2025年 2月 18日
此文件在_____收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 18 FEB 2025.
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2500351 17/1 by hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL-SKI/410
	Date Received 收到日期	18 FEB 2025

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

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

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

1. Name of Applicant 申請人姓名/名稱

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

Join Bright Warehousing Limited 俊怡嘉貨倉管理有限公司

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

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

R-riches Property Consultants Limited 盈卓物業顧問有限公司

3. Application Site 申請地點

(a)	Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories
(b)	Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 4,411 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 4,411 sq.m 平方米☑About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Shek Kong Outline Zoning Plan No.: S/YL-SK/9
(e) Land use zone(s) involved 涉及的土地用途地帶	"Industrial (Group D)" Zone
(f) Current use(s) 現時用途	Open storage of junk vehicles and vehicle parts (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

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

☑ posted notice in a prominent position on or near application site/premises on 06/01/2025 - 20/01/2025 (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☑ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 23/01/2025 (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☐ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請	
(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐ Plot ratio restriction 地積比率限制 — From 由 ..... to 至 .....

☐ Gross floor area restriction 總樓面面積限制 — From 由 .....sq. m 平方米 to 至 .....sq. m 平方米

☐ Site coverage restriction 上蓋面積限制 — From 由 .....% to 至 ..... %

☐ Building height restriction 建築物高度限制 — From 由 .....m 米 to 至 ..... m 米

From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)

From 由 ..... storeys 層 to 至 ..... storeys 層

☐ Non-building area restriction 非建築用地限制 — From 由 .....m to 至 ..... m

☐ Others (please specify) 其他（請註明） .....

.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	4,411 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	1.0	☑About 約
Proposed site coverage 擬議上蓋面積	32 %	☑About 約
Proposed no. of blocks 擬議座數	N/A	
Proposed no. of storeys of each block 每座建築物的擬議層數	not more than 3 storeys 層 ☐ include 包括 ..... storeys of basements 層地庫 ☐ exclude 不包括 ..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	..... mPD 米(主水平基準上)	☐About 約
	not more than 13 m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☑ Non-domestic part 非住用部分 — GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約
(please specify the number of rooms
請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
.....
.....
.....

☑ other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
Concrete batching plant: 4,411 sq. m (about)
.....
.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

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

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

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途
Vehicle parking and loading/unloading spaces and circulation area
.....
.....
.....
.....
.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Mid-2026

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Kam Tin Road via a local access ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位: 2 Motorcycle Parking Spaces 電單車車位: N/A Light Goods Vehicle Parking Spaces 輕型貨車泊車位: N/A Medium Goods Vehicle Parking Spaces 中型貨車泊車位: N/A Heavy Goods Vehicle Parking Spaces 重型貨車泊車位: 12 Others (Please Specify) 其他 (請列明):
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位: N/A Coach Spaces 旅遊巴車位: N/A Light Goods Vehicle Spaces 輕型貨車車位: N/A Medium Goods Vehicle Spaces 中型貨車車位: N/A Heavy Goods Vehicle Spaces 重型貨車車位: N/A Others (Please Specify) 其他 (請列明) Tanker Spaces: 2
	No 否	☐

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

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

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
	_____ _____		
	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)		

10. Justifications 理由

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

Please refer to the supplementary statement.

11. Declaration 聲明

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

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

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

Matthew NG
Name in Block Letters 姓名（請以正楷填寫）

Planning and Development Manager
Position (if applicable) 職位 （如適用）

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

on behalf of 代表 R-riches Property Consultants Limited 盈卓物業顧問有限公司

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

Date 日期 23/01/2025 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

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

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

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

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories
Site area 地盤面積	4,411 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Shek Kong Outline Zoning Plan No.: S/YL-SK/9
Zoning 地帶	"Industrial (Group D)" Zone
Applied use/ development 申請用途/發展	Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	N/A ☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	4,411 ☑ About 約 ☐ Not more than 不多於	1.0 ☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	N/A	
	Composite 綜合用途	N/A	

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	m 米 ☐ (Not more than 不多於)
			N/A	mPD 米(主水平基準上) ☐ (Not more than 不多於)
			N/A	Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	13	m 米 ☑ (Not more than 不多於)
			N/A	mPD 米(主水平基準上) ☐ (Not more than 不多於)
			3	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	N/A	m 米 ☐ (Not more than 不多於)
			N/A	mPD 米(主水平基準上) ☐ (Not more than 不多於)
			N/A	Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積		32 %	☑ About 約
(v)	No. of units 單位數目		N/A	
(vi)	Open space 休憩用地	Private 私人	N/A	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	N/A	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	14
	Private Car Parking Spaces 私家車車位	2
	Motorcycle Parking Spaces 電單車車位	N/A
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N/A
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	12
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	2
	Taxi Spaces 的士車位	N/A
	Coach Spaces 旅遊巴車位	N/A
	Light Goods Vehicle Spaces 輕型貨車車位	N/A
	Medium Goods Vehicle Spaces 中型貨車位	N/A
	Heavy Goods Vehicle Spaces 重型貨車車位	N/A
	Others (Please Specify) 其他 (請列明)	
	Tanker Spaces	2

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

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☑
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑

Plans showing location/zoning/land status of the Site; Plans showing location/zoning of the original premises; Plans showing dev. phasing/land resumption of HSK/HT NDA; Plan showing alternative sites; and Aerial photo.

Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☑
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐

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

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

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

此為空白頁。

This is a blank page.

SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS IN "INDUSTRIAL (GROUP D)" ZONE,

LOTS 573 RP AND 1710 IN D.D. 114 SHEK KONG, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant
Join Bright Warehousing Limited

Consultancy Team

Planning Consultant:	**R-riches Property Consultants Limited**
Drainage Consultant:	**EnviroSolutions & Consulting Limited**
Environmental Consultant:	**EnviroSolutions & Consulting Limited**
Traffic Consultant:	**CKM Asia Limited**

R-Riches
Property Consultants Ltd.

January 2025
Version 1.0

CONTENT PAGE

APPENDICES

LIST OF PLANS

LIST OF TABLES

EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years**' (the proposed development).

- The Site falls within an area zoned "Industrial (Group D)" ("I(D)") on the Approved Shek Kong Outline Zoning Plan (OZP) No.: S/YL-SK/9. The Site occupies an area of 4,411 m^2 (about). A concrete batching plant with other ancillary facilities with total gross floor area (GFA) of 4,411 m^2 (about) is proposed at the Site. The remaining area is reserved for vehicle parking and loading/unloading spaces and circulation area.

- The Site is accessible from Kam Tin Road via a local access. The operation hours of the proposed development are 07:00 to 23:00 daily.

- Justifications for the proposed development are as follows:
  - the applicant's original premises is affected by land resumption for the development of the Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA);
  - the applicant has spent effort in identifying suitable sites for relocation;
  - the applied use is the same as the applicant's original premises;
  - the proposed development is not incompatible with surrounding land uses; and
  - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "I(D)" zone.

- Details of development parameters are as follows:

Application Site Area	4,411 m^2 (about)
Covered Area	1,411 m^2 (about)
Uncovered Area	3,000 m^2 (about)
Plot Ratio	1.0 (about)
Site Coverage	32% (about)
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	4,411 m^2 (about) *Not applicable* *4,411 m^2 (about)*
Building Height	Not more than 13 m
No. of Storey	Not more than 3 storeys

行政摘要 (*內文如與英文版本有任何差異，應以英文版本為準*)

- 申請人現根據《城市規劃條例》(第 131 章) 第 16 條，向城市規劃委員會提交有關*新界元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號*的規劃申請，於上述地點作「**擬議臨時混凝土配料廠連附屬設施 (為期 5 年)**」(擬議發展)。

- 申請地點所在的地區在《石崗分區計劃大綱核准圖編號 S/YL-SK/9》上劃為「工業 (丁類)」地帶。申請地盤面積為 4,411 平方米 (約)。申請地點將設有混凝土配料廠及其他附屬設施，總樓面面積合共為 4,411 平方米 (約)，申請地點的其餘地方將預留作車輛停泊和上落貨位及流轉空間。

- 申請地點可從錦田公路經一條地區道路前往。擬議發展的作業時間為每日上午七時至下午十一時。

- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到「洪水橋／廈村新發展區」發展收地影響；
  - 申請人曾經致力尋找合適的搬遷地點；
  - 申請用途與申請人先前受影響的發展場地用途一致；
  - 擬議發展與周邊地方的用途並非不協調；及
  - 擬議發展只屬臨時性質，批出規劃許可則不會影響「工業 (丁類)」地帶的長遠規劃意向。

- 擬議發展的詳情發展參數如下：

申請地盤面積：	4,411 平方米 (約)
上蓋總面積：	1,411 平方米 (約)
露天地方面積：	3,000 平方米 (約)
地積比率：	1.0 (約)
上蓋覆蓋率：	32% (約)
總樓面面積 *住用總樓面面積：* *非住用總樓面面積：*	4,411 平方米 (約) *不適用* *4,411 平方米 (約)*
構築物高度：	不多於 13 米
構築物層數：	不多於 3 層

1. INTRODUCTION

Background

1.1 **R-riches Property Consultants Limited** has been commissioned by **Join Bright Warehousing Limited**[1] (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories* (**Plans 1** to **3**).

1.2 The applicant would like to use the Site for '**Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years**'. The Site currently falls within an area zoned "I(D)" on the Approved Shek Kong OZP No.: S/YL-SK/9 (**Plan 2**). According to the Notes of the OZP, the applied use is a Column 2 use within the "I(D)" zone, which requires planning permission from the Board.

1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement. Assessments and proposals (i.e. Traffic Impact Assessment (TIA), Environmental Assessment (EA) and Drainage Proposal) to mitigate potential adverse impacts are submitted for the consideration of relevant government bureaux/departments and members of the Board (**Plans 1** to **11** and **Appendices I** to **V**).

[1] **Join Bright Warehousing Limited** (the applicant) is authorized by **Glorious Concrete (H.K.) Limited** (the affected business operator) to facilitate the relocation of the existing affected business premises in Hung Shui Kiu. Details of the affected business operator are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by HSK/HT NDA

2.1 The current application is intended to facilitate the relocation of the applicant's affected premises of a concrete batching plant and the ancillary facilities in HSK, i.e. *various lots in D.D. 130*, due to land resumption and to pave way for the development of the HSK/HT NDA (**Appendix I** and **Plan 4**).

2.2 According to the Revised Recommended Outline Development Plan (Revised RODP) for the HSK NDA, the affected premises falls within areas zoned "Industry", "Other Specified Uses", "Government" and an area shown as 'Road'. The affected premises currently falls within areas zoned "Industrial" ("I"), "Government, Institution or Community" ("G/IC") and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No.: S/HSK/2 (**Plan 5**).

2.3 With reference to the implementation programme, the affected premises falls within the land resumption limit for the second phase development of the HSK/HT NDA (**Plan 6**). As land where the premises will be developed for industrial and government, Institution or community uses, the concerned parcel of land will be resumed and reverted to the Government in 2024 (**Plan 7**). Therefore, the applicant desperately needs to identify a suitable site for relocation in order to continue its business operation.

Applicant's effort in identifying suitable site for relocation

2.4 Whilst the applicant has spent effort to relocate the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership or accessibility (**Appendix II** and **Plan 8**). After a lengthy site-searching process, the Site was identified for relocation as it is relatively flat, in close proximity to NDAs and easily accessible from Kam Tin Road via a local access.

Applied use is the same as the affected business in HSK

2.5 The proposed development involves the operation of a concrete batching plant with ancillary facilities to support the daily operation of the Site. The existing concrete batching plant consists of 4 cementitious silos with total capacity of about 480 tonnes. The maximum production capacity is about 1,400 m^3 (about) within a 12-hour production period between 07:00 to 19:00. Details of the difference between the original premises and proposed development are shown at **Table 1** below.

Table 1: Differences between the Original Premises and the Site

	Original Premises (a)	**The Site (b)**	***Difference (b) – (a)***
Site Area	4,835 m^2	4,411 m^2	-424 m^2, *-9%*
GFA	3,903 m^2	4,411 m^2	+508 m^2, *+13%*
Silo Capacity	480 t	2,100 t	+337.5 t, *+338%*
Max. Production Capacity	117 m^3/h	200 m^3/h	+83 m^3/h, *+71%*

2.6 A large portion of the Site is uncovered (i.e. 3,000 m^2 (about), 68% of the Site) and designated for parking and loading/unloading (L/UL) spaces and circulation area to support the daily operation of the Site. A substantial amount of circulation space is reserved within the Site so as to enhance the Site's overall efficiency, as well as to minimize the potential adverse traffic impact to the surrounding road network.

To meet the growing demand for concrete production

2.7 Ready-mixed concrete is one of the most commonly-used raw materials for construction projects in Hong Kong. With the continued development across various NDAs in the New Territories, the amount of construction works and the demand for concrete arising from planned development projects will remain high. The continued operation of the concrete batching plant can ensure a steady and sustainable concrete supply and reduce cross-district traffic for concrete delivery.

Approval of the application would not frustrate the long-term planning intention of the "I(D)" zone

2.8 Given that the Site falls within an area zoned "I(D)" on the Approved Shek Kong OZP No.: S/YL-SK/9, and the applied use is a Column 2 use within the "I(D)" zone, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "I(D)" zone and would better utilize deserted land in the New Territories.

2.9 The proposed development is generally in line with the planning intention of the "I(D)" zone. The special background of the application should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the "I(D)" zone.

The proposed development is not incompatible with surrounding land uses

2.10 The proposed development situates in a relatively remote area, which is far away from sensitive receivers. The surrounding area is considered to be predominately in industrial character comprising various brownfield operations. The proposed development is therefore considered not incompatible with surrounding land uses.

2.11 Furthermore, results of the technical assessments (i.e. TIA, EA and drainage proposal) in Chapter 5 of the Planning Statement have indicated that the significant adverse impact arising from the proposed development are not anticipated. Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimize the potential adverse impact arisen from the proposed development.

3. SITE CONTEXT

Site Location

3.1 The Site is located approximately 260 m east of Kam Tin Road; 4.5 km east of Kam Sheung Road MTR Station; 12.5 km south of Kwu Tung North NDA; 12.9 km south of Fanling North NDA; and 13.1 km east of HSK/HT NDA; and 16.7 km east of the original premises in HSK.

Accessibility

3.2 The Site is accessible from Kam Tin Road via a local access (**Plan 1**).

Existing Site Condition

3.3 The Site is currently used as an open storage yard for junked vehicles, vehicle parts and construction materials. It is generally flat, unfenced and concrete-formed (**Plans 1**, **3** and **9**).

Surrounding Area

3.4 The Site is predominantly for industrial use and is mainly surrounded by open storage yards and temporary structures for various brownfield operations (**Plans 1**, **3** and **9**).

3.5 To its immediate north are some vacant temporary structures, across which is a vegetated slope and some unused/vacant land.

3.6 To its immediate east is the site of an approved planning application (No. A/YL-SK/275) for logistics centre. To its further east are some open storage yards, warehouses, workshops and logistics centre (Nos. A/YL-SK/279 and 301).

3.7 To its immediate south are some open storage of vehicle, vehicle parts, construction machinery and construction material. To its further south are some temporary structures for storage of construction machinery, vehicle dismantling workshops, selling of vehicle products and the site of an approved logistics centre (No. A/YL-SK/307).

3.8 To its immediate west are some open storage of vehicles, vehicle parts, construction machinery and construction material. To its further west is Kam Tin Road, across which are some open storage yards and vehicle repair workshops.

4. PLANNING CONTEXT

Zoning of the Site

4.1 The Site falls within an area zoned "I(D)" on the Approved Shek Kong OZP No.: S/YL-SK/9 (**Plan 2**). According to the Notes of the OZP, the applied use is a Column 2 use within the "I(D)" zone, which requires planning permission from the Board.

Planning Intention

4.2 The planning intention of the "I(D)" zone is *primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.*

Statutory Development Restrictions

4.3 According to the Notes of the OZP, *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 plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13 m* within the "I(D)" zone on the OZP.

Previous and Similar Applications

4.4 The Site is not subject of any previous application.

4.5 There is no similar approval for 'Concrete Batching Plant' within the same "I(D)" zone.

Land Status of the Site

4.6 Detailed survey was conducted by the applicant to delineate the lot boundary of the Site, i.e. *Lots 573 RP and 1710 in D.D. 114* (**Plan 3**). The Site consists of 2 private lots with private land area of 4,332 m^2 (about) of Old Schedule Lot held under Block Government Lease (*Lot 573 RP in D.D. 114*) and 79 m^2 (about) of New Grant Lot (*Lot 1710 in D.D. 114*).

4.7 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver (STW) to the Lands Department (LandsD) to make way for the erection of the proposed structure at the Site, after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

5.1 The Site consists of an area of 4,411 m^2 (about). Details of development parameters are shown at **Table 2** below.

Table 2: Development Parameters

Application Site Area	4,411 m^2 (about)
Covered Area	1,411 m^2 (about)
Uncovered Area	3,000 m^2 (about)
Plot Ratio	1.0 (about)
Site Coverage	32% (about)
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	4,411 m^2 (about) *Not applicable* *4,411 m^2 (about)*
Building Height	Not more than 13 m
No. of Storey	Not more than 3 storeys

5.2 The proposed concrete batching plant comprises 4 silos with total capacity of 2,100 tonnes (about) for storage of materials for concrete production; aggregate storage and handling system; concrete mixing towers; ice handling system; water tank and chiller plant; truck washing facilities; and other ancillary supporting facilities with total GFA of 4,411 m^2 (about), covered area of 1,411 m^2 (about) and a maximum building height of 13 m (about). The remaining open area is reserved for parking and L/UL spaces and circulation area (**Plans 10** and **11**).

Operation Mode

5.3 The proposed concrete batching plant consists of 2 production lines, each with a design production capacity of about 100 m^3 per hour. Operation hours are from 07:00 to 23:00 daily, which consist of a 12-hour production period between 07:00 to 19:00, and a delivery period of raw materials beyond peak hours between 19:00 and 23:00. It is estimated that the Site would be able to accommodate about 10 workers. Visitor is not anticipated at the Site.

No Traffic Impact

5.4 The Site is accessible from Kam Tin Road via a local access i.e. Chun Yiu Road, which is proposed to be upgraded to allow 2-lane 2-way traffic with a minimum width of

6 m (**Plan 1**). An 11 m (about) wide ingress/egress is proposed at the northern part of the Site. A total of 16 parking and L/UL spaces will be provided (**Plan 10**). Details of parking and L/UL provision are shown at **Table 3** below:

Table 3: Provision of Parking and L/UL Spaces

Type of Parking Spaces	**No. of Space**
Parking Spaces for Private Cars - *2.5 m (W) x 5 m (L)*	2
Parking Spaces for Heavy Goods Vehicles - *11 m (W) x 3.5 m (L)*	12
Type of L/UL Spaces	**No. of Space**
L/UL Spaces for Container Vehicles - *16 m (W) x 3.5 m (L)*	2

5.5 A TIA has been conducted to assess the potential traffic impact induced by the proposed concrete batching plant on nearby road network during the construction and operational stages (**Appendix III**). The assessment result has indicated that all key junctions and road links perform satisfactorily during the peak hours on a normal weekday in the assessment year of 2030, i.e. 5 years upon obtaining planning permission from the Board. The TIA has concluded that no adverse traffic impact arising from the proposed concrete batching plant is anticipated.

No Environmental Impact

5.6 An EA covering assessments on air quality, noise, water quality, waste management and land contamination has been conducted to assess the potential environmental impact induced by the proposed concrete batching plant during the construction and operational stages (**Appendix IV**). With proper implementation of mitigation and control measures, the assessment result has indicated that no adverse environmental impact from the proposed concrete batching plant is anticipated.

No Drainage Impact

5.7 The applicant has submitted a drainage proposal to review the drainage arrangements for the proposed concrete batching plant (**Appendix V**). The existing hard paving has already been taken into consideration. The potential increase in surface runoff generated by the proposed concrete batching plant is estimated to be minimal. A series of perimeter surface drains with sand trap/catch pit are proposed to collect the cumulative runoff, which will finally connect to the proposed discharge point at the stream to the south of the Site via a stormwater drainage pipe. The drainage proposal has concluded that no adverse drainage impact is envisaged.

Fire Safety Aspect

5.8 The applicant will submit a fire service installations (FSIs) proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site. Upon receiving the STW approval from LandsD and the General Building Plan approval from the Buildings Department for erection of structures, the applicant will implement the accepted FSIs proposal at the Site.

6. CONCLUSION

6.1 The current application is intended to facilitate the relocation of an existing concrete batching plant and its ancillary facilities in HSK, which will be affected by the HSK/HT NDA development (**Plans 4 to 7**). Whilst the applicant attempted to relocate the concrete batching plant to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II** and **Plan 8**). Having considered a number of factors, including locations of concrete demand, land use compatibility, environmental and traffic impacts and concrete delivery time, the Site is considered suitable for relocation as it is located not far away from the original premises, in close proximity to various NDAs and easily accessible.

6.2 Being located within an area zoned "I(D)" on the OZP, the proposed concrete batching plant is generally in line with the planning intention of the "I(D)" zone, which is primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intention of "I(D)" zone and better utilize deserted land in the New Territories. Given that the relocation is to facilitate the HSK/HT NDA development, approval of the application can facilitate relocation prior to land resumption, thereby minimize the impact on the implementation programme of the HSK/HT NDA.

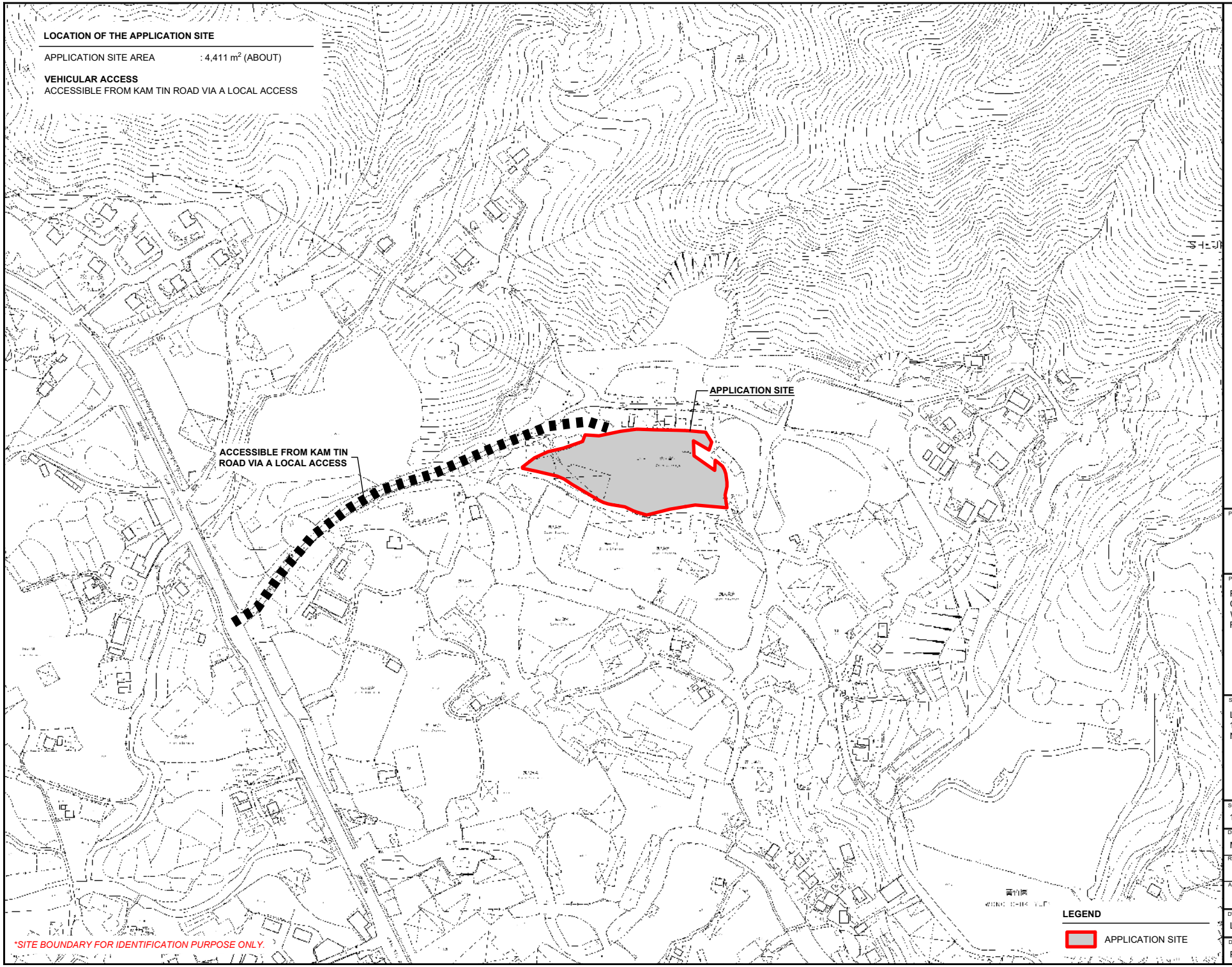
6.3 The proposed development is situated in an area predominated by industrial-related activities, surrounded by temporary structures for various brownfield operations, and is closely connected to various NDAs via nearby public road network; the proposed development is considered not incompatible with the surrounding areas. Approval of the current application would not set an undesirable precedent within the "I(D)" zone, and should be considered on its own merits.

6.4 The proposed development will not create significant nuisance to the surrounding areas. Technical assessments and proposals have been provided to demonstrate that adverse traffic, environmental and drainage impacts arising from the proposed development are not anticipated.

6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years**'.

R-riches Property Consultants Limited
January 2025

LIST OF PLANS



NORTH

W E

S

PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

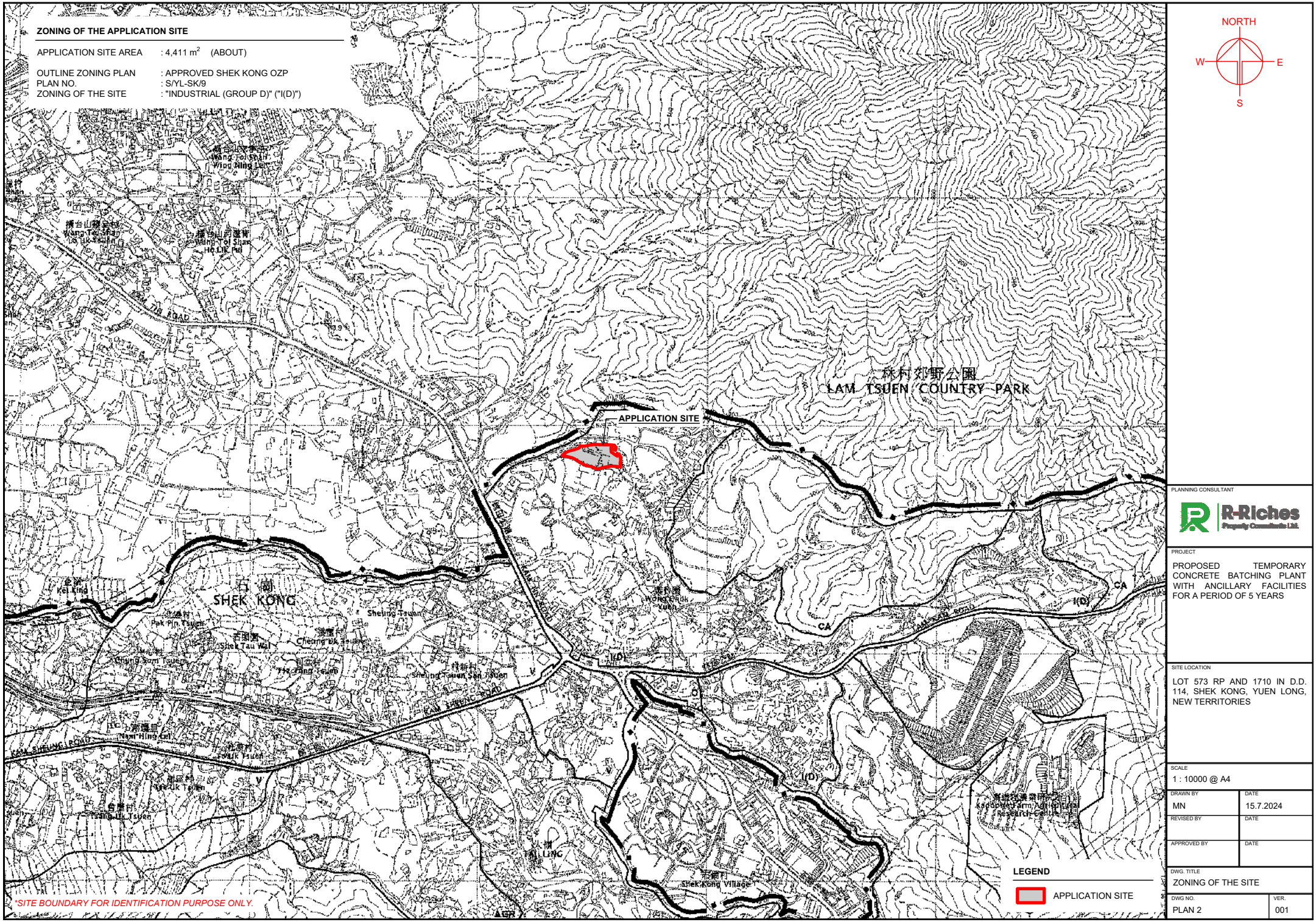
PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	1 : 3000 @ A4
DRAWN BY	MN
DATE	15.7.2024
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	LOCATION PLAN
DWG NO.	PLAN 1
VER.	001



PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

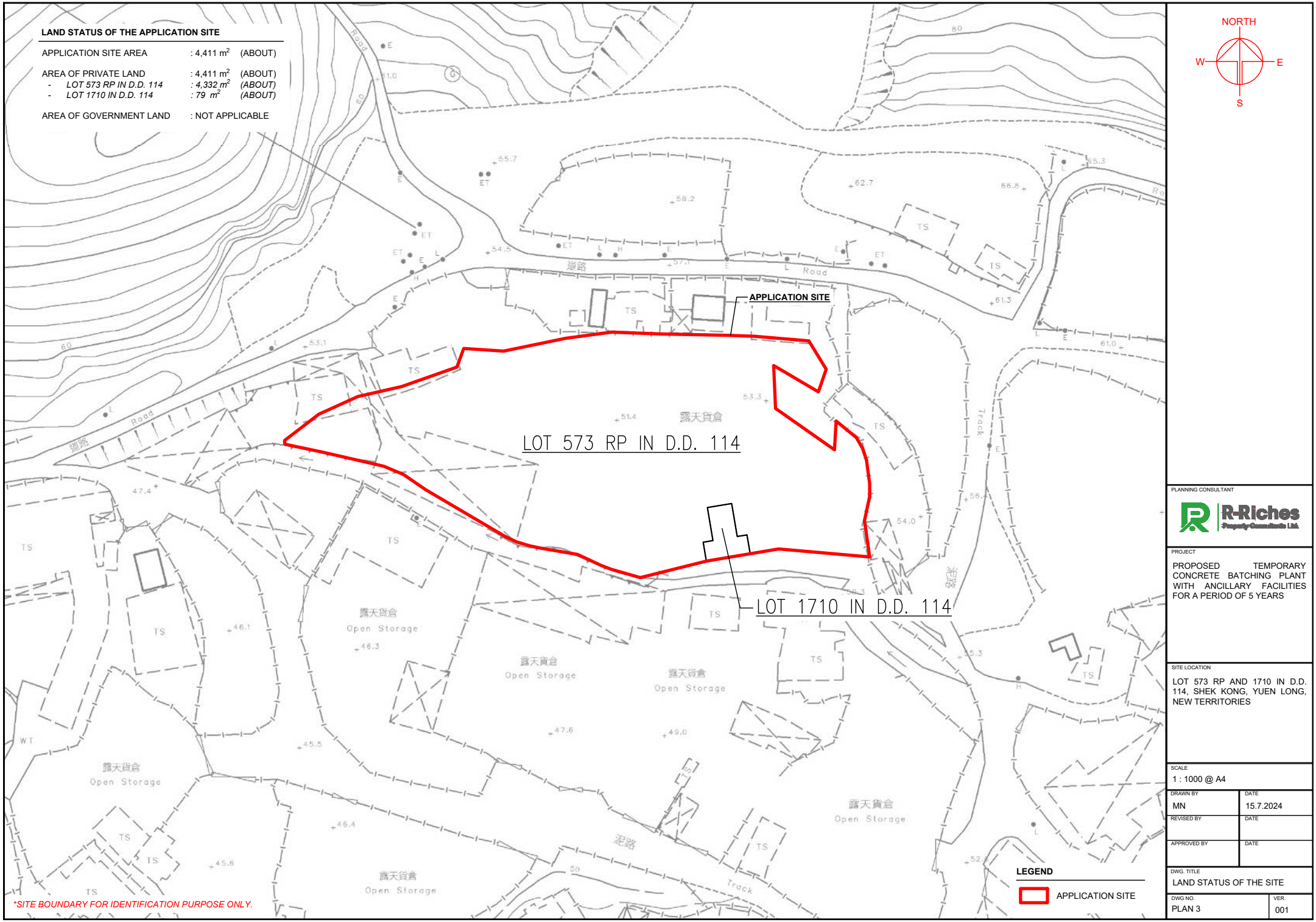
PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	1 : 10000 @ A4
DRAWN BY	MN
DATE	15.7.2024
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	ZONING OF THE SITE
DWG NO.	PLAN 2
VER.	001



PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

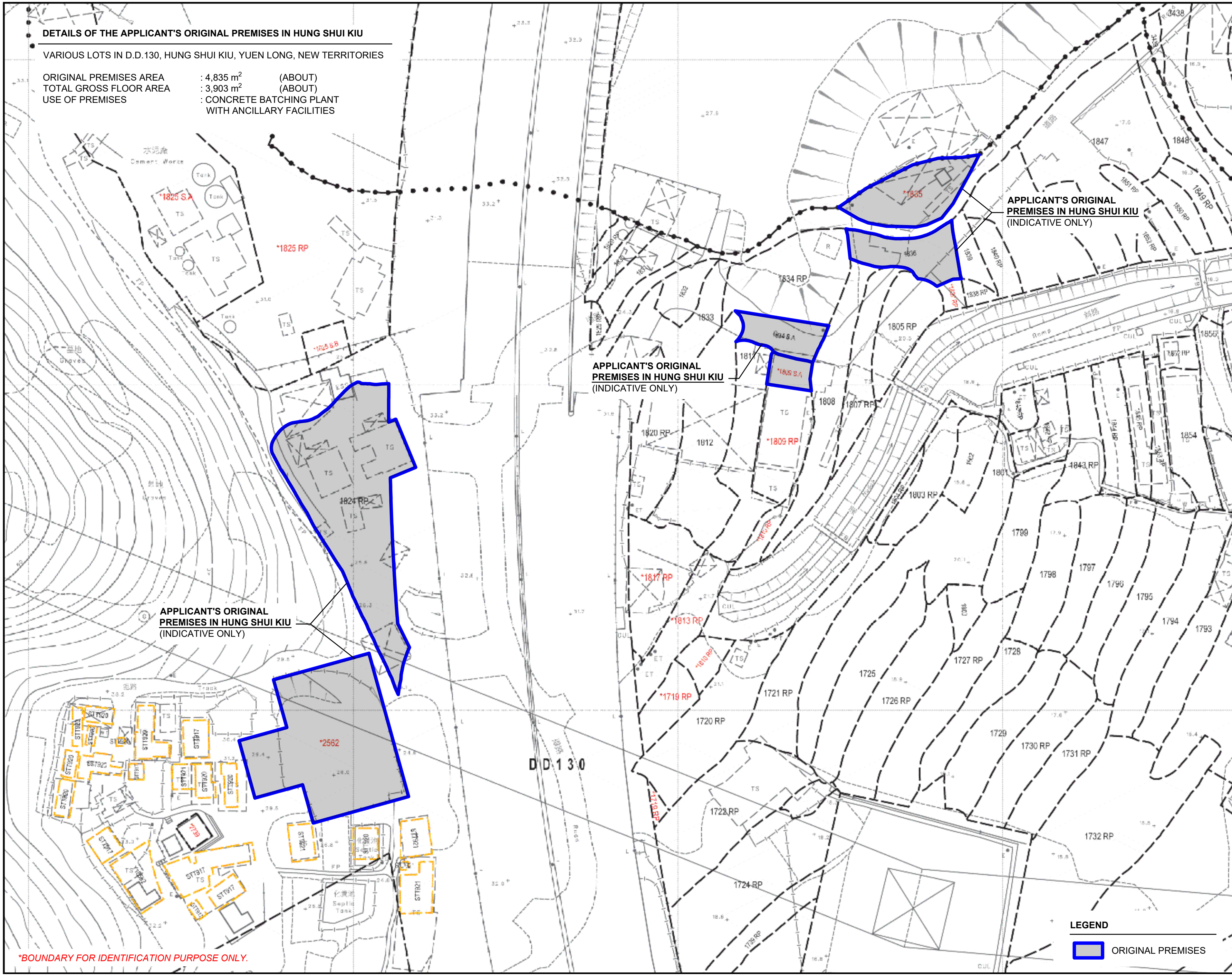
PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1000 @ A4
DRAWN BY	MN
DATE	15.7.2024
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	LAND STATUS OF THE SITE
DWG NO.	PLAN 3
VER.	001


DETAILS OF THE APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU
VARIOUS LOTS IN D.D.130, HUNG SHUI KIU, YUEN LONG, NEW TERRITORIES
ORIGINAL PREMISES AREA : 4,835 m2 (ABOUT)
TOTAL GROSS FLOOR AREA : 3,903 m2 (ABOUT)
USE OF PREMISES : CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU (INDICATIVE ONLY)
APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU (INDICATIVE ONLY)
APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU (INDICATIVE ONLY)
D D 1 3 0
NORTH
W
E
S
LEGEND
ORIGINAL PREMISES
*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

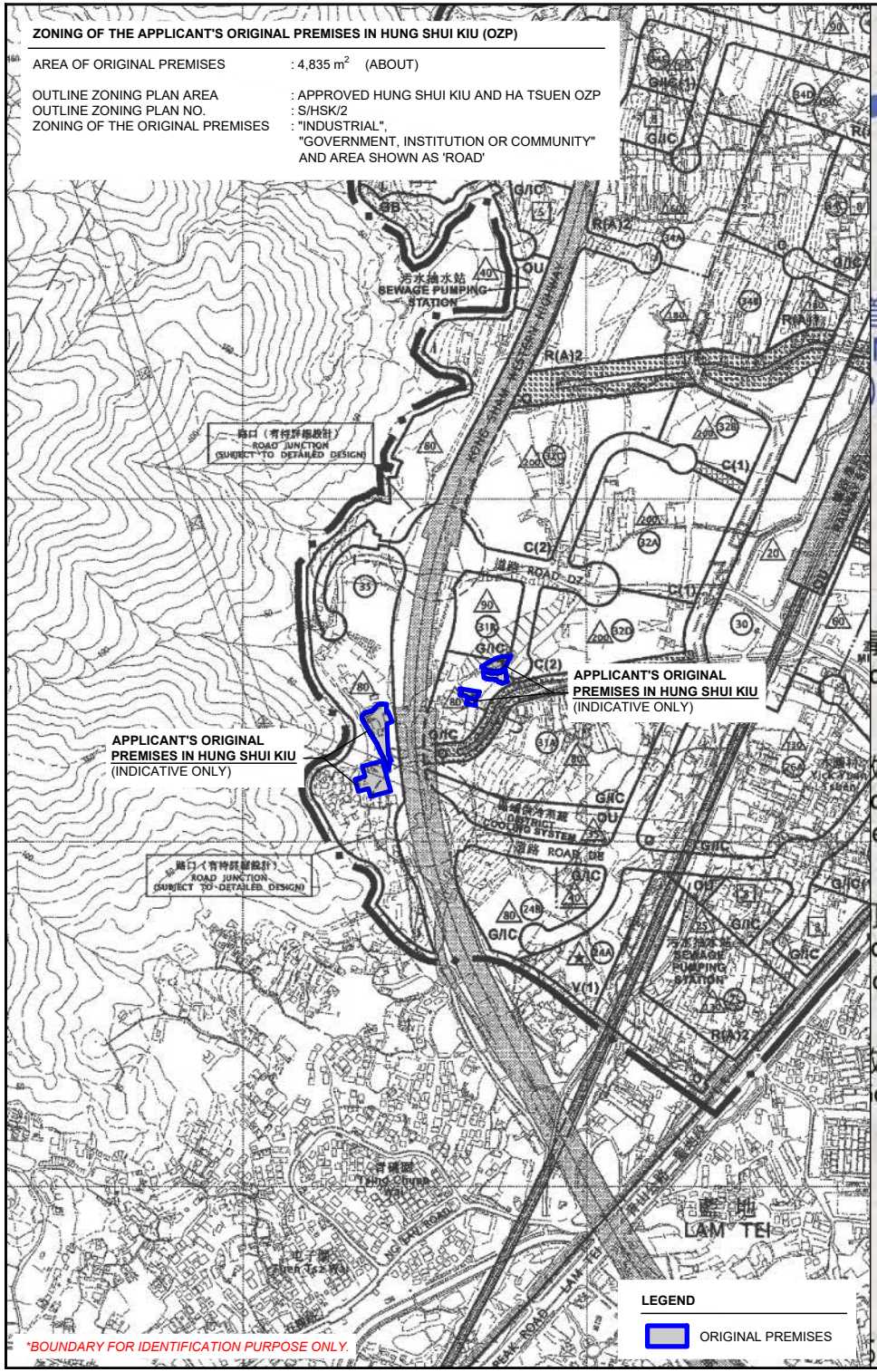
SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	
1 : 1500 @ A4	
DRAWN BY: MN	DATE: 15.7.2024
CHECKED BY:	DATE:
APPROVED BY:	DATE:
DWG. TITLE: OP (LOCATION PLAN)	
DWG NO.: PLAN 4	VER.: 001

ZONING OF THE APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU (OZP)

AREA OF ORIGINAL PREMISES	: 4,835 m² (ABOUT)
OUTLINE ZONING PLAN AREA	: APPROVED HUNG SHUI KIU AND HA TSUEN OZP
OUTLINE ZONING PLAN NO.	: S/HSK/2
ZONING OF THE ORIGINAL PREMISES	: "INDUSTRIAL", "GOVERNMENT, INSTITUTION OR COMMUNITY" AND AREA SHOWN AS 'ROAD'



ZONING OF THE APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU (ODP)

AREA OF ORIGINAL PREMISES	: 4,835 m² (ABOUT)
REVISED RECOMMENDED DEVELOPMENT PLAN - HUNG SHUI KIU	
ZONING OF THE ORIGINAL PREMISES	: "INDUSTRY", "OTHER SPECIFIED USES", "GOVERNMENT", AND AREA SHOWN AS 'ROAD'

NORTH

W E

S

PLANNING CONSULTANT

R-Riches

PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

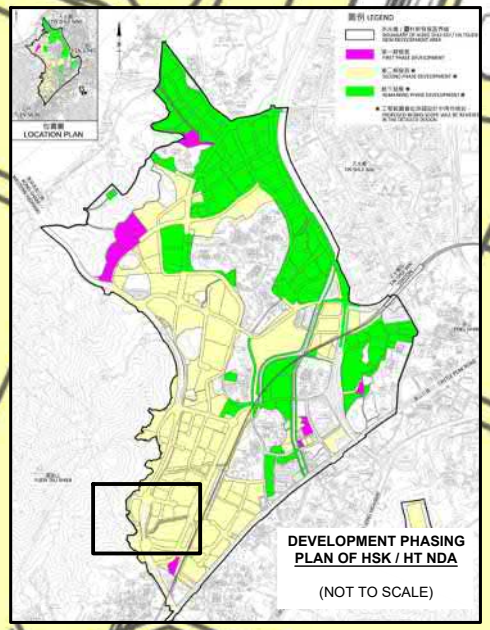
LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	1 : 10000 @ A4
DRAWN BY	MN
DATE	15.7.2024
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	OP (ZONING PLAN)
DWG NO.	PLAN 5
VER.	001

PHASING OF DEVELOPMENT OF HUNG SHUI KIU / HA TUSEN NEW DEVELOPMENT AREA

AREA OF ORIGINAL PREMISES : 4,835 m^2 (ABOUT)

PHASING OF DEVELOPMENT : *SECOND PHASE DEVELOPMENT*



DEVELOPMENT PHASING PLAN OF HSK / HT NDA

(NOT TO SCALE)

NORTH

W E

S

APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU
(INDICATIVE ONLY)

APPLICANT'S ORIGINAL PREMISES IN HUNG SHUI KIU
(INDICATIVE ONLY)

圖例 LEGEND

洪水橋 / 厦村新發展區界線
BOUNDARY OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

第一期發展
FIRST PHASE DEVELOPMENT

第二期發展 *
SECOND PHASE DEVELOPMENT *

餘下發展 *
REMAINING PHASE DEVELOPMENT *

* 工程範圍會在詳細設計中再作檢討，
PROPOSED WORKS SCOPE WILL BE REVIEWED IN THE DETAILED DESIGN.

*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LEGEND

ORIGINAL PREMISES

PLANNING CONSULTANT

R-Riches

PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

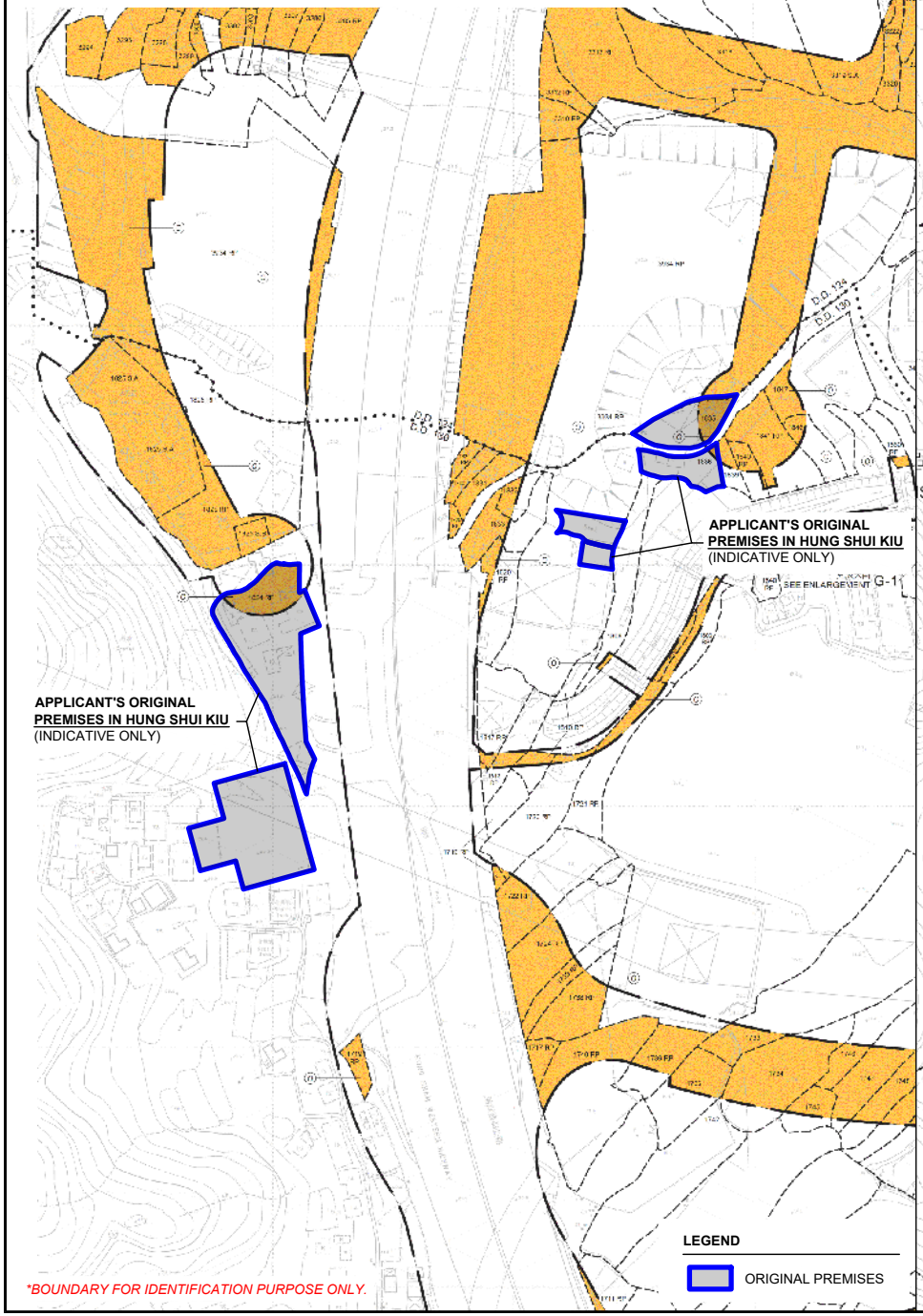
SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	1 : 5000 @ A4
DRAWN BY	MN
DATE	15.7.2024
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	OP (HSK NDA IMP. PHASING)
DWG NO.	PLAN 6
VER.	001

RESUMPTION OF LAND FOR HUNG SHUI KIU AND HA TSUEN NEW DEVELOPMENT AREA

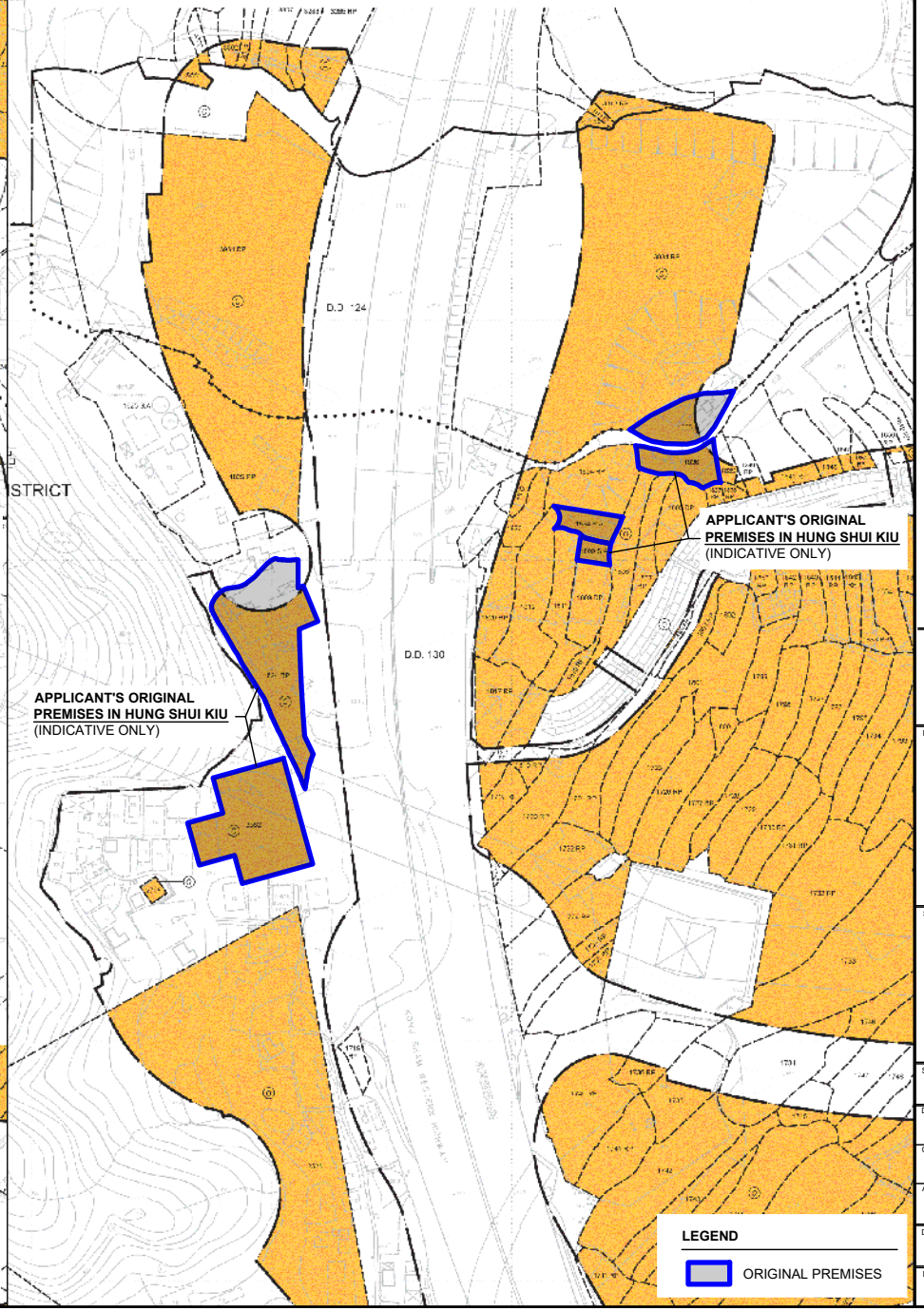
ORDINANCE : ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370)
GOVERNMENT NOTICE : G.N. 3103
RESUMPTION PLAN NO. : YLM10744 (SHEETS 5 AND 6)
SOURCE OF PLAN : LANDS DEPARTMENT

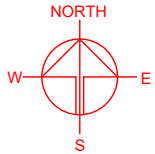


*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

RESUMPTION OF LAND FOR HUNG SHUI KIU AND HA TSUEN NEW DEVELOPMENT AREA

ORDINANCE : LANDS RESUMPTION ORDINANCE (CAP. 124)
GOVERNMENT NOTICE : G.N. 3102
RESUMPTION PLAN NO. : YLM11147B (SHEET 8)
SOURCE OF PLAN : LANDS DEPARTMENT





PLANNING CONSULTANT
R-Riches Property Consultants Ltd.

PROJECT
PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION
LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

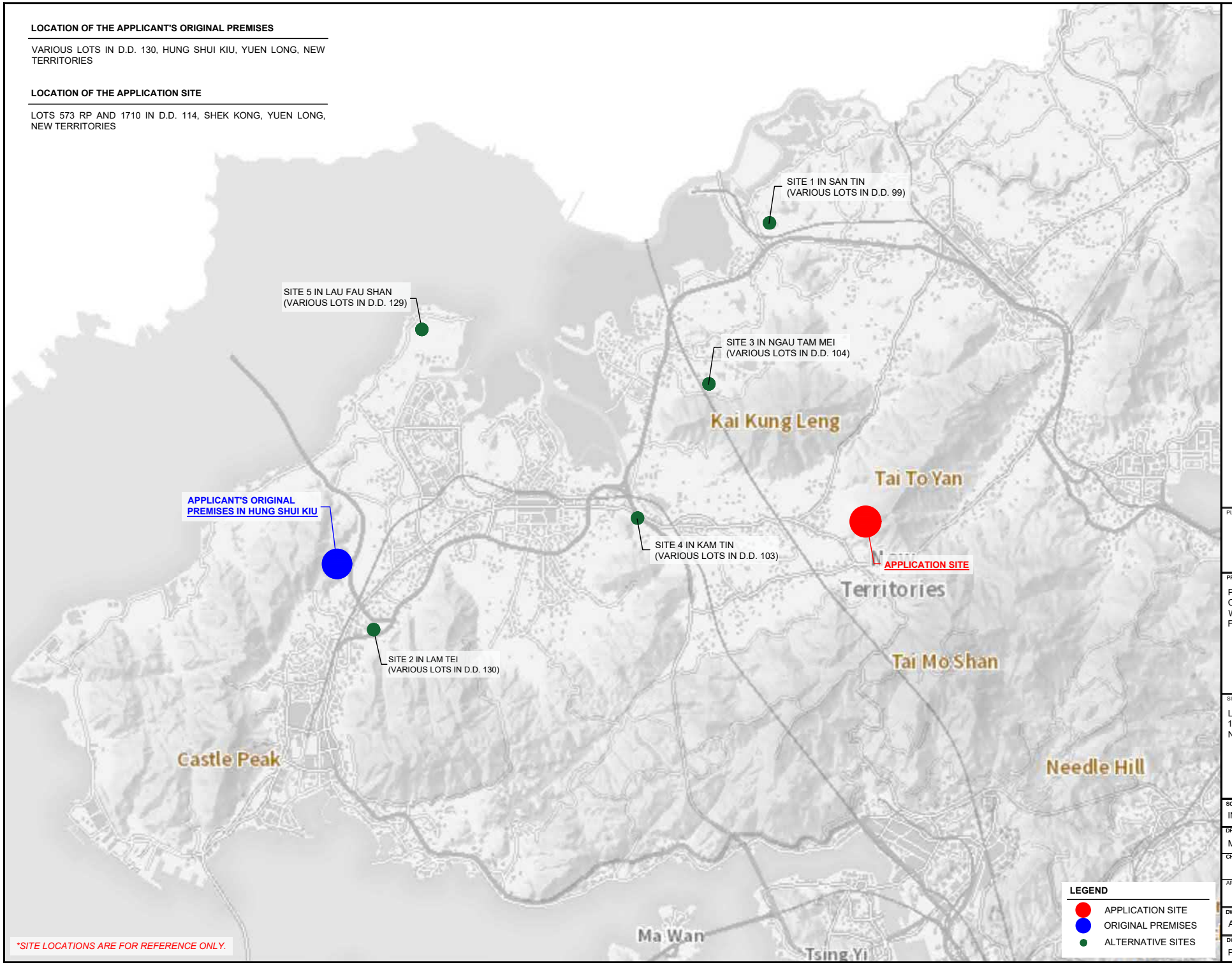
SCALE	1 : 3000 @ A4
DRAWN BY	MN
DATE	15.7.2024
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	OP (LAND RESUMPTION)
DWG NO.	PLAN 7
VER.	001

LOCATION OF THE APPLICANT'S ORIGINAL PREMISES

VARIOUS LOTS IN D.D. 130, HUNG SHUI KIU, YUEN LONG, NEW TERRITORIES

LOCATION OF THE APPLICATION SITE

LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES



*SITE LOCATIONS ARE FOR REFERENCE ONLY.

NORTH
W E
S

LEGEND

- APPLICATION SITE
- ORIGINAL PREMISES
- ALTERNATIVE SITES

PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE	INDICATIVE ONLY
DRAWN BY	MN
DATE	15.7.2024
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	ALTERNATIVE SITES
DWG NO.	PLAN 8
VER.	001

AERIAL PHOTO OF THE APPLICATION SITE

APPLICATION SITE AREA : 4,411 m^2 (ABOUT)

AERIAL PHOTO NO. : E188907
DATE OF AERIAL PHOTO : 27/2/2023
SOURCE OF AERIAL PHOTO : LANDS DEPARTMENT

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

NORTH
W E
S

LEGEND

APPLICATION SITE

PLANNING CONSULTANT

R-Riches Property Consultants Ltd.

PROJECT

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS

SITE LOCATION

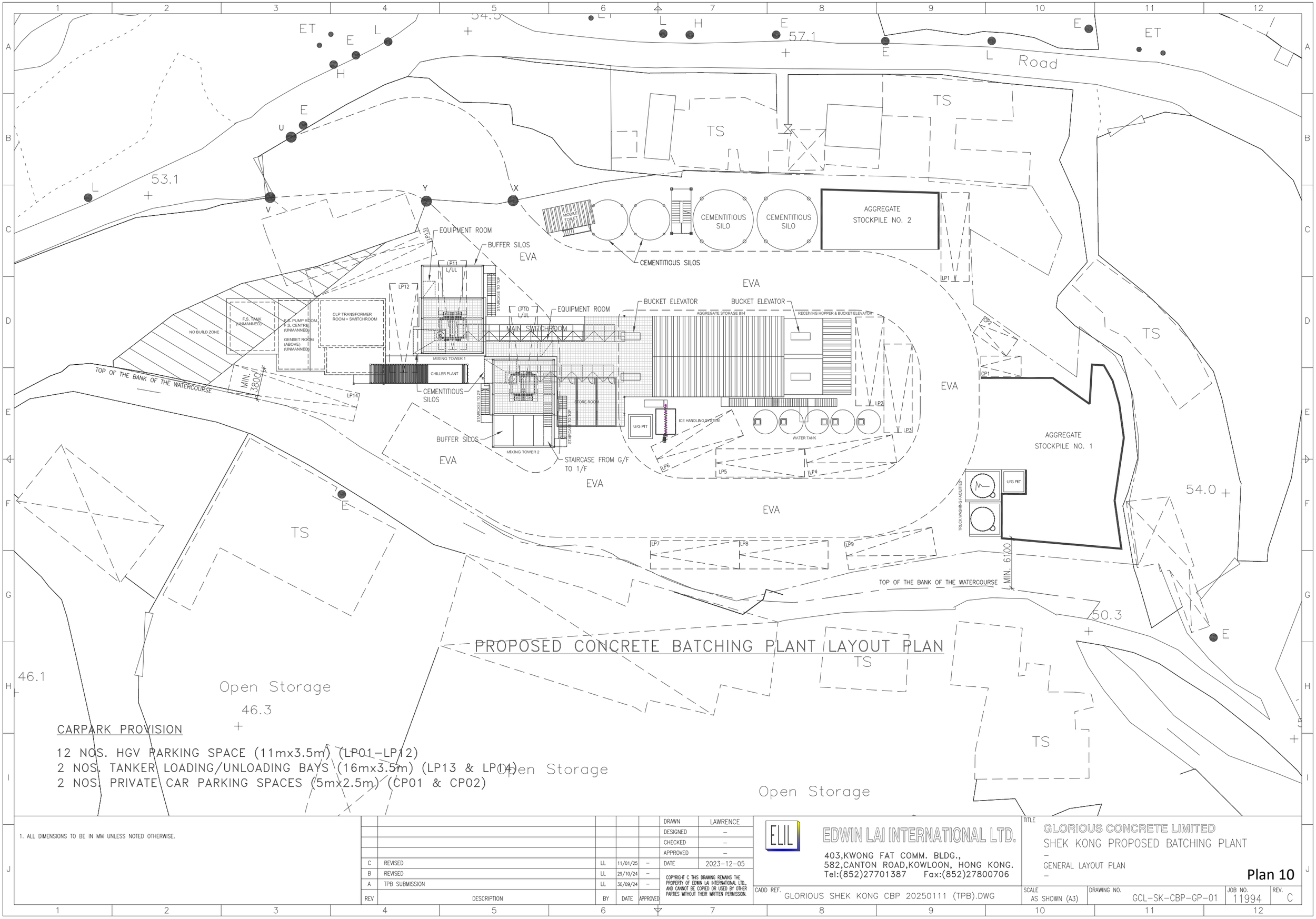
LOT 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1500 @ A4

DRAWN BY	DATE
MN	15.7.2024
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
AERIAL PHOTO OF THE SITE

DWG NO.	VER.
PLAN 9	001



PROPOSED CONCRETE BATCHING PLANT LAYOUT PLAN

CARPARK PROVISION

12 NOS. HGV PARKING SPACE (11mx3.5m) (LP01–LP12)
2 NOS. TANKER LOADING/UNLOADING BAYS (16mx3.5m) (LP13 & LP14)
2 NOS. PRIVATE CAR PARKING SPACES (5mx2.5m) (CP01 & CP02)

1. ALL DIMENSIONS TO BE IN MM UNLESS NOTED OTHERWISE.

REV	DESCRIPTION	BY	DATE	APPROVED
C	REVISED	LL	11/01/25	–
B	REVISED	LL	29/10/24	–
A	TPB SUBMISSION	LL	30/09/24	–

DRAWN	LAWRENCE
DESIGNED	–
CHECKED	–
APPROVED	–
DATE	2023–12–05

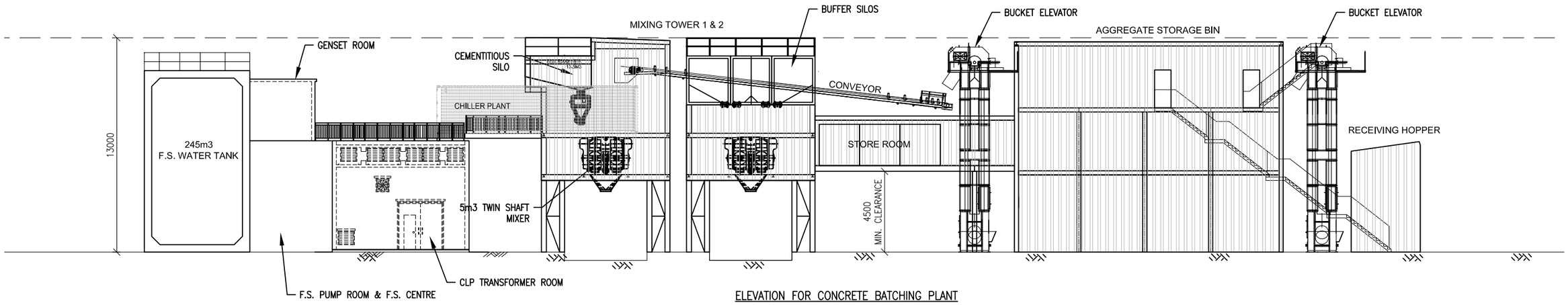
COPYRIGHT © THIS DRAWING REMAINS THE PROPERTY OF EDWIN LAI INTERNATIONAL LTD., AND CANNOT BE COPIED OR USED BY OTHER PARTIES WITHOUT THEIR WRITTEN PERMISSION.

EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706

TITLE
GLORIOUS CONCRETE LIMITED
SHEK KONG PROPOSED BATCHING PLANT
–
GENERAL LAYOUT PLAN
–

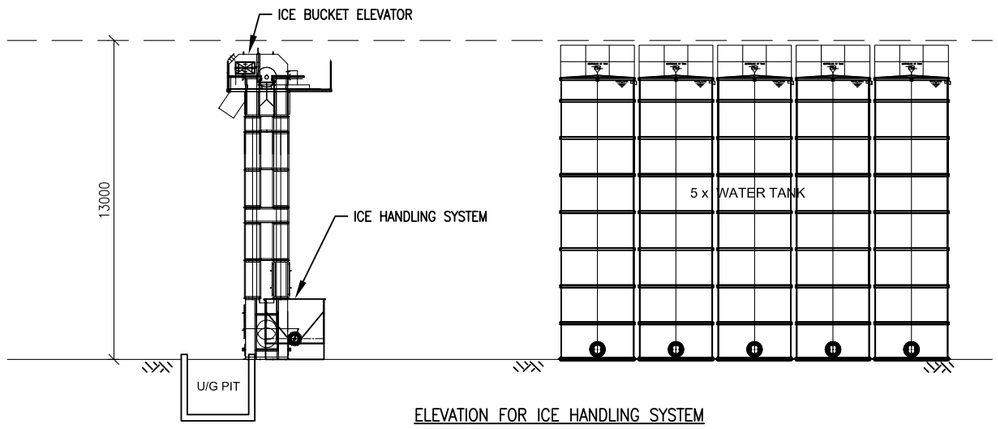
Plan 10

CADD REF. GLORIOUS SHEK KONG CBP 20250111 (TPB).DWG
SCALE AS SHOWN (A3)
DRAWING NO. GCL–SK–CBP–GP–01
JOB NO. 11994
REV. C



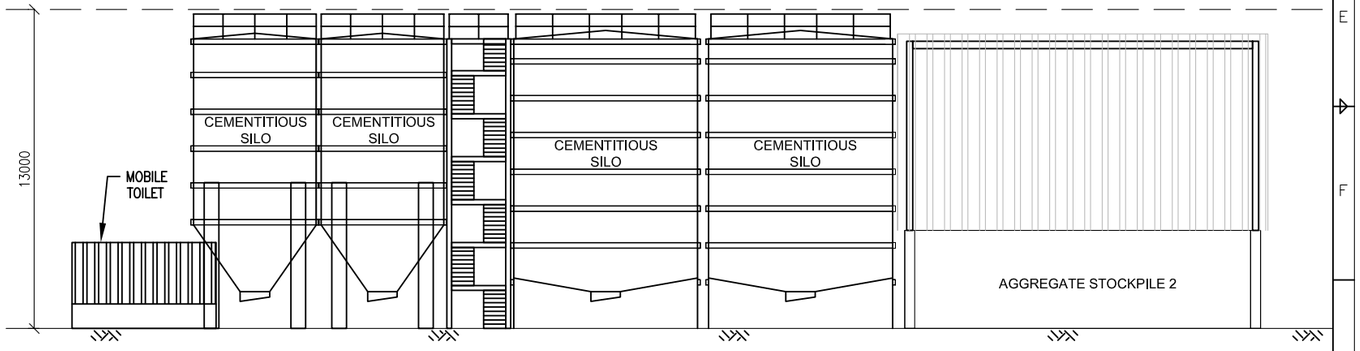
ELEVATION FOR CONCRETE BATCHING PLANT

SCALE 1:250



ELEVATION FOR ICE HANDLING SYSTEM

SCALE 1:250



ELEVATION FOR SILOS

SCALE 1:250

1. ALL DIMENSIONS TO BE IN MM UNLESS NOTED OTHERWISE.

REV	DESCRIPTION	BY	DATE	APPROVED
B	REVISED	LL	29/10/24	–
A	TPB SUBMISSION	LL	30/09/24	–

DRAWN	LAWRENCE
DESIGNED	–
CHECKED	–
APPROVED	–
DATE	2023-12-21

COPYRIGHT © THIS DRAWING REMAINS THE PROPERTY OF EDWIN LAI INTERNATIONAL LTD., AND CANNOT BE COPIED OR USED BY OTHER PARTIES WITHOUT THEIR WRITTEN PERMISSION.

EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706

CADD REF: GLORIOUS SHEK KONG CBP 20241023 (TPB).DWG

TITLE

GLORIOUS CONCRETE LIMITED

SHEK KONG PROPOSED BATCHING PLANT

–

ELEVATION

–

Plan 11

SCALE	DRAWING NO.	JOB NO.	REV.
AS SHOWN (A3)	GCL-SK-CBP-GP-02	11994	B

LIST OF APPENDICES

Appendix I

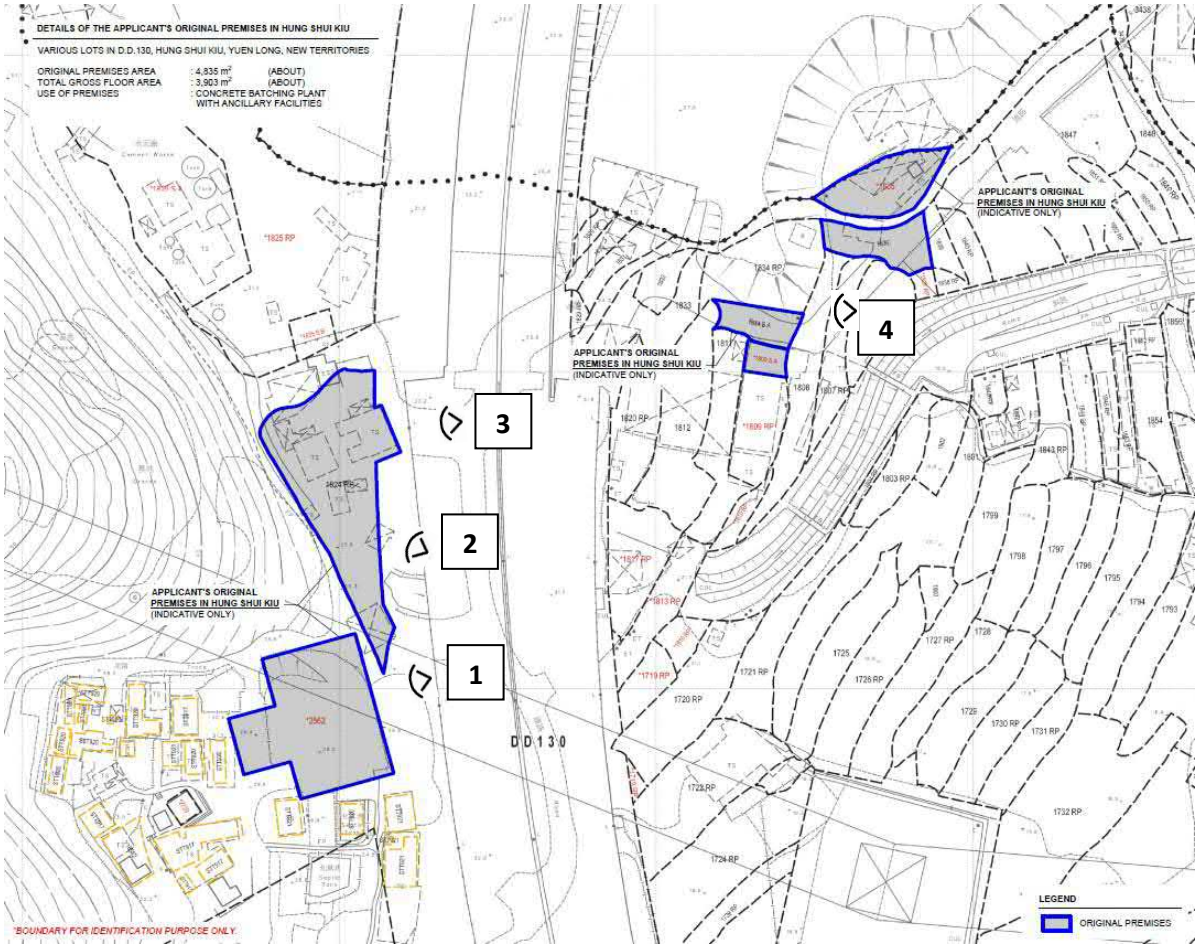
Details of the Affected Business Premises

Appendix I – Details of the Affected Business Premises

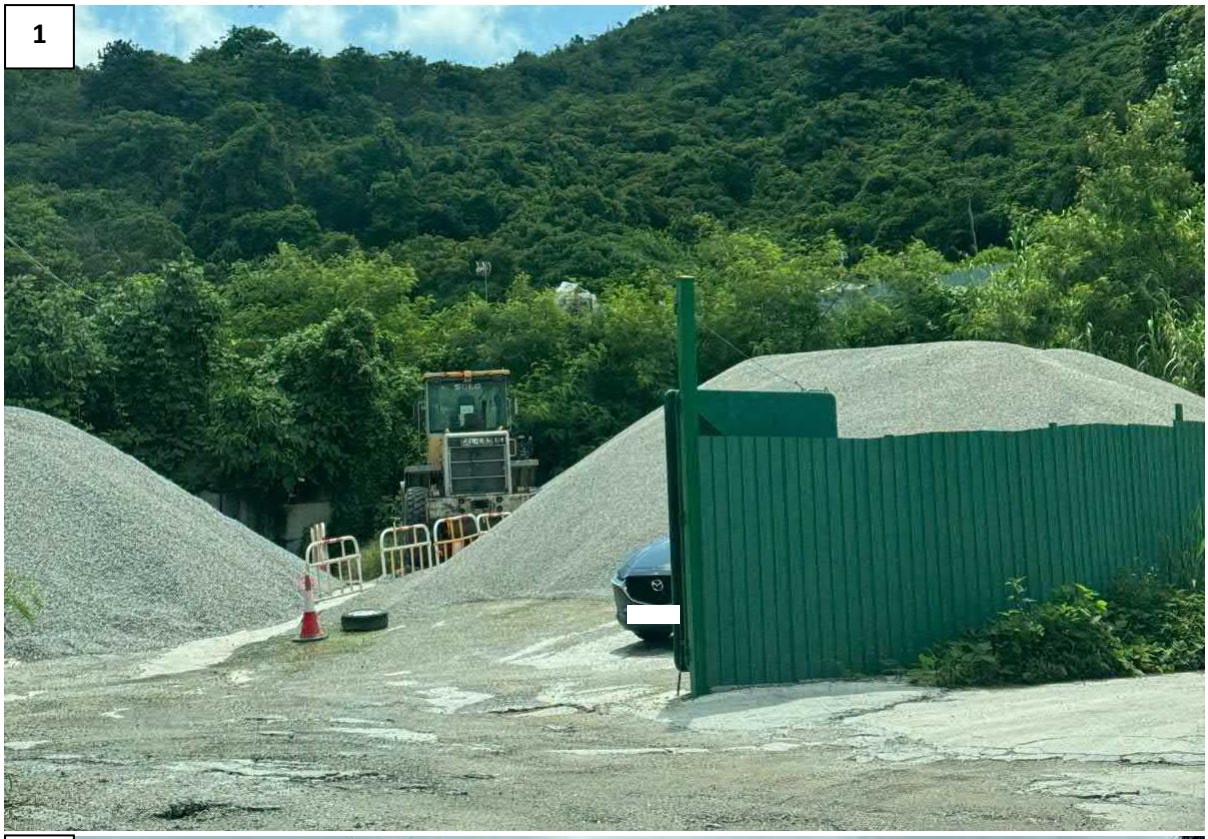
Company Name: **Glorious Concrete (H.K.) Limited** **永輝混凝土（香港）有限公司**

Details of Business Premises

Location: Various Lots in D.D. 130, Hung Shui Kiu, New Territories
Use of Premises: Concrete Batching Plant



1



2

3

4

Appendix II

Details of Alternative Sites for Relocation

Appendix II – Alternative Sites for the Relocation of the Applicant's Original Premises in Hung Shui Kiu

Alternative Sites/ Application Site	**Site 1**	**Site 2**	**Site 3**	**Site 4**	**Site 5**	**Application Site**
Location	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories	Various Lots in D.D. 103, Kam Tin, Yuen Long, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 114, Shek Kong, Yuen Long, New Territories
Site Area	4,242m^2 (about)	7,130 m^2 (about)	530 m^2 (about)	2,230 m^2 (about)	10,740 m^2 (about)	4,411 m^2 (about)
Accessibility	Accessible from Lok Ma Chau Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Ngau Tam Mei Road via a local access	Accessible from Kam Tin Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Kam Tin Road via a local access
Distance from Original Premises	19.8 km (about)	5.3 km (about)	15.2 km (about)	12.5 km (about)	9.1 km (about)	16.7 km (about)
Outline Zoning Plan	Approved San Tin Technopole OZP No. S/STT/2	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12	Approved Ngau Tam Mei OZP No. S/YL-NTM/14	Approved Kam Tin South OZP No. S/YL-KTS/15	Approved Lau Fau Shan and Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Shek Kong OZP No. S/YL-SK/9
Zoning	"Other Specified Uses" annotated "Innovation and Technology"	"Comprehensive Development Area"	"Green Belt"	"Agriculture"	"Green Belt"	"Industrial (Group D)"
Existing Condition	Generally flat, partially covered with vegetation and occupied by vacant temporary structures	Hard-paved and occupied by temporary structures	Hard paved and occupied by temporary structures	Vacant and covered with vegetation	Covered with vegetation and woodland	Vacant, formed and generally flat
Surrounding Area	Surrounded by vehicle park, temporary structures for storage, workshop and agricultural uses; and vacant land covered with vegetation and hard-paving	Surrounded by warehouse, workshop, logistic centre and land covered by residential use	Surrounded by greenhouse and agricultural use	Surrounded by open storage, some GIC uses, woodland and residential use	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by open storage yards and temporary structures for brownfield operations
Suitability for Relocation	Not suitable for relocation: - 12% smaller than the original premises - in close proximity to existing fish ponds - not compatible with the surrounding area	Not suitable for relocation: - 47% larger than the original premises - in close proximity to residential developments - not compatible with the surrounding area	Not suitable for relocation: - 89% smaller than the original premises - active agricultural activities in the vicinity - not compatible with the surrounding area	Not suitable for relocation: - 54% smaller than the original premises - in close proximity to residential developments - not compatible with the surrounding area	Not suitable for relocation: - 122% larger than the original premises - tree felling is required - not compatible with the surrounding area - remote location	Comparatively Suitable for relocation: - similar site area - already formed, relatively flat and vacant - in close proximity to NDAs - easily accessible - no agricultural activity

Appendix III

Traffic Impact Assessment

Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, NT

Traffic Impact Assessment
Final Report
21th January 2025

Prepared by: CKM Asia Limited

Prepared for: Join Bright Warehousing Limited

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities
for a Period of 5 Years at Lots 573 RP and 1710
in D.D. 114, Shek Kong, Yuen Long, NT

CONTENTS

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities
for a Period of 5 Years at Lots 573 RP and 1710
in D.D. 114, Shek Kong, Yuen Long, NT

TABLES

NUMBER

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities
for a Period of 5 Years at Lots 573 RP and 1710
in D.D. 114, Shek Kong, Yuen Long, NT

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 The Applicant, Join Bright Warehousing Limited, is authorised by Glorious Concrete (Hong Kong) Limited, the affected business operator, to facilitate the relocation of their concrete batching plant ("the Existing Concrete Batching Plant"). The Existing Concrete Batching Plant is located in Yick Yuen which is within the planned Hung Shui Kiu / Ha Tsuen New Development Area ("HSK/HT NDA"). The captioned site will be acquired by the Government for construction of the planned HSK/HT NDA.

1.2 The Applicant is assisting the affected business operator with a proposal to relocate the Existing Concrete Batching Plant to a site located at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long (hereinafter "the Proposed Temporary Concrete Batching Plant"). **Figure 1.1** shows location of the Subject Site.

1.3 The Subject Site is currently zoned as "*Industrial (Group D)*" in the Approved Shek Kong Outline Zoning Plan No. S/YL-SK/9, and *"Concrete Batching Plant"* is categorized under Column 2 use. Hence, application for permission under Section 16 of the Town Planning Ordinance (Cap. 131), ("S16 Planning Application") is required for the Proposed Temporary Concrete Batching Plant.

1.4 In connection, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to carry out a Traffic Impact Assessment ("TIA") in support of the S16 planning application for the Proposed Temporary Concrete Batching Plant. This TIA report has been updated in responses to the comments provided by Transport Department during the pre-submission stage.

Scope of Study

1.5 The main objectives of this study are as follows:

- To assess the existing traffic condition in the vicinity of the Subject Site;
- To present the provision of internal transport facilities;
- To quantify the amount of traffic generated by the Proposed Temporary Concrete Batching Plant;
- To examine the traffic impact on the local road network;
- To identify any deficiencies in the road network in accommodating the expected traffic generation; and
- To recommend traffic management proposal and improvement measures, if necessary.

Structure of Report

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

Chapter Two - Describes the existing condition and surveys;
Chapter Three - Outlines the Proposed Temporary Concrete Batching Plant;
Chapter Four - Presents the traffic impact analyses;
Chapter Five - Summarises the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The Subject Site is located in Shek Kong to the east of Kam Tin Road. It has a site area of approximately 4,411m^2 and is currently occupied by an open storage. Access to the Subject Site is from an access road known as Chun Yiu Road, and is connected to Kam Tin Road.

The Road Network

2.2 Kam Tin Road is a single carriageway 2-way rural road connecting Lam Kam Road with Tai Po to the east, and it is also connected to Tsuen Wan to the south via Route Twisk. To the west, Kam Tin Road connects Castle Peak Road – Yuen Long, Tsing Long Highway (Route 3) and Fan Kam Road.

2.3 Chun Yiu Road is a single track access road connecting Kam Tin Road. At present, Chun Yiu Road is some 3m to 4m wide, and a portion of Chun Yiu Road is often occupied by parked vehicles along the northern side.

Historic Traffic Growth

2.4 Table 2.1 presents the historic annual average daily traffic ("AADT") from the Annual Traffic Census ("ATC") published by the Transport Department for roads located nearby for the latest 5 years, i.e. from 2019 to 2023.

TABLE 2.1 AADT OF ATC STATIONS LOCATED NEAR THE SUBJECT SITE

Station No.	5254	5463	6110	6207	6208	6212	OVERALL
Road	Kam Tin Road	Lam Kam Road	Kam Tin Bypass	Kam Tin Road	Kam Sheung Road	Fan Kam Road	
From	Fan Kam Road	Kam Sheung Road	Kam Tin Road	Fan Kam Road	Kam Tin Road	Kam Tin Road	
To	Kam Sheung Road E. Junction	Lam Kam Road	Kam Tin Road	Kam Sheung Road W. Junction	Kam Tin Road	Castle Peak Road	
Year	Annual Average Daily Traffic (vehicles / day)						
2019	18,510	19,580	14,990	21,300	8,080	11,660	94,120
2020	18,330	19,660	12,810	21,640	9,400	12,250	94,090
2021	19,040	20,420	12,450	20,490	8,960	12,450	93,810
2022	18,850	20,220	12,980	20,520	9,600	12,400	94,570
2023	15,740	20,900	14,490	21,510	10,460	13,890	96,990
Average Annual Growth (2019 – 2023) =							0.75%

2.5 Table 2.1 shows that there is increase in AADT in the past 5 years. The average annual growth between 2019 and 2023, is found to be +0.75% per annum.

Public Transport Facilities

2.6 Public transport services are available along Kam Tin Road near the Subject Site, and details of the services are given in Table 2.2, and shown in **Figure 2.1**.

TABLE 2.2 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 51	Tsuen Wan (Nina Tower) ↻ Sheung Tsuen (Circular)	15 – 60
KMB 54	Yuen Long (West) ↻ Sheung Tsuen (Circular)	20 – 30
KMB 64K	Yuen Long (West) ⇔ Tai Po Market Station	6 - 20
KMB 64S	Sheung Tsuen Playground → Kam Sheung Road Station	10 – 15 (4 trips) (A)(1)
KMB 251A	Kam Sheung Road Station ↻ Sheung Tsuen (Circular)	15 - 30
KMB 251B	Pat Heung Road ↻ Sheung Tsuen (Circular)	20 – 30
LWB E36P	Sheung Tsuen → Skycity	60 (2 trips) (A)(2)
	Skycity → Sheung Tsuen	20 (2 trips) (P)(2)
KMB 251M	Sheung Tsuen → Tsuen Wan Station	60 (A)(1)
GMB 72	Yuen Long Tai Hang Street ⇔ Lui Kung Tin	10
RS NR917	Fan Kam Road, Yuen Long → Wan Chai	M-F: 5 - 15 (7 trips) (A)(1) Sat: 15 - 20 (3 trips) (A)(2)
	Wan Chai → Fan Kam Road, Yuen Long	25 – 30 (4 trips) (P)(1)
RS NR918	Lam Kam Road → Wan Chai	M-F: 5 - 25 (8 trips) (A)(1) Sat: 15 - 20 (3 trips) (A)(2)
	Wan Chai → Lam Kam Road	25 – 30 (3 trips) (P)(1)

Note: KMB – Kowloon Motor Bus LWB – Long Win Bus
GMB – Green Minibus RS – Resident Services
(A) AM Peak Services only.
(P) Afternoon Peak Services only.
(1) Monday to Friday. No services on Saturdays, Sundays and Public Holidays.
(2) Monday to Saturday. No services on Sundays and Public Holidays

Existing Traffic Flows

2.7 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Tuesday, 11th June 2024, and also on Friday, 4th October 2024 at the following junctions:

J01 – Junction of Kam Tin Road / Fan Kam Road;
J02 – Junction of Kam Tin Road / Chun Yiu Road;
J03 – Junction of Kam Tin Road / Kam Sheung Road / Sheung Tsuen Bus Terminus; and
J04 – Junction of Kam Tin Road / Lam Kam Road / Route Twist.

2.8 Locations of these surveyed junctions and the area of influence ("AOI") are shown in **Figure 2.2,** and the existing junction layouts are found in **Figures 2.3 – 2.6**.

2.9 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. This TIA adopted the higher traffic flows observed in October 2024.

2.10 Based on the information of the ATC Core Stations 6207 and 6212 for Kam Tin Road and Fan Kam Road, the AM and PM peak hours in the vicinity of the Subject Site is from 0900 to 1000 hours, and from 1900 to 2000 hours. Whereas, the AM and PM peak hours identified from the surveys at the above junctions are found to be from 0800 to 0900 hours, and from 1700 to 1800 hours respectively.

2.11 With reference to the ATC, the traffic surveys conducted, and the expected operation of the Proposed Temporary Concrete Batching Plant, the peak hour considered in this TIA included the following:

i) 0800 – 0900 hours ("AM-8 Peak Hour")
ii) 0900 – 1000 hours ("AM-9 Peak Hour")
iii) 1700 – 1800 hours ("PM Peak Hour"), and
iv) 1900 – 2000 hours ("Evening Peak Hour").

2.12 **Figure 2.7** presents the observed peak hour traffic flows in pcu/hour, and the detail of vehicle composition is summarised in **Appendix A.**

Performance of the Surveyed Junctions

2.13 Existing performance of the surveyed junctions are calculated based on the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. The results of the performance of junctions are summarised in Table 2.3, and detailed calculations of junction performance are found in **Appendix B**.

TABLE 2.3 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction	Parameter	Peak Hour			
				AM-8	AM-9	PM	Evening
J01	Kam Tin Road / Fan Kam Road	Roundabout	RFC	0.498	0.571	0.506	0.592
J02	Kam Tin Road / Chun Yiu Road	Priority	RFC	0.055	0.054	0.167	0.167
J03	Kam Tin Road / Kam Sheung Road / Sheung Tsuen Bus Terminus	Priority	RFC	0.81	0.76	0.71	0.73
J04	Kam Tin Road / Lam Kam Road / Route Twist	Roundabout	RFC	0.551	0.529	0.578	0.587

Note: RFC – Ratio of Flow to Capacity
For priority and roundabout, RFC < 1 indicates the junction operates within capacity, and RFC ≥1 indicates the junction operates at / over capacity.

2.14 The results in Table 2.3 shows that the junctions analysed operate with capacity.

Performance of the Surveyed Road Links

2.15 The existing performance, in terms of Peak Hourly Flows / Design Flow Ratio ("P/Df"), of Kam Tin Road and Chun Yiu Road within the AOI are calculated based on the observed traffic flows and the analysis results are summarized in Table 2.4.

TABLE 2.4 EXISTING ROAD LINK PERFORMANCE

Road Link	Configuration	Design Flow (veh/hr)	Peak Hour 2-way Traffic Flows (veh/hr) [Peak Hour Flows / Design Flow Ratio (P/Df)]			
			AM-8	AM-9	PM	Evening
Kam Tin Road	Single-2 District Distributor	1,581 (1)	836 [0.529]	798 [0.505]	866 [0.548]	877 [0.555]
Chun Yiu Road	Single Track Access Road	100 (2)	49 [0.490]	48 [0.480]	80 [0.800]	80 [0.800]

(1) Design flow in reference with TPDM for single 2-lane 7.3m carriageway, i.e. 1,700 veh/hr for **both** direction of flow, and reduced by 7% considering percentage of heavy vehicles is between 15% and 20%.
(2) Design flow in reference with TPDM for single track access road, i.e. 100 veh/hr.

2.16 The results in Table 2.4 show that Kam Tin Road and Chun Yiu Road within the AOI operate with capacity.

3.0 THE PROPOSED TEMPORARY CONCRETE BATCHING PLANT

Development Schedule

3.1 The Proposed Temporary Concrete Batching Plant has 2 production lines with maximum concrete production capacity of 100m^3/hour/line. Sufficient loading / unloading facilities meeting the operational requirements are provided within the Proposed Temporary Concrete Batching Plant.

Vehicular Access Point

3.2 The Subject Site has an existing vehicular access point at Chun Yiu Road, which connects to Kam Tin Road. The Proposed Temporary Concrete Batching Plant will continue to access via the existing vehicular access point.

Upgrading of Chun Yiu Road

3.3 Chun Yiu Road will be upgraded and paved to allow 2-lane 2-way traffic with a minimum carriageway width of 6m between Kam Tin Road and the Subject Site. **Figures 3.1** shows the proposed upgrading of Chun Yiu Road, and location of the vehicular access point for the Subject Site.

Proposed Haulage Route

3.4 Haulage routes to and from the Subject Site are presented in **Figure 3.2**.

Operation of Proposed Temporary Concrete Batching Plant

3.5 The Proposed Temporary Concrete Batching Plant is expected to operate daily from 0700 to 2300 hours. Details of vehicle movements related to the concrete production and the delivery of raw materials are presented in Table 3.1.

TABLE 3.1 DETAILS OF VEHICLE MOVEMENTS AT DIFFERENT TIME PERIODS

Type of Vehicle Movement	Type of Vehicle	Typical Vehicle Dimension (Approx.)	Traffic Generation (veh/hour)		
			AM Peak Production (0700 – 0900)	Daytime Operation (0900 – 1900)	Evening Raw Material Delivery (1900 – 2300)
Concrete Production					
Concrete	Concrete Mixer	Heavy Goods Vehicles: 11m (L) x 2.5m (W)	20 (1)	Max. 20 (2)	4
Raw Material Delivery					
Aggregate / Sand	Aggregate/ Sand Truck	Heavy Goods Vehicles: 11m (L) x 2.5m (W)	0	10	11
Ice	Ice truck		2	2	0
Admixture	Admixture Truck		0	1	0
Waste	Waste Truck		0	1	0
Cement / PFA	Cement / PFA Tanker	Articulated Vehicles: 15.4m (L) x 2.5m (W)	0	4	1
		TOTAL	**22**	**38**	**16 (3)**

Note:

(1) Maximum concrete production capacity = 100m^3 per production line x 2 production lines ÷ typical capacity of 10m^3 per concrete mixer truck = 20 nos.

(2) Maximum 20 nos, may be less if hourly production demand does not reach the maximum production capacity.

(3) Due to environmental concern, traffic generation may be limited to either 4 concrete mixers **or** 12 deliveries of raw material; but to be conservative, a combined number of 16 vehicles in total are assumed in the TIA.

3.6 Table 3.1 shows the following:

- During the AM peak production, i.e. 0700 to 0900 hours, the Proposed Temporary Concrete Batching Plant is expected to operate at its production capacity, and 20 concrete mixer trucks are generated. Raw materials will not be delivered during this time, except for ice which cannot be produced or stored on-site. Hence, a total of 22 vehicles are generated.
- During the daytime operation, which is from 0900 to 1900 hours, there are no more than 20 concrete mixers and 18 vehicles delivering raw materials per hour. Hence, a total of no more than 38 vehicles are generated.
- During the evening raw material delivery period which is from 1900 to 2300 hours, the production of concrete is expected to be reduced to only 4 concrete mixers per hour, **or** the delivery of raw materials is expected to be 12 vehicles per hour due to environmental constraints. To be conservative for traffic analysis, the total of 16 vehicles per hour are assumed.

3.7 To ensure traffic generation of the Proposed Temporary Concrete Batching Plant will match the estimation presented in Table 3.1 above, the Applicant will require the operator to keep record of all vehicles entering and leaving Proposed Temporary Concrete Batching Plant; and these records can be provided for review by the Authority upon request.

Traffic Generation Surveys at Other Similar Existing Concrete Batching Plant

3.8 To verify the estimated traffic generation presented in Table 3.1, traffic generation surveys were conducted at the following 2 existing concrete batching plants which are located in Tong Yan San Tsuen, Yuen Long:

- Site 1: Golik Concrete Limited
- Site 2: Redland Concrete Ltd

3.9 Similar to the Proposed Temporary Concrete Batching Plant, the 2 surveyed concrete batching plants have 2 production lines. Table 3.2 presents the survey results.

TABLE 3.2 RESULTS OF TRAFFIC GENERATION SURVEYS AT OTHER SIMILAR CONCRETE BATCHING PLANTS

Hours	Traffic Generation (veh/hour)					
	Site 1 - Golik Concrete Limited			Site 2 - Redland Concrete Ltd		
	Concrete Mixer	Raw Material Delivery	TOTAL	Concrete Mixer	Raw Material Delivery	TOTAL
0700 – 0800	11	2	13	4	2	6
0800 – 0900	18	13	31	8	3	11
0900 – 1000	20	12	32	10	6	16
1000 – 1100	20	18	38	11	4	15
1100 – 1200	19	15	34	19	9	28
1200 – 1300	20	13	33	15	3	18
1300 – 1400	19	16	35	12	5	17
1400 – 1500	19	14	33	16	6	22
1500 – 1600	20	9	29	11	7	18
1600 – 1700	15	1	16	16	5	21
1700 – 1800	14	2	16	13	7	20
1800 – 1900	5	1	6	14	4	18
1900 – 2000	2	0	2	13	2	15

3.10 Table 3.2 shows that Site 1 generates more traffic than Site 2, and the following are observed:

i) The number of concrete mixers trucks generated peaked at 18 to 20 vehicles per hour between 0800 and 1600 hours;

ii) The number of raw material delivery vehicles was no more than 19 vehicles per hour between 0800 and 1600 hours; and

iii) The maximum number of vehicles generated was 38, including 20 concrete mixer trucks, and 18 raw material delivery vehicles.

3.11 Results of the above traffic generation surveys show that the estimated traffic generation for the Proposed Temporary Concrete Batching Plant found in Table 3.1 is of similar order.

Internal Transport Facilities

3.12 Internal transport facilities provided for the Proposed Temporary Concrete Batching Plant are presented in **Table 3.3,** and the master layout plan is shown in **Figures 3.3**

TABLE 3.3 INTERNAL TRANSPORT FACILITIES

Ref.	Type	Dimension	Quantity
Car Parking Spaces			
CP1 & CP2	Car Parking Spaces	5.0m (L) x 2.5m (W) x 2.4m (H)	2
Goods Vehicle Loading / Unloading			
LP1, LP6 & LP12	Raw Material Unloading and Waster Collection	11.0m(L) x 3.5m(W) x 4.7m(H)	3
LP2 – LP5, & LP7 – LP9	Concrete Mixer Waiting Spaces	11.0m(L) x 3.5m(W) x 4.7m(H)	7
LP10 & LP11	Mixer Loading Bays	11.0m(L) x 3.5m(W) x 4.7m(H)	2
LP13 & LP14	Raw Material Unloading	16.0m(L) x 3.5m(W) x 4.7m(H)	2
		TOTAL	**2 + 14**

Swept Path Analysis

3.13 Swept path analyses using CAD-based program were carried out to ensure ease of vehicle manoeuvring within the Proposed Temporary Concrete Batching Plant. No manoeuvring issue is found.

3.14 In addition, in response to Transport Department comment, swept path of articulated vehicles travelling along the proposed haulage route within the AOI was also carried, and no manoeuvring issue is found also.

3.15 The swept path analysis drawings are found in the **Appendix C**

4.0 TRAFFIC IMPACT

Design Year

4.1 Should the planning application for the Proposed Temporary Concrete Batching Plant be approved by the Town Planning Board in 2025, the planning permission will expire in 5 years, i.e. 2030. Hence, the traffic assessment year adopted is 2030.

4.2 The 2 scenarios for year 2030 assessed are:
(i) Year 2030 peak hours without the Proposed Temporary Concrete Batching Plant;
(ii) Year 2030 peak hours with the Proposed Temporary Concrete Batching Plant

Traffic Forecast

4.3 The design year traffic flows are estimated as follows:
(i) Expected traffic growth from 2024 to 2030 with reference to the historic traffic growth from the ATC;
(ii) Traffic generated by other known planned / committed developments located in the vicinity, and
(iii) Traffic generation of the Proposed Temporary Concrete Batching Plant.

4.4 Details of the above are presented in below paragraphs.

(i) Traffic Growth Rate

4.5 With reference to Table 2.1, a conservative growth rate of 1.0% per annum is adopted to produce the 2030 traffic flows from 2024.

(ii) Other Known Planned / Committed Developments

4.6 A review of public domain, including the Town Planning Board's Statutory Planning Portal 3, etc., was undertaken to identify other known major planned / committed developments located in the vicinity. Only 1 development is found with expected completion on or before the design year, and details are presented in Table 4.1.

TABLE 4.1 DETAILS OF OTHER KNOWN MAJOR PLANNED / COMMITTED DEVELOPMENT WITHIN THE AOI

Location	Parameters
Proposed House Development at Lots No. 1691 RP (Part) and 1691 S.E in D.D.114 and Adjoining Government Land, East of Kam Tin Road, Pat Heung, Yuen Long	8 Houses

4.7 In addition, the Kam Tin South Public Housing Development located some 3.5km west of the Subject Site to the south of MTR Kam Sheung Road Station is also taken into consideration.

(iii) Traffic Generation of the Proposed Temporary Concrete Batching Plant

4.8 With reference to Table 3.1, the estimated traffic generation of the Proposed Temporary Concrete Batching Plant is given in Table 4.2.

TABLE 4.2 TRAFFIC GENERATION OF THE PROPOSED TEMPORARY CONCRETE BATCHING PLANT

Item	AM Peak Production (AM-8 Peak Hour)		Daytime Operation (AM-9 and PM Peak Hour)		Evening Raw Material Delivery (Evening Peak Hour)	
	Generation	Attraction	Generation	Attraction	Generation	Attraction
Total in veh/hr [From Table 3.1]	22	22	38	38	16	16
PCU Factor	2.5	2.5	2.5	2.5	2.5	2.5
Total in PCU/Hour	**55**	**55**	**95**	**95**	**40**	**40**
	110 (2-way)		**190 (2-way)**		**80 (2-way)**	

4.9 **Table 4.2** shows that the Proposed Temporary Concrete Batching Plant is expected to generate 110 (2-way) pcu during the AM peak hour, 190 (2-way) pcu during the PM peak hour, and 80 (2-way) during the evening peak hour.

2030 Traffic Flows

4.10 Year 2030 traffic flows for the following cases are derived:

2030 Traffic Flows without the Proposed Temporary Concrete Batching Plant [A] = *2024 Existing Traffic Flows + Traffic Growth from 2024 to 2030 + Traffic Generated by Other Development*

2030 Traffic Flows with the Proposed Temporary Concrete Batching Plant = *[A] + Traffic Generation of the Proposed Temporary Concrete Batching Plant*

4.11 **Figures 4.1 and 4.2** show the year 2030 peak hour traffic flows for the cases without and with the Proposed Temporary Concrete Batching Plant.

2030 Junction Capacity Analysis

4.12 The 2030 junction capacity analyses for the cases without and with the Proposed Temporary Concrete Batching Plant are summarised in Table 4.3 and the detailed calculations are found in **Appendix B**.

TABLE 4.3 2030 JUNCTION PERFORMANCE

Ref.	Junction	Without the Proposed Temporary Concrete Batching Plant				With the Proposed Temporary Concrete Batching Plant			
		AM-8	AM-9	PM	Evening	AM-8	AM-9	PM	Evening
J01	Kam Tin Road / Fan Kam Road	0.545	0.622	0.552	0.646	0.570	0.669	0.597	0.666
J02	Kam Tin Road / Chun Yiu Road	0.060	0.058	0.189	0.189	0.314	0.549	0.749	0.378
J03	Kam Tin Road / Kam Sheung Road / Sheung Tsuen Bus Terminus	0.91	0.85	0.78	0.81	0.97	0.95	0.88	0.85
J04	Kam Tin Road / Lam Kam Road / Route Twist	0.594	0.571	0.622	0.633	0.637	0.646	0.697	0.665

Note: RFC – Ratio of Flow to Capacity
For priority and roundabout, RFC < 1 indicates the junction operates within capacity, and RFC ≥1 indicates the junction operates at / over capacity.

4.13 Table 4.3 shows that the junctions analysed have capacity to accommodate the expected traffic growth to 2030 and the traffic generated by the Proposed Temporary Concrete Batching Plant.

2030 Road Link Capacity Analysis

4.14 Road link capacity analyses for 2030 without and with the Proposed Temporary Concrete Batching Plant are summarised in **Table 4.4**.

TABLE 4.4 2030 ROAD LINK PERFORMANCE

Road Link	Configuration	Design Flow (veh/hr)	Peak Hour 2-way Traffic Flows [Peak Hour Flows / Design Flow Ratio (P/Df)]			
			AM-8	AM-9	PM	Evening
Without the Proposed Temporary Concrete Batching Plant						
Kam Tin Road	Single-2 District Distributor	1,581 (1)	903 [0.571]	865 [0.547]	921 [0.583]	926 [0.586]
Chun Yiu Road	Single Track Access Road	100 (2)	53 [0.530]	52 [0.520]	84 [0.840]	84 [0.840]
With the Proposed Temporary Concrete Batching Plant						
Kam Tin Road	Single-2 District Distributor	1,581 (1)	999 [0.632]	1,031 [0.652]	1,087 [0.688]	995 [0.629]
Chun Yiu Road	Single-2 Local Road	720 (3)	171 (4) [0.238]	250 (4) [0.347]	287 (4) [0.399]	177 (4) [0.246]

(1) Design flow in reference with TPDM for single 2-lane 7.3m carriageway, i.e. 1,700 veh/hr for **both** direction of flow, and reduced by 7% considering percentage of heavy vehicles is between 15% and 20%
(2) Design flow in reference with TPDM for single track access road, i.e. 100 veh/hr.
(3) Design flow in reference with TPDM for single 2-lane local road, i.e. 800 veh/hr, 2-way, and reduced by 10% considering high percentage of heavy vehicles
(4) In view of very high percentage of heavy vehicles, traffic flows in passenger car unit is adopted.

4.15 Table 4.4 shows that both Kam Tin Road and the upgraded Chun Yiu Road have capacity to accommodate the expected traffic growth in 2030 and the traffic generated by the Proposed Temporary Concrete Batching Plant.

5.0 SUMMARY

5.1 The Applicant proposes to relocate the concrete batching plant from Yick Yuen, Hung Sui Kiu in Yuen Long to the Subject Site which is in Shek Kong due to land acquisition by the Government for construction of the planned HSK/HT NDA.

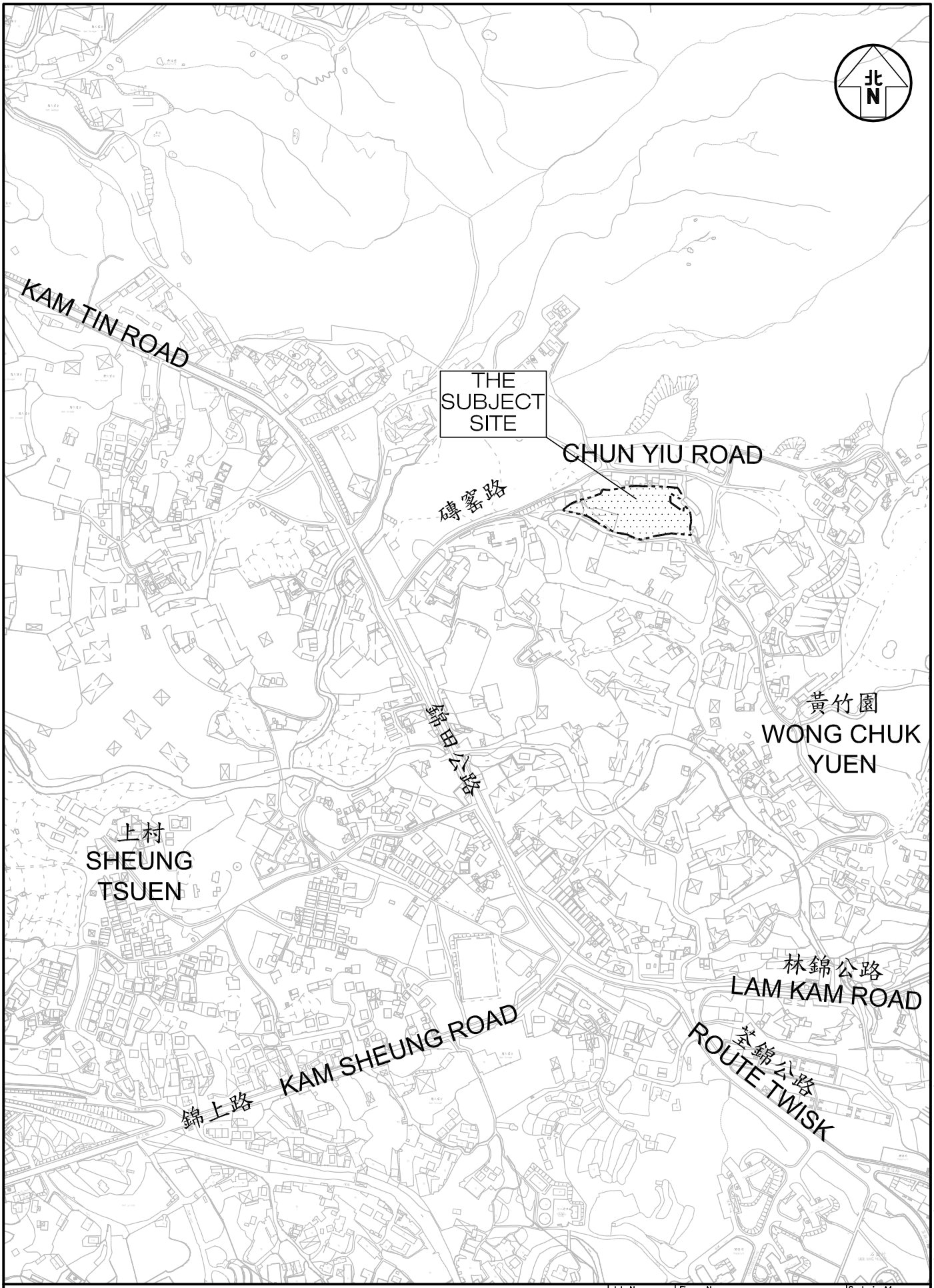
5.2 The Proposed Temporary Concrete Batching Plant will have 2 production lines, and provides sufficient internal transport facilities including concrete mixer truck waiting spaces and queuing area to ensure that vehicles will not queue back onto the public road. The existing vehicle access to the Subject Site, which is Chun Yiu Road is proposed to be upgraded to 2-lane with a minimum carriageway width of 6m to serve the Proposed Temporary Concrete Batching Plant.

5.3 Manual classified counts were conducted at junctions located in the vicinity of the Proposed Temporary Concrete Batching Plant in order to establish the peak hour traffic flows. Currently, the junctions operate with capacities during the AM, PM and evening PM peak hours.

5.4 The Proposed Temporary Concrete Batching Plant is expected to be completed by 2026, and the capacity analyses are undertaken for year 2030. All junctions and road link analysed have sufficient capacity to accommodate the expected traffic flow to 2030 and the traffic generated by the Proposed Temporary Concrete Batching Plant.

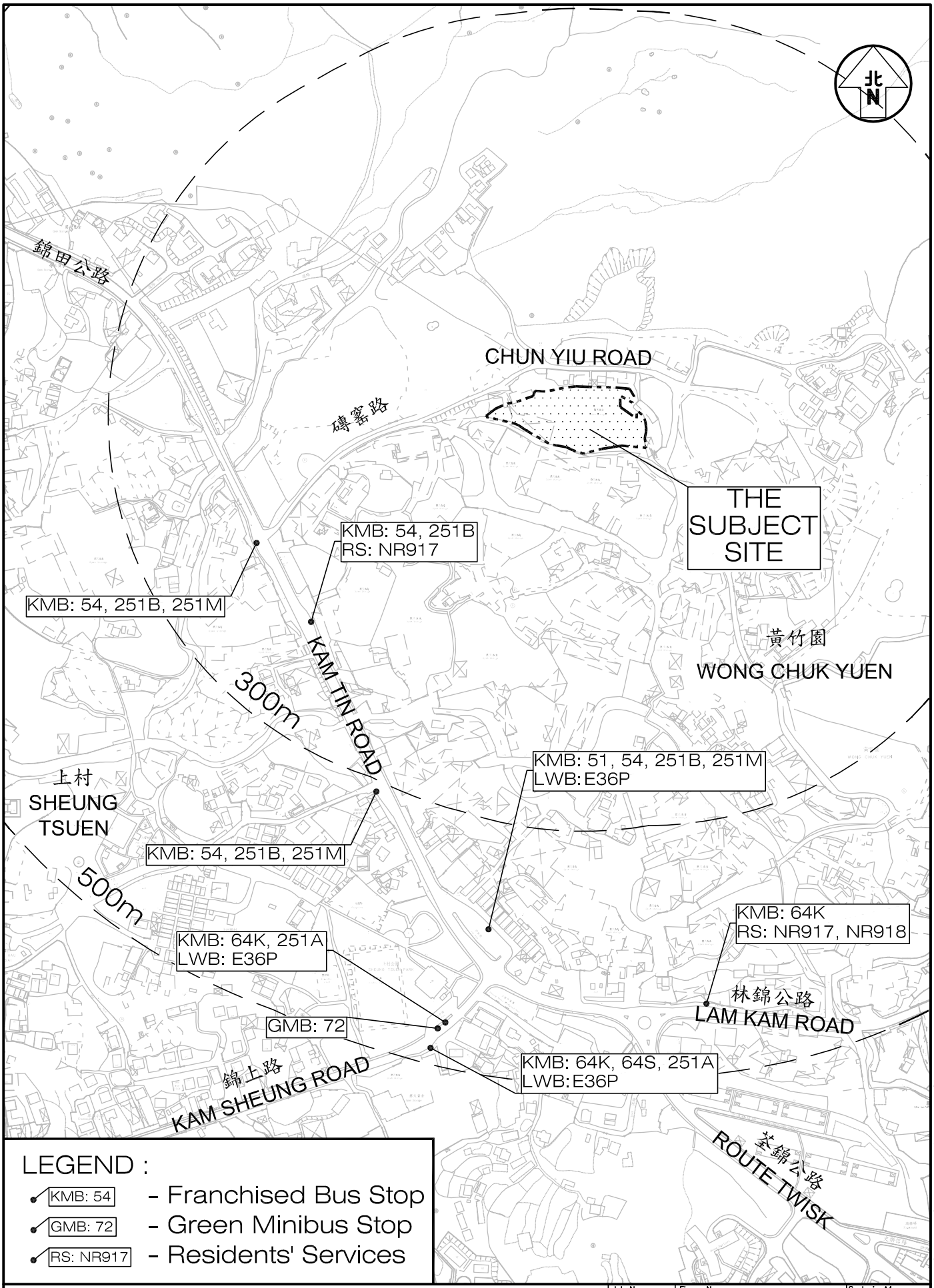
5.5 From traffic engineering viewpoint, the Proposed Temporary Concrete Batching Plant is considered acceptable.

Figures



Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	Job No. J7342	Figure No. 1.1			Scale in A4 1 : 5,000
	Designed by M C Y	Drawn by S C Y	Checked by K C	Revision A	Date 13 JAN 2025
Figure Title: LOCATION OF THE SUBJECT SITE	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 1.1 RevA.dwg



Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT
WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS
AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

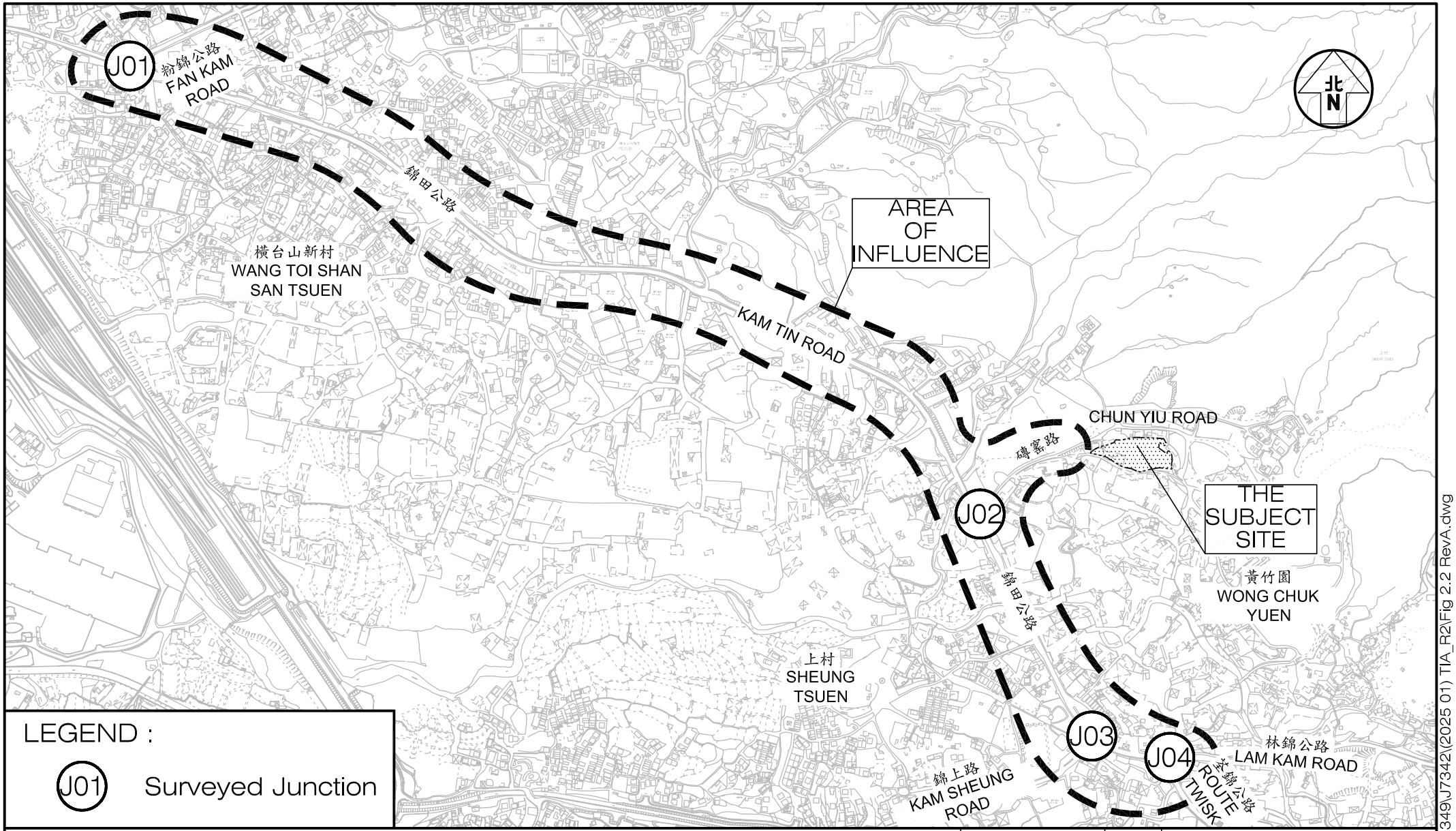
Figure Title

ROAD-BASED PUBLIC TRANSPORT SERVICES
OPERATING NEAR THE SUBJECT SITE

Job No.	Figure No.			Scale in A4
J7342	2.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
M C Y	S C Y	K C	A	13 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.1 RevA.dwg



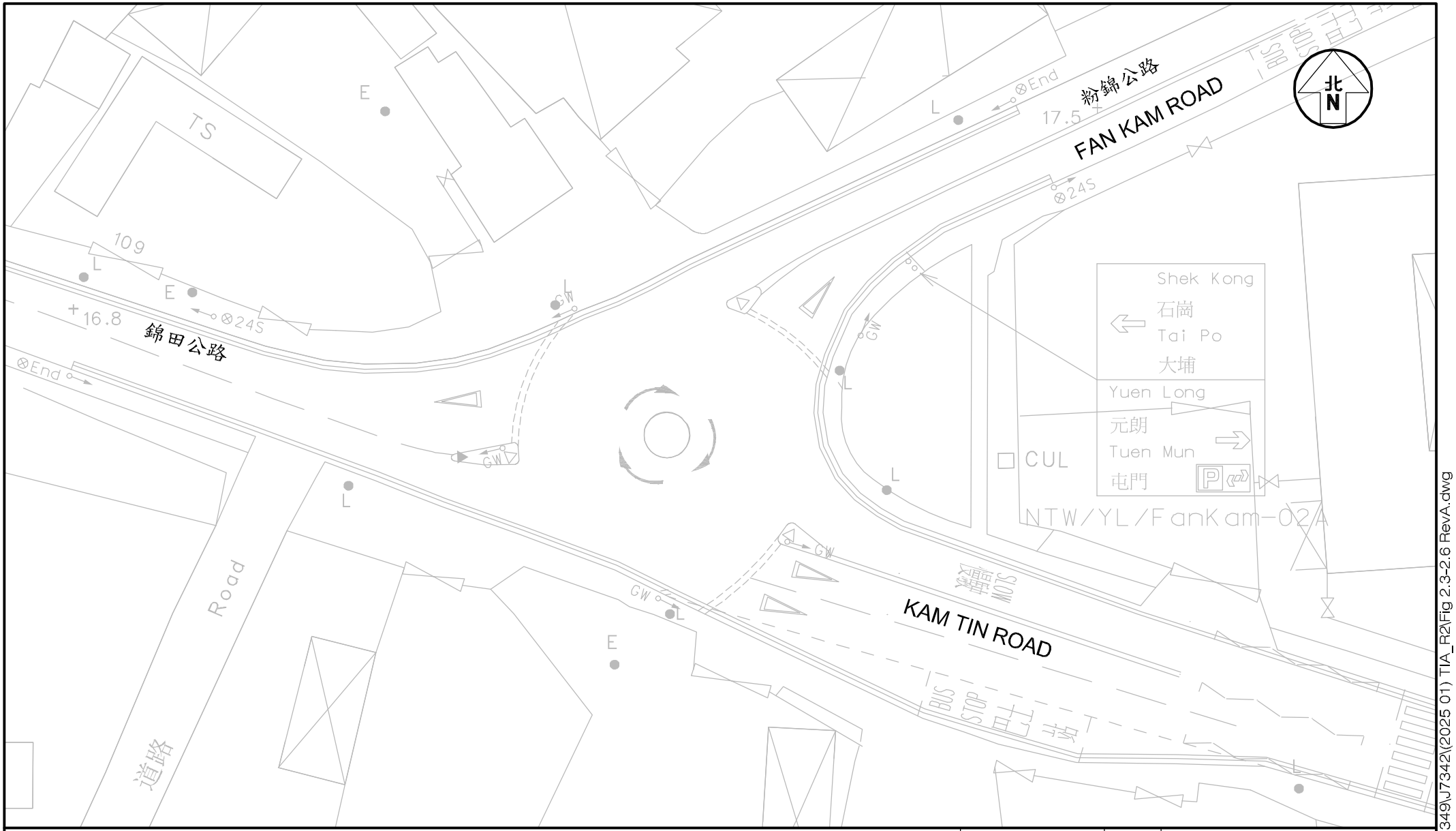
LEGEND :

J01 Surveyed Junction

Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 2.2 / Revision B
Figure Title	LOCATIONS OF SURVEYED JUNCTIONS AND AREA OF INFLUENCE		Designed by M C Y / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 8,000 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.2 RevA.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 2.3 / Revision A
Figure Title	JUNCTION OF KAM TIN ROAD / FAN KAM ROAD	Designed by M C Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 400 / Date 14 JAN 2025

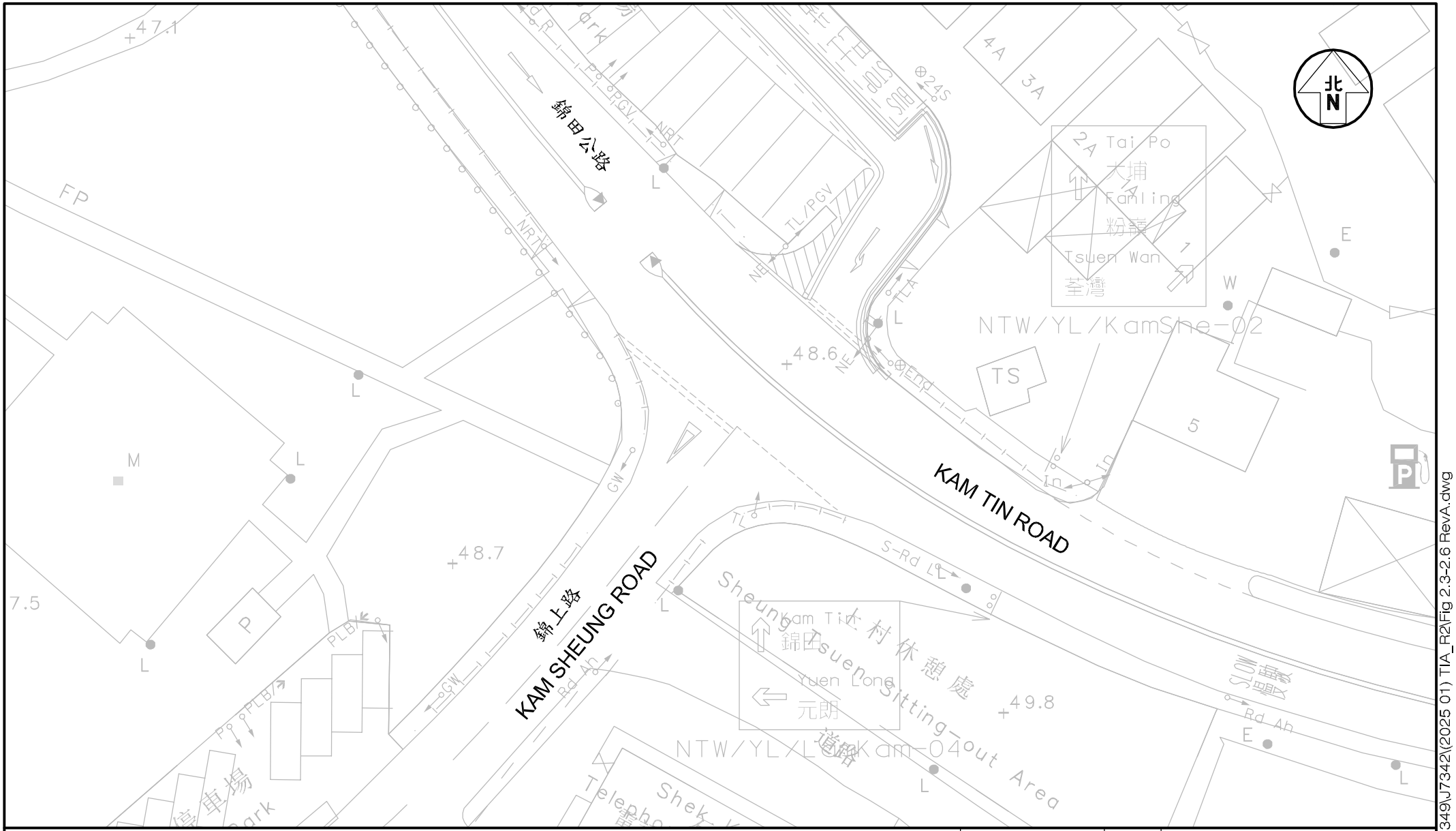
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.3-2.6 RevA.dwg

Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 2.4 / Revision A
Figure Title	JUNCTION OF KAM TIN ROAD / CHUN YIU ROAD		Designed by M C Y / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 400 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

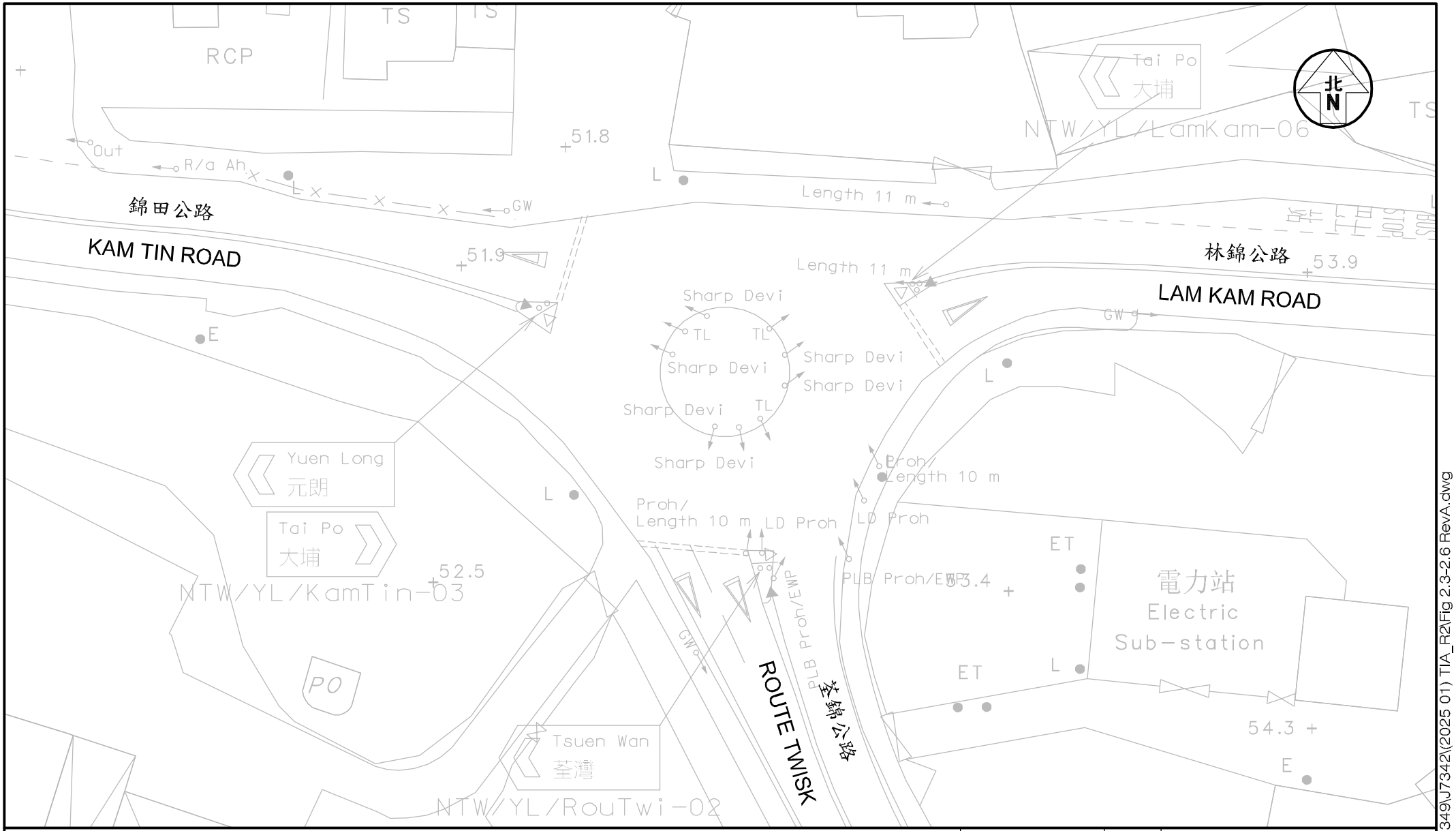
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.3-2.6 RevA.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 2.5 / Revision A
Figure Title	JUNCTION OF KAM TIN ROAD / KAM SHEUNG ROAD / SHEUNG TSUEN BUS TERMINUS	Designed by M C Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 400 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

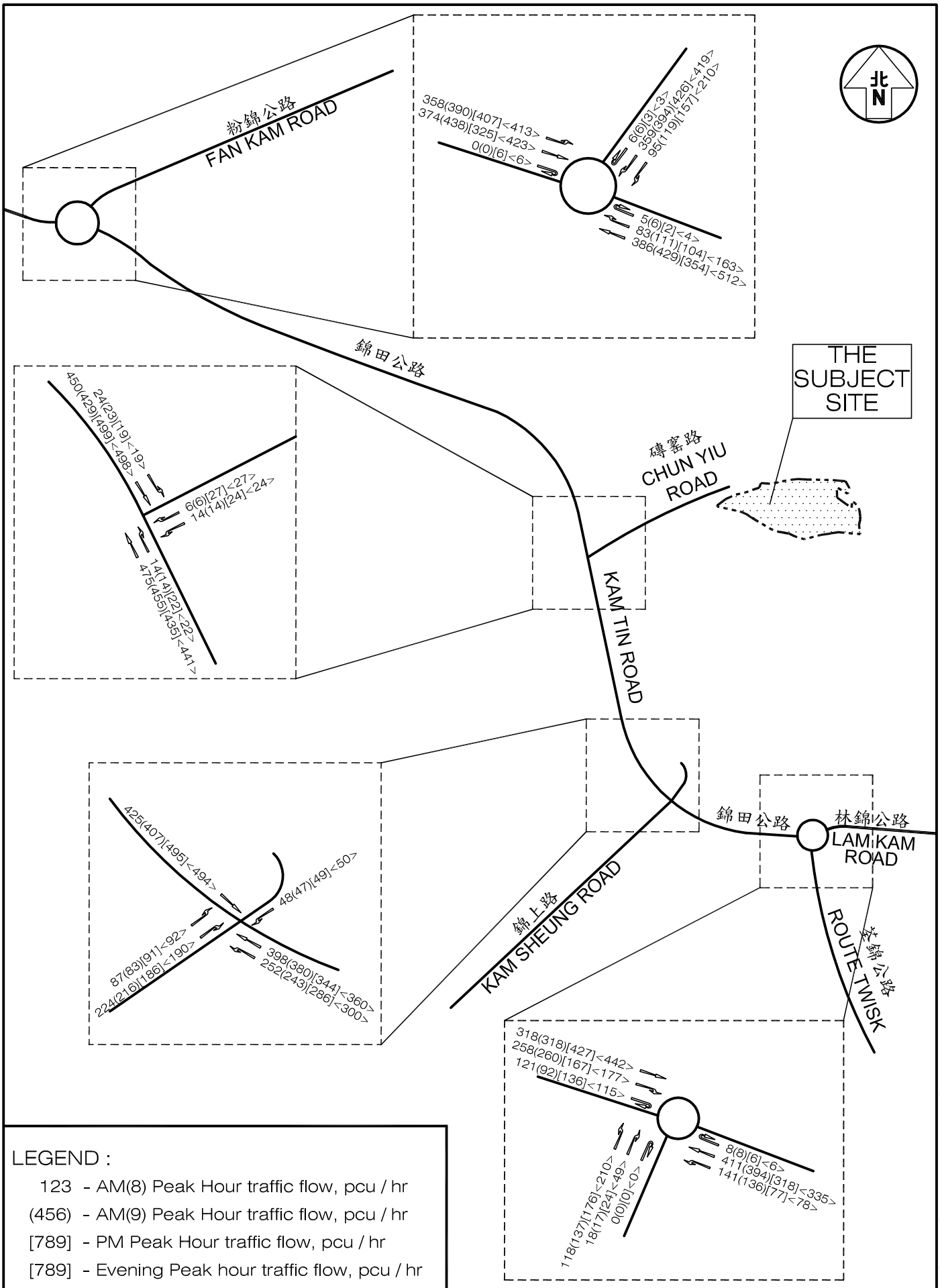
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.3-2.6 RevA.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 2.6 / Revision A
Figure Title	JUNCTION OF KAM TIN ROAD / ROUTE TWISK	Designed by M C Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 400 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.3-2.6 RevA.dwg



LEGEND :

123 - AM(8) Peak Hour traffic flow, pcu / hr

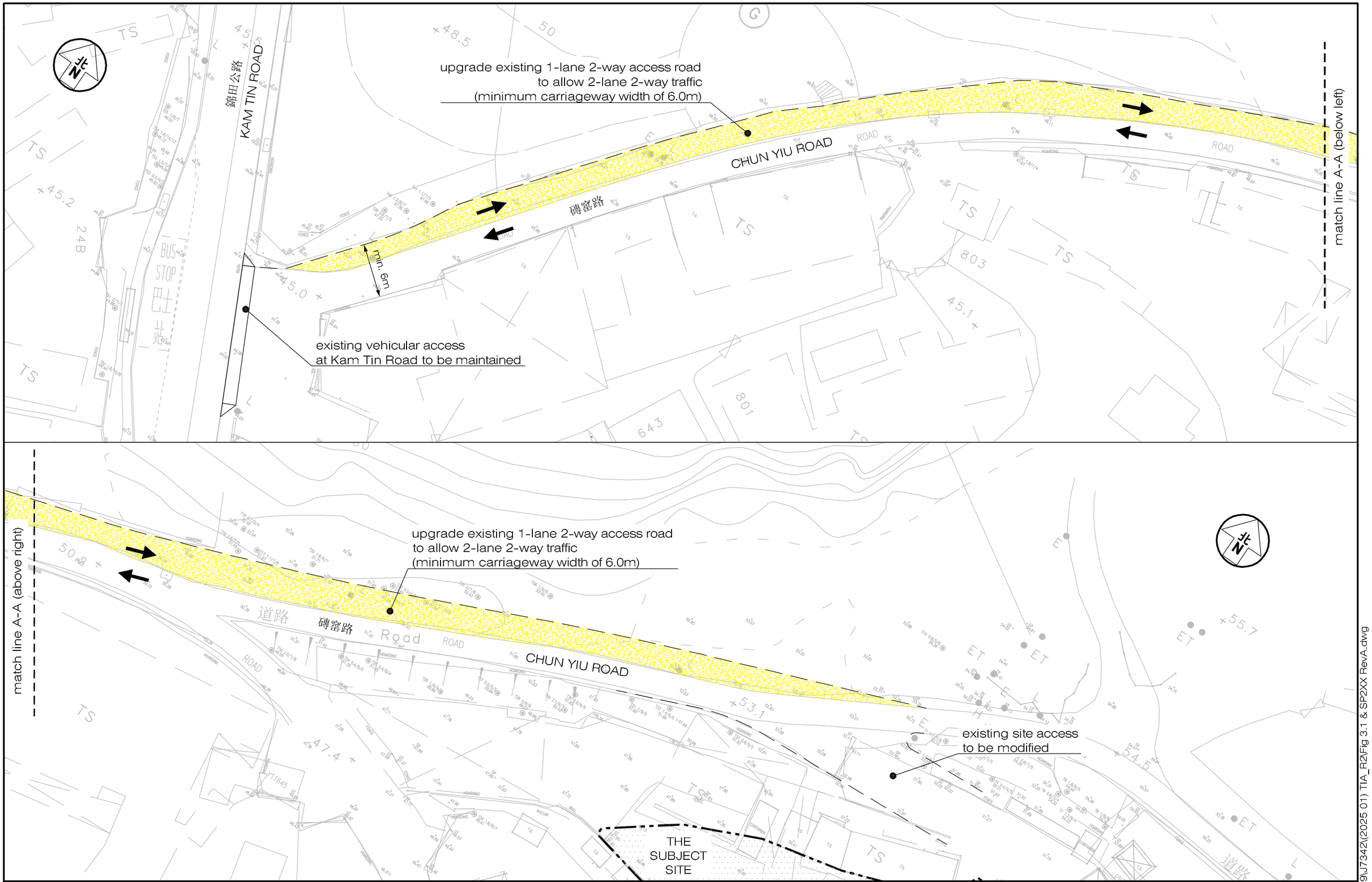
(456) - AM(9) Peak Hour traffic flow, pcu / hr

[789] - PM Peak Hour traffic flow, pcu / hr

[789] - Evening Peak hour traffic flow, pcu / hr

Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	Job No. J7342	Figure No. 2.7			Scale in A4 N.T.S.
	Designed by M C Y	Drawn by S C Y	Checked by K C	Revision A	Date 14 JAN 2025
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

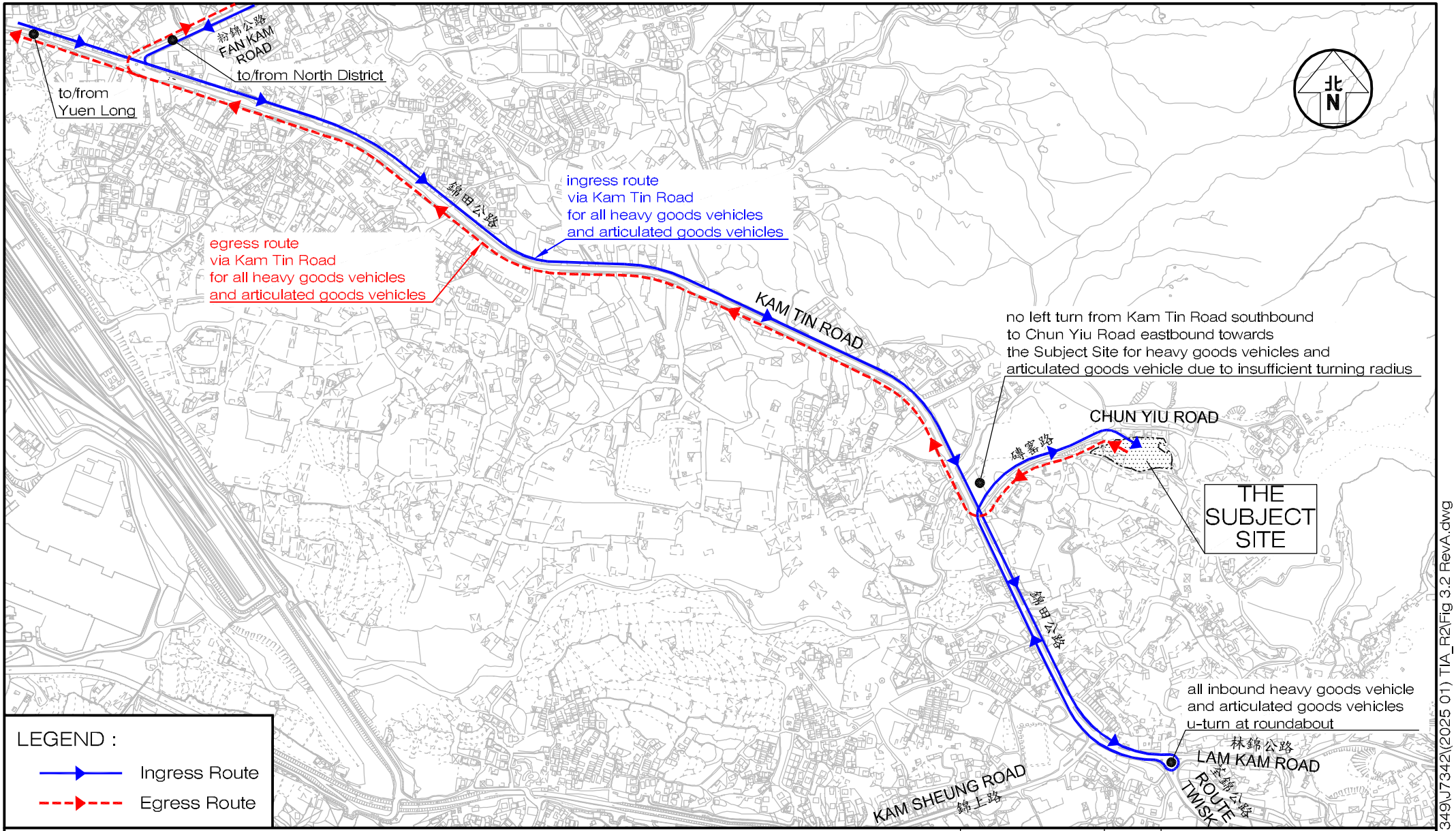
T:\JOBs\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.7 4.1 4.2 RevA.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 3.1 / Revision A
Figure Title	PROPOSED UPGRADING OF CHUN YIU ROAD		Designed by W C H / Drawn by S C Y / Checked by K C
			Scale in A3 1 : 400 / Date 13 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

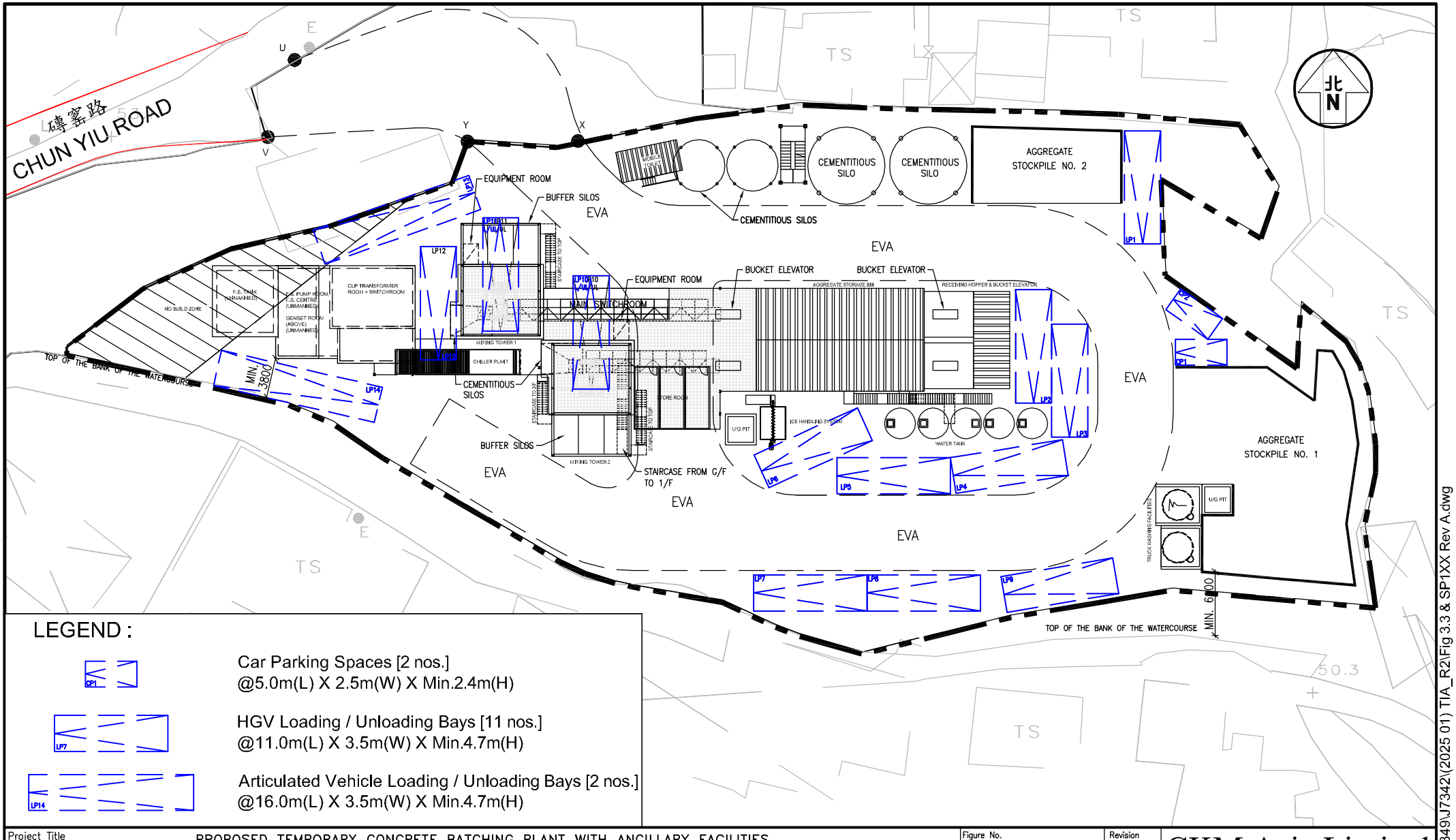
T:\JOBU\7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.1 & SP2XX RevA.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 3.2 / Revision B
Figure Title	PROPOSED HAULAGE ROUTES	Designed by M C Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 8,000 / Date 13 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.2 RevA.dwg



LEGEND :

CP1 — Car Parking Spaces [2 nos.]
@5.0m(L) X 2.5m(W) X Min.2.4m(H)

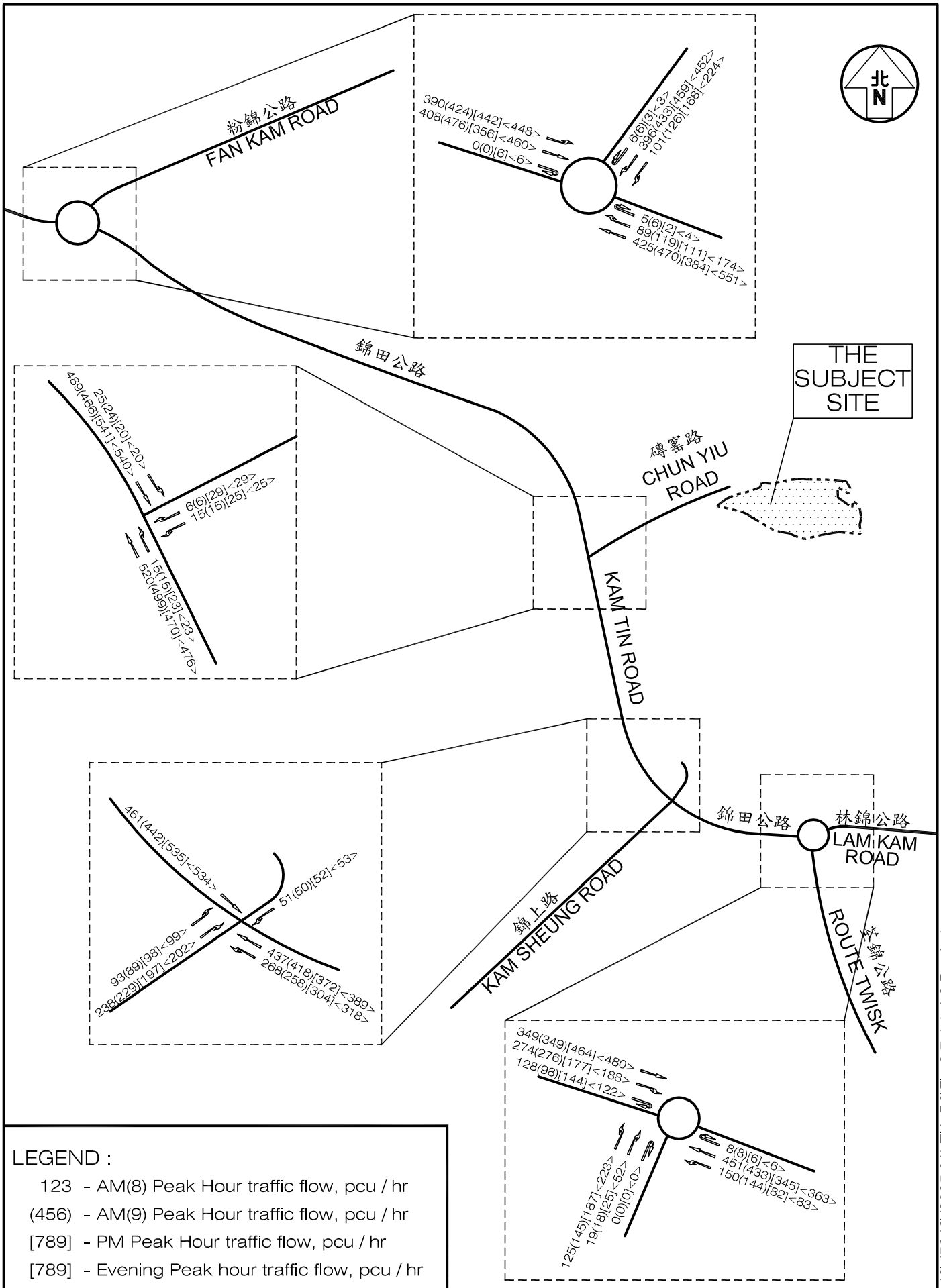
LP7 — HGV Loading / Unloading Bays [11 nos.]
@11.0m(L) X 3.5m(W) X Min.4.7m(H)

LP14 — Articulated Vehicle Loading / Unloading Bays [2 nos.]
@16.0m(L) X 3.5m(W) X Min.4.7m(H)

Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 3.3	Revision A
Figure Title: LAYOUT OF THE PROPOSED TEMPORARY CONCRETE BATCHING PLANT		Designed by M C Y / Drawn by S C Y / Checked by K C	
		Scale in A4: 1 : 500	Date: 14 JAN 2024

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



LEGEND :

123 - AM(8) Peak Hour traffic flow, pcu / hr

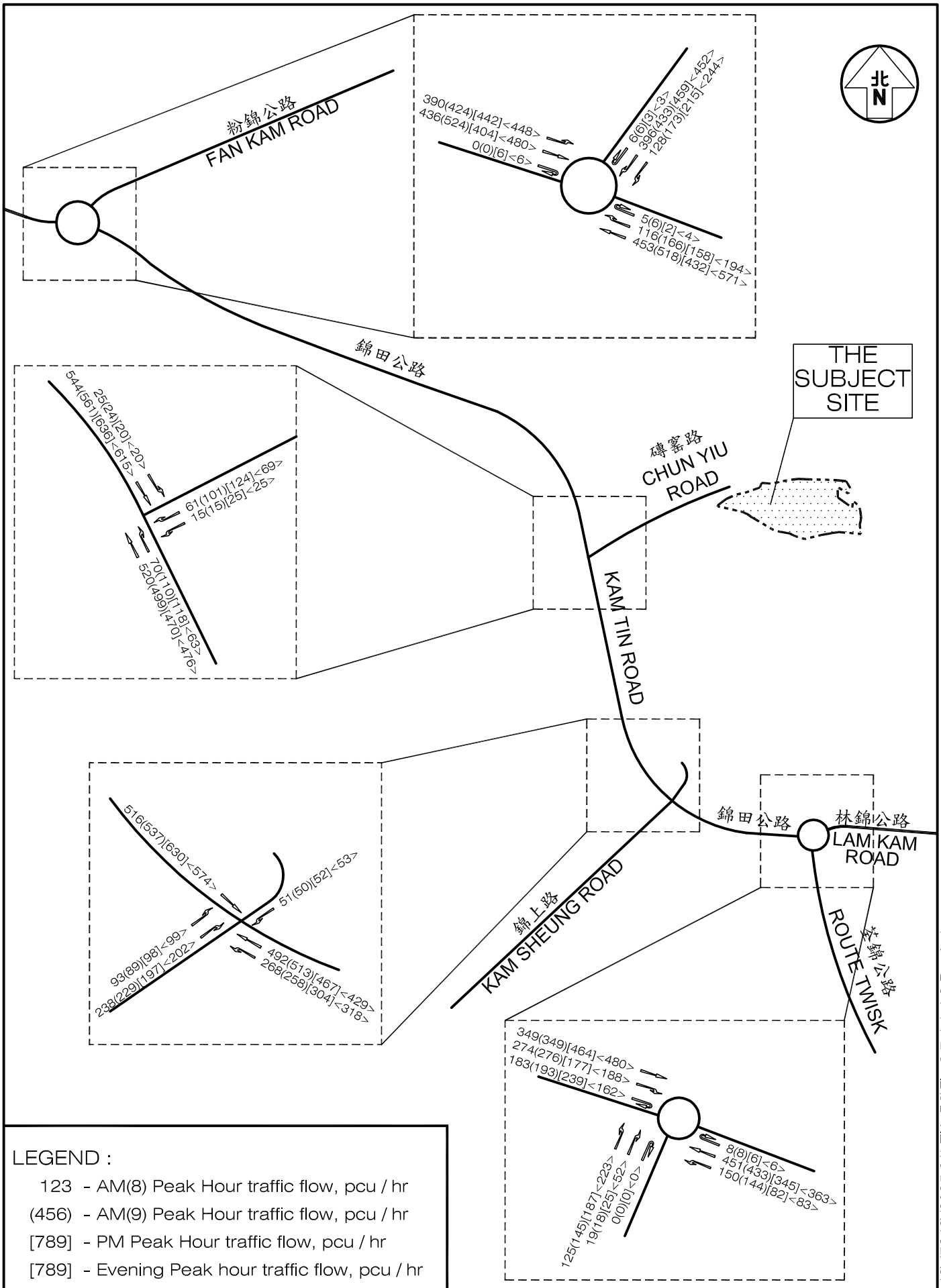
(456) - AM(9) Peak Hour traffic flow, pcu / hr

[789] - PM Peak Hour traffic flow, pcu / hr

[789] - Evening Peak hour traffic flow, pcu / hr

Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	Job No. J7342	Figure No. 4.1			Scale in A4 N.T.S.
	Designed by M C Y	Drawn by S C Y	Checked by K C	Revision A	Date 14 JAN 2025
Figure Title: YEAR 2030 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED TEMPORARY CONCRETE BATCHING PLANT	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.7 4.1 4.2 RevA.dwg



LEGEND :

123 - AM(8) Peak Hour traffic flow, pcu / hr

(456) - AM(9) Peak Hour traffic flow, pcu / hr

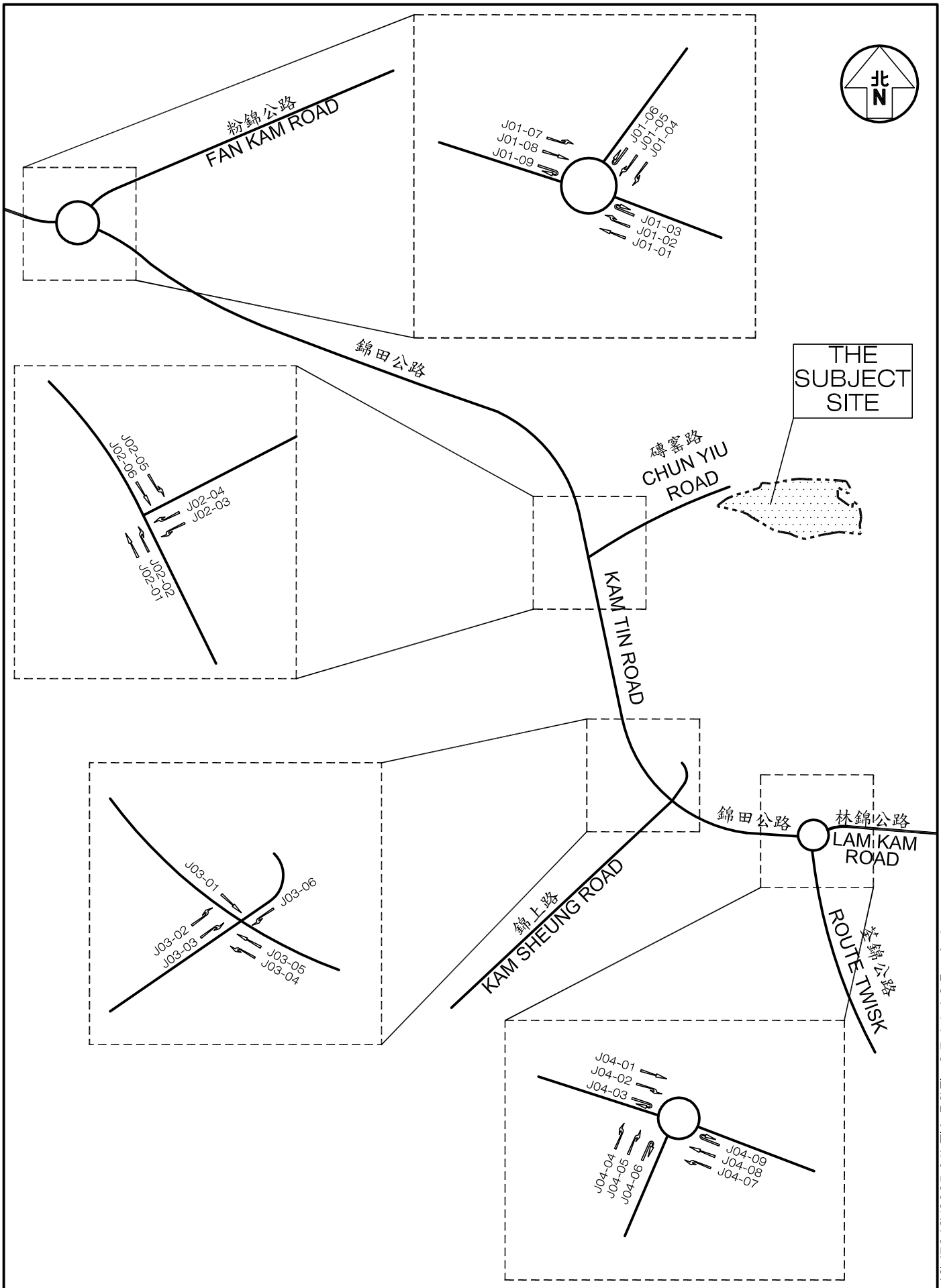
[789] - PM Peak Hour traffic flow, pcu / hr

[789] - Evening Peak hour traffic flow, pcu / hr

Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	Job No. J7342	Figure No. 4.2			Scale in A4 N.T.S.
	Designed by M C Y	Drawn by S C Y	Checked by K C	Revision A	Date 14 JAN 2025
Figure Title: YEAR 2030 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED TEMPORARY CONCRETE BATCHING PLANT	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

T:\JOBs\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.7 4.1 4.2 RevA.dwg

Appendix A – Vehicle Composition of Existing Traffic Flows



Project Title: PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	Job No. J7342	Figure No. APP-A1			Scale in A4 N.T.S.
	Designed by M C Y	Drawn by S C Y	Checked by K C	Revision A	Date 14 JAN 2025
Figure Title: TURNING MOVEMENT INDEX	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 2.7 4.1 4.2 RevA.dwg

TABLE A1 COMPOSITION FOR EXISTING TRAFFIC FLOW AT AM-8 PEAK HOUR

ID	MC	PC	Taxi	Van	LGV	M/HGV	PLB	PrLB	NFB	FBSD	FBDD	TOTAL (VEH)
J01-01	6	181	14	37	11	30	26	2	3	2	3	315
J01-02	1	44	6	9	7	4	0	2	0	0	0	73
J01-03	0	3	0	0	0	1	0	0	0	0	0	4
J01-04	2	61	3	11	5	4	0	0	0	0	0	86
J01-05	9	170	40	26	14	29	7	4	0	0	4	303
J01-06	0	1	0	0	0	2	0	0	0	0	0	3
J01-07	8	202	20	14	11	21	23	2	1	1	3	306
J01-08	10	201	14	29	18	23	9	1	1	1	7	314
J01-09	0	0	0	0	0	0	0	0	0	0	0	0
J02-01	14	269	15	64	22	18	7	1	4	3	3	420
J02-02	0	8	0	1	3	0	0	0	0	0	0	12
J02-03	0	5	0	1	2	2	0	0	0	0	0	10
J02-04	0	6	0	0	0	0	0	0	0	0	0	6
J02-05	0	13	1	2	5	0	0	0	0	0	0	21
J02-06	22	242	11	51	31	19	8	2	3	2	3	394
J03-01	22	230	10	48	31	21	8	2	3	0	0	375
J03-02	0	33	0	32	5	2	0	1	2	0	0	75
J03-03	5	116	9	21	14	8	8	0	0	0	8	189
J03-04	5	95	16	21	19	16	9	4	4	0	8	197
J03-05	14	241	15	32	20	16	7	0	2	3	3	353
J03-06	0	18	1	3	7	0	0	0	0	3	3	35
J04-01	8	182	15	26	19	15	10	0	0	0	4	279
J04-02	9	185	5	27	11	3	6	0	0	0	0	246
J04-03	0	37	2	6	6	13	0	3	3	2	8	80
J04-04	6	79	2	8	4	2	9	0	0	0	0	110
J04-05	1	11	0	2	0	2	0	0	0	0	0	16
J04-06	0	0	0	0	0	0	0	0	0	0	0	0
J04-07	4	121	0	6	0	5	0	0	0	0	0	136
J04-08	5	265	17	34	6	19	9	0	3	0	6	364
J04-09	0	0	0	0	0	3	0	0	0	0	0	3

TABLE A2 COMPOSITION FOR EXISTING TRAFFIC FLOW AT AM-9 PEAK HOUR

ID	MC	PC	Taxi	Van	LGV	M/HGV	PLB	PrLB	NFB	FBSD	FBDD	TOTAL (VEH)
J01-01	6	187	16	35	12	44	25	4	4	2	3	338
J01-02	1	53	9	14	10	5	0	4	0	0	0	96
J01-03	0	4	0	0	0	1	0	0	0	0	0	5
J01-04	3	64	5	16	9	7	0	0	0	0	0	104
J01-05	9	211	39	25	13	28	7	4	0	0	4	340
J01-06	0	1	0	0	0	2	0	0	0	0	0	3
J01-07	8	242	19	13	10	20	22	2	1	1	3	341
J01-08	13	208	20	47	26	30	9	2	1	1	7	364
J01-09	0	0	0	0	0	0	0	0	0	0	0	0
J02-01	13	256	14	60	21	18	7	1	4	3	3	400
J02-02	0	8	0	1	3	0	0	0	0	0	0	12
J02-03	0	5	0	1	2	2	0	0	0	0	0	10
J02-04	0	6	0	0	0	0	0	0	0	0	0	6
J02-05	0	12	1	2	5	0	0	0	0	0	0	20
J02-06	21	231	10	49	29	18	8	2	3	2	3	376
J03-01	21	220	9	47	29	20	8	2	3	0	0	359
J03-02	0	31	0	30	5	2	0	1	2	0	0	71
J03-03	5	111	9	20	13	8	8	0	0	0	8	182
J03-04	5	90	15	20	18	16	9	4	4	0	8	189
J03-05	13	229	14	30	19	16	7	0	2	3	3	336
J03-06	0	17	1	3	7	0	0	0	0	3	3	34
J04-01	9	186	17	22	15	17	9	0	0	0	4	279
J04-02	10	185	5	28	11	3	6	0	0	0	0	248
J04-03	0	1	2	7	7	15	0	3	3	2	8	48
J04-04	8	94	2	9	5	2	9	0	0	0	0	129
J04-05	1	10	0	2	0	2	0	0	0	0	0	15
J04-06	0	0	0	0	0	0	0	0	0	0	0	0
J04-07	4	116	0	6	0	5	0	0	0	0	0	131
J04-08	7	238	22	35	8	19	9	0	3	0	6	347
J04-09	0	0	0	0	0	3	0	0	0	0	0	3

TABLE A3 COMPOSITION FOR EXISTING TRAFFIC FLOW AT PM PEAK HOUR

ID	MC	PC	Taxi	Van	LGV	M/HGV	PLB	PrLB	NFB	FBSD	FBDD	TOTAL (VEH)
J01-01	13	210	7	26	9	10	28	0	3	2	3	311
J01-02	6	57	5	11	9	4	0	0	1	0	0	93
J01-03	0	2	0	0	0	0	0	0	0	0	0	2
J01-04	8	100	4	6	11	8	2	0	1	0	0	140
J01-05	3	290	29	27	24	9	5	0	1	0	3	391
J01-06	0	2	1	0	0	0	0	0	0	0	0	3
J01-07	5	254	33	27	8	15	21	0	0	0	4	367
J01-08	15	194	10	31	8	14	8	1	3	2	3	289
J01-09	0	5	1	0	0	0	0	0	0	0	0	6
J02-01	17	246	15	44	20	27	5	3	1	1	2	381
J02-02	0	12	0	2	4	1	0	0	0	0	0	19
J02-03	0	13	0	4	3	1	0	0	0	0	0	21
J02-04	0	13	0	2	5	2	0	0	0	0	0	22
J02-05	0	13	0	3	2	0	0	0	0	0	0	18
J02-06	26	280	19	56	25	21	7	4	2	2	3	445
J03-01	26	282	17	57	28	22	7	4	2	0	0	445
J03-02	1	40	7	14	4	9	0	2	0	0	0	77
J03-03	5	104	6	27	3	5	7	0	0	0	7	164
J03-04	11	149	13	20	20	8	9	3	0	0	11	244
J03-05	15	206	7	30	19	17	5	1	1	1	2	304
J03-06	0	29	1	5	1	1	0	0	0	1	3	41
J04-01	9	307	14	21	17	8	9	0	1	0	6	392
J04-02	8	120	6	8	8	0	8	0	0	1	0	159
J04-03	2	71	8	11	7	3	2	0	1	2	6	113
J04-04	6	129	2	19	2	2	7	0	0	1	0	168
J04-05	3	15	0	4	0	1	0	0	0	0	0	23
J04-06	0	0	0	0	0	0	0	0	0	0	0	0
J04-07	3	73	0	0	0	1	0	0	0	0	0	77
J04-08	8	212	9	18	7	10	12	2	0	0	7	285
J04-09	0	1	0	0	0	2	0	0	0	0	0	3

TABLE A4 COMPOSITION FOR EXISTING TRAFFIC FLOW AT EVENING PEAK HOUR

ID	MC	PC	Taxi	Van	LGV	M/HGV	PLB	PrLB	NFB	FBSD	FBDD	TOTAL (VEH)
J01-01	25	274	15	47	22	21	29	1	5	2	3	444
J01-02	13	63	10	26	21	7	0	0	2	0	0	142
J01-03	0	4	0	0	0	0	0	0	0	0	0	4
J01-04	13	131	8	8	16	10	2	0	1	0	0	189
J01-05	3	279	30	28	25	9	5	0	1	0	3	383
J01-06	0	2	1	0	0	0	0	0	0	0	0	3
J01-07	5	256	34	28	8	15	22	0	0	0	4	372
J01-08	24	251	20	42	10	18	8	1	3	2	3	382
J01-09	0	5	1	0	0	0	0	0	0	0	0	6
J02-01	16	259	14	44	21	24	5	3	1	1	2	390
J02-02	0	12	0	2	4	1	0	0	0	0	0	19
J02-03	0	13	0	4	3	1	0	0	0	0	0	21
J02-04	0	13	0	2	5	2	0	0	0	0	0	22
J02-05	0	13	0	3	2	0	0	0	0	0	0	18
J02-06	27	282	19	56	26	19	7	4	2	2	3	447
J03-01	27	285	16	57	29	20	7	4	2	0	0	447
J03-02	1	41	7	14	4	9	0	2	0	0	0	78
J03-03	5	107	6	28	3	5	7	0	0	0	7	168
J03-04	10	163	13	21	21	8	9	3	0	0	10	258
J03-05	15	222	7	31	20	16	5	1	1	1	2	321
J03-06	0	30	1	5	1	1	0	0	0	1	3	42
J04-01	9	315	15	23	19	8	9	0	1	0	6	405
J04-02	8	130	6	8	8	0	8	0	0	1	0	169
J04-03	2	51	8	10	7	3	2	0	1	2	6	92
J04-04	12	142	5	28	4	2	7	0	0	1	0	201
J04-05	3	40	0	4	0	1	0	0	0	0	0	48
J04-06	0	0	0	0	0	0	0	0	0	0	0	0
J04-07	3	74	0	0	0	1	0	0	0	0	0	78
J04-08	16	171	19	32	10	20	12	2	0	0	7	289
J04-09	0	1	0	0	0	2	0	0	0	0	0	3

Appendix B – Capacity Analyses

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road		Job Number: J7342
Scenario:	Existing Condition		J01 - P. 1
Design Year:	2024	Designed By: MCY	Checked By: WCH	Date: 21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	358	374						732	94
From B	359	6	95						460	379
From C	386	83	5						474	365
From D										
From E										
From F										
From G										
From H										
Total	745	447	474						1666	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	407	325						738	109
From B	426	3	157						586	333
From C	354	104	2						460	435
From D										
From E										
From F										
From G										
From H										
Total	786	514	484						1784	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	5.112	0.030	1.485	0.986	1549	0.631	1469	1460	732	738	0.498	0.506
From B	5.029	0.030	1.485	0.984	1524	0.626	1266	1294	460	586	0.363	0.453
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1883	1831	474	460	0.252	0.251
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road			Job Number:	J7342
Scenario:	Existing Condition				J01 - P. 2
Design Year:	2024	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	390	438						828	123
From B	394	6	119						519	444
From C	429	111	6						546	400
From D										
From E										
From F										
From G										
From H										
Total	823	507	563						1893	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	413	423						842	170
From B	419	3	210						632	433
From C	512	163	4						679	428
From D										
From E										
From F										
From G										
From H										
Total	937	579	637						2153	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	5.112	0.030	1.485	0.986	1549	0.631	1451	1422	828	842	0.571	0.592
From B	5.029	0.030	1.485	0.984	1524	0.626	1226	1232	519	632	0.423	0.513
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1857	1836	546	679	0.294	0.370
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road			Job Number:	J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant				J01 - P. 3
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	390	408						798	100
From B	396	6	101						503	413
From C	425	89	5						519	402
From D										
From E										
From F										
From G										
From H										
Total	821	485	514						1820	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	442	356						804	116
From B	459	3	168						630	364
From C	384	111	2						497	468
From D										
From E										
From F										
From G										
From H										
Total	849	556	526						1931	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	5.112	0.030	1.485	0.986	1549	0.631	1465	1455	798	804	0.545	0.552
From B	5.029	0.030	1.485	0.984	1524	0.626	1245	1275	503	630	0.404	0.494
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1855	1807	519	497	0.280	0.275
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road			Job Number:	J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant				J01 - P. 4
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	424	476						900	131
From B	433	6	126						565	482
From C	470	119	6						595	439
From D										
From E										
From F										
From G										
From H										
Total	903	549	608						2060	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	448	460						914	181
From B	452	3	224						679	470
From C	551	174	4						729	461
From D										
From E										
From F										
From G										
From H										
Total	1009	625	688						2322	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1-0.00347(\varnothing-30)-0.978[(1/r)-0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1+0.2x_2)$
t_D	$= 1+0.5/(1+M)$
M	$= \exp[(D-60)/10]$
x_2	$= v+(e-v)/(1+2S)$
S	$= 1.6(e-v)/L$

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	5.112	0.030	1.485	0.986	1549	0.631	1446	1415	900	914	0.622	0.646
From B	5.029	0.030	1.485	0.984	1524	0.626	1202	1210	565	679	0.470	0.561
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1828	1812	595	729	0.325	0.402
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road			Job Number:	J7342
Scenario:	With Proposed Temporary Concrete Batching Plant				J01 - P. 5
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	390	436						826	127
From B	396	6	128						530	441
From C	453	116	5						574	402
From D										
From E										
From F										
From G										
From H										
Total	849	512	569						1930	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	442	404						852	163
From B	459	3	215						677	412
From C	432	158	2						592	468
From D										
From E										
From F										
From G										
From H										
Total	897	603	621						2121	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	0
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1-0.00347(\varnothing-30)-0.978[(1/r)-0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1+0.2x_2)$
t_D	$= 1+0.5/(1+M)$
M	$= \exp[(D-60)/10]$
x_2	$= v+(e-v)/(1+2S)$
S	$= 1.6(e-v)/L$

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	5.112	0.030	1.485	0.986	1549	0.631	1448	1426	826	852	0.570	0.597
From B	5.029	0.030	1.485	0.984	1524	0.626	1227	1245	530	677	0.432	0.544
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1855	1807	574	592	0.309	0.328
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Fan Kam Road			Job Number:	J7342
Scenario:	With Proposed Temporary Concrete Batching Plant				J01 - P. 6
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	424	524						948	178
From B	433	6	173						612	530
From C	518	166	6						690	439
From D										
From E										
From F										
From G										
From H										
Total	951	596	703						2250	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	6	448	480						934	201
From B	452	3	244						699	490
From C	571	194	4						769	461
From D										
From E										
From F										
From G										
From H										
Total	1029	645	728						2402	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Fan Kam Road (SB)
C	Kam Tin Road (WB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.7	3.3	35.0	10.0	25	40	0.7
From B	7.7	2.9	15.0	12.5	25	30	0.6
From C	7.7	5.5	100.0	100.0	25	60	0.0
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

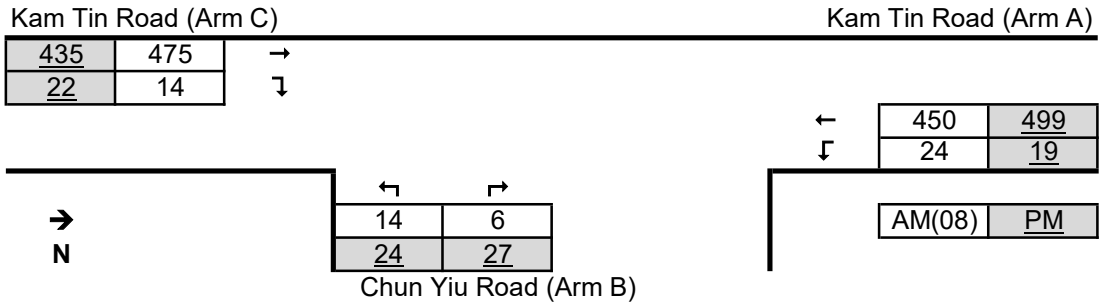
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	5.112	0.030	1.485	0.986	1549	0.631	1417	1402	948	934	0.669	0.666
From B	5.029	0.030	1.485	0.984	1524	0.626	1173	1197	612	699	0.522	0.584
From C	7.591	0.030	1.485	0.935	2300.174	0.786	1828	1812	690	769	0.377	0.424
From D												
From E												
From F												
From G												
From H												

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	Existing Condition				J2 - P. 1
Design Year:	2024	Designed By: NCL	Checked By: WCH	Date:	21 January 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	13	w-BA	2.20	D	0.7250
	W-CR	0.00	V-lBA	31	w-BC	2.20	E	0.7807
			V-rBC	13	w-CB	4.10	F	0.9565
			V-rCB	29			Y	1.0000

Analysis :

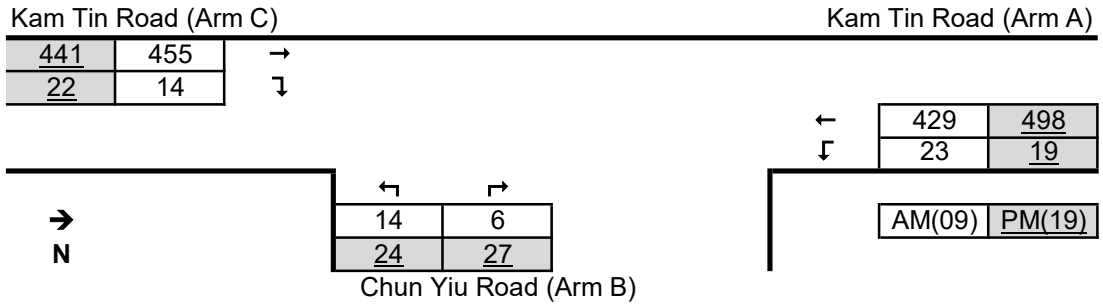
Traffic Flows, pcu/hr	AM(08)	PM
q-CA	475	435
q-CB	14	22
q-AB	24	19
q-AC	450	499
q-BA	6	27
q-BC	14	24
f	0.700	0.471

Capacity, pcu/hr	AM(08)	PM
Q-BA	249	240
Q-BC	451	438
Q-CB	548	532
Q-BAC	363	305

Ratio-of-flow to Capacity	AM(08)	PM(17)
B-A	0.024	0.112
B-C	0.031	0.055
C-B	0.026	0.041
B-AC	0.055	0.167

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	Existing Condition				J2 - P. 2
Design Year:	2024	Designed By:	MCY	Checked By: WCH	Date: 21 January 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	15	w-BA	2.20	D	0.7258
	W-CR	0.00	V-lBA	30	w-BC	2.20	E	0.7821
			V-rBC	15	w-CB	4.10	F	0.9578
			V-rCB	30			Y	1.0000

Analysis :

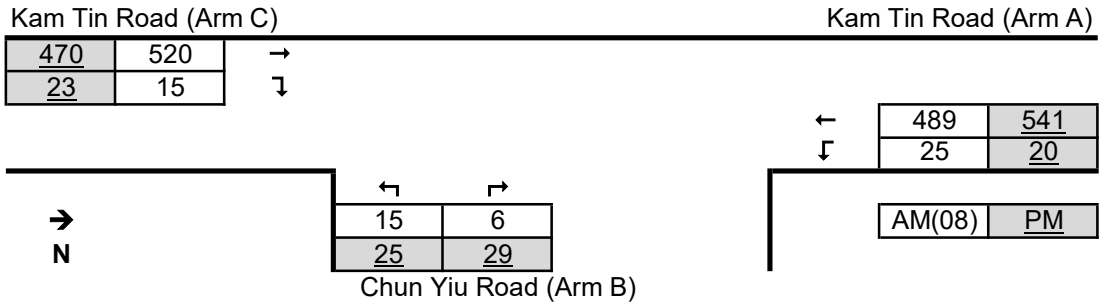
Traffic Flows, pcu/hr	AM(09)	PM(19)
q-CA	455	441
q-CB	14	22
q-AB	23	19
q-AC	429	498
q-BA	6	27
q-BC	14	24
f	0.700	0.471

Capacity, pcu/hr	AM(09)	PM(19)
Q-BA	258	240
Q-BC	458	439
Q-CB	556	533
Q-BAC	372	305

Ratio-of-flow to Capacity	AM(09)	PM(19)
B-A	0.023	0.113
B-C	0.031	0.055
C-B	0.025	0.041
B-AC	0.054	0.167

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant				J2 - P. 3
Design Year:	2030	Designed By:	NCL	Checked By: WCH	Date: 21 January 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	13	w-BA	2.20	D	0.7250
	W-CR	0.00	V-lBA	31	w-BC	2.20	E	0.7807
			V-rBC	13	w-CB	4.10	F	0.9565
			V-rCB	29			Y	1.0000

Analysis :

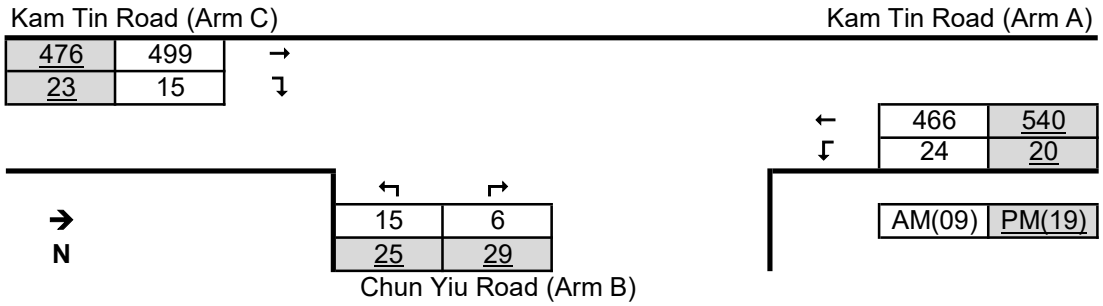
Traffic Flows, pcu/hr	AM(08)	PM
q-CA	520	470
q-CB	15	23
q-AB	25	20
q-AC	489	541
q-BA	6	29
q-BC	15	25
f	0.714	0.463

Capacity, pcu/hr	AM(08)	PM
Q-BA	231	223
Q-BC	440	426
Q-CB	534	517
Q-BAC	350	286

Ratio-of-flow to Capacity	AM(08)	PM(17)
B-A	0.026	0.130
B-C	0.034	0.059
C-B	0.028	0.044
B-AC	0.060	0.189

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant				J2 - P. 4
Design Year:	2030	Designed By: MCY	Checked By: WCH	Date:	21 January 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	15	w-BA	2.20	D	0.7258
	W-CR	0.00	V-lBA	30	w-BC	2.20	E	0.7821
			V-rBC	15	w-CB	4.10	F	0.9578
			V-rCB	30			Y	1.0000

Analysis :

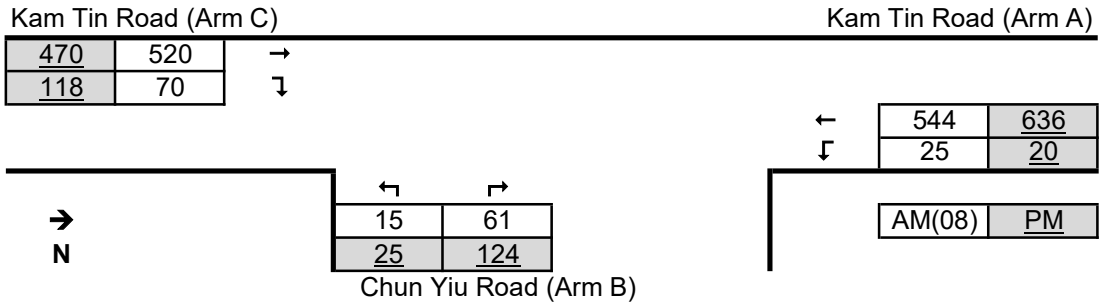
Traffic Flows, pcu/hr	AM(09)	PM(19)
q-CA	499	476
q-CB	15	23
q-AB	24	20
q-AC	466	540
q-BA	6	29
q-BC	15	25
f	0.714	0.463

Capacity, pcu/hr	AM(09)	PM(19)
Q-BA	241	223
Q-BC	447	427
Q-CB	543	518
Q-BAC	359	286

Ratio-of-flow to Capacity	AM(09)	PM(19)
B-A	0.025	0.130
B-C	0.034	0.059
C-B	0.028	0.044
B-AC	0.058	0.189

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	With Proposed Temporary Concrete Batching Plant				J2 - P. 5
Design Year:	2030	Designed By: NCL	Checked By: WCH	Date:	21 January 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	30	w-BA	3.00	D	0.8007
	W-CR	0.00	V-lBA	30	w-BC	3.00	E	0.8628
			V-rBC	30	w-CB	3.65	F	0.9190
			V-rCB	30			Y	1.0000

Analysis :

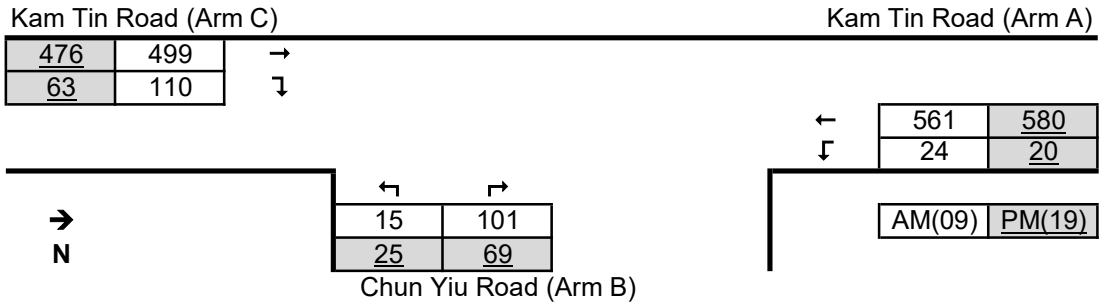
Traffic Flows, pcu/hr	AM(08)	PM
q-CA	520	470
q-CB	70	118
q-AB	25	20
q-AC	544	636
q-BA	61	124
q-BC	15	25
f	0.197	0.168

Capacity, pcu/hr	AM(08)	PM
Q-BA	216	179
Q-BC	469	441
Q-CB	494	465
Q-BAC	242	199

Ratio-of-flow to Capacity	AM(08)	PM(17)
B-A	0.282	0.692
B-C	0.032	0.057
C-B	0.142	0.254
B-AC	0.314	0.749

Priority Junction Analysis

Junction:	Kam Tin Road / Chun Yiu Road			Job Number:	J7342
Scenario:	With Proposed Temporary Concrete Batching Plant				J2 - P. 6
Design Year:	2030	Designed By: MCY	Checked By: WCH	Date:	21 Jan 2025



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	15	w-BA	3.00	D	0.7890
	W-CR	0.00	V-lBA	30	w-BC	3.00	E	0.8502
			V-rBC	15	w-CB	3.65	F	0.9190
			V-rCB	30			Y	1.0000

Analysis :

Traffic Flows, pcu/hr	AM(09)	PM(19)
q-CA	499	476
q-CB	110	63
q-AB	24	20
q-AC	561	580
q-BA	101	69
q-BC	15	25
f	0.129	0.266

Capacity, pcu/hr	AM(09)	PM(19)
Q-BA	196	214
Q-BC	457	451
Q-CB	489	484
Q-BAC	211	249

Ratio-of-flow to Capacity	AM(09)	PM(19)
B-A	0.516	0.322
B-C	0.033	0.055
C-B	0.225	0.130
B-AC	0.549	0.378

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J7342_TIA_R2.j9
Path: J:\ENG\Job\J73XX\J7342 Kam Tin - S16 for Proposed Concrete Batching Plant\working\(2024 10) TIA_R2\Junction9
Report generation date: 21/1/2025 17:59:09

Summary of junction performance

	AM (08)	AM (09)	PM (17)	PM (19)
	RFC	RFC	RFC	RFC
	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT [Locked] - 2024 EXISTING			
Stream B-ACD	0.81	0.76	0.71	0.73
Stream A-D	0.00	0.00	0.00	0.00
Stream D-ABC	0.08	0.08	0.09	0.09
Stream C-B	0.00	0.00	0.00	0.00
	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT [Locked] - 2030 WITHOUT			
Stream B-ACD	0.91	0.85	0.78	0.81
Stream A-D	0.00	0.00	0.00	0.00
Stream D-ABC	0.09	0.09	0.09	0.10
Stream C-B	0.00	0.00	0.00	0.00
	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT [Locked] - 2030 WITH			
Stream B-ACD	0.97	0.95	0.88	0.85
Stream A-D	0.00	0.00	0.00	0.00
Stream D-ABC	0.09	0.09	0.10	0.10
Stream C-B	0.00	0.00	0.00	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Proposed Concrete Batching Plant
Location	Kam Tin
Site number	
Date	31/12/2024
Version	
Status	TIA_R2
Identifier	
Client	
Jobnumber	J7342
Enumerator	CKM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		1.00	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DEX08	2024 EXISTING	AM (08)	ONE HOUR	08:00	09:30	15
DEX09	2024 EXISTING	AM (09)	ONE HOUR	09:00	10:30	15
DEX17	2024 EXISTING	PM (17)	ONE HOUR	17:00	18:30	15
DEX19	2024 EXISTING	PM (19)	ONE HOUR	19:00	20:30	15
DRF08	2030 WITHOUT	AM (08)	ONE HOUR	08:00	09:30	15
DRF09	2030 WITHOUT	AM (09)	ONE HOUR	09:00	10:30	15
DRF17	2030 WITHOUT	PM (17)	ONE HOUR	17:00	18:30	15
DRF21	2030 WITHOUT	PM (19)	ONE HOUR	19:00	20:30	15
DWT08	2030 WITH	AM (08)	ONE HOUR	08:00	09:30	15
DWT09	2030 WITH	AM (09)	ONE HOUR	09:00	10:30	15
DWT17	2030 WITH	PM (17)	ONE HOUR	17:00	18:30	15
DWT19	2030 WITH	PM (19)	ONE HOUR	19:00	20:30	15

Analysis Set Details

ID	Name	Locked	Network flow scaling factor (%)
AJ03	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	✓	100.000

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2024 EXISTING, AM (08)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	9.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kam Tin Road		Major
B	Kam Sheung Road (Arm B) Kam Sheung Road (Arm B) Kam Sheung Road (Arm B) v		Minor
C	Kam Tin Road		Major
D	Sheung Tsuen B/T		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.80			100.0		-
C	7.80			65.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	35	30
D	One lane	5.00	15	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	632	-	-	-	-	-	-	0.226	0.322	0.226	-	-	-
1	B-A	605	0.101	0.257	0.257	-	-	-	0.161	0.366	-	0.257	0.257	0.128
1	B-C	772	0.109	0.276	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	605	0.101	0.257	0.257	-	-	-	0.161	0.366	0.161	-	-	-
1	B-D, offside lane	605	0.101	0.257	0.257	-	-	-	0.161	0.366	0.161	-	-	-
1	C-B	612	0.218	0.218	0.312	-	-	-	-	-	-	-	-	-
1	D-A	764	-	-	-	-	-	-	0.273	-	0.108	-	-	-
1	D-B, nearside lane	591	0.158	0.158	0.358	-	-	-	0.251	0.251	0.099	-	-	-
1	D-B, offside lane	591	0.158	0.158	0.358	-	-	-	0.251	0.251	0.099	-	-	-
1	D-C	591	-	0.158	0.358	0.125	0.251	0.251	0.251	0.251	0.099	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DEX08	2024 EXISTING	AM (08)	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	650	100.000
B		✓	311	100.000
C		✓	425	100.000
D		✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	252	398	0
	B	224	0	87	0
	C	425	0	0	0
	D	48	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	489	489
	B	234	234
	C	320	320
	D	36	36
08:15-08:30	A	584	584
	B	280	280
	C	382	382
	D	43	43
08:30-08:45	A	716	716
	B	342	342
	C	468	468
	D	53	53
08:45-09:00	A	716	716
	B	342	342
	C	468	468
	D	53	53
09:00-09:15	A	584	584
	B	280	280
	C	382	382
	D	43	43
09:15-09:30	A	489	489
	B	234	234
	C	320	320
	D	36	36

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.81	43.28	3.9	E
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.08	6.17	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2024 EXISTING, AM (09)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	7.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DEX09	2024 EXISTING	AM (09)	ONE HOUR	09:00	10:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	623	100.000
B		✓	299	100.000
C		✓	407	100.000
D		✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	243	380	0
	B	216	0	83	0
	C	407	0	0	0
	D	47	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
09:00-09:15	A	469	469
	B	225	225
	C	306	306
	D	35	35
09:15-09:30	A	560	560
	B	269	269
	C	366	366
	D	42	42
09:30-09:45	A	686	686
	B	329	329
	C	448	448
	D	52	52
09:45-10:00	A	686	686
	B	329	329
	C	448	448
	D	52	52
10:00-10:15	A	560	560
	B	269	269
	C	366	366
	D	42	42
10:15-10:30	A	469	469
	B	225	225
	C	306	306
	D	35	35

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.76	34.65	3.0	D
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.08	6.10	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2024 EXISTING, PM (17)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	5.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DEX17	2024 EXISTING	PM (17)	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	630	100.000
B		✓	277	100.000
C		✓	495	100.000
D		✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	286	344	0
	B	186	0	91	0
	C	495	0	0	0
	D	49	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A	474	474
	B	209	209
	C	373	373
	D	37	37
17:15-17:30	A	566	566
	B	249	249
	C	445	445
	D	44	44
17:30-17:45	A	694	694
	B	305	305
	C	545	545
	D	54	54
17:45-18:00	A	694	694
	B	305	305
	C	545	545
	D	54	54
18:00-18:15	A	566	566
	B	249	249
	C	445	445
	D	44	44
18:15-18:30	A	474	474
	B	209	209
	C	373	373
	D	37	37

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.71	28.11	2.3	D
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.41	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2024 EXISTING, PM (19)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	6.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DEX19	2024 EXISTING	PM (19)	ONE HOUR	19:00	20:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	660	100.000
B		✓	282	100.000
C		✓	494	100.000
D		✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	300	360	0
	B	190	0	92	0
	C	494	0	0	0
	D	50	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
19:00-19:15	A	497	497
	B	212	212
	C	372	372
	D	38	38
19:15-19:30	A	593	593
	B	254	254
	C	444	444
	D	45	45
19:30-19:45	A	727	727
	B	310	310
	C	544	544
	D	55	55
19:45-20:00	A	727	727
	B	310	310
	C	544	544
	D	55	55
20:00-20:15	A	593	593
	B	254	254
	C	444	444
	D	45	45
20:15-20:30	A	497	497
	B	212	212
	C	372	372
	D	38	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.73	31.06	2.6	D
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.42	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITHOUT, AM (08)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	16.02	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DRF08	2030 WITHOUT	AM (08)	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	705	100.000
B		✓	331	100.000
C		✓	461	100.000
D		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	268	437	0
	B	238	0	93	0
	C	461	0	0	0
	D	51	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	531	531
	B	249	249
	C	347	347
	D	38	38
08:15-08:30	A	634	634
	B	298	298
	C	414	414
	D	46	46
08:30-08:45	A	776	776
	B	364	364
	C	508	508
	D	56	56
08:45-09:00	A	776	776
	B	364	364
	C	508	508
	D	56	56
09:00-09:15	A	634	634
	B	298	298
	C	414	414
	D	46	46
09:15-09:30	A	531	531
	B	249	249
	C	347	347
	D	38	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.91	73.97	6.9	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.32	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITHOUT, AM (09)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	11.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DRF09	2030 WITHOUT	AM (09)	ONE HOUR	09:00	10:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	676	100.000
B		✓	318	100.000
C		✓	442	100.000
D		✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	258	418	0
	B	229	0	89	0
	C	442	0	0	0
	D	50	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
09:00-09:15	A	509	509
	B	239	239
	C	333	333
	D	38	38
09:15-09:30	A	608	608
	B	286	286
	C	397	397
	D	45	45
09:30-09:45	A	744	744
	B	350	350
	C	487	487
	D	55	55
09:45-10:00	A	744	744
	B	350	350
	C	487	487
	D	55	55
10:00-10:15	A	608	608
	B	286	286
	C	397	397
	D	45	45
10:15-10:30	A	509	509
	B	239	239
	C	333	333
	D	38	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.85	53.17	4.8	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.25	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITHOUT, PM (17)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	7.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DRF17	2030 WITHOUT	PM (17)	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	676	100.000
B		✓	295	100.000
C		✓	535	100.000
D		✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	304	372	0
	B	197	0	98	0
	C	535	0	0	0
	D	52	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A	509	509
	B	222	222
	C	403	403
	D	39	39
17:15-17:30	A	608	608
	B	265	265
	C	481	481
	D	47	47
17:30-17:45	A	744	744
	B	325	325
	C	589	589
	D	57	57
17:45-18:00	A	744	744
	B	325	325
	C	589	589
	D	57	57
18:00-18:15	A	608	608
	B	265	265
	C	481	481
	D	47	47
18:15-18:30	A	509	509
	B	222	222
	C	403	403
	D	39	39

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.78	38.75	3.3	E
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.59	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITHOUT, PM (19)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	8.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DRF21	2030 WITHOUT	PM (19)	ONE HOUR	19:00	20:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	707	100.000
B		✓	301	100.000
C		✓	534	100.000
D		✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	318	389	0
	B	202	0	99	0
	C	534	0	0	0
	D	53	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
19:00-19:15	A	532	532
	B	227	227
	C	402	402
	D	40	40
19:15-19:30	A	636	636
	B	271	271
	C	480	480
	D	48	48
19:30-19:45	A	778	778
	B	331	331
	C	588	588
	D	58	58
19:45-20:00	A	778	778
	B	331	331
	C	588	588
	D	58	58
20:00-20:15	A	636	636
	B	271	271
	C	480	480
	D	48	48
20:15-20:30	A	532	532
	B	227	227
	C	402	402
	D	40	40

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.81	45.05	3.9	E
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.10	6.60	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITH, AM (08)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	22.25	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DWT08	2030 WITH	AM (08)	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	760	100.000
B		✓	331	100.000
C		✓	516	100.000
D		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	268	492	0
	B	238	0	93	0
	C	516	0	0	0
	D	51	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	572	572
	B	249	249
	C	388	388
	D	38	38
08:15-08:30	A	683	683
	B	298	298
	C	464	464
	D	46	46
08:30-08:45	A	837	837
	B	364	364
	C	568	568
	D	56	56
08:45-09:00	A	837	837
	B	364	364
	C	568	568
	D	56	56
09:00-09:15	A	683	683
	B	298	298
	C	464	464
	D	46	46
09:15-09:30	A	572	572
	B	249	249
	C	388	388
	D	38	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.97	110.43	10.7	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.51	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITH, AM (09)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	19.51	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DWT09	2030 WITH	AM (09)	ONE HOUR	09:00	10:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	771	100.000
B		✓	318	100.000
C		✓	537	100.000
D		✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	258	513	0
	B	229	0	89	0
	C	537	0	0	0
	D	50	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
09:00-09:15	A	580	580
	B	239	239
	C	404	404
	D	38	38
09:15-09:30	A	693	693
	B	286	286
	C	483	483
	D	45	45
09:30-09:45	A	849	849
	B	350	350
	C	591	591
	D	55	55
09:45-10:00	A	849	849
	B	350	350
	C	591	591
	D	55	55
10:00-10:15	A	693	693
	B	286	286
	C	483	483
	D	45	45
10:15-10:30	A	580	580
	B	239	239
	C	404	404
	D	38	38

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.95	101.80	9.4	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.09	6.57	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITH, PM (17)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	11.48	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DWT17	2030 WITH	PM (17)	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	771	100.000
B		✓	295	100.000
C		✓	630	100.000
D		✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	304	467	0
	B	197	0	98	0
	C	630	0	0	0
	D	52	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A	580	580
	B	222	222
	C	474	474
	D	39	39
17:15-17:30	A	693	693
	B	265	265
	C	566	566
	D	47	47
17:30-17:45	A	849	849
	B	325	325
	C	694	694
	D	57	57
17:45-18:00	A	849	849
	B	325	325
	C	694	694
	D	57	57
18:00-18:15	A	693	693
	B	265	265
	C	566	566
	D	47	47
18:15-18:30	A	580	580
	B	222	222
	C	474	474
	D	39	39

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.88	66.79	5.6	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.10	6.96	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT - 2030 WITH, PM (19)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Kam Tin Rd / Kam Sheung Rd / Sheung Tsuen BT	Crossroads	Two-way	10.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DWT19	2030 WITH	PM (19)	ONE HOUR	19:00	20:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	747	100.000
B		✓	301	100.000
C		✓	574	100.000
D		✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	318	429	0
	B	202	0	99	0
	C	574	0	0	0
	D	53	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
19:00-19:15	A	562	562
	B	227	227
	C	432	432
	D	40	40
19:15-19:30	A	672	672
	B	271	271
	C	516	516
	D	48	48
19:30-19:45	A	822	822
	B	331	331
	C	632	632
	D	58	58
19:45-20:00	A	822	822
	B	331	331
	C	632	632
	D	58	58
20:00-20:15	A	672	672
	B	271	271
	C	516	516
	D	48	48
20:15-20:30	A	562	562
	B	227	227
	C	432	432
	D	40	40

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.85	56.64	4.8	F
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-ABC	0.10	6.75	0.1	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route Twisk		Job Number: J7342
Scenario:	Existing Condition		J04 - P. 1
Design Year:	2024	Designed By: MCY	Checked By: WCH	Date: 21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	121	318	258						697	26
From B	411	8	141						560	379
From C	118	18	0						136	540
From D										
From E										
From F										
From G										
From H										
Total	650	344	399						1393	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	136	427	167						730	30
From B	318	6	77						401	303
From C	176	24	0						200	460
From D										
From E										
From F										
From G										
From H										
Total	630	457	244						1331	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1-0.00347(\varnothing-30)-0.978[(1/r)-0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1+0.2x_2)$
t_D	$= 1+0.5/(1+M)$
M	$= \exp[(D-60)/10]$
x_2	$= v+(e-v)/(1+2S)$
S	$= 1.6(e-v)/L$

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	4.519	0.037	1.482	0.935	1369	0.593	1266	1264	697	730	0.551	0.578
From B	4.750	0.037	1.482	0.906	1439	0.607	1095	1137	560	401	0.511	0.353
From C	5.310	0.035	1.483	1.017	1609	0.642	1283	1335	136	200	0.106	0.150
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route TWIST			Job Number:	J7342
Scenario:	Existing Condition				J04 - P. 2
Design Year:	2024	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	92	318	260						670	25
From B	394	8	136						538	352
From C	137	17	0						154	494
From D										
From E										
From F										
From G										
From H										
Total	623	343	396						1362	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	115	442	177						734	55
From B	335	6	78						419	292
From C	210	49	0						259	456
From D										
From E										
From F										
From G										
From H										
Total	660	497	255						1412	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	4.519	0.037	1.482	0.935	1369	0.593	1266	1250	670	734	0.529	0.587
From B	4.750	0.037	1.482	0.906	1439	0.607	1110	1143	538	419	0.485	0.367
From C	5.310	0.035	1.483	1.017	1609	0.642	1313	1338	154	259	0.117	0.194
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route Twisk		Job Number: J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant		J04 - P. 3
Design Year:	2030	Designed By: MCY	Checked By: WCH	Date: 21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	128	349	274						751	27
From B	451	8	150						609	402
From C	125	19	0						144	587
From D										
From E										
From F										
From G										
From H										
Total	704	376	424						1504	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	144	464	177						785	31
From B	345	6	82						433	321
From C	187	25	0						212	495
From D										
From E										
From F										
From G										
From H										
Total	676	495	259						1430	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	0
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	4.519	0.037	1.482	0.935	1369	0.593	1265	1263	751	785	0.594	0.622
From B	4.750	0.037	1.482	0.906	1439	0.607	1083	1127	609	433	0.563	0.384
From C	5.310	0.035	1.483	1.017	1609	0.642	1252	1312	144	212	0.115	0.162
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route TWIST			Job Number:	J7342
Scenario:	Without Proposed Temporary Concrete Batching Plant				J04 - P. 4
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	98	349	276						723	26
From B	433	8	144						585	374
From C	145	18	0						163	539
From D										
From E										
From F										
From G										
From H										
Total	676	375	420						1471	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	122	480	188						790	58
From B	363	6	83						452	310
From C	223	52	0						275	491
From D										
From E										
From F										
From G										
From H										
Total	708	538	271						1517	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	4.519	0.037	1.482	0.935	1369	0.593	1266	1248	723	790	0.571	0.633
From B	4.750	0.037	1.482	0.906	1439	0.607	1098	1133	585	452	0.533	0.399
From C	5.310	0.035	1.483	1.017	1609	0.642	1284	1315	163	275	0.127	0.209
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route Twisk		Job Number: J7342
Scenario:	With Proposed Temporary Concrete Batching Plant		J04 - P. 5
Design Year: 2030	Designed By: MCY	Checked By: WCH	Date: 21 January 2025

AM(08) PEAK

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	183	349	274						806	27
From B	451	8	150						609	457
From C	125	19	0						144	642
From D										
From E										
From F										
From G										
From H										
Total	759	376	424						1559	

PM (17) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	239	464	177						880	31
From B	345	6	82						433	416
From C	187	25	0						212	590
From D										
From E										
From F										
From G										
From H										
Total	771	495	259						1525	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	0
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(08)	PM (17)	AM(08)	PM (17)	AM(08)	PM (17)
From A	4.519	0.037	1.482	0.935	1369	0.593	1265	1263	806	880	0.637	0.697
From B	4.750	0.037	1.482	0.906	1439	0.607	1052	1075	609	433	0.579	0.403
From C	5.310	0.035	1.483	1.017	1609	0.642	1216	1250	144	212	0.118	0.170
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Kam Tin Road / Lam Kam Road / Route TWIST			Job Number:	J7342
Scenario:	With Proposed Temporary Concrete Batching Plant				J04 - P. 6
Design Year:	2030	Designed By:	MCY	Checked By:	WCH	Date:	21 January 2025

AM (09) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	193	349	276						818	26
From B	433	8	144						585	469
From C	145	18	0						163	634
From D										
From E										
From F										
From G										
From H										
Total	771	375	420						1566	

PM (19) Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	162	480	188						830	58
From B	363	6	83						452	350
From C	223	52	0						275	531
From D										
From E										
From F										
From G										
From H										
Total	748	538	271						1557	

Legend

Arm	Road (in clockwise order)
A	Kam Tin Road (EB)
B	Lam Kam Road WB)
C	Route Twisk (NB)
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	6.0	3.5	100.0	5.5	27	60	0.7
From B	6.0	3.5	25.0	8.0	27	60	0.5
From C	7.0	3.5	65.0	12.0	27	35	0.5
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

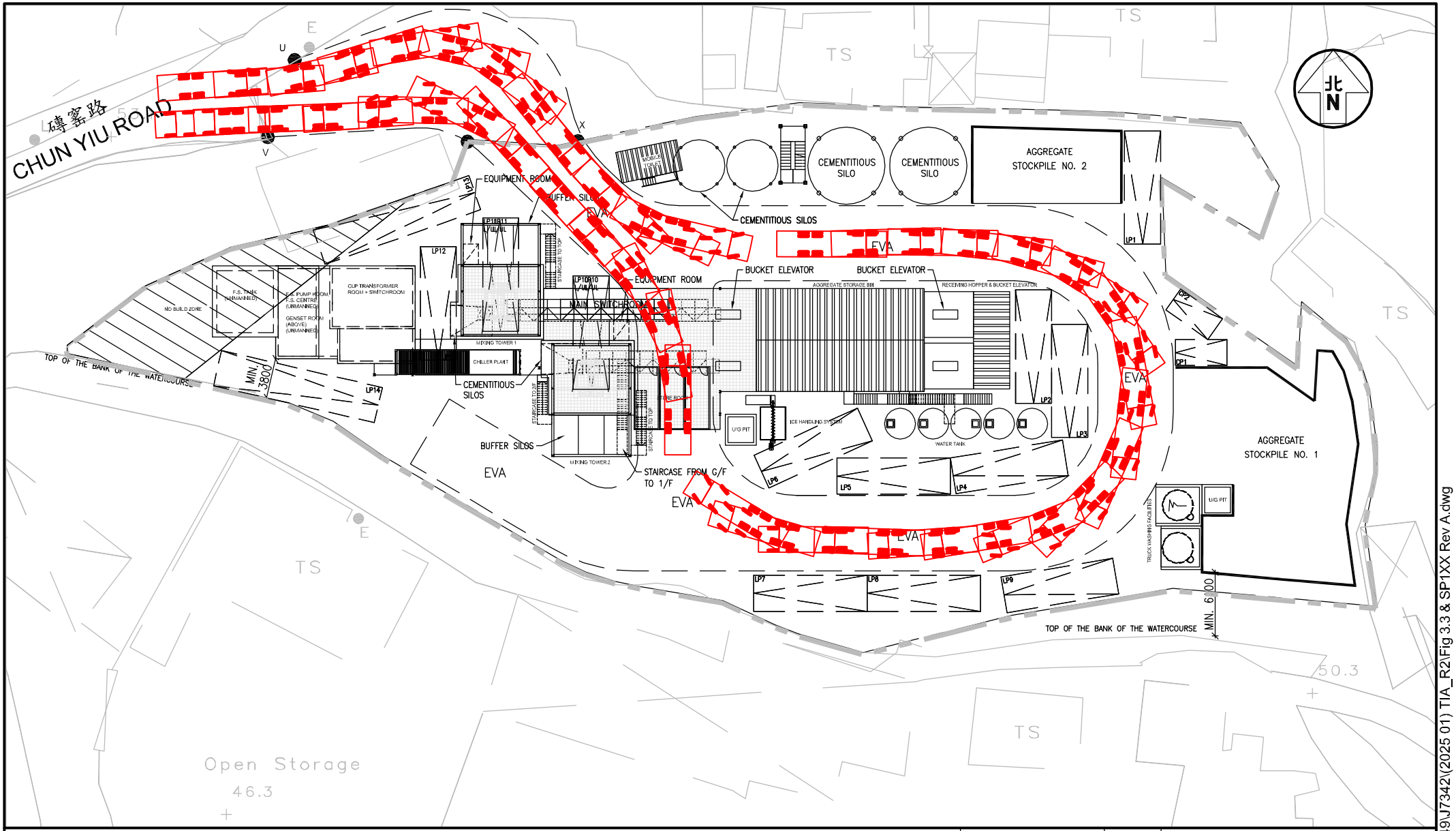
Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM(09)	PM(19)	AM(09)	PM(19)	AM(09)	PM(19)
From A	4.519	0.037	1.482	0.935	1369	0.593	1266	1248	818	830	0.646	0.665
From B	4.750	0.037	1.482	0.906	1439	0.607	1046	1111	585	452	0.559	0.407
From C	5.310	0.035	1.483	1.017	1609	0.642	1222	1289	163	275	0.133	0.213
From D												
From E												
From F												
From G												
From H												

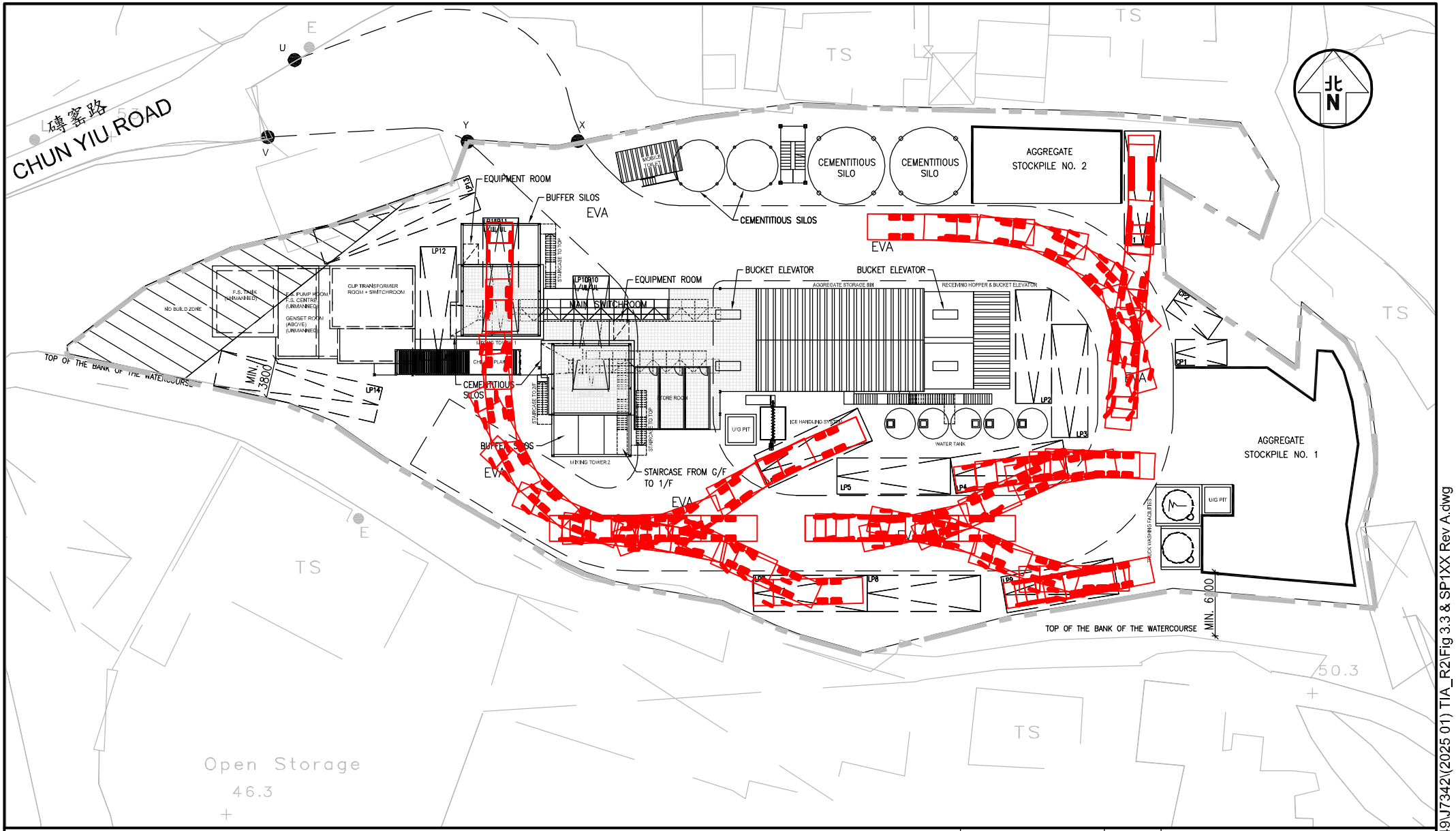
Appendix C –
Swept Path Analyses



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-101 / Revision A
Figure Title	LAYOUT OF THE PROPOSED CONCRETE BATCHING PLANT		Designed by M C Y / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

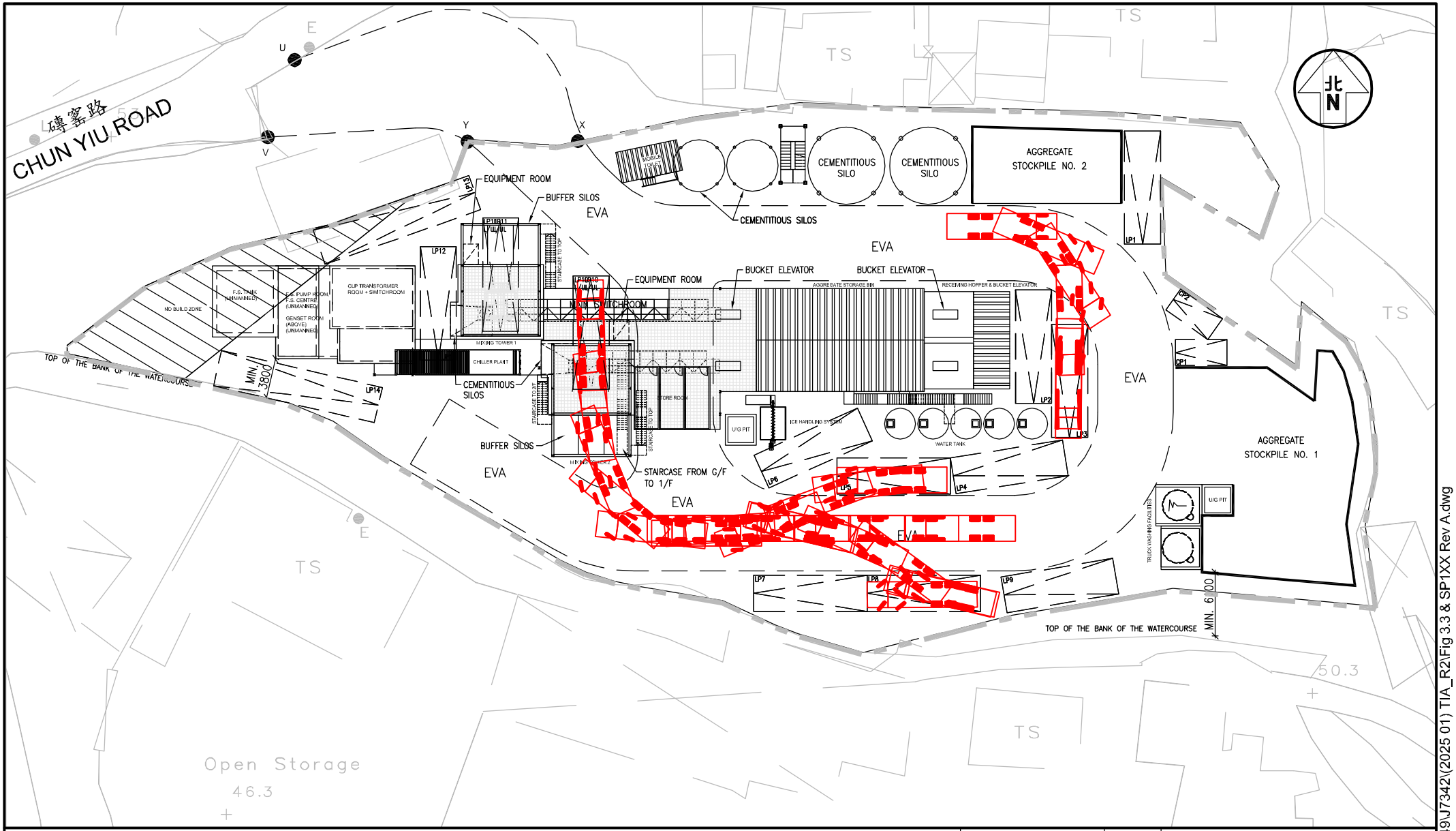
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-102 / Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (ENTERING LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

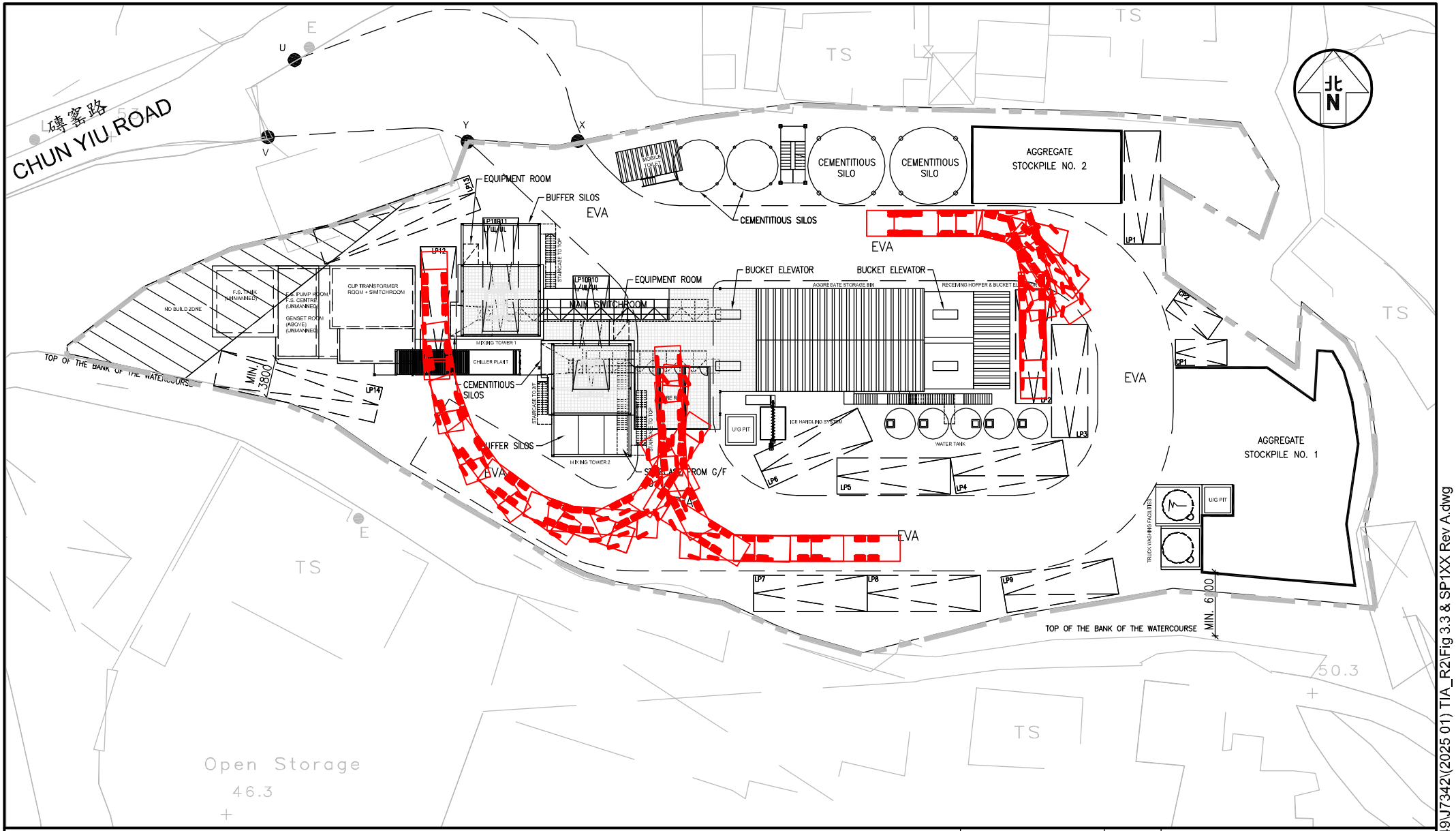
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-103 / Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (ENTERING LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C; Scale in A4 1 : 500; Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

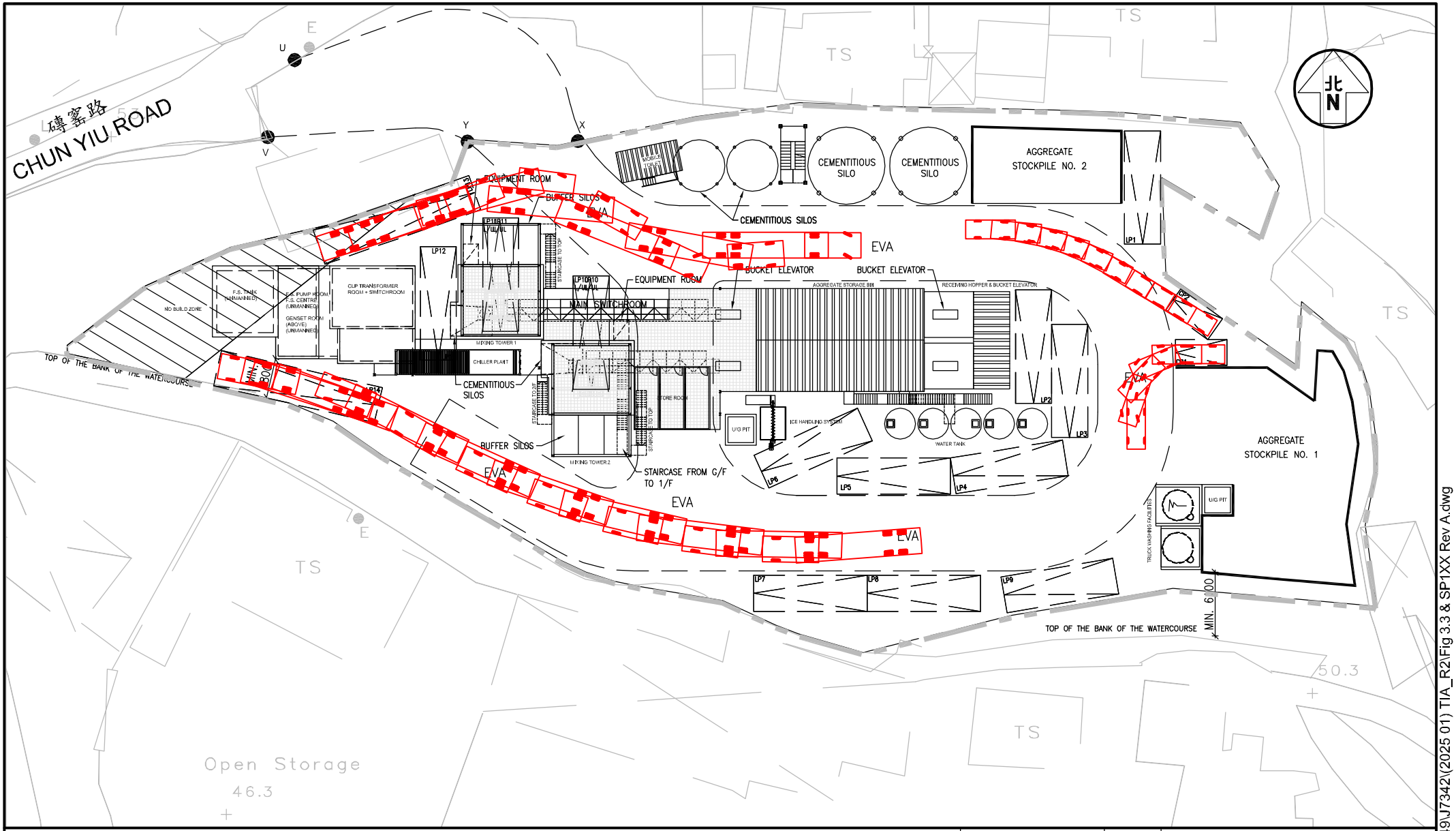
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-104 / Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (ENTERING LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C; Scale in A4 1 : 500; Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

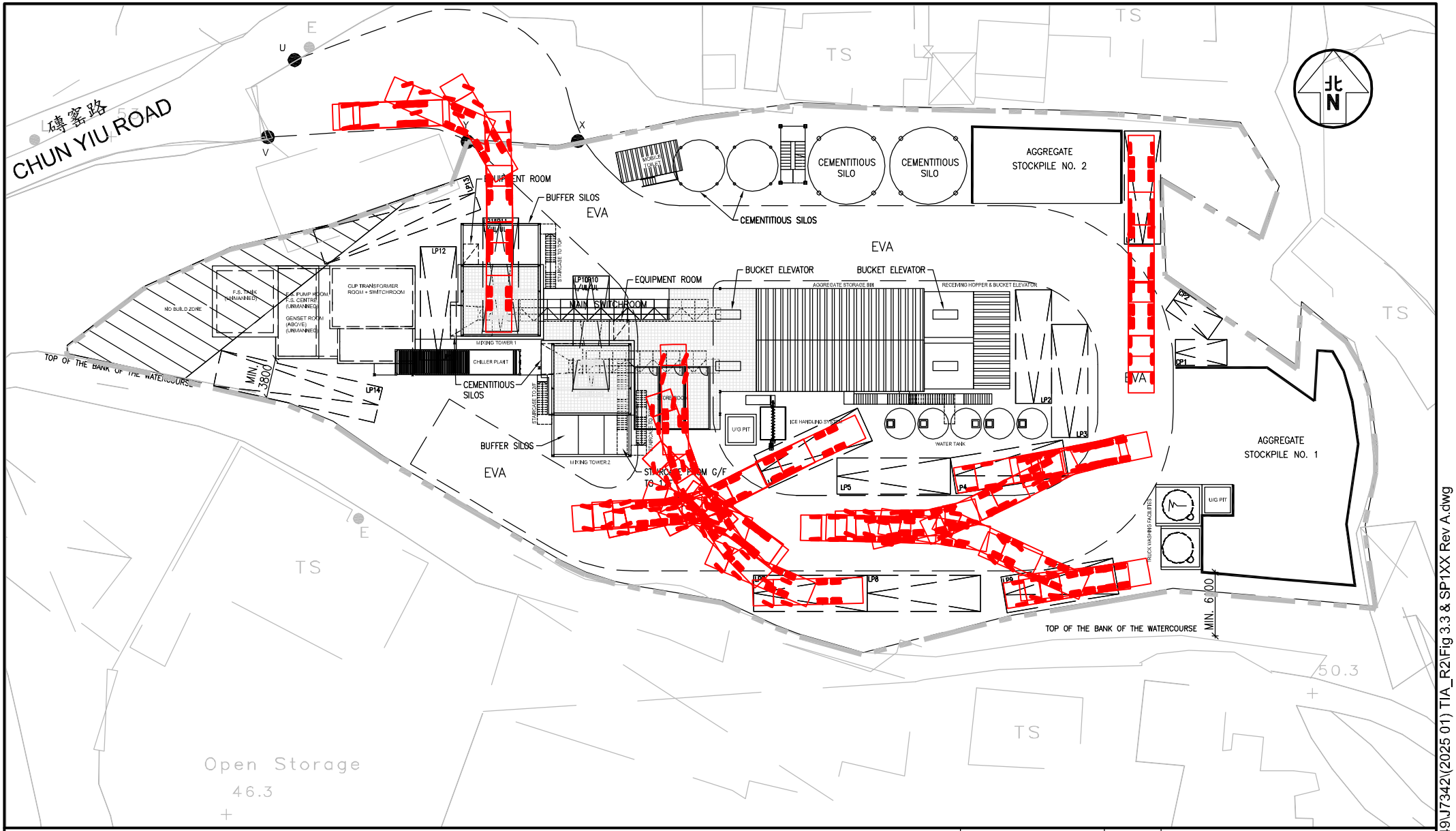
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-105 / Revision A
Figure Title	SWEPT PATH OF PRIVATE CARS AND ARTICULATED GOODS VEHICLES (ENTERING PARKING SPACES AND LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C; Scale in A4 1 : 500; Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

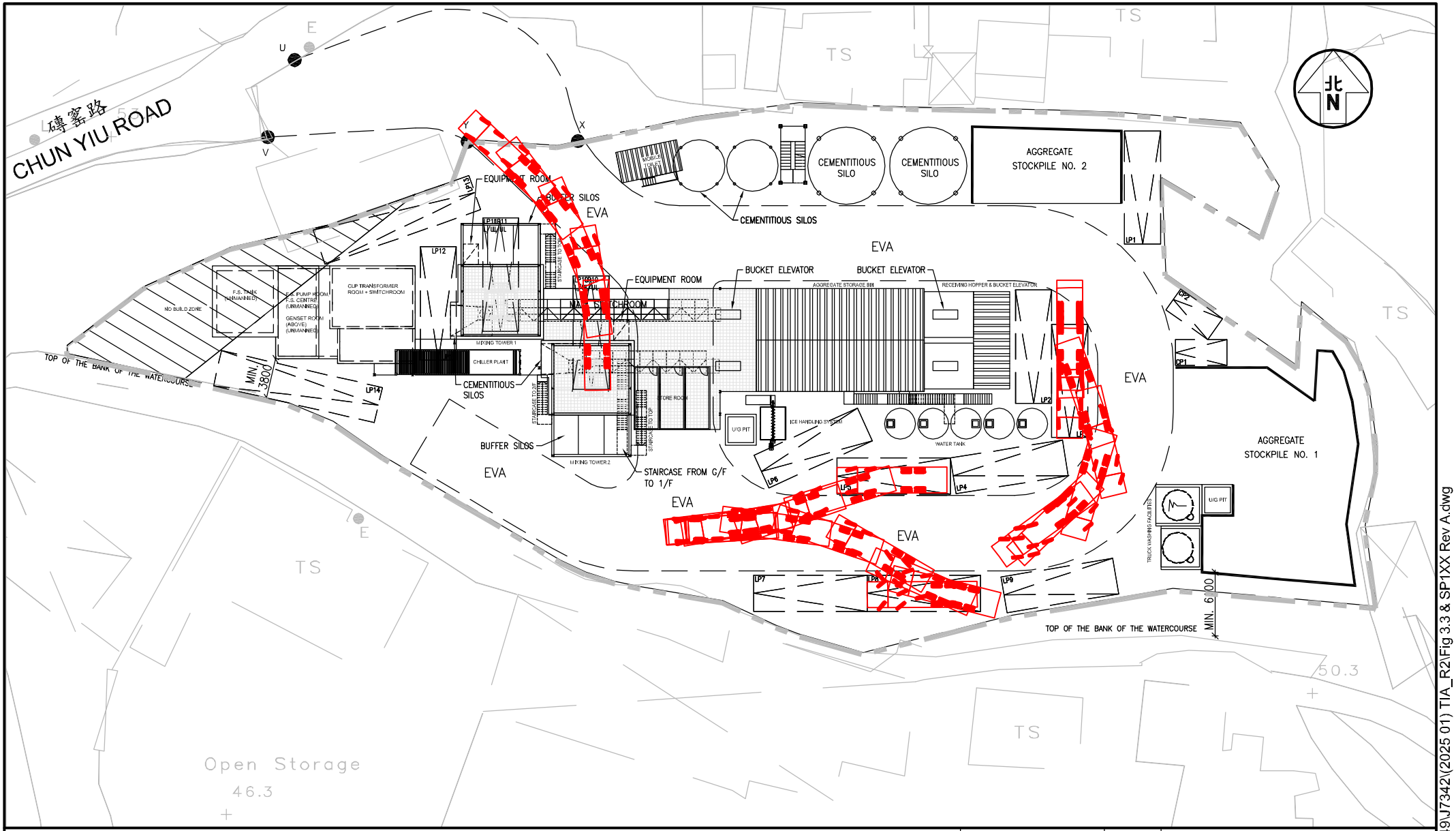
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-106 / Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (EXITING FROM LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

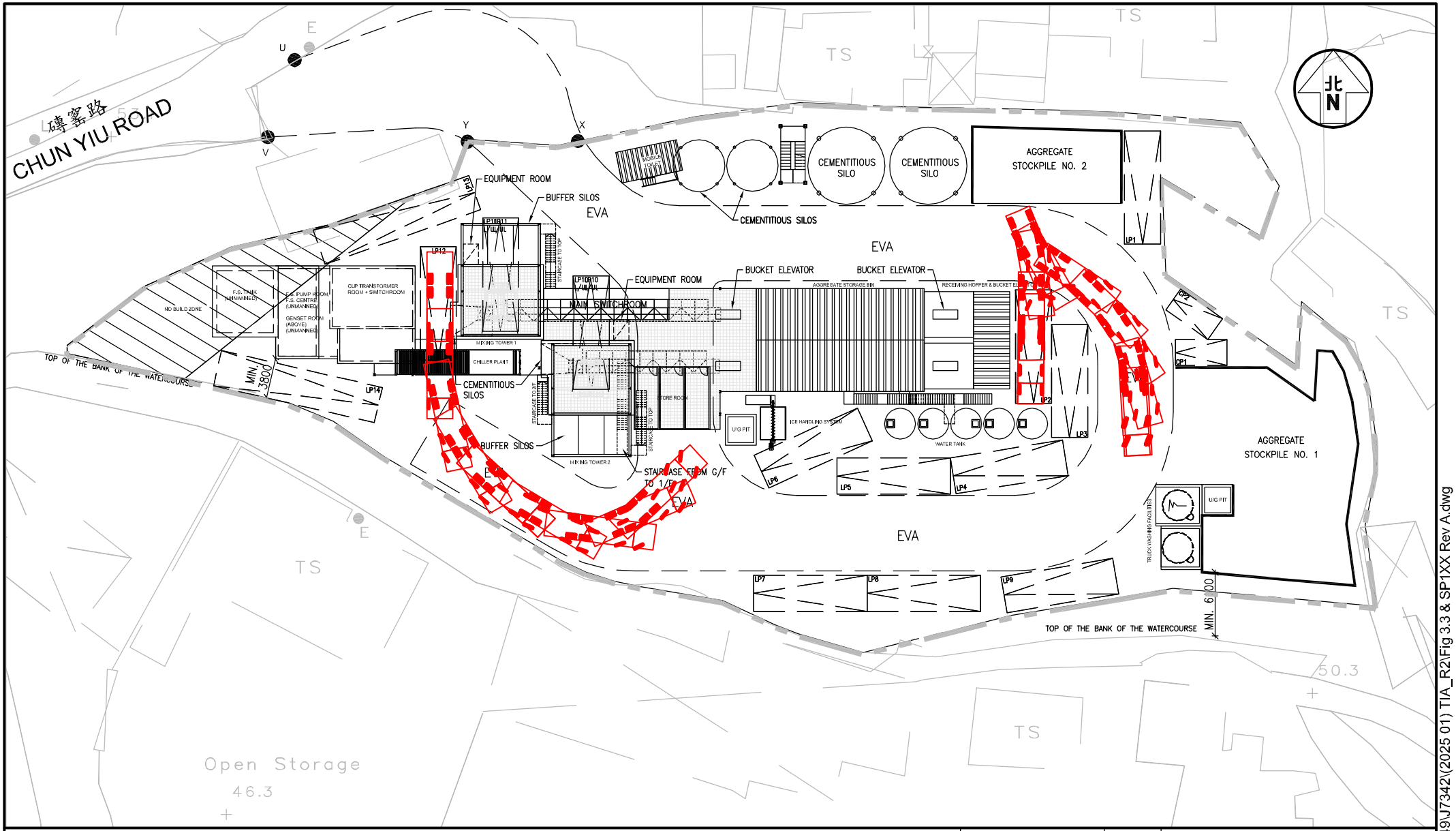
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-107 / Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (EXITING FROM LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

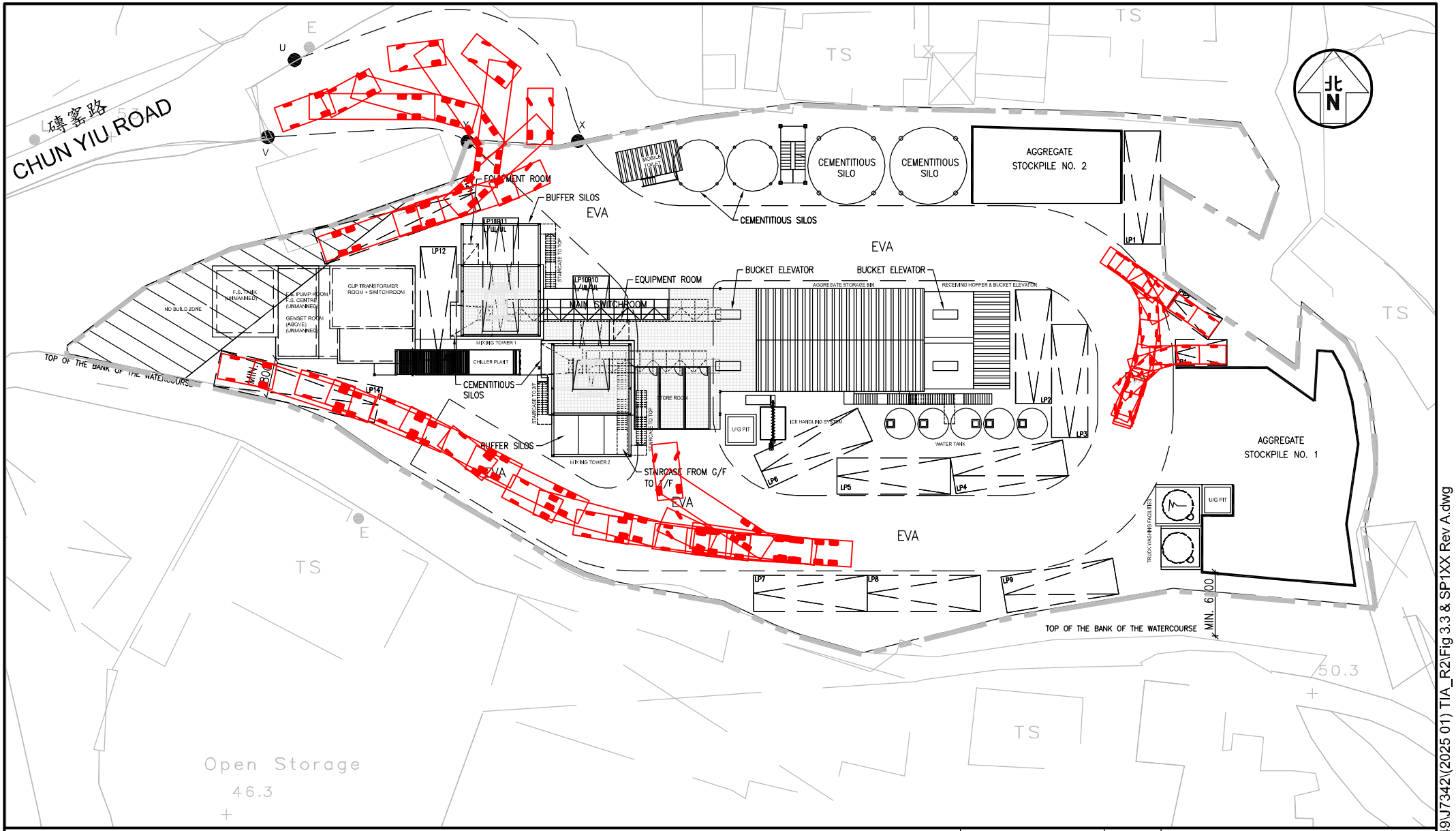
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-108	Revision A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLES (EXITING FROM LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C	
			Scale in A4 1 : 500 / Date 14 JAN 2025	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

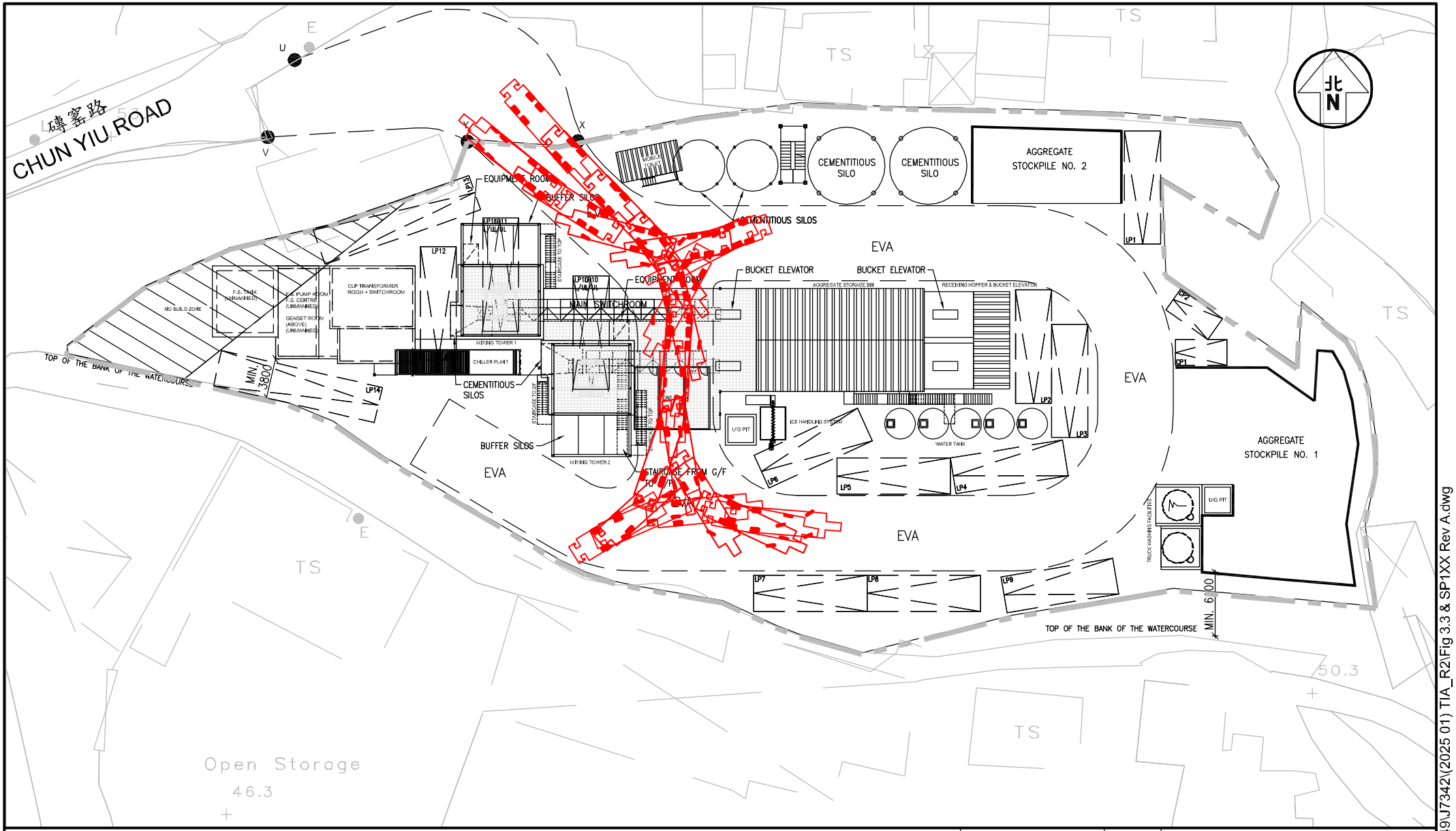
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-109 / Revision A
Figure Title	SWEPT PATH OF PRIVATE CARS AND ARTICULATED GOODS VEHICLES (EXITING FROM PARKING SPACES AND LOADING / UNLOADING BAYS)		Designed by M C Y / Drawn by S C Y / Checked by K C / Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

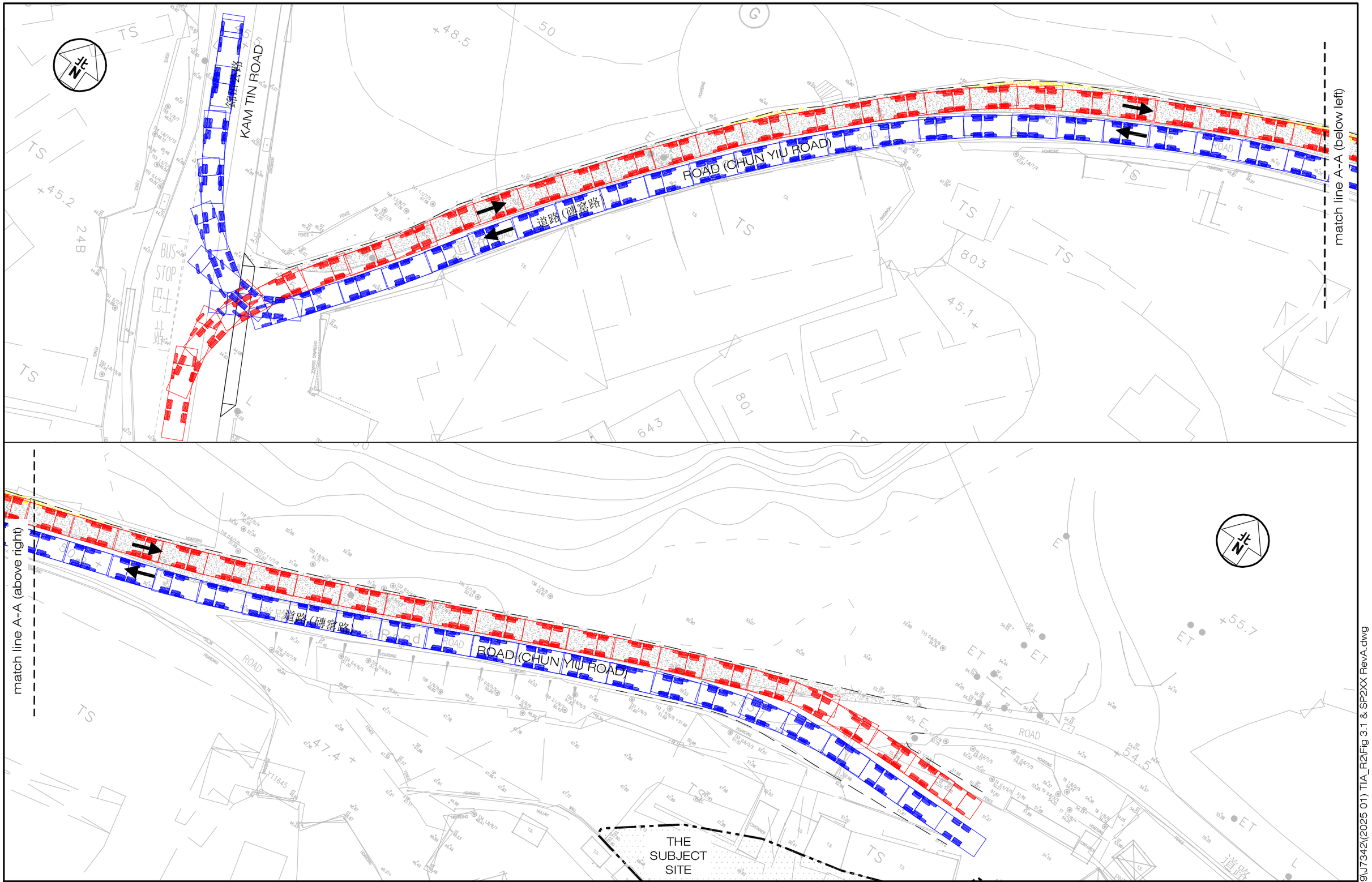
T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP-110 / Revision A
Figure Title	SWEPT PATH OF FIRE APPLIANCES	Designed by M C Y / Drawn by S C Y / Checked by K C	Scale in A4 1 : 500 / Date 14 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.3 & SP1XX Rev A.dwg



Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF HEAVY GOODS VEHICLES
ALONG CHUN YIU ROAD WITH PROPOSED UPGRADING

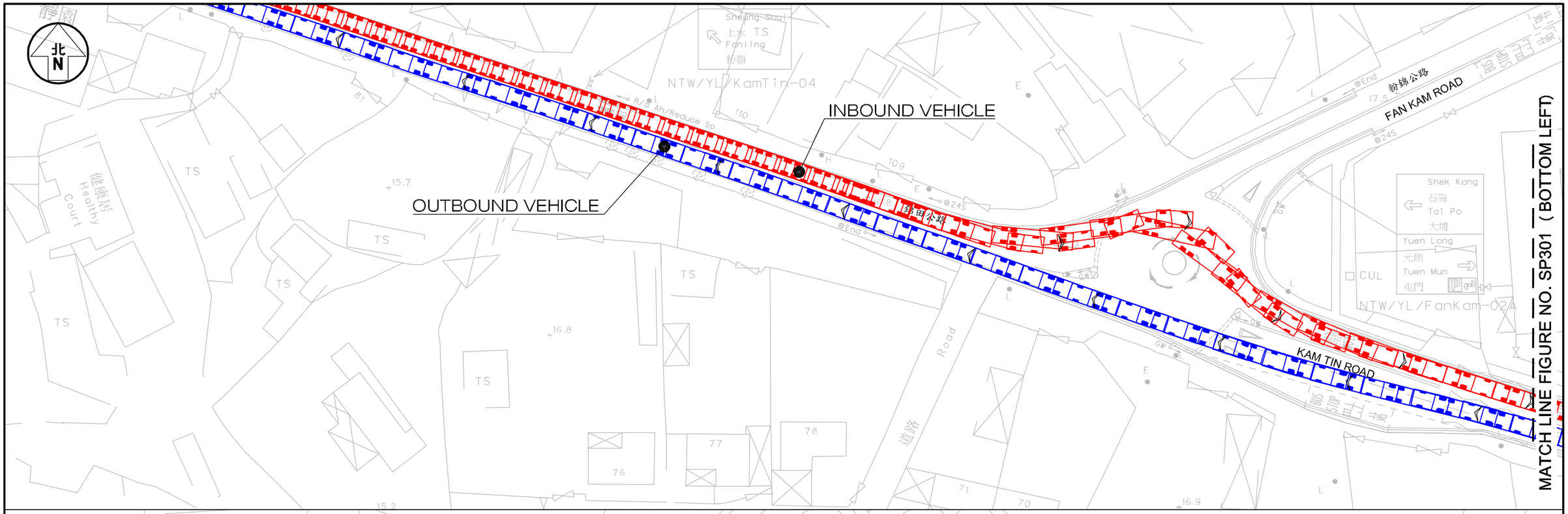
Figure No.	Revision
SP-201	A

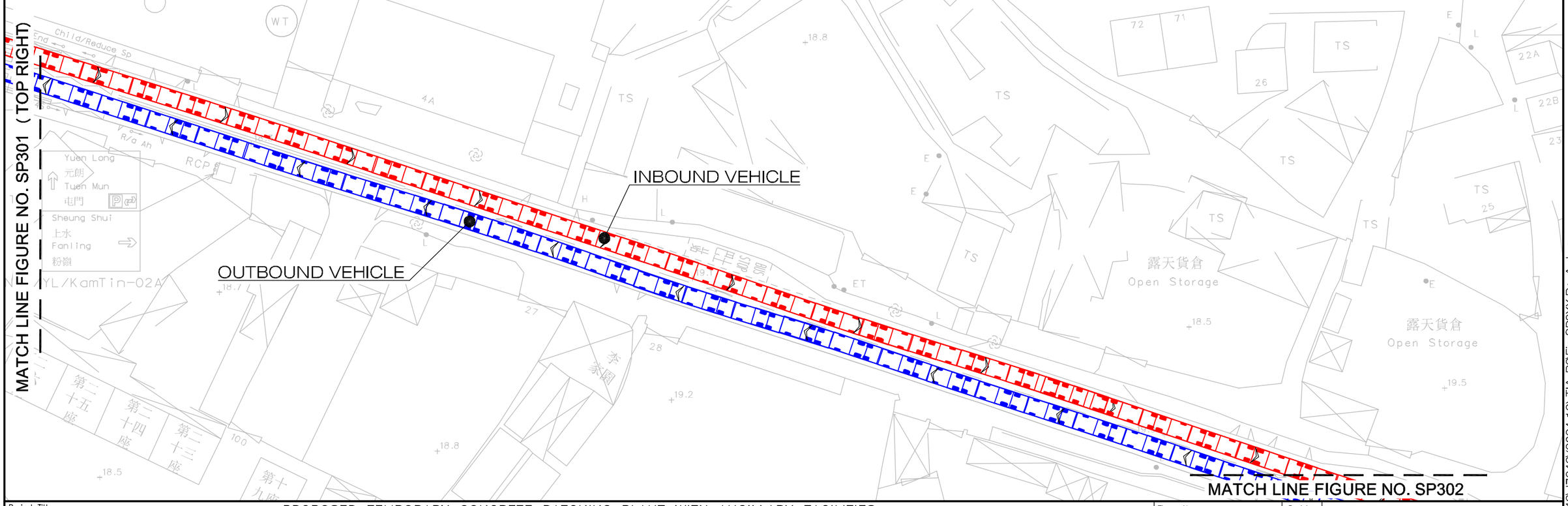
Designed by	Drawn by	Checked by
W C H	S C Y	K C

Scale in A3	Date
1 : 400	13 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBU\7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.1 & SP2XX RevA.dwg





Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF ARTICULATED GOODS VHEHICLES
INBOUND AND OUTBOUND VIA KAM TIN ROAD

Figure No.	Revision
SP301	A

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

Scale in A3	Date
1 : 500	03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

MATCH LINE FIGURE NO. SP301

INBOUND VEHICLE

OUTBOUND VEHICLE

MATCH LINE FIGURE NO. SP303

Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP302 / Revision A
Figure Title	SWEPT PATH OF ARTICULATED GOODS VHEHICLES INBOUND AND OUTBOUND VIA KAM TIN ROAD		Designed by W C H / Drawn by S C Y / Checked by K C
			Scale in A3 1 : 500 / Date 03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBS\7300-7349\7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

MATCH LINE FIGURE NO. SP302

INBOUND VEHICLE

OUTBOUND VEHICLE

MATCH LINE FIGURE NO. SP304

北 N

Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF ARTICULATED GOODS VHEHICLES
INBOUND AND OUTBOUND VIA KAM TIN ROAD

Figure No.	Revision
SP303	A

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

Scale in A3	Date
1 : 500	03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBJ\7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

北
N

MATCH LINE FIGURE NO. SP303

INBOUND VEHICLE

OUTBOUND VEHICLE

MATCH LINE FIGURE NO. SP304 (BELOW LEFT)

MATCH LINE FIGURE NO. SP304 (ABOVE RIGHT)

INBOUND VEHICLE

OUTBOUND VEHICLE

MATCH LINE FIGURE NO. SP 305

露天貨倉 Open Storage

骨殖甕 Burial Urns

墓地 Graves

泥路 Track

Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP304 / Revision A
Figure Title	SWEPT PATH OF ARTICULATED GOODS VHEHICLES INBOUND AND OUTBOUND VIA KAM TIN ROAD		Designed by W C H / Drawn by S C Y / Checked by K C / Scale in A3 1 : 500 / Date 03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

MATCH LINE FIGURE NO. SP305

INBOUND VEHICLE

OUTBOUND VEHICLE

MATCH LINE FIGURE NO. SP306

Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF ARTICULATED GOODS VHEHICLES
INBOUND AND OUTBOUND VIA KAM TIN ROAD

Figure No.	Revision
SP305	A

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

Scale in A3	Date
1 : 500	03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

MATCH LINE FIGURE NO. SP305

INBOUND VEHICLE

OUTBOUND VEHICLE

INBOUND VEHICLE

OUTBOUND VEHICLE

SEE INSETS FOR TURNING MOVEMENTS

MATCH LINE FIGURE NO. SP307

INBOUND FROM KAM TIN ROAD ONTO CHUN YIU ROAD

INBOUND VEHICLE

OUTBOUND FROM CHUN YIU ROAD ONTO KAM TIN ROAD

OUTBOUND VEHICLE

Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF ARTICULATED GOODS VHEHICLES
INBOUND AND OUTBOUND VIA KAM TIN ROAD

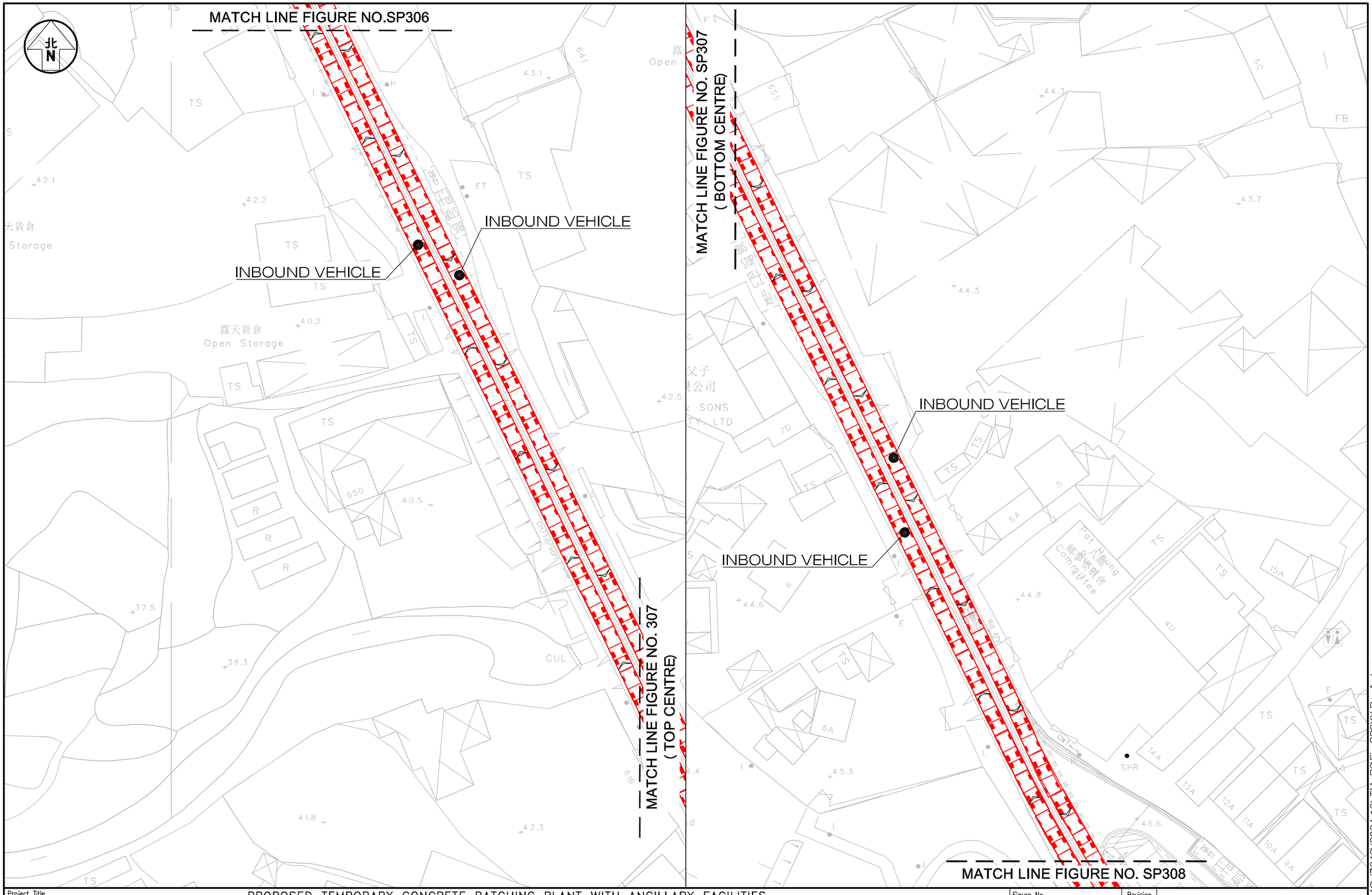
Figure No.	Revision
SP306	A

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

Scale in A3	Date
1 : 500	03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBS\J7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg



Project Title

PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT

J7342

Figure Title

SWEPT PATH OF ARTICULATED GOODS VHEHICLES
INBOUND AND OUTBOUND VIA KAM TIN ROAD

Figure No.	Revision
SP307	A

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

Scale in A3	Date
1 : 500	03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBs\J7300-J7349\J7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

MATCH LINE FIGURE NO. SP307

INBOUND VEHICLE

INBOUND VEHICLE

KAM TIN ROAD

KAM SHEUNG ROAD 錦上路

KAM TIN ROAD 錦田公路

LAM KAM ROAD 林錦公路

ROUTE TWISK 荃錦公路

北 N

Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. SP308 / Revision A
Figure Title	SWEPT PATH OF ARTICULATED GOODS VHEHICLES INBOUND VIA KAM TIN ROAD AND SHEUNG TSUEN ROUNDABOUT		Designed by W C H / Drawn by S C Y / Checked by K C / Scale in A3 1 : 500 / Date 03 JAN 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBS\7300-7349\7342\(2024 12) TIA_R2\Fig SP3XX RevA.dwg

Appendix IV

Environmental Assessment

EnviroSolutions & Consulting Ltd

[redacted]

J24.00171.HK.01

S.16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long
Environmental Assessment

Prepared for:

Join Bright Warehousing Limited

24 January 2025

[redacted]

S.16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long
Environmental Assessment

Prepared for

Join Bright Warehousing Limited

For and on behalf of
EnviroSolutions & Consulting

Alexi BHANJA
Group COO

ESC Project No. J24.00171.HK.01

Deliverable No. D01

Revision No. 1

File Location

https://envirosc.sharepoint.com/teams/newsharepoint/shared documents/new sharepoint/05. jobs/j24.00171.hk.01and02 kam tin cbp s16/06. deliverables/j24.00171.hk.01 kam tin_ea_v2.docx

Rev.	Description	Prepared	Reviewed	Approved	Date
0	Environmental Assessment	JC	MW	AW	29/07/2024
1	Environmental Assessment	JC	MW	AW	24/01/2025

Distribution ☐ Internal ☒ Confidential ☐ Public

This report has been prepared by EnviroSolutions & Consulting Limited with all reasonable skill, care, and diligence within the terms of the Contract with Client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to it by agreement with Client. We disclaim any responsibility to Client and others in respect or any matters outside the scope of the above. This report is confidential to Client and we accept no responsibility of whatsoever nature to any third parties to whom this report, or any part thereof, is made known.

CONTENTS

APPENDICES

FIGURES

TABLES

1 Introduction

1.1 Project Background

1.1.1 Land resumption will be carried out to facilitate the development of Hung Shui Kiu/ Ha Tsuen New Development Area. The existing Concrete Batching Plant ("CBP") in Hung Shui Kiu will be affected by the land resumption, thus, Join Bright Warehousing Limited ("the Client") has identified a site location at Lots 573 RP and 1710 in D.D. 114, Shek Kong ("the Site") for the existing CBP relocation ("the Proposed Development"). Upgrading works on Chun Yiu Road is also proposed to facilitate the operation of CBP.

1.1.2 The Site is currently zoned as "Industrial (Group D)"("I(D)") on the Approved Shek Kong Outline Zoning Plan ("OZP") No. S/YL-SK/9. 'Concrete Batching Plant' is a Column 2 use within the "I(D)" zone on the OZP. A planning application is required to submit and obtain permission from Town Planning Board under Section 16 of the Town Planning Ordinance.

1.1.3 According to Item K.5, Part I, Schedule 2 of the Environmental Impact Assessment Ordinance, "a cement works or concrete batching plant with a total silo capacity of more than 10 000 tonnes in which cement is handled and manufactured" is a Designated Project (DP). The total silo capacity of the proposed CBP will not be more than 5,000 tonnes, hence, it is not considered as DP.

1.1.4 EnviroSolutions & Consulting Limited ("ESC") was employed by Join Bright Warehousing Limited to carry out an Environmental Assessment ("EA") to support the abovementioned application.

1.2 Site Description

1.2.1 The site is currently used for storage and maintenance of construction vehicles and machinery. The site surroundings in general are open storage, scrapyard and car repairing workshops. **Figure 1-1** and **Figure 1-2** show the location and tentative layout of the site.

1.3 Objective

1.3.1 The objectives of this EA Report are to:

- Assess the potential environmental impacts arising from the operation of the Proposed Development, in terms of air quality, noise, water quality and waste management.
- Propose measures for compliance with the List of Guidance Notes on Best Practicable Means (BPM) for Specified Processes for Cement Works (Concrete Batch Plant).
- Recommend further appropriate measures to mitigate any impacts if necessary.

Figure 1-1 Site Location and its Environs

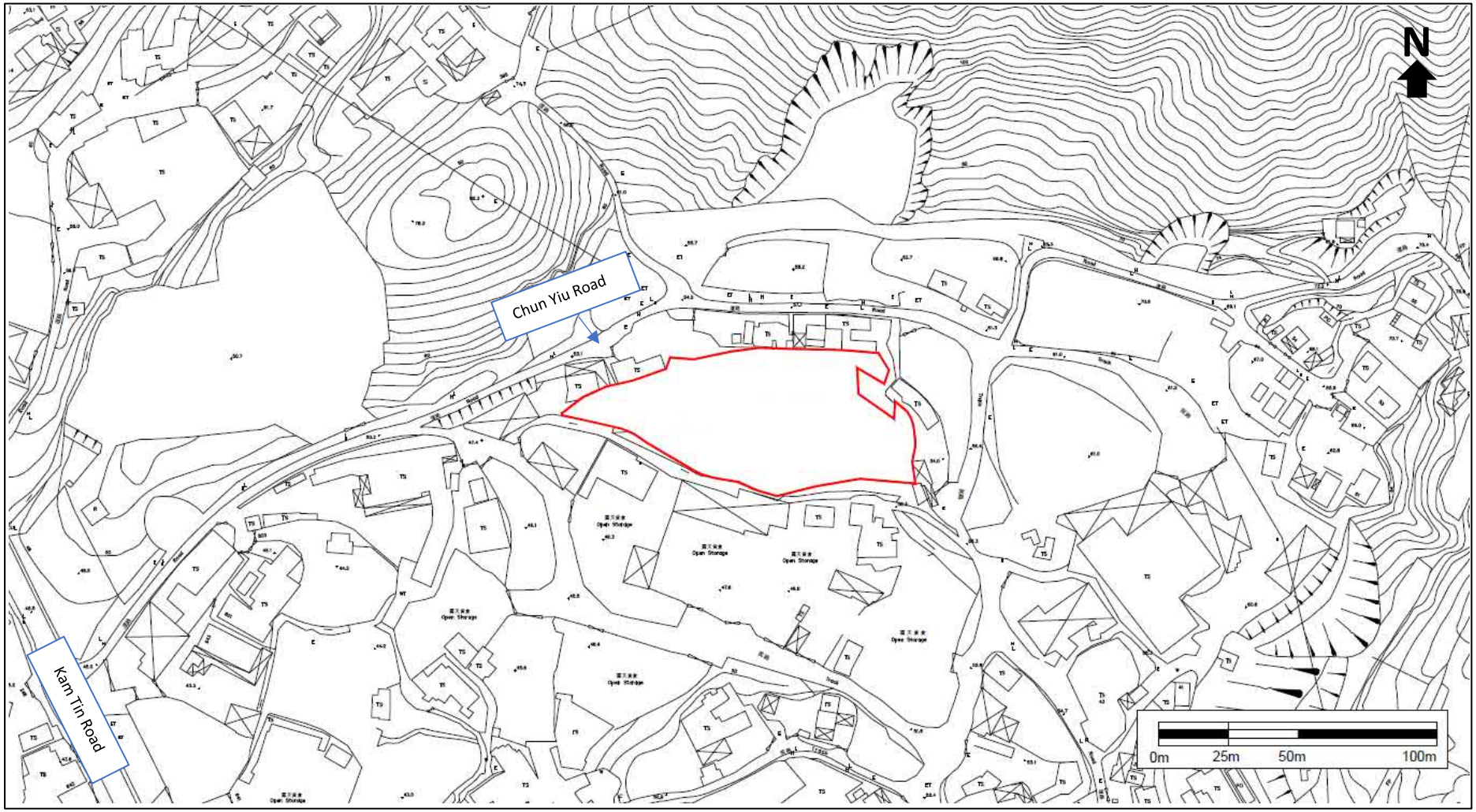
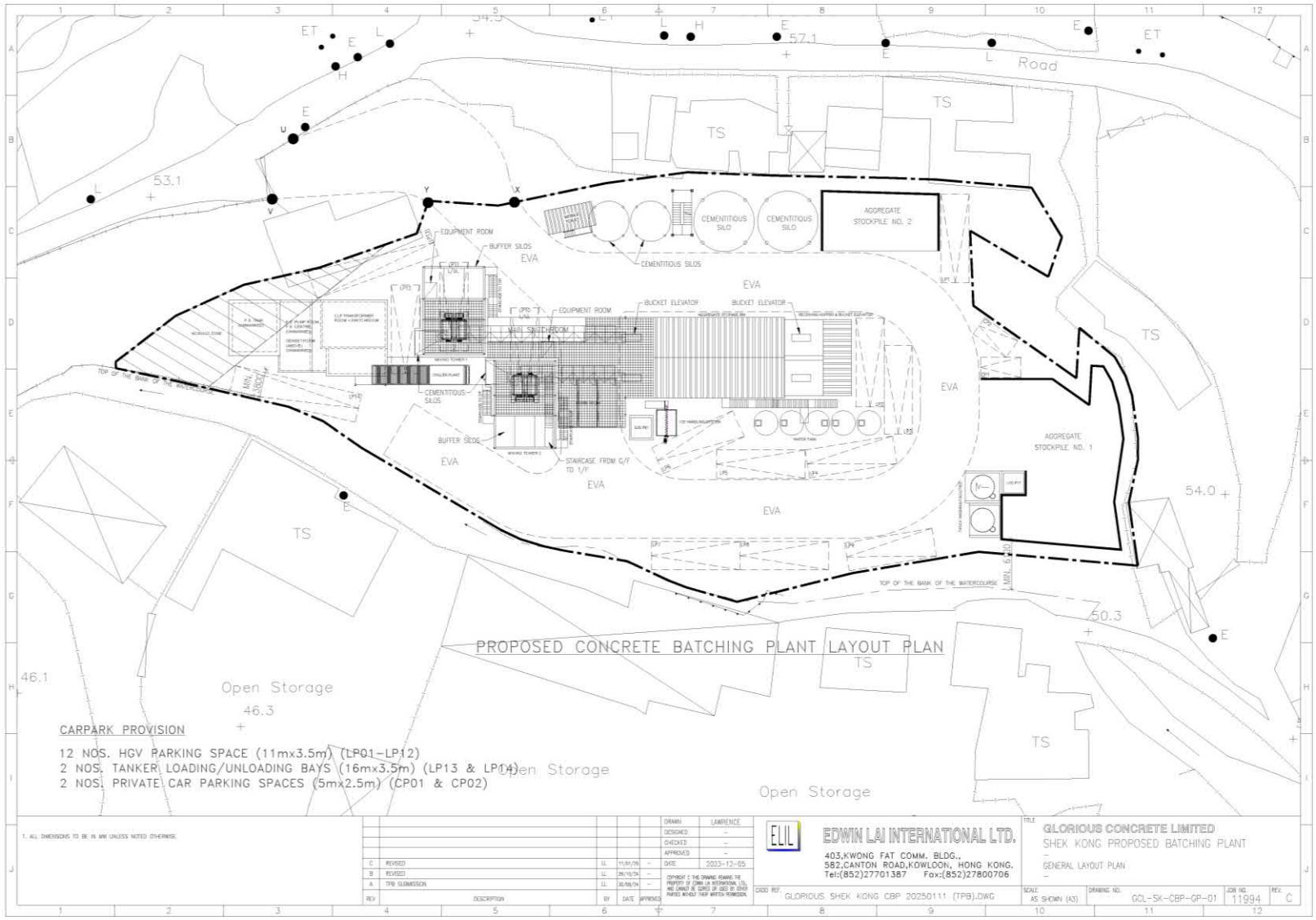


Figure 1-2 Site Layout Plan



2 AIR QUALITY

2.1 Environmental Legislation and Standards

Air Quality Objectives

2.1.1 The Air Quality Objectives ("AQOs") established under the *Air Pollution Control Ordinance* ("APCO") (Cap. 311) are given in **Table 2-1**Table 2-1**.**

Table 2-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	CONCENTRATION LIMIT [Note 1] ($\mu g/m^3$)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates ("RSP" or "PM_{10}") [Note 2]	24-hour	100	9
	Annual	50	Not applicable
Fine Suspended Particulates ("FSP" or "$PM_{2.5}$") [Note 3]	24-hour	50	35
	Annual	25	Not applicable
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	Not applicable
Ozone	8-hour	160	9
Carbon Monoxide	1-hour	30,000	0
	8-hour	10,000	0
Lead	Annual	0.5	Not applicable

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e. SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

Air Pollution Control (Construction Dust) Regulation

2.1.2 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.

2.1.3 The Regulation requires that advance notice is given to EPD for any notifiable work[Ref.#1] and the contractor shall ensure that the notifiable and regulatory works are carried out in

[1] Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

accordance with the Schedule of the Regulation, which also includes dust control and suppression measures.

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

2.1.4 This Regulation takes effect on June 2015 and required Non-road Mobile Machinery ("NRMM"), except those exempted, to comply with the prescribed emission standards. From 1 September 2015, 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. Starting from 1 December 2015, 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) Regulation

2.1.5 The regulation imposes legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes. Gaseous fuel, conventional solid fuel with a sulphur content not exceeding 1% by weight or liquid fuel with a sulphur content not exceeding 0.005% by weight and a viscosity not more than 6 centistokes at 40°C, such as Ultra Low Sulphur Diesel ("ULSD") are permitted to be used in commercial and industrial processes.

Guidance Notes on Best Practicable Means ("BPM") for SPs

2.1.6 A number of GN have been published for SPs which "A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batch Plant) BPM 3/2(16)" ("the BPM") dated February 2016 is relevant to the Proposed CBP. With reference to Annex 1 of the BPM, the emissions from non-fugitive fixed emission points of the Proposed CBP shall not exceed the concentration limited in **Table 2-2**Table 2-2.

Table 2-2 Concentration Limit for Cement works – Concrete Batching Plant

AIR POLLUTANT	CONCENTRATION LIMIT
Particulate matter	10 mg/m^3 (design standard) [Note 1]

Notes:

1. For the emission points of existing premises with a designed concentration limit of 50 mg/m^3, the licence holder shall, upon licence renewal, submit an improvement plan to meet the limit of 10 mg/m^3 (design standard). The concentration limit of 10 mg/m^3 (design standard) shall be met by 1 January 2018 for all plants.

Supporting Documents for SP Licence

2.1.7 The Proposed CBP will have total silo capacity exceeding 50 tonnes. Therefore, it is classified as cement works in respect of a Specified Process ("SP") requiring an application of a SP Licence under Section 14 of APCO.

2.2 Construction Phase Impact

2.2.1 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials.

2.2.2 There is no construction programme at this stage of the project but the duration of construction of the plant is estimated to be about 12 months and assumed to be started at 2025.

2.2.3 Based on desktop review, no major concurrent project within in 500m assessment area is anticipated. As advised by the Applicant, the site is already formed. Therefore, construction works including site formation/excavation and use of construction plants such as dump trucks, excavators, etc. will be minimal. With the implementation of dust control measures stipulated in the *Air Pollution Control (Construction Dust) Regulation*, dust generation can be controlled and significant fugitive dust impact is therefore not anticipated. More detailed descriptions for control measures are provided below.

2.2.4 Since the Site is fully paved with concrete, no site formation works is required during the construction phase. Excavation works are minimal. About 6 tonnes per day of inert construction and demolition (C&D) materials and less than 1 tonne of non-inert C&D materials will be excavated. Since the works area is limited for construction works, it is anticipated that no more than 20 numbers of construction plant would be in operation during each construction activity.

2.2.5 There is about 1 dump truck per day estimated for transportation of excavated material from site formation works. dump truck loaded with excavated material would be covered entirely before leaving the Project Site to ensure that dusty material would not leak from the dump truck according to the APCO requirement. In case temporary stockpiling of small amount of dusty material is required, the stockpile will be covered by tarpaulin sheets or placed in an area sheltered on the top and the 3 sides. The mitigation measures described in as below would also be implemented during the construction phase to minimise impacts on air quality on nearby ASRs.

Emission Control Measures

2.2.6 To avoid adverse air quality impact on the air sensitive uses nearby, good practice and control measures to be implemented during the construction phase are as follows:

2.2.7 Provide hard paving on open area, regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.

2.2.8 The working area of any excavation or earth moving operation shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.

2.2.9 Frequent watering for particularly dusty areas and areas close to ASRs.

2.2.10 Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and three sides, or sprayed with water so as to maintain the entire surface wet.

2.2.11 Where possible, dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.

2.2.12 The working area for the uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.

2.2.13 All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from the site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides within a day of demolition.

2.2.14 Tarpaulin covering of all dusty vehicles loads transported to, from and between site locations.

2.2.15 Vehicle washing facilities including a high-pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.

2.2.16 Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.

2.2.17 Spray water on the surface of façade grinding work as far as practicable.

2.2.18 Equip vacuum cleaner on grinder for façade grinding work as far as practicable.

2.2.19 Main haul road shall be sprayed with water so as to maintain the entire surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.

2.2.20 A portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.

2.2.21 Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from the ASRs.

2.2.22 Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash (“PFA”) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.

2.2.23 Emission from Non-Road Mobile Machinery (“NRMM”) is governed under the *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*, as mentioned in **Paragraph 2.1.4.** Each NRMM to be used in construction site shall be obtained with valid label in a prescribed format issued by EPD. The Contractor should avoid the use of exempted NRMM and electric NRMMs shall be adopted as far as practicable. Power supply for the on-site machinery shall be provided as far as practicable.

2.2.24 The *Air Pollution Control (Fuel Restriction) Regulations*, in particular not using restricted liquid fuel shall be fully complied with to minimise any aerial emissions.

2.2.25 In addition, the EPD's *Recommended Pollution Control Clause ("RPCC") for Construction Contract* in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised below:

- The Contractor shall observe and comply with the APCO and is subsidiary regulations, particularly the Air Pollution Control (Open Burning) Regulation and Air Pollution Control (Construction Dust) Regulation and Air Pollution Control (Smoke) Regulation.
- The Contractor shall undertake at all times to prevent dust nuisance and smoke as a result of his activities.
- The Contractor shall ensure that there will be adequate water supply / storage for dust suppression.
- The Contractor shall devise, arrange methods of working and carrying out the works in such a manner as to minimise dust impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- For better smoke control, the Contractor shall not use diesel hammer for percussive piling.
- Before commencement of any work, the Engineer may require the methods of working, plant, equipment and air pollution control system to be used on the site to be made available for inspection and approval to ensure that they are suitable for the project.

2.2.26 No site formation will be carried out for the proposed CBP. Besides, the components/ structures of the proposed CBP will be prefabricated. Considering limited construction scale and dust release, EM&A shall not be necessary.

2.3 Operation Phase Impact

Identification of Air Pollution Sources

2.3.1 The works and equipment of the proposed CBP for concrete production will be driven by the mains electricity supply. Therefore, particulate matters, i.e., Respirable Suspended Particulates ("RSP" or "PM_{10}") and Fine Suspended Particulates ("FSP" or "$PM_{2.5}$") will be the major air pollution concerns during the operation of the CBP. Particulate Matters ("PM") including RSP and FSP are the major pollutants that will be generated during the operating activities of the CBP including transferring and handling of dusty materials, fugitive dust emissions from vehicle movements and dust emissions from Dust Collectors ("DCs"), as well as vehicular emissions from open road networks within the 500m Study Area. On the other hand, Nitrogen Dioxide ("NO_2") will be emitted from tailpipe emissions during the vehicle travelling within the CBP and also from open road networks within 500m Study Area. The indicative Emission Points ("EPs") within the Site as listed in **Table 2-3** and illustrated on **Figure 2-1**Figure 2- will be the major sources of RSP, FSP and NO_2 during the operation of the CBP.

Table 2-3 Summary of Identified Emission Points within CBP during Operation

EMISSION POINTS	DESCRIPTION	POLLUTANT	TYPE	OPERATION HOURS
EP1-EP14	Dust Collectors (DCs) for silos/enclosed hoppers	RSP, FSP	Ducted	07:00 to 23:00
EP15 and EP16	Aggregate Stockpile	RSP, FSP	Fugitive	07:00 to 23:00
EP17 and EP18	Unloading of aggregate into aggregate receiving hopper	RSP, FSP	Fugitive	07:00 to 23:00
EP19	Pave Roads	RSP, FSP, NO_2	Fugitive	07:00 to 23:00

Note: The operation hours in this table are indicative and the actual operation hours may be changed subject to the detailed design stage in the future.

Emission Control Measures

2.3.2 Since no diesel generator is needed during the operation of the CBP, there will be no emissions associated with combustion of Ultra-Low Sulphur Diesel ("ULSD"). The major potential emission sources during concrete production rate are fugitive dust emissions generated from loading, unloading, handling, transferring and storing activities. The major potential emission sources during concrete production rate are fugitive dust emissions generated from loading, unloading, handling, transferring and storing activities.

2.3.3 The following mitigation measures summarised in **Table 2-4** will be implemented at each EP.

Table 2-4 Emission Control Measures for EPs

EP	DESCRIPTIONS	MITIGATION MEASURES
EP1-EP14	Dust Collectors (DCs)	• Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • 3-side with top shall be enclosed and the front opening

EP	DESCRIPTIONS	MITIGATION MEASURES
		side of the Mixer Tower (EP13&EP14) shall be covered with flexible curtain. • The weight hopper shall be fully enclosed
EP15 and EP16	Aggregate Stockpile	• The aggregate stockpile areas with aggregate of sizes of >5mm, 10mm and 20mm will be enclosed on 3-sides with rigid wall sufficiently higher than the top of the stockpile to prevent whipping. Water sprayings shall be provided regularly to suppress dust emissions. • Stockpile areas with aggregates of size ≤5mm should be covered on top, enclosed on 3-sides. Flexible curtain shall be installed in the opening and water sprayings are provided regularly in the stockpile areas and also at the openings to suppress dust emissions.
EP17 and EP18	Unloading of aggregate into aggregate receiving hopper	•The receiving hopper shall be enclosed on top and 3 sides, plastic curtain shall be installed at the front. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand.
EP19	Paved Roads	• All haul roads within the Site shall be paved and adequately wetted. • Vehicle cleaning facilities should be provided at the exit of the Site to wash off any dust/mud on the vehicles, including the wheels, prior to leaving the Site.

Identification of Air Sensitive Receivers

2.3.4 Representatives Air Sensitive Receivers (“ASR”) located in the vicinity of the Site have been identified. Some of the structures which were vacant/abandoned houses identified during the site visit are not considered as ASRs.

2.3.5 In total, 14 representative ASRs have been identified within the 500m Study Area from the boundary of the CBP. **Table 2-5**Table 2-5 summarises the 14 ASRs and **Figure 2-2**Figure 2- indicates their location.

Table 2-5 Representative ASRs

ID	DESCRIPTION	STOREY	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE CBP (m)	PATH GRID
ASR 1	Village House 1	2	1.5, 4.5	80	(33,46)
ASR 2	Auto Repair Shop	2	1.5, 4.5	20	(33,46)
ASR 3	Auto Repair Shop	2	1.5, 4.5	70	(33,46)
ASR 4	Warehouse	3	1.5, 4.5, 7.5	140	(33,46)
ASR 5	Warehouse	3	1.5, 4.5, 7.5	90	(33,46)
ASR 6	Corporate Office	2	1.5, 4.5	125	(33,46)
ASR 7	Village House 2	2	1.5, 4.5	130	(33,46)
ASR 8	Village House 3	1	1.5	170	(33,46)
ASR 9	Auto Repair Shop	2	1.5, 4.5	35	(33,46)
ASR 10	Village House 4	2	1.5, 4.5	215	(33,46)
ASR 11	Construction equipment rental	2	1.5, 4.5	200	(33,46)
ASR 12	Tire Shop	2	1.5, 4.5	205	(33,46)
ASR 13	Village House 5	3	1.5, 4.5, 7.5	320	(33,46)
ASR 14	Food Manufacturer Office	2	1.5, 4.5	180	(33,46)

2.3.6 According to Paragraph 3.3.10 of Chapter 9 Environment of HKPSG, at least 100 m buffer distance from the dusty uses including CBP should be required for the nearby air-sensitive uses. Among the 14 identified ASR, the distance of ASR1, ASR2, ASR3, ASR5, ASR9 is less than 100m from the CBP. Therefore, an assessment of cumulative air quality impact from the operation of CBP is conducted and provided in **Section 2.4**.

2.4 Cumulative Air Quality Impact Assessment for Operation Phase

Background Air Quality

2.4.1 According to "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", PATH pollutant concentrations as from EPD's Smart Air Modelling Platform ("SAMP") are used as background concentrations of the assessment.

2.4.2 The assessment area of 500m from the Plant covered PATH grids (32,46), (33,45) and (33,46). Year 2025 as downloaded from PATH v3.0 is adopted as the assessment year for predicted cumulative impact comparing against the prevailing AQOs.

Air Dispersion Model

2.4.3 A Gaussian dispersion model AERMOD was used to estimate pollutant concentrations at ASRs. The model was originally developed by the United States Environmental Protection

Agency ("USEPA") and is adopted for evaluating industrial chimney releases (point sources), area and volume sources as well as line sources (i.e. vehicle emission for open roads).

2.4.4 AERMET is a meteorological pre-processor developed by USEPA and is used for organising meteorological data into a format suitable for use by AERMOD. Site specific MET data has been downloaded from the Smart Air Modelling Platform ("SAMP"). Details are shown in **Appendix B**Appendix B.

2.4.5 The output from MET data consists of two parts; a file with extension ".sfc" is the surface air data; and a file with extension ".pfl" is the upper air data. Data including wind speed, wind direction and temperature in the surface air data from the output file in ".sfc" format were replaced by the original WRF data.

Vehicular Emissions from Open Roads

2.4.6 The predicted 24-hour traffic flow and vehicle compositions at the identified roads within the assessment area was provided by the traffic consultant for the assessment of the potential air quality impact from the open roads. Two years of traffic data, Year 2026 (the commencing year of the proposed CBP) and Year 2031 (five years after the commencing year, 2026 as five years valid period of SP licence) is provided by the project traffic consultant.

2.4.7 NO_2, RSP and FSP are the key pollutants for vehicular emissions from open roads. Latest EMFAC-HK model as provided in the SAMP with "Zero Emission Vehicle Scenario" has been used to estimate the vehicular emission rates for NO, NO_2, RSP and FSP to include the consideration of Zero Emission Vehicle ("ZEV") assumptions. The detailed input parameters for the EMFAC-HK model input are summarised in **Appendix C**Appendix C.

2.4.8 There is an identified bus terminus within the 500m study area, Sheung Tsuen Bus terminus. According to desktop study and site survey, no bus was observed to stop and switch off engine to stay at the terminus. Broad-bush approach was assumed in the assessment.

2.4.9 Traffic flows at Year 2031and the emission Year of Year 2026, the commencing year was adopted for conservative approach. For the estimation of long-term air quality impact of pollutants (annual average), the daily profile of averaged temperature and relative humidity data in each hour for each month (i.e., 24 hours data in each month and for 12 months) as derived from the EMFAC-HK model in the SAMP were adopted for the model input. For short-term air quality impact of pollutants (hourly or daily average), the daily profile of minimum temperature and relative humidity data in each hour for each month were adopted.

Industrial Emissions

2.4.10 The surrounding of the Site is mainly open storage and scrap car services. There is no other industrial emission identified within 500m assessment area. According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*", there is no major industrial emission source within 4km is identified

2.4.11 The emission rates of the Plant have been summarised in **Appendix A.**

Particle Size Distribution

2.4.12 Particle size distributions are different for different types of emissions. Individual particle size distributions for each emission type have therefore been assumed as listed in Table **2-6**Table 2-6, below, in order to better reflect actual emissions conditions.

2.4.13 No particle size distribution was adopted for EP1 to EP14 (i.e. those relating to loading of cementitious materials with DCs installed) due to either the emission not being particulate (e.g. fuel combustion, etc.) or the emission sources not being fugitive.

Table 2-6 Particle Size Distribution for Different Emission Types

TYPE OF EMISSION ACTIVITY	PARTICLE SZIE DISTRIBUTION			REFERENCE	APPLIED TO EMISSION SOURCES
Aggregate unloading	**Mean Particle Size (μm)**	**RSP %age**	**FSP %age**	Category 3 "Mechanically Generated Aggregate, Unprocessed Ores", Page B.2-13, Appendix B.2 Generalized Particle Size Distributions, AP-42, USEPA (Version 1/95)	EP15, EP16, EP17 and EP18
	0.50	8%	27%		
	1.50	14%	47%		
	2.25	8%	27%		
	2.75	6%			
	3.50	14%			
	4.50	10%			
	5.50	8%			
	8.00	33%			
		100%	**100%**		
Area sources for truck movements such as Paved Road	**Mean Particle Size (μm)**	**RSP %age**	**FSP %age**	Table 13.2.1-1 and page 13.2.1-12 of Section 13.2.1.3 of AP-42, USEPA	EP19
	1.25	24.2%	100%		
	6.25	75.8%			
		100%	**100%**		

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

2.4.14 Ozone Limiting Method ("OLM") has been adopted for conversion of NO from vehicle-related source and NO_x from industrial emission sources to NO_2 based on the predicted O_3 level from PATH model as extracted from the SAMP for the short-term cumulative NO_2 assessment.

2.4.15 The initial NO_2/NO_x ratios for industrial emission has been assumed as 10% according to "*Technical support document (TSD) for NO_2-related AERMOD modifications*" as published by USEPA. The predicted initial NO concentrations from open roads and 90% of the predicted NOx concentrations from industrial emissions was firstly added together on an hour-to-hour basis and OLM was applied subsequently. The NO_2/NO_x conversion has been calculated based on the equation below:

$$[NO2]predicted = [NO2]veh + 0.1 \times [NOx]ind + Min\{([NO]veh + 0.9 \times [NOx]ind) or \left(\frac{46}{48} \times [O3]PATH\right)\}$$

Where,

[NO2]predicted = predicted NO2 concentration

[NO2]veh = predicted initial NO2 concentration from vehicular emissions

[NOx]ind = initial NOx concentration from industrial sources

[NO]veh = predicted initial NO concentration from vehicular emissions

Min = minimum of the two values in (brackets)

[O3]PATH = representative O3 PATH concentration

Jenkin Method for Long-term Cumulative NO_2 Assessment

2.4.16 Jenkin method was adopted for the conversion of cumulative annual average NO_X to NO_2 by using the empirical relationship in observed annual mean of NO_X and NO_2 concentrations with reference to the "*Guidance on Choice of Models and Model Parameters*". The empirical relationship is derived from the annual mean observed data by relevant EPD's Air Quality Monitoring Stations ("AQMS") including North (the closest station), the nearest roadside station (Mong Kok) and derived by the SAMP. The resulting curve was adopted for the cumulative annual average NO_x to NO_2 conversion and the NO_X-to-NO_2 conversion equation using Jenkin method is presented in **Appendix C**Appendix C.

2.5 Assessment Results

2.5.1 The cumulative air quality impact due to vehicular emissions, the Plant operation and background concentrations were evaluated and compared to the prevailing AQOs as described in **Section 2.1**. The results are summarised in **Table 2-7**Table 2-7Table 2-7 and **Table 2-8**Table 2-8**.** Comparison of new parameters of proposed 2025 AQOs are presented in **Appendix D**Appendix D for reference.

Table 2-7 Predicted FSP and RSP Concentrations at Representative ASRs (2024 AQOs)

ASR ID	DESCRIPTION	PATH GRID	HEIGHT		RSP, µg/m^3		FSP, µg/m^3	
			(mPD)	(mAG)	10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE	36th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR1	Village House 1	(33,46)	53.1	1.5	56.5	21.0	29.6	13.2
ASR1	Village House 1	(33,46)	56.1	4.5	56.5	21.0	29.6	13.1
ASR2	Auto Repair Shop 1	(33,46)	51.8	1.5	56.6	21.3	29.6	13.3
ASR2	Auto Repair Shop 1	(33,46)	54.8	4.5	56.5	21.3	29.6	13.2
ASR3	Auto Repair Shop 2	(33,46)	54.3	1.5	56.5	21.0	29.5	13.1
ASR3	Auto Repair Shop 2	(33,46)	57.3	4.5	56.4	20.9	29.5	13.1
ASR4	Warehouse 1	(33,46)	53.1	1.5	56.4	20.9	29.5	13.1
ASR4	Warehouse 1	(33,46)	56.1	4.5	56.4	20.9	29.5	13.1
ASR4	Warehouse 1	(33,46)	59.1	7.5	56.4	20.9	29.5	13.1
ASR5	Warehouse 2	(33,46)	56.2	1.5	56.4	20.9	29.5	13.1
ASR5	Warehouse 2	(33,46)	59.2	4.5	56.4	20.9	29.5	13.1
ASR5	Warehouse 2	(33,46)	62.2	7.5	56.4	20.9	29.5	13.1
ASR6	Corporate Office	(33,46)	62.7	1.5	56.4	20.9	29.5	13.1
ASR6	Corporate Office	(33,46)	65.7	4.5	56.4	20.9	29.5	13.1
ASR7	Village House 2	(33,46)	68.5	1.5	56.4	20.9	29.5	13.1
ASR7	Village House 2	(33,46)	71.5	4.5	56.4	20.9	29.5	13.1
ASR8	Village House 3	(33,46)	83.4	1.5	56.4	20.9	29.5	13.1
ASR9	Auto Repair Shop 3	(33,46)	58.6	1.5	57.9	23.2	29.6	13.8
ASR9	Auto Repair Shop 3	(33,46)	61.6	4.5	57.1	22.2	29.6	13.7
ASR10	Village House 4	(33,46)	47	1.5	57.3	21.5	30.2	13.6
ASR10	Village House 4	(33,46)	50	4.5	57.2	21.4	30.0	13.6
ASR11	Construction equipment rental	(33,46)	44.6	1.5	56.6	21.2	29.6	13.3

ASR ID	DESCRIPTION	PATH GRID	HEIGHT		RSP, µg/m³		FSP, µg/m³	
			(mPD)	(mAG)	10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE	36th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR11	Construction equipment rental	(33,46)	47.6	4.5	56.6	21.1	29.6	13.3
ASR12	Tire Shop	(33,46)	46.2	1.5	56.4	20.9	29.5	13.1
ASR12	Tire Shop	(33,46)	49.2	4.5	56.4	20.9	29.5	13.1
ASR13	Village House 5	(33,46)	43.8	1.5	56.6	21.0	29.5	13.2
ASR13	Village House 5	(33,46)	46.8	4.5	56.6	21.0	29.5	13.2
ASR13	Village House 5	(33,46)	49.8	7.5	56.6	21.0	29.5	13.2
ASR14	Food Manufacturer Office	(33,46)	59.5	1.5	56.6	21.0	29.6	13.2
ASR14	Food Manufacturer Office	(33,46)	62.5	4.5	56.5	21.0	29.6	13.2
Prevailing AQOs					**100**	**50**	**50**	**25**

Table 2-8 Predicted NO_2 Concentrations at Representative ASRs (2024 AQOs)

ASR ID	DESCRIPTION	PATH GRID	HEIGHT, (mPD)	HEIGHT (mAG)	NO_2, µg/m³	
					19th HIGHEST HOURLY AVERAGE	ANNUAL AVERAGE
ASR1	Village House 1	(33,46)	53.1	1.5	55.3	11.2
ASR1	Village House 1	(33,46)	56.1	4.5	54.2	10.9
ASR2	Auto Repair Shop 1	(33,46)	51.8	1.5	58.1	10.8
ASR2	Auto Repair Shop 1	(33,46)	54.8	4.5	56.0	10.8
ASR3	Auto Repair Shop 2	(33,46)	54.3	1.5	53.3	10.9
ASR3	Auto Repair Shop 2	(33,46)	57.3	4.5	52.7	10.6
ASR4	Warehouse 1	(33,46)	53.1	1.5	53.1	10.4
ASR4	Warehouse 1	(33,46)	56.1	4.5	53.1	10.4
ASR4	Warehouse 1	(33,46)	59.1	7.5	52.4	10.4
ASR5	Warehouse 2	(33,46)	56.2	1.5	51.9	10.3
ASR5	Warehouse 2	(33,46)	59.2	4.5	51.9	10.3

ASR ID	DESCRIPTION	PATH GRID	HEIGHT, (mPD)	HEIGHT (mAG)	NO_2, $\mu g/m^3$	
					19th HIGHEST HOURLY AVERAGE	ANNUAL AVERAGE
ASR5	Warehouse 2	(33,46)	62.2	7.5	50.4	10.3
ASR6	Corporate Office	(33,46)	62.7	1.5	49.4	10.2
ASR6	Corporate Office	(33,46)	65.7	4.5	49.4	10.2
ASR7	Village House 2	(33,46)	68.5	1.5	49.0	10.2
ASR7	Village House 2	(33,46)	71.5	4.5	49.0	10.1
ASR8	Village House 3	(33,46)	83.4	1.5	49.0	10.1
ASR9	Auto Repair Shop 3	(33,46)	58.6	1.5	64.5	11.9
ASR9	Auto Repair Shop 3	(33,46)	61.6	4.5	59.9	11.4
ASR10	Village House 4	(33,46)	47	1.5	168.3	27.1
ASR10	Village House 4	(33,46)	50	4.5	156.4	24.4
ASR11	Construction equipment rental	(33,46)	44.6	1.5	98.6	15.0
ASR 11	Construction equipment rental	(33,46)	47.6	4.5	93.4	14.3
ASR 12	Tire Shop	(33,46)	46.2	1.5	59.0	10.9
ASR 12	Tire Shop	(33,46)	49.2	4.5	59.1	10.9
ASR 13	Village House 5	(33,46)	43.8	1.5	102.5	15.3
ASR 13	Village House 5	(33,46)	46.8	4.5	100.9	14.9
ASR 13	Village House 5	(33,46)	49.8	7.5	85.6	13.9
ASR 14	Food Manufacturer Office	(33,46)	59.5	1.5	65.1	11.5
ASR 14	Food Manufacturer Office	(33,46)	62.5	4.5	62.6	11.4
				Prevailing AQOs	**200**	**40**

2.5.2 No exceedance of the pollutant concentrations of prevailing AQOs and proposed 2025 AQOs at representative ASRs is predicted.

2.6 Conclusion

2.6.1 With the implementation of the recommended mitigation measures and good site practice, adverse air quality impact during the construction phase is not anticipated.

2.6.2 For the operation phase, with implementation of mitigation measures and predicted assessment results, the operation of the Proposed CBP will not pose any unacceptable air quality impact.

2.6.3 Overall, no adverse air quality impacts are anticipated during the construction and operation phases of the Proposed CBP.

Figure 2-1 Locations of Emission Points of the Plant

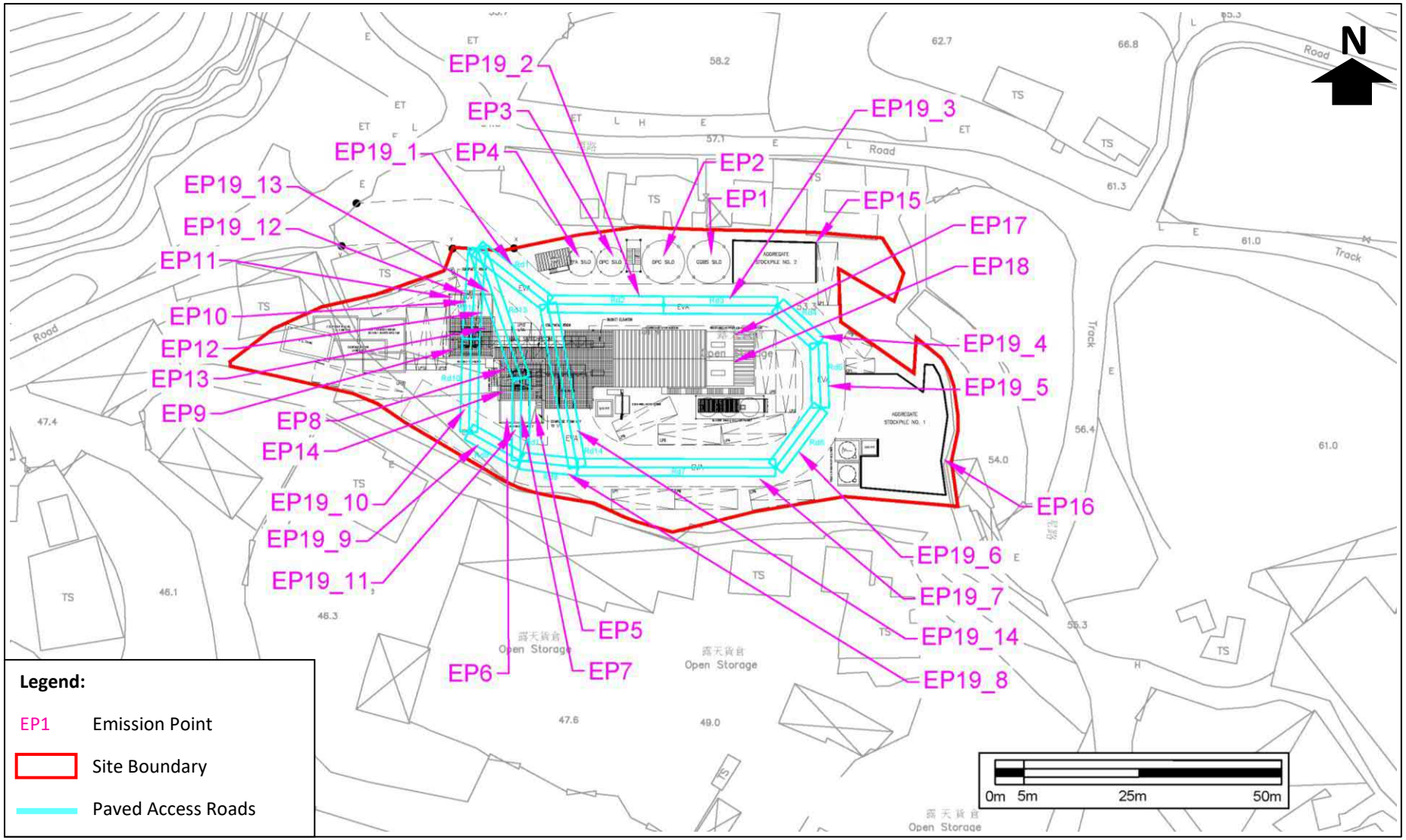
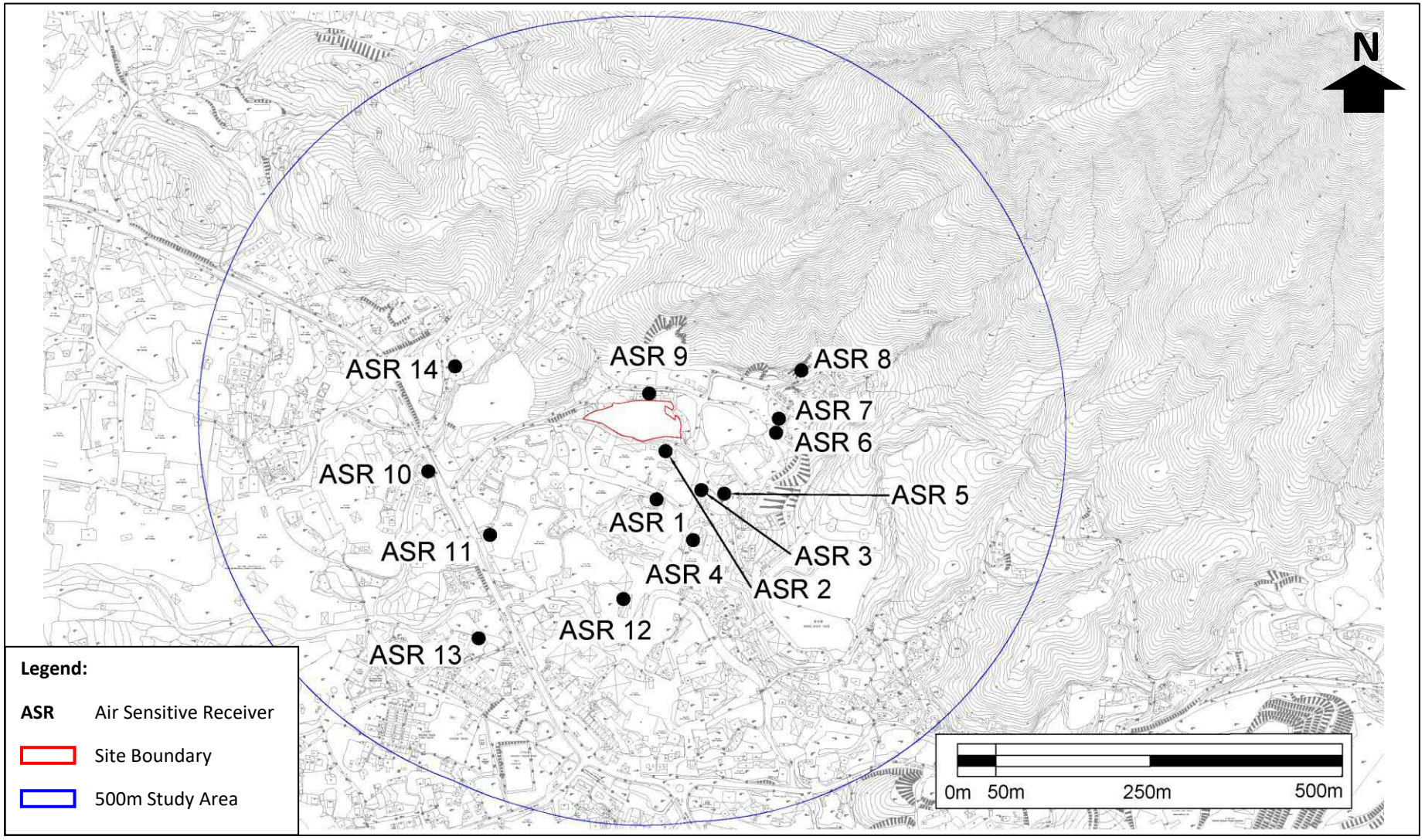


Figure 2-2 Locations of ASRs



3 NOISE

3.1 Environmental Legislation and Standards

Noise Control Ordinance ("NCO", Cap. 400)

3.1.1 The principal legislation controlling environmental noise impact is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be enacted, which introduces detailed control criteria, measurement procedures and other technical matters. The TMs of NCO include:

- TM on Noise from Percussive Piling ("PP-TM")
- TM on Noise from Construction Work other than Percussive Piling ("GW-TM")
- TM on Noise from Construction Work in Designated Area ("DA-TM")
- TM for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites ("IND-TM")

3.1.2 The Site falls within a Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-01 for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung. Therefore, DA-TM is applicable.

3.1.3 In addition, the following requirements are given under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation and Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 7pm to 7am the next day and at all times on Public Holidays or Sundays) as defined in NCO.

3.1.4 For noise arising from construction activities (other than percussive piling) during normal working hours (7am to 7pm from Monday to Saturday, not including general holidays), the noise criteria as shown in **Table 3-1** and control measures for construction noise impact during normal working hours can be referred to *Professional Persons Environmental Consultative Committee Practice Note PN 1/24 Minimizing Noise from Construction Activities* ("ProPECC PN1/24").

Table 3-1 Construction Noise Criteria for Non-Restricted Hours

NOISE SENSITIVE USE	$L_{eq\ (30min)}$ NOISE CRITERIA BETWEEN 0700 AND 1900 ON ANY DAY NOT BEING A SUNDAY OR GENERAL HOLIDAY
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75 dB(A)

NOISE SENSITIVE USE	$L_{eq\ (30min)}$ NOISE CRITERIA BETWEEN 0700 AND 1900 ON ANY DAY NOT BEING A SUNDAY OR GENERAL HOLIDAY
Places of public worship Courts of law Hospitals and medical clinics	70 dB(A)
Educational institutions (including kindergartens and nurseries)	70 dB(A) (or 65 dB(A) during examination)

3.1.5 For fixed plant noise during operation phase, the requirements of IND-TM shall be complied with. Table 2 of IND-TM stipulates the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receivers ("NSRs") according to the corresponding Area Sensitive Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM. These are summarised in **Table 3-2**.

Table 3-2 Acceptable Noise Levels for Fixed Noise Source

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Hong Kong Planning Standards & Guidelines ("HKPSG")

3.1.6 The noise criteria for planned fixed source shall follow the requirements of Table 4.1 of Chapter 9 of HKPSG:

- 5 dB(A) below the appropriate ANLs shown in Table 2 of IND-TM, and
- The prevailing background noise levels

3.1.7 As recommended in Table 4.1 of Chapter 9 Environment of HKPSG, standards for road traffic noise in terms of $L_{10(1\text{-}hr)}$ for the following uses relying on opened windows for ventilation are shown in **Table 3-3**.

Table 3-3 HKPSG Standards for Road Traffic Noise Standards

USES	NOISE STANDARDS $L_{10(1\text{-}Hr)}$, dB(A)
All domestic premises including temporary housing accommodation	70
Hotels and hostels	70
Offices	70
Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required	65
Places of public worship and courts of law	55
Hospitals, clinics, convalescences and residential care homes for the elderly, - diagnostic rooms, - wards	55

3.2 Noise Impact of Construction Phase

3.2.1 Sources of noise during construction and demolition will be arising from various construction and demolition activities, particularly with the use of Powered Mechanical Equipment ("PME"). The construction and demolition works will be carried out during non-restricted hours, i.e. daytime between 07:00 and 19:00 of any day not being Sunday or general holiday. As such, construction noise will be generated during non-restricted hours only.

3.2.2 Given the mitigation measures described in **Paragraph 3.2.3** would be implemented as far as practicable, the noise generated from the construction of the Project is not anticipated to pose any unacceptable noise impacts on the NSRs nearby.

Mitigation Measures

3.2.3 Construction should be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN 1/24 should be implemented where applicable. In addition, the following measures and on-site practices are recommended in order to minimise the potential construction noise impacts as far as practicable:

- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented
- Quality Powered Mechanical Equipment (QPME)and quieter construction methods should be adopted as far as practicable
- Use of Non-percussive pile driving methods such as hydraulic press-in method, vibration or jacking method for installing or extracting sheet piles as far as practicable
- Use of Non-percussive equipment such as hydraulic crusher, sawing, coring machines etc. for demolition and concrete breaking work
- Close all hoods, cover panels and inspection hatches of powered mechanical plant such as generators, air compressors etc. during operation
- Provide noise dampening materials inside and outside refuse chutes during building construction
- Fit mufflers or silencers, and dampening layer with steel collars to hand-held pneumatic breakers
- Use of non-explosive chemical expansion agents instead of explosive chemicals or expansive compounds
- Use of prefabricated structure / sections to replace in-situ construction to reduce the amount of mechanical equipment used on site
- Use of self-compacting concrete (without the aid of a vibrator e.g. poker for compaction) for in-situ concreting
- Noisy equipment and noisy activities should be located as far away from the NSRs as far as practicable
- Provide an acoustic screen or enclosure shield the public or NSR from the noisy activities

3.2.4 If PME is required for any construction work during restricted hours, a CNP shall be applied for as specified in the NCO. The GW-TM can be referred to for the noise criteria and assessment procedures for obtaining a CNP.

3.2.5 In addition, the EPD's Recommended Pollution Control Clauses ("RPCC") for Construction Contracts should be incorporated in the relevant works contract. The RPCC are generally good engineering practices to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the NCO and its subsidiary regulation.
- The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
- For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
  - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("Leq") of 75dB(A).
  - Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
  - The Contractor shall adopt, where necessary and practicable, the use of quieter construction equipment and/or methods when carrying out the construction works, including demolition works, foundation works, site formation works, road opening works during restricted hours.
- Before commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.
- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- The Contractor shall, when necessary, apply for a construction noise permit in accordance with the Noise Control (General) Regulations prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.
- Measures that are to be taken to protect adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise. The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to NSRs.

3.2.6 With the implementation of the aforementioned mitigation measures, adverse construction noise impact is not anticipated.

3.3 Noise Impact of Operation Phase

Identification of Noise Sensitive Receivers

3.3.1 For the on-site operation noise (i.e. industrial noise), the first layer Noise Sensitive Receivers ("NSRs") within 300m from the site boundary were identified. All identified NSRs are existing NSRs and no planned NSR has been identified within the assessment area. NSRs located within industrial zone, so it is considered as ASR "C". The representative NSRs are summarised in **Table 3-4Table 3-4** below and shown in **Figure 3-1**.

Table 3-4 Representative NSRs

NSR NO.	DESCRIPTION	NO. OF STOREYS	DISTANCE FROM THE SITE, m	ASR
IN1	Village House 1, unknown	1	84	C
IN2	Village House 2, unknown	2	143	C
IN3	Village House 3, unknown	1	169	C
IN4	Village House, 25B Kam Tin Road	1	214	C

3.3.2 The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses.

Prevailing Background Noise

3.3.3 Background noise monitoring at the sensitive façade where is representative to the identified NSRs is the most preferable location. The Site is mainly surrounded by private lots (i.e. located between the Site and the identified NSRs). However, the landowner/ occupants refused to allow for background noise measurement. As such, background noise monitoring locations near the representative NSRs were adopted. The location of the background noise monitoring locations is shown in **Figure 3-1**.

3.3.4 Locations BN1, BN2 and BN3 have been selected to conduct the background noise monitoring throughout the entire proposed operation hours (i.e. 0700 to 1900) during the weekday under free-field condition. BN1 is located at the roadside of a village access road to the northwest of IN2 and southwest of IN3. The major noise affecting BN1 is the village access road and the open-air parking area which is considered to be comparable to that at IN2 and IN3. BN2 is located at the roadside of an access road to the south of IN1. The major noise source of BN2 is the access road, which has similar environs to that of IN1. BN3 is located at the roadside of Kam Tin Road to the southeast of IN4, which is near the entrance of IN4.

3.3.5 A set of minimum $L_{90(1hour)}$ has been adopted as prevailing background noise level. The monitoring data is presented in **Appendix E**.

3.3.6 With reference to the Technical Memorandum ("TM") issued under the *Noise Control Ordinance* ("NCO"), sound level meters in compliance with the International

Electrotechnical Commission Publications 651: 1979 (Type 1) and 804: 1985 specifications were used for carrying out the noise monitoring. Immediately prior to and following each noise measurement, the accuracy of the sound level meter was checked using an acoustic calibrator generating a known sound pressure level at a known frequency. Measurements were considered acceptable and valid as the calibration level from before and after the noise measurement agrees to within 1.0dB.

3.3.7 Noise measurements were made in accordance with standard acoustical principles and practices in relation to weather conditions. Calibration certificates of the noise monitoring equipment used are provided in **Appendix F**.

Noise Criteria

3.3.8 As discussed in **paragraph 3.3.1**, the ASR of all identified NSRs is "C". The noise criteria for the planned fixed noise source were determined with reference to ANL-5 and the measured background noise level, as shown in **Table 3-5**.

Table 3-5 Noise Criteria of Noise from Fixed Sources of Identified Representative NSRs

NSR NO.	DESCRIPTION	TIME PERIOD	MEASURED BACKGROUND NOISE LEVEL $L_{90(1HOUR)}$, dB(A)	ANL - 5, dB(A)	NOISE CRITERIA, dB(A)
IN1	Village House 1, unknown	Day	46	65	46
IN2	Village House 2, unknown		48	65	48
IN3	Village House 3, unknown		48	65	48
IN4	Village House, 25B Kam Tin Road		52	65	52

Note: The background noise level was measured at free-field condition. Thus, a façade correction of +3 dB(A) was applied.

Potential Noise Impacts

3.3.9 The plant will be in operation between 0700 and 2300 per day. Due to site constraints, unloading of aggregates/cement/PFA/GGBS/admixture will not be carried out at the same time with the process of concrete mixing and collection. As such, the major fixed noise sources listed below have been considered under two scenarios in daytime (i.e. 0700 – 1900) and evening (i.e. 1900 – 2300). The proposed noise sources were shown in **Figure 3-2**.

Day time Operation

<u>Scenario 1 – Concrete mixing and collection:</u>

- Concrete Mixer (electric) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (2 nos./30 mins; % on time: 100.0%)

- Concrete Truck (Concrete Collection) (10 nos./30 mins; % on time: 10%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Pump (Silo) (4 no./30 mins; % on time: 100.0%)

Scenario 2 – Unloading of aggregates/cement/PFA/GGBS/admixture:

- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Pump (mounted on unloading tank) (4 nos./30 mins; % on time: 100.0%)
- Filter Fan (Silo) – Blower (4 nos./30 mins; % on time: 100.0%)
- Aggregate Truck (7 nos./30 mins)
- Cement/PFA/GGBS/Admixture Tanker (2 nos./30 mins)

Evening Operation

Scenario 1 – Concrete mixing and collection:

- Concrete Mixer (electric) (1 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 nos./30 mins; % on time: 100.0%)
- Concrete Truck (Concrete Collection) (2 nos./30 mins; % on time: 10%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Pump (Silo) (2 no./30 mins; % on time: 100.0%)

Scenario 2 – Unloading of aggregates/cement/PFA/GGBS/admixture:

- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Pump (mounted on unloading tank) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Silo) – Blower (2 nos./30 mins; % on time: 100.0%)
- Aggregate Truck (5 nos./30 mins)
- Cement/PFA/GGBS/Admixture Tanker (1 nos./30 mins)

3.3.10 The lists of equipment, utilisation rate and number of items detailed in **Appendix G** have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of CBP. Loader will be used only if emergency case to transport aggregate from storage area to hopper. Vehicle washing facility will be applied on site during operation, however, the operation time of this facility is rather short each time (i.e. approximately 1 minutes for each vehicle) and its function is not continuous. Aggregate will be stored in aggregate storage areas, which is served as an emergency use. No action will be taken on the aggregates storage except whenever there are insufficient aggregates provided for concrete production. As a result, insignificant noise will be generated due to the occasionally use of the aggregate storage. In conclusion, noise impacts that may be

generated from aggregate storage, vehicle washing and parking are considered insignificant and negligible.

3.3.11 The number of concrete lorry mixers was assumed based on the normal operation practice limitation, that approximate 3 minutes were needed for filling up 1 concrete lorry mixer with newly produced concrete, it takes about 6 minutes for the whole process, including the travel in and out of the site. Thus, the 5 concrete lorry mixers per mixer per 30 minutes per production line as the maximum allowed traffic flow were assumed based on the previous experiences of CBP operator under realistic condition. As mentioned in **Section 0** above, the maximum of 10 concrete lorry mixers per mixer per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation in the daytime which has been confirmed by the Applicant. Moreover, there will be no queuing of trucks due to the Proposed Development as reported in the Traffic Impact Assessment ("TIA") Report attached to the Planning Statement for this Planning Application.

3.4 Noise Impact from Industrial Noise

Assessment Methodology

3.4.1 Although the proposed CBP is an industrial use and the noise impact therefore references IND-TM, the characteristics of concrete batching, involving concrete lorry mixer and concrete mixer, are also similar to construction activities. Therefore, the noise impact is proposed to be estimated in accordance with the guidelines given in GW-TM. As such, all items of PME, except truck movement, have been considered at the proposed positions. While due to the long travelling distance of conveyor/ screw conveyor, as a conservative approach, the closest distance between conveyor/ screw conveyor and each NSRs has be adopted and assessed based on the following standard acoustic formula:

SPL = SWL – DC + FC

where:

SPL – Sound Pressure Level at receiver, dB(A)

SWL – Sound Power Level of PME, dB(A)

DC – Distance Correction, dB(A) (DC = 20 × log10(D) + 8)

D – Horizontal distance between NSR and notional source, m

FC – Façade Correction of +3 dB(A)

3.4.2 Sound Power Levels (SWLs) of PME are obtained from Table 3 of GW-TM and from Sound Power Levels of Other Commonly Used PME available on EPD's website. Reference is also made to the British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Site – Part 1: Noise amended in February 2014 (BS 5228-1:2009+A1:2014). The "Aggregates Truck" to be adopted during the operation stage is lorry, which will be used to transport raw materials to the Site. Its weight is between 5.5 tonne and 38 tonnes, thus, the sound power level of 105dB(A) with reference to EPD's "Sound power levels of other commonly used PME" was adopted in the calculation.

3.4.3 There will be no tonal noise/ impulsive noise occurring within the CBP and there will be no intermittent noise because of no piling, concrete breaking or similar process. As such, no corrections for tonality, impulsiveness and intermittency are considered to be required.

3.4.4 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME whereas a 5 dB(A) reduction was adopted for NSRs without direct line-of-sight only to the "noisy" part of the PME. For IN1, there is a more than 3m height solid wall surround the existing open storage area which located in between the IN1 (1 storey) and the proposed site. For IN4, there are several existing structures higher than 3m located between IN4 and the proposed site. Therefore, there is no direct line of sight between IN1, IN4 and the entire site.

3.4.5 During the operation of the CBP, Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will not enter the Site at the same time with concrete truck during the day time and evening.

Assessment Results

3.4.6 The predicted noise impact results are summarised in **Table 3-6** and detailed in **Appendix G.** The assessment results of industrial noise ranged from 39 dB(A) to 46 dB(A) at both scenarios during daytime and evening operation.

Table 3-6 Predicted Fixed Noise Impact Level at Identified Representative NSRs During Operation Phase

NSR NO.	DESCRIPTION	TIME PERIOD	NOISE CRITERIA (DAY/EVENING)	PREDICTED NOISE LEVEL IN L_{eq}(30min), dB(A) (DAY/EVENING)	EXCEEDANCE
SCENARIO 1					
IN1	Village House 1, unknown	Day/Evening	46/40	46/40	No
IN2	Village House 2, unknown		48/47	45/39	No
IN3	Village House 3, unknown		48/47	45/39	No
IN4	Village House, 25B Kam Tin Road		52/49	39/34	No
SCENARIO 2					
IN1	Village House 1, unknown	Day/Evening	46/40	42/40	No
IN2	Village House 2, unknown		48/47	40/40	No
IN3	Village House 3, unknown		48/47	40/39	No
IN4	Village House, 25B Kam Tin Road		52/49	39/36	No

Mitigation Measures

3.4.7 The design of the proposed CBP should ensure that the potential industrial noise impacts at the NSRs shall comply with the relevant criteria. Measures as summarised in **Table 3-7**

will be taken into account in the plant design to avoid noisy activities during the operation of the CBP. As such, unacceptable industrial noise impact is not anticipated.

Table 3-7 Proposed Operation Phase Noise Mitigation Measures

NOISE SOURCE	PROPOSED MITIGATION MEASURES
Concrete mixer (electric)	Enclosure (minimum surface density of 10kg/m^2)
Conveyor / Screw Conveyors	Enclosure (minimum surface density of 10kg/m^2) Semi-enclosure (minimum surface density of 10kg/m^2)
Water / Admixture Pump	Semi-enclosure (minimum surface density of 10kg/m^2)
Pump (silo)	Enclosure (minimum surface density of 10kg/m^2)
Filter Fan (mixing unit) - blower	Enclosure (minimum surface density of 10kg/m^2)
Filter Fan (silo) - blower	Semi-enclosure (minimum surface density of 10kg/m^2)
Pump (mounted on unloading tank)	Enclosure (minimum surface density of 10kg/m^2)
Truck (Concrete Collection)	Enclosure (minimum surface density of 10kg/m^2), with acoustic curtain installed at the entrance/exit

3.5 Noise Impact from Off-Site Traffic Noise

Assessment Methodology

3.5.1 Upgrading works for Chun Yiu Road has been proposed for the operation of CBP. In addition, the operation of CBP would lead to an increase in traffic flow, which would potentially affect the existing representative NSRs in the vicinity of the Site.

3.5.2 The traffic noise impact assessment will be carried out in two scenarios, “Before” and “After” in order to compare the traffic noise level at the representative NSRs due to the additional traffic flow. As the proposed CBP is expected to operate in 2026 for a period of 5 years, traffic data in Year 2031 has been adopted in the assessment as the worst case scenario. Traffic forecasts provided by the Project Traffic Consultant were adopted to assess the off-site traffic noise impact. Detailed peak hour traffic forecasts for the assessment year of 2031 is provided in **Appendix H**.

3.5.3 Given that PM peak hour traffic flow would represent a more severe traffic condition than AM peak hour traffic flow, “Before” scenario has been compared with the “After” scenario under PM peak hour traffic flow to evaluate the traffic noise impact on the existing representative NSRs.

Assessment Results

3.5.4 The HKPSG assessment criteria for domestic premises is 70 dB(A). Besides, contribution of less than 1.0 dB(A) is considered insignificant in accordance with the *Road Traffic Noise Impact Assessment under the Environmental Impact Assessment Ordinance* (“GN 12/2023”). The predicted road traffic noise levels at each existing representative NSR under “Before” and “After” scenarios are summarised in **Table 3-89** and shown in **Appendix** I.

Table 3-89 Predicted Traffic Noise Impact Level at Identified Representative NSRs During Operation Phase

NSR NO.	DESCRIPTION	NOISE CRITERION	PREDICTED NOISE LEVEL IN L10(1hr), dB(A)		EXCEEDANCE	PROJECT CONTRIBUTION, dB(A)
			BEFORE	AFTER		
IN1	Village House 1, unknown	70	67.8	67.9	No	0.1
IN2	Village House 2, unknown		54.1 – 54.2	54.4 – 54.5	No	0.3
IN3	Village House 3, unknown		52.6	53.2	No	0.6
IN4	Village House, 25B Kam Tin Road		68.7	69.5	No	0.8

3.5.5 Results show that the additional traffic flow generated from the operation of the proposed CBP would not cause significant contribution (i.e. more than 1.0 dB(A)) to the traffic noise level at the representative NSRs. No noise exceedances are expected at all representative NSRs. As such, adverse traffic noise impact arising from the operation of the proposed CBP is not anticipated.

3.6 Conclusion

3.6.1 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in **Paragraph 3.2.3**, no adverse noise impact is anticipated.

3.6.2 Fixed plant noise is the major potential noise source during the operational phase. Quantitative assessment for the fixed plant noise sources were conducted. The predicted noise level during operation ranges from 39 dB(A) to 46 dB(A) at both Scenarios 1 and 2, which indicated that all the noise levels at NSRs would comply with the relevant noise criteria.

3.6.3 Traffic noise impact assessment has been carried out to identify the contribution arising from the additional traffic flow generated during the operation phase. Results show that no noise exceedances are expected at the representative NSRs and the additional traffic flow would not cause significant contribution to the traffic noise level. No adverse traffic noise impact is anticipated at the existing NSRs.

3.6.4 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed CBP.

Figure 3-1 Locations of Representative NSRs and Background Noise Measurement

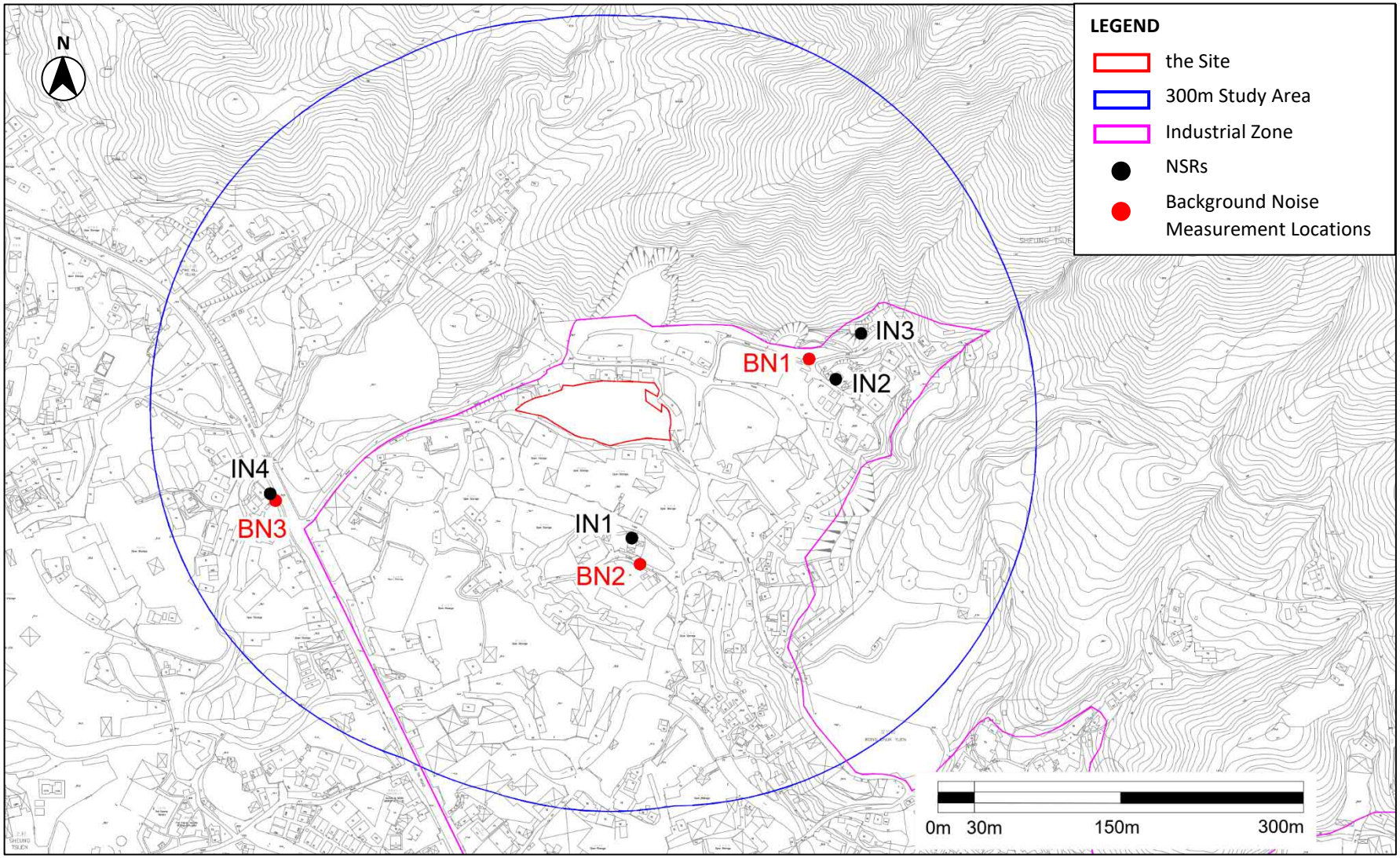
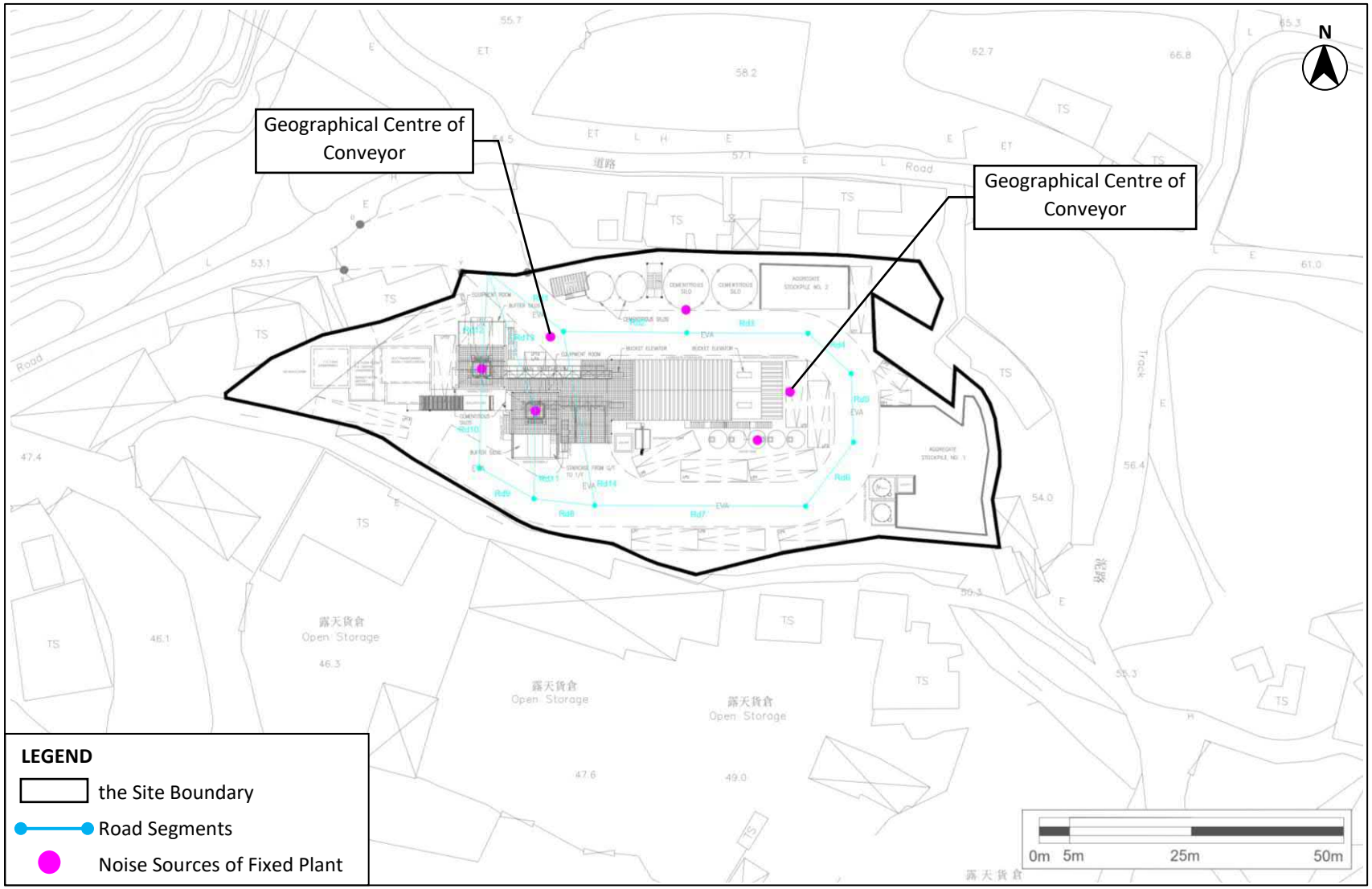


Figure 3-2 Locations of Proposed Noise Sources



4 WATER QUALITY

4.1 Environmental Legislation, Standards and Guidelines

Water Pollution Control Ordinance (Cap. 358)

4.1.1 The Technical Memorandum – Standards for Effluent Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters ("WPCO-TM") is issued under Section 21 of the Water Pollution Control Ordinance ("WPCO"). All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the WPCO-TM.

Construction Site Drainage, ProPECC PN2/23

4.1.2 With reference to *Professional Persons Environmental Consultative Committee ("ProPECC") Practice Note Construction Site Drainage* ("ProPECC PN2/23"), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding, overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plans subject to Comment by the Environmental Protection Department, ProPECC PN1/23

4.1.3 With reference to ProPECC Practice Note Drainage Plan subject to Comment by the Environmental Protection Department – Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations ("ProPECC PN1/23"), various guidelines for the pollution control for discharge to storm drains and foul sewers, such as the use of grease trap for wastewater from the restaurant kitchen, the use of silt removal facilities for open surface channel led to stormwater drains, etc., are included. The guidelines also include the requirements for submission of drainage plans.

Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works, ETWB TCW No. 5/2005

4.1.4 Various procedures, guidelines and precautionary mitigation measures were circulated in *Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works* ("ETWB TCW No. 5/2005") to reinforce existing measures for protection of natural streams/rivers from construction works.

Hong Kong Planning Standards and Guidelines ("HKPSG")

4.1.5 HKPSG provides various water quality management guidelines for potentially polluting uses such as effluent-producing industries, sewage collection and disposal, as well as some guidelines to minimise water quality impacts on sensitive uses.

4.2 Identification of Water Control Zone ("WCZ") and Water Sensitive Receiver ("WSR")

4.2.1 The Site is situated in Deep Bay WCZ. With reference to Annex 14 of the *Technical Memorandum on Environmental Impact Assessment Process* ("EIAO-TM"), several inland water courses within 500m study area were identified as potential WSRs through desktop study and using topographic map of GeoInfo Map. The identified WSRs are listed in **Table 4-1 Table 4-1**and shown in **Figure 4-1Figure 4-1**. Potential water quality impacts during construction and operation phase are discussed below.

Table 4-1 Identified Water Sensitive Receivers

WSR ID	DESCRIPTION	TYPE	STATUS (ACTIVE/INACTIVE)	DISTANCE FROM THE SITE, m
W1	Watercourses to the south of the Site	Modified watercourse	Active	5
W2	Watercourse to the south of the Site	Modified watercourse	Active	200
W3	Watercourses to the east of the Site	Natural watercourse	Active	270
W4	Watercourse to the east of the Site	Modified watercourse	Active	140
W5	Watercourses to the east of the Site	Natural watercourse	Active	200
W6	Watercourses to the north of the Site	Natural watercourse	Active	160
W7	Watercourses to the north of the Site	Natural watercourse	Active	330
W8	Watercourses to the north of the Site	Natural watercourse	Active	360
W9	Watercourse to the west of the Site	Modified watercourse	Active	150

4.3 Review of Water Quality Impact

Construction Phase

4.3.1 Muddy runoff from the Site may be generated during construction phase, especially during the rainy season.

4.3.2 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction/reinstatement vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the water system.

4.3.3 There is also the issue of sewage generated by construction workers on-site.

4.3.4 Most of the WSRs identified within 500m of the study area are located at an elevation higher than that of the Proposed Development, except the streams to the south of the Site. However, wastewater from construction of the Proposed CBP will be properly handled before discharge. Therefore, with implementation of the recommended mitigation

measures and good practices listed below, adverse water quality impacts from Proposed Development on the WSRs are not anticipated.

Operation Phase

4.3.5 Water sprinklers and wheel washing facilities will be installed for dust suppression. The water sprinklers and wheel washing facilities will be a major source of surface runoff as the entire site will be paved. The plant management should avoid excessive wetting of the ground to minimise generation of surface runoff. All the surface runoff will be collected by the peripheral drainage system and diverted to sedimentation tank or silt removal prior to on-site reuse.

4.3.6 Another major source of sewage/wastewater during operation phase would be sewage and grey water from toilets used by on-site staff. There will be around 12 no. of on-site staff and 100 no. of visitors/drivers during the daily operation of the Proposed CBP. The estimated ADWF from the Proposed Development is calculated to be 3.67 m^3/day.

4.3.7 Sewage arising from the Proposed Development would be temporarily stored in sewage holding tanks and then tankered away for off-site disposal in a Sewage Treatment Facility. As advised by the Applicant, two (2) sewage holding tanks with the capacity of 3m^3 each will be provided on-site. With the total capacity of 3.67m^3, the proposed sewage holding tanks is sufficient to cater the sewage generation. The details of sewage holding tanks will be further reviewed in the detailed design. Detailed sewage generation calculations have been provided in **Appendix J**.

4.3.8 As mentioned in **Paragraph 4.3.4,** most of the identified WSRs are located at a higher elevation than the Site, except the streams to the south of the Site. Nonetheless, with implementation of the recommended mitigation measures and good site practices in **Section 4.4**, adverse water quality impacts on the WSRs from the operation of the Proposed CBP are not anticipated.

4.4 Mitigation Measures

Construction Phase

4.4.1 During construction phase, adequate capacity and number of portable toilets with adequate frequency for offsite disposal to be supplied, maintained and emptied by a licensed collector should be provided for construction workers.

4.4.2 The construction contractor shall follow good site practice and be responsible for providing, implementing and maintaining the mitigation measures as specified in ProPECC PN 2/23 for construction site drainage. The key requirements are as follows:

- Surface run-off from construction sites should be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sand bag barriers should be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site. Catchpits and perimeter channels should be construction in advance of site formation works and earthworks.

- Silt removal facilities, channels and manholes should be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- Construction works should be programmed to minimise soil excavation works in rainy reasons (generally from April to September). If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered (e.g. by tarpaulin), and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels should be provided (e.g. along the crest) to prevent storm runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces should be well compacted and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided when necessary.
- Measures should be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. Rainwater pumped out from trenches should be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.
- All vehicles and plant should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm water drains. The section of construction road between the wheel washing bay and the public road should be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

4.4.3 In addition, the EPD's RPCC for Construction Contract should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised below:

- The Contractor shall observe and comply with WPCO and its subsidiary regulation.
- The Contractor shall carry out the Works in such as manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.

- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 2/23 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.
- If any office, site canteen or site toilet facilities is/are erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.

4.4.4 All site discharges should be treated as necessary in accordance with the terms and conditions of the Discharge License.

4.4.5 With the implementation of the mitigation measures and good site practices, no adverse water quality impact during construction phase is anticipated.

Operation Phase

4.4.6 Wheel washing facilities will be provided at the site entrance. All vehicles will be cleaned properly before leaving the Site. Wastewater generated from the wheel washing facilities will also be collected and diverted to sedimentation tank for silt removal before being reused on-site.

4.4.7 Wastewater generated from the surface runoff due to the use of water sprinkler and wheel washing facilities will be first diverted to a sump pit for collection. After that, the wastewater will be diverted to a sedimentation tank for sedimentation and the slurry generated will be dewatered to produce cement cake. The cement cake arising from the treatment process is inert materials and will be reused in the Public Fill Reception Facilities. The design of the sedimentation tank, including the capacity, treatment methodology, etc., will be provided to EPD for approval during detailed design stage in accordance with *ProPECC PN1/23*.

4.4.8 Sewage from toilets will be temporarily stored in wastewater holding tanks and tankered away for off-site disposal at a Sewage Treatment Facility. As discussed in **Paragraph 4.3.7,** sufficient capacity and number of wastewater storage tanks for temporarily storing and tankering away for off-site disposal will be provided.

4.4.9 Hence, with provision of adequate number and capacity of sedimentation tank and mobile toilets, no adverse water quality impact during operation phase of the Proposed CBP is anticipated.

4.5 Conclusion

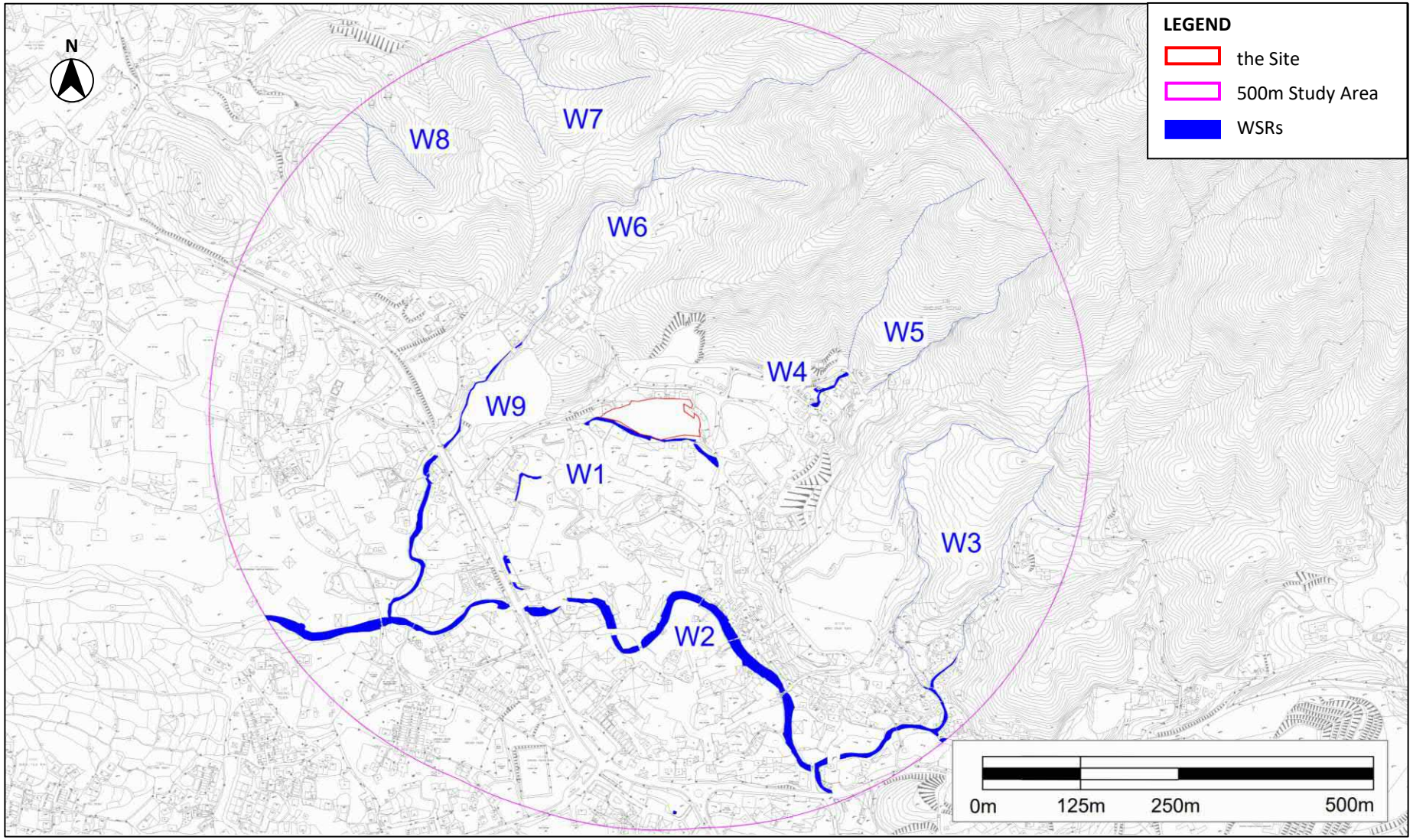
4.5.1 During construction phase, portable toilets will be supplied for construction workers. With the implementation of the mitigation measures and good site practices mentioned in **Paragraph 4.4.2** and **4.4.3**, adverse water quality impacts from construction phase are not anticipated.

4.5.2 The Contractor shall apply for a Discharge License under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge License.

4.5.3 During operation phase, no adverse water quality impact is anticipated from wastewater/sewage from employees. Portable toilets will be available for site staff. Sewage generated from toilets will be temporarily stored in sewage holding tanks and tankered away for off-site disposal at a Sewage Treatment Facility. Besides, the wastewater generated from water sprinklers and wheel washing facilities will be collected and diverted to sedimentation tank for silt removal. The treated effluent will be reused onsite.

4.5.4 Overall, no adverse water quality impacts are anticipated during the construction or operation phase of the Proposed CBP.

Figure 4-1 Representative WSRs within 500m Study Area of the Site



5 WASTE MANAGEMENT

5.1 Environmental Legislation and Standards

Waste Management

5.1.1 The key environmental legislation and standards applicable to waste management in Hong Kong are as follows:

- Waste Disposal Ordinance (Cap. 354) ("WDO")
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J)
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)
- Land (Miscellaneous Provisions) Ordinance (Cap. 28)
- Public Health and Municipal Services Ordinance (Cap.132BK) – Public Cleansing and Prevention of Nuisances Regulation
- Environmental, Transport and Works Bureau ("ETWB") Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites
- ETWB Technical Circular (Works) No. 22/2003A, Additional Measures to improve Site Cleanliness and Control Mosquito Breeding on Construction Sites
- Development Bureau ("DevB") Technical Circular (Works) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials
- Civil Engineering and Development Department ("CEDD") Technical Circulars (CEDD TC No. 11/2019), Management of Construction and Demolition Materials
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste ("ADV-19")
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings ("APP-114")
- Building Department Practice Note for Registered Contractors ("PNRC 17"), Control of Environmental Nuisance from Construction Sites
- CEDD Project Administration Handbook for Civil Engineering Works ("PAH")
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes
- EPD Recommended Pollution Control Clauses ("RPCC") for Construction Contracts

5.2 Review of Waste Management Impacts

Construction Phase

5.2.1 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition ("C&D") materials (e.g. waste concrete, surplus soil, waste asphalt etc.)

- Non-inert C&D Materials (e.g. wood and plastics)
- Chemical wastes such as waste battery and waste lubricating oil from vehicles/plant maintenance
- General refuse generated by site workers

Inert C&D Materials

5.2.2 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

5.2.3 As the existing structures within the Site are mainly containers and temporary structures, no building demolition works is required for the Project. Besides, since the Site is fully paved with concrete, no site formation works is required during the construction phase. Therefore, no significant amount of inert C&D materials is anticipated during site preparation stage. The major source of inert C&D materials during construction phase will be the construction of the superstructure for the Proposed Development.

5.2.4 In accordance with Section 3.2 of A Guide for Managing and Minimizing Building and Demolition Waste published by the Hong Kong Polytechnic University in May 2001 ("the Guide"), it provides a "waste index" for building waste generation in Hong Kong based on the Gross Floor Area ("GFA") of three different building types as follows:

- Private Housing Projects 0.250m^3/m^2 GFA
- Government Housing Projects 0.174m^3/m^2 GFA
- Commercial Office Projects 0.200m^3/m^2 GFA

5.2.5 For estimating of building waste generated from the Proposed CBP, the "waste index" for Commercial Office are adopted. However, as noted above, in addition to inert C&D materials, this "waste index" also include non-inert C&D materials, such as timber formwork, packaging waste and other wastes, and the Guide does not identify what proportion of building waste is inert C&D materials and what proportion is non-inert C&D materials.

5.2.6 With reference to Plate 2.12 of EPD's *Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2022*, in 2022 92% of construction wastes was either reused on-site or sent to the public fill reception facilities, implying that such construction wastes should be inert C&D materials. The proportion of inert C&D materials in the "waste index" can therefore be estimated by applying the Hong Kong-wide proportion of inert C&D materials in construction waste, i.e. 92%, to the "waste index" as follows:

$$\text{Waste Index}_{\text{Inert C\&D materials (Commercial Office Projects)}} = 0.92 \times 0.200 m^3/m^2 \text{ GFA}$$

$$= 0.184 m^3/m^2 \text{ GFA}$$

5.2.7 As the Proposed CBP are mainly comprised of steel structures, assuming the GFA of the Proposed CBP is the same as the site area, i.e. 4,411m^2, the proportion of inert C&D materials of building waste from the Proposed Development can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Inert C\&D materials (Commercial Office Projects)}} \times \text{GFA}$$

= 0.184 x 4,411

= 812m^3

5.2.8 Assuming the density of inert C&D materials is 1.8 tonnes/m^3, approx. 1,461 tonnes of building wastes would be generated by the Proposed Development.

5.2.9 Assuming the construction period to be one year with six working days a week and four weeks a month, the daily inert C&D material generation rate will be approx. 5.1 tonnes/day (i.e. 1,461 tonnes/ (6 x 4 x 12) days).

5.2.10 Inert C&D materials should be reused on-site as far as practicable and efforts should be made to optimise cut and fill requirements during the detailed design. Good site practice and mitigation measures should be implemented, as recommended in **Section 5.3**. The remaining materials should be sent to public fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

5.2.11 The majority of inert C&D materials generated from construction will be building waste. Since deep excavation and backfilling works is not needed for the Proposed Development, not much of the inert C&D materials will be re-used on site. Hence, the 5.1 tonnes/day inert C&D material will be delivered to public fill reception facilities. The reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before delivery.

5.2.12 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Proposed CBP is anticipated.

Non-Inert C&D Materials

5.2.13 Non-inert C&D materials (or C&D waste) are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.

5.2.14 The major source of non-inert C&D material during construction will be the non-inert C&D material component of building waste including timber formwork, packaging waste generated by demolition of existing building and construction of the Proposed CBP.

5.2.15 The building waste in the “waste index” provided in the Guide also includes non-inert C&D materials. Since Plate 2.12 of Waste Statistics for 2022 shows that in 2022, 8% of C&D waste was disposed of at landfills. The proportion of non-inert C&D materials (or C&D waste) in the “waste index” can be estimated by applying the Hong Kong-wide proportion of non-inert C&D materials (or C&D waste) in construction waste, i.e. 8%, to the “waste index” as follows:

$$\text{Waste Index}_{\text{Non-Inert C\&D materials (Commercial Office Projects)}} = 0.08 \times 0.200 m^3/m^2 \text{ GFA}$$

$$= 0.016 m^3/m^2 \text{ GFA}$$

5.2.16 Given the total GFA of the Proposed Development is approx. 4,411m^2, the non-inert C&D materials (or C&D waste) components in building waste can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index Non-}_{\text{Inert C\&D materials (Commercial Office Projects)}} \times \text{GFA}$$

$$= 0.016 \times 4,411$$

$$= 71 m^3$$

5.2.17 Assuming the density of non-inert C&D materials is 1.0 tonnes/m^3, approx. 71 tonnes of building waste would be generated by the Proposed Development. Assuming the construction period to be one year with six working days a week and four weeks a month, the daily non-inert C&D material generation rate will be approx. 0.2 tonnes/day (i.e. 71 tonnes/ (6 x 4 x 12) days).

5.2.18 Non-inert C&D materials generated during construction should be sorted on-site. Recyclable materials, such as metal, paper product, timber and plastic, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should be adopted as the last resort. The nearest disposal facility is North East New Territories Landfill ("NENT") Landfill. Disposal of C&D wastes of landfills would be agreed with relevant authorities.

5.2.19 It is expected that no more than 10% of the generated non-inert building waste can be recycled or reused. This means that the expected amount of non-inert C&D waste to be reused or recycled on-site is around 7 tonnes at most.

5.2.20 If 10% of non-inert C&D materials can be reused/recycled on-site, the surplus non-inert C&D materials mainly comprising building waste will be approx. 64 tonnes in total. Assuming the construction period to be one year with six working days a week and four weeks a month, the total daily non-inert C&D materials for disposal of at NENT Landfill would be approx. 0.2 tonnes/day (i.e. 64 tonnes/ (6 x 4 x 12) days).

5.2.21 Considering the above estimation, with the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed CBP is anticipated.

General Refuse

5.2.22 General refuse from workers is similar to domestic waste and includes packaging and organic material.

5.2.23 The number of workers will depend on the contractor and the construction methods employed. According to the Applicant's experience, the number of construction workers for the Proposed Development should be no more than 20 per day.

5.2.24 According to Plate 2.7 of Waste Statistics for 2022, the per capita domestic waste disposal rate in 2022 was 0.93 kg/person/day, although the per worker generation rate of general

refuse will likely be less than this. For a conservative approach, the per capita domestic waste disposal rate in 2022 has been adopted for general refuse generation by construction workers. Since every worker is expected to generate general refuse, the total general refuse generated by construction workers is estimated as follows:

General Refuse/Day	=	No. of workers/day x per capita generation rate
	=	20 workers x 0.93 kg/workers/day
	=	18.6 kg/day
Total General Refuse	=	General Refuse/Day x Construction Duration
	=	18.6 kg/day x 6 days/week x 4 weeks/month x 12 months
	=	5,357 kg or 5 tonnes

5.2.25 General refuse generated during construction should be sorted on-site. Recyclable materials, such as metal, paper product and plastics should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should only be adopted as the last resort.

5.2.26 According to Plate 3.2 of Waste Statistics for 2022, in 2022 the recovery rate of domestic waste is approx. 20%. It is therefore assumed that 20% of general refuse, i.e., approx. 1,071kg of general refuse, would be reused and recycled by the recyclers. The surplus general refuse of 4,286 kg or 14.9kg/day (i.e. 18.6kg x 80%) in average would be sent to landfills.

5.2.27 Given the above, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed CBP is anticipated.

Chemical Waste

5.2.28 No hazardous materials or hazardous wastes are expected to be generated during the construction phase. Only limited amount of chemical waste which is expected to be less than 1 tonne of chemical waste including waste batteries, lubricating oil and waste paints may be generated throughout the entire construction phase given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.

5.2.29 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes*. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.

5.2.30 Given the above, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed CBP is anticipated.

Summary

5.2.31 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in **Table 5-1Table 5-1.**

Table 5-1 Estimated Amount of Different Types of Wastes to be Generated During Construction Phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	TREATMENT
INERT C&D MATERIAL			
Building Waste	1,461	Superstructure Construction	1. On-site reuse/recycle 2. Off-site reuse/recycle 3. Delivery to public fill reception facilities
NON-INERT C&D MATERIAL			
Building Waste	71	Superstructure Construction	1. On-site sorting for reuse/recycle 2. Disposal of at landfill
OTHERS			
General Refuse	5	Construction staff	1. On-site sorting for reuse/recycle 2. Disposal of at landfill
Chemical Waste	<1	Waste batteries, lubricating oil and waste paints, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.

Operation Phase

5.2.32 During the operation phase, the major type of waste generated will be cementitious cake. As advised by the Applicant, about 20m^3 cementitious cake would be generated from daily operation of the Proposed CBP. Besides, municipal Solid Waste ("MSW") from onsite staff and truck drivers as well as chemical waste from the maintenance of the plant equipment will be generated during operation phase.

5.2.33 According to Plate 2.7 of Waste Statistic for 2022, the most recent per municipal solid waste disposal rate is 1.51kg/person/day. The estimated total staff of the Proposed Development would be around 12. With six working days per week, the annual MSW generation during the operation phase is expected to be around 5.2 tonnes (i.e. 1.51 kg x 12 x (6 x 4 x 12) days).

5.2.34 Plate 3.2 of Waste Statistics for 2022 shows that in 2022, the recovery rate of municipal solid waste is 32%. It is therefore estimated that 32% of commercial waste (i.e. 1.7 tonnes/year) could be reused and recycled by the recyclers. The surplus MSW of 3.5 tonnes/year would be disposed of at the North West New Territories Transfer Station.

5.2.35 Since MSW will be collected on a regular basis by registered waste collectors and will be disposed of at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimize MSW generation mitigation measures proposed in **Section 5.3** should be implemented.

5.2.36 During the operation phase, it is expected that less than 1 tonne of chemical waste would be generated from the daily operation and maintenance activities of the Proposed CBP. A licensed collector shall be employed to handle and dispose of the chemical wastes, if any.

5.2.37 Cementitious cake, the major type of waste, will be also generated from the sedimentation tank for recycling the wastewater from runoff and wheel washing facilities. The cementitious cake is inert materials and will be therefore reused at Public Fill Reception Facilities.

5.2.38 With the implementation of the mitigation measures, there should be no adverse waste impact from the handling, transportation or disposal of domestic waste during the operation of the Proposed CBP.

5.3 Mitigation Measures

Construction Phase

5.3.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.

5.3.2 A Waste Management Plan ("WMP") should be developed by the contractor and submitted to the Project Engineer/Architect for approval in accordance with ADV-19 before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material/non-inert material) for disposal considerations i.e. public fill/landfill.

5.3.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

5.3.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement. Dump trucks with mechanical cover shall be used to minimise windblown litter and dust during transportation of waste.

5.3.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert materials such as concrete, asphalt, etc. should be delivered to public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.

5.3.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an

enclosed and covered area should be provided to reduce the occurrence of "wind-blown" materials.

5.3.7 Food waste generated during construction and operation would be separated from other waste and recycled as far as practicable, in order to minimise unpleasant odour and potential environmental hygiene issues.

5.3.8 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*.

5.3.9 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are described as follows:

Good Site Practice

5.3.10 Adverse impact from waste management implications is not expected, provided that good site practices are strictly implemented. The following good site practices are recommended throughout the construction phase:

- Nomination of an approved personnel, such as a site manager, to be responsible for the implementation of good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the Site
- Training of site personnel in site cleanliness, appropriate waste management procedures and concepts of waste reduction, reuse and recycling
- Provision of sufficient waste disposal points and regular collection for disposal
- Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors
- A Waste Management Plan (WMP) should be prepared by the contractor and submitted to the Engineer for approval

Waste Reduction Measures

5.3.11 Amount of waste generation can be significant reduced through good management and control. Waste reduction is best achieved at the planning and design phase, as well as by ensuring the implementation of good site practices. The following recommendations are proposed to achieve reduction:

- Segregate and store different types of waste in different containers, skip or stockpiles to enhance reuse or recycling of materials and their proper disposal
- Proper storage and site practices to minimise the potential for damage and contamination of construction materials
- plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste

- sort out demolition debris and excavated materials from demolition works to recover reusable/recyclable portions (i.e. soil, broken concrete, metal etc.)
- provide training to workers on the importance of appropriate waste management procedures, including waste reduction, reuse and recycling

5.3.12 In addition to the above measures, specific mitigation measures are recommended for the specific waste types so as to minimise environmental impacts during handling, transportation and disposal of waste.

Storage, Collection and Transportation of Waste

5.3.13 Storage of waste on site may induce adverse environmental implications if not properly managed. The following recommendation should be implemented to minimise the impacts:

- Waste such as soil should be handled and stored well to ensure secure containment
- Stockpiling area should be provided with covers and water spraying system to prevent materials from wind-blown or being washed away
- Different locations should be designated to stockpile each material to enhance reuse

5.3.14 The collection and transportation of waste from works area to respective disposal sites may also induce adverse environmental impacts if not properly managed. The following recommendation should be implemented to minimise the impacts:

- Remove waste in timely manner
- Employ trucks and vessels with cover or enclosed containers for waste transportation
- Obtain relevant waste disposal permits from the appropriate authorities; including Chemical Waste Permits / licenses under the Waste Disposal Ordinance (Cap 354), Water Pollution Control Ordinance (Cap 358), Public Dumping Licence under the Land (Miscellaneous Provisions) Ordinance (Cap 28), Effluent Discharge Licence under the Water Pollution Control Ordinance
- Disposal of waste should be done at licensed waste disposal facilities

5.3.15 In addition, the EPD's RPCC for Construction Contract should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are as follows:

- The Contractor shall observe and comply with the WDO and its subsidiary.
- The Contractor shall submit to the Engineer for approval a waste management plan with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.

- The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste and, as the last resort, disposal at different outlets as appropriate.
- The reuse and recycling of waste shall be practised as far as possible. The recycled materials shall include paper / cardboard, timber and metal etc.
- The Contractor shall ensure that C&D materials are sorted into public fill (inert portion) and non-inert C&D materials (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused such as earth filling, reclamation, site formation works, etc. as far as practicable, and delivered to public fill reception facility as the last resort. The non-inert C&D materials which comprises metal, timber, paper, glass, etc. shall be reused and recycled as far as practicable, and, as the last resort, disposal of at landfills.
- The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).
- The Contractor shall use a trip ticket system for the delivery of C&D materials to any designated public filling facility and/or landfill.
- Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall not permit sewage and untreated effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land, or allow any solid waste including refuse which is not part of the final product from waste processing plants to be deposited anywhere within the Site and the adjoining land. He shall arrange removal of such matter from the Site in a proper manner to the satisfaction of the Engineer in consultation with the EPD.
- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the *Waste Disposal (Chemical Waste) (General) Regulation* when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.
- Fly-tipping or disposal of C&D materials at locations other than the designated locations shall be prohibited. In order to review the trip-ticket record as mentioned in **Paragraph 5.3.4** above, the following measures may be considered when necessary:
  - All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal locations, including PFRFs, landfills etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials.
  - The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on-site.

Operation Phase

5.3.16 The operator shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a suitable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

- Avoidance
- Minimisation
- Recycling/reuse

5.3.17 MSW such as general refuse, food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimize the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by waste collectors and taken off-site for recycling or disposal, respectively.

5.3.18 For the cementitious cake, the Contractor should temporarily store the cementitious cake onsite in a waste hopper with impervious sheeting covering before transferred to Public Fill Reception Facilities for reuse.

5.3.19 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

5.4 Conclusion

5.4.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in **Section 5.3** will be followed, there should be no adverse impacts related to the management, handling and transportation of waste during construction phase.

5.4.2 During the operation phase, the major type of waste generated will be general waste from onsite staff and truck drivers, and cementitious cake. General waste will be collected on a regular basis by registered waste collectors and will be disposed of at a landfill managed by EPD, while cementitious cake will be reused at Public Fill Reception Facilities. Hence, no adverse waste impacts from handling, transportation, or disposal are anticipated during operation phase.

5.4.3 With the implementation of the recommended mitigation measures, adverse waste management impact during the construction and operation phases of the Proposed CBP is not anticipated.

6 LAND CONTAMINATION

6.1 Environmental Legislation and Standards

6.1.1 The following legislation, standards and guidelines were taken reference to for conducting the land contamination assessment:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management.

6.2 Assessment Methodology

6.2.1 Land contamination assessment would be conducted according to EPD's Practice Guide. Typically, as a part of a complete land contamination assessment, a site appraisal would be conducted to determine whether there is any potential for land contamination in the Site.

6.2.2 In the case that potential land contamination issues are identified, a complete land contamination assessment with the following steps should be undertaken:

1. Design a site investigation ("SI") strategy and prepare a Contamination Assessment Plan ("CAP") for EPD's approval
2. Upon EPD's approval of the CAP, conduct SI according to the approved CAP
3. Upon completion of SI, interpret the results and prepare a Contamination Assessment Report ("CAR") for EPD's approval
4. Plan and design remediation strategy and prepare a Remediation Assessment Plan ("RAP") for EPD's approval
5. Carry out remediation works according to the approved RAP
6. Prepare a Remediation Report ("RR") for EPD's endorsement

6.3 Site Appraisal

Review of Historical Use

6.3.1 Aerial photographs records provided in **Appendix K** show that the Site was a piece of agricultural land with some vegetation and a temporary structure for storage in 1963. In Year 1973, The Site was occupied by several temporary structures with some vegetation and bare ground. No significant change on the land use was observed until 2013. In Year 2013, the Site was used as an open storage for vehicles and vehicle parts. In 2023, the Site was used as open storage for construction materials and plants. The historical land uses of the Site based on the aerial photographic records are summarised in **Table 6-1Table 6-1.**

Table 6-1 Historical Land Uses of the Project Site

PHOTO ID	HISTORICAL LAND USES
1963_1963-8394	Majority of the Site was occupied by agricultural land and natural vegetation. A temporary structure with storage use was present. No stressed vegetation was observed.
1973_07328	The Site was occupied by several temporary structures with some vegetation and bare ground. No stressed vegetation was observed.
1982_42976	No major changes were observed
1993_CN05931	No major changes were observed
2003_CW52218	No major changes were observed
2013_CS43741	The site was used as an open storage for abandoned vehicles and vehicle parts.
2023_E188907C	The site was used as open storage for construction materials and plants.

6.3.2 A site visit was conducted on 10 January 2023, based on site observations, the site should be used for open storage for construction materials and plants. The ground was paved with concrete and no crack or oil stain was observed. Therefore, there is no potential for land contamination. The site walkover checklist and site photos are provided in **Appendix L**.

Dangerous Goods and Incident Records

6.3.3 EPD Regional Office (North) – Yuen Long was contacted on 4 July 20204 to review if any record of registered Chemical Waste Producer ("CWP") or accident spillage / leakage of dangerous or chemical is related to the Site. EPD's reply is still pending and will be provided once available.

6.3.4 Moreover, Fire Services Department ("FSD") was also contacted to review any current / past licences for storage of Dangerous Goods ("DG"), registration of DG licence, fire incidents, spillage/leakage of DG etc., relating to the Site. According to FSD's reply dated 30 July 2024, neither records of DG license, fire incidents nor incidents of spillage/ leakage of DG were found in connection with the Site. Therefore, it is considered that no land contamination potential is anticipated replated to the Site. The information request letters and replies from EPD and FSD are attached in **Appendix M**.

6.4 Conclusion

6.4.1 Based on the preliminary review on the historical aerial photographs site visit and relevant information from EPD and FSD, no existing and previous development with potential land contamination activities on the Site is identified. Hence, no land contamination issue is anticipated.

6.4.2 As such, steps 1 to 6 of **Paragraph 6.2.2** are not required. Hence, no adverse impact from the land contamination issue is anticipated and site investigation is considered not necessary.

Appendix A Calculation and Summary of Emission Rates

Summary of emission rates and parameters for emission sources during daytime operation

Emission Points	Descriptions	Coordinates		Elevation (mPD)	Type of Source	Ducted / Fugitive?	Stack/Emission Height (mAG)	Stack/Emission Height (mPD)	Exit Temperature (K)	Exit Temperature (K) (For model input)	Flow Rate (m^3/hour)	Exit Velocity (m/s)	Outlet Dimension (m)						RSP	FSP	NOx	Operation Period
		X	Y										Length of X-axis	Length of Y-axis	Input Angle	Length	Width	Calculated Diameter	Emission Rate (g/s for point source or g/m/s for area source)	Emission Rate (g/s for point source or g/m/s for area source)	Emission Rate (g/s for point source or g/m/s for area source)	
EP1	Dust Collector (DC-1) for Cementitious Material Silo	828770.4	832953.2	51.2	Point	D	13.0	64.2	Ambient	0	3,000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP2	Dust Collector (DC-2) for Cementtitous Material Silo	828762.4	832953.2	51.2	Point	D	13.0	64.2	Ambient	0	3000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP3	Dust Collector (DC-3) for Cementitious Material Silo	828753.3	832953.2	51.2	Point	D	13.0	64.2	Ambient	0	3,000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP4	Dust Collector (DC-4) for Cementitious Material Silo	828748.1	832953.2	51.2	Point	D	13.0	64.2	Ambient	0	3,000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP5	Dust Collector (DC-5) for Cement/GGBS/PFA Holding Hopper	828740.0	832927.2	51.2	Point	D	13.0	64.2	Ambient	0	1,500	12.71	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP6	Dust Collector (DC-6) for Cement/GGBS/PFA Holding Hopper	828735.3	832927.2	51.2	Point	D	13.0	64.2	Ambient	0	1,500	12.71	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP7	Dust Collector (DC-7) for Cement/GGBS/PFA Holding Hopper	828737.8	832927.2	51.2	Point	D	13.0	64.2	Ambient	0	1,500	12.71	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP8	Dust Collector (DC-8) for Silica Fume Silo	828735.1	832934.8	51.2	Point	D	13.0	64.2	Ambient	0	3,000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP9	Dust Collector (DC-9) for Silica Fume Silo	828726.2	832938.1	51.2	Point	D	13.0	64.2	Ambient	0	3,000	25.42	-	-	-	0.25	0.15	0.22	1.08E-03	1.08E-03	--	0700-2300
EP10	Dust Collector (DC-10) for Cement/GGBS/PFA Holding Hopper	828729.0	832945.6	51.2	Point	D	13.0	64.2	Ambient	0	1,500	1.25	-	-	-	0.491	0.562	0.59	1.08E-03	1.08E-03	--	0700-2300
EP11	Dust Collector (DC-11) for Cement/GGBS/PFA Holding Hopper	828726.3	832945.6	51.2	Point	D	13.0	64.2	Ambient	0	1,500	1.25	-	-	-	0.491	0.562	0.59	1.08E-03	1.08E-03	--	0700-2300
EP12	Dust Collector (DC-12) for Cement/GGBS/PFA Holding Hopper	828731.5	832945.6	51.2	Point	D	13.0	64.2	Ambient	0	1,500	1.25	-	-	-	0.491	0.562	0.59	1.08E-03	1.08E-03	--	0700-2300
EP13	Dust Collector (DC-13) for Mixer	828731.7	832942.3	51.2	Point	D	13.0	64.2	Ambient	0	1,500	1.25	-	-	-	0.491	0.562	0.59	2.24E-04	2.24E-04	--	0700-2300
EP14	Dust Collector (DC-14) for Mixer	828735.1	832930.5	51.2	Point	D	13.0	64.2	Ambient	0	1,500	1.25	-	-	-	0.491	0.562	0.59	2.24E-04	2.24E-04	--	0700-2300
EP15	Aggregate Stockpile 2	828774.6	832957.0	51.2	Area	F	2	53.2	-	-	-	-	14.5	7.4	90.0	-	-	-	8.19E-07	1.24E-07	--	0700-2300
EP16	Aggregate Stockpile 1	828797.0	832913.7	51.2	Area	F	2	53.2	-	-	-	-	22.0	15.0	0.0	-	-	-	1.47E-06	2.22E-07	--	0700-2300
EP17	Unloading of aggregate into aggregate receiving hopper	828774.8	832936.5	51.2	Area	F	3.5	54.7	-	-	-	-	4.5	4.8	0.0	-	-	-	1.11E-04	3.41E-05	--	0700-2300
EP18	Unloading of aggregate into aggregate receiving hopper	828774.8	832931.5	51.2	Area	F	3.5	54.7	-	-	-	-	4.5	4.8	0.0	-	-	-	1.11E-04	3.41E-05	--	0700-2300
EP19_1	Paved Road	828741.4	832944.7	51.2	Area	F	0.5	51.7	-	-	-	-	15.7	3.0	-52.0	-	-	-	5.21E-05	1.26E-05	--	0700-2300
EP19_2	Paved Road	828762.5	832944.1	51.2	Area	F	0.5	51.7	-	-	-	-	20.2	3.0	-89.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_3	Paved Road	828782.5	832944.1	51.2	Area	F	0.5	51.7	-	-	-	-	19.9	3.0	-89.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_4	Paved Road	828788.5	832937.9	51.2	Area	F	0.5	51.7	-	-	-	-	9.7	3.0	-47.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_5	Paved Road	828788.4	832927.6	51.2	Area	F	0.5	51.7	-	-	-	-	11.3	3.0	-2.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_6	Paved Road	828780.9	832918.1	51.2	Area	F	0.5	51.7	-	-	-	-	13.1	3.0	37.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_7	Paved Road	828782.1	832915.7	51.2	Area	F	0.5	51.7	-	-	-	-	34.6	3.0	-90.0	-	-	-	2.39E-05	5.78E-06	--	0700-2300
EP19_8	Paved Road	828747.3	832915.8	51.2	Area	F	0.5	51.7	-	-	-	-	10.0	3.0	-84.0	-	-	-	6.54E-06	1.58E-06	--	0700-2300
EP19_9	Paved Road	828736.8	832917.1	51.2	Area	F	0.5	51.7	-	-	-	-	10.3	3.0	-61.0	-	-	-	3.27E-06	7.91E-07	--	0700-2300
EP19_10	Paved Road	828727.0	832923.5	51.2	Area	F	0.5	51.7	-	-	-	-	16.3	3.0	1.0	-	-	-	3.27E-06	7.91E-07	--	0700-2300
EP19_11	Paved Road	828736.0	832918.4	51.2	Area	F	0.5	51.7	-	-	-	-	14.4	3.0	1.0	-	-	-	3.27E-06	7.91E-07	--	0700-2300
EP19_12	Paved Road	828727.4	832939.8	51.2	Area	F	0.5	51.7	-	-	-	-	15.9	3.0	4.0	-	-	-	3.27E-06	7.91E-07	--	0700-2300
EP19_13	Paved Road	828736.3	832932.4	51.2	Area	F	0.5	51.7	-	-	-	-	24.0	3.0	-19.0	-	-	-	3.27E-06	7.91E-07	--	0700-2300
EP19_14	Paved Road	828746.0	832917.0	51.2	Area	F	0.5	51.7	-	-	-	-	29.0	3.0	-10.0	-	-	-	5.43E-06	1.31E-06	--	0700-2300

Note: Max emission rate for EP19

Calculation of Dust Emissions from Dust Collectors
Method: ***USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06***

EP1 to EP4 and EP8 to EP9 Emission from Dust Collectors (DC 1 to DC 4 & DC 8 to DC 9) for Cementitious Materials Silos

Maximum Cementitious Material Loading Rate per Silo	=	60	tonnes/hour	(Note 1)
Capacity of Dust Collector (Flow rate)	=	3,000	m^3/hour	(Note 2)
	=	1	m^3/s	
Control Efficiency (η%)	=	99.99	%	(Note 2)
Uncontrolled TSP Emission Factor of Cementitious Materials	=	1.57	kg/Mg	(Note 3)
Uncontrolled RSP Emission Factor of Cementitious Materials	=	0.65	kg/Mg	(Note 4)
Uncontrolled FSP Emission Factor of Cementitious Materials	=	0.65	kg/Mg	(Note 5)
Unmitigated TSP Emission Rate of Each Dust Collector of Cementitious Materials per Silo	=	94.2	kg/hour	
Unmitigated RSP Emission Rate of Each Dust Collector of Cementitious Materials per Silo	=	39	kg/hour	
Unmitigated FSP Emission Rate of Each Dust Collector of Cementitious Materials per Silo	=	39	kg/hour	
Mitigated TSP Emission of Dust Collector	=	0.00942	kg/hour	
	=	9.42	g/hour	
	=	0.0026	g/s	
	=	3.14	mg/m^3	
Mitigated RSP Emission of Dust Collector	=	0.0039	kg/hour	
	=	3.9	g/hour	
	=	0.0011	g/s	
	=	1.30	mg/m^3	
Mitigated FSP Emission of Dust Collector	=	0.0039	kg/hour	
	=	3.9	g/hour	
	=	0.0011	g/s	
	=	1.30	mg/m^3	

EP5 to EP7 and EP10 to EP12 Emissions from Dust Collectors (DC5 to DC7 and DC10 to DC12) for Cement/GGBS/PFA Holding Hoppers

Maximum Cement/GGBS/PFA Consumption Rate	=	60	tonne/hour	(Note 6)
Capacity of Dust Collector (Flow rate)	=	1500	m^3/hour	(Note 2)
	=	0.4167	m^3/s	
Control Efficiency (η%)	=	99.99	%	(Note 2)
Uncontrolled TSP Emission Factor of Cement/PFA/GGBS Loading	=	1.57	kg/Mg	(Notes 7, 3)
Uncontrolled RSP Emission Factor of Cement/PFA/GGBS Loading	=	0.65	kg/Mg	(Notes 7, 4)
Uncontrolled FSP Emission Factor of Cement/PFA/GGBS Loading	=	0.65	kg/Mg	(Notes 7, 5)
Unmitigated TSP Emission Rate of Each Dust Collector of Cementitious Materials	=	94.2	kg/hour	
Unmitigated RSP Emission Rate of Each Dust Collector of Cementitious Materials	=	39	kg/hour	
Unmitigated FSP Emission Rate of Each Dust Collector of Cementitious Materials	=	39	kg/hour	
Mitigated TSP Emission of Dust Collector	=	0.00942	kg/hour	
	=	9.42	g/hour	
	=	0.0026	g/s	
	=	6.28	mg/m^3	
Mitigated RSP Emission of Dust Collector	=	0.0039	kg/hour	
	=	3.9	g/hour	
	=	0.0011	g/s	
	=	2.6	mg/m^3	
Mitigated FSP Emission of Dust Collector	=	0.0039	kg/hour	
	=	3.9	g/hour	
	=	0.0011	g/s	
	=	2.6	mg/m^3	

EP13 and EP14 Emissions from Dust Collector (DC 13 and DC 14) for 5m^3 Concrete Mixer

Total Concrete Production Rate	=	100	m^3/hour/leg	
Density		2.4	tonne/m^3	
Total Concrete Production Rate	=	240	tonne/hour/leg	
Maximum Cementitious Material Consumption Rate (r1)	=	100	tonne/hour/leg	(Note 8)
		0.028	tonne/s/leg	
Maximum Aggregate/Sand Consumption Rate (r2)	=	200	tonne/hour/leg	(Note 8)
		0.056	tonne/s/leg	
Uncontrolled TSP Emission Factor of Mixer Loading for Cementitious Material (EF_{TSP1})	=	0.286	kg/Mg	(Note 9)
Uncontrolled TSP Emission Factor of Mixer(Weigh Hopper) Loading for Aggregate/Sand (EF_{TSP2})	=	0.0026	kg/Mg	(Note 9)
Unmitigated Total TSP Emission Rate of (ER_{TSP})	=	0.0081	kg/s/mixer	
Uncontrolled RSP Emission Factor of Mixer Loading for Cementitious Material (EF_{RSP1})	=	0.078	kg/Mg	(Note 9)
Uncontrolled RSP Emission Factor of Mixer(Weigh Hopper) Loading for Aggregate/Sand (EF_{RSP2})	=	0.0013	kg/Mg	(Note 9)
Unmitigated Total RSP Emission Rate of (ER_{RSP})	=	0.0022	kg/s/mixer	
Uncontrolled FSP Emission Factor of Mixer Loading for Cementitious Material (EF_{FSP1})	=	0.078	kg/Mg	(Note 10)
Uncontrolled FSP Emission Factor of Mixer(Weigh Hopper) Loading for Aggregate/Sand (EF_{FSP2})	=	0.0013	kg/Mg	(Note 10)
Unmitigated Total FSP Emission Rate of (ER_{FSP})	=	0.0022	kg/s/mixer	

Mitigated Measures: Dust collector DC 13 and DC 14

Capacity of Dust Collector (Flow rate)	=	1500	m^3/hour	(Note 2)
	=	0.4167	m^3/s	
Control Efficiency (η%)	=	99.99	%	(Note 2)
Mitigated TSP Emission Rate of Dust Collector	=	8.09E-07	kg/s	
		0.001	g/s	
		1.9	mg/m^3	
Mitigated RSP Emission Rate of Dust Collector	=	2.24E-07	kg/s	
		2.24E-04	g/s	
		0.5	mg/m^3	
Mitigated FSP Emission Rate of Dust Collector	=	2.24E-07	kg/s	
		2.24E-04	g/s	
		0.5	mg/m^3	

Note:
1. The maximum cementitious material (cement, PFA, GGBS and silica fume) loading rate is provided by the Applicant.
2. Capacity of Dust Collector is provided by the Applicant as shown Appendix A.
3. For TSP (or Total PM), cement unloading rate of 0.36kg/Mg and cement supplement unloaing rate of 1.57kg/Mg are mentioned in USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06. The higher value of 1.57kg/Mg is considered for the worst-case scenario.
4. For RSP (or PM_{10}), cement unloading rate of 0.24kg/Mg and cement supplement unloaing rate of 0.65kg/Mg are mentioned in USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06. The higher value of 0.65kg/Mg is considered for the worst-case scenario.
5. For FSP (or $PM_{2.5}$), no data for cementitious material unloading to elevated storage silo is provided in USEPA AP-42. Therefore, the uncontrolled FSP emission factor for cementitious material unloading to silo is assumed to be the same as that of RSP for the worst-case scenario.
6. The maximum cement, PFA and GGBS consumption rate is provided by the Applicant.
7. Cementitious material is loaded from the relevant silo to presurised tank and then the relevant holding hopper. Because the cementitious material is conveyed via pneumatic pipe to holding tank, the emission factor of unloading to elevated silo (pneumatic) should be adopted for the worst-case scenario.
8. Material consumption rates are different for different concrete products. Therefore, the maximum aggregate and cementitious consumption rates have been adopted for the worst-case scenario.
9. The emission factors are referred to USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06.
10. For FSP (or $PM_{2.5}$), no data for cementitious material and aggregate/sand unloading to mixer/weigh hopper is provided in USEPA AP-42. Therefore, the uncontrolled FSP emission factors for cementitious material and aggregate/sand unloading to mixer/weigh hopper are assumed to be the same as that of RSP for the worst-case scenario.

Environmental Assessment for Concrete Batching Plant Kam Tin

Calculation of Emissions from Aggregate Ground Stockpile

Method: ***USEPA AP-42, Section 13.2.4.3, version 6/06***

$$\text{Emission Factor} = k(0.0016) * \frac{(U/2.2)^{1.3}}{(M/2)^{1.4}} \text{ kg/Mg}$$

Wing Speed (U)	=	3.60	m/s	(Note 1)
Moisture Content (M)	=	4.17	%	(Note 2)
k_{RSP}	=	0.35	dimensionless	(Note 3)
k_{FSP}	=	0.053	dimensionless	(Note 3)
RSP Emission Factor	=	3.80E-04	kg/Mg	
FSP Emission Factor	=	5.75E-05	kg/Mg	
Working hour per day	=	24	hour/day	

Stockpiles (EP15)

Approximate Amount of Aggregate Fine/Sand Stored	=	400	tonnes/day	(Note 4)

Mitigation Measures : Cover on top with three side enclosure + roof + watering

Receiving Area	=	107.3	m^2	
Control Efficiency	=	95	%	(Note 5)
Mitigated RSP Emission Rate	=	0.007595	kg/day	
	=	0.000088	g/s	
	=	8.192E-07	$g/m^2/s$	
Mitigated FSP Emission Rate	=	0.001150	kg/day	
	=	0.000013	g/s	
	=	1.241E-07	$g/m^2/s$	

Stockpiles (EP16)

Approximate Amount of Aggregate Fine/Sand Stored	=	1100	tonnes/day	(Note 4)

Mitigation Measures : Watering

Receiving Area	=	330	m^2	
Control Efficiency	=	90	%	(Note 6)
Mitigated RSP Emission Rate	=	0.041771	kg/day	
	=	0.000483	g/s	
	=	1.465E-06	$g/m^2/s$	
Mitigated FSP Emission Rate	=	0.006325	kg/day	
	=	0.000073	g/s	
	=	2.218E-07	$g/m^2/s$	

Noted:

1. The average wind speed is estimated based on the average wind speed for MM5 Grids (33,46) in m/s.
2. The moisture content was assumed to be 4.17% with reference to AP42 Table11.12-1 Note b - moisture content of sand
3. The particle size multipliers are suggested in USEPA AP-42 Section 13.2.4.3.
4. The approximate amounts of stored sand/aggregate fines and aggregates per day are advised by the Applicant.
5. Reference to the Approved EIA report "Road Works at West Kowloon" in 2009, 95% of dust removal efficiency was adopted for unloading aggregate to receiving hopper with enclosure on three sides and a top cover and equipped with water spraying system.
6. Referece to the DRR of Approved SP Licence Renewal "Lam Tei Quarry CBP", 90% of dust removal efficiency was adopted for unloading aggregate receiving hopper with watering.

Concrete Batching Plant at Kam Tin
Calculation of Emissions from Aggregate Transfer
Method: *USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06*

Emissions from unloading of aggregates to aggregate receiving hopper (EP17)

Maximum aggregate loading rate	=	100,000	kg/hr	
		100	tonnes/hour (i.e. Mg/hour)	(Note 1)
Uncontrolled TSP Emission Factor (Aggregate)	=	0.0035	kg/Mg	
Uncontrolled RSP Emission Factor (Aggregate)	=	0.0017	kg/Mg	
Unmitigated Total TSP Emission Rate from EP5	=	0.3500	kg/hr	
Unmitigated Total RSP Emission Rate from EP5	=	0.1700	kg/hr	
Unmitigated Total FSP Emission Rate from EP5	=	0.0525	kg/hr	(Note 2)

Mitigation Measures : With three side enclosure + water spraying

Receiving Area	=	21.36	m^2	(Note 1)
Control Efficiency	=	95	%	(Note 3)
Mitigated TSP Emission Rate	=	0.0175	kg/hr	
	=	0.004861	g/s	
	=	2.28E-04	$g/m^2/s$	
Mitigated RSP Emission Rate	=	0.0085	kg/hr	
	=	0.002361	g/s	
	=	1.11E-04	$g/m^2/s$	
Mitigated FSP Emission Rate	=	0.00263	kg/hr	
	=	7.29E-04	g/s	
	=	3.41E-05	$g/m^2/s$	

Emissions from unloading of aggregates to aggregate receiving hopper (EP18)

Maximum aggregate loading rate	=	100,000	kg/hr	
		100	tonnes/hour (i.e. Mg/hour)	(Note 1)
Uncontrolled TSP Emission Factor (Aggregate)	=	0.0035	kg/Mg	
Uncontrolled RSP Emission Factor (Aggregate)	=	0.0017	kg/Mg	
Unmitigated Total TSP Emission Rate from EP5	=	0.3500	kg/hr	
Unmitigated Total RSP Emission Rate from EP5	=	0.1700	kg/hr	
Unmitigated Total FSP Emission Rate from EP5	=	0.0525	kg/hr	(Note 2)

Mitigation Measures : With three side enclosure + water spraying

Receiving Area	=	21.36	m^2	(Note 1)
Control Efficiency	=	95	%	(Note 3)
Mitigated TSP Emission Rate	=	0.0175	kg/hr	
	=	0.004861	g/s	
	=	2.28E-04	$g/m^2/s$	
Mitigated RSP Emission Rate	=	0.0085	kg/hr	
	=	0.002361	g/s	
	=	1.11E-04	$g/m^2/s$	
Mitigated FSP Emission Rate	=	0.00263	kg/hr	
	=	7.29E-04	g/s	
	=	3.41E-05	$g/m^2/s$	

Note
1. Information as provided by the Applicant.
2. FSP emission concentration is assumed to be 15% of TSP in accordance with Page B.2-13, Appendix B2 of AP-42 .
3. Reference to the Approved EIA report "Road Works at West Kowloon" in 2009, 95% of dust removal efficiency was adopted for unloading aggregate to receiving ho enclosure on three sides and a top cover and equipped with water spraying system.
4. Since the aggregate unloading from barge and truck will not operate at the same time, so as the worst case scenario, the higher pollutant emission rate will be adopted in the assssmemt (i.e. unloading from barge)

Environmental Assessment for Concrete Batching Plant at Kam Tin

Traffic Density of the CBP

Segment ID	Coordinates		Road Length	0700 - 0900			
	X	Y		Concrete Truck	Aggregate Truck	Cementitious Tanker	Total
EP19_1	828741.4	832944.7	15.7	20	4		24
EP19_2	828762.5	832944.1	20.2	20	2		22
EP19_3	828782.5	832944.1	19.9	20	2		22
EP19_4	828788.5	832937.9	9.7	20	2		22
EP19_5	828788.4	832927.6	11.3	20	2		22
EP19_6	828780.9	832918.1	13.1	20	2		22
EP19_7	828782.1	832915.7	34.6	20	2		22
EP19_8	828747.3	832915.8	10	20			20
EP19_9	828736.8	832917.1	10.3	10			10
EP19_10	828727	832923.5	16.3	10			10
EP19_11	828736	832918.4	14.4	10			10
EP19_12	828727.4	832939.8	15.9	10			10
EP19_13	828736.3	832932.4	24	10			10
EP19_14	828746	832917	29	0	2		2

RSP Emission Factors of the Paved Road

Segment ID	Coordinates		Road Length	RSP Emission Factor ($g/s/m^2$)			
	X	Y		Concrete Truck	Aggregate Truck	Cementitious Tanker	Total
EP19_1	828741.4	832944.7	15.7	1.83E-05	3.66E-06	0.00E+00	2.20E-05
EP19_2	828762.5	832944.1	20.2	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_3	828782.5	832944.1	19.9	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_4	828788.5	832937.9	9.7	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_5	828788.4	832927.6	11.3	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_6	828780.9	832918.1	13.1	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_7	828782.1	832915.7	34.6	1.24E-05	1.24E-06	0.00E+00	1.37E-05
EP19_8	828747.3	832915.8	10	6.54E-06			6.54E-06
EP19_9	828736.8	832917.1	10.3	3.27E-06			3.27E-06
EP19_10	828727	832923.5	16.3	3.27E-06			3.27E-06
EP19_11	828736	832918.4	14.4	3.27E-06			3.27E-06
EP19_12	828727.4	832939.8	15.9	3.27E-06			3.27E-06
EP19_13	828736.3	832932.4	24	3.27E-06			3.27E-06
EP19_14	828746	832917	29		5.88E-07	0.00E+00	5.88E-07

FSP Emission Factors of the Paved Road

Segment ID	Coordinates		Road Length	FSP Emission Factor ($g/s/m^2$)			
	X	Y		Concrete Truck	Aggregate Truck	Cementitious Tanker	Total
EP19_1	828741.4	832944.7	15.7	4.43E-06	8.86E-07	0.00E+00	5.31E-06
EP19_2	828762.5	832944.1	20.2	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_3	828782.5	832944.1	19.9	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_4	828788.5	832937.9	9.7	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_5	828788.4	832927.6	11.3	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_6	828780.9	832918.1	13.1	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_7	828782.1	832915.7	34.6	3.00E-06	3.00E-07	0.00E+00	3.31E-06
EP19_8	828747.3	832915.8	10	1.58E-06			1.58E-06
EP19_9	828736.8	832917.1	10.3	7.91E-07			7.91E-07
EP19_10	828727	832923.5	16.3	7.91E-07			7.91E-07
EP19_11	828736	832918.4	14.4	7.91E-07			7.91E-07
EP19_12	828727.4	832939.8	15.9	7.91E-07			7.91E-07
EP19_13	828736.3	832932.4	24	7.91E-07			7.91E-07
EP19_14	828746	832917	29		1.42E-07	0.00E+00	1.42E-07

Calculation of Dust Suppression Efficiency for Paved Road
Method: **USEPA, Control of Open Fugitive Dust Sources**

Percentage of Dust Suppression by Watering is derived from the equation:
C = 100 - (0.8pdt / i)

Where:

C	=	average control efficiency, percent	
P	=	potential average hourly daytime evaporation rate, mm/h	
d	=	average hourly daytime traffic rate	
i	=	application intensity, L/m^2	
t	=	time between applications, h (t =1 for apply water per hour)	

P	=	0.0049 x evaporation for annual condition		(Note 1)
Evaporation for annual condition	=	1204.1	mm	(Note 2)
	=	47.40542	inch	(Note 3)
P	=	0.2323	mm/h	
i	=	1.5	L/m^2	
t	=	1	h	(t=1 for apply watering every hour)

Road Segments	average hourly daytime traffic rate (d)	Average control efficiency (%)
EP19_1	56	93.1
EP19_2	38	95.3
EP19_3	38	95.3
EP19_4	38	95.3
EP19_5	38	95.3
EP19_6	38	95.3
EP19_7	38	95.3
EP19_8	20	97.5
EP19_9	10	98.8
EP19_10	10	98.8
EP19_11	10	98.8
EP19_12	10	98.8
EP19_13	10	98.8
EP19_14	18	97.8

SP Licence Application for Concrete Batching Plant at TKO 137 Area
Calculation of Emissions from Paved Roads (0700 to 0900)
Method: ***USEPA AP-42, Section 13.2.1.3, version 1/2011***

Particulate Emission Factor (g/VKT), E = $k\ (sL)^{0.91}\ (W)^{1.02}$
where
k = particle size multiplier
sL = road surface silt loading
W = average weight of the vehicles traveling the road

From Concrete Trucks

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	30	tons	
Average Unladden Weight of Trucks	=	15	tons	
Average Weight of Truck	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	1.98E-01	g/m/hr	
	=	5.49E-05	g/m/s	
	=	8.62E-04	g/s	
	=	1.83E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	4.78E-02	g/m/hr	
	=	1.33E-05	g/m/s	
	=	2.09E-04	g/s	
	=	4.43E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.53E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.82E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.41E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.79E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	

	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	3.61E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	8.74E-05	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.21E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.02E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.88E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.18E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	1.29E-03	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	3.12E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_8

Control Efficiency	=	97.5	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	10.0	m	
Area of paved road travelled	=	30.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	7.06E-02	g/m/hr	
	=	1.96E-05	g/m/s	
	=	1.96E-04	g/s	
	=	6.536E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	

	=	8.54E-04	g/veh/m	
	=	1.71E-02	g/m/hr	
	=	4.74E-06	g/m/s	
	=	4.74E-05	g/s	
	=	1.58E-06	$g/s/m^2$	

EP19_9

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	10.3	m	
Area of paved road travelled	=	30.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.01E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	2.44E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_10

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	16.3	m	
Area of paved road travelled	=	48.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.60E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.87E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_11

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	14.4	m	
Area of paved road travelled	=	43.2	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.41E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.42E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_12

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	15.9	m	
Area of paved road travelled	=	47.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.56E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.77E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_13

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	24.0	m	
Area of paved road travelled	=	72.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	2.35E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	5.69E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.000E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

From Aggregate Truck

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Concrete Lorry Mixer	=	30	tons	
Average Weight of Concrete Lorry Mixer	=	15	tons	
Average Unladden Weight of Concrete Lorry Mixer	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	3.95E-02	g/m/hr	
	=	1.10E-05	g/m/s	
	=	1.72E-04	g/s	
	=	3.66E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	9.56E-03	g/m/hr	
	=	2.66E-06	g/m/s	
	=	4.17E-05	g/s	
	=	8.86E-07	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	7.53E-05	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	1.82E-05	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	7.41E-05	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	1.79E-05	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	3.61E-05	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	8.74E-06	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	4.21E-05	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	1.02E-05	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	4.88E-05	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	1.18E-05	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	

RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-02	g/m/hr	
	=	3.73E-06	g/m/s	
	=	1.29E-04	g/s	
	=	1.24E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-03	g/m/hr	
	=	9.01E-07	g/m/s	
	=	3.12E-05	g/s	
	=	3.00E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	2	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.1766	g/VKT	
	=	3.18E-03	g/veh/m	
	=	6.35E-03	g/m/hr	
	=	1.76E-06	g/m/s	
	=	5.12E-05	g/s	
	=	5.88E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.7685	g/VKT	
	=	7.69E-04	g/veh/m	
	=	1.54E-03	g/m/hr	
	=	4.27E-07	g/m/s	
	=	1.24E-05	g/s	
	=	1.42E-07	$g/s/m^2$	

From Cementitious Tanker

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	38	tons	
Average Unladden Weight of Trucks	=	12	tons	
Average Weight of Trucks	=	25		
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	11.0041	g/VKT	
	=	1.10E-02	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.6623	g/VKT	
	=	2.66E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)

Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	0.00E+00	g/m/hr	

	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5370	g/VKT	
	=	3.54E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8557	g/VKT	
	=	8.56E-04	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

Note:

1. Particle size multiplier is referred to Table 13.2-1-1, Section 13.2.1 of USEPA AP42 (ver 1/11) for RSP (PM10) and FSP (PM2.5).
2. Road surfacing silt loading is referred to Table 13.2.1-3 of USEPA AP42 (ver 1/11) for concrete batching.
3. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle
4. The vehicle numbers within the site is advised by the applicant.

SP Licence Application for Concrete Batching Plant at TKO 137 Area
Calculation of Emissions from Paved Roads (0900 to 1900)
Method: ***USEPA AP-42, Section 13.2.1.3, version 1/2011***

Particulate Emission Factor (g/VKT), E = $k\ (sL)^{0.91}\ (W)^{1.02}$
where
k = particle size multiplier
sL = road surface silt loading
W = average weight of the vehicles traveling the road

From Concrete Trucks

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	30	tons	
Average Unladden Weight of Trucks	=	15	tons	
Average Weight of Truck	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	1.98E-01	g/m/hr	
	=	5.49E-05	g/m/s	
	=	8.62E-04	g/s	
	=	1.83E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	4.78E-02	g/m/hr	
	=	1.33E-05	g/m/s	
	=	2.09E-04	g/s	
	=	4.43E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.53E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.82E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.41E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.79E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	

	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	3.61E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	8.74E-05	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.21E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.02E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.88E-04	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.18E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	1.29E-03	g/s	
	=	1.242E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	3.12E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_8

Control Efficiency	=	97.5	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	10.0	m	
Area of paved road travelled	=	30.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	7.06E-02	g/m/hr	
	=	1.96E-05	g/m/s	
	=	1.96E-04	g/s	
	=	6.536E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	

	=	8.54E-04	g/veh/m	
	=	1.71E-02	g/m/hr	
	=	4.74E-06	g/m/s	
	=	4.74E-05	g/s	
	=	1.58E-06	$g/s/m^2$	

EP19_9

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	10.3	m	
Area of paved road travelled	=	30.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.01E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	2.44E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_10

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	16.3	m	
Area of paved road travelled	=	48.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.60E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.87E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_11

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	14.4	m	
Area of paved road travelled	=	43.2	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.41E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.42E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_12

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	15.9	m	
Area of paved road travelled	=	47.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	1.56E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	3.77E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_13

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	10	veh/hr	(Note 4)
Road Length	=	24.0	m	
Area of paved road travelled	=	72.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	3.53E-02	g/m/hr	
	=	9.80E-06	g/m/s	
	=	2.35E-04	g/s	
	=	3.268E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	8.54E-03	g/m/hr	
	=	2.37E-06	g/m/s	
	=	5.69E-05	g/s	
	=	7.91E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.000E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

From Aggregate Truck

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Concrete Lorry Mixer	=	30	tons	
Average Weight of Concrete Lorry Mixer	=	15	tons	
Average Unladden Weight of Concrete Lorry Mixer	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	28	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	2.77E-01	g/m/hr	
	=	7.69E-05	g/m/s	
	=	1.21E-03	g/s	
	=	2.56E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	6.69E-02	g/m/hr	
	=	1.86E-05	g/m/s	
	=	2.92E-04	g/s	
	=	6.20E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	5.27E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	1.27E-04	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	5.19E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	1.26E-04	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	2.53E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	6.12E-05	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	2.95E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	7.13E-05	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	3.42E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	8.27E-05	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	

RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	9.39E-02	g/m/hr	
	=	2.61E-05	g/m/s	
	=	9.02E-04	g/s	
	=	8.69E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	2.27E-02	g/m/hr	
	=	6.31E-06	g/m/s	
	=	2.18E-04	g/s	
	=	2.10E-06	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	14	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.1766	g/VKT	
	=	3.18E-03	g/veh/m	
	=	4.45E-02	g/m/hr	
	=	1.24E-05	g/m/s	
	=	3.58E-04	g/s	
	=	4.12E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.7685	g/VKT	
	=	7.69E-04	g/veh/m	
	=	1.08E-02	g/m/hr	
	=	2.99E-06	g/m/s	
	=	8.67E-05	g/s	
	=	9.96E-07	$g/s/m^2$	

From Cementitious Tanker

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	38	tons	
Average Unladden Weight of Trucks	=	12	tons	
Average Weight of Trucks	=	25		
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	8	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	11.0041	g/VKT	
	=	1.10E-02	g/veh/m	
	=	8.80E-02	g/m/hr	
	=	2.45E-05	g/m/s	
	=	3.84E-04	g/s	
	=	8.15E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.6623	g/VKT	
	=	2.66E-03	g/veh/m	
	=	2.13E-02	g/m/hr	
	=	5.92E-06	g/m/s	
	=	9.29E-05	g/s	
	=	1.97E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.68E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	4.05E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)

Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.65E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	3.99E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	8.05E-05	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	1.95E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	9.38E-05	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	2.27E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.09E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	2.63E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	

	=	8.30E-06	g/m/s	
	=	2.87E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	6.95E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5370	g/VKT	
	=	3.54E-03	g/veh/m	
	=	1.41E-02	g/m/hr	
	=	3.93E-06	g/m/s	
	=	1.14E-04	g/s	
	=	1.31E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8557	g/VKT	
	=	8.56E-04	g/veh/m	
	=	3.42E-03	g/m/hr	
	=	9.51E-07	g/m/s	
	=	2.76E-05	g/s	
	=	3.17E-07	$g/s/m^2$	

Note:

1. Particle size multiplier is referred to Table 13.2-1-1, Section 13.2.1 of USEPA AP42 (ver 1/11) for RSP (PM10) and FSP (PM2.5).
2. Road surfacing silt loading is referred to Table 13.2.1-3 of USEPA AP42 (ver 1/11) for concrete batching.
3. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle
4. The vehicle numbers within the site is advised by the applicant.

SP Licence Application for Concrete Batching Plant at TKO 137 Area
Calculation of Emissions from Paved Roads (1900 to 2300)
Method: ***USEPA AP-42, Section 13.2.1.3, version 1/2011***

Particulate Emission Factor (g/VKT), E = $k\ (sL)^{0.91}\ (W)^{1.02}$

where

k = particle size multiplier
sL = road surface silt loading
W = average weight of the vehicles traveling the road

From Concrete Trucks

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	30	tons	
Average Unladden Weight of Trucks	=	15	tons	
Average Weight of Truck	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	5.93E-02	g/m/hr	
	=	1.65E-05	g/m/s	
	=	2.59E-04	g/s	
	=	5.49E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	1.43E-02	g/m/hr	
	=	3.99E-06	g/m/s	
	=	6.26E-05	g/s	
	=	1.33E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	2.26E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	5.46E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	2.22E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	5.38E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	

	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	1.08E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	2.62E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	1.26E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	3.06E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	1.46E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	3.54E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	4.02E-02	g/m/hr	
	=	1.12E-05	g/m/s	
	=	3.87E-04	g/s	
	=	3.726E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	9.73E-03	g/m/hr	
	=	2.70E-06	g/m/s	
	=	9.36E-05	g/s	
	=	9.01E-07	$g/s/m^2$	

EP19_8

Control Efficiency	=	97.5	%	(Note 3)
Trucks Travelling Frequency	=	6	veh/hr	(Note 4)
Road Length	=	10.0	m	
Area of paved road travelled	=	30.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	2.12E-02	g/m/hr	
	=	5.88E-06	g/m/s	
	=	5.88E-05	g/s	
	=	1.961E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	

	=	8.54E-04	g/veh/m	
	=	5.12E-03	g/m/hr	
	=	1.42E-06	g/m/s	
	=	1.42E-05	g/s	
	=	4.74E-07	$g/s/m^2$	

EP19_9

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	3	veh/hr	(Note 4)
Road Length	=	10.3	m	
Area of paved road travelled	=	30.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	1.06E-02	g/m/hr	
	=	2.94E-06	g/m/s	
	=	3.03E-05	g/s	
	=	9.804E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	2.56E-03	g/m/hr	
	=	7.12E-07	g/m/s	
	=	7.33E-06	g/s	
	=	2.37E-07	$g/s/m^2$	

EP19_10

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	3	veh/hr	(Note 4)
Road Length	=	16.3	m	
Area of paved road travelled	=	48.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	1.06E-02	g/m/hr	
	=	2.94E-06	g/m/s	
	=	4.79E-05	g/s	
	=	9.804E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	2.56E-03	g/m/hr	
	=	7.12E-07	g/m/s	
	=	1.16E-05	g/s	
	=	2.37E-07	$g/s/m^2$	

EP19_11

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	3	veh/hr	(Note 4)
Road Length	=	14.4	m	
Area of paved road travelled	=	43.2	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	1.06E-02	g/m/hr	
	=	2.94E-06	g/m/s	
	=	4.24E-05	g/s	
	=	9.804E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	2.56E-03	g/m/hr	
	=	7.12E-07	g/m/s	
	=	1.02E-05	g/s	
	=	2.37E-07	$g/s/m^2$	

EP19_12

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	3	veh/hr	(Note 4)
Road Length	=	15.9	m	
Area of paved road travelled	=	47.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	1.06E-02	g/m/hr	
	=	2.94E-06	g/m/s	
	=	4.68E-05	g/s	
	=	9.804E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	2.56E-03	g/m/hr	
	=	7.12E-07	g/m/s	
	=	1.13E-05	g/s	
	=	2.37E-07	$g/s/m^2$	

EP19_13

Control Efficiency	=	98.8	%	(Note 3)
Trucks Travelling Frequency	=	3	veh/hr	(Note 4)
Road Length	=	24.0	m	
Area of paved road travelled	=	72.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	1.06E-02	g/m/hr	
	=	2.94E-06	g/m/s	
	=	7.06E-05	g/s	
	=	9.804E-07	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	2.56E-03	g/m/hr	
	=	7.12E-07	g/m/s	
	=	1.71E-05	g/s	
	=	2.37E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	0	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5296	g/VKT	
	=	3.53E-03	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.000E+00	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.465	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8539	g/VKT	
	=	8.54E-04	g/veh/m	
	=	0.00E+00	g/m/hr	
	=	0.00E+00	g/m/s	
	=	0.00E+00	g/s	
	=	0.00E+00	$g/s/m^2$	

From Aggregate Truck

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Concrete Lorry Mixer	=	30	tons	
Average Weight of Concrete Lorry Mixer	=	15	tons	
Average Unladden Weight of Concrete Lorry Mixer	=	22.5	tons	
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m^2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	40	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.8829	g/VKT	
	=	9.88E-03	g/veh/m	
	=	3.95E-01	g/m/hr	
	=	1.10E-04	g/m/s	
	=	1.72E-03	g/s	
	=	3.66E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.3910	g/VKT	
	=	2.39E-03	g/veh/m	
	=	9.56E-02	g/m/hr	
	=	2.66E-05	g/m/s	
	=	4.17E-04	g/s	
	=	8.86E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.53E-04	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.82E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	7.41E-04	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.79E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	3.61E-04	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	8.74E-05	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.21E-04	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.02E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	4.88E-04	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	1.18E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	

RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	6.7062	g/VKT	
	=	6.71E-03	g/veh/m	
	=	1.34E-01	g/m/hr	
	=	3.73E-05	g/m/s	
	=	1.29E-03	g/s	
	=	1.24E-05	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.6225	g/VKT	
	=	1.62E-03	g/veh/m	
	=	3.24E-02	g/m/hr	
	=	9.01E-06	g/m/s	
	=	3.12E-04	g/s	
	=	3.00E-06	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	20	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	142.4534	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.1766	g/VKT	
	=	3.18E-03	g/veh/m	
	=	6.35E-02	g/m/hr	
	=	1.76E-05	g/m/s	
	=	5.12E-04	g/s	
	=	5.88E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	34.4645	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.7685	g/VKT	
	=	7.69E-04	g/veh/m	
	=	1.54E-02	g/m/hr	
	=	4.27E-06	g/m/s	
	=	1.24E-04	g/s	
	=	1.42E-06	$g/s/m^2$	

From Cementitious Tanker

Mitigation measures: water spraying and wheel washing

Average Loaded Weight of Truck	=	38	tons	
Average Unladden Weight of Trucks	=	12	tons	
Average Weight of Trucks	=	25		
k	=	3.23	g/VKT (for TSP)	(Note 1)
	=	0.62	g/VKT (for RSP)	
	=	0.15	g/VKT (for FSP)	
sL = road surface silt loading	=	12	g/m2	(Note 2)

EP19_1

Control Efficiency	=	93.1	%	(Note 3)
Trucks Travelling Frequency	=	8	veh/hr	(Note 4)
Road Length	=	15.7	m	
Area of paved road travelled	=	47.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	11.0041	g/VKT	
	=	1.10E-02	g/veh/m	
	=	8.80E-02	g/m/hr	
	=	2.45E-05	g/m/s	
	=	3.84E-04	g/s	
	=	8.15E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.6623	g/VKT	
	=	2.66E-03	g/veh/m	
	=	2.13E-02	g/m/hr	
	=	5.92E-06	g/m/s	
	=	9.29E-05	g/s	
	=	1.97E-06	$g/s/m^2$	

EP19_2

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	20.2	m	
Area of paved road travelled	=	60.6	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.68E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	4.05E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_3

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)

Road Length	=	19.9	m	
Area of paved road travelled	=	59.7	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.65E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	3.99E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_4

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	9.7	m	
Area of paved road travelled	=	29.1	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	8.05E-05	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	1.95E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_5

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	11.3	m	
Area of paved road travelled	=	33.9	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	9.38E-05	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	2.27E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_6

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	13.1	m	
Area of paved road travelled	=	39.3	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	
	=	8.30E-06	g/m/s	
	=	1.09E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	2.63E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_7

Control Efficiency	=	95.3	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	34.6	m	
Area of paved road travelled	=	103.8	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	7.4671	g/VKT	
	=	7.47E-03	g/veh/m	
	=	2.99E-02	g/m/hr	

	=	8.30E-06	g/m/s	
	=	2.87E-04	g/s	
	=	2.77E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	1.8066	g/VKT	
	=	1.81E-03	g/veh/m	
	=	7.23E-03	g/m/hr	
	=	2.01E-06	g/m/s	
	=	6.95E-05	g/s	
	=	6.69E-07	$g/s/m^2$	

EP19_14

Control Efficiency	=	97.8	%	(Note 3)
Trucks Travelling Frequency	=	4	veh/hr	(Note 4)
Road Length	=	29.0	m	
Area of paved road travelled	=	87.0	m^2	
RSP Emission Factor (uncontrolled) of paved road	=	158.6154	g/VKT	
RSP Emission Factor (controlled) of paved road	=	3.5370	g/VKT	
	=	3.54E-03	g/veh/m	
	=	1.41E-02	g/m/hr	
	=	3.93E-06	g/m/s	
	=	1.14E-04	g/s	
	=	1.31E-06	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	38.3747	g/VKT	
FSP Emission Factor (controlled) of paved road	=	0.8557	g/VKT	
	=	8.56E-04	g/veh/m	
	=	3.42E-03	g/m/hr	
	=	9.51E-07	g/m/s	
	=	2.76E-05	g/s	
	=	3.17E-07	$g/s/m^2$	

Note:

1. Particle size multiplier is referred to Table 13.2-1-1, Section 13.2.1 of USEPA AP42 (ver 1/11) for RSP (PM10) and FSP (PM2.5).
2. Road surfacing silt loading is referred to Table 13.2.1-3 of USEPA AP42 (ver 1/11) for concrete batching.
3. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle
4. The vehicle numbers within the site is advised by the applicant.

EP19_1	
End Hr	Factor
1:00	0
2:00	0
3:00	0
4:00	0
5:00	0
6:00	0
7:00	0
8:00	4.22E-01
9:00	4.22E-01
10:00	1.00E+00
11:00	1.00E+00
12:00	1.00E+00
13:00	1.00E+00
14:00	1.00E+00
15:00	1.00E+00
16:00	1.00E+00
17:00	1.00E+00
18:00	1.00E+00
19:00	1.00E+00
20:00	9.65E-01
21:00	9.65E-01
22:00	9.65E-01
23:00	9.65E-01
0:00	0

EP19_2 to 7	
End Hr	Factor
1:00	0
2:00	0
3:00	0
4:00	0
5:00	0
6:00	0
7:00	0
8:00	5.72E-01
9:00	5.72E-01
10:00	1.00E+00
11:00	1.00E+00
12:00	1.00E+00
13:00	1.00E+00
14:00	1.00E+00
15:00	1.00E+00
16:00	1.00E+00
17:00	1.00E+00
18:00	1.00E+00
19:00	1.00E+00
20:00	7.92E-01
21:00	7.92E-01
22:00	7.92E-01
23:00	7.92E-01
0:00	0

EP19_8 to 13	
End Hr	Factor
1:00	0
2:00	0
3:00	0
4:00	0
5:00	0
6:00	0
7:00	0
8:00	1.00E+00
9:00	1.00E+00
10:00	1.00E+00
11:00	1.00E+00
12:00	1.00E+00
13:00	1.00E+00
14:00	1.00E+00
15:00	1.00E+00
16:00	1.00E+00
17:00	1.00E+00
18:00	1.00E+00
19:00	1.00E+00
20:00	3.00E-01
21:00	3.00E-01
22:00	3.00E-01
23:00	3.00E-01
0:00	0

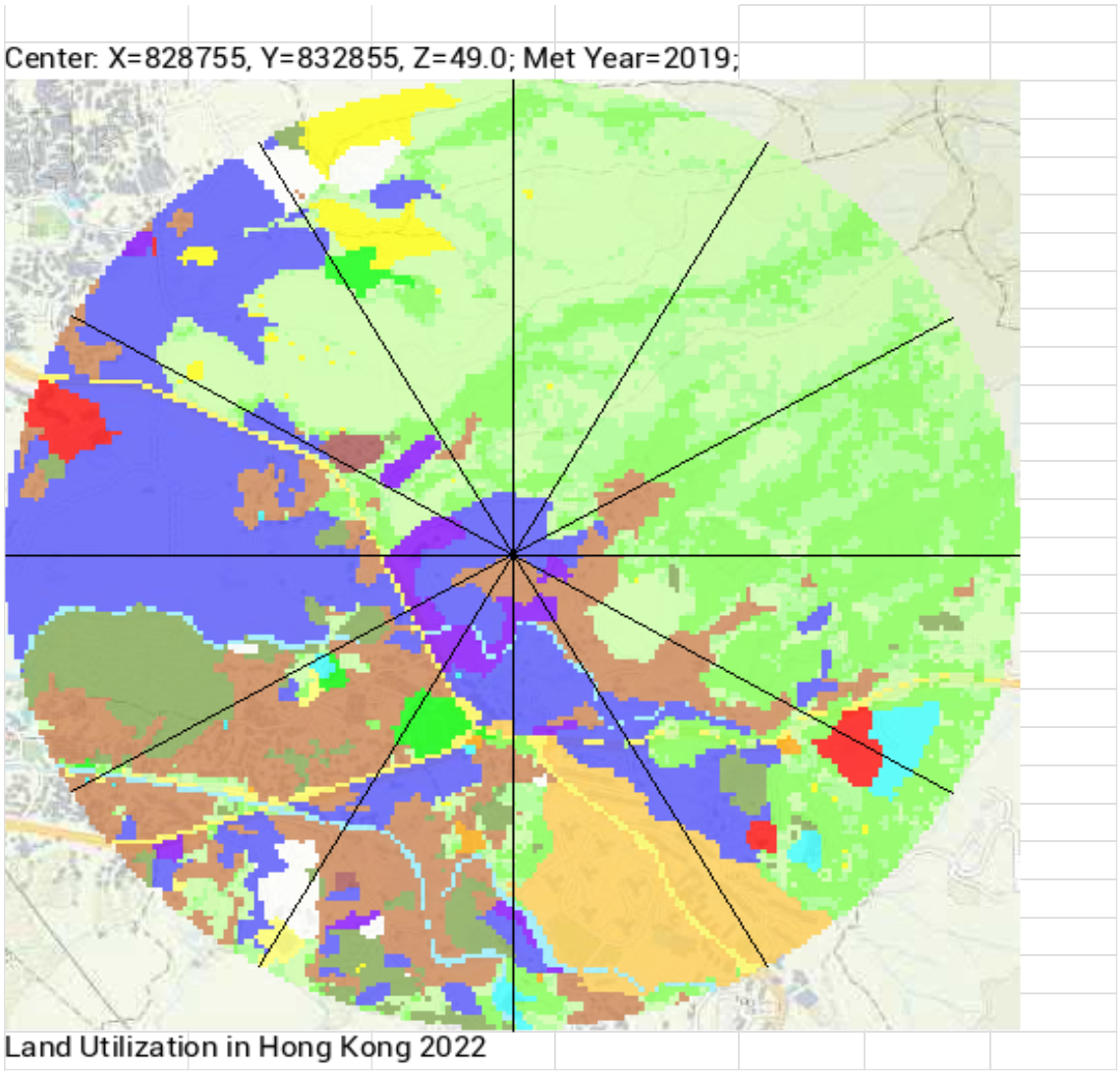
EP19_14	
End Hr	Factor
1:00	0
2:00	0
3:00	0
4:00	0
5:00	0
6:00	0
7:00	0
8:00	1.08E-01
9:00	1.08E-01
10:00	1.00E+00
11:00	1.00E+00
12:00	1.00E+00
13:00	1.00E+00
14:00	1.00E+00
15:00	1.00E+00
16:00	1.00E+00
17:00	1.00E+00
18:00	1.00E+00
19:00	1.00E+00
20:00	1.33E+00
21:00	1.33E+00
22:00	1.33E+00
23:00	1.33E+00
0:00	0

Appendix B Landuse Characteristics Parameters for AERMET

For Roughness (33, 46)

Code	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1	Private Residential	1	0.18	1.5
2	Public Residential	1	0.18	1.5
3	Rural Settlement	0.375	0.165	0.9
11	Commercial/Business and Office	1	0.18	1.5
21	Industrial Land	0.7	0.18	1.5
22	Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23	Warehouse and Open Storage	0.7	0.18	1.5
31	Government, Institutional and Community Facilities	0.7	0.18	1.5
32	Open Space and Recreation	0.04	0.15	1
41	Roads and Transport Facilities	0.7	0.18	1.5
42	Railways	0.7	0.18	1.5
43	Airport	0.07	0.18	1.5
44	Port Facilities	0.7	0.18	1.5
51	Cemeteries/Funeral Facilities	0.7	0.18	1.5
52	Utilities	0.7	0.18	1.5
53	Vacant Land/Construction in Progress	0.2	0.18	1
54	Others	0.2	0.18	1
61	Agricultural Land	0.1575	0.18	0.55
62	Fish Ponds/Gei Wais	0.001	0.1	0.1
71	Woodland	1.05	0.1625	0.75
72	Shrubland	0.3	0.18	1.25
73	Grassland	0.065	0.185	0.8
74	Mangrove/Swamp	0.065	0.14	0.225
81	Badland	0.15	0.1625	0.75
83	Rocky Shore	0.05	0.2	4.75
91	Reservoirs	0.001	0.1	0.1
92	Streams and Nullahs	0.001	0.1	0.1
99	SZ Residential *	1	0.18	1.5
0	Open Sea *	0.001	0.1	0.1
	* Non-PlanD Land Utilization categories			

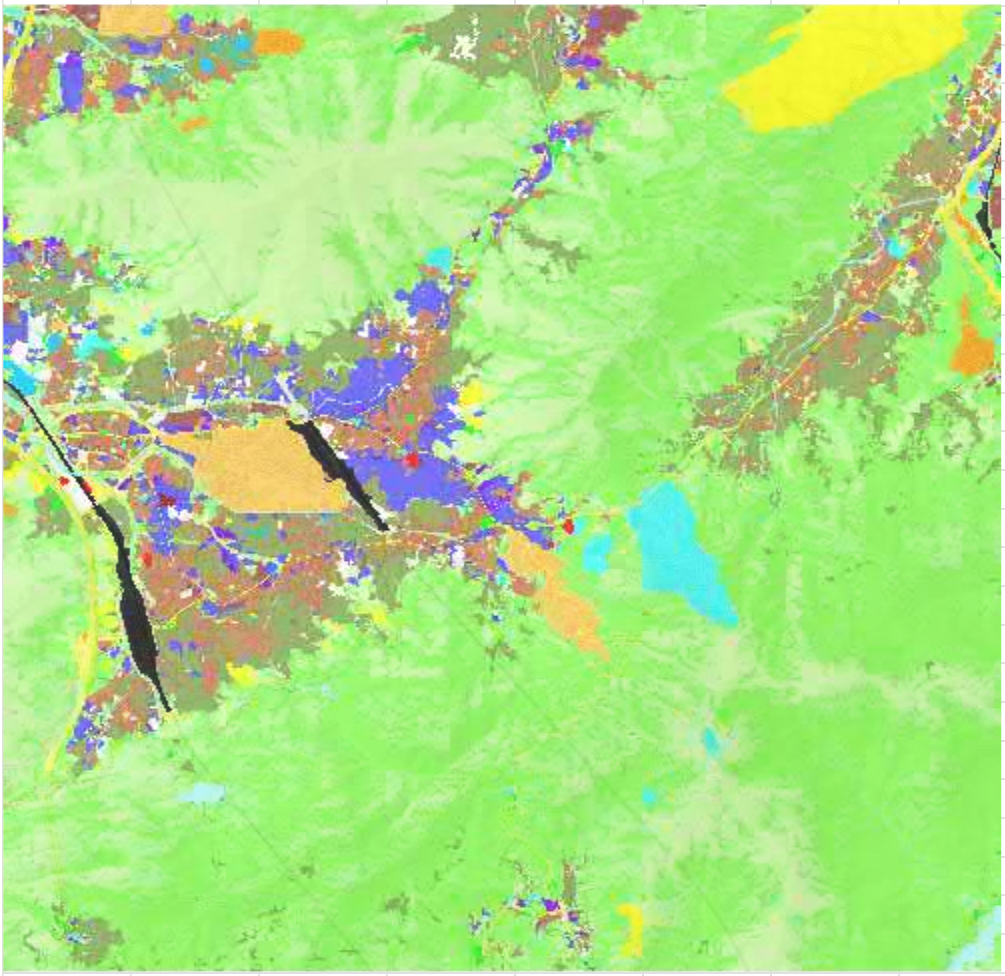
Angle	Group	Inverse-dist	Roughness
0	0 - 30	5.176452751	**0.180888**
30	30 - 60	5.31768931	**0.243078**
60	60 - 90	5.176452751	**0.512926**
90	90 - 120	5.176452751	**0.423659**
120	120 - 150	5.31768931	**0.395184**
150	150 - 180	5.176452751	**0.310706**
180	180 - 210	5.176452751	**0.298283**
210	210 - 240	5.31768931	**0.347882**
240	240 - 270	5.176452751	**0.374540**
270	270 - 300	5.176452751	**0.539075**
300	300 - 330	5.31768931	**0.285071**
330	330 - 360	5.176452751	**0.241476**


Center: X=828755, Y=832855, Z=49.0; Met Year=2019;
Land Utilization in Hong Kong 2022

For albedo and Brown Ratio (33,46)

Code	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Per	b^n/Sn
1	Private Residential	1	0.18	1.5	4187	0.42%	0.00075366	1.001699124
2	Public Residential	1	0.18	1.5	154	0.02%	0.00002772	1.000062444
3	Rural Settlement	0.375	0.165	0.9	66392	6.64%	0.01095468	0.993029313
11	Commercial/Business and Office	1	0.18	1.5	772	0.08%	0.00013896	1.000313068
21	Industrial Land	0.7	0.18	1.5	3297	0.33%	0.00059346	1.001337712
22	Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	0	0.00%	0	1
23	Warehouse and Open Storage	0.7	0.18	1.5	30393	3.04%	0.00547074	1.012399546
31	Government, Institutional and Community Facilities	0.7	0.18	1.5	12931	1.29%	0.00232758	1.005256838
32	Open Space and Recreation	0.04	0.15	1	2944	0.29%	0.0004416	1
41	Roads and Transport Facilities	0.7	0.18	1.5	15497	1.55%	0.00278946	1.006303275
42	Railways	0.7	0.18	1.5	6506	0.65%	0.00117108	1.002641438
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	24861	2.49%	0.00447498	1.010131245
52	Utilities	0.7	0.18	1.5	4589	0.46%	0.00082602	1.001862412
53	Vacant Land/Construction in Progress	0.2	0.18	1	8747	0.87%	0.00157446	1
54	Others	0.2	0.18	1	18651	1.87%	0.00335718	1
61	Agricultural Land	0.1575	0.18	0.55	84997	8.50%	0.01529946	0.950455105
62	Fish Ponds/Gei Wais	0.001	0.1	0.1	2140	0.21%	0.000214	0.995084588
71	Woodland	1.05	0.1625	0.75	393599	39.36%	0.063959838	0.89294403
72	Shrubland	0.3	0.18	1.25	152396	15.24%	0.02743128	1.034591005
73	Grassland	0.065	0.185	0.8	158439	15.84%	0.029311215	0.965263034
74	Mangrove/Swamp	0.065	0.14	0.225	20	0.00%	0.0000028	0.999970167
81	Badland	0.15	0.1625	0.75	6	0.00%	0.000000975	0.999998274
83	Rocky Shore	0.05	0.2	4.75	0	0.00%	0	1
91	Reservoirs	0.001	0.1	0.1	2275	0.23%	0.0002275	0.994775315
92	Streams and Nullahs	0.001	0.1	0.1	6207	0.62%	0.0006207	0.985809502
99	SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0	Open Sea *	0.001	0.1	0.1	0	0.00%	0	1
			0.171969	**0.856381**	1000000			
	* Non-PlanD Land Utilization categories							

Center: X=828755, Y=832855, Z=49.0; Met Year=2019;



Land Utilization in Hong Kong 2022

Appendix C EMFAC-HK Model Input

Methodology and Assumptions for Calculation of Vehicular Emission Source

Model Year

Two years of traffic data were provided by the traffic consultant. The 24-hourly vehicle flows for the modelling are shown in **Appendix G-1**.

- 2026 (the commencing year of the proposed CBP)
- 2031 (5 years valid period of SP licence)

Model

EMFAC-HK as built in EPD's Smart Air Modelling Platform ("SAMP") was used to estimate the composite emission factors. "Zero Emission Vehicle" ("ZEV") Scenario was selected in SAMP.

Vehicle Speed

Vehicle speed on each road link at each hour was provided by the traffic consultant as summarized in **Appendix C-1**. All the vehicle classes on the same road link were assumed to have the same travelling speed.

Trips

Start emissions of vehicles were assumed for all the assessed road links as conservative approach.

Composite Emission Factors

The composite emission factors for the assessed roads as estimated through the SAMP are shown in **Appendix C-2**. Based on the PATH meteorological data of temperature and relative humidity for the relevant grids of the assessed roads, three types of composite emission factors were estimated, annual hour minimum, monthly hour minimum and monthly hour average.

For long-term air quality impact, monthly hour average composite emission factors were adopted. For short-term air quality, monthly hour minimum composite emission factors were used.

Jenkin Method

Jenkin method was adopted for the conversion of cumulative NOx to NO_2 by using the functional form of annual mean of NO_2-to-NOx with reference to the Review of Methods for NO to NO_2 Conversion in plumes at short range for the long-term cumulative NO_2 assessment. The mentioned functional form is presented as equation below.

$$[NO_2] = \frac{\left([\mathrm{NOx}] + [\mathrm{OX}] + \frac{\mathrm{J}}{\mathrm{k}}\right) - \sqrt{([NOx] + [OX] + \frac{J}{k})^2 - 4[NOx][OX]}}{2}$$

Where $[NO_2]$ is the NO_2 concentration

[NOx] is the NOx concentration

[OX] is the sum of NO_2 concentration and O3 concentration (i.e. $[OX] = [NO_2] + [O_3]$)

J is the photolysis rate of NO_2

k is the rate constant for reaction between NO and O_3

The derivation of cumulative annual average NOx to NO_2 conversion equation using Jenkin Method for this assessment by SAMP are shown in **Appendix C-3**.

Appendix C-1 Traffic Flows

Figure C-1

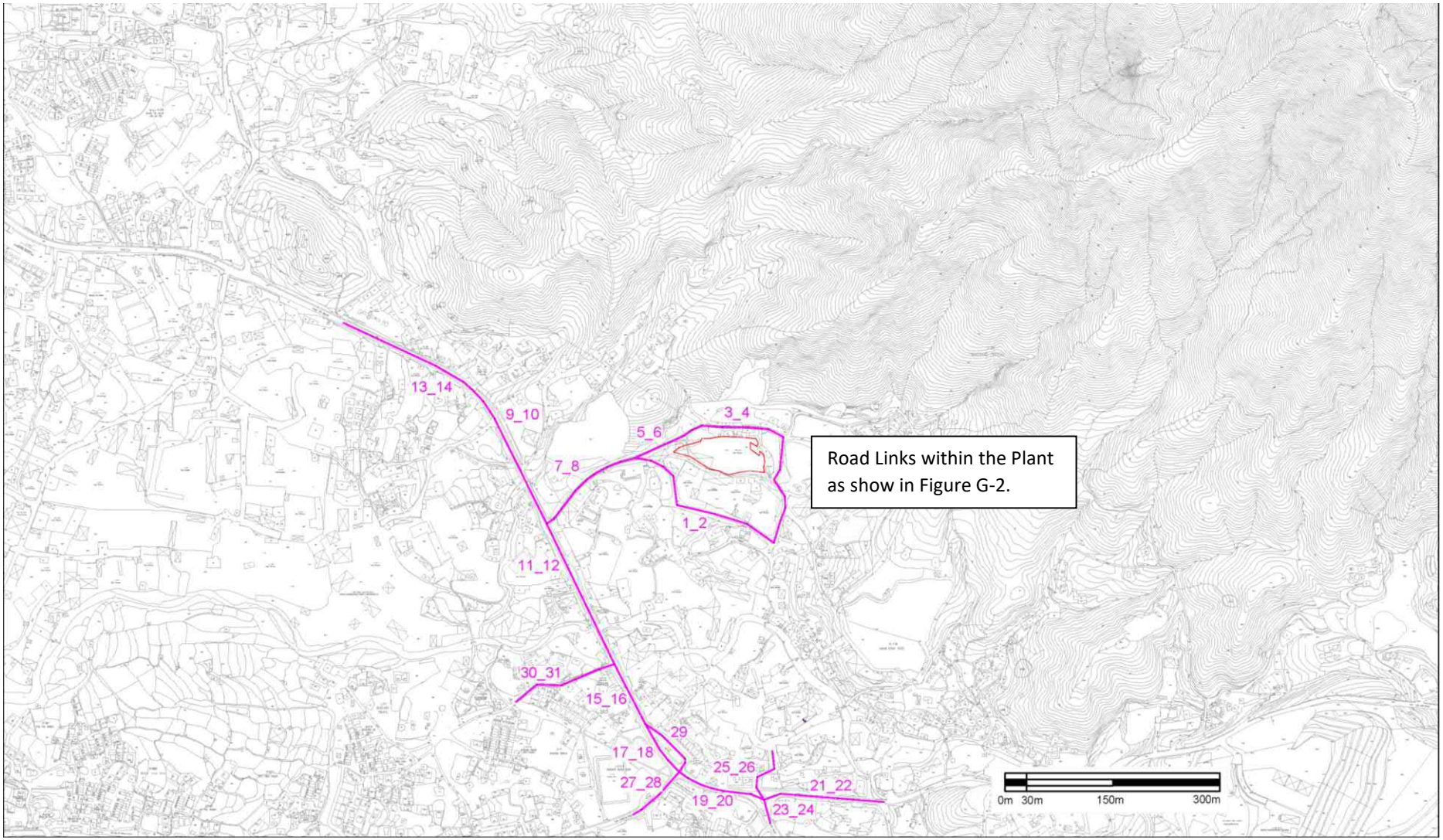
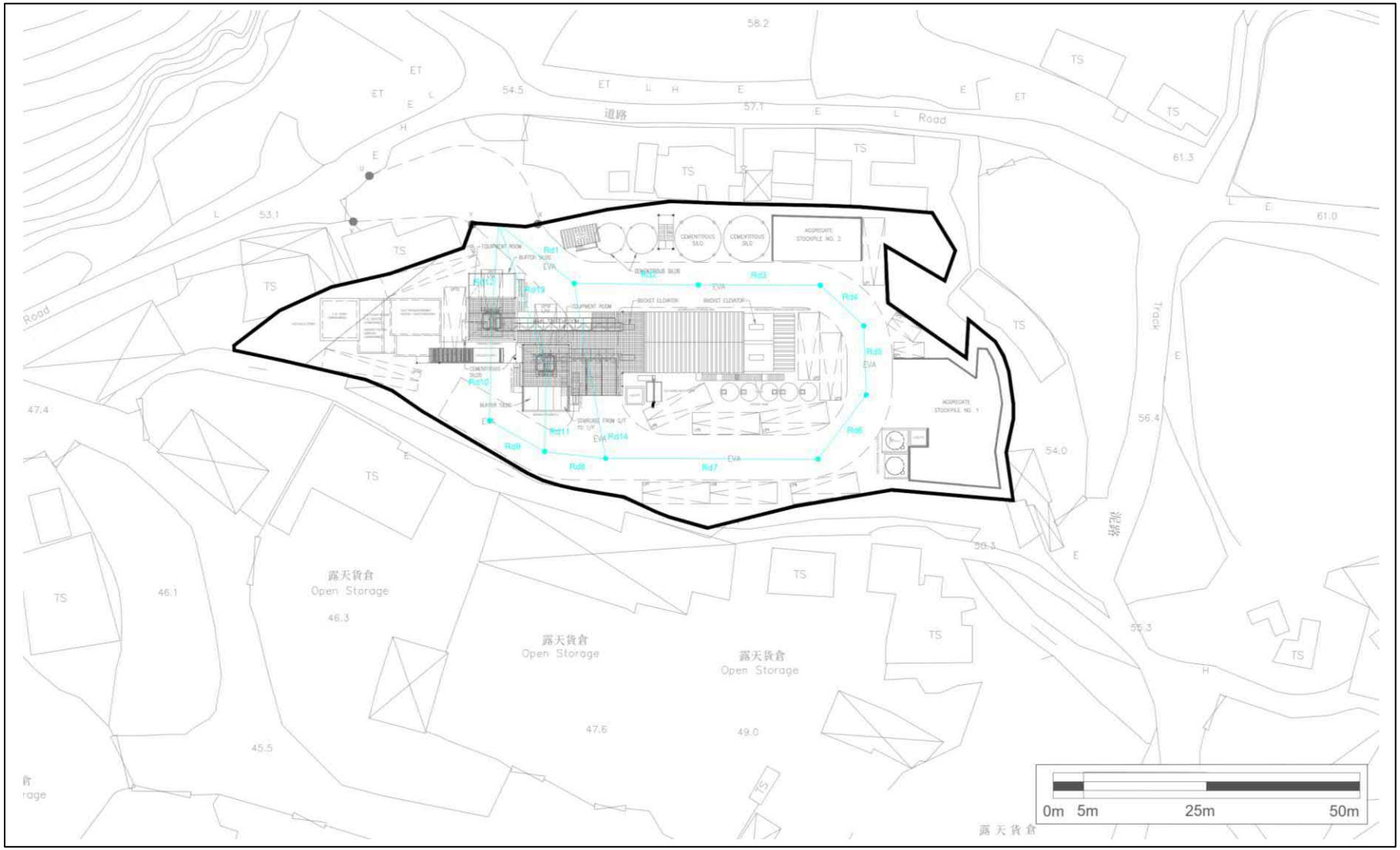

13_14
9_10
5_6
3_4
7_8
1_2
11_12
30_31
15_16
29
17_18
25_26
27_28
19_20
21_22
23_24
Road Links within the Plant as show in Figure G-2.
0m 30m 150m 300m

Figure C-2


Road
道路
Road
露天貨倉
Open Storage
露天貨倉
Open Storage
露天貨倉
Open Storage
露天貨倉
0m 5m 25m 50m

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	
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0000-0100	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0100-0200	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0300-0400	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0400-0500	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0500-0600	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0600-0700	10	73.35%	0.00%	0.00%	0.00%	26.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0700-0800	25	65.86%	0.00%	0.00%	9.90%	15.36%	0.00%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.44%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0800-0900	25	60.02%	0.00%	0.00%	8.98%	23.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0900-1000	25	58.16%	0.00%	0.00%	9.46%	24.38%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1000-1100	25	55.96%	0.00%	0.00%	9.90%	25.26%	0.00%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.44%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1100-1200	25	48.70%	0.00%	0.00%	9.46%	33.84%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1200-1300	55	26.04%	0.00%	0.00%	20.35%	37.62%	0.00%	7.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.40%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1300-1400	60	25.00%	0.00%	0.00%	19.65%	33.95%	0.00%	10.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.70%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1400-1500	60	27.70%	0.00%	0.00%	18.25%	35.50%	0.00%	9.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.95%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1500-1600	60	27.70%	0.00%	0.00%	22.00%	35.45%	0.00%	7.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.15%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1600-1700	55	30.65%	0.00%	0.00%	18.29%	36.83%	0.00%	4.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.09%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1700-1800	55	35.99%	0.00%	0.00%	24.05%	27.93%	0.00%	3.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.07%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1800-1900	45	50.00%	0.00%	0.00%	19.28%	23.44%	0.00%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.06%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1900-2000	40	60.55%	0.00%	0.00%	15.55%	18.60%	0.00%	2.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2000-2100	25	59.38%	0.00%	0.00%	25.26%	9.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.46%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2100-2200	20	53.55%	0.00%	0.00%	22.15%	24.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2200-2300	15	53.33%	0.00%	0.00%	28.87%	17.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2300-0000	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0000-0100	10	80.00%	10.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0100-0200	10	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0200-0300	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0300-0400	5	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0400-0500	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0500-0600	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0600-0700	15	83.33%	8.33%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0700-0800	30	80.00%	3.33%	0.00%	6.67%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0800-0900	35	72.79%	3.43%	0.00%	6.79%	17.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0900-1000	30	73.33%	3.33%	0.00%	6.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1000-1100	25	66.32%	4.24%	0.00%	8.40%	21.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1100-1200	25	60.00%	4.00%	0.00%	8.00%	28.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1200-1300	55	28.92%	0.00%	0.00%	16.67%	38.50%	0.00%	7.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.95%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1300-1400	60	25.57%	0.00%	0.00%	16.47%	36.37%	0.00%	10.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.80%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1400-1500	55	31.10%	0.00%	0.00%	15.71%	34.48%	0.00%	9.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.35%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1500-1600	55	30.26%	0.00%	0.00%	19.00%	35.72%	0.00%	7.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.51%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1600-1700	55	32.56%	0.00%	0.00%	16.28%	36.77%	0.00%	4.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.25%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1700-1800	50	37.52%	0.00%	0.00%	20.92%	29.14%	0.00%	4.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.28%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1800-1900	45	52.60%	0.00%	0.00%	16.81%	23.64%	0.00%	2.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.61%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1900-2000	45	63.10%	0.00%	0.00%	13.10%	18.47%	0.00%	2.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.67%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2000-2100	20	63.35%	0.00%	0.00%	21.10%	10.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2100-2200	20	59.05%	0.00%	0.00%	18.05%	22.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2200-2300	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2300-0000	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0000-0100	10	80.00%	10.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0100-0200	10	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0200-0300	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0300-0400	5	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0400-0500	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0500-0600	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0600-0700	15	83.33%	8.33%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0700-0800	75	28.54%	1.44%	0.00%	2.88%	4.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.88%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0800-0900	75	26.68%	1.38%	0.00%	2.82%	6.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.16%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0900-1000	105	17.66%	0.97%	0.00%	1.94%	4.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	74.51%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1000-1100	105	16.00%	1.03%	0.00%	2.00%	5.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	75.94%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1100-1200	105	14.80%	0.97%	0.00%	1.94%	6.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	75.37%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1200-1300	125	11.19%	0.00%	0.00%	6.41%	15.20%	0.00%	3.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1300-1400	135	10.72%	0.00%	0.00%	6.90%	15.14%	0.00%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.79%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1400-1500	135	12.52%	0.00%	0.00%	6.29%	14.01%	0.00%	3.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	63.34%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1500-1600	135	12.39%	0.00%	0.00%	7.78%	14.69%	0.00%	3.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.03%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1600-1700	130	12.85%	0.00%	0.00%	6.42%	14.23%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.94%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1700-1800	130	14.51%	0.00%	0.00%	8.08%	11.25%	0.00%	1.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.55%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1800-1900	125	18.61%	0.00%	0.00%	5.90%	8.47%	0.00%	0.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.18%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1900-2000	105	24.45%	0.00%	0.00%	5.09%	7.18%	0.00%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.23%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2000-2100	80	15.20%	0.00%	0.00%	5.05%	2.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	77.20%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2100-2200	80	13.00%	0.00%	0.00%	3.95%	5.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	77.90%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2200-2300	75	8.44%	0.00%	0.00%	2.85%	4.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	84.37%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2300-0000	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0000-0100	15	80.93%	9.53%	0.00%	0.00%	9.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0100-0200	10	75.00%	12.50%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

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	
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0200-0300	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0300-0400	5	25.00%	25.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0400-0500	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0500-0600	10	87.50%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0600-0700	25	76.22%	4.26%	0.00%	4.26%	15.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0700-0800	95	38.43%	1.10%	0.00%	3.29%	6.54%	0.00%	1.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.54%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0800-0900	100	35.08%	1.08%	0.00%	4.28%	10.70%	0.00%	1.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	47.82%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0900-1000	130	25.07%	0.81%	0.00%	3.23%	8.13%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	61.96%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1000-1100	125	23.72%	0.78%	0.00%	3.24%	8.17%	0.00%	0.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	63.25%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1100-1200	125	21.87%	0.78%	0.00%	3.24%	10.52%	0.00%	0.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.75%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1200-1300	180	15.36%	0.00%	0.00%	10.80%	21.61%	0.00%	4.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	47.68%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1300-1400	190	15.83%	0.00%	0.00%	10.60%	20.66%	0.00%	6.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.52%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1400-1500	190	16.83%	0.00%	0.00%	10.30%	20.13%	0.00%	5.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	47.29%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1500-1600	185	17.06%	0.00%	0.00%	11.00%	20.85%	0.00%	4.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.68%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1600-1700	180	18.86%	0.00%	0.00%	9.71%	20.00%	0.00%	2.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.16%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1700-1800	180	21.65%	0.00%	0.00%	12.46%	15.86%	0.00%	2.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	47.74%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1800-1900	170	27.59%	0.00%	0.00%	9.21%	12.92%	0.00%	1.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.04%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1900-2000	145	35.52%	0.00%	0.00%	7.96%	10.13%	0.00%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	44.93%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2000-2100	105	25.71%	0.00%	0.00%	8.93%	3.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	61.41%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2100-2200	100	21.05%	0.00%	0.00%	7.35%	7.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.25%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2200-2300	85	14.47%	0.00%	0.00%	6.06%	6.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	73.41%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2300-0000	25	56.70%	0.00%	0.00%	14.92%	28.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0000-0100	190	73.30%	11.40%	0.00%	4.90%	5.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	2.75%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0100-0200	110	64.40%	14.95%	0.00%	12.15%	4.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%	1.90%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0200-0300	95	68.49%	14.56%	0.00%	6.74%	9.05%	1.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0300-0400	75	53.54%	19.61%	0.00%	9.83%	15.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.44%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0400-0500	95	59.64%	13.81%	0.00%	13.81%	10.64%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.05%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0500-0600	165	59.40%	6.13%	0.00%	7.96%	4.91%	3.71%	1.25%	3.65%	0.00%	0.00%	0.63%	6.13%	1.25%	1.87%	1.25%	1.88%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	37.7	Y	0600-0700	410	68.94%	5.71%	0.00%	6.71%	3.73%	1.49%	0.50%	2.69%	0.00%	0.00%	0.24%	0.00%	0.50%	0.76%	1.50%	5.72%	1.50%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.1	Y	0700-0800	940	62.93%	3.16%	0.00%	10.17%	3.73%	0.84%	0.75%	1.40%	0.00%	0.00%	0.00%	3.21%	0.40%	0.75%	0.85%	5.37%	6.45%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.3	Y	0800-0900	925	61.13%	2.90%	0.00%	12.92%	6.47%	0.94%	1.10%	1.65%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.65%	4.03%	6.70%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.2	Y	0900-1000	930	56.62%	3.96%	0.00%	14.22%	6.41%	1.54%	1.50%	1.40%	0.00%	0.00%	0.20%	1.10%	0.20%	0.20%	0.85%	1.64%	10.14%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.8	Y	1000-1100	875	56.97%	4.11%	0.00%	13.17%	7.22%	1.69%	1.26%	1.50%	0.00%	0.00%	0.10%	0.00%	0.20%	0.60%	0.70%	1.49%	11.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	33.1	Y	1100-1200	850	53.77%	3.20%	0.00%	14.46%	9.22%	1.39%	1.20%	1.05%	0.00%	0.00%	0.35%	0.00%	0.00%	0.50%	0.70%	2.09%	12.05%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.0	Y	1200-1300	950	32.51%	5.46%	0.00%	17.85%	14.45%	5.72%	1.90%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	17.08%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.5	Y	1300-1400	1095	31.26%	5.26%	0.00%	16.37%	12.75%	8.28%	2.20%	0.80%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	2.41%	19.56%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.8	Y	1400-1500	1060	33.01%	4.71%	0.00%	15.88%	12.60%	8.67%	1.70%	1.05%	0.00%	0.00%	0.00%	0.20%	0.40%	0.30%	0.50%	2.46%	18.50%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.2	Y	1500-1600	1030	33.71%	4.21%	0.00%	17.95%	13.35%	7.71%	1.55%	0.90%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.37%	16.94%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.2	Y	1600-1700	1030	36.37%	4.26%	0.00%	15.04%	12.15%	6.31%	0.60%	0.95%	0.00%	0.00%	0.00%	0.20%	0.50%	0.50%	4.48%	18.62%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.3	Y	1700-1800	1115	37.39%	4.06%	0.00%	17.21%	8.74%	7.87%	0.55%	1.26%	0.00%	0.00%	0.00%	0.35%	0.25%	0.45%	6.92%	14.94%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.8	Y	1800-1900	970	50.21%	4.67%	0.00%	13.45%	7.63%	3.40%	0.20%	1.57%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.51%	5.16%	12.60%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.7	Y	1900-2000	885	60.54%	3.61%	0.00%	11.14%	5.69%	2.16%	0.45%	1.36%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.55%	4.56%	9.32%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	36.0	Y	2000-2100	570	51.61%	7.23%	0.00%	13.30%	2.49%	1.42%	0.35%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.56%	0.75%	5.16%	15.37%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	37.1	Y	2100-2200	470	48.05%	6.48%	0.00%	13.59%	5.39%	1.71%	0.00%	1.51%	0.00%	0.00%	0.00%	0.00%	0.45%	1.27%	0.85%	5.61%	15.10%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	38.3	Y	2200-2300	350	41.43%	10.43%	0.00%	12.70%	4.58%	5.48%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.86%	1.41%	3.19%	19.36%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	39.1	Y	2300-0000	280	52.74%	15.48%	0.00%	10.10%	7.56%	3.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	0.74%	2.15%	1.08%	5.05%	0.74%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0000-0100	185	73.25%	11.49%	0.00%	4.91%	5.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.15%	2.73%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0100-0200	110	64.10%	15.10%	0.00%	12.25%	4.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%	1.90%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0200-0300	90	68.15%	13.65%	0.00%	6.80%	10.25%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0300-0400	75	52.84%	19.33%	0.00%	9.64%	16.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.44%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0400-0500	95	59.74%	12.97%	0.00%	14.13%	10.95%	1.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.11%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0500-0600	170	59.81%	6.20%	0.00%	8.01%	4.35%	3.71%	1.25%	3.69%	0.00%	0.00%	0.61%	6.20%	1.25%	1.83%	1.25%	1.86%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	37.7	Y	0600-0700	405	68.48%	5.53%	0.00%	6.72%	4.03%	1.53%	0.50%	2.74%	0.00%	0.00%	0.24%	0.00%	0.50%	0.76%	1.50%	5.74%	1.74%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.2	Y	0700-0800	930	62.72%	3.01%	0.00%	10.28%	3.77%	0.84%	0.85%	1.39%	0.00%	0.00%	0.00%	3.22%	0.45%	0.75%	0.85%	5.38%	6.49%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.3	Y	0800-0900	920	60.56%	2.86%	0.00%	12.98%	6.56%	0.99%	1.20%	1.65%	0.00%	0.00%	0.35%	0.55%	0.20%	0.55%	0.65%	4.06%	6.84%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.7	Y	0900-1000	885	57.04%	2.71%	0.00%	12.63%	6.47%	1.04%	1.25%	1.69%	0.00%	0.00%	0.35%	0.60%	0.20%	0.60%	0.70%	4.02%	10.69%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.8	Y	1000-1100	870	56.55%	3.92%	0.00%	13.18%	7.41%	1.73%	1.41%	1.49%	0.00%	0.00%	0.10%	0.00%	0.20%	0.60%	0.70%	1.49%	11.23%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	33.1	Y	1100-1200	845	53.35%	3.11%	0.00%	14.49%	9.35%	1.43%	1.30%	1.05%	0.00%	0.00%	0.35%	0.00%	0.00%	0.50%	0.70%	2.13%	12.24%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.9	Y	1200-1300	955	32.49%	5.47%	0.00%	17.92%	14.47%	5.70%	1.90%	0.95%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.72%	17.07%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	30.5	Y	1300-1400	1095	31.26%	5.26%	0.00%	16.40%	12.77%	8.25%	2.20%	0.85%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	2.36%	19.54%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	30.8	Y	1400-1500	1060	32.96%	4.72%	0.00%	16.06%	12.57%	8.69%	1.70%	1.05%	0.00%	0.00%	0.21%	0.40%	0.30%	0.45%	2.47%	18.44%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.2	Y	1500-1600	1030	33.80%	4.21%	0.00%	18.11%	13.32%	7.69%	1.55%	0.85%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.32%	16.84%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.2	Y	1600-1700	1030	36.15%	4.27%	0.00%	15.21%	12.22%	6.33%	0.60%	0.96%	0.00%	0.00%	0.00%	0.20%	0.50%	0.50%	4.50%	18.56%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.6	Y	1700-1800	895	58.06%	3.61%	0.00%	11.20%	5.65%	2.16%	0.45%	1.36%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.51%	11.07%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.8	Y	1800-1900	970	50.08%	4.66%	0.00%	13.56%	7.65%	3.40%	0.20%	1.51%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.51%	5.16%	12.65%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.7	Y	1900-2000	880	58.37%	3.77%	0.00%	11.77%	5.98%	2.13%	0.44%	1.36%	0.00%	0.58%	0.22%	0.11%	0.24%	0.36%	0.56%	4.77%	9.35%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	36.0	Y	2000-2100	570	51.53%	7.27%	0.00%	13.40%	2.46%	1.42%	0.35%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.56%	0.75%	5.11%	15.38%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	37.1	Y	2100-2200	465	47.83%	6.48%	0.00%	13.80%	5.60%	1.71%	0.00%	1.51%	0.00%	0.00%	0.00%	0.45%	1.28%	0.85%	5.61%	14.89%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	38.3	Y	2200-2300	350	41.46%	10.38%	0.00%	12.70%	4.62%	5.48%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.86%	1.41%	3.19%	19.36%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	39.1	Y	2300-0000	280	52.74%	15.48%	0.00%	10.10%	7.56%	3.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	0.74%	2.15%	1.08%	5.05%	0.74%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0000-0100	190	73.30%	11.40%	0.00%	4.90%	5.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	2.75%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0100-0200	110	64.40%	14.95%	0.00%	12.15%	4.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%	1.90%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0200-0300	95	68.49%	14.56%	0.00%	6.74%	9.05%	1.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0300-0400	75	53.54%	19.61%	0.00%	9.83%	15.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.44%	0.00%	0.00%	100.00%

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	
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0400-0500	95	59.64%	13.81%	0.00%	13.81%	10.64%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.05%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0500-0600	165	59.40%	6.13%	0.00%	7.96%	4.91%	3.71%	1.25%	3.65%	0.00%	0.00%	0.63%	6.13%	1.25%	1.87%	1.25%	1.88%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	37.7	Y	0600-0700	410	68.94%	5.71%	0.00%	6.71%	3.73%	1.49%	0.50%	2.69%	0.00%	0.00%	0.24%	0.00%	0.50%	0.76%	1.50%	5.72%	1.50%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.1	Y	0700-0800	940	62.93%	3.16%	0.00%	10.17%	3.73%	0.84%	0.75%	1.40%	0.00%	0.00%	0.00%	3.21%	0.40%	0.75%	0.85%	5.37%	6.45%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.3	Y	0800-0900	925	61.13%	2.90%	0.00%	12.92%	6.47%	0.94%	1.10%	1.65%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.65%	4.03%	6.70%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.2	Y	0900-1000	930	56.62%	3.96%	0.00%	14.22%	6.41%	1.54%	1.50%	1.40%	0.00%	0.00%	0.20%	1.10%	0.20%	0.20%	0.85%	1.64%	10.14%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.8	Y	1000-1100	875	56.97%	4.11%	0.00%	13.17%	7.22%	1.69%	1.26%	1.50%	0.00%	0.00%	0.10%	0.00%	0.20%	0.60%	0.70%	1.49%	11.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	33.1	Y	1100-1200	850	53.77%	3.20%	0.00%	14.46%	9.22%	1.39%	1.20%	1.05%	0.00%	0.00%	0.35%	0.00%	0.00%	0.50%	0.70%	2.09%	12.05%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.0	Y	1200-1300	950	32.51%	5.46%	0.00%	17.85%	14.45%	5.72%	1.90%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	17.08%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.5	Y	1300-1400	1095	31.26%	5.26%	0.00%	16.37%	12.75%	8.28%	2.20%	0.80%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	2.41%	19.56%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.8	Y	1400-1500	1060	33.01%	4.71%	0.00%	15.88%	12.60%	8.67%	1.70%	1.05%	0.00%	0.00%	0.00%	0.20%	0.40%	0.30%	0.50%	2.46%	18.50%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.2	Y	1500-1600	1030	33.71%	4.21%	0.00%	17.95%	13.35%	7.71%	1.55%	0.90%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.37%	16.94%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.2	Y	1600-1700	1030	36.37%	4.26%	0.00%	15.04%	12.15%	6.31%	0.60%	0.95%	0.00%	0.00%	0.00%	0.00%	0.20%	0.50%	0.50%	4.48%	18.62%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.3	Y	1700-1800	1115	37.39%	4.06%	0.00%	17.21%	8.74%	7.87%	0.55%	1.26%	0.00%	0.00%	0.00%	0.00%	0.35%	0.25%	0.45%	6.92%	14.94%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.8	Y	1800-1900	970	50.21%	4.67%	0.00%	13.45%	7.63%	3.40%	0.20%	1.57%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.51%	5.16%	12.60%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.7	Y	1900-2000	885	60.54%	3.61%	0.00%	11.14%	5.69%	2.16%	0.45%	1.36%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.55%	4.56%	9.32%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	36.0	Y	2000-2100	570	51.61%	7.23%	0.00%	13.30%	2.49%	1.42%	0.35%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.56%	0.75%	5.16%	15.37%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	37.1	Y	2100-2200	470	48.05%	6.48%	0.00%	13.59%	5.39%	1.71%	0.00%	1.51%	0.00%	0.00%	0.00%	0.00%	0.45%	1.27%	0.85%	5.61%	15.10%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	38.3	Y	2200-2300	350	41.43%	10.43%	0.00%	12.70%	4.58%	5.48%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.86%	1.41%	3.19%	19.36%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	39.1	Y	2300-0000	280	52.74%	15.48%	0.00%	10.10%	7.56%	3.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	0.74%	2.15%	1.08%	5.05%	0.74%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0000-0100	185	73.25%	11.49%	0.00%	4.91%	5.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.15%	2.73%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0100-0200	110	64.10%	15.10%	0.00%	12.25%	4.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.90%	1.90%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0200-0300	90	68.15%	13.65%	0.00%	6.80%	10.25%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0300-0400	75	52.84%	19.33%	0.00%	9.64%	16.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.44%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0400-0500	95	59.74%	12.97%	0.00%	14.13%	10.95%	1.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.11%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0500-0600	170	59.81%	6.20%	0.00%	8.01%	4.35%	3.71%	1.25%	3.69%	0.00%	0.00%	0.61%	6.20%	1.25%	1.83%	1.25%	1.86%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	37.7	Y	0600-0700	405	68.48%	5.53%	0.00%	6.72%	4.03%	1.53%	0.50%	2.74%	0.00%	0.00%	0.24%	0.00%	0.50%	0.76%	1.50%	5.74%	1.74%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.2	Y	0700-0800	930	62.72%	3.01%	0.00%	10.28%	3.77%	0.84%	0.85%	1.39%	0.00%	0.00%	0.00%	3.22%	0.45%	0.75%	0.85%	5.38%	6.49%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.3	Y	0800-0900	920	60.56%	2.86%	0.00%	12.98%	6.56%	0.99%	1.20%	1.65%	0.00%	0.00%	0.35%	0.55%	0.20%	0.55%	0.65%	4.06%	6.84%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.7	Y	0900-1000	885	57.04%	2.71%	0.00%	12.63%	6.47%	1.04%	1.25%	1.69%	0.00%	0.00%	0.35%	0.60%	0.20%	0.60%	0.70%	4.02%	10.69%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.8	Y	1000-1100	870	56.55%	3.92%	0.00%	13.18%	7.41%	1.73%	1.41%	1.49%	0.00%	0.00%	0.10%	0.00%	0.20%	0.60%	0.70%	1.49%	11.23%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	33.1	Y	1100-1200	845	53.35%	3.11%	0.00%	14.49%	9.35%	1.43%	1.30%	1.05%	0.00%	0.00%	0.35%	0.00%	0.00%	0.50%	0.70%	2.13%	12.24%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.9	Y	1200-1300	955	32.49%	5.47%	0.00%	17.92%	14.47%	5.70%	1.90%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.72%	17.07%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	30.5	Y	1300-1400	1095	31.26%	5.26%	0.00%	16.40%	12.77%	8.25%	2.20%	0.85%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	2.36%	19.54%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	30.8	Y	1400-1500	1060	32.96%	4.72%	0.00%	16.06%	12.57%	8.69%	1.70%	1.05%	0.00%	0.00%	0.00%	0.21%	0.40%	0.30%	0.45%	2.47%	18.44%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.2	Y	1500-1600	1030	33.80%	4.21%	0.00%	18.11%	13.32%	7.69%	1.55%	0.85%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.32%	16.84%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.2	Y	1600-1700	1030	36.15%	4.27%	0.00%	15.21%	12.22%	6.33%	0.60%	0.96%	0.00%	0.00%	0.00%	0.00%	0.20%	0.50%	0.50%	4.50%	18.56%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.6	Y	1700-1800	895	58.06%	3.61%	0.00%	11.20%	5.65%	2.16%	0.45%	1.36%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.51%	11.07%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.8	Y	1800-1900	970	50.08%	4.66%	0.00%	13.56%	7.65%	3.40%	0.20%	1.51%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.51%	5.16%	12.65%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.7	Y	1900-2000	880	58.37%	3.77%	0.00%	11.77%	5.98%	2.13%	0.44%	1.36%	0.00%	0.58%	0.22%	0.11%	0.24%	0.36%	0.56%	4.77%	9.35%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	36.0	Y	2000-2100	570	51.53%	7.27%	0.00%	13.40%	2.46%	1.42%	0.35%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.56%	0.75%	5.11%	15.38%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	37.1	Y	2100-2200	465	47.83%	6.48%	0.00%	13.80%	5.60%	1.71%	0.00%	1.51%	0.00%	0.00%	0.00%	0.00%	0.45%	1.28%	0.85%	5.61%	14.89%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	38.3	Y	2200-2300	350	41.46%	10.38%	0.00%	12.70%	4.62%	5.48%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.86%	1.41%	3.19%	19.36%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	39.1	Y	2300-0000	280	52.74%	15.48%	0.00%	10.10%	7.56%	3.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	0.74%	2.15%	1.08%	5.05%	0.74%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0000-0100	180	74.39%	11.38%	0.00%	5.11%	5.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.11%	2.86%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0100-0200	105	65.61%	14.70%	0.00%	11.76%	4.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0200-0300	90	68.65%	13.90%	0.00%	6.95%	9.30%	1.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0300-0400	70	53.70%	18.80%	0.00%	10.10%	15.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.45%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0400-0500	90	60.55%	13.50%	0.00%	13.50%	10.15%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0500-0600	160	60.28%	6.43%	0.00%	7.66%	4.46%	3.79%	1.29%	3.85%	0.00%	0.00%	0.61%	6.43%	1.29%	1.29%	0.68%	1.94%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	37.9	Y	0600-0700	390	68.94%	5.70%	0.00%	6.69%	3.91%	1.55%	0.55%	2.86%	0.00%	0.00%	0.28%	0.00%	0.55%	0.54%	0.75%	5.92%	1.77%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.5	Y	0700-0800	900	62.86%	3.02%	0.00%	10.26%	3.79%	0.88%	0.89%	1.43%	0.00%	0.00%	0.00%	3.33%	0.45%	0.43%	0.43%	5.56%	6.66%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.6	Y	0800-0900	890	60.71%	2.83%	0.00%	12.97%	6.53%	1.02%	1.25%	1.69%	0.00%	0.00%	0.34%	0.55%	0.20%	0.32%	0.32%	4.21%	7.06%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.7	Y	0900-1000	885	57.04%	2.71%	0.00%	12.63%	6.47%	1.04%	1.25%	1.69%	0.00%	0.00%	0.35%	0.60%	0.20%	0.60%	0.70%	4.02%	10.69%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	33.2	Y	1000-1100	840	56.56%	3.89%	0.00%	13.12%	7.36%	1.80%	1.46%	1.53%	0.00%	0.00%	0.14%	0.00%	0.25%	0.38%	0.38%	1.56%	11.58%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	33.4	Y	1100-1200	820	53.40%	3.08%	0.00%	14.48%	9.30%	1.46%	1.35%	1.09%	0.00%	0.00%	0.34%	0.00%	0.00%	0.27%	0.37%	2.21%	12.65%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.2	Y	1200-1300	935	32.55%	5.05%	0.00%	17.79%	14.77%	5.82%	1.95%	1.00%	0.00%	0.00%	0.00%	0.10%	0.40%	0.10%	0.19%	2.82%	17.47%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	30.7	Y	1300-1400	1075	31.26%	4.90%	0.00%	16.27%	13.01%	8.43%	2.25%	0.85%	0.00%	0.00%	0.00%	0.00%	0.20%	0.20%	0.20%	2.46%	19.98%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.1	Y	1400-1500	1040	33.11%	4.35%	0.00%	15.88%	12.82%	8.87%	1.75%	1.05%	0.00%	0.00%	0.00%	0.20%	0.40%	0.10%	0.20%	2.51%	18.77%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.4	Y	1500-1600	1010	33.85%	3.90%	0.00%	17.98%	13.62%	7.82%	1.60%	0.90%	0.00%	0.00%	0.00%	0.10%	0.40%	0.10%	0.20%	2.36%	17.17%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.4	Y	1600-1700	1010	36.25%	4.00%	0.00%	15.03%	12.52%	6.46%	0.60%	1.01%	0.00%	0.00%	0.00%	0.00%	0.20%	0.19%	0.19%	4.58%	18.95%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.6	Y	1700-1800	895	58.06%	3.61%	0.00%	11.20%	5.65%	2.16%	0.45%	1.36%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.51%	11.07%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.0	Y	1800-1900	950	50.29%	4.34%	0.00%	13.44%	7.86%	3.46%	0.20%	1.56%	0.00%	0.00%	0.00%	0.11%	0.20%	0.09%	0.19%	5.31%	12.94%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.7	Y	1900-2000	880	58.37%	3.77%	0.00%	11.77%	5.98%	2.13%	0.44%	1.36%	0.00%	0.58%	0.22%	0.11%	0.24%	0.36%	0.56%	4.77%	9.35%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	36.2	Y	2000-2100	555	52.11%	6.90%	0.00%	13.23%	2.56%	1.43%	0.35%	1.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.38%	5.25%	15.79%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	37.3	Y	2100-2200	450	48.47%	6.05%	0.00%	13.83%	5.81%	1.78%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.45%	0.43%	0.43%	5.80%	15.41%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	38.4	Y	2200-2300	340	42.02%	9.85%	0.00%	12.88%	4.76%	5.67%	0.00%	0.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.29%	0.58%	3.27%	20.07%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	39.2	Y	2300-0000	265	54.72%	14.72%	0.00%	10.18%	7.95%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.37%	0.75%	0.75%	0.38%	5.27%	0.75%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	39.2	Y	0000-0100	270	68.59%	16.08%	0.00%	3.00%	4.88%	0.00%	0.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.60%	1.50%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0100-0200	155	59.14%	21.72%	0.00%	8.56%	3.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.29%	1.35%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0200-0300	125	63.24%	20.79%	0.00%	4.79%	8.80%	1.60%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0300-0400	100	46.45%	29.35%	0.00%	7.05%	15.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0400-0500	135	54.46%	19.67%	0.00%	9.87%	9.81%	1.55%	0.00%	1.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.55%	1.55%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	39.6	Y	0500-0600	230	55.95%	9.30%	0.00%	5.35%	4.45%	4.45%	2.25%	5.35%	0.00%	0.00%	1.35%	3.55%	2.20%	1.35%	3.55%	0.90%	0.00%	0.00%	100.00%

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	
Kam Tin Road	RD_19_20	RR	50	35.8	Y	0600-0700	585	65.98%	8.11%	0.00%	4.51%	3.29%	1.75%	0.70%	4.15%	0.00%	0.00%	0.49%	0.00%	0.49%	0.49%	4.35%	3.99%	1.69%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.7	Y	0700-0800	1265	64.52%	4.76%	0.00%	7.40%	3.59%	0.95%	1.30%	2.20%	0.00%	0.00%	0.10%	1.90%	0.78%	0.60%	2.45%	4.13%	5.33%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.8	Y	0800-0900	1250	62.40%	4.36%	0.00%	9.30%	6.18%	1.15%	1.75%	2.60%	0.00%	0.00%	0.60%	0.30%	0.44%	0.40%	1.80%	3.04%	5.68%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.7	Y	0900-1000	1260	58.04%	6.05%	0.00%	10.26%	6.13%	1.75%	2.46%	2.10%	0.00%	0.00%	0.30%	0.65%	0.34%	0.20%	2.30%	1.20%	8.23%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	29.5	Y	1000-1100	1185	58.05%	6.10%	0.00%	9.46%	6.88%	2.05%	2.00%	2.40%	0.00%	0.00%	0.20%	0.00%	0.34%	0.40%	2.10%	1.15%	8.88%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	30.2	Y	1100-1200	1125	55.93%	4.92%	0.00%	10.51%	8.93%	1.65%	1.85%	1.65%	0.00%	0.00%	0.45%	0.00%	0.19%	0.35%	1.85%	1.55%	10.18%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	29.5	Y	1200-1300	1190	39.60%	6.70%	0.00%	12.75%	16.20%	1.45%	1.10%	2.05%	0.00%	0.00%	0.00%	0.15%	0.15%	0.45%	2.00%	2.45%	14.95%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.9	Y	1300-1400	1335	39.35%	6.43%	0.00%	11.97%	14.62%	2.09%	1.38%	1.94%	0.00%	0.00%	0.00%	0.00%	0.05%	0.55%	1.65%	2.20%	17.78%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.3	Y	1400-1500	1305	41.24%	5.74%	0.00%	11.61%	14.31%	2.23%	1.06%	2.40%	0.00%	0.00%	0.00%	0.25%	0.15%	0.35%	1.70%	2.20%	16.77%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.6	Y	1500-1600	1270	42.26%	5.09%	0.00%	13.01%	15.16%	1.97%	0.96%	1.90%	0.00%	0.00%	0.00%	0.10%	0.15%	0.40%	1.70%	2.15%	15.16%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.3	Y	1600-1700	1300	43.99%	5.01%	0.00%	10.69%	13.54%	1.64%	0.40%	2.25%	0.00%	0.00%	0.00%	0.00%	0.10%	0.55%	1.55%	4.00%	16.29%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.4	Y	1700-1800	1390	46.53%	4.91%	0.00%	12.38%	9.79%	1.92%	0.34%	2.81%	0.00%	0.00%	0.00%	0.00%	0.15%	0.20%	1.60%	6.19%	13.18%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.2	Y	1800-1900	1310	57.54%	5.24%	0.00%	8.85%	7.88%	0.75%	0.14%	3.22%	0.00%	0.00%	0.00%	0.05%	0.09%	0.41%	1.49%	4.30%	10.02%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.9	Y	1900-2000	1245	66.80%	3.88%	0.00%	7.08%	5.67%	0.50%	0.23%	2.77%	0.00%	0.00%	0.00%	0.16%	0.09%	0.31%	1.94%	3.64%	6.92%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	33.8	Y	2000-2100	780	58.05%	8.11%	0.00%	8.58%	2.56%	0.37%	0.14%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.68%	2.28%	4.08%	11.68%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	35.4	Y	2100-2200	630	54.62%	7.19%	0.00%	8.92%	5.63%	0.46%	0.00%	2.72%	0.00%	0.00%	0.00%	0.00%	0.14%	1.29%	2.88%	4.64%	11.50%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	37.2	Y	2200-2300	455	47.60%	12.17%	0.00%	8.87%	4.91%	1.32%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	1.13%	4.44%	2.67%	15.33%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	37.8	Y	2300-0000	395	57.01%	16.45%	0.00%	6.43%	7.42%	0.77%	0.00%	0.55%	0.00%	0.00%	0.00%	0.27%	0.27%	1.81%	4.12%	4.12%	0.77%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.7	Y	0000-0100	195	77.05%	13.54%	0.00%	2.64%	2.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.63%	1.05%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0100-0200	110	67.91%	18.37%	0.00%	7.33%	2.73%	0.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.77%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0200-0300	95	70.64%	17.38%	0.00%	4.35%	4.34%	3.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0300-0400	75	57.96%	26.07%	0.00%	7.26%	7.27%	1.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0400-0500	95	66.71%	16.63%	0.00%	8.92%	4.40%	2.25%	0.00%	1.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.9	Y	0500-0600	160	67.20%	8.36%	0.00%	4.51%	1.90%	7.09%	1.26%	4.53%	0.00%	0.00%	0.00%	0.00%	1.94%	0.00%	1.95%	1.26%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	37.6	Y	0600-0700	420	73.32%	6.77%	0.00%	3.84%	1.72%	2.44%	0.51%	3.40%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	2.66%	2.89%	1.94%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.0	Y	0700-0800	855	75.70%	4.24%	0.00%	6.57%	1.80%	1.55%	0.85%	2.01%	0.00%	0.00%	0.00%	0.00%	0.70%	0.00%	1.54%	2.82%	2.22%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.1	Y	0800-0900	845	73.08%	3.92%	0.00%	8.32%	3.08%	1.79%	1.21%	2.26%	0.00%	0.00%	0.00%	0.00%	0.38%	0.00%	1.17%	2.15%	2.65%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.6	Y	0900-1000	795	70.89%	5.19%	0.00%	8.40%	2.88%	2.14%	1.25%	2.25%	0.00%	0.00%	0.00%	0.00%	0.37%	0.00%	1.24%	2.62%	2.77%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.8	Y	1000-1100	780	69.97%	5.62%	0.00%	8.57%	3.43%	3.35%	1.41%	2.17%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%	1.40%	0.75%	3.09%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.3	Y	1100-1200	730	68.42%	4.54%	0.00%	9.88%	4.68%	2.75%	1.40%	1.52%	0.00%	0.00%	0.00%	0.00%	0.12%	0.00%	1.34%	1.09%	4.27%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	35.5	Y	1200-1300	615	51.66%	5.57%	0.00%	11.68%	9.87%	3.31%	1.49%	2.33%	0.00%	0.00%	0.00%	0.17%	0.00%	0.00%	2.15%	2.26%	9.51%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.6	Y	1300-1400	705	49.87%	5.27%	0.00%	10.57%	8.66%	4.70%	1.70%	2.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.57%	2.14%	13.22%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.7	Y	1400-1500	695	51.77%	4.75%	0.00%	10.13%	8.52%	4.91%	1.29%	2.64%	0.00%	0.00%	0.00%	0.28%	0.00%	0.00%	1.91%	2.06%	11.74%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.9	Y	1500-1600	675	53.48%	4.37%	0.00%	11.54%	9.01%	4.34%	1.20%	2.09%	0.00%	0.00%	0.00%	0.17%	0.00%	0.00%	1.96%	1.94%	9.90%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.7	Y	1600-1700	695	55.41%	4.22%	0.00%	9.31%	7.97%	3.52%	0.44%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.61%	3.60%	11.29%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.6	Y	1700-1800	700	76.11%	3.05%	0.00%	5.92%	3.13%	1.01%	0.27%	2.88%	0.00%	0.13%	0.13%	0.17%	0.00%	0.00%	1.91%	3.14%	2.16%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.4	Y	1800-1900	725	68.97%	4.01%	0.00%	7.49%	4.60%	1.67%	0.13%	3.31%	0.00%	0.00%	0.00%	0.11%	0.00%	0.00%	1.50%	3.74%	4.46%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.3	Y	1900-2000	735	69.51%	4.66%	0.00%	8.03%	3.94%	1.62%	0.39%	2.83%	0.00%	0.12%	0.12%	0.12%	0.00%	0.00%	1.73%	4.36%	2.56%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	37.5	Y	2000-2100	430	70.31%	6.30%	0.00%	7.24%	1.43%	0.71%	0.22%	3.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.37%	3.48%	4.20%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	38.5	Y	2100-2200	330	69.27%	5.80%	0.00%	7.85%	3.33%	0.92%	0.00%	3.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.05%	4.56%	1.85%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.5	Y	2200-2300	235	64.01%	10.50%	0.00%	7.90%	3.05%	3.08%	0.00%	1.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.79%	2.67%	2.22%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.6	Y	2300-0000	230	66.85%	12.40%	0.00%	5.33%	4.41%	1.76%	0.00%	0.89%	0.00%	0.00%	0.00%	0.45%	0.00%	0.00%	3.97%	3.06%	0.89%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0000-0100	105	85.64%	5.79%	0.00%	2.86%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0100-0200	55	78.16%	8.08%	0.00%	9.97%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.89%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0200-0300	50	76.41%	7.14%	0.00%	7.14%	7.14%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0300-0400	30	61.17%	15.30%	0.00%	11.77%	11.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0400-0500	45	73.19%	7.28%	0.00%	12.26%	7.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0500-0600	80	71.93%	4.03%	0.00%	6.65%	1.35%	4.05%	2.68%	6.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.68%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	39.1	Y	0600-0700	240	79.85%	2.48%	0.00%	4.20%	1.70%	1.28%	0.88%	4.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.05%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.5	Y	0700-0800	525	80.70%	1.37%	0.00%	6.73%	1.52%	0.60%	1.17%	2.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.39%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.5	Y	0800-0900	520	78.28%	1.38%	0.00%	8.48%	2.88%	0.75%	1.53%	2.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.4	Y	0900-1000	535	77.57%	1.33%	0.00%	8.65%	3.04%	0.72%	1.48%	2.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.33%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	37.1	Y	1000-1100	465	77.19%	2.17%	0.00%	9.33%	3.50%	1.51%	1.77%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	37.5	Y	1100-1200	430	76.18%	1.67%	0.00%	10.61%	4.45%	1.21%	1.86%	1.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.14%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	39.0	Y	1200-1300	285	53.83%	4.56%	0.00%	18.34%	9.49%	2.10%	1.42%	3.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.70%	0.00%	4.24%	1.42%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.6	Y	1300-1400	320	53.93%	4.73%	0.00%	17.04%	8.88%	3.15%	1.91%	3.44%	0.00%	0.00%	0.00%	0.00%	0.00%	1.25%	0.00%	3.78%	1.91%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.7	Y	1400-1500	315	56.12%	3.87%	0.00%	16.62%	8.37%	3.20%	1.57%	4.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.65%	0.00%	3.84%	1.57%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.7	Y	1500-1600	315	56.37%	3.57%	0.00%	18.03%	8.81%	2.55%	1.27%	3.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.65%	0.00%	3.89%	1.27%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.6	Y	1600-1700	325	57.89%	3.38%	0.00%	14.90%	7.73%	1.85%	0.61%	4.04%	0.00%	0.00%	0.00%	0.00%	0.00%	1.25%	0.00%	6.78%	1.57%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.1	Y	1700-1800	370	76.05%	2.20%	0.00%	8.20%	2.75%	0.50%	0.25%	4.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	5.20%	0.25%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.1	Y	1800-1900	370	68.15%	2.95%	0.00%	10.80%	4.05%	1.10%	0.25%	5.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	6.50%	0.55%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.7	Y	1900-2000	500	77.95%	2.20%	0.00%	8.05%	2.40%	0.40%	0.20%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.40%	0.00%	5.20%	0.20%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	39.7	Y	2000-2100	220	69.35%	5.15%	0.00%	10.65%	1.40%	0.00%	0.00%	5.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.90%	0.00%	6.50%	0.45%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2100-2200	170	66.45%	4.75%	0.00%	11.45%	3.00%	0.00%	0.00%	4.80%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%	7.15%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2200-2300	110	63.70%	8.25%	0.00%	13.25%	3.70%	1.85%	0.00%	2.75%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.00%	4.65%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2300-0000	115	65.32%	10.28%	0.00%	7.52%	3.77%	1.90%	0.00%	0.94%	0.00%	0.00%	0.00%	0.00%	0.00%	3.74%	0.00%	6.53%	0.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0000-0100	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0100-0200	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0200-0300	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0300-0400	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0400-0500	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0500-0600	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0600-0700	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0700-0800	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%

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	
Access Road	RD_25_26	RR	30	26.0	Y	0800-0900	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0900-1000	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1000-1100	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1100-1200	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1200-1300	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1300-1400	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1400-1500	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1500-1600	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1600-1700	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1700-1800	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1800-1900	20	55.60%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1900-2000	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2000-2100	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2100-2200	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2200-2300	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2300-0000	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0000-0100	100	55.56%	20.16%	0.00%	6.05%	6.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.11%	2.04%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0100-0200	65	41.98%	26.44%	0.00%	14.00%	7.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0200-0300	50	46.30%	28.15%	0.00%	9.20%	13.95%	2.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0300-0400	40	27.75%	38.90%	0.00%	11.15%	22.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0400-0500	45	40.00%	24.44%	0.00%	17.78%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.44%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0500-0600	85	40.55%	10.82%	0.00%	9.92%	4.89%	4.80%	1.18%	7.29%	0.00%	0.00%	2.35%	7.38%	3.53%	0.00%	7.29%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	39.7	Y	0600-0700	220	53.96%	10.02%	0.00%	7.78%	4.56%	1.80%	0.45%	5.91%	0.00%	0.00%	0.91%	0.00%	0.91%	0.00%	8.24%	2.73%	2.73%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.9	Y	0700-0800	480	55.10%	5.92%	0.00%	13.08%	5.04%	0.87%	0.87%	3.20%	0.00%	0.00%	0.21%	3.80%	1.28%	0.00%	4.66%	2.98%	2.98%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.0	Y	0800-0900	475	52.65%	5.33%	0.00%	16.30%	8.52%	1.09%	1.09%	3.65%	0.00%	0.00%	1.09%	0.61%	0.65%	0.00%	3.43%	2.16%	3.43%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.2	Y	0900-1000	455	52.23%	5.34%	0.00%	16.21%	8.43%	1.13%	1.13%	3.79%	0.00%	0.00%	1.13%	0.67%	0.69%	0.00%	3.53%	2.20%	3.53%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.4	Y	1000-1100	440	49.66%	7.52%	0.00%	16.90%	9.57%	2.05%	1.13%	3.40%	0.00%	0.00%	0.22%	0.00%	0.48%	0.00%	4.08%	0.93%	4.08%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.5	Y	1100-1200	430	47.34%	5.89%	0.00%	18.68%	12.35%	1.43%	1.17%	2.40%	0.00%	0.00%	0.96%	0.00%	0.26%	0.00%	3.33%	0.93%	5.25%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.8	Y	1200-1300	495	32.09%	8.35%	0.00%	20.92%	15.07%	5.85%	4.46%	2.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.44%	2.05%	5.53%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.1	Y	1300-1400	565	31.41%	7.85%	0.00%	19.21%	13.32%	8.37%	5.38%	2.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.68%	1.98%	7.66%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.2	Y	1400-1500	550	33.29%	7.20%	0.00%	18.75%	13.20%	9.00%	4.23%	2.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.93%	1.83%	6.98%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.4	Y	1500-1600	530	33.73%	6.46%	0.00%	21.39%	13.97%	7.77%	3.77%	2.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.03%	1.93%	5.85%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.6	Y	1600-1700	515	37.59%	6.60%	0.00%	18.31%	13.19%	6.65%	1.55%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.89%	3.49%	7.02%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.9	Y	1700-1800	480	60.40%	5.25%	0.00%	12.65%	5.70%	2.10%	1.05%	3.40%	0.00%	0.00%	1.05%	0.00%	0.00%	0.00%	3.60%	3.35%	1.45%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.6	Y	1800-1900	510	51.55%	6.95%	0.00%	15.70%	8.00%	3.40%	0.60%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	3.80%	3.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.1	Y	1900-2000	470	58.47%	5.63%	0.00%	13.59%	5.98%	2.20%	1.06%	3.41%	0.00%	0.00%	1.08%	0.00%	0.00%	0.00%	3.64%	3.43%	1.50%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	38.9	Y	2000-2100	295	52.73%	11.35%	0.00%	15.54%	2.78%	1.37%	0.70%	4.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.48%	3.78%	2.78%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	39.5	Y	2100-2200	235	49.67%	9.96%	0.00%	17.02%	6.04%	1.74%	0.00%	3.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.62%	4.72%	1.34%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	2200-2300	175	41.23%	17.05%	0.00%	15.89%	4.73%	5.83%	0.00%	1.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.84%	2.98%	1.73%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	2300-0000	160	45.40%	20.65%	0.00%	11.25%	6.90%	3.80%	0.00%	0.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.55%	3.15%	0.65%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0000-0100	10	57.10%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.60%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0100-0200	5	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0300-0400	5	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0500-0600	5	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0600-0700	15	53.20%	6.70%	0.00%	6.70%	6.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.70%	20.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0700-0800	30	63.40%	3.30%	0.00%	6.70%	3.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	13.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0800-0900	30	62.20%	3.40%	0.00%	10.30%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.90%	10.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0900-1000	30	60.70%	3.60%	0.00%	10.70%	7.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.60%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1000-1100	30	59.30%	3.70%	0.00%	11.10%	7.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.40%	11.10%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1100-1200	30	54.00%	3.80%	0.00%	11.50%	11.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.70%	11.50%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1200-1300	20	27.70%	16.70%	0.00%	27.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.10%	16.70%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1300-1400	25	28.60%	19.00%	0.00%	23.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.30%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1400-1500	20	31.60%	15.80%	0.00%	26.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.50%	15.80%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1500-1600	20	30.00%	15.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	15.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1600-1700	25	33.30%	14.30%	0.00%	23.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.30%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1700-1800	25	36.40%	13.60%	0.00%	27.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.10%	13.60%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1800-1900	25	42.90%	14.30%	0.00%	19.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.50%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1900-2000	20	50.00%	10.00%	0.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	15.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2000-2100	15	35.70%	21.40%	0.00%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.30%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2100-2200	15	28.50%	14.30%	0.00%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.60%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2200-2300	10	20.00%	20.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	30.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2300-0000	15	23.10%	23.10%	0.00%	7.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.70%	15.40%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0300-0400	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0400-0500	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0600-0700	10	58.35%	0.00%	0.00%	0.00%	41.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0700-0800	10	65.00%	0.00%	0.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0800-0900	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0900-1000	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

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	
Village Access Road	RD_30_31	RR	30	26.0	Y	1000-1100	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1100-1200	20	41.65%	0.00%	0.00%	0.00%	58.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1200-1300	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1300-1400	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1400-1500	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1500-1600	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1600-1700	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1700-1800	10	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1800-1900	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1900-2000	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2000-2100	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2100-2200	10	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2200-2300	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2300-0000	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0700-0800	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0800-0900	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0900-1000	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1000-1100	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1100-1200	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1200-1300	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1300-1400	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1400-1500	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1500-1600	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1600-1700	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1700-1800	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1800-1900	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1900-2000	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2000-2100	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2100-2200	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2200-2300	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0700-0800	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0800-0900	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0900-1000	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1000-1100	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1100-1200	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1200-1300	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1300-1400	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1400-1500	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1500-1600	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1600-1700	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1700-1800	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1800-1900	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1900-2000	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2000-2100	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2100-2200	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2200-2300	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0700-0800	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0800-0900	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0900-1000	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1000-1100	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1100-1200	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%

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	
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1200-1300	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1300-1400	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1400-1500	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1500-1600	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1600-1700	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1700-1800	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1800-1900	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1900-2000	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2000-2100	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2100-2200	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2200-2300	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0700-0800	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0800-0900	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0900-1000	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1000-1100	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1100-1200	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1200-1300	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1300-1400	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1400-1500	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1500-1600	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1600-1700	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1700-1800	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1800-1900	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1900-2000	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2000-2100	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2100-2200	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2200-2300	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

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	
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0000-0100	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0100-0200	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0300-0400	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0400-0500	5	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0500-0600	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0600-0700	10	77.50%	0.00%	0.00%	0.00%	22.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0700-0800	25	69.00%	0.00%	0.00%	8.98%	14.02%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0800-0900	30	61.85%	0.00%	0.00%	8.40%	20.65%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	0900-1000	30	60.60%	0.00%	0.00%	8.70%	21.60%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1000-1100	25	60.02%	0.00%	0.00%	8.98%	23.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1100-1200	30	51.90%	0.00%	0.00%	8.70%	30.30%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1200-1300	55	27.40%	0.00%	0.00%	20.13%	36.80%	0.00%	7.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.40%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1300-1400	60	26.30%	0.00%	0.00%	19.20%	33.45%	0.00%	10.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.35%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1400-1500	60	29.05%	0.00%	0.00%	18.05%	34.70%	0.00%	9.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.95%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1500-1600	60	29.05%	0.00%	0.00%	21.70%	34.70%	0.00%	7.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.15%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1600-1700	55	33.33%	0.00%	0.00%	17.58%	35.37%	0.00%	3.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.76%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1700-1800	55	37.25%	0.00%	0.00%	23.51%	27.49%	0.00%	3.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.80%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1800-1900	50	52.25%	0.00%	0.00%	18.00%	23.00%	0.00%	2.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	1900-2000	45	62.43%	0.00%	0.00%	15.22%	17.32%	0.00%	2.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.67%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2000-2100	25	61.72%	0.00%	0.00%	23.88%	9.42%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.98%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2100-2200	20	56.25%	0.00%	0.00%	21.25%	22.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2200-2300	15	53.33%	0.00%	0.00%	28.87%	17.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_1_2	RR	30	26.0	Y	2300-0000	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0000-0100	10	80.00%	10.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0100-0200	10	66.70%	16.65%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0200-0300	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0300-0400	5	33.40%	33.30%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0400-0500	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0500-0600	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0600-0700	15	80.00%	6.67%	0.00%	0.00%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0700-0800	35	79.57%	3.43%	0.00%	6.79%	10.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0800-0900	35	72.07%	3.07%	0.00%	6.21%	18.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	0900-1000	35	70.79%	3.21%	0.00%	6.50%	19.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1000-1100	35	69.36%	3.43%	0.00%	6.79%	20.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1100-1200	35	64.29%	3.21%	0.00%	6.50%	26.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1200-1300	55	28.09%	0.00%	0.00%	16.29%	40.60%	0.00%	7.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.51%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1300-1400	65	26.45%	0.00%	0.00%	14.88%	38.45%	0.00%	10.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.11%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1400-1500	60	29.20%	0.00%	0.00%	14.67%	38.13%	0.00%	9.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1500-1600	60	28.83%	0.00%	0.00%	17.93%	38.43%	0.00%	7.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.40%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1600-1700	55	34.10%	0.00%	0.00%	15.16%	37.63%	0.00%	3.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.35%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1700-1800	55	38.10%	0.00%	0.00%	18.86%	31.07%	0.00%	4.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.95%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1800-1900	50	51.94%	0.00%	0.00%	15.10%	26.30%	0.00%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.44%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	1900-2000	45	63.53%	0.00%	0.00%	12.26%	19.43%	0.00%	2.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.39%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2000-2100	25	62.98%	0.00%	0.00%	18.02%	14.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.98%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2100-2200	20	59.05%	0.00%	0.00%	18.05%	22.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2200-2300	15	53.33%	0.00%	0.00%	17.80%	28.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_3_4	RR	30	26.0	Y	2300-0000	15	48.53%	0.00%	0.00%	16.20%	35.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0000-0100	10	80.00%	10.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0100-0200	10	66.70%	16.65%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0200-0300	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0300-0400	5	33.40%	33.30%	0.00%	0.00%	33.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0400-0500	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0500-0600	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0600-0700	15	80.00%	6.67%	0.00%	0.00%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0700-0800	75	30.58%	1.38%	0.00%	2.82%	4.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	61.02%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0800-0900	75	28.30%	1.32%	0.00%	2.64%	7.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	59.76%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	0900-1000	105	19.09%	0.97%	0.00%	1.89%	5.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	72.34%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1000-1100	105	17.43%	0.97%	0.00%	1.94%	5.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	73.83%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1100-1200	105	16.29%	0.97%	0.00%	1.89%	7.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	73.26%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1200-1300	130	10.97%	0.00%	0.00%	6.27%	16.66%	0.00%	3.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.87%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1300-1400	140	11.77%	0.00%	0.00%	6.69%	16.79%	0.00%	4.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.41%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1400-1500	135	12.30%	0.00%	0.00%	6.18%	15.79%	0.00%	3.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.01%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1500-1600	135	12.22%	0.00%	0.00%	7.67%	15.91%	0.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	61.20%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1600-1700	135	13.97%	0.00%	0.00%	6.24%	15.47%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.77%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1700-1800	130	15.64%	0.00%	0.00%	7.82%	12.39%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	62.58%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1800-1900	125	19.75%	0.00%	0.00%	5.75%	9.72%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	64.00%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	1900-2000	105	25.74%	0.00%	0.00%	4.99%	7.92%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.36%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2000-2100	85	17.08%	0.00%	0.00%	4.89%	3.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	74.31%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2100-2200	80	13.00%	0.00%	0.00%	3.95%	5.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	77.90%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2200-2300	75	8.44%	0.00%	0.00%	2.85%	4.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	84.37%	0.00%	100.00%
Chun Yiu Road	RD_5_6	RR	30	26.0	Y	2300-0000	15	48.53%	0.00%	0.00%	16.20%	35.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0000-0100	15	80.93%	9.53%	0.00%	0.00%	9.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0100-0200	10	75.00%	12.50%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

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	
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0200-0300	10	83.35%	0.00%	0.00%	0.00%	16.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0300-0400	5	25.00%	25.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0400-0500	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0500-0600	10	87.50%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0600-0700	25	78.26%	4.02%	0.00%	4.02%	13.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0700-0800	95	39.73%	1.10%	0.00%	3.24%	6.48%	0.00%	1.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	48.36%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0800-0900	100	36.14%	1.02%	0.00%	4.16%	11.34%	0.00%	1.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.30%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	0900-1000	130	25.48%	0.81%	0.00%	3.23%	8.78%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.91%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1000-1100	130	24.67%	0.81%	0.00%	3.23%	9.58%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.91%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1100-1200	130	22.25%	0.81%	0.00%	3.23%	12.00%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.91%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1200-1300	190	15.51%	0.00%	0.00%	11.80%	23.56%	0.00%	4.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	44.88%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1300-1400	205	16.40%	0.00%	0.00%	11.92%	21.89%	0.00%	5.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	43.83%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1400-1500	200	16.94%	0.00%	0.00%	11.29%	22.04%	0.00%	5.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	44.59%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1500-1600	200	16.99%	0.00%	0.00%	12.39%	22.70%	0.00%	4.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	43.81%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1600-1700	190	19.21%	0.00%	0.00%	10.71%	21.92%	0.00%	2.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	45.98%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1700-1800	190	22.09%	0.00%	0.00%	14.00%	16.67%	0.00%	2.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	45.10%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1800-1900	175	28.26%	0.00%	0.00%	10.00%	13.48%	0.00%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	47.10%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	1900-2000	150	36.25%	0.00%	0.00%	8.92%	10.96%	0.00%	1.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.53%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2000-2100	110	26.70%	0.00%	0.00%	9.55%	4.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	59.00%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2100-2200	105	21.22%	0.00%	0.00%	8.04%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	61.66%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2200-2300	90	15.25%	0.00%	0.00%	7.05%	5.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	71.85%	0.00%	100.00%
Chun Yiu Road	RD_7_8	RR	30	26.0	Y	2300-0000	30	56.05%	0.00%	0.00%	16.05%	27.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	39.9	Y	0000-0100	200	73.65%	11.65%	0.00%	4.60%	5.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.55%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0100-0200	120	64.10%	15.75%	0.00%	12.25%	4.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0200-0300	100	67.45%	14.80%	0.00%	7.40%	9.35%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0300-0400	85	50.64%	20.82%	0.00%	10.41%	16.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.27%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0400-0500	105	58.94%	13.94%	0.00%	13.94%	11.08%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.05%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	40.0	Y	0500-0600	175	59.77%	6.41%	0.00%	7.61%	4.71%	4.09%	1.71%	3.55%	0.00%	0.00%	0.58%	5.83%	1.15%	1.71%	1.15%	1.73%	0.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	37.4	Y	0600-0700	440	68.40%	5.92%	0.00%	6.66%	3.68%	1.58%	0.45%	2.99%	0.00%	0.00%	0.24%	0.00%	0.45%	0.70%	1.35%	5.72%	1.85%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.4	Y	0700-0800	1005	63.17%	3.31%	0.00%	10.22%	3.68%	0.89%	0.80%	1.50%	0.00%	0.00%	0.00%	3.01%	0.40%	0.70%	0.80%	5.52%	6.00%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.5	Y	0800-0900	995	61.07%	3.06%	0.00%	12.92%	6.47%	0.99%	1.10%	1.75%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.60%	4.04%	6.50%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.5	Y	0900-1000	995	56.77%	4.11%	0.00%	14.28%	6.41%	1.63%	1.61%	1.40%	0.00%	0.00%	0.20%	1.01%	0.20%	0.20%	0.80%	1.74%	9.64%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.2	Y	1000-1100	935	57.13%	4.16%	0.00%	13.17%	7.22%	1.84%	1.31%	1.60%	0.00%	0.00%	0.10%	0.00%	0.20%	0.50%	0.65%	1.64%	10.50%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.5	Y	1100-1200	905	54.08%	3.31%	0.00%	14.57%	9.21%	1.44%	1.20%	1.10%	0.00%	0.00%	0.30%	0.00%	0.00%	0.40%	0.70%	2.14%	11.55%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.3	Y	1200-1300	1020	32.51%	5.61%	0.00%	17.94%	14.60%	5.92%	1.75%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	16.64%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	29.6	Y	1300-1400	1175	31.26%	5.35%	0.00%	16.42%	12.80%	8.48%	2.05%	0.95%	0.00%	0.00%	0.00%	0.00%	0.20%	0.40%	0.40%	2.46%	19.22%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.1	Y	1400-1500	1135	33.12%	4.86%	0.00%	15.93%	12.60%	9.02%	1.60%	1.05%	0.00%	0.00%	0.00%	0.15%	0.35%	0.25%	0.45%	2.46%	18.15%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.3	Y	1500-1600	1110	33.82%	4.36%	0.00%	18.04%	13.41%	7.86%	1.45%	0.91%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.45%	2.36%	16.54%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	30.3	Y	1600-1700	1110	36.32%	4.36%	0.00%	15.14%	12.20%	6.52%	0.55%	1.05%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	4.53%	18.24%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	29.4	Y	1700-1800	1200	37.53%	4.16%	0.00%	17.30%	8.65%	8.04%	0.50%	1.30%	0.00%	0.00%	0.00%	0.00%	0.30%	0.25%	0.40%	6.95%	14.61%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	31.1	Y	1800-1900	1040	50.22%	4.81%	0.00%	13.49%	7.64%	3.45%	0.20%	1.61%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.45%	5.30%	12.21%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	32.0	Y	1900-2000	950	60.49%	3.71%	0.00%	11.18%	5.74%	2.22%	0.45%	1.51%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.55%	4.65%	8.88%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	35.6	Y	2000-2100	610	51.82%	7.61%	0.00%	13.39%	2.50%	1.48%	0.35%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	0.65%	5.11%	14.74%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	36.8	Y	2100-2200	495	48.35%	6.71%	0.00%	13.74%	5.49%	1.83%	0.00%	1.41%	0.00%	0.00%	0.00%	0.00%	0.40%	1.22%	0.85%	5.87%	14.15%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	38.1	Y	2200-2300	370	41.54%	10.56%	0.00%	13.00%	4.60%	5.69%	0.00%	0.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.81%	1.31%	3.27%	18.41%	0.00%	100.00%
Kam Tin Road	RD_09_10	RR	50	38.8	Y	2300-0000	305	52.61%	15.25%	0.00%	10.26%	7.68%	4.02%	0.00%	0.32%	0.00%	0.00%	0.00%	0.32%	0.65%	2.00%	0.97%	4.95%	0.97%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	39.9	Y	0000-0100	200	73.72%	11.33%	0.00%	4.67%	5.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.05%	2.57%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0100-0200	115	64.26%	15.19%	0.00%	12.51%	4.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.80%	1.80%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0200-0300	100	67.40%	14.75%	0.00%	7.35%	9.45%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0300-0400	80	52.05%	20.05%	0.00%	10.65%	15.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.30%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0400-0500	100	59.00%	14.00%	0.00%	14.00%	11.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	40.0	Y	0500-0600	175	59.49%	5.87%	0.00%	8.21%	4.67%	4.07%	1.79%	3.53%	0.00%	0.00%	0.59%	5.87%	1.19%	1.79%	1.19%	1.74%	0.00%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	37.4	Y	0600-0700	435	68.37%	5.78%	0.00%	6.71%	3.68%	1.62%	0.45%	3.04%	0.00%	0.00%	0.24%	0.00%	0.45%	0.71%	1.35%	5.75%	1.85%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.5	Y	0700-0800	1000	62.74%	3.22%	0.00%	10.28%	3.82%	0.94%	0.90%	1.54%	0.00%	0.00%	0.00%	3.02%	0.40%	0.70%	0.80%	5.50%	6.14%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.6	Y	0800-0900	985	60.61%	2.91%	0.00%	12.98%	6.61%	1.03%	1.35%	1.74%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.60%	4.06%	6.59%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.0	Y	0900-1000	950	57.44%	2.86%	0.00%	12.73%	6.52%	1.04%	1.35%	1.79%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.65%	3.92%	10.19%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.2	Y	1000-1100	935	56.51%	4.12%	0.00%	13.19%	7.40%	1.82%	1.65%	1.64%	0.00%	0.00%	0.10%	0.00%	0.20%	0.50%	0.65%	1.59%	10.63%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.5	Y	1100-1200	905	53.61%	3.22%	0.00%	14.55%	9.39%	1.48%	1.45%	1.10%	0.00%	0.00%	0.34%	0.00%	0.00%	0.45%	0.65%	2.08%	11.68%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.3	Y	1200-1300	1020	32.29%	5.61%	0.00%	18.16%	14.33%	5.95%	1.80%	0.96%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	16.82%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	29.6	Y	1300-1400	1175	31.16%	5.36%	0.00%	16.56%	12.68%	8.44%	2.05%	0.95%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	0.45%	2.47%	19.23%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	30.1	Y	1400-1500	1135	33.01%	4.86%	0.00%	16.16%	12.43%	8.99%	1.60%	1.06%	0.00%	0.00%	0.00%	0.16%	0.35%	0.25%	0.45%	2.47%	18.23%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	30.4	Y	1500-1600	1105	33.91%	4.36%	0.00%	18.26%	13.12%	7.89%	1.45%	0.90%	0.00%	0.00%	0.00%	0.10%	0.35%	0.25%	0.45%	2.37%	16.59%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	30.4	Y	1600-1700	1105	36.20%	4.36%	0.00%	15.25%	12.08%	6.54%	0.55%	1.10%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	4.54%	18.26%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.9	Y	1700-1800	955	58.37%	3.65%	0.00%	11.24%	5.56%	2.22%	0.45%	1.51%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.60%	10.49%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	31.1	Y	1800-1900	1040	50.13%	4.85%	0.00%	13.60%	7.66%	3.45%	0.20%	1.61%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.45%	5.26%	12.17%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	32.1	Y	1900-2000	945	58.47%	3.80%	0.00%	11.81%	5.98%	2.23%	0.44%	1.46%	0.00%	0.53%	0.22%	0.11%	0.20%	0.31%	0.56%	4.91%	8.97%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	35.6	Y	2000-2100	610	51.71%	7.56%	0.00%	13.55%	2.50%	1.48%	0.35%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	0.65%	5.15%	14.70%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	36.7	Y	2100-2200	500	48.33%	6.65%	0.00%	13.74%	5.46%	1.82%	0.00%	1.41%	0.00%	0.00%	0.00%	0.00%	0.40%	1.22%	0.79%	5.83%	14.34%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	38.1	Y	2200-2300	375	41.25%	10.61%	0.00%	13.05%	4.65%	5.72%	0.00%	0.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.81%	1.36%	3.27%	18.47%	0.00%	100.00%
Kam Tin Road	RD_11_12	RR	50	38.8	Y	2300-0000	305	52.93%	15.35%	0.00%	10.35%	7.40%	4.02%	0.00%	0.32%	0.00%	0.00%	0.00%	0.32%	0.65%	2.04%	0.97%	5.00%	0.65%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	39.9	Y	0000-0100	200	73.65%	11.65%	0.00%	4.60%	5.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.55%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0100-0200	120	64.10%	15.75%	0.00%	12.25%	4.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	1.75%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0200-0300	100	67.45%	14.80%	0.00%	7.40%	9.35%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0300-0400	85	50.64%	20.82%	0.00%	10.41%	16.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.27%	0.00%	0.00%	100.00%

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	
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0400-0500	105	58.94%	13.94%	0.00%	13.94%	11.08%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.05%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	40.0	Y	0500-0600	175	59.77%	6.41%	0.00%	7.61%	4.71%	4.09%	1.71%	3.55%	0.00%	0.00%	0.58%	5.83%	1.15%	1.71%	1.15%	1.73%	0.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	37.4	Y	0600-0700	440	68.40%	5.92%	0.00%	6.66%	3.68%	1.58%	0.45%	2.99%	0.00%	0.00%	0.24%	0.00%	0.45%	0.70%	1.35%	5.72%	1.85%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.4	Y	0700-0800	1005	63.17%	3.31%	0.00%	10.22%	3.68%	0.89%	0.80%	1.50%	0.00%	0.00%	0.00%	3.01%	0.40%	0.70%	0.80%	5.52%	6.00%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.5	Y	0800-0900	995	61.07%	3.06%	0.00%	12.92%	6.47%	0.99%	1.10%	1.75%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.60%	4.04%	6.50%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.5	Y	0900-1000	995	56.77%	4.11%	0.00%	14.28%	6.41%	1.63%	1.61%	1.40%	0.00%	0.00%	0.20%	1.01%	0.20%	0.20%	0.80%	1.74%	9.64%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.2	Y	1000-1100	935	57.13%	4.16%	0.00%	13.17%	7.22%	1.84%	1.31%	1.60%	0.00%	0.00%	0.10%	0.00%	0.20%	0.50%	0.65%	1.64%	10.50%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.5	Y	1100-1200	905	54.08%	3.31%	0.00%	14.57%	9.21%	1.44%	1.20%	1.10%	0.00%	0.00%	0.30%	0.00%	0.00%	0.40%	0.70%	2.14%	11.55%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.3	Y	1200-1300	1020	32.51%	5.61%	0.00%	17.94%	14.60%	5.92%	1.75%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	16.64%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	29.6	Y	1300-1400	1175	31.26%	5.35%	0.00%	16.42%	12.80%	8.48%	2.05%	0.95%	0.00%	0.00%	0.00%	0.00%	0.20%	0.40%	0.40%	2.46%	19.22%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.1	Y	1400-1500	1135	33.12%	4.86%	0.00%	15.93%	12.60%	9.02%	1.60%	1.05%	0.00%	0.00%	0.00%	0.15%	0.35%	0.25%	0.45%	2.46%	18.15%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.3	Y	1500-1600	1110	33.82%	4.36%	0.00%	18.04%	13.41%	7.86%	1.45%	0.91%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.45%	2.36%	16.54%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	30.3	Y	1600-1700	1110	36.32%	4.36%	0.00%	15.14%	12.20%	6.52%	0.55%	1.05%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	4.53%	18.24%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	29.4	Y	1700-1800	1200	37.53%	4.16%	0.00%	17.30%	8.65%	8.04%	0.50%	1.30%	0.00%	0.00%	0.00%	0.00%	0.30%	0.25%	0.40%	6.95%	14.61%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	31.1	Y	1800-1900	1040	50.22%	4.81%	0.00%	13.49%	7.64%	3.45%	0.20%	1.61%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.45%	5.30%	12.21%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	32.0	Y	1900-2000	950	60.49%	3.71%	0.00%	11.18%	5.74%	2.22%	0.45%	1.51%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.55%	4.65%	8.88%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	35.6	Y	2000-2100	610	51.82%	7.61%	0.00%	13.39%	2.50%	1.48%	0.35%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	0.65%	5.11%	14.74%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	36.8	Y	2100-2200	495	48.35%	6.71%	0.00%	13.74%	5.49%	1.83%	0.00%	1.41%	0.00%	0.00%	0.00%	0.00%	0.40%	1.22%	0.85%	5.87%	14.15%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	38.1	Y	2200-2300	370	41.54%	10.56%	0.00%	13.00%	4.60%	5.69%	0.00%	0.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.81%	1.31%	3.27%	18.41%	0.00%	100.00%
Kam Tin Road	RD_13_14	RR	50	38.8	Y	2300-0000	305	52.61%	15.25%	0.00%	10.26%	7.68%	4.02%	0.00%	0.32%	0.00%	0.00%	0.00%	0.32%	0.65%	2.00%	0.97%	4.95%	0.97%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	39.9	Y	0000-0100	200	73.72%	11.33%	0.00%	4.67%	5.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.05%	2.57%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0100-0200	115	64.26%	15.19%	0.00%	12.51%	4.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.80%	1.80%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0200-0300	100	67.40%	14.75%	0.00%	7.35%	9.45%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0300-0400	80	52.05%	20.05%	0.00%	10.65%	15.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.30%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0400-0500	100	59.00%	14.00%	0.00%	14.00%	11.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	40.0	Y	0500-0600	175	59.49%	5.87%	0.00%	8.21%	4.67%	4.07%	1.79%	3.53%	0.00%	0.00%	0.59%	5.87%	1.19%	1.79%	1.19%	1.74%	0.00%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	37.4	Y	0600-0700	435	68.37%	5.78%	0.00%	6.71%	3.68%	1.62%	0.45%	3.04%	0.00%	0.00%	0.24%	0.00%	0.45%	0.71%	1.35%	5.75%	1.85%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.5	Y	0700-0800	1000	62.74%	3.22%	0.00%	10.28%	3.82%	0.94%	0.90%	1.54%	0.00%	0.00%	0.00%	3.02%	0.40%	0.70%	0.80%	5.50%	6.14%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.6	Y	0800-0900	985	60.61%	2.91%	0.00%	12.98%	6.61%	1.03%	1.35%	1.74%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.60%	4.06%	6.59%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.0	Y	0900-1000	950	57.44%	2.86%	0.00%	12.73%	6.52%	1.04%	1.35%	1.79%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.65%	3.92%	10.19%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.2	Y	1000-1100	935	56.51%	4.12%	0.00%	13.19%	7.40%	1.82%	1.65%	1.64%	0.00%	0.00%	0.10%	0.00%	0.20%	0.50%	0.65%	1.59%	10.63%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.5	Y	1100-1200	905	53.61%	3.22%	0.00%	14.55%	9.39%	1.48%	1.45%	1.10%	0.00%	0.00%	0.34%	0.00%	0.00%	0.45%	0.65%	2.08%	11.68%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.3	Y	1200-1300	1020	32.29%	5.61%	0.00%	18.16%	14.33%	5.95%	1.80%	0.96%	0.00%	0.00%	0.00%	0.10%	0.40%	0.30%	0.50%	2.77%	16.82%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	29.6	Y	1300-1400	1175	31.16%	5.36%	0.00%	16.56%	12.68%	8.44%	2.05%	0.95%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	2.47%	19.23%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	30.1	Y	1400-1500	1135	33.01%	4.86%	0.00%	16.16%	12.43%	8.99%	1.60%	1.06%	0.00%	0.00%	0.00%	0.16%	0.35%	0.25%	0.45%	2.47%	18.23%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	30.4	Y	1500-1600	1105	33.91%	4.36%	0.00%	18.26%	13.12%	7.89%	1.45%	0.90%	0.00%	0.00%	0.00%	0.10%	0.35%	0.25%	0.45%	2.37%	16.59%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	30.4	Y	1600-1700	1105	36.20%	4.36%	0.00%	15.25%	12.08%	6.54%	0.55%	1.10%	0.00%	0.00%	0.00%	0.00%	0.20%	0.45%	0.45%	4.54%	18.26%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.9	Y	1700-1800	955	58.37%	3.65%	0.00%	11.24%	5.56%	2.22%	0.45%	1.51%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.60%	10.49%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	31.1	Y	1800-1900	1040	50.13%	4.85%	0.00%	13.60%	7.66%	3.45%	0.20%	1.61%	0.00%	0.00%	0.00%	0.11%	0.20%	0.31%	0.45%	5.26%	12.17%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	32.1	Y	1900-2000	945	58.47%	3.80%	0.00%	11.81%	5.98%	2.23%	0.44%	1.46%	0.00%	0.53%	0.22%	0.11%	0.20%	0.31%	0.56%	4.91%	8.97%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	35.6	Y	2000-2100	610	51.71%	7.56%	0.00%	13.55%	2.50%	1.48%	0.35%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	0.65%	5.15%	14.70%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	36.7	Y	2100-2200	500	48.33%	6.65%	0.00%	13.74%	5.46%	1.82%	0.00%	1.41%	0.00%	0.00%	0.00%	0.00%	0.40%	1.22%	0.79%	5.83%	14.34%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	38.1	Y	2200-2300	375	41.25%	10.61%	0.00%	13.05%	4.65%	5.72%	0.00%	0.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.81%	1.36%	3.27%	18.47%	0.00%	100.00%
Kam Tin Road	RD_15_16	RR	50	38.8	Y	2300-0000	305	52.93%	15.35%	0.00%	10.35%	7.40%	4.02%	0.00%	0.32%	0.00%	0.00%	0.00%	0.32%	0.65%	2.04%	0.97%	5.00%	0.65%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	39.9	Y	0000-0100	195	73.88%	11.70%	0.00%	4.82%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.08%	2.65%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0100-0200	115	64.30%	15.53%	0.00%	12.84%	4.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	1.84%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0200-0300	95	67.36%	14.19%	0.00%	7.59%	9.77%	1.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0300-0400	80	52.75%	20.25%	0.00%	9.45%	16.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.35%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0400-0500	100	58.80%	13.30%	0.00%	14.40%	11.40%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.05%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	40.0	Y	0500-0600	170	60.31%	6.03%	0.00%	8.45%	4.18%	4.19%	1.80%	3.61%	0.00%	0.00%	0.57%	6.03%	1.19%	1.23%	0.61%	1.81%	0.00%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	37.6	Y	0600-0700	420	68.63%	5.77%	0.00%	6.73%	3.84%	1.69%	0.45%	3.12%	0.00%	0.00%	0.23%	0.00%	0.45%	0.48%	0.70%	5.98%	1.94%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.8	Y	0700-0800	965	62.73%	3.24%	0.00%	10.31%	3.75%	0.97%	0.95%	1.58%	0.00%	0.00%	0.00%	3.13%	0.45%	0.43%	0.43%	5.68%	6.35%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.9	Y	0800-0900	955	60.56%	2.93%	0.00%	13.01%	6.53%	1.07%	1.40%	1.79%	0.00%	0.00%	0.34%	0.55%	0.20%	0.32%	0.32%	4.17%	6.81%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.0	Y	0900-1000	950	57.44%	2.86%	0.00%	12.73%	6.52%	1.04%	1.35%	1.79%	0.00%	0.00%	0.30%	0.50%	0.20%	0.50%	0.65%	3.92%	10.19%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.5	Y	1000-1100	905	56.66%	4.00%	0.00%	13.22%	7.31%	1.88%	1.70%	1.69%	0.00%	0.00%	0.09%	0.00%	0.20%	0.32%	0.32%	1.62%	10.99%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.7	Y	1100-1200	880	53.62%	3.18%	0.00%	14.58%	9.39%	1.51%	1.50%	1.15%	0.00%	0.00%	0.34%	0.00%	0.00%	0.21%	0.32%	2.17%	12.04%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.5	Y	1200-1300	1000	32.35%	5.45%	0.00%	17.98%	14.58%	6.07%	1.85%	1.01%	0.00%	0.00%	0.00%	0.10%	0.40%	0.10%	0.19%	2.82%	17.11%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	29.9	Y	1300-1400	1150	31.21%	5.10%	0.00%	16.37%	12.92%	8.62%	2.10%	0.95%	0.00%	0.00%	0.00%	0.00%	0.20%	0.20%	0.20%	2.51%	19.62%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	30.3	Y	1400-1500	1115	33.06%	4.65%	0.00%	15.88%	12.62%	9.12%	1.65%	1.05%	0.00%	0.00%	0.00%	0.20%	0.40%	0.10%	0.20%	2.51%	18.57%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	30.6	Y	1500-1600	1085	33.75%	4.20%	0.00%	18.03%	13.42%	8.07%	1.45%	0.95%	0.00%	0.00%	0.00%	0.10%	0.40%	0.10%	0.20%	2.41%	16.92%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	30.6	Y	1600-1700	1080	36.15%	4.20%	0.00%	15.13%	12.33%	6.67%	0.55%	1.15%	0.00%	0.00%	0.00%	0.00%	0.20%	0.19%	0.19%	4.63%	18.61%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.9	Y	1700-1800	955	58.37%	3.65%	0.00%	11.24%	5.56%	2.22%	0.45%	1.51%	0.00%	0.52%	0.23%	0.11%	0.20%	0.31%	0.55%	4.60%	10.49%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	31.3	Y	1800-1900	1020	50.24%	4.64%	0.00%	13.48%	7.81%	3.51%	0.20%	1.66%	0.00%	0.00%	0.00%	0.10%	0.20%	0.10%	0.19%	5.40%	12.45%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	32.1	Y	1900-2000	945	58.47%	3.80%	0.00%	11.81%	5.98%	2.23%	0.44%	1.46%	0.00%	0.53%	0.22%	0.11%	0.20%	0.31%	0.56%	4.91%	8.97%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	35.7	Y	2000-2100	595	52.12%	7.24%	0.00%	13.43%	2.55%	1.54%	0.35%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.19%	0.34%	5.29%	15.10%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	36.9	Y	2100-2200	485	48.71%	6.44%	0.00%	13.78%	5.67%	1.88%	0.00%	1.46%	0.00%	0.00%	0.00%	0.00%	0.40%	0.43%	0.43%	6.01%	14.80%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	38.2	Y	2200-2300	360	41.53%	10.40%	0.00%	13.18%	4.80%	5.92%	0.00%	0.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.29%	0.58%	3.36%	19.08%	0.00%	100.00%
Kam Tin Road	RD_17_18	RR	50	38.9	Y	2300-0000	295	53.80%	15.24%	0.00%	10.77%	7.66%	4.15%	0.00%	0.37%	0.00%	0.00%	0.00%	0.37%	0.70%	0.71%	0.33%	5.19%	0.70%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	38.9	Y	0000-0100	295	68.18%	15.92%	0.00%	3.11%	4.84%	0.00%	0.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.91%	1.35%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0100-0200	165	59.25%	20.97%	0.00%	8.64%	4.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	1.25%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0200-0300	135	61.90%	20.90%	0.00%	4.49%	8.99%	1.50%	1.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.73%	0.00%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0300-0400	110	45.15%	29.35%	0.00%	7.55%	15.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.95%	1.90%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	40.0	Y	0400-0500	145	54.66%	19.36%	0.00%	10.09%	10.09%	1.45%	0.00%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.45%	1.45%	0.00%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	39.4	Y	0500-0600	245	55.54%	9.08%	0.00%	5.34%	4.15%	4.95%	2.45%	5.75%	0.00%	0.00%	1.21%	3.30%	2.08%	1.21%	3.74%	1.21%	0.00%	0.00%	100.00%

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	
Kam Tin Road	RD_19_20	RR	50	35.4	Y	0600-0700	630	65.89%	8.00%	0.00%	4.51%	3.39%	1.65%	0.65%	4.15%	0.00%	0.00%	0.49%	0.00%	0.49%	0.49%	4.51%	3.99%	1.79%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.7	Y	0700-0800	1355	64.92%	4.66%	0.00%	7.35%	3.59%	1.05%	1.25%	2.40%	0.00%	0.00%	0.10%	1.80%	0.73%	0.50%	2.45%	4.08%	5.13%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.8	Y	0800-0900	1345	62.66%	4.31%	0.00%	9.25%	6.18%	1.15%	1.80%	2.70%	0.00%	0.00%	0.50%	0.30%	0.34%	0.40%	1.90%	2.99%	5.53%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.8	Y	0900-1000	1350	58.40%	5.95%	0.00%	10.25%	6.13%	1.80%	2.46%	2.25%	0.00%	0.00%	0.30%	0.60%	0.29%	0.15%	2.30%	1.24%	7.88%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.6	Y	1000-1100	1275	58.20%	5.91%	0.00%	9.46%	6.93%	2.20%	2.05%	2.40%	0.00%	0.00%	0.20%	0.00%	0.34%	0.40%	2.20%	1.20%	8.53%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	29.3	Y	1100-1200	1210	56.39%	4.87%	0.00%	10.56%	8.98%	1.65%	1.80%	1.65%	0.00%	0.00%	0.40%	0.00%	0.15%	0.30%	1.90%	1.55%	9.82%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	28.6	Y	1200-1300	1270	39.71%	6.54%	0.00%	12.86%	16.21%	1.56%	1.01%	2.05%	0.00%	0.00%	0.00%	0.15%	0.15%	0.40%	2.05%	2.40%	14.91%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	26.8	Y	1300-1400	1440	39.18%	6.32%	0.00%	11.97%	14.62%	2.30%	1.28%	1.94%	0.00%	0.00%	0.00%	0.00%	0.05%	0.50%	1.65%	2.26%	17.94%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.3	Y	1400-1500	1400	41.26%	5.74%	0.00%	11.67%	14.27%	2.43%	1.01%	2.39%	0.00%	0.00%	0.00%	0.20%	0.15%	0.25%	1.70%	2.15%	16.78%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.6	Y	1500-1600	1365	42.34%	5.04%	0.00%	13.22%	15.06%	2.12%	0.86%	1.90%	0.00%	0.00%	0.00%	0.05%	0.15%	0.35%	1.75%	2.10%	15.07%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.3	Y	1600-1700	1400	44.00%	5.05%	0.00%	10.70%	13.50%	1.70%	0.35%	2.30%	0.00%	0.00%	0.00%	0.00%	0.05%	0.50%	1.60%	3.90%	16.35%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	26.3	Y	1700-1800	1495	46.56%	4.86%	0.00%	12.38%	9.79%	2.13%	0.35%	2.80%	0.00%	0.00%	0.00%	0.00%	0.15%	0.20%	1.60%	6.09%	13.08%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.2	Y	1800-1900	1410	57.70%	5.13%	0.00%	8.91%	7.88%	0.85%	0.14%	3.26%	0.00%	0.00%	0.00%	0.05%	0.09%	0.36%	1.59%	4.25%	9.77%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	27.9	Y	1900-2000	1335	67.15%	3.83%	0.00%	7.14%	5.62%	0.51%	0.23%	2.76%	0.00%	0.00%	0.00%	0.16%	0.09%	0.31%	1.94%	3.59%	6.68%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	33.2	Y	2000-2100	835	58.20%	7.92%	0.00%	8.62%	2.52%	0.37%	0.14%	3.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	2.38%	4.08%	11.52%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	34.9	Y	2100-2200	675	54.78%	7.15%	0.00%	9.09%	5.63%	0.47%	0.00%	2.87%	0.00%	0.00%	0.00%	0.00%	0.14%	1.19%	2.99%	4.79%	10.92%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	36.9	Y	2200-2300	480	48.04%	12.08%	0.00%	9.00%	5.00%	1.45%	0.00%	1.46%	0.00%	0.00%	0.00%	0.00%	0.00%	1.04%	4.58%	2.73%	14.61%	0.00%	100.00%
Kam Tin Road	RD_19_20	RR	50	37.6	Y	2300-0000	420	57.41%	16.29%	0.00%	6.48%	7.42%	0.95%	0.00%	0.45%	0.00%	0.00%	0.00%	0.22%	0.23%	1.70%	4.32%	3.82%	0.72%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.6	Y	0000-0100	210	77.05%	13.65%	0.00%	2.44%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.92%	0.99%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0100-0200	120	68.18%	18.15%	0.00%	6.87%	2.61%	0.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0200-0300	105	71.04%	17.56%	0.00%	4.16%	4.16%	3.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0300-0400	75	57.75%	26.77%	0.00%	7.06%	7.03%	1.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	40.0	Y	0400-0500	105	64.29%	17.34%	0.00%	8.13%	5.10%	2.06%	0.00%	2.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.03%	0.00%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.9	Y	0500-0600	170	65.62%	7.85%	0.00%	4.80%	2.45%	7.18%	1.84%	4.83%	0.00%	0.00%	0.00%	0.00%	1.79%	0.00%	2.40%	1.23%	0.00%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	37.3	Y	0600-0700	445	73.43%	6.96%	0.00%	3.86%	1.55%	2.46%	0.47%	3.39%	0.00%	0.00%	0.00%	0.00%	0.44%	0.00%	2.71%	2.69%	2.02%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	32.3	Y	0700-0800	920	75.52%	4.36%	0.00%	6.55%	1.76%	1.50%	0.86%	2.05%	0.00%	0.00%	0.00%	0.00%	0.64%	0.00%	1.50%	3.06%	2.21%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	32.4	Y	0800-0900	910	72.99%	3.94%	0.00%	8.22%	3.07%	1.86%	1.22%	2.32%	0.00%	0.00%	0.00%	0.00%	0.31%	0.00%	1.20%	2.21%	2.65%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.0	Y	0900-1000	855	70.49%	5.03%	0.00%	8.30%	3.03%	2.27%	1.33%	2.36%	0.00%	0.00%	0.00%	0.00%	0.37%	0.00%	1.26%	2.72%	2.83%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.1	Y	1000-1100	845	69.54%	5.63%	0.00%	8.57%	3.46%	3.45%	1.44%	2.12%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%	1.42%	0.99%	3.13%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.7	Y	1100-1200	790	68.21%	4.56%	0.00%	9.80%	4.76%	2.82%	1.38%	1.51%	0.00%	0.00%	0.00%	0.00%	0.12%	0.00%	1.24%	1.27%	4.33%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	35.0	Y	1200-1300	665	50.65%	5.71%	0.00%	11.56%	10.18%	3.46%	1.38%	2.43%	0.00%	0.00%	0.00%	0.17%	0.00%	0.00%	2.25%	2.29%	9.91%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.9	Y	1300-1400	770	48.82%	5.36%	0.00%	10.70%	8.98%	4.96%	1.57%	2.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	2.06%	13.67%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.0	Y	1400-1500	760	50.78%	4.76%	0.00%	10.21%	8.86%	5.14%	1.16%	2.65%	0.00%	0.00%	0.00%	0.28%	0.00%	0.00%	1.88%	1.99%	12.30%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.3	Y	1500-1600	735	52.41%	4.25%	0.00%	11.67%	9.33%	4.55%	1.12%	2.19%	0.00%	0.00%	0.00%	0.11%	0.00%	0.00%	1.88%	2.04%	10.45%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.1	Y	1600-1700	755	54.64%	4.10%	0.00%	9.29%	8.35%	3.58%	0.40%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.71%	3.73%	11.69%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	34.0	Y	1700-1800	760	75.57%	3.03%	0.00%	6.01%	3.32%	1.05%	0.27%	2.94%	0.00%	0.13%	0.13%	0.11%	0.00%	0.00%	2.01%	3.19%	2.24%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.7	Y	1800-1900	790	67.89%	4.25%	0.00%	7.62%	4.74%	1.83%	0.13%	3.41%	0.00%	0.00%	0.00%	0.11%	0.00%	0.00%	1.67%	3.78%	4.58%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	33.6	Y	1900-2000	800	69.35%	4.64%	0.00%	7.93%	3.92%	1.62%	0.39%	2.93%	0.00%	0.12%	0.12%	0.12%	0.00%	0.00%	1.93%	4.28%	2.65%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	37.1	Y	2000-2100	470	69.41%	6.46%	0.00%	7.52%	1.50%	0.67%	0.22%	3.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.35%	3.68%	4.29%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	38.2	Y	2100-2200	360	68.68%	5.88%	0.00%	8.10%	3.61%	0.84%	0.00%	3.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	4.50%	2.23%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.4	Y	2200-2300	250	63.09%	10.56%	0.00%	8.14%	3.26%	3.21%	0.00%	1.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.28%	2.42%	2.42%	0.00%	100.00%
Lam Kam Road	RD_21_22	RR	50	39.4	Y	2300-0000	250	66.09%	12.70%	0.00%	5.32%	4.48%	2.06%	0.00%	0.79%	0.00%	0.00%	0.00%	0.39%	0.00%	0.00%	4.08%	3.30%	0.79%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0000-0100	120	84.95%	6.20%	0.00%	3.55%	2.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.65%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0100-0200	60	78.45%	9.05%	0.00%	9.05%	1.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.73%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0200-0300	50	75.78%	8.75%	0.00%	6.72%	6.72%	2.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0300-0400	30	62.37%	14.77%	0.00%	11.43%	11.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0400-0500	50	69.97%	9.10%	0.00%	11.20%	7.00%	0.00%	0.00%	2.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	0500-0600	85	71.05%	3.74%	0.00%	6.14%	1.20%	3.53%	2.61%	9.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.61%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.9	Y	0600-0700	260	79.80%	2.73%	0.00%	3.85%	1.58%	1.20%	0.75%	4.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.45%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.0	Y	0700-0800	570	80.59%	1.55%	0.00%	6.85%	1.55%	0.53%	1.04%	2.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.1	Y	0800-0900	560	77.88%	1.40%	0.00%	8.60%	2.90%	0.75%	1.48%	3.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.93%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	35.9	Y	0900-1000	580	77.20%	1.37%	0.00%	8.69%	3.15%	0.72%	1.41%	2.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.49%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.7	Y	1000-1100	500	77.15%	2.20%	0.00%	9.48%	3.45%	1.43%	1.65%	3.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.60%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	37.1	Y	1100-1200	465	75.72%	1.72%	0.00%	10.65%	4.58%	1.05%	1.72%	2.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.7	Y	1200-1300	310	54.00%	4.55%	0.00%	17.95%	9.80%	1.95%	1.30%	3.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.65%	0.00%	4.60%	1.30%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.4	Y	1300-1400	345	53.93%	4.67%	0.00%	16.91%	9.07%	2.95%	1.72%	3.79%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	0.00%	4.09%	1.72%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.4	Y	1400-1500	340	56.15%	4.20%	0.00%	15.95%	8.65%	2.95%	1.45%	4.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.00%	4.15%	1.45%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.5	Y	1500-1600	335	56.53%	3.62%	0.00%	18.11%	9.01%	2.40%	1.22%	3.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.00%	3.64%	1.22%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	38.3	Y	1600-1700	355	57.85%	3.73%	0.00%	14.31%	8.07%	1.70%	0.59%	4.25%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	0.00%	6.92%	1.43%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	37.8	Y	1700-1800	400	75.80%	2.25%	0.00%	8.10%	2.75%	0.50%	0.25%	4.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	5.30%	0.25%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	37.7	Y	1800-1900	405	68.05%	3.27%	0.00%	10.54%	4.03%	1.00%	0.25%	5.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	6.56%	0.49%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	36.3	Y	1900-2000	540	77.45%	2.40%	0.00%	8.00%	2.40%	0.40%	0.20%	3.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.40%	0.00%	5.40%	0.20%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	39.5	Y	2000-2100	235	69.65%	5.26%	0.00%	10.31%	1.77%	0.00%	0.00%	5.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.90%	0.00%	6.07%	0.44%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2100-2200	185	65.37%	4.92%	0.00%	11.56%	3.31%	0.00%	0.00%	4.96%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	0.00%	7.68%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2200-2300	115	64.03%	8.82%	0.00%	12.25%	3.52%	1.75%	0.00%	3.50%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	0.00%	4.38%	0.00%	0.00%	100.00%
Route Twisk	RD_23_24	RR	50	40.0	Y	2300-0000	125	64.37%	10.13%	0.00%	8.50%	4.24%	1.70%	0.00%	1.70%	0.00%	0.00%	0.00%	0.00%	0.00%	3.39%	0.00%	5.97%	0.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0000-0100	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0100-0200	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0200-0300	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0300-0400	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0400-0500	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0500-0600	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0600-0700	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0700-0800	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%

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	
Access Road	RD_25_26	RR	30	26.0	Y	0800-0900	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	0900-1000	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1000-1100	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1100-1200	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1200-1300	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1300-1400	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1400-1500	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1500-1600	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1600-1700	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1700-1800	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1800-1900	20	60.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	1900-2000	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2000-2100	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2100-2200	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2200-2300	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Access Road	RD_25_26	RR	30	26.0	Y	2300-0000	10	40.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0000-0100	110	55.24%	20.53%	0.00%	5.63%	5.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.16%	1.84%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0100-0200	65	41.28%	27.02%	0.00%	15.85%	6.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.49%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0200-0300	50	45.30%	30.90%	0.00%	8.50%	13.05%	2.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0300-0400	40	26.30%	39.40%	0.00%	13.20%	21.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0400-0500	55	37.18%	23.93%	0.00%	18.60%	14.80%	0.00%	0.00%	1.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.67%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	0500-0600	95	40.37%	12.11%	0.00%	8.97%	6.64%	4.38%	1.09%	7.73%	0.00%	0.00%	2.13%	6.71%	3.22%	0.00%	6.64%	0.00%	0.00%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	39.5	Y	0600-0700	240	53.50%	10.30%	0.00%	7.63%	4.27%	1.72%	0.41%	5.95%	0.00%	0.00%	0.87%	0.00%	0.87%	0.00%	8.53%	3.42%	2.53%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.6	Y	0700-0800	510	55.52%	6.12%	0.00%	12.85%	4.73%	0.76%	0.76%	3.33%	0.00%	0.00%	0.21%	3.55%	1.18%	0.00%	4.73%	3.12%	3.12%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.6	Y	0800-0900	515	52.70%	5.49%	0.00%	16.10%	8.27%	0.98%	0.98%	3.74%	0.00%	0.00%	0.98%	0.61%	0.60%	0.00%	3.57%	2.40%	3.57%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.8	Y	0900-1000	490	52.27%	5.57%	0.00%	15.86%	8.23%	1.04%	1.04%	3.89%	0.00%	0.00%	1.04%	0.61%	0.60%	0.00%	3.67%	2.50%	3.67%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.0	Y	1000-1100	475	49.67%	7.82%	0.00%	16.71%	9.32%	1.87%	1.09%	3.60%	0.00%	0.00%	0.22%	0.00%	0.43%	0.00%	4.22%	0.83%	4.22%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	37.1	Y	1100-1200	465	46.85%	6.12%	0.00%	18.35%	12.25%	1.35%	1.09%	2.42%	0.00%	0.00%	0.87%	0.00%	0.22%	0.00%	3.53%	1.27%	5.69%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.4	Y	1200-1300	535	31.94%	8.25%	0.00%	20.66%	15.08%	5.94%	4.11%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.59%	2.09%	5.87%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	35.6	Y	1300-1400	610	31.25%	7.90%	0.00%	19.10%	13.14%	8.57%	4.98%	2.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.78%	1.99%	8.01%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	35.8	Y	1400-1500	590	33.04%	7.10%	0.00%	18.70%	13.08%	9.19%	3.92%	2.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.88%	1.88%	7.46%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	35.9	Y	1500-1600	580	33.88%	6.45%	0.00%	20.98%	13.92%	7.87%	3.52%	2.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.98%	1.93%	6.23%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.1	Y	1600-1700	560	37.20%	6.65%	0.00%	18.10%	13.10%	6.60%	1.45%	2.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.85%	3.80%	7.40%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.5	Y	1700-1800	520	60.25%	5.25%	0.00%	12.45%	5.65%	2.15%	1.00%	3.50%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	3.70%	3.50%	1.55%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.2	Y	1800-1900	555	51.49%	6.90%	0.00%	15.55%	7.82%	3.47%	0.55%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.90%	4.24%	3.08%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	36.7	Y	1900-2000	505	58.17%	5.57%	0.00%	13.57%	5.98%	2.16%	1.01%	3.60%	0.00%	0.00%	0.98%	0.00%	0.00%	0.00%	3.79%	3.58%	1.58%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	38.7	Y	2000-2100	315	52.63%	11.20%	0.00%	15.68%	2.58%	1.27%	0.60%	4.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.49%	4.18%	2.87%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	39.3	Y	2100-2200	255	49.92%	10.05%	0.00%	16.56%	6.04%	1.63%	0.00%	3.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.68%	4.83%	1.63%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	39.9	Y	2200-2300	190	40.99%	16.93%	0.00%	15.29%	5.47%	5.99%	0.00%	2.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.76%	2.76%	1.62%	0.00%	100.00%
Kam Sheung Road	RD_27_28	RR	50	40.0	Y	2300-0000	180	45.20%	20.95%	0.00%	10.50%	7.00%	4.10%	0.00%	1.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.95%	3.50%	0.60%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0000-0100	10	57.10%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.60%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0100-0200	5	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0200-0300	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0300-0400	5	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0400-0500	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0500-0600	5	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0600-0700	20	56.00%	6.30%	0.00%	6.30%	6.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.30%	18.80%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0700-0800	35	64.50%	3.20%	0.00%	6.50%	3.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.70%	12.90%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0800-0900	30	63.30%	3.30%	0.00%	10.00%	6.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.70%	10.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	0900-1000	30	62.20%	3.40%	0.00%	10.30%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.40%	13.80%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1000-1100	30	60.80%	3.60%	0.00%	10.70%	7.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.10%	10.70%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1100-1200	30	55.60%	3.70%	0.00%	11.10%	11.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.40%	11.10%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1200-1300	20	31.60%	15.80%	0.00%	26.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.50%	15.80%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1300-1400	25	31.90%	18.20%	0.00%	22.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.60%	13.60%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1400-1500	20	35.00%	15.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	15.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1500-1600	25	33.30%	14.30%	0.00%	28.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.50%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1600-1700	25	33.30%	14.30%	0.00%	23.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.30%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1700-1800	25	39.20%	13.00%	0.00%	26.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.70%	13.00%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1800-1900	25	45.50%	13.60%	0.00%	18.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.10%	13.60%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	1900-2000	25	52.40%	9.50%	0.00%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.50%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2000-2100	15	40.10%	20.00%	0.00%	13.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.30%	13.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2100-2200	15	28.50%	14.30%	0.00%	14.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.60%	14.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2200-2300	15	27.20%	18.20%	0.00%	9.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.20%	27.30%	0.00%	0.00%	0.00%	100.00%
Sheung Tsuen B/T and Car Park	RD_29	RR	30	26.0	Y	2300-0000	15	23.10%	23.10%	0.00%	7.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.70%	15.40%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0000-0100	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0300-0400	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0400-0500	5	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0500-0600	5	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0600-0700	10	58.35%	0.00%	0.00%	0.00%	41.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0700-0800	10	65.00%	0.00%	0.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0800-0900	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	0900-1000	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

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	
Village Access Road	RD_30_31	RR	30	26.0	Y	1000-1100	15	57.80%	0.00%	0.00%	0.00%	42.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1100-1200	20	41.65%	0.00%	0.00%	0.00%	58.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1200-1300	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1300-1400	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1400-1500	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1500-1600	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1600-1700	10	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1700-1800	10	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1800-1900	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	1900-2000	10	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2000-2100	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2100-2200	10	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2200-2300	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Village Access Road	RD_30_31	RR	30	26.0	Y	2300-0000	10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0700-0800	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0800-0900	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	0900-1000	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1000-1100	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1100-1200	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1200-1300	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1300-1400	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1400-1500	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1500-1600	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1600-1700	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1700-1800	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1800-1900	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	1900-2000	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2000-2100	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2100-2200	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2200-2300	68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_1_7	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0700-0800	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0800-0900	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	0900-1000	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1000-1100	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1100-1200	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1200-1300	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1300-1400	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1400-1500	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1500-1600	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1600-1700	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1700-1800	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1800-1900	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	1900-2000	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2000-2100	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2100-2200	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2200-2300	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_8	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0700-0800	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0800-0900	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	0900-1000	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1000-1100	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1100-1200	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%

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	
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1200-1300	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1300-1400	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1400-1500	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1500-1600	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1600-1700	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1700-1800	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1800-1900	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	1900-2000	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2000-2100	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2100-2200	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2200-2300	10	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_9_13	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0000-0100	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0100-0200	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0200-0300	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0300-0400	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0400-0500	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0500-0600	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0600-0700	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0700-0800	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0800-0900	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	0900-1000	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1000-1100	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1100-1200	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1200-1300	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1300-1400	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1400-1500	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1500-1600	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1600-1700	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1700-1800	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1800-1900	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	1900-2000	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2000-2100	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2100-2200	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2200-2300	48	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Emission Point 19 Paved Road	EP19_14	LD	30	15.0	Y	2300-0000	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Appendix C-2 Composite Emission Factors

Year 2031 Composite EFs

Road Name	Road ID	Hour	NO2 Emission									NO Emission									NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			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	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
Chun Yiu Road	RD_1_2	0000-0100	0.0030941	7E-10	3.886E-06	0.0025024	5.661E-10	3.143E-06	0.0022395	5.066E-10	2.813E-06	0.0573728	1.298E-08	7.205E-05	0.0463027	1.047E-08	5.815E-05	0.0410785	9.293E-09	5.159E-05	0.0604669	1.368E-08	7.594E-05	0.043318	9.8E-09	5.44E-05	0.0053993	1.221E-09	6.781E-06	0.0057794	1.307E-09	7.258E-06
Chun Yiu Road	RD_1_2	0100-0200	0.0031179	7.053E-10	3.916E-06	0.0025172	5.694E-10	3.161E-06	0.0022366	5.06E-10	2.809E-06	0.058477	1.323E-08	7.344E-05	0.0465329	1.053E-08	5.844E-05	0.0411031	9.298E-09	5.162E-05	0.0615948	1.393E-08	7.736E-05	0.0433397	9.804E-09	5.443E-05	0.0053993	1.221E-09	6.781E-06	0.0057794	1.307E-09	7.258E-06
Chun Yiu Road	RD_1_2	0200-0300	0.0031179	3.527E-10	1.958E-06	0.0025153	2.845E-10	1.579E-06	0.0022358	2.529E-10	1.404E-06	0.058477	6.614E-09	3.672E-05	0.0465103	5.261E-09	2.921E-05	0.0413651	4.679E-09	2.598E-05	0.0615948	6.967E-09	3.868E-05	0.0436009	4.932E-09	2.738E-05	0.0053993	6.107E-10	3.39E-06	0.0057794	6.537E-10	3.629E-06
Chun Yiu Road	RD_1_2	0300-0400	0.5292911	5.987E-08	0.0003324	0.480112	5.431E-08	0.0003015	0.4432902	5.014E-08	0.0002784	1.3610254	1.539E-07	0.0008547	1.2345153	1.396E-07	0.0007752	1.1398552	1.289E-07	0.0007158	1.8903165	2.138E-07	0.001187	1.5831454	1.791E-07	0.0009941	0.04252	4.809E-09	2.67E-05	0.0462	5.226E-09	2.901E-05
Chun Yiu Road	RD_1_2	0400-0500	0.2662633	3.012E-08	0.0001672	0.2405158	2.721E-08	0.000151	0.2230663	2.523E-08	0.0001401	0.7102462	8.034E-08	0.000446	0.6386244	7.224E-08	0.000401	0.5914935	6.69E-08	0.0003714	0.9765094	1.105E-07	0.0006132	0.8145598	9.214E-08	0.0005115	0.0239596	2.71E-09	1.505E-05	0.0259897	2.94E-09	1.632E-05
Chun Yiu Road	RD_1_2	0500-0600	0.0032592	7.373E-10	4.093E-06	0.0025482	5.765E-10	3.2E-06	0.0022575	5.107E-10	2.835E-06	0.0605969	1.371E-08	7.61E-05	0.04704	1.064E-08	5.908E-05	0.041725	9.439E-09	5.24E-05	0.0638561	1.445E-08	8.02E-05	0.0439825	9.95E-09	5.524E-05	0.0053993	1.221E-09	6.781E-06	0.0057794	1.307E-09	7.258E-06
Chun Yiu Road	RD_1_2	0600-0700	0.1219966	2.76E-08	0.0001532	0.1099804	2.488E-08	0.0001381	0.1014413	2.295E-08	0.0001274	0.3541316	8.011E-08	0.0004448	0.3141325	7.106E-08	0.0003945	0.2885297	6.527E-08	0.0003624	0.4761282	1.077E-07	0.000598	0.389971	8.822E-08	0.0004898	0.0137514	3.111E-09	1.727E-05	0.014874	3.365E-09	1.868E-05
Chun Yiu Road	RD_1_2	0700-0800	0.1514633	8.566E-08	0.0004756	0.1395377	7.892E-08	0.0004381	0.1289471	7.293E-08	0.0004049	0.7395932	4.183E-07	0.0023222	0.683669	3.867E-07	0.0021466	0.6362465	3.598E-07	0.0019977	0.8910566	5.039E-07	0.0027977	0.7651936	4.328E-07	0.0024025	0.0192973	1.091E-08	6.059E-05	0.0209073	1.182E-08	6.564E-05
Chun Yiu Road	RD_1_2	0800-0900	0.1942956	1.319E-07	0.0007321	0.1798403	1.221E-07	0.0006776	0.1653694	1.122E-07	0.0006231	0.8738027	5.93E-07	0.0032922	0.8126497	5.515E-07	0.0030618	0.7537923	5.116E-07	0.0028401	1.0680982	7.249E-07	0.0040243	0.9191617	6.238E-07	0.0034631	0.0227948	1.547E-08	8.588E-05	0.0247141	1.677E-08	9.312E-05
Chun Yiu Road	RD_1_2	0900-1000	0.1986289	1.348E-07	0.0007484	0.1845929	1.253E-07	0.0006955	0.1696401	1.151E-07	0.0006392	0.8845559	6.003E-07	0.0033328	0.826197	5.607E-07	0.0031129	0.7658892	5.198E-07	0.0028857	1.0831848	7.351E-07	0.0040811	0.9355293	6.349E-07	0.0035248	0.0231737	1.573E-08	8.731E-05	0.0251269	1.705E-08	9.467E-05
Chun Yiu Road	RD_1_2	1000-1100	0.1974568	1.117E-07	0.00062	0.1835397	1.038E-07	0.0005763	0.1678817	9.495E-08	0.0005271	0.8506823	4.811E-07	0.0026709	0.7937807	4.489E-07	0.0024923	0.7322645	4.141E-07	0.0022991	1.0481391	5.928E-07	0.0032909	0.9001462	5.091E-07	0.0028262	0.0226307	1.28E-08	7.106E-05	0.024537	1.388E-08	7.704E-05
Chun Yiu Road	RD_1_2	1100-1200	0.2447272	1.661E-07	0.0009221	0.2279453	1.547E-07	0.0008588	0.2082965	1.414E-07	0.0007848	0.9996463	6.784E-07	0.0037664	0.9357287	6.35E-07	0.0035256	0.8628407	5.856E-07	0.0032509	1.2443735	8.445E-07	0.0046885	1.0711373	7.269E-07	0.0040357	0.0264032	1.792E-08	9.948E-05	0.0286435	1.944E-08	0.0001079
Chun Yiu Road	RD_1_2	1200-1300	0.3439628	4.28E-07	0.0023759	0.3213982	3.999E-07	0.0022201	0.2933702	3.65E-07	0.0020265	1.5357629	1.911E-06	0.0106083	1.4434533	1.796E-06	0.0099706	1.3299962	1.655E-06	0.0091869	1.8797257	2.339E-06	0.0129842	1.6233664	2.02E-06	0.0112134	0.0363175	4.519E-08	0.0002509	0.0394364	4.907E-08	0.0002724
Chun Yiu Road	RD_1_2	1300-1400	0.3704982	5.029E-07	0.0027919	0.3475829	4.718E-07	0.0026192	0.3160364	4.29E-07	0.0023815	1.7594255	2.388E-06	0.013258	1.661952	2.256E-06	0.0125235	1.5290056	2.075E-06	0.0115217	2.1299237	2.891E-06	0.0160499	1.845042	2.504E-06	0.0139032	0.0403022	5.47E-08	0.0003037	0.0437683	5.941E-08	0.0003298
Chun Yiu Road	RD_1_2	1400-1500	0.3526864	4.787E-07	0.0026576	0.3310502	4.493E-07	0.0024946	0.3001709	4.074E-07	0.0022619	1.619398	2.198E-06	0.0122029	1.5296535	2.076E-06	0.0115266	1.4030247	1.904E-06	0.0105724	1.9720844	2.677E-06	0.0148605	1.7031956	2.312E-06	0.0128343	0.0378488	5.137E-08	0.0002852	0.0410997	5.579E-08	0.0003097
Chun Yiu Road	RD_1_2	1500-1600	0.3237104	4.394E-07	0.0024393	0.3048983	4.138E-07	0.0022975	0.2767268	3.756E-07	0.0020853	1.4594208	1.981E-06	0.0109974	1.3810859	1.875E-06	0.0104071	1.265165	1.717E-06	0.0095336	1.7831312	2.42E-06	0.0134367	1.5418918	2.093E-06	0.0116188	0.0345612	4.691E-08	0.0002604	0.0375257	5.094E-08	0.0002828
Chun Yiu Road	RD_1_2	1600-1700	0.3185416	3.963E-07	0.0022003	0.2977016	3.704E-07	0.0020564	0.2701646	3.361E-07	0.0018662	1.3972778	1.739E-06	0.0096517	1.3131198	1.634E-06	0.0090704	1.2032413	1.497E-06	0.0083114	1.7158194	2.135E-06	0.011852	1.4734058	1.833E-06	0.0101775	0.0336495	4.187E-08	0.0002324	0.0365333	4.546E-08	0.0002524
Chun Yiu Road	RD_1_2	1700-1800	0.2672156	3.325E-07	0.0018458	0.2474582	3.079E-07	0.0017093	0.2258572	2.81E-07	0.0015601	1.2545867	1.561E-06	0.008666	1.1670223	1.452E-06	0.0080612	1.072714	1.335E-06	0.0074098	1.5218023	1.893E-06	0.0105118	1.2985712	1.616E-06	0.0089699	0.0292953	3.645E-08	0.0002024	0.0317964	3.956E-08	0.0002196
Chun Yiu Road	RD_1_2	1800-1900	0.1965379	2.223E-07	0.0012342	0.180797	2.045E-07	0.0011353	0.16606	1.878E-07	0.0010428	0.8812258	9.968E-07	0.0055337	0.8125447	9.191E-07	0.0051024	0.7496151	8.479E-07	0.0047072	1.0777638	1.219E-06	0.0067679	0.9156752	1.036E-06	0.00575	0.0221925	2.51E-08	0.0001394	0.0240654	2.722E-08	0.0001511
Chun Yiu Road	RD_1_2	1900-2000	0.149329	1.52E-07	0.0008439	0.1372377	1.397E-07	0.0007756	0.1264286	1.287E-07	0.0007145	0.688287	7.007E-07	0.0038899	0.6324636	6.438E-07	0.0035744	0.5845079	5.95E-07	0.0033034	0.837616	8.527E-07	0.0047339	0.7109364	7.237E-07	0.0040179	0.018128	1.845E-08	0.0001025	0.0196402	1.999E-08	0.000111
Chun Yiu Road	RD_1_2	2000-2100	0.1164794	6.588E-08	0.0003657	0.1070485	6.054E-08	0.0003361	0.0990516	5.602E-08	0.000311	0.675503	3.82E-07	0.0021209	0.6188665	3.5E-07	0.0019431	0.5724718	3.238E-07	0.0017974	0.7919824	4.479E-07	0.0024866	0.6715234	3.798E-07	0.0021084	0.0159281	9.008E-09	5.001E-05	0.0172491	9.755E-09	5.416E-05
Chun Yiu Road	RD_1_2	2100-2200	0.1404806	6.356E-08	0.0003529	0.1275679	5.772E-08	0.0003204	0.1174215	5.313E-08	0.0002949	0.5577405	2.523E-07	0.0014009	0.5013061	2.268E-07	0.0012592	0.4584194	2.074E-07	0.0011515	0.6982211	3.159E-07	0.0017538	0.575841	2.605E-07	0.0014464	0.0156134	7.064E-09	3.922E-05	0.0169102	7.651E-09	4.248E-05
Chun Yiu Road	RD_1_2	2200-2300	0.1229779	4.173E-08	0.0002317	0.1116426	3.788E-08	0.0002103	0.102611	3.482E-08	0.0001933	0.5730518	1.945E-07	0.0010795	0.5138431	1.744E-07	0.000968	0.4682292	1.589E-07	0.0008821	0.6960297	2.362E-07	0.0013112	0.5708402	1.937E-07	0.0010754	0.0145361	4.933E-09	2.738E-05	0.0157403	5.341E-09	2.965E-05
Chun Yiu Road	RD_1_2	2300-0000	0.1707114	5.793E-08	0.0003216	0.1545121	5.243E-08	0.0002911	0.1431124	4.856E-08	0.0002696	0.6070426	2.06E-07	0.0011436	0.5445227	1.848E-07	0.0010258	0.5018066	1.703E-07	0.0009453	0.777754	2.639E-07	0.0014652	0.644919	2.188E-07	0.0012149	0.0176744	5.998E-09	3.33E-05	0.0191531	6.499E-09	3.608E-05
Chun Yiu Road	RD_3_4	0000-0100	0.0565378	1.5E-08	4.286E-05	0.0509436	1.351E-08	3.862E-05	0.0468754	1.243E-08	3.553E-05	0.235512	6.247E-08	0.0001785	0.2013326	5.341E-08	0.0001526	0.1808834	4.798E-08	0.0001371	0.2920497	7.747E-08	0.0002214	0.2277589	6.042E-08	0.0001727	0.0085714	2.274E-09	6.498E-06	0.0092435	2.452E-09	7.007E-06
Chun Yiu Road	RD_3_4	0100-0200	0.0922966	2.448E-08	6.997E-05	0.0830054	2.202E-08	6.292E-05	0.0764914	2.029E-08	5.798E-05	0.3568939	9.467E-08	0.0002705	0.3042679	8.071E-08	0.0002307	0.2736789	7.26E-08	0.0002075	0.4491906	1.192E-07	0.0003405	0.3501704	9.289E-08	0.0002654	0.0106809	2.833E-09	8.097E-06	0.0115472	3.063E-09	8.753E-06
Chun Yiu Road	RD_3_4	0200-0300	0.1343137	3.563E-08	0.0001018	0.1213548	3.219E-08	9.199E-05	0.1124448	2.983E-08	8.524E-05	0.3832441	1.017E-07	0.0002905	0.3420786	9.074E-08	0.0002593	0.3158541	8.379E-08	0.0002394	0.5175578	1.373E-07	0.0003923	0.4282989	1.136E-07	0.0003247	0.0146795	3.894E-09	1.113E-05	0.0158845	4.214E-09	1.204E-05
Chun Yiu Road	RD_3_4	0300-0400	0.1822512	2.417E-08	6.908E-05	0.1643653	2.18E-08	6.23E-05	0.1513917	2.008E-08	5.738E-05	0.6611654	8.769E-08	0.0002506	0.5657188	7.503E-08	0.0002144	0.5089267	6.75E-08	0.0001929	0.8434166	1.119E-07	0.0003197	0.6603184	8.758E-08	0.0002503	0.0159625	2.117E-09	6.05E-06	0.0173149	2.297E-09	6.563E-06
Chun Yiu Road	RD_3_4	0400-0500	0.1347493	3.574E-08	0.0001021	0.1215311	3.224E-08	9.213E-05	0.112657	2.988E-08	8.54E-05	0.3848566	1.021E-07	0.0002917	0.3427462	9.092E-08	0.0002598	0.3165492	8.397E-08	0.00024	0.5196059	1.378E-07	0.0003939	0.4292062	1.139E-07	0.0003254	0.0146795	3.894E-09	1.113E-05	0.0158845	4.214E-09	1.204E-05
Chun Yiu Road	RD_3_4	0500-0600	0.0911249	2.417E-08	6.908E-05	0.0818764	2.172E-08	6.207E-05	0.0759474	2.015E-08	5.757E-05	0.2778126	7.37E-08	0.0002106	0.2442826	6.48E-08	0.0001852	0.2252246	5.975E-08	0.0001707	0.3689375	9.787E-08	0.0002797	0.3011721	7.989E-08	0.0002283	0.0115799	3.072E-09	8.778E-06	0.0125094	3.318E-09	9.483E-06
Chun Yiu Road	RD_3_4	0600-0700	0.0744099	2.961E-08	8.461E-05	0.0667738	2.657E-08	7.593E-05	0.06149	2.447E-08	6.992E-05	0.2689051	1.07E-07	0.0003058	0.2301093	9.156E-08	0.0002617	0.2083644	8.291E-08	0.0002369	0.343315	1.366E-07	0.0003904	0.2698544	1.074E-07	0.0003068	0.0099888	3.975E-09	1.136E-05	0.0107835	4.291E-09	1.226E-05
Chun Yiu Road	RD_3_4	0700-0800	0.0631723	5.865E-08	0.0001676	0.057491	5.338E-08	0.0001525	0.0525949	4.883E-08	0.0001395	0.273131	2.536E-07	0.0007247	0.2415574	2.243E-07	0.0006409	0.2180388	2.024E-07	0.0005785	0.3363033	3.122E-07	0.0008923	0.2706336	2.513E-07	0.000718	0.0096003	8.913E-09	2.547E-05	0.0103601	9.619E-09	2.749E-05
Chun Yiu Road	RD_3_4	0800-0900	0.1064278	9.881E-08	0.0002824	0.097647	9.066E-08	0.0002591	0.0889919	8.262E-08	0.0002361	0.3729656	3.463E-07	0.0009896	0.3360894	3.12E-07	0.0008917	0.3038551	2.821E-07	0.0008062	0.4793934	4.451E-07	0.0012719	0.392847	3.647E-07	0.0010423	0.0126983	1.179E-08	3.369E-05	0.0137329	1.275E-08	3.644E-05
Chun Yiu Road	RD_3_4	0900-1000	0.1105791	1.027E-07	0.0002934	0.1019691	9.467E-08	0.0002705	0.0929049	8.626E-08	0.0002465	0.3838007	3.563E-07	0.0010183	0.3488861	3.239E-07	0.0009257	0.3154336	2.929E-07	0.0008369	0.4943798	4.59E-07	0.0013117	0.4083385	3.791E-07	0.0010834	0.0130338	1.21E-08	3.458E-05	0.0140985	1.309E-08	3.741E-05
Chun Yiu Road	RD_3_4	1000-1100	0.1159494	1.077E-07	0.0003076	0.1070359	9.938E-08	0.000284	0.0971319	9.018E-08	0.0002577	0.4005817	3.719E-07	0.0010628	0.3643243	3.383E-07	0.0009666	0.3282967	3.048E-07	0.000871	0.5165311	4.796E-07	0.0013705	0.4254286	3.95E-07	0.0011287	0.013392	1.243E-08	3.553E-05	0.0144888	1.345E-08	3.844E-05
Chun Yiu Road	RD_3_4	1100-1200	0.1448996	1.345E-07	0.0003844	0.1341734	1.246E-07	0.000356	0.1217245	1.13E-07	0.000323	0.4686695	4.351E-07	0.0012435	0.4294606	3.987E-07	0.0011394	0.3875295	3.598E-07	0.0010282	0.6135691	5.697E-07	0.0016279	0.509254	4.728E-07	0.0013512	0.0154466	1.434E-08	4.098E-05	0.0167258	1.553E-08	4.438E-05
Chun Yiu Road	RD_3_4	1200-1300	0.3546404	5.174E-07	0.0014786	0.3312254	4.833E-07	0.001381	0.3021407	4.408E-07	0.0012597	1.5120765	2.206E-06	0.0063043	1.4209529	2.073E-06	0.0059244	1.309004	1.91E-06	0.0054577	1.8667169	2.724E-06	0.0077829	1.6111447	2.351E-06	0.0067174	0.036741	5.36E-08	0.0001532	0.0398965	5.821E-08	0.0001663
Chun Yiu Road	RD_3_4	1300-1400	0.3858444	6.653E-07	0.0019012	0.3617642	6.238E-07	0.0017825	0.3286109	5.666E-07	0.0016192	1.7395292	2.999E-06	0.0085713	1.6427529	2.833E-06	0.0080945	1.5107672	2.605E-06	0.0074441	2.1253736	3.665E-06	0.0104725	1.839378	3.172E-06	0.0090633	0.0409572	7.062E-08	0.0002018	0.0444808	7.67E-08	0.0002192
Chun Yiu Road	RD_3_4	1400-1500	0.3659678	5.825E-07	0.0016645	0.3434041	5.466E-07	0.0015619	0.3111975	4.953E-07	0.0014154	1.6209381	2.58E-06	0.0073726	1.5311187	2.437E-06	0.0069641	1.4043903	2.235E-06	0.0063877	1.9869059	3.162E-06	0.0090371	1.7155878	2.731E-06	0.0078031	0.0386302	6.148E-08	0.0001757	0.0419495	6.677E-08	0.0001908
Chun Yiu Road	RD_3_4	1500-1600	0.3418437	5.441E-07	0.0015548	0.3219046	5.123E-07	0.0014641	0.2920412	4.648E-07	0.0013283	1.4841112	2.362E-06	0.0067503	1.4048037	2.236E-06	0.0063895	1.287406	2.049E-06	0.0058556	1.8259548	2.906E-06	0.0083051	1.5794472	2.514E-06	0.0071839	0.035865	5.708E-08	0.0001631	0.0389436	6.198E-08	0.0001771
Chun Yiu Road	RD_3_4	1600-1700	0.3229988	4.712E-07	0.0013467	0.3017613	4.403E-07	0.0012581	0.2737008	3.993E-07	0.0011411	1.3711909	2.001E-06	0.0057169	1.2882869	1.88E-06	0.0053713	1.1801096	1.722E-06	0.0049203	1.6941897	2.472E-06	0.0070636	1.4538104	2.121E-06	0.0060614	0.0336718	4.913E-08	0.0001404	0.0365572	5.334E-08	0.0001524
Chun Yiu Road	RD_3_4	1700-1800	0.2835079	4.136E-07	0.001182	0.2624572	3.829E-07	0.0010943	0.2394388	3.493E-07	0.0009983	1.2664331	1.848E-06	0.0052802	1.1786487	1.72E-06	0.0049142	1.08413	1.582E-06	0.0045201	1.5499409	2.261E-06	0.0064622	1.3235687	1.931E-06	0.0055184	0.0304249	4.439E-08	0.0001269	0.0330242	4.818E-08	0.0001377
Chun Yiu Road	RD_3_4	1800-1900	0.2104854	2.792E-07	0.0007978	0.1935368	2.567E-07	0.0007336	0.1776613	2.356E-07	0.0006734	0.8913996	1.182E-06	0.0033787	0.8220365	1.09E-06	0.0031158	0.758448	1.006E-06	0.0028747	1.1018851	1.461E-06	0.0041765	0.9361093	1.242E-06	0.0035481	0.0230754	3.061E-08	8.746E-05	0.0250258	3.319E-08	9.485E-05
Chun Yiu Road	RD_3_4	1900-2000	0.15557	1.857E-07	0.0005307	0.1428973	1.706E-07	0.0004875	0.1315662	1.571E-07	0.0004488	0.6735439	8.04E-07	0.0022976	0.6188742	7.388E-07	0.0021111	0.5719968	6.828E-07	0.0019512	0.8291138	9.897E-07	0.0028283	0.703563	8.399E-07	0.0024	0.0184091	2.198E-08	6.28E-05	0.0199452	2.381E-08	6.804E-05
Chun Yiu Road	RD_3_4	2000-2100	0.1352036	8.966E-08	0.0002562	0.1241208	8.231E-08	0.0002352	0.1147106	7.607E-08	0.0002174	0.677747	4.495E-07	0.0012844	0.6214916	4.122E-07	0.0011778	0.5754602	3.816E-07	0.0010906	0.8129507	5.391E-07	0.0015407	0.6901708	4.577E-07	0.001308	0.0171222	1.136E-08	3.245E-05	0.018547	1.23E-08	3.515E-05
Chun Yiu Road	RD_3_4	2100-2200	0.1396587	7.409E-08	0.0002117	0.1268004	6.727E-08	0.0001922	0.1167016	6.191E-08	0.0001769	0.5315078	2.82E-07	0.0008058	0.477678	2.534E-07	0.0007242	0.4369565	2.318E-07	0.0006625	0.6711665	3.561E-07	0.0010176	0.5536581	2.937E-07	0.0008394	0.0154815	8.214E-09	2.347E-05	0.0167653	8.895E-09	2.542E-05
Chun Yiu Road	RD_3_4	2200-2300	0.171015	6.805E-08	0.0001945	0.1552201	6.176E-08	0.0001765	0.1425949	5.674E-08	0.0001621	0.6082541	2.42E-07	0.0006916	0.5470873	2.177E-07	0.0006221	0.4998817	1.989E-07	0.0005684	0.7792691	3.101E-07	0.0008861	0.6424766	2.556E-07	0.0007306	0.0176744	7.033E-09	2.01E-05	0.0191531	7.621E-09	2.178E-05
Chun Yiu Road	RD_3_4	2300-0000	0.2028138	8.07E-08	0.0002306	0.1835951	7.305E-08	0.0002088	0.1700428	6.766E-08	0.0001934	0.6744663	2.684E-07	0.0007669	0.6060663	2.412E-07	0.0006892	0.5590226	2.224E-07	0.0006357	0.8772801	3.491E-07	0.0009975	0.7290654	2.901E-07	0.000829	0.01991	7.922E-09	2.264E-05	0.0215867	8.589E-09	2.455E-05
Chun Yiu Road	RD_5_6	0000-0100	0.0565378	1.689E-08	1.554E-05	0.0509436	1.522E-08	1.401E-05	0.0468754	1.4E-08	1.289E-05	0.235512	7.034E-08	6.475E-05	0.2013326	6.014E-08	5.535E-05	0.1808834	5.403E-08	4.973E-05	0.2920497	8.723E-08	8.029E-05	0.2277589	6.803E-08	6.262E-05	0.0085714	2.56E-09	2.357E-06	0.0092435	2.761E-09	2.541E-06
Chun Yiu Road	RD_5_6	0100-0200	0.0922966	2.757E-08	2.538E-05	0.0830054	2.479E-08	2.282E-05	0.0764914	2.285E-08	2.103E-05	0.3568939	1.066E-07	9.812E-05	0.3042679	9.088E-08	8.365E-05	0.2736789	8.174E-08	7.524E-05	0.4491906	1.342E-07	0.0001235	0.3501704	1.046E-07	9.627E-05	0.0106809	3.19E-09	2.937E-06	0.0115472	3.449E-09	3.175E-06
Chun Yiu Road	RD_5_6	0200-0300	0.1343137	4.012E-08	3.693E-05	0.1213548	3.625E-08	3.336E-05	0.1124448	3.359E-08	3.091E-05	0.3832441	1.145E-07	0.0001054	0.3420786	1.022E-07	9.405E-05	0.3158541	9.434E-08	8.684E-05	0.5175578	1.546E-07	0.0001423	0.4282989	1.279E-07	0.0001178	0.0146795	4.385E-09	4.036E-06	0.0158845	4.744E-09	4.367E-06
Chun Yiu Road	RD_5_6	0300-0400	0.1822512	2.722E-08	2.505E-05	0.1643653	2.455E-08	2.259E-05	0.1513917	2.261E-08	2.081E-05	0.6611654	9.874E-08	9.089E-05	0.5657188	8.449E-08	7.777E-05	0.5089267	7.6E-08	6.996E-05	0.8434166	1.26E-07	0.0001159	0.6603184	9.861E-08	9.077E-05	0.0159625	2.384E-09	2.194E-06	0.0173149	2.586E-09	2.38E-06
Chun Yiu Road	RD_5_6	0400-0500	0.1347493	4.025E-08	3.705E-05	0.1215311	3.63E-08	3.341E-05	0.112657	3.365E-08	3.097E-05	0.3848566	1.15E-07	0.0001058	0.3427462	1.024E-07	9.423E-05	0.3165492	9.455E-08	8.703E-05	0.5196059	1.552E-07	0.0001429	0.4292062	1.282E-07	0.000118	0.0146795	4.385E-09	4.036E-06	0.0158845	4.744E-09	4.367E-06
Chun Yiu Road	RD_5_6	0500-0600	0.0911249	2.722E-08	2.505E-05	0.0818764	2.446E-08	2.251E-05	0.0759474	2.268E-08	2.088E-05	0.2778126	8.298E-08	7.638E-05	0.2442826	7.296E-08	6.716E-05	0.2252246	6.727E-08	6.192E-05	0.3689375	1.102E-07	0.0001014	0.3011721	8.996E-08	8.28E-05	0.0115799	3.459E-09	3.184E-06	0.0125094	3.736E-09	3.439E-06
Chun Yiu Road	RD_5_6	0600-0700	0.0744099	3.334E-08	3.069E-05	0.0667738	2.992E-08	2.754E-05	0.06149	2.755E-08	2.536E-05	0.2689051	1.205E-07	0.0001109	0.2301093	1.031E-07	9.49E-05	0.2083644	9.335E-08	8.593E-05	0.343315	1.538E-07	0.0001416	0.2698544	1.209E-07	0.0001113	0.0099888	4.475E-09	4.119E-06	0.0107835	4.831E-09	4.447E-06
Chun Yiu Road	RD_5_6	0700-0800	0.5492961	1.231E-06	0.0011326	0.511046	1.145E-06	0.0010538	0.4766303	1.068E-06	0.0009828	3.3829868	7.578E-06	0.0069756	3.1831802	7.131E-06	0.0065636	3.004867	6.731E-06	0.006196	3.9322829	8.809E-06	0.0081083	3.4814973	7.799E-06	0.0071788	0.0676571	1.516E-07	0.0001395	0.0735146	1.647E-07	0.0001516
Chun Yiu Road	RD_5_6	0800-0900	0.5567605	1.247E-06	0.001148	0.5201416	1.165E-06	0.0010725	0.4831243	1.082E-06	0.0009962	3.3557808	7.517E-06	0.0069195	3.1690244	7.099E-06	0.0065345	2.9818315	6.68E-06	0.0061485	3.9125413	8.765E-06	0.0080676	3.4649558	7.762E-06	0.0071447	0.0677979	1.519E-07	0.0001398	0.073669	1.65E-07	0.0001519
Chun Yiu Road	RD_5_6	0900-1000	0.6490575	2.036E-06	0.0018737	0.60884	1.909E-06	0.0017576	0.5656396	1.774E-06	0.0016329	3.9707885	1.245E-05	0.0114627	3.7644338	1.181E-05	0.010867	3.5435058	1.111E-05	0.0102293	4.619846	1.449E-05	0.0133364	4.1091454	1.289E-05	0.0118621	0.0793906	2.49E-07	0.0002292	0.0862793	2.706E-07	0.0002491
Chun Yiu Road	RD_5_6	1000-1100	0.6635809	2.081E-06	0.0019156	0.6229587	1.954E-06	0.0017983	0.5768313	1.809E-06	0.0016652	4.0579897	1.273E-05	0.0117145	3.8493217	1.207E-05	0.0111121	3.6136548	1.133E-05	0.0104318	4.7215706	1.481E-05	0.0136301	4.190486	1.314E-05	0.012097	0.0809118	2.538E-07	0.0002336	0.0879342	2.758E-07	0.0002538
Chun Yiu Road	RD_5_6	1100-1200	0.6687611	2.097E-06	0.0019306	0.628877	1.972E-06	0.0018154	0.5819515	1.825E-06	0.00168	4.0540391	1.271E-05	0.0117031	3.8513455	1.208E-05	0.0111179	3.6138019	1.133E-05	0.0104322	4.7228002	1.481E-05	0.0136336	4.1957534	1.316E-05	0.0121122	0.0809975	2.54E-07	0.0002338	0.0880281	2.761E-07	0.0002541
Chun Yiu Road	RD_5_6	1200-1300	0.657628	2.554E-06	0.0023504	0.6186746	2.402E-06	0.0022112	0.5702204	2.214E-06	0.002038	3.8213585	1.484E-05	0.0136579	3.6314618	1.41E-05	0.0129792	3.3955994	1.318E-05	0.0121362	4.4789866	1.739E-05	0.0160083	3.9658198	1.54E-05	0.0141742	0.0776745	3.016E-07	0.0002776	0.0844164	3.278E-07	0.0003017
Chun Yiu Road	RD_5_6	1300-1400	0.6474774	2.707E-06	0.0024922	0.6105207	2.553E-06	0.0023499	0.5595717	2.34E-06	0.0021538	3.7558853	1.571E-05	0.0144565	3.575918	1.495E-05	0.0137638	3.3281953	1.392E-05	0.0128103	4.4033628	1.841E-05	0.0169486	3.8877671	1.626E-05	0.0149641	0.0764183	3.196E-07	0.0002941	0.0830496	3.473E-07	0.0003197
Chun Yiu Road	RD_5_6	1400-1500	0.651034	2.625E-06	0.0024164	0.6146697	2.479E-06	0.0022814	0.5626069	2.269E-06	0.0020881	3.795015	1.53E-05	0.0140854	3.6168836	1.458E-05	0.0134243	3.3626392	1.356E-05	0.0124806	4.446049	1.793E-05	0.0165018	3.9252461	1.583E-05	0.0145688	0.0769765	3.104E-07	0.0002857	0.0836564	3.373E-07	0.0003105
Chun Yiu Road	RD_5_6	1500-1600	0.6369633	2.568E-06	0.0023641	0.6035824	2.434E-06	0.0022402	0.5535312	2.232E-06	0.0020545	3.7159472	1.498E-05	0.013792	3.5521181	1.432E-05	0.0131839	3.3070524	1.333E-05	0.0122743	4.3529105	1.755E-05	0.0161561	3.8605837	1.557E-05	0.0143288	0.0756365	3.05E-07	0.0002807	0.0821997	3.315E-07	0.0003051
Chun Yiu Road	RD_5_6	1600-1700	0.636238	2.565E-06	0.0023614	0.5989699	2.415E-06	0.0022231	0.5495611	2.216E-06	0.0020397	3.7132081	1.497E-05	0.0137818	3.5304832	1.424E-05	0.0131036	3.2887922	1.326E-05	0.0122065	4.3494462	1.754E-05	0.0161432	3.8383533	1.548E-05	0.0142463	0.0754784	3.043E-07	0.0002801	0.0820274	3.308E-07	0.0003044
Chun Yiu Road	RD_5_6	1700-1800	0.6224525	2.417E-06	0.0022247	0.5812959	2.257E-06	0.0020776	0.5361243	2.082E-06	0.0019162	3.6913777	1.433E-05	0.0131933	3.4853752	1.353E-05	0.0124571	3.260104	1.266E-05	0.0116519	4.3138303	1.675E-05	0.015418	3.7962283	1.474E-05	0.0135681	0.0743008	2.885E-07	0.0002656	0.0807459	3.135E-07	0.0002886
Chun Yiu Road	RD_5_6	1800-1900	0.6122991	2.286E-06	0.0021042	0.5695551	2.126E-06	0.0019573	0.5292877	1.976E-06	0.001819	3.6722839	1.371E-05	0.0126203	3.4564123	1.29E-05	0.0118784	3.2535629	1.215E-05	0.0111813	4.284583	1.6E-05	0.0147245	3.7828506	1.412E-05	0.0130002	0.0737616	2.754E-07	0.0002535	0.0801576	2.993E-07	0.0002755
Chun Yiu Road	RD_5_6	1900-2000	0.5721203	1.794E-06	0.0016516	0.5320106	1.668E-06	0.0015358	0.4958717	1.555E-06	0.0014315	3.4555504	1.084E-05	0.0099754	3.251259	1.02E-05	0.0093856	3.0679699	9.622E-06	0.0088565	4.0276707	1.263E-05	0.0116269	3.5638417	1.118E-05	0.010288	0.069625	2.184E-07	0.000201	0.0756562	2.373E-07	0.0002184
Chun Yiu Road	RD_5_6	2000-2100	0.6610616	1.678E-06	0.0015448	0.6144277	1.56E-06	0.0014359	0.5744861	1.459E-06	0.0013425	4.0899373	1.038E-05	0.0095578	3.847331	9.768E-06	0.0089909	3.6400039	9.241E-06	0.0085063	4.7509988	1.206E-05	0.0111026	4.21449	1.07E-05	0.0098489	0.0809185	2.054E-07	0.0001891	0.0879413	2.233E-07	0.0002055
Chun Yiu Road	RD_5_6	2100-2200	0.7000604	1.673E-06	0.0015397	0.6479971	1.548E-06	0.0014252	0.6066456	1.45E-06	0.0013343	4.2983383	1.027E-05	0.0094539	4.0302766	9.63E-06	0.0088644	3.8176094	9.122E-06	0.0083966	4.9983987	1.194E-05	0.0109937	4.424255	1.057E-05	0.0097309	0.0849267	2.029E-07	0.0001868	0.0923019	2.206E-07	0.000203
Chun Yiu Road	RD_5_6	2200-2300	0.751235	1.683E-06	0.001549	0.6951558	1.557E-06	0.0014334	0.6499645	1.456E-06	0.0013402	4.6263158	1.036E-05	0.0095394	4.3372054	9.716E-06	0.0089432	4.1045569	9.195E-06	0.0084635	5.3775508	1.205E-05	0.0110884	4.7545214	1.065E-05	0.0098037	0.0909503	2.037E-07	0.0001875	0.0988542	2.214E-07	0.0002038
Chun Yiu Road	RD_5_6	2300-0000	0.2028138	9.087E-08	8.364E-05	0.1835951	8.226E-08	7.571E-05	0.1700428	7.618E-08	7.012E-05	0.6744663	3.022E-07	0.0002781	0.6060663	2.715E-07	0.0002499	0.5590226	2.505E-07	0.0002305	0.8772801	3.93E-07	0.0003618	0.7290654	3.266E-07	0.0003007	0.01991	8.92E-09	8.211E-06	0.0215867	9.671E-09	8.902E-06
Chun Yiu Road	RD_7_8	0000-0100	0.0540437	2.352E-08	4.666E-05	0.048683	2.118E-08	4.203E-05	0.0447924	1.949E-08	3.867E-05	0.2271988	9.886E-08	0.0001961	0.1940979	8.445E-08	0.0001676	0.1743592	7.587E-08	0.0001505	0.2812425	1.224E-07	0.0002428	0.2191516	9.536E-08	0.0001892	0.0084234	3.665E-09	7.272E-06	0.0090819	3.952E-09	7.841E-06
Chun Yiu Road	RD_7_8	0100-0200	0.0700689	2.033E-08	4.033E-05	0.0629438	1.826E-08	3.623E-05	0.0579835	1.682E-08	3.337E-05	0.2825137	8.195E-08	0.0001626	0.2400276	6.963E-08	0.0001381	0.2157096	6.257E-08	0.0001242	0.3525826	1.023E-07	0.0002029	0.273693	7.939E-08	0.0001575	0.0093645	2.716E-09	5.39E-06	0.0101095	2.933E-09	5.819E-06
Chun Yiu Road	RD_7_8	0200-0300	0.0904943	2.625E-08	5.208E-05	0.0816624	2.369E-08	4.7E-05	0.075635	2.194E-08	4.353E-05	0.2747719	7.97E-08	0.0001581	0.2433588	7.059E-08	0.0001401	0.2241748	6.503E-08	0.000129	0.3652661	1.06E-07	0.0002102	0.2998098	8.697E-08	0.0001726	0.0115799	3.359E-09	6.665E-06	0.0125094	3.629E-09	7.2E-06
Chun Yiu Road	RD_7_8	0300-0400	0.2691456	3.904E-08	7.745E-05	0.2434235	3.531E-08	7.005E-05	0.2244783	3.256E-08	6.46E-05	0.8365821	1.213E-07	0.0002407	0.7333075	1.064E-07	0.000211	0.6670098	9.674E-08	0.0001919	1.1057277	1.604E-07	0.0003182	0.8914881	1.293E-07	0.0002565	0.0226098	3.279E-09	6.507E-06	0.0245448	3.56E-09	7.063E-06
Chun Yiu Road	RD_7_8	0400-0500	0.1347493	3.909E-08	7.756E-05	0.1215311	3.525E-08	6.995E-05	0.112657	3.268E-08	6.484E-05	0.3848566	1.116E-07	0.0002215	0.3427462	9.942E-08	0.0001973	0.3165492	9.182E-08	0.0001822	0.5196059	1.507E-07	0.0002991	0.4292062	1.245E-07	0.000247	0.0146795	4.258E-09	8.449E-06	0.0158845	4.608E-09	9.142E-06
Chun Yiu Road	RD_7_8	0500-0600	0.0692244	2.008E-08	3.984E-05	0.0621039	1.801E-08	3.574E-05	0.0575803	1.67E-08	3.314E-05	0.2236717	6.488E-08	0.0001287	0.1951201	5.66E-08	0.0001123	0.1794875	5.207E-08	0.0001033	0.2928962	8.496E-08	0.0001686	0.2370678	6.877E-08	0.0001364	0.0100394	2.912E-09	5.778E-06	0.010832	3.142E-09	6.234E-06
Chun Yiu Road	RD_7_8	0600-0700	0.0797129	5.781E-08	0.0001147	0.0716648	5.197E-08	0.0001031	0.0660462	4.79E-08	9.503E-05	0.2996749	2.173E-07	0.0004312	0.2602651	1.887E-07	0.0003745	0.2368653	1.718E-07	0.0003408	0.3793878	2.751E-07	0.0005459	0.3029115	2.197E-07	0.0004359	0.01062	7.702E-09	1.528E-05	0.0114699	8.318E-09	1.65E-05
Chun Yiu Road	RD_7_8	0700-0800	0.462328	1.274E-06	0.0025279	0.4298323	1.184E-06	0.0023502	0.4006261	1.104E-06	0.0021905	2.7986728	7.712E-06	0.0153024	2.6309598	7.25E-06	0.0143854	2.4818783	6.839E-06	0.0135703	3.2610008	8.986E-06	0.0178303	2.8825044	7.943E-06	0.0157608	0.0570784	1.573E-07	0.0003121	0.0620062	1.709E-07	0.000339
Chun Yiu Road	RD_7_8	0800-0900	0.469354	1.361E-06	0.0027014	0.438053	1.271E-06	0.0025212	0.4064452	1.179E-06	0.0023393	2.7519696	7.983E-06	0.015839	2.5956229	7.529E-06	0.0149392	2.4394963	7.076E-06	0.0140406	3.2213236	9.344E-06	0.0185404	2.8459416	8.255E-06	0.0163799	0.0568677	1.65E-07	0.0003273	0.0617792	1.792E-07	0.0003556
Chun Yiu Road	RD_7_8	0900-1000	0.5755403	2.17E-06	0.0043063	0.539559	2.035E-06	0.0040371	0.5009284	1.889E-06	0.003748	3.4588333	1.304E-05	0.0258796	3.2768468	1.236E-05	0.024518	3.082346	1.162E-05	0.0230627	4.0343736	1.521E-05	0.0301859	3.5832744	1.351E-05	0.0268107	0.0701029	2.644E-07	0.0005245	0.0761764	2.873E-07	0.00057
Chun Yiu Road	RD_7_8	1000-1100	0.5808489	2.19E-06	0.004346	0.5449137	2.055E-06	0.0040771	0.5041333	1.901E-06	0.003772	3.4750803	1.31E-05	0.0260012	3.2938111	1.242E-05	0.0246449	3.0895666	1.165E-05	0.0231167	4.0559292	1.529E-05	0.0303472	3.5937	1.355E-05	0.0268887	0.0704027	2.655E-07	0.0005268	0.0765029	2.885E-07	0.0005724
Chun Yiu Road	RD_7_8	1100-1200	0.5942289	2.241E-06	0.0044461	0.5583741	2.106E-06	0.0041779	0.516205	1.947E-06	0.0038623	3.5097315	1.324E-05	0.0262604	3.3316225	1.256E-05	0.0249278	3.1232363	1.178E-05	0.0233686	4.1039603	1.548E-05	0.0307066	3.6394413	1.372E-05	0.027231	0.0713007	2.689E-07	0.0005335	0.0774807	2.922E-07	0.0005797
Chun Yiu Road	RD_7_8	1200-1300	0.5536791	3.052E-06	0.0060548	0.5201306	2.867E-06	0.0056879	0.4784093	2.637E-06	0.0052316	3.0635137	1.688E-05	0.033501	2.9056093	1.601E-05	0.0317743	2.7098326	1.494E-05	0.0296334	3.6171929	1.994E-05	0.0395558	3.188242	1.757E-05	0.034865	0.0638854	3.521E-07	0.0006986	0.0694199	3.826E-07	0.0007591
Chun Yiu Road	RD_7_8	1300-1400	0.5506067	3.274E-06	0.0064965	0.5185983	3.084E-06	0.0061188	0.4744855	2.822E-06	0.0055984	3.075699	1.829E-05	0.0362896	2.9236634	1.739E-05	0.0344958	2.7147876	1.614E-05	0.0320313	3.6263057	2.156E-05	0.0427861	3.1892731	1.897E-05	0.0376297	0.0639198	3.801E-07	0.0007542	0.0694562	4.13E-07	0.0008195
Chun Yiu Road	RD_7_8	1400-1500	0.5512175	3.198E-06	0.0063451	0.5197734	3.015E-06	0.0059831	0.4747837	2.754E-06	0.0054653	3.0735641	1.783E-05	0.0353799	2.9243893	1.697E-05	0.0336628	2.7119009	1.573E-05	0.0312168	3.6247817	2.103E-05	0.041725	3.1866846	1.849E-05	0.0366821	0.0638659	3.705E-07	0.0007352	0.0693975	4.026E-07	0.0007988
Chun Yiu Road	RD_7_8	1500-1600	0.5377604	3.12E-06	0.0061902	0.5089352	2.953E-06	0.0058584	0.465724	2.702E-06	0.005361	2.9863383	1.733E-05	0.0343759	2.8498989	1.653E-05	0.0328053	2.6461751	1.535E-05	0.0304602	3.5240987	2.045E-05	0.0405661	3.1118991	1.805E-05	0.0358212	0.0624143	3.621E-07	0.0007185	0.0678195	3.935E-07	0.0007807
Chun Yiu Road	RD_7_8	1600-1700	0.5360904	2.955E-06	0.0058624	0.5039805	2.778E-06	0.0055113	0.4614364	2.543E-06	0.005046	2.9834768	1.644E-05	0.0326258	2.831492	1.561E-05	0.0309638	2.6308684	1.45E-05	0.0287698	3.5195672	1.94E-05	0.0384882	3.0923049	1.704E-05	0.0338159	0.0622293	3.43E-07	0.0006805	0.0676179	3.727E-07	0.0007394
Chun Yiu Road	RD_7_8	1700-1800	0.5058123	2.788E-06	0.0055313	0.4717261	2.6E-06	0.0051586	0.4343401	2.394E-06	0.0047497	2.9089559	1.603E-05	0.0318109	2.7407657	1.511E-05	0.0299716	2.5572869	1.409E-05	0.0279652	3.4147682	1.882E-05	0.0373422	2.9916271	1.649E-05	0.0327149	0.059658	3.288E-07	0.0006524	0.0648202	3.573E-07	0.0007088
Chun Yiu Road	RD_7_8	1800-1900	0.4945086	2.51E-06	0.0049808	0.4594064	2.332E-06	0.0046272	0.426363	2.164E-06	0.0042944	2.8848282	1.464E-05	0.0290565	2.7101904	1.376E-05	0.0272975	2.5465183	1.293E-05	0.025649	3.3793368	1.715E-05	0.0340372	2.9728812	1.509E-05	0.0299433	0.0591335	3.002E-07	0.0005956	0.0642468	3.261E-07	0.0006471
Chun Yiu Road	RD_7_8	1900-2000	0.4422899	1.924E-06	0.0038184	0.4107625	1.787E-06	0.0035462	0.3823812	1.664E-06	0.0033012	2.6060846	1.134E-05	0.0224991	2.4470369	1.065E-05	0.021126	2.3049641	1.003E-05	0.0198994	3.0483745	1.326E-05	0.0263175	2.6873453	1.169E-05	0.0232006	0.053758	2.339E-07	0.0004641	0.0583973	2.541E-07	0.0005042
Chun Yiu Road	RD_7_8	2000-2100	0.540026	1.723E-06	0.0034189	0.5016772	1.601E-06	0.0031762	0.4688491	1.496E-06	0.0029683	3.3374586	1.065E-05	0.0211297	3.1357464	1.001E-05	0.0198526	2.9638017	9.457E-06	0.0187641	3.8774846	1.237E-05	0.0245486	3.4326508	1.095E-05	0.0217324	0.0665218	2.123E-07	0.0004212	0.0722817	2.306E-07	0.0004576
Chun Yiu Road	RD_7_8	2100-2200	0.5854902	1.783E-06	0.0035383	0.541402	1.649E-06	0.0032719	0.5064061	1.542E-06	0.0030604	3.5272487	1.074E-05	0.0213162	3.302494	1.006E-05	0.019958	3.1245488	9.517E-06	0.0188826	4.1127388	1.253E-05	0.0248545	3.6309549	1.106E-05	0.0219429	0.0706344	2.151E-07	0.0004269	0.0767567	2.338E-07	0.0004639
Chun Yiu Road	RD_7_8	2200-2300	0.6557329	1.712E-06	0.0033967	0.6065027	1.583E-06	0.0031417	0.5668463	1.48E-06	0.0029362	4.0217063	1.05E-05	0.0208323	3.7669462	9.834E-06	0.0195127	3.5622477	9.3E-06	0.0184523	4.6774392	1.221E-05	0.024229	4.1290939	1.078E-05	0.0213886	0.0794571	2.074E-07	0.0004116	0.0863533	2.254E-07	0.0004473

Road Name	Road ID	Hour	NO2 Emission									NO Emission									NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			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	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
Chun Yiu Road	RD_7_8	2300-0000	0.1640456	1.428E-07	0.0002833	0.1484599	1.292E-07	0.0002563	0.1375003	1.197E-07	0.0002374	0.5773192	5.024E-07	0.0009968	0.5176455	4.505E-07	0.0008938	0.4770343	4.151E-07	0.0008237	0.7413648	6.452E-07	0.0012801	0.6145346	5.348E-07	0.0010611	0.0171623	1.494E-08	2.963E-05	0.0185946	1.618E-08	3.211E-05
Kam Tin Road	RD_09_10	0000-0100	0.0426905	1.976E-07	0.0006692	0.0392185	1.816E-07	0.0006148	0.0367868	1.703E-07	0.0005767	0.4175514	1.933E-06	0.0065457	0.3793809	1.756E-06	0.0059473	0.3559452	1.648E-06	0.0055799	0.4602419	2.131E-06	0.0072149	0.392732	1.818E-06	0.0061566	0.0096923	4.487E-08	0.0001519	0.0106	4.907E-08	0.0001662
Kam Tin Road	RD_09_10	0100-0200	0.0414184	1.151E-07	0.0003896	0.0377831	1.05E-07	0.0003554	0.0353896	9.83E-08	0.0003329	0.4407876	1.224E-06	0.004146	0.3942052	1.095E-06	0.0037078	0.3668931	1.019E-06	0.0034509	0.4822059	1.339E-06	0.0045355	0.4022827	1.117E-06	0.0037838	0.0089833	2.495E-08	8.45E-05	0.0098033	2.723E-08	9.221E-05
Kam Tin Road	RD_09_10	0200-0300	0.0567319	1.313E-07	0.0004447	0.0512696	1.187E-07	0.0004019	0.0476729	1.104E-07	0.0003737	0.2767085	6.405E-07	0.0021689	0.2365662	5.476E-07	0.0018542	0.2145045	4.965E-07	0.0016813	0.3334403	7.719E-07	0.0026136	0.2621775	6.069E-07	0.002055	0.0073179	1.694E-08	5.736E-05	0.0079267	1.835E-08	6.213E-05
Kam Tin Road	RD_09_10	0300-0400	0.0836494	1.646E-07	0.0005573	0.0756631	1.489E-07	0.0005041	0.0699733	1.377E-07	0.0004662	0.3914952	7.703E-07	0.0026083	0.3356324	6.604E-07	0.0022361	0.3029318	5.96E-07	0.0020183	0.4751446	9.349E-07	0.0031656	0.3729051	7.337E-07	0.0024845	0.009705	1.91E-08	6.466E-05	0.0105835	2.082E-08	7.051E-05
Kam Tin Road	RD_09_10	0400-0500	0.0690722	1.679E-07	0.0005685	0.0624415	1.518E-07	0.0005139	0.0581182	1.413E-07	0.0004783	0.343123	8.34E-07	0.0028239	0.2956718	7.186E-07	0.0024334	0.2692587	6.544E-07	0.002216	0.4121953	1.002E-06	0.0033924	0.3273769	7.957E-07	0.0026943	0.0086245	2.096E-08	7.098E-05	0.0093926	2.283E-08	7.73E-05
Kam Tin Road	RD_09_10	0500-0600	0.155439	6.297E-07	0.0021321	0.1423793	5.768E-07	0.001953	0.1339652	5.427E-07	0.0018376	0.8046537	3.26E-06	0.0110373	0.7326022	2.968E-06	0.010049	0.6906529	2.798E-06	0.0094736	0.9600928	3.889E-06	0.0131694	0.8246181	3.34E-06	0.0113111	0.0166506	6.745E-08	0.0002284	0.0181329	7.346E-08	0.0002487
Kam Tin Road	RD_09_10	0600-0700	0.0725683	7.391E-07	0.0025027	0.0665557	6.779E-07	0.0022954	0.062522	6.368E-07	0.0021563	0.600442	6.116E-06	0.020708	0.5427643	5.528E-06	0.0187189	0.5090437	5.185E-06	0.0175559	0.6730103	6.855E-06	0.0232108	0.5715657	5.822E-06	0.0197122	0.0138826	1.414E-07	0.0004788	0.0152606	1.554E-07	0.0005263
Kam Tin Road	RD_09_10	0700-0800	0.1352251	3.146E-06	0.0106522	0.1251263	2.911E-06	0.0098567	0.1162893	2.705E-06	0.0091605	0.8348869	1.942E-05	0.0657672	0.7712055	1.794E-05	0.0607507	0.7202671	1.676E-05	0.0567381	0.970112	2.257E-05	0.0764193	0.8365564	1.946E-05	0.0658987	0.0190758	4.438E-07	0.0015027	0.0209283	4.869E-07	0.0016486
Kam Tin Road	RD_09_10	0800-0900	0.1254145	2.889E-06	0.0097811	0.1167571	2.689E-06	0.0091059	0.1082753	2.494E-06	0.0084444	0.8048373	1.854E-05	0.0627692	0.7474431	1.722E-05	0.058293	0.6961401	1.603E-05	0.0542919	0.9302518	2.143E-05	0.0725503	0.8044154	1.853E-05	0.0627363	0.0184724	4.255E-07	0.0014407	0.0202237	4.658E-07	0.0015772
Kam Tin Road	RD_09_10	0900-1000	0.1628138	3.75E-06	0.0126978	0.1524959	3.512E-06	0.0118931	0.1415796	3.261E-06	0.0110418	0.9948943	2.291E-05	0.0775917	0.933479	2.15E-05	0.072802	0.8722709	2.009E-05	0.0680283	1.1577081	2.666E-05	0.0902896	1.0138505	2.335E-05	0.0790701	0.021244	4.893E-07	0.0016568	0.02315	5.332E-07	0.0018055
Kam Tin Road	RD_09_10	1000-1100	0.1606499	3.477E-06	0.0117736	0.1506408	3.26E-06	0.01104	0.1394935	3.019E-06	0.0102231	1.010904	2.188E-05	0.0740861	0.9489833	2.054E-05	0.0695481	0.8847846	1.915E-05	0.0648432	1.171554	2.536E-05	0.0858597	1.0242781	2.217E-05	0.0750663	0.0217261	4.702E-07	0.0015922	0.0236705	5.123E-07	0.0017347
Kam Tin Road	RD_09_10	1100-1200	0.1739708	3.645E-06	0.0123407	0.1634064	3.423E-06	0.0115913	0.1511466	3.166E-06	0.0107217	1.0657668	2.233E-05	0.0756008	1.0039199	2.103E-05	0.0712136	0.9360671	1.961E-05	0.0664004	1.2397376	2.597E-05	0.0879415	1.0872137	2.278E-05	0.0771221	0.023076	4.834E-07	0.0016369	0.0251587	5.271E-07	0.0017846
Kam Tin Road	RD_09_10	1200-1300	0.2897662	6.842E-06	0.0231667	0.272441	6.433E-06	0.0217815	0.2510785	5.928E-06	0.0200736	1.5437719	3.645E-05	0.1234237	1.4564249	3.439E-05	0.1164404	1.3534333	3.196E-05	0.1082063	1.8335381	4.329E-05	0.1465904	1.6045118	3.788E-05	0.1282799	0.0322873	7.623E-07	0.0025813	0.0352079	8.313E-07	0.0028149
Kam Tin Road	RD_09_10	1300-1400	0.3297112	8.968E-06	0.030366	0.3107269	8.451E-06	0.0286175	0.2847907	7.746E-06	0.0262288	1.7165461	4.669E-05	0.1580916	1.6238468	4.417E-05	0.1495541	1.5022482	4.086E-05	0.138355	2.0462573	5.566E-05	0.1884575	1.7870389	4.861E-05	0.1645839	0.0352398	9.585E-07	0.0032455	0.0383953	1.044E-06	0.0035362
Kam Tin Road	RD_09_10	1400-1500	0.3248149	8.534E-06	0.0288966	0.3063987	8.05E-06	0.0272583	0.2803226	7.365E-06	0.0249384	1.6556459	4.35E-05	0.1472918	1.5672345	4.118E-05	0.1394265	1.4472195	3.802E-05	0.1287495	1.9804608	5.203E-05	0.1761885	1.7275421	4.539E-05	0.153688	0.0341395	8.97E-07	0.0030372	0.0371987	9.773E-07	0.0033093
Kam Tin Road	RD_09_10	1500-1600	0.3041434	7.815E-06	0.0264616	0.287937	7.398E-06	0.0250516	0.2638347	6.779E-06	0.0229546	1.5654956	4.022E-05	0.1362041	1.4868556	3.82E-05	0.1293621	1.3740884	3.531E-05	0.119551	1.8696389	4.804E-05	0.1626657	1.6379231	4.209E-05	0.1425056	0.032683	8.398E-07	0.0028436	0.0356128	9.151E-07	0.0030984
Kam Tin Road	RD_09_10	1600-1700	0.2893104	7.434E-06	0.0251711	0.2721214	6.992E-06	0.0236756	0.2495682	6.413E-06	0.0217134	1.5541386	3.993E-05	0.135216	1.4667757	3.769E-05	0.1276151	1.3573324	3.488E-05	0.1180931	1.843449	4.737E-05	0.1603871	1.6069005	4.129E-05	0.1398065	0.032838	8.438E-07	0.002857	0.0358624	9.215E-07	0.0031202
Kam Tin Road	RD_09_10	1700-1800	0.2659327	7.387E-06	0.0250131	0.2477845	6.883E-06	0.0233062	0.2281845	6.338E-06	0.0214626	1.4111322	3.92E-05	0.1327285	1.3167857	3.658E-05	0.1238545	1.2199037	3.389E-05	0.1147419	1.6770649	4.659E-05	0.1577417	1.4480882	4.022E-05	0.1362046	0.0301252	8.368E-07	0.0028335	0.0329963	9.166E-07	0.0031036
Kam Tin Road	RD_09_10	1800-1900	0.1862401	4.484E-06	0.0151817	0.1729282	4.163E-06	0.0140966	0.1605897	3.866E-06	0.0130908	1.0928747	2.631E-05	0.089088	1.0156812	2.445E-05	0.0827954	0.9481601	2.283E-05	0.0772913	1.2791148	3.079E-05	0.1042697	1.1087497	2.669E-05	0.0903821	0.0238993	5.754E-07	0.0019482	0.0261761	6.302E-07	0.0021338
Kam Tin Road	RD_09_10	1900-2000	0.13833	3.042E-06	0.0103004	0.1283793	2.823E-06	0.0095595	0.1196476	2.631E-06	0.0089093	0.8647339	1.902E-05	0.0643905	0.8019496	1.764E-05	0.0597154	0.7506883	1.651E-05	0.0558983	1.003064	2.206E-05	0.0746909	0.8703359	1.914E-05	0.0648076	0.0195559	4.3E-07	0.0014562	0.0214251	4.712E-07	0.0015954
Kam Tin Road	RD_09_10	2000-2100	0.1509934	2.132E-06	0.0072194	0.1407491	1.987E-06	0.0067296	0.1321942	1.867E-06	0.0063206	1.0859338	1.533E-05	0.0519217	1.0114465	1.428E-05	0.0483602	0.9533881	1.346E-05	0.0455843	1.2369273	1.747E-05	0.0591411	1.0855822	1.533E-05	0.0519049	0.0219688	3.102E-07	0.0010504	0.0240427	3.395E-07	0.0011496
Kam Tin Road	RD_09_10	2100-2200	0.1641335	1.881E-06	0.0063682	0.1523261	1.745E-06	0.0059101	0.1431837	1.641E-06	0.0055554	1.1654377	1.335E-05	0.0452178	1.0825475	1.24E-05	0.0420018	1.022228	1.171E-05	0.0396614	1.3295712	1.523E-05	0.051586	1.1654117	1.335E-05	0.0452168	0.023964	2.746E-07	0.0009298	0.0262455	3.007E-07	0.0010183
Kam Tin Road	RD_09_10	2200-2300	0.2171837	1.86E-06	0.0062986	0.2018686	1.729E-06	0.0058544	0.1897623	1.625E-06	0.0055033	1.4004296	1.199E-05	0.0406142	1.3041462	1.117E-05	0.0378219	1.2328255	1.056E-05	0.0357535	1.6176133	1.385E-05	0.0469128	1.4225878	1.218E-05	0.0412569	0.0265161	2.271E-07	0.000769	0.0289218	2.477E-07	0.0008388
Kam Tin Road	RD_09_10	2300-0000	0.1024243	7.231E-07	0.0024486	0.0940116	6.637E-07	0.0022475	0.0882859	6.233E-07	0.0021106	0.693072	4.893E-06	0.0165689	0.6276436	4.431E-06	0.0150047	0.5878389	4.15E-06	0.0140531	0.7954963	5.616E-06	0.0190175	0.6761248	4.774E-06	0.0161637	0.0151401	1.069E-07	0.0003619	0.0166098	1.173E-07	0.0003971
Kam Tin Road	RD_11_12	0000-0100	0.0434735	1.858E-07	0.0006899	0.0399548	1.707E-07	0.000634	0.0374853	1.602E-07	0.0005948	0.4231742	1.808E-06	0.0067151	0.3849766	1.645E-06	0.0061089	0.3614425	1.545E-06	0.0057355	0.4666477	1.994E-06	0.0074049	0.3989277	1.705E-06	0.0063303	0.0098268	4.199E-08	0.0001559	0.010747	4.593E-08	0.0001705
Kam Tin Road	RD_11_12	0100-0200	0.0420317	1.033E-07	0.0003835	0.0383668	9.428E-08	0.0003501	0.0359486	8.834E-08	0.000328	0.4459499	1.096E-06	0.004069	0.3995181	9.817E-07	0.0036453	0.3721815	9.145E-07	0.0033959	0.4879815	1.199E-06	0.0044525	0.4081301	1.003E-06	0.0037239	0.0091245	2.242E-08	8.325E-05	0.0099585	2.447E-08	9.086E-05
Kam Tin Road	RD_11_12	0200-0300	0.0575268	1.229E-07	0.0004564	0.0520002	1.111E-07	0.0004126	0.0483583	1.033E-07	0.0003837	0.2781553	5.943E-07	0.0022069	0.237942	5.084E-07	0.0018879	0.2158165	4.611E-07	0.0017123	0.3356821	7.173E-07	0.0026634	0.2641748	5.645E-07	0.002096	0.0073634	1.573E-08	5.842E-05	0.0079762	1.704E-08	6.328E-05
Kam Tin Road	RD_11_12	0300-0400	0.0798454	1.365E-07	0.0005068	0.072205	1.234E-07	0.0004583	0.0667711	1.141E-07	0.0004238	0.3804783	6.504E-07	0.002415	0.3260591	5.574E-07	0.0020696	0.2942491	5.03E-07	0.0018677	0.4603238	7.869E-07	0.0029218	0.3610201	6.171E-07	0.0022915	0.0094717	1.619E-08	6.012E-05	0.0103297	1.766E-08	6.557E-05
Kam Tin Road	RD_11_12	0400-0500	0.068365	1.461E-07	0.0005424	0.0617928	1.32E-07	0.0004903	0.0575092	1.229E-07	0.0004563	0.3416865	7.301E-07	0.002711	0.2943214	6.289E-07	0.0023352	0.2679725	5.726E-07	0.0021261	0.4100516	8.762E-07	0.0032534	0.3254816	6.955E-07	0.0025824	0.0085716	1.832E-08	6.801E-05	0.0093332	1.994E-08	7.405E-05
Kam Tin Road	RD_11_12	0500-0600	0.1570447	5.872E-07	0.0021805	0.143892	5.381E-07	0.0019979	0.1354125	5.064E-07	0.0018802	0.8212529	3.071E-06	0.0114029	0.748703	2.8E-06	0.0103956	0.7062575	2.641E-06	0.0098062	0.9782976	3.658E-06	0.0135834	0.84167	3.147E-06	0.0116864	0.0169754	6.348E-08	0.0002357	0.0184864	6.913E-08	0.0002567
Kam Tin Road	RD_11_12	0600-0700	0.0729721	6.783E-07	0.0025185	0.0669294	6.221E-07	0.00231	0.0628732	5.844E-07	0.00217	0.601688	5.593E-06	0.0207664	0.5439584	5.056E-06	0.0187739	0.5101772	4.742E-06	0.017608	0.6746602	6.271E-06	0.0232849	0.5730505	5.326E-06	0.019778	0.013918	1.294E-07	0.0004804	0.0153003	1.422E-07	0.0005281
Kam Tin Road	RD_11_12	0700-0800	0.1382897	2.955E-06	0.0109721	0.1279795	2.735E-06	0.0101541	0.1189497	2.542E-06	0.0094377	0.8497981	1.816E-05	0.0674243	0.7853064	1.678E-05	0.0623074	0.7335943	1.568E-05	0.0582045	0.9880878	2.111E-05	0.0783964	0.852544	1.822E-05	0.0676422	0.0193659	4.138E-07	0.0015365	0.021243	4.539E-07	0.0016855
Kam Tin Road	RD_11_12	0800-0900	0.1289163	2.713E-06	0.010075	0.1200415	2.527E-06	0.0093814	0.1113372	2.343E-06	0.0087012	0.8231429	1.732E-05	0.0643298	0.764926	1.61E-05	0.0597801	0.7127131	1.5E-05	0.0556996	0.9520592	2.004E-05	0.0744048	0.8240503	1.734E-05	0.0644007	0.0188474	3.967E-07	0.001473	0.0206325	4.343E-07	0.0016125
Kam Tin Road	RD_11_12	0900-1000	0.1550275	3.147E-06	0.0116851	0.1452033	2.948E-06	0.0109446	0.1348518	2.737E-06	0.0101644	0.9936768	2.017E-05	0.0748979	0.932116	1.892E-05	0.0702578	0.8712645	1.769E-05	0.0656711	1.1487042	2.332E-05	0.086583	1.0061163	2.042E-05	0.0758355	0.0219806	4.462E-07	0.0016568	0.0240337	4.879E-07	0.0018115
Kam Tin Road	RD_11_12	1000-1100	0.1648703	3.294E-06	0.0122308	0.1546167	3.089E-06	0.0114701	0.1431886	2.861E-06	0.0106224	1.0352051	2.068E-05	0.076796	0.9721802	1.942E-05	0.0721206	0.9066784	1.811E-05	0.0672613	1.2000754	2.398E-05	0.0890268	1.049867	2.097E-05	0.0778837	0.02219	4.433E-07	0.0016462	0.0241725	4.829E-07	0.0017932
Kam Tin Road	RD_11_12	1100-1200	0.1778802	3.44E-06	0.0127725	0.1670832	3.231E-06	0.0119973	0.1545462	2.989E-06	0.0110971	1.0833576	2.095E-05	0.0777895	1.0206919	1.974E-05	0.0732899	0.9517979	1.841E-05	0.068343	1.2612378	2.439E-05	0.0905621	1.1063441	2.139E-05	0.07944	0.0234538	4.535E-07	0.0016841	0.0255671	4.944E-07	0.0018358
Kam Tin Road	RD_11_12	1200-1300	0.2906185	6.334E-06	0.0235193	0.2732654	5.956E-06	0.0221149	0.2518679	5.489E-06	0.0203833	1.554315	3.388E-05	0.1257882	1.466521	3.196E-05	0.1186832	1.3629664	2.971E-05	0.1103027	1.8449336	4.021E-05	0.1493075	1.6148343	3.52E-05	0.1306859	0.0324282	7.068E-07	0.0026244	0.0353614	7.707E-07	0.0028617
Kam Tin Road	RD_11_12	1300-1400	0.3293354	8.269E-06	0.0307027	0.3103901	7.793E-06	0.0289365	0.2845077	7.143E-06	0.0265236	1.7255121	4.332E-05	0.1608631	1.6324903	4.099E-05	0.1521911	1.5104509	3.792E-05	0.1408138	2.0548475	5.159E-05	0.1915659	1.7949586	4.507E-05	0.1673374	0.0353693	8.88E-07	0.0032974	0.0385369	9.675E-07	0.0035927
Kam Tin Road	RD_11_12	1400-1500	0.32452	7.87E-06	0.0292239	0.3061304	7.424E-06	0.0275679	0.2800925	6.793E-06	0.0252231	1.6590398	4.024E-05	0.1494009	1.5704761	3.809E-05	0.1414256	1.4502427	3.517E-05	0.1305982	1.9835597	4.811E-05	0.1786248	1.7303352	4.196E-05	0.1558213	0.0341614	8.285E-07	0.0030763	0.037223	9.027E-07	0.003352
Kam Tin Road	RD_11_12	1500-1600	0.3030312	7.155E-06	0.0265675	0.2868911	6.774E-06	0.0251524	0.2628887	6.207E-06	0.0230481	1.5598524	3.683E-05	0.136756	1.4814608	3.498E-05	0.1298832	1.3690725	3.233E-05	0.1200299	1.8628836	4.398E-05	0.1633235	1.6319612	3.853E-05	0.143078	0.0325055	7.675E-07	0.0028498	0.0354202	8.363E-07	0.0031054
Kam Tin Road	RD_11_12	1600-1700	0.2892402	6.829E-06	0.0253584	0.2720611	6.424E-06	0.0238523	0.2495213	5.891E-06	0.0218761	1.5561211	3.674E-05	0.1364289	1.4686124	3.468E-05	0.1287568	1.3590054	3.209E-05	0.1191473	1.8453613	4.357E-05	0.1617873	1.6085267	3.798E-05	0.1410234	0.0328466	7.755E-07	0.0028797	0.0358726	8.47E-07	0.003145
Kam Tin Road	RD_11_12	1700-1800	0.1520524	3.103E-06	0.0115212	0.1419259	2.896E-06	0.0107539	0.1310721	2.675E-06	0.0099315	0.9475951	1.934E-05	0.0718004	0.8847504	1.805E-05	0.0670386	0.8223599	1.678E-05	0.0623112	1.0996476	2.244E-05	0.0833216	0.953432	1.946E-05	0.0722427	0.0210733	4.3E-07	0.0015967	0.0230732	4.708E-07	0.0017483
Kam Tin Road	RD_11_12	1800-1900	0.1860293	4.134E-06	0.0153502	0.1727289	3.838E-06	0.0142528	0.1604008	3.564E-06	0.0132355	1.0918369	2.426E-05	0.0900932	1.0146471	2.255E-05	0.0837238	0.9471303	2.105E-05	0.0781527	1.2778661	2.84E-05	0.1054434	1.107531	2.461E-05	0.0913882	0.0238611	5.302E-07	0.0019689	0.0261328	5.807E-07	0.0021564
Kam Tin Road	RD_11_12	1900-2000	0.1431162	2.89E-06	0.0107305	0.132791	2.681E-06	0.0099564	0.1237228	2.498E-06	0.0092765	0.8863997	1.79E-05	0.0664603	0.8218012	1.659E-05	0.0616168	0.769	1.553E-05	0.0576579	1.0295158	2.079E-05	0.0771908	0.8927229	1.803E-05	0.0669344	0.0200319	4.045E-07	0.0015019	0.0219531	4.433E-07	0.001646
Kam Tin Road	RD_11_12	2000-2100	0.1508717	1.966E-06	0.0073019	0.1406332	1.833E-06	0.0068064	0.1320833	1.722E-06	0.0063926	1.0855328	1.415E-05	0.052538	1.0110359	1.318E-05	0.0489325	0.9529625	1.242E-05	0.0461218	1.2364044	1.612E-05	0.0598399	1.0850458	1.414E-05	0.0525144	0.0219684	2.863E-07	0.0010632	0.0240442	3.134E-07	0.0011637
Kam Tin Road	RD_11_12	2100-2200	0.1650179	1.763E-06	0.0065464	0.1531471	1.636E-06	0.0060755	0.1439533	1.538E-06	0.0057107	1.1677022	1.248E-05	0.0463237	1.0846734	1.159E-05	0.0430298	1.0242158	1.094E-05	0.0406314	1.3327201	1.424E-05	0.05287	1.1681691	1.248E-05	0.0463422	0.0240131	2.565E-07	0.0009526	0.0262971	2.81E-07	0.0010432
Kam Tin Road	RD_11_12	2200-2300	0.2183573	1.75E-06	0.0064968	0.2029684	1.626E-06	0.0060389	0.1908025	1.529E-06	0.005677	1.4101032	1.13E-05	0.0419549	1.3133226	1.052E-05	0.0390754	1.2416071	9.949E-06	0.0369416	1.6284605	1.305E-05	0.0484517	1.4324096	1.148E-05	0.0426186	0.0266682	2.137E-07	0.0007935	0.0290874	2.331E-07	0.0008654
Kam Tin Road	RD_11_12	2300-0000	0.0992496	6.468E-07	0.0024018	0.09107	5.935E-07	0.0022038	0.0855116	5.573E-07	0.0020693	0.6799749	4.431E-06	0.0164548	0.6151835	4.009E-06	0.0148869	0.5758744	3.753E-06	0.0139357	0.7792246	5.078E-06	0.0188566	0.661386	4.31E-06	0.016005	0.0148782	9.696E-08	0.00036	0.0163271	1.064E-07	0.0003951
Kam Tin Road	RD_13_14	0000-0100	0.0426905	1.824E-07	0.0006327	0.0392185	1.676E-07	0.0005812	0.0367868	1.572E-07	0.0005452	0.4175514	1.784E-06	0.0061881	0.3793809	1.621E-06	0.0056224	0.3559452	1.521E-06	0.0052751	0.4602419	1.967E-06	0.0068208	0.392732	1.678E-06	0.0058203	0.0096923	4.142E-08	0.0001436	0.0106	4.53E-08	0.0001571
Kam Tin Road	RD_13_14	0100-0200	0.0414184	1.062E-07	0.0003683	0.0377831	9.688E-08	0.000336	0.0353896	9.074E-08	0.0003147	0.4407876	1.13E-06	0.0039195	0.3942052	1.011E-06	0.0035053	0.3668931	9.408E-07	0.0032624	0.4822059	1.236E-06	0.0042878	0.4022827	1.031E-06	0.0035771	0.0089833	2.303E-08	7.988E-05	0.0098033	2.514E-08	8.717E-05
Kam Tin Road	RD_13_14	0200-0300	0.0567319	1.212E-07	0.0004204	0.0512696	1.096E-07	0.0003799	0.0476729	1.019E-07	0.0003533	0.2767085	5.913E-07	0.0020504	0.2365662	5.055E-07	0.001753	0.2145045	4.583E-07	0.0015895	0.3334403	7.125E-07	0.0024708	0.2621775	5.602E-07	0.0019427	0.0073179	1.564E-08	5.423E-05	0.0079267	1.694E-08	5.874E-05
Kam Tin Road	RD_13_14	0300-0400	0.0836494	1.519E-07	0.0005269	0.0756631	1.374E-07	0.0004766	0.0699733	1.271E-07	0.0004407	0.3914952	7.11E-07	0.0024658	0.3356324	6.096E-07	0.002114	0.3029318	5.502E-07	0.001908	0.4751446	8.63E-07	0.0029927	0.3729051	6.773E-07	0.0023487	0.009705	1.763E-08	6.113E-05	0.0105835	1.922E-08	6.666E-05
Kam Tin Road	RD_13_14	0400-0500	0.0690722	1.55E-07	0.0005374	0.0624415	1.401E-07	0.0004858	0.0581182	1.304E-07	0.0004522	0.343123	7.698E-07	0.0026697	0.2956718	6.634E-07	0.0023005	0.2692587	6.041E-07	0.002095	0.4121953	9.248E-07	0.0032071	0.3273769	7.345E-07	0.0025472	0.0086245	1.935E-08	6.71E-05	0.0093926	2.107E-08	7.308E-05
Kam Tin Road	RD_13_14	0500-0600	0.155439	5.812E-07	0.0020157	0.1423793	5.324E-07	0.0018463	0.1339652	5.009E-07	0.0017372	0.8046537	3.009E-06	0.0104343	0.7326022	2.739E-06	0.0095	0.6906529	2.583E-06	0.008956	0.9600928	3.59E-06	0.01245	0.8246181	3.084E-06	0.0106932	0.0166506	6.226E-08	0.0002159	0.0181329	6.78E-08	0.0002351
Kam Tin Road	RD_13_14	0600-0700	0.0725683	6.823E-07	0.002366	0.0665557	6.257E-07	0.00217	0.062522	5.878E-07	0.0020385	0.600442	5.645E-06	0.0195768	0.5427643	5.103E-06	0.0176963	0.5090437	4.786E-06	0.0165968	0.6730103	6.327E-06	0.0219428	0.5715657	5.374E-06	0.0186353	0.0138826	1.305E-07	0.0004526	0.0152606	1.435E-07	0.0004976
Kam Tin Road	RD_13_14	0700-0800	0.1352251	2.904E-06	0.0100703	0.1251263	2.687E-06	0.0093182	0.1162893	2.497E-06	0.0086601	0.8348869	1.793E-05	0.0621744	0.7712055	1.656E-05	0.057432	0.7202671	1.547E-05	0.0536386	0.970112	2.083E-05	0.0722447	0.8365564	1.796E-05	0.0622987	0.0190758	4.096E-07	0.0014206	0.0209283	4.494E-07	0.0015585
Kam Tin Road	RD_13_14	0800-0900	0.1254145	2.666E-06	0.0092467	0.1167571	2.482E-06	0.0086084	0.1082753	2.302E-06	0.0079831	0.8048373	1.711E-05	0.0593402	0.7474431	1.589E-05	0.0551086	0.6961401	1.48E-05	0.051326	0.9302518	1.978E-05	0.0685869	0.8044154	1.71E-05	0.0593091	0.0184724	3.927E-07	0.001362	0.0202237	4.3E-07	0.0014911
Kam Tin Road	RD_13_14	0900-1000	0.1628138	3.462E-06	0.0120042	0.1524959	3.242E-06	0.0112434	0.1415796	3.01E-06	0.0104386	0.9948943	2.115E-05	0.073353	0.933479	1.985E-05	0.0688249	0.8722709	1.855E-05	0.064312	1.1577081	2.461E-05	0.0853572	1.0138505	2.156E-05	0.0747506	0.021244	4.517E-07	0.0015663	0.02315	4.922E-07	0.0017068
Kam Tin Road	RD_13_14	1000-1100	0.1606499	3.21E-06	0.0111304	0.1506408	3.01E-06	0.0104369	0.1394935	2.787E-06	0.0096646	1.010904	2.02E-05	0.0700389	0.9489833	1.896E-05	0.0657488	0.8847846	1.768E-05	0.0613009	1.171554	2.341E-05	0.0811693	1.0242781	2.046E-05	0.0709655	0.0217261	4.341E-07	0.0015053	0.0236705	4.729E-07	0.00164
Kam Tin Road	RD_13_14	1100-1200	0.1739708	3.364E-06	0.0116666	0.1634064	3.16E-06	0.0109581	0.1511466	2.923E-06	0.010136	1.0657668	2.061E-05	0.0714708	1.0039199	1.941E-05	0.0673233	0.9360671	1.81E-05	0.0627731	1.2397376	2.397E-05	0.0831373	1.0872137	2.102E-05	0.072909	0.023076	4.462E-07	0.0015475	0.0251587	4.865E-07	0.0016872
Kam Tin Road	RD_13_14	1200-1300	0.2897662	6.315E-06	0.0219011	0.272441	5.938E-06	0.0205916	0.2510785	5.472E-06	0.018977	1.5437719	3.365E-05	0.1166812	1.4564249	3.174E-05	0.1100794	1.3534333	2.95E-05	0.1022951	1.8335381	3.996E-05	0.1385823	1.6045118	3.497E-05	0.1212721	0.0322873	7.037E-07	0.0024403	0.0352079	7.674E-07	0.0026611
Kam Tin Road	RD_13_14	1300-1400	0.3297112	8.278E-06	0.0287071	0.3107269	7.801E-06	0.0270542	0.2847907	7.15E-06	0.024796	1.7165461	4.31E-05	0.1494552	1.6238468	4.077E-05	0.1413841	1.5022482	3.772E-05	0.1307969	2.0462573	5.138E-05	0.1781623	1.7870389	4.487E-05	0.1555928	0.0352398	8.848E-07	0.0030682	0.0383953	9.64E-07	0.003343
Kam Tin Road	RD_13_14	1400-1500	0.3248149	7.877E-06	0.027318	0.3063987	7.431E-06	0.0257692	0.2803226	6.798E-06	0.0235761	1.6556459	4.015E-05	0.1392455	1.5672345	3.801E-05	0.1318098	1.4472195	3.51E-05	0.1217161	1.9804608	4.803E-05	0.1665635	1.7275421	4.19E-05	0.1452922	0.0341395	8.28E-07	0.0028713	0.0371987	9.021E-07	0.0031285
Kam Tin Road	RD_13_14	1500-1600	0.3041434	7.214E-06	0.0250161	0.287937	6.829E-06	0.0236831	0.2638347	6.258E-06	0.0217006	1.5654956	3.713E-05	0.1287634	1.4868556	3.527E-05	0.1222952	1.3740884	3.259E-05	0.11302	1.8696389	4.434E-05	0.1537795	1.6379231	3.885E-05	0.1347207	0.032683	7.752E-07	0.0026882	0.0356128	8.447E-07	0.0029292
Kam Tin Road	RD_13_14	1600-1700	0.2893104	6.862E-06	0.023796	0.2721214	6.454E-06	0.0223822	0.2495682	5.919E-06	0.0205272	1.5541386	3.686E-05	0.1278293	1.4667757	3.479E-05	0.1206436	1.3573324	3.219E-05	0.1116418	1.843449	4.372E-05	0.1516254	1.6069005	3.811E-05	0.132169	0.032838	7.789E-07	0.002701	0.0358624	8.506E-07	0.0029497
Kam Tin Road	RD_13_14	1700-1800	0.2659327	6.819E-06	0.0236467	0.2477845	6.353E-06	0.022033	0.2281845	5.851E-06	0.0202901	1.4111322	3.618E-05	0.1254777	1.3167857	3.376E-05	0.1170885	1.2199037	3.128E-05	0.1084737	1.6770649	4.3E-05	0.1491245	1.4480882	3.713E-05	0.1287639	0.0301252	7.724E-07	0.0026787	0.0329963	8.461E-07	0.002934
Kam Tin Road	RD_13_14	1800-1900	0.1862401	4.139E-06	0.0143524	0.1729282	3.843E-06	0.0133265	0.1605897	3.569E-06	0.0123757	1.0928747	2.429E-05	0.0842212	1.0156812	2.257E-05	0.0782724	0.9481601	2.107E-05	0.0730689	1.2791148	2.842E-05	0.0985736	1.1087497	2.464E-05	0.0854446	0.0238993	5.311E-07	0.0018418	0.0261761	5.817E-07	0.0020172
Kam Tin Road	RD_13_14	1900-2000	0.13833	2.808E-06	0.0097377	0.1283793	2.606E-06	0.0090372	0.1196476	2.429E-06	0.0084226	0.8647339	1.755E-05	0.0608729	0.8019496	1.628E-05	0.0564532	0.7506883	1.524E-05	0.0528446	1.003064	2.036E-05	0.0706106	0.8703359	1.767E-05	0.0612672	0.0195559	3.97E-07	0.0013766	0.0214251	4.349E-07	0.0015082
Kam Tin Road	RD_13_14	2000-2100	0.1509934	1.968E-06	0.006825	0.1407491	1.835E-06	0.006362	0.1321942	1.723E-06	0.0059753	1.0859338	1.415E-05	0.0490852	1.0114465	1.318E-05	0.0457183	0.9533881	1.243E-05	0.0430941	1.2369273	1.612E-05	0.0559103	1.0855822	1.415E-05	0.0490694	0.0219688	2.863E-07	0.000993	0.0240427	3.134E-07	0.0010868
Kam Tin Road	RD_13_14	2100-2200	0.1641335	1.736E-06	0.0060203	0.1523261	1.611E-06	0.0055872	0.1431837	1.514E-06	0.0052519	1.1654377	1.233E-05	0.0427476	1.0825475	1.145E-05	0.0397073	1.022228	1.081E-05	0.0374948	1.3295712	1.406E-05	0.048768	1.1654117	1.233E-05	0.0427467	0.023964	2.535E-07	0.000879	0.0262455	2.776E-07	0.0009627
Kam Tin Road	RD_13_14	2200-2300	0.2171837	1.717E-06	0.0059545	0.2018686	1.596E-06	0.0055346	0.1897623	1.5E-06	0.0052027	1.4004296	1.107E-05	0.0383955	1.3041462	1.031E-05	0.0357557	1.2328255	9.747E-06	0.0338003	1.6176133	1.279E-05	0.0443501	1.4225878	1.125E-05	0.0390031	0.0265161	2.096E-07	0.000727	0.0289218	2.287E-07	0.0007929
Kam Tin Road	RD_13_14	2300-0000	0.1024243	6.675E-07	0.0023148	0.0940116	6.127E-07	0.0021247	0.0882859	5.754E-07	0.0019953	0.693072	4.517E-06	0.0156638	0.6276436	4.09E-06	0.014185	0.5878389	3.831E-06	0.0132854	0.7954963	5.184E-06	0.0179786	0.6761248	4.406E-06	0.0152807	0.0151401	9.867E-08	0.0003422	0.0166098	1.082E-07	0.0003754
Kam Tin Road	RD_15_16	0000-0100	0.0434735	2.013E-07	0.0002966	0.0399548	1.85E-07	0.0002726	0.0374853	1.735E-07	0.0002557	0.4231742	1.959E-06	0.002887	0.3849766	1.782E-06	0.0026264	0.3614425	1.673E-06	0.0024658	0.4666477	2.16E-06	0.0031836	0.3989277	1.847E-06	0.0027216	0.0098268	4.549E-08	6.704E-05	0.010747	4.975E-08	7.332E-05
Kam Tin Road	RD_15_16	0100-0200	0.0420317	1.119E-07	0.0001649	0.0383668	1.021E-07	0.0001505	0.0359486	9.57E-08	0.000141	0.4459499	1.187E-06	0.0017494	0.3995181	1.064E-06	0.0015672	0.3721815	9.908E-07	0.00146	0.4879815	1.299E-06	0.0019142	0.4081301	1.086E-06	0.001601	0.0091245	2.429E-08	3.579E-05	0.0099585	2.651E-08	3.907E-05
Kam Tin Road	RD_15_16	0200-0300	0.0575268	1.332E-07	0.0001962	0.0520002	1.204E-07	0.0001774	0.0483583	1.119E-07	0.000165	0.2781553	6.439E-07	0.0009488	0.237942	5.508E-07	0.0008116	0.2158165	4.996E-07	0.0007362	0.3356821	7.77E-07	0.0011451	0.2641748	6.115E-07	0.0009011	0.0073634	1.704E-08	2.512E-05	0.0079762	1.846E-08	2.721E-05
Kam Tin Road	RD_15_16	0300-0400	0.0798454	1.479E-07	0.0002179	0.072205	1.337E-07	0.000197	0.0667711	1.237E-07	0.0001822	0.3804783	7.046E-07	0.0010383	0.3260591	6.038E-07	0.0008898	0.2942491	5.449E-07	0.000803	0.4603238	8.525E-07	0.0012562	0.3610201	6.686E-07	0.0009852	0.0094717	1.754E-08	2.585E-05	0.0103297	1.913E-08	2.819E-05
Kam Tin Road	RD_15_16	0400-0500	0.068365	1.583E-07	0.0002332	0.0617928	1.43E-07	0.0002108	0.0575092	1.331E-07	0.0001962	0.3416865	7.909E-07	0.0011655	0.2943214	6.813E-07	0.001004	0.2679725	6.203E-07	0.0009141	0.4100516	9.492E-07	0.0013987	0.3254816	7.534E-07	0.0011103	0.0085716	1.984E-08	2.924E-05	0.0093332	2.16E-08	3.184E-05
Kam Tin Road	RD_15_16	0500-0600	0.1570447	6.362E-07	0.0009375	0.143892	5.829E-07	0.000859	0.1354125	5.485E-07	0.0008083	0.8212529	3.327E-06	0.0049024	0.748703	3.033E-06	0.0044693	0.7062575	2.861E-06	0.004216	0.9782976	3.963E-06	0.0058399	0.84167	3.41E-06	0.0050243	0.0169754	6.877E-08	0.0001013	0.0184864	7.489E-08	0.0001104
Kam Tin Road	RD_15_16	0600-0700	0.0729721	7.348E-07	0.0010828	0.0669294	6.739E-07	0.0009931	0.0628732	6.331E-07	0.0009329	0.601688	6.059E-06	0.0089281	0.5439584	5.477E-06	0.0080714	0.5101772	5.137E-06	0.0075702	0.6746602	6.793E-06	0.0100109	0.5730505	5.77E-06	0.0085031	0.013918	1.401E-07	0.0002065	0.0153003	1.541E-07	0.000227
Kam Tin Road	RD_15_16	0700-0800	0.1382897	3.201E-06	0.0047172	0.1279795	2.962E-06	0.0043655	0.1189497	2.753E-06	0.0040575	0.8497981	1.967E-05	0.0289876	0.7853064	1.818E-05	0.0267877	0.7335943	1.698E-05	0.0250238	0.9880878	2.287E-05	0.0337048	0.852544	1.973E-05	0.0290813	0.0193659	4.483E-07	0.0006606	0.021243	4.917E-07	0.0007246
Kam Tin Road	RD_15_16	0800-0900	0.1289163	2.939E-06	0.0043315	0.1200415	2.737E-06	0.0040333	0.1113372	2.539E-06	0.0037409	0.8231429	1.877E-05	0.0276572	0.764926	1.744E-05	0.0257011	0.7127131	1.625E-05	0.0239468	0.9520592	2.171E-05	0.0319887	0.8240503	1.879E-05	0.0276877	0.0188474	4.297E-07	0.0006333	0.0206325	4.704E-07	0.0006932
Kam Tin Road	RD_15_16	0900-1000	0.1550275	3.409E-06	0.0050238	0.1452033	3.193E-06	0.0047054	0.1348518	2.965E-06	0.00437	0.9936768	2.185E-05	0.0322007	0.932116	2.05E-05	0.0302058	0.8712645	1.916E-05	0.0282339	1.1487042	2.526E-05	0.0372245	1.0061163	2.213E-05	0.0326038	0.0219806	4.834E-07	0.0007123	0.0240337	5.285E-07	0.0007788
Kam Tin Road	RD_15_16	1000-1100	0.1648703	3.568E-06	0.0052584	0.1546167	3.346E-06	0.0049313	0.1431886	3.099E-06	0.0045668	1.0352051	2.241E-05	0.0330168	0.9721802	2.104E-05	0.0310067	0.9066784	1.962E-05	0.0289176	1.2000754	2.597E-05	0.0382751	1.049867	2.272E-05	0.0334844	0.02219	4.803E-07	0.0007077	0.0241725	5.232E-07	0.000771
Kam Tin Road	RD_15_16	1100-1200	0.1778802	3.726E-06	0.0054913	0.1670832	3.5E-06	0.005158	0.1545462	3.238E-06	0.0047709	1.0833576	2.27E-05	0.0334439	1.0206919	2.138E-05	0.0315094	0.9517979	1.994E-05	0.0293826	1.2612378	2.642E-05	0.0389352	1.1063441	2.318E-05	0.0341535	0.0234538	4.913E-07	0.000724	0.0255671	5.356E-07	0.0007893
Kam Tin Road	RD_15_16	1200-1300	0.2906185	6.862E-06	0.0101116	0.2732654	6.452E-06	0.0095078	0.2518679	5.947E-06	0.0087633	1.554315	3.67E-05	0.0540799	1.466521	3.463E-05	0.0510252	1.3629664	3.218E-05	0.0474222	1.8449336	4.356E-05	0.0641915	1.6148343	3.813E-05	0.0561856	0.0324282	7.657E-07	0.0011283	0.0353614	8.349E-07	0.0012303
Kam Tin Road	RD_15_16	1300-1400	0.3293354	8.958E-06	0.0132	0.3103901	8.442E-06	0.0124406	0.2845077	7.738E-06	0.0114032	1.7255121	4.693E-05	0.0691596	1.6324903	4.44E-05	0.0654312	1.5104509	4.108E-05	0.0605398	2.0548475	5.589E-05	0.0823596	1.7949586	4.882E-05	0.0719431	0.0353693	9.62E-07	0.0014176	0.0385369	1.048E-06	0.0015446
Kam Tin Road	RD_15_16	1400-1500	0.32452	8.526E-06	0.0125642	0.3061304	8.043E-06	0.0118522	0.2800925	7.359E-06	0.0108441	1.6590398	4.359E-05	0.0642317	1.5704761	4.126E-05	0.0608028	1.4502427	3.81E-05	0.0561479	1.9835597	5.211E-05	0.0767959	1.7303352	4.546E-05	0.066992	0.0341614	8.975E-07	0.0013226	0.037223	9.78E-07	0.0014411
Kam Tin Road	RD_15_16	1500-1600	0.3030312	7.751E-06	0.0114221	0.2868911	7.338E-06	0.0108137	0.2628887	6.724E-06	0.009909	1.5598524	3.99E-05	0.0587953	1.4814608	3.789E-05	0.0558405	1.3690725	3.502E-05	0.0516042	1.8628836	4.765E-05	0.0702174	1.6319612	4.174E-05	0.0615133	0.0325055	8.314E-07	0.0012252	0.0354202	9.06E-07	0.0013351
Kam Tin Road	RD_15_16	1600-1700	0.2892402	7.398E-06	0.0109023	0.2720611	6.959E-06	0.0102548	0.2495213	6.382E-06	0.0094052	1.5561211	3.98E-05	0.0586546	1.4686124	3.757E-05	0.0553562	1.3590054	3.476E-05	0.0512248	1.8453613	4.72E-05	0.0695569	1.6085267	4.114E-05	0.0606299	0.0328466	8.402E-07	0.0012381	0.0358726	9.176E-07	0.0013521
Kam Tin Road	RD_15_16	1700-1800	0.1520524	3.361E-06	0.0049533	0.1419259	3.137E-06	0.0046234	0.1310721	2.898E-06	0.0042698	0.9475951	2.095E-05	0.030869	0.8847504	1.956E-05	0.0288218	0.8223599	1.818E-05	0.0267893	1.0996476	2.431E-05	0.0358223	0.953432	2.108E-05	0.0310592	0.0210733	4.659E-07	0.0006865	0.0230732	5.101E-07	0.0007516
Kam Tin Road	RD_15_16	1800-1900	0.1860293	4.478E-06	0.0065995	0.1727289	4.158E-06	0.0061277	0.1604008	3.861E-06	0.0056903	1.0918369	2.628E-05	0.0387336	1.0146471	2.443E-05	0.0359952	0.9471303	2.28E-05	0.0336	1.2778661	3.076E-05	0.0453331	1.107531	2.666E-05	0.0392903	0.0238611	5.744E-07	0.0008465	0.0261328	6.291E-07	0.0009271
Kam Tin Road	RD_15_16	1900-2000	0.1431162	3.131E-06	0.0046134	0.132791	2.905E-06	0.0042805	0.1237228	2.706E-06	0.0039882	0.8863997	1.939E-05	0.0285731	0.8218012	1.798E-05	0.0264908	0.769	1.682E-05	0.0247888	1.0295158	2.252E-05	0.0331865	0.8927229	1.953E-05	0.028777	0.0200319	4.382E-07	0.0006457	0.0219531	4.802E-07	0.0007077
Kam Tin Road	RD_15_16	2000-2100	0.1508717	2.13E-06	0.0031393	0.1406332	1.986E-06	0.0029263	0.1320833	1.865E-06	0.0027484	1.0855328	1.533E-05	0.0225876	1.0110359	1.428E-05	0.0210374	0.9529625	1.346E-05	0.0198291	1.2364044	1.746E-05	0.0257269	1.0850458	1.532E-05	0.0225774	0.0219684	3.102E-07	0.0004571	0.0240442	3.395E-07	0.0005003
Kam Tin Road	RD_15_16	2100-2200	0.1650179	1.91E-06	0.0028145	0.1531471	1.773E-06	0.002612	0.1439533	1.666E-06	0.0024552	1.1677022	1.352E-05	0.0199158	1.0846734	1.255E-05	0.0184997	1.0242158	1.185E-05	0.0174686	1.3327201	1.543E-05	0.0227303	1.1681691	1.352E-05	0.0199238	0.0240131	2.779E-07	0.0004096	0.0262971	3.044E-07	0.0004485

Year 2031 Composite EFs

Road Name	Road ID	Hour	NO2 Emission									NO Emission									NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			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	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
Kam Tin Road	RD_15_16	2200-2300	0.2183573	1.895E-06	0.0027932	0.2029684	1.762E-06	0.0025963	0.1908025	1.656E-06	0.0024407	1.4101032	1.224E-05	0.0180376	1.3133226	1.14E-05	0.0167996	1.2416071	1.078E-05	0.0158823	1.6284605	1.414E-05	0.0208308	1.4324096	1.243E-05	0.0183229	0.0266682	2.315E-07	0.0003411	0.0290874	2.525E-07	0.0003721
Kam Tin Road	RD_15_16	2300-0000	0.0992496	7.007E-07	0.0010326	0.09107	6.43E-07	0.0009475	0.0855116	6.037E-07	0.0008897	0.6799749	4.801E-06	0.0070744	0.6151835	4.343E-06	0.0064003	0.5758744	4.066E-06	0.0059913	0.7792246	5.501E-06	0.008107	0.661386	4.67E-06	0.006881	0.0148782	1.05E-07	0.0001548	0.0163271	1.153E-07	0.0001699
Kam Tin Road	RD_17_18	0000-0100	0.0388752	1.664E-07	0.0002289	0.0355291	1.521E-07	0.0002092	0.0330653	1.416E-07	0.0001947	0.3234189	1.385E-06	0.0019042	0.2892311	1.238E-06	0.0017029	0.267466	1.145E-06	0.0015748	0.3622942	1.551E-06	0.0021331	0.3005314	1.287E-06	0.0017694	0.0083856	3.59E-08	4.937E-05	0.0091834	3.931E-08	5.407E-05
Kam Tin Road	RD_17_18	0100-0200	0.0375646	9.484E-08	0.0001304	0.0340508	8.597E-08	0.0001182	0.0317627	8.019E-08	0.0001103	0.3530507	8.914E-07	0.0012259	0.309746	7.82E-07	0.0010755	0.2853497	7.204E-07	0.0009908	0.3906153	9.862E-07	0.0013563	0.3171124	8.006E-07	0.0011011	0.0077631	1.96E-08	2.696E-05	0.0084805	2.141E-08	2.945E-05
Kam Tin Road	RD_17_18	0200-0300	0.0594947	1.241E-07	0.0001707	0.0537546	1.121E-07	0.0001542	0.0500098	1.043E-07	0.0001434	0.2838357	5.92E-07	0.0008141	0.2423017	5.054E-07	0.000695	0.2199899	4.588E-07	0.000631	0.3433305	7.161E-07	0.0009848	0.2699997	5.631E-07	0.0007745	0.0075139	1.567E-08	2.155E-05	0.0081401	1.698E-08	2.335E-05
Kam Tin Road	RD_17_18	0300-0400	0.0802532	1.41E-07	0.0001938	0.0726235	1.276E-07	0.0001754	0.0671479	1.179E-07	0.0001622	0.3769664	6.621E-07	0.0009105	0.3233	5.678E-07	0.0007809	0.2916258	5.122E-07	0.0007044	0.4572197	8.03E-07	0.0011044	0.3587737	6.301E-07	0.0008666	0.0094848	1.666E-08	2.291E-05	0.0103456	1.817E-08	2.499E-05
Kam Tin Road	RD_17_18	0400-0500	0.070872	1.556E-07	0.000214	0.0641556	1.408E-07	0.0001937	0.0596896	1.31E-07	0.0001802	0.3492134	7.667E-07	0.0010544	0.3011338	6.611E-07	0.0009092	0.2739737	6.015E-07	0.0008272	0.4200854	9.223E-07	0.0012684	0.3336634	7.325E-07	0.0010074	0.0087817	1.928E-08	2.651E-05	0.0095639	2.1E-08	2.888E-05
Kam Tin Road	RD_17_18	0500-0600	0.1535325	5.73E-07	0.0007881	0.1404637	5.242E-07	0.000721	0.1319001	4.923E-07	0.000677	0.7294355	2.722E-06	0.0037441	0.6598899	2.463E-06	0.0033871	0.6191187	2.311E-06	0.0031778	0.882968	3.295E-06	0.0045321	0.7510188	2.803E-06	0.0038549	0.0153471	5.728E-08	7.877E-05	0.0167184	6.24E-08	8.581E-05
Kam Tin Road	RD_17_18	0600-0700	0.069943	6.449E-07	0.000887	0.0638301	5.886E-07	0.0008094	0.0598807	5.521E-07	0.0007594	0.5212773	4.807E-06	0.0066104	0.4647253	4.285E-06	0.0058933	0.4339092	4.001E-06	0.0055025	0.5912203	5.451E-06	0.0074974	0.4937899	4.553E-06	0.0062618	0.0126172	1.163E-07	0.00016	0.0138972	1.281E-07	0.0001762
Kam Tin Road	RD_17_18	0700-0800	0.1368188	2.899E-06	0.0039864	0.1263192	2.676E-06	0.0036805	0.1175439	2.49E-06	0.0034248	0.7968707	1.688E-05	0.023218	0.7334866	1.554E-05	0.0213712	0.6853464	1.452E-05	0.0199686	0.9336895	1.978E-05	0.0272044	0.8028903	1.701E-05	0.0233934	0.0183733	3.893E-07	0.0005353	0.0201758	4.274E-07	0.0005879
Kam Tin Road	RD_17_18	0800-0900	0.1295927	2.717E-06	0.0037367	0.1203224	2.523E-06	0.0034694	0.1115543	2.339E-06	0.0032166	0.7942344	1.665E-05	0.0229014	0.735248	1.542E-05	0.0212005	0.6841505	1.434E-05	0.0197272	0.9238271	1.937E-05	0.0266381	0.7957048	1.668E-05	0.0229438	0.018393	3.856E-07	0.0005304	0.0201429	4.223E-07	0.0005808
Kam Tin Road	RD_17_18	0900-1000	0.155211	3.237E-06	0.004452	0.145198	3.028E-06	0.0041648	0.134609	2.807E-06	0.0038611	0.9958353	2.077E-05	0.0285641	0.9322385	1.944E-05	0.0267399	0.8699015	1.814E-05	0.0249519	1.1510463	2.401E-05	0.0330161	1.0045105	2.095E-05	0.028813	0.0219806	4.584E-07	0.0006305	0.0240337	5.013E-07	0.0006894
Kam Tin Road	RD_17_18	1000-1100	0.1655303	3.289E-06	0.0045231	0.1550584	3.081E-06	0.004237	0.1437865	2.857E-06	0.003929	1.0043616	1.996E-05	0.0274441	0.9416852	1.871E-05	0.0257314	0.8786955	1.746E-05	0.0240103	1.1698919	2.324E-05	0.0319672	1.022482	2.032E-05	0.0279392	0.0217284	4.317E-07	0.0005937	0.0236721	4.703E-07	0.0006468
Kam Tin Road	RD_17_18	1100-1200	0.175629	3.393E-06	0.0046665	0.1645296	3.179E-06	0.0043716	0.1524427	2.945E-06	0.0040504	1.0353111	2E-05	0.0275083	0.9726447	1.879E-05	0.0258432	0.9078303	1.754E-05	0.0241211	1.2109401	2.339E-05	0.0321748	1.060273	2.048E-05	0.0281715	0.0225722	4.361E-07	0.0005997	0.024588	4.75E-07	0.0006533
Kam Tin Road	RD_17_18	1200-1300	0.2930188	6.433E-06	0.0088472	0.2745846	6.028E-06	0.0082906	0.2536395	5.568E-06	0.0076582	1.5245059	3.347E-05	0.0460298	1.4336	3.147E-05	0.043285	1.3342599	2.929E-05	0.0402856	1.8175247	3.99E-05	0.054877	1.5878994	3.486E-05	0.0479438	0.0320245	7.031E-07	0.0009669	0.0349243	7.667E-07	0.0010545
Kam Tin Road	RD_17_18	1300-1400	0.3329928	8.407E-06	0.0115623	0.3129676	7.902E-06	0.0108669	0.2881973	7.276E-06	0.0100069	1.702212	4.298E-05	0.0591046	1.6062252	4.055E-05	0.0557717	1.4918369	3.766E-05	0.0517999	2.0352048	5.138E-05	0.0706669	1.7800342	4.494E-05	0.0618068	0.0351062	8.863E-07	0.001219	0.038252	9.658E-07	0.0013282
Kam Tin Road	RD_17_18	1400-1500	0.3280819	8.031E-06	0.011045	0.3087676	7.558E-06	0.0103948	0.2830501	6.929E-06	0.009529	1.6421142	4.02E-05	0.0552826	1.5510443	3.797E-05	0.0522166	1.4343613	3.511E-05	0.0482885	1.9701961	4.823E-05	0.0663276	1.7174114	4.204E-05	0.0578175	0.0340369	8.332E-07	0.0011459	0.0370888	9.079E-07	0.0012486
Kam Tin Road	RD_17_18	1500-1600	0.3008228	7.166E-06	0.0098549	0.283111	6.744E-06	0.0092746	0.2602419	6.199E-06	0.0085254	1.5160239	3.611E-05	0.0496645	1.4313125	3.409E-05	0.0468893	1.3263032	3.159E-05	0.0434493	1.8168467	4.328E-05	0.0595193	1.5865451	3.779E-05	0.0519747	0.0317488	7.563E-07	0.0010401	0.0346081	8.244E-07	0.0011338
Kam Tin Road	RD_17_18	1600-1700	0.2851486	6.761E-06	0.0092983	0.2674597	6.342E-06	0.0087215	0.2464285	5.843E-06	0.0080357	1.4973928	3.55E-05	0.048828	1.4094171	3.342E-05	0.0459593	1.3093524	3.105E-05	0.0426963	1.7825414	4.226E-05	0.0581264	1.5557808	3.689E-05	0.050732	0.0318705	7.557E-07	0.0010393	0.0348268	8.258E-07	0.0011357
Kam Tin Road	RD_17_18	1700-1800	0.1522237	3.192E-06	0.0043893	0.1417056	2.971E-06	0.004086	0.1310729	2.748E-06	0.0037794	0.9494482	1.991E-05	0.0273769	0.8837623	1.853E-05	0.0254829	0.8223786	1.724E-05	0.0237129	1.1016719	2.31E-05	0.0317662	0.9534515	1.999E-05	0.0274923	0.0210733	4.418E-07	0.0006076	0.0230732	4.838E-07	0.0006653
Kam Tin Road	RD_17_18	1800-1900	0.1876044	4.201E-06	0.0057777	0.1741529	3.9E-06	0.0053634	0.1619171	3.626E-06	0.0049866	1.0653139	2.386E-05	0.0328086	0.9883808	2.213E-05	0.0304393	0.9230561	2.067E-05	0.0284275	1.2529183	2.806E-05	0.0385863	1.0849732	2.43E-05	0.033414	0.0234734	5.256E-07	0.0007229	0.0257169	5.759E-07	0.000792
Kam Tin Road	RD_17_18	1900-2000	0.1431584	2.97E-06	0.0040847	0.1328652	2.757E-06	0.003791	0.1241443	2.576E-06	0.0035422	0.8876924	1.842E-05	0.0253282	0.8224062	1.706E-05	0.0234654	0.7714675	1.601E-05	0.022012	1.0308507	2.139E-05	0.0294129	0.8956118	1.858E-05	0.0255542	0.0200319	4.156E-07	0.0005716	0.0219531	4.555E-07	0.0006264
Kam Tin Road	RD_17_18	2000-2100	0.1518862	1.984E-06	0.0027286	0.1414739	1.848E-06	0.0025416	0.1329299	1.736E-06	0.0023881	1.0506304	1.372E-05	0.0188746	0.9764663	1.276E-05	0.0175422	0.9201327	1.202E-05	0.0165302	1.2025166	1.571E-05	0.0216032	1.0530626	1.376E-05	0.0189183	0.0214504	2.802E-07	0.0003854	0.0234858	3.068E-07	0.0004219
Kam Tin Road	RD_17_18	2100-2200	0.1660785	1.768E-06	0.002432	0.1542889	1.643E-06	0.0022594	0.1446709	1.54E-06	0.0021185	1.102812	1.174E-05	0.0161493	1.0233671	1.09E-05	0.0149859	0.9634384	1.026E-05	0.0141083	1.2688905	1.351E-05	0.0185813	1.1081093	1.18E-05	0.0162268	0.0229172	2.44E-07	0.0003356	0.0251134	2.674E-07	0.0003678
Kam Tin Road	RD_17_18	2200-2300	0.219576	1.735E-06	0.0023867	0.2037868	1.611E-06	0.0022151	0.1921212	1.518E-06	0.0020883	1.3276522	1.049E-05	0.014431	1.2320738	9.738E-06	0.0133921	1.1667541	9.221E-06	0.0126821	1.5472282	1.223E-05	0.0168177	1.3588753	1.074E-05	0.0147704	0.0253952	2.007E-07	0.000276	0.0277071	2.19E-07	0.0003012
Kam Tin Road	RD_17_18	2300-0000	0.0967116	6.264E-07	0.0008614	0.0883749	5.724E-07	0.0007872	0.0828272	5.364E-07	0.0007377	0.5431259	3.518E-06	0.0048376	0.482627	3.126E-06	0.0042988	0.4478161	2.9E-06	0.0039887	0.6398376	4.144E-06	0.005699	0.5306434	3.437E-06	0.0047264	0.0125439	8.124E-08	0.0001117	0.0137964	8.935E-08	0.0001229
Kam Tin Road	RD_19_20	0000-0100	0.066265	4.132E-07	0.0009024	0.0622505	3.881E-07	0.0008477	0.0592436	3.694E-07	0.0008068	0.8660977	5.4E-06	0.0117946	0.8114406	5.059E-06	0.0110503	0.77396	4.826E-06	0.0105399	0.9323626	5.813E-06	0.012697	0.8332036	5.195E-06	0.0113467	0.0156993	9.788E-08	0.0002138	0.0170749	1.065E-07	0.0002325
Kam Tin Road	RD_19_20	0100-0200	0.0611522	2.133E-07	0.0004658	0.0570535	1.99E-07	0.0004346	0.0543746	1.896E-07	0.0004142	0.8454531	2.948E-06	0.0064397	0.7821809	2.728E-06	0.0059578	0.7447136	2.597E-06	0.0056724	0.9066053	3.162E-06	0.0069055	0.7990882	2.787E-06	0.0060866	0.0143596	5.008E-08	0.0001094	0.0156306	5.451E-08	0.0001191
Kam Tin Road	RD_19_20	0200-0300	0.0718815	2.051E-07	0.000448	0.0654603	1.868E-07	0.0004079	0.0612865	1.749E-07	0.0003819	0.4324079	1.234E-06	0.0026948	0.3797202	1.083E-06	0.0023664	0.3514955	1.003E-06	0.0021905	0.5042894	1.439E-06	0.0031427	0.4127821	1.178E-06	0.0025725	0.0091759	2.618E-08	5.718E-05	0.0099487	2.839E-08	6.2E-05
Kam Tin Road	RD_19_20	0300-0400	0.0808975	1.881E-07	0.0004108	0.0733577	1.705E-07	0.0003725	0.0680198	1.581E-07	0.0003454	0.4967838	1.155E-06	0.0025226	0.431342	1.003E-06	0.0021903	0.3935894	9.151E-07	0.0019986	0.5776813	1.343E-06	0.0029334	0.4616092	1.073E-06	0.002344	0.0102928	2.393E-08	5.227E-05	0.011248	2.615E-08	5.712E-05
Kam Tin Road	RD_19_20	0400-0500	0.0765081	2.345E-07	0.0005121	0.0696998	2.136E-07	0.0004665	0.0652176	1.999E-07	0.0004365	0.5163533	1.582E-06	0.0034563	0.4558643	1.397E-06	0.0030514	0.4223495	1.294E-06	0.0028271	0.5928614	1.817E-06	0.0039684	0.4875671	1.494E-06	0.0032636	0.0104988	3.217E-08	7.028E-05	0.0114464	3.508E-08	7.662E-05
Kam Tin Road	RD_19_20	0500-0600	0.1655278	8.571E-07	0.0018721	0.1527469	7.909E-07	0.0017276	0.1443744	7.476E-07	0.0016329	1.1338074	5.871E-06	0.0128233	1.0440165	5.406E-06	0.0118078	0.9911246	5.132E-06	0.0112096	1.2993351	6.728E-06	0.0146954	1.135499	5.88E-06	0.0128425	0.0212799	1.102E-07	0.0002407	0.0231421	1.198E-07	0.0002617
Kam Tin Road	RD_19_20	0600-0700	0.0941715	1.254E-06	0.0027388	0.087113	1.16E-06	0.0025335	0.082494	1.098E-06	0.0023992	0.9614272	1.28E-05	0.027961	0.8842138	1.177E-05	0.0257154	0.8395641	1.118E-05	0.0244169	1.0555986	1.406E-05	0.0306997	0.9220581	1.228E-05	0.026816	0.0188252	2.507E-07	0.0005475	0.0205646	2.738E-07	0.0005981
Kam Tin Road	RD_19_20	0700-0800	0.1380785	3.954E-06	0.008637	0.127834	3.661E-06	0.0079961	0.1192747	3.416E-06	0.0074608	1.0160746	2.91E-05	0.0635565	0.9415646	2.696E-05	0.0588959	0.8844903	2.533E-05	0.0553258	1.154153	3.305E-05	0.0721935	1.0037649	2.875E-05	0.0627866	0.0219847	6.296E-07	0.0013752	0.0240602	6.89E-07	0.001505
Kam Tin Road	RD_19_20	0800-0900	0.1386971	3.943E-06	0.0086116	0.1288847	3.664E-06	0.0080024	0.1195897	3.4E-06	0.0074253	0.9774152	2.779E-05	0.0606871	0.9083796	2.582E-05	0.0564008	0.8483648	2.412E-05	0.0526745	1.1161123	3.173E-05	0.0692988	0.9679545	2.752E-05	0.0600997	0.0215136	6.116E-07	0.0013358	0.023508	6.683E-07	0.0014596
Kam Tin Road	RD_19_20	0900-1000	0.1721863	4.913E-06	0.0107307	0.1610327	4.595E-06	0.0100356	0.1492168	4.258E-06	0.0092992	1.1693217	3.336E-05	0.0728724	1.0960594	3.127E-05	0.0683067	1.0239491	2.922E-05	0.0638128	1.3415081	3.828E-05	0.0836031	1.1731659	3.347E-05	0.073112	0.0243483	6.947E-07	0.0015174	0.0265205	7.567E-07	0.0016528
Kam Tin Road	RD_19_20	1000-1100	0.1711931	4.613E-06	0.0100761	0.1604112	4.323E-06	0.0094415	0.1488381	4.011E-06	0.0087603	1.170872	3.155E-05	0.0689152	1.0999766	2.964E-05	0.0647424	1.0291122	2.773E-05	0.0605715	1.3420651	3.617E-05	0.0789913	1.1779503	3.174E-05	0.0693318	0.0244729	6.595E-07	0.0014404	0.0266176	7.173E-07	0.0015667
Kam Tin Road	RD_19_20	1100-1200	0.1821932	4.659E-06	0.0101768	0.1705949	4.363E-06	0.009529	0.1579685	4.04E-06	0.0088237	1.1831702	3.026E-05	0.0660888	1.1126261	2.845E-05	0.0621484	1.0399285	2.659E-05	0.0580877	1.3653634	3.492E-05	0.0762656	1.197897	3.063E-05	0.0669114	0.0251996	6.444E-07	0.0014076	0.0274236	7.013E-07	0.0015318
Kam Tin Road	RD_19_20	1200-1300	0.2556661	6.863E-06	0.014989	0.2394018	6.426E-06	0.0140355	0.2209737	5.931E-06	0.0129551	1.5516105	4.165E-05	0.0909666	1.4603356	3.92E-05	0.0856154	1.3616883	3.655E-05	0.0798319	1.8072766	4.851E-05	0.1059555	1.582662	4.248E-05	0.092787	0.0324628	8.714E-07	0.0019032	0.0353639	9.492E-07	0.0020733
Kam Tin Road	RD_19_20	1300-1400	0.2860191	8.705E-06	0.0190131	0.2684939	8.172E-06	0.0178481	0.2468409	7.513E-06	0.0164087	1.7051789	5.19E-05	0.1133516	1.6083677	4.895E-05	0.1069161	1.4945082	4.549E-05	0.0993473	1.991198	6.06E-05	0.1323647	1.7413491	5.3E-05	0.115756	0.0357235	1.087E-06	0.0023747	0.0389002	1.184E-06	0.0025859
Kam Tin Road	RD_19_20	1400-1500	0.2771974	8.202E-06	0.0179148	0.2605715	7.71E-06	0.0168403	0.2384669	7.056E-06	0.0154117	1.6305912	4.825E-05	0.1053825	1.539461	4.555E-05	0.0994929	1.4244652	4.215E-05	0.0920609	1.9077886	5.645E-05	0.1232973	1.662932	4.921E-05	0.1074726	0.0342635	1.014E-06	0.0022144	0.0373072	1.104E-06	0.0024111
Kam Tin Road	RD_19_20	1500-1600	0.2568605	7.41E-06	0.0161855	0.2414101	6.965E-06	0.0152119	0.2215308	6.391E-06	0.0139593	1.5254937	4.401E-05	0.0961254	1.4402522	4.155E-05	0.0907542	1.3358473	3.854E-05	0.0841753	1.7823542	5.142E-05	0.1123109	1.5573781	4.493E-05	0.0981346	0.0322178	9.295E-07	0.0020301	0.035122	1.013E-06	0.0022131
Kam Tin Road	RD_19_20	1600-1700	0.252857	7.482E-06	0.0163417	0.2367448	7.005E-06	0.0153004	0.2176029	6.439E-06	0.0140633	1.5382253	4.552E-05	0.099413	1.4467294	4.281E-05	0.0934998	1.3436247	3.976E-05	0.0868363	1.7910822	5.3E-05	0.1157548	1.5612276	4.62E-05	0.1008996	0.0330763	9.787E-07	0.0021377	0.0360849	1.068E-06	0.0023321
Kam Tin Road	RD_19_20	1700-1800	0.2195578	6.937E-06	0.0151525	0.2037773	6.439E-06	0.0140635	0.1876884	5.93E-06	0.0129531	1.3830558	4.37E-05	0.0954501	1.2862228	4.064E-05	0.0887672	1.1939112	3.772E-05	0.0823965	1.6026136	5.064E-05	0.1106026	1.3815996	4.365E-05	0.0953496	0.0299534	9.464E-07	0.0020672	0.0327586	1.035E-06	0.0022608
Kam Tin Road	RD_19_20	1800-1900	0.1610661	4.8E-06	0.0104838	0.1493014	4.449E-06	0.009718	0.1386352	4.131E-06	0.0090238	1.0956646	3.265E-05	0.0713168	1.0162859	3.029E-05	0.0661501	0.9496524	2.83E-05	0.0618129	1.2567307	3.745E-05	0.0818006	1.0882876	3.243E-05	0.0708367	0.0240664	7.172E-07	0.0015665	0.0262912	7.835E-07	0.0017113
Kam Tin Road	RD_19_20	1900-2000	0.1192811	3.366E-06	0.007351	0.1106391	3.122E-06	0.0068184	0.1033536	2.916E-06	0.0063695	0.8951305	2.526E-05	0.0551649	0.830175	2.342E-05	0.0511618	0.7801021	2.201E-05	0.048076	1.0144115	2.862E-05	0.0625159	0.8834556	2.493E-05	0.0544454	0.0200472	5.656E-07	0.0012355	0.0219371	6.19E-07	0.0013519
Kam Tin Road	RD_19_20	2000-2100	0.1324725	2.338E-06	0.0051063	0.1234993	2.18E-06	0.0047604	0.1161958	2.051E-06	0.0044789	1.1281928	1.991E-05	0.0434876	1.0509113	1.855E-05	0.0405087	0.9927541	1.752E-05	0.0382669	1.2606653	2.225E-05	0.0485939	1.1089499	1.957E-05	0.0427458	0.0224852	3.968E-07	0.0008667	0.0245781	4.338E-07	0.0009474
Kam Tin Road	RD_19_20	2100-2200	0.1439412	2.054E-06	0.0044852	0.1340386	1.912E-06	0.0041767	0.1259778	1.797E-06	0.0039255	1.2189947	1.739E-05	0.037984	1.136403	1.621E-05	0.0354104	1.0745938	1.533E-05	0.0334845	1.3629359	1.944E-05	0.0424692	1.2005716	1.713E-05	0.03741	0.0243623	3.476E-07	0.0007591	0.0266188	3.798E-07	0.0008294
Kam Tin Road	RD_19_20	2200-2300	0.1778059	1.804E-06	0.0039399	0.1657571	1.682E-06	0.0036729	0.1569277	1.592E-06	0.0034773	1.5258535	1.548E-05	0.0338103	1.4264406	1.447E-05	0.0316075	1.359145	1.379E-05	0.0301164	1.7036594	1.728E-05	0.0377502	1.5160727	1.538E-05	0.0335936	0.0279365	2.834E-07	0.000619	0.0304416	3.088E-07	0.0006745
Kam Tin Road	RD_19_20	2300-0000	0.0880222	7.814E-07	0.0017066	0.0813967	7.225E-07	0.0015782	0.0770363	6.838E-07	0.0014936	0.9245233	8.207E-06	0.0179251	0.8524987	7.568E-06	0.0165287	0.8097947	7.188E-06	0.0157007	1.0125455	8.988E-06	0.0196318	0.886831	7.872E-06	0.0171943	0.0179696	1.595E-07	0.0003484	0.0196412	1.744E-07	0.0003808
Lam Kam Road	RD_21_22	0000-0100	0.036826	1.758E-07	0.0004772	0.0345536	1.649E-07	0.0004478	0.0329497	1.573E-07	0.000427	0.5710295	2.726E-06	0.0073995	0.5308686	2.534E-06	0.0068791	0.5045198	2.408E-06	0.0065377	0.6078555	2.902E-06	0.0078767	0.5374695	2.566E-06	0.0069646	0.0108899	5.198E-08	0.0001411	0.0118385	5.651E-08	0.0001534
Lam Kam Road	RD_21_22	0100-0200	0.0460789	1.257E-07	0.0003412	0.042727	1.165E-07	0.0003164	0.0405572	1.106E-07	0.0003003	0.5770229	1.574E-06	0.0042727	0.5276055	1.439E-06	0.0039068	0.4992281	1.362E-06	0.0036966	0.6231018	1.7E-06	0.0046139	0.5397853	1.472E-06	0.0039969	0.0102716	2.802E-08	7.606E-05	0.0111333	3.037E-08	8.244E-05
Lam Kam Road	RD_21_22	0200-0300	0.0500036	1.193E-07	0.000324	0.0452775	1.081E-07	0.0002934	0.0422706	1.009E-07	0.0002739	0.2537758	6.057E-07	0.0016442	0.2130146	5.084E-07	0.0013801	0.1923529	4.591E-07	0.0012463	0.3037794	7.251E-07	0.0019682	0.2346235	5.6E-07	0.0015201	0.0059799	1.427E-08	3.874E-05	0.0064665	1.543E-08	4.19E-05
Lam Kam Road	RD_21_22	0300-0400	0.0511229	8.716E-08	0.0002366	0.0460972	7.859E-08	0.0002133	0.0426317	7.268E-08	0.0001973	0.3091677	5.271E-07	0.0014308	0.2574073	4.388E-07	0.0011913	0.2290384	3.905E-07	0.00106	0.3602907	6.142E-07	0.0016674	0.2716701	4.632E-07	0.0012573	0.0061708	1.052E-08	2.856E-05	0.0066831	1.139E-08	3.093E-05
Lam Kam Road	RD_21_22	0400-0500	0.0564714	1.348E-07	0.0003659	0.0514365	1.228E-07	0.0003333	0.0481749	1.15E-07	0.0003121	0.4063842	9.7E-07	0.002633	0.3549256	8.471E-07	0.0022996	0.3272125	7.81E-07	0.00212	0.4628556	1.105E-06	0.0029989	0.3753874	8.96E-07	0.0024322	0.0080311	1.917E-08	5.203E-05	0.0087005	2.077E-08	5.637E-05
Lam Kam Road	RD_21_22	0500-0600	0.1189747	4.598E-07	0.001248	0.1099579	4.249E-07	0.0011535	0.1041393	4.024E-07	0.0010924	0.7834581	3.028E-06	0.0082185	0.7160885	2.767E-06	0.0075117	0.6778152	2.619E-06	0.0071103	0.9024328	3.487E-06	0.0094665	0.7819545	3.022E-06	0.0082027	0.0152365	5.888E-08	0.0001598	0.0165748	6.405E-08	0.0001739
Lam Kam Road	RD_21_22	0600-0700	0.0750527	7.592E-07	0.0020609	0.0692891	7.009E-07	0.0019026	0.065554	6.631E-07	0.0018	0.6761304	6.839E-06	0.0185659	0.6168818	6.24E-06	0.016939	0.5838083	5.905E-06	0.0160308	0.7511832	7.599E-06	0.0206268	0.6493623	6.569E-06	0.0178309	0.0137716	1.393E-07	0.0003782	0.0150186	1.519E-07	0.0004124
Lam Kam Road	RD_21_22	0700-0800	0.0699961	1.464E-06	0.0039736	0.0649107	1.357E-06	0.0036849	0.0607881	1.271E-06	0.0034509	0.5786933	1.21E-05	0.032852	0.5322556	1.113E-05	0.0302158	0.4989648	1.043E-05	0.0283259	0.6486894	1.357E-05	0.0368256	0.5597529	1.171E-05	0.0317768	0.0135049	2.824E-07	0.0007667	0.0147795	3.091E-07	0.000839
Lam Kam Road	RD_21_22	0800-0900	0.0821318	1.699E-06	0.0046119	0.076378	1.58E-06	0.0042888	0.0710513	1.47E-06	0.0039897	0.5907911	1.222E-05	0.0331742	0.545642	1.129E-05	0.030639	0.5085412	1.052E-05	0.0285557	0.6729229	1.392E-05	0.0377861	0.5795925	1.199E-05	0.0325454	0.0137141	2.837E-07	0.0007701	0.014976	3.098E-07	0.0008409
Lam Kam Road	RD_21_22	0900-1000	0.0872732	1.696E-06	0.0046044	0.0816462	1.587E-06	0.0043075	0.0758436	1.474E-06	0.0040014	0.6212198	1.207E-05	0.0327746	0.5771982	1.122E-05	0.0304521	0.5372597	1.044E-05	0.028345	0.708493	1.377E-05	0.037379	0.6131033	1.192E-05	0.0323463	0.0141746	2.755E-07	0.0007478	0.015487	3.01E-07	0.0008171
Lam Kam Road	RD_21_22	1000-1100	0.1019261	1.958E-06	0.0053146	0.0955395	1.835E-06	0.0049816	0.0887955	1.706E-06	0.0046299	0.6687262	1.284E-05	0.0348683	0.6243357	1.199E-05	0.0325537	0.5825064	1.119E-05	0.0303727	0.7706523	1.48E-05	0.0401828	0.6713019	1.289E-05	0.0350026	0.0146159	2.807E-07	0.0007621	0.0158977	3.054E-07	0.0008289
Lam Kam Road	RD_21_22	1100-1200	0.1074943	1.93E-06	0.0052401	0.1008029	1.81E-06	0.0049139	0.0936015	1.681E-06	0.0045628	0.6873316	1.234E-05	0.0335057	0.643842	1.156E-05	0.0313857	0.6011243	1.079E-05	0.0293033	0.794826	1.427E-05	0.0387458	0.6947258	1.248E-05	0.0338662	0.015227	2.734E-07	0.0007423	0.0165835	2.978E-07	0.0008084
Lam Kam Road	RD_21_22	1200-1300	0.1854462	2.803E-06	0.0076097	0.1743057	2.635E-06	0.0071525	0.1617566	2.445E-06	0.0066376	1.1561812	1.748E-05	0.0474431	1.0906286	1.649E-05	0.0447532	1.0214606	1.544E-05	0.0419149	1.3416274	2.028E-05	0.0550528	1.1832172	1.789E-05	0.0485525	0.0236467	3.575E-07	0.0009703	0.0257485	3.892E-07	0.0010566
Lam Kam Road	RD_21_22	1300-1400	0.2179415	3.815E-06	0.0103551	0.2054535	3.596E-06	0.0097618	0.1901076	3.327E-06	0.0090327	1.2905353	2.259E-05	0.0613177	1.2209214	2.137E-05	0.0580101	1.1407405	1.997E-05	0.0542005	1.5084768	2.64E-05	0.0716729	1.3308481	2.329E-05	0.0632331	0.0262196	4.589E-07	0.0012458	0.0285687	5E-07	0.0013574
Lam Kam Road	RD_21_22	1400-1500	0.2106102	3.638E-06	0.0098769	0.1987828	3.434E-06	0.0093222	0.1831373	3.164E-06	0.0085885	1.2389176	2.14E-05	0.0581007	1.1731503	2.027E-05	0.0550165	1.0919934	1.887E-05	0.0512105	1.4495278	2.504E-05	0.0679776	1.2751307	2.203E-05	0.059799	0.0252287	4.358E-07	0.0011831	0.0274889	4.749E-07	0.0012891
Lam Kam Road	RD_21_22	1500-1600	0.1924435	3.215E-06	0.008728	0.1815078	3.033E-06	0.0082321	0.1675117	2.799E-06	0.0075973	1.1427893	1.909E-05	0.0518297	1.0811339	1.806E-05	0.0490334	1.0074859	1.683E-05	0.0456932	1.3352328	2.231E-05	0.0605578	1.1749975	1.963E-05	0.0532905	0.0236472	3.951E-07	0.0010725	0.0257704	4.306E-07	0.0011688
Lam Kam Road	RD_21_22	1600-1700	0.180346	3.095E-06	0.0084019	0.1695638	2.91E-06	0.0078996	0.1568443	2.692E-06	0.007307	1.111671	1.908E-05	0.0517903	1.0483056	1.799E-05	0.0488383	0.9788	1.68E-05	0.0456002	1.292017	2.217E-05	0.0601923	1.1356444	1.949E-05	0.0529072	0.0234982	4.033E-07	0.0010947	0.0256741	4.406E-07	0.0011961
Lam Kam Road	RD_21_22	1700-1800	0.0685707	1.185E-06	0.0032157	0.0639017	1.104E-06	0.0029968	0.0593259	1.025E-06	0.0027822	0.572298	9.887E-06	0.0268387	0.5311016	9.175E-06	0.0249067	0.4956473	8.563E-06	0.023244	0.6408687	1.107E-05	0.0300544	0.5549732	9.588E-06	0.0260262	0.0132939	2.297E-07	0.0006234	0.0145565	2.515E-07	0.0006826
Lam Kam Road	RD_21_22	1800-1900	0.0968659	1.739E-06	0.004722	0.0900814	1.618E-06	0.0043912	0.0840285	1.509E-06	0.0040962	0.6923481	1.243E-05	0.0337503	0.6413378	1.152E-05	0.0312636	0.6006194	1.079E-05	0.0292787	0.789214	1.417E-05	0.0384722	0.6846479	1.229E-05	0.0333749	0.0154916	2.782E-07	0.0007552	0.0169697	3.047E-07	0.0008272
Lam Kam Road	RD_21_22	1900-2000	0.0814393	1.481E-06	0.0040202	0.0756582	1.376E-06	0.0037348	0.0708681	1.289E-06	0.0034984	0.6344107	1.154E-05	0.0313174	0.5856272	1.065E-05	0.0289092	0.5500648	1E-05	0.0271537	0.71585	1.302E-05	0.0353376	0.6209329	1.129E-05	0.0306521	0.0143807	2.615E-07	0.0007099	0.0157806	2.87E-07	0.000779
Lam Kam Road	RD_21_22	2000-2100	0.071224	7.609E-07	0.0020656	0.0664247	7.097E-07	0.0019264	0.0626347	6.692E-07	0.0018165	0.6898028	7.37E-06	0.0200054	0.6389769	6.827E-06	0.0185314	0.6028199	6.44E-06	0.0174828	0.7610268	8.131E-06	0.0220711	0.6654547	7.11E-06	0.0192993	0.0142414	1.522E-07	0.000413	0.015572	1.664E-07	0.0004516
Lam Kam Road	RD_21_22	2100-2200	0.0696799	5.702E-07	0.0015479	0.0647974	5.303E-07	0.0014394	0.0610005	4.992E-07	0.0013551	0.6873764	5.625E-06	0.0152694	0.636014	5.205E-06	0.0141285	0.6003221	4.913E-06	0.0133356	0.7570563	6.195E-06	0.0168173	0.6613226	5.412E-06	0.0146907	0.0144079	1.179E-07	0.0003201	0.0157874	1.292E-07	0.0003507
Lam Kam Road	RD_21_22	2200-2300	0.0992009	5.637E-07	0.0015303	0.0925651	5.26E-07	0.0014279	0.087838	4.992E-07	0.001355	0.9607851	5.46E-06	0.0148215	0.8953227	5.088E-06	0.0138116	0.8535092	4.85E-06	0.0131666	1.059986	6.024E-06	0.0163518	0.9413472	5.35E-06	0.0145216	0.0175022	9.946E-08	0.00027	0.0190777	1.084E-07	0.0002943
Lam Kam Road	RD_21_22	2300-0000	0.0786592	4.47E-07	0.0012134	0.0728461	4.14E-07	0.0011238	0.0690358	3.923E-07	0.001065	0.7429684	4.222E-06	0.0114614	0.6851411	3.894E-06	0.0105693	0.6515114	3.702E-06	0.0100505	0.8216276	4.669E-06	0.0126748	0.7205472	4.095E-06	0.0111155	0.0144447	8.209E-08	0.0002228	0.0157862	8.971E-08	0.0002435
Route Twisk	RD_23_24	0000-0100	0.0177122	4.373E-08	2.594E-05	0.015852	3.914E-08	2.321E-05	0.0145599	3.595E-08	2.132E-05	0.1441949	3.56E-07	0.0002111	0.1223218	3.02E-07	0.0001791	0.1093663	2.7E-07	0.0001601	0.1619071	3.998E-07	0.0002371	0.1239262	3.06E-07	0.0001815	0.0058328	1.44E-08	8.541E-06	0.006401	1.581E-08	9.373E-06
Route Twisk	RD_23_24	0100-0200	0.0172559	2.13E-08	1.263E-05	0.0153153	1.891E-08	1.121E-05	0.0141213	1.743E-08	1.034E-05	0.1767267	2.182E-07	0.0001294	0.1482584	1.83E-07	0.0001085	0.1331076	1.643E-07	9.746E-05	0.1939826	2.395E-07	0.000142	0.1472289	1.818E-07	0.0001078	0.0054735	6.757E-09	4.007E-06	0.0059782	7.38E-09	4.377E-06
Route Twisk	RD_23_24	0200-0300	0.0531286	5.466E-08	3.242E-05	0.0481577	4.954E-08	2.938E-05	0.0449196	4.621E-08	2.741E-05	0.2414069	2.484E-07	0.0001473	0.2077899	2.138E-07	0.0001268	0.1896226	1.951E-07	0.0001157	0.2945355	3.03E-07	0.0001797	0.2345421	2.413E-07	0.0001431	0.0070069	7.209E-09	4.275E-06	0.0075826	7.801E-09	4.626E-06
Route Twisk	RD_23_24	0300-0400	0.0602307	3.718E-08	2.205E-05	0.0544728	3.363E-08	1.994E-05	0.0503619	3.109E-08	1.844E-05	0.3083819	1.904E-07	0.0001129	0.2648279	1.635E-07	9.695E-05	0.2389705	1.475E-07	8.748E-05	0.3686127	2.275E-07	0.0001349	0.2893324	1.786E-07	0.0001059	0.0079256	4.892E-09	2.901E-06	0.0085918	5.304E-09	3.145E-06
Route Twisk	RD_23_24	0400-0500	0.0437355	4.5E-08	2.668E-05	0.0393966	4.053E-08	2.404E-05	0.0365674	3.762E-08	2.231E-05	0.270172	2.78E-07	0.0001648	0.2298383	2.365E-07	0.0001402	0.2077879	2.138E-07	0.0001268	0.3139075	3.23E-07	0.0001915	0.2443553	2.514E-07	0.0001491	0.007007	7.209E-09	4.275E-06	0.0075866	7.805E-09	4.629E-06
Route Twisk	RD_23_24	0500-0600	0.0688364	1.204E-07	7.14E-05	0.0629316	1.101E-07	6.527E-05	0.0592079	1.036E-07	6.141E-05	0.4236009	7.409E-07	0.0004394	0.3698008	6.468E-07	0.0003836	0.341457	5.972E-07	0.0003542	0.4924373	8.613E-07	0.0005108	0.4006649	7.008E-07	0.0004156	0.0094793	1.658E-08	9.832E-06	0.0103678	1.813E-08	1.075E-05
Route Twisk	RD_23_24	0600-0700	0.0344206	1.841E-07	0.0001092	0.0309388	1.655E-07	9.816E-05	0.02882	1.542E-07	9.144E-05	0.2557967	1.368E-06	0.0008116	0.2161291	1.156E-06	0.0006857	0.196876	1.053E-06	0.0006246	0.2902173	1.553E-06	0.0009208	0.225696	1.207E-06	0.0007161	0.0079516	4.254E-08	2.523E-05	0.008804	4.71E-08	2.793E-05
Route Twisk	RD_23_24	0700-0800	0.0308545	3.619E-07	0.0002146	0.0281245	3.299E-07	0.0001956	0.0260439	3.055E-07	0.0001811	0.2453374	2.877E-06	0.0017064	0.2155946	2.529E-06	0.0014996	0.1966165	2.306E-06	0.0013676	0.2761919	3.239E-06	0.001921	0.2226604	2.611E-06	0.0015487	0.0082582	9.686E-08	5.744E-05	0.0091252	1.07E-07	6.347E-05
Route Twisk	RD_23_24	0800-0900	0.0427188	4.922E-07	0.0002919	0.0393112	4.53E-07	0.0002686	0.0362805	4.18E-07	0.0002479	0.2892997	3.333E-06	0.0019769	0.2586881	2.981E-06	0.0017677	0.2358421	2.718E-06	0.0016116	0.3320186	3.826E-06	0.0022688	0.2721227	3.136E-06	0.0018595	0.008882	1.023E-07	6.069E-05	0.0097541	1.124E-07	6.665E-05
Route Twisk	RD_23_24	0900-1000	0.0430999	5.144E-07	0.000305	0.0398897	4.761E-07	0.0002823	0.0367139	4.381E-07	0.0002598	0.2894683	3.455E-06	0.0020487	0.26075	3.112E-06	0.0018455	0.2371251	2.83E-06	0.0016783	0.3325682	3.969E-06	0.0023537	0.273839	3.268E-06	0.0019381	0.0090725	1.083E-07	6.421E-05	0.0099837	1.191E-07	7.066E-05
Route Twisk	RD_23_24	1000-1100	0.050959	5.243E-07	0.0003109	0.0473851	4.875E-07	0.0002891	0.0437241	4.498E-07	0.0002668	0.3029578	3.117E-06	0.0018484	0.2753171	2.832E-06	0.0016798	0.2514203	2.587E-06	0.001534	0.3539169	3.641E-06	0.0021593	0.2951444	3.036E-06	0.0018008	0.0086033	8.851E-08	5.249E-05	0.0093601	9.63E-08	5.711E-05
Route Twisk	RD_23_24	1100-1200	0.0532746	5.097E-07	0.0003023	0.0495286	4.739E-07	0.000281	0.0456245	4.365E-07	0.0002589	0.3113981	2.979E-06	0.0017669	0.2845218	2.722E-06	0.0016144	0.2601407	2.489E-06	0.0014761	0.3646727	3.489E-06	0.0020692	0.3057652	2.926E-06	0.001735	0.0091553	8.76E-08	5.195E-05	0.0099926	9.561E-08	5.67E-05
Route Twisk	RD_23_24	1200-1300	0.096516	6.156E-07	0.0003651	0.090022	5.742E-07	0.0003405	0.0828394	5.284E-07	0.0003134	0.548727	3.5E-06	0.0020757	0.5049605	3.221E-06	0.0019102	0.4618716	2.946E-06	0.0017472	0.645243	4.116E-06	0.0024408	0.544711	3.474E-06	0.0020605	0.0134949	8.608E-08	5.105E-05	0.0148033	9.442E-08	5.6E-05
Route Twisk	RD_23_24	1300-1400	0.1085834	7.708E-07	0.0004571	0.1017206	7.221E-07	0.0004282	0.0934724	6.635E-07	0.0003935	0.6253324	4.439E-06	0.0026326	0.5798764	4.116E-06	0.0024412	0.5312613	3.771E-06	0.0022366	0.7339158	5.21E-06	0.0030897	0.6247337	4.435E-06	0.0026301	0.0147908	1.05E-07	6.227E-05	0.0161929	1.149E-07	6.817E-05
Route Twisk	RD_23_24	1400-1500	0.1021634	7.147E-07	0.0004239	0.0958034	6.702E-07	0.0003975	0.0875776	6.127E-07	0.0003633	0.5611118	3.925E-06	0.002328	0.5191768	3.632E-06	0.002154	0.4717938	3.301E-06	0.0019574	0.6632752	4.64E-06	0.0027518	0.5593714	3.913E-06	0.0023208	0.0135778	9.499E-08	5.633E-05	0.0148753	1.041E-07	6.172E-05
Route Twisk	RD_23_24	1500-1600	0.0962959	6.638E-07	0.0003936	0.0901951	6.217E-07	0.0003687	0.082559	5.691E-07	0.0003375	0.5339152	3.68E-06	0.0021826	0.4936864	3.403E-06	0.0020181	0.4491444	3.096E-06	0.001836	0.6302111	4.344E-06	0.0025762	0.5317034	3.665E-06	0.0021735	0.0130952	9.027E-08	5.353E-05	0.0143309	9.878E-08	5.858E-05
Route Twisk	RD_23_24	1600-1700	0.0839849	6.135E-07	0.0003638	0.0783076	5.72E-07	0.0003392	0.0717922	5.244E-07	0.000311	0.5296522	3.869E-06	0.0022944	0.4869126	3.557E-06	0.0021093	0.4441049	3.244E-06	0.0019238	0.6136371	4.482E-06	0.0026582	0.5158971	3.768E-06	0.0022348	0.0137538	1.005E-07	5.958E-05	0.015172	1.108E-07	6.572E-05
Route Twisk	RD_23_24	1700-1800	0.0352327	2.9E-07	0.000172	0.0323261	2.661E-07	0.0001578	0.0296022	2.436E-07	0.0001445	0.2893271	2.381E-06	0.0014122	0.2574058	2.119E-06	0.0012564	0.2325277	1.914E-06	0.001135	0.3245599	2.671E-06	0.0015842	0.2621299	2.157E-06	0.0012795	0.0088618	7.294E-08	4.325E-05	0.0097838	8.053E-08	4.776E-05
Route Twisk	RD_23_24	1800-1900	0.0497941	4.15E-07	0.0002461	0.0457346	3.811E-07	0.000226	0.0422438	3.52E-07	0.0002088	0.3627779	3.023E-06	0.0017929	0.3235361	2.696E-06	0.0015989	0.2948629	2.457E-06	0.0014572	0.412572	3.438E-06	0.0020389	0.3371068	2.809E-06	0.001666	0.0102006	8.501E-08	5.041E-05	0.0112906	9.409E-08	5.58E-05
Route Twisk	RD_23_24	1900-2000	0.0315321	3.504E-07	0.0002078	0.0287316	3.192E-07	0.0001893	0.0265813	2.953E-07	0.0001752	0.2674158	2.971E-06	0.0017621	0.2358686	2.621E-06	0.0015542	0.2152013	2.391E-06	0.001418	0.2989479	3.322E-06	0.0019699	0.2417826	2.686E-06	0.0015932	0.0086341	9.593E-08	5.689E-05	0.0095419	1.06E-07	6.288E-05
Route Twisk	RD_23_24	2000-2100	0.0300218	1.452E-07	8.609E-05	0.0273071	1.32E-07	7.831E-05	0.0252935	1.223E-07	7.253E-05	0.3332748	1.612E-06	0.0009557	0.2938321	1.421E-06	0.0008426	0.2680065	1.296E-06	0.0007685	0.3632965	1.757E-06	0.0010418	0.2932999	1.418E-06	0.0008411	0.008995	4.349E-08	2.579E-05	0.0099753	4.823E-08	2.861E-05

Year 2031 Composite EFs

Road Name	Road ID	Hour	NO2 Emission									NO Emission									NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			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	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
Route Twisk	RD_23_24	2100-2200	0.0370224	1.409E-07	8.358E-05	0.03365	1.281E-07	7.596E-05	0.031133	1.185E-07	7.028E-05	0.4258852	1.621E-06	0.0009614	0.3784806	1.441E-06	0.0008544	0.3473423	1.322E-06	0.0007841	0.4629076	1.762E-06	0.001045	0.3784753	1.441E-06	0.0008544	0.0112624	4.287E-08	2.542E-05	0.0125039	4.76E-08	2.823E-05
Route Twisk	RD_23_24	2200-2300	0.0494703	1.171E-07	6.942E-05	0.0450038	1.065E-07	6.315E-05	0.0419343	9.923E-08	5.885E-05	0.4163532	9.852E-07	0.0005843	0.366651	8.676E-07	0.0005145	0.3374333	7.985E-07	0.0004735	0.4658235	1.102E-06	0.0006537	0.3793676	8.977E-07	0.0005324	0.0100399	2.376E-08	1.409E-05	0.0110498	2.615E-08	1.551E-05
Route Twisk	RD_23_24	2300-0000	0.0517419	1.331E-07	7.892E-05	0.0470358	1.21E-07	7.174E-05	0.0440207	1.132E-07	6.715E-05	0.4987268	1.283E-06	0.0007607	0.4446942	1.144E-06	0.0006783	0.4138332	1.064E-06	0.0006312	0.5504687	1.416E-06	0.0008396	0.4578539	1.178E-06	0.0006984	0.0123043	3.165E-08	1.877E-05	0.0135713	3.491E-08	2.07E-05
Access Road	RD_25_26	0000-0100	0.2101043	4.748E-08	6.623E-05	0.1945707	4.397E-08	6.134E-05	0.182159	4.116E-08	5.742E-05	1.5079585	3.408E-07	0.0004754	1.3994006	3.162E-07	0.0004412	1.31356	2.968E-07	0.0004141	1.7180627	3.882E-07	0.0005416	1.495719	3.38E-07	0.0004715	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0100-0200	0.2104738	4.756E-08	6.635E-05	0.1939551	4.383E-08	6.114E-05	0.1822722	4.119E-08	5.746E-05	1.5107487	3.414E-07	0.0004763	1.3952808	3.153E-07	0.0004399	1.3144501	2.97E-07	0.0004144	1.7212224	3.889E-07	0.0005426	1.4967223	3.382E-07	0.0004718	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0200-0300	0.2112808	4.774E-08	6.661E-05	0.1943722	4.392E-08	6.127E-05	0.1827666	4.13E-08	5.762E-05	1.5164147	3.427E-07	0.000478	1.3982304	3.16E-07	0.0004408	1.3179172	2.978E-07	0.0004155	1.7276955	3.904E-07	0.0005446	1.5006838	3.391E-07	0.0004731	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0300-0400	0.2114008	4.777E-08	6.664E-05	0.1949966	4.406E-08	6.147E-05	0.1826882	4.128E-08	5.759E-05	1.5174587	3.429E-07	0.0004784	1.40251	3.169E-07	0.0004421	1.3173761	2.977E-07	0.0004153	1.7288595	3.907E-07	0.000545	1.5000643	3.39E-07	0.0004729	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0400-0500	0.2117103	4.784E-08	6.674E-05	0.1948698	4.404E-08	6.143E-05	0.1831787	4.139E-08	5.775E-05	1.5195947	3.434E-07	0.000479	1.4016272	3.167E-07	0.0004419	1.3207642	2.985E-07	0.0004164	1.731305	3.912E-07	0.0005458	1.5039429	3.398E-07	0.0004741	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0500-0600	0.2122238	4.796E-08	6.69E-05	0.1948056	4.402E-08	6.141E-05	0.1831832	4.139E-08	5.775E-05	1.5234476	3.443E-07	0.0004803	1.4012569	3.166E-07	0.0004417	1.3207725	2.985E-07	0.0004164	1.7356714	3.922E-07	0.0005472	1.5039557	3.399E-07	0.0004741	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0600-0700	0.2121238	4.793E-08	6.687E-05	0.1946593	4.399E-08	6.137E-05	0.1825249	4.125E-08	5.754E-05	1.5225476	3.441E-07	0.00048	1.4001525	3.164E-07	0.0004414	1.3162026	2.974E-07	0.0004149	1.7346714	3.92E-07	0.0005468	1.4987276	3.387E-07	0.0004725	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	0700-0800	0.1158919	5.238E-08	7.307E-05	0.1071294	4.842E-08	6.754E-05	0.0997456	4.508E-08	6.289E-05	0.8818796	3.986E-07	0.000556	0.8131847	3.675E-07	0.0005127	0.7567101	3.42E-07	0.0004771	0.9977715	4.509E-07	0.0006291	0.8564557	3.871E-07	0.00054	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	0800-0900	0.1155777	5.223E-08	7.287E-05	0.1073345	4.851E-08	6.767E-05	0.0994427	4.494E-08	6.27E-05	0.8790138	3.973E-07	0.0005542	0.814504	3.681E-07	0.0005135	0.7544149	3.41E-07	0.0004757	0.9945915	4.495E-07	0.0006271	0.8538576	3.859E-07	0.0005383	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	0900-1000	0.1151931	5.206E-08	7.263E-05	0.1075436	4.86E-08	6.781E-05	0.0993951	4.492E-08	6.267E-05	0.8760613	3.959E-07	0.0005523	0.8159682	3.688E-07	0.0005145	0.7539816	3.408E-07	0.0004754	0.9912544	4.48E-07	0.000625	0.8533767	3.857E-07	0.000538	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1000-1100	0.1151789	5.205E-08	7.262E-05	0.1076438	4.865E-08	6.787E-05	0.0995253	4.498E-08	6.275E-05	0.8754145	3.956E-07	0.0005519	0.8165086	3.69E-07	0.0005148	0.7548696	3.412E-07	0.0004759	0.9905934	4.477E-07	0.0006246	0.8543949	3.861E-07	0.0005387	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1100-1200	0.1152946	5.211E-08	7.269E-05	0.1077616	4.87E-08	6.794E-05	0.0995712	4.5E-08	6.278E-05	0.8758501	3.958E-07	0.0005522	0.8173962	3.694E-07	0.0005154	0.755241	3.413E-07	0.0004762	0.9911447	4.479E-07	0.0006249	0.8548122	3.863E-07	0.000539	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1200-1300	0.1154146	5.216E-08	7.277E-05	0.1079955	4.881E-08	6.809E-05	0.099646	4.503E-08	6.283E-05	0.8767991	3.963E-07	0.0005528	0.8191329	3.702E-07	0.0005165	0.7557349	3.416E-07	0.0004765	0.9922137	4.484E-07	0.0006256	0.855381	3.866E-07	0.0005393	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1300-1400	0.1154146	5.216E-08	7.277E-05	0.1083058	4.895E-08	6.829E-05	0.0996108	4.502E-08	6.28E-05	0.8767991	3.963E-07	0.0005528	0.8214199	3.712E-07	0.0005179	0.7554935	3.414E-07	0.0004763	0.9922137	4.484E-07	0.0006256	0.8551044	3.865E-07	0.0005391	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1400-1500	0.1155346	5.222E-08	7.284E-05	0.1085964	4.908E-08	6.847E-05	0.0994503	4.495E-08	6.27E-05	0.8777321	3.967E-07	0.0005534	0.8236072	3.722E-07	0.0005193	0.754235	3.409E-07	0.0004755	0.9932667	4.489E-07	0.0006262	0.8536853	3.858E-07	0.0005382	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1500-1600	0.1154146	5.216E-08	7.277E-05	0.1084418	4.901E-08	6.837E-05	0.0995411	4.499E-08	6.276E-05	0.8767991	3.963E-07	0.0005528	0.8224396	3.717E-07	0.0005185	0.7549338	3.412E-07	0.000476	0.9922137	4.484E-07	0.0006256	0.8544748	3.862E-07	0.0005387	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1600-1700	0.1151746	5.205E-08	7.262E-05	0.1078348	4.874E-08	6.799E-05	0.0991628	4.482E-08	6.252E-05	0.8749071	3.954E-07	0.0005516	0.8178614	3.696E-07	0.0005157	0.7521158	3.399E-07	0.0004742	0.9900817	4.475E-07	0.0006242	0.8512786	3.847E-07	0.0005367	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1700-1800	0.1158431	5.235E-08	7.304E-05	0.1076242	4.864E-08	6.786E-05	0.0992124	4.484E-08	6.255E-05	0.8809883	3.982E-07	0.0005555	0.8165888	3.691E-07	0.0005149	0.7526761	3.402E-07	0.0004746	0.9968314	4.505E-07	0.0006285	0.8518885	3.85E-07	0.0005371	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1800-1900	0.1158431	5.235E-08	7.304E-05	0.1074408	4.856E-08	6.774E-05	0.0997708	4.509E-08	6.29E-05	0.8809883	3.982E-07	0.0005555	0.8153457	3.685E-07	0.0005141	0.7568788	3.421E-07	0.0004772	0.9968314	4.505E-07	0.0006285	0.8566497	3.872E-07	0.0005401	0.017947	8.111E-09	1.132E-05	0.019445	8.788E-09	1.226E-05
Access Road	RD_25_26	1900-2000	0.2100948	4.748E-08	6.623E-05	0.1951624	4.41E-08	6.152E-05	0.182204	4.117E-08	5.744E-05	1.507534	3.407E-07	0.0004752	1.4032023	3.171E-07	0.0004424	1.3139013	2.969E-07	0.0004142	1.7176287	3.881E-07	0.0005415	1.4961053	3.381E-07	0.0004716	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	2000-2100	0.2100948	4.748E-08	6.623E-05	0.194793	4.402E-08	6.141E-05	0.1819684	4.112E-08	5.736E-05	1.507534	3.407E-07	0.0004752	1.4007504	3.165E-07	0.0004416	1.3122078	2.965E-07	0.0004137	1.7176287	3.881E-07	0.0005415	1.4941762	3.376E-07	0.000471	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	2100-2200	0.2107643	4.763E-08	6.644E-05	0.1950594	4.408E-08	6.149E-05	0.1819447	4.111E-08	5.736E-05	1.5126805	3.418E-07	0.0004769	1.4026693	3.17E-07	0.0004422	1.3120281	2.965E-07	0.0004136	1.7234447	3.895E-07	0.0005433	1.4939727	3.376E-07	0.000471	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	2200-2300	0.2111218	4.771E-08	6.656E-05	0.1947261	4.4E-08	6.139E-05	0.1824511	4.123E-08	5.752E-05	1.5151467	3.424E-07	0.0004776	1.4003606	3.164E-07	0.0004415	1.3155963	2.973E-07	0.0004147	1.7262684	3.901E-07	0.0005442	1.4980473	3.385E-07	0.0004723	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Access Road	RD_25_26	2300-0000	0.2107738	4.763E-08	6.645E-05	0.1940161	4.384E-08	6.116E-05	0.1823779	4.121E-08	5.749E-05	1.5129467	3.419E-07	0.0004769	1.3956079	3.154E-07	0.00044	1.3151008	2.972E-07	0.0004146	1.7237204	3.895E-07	0.0005434	1.4974787	3.384E-07	0.0004721	0.0287423	6.495E-09	9.061E-06	0.0311943	7.049E-09	9.834E-06
Kam Sheung Road	RD_27_28	0000-0100	0.0971086	2.374E-07	0.0003427	0.0920492	2.25E-07	0.0003249	0.0882324	2.157E-07	0.0003114	1.441407	3.523E-06	0.0050871	1.3633921	3.333E-06	0.0048118	1.307968	3.197E-06	0.0046162	1.5385155	3.761E-06	0.0054299	1.3962004	3.413E-06	0.0049276	0.0235731	5.762E-08	8.32E-05	0.0256711	6.275E-08	9.06E-05
Kam Sheung Road	RD_27_28	0100-0200	0.0971589	1.403E-07	0.0002026	0.0911925	1.317E-07	0.0001902	0.0871827	1.259E-07	0.0001818	1.3519534	1.953E-06	0.0028195	1.2627065	1.824E-06	0.0026334	1.2075292	1.744E-06	0.0025183	1.4491123	2.093E-06	0.0030221	1.2947119	1.87E-06	0.0027001	0.0209758	3.03E-08	4.374E-05	0.0227856	3.291E-08	4.752E-05
Kam Sheung Road	RD_27_28	0200-0300	0.0850084	9.445E-08	0.0001364	0.0768528	8.539E-08	0.0001233	0.0715263	7.947E-08	0.0001147	0.4138962	4.599E-07	0.000664	0.349204	3.88E-07	0.0005602	0.3150923	3.501E-07	0.0005055	0.4989046	5.543E-07	0.0008004	0.3866186	4.296E-07	0.0006202	0.0082391	9.155E-09	1.322E-05	0.0089408	9.934E-09	1.434E-05
Kam Sheung Road	RD_27_28	0300-0400	0.1047797	9.314E-08	0.0001345	0.0947579	8.423E-08	0.0001216	0.0875608	7.783E-08	0.0001124	0.5220906	4.641E-07	0.00067	0.4429365	3.937E-07	0.0005685	0.3968191	3.527E-07	0.0005093	0.6268703	5.572E-07	0.0008045	0.4843799	4.306E-07	0.0006216	0.0100412	8.925E-09	1.289E-05	0.0109151	9.702E-09	1.401E-05
Kam Sheung Road	RD_27_28	0400-0500	0.1033693	1.263E-07	0.0001824	0.0947705	1.158E-07	0.0001672	0.0890174	1.088E-07	0.0001571	0.8473513	1.036E-06	0.0014953	0.7666315	9.37E-07	0.0013528	0.7194963	8.794E-07	0.0012697	0.9507206	1.162E-06	0.0016777	0.8085137	9.882E-07	0.0014267	0.0149715	1.83E-08	2.642E-05	0.0162657	1.988E-08	2.87E-05
Kam Sheung Road	RD_27_28	0500-0600	0.2253105	4.757E-07	0.0006868	0.2080476	4.392E-07	0.0006341	0.1966494	4.151E-07	0.0005994	1.5136237	3.195E-06	0.0046136	1.4006858	2.957E-06	0.0042693	1.3329218	2.814E-06	0.0040628	1.7389342	3.671E-06	0.0053003	1.5295712	3.229E-06	0.0046622	0.0263254	5.558E-08	8.024E-05	0.0285935	6.036E-08	8.715E-05
Kam Sheung Road	RD_27_28	0600-0700	0.1286738	6.863E-07	0.0009908	0.1201324	6.407E-07	0.0009251	0.1144435	6.104E-07	0.0008812	1.4409514	7.685E-06	0.0110957	1.3423632	7.159E-06	0.0103365	1.2833441	6.845E-06	0.0098821	1.5696251	8.371E-06	0.0120865	1.3977876	7.455E-06	0.0107633	0.024957	1.331E-07	0.0001922	0.0272227	1.452E-07	0.0002096
Kam Sheung Road	RD_27_28	0700-0800	0.1437826	1.63E-06	0.0023527	0.1338977	1.518E-06	0.002191	0.1256391	1.424E-06	0.0020558	1.1322006	1.283E-05	0.0185262	1.0583592	1.199E-05	0.017318	1.0015864	1.135E-05	0.016389	1.2759832	1.446E-05	0.020879	1.1272255	1.278E-05	0.0184448	0.021623	2.451E-07	0.0003538	0.0235889	2.673E-07	0.000386
Kam Sheung Road	RD_27_28	0800-0900	0.1305562	1.494E-06	0.0021572	0.121942	1.396E-06	0.0020149	0.1138031	1.302E-06	0.0018804	1.0067008	1.152E-05	0.0166342	0.9413189	1.077E-05	0.0155538	0.8846147	1.012E-05	0.0146169	1.137257	1.302E-05	0.0187914	0.9984177	1.143E-05	0.0164973	0.0200126	2.29E-07	0.0003307	0.0218176	2.497E-07	0.0003605
Kam Sheung Road	RD_27_28	0900-1000	0.132495	1.443E-06	0.002083	0.1243774	1.354E-06	0.0019554	0.1158444	1.261E-06	0.0018212	1.0238212	1.115E-05	0.0160959	0.9621453	1.048E-05	0.0151262	0.9028872	9.831E-06	0.0141946	1.1563162	1.259E-05	0.0181789	1.0187316	1.109E-05	0.0160158	0.020357	2.217E-07	0.00032	0.0221959	2.417E-07	0.000349
Kam Sheung Road	RD_27_28	1000-1100	0.1400609	1.478E-06	0.0021345	0.1317903	1.391E-06	0.0020085	0.1229529	1.298E-06	0.0018738	1.10563	1.167E-05	0.0168499	1.0422786	1.1E-05	0.0158844	0.9800048	1.034E-05	0.0149354	1.2456909	1.315E-05	0.0189844	1.1029577	1.164E-05	0.0168092	0.0210883	2.226E-07	0.0003214	0.0229303	2.42E-07	0.0003495
Kam Sheung Road	RD_27_28	1100-1200	0.156163	1.614E-06	0.0023298	0.1466967	1.516E-06	0.0021886	0.1364139	1.41E-06	0.0020352	1.107725	1.145E-05	0.0165264	1.0449939	1.08E-05	0.0155905	0.980866	1.014E-05	0.0146338	1.2638881	1.306E-05	0.0188563	1.1172798	1.155E-05	0.016669	0.0220333	2.277E-07	0.0003287	0.0239796	2.478E-07	0.0003578
Kam Sheung Road	RD_27_28	1200-1300	0.2280896	2.712E-06	0.0039152	0.2144268	2.549E-06	0.0036807	0.1989554	2.365E-06	0.0034151	1.3947833	1.658E-05	0.0239417	1.3163497	1.565E-05	0.0225953	1.2324169	1.465E-05	0.0211546	1.6228729	1.929E-05	0.0278569	1.4313724	1.702E-05	0.0245697	0.0272001	3.234E-07	0.0004669	0.0296326	3.523E-07	0.0005086
Kam Sheung Road	RD_27_28	1300-1400	0.2563317	3.475E-06	0.0050168	0.2417149	3.277E-06	0.0047307	0.2236898	3.032E-06	0.0043779	1.4554111	1.973E-05	0.0284845	1.3769804	1.867E-05	0.0269495	1.2858468	1.743E-05	0.0251659	1.7117428	2.32E-05	0.0335013	1.5095366	2.046E-05	0.0295439	0.028329	3.84E-07	0.0005544	0.0308537	4.182E-07	0.0006039
Kam Sheung Road	RD_27_28	1400-1500	0.2514125	3.296E-06	0.0047592	0.2373798	3.112E-06	0.0044936	0.2187372	2.868E-06	0.0041407	1.4063067	1.844E-05	0.0266211	1.3316393	1.746E-05	0.0252077	1.2384947	1.624E-05	0.0234444	1.6577192	2.173E-05	0.0313803	1.4572319	1.911E-05	0.0275851	0.0274123	3.594E-07	0.0005189	0.0298511	3.914E-07	0.0005651
Kam Sheung Road	RD_27_28	1500-1600	0.2338586	3.014E-06	0.0043519	0.2206417	2.844E-06	0.0041059	0.2036436	2.625E-06	0.0037896	1.3336335	1.719E-05	0.0248175	1.2620303	1.627E-05	0.0234851	1.1752991	1.515E-05	0.0218711	1.5674922	2.02E-05	0.0291694	1.3789427	1.777E-05	0.0256607	0.0262625	3.385E-07	0.0004887	0.0286039	3.687E-07	0.0005323
Kam Sheung Road	RD_27_28	1600-1700	0.2119996	2.638E-06	0.0038091	0.1992831	2.48E-06	0.0035806	0.1842171	2.292E-06	0.0033099	1.2459599	1.551E-05	0.0223865	1.1738818	1.461E-05	0.0210914	1.0941855	1.362E-05	0.0196595	1.4579594	1.814E-05	0.0261955	1.2784026	1.591E-05	0.0229694	0.0250852	3.122E-07	0.0004507	0.0273934	3.409E-07	0.0004922
Kam Sheung Road	RD_27_28	1700-1800	0.1033409	1.194E-06	0.0017241	0.0966697	1.117E-06	0.0016128	0.0899912	1.04E-06	0.0015014	0.854697	9.876E-06	0.0142597	0.7990364	9.233E-06	0.013331	0.7489744	8.655E-06	0.0124958	0.958038	1.107E-05	0.0159838	0.8389656	9.695E-06	0.0139972	0.0172709	1.996E-07	0.0002881	0.01887	2.181E-07	0.0003148
Kam Sheung Road	RD_27_28	1800-1900	0.1268242	1.564E-06	0.0022583	0.1180684	1.456E-06	0.0021024	0.1101932	1.359E-06	0.0019622	0.9017656	1.112E-05	0.0160576	0.8373757	1.033E-05	0.014911	0.7848042	9.679E-06	0.0139749	1.0285898	1.269E-05	0.0183159	0.8949974	1.104E-05	0.0159371	0.0183075	2.258E-07	0.000326	0.0200329	2.471E-07	0.0003567
Kam Sheung Road	RD_27_28	1900-2000	0.1064647	1.195E-06	0.001725	0.0993446	1.115E-06	0.0016096	0.0933703	1.048E-06	0.0015128	0.8808769	9.885E-06	0.0142725	0.8213148	9.217E-06	0.0133075	0.7760932	8.709E-06	0.0125747	0.9873417	1.108E-05	0.0159975	0.8694635	9.757E-06	0.0140876	0.0176483	1.981E-07	0.0002859	0.0192855	2.164E-07	0.0003125
Kam Sheung Road	RD_27_28	2000-2100	0.0908922	6.362E-07	0.0009186	0.0850917	5.956E-07	0.00086	0.0804664	5.633E-07	0.0008132	0.9659321	6.762E-06	0.0097623	0.8992058	6.294E-06	0.0090879	0.8507604	5.955E-06	0.0085983	1.0568244	7.398E-06	0.0106809	0.9312268	6.519E-06	0.0094115	0.017494	1.225E-07	0.0001768	0.01914	1.34E-07	0.0001934
Kam Sheung Road	RD_27_28	2100-2200	0.1034917	5.865E-07	0.0008467	0.0966048	5.474E-07	0.0007904	0.0911212	5.164E-07	0.0007455	1.0578532	5.995E-06	0.0086548	0.985578	5.585E-06	0.0080635	0.9333438	5.289E-06	0.0076362	1.161345	6.581E-06	0.0095016	1.024465	5.805E-06	0.0083817	0.0194153	1.1E-07	0.0001588	0.0212531	1.204E-07	0.0001739
Kam Sheung Road	RD_27_28	2200-2300	0.1509234	6.372E-07	0.00092	0.1411127	5.958E-07	0.0008602	0.1340167	5.658E-07	0.000817	1.4473156	6.111E-06	0.0088229	1.3538966	5.716E-06	0.0082534	1.2926031	5.458E-06	0.0078798	1.5982389	6.748E-06	0.0097429	1.4266198	6.024E-06	0.0086967	0.023969	1.012E-07	0.0001461	0.0261409	1.104E-07	0.0001594
Kam Sheung Road	RD_27_28	2300-0000	0.1211478	4.846E-07	0.0006997	0.1126474	4.506E-07	0.0006506	0.1069954	4.28E-07	0.0006179	1.1656194	4.662E-06	0.0067317	1.0810774	4.324E-06	0.0062434	1.0305753	4.122E-06	0.0059518	1.2867672	5.147E-06	0.0074313	1.1375707	4.55E-06	0.0065697	0.0199478	7.979E-08	0.0001152	0.0217977	8.719E-08	0.0001259
Sheung Tsuen B/T and Car Park	RD_29	0000-0100	0.1894226	4.047E-08	6.576E-05	0.1817684	3.884E-08	6.31E-05	0.1759095	3.759E-08	6.107E-05	3.6253424	7.746E-07	0.0012586	3.4493633	7.37E-07	0.0011975	3.3161794	7.086E-07	0.0011513	3.814765	8.151E-07	0.0013244	3.4920889	7.462E-07	0.0012123	0.0605089	1.293E-08	2.101E-05	0.0656995	1.404E-08	2.281E-05
Sheung Tsuen B/T and Car Park	RD_29	0100-0200	0.1675706	1.79E-08	2.909E-05	0.1600349	1.71E-08	2.778E-05	0.154926	1.655E-08	2.689E-05	3.2428766	3.465E-07	0.0005629	3.0622696	3.272E-07	0.0005316	2.9426502	3.144E-07	0.0005108	3.4104472	3.644E-07	0.000592	3.0975762	3.309E-07	0.0005377	0.0528971	5.651E-09	9.182E-06	0.0574347	6.136E-09	9.97E-06
Sheung Tsuen B/T and Car Park	RD_29	0200-0300	0.0031998	3.419E-10	5.554E-07	0.0025286	2.701E-10	4.389E-07	0.0022441	2.398E-10	3.895E-07	0.0591667	6.321E-09	1.027E-05	0.0467088	4.99E-09	8.108E-06	0.041531	4.437E-09	7.209E-06	0.0623665	6.663E-09	1.083E-05	0.0437751	4.677E-09	7.599E-06	0.0053993	5.768E-10	9.372E-07	0.0057794	6.175E-10	1.003E-06
Sheung Tsuen B/T and Car Park	RD_29	0300-0400	0.0090001	9.615E-10	1.562E-06	0.0067592	7.221E-10	1.173E-06	0.0056937	6.083E-10	9.883E-07	0.312414	3.338E-08	5.423E-05	0.2330668	2.49E-08	4.046E-05	0.1949777	2.083E-08	3.384E-05	0.3214141	3.434E-08	5.579E-05	0.2006714	2.144E-08	3.483E-05	0.0026996	2.884E-10	4.686E-07	0.0028897	3.087E-10	5.016E-07
Sheung Tsuen B/T and Car Park	RD_29	0400-0500	0.003252	3.474E-10	5.645E-07	0.0025542	2.729E-10	4.434E-07	0.0022533	2.407E-10	3.911E-07	0.0602055	6.432E-09	1.045E-05	0.0471426	5.037E-09	8.183E-06	0.0416908	4.454E-09	7.237E-06	0.0634574	6.78E-09	1.102E-05	0.043944	4.695E-09	7.628E-06	0.0053993	5.768E-10	9.372E-07	0.0057794	6.175E-10	1.003E-06
Sheung Tsuen B/T and Car Park	RD_29	0500-0600	0.1815047	1.939E-08	3.151E-05	0.172639	1.844E-08	2.997E-05	0.1668513	1.783E-08	2.896E-05	4.0399699	4.316E-07	0.0007013	3.808082	4.068E-07	0.000661	3.6555631	3.906E-07	0.0006345	4.2214745	4.51E-07	0.0007328	3.8224144	4.084E-07	0.0006635	0.0751036	8.024E-09	1.304E-05	0.0815656	8.714E-09	1.416E-05
Sheung Tsuen B/T and Car Park	RD_29	0600-0700	0.1802982	7.705E-08	0.0001252	0.1698536	7.259E-08	0.0001179	0.1626716	6.952E-08	0.0001129	3.0276244	1.294E-06	0.0021022	2.8508579	1.218E-06	0.0019794	2.7310385	1.167E-06	0.0018962	3.2079227	1.371E-06	0.0022274	2.8937101	1.237E-06	0.0020092	0.0543304	2.322E-08	3.772E-05	0.0589882	2.521E-08	4.096E-05
Sheung Tsuen B/T and Car Park	RD_29	0700-0800	0.1329151	9.94E-08	0.0001615	0.1261103	9.431E-08	0.0001532	0.1203596	9.001E-08	0.0001462	2.4904488	1.863E-06	0.0030261	2.3566842	1.762E-06	0.0028636	2.2440968	1.678E-06	0.0027267	2.623364	1.962E-06	0.0031876	2.3644564	1.768E-06	0.002873	0.047043	3.518E-08	5.716E-05	0.0510639	3.819E-08	6.205E-05
Sheung Tsuen B/T and Car Park	RD_29	0800-0900	0.1281945	8.218E-08	0.0001335	0.1210641	7.761E-08	0.0001261	0.1142306	7.322E-08	0.000119	1.9842855	1.272E-06	0.0020666	1.8789238	1.204E-06	0.0019569	1.7795138	1.141E-06	0.0018534	2.11248	1.354E-06	0.0022001	1.8937445	1.214E-06	0.0019723	0.0383832	2.46E-08	3.998E-05	0.0416527	2.67E-08	4.338E-05
Sheung Tsuen B/T and Car Park	RD_29	0900-1000	0.1457065	9.34E-08	0.0001518	0.1385867	8.884E-08	0.0001443	0.1310694	8.402E-08	0.0001365	2.2002208	1.41E-06	0.0022915	2.0977776	1.345E-06	0.0021848	1.9915216	1.277E-06	0.0020742	2.3459273	1.504E-06	0.0024433	2.1225909	1.361E-06	0.0022107	0.0408499	2.619E-08	4.254E-05	0.0443322	2.842E-08	4.617E-05
Sheung Tsuen B/T and Car Park	RD_29	1000-1100	0.1360751	8.723E-08	0.0001417	0.1291377	8.278E-08	0.0001345	0.1216391	7.797E-08	0.0001267	2.1078468	1.351E-06	0.0021953	2.0052501	1.285E-06	0.0020885	1.8961342	1.215E-06	0.0019748	2.2439219	1.438E-06	0.002337	2.0177733	1.293E-06	0.0021015	0.0405571	2.6E-08	4.224E-05	0.044017	2.822E-08	4.584E-05
Sheung Tsuen B/T and Car Park	RD_29	1100-1200	0.1607293	1.03E-07	0.0001674	0.1521578	9.754E-08	0.0001585	0.1426721	9.146E-08	0.0001486	2.2364653	1.434E-06	0.0023293	2.1283629	1.364E-06	0.0022167	2.0102391	1.289E-06	0.0020937	2.3971946	1.537E-06	0.0024967	2.1529112	1.38E-06	0.0022422	0.0433125	2.776E-08	4.511E-05	0.0470156	3.014E-08	4.897E-05
Sheung Tsuen B/T and Car Park	RD_29	1200-1300	0.1557266	6.655E-08	0.0001081	0.1491352	6.373E-08	0.0001035	0.1416376	6.053E-08	9.834E-05	3.1057198	1.327E-06	0.0021564	2.9552749	1.263E-06	0.0020519	2.7864095	1.191E-06	0.0019347	3.2614464	1.394E-06	0.0022645	2.928047	1.251E-06	0.002033	0.0538011	2.299E-08	3.736E-05	0.0584313	2.497E-08	4.057E-05
Sheung Tsuen B/T and Car Park	RD_29	1300-1400	0.145988	7.799E-08	0.0001267	0.1399004	7.473E-08	0.0001214	0.1323766	7.071E-08	0.0001149	3.0468346	1.628E-06	0.0026444	2.900207	1.549E-06	0.0025171	2.7220732	1.454E-06	0.0023625	3.1928226	1.706E-06	0.0027711	2.8544498	1.525E-06	0.0024774	0.0538045	2.874E-08	4.67E-05	0.0584373	3.122E-08	5.072E-05
Sheung Tsuen B/T and Car Park	RD_29	1400-1500	0.1482353	6.335E-08	0.0001029	0.1423175	6.082E-08	9.882E-05	0.1345164	5.749E-08	9.34E-05	2.9569573	1.264E-06	0.0020531	2.8217082	1.206E-06	0.0019592	2.6462899	1.131E-06	0.0018374	3.1051925	1.327E-06	0.002156	2.7808064	1.188E-06	0.0019308	0.0514016	2.197E-08	3.569E-05	0.0558211	2.386E-08	3.876E-05
Sheung Tsuen B/T and Car Park	RD_29	1500-1600	0.1454652	7.771E-08	0.0001263	0.1396503	7.46E-08	0.0001212	0.1320173	7.052E-08	0.0001146	2.8602462	1.528E-06	0.0024824	2.7301698	1.458E-06	0.0023695	2.5622851	1.369E-06	0.0022238	3.0057113	1.606E-06	0.0026087	2.6943024	1.439E-06	0.0023384	0.0496214	2.651E-08	4.307E-05	0.0538871	2.879E-08	4.677E-05
Sheung Tsuen B/T and Car Park	RD_29	1600-1700	0.1525888	8.151E-08	0.0001324	0.1461086	7.805E-08	0.0001268	0.1383338	7.39E-08	0.0001201	3.1731567	1.695E-06	0.002754	3.0191874	1.613E-06	0.0026204	2.8364013	1.515E-06	0.0024617	3.3257455	1.777E-06	0.0028865	2.9747351	1.589E-06	0.0025818	0.0565511	3.021E-08	4.908E-05	0.0614206	3.281E-08	5.331E-05
Sheung Tsuen B/T and Car Park	RD_29	1700-1800	0.1332075	7.116E-08	0.0001156	0.1267454	6.771E-08	0.00011	0.120155	6.419E-08	0.0001043	2.6220547	1.401E-06	0.0022757	2.4772701	1.323E-06	0.0021501	2.3321589	1.246E-06	0.0020241	2.7552623	1.472E-06	0.0023913	2.4523139	1.31E-06	0.0021284	0.0457074	2.442E-08	3.967E-05	0.0496292	2.651E-08	4.307E-05
Sheung Tsuen B/T and Car Park	RD_29	1800-1900	0.1309088	6.993E-08	0.0001136	0.1245983	6.656E-08	0.0001081	0.1189339	6.353E-08	0.0001032	2.6509615	1.416E-06	0.0023008	2.5033689	1.337E-06	0.0021727	2.3726056	1.267E-06	0.0020592	2.7818703	1.486E-06	0.0024144	2.4915395	1.331E-06	0.0021624	0.0467677	2.498E-08	4.059E-05	0.0507781	2.713E-08	4.407E-05
Sheung Tsuen B/T and Car Park	RD_29	1900-2000	0.1323254	7.069E-08	0.0001148	0.1261241	6.737E-08	0.0001095	0.1208562	6.456E-08	0.0001049	2.7073267	1.446E-06	0.0023497	2.5607825	1.368E-06	0.0022225	2.4375101	1.302E-06	0.0021155	2.8396521	1.517E-06	0.0024646	2.5583663	1.367E-06	0.0022204	0.0486276	2.598E-08	4.22E-05	0.0527943	2.82E-08	4.582E-05
Sheung Tsuen B/T and Car Park	RD_29	2000-2100	0.1352397	4.335E-08	7.043E-05	0.1284496	4.117E-08	6.689E-05	0.1229461	3.941E-08	6.402E-05	2.9117616	9.333E-07	0.0015163	2.7392982	8.78E-07	0.0014265	2.6016999	8.339E-07	0.0013548	3.0470013	9.766E-07	0.0015867	2.724646	8.733E-07	0.0014189	0.0518381	1.661E-08	2.699E-05	0.0562958	1.804E-08	2.932E-05
Sheung Tsuen B/T and Car Park	RD_29	2100-2200	0.1792504	5.745E-08	9.334E-05	0.169957	5.447E-08	8.85E-05	0.1624807	5.208E-08	8.461E-05	4.1828878	1.341E-06	0.0021782	3.9311649	1.26E-06	0.0020471	3.7301495	1.196E-06	0.0019425	4.3621382	1.398E-06	0.0022716	3.8926302	1.248E-06	0.0020271	0.0776164	2.488E-08	4.042E-05	0.0843242	2.703E-08	4.391E-05
Sheung Tsuen B/T and Car Park	RD_29	2200-2300	0.234202	7.506E-08	0.000122	0.2231399	7.152E-08	0.0001162	0.2148766	6.887E-08	0.0001119	4.9637927	1.591E-06	0.0025849	4.68371	1.501E-06	0.002439	4.4767836	1.435E-06	0.0023313	5.1979947	1.666E-06	0.0027068	4.6916603	1.504E-06	0.0024432	0.0864254	2.77E-08	4.501E-05	0.0938934	3.009E-08	4.889E-05
Sheung Tsuen B/T and Car Park	RD_29	2300-0000	0.1864332	5.975E-08	9.708E-05	0.1762915	5.65E-08	9.18E-05	0.1694062	5.43E-08	8.822E-05	4.4562831	1.428E-06	0.0023206	4.1688413	1.336E-06	0.0021709	3.9755324	1.274E-06	0.0020702	4.6427163	1.488E-06	0.0024177	4.1449386	1.329E-06	0.0021585	0.081928	2.626E-08	4.266E-05	0.0890168	2.853E-08	4.636E-05
Village Access Road	RD_30_31	0000-0100	0.0030941	4.698E-10	8.586E-07	0.0025024	3.799E-10	6.944E-07	0.0022395	3.4E-10	6.214E-07	0.0573728	8.711E-09	1.592E-05	0.0463027	7.03E-09	1.285E-05	0.0410785	6.237E-09	1.14E-05	0.0604669	9.18E-09	1.678E-05	0.043318	6.577E-09	1.202E-05	0.0053993	8.198E-10	1.498E-06	0.0057794	8.775E-10	1.604E-06
Village Access Road	RD_30_31	0100-0200	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	0	0	0	0	0
Village Access Road	RD_30_31	0200-0300	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	0	0	0	0	0
Village Access Road	RD_30_31	0300-0400	0.5292911	8.036E-08	0.0001469	0.480112	7.289E-08	0.0001332	0.4432902	6.73E-08	0.000123	1.3610254	2.066E-07	0.0003777	1.2345153	1.874E-07	0.0003426	1.1398552	1.731E-07	0.0003163	1.8903165	2.87E-07	0.0005245	1.5831454	2.404E-07	0.0004393	0.04252	6.456E-09	1.18E-05	0.0462	7.014E-09	1.282E-05
Village Access Road	RD_30_31	0400-0500	0.5292911	8.036E-08	0.0001469	0.4784853	7.265E-08	0.0001328	0.4438849	6.739E-08	0.0001232	1.3610254	2.066E-07	0.0003777	1.2303809	1.868E-07	0.0003414	1.1413822	1.733E-07	0.0003167	1.8903165	2.87E-07	0.0005245	1.585267	2.407E-07	0.0004399	0.04252	6.456E-09	1.18E-05	0.0462	7.014E-09	1.282E-05
Village Access Road	RD_30_31	0500-0600	0.0032592	4.948E-10	9.044E-07	0.0025482	3.869E-10	7.071E-07	0.0022575	3.427E-10	6.264E-07	0.0605969	9.2E-09	1.681E-05	0.04704	7.142E-09	1.305E-05	0.041725	6.335E-09	1.158E-05	0.0638561	9.695E-09	1.772E-05	0.0439825	6.678E-09	1.22E-05	0.0053993	8.198E-10	1.498E-06	0.0057794	8.775E-10	1.604E-06
Village Access Road	RD_30_31	0600-0700	0.2230554	6.773E-08	0.0001238	0.201416	6.116E-08	0.0001118	0.1858645	5.644E-08	0.0001031	0.6039622	1.834E-07	0.0003352	0.5415078	1.644E-07	0.0003005	0.4987676	1.515E-07	0.0002768	0.8270176	2.511E-07	0.000459	0.6846321	2.079E-07	0.00038	0.0208601	6.334E-09	1.158E-05	0.0226146	6.867E-09	1.255E-05
Village Access Road	RD_30_31	0700-0800	0.1864616	5.662E-08	0.0001035	0.1703611	5.173E-08	9.455E-05	0.1559933	4.737E-08	8.657E-05	0.5115727	1.553E-07	0.0002839	0.4640617	1.409E-07	0.0002575	0.4240418	1.288E-07	0.0002353	0.6980343	2.12E-07	0.0003874	0.5800351	1.761E-07	0.0003219	0.0183915	5.585E-09	1.021E-05	0.0199266	6.051E-09	1.106E-05
Village Access Road	RD_30_31	0800-0900	0.2234982	1.018E-07	0.0001861	0.2054409	9.357E-08	0.000171	0.1873168	8.532E-08	0.0001559	0.6025855	2.745E-07	0.0005016	0.551144	2.51E-07	0.0004588	0.5019047	2.286E-07	0.0004178	0.8260836	3.763E-07	0.0006877	0.6892215	3.139E-07	0.0005737	0.0210642	9.594E-09	1.754E-05	0.0228369	1.04E-08	1.901E-05
Village Access Road	RD_30_31	0900-1000	0.2224179	1.013E-07	0.0001852	0.2053644	9.354E-08	0.000171	0.1871614	8.525E-08	0.0001558	0.5987613	2.727E-07	0.0004984	0.5506791	2.508E-07	0.0004584	0.5013024	2.283E-07	0.0004173	0.8211792	3.74E-07	0.0006836	0.6884638	3.136E-07	0.0005731	0.0210642	9.594E-09	1.754E-05	0.0228369	1.04E-08	1.901E-05
Village Access Road	RD_30_31	1000-1100	0.2229201	1.015E-07	0.0001856	0.2060395	9.385E-08	0.0001715	0.1870001	8.517E-08	0.0001557	0.6002628	2.734E-07	0.0004997	0.5523431	2.516E-07	0.0004598	0.5009171	2.282E-07	0.000417	0.8231829	3.749E-07	0.0006853	0.6879172	3.133E-07	0.0005727	0.0210642	9.594E-09	1.754E-05	0.0228369	1.04E-08	1.901E-05
Village Access Road	RD_30_31	1100-1200	0.3075582	1.868E-07	0.0003414	0.2850652	1.731E-07	0.0003164	0.2586453	1.571E-07	0.0002871	0.8099808	4.919E-07	0.000899	0.7492118	4.55E-07	0.0008316	0.6795701	4.127E-07	0.0007543	1.117539	6.787E-07	0.0012404	0.9382154	5.698E-07	0.0010414	0.0270592	1.643E-08	3.003E-05	0.0293648	1.783E-08	3.259E-05
Village Access Road	RD_30_31	1200-1300	0.3161728	9.601E-08	0.0001755	0.2935843	8.915E-08	0.0001629	0.2655644	8.064E-08	0.0001474	0.8313783	2.524E-07	0.0004614	0.7704794	2.34E-07	0.0004276	0.6967694	2.116E-07	0.0003867	1.1475511	3.485E-07	0.0006369	0.9623338	2.922E-07	0.0005341	0.0276717	8.403E-09	1.536E-05	0.0300318	9.119E-09	1.667E-05
Village Access Road	RD_30_31	1300-1400	0.3165928	9.613E-08	0.0001757	0.2948059	8.952E-08	0.0001636	0.2648624	8.043E-08	0.000147	0.8324163	2.528E-07	0.000462	0.7736461	2.349E-07	0.0004294	0.6949007	2.11E-07	0.0003856	1.1490091	3.489E-07	0.0006377	0.9597631	2.914E-07	0.0005326	0.0276717	8.403E-09	1.536E-05	0.0300318	9.119E-09	1.667E-05
Village Access Road	RD_30_31	1400-1500	0.3170128	9.626E-08	0.0001759	0.2955893	8.976E-08	0.000164	0.2650655	8.049E-08	0.0001471	0.8335123	2.531E-07	0.0004626	0.7756853	2.355E-07	0.0004305	0.6954319	2.112E-07	0.0003859	1.1505251	3.494E-07	0.0006385	0.9604974	2.917E-07	0.000533	0.0276717	8.403E-09	1.536E-05	0.0300318	9.119E-09	1.667E-05
Village Access Road	RD_30_31	1500-1600	0.3150018	9.565E-08	0.0001748	0.295091	8.961E-08	0.0001638	0.2652866	8.055E-08	0.0001472	0.8280373	2.514E-07	0.0004595	0.77438	2.351E-07	0.0004298	0.6960076	2.113E-07	0.0003863	1.1430391	3.471E-07	0.0006344	0.9612942	2.919E-07	0.0005335	0.0276717	8.403E-09	1.536E-05	0.0300318	9.119E-09	1.667E-05
Village Access Road	RD_30_31	1600-1700	0.3158188	9.59E-08	0.0001753	0.2934517	8.911E-08	0.0001629	0.2639227	8.014E-08	0.0001465	0.8302763	2.521E-07	0.0004608	0.7701306	2.339E-07	0.0004274	0.6924375	2.103E-07	0.0003843	1.1460951	3.48E-07	0.000636	0.9563602	2.904E-07	0.0005308	0.0276717	8.403E-09	1.536E-05	0.0300318	9.119E-09	1.667E-05
Village Access Road	RD_30_31	1700-1800	0.2648701	8.043E-08	0.000147	0.2435826	7.396E-08	0.0001352	0.2203336	6.69E-08	0.0001223	0.7044591	2.139E-07	0.000391	0.6458933	1.961E-07	0.0003585	0.5839517	1.773E-07	0.0003241	0.9693292	2.943E-07	0.0005379	0.8042853	2.442E-07	0.0004464	0.0239596	7.275E-09	1.33E-05	0.0259897	7.892E-09	1.442E-05
Village Access Road	RD_30_31	1800-1900	0.1339046	4.066E-08	7.431E-05	0.1223768	3.716E-08	6.792E-05	0.1116518	3.39E-08	6.196E-05	0.3794509	1.152E-07	0.0002106	0.3440127	1.045E-07	0.0001909	0.3131983	9.51E-08	0.0001738	0.5133555	1.559E-07	0.0002849	0.4248502	1.29E-07	0.0002358	0.0146795	4.457E-09	8.147E-06	0.0158845	4.823E-09	8.815E-06
Village Access Road	RD_30_31	1900-2000	0.1337249	4.061E-08	7.421E-05	0.1221432	3.709E-08	6.779E-05	0.1118159	3.395E-08	6.205E-05	0.3796594	1.153E-07	0.0002107	0.3434898	1.043E-07	0.0001906	0.3137228	9.526E-08	0.0001741	0.5133843	1.559E-07	0.0002849	0.4255387	1.292E-07	0.0002362	0.0146795	4.457E-09	8.147E-06	0.0158845	4.823E-09	8.815E-06

Year 2031 Composite EFs

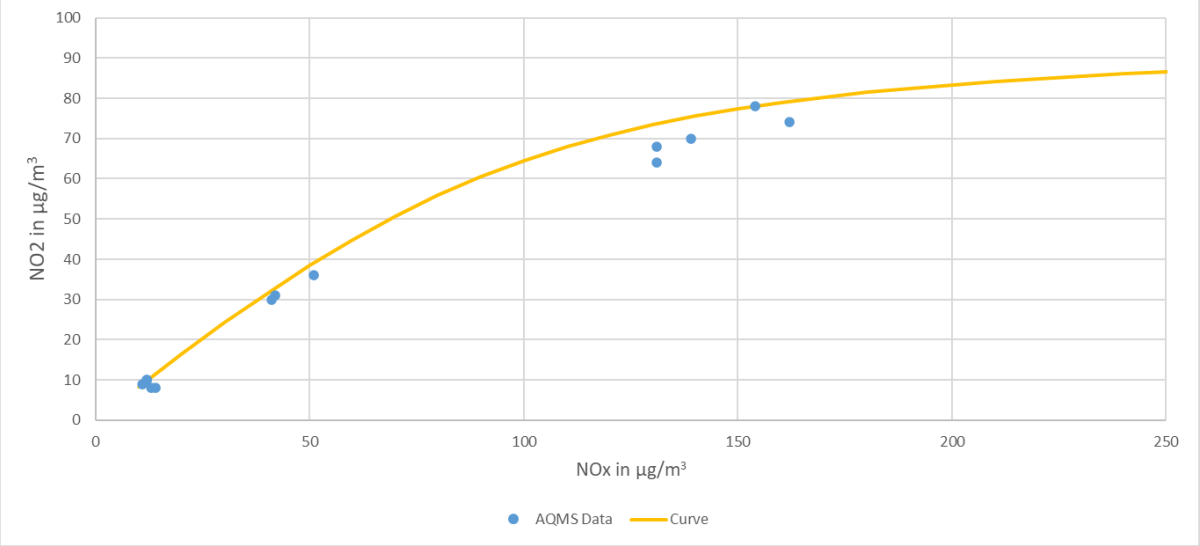
Road Name	Road ID	Hour	NO2 Emission									NO Emission									NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			AnnualHourMin			AnnualHourMin		
			g/km/veh	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	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
Village Access Road	RD_30_31	2000-2100	0.0029628	8.997E-10	1.644E-06	0.0024888	7.557E-10	1.381E-06	0.0022174	6.733E-10	1.231E-06	0.055384	1.682E-08	3.074E-05	0.0456636	1.387E-08	2.534E-05	0.0407685	1.238E-08	2.263E-05	0.0583468	1.772E-08	3.238E-05	0.0429859	1.305E-08	2.386E-05	0.0053993	1.64E-09	2.996E-06	0.0057794	1.755E-09	3.207E-06
Village Access Road	RD_30_31	2100-2200	0.2653357	8.057E-08	0.0001473	0.2409592	7.317E-08	0.0001337	0.221684	6.731E-08	0.000123	0.7065235	2.145E-07	0.0003921	0.6392872	1.941E-07	0.0003548	0.5875665	1.784E-07	0.0003261	0.9718592	2.951E-07	0.0005394	0.8092504	2.457E-07	0.0004491	0.0239596	7.275E-09	1.33E-05	0.0259897	7.892E-09	1.442E-05
Village Access Road	RD_30_31	2200-2300	0.0030941	9.395E-10	1.717E-06	0.0024999	7.591E-10	1.387E-06	0.0022216	6.746E-10	1.233E-06	0.0575628	1.748E-08	3.195E-05	0.0461523	1.401E-08	2.561E-05	0.0408885	1.242E-08	2.269E-05	0.0606569	1.842E-08	3.366E-05	0.0431101	1.309E-08	2.392E-05	0.0053993	1.64E-09	2.996E-06	0.0057794	1.755E-09	3.207E-06
Village Access Road	RD_30_31	2300-0000	0.0030941	9.395E-10	1.717E-06	0.0024918	7.566E-10	1.383E-06	0.0022454	6.818E-10	1.246E-06	0.0575028	1.746E-08	3.191E-05	0.0460992	1.4E-08	2.558E-05	0.0411311	1.249E-08	2.283E-05	0.0605969	1.84E-08	3.363E-05	0.0433765	1.317E-08	2.407E-05	0.0053993	1.64E-09	2.996E-06	0.0057794	1.755E-09	3.207E-06
Emission Point 19 Paved Road	EP19_1_7	0000-0100	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0100-0200	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0200-0300	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0300-0400	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0400-0500	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0500-0600	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0600-0700	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_1_7	0700-0800	1.2417505	2.606E-06	0.0038378	1.1431613	2.399E-06	0.0035331	1.0542111	2.213E-06	0.0032582	7.0412124	1.478E-05	0.0217621	6.5608874	1.377E-05	0.0202776	6.1275841	1.286E-05	0.0189384	8.2829629	1.738E-05	0.0255999	7.1817951	1.507E-05	0.0221966	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	0800-0900	1.2382505	2.599E-06	0.003827	1.146112	2.405E-06	0.0035423	1.0527439	2.209E-06	0.0032537	7.0242124	1.474E-05	0.0217096	6.5753194	1.38E-05	0.0203222	6.1202932	1.285E-05	0.0189158	8.2624629	1.734E-05	0.0255366	7.1730371	1.505E-05	0.0221695	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	0900-1000	1.2330605	2.588E-06	0.003811	1.1458003	2.405E-06	0.0035413	1.0518817	2.208E-06	0.003251	6.9988024	1.469E-05	0.021631	6.5737021	1.38E-05	0.0203172	6.116295	1.284E-05	0.0189035	8.2318629	1.728E-05	0.025442	7.1681768	1.504E-05	0.0221545	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1000-1100	1.2358505	2.594E-06	0.0038196	1.149343	2.412E-06	0.0035522	1.0511094	2.206E-06	0.0032486	7.0122124	1.472E-05	0.0216725	6.591007	1.383E-05	0.0203707	6.1124795	1.283E-05	0.0188917	8.2480629	1.731E-05	0.0254921	7.1635889	1.503E-05	0.0221403	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1100-1200	1.2375505	2.597E-06	0.0038249	1.1535482	2.421E-06	0.0035652	1.0545686	2.213E-06	0.0032593	7.0208124	1.474E-05	0.021699	6.6114412	1.388E-05	0.0204338	6.1293638	1.286E-05	0.0189439	8.2583629	1.733E-05	0.0255239	7.1839324	1.508E-05	0.0222032	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1200-1300	1.2375505	2.597E-06	0.0038249	1.1555057	2.425E-06	0.0035713	1.0533248	2.211E-06	0.0032555	7.0208124	1.474E-05	0.021699	6.6210505	1.39E-05	0.0204635	6.1232761	1.285E-05	0.0189251	8.2583629	1.733E-05	0.0255239	7.1766009	1.506E-05	0.0221805	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1300-1400	1.2390505	2.6E-06	0.0038295	1.1599369	2.434E-06	0.003585	1.050765	2.205E-06	0.0032476	7.0280124	1.475E-05	0.0217213	6.6426406	1.394E-05	0.0205302	6.1107885	1.283E-05	0.0188865	8.2670629	1.735E-05	0.0255508	7.1615536	1.503E-05	0.022134	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1400-1500	1.2405505	2.604E-06	0.0038341	1.1628084	2.44E-06	0.0035939	1.0515387	2.207E-06	0.00325	7.0351124	1.477E-05	0.0217432	6.656583	1.397E-05	0.0205733	6.1145148	1.283E-05	0.018898	8.2756629	1.737E-05	0.0255774	7.1660535	1.504E-05	0.0221479	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1500-1600	1.2334605	2.589E-06	0.0038122	1.1609967	2.437E-06	0.0035883	1.0523445	2.209E-06	0.0032525	7.0006024	1.469E-05	0.0216366	6.6477452	1.395E-05	0.020546	6.1185408	1.284E-05	0.0189104	8.2340629	1.728E-05	0.0254488	7.1708853	1.505E-05	0.0221629	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1600-1700	1.2360505	2.594E-06	0.0038202	1.1549561	2.424E-06	0.0035696	1.0473401	2.198E-06	0.003237	7.0136124	1.472E-05	0.0216768	6.618445	1.389E-05	0.0204555	6.094155	1.279E-05	0.018835	8.2496629	1.731E-05	0.025497	7.1414951	1.499E-05	0.022072	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1700-1800	1.2413505	2.605E-06	0.0038366	1.1489235	2.411E-06	0.0035509	1.0474911	2.198E-06	0.0032375	7.0392124	1.477E-05	0.0217559	6.5889874	1.383E-05	0.0203644	6.0948965	1.279E-05	0.0188373	8.2805629	1.738E-05	0.0255925	7.1423876	1.499E-05	0.0220748	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1800-1900	1.2413505	2.605E-06	0.0038366	1.1433085	2.4E-06	0.0035336	1.0508467	2.205E-06	0.0032478	7.0392124	1.477E-05	0.0217559	6.5615731	1.377E-05	0.0202797	6.111222	1.283E-05	0.0188878	8.2805629	1.738E-05	0.0255925	7.1620686	1.503E-05	0.0221356	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	1900-2000	1.2396505	2.602E-06	0.0038314	1.1410852	2.395E-06	0.0035267	1.0521795	2.208E-06	0.0032519	7.0308124	1.476E-05	0.02173	6.5507383	1.375E-05	0.0202462	6.1176633	1.284E-05	0.0189077	8.2704629	1.736E-05	0.0255613	7.1698428	1.505E-05	0.0221597	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	2000-2100	1.2396505	2.602E-06	0.0038314	1.1393857	2.391E-06	0.0035215	1.0534549	2.211E-06	0.0032559	7.0308124	1.476E-05	0.02173	6.5424317	1.373E-05	0.0202205	6.1238575	1.285E-05	0.0189269	8.2704629	1.736E-05	0.0255613	7.1773124	1.506E-05	0.0221827	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	2100-2200	1.2431505	2.609E-06	0.0038422	1.1373811	2.387E-06	0.0035153	1.0533069	2.211E-06	0.0032554	7.0477124	1.479E-05	0.0217822	6.5326681	1.371E-05	0.0201904	6.1232096	1.285E-05	0.0189248	8.2908629	1.74E-05	0.0256244	7.1765166	1.506E-05	0.0221803	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	2200-2300	1.2451505	2.613E-06	0.0038484	1.1385454	2.39E-06	0.0035189	1.0526379	2.209E-06	0.0032534	7.0577124	1.481E-05	0.0218131	6.5384429	1.372E-05	0.0202082	6.1199055	1.284E-05	0.0189146	8.3028629	1.743E-05	0.0256614	7.1725434	1.505E-05	0.022168	0.14789	3.104E-07	0.0004571	0.16078	3.374E-07	0.0004969
Emission Point 19 Paved Road	EP19_1_7	2300-0000	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0000-0100	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0100-0200	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0200-0300	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0300-0400	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0400-0500	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0500-0600	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0600-0700	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_8	0700-0800	1.2417505	7.665E-07	9.094E-05	1.1431613	7.057E-07	8.372E-05	1.0542111	6.507E-07	7.72E-05	7.0412124	4.346E-06	0.0005157	6.5608874	4.05E-06	0.0004805	6.1275841	3.782E-06	0.0004487	8.2829629	5.113E-06	0.0006066	7.1817951	4.433E-06	0.000526	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	0800-0900	1.2382505	7.644E-07	9.068E-05	1.146112	7.075E-07	8.393E-05	1.0527439	6.498E-07	7.71E-05	7.0242124	4.336E-06	0.0005144	6.5753194	4.059E-06	0.0004815	6.1202932	3.778E-06	0.0004482	8.2624629	5.1E-06	0.0006051	7.1730371	4.428E-06	0.0005253	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	0900-1000	1.2330605	7.611E-07	9.03E-05	1.1458003	7.073E-07	8.391E-05	1.0518817	6.493E-07	7.703E-05	6.9988024	4.32E-06	0.0005126	6.5737021	4.058E-06	0.0004814	6.116295	3.775E-06	0.0004479	8.2318629	5.081E-06	0.0006029	7.1681768	4.425E-06	0.000525	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1000-1100	1.2358505	7.629E-07	9.051E-05	1.149343	7.095E-07	8.417E-05	1.0511094	6.488E-07	7.698E-05	7.0122124	4.329E-06	0.0005135	6.591007	4.069E-06	0.0004827	6.1124795	3.773E-06	0.0004476	8.2480629	5.091E-06	0.000604	7.1635889	4.422E-06	0.0005246	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1100-1200	1.2375505	7.639E-07	9.063E-05	1.1535482	7.121E-07	8.448E-05	1.0545686	6.51E-07	7.723E-05	7.0208124	4.334E-06	0.0005142	6.6114412	4.081E-06	0.0004842	6.1293638	3.784E-06	0.0004489	8.2583629	5.098E-06	0.0006048	7.1839324	4.435E-06	0.0005261	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1200-1300	1.2375505	7.639E-07	9.063E-05	1.1555057	7.133E-07	8.462E-05	1.0533248	6.502E-07	7.714E-05	7.0208124	4.334E-06	0.0005142	6.6210505	4.087E-06	0.0004849	6.1232761	3.78E-06	0.0004484	8.2583629	5.098E-06	0.0006048	7.1766009	4.43E-06	0.0005256	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1300-1400	1.2390505	7.648E-07	9.074E-05	1.1599369	7.16E-07	8.495E-05	1.050765	6.486E-07	7.695E-05	7.0280124	4.338E-06	0.0005147	6.6426406	4.1E-06	0.0004865	6.1107885	3.772E-06	0.0004475	8.2670629	5.103E-06	0.0006054	7.1615536	4.421E-06	0.0005245	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1400-1500	1.2405505	7.658E-07	9.085E-05	1.1628084	7.178E-07	8.516E-05	1.0515387	6.491E-07	7.701E-05	7.0351124	4.343E-06	0.0005152	6.656583	4.109E-06	0.0004875	6.1145148	3.774E-06	0.0004478	8.2756629	5.108E-06	0.0006061	7.1660535	4.423E-06	0.0005248	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1500-1600	1.2334605	7.614E-07	9.033E-05	1.1609967	7.167E-07	8.502E-05	1.0523445	6.496E-07	7.707E-05	7.0006024	4.321E-06	0.0005127	6.6477452	4.104E-06	0.0004868	6.1185408	3.777E-06	0.0004481	8.2340629	5.083E-06	0.000603	7.1708853	4.426E-06	0.0005252	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1600-1700	1.2360505	7.63E-07	9.052E-05	1.1549561	7.129E-07	8.458E-05	1.0473401	6.465E-07	7.67E-05	7.0136124	4.329E-06	0.0005136	6.618445	4.085E-06	0.0004847	6.094155	3.762E-06	0.0004463	8.2496629	5.092E-06	0.0006042	7.1414951	4.408E-06	0.000523	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1700-1800	1.2413505	7.663E-07	9.091E-05	1.1489235	7.092E-07	8.414E-05	1.0474911	6.466E-07	7.671E-05	7.0392124	4.345E-06	0.0005155	6.5889874	4.067E-06	0.0004825	6.0948965	3.762E-06	0.0004464	8.2805629	5.111E-06	0.0006064	7.1423876	4.409E-06	0.0005231	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1800-1900	1.2413505	7.663E-07	9.091E-05	1.1433085	7.057E-07	8.373E-05	1.0508467	6.487E-07	7.696E-05	7.0392124	4.345E-06	0.0005155	6.5615731	4.05E-06	0.0004805	6.111222	3.772E-06	0.0004476	8.2805629	5.111E-06	0.0006064	7.1620686	4.421E-06	0.0005245	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	1900-2000	1.2396505	7.652E-07	9.078E-05	1.1410852	7.044E-07	8.357E-05	1.0521795	6.495E-07	7.706E-05	7.0308124	4.34E-06	0.0005149	6.5507383	4.044E-06	0.0004797	6.1176633	3.776E-06	0.000448	8.2704629	5.105E-06	0.0006057	7.1698428	4.426E-06	0.0005251	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	2000-2100	1.2396505	7.652E-07	9.078E-05	1.1393857	7.033E-07	8.344E-05	1.0534549	6.503E-07	7.715E-05	7.0308124	4.34E-06	0.0005149	6.5424317	4.039E-06	0.0004791	6.1238575	3.78E-06	0.0004485	8.2704629	5.105E-06	0.0006057	7.1773124	4.43E-06	0.0005256	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	2100-2200	1.2431505	7.674E-07	9.104E-05	1.1373811	7.021E-07	8.33E-05	1.0533069	6.502E-07	7.714E-05	7.0477124	4.35E-06	0.0005161	6.5326681	4.033E-06	0.0004784	6.1232096	3.78E-06	0.0004484	8.2908629	5.118E-06	0.0006072	7.1765166	4.43E-06	0.0005256	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	2200-2300	1.2451505	7.686E-07	9.119E-05	1.1385454	7.028E-07	8.338E-05	1.0526379	6.498E-07	7.709E-05	7.0577124	4.357E-06	0.0005169	6.5384429	4.036E-06	0.0004788	6.1199055	3.778E-06	0.0004482	8.3028629	5.125E-06	0.0006081	7.1725434	4.427E-06	0.0005253	0.14789	9.129E-08	1.083E-05	0.16078	9.925E-08	1.177E-05
Emission Point 19 Paved Road	EP19_8	2300-0000	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0000-0100	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0100-0200	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0200-0300	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0300-0400	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0400-0500	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0500-0600	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0600-0700	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_9_13	0700-0800	1.2417505	3.833E-07	0.0003666	1.1431613	3.528E-07	0.0003375	1.0542111	3.254E-07	0.0003112	7.0412124	2.173E-06	0.0020785	6.5608874	2.025E-06	0.0019367	6.1275841	1.891E-06	0.0018088	8.2829629	2.556E-06	0.0024451	7.1817951	2.217E-06	0.00212	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	0800-0900	1.2382505	3.822E-07	0.0003655	1.146112	3.537E-07	0.0003383	1.0527439	3.249E-07	0.0003108	7.0242124	2.168E-06	0.0020735	6.5753194	2.029E-06	0.001941	6.1202932	1.889E-06	0.0018067	8.2624629	2.55E-06	0.002439	7.1730371	2.214E-06	0.0021174	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	0900-1000	1.2330605	3.806E-07	0.000364	1.1458003	3.536E-07	0.0003382	1.0518817	3.247E-07	0.0003105	6.9988024	2.16E-06	0.002066	6.5737021	2.029E-06	0.0019405	6.116295	1.888E-06	0.0018055	8.2318629	2.541E-06	0.00243	7.1681768	2.212E-06	0.002116	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1000-1100	1.2358505	3.814E-07	0.0003648	1.149343	3.547E-07	0.0003393	1.0511094	3.244E-07	0.0003103	7.0122124	2.164E-06	0.00207	6.591007	2.034E-06	0.0019456	6.1124795	1.887E-06	0.0018044	8.2480629	2.546E-06	0.0024348	7.1635889	2.211E-06	0.0021146	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1100-1200	1.2375505	3.82E-07	0.0003653	1.1535482	3.56E-07	0.0003405	1.0545686	3.255E-07	0.0003113	7.0208124	2.167E-06	0.0020725	6.6114412	2.041E-06	0.0019517	6.1293638	1.892E-06	0.0018094	8.2583629	2.549E-06	0.0024378	7.1839324	2.217E-06	0.0021207	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1200-1300	1.2375505	3.82E-07	0.0003653	1.1555057	3.566E-07	0.0003411	1.0533248	3.251E-07	0.0003109	7.0208124	2.167E-06	0.0020725	6.6210505	2.044E-06	0.0019545	6.1232761	1.89E-06	0.0018076	8.2583629	2.549E-06	0.0024378	7.1766009	2.215E-06	0.0021185	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1300-1400	1.2390505	3.824E-07	0.0003658	1.1599369	3.58E-07	0.0003424	1.050765	3.243E-07	0.0003102	7.0280124	2.169E-06	0.0020746	6.6426406	2.05E-06	0.0019609	6.1107885	1.886E-06	0.0018039	8.2670629	2.552E-06	0.0024404	7.1615536	2.21E-06	0.002114	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1400-1500	1.2405505	3.829E-07	0.0003662	1.1628084	3.589E-07	0.0003433	1.0515387	3.245E-07	0.0003104	7.0351124	2.171E-06	0.0020767	6.656583	2.055E-06	0.001965	6.1145148	1.887E-06	0.001805	8.2756629	2.554E-06	0.0024429	7.1660535	2.212E-06	0.0021154	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1500-1600	1.2334605	3.807E-07	0.0003641	1.1609967	3.583E-07	0.0003427	1.0523445	3.248E-07	0.0003106	7.0006024	2.161E-06	0.0020665	6.6477452	2.052E-06	0.0019624	6.1185408	1.888E-06	0.0018062	8.2340629	2.541E-06	0.0024306	7.1708853	2.213E-06	0.0021168	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1600-1700	1.2360505	3.815E-07	0.0003649	1.1549561	3.565E-07	0.0003409	1.0473401	3.233E-07	0.0003092	7.0136124	2.165E-06	0.0020704	6.618445	2.043E-06	0.0019537	6.094155	1.881E-06	0.001799	8.2496629	2.546E-06	0.0024352	7.1414951	2.204E-06	0.0021081	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1700-1800	1.2413505	3.831E-07	0.0003664	1.1489235	3.546E-07	0.0003392	1.0474911	3.233E-07	0.0003092	7.0392124	2.173E-06	0.0020779	6.5889874	2.034E-06	0.001945	6.0948965	1.881E-06	0.0017992	8.2805629	2.556E-06	0.0024444	7.1423876	2.204E-06	0.0021084	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1800-1900	1.2413505	3.831E-07	0.0003664	1.1433085	3.529E-07	0.0003375	1.0508467	3.243E-07	0.0003102	7.0392124	2.173E-06	0.0020779	6.5615731	2.025E-06	0.0019369	6.111222	1.886E-06	0.001804	8.2805629	2.556E-06	0.0024444	7.1620686	2.211E-06	0.0021142	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	1900-2000	1.2396505	3.826E-07	0.0003659	1.1410852	3.522E-07	0.0003368	1.0521795	3.247E-07	0.0003106	7.0308124	2.17E-06	0.0020755	6.5507383	2.022E-06	0.0019337	6.1176633	1.888E-06	0.0018059	8.2704629	2.553E-06	0.0024414	7.1698428	2.213E-06	0.0021165	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	2000-2100	1.2396505	3.826E-07	0.0003659	1.1393857	3.517E-07	0.0003363	1.0534549	3.251E-07	0.000311	7.0308124	2.17E-06	0.0020755	6.5424317	2.019E-06	0.0019313	6.1238575	1.89E-06	0.0018077	8.2704629	2.553E-06	0.0024414	7.1773124	2.215E-06	0.0021187	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	2100-2200	1.2431505	3.837E-07	0.000367	1.1373811	3.51E-07	0.0003357	1.0533069	3.251E-07	0.0003109	7.0477124	2.175E-06	0.0020804	6.5326681	2.016E-06	0.0019284	6.1232096	1.89E-06	0.0018075	8.2908629	2.559E-06	0.0024474	7.1765166	2.215E-06	0.0021185	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	2200-2300	1.2451505	3.843E-07	0.0003676	1.1385454	3.514E-07	0.0003361	1.0526379	3.249E-07	0.0003107	7.0577124	2.178E-06	0.0020834	6.5384429	2.018E-06	0.0019301	6.1199055	1.889E-06	0.0018066	8.3028629	2.563E-06	0.002451	7.1725434	2.214E-06	0.0021173	0.14789	4.565E-08	4.366E-05	0.16078	4.962E-08	4.746E-05
Emission Point 19 Paved Road	EP19_9_13	2300-0000	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0000-0100	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0100-0200	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0200-0300	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0300-0400	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0400-0500	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0500-0600	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0600-0700	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	0	0	0	0	0
Emission Point 19 Paved Road	EP19_14	0700-0800	1.2417505	1.84E-06	0.0006312	1.1431613	1.694E-06	0.0005811	1.0542111	1.562E-06	0.0005359	7.0412124	1.043E-05	0.0035794	6.5608874	9.72E-06	0.0033352	6.1275841	9.078E-06	0.0031149	8.2829629	1.227E-05	0.0042106	7.1817951	1.064E-05	0.0036508	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	0800-0900	1.2382505	1.834E-06	0.0006295	1.146112	1.698E-06	0.0005826	1.0527439	1.56E-06	0.0005352	7.0242124	1.041E-05	0.0035707	6.5753194	9.741E-06	0.0033425	6.1202932	9.067E-06	0.0031112	8.2624629	1.224E-05	0.0042002	7.1730371	1.063E-05	0.0036464	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	0900-1000	1.2330605	1.827E-06	0.0006268	1.1458003	1.697E-06	0.0005825	1.0518817	1.558E-06	0.0005347	6.9988024	1.037E-05	0.0035578	6.5737021	9.739E-06	0.0033417	6.116295	9.061E-06	0.0031092	8.2318629	1.22E-05	0.0041846	7.1681768	1.062E-05	0.0036439	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1000-1100	1.2358505	1.831E-06	0.0006282	1.149343	1.703E-06	0.0005843	1.0511094	1.557E-06	0.0005343	7.0122124	1.039E-05	0.0035646	6.591007	9.764E-06	0.0033505	6.1124795	9.056E-06	0.0031072	8.2480629	1.222E-05	0.0041929	7.1635889	1.061E-05	0.0036416	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1100-1200	1.2375505	1.833E-06	0.0006291	1.1535482	1.709E-06	0.0005864	1.0545686	1.562E-06	0.0005361	7.0208124	1.04E-05	0.003569	6.6114412	9.795E-06	0.0033609	6.1293638	9.081E-06	0.0031158	8.2583629	1.223E-05	0.0041981	7.1839324	1.064E-05	0.0036519	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1200-1300	1.2375505	1.833E-06	0.0006291	1.1555057	1.712E-06	0.0005874	1.0533248	1.56E-06	0.0005355	7.0208124	1.04E-05	0.003569	6.6210505	9.809E-06	0.0033658	6.1232761	9.072E-06	0.0031127	8.2583629	1.223E-05	0.0041981	7.1766009	1.063E-05	0.0036482	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1300-1400	1.2390505	1.836E-06	0.0006299	1.1599369	1.718E-06	0.0005896	1.050765	1.557E-06	0.0005342	7.0280124	1.041E-05	0.0035726	6.6426406	9.841E-06	0.0033767	6.1107885	9.053E-06	0.0031064	8.2670629	1.225E-05	0.0042025	7.1615536	1.061E-05	0.0036405	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1400-1500	1.2405505	1.838E-06	0.0006306	1.1628084	1.723E-06	0.0005911	1.0515387	1.558E-06	0.0005345	7.0351124	1.042E-05	0.0035763	6.656583	9.862E-06	0.0033838	6.1145148	9.059E-06	0.0031083	8.2756629	1.226E-05	0.0042069	7.1660535	1.062E-05	0.0036428	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1500-1600	1.2334605	1.827E-06	0.000627	1.1609967	1.72E-06	0.0005902	1.0523445	1.559E-06	0.000535	7.0006024	1.037E-05	0.0035587	6.6477452	9.849E-06	0.0033793	6.1185408	9.065E-06	0.0031103	8.2340629	1.22E-05	0.0041857	7.1708853	1.062E-05	0.0036453	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1600-1700	1.2360505	1.831E-06	0.0006283	1.1549561	1.711E-06	0.0005871	1.0473401	1.552E-06	0.0005324	7.0136124	1.039E-05	0.0035653	6.618445	9.805E-06	0.0033644	6.094155	9.028E-06	0.0030979	8.2496629	1.222E-05	0.0041937	7.1414951	1.058E-05	0.0036303	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1700-1800	1.2413505	1.839E-06	0.000631	1.1489235	1.702E-06	0.000584	1.0474911	1.552E-06	0.0005325	7.0392124	1.043E-05	0.0035783	6.5889874	9.761E-06	0.0033495	6.0948965	9.029E-06	0.0030983	8.2805629	1.227E-05	0.0042094	7.1423876	1.058E-05	0.0036308	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	1800-1900	1.2413505	1.839E-06	0.000631	1.1433085	1.694E-06	0.0005812	1.0508467	1.557E-06	0.0005342	7.0392124	1.043E-05	0.0035783	6.5615731	9.721E-06	0.0033355	6.111222	9.054E-06	0.0031066	8.2805629	1.227E-05	0.0042094	7.1620686	1.061E-05	0.0036408	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05

Road Name	Road ID	Hour	NO2 Emission									NO Emission								NOX Emission						PM25 Emission			PM10 Emission		
			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourMin			MonthlyHourAverage			AnnualHourMin			MonthlyHourAverage			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	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
Emission Point 19 Paved Road	EP19_14	1900-2000	1.2396505	1.837E-06	0.0006302	1.1410852	1.69E-06	0.0005801	1.0521795	1.559E-06	0.0005349	7.0308124	1.042E-05	0.0035741	6.5507383	9.705E-06	0.00333	6.1176633	9.063E-06	0.0031099	8.2704629	1.225E-05	0.0042042	7.1698428	1.062E-05	0.0036447	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	2000-2100	1.2396505	1.837E-06	0.0006302	1.1393857	1.688E-06	0.0005792	1.0534549	1.561E-06	0.0005355	7.0308124	1.042E-05	0.0035741	6.5424317	9.692E-06	0.0033258	6.1238575	9.072E-06	0.003113	8.2704629	1.225E-05	0.0042042	7.1773124	1.063E-05	0.0036485	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	2100-2200	1.2431505	1.842E-06	0.0006319	1.1373811	1.685E-06	0.0005782	1.0533069	1.56E-06	0.0005354	7.0477124	1.044E-05	0.0035827	6.5326681	9.678E-06	0.0033208	6.1232096	9.071E-06	0.0031127	8.2908629	1.228E-05	0.0042146	7.1765166	1.063E-05	0.0036481	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	2200-2300	1.2451505	1.845E-06	0.000633	1.1385454	1.687E-06	0.0005788	1.0526379	1.559E-06	0.0005351	7.0577124	1.046E-05	0.0035877	6.5384429	9.687E-06	0.0033238	6.1199055	9.067E-06	0.003111	8.3028629	1.23E-05	0.0042207	7.1725434	1.063E-05	0.0036461	0.14789	2.191E-07	7.518E-05	0.16078	2.382E-07	8.173E-05
Emission Point 19 Paved Road	EP19_14	2300-0000	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	0	0	0	0	0

Appendix C-3 Derivation of Cumulative Annual Average Nox to NO_2 Conversion Equation using Jenkin Method by SAMP

Annual Average NOx, NO_2 and OX concentration in Recent Five Years (Year 201 – 2023) at Selected EPD AQMS

AQMS Data of the Past 5 Years				
Year	**Station**	**NO2 (ug/m3)**	**NOx (ug/m3)**	**Conversion**
2021	NORTH	36	51	39.1
2022	NORTH	31	42	33.0
2023	NORTH	30	41	32.3
2019	TAP MUN	10	12	10.0
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
2019	MONG KOK	78	154	78.0
2020	MONG KOK	74	162	79.2
2021	MONG KOK	70	139	75.3
2022	MONG KOK	64	131	73.6
2023	MONG KOK	68	131	73.6



OX = 95.57

J/K = 17.114

Appendix D Cumulative Results comparing to Updated Pollutants of Proposed AQOs

Table D-21 Predicted FSP and RSP Concentrations at Representative ASRs (2025 AQOs)

ASR ID	DESCRIPTION	PATH GRID	HEIGHT (mPD)	HEIGHT (mAG)	RSP, µg/m³		FSP, µg/m³	
					10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE	19th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR1	Village House 1	(33,46)	53.1	1.5	56.5	21.0	33.7	13.2
ASR1	Village House 1	(33,46)	56.1	4.5	56.5	21.0	33.7	13.1
ASR2	Auto Repair Shop 1	(33,46)	51.8	1.5	56.6	21.3	33.9	13.3
ASR2	Auto Repair Shop 1	(33,46)	54.8	4.5	56.5	21.3	33.8	13.2
ASR3	Auto Repair Shop 2	(33,46)	54.3	1.5	56.5	21.0	33.7	13.1
ASR3	Auto Repair Shop 2	(33,46)	57.3	4.5	56.4	20.9	33.7	13.1
ASR4	Warehouse 1	(33,46)	53.1	1.5	56.4	20.9	33.6	13.1
ASR4	Warehouse 1	(33,46)	56.1	4.5	56.4	20.9	33.6	13.1
ASR4	Warehouse 1	(33,46)	59.1	7.5	56.4	20.9	33.6	13.1
ASR5	Warehouse 2	(33,46)	56.2	1.5	56.4	20.9	33.6	13.1
ASR5	Warehouse 2	(33,46)	59.2	4.5	56.4	20.9	33.6	13.1
ASR5	Warehouse 2	(33,46)	62.2	7.5	56.4	20.9	33.6	13.1
ASR6	Corporate Office	(33,46)	62.7	1.5	56.4	20.9	33.6	13.1
ASR6	Corporate Office	(33,46)	65.7	4.5	56.4	20.9	33.6	13.1
ASR7	Village House 2	(33,46)	68.5	1.5	56.4	20.9	33.6	13.1
ASR7	Village House 2	(33,46)	71.5	4.5	56.4	20.9	33.6	13.1
ASR8	Village House 3	(33,46)	83.4	1.5	56.4	20.9	33.6	13.1
ASR9	Auto Repair Shop 3	(33,46)	58.6	1.5	57.9	23.2	34.1	13.8
ASR9	Auto Repair Shop 3	(33,46)	61.6	4.5	57.1	22.2	34.0	13.7
ASR10	Village House 4	(33,46)	47	1.5	57.3	21.5	34.5	13.6
ASR10	Village House 4	(33,46)	50	4.5	57.2	21.4	34.4	13.6
ASR11	Construction equipment rental	(33,46)	44.6	1.5	56.6	21.2	33.9	13.3

ASR ID	DESCRIPTION	PATH GRID	HEIGHT (mPD)	HEIGHT (mAG)	RSP, µg/m³		FSP, µg/m³	
					10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE	19th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR 11	Construction equipment rental	(33,46)	47.6	4.5	56.6	21.1	33.8	13.3
ASR 12	Tire Shop	(33,46)	46.2	1.5	56.4	20.9	33.7	13.1
ASR 12	Tire Shop	(33,46)	49.2	4.5	56.4	20.9	33.7	13.1
ASR 13	Village House 5	(33,46)	43.8	1.5	56.6	21.0	33.9	13.2
ASR 13	Village House 5	(33,46)	46.8	4.5	56.6	21.0	33.9	13.2
ASR 13	Village House 5	(33,46)	49.8	7.5	56.6	21.0	33.9	13.2
ASR 14	Food Manufacturer Office	(33,46)	59.5	1.5	56.6	21.0	33.8	13.2
ASR 14	Food Manufacturer Office	(33,46)	62.5	4.5	56.5	21.0	33.8	13.2
Proposed 2025 AQOs					**75**	**30**	**37.5**	**15**

Table D-32 Predicted NO_2 Concentrations at Representative ASRs (2025 AQOs)

ASR ID	DESCRIPTION	PATH GRID	HEIGHT, mPD	HEIGHT, mAG	NO_2, µg/m³		
					19th HIGHEST HOURLY AVERAGE	10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR1	Village House 1	(33,46)	53.1	1.5	55.3	22.0	11.2
ASR1	Village House 1	(33,46)	56.1	4.5	54.2	21.6	10.9
ASR2	Auto Repair Shop 1	(33,46)	51.8	1.5	58.1	22.5	10.8
ASR2	Auto Repair Shop 1	(33,46)	54.8	4.5	56.0	22.2	10.8
ASR3	Auto Repair Shop 2	(33,46)	54.3	1.5	53.3	22.7	10.9
ASR3	Auto Repair Shop 2	(33,46)	57.3	4.5	52.7	21.6	10.6
ASR4	Warehouse 1	(33,46)	53.1	1.5	53.1	20.7	10.4
ASR4	Warehouse 1	(33,46)	56.1	4.5	53.1	20.6	10.4
ASR4	Warehouse 1	(33,46)	59.1	7.5	52.4	20.6	10.4
ASR5	Warehouse 2	(33,46)	56.2	1.5	51.9	20.5	10.3

ASR ID	DESCRIPTION	PATH GRID	HEIGHT, mPD	HEIGHT, mAG	NO_2, µg/m³		
					19th HIGHEST HOURLY AVERAGE	10th HIGHEST DAILY AVERAGE	ANNUAL AVERAGE
ASR5	Warehouse 2	(33,46)	59.2	4.5	51.9	20.4	10.3
ASR5	Warehouse 2	(33,46)	62.2	7.5	50.4	20.2	10.3
ASR6	Corporate Office	(33,46)	62.7	1.5	49.4	19.7	10.2
ASR6	Corporate Office	(33,46)	65.7	4.5	49.4	19.7	10.2
ASR7	Village House 2	(33,46)	68.5	1.5	49.0	19.7	10.2
ASR7	Village House 2	(33,46)	71.5	4.5	49.0	19.6	10.1
ASR8	Village House 3	(33,46)	83.4	1.5	49.0	19.5	10.1
ASR9	Auto Repair Shop 3	(33,46)	58.6	1.5	64.5	24.5	11.9
ASR9	Auto Repair Shop 3	(33,46)	61.6	4.5	59.9	23.2	11.4
ASR10	Village House 4	(33,46)	47	1.5	168.3	57.4	27.1
ASR10	Village House 4	(33,46)	50	4.5	156.4	50.3	24.4
ASR11	Construction equipment rental	(33,46)	44.6	1.5	98.6	39.2	15.0
ASR 11	Construction equipment rental	(33,46)	47.6	4.5	93.4	35.8	14.3
ASR 12	Tire Shop	(33,46)	46.2	1.5	59.0	22.5	10.9
ASR 12	Tire Shop	(33,46)	49.2	4.5	59.1	22.5	10.9
ASR 13	Village House 5	(33,46)	43.8	1.5	102.5	28.3	15.3
ASR 13	Village House 5	(33,46)	46.8	4.5	100.9	27.3	14.9
ASR 13	Village House 5	(33,46)	49.8	7.5	85.6	25.2	13.9
ASR 14	Food Manufacturer Office	(33,46)	59.5	1.5	65.1	24.3	11.5
ASR 14	Food Manufacturer Office	(33,46)	62.5	4.5	62.6	23.7	11.4
Proposed 2025 AQOs Standard					**200**	**120**	**40**

Appendix E Background Noise Monitoring Data

BN1

Sampling Date:	10 December 2024	Noise Measurement	
Sampling Period:	0700 to 1900	Noise Meter Model:	Rion, NL-52
Weather Conditions:	Sunny	Calibration	
Wind Speed:	<5 m/s	Calibrator Model:	Rion, NC-74
Noise Meter Model:	Rion, NL-52	Before:	94.0 dB(A)
Façade/ Free-field:	Free-field	After:	94.0 dB(A)

Start Time	Leq (30min)	Lmax	Lmin	L10	L90 (1hr)
10/12/2024 7:00	48.2	67.8	42.1	51.3	43.7
10/12/2024 7:30	49.4	78.9	42.1	49.6	
10/12/2024 8:00	50.3	79	42.6	52.5	44.4
10/12/2024 8:30	48.5	68.8	42.5	51.6	
10/12/2024 9:00	51.5	74.8	42.5	53.8	44.3
10/12/2024 9:30	56	83.6	42.5	56.1	
10/12/2024 10:00	51.5	76.8	42.2	54.4	44.9
10/12/2024 10:30	52.4	73	42.3	54.8	
10/12/2024 11:00	63.5	91.9	44	66.7	46.1
10/12/2024 11:30	56.4	85.3	42.9	55.6	
10/12/2024 12:00	48.3	62.6	41.9	51.3	44.4
10/12/2024 12:30	54.9	79.6	42.7	53.9	
10/12/2024 13:00	56.3	80.3	41.4	53.5	44.2
10/12/2024 13:30	57.6	81.6	41	55.8	
10/12/2024 14:00	48.3	77.8	41.4	49.3	43.9
10/12/2024 14:30	51.8	76.9	43.5	54.2	
10/12/2024 15:00	49.7	72.2	43.8	49.9	46
10/12/2024 15:30	50.3	71.7	44.6	51.1	
10/12/2024 16:00	47.6	66.6	41.5	49.6	43.4
10/12/2024 16:30	54.2	78.9	41.7	53.5	
10/12/2024 17:00	50.6	74.6	40.5	48.7	43.1
10/12/2024 17:30	46.7	78.2	41.6	47	
10/12/2024 18:00	51.6	81.7	42.2	50.7	45
10/12/2024 18:30	48.2	73.8	42.8	49.2	
Day (0700-1900)					
Minimum	46.7	62.6	40.5	47	43.1
Average	51.8	76.5	42.3	52.7	44.5

BN2

Sampling Date:	10 December 2024	Noise Measurement	
Sampling Period:	0700 to 1900	Noise Meter Model:	Rion, NL-52
Weather Conditions:	Sunny	Calibration	
Wind Speed:	<5 m/s	Calibrator Model:	Rion, NC-74
Noise Meter Model:	Rion, NL-52	Before:	93.8 dB(A)
Façade/ Free-field:	Free-field	After:	93.8 dB(A)

Start Time	Leq (30min)	Lmax	Lmin	L10	L90 (1hr)
10/12/2024 7:00	48.5	66.8	36.1	52.2	
10/12/2024 7:30	61.4	91.8	34.7	51.5	39.1
10/12/2024 8:00	47.5	71.1	36.2	50.2	
10/12/2024 8:30	51.5	76	37.2	51.4	40.2
10/12/2024 9:00	52	76.7	36.8	50.1	
10/12/2024 9:30	50.8	77.1	38	51.6	41.2
10/12/2024 10:00	50.5	76.8	40.1	51.8	
10/12/2024 10:30	51.6	75.7	40.3	54.2	43.6
10/12/2024 11:00	51.7	71.4	41.3	54.9	
10/12/2024 11:30	52.8	80.7	38.9	52.9	43.6
10/12/2024 12:00	49.5	75.5	38.3	51.1	
10/12/2024 12:30	49.5	72.7	37.4	51.5	42
10/12/2024 13:00	49.8	83.3	35.7	48.7	
10/12/2024 13:30	47.9	68	37.2	50.4	40
10/12/2024 14:00	45.8	63.2	38.6	48.3	
10/12/2024 14:30	60.5	72.4	47.1	62	42.5
10/12/2024 15:00	62.6	73.4	58.7	65.1	
10/12/2024 15:30	64.6	83.6	58.8	66.3	60.5
10/12/2024 16:00	55.1	68	40.1	62.5	
10/12/2024 16:30	59.9	83	38.2	66.8	42.3
10/12/2024 17:00	55.3	67.2	38	58.2	
10/12/2024 17:30	53.9	72.1	37.9	57.6	40.4
10/12/2024 18:00	44.8	64.9	35.1	46.4	
10/12/2024 18:30	43.6	68.9	34.9	45.4	38.1
Day (0700-1900)					
Minimum	43.6	63.2	34.7	45.4	38.1
Average	52.5	74.2	39.8	54.2	42.8

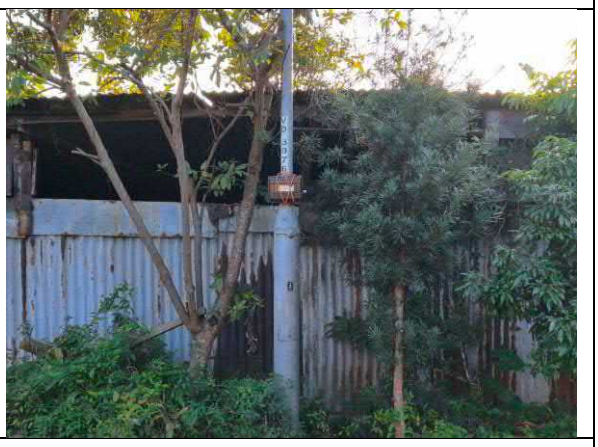
BN3

Sampling Date:	10 December 2024	Noise Measurement	
Sampling Period:	0700 to 1900	Noise Meter Model:	Rion, NL-52
Weather Conditions:	Sunny	Calibration	
Wind Speed:	<5 m/s	Calibrator Model:	Rion, NC-74
Noise Meter Model:	Rion, NL-52	Before:	94.0 dB(A)
Façade/ Free-field:	Free-field	After:	94.0 dB(A)

Start Time	Leq (30min)	Lmax	Lmin	L10	L90 (1hr)
10/12/2024 7:00	55.8	81.2	48.7	62.7	51
10/12/2024 7:30	56.1	79.2	49.2	62.6	
10/12/2024 8:00	55.2	83.4	47.9	62.9	49.9
10/12/2024 8:30	54.6	78.7	47.6	60.3	
10/12/2024 9:00	56.8	77.3	49.5	60.4	51.8
10/12/2024 9:30	56.3	82.3	49.1	62.4	
10/12/2024 10:00	53.7	86.4	47.4	61.2	49
10/12/2024 10:30	53.3	79.7	47.9	60	
10/12/2024 11:00	54.1	81.6	47.4	61.9	49.5
10/12/2024 11:30	54.5	75.5	47.1	60	
10/12/2024 12:00	53.7	81.4	46.6	61.6	48.6
10/12/2024 12:30	53.9	76.5	47.2	61.5	
10/12/2024 13:00	52.7	77.3	46.6	59.3	48.2
10/12/2024 13:30	53.2	76	46.1	60.3	
10/12/2024 14:00	52.5	77.5	45.9	59.5	47.6
10/12/2024 14:30	52.1	79.4	46.3	58.8	
10/12/2024 15:00	51.4	78.7	46.3	57.7	47.3
10/12/2024 15:30	51.2	74.8	46	57.6	
10/12/2024 16:00	51.4	78.7	46.2	57.9	47.3
10/12/2024 16:30	52.3	76.9	46.1	60.6	
10/12/2024 17:00	51.5	77.2	45.9	60.6	46.8
10/12/2024 17:30	50.1	75.8	46.1	57.6	
10/12/2024 18:00	50.7	76.9	46.2	58.9	46.9
10/12/2024 18:30	49.1	79.7	46.1	54	

Day (0700-1900)					
Minimum	49.1	74.8	45.9	54	46.8
Average	53.2	78.8	47.1	60.0	48.7

Photographic Record of Prevailing Background Noise Measurement

BN1	BN2
	
BN3	
	

Appendix F Noise Meter Calibration Certificates

Hong Kong Calibration Ltd.
香 港 校 正 有限公司

Calibration Certificate

Certificate No. 311869 Page 1 of 3 Pages

Customer [redacted]
Address

Order No. : Q34412 Date of receipt : 14-Dec-23

Item Tested

Description : Sound Level Meter
Manufacturer : RION I.D. : --
Model : NL-52 Serial No. : 01143483

Test Conditions

Date of Test : 9-Jan-24 Supply Voltage : --
Ambient Temperature : (23 ± 3)°C Relative Humidity : (50 ± 25) %

Test Specifications

Calibration check.
The UUT has an indication that it conforms to IEC 61672-1:2002 Class 1
Ref. Document/Procedure: Z01, IEC 61672-1:2013.

Test Results

All results were within the IEC 61672 Class 1, manufacturer's specification or Tolerance.
The results are shown in the attached page(s).

Main Test equipment used:

Equipment No.	Description	Cert. No.	Traceable to
S240	Sound Level Calibrator	303941	NIM-PRC & SCL-HKSAR
S017	Multi-Function Generator	C211339	SCL-HKSAR

The values given in this Calibration Certificate only relate to the values measured at the time of the test and any uncertainties quoted will not include allowance for the equipment long term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the measurement. Hong Kong Calibration Ltd. shall not be liable for any loss or damage resulting from the use of the equipment.

The test equipment used for calibration are traceable to International System of Units (SI), or by reference to a natural constant.
The test results apply to the above Unit-Under-Test only

Calibrated by [redacted]

Date: 9-Jan-24

This Certificate is issued by:
Hong Kong Calibration Ltd.
Unit 8B, 24/F. Well Fung Industrial Centre, No. 58-76, Ta Chuen Ping Street,Kwai Chung, NT.Hong Kong.
Tel. 2425 8801 Fax. 2425 8646

The copyright of this certificate is owned by Hong Kong Calibration Ltd.. It may not be reproduced except in full.

E

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 311869 Page 2 of 3 Pages

Results :

Acoustical signal test

1. **Indication at the Calibration Check Frequency** (1kHz)

UUT Setting		Applied Value (dB)	UUT Reading (dB)
Weight.	Response		After Adjust.*
A	F	94.0	94.0
	S		94.0
C	F		94.0
Z			94.0

*Adjustment using the customer's sound calibrator was performed immediately before test.

Tolerance : ± 1.0 dB
Uncertainty : ± 0.1 dB

2. **Self-generated noise** (Microphone Installed, most sensitive range) : 14.5 dBA (Mfr's Spec. ≤ 17 dBA)

Electrical signal tests

3. **Frequency weightings** (A ,F)

Frequency	Attenuation (dB)	IEC 61672-1 Class 1 Spec.
31.5 Hz	-39.6	- 39.4 dB, ± 1.5 dB
63 Hz	-26.2	- 26.2 dB, ± 1.0 dB
125 Hz	-16.2	- 16.1 dB, ± 1.0 dB
250 Hz	-8.7	- 8.6 dB, ± 1.0 dB
500 Hz	-3.2	- 3.2 dB, ± 1.0 dB
1 kHz	0.0 (Ref)	0 dB, ± 0.7 dB
2 kHz	+1.0	+ 1.2 dB, ± 1.0 dB
4 kHz	+0.6	+ 1.0 dB, ± 1.0 dB
8 kHz	-1.2	- 1.1 dB, + 1.5 dB ~ -2.5 dB
16 kHz	-8.6	- 6.6 dB, + 2.5 dB ~ - 16.0 dB

Uncertainty : ± 0.1 dB

The copyright of this certificate is owned by Hong Kong Calibration Ltd . It may not be reproduced except in full

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 311869 Page 3 of 3 Pages

4. Frequency & Time weightings

4.1 Frequency Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
	C		94.0	± 0.2 dB
	Z		94.0	

Uncertainty : ± 0.1 dB

4.2 Time Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
S			94.0	± 0.1 dB
eq			94.0	

Uncertainty : ± 0.1 dB

5. Level Linearity on the Reference Level Range (8 kHz, A, F)

Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
124.0	124.0	± 0.8 dB
114.0	114.0	
104.0	104.0	
94.0	94.0 (Ref.)	
84.0	84.0	
74.0	74.0	
64.0	64.0	
54.0	54.0	
44.0	44.1	

Uncertainty : ± 0.1 dB

6. Level Linearity including the level range control (1 kHz, A, F)

N.A. (UUT is single range)

Remarks : 1. UUT : Unit-Under-Test
2. The uncertainty claimed is for a confidence probability of not less than 95%.
3. Atmospheric Pressure: 1 008 hPa.
4. Microphone model: UC-59, S/N: 11558.
5. Preamplifier model: NH-25, S/N: 43502.

---------- END ----------

The copyright of this certificate is owned by Hong Kong Calibration Ltd., It may not be reproduced except in full.

Hong Kong Calibration Ltd.
香港校正有限公司

Calibration Certificate

Certificate No. 411654 Page 1 of 3 Pages

Customer : [redacted]
Address :
Order No. : Q44338 **Date of receipt :** 8-Nov-24

Item Tested

Description : Sound Level Meter
Manufacturer : RION **I.D.** : N15-RION-008
Model : NL-52 **Serial No.** : 01143485

Test Conditions

Date of Test : 18-Nov-24 **Supply Voltage** : --
Ambient Temperature : (23 ± 3)°C **Relative Humidity :** (50 ± 25) %

Test Specifications

Calibration check.
The UUT has an indication that it conforms to IEC 61672-1:2013 Class 1
Ref. Document/Procedure: Z01, IEC 61672-1:2013.

Test Results

The results are shown in the attached page(s).

Main Test equipment used:

Equipment No.	Description	Cert. No.	Traceable to
S240	Sound Level Calibrator	405380	NIM-PRC & SCL-HKSAR
S017	Multi-Function Generator	C211339	SCL-HKSAR

The values given in this Calibration Certificate only relate to the values measured at the time of the test and any uncertainties quoted will not include allowance for the equipment long term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the measurement. Hong Kong Calibration Ltd. shall not be liable for any loss or damage resulting from the use of the equipment.

The test equipment used for calibration are traceable to International System of Units (SI), or by reference to a natural constant.
The test results apply to the above Unit-Under-Test only

Calibrated by [redacted]

This Certificate is issued by: Date: 18-Nov-24
Hong Kong Calibration Ltd.
Unit 6B, 24/F., Well Fung Industrial Centre, No. 58-76, Ta Chuen Ping Street,Kwai Chung, NT,Hong Kong.
Tel: 2425 8801 Fax: 2425 8646

The copyright of this certificate is owned by Hong Kong Calibration Ltd.. It may not be reproduced except in full.

E

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 411654 Page 2 of 3 Pages

Results :

Acoustical signal test

1. Indication at the Calibration Check Frequency (1kHz)

UUT Setting		Applied Value (dB)	UUT Reading (dB)
Weight.	Response		After Adjust.*
A	F	94.0	93.8
	S		93.8
C	F		93.8
Z			93.8

*Adjustment using the customer's sound calibrator was performed immediately before test.

Tolerance : ± 1.0 dB
Uncertainty : ± 0.1 dB

2. Self-generated noise (Microphone Installed, most sensitive range) **:** 16.6 dBA (Mfr's Spec. ≤ 17 dBA)

Electrical signal tests

3. Frequency weightings (A ,F)

Frequency	Attenuation (dB)	IEC 61672-1 Class 1 Spec.
31.5 Hz	-39.5	- 39.4 dB, ± 1.5 dB
63 Hz	-26.1	- 26.2 dB, ± 1.0 dB
125 Hz	-16.1	- 16.1 dB, ± 1.0 dB
250 Hz	-8.6	- 8.6 dB, ± 1.0 dB
500 Hz	-3.2	- 3.2 dB, ± 1.0 dB
1 kHz	0.0 (Ref)	0 dB, ± 0.7 dB
2 kHz	+1.2	+ 1.2 dB, ± 1.0 dB
4 kHz	+1.3	+ 1.0 dB, ± 1.0 dB
8 kHz	-1.0	- 1.1 dB, + 1.5 dB ~ -2.5 dB
16 kHz	-2.5	- 6.6 dB, + 2.5 dB ~ - 16.0 dB

Uncertainty : ± 0.1 dB

The copyright of this certificate is owned by Hong Kong Calibration Ltd . It may not be reproduced except in full

Hong Kong Calibration Ltd.
香 港 校 正 有限公司

Calibration Certificate

Certificate No. 411654 Page 3 of 3 Pages

4. Frequency & Time weightings

4.1 Frequency Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
	C		94.0	± 0.2 dB
	Z		94.0	

Uncertainty : ± 0.1 dB

4.2 Time Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
S			94.0	± 0.1 dB
eq			94.0	

Uncertainty : ± 0.1 dB

5. Level Linearity on the Reference Level Range (8 kHz, A, F)

Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
124.0	123.9	± 0.8 dB
114.0	113.9	
104.0	104.0	
94.0	94.0 (Ref.)	
84.0	84.0	
74.0	74.0	
64.0	64.0	
54.0	54.0	
44.0	44.1	

Uncertainty : ± 0.1 dB

6. Level Linearity including the level range control (1 kHz, A, F)

N.A. (UUT is single range)

Remarks : 1. UUT : Unit-Under-Test
2. The uncertainty claimed is for a confidence probability of not less than 95%.
3. Atmospheric Pressure: 1 007 hPa.
4. Microphone model: UC-59, S/N: 04030.
5. Preamplifier model: NH-25, S/N: 21113.

---------- END ----------

The copyright of this certificate is owned by Hong Kong Calibration Ltd., It may not be reproduced except in full.

Hong Kong Calibration Ltd.
香港校正有限公司

Calibration Certificate

Certificate No. 411655 Page 1 of 4 Pages

Customer : [redacted]
Address :

Order No. : Q44338 **Date of receipt :** 8-Nov-24

Item Tested

Description : Sound Level Meter
Manufacturer : RION **I.D.** : --
Model : NL-52 **Serial No.** : 00175560

Test Conditions

Date of Test : 18-Nov-24 **Supply Voltage** : --
Ambient Temperature : (23 ± 3)°C **Relative Humidity :** (50 ± 25) %

Test Specifications

Calibration check.
The UUT has an indication that it conforms to IEC 61672-1:2013/2002 Class 1
Ref. Document/Procedure: Z01, IEC 61672-1:2013, IEC 61260-1:2014.

Test Results

The results are shown in the attached page(s).

Main Test equipment used:

Equipment No.	Description	Cert. No.	Traceable to
S240	Sound Level Calibrator	405380	NIM-PRC & SCL-HKSAR
S017	Multi-Function Generator	C211339	SCL-HKSAR

The values given in this Calibration Certificate only relate to the values measured at the time of the test and any uncertainties quoted will not include allowance for the equipment long term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the measurement. Hong Kong Calibration Ltd. shall not be liable for any loss or damage resulting from the use of the equipment.

The test equipment used for calibration are traceable to International System of Units (SI), or by reference to a natural constant.
The test results apply to the above Unit-Under-Test only

Calibrated by : [redacted]

This Certificate is issued by: Date: 18-Nov-24
Hong Kong Calibration Ltd.
Unit 8B, 24/F., Well Fung Industrial Centre, No. 58-76, Ta Chuen Ping Street,Kwai Chung, NT,Hong Kong
Tel: 2425 8801 Fax: 2425 8646

The copyright of this certificate is owned by Hong Kong Calibration Ltd.. It may not be reproduced except in full.

E

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 411655 Page 2 of 4 Pages

Results :

Acoustical signal test

1. Indication at the Calibration Check Frequency (1kHz)

UUT Setting		Applied Value (dB)	UUT Reading (dB)
Weight.	Response		After Adjust.*
A	F	94.0	94.0
	S		94.0
C	F		94.0
Z			94.0

*Adjustment using the customer's sound calibrator was performed immediately before test.

Tolerance : ± 1.0 dB
Uncertainty : ± 0.1 dB

2. Self-generated noise (Microphone Installed, most sensitive range) **:** 23.1 dBA (Mfr's Spec. ≤ 17 dBA)

Electrical signal tests

3. Frequency weightings (A ,F)

Frequency	Attenuation (dB)	IEC 61672-1 Class 1 Spec.
31.5 Hz	-39.5	- 39.4 dB, ± 1.5 dB
63 Hz	-26.2	- 26.2 dB, ± 1.0 dB
125 Hz	-16.2	- 16.1 dB, ± 1.0 dB
250 Hz	-8.7	- 8.6 dB, ± 1.0 dB
500 Hz	-3.2	- 3.2 dB, ± 1.0 dB
1 kHz	0.0 (Ref)	0 dB, ± 0.7 dB
2 kHz	+1.2	+ 1.2 dB, ± 1.0 dB
4 kHz	+1.3	+ 1.0 dB, ± 1.0 dB
8 kHz	-1.0	- 1.1 dB, + 1.5 dB ~ -2.5 dB
16 kHz	-2.5	- 6.6 dB, + 2.5 dB ~ - 16.0 dB

Uncertainty : ± 0.1 dB

The copyright of this certificate is owned by Hong Kong Calibration Ltd., It may not be reproduced except in full.

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 411655 Page 3 of 4 Pages

4. Frequency & Time weightings

4.1 Frequency Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
	C		94.0	± 0.2 dB
	Z		94.0	

Uncertainty : ± 0.1 dB

4.2 Time Weighting (1kHz)

UUT Setting		Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
Time Weight.	Freq. Weight.			
F	A	94.0	94.0 (Ref.)	--
S			94.0	± 0.1 dB
eq			94.0	

Uncertainty : ± 0.1 dB

5. Level Linearity on the Reference Level Range (8 kHz, A, F)

Anticipated Value (dB)	UUT Reading (dB)	IEC 61672-1 Class 1 Spec.
124.0	123.9	± 0.8 dB
114.0	114.0	
104.0	104.0	
94.0	94.0 (Ref.)	
84.0	84.0	
74.0	74.0	
64.0	64.0	
54.0	54.0	
44.0	44.1	

Uncertainty : ± 0.1 dB

6. Level Linearity including the level range control (1 kHz, A, F)

N.A. (UUT is single range)

The copyright of this certificate is owned by Hong Kong Calibration Ltd., It may not be reproduced except in full.

Hong Kong Calibration Ltd.
香 港 校 正 有 限 公 司

Calibration Certificate

Certificate No. 411655 Page 4 of 4 Pages

7. Filter Characteristics

7.1 1/1 – Octave Filter

Frequency	Attenuation (dB)	Tolerance (dB) (Ref : IEC 61260-1 Class 1 Spec.)
125 Hz	-76.7	< - 60
250 Hz	-71.4	< - 40.5
500 Hz	-39.9	< - 16.6
707 Hz	-3.3	+ 0.4 ~ - 5.3
1 kHz (Ref)	--	--
1.414 kHz	-3.3	+ 0.4 ~ - 5.3
2 kHz	-40.9	< - 16.6
4 kHz	-85.7	< - 40.5
8 kHz	-86.3	< - 60

Uncertainty : ± 0.25 dB

7.2 1/3 – Octave Filter

Frequency	Attenuation (dB)	Tolerance (dB) (Ref : IEC 61260-1 Class 1 Spec.)
326 Hz	-65.3	< - 60
530 Hz	-47.3	< - 40.5
772 Hz	-22.5	< - 16.6
891 Hz	-3.6	+ 0.4 ~ - 5.3
1 kHz (Ref)	--	--
1.122 kHz	-3.8	+ 0.4 ~ - 5.3
1.296 kHz	-22.8	< - 16.6
1.887 kHz	-47.7	< - 40.5
3.070 kHz	-92.6	< - 60

Uncertainty : ± 0.25 dB

Remarks : 1. UUT : Unit-Under-Test
2. The uncertainty claimed is for a confidence probability of not less than 95%.
3. Atmospheric Pressure: 1 007 hPa.
4. Microphone model: UC-59, S/N: 10989.
5. Preamplifier model: NH-25, S/N: 65662.

---------- END ----------

The copyright of this certificate is owned by Hong Kong Calibration Ltd , It may not be reproduced except in full

Hong Kong Calibration Ltd.
香港校正有限公司

Calibration Certificate

Certificate No. 411656 Page 1 of 2 Pages

Customer : [redacted]
Address :
Order No. : Q44338 **Date of receipt :** 8-Nov-24

Item Tested

Description : Sound Calibrator
Manufacturer : RION **I.D.** : --
Model : NC-74 **Serial No.** : 34857296

Test Conditions

Date of Test : 18-Nov-24 **Supply Voltage** : --
Ambient Temperature : (23 ± 3)°C **Relative Humidity :** (50 ± 25) %

Test Specifications

Calibration check.
The UUT has an indication that it conforms to IEC 60942:2003 Class 1.
Ref. Document/Procedure : F21, Z02, IEC 60942:2003.

Test Results

All results were within the IEC 60942 Class 1 specification.
The results are shown in the attached page(s).

Main Test equipment used:

Equipment No.	Description	Cert. No.	Traceable to
S014	Spectrum Analyzer	405219	NIM-PRC & SCL-HKSAR
S240	Sound Level Calibrator	405380	NIM-PRC & SCL-HKSAR
S041	Universal Counter	402289	SCL-HKSAR
S206	Sound Level Meter	405379	SCL-HKSAR

The values given in this Calibration Certificate only relate to the values measured at the time of the test and any uncertainties quoted will not include allowance for the equipment long term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the measurement. Hong Kong Calibration Ltd. shall not be liable for any loss or damage resulting from the use of the equipment.

The test equipment used for calibration are traceable to International System of Units (SI), or by reference to a natural constant.
The test results apply to the above Unit-Under-Test only

Calibrated by [redacted]

This Certificate is issued by: Date: 18-Nov-24
Hong Kong Calibration Ltd.
Unit 8B, 24/F., Well Fung Industrial Centre, No. 58-76, Ta Chuen Ping Street,Kwai Chung, NT,Hong Kong.
Tel: 2425 8801 Fax: 2425 8646

The copyright of this certificate is owned by Hong Kong Calibration Ltd.. It may not be reproduced except in full.

E

Hong Kong Calibration Ltd.
香 港 校 正 有限公司

Calibration Certificate

Certificate No. 411656 Page 2 of 2 Pages

Results :

1. Generated Sound Pressure Level

UUT Nominal Value (dB)	Measured Value (dB)	IEC 60942 Class 1 Spec.
94.0	94.0	± 0.4 dB

Uncertainty : ± 0.2 dB

2. Short-term Level Fluctuation : 0.0 dB
IEC 60942 Class 1 Spec. : ± 0.1 dB
Uncertainty : ± 0.05 dB

3. Frequency

UUT Nominal Value (kHz)	Measured Value (kHz)	IEC 60942 Class 1 Spec.
1	1.002	± 1 %

Uncertainty : $\pm 3.6 \times 10^{-6}$

4. Total Distortion + Noise : < 1.4 %
IEC 60942 Class 1 Spec. : < 3.0 %
Uncertainty : ± 2.3 % of reading

Remark : 1. UUT : Unit-Under-Test
2. The uncertainty claimed is for a confidence probability of not less than 95%.
3. Atmospheric Pressure : 1 007 hPa.

---------- END ----------

The copyright of this certificate is owned by Hong Kong Calibration Ltd., It may not be reproduced except in full.

Appendix G Result of Industrial Noise Impact Assessment

Daytime – Scenario 1

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	29.3	46	46
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	30.1		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	1	Enclosure	-20	75.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	28.3		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	121.7	NA	NA	3	10.0%	-10.0	-49.7	NA	NA	0	3	39.3		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	111.8	NA	NA	3	10.0%	-10.0	-48.9	NA	NA	0	3	40.1		
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	103.4	NA	NA	30	100.0%	0.0	-48.3	NA	NA	0	3	27.7		
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	92.7	NA	NA	30	100.0%	0.0	-47.3	NA	NA	0	3	30.7		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	98.1	NA	NA	30	100.0%	0.0	-47.8	NA	NA	0	3	28.2		
Pump (silo)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	27.4		
Rd1	Concrete Truck	Haul Road	CNP044	109	10	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	29.1		
Rd2	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	33.6		
Rd3	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	34.0		
Rd4	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	29.9		
Rd5	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	22.9		
Rd6	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	92.4	15	4.6	NA	N/A	NA	-19.7	-15.9	-11.8	-10	3	31.6		
Rd7	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	88.7	15	21.7	NA	N/A	NA	-19.5	-9.2	-11.8	-10	3	38.5		
Rd8	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	96.1	15	5.1	NA	N/A	NA	-19.8	-15.4	-11.8	-10	3	32.0		
Rd9	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	103.1	15	3.1	NA	N/A	NA	-20.1	-17.7	-11.8	-10	3	26.4		
Rd10	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	114.5	15	4.0	NA	N/A	NA	-20.6	-16.6	-11.8	-10	3	27.0		
Rd11	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	116.7	15	2.6	NA	N/A	NA	-20.7	-18.4	-11.8	-10	3	25.1		
Rd12	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	128.6	15	3.3	NA	N/A	NA	-21.1	-17.3	-11.8	-10	3	25.8		
Rd13	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	128.6	15	3.4	NA	N/A	NA	-21.1	-17.3	-11.8	-10	3	25.8		

Notes:

1 A 10dB(A) noise reduction was applied, as IN1 is 1 storey building, and was blocked by the existing soild wall of the Open Storage located between the Site and the IN1, thus, no line of sight to the entire proposed development as well as the haul road.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	221.4	NA	NA	30	100.0%	0.0	-54.9	NA	NA	0	3	24.1	45	48
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	213.4	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	24.4		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	1	Enclosure	-20	75.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	28.3		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	221.4	NA	NA	3	10.0%	-10.0	-54.9	NA	NA	0	3	34.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	213.4	NA	NA	3	10.0%	-10.0	-54.6	NA	NA	0	3	34.4		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	173.7	NA	NA	30	100.0%	0.0	-52.8	NA	NA	0	3	23.2		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	145.3	NA	NA	30	100.0%	0.0	-51.2	NA	NA	0	3	26.8		
Water / Admixture Pump		Stationary	CNP044	88	1	Semi-enclosure	-15	73.0	178.1	NA	NA	30	100.0%	0.0	-53.0	NA	NA	0	3	23.0		
Pump (silo)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	23.6		
Rd1	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	25.8		
Rd2	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	28.7		
Rd3	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	29.7		
Rd4	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	36.5		
Rd5	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	38.5		
Rd6	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	167.7	15	2.9	NA	N/A	NA	-22.2	-18	-11.8	-10	3	27.0		
Rd7	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	189.5	15	2.4	NA	N/A	NA	-22.8	-18.7	-11.8	-10	3	25.7		
Rd8	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	211.2	15	0.8	NA	N/A	NA	-23.2	-23.3	-11.8	-10	3	20.7		
Rd9	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	219.9	15	1.7	NA	N/A	NA	-23.4	-20.2	-11.8	-10	3	20.6		
Rd10	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	222.5	15	4.1	NA	N/A	NA	-23.5	-16.4	-11.8	-10	3	24.3		
Rd11	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	217.4	15	2.0	NA	N/A	NA	-23.4	-19.4	-11.8	-10	4	22.4		
Rd12	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	220.2	15	4.1	NA	N/A	NA	-23.4	-16.4	-11.8	0	3	34.4		
Rd13	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	220.3	15	4.1	NA	N/A	NA	-23.4	-16.4	-11.8	0	3	34.4		

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	248.1	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	23.1	45	48
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	241.4	NA	NA	30	100.0%	0.0	-55.6	NA	NA	0	3	23.4		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	1	Enclosure	-20	75.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	28.3		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	248.1	NA	NA	3	10.0%	-10.0	-55.9	NA	NA	0	3	33.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	241.4	NA	NA	3	10.0%	-10.0	-55.6	NA	NA	0	3	33.4		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	202.2	NA	NA	30	100.0%	0.0	-54.1	NA	NA	0	3	21.9		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	182.5	NA	NA	30	100.0%	0.0	-53.2	NA	NA	0	3	24.8		
Water / Admixture Pump		Stationary	CNP044	88	1	Semi-enclosure	-15	73.0	208.1	NA	NA	30	100.0%	0.0	-54.3	NA	NA	0	3	21.7		
Pump (silo)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	22.4		
Rd1	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	25.4		
Rd2	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	22.2		
Rd3	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	33.2		
Rd4	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	35.8		
Rd5	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	36.9		
Rd6	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	199.0	15	1.9	NA	N/A	NA	-23.0	-19.7	-11.8	0	3	34.5		
Rd7	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	220.7	15	3.3	NA	N/A	NA	-23.4	-17.3	-11.8	0	3	36.5		
Rd8	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	241.3	15	1.0	NA	N/A	NA	-23.8	-22.4	-11.8	-10	3	21.0		
Rd9	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	249.3	15	1.7	NA	N/A	NA	-24.0	-20.1	-11.8	-10	3	20.1		
Rd10	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	250.4	15	3.6	NA	N/A	NA	-24.0	-17	-11.8	-10	3	23.2		
Rd11	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	244.8	15	2.1	NA	N/A	NA	-23.9	-19.4	-11.8	-10	3	20.9		
Rd12	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	245.9	15	3.6	NA	N/A	NA	-23.9	-17	-11.8	0	3	33.3		
Rd13	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	245.9	15	3.6	NA	N/A	NA	-23.9	-17	-11.8	0	3	33.3		

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	253.5	NA	NA	30	100.0%	0.0	-56.1	NA	NA	0	3	22.9	39	52
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	259.9	NA	NA	30	100.0%	0.0	-56.3	NA	NA	0	3	22.7		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	1	Enclosure	-20	75.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	28.3		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	253.5	NA	NA	3	10.0%	-10.0	-56.1	NA	NA	0	3	32.9		
Truck (Concrete Collection)		Stationary	CNP044	109	5	Enclosure	-20	96.0	259.9	NA	NA	3	10.0%	-10.0	-56.3	NA	NA	0	3	32.7		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	245.1	NA	NA	30	100.0%	0.0	-55.8	NA	NA	0	3	20.2		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	272.1	NA	NA	30	100.0%	0.0	-56.7	NA	NA	0	4	22.3		
Water / Admixture Pump		Stationary	Other PME	88	1	Semi-enclosure	-15	73.0	294.0	NA	NA	30	100.0%	0.0	-57.4	NA	NA	0	3	18.6		
Pump (silo)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	288.4	NA	NA	30	100.0%	0.0	-57.2	NA	NA	0	3	19.8		
Rd1	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	25.1		
Rd2	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	21.4		
Rd3	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	20.4		
Rd4	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	21.6		
Rd5	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	22.8		
Rd6	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	304.4	15	1.6	NA	N/A	NA	-24.8	-20.4	-11.8	-10	3	22.0		
Rd7	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	282.6	15	1.4	NA	N/A	NA	-24.5	-21.1	-11.8	-10	3	21.6		
Rd8	Concrete truck	Haul Road	CNP044	109	10	NA	NA	NA	260.9	15	0.7	NA	N/A	NA	-24.2	-24	-11.8	-10	3	19.0		
Rd9	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	252.4	15	1.6	NA	N/A	NA	-24.0	-20.5	-11.8	-10	3	19.7		
Rd10	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	250.9	15	3.5	NA	N/A	NA	-24.0	-17.1	-11.8	-10	3	23.1		
Rd11	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	256.6	15	2.0	NA	N/A	NA	-24.1	-19.5	-11.8	-10	3	20.6		
Rd12	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	256.6	15	3.3	NA	N/A	NA	-24.1	-17.4	-11.8	-10	3	22.7		
Rd13	Concrete truck	Haul Road	CNP044	109	5	NA	NA	NA	256.5	15	3.3	NA	N/A	NA	-24.1	-17.4	-11.8	-10	3	22.7		

Notes:
1 A 10dB(A) noise reduction was applied, as IN4 is 1 storey building, and was blocked by the existing buildings located between the Site and the IN4, thus, no line of sight to the entire proposed development as well as the haul road.

Daytime – Scenario 2

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	103.4	NA	NA	30	100.0%	0.0	-48.3	NA	NA	0	3	27.7	43	46
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	92.7	NA	NA	30	100.0%	0.0	-47.3	NA	NA	0	3	30.7		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	98.1	NA	NA	30	100.0%	0.0	-47.8	NA	NA	0	3	28.2		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	27.4		
Filter Fan (silo) - blower		Stationary	Other PME	95	4	Semi-enclosure	-15	86.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	39.4		
Rd1	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17.0	-11.8	-10	3	23.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	18.1		
	Lorry	Haul Road	Other PME	105	7	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	23.6		
Rd2	Aggregates Truck	Haul Road	Other PME	105	9	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	22.6		
Rd3	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	28.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	20.0		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	20.0		
Rd4	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	21.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	15.9		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	22.9		
Rd5	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	14.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	8.9		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	15.9		
Rd6	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	92.4	15	4.6	NA	N/A	NA	-19.7	-15.9	-11.8	-10	3	27.1		
Rd7	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	88.7	15	21.7	NA	N/A	NA	-19.5	-9.2	-11.8	-10	3	34.0		
Rd14	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	107.9	15	2.7	NA	N/A	NA	-20.3	-18.3	-11.8	-10	3	24.1		

Notes:
1 A 10dB(A) noise reduction was applied, as IN1 is 1 storey building, and was blocked by the existing soild wall of the Open Storage located between the Site and the IN1, thus, no line of sight to the entire proposed development as well as the haul road.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	173.7	NA	NA	30	100.0%	0.0	-52.8	NA	NA	0	3	23.2	40	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	145.3	NA	NA	30	100.0%	0.0	-51.2	NA	NA	0	3	26.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	178.1	NA	NA	30	100.0%	0.0	-53.0	NA	NA	0	3	23.0		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	23.6		
Filter Fan (silo) - blower		Stationary	Other PME	95	4	Semi-enclosure	-15	86.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	35.6		
Rd1	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	20.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	14.8		
	Lorry	Haul Road	Other PME	105	7	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	20.3		
Rd2	Aggregates Truck	Haul Road	Other PME	105	9	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	24.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	17.7		
Rd3	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	24.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	15.7		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	15.7		
Rd4	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	28.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	22.5		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	29.5		
Rd5	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	30.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	24.5		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	31.5		
Rd6	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	167.7	15	2.9	NA	N/A	NA	-22.2	-18	-11.8	-10	3	22.5		
Rd7	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	189.5	15	2.4	NA	N/A	NA	-22.8	-18.7	-11.8	-10	3	21.2		
Rd14	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	206.4	15	8.0	NA	N/A	NA	-23.1	-13.5	-11.8	-10	3	26.1		

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	202.2	NA	NA	30	100.0%	0.0	-54.1	NA	NA	0	3	21.9	40	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	182.5	NA	NA	30	100.0%	0.0	-53.2	NA	NA	0	3	24.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	208.1	NA	NA	30	100.0%	0.0	-54.3	NA	NA	0	3	21.7		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	22.4		
Filter Fan (silo) - blower		Stationary	Other PME	95	4	Semi-enclosure	-15	86.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	34.4		
Rd1	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18.0	-11.8	-10	3	19.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	14.4		
	Lorry	Haul Road	Other PME	105	7	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	19.9		
Rd2	Aggregates Truck	Haul Road	Other PME	105	9	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	17.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	11.2		
Rd3	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	27.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	19.2		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	19.2		
Rd4	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	27.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	21.8		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	28.8		
Rd5	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	28.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	22.9		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	29.9		
Rd6	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	199.0	15	1.9	NA	N/A	NA	-23	-19.7	-11.8	0	3	30.0		
Rd7	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	220.7	15	3.3	NA	N/A	NA	-23.4	-17.3	-11.8	0	3	32.0		
Rd14	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	234.8	15	7.0	NA	N/A	NA	-23.7	-14.1	-11.8	-10	3	24.9		

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	245.1	NA	NA	30	100.0%	0.0	-55.8	NA	NA	0	3	20.2	39	52
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	272.1	NA	NA	30	100.0%	0.0	-56.7	NA	NA	0	3	21.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	294.0	NA	NA	30	100.0%	0.0	-57.4	NA	NA	0	3	18.6		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	4	Enclosure	-20	74.0	288.4	NA	NA	30	100.0%	0.0	-57.2	NA	NA	0	3	19.8		
Filter Fan (silo) - blower		Stationary	CNP044	109	4	Semi-enclosure	-15	100.0	288.4	NA	NA	5	16.7%	-7.8	-57.2	NA	NA	0	3	38.0		
Rd1	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	19.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	14.1		
	Lorry	Haul Road	Other PME	105	7	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	19.6		
Rd2	Aggregates Truck	Haul Road	Other PME	105	9	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	16.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	2	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	10.4		
Rd3	Aggregates Truck	Haul Road	Other PME	105	7	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	14.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	6.4		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	6.4		
Rd4	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	13.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	7.6		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	14.6		
Rd5	Aggregates Truck	Haul Road	Other PME	105	4	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	14.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	8.8		
	Lorry	Haul Road	Other PME	105	5	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	15.8		
Rd6	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	304.4	15	1.6	NA	N/A	NA	-24.8	-20.4	-11.8	-10	3	17.5		
Rd7	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	282.6	15	1.4	NA	N/A	NA	-24.5	-21.1	-11.8	-10	3	17.1		
Rd14	Lorry	Haul Road	Other PME	105	9	NA	NA	NA	266.5	15	6.2	NA	N/A	NA	-24.3	-14.6	-11.8	-10	3	23.8		

Notes:

1 A 10dB(A) noise reduction was applied, as IN4 is 1 storey building, and was blocked by the existing buildings located between the Site and the IN4, thus, no line of sight to the entire proposed development as well as the haul road.

Evening – Scenario 1

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	30.1	40	40
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	1	Enclosure	-20	89.0	111.8	NA	NA	3	10.0%	-10.0	-48.9	NA	NA	0	3	33.1		
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	103.4	NA	NA	30	100.0%	0.0	-48.3	NA	NA	0	3	27.7		
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	92.7	NA	NA	30	100.0%	0.0	-47.3	NA	NA	0	3	30.7		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	98.1	NA	NA	30	100.0%	0.0	-47.8	NA	NA	0	3	28.2		
Pump (silo)		Stationary	CNP 281	88	2	Enclosure	-20	71.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	24.4		
Rd1	Concrete Truck	Haul Road	CNP044	109	2	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	22.1		
Rd2	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	26.6		
Rd3	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	27.0		
Rd4	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	22.9		
Rd5	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	15.9		
Rd6	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	92.4	15	4.6	NA	N/A	NA	-19.7	-15.9	-11.8	-10	3	24.6		
Rd7	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	88.7	15	21.7	NA	N/A	NA	-19.5	-9.2	-11.8	-10	3	31.5		
Rd8	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	96.1	15	5.1	NA	N/A	NA	-19.8	-15.4	-11.8	-10	3	25.0		
Rd9	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	103.1	15	3.1	NA	N/A	NA	-20.1	-17.7	-11.8	-10	3	22.4		
Rd10	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	114.5	15	4.0	NA	N/A	NA	-20.6	-16.6	-11.8	-10	3	23.0		
Rd11	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	116.7	15	2.6	NA	N/A	NA	-20.7	-18.4	-11.8	-10	3	21.1		
Rd12	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	128.6	15	3.3	NA	N/A	NA	-21.1	-17.3	-11.8	-10	3	21.8		
Rd13	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	128.6	15	3.4	NA	N/A	NA	-21.1	-17.3	-11.8	-10	3	21.8		

Notes:
1 A 10dB(A) noise reduction was applied, as IN1 is 1 storey building, and was blocked by the existing soild wall of the Open Storage located between the Site and the IN1, thus, no line of sight to the entire proposed development as well as the haul road.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	0	Enclosure	-20	0.0	221.4	NA	NA	30	100.0%	0.0	-54.9	NA	NA	0	3	-51.9	39	47
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	213.4	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	24.4		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	0	Enclosure	-20	0.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	-46.7		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	0	sed Semi-enclosu	-20	0.0	221.4	NA	NA	2	6.7%	-11.8	-54.9	NA	NA	0	3	-63.7		
Truck (Concrete Collection)		Stationary	CNP044	109	1	Enclosure	-20	89.0	213.4	NA	NA	3	10.0%	-10.0	-54.6	NA	NA	0	3	27.4		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	173.7	NA	NA	30	100.0%	0.0	-52.8	NA	NA	0	3	23.2		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	145.3	NA	NA	30	100.0%	0.0	-51.2	NA	NA	0	3	26.8		
Water / Admixture Pump		Stationary	CNP044	88	1	Semi-enclosure	-15	73.0	178.1	NA	NA	30	100.0%	0.0	-53.0	NA	NA	0	3	23.0		
Pump (silo)		Stationary	CNP 281	88	2	Enclosure	-20	71.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	20.6		
Rd1	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	18.8		
Rd2	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	21.7		
Rd3	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	22.7		
Rd4	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	29.5		
Rd5	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	31.5		
Rd6	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	167.7	15	2.9	NA	N/A	NA	-22.2	-18	-11.8	-10	3	20.0		
Rd7	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	189.5	15	2.4	NA	N/A	NA	-22.8	-18.7	-11.8	-10	3	18.7		
Rd8	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	211.2	15	0.8	NA	N/A	NA	-23.2	-23.3	-11.8	-10	3	13.7		
Rd9	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	219.9	15	1.7	NA	N/A	NA	-23.4	-20.2	-11.8	-10	3	16.6		
Rd10	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	222.5	15	4.1	NA	N/A	NA	-23.5	-16.4	-11.8	-10	3	20.3		
Rd11	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	217.4	15	2.0	NA	N/A	NA	-23.4	-19.4	-11.8	-10	4	18.4		
Rd12	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	220.2	15	4.1	NA	N/A	NA	-23.4	-16.4	-11.8	0	3	30.4		
Rd13	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	220.3	15	4.1	NA	N/A	NA	-23.4	-16.4	-11.8	0	3	30.4		

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	0	Enclosure	-20	0.0	248.1	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	-52.9	39	47
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	241.4	NA	NA	30	100.0%	0.0	-55.6	NA	NA	0	3	23.4		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	0	Enclosure	-20	0.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	-46.7		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	0	sed Semi-enclosu	-20	0.0	248.1	NA	NA	2	6.7%	-11.8	-55.9	NA	NA	0	3	-64.7		
Truck (Concrete Collection)		Stationary	CNP044	109	1	Enclosure	-20	89.0	241.4	NA	NA	3	10.0%	-10.0	-55.6	NA	NA	0	3	26.4		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	202.2	NA	NA	30	100.0%	0.0	-54.1	NA	NA	0	3	21.9		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	182.5	NA	NA	30	100.0%	0.0	-53.2	NA	NA	0	3	24.8		
Water / Admixture Pump		Stationary	CNP044	88	1	Semi-enclosure	-15	73.0	208.1	NA	NA	30	100.0%	0.0	-54.3	NA	NA	0	3	21.7		
Pump (silo)		Stationary	CNP 281	88	2	Enclosure	-20	71.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	19.4		
Rd1	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	18.4		
Rd2	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	15.2		
Rd3	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	26.2		
Rd4	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	28.8		
Rd5	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	29.9		
Rd6	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	199.0	15	1.9	NA	N/A	NA	-23.0	-19.7	-11.8	0	3	27.5		
Rd7	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	220.7	15	3.3	NA	N/A	NA	-23.4	-17.3	-11.8	0	3	29.5		
Rd8	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	241.3	15	1.0	NA	N/A	NA	-23.8	-22.4	-11.8	-10	3	14.0		
Rd9	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	249.3	15	1.7	NA	N/A	NA	-24.0	-20.1	-11.8	-10	3	16.1		
Rd10	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	250.4	15	3.6	NA	N/A	NA	-24.0	-17	-11.8	-10	3	19.2		
Rd11	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	244.8	15	2.1	NA	N/A	NA	-23.9	-19.4	-11.8	-10	3	16.9		
Rd12	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	245.9	15	3.6	NA	N/A	NA	-23.9	-17	-11.8	0	3	29.3		
Rd13	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	245.9	15	3.6	NA	N/A	NA	-23.9	-17	-11.8	0	3	29.3		

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Concrete mixer 1(electric)		Stationary	CNP 045	96	0	Enclosure	-20	0.0	253.5	NA	NA	30	100.0%	0.0	-56.1	NA	NA	0	3	-53.1	34	49
Concrete mixer 2(electric)		Stationary	CNP 045	96	1	Enclosure	-20	76.0	259.9	NA	NA	30	100.0%	0.0	-56.3	NA	NA	0	3	22.7		
Filter Fan (mixing unit) - blower (mixer 1)		Stationary	Other PME	95	0	Enclosure	-20	0.0	121.7	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	-46.7		
Filter Fan (mixing unit) - blower (mixer 2)		Stationary	Other PME	95	1	Enclosure	-20	75.0	111.8	NA	NA	30	100.0%	0.0	-48.9	NA	NA	0	3	29.1		
Truck (Concrete Collection)		Stationary	CNP044	109	0	sed Semi-enclosu	-20	0.0	253.5	NA	NA	2	6.7%	-11.8	-56.1	NA	NA	0	3	-64.9		
Truck (Concrete Collection)		Stationary	CNP044	109	1	Enclosure	-20	89.0	259.9	NA	NA	3	10.0%	-10.0	-56.3	NA	NA	0	3	25.7		
Conveyor / Screw Conveyors		Stationary	Other PME	90	2	Enclosure	-20	73.0	245.1	NA	NA	30	100.0%	0.0	-55.8	NA	NA	0	3	20.2		
Conveyor / Screw Conveyors		Stationary	Other PME	90	1	Semi-enclosure	-15	75.0	272.1	NA	NA	30	100.0%	0.0	-56.7	NA	NA	0	4	22.3		
Water / Admixture Pump		Stationary	Other PME	88	1	Semi-enclosure	-15	73.0	294.0	NA	NA	30	100.0%	0.0	-57.4	NA	NA	0	3	18.6		
Pump (silo)		Stationary	CNP 281	88	2	Enclosure	-20	71.0	288.4	NA	NA	30	100.0%	0.0	-57.2	NA	NA	0	3	16.8		
Rd1	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	18.1		
Rd2	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	14.4		
Rd3	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	13.4		
Rd4	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	14.6		
Rd5	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	15.8		
Rd6	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	304.4	15	1.6	NA	N/A	NA	-24.8	-20.4	-11.8	-10	3	15.0		
Rd7	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	282.6	15	1.4	NA	N/A	NA	-24.5	-21.1	-11.8	-10	3	14.6		
Rd8	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	260.9	15	0.7	NA	N/A	NA	-24.2	-24	-11.8	-10	3	12.0		
Rd9	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	252.4	15	1.6	NA	N/A	NA	-24.0	-20.5	-11.8	-10	3	15.7		
Rd10	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	250.9	15	3.5	NA	N/A	NA	-24.0	-17.1	-11.8	-10	3	19.1		
Rd11	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	256.6	15	2.0	NA	N/A	NA	-24.1	-19.5	-11.8	-10	3	16.6		
Rd12	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	256.6	15	3.3	NA	N/A	NA	-24.1	-17.4	-11.8	-10	3	18.7		
Rd13	Concrete truck	Haul Road	CNP044	109	2	NA	NA	NA	256.5	15	3.3	NA	N/A	NA	-24.1	-17.4	-11.8	-10	3	18.7		

Notes:

1 A 10dB(A) noise reduction was applied, as IN4 is 1 storey building, and was blocked by the existing buildings located between the Site and the IN4, thus, no line of sight to the entire proposed development as well as the haul road.

Evening – Scenario 2

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	103.4	NA	NA	30	100.0%	0.0	-48.3	NA	NA	0	3	27.7	40	40
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	92.7	NA	NA	30	100.0%	0.0	-47.3	NA	NA	0	3	30.7		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	98.1	NA	NA	30	100.0%	0.0	-47.8	NA	NA	0	3	28.2		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	Enclosure	-20	71.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	24.4		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-15	83.0	120.8	NA	NA	30	100.0%	0.0	-49.6	NA	NA	0	3	36.4		
Rd1	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17.0	-11.8	-10	3	22.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	15.1		
	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	128.9	15	3.6	NA	N/A	NA	-21.1	-17	-11.8	-10	3	22.9		
Rd2	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	26.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	119.3	15	9.4	NA	N/A	NA	-20.8	-12.8	-11.8	-10	3	19.6		
Rd3	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	27.0		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	115.8	15	9.8	NA	N/A	NA	-20.6	-12.6	-11.8	-10	3	20.0		
Rd4	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	18.9		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	112.1	15	3.7	NA	N/A	NA	-20.5	-16.8	-11.8	-10	3	21.9		
Rd5	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	11.9		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	103.4	15	0.7	NA	N/A	NA	-20.1	-24.2	-11.8	-10	3	14.9		
Rd6	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	92.4	15	4.6	NA	N/A	NA	-19.7	-15.9	-11.8	-10	3	25.4		
Rd7	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	88.7	15	21.7	NA	N/A	NA	-19.5	-9.2	-11.8	-10	3	32.3		
Rd14	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	107.9	15	2.7	NA	N/A	NA	-20.3	-18.3	-11.8	-10	3	22.4		

Notes:
1 A 10dB(A) noise reduction was applied, as IN1 is 1 storey building, and was blocked by the existing soild wall of the Open Storage located between the Site and the IN1, thus, no line of sight to the entire proposed development as well as the haul road.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	173.7	NA	NA	30	100.0%	0.0	-52.8	NA	NA	0	3	23.2	40	47
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	145.3	NA	NA	30	100.0%	0.0	-51.2	NA	NA	0	3	26.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	178.1	NA	NA	30	100.0%	0.0	-53.0	NA	NA	0	3	23.0		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	-20	71.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	20.6		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-15	83.0	187.2	NA	NA	30	100.0%	0.0	-53.4	NA	NA	0	3	32.6		
Rd1	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	18.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	11.8		
	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	213.4	15	2.8	NA	N/A	NA	-23.3	-18.1	-11.8	-10	3	19.6		
Rd2	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	21.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	197.4	15	0.5	NA	N/A	NA	-23	-25.5	-11.8	0	3	14.7		
Rd3	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	22.7		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	177.4	15	0.6	NA	N/A	NA	-22.5	-25	-11.8	0	3	15.7		
Rd4	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	25.5		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	164.3	15	2.6	NA	N/A	NA	-22.2	-18.5	-11.8	0	3	28.5		
Rd5	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	27.5		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	161.9	15	4.0	NA	N/A	NA	-22.1	-16.6	-11.8	0	3	30.5		
Rd6	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	167.7	15	2.9	NA	N/A	NA	-22.2	-18	-11.8	-10	3	20.8		
Rd7	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	189.5	15	2.4	NA	N/A	NA	-22.8	-18.7	-11.8	-10	3	19.5		
Rd14	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	206.4	15	8.0	NA	N/A	NA	-23.1	-13.5	-11.8	0	3	34.4		

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	202.2	NA	NA	30	100.0%	0.0	-54.1	NA	NA	0	3	21.9	39	47
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	182.5	NA	NA	30	100.0%	0.0	-53.2	NA	NA	0	3	24.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	208.1	NA	NA	30	100.0%	0.0	-54.3	NA	NA	0	3	21.7		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	-20	71.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	19.4		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-15	83.0	213.3	NA	NA	30	100.0%	0.0	-54.6	NA	NA	0	3	31.4		
Rd1	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18.0	-11.8	-10	3	18.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	11.4		
	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	238.7	15	2.9	NA	N/A	NA	-23.8	-18	-11.8	-10	3	19.2		
Rd2	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	15.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	223.9	15	1.3	NA	N/A	NA	-23.5	-21.5	-11.8	-10	3	8.2		
Rd3	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	26.2		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	204.4	15	1.5	NA	N/A	NA	-23.1	-20.9	-11.8	0	3	19.2		
Rd4	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	24.8		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	192.4	15	2.5	NA	N/A	NA	-22.8	-18.6	-11.8	0	3	27.8		
Rd5	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	25.9		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	191.6	15	3.2	NA	N/A	NA	-22.8	-17.5	-11.8	0	3	28.9		
Rd6	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	199.0	15	1.9	NA	N/A	NA	-23	-19.7	-11.8	0	3	28.3		
Rd7	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	220.7	15	3.3	NA	N/A	NA	-23.4	-17.3	-11.8	0	3	30.3		
Rd14	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	234.8	15	7.0	NA	N/A	NA	-23.7	-14.1	-11.8	0	3	33.2		

Predicted Noise Level at IN4

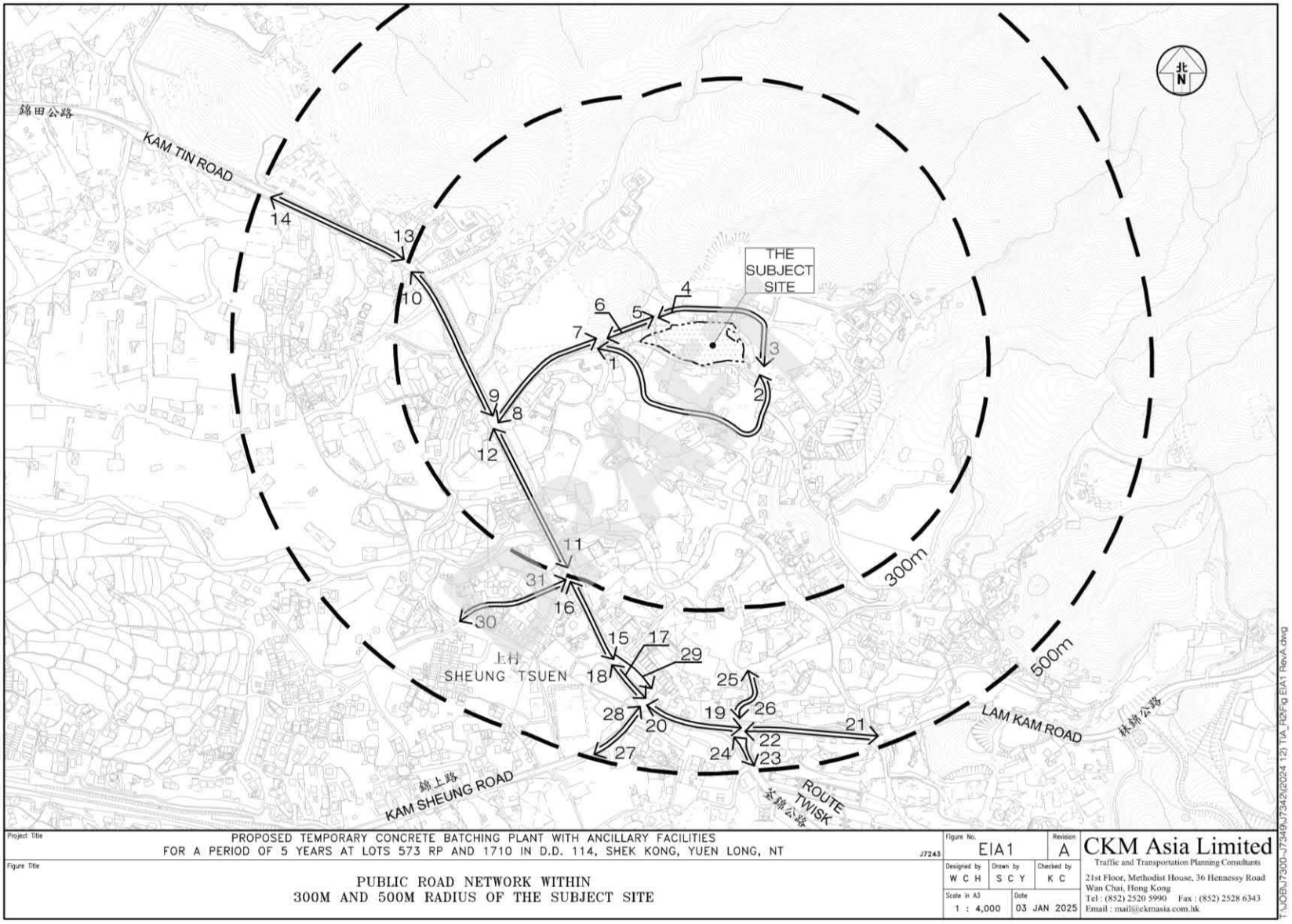
Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [1]	Facade			
Conveyor / Screw Conveyors		Stationary	CNP 041	90	2	Enclosure	-20	73.0	245.1	NA	NA	30	100.0%	0.0	-55.8	NA	NA	0	3	20.2	36	49
Conveyor / Screw Conveyors		Stationary	CNP 041	90	1	Semi-enclosure	-15	75.0	272.1	NA	NA	30	100.0%	0.0	-56.7	NA	NA	0	4	22.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-15	73.0	294.0	NA	NA	30	100.0%	0.0	-57.4	NA	NA	0	3	18.6		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	-20	71.0	288.4	NA	NA	30	100.0%	0.0	-57.2	NA	NA	0	3	16.8		
Filter Fan (silo) - blower		Stationary	CNP044	109	2	Semi-enclosure	-15	97.0	288.4	NA	NA	5	16.7%	-7.8	-57.2	NA	NA	0	3	35.0		
Rd1	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	18.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	11.1		
	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	263.9	15	2.9	NA	N/A	NA	-24.2	-17.9	-11.8	-10	3	18.9		
Rd2	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	14.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	Other PME	105	1	NA	NA	NA	277.8	15	1.3	NA	N/A	NA	-24.4	-21.4	-11.8	-10	3	7.4		
Rd3	Aggregates Truck	Haul Road	Other PME	105	5	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	13.4		
	Lorry	Haul Road	Other PME	105	1	NA	NA	NA	296.9	15	1.1	NA	N/A	NA	-24.7	-22.1	-11.8	-10	3	6.4		
Rd4	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	10.6		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	309.0	15	1.5	NA	N/A	NA	-24.9	-20.7	-11.8	-10	3	13.6		
Rd5	Aggregates Truck	Haul Road	Other PME	105	2	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	11.8		
	Lorry	Haul Road	Other PME	105	4	NA	NA	NA	310.4	15	2.0	NA	N/A	NA	-24.9	-19.5	-11.8	-10	3	14.8		
Rd6	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	304.4	15	1.6	NA	N/A	NA	-24.8	-20.4	-11.8	-10	3	15.8		
Rd7	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	282.6	15	1.4	NA	N/A	NA	-24.5	-21.1	-11.8	-10	3	15.4		
Rd14	Lorry	Haul Road	Other PME	105	6	NA	NA	NA	266.5	15	6.2	NA	N/A	NA	-24.3	-14.6	-11.8	-10	3	22.1		

Notes:

1 A 10dB(A) noise reduction was applied, as IN4 is 1 storey building, and was blocked by the existing buildings located between the Site and the IN4, thus, no line of sight to the entire proposed development as well as the haul road.

Appendix H Traffic Forecasts for Year 2031

Link ID	Road Section	With the Site						Without the Site					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Traffic Flows (veh/hr)	%LV	%HV	Traffic Flows (veh/hr)	%LV	%HV	Traffic Flows (veh/hr)	%LV	%HV	Traffic Flows (veh/hr)	%LV	%HV
RD_001	Chun Yiu Road	10	50.0%	50.0%	30	40.0%	60.0%	10	50.0%	50.0%	30	40.0%	60.0%
RD_002	Chun Yiu Road	15	69.2%	30.8%	25	44.0%	56.0%	15	69.2%	30.8%	25	44.0%	56.0%
RD_003	Chun Yiu Road	25	68.2%	31.8%	25	54.5%	45.5%	25	68.2%	31.8%	25	54.5%	45.5%
RD_004	Chun Yiu Road	10	100.0%	0.0%	35	37.4%	62.6%	10	100.0%	0.0%	35	37.4%	62.6%
RD_005	Chun Yiu Road	45	34.1%	65.9%	60	20.0%	80.0%	25	68.2%	31.8%	25	54.5%	45.5%
RD_006	Chun Yiu Road	30	21.4%	78.6%	70	17.1%	82.9%	10	100.0%	0.0%	35	37.4%	62.6%
RD_007	Chun Yiu Road	60	41.4%	58.6%	85	26.2%	73.8%	40	66.7%	33.3%	50	47.9%	52.1%
RD_008	Chun Yiu Road	40	30.8%	69.2%	100	22.2%	77.8%	20	70.5%	29.5%	65	36.0%	64.0%
RD_009	Kam Tin Road	485	67.4%	32.6%	690	51.0%	49.0%	460	70.4%	29.6%	655	53.9%	46.1%
RD_010	Kam Tin Road	500	69.1%	30.9%	635	46.4%	53.6%	480	72.4%	27.6%	595	49.3%	50.7%
RD_011	Kam Tin Road	470	66.9%	33.1%	510	66.9%	33.1%	435	72.8%	27.2%	460	75.0%	25.0%
RD_012	Kam Tin Road	505	68.6%	31.4%	445	66.3%	33.7%	470	74.2%	25.8%	390	75.5%	24.5%


錦田公路
KAM TIN ROAD
北
N
THE SUBJECT SITE
300m
500m
上村
SHEUNG TSUEN
LAM KAM ROAD
林錦公路
錦上路
KAM SHEUNG ROAD
ROUTE TWISK
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
Project Title
PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES
FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT
J7243
Figure Title
PUBLIC ROAD NETWORK WITHIN
300M AND 500M RADIUS OF THE SUBJECT SITE
Figure No.
EIA1
Revision
A
Designed by
W C H
Drawn by
S C Y
Checked by
K C
Scale in A3
1 : 4,000
Date
03 JAN 2025
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

Appendix I Result of Traffic Noise Impact Assessment

Scenario: Road Traffic Noise - "Before" Scenario

	Existing NSRs			
Floor	IN1	IN2	IN3	IN4
G/F	67.8	54.1	52.6	68.7
1/F	-	54.2	-	-
Criterion	70	70	70	70
Max	68	54	53	69
Compliance	Y	Y	Y	Y

Scenario: Road Traffic Noise - "After" Scenario

	Existing NSRs			
Floor	IN1	IN2	IN3	IN4
G/F	67.9	54.4	53.2	69.5
1/F	-	54.5	-	-
Criterion	70	70	70	70
Max	68	55	53	70
Compliance	Y	Y	Y	Y

Appendix J Calculation of Sewage Generation

Calculation of Sewage Generation

Calculation of Sewage Generation from the Proposed Development					Remarks/ Justification
1) Sewage generated by Staff					
No of onsite staff	=	12	staff		As advised by the Applicant
Unit Flow Factor (UFF) per staff	=	0.23	m^3/day-staff		Refer to "Commercial Employee" and "J9 Construction" of Table T-2 of reference 1 [Note 1].
Total Sewage Generation	=	2,760.0	L/day	(a)	
2) Sewage generated by Truck Drivers					
Total No of toilet visits per day	=	100.0	toilet visit/day		As advised by the Applicant, no more than 100 truck drivers (i.e. non-site staff) use the toilet on-site each day.
Flow rate per flushing	=	7.5	L/flush	(b)	Refer to BEAM Plus New Buildings Version 1.2), the estimated toilet flush of 7.5 L/flush. [Note 3]
Flow rate per hand washing	=	1.4	L/per hand washing	(c)	Refer to BEAM Plus New Buildings Version 1.2, Wastewater used for handwashing (8.3L/min x 10s) [Note 3]
Flow rate from micturition per visit	=	0.2	L/per visit	(d)	Refer to Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide". 6th ed.. various medical editors. Salem Press. USA. 2011. [Note 4]
Unit flow rate (for truck driver)	=	9.1	L/visit	(e)	(b) + (c) + (d)
Total Sewage Generation	=	908.3	L/day	(f)	
Total Average Daily Dry Weather Flow	**=**	**3,668**	**L/day**		(a) + (f)
	=	**3.67**	**m^3/day**		
Containter Toilets					
The Minimum Total Storage Capacity of Sewage Storage Tank	=	3	m^3 / tank		As advised by the Applicant
No. of containers required (3,000L each)	=	2	tanks		

Notes:
1 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0, Environmental Protection Department of HK Government, March 2005
2 The volume of flushing system is advised by the supplier of chemical/container toilet.
3 With reference to BEAM Plus New Buildings Version 1.2 in July 2012, it is assumed that water required for hand washing = 8.3L/mins x 10s.
And the estimated toilet flush volume of toilet is about 7.5 L/fush.
4 Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

Appendix K Historical Aerial Photographs

Figure J-1: Historical Aerial Photos in Year 1963_Photo No.: 8394

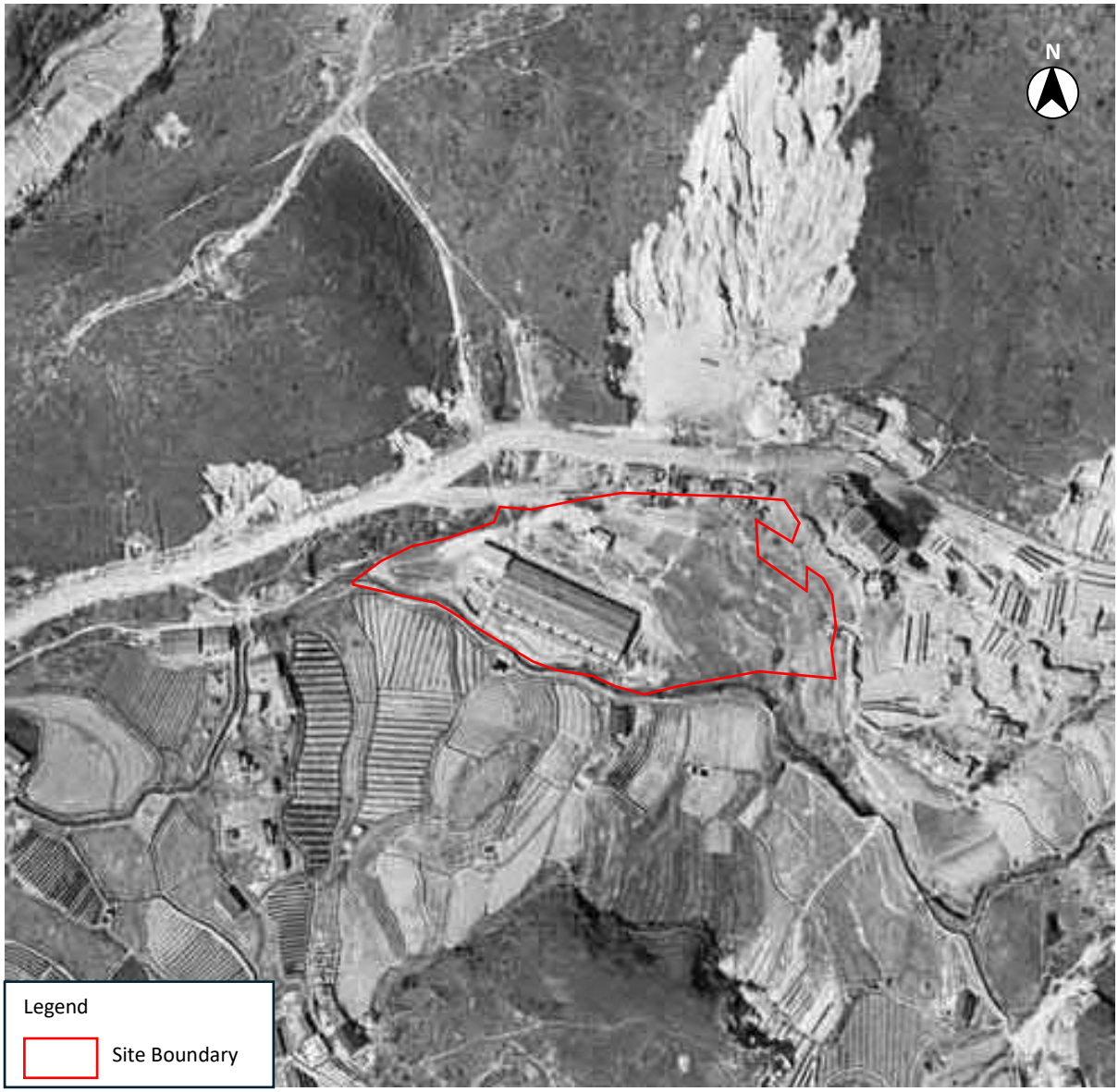


Figure J-2: Historical Aerial Photos in Year 1973_Photo ID: 07328

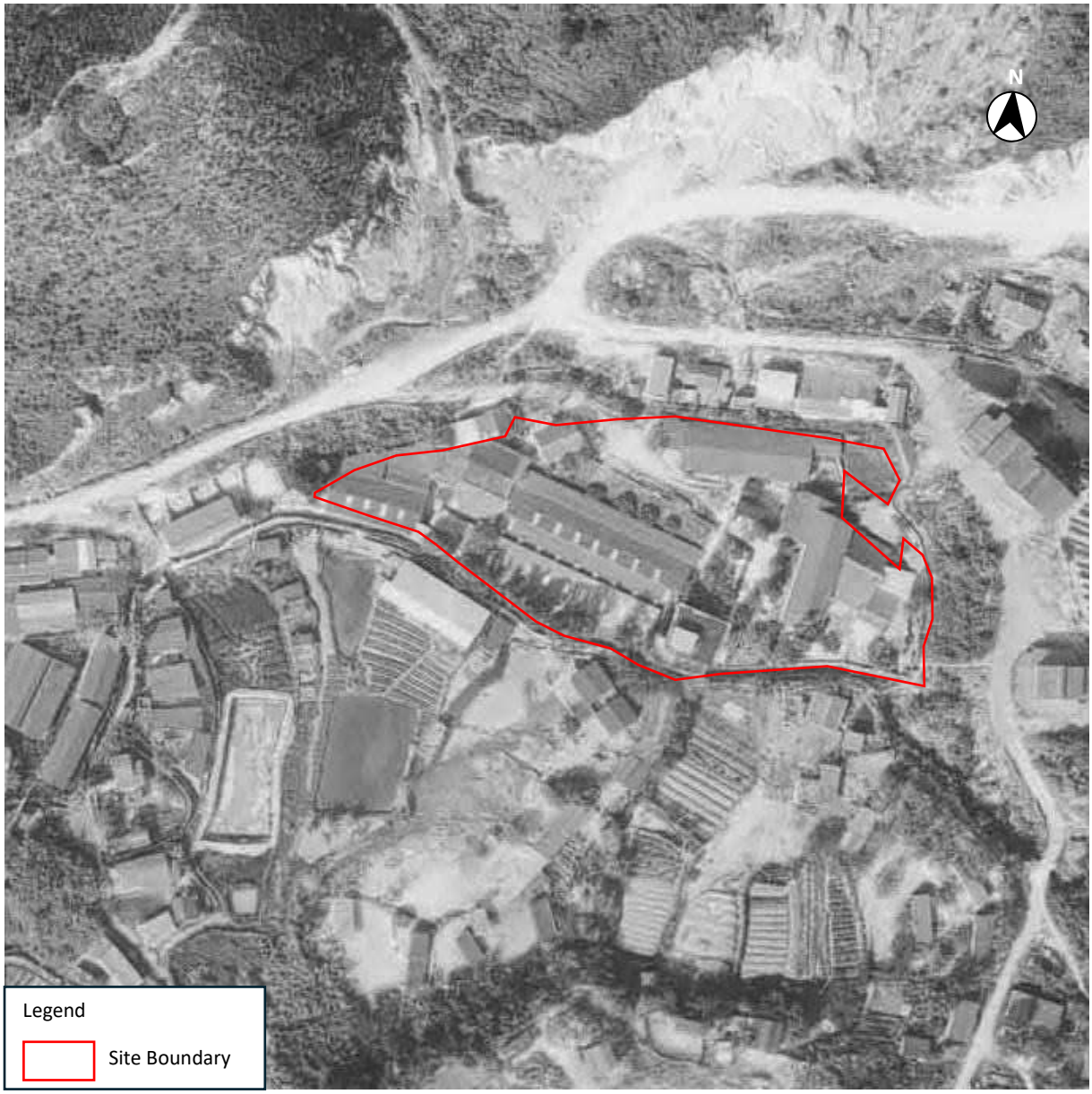


Figure J-3: Historical Aerial Photos in Year 1982_Photo ID: 42976

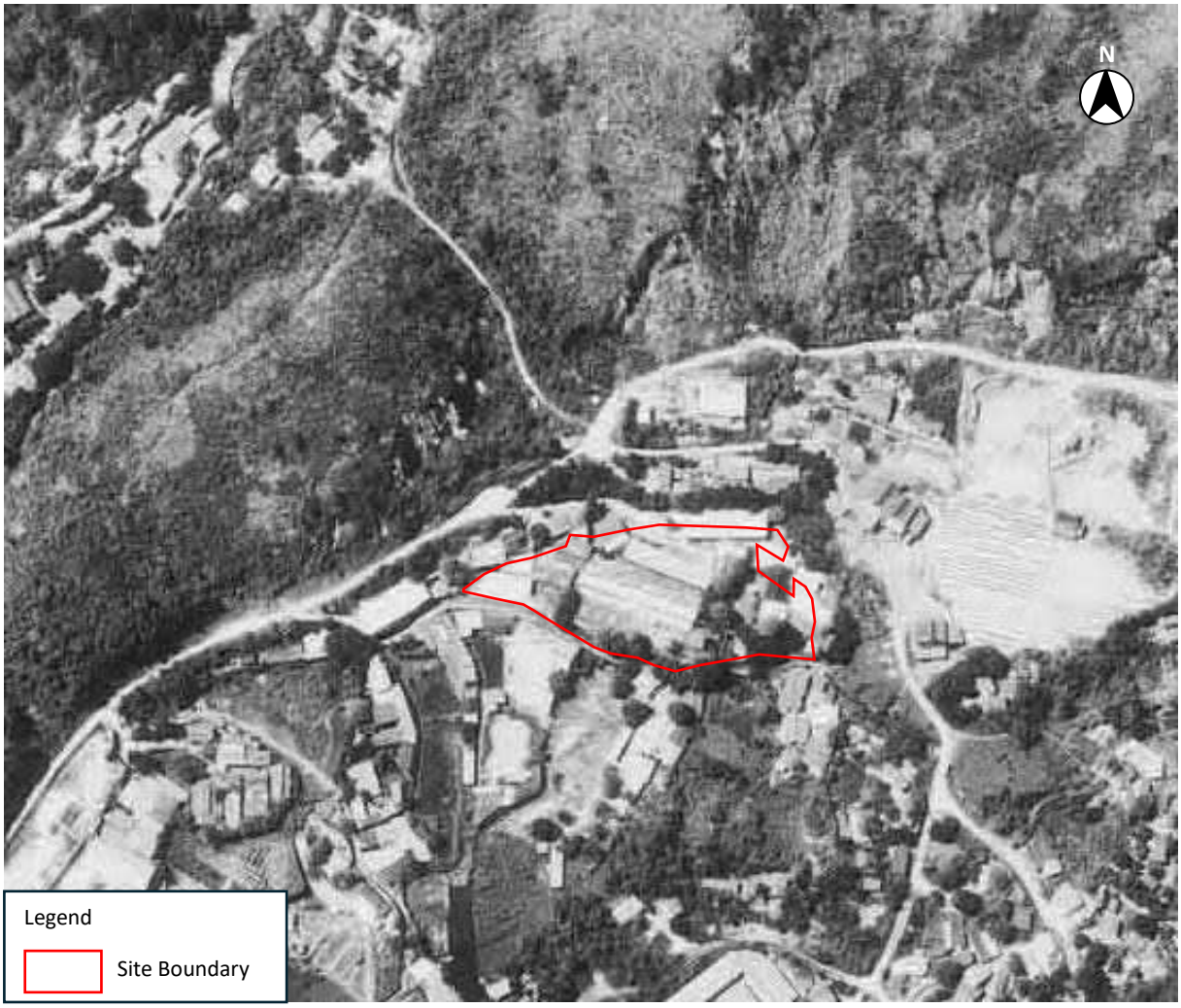


Figure J-4: Historical Aerial Photos in Year 1993_Photo ID: CN05931

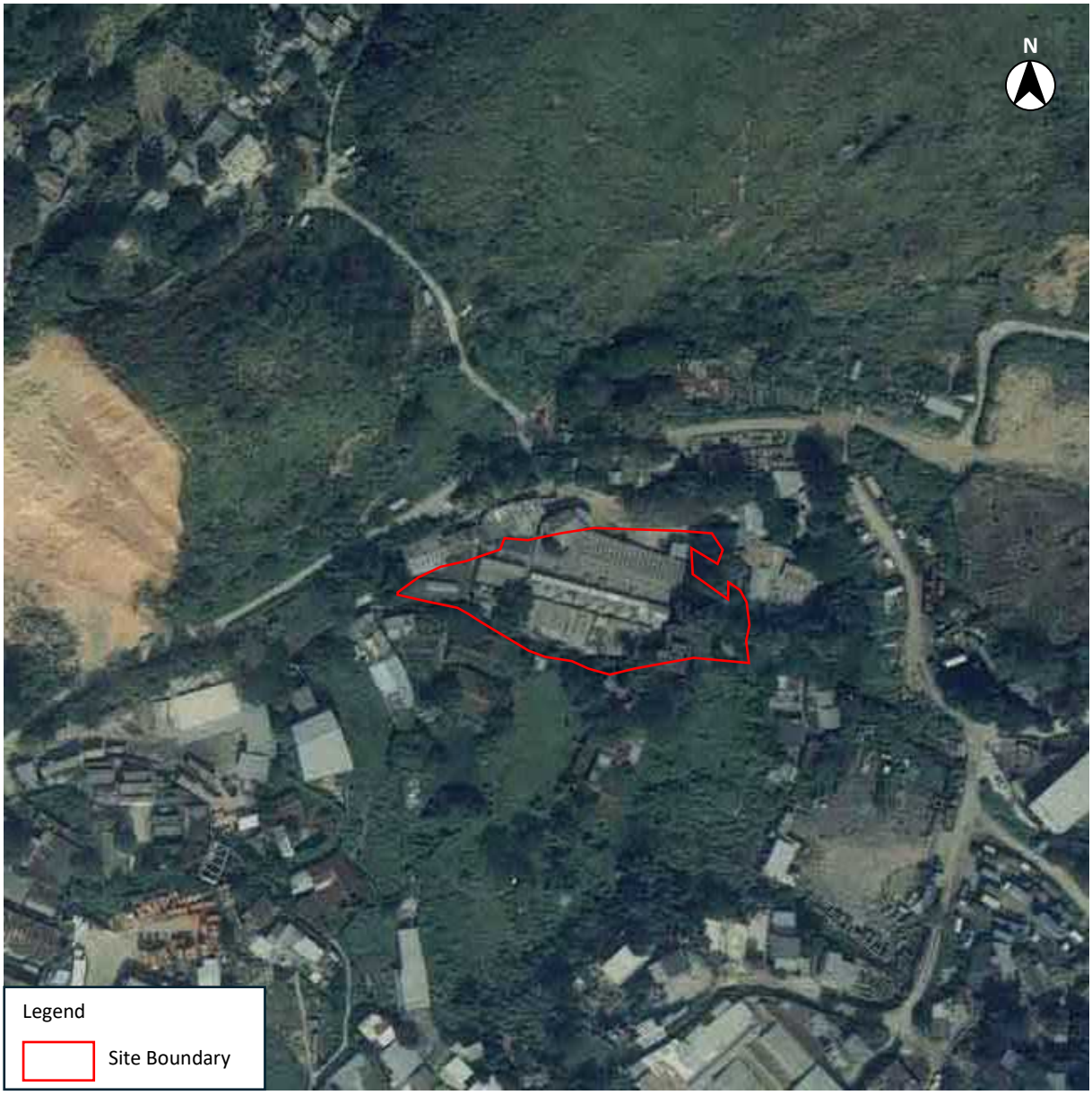


Figure J-5: Historical Aerial Photos in Year 2003_Photo ID: CW52218

Figure J-6: Historical Aerial Photos in Year 2013_Photo ID: S43741

Figure J-7: Historical Aerial Photos in Year 2023_Photo ID: E188907C

Appendix L Site Walkover Checklist and Site Photos

Annex C1
Site Walkover Checklist

GENERAL SITE DETAILS

SITE OWNER/CLIENT Join Bright Warehousing Limited

PROPERTY ADDRESS [redacted]

PERSON CONDUCTING THE QUESTIONNAIRE

NAME [redacted]

POSITION

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME N/A

POSITION N/A

TELEPHONE N/A

SITE ACTIVITIES

~~Briefly describe activities carried out on site, including types of products/chemicals/materials handled.~~
Obtain a flow schematic if possible.

Number of employees: Full-time:

Part-time:

Temporary/Seasonal:

Maximum no. of people on site at any time: N/A

Typical hours of operation:

Number of shifts:

Days per week:

Weeks per year:

~~Scheduled plant shut-down:~~

41

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	Yes/~~No~~
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: 4,411 m^2

What area of the site is covered by buildings (%): 0%

Please list all current and previous owners/occupiers if possible. N/A

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? ~~Yes~~/No

If yes, identify those parties: _____

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Temporary structures and access road

South: Temporary structures and stream

East: Temporary structures, vegetation and access road

West: Temporary structures and access road

Annex C1
Site Walkover Checklist

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

The site is a flat area paved with concrete.

State the size and location of the nearest residential communities.

The nearest residential use is a village house located 140m away from the Site.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

The Site is surrounded by temporary structures with non-sensitive use. No sensitive use is identified in the vicinity.

Questionnaire with Existing/Previous Site Owner or Occupier

		Yes/No	Notes
1.	What are the main activities/operations at the above address?		Open storage for construction materials and plants
2.	How long have you been occupying the site?		More than 20 years
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy.)		More than 20 years
4.	Prior to your occupancy, who occupied the site?		N/A
5.	What were the main activities/operations during their occupancy?		N/A
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	Yes	The site was used as open storage for abandoned vehicles and vehicle parts
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	No	
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	No	
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	No	
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	Yes	
	• Where do you store these chemicals?		Storage in the oil drums
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	N/A	
13.	Has the facility produced a separate hazardous substance inventory?	N/A	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	No	

		Yes/No	Notes
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	N/A	
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	
	• How many underground storage tanks do you have on site?	N/A	
	• What are the tanks constructed of?	N/A	
	• What are the contents of these tanks?	N/A	
	• Are the pipelines above or below ground?	N/A	
	• If the pipelines are below ground, has any leak and integrity testing been performed?	N/A	
	• Have there been any spills associated with these tanks?	N/A	
17.	Are there any disused underground storage tanks?	No	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	N/A	
19.	How are the wastes disposed of?		General refuse will be collected and disposed of regularly.
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21.	Have any spills occurred on site? (If yes, please provide details.)	No	
	• When did the spill occur?	N/A	
	• What were the substances spilled?	N/A	
	• What was the quantity of material spilled?	N/A	
	• Did you notify the relevant departments of the spill?	N/A	
	• What were the actions taken to clean up the spill?	N/A	
	• What were the areas affected?	N/A	
22.	Do you have any records of major renovation of your site or re-arrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	No	
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	
25.	Has the site ever been remediated? (If yes, please provide details.)	No	

Annex C1
Site Walkover Checklist

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	Yes	
2.	What are the conditions of the bund walls and floors?		The site is paved with concrete and in good conditions
3.	Are any surface water drains located near to drum storage and unloading areas?	No	
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)		General refuse will be generated by on-site staff.
5.	Is there a storage site for the wastes?	No	
6.	Is there an on-site landfill?	No	
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	
9.	Are there any potential off-site sources of contamination?	No	
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	
12.	Any noticeable odours during site walkover?	No	
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	

Figure K-1 Site Photos

Appendix M Correspondence with EPD and FSD

Enquiry email to EPD dated 04/07/2024

EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon, Hong Kong
+852 3960 7000
+852 3960 7111
www.envirosc.com | www.simplyehs.com
enquiries@envirosc.com

Our Ref. J24.00171.HK.01/ L00113/AW/JC

4 July 2024

Yuen Long - Regional Office (North)
Environmental Compliance Division
Environmental Protection Department
10th floor, Shatin Government Offices
No.1 Sheung Wo Che Road, Sha Tin
N.T., Hong Kong

By Email (wsfung@epd.gov.hk)

Attention: Mr. FUNG Wai Shun

Dear Sir

Section 16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, New Territories Environmental Assessment - Information Request to EPD

Join Bright Warehousing Limited proposes to relocate the existing "Concrete Batching Plant" which operated by Glorious Concrete (H.K.) Ltd. From Lot 1824 RP in D.D. 130 in Hung Shui Kiu to Lot 573 RP and 1710 in D.D. 114 in Shek Kong (the Site) due to the land resumption to facilitate the development of Hung Shui Kiu/ Ha Tsuen New Development Area.

The Site currently falls within an area zoned as "Industrial (Group D)" ("I(D)") on the Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9. According to the Notes of the OZP, the proposed use is a Column 2 use within "i(D)" zone, which requires planning permission from the Town Planning Board under Section 16 of the Town Planning Ordinance. We have been appointed by Join Bright Warehousing Limited as the Environmental Consultant to prepare an Environmental Assessment (EA) report for the captioned project. The location of the Site is shown in **Figure 1**. The subcontract for the consultancy service is also enclosed for your information.

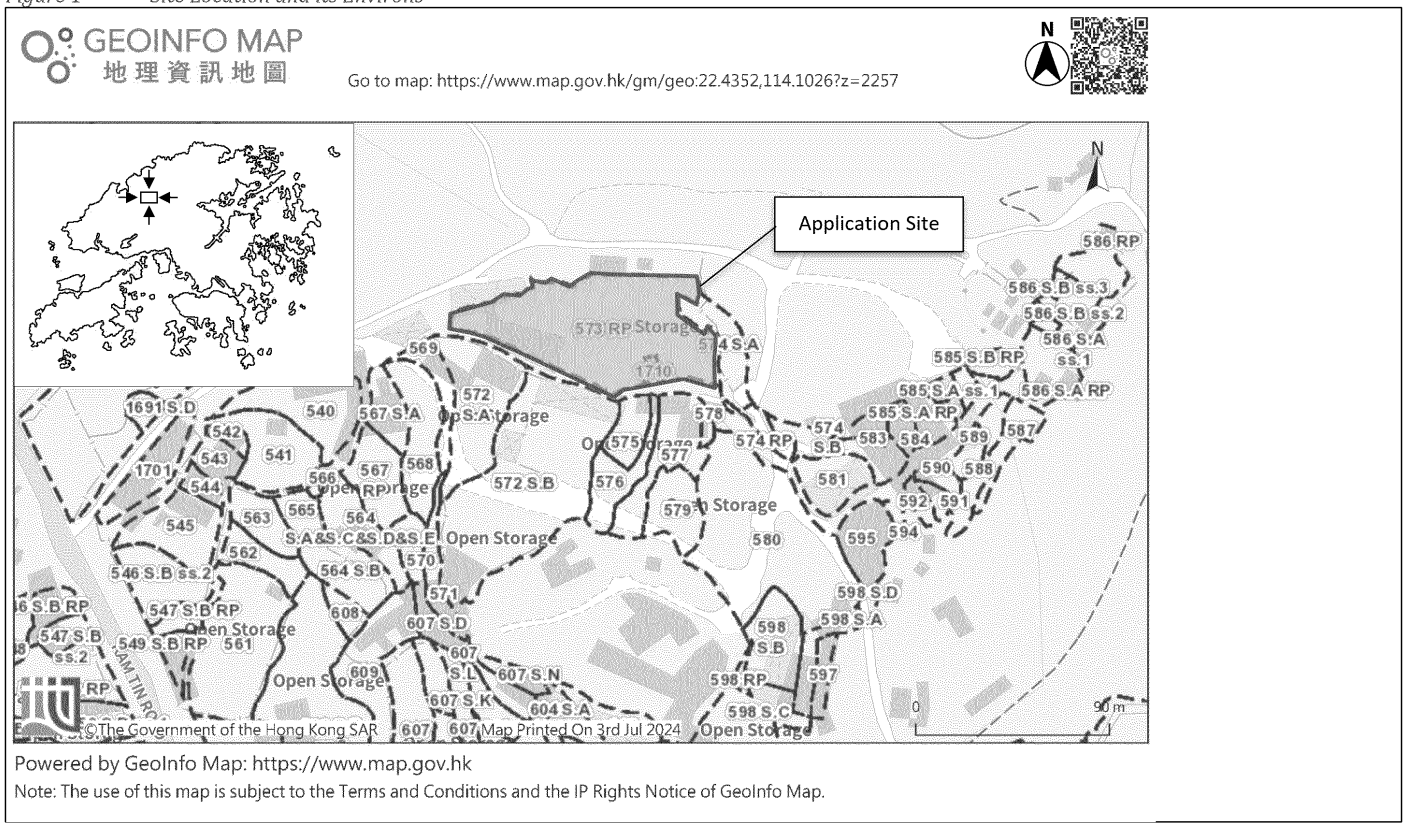
To address the potential land contamination issue, we would appreciate if you could provide us with a list of records of Chemical Waste Producers Registration or incidents of chemical spillage/leakage, etc, related to the site if any, including the company name, type of chemical, location etc.

[redacted]

[redacted]

INOGEN ALLIANCE

Figure 1 Site Location and its Environs



Powered by GeoInfo Map: https://www.map.gov.hk

Note: The use of this map is subject to the Terms and Conditions and the IP Rights Notice of GeoInfo Map.

EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon, Hong Kong
+852 3960 7000
+852 3960 7111
www.envirosc.com | www.simplyehs.com
enquiries@envirosc.com

Our Ref. P24.00171.HK.01/L00095/AB/AW
Your Ref.

2 May 2024

Join Bright Warehousing Limited
[redacted]

By Email (paul@manfungltd.com)

Dear Sir

Section 16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lot 573 RP in D.D. 114, Kam Tin
Environmental Assessment and Drainage Proposal
Proposal for Services

Thank you for your invitation to submit a proposal for the captioned services.

EnviroSolutions & Consulting Ltd ("ESC") is pleased to submit herewith this Technical and Fee Proposal to prepare Environmental Assessment ("EA") and Drainage Proposal for the captioned project.

We trust you find this proposal acceptable and are therefore able to send a signed copy of this proposal back to the undersigned at your earliest convenience. Alternatively, we would be pleased to receive your Works Order/Purchase Order for the Services, referencing this Proposal.

[redacted]

EPD's reply is pending

Enquiry email to FSD dated 04/07/2024

EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon, Hong Kong
+852 3960 7000
+852 3960 7111
www.envirosc.com | www.simplyehs.com
enquiries@envirosc.com

Our Ref. J24.00171.HK.01/ L00114/AW/JC

4 July 2024

Corporate Services Division
Corporate Strategy Command
Fire Services Department
9/F, Fire Services Headquarters Building
1 Hong Chong Road, Tsim Sha Tsui East
Kowloon, Hong Kong

By Email (ado_lad@hkfsd.gov.hk)

Attention: Mr. LAI Kin Man

Dear Sir

Section 16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lot 573 RP and 1710 in D.D. 114, Shek Kong, New Territories Environmental Assessment - Information Request to FSD

Join Bright Warehousing Limited proposes to relocate the existing "Concrete Batching Plant" which operated by Glorious Concrete (H.K.) Ltd. From Lot 1824 RP in D.D. 130 in Hung Shui Kiu to Lot 573 RP and 1710 in D.D. 114 in Shek Kong (the Site) due to the land resumption to facilitate the development of Hung Shui Kiu/ Ha Tsuen New Development Area.

The Site currently falls within an area zoned as "Industrial (Group D)" ("I(D)") on the Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9. According to the Notes of the OZP, the proposed use is a Column 2 use within "i(D)" zone, which requires planning permission from the Town Planning Board under Section 16 of the Town Planning Ordinance. We have been appointed by Join Bright Warehousing Limited as the Environmental Consultant to prepare an Environmental Assessment (EA) report for the captioned project. The location of the Site is shown in **Figure 1**. The subcontract for the consultancy service is also enclosed for your information.

To address the potential land contamination issue, we would appreciate if you could provide us with a list of records of dangerous goods license, fire incidents or incidents of dangerous goods spillage/leakage, etc, related to the site if any, including the company name, type of chemical, location etc.

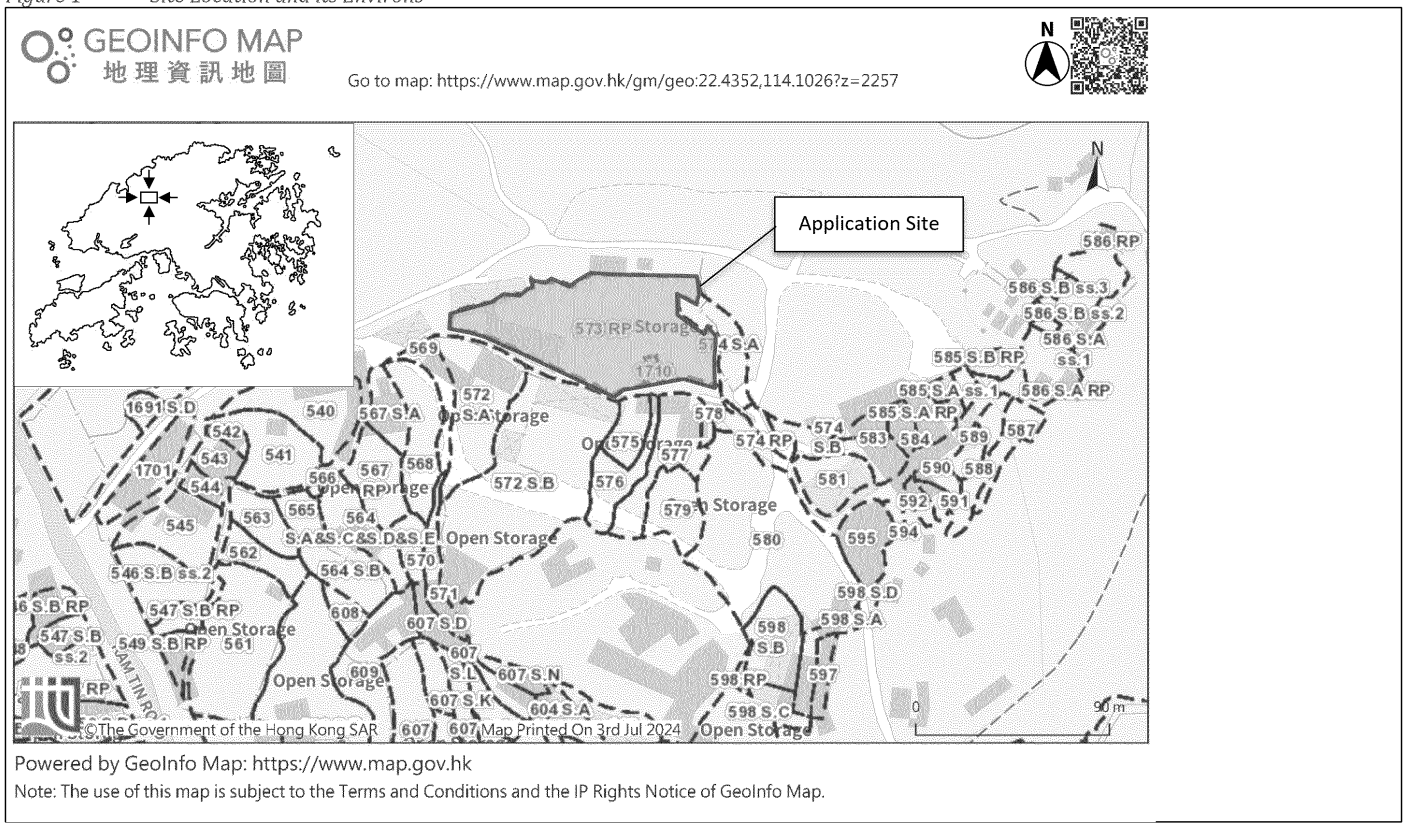
[redacted]

Yours faithfully
for and on behalf of ESC

[redacted]

INOGEN ALLIANCE

Figure 1 Site Location and its Environs



EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon, Hong Kong
+852 3960 7000
+852 3960 7111
www.envirosc.com | www.simplyehs.com
enquiries@envirosc.com

Our Ref. P24.00171.HK.01/L00095/AB/AW
Your Ref.

2 May 2024

Join Bright Warehousing Limited
[redacted]

By Email (paul@manfungltd.com)

Dear Sir

Section 16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lot 573 RP in D.D. 114, Kam Tin
Environmental Assessment and Drainage Proposal
Proposal for Services

Thank you for your invitation to submit a proposal for the captioned services.

EnviroSolutions & Consulting Ltd ("ESC") is pleased to submit herewith this Technical and Fee Proposal to prepare Environmental Assessment ("EA") and Drainage Proposal for the captioned project.

We trust you find this proposal acceptable and are therefore able to send a signed copy of this proposal back to the undersigned at your earliest convenience. Alternatively, we would be pleased to receive your Works Order/Purchase Order for the Services, referencing this Proposal.

[redacted]

Yours Faithfully
for and on behalf of ESC

Accepted
for and on behalf of
Join Bright Warehousing Limited

[redacted]

Encl.

Date: - 3 MAY 2024

INOGEN ALLIANCE

FSD's reply dated 30/07/2024

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (79) in FSD GR 6-5/4 R Pt. 54
來函檔號 YOUR REF. : J24.00171.HK.01/L00114/AW/JC
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

30 July 2024

EnviroSolutions & Consulting Ltd
[redacted]

Dear Mr. WONG,

Section 16 Planning Application for
Proposed Temporary Concrete Batching Plant
with Ancillary Facilities for a Period of 5 years
at Lot 573 RP and 1710 in D.D. 114, Shek Kong, New Territories
Environmental Assessment – Information Request to FSD
Request for Information of Dangerous Goods & Incident Records Records

I refer to your letter of 4.7.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(LAI Kin-man)
for Director of Fire Service

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期

Accountability

We understand the importance of being accountable to each other and our clients.

Passion

We are completely passionate about providing practical solutions and outcomes that deliver for our clients.

Insight

We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.

Integrity

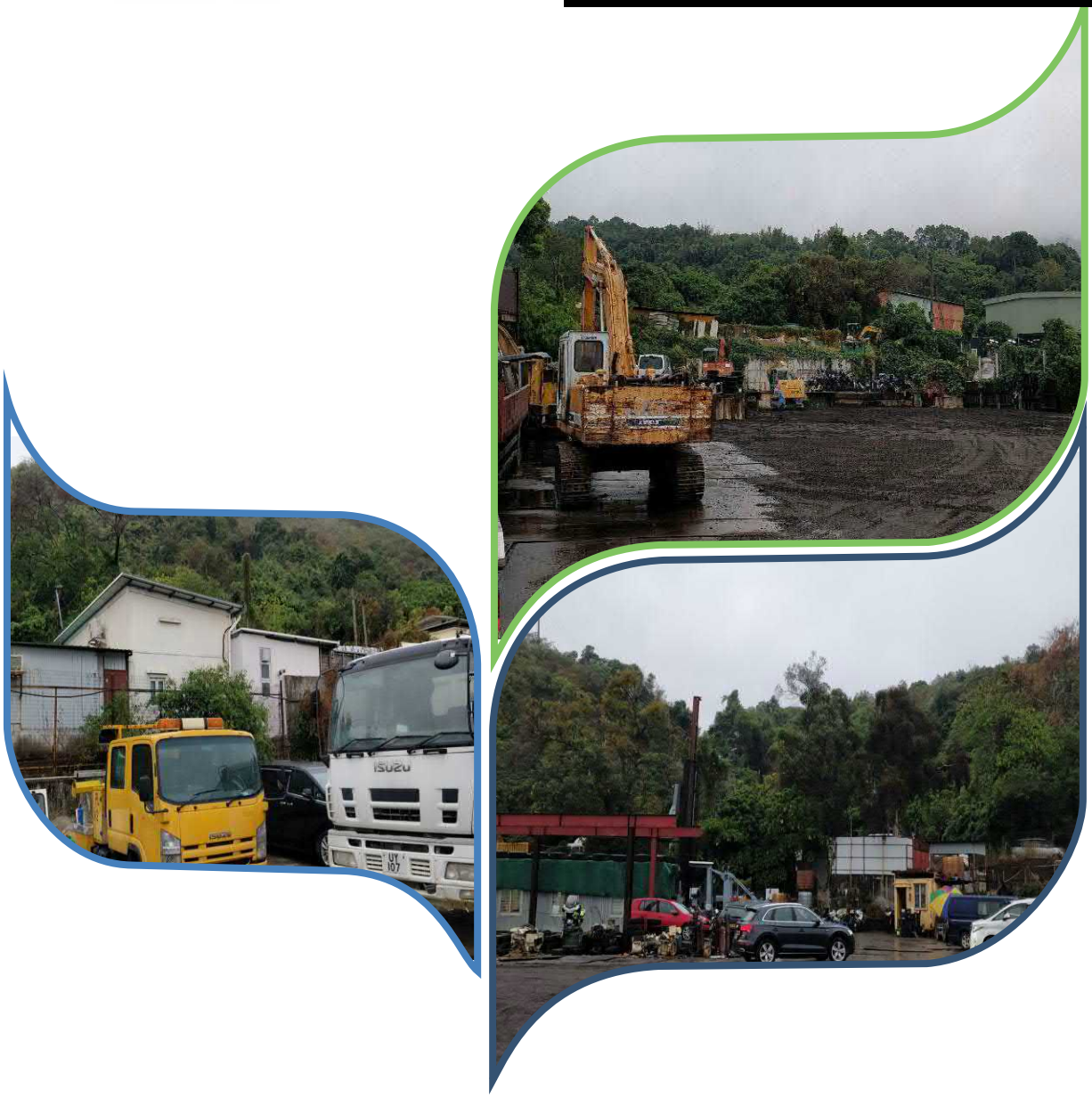
We behave with respect and honesty toward each other, our clients and our stakeholders.

Appendix V

Drainage Proposal

EnviroSolutions & Consulting Ltd

[redacted]



J24.00171.HK.01

S.16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories
Drainage Proposal

Prepared for:

Join Bright Warehousing Limited

30 December 2024

[redacted]

S.16 Planning Application for Proposed Temporary Concrete Batching Plant with Ancillary Facilities for a Period of 5 Years at Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories

Drainage Proposal

Prepared for

Join Bright Warehousing Limited

For and on behalf of
EnviroSolutions & Consulting

Alexi BHANJA
Group COO

ESC Project No. J24.00171.HK.01

Deliverable No. D02

Revision No. 1

File Location

https://envirosc.sharepoint.com/teams/newsharepoint/shared documents/new sharepoint/05. jobs/j24.00171.hk.01 kam tin cbp s16/06. deliverables/d01 drainage proposal rev0.2_aw.docx

Rev.	Description	Prepared	Reviewed	Approved	Date
0	Drainage Proposal	MJW	CL	AW	01/08/2024
1	Drainage Proposal	MJW	CL	AW	30/12/2024

Distribution ☐ Internal ☒ Confidential ☐ Public

This report has been prepared by EnviroSolutions & Consulting Limited with all reasonable skill, care, and diligence within the terms of the Contract with Client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to it by agreement with Client. We disclaim any responsibility to Client and others in respect or any matters outside the scope of the above. This report is confidential to Client and we accept no responsibility of whatsoever nature to any third parties to whom this report, or any part thereof, is made known.

CONTENTS

APPENDICES

FIGURES

TABLES

1 PROJECT BACKGROUND

1.1 Introduction

1.1.1 Land resumption will be carried out to facilitate the development of Hung Shui Kiu/ Ha Tsuen New Development Area. An existing Concrete Batching Plant ("CBP") in Hung Shui Kiu will be affected by the land resumption. Thus, a site located at Lots 573 RP and 1710 in D.D. 114, Shek Kong ("the Site") has been identified for relocating the existing CBP to the Site ("the Proposed Development").

1.1.2 The Site is currently zoned "Industrial (Group D)" ("I(D)") on the Approved Shek Kong Outline Zoning Plan ("OZP") No. S/YL-SK/9 which "Concrete Batching Plant" is under Column 2 in accordance with the Schedule of Use for I(D) zone. As such, a planning application is required to submit and obtain permission from the Town Planning Board under Section 16 of the *Town Planning Ordinance* for the Proposed Development.

1.1.3 EnviroSolutions & Consulting Limited ("ESC") has been engaged to carry out a Drainage Proposal to support the abovementioned application.

1.2 Site Description

1.2.1 The Site locations and its environs are shown in **Figure 1-1** which the uses surrounding the Site include:

- To the North: temporary structures with industrial use and vegetated slope
- To the East: temporary structures with industrial use and vegetation
- To the South: temporary structures with industrial use
- To the West: temporary structures with industrial use

1.3 Objectives of this Report

1.3.1 The objectives of this Drainage Proposal are to:

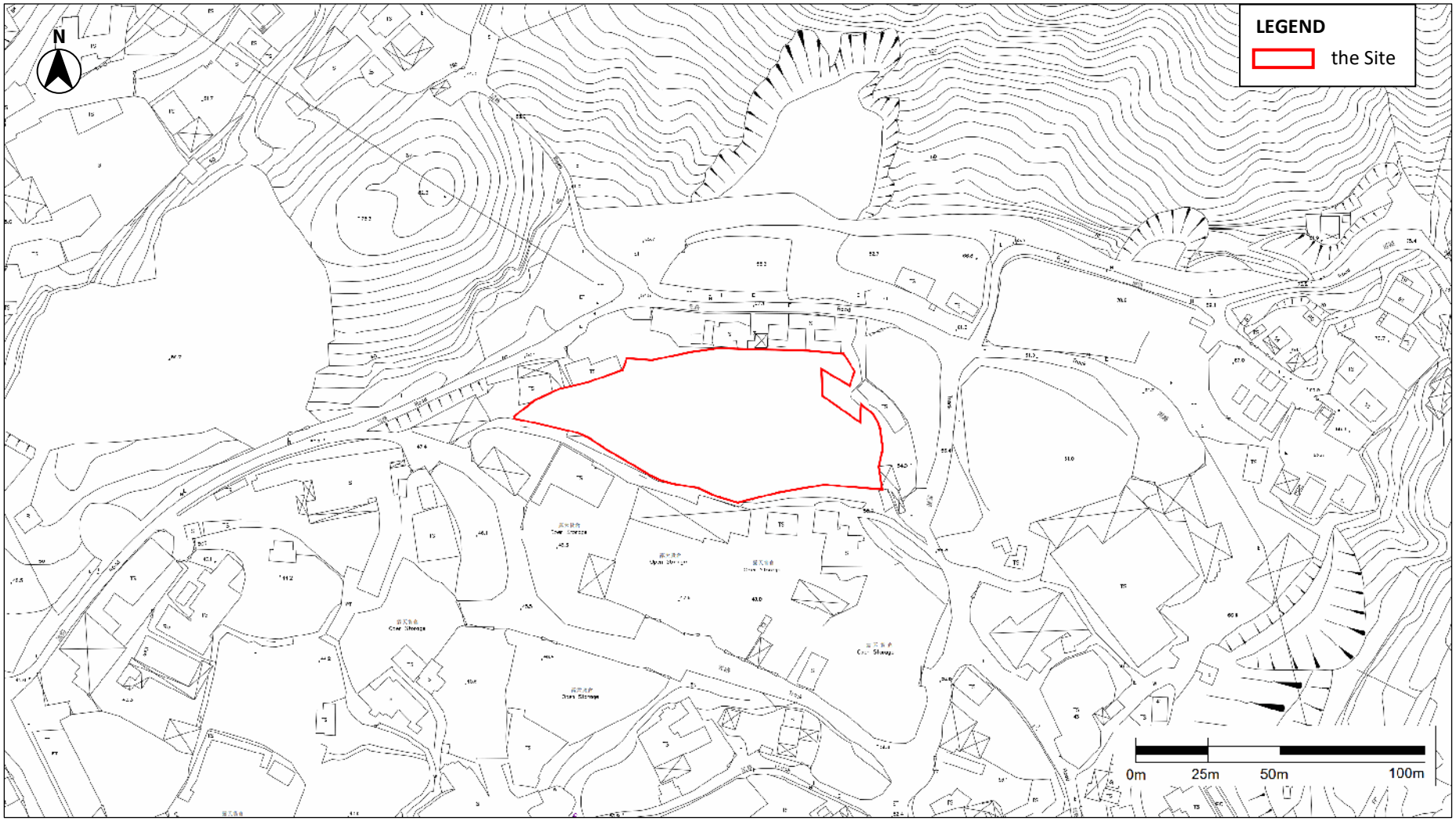
- Assess the potential drainage impacts arising from the Proposed Development.
- Recommend the necessary mitigation measures to alleviate any impacts, if any.

1.4 Reference Materials

1.4.1 In evaluating the drainage impact arising from the Proposed Development, the following materials have been referred to:

- Stormwater Drainage Manual (with Eurocodes incorporated) – Planning, Design and Management (Fifth Edition, January 2018)
- Stormwater Drainage Manual – Corrigenda Nos. 1/2022, 1/2024 and 2/2024
- DSD Advice Note No. 1 – Application of the Drainage Impact Assessment Process to Private Sector Projects
- Technical Note to prepare a Drainage Submission
- Drainage Data of GeoInfo Map reviewed on 11 July 2024.

Figure 1-1 Site Location and its Environs



2 DESCRIPTION OF EXISTING ENVIRONMENT AND DRAINAGE CONDITIONS

2.1 Site Location and Topography

2.1.1 As illustrated in **Figure 1-1**, the Site is surrounded by various temporary structures with industrial use and vegetated slopes to the north and east.

2.1.2 The Site is situated at Lots 573 RP and 1710 in D.D. 114. The Site area is about 4,411m^2 with elevation ranging from +52.9mPD to +48.1mPD.

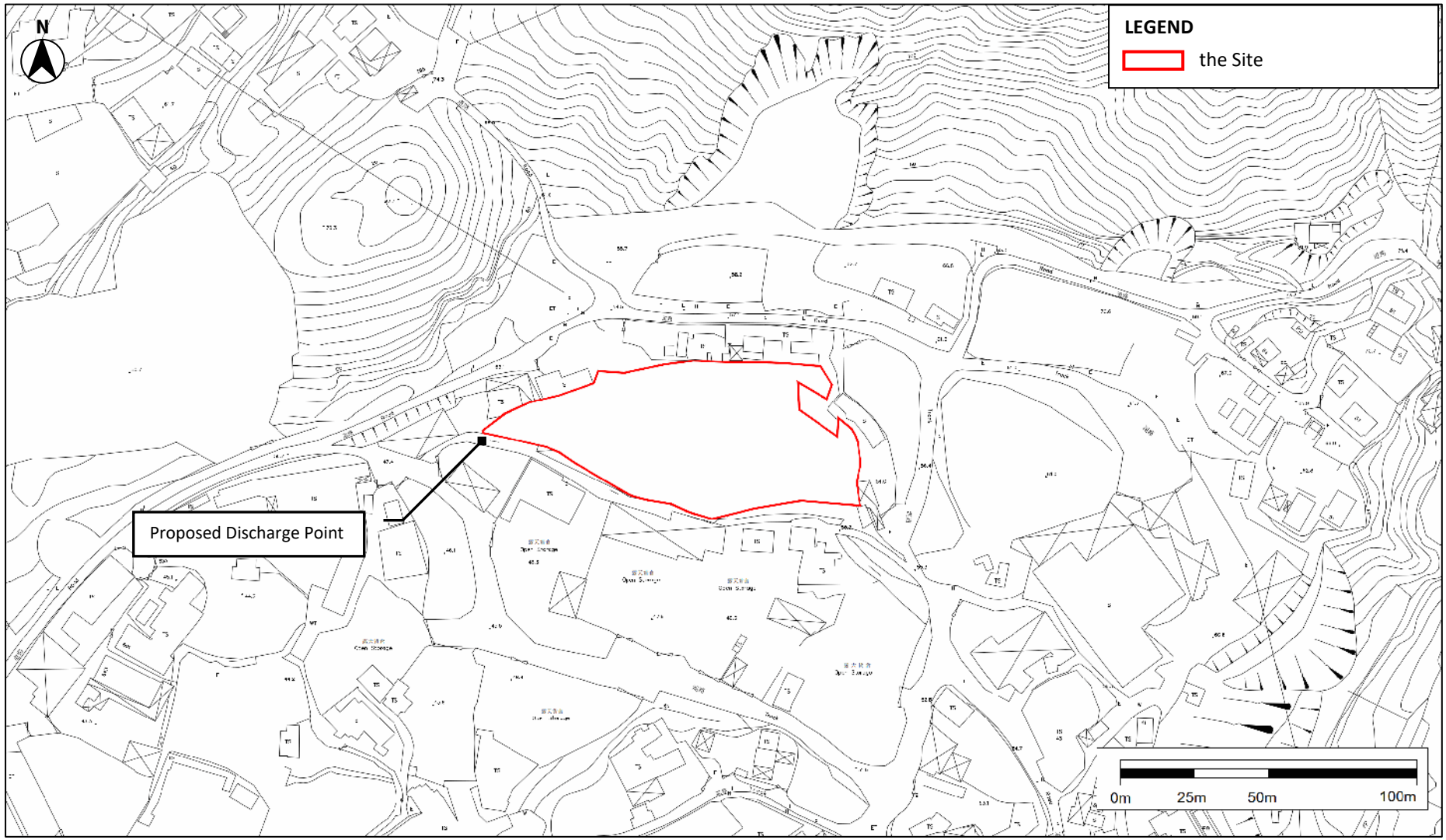
2.2 Existing Baseline Conditions

2.2.1 According to the drainage record provided in Geoinfo Map, no public drainage system was observed in the vicinity of the Site. A site inspection was conducted on 10 January 2023 to review the existing site condition and identify the drainage connection of the surrounding catchments. The entire Site is currently paved, with 100% of the Site being paved with concrete. The detailed discussion about surrounding catchments is provided in the following sections.

2.3 Proposed Discharge Point

2.3.1 It is proposed to discharge the stormwater runoff from the Site to the existing stream to the south of the Site. The indicative discharge point is shown in **Figure 2-1**.

Figure 2-1 Proposed Discharge Point



3 DRAINAGE ANALYSIS

3.1 Assumptions and Methodology

3.1.1 Peak instantaneous run off before and after the Proposed Development was calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants for different return periods, are as per the *Stormwater Drainage Manual*.

3.1.2 The Rational Method has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278\, C\, i\, A \qquad \textbf{--- Equation 1}$$

where Q_p = peak runoff in m^3/s
C = runoff coefficient
i = rainfall intensity in mm/hr
A = catchment area in km^2

3.1.3 Rainfall intensity is calculated using the following expression:

$$i = \frac{a}{(t_d + b)^c} \qquad \textbf{--- Equation 2}$$

where i = rainfall intensity in mm/hr
t_d = duration in minutes ($t_d \leq 240$)
a,b,c = storm constants given in table 3 of SDM

3.1.4 For a single catchment, duration (t_d) can be assumed equal to the time of concentration (t_c) which is calculated as follows:

$$t_c = t_0 + t_f \qquad \textbf{--- Equation 3}$$

where t_c = time of correction
t_0 = inlet time (time taken for flow from the remotest point to reach the most upstream point of the urban drainage system)
t_f = flow time

3.1.5 Generally, t_0 is much larger than t_f. As shown in Equation 2, t_d is the divisor. Therefore, larger t_d will result in smaller rainfall intensity (i) as well as smaller Q_p. For the worst-case scenario, t_f is assumed to be negligible and so:

$$t_c = t_0 = t_f$$

$$t_0 = \frac{0.14465\, L}{H^{0.2} A^{0.1}} \qquad \textbf{--- Equation 4}$$

where A = catchment area (m^2)
H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration
L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

3.1.6 The Colebrook-White Equation was adopted for calculation of drainage capacity of pipes. Full bore flow with no surcharge is assumed, and 10% sedimentation was incorporated in the calculation of drainage capacity in accordance with the *Stormwater Drainage Manual*.

$$V = -\sqrt{8gDsg} * \log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{2gDs}}\right)$$ ***--- Equation 5***

where V = mean velocity (m/s)
g = gravitational acceleration (m/s^2)
D = internal pipe diameter (m)
ks = hydraulic pipeline roughness (m)
v = kinematic viscosity of fluid (m^2/s)
s = hydraulic gradient (energy loss per unit length due to friction)

3.1.7 On the other hand, the capacity of open channel has been calculated using the Manning's Equation:

$$V = \frac{R^{1/6}}{n} \times \sqrt{Rs}$$ ***--- Equation 6***

where V = mean velocity (m/s)
R = hydraulic radius (m)
n = Meaning coefficient ($s/m^{1/3}$)
s = hydraulic gradient (energy loss per unit length due to friction)

3.2 Assessment Assumptions

Identification of Catchments

3.2.1 Based on the site visit and the topographic maps obtained from the Lands Department, seven (7) catchments namely Catchments A to G were identified as shown in **Figure 3-1**.

Internal Catchment (the Site)

3.2.2 The Site includes Catchment A. The entire Site is currently 100% paved with some concrete-paved roads and temporary structures.

3.2.3 After the Proposed Development, the Site will be occupied by the CBP and other structures and will still be entirely paved. A peripheral drainage is proposed to intercept the stormwater runoff from the Site. It is assumed that the runoff will be finally discharged to the stream to the south of the Site via an underground pipe. The details will be further discussed in the following sections.

3.2.4 With reference to the *Stormwater Drainage Manual*, the runoff coefficients vary from different surface characteristics, as summarized in **Table 3-1** below.

Table 3-1 Runoff Coefficients with Different Surface Characteristics and

SURFACE CHARACTERISTICS	RUNOFF COEFFICIENT
Concrete	0.80 – 0.95
Flat Grassland (heavy soil)	0.13 – 0.25
Steep Grassland (heavy soil)	0.25 – 0.35

3.2.5 As the Site is 100% paved before and after development, runoff coefficient of 0.95 before and after development should be adopted. The surface characteristics and runoff coefficients of Catchment A are summarised in **Table 3-2** below.

Table 3-2 Surface Characteristics and Runoff Coefficients of the Site

SCENARIO	AREA	SURFACE CHARACTERISTICS	RUNOFF COEFFICIENT
Before and After Development	A: 4,411m^2	100% paved + 0% unpaved	0.95

Surrounding Catchments

3.2.6 **Catchment B** – According to the site visit, Catchment B is occupied by some temporary structures with industrial use, which is assumed to be 100% paved with concrete. As there is no drainage system observed in the vicinity, it is assumed that stormwater runoff from Catchment B would overflow to Catchment A as conservative approach. Runoff from Catchment B will be taken into account in the proposed perimeter drainage system of Catchment A.

3.2.7 **Catchment C** – Similarly, Catchment C is occupied by some temporary structures with industrial use, which is assumed to be 100% paved with concrete. According to level differences, it is assumed that stormwater runoff from Catchment C would overflow to Catchment A as conservative approach. Runoff from Catchment C will be taken into account in the proposed perimeter drainage system of Catchment A.

3.2.8 **Catchment D** – Catchment D is a piece of vegetated slope located to the north of the Site. The stormwater runoff from Catchment D should be collected and drained by its toe drain and will not flow into the Site. The runoff from this catchment will not have any drainage impact on the Site.

3.2.9 **Catchment E** – Catchment E is located to the east of the Site. The runoff from Catchment E would be discharged to the existing stream. There is no drainage connect between Catchment E and the Site, the runoff from this catchment will not have any drainage impact on the Site.

3.2.10 **Catchment F** – Catchment F is located to the south of the Site. According to the topographic levels, the runoff from Catchment F would be discharged to existing stream to the south. There is no drainage connect between Catchment F and the Site, the runoff from this catchment will not have any drainage impact on the Site.

3.2.11 **Catchment G** – Catchment G is located to the west of the Site. According to the topographic levels, the runoff from Catchment G would go further to the west. There is no drainage connect between Catchment F and the Site, the runoff from this catchment will not have any drainage impact on the Site.

3.2.12 The runoff of Catchments B and C are estimated using the Rational Method. The surface characteristics and runoff coefficients of the surrounding catchments are summarised in **Table 3-3** below.

Table 3-3 Surface Characteristics and Runoff Coefficients of Surrounding Catchments

CATCHMENTS	AREA	SURFACE CHARACTERISTICS	RUNOFF COEFFICIENT

B	1,654m^2	100% paved (flat) + 0% unpaved	0.95
C	1,577m^2	100% paved (flat) + 0% unpaved	0.95

3.3 Estimated Runoff

Peak Runoff from the Site

3.3.1 Based on the assumptions as described in **Section 3.2**, the runoff from the Site before and after development has been estimated based on the return periods of 2, 10 and 50 years. The increase in rainfall due to climate change effect of 11.1% has been considered in the runoff estimation. As summarised in **Table 3-4**, there will be no change on the stormwater runoff before and after the Proposed Development under all assessed return periods. The detailed calculation is provided in **Appendix A**.

Table 3-4 Estimated Peak Runoff of the Site

RETURN PERIOD	ESTIMATED PEAK RUNOFF (m^3/s)		
	BEFORE DEVELOPMENT	AFTER DEVELOPMENT	INCREMENT
2 Years	0.214	0.214	0%
10 Years	0.271	0.271	0%
50 Years	0.307	0.307	0%

Cumulative Peak Runoff

3.3.2 As mentioned in **Paragraph 3.2.6**, it is assumed that the runoff from Catchments B and C may overflow to Catchment A in the worst-case scenario. Therefore, runoff from Catchments B and C will be regarded as the cumulative runoff. The estimated cumulative runoff is summarised in **Table 3-5.** below and detailed in **Appendix A**.

Table 3-5 Estimated Cumulative Runoff of the Site and Catchment B

RETURN PERIOD	ESTIMATED PEAK RUNOFF (m^3/s)			
	CATCHMENT A	CATCHMENT B	CATCHMENT C	CUMULATIVE
2 Years	0.214	0.094	0.099	0.408
10 Years	0.271	0.118	0.123	0.512
50 Years	0.307	0.205	0.135	0.572

3.4 Capacity of Proposed Perimeter Surface Drains and Underground Pipe

3.4.1 A series of perimeter surface drains with sand trap/catch pit was proposed to collect the cumulative runoff, which will finally connect to proposed discharge point at the stream to the south of the Site via a stormwater drainage pipe. The indicative location of surface drains, catchpits, terminal manhole and proposed Ø650mm stormwater drainage pipe is shown in **Figure 3-2**.

3.4.2 The calculation on the capacity of the indicative perimeter surface drains and proposed Ø650 stormwater pipe are summarised in **Table 3-6** below and detailed in **Appendix B**.

Table 3-6 Summary of Indicative Perimeter Drainage System

DESCRIPTION	SIZE (mm)	RELATED CATCHMENT	RUNOFF (m^3/s)	CAPACITY (m^3/s)	% OF CAPACITY	SUFFICIENT CAPACITY?
U-Channel with gradient of 1:200	Ø600mm	Catchment A and B	0.284	0.449	63%	Yes
U-Channel with gradient of 1:200	Ø600mm	Catchment A and C	0.288	0.449	64%	Yes
Underground Pipe with gradient of 1:200	Ø650mm	Catchment A, B and C	0.572	0.663	86%	Yes

3.4.3 The calculation shows that both the proposed perimeter surface drains and Ø650mm stormwater drainage pipe have sufficient capacity for the cumulative runoff. Therefore, no adverse drainage impact due to the Proposed Development is anticipated.

Figure 3-1 Identification of Catchments

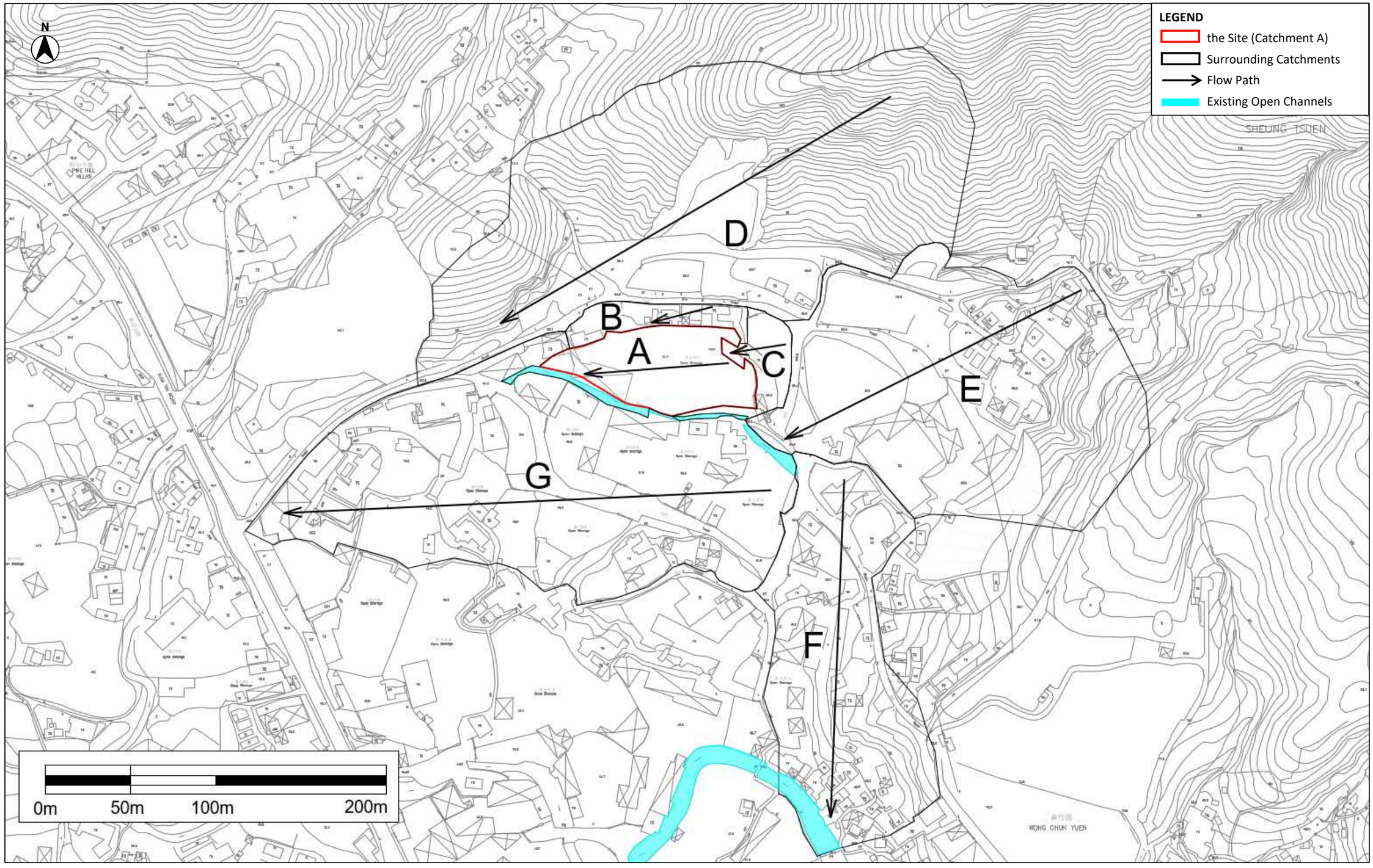
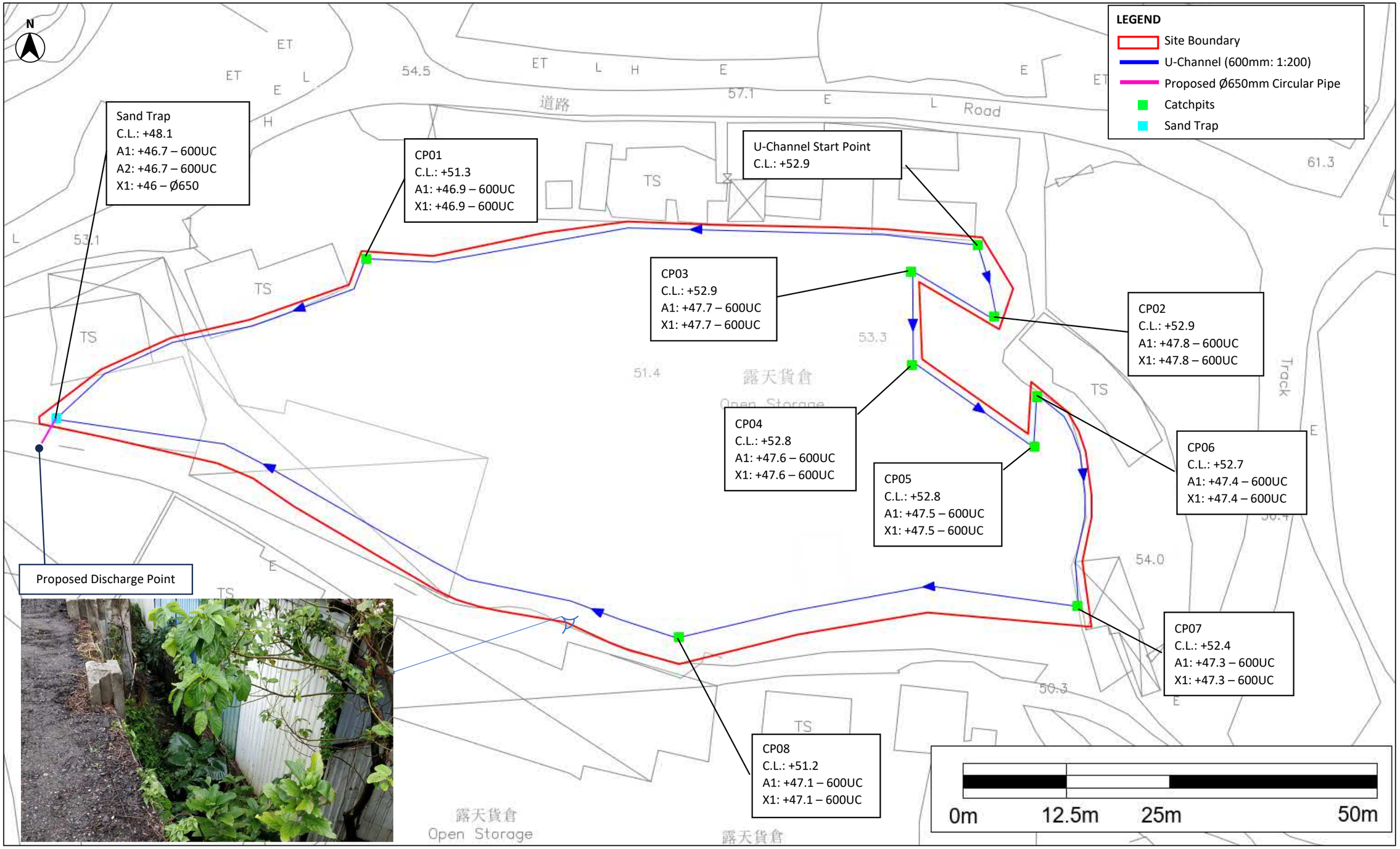


Figure 3-2 Indicative Location of Proposed Terminal Manhole and Stormwater Pipe



Note: Some buffer is provided between the southern border of the Site and the perimeter surface drain as there are some concrete blocks located on the south of the Site.

Figure 3-3 Typical Details of Catchpit and Sand Trap

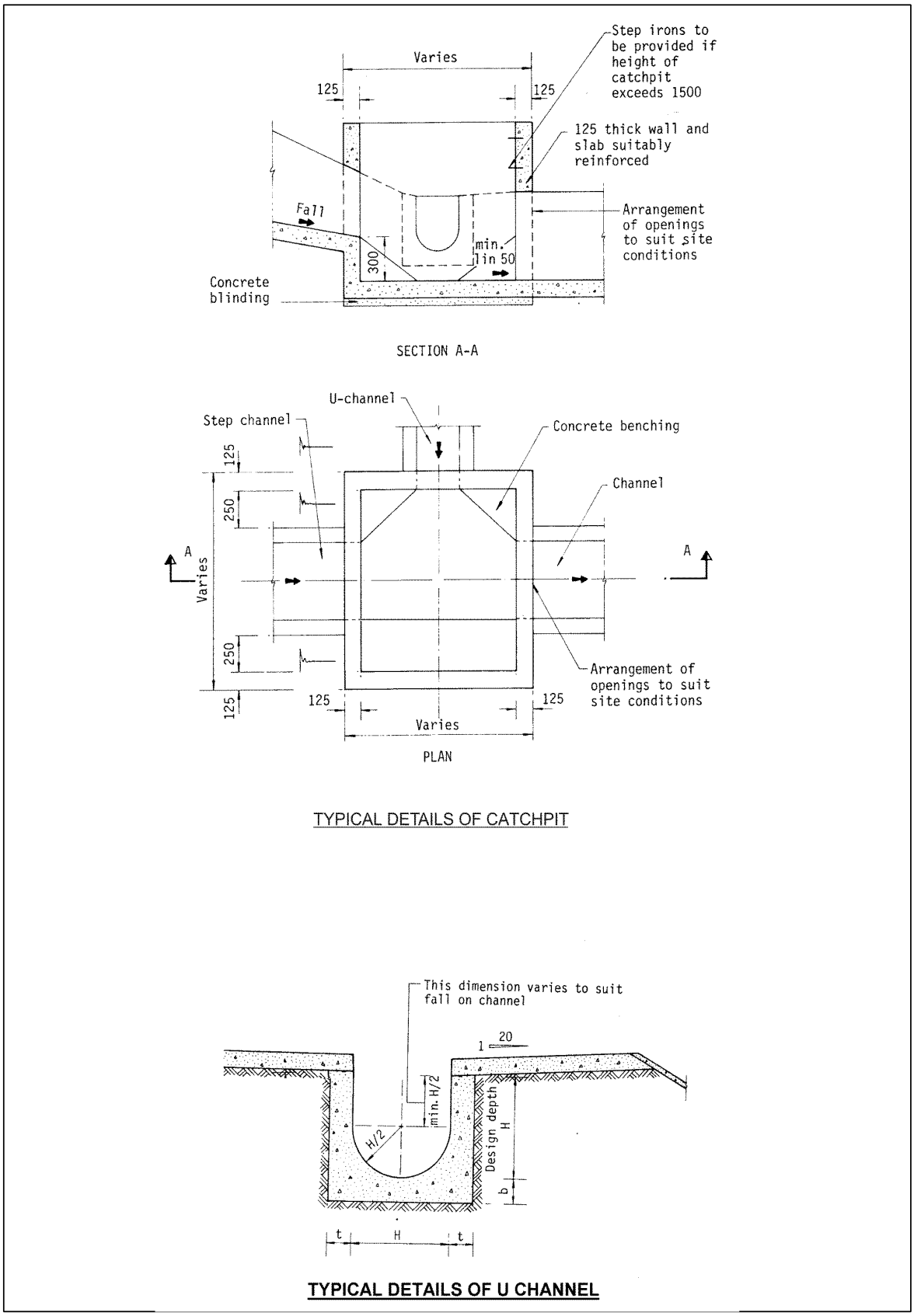
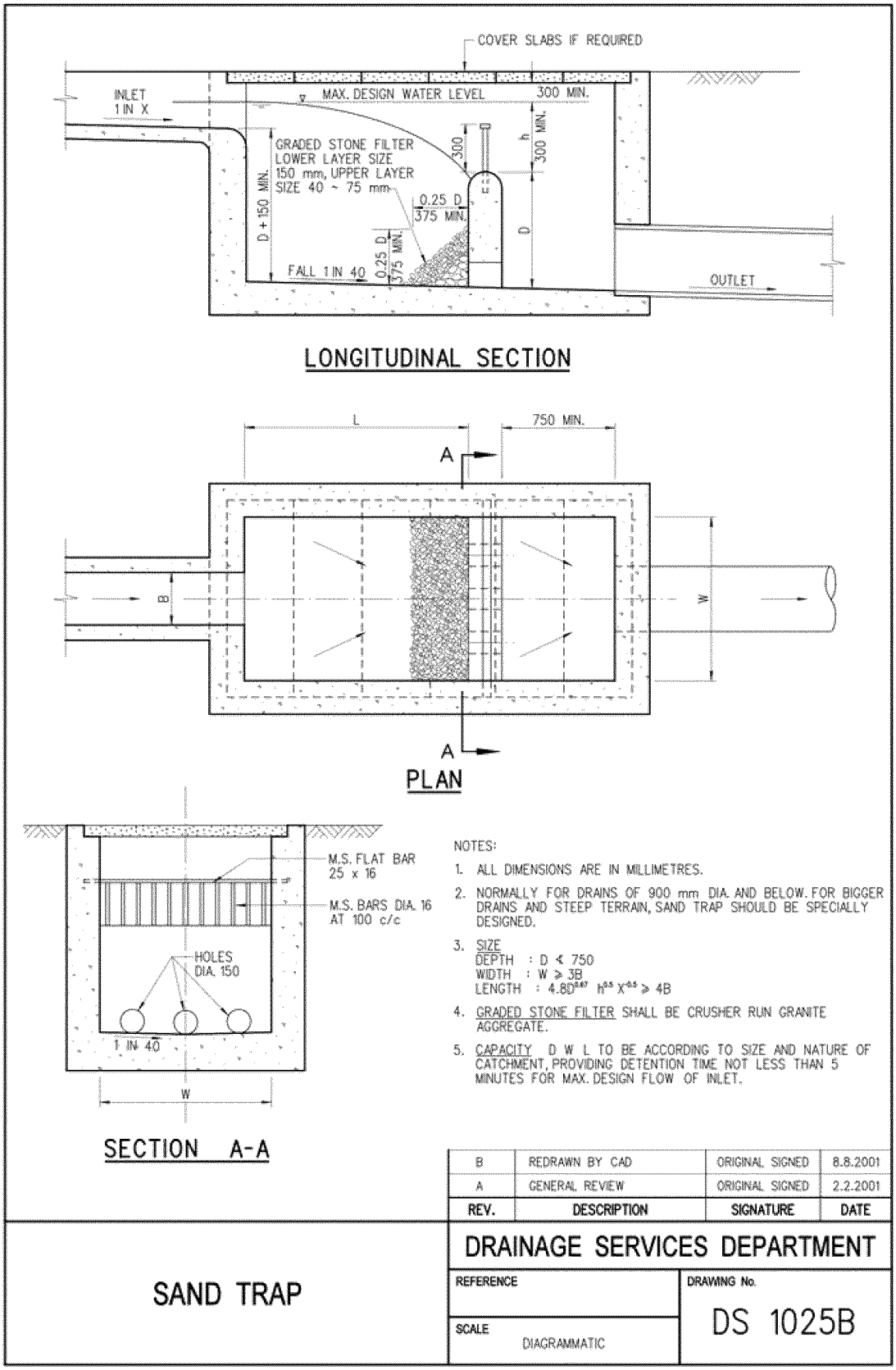


Figure 3-4 Typical Details of Sand Trap



4 CONCLUSION

4.1.1 Potential drainage impacts that may arise from the Site after the Proposed Development have been assessed.

4.1.2 The peak runoff before and after development of the Site has been estimated using the Rational Method and based on the catchment surface characteristics for the existing environment and the Proposed Development. There will be no change to runoff before and after the Proposed Development under all assessed return periods. The estimated peak runoff generated from the Site is 0.307m^3/s under a 50-year return period.

4.1.3 The indicative location of proposed perimeter surface drains, terminal manhole and Ø650 stormwater pipe shown on **Figure 3-2** will properly divert the runoff arising from the Site including cumulative runoff from Catchments B and C, which may overflow into the Site. The runoff would finally be discharged to the stream to the south of the Site via the proposed Ø650 stormwater drainage pipe.

4.1.4 The capacity of proposed perimeter surface drains and proposed Ø650 stormwater drainage pipe has been checked. The calculation shows that it can handle the cumulative runoff from the Site and surrounding catchments. As such, no adverse drainage impact is anticipated.

4.1.5 This Drainage Proposal Report indicates the initial findings regarding drainage impact and indicative drainage layout. A qualified engineer should be engaged by the Architect/Contractor of the Proposed Development to review and provide detailed designs for the internal Site drainage layout.

4.1.6 Overall, adverse drainage impact from the Proposed Development is not anticipated.

Appendix A Runoff Calculations

Calculation of Runoff for Return Period of 10 Years

Catchment ID	Catchment Area (A), km^2	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t_0), min	Duration (t_d), min	Storm Constants [Note 2]			Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q_p), m^3/s	Peak runoff with Climate Change (Q'_p), m^3/s [Note 3]
						a	b	c					
Before the Proposed Development													
Site Area (Catchment A)	0.0044	4.64	112.0	5.15	5.15	485	3.11	0.397	209.76	0.95	0.0042	0.244	0.271
Catchment B	0.0017	11.45	62.0	2.62	2.62	485	3.11	0.397	242.44	0.95	0.0016	0.106	0.118
Catchment C	0.0016	14.44	36.0	1.46	1.46	485	3.11	0.397	265.27	0.95	0.0015	0.110	0.123
											Total	**0.461**	**0.512**
After the Proposed Development													
Site Area (Catchment A)	0.0044	4.64	112.0	5.15	5.15	485	3.11	0.397	209.76	0.95	0.0042	0.244	0.271
Catchment B	0.0017	11.45	62.0	2.62	2.62	485	3.11	0.397	242.44	0.95	0.0016	0.106	0.118
Catchment C	0.0016	14.44	36.0	1.46	1.46	485	3.11	0.397	265.27	0.95	0.0015	0.110	0.123
											Total	**0.461**	**0.512**

Calculation of Runoff for Return Period of 50 Years

Catchment ID	Catchment Area (A), km^2	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t_0), min	Duration (t_d), min	Storm Constants [Note 2]			Runoff intensity (i) mm/hr	Runoff coefficient (C)	C x A	Peak runoff (Q_p), m^3/s	Peak runoff with Climate Change (Q'_p), m^3/s [Note 3]
						a	b	c					
Before the Proposed Development													
Site Area (Catchment A)	0.0044	4.64	112.0	5.15	5.15	505.5	3.29	0.355	237.08	0.95	0.0042	0.276	0.307
Catchment B	0.0017	11.45	62.0	2.62	2.62	505.5	3.29	0.355	268.96	0.95	0.0016	0.117	0.131
Catchment C	0.0016	14.44	36.0	1.46	1.46	505.5	3.29	0.355	290.69	0.95	0.0015	0.121	0.135
											Total	**0.515**	**0.572**
After the Proposed Development													
Site Area (Catchment A)	0.0044	4.64	112.0	5.15	5.15	505.5	3.29	0.355	237.08	0.95	0.0042	0.276	0.307
Catchment B	0.0017	11.45	62.0	2.62	2.62	505.5	3.29	0.355	268.96	0.95	0.0016	0.117	0.131
Catchment C	0.0016	14.44	36.0	1.46	1.46	505.5	3.29	0.355	290.69	0.95	0.0015	0.121	0.135
											Total	**0.515**	**0.572**

Note:

1. Runoff is calculated in accordance with DSD's "*Stormwater Drainage Manual (with Eurocodes incorporated) - Planning, Design and Management*" (SDM), fifth edition, January 2018.
2. Storm Constants were adopted from Table 3a Storm Constants for Different Return Periods of HKO Headquarters of DSD's *Corrigendum No. 1/2024.*
3. Table 28 Rainfall Increase due to Climate Change of DSD's *Corrigendum No. 1/2022* of 11.1% for mid-21st Century is adopted.

Appendix B Calculation of Drainage Capacity

Calculation of Drainage Capacity for Return Period of 50 Years

Indicative Drainage capacity of the Internal Drainage System

Channel	Shape	Catchment Description	d	Depth, m	Slope (s)	Aw	Pw	R	n	V	Qc	Qp'	Is Qc > Qp' ?	% of capacity
U-Channel 1	U-Shape	1/2 Catchment A, Catchment B	0.600	0.300	0.005	0.321	1.542	0.208	0.016	1.553	0.449	0.284	OK	63%
U-Channel 2	U-Shape	1/2 Catchment A, Catchment C	0.600	0.300	0.005	0.321	1.542	0.208	0.016	1.553	0.449	0.288	OK	64%

Legend

d = diameter, m
A_w = Cross Section Area of Flow, m^2
P_w = Wetted Perimeter, m
R = Hydraulic Radius = A_w/P_w, m
s = Hydraulic Gradient
n = Manning's roughness coefficient
V = Mean Velocity, m/s
Q_c = Flow Capacity (10% sedimentation inclusive), m^3/s
Q_p = Estimated Peak Flow, m^3/s

Note
1. Flow capacity of pipe segment is calculated based on Manning's Equation.
2. The diameter and gradient of the proposed stormwater pipe is indicative only. Its details will be subject to change during the detailed design stage.

Drainage Capacity of Proposed Stormwater Drainage Pipe

Description	Shape	Catchment Description	d	r	Aw	Pw	R	s	ks	V	Qc	Qp'	Is Qc > Qp' ?	% of capacity
Proposed Stormwater Pipe Connecting to Proposed Discharge Point	Circular Pipe	Catchment A, Catchment B	0.650	0.325	0.332	2.042	0.163	0.005	0.06	2.220	0.663	0.572	Y	86%

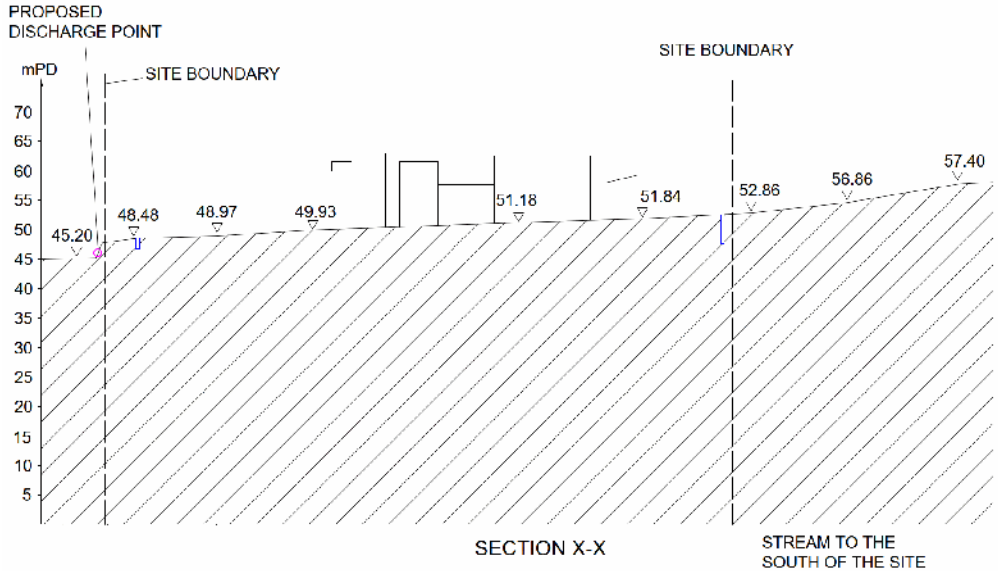
Where

d = pipe diameter, m
r = pipe radius (m) = 0.5d
A_w = wetted area (m^2) = (r^2/2) (b + sinq)
P_w = wetted perimeter (m) = br
R = Hydraulic radius (m) = A_w/P_w
k_s = hydraulic pipeline roughness, mm
V = Velocity of flow calculated based on Colebrook-White Equation, m/s
Q_c = Flow Capacity including 10% for siltation, m^3/s
Q_p = Estimated total peak flow from the Site during peak season, m^3/s

Note
1. Flow capacity of pipe segment is calculated based on Colebrook-White Equation.
2. The diameter and gradient of the proposed stormwater pipe is indicative only. Its details will be subject to change during the detailed design stage.
3. The ks value of 0.06 in good condition for precast concrete pipes with 'O' ring joints recommended in Table 14 of the SDM for design purpose is adopted.

Appendix C Cross Section of the Site and the Surrounding Area After the Proposed Development

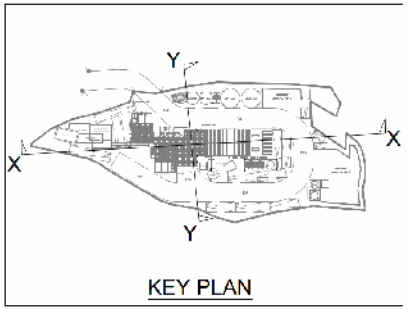
Figure C-1 Cross Section of the Site



Legend

U-Channel (600mm, 1:200)

Underground Pipe (650mm, 1:200)



Accountability

We understand the importance of being accountable to each other and our clients.

Passion

We are completely passionate about providing practical solutions and outcomes that deliver for our clients.

Insight

We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.

Integrity

We behave with respect and honesty toward each other, our clients and our stakeholders.

R-Riches Property Consultants Ltd.

益卓物業顧問有限公司

Our Ref.: DD 114 Lots 573 RP & 1710
Your Ref.: TPB/A/YL-SK/410

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

By Email

08 April 2025

Dear Sir,

Further Information

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities for a Period of 5 Years in "Industrial (Group D)" Zone,
Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-SK/410)

We write to submit further information to provide clarifications on the subject application.

Should you require more information regarding the application, please contact our [redacted] or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Property Consultants Limited

Christian CHIM
Town Planner

cc DPO/FSYLE, PlanD

[redacted]

Further Information

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities for a Period of 5 Years in "Industrial (Group D)" Zone,
Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories

(Application No. A/YL-SK/410)

(i) The applicant provides responses to the following departmental comments:

Departmental Comments		Applicant's Responses
1. Comments of the Director of Agriculture, Fisheries and Conservation (DAFC)		
(a)	According to the site plan, it is noted that the subject site would encroach into existing stream along its southern boundary. In this regard, the proposed development will pose direct impact on the stream while stream and watercourse should be preserved as far as possible from nature conservation perspective.	Although there is a minor encroachment of Lot 573 RP in D.D. 114 into the watercourse along its southern boundary, all structures of the proposed development maintain a distance of at least 3.8 m from the top bank of the watercourse (please refer to the proposed layout at Plan 10 of the original submission). Besides, no filling of land will be carried out in any part of the watercourse. In order to protect the watercourse as far as possible, the following measures are proposed in the reports of the Environmental Assessment (EA) and Drainage Proposal: - sewage arising from the proposed development would be temporarily stored in sewage holding tanks and then tankered away for off-site disposal in a sewage treatment facility; and - perimeter channels with sand traps/catch pits are proposed to collect the surface runoff from the application site (the Site), so that no surface runoff would be washed directly into the watercourse. In view of the above, it is expected that the proposed development would not impose adverse environmental and drainage impacts on the watercourse.

Departmental Comments		Applicant's Responses
2. Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD)		
(a)	By desktop checking, the boundary of the Application Site deviates from the boundary of the Lots and encroached on Lot No. 574 S.A in D.D. 114 and the adjoining Government land. The actual lot boundary of the private lots under the application have to be verified at the land application stage if any STW and/or STT is/are applied for by the Applicant to LandsD.	Noted. Matters on land administration will be liaised with LandsD upon the submission of applications for Short Term Waiver and/or Short Term Tenancy after obtaining the planning permission from the Town Planning Board (the Board). Detailed survey was conducted to delineate the lot boundaries, i.e. Lot Nos. 573 RP and 1710 in D.D. 114. The Site consists of 2 private lots with private land area of 4,332 m^2 (about) of Old Schedule Lot held under Block Government Lease (Lot No. 573 RP in D.D. 114) and 79 m^2 (about) of New Grant Lot (Lot No. 1710 in D.D. 114). On 4.10.2024, the submission of Land Boundary Plan and Survey Record Plan of Lot Nos. 573 RP and 1710 in D.D. 114 was acknowledged by the District Survey Office/Yuen Long, LandsD (**Annex 1**).

(ii) The applicant provides the "Memorandum of Understanding" signed by the applicant and the affected business operator, who has authorised the applicant to submit the current application on its behalf (**Annex 2**).

(iii) The applicant provides the following clarifications on the justifications of the current application:

- with reference to the implementation programme, the affected premises falls within the land resumption limit for the second phase development of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA). As land where the premises will be developed for industrial and government, Institution or community uses, the concerned parcel of land is expected to be resumed and reverted to the Government in 2025. Therefore, the applicant desperately needs to identify a suitable site for relocation in order to continue its business operation;

- ready-mixed concrete is one of the most commonly-used raw materials for construction projects in Hong Kong. With the continued development across various NDAs in the New Territories (such as HSK/HT NDA, Kwu Tung North NDA etc.), the amount of construction works and the demand for concrete arising from planned development projects will remain high. The continued operation of the concrete batching plant can ensure a steady and

sustainable concrete supply and reduce cross-region traffic for concrete delivery; and

- in view of the continued development across various NDAs in the New Territories, the increase in silo capacity and production capacity is to meet the growing demand for ready-mixed concrete production. The applicant will adopt mitigation measures to alleviate the potential environmental impacts whilst maintaining a more efficient production of ready-mixed concrete.

(iv) The applicant provides the following clarifications on the proposed road work on the local access i.e. Chun Yiu Road:

- the local access is an existing paved road with a minimum width of about 6 m, which allows 2-lane 2-way traffic between the Site and Kam Tin Road. However, portion of the local access has fallen into disrepair and is currently covered with debris/leftovers. Some vehicles, with or without valid vehicle licences, have been illegally parked/stored on the side of the local access;

- as mentioned in Section 5.4 of the Planning Statement, the applicant intends to carry out upgrading work on the local access, including the removal of debris/leftovers and illegally-parked vehicles. Therefore, the proposed upgrading work solely comprises minor maintenance works to the existing local access. Figure 3.1 from the Traffic Impact Assessment showing the proposed upgrading work of the local access has been revised (**Annex 3**);

- since the proposed road upgrading work is currently at the preliminary planning stage, the final alignment of the local access shall subject to detailed design, which will be provided at a later stage upon obtaining planning permission from the Board; and

- the applicant undertakes to submit detailed proposal for the proposed road upgrading work after obtaining the planning permission from the Board. The subsequent implementation works for the road upgrading work would be carried out in accordance with relevant government guidelines and regulations; and such works would be completed by the applicant before commencement of the proposed development. The applicant also commits to manage and carry out maintenance work for the local access.

(v) The applicant provides the following clarifications on development parameters of the proposed development:

- the proposed concrete batching plant comprises 6 silos with total capacity of about 2,100 tonnes for storage of raw materials for concrete production (i.e. cement, pulverised fuel ash (PFA), ground blastfurnace slag (GGBS), and silica fume (CSF)); and

- the operation hours are from 07:00 to 23:00 daily (i.e. from Mondays to Sundays (including public holidays)), which consist of a 12-hour production period between 07:00 to 19:00, and a raw material delivery period from 09:00 to 19:00. An evening delivery period of raw materials beyond peak hours between 19:00 and 23:00 will also take place. Except for delivery of ice which cannot be produced/stored on-site, no other raw materials will be

delivered between 07:00 and 09:00. It is estimated that the Site would be able to accommodate about 12 workers. The main source of visitors will be drivers who deliver raw materials/concrete products. Outside visitor is not anticipated.

(vi) The applicant provides the following clarifications on the drainage matters of the proposed development:

- all drainage works will be placed at least 3 m away from the top of the bank of the watercourse. All structures will maintain a distance of at least 3.8 m from the top bank of the watercourse. Appropriate flooding mitigation measures will be provided at the resources of the applicant to the satisfaction of the Drainage Services Department, if necessary;

- perimeter channels with sand traps/catch pits are proposed to collect the surface runoff from the Site, so that no surface runoff would be washed directly into the watercourse. The applicant also ensures that adequate openings will be provided along the site hoardings to intercept the existing overland flow passing through the Site;

- the surface runoff from water sprinklers and wheel washing facilities will be diverted to sedimentation tank for silt removal. After that, the silt/sediment (i.e. cement cake) will be disposed of at fill bank reception facility managed by the Civil Engineering and Development Department. The treated water will then be reused for daily operation of the concrete batching plant, including concrete mixing, vehicle washing etc;

- the drainage system for surface runoff from the Site and overland flow passing through the Site (i.e. perimeter channels and sand trap/catch pit) will be separated from the drainage system for surface runoff from water sprinklers and wheel washing facilities (i.e. sedimentation tank); and

- the applicant commits to submit a revised drainage proposal with the provision of on-site drainage facilities and sedimentation tanks before commencement of the proposed development. The applicant will comply with relevant ordinances and regulations for the provision of on-site drainage facilities. The applicant also commits to manage and carry out maintenance work for the on-site drainage facilities.

(vii) The applicant provides the following clarifications on the environmental matters of the proposed development:

- some temporary structures are found beyond the northern periphery of the Site. In order to mitigate the potential adverse noise, air quality and visual impacts on these structures, the applicant proposes Aggregate Stockpile No. 2 (which will serve to stockpile finer aggregates) to be enclosed on the top and the 3 sides;

- coarser aggregates will be stockpiled in Aggregate Stockpile No. 1. Albeit not to be enclosed on the top, metal walls will be erected along the 3-sides of Aggregate Stockpile No. 1;

- the following mitigation measures on both aggregate stockpiles are proposed in the EA to

alleviate the potential adverse impacts to the surroundings (refer to Sections 2.3 and 3.4 of the EA for details):

- provision of hard paving on open area and regular watering to reduce dust emissions;
- stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and 3 sides, or sprayed with water so as to maintain the entire surface wet;
- tarpaulin covering of all dusty vehicles loads transported to, from and between site locations; and
- major noise sources will be enclosed/semi enclosed; and

- the applicant will follow relevant ordinances and regulations for the operation of the proposed development. The applicant will obtain relevant licences such as Specified Process (SP) Licence and relevant waste disposal permits from the appropriate authorities; including Chemical Waste Permits/licenses under the *Waste Disposal Ordinance (Cap 354)*, *Water Pollution Control Ordinance (Cap 358)*, Public Dumping Licence under the *Land (Miscellaneous Provisions) Ordinance (Cap 28)*, Effluent Discharge Licence under the *Water Pollution Control Ordinance*.

(viii) The applicant provides the following clarifications on the concrete production workflow:

- raw materials for concrete production delivered to the Site will be stored in respective silos and aggregate stockpiles;

- aggregates, cement, ice and other raw materials (including PFA, GGBS and CFS) will be transferred to the mixing towers via the receiving hoppers, bucket elevators and conveyor belts for mixing;

- the mixed concrete will be loaded onto concrete trucks for delivery; and

- please refer to the schematic diagram enclosed at **Annex 4** for details of the production workflow.

(ix) The applicant provides a revised layout plan to include indications of the site boundary, and the width and location of the site ingress/egress (**Annex 5**).

Annex 1

Land Boundary Plan and Survey Record Plan

地政總署
元朗測量處
DISTRICT SURVEY OFFICE
YUEN LONG
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

新界元朗元政路二號
NO. 2 YUEN CHING ROAD, YUEN LONG, N.T.

網址 Website : www.landsd.gov.hk

電　話 Tel: 3547 1341
圖文傳真 Fax: 2473 6996
電郵地址 Email: lsy14@landsd.gov.hk

本署檔號 Our Ref: ( ) in LD DSO/YL/W/426/2021
( ) in LD DSO/YL/W/227/2017

來函檔號 Your Ref:

來函請註明本署檔號
Please quote our reference in your reply

***By Fax:* 2666 9921**

[redacted]

4 - OCT 2024

Dear Sir,

Survey Plan of Lot 573 RP & Lot 1710 in D.D. 114

I acknowledge receipt of your duly completed standard form SMF-0043, survey record plan no. SRP/YL/057/06741/D1, land boundary plan no. LBP/YL/057/06741/D1 and the survey report voluntarily submitted in respect of the land boundary survey of the captioned lot(s) with the consent of the *registered land owner / authorized representative of the registered land owner.

Your plan(s) and survey report will be handled in accordance with SMO Practice Note No. 1/2024.

Yours faithfully,

(CHOY Hoi-shing, Ivan)
for Senior Land Surveyor/Yuen Long
Lands Department

ISO 9001 : 2015 證書編號 : CC 2592
ISO 9001 : 2015 Certificate No.: CC 2592
ISO 14001 : 2015 證書編號 : CC 3459
ISO 14001 : 2015 Certificate No.: CC 3459

測繪處 Survey and Mapping Office

本信息及任何附件只供收件人使用，而其中可能載有機密及／或屬法律特權的資料。敬請注意，未獲許可，不得擅自披露或使用本信息。倘本信息誤傳給你，請立即通知本署，並刪除或銷毀本信息。本署絕不承擔因使用本信息而引致的任何法律責任。
This message including any attachment is intended for the use of the addressee only. It may contain information which is confidential and/or legally privileged. You are hereby notified that no unauthorised disclosure or use of this message is permitted. If you have received this message by mistake, please notify us immediately and delete or destroy this message, as appropriate. Any liability arising from the use of this information is excluded.

自願提交土地界線圖及測量記錄圖予分區測量處供分享資料之用
Voluntary Submission of Land Boundary Plan and Survey Record Plan to District Survey Office for Sharing Purpose

本表格由以下人士提交(只可在其中一項填上「✓」號)：
This form is submitted by (tick only one of the boxes below):

☐ 認可土地測量師／註冊專業測量師(土地測量)根據測繪處作業備考編號1/2024自願向分區測量處提交文件。
Authorized Land Surveyor [ALS]/ Registered Professional Surveyor (Land Surveying) [RPS(LS)] for making Voluntary Submission to District Survey Office in accordance with SMO Practice Note No. 1/2024.

☑ 認可人士根據屋宇署作業備考編號ADV-33及ADM-21向屋宇署提交，以供分區測量處備存土地測量圖則。
Authorized Person to Buildings Department for keeping Land Survey Plan in District Survey Office in accordance with BD's PNAP ADV-33 and PNAP ADM-21.

{甲部由註冊土地擁有人／認可人士／獲註冊土地擁有人授權的代表填寫；乙部則由認可土地測量師或註冊專業測量師(土地測量)填寫}
{Part A to be completed by the registered land owner / Authorized Person /authorized representative of the registered land owner; and Part B to be completed by ALS or RPS(LS)}

甲部 - *註冊土地擁有人／認可人士／獲註冊土地擁有人授權代表的資料
PART A - PARTICULARS OF * REGISTERED LAND OWNER / AUTHORIZED PERSON / AUTHORIZED REPRESENTATIVE OF THE REGISTERED LAND OWNER

1. 姓名 (*先生／太太／女士)
Name (* Mr / Mrs / Ms)
[redacted]

認可人士註冊編號，如適用：
Authorized Person Registration number, if applicable: _____

2. 地段編號
Lot Nos.
Lot 573 RP & Lot 1710 in D.D.114

3. (i) * 我／我們已聘用以下專業土地測量師測量土地界線。
* I / We have engaged the following professional land surveyor to carry out the land boundary survey.

(ii) * 我／我們謹此准許_____測量處備存這次提交的文件，而且不論收費與否，均可酌情決定把提交的圖則、測量報告及任何其他文件的副本分發給第三方。
* I / We hereby give permission to District Survey Office/Yuen Long to keep this submission and to distribute copies of the plans, survey report and any other documents in this submission, with or without charges, to third parties at its discretion.

(iii)* 我／我們明白提交文件屬自願性質，僅供備存於測量處作分享測量資料之用。一般而言，測量處只會審視夾附於相關土地或屋宇發展申請內的土地界線圖及測量記錄圖。故此，自願提交的文件不應被視為已經被政府審查、核准、批註或接納。
* I / We understand that the submission is on a voluntary basis and is keeping in District Survey Office for sharing of survey information only. Generally, District Survey Office will only scrutinise the land boundary plan and survey record plan attached to the application for land or housing development. Therefore, the voluntary submission shall not be regarded as scrutinised, approved, endorsed or accepted by the Government.

[redacted]
簽署 Signature

_____
日期 Date

乙部- 測量師及提交文件的資料
PART B - PARTICULARS OF SURVEYOR AND SUBMISSION

1. 測量師姓名 * 認可土地測量師／註冊專業測量師(土地測量)
Name of Surveyor * ALS / RPS(LS)
WONG YIU CHO JOSEPH

2. 註冊編號
Registration No.
057

3. 關於地段編號 _____ 的土地界線測量結果，現向 _____ 測量處提交以下文件：-
I submit a set of the following documents to District Survey Office/ Yuen Long in respect of the land boundary survey of Lot no. 573 RP & 1710 in D.D.114 :-

(i) 測量記錄圖，編號 _____ (___ 頁)；及
the survey record plan, Number SRP/YL/057/06741/D1 (3 sheets); and

(ii) 土地界線或土地測量圖，編號 _____ (___ 頁)；及
the land boundary or land survey plan, Number LSP/YL/057/06741/D1 (2 sheets); and

(iii) *由註冊土地擁有人簽署以委任獲授權代表的有效證明文件(___ 頁) (倘若甲部並非由註冊土地擁有人或認可人士填寫)。
*a valid documentary proof (___ sheets) signed by the registered land owner for appointment of authorized representative (if Part A is not completed by the registered land owner or Authorized Person).

4. 遵照《土地測量條例》(第473章)的實務守則，由我親自或在我直接監督下進行的土地界線測量工作已經完成，現就這次測量所界定的土地界線提交由我親自或在我直接監督下擬備的測量報告(___ 頁)和證明文件：-
I submit a survey report (4 sheets) and supporting documents on the land boundary definition for this land boundary survey which have been prepared and performed by myself or under my direct supervision in compliance with the Code of Practice under the Land Survey Ordinance (Cap. 473) :-

	頁數 No. of sheet		頁數 No. of sheet		頁數 No. of sheet
☑ 土地查冊資料 Land Search data	10	☐ 轉讓圖 Assignment Plan		☑ 地段索引圖 Lot Index Plan	1
☐ 土地界線圖 Land Boundary Plan		☐ 土地分割圖 Division Plan		☐ 屋地圖則 House Lot Plan	
☑ 測量記錄圖 Survey Record Plan	4	☑ 丈量約份圖 DD Sheet	1	☑ 航空照片 Aerial photograph	3
☐ 導線測量控制圖 Control Traverse Plan		☑ 丈量約份控制圖 DD Control Sheet	1	☐ 照片 Photograph	
☐ 永久土地記錄圖 Permanent Land Record Plan		☐ "A"圖 "A"Sheet		☐ 地籍測量圖 Cadastral Survey Plan	
☑ 其他圖則 Other plans	2	☑ 其他 Others	8		

5.(i) 我特此准許_____測量處備存這次提交的文件，而且不論收費與否，均可酌情決定把提交的圖則、測量報告及任何其他文件的副本分發給第三方。我亦明白如本人曾就上述地段向測繪處提交圖則及/或測量報告，所有先前版本的圖則及/或測量報告均會被本次提交的版本取代，而測繪處並不會分發任何被取代的版本給第三方。

I hereby give permission to District Survey Office/_____ to keep this submission and to distribute copies of the plans, survey report and any other documents in this submission, with or without charges, to third parties at its discretion. I also understand that in case there exists any previous version of plan(s) and/or survey report(s) submitted by me for the same captioned lot(s), all these previous versions will be superseded and will not be supplied to others for sharing purpose.

(ii) 我明白提交文件屬自願性質，僅供備存於測量處作分享測量資料之用。一般而言，測量處只會審視夾附於相關土地或屋宇發展申請內的土地界線圖及測量記錄圖。故此，自願提交的文件不應被視為已經被政府審查、核准、批註或接納。

I understand that the submission is on a voluntary basis and is keeping in District Survey Office for sharing of surve[redacted]rally, District Survey Office will only scrutinise the land boundary plan and surve[redacted]he application for land or housing development. Therefore, the voluntary subm[redacted]as scrutinised, approved, endorsed or accepted by the Government.

_____ _____

日期 Date

*刪去不適用[redacted]te

收集個人資料聲明: 本表格所收集的個人資料僅供地政總署用於處理與本表格相關的事宜。提供個人資料純屬自願性質。若你未能提供所須個人資料，地政總署可能無法處理本次申請。在未取得你的同意前，地政總署不會把你的個人資料向第三者披露或轉移。你有權要求查閱及更改你在本表格中提供的個人資料。在香港法例第486章《個人資料（私隱）條例》第20條指定的情況下，地政總署或會拒絕查閱資料的要求。請透過以下方式向部門個人資料管制主任（經辦人: 高級土地測量師/技術資訊）提出查閱或更改個人資料的要求。電郵：smohq@landsd.gov.hk; 地址：香港北角渣華道333號北角政府合署23樓地政總署測繪處。

Personal Information Collection Statement: The personal data collected in this form will only be used by Lands Department for the purposes directly related to the handling of your submission made in this form. The provision of your personal data is voluntary. If you do not provide personal information, Lands Department may not be able to process your application. The personal data collected in this form will not be disclosed or transferred to any other third parties without your prior consent. You have the right to request access to and correction of your personal data provided in this form. Please note that we may refuse to comply with a data access request in the circumstances specified in section 20 of the Personal Data (Privacy) Ordinance (Cap. 486). Your requests should be made to the Departmental Personal Data Controlling Officer (Attn: Senior Land Surveyor/Technical Information). Email: smohq@landsd.gov.hk; Address: Survey and Mapping Office, Lands Department, 23/F North Point Government Offices, 333 Java Road, North Point, Hong Kong.

Survey Report

Boundary Survey of Lot 573 RP & Lot 1710 in D.D. 114, Kam Tin

1. Purpose

LAND MARKER (1980) H.K. CO. LTD. was appointed by the Land Owner to prepare a boundary plan for the subject lot – Lot 573 RP & Lot 1710 in D.D. 114, Kam Tin.

2. Root of Title

The history of the subject lot and registered area were extracted in the following table:

D.D.114	Lot 573		**Lot 1710**
Registered Area	1.09 ac. ~4411 sq.m. (about)		850 sq. ft. ~79.0 sq. m.(about)
Held Under	Government lease		New Grant no.1180
Subdivided lot	Lot 573 S.A (Surrendered)	**Lot 573 RP**	
Registered Area	850 sq. ft. ~79.0 sq. m. (about)	46630 sq. ft ~4332 sq.m. (about) (By deduction)	
Held Under	YL1180 On 22nd July 1966		

3. List of Available Boundary Evidences

Documentary evidence of the subject lot and adjacent lots were searched and reviewed as follows:

1. 1:1000 Lot Index Plan
2. D.D. Field Sheet no. 114
3. D.D. Control Sheet no. 114
4. D.D. Retrace no. 114
5. Block Government Lease of D.D. 114
6. Field area statement of D.D. 114
7. Aerial photo no. H31/0027 taken in year 1924, 681/4_4222 taken in year 1945 and orthophoto taken in 1963
8. ALS's survey record plan no. SRP/YL/047/5762/D1, SRP/YL/053/4018/D1 & SRP/YL/002/3465/D2
9. New Grant no. YL1180
10. Searches from Land Registry
11. Station summary of the geodetic survey stations

4. Survey Origin

The geodetic survey stations OUSM8159.004, OUSM8159.005 and OUSM8159.006 were checked and adopted as the survey stations. New traverses were run and closed within the allowable misclosures.

5. Intention of Grant/Subdivision

Lot 573 was held under government lease. Later in July 1966, Lot 573 S.A was surrendered to the government and was regrant as Lot 1710 in the form of condition of exchange. Lot 1710 was granted under New Grant No.1180 with an area of 850 sq. ft. (79 sq. m.); Area of Lot 573 RP was calculated by simple deduction.

6. Evaluation of Boundary Evidence

6.1 Ground occupation

A site survey was conducted in January 2024. At the dates of the survey, the lots were occupied by temporary structures and surrounded by walls and fences. All surrounding features were surveyed for reference.

6.2 Boundary record searched from DSO

D.D. Field Sheet, Control Sheet, and Retrace Sheet were available in the District Survey Office. Furthermore, it was found that the subject lots were previously defined by other ALSs, i.e. Lot 573RP was defined and recorded in SRP/YL/047/5762/D1 and Lot 1710 was defined and recorded in SRP/YL/053/4018/D1. In addition, the adjoining lot was also defined by other ALS and record in SRP/YL/002/3465/D2.

6.3 Correlation exercise of parent lot

The subject lot boundaries were delineated from the D.D. control sheet and the area was consistent with the area as stated in the New Grant and was compatible to the deducted area. As a result, the correlated boundaries were adopted in the following boundary determination.

Then, the correlated boundaries were overlaid onto the aerial photos to define the location, size, and shape of the lot boundary. Field bunds were observed from the aerial photos taken in years 1924 and 1945, also, in orthophoto taken in 1963. It was found that the shape of the field bunds tallied with the correlated boundaries, and similar findings were recognized over the years.

Consistent field pattern was observed over years of aerial photos. Without noticeable alteration to the size and shape of the subject field parcels throughout the year, it is reasonable to believe the observed field bunds were the original occupation of the subject lots.

6.4 Checking and adoption of existing survey record of subject lots

The defined boundaries and area of the subject lots were found compatible to the correlation result and the search record. Therefore, they were adopted.

6.5 Checking of adjoining lot boundaries

Adjoining lot, which was previously defined by the ALS was checked. It was found consistent with the correlations result. Therefore, the common boundaries were adopted.

7. Conclusion

The previously defined boundaries of subject lots were checked and adopted. The surveyed areas of the subject lots are summarized as follows:

D.D.114	Lot 573 RP	Lot 1710
Registered area (R)	46630 sq. ft. ~4332 sq. m. (about) (By deduction)	850 sq. ft. ~79.0 sq. m.(about)
Recorded in/ Held under	SRP/YL/047/5762/D1	New Grant no.1180 & record in SRP/YL/002/3465/D2
Surveyed area (S)	4332 sq. m. (about)	790 sq. m. (about)
Allowable tolerance#	451.1 sq. m. (about)	27.9 sq. m. (about)
Discrepancy (S-R)	0 sq. m. (about)	0 sq. m. (about)
Within tolerance	Yes	Yes

#Remarks: Allowable discrepancy = +/- (20 sq. m. + 10% of register area) for 1:3960 D.D. Sheet

8. Enclosures

1. 1:1000 Lot Index Plan
2. D.D. Field Sheet no. 114
3. D.D. Control Sheet no. 114
4. D.D. Retrace no. 114
5. Block Government Lease of D.D. 114
6. Field area statement of D.D. 114
7. Aerial photo no. H31/0027 taken in year 1924, 681/4_4222 taken in year 1945 and orthophoto taken in 1963
8. ALS's survey record plan no. SRP/YL/047/5762/D1, SRP/YL/053/4018/D1 & SRP/YL/002/3465/D2
9. New Grant no. YL1180
10. Searches from Land Registry
11. Station summary of the geodetic survey stations

9. **Authorized Land Surveyor's Certification**

I, Wong Yiu Cho Joseph, an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap. 473), hereby certify that this survey for the definition of Lot 573 RP & Lot 1710 in D.D. 114, Kam Tin has been carried out by me, or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this report correctly represents my work completed on the twenty-fifth of January, 2024.

Dated this fifteenth day of July, 2024.

828700 E

828750 E

828800 E

N

G.L.

832950 N

832950 N

A
AZ
B
C
D
E
F
G
H
J
K
L
M
N
P
Q
R
S
T
U
V
W
X
Y
Z
AA
AB
AC
AD
AE
AF
AG
AH
AJ
AK
AL
AM
AN
AP
AQ
AR
AS
AT
AU
AV
AW
AX
AY

LOT 574 S.A

Ⓨ LOT 573 RP

G.L.

LOT 1710 Ⓖ

832900 N

832900 N

SCALE 1:500

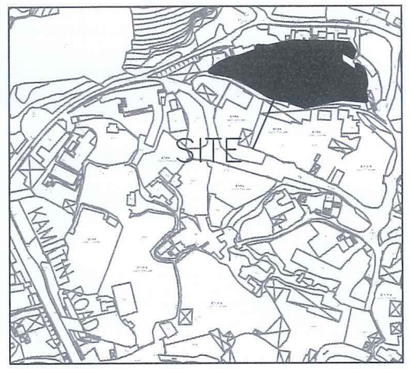
25 20 15 10 5 0 25 50 METRES

828700 E

828750 E

828800 E

LOCATION PLAN



SCALE 1:5000

Ref	Colour
B	BROWN
G	GREEN
I	INDIGO
O	ORANGE
P	PINK
R	RED
V	VIOLET
Y	YELLOW
GY	GREY

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this land boundary plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the twenty-fifth of January 20 24.

Dated this fifteenth day of July 20 24

[redacted]

Survey District : YUEN LONG
Date of survey : JAN 2024
Survey Sheet No. : 6-NE-15C
Survey Record Plan : SRP/YL/057/06741/D1

PLAN OF LOT 573 RP & 1710 IN D.D.114, KAM TIN

(SHEET 1 OF 2)

FOR OFFICIAL USE

Land Survey Plan No. : LSP/YL/057/06741/D1

LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance in metres	Northing	Easting
LOT 573 RP IN D.D.114				
A			832935.736	828686.286
B	52°34'42"	9.388	832941.441	828693.742
C	65°32'43"	9.290	832945.287	828702.199
D	77°11'56"	9.722	832947.441	828711.679
E	70°39'50"	12.748	832951.662	828723.708
F	20°00'33"	4.317	832955.718	828725.185
G	93°52'40"	8.680	832955.131	828733.845
H	78°14'41"	13.699	832957.922	828747.257
J	82°23'19"	10.154	832959.267	828757.322
K	92°10'54"	10.613	832958.863	828767.927
L	91°09'53"	14.464	832958.569	828782.388
M	92°03'35"	5.982	832958.354	828788.366
N	94°50'42"	11.816	832957.356	828800.140
P	148°35'02"	7.213	832951.200	828803.900
Q	199°08'01"	5.187	832946.300	828802.200
R	300°26'23"	11.251	832952.000	828792.500
S	177°32'14"	9.309	832942.700	828792.900
T	125°06'43"	15.647	832933.700	828805.700
U	3°18'04"	6.269	832939.959	828806.061
V	129°26'27"	5.694	832936.342	828810.458
W	150°07'42"	2.690	832934.009	828811.798
X	161°43'21"	2.647	832931.496	828812.628
Y	172°06'26"	5.221	832926.324	828813.345
Z	180°02'32"	2.720	832923.604	828813.343
AA	191°57'50"	5.397	832918.324	828812.224
AB	171°59'38"	7.952	832910.449	828813.332
AC	274°58'29"	19.847	832912.170	828793.560
AD	260°26'13"	6.266	832911.129	828787.381
AE	350°26'25"	4.161	832915.232	828786.690
AF	260°26'25"	2.151	832914.874	828784.569
AG	350°26'25"	7.273	832922.046	828783.361
AH	260°26'25"	5.341	832921.160	828778.094
AJ	170°26'25"	7.273	832913.988	828779.302
AK	260°26'25"	2.151	832913.630	828777.181
AL	170°26'25"	4.161	832909.527	828777.871
AM	256°01'53"	14.789	832905.957	828763.519
AN	285°58'53"	6.552	832907.761	828757.220
AP	290°58'29"	2.355	832908.604	828755.021
AQ	294°57'41"	5.673	832910.998	828749.878
AR	279°32'58"	8.113	832912.344	828741.877
AS	282°08'12"	2.488	832912.867	828739.445
AT	286°57'56"	2.947	832913.727	828736.626
AU	295°19'34"	2.709	832914.886	828734.177
AV	300°28'17"	19.976	832925.016	828716.960
AW	304°23'35"	5.924	832928.362	828712.072
AX	292°39'36"	4.623	832930.143	828707.806
AY	282°55'37"	13.705	832933.209	828694.448
AZ	282°00'16"	8.298	832934.935	828686.331
A	356°47'04"	0.802	832935.736	828686.286

LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance in metres	Northing	Easting
LOT 1710 IN D.D.114				
AH			832921.160	828778.094
AG	80°26'25"	5.341	832922.046	828783.361
AF	170°26'25"	7.273	832914.874	828784.569
AE	80°26'25"	2.151	832915.232	828786.690
AD	170°26'25"	4.161	832911.129	828787.381
AL	260°26'25"	9.644	832909.527	828777.871
AK	350°26'25"	4.161	832913.630	828777.181
AJ	80°26'25"	2.151	832913.988	828779.302
AH	350°26'25"	7.273	832921.160	828778.094

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the twenty-fifth of January 20 24.

Dated this fifteenth day of July 20 24

[redacted]

Survey District : YUEN LONG
Date of survey : JAN 2024
Survey Sheet No. : 6-NE-15C
Survey Record Plan : SRP/YL/057/06741/D1

PLAN OF LOT 573 RP & 1710 IN D.D.114, KAM TIN

(SHEET 2 OF 2)

FOR OFFICIAL USE

Land Survey Plan No. : LSP/YL/057/06741/D1

DIAGRAM 'A'
DISTORTED

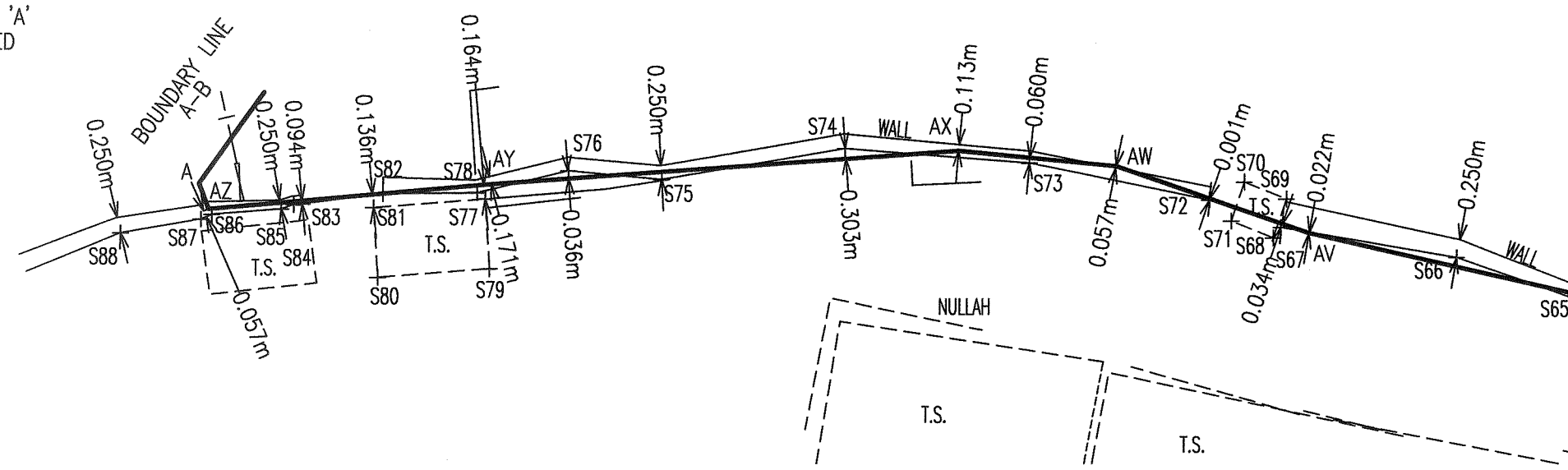
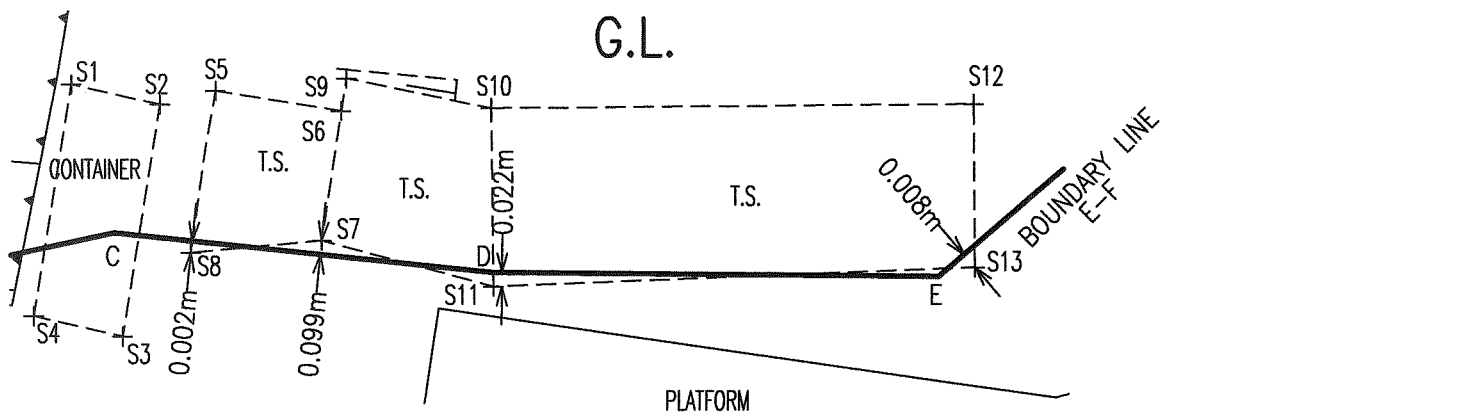
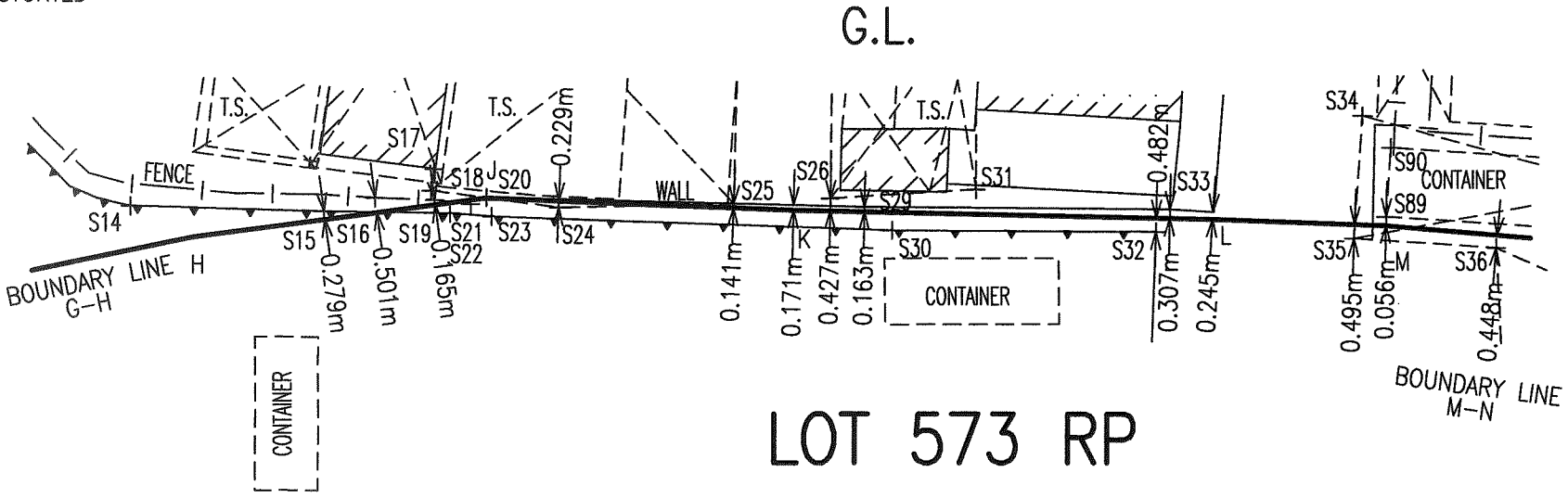


DIAGRAM 'B'
DISTORTED



LOT 573 RP

DIAGRAM 'C'
DISTORTED



LOT 573 RP

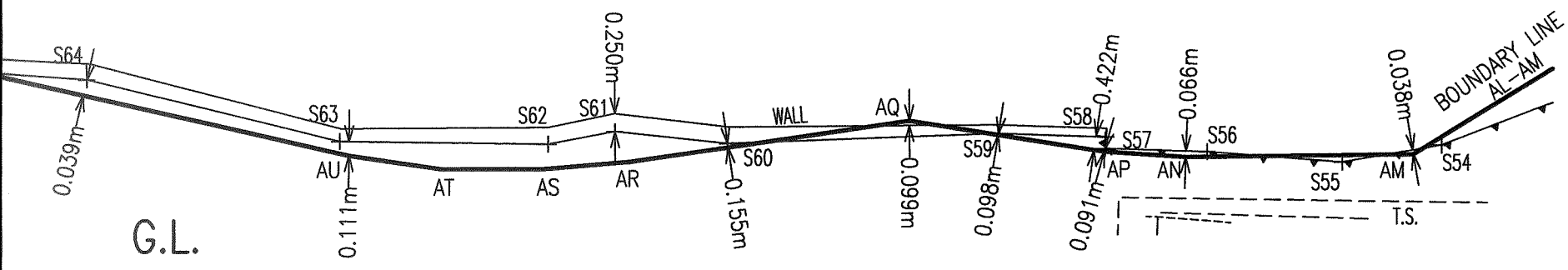
TRAVERSE DIAGRAM
DISTORTED

OUSM8159

Survey District: YUEN LONG
Date of survey: JAN 2024
Scale 1:400 Field Bk: 6741
Survey Sheet: 6–NE–15C
Reference SRP's: SRP/YL/002/3465/D2

PLAN OF LOT 57

LOT 573 RP



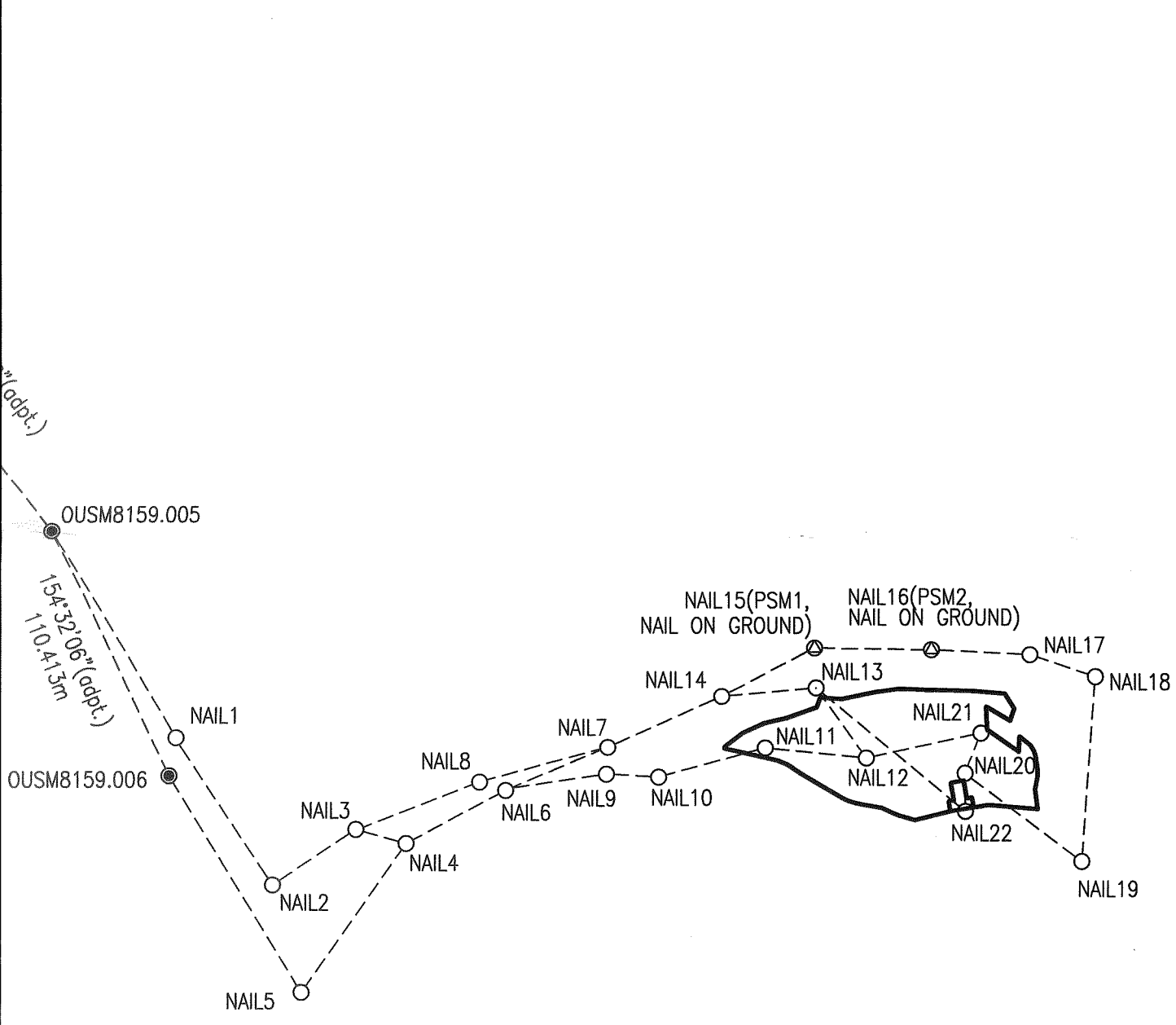
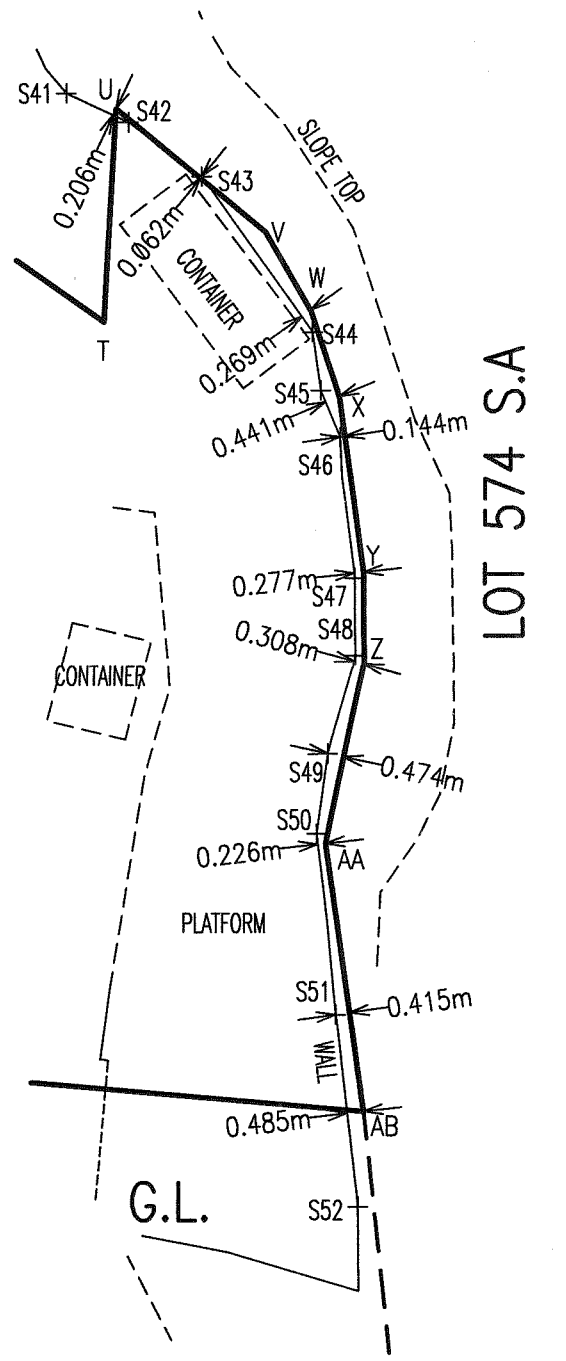


DIAGRAM 'D'
DISTORTED



[redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that surv[redacted]

twenty-fifth day of January 20 [redacted]

Dated this fifteenth day of July 2[redacted]

RP & 1710 IN D.D.114,
KAM TIN

(SHEET 2 OF 3 SHEETS)

FOR OFFICE USE

SRP NO.: SRP/YL/057/06741/D1

828680 E

828720 E

832980 N

N

NAIL15(PSM1,
NAIL ON GROUND)

ROAD

HOARDING

FENCE

HOARDING

CONTAINER

T.S.

FENCE

T.S.

T.S.

NAIL14

NAIL13

S12

F

S14

H

S15

G

CONTAINER

S9

S10

T.S.

S13

E

S1

S2

S5

S6

T.S.

T.S.

S11

D

CONTAINER

C

S8

S7

PLATFORM

FENCE

S4

S3

CONTAINER

832940 N

G.L.

B

SEE DIAGRAM 'B'

RAMP

NAIL11

NAIL12

S88

A

S82

S81

S78

S77

AZ

T.S.

T.S.

HOARDING

NULLAH

T.S.

S87

S85

S83

S86

S84

S80

AY

S79

S76

S75

WALL

S74

AX

S73

AW

S70

S69

S72

S71

S67

AV

S68

NULLAH

WALL

S66

S65

S64

FENCE

NAIL10

T.S.

T.S.

T.S.

HOARDING

S63

AU

S62

S61

AT

AS

AR

S60

AQ

SEE DIAGRAM 'A'

T.S.

NULLAH

S59

T.S.

832900 N

G.L.

LOT 573 RP

AREA = 4332 sq.m. (about)

AREA = 79

832860 N

828680 E

828720 E

Survey District: YUEN LONG
Date of survey: JAN 2024
Scale 1:400 Field Bk: 6741
Survey Sheet: 6-NE-15C
Reference SRP's: SRP/YL/002/3465/D2

PLAN OF LOT 573

828760 E

828800 E

828840 E

832980 N

832940 N

832900 N

832860 N

828760 E

828800 E

828840 E

FENCE

NAIL16(PSM2, NAIL ON GROUND)

G.L.

ROAD

NAIL17

NAIL18

RAILING

HOARDING

T.S.

CONTAINER

S28 S27 S26 S31 S33 S34 S90 S89 S91 S92 S38 S39 S37 S40 S41 S42 S43 S44 S45 S46 S47 S48 S49 S50 S51 S52 S53 S54 S55 S56 S23 S24 S25 S29 S30 S32 S35 S36

WALL

DIAGRAM 'C'

PLATFORM

0.367m

0.433m

0.052m

RAMP

NAIL21

SLOPE TOP

SEE DIAGRAM 'D'

LOT 574 S.A

(SRP/YL/002/3465/D2 REFERS)

NAIL20

AG AH AE AF AJ AK AC AD AL AM AN

NULLAH

FREE STANDING WALL

NAIL22

NAIL19

LOT 1710

sq.m. (about)

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the twenty–fifth day of January 20 24.

Dated this fifteenth day of July 20 2[redacted]

Auth[redacted]

RP & 1710 IN D.D.114,
KAM TIN

(SHEET 1 OF 3 SHEETS)

FOR OFFICE USE

SRP NO.: SRP/YL/057/06741/D1

NOTES :

SUBJECT LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance	Northing	Easting
SUBJECT LOT NO. – LOT 573 RP IN D.D.114				
A			832935.736	828686.286
B	52°34'42"	9.388	832941.441	828693.742
C	65°32'43"	9.290	832945.287	828702.199
D	77°11'56"	9.722	832947.441	828711.679
E	70°39'50"	12.748	832951.662	828723.708
F	20°00'33"	4.317	832955.718	828725.185
G	93°52'40"	8.680	832955.131	828733.845
H	78°14'41"	13.699	832957.922	828747.257
J	82°23'19"	10.154	832959.267	828757.322
K	92°10'54"	10.613	832958.863	828767.927
L	91°09'53"	14.464	832958.569	828782.388
M	92°03'35"	5.982	832958.354	828788.366
N	94°50'42"	11.816	832957.356	828800.140
P	148°35'02"	7.213	832951.200	828803.900
Q	199°08'01"	5.187	832946.300	828802.200
R	300°26'23"	11.251	832952.000	828792.500
S	177°32'14"	9.309	832942.700	828792.900
T	125°06'43"	15.647	832933.700	828805.700
U	3°18'04"	6.269	832939.959	828806.061
V	129°26'27"	5.694	832936.342	828810.458
W	150°07'42"	2.690	832934.009	828811.798
X	161°43'21"	2.647	832931.496	828812.628
Y	172°06'26"	5.221	832926.324	828813.345
Z	180°02'32"	2.720	832923.604	828813.343
AA	191°57'50"	5.397	832918.324	828812.224
AB	171°59'38"	7.952	832910.449	828813.332
AC	274°58'29"	19.847	832912.170	828793.560
AD	260°26'13"	6.266	832911.129	828787.381
AE	350°26'25"	4.161	832915.232	828786.690
AF	260°26'25"	2.151	832914.874	828784.569
AG	350°26'25"	7.273	832922.046	828783.361
AH	260°26'25"	5.341	832921.160	828778.094
AJ	170°26'25"	7.273	832913.988	828779.302
AK	260°26'25"	2.151	832913.630	828777.181
AL	170°26'25"	4.161	832909.527	828777.871
AM	256°01'53"	14.789	832905.957	828763.519
AN	285°58'53"	6.552	832907.761	828757.220
AP	290°58'29"	2.355	832908.604	828755.021
AQ	294°57'41"	5.673	832910.998	828749.878
AR	279°32'58"	8.113	832912.344	828741.877
AS	282°08'12"	2.488	832912.867	828739.445
AT	286°57'56"	2.947	832913.727	828736.626
AU	295°19'34"	2.709	832914.886	828734.177
AV	300°28'17"	19.976	832925.016	828716.960
AW	304°23'35"	5.924	832928.362	828712.072
AX	292°39'36"	4.623	832930.143	828707.806
AY	282°55'37"	13.705	832933.209	828694.448
AZ	282°00'16"	8.298	832934.935	828686.331
A	356°47'04"	0.802	832935.736	828686.286
SUBJECT LOT NO. – LOT 1710 IN D.D.114				
AH			832921.160	828778.094
AG	80°26'25"	5.341	832922.046	828783.361
AF	170°26'25"	7.273	832914.874	828784.569
AE	80°26'25"	2.151	832915.232	828786.690
AD	170°26'25"	4.161	832911.129	828787.381
AL	260°26'25"	9.644	832909.527	828777.871
AK	350°26'25"	4.161	832913.630	828777.181
AJ	80°26'25"	2.151	832913.988	828779.302
AH	350°26'25"	7.273	832921.160	828778.094

TRAVERSE

Station	Bearing	Distance	Northing	Easting
OUSM8159.005			833023.572	828413.817
NAIL1	149°10'55"	98.134	832939.294	828464.092
NAIL2	154°01'59"	85.089	832862.794	828501.347
NAIL3	42°03'19"	53.060	832902.190	828536.889
NAIL4	105°50'02"	21.079	832896.439	828557.168
NAIL5	215°02'26"	73.901	832835.932	828514.736
OUSM8159.006	328°42'56"	102.920	832923.886	828461.290
NAIL4			832896.439	828557.168
NAIL6	61°53'23"	45.717	832917.979	828597.493
NAIL7	67°09'32"	44.890	832935.405	828638.864
NAIL8	249°40'24"	57.369	832915.477	828585.068
NAIL3	254°34'55"	49.979	832902.190	828536.889
NAIL6			832917.979	828597.493
NAIL9	71°55'37"	41.583	832930.879	828637.025
NAIL10	108°32'37"	23.770	832923.320	828659.561
NAIL11	74°39'00"	44.754	832935.166	828702.719
NAIL12	95°46'25"	41.207	832931.021	828743.718
NAIL13	324°32'47"	35.089	832959.604	828723.365
NAIL14	264°54'43"	38.456	832956.193	828685.061
NAIL7	245°46'29"	50.660	832935.405	828638.864
NAIL14			832956.193	828685.061
NAIL15(PSM1)	62°36'32"	42.477	832975.734	828722.776
NAIL16(PSM2)	90°52'26"	47.400	832975.010	828770.170
NAIL17	92°50'59"	40.062	832973.018	828810.182
NAIL18	108°35'46"	27.952	832964.103	828836.674
NAIL19	184°17'50"	75.189	832889.124	828831.039
NAIL20	307°08'11"	59.315	832924.932	828783.753
NAIL21	21°37'45"	17.575	832941.269	828790.231
NAIL12	257°34'30"	47.628	832931.021	828743.718
NAIL13			832959.604	828723.365
NAIL22	129°35'52"	78.596	832909.510	828783.926
NAIL20	359°21'29"	15.423	832924.932	828783.753

RADIATIONS

Surveyed point		Bearing	Distance	Northing	Easting
FROM	NAIL11			832935.166	828702.719
TO	S3	1°35'50"	7.802	832942.965	828702.937
	S4	343°57'21"	7.848	832942.709	828700.550
	S7	21°19'17"	12.180	832946.513	828707.148
	S8	6°49'40"	10.598	832945.689	828703.979
	S11	36°12'21"	15.188	832947.422	828711.691
	S13	51°47'39"	26.740	832951.705	828723.732
	S64	123°21'33"	29.533	832918.927	828727.386
	S65	124°11'46"	25.615	832920.770	828723.906
	S66	124°24'31"	21.867	832922.810	828720.760
	S67	125°39'01"	16.678	832925.446	828716.272
	S68	127°44'50"	16.605	832925.001	828715.849
	S69	123°35'12"	16.605	832925.981	828716.552
	S70	123°07'14"	15.282	832926.816	828715.519
	S71	127°38'31"	15.276	832925.837	828714.816
	S72	125°42'54"	14.434	832926.741	828714.439
	S73	130°05'24"	9.132	832929.285	828709.706
	S74	154°12'06"	4.429	832931.179	828704.647
	S75	227°29'53"	4.645	832932.028	828699.295
	S76	248°06'06"	6.518	832932.735	828696.671
	S77	256°36'53"	8.860	832933.115	828694.100
	S78	257°22'25"	8.948	832933.210	828693.988
	S79	246°02'50"	9.966	832931.120	828693.612
	S80	254°49'34"	12.751	832931.829	828690.413
	S81	263°31'06"	11.894	832933.824	828690.901
	S82	263°29'44"	11.449	832933.869	828691.344
	S83	266°16'48"	13.758	832934.274	828688.990
	S84	266°32'57"	14.000	832934.324	828688.745
	S85	266°37'04"	14.389	832934.318	828688.356
	S86	268°59'43"	16.350	832934.880	828686.372
	S87	268°58'23"	16.655	832934.868	828686.067
	S88	270°08'17"	19.035	832935.212	828683.685

RADIATIONS

Surveyed point		Be
FROM	NAIL13	
TO	S1	245°
	S2	243°
	S5	244°
	S6	241°
	S9	244°
	S10	239°
	S12	198°
FROM	NAIL12	
TO	S14	2°
	S15	16°
	S16	19°
	S17	21°
	S18	22°
	S19	22°
	S20	25°
	S21	24°
	S22	25°
	S23	26°
	S24	29°
	S25	38°
	S26	42°
	S27	34°
	S28	37°
	S29	43°
	S30	45°
	S31	46°
	S32	53°
	S33	53°
	S54	141°
	S55	143°
	S56	148°
	S57	153°
	S58	152°
	S59	157°
	S60	177°
	S61	186°
	S62	192°
	S63	211°
FROM	NAIL21	
TO	S34	352°
	S35	349°
	S36	6°
	S37	11°
	S38	40°
	S39	47°
	S40	67°
	S41	93°
	S42	96°
	S43	100°
	S44	109°
	S45	113°
	S46	116°
	S89	353°
	S90	354°
	S91	29°
	S92	32°
FROM	NAIL20	
TO	S47	87°
	S48	92°
	S49	97°
	S50	103°
	S51	112°
	S52	120°
	S53	209°

Survey District: YUEN LONG
Date of survey: JAN 2024
Scale 1:400 Field Bk: 6741
Survey Sheet: 6–NE–15C
Reference SRP's: SRP/YL/002/3465/D2

PLAN OF LOT 573

Distance	Northing	Easting
	832959.604	828723.365
26.200	832948.823	828699.486
23.931	832949.079	828701.872
22.428	832949.903	828703.144
19.214	832950.481	828706.455
18.954	832951.348	828706.304
15.305	832951.836	828710.178
3.702	832956.090	828722.200
	832931.021	828743.718
27.999	832958.987	828745.078
28.914	832958.802	828751.732
29.883	832959.260	828753.492
31.536	832960.264	828755.523
30.801	832959.512	828755.423
30.558	832959.196	828755.546
31.373	832959.283	828757.337
30.355	832958.746	828756.077
30.933	832959.054	828756.794
30.869	832958.635	828757.515
32.236	832958.942	828759.828
35.749	832959.083	828765.866
38.041	832959.264	828769.202
39.706	832963.892	828765.990
41.894	832964.221	828769.269
38.627	832958.977	828770.374
38.718	832958.170	828771.323
41.784	832959.577	828774.222
45.639	832958.126	828780.436
46.493	832958.906	828780.920
32.091	832905.941	828763.739
30.319	832906.496	828761.544
27.338	832907.598	828757.816
25.059	832908.681	828755.070
24.848	832908.985	828755.202
22.693	832909.997	828752.260
19.023	832912.024	828744.713
17.832	832913.302	828741.714
17.938	832913.522	828739.769
18.718	832915.066	828733.931
	832941.269	828790.231
21.040	832962.137	828787.538
16.892	832957.899	828787.263
16.428	832957.582	828792.172
11.378	832952.430	828792.449
21.481	832957.576	828804.214
18.925	832953.989	828804.244
13.008	832946.267	828802.241
14.398	832940.419	828804.603
16.285	832939.559	828806.426
18.643	832937.968	828808.579
23.006	832933.455	828811.869
23.861	832931.672	828812.076
24.955	832930.305	828812.648
17.243	832958.410	828788.355
19.600	832960.795	828788.521
21.458	832960.024	828800.657
19.325	832957.640	828800.500
	832924.932	828783.753
29.358	832926.153	828813.085
29.346	832923.871	828813.080
28.821	832920.968	828812.300
29.009	832918.273	828811.988
31.023	832913.298	828812.512
34.105	832907.659	828813.160
21.247	832906.438	828773.294

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the twenty-fifth day of January 20 24.

Dated this fifteenth day of July 20 [redacted]

Au[redacted]

FOR OFFICE USE

RP & 1710 IN D.D.114,
AM TIN

(SHEET 3 OF 3 SHEETS)

SRP NO.: SRP/YL/057/06741/D1

地段索引圖
LOT INDEX PLAN

摘要說明：本地段索引圖在其背景的地形圖上標示了各種永久和短期持有的土地的圖像界線。這些土地包括私人地段、政府撥地、短期租約批地，以及其他作核准用途的土地。請注意：(1)本索引圖上的資料會被不時更新而不作事先通知；(2)索引圖的更新或會延後於有關資料的實際變更；以及(3)本索引圖中顯示的界線僅供識別之用，資料是否準確可靠，應徵詢專業土地測量師的意見。

免責說明：如因使用本地段索引圖，或因所依據的本索引圖資料出錯、遺漏、過時或有誤差而引致任何損失或損害，政府概不承擔任何法律責任。

Explanatory notes : This plan shows the graphical boundaries of different kinds of permanent and temporary land holdings with the topographic map in the backdrop. The land holdings as shown may include private lots, government land allocations, short term tenancies and other permitted uses of land. It must be noted that: (1) the information shown on this plan is subject to update without prior notification; (2) there may be time lag between an update and the related changes taken place; and (3) the graphical boundaries as shown are for identification purpose only and interpretation of their accuracy and reliability requires the advice from professional land surveyor.
Disclaimer : The Government shall not be responsible for any loss or damage howsoever arising from the use of this plan or in reliance upon its correctness, completeness, timeliness or accuracy.

地政總署測繪處
Survey and Mapping Office
Lands Department

香港特別行政區政府 — 版權所有
© Copyright reserved — Hong Kong SAR Government

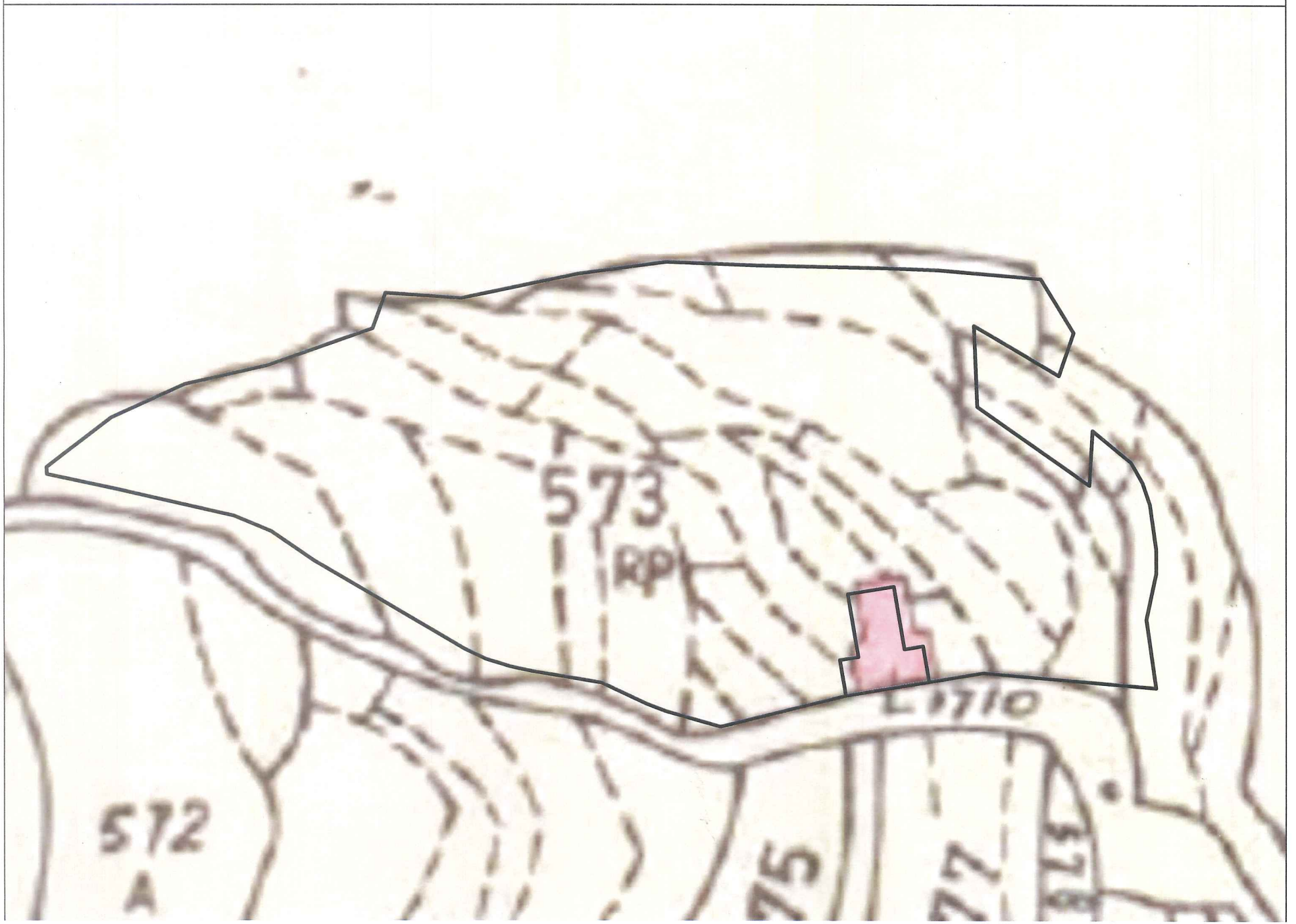
比例尺 SCALE 1 : 1 000

米 metres 10 0 10 20 30 40 50 米 metres

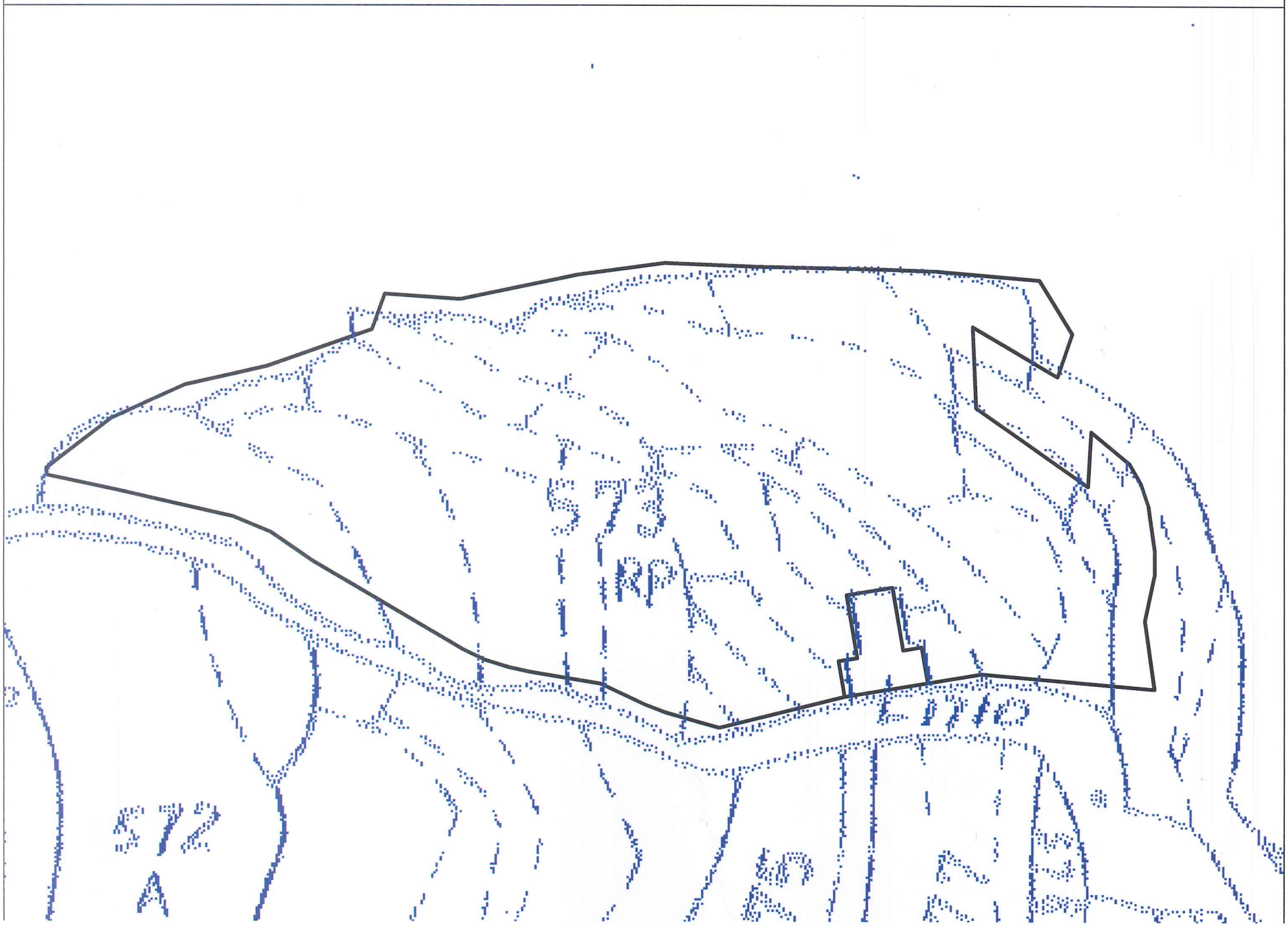
Locality :	
Lot Index Plan No. :	ags_S00000123290_0001
District Survey Office :	Land Information Centre
Date :	02-Feb-2024
Reference No. :	6-NE-15A,6-NE-15C

D.D. FIELD SHEET

D.D. CONTROL SHEET



D.D. RETRACE



SCHEDULE OF CROWN LESSEES.

DISTRICT No. 114

Area of 1st class 5.07 acres
2nd class 3.55 acres

Lot No.	Term of lease in years.	Area	Description of Lot	Name of Owner. Chinese	Name of Owner. Transliteration	Address	Crown Rent. Class	$	¢	Remarks.
553	75	.10	Padi	黎如心	Lai Ü Sham	上村	1st		30	
554	"	1.05	"	黎興業	Lai Hing Ip	"	"	3.	15	
555	"	.01	"	黎朱泰	Lai Chü Tai	"	"		03	
556	"	.05	"	黎興業	Lai Hing Ip	"	"		15	
557	"	.04	"	黎朱泰	Lai Chü Tai	"	"		12	
558	"	.12	"	黎興業	Lai Hing Ip	"	"		36	
559	"	.05	"	黎蓮興	Lai Lun Hing	"	"		15	
				"	do	"				
560	"	1.41	"	黎興業	Lai Hing Ip	"	"	4.	23	
561	"	.56	"	黎長興	Lai Cheung Hing.	"	"	1.	68	
562	"	.14	"	鄧鼎彝祖	Tang Ting Yi Tso	台山村	"		42	
				司理鄧德才	Tang Tak Tsoi (trustee)	"				
563	"	.14	"	黎長興	Lai Cheung Hing.	上村	"		42	
564	"	.42	"	黎連泰	Lai Lin Tai	"	"	1.	26	
565	"	.10	"	鄧鼎彝祖	Tang Ting Yi Tso	台山村.	"		30	
				司理鄧德才	Tang Tak Tsoi (trustee)	"				
566	"	.01	"	鄧國英祖	Tang Kwok Ying Tso	永寧里	"		03	
				司理鄧元泰	Tang Yun Tai (trustee)	"				
567	"	.30	"	鄧達麟祖	Tang Tat Lun Tso	台山村	"		90	
				司理鄧天鑫	Tang Tin Yam (trustee)	"				
568	"	.27	"	黎錦鴻	Lai Kam Hung	上村	"		81	
569	"	.10	"	黎茂千祖	Lai Mau Chin Tso	"	"		30	
570	"	.10	"	"	do	"	"		30	
				司理黎成泰	Lai Shing Tai (trustee)	"				
571	"	.10	"	張群泰	Chung Kwan Tai	"	"		30	Mortgaged to Lai Sing Tai (?) [ ] for $10.00 mortgagee in possession
572	"	1.61	"	鄧國瑾祖	Tang Kwok Kan Tso	永寧里	2nd	3.	22	
				司理鄧元恒	Tang Yun Hang (trustee)	"				
573	"	1.09	"	"	do	"	"	2	18	
				"	do	"				
574	"	.30	"	張學廣祖	Chung Hok Kwong Tso	上村	"		60	
				司理張輔臣	Chung Fu Shan (trustee)	"				
575	"	.11	"	張輔鴻	Chung Fu Hung	"	"		22	
576	"	.16	"	鄧廷桂祖	Tang Ting Kwai Tso	台山村	"		32	
				司理鄧天霖	Tang Tin Lam (trustee)	"				
577	"	[illegible]	"	張輔鴻	Chung Fu Hung	上村	"		52	
578	"	[illegible]	"	鄧廷桂祖	Tang Ting Kwai Tso	台山村	"		04	
				司理鄧天霖	Tang Tin Lam (trustee)	"				

. 57

Survey of India Department.

Page 100

FIELD AREA STATEMENT.

o............Mouzah............................Pargana Demarcation ......District No 114...................

No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.	No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.	No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.	No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.
1		16	2nd	1651	20'x17'	340 sf.	L.O. 9 in 1/22	1701	8,000	·19	LNT 116/YLT/59	1751	700	.02	LNT 317/YPA/61
2		.09	.	1652	10'x34'	340 "	" 8 in 1/22	2	7,000	·17	LNT 298/YLT/60	2	700	.02	LNT 353/YPA/61
3		09	.	1653	30'x20'	600 "	" 206 in 1/22	3	13,500	·31	LNT 109/YLT/59	3	300	·01	LNT 110/YLT/67
4		·04	.	1654	31'x32'	992 "	" 205 in 1/22	4	5,900	·14	LNT 141/YLT/59	4	~~700~~	~~·02~~	~~LNT 301/YLT/67~~ withdrawn
5		10	fallow	1655			22ac SP L.O. 29 in 1/23	5	64,440	1.48	LNT 66/YLT/61	5	116,400	2.68	LNT 344/YLT/65
6	3	05	2nd	1656			20 Ac P.S. L.O. 44 in 1/23	6	5,000	·12	LNT 119/YLT/59 withdrawn	6	700	·02	LNT 134/YPT/60
7		91	.	1657			90 sf " " 19 in 1/24	7	20,000	·46	LNT 145/YLT/61 withdrawn	7	700	·02	LNT 175/YPT/60
8		·05	.	1658			100 " " " 17 in 1/24	8	9,100	·21	LNT 300/YLT/59 withdrawn	8	3870	·09	LNT 7/YPT/60
9		21	waste	1659			100 " " / 100 " "	9	510	·02	LNT 21/YLT/63	9	600	·02	LNT 301/YPT/60
/0		{ 01 12	2nd	1660			341 SF T.P. L.O. 264 in 1/26.	1710	850	·02	LNT 101/YLT/63	1760	495	·02	LNT 312/YPT/60
1		01	Flour	1661			310 " " " 265 in 1/26.	1	1,000	·03	LNT 7/YPT/60	1	495	·02	LNT 308/YPT/60
2	{ 5	49 28	fallow 2nd	1662			432 " " " 15 in 1/27.	2	700	·02	LNT 488/YPA/60 A	2	700	·02	LNT 331/YPT/60
3		12	- fallow	1663			182 " " " 18 in 1/27.	3	700	·02	LNT 488/YPA/60 B	3	9540	·22	LNT 4X26
4		12	.	1664	26'x13'	338 "	" " 96 in 1/28.	4	510	·02	LNT 491/YPA/60	4	2187	·06	LNT 102/YLT/67
5	See Lot 1686 1672 { 4	72 62	Uncultivated	1665	20'x20'	400 "	" " 15 in 1/30.	5	640	·02	LNT 493/YPA/60	5	800	·02	LNT 8/YPT/61
6			L.O. 327/07	1666	50'x17'	850 "	" " 126 in 1/31.	6	700	·02	LNT 3/YPA/61	6	700 SF	·02	LNT 488/YPT/60
7			L.O. 151/08	1667	200'x40'	8000 "	" " 295 in 1/31	7	700	·02	LNT 2/YPA/61	7	320	·01	LNT 307/YLT/71
8			L.O. 63/09	1668	30'x25'	750 "	" " 415 in 1/31.	8	600	·02	LNT 396/YLT/64	8	700	·02	LNT 303/YPT/61
9			L.O. 22/10	1669		·12	" " 462 in 1/31.	1719	700	·02	LNT. 85/YPA/61	9	37·92 M² 408 SF.	·01	LNT 356/YPT/61
10			L.O. [illegible]	1670		·09	" " 27 in 1/32	1720	700	·02	LNT 120/YPA/61	1770	65·03 M² = 700 SF	·02	LNT 302/YPT/61

香港特別行政區政府
版權所有
Copyright Reserved
Hong Kong SAR Government

P. 57

Survey of India Department.

FIELD AREA STATEMENT.

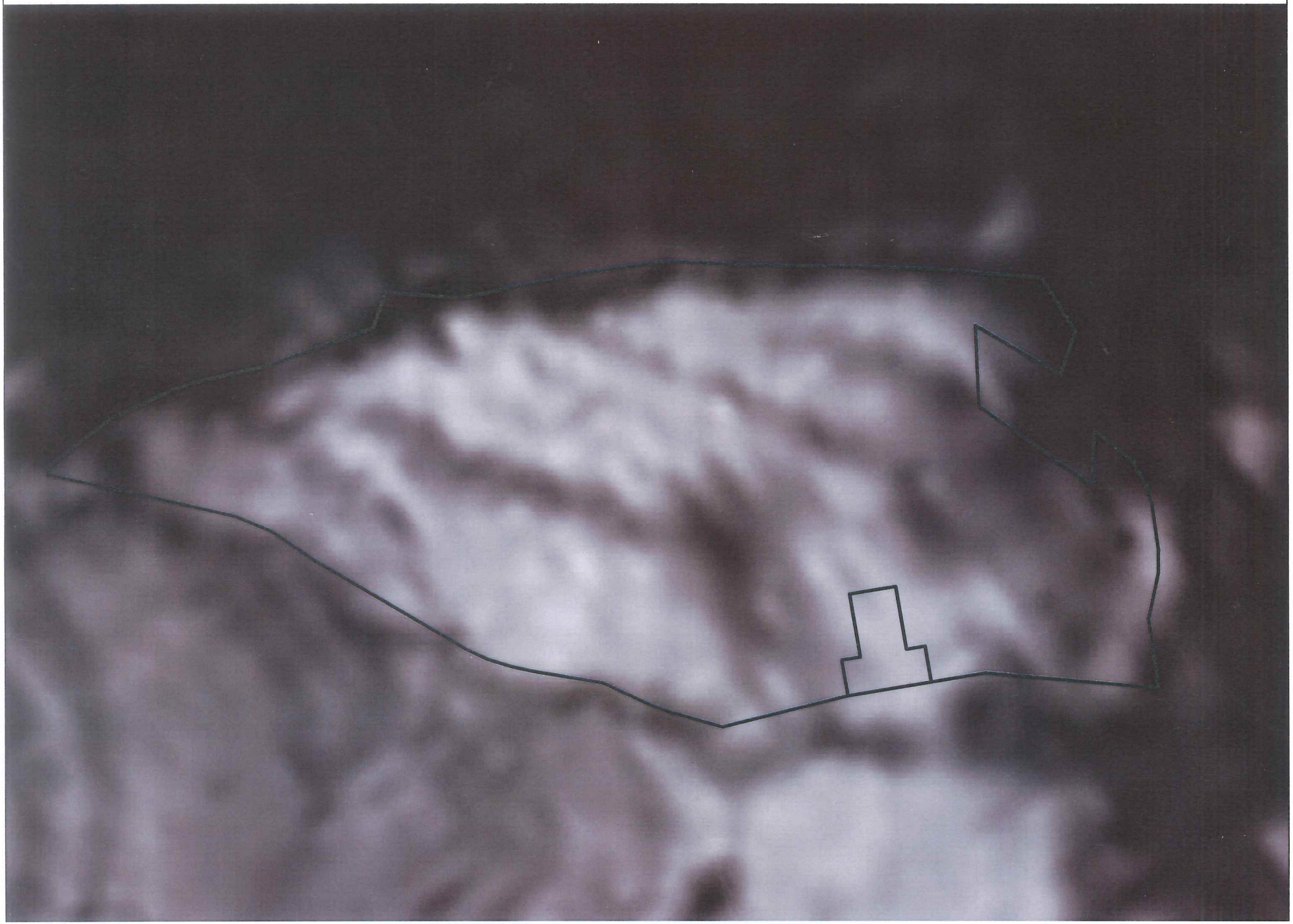
Page [illegible]

No. ______ Mouzah ______ Pargana ______ District 114

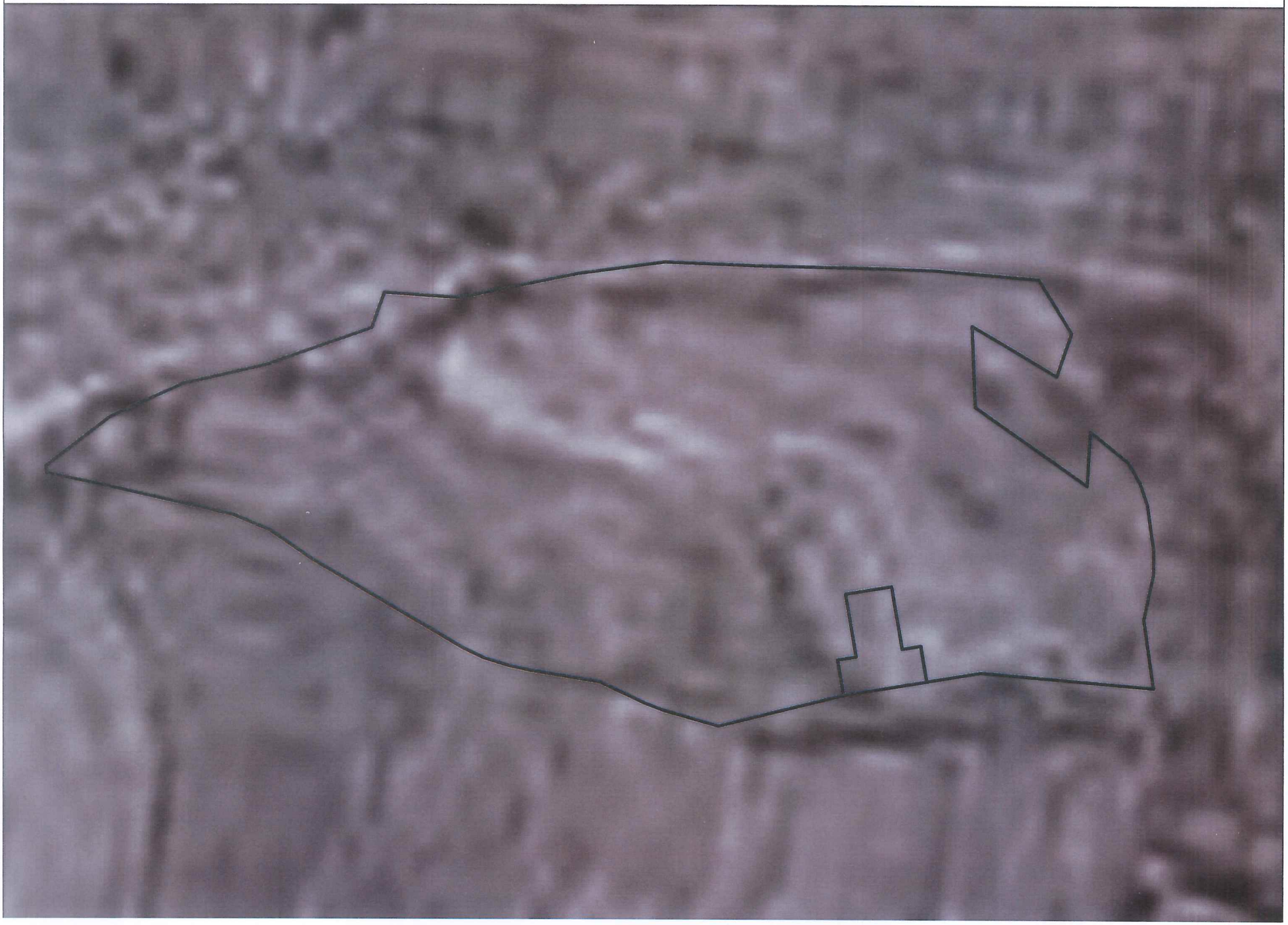
No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.	No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.
401		10	2nd	451		08	1st
2		16	"	2		34	"
3		09	"	3		39	"
4		20	1st	4		21	"
5		07	"	5		35	"
6		03	2nd	6		21	"
7		20	"	7		24	"
8		23	"	8		12	"
9		07	"	9		22	"
410		17	"	460		09	"
1		29	1st	1		08	"
2		60	"	2		22	"
3		12	"	3		19	"
4		09	"	4		20	"
5		14	"	5		18	"
6		07	"	6		28	"
7		06	"	7		10	"
8		06	"	8		08	"
9		06	"	9	"	08	"
420		05	"	470		30	2nd
1		07	"	1		05	"
2		19	"	2		05	"
3		06	"	3		15	"
4		77	"	4		04	"
5		86	"	5		23	"
6		03	"	6		06	"
7		46	"	7		08	"
8	1	46	"	8		10	"
9		43	"	9		05	"
430		09	"	480		73	"
1		08	"	1		56	"
2		05	"	2		04	"
3		33	"	3		36	1st
4		42	"	4		04	"
5		34	"	5		52	"
6		08	"	6		12	"
7		06	"	7		60	"
8		15	"	8		03	"
9		13	"	9		05	"
440		11	"	490		58	"
1		22	"	1		46	"
2		07	"	2		[illegible]	"
3		20	"	3		26	"
4		39	"	4		[illegible]	"
5	"	82	"	5		13	"
6		14	"	6		03	2nd
7		12	"	7		11	"
8		11	"	8		59	"
9		18	"	9		03	"
450		[illegible]	"	500		07	"
Total	9	38			10	25	

No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.	No. on Plan.	Area in Acres.	Area in Dec.	Record if otherwise than Cultivated.
501		12	2nd	551		02	2nd
2		03	"	2		03	"
3		06	"	3		10	1st
4		23	"	4	1	05	"
5		15	"	5		01	"
6		03	"	6		05	"
7		07	"	7		04	"
8		13	"	8		12	"
9		01	"	9		05	"
510		05	"	560	1	41	"
1		18	"	1		56	"
2		28	"	2		14	"
3		05	"	3		14	"
4		02	"	4		42	"
5		13	"	5		10	"
6		22	"	6		01	"
7		05	3rd	7		50	"
8		07	2nd	8		27	"
9		12	3rd	9		10	"
520		10	"	570		10	"
1		07	"	1		10	" "
2		05	"	2	1	61	2nd
3		09	"	3	1	09	"
4		08	"	4		50	"
5		02	"	5		11	"
6		17	"	6		16	"
7		15	"	7		26	"
8		02	"	8		02	"
9		08	"	9		18	"
530		68	"	580		98	"
1		05	2nd	1		17	"
2		08	"	2		10	"
3		08	"	3		07	"
4		04	"	4		04	"
5		13	"	5		24	"
6		07	"	6		50	"
7		68	"	7		10	"
8		11	3rd	8		13	"
9		71	Fallow 3	9		07	"
540		35	1st	590		04	"
1		28	"	1		04	"
2		06	"	2		03	Fallow 3rd
3		09	"	3		03	2nd
4		05	"	4		02	"
5		28	"	5		16	Fallow 3rd
6		[illegible]	"	6		08	2nd
7		20	"	7		06	"
8		09	"	8		95	"
9		81	"	9		08	"
550		[illegible]	"	600	[illegible]	[illegible]	Fallow 3
Total		8	38		12	76	

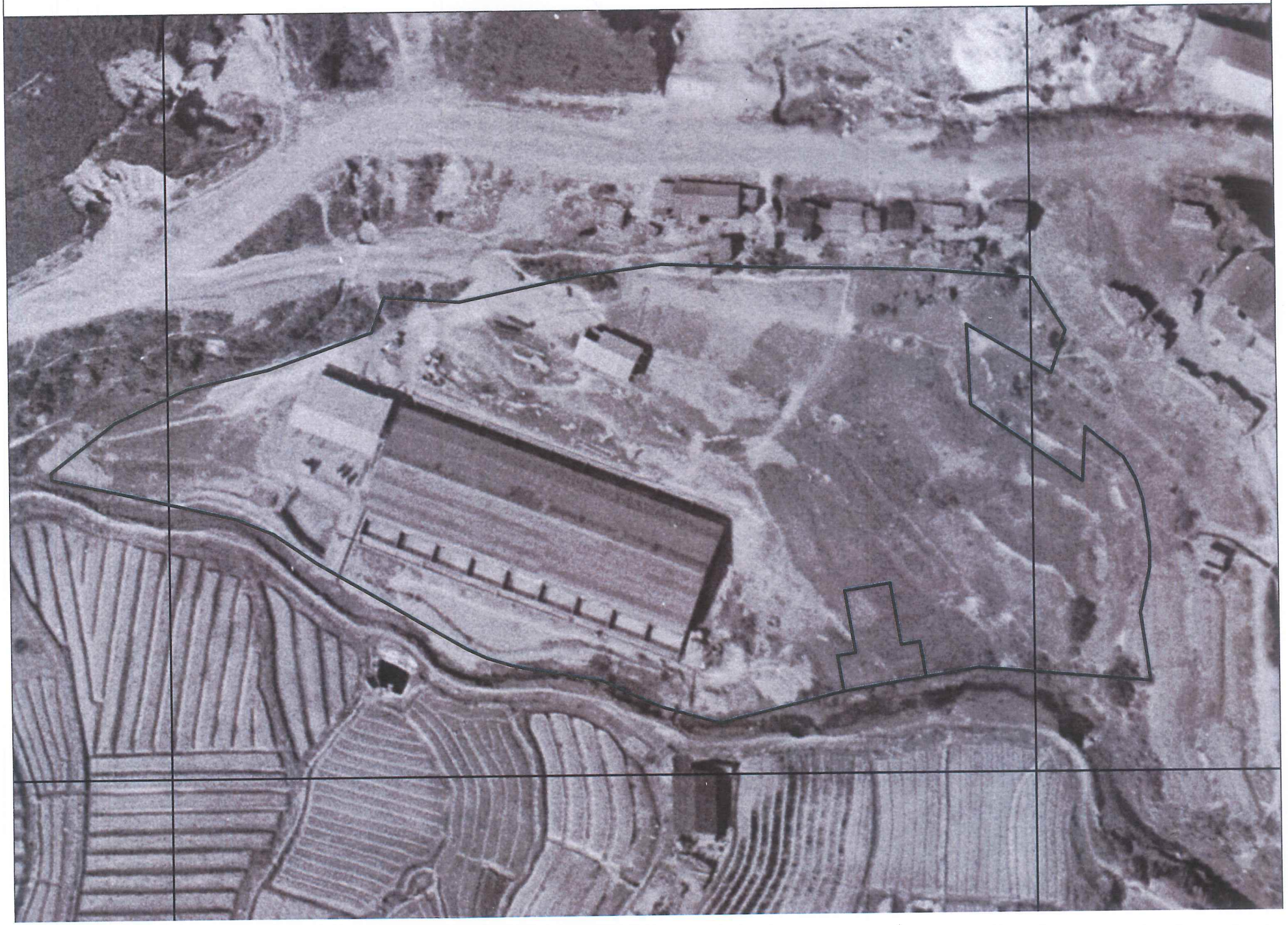
Aerial photo no. H31/0027 taken in year 1924



Aerial photo no. 681/4_4222 taken in year 1945

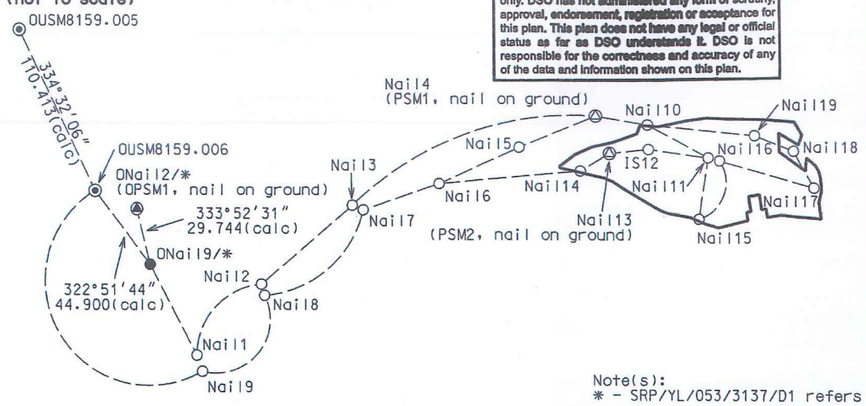


Orthophoto taken in 1963



TRAVERSE DIAGRAM

(not to scale)



Note(s):
* - SRP/YL/053/3137/D1 refers

This plan received under voluntary submission is kept by District Survey Office (DSO) for sharing with others only. DSO has not administered any form of scrutiny, approval, endorsement, registration or acceptance for this plan. This plan does not have any legal or official status as far as DSO understands it. DSO is not responsible for the correctness and accuracy of any of the data and information shown on this plan.

RADIATIONS:

Survey Point	Bearing	Distance	Northing	Easting
Fr.Nail14			832933.454	828696.278
To 23	278.1156	10.031	832934.881	828686.362
58	106.0205	12.099	832930.143	828707.806
60	107.5242	16.596	832928.362	828712.072
Fr.Nail15			832910.076	828753.907
To 108	142.5329	1.859	832908.604	828755.021
116	282.5357	4.141	832910.998	828749.878
121	281.5616	17.699	832913.727	828736.626
Fr.Nail17			832925.369	828809.813
To 158	168.5918	17.607	832908.103	828813.175
164	161.1631	7.033	832918.716	828812.069
172	112.2857	3.633	832923.984	828813.161
179	24.0223	6.562	832931.362	828812.485
190	1.2044	11.464	832936.593	828810.075
195	346.1806	14.822	832939.596	828806.343
Fr.Nail18			832943.193	828799.793
To 245	118.5830	7.500	832939.591	828806.301
246	150.0443	12.093	832932.715	828805.825
247	265.3100	7.072	832942.640	828792.749
248	320.3047	11.577	832952.125	828792.431
249	40.1927	3.787	832946.079	828802.242
Fr.Nail10			832955.916	828728.701
To 294	83.1940	28.959	832959.267	828757.322
Fr. Nail11			832939.882	828758.195
To 339	52.1923	30.741	832958.569	828782.388

TRAVERSE:

Station	Bearing	Distance	Northing	Easting
ONail9/*			832888.092	828488.398
Nail1	152°44'06"	49.437	832844.147	828511.046
Nail2	42°05'32"	46.399	832878.578	828542.148
Nail3	48°50'31"	58.111	832916.822	828585.900
Nail4(PSM1)	69°44'55"	125.334	832960.204	828703.487
Nail5	247°22'54"	40.075	832944.791	828666.495
Nail6	245°25'45"	42.368	832927.174	828627.963
Nail7	255°37'19"	42.796	832916.546	828586.508
Nail8	229°02'55"	60.564	832876.851	828540.766
Nail9	213°40'21"	48.659	832836.355	828513.788
OUSM8159.006	329°02'47"	102.068	832923.886	828461.290
Nail4			832960.204	828703.487
Nail10	99°39'01"	25.576	832955.916	828728.701
Nail11	118°31'50"	33.570	832939.882	828758.195
Nail12	278°02'54"	29.285	832943.981	828729.199
Nail13(PSM2)	264°15'35"	19.033	832942.077	828710.261
Nail14	238°20'22"	16.429	832933.454	828696.278
Nail6	264°44'56"	68.603	832927.174	828627.963
Nail11			832939.882	828758.195
Nail15	188°11'08"	30.113	832910.076	828753.907
Nail16	9°25'36"	30.224	832939.893	828758.857
Nail17	105°54'40"	52.986	832925.369	828809.813
Nail18	330°39'24"	20.447	832943.193	828799.793
Nail19	291°35'07"	20.335	832950.674	828780.884
Nail10	275°44'05"	52.444	832955.916	828728.701

Note(s):
* - SRP/YL/053/3137/D1 refers

PSM RADIATIONS:

Survey Point	Bearing	Distance	Northing	Easting
ONail2/*(OPSM1)			832914.797	828475.301
Nail4(PSM1)			832960.204	828703.487
Nail13(PSM2)			832942.077	828710.261

Notes:

SUBJECT LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance	Northing	Easting
SUBJECT LOT NO. - LOT 573 RP IN D.D.114				
A			832935.736	828686.286
B	52°34'42"	9.388	832941.441	828693.742
C	65°32'43"	9.290	832945.287	828702.199
D	77°11'56"	9.722	832947.441	828711.679
E	70°39'50"	12.748	832951.662	828723.708
F	20°00'33"	4.317	832955.718	828725.185
G	93°52'40"	8.680	832955.131	828733.845
H	78°14'41"	13.699	832957.922	828747.257
J	82°23'19"	10.154	832959.267	828757.322
K	92°10'54"	10.613	832958.863	828767.927
L	91°09'53"	14.464	832958.569	828782.388
M	92°03'35"	5.982	832958.354	828788.366
N	94°50'42"	11.816	832957.356	828800.140
P	148°35'02"	7.213	832951.200	828803.900
Q	199°08'01"	5.187	832946.300	828802.200
R	300°26'23"	11.251	832952.000	828792.500
S	177°32'14"	9.309	832942.700	828792.900
T	125°06'43"	15.647	832933.700	828805.700
U	3°18'04"	6.269	832939.959	828806.061
V	129°26'27"	5.694	832936.342	828810.458
W	150°07'42"	2.690	832934.009	828811.798
X	161°43'21"	2.647	832931.496	828812.628
Y	172°06'26"	5.221	832926.324	828813.345
Z	180°02'32"	2.720	832923.604	828813.343
AA	191°57'50"	5.397	832918.324	828812.224
AB	171°59'38"	7.952	832910.449	828813.332
AC	274°58'29"	19.847	832912.170	828793.560
AD	260°26'13"	6.266	832911.129	828787.381
AE	350°26'50"	4.161	832915.232	828786.690
AF	260°26'50"	2.151	832914.874	828784.569
AG	350°26'50"	7.273	832922.046	828783.361
AH	260°26'50"	5.341	832921.160	828778.094
AJ	170°26'50"	7.273	832913.988	828779.302
AK	260°26'50"	2.151	832913.630	828777.181
AL	170°26'50"	4.161	832909.527	828777.871
AM	256°01'53"	14.789	832905.957	828763.519
AN	285°58'53"	6.552	832907.761	828757.220
AP	290°58'29"	2.355	832908.604	828755.021
AQ	294°57'41"	5.673	832910.998	828749.878
AR	279°32'58"	8.113	832912.344	828741.877
AS	282°08'12"	2.488	832912.867	828739.445
AT	286°57'56"	2.947	832913.727	828736.626
AU	295°19'34"	2.709	832914.886	828734.177
AV	300°28'17"	19.976	832925.016	828716.960
AW	304°23'35"	5.924	832928.362	828712.072
AX	292°39'36"	4.623	832930.143	828707.806
AY	282°55'37"	13.705	832933.209	828694.448
AZ	282°00'16"	8.298	832934.935	828686.331
A	356°47'04"	0.802	832935.736	828686.286

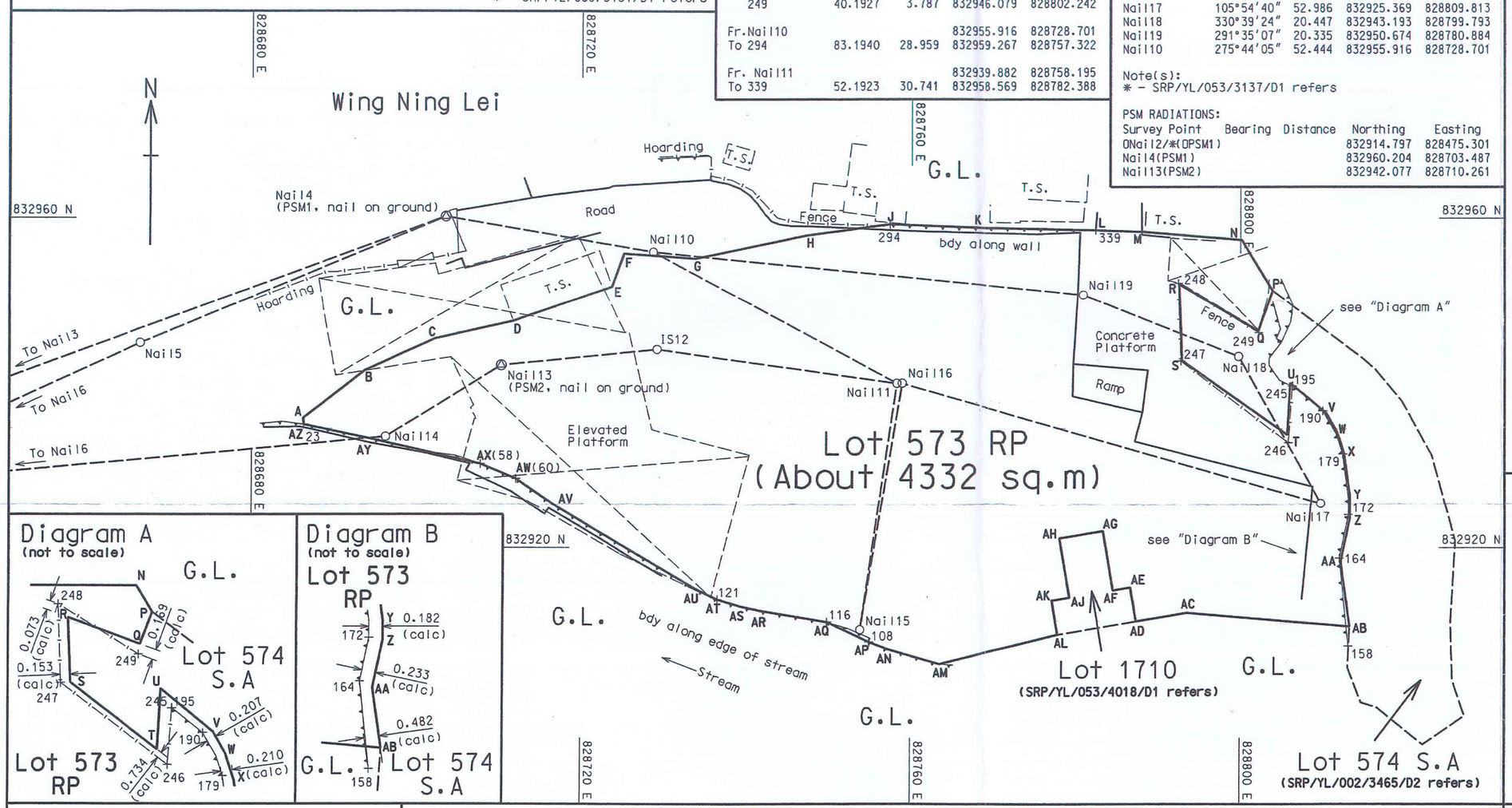


Diagram A

(not to scale)

Diagram B

(not to scale)

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me or under my direct supervision in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the..18th..day of.....May.....,..2021..

Dated this..26th..day of.....May.....,..2021...

[redacted]

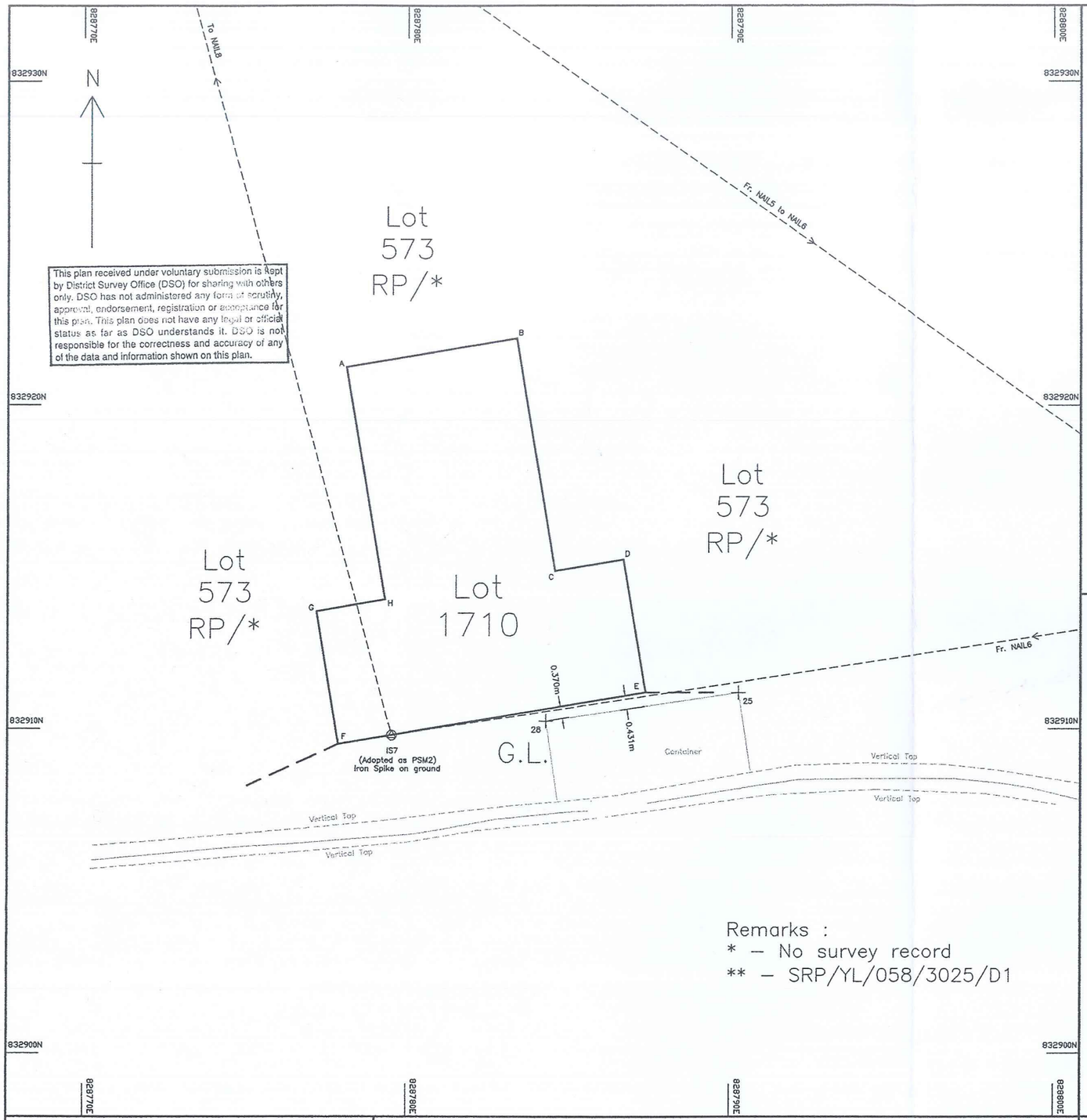
ERIC TANG & ASSOCIATES LTD.
鄧氏測量師行有限公司

Survey District : Yuen Long
Date of Survey : May 2021
Scale : 1:400
Survey Sheet No. : 6-NE-15C
Field Book No. : FB216
Reference SRP(s) : SRP/YL/053/3137/D1

DIMENSION PLAN OF LOT 573 RP IN D.D.114

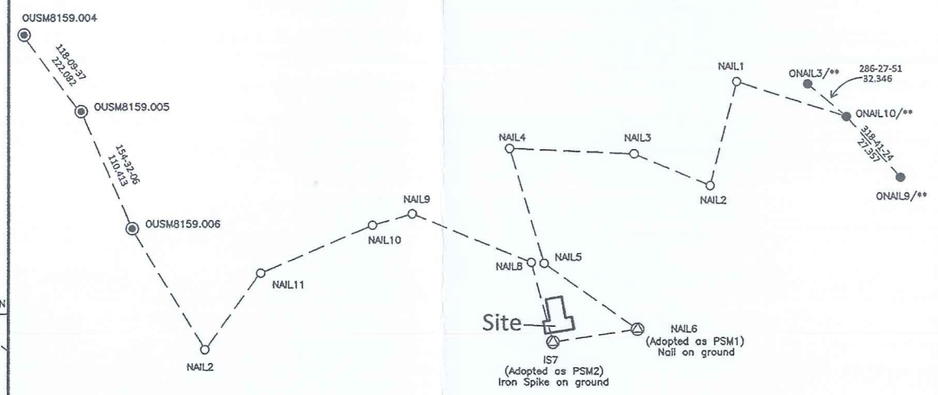
FOR OFFICIAL USE

Survey Record Plan No.: SRP/YL/047/5762/D1



Remarks :
* – No survey record
** – SRP/YL/058/3025/D1

TRAVERSE DIAGRAM (Not to scale)



Notes:

SUBJECT LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance (m)	Northing (m)	Easting (m)
Lot 1710 (Area 79.0 sq.m About)				
A			832921.160	828778.094
B	80 26 25	5.341	832922.046	828783.361
C	170 26 25	7.273	832914.874	828784.569
D	80 26 25	2.151	832915.232	828786.690
E	170 26 25	4.161	832911.129	828787.381
F	260 26 25	9.644	832909.527	828777.871
G	350 26 25	4.161	832913.630	828777.181
H	80 26 25	2.151	832913.988	828779.302
A	350 26 25	7.273	832921.160	828778.094

TRAVERSE:

Station	Bearing	Distance (m)	Northing (m)	Easting (m)
ONAIL10/**			832975.738	828925.598
NAIL1	285 38 45	70.986	832994.882	828857.241
NAIL2	194 25 22	36.100	832959.919	828848.250
NAIL3	287 33 40	43.581	832973.069	828806.699
NAIL4	272 21 48	41.825	832974.793	828764.909
NAIL5	163 09 11	40.239	832936.281	828776.571
NAIL6	125 18 45	38.294	832914.145	828807.819
IS7	261 16 07	28.636	832909.798	828779.514
NAIL8	344 51 07	27.757	832936.591	828772.261
NAIL9	291 49 19	70.487	832962.792	828706.824
NAIL10	248 26 46	84.730	832931.664	828628.018
NAIL11	246 12 36	62.759	832906.348	828570.591
NAIL12	222 34 24	96.546	832835.250	828505.273
OUSM8159.006	333 36 33	98.949	832923.886	828461.290

PSM RADIATIONS:

Surveyed point	Northing (m)	Easting (m)
NAIL6 (Adopted as PSM1)	832914.145	828807.819
IS7 (Adopted as PSM2)	832909.798	828779.514

RADIATIONS:

Surveyed point	Bearing	Distance (m)	Northing (m)	Easting (m)
Fr. NAIL6			832914.145	828807.819
To 25	260 13 43	17.838	832911.118	828790.240
Fr. IS7			832909.798	828779.514
To 28	84 47 32	4.797	832910.233	828784.291

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap. 473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the 5th day of January 2017.

Dated this 9th day of February 2017

[redacted]

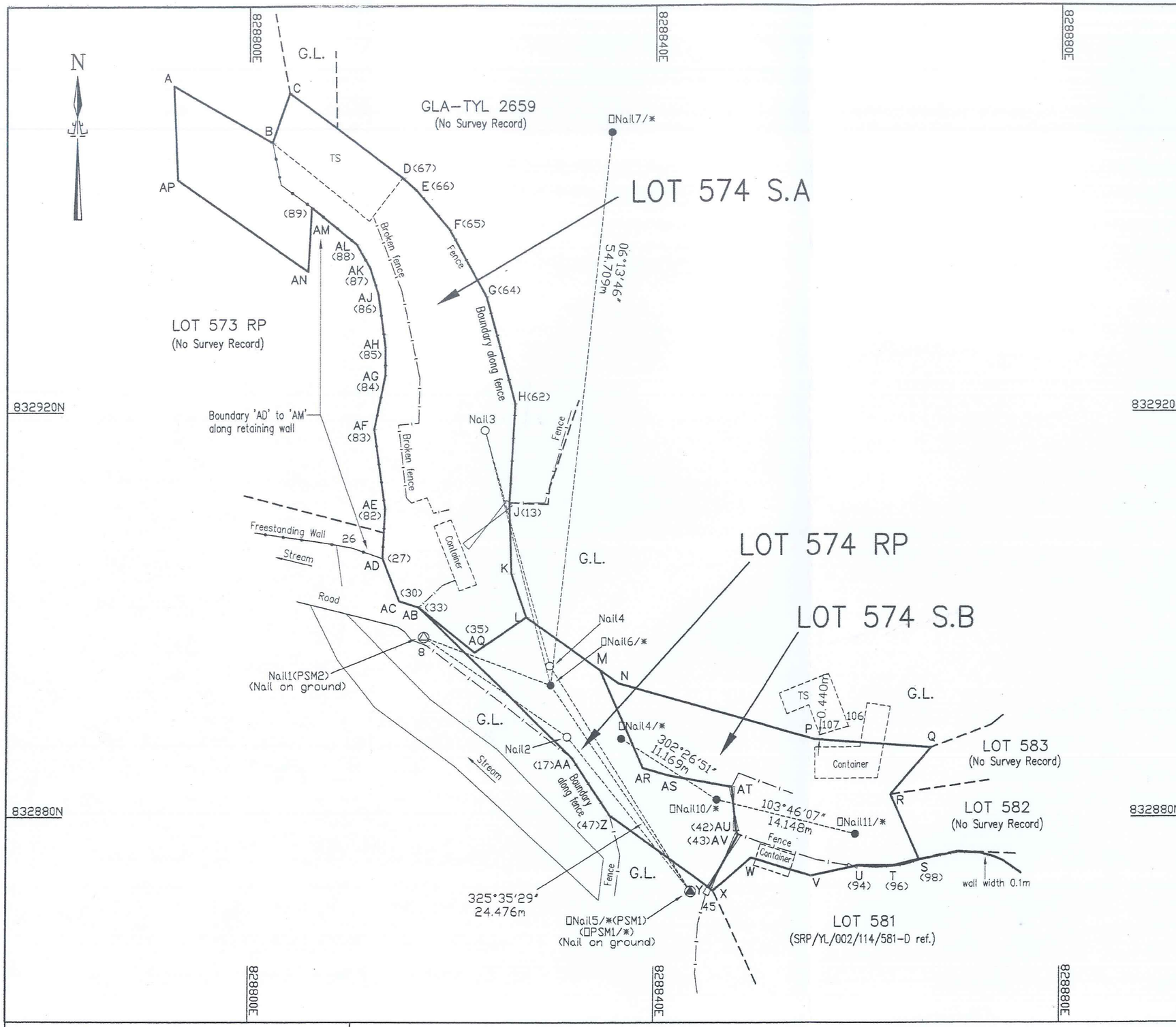
Survey District : Yuen Long
Date of survey : January 2017
Scale 1 : 100 Field Bk: LSC/4018
Survey Sheet No. : 6–NE–15C
Reference SRP's : See Remarks

PLAN OF LOT No. 1710 IN D.D.114

TABLE OF LOT	
LOT	AREA
LOT 1710	79.0m² (About)

FOR OFFICIAL USE

Survey Record Plan No.: SRP/YL/053/4018/D1



Notes:

Table of Subdivisions

SECTION	AREA
LOT 574 S.A	701.7 sq.m (About)
LOT 574 S.B	305.9 sq.m (About)
LOT 574 RP	225.1 sq.m (About)
Total Area	1232.7 sq.m (About)

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap. 473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the 1st day of August 2017.

Dated this 16th day of August 2018.

[redacted]

馬容江測量有限公司
HELICON MA SURVEYING LTD.

12 JUL 2019

FOR OFFICIAL USE

Deposited with the Land Survey Authority due to section 30(4) of the Land Survey Ordinance (Cap.473)
Legislation Section, SMO, Lands Department

Survey District: Yuen Long
Date of Survey: August 2017
Scale 1: 400 Field Bk: YL114_574
Survey Sheet: 6–NE–15C
Reference SRP's: SRP/YL/002/114/574–D
SRP/YL/002/114/581–D

PLAN OF LOT NOS. 574 S.A TO S.B AND RP IN D.D.114
BEING SUBDIVISION OF LOT 574 IN D.D.114

Survey Record Plan No. : SRP/YL/002/3465/D2 (Sheet 1 of 2)

Boundary Point	Bearing	Distance	N	E
LOT 574 RP IN D. D. 114				
L			832899. 700	828827. 300
M	125° 40′ 05″	9. 000	832894. 452	828834. 612
AR	156° 14′ 41″	10. 538	832884. 807	828838. 857
AS	106° 20′ 43″	2. 669	832884. 056	828841. 418
AT	100° 14′ 52″	6. 295	832882. 936	828847. 612
AU	174° 06′ 07″	4. 288	832878. 670	828848. 053
AV	149° 12′ 18″	0. 407	832878. 321	828848. 261
Y	208° 23′ 33″	5. 922	832873. 112	828845. 445
Z	305° 40′ 31″	12. 069	832880. 150	828835. 641
AA	326° 08′ 50″	6. 818	832885. 813	828831. 843
AB	314° 24′ 09″	21. 247	832900. 679	828816. 663
AQ	128° 53′ 37″	7. 128	832896. 203	828822. 211
L	55° 30′ 30″	6. 175	832899. 700	828827. 300

TRAVERSE:

Station	Bearing	Distance	Northing	Easting
□Nail6/*			832892. 955	828829. 737
Nail1	290° 45′ 27″	13. 421	832897. 712	828817. 187
Nail2	124° 42′ 40″	17. 287	832887. 868	828831. 398
□Nail5/*	141° 08′ 32″	19. 400	832872. 762	828843. 568
□Nail6/*			832892. 955	828829. 737
Nail3	345° 22′ 48″	26. 120	832918. 229	828823. 146
Nail4	164° 26′ 02″	24. 241	832894. 878	828829. 651
□Nail5/*	147° 49′ 13″	26. 130	832872. 762	828843. 568
□Nail4/*			832887. 691	828836. 722
□Nail10/*	122° 26′ 51″	11. 169	832881. 699	828846. 147
□Nail11/*	103° 46′ 07″	14. 148	832878. 332	828859. 889

PSM RADIATIONS:

Surveyed Point			Northing	Easting
PSM1(□Nail5/*, Nail on ground)			832872. 762	828843. 568
PSM2(Nail1, Nail on ground)			832897. 712	828817. 187

RADIATIONS:

Surveyed Point	Bearing	Distance	Northing	Easting
Fr. □Nail6/*			832892. 955	828829. 737
To 8	287° 48′ 15″	12. 904	832896. 901	828817. 451
13	347° 05′ 20″	18. 572	832911. 057	828825. 588
17	163° 34′ 34″	7. 446	832885. 813	828831. 843
Fr. Nail1			832897. 712	828817. 187
To 26	320° 56′ 46″	11. 443	832906. 598	828809. 978
27	332° 26′ 00″	8. 827	832905. 537	828813. 102
30	325° 44′ 07″	4. 328	832901. 289	828814. 751
33	349° 59′ 02″	3. 013	832900. 679	828816. 663
35	106° 42′ 50″	5. 245	832896. 203	828822. 211
36	119° 56′ 31″	15. 410	832890. 020	828830. 541
Fr. Nail3			832918. 229	828823. 146
To 62	49° 00′ 42″	3. 964	832920. 829	828826. 137
64	00° 28′ 40″	13. 020	832931. 249	828823. 254
65	349° 55′ 17″	19. 826	832937. 749	828819. 676
66	343° 54′ 35″	24. 294	832941. 572	828816. 412
67	341° 41′ 52″	25. 912	832942. 831	828815. 008
82	231° 35′ 35″	12. 524	832910. 449	828813. 332
83	270° 29′ 49″	10. 922	832918. 324	828812. 224
84	298° 44′ 07″	11. 179	832923. 604	828813. 343
85	309° 33′ 16″	12. 711	832918. 324	828813. 345
86	321° 35′ 35″	16. 930	832931. 496	828812. 628
87	324° 16′ 45″	19. 436	832934. 009	828811. 798
88	324° 59′ 22″	22. 114	832936. 342	828810. 458
89	321° 49′ 28″	27. 642	832939. 959	828806. 061
Fr. □Nail5/*			832872. 762	828843. 568
To 42	37° 11′ 53″	7. 417	832878. 670	828848. 053
43	40° 10′ 06″	7. 275	832878. 321	828848. 261
45	101° 09′ 05″	1. 555	832872. 461	828845. 094
47	312° 59′ 01″	10. 836	832880. 150	828835. 641
Fr. □Nail10/*			832881. 699	828846. 147
To 94	114° 25′ 04″	15. 489	832875. 296	828860. 251
96	110° 10′ 44″	18. 583	832875. 288	828863. 590
98	106° 12′ 54″	20. 823	832875. 884	828866. 142
106	61° 10′ 27″	14. 878	832888. 872	828859. 181
107	58° 15′ 10″	11. 983	832888. 004	828856. 337

/* represent to SRP/YL/002/114/581-D

Notes:

SUBJECT LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance	N	E
LOT 574 S. A IN D. D. 114				
A			832952. 000	828792. 500
B	120° 26′ 23″	11. 251	832946. 300	828802. 200
C	19° 08′ 01″	5. 187	832951. 200	828803. 900
D	126° 59′ 44″	13. 908	832942. 831	828815. 008
E	131° 52′ 32″	1. 885	832941. 572	828816. 412
F	139° 30′ 34″	5. 026	832937. 749	828819. 676
G	151° 10′ 14″	7. 420	832931. 249	828823. 254
H	164° 31′ 55″	10. 811	832920. 829	828826. 137
J	183° 13′ 10″	9. 787	832911. 057	828825. 588
K	178° 16′ 40″	7. 061	832904. 000	828825. 800
L	160° 46′ 10″	4. 554	832899. 700	828827. 300
AQ	235° 30′ 30″	6. 175	832896. 203	828822. 211
AB	308° 53′ 37″	7. 128	832900. 679	828816. 663
AC	287° 41′ 22″	2. 008	832901. 289	828814. 751
AD	338° 47′ 37″	4. 557	832905. 537	828813. 102
AE	02° 40′ 30″	4. 918	832910. 449	828813. 332
AF	351° 59′ 38″	7. 952	832918. 324	828812. 224
AG	11° 57′ 50″	5. 397	832923. 604	828813. 343
AH	00° 02′ 32″	2. 720	832926. 324	828813. 345
AJ	352° 06′ 26″	5. 221	832931. 496	828812. 628
AK	341° 43′ 21″	2. 647	832934. 009	828811. 798
AL	330° 07′ 42″	2. 690	832936. 342	828810. 458
AM	309° 26′ 27″	5. 694	832939. 959	828806. 061
AN	183° 18′ 04″	6. 269	832933. 700	828805. 700
AP	305° 06′ 43″	15. 647	832942. 700	828792. 900
A	357° 32′ 14″	9. 309	832952. 000	828792. 500
LOT 574 S. B IN D. D. 114				
M			832894. 452	828834. 612
N	125° 40′ 05″	2. 250	832893. 140	828836. 440
P	105° 58′ 08″	20. 137	832887. 600	828855. 800
Q	93° 58′ 46″	11. 528	832886. 800	828867. 300
R	221° 00′ 33″	6. 096	832882. 200	828863. 300
S	155° 46′ 20″	6. 926	832875. 884	828866. 142
T	256° 51′ 36″	2. 621	832875. 288	828863. 590
U	270° 07′ 49″	3. 340	832875. 296	828860. 251
V	258° 04′ 40″	4. 859	832874. 292	828855. 497
W	286° 18′ 05″	6. 228	832876. 040	828849. 520
X	229° 06′ 01″	4. 889	832872. 839	828845. 824
Y	305° 40′ 31″	0. 467	832873. 112	828845. 445
AV	28° 23′ 33″	5. 922	832878. 321	828848. 261
AU	329° 12′ 18″	0. 407	832878. 670	828848. 053
AT	354° 06′ 07″	4. 288	832882. 936	828847. 612
AS	280° 14′ 52″	6. 295	832884. 056	828841. 418
AR	286° 20′ 43″	2. 669	832884. 807	828838. 857
M	336° 14′ 41″	10. 538	832894. 452	828834. 612

I, [redacted] an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap. 473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the 1st day of August 2017.

Dated this 16th day of August 2018.

[redacted]

馬容江測量有限公司
HELICON MA SURVEYING LTD.

12 JUL 2018

Survey District: Yuen Long
Date of Survey: August 2017
Scale 1: 400 Field Bk: YL114_574
Survey Sheet: 6-NE-15C
Reference SRP's: SRP/YL/002/114/574-D
SRP/YL/002/114/581-D

PLAN OF LOT NOS. 574 S.A TO S.B AND RP IN D.D.114 BEING SUBDIVISION OF LOT 574 IN D.D.114

FOR OFFICIAL USE

Deposited with the Land Survey Authority due to section 30(4) of the Land Survey Ordinance (Cap.473)
Legislation Section, SMO, Lands Department

Survey Record Plan No. : SRP/YL/002/3465/D2(Sheet 2 of 2)

NEW GRANT No. 1180

PARTICULARS AND CONDITIONS OF EXCHANGE

L.N.T. No. 101/YLT/63

PARTICULARS AND CONDITIONS for the GRANT of the Lot described in the First Schedule hereto and shown coloured red on the attached plan I for the residue of a term of 99 years less three days commencing from the 1st day of July, 1898, at the rent specified in such Schedule, in exchange for the surrender of the OLD LOT ~~OR LOTS~~ described in the Second Schedule and shown ~~edged~~ coloured blue on plan II.

First Schedule

PARTICULARS OF THE LOT

D.D. No.	Lot No.	Location	Site	Area in sq.ft.	Annual Rental	Premium
114	1710	Nga Yiu Hau, Pat Heung	As delineated and coloured Red on Plan I annexed hereto	850 (approx)	$ 10.00	Gross Premium $2,975.00 Less value of lot stated in 2nd Schedule $425.00 Net Premium $2,550.00

Second Schedule

OLD LOT ~~OR LOTS~~ TO BE SURRENDERED

D.D. No.	Lot No.	Area in sq. ft. ~~acre~~	Annual Rental	Remarks
114	573 S.A.	850 sq.ft.	-	850 sq.ft. of agricultural land valued $425.00

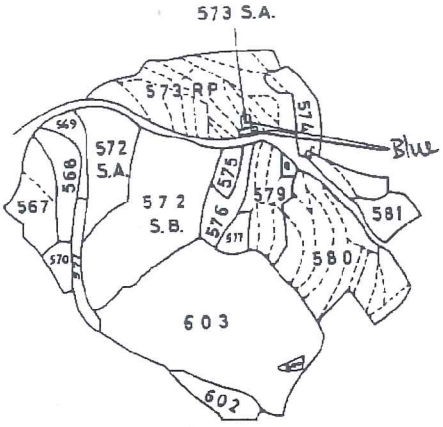
IAI Book Vol. ..X 2....... Page ...1662.... Paid vide Receipt No. ...4454983.........

Deed Register Vol. 02/02.. Page ...136.... Shroff [illegible]........ Date ...22 JUL 1966.......

[illegible]/1/YLLF.

NG 1180 PLAN II

PLAN FOR THE SURRENDER OF SEC. A OF LOT No. 573 IN D. D. 114



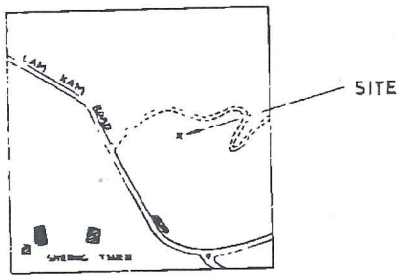
N

Blue Area to be surrendered 850 Sq. ft. agric.(about)

Scale 330 feet to 1 inch or 1:3960

ft 200 0 200 400 600 800 1000 1200 1400 1600 ft.

LOCATION



Scale 1:25,000

~~Deputy District Commissioner~~
DISTRICT OFFICE YUEN LONG

YUEN LONG DISTRICT OFFICE
NEW TERRITORIES

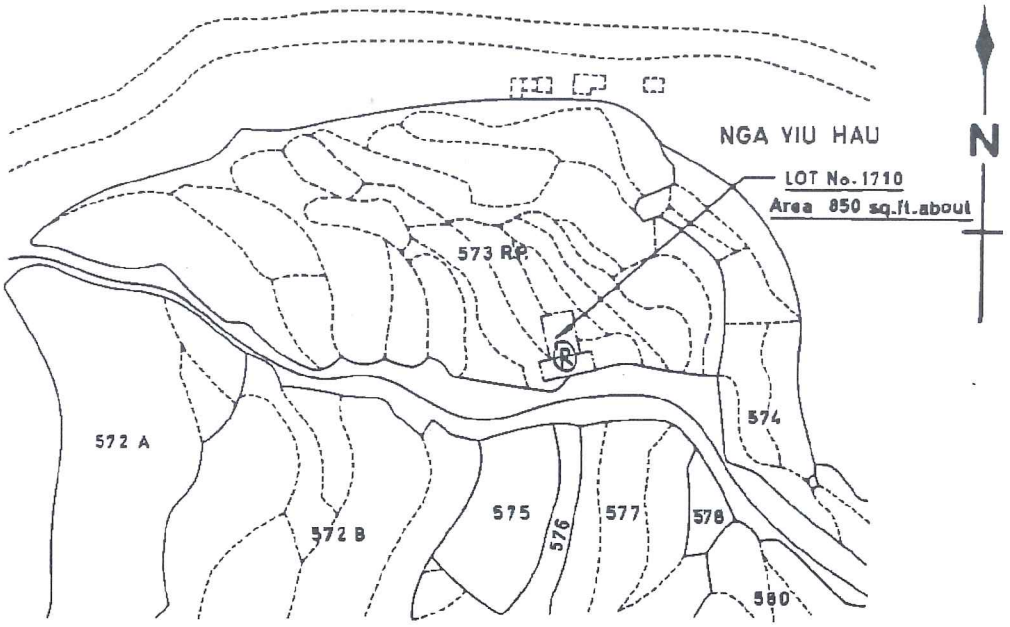
Drawing No. YLS. No. 55
File No. L.N.T 101/YLT/63

Y. S. LAU 25/2/66

NG 1180

PLAN 1

PROPOSED LEASE
D.D. 114 LOT No. 1710



(For identification only)

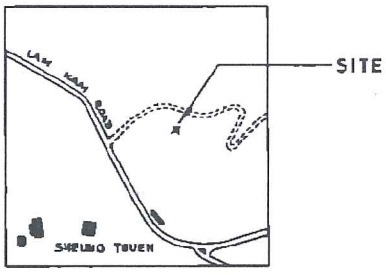
Scale 100 feet to 1 Inch or 1:1200

ft. 100 0 100 200 300 400 500 ft.

Nelson H. Leo
黎利經 黎利經
Grantee's signature (Attorney)

( )

LOCATION



Scale 1:25,000

Date 22nd July 1966.

~~Deputy District Commissioner~~ / District Officer, Y.L.

DISTRICT OFFICE 元朗民政事務處 YUEN LONG

Drawing No. Y.L.G. 135
File No. L.N.T. 101/YLT/63

Survey Sheet No. 110-NW-C

YUEN LONG DISTRICT OFFICE
NEW TERRITORIES

LAU KOON HAN DATE 23-3-66.

印製於 PRINTED AT: INTERNET SEARCH (DOWNLOAD)
查冊日期及時間 SEARCH DATE AND TIME: 12/07/2024 17:27
查冊者姓名/名稱 NAME OF SEARCHER: [redacted]
查冊種類 SEARCH TYPE: HISTORICAL AND CURRENT

本登記冊列明有關物業截至12/07/2024 07:30 之資料
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 12/07/2024.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合《個人資料（私隱）條例》的規定。
The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the title to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

《政府租契續期條例》已經生效，土地登記冊的適用政府租契年期資料不會相應更新。適用政府租契的年期屆滿日期，以地政總署根據該條例刊憲的任何相關「續期公告」為準。
The Extension of Government Leases Ordinance is in force. Information on lease term for an applicable lease is not updated in the land register accordingly. For the expiry date of the lease term of an applicable Government lease, please refer to the relevant "Extension Notice" published by the Lands Department which should prevail.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料
PROPERTY PARTICULARS

物業參考編號
PROPERTY REFERENCE NUMBER (PRN): C2640801

地段編號
LOT NO.: LOT NO. 573 IN D.D. 114

批約 HELD UNDER: GOVERNMENT LEASE
年期 LEASE TERM: 75 YEARS RENEWABLE FOR 24 YEARS
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898
每年地稅 RENT PER ANNUM: $2.18

土地註冊處THE LAND REGISTRY
土地登記冊LAND REGISTER 印製編號 PRINT CONTROL: ESN240712016311

[redacted]

業主資料
OWNER PARTICULARS

業主姓名 NAME OF OWNER	身分 (如非唯一擁有人) CAPACITY (IF NOT SOLE OWNER)	註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	代價 CONSIDERATION
[redacted]					

土地註冊處THE LAND REGISTRY
土地登記冊LAND REGISTER 印製編號 PRINT CONTROL: ESN240712016311

********** 登記冊末端 END OF REGISTER **********

印製於 PRINTED AT: INTERNET SEARCH (DOWNLOAD)
查冊日期及時間 SEARCH DATE AND TIME: 12/07/2024 17:27
查冊者姓名/名稱 NAME OF SEARCHER [redacted]
查冊種類 SEARCH TYPE: HISTORICAL AND CURRENT

本登記冊列明有關物業截至12/07/2024 07:30之資料
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 12/07/2024.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合《個人資料（私隱）條例》的規定。
The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the title to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

《政府租契續期條例》已經生效，土地登記冊的適用政府租契年期資料不會相應更新。適用政府租契的年期屆滿日期，以地政總署根據該條例刊憲的任何相關「續期公告」為準。
The Extension of Government Leases Ordinance is in force. Information on lease term for an applicable lease is not updated in the land register accordingly. For the expiry date of the lease term of an applicable Government lease, please refer to the relevant "Extension Notice" published by the Lands Department which should prevail.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料
PROPERTY PARTICULARS

物業參考編號
PROPERTY REFERENCE NUMBER (PRN): C6258306

地段編號
LOT NO.: SECTION A OF LOT NO. 573 IN D.D. 114

批約 HELD UNDER: GOVERNMENT LEASE
年期 LEASE TERM: 75 YEARS RENEWABLE FOR 24 YEARS
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898
每年地稅 RENT PER ANNUM: -

土地註冊處THE LAND REGISTRY
土地登記冊LAND REGISTER 印製編號 PRINT CONTROL: ESN240712016313

[redacted]

印製編號 PRINT CONTROL: ESN240712016313

[redacted]

********** 登記冊末端 END OF REGISTER **********

印製於 PRINTED AT: INTERNET SEARCH (DOWNLOAD)
查冊日期及時間 SEARCH DATE AND TIME: 12/07/2024 17:27
查冊者姓名/名稱 NAME OF SEARCHER: [redacted]
查冊種類 SEARCH TYPE: HISTORICAL AND CURRENT

本登記冊列明有關物業截至12/07/2024 07:30 之資料
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 12/07/2024.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合《個人資料（私隱）條例》的規定。
The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the title to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

《政府租契續期條例》已經生效，土地登記冊的適用政府租契年期資料不會相應更新。適用政府租契的年期屆滿日期，以地政總署根據該條例刊憲的任何相關「續期公告」為準。
The Extension of Government Leases Ordinance is in force. Information on lease term for an applicable lease is not updated in the land register accordingly. For the expiry date of the lease term of an applicable Government lease, please refer to the relevant "Extension Notice" published by the Lands Department which should prevail.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料
PROPERTY PARTICULARS

物業參考編號
PROPERTY REFERENCE NUMBER (PRN): C2640810

地段編號
LOT NO.: THE REMAINING PORTION OF LOT NO. 573 IN D.D. 114

批約 HELD UNDER: GOVERNMENT LEASE
年期 LEASE TERM: 75 YEARS RENEWABLE FOR 24 YEARS
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898
每年地稅 RENT PER ANNUM: -

土地註冊處THE LAND REGISTRY
[redacted]

業主資料
OWNER PARTICULARS

業主姓名 NAME OF OWNER	身分 (如非唯一擁有人) CAPACITY (IF NOT SOLE OWNER)	註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	代價 CONSIDERATION
[redacted]					

物業涉及的轄藉
INCUMBRANCES

註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	文書性質 NATURE	受惠各方 IN FAVOUR OF	代價 CONSIDERATION

[redacted]

********** 登記冊末端 END OF REGISTER **********

土地註冊處THE LAND REGISTRY
土地登記冊LAND REGISTER

印製編號 PRINT CONTROL: ESN240712016314

印製於 PRINTED AT: INTERNET SEARCH (DOWNLOAD)
查冊日期及時間 SEARCH DATE AND TIME: 12/07/2024 17:27
查冊者姓名/名稱 NAME OF SEARCHER: [redacted]
查冊種類 SEARCH TYPE: HISTORICAL AND CURRENT

本登記冊列明有關物業截至12/07/2024 07:30之資料
THE INFORMATION SET OUT BELOW CONTAINS PARTICULARS OF THE PROPERTY UP TO 07:30 ON 12/07/2024.

備存土地紀錄以供市民查閱旨在防止秘密及有欺詐成分的物業轉易，以及提供容易追溯和確定土地財產及不動產業權的方法。土地紀錄內載的資料不得用於與土地紀錄的宗旨無關之目的，使用所提供的資料須符合《個人資料（私隱）條例》的規定。

The land records are kept and made available to members of the public to prevent secret and fraudulent conveyances, and to provide means whereby the title to real and immovable property may be easily traced and ascertained. The information contained in the land records shall not be used for purposes that are not related to the purposes of the land records. The use of information provided is subject to the provisions in the Personal Data (Privacy) Ordinance.

《政府租契續期條例》已經生效，土地登記冊的適用政府租契年期資料不會相應更新。適用政府租契的年期屆滿日期，以地政總署根據該條例刊憲的任何相關「續期公告」為準。

The Extension of Government Leases Ordinance is in force. Information on lease term for an applicable lease is not updated in the land register accordingly. For the expiry date of the lease term of an applicable Government lease, please refer to the relevant "Extension Notice" published by the Lands Department which should prevail.

進行任何交易前，應先向土地註冊處查閱最新的土地紀錄。
BEFORE ANY DEALINGS, UP-TO-DATE LAND SEARCH SHOULD BE CONDUCTED WITH THE LAND REGISTRY.

物業資料
PROPERTY PARTICULARS

物業參考編號
PROPERTY REFERENCE NUMBER (PRN): C5226899

地段編號
LOT NO.: LOT NO. 1710 IN D.D. 114

批約 HELD UNDER: NEW GRANT NO.1180
年期 LEASE TERM: 99 YEARS
開始日期 COMMENCEMENT OF LEASE TERM: 01/07/1898
每年地稅 RENT PER ANNUM: $10.00

土地註冊處THE LAND REGISTRY
[redacted]

業主資料
OWNER PARTICULARS

業主姓名 NAME OF OWNER	身分 (如非唯一擁有人) CAPACITY (IF NOT SOLE OWNER)	註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	代價 CONSIDERATION
[redacted]					

物業涉及的轇糾
INCUMBRANCES

註冊摘要編號 MEMORIAL NO.	文書日期 DATE OF INSTRUMENT	註冊日期 DATE OF REGISTRATION	文書性質 NATURE	受惠各方 IN FAVOUR OF	代價 CONSIDERATION

[redacted]

********** 登記冊末端 END OF REGISTER **********

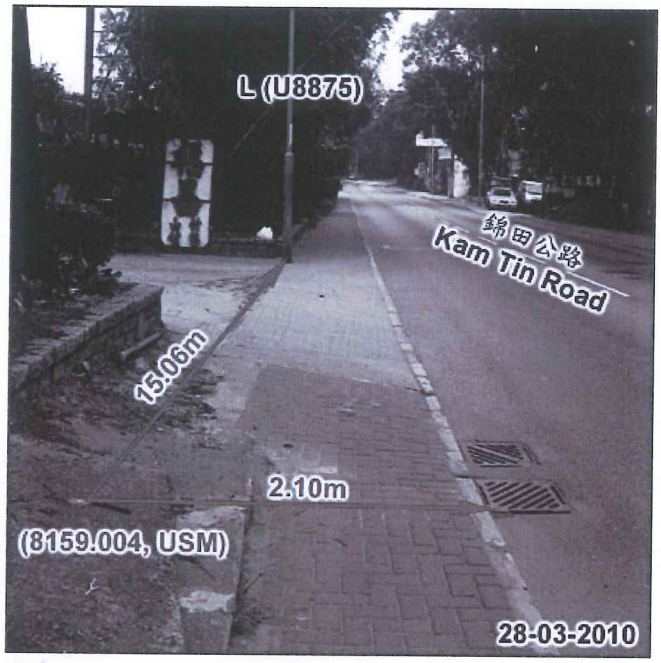
TRAVERSE STATION SUMMARY

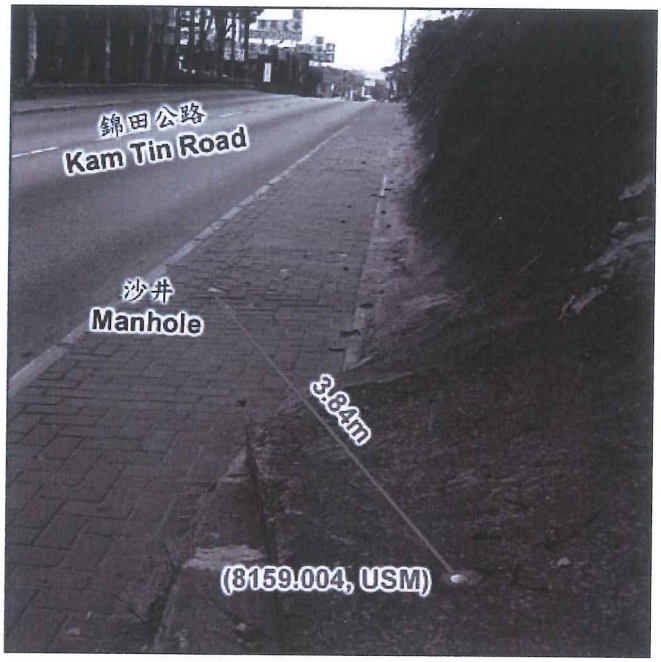
STATION NO. : **8159.004** *(FORMER NO.* : _____ *)*

LOCALITY : **KAM TIN ROAD, SHEK KONG** *SURVEY SHEET NO.* : **6-NE-14B**

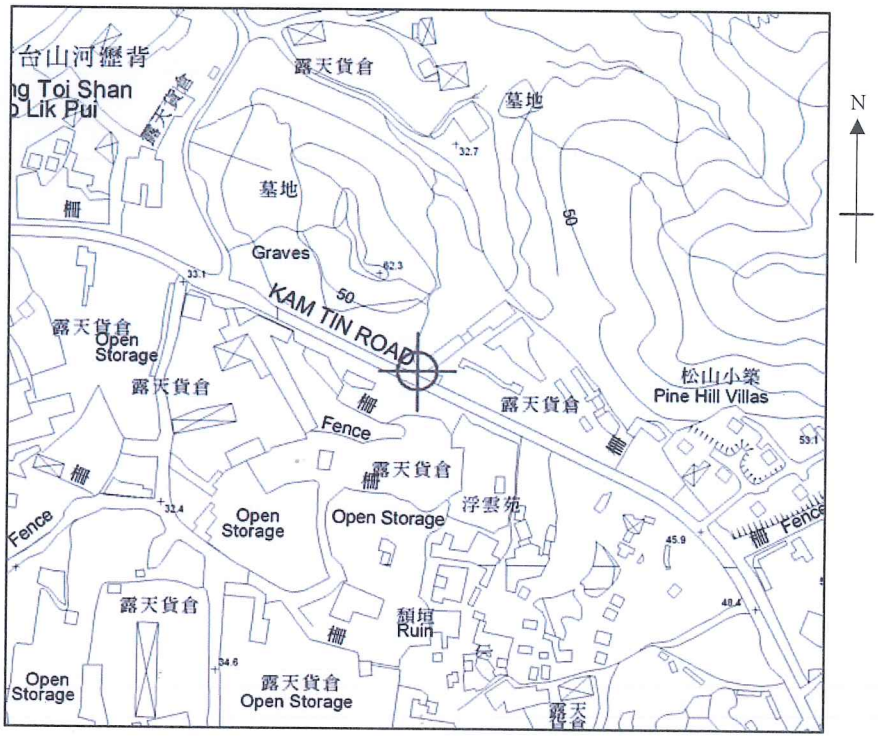
HK 80 DATUM	*HK 1980 GRID COORDINATES* : N = **833 128.381** m, E = **828 218.023** m,	Class : **H4.1**
	Ht = _____ m above HKPD and measured to the top of mark,	Class : _____
WGS 84 DATUM	*GEOGRAPHICAL COORDINATES* : Lat = _____ N, Long = _____ E,	Class : _____
	Ht = _____ m above Ellipsoid and measured to the top of mark,	Class : _____
	Reference Frame = _____	

STATION PHOTO





LOCATION MAP (Scale 1:5000)



REMARKS:

Type of Mark:
Urban Survey Mark (USM)

All measurements shown are in horizontal distance unless otherwise specified.

Prepared by : **C Y LAU** Checked by : **K K LAW** Approved by : **CHENG WC, LS/G(NT)**

Date : **15/09/2010**

Geodetic Survey Section
SMO, Lands Department
© Copyright reserved

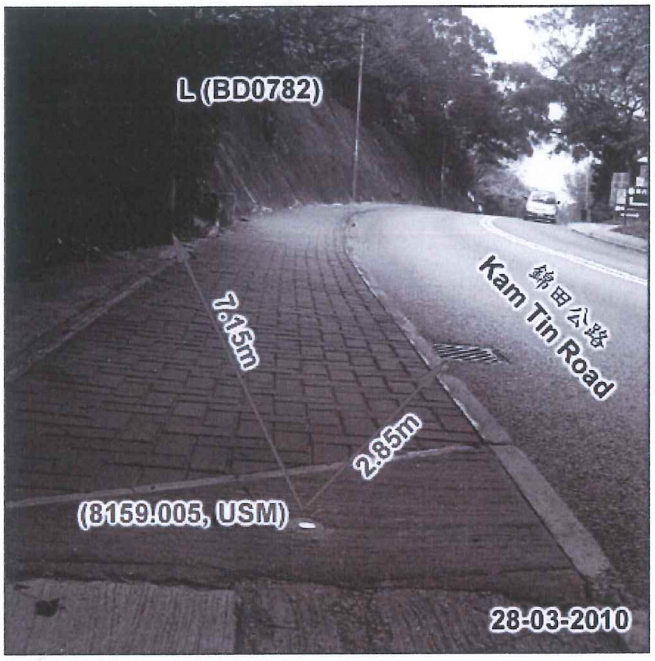
TRAVERSE STATION SUMMARY

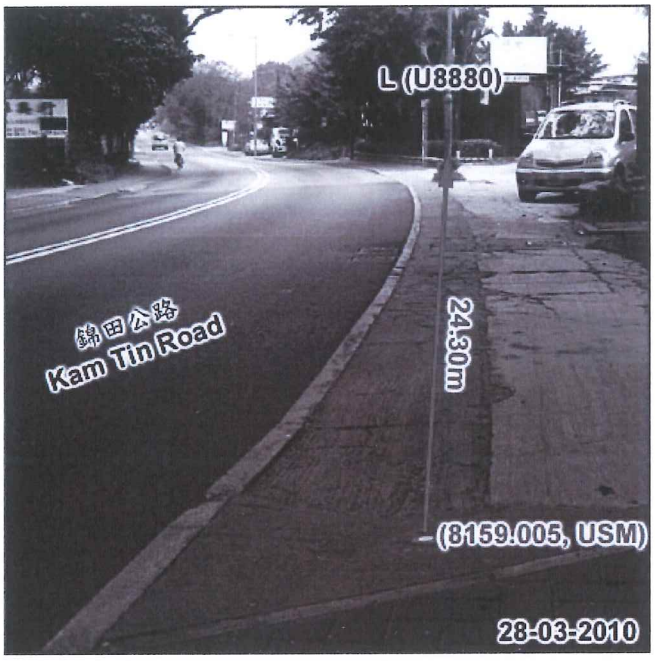
STATION NO. : **8159.005** *(FORMER NO.* : _____ *)*

LOCALITY : **KAM TIN ROAD, SHEK KONG** *SURVEY SHEET NO.* : **6-NE-14B**

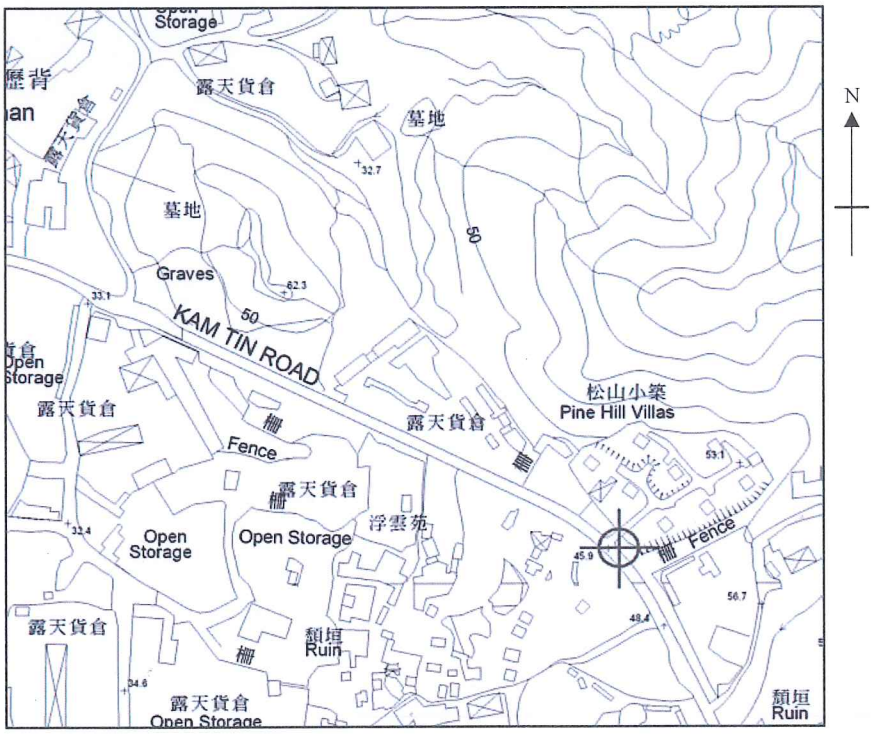
HK 80 DATUM	*HK 1980 GRID COORDINATES* : N = **833 023.572** m, E = **828 413.817** m,	Class : **H4.1**
	Ht = _____ m above HKPD and measured to the top of mark,	Class : _____
WGS 84 DATUM	*GEOGRAPHICAL COORDINATES* : Lat = _____ N, Long = _____ E,	Class : _____
	Ht = _____ m above Ellipsoid and measured to the top of mark,	Class : _____
	Reference Frame = _____	

STATION PHOTO





LOCATION MAP (Scale 1:5000)



REMARKS:

Type of Mark:
Urban Survey Mark (USM)

All measurements shown are in horizontal distance unless otherwise specified.

Prepared by : **C Y LAU** Checked by : **K K LAW** Approved by : **CHENG WC, LS/G(NT)**

Date : **15/09/2010**

Geodetic Survey Section
SMO, Lands Department
© Copyright reserved

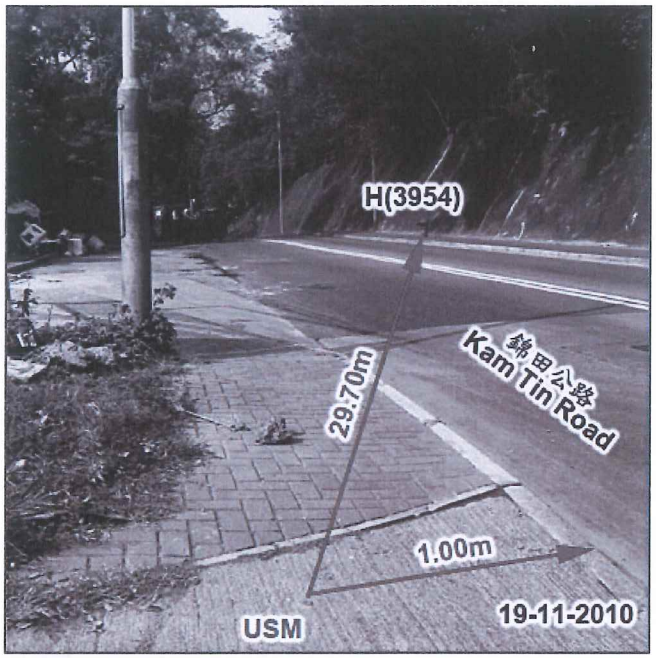
TRAVERSE STATION SUMMARY

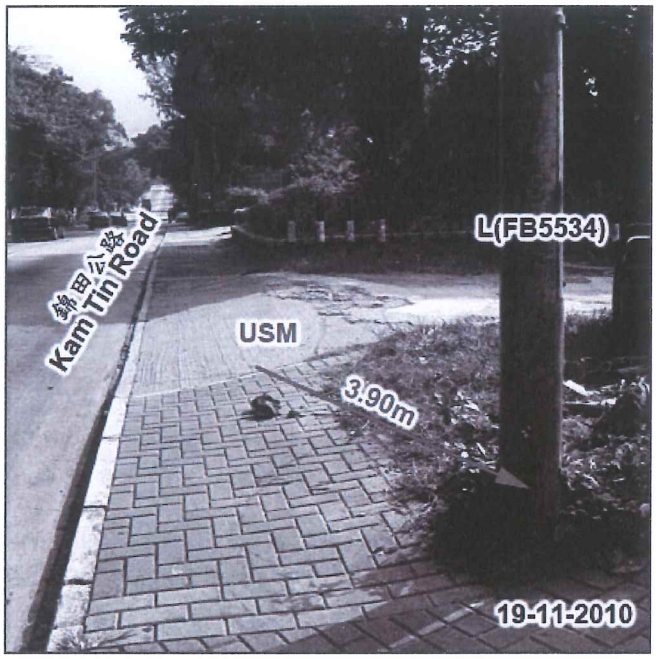
STATION NO. : **8159.006** *(FORMER NO.* : _____ *)*

LOCALITY : **KAM TIN ROAD** *SURVEY SHEET NO.* : **6-NE-14D**

HK 80 DATUM	***HK 1980 GRID COORDINATES*** : N = **832 923.886** m, E = **828 461.290** m,	Class : **H4.1**
	Ht = _____ m above HKPD and measured to the top of mark,	Class : _____
WGS 84 DATUM	***GEOGRAPHICAL COORDINATES*** : Lat = _____ N, Long = _____ E,	Class : _____
	Ht = _____ m above Ellipsoid and measured to the top of mark,	Class : _____
	Reference Frame = _____	

STATION PHOTO





LOCATION MAP (Scale 1:2000)

REMARKS:

Type of Mark :
Urban Survey Mark (USM)

All measurements shown are in horizontal distance unless otherwise specified.

Prepared by : **LAU C Y** Checked by : **LAU Y K** Approved by : **KWOK K H, LS/G(NT)**

Date : **30/05/2012**

Geodetic Survey Section
SMO, Lands Department
© Copyright Reserved

Annex 2

Memorandum of Understanding

規劃申請意向書

受新發展區發展影響的在地經營業務搬遷 - 規劃許可申請

業務經營者 **（甲方）**	:	永輝混凝土(香港)有限公司 Glorious Concrete (H.K.) Limited
公司註冊證明書號碼	:	[redacted]
申請人 **（乙方）**	:	俊怡嘉貨倉管理有限公司 Join Bright Warehousing Limited
公司註冊證明書號碼	:	[redacted]

永輝混凝土(香港)有限公司 （甲方）現時為洪水橋 / 厦村新發展區範圍內的業務經營者，由於受到政府新發展區收地影響，因此，需要覓地搬遷以繼續經營。**永輝混凝土(香港)有限公司 （甲方）**初步與**俊怡嘉貨倉管理有限公司（乙方）**達成共識，同意**俊怡嘉貨倉管理有限公司（乙方）**作為規劃申請的申請人，並根據《城市規劃條例》第 16 條，向城市規劃委員會（城規會）提交規劃申請，於*丈量約份第 114 約地段第 573 號餘段及第 1710 號*作「**擬議臨時混凝土配料廠連附屬設施（為期 5 年）**」。

甲乙雙方亦**承諾**於規劃申請獲得城規會批准後，申請地點將會由**永輝混凝土(香港)有限公司（甲方）**使用營運。

備注: 上述標題地段將會因應規劃許可的需要而有所修訂。

For and on behalf of
GLORIOUS CONCRETE (H.K.) LIMITED
[redacted]
Authorised Signature(s)

永輝混凝土(香港)有限公司（甲方）
業務經營者簽署

For and on behalf of
Join Bright Warehousing Limited
俊怡嘉貨倉管理有限公司
[redacted]
Authorized Signature(s)

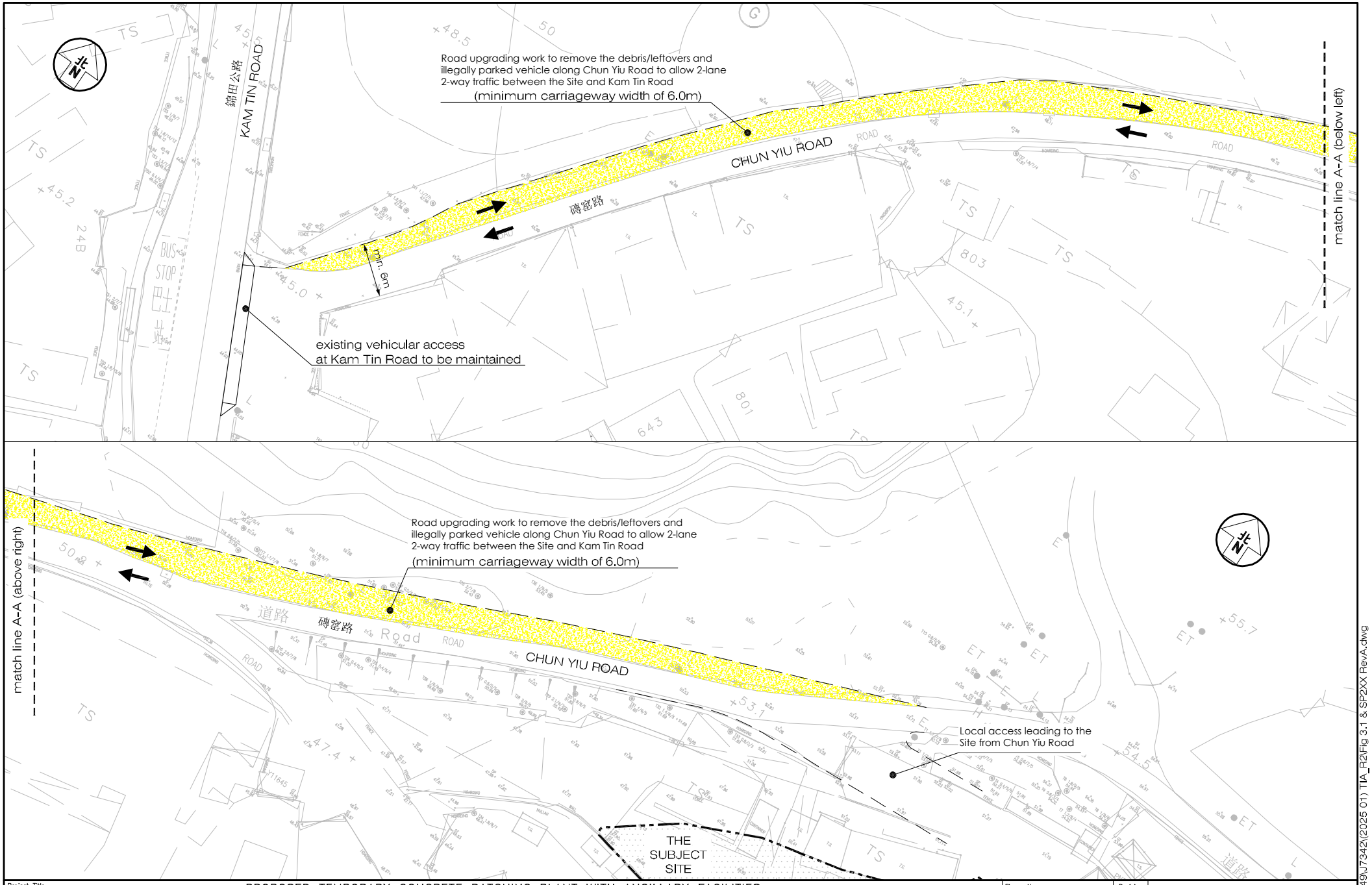
俊怡嘉貨倉管理有限公司（乙方）
規劃申請的申請人簽署

2025 年 1 月 20 日

Annex 3

Revised Figure 3.1

from the Traffic Impact Assessment



Project Title	PROPOSED TEMPORARY CONCRETE BATCHING PLANT WITH ANCILLARY FACILITIES FOR A PERIOD OF 5 YEARS AT LOTS 573 RP AND 1710 IN D.D. 114, SHEK KONG, YUEN LONG, NT	J7342	Figure No. 3.1 / Revision A
Figure Title	PROPOSED UPGRADING OF CHUN YIU ROAD	Designed by W C H / Drawn by S C Y / Checked by K C	Scale in A3 1 : 400 / Date 13 JAN 2025

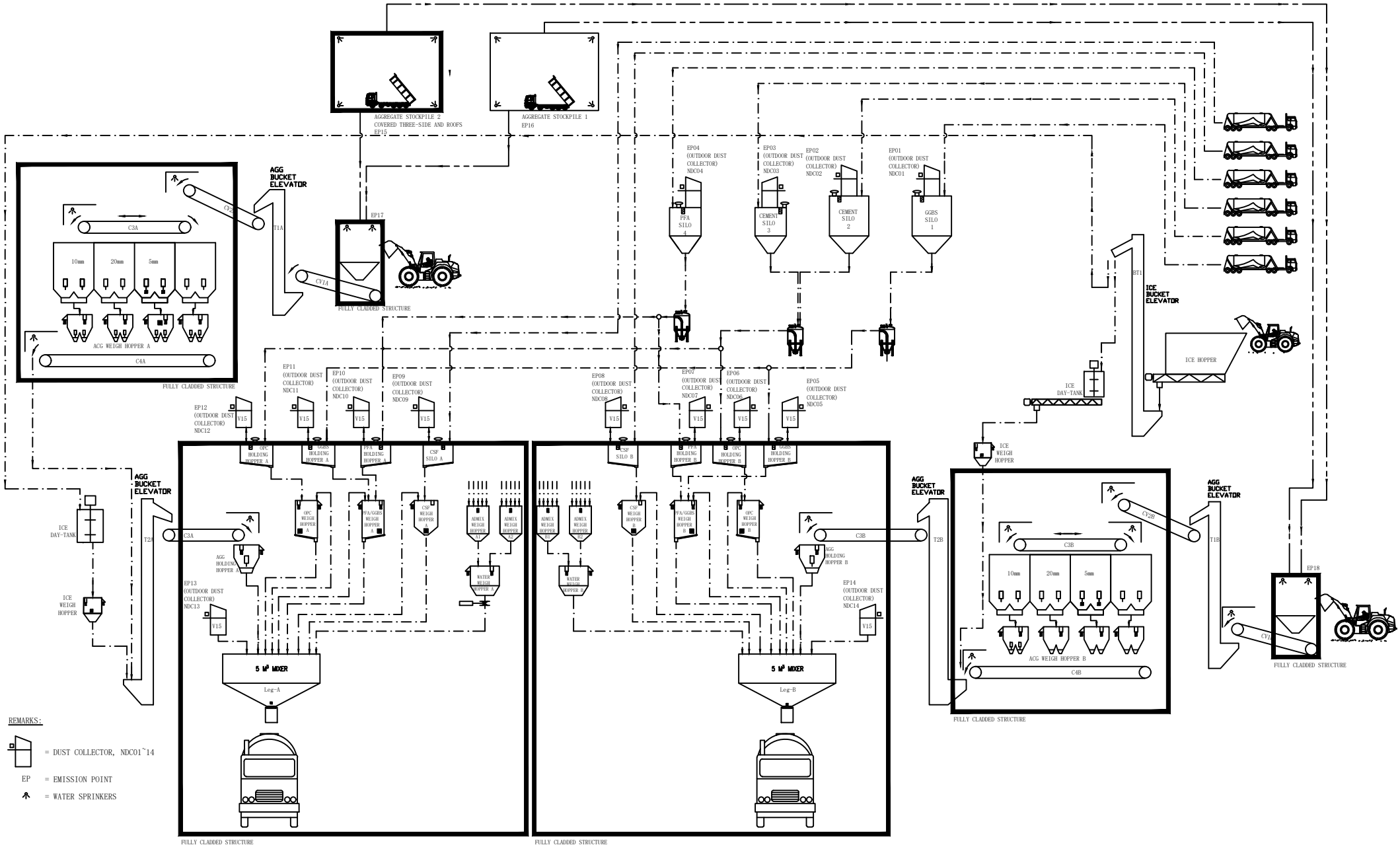
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7300-J7349\J7342\(2025 01) TIA_R2\Fig 3.1 & SP2XX RevA.dwg

Annex 4

Schematic Diagram of

Concrete Production Workflow



REV	DESCRIPTION	BY	DATE	APPROVED
1	REVISED GGBS TO PFA WEIGH HOPPER	-	3/07	LL
0	TBP SUBMISSION	-	25/01	LL

DRAWN	LING
DESIGNED	-
CHECKED	-
APPROVED	-
DATE	2024-1-13

COPYRIGHT © THIS DRAWING REMAINS THE PROPERTY OF EDWIN LAI INTERNATIONAL LTD., AND CANNOT BE COPIED OR USED BY OTHER PARTIES WITHOUT THEIR WRITTEN PERMISSION.

EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706

CADD REF.

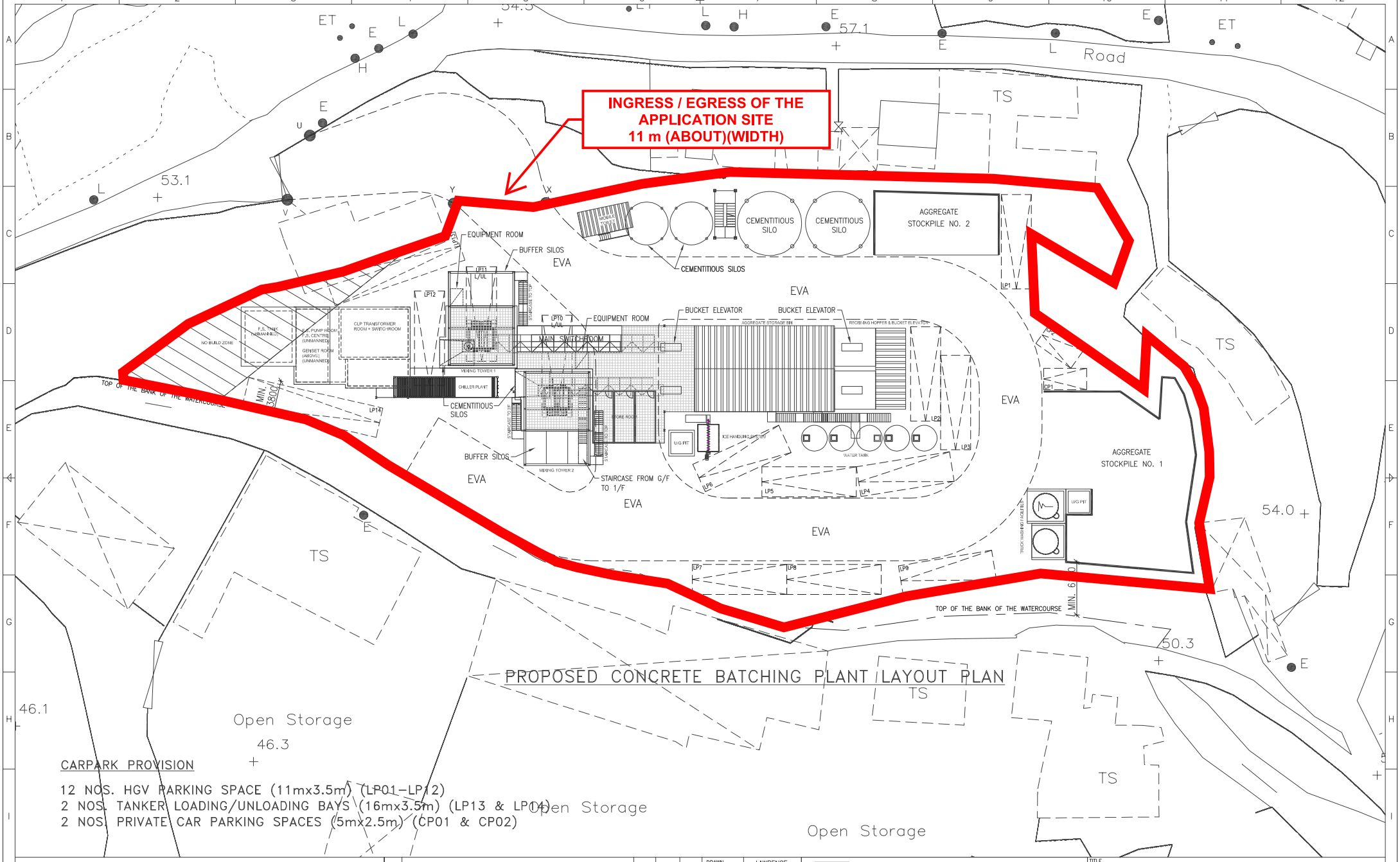
TITLE
GLORIOUS CONCRETE LIMITED
SHEK KONG PROPOSED BATCHING PLANT

SCHEMATIC DIAGRAM

SCALE	DRAWING NO.	JOB NO.	REV.
N.T.S.	GCL-SK-CBP-SD-01	-	1

Annex 5

Revised Layout Plan



PROPOSED CONCRETE BATCHING PLANT LAYOUT PLAN

CARPARK PROVISION

12 NOS. HGV PARKING SPACE (11mx3.5m) (LP01–LP12)
2 NOS. TANKER LOADING/UNLOADING BAYS (16mx3.5m) (LP13 & LP14)
2 NOS. PRIVATE CAR PARKING SPACES (5mx2.5m) (CP01 & CP02)

1. ALL DIMENSIONS TO BE IN MM UNLESS NOTED OTHERWISE.

SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

REV	DESCRIPTION	BY	DATE	APPROVED
C	REVISED	LL	11/01/25	–
B	REVISED	LL	29/10/24	–
A	TPB SUBMISSION	LL	30/09/24	–

DRAWN	LAWRENCE
DESIGNED	–
CHECKED	–
APPROVED	–
DATE	2023-12-05

COPYRIGHT © THIS DRAWING REMAINS THE PROPERTY OF EDWIN LAI INTERNATIONAL LTD., AND CANNOT BE COPIED OR USED BY OTHER PARTIES WITHOUT THEIR WRITTEN PERMISSION.

EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706

TITLE
GLORIOUS CONCRETE LIMITED
SHEK KONG PROPOSED BATCHING PLANT
–
GENERAL LAYOUT PLAN
–

CADD REF.	SCALE	DRAWING NO.	JOB NO.	REV.
GLORIOUS SHEK KONG CBP 20250111 (TPB).DWG	AS SHOWN (A3)	GCL-SK-CBP-GP-01	11994	C

R-Riches Property Consultants Ltd.

益卓物業顧問有限公司

Our Ref.: DD 114 Lots 573 RP & 1710
Your Ref.: TPB/A/YL-SK/410

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

By Email

09 April 2025

Dear Sir,

2nd Further Information

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities for a Period of 5 Years in "Industrial (Group D)" Zone,
Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-SK/410)

We write to submit further information to provide clarification, as per the request of the Planning Department, on the operation hours of the proposed development under the subject application.

Should you require more information regarding the application, please contact [redacted] or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Property Consultants Limited

Christian CHIM
Town Planner

cc DPO/FSYLE, PlanD

[redacted]

2nd Further Information

Proposed Temporary Concrete Batching Plant
with Ancillary Facilities for a Period of 5 Years in "Industrial (Group D)" Zone,
Lots 573 RP and 1710 in D.D. 114, Shek Kong, Yuen Long, New Territories

(Application No. A/YL-SK/410)

(i) The applicant provides the following clarification on the operation hours of the proposed development:

- the delivery of ice will take place between 07:00 to 19:00 (i.e. the 12-hour production period).

Government Departments' General Comments

1. Traffic

Comments of the Chief Highway Engineer/New Territories West, Highways Department (HyD):

- no in-principle objection to the application;
- the proposed access arrangement of the application site (the Site) should be commented and approved by Transport Department (TD);
- HyD is not/ shall not be responsible for the maintenance of any access connecting the Site and Kam Tin Road; and
- advisory comments are detailed in **Appendix III**.

2. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department:

- the Site falls within "Industrial (Group D)" ("I(D)") zone, which is a non-landscape sensitive zoning. No significant landscape impact arising from the proposed use is anticipated.

3. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no specific comment on the application; and
- advisory comments are detailed in **Appendix III**.

4. Geotechnical

Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD):

- no adverse geotechnical comment on the application;
- it is noted that the applicant has included a 'no-build' zone in the western part of the Site, within which no critical facilities are proposed to be located; and
- advisory comments are detailed in **Appendix III**.

5. Other Departments

The following government departments have no objection to/no adverse comment on the application and their advisory comments, if any, are in **Appendix III**:

- Chief Building Surveyor/New Territories West, Buildings Department;

- Chief Engineer/Railway Development 1-1, HyD;
- Project Manager (West), CEDD;
- Chief Engineer/Construction, Water Supplies Department;
- Commissioner of Police; and
- Director of Electrical and Mechanical Services.

Recommended Advisory Clauses

(a) the applicant is reminded to resolve any land issues relating to the proposed use with the Lands Department (LandsD);

(b) the applicant is reminded to obtain relevant licences in relation to the operation of concrete batching plant, including the Specified Process Licence prior to the operation of the proposed use, and to follow and comply with relevant environmental-related ordinances, guidelines and regulations during the construction and operation of the concrete batching plant;

(c) the applicant is reminded to submit details of the proposed road improvement works to relevant authorities and/or government departments for agreement before its implementation. Relevant ordinances (including the Town Planning Ordinance and the Environmental Impact Assessment Ordinance (EIAO)) and regulations for the proposed road improvement works shall be duly observed and complied with. Approval of the planning application by the Town Planning Board does not imply approval of the proposed road improvement works;

(d) to note the comments of the District Lands Officer/Yuen Long, LandsD that:

- by desktop checking, the boundary of the application site (the Site) deviates from the boundary of Lot Nos. 573 RP and 1710 both in D.D. 114 and encroaches on Lot No. 574 S.A in D.D. 114 and the adjoining Government land. The actual lot boundary of the private lots under the application have to be verified at the land application stage if any Short Term Waiver (STW) and/or Short Term Tenancy (STT) is/are applied for by the applicant to LandsD;

(e) to note the comments of the Commissioner for Transport that:

- no vehicle is allowed to queue back to or reverse onto / from public road at any time during the planning approval period; and

- the Site is connected to the public road network via a section of a local access road which is not managed by Transport Department. The land status of the local access road should be checked with the LandsD. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;

(f) to note the comments of the Director of Agriculture, Fisheries and Conservation:

- the applicant is advised to adopt appropriate measures to avoid causing pollution or disturbance the adjacent watercourse;

(g) to note the comments of the Director of Fire Services that:

- detailed fire services requirements will be formulated upon receipt of formal submission of STT / STW, general building plans or referral of application via relevant licensing authority as appropriate. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department (BD);

(h) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department that:

- adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;

(i) to note the comments of the Director of Environmental Protection that:

- the applicant is advised that the proposed road upgrading works may potentially constitute a Designated Project under EIAO by virtue of Item Q.1 (i.e., All projects involving earthworks, dredging works and other building works partly or wholly in an existing or gazetted proposed country park or special area, a conservation area, an existing or gazetted proposed marine park or marine reserve, a site of cultural heritage, and a site of special scientific interest.). In this regard, the applicant is reminded to liaise with his Department on the potential EIAO implication of the proposed road upgrading works;

(j) to note the Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department that:

- an existing registered man-made geotechnical feature No. 6NE-D/R27 is found in the vicinity of the proposed use, which may affect or be affected by the proposed works. The applicant is reminded that any modification to the existing geotechnical feature No. 6NE-D/R27 should be submitted to the Building Authority (BA) for approval; and

(k) to note the comments of the Chief Building Surveyor/New Territories West, BD that:

- it is noted that temporary concrete batching plant with ancillary facilities are proposed in the application. Before any new building works (including containers/ open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are unauthorised building works (UBWs) under the BO. An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

- the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulation (B(P)R) respectively;

- the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;

- if the existing structures are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the application;

- for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building woks or UBW on the Site under the BO;

- any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and

- detailed checking under the BO will be carried out at building plan submission stage.

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [signature]

姓名(正楷): 黎恩成

2025年 03月 12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：楊明華

姓名(正楷)：楊明華

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

3

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：黎柏希

姓名(正楷)：黎柏希

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

4

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：Tuy

姓名(正楷)：黎[redacted]童

2025 年 3 月 12 日

通訊地址 [redacted]

聯絡電話 [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

5

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：

姓名(正楷)：LAI WING TIM

2025 年 [redacted]

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

6

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：Jane

姓名(正楷)：黎守真

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www. tpbpd@pland. gov. hk)

7

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [signature]

姓名(正楷): 蔡志權

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

8

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：

姓名(正楷)：王翠琼

2025年3月12日

通訊地址：[redacted]

聯絡電話：

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

9

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [redacted]

姓名(正楷): 徐思琦

2025 年 3 月 12 日

通訊地址: [redacted]

聯絡電話: [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

10

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生／女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：蔡添業

姓名(正楷)：蔡添業

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

11

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：伍維嘉

姓名(正楷)：伍維嘉

2025 年 3月 12日

通訊地址：[redacted]

聯絡電話：

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

12

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：

姓名(正楷)：鄧志光

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

13

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 楊礼榮

姓名(正楷): 楊禮榮

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

14

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：

姓名(正楷)：楊敏文

2025 年 3 月 12 日

通訊地址：[redacted]
聯絡電話：

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

15

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：[signature]

姓名(正楷)：徐發堅

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵:www.tpbpd@pland.gov.hk)

16

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士:

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : ______

姓名(正楷): ______

2025年3月12日

通訊地址 : [redacted]

聯絡電話 :

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

17

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 :

姓名(正楷): 簡成輝

2025 年 3 月 12 日

通訊地址: [redacted]
聯絡電話: [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

13

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：[signature]

姓名(正楷)：[redacted]

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

19

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [signature]

姓名(正楷): 蕭智偉

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

20

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 張少堅

姓名(正楷): 張少堅

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

21

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 宋

姓名(正楷): 宋瑞其

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

22

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：張遠球

姓名(正楷)：張遠球

2025 年 3 月 12 日

通訊地址：[redacted]
聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

23

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [signature]

姓名(正楷): LEE CHI MING

2025 年 3 月 12 日

通訊地址: [redacted]
聯絡電話: [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

24

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [signature]

姓名(正楷): 鄧[illegible]佑

2025 年 3 月 12 日

通訊地址 : [redacted]
聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓

(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

25

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 鄧少榮

姓名(正楷): 鄧少榮

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

(傳真 : 2877 0245 及 電郵：www. tpbpd@pland. gov. hk)

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉鄉事委員會委員，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周遭自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [redacted]

姓名(正楷): 鄧瑞強

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書　　香港北角渣華道333號北角政府合署15樓
（傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk）

27

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：

姓名(正楷)：羅志偉

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

23

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：Ming

姓名(正楷)：羅志明

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書　　香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

29

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：[signature]

姓名(正楷)：翟家樂

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www. tpbpd@pland. gov. hk)

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周遭自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [signature]

姓名(正楷): 羅加華

2025 年 3 月 12 日

通訊地址：[redacted]
聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

31

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : [signature]

姓名(正楷): 鄧加輝

2025 年 3 月 12 日

通訊地址 : [redacted]
聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www. tpbpd@pland. gov. hk)

32

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 羅

姓名(正楷): 羅國華

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

33

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周遭自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：[redacted]

姓名(正楷)：[redacted]

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

34

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：

姓名(正楷)：羅光明

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www. tpbpd@pland. gov. hk)

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署 : 羅

姓名(正楷): 羅德康

2025 年 3 月 12 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

36

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：[signature]

姓名(正楷)：羅建元

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

37

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：羅文正

姓名(正楷)：羅文正

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書　　香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

33

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：羅

姓名(正楷)：羅國昌

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

39

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：

姓名(正楷)：羅世昌

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書　香港北角渣華道333號北角政府合署15樓

(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

40

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號

擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410

－ 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：Teuman

姓名(正楷)：羅浩昌

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
（傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk）

41

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生／女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：Alan Law

姓名(正楷)：羅俊昌

2025年3月12日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

42

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生／女士：

本人是元朗八鄉橫台山羅屋村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

簽署：羅

姓名(正楷)：羅

2025 年 3 月 12 日

通訊地址：[redacted]

聯絡電話：[redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

51

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生／女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：

姓名(正楷)：

_____年_____月_____日

通訊地址：[redacted]

聯絡電話：

城市規劃委員會秘書 香港北角渣華道 333 號北角政府合署 15 樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

52

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : 杜文傑

姓名(正楷): 杜文傑

____年____月____日

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

53

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : 黎偉光

姓名(正楷): 黎偉光

____年____月____日

通訊地址 [redacted]

聯絡電話

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

J4

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : 黎展霞

姓名(正楷): 黎展霞

_____年_[redacted]

通訊地址 :

聯絡電話 :

城市規劃委員會秘書 香港北角渣華道333號北角政府合署15樓
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

55

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [redacted]

姓名(正楷): [redacted]

_____年 [redacted]

通訊地址

聯絡電話

城市規劃委員會秘書

香港北角渣華道333號北角政府合署15樓

(傳真：2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

56

強烈反對元朗石崗丈量約份第114約地段第573號餘段及第1710號
擬議臨時混凝土配料廠連附屬設施，申請編號：A/YL-SK/410
－申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響

空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。

噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。

水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。

2. 交通壓力

重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。

交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。

3. 社區影響

生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。

4. 生態破壞

自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。

農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。

5. 基礎設施壓力

工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署：[redacted]

姓名(正楷)：[redacted]

_____年_____

通訊地址 [redacted]

聯絡電話

(傳真 : 2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

57

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : _____

姓名(正楷): _____

_____年_____月_____日

通訊地址 [redacted]

聯絡電話

城市規劃委員會秘書 [redacted]

(傳真 : 2877 0245 及 電郵：www.tpbpd@pland.gov.hk)

58

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [signature]

姓名(正楷): [redacted]

_____年_____

通訊地址 : [redacted]

聯絡電話 : [redacted]

城市規劃委員會秘書 [illegible]
(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

59

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : [signature]

姓名(正楷): 曾秀福

____年____月____日

通訊地址 : [redacted]

聯絡電話 : [redacted]

(傳真 : 2877 0245 及 電郵 : www.tpbpd@pland.gov.hk)

60

強烈反對元朗石崗丈量約份第 114 約地段第 573 號餘段及第 1710 號
擬議臨時混凝土配料廠連附屬設施，申請編號 : A/YL-SK/410
- 申請人提交進一步資料

執事先生 / 女士：

本人是元朗八鄉上村居民，就上標計劃改建為混凝土配料廠的提案作出強烈和堅決的反對。

1. 對環境造成影響環境影響
   空氣污染：混凝土配料廠可能產生粉塵和廢氣，影響空氣品質，對居民健康造成威脅，尤其是老人和兒童。
   噪音污染：工廠運作可能帶來持續噪音，影響居民生活品質，特別是夜間作業時。
   水污染：混凝土生產可能產生廢水，若處理不當，可能污染附近水源，影響生態和農業。
2. 交通壓力
   重型車輛增加：混凝土配料廠需要大量原材料運輸，可能導致重型車輛頻繁出入，加劇交通擁堵，並增加道路損壞風險。
   交通安全：重型車輛增多可能提升交通事故風險，尤其對行人、騎單車者和學生構成威脅。
3. 社區影響
   生活品質下降：工廠帶來的污染和噪音可能降低居民生活品質。健康風險：長期暴露於粉塵和廢氣可能導致呼吸系統疾病，增加醫療負擔。
4. 生態破壞
   自然環境受損：混凝土配料廠可能破壞周邊自然環境，影響動植物棲息地，降低生物多樣性。
   農業影響：若附近有農地，工廠的污染可能影響農作物生長，損害農民生計。
5. 基礎設施壓力
   工廠運作可能對水電等基礎設施造成額外壓力，影響居民正常使用。

作為當區的持份者，我們的反對是基於對環境、交通、社區健康和長遠發展的擔憂。規劃處在審批時需全面評估這些影響，並考慮居民意見，確保項目符合可持續發展原則

本人懇請城市規劃委員會及政府相關部門重視八鄉居民的意見，聆聽居民的聲音，否決上標申請。

八鄉上村居民簽署 : 曾[illegible]

姓名(正楷): 曾[illegible]

年 月 日

通訊地址 : [redacted]

聯絡電話 : [redacted]

61

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	250317-110915-43435
提交限期 **Deadline for submission:**	18/03/2025
提交日期及時間 **Date and time of submission:**	17/03/2025 11:09:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-SK/410
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Fong Shing

意見詳情
Details of the Comment :

反對有關申請, 因會導致交通問題並環境污染!

43 to 50

申請編號 A/YL-SK/410

擬議臨時混凝土配料廠連附屬設施

（為期 5 年）

8 份公眾意見

RECEIVED
18 MAR 2025
Town Planning Board

城市規劃委員會:

我就 A/YL-SK/410 混凝土廠的申請表達支持。

這些年政府收了很多棕地來做住宅發展，對於在棕地上經營的企業和工人來說，影響真的很大。他們很多人辛辛苦苦營運了好多年，結果土地被收回，只好另尋出路。我覺得在八鄉安置受影響的混凝土廠，就是一個很好的替代方案，既可以讓這些工業活動繼續下去，也能支持香港的經濟發展。

我認為這個混凝土廠的位置選擇合理，遠離民居，而且就在棕地帶裡，和周邊的物流、貨倉業務能形成合作，這樣的規劃真的非常實際。香港的工業用地資源越來越少，每一塊工業地的使用都應該充分發揮它的功能。希望城規會能批准這個計劃，讓棕地經營者有更多發展的空間和信心。

居民

鄭太

RECEIVED
18 MAR 2025
Town Planning Board

2025/03/07

城市規劃委員會鈞鑒：

本人是八鄉一帶的貨倉營運者，我支持 A/YL-SK/410 規劃申請。

混凝土廠所位處的土地閑置已久，並未有加以善用，可算是浪費土地資源。此塊土地十分適合營運工業相關用途，因為他為處於工業地帶，混凝土廠的用途絕對符合該土地的規劃意向。而且，土地鄰近於附近的貨倉及物流中心，能夠與附近的企業產生協同效應。另外，項目鄰近錦田公路，並且遠離民居，所以有利大型車輛出入。再者，土地已經進行平整，有利工業發展。香港的工業用地已經一直減少，因此城規會應該批准該項目申請，保護香港的工業發展。

棕地作業者

鄧太謹啟

13/03/2025

RECEIVED
18 MAR 2025
Town Planning Board

城市规划委员会:

我想就 A/YL-SK/410 混凝土厂的申请发表一些个人意见，并支持这个计划。

香港的混凝土供应市场中，其实很多小型建筑公司和中小型企业经常面临价格谈判的压力，因为供应商少、选择少，香港只有十多间混凝土公司。香港建筑业物料联会早前都提过，混凝土 2024 年年底开始变得紧张，而且「做一个面包，要有足够的面粉，但香港的面粉量不多。」这个混凝土厂如果能顺利建成，意味着市场上会多一个供应来源，对于中小企业来说，这是一个可以减轻成本压力的好消息。更稳定的供应和竞争，对我们这些小公司来说真的很重要。

再者，该项目选址合理，周边没有民居，对环境影响有限，还能促进本地经济和中小企建造业发展，所以希望城规会能批准这个申请。

市民

陈先生

二零二五年三月十一日

RECEIVED
18 MAR 2025
Town Planning Board

城市規劃委員會：

本人特此來函就 A/YL-SK/410 項目表達意見。

本人支持擬建的混凝土廠，未來香港即將建設北部都會區，預計混凝土的需求將會大幅上升，因此十分迫切需要建造更多混凝土廠，應付未來工程高峰期，對於促進香港基建發展尤其重要。

本人並不擔心混凝土廠會帶來負面的環境影響，因為混凝土廠遠離附近的村落及民居，並且位於工業地帶上，附近很多土地都是棕地作業用途，因此不會與附近的土地用途產生衝突。相比不少混凝土廠亦設置在市區及住宅附近，設置於工業地帶更貼合混凝土廠的營運需求。

因此，我懇請城規會處理混凝土廠申請時，能夠考慮長遠香港基建需要，不要忽略混凝土廠對香港經濟發展的重要性。

市民

羅先生

二零二五年三月十一日

RECEIVED
18 MAR 2025
Town Planning Board

城市規劃委員會：

我是一名普通市民，對 A/YL-SK/410 混凝土廠的規劃申請表示支持。

香港作為一個國際城市，很多東西都依賴進口，但我認為有些基建原材料，比如混凝土，應該盡量提升本地生產的能力。這不僅可以減少對外依賴，還能確保供應穩定。最近幾年，全球物流經常出現問題，當運輸受阻時，我們的基建項目可能會因此拖延，尤其是北都不少公屋發展，但如果本地有更多混凝土廠，這些問題就可以大幅減少。

這個廠的位置交通便利，可以就近供應北部都會區和其他新發展區，尤其混凝土混合後會在一段短時間內凝固，需趕快運送。這樣一來，效率高了，整體成本也會降低。這樣的安排，對香港未來很有幫助。

希望相關部門能批准這次申請，支持香港的自給能力和長遠發展。

市民

黃小姐

二零二五年三月十六日

RECEIVED
18 MAR 2025
Town Planning Board

城市規劃委員會鈞鑒：

本人支持 A/YL-SK/410 混凝土廠的申請項目。

近年來，政府先後開展了不少新發展區項目，導致區內不少的棕地被徵用做住宅發展項目，嚴重影響棕地作業者的生計，亦打破不少工人的飯碗。政府必須理解棕地作業（例如貨倉、工場）對於香港經濟貢獻良多，意義重大，若然政府不作出合理補償，則大大削弱棕地作業者的信心以及損害香港經濟發展。項目前身位處於洪水橋新發展區，但因為政府收地而被迫放棄經營，因此政府應該批准這項規劃申請，讓原本相安無事的混凝土廠能夠經營下去。

因此，城規會應該批准混凝土廠發展，以確保他們獲得合理補償，並讓他們繼續經營及支撐香港經濟，謝謝！

棕地作業者

陳先生謹啟

二零二五年三月十日

RECEIVED
10 MAR 2025
Town Planning Board

城市規劃委員會秘書：

本人謹就 A/YL-SK/410 規劃申請表達支持意見。

香港正積極推動北部都會區及多個新發展區項目，包括新田科技城和牛潭尾地區，未來十年將迎來基建工程高峰期，混凝土需求勢必大幅增加。根據申請文件所述，擬議的混凝土配料廠不僅能滿足本地建設需求，更可減少跨區運輸造成的環境污染及交通壓力，這亦代表減少貨車長途運輸所帶來的懸浮物及廢氣排放。石崗鄰近附近擬建發展區，將能直接為項目提供穩定材料供應。此外，文件提到廠房將採用現代化設備，大幅提升生產效率至每小時 200 立方米，遠高於過往廠房，有助縮短工程週期。本人認為，此舉能直接支持香港基建發展，鞏固城市的經濟競爭力。

因此，我懇請城規會考量長遠社會效益，批准此申請。

市民

鄧先生

二零二五年三月五日

RECEIVED
18 MAR 2025
Town Planning Board

50

城規會：

本人想就 A/YL-SK/410 規劃申請提供意見，希望本人意見能夠供為規劃署參考。

本人居住於八鄉一帶的物流業經營者，我支持混凝土廠的設立。現時八鄉和錦田一帶有多個物流中心、倉庫及露天存放，混凝土裝的設立能夠與這些研究發展產生協同效應，降低業界的運輸成本，因為混凝土可以直接供應附近棕地發展項目，減少跨區運輸需求。尤其近年不少新發展區的棕地被徵收，不少棕地作業者遷移到八鄉錦田一帶繼續經營他們的業務，預期一帶的棕地發展項目將會不斷上升，混凝土的需求只會不跌反升，因此混凝土廠的設立將有利於業界發展。

本人亦留意到混凝土廠有與物流業的作業時間錯開，廠方將會集中於晚間配送貨物，相信避免了錦田公路一帶日間貨車擠塞的情況，不會影響物流業間的日間運送服務。

我認為項目是一個對棕地業界是一個雙贏方案，因此，希望規劃署能批准該項目，謝謝。

棕地作業者

鄧先生

二零二五年三月十二日

RECEIVED
18 MAR 2025
Town Planning Board