		0	0	0	0	0	0	
RD_003	RD_003	836622.01	836214.39	836614.29	836232	0	4		0	0	0	0	0	0	
RD_003	RD_003_001	836614.29	836232	836599.47	836241.63	0	4		0	0	0	0	0	0	
RD_003	RD_003_002	836599.47	836241.63	836584.24	836245.84	0	4		0	0	0	0	0	0	
RD_003	RD_003_003	836584.24	836245.84	836574.36	836257.36	0	4		0	0	0	0	0	0	
RD_003	RD_003_004	836574.36	836257.36	836575.08	836271.53	0	4		0	0	0	0	0	0	
RD_003	RD_003_005	836575.08	836271.53	836599.06	836308.41	0	4		0	0	0	0	0	0	
RD_003	RD_003_006	836599.06	836308.41	836618.3	836323.91	0	4		0	0	0	0	0	0	
RD_003	RD_003_007	836618.3	836323.91	836621.29	836335.54	0	4		0	0	0	0	0	0	
RD_003	RD_003_008	836621.29	836335.54	836615.21	836345.61	0	4		0	0	0	0	0	0	
RD_003	RD_003_009	836615.21	836345.61	836583.21	836359.9	0	4		0	0	0	0	0	0	
RD_004	RD_004	836328.89	835246.99	836331.98	835336.47	0	10		0	0	0	0	0	0	
RD_004	RD_004_001	836331.98	835336.47	836337.54	835372.13	0	9		0	0	0	0	0	0	
RD_004	RD_004_002	836337.54	835372.13	836356.06	835432.03	0	7		0	0	0	0	0	0	
RD_004	RD_004_003	836356.06	835432.03	836372.43	835464.7	0	7		0	0	0	0	0	0	
RD_004	RD_004_004	836372.43	835464.7	836403.2	835496.37	0	7		0	0	0	0	0	0	
RD_004	RD_004_005	836403.2	835496.37	836428.11	835512.54	0	7		0	0	0	0	0	0	
RD_004	RD_004_006	836428.11	835512.54	836454.05	835522.84	0	7		0	0	0	0	0	0	
RD_004	RD_004_007	836454.05	835522.84	836472.78	835527.27	0	7		0	0	0	0	0	0	
RD_004	RD_004_008	836472.78	835527.27	836496.25	835529.7	0	7		0	0	0	0	0	0	
RD_004	RD_004_009	836496.25	835529.7	836518.69	835529.15	0	7		0	0	0	0	0	0	
RD_004	RD_004_010	836518.69	835529.15	836552.35	835524.17	0	7		0	0	0	0	0	0	
RD_005	RD_005	836551.32	835515.97	836518.07	835520.62	0	7		0	0	0	0	0	0	
RD_005	RD_005_001	836518.07	835520.62	836495.74	835521.18	0	7		0	0	0	0	0	0	
RD_005	RD_005_002	836495.74	835521.18	836475.05	835518.85	0	7		0	0	0	0	0	0	
RD_005	RD_005_003	836475.05	835518.85	836456.21	835513.76	0	7		0	0	0	0	0	0	
RD_005	RD_005_004	836456.21	835513.76	836432.33	835504.57	0	7		0	0	0	0	0	0	
RD_005	RD_005_005	836432.33	835504.57	836408.66	835488.29	0	7		0	0	0	0	0	0	
RD_005	RD_005_006	836408.66	835488.29	836380.05	835459.94	0	7		0	0	0	0	0	0	
RD_005	RD_005_007	836380.05	835459.94	836365.43	835430.37	0	7		0	0	0	0	0	0	
RD_005	RD_005_008	836365.43	835430.37	836351.12	835375.89	0	9		0	0	0	0	0	0	
RD_005	RD_005_009	836351.12	835375.89	836346.8	835334.59	0	12		0	0	0	0	0	0	
RD_005	RD_005_010	836346.8	835334.59	836345.26	835247.33	0	12		0	0	0	0	0	0	
RD_006	RD_006	836552.35	835524.17	836593.72	835519.3	0	7		0	0	0	0	0	0	
RD_006	RD_006_001	836593.72	835519.3	836648.99	835517.08	0	7		0	0	0	0	0	0	
RD_006	RD_006_002	836648.99	835517.08	836710.23	835516.97	0	7		0	0	0	0	0	0	
RD_007	RD_007	836710.34	835508.01	836648.38	835508.56	0	7		0	0	0	0	0	0	
RD_007	RD_007_001	836648.38	835508.56	836594.85	835510.44	0	7		0	0	0	0	0	0	
RD_007	RD_007_002	836594.85	835510.44	836551.32	835515.97	0	7		0	0	0	0	0	0	
RD_008	RD_008	836710.23	835516.97	836779.81	835516.53	0	7		0	0	0	0	0	0	
RD_008	RD_008_001	836779.81	835516.53	836809.76	835522.18	0	7		0	0	0	0	0	0	
RD_008	RD_008_002	836809.76	835522.18	836838.89	835530.82	0	7		0	0	0	0	0	0	
RD_008	RD_008_003	836838.89	835530.82	836864.83	835543.67	0	7		0	0	0	0	0	0	
RD_008	RD_008_004	836864.83	835543.67	836893.54	835563.71	0	7		0	0	0	0	0	0	
RD_008	RD_008_005	836893.54	835563.71	836914.23	835583.53	0	7		0	0	0	0	0	0	
RD_008	RD_008_006	836914.23	835583.53	837061.41	835781.98	0	7		0	0	0	0	0	0	
RD_008	RD_008_007	837061.41	835781.98	837083.43	835804.24	0	7		0	0	0	0	0	0	
RD_008	RD_008_008	837083.43	835804.24	837108.34	835823.73	0	7		0	0	0	0	0	0	
RD_008	RD_008_009	837108.34	835823.73	837143.95	835843.78	0	7		0	0	0	0	0	0	
RD_009	RD_009	837142.82	835833.59	837114.41	835816.53	0	7		0	0	0	0	0	0	
RD_009	RD_009_001	837114.41	835816.53	837090.33	835798.15	0	7		0	0	0	0	0	0	
RD_009	RD_009_002	837090.33	835798.15	837068.3	835775.89	0	7		0	0	0	0	0	0	
RD_009	RD_009_003	837068.3	835775.89	836921.75	835579.11	0	7		0	0	0	0	0	0	
RD_009	RD_009_004	836921.75	835579.11	836897.66	835556.07	0	7		0	0	0	0	0	0	
RD_009	RD_009_005	836897.66	835556.07	836869.26	835536.58	0	7		0	0	0	0	0	0	
RD_009	RD_009_006	836869.26	835536.58	836842.19	835522.85	0	7		0	0	0	0	0	0	
RD_009	RD_009_007	836842.19	835522.85	836811.51	835513.21	0	7		0	0	0	0	0	0	
RD_009	RD_009_008	836811.51	835513.21	836780.64	835508.34	0	7		0	0	0	0	0	0	
RD_009	RD_009_009	836780.64	835508.34	836710.34	835508.01	0	7		0	0	0	0	0	0	
RD_010	RD_010	837094.56	835598.94	837095.37	835738.57	0	14		0	0	0	0	0	0	
RD_010	RD_010_001	837095.37	835738.57	837114.41	835755.08	0	14		0	0	0	0	0	0	
RD_010	RD_010_002	837114.41	835755.08	837139.22	835755.41	0	14		0	0	0	0	0	0	
RD_011	RD_011	836710.65	835411.78	837038.27	835411.68	0	10		0	0	0	0	0	0	
RD_012	RD_012	836710.55	835281.99	836980.53	835281.56	0	14		0	0	0	0	0	0	
RD_013	RD_013	836710.23	835516.97	836710.65	835411.78	0	14		0	0	0	0	0	0	
RD_014	RD_014	836710.65	835411.78	836710.55	835281.99	0	14		0	0	0	0	0	0	
RD_015	RD_015	836710.55	835281.99	836710.56	835063.29	0	14		0	0	0	0	0	0	
RD_016	RD_016	836710.55	835281.99	836586.11	835282.43	0	6		0	0	0	0	0	0	
RD_017	RD_017	836328.89	835246.99	836424.82	835248.88	0	16		0	0	0	0	0	0	
RD_017	RD_017_001	836424.82	835248.88	836481.95	835272.24	0	16		0	0	0	0	0	0	
RD_017	RD_017_002	836481.95	835272.24	836507.88	835273.9	0	16		0	0	0	0	0	0	
RD_017	RD_017_003	836507.88	835273.9	836544.32	835267.26	0	16		0	0	0	0	0	0	
RD_017	RD_017_004	836544.32	835267.26	836545.97	835237.69	0	9		0	0	0	0	0	0	
RD_017	RD_017_005	836545.97	835237.69	836554.51	835219.75	0	9		0	0	0	0	0	0	
RD_017	RD_017_006	836554.51	835219.75	836577.47	835218.98	0	9		0	0	0	0	0	0	
RD_017	RD_017_007	836577.47	835218.98	836587.96	835235.48	0	9		0	0	0	0	0	0	
RD_017	RD_017_008	836587.96	835235.48	836589.1	835260.4	0	9		0	0	0	0	0	0	
RD_017	RD_017_009	836589.1	835260.4	836586.11	835282.43	0	9		0	0	0	0	0	0	
RD_017	RD_017_010	836586.11	835282.43	836569.13	835295.06	0	9		0	0	0	0	0	0	
RD_017	RD_017_011	836569.13	835295.06	836550.39	835285.97	0	9		0	0	0	0	0	0	
RD_017	RD_017_012	836550.39	835285.97	836544.32	835267.26	0	9		0	0	0	0	0	0	
RD_018	RD_018	836122.73	835160.29	836178	835207.68	0	7		0	0	0	0	0	0	

RD_018	RD_018_001	836178	835207.68	836204.25	835226.95	0	8		0	0	0	0	0	0	
RD_018	RD_018_002	836204.25	835226.95	836244.49	835245.33	0	10		0	0	0	0	0	0	
RD_018	RD_018_003	836244.49	835245.33	836285.97	835253.3	0	12		0	0	0	0	0	0	
RD_018	RD_018_004	836285.97	835253.3	836344.64	835256.18	0	12		0	0	0	0	0	0	
RD_019	RD_019	836348.35	835241.79	836289.27	835238.47	0	7		0	0	0	0	0	0	
RD_019	RD_019_001	836289.27	835238.47	836250.26	835231.05	0	7		0	0	0	0	0	0	
RD_019	RD_019_002	836250.26	835231.05	836212.79	835216.21	0	7		0	0	0	0	0	0	
RD_019	RD_019_003	836212.79	835216.21	836173.68	835190.3	0	7		0	0	0	0	0	0	
RD_019	RD_019_004	836173.68	835190.3	836130.45	835153.64	0	7		0	0	0	0	0	0	
RD_020	RD_020	836369.55	835041.13	836349.99	835123.96	0	7		0	0	0	0	0	0	
RD_020	RD_020_001	836349.99	835123.96	836338.05	835180	0	10		0	0	0	0	0	0	
RD_020	RD_020_002	836338.05	835180	836328.89	835246.99	0	14		0	0	0	0	0	0	
RD_021	RD_021	836347.73	835247.44	836354.11	835185.53	0	7		0	0	0	0	0	0	
RD_021	RD_021_001	836354.11	835185.53	836363.48	835127.62	0	7		0	0	0	0	0	0	
RD_021	RD_021_002	836363.48	835127.62	836381.49	835039.47	0	7		0	0	0	0	0	0	
RD_022	RD_022	836569.13	835295.06	836573.55	835331.93	0	10		0	0	0	0	0	0	
RD_022	RD_022_001	836573.55	835331.93	836574.27	835407.23	0	8		0	0	0	0	0	0	
RD_022	RD_022_002	836574.27	835407.23	836580.24	835415.54	0	8		0	0	0	0	0	0	
RD_022	RD_022_003	836580.24	835415.54	836589.92	835411.44	0	8		0	0	0	0	0	0	
RD_022	RD_022_004	836589.92	835411.44	836591.25	835402.03	0	8		0	0	0	0	0	0	
RD_022	RD_022_005	836591.25	835402.03	836573.45	835391.95	0	8		0	0	0	0	0	0	
RD_023	RD_023	836577.47	835218.98	836580.25	835173.69	0	9		0	0	0	0	0	0	
RD_023	RD_023_001	836580.25	835173.69	836579.63	835040.03	0	7		0	0	0	0	0	0	
RD_024	RD_024	836021.76	835869	836052.64	835921.93	0	7		0	0	0	0	0	0	
RD_024	RD_024_001	836052.64	835921.93	836085.27	835947.18	0	7		0	0	0	0	0	0	
RD_024	RD_024_002	836085.27	835947.18	836115.84	835952.94	0	7		0	0	0	0	0	0	
RD_024	RD_024_003	836115.84	835952.94	836150.11	835941.75	0	7		0	0	0	0	0	0	
RD_024	RD_024_004	836150.11	835941.75	836203.43	835888.71	0	7		0	0	0	0	0	0	
RD_024	RD_024_005	836203.43	835888.71	836220.82	835876.42	0	7		0	0	0	0	0	0	
RD_024	RD_024_006	836220.82	835876.42	836229.36	835865.9	0	7		0	0	0	0	0	0	
RD_024	RD_024_007	836229.36	835865.9	836240.68	835870.11	0	7		0	0	0	0	0	0	
RD_024	RD_024_008	836240.68	835870.11	836281.75	835944.19	0	7		0	0	0	0	0	0	
RD_024	RD_024_009	836281.75	835944.19	836333.11	835954.05	0	7		0	0	0	0	0	0	
RD_024	RD_024_010	836333.11	835954.05	836360.18	835970.77	0	7		0	0	0	0	0	0	
RD_024	RD_024_011	836360.18	835970.77	836343.3	836067.99	0	7		0	0	0	0	0	0	
RD_024	RD_024_012	836343.3	836067.99	836324.26	836084.16	0	7		0	0	0	0	0	0	
RD_024	RD_024_013	836324.26	836084.16	836118.31	836048.17	0	7		0	0	0	0	0	0	
RD_024	RD_024_014	836118.31	836048.17	836112.03	836037.76	0	7		0	0	0	0	0	0	
RD_024	RD_024_015	836112.03	836037.76	836120.26	835992.47	0	7		0	0	0	0	0	0	
RD_025	RD_025	836363.48	835446.87	836349.79	835468.24	0	3		0	0	0	0	0	0	
RD_025	RD_025_001	836349.79	835468.24	836327.04	835492.27	0	3		0	0	0	0	0	0	
RD_025	RD_025_002	836327.04	835492.27	836317.36	835494.27	0	3		0	0	0	0	0	0	
RD_025	RD_025_003	836317.36	835494.27	836308.51	835491.28	0	3		0	0	0	0	0	0	
RD_026	RD_026	836581.47	835520.74	836587.75	835562.26	0	5		0	0	0	0	0	0	
RD_026	RD_026_001	836587.75	835562.26	836597.63	835571.12	0	4		0	0	0	0	0	0	
RD_026	RD_026_002	836597.63	835571.12	836690.47	835556.29	0	3		0	0	0	0	0	0	
RD_026	RD_026_003	836690.47	835556.29	836726.8	835556.84	0	3		0	0	0	0	0	0	
RD_026	RD_026_004	836726.8	835556.84	836755.01	835591.72	0	3		0	0	0	0	0	0	
RD_026	RD_026_005	836755.01	835591.72	836793.6	835617.08	0	3		0	0	0	0	0	0	
RD_026	RD_026_006	836793.6	835617.08	836820.15	835688.4	0	3		0	0	0	0	0	0	
RD_026	RD_026_007	836820.15	835688.4	836841.36	835704.57	0	3		0	0	0	0	0	0	
RD_026	RD_026_008	836841.36	835704.57	836853.19	835737.79	0	3		0	0	0	0	0	0	
RD_026	RD_026_009	836853.19	835737.79	836865.75	835752.63	0	3		0	0	0	0	0	0	
RD_026	RD_026_010	836865.75	835752.63	836874.19	835774.55	0	3		0	0	0	0	0	0	
RD_026	RD_026_011	836874.19	835774.55	836895.9	835789.61	0	3		0	0	0	0	0	0	
RD_026	RD_026_012	836895.9	835789.61	836902.28	835809.44	0	3		0	0	0	0	0	0	
RD_026	RD_026_013	836902.28	835809.44	836890.96	835843.21	0	3		0	0	0	0	0	0	
RD_026	RD_026_014	836890.96	835843.21	836921.73	835883.85	0	3		0	0	0	0	0	0	
RD_026	RD_026_015	836921.73	835883.85	836926.67	835921.17	0	3		0	0	0	0	0	0	
RD_026	RD_026_016	836926.67	835921.17	836919.47	835946.97	0	3		0	0	0	0	0	0	
RD_026	RD_026_017	836919.47	835946.97	836936.03	835985.95	0	3		0	0	0	0	0	0	
RD_026	RD_026_018	836936.03	835985.95	836924.71	836012.97	0	3		0	0	0	0	0	0	
RD_026	RD_026_019	836924.71	836012.97	836927.39	836036.67	0	3		0	0	0	0	0	0	
RD_026	RD_026_020	836927.39	836036.67	836940.35	836051.29	0	3		0	0	0	0	0	0	
RD_026	RD_026_021	836940.35	836051.29	836978.44	836060.59	0	3		0	0	0	0	0	0	
RD_026	RD_026_022	836978.44	836060.59	837032.16	836103.56	0	3		0	0	0	0	0	0	
RD_026	RD_026_023	837032.16	836103.56	837039.26	836125.04	0	3		0	0	0	0	0	0	
RD_026	RD_026_024	837039.26	836125.04	837034.32	836142.87	0	3		0	0	0	0	0	0	
RD_026	RD_026_025	837034.32	836142.87	837044.82	836165.46	0	3		0	0	0	0	0	0	
RD_026	RD_026_026	837044.82	836165.46	837046.77	836189.27	0	3		0	0	0	0	0	0	
RD_026	RD_026_027	837046.77	836189.27	837051.81	836196.47	0	3		0	0	0	0	0	0	
RD_026	RD_026_028	837051.81	836196.47	837074.35	836208.54	0	3		0	0	0	0	0	0	
RD_027	RD_027	836637.24	836209.96	836665.96	836239.2	0	3		0	0	0	0	0	0	
RD_027	RD_027_001	836665.96	836239.2	836697.55	836235.54	0	3		0	0	0	0	0	0	
RD_027	RD_027_002	836697.55	836235.54	836705.89	836256.7	0	3		0	0	0	0	0	0	
RD_028	RD_028	836637.24	836209.96	836653.92	836213.29	0	3		0	0	0	0	0	0	
RD_028	RD_028_001	836653.92	836213.29	836676.35	836198.67	0	3		0	0	0	0	0	0	
RD_028	RD_028_002	836676.35	836198.67	836703.01	836199.33	0	3		0	0	0	0	0	0	
RD_029	RD_029	836457.75	835640.33	836481.53	835672	0	3		0	0	0	0	0	0	
RD_030	RD_030	836465.89	835525.61	836464.75	835536.46	0	3		0	0	0	0	0	0	
RD_030	RD_030_001	836464.75	835536.46	836489.97	835555.4	0	3		0	0	0	0	0	0	
RD_030	RD_030_002	836489.97	835555.4	836500.68	835569.24	0	3		0	0	0	0	0	0	
RD_030	RD_030_003	836500.68	835569.24	836502.32	835580.75	0	3		0	0	0	0	0	0	
RD_030	RD_030_004	836502.32	835580.75	836492.54	835599.8	0	3		0	0	0	0	0	0	
RD_030	RD_030_005	836492.54	835599.8	836474.63	835626.82	0	3		0	0	0	0	0	0	
RD_030	RD_030_006	836474.63	835626.82	836457.75	835640.33	0	3		0	0	0	0	0	0	
RD_030	RD_030_007	836457.75	835640.33	836432.74	835648.08	0	3		0	0	0	0	0	0	
RD_031	RD_031	836656.7	835955.71	836631.69	835982.18	0	4		0	0	0	0	0	0	
RD_031	RD_031_001	836631.69	835982.18	836596.18	836010.75	0	4		0	0	0	0	0	0	
RD_032	RD_032	836625.1	835987.49	836608.74	835974.43	0	3		0	0	0	0	0	0	
RD_032	RD_032_001	836608.74	835974.43	836602.46	835953.94	0	3		0	0	0	0	0	0	
RD_032	RD_032_002	836602.46	835953.94	836569.32	835950.17	0	3		0	0	0	0	0	0	
RD_032	RD_032_003	836569.32	835950.17	836560.37	835944.75	0	3		0	0	0	0	0	0	
RD_032	RD_032_004	836560.37	835944.75	836543.59	835944.97	0	3		0	0	0	0	0	0	
RD_032	RD_032_005	836543.59	835944.97	836529.59	835960.47	0	3		0	0	0	0	0	0	
RD_033	RD_033	836229.64	835238.55	836225.46	835257.54	0	6		0	0	0	0	0	0	
RD_033	RD_033_001	836225.46	835257.54	836293.93	835323.42	0	6		0	0	0	0	0	0	
RD_034	RD_034	836646.72	835850.29	836669.79	835849.76	0	6		0	0	0	0	0	0	
RD_034	RD_034_001	836669.79	835849.76	836705.54	835838.64	0	6		0	0	0	0	0	0	
RD_034	RD_034_002	836705.54	835838.64	836727.49	835843.45	0	6		0	0	0	0	0	0	
RD_034	RD_034_003	836727.49	835843.45	836743.77	835844.13	0	6		0	0	0	0	0	0	
RD_034	RD_034_004	836743.77	835844.13	836781.32	835839.33	0	6		0	0	0	0	0	0	
RD_034	RD_034_005	836781.32	835839.33	836787.25	835828.21	0	6		0	0	0	0	0	0	
RD_034	RD_034_006	836787.25	835828.21	836796.5	835818.33	0	6		0	0	0	0	0	0	
RD_034	RD_034_007	836796.5	835818.33	836795.12	835779.49	0	6		0	0	0	0	0	0	

APPENDIX 8

TEMPERATURE AND HUMIDITY ADOPTED IN VEHICULAR EMISSION ASSESSMENT
(GENERATED BY SAMP-v2.1)

Grid (I,J)	Hour	Annual Minimum		Month Minimum																								Month Average																							
		Temperature	RH	January		February		March		April		May		June		July		August		September		October		November		December		January		February		March		April		May		June		July		August		September		October		November		December	
				Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
40,48	0000-0100	13	25	13	37	16	59	17	72	20	77	21	68	27	70	27	68	26	68	25	35	22	40	17	43	13	25	18	77	21	85	21	84	25	84	25	85	28	81	29	79	28	82	27	73	25	71	21	67	17	68
40,48	0100-0200	12	26	13	39	16	59	17	74	20	78	21	68	26	70	26	71	26	71	24	37	22	48	17	46	12	26	18	77	20	85	21	85	24	84	25	86	28	82	29	80	28	82	27	74	25	72	21	67	17	68
40,48	0200-0300	12	25	12	38	15	59	17	74	20	65	21	70	26	75	26	72	26	68	24	39	22	52	17	47	12	25	18	76	20	85	21	85	24	84	25	86	28	83	28	81	28	83	26	75	24	72	20	67	17	68
40,48	0300-0400	12	24	12	38	15	58	17	72	20	60	20	71	25	76	26	73	26	65	23	38	21	52	16	47	12	24	17	77	20	85	21	85	24	84	25	86	28	84	28	81	28	83	26	74	24	73	20	67	17	67
40,48	0400-0500	11	23	12	37	15	58	16	70	20	67	20	73	25	75	27	77	26	73	23	37	21	51	16	48	11	23	17	77	20	86	21	85	24	85	25	86	28	84	28	82	28	84	26	75	24	72	20	67	16	66
40,48	0500-0600	11	22	12	39	15	57	16	64	20	74	21	72	24	76	27	72	26	73	22	39	21	51	16	47	11	22	17	77	20	86	21	84	24	85	25	86	28	84	28	82	28	84	26	75	24	73	19	67	16	65
40,48	0600-0700	11	23	11	43	15	57	16	53	20	72	20	64	24	69	27	71	26	72	23	40	21	50	15	46	11	23	17	77	20	86	21	82	25	83	26	83	28	82	29	79	28	82	26	74	24	72	19	66	16	65
40,48	0700-0800	12	24	12	45	15	61	16	44	20	69	21	57	24	65	27	68	27	70	24	37	22	48	16	42	12	24	17	75	21	83	22	78	26	78	26	79	29	77	30	75	29	77	27	69	25	68	20	63	17	62
40,48	0800-0900	12	25	13	46	16	64	18	40	20	61	22	57	25	61	27	62	27	61	25	32	23	41	17	39	12	25	18	71	22	77	22	73	27	72	27	74	30	72	31	70	30	72	28	64	26	64	21	58	18	59
40,48	0900-1000	13	23	14	44	17	59	18	37	21	58	23	54	26	57	28	57	28	53	26	30	24	38	18	38	13	23	19	67	23	72	23	68	28	67	28	70	31	69	31	66	31	67	29	59	27	59	22	54	19	55
40,48	1000-1100	15	22	15	37	18	55	18	37	21	53	24	50	27	53	27	54	29	48	26	28	24	38	19	36	15	22	20	64	23	67	24	65	28	65	29	68	31	66	32	63	32	62	30	56	28	55	23	50	20	52
40,48	1100-1200	15	21	16	36	19	53	18	40	21	51	24	47	27	48	27	49	30	42	28	27	25	36	20	33	15	21	21	61	24	64	25	63	29	64	29	65	32	64	32	61	33	58	31	52	28	52	24	48	21	49
40,48	1200-1300	16	20	16	35	19	50	18	43	22	48	23	44	27	44	27	45	29	39	29	27	26	34	21	31	16	20	22	58	25	63	25	62	28	64	30	64	32	62	33	60	33	57	32	49	29	50	25	45	22	48
40,48	1300-1400	16	19	17	31	20	48	18	43	21	48	23	45	28	38	28	46	27	38	30	25	26	34	21	33	16	19	22	57	25	62	25	61	29	63	30	64	32	61	33	59	33	56	32	49	29	49	26	44	22	47
40,48	1400-1500	16	19	17	31	21	48	18	44	21	48	22	45	27	39	27	46	27	37	29	26	26	34	22	32	16	19	22	57	25	61	26	62	29	62	29	65	32	62	33	59	33	57	32	50	29	49	26	44	23	46
40,48	1500-1600	16	20	17	31	20	51	18	47	22	49	23	48	28	37	27	47	28	36	29	25	26	35	22	33	16	20	22	58	25	62	25	63	29	63	29	66	32	63	33	61	33	59	31	53	29	51	26	46	23	47
40,48	1600-1700	16	19	17	32	20	50	18	48	22	51	22	52	28	46	26	47	28	44	28	25	26	40	21	36	16	19	22	60	24	66	25	65	28	66	29	69	31	66	32	64	32	64	31	56	28	55	25	51	22	49
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41,49	1500-1600	15	24	16	35	20	55	18	53	21	55	22	56	27	43	26	54	27	42	27	31	25	40	20	40	15	24	22	63	24	67	24	69	28	70	28	73	31	70	31	69	32	67	30	61	28	59	25	53	22	52
41,49	1600-1700	15	25	16	38	19	55	18	54	21	56	22	61	27	51	26	53	27	50	27	34	24	46	19	45	15	25	21	66	24	71	24	71	27	73	28	76	30	73	31	70	31	71	29	64	27	64	23	60	21	55
41,49	1700-1800	13	24	15	42	19	60	18	64	20	66	21	64	26	58	26	60	26	58	25	37	21	52	18	41	13	24	19	75	23	77	23	76	26	77	27	80	30	77	30	74	30	76	28	69	25	71	21	67	18	63
41,49	1800-1900	13	27	15	40	18	65	17	70	20	72	21	68	26	67	26	64	26	68	24	38	21	53	17	50	13	27	19	76	21	82	22	81	25	81	26	85	28	81	29	79	29	80	27	72	25	73	21	70	18	66
41,49	1900-2000	13	28	15	41	17	73	17	68	20	69	21	73	25	70	26	72	26	69	24	37	21	56	17	43	13	28	18	78	21	85	22	83	25	83	26	86	28	82	29	80	28	82	27	72	24	75	21	71	17	68
41,49	2000-2100	12	26	14	50	16	79	17	74	19	72	21	75	25	71	26	71	26	73	23	37	20	51	17	45	12	26	18	81	20	88	21	86	24	86	25	88	28	84	28	82	28	84	26	76	24	77	20	74	17	72
41,49	2100-2200	12	26	13	43	16	81	17	76	19	73	21	80	25	77	26	68	24	70	23	40	20	53	16	44	12	26	17	82	20	90	21	88	24	87	25	89	27	86	28	84	28	86	26	78	24	79	20	75	16	73
41,49	2200-2300	11	28	13	45	17	81	16	75	19	76	21	75	25	80	25	71	24	76	23	42	20	60	15	45	11	28	17	82	20	91	21	89	24	88	25	90	27	87	28	85	27	87	26	80	23	80	19	76	16	74
41,49	2300-0000	10	32	13	46	16	83	16	79	19	79	20	74	25	81	25	74	25	74	22	44	19	52	15	49	10	32	17	83	20	91	20	90	24	89	25	90	27	88	28	85	27	87	25	81	23	81	19	76	16	75

APPENDIX 9

SUMMARY OF VEHICULAR EMISSION RATE
(GENERATED BY SAMP-v2.1)

Road Name	Road ID	Hour	NO2 Emission			NO Emission			NOX Emission			PM25 Emission			PM10 Emission		
			AnnualHourMin			AnnualHourMin			AnnualHourMin			AnnualHourMin			AnnualHourMin		
			g/km/veh	g/s/m2	tonne/year	g/km/veh	g/s/m2	tonne/year	g/km/veh	g/s/m2	tonne/year	g/km/veh	g/s/m2	tonne/year	g/km/veh	g/s/m2	tonne/year
A1, Fung Yuen Road	RD_001	0000-0100	0.0291815	3.679E-08	0.0003484	0.2709779	3.416E-07	0.0032348	0.3001594	3.784E-07	0.0035832	0.0055726	7.025E-09	6.652E-05	0.0060803	7.665E-09	7.258E-05
A1, Fung Yuen Road	RD_001	0100-0200	0.0402688	2.237E-08	0.0002118	0.3014554	1.675E-07	0.0015858	0.3417241	1.898E-07	0.0017977	0.0052211	2.901E-09	2.747E-05	0.0057046	3.169E-09	3.001E-05
A1, Fung Yuen Road	RD_001	0200-0300	0.0481725	1.235E-08	0.000117	0.2964194	7.6E-08	0.0007197	0.3445918	8.836E-08	0.0008367	0.0047778	1.225E-09	1.16E-05	0.0052195	1.338E-09	1.267E-05
A1, Fung Yuen Road	RD_001	0300-0400	0.0787053	2.186E-08	0.000207	0.4740896	1.317E-07	0.001247	0.5527949	1.536E-07	0.001454	0.0095208	2.645E-09	2.504E-05	0.0104912	2.914E-09	2.76E-05
A1, Fung Yuen Road	RD_001	0400-0500	0.1088384	2.093E-08	0.0001982	0.5681055	1.093E-07	0.0010345	0.6769439	1.302E-07	0.0012327	0.0099056	1.905E-09	1.804E-05	0.0107636	2.07E-09	1.96E-05
A1, Fung Yuen Road	RD_001	0500-0600	0.0904495	5.218E-08	0.0004941	0.6522291	3.763E-07	0.0035631	0.7426786	4.285E-07	0.0040572	0.013407	7.735E-09	7.324E-05	0.0146189	8.434E-09	7.986E-05
A1, Fung Yuen Road	RD_001	0600-0700	0.0832975	1.887E-07	0.0017865	0.5714611	1.294E-06	0.0122562	0.6547586	1.483E-06	0.0140426	0.0128467	2.91E-08	0.0002755	0.0140001	3.171E-08	0.0003003
A1, Fung Yuen Road	RD_001	0700-0800	0.0892885	4.693E-07	0.0044442	0.4817177	2.532E-06	0.0239767	0.5710062	3.001E-06	0.0284209	0.0119357	6.274E-08	0.0005941	0.0130015	6.834E-08	0.0006471
A1, Fung Yuen Road	RD_001	0800-0900	0.0959188	5.739E-07	0.0054341	0.5027142	3.008E-06	0.0284801	0.598633	3.582E-06	0.0339141	0.0120524	7.211E-08	0.0006828	0.0131274	7.854E-08	0.0007437
A1, Fung Yuen Road	RD_001	0900-1000	0.1177781	5.738E-07	0.0054333	0.5739812	2.796E-06	0.0264786	0.6917593	3.37E-06	0.0319118	0.013504	6.579E-08	0.000623	0.0146983	7.161E-08	0.0006781
A1, Fung Yuen Road	RD_001	1000-1100	0.1422159	5.318E-07	0.0050356	0.640907	2.397E-06	0.0226932	0.7831229	2.928E-06	0.0277287	0.0156182	5.84E-08	0.000553	0.0170217	6.365E-08	0.0006027
A1, Fung Yuen Road	RD_001	1100-1200	0.1372676	5.221E-07	0.0049437	0.6206113	2.36E-06	0.0223512	0.7578789	2.883E-06	0.0272949	0.0154631	5.881E-08	0.0005569	0.016855	6.411E-08	0.000607
A1, Fung Yuen Road	RD_001	1200-1300	0.1156783	5.982E-07	0.0056641	0.5469274	2.828E-06	0.0267798	0.6626057	3.426E-06	0.0324439	0.0137856	7.128E-08	0.000675	0.0150267	7.77E-08	0.0007358
A1, Fung Yuen Road	RD_001	1300-1400	0.1105293	6.282E-07	0.0059487	0.5326379	3.027E-06	0.0286666	0.6431672	3.656E-06	0.0346153	0.0131771	7.49E-08	0.0007092	0.014365	8.165E-08	0.0007731
A1, Fung Yuen Road	RD_001	1400-1500	0.1362971	7.019E-07	0.0066461	0.6093355	3.138E-06	0.0297122	0.7456326	3.84E-06	0.0363583	0.0150787	7.765E-08	0.0007353	0.0164105	8.451E-08	0.0008002
A1, Fung Yuen Road	RD_001	1500-1600	0.1313806	6.373E-07	0.0060342	0.5993987	2.907E-06	0.0275298	0.7307793	3.545E-06	0.033564	0.01474	7.15E-08	0.000677	0.0160487	7.784E-08	0.0007371
A1, Fung Yuen Road	RD_001	1600-1700	0.1238455	6.933E-07	0.0065651	0.5784023	3.238E-06	0.0306615	0.7022479	3.931E-06	0.0372266	0.0143882	8.055E-08	0.0007627	0.015674	8.775E-08	0.0008309
A1, Fung Yuen Road	RD_001	1700-1800	0.0931388	5.752E-07	0.0054462	0.4688675	2.895E-06	0.0274164	0.5620062	3.471E-06	0.0328625	0.012006	7.414E-08	0.000702	0.0131009	8.09E-08	0.0007661
A1, Fung Yuen Road	RD_001	1800-1900	0.0628766	3.896E-07	0.0036893	0.3720298	2.305E-06	0.0218292	0.4349064	2.695E-06	0.0255185	0.0096313	5.968E-08	0.0005651	0.0105097	6.512E-08	0.0006167
A1, Fung Yuen Road	RD_001	1900-2000	0.052809	2.505E-07	0.002372	0.3769882	1.788E-06	0.0169333	0.4297971	2.039E-06	0.0193054	0.0096033	4.555E-08	0.0004314	0.0104937	4.978E-08	0.0004713
A1, Fung Yuen Road	RD_001	2000-2100	0.0500001	1.806E-07	0.0017097	0.348721	1.259E-06	0.0119241	0.3987211	1.44E-06	0.0136338	0.0090595	3.271E-08	0.0003098	0.0099298	3.586E-08	0.0003395
A1, Fung Yuen Road	RD_001	2100-2200	0.0469519	1.475E-07	0.0013965	0.338144	1.062E-06	0.0100573	0.385096	1.21E-06	0.0114538	0.0084709	2.661E-08	0.0002519	0.0092494	2.905E-08	0.0002751
A1, Fung Yuen Road	RD_001	2200-2300	0.0387549	1.077E-07	0.0010194	0.3156076	8.767E-07	0.0083014	0.3543625	9.843E-07	0.0093208	0.0070824	1.967E-08	0.0001863	0.0077459	2.152E-08	0.0002037
A1, Fung Yuen Road	RD_001	2300-0000	0.0361664	6.491E-08	0.0006147	0.3296486	5.917E-07	0.0056026	0.3658151	6.566E-07	0.0062173	0.0071854	1.29E-08	0.0001221	0.0078275	1.405E-08	0.000133
A2, Fung Yuen Road	RD_002	0000-0100	0.0317251	7.69E-08	0.0003369	0.2914	7.064E-07	0.0030943	0.323125	7.833E-07	0.0034312	0.0061332	1.487E-08	6.513E-05	0.0066753	1.618E-08	7.088E-05
A2, Fung Yuen Road	RD_002	0100-0200	0.0414732	4.263E-08	0.0001867	0.3083642	3.169E-07	0.0013884	0.3498374	3.596E-07	0.0015751	0.0054155	5.566E-09	2.438E-05	0.0059061	6.07E-09	2.659E-05
A2, Fung Yuen Road	RD_002	0200-0300	0.0491296	2.382E-08	0.0001043	0.3009415	1.459E-07	0.0006391	0.350071	1.697E-07	0.0007435	0.0048829	2.367E-09	1.037E-05	0.0053411	2.589E-09	1.134E-05
A2, Fung Yuen Road	RD_002	0300-0400	0.080146	3.886E-08	0.0001702	0.4800481	2.327E-07	0.0010195	0.5601941	2.716E-07	0.0011897	0.0097083	4.707E-09	2.062E-05	0.0106997	5.187E-09	2.272E-05
A2, Fung Yuen Road	RD_002	0400-0500	0.1098448	4.26E-08	0.0001866	0.5715969	2.217E-07	0.0009711	0.6814417	2.643E-07	0.0011578	0.0100247	3.888E-09	1.703E-05	0.0108799	4.22E-09	1.849E-05
A2, Fung Yuen Road	RD_002	0500-0600	0.0931272	1.029E-07	0.0004509	0.6673768	7.377E-07	0.0032315	0.760504	8.406E-07	0.0036825	0.0138831	1.535E-08	6.722E-05	0.015132	1.673E-08	7.327E-05
A2, Fung Yuen Road	RD_002	0600-0700	0.0960693	4.117E-07	0.0018036	0.6455397	2.767E-06	0.0121194	0.741609	3.178E-06	0.013923	0.0148987	6.385E-08	0.0002797	0.01622	6.952E-08	0.0003045
A2, Fung Yuen Road	RD_002	0700-0800	0.0929005	9.35E-07	0.0040959	0.4991568	5.024E-06	0.0220074	0.5920573	5.959E-06	0.0261033	0.0124246	1.251E-07	0.0005478	0.0135289	1.362E-07	0.0005965
A2, Fung Yuen Road	RD_002	0800-0900	0.0999184	1.143E-06	0.005008	0.5213917	5.966E-06	0.0261325	0.6213101	7.109E-06	0.0311405	0.0125481	1.436E-07	0.0006289	0.0136611	1.563E-07	0.0006847
A2, Fung Yuen Road	RD_002	0900-1000	0.1202818	1.115E-06	0.0048842	0.585213	5.425E-06	0.0237633	0.7054948	6.54E-06	0.0286475	0.0137773	1.277E-07	0.0005594	0.0149815	1.389E-07	0.0006083
A2, Fung Yuen Road	RD_002	1000-1100	0.1524244	1.091E-06	0.004778	0.684287	4.897E-06	0.0214501	0.8367114	5.987E-06	0.0262281	0.016578	1.186E-07	0.0005197	0.0180348	1.291E-07	0.0005653
A2, Fung Yuen Road	RD_002	1100-1200	0.144412	1.047E-06	0.0045882	0.651248	4.723E-06	0.0206911	0.79566	5.771E-06	0.0252792	0.0161199	1.169E-07	0.0005122	0.0175299	1.271E-07	0.0005569
A2, Fung Yuen Road	RD_002	1200-1300	0.1181085	1.072E-06	0.0046956	0.557356	5.058E-06	0.0221587	0.6754645	6.13E-06	0.0268543	0.0140594	1.276E-07	0.000559	0.0153104	1.39E-07	0.0006087
A2, Fung Yuen Road	RD_002	1300-1400	0.1152719	1.147E-06	0.0050235	0.5528055	5.5E-06	0.024091	0.6680774	6.646E-06	0.0291145	0.0137234	1.365E-07	0.0005981	0.0149529	1.488E-07	0.0006516
A2, Fung Yuen Road	RD_002	1400-1500	0.1391534	1.255E-06	0.0054968	0.6205823	5.596E-06	0.0245142	0.7597356	6.851E-06	0.030011	0.0153877	1.388E-07	0.0006078	0.0167305	1.509E-07	0.0006609
A2, Fung Yuen Road	RD_002	1500-1600	0.1341241	1.134E-06	0.0049677	0.6104883	5.162E-06	0.0226115	0.7446124	6.296E-06	0.0275792	0.0150404	1.272E-07	0.0005571	0.0163598	1.383E-07	0.0006059
A2, Fung Yuen Road	RD_002	1600-1700	0.1264974	1.241E-06	0.0054375	0.5897244	5.787E-06	0.0253492	0.7162219	7.028E-06	0.0307867	0.0146766	1.44E-07	0.0006309	0.0159727	1.567E-07	0.0006866
A2, Fung Yuen Road	RD_002	1700-1800	0.0969621	1.049E-06	0.0045962	0.485483	5.253E-06	0.023013	0.5824451	6.303E-06	0.0276092	0.0124919	1.352E-07	0.0005921	0.0136259	1.474E-07	0.0006459
A2, Fung Yuen Road	RD_002	1800-1900	0.0654545	7.108E-07	0.0031138	0.3851723	4.183E-06	0.0183235	0.4506268	4.894E-06	0.0214373	0.0100173	1.088E-07	0.0004765	0.0109267	1.187E-07	0.0005198
A2, Fung Yuen Road	RD_002	1900-2000	0.0538418	4.479E-07	0.0019622	0.3831293	3.187E-06	0.0139626	0.4369711	3.635E-06	0.0159248	0.0097788	8.135E-08	0.0003564	0.010676	8.882E-08	0.0003891
A2, Fung Yuen Road	RD_002	2000-2100	0.053112	3.368E-07	0.0014754	0.3660695	2.321E-06	0.010169	0.4191815	2.658E-06	0.0116443	0.009586	6.079E-08	0.0002663	0.0104713	6.64E-08	0.0002909
A2, Fung Yuen Road	RD_002	2100-2200	0.0512922	2.835E-07	0.0012418	0.3645098	2.015E-06	0.0088251	0.415802	2.298E-06	0.0100669	0.0092372	5.105E-08	0.0002236	0.0100881	5.576E-08	0.0002442
A2, Fung Yuen Road	RD_002	2200-2300	0.0429516	2.091E-07	0.0009158	0.3447154	1.678E-06	0.0073502	0.387667	1.887E-06	0.008266	0.0078815	3.836E-08	0.0001681	0.008597	4.185E-08	0.0001833
A2, Fung Yuen Road	RD_002	2300-0000	0.0401562	1.262E-07	0.0005526	0.3615245	1.136E-06	0.0049753	0.4016807	1.262E-06	0.0055279	0.0081133	2.549E-08	0.0001117	0.0088197	2.771E-08	0.0001214
A3, Fung Yuen Road	RD_003	0000-0100	0.0239205	2.658E-09	7.319E-06	0.2723284	3.026E-08	8.333E-05	0.2962488	3.292E-08	9.065E-05	0.0058081	6.453E-10	1.777E-06	0.0063963	7.107E-10	1.957E-06
A3, Fung Yuen Road	RD_003	0100-0200	0.0302477	3.361E-09	9.255E-06	0.3377977	3.753E-08	0.0001034	0.3680454	4.089E-08	0.0001126	0.0061155	6.795E-10	1.871E-06	0.0066797	7.422E-10	2.044E-06
A3, Fung Yuen Road	RD_003	0200-0300	0.0282076	3.134E-09	8.631E-06	0.2659603	2.955E-08	8.138E-05	0.2941679	3.269E-08	9.001E-05	0.0030173	3.353E-10	9.233E-07	0.0033048	3.672E-10	1.011E-06
A3, Fung Yuen Road	RD_003	0300-0400	0.0502861	5.587E-09	1.539E-05	0.4491264	4.99E-08	0.0001374	0.4994125	5.549E-08	0.0001528	0.0083431	9.27E-10	2.553E-06	0.0091154	1.013E-09	2.789E-06
A3, Fung Yuen Road	RD_003	0400-0500	0.0384799	4.276E-09	1.177E-05	0.3718958	4.132E-08	0.0001138	0.4103757	4.56E-08	0.0001256	0.0055959	6.218E-10	1.712E-06	0.0061048	6.783E-10	1.868E-06
A3, Fung Yuen Road	RD_003	0500-0600	0.0729785	8.109E-09	2.233E-05	0.5911653	6.569E-08	0.0001809	0.6641438	7.379E-08	0.0002032	0.0122456	1.361E-09	3.747E-06	0.013334	1.482E-09	4.08E-06
A3, Fung Yuen Road	RD_003	0600-0700	0.0786656	1.748E-08	4.814E-05	0.4296229	9.547E-08	0.0002629	0.5082885	1.13E-07	0.0003111	0.0094009	2.089E-09	5.753E-06	0.0102274	2.273E-09	6.259E-06
A3, Fung Yuen Road	RD_003	0700-0800	0.064689	2.875E-08	7.918E-05	0.3256201	1.447E-07	0.0003985	0.3903092	1.735E-07	0.0004777	0.0075862	3.372E-09	9.285E-06	0.0082893	3.684E-09	1.015E-05
A3, Fung Yuen Road	RD_003	0800-0900	0.0678737	3.771E-08	0.0001038	0.3309326	1.839E-07	0.0005063	0.3988063	2.216E-07	0.0006102	0.0074467	4.137E-09	1.139E-05	0.0081262	4.515E-09	1.243E-05
A3, Fung Yuen Road	RD_003	0900-1000	0.0615659	2.736E-08	7.535E-05	0.3191986	1.419E-07	0.0003907	0.3807645	1.692E-07	0.000466	0.0070846	3.149E-09	8.671E-06	0.007733	3.437E-09	9.465E-06
A3, Fung Yuen Road	RD_003	1000-1100	0.0739773	2.466E-08	6.791E-05	0.353838	1.179E-07	0.0003248	0.4278153	1.426E-07	0.0003927	0.0083137	2.771E-09	7.632E-06	0.0090766	3.026E-09	8.332E-06
A3, Fung Yuen Road	RD_003	1100-1200	0.0795588	2.652E-08	7.303E-05	0.5902741	1.968E-07	0.0005419	0.6698329	2.233E-07	0.0006149	0.0137472	4.582E-09	1.262E-05	0.0149776	4.993E-09	1.375E-05
A3, Fung Yuen Road	RD_003	1200-1300	0.0605981	2.693E-08	7.417E-05	0.3241722	1.441E-07	0.0003968	0.3847703	1.71E-07	0.0004709	0.0073538	3.268E-09	9.001E-06	0.0080409	3.574E-09	9.842E-06
A3, Fung Yuen Road	RD_003	1300-1400	0.0417125	1.854E-08	5.105E-05	0.2551509	1.134E-07	0.0003123	0.2968634	1.319E-07	0.0003633	0.0055316	2.458E-09	6.77E-06	0.0060664	2.696E-09	7.425E-06
A3, Fung Yuen Road	RD_003	1400-1500	0.0544655	2.421E-08	6.666E-05	0.2906938	1.292E-07	0.0003558	0.3451594	1.534E-07	0.0004225	0.0065331	2.904E-09	7.996E-06	0.0071445	3.175E-09	8.745E-06
A3, Fung Yuen Road	RD_003	1500-1600	0.0517554	2.3E-08	6.335E-05	0.2827105	1.256E-07	0.000346	0.3344659	1.487E-07	0.0004094	0.0062641	2.784E-09	7.667E-06	0.0068589	3.048E-09	8.395E-06
A3, Fung Yuen Road	RD_003	1600-1700	0.0493763	2.195E-08	6.043E-05	0.2574811	1.144E-07	0.0003151	0.3068574	1.364E-07	0.0003756	0.0059231	2.632E-09	7.25E-06	0.0064849	2.882E-09	7.937E-06
A3, Fung Yuen Road	RD_003	1700-1800	0.0392641	2.181E-08	6.007E-05	0.2354736	1.308E-07	0.0003603	0.2747377	1.526E-07	0.0004203	0.0055317	3.073E-09	8.463E-06	0.0060652	3.37E-09	9.28E-06
A3, Fung Yuen Road	RD_003	1800-1900	0.0308984	1.717E-08	4.727E-05	0.2019209	1.122E-07	0.0003089	0.2328192	1.293E-07	0.0003562	0.0044339	2.463E-09	6.784E-06	0.0048401	2.689E-09	7.405E-06
A3, Fung Yuen Road	RD_003	1900-2000	0.0274358	1.219E-08	3.358E-05	0.1963421	8.726E-08	0.0002403	0.2237779	9.946E-08	0.0002739	0.004598	2.044E-09	5.628E-06	0.0050629	2.25E-09	6.197E-06
A3, Fung Yuen Road	RD_003	2000-2100	0.0329569	1.099E-08	3.025E-05	0.2406266	8.021E-08	0.0002209	0.2735835	9.119E-08	0.0002511	0.0050041	1.668E-09	4.594E-06	0.0054897	1.83E-09	5.039E-06
A3, Fung Yuen Road	RD_003	2100-2200	0.032399	1.8E-08	4.957E-05	0.2283241	1.268E-07	0.0003493	0.2607231	1.448E-07	0.0003989	0.0051035	2.835E-09	7.808E-06	0.0056565	3.104E-09	8.547E-06
A3, Fung Yuen Road	RD_003	2200-2300	0.0305311	6.785E-09	1.868E-05	0.2379168	5.287E-08	0.0001456	0.2684479	5.966E-08	0.0001643	0.0045308	1.007E-09	2.773E-06	0.0049277	1.095E-09	3.016E-06
A3, Fung Yuen Road	RD_003	2300-0000	0.0256075	2.845E-09	7.836E-06	0.2407224	2.675E-08	7.366E-05	0.26633	2.959E-08	8.149E-05	0.0042363	4.707E-10	1.296E-06	0.0046421	5.158E-10	1.42E-06
B1, Ting Kok Road	RD_004	0000-0100	0.0208296	1.744E-07	0.0013472	0.199511	1.671E-06	0.0129034	0.2203406	1.845E-06	0.0142506	0.0043229	3.62E-08	0.0002796	0.0047171	3.95E-08	0.0003051
B1, Ting Kok Road	RD_004	0100-0200	0.0352075	1.091E-07	0.0008429	0.3004585	9.314E-07	0.0071937	0.335666	1.041E-06	0.0080366	0.0055736	1.728E-08	0.0001334	0.0060677	1.881E-08	0.0001453
B1, Ting Kok Road	RD_004	0200-0300	0.0259461	3.969E-08	0.0003066	0.193626	2.962E-07	0.0022878	0.219572	3.359E-07	0.0025944	0.0030483	4.663E-09	3.602E-05	0.0033244	5.086E-09	3.928E-05
B1, Ting Kok Road	RD_004	0300-0400	0.0610776	9.344E-08	0.0007217	0.3041834	4.653E-07	0.0035941	0.3652611	5.588E-07	0.0043158	0.0060793	9.3E-09	7.183E-05	0.0066411	1.016E-08	7.847E-05
B1, Ting Kok Road	RD_004	0400-0500	0.0951876	1.111E-07	0.0008583	0.4221672	4.929E-07	0.0038068	0.5173548	6.04E-07	0.0046651	0.0079711	9.306E-09	7.188E-05	0.0086574	1.011E-08	7.807E-05
B1, Ting Kok Road	RD_004	0500-0600	0.088364	2.579E-07	0.001992	0.6893647	2.012E-06	0.0155404	0.7777287	2.27E-06	0.0175324	0.0145311	4.241E-08	0.0003276	0.0158347	4.622E-08	0.000357
B1, Ting Kok Road	RD_004	0600-0700	0.0889532	7.61E-07	0.0058775	0.6502364	5.563E-06	0.042964	0.7391896	6.324E-06	0.0488416	0.0141403	1.21E-07	0.0009343	0.0154053	1.318E-07	0.0010179
B1, Ting Kok Road	RD_004	0700-0800	0.0858081	1.592E-06	0.0123	0.4572748	8.486E-06	0.0655471	0.5430829	1.008E-05	0.077847	0.0106522	1.977E-07	0.0015269	0.0116115	2.155E-07	0.0016644
B1, Ting Kok Road	RD_004	0800-0900	0.07594	2.446E-06	0.0188902	0.4057601	1.307E-05	0.1009333	0.4817001	1.551E-05	0.1198234	0.0093715	3.018E-07	0.0023312	0.010203	3.286E-07	0.002538
B1, Ting Kok Road	RD_004	0900-1000	0.0939312	2.363E-06	0.0182543	0.4617504	1.162E-05	0.0897351	0.5556816	1.398E-05	0.1079894	0.0106902	2.69E-07	0.0020775	0.0116361	2.928E-07	0.0022613
B1, Ting Kok Road	RD_004	1000-1100	0.1172036	2.123E-06	0.0163994	0.5333244	9.662E-06	0.0746241	0.650528	1.178E-05	0.0910235	0.0128363	2.325E-07	0.0017961	0.013973	2.531E-07	0.0019551
B1, Ting Kok Road	RD_004	1100-1200	0.104294	1.887E-06	0.0145769	0.4895252	8.858E-06	0.0684195	0.5938192	1.075E-05	0.0829963	0.0117849	2.133E-07	0.0016471	0.0128185	2.32E-07	0.0017916
B1, Ting Kok Road	RD_004	1200-1300	0.087658	1.969E-06	0.015209	0.4117298	9.249E-06	0.0714367	0.4993878	1.122E-05	0.0866457	0.0104809	2.354E-07	0.0018185	0.011465	2.575E-07	0.0019892
B1, Ting Kok Road	RD_004	1300-1400	0.0824126	2.359E-06	0.0182196	0.3911264	1.12E-05	0.0864693	0.473539	1.355E-05	0.1046888	0.0096773	2.77E-07	0.0021394	0.0105517	3.02E-07	0.0023327
B1, Ting Kok Road	RD_004	1400-1500	0.0927473	2.229E-06	0.0172167	0.4317806	1.038E-05	0.0801516	0.5245279	1.261E-05	0.0973684	0.0105522	2.536E-07	0.0019588	0.0115085	2.766E-07	0.0021363
B1, Ting Kok Road	RD_004	1500-1600	0.097301	2.154E-06	0.0166401	0.4412465	9.77E-06	0.0754604	0.5385475	1.192E-05	0.0921004	0.0107935	2.39E-07	0.0018459	0.0117728	2.607E-07	0.0020133
B1, Ting Kok Road	RD_004	1600-1700	0.083627	2.109E-06	0.0162908	0.3933445	9.921E-06	0.0766248	0.4769715	1.203E-05	0.0929156	0.0096667	2.438E-07	0.0018831	0.0105274	2.655E-07	0.0020508
B1, Ting Kok Road	RD_004	1700-1800	0.0615627	1.74E-06	0.0134379	0.3213449	9.081E-06	0.0701429	0.3829076	1.082E-05	0.0835807	0.0081901	2.315E-07	0.0017877	0.0089367	2.526E-07	0.0019507
B1, Ting Kok Road	RD_004	1800-1900	0.0439439	1.424E-06	0.0109994	0.2604611	8.441E-06	0.0651949	0.304405	9.865E-06	0.0761943	0.0068062	2.206E-07	0.0017036	0.0074319	2.408E-07	0.0018602
B1, Ting Kok Road	RD_004	1900-2000	0.0303951	8.553E-07	0.0066063	0.2078218	5.848E-06	0.0451693	0.2382169	6.703E-06	0.0517756	0.0055222	1.554E-07	0.0012002	0.0060339	1.698E-07	0.0013114
B1, Ting Kok Road	RD_004	2000-2100	0.0329102	7.088E-07	0.0054747	0.2124366	4.575E-06	0.0353393	0.2453468	5.284E-06	0.040814	0.0056075	1.208E-07	0.0009328	0.0061571	1.326E-07	0.0010243
B1, Ting Kok Road	RD_004	2100-2200	0.0289554	5.409E-07	0.0041776	0.2161167	4.037E-06	0.0311804	0.2450721	4.578E-06	0.0353579	0.0056675	1.059E-07	0.0008177	0.0062125	1.16E-07	0.0008963
B1, Ting Kok Road	RD_004	2200-2300	0.020768	3.332E-07	0.0025733	0.2036774	3.268E-06	0.0252375	0.2244455	3.601E-06	0.0278108	0.0048092	7.715E-08	0.0005959	0.0052513	8.424E-08	0.0006507

B1, Ting Kok Road	RD_004	2300-0000	0.0233028	2.261E-07	0.0017462	0.2096248	2.034E-06	0.0157085	0.2329275	2.26E-06	0.0174547	0.0048016	4.659E-08	0.0003598	0.0052383	5.082E-08	0.0003925
B2, Ting Kok Road	RD_005	0000-0100	0.0290108	1.443E-07	0.0011519	0.265798	1.323E-06	0.0105536	0.2948088	1.467E-06	0.0117055	0.0055753	2.774E-08	0.0002214	0.006069	3.02E-08	0.000241
B2, Ting Kok Road	RD_005	0100-0200	0.035551	1.004E-07	0.0008013	0.2269346	6.41E-07	0.005115	0.2624857	7.414E-07	0.0059163	0.0040207	1.136E-08	9.063E-05	0.0043836	1.238E-08	9.88E-05
B2, Ting Kok Road	RD_005	0200-0300	0.0592944	6.655E-08	0.000531	0.3172957	3.561E-07	0.0028417	0.3765902	4.227E-07	0.0033728	0.0057734	6.48E-09	5.171E-05	0.0063023	7.073E-09	5.644E-05
B2, Ting Kok Road	RD_005	0300-0400	0.0791847	9.924E-08	0.0007919	0.5369456	6.729E-07	0.00537	0.6161303	7.722E-07	0.0061619	0.0119479	1.497E-08	0.0001195	0.0132154	1.656E-08	0.0001322
B2, Ting Kok Road	RD_005	0400-0500	0.0992598	1.095E-07	0.0008742	0.5882552	6.492E-07	0.0051807	0.687515	7.588E-07	0.0060548	0.0105782	1.167E-08	9.316E-05	0.0114934	1.268E-08	0.0001012
B2, Ting Kok Road	RD_005	0500-0600	0.0722299	2.459E-07	0.0019623	0.4988373	1.698E-06	0.0135518	0.5710672	1.944E-06	0.015514	0.010494	3.573E-08	0.0002851	0.0114272	3.89E-08	0.0003104
B2, Ting Kok Road	RD_005	0600-0700	0.0471982	8.096E-07	0.0064604	0.3148133	5.4E-06	0.0430912	0.3620115	6.209E-06	0.0495517	0.0074771	1.283E-07	0.0010235	0.0081444	1.397E-07	0.0011148
B2, Ting Kok Road	RD_005	0700-0800	0.0437067	1.844E-06	0.0147116	0.2726304	1.15E-05	0.0917672	0.3163371	1.334E-05	0.1064788	0.0068863	2.905E-07	0.0023179	0.0075154	3.17E-07	0.0025297
B2, Ting Kok Road	RD_005	0800-0900	0.0602295	2.005E-06	0.0160028	0.3400077	1.132E-05	0.090339	0.4002372	1.333E-05	0.1063418	0.0081068	2.699E-07	0.0021539	0.0088362	2.942E-07	0.0023477
B2, Ting Kok Road	RD_005	0900-1000	0.0687046	1.946E-06	0.0155267	0.3608389	1.022E-05	0.0815466	0.4295435	1.216E-05	0.0970733	0.0085407	2.419E-07	0.0019301	0.009304	2.635E-07	0.0021026
B2, Ting Kok Road	RD_005	1000-1100	0.0868104	2.044E-06	0.0163141	0.4155609	9.786E-06	0.0780957	0.5023714	1.183E-05	0.0944098	0.0102122	2.405E-07	0.0019192	0.0111279	2.621E-07	0.0020912
B2, Ting Kok Road	RD_005	1100-1200	0.0898336	2.169E-06	0.0173114	0.420364	1.015E-05	0.0810062	0.5101977	1.232E-05	0.0983176	0.0106163	2.564E-07	0.0020458	0.0115652	2.793E-07	0.0022287
B2, Ting Kok Road	RD_005	1200-1300	0.0717481	1.824E-06	0.0145545	0.3695412	9.394E-06	0.0749633	0.4412893	1.122E-05	0.0895178	0.0092055	2.34E-07	0.0018674	0.0100207	2.547E-07	0.0020328
B2, Ting Kok Road	RD_005	1300-1400	0.0703542	1.723E-06	0.0137466	0.3772959	9.238E-06	0.0737205	0.4476502	1.096E-05	0.0874672	0.0092101	2.255E-07	0.0017996	0.0100486	2.46E-07	0.0019634
B2, Ting Kok Road	RD_005	1400-1500	0.0947842	2.248E-06	0.01794	0.4454627	1.057E-05	0.0843135	0.5402469	1.281E-05	0.1022535	0.0108564	2.575E-07	0.0020548	0.0118077	2.801E-07	0.0022349
B2, Ting Kok Road	RD_005	1500-1600	0.0833644	1.885E-06	0.0150444	0.4189075	9.473E-06	0.0755981	0.5022719	1.136E-05	0.0906425	0.0101232	2.289E-07	0.0018269	0.0110382	2.496E-07	0.001992
B2, Ting Kok Road	RD_005	1600-1700	0.0871962	2.314E-06	0.0184691	0.4320066	1.147E-05	0.0915038	0.5192028	1.378E-05	0.109973	0.0108625	2.883E-07	0.0023008	0.011843	3.143E-07	0.0025085
B2, Ting Kok Road	RD_005	1700-1800	0.0677874	1.965E-06	0.0156836	0.3515334	1.019E-05	0.0813326	0.4193208	1.216E-05	0.0970163	0.0091192	2.644E-07	0.0021099	0.009976	2.892E-07	0.0023081
B2, Ting Kok Road	RD_005	1800-1900	0.0439057	1.125E-06	0.0089786	0.27511	7.05E-06	0.0562592	0.3190157	8.175E-06	0.0652378	0.0071291	1.827E-07	0.0014579	0.0077842	1.995E-07	0.0015919
B2, Ting Kok Road	RD_005	1900-2000	0.0440958	7.415E-07	0.0059173	0.3467697	5.831E-06	0.0465337	0.3908655	6.573E-06	0.052451	0.0084864	1.427E-07	0.0011388	0.0092907	1.562E-07	0.0012467
B2, Ting Kok Road	RD_005	2000-2100	0.0411071	5.213E-07	0.0041602	0.3248333	4.12E-06	0.0328743	0.3659404	4.641E-06	0.0370345	0.0081027	1.028E-07	0.00082	0.0088735	1.125E-07	0.000898
B2, Ting Kok Road	RD_005	2100-2200	0.0437484	4.91E-07	0.0039181	0.3229386	3.624E-06	0.0289226	0.3666871	4.115E-06	0.0328408	0.007742	8.689E-08	0.0006934	0.0084471	9.48E-08	0.0007565
B2, Ting Kok Road	RD_005	2200-2300	0.0398943	4.06E-07	0.0032395	0.3004693	3.057E-06	0.0243986	0.3403636	3.463E-06	0.0276381	0.0065503	6.665E-08	0.0005319	0.0071538	7.279E-08	0.0005809
B2, Ting Kok Road	RD_005	2300-0000	0.037265	2.663E-07	0.0021249	0.3517695	2.514E-06	0.020058	0.3890346	2.78E-06	0.0221829	0.0075793	5.416E-08	0.0004322	0.0082493	5.894E-08	0.0004704
C1, Ting Kok Road	RD_006	0000-0100	0.0208182	1.641E-07	0.0004436	0.1993145	1.572E-06	0.0042471	0.2201327	1.736E-06	0.0046907	0.0043229	3.408E-08	9.212E-05	0.0047171	3.719E-08	0.0001005
C1, Ting Kok Road	RD_006	0100-0200	0.0351364	1.029E-07	0.000278	0.2986049	8.741E-07	0.0023624	0.3337413	9.77E-07	0.0026403	0.0055736	1.632E-08	4.409E-05	0.0060677	1.776E-08	4.8E-05
C1, Ting Kok Road	RD_006	0200-0300	0.0259461	3.77E-08	0.0001019	0.193626	2.813E-07	0.0007603	0.219572	3.19E-07	0.0008622	0.0030483	4.429E-09	1.197E-05	0.0033244	4.83E-09	1.305E-05
C1, Ting Kok Road	RD_006	0300-0400	0.0610776	8.875E-08	0.0002398	0.3041834	4.42E-07	0.0011945	0.3652611	5.307E-07	0.0014343	0.0060793	8.833E-09	2.387E-05	0.0066411	9.649E-09	2.608E-05
C1, Ting Kok Road	RD_006	0400-0500	0.0951499	1.037E-07	0.0002802	0.4219007	4.598E-07	0.0012425	0.5170506	5.635E-07	0.0015228	0.0079711	8.686E-09	2.348E-05	0.0086574	9.434E-09	2.55E-05
C1, Ting Kok Road	RD_006	0500-0600	0.0883239	2.453E-07	0.0006631	0.6889537	1.914E-06	0.005172	0.7772775	2.159E-06	0.0058351	0.0145311	4.036E-08	0.0001091	0.0158347	4.399E-08	0.0001189
C1, Ting Kok Road	RD_006	0600-0700	0.0888988	7.161E-07	0.0019354	0.649891	5.235E-06	0.0141485	0.7387898	5.951E-06	0.0160838	0.0141403	1.139E-07	0.0003078	0.0154053	1.241E-07	0.0003354
C1, Ting Kok Road	RD_006	0700-0800	0.0858742	1.501E-06	0.0040564	0.4585446	8.015E-06	0.0216602	0.5444188	9.516E-06	0.0257166	0.0106522	1.862E-07	0.0005032	0.0116115	2.03E-07	0.0005485
C1, Ting Kok Road	RD_006	0800-0900	0.0754841	2.29E-06	0.0061897	0.4041618	1.226E-05	0.0331414	0.4796459	1.455E-05	0.0393312	0.0093297	2.831E-07	0.000765	0.0101582	3.082E-07	0.000833
C1, Ting Kok Road	RD_006	0900-1000	0.093574	2.219E-06	0.005998	0.4604029	1.092E-05	0.0295113	0.553977	1.314E-05	0.0355093	0.0106537	2.527E-07	0.0006829	0.0116121	2.754E-07	0.0007443
C1, Ting Kok Road	RD_006	1000-1100	0.1171304	2E-06	0.0054044	0.5329733	9.099E-06	0.0245912	0.6501037	1.11E-05	0.0299956	0.0128363	2.191E-07	0.0005923	0.013973	2.386E-07	0.0006447
C1, Ting Kok Road	RD_006	1100-1200	0.1041362	1.773E-06	0.0047928	0.4879679	8.31E-06	0.0224583	0.5921041	1.008E-05	0.0272511	0.0117849	2.007E-07	0.0005424	0.0128185	2.183E-07	0.00059
C1, Ting Kok Road	RD_006	1200-1300	0.0876203	1.779E-06	0.0048068	0.4113655	8.35E-06	0.0225673	0.4989858	1.013E-05	0.0273741	0.0104735	2.126E-07	0.0005746	0.0114371	2.322E-07	0.0006274
C1, Ting Kok Road	RD_006	1300-1400	0.082134	2.122E-06	0.0057343	0.3902001	1.008E-05	0.0272421	0.4723341	1.22E-05	0.0329764	0.0096397	2.49E-07	0.000673	0.0105304	2.72E-07	0.0007352
C1, Ting Kok Road	RD_006	1400-1500	0.0927473	2.012E-06	0.0054362	0.4317806	9.364E-06	0.0253079	0.5245279	1.138E-05	0.0307441	0.0105522	2.289E-07	0.0006185	0.0115085	2.496E-07	0.0006745
C1, Ting Kok Road	RD_006	1500-1600	0.0972081	1.944E-06	0.0052542	0.440591	8.812E-06	0.0238144	0.5377991	1.076E-05	0.0290686	0.0107871	2.157E-07	0.0005831	0.0117464	2.349E-07	0.0006349
C1, Ting Kok Road	RD_006	1600-1700	0.0832951	1.899E-06	0.0051323	0.3921824	8.941E-06	0.0241646	0.4754775	1.084E-05	0.0292969	0.009629	2.195E-07	0.0005933	0.0105045	2.395E-07	0.0006472
C1, Ting Kok Road	RD_006	1700-1800	0.0613277	1.566E-06	0.0042321	0.3204435	8.182E-06	0.022113	0.3817712	9.748E-06	0.026345	0.0081541	2.082E-07	0.0005627	0.0089196	2.278E-07	0.0006155
C1, Ting Kok Road	RD_006	1800-1900	0.0436396	1.277E-06	0.0034525	0.2593017	7.591E-06	0.0205142	0.3029413	8.868E-06	0.0239666	0.0067801	1.985E-07	0.0005364	0.0074021	2.167E-07	0.0005856
C1, Ting Kok Road	RD_006	1900-2000	0.0302855	7.701E-07	0.0020812	0.2073923	5.273E-06	0.0142517	0.2376778	6.044E-06	0.0163329	0.0054875	1.395E-07	0.0003771	0.0060239	1.532E-07	0.000414
C1, Ting Kok Road	RD_006	2000-2100	0.0328637	6.39E-07	0.001727	0.2119953	4.122E-06	0.0111403	0.244859	4.761E-06	0.0128672	0.0056004	1.089E-07	0.0002943	0.0061262	1.191E-07	0.0003219
C1, Ting Kok Road	RD_006	2100-2200	0.0289554	4.882E-07	0.0013193	0.2161167	3.644E-06	0.0098468	0.2450721	4.132E-06	0.011166	0.0056675	9.555E-08	0.0002582	0.0062125	1.047E-07	0.0002831
C1, Ting Kok Road	RD_006	2200-2300	0.0207132	3.001E-07	0.000811	0.2035067	2.948E-06	0.0079678	0.2242198	3.248E-06	0.0087787	0.0048075	6.965E-08	0.0001882	0.0052466	7.601E-08	0.0002054
C1, Ting Kok Road	RD_006	2300-0000	0.0232904	2.04E-07	0.0005514	0.209431	1.835E-06	0.0049585	0.2327214	2.039E-06	0.00551	0.0048016	4.207E-08	0.0001137	0.0052383	4.589E-08	0.000124
C2, Ting Kok Road	RD_007	0000-0100	0.0289978	1.4E-07	0.0003813	0.2655969	1.283E-06	0.0034924	0.2945946	1.423E-06	0.0038737	0.0055753	2.692E-08	7.331E-05	0.006069	2.931E-08	7.98E-05
C2, Ting Kok Road	RD_007	0100-0200	0.0354795	9.704E-08	0.0002642	0.2251267	6.157E-07	0.0016766	0.2606062	7.128E-07	0.0019408	0.0040207	1.1E-08	2.994E-05	0.0043836	1.199E-08	3.265E-05
C2, Ting Kok Road	RD_007	0200-0300	0.0592944	6.588E-08	0.0001794	0.3172957	3.526E-07	0.00096	0.3765902	4.184E-07	0.0011394	0.0057734	6.415E-09	1.747E-05	0.0063023	7.003E-09	1.907E-05
C2, Ting Kok Road	RD_007	0300-0400	0.0791847	9.644E-08	0.0002626	0.5369456	6.54E-07	0.0017807	0.6161303	7.504E-07	0.0020434	0.0119479	1.455E-08	3.962E-05	0.0132154	1.61E-08	4.383E-05
C2, Ting Kok Road	RD_007	0400-0500	0.0992213	1.039E-07	0.0002829	0.5879092	6.155E-07	0.0016761	0.6871305	7.194E-07	0.001959	0.0105782	1.108E-08	3.016E-05	0.0114934	1.203E-08	3.277E-05
C2, Ting Kok Road	RD_007	0500-0600	0.0722008	2.376E-07	0.0006469	0.498529	1.64E-06	0.0044669	0.5707297	1.878E-06	0.0051138	0.010494	3.453E-08	9.403E-05	0.0114272	3.76E-08	0.0001024
C2, Ting Kok Road	RD_007	0600-0700	0.0471446	7.837E-07	0.0021341	0.3143203	5.225E-06	0.0142281	0.3614649	6.009E-06	0.0163622	0.0074734	1.242E-07	0.0003383	0.0081376	1.353E-07	0.0003684
C2, Ting Kok Road	RD_007	0700-0800	0.041316	1.69E-06	0.004601	0.2615718	1.07E-05	0.0291292	0.3028878	1.239E-05	0.0337302	0.0066574	2.723E-07	0.0007414	0.0072449	2.963E-07	0.0008068
C2, Ting Kok Road	RD_007	0800-0900	0.0592136	1.911E-06	0.0052023	0.335951	1.084E-05	0.0295154	0.3951646	1.275E-05	0.0347177	0.0080067	2.583E-07	0.0007034	0.0087366	2.819E-07	0.0007676
C2, Ting Kok Road	RD_007	0900-1000	0.0684305	1.877E-06	0.0051122	0.3597114	9.869E-06	0.0268729	0.4281419	1.175E-05	0.0319851	0.0085294	2.34E-07	0.0006372	0.0092828	2.547E-07	0.0006935
C2, Ting Kok Road	RD_007	1000-1100	0.086434	1.972E-06	0.005371	0.4142419	9.453E-06	0.0257407	0.5006758	1.143E-05	0.0311117	0.0101729	2.322E-07	0.0006321	0.0111051	2.534E-07	0.0006901
C2, Ting Kok Road	RD_007	1100-1200	0.0893626	2.093E-06	0.0056985	0.4180472	9.79E-06	0.0266582	0.5074098	1.188E-05	0.0323568	0.0105753	2.477E-07	0.0006744	0.0115416	2.703E-07	0.000736
C2, Ting Kok Road	RD_007	1200-1300	0.0714976	1.758E-06	0.0047881	0.3686508	9.067E-06	0.024688	0.4401484	1.083E-05	0.0294761	0.009166	2.254E-07	0.0006138	0.0100015	2.46E-07	0.0006698
C2, Ting Kok Road	RD_007	1300-1400	0.0701343	1.662E-06	0.0045254	0.3765286	8.922E-06	0.0242955	0.4466629	1.058E-05	0.0288209	0.0091754	2.174E-07	0.000592	0.0100285	2.376E-07	0.0006471
C2, Ting Kok Road	RD_007	1400-1500	0.0944636	2.168E-06	0.0059029	0.4444927	1.02E-05	0.0277757	0.5389563	1.237E-05	0.0336786	0.0108173	2.482E-07	0.000676	0.0117828	2.704E-07	0.0007363
C2, Ting Kok Road	RD_007	1500-1600	0.0833195	1.823E-06	0.0049641	0.4185678	9.158E-06	0.024938	0.5018873	1.098E-05	0.0299021	0.0101232	2.215E-07	0.0006031	0.0110382	2.415E-07	0.0006577
C2, Ting Kok Road	RD_007	1600-1700	0.0868302	2.23E-06	0.0060725	0.430618	1.106E-05	0.0301157	0.5174482	1.329E-05	0.0361882	0.0108216	2.779E-07	0.0007568	0.0118207	3.036E-07	0.0008267
C2, Ting Kok Road	RD_007	1700-1800	0.0675066	1.891E-06	0.0051493	0.350454	9.817E-06	0.0267319	0.4179606	1.171E-05	0.0318811	0.0091082	2.551E-07	0.0006948	0.0099534	2.788E-07	0.0007592
C2, Ting Kok Road	RD_007	1800-1900	0.0437697	1.085E-06	0.0029541	0.2745358	6.805E-06	0.018529	0.3183055	7.89E-06	0.0214831	0.0070934	1.758E-07	0.0004788	0.0077712	1.926E-07	0.0005245
C2, Ting Kok Road	RD_007	1900-2000	0.0440724	7.166E-07	0.0019514	0.3464658	5.634E-06	0.0153405	0.3905383	6.35E-06	0.0172919	0.0084827	1.379E-07	0.0003756	0.0092807	1.509E-07	0.0004109
C2, Ting Kok Road	RD_007	2000-2100	0.0410737	5.038E-07	0.0013717	0.3245726	3.981E-06	0.0108398	0.3656463	4.485E-06	0.0122115	0.0081027	9.938E-08	0.0002706	0.0088735	1.088E-07	0.0002963
C2, Ting Kok Road	RD_007	2100-2200	0.0437291	4.747E-07	0.0012925	0.3228084	3.504E-06	0.0095412	0.3665375	3.979E-06	0.0108337	0.0077368	8.398E-08	0.0002287	0.0084477	9.17E-08	0.0002497
C2, Ting Kok Road	RD_007	2200-2300	0.0398943	3.93E-07	0.0010701	0.3004693	2.96E-06	0.0080593	0.3403636	3.353E-06	0.0091293	0.0065503	6.452E-08	0.0001757	0.0071538	7.047E-08	0.0001919
C2, Ting Kok Road	RD_007	2300-0000	0.0372281	2.569E-07	0.0006996	0.3513198	2.425E-06	0.0066024	0.3885479	2.682E-06	0.007302	0.007568	5.223E-08	0.0001422	0.008236	5.684E-08	0.0001548
D1, Ting Kok Road	RD_008	0000-0100	0.0209307	1.306E-07	0.0012803	0.2029493	1.266E-06	0.0124144	0.22388	1.397E-06	0.0136947	0.0043164	2.693E-08	0.000264	0.0047107	2.939E-08	0.0002882
D1, Ting Kok Road	RD_008	0100-0200	0.0352819	8.067E-08	0.0007908	0.3031455	6.931E-07	0.006795	0.3384274	7.738E-07	0.0075858	0.0055728	1.274E-08	0.0001249	0.0060677	1.387E-08	0.000136
D1, Ting Kok Road	RD_008	0200-0300	0.0260693	3.008E-08	0.0002949	0.1973923	2.278E-07	0.0022329	0.2234616	2.578E-07	0.0025279	0.0030483	3.517E-09	3.448E-05	0.0033244	3.836E-09	3.761E-05
D1, Ting Kok Road	RD_008	0300-0400	0.0612787	7.071E-08	0.0006932	0.3091671	3.567E-07	0.0034974	0.3704458	4.274E-07	0.0041906	0.0060793	7.015E-09	6.877E-05	0.0066411	7.663E-09	7.513E-05
D1, Ting Kok Road	RD_008	0400-0500	0.0953099	8.146E-08	0.0007986	0.4257972	3.639E-07	0.0035679	0.5211071	4.454E-07	0.0043666	0.0079711	6.813E-09	6.679E-05	0.0086574	7.4E-09	7.254E-05
D1, Ting Kok Road	RD_008	0500-0600	0.0885243	1.929E-07	0.0018915	0.6953561	1.516E-06	0.0148581	0.7838804	1.708E-06	0.0167496	0.0145302	3.167E-08	0.0003105	0.0158347	3.451E-08	0.0003383
D1, Ting Kok Road	RD_008	0600-0700	0.0890833	5.672E-07	0.0055612	0.6554629	4.174E-06	0.0409185	0.7445462	4.741E-06	0.0464796	0.0141225	8.993E-08	0.0008816	0.0153828	9.795E-08	0.0009603
D1, Ting Kok Road	RD_008	0700-0800	0.0857496	1.182E-06	0.0115864	0.4576803	6.308E-06	0.061841	0.54343	7.49E-06	0.0734274	0.0106495	1.468E-07	0.0014389	0.011605	1.599E-07	0.001568
D1, Ting Kok Road	RD_008	0800-0900	0.0751463	1.798E-06	0.0176311	0.4026449	9.636E-06	0.0944702	0.4777912	1.143E-05	0.1121014	0.0092963	2.225E-07	0.0021811	0.0101387	2.426E-07	0.0023788
D1, Ting Kok Road	RD_008	0900-1000	0.093413	1.747E-06	0.0171226	0.459228	8.586E-06	0.0841766	0.552641	1.033E-05	0.1012992	0.0106467	1.991E-07	0.0019515	0.0115863	2.166E-07	0.0021238
D1, Ting Kok Road	RD_008	1000-1100	0.117074	1.576E-06	0.015451	0.5329911	7.175E-06	0.0703421	0.6500651	8.751E-06	0.0857931	0.0128294	1.727E-07	0.0016932	0.0139621	1.88E-07	0.0018427
D1, Ting Kok Road	RD_008	1100-1200	0.1040252	1.398E-06	0.0137071	0.4876909	6.555E-06	0.0642614	0.5917161	7.953E-06	0.0779684	0.0117783	1.583E-07	0.001552	0.0128087	1.722E-07	0.0016878
D1, Ting Kok Road	RD_008	1200-1300	0.0875353	1.58E-06	0.0154951	0.411337	7.427E-06	0.0728131	0.4988723	9.007E-06	0.0883082	0.0104735	1.891E-07	0.001854	0.0114371	2.065E-07	0.0020245
D1, Ting Kok Road	RD_008	1300-1400	0.0820489	1.886E-06	0.0184944	0.3902201	8.972E-06	0.0879583	0.472269	1.086E-05	0.1064527	0.0096397	2.216E-07	0.0021729	0.0105304	2.421E-07	0.0023736
D1, Ting Kok Road	RD_008	1400-1500	0.0926538	1.79E-06	0.0175463	0.4316132	8.337E-06	0.0817369	0.524267	1.013E-05	0.0992832	0.0105458	2.037E-07	0.0019971	0.0114812	2.218E-07	0.0021743
D1, Ting Kok Road	RD_008	1500-1600	0.0971614	1.731E-06	0.0169752	0.4407926	7.855E-06	0.0770114	0.537954	9.587E-06	0.0939866	0.0107871	1.922E-07	0.0018846	0.0117464	2.093E-07	0.0020522
D1, Ting Kok Road	RD_008	1600-1700	0.0831399	1.688E-06	0.0165458	0.3915762	7.949E-06	0.0779282	0.474716	9.636E-06	0.094474	0.0096222	1.953E-07	0.0019149	0.0104758	2.127E-07	0.0020848
D1, Ting Kok Road	RD_008	1700-1800	0.0614118	1.396E-06	0.0136883	0.3223006	7.328E-06	0.0718386	0.3837125	8.724E-06	0.0855268	0.0081541	1.854E-07	0.0018175	0.0089196	2.028E-07	0.0019881
D1, Ting Kok Road	RD_008	1800-1900	0.0435286	1.135E-06	0.0111247	0.2601394	6.781E-06	0.0664846	0.3036681	7.916E-06	0.0776093	0.0067444	1.758E-07	0.0017237	0.0073898	1.926E-07	0.0018886
D1, Ting Kok Road	RD_008	1900-2000	0.0302794	6.852E-07	0.0067174	0.2081434	4.71E-06	0.0461757	0.2384228	5.395E-06	0.052893	0.0054875	1.242E-07	0.0012174	0.0060239	1.363E-07	0.0013364
D1, Ting Kok Road	RD_008	2000-2100	0.0329448	5.709E-07	0.0055971	0.2141453	3.711E-06	0.0363818	0.2470901	4.282E-06	0.0419789	0.0056004	9.705E-08	0.0009515	0.0061262	1.062E-07	0.0010408
D1, Ting Kok Road	RD_008	2100-2200	0.0290349	4.361E-07	0.0042759	0.2183654	3.28E-06	0.0321584	0.2474003	3.716E-06	0.0364343	0.0056649	8.509E-08	0.0008343	0.0062047	9.32E-08	0.0009138
D1, Ting Kok Road	RD_008	2200-2300	0.0207953	2.679E-07	0.0026269	0.2059536	2.654E-06	0.0260161	0.226749	2.922E-06	0.0286429	0.0048075	6.194E-08	0.0006073	0.0052466	6.76E-08	0.0006628
D1, Ting Kok Road	RD_008	2300-0000	0.0233982	1.825E-07	0.0017891	0.2128435	1.66E-06	0.0162745	0.2362417	1.842E-06	0.0180636	0.0048016	3.745E-08	0.0003671	0.0052383	4.085E-08	0.0004005
D2, Ting Kok Road	RD_009	0000-0100	0.0291206	1.276E-07	0.0012462	0.2694132	1.18E-06	0.0115298	0.2985338	1.308E-06	0.0127761	0.0055753	2.442E-08	0.0002386	0.006069	2.658E-08	0.0002597

D2, Ting Kok Road	RD_009	0100-0200	0.0356258	8.83E-08	0.0008627	0.229776	5.695E-07	0.0055643	0.2654018	6.578E-07	0.006427	0.0040207	9.966E-09	9.737E-05	0.0043836	1.087E-08	0.0001062
D2, Ting Kok Road	RD_009	0200-0300	0.0594368	5.969E-08	0.0005832	0.3211344	3.225E-07	0.0031509	0.3805712	3.822E-07	0.0037341	0.0057734	5.798E-09	5.665E-05	0.0063023	6.329E-09	6.184E-05
D2, Ting Kok Road	RD_009	0300-0400	0.079499	8.833E-08	0.000863	0.5442253	6.047E-07	0.0059079	0.6237243	6.93E-07	0.0067709	0.0119479	1.328E-08	0.0001297	0.0132154	1.468E-08	0.0001435
D2, Ting Kok Road	RD_009	0400-0500	0.0994056	9.558E-08	0.0009338	0.5927658	5.7E-07	0.0055686	0.6921714	6.655E-07	0.0065024	0.0105782	1.017E-08	9.937E-05	0.0114934	1.105E-08	0.000108
D2, Ting Kok Road	RD_009	0500-0600	0.07239	2.166E-07	0.0021157	0.5031918	1.505E-06	0.0147066	0.5755818	1.722E-06	0.0168223	0.010494	3.139E-08	0.0003067	0.0114272	3.418E-08	0.000334
D2, Ting Kok Road	RD_009	0600-0700	0.0472821	7.133E-07	0.0069687	0.3175519	4.79E-06	0.0468025	0.364834	5.504E-06	0.0537712	0.0074734	1.127E-07	0.0011015	0.0081376	1.228E-07	0.0011994
D2, Ting Kok Road	RD_009	0700-0800	0.0404249	1.5E-06	0.0146504	0.2572038	9.541E-06	0.0932131	0.2976287	1.104E-05	0.1078634	0.0065838	2.442E-07	0.002386	0.0071666	2.658E-07	0.0025972
D2, Ting Kok Road	RD_009	0800-0900	0.0589502	1.726E-06	0.0168599	0.3345813	9.794E-06	0.0956912	0.3935315	1.152E-05	0.1125511	0.0079968	2.341E-07	0.0022871	0.0087182	2.552E-07	0.0024934
D2, Ting Kok Road	RD_009	0900-1000	0.0681309	1.696E-06	0.0165699	0.3583067	8.919E-06	0.0871426	0.4264376	1.062E-05	0.1037125	0.0084929	2.114E-07	0.0020655	0.0092648	2.306E-07	0.0022533
D2, Ting Kok Road	RD_009	1000-1100	0.0863743	1.788E-06	0.0174726	0.4142146	8.576E-06	0.0837913	0.5005889	1.036E-05	0.1012639	0.0101667	2.105E-07	0.0020566	0.0110765	2.293E-07	0.0022407
D2, Ting Kok Road	RD_009	1100-1200	0.0892587	1.894E-06	0.0185033	0.4176915	8.863E-06	0.0865874	0.5069502	1.076E-05	0.1050907	0.0105691	2.243E-07	0.002191	0.0115117	2.443E-07	0.0023864
D2, Ting Kok Road	RD_009	1200-1300	0.0714319	1.543E-06	0.0150762	0.3685981	7.963E-06	0.0777954	0.44003	9.506E-06	0.0928716	0.009166	1.98E-07	0.0019346	0.0100015	2.161E-07	0.0021109
D2, Ting Kok Road	RD_009	1300-1400	0.0700278	1.459E-06	0.0142536	0.3762982	7.84E-06	0.0765925	0.446326	9.298E-06	0.0908461	0.0091683	1.91E-07	0.0018661	0.0100011	2.084E-07	0.0020356
D2, Ting Kok Road	RD_009	1400-1500	0.0943691	1.904E-06	0.0185974	0.4442779	8.962E-06	0.0875541	0.538647	1.087E-05	0.1061514	0.010811	2.181E-07	0.0021305	0.0117552	2.371E-07	0.0023166
D2, Ting Kok Road	RD_009	1500-1600	0.0832267	1.602E-06	0.0156544	0.4183583	8.054E-06	0.0786906	0.501585	9.657E-06	0.094345	0.0101161	1.948E-07	0.0019028	0.0110101	2.12E-07	0.0020709
D2, Ting Kok Road	RD_009	1600-1700	0.0867036	1.958E-06	0.019132	0.4302665	9.718E-06	0.0949428	0.51697	1.168E-05	0.1140749	0.0108216	2.444E-07	0.0023879	0.0118207	2.67E-07	0.0026084
D2, Ting Kok Road	RD_009	1700-1800	0.0673732	1.661E-06	0.0162309	0.3514562	8.666E-06	0.0846694	0.4188295	1.033E-05	0.1009003	0.0090707	2.237E-07	0.0021852	0.0099351	2.45E-07	0.0023935
D2, Ting Kok Road	RD_009	1800-1900	0.0437957	9.545E-07	0.0093257	0.2759402	6.014E-06	0.0587577	0.3197359	6.969E-06	0.0680834	0.0070934	1.546E-07	0.0015104	0.0077712	1.694E-07	0.0016548
D2, Ting Kok Road	RD_009	1900-2000	0.0440573	6.298E-07	0.0061531	0.3473198	4.965E-06	0.0485071	0.3913771	5.595E-06	0.0546602	0.0084827	1.213E-07	0.0011847	0.0092807	1.327E-07	0.0012961
D2, Ting Kok Road	RD_009	2000-2100	0.0411612	4.442E-07	0.0043394	0.3272599	3.531E-06	0.0345012	0.3684211	3.975E-06	0.0388406	0.0080984	8.739E-08	0.0008538	0.008874	9.576E-08	0.0009355
D2, Ting Kok Road	RD_009	2100-2200	0.0438411	4.187E-07	0.0040911	0.3256259	3.11E-06	0.0303862	0.369467	3.529E-06	0.0344773	0.0077368	7.39E-08	0.000722	0.0084477	8.069E-08	0.0007883
D2, Ting Kok Road	RD_009	2200-2300	0.0399873	3.46E-07	0.0033809	0.3035324	2.627E-06	0.0256631	0.3435197	2.973E-06	0.029044	0.0065503	5.668E-08	0.0005538	0.0071538	6.191E-08	0.0006048
D2, Ting Kok Road	RD_009	2300-0000	0.0373277	2.265E-07	0.0022131	0.355234	2.156E-06	0.0210612	0.3925617	2.382E-06	0.0232743	0.007568	4.593E-08	0.0004487	0.008236	4.998E-08	0.0004883
E, Dai Fu Street	RD_010	0000-0100	0.1952885	4.041E-07	0.0020142	3.4909129	7.224E-06	0.0360049	3.6862014	7.628E-06	0.0380191	0.0789938	1.635E-07	0.0008147	0.0859122	1.778E-07	0.0008861
E, Dai Fu Street	RD_010	0100-0200	0.2964056	5.064E-07	0.0025236	4.9053705	8.38E-06	0.041765	5.2017761	8.886E-06	0.0442887	0.112778	1.927E-07	0.0009602	0.1226549	2.095E-07	0.0010443
E, Dai Fu Street	RD_010	0200-0300	0.219323	1.432E-07	0.0007135	1.4307873	9.34E-07	0.0046549	1.6501103	1.077E-06	0.0053684	0.0318992	2.082E-08	0.0001038	0.0347455	2.268E-08	0.000113
E, Dai Fu Street	RD_010	0300-0400	0.2114575	1.292E-07	0.000644	1.6396842	1.002E-06	0.004994	1.8511416	1.131E-06	0.005638	0.0358842	2.193E-08	0.0001093	0.0390151	2.384E-08	0.0001188
E, Dai Fu Street	RD_010	0400-0500	0.2209336	2.148E-07	0.0010705	2.6081904	2.536E-06	0.0126379	2.829124	2.751E-06	0.0137084	0.0580345	5.642E-08	0.0002812	0.0631525	6.14E-08	0.000306
E, Dai Fu Street	RD_010	0500-0600	0.3315986	1.041E-06	0.0051875	5.4044577	1.696E-05	0.0845467	5.7360563	1.8E-05	0.0897342	0.1260559	3.957E-07	0.001972	0.1370192	4.301E-07	0.0021435
E, Dai Fu Street	RD_010	0600-0700	0.3078931	1.937E-06	0.0096546	3.5340773	2.224E-05	0.110818	3.8419704	2.417E-05	0.1204726	0.0836912	5.266E-07	0.0026243	0.0910006	5.725E-07	0.0028535
E, Dai Fu Street	RD_010	0700-0800	0.2773945	1.949E-06	0.0097159	2.1516765	1.512E-05	0.0753639	2.429071	1.707E-05	0.0850799	0.0512252	3.6E-07	0.0017942	0.0557277	3.916E-07	0.0019519
E, Dai Fu Street	RD_010	0800-0900	0.2152865	2.003E-06	0.0099845	1.0725162	9.98E-06	0.049741	1.2878027	1.198E-05	0.0597256	0.0237523	2.21E-07	0.0011016	0.0258301	2.404E-07	0.0011979
E, Dai Fu Street	RD_010	0900-1000	0.2235425	1.441E-06	0.0071798	1.1426118	7.363E-06	0.0366989	1.3661543	8.804E-06	0.0438787	0.0249396	1.607E-07	0.000801	0.0270914	1.746E-07	0.0008701
E, Dai Fu Street	RD_010	1000-1100	0.2671918	1.689E-06	0.0084153	1.2535759	7.922E-06	0.0394819	1.5207677	9.61E-06	0.0478972	0.0290636	1.837E-07	0.0009154	0.0315671	1.995E-07	0.0009942
E, Dai Fu Street	RD_010	1100-1200	0.2691618	1.634E-06	0.008142	1.3722723	8.329E-06	0.0415105	1.6414341	9.963E-06	0.0496525	0.0334195	2.028E-07	0.0010109	0.0363687	2.207E-07	0.0011001
E, Dai Fu Street	RD_010	1200-1300	0.2532689	1.801E-06	0.0089761	1.0655624	7.577E-06	0.0377646	1.3188313	9.378E-06	0.0467407	0.0269651	1.918E-07	0.0009557	0.029389	2.09E-07	0.0010416
E, Dai Fu Street	RD_010	1300-1400	0.2565813	1.219E-06	0.0060742	1.2806212	6.083E-06	0.0303168	1.5372025	7.302E-06	0.0363909	0.0308073	1.463E-07	0.0007293	0.0335411	1.593E-07	0.000794
E, Dai Fu Street	RD_010	1400-1500	0.2702154	1.479E-06	0.0073696	1.4591777	7.985E-06	0.0397961	1.729393	9.464E-06	0.0471657	0.0346901	1.898E-07	0.0009461	0.0377277	2.065E-07	0.0010289
E, Dai Fu Street	RD_010	1500-1600	0.2588481	1.273E-06	0.0063428	1.2810516	6.299E-06	0.0313911	1.5398997	7.571E-06	0.0377339	0.0306817	1.509E-07	0.0007518	0.0333758	1.641E-07	0.0008178
E, Dai Fu Street	RD_010	1600-1700	0.2525774	1.221E-06	0.0060843	1.5705517	7.591E-06	0.0378327	1.8231291	8.812E-06	0.043917	0.0379968	1.837E-07	0.0009153	0.041331	1.998E-07	0.0009956
E, Dai Fu Street	RD_010	1700-1800	0.1831723	1.247E-06	0.0062129	0.7576232	5.156E-06	0.0256972	0.9407955	6.403E-06	0.03191	0.0196911	1.34E-07	0.0006679	0.0214999	1.463E-07	0.0007292
E, Dai Fu Street	RD_010	1800-1900	0.1625331	9.707E-07	0.0048378	0.949551	5.671E-06	0.0282633	1.112084	6.642E-06	0.0331011	0.0233687	1.396E-07	0.0006956	0.0254527	1.52E-07	0.0007576
E, Dai Fu Street	RD_010	1900-2000	0.1890288	7.745E-07	0.00386	1.9355903	7.931E-06	0.039525	2.1246191	8.705E-06	0.043385	0.0457109	1.873E-07	0.0009334	0.0497334	2.038E-07	0.0010156
E, Dai Fu Street	RD_010	2000-2100	0.1143533	3.081E-07	0.0015356	1.4799619	3.988E-06	0.0198741	1.5943152	4.296E-06	0.0214098	0.0334937	9.025E-08	0.0004498	0.0364399	9.819E-08	0.0004893
E, Dai Fu Street	RD_010	2100-2200	0.1725059	4.361E-07	0.0021733	1.796948	4.542E-06	0.0226383	1.9694539	4.978E-06	0.0248115	0.0402484	1.017E-07	0.0005071	0.0438096	1.107E-07	0.0005519
E, Dai Fu Street	RD_010	2200-2300	0.2481045	6.168E-07	0.0030741	3.2016452	7.96E-06	0.03967	3.4497497	8.576E-06	0.0427441	0.0745764	1.854E-07	0.000924	0.0811232	2.017E-07	0.0010052
E, Dai Fu Street	RD_010	2300-0000	0.1838637	3.499E-07	0.0017436	3.0071534	5.722E-06	0.0285175	3.1910171	6.072E-06	0.0302612	0.0678561	1.291E-07	0.0006435	0.073779	1.404E-07	0.0006997
F, Dai Wang Street	RD_011	0000-0100	0.1934007	2.451E-07	0.0016883	3.4503991	4.373E-06	0.03012	3.6437998	4.618E-06	0.0318083	0.0780019	9.886E-08	0.0006809	0.0848106	1.075E-07	0.0007403
F, Dai Wang Street	RD_011	0100-0200	0.2962397	3.137E-07	0.0021609	4.9016897	5.191E-06	0.0357552	5.1979295	5.505E-06	0.0379161	0.112778	1.194E-07	0.0008227	0.1226549	1.299E-07	0.0008947
F, Dai Wang Street	RD_011	0200-0300	0.2190402	8.746E-08	0.0006024	1.4266381	5.697E-07	0.0039238	1.6456784	6.571E-07	0.0045262	0.0318992	1.274E-08	8.773E-05	0.0347455	1.387E-08	9.556E-05
F, Dai Wang Street	RD_011	0300-0400	0.2108843	8.055E-08	0.0005548	1.6318918	6.233E-07	0.0042932	1.842776	7.038E-07	0.004848	0.0358842	1.371E-08	9.44E-05	0.0390151	1.49E-08	0.0001026
F, Dai Wang Street	RD_011	0400-0500	0.2205718	1.34E-07	0.0009232	2.600902	1.58E-06	0.0108857	2.8214738	1.714E-06	0.0118088	0.0580345	3.526E-08	0.0002429	0.0631525	3.837E-08	0.0002643
F, Dai Wang Street	RD_011	0500-0600	0.3309939	6.379E-07	0.0043935	5.3916647	1.039E-05	0.0715664	5.7226586	1.103E-05	0.0759599	0.1260559	2.429E-07	0.0016732	0.1370192	2.64E-07	0.0018187
F, Dai Wang Street	RD_011	0600-0700	0.3070647	1.189E-06	0.0081884	3.5208413	1.363E-05	0.093889	3.827906	1.482E-05	0.1020774	0.0836912	3.24E-07	0.0022318	0.0910006	3.523E-07	0.0024267
F, Dai Wang Street	RD_011	0700-0800	0.277991	1.202E-06	0.0082774	2.1563118	9.322E-06	0.0642058	2.4343028	1.052E-05	0.0724832	0.0512252	2.214E-07	0.0015253	0.0557277	2.409E-07	0.0016593
F, Dai Wang Street	RD_011	0800-0900	0.21601	1.238E-06	0.0085242	1.0765176	6.168E-06	0.0424814	1.2925276	7.405E-06	0.0510055	0.0237523	1.361E-07	0.0009373	0.0258301	1.48E-07	0.0010193
F, Dai Wang Street	RD_011	0900-1000	0.2241448	8.872E-07	0.0061112	1.1459889	4.536E-06	0.0312449	1.3701338	5.423E-06	0.0373561	0.0249396	9.872E-08	0.00068	0.0270914	1.072E-07	0.0007386
F, Dai Wang Street	RD_011	1000-1100	0.2672845	1.035E-06	0.0071276	1.2526835	4.85E-06	0.0334048	1.519968	5.885E-06	0.0405324	0.0290636	1.125E-07	0.000775	0.0315671	1.222E-07	0.0008418
F, Dai Wang Street	RD_011	1100-1200	0.2695178	1.006E-06	0.0069293	1.373489	5.127E-06	0.0353124	1.6430068	6.133E-06	0.0422417	0.0334195	1.247E-07	0.0008592	0.0363687	1.358E-07	0.000935
F, Dai Wang Street	RD_011	1200-1300	0.2488681	8.728E-07	0.0060115	1.0489272	3.679E-06	0.0253373	1.2977953	4.551E-06	0.0313488	0.0264367	9.271E-08	0.0006386	0.028833	1.011E-07	0.0006965
F, Dai Wang Street	RD_011	1300-1400	0.2501455	5.863E-07	0.0040382	1.2536285	2.938E-06	0.0202379	1.503774	3.524E-06	0.0242761	0.0302271	7.084E-08	0.000488	0.0329225	7.716E-08	0.0005315
F, Dai Wang Street	RD_011	1400-1500	0.2706248	7.282E-07	0.0050161	1.460383	3.93E-06	0.0270683	1.7310077	4.658E-06	0.0320844	0.0346901	9.335E-08	0.000643	0.0377277	1.015E-07	0.0006993
F, Dai Wang Street	RD_011	1500-1600	0.259221	6.346E-07	0.0043707	1.2820195	3.138E-06	0.0216161	1.5412406	3.773E-06	0.0259868	0.0306817	7.511E-08	0.0005173	0.0333758	8.17E-08	0.0005627
F, Dai Wang Street	RD_011	1600-1700	0.2534367	6.072E-07	0.0041823	1.5749512	3.773E-06	0.0259902	1.8283879	4.381E-06	0.0301725	0.0379968	9.103E-08	0.000627	0.041331	9.902E-08	0.0006821
F, Dai Wang Street	RD_011	1700-1800	0.1794174	6.043E-07	0.0041623	0.7402115	2.493E-06	0.017172	0.9196289	3.097E-06	0.0213343	0.0193209	6.507E-08	0.0004482	0.0211071	7.109E-08	0.0004897
F, Dai Wang Street	RD_011	1800-1900	0.1627836	4.804E-07	0.0033092	0.9478179	2.797E-06	0.019268	1.1106016	3.278E-06	0.0225772	0.0233687	6.897E-08	0.0004751	0.0254527	7.512E-08	0.0005174
F, Dai Wang Street	RD_011	1900-2000	0.179965	3.624E-07	0.0024964	1.8585112	3.743E-06	0.0257802	2.0384762	4.105E-06	0.0282766	0.0434807	8.757E-08	0.0006031	0.0473012	9.526E-08	0.0006561
F, Dai Wang Street	RD_011	2000-2100	0.110384	1.456E-07	0.0010032	1.4283128	1.885E-06	0.0129808	1.5386968	2.03E-06	0.013984	0.0321444	4.241E-08	0.0002921	0.034981	4.616E-08	0.0003179
F, Dai Wang Street	RD_011	2100-2200	0.1661714	2.077E-07	0.0014307	1.7338615	2.167E-06	0.0149283	1.9000329	2.375E-06	0.016359	0.0386464	4.831E-08	0.0003327	0.0420768	5.26E-08	0.0003623
F, Dai Wang Street	RD_011	2200-2300	0.2404117	2.963E-07	0.0020412	3.1081623	3.831E-06	0.0263891	3.3485739	4.128E-06	0.0284303	0.0716433	8.831E-08	0.0006083	0.0779497	9.608E-08	0.0006618
F, Dai Wang Street	RD_011	2300-0000	0.1807025	1.694E-07	0.0011669	2.9492375	2.765E-06	0.0190444	3.12994	2.934E-06	0.0202112	0.0661975	6.206E-08	0.0004275	0.0719514	6.745E-08	0.0004646
G, Dai Cheong Street	RD_012	0000-0100	0.2001036	5.447E-07	0.0038649	3.5822335	9.752E-06	0.0691887	3.782337	1.03E-05	0.0730535	0.0822909	2.24E-07	0.0015894	0.0894453	2.435E-07	0.0017276
G, Dai Cheong Street	RD_012	0100-0200	0.3038229	6.878E-07	0.0048801	5.0333453	1.139E-05	0.080848	5.3371682	1.208E-05	0.0857282	0.1172425	2.654E-07	0.0018832	0.1275081	2.887E-07	0.0020481
G, Dai Cheong Street	RD_012	0200-0300	0.2212108	1.905E-07	0.0013515	1.4393794	1.239E-06	0.0087941	1.6605902	1.43E-06	0.0101456	0.0322675	2.779E-08	0.0001971	0.0351437	3.026E-08	0.0002147
G, Dai Cheong Street	RD_012	0300-0400	0.2129151	1.745E-07	0.0012379	1.6455029	1.348E-06	0.009567	1.858418	1.523E-06	0.0108049	0.0363054	2.975E-08	0.0002111	0.0394714	3.234E-08	0.0002295
G, Dai Cheong Street	RD_012	0400-0500	0.224507	2.869E-07	0.0020354	2.6431121	3.377E-06	0.0239623	2.8676191	3.664E-06	0.0259977	0.0594024	7.59E-08	0.0005385	0.0646366	8.259E-08	0.000586
G, Dai Cheong Street	RD_012	0500-0600	0.347937	1.455E-06	0.0103203	5.6611905	2.367E-05	0.1679188	6.0091275	2.512E-05	0.1782391	0.1343572	5.617E-07	0.0039852	0.146064	6.106E-07	0.0043325
G, Dai Cheong Street	RD_012	0600-0700	0.3070647	2.563E-06	0.0181857	3.5208413	2.939E-05	0.2085191	3.827906	3.195E-05	0.2267048	0.0836912	6.986E-07	0.0049565	0.0910006	7.596E-07	0.0053894
G, Dai Cheong Street	RD_012	0700-0800	0.277991	2.598E-06	0.0184362	2.1563118	2.016E-05	0.1430051	2.4343028	2.275E-05	0.1614413	0.0512252	4.788E-07	0.0033972	0.0557277	5.209E-07	0.0036958
G, Dai Cheong Street	RD_012	0800-0900	0.2206287	2.727E-06	0.0193498	1.096186	1.355E-05	0.0961389	1.3168147	1.628E-05	0.1154888	0.0242423	2.997E-07	0.0021261	0.0263653	3.259E-07	0.0023123
G, Dai Cheong Street	RD_012	0900-1000	0.2241448	1.915E-06	0.013584	1.1459889	9.789E-06	0.0694513	1.3701338	1.17E-05	0.0830354	0.0249396	2.13E-07	0.0015114	0.0270914	2.314E-07	0.0016418
G, Dai Cheong Street	RD_012	1000-1100	0.2672845	2.239E-06	0.0158824	1.2526835	1.049E-05	0.0744361	1.519968	1.273E-05	0.0903185	0.0290636	2.434E-07	0.001727	0.0315671	2.644E-07	0.0018758
G, Dai Cheong Street	RD_012	1100-1200	0.2750147	2.215E-06	0.0157184	1.3974171	1.126E-05	0.0798691	1.6724318	1.347E-05	0.0955876	0.0340837	2.746E-07	0.001948	0.037068	2.986E-07	0.0021186
G, Dai Cheong Street	RD_012	1200-1300	0.2592646	2.747E-06	0.0194936	1.0868567	1.152E-05	0.0817188	1.3461213	1.427E-05	0.1012124	0.0275121	2.916E-07	0.0020686	0.0299917	3.178E-07	0.002255
G, Dai Cheong Street	RD_012	1300-1400	0.2623988	1.859E-06	0.0131873	1.305079	9.244E-06	0.0655891	1.5674778	1.11E-05	0.0787765	0.0314156	2.225E-07	0.0015788	0.0341848	2.421E-07	0.001718
G, Dai Cheong Street	RD_012	1400-1500	0.2759295	2.246E-06	0.0159339	1.4851172	1.209E-05	0.0857597	1.7610467	1.433E-05	0.1016936	0.0353679	2.879E-07	0.0020424	0.0384502	3.129E-07	0.0022204
G, Dai Cheong Street	RD_012	1500-1600	0.2645215	1.936E-06	0.0137372	1.3047278	9.55E-06	0.0677572	1.5692493	1.149E-05	0.0814944	0.0312978	2.291E-07	0.0016254	0.0340236	2.49E-07	0.0017669
G, Dai Cheong Street	RD_012	1600-1700	0.258259	1.854E-06	0.0131574	1.6006471	1.149E-05	0.0815476	1.8589061	1.335E-05	0.094705	0.0387173	2.78E-07	0.0019725	0.0421038	3.023E-07	0.002145
G, Dai Cheong Street	RD_012	1700-1800	0.1829613	1.852E-06	0.0131435	0.7537328	7.632E-06	0.0541464	0.9366942	9.484E-06	0.06729	0.0196911	1.994E-07	0.0014146	0.0214999	2.177E-07	0.0015445
G, Dai Cheong Street	RD_012	1800-1900	0.1658143	1.474E-06	0.0104575	0.9636047	8.565E-06	0.0607721	1.129419	1.004E-05	0.0712295	0.0238014	2.116E-07	0.0015011	0.0259191	2.304E-07	0.0016346
G, Dai Cheong Street	RD_012	1900-2000	0.1927604	1.175E-06	0.0083389	1.9666839	1.199E-05	0.0850793	2.1594443	1.317E-05	0.0934182	0.046529	2.837E-07	0.0020129	0.0506209	3.086E-07	0.0021899
G, Dai Cheong Street	RD_012	2000-2100	0.1245422	4.982E-07	0.0035345	1.5925628	6.37E-06	0.0451975	1.717105	6.868E-06	0.048732	0.0368344	1.473E-07	0.0010454	0.0400704	1.603E-07	0.0011372
G, Dai Cheong Street	RD_012	2100-2200	0.1873423	7.077E-07	0.0050215	1.9229452	7.264E-06	0.0515419	2.1102875	7.972E-06	0.0565634	0.0441372	1.667E-07	0.001183	0.0480406	1.815E-07	0.0012877
G, Dai Cheong Street	RD_012	2200-2300	0.267532	9.921E-07	0.007039	3.4253582	1.27E-05	0.0901244	3.6928902	1.369E-05	0.0971634	0.0816832	3.029E-07	0.0021492	0.0888452	3.295E-07	0.0023376
G, Dai Cheong Street	RD_012	2300-0000	0.1904666	5.37E-07	0.0038101	3.1164239	8.787E-06	0.0623415	3.3068905	9.324E-06	0.0661517	0.0715985	2.019E-07	0.0014323	0.077826	2.194E-07	0.0015568
H, Dai Fai Street	RD_013	0000-0100	0.0825726	1.078E-07	0.000298	1.2996647	1.697E-06	0.0046906	1.3822374	1.805E-06	0.0049886	0.02883	3.764E-08	0.0001041	0.0313522	4.093E-08	0.0001132
H, Dai Fai Street	RD_013	0100-0200	0.122177	8.994E-08	0.0002486	1.7694814	1.303E-06	0.0036007	1.8916584	1.392E-06	0.0038494	0.0389869	2.87E-08	7.934E-05	0.0424195	3.123E-08	8.632E-05
H, Dai Fai Street	RD_013	0200-0300	0.1045998	3.341E-08	9.237E-05	0.6663454	2.129E-07	0.0005884	0.7709451	2.463E-07	0.0006808	0.0137438	4.39E-09	1.214E-05	0.0149529	4.777E-09	1.32E-05

H, Dai Fai Street	RD_013	0300-0400	0.1222749	3.906E-08	0.000108	0.8508627	2.718E-07	0.0007514	0.9731376	3.109E-07	0.0008594	0.018246	5.829E-09	1.611E-05	0.0199028	6.358E-09	1.758E-05
H, Dai Fai Street	RD_013	0400-0500	0.1448043	4.827E-08	0.0001334	1.2247359	4.082E-07	0.0011286	1.3695402	4.565E-07	0.001262	0.0253997	8.467E-09	2.341E-05	0.0276187	9.206E-09	2.545E-05
H, Dai Fai Street	RD_013	0500-0600	0.1615092	1.682E-07	0.0004651	2.0637042	2.15E-06	0.0059426	2.2252134	2.318E-06	0.0064077	0.045558	4.746E-08	0.0001312	0.049551	5.162E-08	0.0001427
H, Dai Fai Street	RD_013	0600-0700	0.1518652	4.345E-07	0.0012011	1.4794147	4.233E-06	0.0117011	1.6312798	4.667E-06	0.0129023	0.0343904	9.839E-08	0.000272	0.0374034	1.07E-07	0.0002958
H, Dai Fai Street	RD_013	0700-0800	0.1506715	7.743E-07	0.0021404	1.0299634	5.293E-06	0.0146317	1.1806349	6.067E-06	0.0167721	0.0247223	1.27E-07	0.0003512	0.0269092	1.383E-07	0.0003823
H, Dai Fai Street	RD_013	0800-0900	0.1374491	8.4E-07	0.002322	0.7012624	4.285E-06	0.0118469	0.8387115	5.125E-06	0.0141689	0.0161091	9.844E-08	0.0002721	0.0175259	1.071E-07	0.0002961
H, Dai Fai Street	RD_013	0900-1000	0.1519673	7.197E-07	0.0019896	0.759231	3.596E-06	0.0099403	0.9111983	4.316E-06	0.0119299	0.0171512	8.123E-08	0.0002246	0.0186552	8.835E-08	0.0002442
H, Dai Fai Street	RD_013	1000-1100	0.186833	7.318E-07	0.0020229	0.8572568	3.358E-06	0.0092818	1.0440898	4.089E-06	0.0113047	0.0203226	7.96E-08	0.00022	0.0221116	8.66E-08	0.0002394
H, Dai Fai Street	RD_013	1100-1200	0.1842495	7.191E-07	0.0019878	0.8838761	3.45E-06	0.009536	1.0681256	4.169E-06	0.0115239	0.021671	8.458E-08	0.0002338	0.0235868	9.205E-08	0.0002545
H, Dai Fai Street	RD_013	1200-1300	0.1602615	6.589E-07	0.0018213	0.7146259	2.938E-06	0.0081216	0.8748874	3.597E-06	0.0099429	0.0180026	7.401E-08	0.0002046	0.0196288	8.07E-08	0.0002231
H, Dai Fai Street	RD_013	1300-1400	0.1551234	5.86E-07	0.00162	0.7638602	2.886E-06	0.0079773	0.9189835	3.472E-06	0.0095973	0.0186757	7.055E-08	0.000195	0.0203627	7.693E-08	0.0002127
H, Dai Fai Street	RD_013	1400-1500	0.1761352	6.507E-07	0.0017989	0.8718484	3.221E-06	0.0089042	1.0479836	3.872E-06	0.010703	0.0211879	7.828E-08	0.0002164	0.0230687	8.523E-08	0.0002356
H, Dai Fai Street	RD_013	1500-1600	0.1660733	5.674E-07	0.0015686	0.7930585	2.71E-06	0.0074905	0.9591318	3.277E-06	0.0090591	0.0192995	6.594E-08	0.0001823	0.0210128	7.179E-08	0.0001985
H, Dai Fai Street	RD_013	1600-1700	0.1626168	6.098E-07	0.0016858	0.8893902	3.335E-06	0.0092199	1.052007	3.945E-06	0.0109057	0.0218252	8.184E-08	0.0002263	0.0237718	8.914E-08	0.0002464
H, Dai Fai Street	RD_013	1700-1800	0.1218032	5.481E-07	0.0015152	0.5566883	2.505E-06	0.0069251	0.6784915	3.053E-06	0.0084403	0.0144443	6.5E-08	0.0001797	0.0157696	7.096E-08	0.0001962
H, Dai Fai Street	RD_013	1800-1900	0.0962066	4.142E-07	0.0011451	0.5621086	2.42E-06	0.0066904	0.6583151	2.834E-06	0.0078355	0.0142104	6.118E-08	0.0001691	0.0154907	6.67E-08	0.0001844
H, Dai Fai Street	RD_013	1900-2000	0.0918057	2.92E-07	0.0008072	0.8452531	2.688E-06	0.0074318	0.9370588	2.98E-06	0.008239	0.020242	6.438E-08	0.000178	0.0220443	7.011E-08	0.0001938
H, Dai Fai Street	RD_013	2000-2100	0.0676304	1.569E-07	0.0004336	0.6929151	1.607E-06	0.0044429	0.7605455	1.764E-06	0.0048765	0.0163736	3.798E-08	0.000105	0.0178492	4.14E-08	0.0001144
H, Dai Fai Street	RD_013	2100-2200	0.0855666	1.771E-07	0.0004895	0.7948998	1.645E-06	0.0045475	0.8804664	1.822E-06	0.005037	0.0183753	3.803E-08	0.0001051	0.0200343	4.146E-08	0.0001146
H, Dai Fai Street	RD_013	2200-2300	0.1045727	1.961E-07	0.000542	1.2330565	2.312E-06	0.0063913	1.3376292	2.508E-06	0.0069333	0.0283524	5.316E-08	0.000147	0.0308628	5.787E-08	0.00016
H, Dai Fai Street	RD_013	2300-0000	0.0832228	1.075E-07	0.0002972	1.1858541	1.532E-06	0.0042343	1.2690769	1.639E-06	0.0045315	0.0264819	3.421E-08	9.456E-05	0.0288005	3.72E-08	0.0001028
I, Dai Fat Street	RD_014	0000-0100	0.081319	7.567E-08	0.0002581	1.27936	1.191E-06	0.0040607	1.360679	1.266E-06	0.0043188	0.0281539	2.62E-08	8.936E-05	0.0306268	2.85E-08	9.721E-05
I, Dai Fat Street	RD_014	0100-0200	0.1212868	6.064E-08	0.0002068	1.7568086	8.784E-07	0.0029961	1.8780954	9.39E-07	0.003203	0.0385512	1.928E-08	6.575E-05	0.0419443	2.097E-08	7.153E-05
I, Dai Fat Street	RD_014	0200-0300	0.1036159	2.159E-08	7.363E-05	0.6604297	1.376E-07	0.0004693	0.7640456	1.592E-07	0.0005429	0.0135892	2.831E-09	9.657E-06	0.0148043	3.084E-09	1.052E-05
I, Dai Fat Street	RD_014	0300-0400	0.1211623	2.524E-08	8.61E-05	0.8438729	1.758E-07	0.0005997	0.9650352	2.01E-07	0.0006858	0.0180473	3.76E-09	1.282E-05	0.0197098	4.106E-09	1.401E-05
I, Dai Fat Street	RD_014	0400-0500	0.1435747	3.39E-08	0.0001156	1.2152791	2.869E-07	0.0009787	1.3588538	3.208E-07	0.0010943	0.0251276	5.933E-09	2.024E-05	0.0273329	6.454E-09	2.201E-05
I, Dai Fat Street	RD_014	0500-0600	0.1602431	1.18E-07	0.0004023	2.0481868	1.508E-06	0.0051426	2.2084299	1.626E-06	0.0055449	0.0450505	3.316E-08	0.0001131	0.04901	3.608E-08	0.0001231
I, Dai Fat Street	RD_014	0600-0700	0.1431449	2.863E-07	0.0009765	1.4037077	2.807E-06	0.0095758	1.5468526	3.094E-06	0.0105523	0.0320627	6.413E-08	0.0002187	0.0348794	6.976E-08	0.0002379
I, Dai Fat Street	RD_014	0700-0800	0.1468679	5.324E-07	0.0018159	1.0101692	3.662E-06	0.0124902	1.1570371	4.194E-06	0.0143061	0.0242623	8.795E-08	0.0003	0.0264166	9.576E-08	0.0003266
I, Dai Fat Street	RD_014	0800-0900	0.1347435	5.801E-07	0.0019788	0.6891344	2.967E-06	0.0101205	0.8238779	3.547E-06	0.0120993	0.015795	6.801E-08	0.000232	0.0171961	7.404E-08	0.0002525
I, Dai Fat Street	RD_014	0900-1000	0.1424174	4.747E-07	0.0016192	0.7163975	2.388E-06	0.0081452	0.8588149	2.863E-06	0.0097644	0.0162116	5.404E-08	0.0001843	0.0176322	5.877E-08	0.0002005
I, Dai Fat Street	RD_014	1000-1100	0.1665094	4.602E-07	0.0015697	0.7721866	2.134E-06	0.0072796	0.938696	2.594E-06	0.0088494	0.0182462	5.043E-08	0.000172	0.0198594	5.489E-08	0.0001872
I, Dai Fat Street	RD_014	1100-1200	0.1644028	4.521E-07	0.0015421	0.7983623	2.195E-06	0.0074886	0.9627651	2.648E-06	0.0090307	0.0194855	5.359E-08	0.0001828	0.0212172	5.835E-08	0.000199
I, Dai Fat Street	RD_014	1200-1300	0.1501701	4.964E-07	0.0016931	0.674	2.228E-06	0.0075993	0.8241702	2.724E-06	0.0092924	0.0170332	5.63E-08	0.000192	0.0185696	6.138E-08	0.0002094
I, Dai Fat Street	RD_014	1300-1400	0.1472025	4.477E-07	0.0015272	0.7292546	2.218E-06	0.0075658	0.8764571	2.666E-06	0.009093	0.0177358	5.395E-08	0.00184	0.0193145	5.875E-08	0.0002004
I, Dai Fat Street	RD_014	1400-1500	0.1645596	4.914E-07	0.0016761	0.8212212	2.452E-06	0.0083644	0.9857808	2.944E-06	0.0100404	0.0197704	5.904E-08	0.0002014	0.0215087	6.423E-08	0.0002191
I, Dai Fat Street	RD_014	1500-1600	0.1554082	4.295E-07	0.0014651	0.7477149	2.067E-06	0.0070489	0.9031231	2.496E-06	0.008514	0.0180237	4.982E-08	0.0001699	0.0196241	5.424E-08	0.000185
I, Dai Fat Street	RD_014	1600-1700	0.1544854	4.677E-07	0.0015954	0.8499272	2.573E-06	0.0087775	1.0044126	3.041E-06	0.010373	0.020737	6.279E-08	0.0002142	0.0225662	6.833E-08	0.0002331
I, Dai Fat Street	RD_014	1700-1800	0.1182447	4.303E-07	0.0014676	0.5414246	1.97E-06	0.0067201	0.6596693	2.4E-06	0.0081877	0.0141534	5.15E-08	0.0001757	0.015467	5.628E-08	0.000192
I, Dai Fat Street	RD_014	1800-1900	0.0918555	3.189E-07	0.0010879	0.539556	1.873E-06	0.0063901	0.6314114	2.192E-06	0.007478	0.0136909	4.754E-08	0.0001621	0.0149439	5.189E-08	0.000177
I, Dai Fat Street	RD_014	1900-2000	0.0881677	2.253E-07	0.0007685	0.8158891	2.085E-06	0.0071119	0.9040568	2.31E-06	0.0078804	0.0193641	4.949E-08	0.0001688	0.0210955	5.391E-08	0.0001839
I, Dai Fat Street	RD_014	2000-2100	0.0661298	1.24E-07	0.0004229	0.6789602	1.273E-06	0.0043422	0.74509	1.397E-06	0.0047652	0.0159411	2.989E-08	0.0001019	0.0173782	3.258E-08	0.0001111
I, Dai Fat Street	RD_014	2100-2200	0.0836494	1.394E-07	0.0004755	0.7792985	1.299E-06	0.0044302	0.8629479	1.438E-06	0.0049057	0.0178981	2.983E-08	0.0001017	0.0195131	3.252E-08	0.0001109
I, Dai Fat Street	RD_014	2200-2300	0.1025359	1.567E-07	0.0005343	1.2111341	1.85E-06	0.0063113	1.31367	2.007E-06	0.0068456	0.0276471	4.224E-08	0.0001441	0.0300882	4.597E-08	0.0001568
I, Dai Fat Street	RD_014	2300-0000	0.0819104	8.532E-08	0.000291	1.1670653	1.216E-06	0.0041466	1.2489758	1.301E-06	0.0044376	0.0258578	2.694E-08	9.187E-05	0.0281329	2.931E-08	9.996E-05
J, Dai Fai Street	RD_015	0000-0100	0.085435	1.887E-07	0.0010844	1.3459589	2.972E-06	0.0170833	1.4313939	3.161E-06	0.0181676	0.0302963	6.69E-08	0.0003845	0.0329594	7.279E-08	0.0004183
J, Dai Fai Street	RD_015	0100-0200	0.1240616	1.516E-07	0.0008715	1.7964362	2.196E-06	0.0126193	1.9204978	2.347E-06	0.0134908	0.0398841	4.875E-08	0.0002802	0.043374	5.301E-08	0.0003047
J, Dai Fai Street	RD_015	0200-0300	0.1056248	5.575E-08	0.0003204	0.6724855	3.549E-07	0.0020399	0.7781103	4.107E-07	0.0023603	0.0138883	7.33E-09	4.213E-05	0.0151426	7.992E-09	4.593E-05
J, Dai Fai Street	RD_015	0300-0400	0.1234451	6.515E-08	0.0003745	0.8580889	4.529E-07	0.0026029	0.9815341	5.18E-07	0.0029774	0.0184336	9.729E-09	5.592E-05	0.0201381	1.063E-08	6.109E-05
J, Dai Fai Street	RD_015	0400-0500	0.1461032	8.523E-08	0.0004898	1.2345744	7.202E-07	0.0041391	1.3806776	8.054E-07	0.004629	0.0256742	1.498E-08	8.608E-05	0.027941	1.63E-08	9.368E-05
J, Dai Fai Street	RD_015	0500-0600	0.1672845	2.927E-07	0.0016825	2.1326597	3.732E-06	0.0214503	2.2999442	4.025E-06	0.0231329	0.0477866	8.363E-08	0.0004806	0.0519793	9.096E-08	0.0005228
J, Dai Fai Street	RD_015	0600-0700	0.1645371	7.907E-07	0.0045445	1.5823325	7.604E-06	0.0437034	1.7468695	8.395E-06	0.0482479	0.0373421	1.794E-07	0.0010314	0.0406152	1.952E-07	0.0011218
J, Dai Fai Street	RD_015	0700-0800	0.1534894	1.328E-06	0.0076332	1.0463888	9.054E-06	0.0520383	1.1998783	1.038E-05	0.0596715	0.025186	2.179E-07	0.0012525	0.027405	2.371E-07	0.0013629
J, Dai Fai Street	RD_015	0800-0900	0.1374491	1.413E-06	0.0081192	0.7012624	7.207E-06	0.0414242	0.8387115	8.62E-06	0.0495434	0.0161091	1.656E-07	0.0009516	0.0175259	1.801E-07	0.0010353
J, Dai Fai Street	RD_015	0900-1000	0.1550826	1.234E-06	0.0070935	0.7730976	6.153E-06	0.0353615	0.9281801	7.387E-06	0.042455	0.017498	1.393E-07	0.0008004	0.0190181	1.514E-07	0.0008699
J, Dai Fai Street	RD_015	1000-1100	0.1907354	1.258E-06	0.0072321	0.8732516	5.761E-06	0.0331112	1.063987	7.019E-06	0.0403433	0.0207399	1.368E-07	0.0007864	0.0225456	1.487E-07	0.0008549
J, Dai Fai Street	RD_015	1100-1200	0.188048	1.238E-06	0.0071152	0.8999908	5.925E-06	0.0340532	1.0880388	7.163E-06	0.0411684	0.0221078	1.455E-07	0.0008365	0.0240426	1.583E-07	0.0009097
J, Dai Fai Street	RD_015	1200-1300	0.1602615	8.903E-07	0.0051172	0.7146259	3.97E-06	0.0228181	0.8748874	4.86E-06	0.0279353	0.0180026	1E-07	0.0005748	0.0196288	1.09E-07	0.0006268
J, Dai Fai Street	RD_015	1300-1400	0.1596156	8.18E-07	0.0047016	0.7829095	4.012E-06	0.0230611	0.9425251	4.83E-06	0.0277627	0.0190539	9.765E-08	0.0005612	0.020757	1.064E-07	0.0006114
J, Dai Fai Street	RD_015	1400-1500	0.1812013	9.085E-07	0.0052217	0.8930205	4.478E-06	0.0257342	1.0742217	5.386E-06	0.0309559	0.0216158	1.084E-07	0.0006229	0.0235162	1.179E-07	0.0006777
J, Dai Fai Street	RD_015	1500-1600	0.1741176	8.053E-07	0.0046284	0.8268247	3.824E-06	0.0219786	1.0009422	4.629E-06	0.0266069	0.0200539	9.275E-08	0.0005331	0.0218244	1.009E-07	0.0005801
J, Dai Fai Street	RD_015	1600-1700	0.1673274	8.506E-07	0.0048887	0.9114721	4.633E-06	0.0266297	1.0787995	5.484E-06	0.0315184	0.0222577	1.131E-07	0.0006503	0.0242263	1.232E-07	0.0007078
J, Dai Fai Street	RD_015	1700-1800	0.1242228	7.557E-07	0.0043433	0.5668591	3.448E-06	0.0198194	0.6910819	4.204E-06	0.0241627	0.0147217	8.956E-08	0.0005147	0.0160608	9.77E-08	0.0005615
J, Dai Fai Street	RD_015	1800-1900	0.0962066	5.612E-07	0.0032255	0.5621086	3.279E-06	0.0188457	0.6583151	3.84E-06	0.0220711	0.0142104	8.289E-08	0.0004764	0.0154907	9.036E-08	0.0005194
J, Dai Fai Street	RD_015	1900-2000	0.0984631	4.253E-07	0.0024444	0.8964238	3.872E-06	0.0222544	0.994887	4.297E-06	0.0246988	0.0216392	9.347E-08	0.0005372	0.0235736	1.018E-07	0.0005852
J, Dai Fai Street	RD_015	2000-2100	0.0711869	2.234E-07	0.0012843	0.7253372	2.277E-06	0.0130855	0.7965241	2.5E-06	0.0143697	0.017357	5.448E-08	0.0003131	0.0189048	5.934E-08	0.0003411
J, Dai Fai Street	RD_015	2100-2200	0.0887888	2.491E-07	0.0014317	0.8213073	2.304E-06	0.0132434	0.9100961	2.553E-06	0.0146751	0.0191525	5.373E-08	0.0003088	0.0208818	5.859E-08	0.0003367
J, Dai Fai Street	RD_015	2200-2300	0.1080275	2.761E-07	0.0015867	1.2700334	3.246E-06	0.0186541	1.3780609	3.522E-06	0.0202408	0.0295279	7.546E-08	0.0004337	0.0321333	8.212E-08	0.000472
J, Dai Fai Street	RD_015	2300-0000	0.084689	1.482E-07	0.0008518	1.2062935	2.111E-06	0.0121329	1.2909825	2.259E-06	0.0129847	0.0271211	4.746E-08	0.0002728	0.0295009	5.163E-08	0.0002967
K, Dai Hung Street	RD_016	0000-0100	0.1982851	2.111E-07	0.0004143	3.5468537	3.777E-06	0.0074107	3.7451388	3.988E-06	0.0078249	0.0811621	8.642E-08	0.0001696	0.0882316	9.395E-08	0.0001843
K, Dai Hung Street	RD_016	0100-0200	0.301155	2.719E-07	0.0005335	4.9873904	4.503E-06	0.0088347	5.2885455	4.774E-06	0.0093682	0.1156795	1.044E-07	0.0002049	0.1258342	1.136E-07	0.0002229
K, Dai Hung Street	RD_016	0200-0300	0.2212108	7.681E-08	0.0001507	1.4393794	4.998E-07	0.0009807	1.6605902	5.766E-07	0.0011314	0.0322675	1.12E-08	2.198E-05	0.0351437	1.22E-08	2.394E-05
K, Dai Hung Street	RD_016	0300-0400	0.2129151	6.407E-08	0.0001257	1.6455029	4.952E-07	0.0009716	1.858418	5.592E-07	0.0010973	0.0363054	1.093E-08	2.144E-05	0.0394714	1.188E-08	2.331E-05
K, Dai Hung Street	RD_016	0400-0500	0.2224743	1.133E-07	0.0002223	2.6215913	1.335E-06	0.0026196	2.8440656	1.448E-06	0.002842	0.0587029	2.99E-08	5.866E-05	0.0638749	3.253E-08	6.383E-05
K, Dai Hung Street	RD_016	0500-0600	0.347937	5.718E-07	0.0011221	5.6611905	9.304E-06	0.0182567	6.0091275	9.876E-06	0.0193787	0.1343572	2.208E-07	0.0004333	0.146064	2.401E-07	0.000471
K, Dai Hung Street	RD_016	0600-0700	0.3070647	1.002E-06	0.0019665	3.5208413	1.149E-05	0.0225487	3.827906	1.249E-05	0.0245152	0.0836912	2.732E-07	0.000536	0.0910006	2.97E-07	0.0005828
K, Dai Hung Street	RD_016	0700-0800	0.277991	1.023E-06	0.0020076	2.1563118	7.936E-06	0.0155727	2.4343028	8.96E-06	0.0175803	0.0512252	1.885E-07	0.0003699	0.0557277	2.051E-07	0.0004025
K, Dai Hung Street	RD_016	0800-0900	0.2206287	1.073E-06	0.0021044	1.096186	5.329E-06	0.0104558	1.3168147	6.401E-06	0.0125603	0.0242423	1.178E-07	0.0002312	0.0263653	1.282E-07	0.0002515
K, Dai Hung Street	RD_016	0900-1000	0.2241448	7.523E-07	0.0014762	1.1459889	3.846E-06	0.0075475	1.3701338	4.599E-06	0.0090237	0.0249396	8.371E-08	0.0001643	0.0270914	9.093E-08	0.0001784
K, Dai Hung Street	RD_016	1000-1100	0.2672845	8.848E-07	0.0017361	1.2526835	4.147E-06	0.0081364	1.519968	5.031E-06	0.0098725	0.0290636	9.621E-08	0.0001888	0.0315671	1.045E-07	0.000205
K, Dai Hung Street	RD_016	1100-1200	0.2750147	8.722E-07	0.0017113	1.3974171	4.432E-06	0.0086957	1.6724318	5.304E-06	0.010407	0.0340837	1.081E-07	0.0002121	0.037068	1.176E-07	0.0002307
K, Dai Hung Street	RD_016	1200-1300	0.2649686	1.754E-06	0.003442	1.1076234	7.333E-06	0.0143884	1.372592	9.087E-06	0.0178305	0.0280833	1.859E-07	0.0003648	0.0306283	2.028E-07	0.0003979
K, Dai Hung Street	RD_016	1300-1400	0.2678955	1.184E-06	0.0023241	1.3287049	5.875E-06	0.011527	1.5966004	7.059E-06	0.0138511	0.0320486	1.417E-07	0.000278	0.0348794	1.542E-07	0.0003026
K, Dai Hung Street	RD_016	1400-1500	0.2815804	1.434E-06	0.0028137	1.5113551	7.697E-06	0.0151024	1.7929355	9.131E-06	0.0179161	0.0360785	1.837E-07	0.0003605	0.0392263	1.998E-07	0.000392
K, Dai Hung Street	RD_016	1500-1600	0.2701768	1.232E-06	0.0024175	1.3287983	6.06E-06	0.01189	1.598975	7.292E-06	0.0143075	0.0319378	1.456E-07	0.0002858	0.0347256	1.584E-07	0.0003107
K, Dai Hung Street	RD_016	1600-1700	0.2633923	1.183E-06	0.0023209	1.6279109	7.311E-06	0.0143446	1.8913031	8.493E-06	0.0166655	0.0394795	1.773E-07	0.0003479	0.0429335	1.928E-07	0.0003783
K, Dai Hung Street	RD_016	1700-1800	0.1907318	1.205E-06	0.0023651	0.7831474	4.949E-06	0.009711	0.9738792	6.154E-06	0.012076	0.0204936	1.295E-07	0.0002541	0.0223968	1.415E-07	0.0002777
K, Dai Hung Street	RD_016	1800-1900	0.169038	9.391E-07	0.0018427	0.9803103	5.446E-06	0.0106864	1.1493484	6.385E-06	0.0125291	0.0242707	1.348E-07	0.0002646	0.0264311	1.468E-07	0.0002881
K, Dai Hung Street	RD_016	1900-2000	0.1927604	7.362E-07	0.0014446	1.9666839	7.512E-06	0.0147392	2.1594443	8.248E-06	0.0161838	0.046529	1.777E-07	0.0003487	0.0506209	1.933E-07	0.0003794
K, Dai Hung Street	RD_016	2000-2100	0.1245422	3.114E-07	0.0006109	1.5925628	3.981E-06	0.0078122	1.717105	4.293E-06	0.0084232	0.0368344	9.209E-08	0.0001807	0.0400704	1.002E-07	0.0001966
K, Dai Hung Street	RD_016	2100-2200	0.1914668	4.521E-07	0.0008871	1.9543943	4.615E-06	0.0090546	2.1458611	5.067E-06	0.0099416	0.0449078	1.06E-07	0.0002081	0.0488829	1.154E-07	0.0002265
K, Dai Hung Street	RD_016	2200-2300	0.2724918	6.308E-07	0.0012377	3.4743388	8.042E-06	0.0157808	3.7468306	8.673E-06	0.0170184	0.0830775	1.923E-07	0.0003773	0.0903759	2.092E-07	0.0004105
K, Dai Hung Street	RD_016	2300-0000	0.2045694	3.599E-07	0.0007062	3.3466379	5.888E-06	0.0115526	3.5512073	6.247E-06	0.0122587	0.0786001	1.383E-07	0.0002713	0.0854536	1.503E-07	0.000295
L, Dai Fuk Street	RD_017	0000-0100	0.1854979	2.65E-07	0.00274	3.2928266	4.705E-06	0.0486377	3.4783245	4.97E-06	0.0513777	0.0726536	1.038E-07	0.0010732	0.0790098	1.129E-07	0.001167
L, Dai Fuk Street	RD_017	0100-0200	0.283973	3.381E-07	0.0034954	4.6864327	5.58E-06	0.0576854	4.9704057	5.918E-06	0.0611808	0.1052115	1.253E-07	0.0012951	0.1144237	1.362E-07	0.0014084
L, Dai Fuk Street	RD_017	0200-0300	0.214969	9.918E-08	0.0010253	1.4026705	6.471E-07	0.0066904	1.6176395	7.463E-07	0.0077157	0.0312122	1.44E-08	0.0001489	0.033974	1.567E-08	0.0001604
L, Dai Fuk Street	RD_017	0300-0400	0.2071042	8.938E-08	0.0009241	1.6062796	6.933E-07	0.0071672	1.8133838	7.826E-07	0.0080914	0.0351003	1.515E-08	0.0001566	0.038147	1.646E-08	0.0001702
L, Dai Fuk Street	RD_017	0400-0500	0.2153117	1.442E-07	0.0014908	2.54411	1.704E-06	0.017615	2.7594218	1.848E-06	0.0191057	0.0561497	3.76E-08	0.0003888	0.0610961	4.092E-08	0.000423

L, Dai Fuk Street	RD_017	0500-0600	0.302977	6.718E-07	0.0069459	4.9213438	1.091E-05	0.1128245	5.2243207	1.158E-05	0.1197704	0.1104994	2.45E-07	0.0025333	0.1201014	2.663E-07	0.0027534
L, Dai Fuk Street	RD_017	0600-0700	0.2711533	1.199E-06	0.012391	3.1576337	1.396E-05	0.1442951	3.4287871	1.516E-05	0.156686	0.0727287	3.215E-07	0.0033235	0.0790874	3.496E-07	0.0036141
L, Dai Fuk Street	RD_017	0700-0800	0.2471252	1.221E-06	0.0126238	1.958463	9.677E-06	0.100043	2.2055882	1.09E-05	0.1126668	0.0456183	2.254E-07	0.0023303	0.0496322	2.452E-07	0.0025353
L, Dai Fuk Street	RD_017	0800-0900	0.2022224	1.324E-06	0.0136904	1.018941	6.672E-06	0.0689819	1.2211634	7.997E-06	0.0826723	0.022423	1.468E-07	0.001518	0.0243994	1.598E-07	0.0016518
L, Dai Fuk Street	RD_017	0900-1000	0.1910548	8.644E-07	0.0089364	0.996752	4.51E-06	0.0466223	1.1878068	5.374E-06	0.0555588	0.0213366	9.653E-08	0.000998	0.0231941	1.049E-07	0.0010849
L, Dai Fuk Street	RD_017	1000-1100	0.2271105	1.007E-06	0.0104133	1.0860897	4.817E-06	0.0497984	1.3132002	5.824E-06	0.0602117	0.0248181	1.101E-07	0.0011379	0.0269805	1.197E-07	0.0012371
L, Dai Fuk Street	RD_017	1100-1200	0.2343048	1.001E-06	0.0103466	1.2189884	5.207E-06	0.0538288	1.4532932	6.207E-06	0.0641754	0.0292388	1.249E-07	0.0012911	0.0318283	1.359E-07	0.0014055
L, Dai Fuk Street	RD_017	1200-1300	0.2488681	1.856E-06	0.0191841	1.0489272	7.821E-06	0.0808568	1.2977953	9.677E-06	0.1000408	0.0264367	1.971E-07	0.0020379	0.028833	2.15E-07	0.0022226
L, Dai Fuk Street	RD_017	1300-1400	0.2302781	1.148E-06	0.0118695	1.1665793	5.816E-06	0.0601302	1.3968575	6.964E-06	0.0719996	0.0277914	1.386E-07	0.0014325	0.0302616	1.509E-07	0.0015598
L, Dai Fuk Street	RD_017	1400-1500	0.2502263	1.43E-06	0.0147842	1.367086	7.813E-06	0.0807719	1.6173123	9.243E-06	0.0955561	0.0323357	1.848E-07	0.0019105	0.0351667	2.01E-07	0.0020778
L, Dai Fuk Street	RD_017	1500-1600	0.2316655	1.189E-06	0.0122974	1.1637626	5.975E-06	0.0617756	1.3954281	7.165E-06	0.074073	0.0276323	1.419E-07	0.0014668	0.0300582	1.543E-07	0.0015956
L, Dai Fuk Street	RD_017	1600-1700	0.2281338	1.151E-06	0.0118993	1.4421422	7.276E-06	0.0752214	1.6702761	8.427E-06	0.0871207	0.0343688	1.734E-07	0.0017927	0.0373884	1.886E-07	0.0019502
L, Dai Fuk Street	RD_017	1700-1800	0.1794624	1.279E-06	0.0132264	0.7404095	5.278E-06	0.0545684	0.9198719	6.557E-06	0.0677948	0.0193209	1.377E-07	0.001424	0.0211071	1.505E-07	0.0015556
L, Dai Fuk Street	RD_017	1800-1900	0.1531565	9.573E-07	0.0098973	0.8995524	5.623E-06	0.0581312	1.0527089	6.58E-06	0.0680285	0.0221705	1.386E-07	0.0014327	0.0241494	1.509E-07	0.0015606
L, Dai Fuk Street	RD_017	1900-2000	0.1688441	7.262E-07	0.0075079	1.7570494	7.557E-06	0.0781295	1.9258934	8.283E-06	0.0856374	0.0403987	1.738E-07	0.0017964	0.04396	1.891E-07	0.0019547
L, Dai Fuk Street	RD_017	2000-2100	0.1071789	3.015E-07	0.0031168	1.3894237	3.908E-06	0.0404045	1.4966025	4.21E-06	0.0435213	0.03095	8.706E-08	0.0009	0.0336632	9.469E-08	0.0009789
L, Dai Fuk Street	RD_017	2100-2200	0.161116	4.268E-07	0.0044126	1.6873775	4.47E-06	0.0462132	1.8484935	4.897E-06	0.0506257	0.0372272	9.862E-08	0.0010196	0.0405223	1.073E-07	0.0011098
L, Dai Fuk Street	RD_017	2200-2300	0.2339026	6.092E-07	0.0062981	3.0300792	7.892E-06	0.0815878	3.2639818	8.501E-06	0.0878859	0.0690396	1.798E-07	0.001859	0.0750986	1.956E-07	0.0020221
L, Dai Fuk Street	RD_017	2300-0000	0.1767986	3.499E-07	0.003618	2.8815656	5.704E-06	0.0589676	3.0583642	6.054E-06	0.0625856	0.0639076	1.265E-07	0.0013078	0.0694735	1.375E-07	0.0014217
M1, Ting Kok Road	RD_018	0000-0100	0.0579224	2.546E-07	0.0013139	0.8101545	3.561E-06	0.0183769	0.868077	3.815E-06	0.0196907	0.0173188	7.612E-08	0.0003928	0.0188535	8.286E-08	0.0004277
M1, Ting Kok Road	RD_018	0100-0200	0.1075002	2.477E-07	0.0012782	1.5697159	3.616E-06	0.0186645	1.6772161	3.864E-06	0.0199427	0.0331139	7.629E-08	0.0003937	0.0359946	8.293E-08	0.000428
M1, Ting Kok Road	RD_018	0200-0300	0.0675042	8.254E-08	0.000426	0.4289887	5.246E-07	0.0027074	0.4964929	6.071E-07	0.0031334	0.0081035	9.909E-09	5.114E-05	0.0088284	1.08E-08	5.572E-05
M1, Ting Kok Road	RD_018	0300-0400	0.1134482	1.347E-07	0.0006952	0.5615462	6.668E-07	0.0034412	0.6749944	8.015E-07	0.0041364	0.0120921	1.436E-08	7.41E-05	0.0131837	1.565E-08	8.079E-05
M1, Ting Kok Road	RD_018	0400-0500	0.1269402	1.125E-07	0.0005805	0.6626135	5.871E-07	0.0030303	0.7895537	6.996E-07	0.0036108	0.0127193	1.127E-08	5.817E-05	0.0138186	1.224E-08	6.32E-05
M1, Ting Kok Road	RD_018	0500-0600	0.139149	3.625E-07	0.0018709	1.1521386	3.001E-06	0.0154908	1.2912875	3.364E-06	0.0173617	0.0251219	6.544E-08	0.0003378	0.027355	7.126E-08	0.0003678
M1, Ting Kok Road	RD_018	0600-0700	0.0850174	7.277E-07	0.0037558	0.5901622	5.052E-06	0.0260718	0.6751797	5.779E-06	0.0298276	0.013112	1.122E-07	0.0005793	0.0143085	1.225E-07	0.0006321
M1, Ting Kok Road	RD_018	0700-0800	0.0840194	1.322E-06	0.0068241	0.4868922	7.662E-06	0.0395455	0.5709117	8.984E-06	0.0463696	0.0111641	1.757E-07	0.0009068	0.0121625	1.914E-07	0.0009878
M1, Ting Kok Road	RD_018	0800-0900	0.0818035	1.972E-06	0.0101757	0.4353605	1.049E-05	0.0541551	0.517164	1.246E-05	0.0643308	0.0101064	2.436E-07	0.0012571	0.0110032	2.652E-07	0.0013687
M1, Ting Kok Road	RD_018	0900-1000	0.0948393	1.629E-06	0.0084055	0.5123353	8.798E-06	0.0454077	0.6071745	1.043E-05	0.0538132	0.0114588	1.968E-07	0.0010156	0.0124565	2.139E-07	0.001104
M1, Ting Kok Road	RD_018	1000-1100	0.1173508	1.672E-06	0.0086297	0.6020251	8.578E-06	0.0442713	0.7193759	1.025E-05	0.052901	0.0141356	2.014E-07	0.0010395	0.0153766	2.191E-07	0.0011308
M1, Ting Kok Road	RD_018	1100-1200	0.1174701	1.572E-06	0.008112	0.6518801	8.722E-06	0.0450159	0.7693502	1.029E-05	0.0531279	0.0151384	2.026E-07	0.0010454	0.0164679	2.203E-07	0.0011372
M1, Ting Kok Road	RD_018	1200-1300	0.0999448	1.957E-06	0.0101012	0.4793135	9.386E-06	0.0484433	0.5792583	1.134E-05	0.0585445	0.0120226	2.354E-07	0.0012151	0.0131486	2.575E-07	0.0013289
M1, Ting Kok Road	RD_018	1300-1400	0.0933414	1.94E-06	0.0100144	0.4930847	1.025E-05	0.0529019	0.5864261	1.219E-05	0.0629163	0.0118493	2.463E-07	0.0012713	0.0129418	2.69E-07	0.0013885
M1, Ting Kok Road	RD_018	1400-1500	0.1040069	1.915E-06	0.0098839	0.5489853	1.011E-05	0.0521708	0.6529922	1.202E-05	0.0620548	0.0129136	2.378E-07	0.0012272	0.0140677	2.59E-07	0.0013369
M1, Ting Kok Road	RD_018	1500-1600	0.11598	1.932E-06	0.0099715	0.5430318	9.046E-06	0.0466879	0.6590117	1.098E-05	0.0566595	0.0130077	2.167E-07	0.0011184	0.0141556	2.358E-07	0.0012171
M1, Ting Kok Road	RD_018	1600-1700	0.0927479	1.703E-06	0.0087885	0.4900867	8.998E-06	0.0464392	0.5828346	1.07E-05	0.0552277	0.0115754	2.125E-07	0.0010969	0.0126133	2.316E-07	0.0011952
M1, Ting Kok Road	RD_018	1700-1800	0.0607657	1.283E-06	0.0066194	0.3736135	7.886E-06	0.0406992	0.4343791	9.168E-06	0.0473187	0.0091297	1.927E-07	0.0009945	0.0099744	2.105E-07	0.0010866
M1, Ting Kok Road	RD_018	1800-1900	0.056034	1.251E-06	0.0064576	0.4145911	9.258E-06	0.0477796	0.4706251	1.051E-05	0.0542372	0.0101598	2.269E-07	0.0011709	0.011097	2.478E-07	0.0012789
M1, Ting Kok Road	RD_018	1900-2000	0.0584264	1.05E-06	0.0054187	0.5266949	9.465E-06	0.0488482	0.5851213	1.051E-05	0.054267	0.0123982	2.228E-07	0.0011499	0.0135465	2.434E-07	0.0012564
M1, Ting Kok Road	RD_018	2000-2100	0.0488584	6.849E-07	0.0035348	0.4407514	6.178E-06	0.0318876	0.4896098	6.863E-06	0.0354224	0.0103483	1.451E-07	0.0007487	0.0112886	1.582E-07	0.0008167
M1, Ting Kok Road	RD_018	2100-2200	0.0432944	4.979E-07	0.00257	0.4478511	5.151E-06	0.0265846	0.4911455	5.649E-06	0.0291546	0.0106117	1.22E-07	0.0006299	0.011591	1.333E-07	0.000688
M1, Ting Kok Road	RD_018	2200-2300	0.0456177	4.842E-07	0.0024993	0.6214497	6.597E-06	0.0340474	0.6670674	7.081E-06	0.0365467	0.0139613	1.482E-07	0.0007649	0.0152052	1.614E-07	0.0008331
M1, Ting Kok Road	RD_018	2300-0000	0.0464175	2.698E-07	0.0013925	0.6665235	3.874E-06	0.0199959	0.712941	4.144E-06	0.0213884	0.0140076	8.142E-08	0.0004202	0.0152266	8.851E-08	0.0004568
M2, Ting Kok Road	RD_019	0000-0100	0.0362542	1.782E-07	0.0007389	0.4840762	2.379E-06	0.0098661	0.5203304	2.557E-06	0.010605	0.0097112	4.773E-08	0.0001979	0.0105807	5.2E-08	0.0002156
M2, Ting Kok Road	RD_019	0100-0200	0.0671335	1.807E-07	0.0007496	0.8959752	2.412E-06	0.010004	0.9631087	2.593E-06	0.0107535	0.0183641	4.944E-08	0.000205	0.0199764	5.378E-08	0.000223
M2, Ting Kok Road	RD_019	0200-0300	0.062909	9.275E-08	0.0003847	0.5180372	7.638E-07	0.0031675	0.5809463	8.565E-07	0.0035521	0.0097657	1.44E-08	5.971E-05	0.0106633	1.572E-08	6.52E-05
M2, Ting Kok Road	RD_019	0300-0400	0.1118568	1.195E-07	0.0004956	0.5098053	5.447E-07	0.0022588	0.6216621	6.642E-07	0.0027544	0.0098429	1.052E-08	4.361E-05	0.0106963	1.143E-08	4.739E-05
M2, Ting Kok Road	RD_019	0400-0500	0.0830835	1.26E-07	0.0005227	0.9257258	1.404E-06	0.0058243	1.0088094	1.53E-06	0.0063471	0.0178224	2.704E-08	0.0001121	0.0193934	2.942E-08	0.000122
M2, Ting Kok Road	RD_019	0500-0600	0.1266645	4.926E-07	0.0020428	1.5853014	6.165E-06	0.0255675	1.7119659	6.658E-06	0.0276103	0.0341393	1.328E-07	0.0005506	0.0371053	1.443E-07	0.0005984
M2, Ting Kok Road	RD_019	0600-0700	0.1143502	1.28E-06	0.0053097	1.0853065	1.215E-05	0.0503952	1.1996567	1.343E-05	0.0557049	0.0235006	2.631E-07	0.0010912	0.0255684	2.863E-07	0.0011872
M2, Ting Kok Road	RD_019	0700-0800	0.0711809	1.965E-06	0.0081495	0.5362522	1.48E-05	0.0613955	0.6074331	1.677E-05	0.0695451	0.0121324	3.349E-07	0.001389	0.0131925	3.642E-07	0.0015104
M2, Ting Kok Road	RD_019	0800-0900	0.0719512	2.106E-06	0.008735	0.453279	1.327E-05	0.055029	0.5252302	1.538E-05	0.063764	0.0095269	2.789E-07	0.0011566	0.0103685	3.035E-07	0.0012588
M2, Ting Kok Road	RD_019	0900-1000	0.0871424	1.964E-06	0.0081468	0.5303823	1.196E-05	0.0495846	0.6175247	1.392E-05	0.0577314	0.0114177	2.574E-07	0.0010674	0.0124265	2.801E-07	0.0011617
M2, Ting Kok Road	RD_019	1000-1100	0.1192476	2.189E-06	0.0090771	0.5687724	1.044E-05	0.0432949	0.68802	1.263E-05	0.052372	0.0131186	2.408E-07	0.0009986	0.0142741	2.62E-07	0.0010865
M2, Ting Kok Road	RD_019	1100-1200	0.1210714	2.204E-06	0.0091408	0.5961209	1.085E-05	0.0450069	0.7171923	1.306E-05	0.0541478	0.0142455	2.593E-07	0.0010755	0.0155017	2.822E-07	0.0011704
M2, Ting Kok Road	RD_019	1200-1300	0.0976087	2.413E-06	0.0100075	0.4771672	1.18E-05	0.0489226	0.5747758	1.421E-05	0.0589301	0.0117909	2.915E-07	0.0012089	0.0128821	3.185E-07	0.0013208
M2, Ting Kok Road	RD_019	1300-1400	0.0858418	1.887E-06	0.0078274	0.4895313	1.076E-05	0.0446376	0.5753731	1.265E-05	0.0524651	0.0114916	2.527E-07	0.0010479	0.0125582	2.761E-07	0.0011451
M2, Ting Kok Road	RD_019	1400-1500	0.117321	2.166E-06	0.0089825	0.6067261	1.12E-05	0.0464528	0.7240471	1.337E-05	0.0554352	0.0141374	2.61E-07	0.0010824	0.0153776	2.839E-07	0.0011774
M2, Ting Kok Road	RD_019	1500-1600	0.1103694	2.038E-06	0.0084502	0.5873458	1.084E-05	0.044969	0.6977152	1.288E-05	0.0534192	0.0135817	2.507E-07	0.0010399	0.0147785	2.728E-07	0.0011315
M2, Ting Kok Road	RD_019	1600-1700	0.0945206	2.024E-06	0.0083927	0.5416795	1.16E-05	0.0480967	0.6362001	1.362E-05	0.0564894	0.0129462	2.772E-07	0.0011495	0.0141086	3.021E-07	0.0012527
M2, Ting Kok Road	RD_019	1700-1800	0.079251	2.079E-06	0.008624	0.3993209	1.048E-05	0.0434536	0.478572	1.256E-05	0.0520776	0.0101297	2.658E-07	0.0011023	0.0110686	2.904E-07	0.0012045
M2, Ting Kok Road	RD_019	1800-1900	0.0575306	1.475E-06	0.0061177	0.3305335	8.475E-06	0.0351481	0.3880641	9.95E-06	0.0412658	0.0081686	2.095E-07	0.0008686	0.0089416	2.293E-07	0.0009508
M2, Ting Kok Road	RD_019	1900-2000	0.0561358	9.608E-07	0.0039845	0.3951019	6.762E-06	0.0280444	0.4512377	7.723E-06	0.032029	0.0093462	1.6E-07	0.0006634	0.0102374	1.752E-07	0.0007267
M2, Ting Kok Road	RD_019	2000-2100	0.0431461	5.098E-07	0.0021143	0.3499194	4.135E-06	0.0171474	0.3930654	4.645E-06	0.0192617	0.0083875	9.911E-08	0.000411	0.0091992	1.087E-07	0.0004508
M2, Ting Kok Road	RD_019	2100-2200	0.0484734	5.531E-07	0.0022938	0.3784073	4.318E-06	0.0179063	0.4268807	4.871E-06	0.0202001	0.0083391	9.515E-08	0.0003946	0.0091184	1.04E-07	0.0004315
M2, Ting Kok Road	RD_019	2200-2300	0.0466512	4.276E-07	0.0017735	0.3955871	3.626E-06	0.0150385	0.4422383	4.054E-06	0.016812	0.008707	7.981E-08	0.000331	0.0095146	8.722E-08	0.0003617
M2, Ting Kok Road	RD_019	2300-0000	0.0484064	3.279E-07	0.0013598	0.5292351	3.585E-06	0.0148667	0.5776415	3.913E-06	0.0162264	0.0110177	7.463E-08	0.0003095	0.0119829	8.117E-08	0.0003366
N1, Yuen Shin Road	RD_020	0000-0100	0.0306993	1.889E-07	0.0008378	0.4723168	2.906E-06	0.0128895	0.5030161	3.095E-06	0.0137273	0.0104746	6.445E-08	0.0002859	0.0114103	7.021E-08	0.0003114
N1, Yuen Shin Road	RD_020	0100-0200	0.0410547	1E-07	0.0004437	0.5929207	1.445E-06	0.0064087	0.6339754	1.545E-06	0.0068524	0.0119407	2.91E-08	0.0001291	0.0129792	3.163E-08	0.0001403
N1, Yuen Shin Road	RD_020	0200-0300	0.0450891	5.533E-08	0.0002454	0.2491535	3.057E-07	0.0013561	0.2942426	3.611E-07	0.0016015	0.0044226	5.427E-09	2.407E-05	0.0048195	5.914E-09	2.623E-05
N1, Yuen Shin Road	RD_020	0300-0400	0.0410876	3.409E-08	0.0001512	0.2606018	2.162E-07	0.0009589	0.3016894	2.503E-07	0.0011101	0.0042702	3.543E-09	1.571E-05	0.0046698	3.874E-09	1.718E-05
N1, Yuen Shin Road	RD_020	0400-0500	0.0746374	6.192E-08	0.0002746	0.7432635	6.166E-07	0.0027349	0.8179009	6.785E-07	0.0030095	0.0146799	1.218E-08	5.402E-05	0.015945	1.323E-08	5.867E-05
N1, Yuen Shin Road	RD_020	0500-0600	0.0672576	1.255E-07	0.0005568	0.665915	1.243E-06	0.0055131	0.7331725	1.369E-06	0.0060699	0.0141078	2.633E-08	0.0001168	0.0153396	2.863E-08	0.000127
N1, Yuen Shin Road	RD_020	0600-0700	0.0444415	1.536E-07	0.0006814	0.2617689	9.048E-07	0.0040133	0.3062105	1.058E-06	0.0046946	0.0056487	1.953E-08	8.66E-05	0.0061998	2.143E-08	9.505E-05
N1, Yuen Shin Road	RD_020	0700-0800	0.0577904	5.743E-07	0.0025473	0.3409023	3.388E-06	0.0150262	0.3986927	3.962E-06	0.0175735	0.0080417	7.992E-08	0.0003545	0.008785	8.73E-08	0.0003872
N1, Yuen Shin Road	RD_020	0800-0900	0.0560686	8.625E-07	0.0038253	0.3111502	4.786E-06	0.0212282	0.3672188	5.649E-06	0.0250534	0.0070669	1.087E-07	0.0004821	0.0077092	1.186E-07	0.000526
N1, Yuen Shin Road	RD_020	0900-1000	0.0913259	1.176E-06	0.0052156	0.4978959	6.411E-06	0.0284346	0.5892218	7.587E-06	0.0336502	0.0115304	1.485E-07	0.0006585	0.0125533	1.616E-07	0.0007169
N1, Yuen Shin Road	RD_020	1000-1100	0.1150223	1.048E-06	0.0046467	0.4974058	4.531E-06	0.0200943	0.6124281	5.578E-06	0.024741	0.0117483	1.07E-07	0.0004746	0.0128027	1.166E-07	0.0005172
N1, Yuen Shin Road	RD_020	1100-1200	0.1001771	9.384E-07	0.0041622	0.462534	4.333E-06	0.0192174	0.5627111	5.271E-06	0.0233796	0.0111729	1.047E-07	0.0004642	0.01216	1.139E-07	0.0005052
N1, Yuen Shin Road	RD_020	1200-1300	0.0893613	8.247E-07	0.003658	0.374365	3.455E-06	0.0153246	0.4637263	4.28E-06	0.0189826	0.0093966	8.672E-08	0.0003846	0.0102437	9.454E-08	0.0004193
N1, Yuen Shin Road	RD_020	1300-1400	0.0885106	1.089E-06	0.0048309	0.3432347	4.224E-06	0.0187337	0.4317454	5.313E-06	0.0235646	0.008625	1.061E-07	0.0004708	0.009386	1.155E-07	0.0005123
N1, Yuen Shin Road	RD_020	1400-1500	0.0908075	9.479E-07	0.0042045	0.3565949	3.723E-06	0.0165107	0.4474023	4.67E-06	0.0207151	0.0089246	9.317E-08	0.0004132	0.0097119	1.014E-07	0.0004497
N1, Yuen Shin Road	RD_020	1500-1600	0.0842199	8.734E-07	0.0038736	0.3293151	3.415E-06	0.0151466	0.4135349	4.288E-06	0.0190202	0.0082691	8.575E-08	0.0003803	0.0090046	9.338E-08	0.0004142
N1, Yuen Shin Road	RD_020	1600-1700	0.0724015	8.484E-07	0.003763	0.2955848	3.464E-06	0.0153626	0.3679863	4.312E-06	0.0191255	0.0073968	8.668E-08	0.0003844	0.0080551	9.439E-08	0.0004187
N1, Yuen Shin Road	RD_020	1700-1800	0.0530266	7.378E-07	0.0032722	0.2349572	3.269E-06	0.014499	0.2879838	4.007E-06	0.0177712	0.0062646	8.716E-08	0.0003866	0.0068495	9.53E-08	0.0004227
N1, Yuen Shin Road	RD_020	1800-1900	0.034838	5.78E-07	0.0025638	0.1857981	3.083E-06	0.013673	0.220636	3.661E-06	0.0162368	0.0051092	8.477E-08	0.0003376	0.0055824	9.262E-08	0.0004108
N1, Yuen Shin Road	RD_020	1900-2000	0.0288132	4.079E-07	0.001809	0.2136269	3.024E-06	0.013412	0.2424401	3.432E-06	0.0152209	0.0057334	8.116E-08	0.00036	0.0062615	8.863E-08	0.0003931
N1, Yuen Shin Road	RD_020	2000-2100	0.0273974	2.604E-07	0.0011551	0.1611442	1.532E-06	0.0067941	0.1885417	1.792E-06	0.0079492	0.0046258	4.397E-08	0.000195	0.0050625	4.812E-08	0.0002134
N1, Yuen Shin Road	RD_020	2100-2200	0.0222164	1.989E-07	0.0008822	0.1674455	1.499E-06	0.006649	0.1896619	1.698E-06	0.0075312	0.0045522	4.076E-08	0.0001808	0.0049955	4.472E-08	0.0001984
N1, Yuen Shin Road	RD_020	2200-2300	0.0266485	2.174E-07	0.0009642	0.2750805	2.244E-06	0.009953	0.301729	2.461E-06	0.0109172	0.0064379	5.252E-08	0.0002329	0.007034	5.738E-08	0.0002545
N1, Yuen Shin Road	RD_020	2300-0000	0.026607	1.531E-07	0.0006792	0.3375087	1.942E-06	0.0086155	0.3641157	2.096E-06	0.0092947	0.0077278	4.448E-08	0.0001973	0.0084264	4.85E-08	0.0002151
N2, Yuen Shin Road	RD_021	0000-0100	0.0380131	1.746E-07	0.000629	0.3428681	1.575E-06	0.0056738	0.3808812	1.75E-06	0.0063029	0.0077044	3.539E-08	0.0001275	0.0084066	3.862E-08	0.0001391
N2, Yuen Shin Road	RD_021	0100-0200	0.0503935	1.314E-07	0.0004732	0.4944809	1.289E-06	0.0046432	0.5448744	1.42E-06	0.0051164	0.0096589	2.518E-08	9.07E-05	0.0104857	2.733E-08	9.846E-05
N2, Yuen Shin Road	RD_021	0200-0300	0.0927221	1.347E-07	0.0004853	0.398098	5.784E-07	0.0020836	0.4908201	7.132E-07	0.0025689	0.0087179	1.267E-08	4.563E-05	0.0095008	1.38E-08	4.973E-05
N2, Yuen Shin Road	RD_021	0300-0400	0.0911588	1.441E-07	0.0005192	0.6424349	1.016E-06	0.0036591	0.7335937	1.16E-06	0.0041783	0.0148499	2.348E-08	8.458E-05	0.0163804	2.59E-08	9.33E-05
N2, Yuen Shin Road	RD_021	0400-0500	0.1714412	1.868E-07	0.000673	1.2004056	1.308E-06	0.0047121	1.3718469	1.495E-06	0.005385	0.0260569	2.84E-08	0.0001023	0.0283486	3.089E-08	0.0001113
N2, Yuen Shin Road	RD_021	0500-0600	0.1703629	7.317E-07	0.0026356	1.9044216	8.179E-06	0.0294626	2.0747845	8.911E-06	0.0320982	0.0419749	1.803E-07	0.0006494	0.0456398	1.96E-07	0.0007061
N2, Yuen Shin Road	RD_021	0600-0700	0.0598111	1.08E-06	0.00389	0.602168	1.087E-05	0.0391639	0.6619791	1.195E-05	0.0430539	0.0142335	2.57E-07	0.0009257	0.015497	2.798E-07	0.0010079

N2, Yuen Shin Road	RD_021	0700-0800	0.0418934	1.439E-06	0.0051817	0.2685004	9.22E-06	0.0332103	0.3103938	1.066E-05	0.038392	0.0070217	2.411E-07	0.0008685	0.0076537	2.628E-07	0.0009467
N2, Yuen Shin Road	RD_021	0800-0900	0.0638211	1.732E-06	0.0062385	0.3130688	8.496E-06	0.0306024	0.3768899	1.023E-05	0.0368409	0.0080662	2.189E-07	0.0007885	0.0088055	2.39E-07	0.0008607
N2, Yuen Shin Road	RD_021	0900-1000	0.0697997	1.59E-06	0.0057269	0.2939091	6.695E-06	0.0241147	0.3637088	8.284E-06	0.0298417	0.0072204	1.645E-07	0.0005924	0.0078897	1.797E-07	0.0006473
N2, Yuen Shin Road	RD_021	1000-1100	0.0877373	1.779E-06	0.0064086	0.3616188	7.333E-06	0.0264137	0.4493561	9.112E-06	0.0328223	0.0090216	1.829E-07	0.000659	0.0098223	1.992E-07	0.0007174
N2, Yuen Shin Road	RD_021	1100-1200	0.0800528	1.558E-06	0.0056131	0.3374453	6.569E-06	0.023661	0.4174981	8.127E-06	0.0292742	0.0086969	1.693E-07	0.0006098	0.0094817	1.846E-07	0.0006648
N2, Yuen Shin Road	RD_021	1200-1300	0.0792483	1.548E-06	0.005575	0.3227763	6.304E-06	0.022707	0.4020247	7.852E-06	0.028282	0.0082685	1.615E-07	0.0005817	0.0090089	1.759E-07	0.0006338
N2, Yuen Shin Road	RD_021	1300-1400	0.0890293	1.642E-06	0.0059136	0.3592115	6.624E-06	0.0238601	0.4482408	8.266E-06	0.0297738	0.0090768	1.674E-07	0.0006029	0.0098823	1.822E-07	0.0006564
N2, Yuen Shin Road	RD_021	1400-1500	0.0931184	1.916E-06	0.006902	0.3990552	8.211E-06	0.0295782	0.4921737	1.013E-05	0.0364801	0.0096863	1.993E-07	0.0007179	0.0105264	2.166E-07	0.0007802
N2, Yuen Shin Road	RD_021	1500-1600	0.0853454	1.654E-06	0.005958	0.3874715	7.509E-06	0.0270495	0.4728169	9.163E-06	0.0330075	0.0096373	1.868E-07	0.0006728	0.0104853	2.032E-07	0.000732
N2, Yuen Shin Road	RD_021	1600-1700	0.0828327	1.756E-06	0.0063245	0.4521094	9.583E-06	0.0345197	0.5349421	1.134E-05	0.0408442	0.0111538	2.364E-07	0.0008516	0.0121462	2.575E-07	0.0009274
N2, Yuen Shin Road	RD_021	1700-1800	0.0496897	1.263E-06	0.0045512	0.2514199	6.393E-06	0.0230281	0.3011096	7.656E-06	0.0275793	0.006726	1.71E-07	0.000616	0.0073882	1.879E-07	0.0006767
N2, Yuen Shin Road	RD_021	1800-1900	0.0347964	7.435E-07	0.0026782	0.2093905	4.474E-06	0.0161164	0.2441869	5.218E-06	0.0187947	0.0059077	1.262E-07	0.0004547	0.0064843	1.386E-07	0.0004991
N2, Yuen Shin Road	RD_021	1900-2000	0.0429434	5.863E-07	0.0021121	0.2541373	3.47E-06	0.0124992	0.2970807	4.056E-06	0.0146112	0.0065019	8.878E-08	0.0003198	0.00711	9.708E-08	0.0003497
N2, Yuen Shin Road	RD_021	2000-2100	0.0370453	3.578E-07	0.0012888	0.2912563	2.813E-06	0.0101327	0.3283015	3.171E-06	0.0114215	0.0070249	6.785E-08	0.0002444	0.007669	7.407E-08	0.0002668
N2, Yuen Shin Road	RD_021	2100-2200	0.0430431	3.431E-07	0.0012357	0.2783174	2.218E-06	0.0079903	0.3213605	2.561E-06	0.009226	0.0069479	5.538E-08	0.0001995	0.0075726	6.035E-08	0.0002174
N2, Yuen Shin Road	RD_021	2200-2300	0.054716	4.688E-07	0.0016888	0.4310791	3.694E-06	0.0133049	0.4857951	4.162E-06	0.0149937	0.009585	8.213E-08	0.0002958	0.0104528	8.956E-08	0.0003226
N2, Yuen Shin Road	RD_021	2300-0000	0.0280041	1.693E-07	0.00061	0.3108274	1.88E-06	0.0067705	0.3388314	2.049E-06	0.0073804	0.0062779	3.796E-08	0.0001367	0.0068252	4.127E-08	0.0001487
P1, Dai Wah Street	RD_022	0000-0100	0.1773196	1.431E-07	0.0004435	3.0401019	2.454E-06	0.0076032	3.2174214	2.597E-06	0.0080466	0.0663622	5.356E-08	0.000166	0.0721494	5.823E-08	0.0001804
P1, Dai Wah Street	RD_022	0100-0200	0.2759826	2.227E-07	0.0006902	4.4691307	3.607E-06	0.0111771	4.7451133	3.83E-06	0.0118673	0.0993394	8.018E-08	0.0002484	0.1079889	8.716E-08	0.0002701
P1, Dai Wah Street	RD_022	0200-0300	0.2085744	1.683E-07	0.0005216	1.3753046	1.11E-06	0.0034396	1.583879	1.278E-06	0.0039612	0.0304722	2.459E-08	7.621E-05	0.0331499	2.675E-08	8.291E-05
P1, Dai Wah Street	RD_022	0300-0400	0.2089534	1.686E-07	0.0005226	1.7254141	1.393E-06	0.0043152	1.9343675	1.561E-06	0.0048378	0.0378982	3.059E-08	9.478E-05	0.04119	3.324E-08	0.000103
P1, Dai Wah Street	RD_022	0400-0500	0.2005575	1.619E-07	0.0005016	2.204523	1.779E-06	0.0055134	2.4050804	1.941E-06	0.006015	0.0482549	3.895E-08	0.0001207	0.0524832	4.236E-08	0.0001313
P1, Dai Wah Street	RD_022	0500-0600	0.2712374	2.189E-07	0.0006784	4.2931578	3.465E-06	0.010737	4.5643952	3.684E-06	0.0114154	0.094006	7.587E-08	0.0002351	0.1021543	8.245E-08	0.0002555
P1, Dai Wah Street	RD_022	0600-0700	0.2346744	5.682E-07	0.0017607	2.5228562	6.109E-06	0.0189287	2.7575307	6.677E-06	0.0206894	0.0555958	1.346E-07	0.0004171	0.0604403	1.463E-07	0.0004535
P1, Dai Wah Street	RD_022	0700-0800	0.210383	1.019E-06	0.003157	1.3663101	6.616E-06	0.0205025	1.5766931	7.635E-06	0.0236595	0.0308059	1.492E-07	0.0004623	0.0335445	1.624E-07	0.0005034
P1, Dai Wah Street	RD_022	0800-0900	0.1699882	6.86E-07	0.0021257	0.8772342	3.54E-06	0.0109696	1.0472224	4.226E-06	0.0130953	0.0189537	7.649E-08	0.000237	0.0206069	8.316E-08	0.0002577
P1, Dai Wah Street	RD_022	0900-1000	0.1538028	6.207E-07	0.0019233	0.6985029	2.819E-06	0.0087346	0.8523057	3.439E-06	0.0106579	0.0140691	5.678E-08	0.0001759	0.0153043	6.176E-08	0.0001914
P1, Dai Wah Street	RD_022	1000-1100	0.2049368	6.616E-07	0.0020502	1.0437777	3.37E-06	0.0104418	1.2487144	4.031E-06	0.0124919	0.0233244	7.53E-08	0.0002333	0.0253463	8.183E-08	0.0002536
P1, Dai Wah Street	RD_022	1100-1200	0.2137007	6.899E-07	0.0021378	1.1193291	3.614E-06	0.0111976	1.3330298	4.303E-06	0.0133354	0.0261488	8.442E-08	0.0002616	0.0284375	9.181E-08	0.0002845
P1, Dai Wah Street	RD_022	1200-1300	0.1973522	4.551E-07	0.0014102	0.8427164	1.943E-06	0.0060217	1.0400686	2.398E-06	0.0074319	0.0200425	4.622E-08	0.0001432	0.0218651	5.042E-08	0.0001562
P1, Dai Wah Street	RD_022	1300-1400	0.1951036	5.624E-07	0.0017427	1.0138417	2.922E-06	0.0090556	1.2089453	3.485E-06	0.0107983	0.0233243	6.723E-08	0.0002083	0.0253817	7.316E-08	0.0002267
P1, Dai Wah Street	RD_022	1400-1500	0.2094109	4.829E-07	0.0014964	1.1663356	2.69E-06	0.0083342	1.3757465	3.172E-06	0.0098305	0.0261818	6.037E-08	0.0001871	0.0284777	6.567E-08	0.0002035
P1, Dai Wah Street	RD_022	1500-1600	0.2206796	5.089E-07	0.0015769	1.0784037	2.487E-06	0.0077058	1.2990833	2.996E-06	0.0092827	0.0247352	5.704E-08	0.0001767	0.0269122	6.206E-08	0.0001923
P1, Dai Wah Street	RD_022	1600-1700	0.200651	4.627E-07	0.0014338	1.2827585	2.958E-06	0.0091661	1.4834095	3.421E-06	0.0105999	0.0292013	6.734E-08	0.0002087	0.0317666	7.325E-08	0.000227
P1, Dai Wah Street	RD_022	1700-1800	0.1452381	3.349E-07	0.0010378	0.6518107	1.503E-06	0.0046576	0.7970488	1.838E-06	0.0056954	0.0160787	3.708E-08	0.0001149	0.0175545	4.048E-08	0.0001254
P1, Dai Wah Street	RD_022	1800-1900	0.1442686	4.158E-07	0.0012886	0.8661542	2.497E-06	0.0077365	1.0104228	2.913E-06	0.0090251	0.0202644	5.841E-08	0.000181	0.0220589	6.358E-08	0.000197
P1, Dai Wah Street	RD_022	1900-2000	0.1308001	3.016E-07	0.0009346	1.3131499	3.028E-06	0.0093832	1.44395	3.33E-06	0.0103179	0.0289326	6.672E-08	0.0002067	0.0314951	7.263E-08	0.0002251
P1, Dai Wah Street	RD_022	2000-2100	0.114242	1.976E-07	0.0006122	1.4118348	2.442E-06	0.0075663	1.5260767	2.639E-06	0.0081786	0.0309057	5.345E-08	0.0001656	0.0336243	5.815E-08	0.0001802
P1, Dai Wah Street	RD_022	2100-2200	0.1935185	3.347E-07	0.0010371	2.7620078	4.777E-06	0.0148022	2.9555263	5.112E-06	0.0158393	0.0622434	1.076E-07	0.0003336	0.0677668	1.172E-07	0.0003632
P1, Dai Wah Street	RD_022	2200-2300	0.2335235	4.039E-07	0.0012515	3.1986597	5.532E-06	0.0171423	3.4321832	5.936E-06	0.0183938	0.0713958	1.235E-07	0.0003826	0.0776516	1.343E-07	0.0004162
P1, Dai Wah Street	RD_022	2300-0000	0.2295426	2.647E-07	0.0008201	3.4694394	4E-06	0.0123956	3.698082	4.265E-06	0.0132157	0.0766691	8.84E-08	0.0002739	0.0833753	9.613E-08	0.0002979
P2, Dai Wah Street	RD_023	0000-0100	0.1758532	7.233E-09	2.298E-05	2.9312216	1.206E-07	0.0003831	3.1070748	1.278E-07	0.0004061	0.0640124	2.633E-09	8.366E-06	0.0695982	2.863E-09	9.096E-06
P2, Dai Wah Street	RD_023	0100-0200	0.277063	1.14E-08	3.621E-05	4.2019064	1.728E-07	0.0005492	4.4789695	1.842E-07	0.0005854	0.0936482	3.852E-09	1.224E-05	0.1018057	4.187E-09	1.331E-05
P2, Dai Wah Street	RD_023	0200-0300	0.2085744	8.579E-09	2.726E-05	1.3753046	5.657E-08	0.0001797	1.583879	6.515E-08	0.000207	0.0304722	1.253E-09	3.983E-06	0.0331499	1.363E-09	4.333E-06
P2, Dai Wah Street	RD_023	0300-0400	0.2232398	9.182E-09	2.918E-05	1.6612212	6.833E-08	0.0002171	1.884461	7.751E-08	0.0002463	0.0364869	1.501E-09	4.769E-06	0.039659	1.631E-09	5.183E-06
P2, Dai Wah Street	RD_023	0400-0500	0.2060738	8.476E-09	2.693E-05	2.1101909	8.679E-08	0.0002758	2.3162647	9.527E-08	0.0003027	0.0462678	1.903E-09	6.047E-06	0.0503247	2.07E-09	6.577E-06
P2, Dai Wah Street	RD_023	0500-0600	0.2965305	1.22E-08	3.876E-05	4.3226506	1.778E-07	0.000565	4.619181	1.9E-07	0.0006037	0.0951109	3.912E-09	1.243E-05	0.103353	4.251E-09	1.351E-05
P2, Dai Wah Street	RD_023	0600-0700	0.2480978	3.061E-08	9.728E-05	2.572798	3.175E-07	0.0010088	2.8208958	3.481E-07	0.001106	0.0567666	7.005E-09	2.226E-05	0.0616968	7.613E-09	2.419E-05
P2, Dai Wah Street	RD_023	0700-0800	0.2656162	6.555E-08	0.0002083	1.5121522	3.732E-07	0.0011858	1.7777684	4.387E-07	0.0013941	0.0341546	8.429E-09	2.678E-05	0.0371542	9.169E-09	2.914E-05
P2, Dai Wah Street	RD_023	0800-0900	0.1806464	3.715E-08	0.000118	0.9140649	1.88E-07	0.0005973	1.0947113	2.251E-07	0.0007154	0.0198128	4.075E-09	1.295E-05	0.0215377	4.429E-09	1.407E-05
P2, Dai Wah Street	RD_023	0900-1000	0.1577066	3.243E-08	0.0001031	0.7100879	1.46E-07	0.000464	0.8677945	1.785E-07	0.0005671	0.0141648	2.913E-09	9.256E-06	0.0154072	3.169E-09	1.007E-05
P2, Dai Wah Street	RD_023	1000-1100	0.2012072	3.31E-08	0.0001052	1.0266853	1.689E-07	0.0005367	1.2278925	2.02E-07	0.0006419	0.0228215	3.755E-09	1.193E-05	0.0247929	4.079E-09	1.296E-05
P2, Dai Wah Street	RD_023	1100-1200	0.2098317	3.452E-08	0.0001097	1.1014294	1.812E-07	0.0005758	1.311261	2.157E-07	0.0006855	0.025592	4.211E-09	1.338E-05	0.0278269	4.578E-09	1.455E-05
P2, Dai Wah Street	RD_023	1200-1300	0.2010451	1.323E-07	0.0004204	0.8531316	5.614E-07	0.001784	1.0541767	6.938E-07	0.0022044	0.0207436	1.365E-08	4.338E-05	0.0226034	1.488E-08	4.727E-05
P2, Dai Wah Street	RD_023	1300-1400	0.2367914	1.753E-07	0.0005571	1.1452627	8.479E-07	0.0026943	1.3820541	1.023E-06	0.0032513	0.0265555	1.966E-08	6.247E-05	0.028877	2.138E-08	6.793E-05
P2, Dai Wah Street	RD_023	1400-1500	0.2075758	1.366E-07	0.0004341	1.1573231	7.616E-07	0.0024201	1.3648989	8.982E-07	0.0028542	0.025912	1.705E-08	5.419E-05	0.0281616	1.853E-08	5.889E-05
P2, Dai Wah Street	RD_023	1500-1600	0.2186919	1.349E-07	0.0004287	1.0697965	6.6E-07	0.0020973	1.2884884	7.95E-07	0.002526	0.0244825	1.51E-08	4.8E-05	0.0266077	1.642E-08	5.216E-05
P2, Dai Wah Street	RD_023	1600-1700	0.2160058	1.422E-07	0.0004517	1.3272009	8.734E-07	0.0027754	1.5432067	1.016E-06	0.0032271	0.030188	1.987E-08	6.313E-05	0.0328187	2.16E-08	6.863E-05
P2, Dai Wah Street	RD_023	1700-1800	0.1853295	1.143E-07	0.0003633	0.843763	5.206E-07	0.0016542	1.0290924	6.349E-07	0.0020175	0.0203285	1.254E-08	3.985E-05	0.0221513	1.367E-08	4.343E-05
P2, Dai Wah Street	RD_023	1800-1900	0.1722731	1.063E-07	0.0003377	0.9534662	5.883E-07	0.0018692	1.1257393	6.945E-07	0.002207	0.0221638	1.367E-08	4.345E-05	0.0241283	1.489E-08	4.73E-05
P2, Dai Wah Street	RD_023	1900-2000	0.1644994	1.015E-07	0.0003225	1.2007726	7.408E-07	0.0023541	1.3652721	8.423E-07	0.0026765	0.0271181	1.673E-08	5.316E-05	0.0295033	1.82E-08	5.784E-05
P2, Dai Wah Street	RD_023	2000-2100	0.1307227	5.914E-08	0.0001879	1.4596865	6.604E-07	0.0020985	1.5904092	7.196E-07	0.0022865	0.0319265	1.444E-08	4.59E-05	0.0347139	1.571E-08	4.991E-05
P2, Dai Wah Street	RD_023	2100-2200	0.196562	7.681E-08	0.0002441	2.6398223	1.032E-06	0.0032777	2.8363843	1.108E-06	0.0035217	0.0594069	2.321E-08	7.376E-05	0.0646589	2.527E-08	8.028E-05
P2, Dai Wah Street	RD_023	2200-2300	0.231948	8.109E-08	0.0002577	3.1779701	1.111E-06	0.0035305	3.4099181	1.192E-06	0.0037882	0.0706708	2.471E-08	7.851E-05	0.0768353	2.686E-08	8.536E-05
P2, Dai Wah Street	RD_023	2300-0000	0.2350373	5.317E-08	0.000169	3.3009522	7.467E-07	0.0023728	3.5359896	7.999E-07	0.0025418	0.0729514	1.65E-08	5.244E-05	0.079316	1.794E-08	5.701E-05
Q, Roads to Fu Tip Estate	RD_024	0000-0100	0.1828023	8.75E-07	0.0127273	3.2739747	1.567E-05	0.2279456	3.4567771	1.655E-05	0.2406729	0.0718667	3.44E-07	0.0050036	0.0781629	3.741E-07	0.005442
Q, Roads to Fu Tip Estate	RD_024	0100-0200	0.2780847	6.299E-07	0.009162	4.5566596	1.032E-05	0.1501275	4.8347443	1.095E-05	0.1592895	0.1012781	2.294E-07	0.0033368	0.110094	2.494E-07	0.0036273
Q, Roads to Fu Tip Estate	RD_024	0200-0300	0.2162194	2.495E-07	0.0036291	1.3551739	1.564E-06	0.0227456	1.5713932	1.813E-06	0.0263746	0.0300254	3.464E-08	0.000504	0.0326688	3.769E-08	0.0005483
Q, Roads to Fu Tip Estate	RD_024	0300-0400	0.2039404	2.353E-07	0.003423	1.5475972	1.786E-06	0.0259752	1.7515376	2.021E-06	0.0293982	0.033605	3.878E-08	0.000564	0.0365226	4.214E-08	0.000613
Q, Roads to Fu Tip Estate	RD_024	0400-0500	0.2028647	1.864E-07	0.0027113	2.4461768	2.248E-06	0.0326937	2.6490415	2.434E-06	0.035405	0.0534948	4.915E-08	0.000715	0.0582005	5.347E-08	0.0007779
Q, Roads to Fu Tip Estate	RD_024	0500-0600	0.286507	8.448E-07	0.0122892	4.7154523	1.39E-05	0.2022602	5.0019594	1.475E-05	0.2145493	0.1040179	3.067E-07	0.0044616	0.1130763	3.334E-07	0.0048502
Q, Roads to Fu Tip Estate	RD_024	0600-0700	0.2469967	2.312E-06	0.0336258	2.9563446	2.767E-05	0.4024733	3.2033414	2.998E-05	0.4360991	0.0661963	6.195E-07	0.0090119	0.0719845	6.737E-07	0.0097999
Q, Roads to Fu Tip Estate	RD_024	0700-0800	0.2165712	4.294E-06	0.0624678	1.8513997	3.671E-05	0.5340182	2.0679709	4.101E-05	0.596486	0.0431259	8.551E-07	0.0124392	0.0469226	9.304E-07	0.0135344
Q, Roads to Fu Tip Estate	RD_024	0800-0900	0.1783696	3.049E-06	0.0443526	0.9154035	1.565E-05	0.22762	1.0937731	1.87E-05	0.2719726	0.0197888	3.383E-07	0.0049206	0.0215333	3.681E-07	0.0053544
Q, Roads to Fu Tip Estate	RD_024	0900-1000	0.173023	3.076E-06	0.044744	0.7764438	1.38E-05	0.2007896	0.9494669	1.688E-05	0.2455336	0.015658	2.784E-07	0.0040492	0.0170155	3.025E-07	0.0044002
Q, Roads to Fu Tip Estate	RD_024	1000-1100	0.2180976	3.132E-06	0.0455542	1.1036351	1.585E-05	0.2305168	1.3217327	1.898E-05	0.276071	0.0247003	3.547E-07	0.0051592	0.0268447	3.855E-07	0.0056071
Q, Roads to Fu Tip Estate	RD_024	1100-1200	0.2326911	3.291E-06	0.0478791	1.217027	1.722E-05	0.2504183	1.4497181	2.051E-05	0.2982974	0.0290041	4.103E-07	0.005968	0.0315697	4.466E-07	0.0064959
Q, Roads to Fu Tip Estate	RD_024	1200-1300	0.222262	2.902E-06	0.0422099	0.937194	1.224E-05	0.177983	1.159456	1.514E-05	0.2201929	0.0226955	2.963E-07	0.0043101	0.0247404	3.23E-07	0.0046985
Q, Roads to Fu Tip Estate	RD_024	1300-1400	0.2125357	2.902E-06	0.0422125	1.0929607	1.492E-05	0.2170767	1.3054964	1.783E-05	0.2592892	0.0257607	3.517E-07	0.0051164	0.0280596	3.831E-07	0.005573
Q, Roads to Fu Tip Estate	RD_024	1400-1500	0.2384336	2.975E-06	0.0432801	1.3385569	1.67E-05	0.2429727	1.5769905	1.968E-05	0.2862528	0.0309433	3.861E-07	0.0056168	0.0336624	4.201E-07	0.0061103
Q, Roads to Fu Tip Estate	RD_024	1500-1600	0.2256897	2.686E-06	0.0390728	1.1146909	1.327E-05	0.1929823	1.3403806	1.595E-05	0.2320552	0.0264439	3.147E-07	0.0045781	0.0287988	3.428E-07	0.0049858
Q, Roads to Fu Tip Estate	RD_024	1600-1700	0.2171498	2.881E-06	0.041914	1.3602839	1.805E-05	0.2625603	1.5774336	2.093E-05	0.3044743	0.0317684	4.215E-07	0.0061319	0.0345369	4.583E-07	0.0066663
Q, Roads to Fu Tip Estate	RD_024	1700-1800	0.137159	1.632E-06	0.0237458	0.5984528	7.123E-06	0.1036079	0.7356118	8.755E-06	0.1273538	0.0153813	1.831E-07	0.0026629	0.0168382	2.004E-07	0.0029151
Q, Roads to Fu Tip Estate	RD_024	1800-1900	0.1360373	2.122E-06	0.0308666	0.8794622	1.372E-05	0.1995483	1.0154995	1.584E-05	0.2304149	0.0210646	3.286E-07	0.0047795	0.0229528	3.58E-07	0.0052079
Q, Roads to Fu Tip Estate	RD_024	1900-2000	0.1376523	2.147E-06	0.031233	1.2995479	2.027E-05	0.2948649	1.4372003	2.242E-05	0.3260979	0.0293925	4.585E-07	0.0066691	0.0320147	4.994E-07	0.0072641
Q, Roads to Fu Tip Estate	RD_024	2000-2100	0.1082495	9.275E-07	0.0134921	1.3733221	1.177E-05	0.1711688	1.4815716	1.269E-05	0.1846609	0.0305713	2.619E-07	0.0038104	0.0332651	2.85E-07	0.0041461
Q, Roads to Fu Tip Estate	RD_024	2100-2200	0.1977068	1.504E-06	0.0218766	2.8713114	2.184E-05	0.3177153	3.0690183	2.335E-05	0.3395919	0.0647581	4.926E-07	0.0071656	0.0704901	5.362E-07	0.0077998
Q, Roads to Fu Tip Estate	RD_024	2200-2300	0.2233353	1.522E-06	0.022144	3.2200332	2.195E-05	0.3192706	3.4433685	2.347E-05	0.3414146	0.07234	4.931E-07	0.0071726	0.0786942	5.364E-07	0.0078026
Q, Roads to Fu Tip Estate	RD_024	2300-0000	0.2282231	1.38E-06	0.0200749	3.7207673	2.25E-05	0.3272856	3.9489004	2.388E-05	0.3473605	0.0825658	4.993E-07	0.0072626	0.0898194	5.431E-07	0.0079007
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0000-0100	0.0148591	1.376E-09	1.264E-06	0.1376556	1.275E-08	1.171E-05	0.1525147	1.412E-08	1.298E-05	0.0030272	2.803E-10	2.575E-07	0.0033126	3.067E-10	2.818E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0100-0200	0.01584	1.467E-09	1.348E-06	0.1486866	1.377E-08	1.265E-05	0.1645265	1.523E-08	1.4E-05	0.0030374	2.812E-10	2.584E-07	0.0033264	3.08E-10	2.83E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0200-0300	0.0149196	1.381E-09	1.269E-06	0.1422128	1.317E-08	1.21E-05	0.1571325	1.455E-08	1.337E-05	0.0030538	2.828E-10	2.598E-07	0.003345	3.097E-10	2.846E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0300-0400	0.0146731	1.811E-09	1.664E-06	0.1424629	1.759E-08	1.616E-05	0.1571359	1.94E-08	1.782E-05	0.0030426	3.756E-10	3.451E-07	0.0033316	4.113E-10	3.779E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0400-0500	0.0151656	1.872E-09	1.72E-06	0.1396898	1.725E-08	1.585E-05	0.1548554	1.912E-08	1.757E-05	0.0030822	3.805E-10	3.496E-07	0.0033717	4.163E-10	3.825E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0500-0600	0.015148	1.87E-09	1.718E-06	0.1375269	1.698E-08	1.56E-05	0.1526749	1.885E-08	1.732E-05	0.0030889	3.813E-10	3.504E-07	0.0033788	4.171E-10	3.833E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0600-0700	0.016339	3.026E-09	2.78E-06	0.1392928	2.579E-08	2.37E-05	0.1556318	2.882E-08	2.648E-05	0.0031887	5.905E-10	5.426E-07	0.0034879	6.459E-10	5.935E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0700-0800	0.0159487	3.938E-09	3.618E-06	0.1376692	3.399E-08	3.123E-05	0.1536179	3.793E-08	3.485E-05	0.0031948	7.889E-10	7.248E-07	0.0034985	8.638E-10	7.937E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0800-0900	0.0161585	4.987E-09	4.582E-06	0.1327156	4.096E-08	3.764E-05	0.1488741	4.595E-08	4.222E-05	0.003207	9.898E-10	9.095E-07	0.0035078	1.083E-09	9.948E-07

R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	0900-1000	0.0163805	4.045E-09	3.716E-06	0.1375187	3.396E-08	3.12E-05	0.1538992	3.8E-08	3.492E-05	0.0031885	7.873E-10	7.234E-07	0.0034891	8.615E-10	7.916E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1000-1100	0.0160711	2.976E-09	2.735E-06	0.1427158	2.643E-08	2.428E-05	0.1587869	2.94E-08	2.702E-05	0.0032052	5.935E-10	5.454E-07	0.0035137	6.507E-10	5.979E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1100-1200	0.0161981	2E-09	1.837E-06	0.1384846	1.71E-08	1.571E-05	0.1546827	1.91E-08	1.755E-05	0.003222	3.978E-10	3.655E-07	0.0035303	4.358E-10	4.005E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1200-1300	0.0161918	2.499E-09	2.296E-06	0.1427919	2.204E-08	2.025E-05	0.1589837	2.453E-08	2.254E-05	0.0031237	4.821E-10	4.429E-07	0.0034213	5.28E-10	4.851E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1300-1400	0.0158583	2.447E-09	2.249E-06	0.1369363	2.113E-08	1.942E-05	0.1527946	2.358E-08	2.167E-05	0.0031898	4.923E-10	4.523E-07	0.003495	5.394E-10	4.956E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1400-1500	0.0152624	3.768E-09	3.463E-06	0.1311964	3.239E-08	2.976E-05	0.1464588	3.616E-08	3.323E-05	0.0031503	7.779E-10	7.147E-07	0.0034493	8.517E-10	7.825E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1500-1600	0.0159232	3.932E-09	3.613E-06	0.1366087	3.373E-08	3.099E-05	0.1525319	3.766E-08	3.461E-05	0.0030779	7.6E-10	6.983E-07	0.0033668	8.313E-10	7.638E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1600-1700	0.0159639	3.942E-09	3.622E-06	0.130986	3.234E-08	2.972E-05	0.1469499	3.628E-08	3.334E-05	0.003173	7.835E-10	7.199E-07	0.0034707	8.57E-10	7.874E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1700-1800	0.0153644	6.165E-09	5.664E-06	0.1372626	5.507E-08	5.06E-05	0.152627	6.124E-08	5.627E-05	0.003027	1.215E-09	1.116E-06	0.0033123	1.329E-09	1.221E-06
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1800-1900	0.0154385	4.765E-09	4.378E-06	0.1366464	4.217E-08	3.875E-05	0.1520849	4.694E-08	4.313E-05	0.0030644	9.458E-10	8.69E-07	0.0033537	1.035E-09	9.511E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	1900-2000	0.0173713	5.362E-09	4.926E-06	0.1410756	4.354E-08	4.001E-05	0.1584469	4.89E-08	4.493E-05	0.0032053	9.893E-10	9.09E-07	0.0035086	1.083E-09	9.95E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	2000-2100	0.0158701	3.919E-09	3.6E-06	0.1386437	3.423E-08	3.145E-05	0.1545139	3.815E-08	3.505E-05	0.0031004	7.655E-10	7.034E-07	0.0033926	8.377E-10	7.697E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	2100-2200	0.0158137	2.44E-09	2.242E-06	0.1290423	1.991E-08	1.83E-05	0.144856	2.235E-08	2.054E-05	0.0031433	4.851E-10	4.457E-07	0.0034374	5.305E-10	4.874E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	2200-2300	0.0156003	2.407E-09	2.212E-06	0.1385419	2.138E-08	1.964E-05	0.1541422	2.379E-08	2.186E-05	0.0030765	4.748E-10	4.362E-07	0.0033685	5.198E-10	4.776E-07
R, Access Road from Ting Kok Road to Yue Kok Village	RD_025	2300-0000	0.0153967	1.426E-09	1.31E-06	0.135073	1.251E-08	1.149E-05	0.1504697	1.393E-08	1.28E-05	0.0031751	2.94E-10	2.701E-07	0.0034781	3.22E-10	2.959E-07
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0000-0100	0.0198552	1.819E-09	2.181E-05	0.1613816	1.478E-08	0.0001773	0.1812369	1.66E-08	0.0001991	0.003446	3.157E-10	3.786E-06	0.0037667	3.45E-10	4.138E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0100-0200	0.0201134	1.843E-09	2.209E-05	0.1660737	1.521E-08	0.0001824	0.1861871	1.706E-08	0.0002045	0.0034106	3.124E-10	3.747E-06	0.0037281	3.415E-10	4.095E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0200-0300	0.0190165	1.742E-09	2.089E-05	0.1599768	1.465E-08	0.0001757	0.1789933	1.64E-08	0.0001966	0.0033852	3.101E-10	3.719E-06	0.0037004	3.39E-10	4.065E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0300-0400	0.018256	2.23E-09	2.674E-05	0.1606232	1.962E-08	0.0002353	0.1788792	2.185E-08	0.000262	0.0033121	4.045E-10	4.851E-06	0.0036204	4.422E-10	5.303E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0400-0500	0.0196197	2.396E-09	2.874E-05	0.1573242	1.922E-08	0.0002304	0.1769439	2.161E-08	0.0002592	0.0035096	4.287E-10	5.14E-06	0.0038347	4.684E-10	5.617E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0500-0600	0.0191446	2.338E-09	2.804E-05	0.1558004	1.903E-08	0.0002282	0.174945	2.137E-08	0.0002562	0.0034535	4.218E-10	5.058E-06	0.0037741	4.61E-10	5.528E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0600-0700	0.0200476	3.673E-09	4.405E-05	0.1574576	2.885E-08	0.0003459	0.1775052	3.252E-08	0.00039	0.0035212	6.451E-10	7.736E-06	0.0038479	7.05E-10	8.454E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0700-0800	0.0197838	4.833E-09	5.795E-05	0.1521934	3.718E-08	0.0004458	0.1719771	4.201E-08	0.0005038	0.0035065	8.566E-10	1.027E-05	0.0038318	9.36E-10	1.122E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0800-0900	0.0204227	6.236E-09	7.478E-05	0.1494632	4.564E-08	0.0005473	0.1698859	5.188E-08	0.0006221	0.0035905	1.096E-09	1.315E-05	0.003923	1.198E-09	1.436E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	0900-1000	0.020208	4.936E-09	5.92E-05	0.1503887	3.674E-08	0.0004405	0.1705967	4.167E-08	0.0004997	0.003541	8.65E-10	1.037E-05	0.0038696	9.453E-10	1.134E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1000-1100	0.0206405	3.782E-09	4.535E-05	0.1580449	2.896E-08	0.0003472	0.1786855	3.274E-08	0.0003926	0.0035192	6.448E-10	7.732E-06	0.0038468	7.048E-10	8.452E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1100-1200	0.0199074	2.432E-09	2.916E-05	0.1504012	1.837E-08	0.0002203	0.1703086	2.08E-08	0.0002494	0.00352	4.299E-10	5.156E-06	0.003848	4.7E-10	5.636E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1200-1300	0.02008	3.066E-09	3.676E-05	0.1579798	2.412E-08	0.0002892	0.1780598	2.719E-08	0.000326	0.0034407	5.253E-10	6.3E-06	0.0037615	5.743E-10	6.887E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1300-1400	0.0202443	3.091E-09	3.706E-05	0.1525544	2.329E-08	0.0002793	0.1727987	2.638E-08	0.0003164	0.0035304	5.39E-10	6.464E-06	0.0038576	5.89E-10	7.063E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1400-1500	0.0176137	4.303E-09	5.16E-05	0.1428233	3.489E-08	0.0004184	0.160437	3.919E-08	0.00047	0.0034121	8.335E-10	9.995E-06	0.003729	9.109E-10	1.092E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1500-1600	0.0199449	4.872E-09	5.843E-05	0.1515589	3.702E-08	0.000444	0.1715038	4.19E-08	0.0005024	0.0034928	8.532E-10	1.023E-05	0.0038179	9.327E-10	1.118E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1600-1700	0.0202261	4.941E-09	5.925E-05	0.1478351	3.611E-08	0.0004331	0.1680612	4.105E-08	0.0004923	0.0035656	8.71E-10	1.045E-05	0.0038958	9.517E-10	1.141E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1700-1800	0.0203577	8.081E-09	9.691E-05	0.1594269	6.329E-08	0.0007589	0.1797846	7.137E-08	0.0008558	0.0034649	1.375E-09	1.649E-05	0.0037876	1.504E-09	1.803E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1800-1900	0.0201402	6.15E-09	7.375E-05	0.1562789	4.772E-08	0.0005722	0.1764191	5.387E-08	0.000646	0.0034617	1.057E-09	1.268E-05	0.003784	1.155E-09	1.386E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	1900-2000	0.0204418	6.242E-09	7.485E-05	0.1557313	4.755E-08	0.0005702	0.1761731	5.379E-08	0.0006451	0.0034353	1.049E-09	1.258E-05	0.0037527	1.146E-09	1.374E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	2000-2100	0.0200536	4.899E-09	5.874E-05	0.156022	3.811E-08	0.000457	0.1760756	4.301E-08	0.0005158	0.0034738	8.486E-10	1.018E-05	0.0037967	9.275E-10	1.112E-05
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	2100-2200	0.0199642	3.048E-09	3.655E-05	0.1487926	2.272E-08	0.0002724	0.1687568	2.577E-08	0.000309	0.0035116	5.361E-10	6.429E-06	0.0038368	5.858E-10	7.025E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	2200-2300	0.0198023	3.023E-09	3.626E-05	0.1582726	2.416E-08	0.0002898	0.1780749	2.719E-08	0.000326	0.0034245	5.228E-10	6.27E-06	0.003744	5.716E-10	6.855E-06
S, Access Road from Fung Yuen Road around Fung Yuen Playground	RD_026	2300-0000	0.0192798	1.766E-09	2.118E-05	0.1536827	1.408E-08	0.0001688	0.1729625	1.584E-08	0.00019	0.0034415	3.153E-10	3.781E-06	0.0037617	3.446E-10	4.132E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0000-0100	0.012693	1.567E-09	1.77E-06	0.1455685	1.797E-08	2.03E-05	0.1582615	1.954E-08	2.207E-05	0.0029662	3.662E-10	4.137E-07	0.0032485	4.01E-10	4.531E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0100-0200	0.0121114	1.495E-09	1.689E-06	0.1406467	1.736E-08	1.962E-05	0.1527581	1.886E-08	2.131E-05	0.0027886	3.443E-10	3.889E-07	0.0030512	3.767E-10	4.256E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0200-0300	0.0121757	1.503E-09	1.698E-06	0.1386164	1.711E-08	1.933E-05	0.1507921	1.862E-08	2.103E-05	0.002953	3.646E-10	4.119E-07	0.0032369	3.996E-10	4.515E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0300-0400	0.0113121	1.397E-09	1.578E-06	0.133686	1.65E-08	1.865E-05	0.1449981	1.79E-08	2.022E-05	0.0027976	3.454E-10	3.902E-07	0.003059	3.777E-10	4.267E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0400-0500	0.0117602	1.452E-09	1.64E-06	0.1301366	1.607E-08	1.815E-05	0.1418968	1.752E-08	1.979E-05	0.0029335	3.622E-10	4.092E-07	0.0032122	3.966E-10	4.48E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0500-0600	0.011727	2.896E-09	3.271E-06	0.1366797	3.375E-08	3.813E-05	0.1484067	3.664E-08	4.14E-05	0.002885	7.123E-10	8.048E-07	0.003161	7.805E-10	8.818E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0600-0700	0.012324	4.564E-09	5.157E-06	0.1326284	4.912E-08	5.55E-05	0.1449524	5.369E-08	6.065E-05	0.0029533	1.094E-09	1.236E-06	0.0032295	1.196E-09	1.351E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0700-0800	0.0122431	6.046E-09	6.83E-06	0.1285229	6.347E-08	7.17E-05	0.140766	6.951E-08	7.853E-05	0.0029078	1.436E-09	1.622E-06	0.0031787	1.57E-09	1.773E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0800-0900	0.0127639	7.879E-09	8.901E-06	0.124395	7.679E-08	8.675E-05	0.1371589	8.467E-08	9.565E-05	0.0029995	1.852E-09	2.092E-06	0.0032769	2.023E-09	2.285E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	0900-1000	0.0121162	5.983E-09	6.76E-06	0.1250726	6.176E-08	6.978E-05	0.1371887	6.775E-08	7.654E-05	0.00298	1.472E-09	1.663E-06	0.0032609	1.61E-09	1.819E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1000-1100	0.0123867	4.588E-09	5.183E-06	0.1336578	4.95E-08	5.593E-05	0.1460445	5.409E-08	6.111E-05	0.0029065	1.076E-09	1.216E-06	0.0031822	1.179E-09	1.332E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1100-1200	0.0124927	3.085E-09	3.485E-06	0.1266944	3.128E-08	3.534E-05	0.139187	3.437E-08	3.883E-05	0.0031	7.654E-10	8.647E-07	0.0034001	8.395E-10	9.485E-07
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1200-1300	0.0122369	4.91E-09	5.547E-06	0.1295635	5.199E-08	5.873E-05	0.1418005	5.69E-08	6.428E-05	0.0029149	1.17E-09	1.321E-06	0.0031899	1.28E-09	1.446E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1300-1400	0.0120005	7.408E-09	8.369E-06	0.1278213	7.89E-08	8.914E-05	0.1398218	8.631E-08	9.751E-05	0.0029762	1.837E-09	2.076E-06	0.0032617	2.013E-09	2.275E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1400-1500	0.0122773	7.579E-09	8.562E-06	0.1273541	7.861E-08	8.881E-05	0.1396313	8.619E-08	9.738E-05	0.0028953	1.787E-09	2.019E-06	0.0031655	1.954E-09	2.208E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1500-1600	0.0123831	4.969E-09	5.613E-06	0.1295669	5.199E-08	5.873E-05	0.1419499	5.696E-08	6.435E-05	0.0029467	1.182E-09	1.336E-06	0.0032266	1.295E-09	1.463E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1600-1700	0.0130918	8.081E-09	9.13E-06	0.1334526	8.238E-08	9.307E-05	0.1465444	9.046E-08	0.0001022	0.0029958	1.849E-09	2.089E-06	0.0032791	2.024E-09	2.287E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1700-1800	0.0135396	1.379E-08	1.558E-05	0.1376895	1.402E-07	0.0001584	0.151229	1.54E-07	0.000174	0.0030215	3.077E-09	3.477E-06	0.0033348	3.397E-09	3.837E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1800-1900	0.0131677	8.128E-09	9.183E-06	0.1323243	8.168E-08	9.228E-05	0.145492	8.981E-08	0.0001015	0.0030366	1.874E-09	2.118E-06	0.0033241	2.052E-09	2.318E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	1900-2000	0.0129606	8E-09	9.038E-06	0.1339605	8.269E-08	9.342E-05	0.1469211	9.069E-08	0.0001025	0.0030344	1.873E-09	2.116E-06	0.0033251	2.053E-09	2.319E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	2000-2100	0.0122625	7.569E-09	8.552E-06	0.1313451	8.108E-08	9.16E-05	0.1436076	8.865E-08	0.0001001	0.0029101	1.796E-09	2.029E-06	0.0031837	1.965E-09	2.22E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	2100-2200	0.0119356	4.789E-09	5.41E-06	0.1265965	5.079E-08	5.739E-05	0.1385321	5.558E-08	6.28E-05	0.0029621	1.188E-09	1.343E-06	0.0032426	1.301E-09	1.47E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	2200-2300	0.0124651	5.001E-09	5.65E-06	0.1357009	5.445E-08	6.151E-05	0.148166	5.945E-08	6.716E-05	0.0030255	1.214E-09	1.371E-06	0.0033182	1.331E-09	1.504E-06
T1, Local Road Access to the Fung Yuen Tsuen	RD_027	2300-0000	0.0124792	2.696E-09	3.046E-06	0.13406	2.896E-08	3.272E-05	0.1465392	3.166E-08	3.577E-05	0.0030068	6.496E-10	7.339E-07	0.0032921	7.113E-10	8.035E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0000-0100	0.0127465	1.574E-09	1.311E-06	0.1426806	1.761E-08	1.468E-05	0.1554271	1.919E-08	1.599E-05	0.002958	3.652E-10	3.043E-07	0.0032408	4.001E-10	3.333E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0100-0200	0.0136093	1.68E-09	1.4E-06	0.1464524	1.808E-08	1.506E-05	0.1600616	1.976E-08	1.646E-05	0.0029889	3.69E-10	3.074E-07	0.0032716	4.039E-10	3.365E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0200-0300	0.0127456	1.574E-09	1.311E-06	0.1421769	1.755E-08	1.462E-05	0.1549224	1.913E-08	1.594E-05	0.0029694	3.666E-10	3.054E-07	0.0032521	4.015E-10	3.345E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0300-0400	0.0133964	3.308E-09	2.756E-06	0.1431699	3.535E-08	2.945E-05	0.1565663	3.866E-08	3.221E-05	0.0030548	7.543E-10	6.284E-07	0.003346	8.262E-10	6.883E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0400-0500	0.0129285	3.192E-09	2.66E-06	0.1374764	3.394E-08	2.828E-05	0.1504049	3.714E-08	3.094E-05	0.0030439	7.516E-10	6.262E-07	0.0033326	8.229E-10	6.856E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0500-0600	0.0137249	3.389E-09	2.823E-06	0.1393089	3.44E-08	2.866E-05	0.1530337	3.779E-08	3.148E-05	0.0030711	7.583E-10	6.318E-07	0.0033603	8.297E-10	6.913E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0600-0700	0.0140454	5.202E-09	4.334E-06	0.1401085	5.189E-08	4.323E-05	0.1541539	5.709E-08	4.757E-05	0.0031035	1.149E-09	9.577E-07	0.0033966	1.258E-09	1.048E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0700-0800	0.0134554	6.645E-09	5.536E-06	0.1332802	6.582E-08	5.484E-05	0.1467356	7.246E-08	6.037E-05	0.0031103	1.536E-09	1.28E-06	0.0034064	1.682E-09	1.402E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0800-0900	0.0130798	8.074E-09	6.727E-06	0.1269939	7.839E-08	6.531E-05	0.1400737	8.647E-08	7.204E-05	0.0031589	1.95E-09	1.625E-06	0.0034609	2.136E-09	1.78E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	0900-1000	0.0130314	6.435E-09	5.362E-06	0.1314271	6.49E-08	5.407E-05	0.1444586	7.134E-08	5.944E-05	0.0030555	1.509E-09	1.257E-06	0.0033452	1.652E-09	1.376E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1000-1100	0.0132986	4.925E-09	4.104E-06	0.1365653	5.058E-08	4.214E-05	0.1498638	5.551E-08	4.624E-05	0.0030876	1.144E-09	9.528E-07	0.003385	1.254E-09	1.045E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1100-1200	0.0130432	3.221E-09	2.683E-06	0.1305809	3.224E-08	2.686E-05	0.143624	3.546E-08	2.955E-05	0.0030805	7.606E-10	6.337E-07	0.003375	8.333E-10	6.943E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1200-1300	0.0131755	4.473E-09	3.727E-06	0.1367642	4.643E-08	3.869E-05	0.1499397	5.091E-08	4.241E-05	0.0030042	1.02E-09	8.498E-07	0.0032906	1.117E-09	9.308E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1300-1400	0.0131337	4.459E-09	3.715E-06	0.1351427	4.588E-08	3.823E-05	0.1482764	5.034E-08	4.194E-05	0.0030287	1.028E-09	8.567E-07	0.0033193	1.127E-09	9.389E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1400-1500	0.0129037	5.974E-09	4.977E-06	0.1253918	5.805E-08	4.837E-05	0.1382955	6.403E-08	5.334E-05	0.0030846	1.428E-09	1.19E-06	0.003378	1.564E-09	1.303E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1500-1600	0.0133484	6.18E-09	5.149E-06	0.133242	6.169E-08	5.139E-05	0.1465904	6.787E-08	5.654E-05	0.0030151	1.396E-09	1.163E-06	0.0033014	1.528E-09	1.273E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1600-1700	0.0133887	6.198E-09	5.164E-06	0.1291193	5.978E-08	4.98E-05	0.142508	6.598E-08	5.497E-05	0.0030677	1.42E-09	1.183E-06	0.0033566	1.554E-09	1.295E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1700-1800	0.0138264	1.067E-08	8.889E-06	0.1425088	1.1E-07	9.161E-05	0.1563352	1.206E-07	0.0001005	0.0029731	2.294E-09	1.911E-06	0.0032808	2.531E-09	2.109E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1800-1900	0.0138254	8.534E-09	7.11E-06	0.1376572	8.497E-08	7.08E-05	0.1514826	9.351E-08	7.791E-05	0.0030721	1.896E-09	1.58E-06	0.0033634	2.076E-09	1.73E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	1900-2000	0.012941	7.988E-09	6.656E-06	0.1335895	8.246E-08	6.87E-05	0.1465305	9.045E-08	7.536E-05	0.0030149	1.861E-09	1.551E-06	0.0033023	2.038E-09	1.698E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	2000-2100	0.0133632	6.187E-09	5.154E-06	0.1333401	6.173E-08	5.143E-05	0.1467033	6.792E-08	5.659E-05	0.0030482	1.411E-09	1.176E-06	0.0033335	1.543E-09	1.286E-06
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	2100-2200	0.0130398	4.427E-09	3.688E-06	0.1275966	4.332E-08	3.609E-05	0.1406365	4.775E-08	3.978E-05	0.0030322	1.029E-09	8.577E-07	0.0033158	1.126E-09	9.379E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	2200-2300	0.0126502	4.295E-09	3.578E-06	0.1354497	4.599E-08	3.831E-05	0.1481	5.028E-08	4.189E-05	0.0030042	1.02E-09	8.498E-07	0.0032923	1.118E-09	9.313E-07
T2, Local Road Access to the Fung Yuen Tsuen	RD_028	2300-0000	0.0127138	1.962E-09	1.635E-06	0.1348046	2.08E-08	1.733E-05	0.1475185	2.277E-08	1.897E-05	0.0030439	4.697E-10	3.914E-07	0.0033338	5.145E-10	4.286E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0000-0100	0.0127297	1.179E-09	5.52E-07	0.1407189	1.303E-08	6.102E-06	0.1534487	1.421E-08	6.655E-06	0.0029981	2.776E-10	1.3E-07	0.0032855	3.042E-10	1.425E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0100-0200	0.0131168	1.215E-09	5.688E-07	0.1448485	1.341E-08	6.282E-06	0.1579653	1.463E-08	6.85E-06	0.0029622	2.743E-10	1.285E-07	0.0032448	3.004E-10	1.407E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0200-0300	0.0126454	1.171E-09	5.484E-07	0.1416487	1.312E-08	6.143E-06	0.1542941	1.429E-08	6.691E-06	0.0029416	2.724E-10	1.276E-07	0.0032217	2.983E-10	1.397E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0300-0400	0.0130443	1.208E-09	5.657E-07	0.1458016	1.35E-08	6.323E-06	0.158846	1.471E-08	6.889E-06	0.0029696	2.75E-10	1.288E-07	0.0032519	3.011E-10	1.41E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0400-0500	0.0129014	1.195E-09	5.595E-07	0.1394824	1.292E-08	6.049E-06	0.1523839	1.411E-08	6.608E-06	0.0030047	2.782E-10	1.303E-07	0.003289	3.045E-10	1.426E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0500-0600	0.0130092	1.606E-09	7.522E-07	0.1366216	1.687E-08	7.9E-06	0.1496308	1.847E-08	8.652E-06	0.0030409	3.754E-10	1.758E-07	0.0033262	4.106E-10	1.923E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0600-0700	0.0140819	2.608E-09	1.221E-06	0.1418286	2.626E-08	1.23E-05	0.1559105	2.887E-08	1.352E-05	0.003086	5.715E-10	2.677E-07	0.003376	6.252E-10	2.928E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0700-0800	0.0131536	3.248E-09	1.521E-06	0.1334948	3.296E-08	1.544E-05	0.1466484	3.621E-08	1.696E-05	0.0030173	7.45E-10	3.489E-07	0.0032993	8.147E-10	3.815E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0800-0900	0.0128543	3.967E-09	1.858E-06	0.1268113	3.914E-08	1.833E-05	0.1396655	4.311E-08	2.019E-05	0.0030747	9.49E-10	4.445E-07	0.0033647	1.039E-09	4.864E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	0900-1000	0.0129233	3.191E-09	1.494E-06	0.130799	3.23E-08	1.513E-05	0.1437223	3.549E-08	1.662E-05	0.0029919	7.387E-10	3.46E-07	0.0032725	8.08E-10	3.784E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1000-1100	0.0134094	2.483E-09	1.163E-06	0.1363575	2.525E-08	1.183E-05	0.1497669	2.773E-08	1.299E-05	0.0029853	5.528E-10	2.589E-07	0.0032658	6.048E-10	2.832E-07

U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1100-1200	0.013128	1.621E-09	7.591E-07	0.1314806	1.623E-08	7.602E-06	0.1446087	1.785E-08	8.362E-06	0.0030416	3.755E-10	1.759E-07	0.00333	4.111E-10	1.925E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1200-1300	0.0124438	1.92E-09	8.994E-07	0.1324202	2.044E-08	9.571E-06	0.144864	2.236E-08	1.047E-05	0.0029564	4.562E-10	2.137E-07	0.0032391	4.999E-10	2.341E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1300-1400	0.0130267	2.01E-09	9.415E-07	0.129928	2.005E-08	9.391E-06	0.1429547	2.206E-08	1.033E-05	0.0030891	4.767E-10	2.233E-07	0.0033854	5.224E-10	2.447E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1400-1500	0.0133422	2.059E-09	9.643E-07	0.1295122	1.999E-08	9.361E-06	0.1428543	2.205E-08	1.033E-05	0.0031215	4.817E-10	2.256E-07	0.0034196	5.277E-10	2.472E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1500-1600	0.012912	1.993E-09	9.332E-07	0.1316024	2.031E-08	9.512E-06	0.1445144	2.23E-08	1.045E-05	0.0030025	4.633E-10	2.17E-07	0.0032881	5.074E-10	2.377E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1600-1700	0.0136054	2.1E-09	9.834E-07	0.1276232	1.969E-08	9.224E-06	0.1412286	2.179E-08	1.021E-05	0.0031121	4.803E-10	2.249E-07	0.0034042	5.253E-10	2.46E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1700-1800	0.0127109	5.1E-09	2.389E-06	0.1367959	5.489E-08	2.571E-05	0.1495068	5.999E-08	2.81E-05	0.0029103	1.168E-09	5.469E-07	0.0031854	1.278E-09	5.986E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1800-1900	0.0130305	4.022E-09	1.884E-06	0.1356752	4.188E-08	1.961E-05	0.1487057	4.59E-08	2.15E-05	0.0029368	9.064E-10	4.245E-07	0.0032124	9.915E-10	4.644E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	1900-2000	0.0140511	3.469E-09	1.625E-06	0.1363232	3.366E-08	1.576E-05	0.1503744	3.713E-08	1.739E-05	0.003055	7.543E-10	3.533E-07	0.0033429	8.254E-10	3.866E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	2000-2100	0.0135692	3.35E-09	1.569E-06	0.1377956	3.402E-08	1.594E-05	0.1513648	3.737E-08	1.75E-05	0.0030108	7.434E-10	3.482E-07	0.0032945	8.135E-10	3.81E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	2100-2200	0.0122426	1.889E-09	8.849E-07	0.1258672	1.942E-08	9.097E-06	0.1381099	2.131E-08	9.982E-06	0.002966	4.577E-10	2.144E-07	0.0032451	5.008E-10	2.345E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	2200-2300	0.0126885	1.175E-09	5.503E-07	0.1379541	1.277E-08	5.983E-06	0.1506426	1.395E-08	6.533E-06	0.0029476	2.729E-10	1.278E-07	0.0032281	2.989E-10	1.4E-07
U, Access Road from Ting Kok Road to Fung Mei Wai	RD_029	2300-0000	0.0140994	1.306E-09	6.114E-07	0.1409048	1.305E-08	6.111E-06	0.1550043	1.435E-08	6.722E-06	0.0030393	2.814E-10	1.318E-07	0.0033236	3.077E-10	1.441E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0000-0100	0.0125055	1.158E-09	2.372E-06	0.1348097	1.248E-08	2.557E-05	0.1473153	1.364E-08	2.794E-05	0.0029882	2.767E-10	5.668E-07	0.0032728	3.03E-10	6.207E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0100-0200	0.0132858	1.23E-09	2.52E-06	0.1435456	1.329E-08	2.723E-05	0.1568313	1.452E-08	2.975E-05	0.0030195	2.796E-10	5.727E-07	0.0033103	3.065E-10	6.278E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0200-0300	0.0125248	1.16E-09	2.376E-06	0.1371746	1.27E-08	2.602E-05	0.1496994	1.386E-08	2.839E-05	0.0029801	2.759E-10	5.652E-07	0.0032647	3.023E-10	6.192E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0300-0400	0.0127561	1.181E-09	2.419E-06	0.1420612	1.315E-08	2.694E-05	0.1548173	1.433E-08	2.936E-05	0.0029307	2.714E-10	5.559E-07	0.0032077	2.97E-10	6.084E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0400-0500	0.0125347	1.161E-09	2.377E-06	0.134757	1.248E-08	2.556E-05	0.1472917	1.364E-08	2.794E-05	0.0029649	2.745E-10	5.623E-07	0.0032438	3.004E-10	6.152E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0500-0600	0.012961	1.6E-09	3.278E-06	0.1352273	1.669E-08	3.42E-05	0.1481883	1.829E-08	3.747E-05	0.0030761	3.798E-10	7.779E-07	0.0033673	4.157E-10	8.516E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0600-0700	0.0142756	1.762E-09	3.61E-06	0.1403252	1.732E-08	3.549E-05	0.1546008	1.909E-08	3.91E-05	0.0032105	3.964E-10	8.119E-07	0.0035183	4.344E-10	8.897E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0700-0800	0.0136898	3.38E-09	6.924E-06	0.1345891	3.323E-08	6.807E-05	0.1482789	3.661E-08	7.5E-05	0.003102	7.659E-10	1.569E-06	0.0033941	8.38E-10	1.717E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0800-0900	0.0129567	3.999E-09	8.191E-06	0.1313862	4.055E-08	8.306E-05	0.1443429	4.455E-08	9.126E-05	0.0029792	9.195E-10	1.883E-06	0.0032575	1.005E-09	2.059E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	0900-1000	0.0120806	2.983E-09	6.11E-06	0.1274146	3.146E-08	6.444E-05	0.1394952	3.444E-08	7.055E-05	0.0029147	7.197E-10	1.474E-06	0.0031883	7.872E-10	1.613E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1000-1100	0.0128697	2.383E-09	4.882E-06	0.1324082	2.452E-08	5.023E-05	0.145278	2.69E-08	5.511E-05	0.0029917	5.54E-10	1.135E-06	0.0032742	6.063E-10	1.242E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1100-1200	0.0131382	1.622E-09	3.322E-06	0.1314081	1.622E-08	3.323E-05	0.1445463	1.785E-08	3.655E-05	0.0030611	3.779E-10	7.741E-07	0.0033527	4.139E-10	8.479E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1200-1300	0.0129653	2.001E-09	4.098E-06	0.1337582	2.064E-08	4.228E-05	0.1467235	2.264E-08	4.638E-05	0.0029499	4.552E-10	9.325E-07	0.0032278	4.981E-10	1.02E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1300-1400	0.0130091	2.008E-09	4.112E-06	0.1292939	1.995E-08	4.087E-05	0.1423031	2.196E-08	4.498E-05	0.0030834	4.758E-10	9.747E-07	0.0033787	5.214E-10	1.068E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1400-1500	0.014032	2.165E-09	4.436E-06	0.1303055	2.011E-08	4.119E-05	0.1443375	2.227E-08	4.563E-05	0.0031226	4.819E-10	9.871E-07	0.0034162	5.272E-10	1.08E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1500-1600	0.0129284	1.995E-09	4.087E-06	0.133108	2.054E-08	4.208E-05	0.1460363	2.254E-08	4.616E-05	0.0029298	4.521E-10	9.261E-07	0.0032058	4.947E-10	1.013E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1600-1700	0.0138698	2.14E-09	4.384E-06	0.1299014	2.005E-08	4.106E-05	0.1437712	2.219E-08	4.545E-05	0.0031308	4.831E-10	9.897E-07	0.0034259	5.287E-10	1.083E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1700-1800	0.0120563	4.837E-09	9.909E-06	0.1315311	5.277E-08	0.0001081	0.1435875	5.761E-08	0.000118	0.002866	1.15E-09	2.356E-06	0.0031372	1.259E-09	2.578E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1800-1900	0.0128964	3.98E-09	8.153E-06	0.1322352	4.081E-08	8.36E-05	0.1451316	4.479E-08	9.175E-05	0.002957	9.126E-10	1.869E-06	0.0032354	9.986E-10	2.045E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	1900-2000	0.0140543	4.338E-09	8.885E-06	0.1358401	4.193E-08	8.588E-05	0.1498944	4.626E-08	9.477E-05	0.0030585	9.44E-10	1.934E-06	0.003347	1.033E-09	2.116E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	2000-2100	0.0135388	3.343E-09	6.848E-06	0.1364118	3.368E-08	6.899E-05	0.1499506	3.702E-08	7.584E-05	0.0030137	7.441E-10	1.524E-06	0.0032975	8.142E-10	1.668E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	2100-2200	0.0128992	1.991E-09	4.078E-06	0.1262045	1.948E-08	3.989E-05	0.1391037	2.147E-08	4.397E-05	0.0030332	4.681E-10	9.588E-07	0.003319	5.122E-10	1.049E-06
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	2200-2300	0.0126685	1.173E-09	2.403E-06	0.136603	1.265E-08	2.591E-05	0.1492715	1.382E-08	2.831E-05	0.0029535	2.735E-10	5.602E-07	0.0032346	2.995E-10	6.135E-07
V, Access Road from Ting Kok Road to Fung Mei Wai	RD_030	2300-0000	0.0140145	1.298E-09	2.658E-06	0.1381223	1.279E-08	2.62E-05	0.1521368	1.409E-08	2.886E-05	0.0030476	2.822E-10	5.78E-07	0.0033331	3.086E-10	6.322E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0000-0100	0.0126695	2.815E-09	3.033E-06	0.1417897	3.151E-08	3.395E-05	0.1544592	3.432E-08	3.698E-05	0.0030011	6.669E-10	7.185E-07	0.0032948	7.322E-10	7.888E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0100-0200	0.012432	2.763E-09	2.976E-06	0.1411788	3.137E-08	3.38E-05	0.1536108	3.414E-08	3.678E-05	0.0027768	6.171E-10	6.648E-07	0.0030379	6.751E-10	7.273E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0200-0300	0.0123583	1.373E-09	1.479E-06	0.135993	1.511E-08	1.628E-05	0.1483514	1.648E-08	1.776E-05	0.0028987	3.221E-10	3.47E-07	0.0031751	3.528E-10	3.801E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0300-0400	0.0124868	1.387E-09	1.495E-06	0.1437755	1.598E-08	1.721E-05	0.1562623	1.736E-08	1.871E-05	0.0028096	3.122E-10	3.363E-07	0.0030759	3.418E-10	3.682E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0400-0500	0.0123369	2.742E-09	2.954E-06	0.1309339	2.91E-08	3.135E-05	0.1432708	3.184E-08	3.43E-05	0.0029674	6.594E-10	7.105E-07	0.0032489	7.22E-10	7.778E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0500-0600	0.0125854	2.797E-09	3.013E-06	0.1340675	2.979E-08	3.21E-05	0.1466529	3.259E-08	3.511E-05	0.0029912	6.647E-10	7.162E-07	0.0032764	7.281E-10	7.844E-07
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0600-0700	0.012398	4.133E-09	4.452E-06	0.1328357	4.428E-08	4.771E-05	0.1452337	4.841E-08	5.216E-05	0.0029533	9.844E-10	1.061E-06	0.0032334	1.078E-09	1.161E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0700-0800	0.0121083	5.381E-09	5.798E-06	0.1228754	5.461E-08	5.884E-05	0.1349837	5.999E-08	6.464E-05	0.0029086	1.293E-09	1.393E-06	0.0031793	1.413E-09	1.522E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0800-0900	0.0121807	6.767E-09	7.291E-06	0.1271808	7.066E-08	7.612E-05	0.1393615	7.742E-08	8.341E-05	0.002982	1.657E-09	1.785E-06	0.0032666	1.815E-09	1.955E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	0900-1000	0.0120937	5.375E-09	5.791E-06	0.1256097	5.583E-08	6.015E-05	0.1377034	6.12E-08	6.594E-05	0.0029187	1.297E-09	1.398E-06	0.003195	1.42E-09	1.53E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1000-1100	0.0120388	5.351E-09	5.765E-06	0.1252958	5.569E-08	6E-05	0.1373345	6.104E-08	6.576E-05	0.0029094	1.293E-09	1.393E-06	0.003185	1.416E-09	1.525E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1100-1200	0.0120637	4.021E-09	4.332E-06	0.1269853	4.233E-08	4.56E-05	0.1390489	4.635E-08	4.994E-05	0.0029436	9.812E-10	1.057E-06	0.0032264	1.075E-09	1.159E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1200-1300	0.0121737	6.763E-09	7.287E-06	0.1241849	6.899E-08	7.433E-05	0.1363585	7.575E-08	8.162E-05	0.0029886	1.66E-09	1.789E-06	0.0032741	1.819E-09	1.96E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1300-1400	0.0123701	6.872E-09	7.404E-06	0.1262729	7.015E-08	7.558E-05	0.138643	7.702E-08	8.298E-05	0.0029558	1.642E-09	1.769E-06	0.0032367	1.798E-09	1.937E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1400-1500	0.0123891	5.162E-09	5.562E-06	0.1262924	5.262E-08	5.669E-05	0.1386815	5.778E-08	6.226E-05	0.002977	1.24E-09	1.336E-06	0.0032602	1.358E-09	1.464E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1500-1600	0.012177	5.074E-09	5.466E-06	0.1215955	5.066E-08	5.459E-05	0.1337724	5.574E-08	6.005E-05	0.002973	1.239E-09	1.335E-06	0.0032543	1.356E-09	1.461E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1600-1700	0.0120108	6.673E-09	7.189E-06	0.1180917	6.561E-08	7.068E-05	0.1301025	7.228E-08	7.787E-05	0.0029625	1.646E-09	1.773E-06	0.0032411	1.801E-09	1.94E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1700-1800	0.012191	8.466E-09	9.121E-06	0.1209327	8.398E-08	9.048E-05	0.1331237	9.245E-08	9.96E-05	0.0029822	2.071E-09	2.231E-06	0.003263	2.266E-09	2.441E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1800-1900	0.012378	6.877E-09	7.409E-06	0.1283115	7.128E-08	7.68E-05	0.1406895	7.816E-08	8.421E-05	0.0029319	1.629E-09	1.755E-06	0.0032103	1.784E-09	1.922E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	1900-2000	0.0124728	6.929E-09	7.466E-06	0.1281094	7.117E-08	7.668E-05	0.1405822	7.81E-08	8.415E-05	0.0029951	1.664E-09	1.793E-06	0.003282	1.823E-09	1.964E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	2000-2100	0.0121796	5.075E-09	5.468E-06	0.1258664	5.244E-08	5.65E-05	0.1380459	5.752E-08	6.197E-05	0.0029654	1.236E-09	1.331E-06	0.0032474	1.353E-09	1.458E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	2100-2200	0.0122735	5.114E-09	5.51E-06	0.1245274	5.189E-08	5.59E-05	0.1368009	5.7E-08	6.141E-05	0.0029779	1.241E-09	1.337E-06	0.0032596	1.358E-09	1.463E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	2200-2300	0.0123724	3.78E-09	4.073E-06	0.1267769	3.874E-08	4.174E-05	0.1391493	4.252E-08	4.581E-05	0.003058	9.344E-10	1.007E-06	0.0033527	1.024E-09	1.104E-06
W1, From Fung Yuen Road to House 9 of Case Papillon	RD_031	2300-0000	0.0131506	1.826E-09	1.968E-06	0.1276822	1.773E-08	1.911E-05	0.1408328	1.956E-08	2.107E-05	0.0031413	4.363E-10	4.701E-07	0.0034411	4.779E-10	5.149E-07
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0000-0100	0.0166123	2.051E-09	3.004E-06	0.1525443	1.883E-08	2.758E-05	0.1691565	2.088E-08	3.059E-05	0.0032051	3.957E-10	5.796E-07	0.003512	4.336E-10	6.35E-07
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0100-0200	0.0188713	2.33E-09	3.412E-06	0.1623611	2.004E-08	2.936E-05	0.1812324	2.237E-08	3.277E-05	0.0032328	3.991E-10	5.846E-07	0.0035415	4.372E-10	6.404E-07
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0200-0300	0.020538	5.071E-09	7.427E-06	0.1632736	4.031E-08	5.905E-05	0.1838116	4.539E-08	6.647E-05	0.0034514	8.522E-10	1.248E-06	0.0037785	9.33E-10	1.366E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0300-0400	0.0201486	2.487E-09	3.643E-06	0.1621348	2.002E-08	2.932E-05	0.1822834	2.25E-08	3.296E-05	0.0034047	4.203E-10	6.156E-07	0.0037231	4.596E-10	6.732E-07
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0400-0500	0.0192184	4.745E-09	6.95E-06	0.1551502	3.831E-08	5.611E-05	0.1743686	4.305E-08	6.306E-05	0.0034358	8.484E-10	1.243E-06	0.00376	9.284E-10	1.36E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0500-0600	0.0207846	5.132E-09	7.517E-06	0.167434	4.134E-08	6.055E-05	0.1882186	4.647E-08	6.807E-05	0.0035407	8.742E-10	1.28E-06	0.0038753	9.569E-10	1.401E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0600-0700	0.0215606	7.985E-09	1.17E-05	0.162908	6.034E-08	8.837E-05	0.1844686	6.832E-08	0.0001001	0.0036214	1.341E-09	1.964E-06	0.0039616	1.467E-09	2.149E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0700-0800	0.0210905	7.811E-09	1.144E-05	0.1583867	5.866E-08	8.592E-05	0.1794772	6.647E-08	9.736E-05	0.0035739	1.324E-09	1.939E-06	0.0039093	1.448E-09	2.121E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0800-0900	0.0213622	1.319E-08	1.931E-05	0.1557573	9.615E-08	0.0001408	0.1771196	1.093E-07	0.0001601	0.0036236	2.237E-09	3.276E-06	0.0039657	2.448E-09	3.585E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	0900-1000	0.0219825	1.086E-08	1.59E-05	0.159461	7.875E-08	0.0001153	0.1814436	8.96E-08	0.0001312	0.0036069	1.781E-09	2.609E-06	0.0039451	1.948E-09	2.853E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1000-1100	0.021693	1.071E-08	1.569E-05	0.1577283	7.789E-08	0.0001141	0.1794213	8.86E-08	0.0001298	0.0035524	1.754E-09	2.569E-06	0.0038848	1.918E-09	2.81E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1100-1200	0.0222078	1.097E-08	1.606E-05	0.158397	7.822E-08	0.0001146	0.1806049	8.919E-08	0.0001306	0.0036191	1.787E-09	2.618E-06	0.0039579	1.955E-09	2.863E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1200-1300	0.0224603	1.386E-08	2.031E-05	0.1566109	9.667E-08	0.0001416	0.1790712	1.105E-07	0.0001619	0.0037091	2.29E-09	3.353E-06	0.0040574	2.505E-09	3.668E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1300-1400	0.0238556	1.473E-08	2.157E-05	0.1650164	1.019E-07	0.0001492	0.188872	1.166E-07	0.0001708	0.0037989	2.345E-09	3.435E-06	0.0041581	2.567E-09	3.759E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1400-1500	0.0226864	1.05E-08	1.538E-05	0.157057	7.271E-08	0.0001065	0.1797434	8.321E-08	0.0001219	0.0037593	1.74E-09	2.549E-06	0.0041118	1.904E-09	2.788E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1500-1600	0.0225038	1.042E-08	1.526E-05	0.1624134	7.519E-08	0.0001101	0.1849172	8.561E-08	0.0001254	0.0037801	1.75E-09	2.563E-06	0.0041352	1.914E-09	2.804E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1600-1700	0.0233129	1.439E-08	2.108E-05	0.1571654	9.702E-08	0.0001421	0.1804783	1.114E-07	0.0001632	0.0038329	2.366E-09	3.465E-06	0.0041904	2.587E-09	3.789E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1700-1800	0.0235276	1.815E-08	2.659E-05	0.1618158	1.249E-07	0.0001829	0.1853434	1.43E-07	0.0002095	0.0038536	2.973E-09	4.355E-06	0.0042466	3.277E-09	4.799E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1800-1900	0.0230614	1.424E-08	2.085E-05	0.1591884	9.826E-08	0.0001439	0.1822498	1.125E-07	0.0001648	0.003747	2.313E-09	3.388E-06	0.0040975	2.529E-09	3.705E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	1900-2000	0.0221596	1.368E-08	2.003E-05	0.1621646	1.001E-07	0.0001466	0.1843241	1.138E-07	0.0001666	0.0037379	2.307E-09	3.379E-06	0.0040915	2.526E-09	3.699E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	2000-2100	0.022157	1.026E-08	1.502E-05	0.1623067	7.514E-08	0.0001101	0.1844637	8.54E-08	0.0001251	0.0037073	1.716E-09	2.514E-06	0.0040542	1.877E-09	2.749E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	2100-2200	0.0212801	7.225E-09	1.058E-05	0.1569118	5.327E-08	7.803E-05	0.1781919	6.05E-08	8.861E-05	0.0036705	1.246E-09	1.825E-06	0.0040146	1.363E-09	1.996E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	2200-2300	0.0206272	7.003E-09	1.026E-05	0.1535088	5.212E-08	7.633E-05	0.174136	5.912E-08	8.659E-05	0.0036608	1.243E-09	1.82E-06	0.0040062	1.36E-09	1.992E-06
W2, From Fung Yuen Road to House 10 of Case Papillon	RD_032	2300-0000	0.0203046	3.133E-09	4.589E-06	0.1504568	2.322E-08	3.401E-05	0.1707614	2.635E-08	3.86E-05	0.0036469	5.628E-10	8.243E-07	0.0039914	6.16E-10	9.021E-07
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0000-0100	0.0136209	1.892E-09	3.414E-06	0.1345277	1.868E-08	3.372E-05	0.1481486	2.058E-08	3.714E-05	0.0030077	4.177E-10	7.539E-07	0.0032927	4.573E-10	8.254E-07
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0100-0200	0.0145421	2.02E-09	3.645E-06	0.1451771	2.016E-08	3.639E-05	0.1597192	2.218E-08	4.004E-05	0.0030285	4.206E-10	7.592E-07	0.0033183	4.609E-10	8.318E-07
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0200-0300	0.0136773	1.9E-09	3.429E-06	0.1383101	1.921E-08	3.467E-05	0.1519874	2.111E-08	3.81E-05	0.003017	4.19E-10	7.563E-07	0.0033048	4.59E-10	8.284E-07
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0300-0400	0.0136449	2.527E-09	4.561E-06	0.1402589	2.597E-08	4.688E-05	0.1539038	2.85E-08	5.144E-05	0.0029867	5.531E-10	9.982E-07	0.0032697	6.055E-10	1.093E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0400-0500	0.0138113	2.558E-09	4.616E-06	0.1359583	2.518E-08	4.544E-05	0.1497696	2.774E-08	5.006E-05	0.0030236	5.599E-10	1.011E-06	0.0033078	6.125E-10	1.106E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0500-0600	0.0139917	3.887E-09	7.015E-06	0.1347368	3.743E-08	6.755E-05	0.1487285	4.131E-08	7.456E-05	0.0030825	8.563E-10	1.545E-06	0.0033731	9.37E-10	1.691E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0600-0700	0.015242	4.94E-09	8.915E-06	0.1380806	4.475E-08	8.076E-05	0.1533226	4.969E-08	8.968E-05	0.0031996	1.037E-09	1.871E-06	0.0035031	1.135E-09	2.049E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0700-0800	0.0148007	8.223E-09	1.484E-05	0.1355195	7.529E-08	0.0001359	0.1503202	8.351E-08	0.0001507	0.0031484	1.749E-09	3.157E-06	0.0034463	1.915E-09	3.456E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0800-0900	0.0145744	1.012E-08	1.827E-05	0.1322763	9.186E-08	0.0001658	0.1468507	1.02E-07	0.0001841	0.0030931	2.148E-09	3.877E-06	0.0033826	2.349E-09	4.24E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	0900-1000	0.0142521	7.918E-09	1.429E-05	0.1327348	7.374E-08	0.0001331	0.1469869	8.166E-08	0.0001474	0.0030516	1.695E-09	3.06E-06	0.0033387	1.855E-09	3.348E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1000-1100	0.0144586	6.024E-09	1.087E-05	0.1372831	5.72E-08	0.0001032	0.1517416	6.323E-08	0.0001141	0.0030984	1.291E-09	2.33E-06	0.003394	1.414E-09	2.552E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1100-1200	0.0147073	4.085E-09	7.373E-06	0.1356424	3.768E-08	6.8E-05	0.1503497	4.176E-08	7.538E-05	0.0031415	8.727E-10	1.575E-06	0.0034415	9.56E-10	1.725E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1200-1300	0.0145757	3.711E-09	6.699E-06	0.1380296	3.515E-08	6.343E-05	0.1526054	3.886E-08	7.013E-05	0.0030368	7.733E-10	1.396E-06	0.0033245	8.465E-10	1.528E-06

X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1300-1400	0.0144374	3.676E-09	6.635E-06	0.1329012	3.384E-08	6.108E-05	0.1473386	3.752E-08	6.771E-05	0.0031366	7.987E-10	1.441E-06	0.0034369	8.751E-10	1.579E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1400-1500	0.0146487	4.069E-09	7.344E-06	0.1304798	3.624E-08	6.542E-05	0.1451286	4.031E-08	7.276E-05	0.0031365	8.712E-10	1.572E-06	0.0034327	9.535E-10	1.721E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1500-1600	0.0144262	4.007E-09	7.233E-06	0.1346858	3.741E-08	6.752E-05	0.1491121	4.142E-08	7.476E-05	0.0030039	8.344E-10	1.506E-06	0.0032863	9.129E-10	1.648E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1600-1700	0.0149342	4.148E-09	7.487E-06	0.1304085	3.622E-08	6.538E-05	0.1453427	4.037E-08	7.287E-05	0.0031519	8.755E-10	1.58E-06	0.0034483	9.579E-10	1.729E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1700-1800	0.0136858	7.92E-09	1.429E-05	0.133282	7.713E-08	0.0001392	0.1469678	8.505E-08	0.0001535	0.0029465	1.705E-09	3.078E-06	0.0032247	1.866E-09	3.368E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1800-1900	0.0141336	6.543E-09	1.181E-05	0.1332937	6.171E-08	0.0001114	0.1474274	6.825E-08	0.0001232	0.0030107	1.394E-09	2.516E-06	0.0032945	1.525E-09	2.753E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	1900-2000	0.0156977	7.267E-09	1.312E-05	0.1376778	6.374E-08	0.000115	0.1533754	7.101E-08	0.0001282	0.0031319	1.45E-09	2.617E-06	0.0034278	1.587E-09	2.864E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	2000-2100	0.0146676	5.093E-09	9.192E-06	0.136291	4.732E-08	8.541E-05	0.1509586	5.242E-08	9.46E-05	0.0030571	1.061E-09	1.916E-06	0.0033451	1.161E-09	2.096E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	2100-2200	0.0142971	3.64E-09	6.57E-06	0.1261544	3.212E-08	5.798E-05	0.1404515	3.576E-08	6.455E-05	0.0030882	7.864E-10	1.419E-06	0.0033782	8.602E-10	1.552E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	2200-2300	0.0140866	2.609E-09	4.708E-06	0.1362032	2.522E-08	4.552E-05	0.1502898	2.783E-08	5.023E-05	0.003015	5.583E-10	1.008E-06	0.0033016	6.114E-10	1.103E-06
X, From Ting Kok Road to Yue Kok Village Sitting-Out Area	RD_033	2300-0000	0.0146535	1.696E-09	3.061E-06	0.1349119	1.561E-08	2.818E-05	0.1495654	1.731E-08	3.124E-05	0.0031113	3.601E-10	6.499E-07	0.0034056	3.942E-10	7.114E-07
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0000-0100	0.0202857	1.878E-09	5.987E-06	0.1593229	1.475E-08	4.702E-05	0.1796086	1.663E-08	5.301E-05	0.0032249	2.986E-10	9.517E-07	0.0035069	3.247E-10	1.035E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0100-0200	0.0198575	1.839E-09	5.86E-06	0.1616898	1.497E-08	4.772E-05	0.1815472	1.681E-08	5.358E-05	0.0031144	2.884E-10	9.191E-07	0.0033838	3.133E-10	9.986E-07
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0200-0300	0.0187773	1.739E-09	5.542E-06	0.1558584	1.443E-08	4.6E-05	0.1746357	1.617E-08	5.154E-05	0.0031222	2.891E-10	9.214E-07	0.0033948	3.143E-10	1.002E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0300-0400	0.0196027	3.63E-09	1.157E-05	0.1866351	3.456E-08	0.0001102	0.2062378	3.819E-08	0.0001217	0.0045261	8.382E-10	2.672E-06	0.0050314	9.317E-10	2.97E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0400-0500	0.0237566	4.399E-09	1.402E-05	0.1576247	2.919E-08	9.304E-05	0.1813813	3.359E-08	0.0001071	0.0031596	5.851E-10	1.865E-06	0.0034077	6.311E-10	2.011E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0500-0600	0.0207946	3.851E-09	1.227E-05	0.1593281	2.951E-08	9.404E-05	0.1801226	3.336E-08	0.0001063	0.003449	6.387E-10	2.036E-06	0.0037617	6.966E-10	2.22E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0600-0700	0.0354779	9.855E-09	3.141E-05	0.1945949	5.405E-08	0.0001723	0.2300728	6.391E-08	0.0002037	0.0042752	1.188E-09	3.785E-06	0.0046586	1.294E-09	4.125E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0700-0800	0.0357917	1.326E-08	4.225E-05	0.1901871	7.044E-08	0.0002245	0.2259788	8.37E-08	0.0002668	0.0043367	1.606E-09	5.119E-06	0.0047282	1.751E-09	5.582E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0800-0900	0.0339023	1.57E-08	5.003E-05	0.1805518	8.359E-08	0.0002664	0.214454	9.928E-08	0.0003164	0.0042418	1.964E-09	6.259E-06	0.0046219	2.14E-09	6.82E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	0900-1000	0.0266844	9.883E-09	3.15E-05	0.1623458	6.013E-08	0.0001916	0.1890302	7.001E-08	0.0002231	0.0036863	1.365E-09	4.352E-06	0.0040097	1.485E-09	4.733E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1000-1100	0.024048	6.68E-09	2.129E-05	0.1653788	4.594E-08	0.0001464	0.1894268	5.262E-08	0.0001677	0.0036323	1.009E-09	3.216E-06	0.0039634	1.101E-09	3.509E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1100-1200	0.02416	4.474E-09	1.426E-05	0.1582033	2.93E-08	9.338E-05	0.1823632	3.377E-08	0.0001076	0.003591	6.65E-10	2.12E-06	0.0039116	7.244E-10	2.309E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1200-1300	0.0269488	6.862E-09	2.187E-05	0.1763047	4.489E-08	0.0001431	0.2032535	5.175E-08	0.000165	0.0038984	9.926E-10	3.164E-06	0.0042644	1.086E-09	3.461E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1300-1400	0.0252631	6.433E-09	2.05E-05	0.16597	4.226E-08	0.0001347	0.1912331	4.869E-08	0.0001552	0.0038643	9.84E-10	3.136E-06	0.0042245	1.076E-09	3.429E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1400-1500	0.0217154	7.54E-09	2.403E-05	0.1493731	5.187E-08	0.0001653	0.1710885	5.941E-08	0.0001893	0.0034236	1.189E-09	3.789E-06	0.003724	1.293E-09	4.121E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1500-1600	0.0239247	8.307E-09	2.648E-05	0.1591025	5.524E-08	0.0001761	0.1830272	6.355E-08	0.0002026	0.0035723	1.24E-09	3.953E-06	0.0038928	1.352E-09	4.308E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1600-1700	0.0264173	9.173E-09	2.924E-05	0.1626407	5.647E-08	0.00018	0.189058	6.565E-08	0.0002092	0.0038831	1.348E-09	4.297E-06	0.0042383	1.472E-09	4.691E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1700-1800	0.0304555	1.762E-08	5.618E-05	0.1897055	1.098E-07	0.0003499	0.2201609	1.274E-07	0.0004061	0.0042241	2.444E-09	7.791E-06	0.0046538	2.693E-09	8.584E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1800-1900	0.0272091	1.26E-08	4.015E-05	0.1759409	8.145E-08	0.0002596	0.20315	9.405E-08	0.0002998	0.0039399	1.824E-09	5.814E-06	0.0043102	1.995E-09	6.36E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	1900-2000	0.0268564	1.243E-08	3.963E-05	0.1769023	8.19E-08	0.000261	0.2037586	9.433E-08	0.0003007	0.0040775	1.888E-09	6.017E-06	0.004473	2.071E-09	6.6E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	2000-2100	0.0277771	9.645E-09	3.074E-05	0.1815504	6.304E-08	0.0002009	0.2093275	7.268E-08	0.0002317	0.0042195	1.465E-09	4.67E-06	0.0046323	1.608E-09	5.127E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	2100-2200	0.0293964	7.485E-09	2.386E-05	0.1759632	4.481E-08	0.0001428	0.2053595	5.229E-08	0.0001667	0.0042102	1.072E-09	3.417E-06	0.0046095	1.174E-09	3.741E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	2200-2300	0.0247081	6.291E-09	2.005E-05	0.1702191	4.334E-08	0.0001381	0.1949272	4.963E-08	0.0001582	0.003637	9.261E-10	2.952E-06	0.00397	1.011E-09	3.222E-06
Y, From Fung Yuen Road to Cinderella Farm	RD_034	2300-0000	0.0233132	2.698E-09	8.6E-06	0.1602193	1.854E-08	5.91E-05	0.1835325	2.124E-08	6.771E-05	0.0034097	3.946E-10	1.258E-06	0.0037066	4.29E-10	1.367E-06

APPENDIX 10

SUMMARY OF PREDICTED CONCENTRATION RESULT

NO_2 Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	NO_2 (µg/m^3)		
						19th Highest 1-hour (AQO = 200)	10th Highest 24-hour (AQO = 120)	Annual (AQO = 40)
	X	Y		mPD	mAG	Total	Total	Total
ASR1_1	836592.79	835701.9	G/F	9	1.5	91.159	30.051	17.398
ASR1_2	836592.79	835701.9	1/F	17.2	9.7	70.502	24.338	12.813
ASR1_3	836592.79	835701.9	2/F	20.2	12.7	66.051	23.605	12.462
ASR1_4	836592.79	835701.9	3/F	23.2	15.7	62.562	23.242	12.219
ASR1_5	836592.79	835701.9	4/F	26.1	18.6	58.755	22.982	12.027
ASR1_6	836592.79	835701.9	5/F	29.1	21.6	61.580	22.537	11.865
ASR1_7	836592.79	835701.9	10/F	44	36.5	76.759	22.395	11.393
ASR1_8	836592.79	835701.9	20/F	73.7	66.2	46.470	19.727	10.396
ASR1_9	836592.79	835701.9	27/F	94.6	87.1	45.101	18.973	10.091
ASR2_1	836574.16	835704.67	G/F	9	1.5	82.013	26.504	14.683
ASR2_2	836574.16	835704.67	1/F	17.2	9.7	70.645	24.508	13.126
ASR2_3	836574.16	835704.67	2/F	20.2	12.7	65.884	23.938	12.629
ASR2_4	836574.16	835704.67	3/F	23.2	15.7	62.075	23.294	12.296
ASR2_5	836574.16	835704.67	4/F	26.1	18.6	59.502	23.236	12.074
ASR2_6	836574.16	835704.67	5/F	29.1	21.6	62.370	22.851	11.903
ASR2_7	836574.16	835704.67	10/F	44	36.5	76.849	22.524	11.433
ASR2_8	836574.16	835704.67	20/F	73.7	66.2	46.611	19.747	10.405
ASR2_9	836574.16	835704.67	27/F	94.6	87.1	45.079	18.991	10.099
ASR3_1	836596.5	835737.45	G/F	9	1.5	83.859	27.310	15.506
ASR3_2	836596.5	835737.45	1/F	17.2	9.7	69.516	23.711	12.724
ASR3_3	836596.5	835737.45	2/F	20.2	12.7	66.112	23.416	12.288
ASR3_4	836596.5	835737.45	3/F	23.2	15.7	61.662	22.969	12.038
ASR3_5	836596.5	835737.45	4/F	26.1	18.6	57.901	22.774	11.858
ASR3_6	836596.5	835737.45	5/F	29.1	21.6	60.883	22.508	11.710
ASR3_7	836596.5	835737.45	10/F	44	36.5	70.439	21.893	11.278
ASR3_8	836596.5	835737.45	20/F	73.7	66.2	46.345	19.616	10.355
ASR3_9	836596.5	835737.45	27/F	94.6	87.1	45.086	18.962	10.073
ASR4_1	836573.13	835661.93	G/F	9	1.5	90.432	28.257	16.098
ASR4_2	836573.13	835661.93	1/F	17.2	9.7	73.774	24.895	13.306
ASR4_3	836573.13	835661.93	2/F	20.2	12.7	67.196	24.124	12.840
ASR4_4	836573.13	835661.93	3/F	23.2	15.7	58.641	24.037	12.528
ASR4_5	836573.13	835661.93	4/F	26.1	18.6	58.439	23.385	12.295
ASR4_6	836573.13	835661.93	5/F	29.1	21.6	60.775	23.218	12.104
ASR4_7	836573.13	835661.93	10/F	44	36.5	77.942	23.015	11.558
ASR4_8	836573.13	835661.93	20/F	73.7	66.2	46.348	19.792	10.447
ASR4_9	836573.13	835661.93	23/F	82.7	75.2	45.432	19.420	10.262
ASR5_1	836543.7	835662.04	G/F	9	1.5	83.892	26.450	14.364
ASR5_2	836543.7	835662.04	1/F	17.2	9.7	72.956	24.916	13.527
ASR5_3	836543.7	835662.04	2/F	20.2	12.7	66.092	24.579	13.102
ASR5_4	836543.7	835662.04	3/F	23.2	15.7	60.470	24.180	12.715
ASR5_5	836543.7	835662.04	4/F	26.1	18.6	59.680	23.629	12.427
ASR5_6	836543.7	835662.04	5/F	29.1	21.6	60.843	23.438	12.208
ASR5_7	836543.7	835662.04	10/F	44	36.5	78.616	23.296	11.645
ASR5_8	836543.7	835662.04	20/F	73.7	66.2	46.345	19.861	10.467
ASR5_9	836543.7	835662.04	23/F	82.7	75.2	45.426	19.454	10.279
ASR6_1	836541.26	835684.49	G/F	9	1.5	81.000	25.820	13.872
ASR6_2	836541.26	835684.49	1/F	17.2	9.7	72.224	24.583	13.299
ASR6_3	836541.26	835684.49	2/F	20.2	12.7	66.306	24.432	12.953
ASR6_4	836541.26	835684.49	3/F	23.2	15.7	60.026	23.834	12.604
ASR6_5	836541.26	835684.49	4/F	26.1	18.6	60.686	23.606	12.330
ASR6_6	836541.26	835684.49	5/F	29.1	21.6	63.171	23.341	12.118
ASR6_7	836541.26	835684.49	10/F	44	36.5	80.564	23.006	11.590
ASR6_8	836541.26	835684.49	20/F	73.7	66.2	46.323	19.791	10.447
ASR6_9	836541.26	835684.49	23/F	94.6	87.1	44.971	19.031	10.124
ASR7_1	836517.25	835722.3	G/F	9	1.5	75.121	24.723	13.050
ASR7_2	836517.25	835722.3	1/F	17.2	9.7	71.849	23.921	12.858
ASR7_3	836517.25	835722.3	2/F	20.2	12.7	68.214	23.931	12.688
ASR7_4	836517.25	835722.3	3/F	23.2	15.7	64.020	23.817	12.457
ASR7_5	836517.25	835722.3	4/F	26.1	18.6	62.148	23.505	12.244
ASR7_6	836517.25	835722.3	5/F	29.1	21.6	64.004	23.420	12.062
ASR7_7	836517.25	835722.3	10/F	44	36.5	76.078	22.993	11.565
ASR7_8	836517.25	835722.3	20/F	73.7	66.2	46.592	19.778	10.424
ASR7_9	836517.25	835722.3	27/F	94.6	87.1	44.929	19.033	10.117
ASR8_1	836538.05	835720.06	G/F	9	1.5	77.024	25.013	13.266
ASR8_2	836538.05	835720.06	1/F	17.2	9.7	72.193	24.055	12.948
ASR8_3	836538.05	835720.06	2/F	20.2	12.7	66.789	23.826	12.708
ASR8_4	836538.05	835720.06	3/F	23.2	15.7	63.165	23.699	12.426
ASR8_5	836538.05	835720.06	4/F	26.1	18.6	60.936	23.325	12.187
ASR8_6	836538.05	835720.06	5/F	29.1	21.6	63.925	23.250	11.993
ASR8_7	836538.05	835720.06	10/F	44	36.5	75.918	22.792	11.498
ASR8_8	836538.05	835720.06	20/F	73.7	66.2	46.583	19.766	10.412
ASR8_9	836538.05	835720.06	27/F	94.6	87.1	44.977	19.019	10.108
ASR9_1	836548.22	835756.05	G/F	9	1.5	73.718	24.362	12.874
ASR9_2	836548.22	835756.05	1/F	17.2	9.7	68.886	23.684	12.632
ASR9_3	836548.22	835756.05	2/F	20.2	12.7	67.266	23.412	12.438
ASR9_4	836548.22	835756.05	3/F	23.2	15.7	63.336	23.267	12.198
ASR9_5	836548.22	835756.05	4/F	26.1	18.6	60.470	23.005	11.988
ASR9_6	836548.22	835756.05	5/F	29.1	21.6	61.110	22.794	11.815
ASR9_7	836548.22	835756.05	10/F	44	36.5	73.179	22.246	11.357
ASR9_8	836548.22	835756.05	20/F	73.7	66.2	46.572	19.697	10.366
ASR9_9	836548.22	835756.05	28/F	97.5	90	44.780	18.942	10.063
ASR10_1	836530.01	835760.26	G/F	9	1.5	72.744	24.069	12.704
ASR10_2	836530.01	835760.26	1/F	17.2	9.7	68.701	23.746	12.554
ASR10_3	836530.01	835760.26	2/F	20.2	12.7	67.858	23.535	12.414
ASR10_4	836530.01	835760.26	3/F	23.2	15.7	63.732	23.440	12.214
ASR10_5	836530.01	835760.26	4/F	26.1	18.6	61.758	23.114	12.027
ASR10_6	836530.01	835760.26	5/F	29.1	21.6	61.764	22.895	11.864
ASR10_7	836530.01	835760.26	10/F	44	36.5	73.247	22.348	11.405
ASR10_8	836530.01	835760.26	20/F	73.7	66.2	46.676	19.726	10.373
ASR10_9	836530.01	835760.26	28/F	97.5	90	44.742	18.956	10.069
ASR11_1	836553.06	835795.36	G/F	9	1.5	70.193	23.596	12.458
ASR11_2	836553.06	835795.36	1/F	17.2	9.7	68.668	23.501	12.311
ASR11_3	836553.06	835795.36	2/F	20.2	12.7	66.941	23.338	12.174
ASR11_4	836553.06	835795.36	3/F	23.2	15.7	63.490	23.202	11.983
ASR11_5	836553.06	835795.36	4/F	26.1	18.6	61.625	22.999	11.806
ASR11_6	836553.06	835795.36	5/F	29.1	21.6	61.381	22.808	11.655
ASR11_7	836553.06	835795.36	10/F	44	36.5	71.060	22.359	11.228
ASR11_8	836553.06	835795.36	20/F	73.7	66.2	46.337	19.603	10.318
ASR11_9	836553.06	835795.36	28/F	97.5	90	44.734	18.927	10.040

NO_2 Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	NO_2 (µg/m^3)		
						19th Highest 1-hour (AQO = 200)	10th Highest 24-hour (AQO = 120)	Annual (AQO = 40)
	X	Y		mPD	mAG	Total	Total	Total
ASR12_1	836555.74	835829.36	G/F	10.5	1.5	66.898	22.942	12.205
ASR12_2	836555.74	835829.36	1/F	20.2	11.2	66.742	23.305	12.022
ASR12_3	836555.74	835829.36	2/F	23.2	14.2	63.757	23.140	11.857
ASR12_4	836555.74	835829.36	3/F	26.2	17.2	61.287	22.755	11.690
ASR12_5	836555.74	835829.36	4/F	29.1	20.1	61.243	22.455	11.553
ASR12_6	836555.74	835829.36	5/F	32.1	23.1	62.927	22.249	11.435
ASR12_7	836555.74	835829.36	10/F	47	38	69.847	22.358	11.084
ASR12_8	836555.74	835829.36	20/F	76.7	67.7	45.961	19.446	10.229
ASR12_9	836555.74	835829.36	27/F	97.6	88.6	44.671	18.911	10.024
ASR13_1	836588.47	835858.7	G/F	10.5	1.5	66.407	23.031	12.201
ASR13_2	836588.47	835858.7	1/F	20.2	11.2	64.858	22.642	11.894
ASR13_3	836588.47	835858.7	2/F	23.2	14.2	62.568	22.315	11.680
ASR13_4	836588.47	835858.7	3/F	26.2	17.2	58.920	22.177	11.489
ASR13_5	836588.47	835858.7	4/F	29.1	20.1	58.328	22.122	11.347
ASR13_6	836588.47	835858.7	5/F	32.1	23.1	58.888	22.046	11.236
ASR13_7	836588.47	835858.7	10/F	47	38	64.689	21.729	10.918
ASR13_8	836588.47	835858.7	20/F	76.7	67.7	45.285	19.461	10.180
ASR13_9	836588.47	835858.7	27/F	97.6	88.6	44.504	18.849	9.994
ASR14_1	836630.77	835868.67	G/F	13.5	1.5	70.928	24.246	13.434
ASR14_2	836630.77	835868.67	1/F	23.2	11.2	63.363	22.297	11.484
ASR14_3	836630.77	835868.67	2/F	26.2	14.2	61.464	22.141	11.321
ASR14_4	836630.77	835868.67	3/F	29.2	17.2	57.562	21.990	11.203
ASR14_5	836630.77	835868.67	4/F	32.1	20.1	58.181	21.717	11.112
ASR14_6	836630.77	835868.67	5/F	35.1	23.1	58.622	21.844	11.033
ASR14_7	836630.77	835868.67	10/F	50	38	61.438	21.526	10.769
ASR14_8	836630.77	835868.67	20/F	79.7	67.7	45.118	19.217	10.118
ASR14_9	836630.77	835868.67	27/F	100.6	88.6	44.387	18.765	9.963
ASR15_1	836634.16	835915.85	G/F	13.5	1.5	67.343	23.612	13.184
ASR15_2	836634.16	835915.85	1/F	23.2	11.2	62.239	22.010	11.326
ASR15_3	836634.16	835915.85	2/F	26.2	14.2	59.952	21.875	11.159
ASR15_4	836634.16	835915.85	3/F	29.2	17.2	57.823	21.787	11.051
ASR15_5	836634.16	835915.85	4/F	32.1	20.1	57.965	21.578	10.969
ASR15_6	836634.16	835915.85	5/F	35.1	23.1	59.019	21.537	10.899
ASR15_7	836634.16	835915.85	10/F	50	38	60.555	21.330	10.665
ASR15_8	836634.16	835915.85	20/F	79.7	67.7	45.176	19.216	10.076
ASR15_9	836634.16	835915.85	27/F	100.6	88.6	44.388	18.709	9.939
ASR16_1	836616.17	835774.73	1/F	9	1.5	81.739	26.485	14.657
ASR16_2	836616.17	835774.73	2/F	14.2	6.7	75.415	24.683	13.379
ASR16_3	836616.17	835774.73	3/F	17.2	9.7	69.029	23.343	12.343
ASR16_4	836616.17	835774.73	4/F	20.2	12.7	64.936	23.021	12.025
ASR16_5	836616.17	835774.73	5/F	23.1	15.6	61.281	22.682	11.826
ASR16_6	836616.17	835774.73	10/F	38	30.5	60.826	21.780	11.250
ASR16_7	836616.17	835774.73	20/F	67.8	60.3	47.862	19.932	10.443
ASR16_8	836616.17	835774.73	30/F	97.5	90	44.805	18.874	10.025
ASR17_1	836582.97	835761.43	1/F	9	1.5	74.956	25.013	13.329
ASR17_2	836582.97	835761.43	2/F	14.2	6.7	71.716	24.540	13.033
ASR17_3	836582.97	835761.43	3/F	17.2	9.7	67.755	23.919	12.661
ASR17_4	836582.97	835761.43	4/F	20.2	12.7	66.812	23.208	12.313
ASR17_5	836582.97	835761.43	5/F	23.1	15.6	61.078	22.932	12.031
ASR17_6	836582.97	835761.43	10/F	38	30.5	68.794	22.146	11.374
ASR17_7	836582.97	835761.43	20/F	67.8	60.3	48.194	20.081	10.492
ASR17_8	836582.97	835761.43	30/F	97.5	90	44.840	18.911	10.045
ASR18_1	836612.46	835795.17	1/F	9	1.5	73.478	24.938	13.519
ASR18_2	836612.46	835795.17	2/F	14.2	6.7	72.006	24.162	13.069
ASR18_3	836612.46	835795.17	3/F	17.2	9.7	67.206	23.316	12.349
ASR18_4	836612.46	835795.17	4/F	20.2	12.7	64.254	22.990	11.981
ASR18_5	836612.46	835795.17	5/F	23.1	15.6	60.564	22.648	11.757
ASR18_6	836612.46	835795.17	10/F	38	30.5	59.419	21.817	11.193
ASR18_7	836612.46	835795.17	20/F	67.8	60.3	47.943	19.930	10.415
ASR18_8	836612.46	835795.17	30/F	97.5	90	44.725	18.868	10.016
ASR19_1	836515.52	835679.95	G/F	9	1.5	80.610	25.476	13.586
ASR19_2	836515.52	835679.95	Top of G/F	12.5	5	79.546	25.250	13.504
ASR19_3	836515.52	835679.95	1/F	14	6.5	79.369	25.079	13.446
ASR19_4	836515.52	835679.95	2/F	19	11.5	71.511	24.668	13.117
ASR20_1	836500.82	835679.68	G/F	9	1.5	80.880	25.199	13.477
ASR20_2	836500.82	835679.68	Top of G/F	12.5	5	80.263	25.017	13.414
ASR20_3	836500.82	835679.68	1/F	14	6.5	79.187	25.013	13.368
ASR20_4	836500.82	835679.68	2/F	19	11.5	71.513	24.787	13.104
ASR21_1	836566.33	835898.68	G/F	13.5	1.5	65.690	22.317	11.875
ASR21_2	836566.33	835898.68	Top of G/F	15.5	3.5	65.895	22.328	11.866
ASR21_3	836566.33	835898.68	1/F	17	5	66.046	22.334	11.850
ASR22_1	836573.16	835946.72	G/F	13.5	1.5	66.876	22.298	11.808
ASR22_2	836573.16	835946.72	Top of G/F	15.5	3.5	66.860	22.224	11.755
ASR22_3	836573.16	835946.72	1/F	17	5	66.343	22.183	11.717
ASR23_1	836546.53	835583.5	G/F	6.4	1.5	104.644	31.736	18.237
ASR23_2	836546.53	835583.5	1/F	10.3	5.4	99.301	30.353	17.249
ASR23_3	836546.53	835583.5	2/F	14.2	9.3	84.822	27.952	15.178
ASR23_4	836546.53	835583.5	3/F	18.1	13.2	69.925	26.690	14.106
ASR23_5	836546.53	835583.5	4/F	22	17.1	62.068	25.428	13.450
ASR23_6	836546.53	835583.5	5/F	25.9	21	59.953	24.693	12.950
ASR23_7	836546.53	835583.5	6/F	29.8	24.9	60.039	24.247	12.587
ASR23_8	836546.53	835583.5	7/F	33.7	28.8	62.211	24.196	12.318
ASR24_1	836546.81	835549.47	G/F	6.4	1.5	121.949	46.211	27.517
ASR24_2	836546.81	835549.47	1/F	10.3	5.4	103.455	39.489	23.470
ASR24_3	836546.81	835549.47	2/F	14.2	9.3	88.557	33.251	18.930
ASR24_4	836546.81	835549.47	3/F	18.1	13.2	76.894	30.757	17.274
ASR24_5	836546.81	835549.47	4/F	22	17.1	72.115	29.020	16.335
ASR24_6	836546.81	835549.47	5/F	25.9	21	71.519	28.520	15.669
ASR24_7	836546.81	835549.47	6/F	29.8	24.9	74.033	28.210	15.218
ASR24_8	836546.81	835549.47	7/F	33.7	28.8	78.100	27.723	14.899

RSP, Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	RSP (μg/m^3)	
						10th Highest 24-hour (AQO = 75)	Annuel (AQO = 30)
	X	Y		mPD	mAG	Total	Total
ASR1_1	836592.79	835701.9	G/F	9	1.5	51.452	20.280
ASR1_2	836592.79	835701.9	1/F	17.2	9.7	51.228	20.144
ASR1_3	836592.79	835701.9	2/F	20.2	12.7	51.198	20.129
ASR1_4	836592.79	835701.9	3/F	23.2	15.7	51.175	20.117
ASR1_5	836592.79	835701.9	4/F	26.1	18.6	51.158	20.107
ASR1_6	836592.79	835701.9	5/F	29.1	21.6	51.142	20.098
ASR1_7	836592.79	835701.9	10/F	44	36.5	51.087	20.061
ASR1_8	836592.79	835701.9	20/F	73.7	66.2	51.024	19.989
ASR1_9	836592.79	835701.9	27/F	94.6	87.1	50.997	19.961
ASR2_1	836574.16	835704.67	G/F	9	1.5	51.315	20.198
ASR2_2	836574.16	835704.67	1/F	17.2	9.7	51.233	20.148
ASR2_3	836574.16	835704.67	2/F	20.2	12.7	51.200	20.130
ASR2_4	836574.16	835704.67	3/F	23.2	15.7	51.174	20.115
ASR2_5	836574.16	835704.67	4/F	26.1	18.6	51.155	20.105
ASR2_6	836574.16	835704.67	5/F	29.1	21.6	51.139	20.096
ASR2_7	836574.16	835704.67	10/F	44	36.5	51.084	20.059
ASR2_8	836574.16	835704.67	20/F	73.7	66.2	51.022	19.988
ASR2_9	836574.16	835704.67	27/F	94.6	87.1	50.996	19.961
ASR3_1	836596.5	835737.45	G/F	9	1.5	51.324	20.201
ASR3_2	836596.5	835737.45	1/F	17.2	9.7	51.196	20.118
ASR3_3	836596.5	835737.45	2/F	20.2	12.7	51.165	20.102
ASR3_4	836596.5	835737.45	3/F	23.2	15.7	51.143	20.090
ASR3_5	836596.5	835737.45	4/F	26.1	18.6	51.126	20.081
ASR3_6	836596.5	835737.45	5/F	29.1	21.6	51.113	20.073
ASR3_7	836596.5	835737.45	10/F	44	36.5	51.064	20.040
ASR3_8	836596.5	835737.45	20/F	73.7	66.2	51.011	19.977
ASR3_9	836596.5	835737.45	27/F	94.6	87.1	50.989	19.953
ASR4_1	836573.13	835661.93	G/F	9	1.5	51.436	20.273
ASR4_2	836573.13	835661.93	1/F	17.2	9.7	51.292	20.186
ASR4_3	836573.13	835661.93	2/F	20.2	12.7	51.256	20.168
ASR4_4	836573.13	835661.93	3/F	23.2	15.7	51.229	20.153
ASR4_5	836573.13	835661.93	4/F	26.1	18.6	51.209	20.142
ASR4_6	836573.13	835661.93	5/F	29.1	21.6	51.191	20.132
ASR4_7	836573.13	835661.93	10/F	44	36.5	51.128	20.088
ASR4_8	836573.13	835661.93	20/F	73.7	66.2	51.044	20.004
ASR4_9	836573.13	835661.93	23/F	82.7	75.2	51.028	19.988
ASR5_1	836543.7	835662.04	G/F	9	1.5	51.345	20.219
ASR5_2	836543.7	835662.04	1/F	17.2	9.7	51.290	20.189
ASR5_3	836543.7	835662.04	2/F	20.2	12.7	51.259	20.172
ASR5_4	836543.7	835662.04	3/F	23.2	15.7	51.229	20.155
ASR5_5	836543.7	835662.04	4/F	26.1	18.6	51.207	20.142
ASR5_6	836543.7	835662.04	5/F	29.1	21.6	51.189	20.131
ASR5_7	836543.7	835662.04	10/F	44	36.5	51.126	20.088
ASR5_8	836543.7	835662.04	20/F	73.7	66.2	51.044	20.004
ASR5_9	836543.7	835662.04	23/F	82.7	75.2	51.029	19.988
ASR6_1	836541.26	835684.49	G/F	9	1.5	51.293	20.186
ASR6_2	836541.26	835684.49	1/F	17.2	9.7	51.251	20.165
ASR6_3	836541.26	835684.49	2/F	20.2	12.7	51.225	20.150
ASR6_4	836541.26	835684.49	3/F	23.2	15.7	51.199	20.134
ASR6_5	836541.26	835684.49	4/F	26.1	18.6	51.178	20.122
ASR6_6	836541.26	835684.49	5/F	29.1	21.6	51.160	20.112
ASR6_7	836541.26	835684.49	10/F	44	36.5	51.101	20.072
ASR6_8	836541.26	835684.49	20/F	73.7	66.2	51.031	19.995
ASR6_9	836541.26	835684.49	23/F	94.6	87.1	51.002	19.966
ASR7_1	836517.25	835722.3	G/F	9	1.5	51.210	20.135
ASR7_2	836517.25	835722.3	1/F	17.2	9.7	51.191	20.127
ASR7_3	836517.25	835722.3	2/F	20.2	12.7	51.175	20.117
ASR7_4	836517.25	835722.3	3/F	23.2	15.7	51.156	20.106
ASR7_5	836517.25	835722.3	4/F	26.1	18.6	51.139	20.096
ASR7_6	836517.25	835722.3	5/F	29.1	21.6	51.124	20.087
ASR7_7	836517.25	835722.3	10/F	44	36.5	51.069	20.051
ASR7_8	836517.25	835722.3	20/F	73.7	66.2	51.013	19.981
ASR7_9	836517.25	835722.3	27/F	94.6	87.1	50.990	19.958
ASR8_1	836538.05	835720.06	G/F	9	1.5	51.225	20.144
ASR8_2	836538.05	835720.06	1/F	17.2	9.7	51.199	20.131
ASR8_3	836538.05	835720.06	2/F	20.2	12.7	51.180	20.120
ASR8_4	836538.05	835720.06	3/F	23.2	15.7	51.159	20.107
ASR8_5	836538.05	835720.06	4/F	26.1	18.6	51.141	20.096
ASR8_6	836538.05	835720.06	5/F	29.1	21.6	51.125	20.087
ASR8_7	836538.05	835720.06	10/F	44	36.5	51.071	20.051
ASR8_8	836538.05	835720.06	20/F	73.7	66.2	51.015	19.982
ASR8_9	836538.05	835720.06	27/F	94.6	87.1	50.992	19.958
ASR9_1	836548.22	835756.05	G/F	9	1.5	51.182	20.112
ASR9_2	836548.22	835756.05	1/F	17.2	9.7	51.162	20.102
ASR9_3	836548.22	835756.05	2/F	20.2	12.7	51.146	20.093
ASR9_4	836548.22	835756.05	3/F	23.2	15.7	51.127	20.082
ASR9_5	836548.22	835756.05	4/F	26.1	18.6	51.112	20.072
ASR9_6	836548.22	835756.05	5/F	29.1	21.6	51.098	20.064
ASR9_7	836548.22	835756.05	10/F	44	36.5	51.050	20.032
ASR9_8	836548.22	835756.05	20/F	73.7	66.2	51.002	19.971
ASR9_9	836548.22	835756.05	28/F	97.5	90	50.981	19.948
ASR10_1	836530.01	835760.26	G/F	9	1.5	51.168	20.105
ASR10_2	836530.01	835760.26	1/F	17.2	9.7	51.154	20.098
ASR10_3	836530.01	835760.26	2/F	20.2	12.7	51.140	20.090
ASR10_4	836530.01	835760.26	3/F	23.2	15.7	51.124	20.080
ASR10_5	836530.01	835760.26	4/F	26.1	18.6	51.109	20.071
ASR10_6	836530.01	835760.26	5/F	29.1	21.6	51.096	20.063
ASR10_7	836530.01	835760.26	10/F	44	36.5	51.048	20.031
ASR10_8	836530.01	835760.26	20/F	73.7	66.2	51.000	19.970
ASR10_9	836530.01	835760.26	28/F	97.5	90	50.980	19.947
ASR11_1	836553.06	835795.36	G/F	9	1.5	51.144	20.081
ASR11_2	836553.06	835795.36	1/F	17.2	9.7	51.130	20.075
ASR11_3	836553.06	835795.36	2/F	20.2	12.7	51.117	20.067
ASR11_4	836553.06	835795.36	3/F	23.2	15.7	51.102	20.058
ASR11_5	836553.06	835795.36	4/F	26.1	18.6	51.089	20.050
ASR11_6	836553.06	835795.36	5/F	29.1	21.6	51.077	20.043
ASR11_7	836553.06	835795.36	10/F	44	36.5	51.034	20.014
ASR11_8	836553.06	835795.36	20/F	73.7	66.2	50.992	19.960
ASR11_9	836553.06	835795.36	28/F	97.5	90	50.974	19.940

RSP, Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	RSP (μg/m^3)	
						10th Highest 24-hour (AQO = 75)	Annuel (AQO = 30)
	X	Y		mPD	mAG	Total	Total
ASR12_1	836555.74	835829.36	G/F	10.5	1.5	51.120	20.059
ASR12_2	836555.74	835829.36	1/F	20.2	11.2	51.100	20.050
ASR12_3	836555.74	835829.36	2/F	23.2	14.2	51.086	20.041
ASR12_4	836555.74	835829.36	3/F	26.2	17.2	51.074	20.034
ASR12_5	836555.74	835829.36	4/F	29.1	20.1	51.063	20.027
ASR12_6	836555.74	835829.36	5/F	32.1	23.1	51.054	20.021
ASR12_7	836555.74	835829.36	10/F	47	38	51.018	19.996
ASR12_8	836555.74	835829.36	20/F	76.7	67.7	50.982	19.949
ASR12_9	836555.74	835829.36	27/F	97.6	88.6	50.969	19.935
ASR13_1	836588.47	835858.7	G/F	10.5	1.5	51.116	20.048
ASR13_2	836588.47	835858.7	1/F	20.2	11.2	51.092	20.035
ASR13_3	836588.47	835858.7	2/F	23.2	14.2	51.076	20.026
ASR13_4	836588.47	835858.7	3/F	26.2	17.2	51.063	20.018
ASR13_5	836588.47	835858.7	4/F	29.1	20.1	51.053	20.011
ASR13_6	836588.47	835858.7	5/F	32.1	23.1	51.043	20.006
ASR13_7	836588.47	835858.7	10/F	47	38	51.010	19.984
ASR13_8	836588.47	835858.7	20/F	76.7	67.7	50.978	19.943
ASR13_9	836588.47	835858.7	27/F	97.6	88.6	50.966	19.930
ASR14_1	836630.77	835868.67	G/F	13.5	1.5	51.172	20.078
ASR14_2	836630.77	835868.67	1/F	23.2	11.2	51.074	20.017
ASR14_3	836630.77	835868.67	2/F	26.2	14.2	51.061	20.010
ASR14_4	836630.77	835868.67	3/F	29.2	17.2	51.052	20.004
ASR14_5	836630.77	835868.67	4/F	32.1	20.1	51.044	20.000
ASR14_6	836630.77	835868.67	5/F	35.1	23.1	51.036	19.995
ASR14_7	836630.77	835868.67	10/F	50	38	51.006	19.975
ASR14_8	836630.77	835868.67	20/F	79.7	67.7	50.976	19.938
ASR14_9	836630.77	835868.67	27/F	100.6	88.6	50.965	19.927
ASR15_1	836634.16	835915.85	G/F	13.5	1.5	51.146	20.057
ASR15_2	836634.16	835915.85	1/F	23.2	11.2	51.054	19.999
ASR15_3	836634.16	835915.85	2/F	26.2	14.2	51.043	19.992
ASR15_4	836634.16	835915.85	3/F	29.2	17.2	51.034	19.987
ASR15_5	836634.16	835915.85	4/F	32.1	20.1	51.027	19.983
ASR15_6	836634.16	835915.85	5/F	35.1	23.1	51.020	19.979
ASR15_7	836634.16	835915.85	10/F	50	38	50.993	19.962
ASR15_8	836634.16	835915.85	20/F	79.7	67.7	50.967	19.930
ASR15_9	836634.16	835915.85	27/F	100.6	88.6	50.958	19.921
ASR16_1	836616.17	835774.73	1/F	9	1.5	51.280	20.157
ASR16_2	836616.17	835774.73	2/F	14.2	6.7	51.219	20.118
ASR16_3	836616.17	835774.73	3/F	17.2	9.7	51.164	20.088
ASR16_4	836616.17	835774.73	4/F	20.2	12.7	51.137	20.075
ASR16_5	836616.17	835774.73	5/F	23.1	15.6	51.118	20.065
ASR16_6	836616.17	835774.73	10/F	38	30.5	51.063	20.032
ASR16_7	836616.17	835774.73	20/F	67.8	60.3	51.008	19.974
ASR16_8	836616.17	835774.73	30/F	97.5	90	50.980	19.943
ASR17_1	836582.97	835761.43	1/F	9	1.5	51.208	20.124
ASR17_2	836582.97	835761.43	2/F	14.2	6.7	51.189	20.113
ASR17_3	836582.97	835761.43	3/F	17.2	9.7	51.170	20.102
ASR17_4	836582.97	835761.43	4/F	20.2	12.7	51.147	20.088
ASR17_5	836582.97	835761.43	5/F	23.1	15.6	51.126	20.076
ASR17_6	836582.97	835761.43	10/F	38	30.5	51.066	20.040
ASR17_7	836582.97	835761.43	20/F	67.8	60.3	51.010	19.978
ASR17_8	836582.97	835761.43	30/F	97.5	90	50.981	19.946
ASR18_1	836612.46	835795.17	1/F	9	1.5	51.211	20.114
ASR18_2	836612.46	835795.17	2/F	14.2	6.7	51.189	20.098
ASR18_3	836612.46	835795.17	3/F	17.2	9.7	51.153	20.077
ASR18_4	836612.46	835795.17	4/F	20.2	12.7	51.126	20.063
ASR18_5	836612.46	835795.17	5/F	23.1	15.6	51.107	20.053
ASR18_6	836612.46	835795.17	10/F	38	30.5	51.053	20.021
ASR18_7	836612.46	835795.17	20/F	67.8	60.3	51.002	19.968
ASR18_8	836612.46	835795.17	30/F	97.5	90	50.977	19.939
ASR19_1	836515.52	835679.95	G/F	9	1.5	51.277	20.179
ASR19_2	836515.52	835679.95	Top of G/F	12.5	5	51.267	20.175
ASR19_3	836515.52	835679.95	1/F	14	6.5	51.262	20.172
ASR19_4	836515.52	835679.95	2/F	19	11.5	51.237	20.160
ASR20_1	836500.82	835679.68	G/F	9	1.5	51.268	20.175
ASR20_2	836500.82	835679.68	Top of G/F	12.5	5	51.260	20.172
ASR20_3	836500.82	835679.68	1/F	14	6.5	51.256	20.170
ASR20_4	836500.82	835679.68	2/F	19	11.5	51.235	20.159
ASR21_1	836566.33	835898.68	G/F	13.5	1.5	51.086	20.027
ASR21_2	836566.33	835898.68	Top of G/F	15.5	3.5	51.084	20.026
ASR21_3	836566.33	835898.68	1/F	17	5	51.083	20.025
ASR22_1	836573.16	835946.72	G/F	13.5	1.5	51.074	20.012
ASR22_2	836573.16	835946.72	Top of G/F	15.5	3.5	51.071	20.011
ASR22_3	836573.16	835946.72	1/F	17	5	51.069	20.010
ASR23_1	836546.53	835583.5	G/F	6.4	1.5	51.625	20.414
ASR23_2	836546.53	835583.5	1/F	10.3	5.4	51.575	20.383
ASR23_3	836546.53	835583.5	2/F	14.2	9.3	51.466	20.322
ASR23_4	836546.53	835583.5	3/F	18.1	13.2	51.405	20.291
ASR23_5	836546.53	835583.5	4/F	22	17.1	51.366	20.265
ASR23_6	836546.53	835583.5	5/F	25.9	21	51.343	20.244
ASR23_7	836546.53	835583.5	6/F	29.8	24.9	51.325	20.228
ASR23_8	836546.53	835583.5	7/F	33.7	28.8	51.307	20.213
ASR24_1	836546.81	835549.47	G/F	6.4	1.5	51.935	20.610
ASR24_2	836546.81	835549.47	1/F	10.3	5.4	51.840	20.488
ASR24_3	836546.81	835549.47	2/F	14.2	9.3	51.666	20.360
ASR24_4	836546.81	835549.47	3/F	18.1	13.2	51.597	20.320
ASR24_5	836546.81	835549.47	4/F	22	17.1	51.543	20.293
ASR24_6	836546.81	835549.47	5/F	25.9	21	51.505	20.277
ASR24_7	836546.81	835549.47	6/F	29.8	24.9	51.480	20.267
ASR24_8	836546.81	835549.47	7/F	33.7	28.8	51.457	20.258

FSP, Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	FSP (μg/m^3)	
						19th Highest 24-hour (AQO = 37.5)	Annuel (AQO = 15)
	X	Y		mPD	mAG	Total	Total
ASR1_1	836592.79	835701.9	G/F	9	1.5	30.640	12.605
ASR1_2	836592.79	835701.9	1/F	17.2	9.7	30.499	12.481
ASR1_3	836592.79	835701.9	2/F	20.2	12.7	30.483	12.467
ASR1_4	836592.79	835701.9	3/F	23.2	15.7	30.471	12.456
ASR1_5	836592.79	835701.9	4/F	26.1	18.6	30.462	12.447
ASR1_6	836592.79	835701.9	5/F	29.1	21.6	30.455	12.440
ASR1_7	836592.79	835701.9	10/F	44	36.5	30.428	12.406
ASR1_8	836592.79	835701.9	20/F	73.7	66.2	30.389	12.341
ASR1_9	836592.79	835701.9	27/F	94.6	87.1	30.370	12.316
ASR2_1	836574.16	835704.67	G/F	9	1.5	30.546	12.530
ASR2_2	836574.16	835704.67	1/F	17.2	9.7	30.498	12.486
ASR2_3	836574.16	835704.67	2/F	20.2	12.7	30.481	12.469
ASR2_4	836574.16	835704.67	3/F	23.2	15.7	30.468	12.455
ASR2_5	836574.16	835704.67	4/F	26.1	18.6	30.459	12.446
ASR2_6	836574.16	835704.67	5/F	29.1	21.6	30.452	12.438
ASR2_7	836574.16	835704.67	10/F	44	36.5	30.425	12.405
ASR2_8	836574.16	835704.67	20/F	73.7	66.2	30.387	12.340
ASR2_9	836574.16	835704.67	27/F	94.6	87.1	30.368	12.316
ASR3_1	836596.5	835737.45	G/F	9	1.5	30.562	12.535
ASR3_2	836596.5	835737.45	1/F	17.2	9.7	30.481	12.459
ASR3_3	836596.5	835737.45	2/F	20.2	12.7	30.464	12.444
ASR3_4	836596.5	835737.45	3/F	23.2	15.7	30.452	12.433
ASR3_5	836596.5	835737.45	4/F	26.1	18.6	30.444	12.425
ASR3_6	836596.5	835737.45	5/F	29.1	21.6	30.437	12.418
ASR3_7	836596.5	835737.45	10/F	44	36.5	30.414	12.388
ASR3_8	836596.5	835737.45	20/F	73.7	66.2	30.381	12.331
ASR3_9	836596.5	835737.45	27/F	94.6	87.1	30.365	12.310
ASR4_1	836573.13	835661.93	G/F	9	1.5	30.644	12.596
ASR4_2	836573.13	835661.93	1/F	17.2	9.7	30.532	12.518
ASR4_3	836573.13	835661.93	2/F	20.2	12.7	30.513	12.501
ASR4_4	836573.13	835661.93	3/F	23.2	15.7	30.499	12.488
ASR4_5	836573.13	835661.93	4/F	26.1	18.6	30.489	12.477
ASR4_6	836573.13	835661.93	5/F	29.1	21.6	30.481	12.468
ASR4_7	836573.13	835661.93	10/F	44	36.5	30.447	12.430
ASR4_8	836573.13	835661.93	20/F	73.7	66.2	30.398	12.354
ASR4_9	836573.13	835661.93	23/F	82.7	75.2	30.388	12.339
ASR5_1	836543.7	835662.04	G/F	9	1.5	30.582	12.547
ASR5_2	836543.7	835662.04	1/F	17.2	9.7	30.542	12.521
ASR5_3	836543.7	835662.04	2/F	20.2	12.7	30.519	12.506
ASR5_4	836543.7	835662.04	3/F	23.2	15.7	30.498	12.490
ASR5_5	836543.7	835662.04	4/F	26.1	18.6	30.487	12.478
ASR5_6	836543.7	835662.04	5/F	29.1	21.6	30.478	12.468
ASR5_7	836543.7	835662.04	10/F	44	36.5	30.444	12.430
ASR5_8	836543.7	835662.04	20/F	73.7	66.2	30.395	12.353
ASR5_9	836543.7	835662.04	23/F	82.7	75.2	30.385	12.340
ASR6_1	836541.26	835684.49	G/F	9	1.5	30.537	12.519
ASR6_2	836541.26	835684.49	1/F	17.2	9.7	30.506	12.501
ASR6_3	836541.26	835684.49	2/F	20.2	12.7	30.491	12.487
ASR6_4	836541.26	835684.49	3/F	23.2	15.7	30.478	12.473
ASR6_5	836541.26	835684.49	4/F	26.1	18.6	30.468	12.462
ASR6_6	836541.26	835684.49	5/F	29.1	21.6	30.460	12.452
ASR6_7	836541.26	835684.49	10/F	44	36.5	30.430	12.417
ASR6_8	836541.26	835684.49	20/F	73.7	66.2	30.388	12.346
ASR6_9	836541.26	835684.49	23/F	94.6	87.1	30.368	12.321
ASR7_1	836517.25	835722.3	G/F	9	1.5	30.472	12.475
ASR7_2	836517.25	835722.3	1/F	17.2	9.7	30.463	12.468
ASR7_3	836517.25	835722.3	2/F	20.2	12.7	30.456	12.460
ASR7_4	836517.25	835722.3	3/F	23.2	15.7	30.447	12.449
ASR7_5	836517.25	835722.3	4/F	26.1	18.6	30.439	12.440
ASR7_6	836517.25	835722.3	5/F	29.1	21.6	30.433	12.432
ASR7_7	836517.25	835722.3	10/F	44	36.5	30.408	12.400
ASR7_8	836517.25	835722.3	20/F	73.7	66.2	30.375	12.335
ASR7_9	836517.25	835722.3	27/F	94.6	87.1	30.360	12.314
ASR8_1	836538.05	835720.06	G/F	9	1.5	30.484	12.482
ASR8_2	836538.05	835720.06	1/F	17.2	9.7	30.473	12.472
ASR8_3	836538.05	835720.06	2/F	20.2	12.7	30.464	12.461
ASR8_4	836538.05	835720.06	3/F	23.2	15.7	30.453	12.449
ASR8_5	836538.05	835720.06	4/F	26.1	18.6	30.444	12.439
ASR8_6	836538.05	835720.06	5/F	29.1	21.6	30.437	12.431
ASR8_7	836538.05	835720.06	10/F	44	36.5	30.413	12.399
ASR8_8	836538.05	835720.06	20/F	73.7	66.2	30.379	12.335
ASR8_9	836538.05	835720.06	27/F	94.6	87.1	30.362	12.314
ASR9_1	836548.22	835756.05	G/F	9	1.5	30.460	12.455
ASR9_2	836548.22	835756.05	1/F	17.2	9.7	30.451	12.447
ASR9_3	836548.22	835756.05	2/F	20.2	12.7	30.444	12.438
ASR9_4	836548.22	835756.05	3/F	23.2	15.7	30.434	12.427
ASR9_5	836548.22	835756.05	4/F	26.1	18.6	30.427	12.419
ASR9_6	836548.22	835756.05	5/F	29.1	21.6	30.421	12.411
ASR9_7	836548.22	835756.05	10/F	44	36.5	30.400	12.382
ASR9_8	836548.22	835756.05	20/F	73.7	66.2	30.372	12.326
ASR9_9	836548.22	835756.05	28/F	97.5	90	30.356	12.305
ASR10_1	836530.01	835760.26	G/F	9	1.5	30.449	12.448
ASR10_2	836530.01	835760.26	1/F	17.2	9.7	30.442	12.443
ASR10_3	836530.01	835760.26	2/F	20.2	12.7	30.436	12.436
ASR10_4	836530.01	835760.26	3/F	23.2	15.7	30.428	12.426
ASR10_5	836530.01	835760.26	4/F	26.1	18.6	30.422	12.418
ASR10_6	836530.01	835760.26	5/F	29.1	21.6	30.416	12.411
ASR10_7	836530.01	835760.26	10/F	44	36.5	30.396	12.382
ASR10_8	836530.01	835760.26	20/F	73.7	66.2	30.369	12.325
ASR10_9	836530.01	835760.26	28/F	97.5	90	30.354	12.305
ASR11_1	836553.06	835795.36	G/F	9	1.5	30.436	12.428
ASR11_2	836553.06	835795.36	1/F	17.2	9.7	30.430	12.422
ASR11_3	836553.06	835795.36	2/F	20.2	12.7	30.424	12.416
ASR11_4	836553.06	835795.36	3/F	23.2	15.7	30.416	12.407
ASR11_5	836553.06	835795.36	4/F	26.1	18.6	30.410	12.399
ASR11_6	836553.06	835795.36	5/F	29.1	21.6	30.405	12.393
ASR11_7	836553.06	835795.36	10/F	44	36.5	30.387	12.367
ASR11_8	836553.06	835795.36	20/F	73.7	66.2	30.363	12.316
ASR11_9	836553.06	835795.36	28/F	97.5	90	30.350	12.299

FSP, Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	FSP (µg/m^3)	
						19th Highest 24-hour (AQO = 37.5)	Annuel (AQO = 15)
	X	Y		mPD	mAG	Total	Total
ASR12_1	836555.74	835829.36	G/F	10.5	1.5	30.418	12.409
ASR12_2	836555.74	835829.36	1/F	20.2	11.2	30.409	12.400
ASR12_3	836555.74	835829.36	2/F	23.2	14.2	30.403	12.392
ASR12_4	836555.74	835829.36	3/F	26.2	17.2	30.397	12.385
ASR12_5	836555.74	835829.36	4/F	29.1	20.1	30.392	12.379
ASR12_6	836555.74	835829.36	5/F	32.1	23.1	30.388	12.374
ASR12_7	836555.74	835829.36	10/F	47	38	30.374	12.351
ASR12_8	836555.74	835829.36	20/F	76.7	67.7	30.355	12.307
ASR12_9	836555.74	835829.36	27/F	97.6	88.6	30.345	12.295
ASR13_1	836588.47	835858.7	G/F	10.5	1.5	30.415	12.399
ASR13_2	836588.47	835858.7	1/F	20.2	11.2	30.403	12.387
ASR13_3	836588.47	835858.7	2/F	23.2	14.2	30.395	12.379
ASR13_4	836588.47	835858.7	3/F	26.2	17.2	30.388	12.371
ASR13_5	836588.47	835858.7	4/F	29.1	20.1	30.383	12.365
ASR13_6	836588.47	835858.7	5/F	32.1	23.1	30.379	12.360
ASR13_7	836588.47	835858.7	10/F	47	38	30.367	12.340
ASR13_8	836588.47	835858.7	20/F	76.7	67.7	30.350	12.301
ASR13_9	836588.47	835858.7	27/F	97.6	88.6	30.342	12.290
ASR14_1	836630.77	835868.67	G/F	13.5	1.5	30.456	12.426
ASR14_2	836630.77	835868.67	1/F	23.2	11.2	30.392	12.370
ASR14_3	836630.77	835868.67	2/F	26.2	14.2	30.385	12.364
ASR14_4	836630.77	835868.67	3/F	29.2	17.2	30.380	12.359
ASR14_5	836630.77	835868.67	4/F	32.1	20.1	30.376	12.354
ASR14_6	836630.77	835868.67	5/F	35.1	23.1	30.374	12.350
ASR14_7	836630.77	835868.67	10/F	50	38	30.363	12.332
ASR14_8	836630.77	835868.67	20/F	79.7	67.7	30.348	12.298
ASR14_9	836630.77	835868.67	27/F	100.6	88.6	30.341	12.288
ASR15_1	836634.16	835915.85	G/F	13.5	1.5	30.436	12.407
ASR15_2	836634.16	835915.85	1/F	23.2	11.2	30.376	12.355
ASR15_3	836634.16	835915.85	2/F	26.2	14.2	30.369	12.348
ASR15_4	836634.16	835915.85	3/F	29.2	17.2	30.364	12.344
ASR15_5	836634.16	835915.85	4/F	32.1	20.1	30.361	12.340
ASR15_6	836634.16	835915.85	5/F	35.1	23.1	30.359	12.337
ASR15_7	836634.16	835915.85	10/F	50	38	30.351	12.321
ASR15_8	836634.16	835915.85	20/F	79.7	67.7	30.339	12.291
ASR15_9	836634.16	835915.85	27/F	100.6	88.6	30.334	12.283
ASR16_1	836616.17	835774.73	1/F	9	1.5	30.529	12.495
ASR16_2	836616.17	835774.73	2/F	14.2	6.7	30.491	12.460
ASR16_3	836616.17	835774.73	3/F	17.2	9.7	30.459	12.432
ASR16_4	836616.17	835774.73	4/F	20.2	12.7	30.444	12.421
ASR16_5	836616.17	835774.73	5/F	23.1	15.6	30.434	12.412
ASR16_6	836616.17	835774.73	10/F	38	30.5	30.408	12.382
ASR16_7	836616.17	835774.73	20/F	67.8	60.3	30.378	12.329
ASR16_8	836616.17	835774.73	30/F	97.5	90	30.358	12.301
ASR17_1	836582.97	835761.43	1/F	9	1.5	30.482	12.465
ASR17_2	836582.97	835761.43	2/F	14.2	6.7	30.472	12.456
ASR17_3	836582.97	835761.43	3/F	17.2	9.7	30.462	12.445
ASR17_4	836582.97	835761.43	4/F	20.2	12.7	30.450	12.433
ASR17_5	836582.97	835761.43	5/F	23.1	15.6	30.439	12.422
ASR17_6	836582.97	835761.43	10/F	38	30.5	30.411	12.389
ASR17_7	836582.97	835761.43	20/F	67.8	60.3	30.379	12.332
ASR17_8	836582.97	835761.43	30/F	97.5	90	30.358	12.304
ASR18_1	836612.46	835795.17	1/F	9	1.5	30.483	12.456
ASR18_2	836612.46	835795.17	2/F	14.2	6.7	30.470	12.443
ASR18_3	836612.46	835795.17	3/F	17.2	9.7	30.448	12.423
ASR18_4	836612.46	835795.17	4/F	20.2	12.7	30.434	12.411
ASR18_5	836612.46	835795.17	5/F	23.1	15.6	30.424	12.401
ASR18_6	836612.46	835795.17	10/F	38	30.5	30.399	12.373
ASR18_7	836612.46	835795.17	20/F	67.8	60.3	30.372	12.323
ASR18_8	836612.46	835795.17	30/F	97.5	90	30.354	12.298
ASR19_1	836515.52	835679.95	G/F	9	1.5	30.532	12.513
ASR19_2	836515.52	835679.95	Top of G/F	12.5	5	30.525	12.510
ASR19_3	836515.52	835679.95	1/F	14	6.5	30.521	12.508
ASR19_4	836515.52	835679.95	2/F	19	11.5	30.503	12.497
ASR20_1	836500.82	835679.68	G/F	9	1.5	30.528	12.510
ASR20_2	836500.82	835679.68	Top of G/F	12.5	5	30.523	12.507
ASR20_3	836500.82	835679.68	1/F	14	6.5	30.519	12.506
ASR20_4	836500.82	835679.68	2/F	19	11.5	30.504	12.497
ASR21_1	836566.33	835898.68	G/F	13.5	1.5	30.392	12.380
ASR21_2	836566.33	835898.68	Top of G/F	15.5	3.5	30.391	12.380
ASR21_3	836566.33	835898.68	1/F	17	5	30.391	12.379
ASR22_1	836573.16	835946.72	G/F	13.5	1.5	30.382	12.368
ASR22_2	836573.16	835946.72	Top of G/F	15.5	3.5	30.380	12.367
ASR22_3	836573.16	835946.72	1/F	17	5	30.379	12.366
ASR23_1	836546.53	835583.5	G/F	6.4	1.5	30.837	12.720
ASR23_2	836546.53	835583.5	1/F	10.3	5.4	30.801	12.691
ASR23_3	836546.53	835583.5	2/F	14.2	9.3	30.731	12.636
ASR23_4	836546.53	835583.5	3/F	18.1	13.2	30.695	12.608
ASR23_5	836546.53	835583.5	4/F	22	17.1	30.662	12.584
ASR23_6	836546.53	835583.5	5/F	25.9	21	30.634	12.565
ASR23_7	836546.53	835583.5	6/F	29.8	24.9	30.610	12.550
ASR23_8	836546.53	835583.5	7/F	33.7	28.8	30.588	12.536
ASR24_1	836546.81	835549.47	G/F	6.4	1.5	30.831	12.954
ASR24_2	836546.81	835549.47	1/F	10.3	5.4	30.741	12.843
ASR24_3	836546.81	835549.47	2/F	14.2	9.3	30.627	12.725
ASR24_4	836546.81	835549.47	3/F	18.1	13.2	30.599	12.688
ASR24_5	836546.81	835549.47	4/F	22	17.1	30.584	12.662
ASR24_6	836546.81	835549.47	5/F	25.9	21	30.581	12.646
ASR24_7	836546.81	835549.47	6/F	29.8	24.9	30.580	12.636
ASR24_8	836546.81	835549.47	7/F	33.7	28.8	30.575	12.627

SO_2 Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	SO_2 (μg/m^3)	
						4th Highest 10-minute (AQO = 500)	4th Highest 24-hour (AQO = 40)
	X	Y		mPD	mAG	Total	Total
ASR1_1	836592.79	835701.9	G/F	9	1.5	24.582	6.678
ASR1_2	836592.79	835701.9	1/F	17.2	9.7	24.581	6.678
ASR1_3	836592.79	835701.9	2/F	20.2	12.7	24.581	6.678
ASR1_4	836592.79	835701.9	3/F	23.2	15.7	24.580	6.677
ASR1_5	836592.79	835701.9	4/F	26.1	18.6	24.580	6.677
ASR1_6	836592.79	835701.9	5/F	29.1	21.6	24.580	6.677
ASR1_7	836592.79	835701.9	10/F	44	36.5	24.579	6.676
ASR1_8	836592.79	835701.9	20/F	73.7	66.2	24.577	6.676
ASR1_9	836592.79	835701.9	27/F	94.6	87.1	24.576	6.675
ASR2_1	836574.16	835704.67	G/F	9	1.5	24.582	6.678
ASR2_2	836574.16	835704.67	1/F	17.2	9.7	24.581	6.678
ASR2_3	836574.16	835704.67	2/F	20.2	12.7	24.581	6.678
ASR2_4	836574.16	835704.67	3/F	23.2	15.7	24.580	6.677
ASR2_5	836574.16	835704.67	4/F	26.1	18.6	24.580	6.677
ASR2_6	836574.16	835704.67	5/F	29.1	21.6	24.580	6.677
ASR2_7	836574.16	835704.67	10/F	44	36.5	24.579	6.676
ASR2_8	836574.16	835704.67	20/F	73.7	66.2	24.577	6.676
ASR2_9	836574.16	835704.67	27/F	94.6	87.1	24.576	6.675
ASR3_1	836596.5	835737.45	G/F	9	1.5	24.580	6.678
ASR3_2	836596.5	835737.45	1/F	17.2	9.7	24.579	6.678
ASR3_3	836596.5	835737.45	2/F	20.2	12.7	24.579	6.677
ASR3_4	836596.5	835737.45	3/F	23.2	15.7	24.579	6.677
ASR3_5	836596.5	835737.45	4/F	26.1	18.6	24.578	6.677
ASR3_6	836596.5	835737.45	5/F	29.1	21.6	24.578	6.677
ASR3_7	836596.5	835737.45	10/F	44	36.5	24.577	6.676
ASR3_8	836596.5	835737.45	20/F	73.7	66.2	24.576	6.676
ASR3_9	836596.5	835737.45	27/F	94.6	87.1	24.575	6.675
ASR4_1	836573.13	835661.93	G/F	9	1.5	24.586	6.679
ASR4_2	836573.13	835661.93	1/F	17.2	9.7	24.585	6.679
ASR4_3	836573.13	835661.93	2/F	20.2	12.7	24.584	6.679
ASR4_4	836573.13	835661.93	3/F	23.2	15.7	24.584	6.678
ASR4_5	836573.13	835661.93	4/F	26.1	18.6	24.583	6.678
ASR4_6	836573.13	835661.93	5/F	29.1	21.6	24.583	6.678
ASR4_7	836573.13	835661.93	10/F	44	36.5	24.581	6.677
ASR4_8	836573.13	835661.93	20/F	73.7	66.2	24.579	6.676
ASR4_9	836573.13	835661.93	23/F	82.7	75.2	24.578	6.676
ASR5_1	836543.7	835662.04	G/F	9	1.5	24.586	6.679
ASR5_2	836543.7	835662.04	1/F	17.2	9.7	24.585	6.679
ASR5_3	836543.7	835662.04	2/F	20.2	12.7	24.585	6.679
ASR5_4	836543.7	835662.04	3/F	23.2	15.7	24.584	6.678
ASR5_5	836543.7	835662.04	4/F	26.1	18.6	24.584	6.678
ASR5_6	836543.7	835662.04	5/F	29.1	21.6	24.583	6.678
ASR5_7	836543.7	835662.04	10/F	44	36.5	24.582	6.677
ASR5_8	836543.7	835662.04	20/F	73.7	66.2	24.579	6.676
ASR5_9	836543.7	835662.04	23/F	82.7	75.2	24.578	6.676
ASR6_1	836541.26	835684.49	G/F	9	1.5	24.584	6.678
ASR6_2	836541.26	835684.49	1/F	17.2	9.7	24.583	6.678
ASR6_3	836541.26	835684.49	2/F	20.2	12.7	24.582	6.678
ASR6_4	836541.26	835684.49	3/F	23.2	15.7	24.582	6.678
ASR6_5	836541.26	835684.49	4/F	26.1	18.6	24.582	6.678
ASR6_6	836541.26	835684.49	5/F	29.1	21.6	24.581	6.677
ASR6_7	836541.26	835684.49	10/F	44	36.5	24.580	6.677
ASR6_8	836541.26	835684.49	20/F	73.7	66.2	24.578	6.676
ASR6_9	836541.26	835684.49	23/F	94.6	87.1	24.577	6.675
ASR7_1	836517.25	835722.3	G/F	9	1.5	24.581	6.678
ASR7_2	836517.25	835722.3	1/F	17.2	9.7	24.580	6.678
ASR7_3	836517.25	835722.3	2/F	20.2	12.7	24.580	6.678
ASR7_4	836517.25	835722.3	3/F	23.2	15.7	24.580	6.677
ASR7_5	836517.25	835722.3	4/F	26.1	18.6	24.579	6.677
ASR7_6	836517.25	835722.3	5/F	29.1	21.6	24.579	6.677
ASR7_7	836517.25	835722.3	10/F	44	36.5	24.578	6.676
ASR7_8	836517.25	835722.3	20/F	73.7	66.2	24.577	6.676
ASR7_9	836517.25	835722.3	27/F	94.6	87.1	24.576	6.675
ASR8_1	836538.05	835720.06	G/F	9	1.5	24.581	6.678
ASR8_2	836538.05	835720.06	1/F	17.2	9.7	24.580	6.678
ASR8_3	836538.05	835720.06	2/F	20.2	12.7	24.580	6.678
ASR8_4	836538.05	835720.06	3/F	23.2	15.7	24.580	6.677
ASR8_5	836538.05	835720.06	4/F	26.1	18.6	24.579	6.677
ASR8_6	836538.05	835720.06	5/F	29.1	21.6	24.579	6.677
ASR8_7	836538.05	835720.06	10/F	44	36.5	24.578	6.676
ASR8_8	836538.05	835720.06	20/F	73.7	66.2	24.576	6.676
ASR8_9	836538.05	835720.06	27/F	94.6	87.1	24.576	6.675
ASR9_1	836548.22	835756.05	G/F	9	1.5	24.579	6.678
ASR9_2	836548.22	835756.05	1/F	17.2	9.7	24.578	6.678
ASR9_3	836548.22	835756.05	2/F	20.2	12.7	24.578	6.677
ASR9_4	836548.22	835756.05	3/F	23.2	15.7	24.578	6.677
ASR9_5	836548.22	835756.05	4/F	26.1	18.6	24.578	6.677
ASR9_6	836548.22	835756.05	5/F	29.1	21.6	24.577	6.677
ASR9_7	836548.22	835756.05	10/F	44	36.5	24.577	6.676
ASR9_8	836548.22	835756.05	20/F	73.7	66.2	24.575	6.675
ASR9_9	836548.22	835756.05	28/F	97.5	90	24.575	6.675
ASR10_1	836530.01	835760.26	G/F	9	1.5	24.579	6.678
ASR10_2	836530.01	835760.26	1/F	17.2	9.7	24.578	6.678
ASR10_3	836530.01	835760.26	2/F	20.2	12.7	24.578	6.677
ASR10_4	836530.01	835760.26	3/F	23.2	15.7	24.578	6.677
ASR10_5	836530.01	835760.26	4/F	26.1	18.6	24.577	6.677
ASR10_6	836530.01	835760.26	5/F	29.1	21.6	24.577	6.677
ASR10_7	836530.01	835760.26	10/F	44	36.5	24.576	6.676
ASR10_8	836530.01	835760.26	20/F	73.7	66.2	24.575	6.675
ASR10_9	836530.01	835760.26	28/F	97.5	90	24.575	6.675
ASR11_1	836553.06	835795.36	G/F	9	1.5	24.577	6.677
ASR11_2	836553.06	835795.36	1/F	17.2	9.7	24.577	6.677
ASR11_3	836553.06	835795.36	2/F	20.2	12.7	24.577	6.677
ASR11_4	836553.06	835795.36	3/F	23.2	15.7	24.576	6.677
ASR11_5	836553.06	835795.36	4/F	26.1	18.6	24.576	6.676
ASR11_6	836553.06	835795.36	5/F	29.1	21.6	24.576	6.676
ASR11_7	836553.06	835795.36	10/F	44	36.5	24.576	6.676
ASR11_8	836553.06	835795.36	20/F	73.7	66.2	24.575	6.675
ASR11_9	836553.06	835795.36	28/F	97.5	90	24.574	6.675

SO_2 Summary Table

ASR ID	Location		Floor	Receiver Height	Flagpole Height	SO_2 (μg/m^3)	
						4th Highest 10-minute (AQO = 500)	4th Highest 24-hour (AQO = 40)
	X	Y		mPD	mAG	Total	Total
ASR12_1	836555.74	835829.36	G/F	10.5	1.5	24.576	6.677
ASR12_2	836555.74	835829.36	1/F	20.2	11.2	24.576	6.677
ASR12_3	836555.74	835829.36	2/F	23.2	14.2	24.575	6.677
ASR12_4	836555.74	835829.36	3/F	26.2	17.2	24.575	6.676
ASR12_5	836555.74	835829.36	4/F	29.1	20.1	24.575	6.676
ASR12_6	836555.74	835829.36	5/F	32.1	23.1	24.575	6.676
ASR12_7	836555.74	835829.36	10/F	47	38	24.575	6.676
ASR12_8	836555.74	835829.36	20/F	76.7	67.7	24.574	6.675
ASR12_9	836555.74	835829.36	27/F	97.6	88.6	24.574	6.675
ASR13_1	836588.47	835858.7	G/F	10.5	1.5	24.575	6.677
ASR13_2	836588.47	835858.7	1/F	20.2	11.2	24.575	6.677
ASR13_3	836588.47	835858.7	2/F	23.2	14.2	24.575	6.676
ASR13_4	836588.47	835858.7	3/F	26.2	17.2	24.575	6.676
ASR13_5	836588.47	835858.7	4/F	29.1	20.1	24.575	6.676
ASR13_6	836588.47	835858.7	5/F	32.1	23.1	24.575	6.676
ASR13_7	836588.47	835858.7	10/F	47	38	24.574	6.676
ASR13_8	836588.47	835858.7	20/F	76.7	67.7	24.574	6.675
ASR13_9	836588.47	835858.7	27/F	97.6	88.6	24.573	6.675
ASR14_1	836630.77	835868.67	G/F	13.5	1.5	24.575	6.677
ASR14_2	836630.77	835868.67	1/F	23.2	11.2	24.575	6.676
ASR14_3	836630.77	835868.67	2/F	26.2	14.2	24.575	6.676
ASR14_4	836630.77	835868.67	3/F	29.2	17.2	24.574	6.676
ASR14_5	836630.77	835868.67	4/F	32.1	20.1	24.574	6.676
ASR14_6	836630.77	835868.67	5/F	35.1	23.1	24.574	6.676
ASR14_7	836630.77	835868.67	10/F	50	38	24.574	6.675
ASR14_8	836630.77	835868.67	20/F	79.7	67.7	24.573	6.675
ASR14_9	836630.77	835868.67	27/F	100.6	88.6	24.573	6.675
ASR15_1	836634.16	835915.85	G/F	13.5	1.5	24.574	6.676
ASR15_2	836634.16	835915.85	1/F	23.2	11.2	24.574	6.676
ASR15_3	836634.16	835915.85	2/F	26.2	14.2	24.574	6.676
ASR15_4	836634.16	835915.85	3/F	29.2	17.2	24.573	6.676
ASR15_5	836634.16	835915.85	4/F	32.1	20.1	24.573	6.676
ASR15_6	836634.16	835915.85	5/F	35.1	23.1	24.573	6.676
ASR15_7	836634.16	835915.85	10/F	50	38	24.573	6.675
ASR15_8	836634.16	835915.85	20/F	79.7	67.7	24.573	6.675
ASR15_9	836634.16	835915.85	27/F	100.6	88.6	24.572	6.675
ASR16_1	836616.17	835774.73	1/F	9	1.5	24.578	6.677
ASR16_2	836616.17	835774.73	2/F	14.2	6.7	24.578	6.677
ASR16_3	836616.17	835774.73	3/F	17.2	9.7	24.578	6.677
ASR16_4	836616.17	835774.73	4/F	20.2	12.7	24.577	6.677
ASR16_5	836616.17	835774.73	5/F	23.1	15.6	24.577	6.677
ASR16_6	836616.17	835774.73	10/F	38	30.5	24.577	6.676
ASR16_7	836616.17	835774.73	20/F	67.8	60.3	24.575	6.676
ASR16_8	836616.17	835774.73	30/F	97.5	90	24.574	6.675
ASR17_1	836582.97	835761.43	1/F	9	1.5	24.579	6.677
ASR17_2	836582.97	835761.43	2/F	14.2	6.7	24.578	6.677
ASR17_3	836582.97	835761.43	3/F	17.2	9.7	24.578	6.677
ASR17_4	836582.97	835761.43	4/F	20.2	12.7	24.578	6.677
ASR17_5	836582.97	835761.43	5/F	23.1	15.6	24.578	6.677
ASR17_6	836582.97	835761.43	10/F	38	30.5	24.577	6.676
ASR17_7	836582.97	835761.43	20/F	67.8	60.3	24.576	6.676
ASR17_8	836582.97	835761.43	30/F	97.5	90	24.575	6.675
ASR18_1	836612.46	835795.17	1/F	9	1.5	24.577	6.677
ASR18_2	836612.46	835795.17	2/F	14.2	6.7	24.577	6.677
ASR18_3	836612.46	835795.17	3/F	17.2	9.7	24.577	6.677
ASR18_4	836612.46	835795.17	4/F	20.2	12.7	24.577	6.677
ASR18_5	836612.46	835795.17	5/F	23.1	15.6	24.577	6.677
ASR18_6	836612.46	835795.17	10/F	38	30.5	24.576	6.676
ASR18_7	836612.46	835795.17	20/F	67.8	60.3	24.575	6.675
ASR18_8	836612.46	835795.17	30/F	97.5	90	24.574	6.675
ASR19_1	836515.52	835679.95	G/F	9	1.5	24.585	6.679
ASR19_2	836515.52	835679.95	Top of G/F	12.5	5	24.584	6.679
ASR19_3	836515.52	835679.95	1/F	14	6.5	24.584	6.679
ASR19_4	836515.52	835679.95	2/F	19	11.5	24.583	6.678
ASR20_1	836500.82	835679.68	G/F	9	1.5	24.585	6.679
ASR20_2	836500.82	835679.68	Top of G/F	12.5	5	24.584	6.679
ASR20_3	836500.82	835679.68	1/F	14	6.5	24.584	6.679
ASR20_4	836500.82	835679.68	2/F	19	11.5	24.583	6.678
ASR21_1	836566.33	835898.68	G/F	13.5	1.5	24.574	6.677
ASR21_2	836566.33	835898.68	Top of G/F	15.5	3.5	24.574	6.677
ASR21_3	836566.33	835898.68	1/F	17	5	24.574	6.677
ASR22_1	836573.16	835946.72	G/F	13.5	1.5	24.573	6.677
ASR22_2	836573.16	835946.72	Top of G/F	15.5	3.5	24.573	6.677
ASR22_3	836573.16	835946.72	1/F	17	5	24.573	6.677
ASR23_1	836546.53	835583.5	G/F	6.4	1.5	24.599	6.680
ASR23_2	836546.53	835583.5	1/F	10.3	5.4	24.598	6.680
ASR23_3	836546.53	835583.5	2/F	14.2	9.3	24.597	6.680
ASR23_4	836546.53	835583.5	3/F	18.1	13.2	24.597	6.681
ASR23_5	836546.53	835583.5	4/F	22	17.1	24.596	6.680
ASR23_6	836546.53	835583.5	5/F	25.9	21	24.595	6.680
ASR23_7	836546.53	835583.5	6/F	29.8	24.9	24.594	6.680
ASR23_8	836546.53	835583.5	7/F	33.7	28.8	24.593	6.679
ASR24_1	836546.81	835549.47	G/F	6.4	1.5	21.393	6.821
ASR24_2	836546.81	835549.47	1/F	10.3	5.4	21.394	6.822
ASR24_3	836546.81	835549.47	2/F	14.2	9.3	21.396	6.822
ASR24_4	836546.81	835549.47	3/F	18.1	13.2	21.397	6.823
ASR24_5	836546.81	835549.47	4/F	22	17.1	21.399	6.822
ASR24_6	836546.81	835549.47	5/F	25.9	21	21.400	6.821
ASR24_7	836546.81	835549.47	6/F	29.8	24.9	21.401	6.821
ASR24_8	836546.81	835549.47	7/F	33.7	28.8	21.402	6.820

APPENDIX 11

LETTER OF THE HOSPITAL AUTHORITY

Kit Wong

From: CHOW Kit-fai <ckf410@ha.org.hk>
Sent: 28 March 2023 17:17
To: Kit Wong
Cc: Samuel Lee; Joe Wing Chuen LAW; Jane CHEUNG
Subject: RE: Request Information - CHP Plant at Nethersole Hospital
Attachments: Fung Yuen, letter to HA.pdf; CHP Plant.png

Dear Ms. WONG,

Sorry to our late reply.

The information of the inquiry is as below:

1. The location of the CHP Plant:
   The location of the plant is indicated in the attached plan “A”

2. The number of the emission point.
   One no of emission point is indicated in the attached plan (Red circuit)

3. Fuel type / fuel consumption of the plant.
   Landfilled gas, around 2,400,000MJ / month

4. Pollutants of the plant
   No information.

If you have any inquiries, please feel free to contact me.

Thank you.

Regards,

K. F. CHOW
Tel: 2689 3228

From: Kit Wong <kitwong@wha.com.hk>
Sent: Monday, February 27, 2023 5:22 PM
To: Kit Fai CHOW, NTECADM S Mgr(ESPM) <ckf410@ha.org.hk>
Cc: Samuel Lee <samuellee@wha.com.hk>
Subject: Request Information - CHP Plant at Nethersole Hospital

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WESTWOOD HONG & ASSOCIATES LTD

Consultants in EIA • Acoustics • Noise • Vibration

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1 February 2023

22444/228020/KK/KW/mgt

Hospital Authority Head Office
Hospital Authority Building
147B Argyle Street, Kowloon
Hong Kong

Dear Sirs,

Request for Information about the Combined Heat and Power (CHP) Plant at Alice Ho Miu Ling Nethersole Hospital

Westwood Hong & Associates Ltd is the consulting firm conducting an environmental study for the captioned development at Tai Po.

An Air Quality Impact Assessment (AQIA) report has been submitted under the Planning Application No. A/TP/38. Referring to the EPD advisory comments for the AQIA (attached for reference), there is a Combined Heat and Power (CHP) Plant at Alice Ho Miu Ling Nethersole Hospital, the emission of this plant which should be included in the assessment.

Grateful if you advise the following information for our air impact assessment:-

- The location of the plant (co-ordinate)
- The number of emission point(s)
- Fuel type, fuel consumption or emission rate of the plant
- Pollutants of the plant

If you have any queries, please do not hesitate to contact our Ms Kit Wong at 2838 2738.

Yours faithfully,

Ir. K. K. Iu
Project Director
Encl.

CERTIFIED COMPANY HKQAA
ISO 9001 : 2000
Certificate No.: CC 781

Annex H

Revised Noise Impact Assessment

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Noise Impact Assessment

Prepared for:
Fantastic State Limited

Prepared by:
Westwood Hong & Associates Limited

Report No.:
22608-N1 Rev B

Date:
4 December 2025

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AIMS

To assess noise impacts on the proposed residential development(s) with retail, public vehicle park and social welfare facilities (the "proposed Development") at Fung Yuen Road, Tai Po, N.T.

To recommend noise mitigation measures for the proposed Development, if necessary; and to assess the suitability of the proposed building layout and the recommended noise mitigation measures according to relevant requirements in the Hong Kong Planning Standards & Guidelines (HKPSG).

SUMMARY

Noise assessments have been conducted to predict the noise impacts at the proposed Development.

For road traffic noise, the predicted maximum road traffic noise level of the residential flats in Area (A) and the social welfare facilities in Area (B) will be 73dB(A) and 80dB(A) respectively, exceeding the stipulated 70dB(A) noise criterion. Therefore, noise mitigation measures are required.

With the provision of Acoustic Window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats in Area (A) and the social welfare facilities in Area (B) (i.e. 100%) will comply with the 70dB(A) noise criterion.

For the fixed noise sources impact, the assessment results indicate that all the residential flats in Area (A) and the social welfare facilities in Area (B) will be within the stipulated noise limits.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd (WHA) was commissioned to conduct an environmental noise impact assessment for the proposed residential development(s) with retail, public vehicle park and social welfare facilities (the "proposed Development") at various lots in DD11 and adjoining government land, Fung Yuen, Tai Po. Figure 1 shows the location of the proposed Development.

1.2 This environmental noise impact assessment report supports the Rezoning Application for the proposed Development.

1.3 This S.12A application is to seek the Town Planning Board's approval for the proposed amendments to the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("the OZP") for the proposed Development at various lots in D.D. 11 and adjoining Government Land in Fung Yuen, Tai Po, New Territories ("the Development Site"). The Development Site consists of two areas: Area (A) and Area (B).

1.4 The proposed Development will include residential development(s) with supporting retail and public vehicle park facilities in Area (A); and a social welfare complex comprising a Residential Care Home for the Elderly ("RCHE") and a Day Care Unit ("DCU") for the Elderly in Area (B).

1.5 The Applicant submitted an s.12A Planning Application (No. Y/TP/38) to TPB in 2022 to rezone the current western portion of the "CDA(1)" zone to "R(B)13" zone to enable a proposed residential development with retail facilities and public vehicle park, and a relaxation of the maximum building height restriction of the "G/IC" zone from 2 storeys to 8 storeys to the south of the "CDA(1)" zone for a proposed 8-storey Social Welfare Complex. While tremendous effort has been put to address and resolve the comments from Planning Department and relevant Government departments during circulation of the application, it is noted that majority of the Government departments have no further adverse comment on the technical assessments attached to Application No. Y/TP/38 since almost 3 years efforts being put by the Applicant & consultancy team.

1.6 Taking into account comments received from relevant Government departments and in order to achieve a wholistic planning scheme for the entire "CDA(1)" zone, the Applicant has put forward to include the CDA(1) Future Phase proposed in Application No. Y/TP/38 into the Development Site of this Application. The proposed Development Proposal in this Application is largely the same as that under Application No. Y/TP/38. The Development Site of this Application is solely formed

by the previous development sites, i.e. Area (A), Area(B) and the "CDA(1)" Future Phase. The total GFA, PR, building height, no. of units and estimated population of the Development Proposal is almost exactly the same as that under Application No. Y/TP/38.

1.7 This s.12A Planning Application include:-

i) A rezoning of the site to the west of Fung Yuen Road falling within CDA(1)" to "R(B)13" zone (i.e. Area(A));

ii) A relaxation of the maximum building height restriction of the site falling within "G/IC" zone from 2 storeys to 8 storeys (i.e. Area(B));

iii) A rezoning of the site to the north of Fung Yuen Road within "CDA(1)" to "R(B)14";

iv) A rezoning of the site to the east of Fung Yuen Road and Fung Yuen Road southern section within "CDA(1)" to "REC" zone.

The aforementioned proposed amendment subjects i), ii), iii) and iv) constitute the Application Site. The items iii) and iv) are proposed to reflect the "completed" parts of CDA(1)" zones according to their as-built conditions. No new developments is proposed in these completed parts. The Development Site consists of two areas: Area (A) and Area (B) (i.e. i) and ii) above), which is the western and southern portion of the Application Site. All the technical assessments considered the Development Site only.

1.8 This report has been prepared based on the architectural drawings provided by the Client (Appendix 1).

1.9 This report comprises the following assessments:-

- Road traffic noise affecting the proposed Development
- Fixed noise sources affecting the proposed Development
- Fixed noise sources from the proposed Development

1.10 According to the Traffic Impact Assessment (TIA) under the Application, junction improvements are proposed. These junction improvement works are minor in respect of any physical or structural operations involved. The scale is small and duration of the works are short, and gazettal under section 5 of the Roads (Works, Use and Compensation) Ordinance is not required. Adverse environmental impacts due to these improvement works are not anticipated. Hence, there is no material change to an existing Designated Project.

2. SITE LOCATION & BUILDING LAYOUT

Site Location

2.1 The Development Site comprising Area (A) and Area (B) is adjoining Fung Yuen Road to the east. Ting Kok Road is located to the south (Figure 1). The residential development Mont Vert is located to the north.

Development Layout

2.2 The proposed Development comprises retail and public vehicle park and 7 residential blocks with 24 – 30 storeys in height on Area (A) and a Residential Care Home for the Elderly (RCHE) cum Day Care Unit (DCU) with 8 storeys in height on Area (B). The architectural drawings are provided in Appendix 1. The development parameters are summarised in Table 2.1 below.

Table 2.1 Development Parameters of the Proposed Development

	Parameters
Zoning	"Comprehensive Development Area" and "Government, Institution or Community" on Draft Tai Po Outline Zoning Plan No. S/TP/31
Site Area	Area (A): 31,854 m^2 Area (B): 3,347 m^2
Number of Residential Units	1,988
Number of Residential Storeys	24 – 30 storeys
Height of Residential Towers	85 – 102mPD
Use	- Residential blocks - Retail and public vehicle park facilities - Social welfare complex
Completion Year	2030

2.3 The clubhouse would be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated.

3. NOISE CRITERIA

Road Traffic Noise Criterion

3.1 For the residential units, according to the HKPSG[1], road traffic noise criterion for domestic premises is 70dB(A) L10(1 hour) at the external facades for the hour having the peak traffic flow. This noise criterion applies to the domestic premises which rely on opened windows for ventilation.

3.2 For the RCHE, the road traffic noise criterion for the diagnostic rooms and wards of the RCHE are 55 dB(A) and the normal domestic use is 70 dB(A) at the external facades for the hour having the peak traffic flow.

3.3 For the DCU, according to the HKPSG, the educational institutions including kindergartens, child care centre and all others where unaided voice communication is required, the road traffic noise criterion is 65dB(A) at the external facades for the hour having the peak traffic flow. The noise criterion applied to the uses which rely on opened windows for ventilation.

Noise Criteria for Fixed Noise Sources

3.4 For fixed noise sources, the criterion is determined based on the statutory Acceptable Noise Levels (ANL) stipulated in "Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites"[2] (IND – TM). The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be so located and designed that when assessed in accordance with the TM, the level of the intruding noise at the façade of the nearest sensitive use should be at least 5dB(A) below the appropriate ANL shown in Table 2 of the IND – TM or, in the case of the background being 5dB(A) lower than the ANL, should not be higher than the background.

3.5 The Development Site is located in an isolated high-rise development area, and part of the Development Site is affected by an Influencing Factor (IF) (i.e. Tai Po Industrial Estate). According to the IND – TM, any NSR shall be assigned an ASR of "C" if it is within 100m of a zone designated as "Industrial" or "Industrial Estate" on a statutory Outline Zoning Plan, or an ASR of "B" if it is between 100m and 250m from such a zone. Since the northern part of the Development Site is located more than 250m away from the Tai Po Industrial Estate, for conservative, an Area Sensitivity Rating of "A" would be applied to all the NSRs of the proposed Development for the fixed noise assessment. The ANLs are shown in Table 3.1.

Table 3.1 ANLs for Day, Evening and Night Time Periods

Time Period	ANLs dB(A), Leq (30 mins)		
	ASR "A"	**ASR "B"**	**ASR "C"**
Day (0700 to 1900 hours) and evening (1900 to 2300 hours)	60	65	70
Night (2300 to 0700 hours)	50	55	60

Note: In any event, the ASR and the ANLs adopted in this report are only indicative and they are used for assessment only. It should be noted that noise from fixed noise sources is controlled under section 13 of the Noise Control Ordinance. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force, and taking account of contemporary conditions/ situations of adjoining land uses. The assessment of noise impacts due to fixed noise sources in this report shall not bind the Noise Control Authority in the context of law enforcement against any of the noise from fixed noise sources being assessed.

3.6 As mentioned in Section 3.4, the noise criteria for the noise from planned fixed sources are ANL – 5dB(A) or the prevailing background noise levels, whichever is lower. Site measurements were made at the nearby noise sensitive receiver, the prevailing background noise levels are summarised in Table 3.2 below. The measurement location is provided in Figure 2.

Table 3.2 Noise Measurement Results

Location	Noise Sensitive Receiver	Measurement Result, dB(A), L90 (1 hour), Façade
Loc 1	Kam Fung Terrace	Daytime: 57 – 58 Night-time: 46 – 48

3.7 The prevailing background noise levels of the identified noise sensitive receiver were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) are used as the criteria for noise from planned fixed sources (i.e. 55dB(A) for daytime, and 45dB(A) for night-time).

4. SITE SURVEYS

Dates and Time

4.1 Site surveys were conducted on the following dates and time:-

- 7 April 2025 (10:00am – 6:00pm)
- 23 June 2022 (10:00am – 6:00pm)
- 8 October 2021 (2:00pm – 6:00pm)
- 10 March 2020 (6:00am – 2:00pm)
- 15 October 2019 (3:00pm – 6:00pm; 10:00pm – 00:30am)
- 11 July 2018 (8:00pm – 11:00pm)
- 6 July 2018 (2:30pm – 6:00pm)

Instrumentation

4.2 The instruments used by WHA for the surveys comply with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1), as listed in Table 4.1 below.

Table 4.1 Instruments Used for the Noise Surveys

Manufacturer	Type
Ono Sokki	Precision Integrating Sound Level Meter
Ono Sokki	Foam Windshield
Bruel and Kjaer	Noise Calibrator Type 4231

4.3 The sound level meter was calibrated before use and further checks on completion of the survey, and confirmed that the calibration levels from before and after the noise measurement agree to within 1.0dB.

4.4 The site measurements including measurement equipment, calibration procedure, measurement methodology and weather conditions were conducted in accordance with the IND – TM.

Fixed Noise Sources in the Vicinity

4.5 The study area for the fixed noise sources impact assessment is 300m. The identified potential fixed noise sources are summarised in Table 4.2 below and given in Figure 3. Detailed discussion on the noise impact from these fixed noise sources is given in Section 7. The photos of the identified potential fixed noise sources are provided in Appendix 5.

Table 4.2 Identified Potential Fixed Noise Sources

Source ID	Site	Identified Industrial Activities [1]	Location of Fixed Noise Sources	Operating Hours [2]
A	Tin Sam Sewage Pumping Station	No industrial noise was observed during site surveys.	On ground level	24 hours
B	Cheuk Shing Vehicle Repair Workshop	The workshop was housed within a permanent steel cover. The workshop had one staff member only. In 2022 site survey, the major activity of the workshop was to provide car repairing service. Site surveys revealed that the major noise was the air compressor noise, lasting about 10 seconds per 2 minutes, and also some insignificant operation noise from taking up / putting down the hand tools. All the operations were taken place within the steel cover. Site inspections for the workshop were conducted for 1 hour, no noisy activities were observed. The operation noise was only audible at the entrance of the workshop. Noise from the workshop was inaudible at Fung Yuen Road. The noise measurements were conducted at 5m distances from the noise sources, detailed noise measurement results are provided in Appendix 6. In 2025 site survey, it was used as parking only, no industrial noise was observed during site survey.	On ground level, under the steel cover	9:00am – 6:00pm
C	Recycling Yard	It is a recycling yard of steel material. A crane was observed inside the yard for loading and unloading. A lorry was also observed but for parking only without operation. The noise measurements were conducted at 5m distances from the noise sources, detailed noise measurement results are provided in Appendix 6. The industrial activities were the same in 2025 site survey.	On ground level	9:00am – 6:00pm
D	Car Repair Workshop at Ting Kok Road	In 2022 site survey, the workshop provided car parking and services of tyre fixing and car battery changing. The cars were parked at outdoor area and the repairing services were taken place within the steel cover. The major noisy activity was the electric screwdriver noise, lasting about 5 seconds per minute. The operation noise was not audible outside the workshop, where the road traffic noise from Ting Kok Road would be dominant. The noise measurements were conducted at 8m distances from the noise sources, detailed noise measurement results are provided in Appendix 6. In 2025 site survey, it was used as parking only, no industrial noise was observed during site survey	On ground level, under the steel cover	9:00am – 6:00pm

E	Site Office	A temporary structure for site office. No industrial noise was observed during site surveys.	On ground level	9:00am – 6:00pm
F	KMB Bus Depot	Site surveys revealed that the depot was used for parking, petrol filling and fixing the advertisement on the bus. Site observations were made for the depot for 3 hours. The general operations of the depot include the buses returning to the bus depot and parking. Then, the bus driver took a rest. The bus would manoeuvre slowly to petrol filling before leaving the depot. The major noisy activities were buses manoeuvring at ingress / egress and inside the bus depot. As advised by the manager of the bus depot, the depot would not have any maintenance work and the operation hours would be about 6:00am to midnight. The findings were remained valid, as observed on the 2025 site survey.	On ground level	6:00am – 12:00am
G	MTRC Tai Po Bus Station	The lot comprises a 2-storey building and an open area. The gate was closed during site surveys. No industrial noise was observed during site surveys.	On ground level	9:00am – 6:00pm
H	Lee Kum Kee	The factory comprises 2 buildings and an open area. A forklift was observed in the outdoor area for transferring goods. Additionally, 4 cooling towers were found at the rooftop.	On ground level	9:00am – 6:00pm
J	Hopewell Slipform	The factory of slipform. In 2022 site survey, no industrial noise was observed during site surveys, only a crane was observed. In 2025, no plant was observed, no industrial noise was observed also.	On ground level	9:00am – 6:00pm
K	Techno Enterprise Limited	No industrial noise was observed during site surveys. 2 cooling towers at 1/F platform were observed.	On ground level	9:00am – 6:00pm
L	Jackel Porter Co. Ltd.	No industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
M	Luen Tai Hong	6 cooling towers were identified at the rooftop based on desktop study. No industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
N	OPC Manufacturing Ltd.	In 2022, 2 cooling towers were observed at the rooftop and 1 cooling tower was located at the ground level. In 2025, the factory was closed. All the cooling towers were removed.	On ground level	9:00am – 6:00pm
P	Vantage Technology Ltd.	No industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm

Q	Chiaphua Industries	3 cooling towers were identified at the rooftop based on desktop study. No industrial noise was observed during site survey.	On ground level	9:00am – 6:00pm
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd.	3 cooling towers were observed at the rooftop.	On ground level	9:00am – 6:00pm

Noted:

[1] The operation of the identified fixed noise sources were observed during site surveys and confirmed with the staffs.

[2] The operating hours of the identified fixed noise sources were advised from the staffs of each site, and confirmed by night-time site survey.

4.6 Other than the identified fixed noise sources in Table 4.2, site surveys have confirmed that there are no other major fixed noise sources in the vicinity of the Development Site. All the fixed noise sources within the assessment area are identified and considered in the assessment.

5. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

5.1 The noise prediction was conducted by employing the WS Atkins RoadNoise 2000[3] computer software.

Traffic Forecast

5.2 The anticipated occupation year of the proposed Development is 2030, the maximum traffic in 15 years after occupation of the proposed Development (i.e. 2045) has been adopted for the purpose of the road traffic noise assessment.

5.3 The traffic forecast for Year 2045 was provided by the Traffic Consultant (CTA Consultants Limited). The definition of heavy vehicles in the U.K. Department of Transport's "Calculation of Road Traffic Noise" (CRTN)[4] has been adopted. The traffic flow data adopted in the noise prediction model is provided in Appendix 2. Review of the data indicates that the AM peak is in general higher than the PM peak. Therefore, the set of AM peak traffic data is employed for the assessment, representing the worst-case scenario. The computer plot of the noise prediction model is shown in Figure 4.

Noise Assessment Points for Road Traffic Noise Assessment

5.4 All ventilation openings to rooms of noise sensitive use (i.e. living and dining rooms, bedrooms / master bedrooms) are assigned with noise assessment points. The location of assessment points are illustrated in Figures A3-1 to A3-3 of Appendix 3. The clubhouse will be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated.

5.5 The assessment points are taken at the height of 1.2m above each residential floor and 1m away from the façade of openable windows of the noise sensitive rooms.

Methodology of Road Traffic Noise Impact Assessment

5.6 The road traffic noise levels at the proposed Development were predicted, based on the predicted traffic flows in Year 2045 and in accordance with the procedures given in the CRTN. The predicted road traffic noise levels at the building facades include a 2.5dB(A) facade reflection and correction factors for gradient, distance, view angle, barriers and road surface material.

5.7 The study area of the road traffic noise assessment would be 300m from the site boundary. The roads within the study area are included in the assessment.

5.8 As advised by the Highways Department, the road surface types of the roads in the prediction model are "bitumen" and "concrete" (Appendix 2).

Predicted Road Traffic Noise Levels (Base Scenario)

5.9 The predicted road traffic noise levels are presented in Appendix 2 for all Noise Sensitive Receivers (NSRs) of the proposed Development. The noise compliance rate of the base scenario will be 91% (i.e. 188 residential units have noise exceedance) with maximum 73dB(A). Therefore, noise mitigation measures are required.

Predicted Road Traffic Noise Levels (With Noise Mitigation Measures)

5.10 In order to achieve noise compliance, all noise sensitive rooms with noise exceedance will be provided with Acoustic Window (Baffle Type). The location of the Acoustic Window (Baffle Type) is provided in Figures 5a – 5c. The Acoustic Window (Baffle Type) will be designed by making reference to ProPECC PN5/23 "Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact". With the provision of these noise mitigation measures, all residential units of the proposed Development (i.e. 100%) can comply with the stipulated 70dB(A) noise limit. Details of the predicted noise levels are given in Appendix 4.

5.11 Noise mitigation measures for the proposed Development are given in Section 6.

6. NOISE MITIGATION MEASURES

6.1 Practicable noise mitigation measures have been considered and some of those measures have been incorporated in the proposed Development, as mentioned in the following sections.

6.2 Noise mitigating designs have been investigated and considered in the design stage, including building setback and building block orientation.

6.3 The Schedule of Noise Mitigation Measures to summarise all the noise mitigation measures in the proposed Development is provided in Appendix 9.

Acoustic Window (Baffle Type)

6.4 Acoustic Window (Baffle Type) will be adopted for the proposed Development as noise mitigation measure. The Acoustic Window (Baffle Type) comprises of two layers of window. An additional window layer is introduced to the conventional side-hung window in a staggering position. The outer window is a conventional push-pull type window whilst the inner one is a sliding window. By properly positioning the openings of inner window with the outer window, it can reduce noise entering indoors while allowing air flow into the room via the air gap between two layers of windows.

6.5 The Acoustic Window (Baffle Type) in the proposed Development will be designed by making reference to ProPECC PN5/23 "Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact". Additional Sound Absorptive Materials are required to be applied at top and outer opening side of mullion of the Acoustic Window (Baffle Type) for certain locations.

6.6 The locations of Acoustic Window (Baffle Type) with or without Sound Absorptive Materials are illustrated in Figures 5a – 5c. The detailed design of the Acoustic Window (Baffle Type) and the justification of noise performance are shown in Appendix 8. As a conservative approach, an assumption of 4dB(A) noise reduction is used for the acoustic window (baffle type) (Appendix 8). The Project Architect confirmed that the design of Acoustic Window (Baffle Type) could meet the natural ventilation requirement under Building (Planning) Regulations.

7. NOISE IMPACT ASSESSMENT FOR FIXED NOISE SOURCES

7.1 The identified fixed noise sources in the vicinity were summarised in Table 4.2.

Noise Assessment Points for Fixed Noise Sources Assessment

7.2 With consideration of the fixed noise sources locations, representative assessment points with most affected (with shortest distance) are assigned for the noise assessment. The location of the assessment points are illustrated in Appendix 6.

7.3 The assessment points are taken at the height of 1.2m above each residential floor and 1m away from the façade of openable windows in the noise sensitive rooms.

SWLs Adopted in the Fixed Noise Sources Calculation

7.4 On-site noise measurements were made to investigate the existing fixed noise sources. Sound Pressure Levels (SPLs) obtained during survey were then converted to SWLs with reference to basic acoustic principle. The SPLs at NSRs were calculated based on the distance attenuation, tonality correction, impulsiveness correction, intermittency correction, barrier correction and façade correction. No tonality correction, impulsiveness correction, intermittency correction is applied to the fixed noise sources based on site observation and measurements.

7.5 Site surveys were conducted from years 2018 to 2025. According to the recent site survey findings, some fixed noise sources were not in operation during site survey. For conservative purpose, the SWLs of the fixed noise sources adopted in the previous approved NIA report is adopted in this assessment. Some fixed noise sources were removed and no longer exists as observed in recent site survey, which would not be considered in this assessment.

7.6 The identified cooling towers are located at the rooftop and forklift is located within the private lot, which are not accessible at the time of the surveys. Therefore, the SWL of forklift is referenced to BS5228. The SWLs of cooling towers are referenced to the product catalogue with similar diameter. For conservatism, the corrections for deterioration and tonality are considered. The referenced catalogues are provided in Appendix 5.

7.7 The locations of fixed noise sources are shown in Figure 3. The SWLs of the fixed noise sources adopted in the assessment are summarised in Table 7.1. Detailed calculations for SWLs are provided in Appendix 5.

Table 7.1 SWLs of Identified Fixed Noise Sources

Source ID	Name	Fixed Noise Sources	Nos.	SWL of each plant, dB(A)	Operation hours	Reference
B	Cheuk Shing Vehicle Repair Workshop	Air compressor noise	1	94	Day and evening time periods	Site measurements
C	Recycling yard	Loading and unloading by crane	1	95	Day and evening time periods	Site measurements
D	Car Repair Workshop at Ting Kok Road	Electric screwdriver noise	1	96	Day and evening time periods	Site measurements
F	KMB Bus Depot	Buses manoeuvring at ingress / egress and inside the Bus Depot	1	90	Day, evening and night-time periods	Site measurements
H-1	Lee Kum Kee	Cooling towers at rooftop	4	93	Day and evening time periods	Product catalogue
H-2		Forklift	1	104	Day and evening time periods	BS5228
J	Hopewell Slipform	Crane	1	105	Day and evening time periods	TM
K	Techno Enterprise Limited	Cooling towers	2	93	Day and evening time periods	Product catalogue
M	Luen Tai Hong	Cooling towers	6	93	Day and evening time periods	Product catalogue
Q	Chiaphua Industries	Cooling towers	3	93	Day and evening time periods	Product catalogue
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd.	Cooling towers	3	93	Day and evening time periods	Product catalogue

Methodology of Noise Impact Assessment from Fixed Noise Sources

7.8 For the fixed noise sources of cooling towers, the exact locations will be considered in the calculation. For other noise sources, the noise emission points are placed at the location where the noise sources were being observed during site surveys.

7.9 Although it is unlikely that all the identified fixed noise sources will be in operation simultaneously, to be conservative, it has been assumed that all the identified fixed noise sources are in operation at the same time, which also represents a worst-case scenario. Fixed noise sources are assumed to operate continuously instead of occasionally as observed on-site and all fixed noise sources are regarded as point source.

7.10 Site inspections confirmed that the identified fixed noise sources have no operation during night-time period except for the KMB Bus Depot. Therefore, only KMB bus depot would be considered in the assessment during night-time period.

7.11 For conservatism, no barrier correction would be considered in the assessment.

7.12 For the assessment of noise from fixed noise sources, the noise level at NSR was predicted using the standard acoustic principles:

Predicted Noise Level = Sound Power Level of fixed noise source – Distance Attenuation + Façade Correction

Where Distance Attenuation = 20 log D + 8 [where D is the distance in meters]
Façade Correction = 3dB(A)

Predicted Noise Levels from Fixed Noise Sources (Base Scenario)

7.13 The predicted façade noise levels from fixed noise sources at the representative NSRs are in the range of 55 – 56 dB(A) Leq(30min) during day and evening time periods, and 32 – 33dB(A) Leq(30min) during night-time period. These predicted noise levels are within the stipulated noise limits as mentioned in Section 3. The summary of the predicted noise levels are summarsied in Table 7.2 and given in Appendix 6.

Table 7.2 Summary of Noise Results for Fixed Noise Sources

NSR	Predicted Façade Noise Levels		Comply or not
	Day and Evening, dB(A)	**Night-time,** dB(A)	
NSR 116	56	32	Comply
NSR 216	56	33	Comply
NSR 223	56	33	Comply
NSR 318	55	33	Comply

Fixed Noise Sources in the Proposed Development

7.14 Refer to the Section 3.7, the prevailing background noise levels of the identified noise sensitive receiver were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) are used as the criteria for noise from planned fixed sources (i.e. 55dB(A) for daytime, and 45dB(A) for night-time).

7.15 For the design of plant noise control treatment, the noise emanating from plantrooms and from the fresh air intake and discharge air grilles shall be controlled to 45dB(A) Leq(30min), measured at 1m from the nearest NSRs. Provisions shall be made to control the plant noise by suitable silencers, acoustic louvres, vibration isolators and enclosures in order to meet the noise requirement in the HKPSG.

8. NOISE IMPACTS TO THE RCHE AND DCU

8.1 A 8-storey of RCHE and DCU will be located in Area (B) of the proposed Development, which will subject to the road traffic noise and fixed noise sources.

8.2 As the typical layout of the RCHE and DCU are not available at this stage, representative noise assessment points are assigned to all façade of the building to have preliminary noise results.

Road Traffic Noise Impact for RCHE and DCU

8.3 The predicted road traffic noise levels for the RCHE and DCU will be in the range of 66 – 80dB(A), which exceeded the noise criteria (i.e. 70dB(A)). The road traffic noise results are presented in Appendix 8.

8.4 The DCU would be equipped with central air-conditioning and would not rely on opened windows for ventilation. No adverse noise impact is anticipated.

8.5 The southern façade facing Ting Kok Road will have significant noise exceedance, fixed glazing and no noise sensitive rooms of RCHE will be adopted at the southern façade. According to the ProPECC PN5/23, the Acoustic Window (Baffle Type) together with the sound absorptive material will have 7.5dB(A) noise reduction. With the provision of this acoustic window and fixed glazing, all the NSRs of the RCHE and DCU will comply with the noise limit (Appendix 7). The requirements such as the room size, dimensions of the acoustic window (baffle type), etc., in the PN5/23 will be fully complied with in order to apply the relative noise reduction stated in the PN.

8.6 As the typical layout of the RCHE and DCU is not available at this stage, the noise mitigation measures and the noise performance would be reviewed during the detailed building design stage in order to achieve noise limits in HKPSG. The wards and diagnostic room will be designed to have air-conditioning without openable window for ventilation, or designed to locate at the north or west façade.

Fixed Noise Impact for RCHE and DCU

8.7 The predicted façade noise levels from fixed noise sources at the representative NSR on RCHE and DCU is 58 dB(A) Leq(30min) during day and evening time periods, and 35dB(A) Leq(30min) during night-time period. These predicted noise levels are within the stipulated noise limits as mentioned in Section 3.

Fixed Noise Sources from RCHE and DCU

8.8 Refer to the Section 3.7, the prevailing background noise levels of the identified noise sensitive receiver were higher than ANL – 5dB(A). Therefore, the ANL – 5dB(A) are used as the criteria for noise from planned fixed sources (i.e. 55dB(A) for daytime, and 45dB(A) for night-time).

8.9 The planning fixed noise sources included the air conditioning system of the RCHE and DCU, such as chiller and cooling tower. The acoustic performance of the fixed noise sources would be reviewed during detailed design stage. If found necessary, acoustic treatments such as provision of acoustic silencers and acoustic enclosures shall be proposed in order to comply with the relevant noise requirements in the HKPSG.

9. CONSTRUCTION NOISE IMPACT

9.1 The major construction activities of the Development site include soil excavation, site formation, backfilling, piling and superstructure, etc. Construction noise will be generated by the use of Powered Mechanical Equipment (PME) such as excavator and dump truck, etc. during the construction work. Given that the details of the construction programme and plant inventory are not available at this stage, a qualitative assessment was then conducted.

9.2 With the implementation of standard practices recommended in the ProPECC PN 1/24 "Minimizing Noise from Construction Activities", adverse construction noise impact is normally not anticipated. The recommended mitigation measures are summarized below.

Standard Practice for Construction Phase

9.3 The recommended practices below would be considered in all worksites as good practices to limit noise emissions at the source include:-

- Good site practices to limit noise emissions at the source;
- Use of quality powered mechanical equipment (QPME);
- Use of site hoarding as noise barrier to screen noise at ground level of NSRs;
- Use of temporary noise barriers, noise enclosure and acoustic mat to screen noise from relatively static PMEs;
- Scheduling of construction works outside school examination periods in critical area; and
- Alternative use of plant items within one worksite, wherever practicable.

9.4 The above recommended practices would need to be implemented in worksites as good practices where appropriate. Reference shall also be made to EPD's recommended pollution control clauses for construction contracts.

10. CONCLUSION

10.1 Noise assessments have been conducted to predict the noise impacts at the proposed Development.

10.2 For road traffic noise, the predicted maximum road traffic noise level of the residential flats in Area (A) and the social welfare facilities in Area (B) will be 73dB(A) and 80dB(A) respectively, exceeding the stipulated 70dB(A) noise criterion. Therefore, noise mitigation measures are required.

10.3 With the provision of Acoustic Window (baffle type), the assessment results indicate that the predicted road traffic noise levels at all the residential flats in Area (A) and the social welfare facilities in Area (B) (i.e. 100%) will comply with the 70dB(A) noise criterion.

10.4 For the fixed noise sources impact, the assessment results indicate that all the residential flats in Area (A) and the social welfare facilities in Area (B) will be within the stipulated noise limits.

10.5 A noise impact assessment will be conducted in the detailed design stage to address the potential noise impact for the proposed Development and recommend noise mitigation measures in order to meet the requirements under the HKPSG.

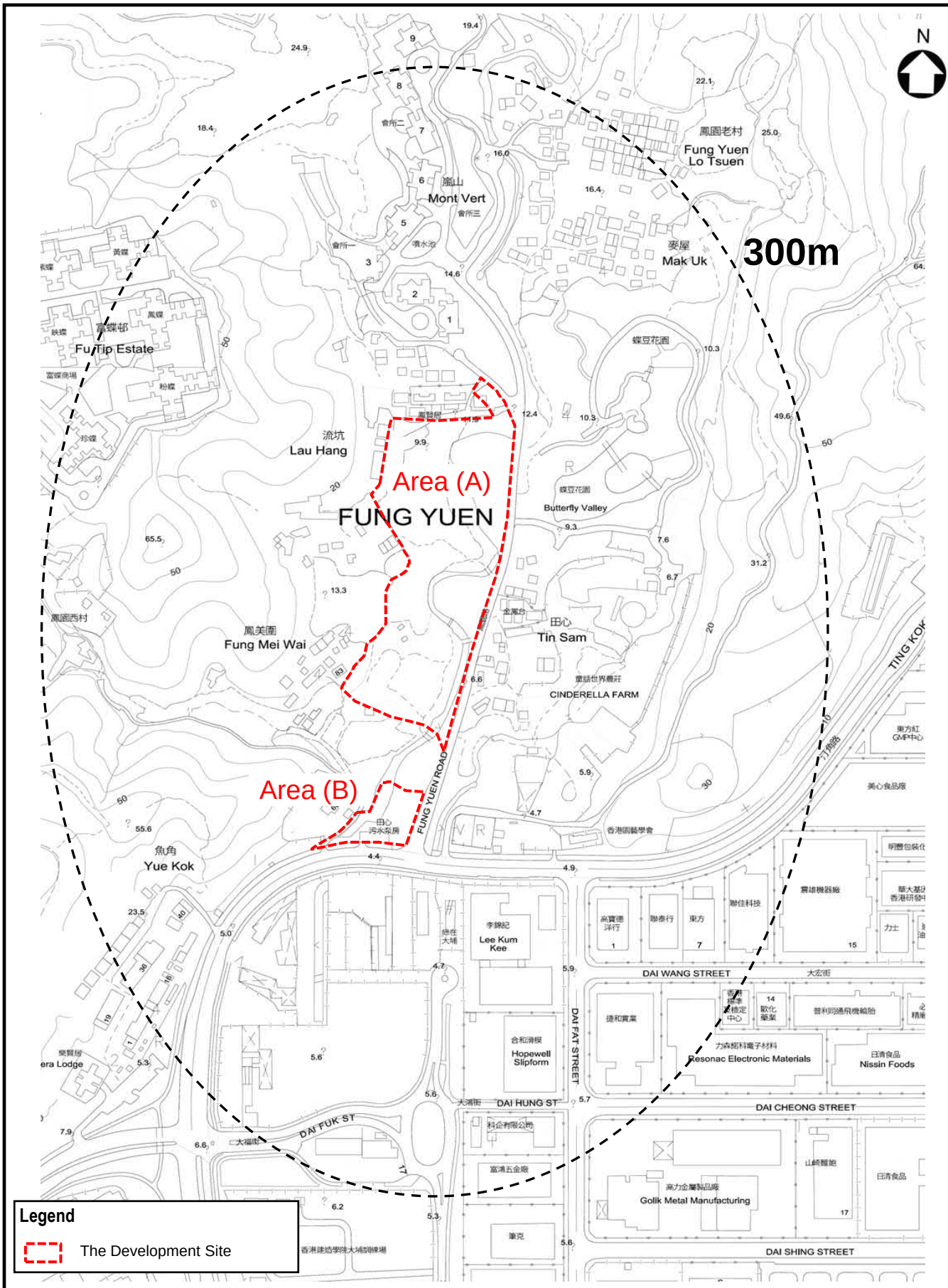
11. REFERENCES

[1] "Hong Kong Planning Standards & Guidelines" of March 2014 of Hong Kong Government.

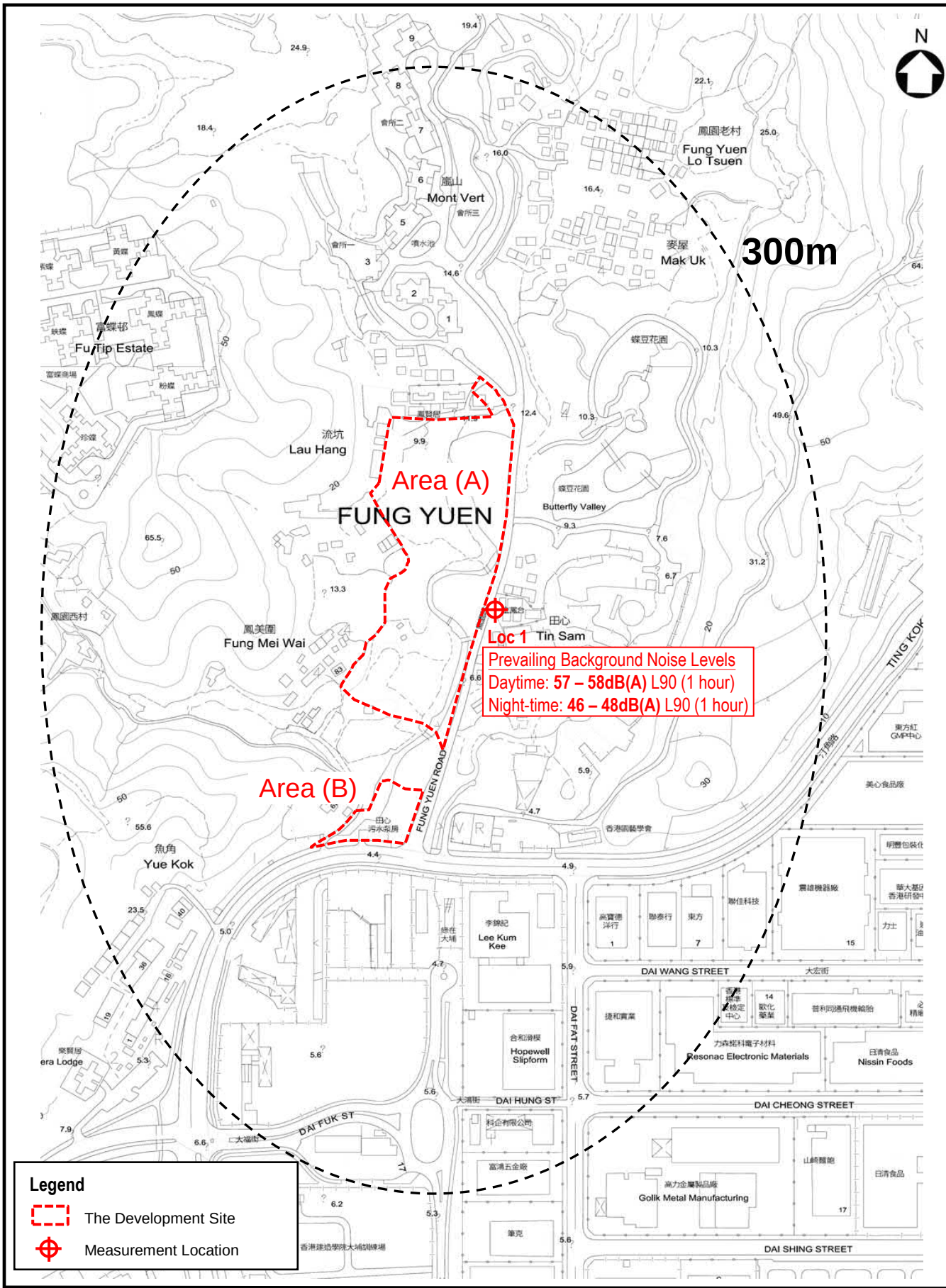
[2] "Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites" (IND – TM) issued under the Noise Control Ordinance.

[3] "RoadNoise 2000" Computer Software of WS Atkins Noise and Vibration, England.

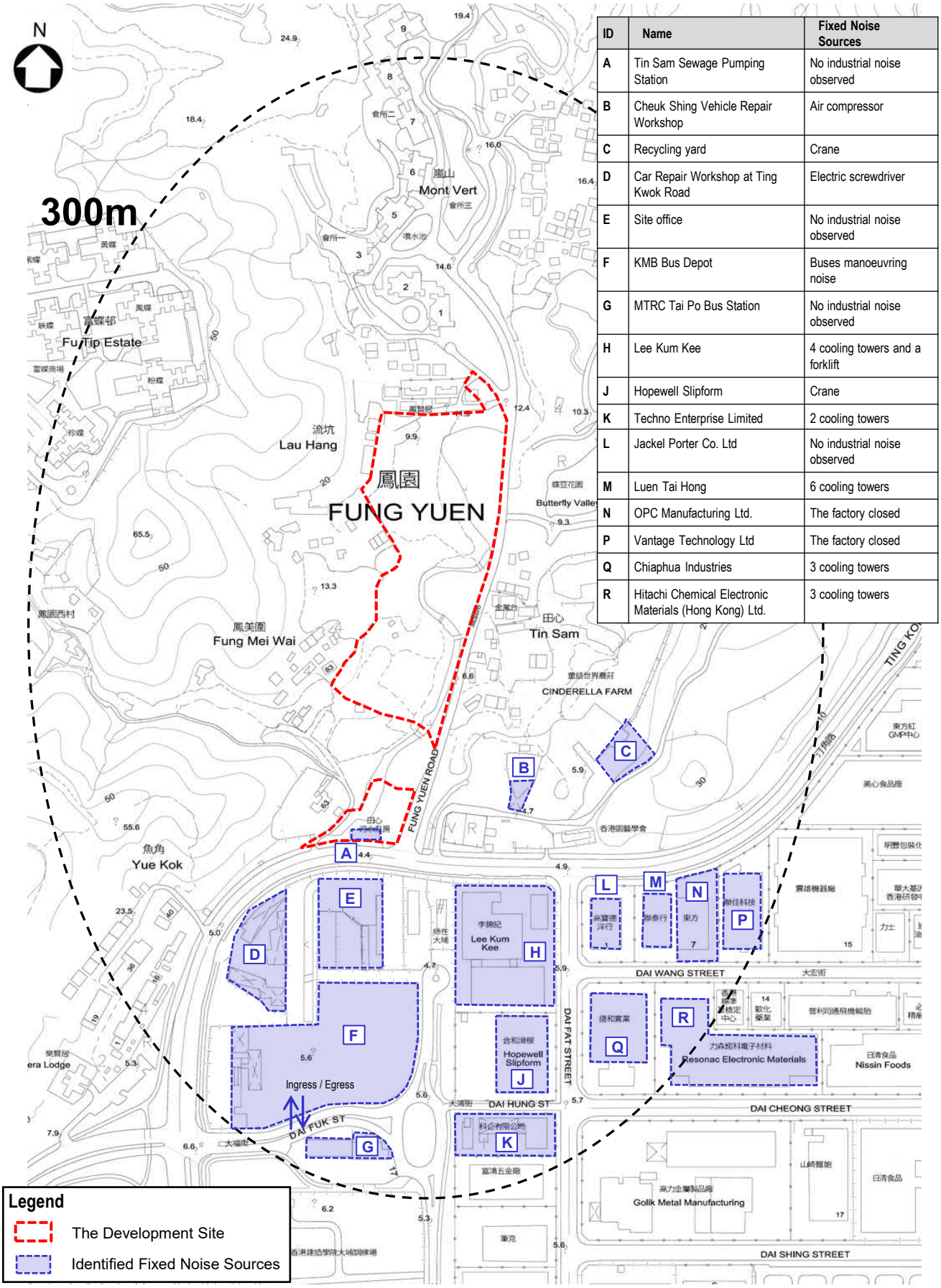
[4] "Calculation of Road Traffic Noise" of the Department of Transport, Welsh Office, UK.



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Site Location**	**1**



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Measurement Locations**	**2**



ID	Name	Fixed Noise Sources
A	Tin Sam Sewage Pumping Station	No industrial noise observed
B	Cheuk Shing Vehicle Repair Workshop	Air compressor
C	Recycling yard	Crane
D	Car Repair Workshop at Ting Kwok Road	Electric screwdriver
E	Site office	No industrial noise observed
F	KMB Bus Depot	Buses manoeuvring noise
G	MTRC Tai Po Bus Station	No industrial noise observed
H	Lee Kum Kee	4 cooling towers and a forklift
J	Hopewell Slipform	Crane
K	Techno Enterprise Limited	2 cooling towers
L	Jackel Porter Co. Ltd	No industrial noise observed
M	Luen Tai Hong	6 cooling towers
N	OPC Manufacturing Ltd.	The factory closed
P	Vantage Technology Ltd	The factory closed
Q	Chiaphua Industries	3 cooling towers
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd.	3 cooling towers

Legend

- The Development Site
- Identified Fixed Noise Sources

Westwood Hong & Associates Ltd

PROJECT: 22608

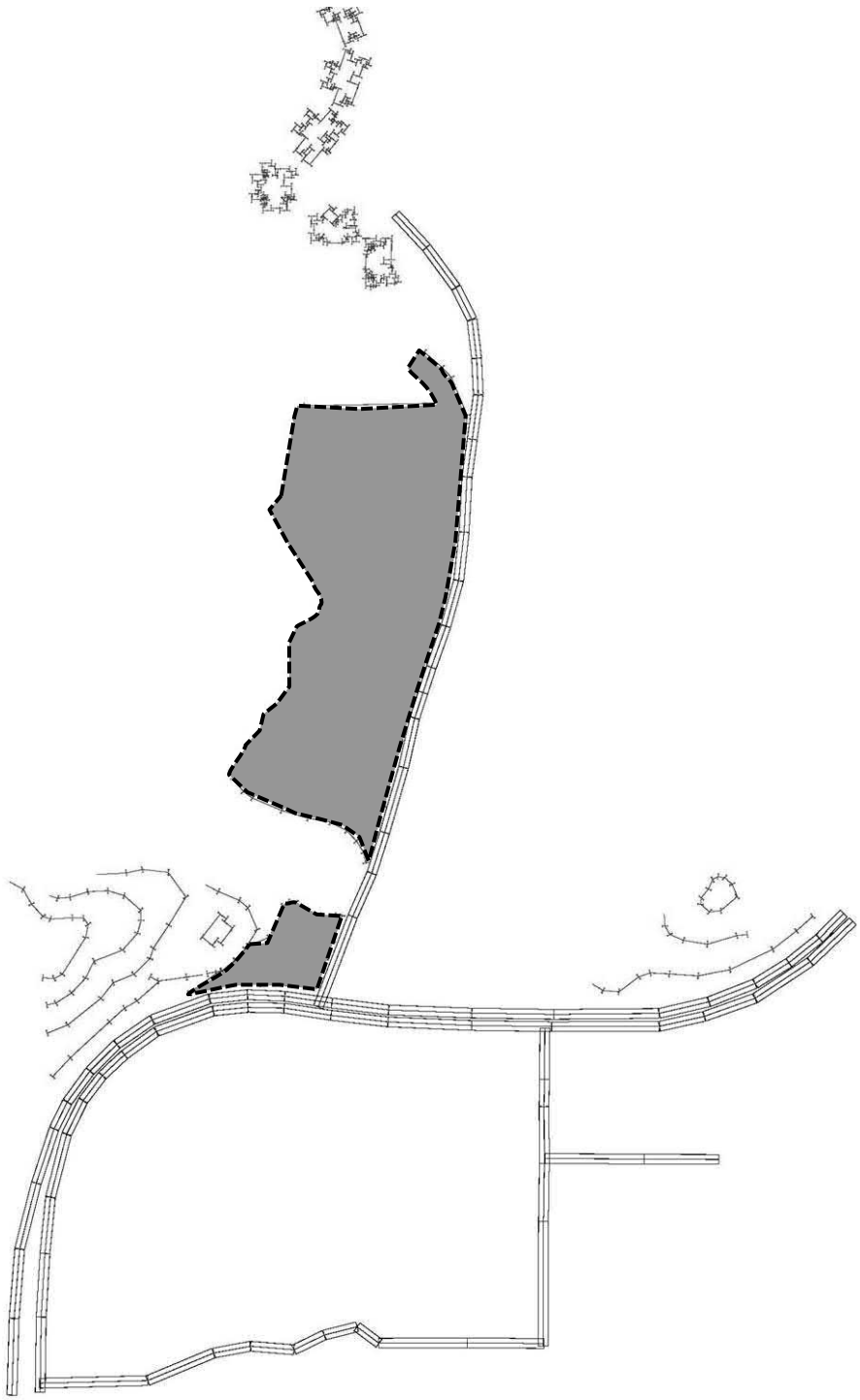
Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po

TITLE:

Location of Fixed Noise Sources

FIGURE

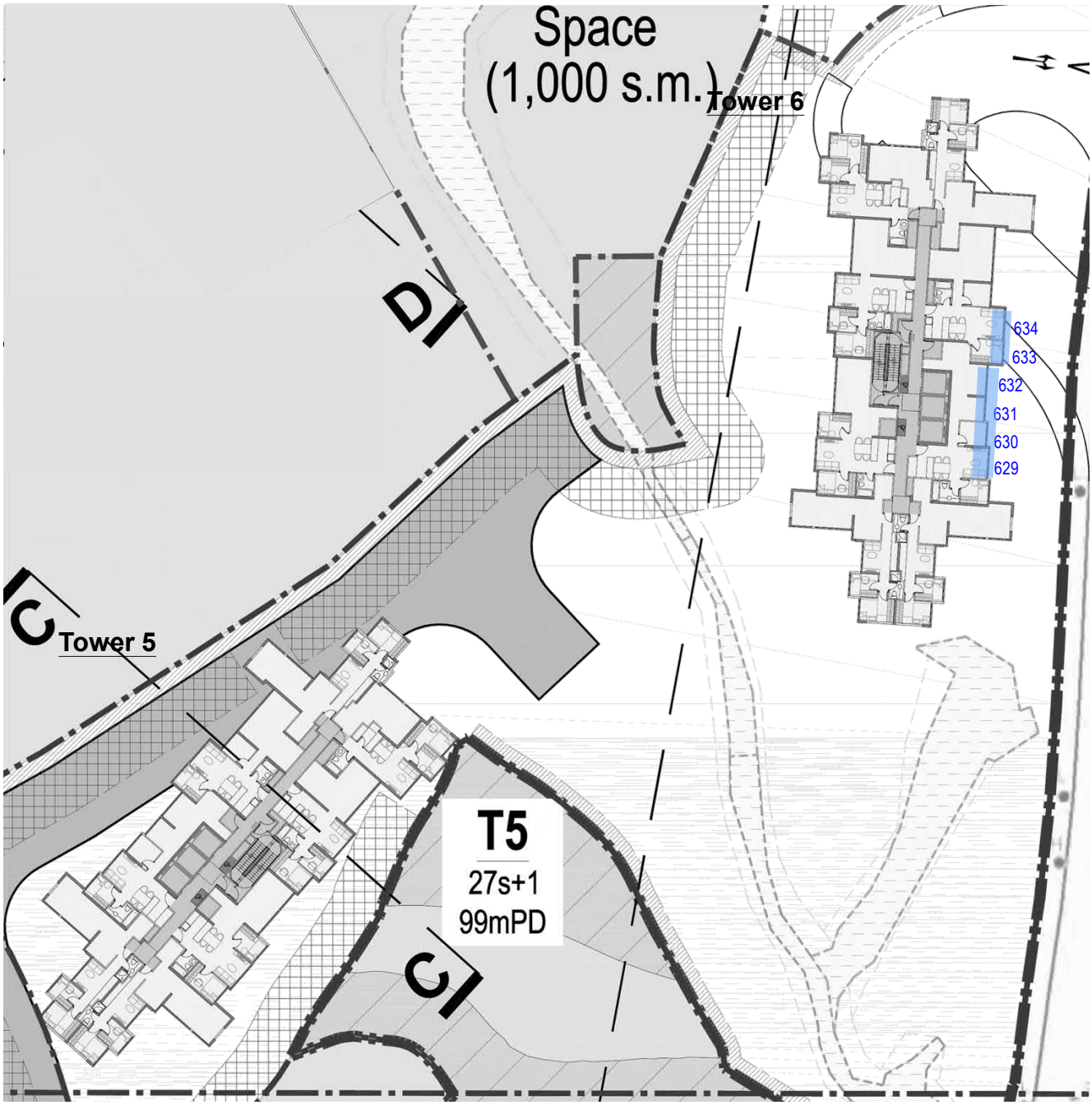
3



Legend

The Development Site

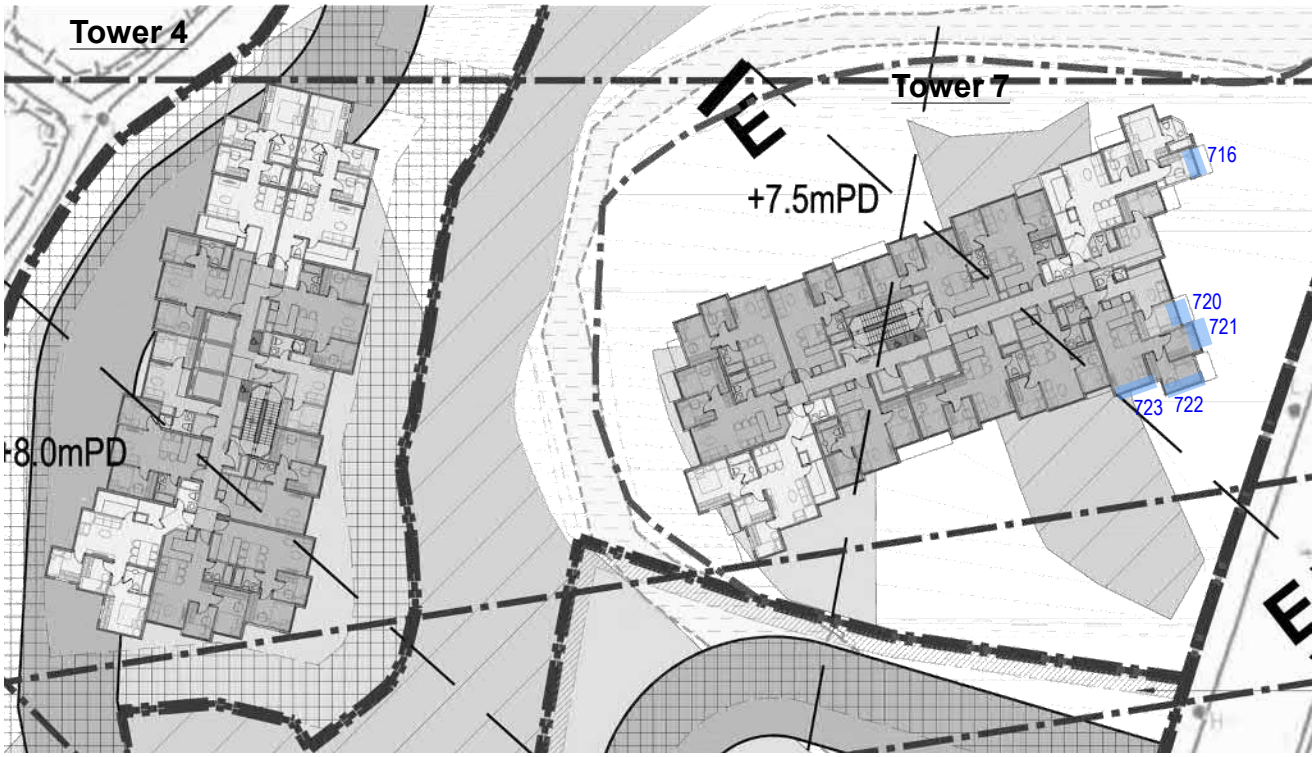
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Computer Plot of Road Scheme**	**4**



Legend

Acoustic Window (Baffle Type)

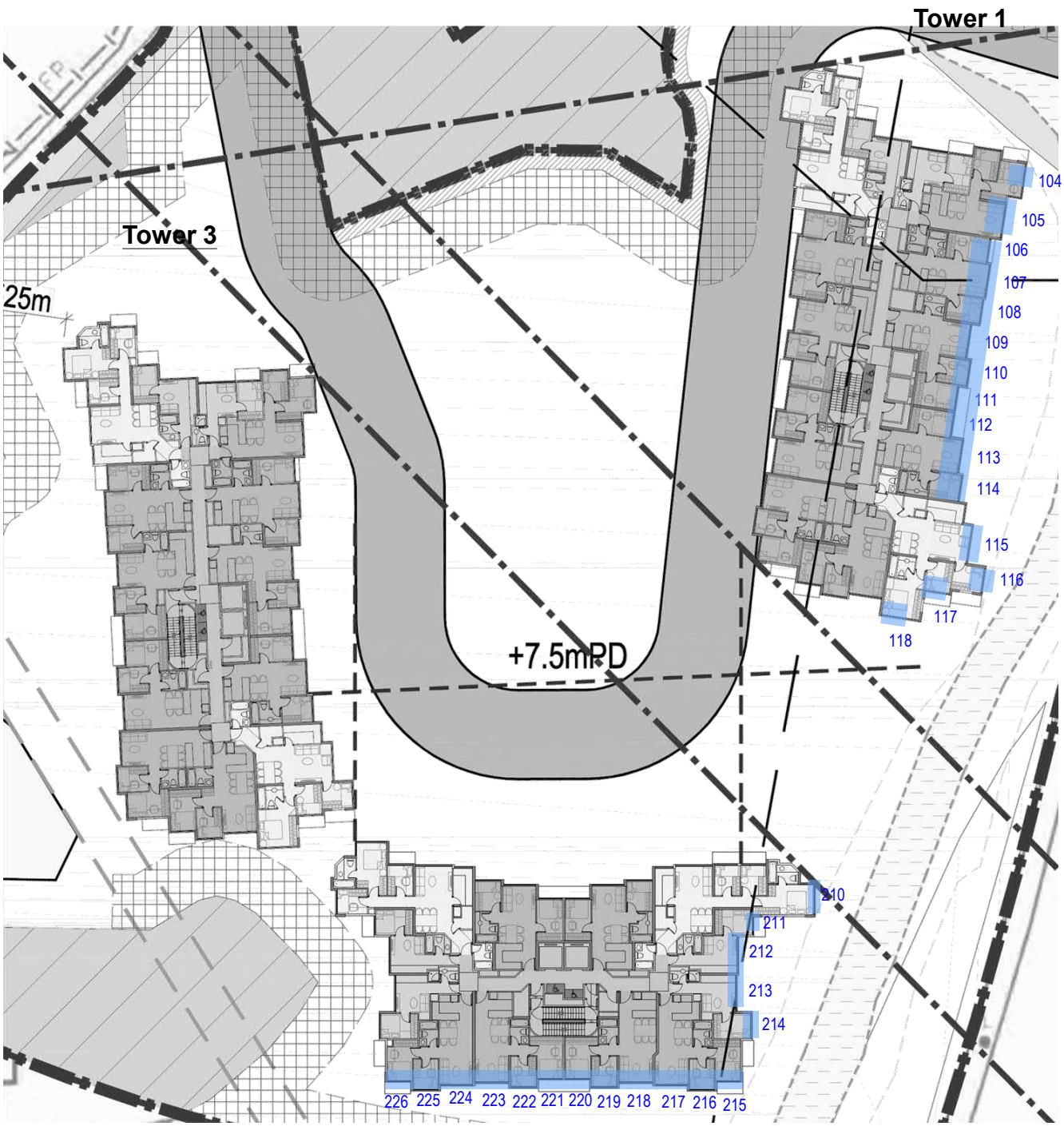
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Noise Mitigation Measures (Tower 5 and Tower 6)**	**5a**



Legend

Acoustic Window (Baffle Type)

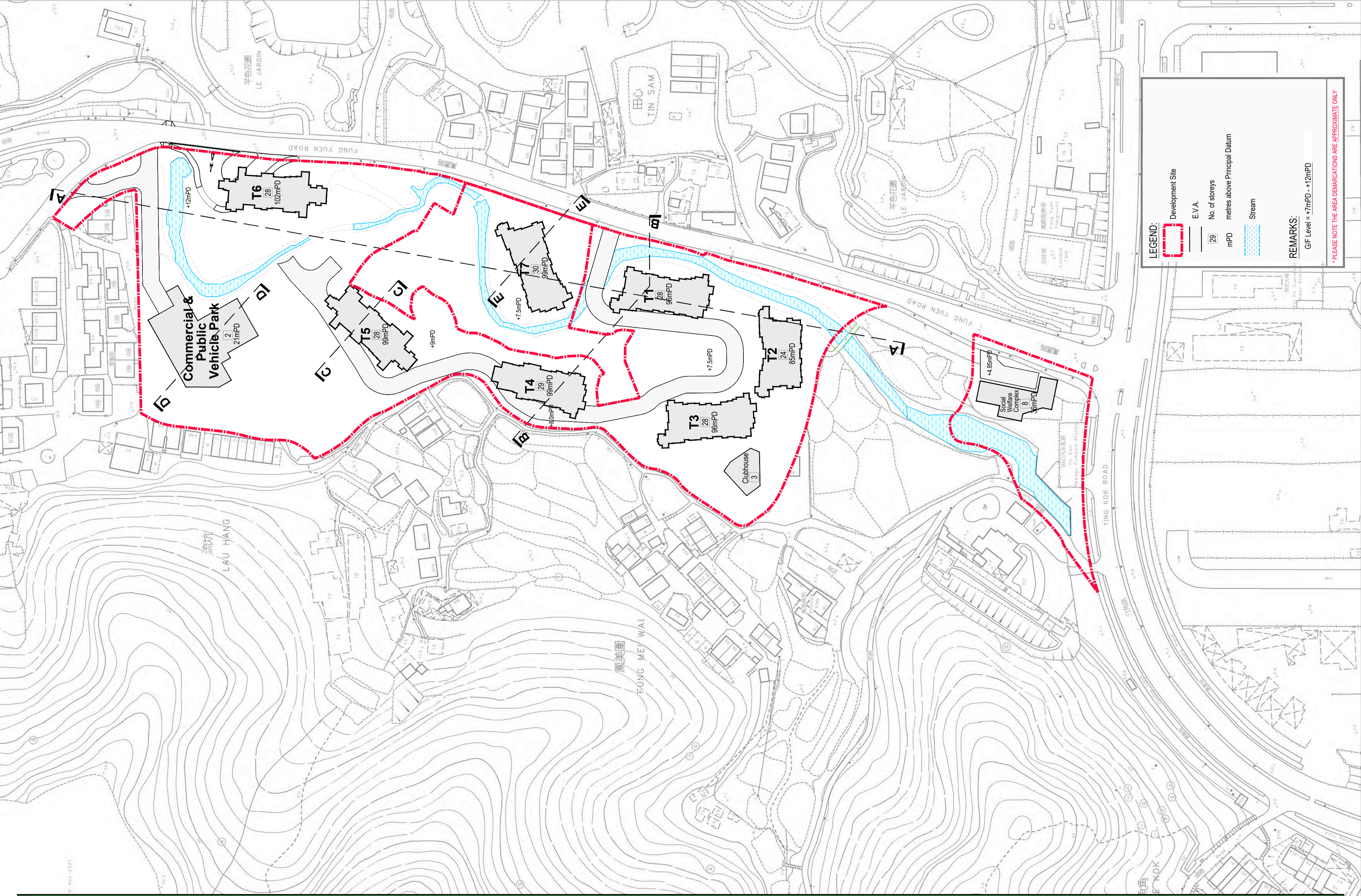
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Noise Mitigation Measures (Tower 4 and Tower 7)**	**5b**



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Noise Mitigation Measures (Tower 1 – Tower 3)**	**5c**

APPENDIX 1

ARCHITECTURAL DRAWINGS



REZONING APPLICATION
AT FUNG YUEN ROAD,
TAI PO, N.T.

Indicative Layout Plan

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10/09/2025
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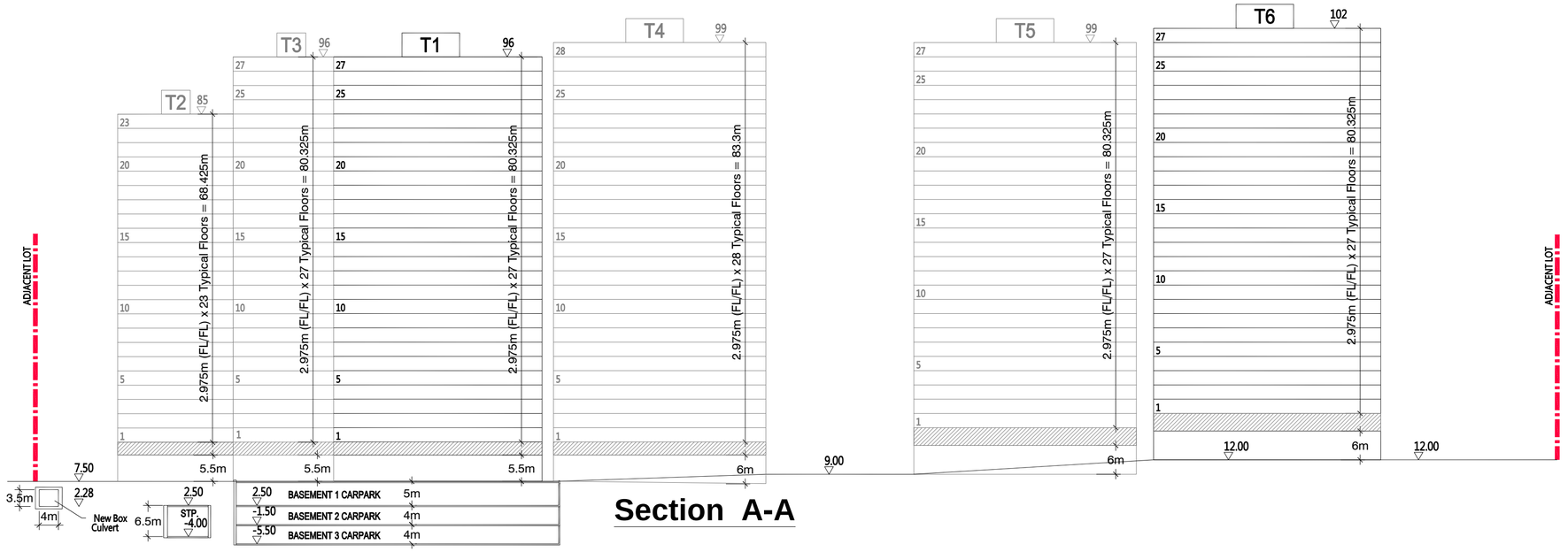
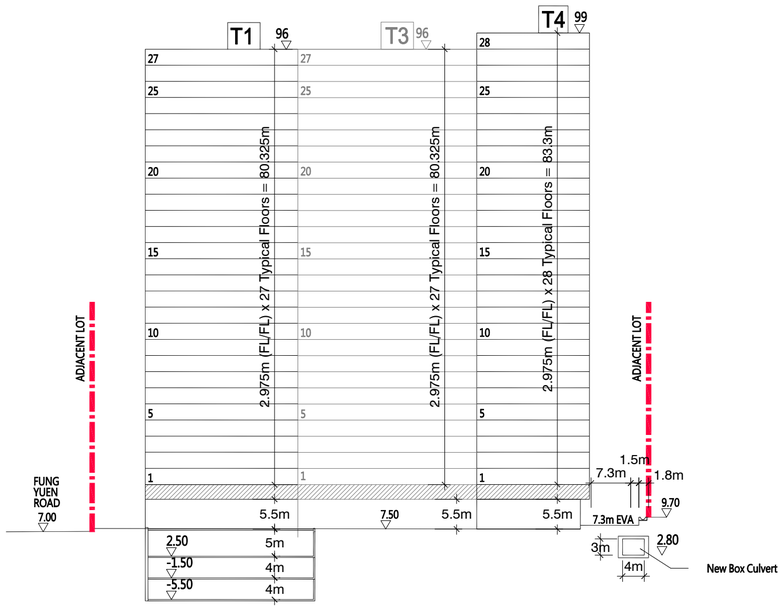


Section A-A



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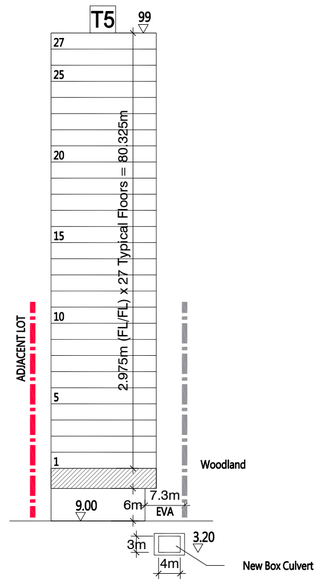
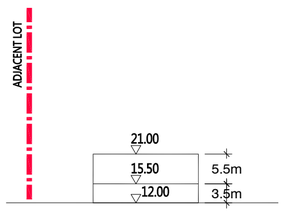
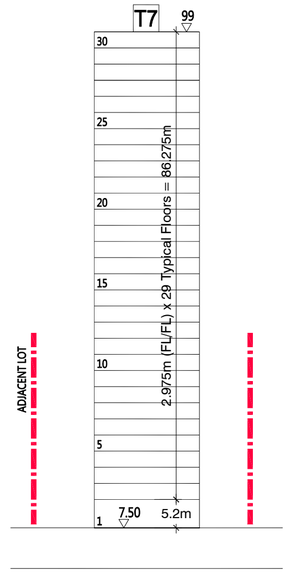


Section C-C



Section D-D



Section E-E

REZONING APPLICATION
AT FUNG YUEN ROAD,
TAI PO, N.T.

Diagrammatical Section Plan

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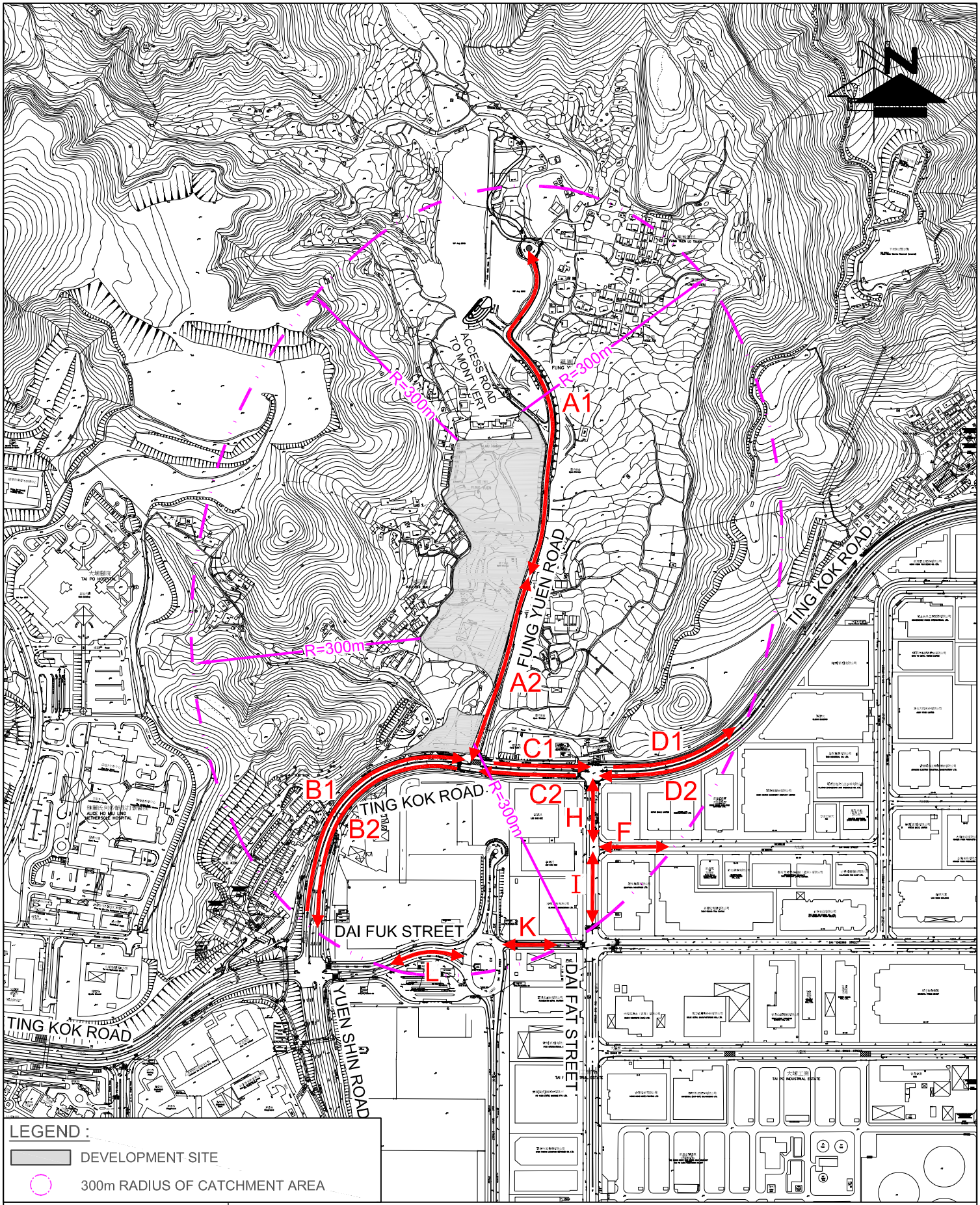
APPENDIX 2

YEAR 2045 TRAFFIC FORECAST
(provided by CTA CONSULTANTS LTD.)
AND
CONFIRMATION FROM HYD



LEGEND :

DEVELOPMENT SITE

300m RADIUS OF CATCHMENT AREA

FIGURE NO.: 1	PROJECT TITLE: Rezoning Application at Fung Yuen Road, Tai Po
PROJECT NO.: 25022HK	DRAWING TITLE: INDEX PLAN FOR TNIA (300m)
SCALE: 1 : 6500 @A4 / DATE: 15 APR 2025	CTA Consultants Limited 志達顧問有限公司

25022HK

Rezoning Application at Fung Yuen Road, Tai Po

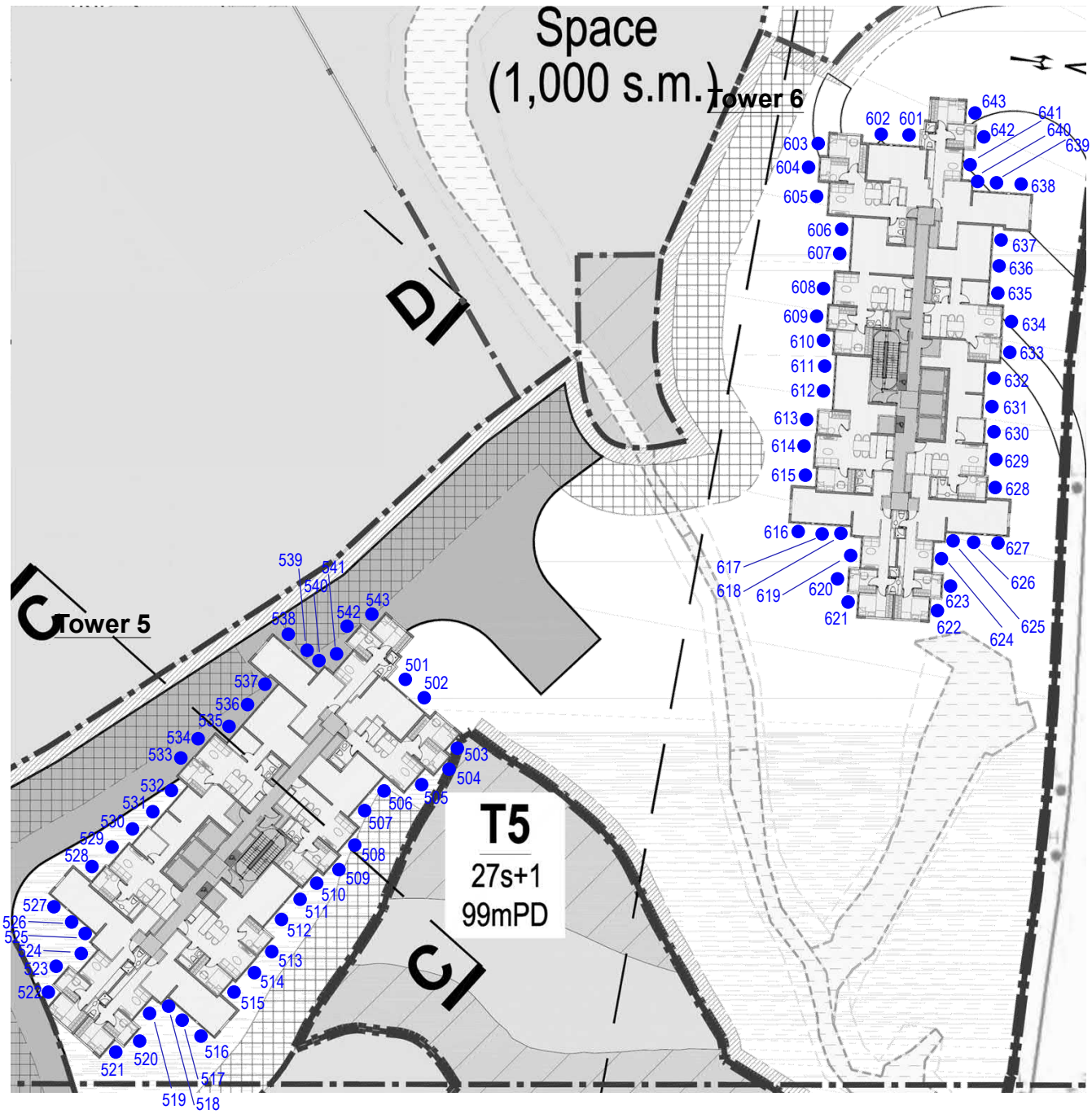
TRAFFIC FORECAST FOR TRAFFIC NOISE IMPACT ASSESSMENT

CTA Consultants Limited 志達顧問有限公司

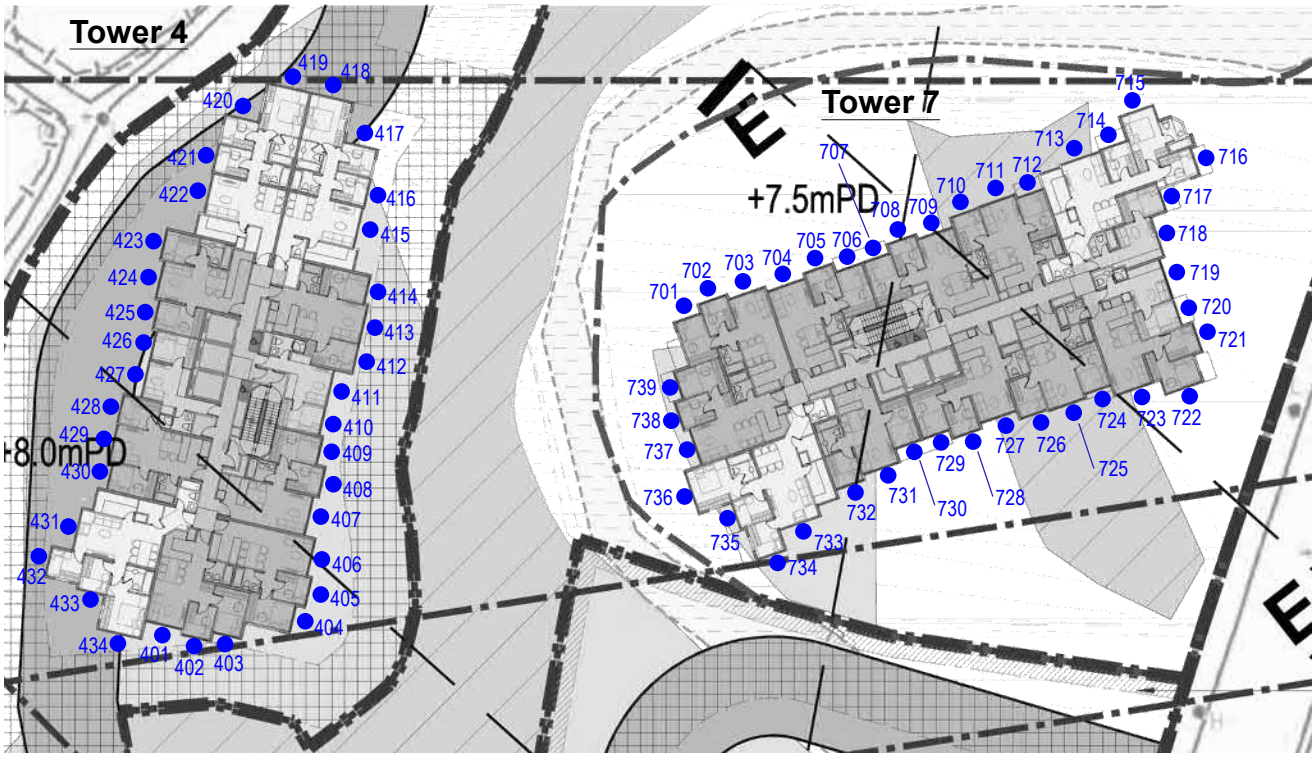
Link No.	Road Name	Speed	1-way / 2-way	Year 2045			
				AM Peak		PM Peak	
				Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%
A1	Fung Yuen Road	50	2-way	280	30%	290	26%
A2	Fung Yuen Road	50	2-way	580	23%	550	19%
B1	Ting Kok Road	70	1-way	1500	28%	1510	20%
B2	Ting Kok Road	70	1-way	1780	23%	1370	22%
C1	Ting Kok Road	70	1-way	1420	29%	1370	20%
C2	Ting Kok Road	70	1-way	1610	24%	1260	21%
D1	Ting Kok Road	70	1-way	1120	26%	1220	17%
D2	Ting Kok Road	70	1-way	1370	22%	1020	18%
F	Dai Wang Street	50	2-way	330	45%	170	30%
H	Dai Fai Street	50	2-way	440	45%	310	53%
I	Dai Fat Street	50	2-way	310	60%	250	54%
K	Dai Hung Street	50	1-way	210	43%	240	23%
L	Dai Fuk Street	50	2-way	490	43%	480	29%

APPENDIX 3

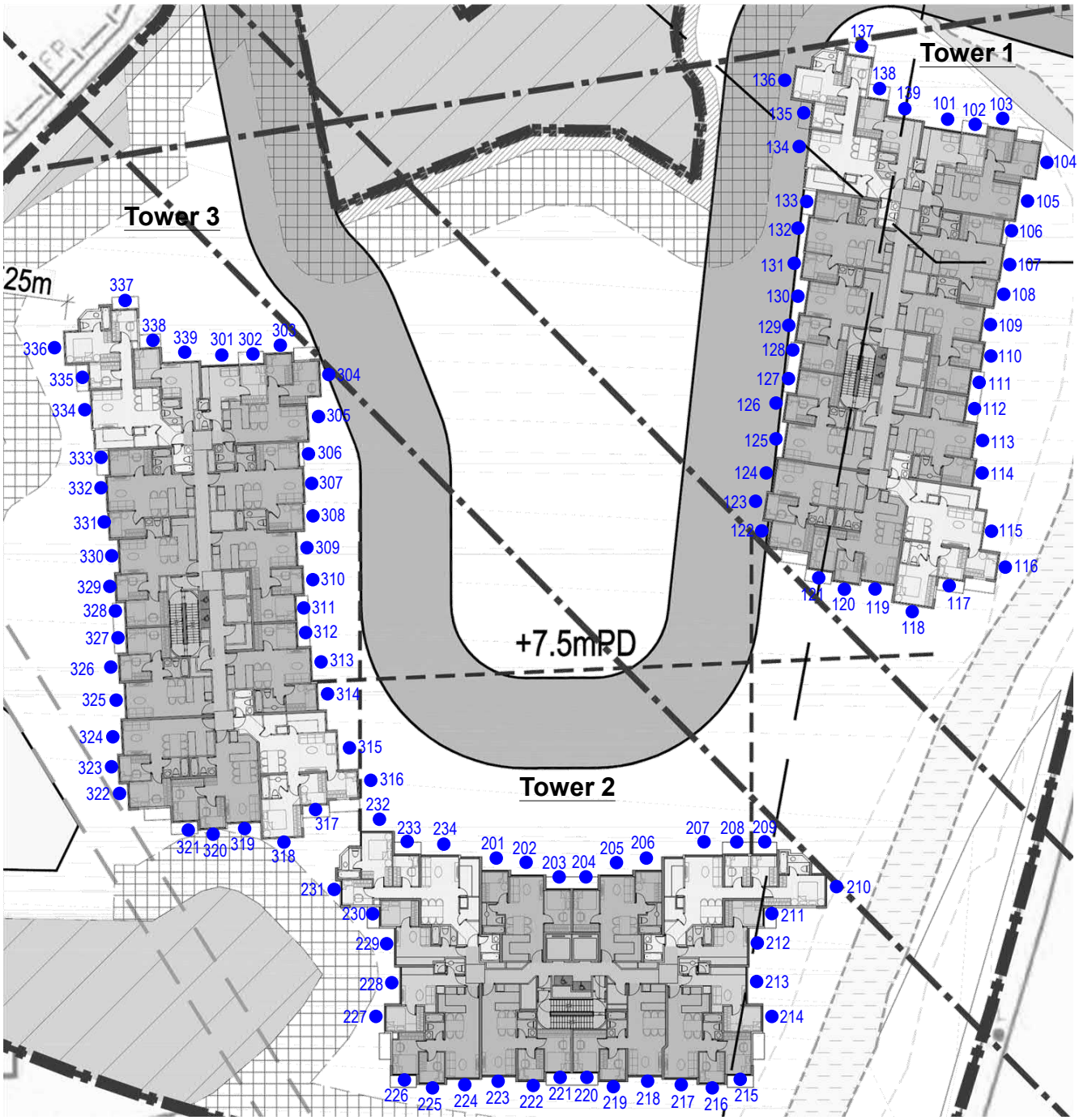
PREDICTED FAÇADE NOISE LEVELS FOR ROAD TRAFFIC NOISE
(BASE SCENARIO)



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Assessment Point**	**A3-1**



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Assessment Point**	**A3-2**



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Assessment Point**	**A3-3**

Job No. : 22608
Job Title : Fung Yuen
Scenario : 2045 Traffic Forecast, AM Peak, Unmitigated

Floor	mPD Level of Noise Assessment	Receiver 101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118
1	**16.9**	65.0	65.7	67.9	**72.4**	**72.2**	**72.1**	**72.2**	**72.3**	**72.0**	**72.2**	**72.0**	**72.0**	**72.2**	**72.4**	**72.6**	**72.9**	**72.0**	**71.8**
2	**19.9**	64.9	65.5	67.6	**72.1**	**72.0**	**71.9**	**71.9**	**72.0**	**71.8**	**71.9**	**71.8**	**71.7**	**71.9**	**72.1**	**72.2**	**72.6**	**71.8**	**71.6**
3	**22.9**	64.7	65.3	67.4	**71.8**	**71.7**	**71.6**	**71.7**	**71.7**	**71.5**	**71.7**	**71.5**	**71.5**	**71.6**	**71.8**	**71.9**	**72.3**	**71.6**	**71.5**
4	**25.8**	64.5	65.0	67.1	**71.5**	**71.4**	**71.4**	**71.4**	**71.5**	**71.3**	**71.4**	**71.2**	**71.2**	**71.3**	**71.4**	**71.5**	**72.0**	**71.3**	**71.2**
5	**28.8**	64.2	64.8	66.8	**71.2**	**71.1**	**71.1**	**71.1**	**71.2**	**71.0**	**71.1**	**70.9**	**70.9**	**71.0**	**71.1**	**71.2**	**71.7**	**71.1**	**71.0**
6	**31.8**	64.0	64.5	66.5	**71.0**	**70.9**	**70.8**	**70.9**	**70.9**	**70.7**	**70.8**	**70.7**	**70.6**	**70.8**	**70.9**	**70.9**	**71.4**	**70.9**	**70.8**
7	**34.8**	63.8	64.3	66.2	**70.7**	**70.6**	**70.6**	**70.6**	**70.7**	**70.5**	**70.6**	**70.5**	70.4	**70.5**	**70.6**	**70.6**	**71.2**	**70.7**	**70.7**
8	**37.7**	63.5	64.0	66.0	**70.5**	70.4	70.4	70.4	70.4	70.3	70.4	70.2	70.1	70.3	70.4	70.4	**70.9**	**70.5**	**70.5**
9	**40.7**	63.3	63.7	65.7	70.3	70.2	70.2	70.2	70.2	70.1	70.2	70.0	69.9	70.0	70.2	70.1	**70.8**	70.4	70.3
10	**43.7**	63.1	63.5	65.4	70.1	70.0	69.9	70.0	70.0	69.9	70.0	69.8	69.7	69.8	69.9	69.9	**70.6**	70.2	70.3
11	**46.7**	62.8	63.3	65.2	69.9	69.8	69.7	69.8	69.8	69.7	69.8	69.6	69.5	69.6	69.7	69.7	70.4	70.1	70.1
12	**49.6**	62.6	63.0	64.9	69.7	69.6	69.6	69.7	69.7	69.5	69.6	69.4	69.3	69.5	69.6	69.5	70.3	69.9	70.0
13	**52.6**	62.4	62.8	64.7	69.5	69.4	69.4	69.5	69.5	69.3	69.5	69.3	69.2	69.3	69.4	69.4	70.1	69.9	69.9
14	**55.6**	62.2	62.6	64.5	69.4	69.3	69.3	69.4	69.4	69.2	69.3	69.1	69.0	69.2	69.3	69.2	70.0	69.7	69.8
15	**58.6**	62.0	62.4	64.2	69.3	69.2	69.1	69.2	69.2	69.1	69.2	69.0	68.9	69.0	69.1	69.1	69.9	69.6	69.7
16	**61.5**	61.8	62.2	64.0	69.1	69.0	69.0	69.1	69.1	68.9	69.0	68.9	68.8	68.9	69.0	69.0	69.8	69.5	69.6
17	**64.5**	61.6	62.0	63.8	69.0	68.9	68.9	69.0	69.0	68.8	68.9	68.7	68.7	68.8	68.9	68.8	69.7	69.5	69.5
18	**67.5**	61.4	61.8	63.6	68.9	68.8	68.8	68.8	68.9	68.7	68.8	68.6	68.5	68.7	68.7	68.7	69.6	69.4	69.4
19	**70.5**	61.2	61.6	63.4	68.8	68.7	68.7	68.7	68.7	68.6	68.7	68.5	68.4	68.6	68.6	68.6	69.5	69.3	69.3
20	**73.4**	61.1	61.4	63.3	68.7	68.6	68.6	68.6	68.6	68.5	68.6	68.4	68.3	68.5	68.5	68.5	69.4	69.2	69.3
21	**76.4**	60.9	61.2	63.1	68.6	68.5	68.5	68.5	68.5	68.4	68.5	68.3	68.2	68.3	68.4	68.4	69.4	69.1	69.2
22	**79.4**	60.7	61.1	62.9	68.5	68.4	68.4	68.4	68.5	68.3	68.4	68.2	68.1	68.3	68.4	68.3	69.3	69.1	69.1
23	**82.4**	60.6	60.9	62.8	68.4	68.3	68.3	68.3	68.4	68.2	68.3	68.1	68.0	68.2	68.2	68.2	69.2	69.0	69.1
24	**85.3**	60.4	60.8	62.6	68.3	68.3	68.2	68.2	68.3	68.1	68.2	68.0	67.9	68.1	68.2	68.1	69.1	68.9	69.0
25	**88.3**	60.3	60.6	62.5	68.2	68.2	68.1	68.2	68.2	68.0	68.1	67.9	67.8	68.0	68.1	68.0	69.1	68.9	68.9
26	**91.3**	60.1	60.5	62.3	68.2	68.0	68.0	68.1	68.1	67.9	68.0	67.8	67.7	67.9	68.0	67.9	69.1	68.8	68.9
27	**94.3**	60.0	60.3	62.2	68.1	68.0	68.0	68.0	68.0	67.9	68.0	67.8	67.7	67.8	67.9	67.8	69.1	68.9	69.0
28																			
29																			
30																			

Floor	Tower 1: 119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139
1	69.9	69.8	69.0	65.3	61.9	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	45.0	48.9	45.1	44.7	43.5	64.6	64.5	64.4
2	69.8	69.7	69.0	65.2	61.8	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	45.8	49.7	47.5	47.1	45.6	64.5	64.4	64.3
3	69.7	69.6	68.9	65.2	61.7	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.4	50.4	49.4	49.0	46.8	64.4	64.2	64.2
4	69.6	69.5	68.8	65.1	61.7	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.7	50.8	50.5	50.0	47.5	64.2	64.1	64.0
5	69.4	69.3	68.7	65.0	61.6	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.9	51.2	51.1	50.6	48.0	64.1	63.9	63.8
6	69.3	69.2	68.6	65.0	61.5	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.1	47.0	51.3	51.8	51.3	48.2	63.9	63.7	63.6
7	69.2	69.1	68.5	64.9	61.5	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.0	47.1	51.5	52.2	51.7	48.7	63.7	63.5	63.4
8	69.1	69.0	68.3	64.8	61.4	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.0	47.1	51.5	52.5	51.9	48.9	63.5	63.3	63.2
9	69.0	68.9	68.2	64.8	61.3	35.6	35.0	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.5	52.8	52.2	49.3	63.4	63.1	63.0
10	68.9	68.7	68.2	64.7	61.3	35.6	35.0	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.6	52.9	52.4	49.6	63.2	62.9	62.7
11	68.8	68.7	68.1	64.6	61.2	35.6	34.9	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.5	52.9	52.4	49.9	63.0	62.7	62.5
12	68.7	68.6	68.0	64.6	61.1	35.6	34.9	35.4	34.9	34.8	34.8	34.8	35.0	47.0	51.5	53.0	52.5	50.0	62.8	62.5	62.3
13	68.6	68.5	68.0	64.5	61.1	35.5	34.9	35.4	34.9	34.8	34.8	34.7	35.0	47.0	51.5	53.0	52.5	50.1	62.6	62.3	62.1
14	68.5	68.4	67.9	64.4	61.0	35.5	34.9	35.4	34.8	34.8	34.7	34.7	34.9	46.9	51.4	53.0	52.5	50.1	62.4	62.2	61.9
15	68.5	68.3	67.8	64.4	60.9	35.5	34.9	35.3	34.8	34.8	34.7	34.7	34.9	46.9	51.4	53.0	52.4	50.2	62.3	62.0	61.7
16	68.4	68.3	67.8	64.3	60.9	35.5	34.8	35.3	34.8	34.8	34.7	34.6	34.9	46.8	51.3	52.9	52.5	50.2	62.1	61.8	61.6
17	68.4	68.2	67.7	64.2	60.8	35.4	34.7	35.2	34.7	34.7	34.7	34.7	34.9	46.8	51.3	52.9	52.4	50.2	61.9	61.6	61.4
18	68.3	68.2	67.6	64.2	60.8	35.7	35.0	35.6	35.1	35.0	35.0	35.0	35.2	46.7	51.2	52.9	52.4	50.2	61.8	61.4	61.2
19	68.3	68.1	67.6	64.1	60.7	36.4	35.7	36.2	35.7	35.7	35.8	35.6	35.9	46.7	51.1	52.8	52.4	50.2	61.6	61.3	61.0
20	68.2	68.0	67.5	64.1	60.7	37.5	36.8	37.3	36.8	36.8	36.9	36.6	36.9	46.7	51.1	52.8	52.3	50.2	61.5	61.1	60.9
21	68.1	68.0	67.5	64.0	60.6	38.8	38.1	38.6	38.1	38.0	38.2	37.8	38.1	46.9	51.1	52.8	52.3	50.2	61.3	61.0	60.7
22	68.1	67.9	67.4	64.0	60.6	40.3	39.6	40.1	39.5	39.5	39.5	39.3	39.4	46.9	51.1	52.8	52.3	50.2	61.2	60.8	60.6
23	68.0	67.9	67.4	63.9	60.6	42.0	41.3	41.7	41.2	41.1	41.1	40.8	40.9	47.2	51.2	52.8	52.3	50.3	61.0	60.7	60.4
24	68.0	67.8	67.3	63.9	60.5	43.9	43.2	43.5	43.0	42.9	42.9	42.6	42.6	47.6	51.3	52.8	52.4	50.4	60.9	60.5	60.3
25	68.0	67.8	67.3	63.9	60.6	46.1	45.4	45.6	45.1	44.9	44.8	44.5	44.5	48.2	51.5	52.9	52.5	50.5	60.7	60.4	60.1
26	68.0	67.8	67.3	64.0	60.7	48.7	48.0	48.0	47.5	47.2	47.1	46.7	46.7	49.1	51.9	53.1	52.7	50.8	60.6	60.2	60.0
27	68.1	67.9	67.4	64.2	61.2	52.3	51.5	51.3	50.6	50.3	50.1	49.5	49.5	50.7	52.7	53.6	53.1	51.3	60.5	60.1	59.8
28																					
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Floor	mPD Level of Noise Assessment	Tower 2																															
		201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234
1	17.8	60.5	60.6	60.2	59.9	61.2	62.0	64.4	65.4	66.4	73.0	71.2	71.0	71.2	72.8	73.0	72.8	72.2	72.0	71.9	71.7	71.6	71.6	71.4	71.2	71.2	71.0	67.3	63.9	64.6	65.1	66.4	59.4	59.6	60.1
2	20.8	60.5	60.6	60.1	59.8	61.1	61.9	64.2	65.2	66.2	72.8	71.1	70.8	71.0	72.6	72.9	72.7	72.2	72.0	71.9	71.7	71.6	71.6	71.5	71.4	71.3	71.2	67.6	64.6	65.2	65.6	66.8	59.4	59.6	60.1
3	23.8	60.4	60.5	60.0	59.7	61.0	61.8	64.1	65.1	66.0	72.6	71.0	70.7	70.9	72.4	72.9	72.6	72.2	72.0	71.9	71.7	71.6	71.7	71.5	71.4	71.4	71.3	67.9	65.1	65.6	65.9	67.2	59.3	59.5	60.0
4	26.7	60.3	60.4	59.9	59.6	60.8	61.6	63.9	64.9	65.8	72.4	70.9	70.5	70.7	72.3	72.7	72.5	72.1	71.9	71.9	71.7	71.7	71.7	71.6	71.5	71.4	71.3	68.1	65.5	65.9	66.3	67.4	59.2	59.4	59.9
5	29.7	60.2	60.3	59.8	59.5	60.7	61.5	63.7	64.7	65.6	72.1	70.7	70.4	70.5	72.1	72.6	72.5	72.0	71.9	71.9	71.7	71.6	71.7	71.5	71.5	71.5	71.3	68.2	65.7	66.2	66.5	67.6	59.2	59.4	59.8
6	32.7	60.1	60.1	59.6	59.4	60.5	61.3	63.5	64.5	65.3	71.9	70.5	70.3	70.4	71.9	72.5	72.3	72.0	71.8	71.8	71.6	71.6	71.6	71.5	71.5	71.4	71.3	68.2	65.8	66.3	66.6	67.7	59.1	59.3	59.7
7	35.7	59.9	60.0	59.5	59.2	60.4	61.2	63.3	64.2	65.1	71.8	70.4	70.1	70.2	71.7	72.4	72.3	71.9	71.8	71.8	71.6	71.5	71.6	71.5	71.4	71.4	71.3	68.2	65.9	66.3	66.6	67.7	59.0	59.2	59.6
8	38.6	59.8	59.9	59.4	59.1	60.2	61.0	63.1	64.0	64.9	71.6	70.3	70.0	70.0	71.6	72.3	72.2	71.8	71.7	71.7	71.6	71.5	71.5	71.5	71.4	71.4	71.3	68.2	65.8	66.4	66.7	67.8	58.9	59.2	59.5
9	41.6	59.7	59.8	59.2	58.9	60.1	60.8	63.0	63.8	64.6	71.4	70.2	69.9	69.9	71.5	72.2	72.1	71.7	71.6	71.6	71.5	71.5	71.5	71.4	71.4	71.4	71.3	68.2	65.8	66.4	66.7	67.7	58.8	59.1	59.4
10	44.6	59.6	59.6	59.1	58.8	59.9	60.6	62.8	63.6	64.4	71.3	70.1	69.8	69.8	71.3	72.1	72.0	71.7	71.6	71.6	71.4	71.4	71.5	71.4	71.3	71.3	71.2	68.2	65.8	66.3	66.6	67.7	58.7	59.0	59.3
11	47.6	59.4	59.5	58.9	58.6	59.7	60.5	62.6	63.4	64.2	71.2	70.0	69.7	69.7	71.2	72.0	71.9	71.6	71.5	71.5	71.4	71.4	71.4	71.3	71.3	71.3	71.2	68.1	65.8	66.3	66.6	67.7	58.6	58.8	59.2
12	50.5	59.4	59.3	58.8	58.5	59.6	60.3	62.4	63.2	64.0	71.0	69.9	69.6	69.6	71.1	71.9	71.8	71.6	71.5	71.5	71.3	71.3	71.3	71.3	71.2	71.2	71.1	68.1	65.7	66.3	66.6	67.7	58.5	58.7	59.1
13	53.5	59.2	59.2	58.6	58.3	59.4	60.1	62.2	63.0	63.7	70.9	69.8	69.5	69.4	71.0	71.8	71.7	71.5	71.4	71.4	71.3	71.3	71.3	71.2	71.2	71.2	71.1	68.1	65.7	66.2	66.6	67.6	58.4	58.6	58.9
14	56.5	59.1	59.1	58.5	58.1	59.3	59.9	62.0	62.8	63.5	70.8	69.7	69.4	69.3	70.9	71.8	71.7	71.4	71.3	71.3	71.2	71.2	71.3	71.2	71.2	71.2	71.1	68.0	65.6	66.2	66.5	67.6	58.3	58.5	58.8
15	59.5	59.0	58.9	58.3	58.0	59.1	59.8	61.8	62.6	63.3	70.7	69.6	69.3	69.2	70.8	71.7	71.6	71.3	71.3	71.3	71.2	71.1	71.2	71.1	71.1	71.1	71.0	68.0	65.6	66.2	66.5	67.6	58.2	58.4	58.7
16	62.4	58.8	58.8	58.2	57.8	58.9	59.6	61.7	62.4	63.2	70.6	69.5	69.2	69.1	70.7	71.6	71.5	71.3	71.2	71.2	71.1	71.1	71.1	71.1	71.1	71.1	71.0	67.9	65.6	66.1	66.4	67.5	58.1	58.3	58.6
17	65.4	58.7	58.6	58.0	57.7	58.8	59.5	61.5	62.2	63.0	70.5	69.5	69.1	69.0	70.6	71.5	71.5	71.2	71.2	71.2	71.1	71.0	71.1	71.0	71.0	71.0	70.9	67.9	65.5	66.1	66.4	67.5	58.0	58.1	58.4
18	68.4	58.6	58.6	57.9	57.6	58.6	59.3	61.3	62.0	62.8	70.4	69.4	69.0	69.0	70.5	71.5	71.4	71.2	71.1	71.1	71.0	71.0	71.0	71.0	71.0	71.0	70.9	67.8	65.5	66.0	66.4	67.4	57.9	58.0	58.3
19	71.4	58.4	58.4	57.8	57.4	58.5	59.2	61.2	61.9	62.6	70.3	69.3	69.0	68.9	70.4	71.4	71.3	71.1	71.0	71.1	71.0	70.9	71.0	70.9	70.9	70.9	70.8	67.8	65.4	66.0	66.3	67.4	57.8	57.9	58.2
20	74.3	58.3	58.3	57.6	57.3	58.3	59.0	61.0	61.7	62.5	70.2	69.2	68.9	68.8	70.3	71.3	71.3	71.0	71.0	71.0	70.9	70.9	70.9	70.9	70.9	70.8	70.8	67.7	65.4	65.9	66.3	67.3	57.7	57.8	58.1
21	77.3	58.2	58.2	57.5	57.1	58.2	58.9	60.9	61.5	62.3	70.1	69.2	68.8	68.7	70.3	71.3	71.2	71.0	70.9	70.9	70.8	70.8	70.9	70.8	70.8	70.8	70.7	67.7	65.3	65.9	66.2	67.3	57.5	57.7	58.0
22	80.3	58.1	58.0	57.4	57.0	58.1	58.7	60.7	61.4	62.1	70.1	69.1	68.7	68.6	70.2	71.2	71.1	70.9	70.9	70.9	70.8	70.8	70.8	70.8	70.7	70.7	70.7	67.6	65.3	65.9	66.2	67.3	57.4	57.6	57.9
23	83.3	57.9	57.9	57.2	56.9	57.9	58.6	60.6	61.2	62.0	70.0	69.0	68.7	68.5	70.1	71.1	71.1	70.9	70.8	70.8	70.7	70.7	70.8	70.7	70.7	70.7	70.6	67.6	65.2	65.8	66.2	67.2	57.3	57.4	57.8
24																																			
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Floor	mPD Level of Noise Assessment	Tower 3																																							
		301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339
1	**16.9**	51.4	51.1	51.4	59.7	59.1	58.9	58.9	59.1	59.0	59.1	58.9	59.0	59.2	59.3	59.5	62.4	66.2	66.9	67.3	67.8	68.0	68.1	66.4	64.3	64.1	64.0	63.7	63.6	63.5	63.4	63.3	63.1	63.0	62.8	62.6	62.4	52.6	52.5	51.9
2	**19.9**	51.4	51.1	51.4	59.7	59.1	58.8	58.9	59.0	58.9	59.0	58.9	59.0	59.2	59.3	59.4	63.2	66.7	67.3	67.6	68.1	68.2	68.3	66.8	64.9	64.7	64.6	64.3	64.2	64.2	64.0	63.9	63.7	63.6	63.4	63.2	63.1	52.6	52.5	51.9
3	**22.9**	51.4	51.0	51.4	59.7	59.1	58.8	58.8	59.0	58.9	59.0	58.9	58.9	59.1	59.2	59.4	63.7	67.0	67.5	67.9	68.3	68.4	68.5	67.1	65.3	65.1	65.0	64.7	64.6	64.6	64.5	64.3	64.2	64.1	63.9	63.7	63.5	52.6	52.5	51.9
4	**25.8**	51.4	51.0	51.3	59.7	59.1	58.9	58.9	59.0	58.9	58.9	58.8	58.9	59.1	59.2	59.3	64.1	67.2	67.7	68.1	68.5	68.6	68.7	67.3	65.6	65.4	65.3	65.1	65.0	64.9	64.8	64.7	64.5	64.4	64.2	64.1	63.9	52.5	52.5	51.8
5	**28.8**	51.3	51.0	51.3	59.7	59.1	58.8	58.9	59.0	58.8	58.9	58.8	58.8	59.0	59.1	59.3	64.4	67.4	67.9	68.2	68.6	68.8	68.8	67.5	65.9	65.7	65.6	65.3	65.2	65.2	65.1	65.0	64.8	64.7	64.5	64.4	64.2	52.5	52.4	51.8
6	**31.8**	51.3	50.9	51.2	59.7	59.1	58.9	58.9	58.9	58.8	58.8	58.7	58.8	59.0	59.0	59.2	64.6	67.5	68.0	68.4	68.8	68.9	68.9	67.6	66.1	65.9	65.8	65.6	65.5	65.4	65.3	65.2	65.1	64.9	64.7	64.6	64.4	52.5	52.4	51.7
7	**34.8**	51.2	50.8	51.2	59.7	59.2	58.9	58.9	59.0	58.8	58.8	58.7	58.7	58.9	59.0	59.1	64.7	67.6	68.1	68.4	68.8	69.0	69.0	67.7	66.3	66.1	66.0	65.8	65.7	65.7	65.5	65.4	65.3	65.2	64.9	64.8	64.7	52.4	52.4	51.7
8	**37.7**	51.2	50.8	51.2	59.7	59.2	58.9	58.9	58.9	58.7	58.7	58.6	58.7	58.8	58.9	59.0	64.8	67.6	68.1	68.5	68.9	69.0	69.1	67.8	66.4	66.3	66.2	65.9	65.8	65.8	65.7	65.6	65.5	65.4	65.1	65.0	64.9	52.4	52.3	51.7
9	**40.7**	51.1	50.7	51.1	59.8	59.2	59.0	58.9	58.9	58.6	58.6	58.5	58.6	58.7	58.8	58.9	64.8	67.6	68.1	68.5	68.9	69.0	69.1	67.9	66.5	66.4	66.2	66.0	65.9	65.9	65.8	65.7	65.6	65.5	65.3	65.2	65.1	52.4	52.2	51.6
10	**43.7**	51.0	50.6	51.0	59.8	59.3	59.0	59.0	59.0	58.7	58.6	58.4	58.5	58.7	58.7	58.9	64.8	67.6	68.1	68.4	68.8	69.0	69.1	67.9	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.6	65.4	65.3	65.2	52.3	52.2	51.6
11	**46.7**	51.0	50.6	51.0	59.9	59.4	59.1	59.0	59.0	58.6	58.5	58.3	58.4	58.6	58.6	58.8	64.7	67.6	68.1	68.4	68.8	69.0	69.1	67.9	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.6	65.5	65.3	65.3	52.2	52.1	51.5
12	**49.6**	51.0	50.5	50.9	59.9	59.4	59.1	59.1	59.0	58.6	58.5	58.3	58.4	58.5	58.5	58.7	64.7	67.5	68.0	68.4	68.8	68.9	69.0	67.8	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.2	52.1	51.5
13	**52.6**	50.9	50.5	50.9	60.0	59.5	59.2	59.1	58.9	58.5	58.4	58.2	58.3	58.4	58.4	58.6	64.6	67.5	68.0	68.4	68.8	68.9	69.0	67.8	66.5	66.3	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.2	52.0	51.4
14	**55.6**	50.8	50.4	50.8	60.1	59.6	59.3	59.1	58.9	58.4	58.3	58.1	58.2	58.3	58.3	58.5	64.6	67.5	68.0	68.3	68.7	68.9	69.0	67.8	66.4	66.3	66.2	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.1	52.0	51.3
15	**58.6**	50.8	50.3	50.7	60.1	59.7	59.3	59.1	58.9	58.4	58.2	58.0	58.1	58.2	58.2	58.3	64.5	67.4	67.9	68.3	68.7	68.8	69.0	67.8	66.4	66.3	66.2	66.0	66.0	66.0	65.9	65.8	65.7	65.6	65.5	65.4	65.3	52.0	51.9	51.2
16	**61.5**	50.7	50.3	50.6	60.2	59.7	59.3	59.2	58.9	58.4	58.2	57.9	58.0	58.1	58.1	58.2	64.4	67.4	67.9	68.3	68.7	68.8	68.9	67.7	66.4	66.3	66.2	66.0	65.9	65.9	65.9	65.8	65.7	65.6	65.5	65.4	65.3	52.0	51.9	51.2
17	**64.5**	50.6	50.2	50.6	60.2	59.7	59.4	59.2	59.0	58.4	58.1	57.8	57.9	58.0	58.0	58.1	64.4	67.3	67.9	68.2	68.6	68.8	68.9	67.7	66.3	66.2	66.1	66.0	65.9	65.9	65.8	65.8	65.6	65.6	65.5	65.4	65.3	51.9	51.8	51.1
18	**67.5**	50.5	50.1	50.5	60.3	59.8	59.4	59.1	59.0	58.3	58.0	57.7	57.8	57.9	57.9	58.0	64.3	67.3	67.8	68.2	68.6	68.7	68.8	67.6	66.3	66.2	66.1	65.9	65.8	65.9	65.8	65.7	65.6	65.5	65.4	65.3	65.3	51.8	51.7	51.1
19	**70.5**	50.4	50.0	50.4	60.2	59.8	59.4	59.1	58.9	58.3	57.9	57.7	57.7	57.8	57.8	57.9	64.2	67.2	67.8	68.1	68.5	68.7	68.8	67.6	66.2	66.1	66.1	65.9	65.8	65.8	65.7	65.6	65.6	65.5	65.4	65.3	65.2	51.7	51.7	51.0
20	**73.4**	50.4	50.0	50.4	60.3	59.8	59.4	59.1	58.9	58.3	57.9	57.6	57.6	57.8	57.8	57.9	64.2	67.2	67.8	68.1	68.5	68.6	68.8	67.6	66.2	66.1	66.0	65.8	65.8	65.8	65.7	65.6	65.5	65.5	65.3	65.3	65.2	51.7	51.6	50.9
21	**76.4**	50.3	49.9	50.3	60.2	59.8	59.4	59.2	58.9	58.2	57.8	57.5	57.5	57.7	57.7	57.8	64.1	67.1	67.7	68.1	68.5	68.6	68.7	67.5	66.2	66.0	66.0	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.3	65.2	65.2	51.6	51.6	50.9
22	**79.4**	50.3	49.8	50.2	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.5	57.6	57.6	57.7	64.1	67.1	67.7	68.0	68.4	68.6	68.7	67.5	66.1	66.0	65.9	65.8	65.7	65.7	65.6	65.6	65.5	65.4	65.3	65.2	65.1	51.6	51.5	50.8
23	**82.4**	50.2	49.7	50.1	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.4	57.6	57.6	57.7	64.1	67.1	67.6	68.0	68.4	68.5	68.6	67.4	66.1	65.9	65.9	65.7	65.7	65.7	65.6	65.5	65.4	65.4	65.2	65.2	65.1	51.5	51.4	50.7
24	**85.3**	50.1	49.7	50.1	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.4	57.6	57.6	57.7	64.2	67.1	67.6	68.0	68.3	68.5	68.6	67.4	66.0	65.9	65.9	65.7	65.6	65.6	65.5	65.5	65.4	65.3	65.2	65.1	65.1	51.4	51.3	50.6
25	**88.3**	50.0	49.6	50.0	60.3	59.9	59.5	59.2	58.9	58.2	57.8	57.5	57.6	57.7	57.7	57.9	64.8	67.1	67.6	68.0	68.3	68.5	68.6	67.4	66.0	65.9	65.8	65.6	65.5	65.6	65.5	65.4	65.3	65.3	65.2	65.1	65.0	51.4	51.3	50.5
26	**91.3**	49.9	49.5	49.9	60.3	59.9	59.5	59.2	58.9	58.3	58.0	57.7	57.8	58.0	58.1	58.4	66.1	67.3	67.8	68.0	68.4	68.5	68.5	67.3	65.9	65.8	65.8	65.6	65.5	65.5	65.5	65.4	65.3	65.2	65.1	65.0	65.0	51.3	51.2	50.5
27	**94.3**	49.8	49.4	49.8	60.4	60.0	59.6	59.4	59.1	58.7	58.5	58.2	58.4	58.8	59.2	59.7	66.8	67.7	68.2	68.3	68.6	68.6	68.5	67.3	65.9	65.8	65.7	65.5	65.5	65.5	65.4	65.3	65.3	65.2	65.1	65.0	64.9	51.2	51.1	50.5
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Floor	mPD Level of Noise Assessment	Tower 4																																
		401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434
1	16.9	59.4	60.5	60.5	61.2	61.1	61.1	61.0	60.9	60.9	60.6	60.4	60.3	60.0	59.8	59.5	59.2	58.4	58.0	57.7	24.9	20.6	17.3	56.0	56.2	56.0	51.4	49.0	55.6	51.6	28.2	57.0	57.1	53.5	59.8
2	19.9	59.4	60.5	60.5	61.2	61.1	61.1	61.0	60.9	60.8	60.6	60.4	60.2	60.0	59.8	59.5	59.2	58.3	58.0	57.7	24.8	20.6	17.3	56.9	57.0	56.9	53.0	51.0	56.6	53.2	29.0	57.9	58.0	55.0	59.8
3	22.9	59.3	60.5	60.5	61.2	61.1	61.1	60.9	60.8	60.8	60.6	60.3	60.2	60.0	59.8	59.4	59.2	58.3	58.0	57.7	24.8	20.6	17.3	57.5	57.7	57.6	54.1	52.2	57.3	54.3	29.9	58.6	58.7	55.9	59.8
4	25.8	59.3	60.5	60.4	61.1	61.1	61.0	60.9	60.8	60.8	60.6	60.3	60.2	60.0	59.7	59.4	59.2	58.3	58.0	57.6	24.8	20.6	17.3	57.9	58.1	58.0	54.8	53.0	57.8	55.0	30.9	59.0	59.1	56.6	59.8
5	28.8	59.3	60.5	60.4	61.1	61.0	61.0	60.9	60.8	60.7	60.5	60.3	60.1	59.9	59.7	59.4	59.1	58.2	57.9	57.6	24.8	20.6	17.3	58.2	58.4	58.3	55.2	53.5	58.1	55.4	31.9	59.4	59.5	56.9	59.8
6	31.8	59.2	60.4	60.3	61.0	61.0	60.9	60.9	60.7	60.7	60.5	60.2	60.1	59.9	59.6	59.3	59.1	58.2	57.9	57.6	24.8	20.6	17.3	58.6	58.8	58.6	55.5	53.9	58.4	55.7	33.1	59.6	59.7	57.1	59.8
7	34.8	59.2	60.4	60.3	61.0	60.9	60.9	60.8	60.7	60.6	60.5	60.2	60.0	59.8	59.6	59.3	59.1	58.2	57.9	57.5	24.8	20.6	17.3	58.9	59.1	58.9	55.9	54.3	58.6	56.0	34.1	59.9	60.0	57.5	59.7
8	37.7	59.2	60.4	60.3	60.9	60.9	60.9	60.8	60.6	60.6	60.4	60.1	60.0	59.8	59.5	59.3	59.0	58.1	57.8	57.5	24.7	20.5	17.3	59.3	59.4	59.2	56.2	54.6	58.9	56.4	35.6	60.1	60.3	57.8	59.7
9	40.7	59.2	60.4	60.3	60.9	60.9	60.8	60.7	60.6	60.5	60.3	60.1	60.0	59.7	59.5	59.2	59.0	58.1	57.8	57.5	24.7	20.5	17.3	59.5	59.6	59.4	56.5	55.0	59.1	56.6	37.1	60.3	60.5	58.0	59.7
10	43.7	59.1	60.3	60.2	60.9	60.8	60.8	60.7	60.5	60.5	60.3	60.0	59.9	59.6	59.4	59.2	58.9	58.0	57.7	57.4	24.7	20.5	17.3	59.8	59.8	59.6	56.7	55.1	59.2	56.8	39.3	60.4	60.6	58.2	59.7
11	46.7	59.1	60.3	60.2	60.8	60.7	60.7	60.6	60.5	60.4	60.2	60.0	59.8	59.6	59.4	59.1	58.9	58.0	57.7	57.4	24.6	20.5	17.3	59.9	59.9	59.6	56.8	55.3	59.3	56.9	40.9	60.5	60.8	58.4	59.6
12	49.6	59.1	60.2	60.1	60.8	60.7	60.6	60.6	60.4	60.3	60.2	59.9	59.8	59.5	59.3	59.0	58.8	57.9	57.6	57.3	24.6	20.5	17.3	60.0	60.0	59.7	57.0	55.5	59.4	57.1	42.6	60.6	60.9	58.6	59.6
13	52.6	59.1	60.2	60.1	60.7	60.6	60.6	60.5	60.4	60.3	60.1	59.8	59.7	59.5	59.2	59.0	58.7	57.9	57.6	57.3	24.6	20.5	17.3	60.1	60.2	59.8	57.1	55.6	59.5	57.2	43.8	60.7	61.0	58.7	59.6
14	55.6	59.0	60.1	60.0	60.6	60.6	60.5	60.4	60.3	60.2	60.0	59.7	59.6	59.4	59.2	58.9	58.7	57.8	57.5	57.2	24.5	20.5	17.3	60.2	60.2	59.9	57.2	55.7	59.6	57.3	44.6	60.8	61.1	58.7	59.5
15	58.6	59.0	60.1	60.0	60.6	60.5	60.4	60.4	60.2	60.2	60.0	59.7	59.5	59.3	59.1	58.8	58.6	57.7	57.4	57.2	24.5	20.5	17.3	60.3	60.3	59.9	57.3	55.8	59.6	57.4	45.2	60.8	61.1	58.7	59.5
16	61.5	59.0	60.1	60.0	60.5	60.4	60.4	60.3	60.1	60.1	59.9	59.6	59.4	59.2	59.0	58.7	58.6	57.6	57.3	57.1	24.5	20.4	17.2	60.3	60.3	60.0	57.4	55.9	59.6	57.4	45.6	60.8	61.1	58.7	59.5
17	64.5	58.9	60.0	59.9	60.5	60.4	60.3	60.2	60.1	60.0	59.8	59.6	59.4	59.2	58.9	58.7	58.6	57.6	57.3	57.0	24.4	20.4	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.5	45.9	60.8	61.1	58.7	59.4
18	67.5	58.9	59.9	59.8	60.4	60.3	60.3	60.1	60.0	59.9	59.8	59.5	59.3	59.1	58.9	58.6	58.5	57.5	57.2	57.0	24.4	20.4	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.2	60.8	61.1	58.6	59.3
19	70.5	58.9	59.9	59.8	60.3	60.2	60.2	60.1	60.0	59.9	59.7	59.4	59.3	59.0	58.8	58.5	58.4	57.4	57.1	56.9	24.3	20.3	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.3	60.8	61.1	58.6	59.3
20	73.4	58.8	59.9	59.7	60.3	60.2	60.1	60.0	59.9	59.8	59.6	59.3	59.2	58.9	58.7	58.5	58.3	57.3	57.0	56.8	24.3	20.3	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.4	60.8	61.1	58.5	59.3
21	76.4	58.8	59.8	59.7	60.2	60.1	60.1	60.0	59.8	59.7	59.5	59.2	59.1	58.9	58.6	58.4	58.3	57.3	57.0	56.7	24.1	20.3	17.2	60.4	60.3	60.0	57.4	55.8	59.5	57.4	46.4	60.8	61.1	58.5	59.2
22	79.4	58.7	59.8	59.6	60.1	60.0	60.0	59.9	59.7	59.7	59.5	59.2	59.0	58.8	58.6	58.3	58.2	57.2	56.9	56.7	24.3	20.6	17.9	60.4	60.3	59.9	57.3	55.8	59.5	57.3	46.4	60.7	61.1	58.4	59.2
23	82.4	58.7	59.7	59.6	60.1	60.0	59.9	59.8	59.7	59.6	59.4	59.1	58.9	58.7	58.5	58.2	58.2	57.2	56.8	56.6	24.5	21.1	18.6	60.3	60.3	59.9	57.3	55.7	59.5	57.3	46.4	60.7	61.0	58.4	59.2
24	85.3	58.7	59.7	59.6	60.0	59.9	59.9	59.8	59.6	59.6	59.4	59.1	58.9	58.6	58.4	58.2	58.1	57.1	56.7	56.5	24.8	21.8	19.4	60.3	60.2	59.9	57.3	55.7	59.4	57.3	46.3	60.7	61.0	58.3	59.1
25	88.3	58.7	59.6	59.5	60.0	59.8	59.8	59.7	59.5	59.5	59.3	59.0	58.8	58.6	58.4	58.1	58.1	57.0	56.6	56.4	25.1	22.6	20.4	60.3	60.2	59.8	57.2	55.7	59.4	57.2	46.2	60.6	61.0	58.3	59.1
26	91.3	58.7	59.6	59.5	59.9	59.8	59.8	59.7	59.5	59.4	59.2	58.9	58.8	58.5	58.3	58.0	58.0	56.9	56.6	56.4	25.6	23.4	21.4	60.2	60.2	59.8	57.2	55.6	59.4	57.2	46.2	60.6	60.9	58.2	59.1
27	94.3	58.7	59.6	59.5	59.9	59.8	59.7	59.6	59.4	59.4	59.2	58.9	58.7	58.4	58.2	58.0	58.0	56.9	56.5	56.3	26.3	24.5	22.5	60.2	60.1	59.7	57.1	55.6	59.3	57.1	46.1	60.6	60.9	58.2	59.1
28	97.2	58.7	59.6	59.5	59.9	59.8	59.7	59.5	59.4	59.3	59.1	58.8	58.6	58.4	58.2	57.9	57.9	56.8	56.4	56.2	27.2	25.6	23.7	60.2	60.1	59.7	57.1	55.6	59.3	57.1	46.1	60.5	60.8	58.2	59.2
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Floor	mPD Level of Noise Assessment	Tower 5																																									
		501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543
1	**19.9**	60.8	61.3	62.8	62.9	62.1	61.1	61.5	61.6	61.5	61.3	61.1	61.0	60.9	60.8	60.6	57.7	51.7	49.5	54.4	57.7	58.7	54.6	54.6	23.1	0.0	52.7	54.2	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.1	56.1
2	**22.9**	60.8	61.2	62.8	62.8	62.1	61.1	61.5	61.5	61.5	61.2	61.1	60.9	60.9	60.7	60.6	57.7	51.7	49.5	54.6	57.7	58.9	55.2	55.1	23.1	0.0	53.3	54.7	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.1	56.1
3	**25.9**	60.8	61.2	62.8	62.8	62.0	61.0	61.5	61.5	61.5	61.2	61.1	60.9	60.9	60.7	60.6	57.7	51.6	49.5	54.9	57.8	59.0	55.6	55.5	23.1	0.0	53.7	55.1	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.0	56.1
4	**28.8**	60.7	61.2	62.7	62.7	62.0	61.0	61.4	61.5	61.4	61.2	61.0	60.9	60.8	60.7	60.5	57.6	51.6	49.6	55.0	57.8	59.0	55.9	55.8	23.1	0.0	54.1	55.4	52.9	52.9	52.6	49.8	47.9	53.0	52.9	46.2	0.0	24.9	56.0	55.8	55.8	53.8	56.0	56.1
5	**31.8**	60.7	61.1	62.7	62.7	61.9	61.0	61.4	61.4	61.4	61.1	61.0	60.8	60.8	60.6	60.5	57.6	51.6	49.5	55.1	57.8	59.1	56.2	56.1	23.1	0.0	54.4	55.7	52.9	52.9	52.6	49.8	47.9	53.0	52.9	46.1	0.0	24.9	55.9	55.8	55.7	53.8	56.0	56.0
6	**34.8**	60.7	61.1	62.6	62.6	61.8	60.9	61.3	61.4	61.3	61.1	60.9	60.8	60.7	60.6	60.5	57.5	51.5	49.5	55.2	57.9	59.2	56.5	56.4	23.1	0.0	54.7	56.1	52.8	52.8	52.6	49.8	47.9	53.0	52.9	46.1	0.0	24.9	55.9	55.8	55.7	53.7	56.0	56.0
7	**37.8**	60.6	61.0	62.5	62.5	61.8	60.8	61.3	61.3	61.3	61.0	60.9	60.7	60.7	60.5	60.4	57.5	51.5	49.5	55.4	57.9	59.3	56.9	56.8	23.0	0.0	55.1	56.5	52.8	52.8	52.6	49.8	47.9	53.0	52.8	46.1	0.0	24.9	55.9	55.7	55.7	53.7	55.9	56.0
8	**40.7**	60.5	60.9	62.4	62.5	61.7	60.8	61.2	61.2	61.2	60.9	60.8	60.7	60.6	60.5	60.3	57.4	51.4	49.7	55.6	58.0	59.4	57.2	57.1	23.0	0.0	55.3	56.8	52.8	52.8	52.6	49.8	47.9	53.0	52.8	46.1	0.0	24.8	55.8	55.7	55.6	53.7	55.9	56.0
9	**43.7**	60.4	60.8	62.4	62.4	61.6	60.7	61.1	61.2	61.1	60.9	60.7	60.6	60.5	60.4	60.3	57.4	51.4	49.8	55.8	58.1	59.5	57.5	57.4	23.0	0.0	55.5	57.0	52.8	52.8	52.6	49.7	47.9	52.9	52.8	46.1	0.0	24.8	55.8	55.7	55.6	53.7	55.8	55.9
10	**46.7**	60.4	60.8	62.3	62.3	61.5	60.6	61.0	61.1	61.0	60.8	60.7	60.5	60.5	60.3	60.2	57.3	51.3	50.0	56.0	58.1	59.7	57.8	57.8	23.0	0.0	55.7	57.3	52.7	52.8	52.5	49.7	47.9	52.9	52.7	46.1	0.0	24.8	55.8	55.6	55.6	53.6	55.8	55.9
11	**49.7**	60.3	60.7	62.2	62.2	61.4	60.5	60.9	61.0	61.0	60.7	60.6	60.5	60.4	60.2	60.1	57.2	51.2	50.0	56.1	58.1	59.7	58.1	58.0	22.9	0.0	55.8	57.5	52.7	52.8	52.5	49.7	47.9	52.9	52.7	46.1	0.0	24.8	55.7	55.6	55.5	53.6	55.7	55.8
12	**52.6**	60.2	60.7	62.1	62.1	61.3	60.4	60.9	60.9	60.9	60.6	60.5	60.4	60.3	60.2	60.1	57.2	51.2	50.1	56.1	58.1	59.7	58.3	58.2	22.9	0.0	56.0	57.7	52.7	52.7	52.5	49.7	47.8	52.9	52.7	46.0	0.0	24.7	55.7	55.5	55.5	53.5	55.7	55.8
13	**55.6**	60.1	60.6	62.0	62.0	61.3	60.3	60.8	60.8	60.8	60.6	60.4	60.3	60.2	60.1	60.0	57.1	51.1	50.1	56.1	58.1	59.7	58.4	58.3	22.9	0.0	56.1	57.8	52.7	52.7	52.5	49.7	47.8	52.8	52.7	46.0	0.0	24.7	55.6	55.5	55.5	53.5	55.7	55.7
14	**58.6**	60.0	60.5	61.9	61.9	61.2	60.2	60.7	60.8	60.7	60.5	60.3	60.2	60.2	60.0	59.9	57.0	51.0	50.1	56.1	58.1	59.7	58.5	58.4	22.9	0.0	56.2	58.0	52.7	52.6	52.4	49.7	47.8	52.8	52.6	46.0	0.0	24.7	55.6	55.4	55.4	53.5	55.6	55.7
15	**61.6**	60.0	60.4	61.8	61.8	61.1	60.1	60.6	60.7	60.6	60.4	60.3	60.2	60.1	59.9	59.8	57.0	51.0	50.1	56.2	58.1	59.7	58.6	58.6	22.8	0.0	56.3	58.1	52.6	52.6	52.4	49.6	47.8	52.7	52.6	46.0	0.0	24.6	55.5	55.4	55.3	53.5	55.5	55.6
16	**64.5**	59.9	60.3	61.7	61.7	61.0	60.0	60.5	60.6	60.5	60.3	60.2	60.1	60.0	59.9	59.8	56.9	50.9	50.1	56.2	58.0	59.8	58.7	58.7	22.8	0.0	56.4	58.2	52.6	52.6	52.4	49.6	47.8	52.7	52.6	46.0	0.0	24.6	55.5	55.4	55.3	53.4	55.5	55.6
17	**67.5**	59.8	60.2	61.6	61.6	60.9	59.9	60.4	60.5	60.4	60.2	60.1	60.0	59.9	59.8	59.7	56.8	50.8	50.1	56.2	58.0	59.7	58.8	58.8	22.8	0.0	56.5	58.3	52.6	52.6	52.3	49.6	47.8	52.7	52.6	45.9	0.0	24.5	55.4	55.3	55.2	53.4	55.5	55.5
18	**70.5**	59.7	60.1	61.5	61.5	60.8	59.8	60.3	60.4	60.3	60.1	60.0	59.9	59.8	59.7	59.6	56.7	50.7	50.2	56.2	58.0	59.7	58.9	58.8	22.8	0.0	56.6	58.4	52.5	52.6	52.3	49.6	47.7	52.7	52.5	45.9	0.0	24.5	55.4	55.2	55.2	53.4	55.4	55.4
19	**73.5**	59.6	60.0	61.4	61.4	60.7	59.7	60.2	60.3	60.2	60.0	59.9	59.8	59.7	59.6	59.5	56.6	50.7	50.2	56.2	57.9	59.7	58.9	58.9	22.7	0.0	56.6	58.5	52.5	52.5	52.3	49.6	47.7	52.6	52.5	45.9	0.0	24.5	55.3	55.2	55.1	53.3	55.4	55.4
20	**76.4**	59.5	59.9	61.3	61.3	60.5	59.6	60.1	60.2	60.1	60.0	59.8	59.7	59.7	59.5	59.4	56.6	50.6	50.3	56.2	57.9	59.7	59.0	58.9	22.7	0.0	56.7	58.5	52.5	52.5	52.2	49.5	47.7	52.6	52.4	45.9	0.0	24.4	55.3	55.2	55.1	53.3	55.3	55.3
21	**79.4**	59.4	59.8	61.2	61.2	60.4	59.5	60.0	60.1	60.0	59.9	59.7	59.6	59.6	59.4	59.3	56.5	50.5	50.3	56.2	57.9	59.6	59.0	59.0	22.6	0.0	56.8	58.6	52.4	52.4	52.2	49.5	47.7	52.5	52.4	45.8	0.0	24.4	55.2	55.1	55.0	53.2	55.2	55.3
22	**82.4**	59.3	59.7	61.1	61.1	60.3	59.5	59.9	60.0	59.9	59.8	59.6	59.5	59.5	59.3	59.3	56.4	50.4	50.3	56.2	57.8	59.6	59.0	59.0	22.6	0.0	56.8	58.7	52.4	52.4	52.1	49.5	47.7	52.5	52.4	45.8	0.0	24.3	55.2	55.0	55.0	53.2	55.2	55.2
23	**85.4**	59.3	59.6	61.0	61.0	60.2	59.4	59.8	59.9	59.8	59.7	59.5	59.5	59.4	59.2	59.2	56.3	50.3	50.3	56.1	57.7	59.6	59.1	59.0	22.6	0.0	56.8	58.7	52.4	52.4	52.1	49.5	47.6	52.5	52.3	45.8	0.0	24.0	55.1	55.0	54.9	53.1	55.1	55.1
24	**88.3**	59.2	59.6	60.9	60.9	60.1	59.3	59.7	59.8	59.8	59.6	59.5	59.4	59.3	59.2	59.1	56.2	50.3	50.3	56.1	57.7	59.5	59.1	59.0	23.4	0.0	56.9	58.7	52.4	52.3	52.1	49.4	47.6	52.5	52.3	45.8	0.0	24.5	55.0	54.9	54.9	53.1	55.1	55.1
25	**91.3**	59.1	59.5	60.8	60.8	60.0	59.2	59.6	59.7	59.7	59.5	59.4	59.3	59.2	59.1	59.0	56.2	50.2	50.4	56.1	57.6	59.5	59.1	59.0	25.7	0.0	56.9	58.8	52.3	52.3	52.0	49.4	47.6	52.4	52.3	45.7	0.0	26.7	55.0	54.8	54.8	53.1	55.0	55.0
26	**94.3**	59.0	59.4	60.7	60.7	59.9	59.1	59.5	59.6	59.6	59.4	59.3	59.2	59.1	59.0	58.9	56.1	50.2	50.3	56.0	57.6	59.4	59.1	59.0	29.0	0.0	56.9	58.8	52.3	52.3	52.0	49.4	47.6	52.4	52.2	45.7	0.0	30.2	54.9	54.8	54.7	53.0	54.9	54.9
27	**97.3**	58.9	59.3	60.6	60.6	59.8	59.0	59.4	59.5	59.5	59.3	59.2	59.1	59.1	58.9	58.8	56.0	50.2	50.4	56.0	57.5	59.4	59.1	59.0	33.8	0.0	56.9	58.8	52.2	52.2	52.0	49.3	47.5	52.3	52.2	45.8	0.0	36.9	54.9	54.7	54.7	53.0	54.8	54.9
28																																											
29																																											
30																																											

Floor	mPD Level of Noise Assessment	Tower 6																																								
		601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643
1	**22.9**	60.5	62.7	59.9	58.7	49.1	28.6	28.6	44.9	48.0	45.9	46.2	45.1	49.4	49.2	49.1	61.1	59.1	31.2	31.7	60.9	62.4	69.5	69.6	68.2	67.7	69.0	70.3	69.5	70.6	70.6	70.6	70.5	71.2	71.2	70.0	69.7	69.0	70.0	68.3	67.6	68.0	69.3	69.1
2	**25.9**	60.4	62.5	59.8	58.7	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.9	58.9	31.2	31.7	60.7	62.3	69.2	69.2	67.8	67.3	68.6	69.8	69.0	70.0	70.0	70.1	70.0	70.7	70.6	69.5	69.2	68.5	69.5	67.8	67.2	67.6	68.8	68.7
3	**28.9**	60.2	62.3	59.7	58.6	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.8	58.8	31.1	31.6	60.6	62.1	68.8	68.8	67.5	66.8	68.1	69.3	68.4	69.5	69.5	69.6	69.4	70.1	70.1	69.0	68.7	68.0	68.9	67.4	66.8	67.2	68.5	68.4
4	**31.8**	60.1	62.2	59.6	58.5	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.7	58.7	31.1	31.6	60.5	61.9	68.4	68.4	67.1	66.4	67.7	68.8	67.9	68.9	69.0	69.0	68.9	69.6	69.5	68.5	68.2	67.5	68.4	67.0	66.4	66.8	68.0	68.0
5	**34.8**	60.0	62.0	59.5	58.5	49.1	28.6	28.5	44.9	48.0	45.8	46.2	45.0	49.3	49.2	49.0	60.5	58.6	31.0	31.5	60.3	61.7	68.0	68.0	66.7	66.0	67.3	68.3	67.5	68.5	68.6	68.6	68.5	69.1	69.1	68.0	67.7	67.0	68.0	66.6	66.0	66.4	67.6	67.6
6	**37.8**	59.8	61.8	59.4	58.4	49.0	28.6	28.5	44.9	48.0	45.8	46.2	45.0	49.3	49.1	49.0	60.3	58.4	31.0	31.5	60.1	61.5	67.7	67.6	66.3	65.6	66.9	67.9	67.0	68.0	68.1	68.2	68.0	68.6	68.7	67.6	67.3	66.6	67.5	66.2	65.7	66.0	67.3	67.3
7	**40.8**	59.7	61.6	59.3	58.3	49.0	28.5	28.5	44.8	47.9	45.8	46.2	45.0	49.2	49.1	49.0	60.2	58.3	31.0	31.4	59.9	61.2	67.3	67.3	66.0	65.3	66.5	67.5	66.6	67.6	67.7	67.8	67.6	68.3	68.2	67.2	66.9	66.2	67.1	65.9	65.3	65.7	66.9	67.0
8	**43.7**	59.5	61.4	59.2	58.2	49.0	28.5	28.5	44.8	47.9	45.8	46.1	45.0	49.2	49.1	48.9	60.0	58.1	30.9	31.3	59.7	61.0	67.0	67.0	65.7	65.0	66.2	67.2	66.3	67.3	67.4	67.4	67.3	67.9	67.9	66.8	66.5	65.8	66.8	65.6	65.0	65.3	66.6	66.6
9	**46.7**	59.3	61.2	59.1	58.1	48.9	28.5	28.5	44.8	47.9	45.7	46.1	44.9	49.2	49.1	48.9	59.9	58.0	30.9	31.3	59.5	60.8	66.7	66.7	65.4	64.7	65.8	66.8	65.9	66.9	67.0	67.1	66.9	67.5	67.5	66.5	66.2	65.5	66.5	65.2	64.8	65.1	66.3	66.3
10	**49.7**	59.2	61.1	58.9	58.0	48.9	28.5	28.4	44.7	47.9	45.7	46.1	44.9	49.1	49.1	48.9	59.6	57.8	30.9	31.2	59.3	60.6	66.4	66.4	65.1	64.4	65.6	66.5	65.6	66.6	66.7	66.7	66.6	67.2	67.2	66.1	65.8	65.1	66.2	65.0	64.5	64.8	66.1	66.1
11	**52.7**	59.0	60.9	58.8	57.8	48.9	28.5	28.4	44.7	47.8	45.7	46.0	44.9	49.1	49.0	48.9	59.5	57.6	30.8	31.2	59.2	60.4	66.1	66.1	64.8	64.1	65.3	66.2	65.3	66.3	66.4	66.5	66.3	66.9	66.9	65.8	65.5	64.8	65.9	64.7	64.2	64.5	65.8	65.8
12	**55.6**	58.9	60.7	58.7	57.8	48.8	28.5	28.4	44.7	47.8	45.7	46.0	44.9	49.1	49.0	48.8	59.3	57.4	30.7	31.1	59.0	60.2	65.9	65.8	64.6	63.8	65.0	65.9	65.0	66.0	66.1	66.2	66.0	66.7	66.6	65.5	65.2	64.5	65.6	64.4	63.9	64.3	65.5	65.5
13	**58.6**	58.7	60.5	58.6	57.6	48.8	28.5	28.4	44.6	47.8	45.6	46.0	44.8	49.0	49.0	48.8	59.2	57.3	30.7	31.1	58.9	60.0	65.7	65.5	64.3	63.6	64.8	65.6	64.7	65.7	65.8	65.9	65.8	66.4	66.3	65.3	65.0	64.3	65.4	64.1	63.7	64.0	65.3	65.3
14	**61.6**	58.6	60.4	58.5	57.5	48.7	28.4	28.4	44.6	47.7	45.6	45.9	44.8	49.0	48.9	48.7	59.0	57.2	30.7	31.0	58.7	59.9	65.5	65.3	64.1	63.3	64.5	65.4	64.5	65.5	65.6	65.7	65.5	66.1	66.0	65.0	64.7	64.0	65.1	64.0	63.5	63.7	65.1	65.0
15	**64.6**	58.4	60.2	58.3	57.4	48.7	28.4	28.4	44.5	47.7	45.5	45.9	44.7	48.9	48.9	48.7	58.9	57.0	30.6	31.0	58.5	59.7	65.2	65.1	63.9	63.1	64.3	65.2	64.2	65.3	65.3	65.4	65.3	65.9	65.8	64.8	64.5	63.8	64.9	63.8	63.2	63.5	64.8	64.8
16	**67.5**	58.3	60.0	58.2	57.3	48.7	28.4	28.3	44.5	47.6	45.5	45.8	44.7	48.9	48.9	48.6	58.7	56.9	30.6	30.9	58.3	59.5	65.0	64.8	63.6	62.9	64.1	65.0	64.0	65.0	65.1	65.2	65.0	65.7	65.6	64.5	64.2	63.6	64.7	63.5	63.0	63.3	64.6	64.7
17	**70.5**	58.2	59.9	58.1	57.2	48.6	28.4	28.3	44.5	47.6	45.4	45.8	44.7	48.9	48.8	48.6	58.5	56.7	30.5	30.8	58.2	59.3	64.8	64.7	63.4	62.6	63.9	64.8	63.8	64.8	64.9	65.0	64.8	65.4	65.3	64.3	64.0	63.3	64.4	63.3	62.8	63.1	64.4	64.5
18	**73.5**	58.0	59.7	58.0	57.1	48.6	28.2	28.1	44.4	47.5	45.4	45.8	44.6	48.8	48.8	48.5	58.4	56.6	30.4	30.5	58.0	59.2	64.6	64.5	63.2	62.4	63.7	64.6	63.6	64.6	64.7	64.8	64.6	65.2	65.1	64.1	63.8	63.1	64.2	63.1	62.6	62.9	64.2	64.3
19	**76.5**	57.9	59.6	57.9	57.0	48.5	28.2	28.1	44.4	47.5	45.4	45.7	44.6	48.8	48.7	48.5	58.2	56.4	30.2	30.5	57.8	59.0	64.4	64.3	63.1	62.2	63.5	64.4	63.4	64.4	64.5	64.6	64.4	65.0	64.9	63.9	63.6	62.9	64.1	62.9	62.5	62.7	64.0	64.1
20	**79.4**	57.8	59.4	57.7	56.9	48.4	28.2	28.2	44.3	47.4	45.3	45.7	44.5	48.7	48.7	48.4	58.1	56.3	30.4	30.6	57.7	58.9	64.2	64.1	62.9	62.1	63.3	64.2	63.2	64.2	64.3	64.4	64.2	64.8	64.7	63.7	63.4	62.7	63.9	62.8	62.3	62.5	63.8	63.9
21	**82.4**	57.7	59.3	57.7	56.8	48.4	28.3	28.3	44.3	47.4	45.3	45.6	44.5	48.7	48.6	48.4	57.9	56.2	30.4	30.7	57.5	58.7	64.1	64.0	62.7	61.9	63.1	64.0	63.0	64.0	64.1	64.2	64.0	64.7	64.6	63.5	63.2	62.6	63.8	62.6	62.1	62.3	63.7	63.7
22	**85.4**	57.5	59.2	57.5	56.7	48.3	28.5	28.5	44.2	47.3	45.2	45.6	44.4	48.6	48.6	48.3	57.8	56.0	30.5	30.8	57.4	58.6	63.9	63.8	62.6	61.7	62.9	63.8	62.8	63.9	64.0	64.1	63.9	64.5	64.4	63.4	63.1	62.4	63.6	62.5	62.0	62.1	63.6	63.6
23	**88.4**	57.4	59.1	57.4	56.6	48.3	28.9	28.8	44.2	47.3	45.2	45.5	44.4	48.6	48.5	48.3	57.7	55.9	30.6	30.8	57.3	58.4	63.7	63.6	62.4	61.5	62.8	63.7	62.7	63.7	63.8	63.9	63.7	64.3	64.2	63.2	62.9	62.3	63.4	62.3	61.8	62.0	63.4	63.4
24	**91.3**	57.3	59.0	57.3	56.5	48.2	29.1	29.1	44.1	47.2	45.1	45.5	44.4	48.5	48.5	48.3	57.5	55.8	30.7	30.9	57.2	58.3	63.6	63.5	62.3	61.4	62.6	63.5	62.5	63.5	63.6	63.7	63.5	64.1	64.1	63.0	62.7	62.1	63.3	62.1	61.6	61.8	63.2	63.3
25	**94.3**	57.2	58.8	57.2	56.4	48.2	29.7	29.7	44.1	47.2	45.1	45.4	44.4	48.5	48.4	48.2	57.4	55.6	31.2	31.5	57.1	58.2	63.4	63.3	62.1	61.2	62.4	63.4	62.4	63.4	63.5	63.6	63.4	64.0	63.9	62.9	62.6	62.0	63.1	62.0	61.5	61.7	63.1	63.2
26	**97.3**	57.1	58.7	57.1	56.3	48.1	30.3	30.4	44.1	47.2	45.1	45.5	44.3	48.4	48.4	48.2	57.3	55.5	32.0	32.3	56.9	58.1	63.3	63.2	62.0	61.1	62.3	63.2	62.2	63.2	63.3	63.4	63.2	63.8	63.7	62.7	62.4	61.8	62.9	61.8	61.3	61.5	62.9	63.0
27	**100.3**	57.0	58.6	57.0	56.2	48.0	31.1	31.2	44.0	47.2	45.0	45.4	44.4	48.4	48.4	48.1	57.2	55.4	32.8	33.9	56.8	57.9	63.1	63.0	61.8	60.9	62.1	63.1	62.1	63.1	63.2	63.3	63.1	63.7	63.6	62.6	62.3	61.7	62.8	61.7	61.2	61.4	62.8	62.9
28																																											
29																																											
30																																											

Floor	mPD Level of Noise Assessment	Tower 7																																				
		701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739
1	**8.7**	59.0	59.3	59.5	59.7	60.0	60.0	60.1	60.5	60.5	60.9	61.1	61.0	61.6	57.6	65.9	71.2	69.6	69.8	70.4	70.9	72.7	72.6	71.0	70.4	70.1	69.9	69.4	69.3	68.8	68.4	68.1	67.8	66.8	66.2	57.9	59.2	37.4	37.5	36.7
2	**11.7**	59.0	59.3	59.5	59.6	60.0	60.0	60.0	60.5	60.4	60.8	61.0	61.0	61.5	57.5	65.8	71.1	69.4	69.6	70.2	70.6	72.3	72.2	70.8	70.2	70.0	69.8	69.3	69.2	68.7	68.3	68.1	67.7	66.7	66.1	57.8	59.2	37.7	37.6	36.7
3	**14.7**	58.9	59.2	59.5	59.6	59.9	59.9	60.0	60.4	60.4	60.8	61.0	60.9	61.4	57.4	65.6	70.7	69.1	69.3	69.8	70.2	71.9	71.8	70.5	69.9	69.8	69.6	69.2	69.0	68.6	68.2	68.0	67.6	66.6	66.1	57.9	59.1	37.9	37.8	36.9
4	**17.6**	58.9	59.2	59.4	59.5	59.9	59.9	59.9	60.3	60.3	60.7	60.8	60.8	61.3	57.3	65.4	70.5	68.8	69.0	69.5	69.9	71.4	71.3	70.2	69.7	69.6	69.4	69.0	68.9	68.4	68.1	67.9	67.5	66.5	66.0	57.8	59.1	38.3	38.0	37.0
5	**20.6**	58.8	59.1	59.3	59.4	59.8	59.8	59.8	60.2	60.2	60.6	60.7	60.6	61.1	57.2	65.2	70.1	68.5	68.7	69.1	69.5	70.9	70.9	69.9	69.4	69.3	69.2	68.8	68.7	68.3	68.0	67.7	67.4	66.4	65.9	57.7	59.1	38.7	38.2	37.1
6	**23.6**	58.8	59.1	59.3	59.4	59.7	59.7	59.7	60.1	60.1	60.5	60.6	60.5	61.0	57.0	65.0	69.8	68.2	68.3	68.8	69.1	70.6	70.5	69.6	69.1	69.1	69.0	68.6	68.6	68.1	67.8	67.6	67.3	66.3	65.7	57.7	59.0	39.1	38.4	37.2
7	**26.6**	58.7	59.0	59.2	59.3	59.6	59.6	59.6	60.0	60.0	60.3	60.4	60.3	60.8	56.9	64.7	69.5	67.9	68.0	68.4	68.7	70.2	70.2	69.3	68.9	68.8	68.7	68.5	68.4	68.0	67.7	67.5	67.1	66.2	65.6	57.7	59.0	39.5	38.6	37.3
8	**29.5**	58.6	58.9	59.1	59.2	59.5	59.5	59.5	59.9	59.8	60.2	60.3	60.2	60.6	56.7	64.4	69.2	67.6	67.7	68.1	68.3	69.9	69.9	69.0	68.6	68.6	68.5	68.3	68.2	67.8	67.5	67.3	67.0	66.1	65.5	57.6	58.8	39.7	38.8	37.4
9	**32.5**	58.6	58.8	59.0	59.1	59.4	59.4	59.4	59.8	59.7	60.0	60.1	60.0	60.4	56.5	64.2	69.0	67.3	67.4	67.8	68.0	69.6	69.6	68.8	68.4	68.4	68.3	68.1	68.0	67.7	67.4	67.2	66.8	65.9	65.3	57.5	58.8	39.9	38.8	37.4
10	**35.5**	58.5	58.7	59.0	59.0	59.3	59.3	59.3	59.6	59.6	59.9	60.0	59.9	60.2	56.3	64.0	68.6	67.1	67.1	67.5	67.7	69.3	69.3	68.5	68.2	68.2	68.2	67.9	67.9	67.5	67.2	67.0	66.7	65.8	65.2	57.5	58.8	40.0	38.9	37.5
11	**38.5**	58.4	58.7	58.8	58.9	59.2	59.2	59.2	59.5	59.5	59.7	59.8	59.7	60.0	56.2	63.7	68.4	66.8	66.9	67.2	67.5	69.1	69.1	68.4	68.1	68.1	68.0	67.8	67.7	67.4	67.1	66.9	66.6	65.7	65.1	57.4	58.7	40.0	39.0	37.5
12	**41.4**	58.3	58.6	58.7	58.8	59.1	59.0	59.1	59.4	59.3	59.6	59.6	59.5	59.8	56.0	63.5	68.2	66.6	66.6	66.9	67.2	68.8	68.9	68.2	67.9	67.9	67.8	67.6	67.6	67.2	67.0	66.8	66.4	65.6	65.0	57.3	58.7	40.1	39.0	37.5
13	**44.4**	58.2	58.5	58.6	58.7	59.0	58.9	58.9	59.3	59.1	59.4	59.5	59.4	59.7	55.8	63.3	68.0	66.4	66.4	66.7	67.0	68.6	68.7	68.0	67.7	67.8	67.7	67.5	67.5	67.1	66.8	66.7	66.3	65.5	64.8	57.3	58.7	40.2	39.0	37.5
14	**47.4**	58.1	58.4	58.5	58.6	58.9	58.8	58.8	59.1	59.1	59.3	59.3	59.2	59.5	55.7	63.1	67.8	66.2	66.1	66.5	66.7	68.4	68.6	67.9	67.6	67.6	67.6	67.4	67.4	67.0	66.7	66.5	66.2	65.3	64.8	57.2	58.7	40.2	39.1	37.5
15	**50.4**	58.0	58.3	58.4	58.5	58.7	58.7	58.7	59.0	58.9	59.1	59.1	59.0	59.3	55.5	62.9	67.6	66.0	66.0	66.3	66.5	68.2	68.4	67.7	67.5	67.5	67.4	67.2	67.2	66.9	66.6	66.4	66.1	65.2	64.6	57.2	58.7	40.3	39.1	37.4
16	**53.3**	57.9	58.2	58.3	58.4	58.6	58.5	58.5	58.9	58.7	59.0	59.0	58.9	59.1	55.3	62.7	67.5	65.8	65.8	66.1	66.3	68.1	68.3	67.6	67.4	67.3	67.3	67.1	67.1	66.8	66.5	66.3	66.0	65.2	64.5	57.1	58.7	40.3	39.1	37.4
17	**56.3**	57.8	58.1	58.2	58.2	58.5	58.4	58.4	58.7	58.6	58.8	58.9	58.7	58.9	55.2	62.5	67.3	65.7	65.6	65.9	66.2	67.9	68.1	67.5	67.3	67.2	67.2	67.0	67.0	66.7	66.4	66.3	65.9	65.0	64.4	57.1	58.7	40.3	39.1	37.4
18	**59.3**	57.7	58.0	58.1	58.1	58.4	58.3	58.3	58.6	58.5	58.7	58.7	58.5	58.8	55.0	62.3	67.1	65.5	65.4	65.7	66.0	67.8	68.0	67.4	67.2	67.1	67.1	66.9	66.9	66.6	66.3	66.1	65.8	64.9	64.3	57.0	58.7	40.2	39.0	37.3
19	**62.3**	57.6	57.9	58.0	58.1	58.2	58.2	58.2	58.5	58.3	58.6	58.6	58.4	58.6	54.9	62.1	67.0	65.4	65.3	65.6	65.9	67.6	67.9	67.3	67.1	67.0	67.0	66.8	66.8	66.5	66.2	66.0	65.8	64.9	64.2	57.0	58.7	40.3	39.1	37.3
20	**65.2**	57.5	57.8	57.8	57.9	58.2	58.1	58.0	58.3	58.2	58.4	58.4	58.2	58.4	54.7	61.9	66.8	65.2	65.1	65.4	65.7	67.5	67.8	67.2	67.0	66.9	66.9	66.8	66.8	66.4	66.2	65.9	65.7	64.8	64.1	57.0	58.8	40.3	39.1	37.4
21	**68.2**	57.4	57.6	57.8	57.8	58.1	57.9	57.9	58.2	58.1	58.3	58.3	58.1	58.3	54.6	61.7	66.7	65.1	65.0	65.3	65.6	67.4	67.7	67.1	66.9	66.9	66.8	66.7	66.7	66.3	66.1	65.9	65.5	64.7	64.0	56.9	58.7	40.4	39.2	37.5
22	**71.2**	57.3	57.5	57.7	57.7	57.9	57.8	57.8	58.1	57.9	58.2	58.1	57.9	58.2	54.5	61.6	66.6	65.0	64.8	65.2	65.4	67.3	67.6	67.0	66.8	66.8	66.8	66.6	66.6	66.3	66.0	65.8	65.5	64.6	64.0	56.9	58.7	40.5	39.4	37.7
23	**74.2**	57.2	57.4	57.6	57.6	57.8	57.7	57.7	57.9	57.8	58.0	58.0	57.8	58.0	54.3	61.5	66.5	64.9	64.7	65.0	65.3	67.2	67.5	67.0	66.7	66.7	66.7	66.5	66.5	66.2	65.9	65.7	65.4	64.5	63.9	56.9	58.7	40.6	39.6	37.9
24	**77.1**	57.1	57.4	57.5	57.5	57.7	57.6	57.5	57.8	57.7	57.9	57.9	57.7	57.8	54.2	61.3	66.4	64.8	64.6	64.9	65.2	67.0	67.4	66.9	66.7	66.6	66.6	66.5	66.4	66.1	65.8	65.7	65.3	64.5	63.8	56.8	58.7	40.7	39.8	38.1
25	**80.1**	57.0	57.2	57.4	57.4	57.6	57.5	57.4	57.7	57.5	57.8	57.7	57.5	57.8	54.0	61.1	66.3	64.7	64.5	64.8	65.1	67.0	67.3	66.8	66.6	66.6	66.5	66.4	66.4	66.0	65.8	65.6	65.3	64.4	63.7	56.8	58.7	41.0	40.2	38.7
26	**83.1**	56.9	57.1	57.3	57.2	57.5	57.4	57.3	57.6	57.5	57.7	57.6	57.4	57.6	54.0	61.0	66.2	64.6	64.4	64.7	65.0	66.9	67.2	66.7	66.5	66.5	66.5	66.3	66.3	66.0	65.7	65.5	65.2	64.3	63.7	56.9	58.7	41.4	40.8	39.3
27	**86.1**	56.8	57.1	57.2	57.1	57.4	57.2	57.3	57.5	57.3	57.5	57.5	57.3	57.5	53.8	60.8	66.1	64.5	64.2	64.6	64.8	66.8	67.1	66.6	66.5	66.5	66.4	66.2	66.2	65.9	65.6	65.4	65.1	64.3	63.6	56.8	58.8	41.9	41.5	40.1
28	**89.0**	56.8	57.0	57.1	57.1	57.3	57.1	57.1	57.4	57.2	57.4	57.4	57.2	57.4	53.7	60.7	66.0	64.4	64.2	64.5	64.7	66.7	67.1	66.6	66.4	66.4	66.3	66.2	66.1	65.8	65.6	65.4	65.1	64.2	63.5	56.9	58.7	42.5	42.2	41.0
29	**92.0**	56.7	56.9	57.0	57.0	57.2	57.1	57.0	57.3	57.1	57.3	57.3	57.1	57.2	53.7	60.6	65.9	64.3	64.0	64.4	64.6	66.6	67.0	66.5	66.3	66.3	66.3	66.1	66.1	65.8	65.5	65.3	65.0	64.1	63.5	57.1	58.8	43.2	43.1	41.9
30	**95.0**	56.6	56.8	56.9	56.9	57.1	57.0	56.9	57.2	57.0	57.2	57.2	56.9	57.1	54.1	60.4	65.8	64.2	64.0	64.4	64.7	66.5	66.9	66.5	66.3	66.3	66.2	66.1	66.1	65.7	65.5	65.3	65.0	64.1	63.5	57.6	58.8	44.0	44.2	42.9

APPENDIX 4

PREDICTED FAÇADE NOISE LEVELS FOR ROAD TRAFFIC NOISE
(WITH NOISE MITIGATION MEASURES)

Job No. : 22608
Job Title : Fung Yuen
Scenario : 2045 Traffic Forecast, AM Peak, Unmitigated

	mPD Level of Noise	Receiver																																			
		Tower 1																																					
Floor	Assessment	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139
1	**16.9**	65.0	65.7	67.9	68.4	68.2	68.1	68.2	68.3	68.0	68.2	68.0	68.0	68.2	68.4	68.6	68.9	68.0	67.8	69.9	69.8	69.0	65.3	61.9	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	45.0	48.9	45.1	44.7	43.5	64.6	64.5	64.4
2	**19.9**	64.9	65.5	67.6	68.1	68.0	67.9	67.9	68.0	67.8	67.9	67.8	67.7	67.9	68.1	68.2	68.6	67.8	67.6	69.8	69.7	69.0	65.2	61.8	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	45.8	49.7	47.5	47.1	45.6	64.5	64.4	64.3
3	**22.9**	64.7	65.3	67.4	67.8	67.7	67.6	67.7	67.7	67.5	67.7	67.5	67.5	67.6	67.8	67.9	68.3	67.6	67.5	69.7	69.6	68.9	65.2	61.7	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.4	50.4	49.4	49.0	46.8	64.4	64.2	64.2
4	**25.8**	64.5	65.0	67.1	67.5	67.4	67.4	67.4	67.5	67.3	67.4	67.2	67.2	67.3	67.4	67.5	68.0	67.3	67.2	69.6	69.5	68.8	65.1	61.7	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.7	50.8	50.5	50.0	47.5	64.2	64.1	64.0
5	**28.8**	64.2	64.8	66.8	67.2	67.1	67.1	67.1	67.2	67.0	67.1	66.9	66.9	67.0	67.1	67.2	67.7	67.1	67.0	69.4	69.3	68.7	65.0	61.6	35.7	35.0	35.5	35.0	34.9	34.9	34.8	35.1	46.9	51.2	51.1	50.6	48.0	64.1	63.9	63.8
6	**31.8**	64.0	64.5	66.5	67.0	66.9	66.8	66.9	66.9	66.7	66.8	66.7	66.6	66.8	66.9	66.9	67.4	66.9	66.8	69.3	69.2	68.6	65.0	61.5	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.1	47.0	51.3	51.8	51.3	48.2	63.9	63.7	63.6
7	**34.8**	63.8	64.3	66.2	66.7	66.6	66.6	66.6	66.7	66.5	66.6	66.5	70.4	66.5	66.6	66.6	67.2	66.7	66.7	69.2	69.1	68.5	64.9	61.5	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.0	47.1	51.5	52.2	51.7	48.7	63.7	63.5	63.4
8	**37.7**	63.5	64.0	66.0	66.5	70.4	70.4	70.4	70.4	70.3	70.4	70.2	70.1	70.3	70.4	70.4	66.9	66.5	66.5	69.1	69.0	68.3	64.8	61.4	35.7	35.0	35.5	34.9	34.9	34.9	34.8	35.0	47.1	51.5	52.5	51.9	48.9	63.5	63.3	63.2
9	**40.7**	63.3	63.7	65.7	70.3	70.2	70.2	70.2	70.2	70.1	70.2	70.0	69.9	70.0	70.2	70.1	66.8	70.4	70.3	69.0	68.9	68.2	64.8	61.3	35.6	35.0	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.5	52.8	52.2	49.3	63.4	63.1	63.0
10	**43.7**	63.1	63.5	65.4	70.1	70.0	69.9	70.0	70.0	69.9	70.0	69.8	69.7	69.8	69.9	69.9	66.6	70.2	70.3	68.9	68.7	68.2	64.7	61.3	35.6	35.0	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.6	52.9	52.4	49.6	63.2	62.9	62.7
11	**46.7**	62.8	63.3	65.2	69.9	69.8	69.7	69.8	69.8	69.7	69.8	69.6	69.5	69.6	69.7	69.7	70.4	70.1	70.1	68.8	68.7	68.1	64.6	61.2	35.6	34.9	35.4	34.9	34.9	34.8	34.8	35.0	47.1	51.5	52.9	52.4	49.9	63.0	62.7	62.5
12	**49.6**	62.6	63.0	64.9	69.7	69.6	69.6	69.7	69.7	69.5	69.6	69.4	69.3	69.5	69.6	69.5	70.3	69.9	70.0	68.7	68.6	68.0	64.6	61.1	35.6	34.9	35.4	34.9	34.8	34.8	34.8	35.0	47.0	51.5	53.0	52.5	50.0	62.8	62.5	62.3
13	**52.6**	62.4	62.8	64.7	69.5	69.4	69.4	69.5	69.5	69.3	69.5	69.3	69.2	69.3	69.4	69.4	70.1	69.9	69.9	68.6	68.5	68.0	64.5	61.1	35.5	34.9	35.4	34.9	34.8	34.8	34.7	35.0	47.0	51.5	53.0	52.5	50.1	62.6	62.3	62.1
14	**55.6**	62.2	62.6	64.5	69.4	69.3	69.3	69.4	69.4	69.2	69.3	69.1	69.0	69.2	69.3	69.2	70.0	69.7	69.8	68.5	68.4	67.9	64.4	61.0	35.5	34.9	35.4	34.8	34.8	34.7	34.7	34.9	46.9	51.4	53.0	52.5	50.1	62.4	62.2	61.9
15	**58.6**	62.0	62.4	64.2	69.3	69.2	69.1	69.2	69.2	69.1	69.2	69.0	68.9	69.0	69.1	69.1	69.9	69.6	69.7	68.5	68.3	67.8	64.4	60.9	35.5	34.9	35.3	34.8	34.8	34.7	34.7	34.9	46.9	51.4	53.0	52.4	50.2	62.3	62.0	61.7
16	**61.5**	61.8	62.2	64.0	69.1	69.0	69.0	69.1	69.1	68.9	69.0	68.9	68.8	68.9	69.0	69.0	69.8	69.5	69.6	68.4	68.3	67.8	64.3	60.9	35.5	34.8	35.3	34.8	34.8	34.7	34.6	34.9	46.8	51.3	52.9	52.5	50.2	62.1	61.8	61.6
17	**64.5**	61.6	62.0	63.8	69.0	68.9	68.9	69.0	69.0	68.8	68.9	68.7	68.7	68.8	68.9	68.8	69.7	69.5	69.5	68.4	68.2	67.7	64.2	60.8	35.4	34.7	35.2	34.7	34.7	34.7	34.7	34.9	46.8	51.3	52.9	52.4	50.2	61.9	61.6	61.4
18	**67.5**	61.4	61.8	63.6	68.9	68.8	68.8	68.8	68.9	68.7	68.8	68.6	68.5	68.7	68.7	68.7	69.6	69.4	69.4	68.3	68.2	67.6	64.2	60.8	35.7	35.0	35.6	35.1	35.0	35.0	35.0	35.2	46.7	51.2	52.9	52.4	50.2	61.8	61.4	61.2
19	**70.5**	61.2	61.6	63.4	68.8	68.7	68.7	68.7	68.7	68.6	68.7	68.5	68.4	68.6	68.6	68.6	69.5	69.3	69.3	68.3	68.1	67.6	64.1	60.7	36.4	35.7	36.2	35.7	35.7	35.8	35.6	35.9	46.7	51.1	52.8	52.4	50.2	61.6	61.3	61.0
20	**73.4**	61.1	61.4	63.3	68.7	68.6	68.6	68.6	68.6	68.5	68.6	68.4	68.3	68.5	68.5	68.5	69.4	69.2	69.3	68.2	68.0	67.5	64.1	60.7	37.5	36.8	37.3	36.8	36.8	36.9	36.6	36.9	46.7	51.1	52.8	52.3	50.2	61.5	61.1	60.9
21	**76.4**	60.9	61.2	63.1	68.6	68.5	68.5	68.5	68.5	68.4	68.5	68.3	68.2	68.3	68.4	68.4	69.4	69.1	69.2	68.1	68.0	67.5	64.0	60.6	38.8	38.1	38.6	38.1	38.0	38.2	37.8	38.1	46.9	51.1	52.8	52.3	50.2	61.3	61.0	60.7
22	**79.4**	60.7	61.1	62.9	68.5	68.4	68.4	68.4	68.5	68.3	68.4	68.2	68.1	68.3	68.4	68.3	69.3	69.1	69.1	68.1	67.9	67.4	64.0	60.6	40.3	39.6	40.1	39.5	39.5	39.5	39.3	39.4	46.9	51.1	52.8	52.3	50.2	61.2	60.8	60.6
23	**82.4**	60.6	60.9	62.8	68.4	68.3	68.3	68.3	68.4	68.2	68.3	68.1	68.0	68.2	68.2	68.2	69.2	69.0	69.1	68.0	67.9	67.4	63.9	60.6	42.0	41.3	41.7	41.2	41.1	41.1	40.8	40.9	47.2	51.2	52.8	52.3	50.3	61.0	60.7	60.4
24	**85.3**	60.4	60.8	62.6	68.3	68.3	68.2	68.2	68.3	68.1	68.2	68.0	67.9	68.1	68.2	68.1	69.1	68.9	69.0	68.0	67.8	67.3	63.9	60.5	43.9	43.2	43.5	43.0	42.9	42.9	42.6	42.6	47.6	51.3	52.8	52.4	50.4	60.9	60.5	60.3
25	**88.3**	60.3	60.6	62.5	68.2	68.2	68.1	68.2	68.2	68.0	68.1	67.9	67.8	68.0	68.1	68.0	69.1	68.9	68.9	68.0	67.8	67.3	63.9	60.6	46.1	45.4	45.6	45.1	44.9	44.8	44.5	44.5	48.2	51.5	52.9	52.5	50.5	60.7	60.4	60.1
26	**91.3**	60.1	60.5	62.3	68.2	68.0	68.0	68.1	68.1	67.9	68.0	67.8	67.7	67.9	68.0	67.9	69.1	68.8	68.9	68.0	67.8	67.3	64.0	60.7	48.7	48.0	48.0	47.5	47.2	47.1	46.7	46.7	49.1	51.9	53.1	52.7	50.8	60.6	60.2	60.0
27	**94.3**	60.0	60.3	62.2	68.1	68.0	68.0	68.0	68.0	67.9	68.0	67.8	67.7	67.8	67.9	67.8	69.1	68.9	69.0	68.1	67.9	67.4	64.2	61.2	52.3	51.5	51.3	50.6	50.3	50.1	49.5	49.5	50.7	52.7	53.6	53.1	51.3	60.5	60.1	59.8
28																																							
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Floor	mPD Level of Noise Assessment	Tower 2																															
		201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234
1	**17.8**	60.5	60.6	60.2	59.9	61.2	62.0	64.4	65.4	66.4	69.0	67.2	67.0	67.2	68.8	69.0	68.8	68.2	68.0	67.9	67.7	67.6	67.6	67.4	67.2	67.2	67.0	67.3	63.9	64.6	65.1	66.4	59.4	59.6	60.1
2	**20.8**	60.5	60.6	60.1	59.8	61.1	61.9	64.2	65.2	66.2	68.8	67.1	66.8	67.0	68.6	68.9	68.7	68.2	68.0	67.9	67.7	67.6	67.6	67.5	67.4	67.3	67.2	67.6	64.6	65.2	65.6	66.8	59.4	59.6	60.1
3	**23.8**	60.4	60.5	60.0	59.7	61.0	61.8	64.1	65.1	66.0	68.6	67.0	66.7	66.9	68.4	68.9	68.6	68.2	68.0	67.9	67.7	67.6	67.7	67.5	67.4	67.4	67.3	67.9	65.1	65.6	65.9	67.2	59.3	59.5	60.0
4	**26.7**	60.3	60.4	59.9	59.6	60.8	61.6	63.9	64.9	65.8	68.4	66.8	66.5	66.7	68.3	68.7	68.5	68.1	67.9	67.9	67.7	67.7	67.7	67.6	67.5	67.4	67.3	68.1	65.5	65.9	66.3	67.4	59.2	59.4	59.9
5	**29.7**	60.2	60.3	59.8	59.5	60.7	61.5	63.7	64.7	65.6	68.1	66.7	70.4	66.5	68.1	68.6	68.5	68.0	67.9	67.9	67.7	67.6	67.7	67.5	67.5	67.5	67.3	68.2	65.7	66.2	66.5	67.6	59.2	59.4	59.8
6	**32.7**	60.1	60.1	59.6	59.4	60.5	61.3	63.5	64.5	65.3	67.9	66.5	70.3	70.4	67.9	68.5	68.3	68.0	67.8	67.8	67.6	67.6	67.6	67.5	67.5	67.4	67.3	68.2	65.8	66.3	66.6	67.7	59.1	59.3	59.7
7	**35.7**	59.9	60.0	59.5	59.2	60.4	61.2	63.3	64.2	65.1	67.8	70.4	70.1	70.2	67.7	68.4	68.3	67.9	67.8	67.8	67.6	67.5	67.6	67.5	67.4	67.4	67.3	68.2	65.9	66.3	66.6	67.7	59.0	59.2	59.6
8	**38.6**	59.8	59.9	59.4	59.1	60.2	61.0	63.1	64.0	64.9	67.6	70.3	70.0	70.0	67.6	68.3	68.2	67.8	67.7	67.7	67.6	67.5	67.5	67.5	67.4	67.4	67.3	68.2	65.8	66.4	66.7	67.8	58.9	59.2	59.5
9	**41.6**	59.7	59.8	59.2	58.9	60.1	60.8	63.0	63.8	64.6	67.4	70.2	69.9	69.9	67.5	68.2	68.1	67.7	67.6	67.6	67.5	67.5	67.5	67.4	67.4	67.4	67.3	68.2	65.8	66.4	66.7	67.7	58.8	59.1	59.4
10	**44.6**	59.6	59.6	59.1	58.8	59.9	60.6	62.8	63.6	64.4	67.3	70.1	69.8	69.8	67.3	68.1	68.0	67.7	67.6	67.6	67.4	67.4	67.5	67.4	67.3	67.3	67.2	68.2	65.8	66.3	66.6	67.7	58.7	59.0	59.3
11	**47.6**	59.4	59.5	58.9	58.6	59.7	60.5	62.6	63.4	64.2	67.2	70.0	69.7	69.7	67.2	68.0	67.9	67.6	67.5	67.5	67.4	67.4	67.4	67.3	67.3	67.3	67.2	68.1	65.8	66.3	66.6	67.7	58.6	58.8	59.2
12	**50.5**	59.4	59.3	58.8	58.5	59.6	60.3	62.4	63.2	64.0	67.0	69.9	69.6	69.6	67.1	67.9	67.8	67.6	67.5	67.5	67.3	67.3	67.3	67.3	67.2	67.2	67.1	68.1	65.7	66.3	66.6	67.7	58.5	58.7	59.1
13	**53.5**	59.2	59.2	58.6	58.3	59.4	60.1	62.2	63.0	63.7	66.9	69.8	69.5	69.4	67.0	67.8	67.7	67.5	67.4	67.4	67.3	67.3	67.3	67.2	67.2	67.2	67.1	68.1	65.7	66.2	66.6	67.6	58.4	58.6	58.9
14	**56.5**	59.1	59.1	58.5	58.1	59.3	59.9	62.0	62.8	63.5	66.8	69.7	69.4	69.3	66.9	67.8	67.7	67.4	67.3	67.3	67.2	67.2	67.3	67.2	67.2	67.2	67.1	68.0	65.6	66.2	66.5	67.6	58.3	58.5	58.8
15	**59.5**	59.0	58.9	58.3	58.0	59.1	59.8	61.8	62.6	63.3	66.7	69.6	69.3	69.2	66.8	67.7	67.6	67.3	67.3	67.3	67.2	67.1	67.2	67.1	67.1	67.1	67.0	68.0	65.6	66.2	66.5	67.6	58.2	58.4	58.7
16	**62.4**	58.8	58.8	58.2	57.8	58.9	59.6	61.7	62.4	63.2	66.6	69.5	69.2	69.1	66.7	67.6	67.5	67.3	67.2	67.2	67.1	67.1	67.1	67.1	67.1	67.1	67.0	67.9	65.6	66.1	66.4	67.5	58.1	58.3	58.6
17	**65.4**	58.7	58.6	58.0	57.7	58.8	59.5	61.5	62.2	63.0	66.5	69.5	69.1	69.0	66.6	67.5	67.5	67.2	67.2	67.2	67.1	67.0	67.1	67.0	67.0	67.0	66.9	67.9	65.5	66.1	66.4	67.5	58.0	58.1	58.4
18	**68.4**	58.6	58.6	57.9	57.6	58.6	59.3	61.3	62.0	62.8	70.4	69.4	69.0	69.0	66.5	67.5	67.4	67.2	67.1	67.1	67.0	67.0	67.0	67.0	67.0	67.0	66.9	67.8	65.5	66.0	66.4	67.4	57.9	58.0	58.3
19	**71.4**	58.4	58.4	57.8	57.4	58.5	59.2	61.2	61.9	62.6	70.3	69.3	69.0	68.9	70.4	67.4	67.3	67.1	67.0	67.1	67.0	66.9	67.0	66.9	66.9	66.9	66.8	67.8	65.4	66.0	66.3	67.4	57.8	57.9	58.2
20	**74.3**	58.3	58.3	57.6	57.3	58.3	59.0	61.0	61.7	62.5	70.2	69.2	68.9	68.8	70.3	67.3	67.3	67.0	67.0	67.0	66.9	66.9	66.9	66.9	66.9	66.8	66.8	67.7	65.4	65.9	66.3	67.3	57.7	57.8	58.1
21	**77.3**	58.2	58.2	57.5	57.1	58.2	58.9	60.9	61.5	62.3	70.1	69.2	68.8	68.7	70.3	67.3	67.2	67.0	66.9	66.9	66.8	66.8	66.9	66.8	66.8	66.8	66.7	67.7	65.3	65.9	66.2	67.3	57.5	57.7	58.0
22	**80.3**	58.1	58.0	57.4	57.0	58.1	58.7	60.7	61.4	62.1	70.1	69.1	68.7	68.6	70.2	67.2	67.1	66.9	66.9	66.9	66.8	66.8	66.8	66.8	66.7	66.7	66.7	67.6	65.3	65.9	66.2	67.3	57.4	57.6	57.9
23	**83.3**	57.9	57.9	57.2	56.9	57.9	58.6	60.6	61.2	62.0	70.0	69.0	68.7	68.5	70.1	67.1	67.1	66.9	66.8	66.8	66.7	66.7	66.8	66.7	66.7	66.7	66.6	67.6	65.2	65.8	66.2	67.2	57.3	57.4	57.8
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Floor	mPD Level of Noise Assessment	Tower 3																																							
		301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339
1	**16.9**	51.4	51.1	51.4	59.7	59.1	58.9	58.9	59.1	59.0	59.1	58.9	59.0	59.2	59.3	59.5	62.4	66.2	66.9	67.3	67.8	68.0	68.1	66.4	64.3	64.1	64.0	63.7	63.6	63.5	63.4	63.3	63.1	63.0	62.8	62.6	62.4	52.6	52.5	51.9
2	**19.9**	51.4	51.1	51.4	59.7	59.1	58.8	58.9	59.0	58.9	59.0	58.9	59.0	59.2	59.3	59.4	63.2	66.7	67.3	67.6	68.1	68.2	68.3	66.8	64.9	64.7	64.6	64.3	64.2	64.2	64.0	63.9	63.7	63.6	63.4	63.2	63.1	52.6	52.5	51.9
3	**22.9**	51.4	51.0	51.4	59.7	59.1	58.8	58.8	59.0	58.9	59.0	58.9	58.9	59.1	59.2	59.4	63.7	67.0	67.5	67.9	68.3	68.4	68.5	67.1	65.3	65.1	65.0	64.7	64.6	64.6	64.5	64.3	64.2	64.1	63.9	63.7	63.5	52.6	52.5	51.9
4	**25.8**	51.4	51.0	51.3	59.7	59.1	58.9	58.9	59.0	58.9	58.9	58.8	58.9	59.1	59.2	59.3	64.1	67.2	67.7	68.1	68.5	68.6	68.7	67.3	65.6	65.4	65.3	65.1	65.0	64.9	64.8	64.7	64.5	64.4	64.2	64.1	63.9	52.5	52.5	51.8
5	**28.8**	51.3	51.0	51.3	59.7	59.1	58.8	58.9	59.0	58.8	58.9	58.8	58.8	59.0	59.1	59.3	64.4	67.4	67.9	68.2	68.6	68.8	68.8	67.5	65.9	65.7	65.6	65.3	65.2	65.2	65.1	65.0	64.8	64.7	64.5	64.4	64.2	52.5	52.4	51.8
6	**31.8**	51.3	50.9	51.2	59.7	59.1	58.9	58.9	58.9	58.8	58.8	58.7	58.8	59.0	59.0	59.2	64.6	67.5	68.0	68.4	68.8	68.9	68.9	67.6	66.1	65.9	65.8	65.6	65.5	65.4	65.3	65.2	65.1	64.9	64.7	64.6	64.4	52.5	52.4	51.7
7	**34.8**	51.2	50.8	51.2	59.7	59.2	58.9	58.9	59.0	58.8	58.8	58.7	58.7	58.9	59.0	59.1	64.7	67.6	68.1	68.4	68.8	69.0	69.0	67.7	66.3	66.1	66.0	65.8	65.7	65.7	65.5	65.4	65.3	65.2	64.9	64.8	64.7	52.4	52.4	51.7
8	**37.7**	51.2	50.8	51.2	59.7	59.2	58.9	58.9	58.9	58.7	58.7	58.6	58.7	58.8	58.9	59.0	64.8	67.6	68.1	68.5	68.9	69.0	69.1	67.8	66.4	66.3	66.2	65.9	65.8	65.8	65.7	65.6	65.5	65.4	65.1	65.0	64.9	52.4	52.3	51.7
9	**40.7**	51.1	50.7	51.1	59.8	59.2	59.0	58.9	58.9	58.6	58.6	58.5	58.6	58.7	58.8	58.9	64.8	67.6	68.1	68.5	68.9	69.0	69.1	67.9	66.5	66.4	66.2	66.0	65.9	65.9	65.8	65.7	65.6	65.5	65.3	65.2	65.1	52.4	52.2	51.6
10	**43.7**	51.0	50.6	51.0	59.8	59.3	59.0	59.0	59.0	58.7	58.6	58.4	58.5	58.7	58.7	58.9	64.8	67.6	68.1	68.4	68.8	69.0	69.1	67.9	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.6	65.4	65.3	65.2	52.3	52.2	51.6
11	**46.7**	51.0	50.6	51.0	59.9	59.4	59.1	59.0	59.0	58.6	58.5	58.3	58.4	58.6	58.6	58.8	64.7	67.6	68.1	68.4	68.8	69.0	69.1	67.9	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.6	65.5	65.3	65.3	52.2	52.1	51.5
12	**49.6**	51.0	50.5	50.9	59.9	59.4	59.1	59.1	59.0	58.6	58.5	58.3	58.4	58.5	58.5	58.7	64.7	67.5	68.0	68.4	68.8	68.9	69.0	67.8	66.5	66.4	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.2	52.1	51.5
13	**52.6**	50.9	50.5	50.9	60.0	59.5	59.2	59.1	58.9	58.5	58.4	58.2	58.3	58.4	58.4	58.6	64.6	67.5	68.0	68.4	68.8	68.9	69.0	67.8	66.5	66.3	66.3	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.2	52.0	51.4
14	**55.6**	50.8	50.4	50.8	60.1	59.6	59.3	59.1	58.9	58.4	58.3	58.1	58.2	58.3	58.3	58.5	64.6	67.5	68.0	68.3	68.7	68.9	69.0	67.8	66.4	66.3	66.2	66.1	66.0	66.0	65.9	65.8	65.7	65.7	65.5	65.4	65.3	52.1	52.0	51.3
15	**58.6**	50.8	50.3	50.7	60.1	59.7	59.3	59.1	58.9	58.4	58.2	58.0	58.1	58.2	58.2	58.3	64.5	67.4	67.9	68.3	68.7	68.8	69.0	67.8	66.4	66.3	66.2	66.0	66.0	66.0	65.9	65.8	65.7	65.6	65.5	65.4	65.3	52.0	51.9	51.2
16	**61.5**	50.7	50.3	50.6	60.2	59.7	59.3	59.2	58.9	58.4	58.2	57.9	58.0	58.1	58.1	58.2	64.4	67.4	67.9	68.3	68.7	68.8	68.9	67.7	66.4	66.3	66.2	66.0	65.9	65.9	65.9	65.8	65.7	65.6	65.5	65.4	65.3	52.0	51.9	51.2
17	**64.5**	50.6	50.2	50.6	60.2	59.7	59.4	59.2	59.0	58.4	58.1	57.8	57.9	58.0	58.0	58.1	64.4	67.3	67.9	68.2	68.6	68.8	68.9	67.7	66.3	66.2	66.1	66.0	65.9	65.9	65.8	65.8	65.6	65.6	65.5	65.4	65.3	51.9	51.8	51.1
18	**67.5**	50.5	50.1	50.5	60.3	59.8	59.4	59.1	59.0	58.3	58.0	57.7	57.8	57.9	57.9	58.0	64.3	67.3	67.8	68.2	68.6	68.7	68.8	67.6	66.3	66.2	66.1	65.9	65.8	65.9	65.8	65.7	65.6	65.5	65.4	65.3	65.3	51.8	51.7	51.1
19	**70.5**	50.4	50.0	50.4	60.2	59.8	59.4	59.1	58.9	58.3	57.9	57.7	57.7	57.8	57.8	57.9	64.2	67.2	67.8	68.1	68.5	68.7	68.8	67.6	66.2	66.1	66.1	65.9	65.8	65.8	65.7	65.6	65.6	65.5	65.4	65.3	65.2	51.7	51.7	51.0
20	**73.4**	50.4	50.0	50.4	60.3	59.8	59.4	59.1	58.9	58.3	57.9	57.6	57.6	57.8	57.8	57.9	64.2	67.2	67.8	68.1	68.5	68.6	68.8	67.6	66.2	66.1	66.0	65.8	65.8	65.8	65.7	65.6	65.5	65.5	65.3	65.3	65.2	51.7	51.6	50.9
21	**76.4**	50.3	49.9	50.3	60.2	59.8	59.4	59.2	58.9	58.2	57.8	57.5	57.5	57.7	57.7	57.8	64.1	67.1	67.7	68.1	68.5	68.6	68.7	67.5	66.2	66.0	66.0	65.8	65.7	65.7	65.6	65.6	65.5	65.5	65.3	65.2	65.2	51.6	51.6	50.9
22	**79.4**	50.3	49.8	50.2	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.5	57.6	57.6	57.7	64.1	67.1	67.7	68.0	68.4	68.6	68.7	67.5	66.1	66.0	65.9	65.8	65.7	65.7	65.6	65.6	65.5	65.4	65.3	65.2	65.1	51.6	51.5	50.8
23	**82.4**	50.2	49.7	50.1	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.4	57.6	57.6	57.7	64.1	67.1	67.6	68.0	68.4	68.5	68.6	67.4	66.1	65.9	65.9	65.7	65.7	65.7	65.6	65.5	65.4	65.4	65.2	65.2	65.1	51.5	51.4	50.7
24	**85.3**	50.1	49.7	50.1	60.3	59.8	59.4	59.2	58.8	58.2	57.8	57.4	57.4	57.6	57.6	57.7	64.2	67.1	67.6	68.0	68.3	68.5	68.6	67.4	66.0	65.9	65.9	65.7	65.6	65.6	65.5	65.5	65.4	65.3	65.2	65.1	65.1	51.4	51.3	50.6
25	**88.3**	50.0	49.6	50.0	60.3	59.9	59.5	59.2	58.9	58.2	57.8	57.5	57.6	57.7	57.7	57.9	64.8	67.1	67.6	68.0	68.3	68.5	68.6	67.4	66.0	65.9	65.8	65.6	65.5	65.6	65.5	65.4	65.3	65.3	65.2	65.1	65.0	51.4	51.3	50.5
26	**91.3**	49.9	49.5	49.9	60.3	59.9	59.5	59.2	58.9	58.3	58.0	57.7	57.8	58.0	58.1	58.4	66.1	67.3	67.8	68.0	68.4	68.5	68.5	67.3	65.9	65.8	65.8	65.6	65.5	65.5	65.5	65.4	65.3	65.2	65.1	65.0	65.0	51.3	51.2	50.5
27	**94.3**	49.8	49.4	49.8	60.4	60.0	59.6	59.4	59.1	58.7	58.5	58.2	58.4	58.8	59.2	59.7	66.8	67.7	68.2	68.3	68.6	68.6	68.5	67.3	65.9	65.8	65.7	65.5	65.5	65.5	65.4	65.3	65.3	65.2	65.1	65.0	64.9	51.2	51.1	50.5
28																																								
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Floor	mPD Level of Noise Assessment	Tower 4																															
		401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434
1	**16.9**	59.4	60.5	60.5	61.2	61.1	61.1	61.0	60.9	60.9	60.6	60.4	60.3	60.0	59.8	59.5	59.2	58.4	58.0	57.7	24.9	20.6	17.3	56.0	56.2	56.0	51.4	49.0	55.6	51.6	28.2	57.0	57.1	53.5	59.8
2	**19.9**	59.4	60.5	60.5	61.2	61.1	61.1	61.0	60.9	60.8	60.6	60.4	60.2	60.0	59.8	59.5	59.2	58.3	58.0	57.7	24.8	20.6	17.3	56.9	57.0	56.9	53.0	51.0	56.6	53.2	29.0	57.9	58.0	55.0	59.8
3	**22.9**	59.3	60.5	60.5	61.2	61.1	61.1	60.9	60.8	60.8	60.6	60.3	60.2	60.0	59.8	59.4	59.2	58.3	58.0	57.7	24.8	20.6	17.3	57.5	57.7	57.6	54.1	52.2	57.3	54.3	29.9	58.6	58.7	55.9	59.8
4	**25.8**	59.3	60.5	60.4	61.1	61.1	61.0	60.9	60.8	60.8	60.6	60.3	60.2	60.0	59.7	59.4	59.2	58.3	58.0	57.6	24.8	20.6	17.3	57.9	58.1	58.0	54.8	53.0	57.8	55.0	30.9	59.0	59.1	56.6	59.8
5	**28.8**	59.3	60.5	60.4	61.1	61.0	61.0	60.9	60.8	60.7	60.5	60.3	60.1	59.9	59.7	59.4	59.1	58.2	57.9	57.6	24.8	20.6	17.3	58.2	58.4	58.3	55.2	53.5	58.1	55.4	31.9	59.4	59.5	56.9	59.8
6	**31.8**	59.2	60.4	60.3	61.0	61.0	60.9	60.9	60.7	60.7	60.5	60.2	60.1	59.9	59.6	59.3	59.1	58.2	57.9	57.6	24.8	20.6	17.3	58.6	58.8	58.6	55.5	53.9	58.4	55.7	33.1	59.6	59.7	57.1	59.8
7	**34.8**	59.2	60.4	60.3	61.0	60.9	60.9	60.8	60.7	60.6	60.5	60.2	60.0	59.8	59.6	59.3	59.1	58.2	57.9	57.5	24.8	20.6	17.3	58.9	59.1	58.9	55.9	54.3	58.6	56.0	34.1	59.9	60.0	57.5	59.7
8	**37.7**	59.2	60.4	60.3	60.9	60.9	60.9	60.8	60.6	60.6	60.4	60.1	60.0	59.8	59.5	59.3	59.0	58.1	57.8	57.5	24.7	20.5	17.3	59.3	59.4	59.2	56.2	54.6	58.9	56.4	35.6	60.1	60.3	57.8	59.7
9	**40.7**	59.2	60.4	60.3	60.9	60.9	60.8	60.7	60.6	60.5	60.3	60.1	60.0	59.7	59.5	59.2	59.0	58.1	57.8	57.5	24.7	20.5	17.3	59.5	59.6	59.4	56.5	55.0	59.1	56.6	37.1	60.3	60.5	58.0	59.7
10	**43.7**	59.1	60.3	60.2	60.9	60.8	60.8	60.7	60.5	60.5	60.3	60.0	59.9	59.6	59.4	59.2	58.9	58.0	57.7	57.4	24.7	20.5	17.3	59.8	59.8	59.6	56.7	55.1	59.2	56.8	39.3	60.4	60.6	58.2	59.7
11	**46.7**	59.1	60.3	60.2	60.8	60.7	60.7	60.6	60.5	60.4	60.2	60.0	59.8	59.6	59.4	59.1	58.9	58.0	57.7	57.4	24.6	20.5	17.3	59.9	59.9	59.6	56.8	55.3	59.3	56.9	40.9	60.5	60.8	58.4	59.6
12	**49.6**	59.1	60.2	60.1	60.8	60.7	60.6	60.6	60.4	60.3	60.2	59.9	59.8	59.5	59.3	59.0	58.8	57.9	57.6	57.3	24.6	20.5	17.3	60.0	60.0	59.7	57.0	55.5	59.4	57.1	42.6	60.6	60.9	58.6	59.6
13	**52.6**	59.1	60.2	60.1	60.7	60.6	60.6	60.5	60.4	60.3	60.1	59.8	59.7	59.5	59.2	59.0	58.7	57.9	57.6	57.3	24.6	20.5	17.3	60.1	60.2	59.8	57.1	55.6	59.5	57.2	43.8	60.7	61.0	58.7	59.6
14	**55.6**	59.0	60.1	60.0	60.6	60.6	60.5	60.4	60.3	60.2	60.0	59.7	59.6	59.4	59.2	58.9	58.7	57.8	57.5	57.2	24.5	20.5	17.3	60.2	60.2	59.9	57.2	55.7	59.6	57.3	44.6	60.8	61.1	58.7	59.5
15	**58.6**	59.0	60.1	60.0	60.6	60.5	60.4	60.4	60.2	60.2	60.0	59.7	59.5	59.3	59.1	58.8	58.6	57.7	57.4	57.2	24.5	20.5	17.3	60.3	60.3	59.9	57.3	55.8	59.6	57.4	45.2	60.8	61.1	58.7	59.5
16	**61.5**	59.0	60.1	60.0	60.5	60.4	60.4	60.3	60.1	60.1	59.9	59.6	59.4	59.2	59.0	58.7	58.6	57.6	57.3	57.1	24.5	20.4	17.2	60.3	60.3	60.0	57.4	55.9	59.6	57.4	45.6	60.8	61.1	58.7	59.5
17	**64.5**	58.9	60.0	59.9	60.5	60.4	60.3	60.2	60.1	60.0	59.8	59.6	59.4	59.2	58.9	58.7	58.6	57.6	57.3	57.0	24.4	20.4	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.5	45.9	60.8	61.1	58.7	59.4
18	**67.5**	58.9	59.9	59.8	60.4	60.3	60.3	60.1	60.0	59.9	59.8	59.5	59.3	59.1	58.9	58.6	58.5	57.5	57.2	57.0	24.4	20.4	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.2	60.8	61.1	58.6	59.3
19	**70.5**	58.9	59.9	59.8	60.3	60.2	60.2	60.1	60.0	59.9	59.7	59.4	59.3	59.0	58.8	58.5	58.4	57.4	57.1	56.9	24.3	20.3	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.3	60.8	61.1	58.6	59.3
20	**73.4**	58.8	59.9	59.7	60.3	60.2	60.1	60.0	59.9	59.8	59.6	59.3	59.2	58.9	58.7	58.5	58.3	57.3	57.0	56.8	24.3	20.3	17.2	60.4	60.3	60.0	57.4	55.9	59.6	57.4	46.4	60.8	61.1	58.5	59.3
21	**76.4**	58.8	59.8	59.7	60.2	60.1	60.1	60.0	59.8	59.7	59.5	59.2	59.1	58.9	58.6	58.4	58.3	57.3	57.0	56.7	24.1	20.3	17.2	60.4	60.3	60.0	57.4	55.8	59.5	57.4	46.4	60.8	61.1	58.5	59.2
22	**79.4**	58.7	59.8	59.6	60.1	60.0	60.0	59.9	59.7	59.7	59.5	59.2	59.0	58.8	58.6	58.3	58.2	57.2	56.9	56.7	24.3	20.6	17.9	60.4	60.3	59.9	57.3	55.8	59.5	57.3	46.4	60.7	61.1	58.4	59.2
23	**82.4**	58.7	59.7	59.6	60.1	60.0	59.9	59.8	59.7	59.6	59.4	59.1	58.9	58.7	58.5	58.2	58.2	57.2	56.8	56.6	24.5	21.1	18.6	60.3	60.3	59.9	57.3	55.7	59.5	57.3	46.4	60.7	61.0	58.4	59.2
24	**85.3**	58.7	59.7	59.6	60.0	59.9	59.9	59.8	59.6	59.6	59.4	59.1	58.9	58.6	58.4	58.2	58.1	57.1	56.7	56.5	24.8	21.8	19.4	60.3	60.2	59.9	57.3	55.7	59.4	57.3	46.3	60.7	61.0	58.3	59.1
25	**88.3**	58.7	59.6	59.5	60.0	59.8	59.8	59.7	59.5	59.5	59.3	59.0	58.8	58.6	58.4	58.1	58.1	57.0	56.6	56.4	25.1	22.6	20.4	60.3	60.2	59.8	57.2	55.7	59.4	57.2	46.2	60.6	61.0	58.3	59.1
26	**91.3**	58.7	59.6	59.5	59.9	59.8	59.8	59.7	59.5	59.4	59.2	58.9	58.8	58.5	58.3	58.0	58.0	56.9	56.6	56.4	25.6	23.4	21.4	60.2	60.2	59.8	57.2	55.6	59.4	57.2	46.2	60.6	60.9	58.2	59.1
27	**94.3**	58.7	59.6	59.5	59.9	59.8	59.7	59.6	59.4	59.4	59.2	58.9	58.7	58.4	58.2	58.0	58.0	56.9	56.5	56.3	26.3	24.5	22.5	60.2	60.1	59.7	57.1	55.6	59.3	57.1	46.1	60.6	60.9	58.2	59.1
28	**97.2**	58.7	59.6	59.5	59.9	59.8	59.7	59.5	59.4	59.3	59.1	58.8	58.6	58.4	58.2	57.9	57.9	56.8	56.4	56.2	27.2	25.6	23.7	60.2	60.1	59.7	57.1	55.6	59.3	57.1	46.1	60.5	60.8	58.2	59.2
29																																			
30																																			

Floor	mPD Level of Noise Assessment	Tower 5																																										
		501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543
1	**19.9**	60.8	61.3	62.8	62.9	62.1	61.1	61.5	61.6	61.5	61.3	61.1	61.0	60.9	60.8	60.6	57.7	51.7	49.5	54.4	57.7	58.7	54.6	54.6	23.1	0.0	52.7	54.2	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.1	56.1
2	**22.9**	60.8	61.2	62.8	62.8	62.1	61.1	61.5	61.5	61.5	61.2	61.1	60.9	60.9	60.7	60.6	57.7	51.7	49.5	54.6	57.7	58.9	55.2	55.1	23.1	0.0	53.3	54.7	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.1	56.1
3	**25.9**	60.8	61.2	62.8	62.8	62.0	61.0	61.5	61.5	61.5	61.2	61.1	60.9	60.9	60.7	60.6	57.7	51.6	49.5	54.9	57.8	59.0	55.6	55.5	23.1	0.0	53.7	55.1	52.9	52.9	52.6	49.8	48.0	53.0	52.9	46.2	0.0	25.0	56.0	55.9	55.8	53.8	56.0	56.1
4	**28.8**	60.7	61.2	62.7	62.7	62.0	61.0	61.4	61.5	61.4	61.2	61.0	60.9	60.8	60.7	60.5	57.6	51.6	49.6	55.0	57.8	59.0	55.9	55.8	23.1	0.0	54.1	55.4	52.9	52.9	52.6	49.8	47.9	53.0	52.9	46.2	0.0	24.9	56.0	55.8	55.8	53.8	56.0	56.1
5	**31.8**	60.7	61.1	62.7	62.7	61.9	61.0	61.4	61.4	61.4	61.1	61.0	60.8	60.8	60.6	60.5	57.6	51.6	49.5	55.1	57.8	59.1	56.2	56.1	23.1	0.0	54.4	55.7	52.9	52.9	52.6	49.8	47.9	53.0	52.9	46.1	0.0	24.9	55.9	55.8	55.7	53.8	56.0	56.0
6	**34.8**	60.7	61.1	62.6	62.6	61.8	60.9	61.3	61.4	61.3	61.1	60.9	60.8	60.7	60.6	60.5	57.5	51.5	49.5	55.2	57.9	59.2	56.5	56.4	23.1	0.0	54.7	56.1	52.8	52.8	52.6	49.8	47.9	53.0	52.9	46.1	0.0	24.9	55.9	55.8	55.7	53.7	56.0	56.0
7	**37.8**	60.6	61.0	62.5	62.5	61.8	60.8	61.3	61.3	61.3	61.0	60.9	60.7	60.7	60.5	60.4	57.5	51.5	49.5	55.4	57.9	59.3	56.9	56.8	23.0	0.0	55.1	56.5	52.8	52.8	52.6	49.8	47.9	53.0	52.8	46.1	0.0	24.9	55.9	55.7	55.7	53.7	55.9	56.0
8	**40.7**	60.5	60.9	62.4	62.5	61.7	60.8	61.2	61.2	61.2	60.9	60.8	60.7	60.6	60.5	60.3	57.4	51.4	49.7	55.6	58.0	59.4	57.2	57.1	23.0	0.0	55.3	56.8	52.8	52.8	52.6	49.8	47.9	53.0	52.8	46.1	0.0	24.8	55.8	55.7	55.6	53.7	55.9	56.0
9	**43.7**	60.4	60.8	62.4	62.4	61.6	60.7	61.1	61.2	61.1	60.9	60.7	60.6	60.5	60.4	60.3	57.4	51.4	49.8	55.8	58.1	59.5	57.5	57.4	23.0	0.0	55.5	57.0	52.8	52.8	52.6	49.7	47.9	52.9	52.8	46.1	0.0	24.8	55.8	55.7	55.6	53.7	55.8	55.9
10	**46.7**	60.4	60.8	62.3	62.3	61.5	60.6	61.0	61.1	61.0	60.8	60.7	60.5	60.5	60.3	60.2	57.3	51.3	50.0	56.0	58.1	59.7	57.8	57.8	23.0	0.0	55.7	57.3	52.7	52.8	52.5	49.7	47.9	52.9	52.7	46.1	0.0	24.8	55.8	55.6	55.6	53.6	55.8	55.9
11	**49.7**	60.3	60.7	62.2	62.2	61.4	60.5	60.9	61.0	61.0	60.7	60.6	60.5	60.4	60.2	60.1	57.2	51.2	50.0	56.1	58.1	59.7	58.1	58.0	22.9	0.0	55.8	57.5	52.7	52.8	52.5	49.7	47.9	52.9	52.7	46.1	0.0	24.8	55.7	55.6	55.5	53.6	55.7	55.8
12	**52.6**	60.2	60.7	62.1	62.1	61.3	60.4	60.9	60.9	60.9	60.6	60.5	60.4	60.3	60.2	60.1	57.2	51.2	50.1	56.1	58.1	59.7	58.3	58.2	22.9	0.0	56.0	57.7	52.7	52.7	52.5	49.7	47.8	52.9	52.7	46.0	0.0	24.7	55.7	55.5	55.5	53.5	55.7	55.8
13	**55.6**	60.1	60.6	62.0	62.0	61.3	60.3	60.8	60.8	60.8	60.6	60.4	60.3	60.2	60.1	60.0	57.1	51.1	50.1	56.1	58.1	59.7	58.4	58.3	22.9	0.0	56.1	57.8	52.7	52.7	52.5	49.7	47.8	52.8	52.7	46.0	0.0	24.7	55.6	55.5	55.5	53.5	55.7	55.7
14	**58.6**	60.0	60.5	61.9	61.9	61.2	60.2	60.7	60.8	60.7	60.5	60.3	60.2	60.2	60.0	59.9	57.0	51.0	50.1	56.1	58.1	59.7	58.5	58.4	22.9	0.0	56.2	58.0	52.7	52.6	52.4	49.7	47.8	52.8	52.6	46.0	0.0	24.7	55.6	55.4	55.4	53.5	55.6	55.7
15	**61.6**	60.0	60.4	61.8	61.8	61.1	60.1	60.6	60.7	60.6	60.4	60.3	60.2	60.1	59.9	59.8	57.0	51.0	50.1	56.2	58.1	59.7	58.6	58.6	22.8	0.0	56.3	58.1	52.6	52.6	52.4	49.6	47.8	52.7	52.6	46.0	0.0	24.6	55.5	55.4	55.3	53.5	55.5	55.6
16	**64.5**	59.9	60.3	61.7	61.7	61.0	60.0	60.5	60.6	60.5	60.3	60.2	60.1	60.0	59.9	59.8	56.9	50.9	50.1	56.2	58.0	59.8	58.7	58.7	22.8	0.0	56.4	58.2	52.6	52.6	52.4	49.6	47.8	52.7	52.6	46.0	0.0	24.6	55.5	55.4	55.3	53.4	55.5	55.6
17	**67.5**	59.8	60.2	61.6	61.6	60.9	59.9	60.4	60.5	60.4	60.2	60.1	60.0	59.9	59.8	59.7	56.8	50.8	50.1	56.2	58.0	59.7	58.8	58.8	22.8	0.0	56.5	58.3	52.6	52.6	52.3	49.6	47.8	52.7	52.6	45.9	0.0	24.5	55.4	55.3	55.2	53.4	55.5	55.5
18	**70.5**	59.7	60.1	61.5	61.5	60.8	59.8	60.3	60.4	60.3	60.1	60.0	59.9	59.8	59.7	59.6	56.7	50.7	50.2	56.2	58.0	59.7	58.9	58.8	22.8	0.0	56.6	58.4	52.5	52.6	52.3	49.6	47.7	52.7	52.5	45.9	0.0	24.5	55.4	55.2	55.2	53.4	55.4	55.4
19	**73.5**	59.6	60.0	61.4	61.4	60.7	59.7	60.2	60.3	60.2	60.0	59.9	59.8	59.7	59.6	59.5	56.6	50.7	50.2	56.2	57.9	59.7	58.9	58.9	22.7	0.0	56.6	58.5	52.5	52.5	52.3	49.6	47.7	52.6	52.5	45.9	0.0	24.5	55.3	55.2	55.1	53.3	55.4	55.4
20	**76.4**	59.5	59.9	61.3	61.3	60.5	59.6	60.1	60.2	60.1	60.0	59.8	59.7	59.7	59.5	59.4	56.6	50.6	50.3	56.2	57.9	59.7	59.0	58.9	22.7	0.0	56.7	58.5	52.5	52.5	52.2	49.5	47.7	52.6	52.4	45.9	0.0	24.4	55.3	55.2	55.1	53.3	55.3	55.3
21	**79.4**	59.4	59.8	61.2	61.2	60.4	59.5	60.0	60.1	60.0	59.9	59.7	59.6	59.6	59.4	59.3	56.5	50.5	50.3	56.2	57.9	59.6	59.0	59.0	22.6	0.0	56.8	58.6	52.4	52.4	52.2	49.5	47.7	52.5	52.4	45.8	0.0	24.4	55.2	55.1	55.0	53.2	55.2	55.3
22	**82.4**	59.3	59.7	61.1	61.1	60.3	59.5	59.9	60.0	59.9	59.8	59.6	59.5	59.5	59.3	59.3	56.4	50.4	50.3	56.2	57.8	59.6	59.0	59.0	22.6	0.0	56.8	58.7	52.4	52.4	52.1	49.5	47.7	52.5	52.4	45.8	0.0	24.3	55.2	55.0	55.0	53.2	55.2	55.2
23	**85.4**	59.3	59.6	61.0	61.0	60.2	59.4	59.8	59.9	59.8	59.7	59.5	59.5	59.4	59.2	59.2	56.3	50.3	50.3	56.1	57.7	59.6	59.1	59.0	22.6	0.0	56.8	58.7	52.4	52.4	52.1	49.5	47.6	52.5	52.3	45.8	0.0	24.0	55.1	55.0	54.9	53.1	55.1	55.1
24	**88.3**	59.2	59.6	60.9	60.9	60.1	59.3	59.7	59.8	59.8	59.6	59.5	59.4	59.3	59.2	59.1	56.2	50.3	50.3	56.1	57.7	59.5	59.1	59.0	23.4	0.0	56.9	58.7	52.4	52.3	52.1	49.4	47.6	52.5	52.3	45.8	0.0	24.5	55.0	54.9	54.9	53.1	55.1	55.1
25	**91.3**	59.1	59.5	60.8	60.8	60.0	59.2	59.6	59.7	59.7	59.5	59.4	59.3	59.2	59.1	59.0	56.2	50.2	50.4	56.1	57.6	59.5	59.1	59.0	25.7	0.0	56.9	58.8	52.3	52.3	52.0	49.4	47.6	52.4	52.3	45.7	0.0	26.7	55.0	54.8	54.8	53.1	55.0	55.0
26	**94.3**	59.0	59.4	60.7	60.7	59.9	59.1	59.5	59.6	59.6	59.4	59.3	59.2	59.1	59.0	58.9	56.1	50.2	50.3	56.0	57.6	59.4	59.1	59.0	29.0	0.0	56.9	58.8	52.3	52.3	52.0	49.4	47.6	52.4	52.2	45.7	0.0	30.2	54.9	54.8	54.7	53.0	54.9	54.9
27	**97.3**	58.9	59.3	60.6	60.6	59.8	59.0	59.4	59.5	59.5	59.3	59.2	59.1	59.1	58.9	58.8	56.0	50.2	50.4	56.0	57.5	59.4	59.1	59.0	33.8	0.0	56.9	58.8	52.2	52.2	52.0	49.3	47.5	52.3	52.2	45.8	0.0	36.9	54.9	54.7	54.7	53.0	54.8	54.9
28																																												
29																																												
30																																												

Floor	mPD Level of Noise Assessment	Tower 6																					
		601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622
1	22.9	60.5	62.7	59.9	58.7	49.1	28.6	28.6	44.9	48.0	45.9	46.2	45.1	49.4	49.2	49.1	61.1	59.1	31.2	31.7	60.9	62.4	69.5
2	25.9	60.4	62.5	59.8	58.7	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.9	58.9	31.2	31.7	60.7	62.3	69.2
3	28.9	60.2	62.3	59.7	58.6	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.8	58.8	31.1	31.6	60.6	62.1	68.8
4	31.8	60.1	62.2	59.6	58.5	49.1	28.6	28.5	44.9	48.0	45.9	46.2	45.1	49.3	49.2	49.0	60.7	58.7	31.1	31.6	60.5	61.9	68.4
5	34.8	60.0	62.0	59.5	58.5	49.1	28.6	28.5	44.9	48.0	45.8	46.2	45.0	49.3	49.2	49.0	60.5	58.6	31.0	31.5	60.3	61.7	68.0
6	37.8	59.8	61.8	59.4	58.4	49.0	28.6	28.5	44.9	48.0	45.8	46.2	45.0	49.3	49.1	49.0	60.3	58.4	31.0	31.5	60.1	61.5	67.7
7	40.8	59.7	61.6	59.3	58.3	49.0	28.5	28.5	44.8	47.9	45.8	46.2	45.0	49.2	49.1	49.0	60.2	58.3	31.0	31.4	59.9	61.2	67.3
8	43.7	59.5	61.4	59.2	58.2	49.0	28.5	28.5	44.8	47.9	45.8	46.1	45.0	49.2	49.1	48.9	60.0	58.1	30.9	31.3	59.7	61.0	67.0
9	46.7	59.3	61.2	59.1	58.1	48.9	28.5	28.5	44.8	47.9	45.7	46.1	44.9	49.2	49.1	48.9	59.9	58.0	30.9	31.3	59.5	60.8	66.7
10	49.7	59.2	61.1	58.9	58.0	48.9	28.5	28.4	44.7	47.9	45.7	46.1	44.9	49.1	49.1	48.9	59.6	57.8	30.9	31.2	59.3	60.6	66.4
11	52.7	59.0	60.9	58.8	57.8	48.9	28.5	28.4	44.7	47.8	45.7	46.0	44.9	49.1	49.0	48.9	59.5	57.6	30.8	31.2	59.2	60.4	66.1
12	55.6	58.9	60.7	58.7	57.8	48.8	28.5	28.4	44.7	47.8	45.7	46.0	44.9	49.1	49.0	48.8	59.3	57.4	30.7	31.1	59.0	60.2	65.9
13	58.6	58.7	60.5	58.6	57.6	48.8	28.5	28.4	44.6	47.8	45.6	46.0	44.8	49.0	49.0	48.8	59.2	57.3	30.7	31.1	58.9	60.0	65.7
14	61.6	58.6	60.4	58.5	57.5	48.7	28.4	28.4	44.6	47.7	45.6	45.9	44.8	49.0	48.9	48.7	59.0	57.2	30.7	31.0	58.7	59.9	65.5
15	64.6	58.4	60.2	58.3	57.4	48.7	28.4	28.4	44.5	47.7	45.5	45.9	44.7	48.9	48.9	48.7	58.9	57.0	30.6	31.0	58.5	59.7	65.2
16	67.5	58.3	60.0	58.2	57.3	48.7	28.4	28.3	44.5	47.6	45.5	45.8	44.7	48.9	48.9	48.6	58.7	56.9	30.6	30.9	58.3	59.5	65.0
17	70.5	58.2	59.9	58.1	57.2	48.6	28.4	28.3	44.5	47.6	45.4	45.8	44.7	48.9	48.8	48.6	58.5	56.7	30.5	30.8	58.2	59.3	64.8
18	73.5	58.0	59.7	58.0	57.1	48.6	28.2	28.1	44.4	47.5	45.4	45.8	44.6	48.8	48.8	48.5	58.4	56.6	30.4	30.5	58.0	59.2	64.6
19	76.5	57.9	59.6	57.9	57.0	48.5	28.2	28.1	44.4	47.5	45.4	45.7	44.6	48.8	48.7	48.5	58.2	56.4	30.2	30.5	57.8	59.0	64.4
20	79.4	57.8	59.4	57.7	56.9	48.4	28.2	28.2	44.3	47.4	45.3	45.7	44.5	48.7	48.7	48.4	58.1	56.3	30.4	30.6	57.7	58.9	64.2
21	82.4	57.7	59.3	57.7	56.8	48.4	28.3	28.3	44.3	47.4	45.3	45.6	44.5	48.7	48.6	48.4	57.9	56.2	30.4	30.7	57.5	58.7	64.1
22	85.4	57.5	59.2	57.5	56.7	48.3	28.5	28.5	44.2	47.3	45.2	45.6	44.4	48.6	48.6	48.3	57.8	56.0	30.5	30.8	57.4	58.6	63.9
23	88.4	57.4	59.1	57.4	56.6	48.3	28.9	28.8	44.2	47.3	45.2	45.5	44.4	48.6	48.5	48.3	57.7	55.9	30.6	30.8	57.3	58.4	63.7
24	91.3	57.3	59.0	57.3	56.5	48.2	29.1	29.1	44.1	47.2	45.1	45.5	44.4	48.5	48.5	48.3	57.5	55.8	30.7	30.9	57.2	58.3	63.6
25	94.3	57.2	58.8	57.2	56.4	48.2	29.7	29.7	44.1	47.2	45.1	45.4	44.4	48.5	48.4	48.2	57.4	55.6	31.2	31.5	57.1	58.2	63.4
26	97.3	57.1	58.7	57.1	56.3	48.1	30.3	30.4	44.1	47.2	45.1	45.5	44.3	48.4	48.4	48.2	57.3	55.5	32.0	32.3	56.9	58.1	63.3
27	100.3	57.0	58.6	57.0	56.2	48.0	31.1	31.2	44.0	47.2	45.0	45.4	44.4	48.4	48.4	48.1	57.2	55.4	32.8	33.9	56.8	57.9	63.1
28																							
29																							
30																							

Floor	mPD Level of Noise Assessment	Tower 6																				
		623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643
1	22.9	69.6	68.2	67.7	69.0	70.3	69.5	66.6	66.6	66.6	66.5	67.2	67.2	70.0	69.7	69.0	70.0	68.3	67.6	68.0	69.3	69.1
2	25.9	69.2	67.8	67.3	68.6	69.8	69.0	70.0	70.0	70.1	70.0	66.7	66.6	69.5	69.2	68.5	69.5	67.8	67.2	67.6	68.8	68.7
3	28.9	68.8	67.5	66.8	68.1	69.3	68.4	69.5	69.5	69.6	69.4	70.1	70.1	69.0	68.7	68.0	68.9	67.4	66.8	67.2	68.5	68.4
4	31.8	68.4	67.1	66.4	67.7	68.8	67.9	68.9	69.0	69.0	68.9	69.6	69.5	68.5	68.2	67.5	68.4	67.0	66.4	66.8	68.0	68.0
5	34.8	68.0	66.7	66.0	67.3	68.3	67.5	68.5	68.6	68.6	68.5	69.1	69.1	68.0	67.7	67.0	68.0	66.6	66.0	66.4	67.6	67.6
6	37.8	67.6	66.3	65.6	66.9	67.9	67.0	68.0	68.1	68.2	68.0	68.6	68.7	67.6	67.3	66.6	67.5	66.2	65.7	66.0	67.3	67.3
7	40.8	67.3	66.0	65.3	66.5	67.5	66.6	67.6	67.7	67.8	67.6	68.3	68.2	67.2	66.9	66.2	67.1	65.9	65.3	65.7	66.9	67.0
8	43.7	67.0	65.7	65.0	66.2	67.2	66.3	67.3	67.4	67.4	67.3	67.9	67.9	66.8	66.5	65.8	66.8	65.6	65.0	65.3	66.6	66.6
9	46.7	66.7	65.4	64.7	65.8	66.8	65.9	66.9	67.0	67.1	66.9	67.5	67.5	66.5	66.2	65.5	66.5	65.2	64.8	65.1	66.3	66.3
10	49.7	66.4	65.1	64.4	65.6	66.5	65.6	66.6	66.7	66.7	66.6	67.2	67.2	66.1	65.8	65.1	66.2	65.0	64.5	64.8	66.1	66.1
11	52.7	66.1	64.8	64.1	65.3	66.2	65.3	66.3	66.4	66.5	66.3	66.9	66.9	65.8	65.5	64.8	65.9	64.7	64.2	64.5	65.8	65.8
12	55.6	65.8	64.6	63.8	65.0	65.9	65.0	66.0	66.1	66.2	66.0	66.7	66.6	65.5	65.2	64.5	65.6	64.4	63.9	64.3	65.5	65.5
13	58.6	65.5	64.3	63.6	64.8	65.6	64.7	65.7	65.8	65.9	65.8	66.4	66.3	65.3	65.0	64.3	65.4	64.1	63.7	64.0	65.3	65.3
14	61.6	65.3	64.1	63.3	64.5	65.4	64.5	65.5	65.6	65.7	65.5	66.1	66.0	65.0	64.7	64.0	65.1	64.0	63.5	63.7	65.1	65.0
15	64.6	65.1	63.9	63.1	64.3	65.2	64.2	65.3	65.3	65.4	65.3	65.9	65.8	64.8	64.5	63.8	64.9	63.8	63.2	63.5	64.8	64.8
16	67.5	64.8	63.6	62.9	64.1	65.0	64.0	65.0	65.1	65.2	65.0	65.7	65.6	64.5	64.2	63.6	64.7	63.5	63.0	63.3	64.6	64.7
17	70.5	64.7	63.4	62.6	63.9	64.8	63.8	64.8	64.9	65.0	64.8	65.4	65.3	64.3	64.0	63.3	64.4	63.3	62.8	63.1	64.4	64.5
18	73.5	64.5	63.2	62.4	63.7	64.6	63.6	64.6	64.7	64.8	64.6	65.2	65.1	64.1	63.8	63.1	64.2	63.1	62.6	62.9	64.2	64.3
19	76.5	64.3	63.1	62.2	63.5	64.4	63.4	64.4	64.5	64.6	64.4	65.0	64.9	63.9	63.6	62.9	64.1	62.9	62.5	62.7	64.0	64.1
20	79.4	64.1	62.9	62.1	63.3	64.2	63.2	64.2	64.3	64.4	64.2	64.8	64.7	63.7	63.4	62.7	63.9	62.8	62.3	62.5	63.8	63.9
21	82.4	64.0	62.7	61.9	63.1	64.0	63.0	64.0	64.1	64.2	64.0	64.7	64.6	63.5	63.2	62.6	63.8	62.6	62.1	62.3	63.7	63.7
22	85.4	63.8	62.6	61.7	62.9	63.8	62.8	63.9	64.0	64.1	63.9	64.5	64.4	63.4	63.1	62.4	63.6	62.5	62.0	62.1	63.6	63.6
23	88.4	63.6	62.4	61.5	62.8	63.7	62.7	63.7	63.8	63.9	63.7	64.3	64.2	63.2	62.9	62.3	63.4	62.3	61.8	62.0	63.4	63.4
24	91.3	63.5	62.3	61.4	62.6	63.5	62.5	63.5	63.6	63.7	63.5	64.1	64.1	63.0	62.7	62.1	63.3	62.1	61.6	61.8	63.2	63.3
25	94.3	63.3	62.1	61.2	62.4	63.4	62.4	63.4	63.5	63.6	63.4	64.0	63.9	62.9	62.6	62.0	63.1	62.0	61.5	61.7	63.1	63.2
26	97.3	63.2	62.0	61.1	62.3	63.2	62.2	63.2	63.3	63.4	63.2	63.8	63.7	62.7	62.4	61.8	62.9	61.8	61.3	61.5	62.9	63.0
27	100.3	63.0	61.8	60.9	62.1	63.1	62.1	63.1	63.2	63.3	63.1	63.7	63.6	62.6	62.3	61.7	62.8	61.7	61.2	61.4	62.8	62.9
28																						
29																						
30																						

Floor	mPD Level of Noise Assessment	Tower 7																																						
		701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739
1	**8.7**	59.0	59.3	59.5	59.7	60.0	60.0	60.1	60.5	60.5	60.9	61.1	61.0	61.6	57.6	65.9	67.2	69.6	69.8	70.4	66.9	68.7	68.6	67.0	70.4	70.1	69.9	69.4	69.3	68.8	68.4	68.1	67.8	66.8	66.2	57.9	59.2	37.4	37.5	36.7
2	**11.7**	59.0	59.3	59.5	59.6	60.0	60.0	60.0	60.5	60.4	60.8	61.0	61.0	61.5	57.5	65.8	67.1	69.4	69.6	70.2	66.6	68.3	68.2	66.8	70.2	70.0	69.8	69.3	69.2	68.7	68.3	68.1	67.7	66.7	66.1	57.8	59.2	37.7	37.6	36.7
3	**14.7**	58.9	59.2	59.5	59.6	59.9	59.9	60.0	60.4	60.4	60.8	61.0	60.9	61.4	57.4	65.6	66.7	69.1	69.3	69.8	70.2	67.9	67.8	66.5	69.9	69.8	69.6	69.2	69.0	68.6	68.2	68.0	67.6	66.6	66.1	57.9	59.1	37.9	37.8	36.9
4	**17.6**	58.9	59.2	59.4	59.5	59.9	59.9	59.9	60.3	60.3	60.7	60.8	60.8	61.3	57.3	65.4	66.5	68.8	69.0	69.5	69.9	67.4	67.3	70.2	69.7	69.6	69.4	69.0	68.9	68.4	68.1	67.9	67.5	66.5	66.0	57.8	59.1	38.3	38.0	37.0
5	**20.6**	58.8	59.1	59.3	59.4	59.8	59.8	59.8	60.2	60.2	60.6	60.7	60.6	61.1	57.2	65.2	70.1	68.5	68.7	69.1	69.5	66.9	66.9	69.9	69.4	69.3	69.2	68.8	68.7	68.3	68.0	67.7	67.4	66.4	65.9	57.7	59.1	38.7	38.2	37.1
6	**23.6**	58.8	59.1	59.3	59.4	59.7	59.7	59.7	60.1	60.1	60.5	60.6	60.5	61.0	57.0	65.0	69.8	68.2	68.3	68.8	69.1	66.6	66.5	69.6	69.1	69.1	69.0	68.6	68.6	68.1	67.8	67.6	67.3	66.3	65.7	57.7	59.0	39.1	38.4	37.2
7	**26.6**	58.7	59.0	59.2	59.3	59.6	59.6	59.6	60.0	60.0	60.3	60.4	60.3	60.8	56.9	64.7	69.5	67.9	68.0	68.4	68.7	70.2	70.2	69.3	68.9	68.8	68.7	68.5	68.4	68.0	67.7	67.5	67.1	66.2	65.6	57.7	59.0	39.5	38.6	37.3
8	**29.5**	58.6	58.9	59.1	59.2	59.5	59.5	59.5	59.9	59.8	60.2	60.3	60.2	60.6	56.7	64.4	69.2	67.6	67.7	68.1	68.3	69.9	69.9	69.0	68.6	68.6	68.5	68.3	68.2	67.8	67.5	67.3	67.0	66.1	65.5	57.6	58.8	39.7	38.8	37.4
9	**32.5**	58.6	58.8	59.0	59.1	59.4	59.4	59.4	59.8	59.7	60.0	60.1	60.0	60.4	56.5	64.2	69.0	67.3	67.4	67.8	68.0	69.6	69.6	68.8	68.4	68.4	68.3	68.1	68.0	67.7	67.4	67.2	66.8	65.9	65.3	57.5	58.8	39.9	38.8	37.4
10	**35.5**	58.5	58.7	59.0	59.0	59.3	59.3	59.3	59.6	59.6	59.9	60.0	59.9	60.2	56.3	64.0	68.6	67.1	67.1	67.5	67.7	69.3	69.3	68.5	68.2	68.2	68.2	67.9	67.9	67.5	67.2	67.0	66.7	65.8	65.2	57.5	58.8	40.0	38.9	37.5
11	**38.5**	58.4	58.7	58.8	58.9	59.2	59.2	59.2	59.5	59.5	59.7	59.8	59.7	60.0	56.2	63.7	68.4	66.8	66.9	67.2	67.5	69.1	69.1	68.4	68.1	68.1	68.0	67.8	67.7	67.4	67.1	66.9	66.6	65.7	65.1	57.4	58.7	40.0	39.0	37.5
12	**41.4**	58.3	58.6	58.7	58.8	59.1	59.0	59.1	59.4	59.3	59.6	59.6	59.5	59.8	56.0	63.5	68.2	66.6	66.6	66.9	67.2	68.8	68.9	68.2	67.9	67.9	67.8	67.6	67.6	67.2	67.0	66.8	66.4	65.6	65.0	57.3	58.7	40.1	39.0	37.5
13	**44.4**	58.2	58.5	58.6	58.7	59.0	58.9	58.9	59.3	59.1	59.4	59.5	59.4	59.7	55.8	63.3	68.0	66.4	66.4	66.7	67.0	68.6	68.7	68.0	67.7	67.8	67.7	67.5	67.5	67.1	66.8	66.7	66.3	65.5	64.8	57.3	58.7	40.2	39.0	37.5
14	**47.4**	58.1	58.4	58.5	58.6	58.9	58.8	58.8	59.1	59.1	59.3	59.3	59.2	59.5	55.7	63.1	67.8	66.2	66.1	66.5	66.7	68.4	68.6	67.9	67.6	67.6	67.6	67.4	67.4	67.0	66.7	66.5	66.2	65.3	64.8	57.2	58.7	40.2	39.1	37.5
15	**50.4**	58.0	58.3	58.4	58.5	58.7	58.7	58.7	59.0	58.9	59.1	59.1	59.0	59.3	55.5	62.9	67.6	66.0	66.0	66.3	66.5	68.2	68.4	67.7	67.5	67.5	67.4	67.2	67.2	66.9	66.6	66.4	66.1	65.2	64.6	57.2	58.7	40.3	39.1	37.4
16	**53.3**	57.9	58.2	58.3	58.4	58.6	58.5	58.5	58.9	58.7	59.0	59.0	58.9	59.1	55.3	62.7	67.5	65.8	65.8	66.1	66.3	68.1	68.3	67.6	67.4	67.3	67.3	67.1	67.1	66.8	66.5	66.3	66.0	65.2	64.5	57.1	58.7	40.3	39.1	37.4
17	**56.3**	57.8	58.1	58.2	58.2	58.5	58.4	58.4	58.7	58.6	58.8	58.9	58.7	58.9	55.2	62.5	67.3	65.7	65.6	65.9	66.2	67.9	68.1	67.5	67.3	67.2	67.2	67.0	67.0	66.7	66.4	66.3	65.9	65.0	64.4	57.1	58.7	40.3	39.1	37.4
18	**59.3**	57.7	58.0	58.1	58.1	58.4	58.3	58.3	58.6	58.5	58.7	58.7	58.5	58.8	55.0	62.3	67.1	65.5	65.4	65.7	66.0	67.8	68.0	67.4	67.2	67.1	67.1	66.9	66.9	66.6	66.3	66.1	65.8	64.9	64.3	57.0	58.7	40.2	39.0	37.3
19	**62.3**	57.6	57.9	58.0	58.1	58.2	58.2	58.2	58.5	58.3	58.6	58.6	58.4	58.6	54.9	62.1	67.0	65.4	65.3	65.6	65.9	67.6	67.9	67.3	67.1	67.0	67.0	66.8	66.8	66.5	66.2	66.0	65.8	64.9	64.2	57.0	58.7	40.3	39.1	37.3
20	**65.2**	57.5	57.8	57.8	57.9	58.2	58.1	58.0	58.3	58.2	58.4	58.4	58.2	58.4	54.7	61.9	66.8	65.2	65.1	65.4	65.7	67.5	67.8	67.2	67.0	66.9	66.9	66.8	66.8	66.4	66.2	65.9	65.7	64.8	64.1	57.0	58.8	40.3	39.1	37.4
21	**68.2**	57.4	57.6	57.8	57.8	58.1	57.9	57.9	58.2	58.1	58.3	58.3	58.1	58.3	54.6	61.7	66.7	65.1	65.0	65.3	65.6	67.4	67.7	67.1	66.9	66.9	66.8	66.7	66.7	66.3	66.1	65.9	65.5	64.7	64.0	56.9	58.7	40.4	39.2	37.5
22	**71.2**	57.3	57.5	57.7	57.7	57.9	57.8	57.8	58.1	57.9	58.2	58.1	57.9	58.2	54.5	61.6	66.6	65.0	64.8	65.2	65.4	67.3	67.6	67.0	66.8	66.8	66.8	66.6	66.6	66.3	66.0	65.8	65.5	64.6	64.0	56.9	58.7	40.5	39.4	37.7
23	**74.2**	57.2	57.4	57.6	57.6	57.8	57.7	57.7	57.9	57.8	58.0	58.0	57.8	58.0	54.3	61.5	66.5	64.9	64.7	65.0	65.3	67.2	67.5	67.0	66.7	66.7	66.7	66.5	66.5	66.2	65.9	65.7	65.4	64.5	63.9	56.9	58.7	40.6	39.6	37.9
24	**77.1**	57.1	57.4	57.5	57.5	57.7	57.6	57.5	57.8	57.7	57.9	57.9	57.7	57.8	54.2	61.3	66.4	64.8	64.6	64.9	65.2	67.0	67.4	66.9	66.7	66.6	66.6	66.5	66.4	66.1	65.8	65.7	65.3	64.5	63.8	56.8	58.7	40.7	39.8	38.1
25	**80.1**	57.0	57.2	57.4	57.4	57.6	57.5	57.4	57.7	57.5	57.8	57.7	57.5	57.8	54.0	61.1	66.3	64.7	64.5	64.8	65.1	67.0	67.3	66.8	66.6	66.6	66.5	66.4	66.4	66.0	65.8	65.6	65.3	64.4	63.7	56.8	58.7	41.0	40.2	38.7
26	**83.1**	56.9	57.1	57.3	57.2	57.5	57.4	57.3	57.6	57.5	57.7	57.6	57.4	57.6	54.0	61.0	66.2	64.6	64.4	64.7	65.0	66.9	67.2	66.7	66.5	66.5	66.5	66.3	66.3	66.0	65.7	65.5	65.2	64.3	63.7	56.9	58.7	41.4	40.8	39.3
27	**86.1**	56.8	57.1	57.2	57.1	57.4	57.2	57.3	57.5	57.3	57.5	57.5	57.3	57.5	53.8	60.8	66.1	64.5	64.2	64.6	64.8	66.8	67.1	66.6	66.5	66.5	66.4	66.2	66.2	65.9	65.6	65.4	65.1	64.3	63.6	56.8	58.8	41.9	41.5	40.1
28	**89.0**	56.8	57.0	57.1	57.1	57.3	57.1	57.1	57.4	57.2	57.4	57.4	57.2	57.4	53.7	60.7	66.0	64.4	64.2	64.5	64.7	66.7	67.1	66.6	66.4	66.4	66.3	66.2	66.1	65.8	65.6	65.4	65.1	64.2	63.5	56.9	58.7	42.5	42.2	41.0
29	**92.0**	56.7	56.9	57.0	57.0	57.2	57.1	57.0	57.3	57.1	57.3	57.3	57.1	57.2	53.7	60.6	65.9	64.3	64.0	64.4	64.6	66.6	67.0	66.5	66.3	66.3	66.3	66.1	66.1	65.8	65.5	65.3	65.0	64.1	63.5	57.1	58.8	43.2	43.1	41.9
30	**95.0**	56.6	56.8	56.9	56.9	57.1	57.0	56.9	57.2	57.0	57.2	57.2	56.9	57.1	54.1	60.4	65.8	64.2	64.0	64.4	64.7	66.5	66.9	66.5	66.3	66.3	66.2	66.1	66.1	65.7	65.5	65.3	65.0	64.1	63.5	57.6	58.8	44.0	44.2	42.9

APPENDIX 5

JUSTIFICATION OF SWLs

Job Title: Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po, N.T.
Job no.: 22608

Table A5-1: Summary of Sound Power Levels of Fixed Noise Sources

Source ID	Industrial Site	Fixed Noise Sources	Quantity	Measured Sound Pressure Levels, dB(A)	Measured Distance from noise source (m)	Correction to single no. of source, dB(A)	Distance Correction, dB(A)	Correction for Tonal, dB(A)	Sound Power Levels, dB(A)	Sound Power Level of each plant adopted in the Fixed Noise Sources Assessment, dB(A)
B	Cheuk Shing Vehicle Repair Workshop	Air Compressor noise	1	72	5	0	22	0	**94**	**94**
C	Recycling Yard	Loading and unloading by crane	1	73	5	0	22	0	**95**	**95**
D	Car Repairing Workshop at Ting Kok Road	Electric screwdriver noise	1	70	8	0	26	0	**96**	**96**
F	KMB Bus Depot	Buses manoeuvring at ingress / egress inside the Bus Depot	1	72	3	0	18	0	**90**	**90**
H-1	Lee Kum Kee	Cooling towers	4	(reference to Product Catalogue)						**93**
H-2		Forklift	1	(reference to BS5228)						**104**
J	Hopewell Slipform	Crane	1	(reference to TM)						**105**
K	Techno Enterprise Limited	Cooling towers	2	(reference to Product Catalogue)						**93**
M	Luen Tai Hong	Cooling towers	6	(reference to Product Catalogue)						**93**
Q	Chiaphua Industries	Cooling towers	3	(reference to Product Catalogue)						**93**
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd.	Cooling towers	3	(reference to Product Catalogue)						**93**

Source ID: A (Tin Sam Sewage Pumping Station)

No industrial noise observed

Source ID: B (Cheuk Shing Vehicle Repair Workshop)

Photos taken on 16 May 2025

No industrial noise was observed.

Photos taken on 23 June 2022

Air compressor noise was observed, all operations were taken place within the steel cover

Westwood Hong & Associates Ltd	TITLE: FIGURE	
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-1**

Source ID: C (Recycling Yard)

Photos taken on 16 May 2025

A crane was observed

Photos taken on 23 June 2022

A lorry and a crane were observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-2**

Source ID: D (Car Repair Workshop at Ting Kok Road)

Photos taken on 16 May 2025

No industrial noise was observed.

Photos taken on 23 June 2022

Electric screwdriver was observed. All operations were taken place under the cover

Source ID: E (Site Office)

No industrial noise was observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-3**

Source ID: F (KMB Bus Depot)

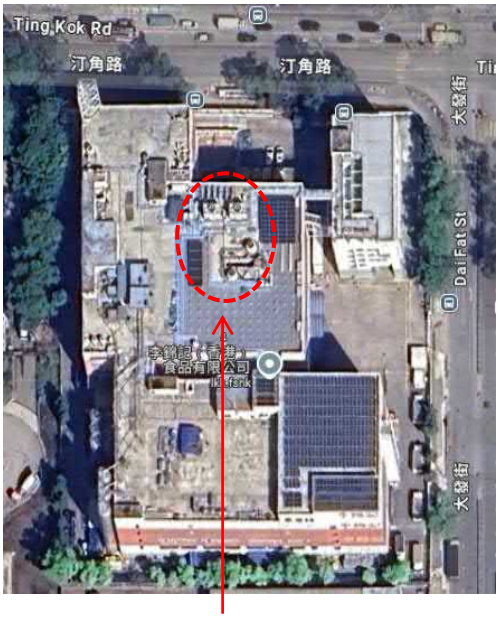
Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-4**

Source ID: G (MTRC Tai Po Bus Station)

No industrial noise was observed

Gate was closed

Source ID: H (Lee Kum Kee)



4 cooling towers

A forklift was observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-5**

Source ID: J (Hopewell Slipform)

Photos taken on 16 May 2025

No industrial noise observed

Photos taken on 23 June 2022

A crane was observed

Source ID: K (Techno Enterprise Limited)

2 cooling towers were observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-6**

Source ID: L (Jackel Porter Co. Ltd)

No industrial noise was observed

Source ID: M (Luen Tai Hong)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-7**

Source ID: N (OPC Manufacturing Ltd.)

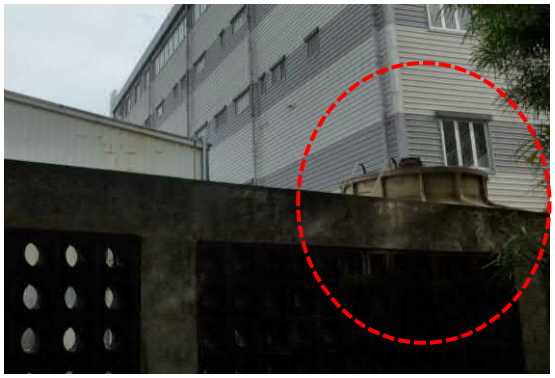
Photos taken on 16 May 2025

Cooling towers were removed

Cooling tower was removed

Photos taken on 23 June 2022

2 cooling towers (rooftop)



Cooling tower (ground level)

Source ID: P (Vantage Technology Ltd.)

No industrial noise was observed

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-8**

Source ID: Q (Chiaphua Industries)

Source ID: R (Hitachi Chemical Electronic Materials (Hong Kong) Ltd.)

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Identified Fixed Noise Sources**	**A5-9**

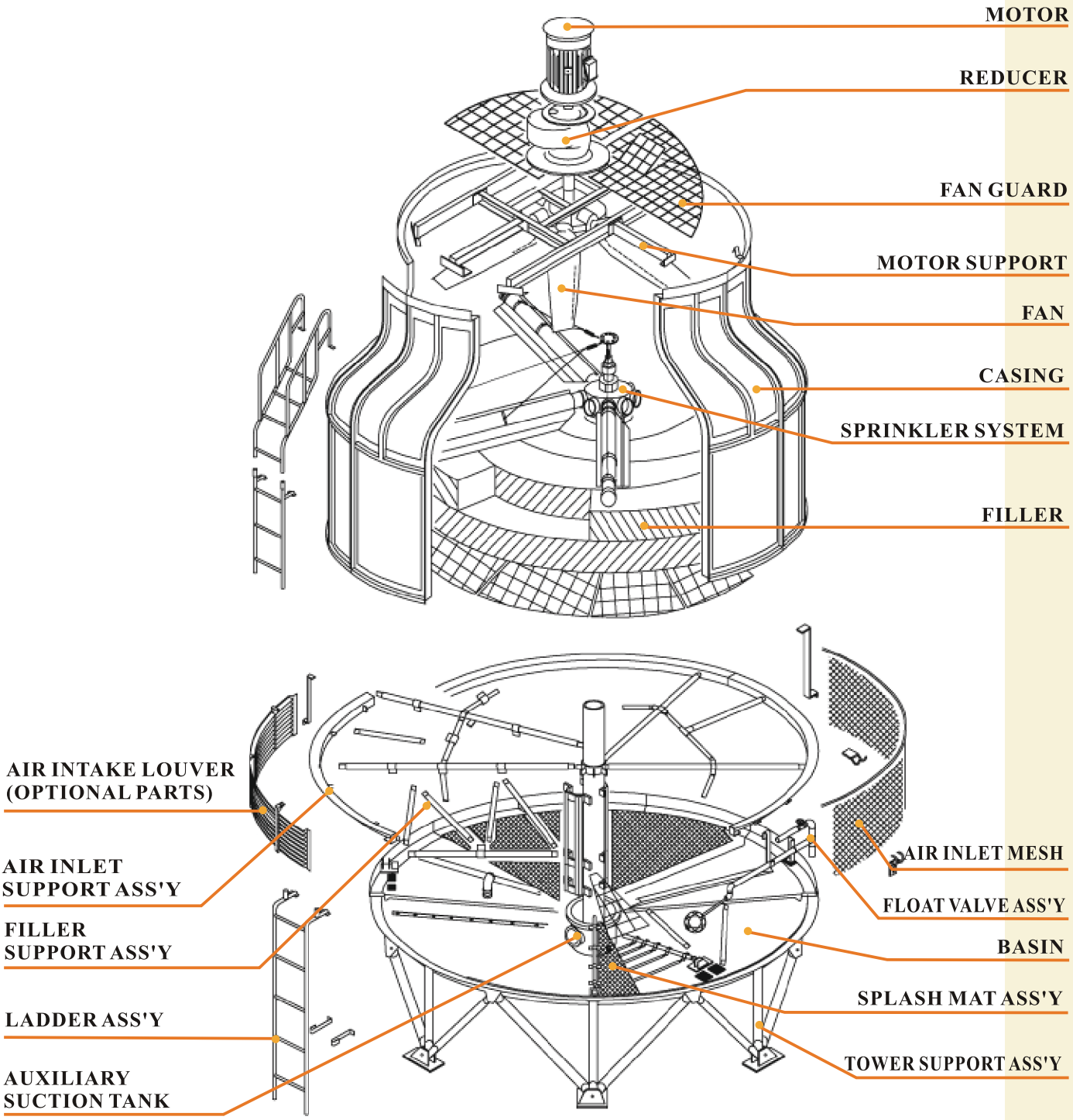
Product Catalogue

菱和
ryowo™

FRP COUNTER FLOW FT SERIES

COOLING TOWER

STRUCTURE



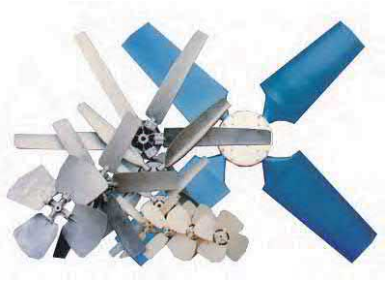
PRINCIPLE OF OPERATION

Hot water is distributed over the filler through the low velocity automatic sprinkler system and is mixed with the upward draft of ambient air causing evaporation and thus heat is removed from the water. The cooled water falls into the basin and is pumped to the heat sources for recirculation.

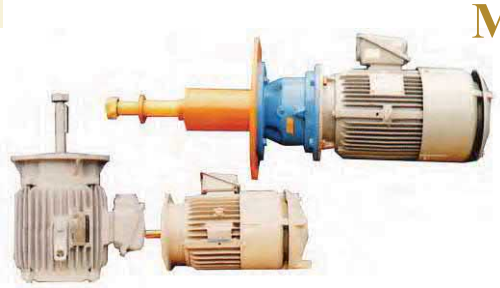
COMPONENT FUNCTION & FEATURE

AXIAL FAN

All fans are induced-draft axial type with adjustable pitch. Material chosen are non-corrosion of plastic, FRP or alu-minium alloy. The high efficiency design ensures low running cost and the lowest possible noise level . Fan blade pitches is factory set and balanced.



MOTOR



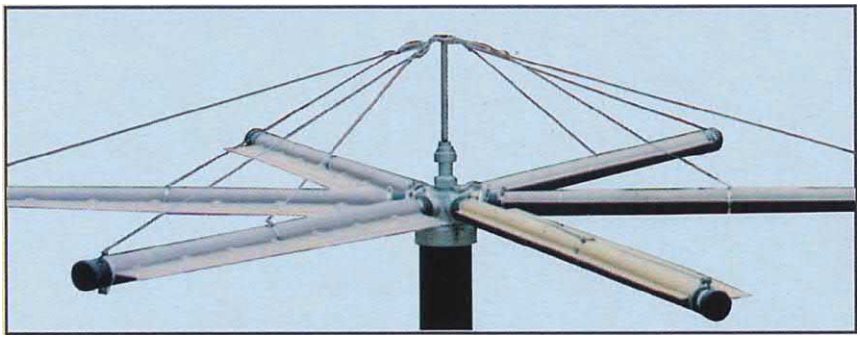
The motors, totally enclosed, fan cooled flange type, 380V/ 3ph/ 50 Hz, induction weather proof, are specially designed for RYOWO. Motors from 5.5 kw and up are Y- start and below are direct-on-line start.

TRANSMISSION SYSTEM

The fans of small models are designed to be driven by low speed motor of 6,8,10 or 12 poles which can minimise the numbers of transmission parts used. For large models, the fans are vee-belt or gear driven with 4 poles motors so the speed of fans can be adjustable to suit various application.

SPRINKLER SYSTEM

Automatic rotary sprinkler system with rotary head and sprinkler pipe distributes the hot water over the entire face area of the filler. Sprinkler pipes are non-clogging, require low-pressure to operate, and assures uniform water flow with minimal operating pump head. The F.R.P. eliminators attached to sprinkler pipes are specifically designed for Low pre Ssure drop and minimises the drift loss of water.

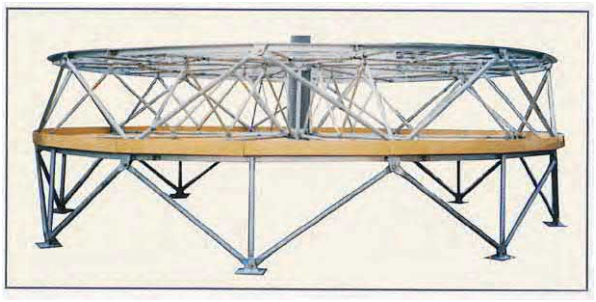


COMPONENT FUNCTION & FEATURE

CASING & BASIN

F.R.P. (fibreglass reinforced polyester) formed casings are durable, non-corrosive, weather-proof, and light weight. Cylindrical form is shaped to fully withstand wind pressure, vibration and such F.R.P. casings obliviate need for painting, reduce maintenance costs and guarantee long dependable service.

Bowl-shape basins are also made from F.R.P. with built in socket or flanged outlets for piping connections. For large models, a F.R.P. aux. suction tank is employed and fitted with piping flanges or sockets.



STEEL STRUCTURE

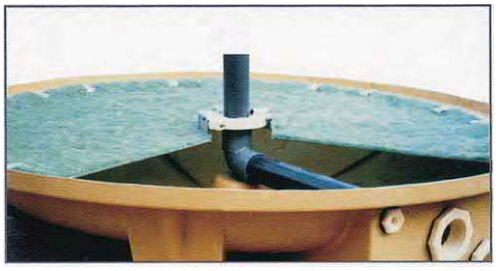
All supporting steel members are hot-dip galvanized to minimise rusting and corrosion ensuring long service life even in corrosive atmosphere. The stainless hardware members are also available upon request.

FILLER

High performance RYOWO V-30 film filler is the heart of the tower. The specially formed PVC sheets maximize the air/water contact area and minimise air pressure drop to assure efficient heat transfer while keeping fan power requirement low. It is virtually immune to corrosion and decay.

Eliminator

Specially made drift eliminator consisted of 2 types of sheets forms a “v” shape path for the transmission of the cooling tower discharge air stream. The small water droplets in the stream impact the surfaces of the drift eliminator sheets and are separated from the stream such that the drift loss ratio maintain at less than 0.001% of circulating water flow rate.



SPLASH MAT (LOW NOISE MODELS)

Specially designed noise absorbing splash mat is provided for low noise models on the water basin to minimise the unpleasant water dripping noise in the basin.

FT-25

SPECIFICATION FOR FT SERIES

ITEM	MODEL			FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000
Capacity	27 ℃ WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ℃ WB	Circulating water flow rate	m^3/ hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
		Air flow rate (Approx.)	m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
		Hot water temperature	℃	37																								
		Cold water temperature	℃	32																								
Overall Dimension	Diameter (ϕ)		mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height (H)		mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic					FRP								Aluminium alloy								FRP			
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic					Aluminium alloy																			
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	550	640			770		930		1200		1500			1800		2400			3000			3400		3700	
	Speed		rpm					970				750					600		450			375			314			
	Driven type			Direct driven															Belt driven						Gear driven			
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.18		0.37		0.5		1.5				2.2			3.7		5.5		7.5		11		15		22	
	No of pole		Pole	6								8					10		4									
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40		50			80			100		125		150			200				250			300	
	Outlet dia			15		20			40					65					75				100	75		100	
	No of outlet			4								6		4					6					8		10	
Piping	Inlet		mm	40		50			80			100		125		150			200				250			300	
	Outlet		mm	40		50			80			100		125		150			200				250			300	
	Drain		mm					25						50					80				100					
	Overflow		mm					25						50					80				100					
	Float valve		mm					15				20					25		32					50			80	
	Manual make-up		mm					15						20			25		32					50			80	
Weight	Dry weight		Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900
	Operating weight		Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100
Noise Level	Sound pressure level		dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37°C inlet water tpmperature, 32°C outlet water temperature and 27°C ambient wet bulb temperature.

The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level.

Pump head is obtained by adding resistance of piping/condenser and the tower height(H).

The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further noticefor technical improvement of our products.

JOB REFERENCES

FT-400 X 2
Bank of China, Shen Zhen

FT/LN-600 X 11
Hotel Lisboa, Macau

FT-1000 X 3
FT-500 X 10
CITIC Plaza, Guangzhou

FT/LN-300 X 6
Hong Kong University

FT-200 X 2
Miami University, U.S.A

RYOWO (HOLDING) CO .,LTD.

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Kowloon HongKong.

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Fax: (852) 27893802

Http://www.ryowo.com
e-mail: ryinfo@ryowo.com

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No.263 MeiJing Road West,Dalang,Dongguan,Guangdong,PRC

Tel : (86)-769 89399698
Fax: (86)-769 82973398

(86)-769 89399699
Postal Code: 523795

COOLING TOWER MANUFACTURER SINCE 1978

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BROCH -EN-(04)-2018

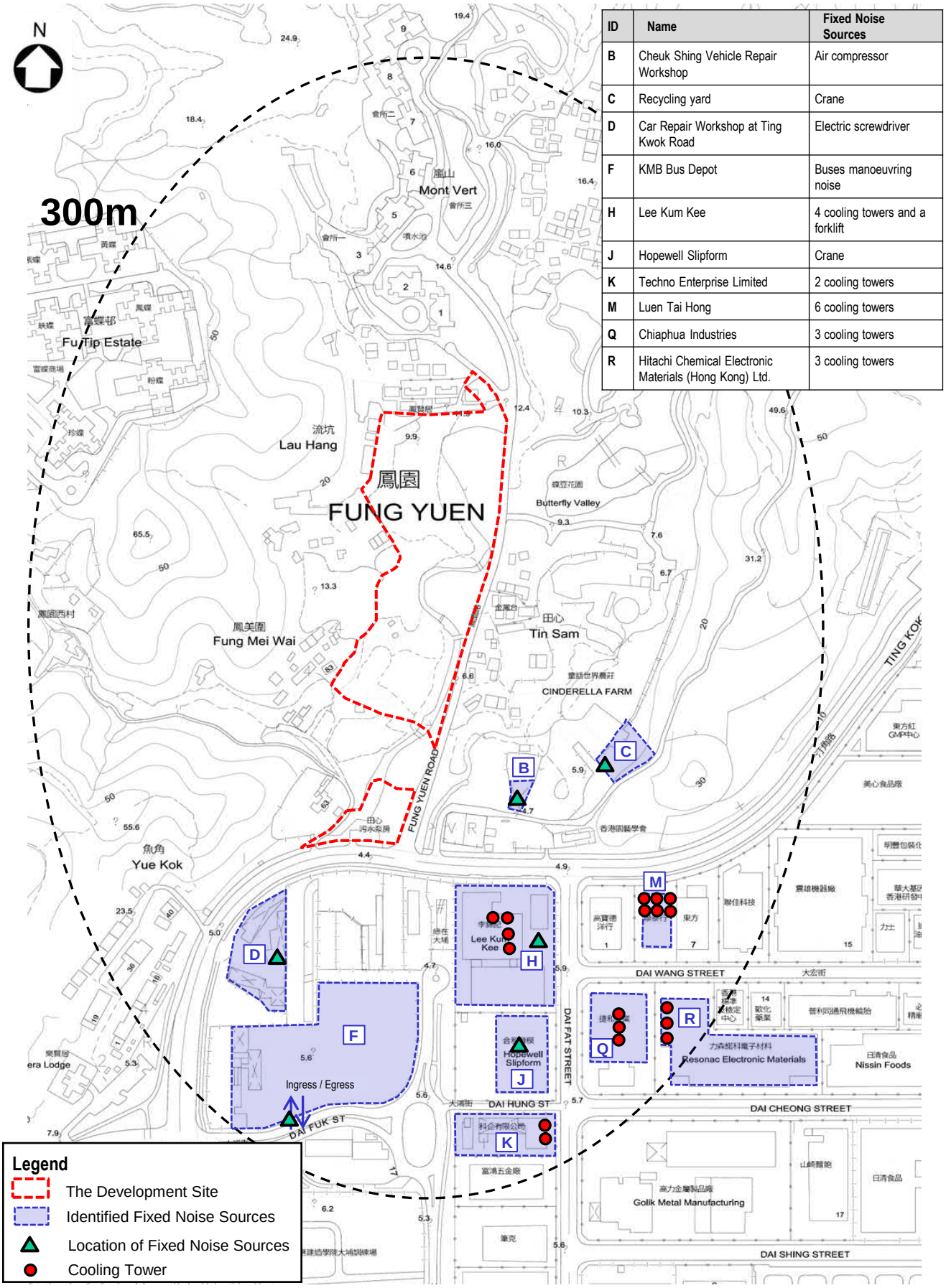
Job Title: Fung Yuen
Job no.: 22444

FT-25:

SPL	52 dB(A)	(refer to product catalogue)
Measurement distance (D)	16 m	
Correction	32.1	
SWL (SPL + 20*logD + 8)	84 dB(A)	
Corrections:		
Directivity:	**3**	
Deterioration:	**3**	
Tonality:	**3**	
SWL adopted in the assessment:	**93 dB(A)**	

APPENDIX 6

FIXED NOISE SOURCES ASSESSMENT FOR THE PROPOSED DEVELOPMENT



ID	Name	Fixed Noise Sources
B	Cheuk Shing Vehicle Repair Workshop	Air compressor
C	Recycling yard	Crane
D	Car Repair Workshop at Ting Kwok Road	Electric screwdriver
F	KMB Bus Depot	Buses manoeuvring noise
H	Lee Kum Kee	4 cooling towers and a forklift
J	Hopewell Slipform	Crane
K	Techno Enterprise Limited	2 cooling towers
M	Luen Tai Hong	6 cooling towers
Q	Chiaphua Industries	3 cooling towers
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd.	3 cooling towers

Westwood Hong & Associates Ltd

PROJECT: 22608

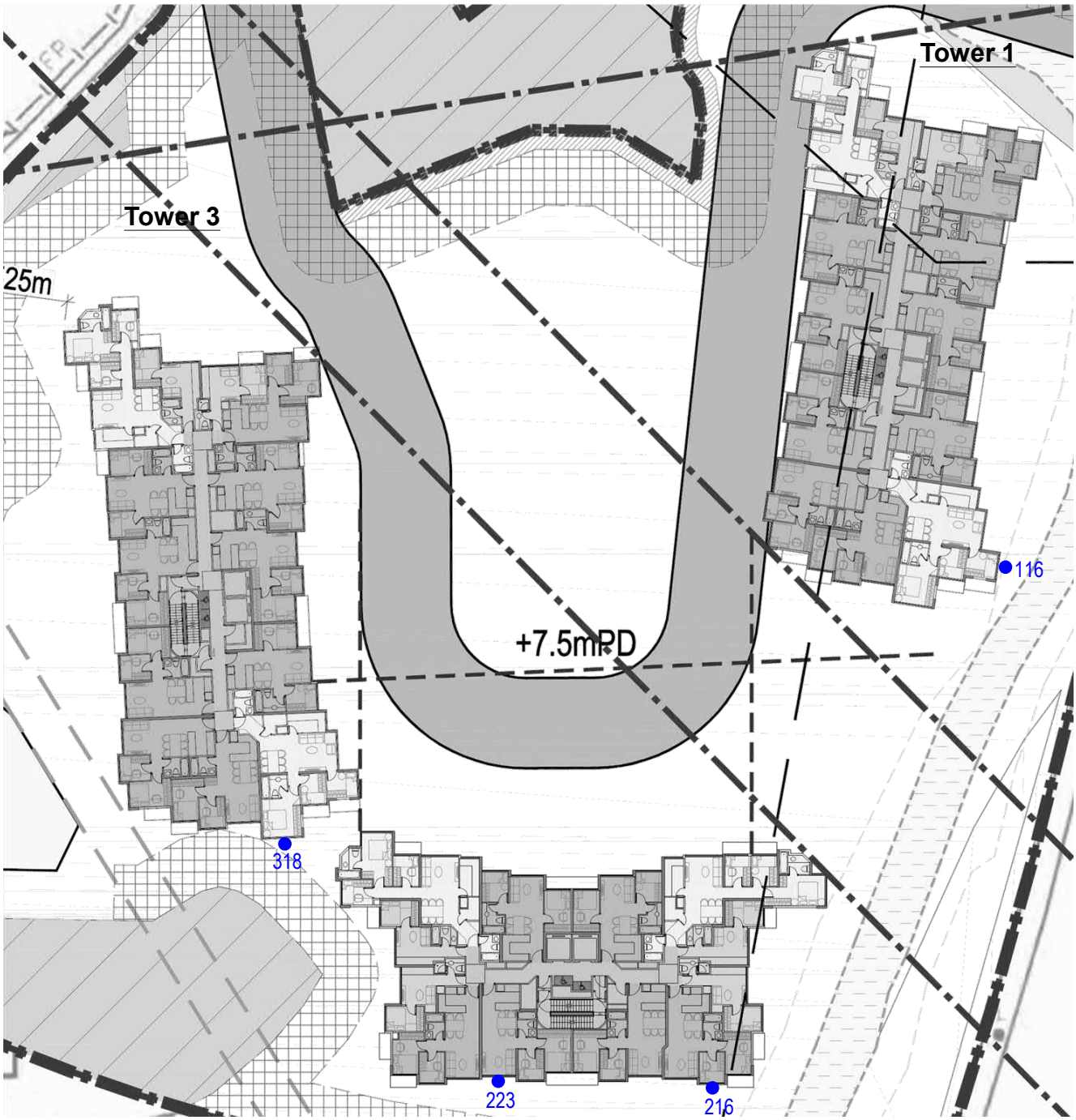
Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po

TITLE:

Location of Identified Fixed Noise Sources

FIGURE

A6-1



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22608 Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Location of Assessment Point for Fixed Noise Assessment**	**A6-2**

Predicted Industrial Noise Levels in Daytime Period

Job Title.: Fung Yuen
Job No.: 22608
Date: 26/9/2025

Floor	NSR 116	NSR 216	NSR 223	NSR 318
1/F	55.5	56.3	55.9	55.2
2/F	55.5	56.3	55.9	55.2
3/F	55.4	56.3	55.9	55.2
4/F	55.4	56.3	55.9	55.2
5/F	55.4	56.2	55.9	55.2
6/F	55.4	56.2	55.9	55.1
7/F	55.4	56.2	55.9	55.1
8/F	55.4	56.2	55.9	55.1
9/F	55.4	56.2	55.9	55.1
10/F	55.4	56.2	55.9	55.1
11/F	55.4	56.1	55.8	55.1
12/F	55.3	56.1	55.8	55.1
13/F	55.3	56.1	55.8	55.1
14/F	55.3	56.1	55.8	55.0
15/F	55.3	56.1	55.8	55.0
16/F	55.3	56.0	55.7	55.0
17/F	55.2	56.0	55.7	55.0
18/F	55.2	56.0	55.7	55.0
19/F	55.2	56.0	55.7	55.0
20/F	55.2	55.9	55.6	54.9
21/F	55.2	55.9	55.6	54.9
22/F	55.1	55.9	55.6	54.9
23/F	55.1	55.8	55.6	54.9
24/F	55.1	55.8	55.5	54.9
25/F	55.0	55.8	55.5	54.8
26/F	55.0	55.7	55.5	54.8
27/F	55.0	55.7	55.5	54.8
28/F	55.0	55.7	55.4	54.8
Max:	55.5	56.3	55.9	55.2
Noise Criterion	60.0	60.0	60.0	60.0
Compliance	YES	YES	YES	YES

Remark: The predicted noise levels were assessed at the height of 1.2m above each residential floor and 1m away from the façade of the opened windows of the noise sensitive receivers as stated in Section 7.3

Predicted Industrial Noise Levels in Night-time Period

Job Title.: Fung Yuen
Job No.: 22608
Date: 26/9/2025

Floor	NSR 116	NSR 216	NSR 223	NSR 318
1/F	31.8	32.8	32.9	32.6
2/F	31.8	32.8	32.9	32.6
3/F	31.8	32.8	32.9	32.6
4/F	31.8	32.8	32.9	32.6
5/F	31.8	32.8	32.9	32.6
6/F	31.8	32.8	32.9	32.6
7/F	31.8	32.8	32.9	32.6
8/F	31.8	32.8	32.9	32.6
9/F	31.8	32.8	32.9	32.6
10/F	31.8	32.8	32.9	32.6
11/F	31.8	32.8	32.9	32.6
12/F	31.8	32.7	32.8	32.5
13/F	31.8	32.7	32.8	32.5
14/F	31.8	32.7	32.8	32.5
15/F	31.8	32.7	32.8	32.5
16/F	31.8	32.7	32.8	32.5
17/F	31.8	32.7	32.8	32.5
18/F	31.8	32.7	32.8	32.5
19/F	31.7	32.7	32.8	32.5
20/F	31.7	32.7	32.8	32.5
21/F	31.7	32.7	32.8	32.5
22/F	31.7	32.7	32.8	32.5
23/F	31.7	32.6	32.7	32.5
24/F	31.7	32.6	32.7	32.4
25/F	31.7	32.6	32.7	32.4
26/F	31.7	32.6	32.7	32.4
27/F	31.7	32.6	32.7	32.4
28/F	31.7	32.6	32.7	32.4
Max:	31.8	32.8	32.9	32.6
Noise Criterion	50.0	50.0	50.0	50.0
Compliance	YES	YES	YES	YES

Remark: The predicted noise levels were assessed at the height of 1.2m above each residential floor and 1m away from the façade of the opened windows of the noise sensitive receivers as stated in Section 7.3

Calculation of Industrial Noise Levels (Daytime Period)

Westwood Hong & Associates Ltd.

Job Title.: Fung Yuen
Job No.: 22608
Date: 26/09/25

NSR	NSR 116 1/F			Xr : 836593 Yr : 835703 Hr : 16.9								
				Source location & distance				Corrections				CNL
Source ID	Description	SWL	No.	Xs	Ys	Hs	Lsr	Cno	CLsr	Csri	Cfac	dB(A)
B	Cheuk Shing Vehicle Repair Workshop - Air compressor noise	94	1	836660	835577	5	142.5	0	-51.1	0.0	3	45.9
C	Recycling yard - loading and unloading by crane	95	1	836742	835600	6	180.9	0	-53.1	0.0	3	44.9
D	Car Repairing Workshop at Ting Kok Road - Electric screwdriver noise	96	1	836428	835427	6	321.0	0	-58.1	0.0	3	40.9
F	KMB Bus Depot - manoeuvring at ingress / egress and insider the Bus Depot	90	1	836439	835274	6	455.4	0	-61.2	0.0	3	31.8
H-1	Lee Kum Kee - Cooling Towers	93	4	836639	835466	12	241.0	6	-55.6	0.0	3	46.4
H-2	Lee Kum Kee - Forklift	104	1	836693	835398	6	320.3	0	-58.1	0.0	3	48.9
J	Hopewell Slipform - Crane	105	1	836667	835333	6	377.0	0	-59.5	0.0	3	48.5
K	Techno Enterprise Limited - Cooling tower	93	2	836687	835268	10	444.3	3	-61.0	0.0	3	38.1
M	Luen Tai Hong - Cooling tower	93	6	836795	835487	12	295.1	8	-57.4	0.0	3	46.4
Q	Chiaphua Industrial - Cooling tower	93	3	836758	835369	12	371.9	5	-59.4	0.0	3	41.4
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd - Cooling Tower	93	3	836803	835382	12	382.7	5	-59.7	0.0	3	41.1
											TOTAL	**55.5**

Definition of terms:

SWL - the sound power level of a source, dB(A)
LAeq - the equivalent continuous noise level over a 30 minute period, dB(A)
No. - the number of items of plant operating simultaneously
Xr, Yr, Hr - the coordinates of the NSR, m
Xs, Ys, Hs - the coordinates of the source, m
Lsr - the slant distance between the source and NSR, m

Cno - correction for no. of plant items
CLsr - the correction for slant distance between the source and the NSR, dB(A)
Cfac - the facade correction, dB(A)
Csri - the sound reduction provided by the building envelope, dB(A)
CNL - the corrected noise level, dB(A)(30 minutes)

Calculation of Industrial Noise Levels (Night-time Period)

Westwood Hong & Associates Ltd.

Job Title.: Fung Yuen
Job No.: 22608
Date: 26/09/25

NSR	NSR 116 1/F		Xr : 836593 Yr : 835703 Hr : 16.9									
				Source location & distance				Corrections				CNL
Code	Description	SWL	No.	Xs	Ys	Hs	Lsr	Cno	CLsr	Csri	Cfac	dB(A)
B	Cheuk Shing Vehicle Repair Workshop - Air compressor noise	94	0	836660	835577	5	142.5	0	-51.1	0.0	3	0.0
C	Recycling yard - loading and unloading by crane	95	0	836742	835600	6	180.9	0	-53.1	0.0	3	0.0
D	Car Repairing Workshop at Ting Kok Road - Electric screwdriver noise	96	0	836428	835427	6	321.0	0	-58.1	0.0	3	0.0
F	KMB Bus Depot - manoeuvring at ingress / egress and insider the Bus Depot	90	1	836439	835274	6	455.4	0	-61.2	0.0	3	31.8
H-1	Lee Kum Kee - Cooling Towers	93	0	836639	835466	12	241.0	0	-55.6	0.0	3	0.0
H-2	Lee Kum Kee - Forklift	104	0	836693	835398	6	320.3	0	-58.1	0.0	3	0.0
J	Hopewell Slipform - Crane	105	0	836667	835333	6	377.0	0	-59.5	0.0	3	0.0
K	Techno Enterprise Limited - Cooling tower	93	0	842274	816999	15	19547.4	0	-93.8	0.0	3	0.0
M	Luen Tai Hong - Cooling tower	93	0	842295	816989	15	19563.0	0	-93.8	0.0	3	0.0
Q	Chiaphua Industrial - Cooling tower	93	0	842302	816997	15	19557.3	0	-93.8	0.0	3	0.0
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd - Cooling Tower	93	0	842310	817006	15	19551.1	0	-93.8	0.0	3	0.0
											TOTAL	**31.8**

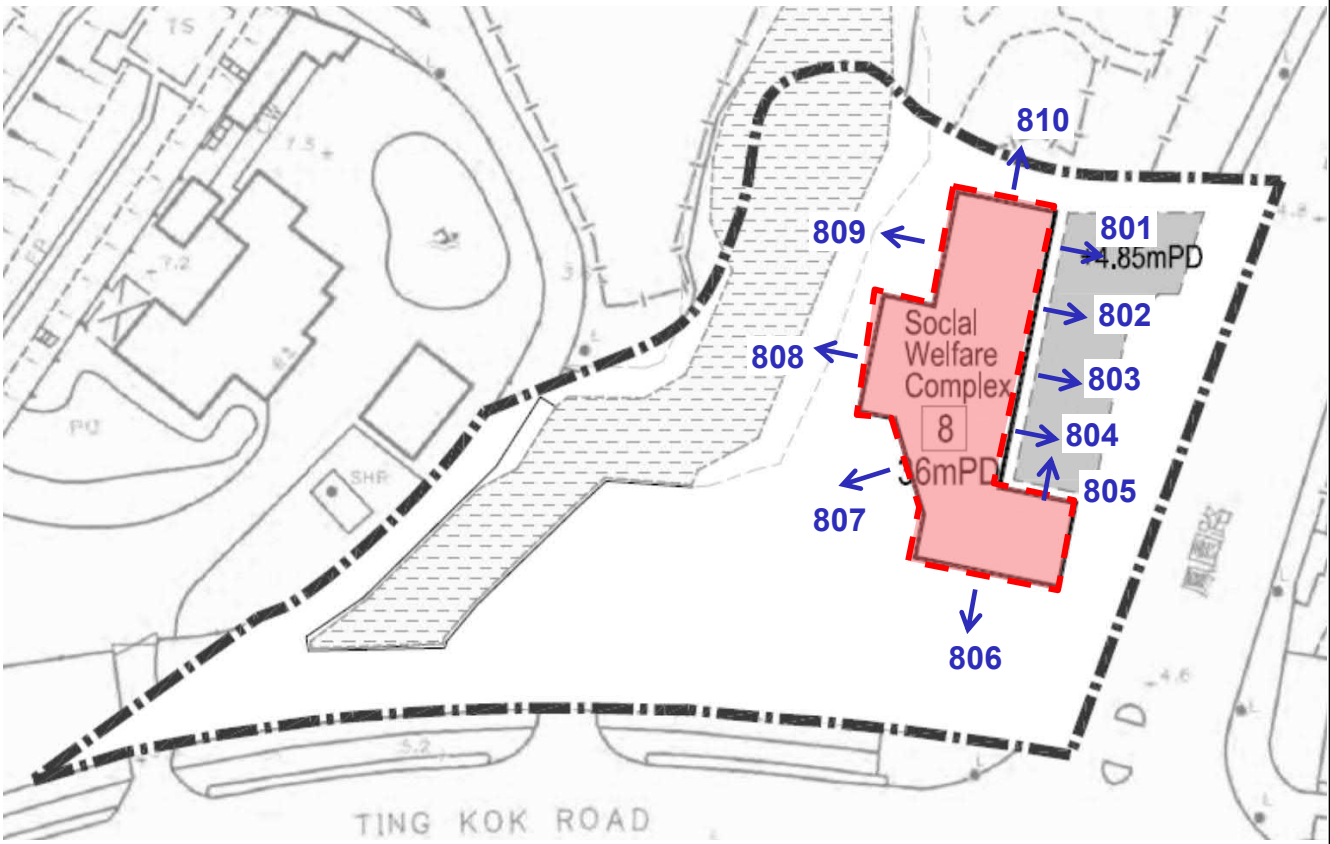
Definition of terms:

SWL - the sound power level of a source, dB(A)
LAeq - the equivalent continuous noise level over a 30 minute period, dB(A)
No. - the number of items of plant operating simultaneously
Xr, Yr, Hr - the coordinates of the NSR, m
Xs, Ys, Hs - the coordinates of the source, m
Lsr - the slant distance between the source and NSR, m

Cno - correction for no. of plant items
CLsr - the correction for slant distance between the source and the NSR, dB(A)
Cfac - the facade correction, dB(A)
Csri - the sound reduction provided by the building envelope, dB(A)
CNL - the corrected noise level, dB(A)(30 minutes)

APPENDIX 7

NOISE IMPACTS FOR RCHE AND DCU



Legend

RCHE & DCU

801 Assessment Point No. 801

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22444 Proposed Residential Development with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D.11 and Adjoining Government Land, Fung Yuen, Tai Po	**Locations of Noise Assessment Point (Road Traffic Noise Assessment for RCHE & DCU)**	**A7-1**

Predicted Façade Noise Levels for Road Traffic Noise for RCHE & DCU – Base Scenario

Floor	Receiver									
	Social Welfare Complex									
	801	802	803	804	805	806	807	808	809	810
1	74.9	75.0	74.9	73.5	72.9	80.0	75.8	73.8	66.7	68.6
2	74.8	75.0	74.8	73.4	72.8	79.9	75.7	73.8	66.7	68.6
3	74.7	74.8	74.7	73.2	72.4	79.7	75.6	73.7	66.6	68.4
4	74.5	74.6	74.5	73.0	72.0	79.4	75.4	73.6	66.4	68.2
5	74.3	74.4	74.2	72.7	71.6	79.1	75.2	73.4	66.3	68.0
6	74.1	74.2	74.0	72.4	71.3	78.8	74.9	73.3	66.1	67.8
7	73.9	74.0	73.8	72.1	70.9	78.5	74.7	73.1	65.9	67.6
8	73.7	73.8	73.5	71.9	70.6	78.2	74.5	72.9	65.7	67.4

Remark:

- The representative NSRs for Social Welfare Complex will exceed the stipulated noise limits.

Predicted Façade Noise Levels for Road Traffic Noise for RCHE & DCU – With Noise Mitigation Measure

Floor	Receiver									
	Social Welfare Complex									
	801	802	803	804	805	806	807	808	809	810
1	67.4	67.5	67.4	66.0	65.4	72.5	68.3	66.3	66.7	68.6
2	67.3	67.5	67.3	65.9	65.3	72.4	68.2	66.3	66.7	68.6
3	67.2	67.3	67.2	65.7	64.9	72.2	68.1	66.2	66.6	68.4
4	67.0	67.1	67.0	65.5	64.5	71.9	67.9	66.1	66.4	68.2
5	66.8	66.9	66.7	65.2	64.1	71.6	67.7	65.9	66.3	68.0
6	66.6	66.7	66.5	64.9	63.8	71.3	67.4	65.8	66.1	67.8
7	66.4	66.5	66.3	64.6	63.4	71.0	67.2	65.6	65.9	67.6
8	66.2	66.3	66.0	64.4	63.1	70.7	67.0	65.4	65.7	67.4

Remark:

- According to the ProPECC PN5/23, the Acoustic Window (Baffle Type) together with the sound absorptive material will have 7.5dB(A) noise reduction. With the provision of this acoustic window, all the NSRs of RCHE except NSR 806 will comply with the noise limit. The southern façade facing Ting Kok Road will have significant noise exceedance, fixed glazing and no noise sensitive rooms of RCHE will be adopted at the southern façade.

- The presented predicted noise level after adopting acoustic windows (baffle type) (i.e. mitigated noise level) does not necessarily represent the noise level at 1m away from the external façade, but the equivalent noise level at 1m from the external façade after accounting the reduction in noise levels inside the flat offered by the acoustic windows (baffle type).

Predicted Industrial Noise Levels in Daytime Period

Job Title.: Fung Yuen
Job No.: 22444
Date: 05/06/2025

Floor	NSR 804
1/F	58.3
2/F	58.3
3/F	58.3
4/F	58.3
5/F	58.3
6/F	58.3
7/F	58.2
8/F	58.2
Max:	58.3
Noise Criterion	60.0
Compliance	YES

Remark: The predicted noise levels were assessed at the height of 1.2m above each residential floor and 1m away from the façade of the opened windows of the noise sensitive receivers as stated in Section 7.3

Predicted Industrial Noise Levels in Night-time Period

Job Title.: Fung Yuen
Job No.: 22444
Date: 05/06/2025

Floor	NSR 804
1/F	35.3
2/F	35.3
3/F	35.3
4/F	35.3
5/F	35.3
6/F	35.3
7/F	35.3
8/F	35.3
Max:	35.3
Noise Criterion	50.0
Compliance	YES

Remark: The predicted noise levels were assessed at the height of 1.2m above each residential floor and 1m away from the façade of the opened windows of the noise sensitive receivers as stated in Section 7.3

Calculation of Industrial Noise Levels (Daytime Period)

Westwood Hong & Associates Ltd.

Job Title.: Fung Yuen
Job No.: 22444
Date: 20/08/25

NSR	NSR 804			Xr : 836543								
	8/F			Yr : 835562								
				Hr : 33.0								
				Source location & distance				Corrections				CNL
Source ID	Description	SWL	No.	Xs	Ys	Hs	Lsr	Cno	CLsr	Csri	Cfac	dB(A)
B	Cheuk Shing Vehicle Repair Workshop - Air compressor noise	94	1	836660	835577	5	121.8	0	-49.7	0.0	3	47.3
C	Recycling yard - loading and unloading by crane	95	1	836742	835600	6	205.0	0	-54.2	0.0	3	43.8
D	Car Repairing Workshop at Ting Kok Road - Electric screwdriver noise	96	1	836428	835427	6	178.8	0	-53.0	0.0	3	46.0
F	KMB Bus Depot - manoeuvring at ingress / egress and insider the Bus Depot	90	1	836439	835274	6	307.2	0	-57.7	0.0	3	35.3
H-1	Lee Kum Kee - Cooling Towers	93	4	836639	835466	12	137.6	6	-50.8	0.0	3	51.2
H-2	Lee Kum Kee - Forklift	104	1	836693	835398	6	224.1	0	-55.0	0.0	3	52.0
J	Hopewell Slipform - Crane	105	1	836667	835333	6	262.2	0	-56.4	0.0	3	51.6
K	Techno Enterprise Limited - Cooling tower	93	2	836687	835268	10	328.1	3	-58.3	0.0	3	40.7
M	Luen Tai Hong - Cooling tower	93	6	836795	835487	12	264.1	8	-56.4	0.0	3	47.3
Q	Chiaphua Industrial - Cooling tower	93	3	836758	835369	12	290.0	5	-57.2	0.0	3	43.5
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd - Cooling Tower	93	3	836803	835382	12	317.0	5	-58.0	0.0	3	42.8
											TOTAL	**58.2**

Definition of terms:

SWL - the sound power level of a source, dB(A)
LAeq - the equivalent continuous noise level over a 30 minute period, dB(A)
No. - the number of items of plant operating simultaneously
Xr, Yr, Hr - the coordinates of the NSR, m
Xs, Ys, Hs - the coordinates of the source, m
Lsr - the slant distance between the source and NSR, m

Cno - correction for no. of plant items
CLsr - the correction for slant distance between the source and the NSR, dB(A)
Cfac - the facade correction, dB(A)
Csri - the sound reduction provided by the building envelope, dB(A)
CNL - the corrected noise level, dB(A)(30 minutes)

Calculation of Industrial Noise Levels (Night-time Period)

Westwood Hong & Associates Ltd.

Job Title.: Fung Yuen
Job No.: 22444
Date: 20/08/25

NSR	NSR 804		Xr : 836543									
	8/F		Yr : 835562									
			Hr : 33.0									
				Source location & distance				Corrections				CNL
Code	Description	SWL	No.	Xs	Ys	Hs	Lsr	Cno	CLsr	Csri	Cfac	dB(A)
B	Cheuk Shing Vehicle Repair Workshop - Air compressor noise	94	0	836660	835577	5	121.8	0	-49.7	0.0	3	0.0
C	Recycling yard - loading and unloading by crane	95	0	836742	835600	6	205.0	0	-54.2	0.0	3	0.0
D	Car Repairing Workshop at Ting Kok Road - Electric screwdriver noise	96	0	836428	835427	6	178.8	0	-53.0	0.0	3	0.0
F	KMB Bus Depot - manoeuvring at ingress / egress and insider the Bus Depot	90	1	836439	835274	6	307.2	0	-57.7	0.0	3	35.3
H-1	Lee Kum Kee - Cooling Towers	93	0	836639	835466	12	137.6	0	-50.8	0.0	3	0.0
H-2	Lee Kum Kee - Forklift	104	0	836693	835398	6	224.1	0	-55.0	0.0	3	0.0
J	Hopewell Slipform - Crane	105	0	836667	835333	6	262.2	0	-56.4	0.0	3	0.0
K	Techno Enterprise Limited - Cooling tower	93	0	842274	816999	15	19428.0	0	-93.8	0.0	3	0.0
M	Luen Tai Hong - Cooling tower	93	0	842295	816989	15	19443.7	0	-93.8	0.0	3	0.0
Q	Chiaphua Industrial - Cooling tower	93	0	842302	816997	15	19438.1	0	-93.8	0.0	3	0.0
R	Hitachi Chemical Electronic Materials (Hong Kong) Ltd - Cooling Tower	93	0	842310	817006	15	19431.9	0	-93.8	0.0	3	0.0
											TOTAL	**35.3**

Definition of terms:

SWL - the sound power level of a source, dB(A)
LAeq - the equivalent continuous noise level over a 30 minute period, dB(A)
No. - the number of items of plant operating simultaneously
Xr, Yr, Hr - the coordinates of the NSR, m
Xs, Ys, Hs - the coordinates of the source, m
Lsr - the slant distance between the source and NSR, m

Cno - correction for no. of plant items
CLsr - the correction for slant distance between the source and the NSR, dB(A)
Cfac - the facade correction, dB(A)
Csri - the sound reduction provided by the building envelope, dB(A)
CNL - the corrected noise level, dB(A)(30 minutes)

APPENDIX 8

JUSTIFICATION OF NOSIE PEERFROMANCE

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Justification of Noise Performance for Acoustic Window (Baffle Type), for Living Room

Table A8-1: Comparison of the Various Parameters of Acoustic Window

Key Parameters	Dimensions in Reference Case [1]	LIV
Room Size (m^2)	18	14.0
Outer Opening Area (m^2)	1.125	1.125
Gap Width (mm)	100	100
Overlapping Width (mm)	100	100
With Sound Absorptive Material (SAM) in plenum	No	No
Noise Reduction (dB(A))	**7**	**4**

Note:
[1] Reference to the ProPECC 5/23 "Application of Innovative Noise Mitigation Designs in Planning Private Residential Devleopments against Road Traffic Noise Impact" "

Table A8-2: Correction for Room Size

	LIV
Room Size (ref) (m^2)	18
Room Size (m^2)	14.0
Room Size, dB(A) [1]	-1.1

Note:
[1] Correction for room area is calculated by 10 log [Room Size / Room Size (ref)]

Table A8-3: Corrected Noise Reduction

	LIV
Reduction Performance (ref) (dB(A)) (Table A8-1)	7.0
Corrected Noise Reduction (dB(A)) [1]	**5.9**

Note:
[1] Corrected Noise Reduction = Reduction Performance (ref) in Table A8-1 + Correction for Room Size in Table A8-2

Conclusion

With considering the room size correction, the noise reduction of Acoustic Window (baffle type) would be 5.9dB(A). Hence, assumption of 4dB(A) noise reduction in the assessment is a conservative approach.

Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po, New Territories

Justification of Noise Performance for Acoustic Window (Baffle Type), for Bedroom

Table A8-4: Comparison of the Various Parameters of Acoustic Window

Key Parameters	Dimensions in Reference Case [1]	Bedroom
Room Size (m^2)	8	5.0
Outer Opening Area (m^2)	0.522	0.522
Gap Width (mm)	100	100
Overlapping Width (mm)	100	100
With Sound Absorptive Material (SAM) in plenum	No	No
Noise Reduction (dB(A))	**6**	**4**

Note:
[1] Reference to the ProPECC 5/23 "Application of Innovative Noise Mitigation Designs in Planning Private Residential Devleopments against Road Traffic Noise Impact" "

Table A8-5: Correction for Room Size

	Bedroom
Room Size (ref) (m^2)	8
Room Size (m^2)	5.0
Room Size, dB(A) [1]	-2.0

Note:
[1] Correction for room area is calculated by 10 log [Room Size / Room Size (ref)]

Table A8-6: Corrected Noise Reduction

	Bedroom
Reduction Performance (ref) (dB(A)) (Table A8-4)	7.0
Corrected Noise Reduction (dB(A)) [1]	**5.0**

Note:
[1] Corrected Noise Reduction = Reduction Performance (ref) in Table A8-4 + Correction for Room Size in Table A8-5

Conclusion

With considering the room size correction, the noise reduction of Acoustic Window (baffle type) would be 5dB(A). Hence, assumption of 4dB(A) noise reduction in the assessment is a conservative approach.

APPENDIX 9

SCHEDULE OF NOISE MITIGATION MEASURES

Proposed Residential Development at Fung Yuen Road, Tai Po, N.T.

Schedule of Noise Mitigation Measures

1. Acoustic Window (Baffle Type) (refer to Figures 5a – 5c and Appendix 4)

Tower	Floor	Location	NSR no. (refer to Figure A3)
Tower 1	1/F – 8/F	MBR	104
	1/F – 7/F	LIV	105
	1/F – 7/F	MBR	106
	1/F – 7/F	LIV	107
	1/F – 7/F	BR	108
	1/F – 7/F	LIV	109
	1/F – 7/F	BR	110
	1/F – 7/F	MBR	111
	1/F – 6/F	MBR	112
	1/F – 7/F	LIV	113
	1/F – 7/F	BR	114
	1/F – 7/F	LIV	115
	1/F – 10/F	BR	116
	1/F – 8/F	BR	117
	1/F – 8/F	MBR	118
Tower 2	1/F –17/F	MBR	210
	1/F – 6/F	MBR	211
	1/F – 4/F	LIV	212
	1/F – 5/F	LIV	213
	1/F – 18/F	MBR	214
	1/F – 23/F	MBR	215
	1/F – 23/F	BR	216
	1/F – 23/F	LIV	217
	1/F – 23/F	LIV	218
	1/F – 23/F	BR	219
	1/F – 23/F	MBR	220
	1/F – 23/F	MBR	221
	1/F – 23/F	BR	222
	1/F – 23/F	LIV	223
	1/F – 23/F	LIV	224
	1/F – 23/F	BR	225
	1/F – 23/F	MBR	226
Tower 6	1/F	LIV	629
	1/F	BR	630
	1/F	MBR	631
	1/F	LIV	632

	1/F – 2/F	BR	633
	1/F – 2/F	LIV	634
Tower 7	1/F – 4/F	BR	716
	1/F – 2/F	MBR	720
	1/F – 6/F	BR	721
	1/F – 6/F	MBR	722
	1/F – 3/F	LIV	723

Annex I

Replacement Pages of Water Supply Impact Assessment

4 Proposed Water Supply Arrangement

4.1 Water Demand and Water Supply System

4.1.1 As discussed in **Section 3**, the estimated fresh water and flushing water demands for the residential development in Area (A) are approximately 1,638 m^3/day and 315 m^3/day for Phase I, and 259 m^3/day and 50 m^3/day for Phase II. For supplying fresh water to the residential development under this planning application, it is proposed to branch off a DN150 fresh water main for Area (A) Phase I and a DN80 fresh water main for Area (A) Phase II from the existing DN300 fresh water main at Fung Yuen Road. For the flushing water, a DN80 flushing water main for Area (A) Phase I and a DN50 flushing water main for Area (A) Phase II are proposed to branch off from the existing DN150 salt water main respectively at Fung Yuen Road.

4.1.2 For the Social Welfare Complex in Area (B), the estimated fresh water and flushing water demands are about 75 m^3/day and 19 m^3/day respectively. It is proposed to branch off a DN80 fresh water main and a DN80 flushing water main from the existing DN300 fresh water main and DN150 salt water main at Fung Yuen Road.

4.1.3 The proposed connection points for Area (A) Phase I, Area (A) Phase II and Area (B) from the existing watermains are enclosed in **Appendix D**.

4.2 Water Impact Assessment

Checking of Residual Pressures for Existing Fresh Water Supply Main

4.2.1 The top level and invert level of Ha Hang Fresh Water Reservoir is 82.075 mPD and 76.200 mPD respectively. It is assumed in the design that the water level at the service reservoir is at 50% of the full depth. Thus, the water level of Ha Hang Fresh Water Reservoir is assumed as 79.138 mPD.

4.2.2 For assessing the impact to the existing DN600-DN200 fresh watermains, a few control points (namely Control Points A to F as shown in **Appendix D**), have been established for comparing the residual pressures of the fresh watermain with and without the proposed Development. Based on the hydraulic calculation results shown in **Table 4.1**, the residual head under existing condition at the Control Points range from 65.20 m to 34.26 m. With the additional demand from the Development, the residual head remain well within the requirement of 20 m according to Handbook on Plumbing Installation for Buildings as the residual head under Proposed Condition range from 63.11 m to 28.52 m. The residual head at the connection point of the residential developments in Area (A) Phase I, Area (A) Phase II and the Social Welfare Complex in Area (B) are 56.25, 52.32 m and 59.45 m respectively. Thus, it is considered that there is no insurmountable impact arising from the Development to the existing fresh water supply system.

4.2.3 The hydraulic calculation of residual head for the existing fresh watermain from Ha Hang Fresh Water Reservoir along the assessed water supply system at Fung Yuen Road can be referred to **Appendix E**.

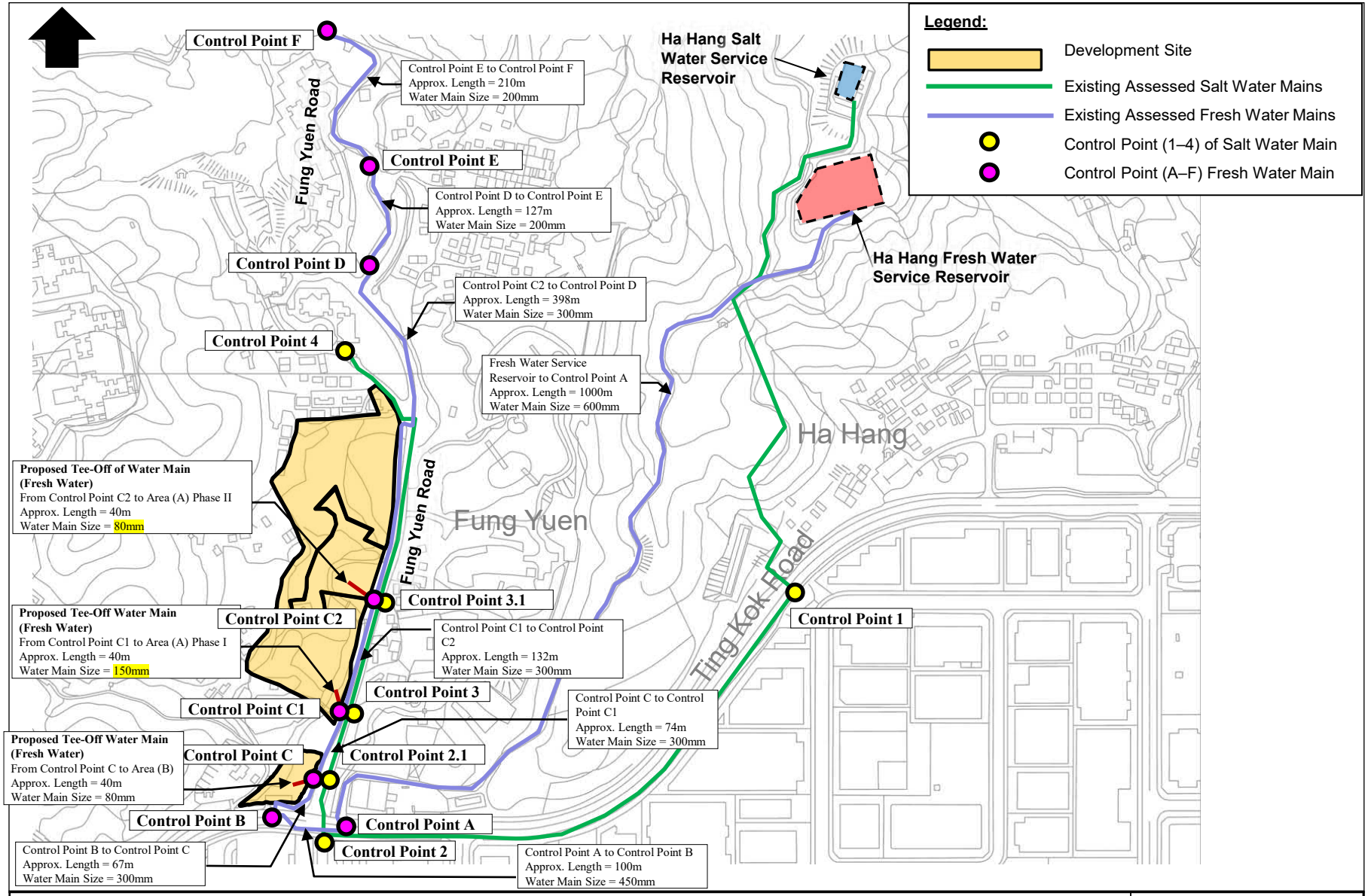
5 Conclusion

5.1.1 Based on the unit water demand and the estimated population, the mean daily fresh water and flushing water demand for the residential development in Area (A) are approximately 1,638 m^3/day and 315 m^3/day for Phase I, and 259 m^3/day and 50 m^3/day for Phase II. For supplying fresh water to the residential development under this planning application, it is proposed to branch off a DN150 fresh water main for Area (A) Phase I and a DN80 fresh water main for Area (A) Phase II from the existing DN300 fresh water main at Fung Yuen Road. For the flushing water, a DN80 flushing water main for Area (A) Phase I and a DN50 flushing water main for Area (A) Phase II are proposed to branch off from the existing DN150 salt water main respectively at Fung Yuen Road.

5.1.2 For the proposed Social Welfare Complex, the mean daily fresh water and flushing water demand is estimated to be about 75 m^3/day and 19 m^3/day respectively. It is proposed to branch off a DN80 fresh water main and a DN80 flushing water main from the existing DN300 fresh water main and DN150 salt water main at Fung Yuen Road.

5.1.3 Based on the hydraulic calculation, residual heads of proposed condition at the connection point of the Development are estimated. For the residential development of Area (A) Phases I and Area (A) Phases II, the residual heads are 56.25 m and 52.32 m for fresh water supply respectively and 56.18 m and 48.57 for salt water supply respectively. For the Social Welfare Complex, the residual heads are 59.45 m for fresh water supply and 61.80 m for flushing water supply respectively. In addition, the furthest fresh water Control Point F and salt water Control Point 4 are 28.52 m and 31.20 m which are well within residual head requirement of 20 m and 15 m for water supply system.

5.1.4 Based on the assessment findings, it is considered that there is no insurmountable impact from the additional water demand from the Development on the existing water supply system.



Project Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories

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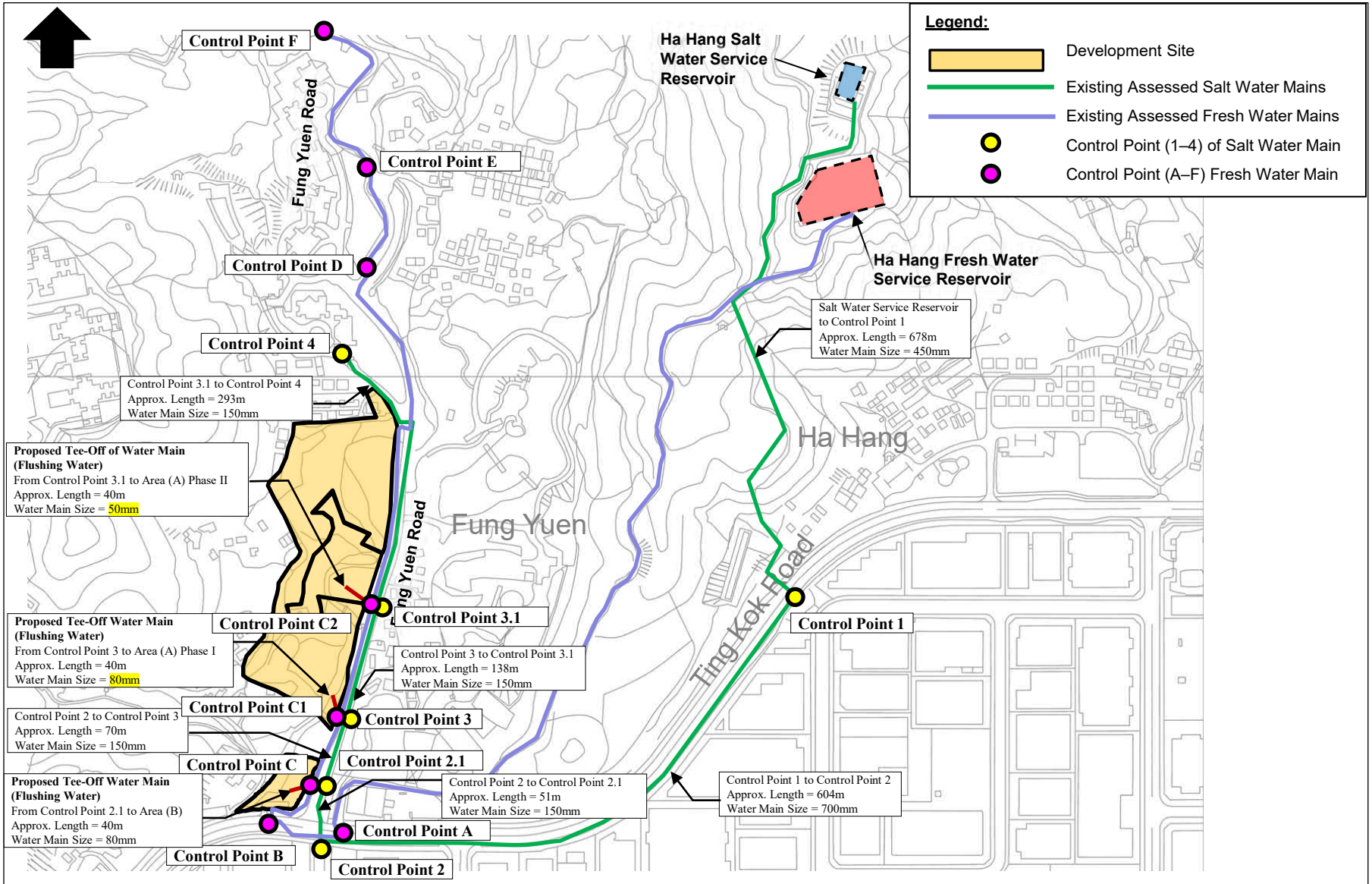
Title Layout Plan for Hydraulic Calculation of Residual Head (Fresh Water Main)

Appendix D

Date	Scale	File
Dec 2025	N.T.S.	



Project	**Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po, New Territories**
Title	**Layout Plan for Hydraulic Calculation of Residual Head (Salt Water Mains)**
Date	**Dec 2025**
Scale	**N.T.S.**
File	

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Appendix D