RESIDENTIAL (GROUP) (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

			Maximum Building Height	
Sub-area	Maximum Plot Ratio	Maximum Site Coverage	No. of Storeys	Building Height
R(B)1	1.0	40%	4 storeys over single-storey car park	15m
R(B)2	1.26	40%	6 storeys over single-storey car park	21m
R(B)3	2.1	40%	12 storeys excluding car park	36m (excluding car park)
R(B)4	5	40%	27 storeys excluding car park	+107.8mPD

(b) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

Figure 3.1 Proposed Amendment to the Notes of "R(B)" Zoning

9.3 Residential (Group B) ("R(B)"): Total Area: 9.54ha

9.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9.3.2 As the zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.3.3 There are ~~3~~ 4 sub-areas within this zone.

(a) Residential (Group B)1 ("R(B)1"): Total Area: ~~4.04~~ 3.11 ha
The parcel of land located between the Nullah and Castle Peak Road near San Hing Tsuen is zoned for "R(B)1". Residential developments within this zone are restricted to a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single-storey car park (15m).

(b) Residential (Group B)2 ("R(B)2"): Total Area: 3.20 ha
The parcel of land located to the south-east of Hung Shui Kiu NDA namely Bauhinia Garden and Wo Ping San Tsuen is zoned for this purpose. Residential developments within this zone are restricted to a maximum plot ratio of 1.26, a maximum site coverage of 40% and a maximum building height of 6 storeys over single-storey car park (21m).

(c) Residential (Group B)3 ("R(B)3"): Total Area 2.3 ha
The parcel of land located at the junction of Fuk Hang Tsuen Road and Lam Tei Main Street is zoned for this purpose to reflect a complete residential development (i.e. Botania Villa). This residential scheme constitutes part of the Lam Tei Local Centre development. The residential developments within this zone are restricted to a maximum plot ratio of 2.1, a maximum site coverage of 40% and a maximum building height of 12 storeys (36m) excluding car park.

(d) Residential (Group B)4 ("R(B)4"): Total Area: 0.93 ha
The parcel of land located at the junction of the Nullah and Castle Peak Road with vehicular access branching off from Ng Lau Road is zoned for "R(B)4". Residential developments within this zone are restricted to a maximum plot ratio of 5, a maximum site coverage of 40% and a maximum building height of 27 storeys (excluding car park) not exceeding +107.8mPD.

9.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Figure 3.2 Proposed Amendment to the Explanatory Statement of the Approved OZP

Previous Applications Covering the Application Site

Agreed s.12A Application

Application No.	Proposed Amendment	Date of Consideration (RNTPC)
Y/TM-LTYY/9	To rezone the application site from "Residential (Group B) 1" to "Residential (Group B) 4" with a maximum PR of 2.5, a maximum site coverage of 40% and a maximum BH of 8 storeys excluding car park (35mPD)	24.9.2021

Approved s.16 Application

Application No.	Proposed Uses	Date of Consideration (RNTPC)
A/TM-LTYY/120	Proposed Temporary Outdoor Cafe/Restaurant with Ancillary Car Park for a Period of 3 Years	5.11.2004 (Revoked on 5.11.2005)

Rejected s.16 Application

Application No.	Proposed Uses	Date of Consideration (RNTPC)
A/TM-LTYY/111	Temporary Car Park for a period of 3 years	15.8.2003

Major Rejection Reasons

(1) Not in line with the planning intention and was not compatible with the surrounding residential developments.
(2) The travelling of heavy vehicles along the access road to and from the application site would have adverse noise impact to nearby sensitive receivers.
(3) The vehicular access for the development was not acceptable from the traffic and road safety points of view.

Government Bureau/Departments' Detailed Comments

1. Land Administration

Comments of the District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD):

- The proposed road works as mentioned in the Supporting Planning Statement would affect an existing footway of Castle Peak Road – Lam Tei, an existing bridge bearing Highways Department (HyD) Structure No. N541 and an unnamed road. Under the proposal, the existing footway would be shifted north-westward to accommodate a section of newly formed cycle track connecting with the current cycle track. The management and maintenance responsibility of all the proposed road works, including the newly formed 7.3m width carriageway, the newly formed footway and cycle track as well as the modified bridge, should be agreed among Transport Department (TD), HyD, Drainage Services Department (DSD) and the applicant at the outset before the land exchange.

- Two planters under the maintenance of Leisure and Cultural Services Department were found located within the application site (the Site). Agreement should be sought from Director of Leisure and Cultural Services about her re-provisioning requirement, if any, of the said planters.

2. Traffic

(a) Comments of the Chief Highway Engineer/New Territories West, HyD (CHE/NTW, HyD):

- The proposed access arrangement, if any, of the Site should be commented and approved by TD.

- Noting that the existing access road connecting the Site and Ng Lau Road is not a public road, the applicant should be responsible for his own access arrangement. HyD is not/shall not be responsible for the maintenance of any access connecting the Site to any public roads.

- For any proposed improvement works on public roads approved by TD and will be handed over to TD/HyD for management and maintenance, the applicant should ensure the works are designed and constructed in accordance with the latest version of HyD Standards and up to the satisfaction of TD and HyD. The proposed works design shall be circulated to TD and HyD for comments and approval.

- Adequate drainage measures should be provided to prevent surface water running from the Site to nearby public road and drains, if necessary.

- Should there be any further findings/recommendations/actions that may affect HyD's inventories/require input from HyD, please highlight those items/works for his comments.

(b) Comments of the Chief Engineer/Railway Development 1-1, Railway Development Office, HyD (CE/RD 1-1, RDO, HyD):

- The Site falls within the railway protection boundary of the existing Tuen Ma Line. With reference to DEVB TC(W) No. 1/2019 and/or Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTR Corporation Limited (MTRCL) with respect to the operation, maintenance, safety and any future works required for the existing railways.

3. <u>Environment</u>

Comments of the Director of Environmental Protection (DEP):

- It is noted that an on-site sewerage treatment plant has been proposed. He would like to remind the applicant to obtain relevant discharge licence under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO.

4. <u>Drainage</u>

Comments of the Chief Engineer/Mainland North, DSD (CE/MN, DSD):

- The applicant should implement the drainage facilities on site in accordance with the agreed Drainage Impact Assessment (DIA) report. The applicant is required to maintain all the drainage facilities on site in good condition at all times to ensure that the proposed development would neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas.

- Should there be any changes of design parameters in the course of the development which would materially affect the validity of the DIA report, the applicant should review and revise the DIA report and submit it to the Planning Department and her Division for comment.

- The applicant is required to rectify the drainage system at their own cost to the satisfaction of government parties concerned if they are found inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by a failure of the drainage system.

- The proposed drainage works, whether within or outside the lot boundary, should be constructed and maintained by the lot owner at their own cost. For any works to be carried out outside his lot boundary, the applicant should consult DLO/TM and seek consent from relevant lot owners before the commencement of drainage works.

5. <u>Water Supply</u>

Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- It is noted that the proposed fresh water and salt water mains would be partly laid on a proposed bridge across the existing nullah. The applicant is reminded to circulate the details of the proposed bridge and water mains to WSD regional office for comments in the design stage.

6. Fire Safety

Comments of the Director of Fire Services (D of FS):

- Detailed fire services requirements will be formulated upon receipt of a formal submission of general building plans or referral of application via relevant licensing authority as appropriate. Furthermore, the emergency vehicular access (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).

7. Building Matters

Comments of the Chief Building Surveyor/New Territories West, BD (CBS/NTW, BD):

- The Site shall be provided with means of obtaining access thereto from a street under the Regulation 5 of the Building (Planning) Regulations (B(P)R) and EVA shall be provided under the Regulation 41D of the B(P)R. Noting that road upgrading works are proposed to widen the existing access road, the said works should be completed before application of Occupation Permit if the said road serves any purposes under the Buildings Ordinance (BO) (e.g. EVA and/or site classification).

- The Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority under Regulation 19(3) of the B(P)R at building plan submission stage.

- Any parking spaces to be disregarded from GFA calculation under the Regulation 23(3)(b) of the B(P)R shall be subject to the requirements laid down in Appendix C of PNAP APP-2.

- If the proposed use under application is subject to issue of a license, the applicant should be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.

- The applicant's attention is drawn to the provision under Regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations in respect of disposal of foul water and surface water respectively.

- Sustainable building design requirements and pre-requisites under PNAP APP-151 and APP-152 shall be complied with if GFA concession for green and amenity features and non-mandatory/non-essential plants rooms and services is to be exempted/ disregarded.

- The maximum continuous projected facade length (Lp) for assessment in Design Requirement (1) under Building Separation Requirements in PNAP APP-152 refers to the permissible total projected facade length of a building-or a group of buildings if any part of the building is within 30m from the centreline of the street on which the building(s) abuts. As such, the projected facades for deriving maximum Lp as demonstrated on the Building Separation Plan do not abut on any streets.

- The chosen projection plane to demonstrate building separation at Tower 2 is not between the projected facade of the building and the centreline of adjoining street of not less than 7.5m wide.

- Detailed comments will be given in the building plan submission stage.

8. Electricity and Risk Aspects

Comments of the Director of Electrical and Mechanical Services (DEMS):

- In the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

9. Archaeological and Heritage Aspects

Comments of Head of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES(AM), AMO), Development Bureau:

- If the application is agreed, as a precautionary measure, the applicant is required to inform AMO immediately when any antiquities or supposed antiquities under the Antiquities and Monuments Ordinance (Cap. 53) are discovered in the course of works.

Form No. S12A
表格第 S12A 號

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

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

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

2024年02月1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。

- 1 FEB 2024
This document is received on _____
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

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

240245 24/1 By Hand

Form No. S12A 表格第 S12A 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/TM-LTYY/11
	Date Received 收到日期	- 1 FEB 2024

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。

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1. Name of Applicant 申請人姓名/名稱

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

Wing Mau Tea House Limited

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

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

KTA Planning Limited

3. Application Site 申請地點

(a)	Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ （Please proceed to Part 4 請跳到第 4 部分填寫）
(b)	Full address/ location/ demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 and Adjoining Government Land in DD130, Lam Tei, Tuen Mun
(c)	Site Area 申請地點面積	9,300 sq.m 平方米 ☑ About 約

(d)	Area of Government land included (if any) 所包括的政府土地面積 (倘有)	2,967 sq.m 平方米 ☑ About 約
(e)	Current use(s) 現時用途	Vacant land and a footpath for public use (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. Eligibility of Applicant 申請人資格

The applicant 申請人 –

☑ (a) is a person whose name is registered in the Land Registry as that of the sole owner or one of the owners of any non-Government land within the application site, when this application is made[&] (if the applicant is the sole owner, there is no need to fill in Part 5).
(a) 是一名人士，其姓名或名稱於提出申請時已在土地註冊處註冊，該註冊顯示申請人為申請地點內任何非政府土地的唯一或其中一名擁有人[&](如申請人為唯一擁有人，不用填寫第 5 部分)。

☐ (b) is a person who has obtained consent to this application from at least one owner as defined in (a) above[&].
(b) 是一名人士，已獲得最少一名上述 (a) 所界定的擁有人同意這宗申請[&]。

☐ (c) is a person who has obtained consent to this application from the Director of Lands in relation to any government land within the application site[&].
(c) 是一名人士，就這宗申請地點內的任何政府土地，已獲得地政總署署長同意這宗申請[&]。

☐ (d) is a public officer.
(d) 是公職人員。

☐ (e) is a public body as defined by section 2 of the Prevention of Bribery Ordinance (Cap. 201).
(e) 是《防止賄賂條例》(第 201 章)第 2 條所界定的公共機構。

5. Statement on Consent from/Notification to "Current Land Owner"[#] 就「現行土地擁有人」[#]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 22/01/2024 (DD/MM/YYYY), this application involves a total of 1 "current land owner(s) "[#].
根據土地註冊處截至 2024 年 1 月 22 日的記錄，這宗申請共牽涉 1 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 "current land owner(s):
已採取合理步驟以取得「現行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 "Current Land Owner(s)"# 取得「現行土地擁有人」# 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 "Current Land Owner(s)"# 向「現行土地擁有人」# 發出通知所採取的合理步驟

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____
_____
_____
_____

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

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

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/12
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Residential (Group B)1

7. Proposed Amendments 擬議修訂

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

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

☑ Residential (Group ☐A/☑B/☐C/☐D/☐E) [4]
住宅 (☐甲類 / ☑乙類 / ☐丙類 / ☐丁類 / ☐戊類) [4]

☐ Agriculture [ ] 農業 [ ]

☐ Industrial (Group D) [ ] 工業（丁類）[ ]

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

☐ Recreation [ ] 康樂 [ ]

☐ Country Park [ ] 郊野公園 [ ]

☐ Conservation Area [ ] 自然保育區 [ ]

☐ Commercial [ ] 商業 [ ]

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

☐ Industrial [ ] 工業 [ ]

☐ Open Storage [ ] 露天貯物 [ ]

☐ Open Space [ ] 休憩用地 [ ]

☐ Green Belt [ ] 綠化地帶 [ ]

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

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

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

☐ Road 道路

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

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

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

☐ Covering Notes 《註釋》說明頁

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

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

Please refer to the Supporting Planning Statement.

☑ Proposed Notes of Schedule of Uses of the zone attached
夾附對《 註釋 》的擬議修訂

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

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

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

9. Justifications 理由

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

Please refer to the Supporting Planning Statement.

10. Declaration 聲明

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

I hereby grant a permission to the Board to copy all the materials submitted in 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

KENNETH TO
Name in Block Letters 姓名（請以正楷填寫）

Managing Director
Position (if applicable) 職位 （如適用）

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

on behalf of 代表 KTA Planning Limited

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

Date 日期 23/01/2024 (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。

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

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

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積	44,480 sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	5 (at the Development Site of about 8,896sqm)	☐ About 約
☑ Proposed site coverage 擬議上蓋面積	Not more than 33.3% %	☐ About 約
☑ Proposed number of blocks 擬議座數	5	
☑ Proposed number of storeys of each block 每座建築物的擬議層數	T1 & T2: 27; T3: 16; T4:14; T5: 24 storeys 層	
	☐ include 包括 ____ storeys of basements 層地庫	
	☑ exclude 不包括 2 storeys of basements 層地庫	
☑ Proposed building height of each block 每座建築物的擬議高度	T1 & T2: 101.1m; T3: 60.1m T4:53.1m; T5: 88.1m m 米	☑ About 約
	T1 & T2: 107.8mPD; T3: 66.8mPD T4:59.8mPD; T5: 94.8mPD mPD 米(主水平基準上)	☐ About 約
☑ Domestic part 住用部分		
GFA 總樓面面積	44,480 sq.m. 平方米	☑ About 約
number of units 單位數目	1,385	
average unit size 單位平均面積	32.1 sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目	3,740	
	GFA 總樓面面積	
☐ Non-domestic part 非住用部分	..... sq.m.平方米	☐ About 約
☐ hotel 酒店	..... sq.m.平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目: .....)	
☐ office 辦公室	..... sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆	..... sq.m.平方米	☐ About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☐ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☑ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☑ private open space 私人休憩用地	3,740 sq.m.平方米	☑ Not less than 不少於
☐ public open space 公共休憩用地	..... sq.m.平方米	☐ Not less than 不少於

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

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

Private Car Parking Spaces 私家車車位	247 nos.
Motorcycle Parking Spaces 電單車車位	14 nos.
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	N/A
Others (Please Specify) 其他 (請列明)	Bicycle Parking Spaces: 93 nos.

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

Taxi Spaces 的士車位	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	5 nos.
Others (Please Specify) 其他 (請列明)	

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

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Please refer to Annex A for the detailed use of floors		

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

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

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

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

No 否 ☐

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

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

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures
如需要的話，請另頁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?	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.....8,000..... sq.m 平方米 ☑About 約 Depth of excavation 挖土深度 .....10.....m 米 ☑About 約
	No 否	☐

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

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

_____
_____

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

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

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

Ash interment capacity 骨灰安放容量@

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

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 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 and Adjoining Government Land in DD130, Lam Tei, Tuen Mun
Site area 地盤面積	9,300 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 2,967 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/12
Zoning 地帶	Residential (Group B)1
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☑ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☑ Rezone the application site from Residential (Group B)1 to Residential (Group B)4 把申請地點由_____地帶改劃為_____

Total: 29,661 sqm
Phase 1: 23,093 sqm
Remaining Phase: 6,568sqm

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

			sq.m 平方米	Plot Ratio 地積比率	
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	44,480 ☑ About 約 ☐ Not more than 不多於	5 (at the Development Site of about 8,896sqm)	☐About 約 ☑Not more than 不多於
		Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於		☐About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	5		
		Non-domestic 非住用			
		Composite 綜合用途			

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	T1 & T2: 101.1m; T3: 60.1m T4:53.1m; T5: 88.1m	m 米 ☐ (Not more than 不多於)
		T1 & T2: 107.8mPD; T3: 66.8mPD; T4:59.8mPD; T5: 94.8mPD	mPD 米(主水平基準上) ☑ (Not more than 不多於)
		T1 & T2: 27; T3: 16; T4: 14; T5: 24 2 storeys	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		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
	Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
(iv) Site coverage 上蓋面積	Not more than 33.3 %		☐ About 約
(v) No. of units 單位數目	1,385		
(vi) Open space 休憩用地	Private 私人	3,740	sq.m 平方米 ☑ Not less than 不少於
	Public 公眾		sq.m 平方米 ☐ Not less than 不少於

Remark:
(1) Excluding basement level

(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	354 nos.
	Private Car Parking Spaces 私家車車位	247 nos.
	Motorcycle Parking Spaces 電單車車位	14 nos.
	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	N/A
	Others (Please Specify) 其他 (請列明) Bicycle Parking Spaces	93 nos.
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	5 nos.
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	5 nos.
	Others (Please Specify) 其他 (請列明)	

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

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

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。

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By Email and Hand

Our Ref: S3088_LTTM_23_014Lg

20 December 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
– S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11

We refer to the captioned planning application submitted to the Town Planning Board ("TPB") on 23 January 2024.

The site boundary and site area had been updated during the course of the captioned application. We hereby confirm that the application site area has been updated from about 9,300m^2 to about 9,261m^2, including GL of about 2,928m^2; while the development site area of about 8,896m^2 remains unchanged.

We hereby submit a *Consolidated Supporting Planning Statement* ("Consolidated SPS") to facilitate the consideration of the captioned application by TPB. The Consolidated SPS contains the latest version of the development scheme and technical assessments that had been previously submitted to TPB under various Further Information ("F.I"). Therefore, the attached Consolidated SPS would supersede the various F.I. submitted on 27 February 2024, 27 March 2024, 7 June 2024, 24 July 2024, 9 October 2024 & 20 November 2024. We also confirm that information in the attached Consolidated SPS had been previously submitted during the application and it does not contain any new information.

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted]. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Gladys Ng

Encl. (4 hard copies)

cc. the Applicant & Team

KT/GN/vy

FS 579819

S12A AMENDMENT OF PLAN APPLICATION
APPROVED LAM TEI AND YICK YUEN OZP
No. S/TM-LTYY/12

Proposed Rezoning from "Residential (Group B)1" Zone
to "Residential (Group B)4" Zone
for Medium-Density Housing Development
to Include a Footpath for Public Use at Various Lots and
Adjacent Government Land in DD130, Lam Tei, Tuen Mun

CONSOLIDATED SUPPORTING PLANNING STATEMENT

December 2024

Applicant:
Wing Mau Tea House Limited

Consultancy Team:
KTA Planning Ltd.
Asia Infrastructure Solutions Ltd.
CKM Asia Ltd.
H Plus Ltd.
Lanbase Surveyors Ltd.
LWK & Partners (HK) Ltd.
Ramboll Hong Kong Ltd.

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

This Supporting Planning Statement is prepared and submitted on behalf of Wing Mau Tea House Limited ("the Applicant") under Section 12A of the Town Planning Ordinance to rezone various lots and adjoining Government Land in DD130, Lam Tei ("Application Site"/the "Site") from "R(B)1" to "R(B)4" zone on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12.

On 24.09.2021, the Town Planning Board approved a rezoning application (TPB Ref.: Y/TM-LTYY/9) to enable a proposed residential development of plot ratio ("PR") 2.5 and provide 307 units at the Site. Upon reviewing the planned public and private residential developments nearby as well as the capacity of the major infrastructure, the Applicant considers possible to further increase the PR from 2.5 to 5 so as to better utilise the scarce land resource and to boost housing supply.

With an Application Site area of about 9,261m^2 which comprises of additional adjoining government land along the nullah to rationalize the "R(B)4" zoning boundary and a Development Site area of about 8,896m^2, the current application aims to amend the PR and building height ("BH") restrictions to 5 and not exceeding +107.8mPD respectively to accommodate the revised proposal (hereafter referred to as the "Proposed Development"). The Proposed Development contains 5 towers and will provide about 1,385 residential units. As compared with the approved proposal, the Proposed Development would remain medium-density, be compatible with the transforming sub-urban character in Lam Tei area and provide 1,078 additional units.

The indicative blocking layout in the indicative Master Layout Plan generally follows the "inverted triangular" configuration of the Application Site with due aspect to the site constraints imposed by the Tuen Ma Line viaduct. The proposed residential towers along the eastern boundary would adopt single aspect building design to reduce railway noise impact from both the elevated and at-grade railway systems (i.e. Tuen Ma Line and Light Rail Transit). As per the approved proposal, a 3m wide footpath along the northern boundary will be provided for public use as a replacement of the existing footpath which bisects the Application Site. Towers setback from the nullah and the BHs descend from east to west in the hope to enhance the built-environment and provide a sustainable residential development. Technical assessment results show that the Proposed Development is feasible and would not be subject to insurmountable adverse impact. The anticipated completion year for the Proposed Development is 2030.

This Supporting Planning Statement has demonstrated the planning justifications and feasibility to support a favourable decision on the following grounds:

- Whilst increasing the housing supply by more than four folds as compared with the approved scheme, the proposed PR and BH restriction is still within the range of medium-density that is compatible with the urbanizing development trend in Lam Tei and the surrounding area.

- Being one of the two sites in the subject “R(B)1” zone that has vehicular access, the Application Site is distinguished from other landlocked sites in the zone and is justified for a higher density development.
- The Application Site is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden. Hence the proposed “R(B)4” zoning would not affect the remaining “R(B)1” zone nor set an undesirable precedent.
- The proposed upzoning is technically feasible in traffic, landscape, environmental, air ventilation, visual, drainage, sewerage, and water supply aspects.

行政摘要

（內文如有差異，應以英文版本為準）

是項規劃申請由 Wing Mau Tea House Limited (申請人) 按城市規劃條例第12A條向城市規劃委員會(「城規會」)提出，建議將屯門藍地丈量約份第130號數個私人地段及毗鄰政府閒置土地 (下稱「申請地點」或「發展地盤」) 在藍地及亦園分區計劃大綱核准圖編號 S/TM-LTYY/12 (下稱「大綱圖」)中由「住宅（乙類）1」地帶改劃至「住宅（乙類）4」地帶。

於2021年9月24日，城規會批准了一項改劃申請（城規會編號：Y/TM-LTYY/9），以便在申請地點興建地積比率為 2.5 的擬議住宅發展。 經審視附近已規劃的公營及私營住宅發展，以及主要基建的容量後，申請人認為可將地積比率由2.5進一步提高至5，以更好地利用稀有的土地資源，從而增加房屋供應。

是項規劃旨在將地積比率限制和高度限制分別提高至5且不超過主水平基準上107.8米，以配合經修訂後的方案（以下簡稱「擬議發展」）。 擬議發展將提供 5 棟住宅大樓，並提供約 1,385 個住宅單位。 與核准的方案相比，擬議發展將配合藍地地區正在轉變的郊區特色並維持在中密度，另外提供1,078個額外單位。

於申請人提交的發展計劃中已考慮毗鄰西鐵走廊和發展地盤的不規則形狀之限制，住宅物業的分布大致依循發展地盤的「倒三角」形狀而排列，沿東邊界的住宅樓宇將採用單向建築設計，以減少西鐵及輕鐵的噪音影響。申請人亦會沿著申請地點的北邊界開闢一條3米闊的行人路作為共眾往來青山公路的捷徑。為改善建築環境並提供一個與周邊兼容的住宅發展，面向明渠的住宅樓宇將會後退以增加緩衝距離，而由東向西下降的階梯式高度設計亦會貫穿整個發展。就擬議發展進行的技術評估結果表明擬議發展是技術上可行的，若城規會同意是項規劃申請，擬議發展預計可於2030年竣工。

是申請人已就是項規劃申請向城規會闡述有關的規劃理據和提供技術可行性評估以支持有關申請，如下：

- 申請人提交的發展計劃，可在發展地盤增加超過四倍的住宅單位，但發展規模仍屬中等發展密度，符合藍地的在城市化的趨勢，發展帶來的景觀影響屬可接受。

- 「住宅（乙類）1」地帶內現時只有兩個地段擁有行車出入口，申請地點是其中一個，因此提升發展密度的理據充分和合理。

- 申請地點的北面連接一幅劃作「政府、機構或社區」的地盤和屋苑詠柏苑，與「住宅（乙類）1」主要地帶分隔，因此把申請地盤剔出來，並不會影響餘下的「住宅（乙類）1」地帶的規劃意向，也不會造成不良先例。
- 是項增加發展密度的規劃申請，不論交通、視覺、園景、環境、通風、渠務、污水處理及供水等範疇，在技術層面上均可行。

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Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose and Nature of Application

1.1.1 The Application Site is located within an area zoned “Residential (Group B)1” (“R(B)1”) in Lam Tei, Tuen Mun, meaning housing development is permitted as-of-right with a plot ratio (“PR”) of 1.0 and building height (“BH”) of 15m (up to four storeys over a single-storey car park). Besides, the Application Site is subject to an approved rezoning application for a medium-density housing development with a domestic PR of about 2.5 and a maximum BH of +35mPD (TPB Ref.: Y/TM-LTYY/9; hereafter referred to as the “approved scheme”). Subsequent to the approval, the Applicant reviewed the latest planned public and private residential developments nearby as well as the capacity of the major infrastructure and considers possible to further increase the PR from 2.5 to 5 so as to better utilize the scarce land resource and to boost housing supply.

1.1.2 In light of the acute housing shortage in Hong Kong, the Applicant intends to increase the development intensity of the Application Site bearing in mind that the proposed residential development should remain compatible with the sub-urban character in the area. As such, the Applicant is currently proposing to increase the PR from 2.5 (i.e. approved PR of the approved scheme) to 5 with a maximum BH adjusted to not more than 27 storeys and not exceeding +107.8mPD by way of a new “Residential (Group B)4” (“R(B)4”) zone. As per the approved scheme, a 3m wide footpath dedicated within the Application Site for public use at the northern edge of the Proposed Development remains in the current scheme and will be managed and maintained by the Applicant in the future.

1.1.3 To rationalize the proposed “R(B)4” zoning boundary near the proposed ingress / egress, the Application Site (i.e. about 9,261m^2) includes an additional strip of Government Land while the Development Site is (with reference to the draft land lease) referring to the developable land accountable for PR calculation (i.e. about 8,896m^2).

1.1.4 Against this background, this Planning Application is prepared and submitted on behalf of Wing Mau Tea House Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”/the “Board”) under section 12A of the Town Planning Ordinance for rezoning the Application Site from “R(B)1” on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12 (the “approved OZP”) into “R(B)4” to intensify the development intensity so as to provide additional housing units. This Planning Application includes technical assessments and other relevant documents to demonstrate that the Proposed Development is technically acceptable and compatible with the surrounding area.

1.2 Report Structure

1.2.1 Following this introductory section, the Application Site in terms of its local and planning contexts will be discussed in Section 2. The current scheme of the Proposed Development will be discussed in Section 3. Section 4 will discuss the technical considerations and associated mitigation measures, if required. Section 5 will provide planning and technical justifications for the Board to deliberate on the Planning Application. Section 6 will provide a concluding remarks.

2. SITE AND PLANNING CONTEXT

2.1 Location and Site Context

2.1.1 Subsequent to the approval of the previous rezoning application, the Applicant has lodged the land exchange application to the Lands Department. With reference to the latest draft lease plan, the current site boundary includes additional G-land of irregular shape, which these G-land could not be developed on its own due to its small, narrow and elongated shape.

2.1.2 The Application Site is bounded by the nullah to the west, temporary structures on the "Government, Institution and Community" ("G/IC") zone and a housing development named Lingrade Garden to the north, and Light Rail Lam Tei Station to the east adjacent to a public footpath and cycle track. An existing public passageway of the Applicant's landholding connecting Lam Tei Station and the village houses to the further north-west and across the nullah dissects the north-eastern quarter of the Application Site (see **Photo 2.1**). The Tuen Ma Line viaduct is elevated at around +21mPD east of the Light Rail track. The vehicular access (on an unnamed road) to the Application Site is provided at the southern end branching off from Ng Lau Road (see **Photo 2.2**) coming from Lam Tei Interchange to the south. **Figure 2.1** below shows the Application Site location and context.

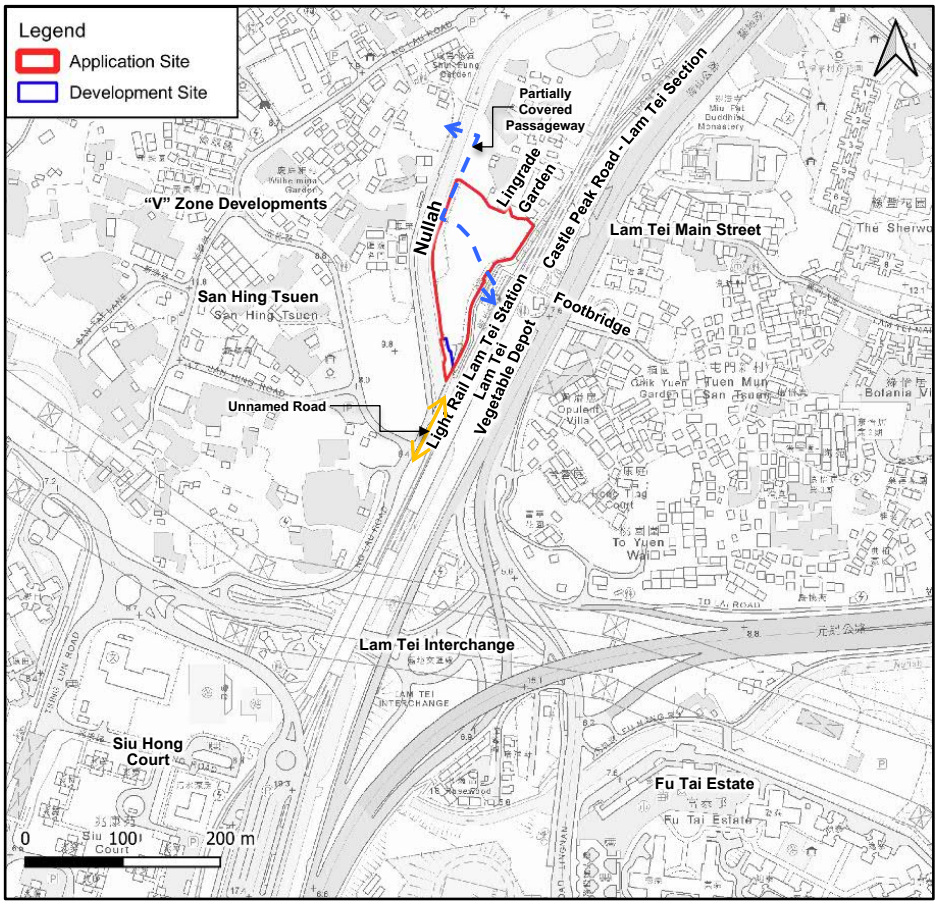


Figure 2.1 Site Location and Context

2.1.3 With a generally flat topography, the Application Site is paved at a site level of around +6.6mPD to +6.8mPD and is currently vacant.

2.2 Statutory Planning Context

Application Site

2.2.1 The Application Site falls within an area zoned “R(B)1” on the approved OZP. According to the Notes of the OZP, the “R(B)1” zone is imposed with a PR restriction of 1, maximum site coverage of 40%, maximum no. of storeys of 4 storeys over a single-storey car park and a BH restriction of 15m. This zone is intended primarily for sub-urban medium-density residential developments in rural areas. Yet, against the overall transforming context in Lam Tei area, the Application Site is granted a rezoning approval to another sub-zone of this “R(B)” zone stipulated with a maximum PR of 2.5, a maximum site coverage of 40%, and a maximum BH of 8 storeys excluding car park and a BH restriction of +35mPD. Such rezoning approval is yet to be reflected as the gazettal of the new OZP awaits. **Figure 2.2** shows the zoning context.

2.2.2 As stated in the Explanatory Statement of the OZP, as the “R(B)” zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

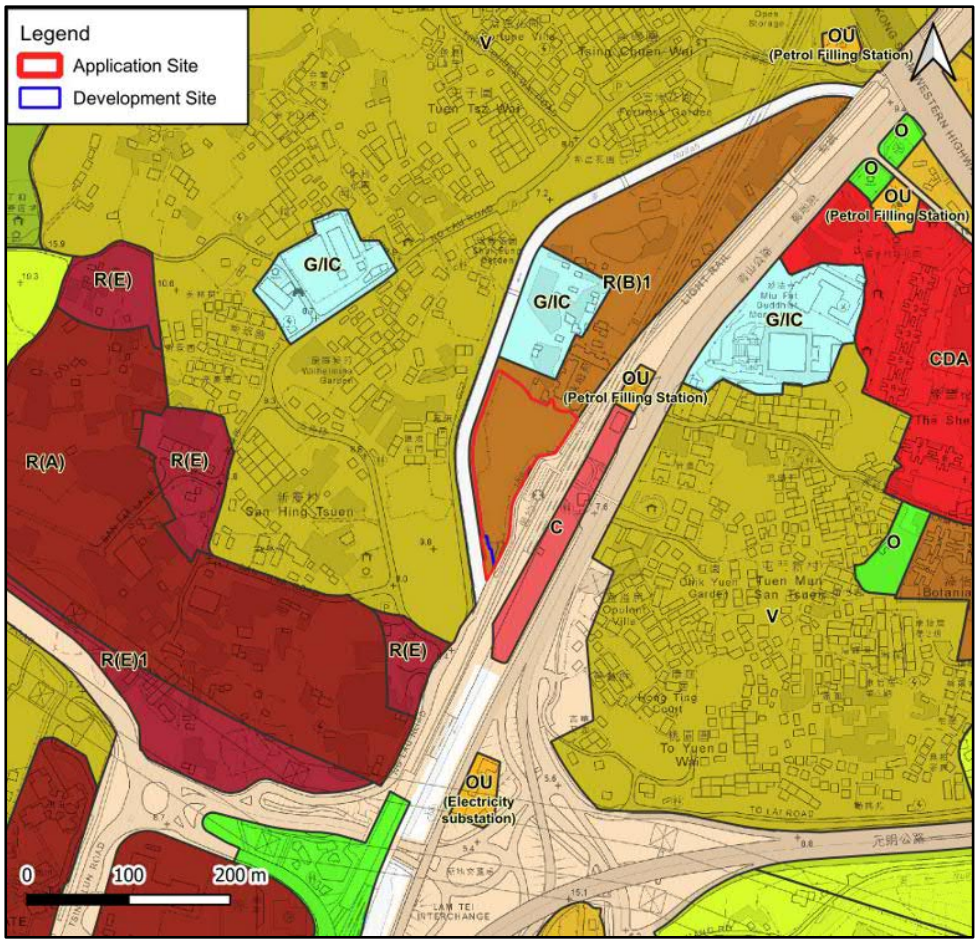


Figure 2.2 Zoning Plan (Extract from OZP No. S/TM-LTYY/12)

Surroundings (Figure 2.3 refers)

2.2.3 In the same "R(B)1" zoning of the Application Site, Lingrade Garden is found to the Application Site's immediate north / northeast. The rest of this "R(B)1" zone is largely undeveloped and scattered with temporary structures, one to two-storey village houses, cultivated land and ponds. The "G/IC" site to the north of the Application Site is reserved for a primary school.

2.2.4 To the west of the nullah west of the Application Site finds San Hing Tsuen and some one to three-storey village houses in an area zoned "Village Type Development" ("V"). Temporary structures and open storage yards are also found in the "V" zone.

2.2.5 Lam Tei Vegetable Depot is located adjacent to the Tuen Ma Line viaduct within an elongated "Commercial" ("C") zone (see **Photo 2.3**). According to the Notes of the OZP, this "C" zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood. It is subject to a maximum PR of 3.6 and BH of 12 storeys including car park (max 36m).

On 19.05.2023, TPB approved a medium density residential development with a domestic PR of 5 and BH of 18 storeys within this “C” zone (TPB Ref.: A/TM-LYTT/426 refers).

2.2.6 The area to the south of San Hing Tsuen and the “V” zone is a large “Residential (Group A)” (“R(A)”) zone. A large-scale public housing development near Hong Po Road is proposed at this “R(A)” zone with a maximum PR of 6.5 and BH of +160mPD. Upon full completion, it will provide about 21,600 units. Besides, some scattered parcels of land under “Residential (Group E)” (“R(E)”) with the same PR and BH restrictions as imposed on the “R(B)1” zoning are also found to the south / south-west of the Application Site, which planning permission for residential developments is always required from the Board to ensure potential industrial/residential interface problems can be fully addressed. On 14.07.2023, TPB approved a rezoning application for an area under this “R(E)” zone with a minor portion of land zoned “V” zone to “R(A)1” for high-density residential development with a PR of not more than 5 and a maximum BH of +100mPD (TPB Ref No. Y/TM-LTYY/10).

2.2.7 To the east of Castle Peak Road is another “V” zone where Tuen Mun San Tsuen and To Yuen Wai are located (see **Photo 2.4**). The Miu Fat Buddhist Monastery is located in a “G/IC” zone abutting this “V” zone.

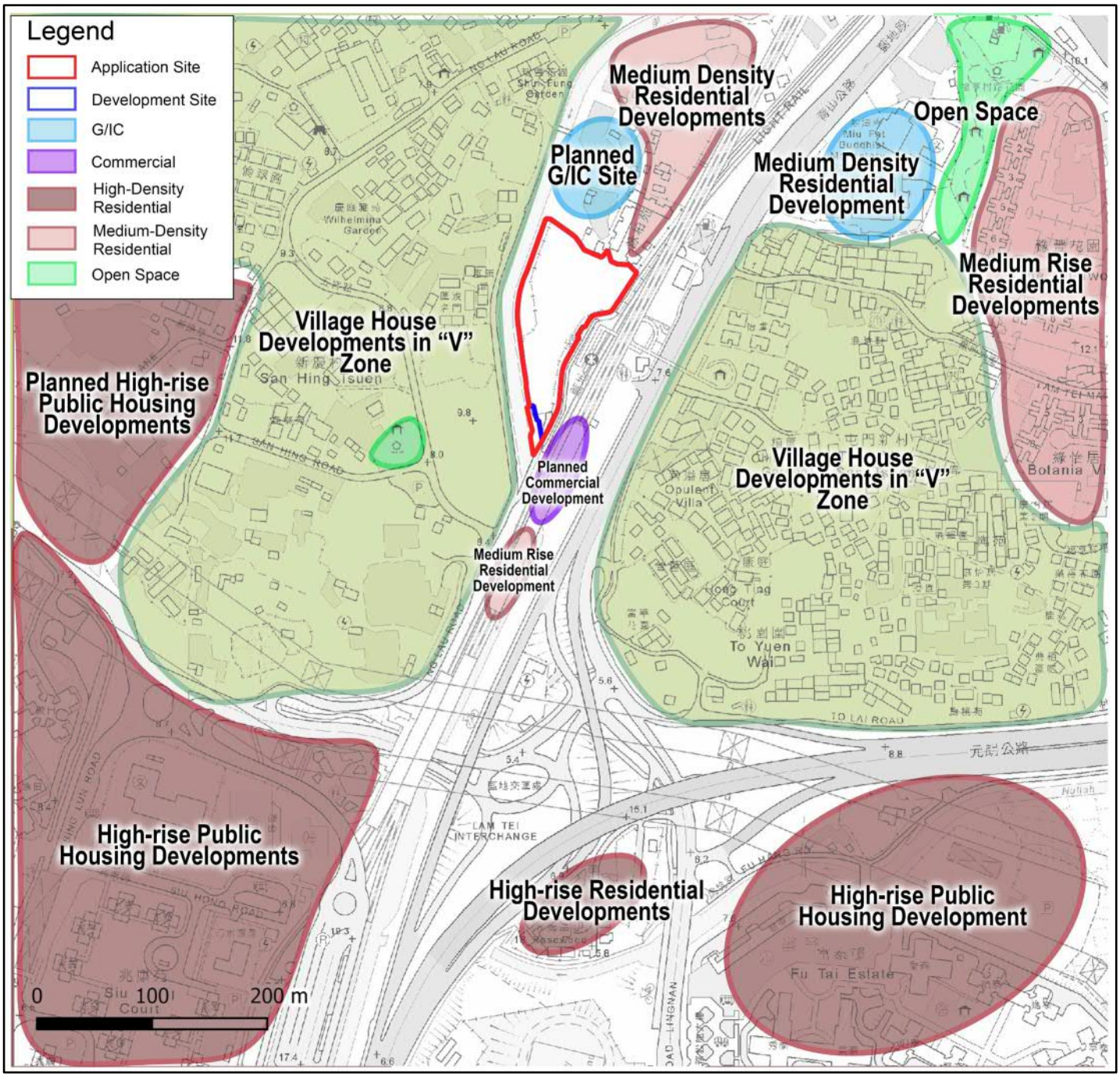


Figure 2.3 Surrounding Land Use Context

2.2.8 Photos of the Application Site and its surroundings are provided below.



Photo 2.1 The Application Site Viewing South-east along the Existing Public Footpath



Photo 2.2 Viewing from the Unnamed Road to the South of the Application Site



Photo 2.3 Existing Public Footpath Connecting Light Rail Lam Tei Station and the Village House Developments to the Further North-west



Photo 2.4 Village Houses along Ng Lau Road to the North-west of the Application Site

Building Height Profile

2.1.11 Situating near the common boundary of Lam Tei and Yick Yuen OZP and Tune Mun OZP, the building height profile of not only Lam Tei area but Tuen Mun Area 54, which is under rapid transformation in recent years, has been reviewed. As shown in **Figure 2.4**, the proposed public housing development at the "R(A)" zone with a maximum BH of +160mPD will be the tallest while the committed / planned public housing developments in Area 54 as well as Novoland (partially under construction) generally have a BH ranging from +120 – 150mPD. To the north of the proposed public housing development at the "R(A)" zone, the planned high-density private housing development in the "R(E)" zone (i.e. approved to be rezoned to "R(A)"1 zone) will be subject to a BH of not more than +100mPD. Besides, the single-block residential development recently approved in the "C" zone to the south of the Application Site is proposed with a BH of about +65mPD that is of a medium-rise character. The proposed BH complies with the general height profile in this area.

2.3 Policy to Increase Housing Supply

2.3.1 It is indisputable that Hong Kong is facing a severe housing shortage. In the Policy Address 2017, the Government acknowledged that the current shortage in housing supply and surging property prices had resulted from both external and internal factors. Hence the Government was determined to rectify the situation with the greatest effort. It stated that increasing the development intensity of sites is one strategy for increasing land supply. In the Policy Address 2018, the Government continued to state that in order to meet the demand for land and housing in the course of economic development, it was imperative to increase land supply, make bold decisions and develop land resources in a resolute and persistent manner.

2.3.2 The Task Force on Land Supply (TFLS) set up in September 2017 proposed a multi-pronged approach to increase land supply, which was subsequently endorsed by the Government. Though not an explicit recommendation, the TFLS believed that increasing the development intensity of existing land as appropriate was a feasible way to increase housing supply in the short term, which also aligned with the principle of optimizing land use. Indeed, the Government has, since 2014, implemented a policy to allow the development intensity of appropriate residential sites to be increased by up to 20% as occurred in the Kai Tak Development Area and the eight public housing sites in the Kwu Tung North/Fanling North New Development Areas.

2.3.3 Whilst in 2022, the Policy Address reiterated the Government's will in continuing to increase development intensity for providing more housing units, in which, the domestic PR for housing land in the Northern

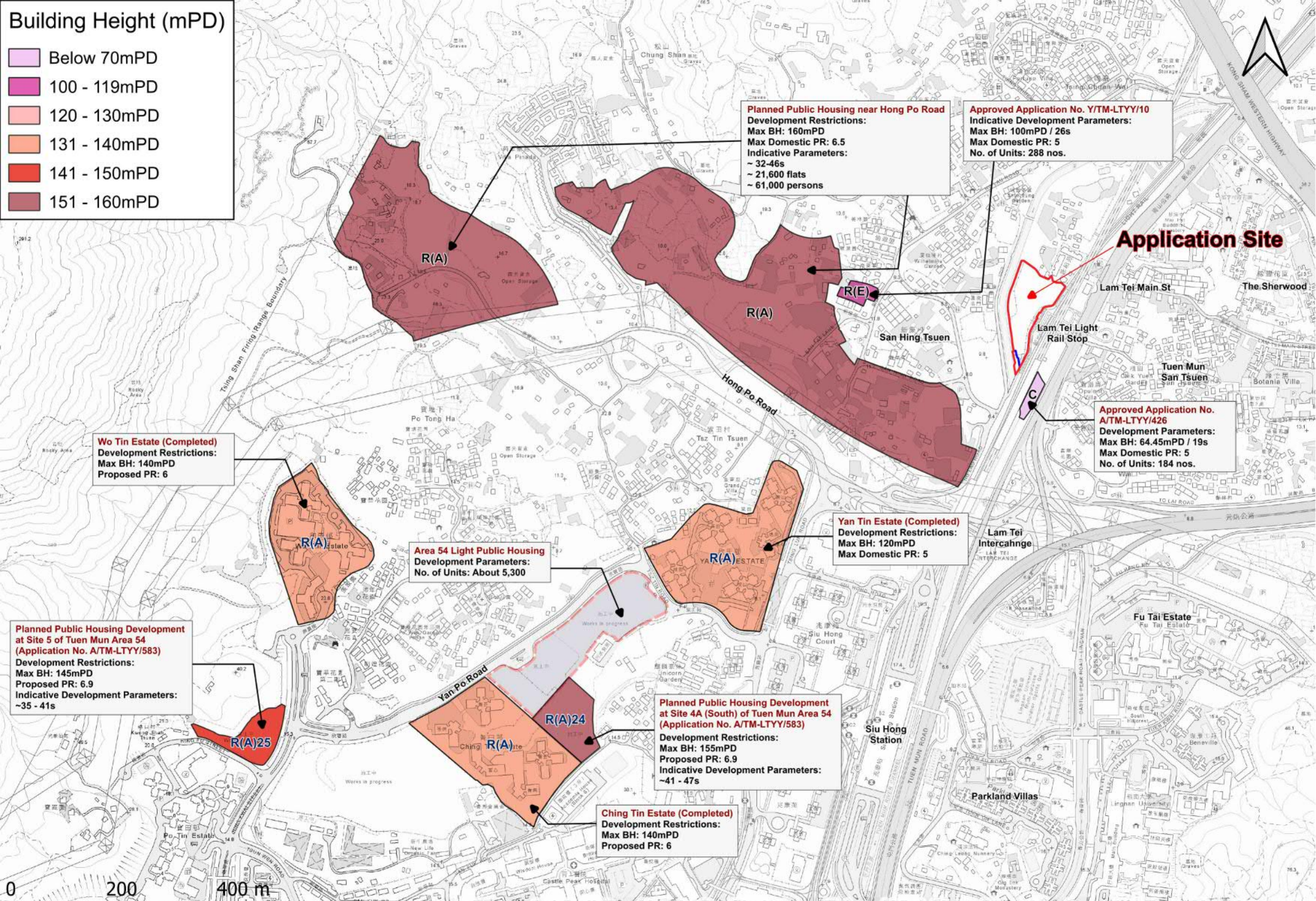


Figure 2.4 Building Height Profile in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54

Metropolis will be increased to a maximum of 6.5, which is generally higher than that of the early generation of new towns. In light of this policy, it is commonly understood that the development intensity would generally be intensified if technically feasible, to meet the housing supply.

2.3.4 The Proposed Development with higher development intensity should be allowed if it is not incompatible with the surrounding land uses and is acceptable on technical terms such as in traffic and environmental aspects.

2.4 Similar Approved Applications in the Surroundings

2.4.1 In line with Government's land supply strategy, planning applications seeking higher development intensity are being submitted to the Board in recent years. In particular, Area 54 in Tuen Mun that is proposed predominately for public housing developments have recorded three approved planning applications for public housing developments with ancillary commercial and community facilities, all submitted by Housing Department ("HD"). Recently, a planning application seeking for minor relaxation of PR to 5 and BH to +64.45mPD for a residential development with provision of shop and services, at various lots adjacent to Lam Tei Vegetable Depot in close proximity to the Application Site, was also approved. The indicative development parameters of these applications are summarized in **Table 2.1** below.

Table 2.1: Similar Approved Planning Applications (incl. S12A and S16) in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54 Planning Area

Planning Application No.	A/TM/499	A/TM/500	A/TM/583	A/TM-LTYY/426	Y/TM-LTYY/10
Location	Ching Tin Estate	Wo Tin Estate	Area 54 Sites 4A & 5	Various Lots South-west of Lam Tei Vegetable Depot	Lots 220 RP and 221 in DD130, San Hing Road
Proposed Use	Public Housing Development	Public Housing Development	Public Housing Development	Private Housing Development	Private Housing Development
Proposed PR	6	6	6.9	5	5
Proposed BH	140mPD	140mPD	Site 4A: 155mPD Site 5: 145mPD	64.45mPD	100mPD
Approval Date	23/6/2017	23/6/2017	17/2/2023	29/5/2023	14/7/2023

2.5 Similar Up-zoning Proposal in the Surroundings

2.5.1 Apart from the individual approved applications for minor relaxation of development intensity for residential developments, Planning Department (PlanD) has proposed amendments to the then OZP (i.e. OZP No. S/TM-LYTT/10). The amendments include to rezone a site near San Hing Road and Hong Po Road of 21.52ha from "R(E)" and "Green Belt" ("GB") zonings to "R(A)" and "G/IC" zones for public housing development and supporting facilities. The amendments were approved and the OZP was

gazette in November 2022, which the subject site is now restricted to a maximum PR of 6.5 (domestic PR of 6) and a maximum BH of +160mPD. The proposed public housing development would provide 22 blocks of residential towers and about 21,600 units, which is targeted for completion in 2030 to 2033.

2.6 Landholding

2.6.1 As mentioned in Section 2.1, the Government Land abutting the Applicant's private lots could not be developed on its own due to its narrow and elongated configuration. Hence it is beneficial to amalgamate the land parcels into one development site to better utilise land resources. Moreover, as compared with the approved scheme, the Applicant has taken this opportunity to further include strips of G-land optimize land resources in a comprehensive manner. Such arrangement aligns with the latest draft lease plan issued by LandsD.

2.6.2 The Development Site covers a land area of 8,896m^2 comprising nine private lots (i.e. Lots 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 totalling 6,333m^2) owned by the Applicant and adjacent Government Land (G-land) (2,563m^2) in DD130 in Lam Tei, Tuen Mun. Whilst, the Application Site which is the proposed rezoning boundary covers a land area of about 9,261m^2, with an additional 365m^2 of G-land. **Figure 2.5** illustrates the landholding of the Application Site.

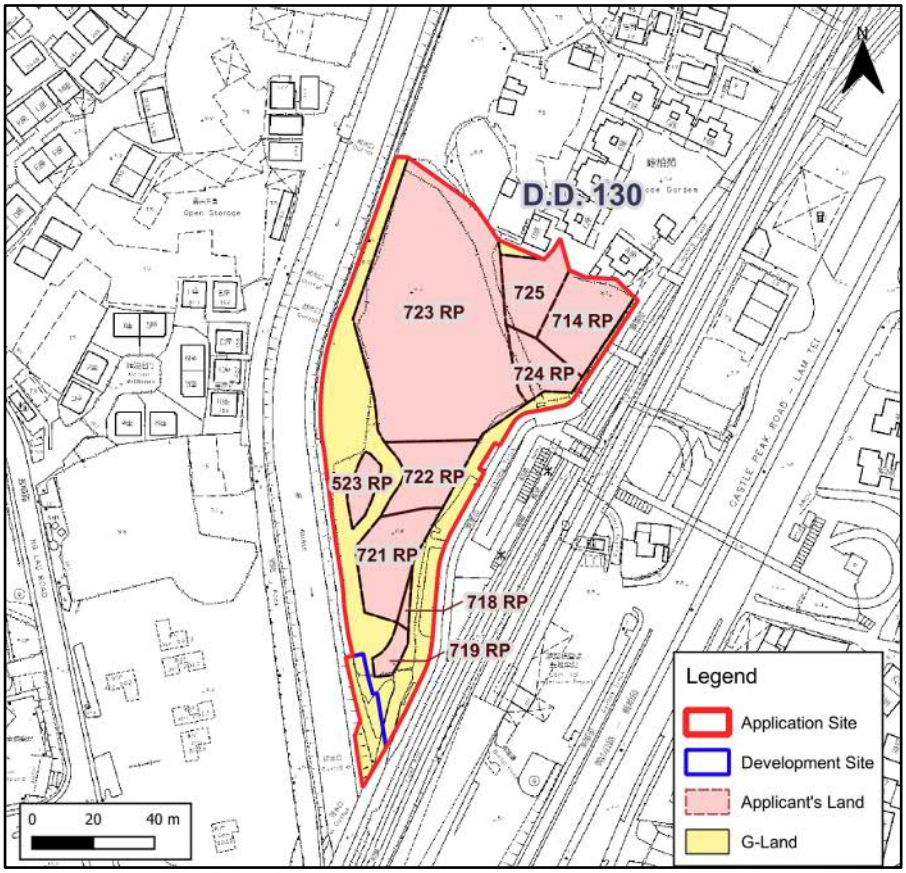


Figure 2.5 Landholding Plan

3. THE PROPOSED DEVELOPMENT

3.1 The Approved Rezoning Scheme

3.1.1 The Application Site is subject to an approved rezoning scheme, which was approved by the Board in September 2021. The Applicant has proven it is technical feasible to put forward a residential development of 9 blocks of not more than 8 storeys to provide a total of 307 units, with a domestic PR of 2.5 and a maximum BH of +35mPD at the Site.

3.2 The Current Rezoning Proposal

(a) Purpose and Design Objectives

3.2.1 The purpose of this rezoning proposal is to allow higher development intensity (but remains medium-density) at the Application Site, which is technically feasible and is not incompatible with existing and planned uses.

3.2.2 The following lists out the key design objectives of the Proposed Development for the Board's consideration:

- To increase the development intensity to boost housing supply and yet remain compatible with the surrounding uses that is under rapid transformation;
- To comply with the "R(B)" zoning intention, which is primarily for sub-urban medium-density residential developments in rural areas;
- To retain a footpath on the Applicant's landholding for public use;
- To provide a proper interface between the Applicant's property lines and the sidewalk and cycle track abutting the Light Rail track; and
- To improve the vehicular access to the Application Site (which is outside the Application Site boundary to be separately dealt with by Transport Department, Highways Department, Drainage Services Department, Lands Department, and other concerned departments).

(b) Proposed Development Parameters

3.2.3 With a rationalized site boundary of an area of 8,896m^2, the Development Site is proposed for a medium-rise residential development with a PR of not more than 5 and a maximum BH of +107.8mPD. Like the approved scheme, the Proposed Development aims to provide 5 residential blocks ranging from 14 to 27 storeys above 2 storeys of basement carpark for a total of 1,385 units. A replacement footpath, which takes up a land area of 305m^2 at a minimum width of 3m, will be provided along the northern boundary. Recreational uses, in a form of residents' clubhouse, would be provided at the G/F of Towers 1 – 4. There will also be a communal skygarden on 1/F of Tower 1 and 2. **Table 3.1** below outlines the indicative development parameters of the Proposed Development.

Table 3.1 Indicative Development Schedule of the Proposed Development

Development Parameters	Proposed Development
Application Site Area (about)	9,261m^2
Development Site Area (about) Private Lots (85.7%) Government Land (14.3%)	8,896m^2 6,333m^2 2,563m^2
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m^2
Proposed No. of Flats	1,385
Average Flat Size	32.1m^2
Estimated Population (assuming 2.7 persons per flat)	3,740
Proposed No. of Towers	5
Proposed Site Coverage	Not more than 33.3%
Proposed No. of Storeys	14 - 27 (excluding 2s of basement carpark)
Proposed Maximum Building Height	+107.8mPD
Proposed Private Open Space	Not less than 3,740m^2
Proposed Greening Ratio	Not less than 20%

3.2.4 The indicative Master Layout Plan and Section Plans are appended in **Appendix A**.

R(B)4" Zoning

3.2.5 According to the Notes of the OZP, there are three sub-zones (i.e. R(B)1, R(B)2 and R(B)3) under the "R(B)" zoning at present. The Applicant proposes to rezone the Application Site into a new "R(B)4" zoning with the highlighted amendment to the Remarks under the "R(B)" zoning of the OZP as indicated in **Figure 3.1**. The proposed amendment to the Explanatory Statement for "R(B)" zoning is highlighted in **Figure 3.2**. The proposed "R(B)4" zoning boundary is shown in **Figure 3.3**.

RESIDENTIAL (GROUP) (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

			Maximum Building Height	
Sub-area	Maximum Plot Ratio	Maximum Site Coverage	No. of Storeys	Building Height
R(B)1	1.0	40%	4 storeys over single-storey car park	15m
R(B)2	1.26	40%	6 storeys over single-storey car park	21m
R(B)3	2.1	40%	12 storeys excluding car park	36m (excluding car park)
R(B)4	5	40%	27 storeys excluding car park	+107.8mPD

(b) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

Figure 3.1 Proposed Amendment to the Notes of "R(B)" Zoning

9.3 Residential (Group B) ("R(B)"): Total Area: 9.54ha

9.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9.3.2 As the zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.3.3 There are ~~3~~ 4 sub-areas within this zone.

(a) Residential (Group B)1 ("R(B)1"): Total Area: ~~4.04~~ 3.11 ha
The parcel of land located between the Nullah and Castle Peak Road near San Hing Tsuen is zoned for "R(B)1". Residential developments within this zone are restricted to a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single-storey car park (15m).

(b) Residential (Group B)2 ("R(B)2"): Total Area: 3.20 ha
The parcel of land located to the south-east of Hung Shui Kiu NDA namely Bauhinia Garden and Wo Ping San Tsuen is zoned for this purpose. Residential developments within this zone are restricted to a maximum plot ratio of 1.26, a maximum site coverage of 40% and a maximum building height of 6 storeys over single-storey car park (21m).

(c) Residential (Group B)3 ("R(B)3"): Total Area 2.3 ha
The parcel of land located at the junction of Fuk Hang Tsuen Road and Lam Tei Main Street is zoned for this purpose to reflect a complete residential development (i.e. Botania Villa). This residential scheme constitutes part of the Lam Tei Local Centre development. The residential developments within this zone are restricted to a maximum plot ratio of 2.1, a maximum site coverage of 40% and a maximum building height of 12 storeys (36m) excluding car park.

(d) Residential (Group B)4 ("R(B)4"): Total Area: 0.93 ha
The parcel of land located at the junction of the Nullah and Castle Peak Road with vehicular access branching off from Ng Lau Road is zoned for "R(B)4". Residential developments within this zone are restricted to a maximum plot ratio of 5, a maximum site coverage of 40% and a maximum building height of 27 storeys (excluding car park) not exceeding +107.8mPD.

9.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Figure 3.2 Proposed Amendment to the Explanatory Statement of the Approved OZP

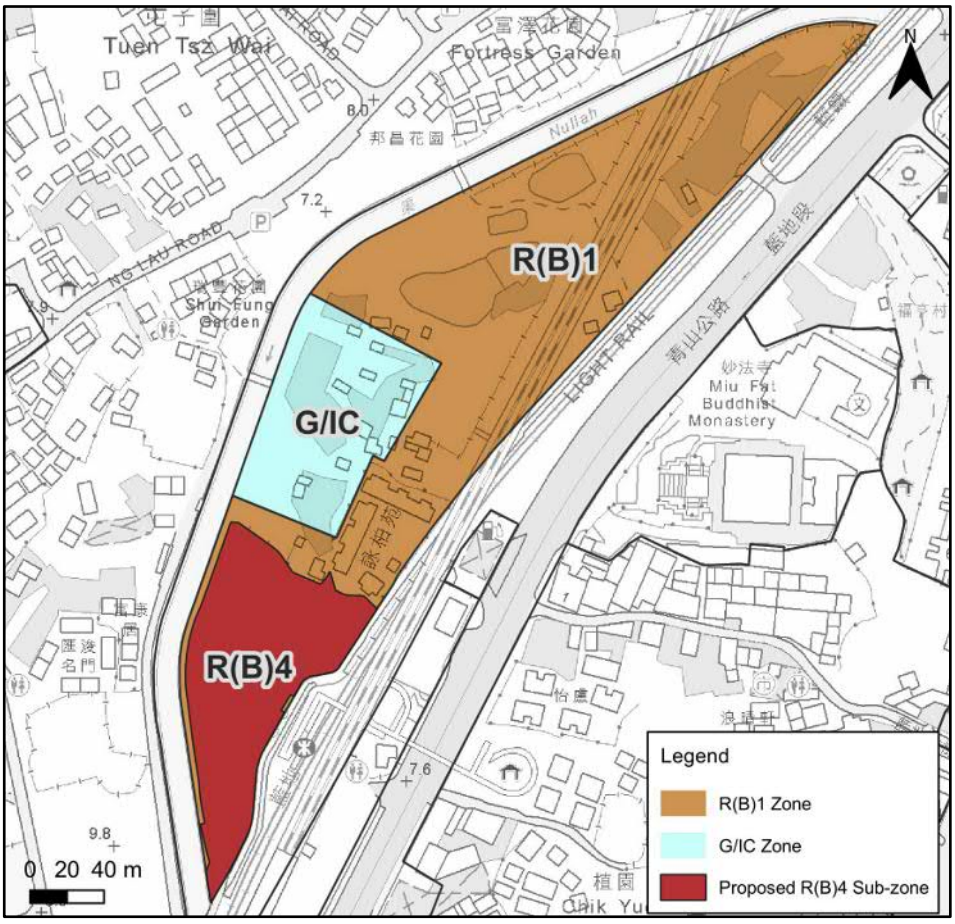


Figure 3.3 Proposed “R(B)4” Zoning Boundary

3.2.6 As indicated in **Figure 3.3**, the proposed “R(B)4” zoning is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden.

3.3 Design Considerations

Appropriate Tower Setback

3.3.1 In order to avoid compromising the existing built environment and minimize the sense of spatial oppression, towers along the northern and western boundaries are proposed to set back to allow a smoother transition to the surroundings. In particular, Towers 1 and 4 that are fronting the nullah along the western boundary are proposed to be setback for at least 7m while Tower 2 that is abutting the re-provided public access at the northern boundary is proposed to set back for about 15m.

Careful Tower Disposition to Provide a 15m-wide Building Separation

3.3.2 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building separation of not less than 15m would be provided to enhance E-W wind penetration. A central amenity square containing a swimming pool would be provided for enjoyment. **Figure 3.4** below shows the indicative ground floor plan of the Proposed Development.

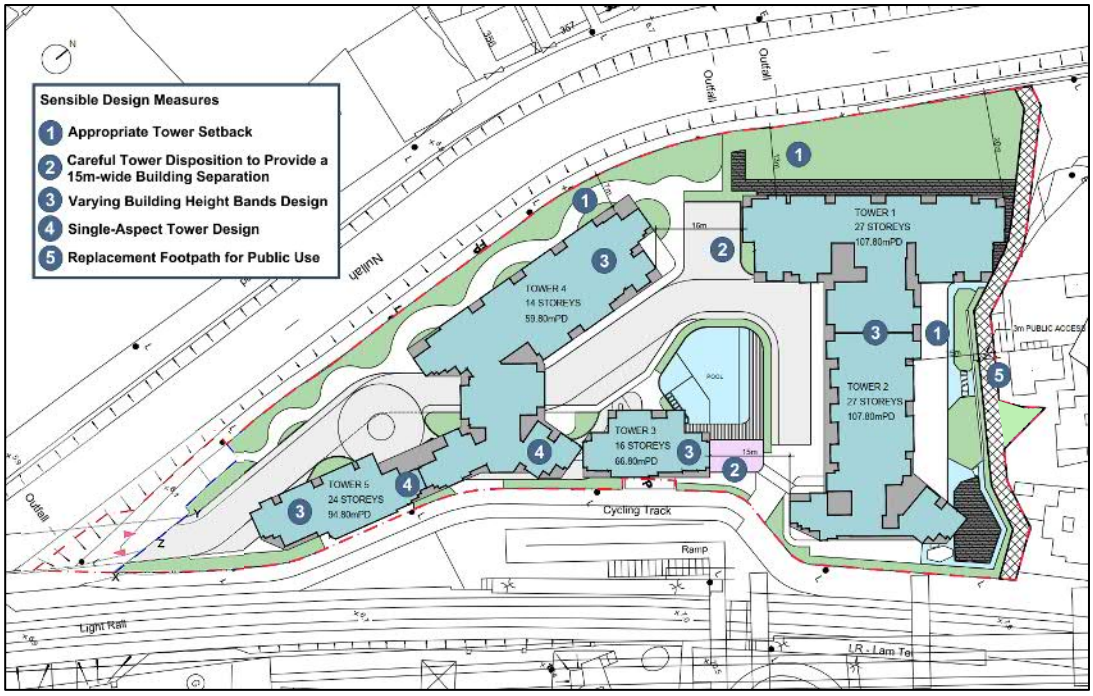


Figure 3.4 Indicative Block Plan

Varying Building Height Design

3.3.3 Considering the proximity to Light Rail Lam Tei Station and the Tuen Ma Line Railway Viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed. The varying BH design would be able to add visual interest to the surrounding.

Single-Aspect Tower Design

3.3.4 In consideration of the railway noise of Tuen Ma Line and Light Rail Transit, the proposed development scheme has incorporated single-aspect tower design to reduce the railway noise impact from the Tuen Ma Line and Light Rail Transit running north-south to the east of the Application Site.

Replacement Footpath for Public Use

3.3.5 To continue to facilitate pedestrian movement between the nullah and Castle Peak Road, the Applicant proposes a 3m wide replacement footpath for public use at the northern end within the Application Site adjacent to Lingrade Garden. There will also be an approx. 35m^2 planter at the triangular portion of the footpath to improve the amenity and walking environment. This will be opened 24 hours everyday and to be managed and maintained by the future residential development.

Optimal Building Bulk

3.3.6 To minimize visual impact to the surrounding and to maximize at-grade open space, car parking spaces are placed within the 2 basement levels. Besides, the Applicant proposes to minimize the ground floor footprint to only underneath the towers as far as practicable.

3.4 Landscape Design and Proposal

3.4.1 In formulation of the landscape design of the Proposed Development, the following primary landscape objectives have been considered and adopted:

- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To use landscape measures to soften the form of the proposed architectural scheme;
- To provide visual integration, screening and softening effects of the built-form;
- To provide adequate open space for the future residents;
- To maximize opportunities for the planting of new trees and shrubs;
- To provide compensation for the proposed felling of trees required to accommodate the new development.

3.4.2 The landscape proposal is summarised as follows.

At G/F

- There will be a major landscape area. To facilitate pedestrian movements at ground level, sculpture with varied height of plantings are proposed along the driveway and pedestrian walkway to maximize the visual amenity and experience for the residents from entrance throughout the Proposed Development;
- One row of tree planting strip with lush shrubs are proposed along the eastern-side of the boundary to act as a buffer from the busy cycling track and the Light Rail track;
- At the north-eastern of the boundary, a public footpath is provided to connect the surrounding residents and Ng Lau Road;

- Water feature is also proposed along the north-eastern edge adjacent to the clubhouse at Towers 1 and 2 to increase the visual interest for the residents from the clubhouse;
- Besides the passive area, an outdoor swimming pool is proposed at the centre near Tower 3 for the residents to exercise and enjoy; and
- To provide a pleasant walking experience, wiggled pedestrian path that co-serves as a jogging path with lush planting is proposed along the western boundary to create an interesting experience.

At 1/F

- 1/F of Towers 1 and 2 will co-serve as a refuge floor and permeable sky-garden. Mix plantings are proposed at the edges to maximize the greenery.

3.4.3 The Proposed Development will provide not less than 1m^2 of communal open space per person. The detailed landscape proposal and the Landscape Master Plan are appended in **Appendix H**.

3.5 Tree Preservation and Removal Proposal

3.5.1 A tree survey was conducted in May 2022 and 224 nos. of trees within the Application Site are identified. There is no endangered tree specifies identified. The Tree Preservation and Removal Report (TPRR) is appended in **Appendix I**.

3.5.2 Whilst, among the existing trees surveyed, 145 nos. of *Leucaena leucocaphala* are identified. With reference to the Guideline Notes on TPRR for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease of LAO Practice Note 6/2023, trees of undesirable species, such as *Leucaena leucocaphala*, characterized by its aggressive and invasive growing habits and ability to prevent natural succession of native species would not need to be compensated if felled. Therefore, all 141 nos. of *Leucaena leucocaphala* are proposed to be felled without compensatory planting requirement.

3.5.3 Apart from these 154 nos. of trees, another 83 nos. of trees are proposed to be felled either they are dead or due to their unrecoverable health problem, poor condition, and low survival rate after transplanting. There is no endangered tree species identified in the tree survey under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)'. Besides, there is no "Champion" trees or "Old and Valuable" trees observed within the Application Site or its periphery. That being said, a compensation ratio of 1:1 will be achieved with 83 nos. of

compensatory trees to be provided in the Proposed Development. **Table 3.2** below shows the summary of the tree felling and compensation proposal.

Table 3.2 Tree Felling and Compensation Proposal

Description	Nos. / m
Total Trees Surveyed	224 nos.
Leucaena leucocephala Proposed to be Felled	141 nos.
Trees Proposed to be Felled (incl. dead trees)	83 nos.
Aggregated DBH Loss (exclude *Leucaena leucocephala*)	26.585m
Compensatory Trees	83 nos.
Aggregated DBH Compensated	7.78m
Compensation Ratio • In terms of Quantity	1 : 1

3.6 Internal Transport Provision

Vehicular Access between the Application Site and Ng Lau Road

3.6.1 The unnamed vehicular access road between the Application Site and Ng Lau Road is at present sub-standard of about 6m wide. The section near Ng Lau Road is a suspended concrete structure spanning over the nullah.

3.6.2 With reference to the approved scheme, the existing access road and the unnamed road connecting the Proposed Development with Ng Lau Road is planned to be upgraded to a 7.3m wide carriageway with a 2m wide footpath and a 2m wide cycle track. The scheme design report for the planned road and bridge have been submitted to Transport Department, Highways Department, Drainage Services Department and Planning Department for comments in April 2022, which is currently under active liaison.

Public Transport

3.6.3 The Application Site is well served by public transport. The Light Rail Lam Tei Station is located within five minutes walking from the Application Site. The Light Rail Transit also functions as a feeder service to the Tuen Ma Line with key interchange at Siu Hong Station about 700m from the Application Site. The Tuen Ma Line connects the Northwest New Territories with Kowloon and Hong Kong through interchanging at Mei Foo, Nam Cheong or Hung Hom Stations. Furthermore, there are more than 30 nos. of franchised bus and Green Mini Bus routes serving within

500m radial coverage (i.e. about 10 minutes walking distance) of the Proposed Development.

Parking Provision

3.6.4 The proposed parking provision complies with the high-end requirement of the Hong Kong Planning Standards and Guidelines (HKPSG), which the car, motorcycle and bicycles parking spaces will be provided in the two basement levels while the loading / unloading bays will be provided at ground level for the use of future residents. **Table 3.2** below shows the internal transport provision.

Table 3.2 Internal Transport Provision

Type of Facilities	Required Provision	Proposed Provision
Private Car Parking Space	153 – 247 nos.	247 nos. (1)
Motorcycle Parking Space	18 nos.	18 nos.
Goods Vehicle Loading / Unloading Bay	5 nos.	5 nos.
Bicycle Parking Space	277 nos.	277 nos.

Remarks:
(1) Including 3 accessible car parking spaces

3.7 Implementation

3.7.1 While the Applicant has applied to LandsD on relevant lease administration procedures concerning the approved scheme, with the strong commitment of the Applicant’s in contributing to increasing housing supply in the territory, the Proposed Development is targeted to be completed by 2030. Relevant lease administration procedures associated with the current scheme would be immediately followed if granted approval from the TPB.

4. TECHNICAL CONSIDERATIONS

4.1 Traffic Considerations

4.1.1 In order to assess the potential traffic impact of the Propsoed Development on surrounding road network, a Traffic Impact Assessment (TIA) has been carried out (see **Appendix B**). Manual classified counts were conducted at 9 junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM Peak hours. The studied junctions include: -

- J1: Unnamed Road / Access Road;
- J2: Ng Lau Road / Unnamed Road;
- J3: Na Lau Road / Lam Tei Interchange;
- J4: Tsing Lun Road / Hong Po Road / Lam Tei Interchange;
- J5: Lam Tei Interchange;
- J6: Lam Tei Interchange / Castle Peak Road – Lam Tei;
- J7: Tsing Lun Road / Tsz Tin Road;
- J8: San Hing Road / Ng Lau Road (Southern);
- J9: San Hing Road / Ng Lau Road (Northern);
- J10: T-junction at San Hing Road;
- J11: Ng Lau Road / Castle Peak Road – Lam Tei;
- J12: Hong Po Road / Yan Tin Estate Access Road

4.1.2 Year 2033 has been adopted as the design year in which its peak hour traffic flows at the 9 junctions were assessed with reference to the BDTM, estimated growth from 2031 to 2033 and expected traffic generation by the planned / committed developments in the vicinity. The TIA concluded that the Proposed Development would bring negligible traffic impact to the surrounding road network, hence, it is acceptable in traffic terms.

4.2 Environmental Considerations (see Appendix C)

Railway Noise

4.2.1 Railway noise due to Tuen Ma Line and Light Rail Transit on the Proposed Development has been assessed. The cumulative results show that the predicted noise levels at the representative noise sensitive receivers (NSRs) would comply with the relevant noise criteria stipulated in the HKPSG with the implementation of mitigation measures including acoustic window / balcony. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse railway noise impact.

Fixed Noise - Industrial Operations

4.2.2 Although some car repairing workshops and storage sites were identified in the vicinity of the Application Site, the predicted noise levels from the identified fixed noise sources on the NSRs would be well below the relevant noise criteria stipulated in the HKPSG. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse fixed noise impact.

Traffic Noise

4.2.3 With the implementation of mitigation measures including acoustic window / balcony, full compliance of the HKPSG recommended criterion of 70 dB(A) for L10 (1-hr) would be achieved at all NSRs. Therefore, the Proposed Development will not be subjected to adverse traffic noise impact.

Air Quality

4.2.4 An assessment area of 500m radius from the Application Site boundary has been adopted to assess the air quality impacts due to the chimney and vehicular emissions. The quantitative assessment shows that full compliance of air quality objectives (AQOs) is predicted at all air sensitive receivers (ASRs) of all heights for all pollutants, hence, there would be no adverse air quality impact on the Proposed Development.

4.3 Visual Considerations

4.3.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Impact Assessment has been conducted. Please refer to **Appendix D** for more details.

4.3.2 A total of 7 public viewpoints (“VP”) have been selected to assess the visual impact of the Proposed Development against the Baseline Development Scheme, which refer to the approved scheme with a BH of 8 storeys or +35mPD. Among the 6 VPs, the overall visual impact anticipated ranges mostly from slightly adverse to moderately adverse.

4.3.3 However, with the proposed mitigation measures including carefully tower disposition, tower setbacks along the nuallah, varying BH design, provision of building separations and appropriate façade design in place, the Proposed Development is considered acceptable in the Lam Tei area.

4.4 Engineering Considerations

Drainage

4.4.1 A Drainage Impact Assessment (DIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding drainage system (see **Appendix E** for more details.)

4.4.2 U-channels are proposed along the boundary of the Proposed Development and underground carpark to collect the surface runoff, which will be stored temporarily in the proposed stormwater storage tank (i.e. approx. 160m^3) before discharging to the nullah via a pump. As a new drainage system will be provided for the Proposed Development, the existing catchpits and the two 300DN pipes currently serving the Application Site are proposed to be demolished.

4.4.3 Upon the implementation of the proposed drainage system, the Proposed Development would not result in insurmountable impact to the drainage system in the vicinity.

Sewerage

4.4.4 A Sewerage Impact Assessment (SIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding sewerage system (see **Appendix F** or more details.)

4.4.5 Since there is no public sewerage system available for the Proposed Development, on-site treatment will be required. Connection to the public sewer will be a long-term option upon availability of trunk sewer connecting to the Application Site.

4.4.6 An on-site treatment with Membrane Bioreactor (MBR) (i.e. approx. 1,254m^2) will be used to treat effluent from the Proposed Development, which the treated effluent will be temporarily stored in the stormwater storage tank before discharging to the nearby nullah. Relevant statutory guidelines and regulations will be followed and detail design of the MBR unit will be provided in the subsequent stages.

4.4.7 With the sewage treatment plant and proposer maintenance in place, it is concluded that the Proposed Development will not impose any adverse sewerage impact to the surrounding sewerage system.

Water Supply

4.4.8 A Water Supply Impact Assessment (WSIA) has been conducted to evaluated the potential impacts on the existing fresh water and salt water supply facilities as a result of the Proposed Development (see **Appendix G** for more details).

4.4.9 Considering the existing fresh water and salt water mains in the vicinity, a freshwater main of DN200 is proposed to tee-off from the existing DN450 fresh watermain at the junction of Ng Lau Road while a salt watermain of DN100 is also proposed to tee-off from the existing DN250 salt watermain at the same location. Both proposed mains would run along the planned road and the utility trough of the planned crossing bridge before entering the water meter room of the Proposed Development.

4.4.10 Since the Proposed Development is located similar to the existing ground level, no additional pumping is required for providing sufficient residual head. While the existing residual heads for both fresh water and salt water systems are considered sufficient for the proposed connection as measured by Water Supplies Department (WSD). Street fire hydrants are proposed within the Proposed Development, subject to further liaison with WSD in subsequent stages.

4.4.11 With the proposed fresh water and salt water systems and proper maintenance in place, the WSIA concludes that the Proposed Development would not result in insurmountable impacts on the surrounding waters supply system.

5. PLANNING JUSTIFICATIONS

5.1 Changing Development Contexts in the Vicinity since Last Approval

5.1.1 The TPB approved the upzoning of the Site from PR 1.0 to 2.5 in September 2021. By that time, as recorded in para. 11.3 of the RNTPC Paper No. Y/TM-LTYY/9C, "*there is a planned public housing development zoned "R(A)" to the further southwest of the Site with a maximum PR of 6.5 and maximum BH of 160mPD* (i.e. the public housing site on Hong Po Road) *and a planned residential development at the "Commercial ("C") zone to the east of the Site under application No. A/TM-LTYY/290 with a maximum PR of 3.6 … and a maximum building height of 41.2m…*" The development context and the transformation of the area in North Tuen Mun and Lam Tei and Yick Yuen Planning Area continues to evolve.

5.1.2 In addition to the public housing site near Hong Po Road, there were a number of newly approved planning applications and development of both public and private housing developments within the area after the approval of the approved upzoning at the Site. These include:

	A/TM/583	A/TM-LTYY/426	Y/TM-LTYY/10	NOVOLAND	Light Public Housing in Area 54
Location	Area 54 Sites 4A & 5	Various Lots South-west of Lam Tei Vegetable Depot	Lots 220 RP and 221 in DD130, San Hing Road	TMLT 483 & Ext Thereto RP near Yan Po Road	Land to the north-east of Ching Tin Estate near Yan Po Road Public Transport Interchange
Proposed Use	Public Housing Development	Private Housing Development	Private Housing Development	Private Housing Development	Public Housing Development
Proposed PR	6.9	5	5	Not more than 5	N/A
Proposed BH	Site 4A: 155mPD Site 5: 145mPD	64.45mPD	100mPD	Not more than 120mPD	About 17 – 19 storeys
Approval Date	17/2/2023	29/5/2023	14/7/2023	N/A	N/A

5.1.3 Against the changing development contexts in the vicinity subsequent to the approval of the previous upzoning application and upon reviewing the capacity of the major infrastructure, the Applicant considers possible to further increase the PR from 2.5 to 5 so as to better utilise the scarce land resource and to boost housing supply. **Figure 5.1** shows the location of the abovementioned applications / developments.

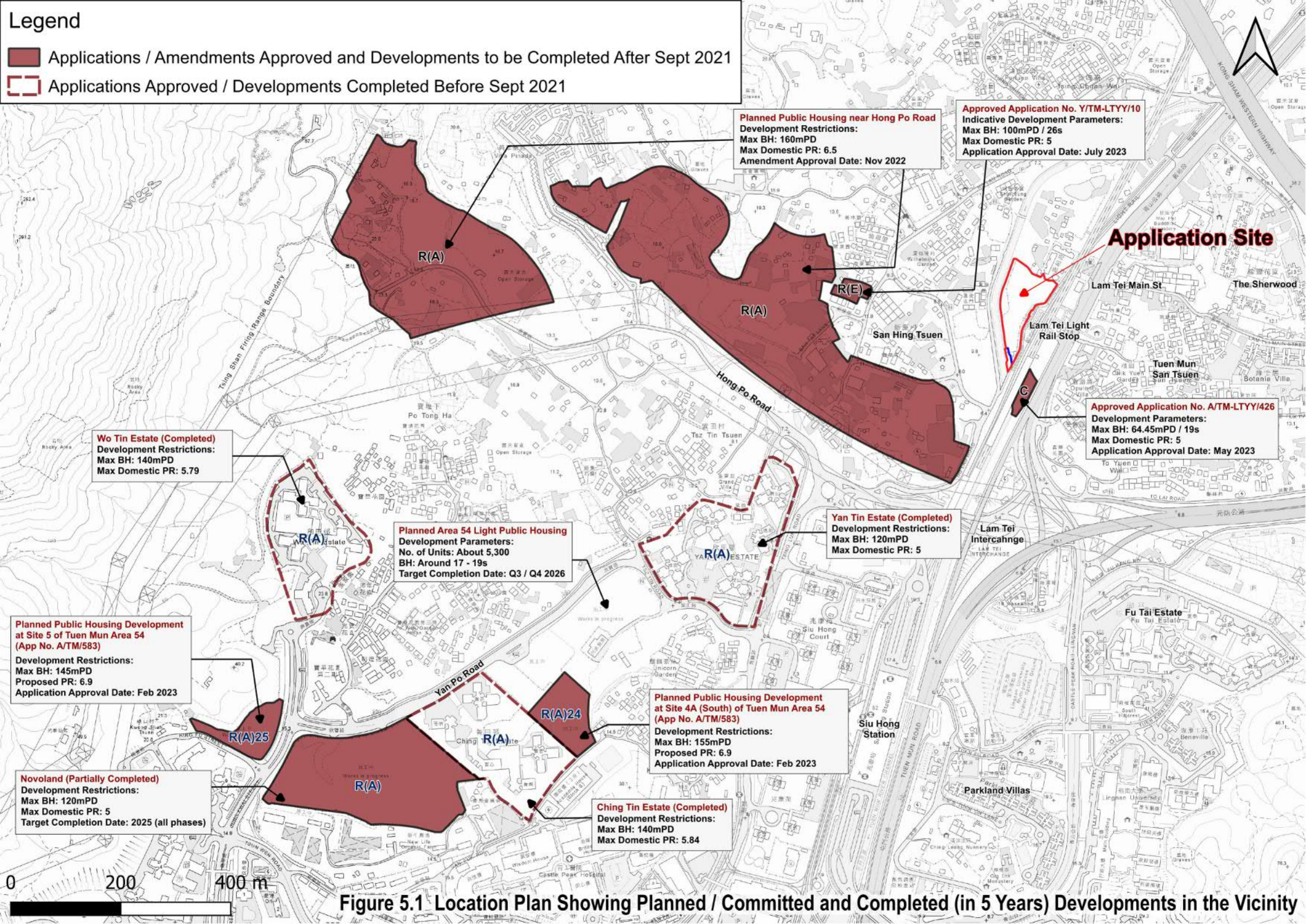


Figure 5.1 Location Plan Showing Planned / Committed and Completed (in 5 Years) Developments in the Vicinity

5.2 The Proposed Up-zoning is In-line with the Government s Strategy to Provide More Housing Supply

5.2.1 One strategy to boost housing supply in the short-term is to increase development intensity of sites where appropriate as re-iterated in the

2022 Policy Address. Recently in May 2023, TPB approved a residential development with provision of shop and services in the "C" zone not far from the Application Site (TPB Ref.: A/TM-LTYY/426). The said application also involved minor relaxation of both PR and BH to 5 and 19 storeys including 1-storey basement carpark.

5.2.2 The intensification does not only apply to private residential developments. The Government has also been boosting flat supply by means of intensification. For example, PlanD rezoned an extensive piece of land (about 21.52ha) located about 400m to the south-west of the Application Site near Hong Po Road from "R(E)" and "GB" zones to "R(A)" and "G/IC" zones with a PR of 6.5 and a BH of +160mPD. Moreover, to the south-west of Hong Po Toad, the Housing Department submitted and TPB approved various planning applications to seek for a higher PR for the public housing developments in Tuen Mun Area 54 in 2017 and 2023 (TPB Ref.: A/TM/499; A/TM/500; and A/TM/583).

5.2.3 With the proposed increase in PR (i.e. from PR 2.5 to PR 5) and careful building design (i.e. tower disposition and stepped BH etc.), the Proposed Development would produce 1,078 additional flats, representing more than a four-fold increase as compared to the approved proposal. In view of the changing development context in the surroundings, particularly in Lam Tei that is well-connected to the town centre of Tuen Mun, the Proposed Development with increased development intensity would remain compatible with surrounding uses.

5.3 The Accessibility of the Site Offers Opportunities to Provide More Residential Units to Fully Utilise the Scarce Land Resources

5.3.1 The Site is well served by the public transport system. LRT Lam Tei Station is located at the doorstep. There are also a number of road-based public transport services, including franchised buses and public light buses, within 500m or some 10-minutes' walk (please refer to Table 2.2 of the TIA in **Appendix B**). Whilst the Applicant is going to further improve the accessibility of the Site by providing a 7.3m-wide carriage, 1 2m-wide footpath and a 2m-wide cycle track, the Site will become more capable to provide flats for more families in need and for a more efficient use of land resources.

5.4 The Proposed “R(B)4” Zoning Will Not Affect the “R(B)1” Zone or Set an Undesirable Precedent

5.4.1 Although the Application Site is currently part of a 4.04ha “R(B)1” zone on the approved OZP, its southern end location and being separated by a “G/IC” site and an existing development (namely Lingrade Garden) make it physically standalone from the rest of the undeveloped “R(B)1” zone, as indicated in **Figure 3.3**. It should also be noted that the Application Site is one of two sites in the entire “R(B)1” zone that has vehicular access and

hence is distinguished from the landlocked sites, which justifies a higher density (i.e. PR 5) residential development. Hence the delineation of the Application Site would not affect the planning intention of the “R(B)1” or set an undesirable precedent.

5.5 Reprovision of a Footpath within the Application Site for Public Use

5.5.1 At present, there is a footpath on the Applicant’s landholding that is heavily used by the locals as a short-cut between San Hing Tsuen and Castle Peak Road. The Applicant has incorporated a 3m wide replacement footpath, together with an approx. 35m^2 planter, for public use along the northern boundary of the Application Site to be constructed at the Applicant’s cost. The future residential development will be responsible for the long-term management and maintenance of the footpath.

5.6 The Proposed Development is Technical Feasible and No Insurmountable Impacts are Anticipated

5.6.1 The Proposed Development has proven to be technical feasible in terms of traffic, visual, landscape, environmental, air ventilation, drainage, sewerage, and water supply. With necessary improvement and mitigation measures proposed, there would be no insurmountable technical impacts to the surroundings.

6. CONCLUSION AND SUMMARY

6.1 This Supporting Planning Statement has explained the planning context and the Applicant’s intention for the rezoning proposal. Members of the Board are respectively requested to give favorable consideration on the following grounds:

- Whilst increasing the housing supply by more than four folds as compared with the approved scheme, the proposed PR and BH restriction is still within the range of medium-density that is compatible with the urbanizing development trend in Lam Tei and the surrounding area.

- Being one of the two sites in the subject “R(B)1” zone that has vehicular access, the Application Site is distinguished from other landlocked sites in the zone and is justified for a higher density development.

- Well-served by both road and rail transport, the Proposed Development could unleash the ultimate development potential of the Application Site under the territory-wide adopted transit-oriented development approach.

- The Application Site is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden. Hence the proposed “R(B)4” zoning would not affect the remaining “R(B)1” zone nor set an undesirable precedent.

- The proposed upzoning is technically feasible in traffic, landscape, environmental, air ventilation, visual, drainage, sewerage, and water supply aspects.

Appendix A

Indicative Architectural Drawings of the Proposed Development

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL TOWER

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

POOL

Cycling Track

Ramp

Light Rail

LR - Lam Tei

Outfall

Outfall

Outfall

Nullah

Road

16m

15m

13m

20m

7m

3m PUBLIC ACCESS

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1 LOBBY

3m PUBLIC ACCESS

LANDSCAPE AREA

TOWER 4A LOBBY

EVA / CARRIAGEWAY

CHILDREN POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B LOBBY

TOWER 3 LOBBY

TO B1

CLUBHOUSE

TOWER 2 LOBBY

TOWER 5 LOBBY

Outfall

Cycling Track

Ramp

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

Light Rail

LR - Lam Tei

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

356

357

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

20-11-2024
1:500 (A3)

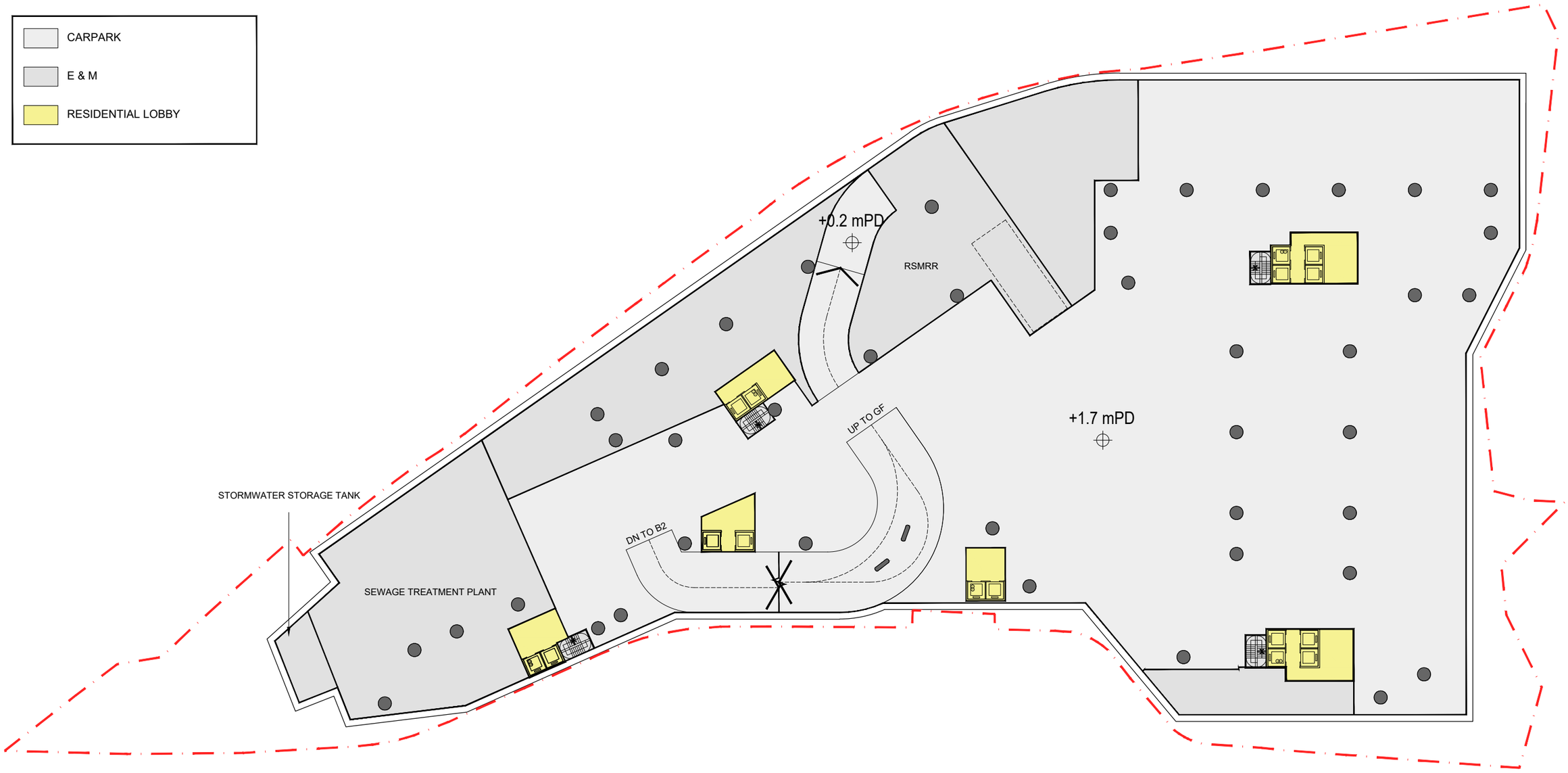
LWK
+PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY



Number of car parking spaces at B1: 119
Total number of car parking spaces: 247

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B1

09-07-2024
1:500 (A3)

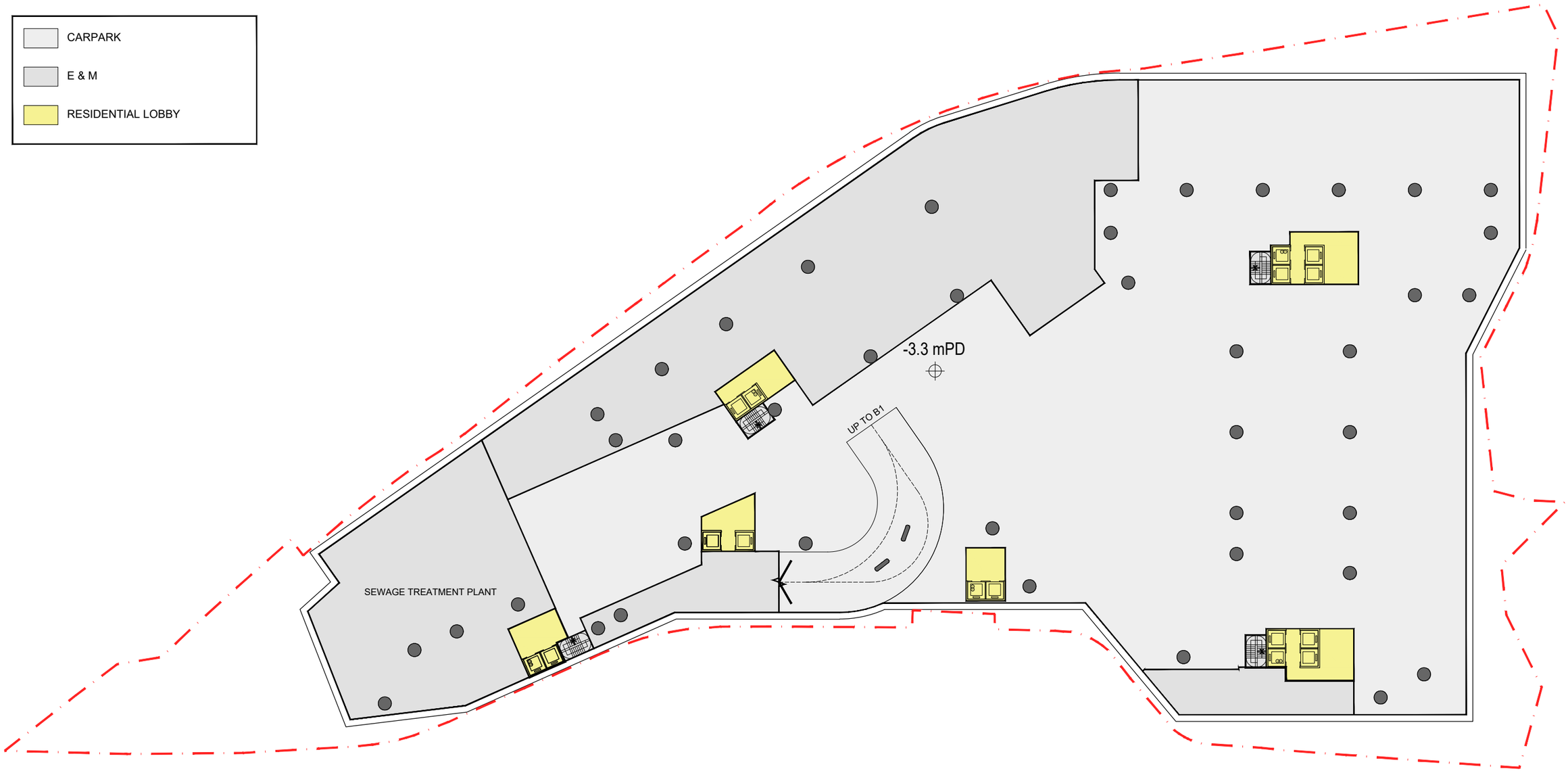
LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY



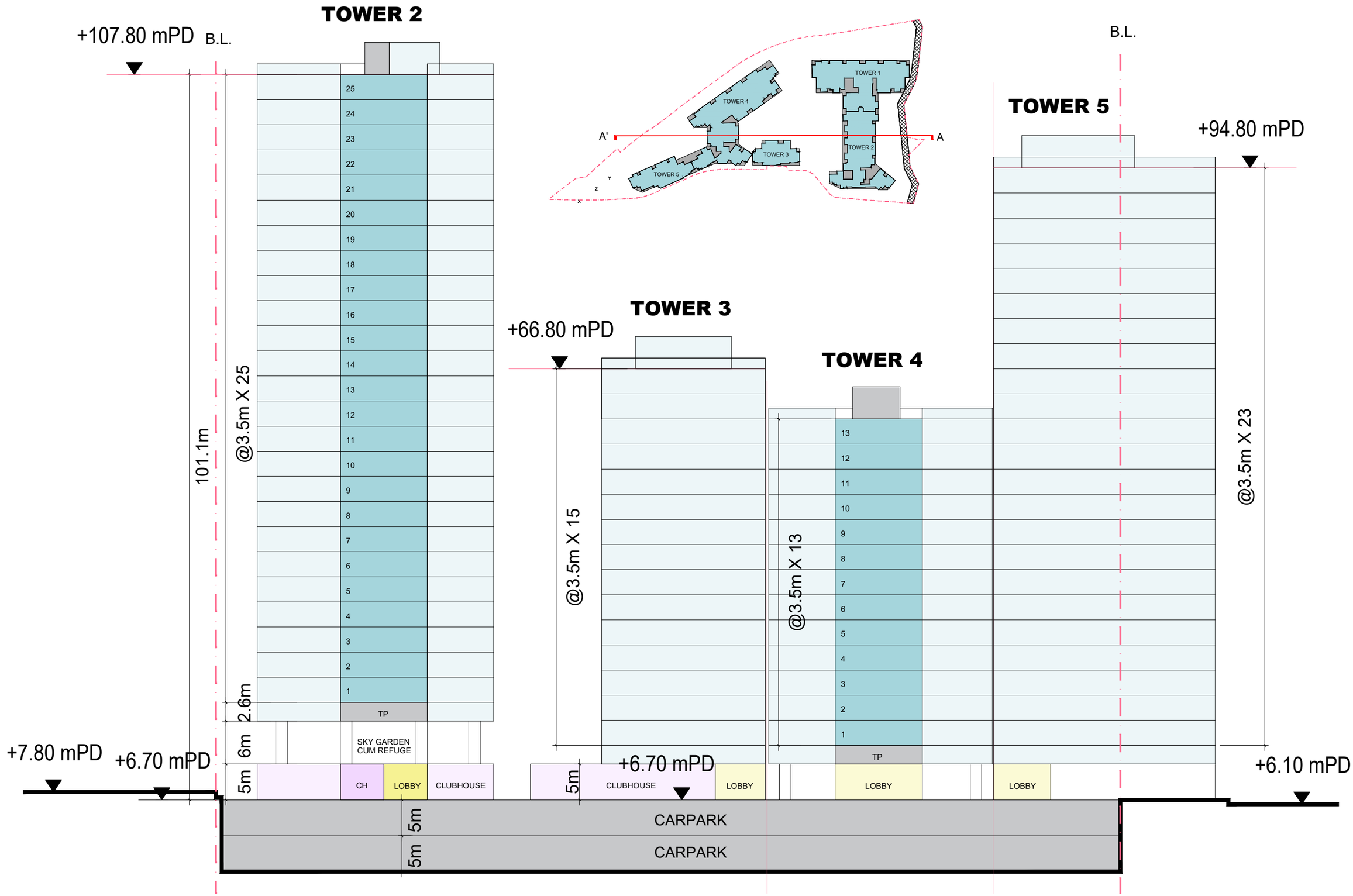
Number of car parking spaces at B1: 128
Total number of car parking spaces: 247

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B2

09-07-2024
1:500 (A3)

LWK +PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION A-A'

20-11-2024
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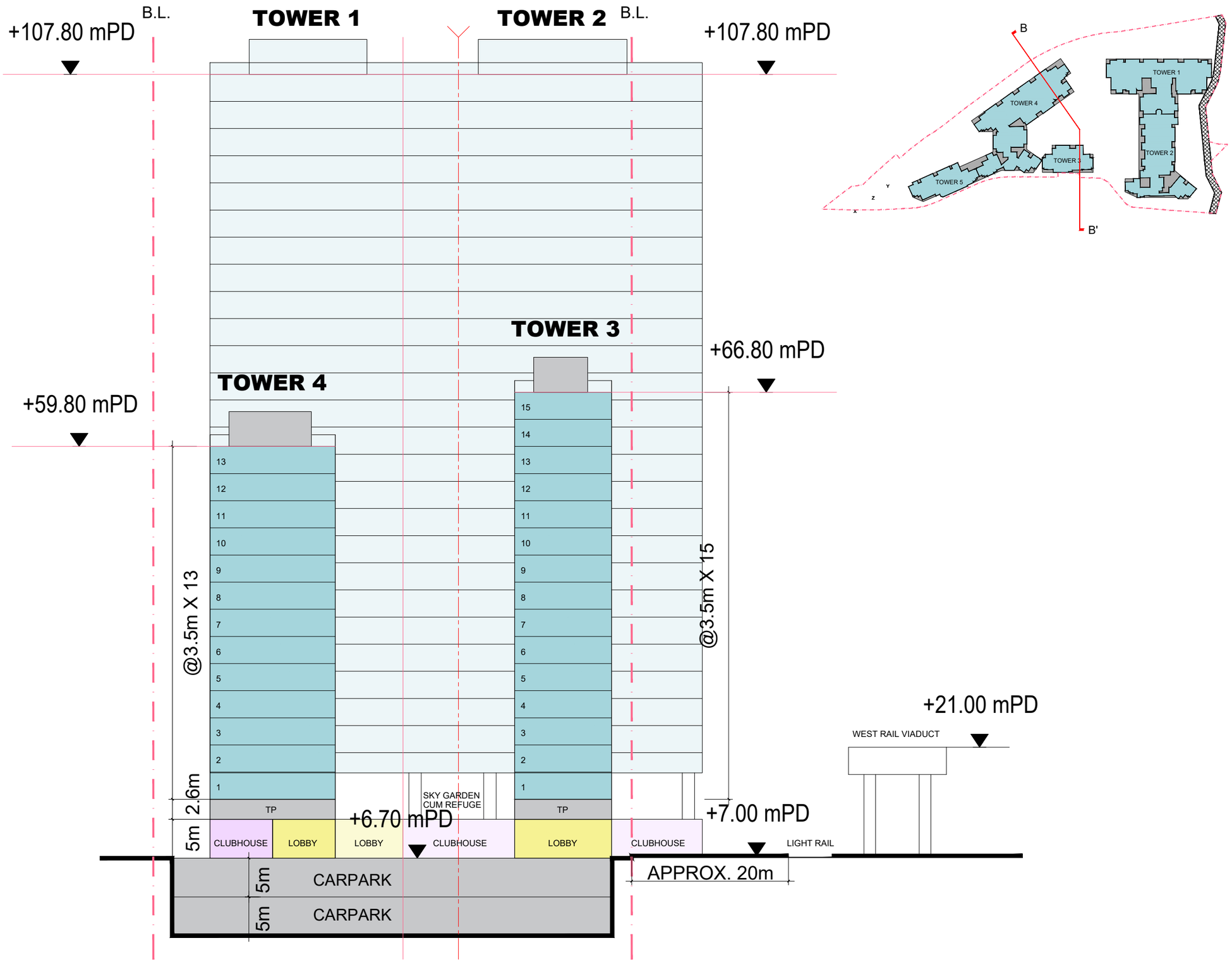
LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION B-B'

20-11-2024
1:500 (A3)

LWK + PARTNERS

N

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

Nullah

Road

Outfall

Outfall

3m PUBLIC ACCESS

Lp 64.8m

POOL

Cycling Track

Ramp

U = 40.16

U = 31.62

Lp = 81.1m

Light Rail

LR - Lam Tei

Max. Permissible Lp* = 200.80m

Max. Permissible Lp* = 158.10m

*Lp = 5U

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

BUILDING SEPARATION

20-11-2024
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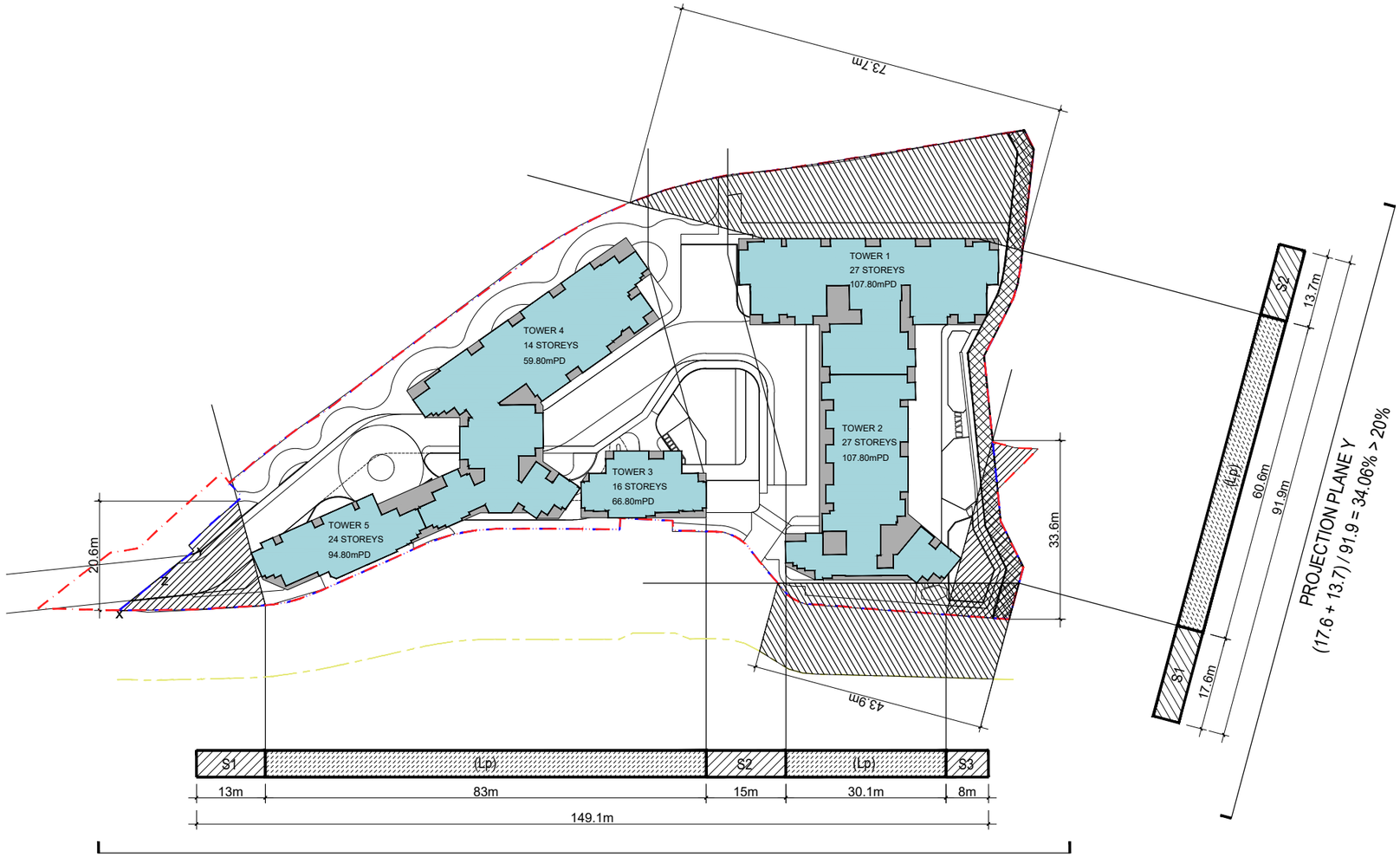
LWK + PARTNERS

N



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

PERMEABILITY

20-11-2024
1:1000 (A3)

LWK +PARTNERS

Appendix B

Traffic Impact Assessment

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

Traffic Impact Assessment

Final Report
December 2024

Prepared by: CKM Asia Limited

Prepared for: Wing Mau Tea House Limited

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

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Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

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Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

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Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

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Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Application no. Y/TM-LTYY/11)

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NUMBER

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4.8 Year 2033 Peak Hour Link Flows

5.1 Additional Bus Trips in Year 2033

6.1 Year 2033 Peak Hour Pedestrian Flows

1.0 INTRODUCTION

Background

1.1 The subject site is located in D.D.130, Lam Tei, Tuen Mun (the "Subject Site"). At present, the Subject Site is unoccupied, and access to the Subject Site via an existing unnamed road which is connected to Ng Lau Road. The location of the Subject Site is shown in **Figure 1.1**.

1.2 A Section 12A planning application for the minor relaxation of the maximum plot ratio restriction to 2.5 for residential use at the Subject Site was approved by the Town Planning Board (TPB ref: Y/TM-LTYY/9) on 24th September 2021 (the "Approved Scheme"). This Section 12A planning application is for minor relaxation of the maximum plot ratio restriction for residential use at the Subject Site from the approved 2.5 to 5.0 (the "Proposed Development").

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the Proposed Development. This report presents the findings and recommendations of the traffic impact assessment for the Proposed Development.

Structure of Report

1.4 The report is structured as follows:

Chapter One	-	Gives the background of the project;
Chapter Two	-	Describes the existing situation;
Chapter Three	-	Presents the Proposed Development;
Chapter Four	-	Describes the traffic impact analysis; and
Chapter Five	-	Gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The Subject Site is bounded by the Light Rail Transit ("LRT") and the Tuen Ma Line to the East, and a nullah to the West. Access to the Subject Site is from the south and is via a bridge over the nullah. The Access Road is connected to Ng Lau Road.

The Road Network

2.2 Ng Lau Road is a single carriageway 2-lane 2-way local distributor which connects with the Lam Tei Interchange to the south and Castle Peak Road - Lam Tei underneath the Kong Sham Western Highway. It provides access to villages, e.g., San Hing Tsuen, Tuen Tsz Wai, and Tsing Chuen Wai.

2.3 Lam Tei Interchange connects Tsing Lun Road, Hong Po Road, Ng Lau Road, Castle Peak Road – Lam Tei, Yuen Long Highway and Tuen Mun Road. It is the main access for traffic accessing the Subject Site and strategic routes.

Existing Traffic Flows

2.4 To quantify the junction and road link flows in the vicinity of the Subject Site, manual classified counts were conducted at 0700 – 0900 and 1700 – 1900 on Tuesday, 18th April 2023, Wednesday, 19th April 2023 and Wednesday, 26th April 2023, and were re-conducted on Wednesday, 8th May 2024 at the junctions and road links listed in **Table 2.1**.

TABLE 2.1 SURVEYED JUNCTIONS AND ROAD LINKS

Reference	Junction
J1:	Unnamed Road/ Access Road
J2:	Ng Lau Road/ Unnamed Road
J3:	Ng Lau Road/ Lam Tei Interchange
J4:	Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange
J5:	Lam Tei Interchange
J6:	Lam Tei Interchange/ Castle Peak Road – Lam Tei
J7:	Tsing Lun Road/ Tsz Tin Road
J8:	San Hing Road/ Ng Lau Road (Southern)
J9:	San Hing Road/ Ng Lau Road (Northern)
J10:	T-junction at San Hing Road
J11:	Ng Lau Road / Castle Peak Road – Lam Tei
J12:	Hong Po Road / Yan Tin Estate Access Road
Reference	**Road Link**
L1:	Castle Peak Road – Lam Tei
L2:	Castle Peak Road – Lingnan
L3:	Yuen Long Highway
L4:	Tuen Mun Road
L5:	San Hing Road
L6:	Ng Lau Road (north of J9)
L7:	Ng Lau Road (south of J2)
L8:	Lam Tei Interchange (between J3 and J5)
L9:	Tsing Lun Road

2.5 The locations of these junctions, road links and the area of influence (the "AOI") are shown in **Figure 2.1** and the junction layouts are shown in **Figures 2.2 – 2.13** respectively.

2.6 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0800 – 0900 hours and 1700 – 1800 hours respectively. The existing AM and PM peak hour junction in pcu/hour and road link flows in veh/hr are presented in **Figures 2.14 – 2.15**.

Existing Junction Performance

2.7 The existing junction performance of the junctions are calculated based on the traffic flows obtained from the survey, and the analysis was undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.2** and the detailed calculations are found in **Appendix A**.

TABLE 2.2 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction (Parameter)	AM Peak	PM Peak
J1	Unnamed Road/ Access Road	Priority (DFC)	0.000	0.000
J2	Ng Lau Road/ Unnamed Road	Priority (DFC)	0.033	0.032
J3	Ng Lau Road/ Lam Tei Interchange	Signal (RC)	91%	84%
J4	Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange	RA (DFC)	0.545	0.591
J5	Lam Tei Interchange	RA (DFC)	0.522	0.489
J6	Lam Tei Interchange/ Castle Peak Road – Lam Tei	Signal (RC)	120%	215%
J7	Tsing Lun Road/ Tsz Tin Road	Signal (RC)	58%	92%
J8	San Hing Road/ Ng Lau Road (Southern)	Priority (DFC)	0.061	0.040
J9	San Hing Road/ Ng Lau Road (Northern)	Priority (DFC)	0.227	0.498
J10	T-junction at San Hing Road	Priority (DFC)	0.008	0.002
J11	Ng Lau Road / Castle Peak Road – Lam Tei	Signal (RC)	139%	132%
J12	Hong Po Road / Yan Tin Estate Access Road	Priority (DFC)	0.066	0.011

Note: RC – reserve capacity; DFC – design flow/capacity ratio, RA – Roundabout

2.8 The above results indicate that the surveyed junctions currently operate with capacities during the AM and PM peak hours.

Link Operational Performance

2.9 The link operational performance of the road links are calculated based on the existing traffic flows obtained from the traffic survey, and the analysis was undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.3.**

TABLE 2.3 EXISTING LINK CAPACITY ASSESSMENT

Ref	Link		Adjusted Design Flow (veh/hr)		Traffic Demand (veh/hr)		V/C Ratio	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
L1	Castle Peak Road – Lam Tei	NB	2,604[(1)]	2,604[(1)]	766	1,317	0.29	0.51
		SB	2,604[(1)]	2,604[(1)]	1,448	766	0.56	0.29
L2	Castle Peak Road – Lingnan	NB	2,800	2,800	417	452	0.15	0.16
		SB	2,800	2,800	672	472	0.24	0.17
L3	Yuen Long Highway	NB	4,700	4,700	3,759	3,181	0.80	0.68
		SB	4,700	4,700	3,642	3,988	0.77	0.85
L4	Tuen Mun Road	NB	4,700	4,700	4,108	4,219	0.87	0.90
		SB	4,700	4,700	4,404	3,961	0.94	0.84
L5	San Hing Road	2-way	800	800	46	31	0.06	0.04
L6	Ng Lau Road (north of J9)	2-way	744[(1)]	800	218	345	0.29	0.43
L7	Ng Lau Road (south of J2)	2-way	800	800	252	373	0.32	0.47
L8	Lam Tei Interchange (between J3 and J5)	EB	2,800	2,800	1,055	713	0.38	0.25
		WB	2,800	2,800	1,108	1,199	0.40	0.43
L9	Tsing Lun Road	NB	1,900	1,900	519	409	0.27	0.22
		SB	1,900	1,900	825	735	0.43	0.39

NB – northbound SB – southbound EB – eastbound WB – westbound

(1) With reference to paragraph 2.4.1.2 and table 2.4.1.2, Chapter 2.4, Volume 2 of TPDM, the design flow is to be reduced when the expected proportion of heavy vehicles exceeds 15%. The table below presents the adjusted design flow based on the proportion of heavy vehicles ("HV%").

Road Type	*Design Flow (veh/hr)*	*Adjusted Design Flow (veh/hr)*		
		0-15 HV%	*15-20 HV%*	*20-25 HV%*
		0% reduction	*7% reduction*	*10% reduction*
Expressway / trunk road (Dual 3 lanes – 11m-wide)	*4,700*	*4,700*	*4,371*	*4,230*
Primary Distributor (Dual 3 lanes – 7.3m-wide)	*2,800*	*2,800*	*2,604*	*2,520*
District Distributor (Single 4 lanes – 13.5m-wide)	*1,900*	*1,900*	*1,767*	*1,710*
Local Roads (Single 2 lanes)	*800*	*800*	*744*	*720*

2.10 The above results show that the assessed road links operate with sufficient capacity.

Public Transport Facilities

2.11 The Subject Site is located close to public transport services, including franchised buses and public light buses and these operate within 400 metres or some 8-minutes' walk away. Details of these public transport services are presented in **Table 2.4**. The location and major pedestrian routes of these public transport services are shown in **Figure 2.16**.

TABLE 2.4 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Bus Stop	Destination	Routing	Frequency (min)
CTB 50	LTI	YTM	Tuen Mun (Ching Tin and Wo Tin) → Tsim Sha Tsui (Kowloon Station) [(E)]	20 - 30
			Tsim Sha Tsui (Kowloon Station) → Tuen Mun (Ching Tin and Wo Tin) [(F)]	20 - 35
CTB 55[(1)]	LTI	Kln(E)	Tuen Mun (Ching Tin and Wo Tin) → Kwun Tong Ferry Pier [(A)]	6 per day
			Kwun Tong Ferry Pier → Tuen Mun (Ching Tin and Wo Tin) [(B)]	4 per day
CTB 56[(1)]	LTI	N	Tuen Mun (Ching Tin and Wo Tin) → Sheung Shui (Tin Ping Estate) [(G)]	20 - 30
			Sheung Shui (Tin Ping Estate) → Tuen Mun (Ching Tin and Wo Tin) [(G)]	20 - 30

TABLE 2.4 ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING CLOSE TO THE SUBJECT SITE (CONT'D)

Route	Bus Stop	Destination	Routing	Frequency (min)
CTB 56A[(1)]	LTI	N	Tuen Mun (Ching Tin and Wo Tin) → Queen's Hill Fanling (via: Sheung Shui Station)[(C)]	10 - 20
			Queen's Hill Fanling (via: Sheung Shui Station) → Tuen Mun (Ching Tin and Wo Tin)[(C)]	15 - 30
CTB 950[(1)]	LTI	HKI	Tuen Mun (Ching Tin and Wo Tin) → Exhibition Centre Station [(A)]	2 per day
			Exhibition Centre Station → Tuen Mun (Ching Tin and Wo Tin) [(B)]	1 per day
CTB 955[(1)]	LTI	HKI	Tuen Mun (Ching Tin and Wo Tin) → Sai Wan Ho [(A)]	1 per day
			Sai Wan Ho → Tuen Mun (Ching Tin and Wo Tin) [(B)]	1 per day
CTB B3A	LTI	BCP	Shan King Estate - Shenzhen Bay Port	30 - 60
CTB N50[(D)]	LTI	YTM	Tuen Mun (Ching Tin and Wo Tin) - Tsim Sha Tsui (Kowloon Station)	4 per day
CTB N969[(D)]	CPR	HKI	Tin Shui Wai Town Centre - Causeway Bay (Moreton Terrace)	20 - 45
KMB 53	CPR	NTW	Yoho Mall (Yuen Long) - Tsuen Wan (Nina Tower)	25 - 35
KMB 63X	CPR	YTM	Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	12 - 30
KMB 67M	LTI	NTW	Tuen Mun (Siu Hong Court) - Kwai Fong Station	5 - 20
KMB 67X	LTI	Kln(W)	Tuen Mun (Siu Hong Court) - Mong Kok East Station	7 - 25
KMB 68A	CPR	NTW	Long Ping Estate - Tsing Yi Station	12 - 30
KMB 258A[(1)]	CPR	Kln(E)	Hung Shui Kiu (Hung Fuk Estate) → Lam Tin Station[(A)]	2 per day
KMB 258P[(2)]	CPR	Kln(E)	Hung Shui Kiu (Hung Fuk Estate) - Lam Tin Station[(C)]	12 - 30
KMB 261P	CPR	N	Tuen Mun (Siu Hong Court) → Sheung Shui (Tin Ping) [(2)(A)]	2-3 per day
			Sheung Shui (Tin Ping) → Tuen Mun (Siu Hong Court) [(1)(B)]	1 per day
KMB 267X[(1)]	LTI	Kln(E)	Tuen Mun (Siu Hong Court) → Lam Tin Station [(A)]	2 per day
			Lam Tin Station → Tuen Mun (Siu Hong Court) [(B)]	2 per day
KMB 960A[(1)]	CPR	HKI	Central → Hung Shui Kiu (Hung Fuk Estate) [(B)]	1 per day
KMB 960C[(1)]	LTI	HKI	Tuen Mun (Fu Tai Estate) → Causeway Bay (Victoria Park) [(A)]	2 per day
			Causeway Bay (Victoria Park) → Tuen Mun (Fu Tai Estate) [(B)]	1 per day
KMB 960P	CPR	HKI	Hung Shui Kiu (Hung Yuen Road) → Causeway Bay (Victoria Park)[(A)]	10 - 35
			Causeway Bay (Victoria Park) → Hung Shui Kiu (Hung Yuen Road) [(1)(B)]	3 per day
KMB 960X[(1)]	CPR	HKI	Hung Shui Kiu (Hung Yuen Road) → Quarry Bay (King's Road) [(A)]	9 per day
			Quarry Bay (King's Road) → Hung Shui Kiu (Hung Yuen Road) [(B)]	10 per day
KMB N260[(D)]	CPR	NTW	Tuen Mun Pier Head - Mei Foo	30
LWB A34	CPR	TCL	Hung Shui Kiu (Hung Yuen Road) - Airport (Ground Transportation Centre)	15 - 60
LWB E33P	LTI	TCL	Siu Hong Station (South) - Airport (Ground Transportation Centre)	12 - 45
LWB NA33[(D)]	LTI	TCL	Tuen Mun (Fu Tai Estate) → Cathay Pacific City	4 per day
			Cathay Pacific City → Tuen Mun (Fu Tai Estate)	6 per day
LWB NA37[(D)]	CPR	TCL	Tin Shui Wai Town Centre → Cathay Pacific City	5 per day
			Cathay Pacific City → Tin Shui Wai Town Centre	6 per day
NLB B2	CPR	BCP	Yuen Long MTR Station - Shenzhen Bay Port	20 - 30
GMB 42	LTI	NTW	Tsing Chuen Wai - Tuen Mun Town Centre	13 – 15
GMB 606S[(D)]	CPR	YTM	Yuen Long (Fung Cheung Rd) - Tsim Sha Tsui East	6 - 13

KMB – Kowloon Motor Bus LWB – Long Win Bus CTB – CityBus
GMB – Green Minibus NLB – New Lantao Bus
CPR – Castle Peak Road – Lam Tei LTI – Lam Tei Interchange YTM – Yau Ma Tei/ Tsim Sha Tsui / Mong Kok
Kln(E) – Kowloon (East) Kln(W) – Kowloon (West) N – North
HKI – Hong Kong Island BCP – Boundary Control Point NTW – New Territories West
TCL–Tung Chung / Lantau Island
Note: [(1)] Monday to Friday. (Except public holidays) [(2)] Monday to Saturday (Except public holidays)
[(A)] AM peak only [(B)] PM peak only [(C)] AM and PM peak only [(D)] overnight service
[(E)] AM service only [(F)] PM service only [(G)] daytime non-peak service

Survey on Road-based Public Transport Services Located in the Vicinity

Road-based Public Transport

2.12 Survey on road-based public transport services listed in **Table 2.4** was conducted during the AM and PM peak periods on Thursday, 18th January 2024 at the bus stops near the subject site.

2.13 The AM and PM peak hours identified from the surveys are found to be between 0715 – 0815 hours and 1830 – 1930 hours respectively. The survey locations are shown in **Figure 2.16**. The survey results are summarized in **Table 2.5** and the detailed information are shown in **Appendix B**.

TABLE 2.5 OCCUPANCY OF EXISTING ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING NEAR THE SUBJECT SITE

Direction	AM Peak			PM Peak		
	No. of Pass.		Occupancy	No. of Pass.		Occupancy
	Cap. [a]	Occ. [b]	[c]=[b]/[a]	Cap. [d]	Occ. [e]	[f]=[e]/[d]
Outward bound	8,520	3,178	37%	2,160	671	31%
Inward bound	2,400	832	35%	5,880	2,231	38%

Pass. – Passenger Cap. – Capacity Occ. - Occupied

2.14 The above results indicate that the surveyed road-based public transport services currently operate with spare capacities during the AM and PM peak hours.

Rail-based Public Transport

2.15 Based on the information obtained from the Legislative Council, the operational performance for MTR Tuen Ma Line in 2023 is summarized in **Table 2.6**.

TABLE 2.6 OPERATIONAL PERFORMANCE OF MTR TUEN MA LINE

Item	Parameters
Maximum carrying capacity when train frequency is maximized [a]	70,000 passengers / hour [(1)]
Existing carrying capacity [b]	58,800 passengers / hour [(1)(2)]
Current Patronage [c]	35,700 passengers / hour
Current Loading [c]/[b] {Critical Link}	61% {Tsuen Wan West to Mei Foo}
Loading compared with maximum carrying capacity [c]/[a]	51%

Source: Reply Serial No. TLB162 for Question Serial No. 2402, Controlling Officer's Reply, Examination of Estimates of Expenditure 2024-25. Finance Committee. Legislative Council. 18 April 2024.
<https://www.tlb.gov.hk/eng/legislative/transport/special/land/TLB-2-e1.pdf>
[(1)] Carrying capacities are calculated under 6 ppsm
[(2)] According to the reply, existing train frequency has not yet increased to the maximum level as permitted by the signalling system.

2.16 **Table 2.6** shows that the MTR Tuen Ma Line operates at 61% of its current capacity, or 51% of its maximum carrying capacity during the peak hour.

Light Rail Transit (LRT) Transport

2.17 Survey on LRT transport services at Lam Tei LRT stops was conducted during the AM and PM peak periods on Thursday, 18th January 2024. The AM and PM peak hours identified from the surveys are found to be between 0715 – 0815 hours and 1830 – 1930 hours respectively. The survey results are summarized in **Table 2.7**.

TABLE 2.7 OPERATIONAL PERFORMANCE OF LRT SERVICES AT LAM TEI STOP

Direction	No. of. Trips.			No. of Passenger		Occupancy [c]=[b]/[a]
	Single	Coupled-set	Total	Capacity[(1)] [a]	Occupied [b]	
AM Peak Hour						
Yuen Long bound	13	10	23	6,600	3,290	50%
Tuen Mun bound	12	12	24	7,200	5,796	81%
PM Peak Hour						
Yuen Long bound	14	7	21	5,600	4,236	76%
Tuen Mun bound	12	10	22	6,400	3,092	48%

(1) Assumed capacity of 200 passengers per trip for single Light Rail Vehicle (LRV) and 400 passengers per trip for coupled-set LRV

2.18 **Table 2.7** shows that the surveyed LRT services at Lam Tei Stop currently operate with spare capacities during the AM and PM peak hours.

Existing Footpath Level-Of-Service

2.19 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM peak periods on Thursday, 18th January 2024 at footpaths located in the vicinity of Proposed Development, and the observed peak hour pedestrian flows are shown in **Figure 2.17**.

2.20 The Level-Of-Service ("LOS") of a pedestrian footpath depends on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM and is presented in **Table 2.8**.

TABLE 2.8 DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 – 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

Source: Volume 6 Chapter 10 of TPDM

2.21 The observed peak hour pedestrian flows LOS assessment is presented in **Table 2.9**.

TABLE 2.9 EXISTING LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	Flow (ped/ hour)	Flow rate (ped/min/m)	LOS
P1. Footpath on the footbridge connected to Ng Lau Road	2.0[1.0]	AM	150	2.5	A
		PM	99	1.7	A
P2. Footpath between Lam Tei LRT stop and bus stop at Castle Peak Road – Lam Tei	2.5[1.5]	AM	315	3.5	A
		PM	210	2.3	A
P3. Footbridge over Castle Peak Road – Lam Tei	2.5[1.5]	AM	216	2.4	A
		PM	105	1.2	A
P4. Southern Footpath of San Hing Road	1.5[0.5]	AM	45	1.5	A
		PM	30	1.0	A
P5. Eastern Footpath of Ng Lau Road	2.0[1.0]	AM	189	3.2	A
		PM	120	2.0	A

[(1)] The width excludes railing and obstructions.

2.22 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable level of service: "In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities".

3.0 THE PROPOSED DEVELOPMENT

Key Parameters

3.1 The Proposed Development key parameters are presented in **Table 3.1**.

TABLE 3.1 KEY PARAMETERS

Item		Proposed Development
Development Site Area		About 8,896 m^2
Domestic Plot Ratio		5.0
Domestic GFA		44,480 m^2
Flat Mix (GFA)	Flat Size ≤ 40m^2	1,110
	40m^2 < Flat Size ≤ 70m^2	275
Total number of Flats		**1,385**

Provision of Internal Transport Facilities

3.2 The internal transport facilities for the Proposed Development are provided in accordance with the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") and are presented in **Table 3.2**.

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED DEVELOPMENT

Facility	HKPSG Recommendation	Provision
Car Parking Space	**For Residents:** Parking Requirement = GPS x R1 x R2 x R3 Global Parking Standard (GPS): 1 car parking space per 4 - 7 flats Demand Adjustment Ratio (R1): 0.5 for flat size ≤ 40 m^2 GFA 1.2 for flat size 40 – 70 m^2 GFA Accessibility Adjustment Ratio(R2): 1.0 outside 500m-radius of rail station Development Intensity Adjustment Ratio (R3): 1.0 for Plot Ratio 2.0 – 5.0 For 1,100 flats with flat size less than 40 m^2 GFA Minimum: (1,110 / 7 x 0.5 x 1.0 x 1.0) = 79.3, say 80 nos. Maximum: (1,110 / 4 x 0.5 x 1.0 x 1.0) = 138.8, say 139 nos. For 275 flats with flat size 40 – 70 m^2 GFA Minimum: (275 / 7 x 1.2 x 1.0 x 1.0) = 47.2, say 48 nos. Maximum: (275 / 4 x 1.2 x 1.0 x 1.0) = 82.5, say 83 nos. Total *Minimum = 80 + 48 = 128 nos.* *Maximum = 139 + 83 = 222 nos.*	**222 nos**. @ 5.0m (L) x 2.5m (W) x 2.4m (H) **= HKPSG maximum**
	For Visitors: Visitor car parking for private residential developments with more than 75 units per block should be provided at 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For 5 blocks: 5 x 5 nos. = 25 nos.	**25 nos**. (22 nos. @ 5.0m(L) x 2.5m(W) x 2.4m(H) + 3 nos. @ 5.0m(L) x 3.5m(W) x 2.4m(H) for person with disabilities) **= HKPSG maximum**
	Total Car Parking Space: *Minimum = 128 + 25 =* ***153 nos.*** *Maximum = 222 + 25 =* ***247 nos.*** *Note: For total no. of car parking space in lot = 151 – 250 nos., the Building (planning) regulation 72 require provision of 3 accessible car parking spaces*	***247 nos. (including 3 accessible car parking spaces)***

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED DEVELOPMENT (CONT'D)

Facility	HKPSG Recommendation	Provision
Motorcycle Parking Space	**For Residential Uses:** TD Comment: 1 motorcycle parking space shall be provided for every 81 flats For 1,385 flats: 1,385 / 81 = 17.1, say 18 nos.	**18 nos. @** 2.4m (L) x 1.0m (W) x Min. 2.4m (H) **= fulfil TD comment, OK**
Goods Vehicle Loading/ Unloading Bay	**For Residential Uses:** Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority. For 5 blocks, each block less than 800 flats: **5 no.**	**5 nos. @** 11.0m (L) x 3.5m (W) x Min. 4.7m (H) **= HKPSG minimum, OK**
Bicycle Parking Spaces	**For Residential Uses:** TD Comment: 1 space per 5 flats with flat size $< 70m^2$. = 1,385 ÷ 5 = 277 nos.	***277 no.** @ 1.8m (L) x 0.8m (W) x Min. 2.4m (H)* **= fulfil TD comment, OK**

3.3 **Table 3.2** shows that the internal transport facilities provided comply with the recommendations of the HKPSG. The master layout plan of the Proposed Development is shown in **Figure 3.1**.

Planned Road Works near the Proposed Development

3.4 The existing access road and unnamed road connecting the Proposed Development with Ng Lau Road is planned to be improved, to provide a 7.3m-wide road carriageway, a 2m-wide footpath and a 2m-wide cycle track (the "Planned Road Works"). The Planned Road Works to be implemented by the Owner as part of the Approved Scheme and is found in **Appendix C**.

Swept Path Analysis

3.5 The CAD-based swept path analysis programme, Autodesk Vehicle Tracking, was used to check the ease of manoeuvring of vehicles within the Proposed Development, and the swept path analysis drawings are found in **Appendix D**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed in 2030, and the design year adopted for the traffic assessment is, whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2033, or (ii) 5 years from the date of this application, i.e., 2028. Therefore, Year 2033 is adopted for junction capacity analysis.

Traffic Forecasting

4.2 Year 2033 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to the 2019-based BDTM NTW1 (the "BDTM"); (ii) estimated growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the 2 cases, i.e., Approved Scheme and Proposed Development.

Modelling and Validation

4.3 The BDTM provides traffic forecasts for the years 2026 and 2031 and these have taken into account the planned developments, changes to the strategic road network, population growth, etc. Therefore, The BDTM is used as the basis to produce the traffic flow for this TIA.

4.4 The BDTM is validated, and the validation meets criteria found in the "BDTM Study". Nevertheless, the traffic network and zone in the vicinity of the Proposed Development were further reviewed to ensure the traffic model is up-to-date and the modelled flow can be adopted. The modelling and validation methodology include, but not limited to, the following:

- The road links and junctions were checked and updated to ensure that any recent change in the existing road network is considered and missing road links or junction does not exist.
- The schedules of public transport services such as franchised bus and green/ red minibus were also checked to ensure that the updated routings and headway information are adopted.
- The zone and centroid connectors were reviewed to ensure that the traffic zones generate/ attract traffic at appropriate locations.
- The traffic flows produced by BDTM at the surveyed junctions were reviewed with reference to the observed traffic flows.
- The validation methodology is same as that adopted in the BDTM. All count locations were reviewed and checked using the GEH statistic (a modified chi squared test to provide a statistic for both the magnitude of the difference and the percentage difference between modelled and observed flows). The GEH statistic is defined by:

$$\sqrt{\frac{(V_2 - V_1)^2}{\frac{1}{2}(V_2 + V_1)}}$$

where V_1 and V_2 are the observed and modelled flows.

4.5 The validation criteria adopted are found in **Table 4.1**.

TABLE 4.1 VALIDATION CRITERIA

Locations	Target
Traffic flows at all count locations	85% return a GEH statistic of 5 or less 100% return a GEH statistic of 10 or less

Estimated Traffic Growth Rate from 2031 to 2033

4.6 Reference is made to the: (i) the Annual Average Daily Traffic ("AADT") of core stations located in the vicinity of the Proposed Development, which is found in the Annual Traffic Census, published by Transport Department, (ii) population and employment data for Tuen Mun from the "2019-based Territorial Population and Employment Data Matrix" (the "TPEDM") prepared by Planning Department, and (iii) the Hong Kong Population Projection published by Census and Statistics Department.

4.7 The information for (i) is presented in **Table 4.2**.

TABLE 4.2 AADT OF THE CORE STATIONS IN THE VICINITY OF THE SUBJECT SITE

Station	6213	5647	Overall
Road	**Castle Peak Road - Hung Shui Kiu**	**Tsing Lun Road**	**–**
From	Tin Ha Road	Tsing Chung Koon Road	–
To	Lam Tei Interchange	Lam Tei Interchange	–
2010	31,280	10,770	42,050
2011	30,910	10,050	40,960
2012	31,210	9,990*	41,200
2013	30,520	10,070*	40,590
2014	33,510	9,970*	43,480
2015	31,720	10,390	42,110
2016	33,490	11,490	44,980
2017	34,140	11,310*	45,450
2018	32,740	11,590*	44,330
2019#	33,220	11,500*	44,720
2020#	34,710	12,870	47,580
2021#	34,800	13,870	48,670
2022#	34,500	13450*	47,950
Average Annual Growth (2010-2018)	**0.57%**	**0.92%**	**0.66%**

Note: * Estimated by Growth Factor
Excluded due to the impact of the public events in 2019 and COVID-19 pandemic in 2020 – 2022.

4.8 **Table 4.2** shows that the annual average traffic growth of 0.66%.

4.9 Item (ii) has no population and employment data beyond year 2031, hence, there is no reference growth rate from 2031 to 2033. In addition, the major population growth near the Proposed Development, i.e., "Development at San Hing Road and Hong Po Road, Tuen Mun", which will be completed in 2030 – 2033, have been included in the planned / committed developments, hence the traffic growth of the road network of concern is conservative.

4.10 The information for (iii) is presented in **Table 4.3**.

TABLE 4.3 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Population in Hong Kong (thousands)
2031	7,820.2
2033	7,903.6
Average Annual Growth (2031 – 2033)	**0.53%**

4.11 **Table 4.3** shows that the annual population growth between 2031 – 2033 is 0.53%. To be conservative, the annual growth rate of 1% is adopted for 2031 – 2033.

Additional Planned/ Committed Developments near the Subject Site

4.12 The planned/ committed developments near the Subject Site not included in the BDTM but have been incorporated to produce the future year traffic flows are listed in **Table 4.4** and the locations are presented in **Figure 4.1**.

TABLE 4.4 THE ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Ref. No.	Development	Intake Year	Land Use	GFA (m^2)	No. of Flat (no.)	Average Flat Size (m^2)	No.
Tuen Mun Area 54 [(1)]							
A	Site 1 &1A Wo Tin Estate	2022	PRH	--	4,232	--	--
			Retail	2,420	--	--	--
			SWF	1,060	--	--	--
			Kindergarten	--	--	--	1 no.
B	Site 2 Yan Tin Estate	2017	PRH	--	4,688	--	--
			Retail	4,250	--	--	--
			SWF	3,600	--	--	--
C	Site 3 & 4 (East) Ching Tin Estate	2022	PRH	--	5,183	--	--
			Retail	3,130	--	--	--
			SWF	1,810	--	--	--
			Kindergarten	--	--	--	1 no.
D	Site 3 & 4 (West) Novo Land	2025	Private Housing	--	4,600	--	--
			Retail	5,000	--	--	--
E	Site 4A (East and West) [(2)]	2026	Light Public Housing	--	5,620	--	--
G	Site 4A (South)	2028	PRH	--	1,475	--	--
			Kindergarten	--	--	--	1 no.
H	Site 5	2028	SSF	--	1,020	--	--
			SWF	1,300	--	--	--
Development at San Hing Road and Hong Po Road, Tuen Mun[(3)]							
I	San Hing Road Site	2030 - 2033	PRH / SSF	--	9,400	--	--
			Primary School	--	--	--	1 nos.
			Kindergarten	--	--	--	2 nos.
			SWF	N/A	--	--	--
J	San Hing Road Site Extension	2030 - 2033	PRH / SSF	--	1,500	--	--
			Retail	5,000[(4)]	--	--	--
			Sport Centre	--	--	--	1 no.
K	Ho Pong Road Site	2030 - 2033	PRH / SSF	--	9,500	--	--
			Retail	5,000[(4)]	--	--	--
			Kindergarten	--	--	--	2 no.
			SWF	N/A	--	--	--

TABLE 4.4 THE ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE (CONT'D)

Ref. No.	Development	Intake Year	Land Use	GFA (m^2)	No. of Flat (no.)	Average Flat Size (m^2)	No.
Other Planning Applications Nearby(5)							
L	A/TM-LTYY/ 426	2026	Private Housing	--	184	31	--
M	Y/TM-LTYY/ 10	--	Private Housing	--	288	40	--
N	A/TM-LTYY/ 301	--	NTEH (3)	--	1	195	--
O	A/TM-LTYY/ 335	--	NTEH (3)	--	1	195	--
P	A/TM-LTYY/ 336	--	NTEH (3)	--	1	195	--
Q	A/TM-LTYY/ 370	--	NTEH (3)	--	1	195	--
R	A/TM-LTYY/ 371	--	NTEH (3)	--	1	195	--
S	A/TM-LTYY/ 372	--	NTEH (3)	--	1	195	--

PRH – Public Rental Housing SSF – Subsidised Sale Flats NTEH – New Territories Exempted House
SWF – Social Welfare Facilities

(1) extracted from TIA of Approved Planning Applications A/TM/500 and A/TM/583
(2) extracted from Legislative Council Panel on Housing discussion paper CB(1)1123/2023(02) on December 2023
(3) extracted from Tuen Mun District Council discussion paper TMDC 19/2023 on September 2023
(4) No information on area for retail uses is found in public domain, assumed 5,000 m^2 GFA of retail
(5) extracted from Planning Statement of Approved Planning Applications

Planned Road Improvement Works Nearby

4.13 The planned road improvement works at assessed junctions are presented below.

Development at San Hing Road and Hong Po Road

4.14 Some road improvement works are planned under various contracts by CEDD, and these are summarized in **Table 4.5**. The road improvement works are found in **Appendix E**.

TABLE 4.5 PLANNED ROAD IMPROVEMENT WORKS

Ref	Brief Description of the Improvement	Contract
J3	Provide 2 left-turn lanes at Ng Lau Road southbound	CE 39/2021 (CE)
	Provide 1 left-turn lane at Lam Tei Interchange eastbound	CE 39/2021 (CE)
J4	Provide exclusive left-turn lane from Hong Po Road southbound	CE 39/2021 (CE)
	Modify the entry lanes from Lam Tei Interchange westbound	CE 39/2021 (CE)
J6	Provide 2 right-turn lanes and 1 shared lane for right turn and straight ahead at Castle Peak Road – Lam Tei southbound	CE 39/2021 (CE)
J7	Provide a channelized island at Tsz Tin Road eastbound ()	CV/2019/04
J10	Widened to provide 2lane 2-way single carriageway at minor road	CE 39/2021 (CE)
J12	Provide signalised cross junction	CE 39/2021 (CE)

CE 39/2021 (CE) - Site Formation and Infrastructure Works for Public Housing Developments at San Hing Road and Hong Po Road, Tuen Mun and Choi Shun Street, Sheung Shui – Investigation, Design and Construction"
CV/2019/04 - Site Formation and Infrastructure Works near Tsz Tin Road and Hing Fu Street in Area 54, Tuen Mun

4.15 The improvement work described in **Table 4.5** will be completed gradually before 2030 – 2033, i.e., the intake of public housing of San Hing Road site, and San Hing Road site extension and Hong Po Road site (Note: These are items I, J and K in **Table 4.3**). These improvement works are adopted for the Year 2033 junction capacity analysis.

Hung Shiu Kiu New Development Area

4.16 Road improvement work is planned at Ng Lau Road / Castle Peak Road – Lam Tei (J11) under the "Hung Shui Kiu/Ha Tsuen New Development Area Package A Works for Second Phase Development - Design and Construction" (Agreement

No. CE 01/2020 (CE)) by Civil Engineering and Development Department ("CEDD"). The layout of road improvement at J11 is presented in **Appendix E**.

Net Increase in Traffic Generation between the Approved Scheme and the Proposed Development

4.17 To estimate the traffic generation of the Proposed Development, reference is made to the TPDM. However, the smallest flat size in the TPDM is 60m^2 GFA, which is substantially larger than the Proposed Development average flat size of only 32m^2 GFA. Hence, the estimated traffic generation is conservative, i.e., on the high-side. The adopted trip generation rates and the estimated AM and PM peak hour traffic generation are presented in **Table 4.6**.

TABLE 4.6 ADOPTED TRIP RATES AND TRAFFIC GENERATION FOR PROPOSED DEVELOPMENT

Proposed Development *(1,385 flats with average flat about 32m^2 GFA)*	**Parameter**	**AM Peak**		**PM Peak**	
		Generation	**Attraction**	**Generation**	**Attraction**
Trip Rates: Residential Use with average 60m^2 GFA	pcu/flat/hr	0.0718	0.0425	0.0286	0.0370
Traffic Generation	pcu/hr	*100*	*59*	*40*	*52*
		159 (2-way)		***92 (2-way)***	
	veh/hr(1)	*94*	*56*	*37*	*49*
		150 (2-way)		***86 (2-way)***	

(1) Converted from pcu/hr to veh/hr based on 90% private car/ taxi and 10% heavy goods vehicles

4.18 The traffic generation of Approved Scheme found in the approved traffic impact assessment is presented in **Table 4.7**.

TABLE 4.7 ADOPTED TRAFFIC GENERATION FOR APPROVED SCHEME

Approved Scheme	**Parameter**	**AM Peak**		**PM Peak**	
		Generation	**Attraction**	**Generation**	**Attraction**
Traffic Generation	pcu/hr	*37*	*22*	*18*	*23*
		59 (2-way)		*41 (2-way)*	
	veh/hr(1)	*35*	*21*	*17*	*22*
		56 (2-way)		***39 (2-way)***	

(1) Converted from pcu/hr to veh/hr based on 90% private car/ taxi and 10% heavy goods vehicles

4.19 The peak hour traffic generation of Approved Scheme and Proposed Development are shown in **Figures 4.2 – 4.3** respectively.

4.20 The net increase in traffic generation (in pcu/hr and veh/ hr) between the Approved Scheme and the Proposed Development is presented in **Tables 4.8 and 4.9**.

TABLE 4.8 NET INCREASE IN TRAFFIC GENERATION (PCU PER HOUR)

Scheme	**Traffic Generation (pcu/ hr)**			
	AM Peak		**PM Peak**	
	Generation	**Attraction**	**Generation**	**Attraction**
Proposed Development (from Table 4.6) [a]	100	59	40	52
Approved Scheme (from Table 4.7) [b]	37	22	18	23
Net Increase [a] – [b]:	**+63**	**+37**	**+22**	**+29**
	+100 *(2-way)*		**+51 *(2-way)***	

TABLE 4.9 NET INCREASE IN TRAFFIC GENERATION (VEHICLE PER HOUR)

Scheme	Traffic Generation (veh/ hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Proposed Development (from Table 4.6) [a]	*94*	*56*	*37*	*49*
Approved Scheme (from Table 4.7) [b]	*35*	*21*	*17*	*22*
Net Increase [a] – [b]:	**+59**	**+35**	**+20**	**+27**
	+94 *(2-way)*		**+47 *(2-way)***	

4.21 The Proposed Development is expected to generate 100 and 51 additional pcu / hour (2-way) in AM and PM peak respectively, or equivalent to 94 and 47 vehicles / hour (2-way).

Year 2033 Proposed Additional Bus Trips

4.22 It is expected that no more than 4 additional bus trips are required to accommodate the road-based public transport demand of the Proposed Development in Year 2033. The year 2033 proposed additional bus trips are shown in **Figure 4.4**, and details of the additional bus trips are presented in **Paragraph 5.24.**

Year 2033 Traffic Flows

4.23 Year 2033 traffic flows for the following cases are derived:

Year 2033 Without Proposed Development [A] = *Traffic flows derived with reference to 2031 NTW1 BDTM + estimated traffic growth between 2031 and 2033 + estimated traffic generation of the planned / committed developments after 2019*

Year 2033 With Approved Scheme [B] = *[A]+ estimated traffic generation for Approved Scheme*

Year 2033 With Proposed Development [C] = *[A] + estimated traffic generation for Proposed Development + Additional Bus Trips*

4.24 Year 2033 peak hour junction flows and link flows for the above three cases are shown in **Figures 4.5 – 4.8** respectively.

Year 2033 Junction Capacity Analysis

4.25 Year 2033 junction capacity analysis for the three cases are summarised in **Table 4.10** and detailed calculations are found in the **Appendix A**.

TABLE 4.10 YEAR 2033 JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	2033 Without Proposed Development		2033 With Approved Scheme		2033 With Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	Unnamed Road/ Access Road	Priority (DFC)	0.055	0.049	0.057	0.050	0.059	0.051
J2	Ng Lau Road/ Unnamed Road	Priority (DFC)	0.052	0.046	0.125	0.081	0.250	0.124
J3	Ng Lau Road/ Lam Tei Interchange	Signal (RC)	35%	41%	32%	39%	28%	36%
J4	Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange	RA (DFC)	0.741	0.702	0.748	0.709	0.762	0.719
J5	Lam Tei Interchange	RA (DFC)	0.812	0.706	0.824	0.716	0.847	0.777
J6	Lam Tei Interchange/ Castle Peak Road – Lam Tei	Signal (RC)	20%	46%	20%	45%	19%	44%
J7	Tsing Lun Road/ Tsz Tin Road	Signal (RC)	22%	56%	22%	56%	21%	56%
J8	San Hing Road/ Ng Lau Road (Southern)	Priority (DFC)	0.092	0.055	0.097	0.060	0.107	0.068
J9	San Hing Road/ Ng Lau Road (Northern)	Priority (DFC)	0.200	0.453	0.200	0.453	0.200	0.453
J10	T-junction at San Hing Road	Priority (DFC)	0.058	0.071	0.061	0.074	0.069	0.080
J11	Ng Lau Road / Castle Peak Road – Lam Tei	Signal (RC)	16%	15%	16%	15%	16%	15%
J12	San Hing Road / Hong Po Road	Signal (RC)	32%	80%	32%	80%	30%	76%

Note: RC – reserve capacity; RA – Roundabout, DFC – design flow/capacity ratio

4.26 **Table 4.10** shows that the Proposed Development has negligible traffic impact to the road junctions analysed.

Year 2033 Link Performance

4.27 The 2033 link performances are assessed and results are shown in **Table 4.11**.

TABLE 4.11 YEAR 2033 LINK CAPACITY ASSESSMENT

Ref	Link		Adjusted Design Flow (veh /hr)		Year 2033 Traffic Demand (veh/hr)						Year 2033 V/C Ratio					
					Without Proposed Development		With Approved Scheme		With Proposed Development		Without Proposed Development		With Approved Scheme		With Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
L1	Castle Peak Road – Lam Tei	NB	2,604[(1)]	2,604[(1)]	874	1,450	874	1,450	874	1,450	0.34	0.56	0.34	0.56	0.34	0.56
		SB	2,604[(1)]	2,604[(1)]	1,828	1,252	1,828	1,252	1,830	1,254	0.70	0.48	0.70	0.48	0.70	0.48
L2	Castle Peak Road – Lingnan	NB	2,800	2,800	538	619	539	620	541	622	0.19	0.22	0.19	0.22	0.19	0.22
		SB	2,800	2,800	863	589	865	590	868	591	0.31	0.21	0.31	0.21	0.31	0.21
L3	Yuen Long Highway	NB	4,700	4,700	5,023	4,737	5,037	4,744	5,064	4,753	1.07	1.01	1.07	1.01	1.08	1.01
		SB	4,700	4,700	5,179	5,272	5,188	5,281	5,201	5,292	1.10	1.12	1.10	1.12	1.11	1.13
L4	Tuen Mun Road	NB	4,700	4,700	5,439	5,831	5,447	5,839	5,459	5,847	1.16	1.24	1.16	1.24	1.16	1.24
		SB	4,700	4,700	6,233	5,629	6,246	5,635	6,266	5,642	1.33	1.20	1.33	1.20	1.33	1.20
L5	San Hing Road	2-way	800	800	175	81	183	86	196	92	0.22	0.10	0.23	0.11	0.25	0.12
L6	Ng Lau Road (north of J9)	2-way	744[(1)]	800	254	375	254	375	254	375	0.34	0.47	0.34	0.47	0.34	0.47
L7	Ng Lau Road (south of J2)	2-way	800	800	409	442	456	474	535	514	0.51	0.55	0.57	0.59	0.67	0.64
L8	Lam Tei Interchange (between J3&J5)	EB	2,800	2,800	1,879	1,264	1,908	1,278	1,958	1,295	0.67	0.45	0.68	0.46	0.70	0.46
		WB	2,800	2,800	1,894	1,815	1,912	1,833	1,941	1,856	0.68	0.65	0.68	0.65	0.69	0.66
L9	Tsing Lun Road	NB	1,900	1,900	897	669	898	670	900	672	0.47	0.35	0.47	0.35	0.47	0.35
		SB	1,900	1,900	1,334	984	1,336	985	1,339	986	0.70	0.52	0.70	0.52	0.70	0.52

NB – northbound SB – southbound EB – eastbound WB – westbound

[(2)] With reference to paragraph 2.4.1.2 and table 2.4.1.2, Chapter 2.4, Volume 2 of TPDM, the design flow is to be reduced when the expected proportion of heavy vehicles exceeds 15%. The table below presents the adjusted design flow based on the proportion of heavy vehicles ("HV%").

Road Type	Design Flow (veh/hr)	Adjusted Design Flow (veh/hr)		
		0-15 HV%	15-20 HV%	20-25 HV%
		0% reduction	7% reduction	10% reduction
Expressway / trunk road (Dual 3 lanes – 11m-wide)	4,700	4,700	4,371	4,230
Primary Distributor (Dual 3 lanes – 7.3m-wide)	2,800	2,800	2,604	2,520
District Distributor (Single 4 lanes – 13.5m-wide)	1,900	1,900	1,767	1,710
Local Roads (Single 2 lanes)	800	800	744	720

4.28 The above results show that the assessed road links operate with sufficient capacity, except for Tuen Mun Road (L4), which operate with V/C ratios at 1.2 or above during the AM and PM peak hours in Year 2033. In view that there are negligible changes on the V/C ratios to L4 for cases without Proposed Development, with Approved Scheme and with Proposed Development, it can be concluded that the traffic generated by the Proposed Development is negligible.

4.29 As shown in LC paper no. CB(4)619/20-21(03) of Legislative Council Panel on Transport , the planned Route 11 would reduce v/c in Year 2036 from 1.2 to 1.0 at Tuen Mun Road (Siu Lam Section) in morning peak, which indicates the traffic congestion at Tuen Mun Road will be relieved by planned Route 11.

4.30 In addition to the above, other planned strategic road improvements, including, Tuen Mun Bypass and Yuen Long Highway (between Lam Tei and Tong Yan San Tsuen) are planned to be implemented. The traffic condition at L3 and L4 would be further improved by these planned strategic road improvements.

4.31 With the planned strategic road improvement works, both Yuen Long Highway (L3) and Tuen Mun Road (L4) are expected to operate with sufficient capacity.

5.0 IMPACT TO PUBLIC TRANSPORT SERVICES

Transport Mode of the Subject Site

5.1 The transport mode of the Subject Site is assessed with reference to "Travel Characteristic Survey 2011" ("TCS2011"), but adjusted to reflect the nearby public transport provisions. The public transport provisions near the subject site have the following characteristics:

(1) Direct and comprehensive light rail services at Lam Tei LRT stops operating within 50m from the Subject Site, which serve as feeder services to MTR and within Tuen Mun, instead of GMB route 42 at Ng Lau Road.
(2) Comprehensive bus services is identified within 400m walking distance.
(3) There are no special purpose bus, tram and ferry nearby.

5.2 Based on the above public transport characteristics, special purposed bus, tram, ferry, and public light bus found in TCS2011 are converted to rail and bus mode on pro-rata basis. The modified transport mode adopted for the Proposed Development is compared with TCS2011 and is found in **Table 5.1**.

TABLE 5.1 MODIFIED TRANSPORT MODE FOR THE PROPOSED DEVELOPMENT

Transport Mode	TCS 2011	Modified Transport Mode adopted for the Proposed Development
Rail	30%	**44%**
Bus	27%	**38%**
Public Light Bus	13%	0%
Private Car	12%	**12%**
Special Purpose bus	9%	0%
Taxi	6%	**6%**
Tram	2%	0%
Ferry	1%	0%
Total	**100%**	**100%**

5.3 **Table 5.1** shows that 44% and 38% of mechanised trips from the Proposed Development would use MTR and bus respectively. For residents who use MTR, it is assumed that 100% would use the LRT service.

Estimated Peak Hour Mechanised Trip Generation of Proposed Development

5.4 The mechanised trip generation of the Approved Scheme and the Proposed Development is estimated with reference to TCS2011 and is presented in **Table 5.2**.

TABLE 5.2 ESTIMATED PEAK HOUR MECHANISED TRIP GENERATION OF THE PROPOSED DEVELOPMENT

Parameter	Calculation	Unit	Approved Scheme	Proposed Development
No. of Flats	A	flats	307	1,385
Average domestic household size in Tuen Mun[(1)]	B	persons/ flat	2.6	2.6
Population	C = BxA	persons	799	3,601
Average Daily Mechanised Trips[(2)]	D	trips/ persons/ day	1.83	1.83
AM Peak hour factor of Daily Mechanised Trips[(3)]	E	N/A	12%	12%
Estimated Peak Hour Mechanised Trip Generation	F = CxDxE	persons/ hr	176	791

(1) Extracted from Census and Statistic Department website
(2) From Table 3.3, Travel Characteristics Survey 2011 Final Report
(3) From Para. 3.3.7, Travel Characteristics Survey 2011 Final Report

Estimated AM Peak Hour Transport Demand

5.5 The AM peak hour transport demand of the Proposed Development is estimated based on the modified transport mode in **Table 5.1**, and are presented in **Table 5.3**.

TABLE 5.3 ESTIMATED PEAK HOUR TRANSPORT DEMAND

Transport Mode of Proposed Development		**Ratio[(1)]**	**Estimated AM Peak Hour Transport Demand of Proposed Development (Passenger/hr)**
Public Transport	Rail-based [a]	44%	348
	Road-based [b]	38%	301
	Sub- total [c]=[a]+[b]	*82%*	*649*
Private Car / Taxi [d]		18%	142
Total [e]=[c]+[d]		**100%**	**791**

(1) From Table 5.1

5.6 **Table 5.3** shows that Proposed Development is expected to generate additional public transport demand of 791 passengers per hour (2-way) during AM peak hour.

Road-Based Public Transport Demand Generated

5.7 The road-based public transport demand generated by the Proposed Development is summarised in **Table 5.4**.

TABLE 5.4 ESTIMATED ROAD-BASED PUBLIC TRANSPORT DEMAND

Development	**Road-based Public Transport Demand (persons / hour)**			
	AM Peak		**PM Peak**	
	Generation[(1)]	**Attraction[(1)]**	**Generation[(1)]**	**Attraction[(1)]**
Proposed Development: 1,385 Flats	214	87	87	148
	301 (2-way)		235 (2-way)	

(1) Proportional to adopted peak hours pedestrian generation and attraction rates in **Table 6.2**.

5.8 **Tables 5.4** shows that the Proposed Development is expected to generate road-based public transport demand of 301 and 235 passengers per hour (2-way) during AM and PM peak hours respectively.

Rail-Based Public Transport Demand Generated

5.9 The rail-based public transport demand generated by the Proposed Development are summarised in **Table 5.5**.

TABLE 5.5 ESTIMATED RAIL-BASED PUBLIC TRANSPORT DEMAND

Development	**Rail-based Public Transport Demand (persons / hour)**			
	AM Peak		**PM Peak**	
	Generation[(1)]	**Attraction[(1)]**	**Generation[(1)]**	**Attraction[(1)]**
Proposed Development: 1,385 Flats	247	101	100	172
	+348 (2-way)		+272 (2-way)	

(1) Proportional to adopted pedestrian generation and attraction rates in AM and PM peak

5.10 **Tables 5.5** shows that the Proposed Development is expected to generate rail-

based public transport demand of 348 and 272 passengers per hour (2-way) during AM and PM peak hours respectively.

Annual Public Transport Demand Growth Rate between 2024 – 2033

5.11 To establish the local public transport demand growth rate from 2024 to 2033, reference is made to several sources of information including:

Between 2024 – 2031: *"2019 - based TPEDM"*
Between 2031 – 2033: *"Hong Kong Population Projections"* from the Census and Statistics Department

5.12 Relevant information from the 2019-based TPEDM is presented in **Table 5.6**.

TABLE 5.6 TUEN MUN NEW TOWN POPULATION PROJECTIONS

Year	Population [a]	Employment [b]	Overall [c] = [a] + [b]
2019	476,500	130,800	607,300
2031	606,850	150,750	757,600
Average Annual Growth 2019 to 2031	**2.0%**	**1.2%**	**1.9%**

5.13 **Table 5.6** shows that the average annual population growth in the Tuen Mun between 2019 and 2031 is 1.9%.

5.14 Relevant information from the *"Hong Kong Population Projections"* is presented in **Table 5.7**.

TABLE 5.7 HONG KONG POPULATION PROJECTIONS FROM CENSUS AND STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2031	7,820.2
2033	7,903.6
Average Annual Growth 2031 to 2033	**0.53%**

5.15 **Table 5.7** shows that the average annual population growth in Hong Kong between 2031 – 2033 is 0.53%.

5.16 Based on the above, the annual growth factors adopted are 1.9% from 2024 to 2031, and 1.0% from 2031 to 2033.

2033 Road-Based Public Transport Occupancies

5.17 The destination of bus routes with stops at Castle Peak Road – Lam Tei ("CPR") and the Lam Tei Interchange ("LTI") are presented in **Table 5.8**.

TABLE 5.8 COMPARISON ON DESTINATION OF BUS ROUTES BETWEEN BUS STOP AT CPR AND LTI

Bus Stop	Walking Distance (Time)	No. of Bus Routes at Destination							
		HKI	NTW	YTM	Kln(E)	Kln(W)	N	TCL	BCP
CPR	100 to 200 (2 - 4 mins)	4	3	2	2	0	1	2	1
LTI	350 to 400 (7 - 8 mins)	3	2	2	2	1	2	2	1

HKI – Hong Kong Island
NTW – New Territories West
YTM – Yau Ma Tei/Tsim Sha Tsui/Mong Kok
Kln(E) – Kowloon (East)
Kln(W) – Kowloon (West)
N – North
BCP – Boundary Control Point
TCL–Tung Chung / Lantau Island

5.18 **Table 5.8** shows that the bus stop at CPR is located only 2 – 4 minutes' walk away, and has similar routes as the LTI stop, except for the routes to Kowloon West.

5.19 However, it is found that most of the bus routes at CPR are operated by KMB, and residents from the Proposed Development travelling to Kowloon West using these bus routes could change to other bus routes operated by KMB at the Tuen Mun Road interchange, e.g. KMB 59X, 60X and 67X. Therefore, it is concluded that all road-based public transport demand from the Proposed Development would use CPR, and there is negligible usage of LTI, due to its longer walking distance.

5.20 To estimate the Proposed Development passenger demand for each bus route at CPR, reference is made to the existing boarding and alighting demand of buses at CPR bus stops. The passenger demand at CPR and the estimated passenger demand for the Proposed Development of each bus route at CPR are presented in **Table 5.9**.

TABLE 5.9 THE PROPOSED DEVELOPMENT PASSENGER DEMAND AND ESTIMATED PASSENGER DEMAND FOR EACH BUS ROUTE AT CPR BUS STOPS

Bus Route at CPR Bus stops	Existing Passenger Demand (passenger/hr)				Estimated Passenger Demand for the Proposed Development (passenger/hr)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Outward bound (Boarding)	Inward bound (Alighting)	Outward bound (Boarding)	Inward bound (Alighting)	Outward bound (Boarding)	Inward bound (Alighting)	Outward bound (Boarding)	Inward bound (Alighting)
KMB 53	2	4	1	0	2	4	2	0
KMB 63X	60	18	16	38	53	14	27	23
KMB 68A	34	12	18	115	30	10	30	71
KMB 258A	31	-	-	-	28	0	0	0
KMB 258P	12	-	-	24	11	0	0	15
KMB 261P	4	-	-	-	4	0	0	0
KMB 960A	-	-	-	10	-	-	-	7
KMB 960P	53	-	-	24	47	0	0	15
KMB 960X	22	-	-	3	20	0	0	2
LWB A34	11	-	1	9	10	0	2	6
NLB B2	9	74	15	14	9	59	26	9
Total	**238**	**108**	**51**	**237**	**214**	**87**	**87**	**148**

5.21 Based on the Proposed Development estimated passenger demand for each bus route at CPR bus stop in **Table 5.9**, the year 2033 performance of road-based

public transport services is derived as follows:

2033 without Proposed Development [A] = *2024 Observed Performance of at CPR Bus Stop + adopted public transport demand growth demand growth from 2024 to 2033*

2033 with Proposed Development [B] = *[A] + Estimated Passenger Demand for the Proposed Development of Each Bus Route at CPR Bus Stops (from **Table 5.9**)*

5.22 Year 2033 performance of road-based public transport services at CPR bus stop are presented in **Table 5.10**.

TABLE 5.10 YEAR 2033 PERFORMANCE OF ROAD-BASED PUBLIC TRANSPORT SERVICES AT CPR BUS STOPS

Bus Route at CPR	Outward bound					Inward bound				
	Capacity	without Proposed Development		with Proposed Development		Capacity	without Proposed Development		with Proposed Development	
		Occupied	Occ.	Occupied	Occ.		Occupied	Occ.	Occupied	Occ.
AM Peak										
KMB 53	240	53	22%	55	23%	240	53	22%	57	24%
KMB 63X	600	394	66%	447	75%	240	105	44%	119	50%
KMB 68A	360	253	70%	283	**79%**	240	163	68%	173	72%
KMB 258A	240	140	58%	168	70%	-	-	-	-	-
KMB 258P	480	140	29%	151	31%	-	-	-	-	-
KMB 261P	120	42	35%	46	38%	-	-	-	-	-
KMB 960A	-	-	-	-	-	-	-	-	-	-
KMB 960P	720	480	67%	527	73%	-	-	-	-	-
KMB 960X	840	123	15%	143	17%	-	-	-	-	-
LWB A34	360	77	21%	87	24%	-	-	-	-	-
NLB B2	360	184	51%	193	54%	480	280	58%	339	71%
Total	**4,320**	**1,886**	**44%**	**2,100**	**49%**	**1,200**	**601**	**50%**	**688**	**57%**
PM Peak										
KMB 53	120	35	29%	37	31%	240	105	44%	105	44%
KMB 63X	480	140	29%	167	35%	240	210	88%	233	**97%**
KMB 68A	360	158	44%	188	52%	600	408	68%	479	**80%**
KMB 258A	-	-	-	-	-	-	-	-	-	-
KMB 258P	-	-	-	-	-	360	105	29%	120	33%
KMB 261P	-	-	-	-	-	-	-	-	-	-
KMB 960A	-	-	-	-	-	120	35	29%	42	35%
KMB 960P	-	-	-	-	-	240	70	29%	85	35%
KMB 960X	-	-	-	-	-	360	210	58%	212	59%
LWB A34	120	0	0%	2	2%	360	42	12%	48	13%
NLB B2	360	233	65%	259	72%	360	158	44%	167	46%
Total	**1,440**	**566**	**39%**	**653**	**45%**	**2,880**	**1,343**	**47%**	**1,491**	**52%**

Note: (1) Occ. – Occupancy
(2) Capacity and occupied are in passenger/hr

5.23 **Table 5.10** shows that the year 2033 road-based public transport services at CPR stop would operate with sufficient capacities during the AM and PM peak hours for the cases without and with Proposed Development, except for (i) KMB 68A outward bound in AM peak and inward bound in PM peak, and (ii) KMB 63X inward bound in PM peak.

Proposed Additional Bus Trips

5.24 Based on the findings from **Table 5.10**, additional bus trips are proposed for the bus routes shown in **Figure 5.1**:

- KMB 68A outward bound in AM peak;
- KMB 68A inward bound in PM peak; and
- KMB 63X inward bound in PM peak.

5.25 With the proposed additional bus trips, the capacity of KMB 68A outward bound in AM peak would increase from 360 to 480, hence, the occupancy would decrease from 79% to 59% (calculation: 283 ÷ 480 = 59%), which is acceptable.

5.26 With the proposed additional bus trips, the capacity of KMB 68A inward bound in PM peak would increase from 600 to 720, hence, the occupancy would decrease from 80% to 67% (calculation: 479 ÷ 720 = 67%), which is acceptable.

5.27 With the proposed additional bus trips, the capacity of KMB 63X inward bound in PM peak would increase from 240 to 360, hence, the occupancy would decrease from 97% to 65% (calculation: 233 ÷ 360 = 65%), which is acceptable.

2033 Rail-Based Public Transport Occupancies

5.28 As presented in **Table 5.5**, the demand on rail-based public transport services, i.e. MTR Tuen Ma Line, associated with the Proposed Development is no more than 247 passengers during the peak hours. As presented in **Table 2.5**, the MTR Tuen Ma Line has a maximum carrying capacity of 70,000 passenger / hour. Hence, the additional passenger demand is only 0.4% of the maximum carrying capacity [Calculation: 247 ÷ 70,000 = 0.4%], which is negligible on the MTR Tuen Ma Line.

2033 LRT Service Occupancies

5.29 Based on survey result shown in **Table 2.7**, the year 2033 performance of LRT services at Lam Tei Stop were derived as follows:

2033 without Proposed Development [A]	=	*2024 observed* performance of LRT services at Lam Tei Stop + *adopted public transport demand growth demand growth from 2024 to 2033*
2033 with Proposed Development [B]	=	*[A] + rail-based public transport demand due to Proposed Development (from **Table 5.5**)*

5.30 Year 2033 performances of LRT services at Lam Tei Stop are presented in **Table 5.11**.

TABLE 5.11 YEAR 2033 PERFORMANCE OF LRT SERVICES AT LAM TEI STOP

Direction	No. of Passenger			Occupancy [c]=[b]/[a]	
	Capacity(1) [a]	Year 2033 Occupied [b]			
		Without Proposed Development	With Proposed Development	Without Proposed Development	With Proposed Development
AM Peak					
Yuen Long bound	6,600	3,829	3,866	58%	59%
Tuen Mun bound	7,200	6,746	6,956	94%	97%
PM Peak					
Yuen Long bound	5,600	4,930	5,050	88%	90%
Tuen Mun bound	6,400	3,599	3,651	56%	57%

5.31 **Table 5.11** shows that the year 2033 LRT services at Lam Tei Stop would operate with limited capacities during the AM and PM peak hours. Although the estimated occupancy of the light rail services Tuen Mun bound would reach 97% in AM peak and Yuen Long bound would reach 90% in PM peak at Lam Tei LRT Stop in Year 2033, some measures could be adopted relieve the occupancy, including:

1. (1) The planned Hung Shui Kiu MTR Station of Tuen Ma Line will be completed in Year 2030; and (2) Hung Shui Kiu New Development Area ("HSKNDA") will provide (i) Smart and Green Transit System", and (ii) pedestrian network connecting to Hung Shui Kui and Tin Shui Wai MTR Stations.

   With the above planned public transport facilities, feeder service passenger demand to Siu Hong MTR Station in HSKNDA (including Nai Wai, Chung Uk Tsuen and Hung Shui Kiu LRT stops, is expected to be diverted. Hence, the occupancies of the LR services (both Tuen Mun and Yuen Long bound) are expected to reduce.

   Based on the on-site observation at Siu Hong LRT stop, over 50% of the existing LRT (Tuen Mun bound) passengers would interchange at the Siu Hong Station, to switch to the Tuen Ma Line, and vice versa to Yuen Long bound. In view that the planned Hung Shui Kiu Station is located to the north of the LRT service, it is assumed that 25% of total occupancy will be diverted to the planned Hung Shui Kiu MTR Station. As a result, the year 2033 LRT (Tuen Mun bound) occupancy at Lam Tei LRT Stop is expected to reduce from 97% to 74% (calculation: 97% x (100%-25%)). For Yuen Long bound, the year 2033 LRT occupancy at Lam Tei LRT Stop is expected to reduce from 90% to 68% (calculation: 90% x (100%-25%)).

2. Year 2024 of LRT occupancy survey at the Lam Tei LRT stop found that 10 out of 24 Tuen Mun bound LRT trips have occupancies which are less than 80% (Appendix B in revised TIA refers). In addition, it is observed that the busiest period occurred between 0730 and 0800 hours, additional trips could be considered in conjunction with the actual passenger demand.

   It is noted that at present two scheduled 751P (from Tin Yat to Siu Hong) trips are operated during the AM peak. To further enhance the capacity at the LRT

Lam Tei LRT Stop (Tuen Mun bound) in the AM peak, additional special departure of LRT route 751P, i.e., from Tin Yat to Siu Hong, could be considered. Hence, the LRT (Tuen Mun bound) passenger demand of the Proposed Development could be accommodated.

5.32 In view that the Proposed Development is a small-scale development, the passenger demand generated would have negligible impact to the occupancy of the LRT service, hence, the Proposed Development is considered acceptable.

Review on Public Transport Facilities

5.33 Public Transport Facilities are reviewed and presented in below paragraphs.

Additional Queuing/Waiting Demand due to the Proposed Development

5.34 The estimated additional queuing/waiting related to the Proposed Development at each bus stop / LRT station is presented in **Table 5.12**.

TABLE 5.12 ADDITIONAL QUEUING / WAITING DEMAND RELATED TO THE PROPOSED DEVELOPMENT

Bus Stop / LRT Stop		Boarding Demand (No. of Passenger) [a]	No. of Trips[(1)] [b]	Average Queuing / Waiting Passenger (No. of Passenger) [c] = [a] / [b]
CPR – Southbound (from **Table 5.9**)	KMB 53	2	2	1
	KMB 63X	53	5	11
	KMB 68A	30	4	8
	KMB 258A	28	2	14
	KMB 258P	11	4	3
	KMB 960P	47	6	8
	KMB 960X	20	7	3
	LWB A34	10	3	4
	NLB B2	9	3	3
	Sub-total	**210**	**36**	**55**
CPR – Northbound (from **Table 5.9**)	KMB 261P	4	1	4
LTI – Westbound		0	0	0
LTI – Eastbound		0	0	0
Lam Tei LRT Stop – Yuen Long bound		38	23	2
Lam Tei LRT Stop – Tuen Mun bound		210	24	9

(1) included additional bus trips in **paragraph 5.24**

5.35 **Table 5.12** shows that the estimated additional average queuing /waiting passenger at CPR southbound and CPR northbound bus stops are 55 and 4 passengers respectively and no additional average queuing /waiting passenger at LTI bus stops.

Utilisation of Passenger Waiting/Queuing Areas at Bus Stops / LRT Platforms

5.36 Survey on passenger waiting/queuing areas at bus stops / LRT platforms was conducted during the AM and PM peak periods on Thursday, 8th May 2024, and the peak hours identified from the surveys is found to be between 0715 – 0815 hours. Based on this survey, the year 2033 maximum number of passenger waiting/queuing at the Bus Stops / LRT platforms were derived as follows:

2033 without Proposed Development [A] = *2024 observed maximum queue + adopted passenger demand growth from 2024 to 2033*

2033 with Proposed Development [B] = *[A] + average queuing / waiting passenger due to Proposed Development (from **Table 5.12**)*

5.37 Utilisations of passenger waiting/queuing area at the bus stops / LRT platforms for existing, 2033 cases without and with Proposed Development are presented in **Table 5.13**.

TABLE 5.13 UTILISATIONS OF PASSENGER WAITING / QUEUING AREA AT BUS STOPS AND LRT PLATFORMS

Bus Stop / LRT Platform	Queuing/ Waiting Capacity		Existing		Year 2033 Without Proposed Development		Year 2033 With Proposed Development	
	Area (m^2)	Pass[1] [a]	Max Queue [b]	Util [c] = [b] / [a]	Max Queue [d]	Util [e] = [d] / [a]	Max Queue [f]	Util [g] = [f] / [a]
CPR – Southbound	38	132	38	29%	45	34%	100	76%
CPR – Northbound	20	69	10	14%	12	17%	16	23%
LTI – Westbound	8	28	8	29%	10	36%	10	36%
LTI – Eastbound	8	28	0	0%	0	0%	0	0%
Lam Tei LRT Stop – Yuen Long bound	30[2]	104	16	15%	19	18%	21	20%
Lam Tei LRT Stop – Tuen Mun bound	96[2][3]	333	84	25%	98	29%	107	32%

Pass – Passenger Max – Maximum Util - Utilisation

(1) Refer to Volume 9, Chapter 2.7, TPDM, standing capacity of 5 passengers per 1.44m^2 is adopted.

(2) Deducted minimum of 1.1m walkways from doors of light rail vehicles to the exit of the platforms and utilities on the platforms, e.g. shelter, seats, ticket vending machines and Octopus card readers.

(3) Included the expansion of Lam Tei LRT Tuen Mun bound platform

5.38 **Table 5.13** shows that the assessed bus stops /LRT platforms would have sufficient passenger waiting/queuing areas for the case of year 2033 with the Proposed Development.

Length of the Laybys for Bus Stops

5.39 The assessment on length of the laybys at the Castle Peak Road – Lam Tei bus stops and Lam Tei Interchange bus stops for the year 2033 without and with Proposed Development are presented in **Table 5.14.**

TABLE 5.14 ASSESSMENT ON LENGTH OF THE LAYBYS FOR BUS STOPS

Bus Stop	Number of Bus Could Stop (Length) [c]	Average Dwell Time (minute) [a]		Number of Bus Arrival for Boarding /Alighting [b]				Utilisation of Bus Stop Layby [d]=[a]x[b] / ([c]x60 minutes)			
				2033 Without Proposed Development[1]		2033 With Proposed Development		2033 Without Proposed Development		2033 With Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
CPR – Southbound	2 (26m)	1.6	0.9	35	10	36[2]	10	47%	8%	48%	8%
CPR – Northbound	1 (13m)	1.2	1.3	10	21	10	23[2]	20%	47%	20%	50%
LTI – Westbound	1 (13m)	0.5	0.5	3	4	3	4	3%	3%	3%	3%
LTI – Eastbound	1 (13m)	0.7	0.5	7	2	7	2	8%	2%	8%	2%

(1) Refer to Paragraph 5.11, all bus services provided in Year 2033 remain the same as observed from surveys conducted in 2024

(2) Additional bus trips related to the Proposed Development are included in Year 2033 with Proposed Development scenario.

5.40 **Table 5.14** shows that:

- CPR Southbound bus stop layby: The utilisation increases from 47 to 48% in AM peak, taking into consideration the Proposed Development. Hence, the Proposed Development has negligible impact.
- CPR northbound bus stop layby: The utilisation increases from 47 to 50% in PM peak, taking into consideration the Proposed Development. The Proposed Development has minimal impact.
- LTI bus stop westbound and eastbound laybys: The utilisation remains the same for the case with the Proposed Development. Hence, there is no impact from the Proposed Development.

Justification on Not Providing Shuttle Bus Service for the Proposed Development

5.41 The assessment on the impact of public transport concluded that the public transport provisions in the vicinity of the Proposed Development are sufficient to accommodate the passenger demand due to the Proposed Development by providing 4 additional bus services. Hence, provision of shuttle bus services for the Proposed Development is not required.

6.0 PEDESTRIAN IMPACT

2033 Pedestrian Flow Forecasting

6.1 2033 peak hour pedestrian flows are produced by estimating (i) the pedestrian growth from 2024 to 2033; and (ii) expected pedestrian generated by the Proposed Development and planned / committed developments in the vicinity.

Annual Pedestrian Growth Rate between 2024 – 2033

6.2 Growth rates of 1.9% per annum from 2024 to 2031, and 1% per annum for the period from 2031 to 2033, are adopted, and references to these are found in **Paragraphs 5.20 – 5.26.**

Peak Hour Pedestrian Generated by Planned / Committed Developments in the Vicinity

6.3 Peak hour pedestrian generated by planned / committed developments in the vicinity as presented in **Table 4.3** is included in the Year 2033 pedestrian flow.

Adopted Pedestrian Generation Rate

6.4 Pedestrian generation survey was conducted at 0700 – 0900 and 1800 – 2000 hours on Thursday, 12th September 2024 at developments found near the Proposed Development. The AM and PM peak hours identified from the surveys are found to be between 0715 – 0815 hours and 1830 – 1930 hours respectively. The pedestrian generation and pedestrian generation rates is shown in **Table 6.1**.

TABLE 6.1 PEDESTRIAN GENERATION AND PEDESTRIAN GENERATION RATES

Surveyed Developments (Number of Flat)	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Pedestrian Generation (Ped / hr)				
Novoland (3,282)[1]	1,491	568	542	1,346
Ching Tin Estate (5,183)	3,214	1,436	1,270	2,379
Yan Tin Estate (4,688)	3,085	1,262	1,248	2,143
Pedestrian Generation Rate (Ped / hr / flat)				
Novoland (3,282)[1]	0.4543	0.1731	0.1651	0.4101
Ching Tin Estate (5,183)	0.6201	0.2771	0.2450	0.459
Yan Tin Estate (4,688)	0.6581	0.2692	0.2662	0.4571
Adopted Pedestrian Generation Rate (% 2-way)	**0.6581 (71%)**	**0.2692 (29%)**	**0.2662 (37%)**	**0.4571 (63%)**
	0.9273 (2-way)		**0.7233 (2-way)**	

GEN – Generation ATT – Attraction

(1) As of the time of survey, only phases 1 and 2 of the development are occupied.

6.5 **Table 6.1** shows that the adopted AM and PM peak hour pedestrian generation rate are 0.9273 and 0.7233 ped/flat/hour (2-way).

Peak hour Pedestrian Generation of the Proposed Development

6.6 Based on the adopted pedestrian generation rates shown in **Table 6.1**, the peak hour pedestrian generation of the Proposed Development are calculated and are presented in **Table 6.2**.

TABLE 6.2 PEDESTRIAN GENERATION OF PROPOSED DEVELOPMENT

Item	Pedestrian Generation (Ped/ hour)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
The Proposed Development (1,385 Flats)	911	373	369	633
	1,284 (2-way)		**1,002 (2-way)**	

6.7 **Tables 6.2** shows that Proposed Development would generate 1,284 and 1,002 persons (2-way) during AM and PM peak hour respectively.

Year 2033 Pedestrian Flows

6.8 Year 2033 pedestrian flows are produced with reference to (i) the observed 2024 pedestrian flows, (ii) annual pedestrian growth rate between 2024 – 2033, (iii) expected pedestrian generation due to the planned / committed developments between 2024 – 2033 and the Subject Site.

6.9 Year 2033 pedestrian flows for the footpath analysis were derived as follows:

2033 without Proposed Development [A] = *2024 observed pedestrian flows + Adopted pedestrian growth from 2024 to 2033 + estimated pedestrian due to the planned / committed developments*

2033 with Proposed Development [B] = *[A] + pedestrian generation due to Proposed Development*

Year 2033 LOS Analysis

6.10 Year 2033 peak hour pedestrian flows for the two cases are estimated and presented in **Figure 6.1** and the corresponding LOS assessment is presented in **Table 6.3.**

TABLE 6.3 YEAR 2033 LOS ASSESSMENT

Location	Clear Width[(1)] [Effective Width] (m)	Peak Period	2033 without Proposed Development			2033 with Proposed Development		
			Flow (ped/ hour)	Flow rate (ped/ min/m)	LOS	Flow (ped/ hour)	Flow rate (ped/ min/m)	LOS
P1. Footpath on the footbridge accessing to Ng Lau Road	2.0[1.0]	AM	327	5.5	A	456	7.6	A
		PM	235	3.9	A	336	5.6	A
P2. Footpath between Lam Tei LRT stop and bus stop at Castle Peak Road – Lam Tei	2.5[1.5]	AM	443	4.9	A	700	7.8	A
		PM	305	3.4	A	1,007	11.2	A
P3. Footbridge over Castle Peak Road – Lam Tei	2.5[1.5]	AM	328	3.6	A	1,227	13.6	A
		PM	183	2.0	A	384	4.3	A
P4. Southern Footpath of San Hing Road	2.5[1.5]	AM	129	1.4	A	194	2.2	A
		PM	95	1.1	A	146	1.6	A
P5. Eastern Footpath of Ng Lau Road	2.0[1.0]	AM	296	4.9	A	361	6.0	A
		PM	200	3.3	A	251	4.2	A

Note: [(1)] The width excludes railing and obstructions.

6.11 **Table 6.3** shows that the assessed footpaths operate with LOS A, i.e., have sufficient capacity to accommodate the expected pedestrian growth and pedestrian generated due to Proposed Development.

7.0 SUMMARY

7.1 The Subject Site is located in D.D.130, Lam Tei, Tuen Mun. At present, the Subject Site is unoccupied, and access to the Subject Site is via an existing unnamed road which is connected to Ng Lau Road.

7.2 Manual classified counts were conducted at junctions and road links which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM peak hours.

7.3 The internal transport facilities provided comply with recommendations of the HKPSG and comments from Transport Department.

7.4 Year 2033 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to the BDTM; (ii) estimated growth from 2031 to 2033; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the 2 cases, i.e., Approved Scheme and Proposed Development.

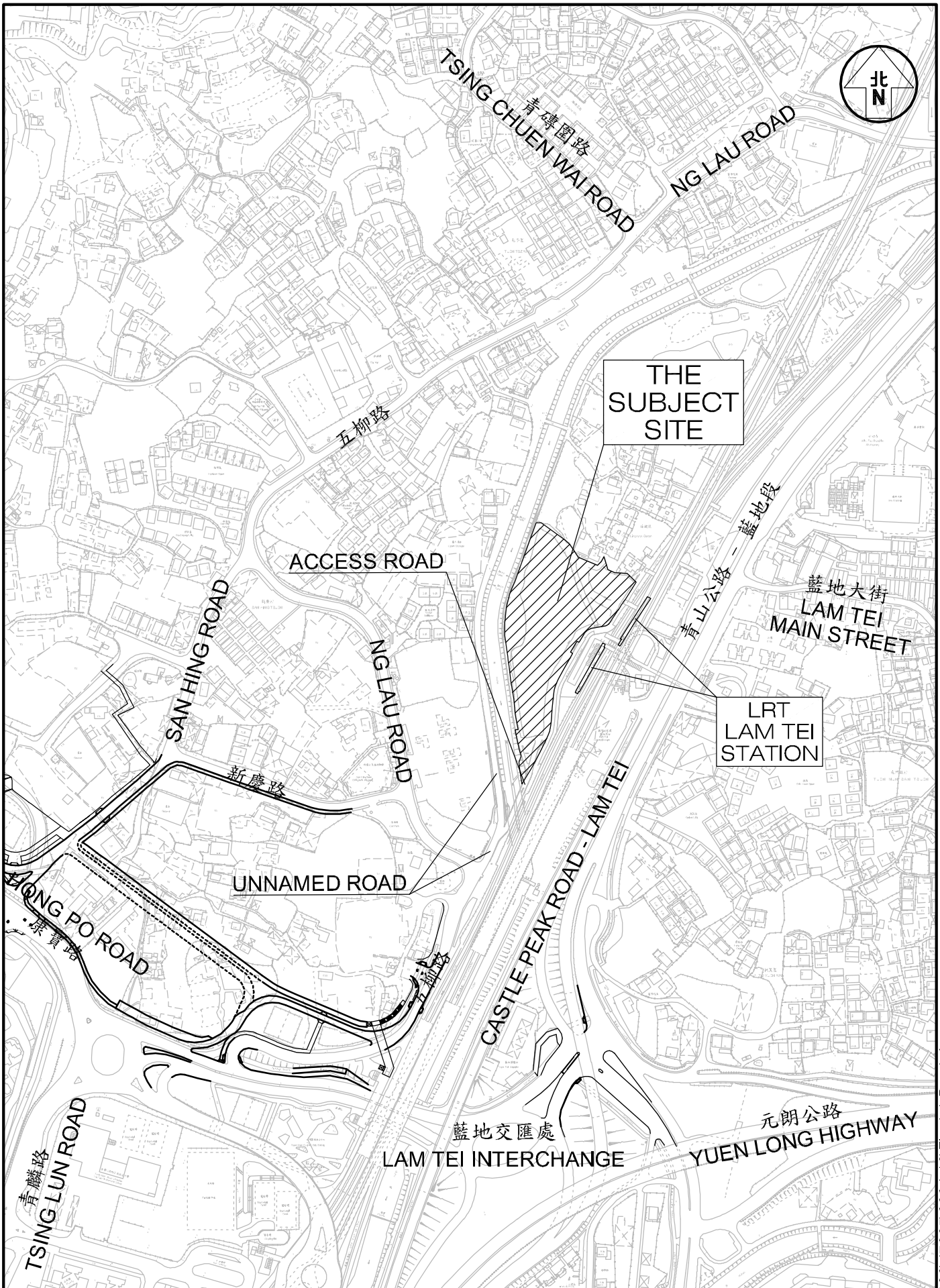
7.5 Compared to the Approved Scheme, the Proposed Development will generate only 100 and 51 additional pcu (2-way) in AM peak and PM peak respectively. In addition, 4 nos. of bus trips are proposed to accommodate the road-based public transport demand of the Proposed Development.

7.6 The assessment of the nearby public transport services found that the Proposed Development has negligible impact. The assessment of footpaths found that the Proposed Development has negligible impact.

7.7 The existing access road and unnamed road connecting the Proposed Development with Ng Lau Road is planned to be improved, to provide a 7.3m-wide road carriageway, a 2m-wide footpath and a 2m-wide cycle track.

7.8 This TIA concluded that the Proposed Development has no adverse traffic impact and the Proposed Development is acceptable from traffic engineering terms.

Figures



Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 1.1			Scale in A4 1 : 4,000
	Designed by L K W	Drawn by S C Y	Checked by K C	Revision J	Date 13 DEC 2024
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				

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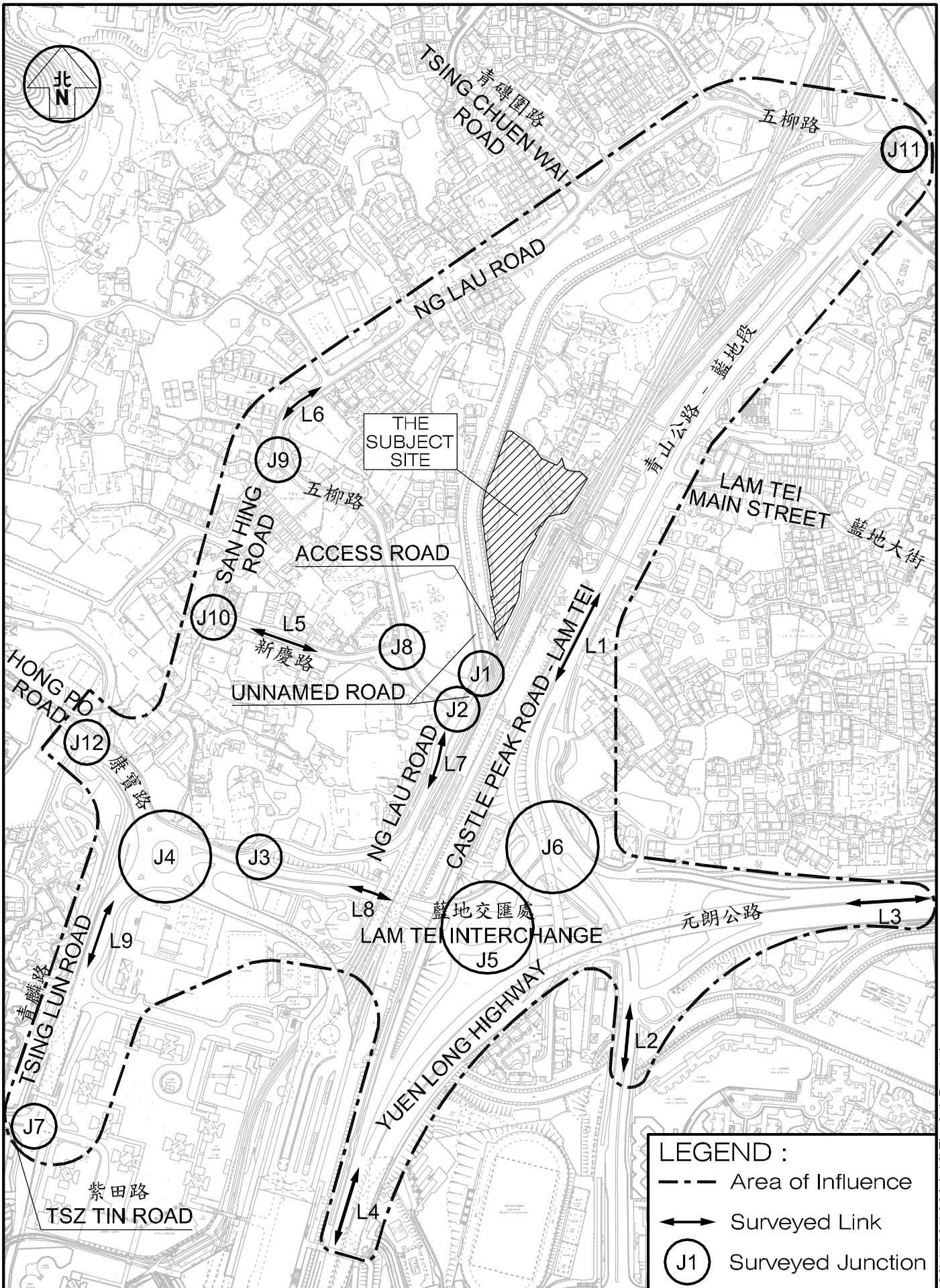

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.1			Scale in A4 1 : 5,000
	Designed by L K W	Drawn by S C Y	Checked by K C	Revision J	Date 13 DEC 2024
Figure Title: LOCATION OF SURVEYED JUNCTIONS	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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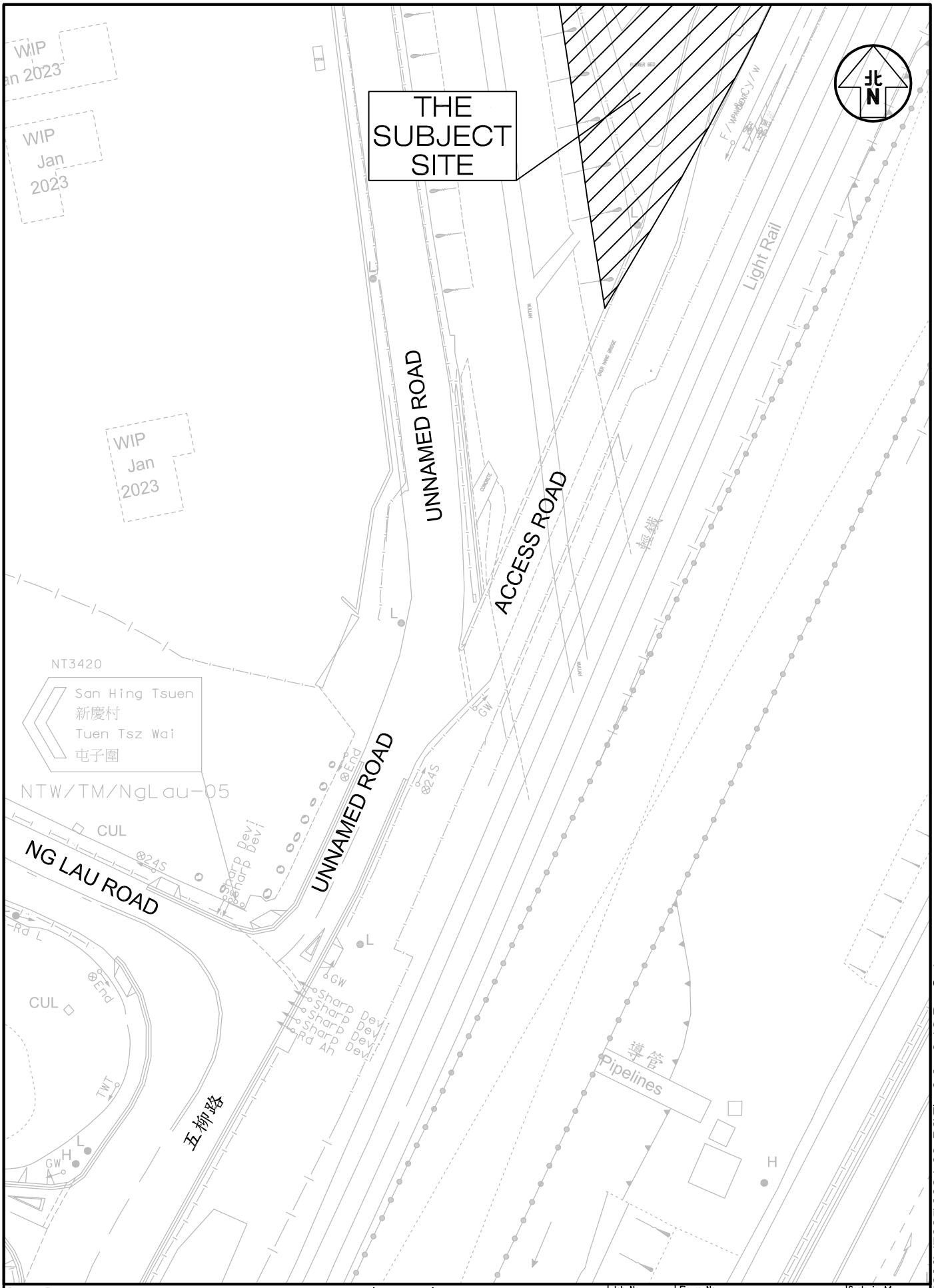

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.2			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF UNNAMED ROAD / ACCESS ROAD	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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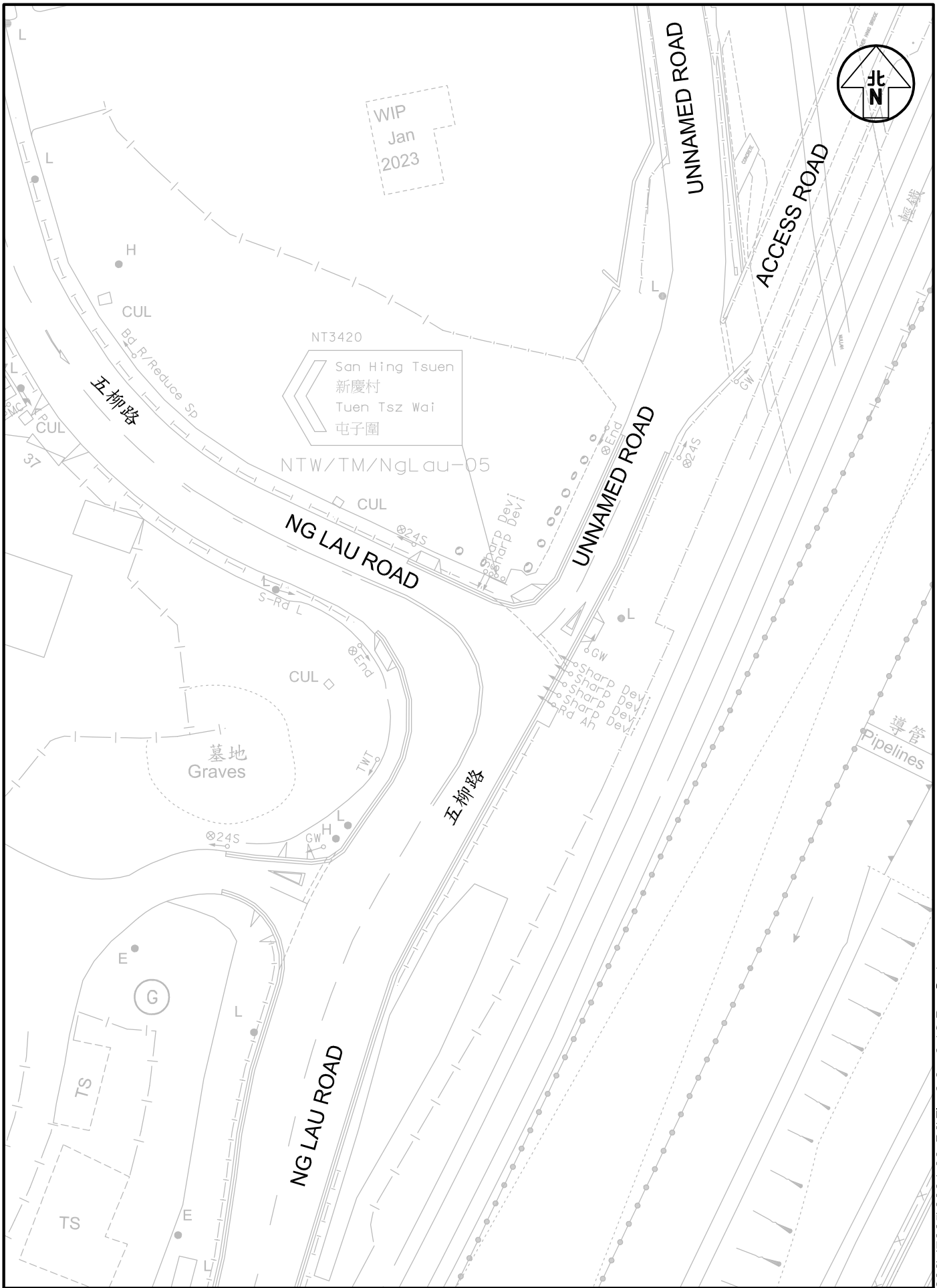

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.3			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF NG LAU ROAD / UNNAMED ROAD	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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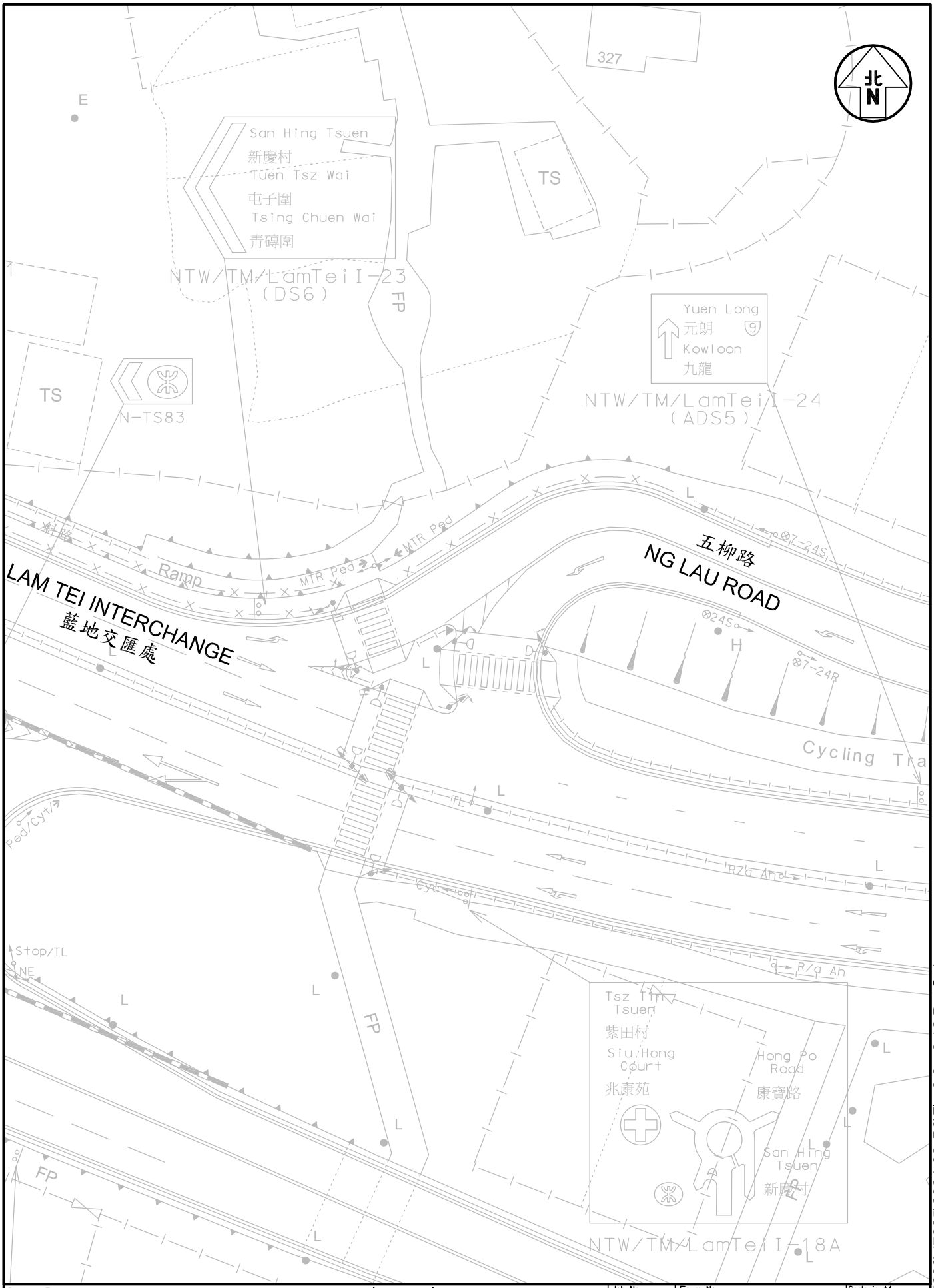

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.4			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF NG LAU ROAD / LAM TEI INTERCHANGE	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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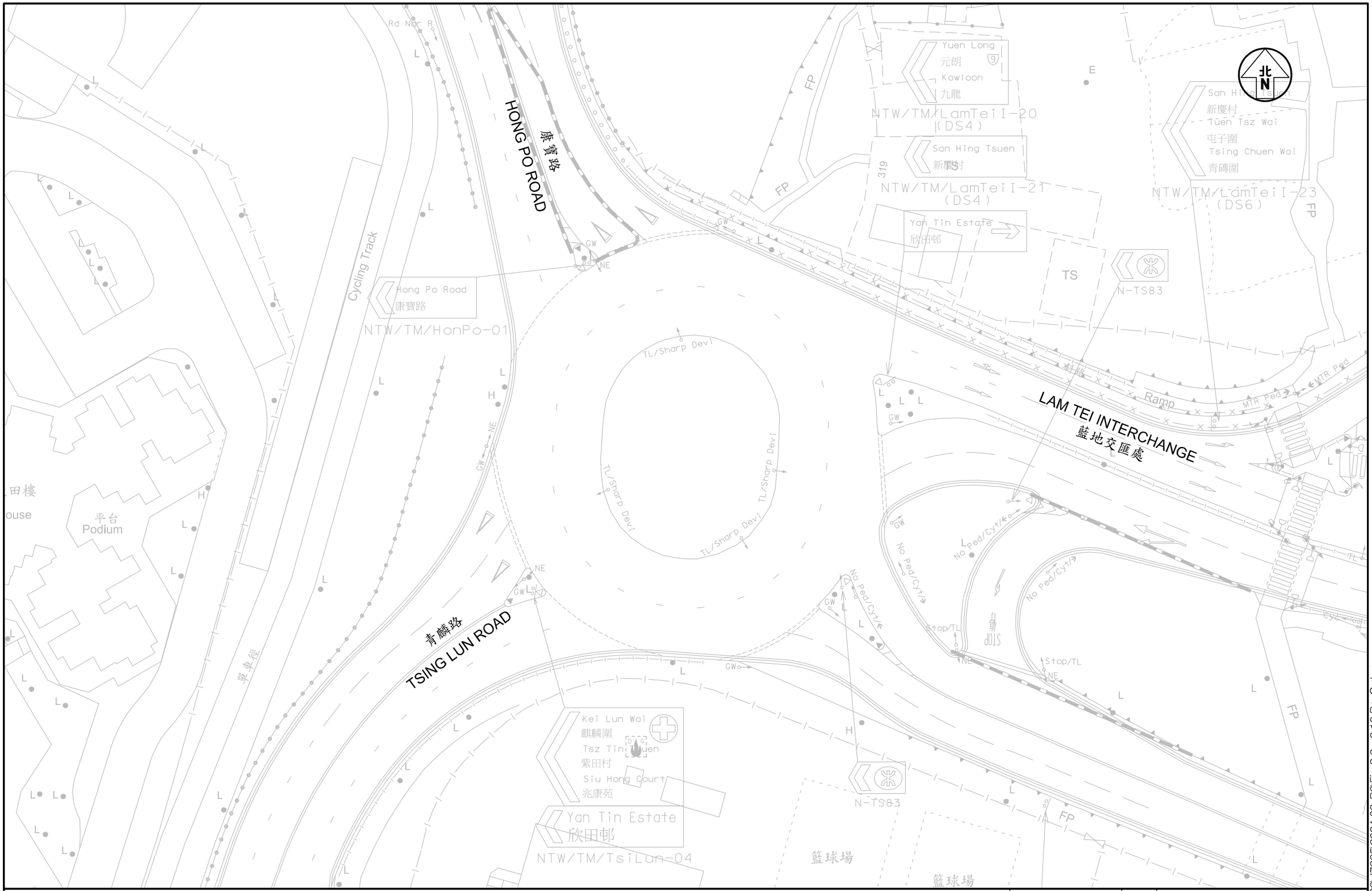

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	J7265	Figure No. 2.5 / Revision G
Figure Title	LAYOUT OF JUNCTION OF TSING LUN ROAD / HONG PO ROAD / LAM TEI INTERCHANGE		Designed by L K W / Drawn by W S W / Checked by K C / Scale in A3 1 : 500 / Date 20 FEB 2024

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藍地交匯處
LAM TEI INTERCHANGE

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 2.6	Revision G
Figure Title	LAYOUT OF JUNCTION OF LAM TEI INTERCHANGE	Designed by L K W / Drawn by W S W / Checked by K C	
		Scale in A3 1 : 500 / Date 20 FEB 2024	

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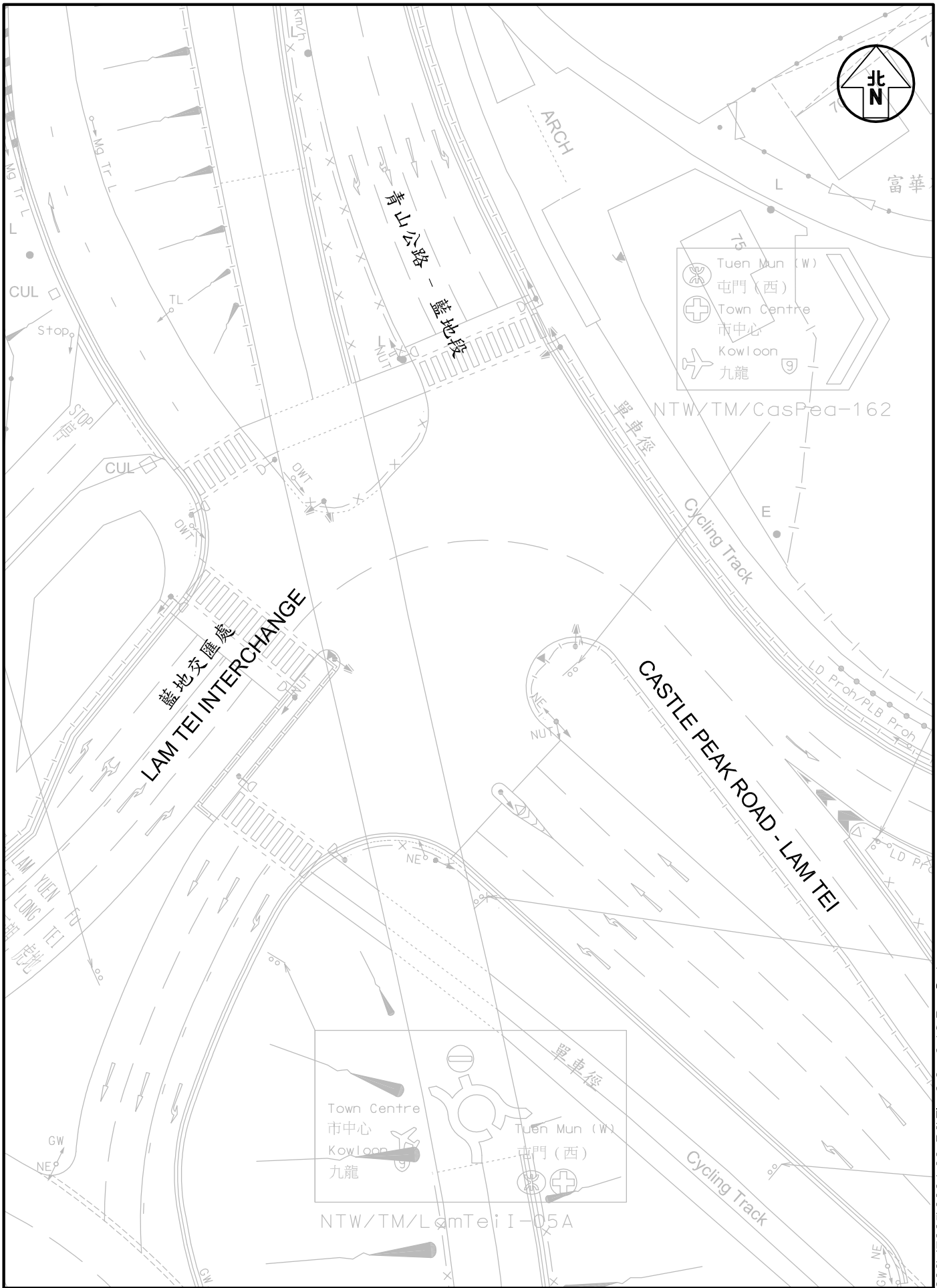

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.7			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: **LAYOUT OF JUNCTION OF LAM TEI INTERCHANGE / CASTLE PEAK ROAD – LAM TEI**					

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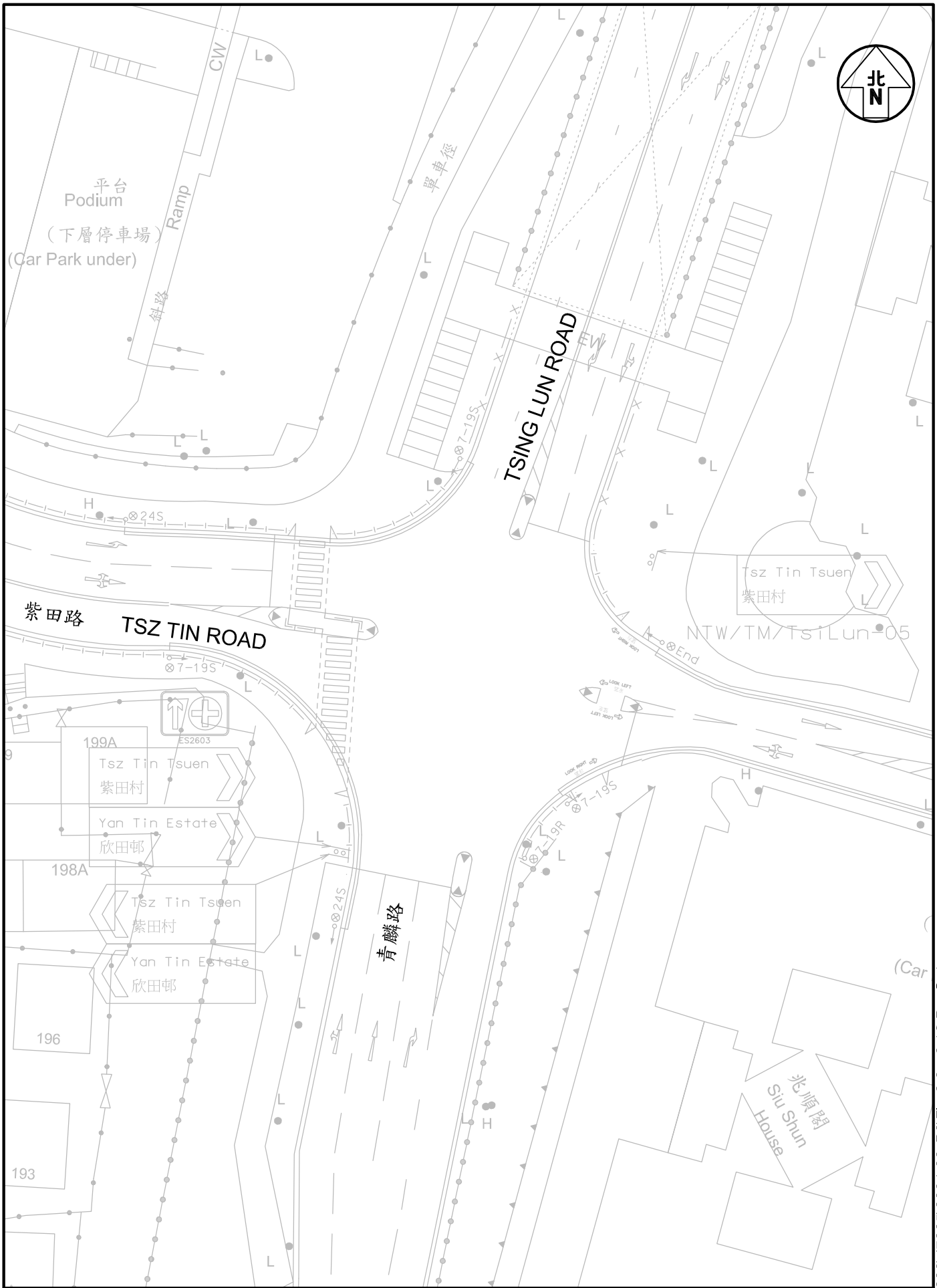

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.8			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF TSING LUN ROAD / TSZ TIN ROAD	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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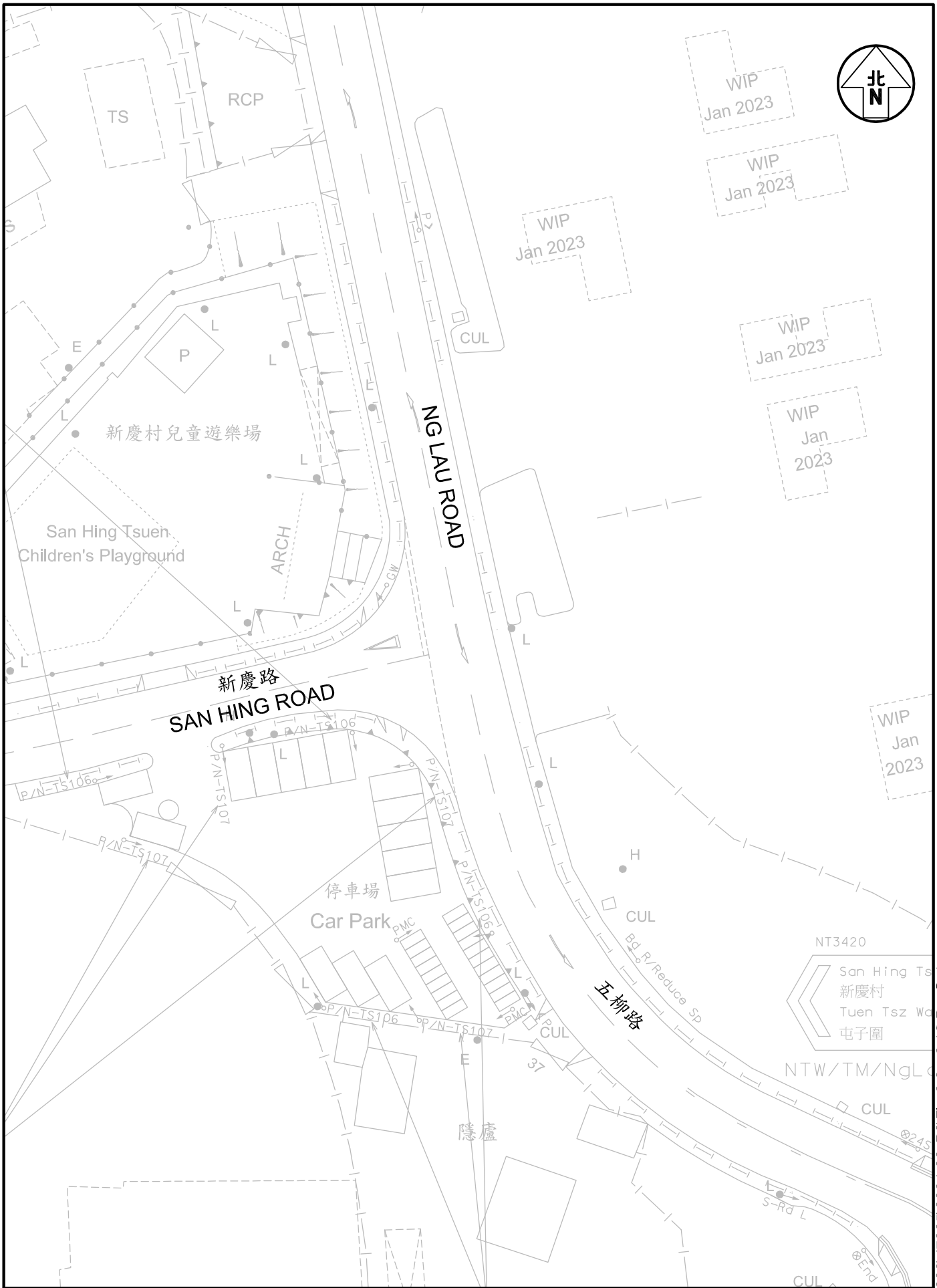

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)				Job No. J7265	Figure No. 2.9	Scale in A4 1 : 500
				Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF SAN HING ROAD / NG LAU ROAD (SOUTHERN)				CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk		

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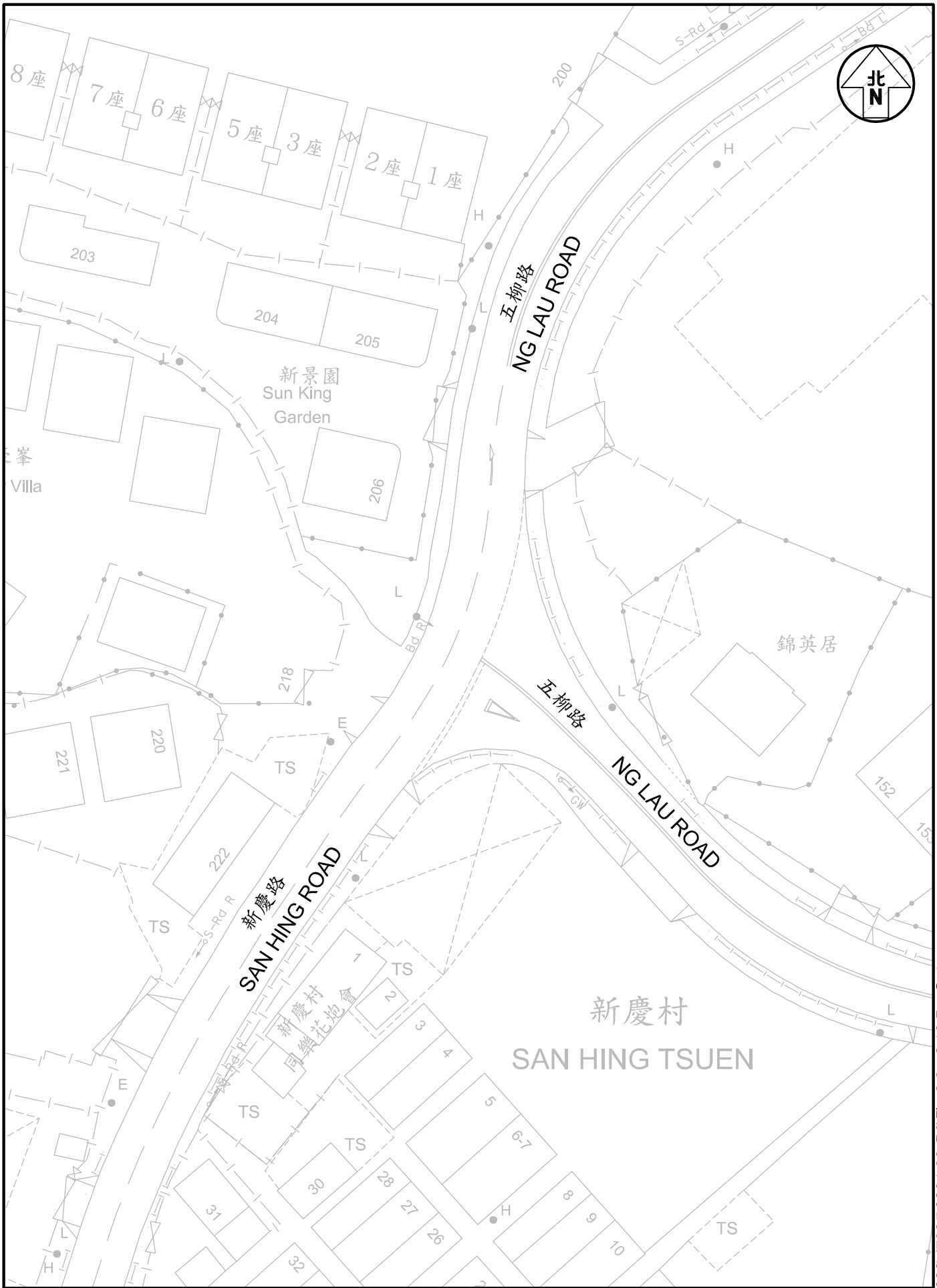

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.10			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF SAN HING ROAD / NG LAU ROAD (NORTHERN)	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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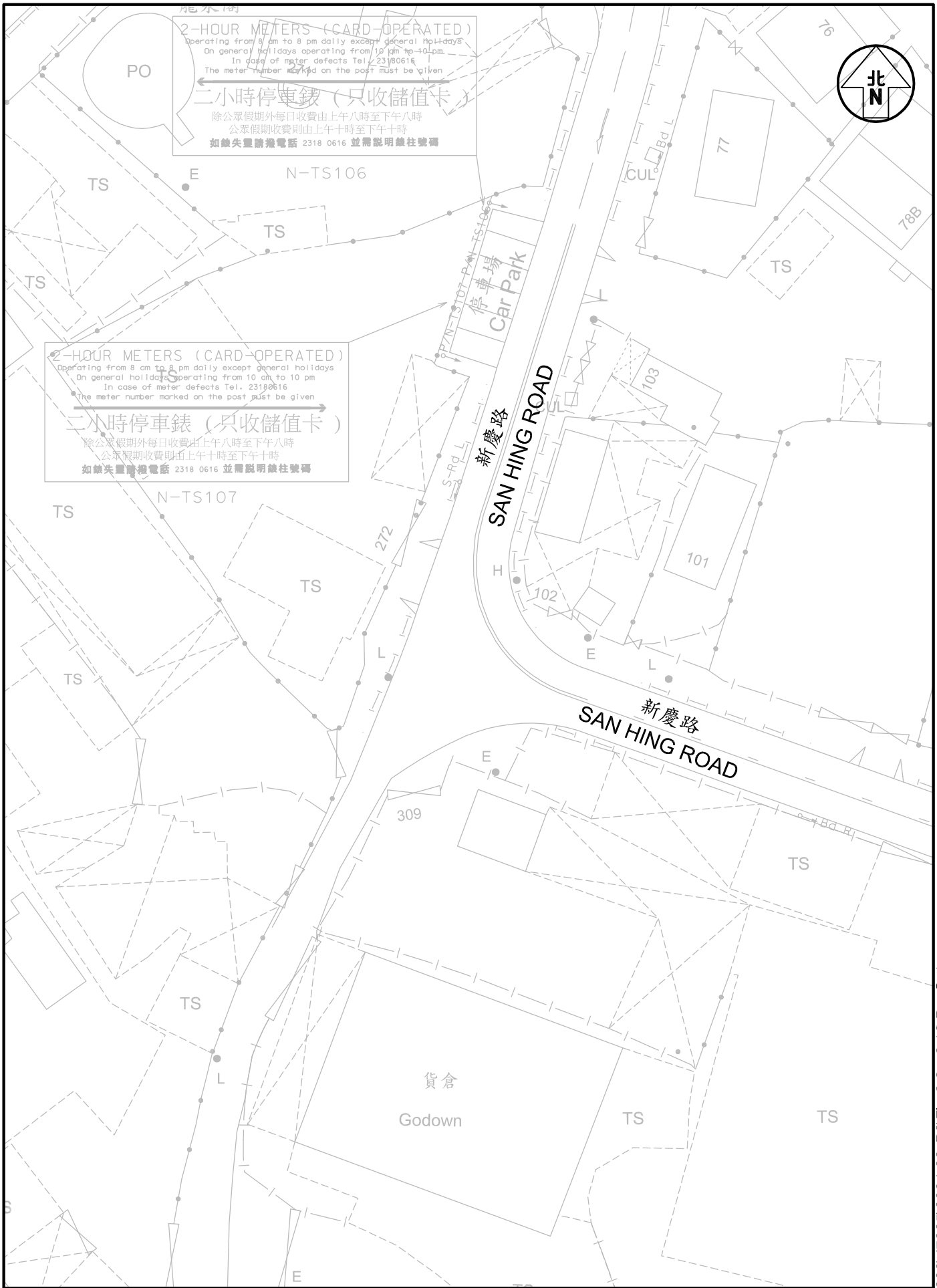

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.11			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF T-JUNCTION AT SAN HING ROAD	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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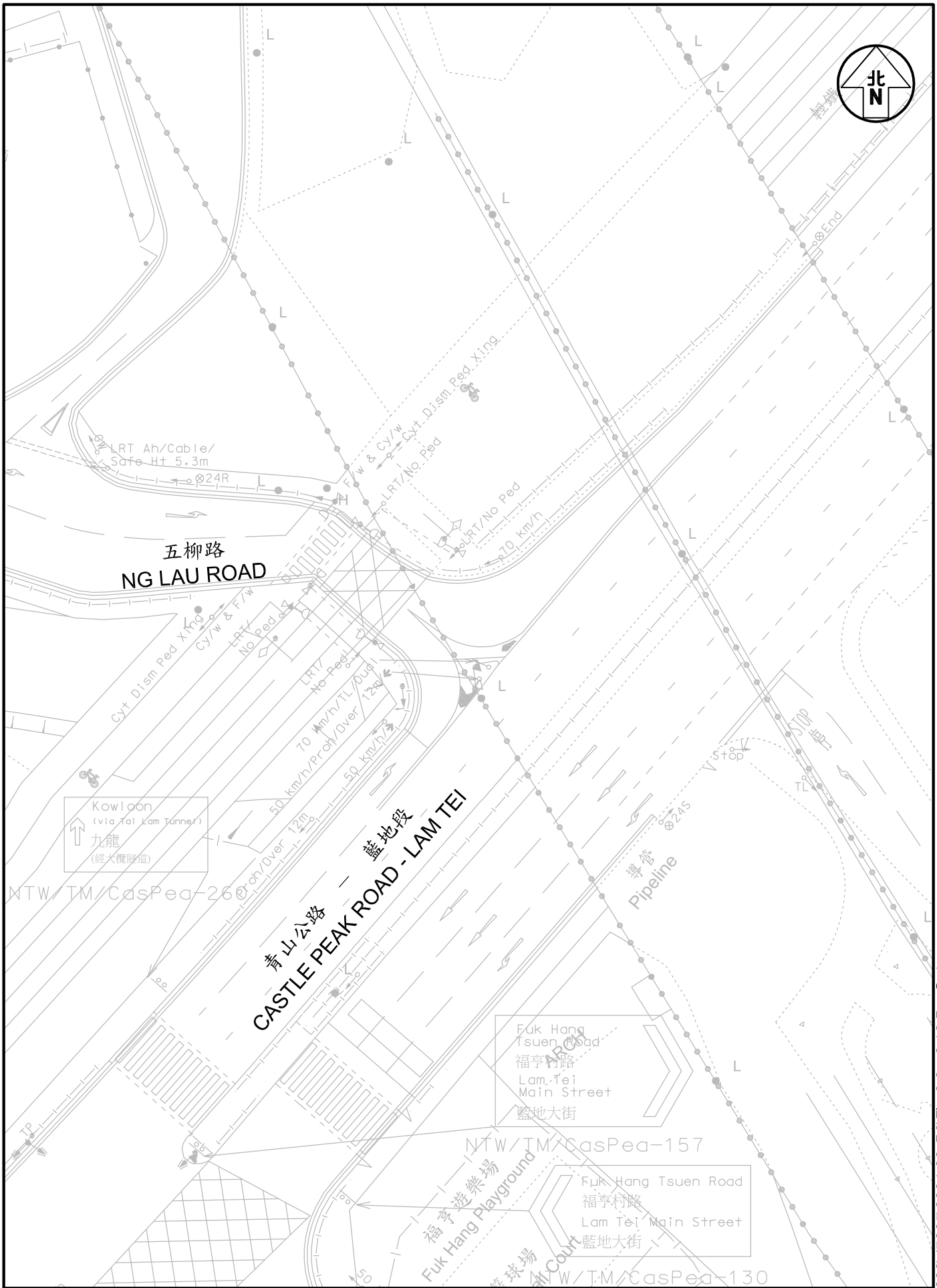

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.12			Scale in A4 1 : 500
	Designed by L K W	Drawn by W S W	Checked by K C	Revision G	Date 20 FEB 2024
Figure Title: LAYOUT OF JUNCTION OF NG LAU ROAD / CASTLE PEAK ROAD – LAM TEI	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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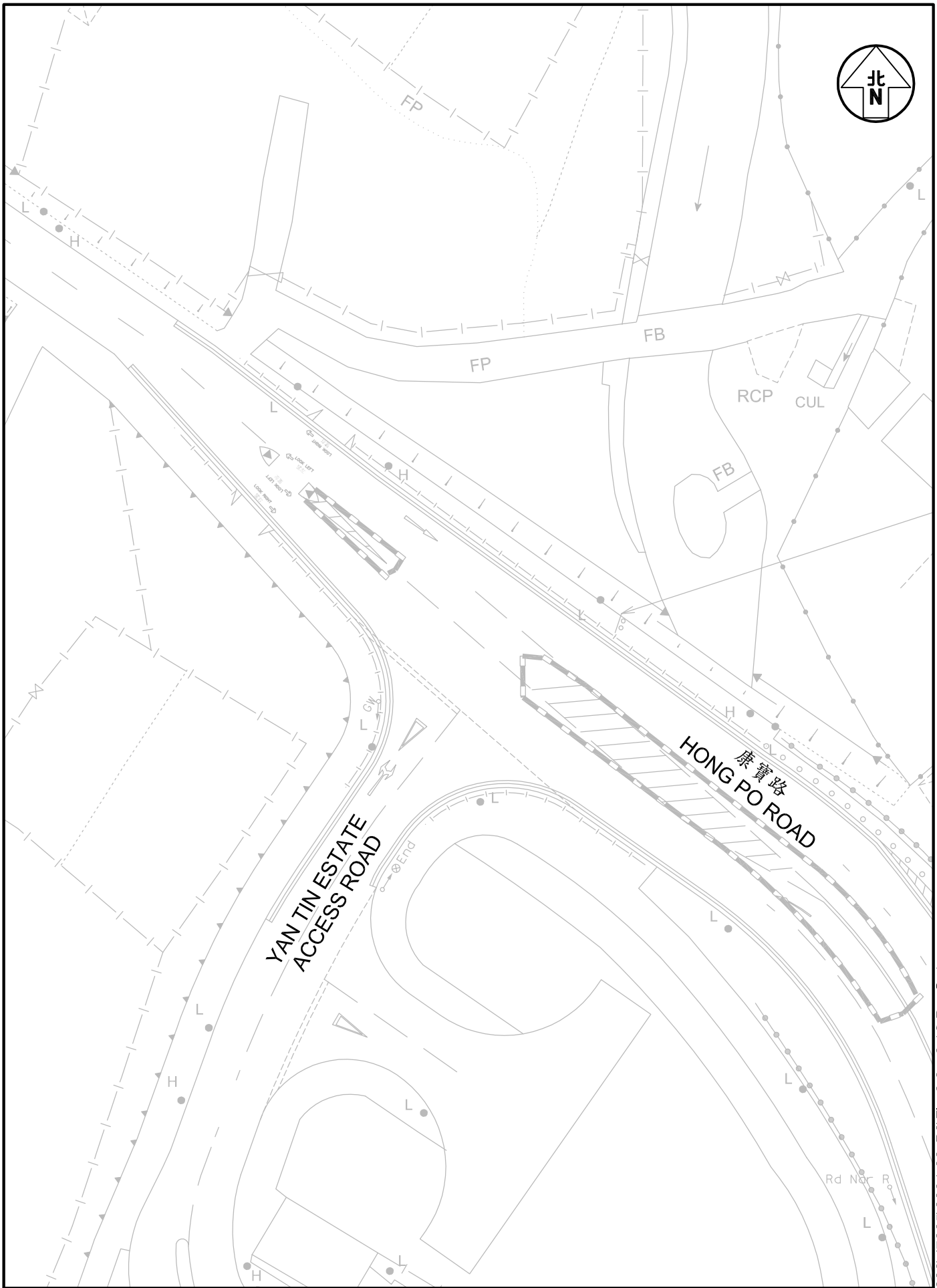

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

Figure Title: LAYOUT OF JUNCTION OF HONG PO ROAD / YAN TIN ESTATE ACCESS ROAD

Job No.	Figure No.			Scale in A4
J7265	2.13			1 : 500
Designed by	Drawn by	Checked by	Revision	Date
L K W	W S W	K C	G	20 FEB 2024

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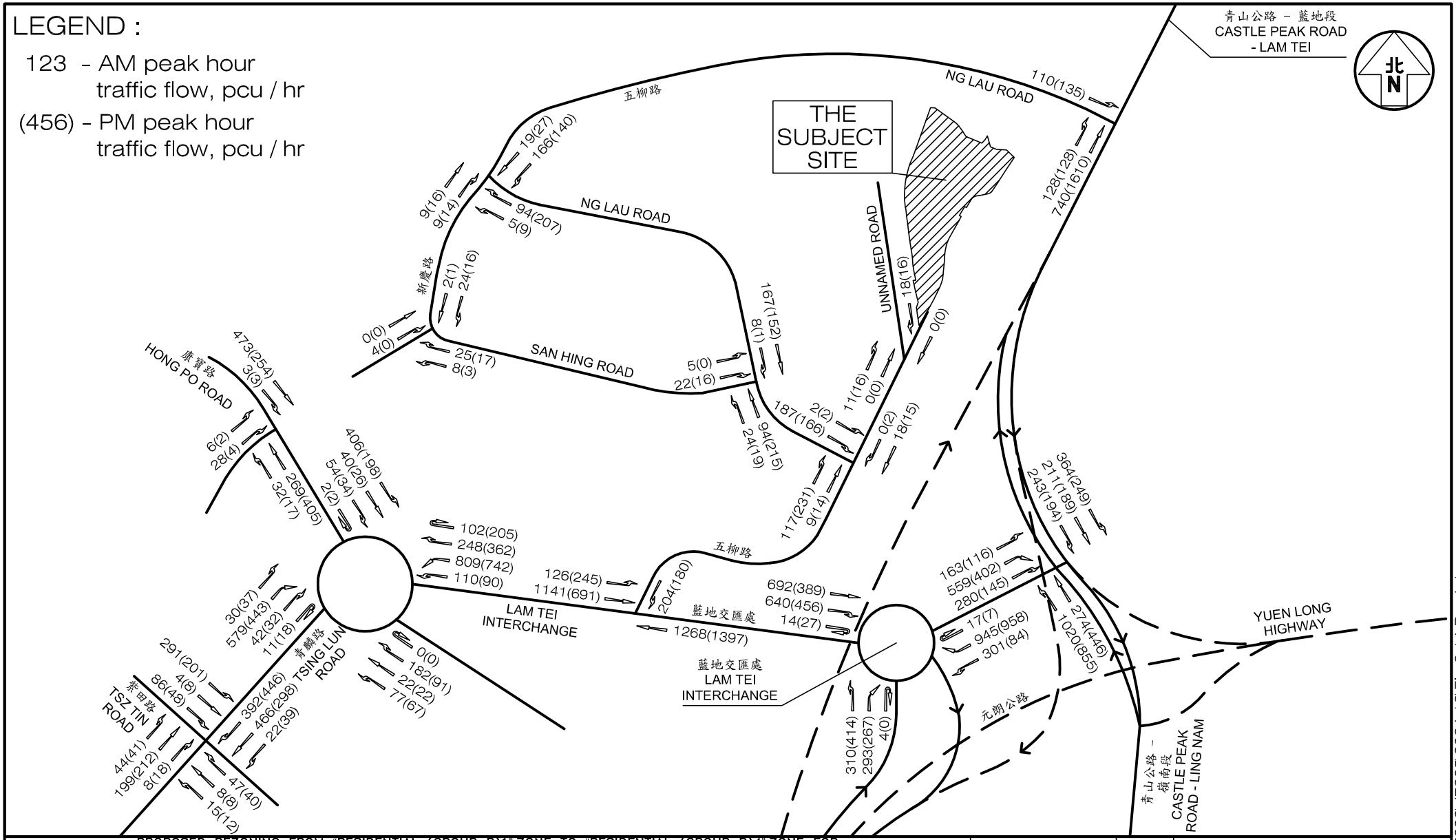

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 2.14	Revision J
Figure Title	EXISTING PEAK HOUR JUNCTION FLOWS	Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 N.T.S. / Date 13 DEC 2024	

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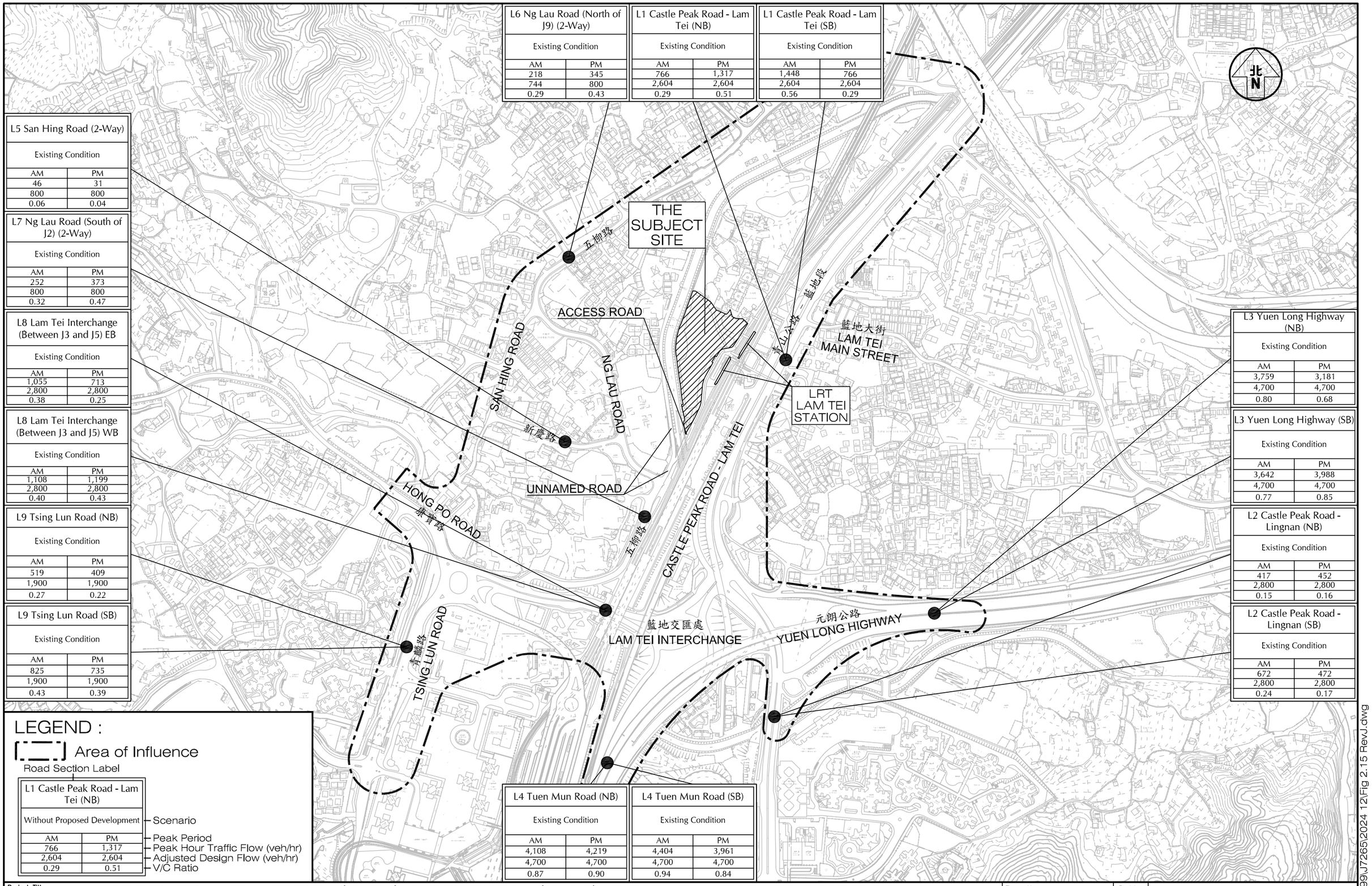

Project Title

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

J7265

Figure Title

EXISTING PEAK HOUR LINK FLOWS

Figure No. 2.15 | Revision J

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

Scale in A3 1 : 5,000 | Date 13 DEC 2024

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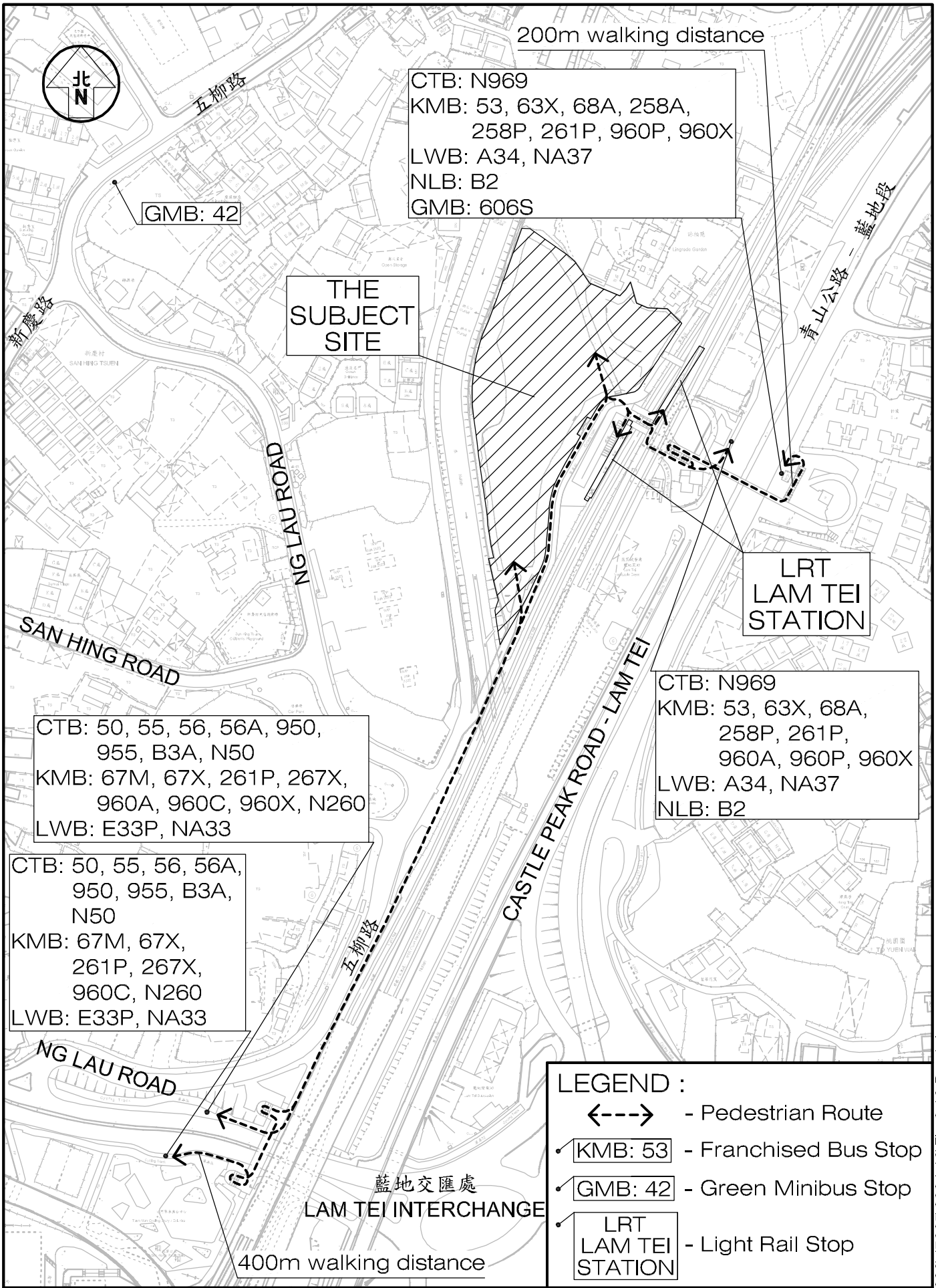

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. 2.16			Scale in A4 1 : 2,500
	Designed by L K W	Drawn by S C Y	Checked by K C	Revision J	Date 13 DEC 2024
Figure Title: ROAD-BASED PUBLIC TRANSPORT SERVICES OPERATING CLOSE TO 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				

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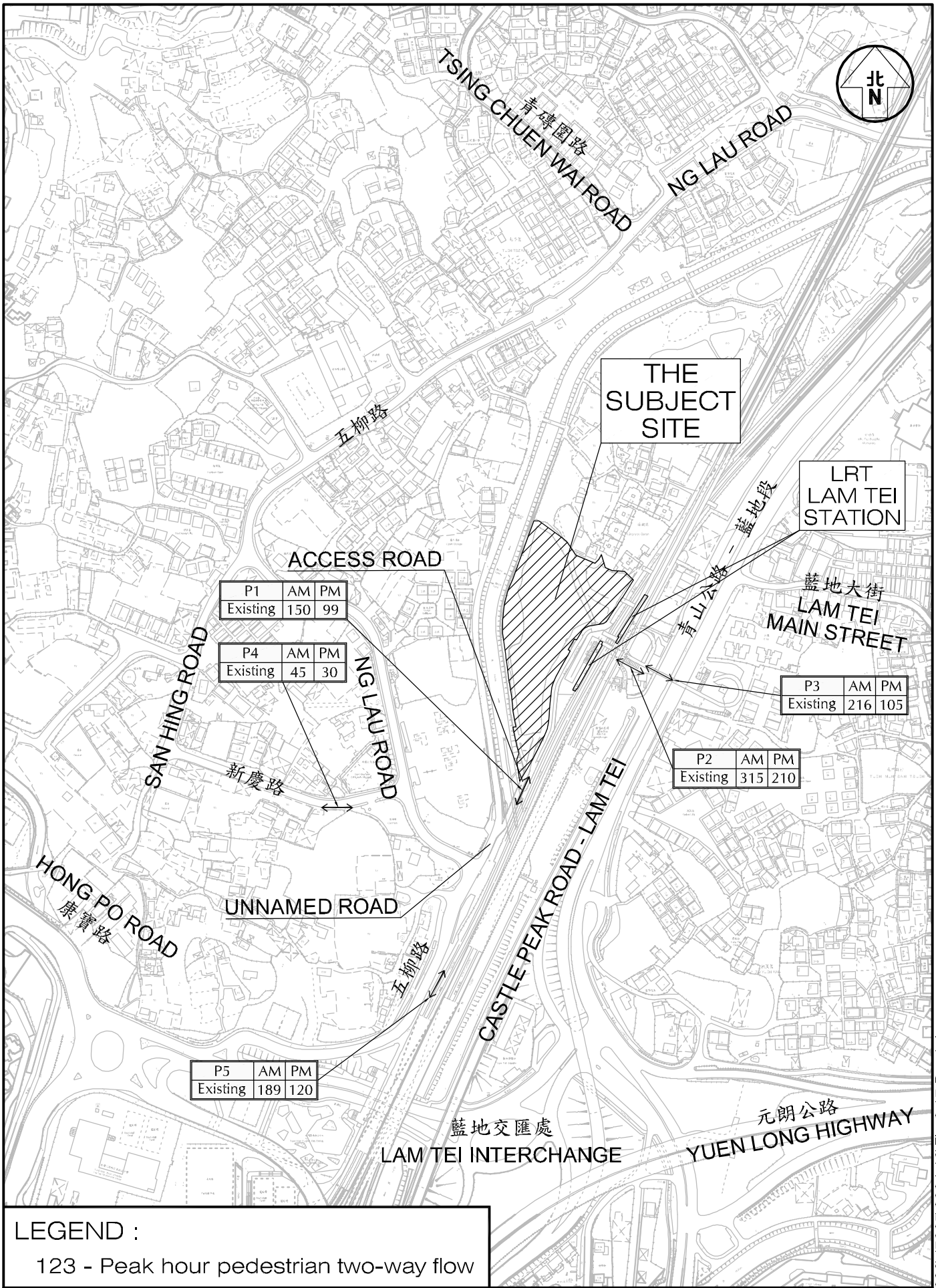

LEGEND :

123 - Peak hour pedestrian two-way flow

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

Figure Title: EXISTING PEAK HOUR PEDESTRIAN FLOWS

Job No.	Figure No.			Scale in A4
J7265	2.17			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	J	13 DEC 2024

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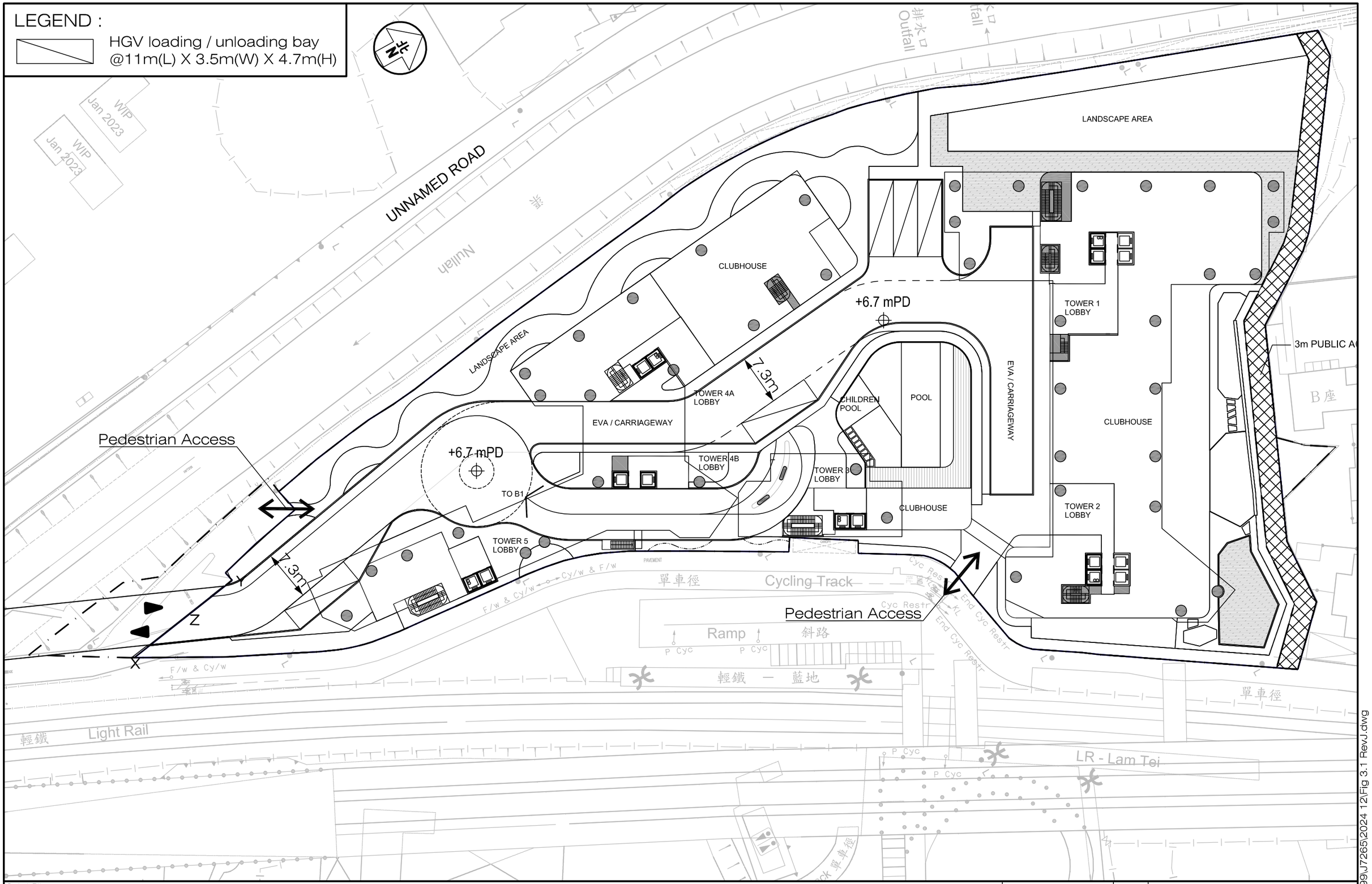
LEGEND :

HGV loading / unloading bay
@11m(L) X 3.5m(W) X 4.7m(H)



Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 3.1	Revision J
Figure Title	MASTER LAYOUT PLAN	Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A3 1 : 500 / Date 13 DEC 2024	

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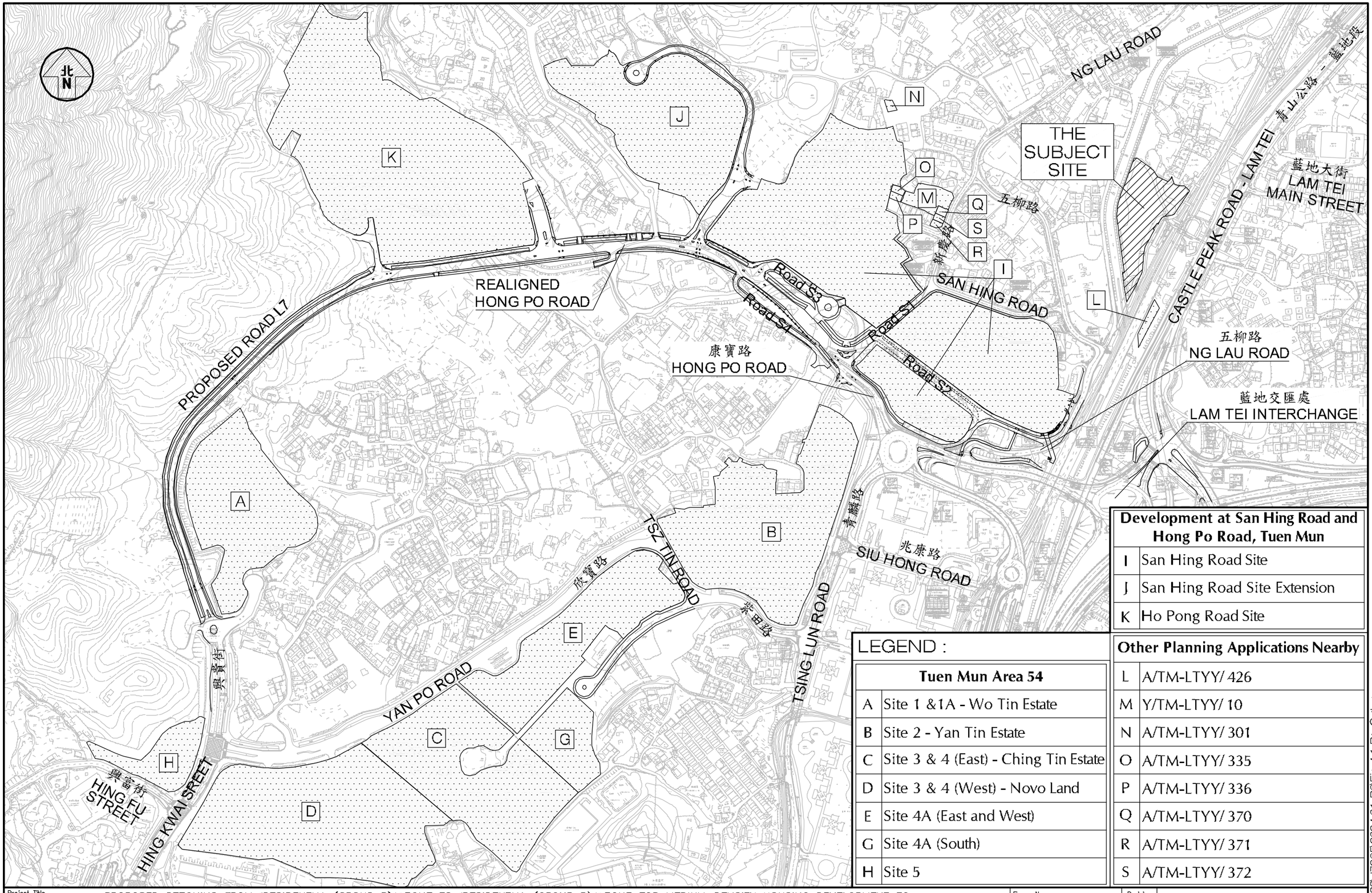

Development at San Hing Road and Hong Po Road, Tuen Mun	
I	San Hing Road Site
J	San Hing Road Site Extension
K	Ho Pong Road Site

LEGEND :

Tuen Mun Area 54	
A	Site 1 &1A - Wo Tin Estate
B	Site 2 - Yan Tin Estate
C	Site 3 & 4 (East) - Ching Tin Estate
D	Site 3 & 4 (West) - Novo Land
E	Site 4A (East and West)
G	Site 4A (South)
H	Site 5

Other Planning Applications Nearby	
L	A/TM-LTYY/ 426
M	Y/TM-LTYY/ 10
N	A/TM-LTYY/ 301
O	A/TM-LTYY/ 335
P	A/TM-LTYY/ 336
Q	A/TM-LTYY/ 370
R	A/TM-LTYY/ 371
S	A/TM-LTYY/ 372

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265

Figure Title: THE MAJOR ADDITIONAL PLANNED / COMMITTED DEVELOPMENTS NEAR THE SUBJECT SITE

Figure No. 4.1 | Revision G

Designed by L K W | Drawn by W S W | Checked by K C

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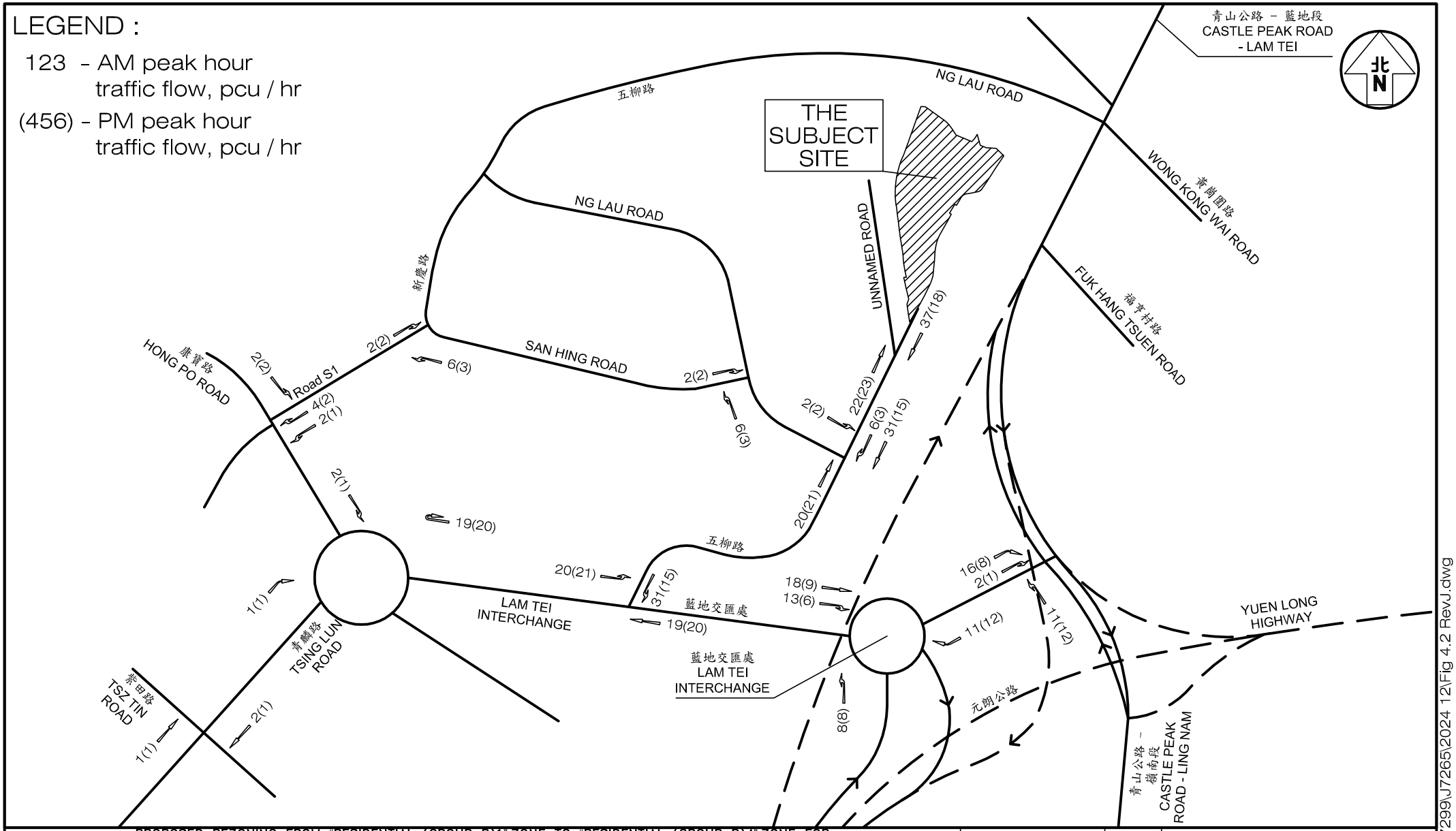
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	J7265	Figure No. 4.2 / Revision J
Figure Title	TRAFFIC GENERATION OF APPROVED SCHEME	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 13 DEC 2024

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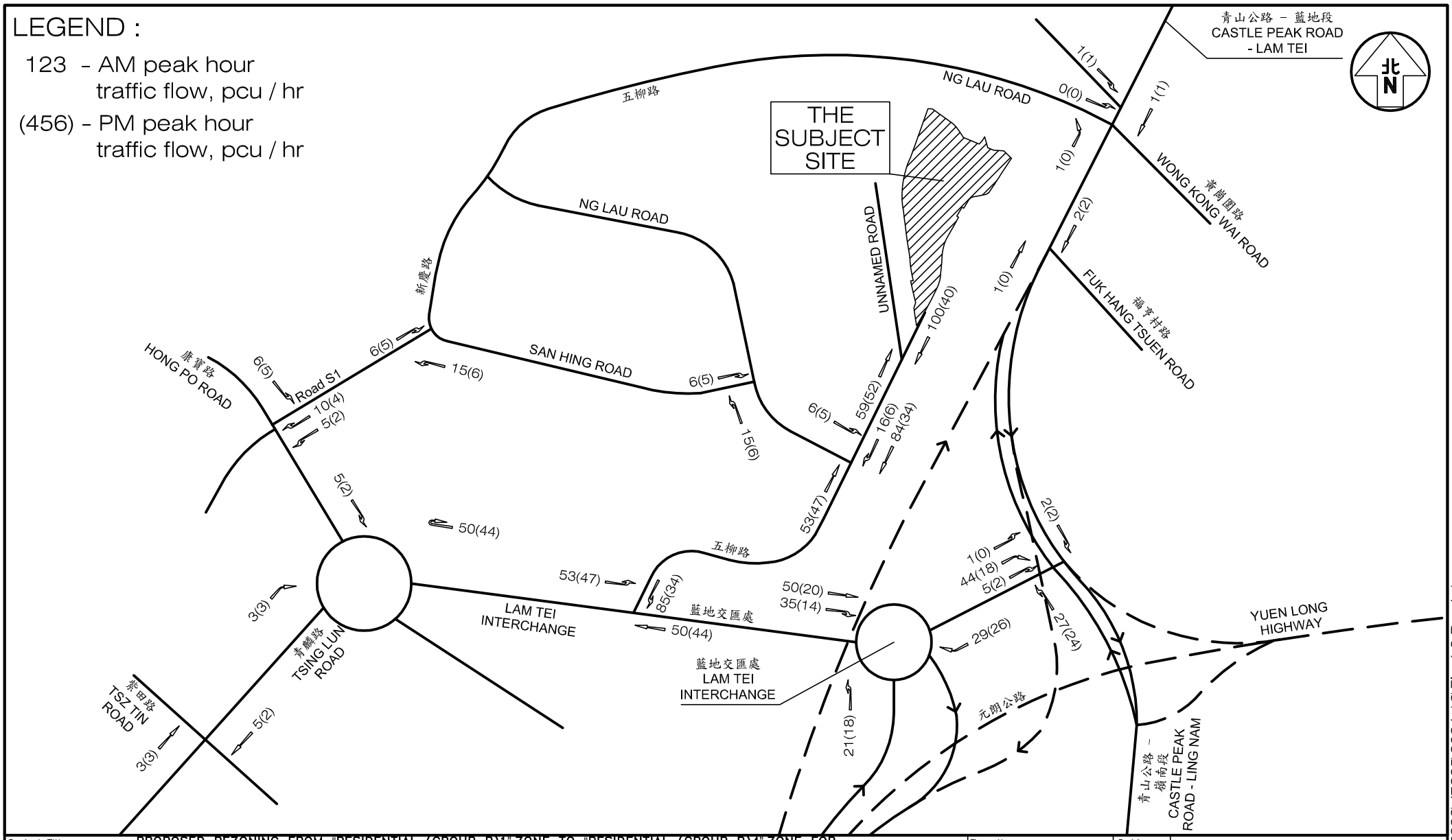

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 4.3	Revision J
Figure Title	TRAFFIC GENERATION OF PROPOSED DEVELOPMENT	Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 N.T.S. / Date 13 DEC 2024	

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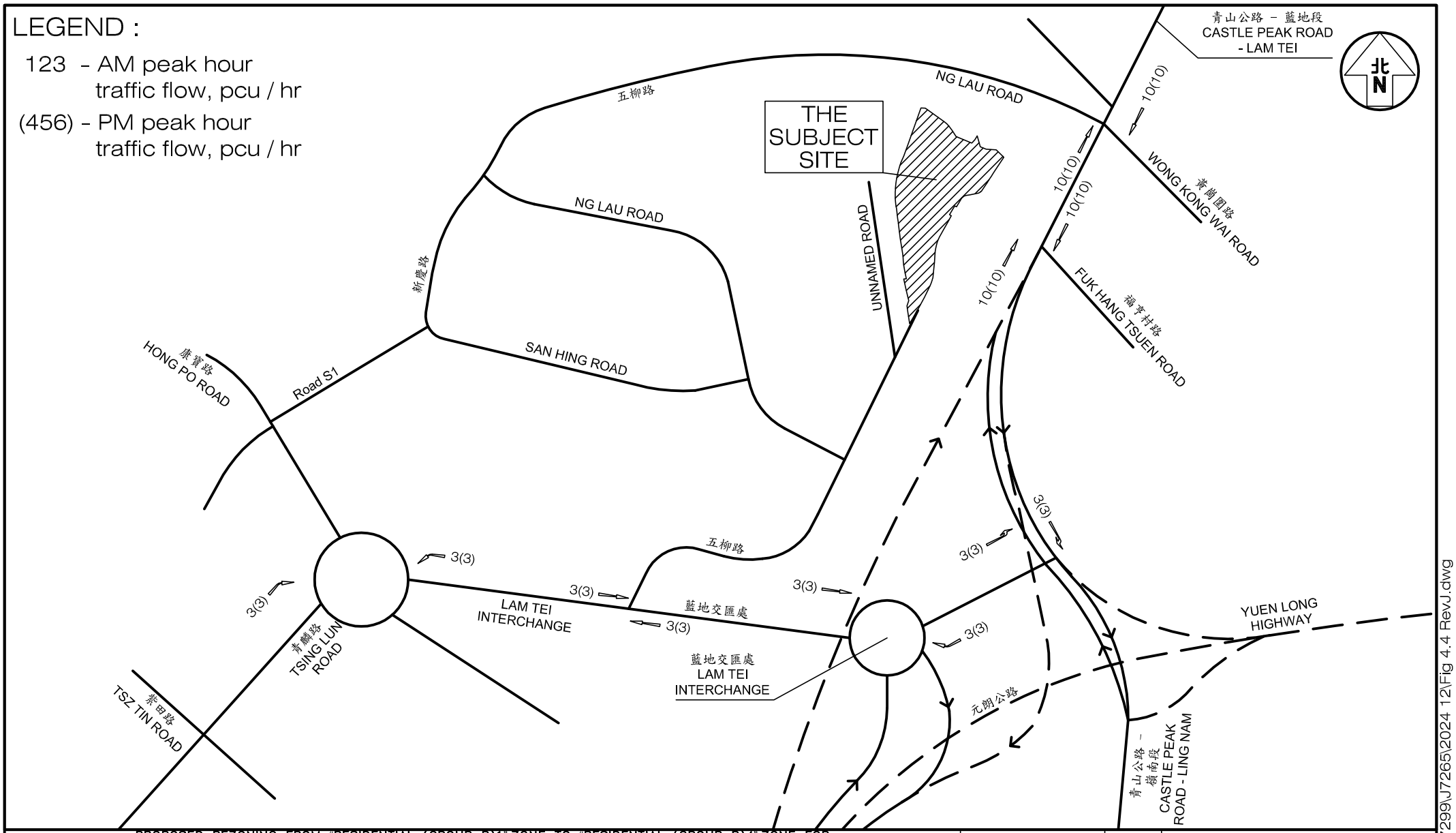

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	J7265	Figure No. 4.4 / Revision J
Figure Title	YEAR 2033 PROPOSED ADDITIONAL BUS TRIPS	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 13 DEC 2024

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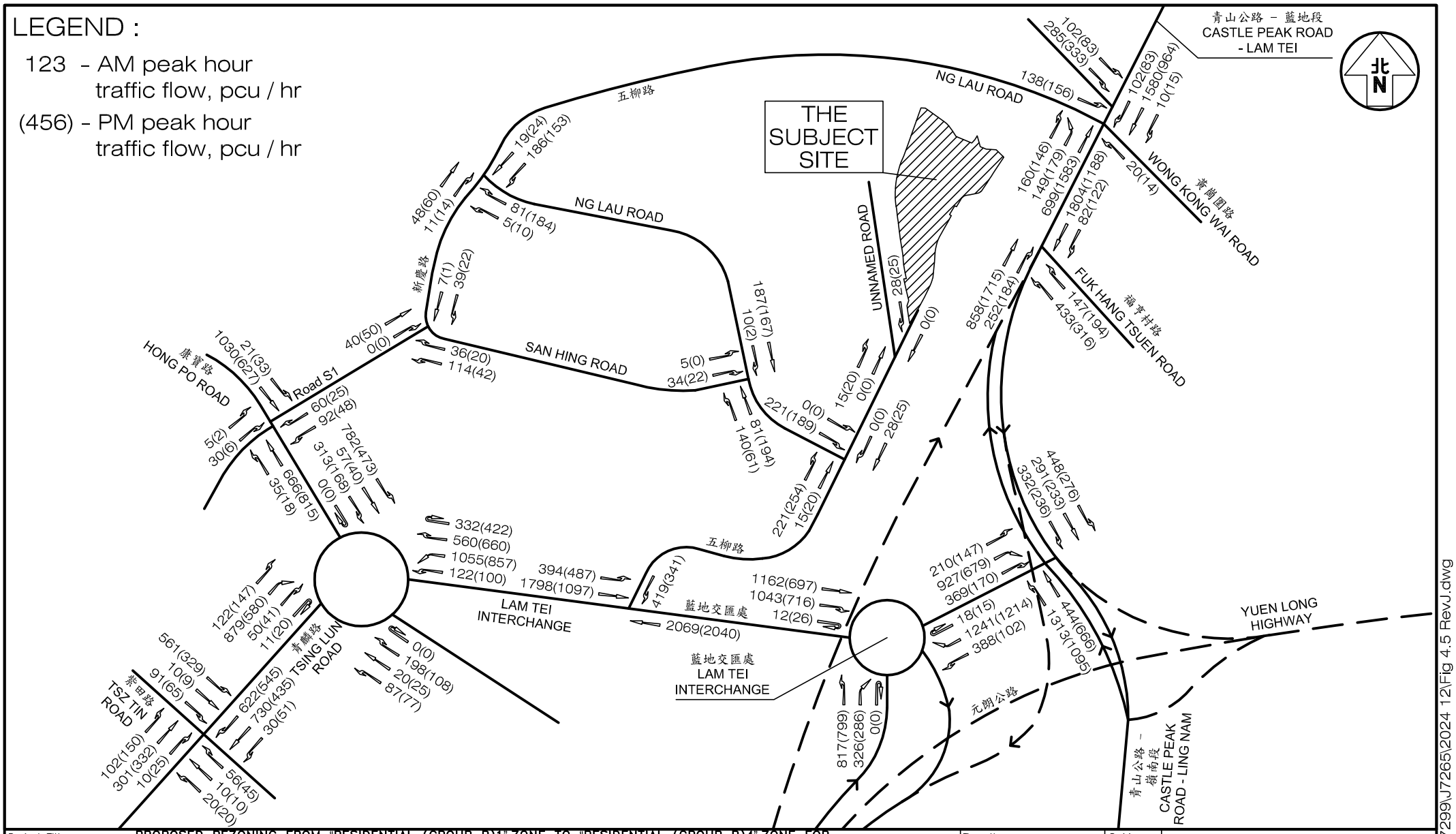

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 4.5	Revision J
Figure Title	YEAR 2033 PEAK HOUR JUNCTION FLOWS WITHOUT PROPOSED DEVELOPMENT	Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 N.T.S. / Date 13 DEC 2024	

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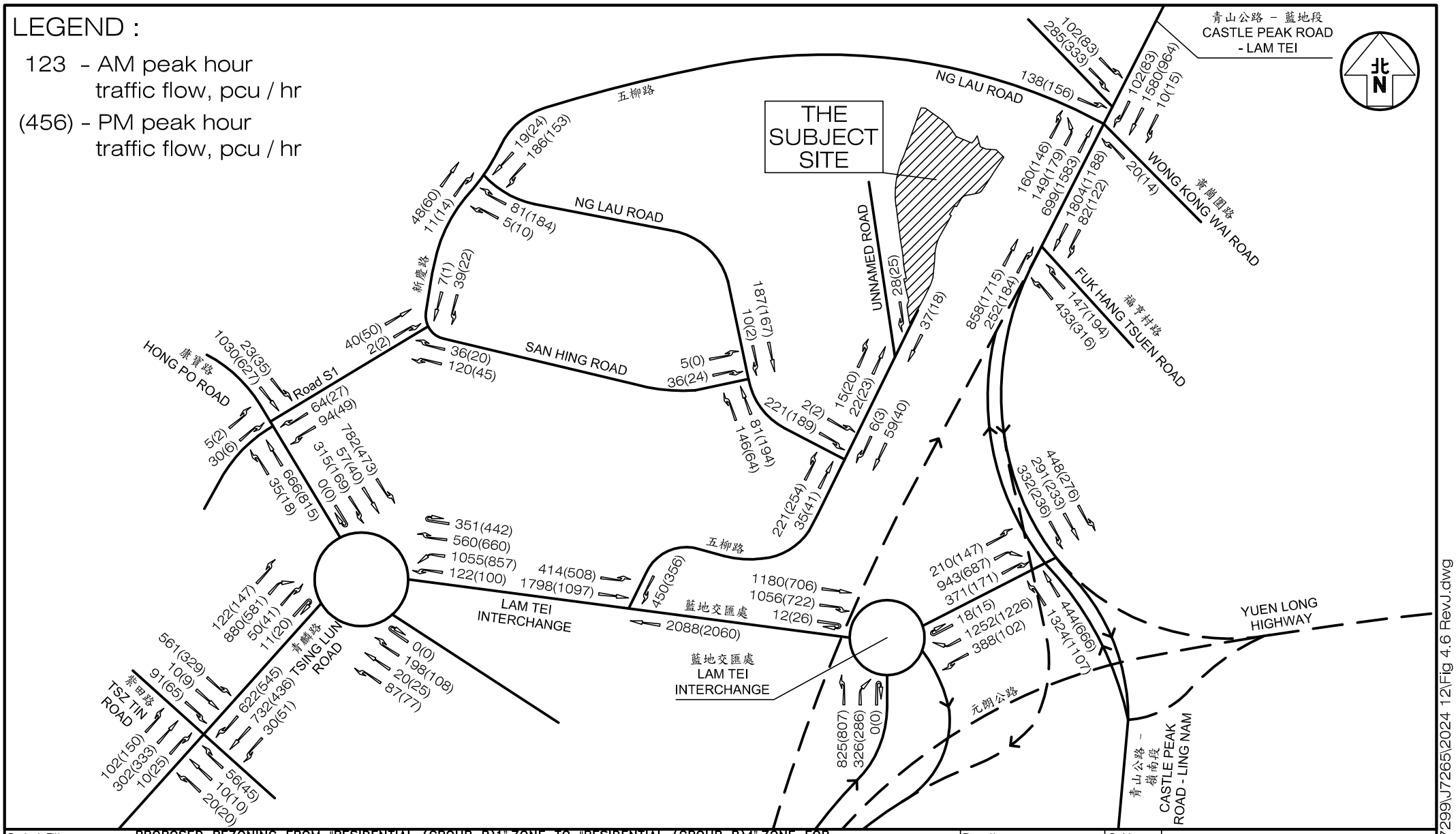

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	J7265	Figure No. 4.6 / Revision J
Figure Title	YEAR 2033 PEAK HOUR JUNCTION FLOWS WITH APPROVED SCHEME	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 13 DEC 2024

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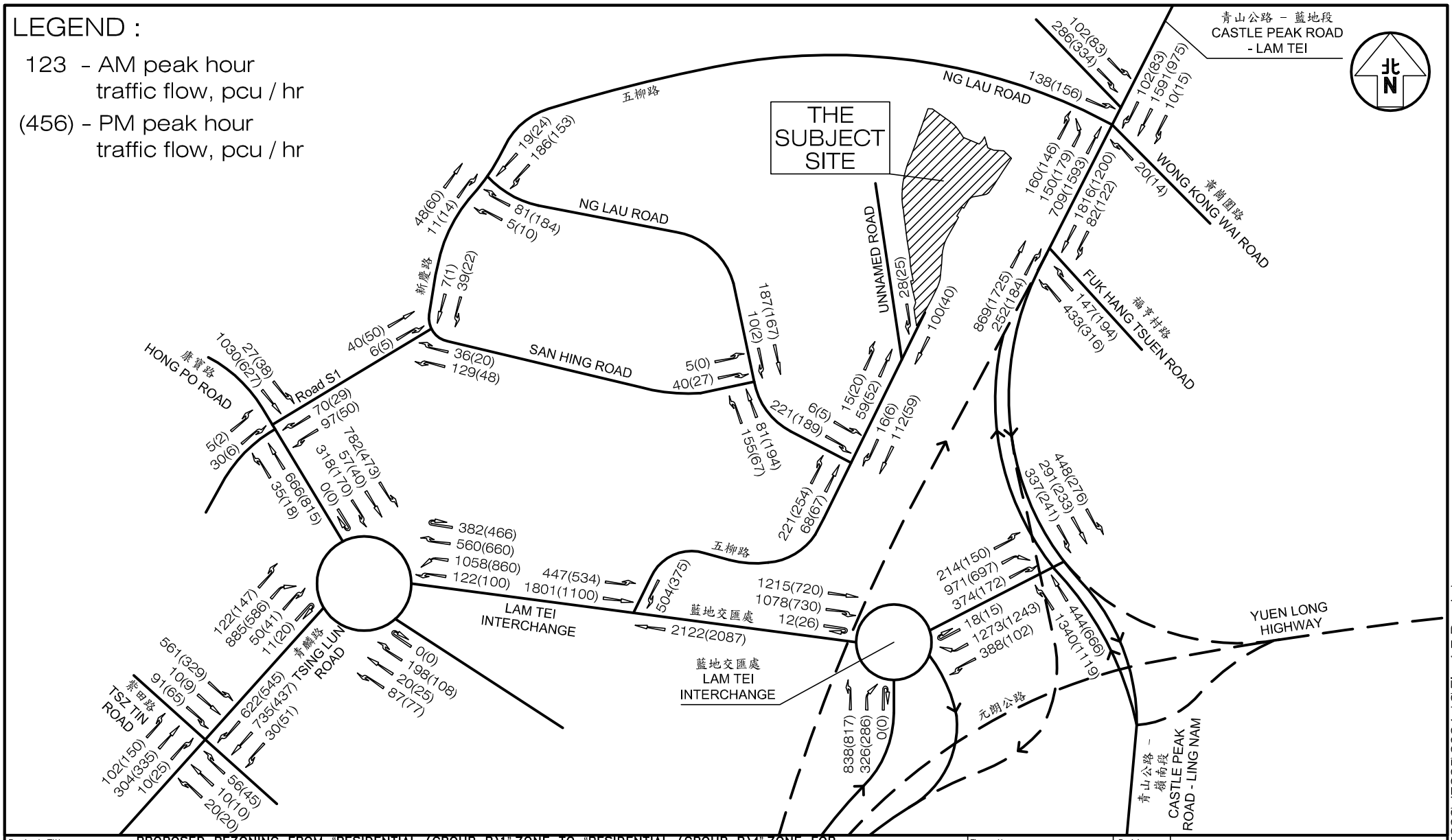

Project Title	PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11) J7265	Figure No. 4.7	Revision J
Figure Title	YEAR 2033 PEAK HOUR JUNCTION FLOWS WITH PROPOSED DEVELOPMENT	Designed by L K W / Drawn by S C Y / Checked by K C	
		Scale in A4 N.T.S. / Date 13 DEC 2024	

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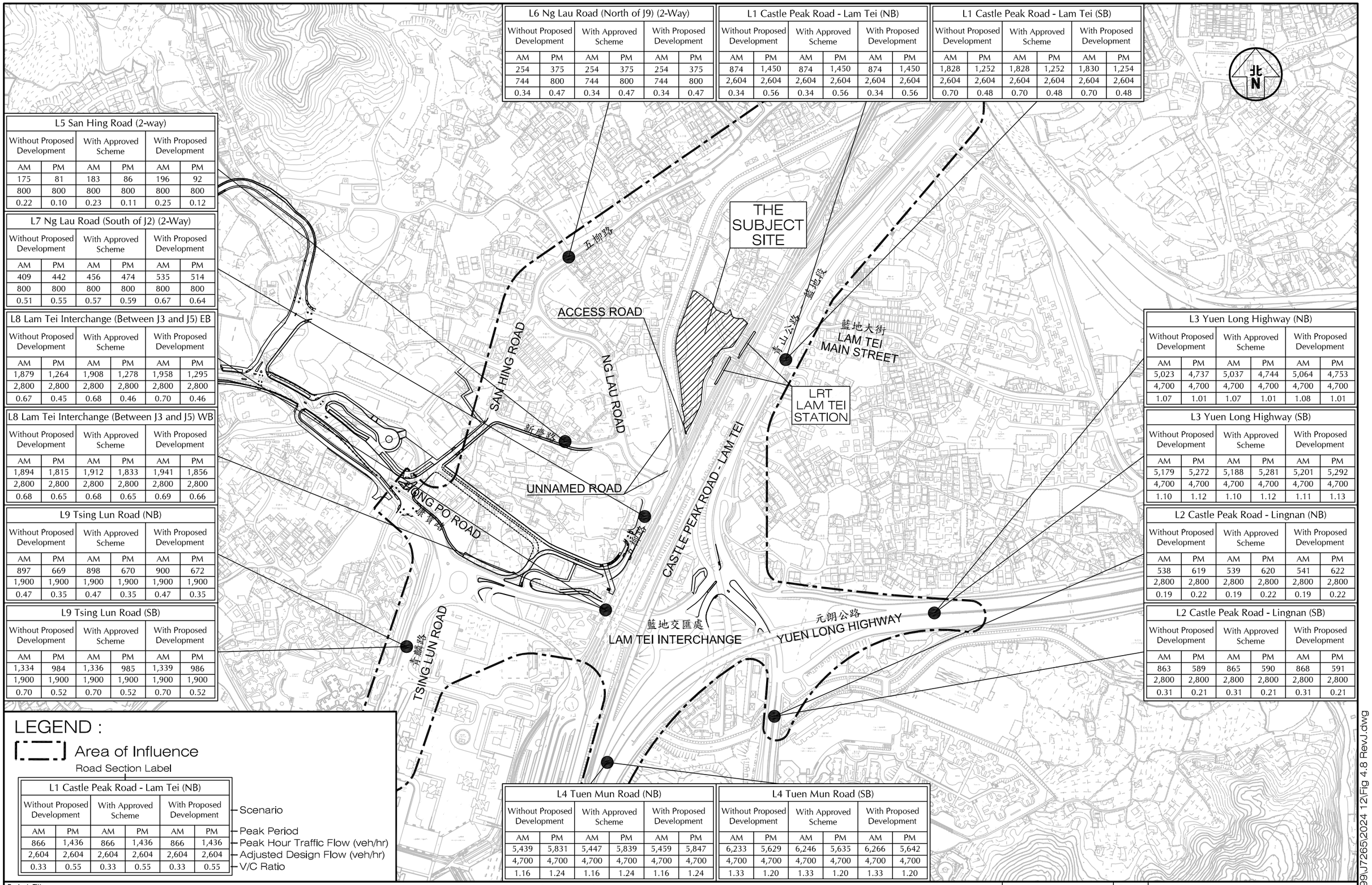

L6 Ng Lau Road (North of J9) (2-Way)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
254	375	254	375	254	375
744	800	744	800	744	800
0.34	0.47	0.34	0.47	0.34	0.47

L1 Castle Peak Road - Lam Tei (NB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
874	1,450	874	1,450	874	1,450
2,604	2,604	2,604	2,604	2,604	2,604
0.34	0.56	0.34	0.56	0.34	0.56

L1 Castle Peak Road - Lam Tei (SB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
1,828	1,252	1,828	1,252	1,830	1,254
2,604	2,604	2,604	2,604	2,604	2,604
0.70	0.48	0.70	0.48	0.70	0.48

L5 San Hing Road (2-way)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
175	81	183	86	196	92
800	800	800	800	800	800
0.22	0.10	0.23	0.11	0.25	0.12

L7 Ng Lau Road (South of J2) (2-Way)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
409	442	456	474	535	514
800	800	800	800	800	800
0.51	0.55	0.57	0.59	0.67	0.64

L8 Lam Tei Interchange (Between J3 and J5) EB					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
1,879	1,264	1,908	1,278	1,958	1,295
2,800	2,800	2,800	2,800	2,800	2,800
0.67	0.45	0.68	0.46	0.70	0.46

L8 Lam Tei Interchange (Between J3 and J5) WB					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
1,894	1,815	1,912	1,833	1,941	1,856
2,800	2,800	2,800	2,800	2,800	2,800
0.68	0.65	0.68	0.65	0.69	0.66

L9 Tsing Lun Road (NB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
897	669	898	670	900	672
1,900	1,900	1,900	1,900	1,900	1,900
0.47	0.35	0.47	0.35	0.47	0.35

L9 Tsing Lun Road (SB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
1,334	984	1,336	985	1,339	986
1,900	1,900	1,900	1,900	1,900	1,900
0.70	0.52	0.70	0.52	0.70	0.52

L3 Yuen Long Highway (NB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
5,023	4,737	5,037	4,744	5,064	4,753
4,700	4,700	4,700	4,700	4,700	4,700
1.07	1.01	1.07	1.01	1.08	1.01

L3 Yuen Long Highway (SB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
5,179	5,272	5,188	5,281	5,201	5,292
4,700	4,700	4,700	4,700	4,700	4,700
1.10	1.12	1.10	1.12	1.11	1.13

L2 Castle Peak Road - Lingnan (NB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
538	619	539	620	541	622
2,800	2,800	2,800	2,800	2,800	2,800
0.19	0.22	0.19	0.22	0.19	0.22

L2 Castle Peak Road - Lingnan (SB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
863	589	865	590	868	591
2,800	2,800	2,800	2,800	2,800	2,800
0.31	0.21	0.31	0.21	0.31	0.21

L4 Tuen Mun Road (NB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
5,439	5,831	5,447	5,839	5,459	5,847
4,700	4,700	4,700	4,700	4,700	4,700
1.16	1.24	1.16	1.24	1.16	1.24

L4 Tuen Mun Road (SB)					
Without Proposed Development		With Approved Scheme		With Proposed Development	
AM	PM	AM	PM	AM	PM
6,233	5,629	6,246	5,635	6,266	5,642
4,700	4,700	4,700	4,700	4,700	4,700
1.33	1.20	1.33	1.20	1.33	1.20

LEGEND :

Area of Influence

Road Section Label

L1 Castle Peak Road - Lam Tei (NB)						
Without Proposed Development		With Approved Scheme		With Proposed Development		Scenario
AM	PM	AM	PM	AM	PM	Peak Period
866	1,436	866	1,436	866	1,436	Peak Hour Traffic Flow (veh/hr)
2,604	2,604	2,604	2,604	2,604	2,604	Adjusted Design Flow (veh/hr)
0.33	0.55	0.33	0.55	0.33	0.55	V/C Ratio

Project Title

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

J7265

Figure Title

YEAR 2033 PEAK HOUR LINK FLOWS

Figure No. 4.8

Revision J

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

Scale in A3 1 : 5,000

Date 13 DEC 2024

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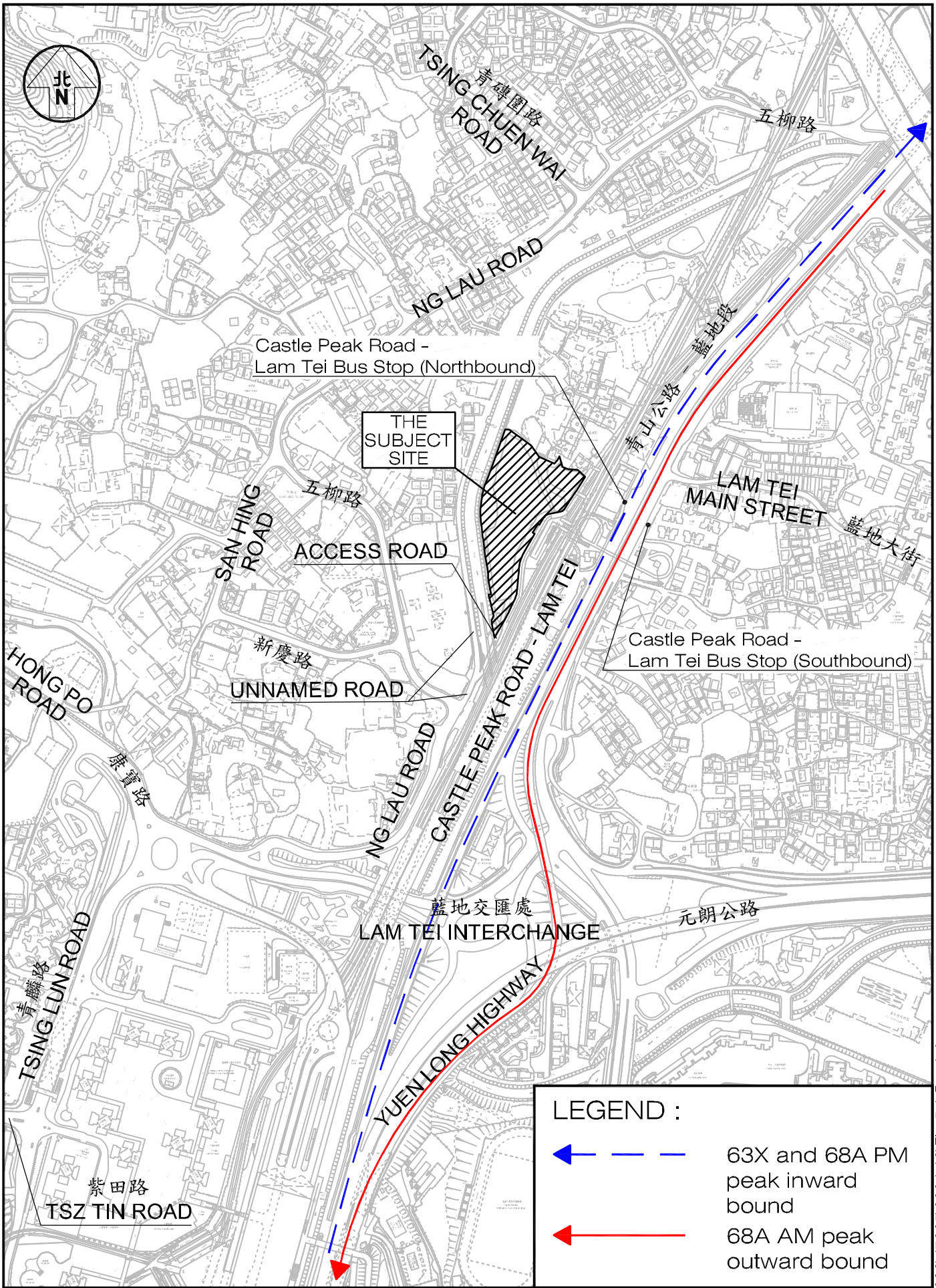

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

Figure Title: ADDITIONAL BUS TRIP IN YEAR 2033

Job No.	Figure No.			Scale in A4
J7265	5.1			1 : 5,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	J	13 DEC 2024

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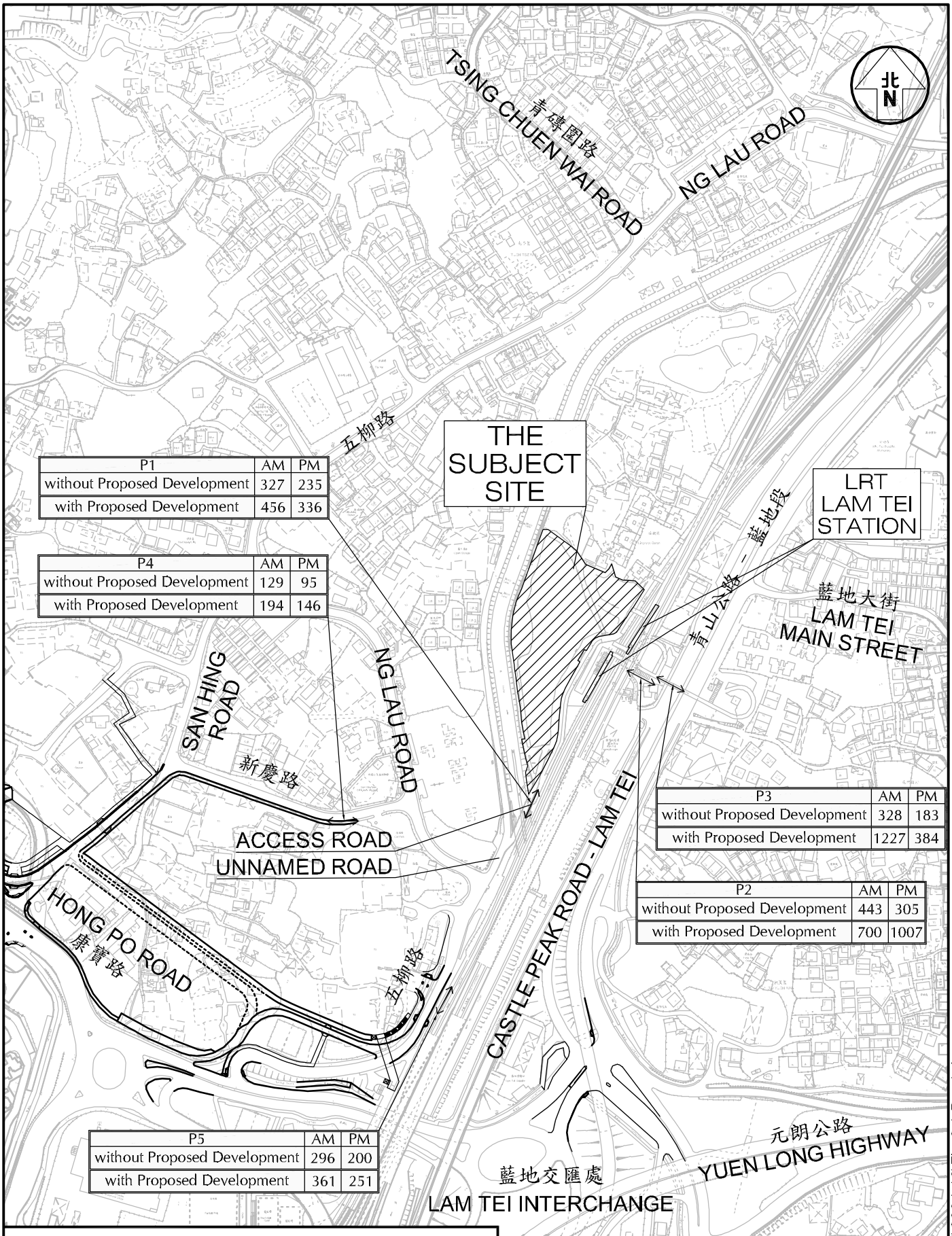

P1	AM	PM
without Proposed Development	327	235
with Proposed Development	456	336

P4	AM	PM
without Proposed Development	129	95
with Proposed Development	194	146

P3	AM	PM
without Proposed Development	328	183
with Proposed Development	1227	384

P2	AM	PM
without Proposed Development	443	305
with Proposed Development	700	1007

P5	AM	PM
without Proposed Development	296	200
with Proposed Development	361	251

LEGEND :

123 - Peak hour pedestrian two-way flow

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

Figure Title: YEAR 2033 PEAK HOUR PEDESTRIAN FLOWS

Job No.	Figure No.			Scale in A4
J7265	6.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
K K Y	S C Y	K C	J	13 DEC 2024

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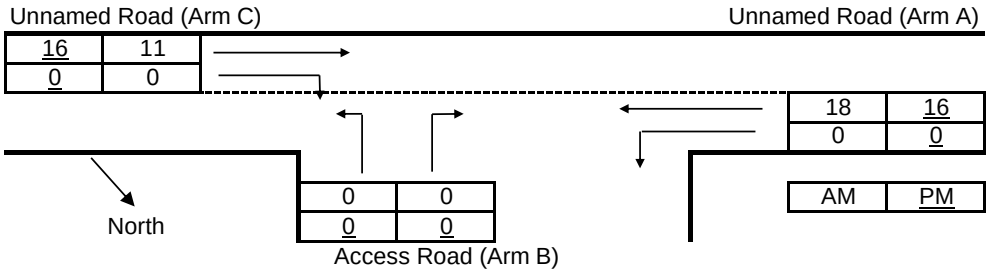
Appendix A – Junction Capacity Analysis

Priority Junction Analysis

Junction:	Unnamed Road / Access Road				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	5.70	V-rBA	100	w-BA	2.05	D	0.8093
	W-CR	0.00	V-lBA	100	w-BC	2.05	E	0.8343
			V-rBC	100	w-CB	2.70	F	0.8943
			V-rCB	100			Y	0.8034

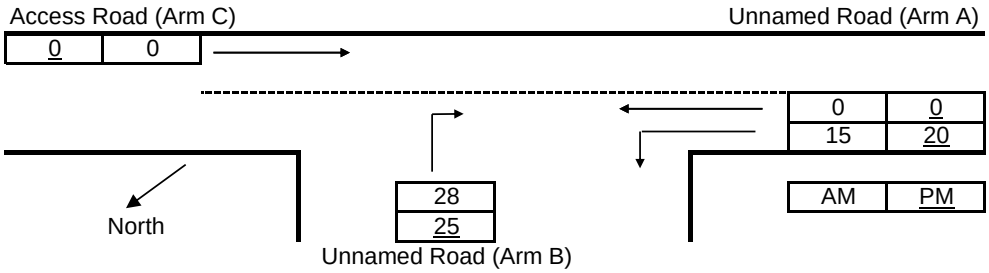
Analysis : c

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu	AM	PM
q-CA	11	16	Q-BA	502	501
q-CB	0	0	Q-BC	617	618
q-AB	0	0	Q-CB	662	662
q-AC	18	16	Q-BAC	502	501
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.000	0.000
B-AC	0.000	0.000

Priority Junction Analysis

Junction:	Unnamed Road / Access Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Without Development				P. 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.90	V-rBA	60	w-BA	4.70	D	0.8093
	W-CR	0.00	V-lBA	90	w-BC	0.00	E	0.8343
			V-rBC	0.00	w-CB	0.00	F	0.8943
			V-rCB	55			Y	0.8034

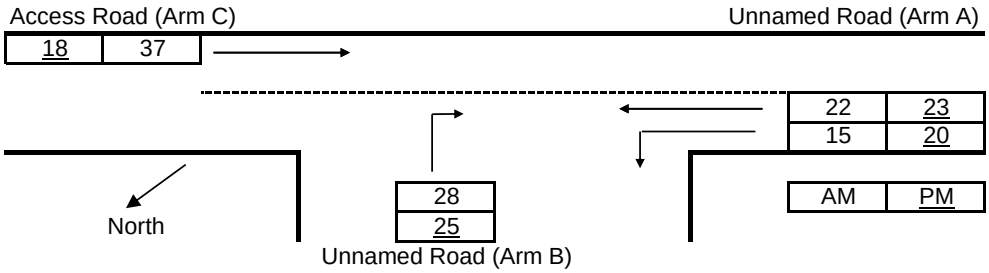
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	0	0	Q-BA	506	506
q-CB	0	0	Q-BC	620	620
q-AB	15	20	Q-CB	662	661
q-AC	0	0	Q-BAC	506	506
q-BA	28	25			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.055	0.049
B-C	0.000	0.000
C-B	0.000	0.000
B-AC	0.055	0.049

Priority Junction Analysis

Junction:	Unnamed Road / Access Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Approved Scheme				P. 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.90	V-rBA	60	w-BA	4.70	D	0.8093
	W-CR	0.00	V-lBA	90	w-BC	0.00	E	0.8343
			V-rBC	0.00	w-CB	0.00	F	0.8943
			V-rCB	55			Y	0.8034

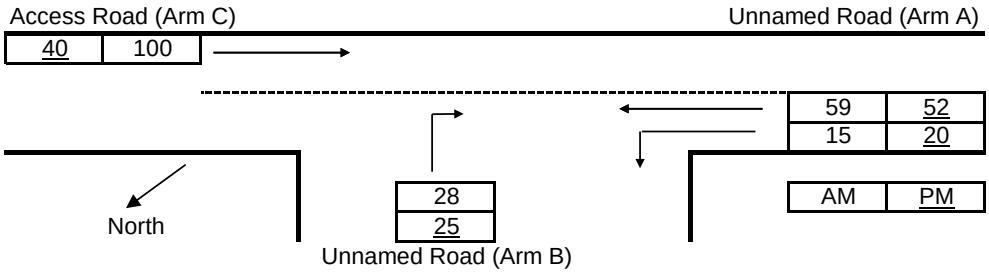
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	37	18	Q-BA	495	497
q-CB	0	0	Q-BC	615	614
q-AB	15	20	Q-CB	657	655
q-AC	22	23	Q-BAC	495	497
q-BA	28	25			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.057	0.050
B-C	0.000	0.000
C-B	0.000	0.000
B-AC	0.057	0.050

Priority Junction Analysis

Junction:	Unnamed Road / Access Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Proposed Scheme				P. 4



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	6.90	V-rBA	60	w-BA	4.70	D	0.8093
	W-CR	0.00	V-lBA	90	w-BC	0.00	E	0.8343
			V-rBC	0.00	w-CB	0.00	F	0.8943
			V-rCB	55			Y	0.8034

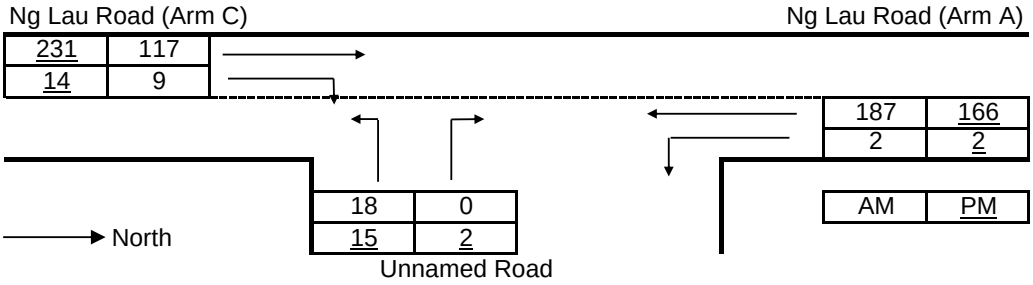
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	100	40	Q-BA	477	487
q-CB	0	0	Q-BC	606	607
q-AB	15	20	Q-CB	647	647
q-AC	59	52	Q-BAC	477	487
q-BA	28	25			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.059	0.051
B-C	0.000	0.000
C-B	0.000	0.000
B-AC	0.059	0.051

Priority Junction Analysis

Junction:	Ng Lau Road / Unnamed Road				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 5



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	8.65	V-rBA	30	w-BA	2.05	D	0.7574
	W-CR	0.00	V-lBA	100	w-BC	2.05	E	0.7808
			V-rBC	30	w-CB	4.70	F	1.0394
			V-rCB	60			Y	0.7016

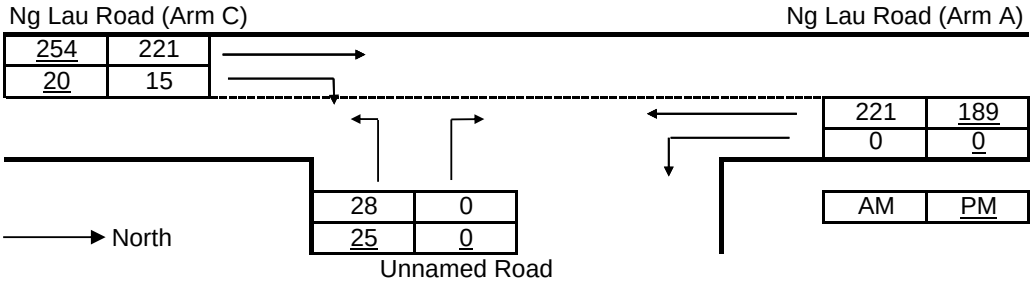
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	117	231	Q-BA	422	411
q-CB	9	14	Q-BC	544	548
q-AB	2	2	Q-CB	724	730
q-AC	187	166	Q-BAC	544	528
q-BA	0	2			
q-BC	18	15			
f	1.000	0.882			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.005
B-C	0.033	0.027
C-B	0.012	0.019
B-AC	0.033	0.032

Priority Junction Analysis

Junction:	Ng Lau Road / Unnamed Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Without Development				P. 6



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.50	V-rBA	20	w-BA	2.05	D	0.7574
	W-CR	0.00	V-lBA	90	w-BC	2.05	E	0.7808
			V-rBC	20	w-CB	4.70	F	1.0394
			V-rCB	25			Y	0.7016

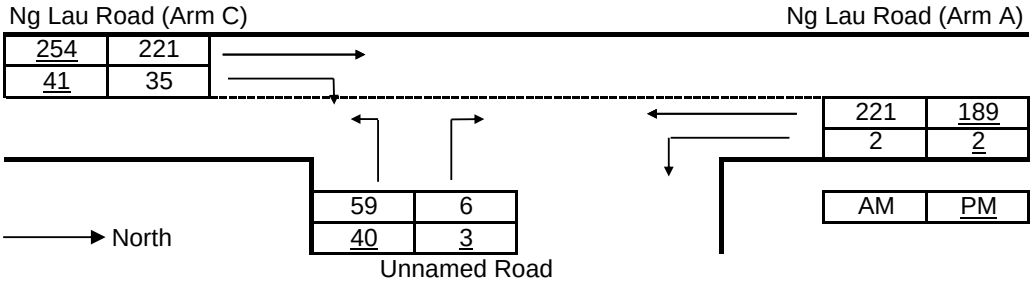
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	221	254	Q-BA	401	402
q-CB	15	20	Q-BC	538	544
q-AB	0	0	Q-CB	716	724
q-AC	221	189	Q-BAC	538	544
q-BA	0	0			
q-BC	28	25			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.052	0.046
C-B	0.021	0.028
B-AC	0.052	0.046

Priority Junction Analysis

Junction:	Ng Lau Road / Unnamed Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Approved Scheme				P. 7



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.50	V-rBA	20	w-BA	2.05	D	0.7574
	W-CR	0.00	V-lBA	90	w-BC	2.05	E	0.7808
			V-rBC	20	w-CB	4.70	F	1.0394
			V-rCB	25			Y	0.7016

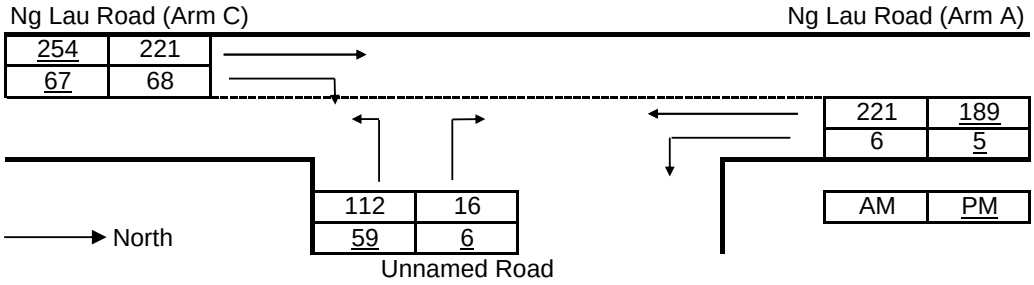
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	221	254	Q-BA	395	396
q-CB	35	41	Q-BC	537	544
q-AB	2	2	Q-CB	715	724
q-AC	221	189	Q-BAC	520	530
q-BA	6	3			
q-BC	59	40			
f	0.908	0.930			

Ratio-of-flow to Capacity	AM	PM
B-A	0.015	0.008
B-C	0.110	0.074
C-B	0.049	0.057
B-AC	0.125	0.081

Priority Junction Analysis

Junction:	Ng Lau Road / Unnamed Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Proposed Scheme				P. 8



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	7.50	V-rBA	20	w-BA	2.05	D	0.7574
	W-CR	0.00	V-lBA	90	w-BC	2.05	E	0.7808
			V-rBC	20	w-CB	4.70	F	1.0394
			V-rCB	25			Y	0.7016

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	221	254	Q-BA	386	389
q-CB	68	67	Q-BC	537	544
q-AB	6	5	Q-CB	714	723
q-AC	221	189	Q-BAC	512	524
q-BA	16	6			
q-BC	112	59			
f	0.875	0.908			

Ratio-of-flow to Capacity	AM	PM
B-A	0.041	0.015
B-C	0.209	0.109
C-B	0.095	0.093
B-AC	0.250	0.124

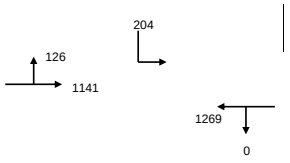
Junction: Ng Lau Road / Lam Tei Interchange Job Number: J7265

Scenario: Existing Condition P. 9

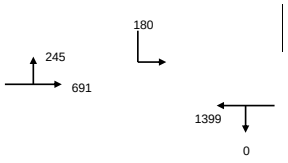
Design Year: 2023 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lam Tei Interchange EB	SA+LT	A1	1	3.65	30.0		21	1959	609	0.311	0.311	55	1927	446	0.231	
	SA	A2	1	3.65				2120	658	0.310			2120	490	0.231	
Lam Tei Interchange WB	SA+LT	A3	1	3.65	15.0		0	1980	613	0.310		0	1980	676	0.341	0.341
	SA	A4	1	3.65				2120	656	0.309			2120	723	0.341	
Ng Lau Road SB	LT	B1	2	4.00	12.0		100	1791	204	0.114	0.114	100	1791	180	0.100	0.100
pedestrian phase		$C_{(P)}$	1		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		$D_{(P)}$	2		min crossing time =		8	sec GM +		9	sec FGM =		17	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

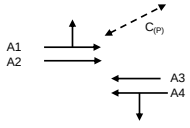
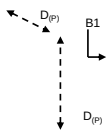


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1 + 2		PM Peak 1 + 2	
Sum y	0.425		0.442	
L (s)	8		8	
C (s)	82		82	
practical y	0.812		0.812	
R.C. (%)	91%		84%	

Note:

1	2	3	4	5
				

AM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

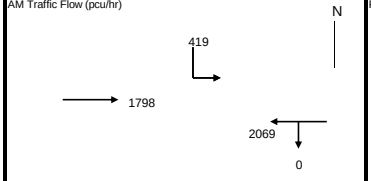
Junction: Ng Lau Road / Lam Tei Interchange Job Number: J7265

Scenario: Without Development P. 10

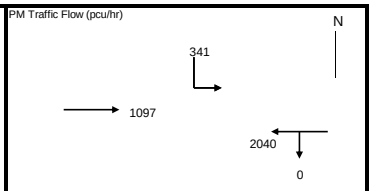
Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lam Tei Interchange EB	SA	A2	1	4.00				2155	899	0.417			2155	549	0.255	
	SA	A3	1	4.00				2155	899	0.417			2155	548	0.254	
Lam Tei Interchange WB	SA+LT	B1	1	4.00	15.0		0	2015	1000	0.496	0.496	0	2015	986	0.489	0.489
	SA	B2	1	4.00				2155	1069	0.496			2155	1054	0.489	
Ng Lau Road SB	LT	C1	2	5.50	10.0		100	1883	201	0.107	0.107	100	1883	163	0.087	0.087
	LT	C2	2	5.00	15.0		100	2050	218	0.106		100	2050	178	0.087	
pedestrian phase		$D_{(P)}$	1		min crossing time =		5	sec GM +		13	sec FGM =		18	sec		
		$E_{(P)}$	2		min crossing time =		10	sec GM +		12	sec FGM =		22	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

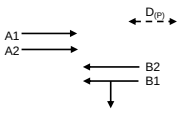


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1 + 2		PM Peak 1 + 2	
Sum y	0.603		0.576	
L (s)	8		8	
C (s)	82		82	
practical y	0.812		0.812	
R.C. (%)	35%		41%	

Note:

1	2	3	4	5
				

AM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

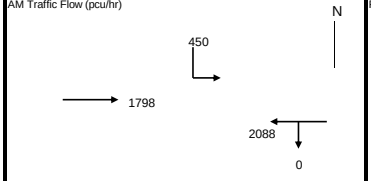
Junction: Ng Lau Road / Lam Tei Interchange Job Number: J7265

Scenario: With Approved Scheme P. 11

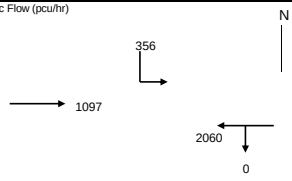
Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lam Tei Interchange EB	SA	A2	1	4.00				2155	899	0.417			2155	549	0.255	
	SA	A3	1	4.00				2155	899	0.417			2155	548	0.254	
Lam Tei Interchange WB	SA+LT	B1	1	4.00	15.0		0	2015	1009	0.501	0.501	0	2015	995	0.494	
	SA	B2	1	4.00				2155	1079	0.501			2155	1065	0.494	0.494
Ng Lau Road SB	LT	C1	2	5.50	10.0		100	1883	215	0.114	0.114	100	1883	170	0.090	0.090
	LT	C2	2	5.00	15.0		100	2050	235	0.115		100	2050	186	0.091	
pedestrian phase		$D_{(P)}$	1		min crossing time =		5	sec GM +		13	sec FGM =		18	sec		
		$E_{(P)}$	2		min crossing time =		10	sec GM +		12	sec FGM =		22	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

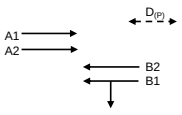


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1 + 2		PM Peak 1 + 2	
Sum y	0.615		0.584	
L (s)	8		8	
C (s)	82		82	
practical y	0.812		0.812	
R.C. (%)	32%		39%	

Note:

1	2	3	4	5
				

AM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

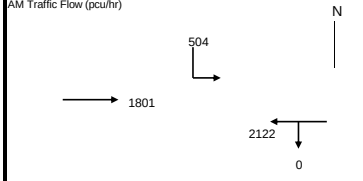
Junction: Ng Lau Road / Lam Tei Interchange Job Number: J7265

Scenario: With Proposed Scheme P. 12

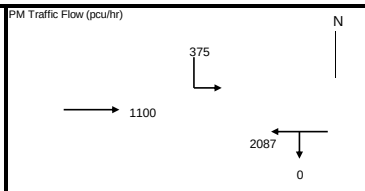
Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Lam Tei Interchange EB	SA	A2	1	4.00				2155	901	0.418			2155	550	0.255	
	SA	A3	1	4.00				2155	900	0.418			2155	550	0.255	
Lam Tei Interchange WB	SA+LT	B1	1	4.00	15.0		0	2015	1025	0.509	0.509	0	2015	1008	0.500	0.500
	SA	B2	1	4.00				2155	1097	0.509			2155	1079	0.501	
Ng Lau Road SB	LT	C1	2	5.50	10.0		100	1883	241	0.128	0.128	100	1883	180	0.096	0.096
	LT	C2	2	5.00	15.0		100	2050	263	0.128		100	2050	195	0.095	
pedestrian phase		$D_{(P)}$	1		min crossing time =		5	sec GM +		13	sec FGM =		18	sec		
		$E_{(P)}$	2		min crossing time =		10	sec GM +		12	sec FGM =		22	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

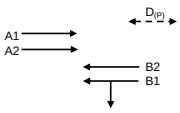
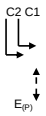


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1 + 2		PM Peak 1 + 2	
Sum y	0.637		0.596	
L (s)	8		8	
C (s)	82		82	
practical y	0.812		0.812	
R.C. (%)	28%		36%	

Note:

1	2	3	4	5
				

AM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	

Roundabout Analysis

Location Tsing Lun Road / Hong Po Road / Lam Tei Interchange
Scenario Existing Condition Page 13
Design Year 2023 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c *
From A	102	110	809	248					1269	259
From B	182	0	77	22					281	1336
From C	579	42	11	30					662	666
From D	406	40	54	2					502	1026
From E										
From F										
From G										
From H										
Total	1269	192	951	302					2714	

* q_c in existing condition is adjusted due to Temporary Traffic Arrangement

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c *
From A	205	90	742	362					1399	202
From B	91	0	67	22					180	1453
From C	443	32	18	37					530	772
From D	198	26	34	2					260	879
From E										
From F										
From G										
From H										
Total	937	148	861	423					2369	

* q_c in existing condition is adjusted for TTA

Legend

Arm	Road (in clockwise order)
A	Slip Road from Lam Tei Interchange
B	Access Road from Siu Hong Station
C	Tsing Lun Road
D	Hong Po Road
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	10.0	7.3	20.0	10.0	55	45	0.4
From B	9.0	6.8	28.0	4.0	55	19	0.9
From C	11.5	7.8	100.0	9.0	55	23	0.7
From D*	6.0	4.5	27.0	6.0	55	10	0.4
From E							
From F							
From G							
From H							

* Parameter in existing condition is adjusted for TTA

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	PM	AM	PM	AM	PM
From A	8.748	0.607	1.311	0.948	2651	0.757	2327	2368	1269	1399	0.545	0.591
From B	7.597	0.607	1.311	1.051	2302	0.694	1445	1360	281	180	0.194	0.132
From C	9.398	0.607	1.311	1.063	2848	0.793	2467	2377	662	530	0.268	0.223
From D	5.333	0.607	1.311	1.082	1616	0.569	1117	1207	502	260	0.449	0.215
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Tsing Lun Road / Hong Po Road / Lam Tei Interchange
Scenario Without Development Page 14
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	332	0	1055	560					1947	431
From B	198	0	87	20					305	2271
From C	879	50	11	122					1062	1110
From D	782	57	313	0					1152	1470
From E										
From F										
From G										
From H										
Total	2191	107	1466	702					4466	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	422	0	857	660					1939	269
From B	108	0	77	25					210	2127
From C	580	41	20	147					788	1215
From D	473	40	168	0					681	1171
From E										
From F										
From G										
From H										
Total	1583	81	1122	832					3618	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Lam Tei Interchange
B	Access Road to Siu Hong Station
C	Tsing Lun Road
D	Hong Po Road
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.8	30.0	10.0	55	20	0.5
From B	9.0	6.8	28.0	6.0	55	19	0.6
From C	11.5	7.8	100.0	9.0	55	23	0.7
From D	14.0	8.5	40.0	10.0	55	10	0.9
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	PM	AM	PM	AM	PM
From A	9.381	0.607	1.311	1.051	2842	0.792	2629	2764	1947	1939	0.741	0.702
From B	7.812	0.607	1.311	1.051	2367	0.706	804	911	305	210	0.379	0.231
From C	9.398	0.607	1.311	1.063	2848	0.793	2092	2004	1062	788	0.508	0.393
From D	10.493	0.607	1.311	1.094	3179	0.853	2106	2385	1152	681	0.547	0.286
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Tsing Lun Road / Hong Po Road / Lam Tei Interchange
Scenario With Approved Scheme Page 15
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	351	0	1055	560					1966	433
From B	198	0	87	20					305	2292
From C	880	50	11	122					1063	1129
From D	782	57	315	0					1154	1490
From E										
From F										
From G										
From H										
Total	2211	107	1468	702					4488	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	442	0	857	660					1959	270
From B	108	0	77	25					210	2148
From C	581	41	20	147					789	1235
From D	473	40	169	0					682	1192
From E										
From F										
From G										
From H										
Total	1604	81	1123	832					3640	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Lam Tei Interchange
B	Access Road to Siu Hong Station
C	Tsing Lun Road
D	Hong Po Road
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.8	30.0	10.0	55	20	0.5
From B	9.0	6.8	28.0	4.0	55	19	0.9
From C	11.5	7.8	100.0	9.0	55	23	0.7
From D	14.0	8.5	40.0	10.0	55	10	0.9
From E							
From F							
From G							
From H							

c

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	PM	AM	PM	AM	PM
From A	9.381	0.607	1.311	1.051	2842	0.792	2627	2763	1966	1959	0.748	0.709
From B	7.597	0.607	1.311	1.051	2302	0.694	748	853	305	210	0.408	0.246
From C	9.398	0.607	1.311	1.063	2848	0.793	2076	1987	1063	789	0.512	0.397
From D	10.493	0.607	1.311	1.094	3179	0.853	2087	2365	1154	682	0.553	0.288
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Tsing Lun Road / Hong Po Road / Lam Tei Interchange
Scenario With Proposed Scheme Page 16
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	382	0	1058	560					2000	436
From B	198	0	87	20					305	2329
From C	885	50	11	122					1068	1160
From D	782	57	318	0					1157	1526
From E										
From F										
From G										
From H										
Total	2247	107	1474	702					4530	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	466	0	860	660					1986	271
From B	108	0	77	25					210	2176
From C	586	41	20	147					794	1259
From D	473	40	170	0					683	1221
From E										
From F										
From G										
From H										
Total	1633	81	1127	832					3673	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Lam Tei Interchange
B	Access Road to Siu Hong Station
C	Tsing Lun Road
D	Hong Po Road
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.8	30.0	10.0	55	20	0.5
From B	9.0	6.8	28.0	4.0	55	19	0.9
From C	11.5	7.8	100.0	9.0	55	23	0.7
From D	14.0	8.5	40.0	10.0	55	10	0.9
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

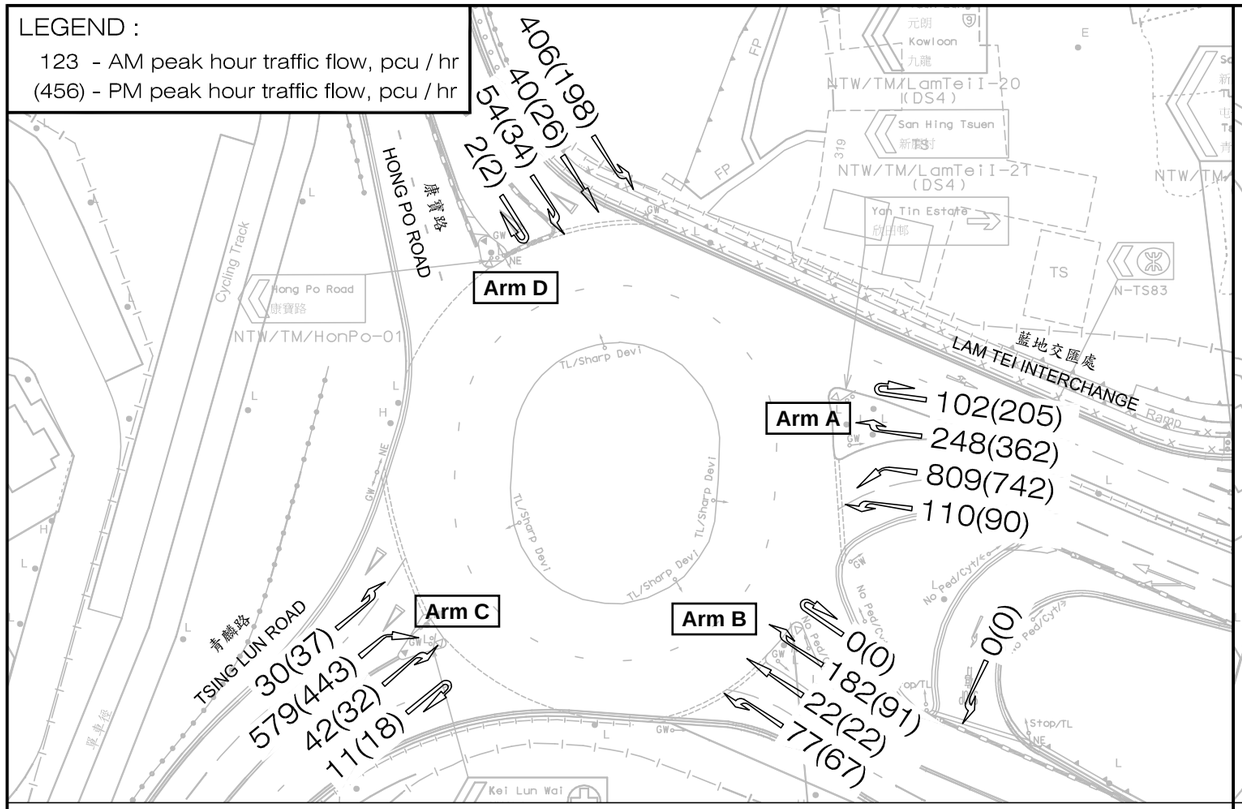
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

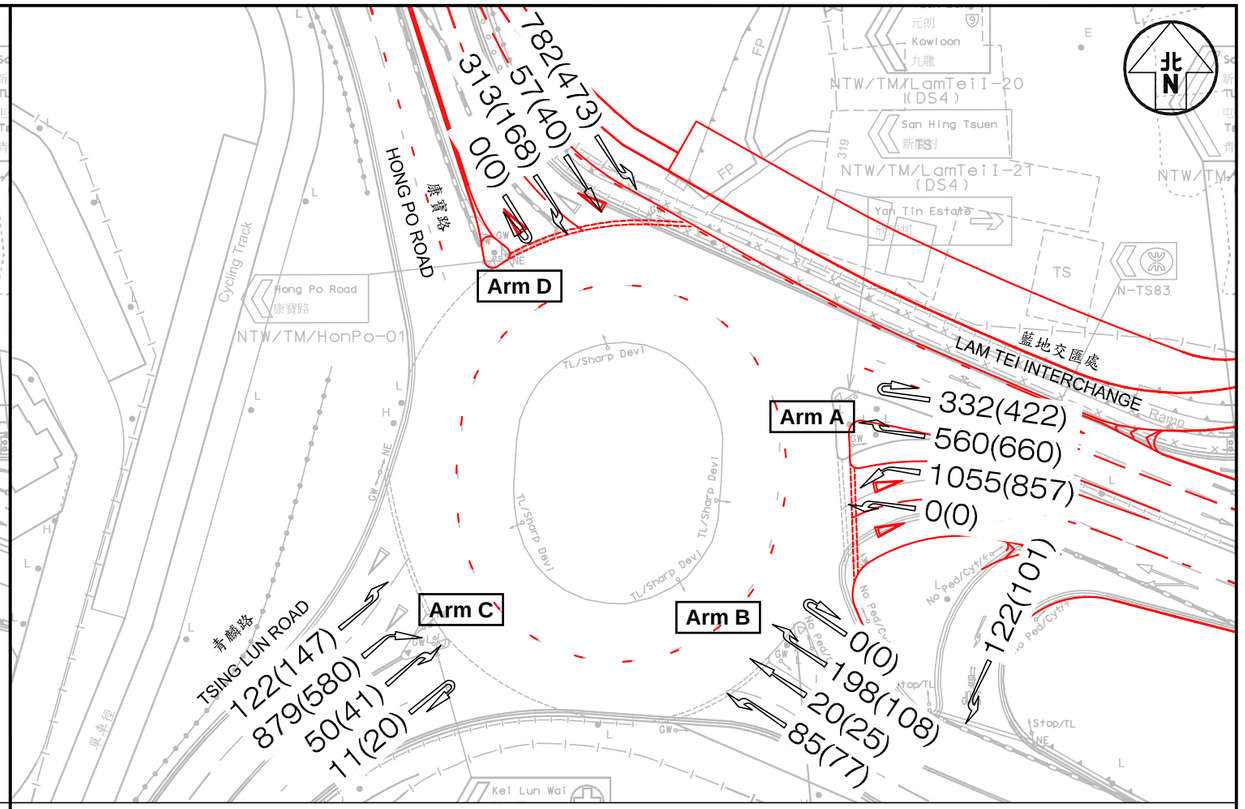
							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	9.381	0.607	1.311	1.051	2842	0.792	2624	2762	2000	1986	0.762	0.719
From B	7.597	0.607	1.311	1.051	2302	0.694	721	833	305	210	0.423	0.252
From C	9.398	0.607	1.311	1.063	2848	0.793	2050	1967	1068	794	0.521	0.404
From D	10.493	0.607	1.311	1.094	3179	0.853	2053	2338	1157	683	0.563	0.292
From E												
From F												
From G												
From H												

J4 - Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange

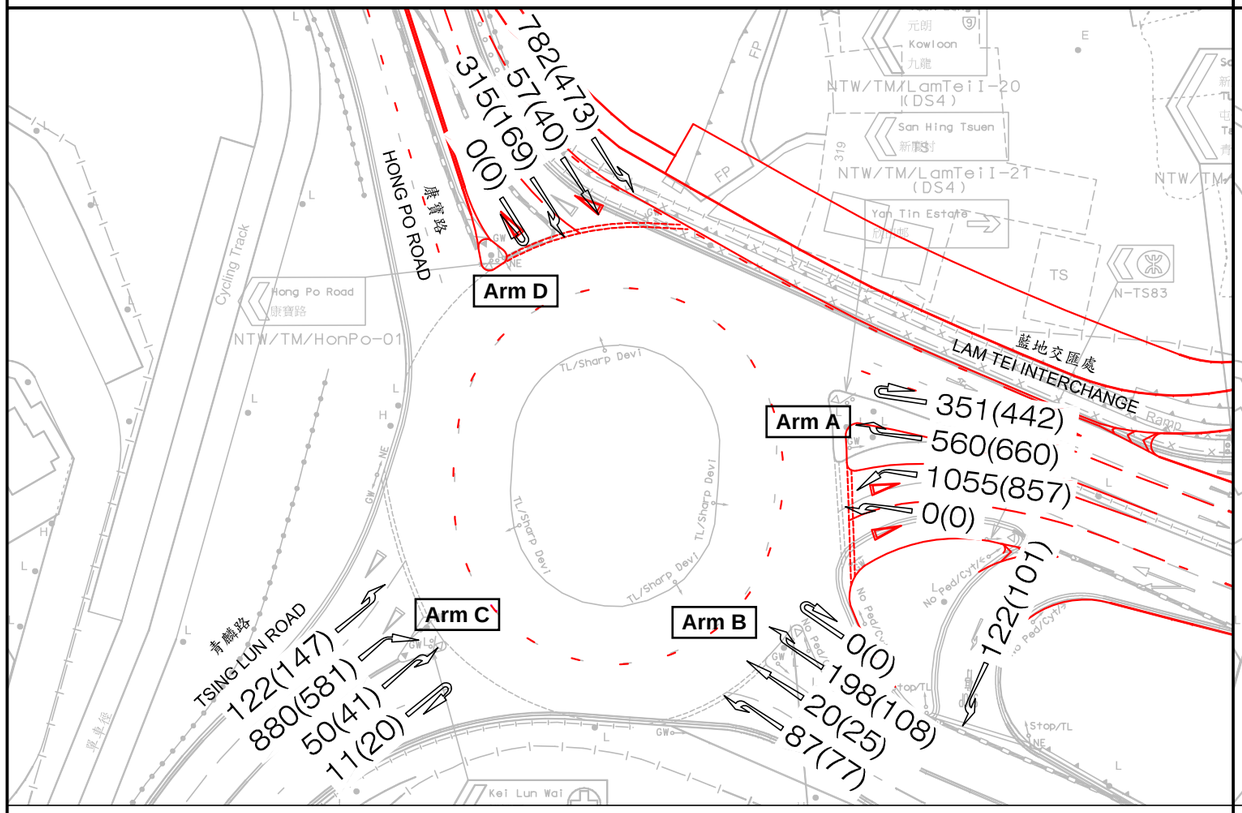
LEGEND :
123 - AM peak hour traffic flow, pcu / hr
(456) - PM peak hour traffic flow, pcu / hr



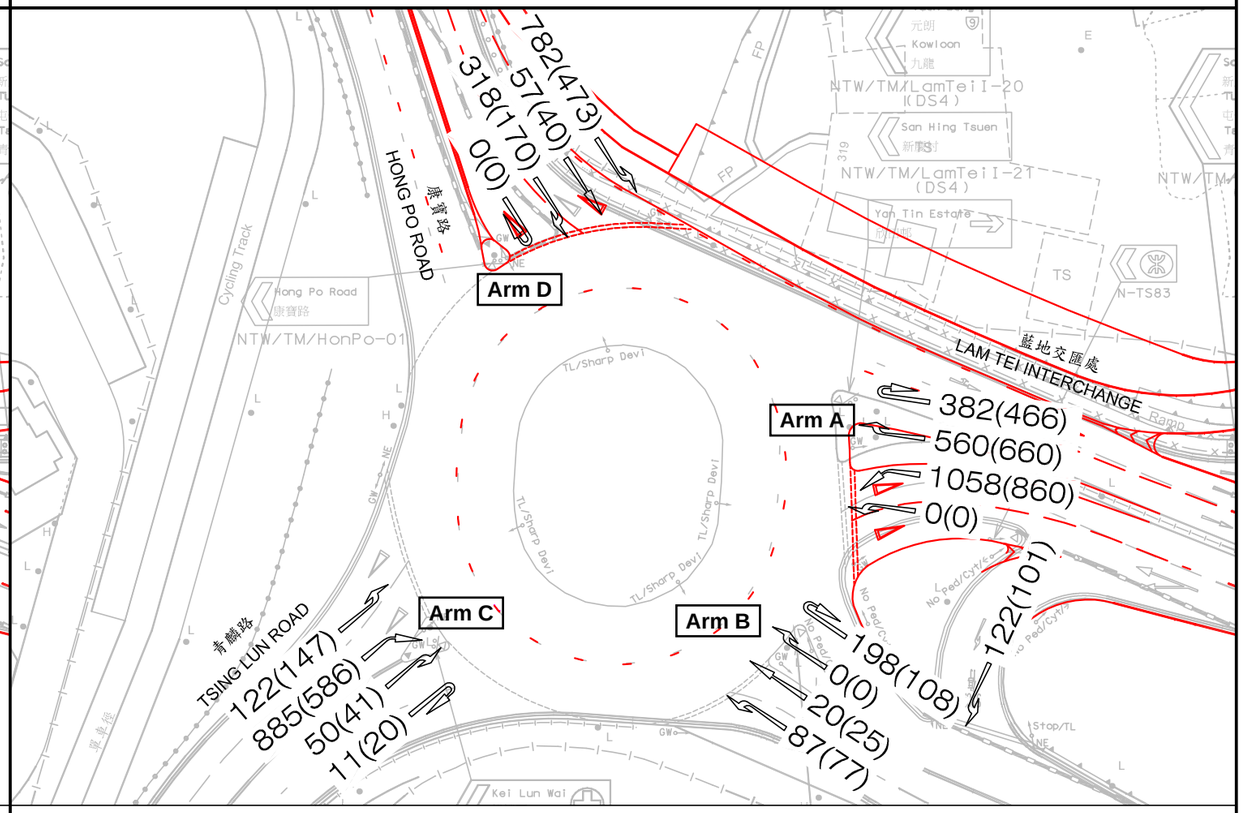
Existing Condition



Without Development



With Approved Scheme



With Proposed Scheme

scale 1:750 (A3)

Roundabout Analysis

Location Lam Tei Interchange
Scenario Existing Condition Page 17
Design Year 2023 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	17	0	945						962	658
From B	293	4	310						607	976
From C	385	640	14						1039	314
From D										
From E										
From F										
From G										
Total	695	644	1269						2608	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	7	0	958						965	483
From B	267	0	414						681	992
From C	202	456	27						685	274
From D										
From E										
From F										
From G										
From H										
Total	476	456	1399						2331	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Castle Peak Road
B	Slip Road to Tuen Mun Road
C	Slip Road to Tsing Lun Road
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.3	7.3	40.0	1.0	51	22	0.0
From B	8.8	7.3	65.0	3.0	51	26	0.8
From C	7.7	6.8	100.0	8.0	51	17	0.2
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	PM	AM	PM	AM	PM
From A	7.300	0.407	1.355	1.052	2212	0.700	1843	1972	962	965	0.522	0.489
From B	7.877	0.407	1.355	1.048	2387	0.733	1751	1739	607	681	0.347	0.392
From C	7.438	0.407	1.355	1.084	2254	0.708	2203	2233	1039	685	0.472	0.307
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Tei Interchange
Scenario Without Development Page 18
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	18	0	1241						1259	1055
From B	326	0	817						1143	1271
From C	711	1043	12						1766	344
From D										
From E										
From F										
From G										
From H										
Total	1055	1043	2070						4168	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	15	0	1214						1229	742
From B	286	0	799						1085	1255
From C	414	716	26						1156	301
From D										
From E										
From F										
From G										
From H										
Total	715	716	2039						3470	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Castle Peak Road
B	Slip Road to Tuen Mun Road
C	Slip Road to Tsing Lun Road
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.3	7.3	40.0	1.0	51	22	0.0
From B	8.8	7.3	65.0	3.0	51	26	0.8
From C	7.7	6.8	100.0	8.0	51	17	0.2
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	PM	AM	PM	AM	PM
From A	7.300	0.407	1.355	1.052	2212	0.700	1550	1781	1259	1229	0.812	0.690
From B	7.877	0.407	1.355	1.048	2387	0.733	1524	1537	1143	1085	0.750	0.706
From C	7.438	0.407	1.355	1.084	2254	0.708	2180	2213	1766	1156	0.810	0.522
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Tei Interchange
Scenario With Approved Scheme Page 19
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	18	0	1252						1270	1068
From B	326	0	825						1151	1282
From C	721	1056	12						1789	344
From D										
From E										
From F										
From G										
From H										
Total	1065	1056	2089						4210	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	15	0	1226						1241	748
From B	286	0	807						1093	1267
From C	412	722	26						1159.658	301
From D										
From E										
From F										
From G										
From H										
Total	713	722	2059						3493.658	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Castle Peak Road
B	Slip Road to Tuen Mun Road
C	Slip Road to Tsing Lun Road
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.3	7.3	40.0	1.0	51	22	0.0
From B	8.8	7.3	65.0	3.0	51	26	0.8
From C	7.7	6.8	100.0	8.0	51	17	0.2
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	PM	AM	PM	AM	PM
From A	7.300	0.407	1.355	1.052	2212	0.700	1540	1776	1270	1241	0.824	0.699
From B	7.877	0.407	1.355	1.048	2387	0.733	1516	1527	1151	1093	0.759	0.716
From C	7.438	0.407	1.355	1.084	2254	0.708	2180	2213	1789	1160	0.821	0.524
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Tei Interchange
Scenario With Proposed Scheme Page 20
Design Year 2033 Job Number J7265 Date 15 November 2024

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	18	0	1273						1291	1090
From B	326	0	838						1164	1303
From C	740	1078	12						1830	344
From D										
From E										
From F										
From G										
From H										
Total	1083.599	1078	2123						4285	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	15	0	1309						1324	790
From B	286	0	851						1137	1350
From C	419	764	26						1209	301
From D										
From E										
From F										
From G										
From H										
Total	720	764	2186						3670	

Legend

Arm	Road (in clockwise order)
A	Slip Road to Castle Peak Road
B	Slip Road to Tuen Mun Road
C	Slip Road to Tsing Lun Road
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.3	7.3	40.0	1.0	51	22	0.0
From B	8.8	7.3	65.0	3.0	51	26	0.8
From C	7.7	6.8	100.0	8.0	51	17	0.2
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	PM	AM	PM	AM	PM
From A	7.300	0.407	1.355	1.052	2212	0.700	1524	1745	1291	1324	0.847	0.759
From B	7.877	0.407	1.355	1.048	2387	0.733	1500	1464	1164	1137	0.776	0.777
From C	7.438	0.407	1.355	1.084	2254	0.708	2180	2213	1830	1209	0.839	0.546
From D												
From E												
From F												
From G												
From H												

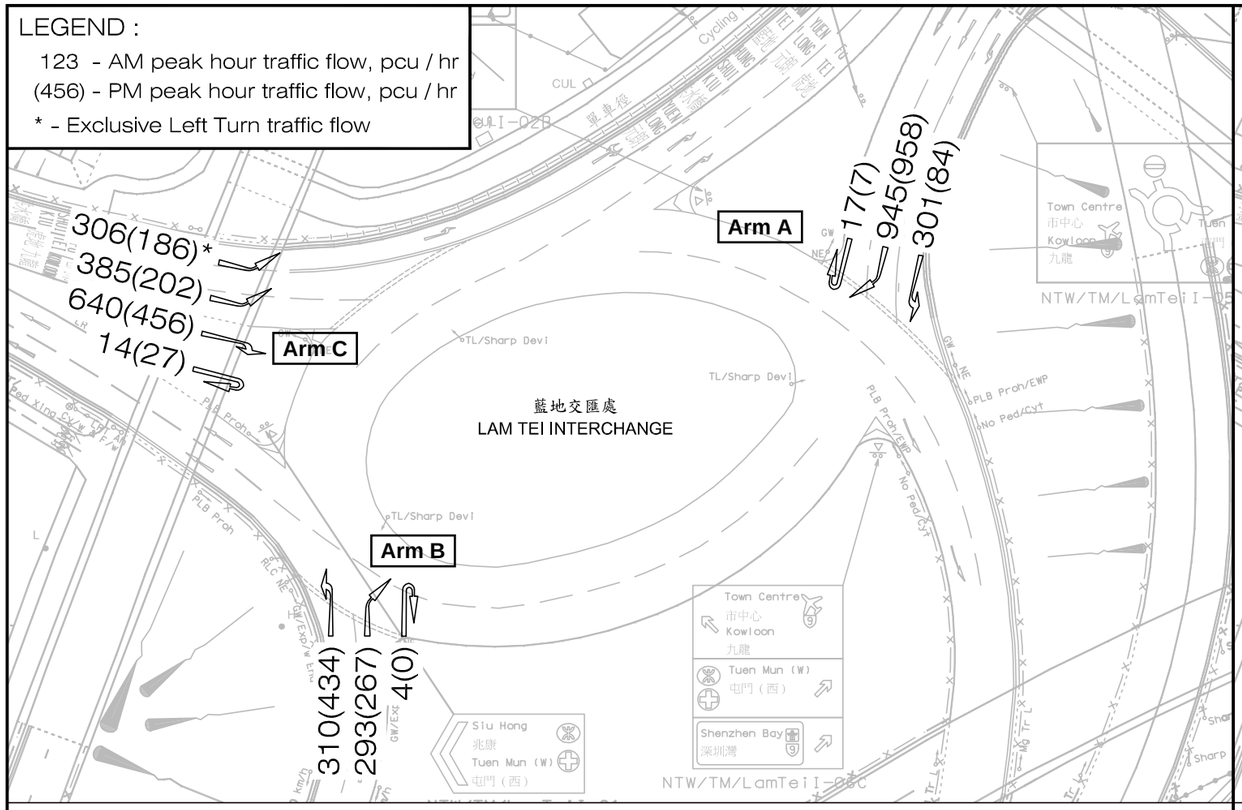
J5 - Lam Tei Interchange

LEGEND :

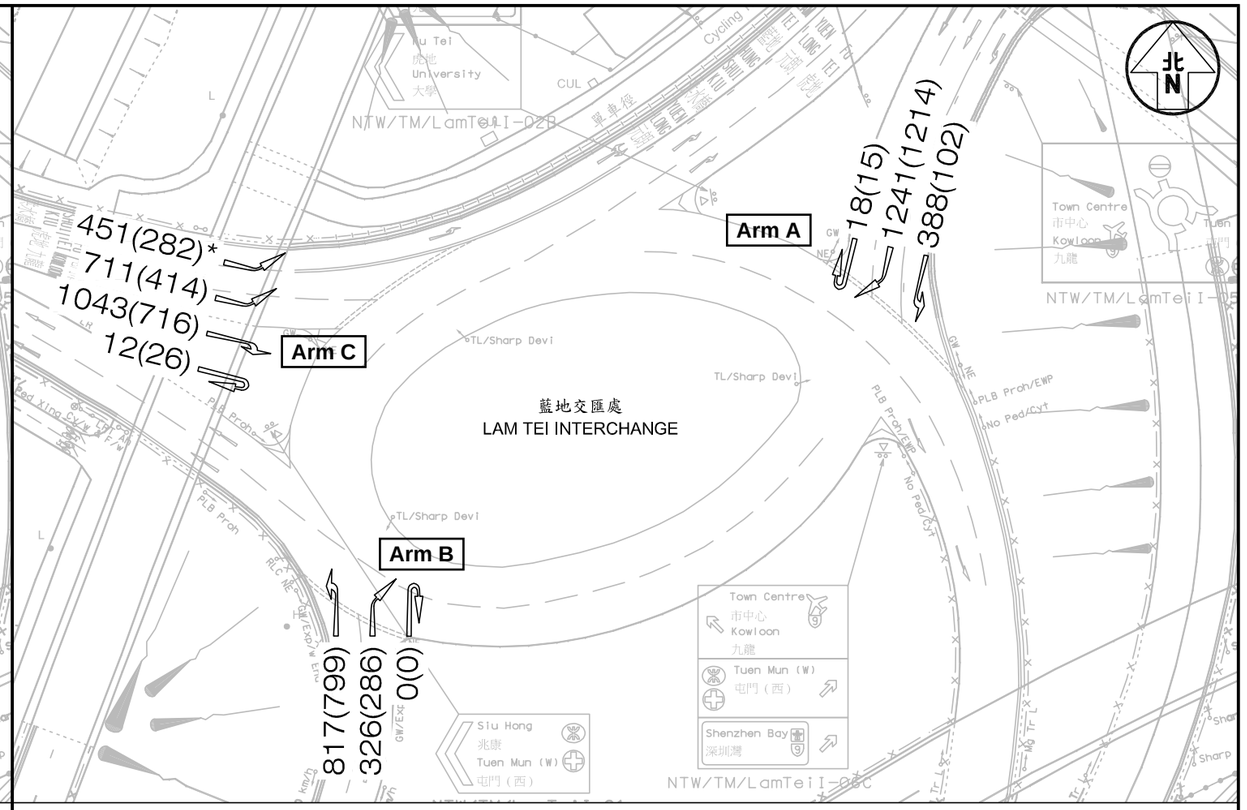
123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

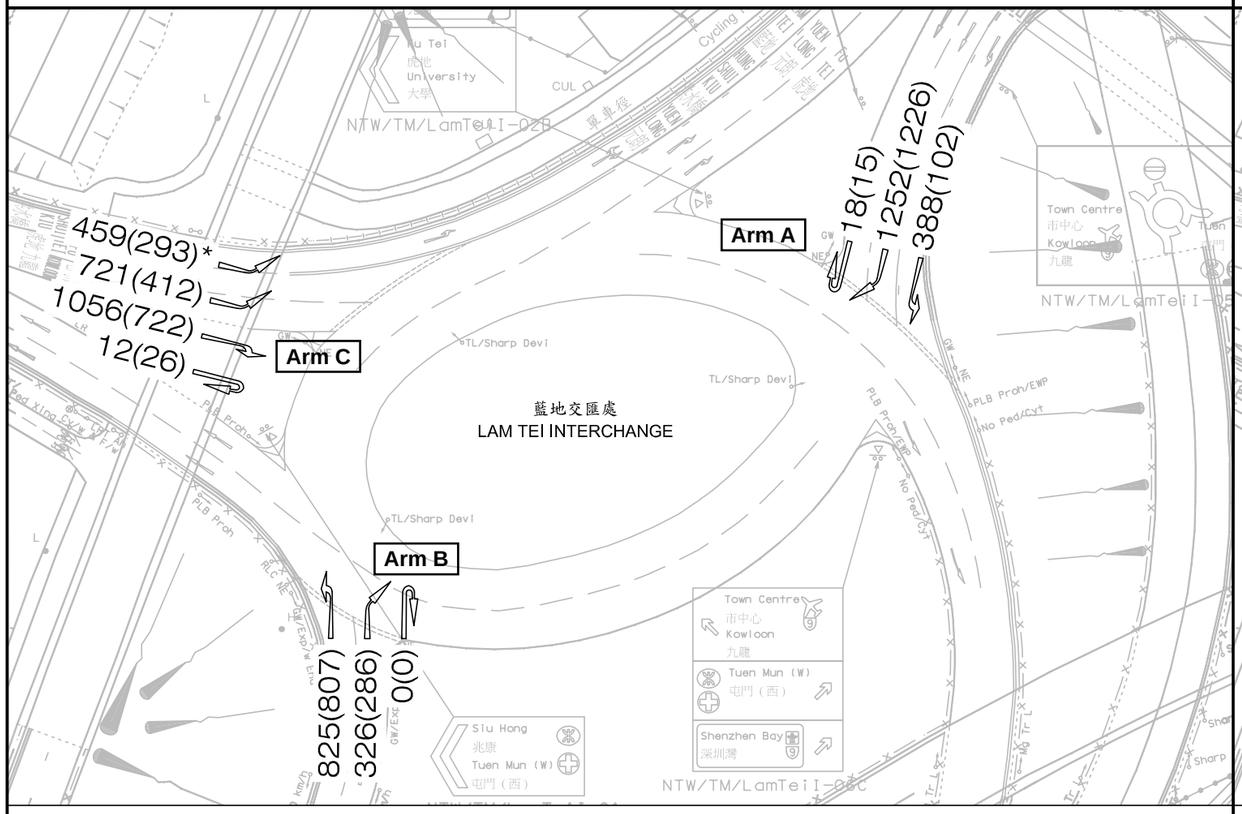
* - Exclusive Left Turn traffic flow



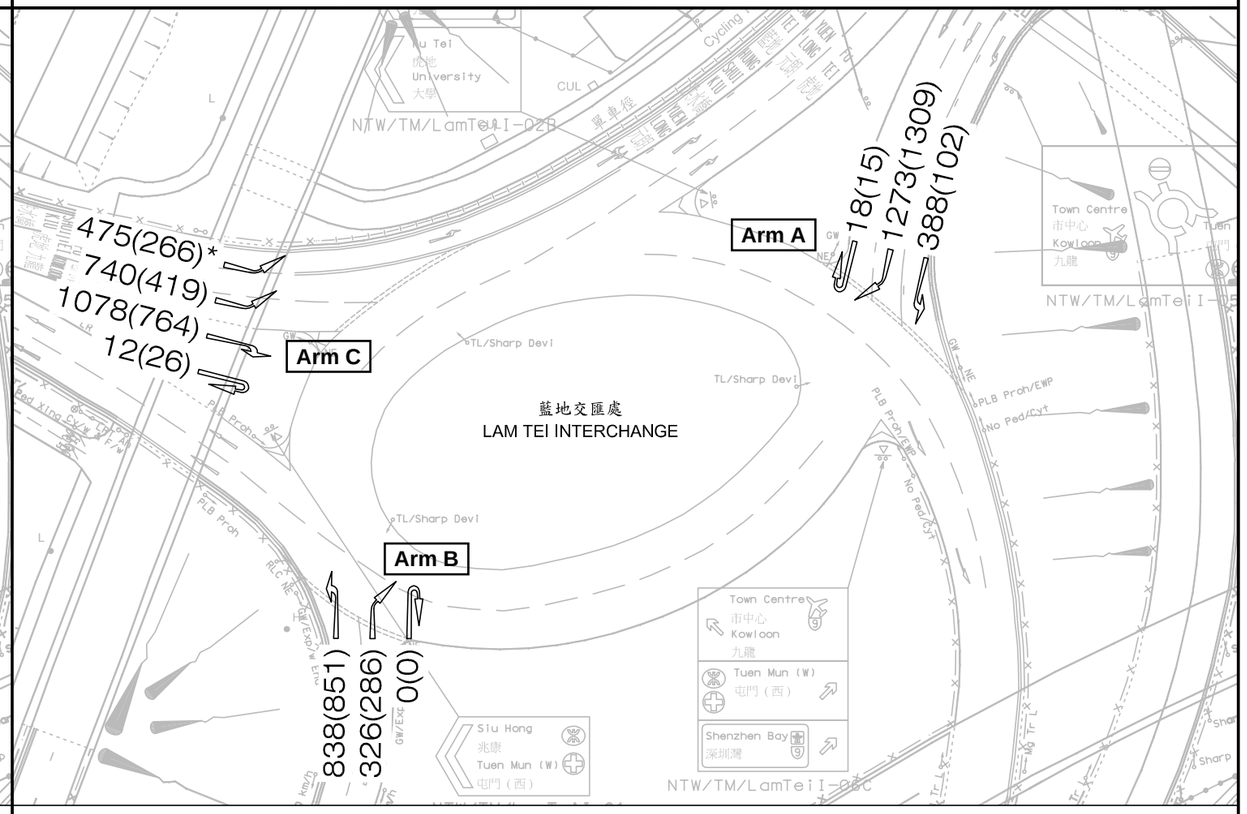
Existing Condition



Year 2033 without Proposed Development



Year 2033 with Approved Scheme



Year 2033 with Proposed Development

scale 1:750 (A3)

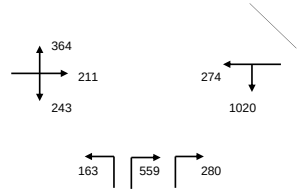
Junction: Lam Tei Interchange / Castle Peak Road – Lam Tei Job Number: J7265

Scenario: Existing Condition P. 21

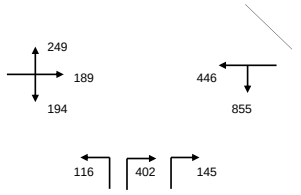
Design Year: 2023 Designed By: Checked By: Date: 15 Nov 2024

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -Lam Tei SB LT	A1	1,4	3.25	80.0		100	1904	364	0.191	0.191	100	1904	249	0.131	0.131
SA	A2	1,4	3.25				2080	157	0.075			2080	132	0.063	
SA+RT	A3	1	3.25	22.5		64	1995	151	0.076		55	2006	128	0.064	
RT	A4	1	3.25	20.0		100	1935	146	0.075		100	1935	123	0.064	
Slip Road from Lam Tei Interchange LT	B1	2,3	3.50	8.0		100	1655	163	0.099		100	1655	116	0.070	
LT+RT	B2	2,3	3.50	30.0		100	2005	281	0.140		100	2005	202	0.101	
RT	B3	2,3	3.50	26.0		100	1990	278	0.140	0.140	100	1990	200	0.100	0.100
RT	B4	2,3	3.50	23.0		100	1976	280	0.142		100	1976	145	0.073	
Castle Peak Road NB LT	C1	3,4	3.50	14.0		100	1775	486	0.274		100	1775	407	0.229	
LT	C2	3,4	3.50	19.0		100	1951	534	0.274		100	1951	448	0.230	
SA	D1	4	3.50				2105	137	0.065			2105	223	0.106	
SA	D2	4	3.50				2105	137	0.065			2105	223	0.106	
pedestrian phase	$E_{(P)}$	1,3		min crossing time =		6	sec GM +	12	sec FGM =		18	sec			
	$F_{(P)}$	1		min crossing time =		5	sec GM +	7	sec FGM =		12	sec			
	$G_{(P)}$	2		min crossing time =		6	sec GM +	11	sec FGM =		17	sec			
	$H_{(P)}$	2		min crossing time =		5	sec GM +	9	sec FGM =		14	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



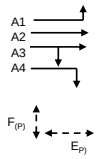
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1,4+2,3		PM Peak 1,4+2,3	
Sum y	0.331		0.231	
L (s)	21		21	
C (s)	110		110	
practical y	0.728		0.728	
R.C. (%)	120%		215%	

Note:

1



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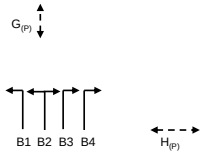

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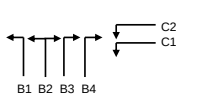

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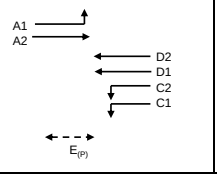


5

AM	G =	I/G = 15	G =	I/G =	G =	I/G = 8	G =	I/G =	G =	
	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =	
PM	G =	I/G = 15	G =	I/G =	G =	I/G = 8	G =	I/G =	G =	
	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =	

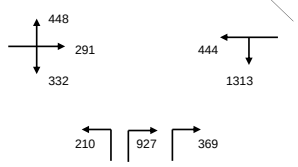
Junction: Lam Tei Interchange / Castle Peak Road – Lam Tei Job Number: J7265

Scenario: Without Development P. 22

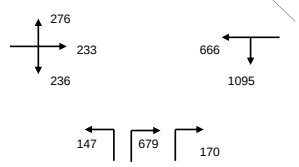
Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1,4	3.50	80.0		100	1929	448	0.232		100	1929	276	0.143	
	SA+RT	A2	1	3.50	30.0		0	2105	291	0.138	0.138	0	2105	233	0.111	0.111
	RT	A3	1	3.50	25.0		100	1986	167	0.084		100	1986	119	0.060	
	RT	A4	1	3.50	20.0		100	1958	165	0.084		100	1958	117	0.060	
Slip Road from	LT+(To YL Hwy)RT	B2	2,3	3.50	30.0		100	2105	585	0.278		100	2005	405	0.202	0.202
Lam Tei Interchange	(To YL Hwy) RT	B3	2,3	3.50	25.0		100	1986	552	0.278		100	2086	421	0.202	
	(To CPR) RT	B4	2,3	3.50	20.0		100	1958	369	0.188		100	1958	170	0.087	
Castle Peak Road NB	LT	C1	3,4	3.50	14.0		100	1775	625	0.352	0.352	100	1775	522	0.294	
	LT	C2	3,4	3.50	19.0		100	1951	688	0.353		100	1951	573	0.294	
	SA	D1	4	3.50				2105	222	0.105			2105	333	0.158	0.158
	SA	D2	4	3.50				2105	222	0.105			2105	333	0.158	
pedestrian phase		$D_{(P)}$	1		min crossing time =		6	sec GM +		12	sec FGM =		18	sec		
		$E_{(P)}$	1,4		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		$F_{(P)}$	2		min crossing time =		6	sec GM +		11	sec FGM =		17	sec		
		$G_{(P)}$	2,3		min crossing time =		5	sec GM +		9	sec FGM =		14	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



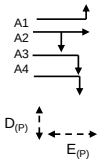
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak		PM Peak	
	1+3,4		1 + 2,3 + 4	
Sum y	0.490		0.471	
L (s)	38		26	
C (s)	110		110	
practical y	0.589		0.687	
R.C. (%)	20%		46%	

Note:

1



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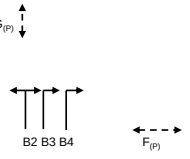

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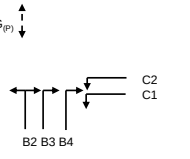

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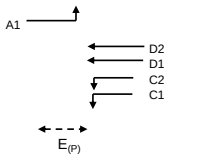


5

AM	G =	I/G = 15	G = 7	I/G = 11	G =	I/G =	G =	I/G = 7	G =							
	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =							
AM	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =							
	G =	I/G = 15	G = 7	I/G = 11	G =	I/G =	G =	I/G = 7	G =							

Junction: Lam Tei Interchange / Castle Peak Road – Lam Tei Job Number: J7265

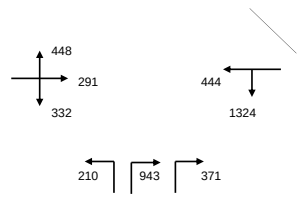
Scenario: With Approved Scheme P. 23

Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

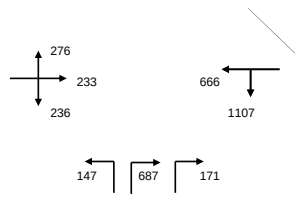
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1,4	3.50	80.0		100	1929	448	0.232		100	1929	276	0.143	
	SA+RT	A2	1	4.00	85.0		0	2155	291	0.135	0.135	0	2155	233	0.108	0.108
	RT	A3	1	3.50	25.0		100	1986	167	0.084		100	1986	119	0.060	
	RT	A4	1	3.50	20.0		100	1958	165	0.084		100	1958	117	0.060	
Slip Road from	LT+(To YL Hwy)RT	B2	2,3	3.50	30.0		100	2105	593	0.282		100	2005	419	0.209	0.209
Lam Tei Interchange	(To YL Hwy) RT	B3	2,3	3.50	25.0		100	1986	560	0.282		100	1986	415	0.209	
	(To CPR) RT	B4	2,3	3.50	20.0		100	1958	371	0.189		100	1958	171	0.087	
Castle Peak Road NB	LT	C1	3,4	3.50	14.0		100	1775	631	0.356	0.356	100	1775	527	0.297	
	LT	C2	3,4	3.50	19.0		100	1951	693	0.355		100	1951	580	0.297	
	SA	D1	4	3.50				2105	222	0.105			2105	333	0.158	0.158
	SA	D2	4	3.50				2105	222	0.105			2105	333	0.158	

pedestrian phase	$E_{(P)}$	1	min crossing time =	6	sec GM +	12	sec FGM =	18	sec	
	$F_{(P)}$	1,4	min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	$G_{(P)}$	2	min crossing time =	6	sec GM +	11	sec FGM =	17	sec	
	$H_{(P)}$	2,3	min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



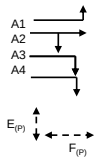
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+3,4		PM Peak 1 + 2,3 + 4	
Sum y	0.491		0.475	
L (s)	38		26	
C (s)	110		110	
practical y	0.589		0.687	
R.C. (%)	20%		45%	

Note:

1



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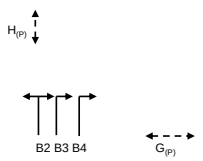

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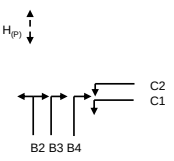

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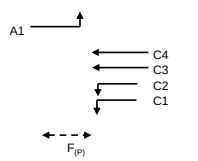


5

AM	G =		I/G = 15	G = 7		I/G = 11	G =		I/G =	G =		I/G = 7	G =			
	G =		I/G = 15	G =		I/G =	G =		I/G = 7	G =		I/G = 7	G =			
AM	G =		I/G = 15	G =		I/G =	G =		I/G = 7	G =		I/G = 7	G =			
	G =		I/G = 15	G = 7		I/G = 11	G =		I/G =	G =		I/G = 7	G =			

Junction: Lam Tei Interchange / Castle Peak Road – Lam Tei Job Number: J7265

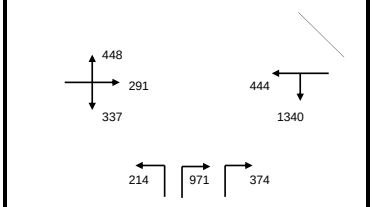
Scenario: With Proposed Scheme P. 24

Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

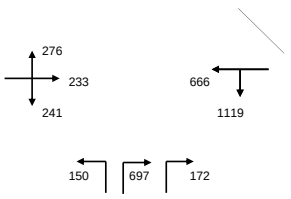
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1,4	3.50	80.0		100	1929	448	0.232		100	1929	276	0.143	
	SA+RT	A2	1	4.00	85.0		0	2155	291	0.135	0.135	0	2155	233	0.108	0.108
	RT	A3	1	3.50	25.0		100	1986	170	0.086		100	1986	121	0.061	
	RT	A4	1	3.50	20.0		100	1958	167	0.085		100	1958	120	0.061	
Slip Road from	LT+(To YL Hwy)RT	B2	2,3	3.50	30.0		100	2105	610	0.290		100	2005	426	0.212	
Lam Tei Interchange	(To YL Hwy) RT	B3	2,3	3.50	25.0		100	1986	575	0.290		100	1986	421	0.212	0.212
	(To CPR) RT	B4	2,3	3.50	20.0		100	1958	374	0.191		100	1958	172	0.088	
Castle Peak Road NB	LT	C1	3,4	3.50	14.0		100	1775	638	0.359	0.359	100	1775	533	0.300	
	LT	C2	3,4	3.50	19.0		100	1951	702	0.360		100	1951	586	0.300	
	SA	D1	4	3.50				2105	222	0.105			2105	333	0.158	0.158
	SA	D2	4	3.50				2105	222	0.105			2105	333	0.158	

pedestrian phase	$E_{(P)}$	1	min crossing time =	6	sec GM +	12	sec FGM =	18	sec	
	$F_{(P)}$	1,4	min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	$G_{(P)}$	2	min crossing time =	6	sec GM +	11	sec FGM =	17	sec	
	$H_{(P)}$	2,3	min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



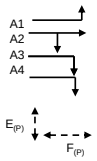
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+3,4		PM Peak 1 + 2,3 + 4	
Sum y	0.495		0.478	
L (s)	38		26	
C (s)	110		110	
practical y	0.589		0.687	
R.C. (%)	19%		44%	

Note:

1



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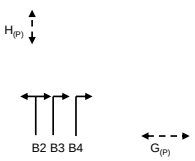

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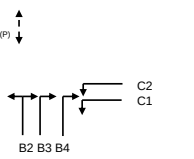

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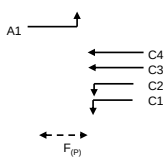


5

AM	G =	I/G = 15	G = 7	I/G = 11	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =
	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =
AM	G =	I/G = 15	G =	I/G =	G =	I/G = 7	G =	I/G = 7	G =
	G =	I/G = 15	G = 7	I/G = 11	G =	I/G =	G =	I/G = 7	G =

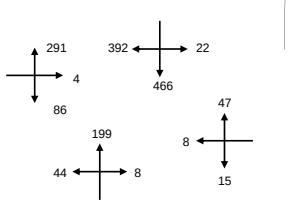
Junction: Tsing Lun Road/ Tsz Tin Road — Job Number: J7265

Scenario: Existing Condition — P. 25

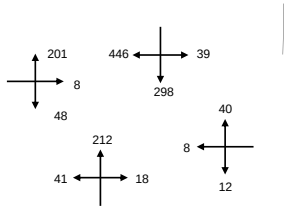
Design Year: 2023 — Designed By: — Checked By: — Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Lun Road SB	LT+SA	A1	1	3.65	13.0		5	1969	488	0.248	0.248	12	1953	337	0.173	
	RT	A2	1	3.65	15.0		100	1927	392	0.203		100	2120	446	0.210	0.210
Tsing Lun Road NB	LT+SA	C1	2	3.30	23.0		38	1898	116	0.061	0.061	34	1903	120	0.063	0.063
	SA	C2	2	3.40				2095	127	0.061			2095	133	0.063	
	RT	C3	2	3.40	15.0		100	1905	8	0.004		100	1905	18	0.009	
Access Road to Siu Hong Court WB	LT+SA+RT	D1	3	3.50	15.0		89	1804	70	0.039	0.039	87	1808	60	0.033	0.033
Tsz Tin Road EB	LT	B1	4	3.38	10.0		100	1698	180	0.106	0.106	100	1698	115	0.068	0.068
	LT+SA+RT	B2	4	3.37	15.0		98	1905	201	0.105		94	2092	142	0.068	
pedestrian phase		$E_{(P)}$	2		min crossing time =		5	sec GM +		10		sec FGM =	15	sec		
		$F_{(P)}$	3		min crossing time =		5	sec GM +		6		sec FGM =	11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

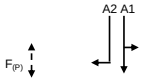
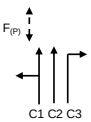
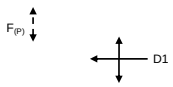
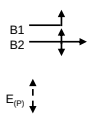


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+2+3+4		PM Peak 1+2+3+4	
Sum y	0.454		0.374	
L (s)	24		24	
C (s)	118		118	
practical y	0.717		0.717	
R.C. (%)	58%		92%	

Note:

1	2	3	4	5
				
AM G = I/G = 6	G = I/G = 6	G = I/G = 9	G = I/G = 7	G =
G = I/G = 6	G = I/G = 6	G = I/G = 9	G = 14 I/G = 7	G =
PM G = I/G = 6	G = I/G = 6	G = I/G = 9	G = I/G = 7	G =
G = I/G = 6	G = I/G = 6	G = I/G = 9	G = 14 I/G = 7	G =

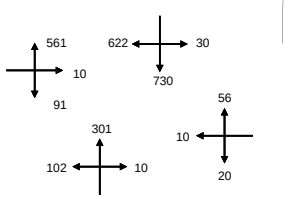
Junction: Tsing Lun Road/ Tsz Tin Road — Job Number: J7265

Scenario: Without Development — P. 26

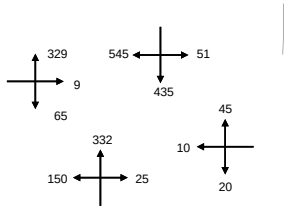
Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Lun Road SB	LT+SA	A1	1	3.65	13.0		4	1971	760	0.386	0.386	10	1957	486	0.248	
	RT	A2	1	3.65	15.0		100	1927	622	0.323		100	2120	545	0.257	0.257
Tsing Lun Road NB	LT+SA	C1	2	3.30	23.0		53	1880	191	0.102	0.102	66	1865	227	0.122	0.122
	SA	C2	2	3.40				2095	212	0.101			2095	255	0.122	
	RT	C3	2	3.40	15.0		100	1905	10	0.005		100	1905	25	0.013	
Access Road to Siu Hong Court WB	LT+SA+RT	D1	3	3.50	15.0		88	1806	86	0.048	0.048	87	1808	75	0.041	0.041
Tsz Tin Road EB	LT	B1	4,1	3.38	10.0		100	1698	561	0.330		100	1698	329	0.194	
	SA+RT	B2	4	3.37	15.0		90	1919	101	0.053	0.053	88	1923	74	0.038	0.038
pedestrian phase		$E_{(P)}$	2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		$F_{(P)}$	3		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



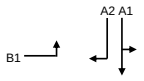
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+2+3+4		PM Peak 1+2+3+4	
Sum y	0.587		0.459	
L (s)	24		24	
C (s)	118		118	
practical y	0.717		0.717	
R.C. (%)	22%		56%	

Note:

1



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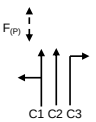

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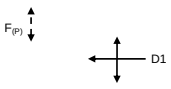

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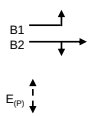


5

AM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =	
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =	
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =	

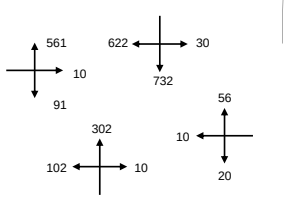
Junction: Tsing Lun Road/ Tsz Tin Road — Job Number: J7265

Scenario: With Approved Scheme — P. 27

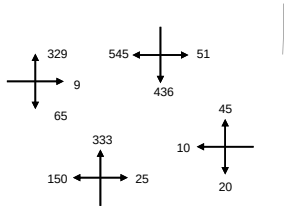
Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Lun Road SB	LT+SA	A1	1	3.65	13.0		4	1971	762	0.387	0.387	10	1957	487	0.249	
	RT	A2	1	3.65	15.0		100	1927	622	0.323		100	2120	545	0.257	0.257
Tsing Lun Road NB	LT+SA	C1	2	3.30	23.0		53	1880	191	0.102	0.102	66	1865	227	0.122	0.122
	SA	C2	2	3.40				2095	213	0.102			2095	256	0.122	
	RT	C3	2	3.40	15.0		100	1905	10	0.005		100	1905	25	0.013	
Access Road to Siu Hong Court WB	LT+SA+RT	D1	3	3.50	15.0		88	1806	86	0.048	0.048	87	1808	75	0.041	0.041
Tsz Tin Road EB	LT	B1	4,1	3.38	10.0		100	1698	561	0.330		100	1698	329	0.194	
	SA+RT	B2	4	3.37	15.0		90	1919	101	0.053	0.053	88	1923	74	0.038	0.038
pedestrian phase		$E_{(P)}$	2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		$F_{(P)}$	3		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

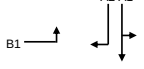
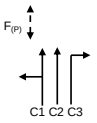
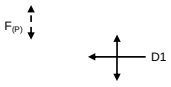
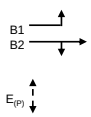


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+2+3+4		PM Peak 1+2+3+4	
Sum y	0.588		0.459	
L (s)	24		24	
C (s)	118		118	
practical y	0.717		0.717	
R.C. (%)	22%		56%	

Note:

1	2	3	4	5
				

AM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =	
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =	
PM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =	
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =	

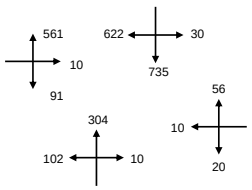
Junction: Tsing Lun Road/ Tsz Tin Road — Job Number: J7265

Scenario: With Proposed Scheme — P. 28

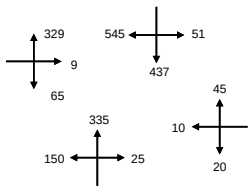
Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Tsing Lun Road SB	LT+SA	A1	1	3.65	13.0		4	1971	765	0.388	0.388	10	1957	488	0.249	
	RT	A2	1	3.65	15.0		100	1927	622	0.323		100	2120	545	0.257	0.257
Tsing Lun Road NB	LT+SA	C1	2	3.30	23.0		53	1880	192	0.102	0.102	66	1865	228	0.122	0.122
	SA	C2	2	3.40				2095	214	0.102			2095	257	0.123	
	RT	C3	2	3.40	15.0		100	1905	10	0.005		100	1905	25	0.013	
Access Road to Siu Hong Court WB	LT+SA+RT	D1	3	3.50	15.0		88	1806	86	0.048	0.048	87	1808	75	0.041	0.041
Tsz Tin Road EB	LT	B1	4,1	3.38	10.0		100	1698	561	0.330		100	1698	329	0.194	
	SA+RT	B2	4	3.37	15.0		90	1919	101	0.053	0.053	88	1923	74	0.038	0.038
pedestrian phase		$E_{(P)}$	2		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		
		$F_{(P)}$	3		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



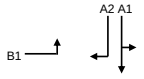
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+2+3+4		PM Peak 1+2+3+4	
Sum y	0.591		0.459	
L (s)	24		24	
C (s)	118		118	
practical y	0.717		0.717	
R.C. (%)	21%		56%	

Note:

1



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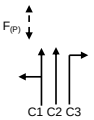
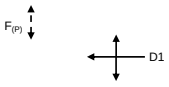
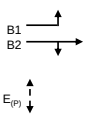


3



4

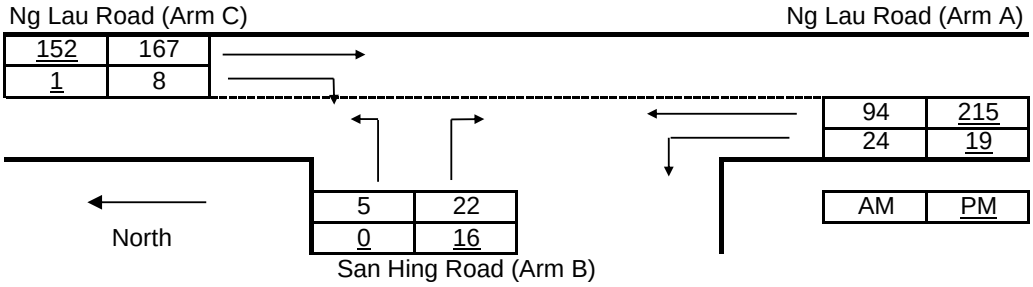


5

AM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =		
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =		
PM	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G = 7	G =		
	G =	I/G = 6	G =	I/G = 6	G =	I/G = 9	G =	I/G =	G =		

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Southern)				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 29



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	6.65	V-rBA	23	w-BA	2.40	D	0.7441
	W-CR	0.00	V-lBA	23	w-BC	2.40	E	0.8078
			V-rBC	26	w-CB	3.00	F	0.8857
			V-rCB	57			Y	0.7706

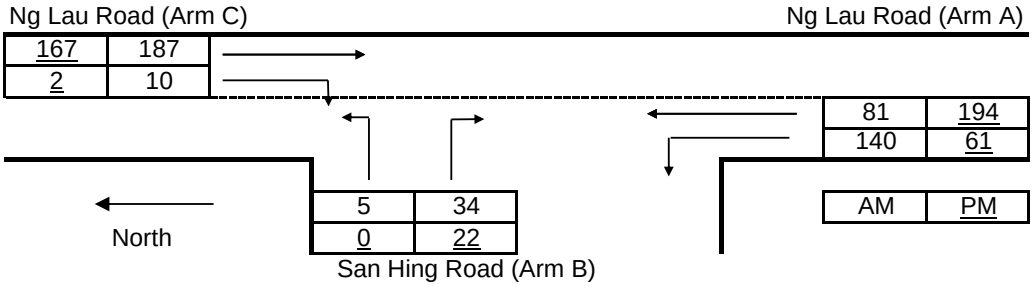
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	167	152	Q-BA	421	400
q-CB	8	1	Q-BC	578	551
q-AB	24	19	Q-CB	631	602
q-AC	94	215	Q-BAC	443	400
q-BA	22	16			
q-BC	5	0			
f	0.185	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.052	0.040
B-C	0.009	0.000
C-B	0.013	0.002
B-AC	0.061	0.040

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Southern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Without Development				P. 30



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	6.65	V-rBA	23	w-BA	2.40	D	0.7441
	W-CR	0.00	V-lBA	23	w-BC	2.40	E	0.8078
			V-rBC	26	w-CB	3.00	F	0.8857
			V-rCB	57			Y	0.7706

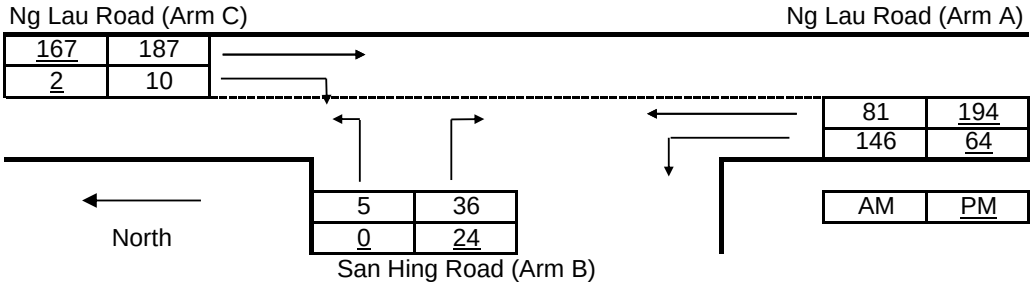
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	187	167	Q-BA	411	398
q-CB	10	2	Q-BC	571	552
q-AB	140	61	Q-CB	605	596
q-AC	81	194	Q-BAC	426	398
q-BA	34	22			
q-BC	5	0			
f	0.128	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.083	0.055
B-C	0.009	0.000
C-B	0.017	0.003
B-AC	0.092	0.055

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Southern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Approved Scheme				P. 31



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	6.65	V-rBA	23	w-BA	2.40	D	0.7441
	W-CR	0.00	V-lBA	23	w-BC	2.40	E	0.8078
			V-rBC	26	w-CB	3.00	F	0.8857
			V-rCB	57			Y	0.7706

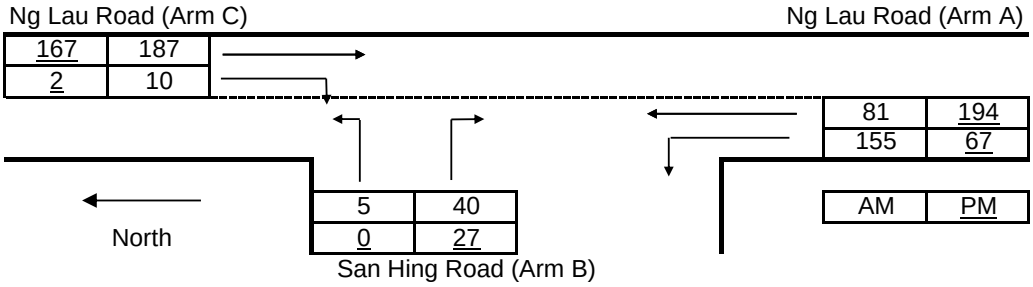
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	187	167	Q-BA	410	398
q-CB	10	2	Q-BC	570	552
q-AB	146	64	Q-CB	603	596
q-AC	81	194	Q-BAC	425	398
q-BA	36	24			
q-BC	5	0			
f	0.122	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.088	0.060
B-C	0.009	0.000
C-B	0.017	0.003
B-AC	0.097	0.060

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Southern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Proposed Scheme				P. 32



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	6.65	V-rBA	23	w-BA	2.40	D	0.7441
	W-CR	0.00	V-lBA	23	w-BC	2.40	E	0.8078
			V-rBC	26	w-CB	3.00	F	0.8857
			V-rCB	57			Y	0.7706

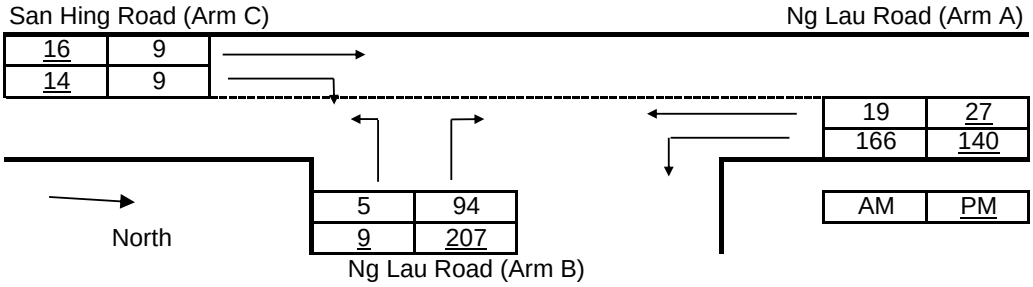
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	187	167	Q-BA	409	398
q-CB	10	2	Q-BC	570	552
q-AB	155	67	Q-CB	601	595
q-AC	81	194	Q-BAC	423	398
q-BA	40	27			
q-BC	5	0			
f	0.111	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.098	0.068
B-C	0.009	0.000
C-B	0.017	0.003
B-AC	0.107	0.068

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Northern)				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 33



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	6.63	V-rBA	45	w-BA	1.90	D	0.7207
	W-CR	0.00	V-lBA	25	w-BC	1.90	E	0.7768
			V-rBC	42	w-CB	3.50	F	0.9344
			V-rCB	62			Y	0.7714

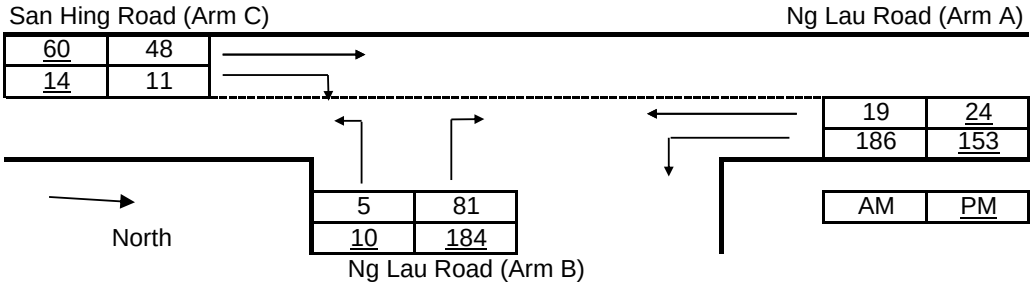
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	9	16	Q-BA	431	429
q-CB	9	14	Q-BC	560	561
q-AB	166	140	Q-CB	648	652
q-AC	19	27	Q-BAC	436	433
q-BA	94	207			
q-BC	5	9			
f	0.051	0.042			

Ratio-of-flow to Capacity	AM	PM
B-A	0.218	0.482
B-C	0.009	0.016
C-B	0.014	0.021
B-AC	0.227	0.498

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Northern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Without Development				P. 34



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	6.63	V-rBA	45	w-BA	1.90	D	0.7207
	W-CR	0.00	V-lBA	25	w-BC	1.90	E	0.7768
			V-rBC	42	w-CB	3.50	F	0.9344
			V-rCB	62			Y	0.7714

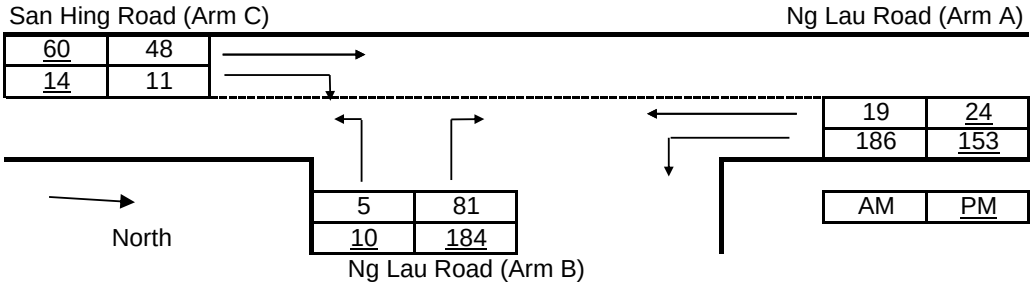
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	48	60	Q-BA	424	423
q-CB	11	14	Q-BC	559	560
q-AB	186	153	Q-CB	642	650
q-AC	19	24	Q-BAC	430	428
q-BA	81	184			
q-BC	5	10			
f	0.058	0.052			

Ratio-of-flow to Capacity	AM	PM
B-A	0.191	0.435
B-C	0.009	0.018
C-B	0.017	0.022
B-AC	0.200	0.453

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Northern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Approved Scheme				P. 35



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	6.63	V-rBA	45	w-BA	1.90	D	0.7207
	W-CR	0.00	V-lBA	25	w-BC	1.90	E	0.7768
			V-rBC	42	w-CB	3.50	F	0.9344
			V-rCB	62			Y	0.7714

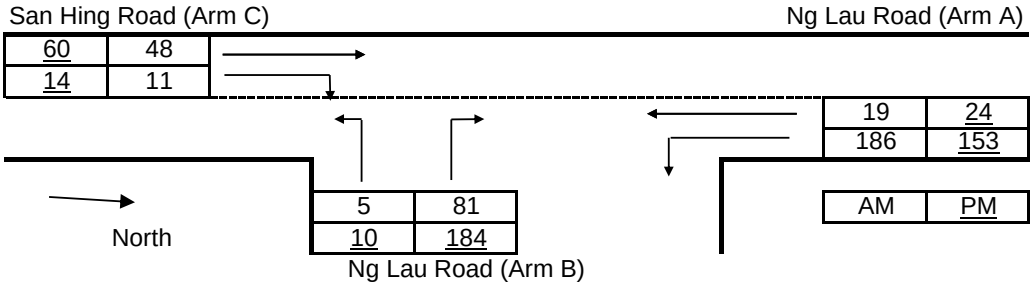
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	48	60	Q-BA	424	423
q-CB	11	14	Q-BC	559	560
q-AB	186	153	Q-CB	642	650
q-AC	19	24	Q-BAC	430	428
q-BA	81	184			
q-BC	5	10			
f	0.058	0.052			

Ratio-of-flow to Capacity	AM	PM
B-A	0.191	0.435
B-C	0.009	0.018
C-B	0.017	0.022
B-AC	0.200	0.453

Priority Junction Analysis

Junction:	San Hing Road / Ng Lau Road (Northern)				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Proposed Scheme				P. 36



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	6.63	V-rBA	45	w-BA	1.90	D	0.7207
	W-CR	0.00	V-lBA	25	w-BC	1.90	E	0.7768
			V-rBC	42	w-CB	3.50	F	0.9344
			V-rCB	62			Y	0.7714

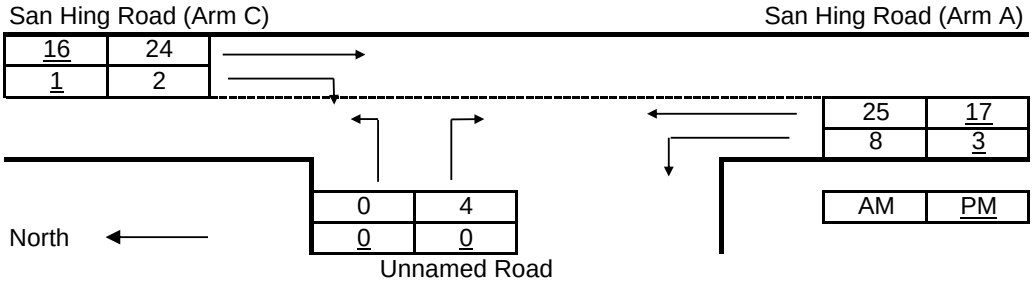
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	48	60	Q-BA	424	423
q-CB	11	14	Q-BC	559	560
q-AB	186	153	Q-CB	642	650
q-AC	19	24	Q-BAC	430	428
q-BA	81	184			
q-BC	5	10			
f	0.058	0.052			

Ratio-of-flow to Capacity	AM	PM
B-A	0.191	0.435
B-C	0.009	0.018
C-B	0.017	0.022
B-AC	0.200	0.453

Priority Junction Analysis

Junction:	T-junction of San Hing Road				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 37



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	6.00	V-rBA	25	w-BA	2.50	D	0.7912
	W-CR	0.00	V-lBA	100	w-BC	2.50	E	0.8156
			V-rBC	25	w-CB	3.00	F	0.8586
			V-rCB	25			Y	0.7930

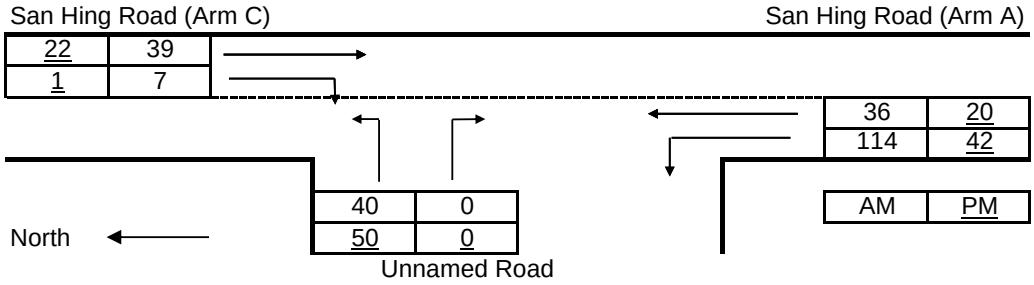
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	24	16	Q-BA	486	489
q-CB	2	1	Q-BC	601	603
q-AB	8	3	Q-CB	631	635
q-AC	25	17	Q-BAC	486	489
q-BA	4	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.008	0.000
B-C	0.000	0.000
C-B	0.003	0.002
B-AC	0.008	0.000

Priority Junction Analysis

Junction:	T-junction of San Hing Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Without Development				P. 38



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	6.00	V-rBA	45	w-BA	4.00	D	0.9343
	W-CR	0.00	V-lBA	100	w-BC	4.00	E	0.9632
			V-rBC	45	w-CB	3.00	F	0.8586
			V-rCB	25			Y	0.7930

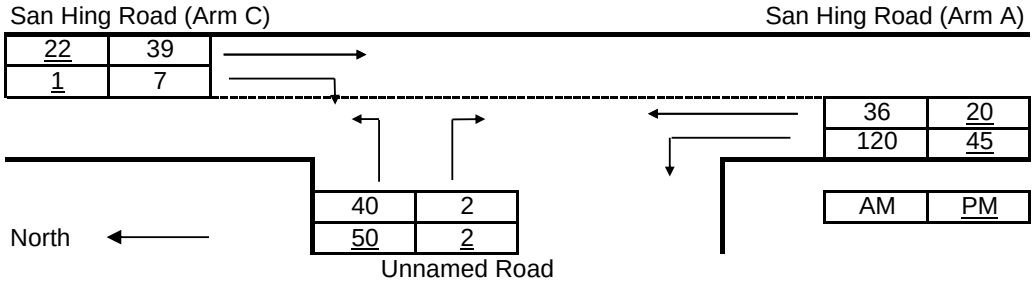
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	39	22	Q-BA	555	572
q-CB	7	1	Q-BC	695	707
q-AB	114	42	Q-CB	602	624
q-AC	36	20	Q-BAC	695	707
q-BA	0	0			
q-BC	40	50			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.058	0.071
C-B	0.012	0.002
B-AC	0.058	0.071

Priority Junction Analysis

Junction:	T-junction of San Hing Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Approved Scheme				P. 39



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	6.00	V-rBA	45	w-BA	4.00	D	0.9343
	W-CR	0.00	V-lBA	100	w-BC	4.00	E	0.9632
			V-rBC	45	w-CB	3.00	F	0.8586
			V-rCB	25			Y	0.7930

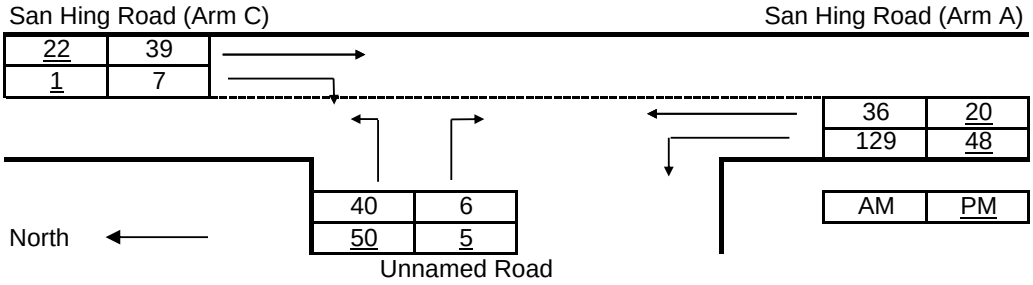
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	39	22	Q-BA	554	571
q-CB	7	1	Q-BC	694	707
q-AB	120	45	Q-CB	601	624
q-AC	36	20	Q-BAC	686	701
q-BA	2	2			
q-BC	40	50			
f	0.952	0.962			

Ratio-of-flow to Capacity	AM	PM
B-A	0.004	0.003
B-C	0.058	0.071
C-B	0.012	0.002
B-AC	0.061	0.074

Priority Junction Analysis

Junction:	T-junction of San Hing Road				
Design Year:	2033	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	With Proposed Scheme				P. 40



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	6.00	V-rBA	45	w-BA	4.00	D	0.9343
	W-CR	0.00	V-lBA	100	w-BC	4.00	E	0.9632
			V-rBC	45	w-CB	3.00	F	0.8586
			V-rCB	25			Y	0.7930

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	39	22	Q-BA	553	571
q-CB	7	1	Q-BC	693	707
q-AB	129	48	Q-CB	599	623
q-AC	36	20	Q-BAC	671	692
q-BA	6	5			
q-BC	40	50			
f	0.870	0.909			

Ratio-of-flow to Capacity	AM	PM
B-A	0.011	0.009
B-C	0.058	0.071
C-B	0.012	0.002
B-AC	0.069	0.080

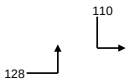
Junction: Ng Lau Road / Castle Peak Road - Lam Tei Job Number: J7265

Scenario: Existing Condition P. 41

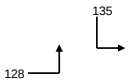
Design Year: 2023 Designed By: Checked By: Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ng Lau Road EB	LT	A1	2	4.00	20.0		100	1874	110	0.059	0.059	100	1874	135	0.072	0.072
Castle Peak Road - Lam Tei NB	LT	B1	1	3.50	15.0		100	1786	128	0.072	0.072	100	1786	128	0.072	0.072
pedestrian phase		$C_{(P)}$	1,2		min crossing time =		8	sec GM +		8	sec FGM =		16	sec	
		$D_{(P)}$	3		min crossing time =		7	sec GM +		7	sec FGM =		14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

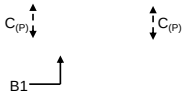
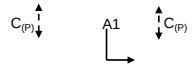
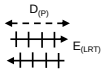


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1 + 2		PM Peak 1 + 2	
Sum y	0.130		0.144	
L (s)	2358		2284	
C (s)	3609		3627	
practical y	0.312		0.333	
R.C. (%)	139%		132%	

Note:

1	2	3	4	5
				
AM G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
PM G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =
G = I/G =	G = I/G =	G = I/G =	G = I/G =	G = I/G =

Junction: Ng Lau Road / Castle Peak Road - Lam Tei Job Number: J7265

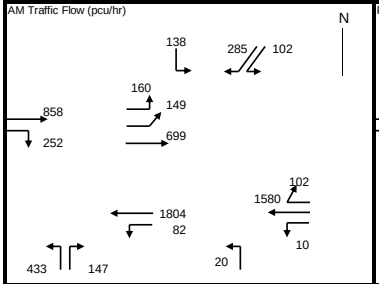
Scenario: Without Development P. 42

Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

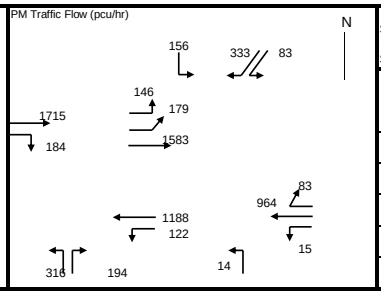
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ng Lau Road EB	LT	A1	1	4.00	15.0		100	1832	138	0.075		100	1832	156	0.085	
Castle Peak Road - Lam Tei NB	SA	B1	2,3	3.30				1945	273	0.140			1945	545	0.280	
	SA	B2	2,3	3.30				2085	293	0.141			2085	585	0.281	
	SA	B3	2,3	3.30				2085	292	0.140			2085	585	0.281	
	RT	C1	1	3.70	15.0		100	1932	252	0.130	0.130	100	1932	184	0.095	0.095
Castle Peak Road - Lam Tei NB	LT	D1	2	3.70	13.0		100	1780	160	0.090		100	1780	146	0.082	
	LT	D2	2	3.70	15.0		100	1932	149	0.077		100	1932	179	0.093	
	SA	E1	2,3	3.70				2125	350	0.165			2125	792	0.373	0.373
	SA	E2	2,3	3.65				2120	349	0.165			2125	791	0.372	
Castle Peak Road - Lam Tei SB	LT+SA	F1	2,3	3.70	15.0		2	1981	600	0.303	0.303	4	1977	416	0.210	
	SA	F2	2,3	3.70				2125	643	0.303			2125	447	0.210	
	SA	F3	2,3	3.70				2125	643	0.303			2125	447	0.210	
Castle Peak Road - Lam Tei SB	LT+SA	G1	1,2,3	3.70	10.0		11	1953	761	0.390		26	1910	463	0.242	
	SA	G2	1,2,3	3.70				2125	829	0.390			2125	516	0.243	
	RT	H1	4	3.50	20.0		100	1958	102	0.052	0.052	100	1958	83	0.042	0.042
Wong Kong Wai Road WB	LT	I1	4	4.00	10.0		100	1752	20	0.011		100	1752	14	0.008	
Fuk Hang Tsuen Road WB	LT	J1	5	3.70	15.0		100	1805	280	0.155	0.155	100	1805	246	0.136	0.136
	LT+RT	J2	5	3.70	15.0		100	1932	300	0.155		100	1932	264	0.137	
Road P1	LT+RT	K1	5	3.80	12.0		100	1773	185	0.104		100	1773	199	0.112	
	RT	K2	5	3.80	15.0		100	1941	202	0.104		100	1941	217	0.112	

pedestrian phase	$L_{(P)}$	3,4,5		min crossing time =	5	sec GM +	11	sec FGM =	16	sec
	$M_{(P)}$	3		min crossing time =	5	sec GM +	15	sec FGM =	20	sec
	$N_{(P)}$	3,4		min crossing time =	5	sec GM +	16	sec FGM =	21	sec
	$O_{(P)}$	5		min crossing time =	5	sec GM +	14	sec FGM =	19	sec
	$P_{(P)}$	4		min crossing time =	5	sec GM +	18	sec FGM =	23	sec
	$Q_{(P)}$	3		min crossing time =	11	sec GM +	11	sec FGM =	22	sec
	$R_{(P)}$	1,2,4,5		min crossing time =	5	sec GM +	13	sec FGM =	18	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

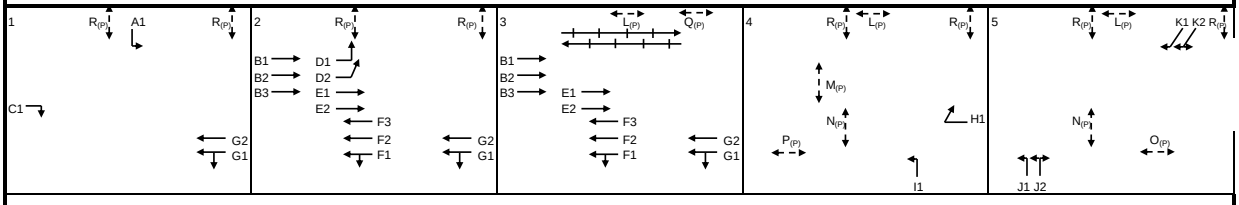


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak		PM Peak	
	1+2,3+4+5		1+2,3+4+5	
Sum y	0.641		0.646	
L (s)	21		21	
C (s)	120		120	
practical y	0.743		0.743	
R.C. (%)	16%		15%	

Note:



AM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Junction: Ng Lau Road / Castle Peak Road - Lam Tei Job Number: J7265

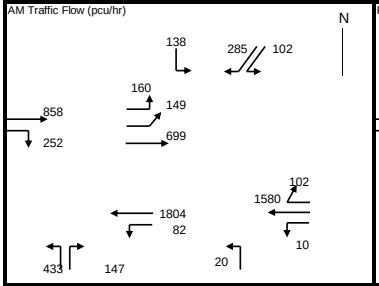
Scenario: With Approved Scheme P. 43

Design Year: 2033 Designed By: Checked By: Date: 15 Nov 2024

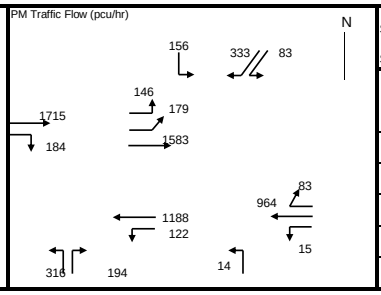
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ng Lau Road EB	LT	A1	1	4.00	15.0		100	1832	138	0.075		100	1832	156	0.085	
Castle Peak Road - Lam Tei NB	SA	B1	2,3	3.30				1945	273	0.140			1945	545	0.280	
	SA	B2	2,3	3.30				2085	293	0.141			2085	585	0.281	
	SA	B3	2,3	3.30				2085	292	0.140			2085	585	0.281	
	RT	C1	1	3.70	15.0		100	1932	252	0.130	0.130	100	1932	184	0.095	0.095
Castle Peak Road - Lam Tei NB	LT	D1	2	3.70	13.0		100	1780	160	0.090		100	1780	146	0.082	
	LT	D2	2	3.70	15.0		100	1932	149	0.077		100	1932	179	0.093	
	SA	E1	2,3	3.70				2125	350	0.165			2125	792	0.373	
	SA	E2	2,3	3.65				2120	349	0.165			2125	791	0.372	0.372
Castle Peak Road - Lam Tei SB	LT+SA	F1	2,3	3.70	15.0		2	1981	600	0.303		4	1977	416	0.210	
	SA	F2	2,3	3.70				2125	643	0.303			2125	447	0.210	
	SA	F3	2,3	3.70				2125	643	0.303	0.303		2125	447	0.210	
Castle Peak Road - Lam Tei SB	LT+SA	G1	1,2,3	3.70	10.0		11	1953	761	0.390		26	1910	463	0.242	
	SA	G2	1,2,3	3.70				2125	829	0.390			2125	516	0.243	
	RT	H1	4	3.50	20.0		100	1958	102	0.052	0.052	100	1958	83	0.042	0.042
Wong Kong Wai Road WB	LT	I1	4	4.00	10.0		100	1752	20	0.011		100	1752	14	0.008	
Fuk Hang Tsuen Road WB	LT	J1	5	3.70	15.0		100	1805	280	0.155	0.155	100	1805	246	0.136	0.136
	LT+RT	J2	5	3.70	15.0		100	1932	300	0.155		100	1932	264	0.137	
Road P1	LT+RT	K1	5	3.80	12.0		100	1773	185	0.104		100	1773	199	0.112	
	RT	K2	5	3.80	15.0		100	1941	202	0.104		100	1941	217	0.112	

pedestrian phase	$L_{(P)}$	3,4,5		min crossing time =	5	sec GM +	11	sec FGM =	16	sec	
	$M_{(P)}$	3		min crossing time =	5	sec GM +	15	sec FGM =	20	sec	
	$N_{(P)}$	3,4		min crossing time =	5	sec GM +	16	sec FGM =	21	sec	
	$O_{(P)}$	5		min crossing time =	5	sec GM +	14	sec FGM =	19	sec	
	$P_{(P)}$	4		min crossing time =	5	sec GM +	18	sec FGM =	23	sec	
	$Q_{(P)}$	3		min crossing time =	11	sec GM +	11	sec FGM =	22	sec	
	$R_{(P)}$	1,2,4,5		min crossing time =	5	sec GM +	13	sec FGM =	18	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

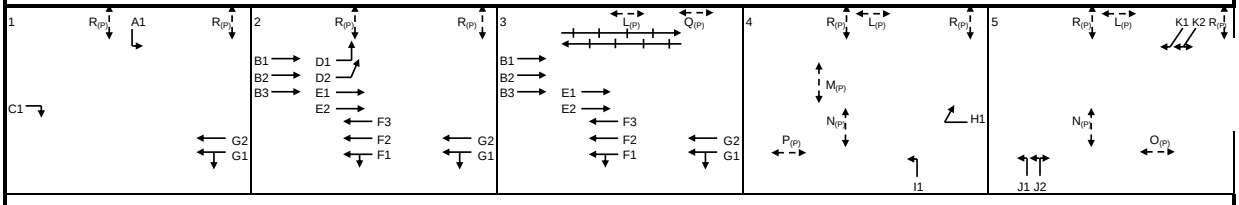


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak		PM Peak	
	1+2,3+4+5		1+2,3+4+5	
Sum y	0.640		0.646	
L (s)	21		21	
C (s)	120		120	
practical y	0.743		0.743	
R.C. (%)	16%		15%	

Note:



AM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

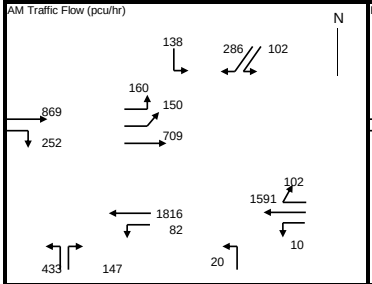
Junction: Ng Lau Road / Castle Peak Road - Lam Tei — Job Number: J7265

Scenario: With Proposed Scheme — P. 44

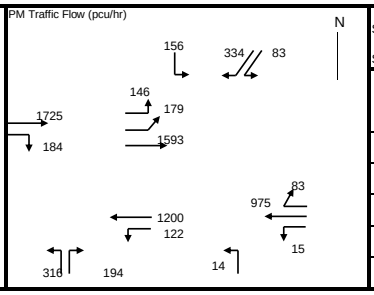
Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ng Lau Road EB	LT	A1	1	4.00	15.0		100	1832	138	0.075		100	1832	156	0.085	
Castle Peak Road - Lam Tei NB	SA	B1	2,3	3.30				1945	276	0.142			1945	549	0.282	
	SA	B2	2,3	3.30				2085	296	0.142			2085	588	0.282	
	SA	B3	2,3	3.30				2085	297	0.142			2085	588	0.282	
	RT	C1	1	3.70	15.0		100	1932	252	0.130	0.130	100	1932	184	0.095	0.095
Castle Peak Road - Lam Tei NB	LT	D1	2	3.70	13.0		100	1780	160	0.090		100	1780	146	0.082	
	LT	D2	2	3.70	15.0		100	1932	150	0.078		100	1932	179	0.093	
	SA	E1	2,3	3.70				2125	355	0.167			2125	797	0.375	
	SA	E2	2,3	3.65				2120	354	0.167			2125	796	0.375	0.375
Castle Peak Road - Lam Tei SB	LT+SA	F1	2,3	3.70	15.0		2	1981	603	0.304		4	1977	420	0.212	
	SA	F2	2,3	3.70				2125	647	0.304			2125	451	0.212	
	SA	F3	2,3	3.70				2125	648	0.305	0.305		2125	451	0.212	
Castle Peak Road - Lam Tei SB	LT+SA	G1	1,2,3	3.70	10.0		11	1953	767	0.393		26	1910	469	0.245	
	SA	G2	1,2,3	3.70				2125	834	0.392			2125	521	0.245	
	RT	H1	4	3.50	20.0		100	1958	102	0.052	0.052	100	1958	83	0.042	0.042
Wong Kong Wai Road WB	LT	I1	4	4.00	10.0		100	1752	20	0.011		100	1752	14	0.008	
Fuk Hang Tsuen Road WB	LT	J1	5	3.70	15.0		100	1805	280	0.155	0.155	100	1805	246	0.136	0.136
	LT+RT	J2	5	3.70	15.0		100	1932	300	0.155		100	1932	264	0.137	
Road P1	LT+RT	K1	5	3.80	12.0		100	1773	185	0.104		100	1773	199	0.112	
	RT	K2	5	3.80	15.0		100	1941	203	0.105		100	1941	218	0.112	
pedestrian phase		$L_{(P)}$	3,4,5		min crossing time =		5	sec GM +		11	sec FGM =	16	sec			
		$M_{(P)}$	3		min crossing time =		5	sec GM +		15	sec FGM =	20	sec			
		$N_{(P)}$	3,4		min crossing time =		5	sec GM +		16	sec FGM =	21	sec			
		$O_{(P)}$	5		min crossing time =		5	sec GM +		14	sec FGM =	19	sec			
		$P_{(P)}$	4		min crossing time =		5	sec GM +		18	sec FGM =	23	sec			
		$Q_{(P)}$	3		min crossing time =		11	sec GM +		11	sec FGM =	22	sec			
		$R_{(P)}$	1,2,4,5		min crossing time =		5	sec GM +		13	sec FGM =	18	sec			

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

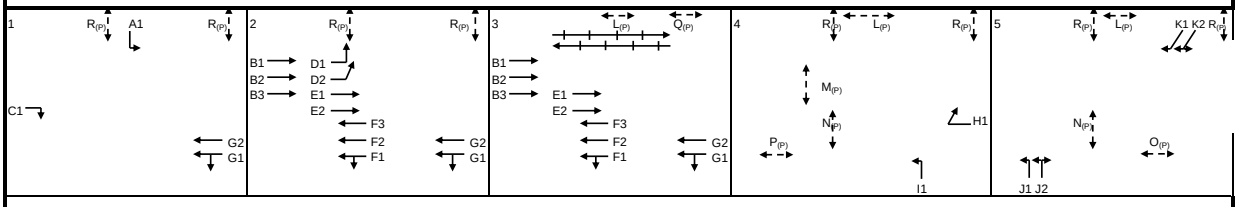


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+2,3+4+5		PM Peak 1+2,3+4+5	
Sum y	0.643		0.648	
L (s)	21		21	
C (s)	120		120	
practical y	0.743		0.743	
R.C. (%)	16%		15%	

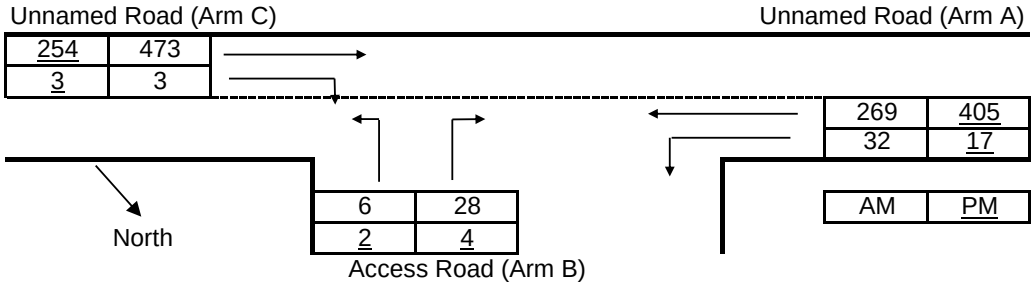
Note:



AM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G = 8	G =	I/G = 7	G =	I/G =	G =	I/G = 5	G =	I/G = 5
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Priority Junction Analysis

Junction:	Hong Po Road / Yan Tin Estate Access Road				
Design Year:	2023	Job Number:	J7265	Date:	15 Nov 2024
Scenario:	Existing Condition				P. 45



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

Geometry :	Input		Input		Input		Calculated	
	W	9.50	V-rBA	55	w-BA	4.40	D	0.9323
	W-CR	3.00	V-lBA	25	w-BC	4.40	E	1.0079
			V-rBC	55	w-CB	3.18	F	0.9042
			V-rCB	60			Y	0.6723

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	473	254	Q-BA	491	492
q-CB	3	3	Q-BC	681	649
q-AB	32	17	Q-CB	607	580
q-AC	269	405	Q-BAC	516	535
q-BA	28	4			
q-BC	6	2			
f	0.176	0.333			

Ratio-of-flow to Capacity	AM	PM
B-A	0.057	0.008
B-C	0.009	0.003
C-B	0.005	0.005
B-AC	0.066	0.011

Junction: Hong Po Road / San Hing Road — Job Number: J7265

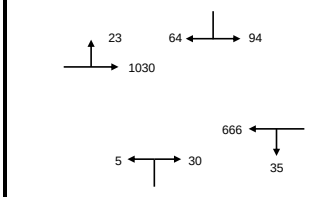
Scenario: Without Development — P. 46

Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

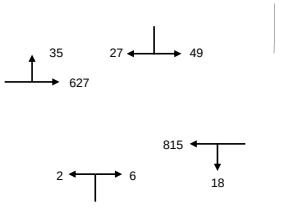
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hong Po Road WB	SA+LT	A1	1	3.75	10.0		10	1961	336	0.171		4	1978	401	0.203	
	SA	A2	1	3.75				2130	365	0.171			2130	432	0.203	0.203
Access Road NB	LT+RT	B1	2	3.50	15.0		100	1786	35	0.020		100	1786	8	0.004	
Hong Po Road EB	LT	C1	1	3.65	25.0		100	1868	23	0.012		100	1868	35	0.019	
	SA	C2	1	3.37				2092	515	0.246	0.246		2092	313	0.150	
	SA	C3	1	3.38				2093	515	0.246			2093	314	0.150	
San Hing Road SB	LT+RT*	D1	3	3.37	10.0		100	1817	158	0.087	0.087	100	1817	76	0.042	0.042

pedestrian phase	$E_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$F_{(P)}$	4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec
	$G_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$H_{(P)}$	4		min crossing time =	11	sec GM +	9	sec FGM =	20	sec
	$I_{(P)}$	2,3,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



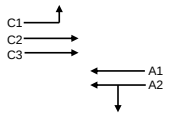
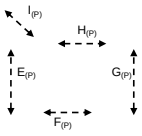
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+3	AM Peak 1+2+3	PM Peak 1+3	PM Peak 1+2+3
Sum y	0.333	0.353	0.245	0.249
L (s)	46	40	46	40
C (s)	90	90	90	90
practical y	0.440	0.500	0.440	0.500
R.C. (%)	32%	42%	80%	101%

Note:

*Single lane with flare

1	2	3	4	5
				

AM	G =	I/G = 5	G = 5	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
PM	G =	I/G = 5	G = 5	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			

Junction: Hong Po Road / San Hing Road — Job Number: J7265

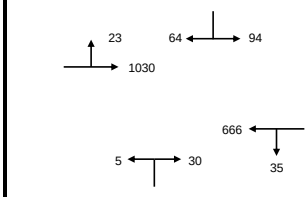
Scenario: With Approved Scheme — P. 47

Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

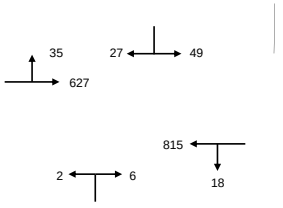
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hong Po Road WB	SA+LT	A1	1	3.75	10.0		10	1961	336	0.171		4	1978	401	0.203	
	SA	A2	1	3.75				2130	365	0.171			2130	432	0.203	0.203
Access Road NB	LT+RT	B1	2	3.50	15.0		100	1786	35	0.020		100	1786	8	0.004	
Hong Po Road EB	LT	C1	1	3.65	25.0		100	1868	23	0.012		100	1868	35	0.019	
	SA	C2	1	3.37				2092	515	0.246	0.246		2092	313	0.150	
	SA	C3	1	3.38				2093	515	0.246			2093	314	0.150	
San Hing Road SB	LT+RT*	D1	3	3.37	10.0		100	1817	158	0.087	0.087	100	1817	76	0.042	0.042

pedestrian phase	$E_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$F_{(P)}$	4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec
	$G_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$H_{(P)}$	4		min crossing time =	11	sec GM +	9	sec FGM =	20	sec
	$I_{(P)}$	2,3,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



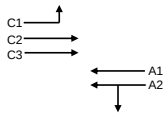
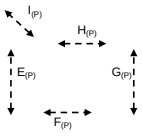
S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+3	AM Peak 1+2+3	PM Peak 1+3	PM Peak 1+2+3
Sum y	0.333	0.353	0.245	0.249
L (s)	46	40	46	40
C (s)	90	90	90	90
practical y	0.440	0.500	0.440	0.500
R.C. (%)	32%	42%	80%	101%

Note:

*Single lane with flare

1	2	3	4	5
				

AM	G =	I/G = 5	G = 5	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
PM	G =	I/G = 5	G = 5	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 10	G = 20	I/G = 3	G =			

Junction: Hong Po Road / San Hing Road — Job Number: J7265

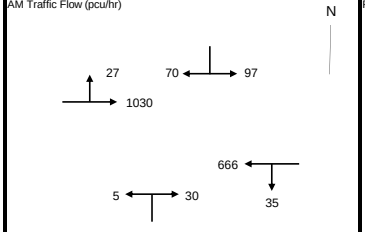
Scenario: With Proposed Scheme — P. 48

Design Year: 2033 — Designed By: — Checked By: — Date: 15 Nov 2024

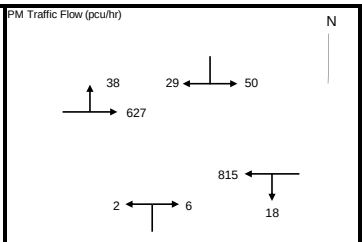
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hong Po Road WB	SA+LT	A1	1	3.75	10.0		10	1961	336	0.171		4	1936	401	0.207	
	SA	A2	1	3.75				2130	365	0.171			2088	432	0.207	0.207
Access Road NB	LT+RT	B1	2	3.5	15.0		100	1786	35	0.020		100	1786	8	0.004	
Hong Po Road EB	LT	C1	1	3.65	25.0		100	1868	27	0.014		100	1868	38	0.020	
	SA	C2	1	3.37				2092	515	0.246	0.246		2092	313	0.150	
	SA	C3	1	3.38				2093	515	0.246			2093	314	0.150	
San Hing Road SB	LT+RT*	D1	3	3.37	10.0		100	1817	167	0.092	0.092	100	1817	79	0.043	0.043

pedestrian phase	$E_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$F_{(P)}$	4		min crossing time =	7	sec GM +	6	sec FGM =	13	sec
	$G_{(P)}$	4		min crossing time =	8	sec GM +	7	sec FGM =	15	sec
	$H_{(P)}$	4		min crossing time =	11	sec GM +	9	sec FGM =	20	sec
	$I_{(P)}$	2,3,4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

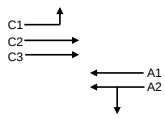
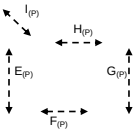


S = 1940 + 100 (W-3.25) S = 2080 + 100 (W-3.25)

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

	AM Peak 1+3	AM Peak 1+2+3	PM Peak 1+3	PM Peak 1+2+3
Sum y	0.338	0.358	0.250	0.255
L (s)	46	40	46	40
C (s)	90	90	90	90
practical y	0.440	0.500	0.440	0.500
R.C. (%)	30%	40%	76%	96%

Note: *Single lane with flare

1	2	3	4	5
				

AM	G =		I/G = 5	G = 5		I/G = 5	G =		I/G = 10	G = 20		I/G = 3	G =			
	G =		I/G = 5	G =		I/G = 5	G =		I/G = 10	G = 20		I/G = 3	G =			
PM	G =		I/G = 5	G = 5		I/G = 5	G =		I/G = 10	G = 20		I/G = 3	G =			
	G =		I/G = 5	G =		I/G = 5	G =		I/G = 10	G = 20		I/G = 3	G =			

Appendix B –
Public Transport Survey Result

TABLE B1 DETAILED PEAK 1 HOUR OCCUPANCY SURVEY RESULT ON THE PUBLIC TRANSPORT NEAR THE PROPOSED DEVELOPMENT

Direction	Routes	Survey Location	AM Peak 1 Hour				PM Peak 1 Hour			
			No. of Trips	No. of Passenger		Occupancy [c]=[b]/[a]	No. of Trips	No. of Passenger		Occupancy [c]=[b]/[a]
				Capacity [a]	Occupied [b]			Capacity [a]	Occupied [b]	
Outward bound	CTB 50	LTI - EB	3	360	180	50%	0	-	-	-
	CTB 55	LTI - EB	4	480	320	67%	0	-	-	-
	CTB 56	LTI - EB	0	-	-	-	0	-	-	-
	CTB 56A	LTI - EB	3	360	252	70%	0	-	-	-
	CTB 950	LTI - EB	2	240	150	63%	0	-	-	-
	CTB 955	LTI - EB	1	120	60	50%	0	-	-	-
	CTB B3A	LTI - EB	1	120	108	90%	2	240	120	50%
	KMB 53	CPR - SB	2	240	45	19%	1	120	30	25%
	KMB 63X	CPR - SB	5	600	338	56%	4	480	120	25%
	KMB 67M	LTI - EB	8	960	210	22%	3	360	36	10%
	KMB 67X	LTI - EB	7	840	174	21%	1	120	30	25%
	KMB 68A	CPR - SB	3	360	217	60%	3	360	135	38%
	KMB 258A	CPR - SB	2	240	120	50%	0	-	-	-
	KMB 258P	CPR - SB	4	480	120	25%	0	-	-	-
	KMB 261P	CPR - NB	1	120	36	30%	0	-	-	-
	KMB 267X	LTI - EB	2	240	24	10%	0	-	-	-
	KMB 960A	N/A	0	-	-	-	0	-	-	-
	KMB 960C	LTI - WB	1	120	6	5%	0	-	-	-
	KMB 960P	CPR - SB	6	720	412	57%	0	-	-	-
	KMB 960X	CPR - SB	7	840	105	13%	0	-	-	
	LWB A34	CPR - SB	3	360	66	18%	1	120	0	0%
	LWB E33P	LTI - WB	3	360	77	21%	0	-	-	-
	NLB B2	CPR - SB	3	360	158	44%	3	360	225	63%
	Total		**71**	**8,520**	**3,178**	**37%**	**18**	**2,160**	**671**	**31%**
Inward bound	CTB 50	LTI - WB	0	-	-	-	3	360	90	25%
	CTB 55	LTI - WB	0	-	-	-	2	240	60	25%
	CTB 56	LTI - WB	0	-	-	-	0	-	-	-
	CTB 56A	LTI - WB	3	360	180	50%	3	360	270	75%
	CTB 950	LTI - WB	0	-	-	-	1	120	54	45%
	CTB 955	LTI - WB	0	-	-	-	1	120	72	60%
	CTB B3A	LTI - WB	1	120	60	50%	2	240	180	75%
	KMB 53	CPR - NB	2	240	45	19%	2	240	90	38%
	KMB 63X	CPR - NB	2	240	90	38%	2	240	180	75%
	KMB 67M	LTI - WB	3	360	27	8%	4	480	150	31%
	KMB 67X	LTI - WB	3	360	50	14%	3	360	90	25%
	KMB 68A	CPR - NB	2	240	140	58%	5	600	350	58%
	KMB 258A	N/A	0	-	-	-	0	-	-	-
	KMB 258P	CPR - NB	0	-	-	-	3	360	90	25%
	KMB 261P	CPR - SB	0	-	-	-	0	-	-	-
	KMB 267X	LTI - WB	0	-	-	-	2	240	60	25%
	KMB 960A	LTI - EB	0	-	-	-	1	120	36	30%
		CPR - NB	0	0	-	-	1	120	30	25%
	KMB 960C	LTI - EB	0	-	-	-	1	120	12	10%
	KMB 960P	CPR - NB	0	-	-	-	2	240	60	25%
	KMB 960X	CPR - NB	0	-	-	-	3	360	180	50%
	LWB A34	CPR - NB	0	-	-	-	3	360	36	10%
	LWB E33P	LTI - EB	0	-	-	-	3	360	36	10%
	NLB B2	CPR - NB	4	480	240	50%	3	360	135	38%
	Total		**20**	**2,400**	**832**	**35%**	**49**	**5,880**	**2,231**	**38%**
Intra-district Services	GMB 42	LTI - EB	4	76	46	60%	4	76	31	40%
		LTI - WB	4	76	20	26%	4	76	10	13%
	Total		**8**	**152**	**66**	**43%**	**8**	**152**	**41**	**27%**

CPR – Castle Peak Road –Lam Tei LTI – Lam Tei Interchange
NB – northbound SB – southbound EB – eastbound WB – westbound
Capacity and occupied are in passenger/hr

TABLE B2 DETAILED PEAK HALF-HOUR OCCUPANCY SURVEY RESULT ON THE PUBLIC TRANSPORT NEAR THE PROPOSED DEVELOPMENT

Direction	Routes	Survey Location	AM Peak Half-hour				PM Peak Half-hour			
			No. of Trips	No. of Passenger		Occupancy [c]=[b]/[a]	No. of Trips	No. of Passenger		Occupancy [c]=[b]/[a]
				Capacity [a]	Occupied [b]			Capacity [a]	Occupied [b]	
Outward bound	CTB 50	LTI - EB	2	240	152	63%	0	0	-	-
	CTB 55	LTI - EB	2	240	180	75%	0	0	-	-
	CTB 56	LTI - EB	0	0	-	-	0	0	-	-
	CTB 56A	LTI - EB	2	240	192	80%	0	0	-	-
	CTB 950	LTI - EB	2	240	152	63%	0	0	-	-
	CTB 955	LTI - EB	1	120	60	50%	0	0	-	-
	CTB B3A	LTI - EB	1	120	108	90%	1	120	66	55%
	KMB 53	CPR - SB	1	120	24	20%	1	120	30	25%
	KMB 63X	CPR - SB	3	360	203	56%	2	240	72	30%
	KMB 67M	LTI - EB	4	480	144	30%	2	240	29	12%
	KMB 67X	LTI - EB	4	480	135	28%	1	120	30	25%
	KMB 68A	CPR - SB	2	240	169	70%	2	240	101	42%
	KMB 258A	CPR - SB	1	120	60	50%	0	0	-	-
	KMB 258P	CPR - SB	2	240	60	25%	0	0	-	-
	KMB 261P	CPR - NB	1	120	36	30%	0	0	-	-
	KMB 267X	LTI - EB	2	240	24	10%	0	0	-	-
	KMB 960A	N/A	0	0	-	-	0	0	-	-
	KMB 960C	LTI - WB	1	120	6	5%	0	0	-	-
	KMB 960P	CPR - SB	3	360	206	57%	0	0	-	-
	KMB 960X	CPR - SB	4	480	60	13%	0	0	-	-
	LWB A34	CPR - SB	2	240	44	18%	1	120	0	0%
	LWB E33P	LTI - WB	2	240	63	26%	0	0	-	-
	NLB B2	CPR - SB	2	240	105	44%	2	240	156	65%
		Total	**44**	**5,280**	**2,183**	**41%**	**12**	**1,440**	**484**	**34%**
Inward bound	CTB 50	LTI - WB	0	0	-	-	2	240	68	28%
	CTB 55	LTI - WB	0	0	-	-	1	120	36	30%
	CTB 56	LTI - WB	0	0	-	-	0	0	-	-
	CTB 56A	LTI - WB	2	240	140	58%	2	240	200	83%
	CTB 950	LTI - WB	0	0	-	-	1	120	54	45%
	CTB 955	LTI - WB	0	0	-	-	1	120	72	60%
	CTB B3A	LTI - WB	1	120	60	50%	1	120	108	90%
	KMB 53	CPR - NB	1	120	60	50%	1	120	48	40%
	KMB 63X	CPR - NB	1	120	54	45%	1	120	96	80%
	KMB 67M	LTI - WB	2	240	24	10%	2	240	87	36%
	KMB 67X	LTI - WB	2	240	33	14%	2	240	68	28%
	KMB 68A	CPR - NB	1	120	78	65%	3	360	234	65%
	KMB 258A	N/A	0	0	-	-	0	0	-	-
	KMB 258P	CPR - NB	0	0	-	-	2	240	72	30%
	KMB 261P	CPR – SB	0	0	-	-	0	0	-	-
	KMB 267X	LTI – WB	0	0	-	-	2	240	60	25%
	KMB 960A	LTI – EB	0	0	-	-	1	120	36	30%
		CPR - NB	0	0	-	-	1	120	30	25%
	KMB 960C	LTI – EB	0	0	-	-	1	120	12	10%
	KMB 960P	CPR – NB	0	0	-	-	1	120	30	25%
	KMB 960X	CPR - NB	0	0	-	-	2	240	144	60%
	LWB A34	CPR - NB	0	0	-	-	2	240	29	12%
	LWB E33P	LTI - EB	0	0	-	-	2	240	24	10%
	NLB B2	CPR - NB	2	240	144	60%	2	240	96	40%
		Total	**12**	**1,440**	**559**	**39%**	**32**	**3,840**	**1,574**	**41%**
Intra-district Services	GMB 42	LTI - EB	2	38	29	76%	2	38	16	42%
		LTI - WB	2	38	15	39%	2	38	7	18%
		Total	**4**	**76**	**44**	**58%**	**4**	**76**	**23**	**30%**

CPR – Castle Peak Road –Lam Tei LTI – Lam Tei Interchange
NB – northbound SB – southbound EB – eastbound WB – westbound
Capacity and occupied are in passenger/hr

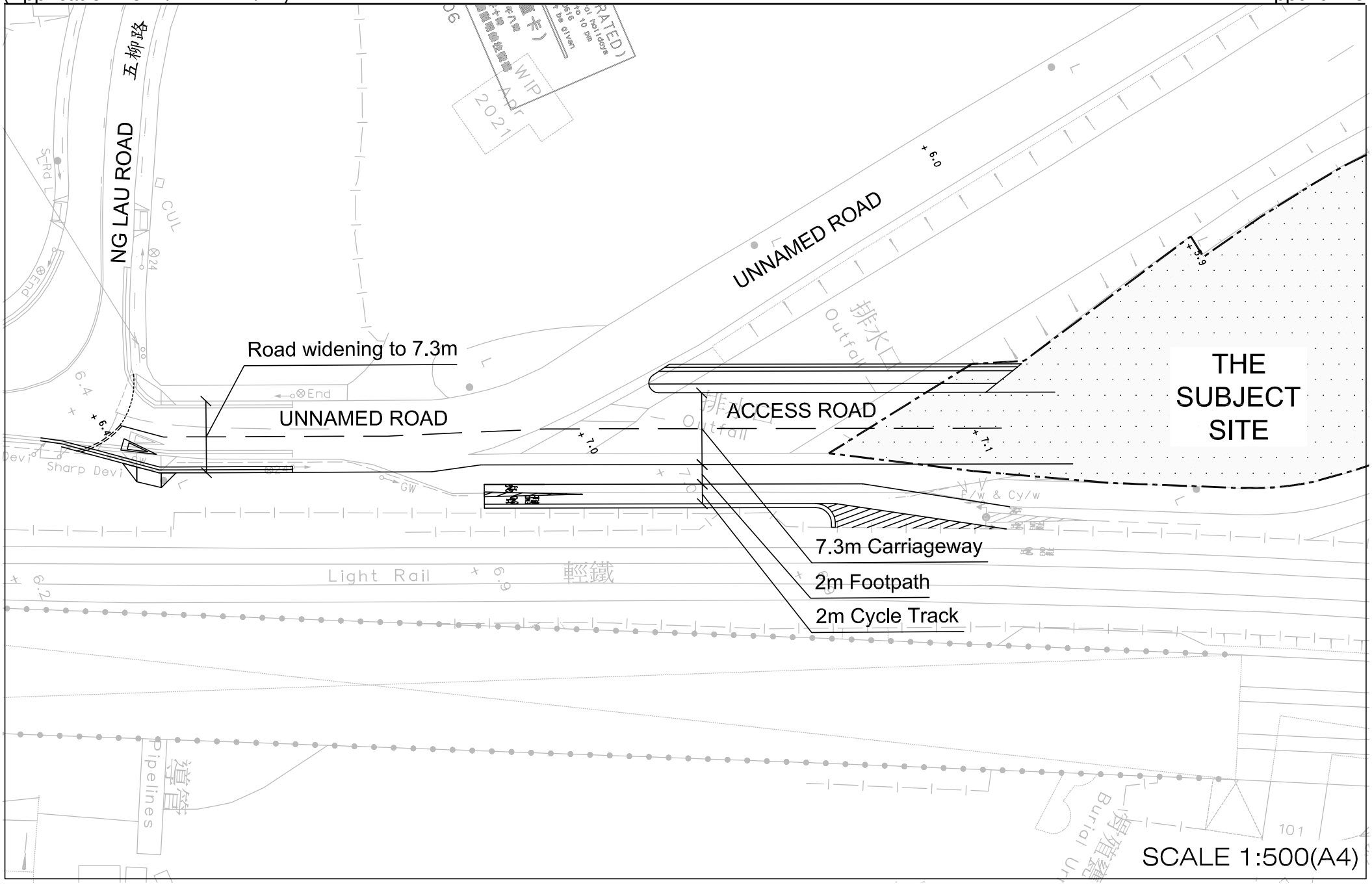
TABLE B3 DETAILED PEAK 1 HOUR OCCUPANCY SURVEY RESULT AT LRT LAM TEI STOP (TUEN MUN BOUND)

Time	Route	Single-set / Coupled-set	Occupancy [c] = [a]/[b]	Capacity (Number of Passenger) [b]	Occupied (Number of Passenger) [a]
AM Peak					
7:15	615	Single-set	60%	200	120
7:17	615	Single-set	95%	200	190
7:20	610	Coupled-set	75%	400	300
7:22	751	Coupled-set	60%	400	240
7:27	614	Coupled-set	90%	400	360
7:30	610	Coupled-set	95%	400	380
7:33	751	Coupled-set	70%	400	280
7:35	751	Coupled-set	90%	400	360
7:37	615	Single-set	100%	200	200
7:42	610	Coupled-set	100%	400	400
7:44	751P	Single-set	90%	200	180
7:45	614	Single-set	95%	200	190
7:46	751	Single-set	78%	200	156
7:49	615	Single-set	100%	200	200
7:50	751	Coupled-set	90%	400	360
7:51	610	Coupled-set	70%	400	280
7:59	610	Single-set	100%	200	200
8:00	751	Coupled-set	90%	400	360
8:04	614	Coupled-set	60%	400	240
8:05	615	Single-set	80%	200	160
8:08	751	Coupled-set	70%	400	280
8:09	610	Single-set	50%	200	100
8:11	614	Single-set	80%	200	160
8:13	610	Single-set	50%	200	100
		AM Peak Total	**81%**	**7,200**	**5,796**
PM Peak					
18:36	751	Coupled-set	40%	400	160
18:39	614	Single-set	60%	200	120
18:41	751	Coupled-set	40%	400	160
18:43	615	Single-set	40%	200	80
18:47	610	Single-set	80%	200	160
18:49	751	Coupled-set	40%	400	160
18:54	614	Coupled-set	53%	400	212
18:56	610	Coupled-set	20%	400	80
18:59	751	Coupled-set	40%	400	160
19:00	615	Single-set	40%	200	80
19:03	610	Single-set	80%	200	160
19:10	614	Single-set	100%	200	200
19:11	751	Coupled-set	40%	400	160
19:15	615	Coupled-set	40%	400	160
19:16	610	Single-set	60%	200	120
19:18	751	Coupled-set	20%	400	80
19:20	751	Coupled-set	20%	400	80
19:25	610	Single-set	100%	200	200
19:27	614	Single-set	60%	200	120
19:28	615	Single-set	60%	200	120
19:29	610	Single-set	100%	200	200
19:31	614	Single-set	60%	200	120
		PM Peak Total	**48%**	**6,400**	**3,092**

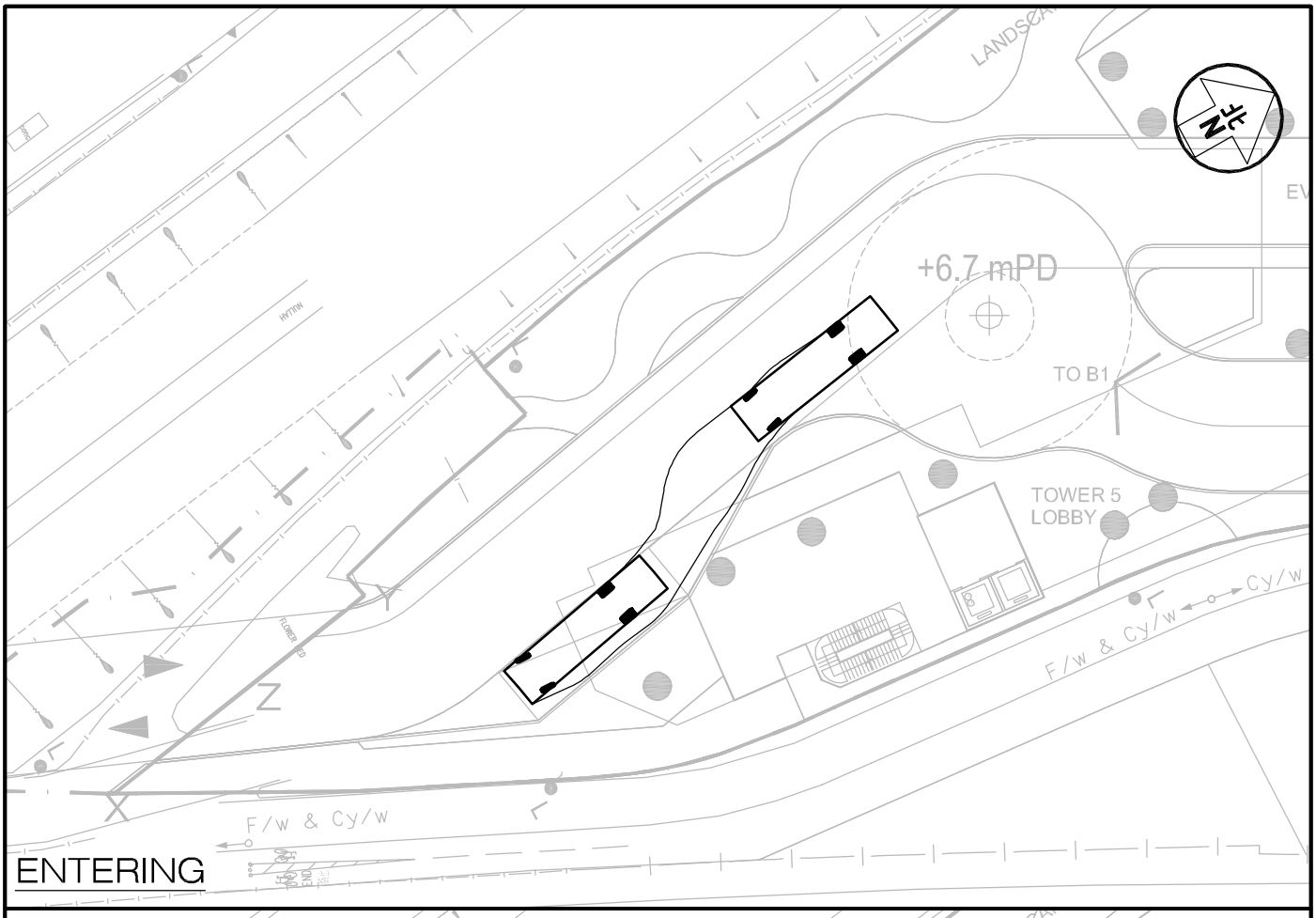
TABLE B4 DETAILED PEAK 1 HOUR OCCUPANCY SURVEY RESULT AT LRT LAM TEI STOP (YUEN LONG BOUND)

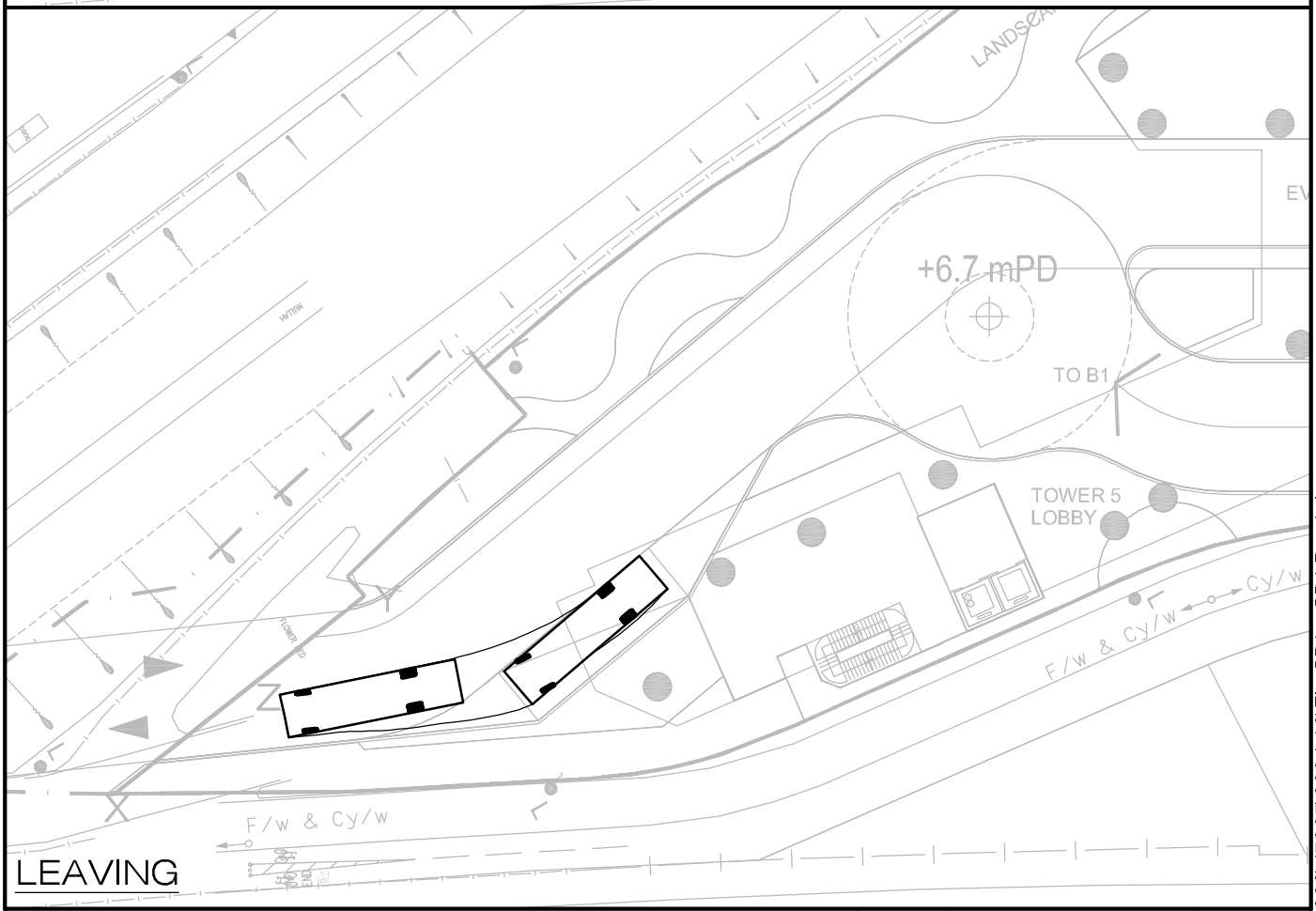
Time	Route	Single-set / Coupled-set	Occupancy [c] = [a]/[b]	Capacity (Number of Passenger) [b]	Occupied (Number of Passenger) [a]
AM Peak					
7:15	614	Coupled-set	70%	400	280
7:16	751	Coupled-set	30%	400	120
7:17	615	Single-set	70%	200	140
7:25	610	Single-set	70%	200	140
7:28	751	Coupled-set	40%	400	160
7:32	614	Coupled-set	70%	400	280
7:33	610	Coupled-set	40%	400	160
7:38	751	Coupled-set	60%	400	240
7:39	615	Single-set	80%	200	160
7:41	610	Single-set	50%	200	100
7:47	751	Coupled-set	40%	400	160
7:48	614	Single-set	50%	200	100
7:51	610	Coupled-set	50%	400	200
7:55	751	Coupled-set	35%	400	140
8:00	615	Single-set	76%	200	152
8:01	610	Single-set	50%	200	100
8:03	751	Single-set	30%	200	60
8:07	751	Coupled-set	30%	400	120
8:08	614	Single-set	80%	200	160
8:09	610	Single-set	40%	200	80
8:10	615	Single-set	40%	200	80
8:09	610	Single-set	40%	200	80
8:10	615	Single-set	40%	200	80
		AM Peak Total	**50%**	**6,600**	**3,290**
PM Peak					
18:37	751	Single-set	100	200	200
18:38	614	Single-set	60	200	120
18:39	610	Single-set	80	200	160
18:42	615	Single-set	40	200	80
18:48	610	Coupled-set	80	400	320
18:51	751	Single-set	80	200	160
18:54	614	Single-set	98	200	196
18:55	610	Single-set	100	200	200
18:58	751	Coupled-set	80	400	320
19:05	610	Coupled-set	100	400	400
19:09	751	Coupled-set	80	400	320
19:10	615	Single-set	60	200	120
19:11	614	Single-set	60	200	120
19:13	751	Coupled-set	40	400	160
19:14	610	Single-set	100	200	200
19:23	610	Single-set	80	200	160
19:24	751	Coupled-set	100	400	400
19:25	615	Single-set	60	200	120
19:26	614	Single-set	60	200	120
19:30	614	Single-set	60	200	120
19:32	751	Coupled-set	60	400	240
		PM Peak Total	**76%**	**5,600**	**4,236**

Appendix C – Planned Road Works to be implemented by the Owner


NG LAU ROAD
五柳路
UNNAMED ROAD
Road widening to 7.3m
UNNAMED ROAD
ACCESS ROAD
THE SUBJECT SITE
7.3m Carriageway
2m Footpath
2m Cycle Track
Light Rail
輕鐵
Pipelines
SCALE 1:500(A4)

Appendix D – Swept Path Analysis





Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)	Job No. J7265	Figure No. SP1			Scale in A4 1 : 400
	Designed by L K W	Drawn by S C Y	Checked by K C	Revision J	Date 13 DEC 2024
Figure Title: SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk				

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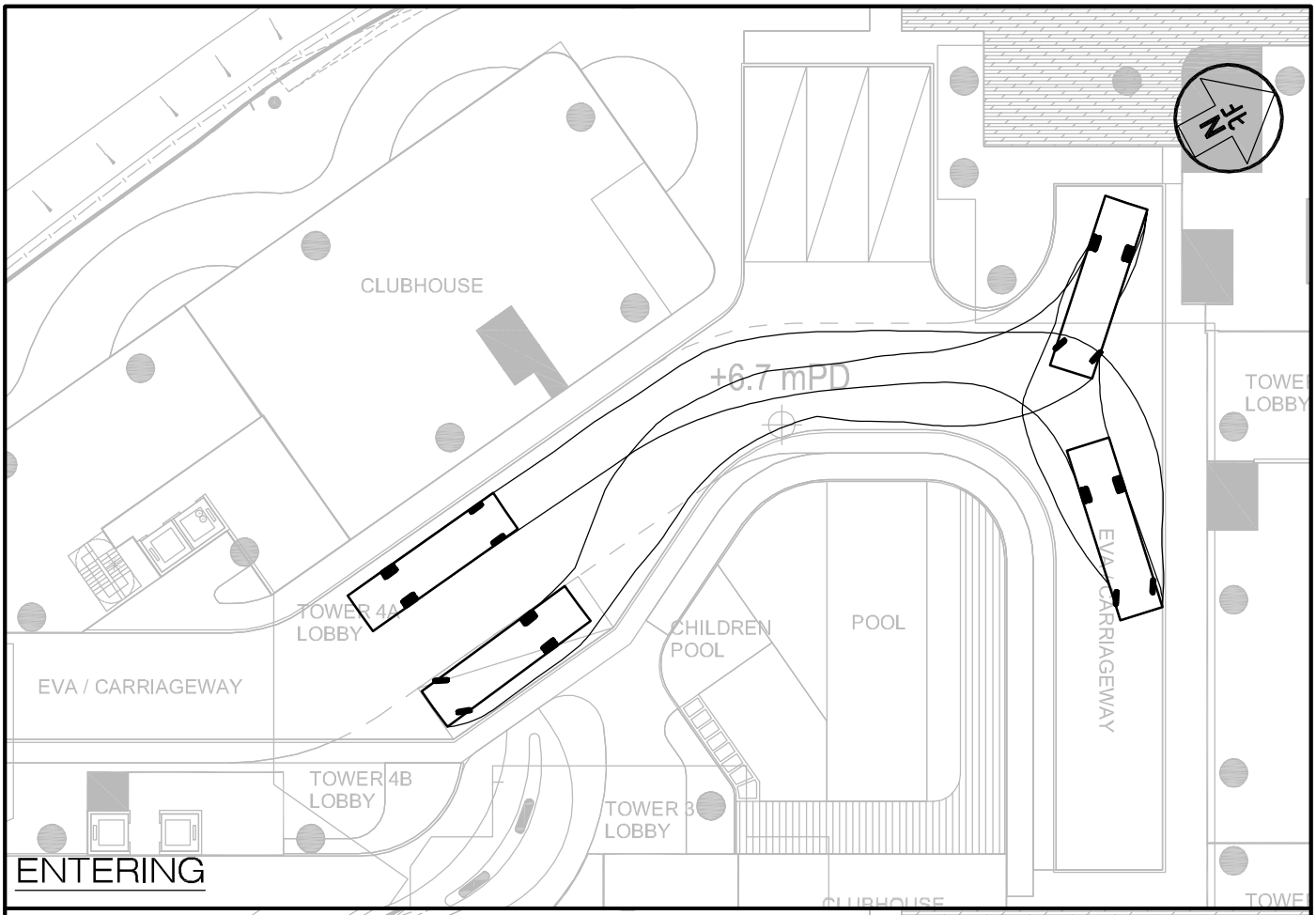

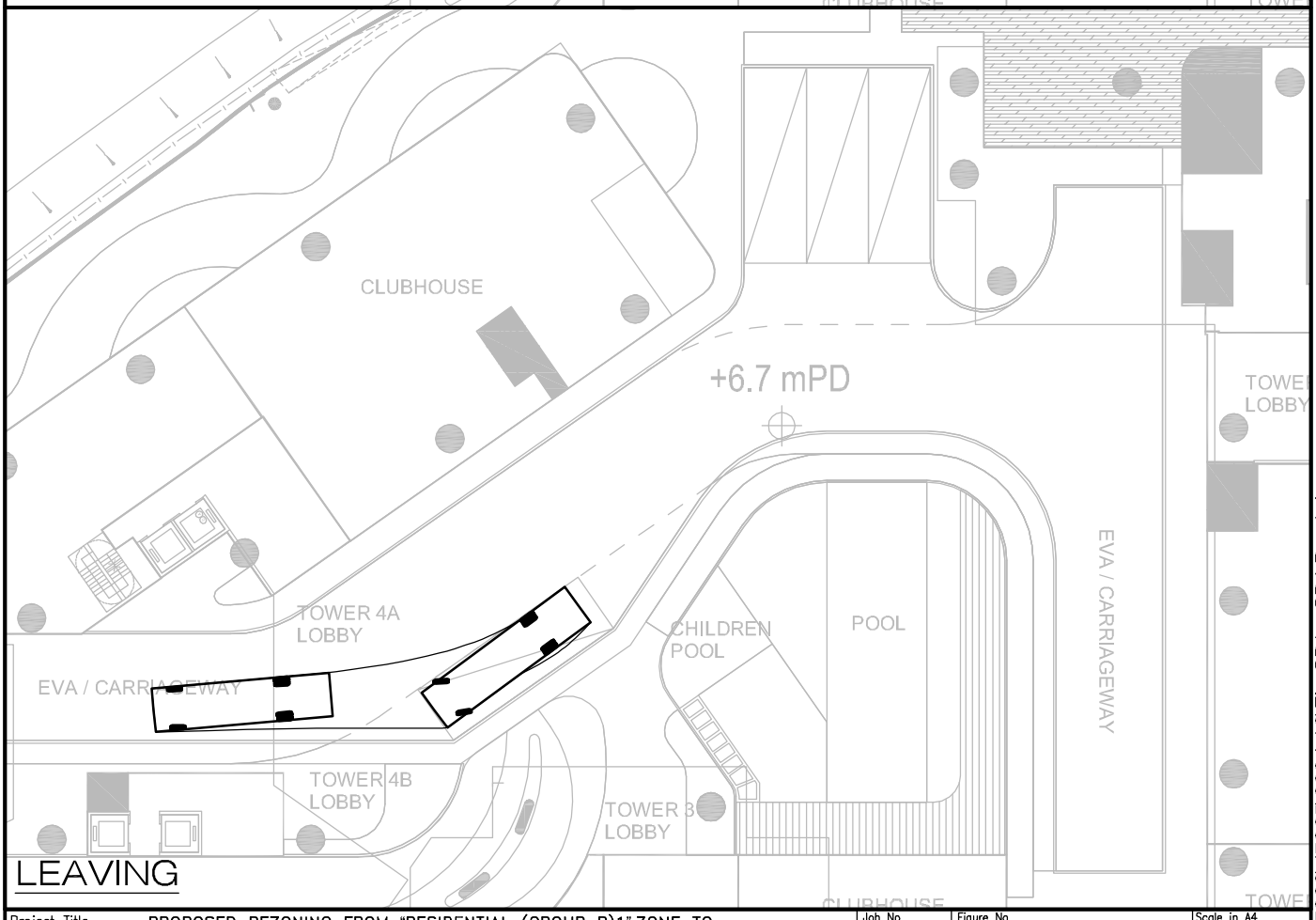

Project Title: PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN (APPLICATION NO. Y/TM-LTYY/11)

Figure Title: SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY

Job No.	Figure No.			Scale in A4
J7265	SP2			1 : 400
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	J	13 DEC 2024

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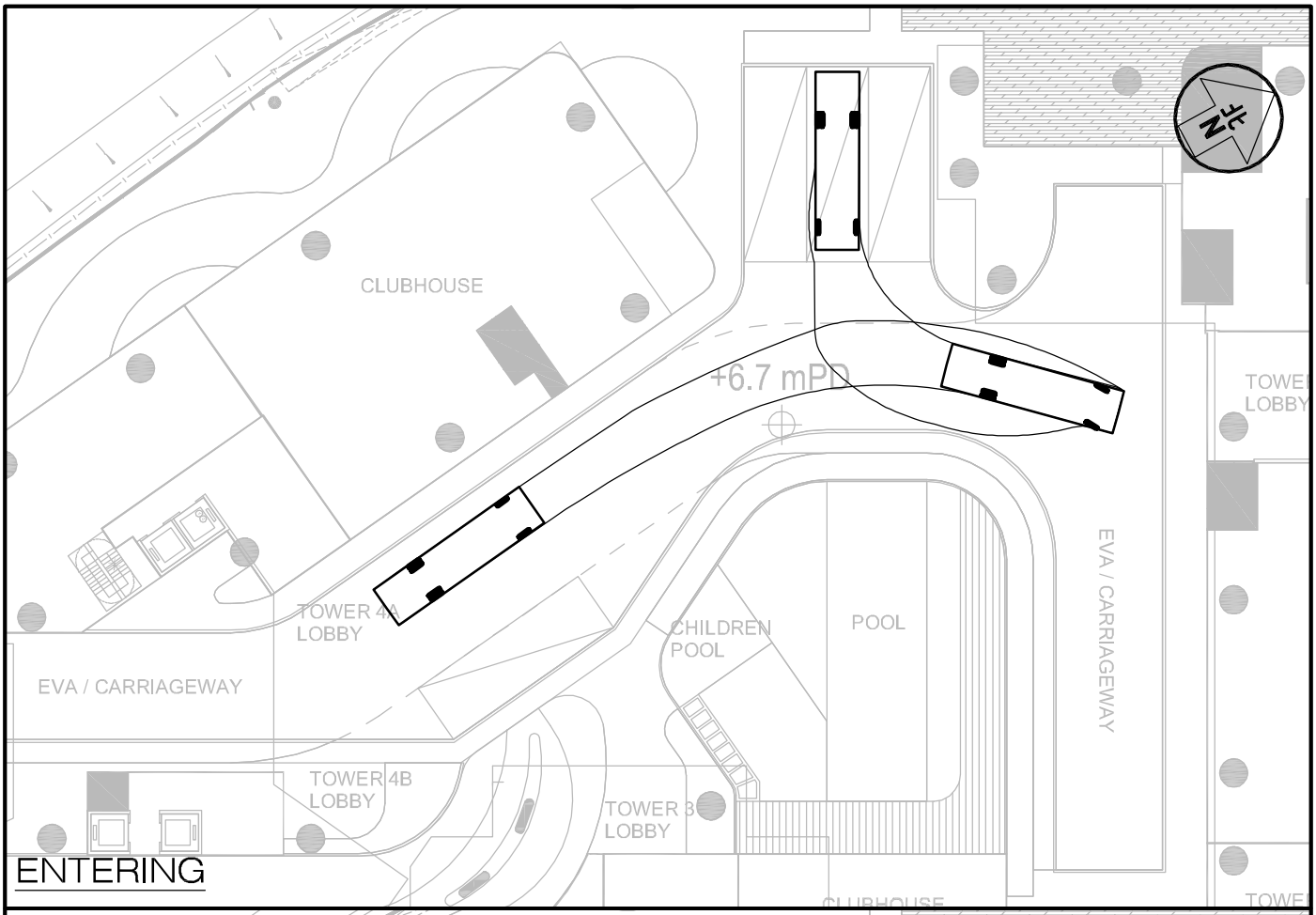

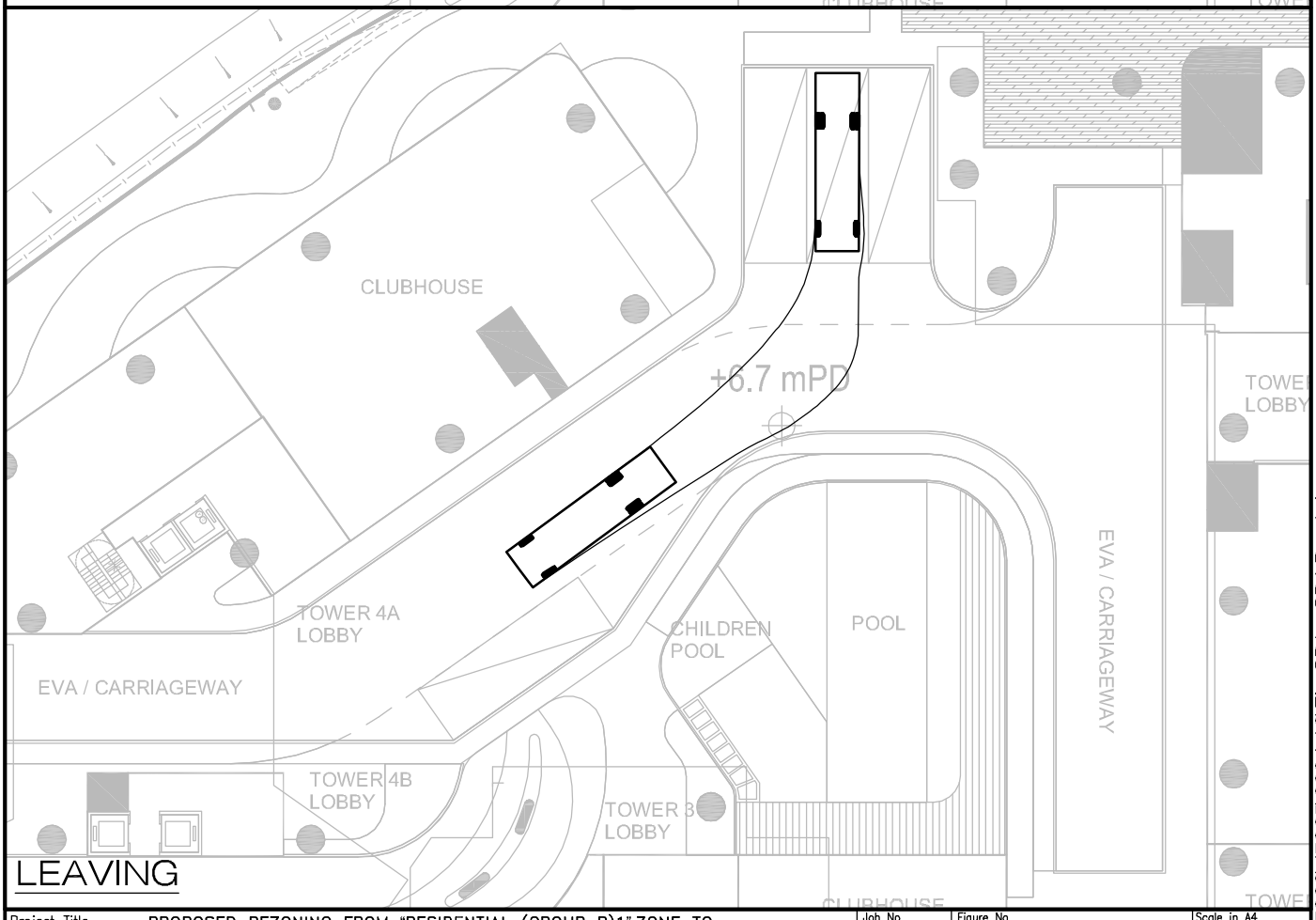

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Figure Title: SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY

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J7265	SP3			1 : 400
Designed by	Drawn by	Checked by	Revision	Date
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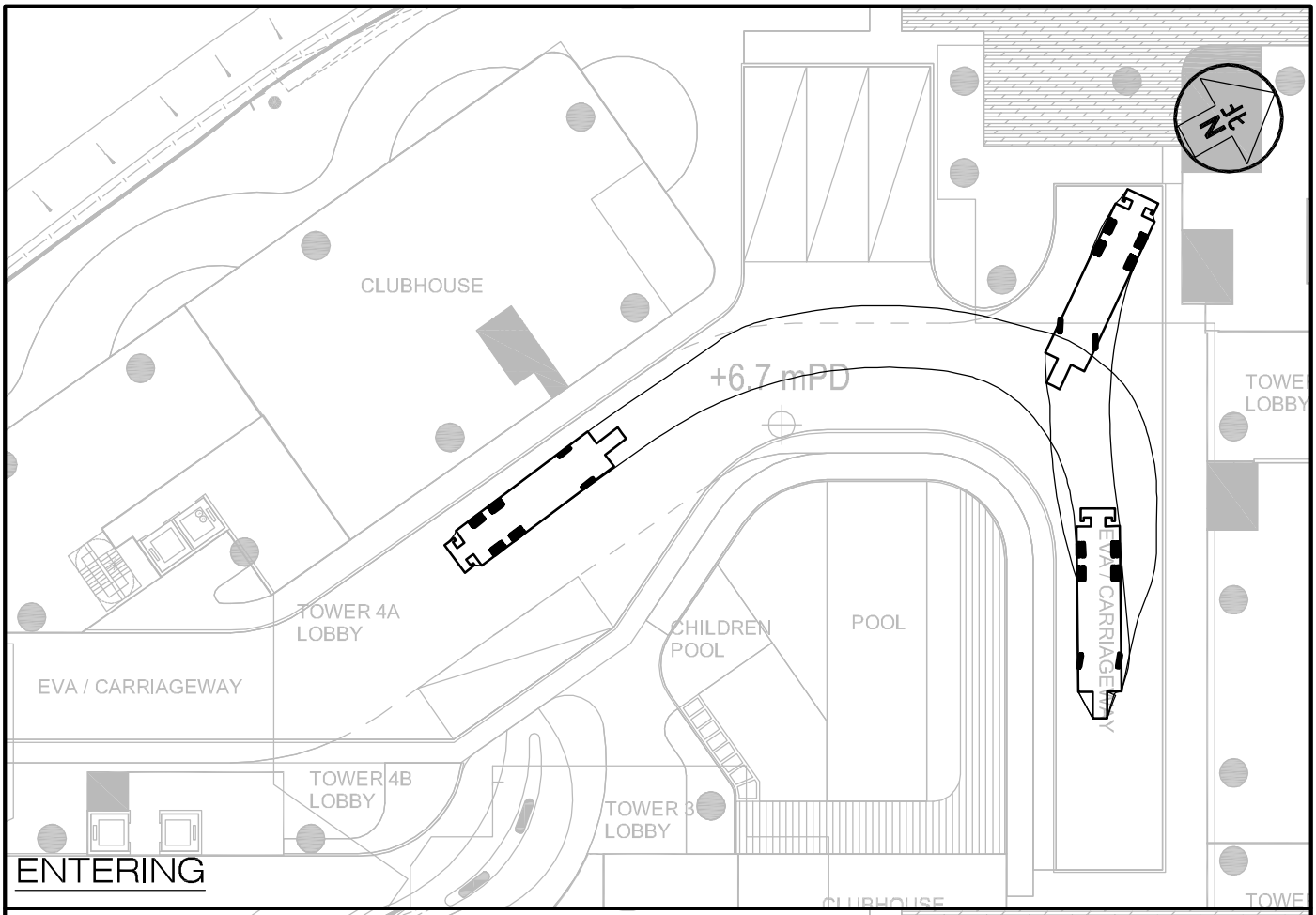

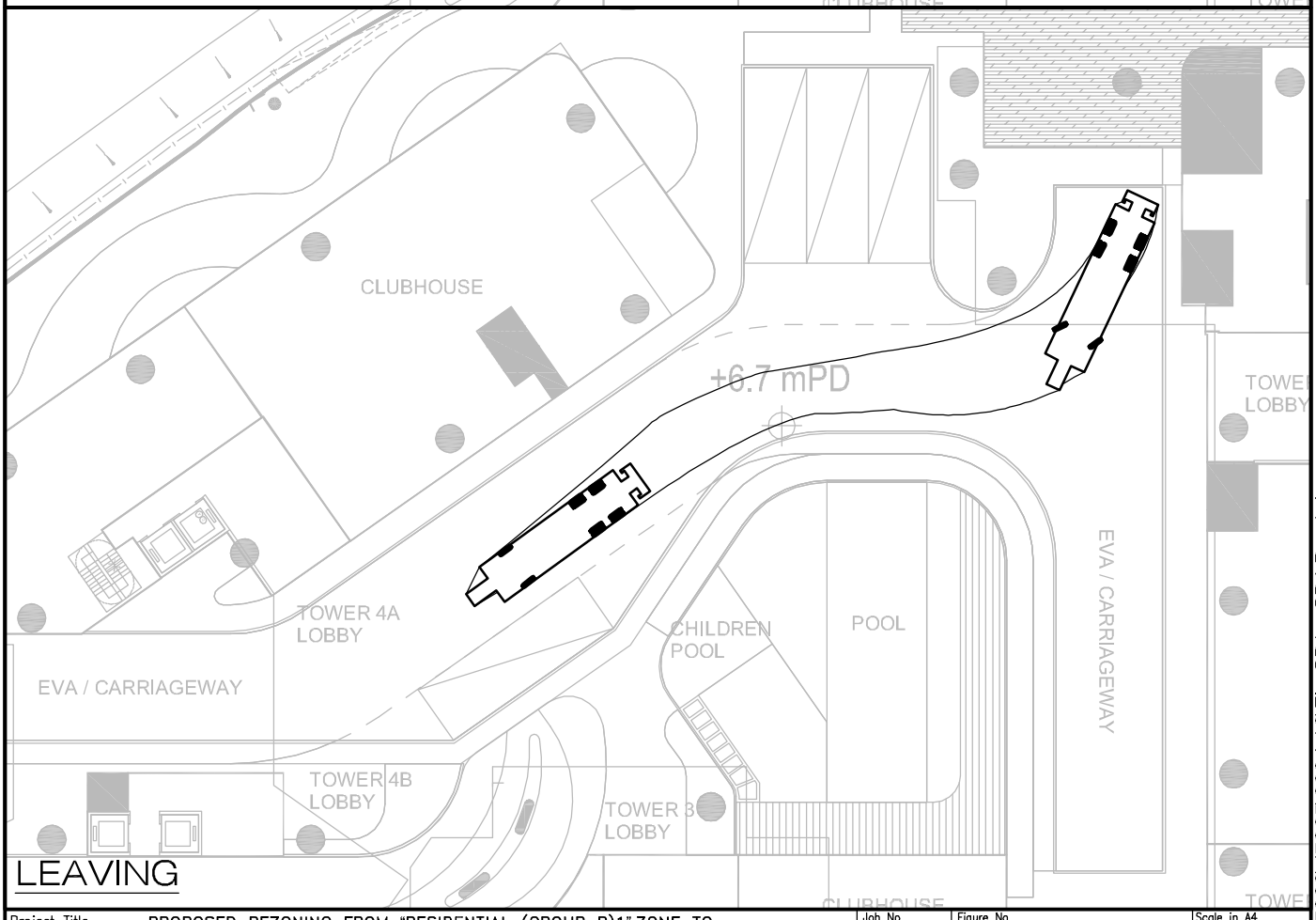

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Figure Title: SWEPT PATH OF FIRE APPLIANCE ENTERING AND LEAVING THE SUBJECT SITE

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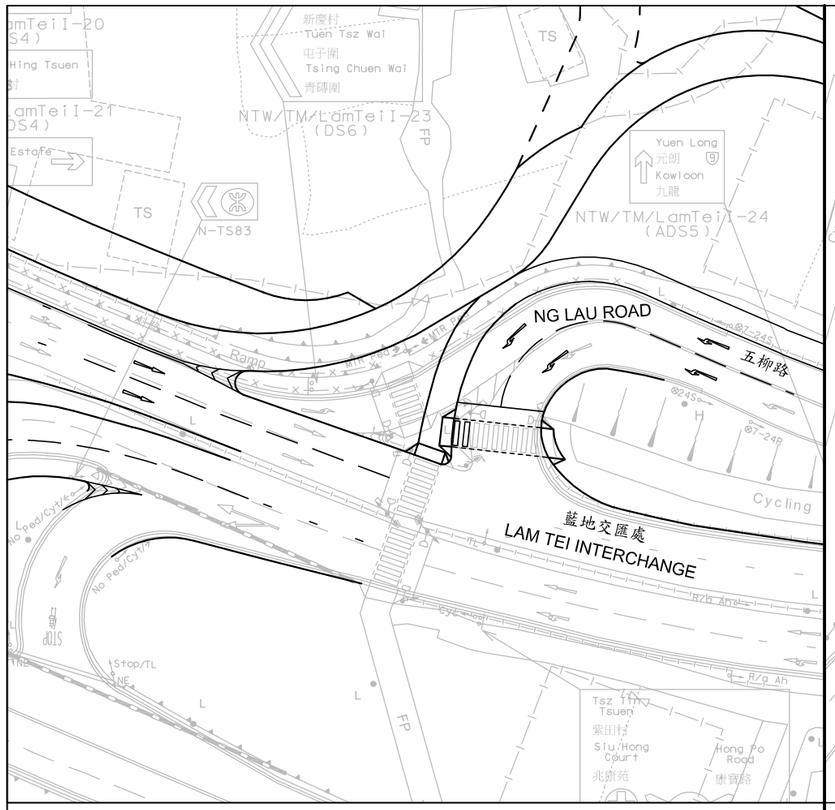
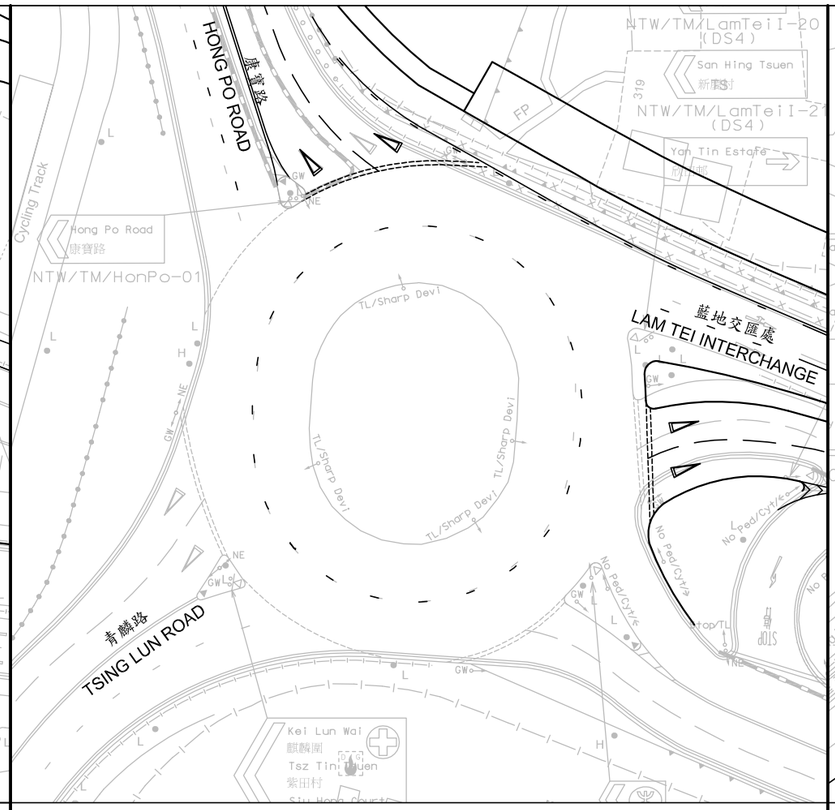
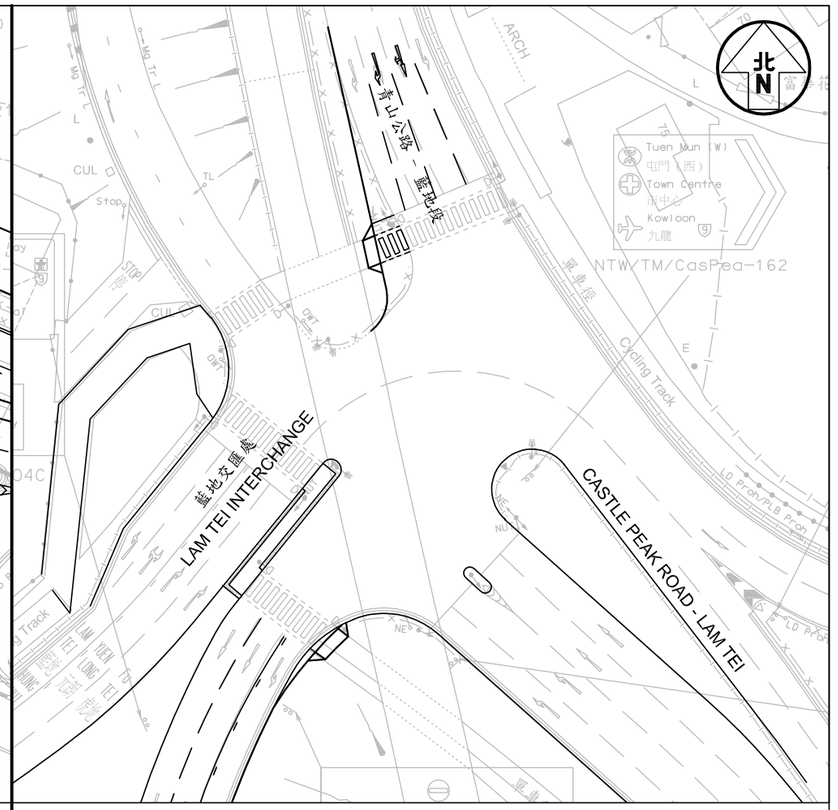
Appendix E – Extract of Planned Road Works under Agreement No. CE 39/2021 (CE) and CV/2019/04 by CEDD



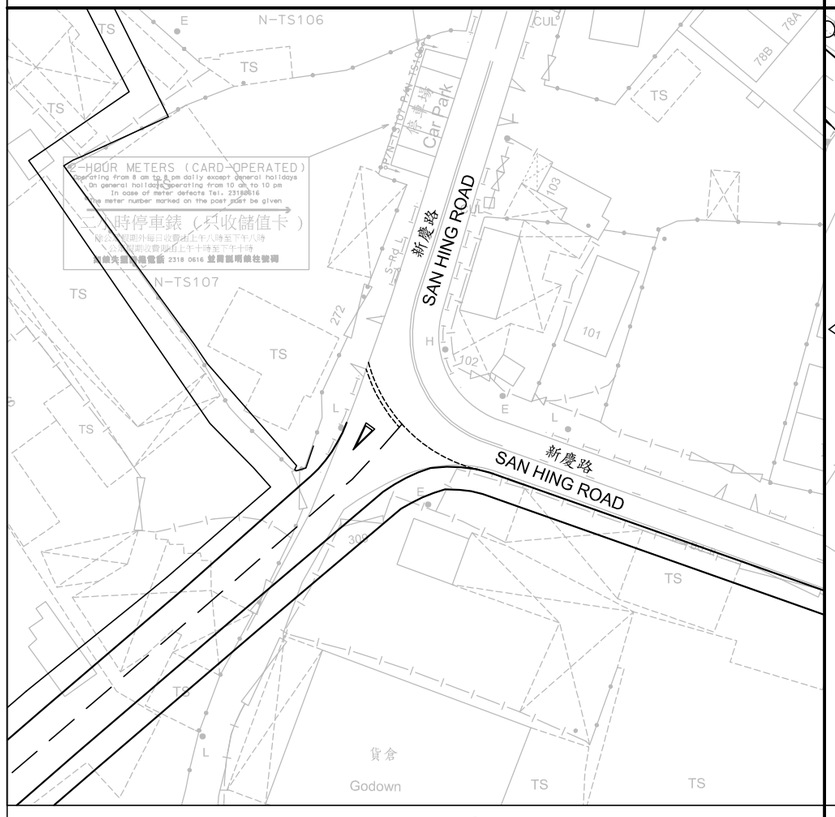
J3 - Ng Lau Road/ Lam Tei Interchange



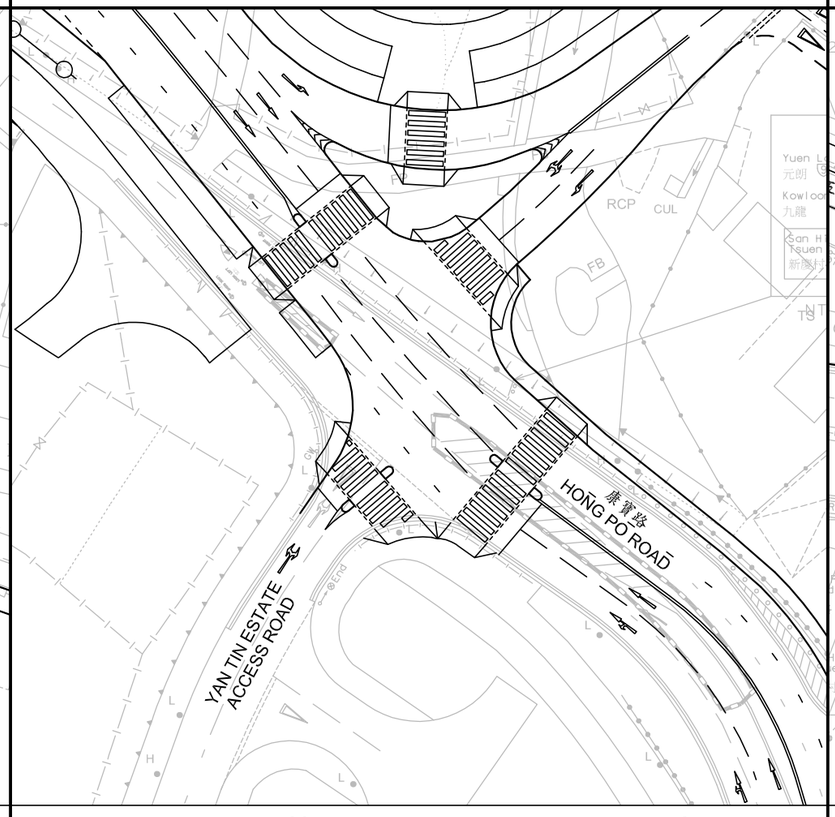
J4 - Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange



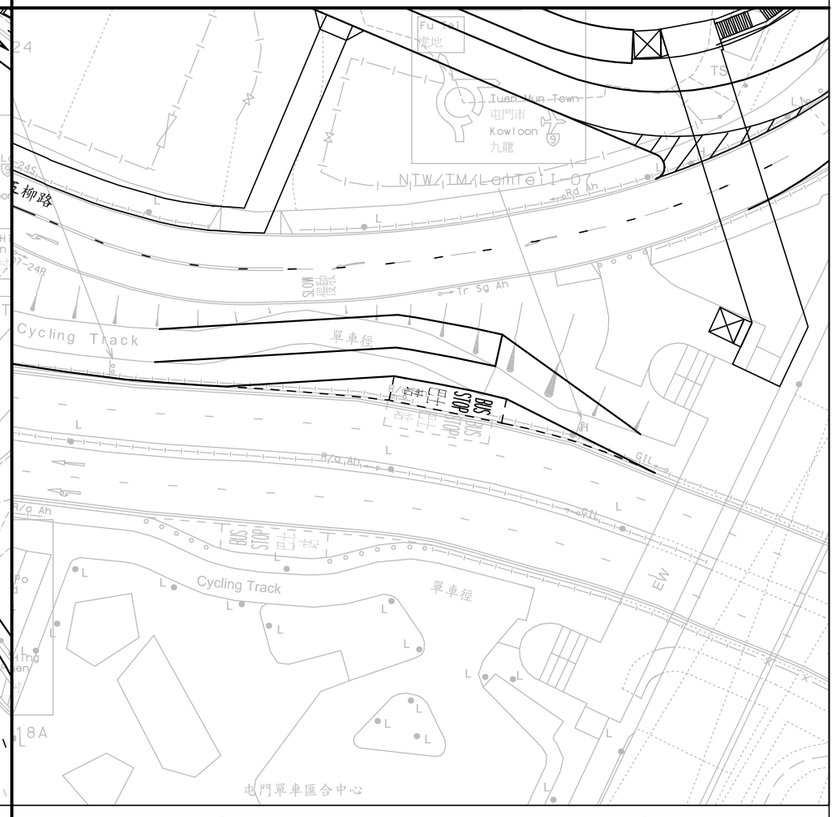
J6 - Lam Tei Interchange/ Castle Peak Road – Lam Tei



J10 - T-junction at San Hing Road

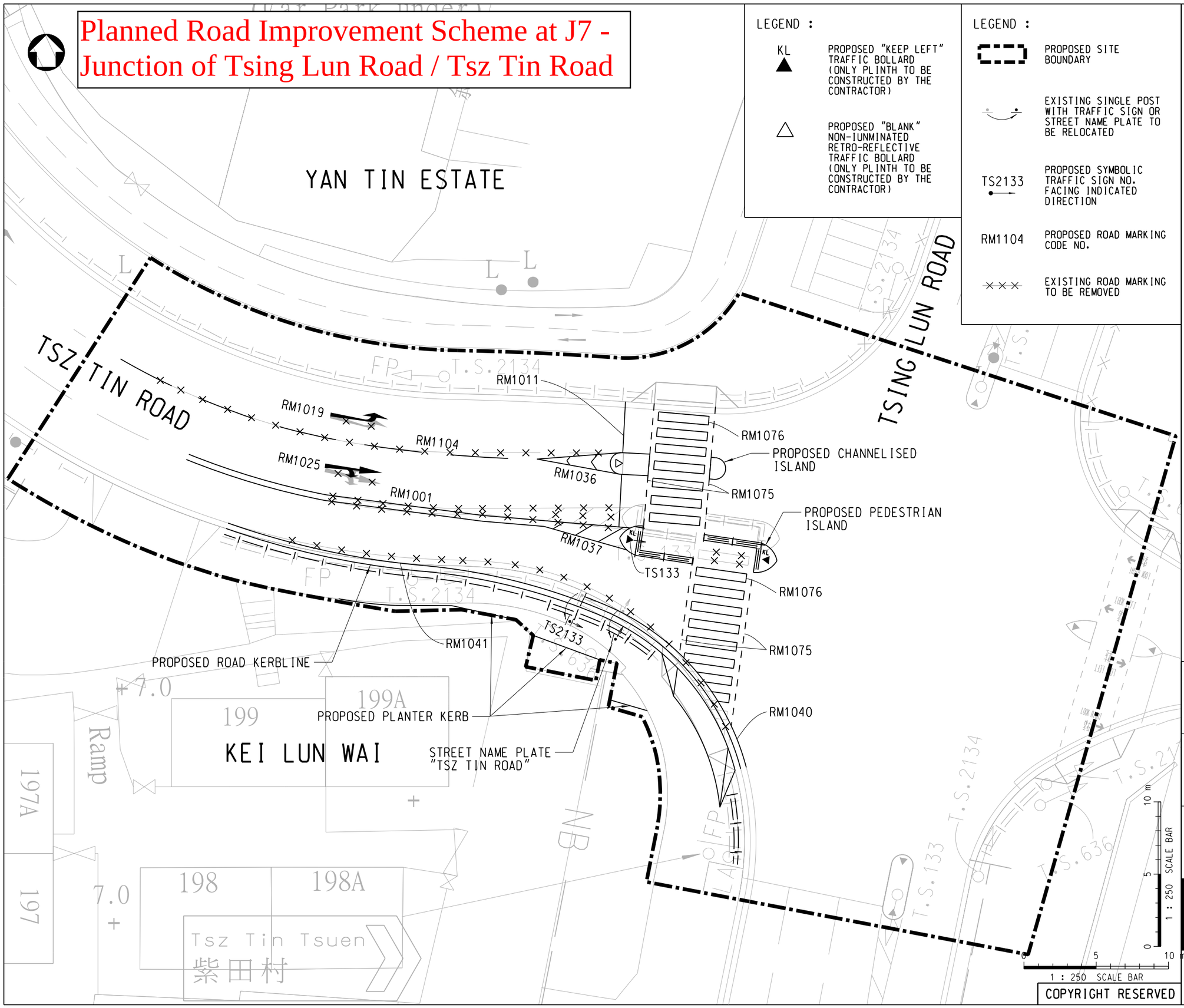


J12 - Hong Po Road/ Yan Tin Estate Access Road



Lam Tei Interchange Bus Stops scale 1:750 (A3)

Planned Road Improvement Scheme at J7 - Junction of Tsing Lun Road / Tsz Tin Road



LEGEND :

KL ▲	PROPOSED "KEEP LEFT" TRAFFIC BOLLARD (ONLY PLINTH TO BE CONSTRUCTED BY THE CONTRACTOR)
△	PROPOSED "BLANK" NON-IUNMINATED RETRO-REFLECTIVE TRAFFIC BOLLARD (ONLY PLINTH TO BE CONSTRUCTED BY THE CONTRACTOR)

LEGEND :

▭	PROPOSED SITE BOUNDARY
	EXISTING SINGLE POST WITH TRAFFIC SIGN OR STREET NAME PLATE TO BE RELOCATED
TS2133 →	PROPOSED SYMBOLIC TRAFFIC SIGN NO. FACING INDICATED DIRECTION
RM1104	PROPOSED ROAD MARKING CODE NO.
×××	EXISTING ROAD MARKING TO BE REMOVED

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. GRID LINES ARE IN HONG KONG METRIC GRID 1980.
3. ALL LEVELS ARE IN METRES ABOVE PRINCIPAL DATUM (mPD).
4. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NO. LWSK-J5-0010.
5. DETAILS OF CONCRETE PLINTH FOR TRAFFIC BOLLARD SHALL REFER TO HyD STANDARD DRAWING NOS. H2140 TO H2141.
6. FOR DETAILS OF TRAFFIC SIGNS AND ROAD MARKING, REFER TO VOLUME 3 OF TRANSPORT PLANNING AND DESIGN MANUAL (TPDM) PUBLISHED BY TRANSPORT DEPARTMENT.
7. FOR SUPPORT DETAILS OF SINGLE POST TRAFFIC SIGNS INCLUDING COLOR OF POST, REFER TO HyD STANDARD DRAWING NOS. H2147 TO H2148.
8. BACK OF ALL SIGNS SHALL BE PAINTED IN GREY TO BS5252F CODE 18B19.
9. EXISTING ROAD MARKING TO BE AFFECTED SHALL BE REMOVED AND REPLACED BY PROPOSED ROAD MARKING.
10. NEW SUPPORTS, INCLUDING SINGLE/MULTIPLE POSTS AND FRAME SUPPORTS, SHALL BE CONSTRUCTED FOR ALL PROPOSED AND RELOCATED TRAFFIC OR DIRECTIONAL SIGNS.

works order title
IMPROVEMENT WORKS AT JUNCTION OF TSING LUN ROAD AND TSZ TIN ROAD, TUEN MUN

drawing title
TRAFFIC AIDS AND ROAD MARKING LAYOUT

drawing no.	scale
LWSK-J5-0009	1 : 250

office
LAND WORKS DIVISION
CIVIL ENGINEERING OFFICE

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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19/09/2022 **10.9.25.31#CAD_General#CAD_Common#PEN_TABLE#filename&date.tbl

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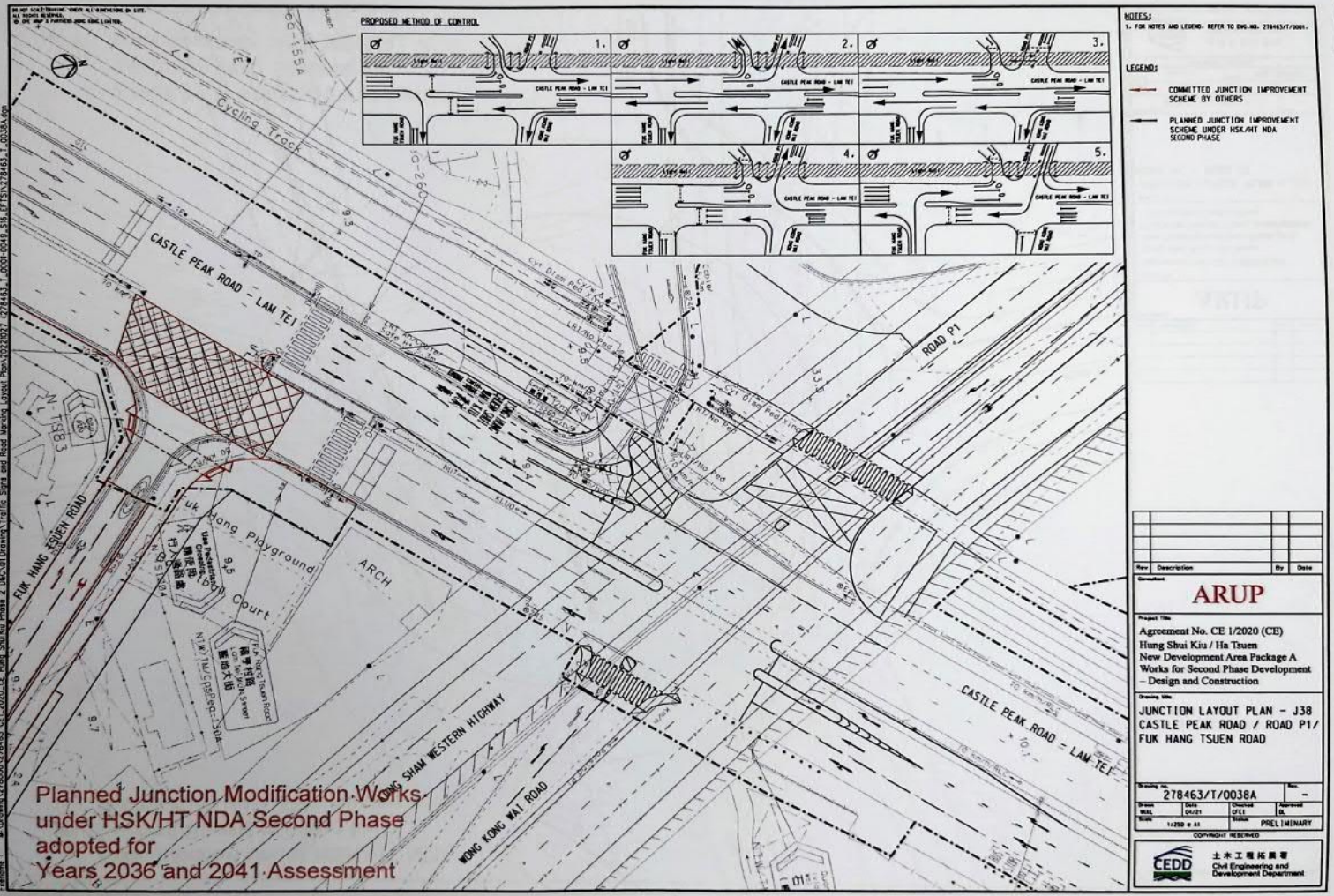
Appendix F –
Extract of Planned Road Works under Agreement No. CE 01/2020 (CE) by CEDD


PROPOSED METHOD OF CONTROL
1.
2.
3.
4.
5.
CASTLE PEAK ROAD - LAM TEI
FUK HANG TSUEN ROAD
ROAD P1
Cycling Track
Uk Hang Playground
Basketball Court
ARCH
TUEN MUN - CHEK LAP KOK TUNNEL
TUEN MUN - CHEK LAP KOK TUNNEL (WESTBOUND)
TUEN MUN - CHEK LAP KOK TUNNEL (EASTBOUND)
TUEN MUN - CHEK LAP KOK TUNNEL (CENTRAL VENTILATION BUILDING)
TUEN MUN - CHEK LAP KOK TUNNEL (EASTERN PORTAL)
TUEN MUN - CHEK LAP KOK TUNNEL (WESTERN PORTAL)
TUEN MUN - CHEK LAP KOK TUNNEL (WESTERN VENTILATION BUILDING)
TUEN MUN - CHEK LAP KOK TUNNEL (EASTERN VENTILATION BUILDING)
TUEN MUN - CHEK LAP KOK TUNNEL (EASTERN VENTILATION BUILDING)
TUEN MUN - CHEK LAP KOK TUNNEL (WES

Appendix C

Environmental Assessment

Prepared for

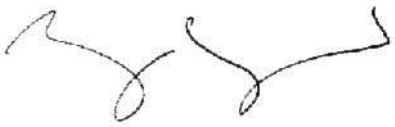
Wing Mau Tea House Limited

Prepared by

Ramboll Hong Kong Limited

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

ENVIRONMENTAL ASSESSMENT (NOISE IMPACT AND AIR QUALITY IMPACT)

Date	**13 December 2024**
Prepared by	**Ken Li et. al** **Environmental Consultant**
Signed	
Approved by	**Katie Yu** **Senior Manager**
Signed	
Project Reference	**FECLTS12EI00**
Document No.	**R9116_v8.0.docx**

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1. INTRODUCTION

1.1 Project Background

1.1.1 The Applicant proposed to develop a medium density residential development at D.D.130, Lam Tei in Tuen Mun (the "Application Site").

1.1.2 In order to confirm the environmental feasibility of the Proposed Development, Ramboll Hong Kong Limited is commissioned by the project proponent to prepare an Environmental Assessment to address the noise impact and air quality impact for the Proposed Development.

1.1.3 The EA includes the following major environmental issues:

1) Railway noise impact;
2) Fixed noise impact;
3) Traffic Noise Impact from the adjacent road network;
4) Air quality impact arising from traffic emissions from the adjacent road networks and industrial emission impact.

1.2 Project Location

1.2.1 With a development area of 8,896m^2 and zoned as Residential (Group B) 1" (R(B)1) zone, the Application Site is proposed to develop a medium density residential development. The Application Site is bounded by Castle Peak Road – Lam Tei Section and the Tuen Ma Line and Light Rail tracks to the east and Ng Lau Road and a nullah to the west. To the north of the Application Site is an existing residential development – Lingrade Garden. Village houses and some car repairing workshops are situated to the west of the Application Site separated by Ng Lau Road and a nullah.

1.2.2 The location of the Application Site is presented in **Figure 1.1**.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 5 residential towers ranging from 14 storeys to 27 storeys. Single aspect design of the apartments along the eastern site boundary is adopted to prevent noise impact from the Light Rail and Tuen Ma Line. A clubhouse is situated below Tower 1 and Tower 3. The number of storeys and building height information of the residential towers are as follow:

- Tower 1: 27 storeys (+107.8 mPD)
- Tower 2: 27 storeys (+107.8 mPD)
- Tower 3: 16 storeys (+66.8 mPD)
- Tower 4: 14 storeys (+59.8 mPD)
- Tower 5: 24 storeys (+94.8 mPD)

1.3.2 The total numbers of units are 1,385 units and the tentative population intake year is 2030. Detailed plans of the Proposed Development are presented in **Appendix 1.1**.

2. RAILWAY NOISE IMPACT ASSESSMENTS

2.1 Introduction

2.1.1 The Proposed Development is situated in the vicinity of Tuen Ma Line (TML) and Light Rail Transit (LRT). Due to the short distance to TML and LRT, potential railway noise impact is expected at the Proposed Development. This section evaluates the potential railway noise impact on the Proposed Development.

2.2 Legislation and Guidelines

2.2.1 The Application Site is located at the area that comprises residential development and industrial uses. Furthermore, a high-rise public housing development is planned at San Hing Tsuen in the vicinity of the Application Site. Therefore, the area is not considered rural area, low density residential area, isolated high-rise area or urban area. Hence, the classification of "Area other than those above" is considered applicable. Furthermore, Castle Peak Road – Lam Tei with its annual average daily traffic flow (A.A.D.T.) of 34,500 (Traffic Census 2022 referred) is located within 100m from the Application Site. As such, the Application Site is directly affected by the Influencing Factor (Castle Peak Road – Lam Tei). Therefore, the Area Sensitivity Rating (ASR) of the noise sensitive receivers (NSRs) facing Castle Peak Road – Lam Tei should be assigned as "C" rating, while those facing away from Castle Peak Road – Lam Tei within the Application Site are considered not affected by the Influencing Factor and should be assigned as "B" rating.

2.2.2 **Table 2.1** shows the noise criteria stipulated in the Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM) for railway noise impact assessment at the NSRs.

Table 2.1 Noise Criteria for Railway Noise Impact Assessment

Criteria	Acceptable Noise Level (ANL)	
	ASR B (for NSRs facing away from Castle Peak Road)	**ASR C (for NSRs facing Castle Peak Road)**
$L_{eq\ (30\ minutes)}$ (0700 to 2300)	65 dB(A)	70 dB(A)
$L_{eq\ (30\ minutes)}$ (2300 to 0700)	55 dB(A)	60 dB(A)

2.2.3 Table 4.1 of the Chapter 9 HKPSG provides additional criteria for assessing railway noise. These noise criteria are specified in terms of A-weighted maximum noise level and daily railway noise exposure level, as shown in below **Table 2.2**:

Table 2.2 HKPSG Recommended Railway Noise Standard

Parameter	Standard Noise Level dB(A)
L_{max} (2300 to 0700)	85
$L_{eq\ (24\ hour)}$	65

2.3 Identification of Railway Noise Sources

2.3.1 Train induced airborne noise at viaduct of TML near Siu Hong TML Station and at grade section of LRT near Lam Tei LRT Station are considered as the key sources of rail noise impact.

2.3.2 The identified three types of noise associated with the TML train operation include:

- Rolling noise associated with the interaction between train wheel and rail;
- Noise from air conditioning units on top of each train car; and
- Structural re-radiated noise emitted from viaduct structure during train passing (associated with the Tuen Ma Line Viaduct Structure with Multi Plenum System).

2.3.3 The section of LRT is at grade near Lam Tei LRT Station while a section of LRT near Siu Hong Station is on viaduct. The identified types of noise associated with the LRT train is rolling noise and structural re-radiated noise. Contribution from air conditioning noise is considered insignificant compared with the rolling noise.

2.3.4 On-site noise measurements have been conducted in May 2023 for rolling noise of LRT. The structural re-radiated noise from the viaduct structure of TML and LRT are referenced from the approved EIA report "Development at San Hing Road and Hong Po Road, Tuen Mun" (AEIAR-227/2020). The noise measurement locations are presented in **Figure 2.1**.

2.4 Assessment Methodology

2.4.1 The assessment is carried out with reference to the "Calculation of Railway Noise 1995" (CRN) issued by the Department of Transport, UK. The railway was divided into number of segments to address changes in rail traffic flow, speed, gradient of the track, turnout, or due to progress variation in screening along the railway lines. The propagation of rail noise to the noise sensitive receivers (NSRs) has been corrected by distance, ground and air absorption, screening effect by barriers, reflection, angle of view at the reception point, train speed and number of trains etc.

2.4.2 The cumulative potential railway noise impacts from TML and LRT are assessed.

2.4.3 The procedures of calculation and assumptions are listed in **Table 2.3** while the source term information which is based on on-site measurement, approved EIA report, previous report from MTRC and updated information provided by MTRC (as shown in **Appendix 2.1**) is listed in **Table 2.4**.

Table 2.3 Procedures of Rail Noise Assessment

Procedure	Assumption/Remarks	Reference
1. Identify the extent of the site area to be affected by the air-borne noise from the rail operation; locate the assessment points at the representative NSRs	The first layer of planned NSRs located near TML and LRT will be selected for rail noise prediction and evaluation	-
2. Identify the noise sources of rail operation	TML: • The rolling noise is emitted through the gap between the train and the walkway on the viaduct of TML. The multi-plenum system installed at the viaduct section of TML absorbs some of the noise from train wheel-rail interaction. The effect of the system had been included in the source measurement in the report published in 2015 by MTRC • Noise from air conditioning units located on the roof of each car and source level is referenced from the report published in 2015 by MTRC • Structural re-radiated noise generated from the vibration of the viaduct during train passing by is referenced from the approved EIA report "Development at San Hing Road and Hong Po Road, Tuen Mun" (AEIAR-227/2020) LRT: • Rolling noise are based on on-site measurement in May 2023 • Structure re-radiated noise data are based on approved EIA report "Development at San Hing Road and Hong Po Road, Tuen Mun" (AEIAR-227/2020)	(1)
3. Identify the train type and the source term of the train	Refer to **Table 2.4**	-
4. Calculate the SEL from L_{max} at reference condition	SEL = L_{max} + 10log(L/V) +10.5 – 10log[(4D/(4D2+1)) + 2tan-1(1/(2D))] where D = d/L, d = perpendicular distance from the track (m), L = train length (m) and V = train speed (km per hour)	Equation 15.21 of (4)

Procedure	Assumption/Remarks	Reference
5. Correction of train frequency for 30 mins	+10 $\log_{10}$(N) in dB(A) where N = No. of trains per 30 minutes per direction	(2)
6. Correction of train frequency for 24 hours	+10 $\log_{10}$(N) in dB(A) where N = No. of trains per 24 hours per direction	-
7. Correction of number cars	+ 10 $\log_{10}(N/N_{ref})$ in dB(A) where N = No. of cars in the measured events, N_{ref} = No. of cars in the reference	-
8. Incorporate Track Wear Correction	+3 dB(A)	(2)
9. Incorporate Joint/Turnout Correction (to represent the augmentation in noise due to thermal expansion joints)	With conservative assumption, +7.0 dB(A) for a representative 20 m segment	(3)
10. Evaluate the distance between the NSR and the track and make distance correction	-10 log10(d'/d_{ref}) in dB(A) where d' = Slant distance from track to NSR and d_{ref} = Reference distance	(2)
11. Evaluate the angle of view and calculate angle of view correction	+10 $\log_{10}(\pi\theta/180 - \cos2\alpha \sin\theta) - 5$ in dB(A) where θ = Angle of view and α = Acute angle between a line drawn through the NSR, parallel to the track, and the line bisecting the angle of view, θ	(2)
12. Incorporate Barrier Correction	Shadow Zone: • -21 dB(A) for δ > 2.5 m where δ is the path difference in meter • -7.75 log10(5.2 + 203 δ) dB(A) for 0≤ δ <2.5 m Illuminated Zone: • 0 dB(A) for δ > 0.4 m • 0.88 + 2.14 log10(10-3 + δ) dB(A) for 0 ≤ δ <0.4 m	Chart 6(a) in (2)
13. Calculate the overall noise level from all rail segments including rolling noise, noise from air conditioning units and structural re-radiated noise ($L_{eq\ 30min}$)	• $L_{eq\ 30min\ overall}$ at NSR= $L_{eq\ 30min\ rolling}$ + $L_{eq\ 30min\ A/C}$ + $L_{eq\ 30min\ structure}$ • $L_{eq\ 30min\ rolling}$ at NSR = SEL + C_{speed} + C_{freq} + C_{track} + C_{joint} + $C_{distance}$ + C_{angle} + $C_{Barrier}$ • $L_{eq\ 30min\ structure}$ at NSR = SEL + C_{freq} + $C_{distance}$ + C_{angle} + $C_{Barrier}$	-

Procedure	Assumption/Remarks	Reference
14. Incorporate Façade Correction	+2.5 dB(A)	(2)
15. Calculate the L_{max} (2300 – 0700)	• L_{max} at NSR= $L_{max\ rolling}$ + $L_{max\ A/C}$ + $L_{max\ structure}$ • $L_{eq\ max\ rolling}$ at NSR = SEL + C_{speed} + C_{freq} + C_{track} + C_{joint} + $C_{distance}$ + C_{angle} + $C_{Barrier}$ • $L_{max\ structure}$ at NSR = SEL + C_{freq} + $C_{distance}$ + C_{angle} + $C_{Barrier}$	-
16. Calculate the overall noise level from all rail segments including rolling noise, noise from air conditioning units and structural re-radiated noise ($L_{eq\ 24hr}$)	• $L_{eq\ 24hour}$ at NSR= $L_{eq\ 24hour\ rolling}$ + $L_{eq\ 24hour\ A/C}$ + $L_{eq\ 24hour\ structure}$ • $L_{eq\ 24hour\ rolling}$ at NSR = SEL + C_{speed} + C_{freq} + C_{track} + C_{joint} + $C_{distance}$ + C_{angle} + $C_{Barrier}$ • $L_{eq\ 24hour\ structure}$ at NSR = SEL + C_{freq} + $C_{distance}$ + C_{angle} + $C_{Barrier}$	-

References:

(1) "West Rail Operation Noise Assessment Report" prepared by the MTRC (July 2015).

(2) "Calculation of Railway Noise 1995" issued by the Department of Transport, UK.

(3) EIA Report (Register No. AEIAR-028/1999) of "East Rail Extensions - Tai Wai to Ma On Shan, KCRC East Rail Extension".

(4) Nelson, P. M. (ed.) (1987). Transportation Noise Reference Book, Butterworths.

Table 2.4 Input for Rail Noise Assessment

Parameters	Tuen Ma Line (TML)	Light Rail Transit (LRT)
Train type and no. of car	SP1900 (or equivalent), 9-car train (approximate 225 m long) *	LRV, 2 cars of total 40 m as conservative scenario ‡
Rolling Noise (at reference distance 25m)	SEL Northbound (Segment WN1-WN9, WN11-WN13) = 81.4 dB(A); L_{max} Northbound (Segment WN1-WN9, WN11-WN13) = 74.1 dB(A)## SEL Northbound (Segment WN10) = 0 dB(A); L_{max} Northbound (Segment WN10) = 0 dB(A) ##	SEL Northbound (Segment LN1-LN4) = 78.9 dB(A); L_{max} Northbound (Segment LN1-LN4) = 77.9 dB(A) ## SEL Northbound (Segment LN5) = 82.9 dB(A); L_{Max} Northbound (Segment LN5) = 81.0 dB(A) ##

Parameters	Tuen Ma Line (TML)	Light Rail Transit (LRT)
	SEL Southbound (Segment WS1-WS9, WS11-13) = 80.7 dB(A); L_{max} Southbound (Segment WS1-WS9, WS11-WS13) = 73.4 dB(A) ## SEL Southbound (Segment WS10) = 0 dB(A); L_{max} Southbound (Segment WS10) = 0 dB(A) ## (8 cars at 25 m)	SEL Northbound (Segment LN6-LN8) = 78.2 dB(A); L_{max} (Segment LN6-LN8) =74.3 dB(A) ## SEL Northbound (Segment LN9-LN13) = 80.9 dB(A); L_{max} Northbound (Segment LN9-LN13) = 78.7 dB(A) ## SEL Southbound (Segment LS1-LS4) = 75.7 dB(A); L_{max} Southbound (Segment LS1-LS4) = 74.0 dB(A) ## SEL Southbound (Segment LS5) = 77.4 dB(A); L_{Max} Southbound (Segment LS5) = 75.9 dB(A) ## SEL Southbound (Segment LS6-LS8) = 72.8 dB(A); L_{max} Southbound (Segment LS6-LS8) =68.7 dB(A) ## SEL Southbound (Segment LS9-LS13) = 78.5 dB(A); L_{max} Southbound (Segment LS9-LS13) = 74.4 dB(A) ##
Air Conditioning Noise	L_{max} at viaduct = 48.8 dB(A) (8 cars at 25 m) †	Not applicable as the contribution is insignificant
Structural Re-radiated Noise	SEL = 62.8 dB(A) for viaduct structure ** L_{max} = 58.6 dB(A) for viaduct structure ** SEL = 66.9 dB(A) for enclosed viaduct (Segment WN10) ** L_{max} = 63.0 dB(A) for enclosed viaduct (Segment WN10) ** SEL = 67.0 dB(A) for enclosed viaduct (Segment WS10) **	SEL = 60.5 dB(A) for non-enclosed viaduct structure ** L_{max} = 60.3 dB(A) for non-enclosed viaduct structure ** SEL and L_{max} at viaduct have been measured (2-car train at 25 m) **

Parameters	Tuen Ma Line (TML)	Light Rail Transit (LRT)
	L_{max} = 63.9 dB(A) for enclosed viaduct (Segment WS10) ** SEL and L_{max} at viaduct have been measured (8 cars at 25 m) **	
Train frequency per 30 minutes per direction	14 number during peak daytime # 10 number during peak night-time *	14 number during peak daytime # 16 number during peak night-time #
24 hour train frequency per direction	260 #	382 #
Train Speed for tracks within Assessment Area	Station speed, 50 km per hour† Approach and leaving Station, 80 km per hour†	70 km per hour #

References:

†: "West Rail Operation Noise Assessment Report" prepared by the MTRC (July 2015)

*: Information is adopted by referring Environmental Permit (Permit No. FEP-24/004/1998/J) for West Rail – Final Assessment Report West Kowloon to Tuen Mun Centre.

**: EIA Report (Register No. AEIAR-227/2020) "Development at San Hing Road and Hong Po Road, Tuen Mun"

#: Updated information provided by MTRC (**Appendix 2.1**)

##: Based on on-site noise measurements conducted for this EA Study.

2.4.4 The frequency of trains during daytime and night-time are different. Therefore, railway noise due to TML have been assessed for both periods according to their respective train frequency.

2.4.5 The maximum frequency of LRT during daytime and night-time are the same.

2.5 Noise Sensitive Receivers

2.5.1 The locations of the representative NSRs are selected to represent the worst affected location. The NSRs are taken at 1m away from the façade opening for ventilation purpose and at 1.2m above the floor slab of the habitable rooms. **Figure 2.2** shows the locations of the representative NSRs.

2.6 Predicted Railway Noise Impact

2.6.1 The layout of the Proposed Development has already adopted special building design for the housing block located closest to the TML and LRT track to minimise the angle of view to the rail track. The predicted noise levels from TML and LRT at the representative NSRs are presented in **Table 2.5**, with details provided in **Appendix 2.1**. Exceedance of rail noise impact are predicted at T1_RN01, T1_RN02, T2_RN02, T2_RN03 and T2_RN04. Mitigation measures would be required.

Table 2.5 Predicted Rail Noise Impact at Representative NSRs (Unmitigated)

NSR	Unit of Criteria	Daytime/Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
T1_RN01	$L_{eq\ 30\ min}$ dB(A)	65	55-58	55	55-**57**	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	52-54
	L_{max} dB(A)	-	-	-	-	85	78-80
T1_RN02	$L_{eq\ 30\ min}$ dB(A)	65	54-58	55	54-**57**	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	51-54
	L_{max} dB(A)	-	-	-	-	85	78-80
T2_RN01	$L_{eq\ 30\ min}$ dB(A)	65	51-53	55	50-53	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	47-50
	L_{max} dB(A)	-	-	-	-	85	79-81
T2_RN02	$L_{eq\ 30\ min}$ dB(A)	65	55-57	55	55-**57**	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	52-54
	L_{max} dB(A)	-	-	-	-	85	79-81
T2_RN03	$L_{eq\ 30\ min}$ dB(A)	65	55-58	55	55-**57**	-	-

NSR	Unit of Criteria	Daytime/Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	52-54
	L_{max} dB(A)	-	-	-	-	85	81-83
T2_RN04	$L_{eq\ 30\ min}$ dB(A)	65	55-58	55	**56-58**	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	53-55
	L_{max} dB(A)	-	-	-	-	85	81-82
T5_RN01	$L_{eq\ 30\ min}$ dB(A)	65	43-49	55	44-50	-	-
	$L_{eq\ 24\ hrs}$ dB(A)	-	-	-	-	65	41-47
	L_{max} dB(A)	-	-	-	-	85	80-82

Note:

Bolded values denote exceedance of the relevant noise criteria.

2.7 Mitigation of Railway Noise Impact

2.7.1 The provision of acoustic window/balcony is proposed at Tower 1 and Tower 2 to protect the NSRs from adverse rail noise impact. As the exceedance is up to 3 dB(A) and acoustic windows (baffle type) / enhanced Acoustic balconies (baffle type) are able to reduce a noise level of 13 dB(A) when being assessed at indoor for buildings of similar façade orientation. With the provision of the above mitigation measures, the adverse rail noise impact at T1_RN01, T1_RN02, T2_RN02, T2_RN03 and T2_RN04 can be mitigated.

2.7.2 The proposed location for acoustic window/balcony provision is shown in **Figure 2.3**. With the provision of acoustic windows/balconies, compliance of rail noise criteria is predicted at all representative NSRs.

2.7.3 With the special building design layout adopted for Proposed Development and the proposed mitigation measures to minimise the view angle to the TML and LRT tracks, compliance of railway noise criteria is predicted at all representative NSRs, no residual railway noise impact is anticipated.

2.7.4 However, the noise attenuation performance will be subject to building layout, train operating frequency, train speed, number of train car etc. A quantitative railway noise assessment would be conducted and take into account the future layout design and re-confirm with MTRC on appropriate railway operation parameters. According to HKPSG Table 1.3, adequate separation for railway noise sensitive uses away from the MTR Lines and LRT lines will be followed, and proper design guidelines to reduce noise exposure such as self-protecting building design, integrated building and noise source design, purpose-built noise barriers and acoustic insulation of buildings will be reviewed and considered in a practicable and effective manner to ensure there will be no insurmountable railway noise impact and comply with NCO. During the detail design stage, if exceedance in railway noise assessment is anticipated under unmitigated scenario, full justifications together with technical documents (e.g. mock-up test

report, onsite noise measurement report) to verify the required noise reduction for the proposed development would be provided.

2.8 Conclusion

2.8.1 Based on the worst-case prediction scenario of TML and LRT, the potential railway noise impact on the Proposed Development have been evaluated. The results confirmed that the predicted noise levels at the nearest NSR would be able to meet the noise criteria with the recommended mitigation measures in place.

3. FIXED NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 There are some existing industrial operations nearby the Application Site. The assessment is to evaluate the potential fixed noise impact on the Proposed Development.

3.2 Assessment Criteria

3.2.1 Noise assessment has been conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM), published under the Noise Control Ordinance (NCO).

3.2.2 The Application Site is located in an area with residential development and industrial uses. Furthermore, a high-rise public housing development is planned at San Hing Tsuen in the vicinity of the Application Site. Therefore, the area is not considered rural area, low density residential area, isolated high-rise area or urban area. Hence, the classification of "Area other than those above" is considered applicable. Furthermore, Castle Peak Road – Lam Tei with its annual average daily traffic flow (A.A.D.T.) of 34,500 (Traffic Census 2022) is located within 100m from the Application Site. As such, the Application Site is directly affected by the Influencing Factor (Castle Peak Road – Lam Tei). Therefore, the Area Sensitivity Rating (ASR) of the NSRs facing Castle Peak Road – Lam Tei should be assigned as "C" rating, while those facing away from Castle Peak Road – Lam Tei, those NSRs are considered not affected by the Influencing Factor should be assigned as "B" rating. **Table 3.1** shows the noise criteria for fixed noise impact assessment at the NSRs.

Table 3.1 Noise Criteria for Fixed Noise Impact Assessment

Criteria	Acceptable Noise Level (ANL)	
	ASR B (for NSRs facing away from Castle Peak Road)	**ASR C (for NSRs facing Castle Peak Road)**
$L_{eq\ (30\ minutes)}$ (0700 to 2300)	65 dB(A)	70 dB(A)
$L_{eq\ (30\ minutes)}$ (2300 to 0700)	55 dB(A)	60 dB(A)

3.3 Fixed Noise Sources

Existing Fixed Noise Sources

3.3.1 Based on the site surveys conducted in May 2023, a total of 8 neighbouring fixed noise sources including car repairing workshops, logistic companies and ice manufacturing factory were identified. As observed during night-time site visit conducted in March 2024 and advised by the site operator, there is no night-time operation for the identified noise sources. The closing hours of the identified workshops and storages are around 1700 to 2000. The locations of the identified noise sources are presented in **Figure 3.1**.

3.3.2 The details of the fixed noise sources are tabulated in **Table 3.2** below.

Table 3.2 Identified Fixed Noise Sources during Site Visits

ID	Name and Photo	Description
S1 & S1a	天龍/偉光 (Tin Lung and Wai Kwong) 	S1 & S1a is a car repairing workshop. As advised by the operator during site survey, its operation is from 0900 to 1800. There is no night-time operation. S1 is the location where car repairing is conducted. Car repairing noise includes tyre pumping and car cleansing. Not all the activities were carried at the time of the site visit. Thus, the SPL of some of the activities were reference from similar operation in previously approved planning application. Noise from tyre pumping has made reference to an approved planning application A/YL-KTN/501[(a)]. The measured SPL was 75.1dB(A) at 2m from noise source and hence the SWL is 89.1 dB(A). With reference to the approved planning application Y/TM-LTYY/9, noise from car cleansing was measured onsite with SPL of 59.3 dB(A) at 5m from the noise source and hence the SWL is 81.3 dB(A).
S2	御浚 (Royal's Motor Engineering Company Limited) 	S2 is a car repairing workshop. As advised by the operator during site survey, its operation is from 1000 to 1900. There is no night-time operation. Car repairing noise includes pneumatic screwdriver, hammering and tyre pumping are considered. During the site visits, no noisy activity was observed. As a conservative approach, noise from the car repairing activities has made reference to an approved planning application A/YL-KTN/501[(a)]. Therefore, the overall SWL adopted at S3 is 98.3 dB(A).
S3	CHEP	S5 is a covered storage for pallet. As advised by the operator during site survey, its operation is from 0900 to 1800. There is no night-time operation. The noisy industrial activity is loading / unloading of pallet using forklift. With reference to the approved planning

ID	Name and Photo	Description
		application Y/TM-LTYY/9, the onsite measured SPL was 66.0 dB(A) at 8m and hence the SWL is 92.1 dB(A).
S4	捷興汽車(Jit Hing) 	S6 is a covered car repairing workshop. As advised by the operator during site survey, its operation is from 0900 to 2000. There is no night-time operation. This car repairing workshop will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, this noise source is not included in the assessment.
S5	高田 (Ko Tin) 	S7 is an open storage site for dumped electronic appliance. This open storage site will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, this noise source is not included in the assessment.
S6	Ice Manufacturing Factory (德保雪粒) to the southeast of the site 	S8 is an ice manufacturing factory. As advised by the operators, their working hours is from 0900 to 1900. The major noisy activity is the loading and unloading activities. This factory will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, this noise source is not included in the assessment.
S7	Ice Manufacturing Factory (德保雪粒) to the southeast of the Application Site	As advised by the operators, their working hours is from 0900 to 1900. The Major noisy activity is the operation of the air-cooling chiller. There is no breakthrough noise observed.

ID	Name and Photo	Description
		This factory will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, this noise source is not included in the assessment.
S8	Enclosed Storage (Long United Furniture Limited) to the southeast of the site 	The storage is totally enclosed. As advised by the operators, their working hours is from 0900 to 1800. The noisy industrial activities are the loading / unloading of goods and movement of vehicles. No tonal character activities as well as impulsiveness characteristic activities are observed. This storage facility will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, this noise source is not included in the assessment.

Note:

(a) SWL of a vehicle repair workshop is referenced to a similar one with several standard activities in an approved planning application (Application No. A/YL-KTN/501). The equipment involved in the activities include pneumatic screwdriver and tyre pump.

(b) All of the noise sources have no tonal or impulsiveness characteristics.

3.3.3 Out of the 8 noise sources identified, 5 of them (S4 to S8) will be resumed for public housing development at San Hing Road under CEDD's contract B764CL before population intake at the Proposed Development. Hence, these noise sources are not included for assessment.

Planned Fixed Noise Sources

3.3.4 Mechanical ventilation system would be provided for the proposed clubhouse and the on-site underground sewage treatment plant. The ventilation equipment and plant room louvres would be designed to face away from noise sensitive receivers along Ng Lau Road as far as practicable. The design of any fixed noise source will comply with the noise standards stipulated in Chapter 9 of the HKPSG and the Noise Control Ordinance. However, as the Proposed Development is still at an early stage, the proposed location and design of the planned fixed noise source as well as the required mitigation measures (if any) are subject to further study during the detailed design stage.

3.3.5 With conformed design and provision of adequate mitigation measures, if required, for any planned fixed noise sources, the noise standards stipulated in Chapter 9 of HKPSG and NCO should be complied, no adverse noise impact is anticipated from the planned fixed noise sources.

3.4 Assessment Methodology

3.4.1 Noise impact from the identified noise sources were determined based on standard acoustical principle and practice.

3.4.2 All identified noise sources were assumed as point source for the purpose to determine attenuation due to distance correction.

3.4.3 Distance attenuation correction, dB(A) = 20 x log (Distance) + 8, where distance is measured from the noise source to noise sensitive receiver (NSR). The assessment only account for the shortest distance between noise source and NSR to present the worst-case scenario.

3.4.4 Façade correction of +3 dB(A) is applied for the reflection on the NSR's façades itself.

3.5 Noise Sensitive Receivers

3.5.1 4 representative noise sensitive receivers (NSRs) are selected to assess the worst possible fixed noise impact. The NSRs are selected at 1m away from the façade of openable window for ventilation purpose and at 1.2m above the floor slab of the unit. Considered that all fixed noise activities are operated at ground level, predicted fixed noise level of NSRs at the ground floor of the development, which is expected to experience the worst fixed noise impact are assessed. The locations of the representative NSRs are presented in **Figure 3.1**.

3.6 Assessment Results

3.6.1 Based on the noise level measured for the fixed noise activities and follow the steps stipulated in IND-TM, the predicted noise level at the NSRs under a worst-case scenario is calculated.

3.6.2 The predicted noise levels at the NSRs are below the daytime noise criteria. As there is no night-time operation, comparison to night-time noise criteria is not necessary. The predicted noise results are tabulated in **Table 3.3** with the details presented in **Appendix 3.1.**

Table 3.3 Predicted Fixed Noise Results (Day time) at Representative NSRs

NSR	Predicted Noise Level in dB(A)	Noise Criteria
T1_FN01	58	65 dB(A)
T1_FN02	57	65 dB(A)
T4_FN01	55	65 dB(A)
T4_FN02	53	65 dB(A)

3.7 Conclusion

The results confirmed that the predicted noise levels from fixed noise sources at all NSRs within the Proposed Development comply with the criterion of IND-TM issued under the NCO. No adverse fixed noise impact on the Proposed Development is anticipated.

4. TRAFFIC NOISE IMPACT ASSESSMENT

4.1 Assessment Criteria

4.1.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic, railway and aircrafts. According to the guidelines, the maximum allowed road traffic noise level, measured in terms of $L_{10\ (1hr)}$, at typical façades of domestic premises is recommended to be 70 dB(A).

4.1.2 The maximum noise levels due to traffic on the surrounding roads in terms of hourly average (L_{10}) should not exceed 70 dB(A) at the noise sensitive façades relying on openable windows for ventilation of the Proposed Development.

4.2 Assessment Methodology

4.2.1 The assessment is based on the prediction of the maximum $L_{10\ (1hr)}$ traffic noise level at NSRs of the proposed development due to the projected traffic data on the adjacent major road networks for year 2045, which is considered as the maximum traffic projections within 15 years upon occupation of the proposed development in 2030. Traffic data was predicted by the project traffic consultant – CKM Asia Limited. The traffic forecast includes traffic flow and mix in AM and PM peak scenarios.

4.2.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was applied to predict the $L_{10\ (1hr)}$ noise level generated from road traffic at openable window for ventilation at habitable room of the proposed development. Then, the predicted noise levels were compared with the HKPSG noise criterion for assessing the impact.

4.3 Road Characteristic

4.3.1 Castle Peak Road – Lam Tei is considered as the dominant source contributing to traffic noise impact on the NSRs. The roads in San Hing Tsuen such as Ng Lau Road, San Hing Road and other access roads are also considered in the traffic noise impact assessment. The information on traffic volume and percentage of heavy vehicle using these roads are provided in **Appendix 4.1**.

4.4 Noise Sensitive Receivers

4.4.1 The locations of representative NSRs are presented in **Figure 4.1**. The assessment points are taken at 1.2m above the floor of each storey and 1m away from the façades of all openable windows for ventilation at all habitable rooms.

4.5 Site Constraints

4.5.1 The Application Site is elongated in shape and gradually narrowed from north to southern end. Therefore, there is limitation on the disposition of building blocks. Since there is no sufficient room for building setback from Castle Peak Road – Lam Tei as well as the TML and LRT, single aspect design has been adopted for the first layer of towers facing Castle Peak Road, which can also provide noise shielding for the towers behind.

4.6 Traffic Noise Assessment Results

Base Scenario

4.6.1 With the building layout design & orientation adopted in the MLP, the predicted traffic noise assessment result for the base scenario shows no exceedance of the traffic noise criterion of 70 dB(A). Results are summarised in **Table 4.1** with details presented in **Appendix 4.2**.

Table 4.1 Summary of Traffic Noise Assessment Results for Residential Units (Base Scenario)

NSR ID	Criterion, $L_{10\ 1hr}$ dB(A)	Noise Impact, AM Peak, $L_{10\ 1hr}$ dB(A)(1)(2)	Noise Impact, PM Peak, $L_{10\ 1hr}$ dB(A)(1)(2)	Mitigation Measures Required [Y/N]	Floors Requiring Mitigation Measures
TN101	70	65 - 69	65 - 69	N	-
TN102	70	63 - 69	63 - 69	N	-
TN103	70	63 - 69	63 - 69	N	-
TN104	70	65 - 66	63 - 66	N	-
TN105	70	64 - 65	63	N	-
TN106	70	64	63	N	-
TN107	70	64	62 - 63	N	-
TN108	70	65 - 67	64 - 67	N	-
TN109	70	66 - 69	66 - 69	N	-
TN110	70	65 - 68	65 - 68	N	-
TN201	70	66 - 68	66 - 68	N	-
TN202	70	66 - 68	66 - 68	N	-
TN203	70	55 - 58	54 - 57	N	-
TN204	70	67	67 - 68	N	-
TN205	70	68 - 69	68 - 69	N	-
TN301	70	53 - 57	52 - 56	N	-
TN401	70	63	62	N	-
TN402	70	62	62 - 63	N	-
TN403	70	68 - 69	68	N	-
TN404	70	66 - 67	65 - 66	N	-
TN405	70	66 - 67	65 - 66	N	-

NSR ID	Criterion, $L_{10\ 1hr}$ dB(A)	Noise Impact, AM Peak, $L_{10\ 1hr}$ dB(A)(1)(2)	Noise Impact, PM Peak, $L_{10\ 1hr}$ dB(A)(1)(2)	Mitigation Measures Required [Y/N]	Floors Requiring Mitigation Measures
TN406	70	66 - 67	65 - 66	N	-
TN407	70	66 - 67	65 - 66	N	-
TN408	70	66 - 67	66	N	-
TN409	70	66 - 67	65 - 66	N	-
TN410	70	63	62 - 63	N	-
TN411	70	51 - 55	50 - 54	N	-
TN412	70	62 - 63	61 - 62	N	-
TN501	70	65 - 66	64 - 65	N	-
TN502	70	65 - 67	65 - 66	N	-

Notes:

(1) Bolded values mean exceedance of the relevant noise criteria.

(2) Predicted noise levels and project road contributions are expressed in range unless the minimum and maximum values (rounded to the nearest whole number for noise impacts, and to the nearest one decimal place for project road contribution) are the same.

4.7 Conclusion

Based on the traffic noise impact assessment results, the predicted noise levels at all NSRs would comply with the criteria of 70 dB(A). Adverse traffic noise impact is thus not anticipated.

5. AIR QUALITY IMPACT ASSESSMENT

5.1 Introduction

5.1.1 This section summarises an assessment of the potential air quality impact associated with the Proposed Development.

5.2 Relevant Legislation, Standards & Guidelines

Air Pollution Control Ordinance (CAP 311)

5.2.1 The *Air Pollution Control Ordinance* ("*APCO*") was enacted in 1983. The *Ordinance* provides a statutory framework for establishing the *Air Quality Objectives* ("*AQOs*") and stipulating the pollution control requirements for air pollution sources. The *APCO* enables the making of subsidiary regulations to deal with specific air pollution sources. It also empowers the Director for Environmental Protection ("DEP") to impose licensing control on major stationary emission sources such as specified processes, and to issue legal notices to air pollution sources to demand remedial actions.

Hong Kong Air Quality Objectives

5.2.2 Hong Kong's air quality is regulated under the *Air Pollution Control Ordinance (Cap. 311)* ("*APCO*"). The *APCO* specifies *Air Quality Objectives ("AQOs")*, which are statutory limits for a number of pollutants, and the maximum number of times that they may be exceeded in a year for specified averaging periods. The *AQOs* are subject to review every five years. The *AQOs* are benchmarked against the *World Health Organisation's Interim Targets* and the ultimate *Air Quality Guidelines* and hence are health-based. Presented in **Table 5.1** below are the prevailing *HKAQOs* which became effective since 1 January 2022.

Table 5.1 The Hong Kong Air Quality Objectives (HKAQOs)

Pollutant	Concentration (μg/m³) [a] Averaging Periods				
	10 Min.	1 Hour	8 Hours	24 Hours	1 Year [b]
Sulphur Dioxide, SO_2	500 [e]	-	-	50 [e]	-
Respirable Suspended Particulates, RSP [c]	-	-	-	100 [f]	50
Fine Suspended Particulates, FSP [d]	-	-	-	50 [h]	25
Nitrogen Dioxide, NO_2	-	200 [g]	-	-	40
Ozone	-	-	160 [f]	-	-
Carbon Monoxide, CO	-	30,000	10,000	-	-
Lead	-	-	-	-	0.5

Pollutant	Concentration (μg/m³) [a] Averaging Periods				
	10 Min.	1 Hour	8 Hours	24 Hours	1 Year [b]

Notes:

a. Measured at 293 K and 101.325 kPa

b. Arithmetic mean

c. Respirable suspended particulates in air with a nominal aerodynamic diameter of ≤10μm

d. Fine suspended particulates in air with a nominal aerodynamic diameter of ≤2.5μm

e. Not to be exceeded more than 3 times per year

f. Not to be exceeded more than 9 times per year

g. Not to be exceeded more than 18 times per year

h. Not to be exceeded more than 35 times per year

Air Pollution Control (Construction Dust) Regulation

5.2.3 Notifiable and regulatory works are controlled under the Air Pollution Control (Construction Dust) Regulation. Notifiable works include site formation, reclamation, demolition, foundation works and superstructure construction for buildings and road construction. Regulatory works concern building renovation, road opening and resurfacing, slope stabilisation, and other activities including stockpiling, dusty material handling, excavation, concrete works, etc.

5.2.4 The construction works implemented for the Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed in Part I to IV of the Schedule on Dust Control Requirements.

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

5.2.5 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

5.2.6 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Recommended Buffer Distances in HKPSG to address Vehicular Emissions Impact

5.2.7 Table 3.1 of the *HKPSG* provides the broad guidelines for locating active open spaces close to potentially polluting uses, viz. road traffic. The recommended buffer distances are reproduced in **Table 5.2**.

Table 5.2 HKPSG – Recommended Minimum Buffer Distance from Roads

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	Type of Road		
	Trunk Road and Primary Distributor	>20m	Active and passive recreational uses
		3-20m	Passive recreational uses
		<3m	Amenity area
	District Distributor	>10m	Active and passive recreational uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational uses
		<5m	Passive recreational uses
	Under Flyovers		Passive recreational uses

Source: HKPSG Table 3.1: Guidelines on Usage of Open Space Site

Recommended Buffer Distances in HKPSG to address Industrial Air Pollution Impact

5.2.8 Table 3.1 of the *HKPSG* also provides the broad guidelines for locating active open spaces close to potentially polluting uses, viz. industrial chimneys emissions. The recommended buffer distances are reproduced in **Table 5.3**. The assessment criteria are based on the HKPSG's Guidelines.

Table 5.3 HKPSG – Recommended Minimum Buffer Distance from Industrial Chimneys

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Industrial Areas	Difference in height between industrial chimney exit and the site		
	<20m	>200m	Active and passive recreational uses
		5 – 200m	Passive recreational uses
	20m – 30m	>100m	Active and passive recreational uses
		5 – 100m	Passive recreational uses
	30m – 40m	>50m	Active and passive recreational uses
		5 – 50m	Passive recreational uses
	>40m	>10m	Passive recreational uses

Source: HKPSG Table 3.1: Guidelines on Usage of Open Space Site

5.3 Review of Baseline Air Quality

Historical Ambient Air Quality

5.3.1 The Application Site is located in Tuen Mun. The baseline ambient air quality has been established based on long-term (5-year) air quality levels measured at the EPD's Air Quality Monitoring Station ("AQMS") at Tuen Mun.

5.3.2 **Table 5.4** shows the latest past five consecutive years (Year 2019 – 2023) of ambient air quality measured at the Tuen Mun AQMS. The data is analysed and presented to align with the averaging periods, and provides statistics of the number of exceedances against those allowed in the prevailing HKAQOs. The comparison has enabled a check of the compliance status of the respective AQOs at the year of monitoring.

5.3.3 The ambient air quality levels from years 2019 to 2023 in different averaging periods (10-minute, 1h, 8h, 24h and 1 year) have been computed, and is taken to be representative of the area where the Proposed Development is situated.

Table 5.4 Air Pollutants Concentrations Measured at the EPD's Tuen Mun AQMS

Pollutant	Averaging Time	AQO (1)(2) (µg/m³)	Parameter	Concentration (3) (µg/m³)				
				2019	2020	2021	2022	2023
RSP (PM_{10})	24-hour	100 (9)	10th highest	89	84	87	65	76
	Annual	50	--	41	34	36	32	34
FSP ($PM_{2.5}$)	24-hour	50 (35)	36th highest	42	35	35	33	33
	Annual	35/ 25	--	24	20	19	18	19
NO_2	1-hour	200 (18)	19th highest	166	166	172	128	160
	Annual	40	--	**47**	40	**44**	39	40
SO_2	10-minute	500 (3)	4th highest	45	98	22	29	23
	24-hour	125 (3)/ 50 (3)	4th highest	12	10	9	11	7
O_3	8-hour	160 (9)	10th highest	**203**	**166**	**161**	**195**	155
CO	1-hour	30,000 (0)	Maximum	2050	1650	1720	1480	1370
	8-hour	10,000 (0)	Maximum	1758	1513	1450	1345	1143

Notes:
(1) The monitoring data are benchmarked against the AQOs at the time of the monitoring. The underlined AQOs are effective since 1 January 2022.
(2) Numbers in brackets is the number of exceedances allowed per year.
(3) Bolded and underlined values exceed the relevant AQO.

Simulated Background Air Quality

5.3.4 The simulated background levels available from EPD's PATH v3.0 model at Grid (21,44) that coincide with the Application Site have also been compared. Background air quality levels for the Year 2030 are considered applicable since the Proposed Development would have population intake in Year 2030.

5.3.5 The simulated background air quality in Year 2030 has been analysed similarly and presented in **Table 5.5**. The location of the PATH grid in relation to the Assessment Area is shown in **Figure 5.1**.

Table 5.5 Future Background Concentrations from PATH (Year 2030)

Air Pollutant	Averaging Period	Path Grid (21,44)	AQOs
SO_2	10-min (4th highest)	26	500 (a)
	24-hour (4th highest)	7	50 (a)
NO_2	1-hour (19th highest)	79	200 (b)
	Annual	18	40
RSP	24-hour (10th highest)	51	100 (c)
	Annual	20	50
FSP	24-hour (36th highest)	26	50 (d)
	Annual	12	25
O_3	8-hour (10th highest)	**<u>184</u>**	160 (c)
CO	1-hour (1st highest)	532	30,000
	8-hour (1st highest)	486	10,000

Notes:

(a) Not to exceed more than 3 times per year.

(b) Not to exceed more than 18 times per year.

(c) Not to exceed more than 9 times per year.

(d) Not to exceed more than 35 times per year.

(d) Bolded and underlined values exceed the relevant AQO.

Observations from the Statistics of the Past Ambient Air Quality and Simulated Background Air Quality

5.3.6 When compared to the HKAQOs at the time of monitoring, the historical ambient air quality monitoring data do show some degree of exceedance as listed below:

- NO_2 (2019, 2021) (annual average)
- O_3 (2019– 2022) (daily 8-h moving average)

5.3.7 The simulated future background air quality in 2030 has also been compared with the prevailing AQOs. All pollutants except O_3 are below the limit values of their respective AQOs.

5.3.8 Ambient ozone is relatively high and favours more conversion of NO_x to NO_2 in the vehicular and chimney emission impact.

5.4 Air Sensitive Receivers

5.4.1 The assessment area is defined as 500m from the Application Site boundary as shown in **Figure 5.1**.

5.4.2 Air Sensitive Receivers (ASRs) have been identified in accordance with the HKPSG and with reference to Annex 12 of the EIAO-TM. The existing ASRs are identified with reference to the latest information provided on the survey maps, Outline Zoning Plan, topographic maps, aerial photos and land status. The first layer of existing ASRs located closest to the Application Site have been identified as the representative ASRs. Details of the representative ASRs are summarised in **Table 5.6** and indicated in **Figure 5.2**.

Table 5.6 Summary of Representative ASRs

ASR ID	Descriptions	Use	No. of Storeys	Approximate Minimum Horizontal Distance to Application Site (m)
Existing ASRs				
AE01	House at Lot D.D.130	Residential	3	48
AE02	Ocean Brilliance	Residential	3	28
AE03	Wai Kwong Motor Service Office	Office	2	28
AE04	Lingrade Garden	Residential	3	<5
AE05	Lam Tei Vegetable Depot	Residential	1	35
Planned ASR				
A01 - A13	Proposed Development	Residential	27	N/A

5.4.3 Air sensitive uses of the proposed development, with residential dwellings at the five towers, open space for recreational uses and the clubhouse, are air sensitive receivers. Locations of representative ASRs along the Application Site boundary are selected as shown in **Figure 5.2**.

5.5 Identification of Air Pollution Sources

Construction Phase

5.5.1 The key potential source of air quality impact during the construction of the Proposed Development will be dust emission generated from construction activities related to material handling works during site formation, foundation, superstructure, and air emission from construction vehicles and machinery.

5.5.2 The total site formation area is about 9,000m^2, and it is estimated that the volume of excavation is around 170m^3 per day. The number of dump truck is estimated to be about 2 to 3 trucks per time, however the quantity of the PME/NRMM cannot be estimated at this early planning stage. Given the size of the Application Site and the quantity of excavation work conducted at the Site, potential air quality impact during construction work is not anticipated to be significant. All NRMMs shall comply with the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and use ultra-low sulphur diesel to minimise emission impacts. With the implementation of air quality control measures recommended in **Section 5.8** and by limiting the number of Powered Mechanical Equipment (PME) and NRMM operating concurrently, fugitive dust

emissions and emissions from NRMM/PME would be controlled and no adverse air quality impact onto the nearby existing ASRs is expected.

5.5.3 Portions of the planned public housing development at San Hing Road and its associated infrastructure works are located within the 500m assessment area of the Application Site and is identified as a concurrent project. According to the contour figures provided in the EIA report (AEIAR-227/2020) of that planned development, the construction air quality impact is predicted to be controlled to along its project boundary with the implementation of air quality control measures. Hence, adverse cumulative air quality impact is not anticipated from the planned development at San Hing Road. Apart from the planned public housing development at San Hing Road and its associated infrastructure works, there are no other concurrent projects within the 500m assessment area identified with reference to the records on the OZP portal and the EIAO website.

Operation Phase

5.5.4 The Proposed Development is for residential use and is not an air pollution source. A small sewage treatment plant (STP) is proposed for the treatment of sewage generated by the Proposed Development. The STP with a capacity of about 1,135 m^3/day is designed to be housed at the basement levels with the installation of deodourisation equipment to remove at least 99% (for H_2S) of odour from the ventilation exhaust and to be directed away from air sensitive receivers as far as possible. The indicative location of the exhaust and the separation distance between the exhaust of the proposed STP and the nearest ASRs are shown in **Figure 5.9**.

5.5.5 The available reference of STP odour assessment results (Approved EIA report "Comprehensive Development and Wetland Protection near Yau Mei San Tsuen" (AEIAR-189/2015)) is for a project with less population and therefore the capacity of the STP is substantially smaller than the current one for the Proposed Development, which is therefore not suitable for reference. Instead, odour assessment results from sewage treatment works with larger treatment capacity are quoted for reference.

5.5.6 With reference to Table 3.3 of the Approved EIA report "Expansion of Sha Tau Kok Sewage Treatment Works (AEIAR-207/2017)", the shortest separation distance between the nearest ASR (i.e. A8) and site boundary of the sewage treatment works with a design ADWF of 5000m^3/day is 20m. The predicted 5-second odour concentrations at the ASR A8 would be in the range of 0.03OU to 0.13OU at the heights of 1.5m to 10.5m above ground as stated in Table 3.7 of the approved EIA report AEIAR-207/2017, which is well below the odour criterion of 5OU.

5.5.7 With reference to Table 3.4 of the approved EIA report "Outlying Island Sewerage Stage 2 - Upgrading of Cheung Chau Sewage Collection, Treatment and Disposal Facilities (AEIAR-181/2013)", the separation distance between the downwind location (i.e. ASR CCSTW_DW) at Cheung Chau Sewage Treatment Works with a design ADWF of 9800 m3/day and the works area is 18m. The predicted 5-second odour concentrations at the downwind location would be in the range of 1.2OU to 3.5OU at the heights of 1.5m to 25m above ground as stated in Table 3.12 of the approved EIA report AEIAR-181/2013, which is also well below the odour criterion of 5OU.

5.5.8 The design ADWF of STKSTW is 5000m^3/day and the design ADWF of Cheung Chau STW is 9800 m^3/day, which are ~4 times and ~9 times of the proposed STP (i.e. 1131 m^3/day) respectively. Therefore it is considered as a conservative approach to review the potential odour impacts due to the proposed STP by making reference to the odour impact assessment findings of the above approved EIA reports concerning STKSTW and Cheung Chau STW. Given i) both STWs are of similar treatment design to the

proposed STP (i.e. MBR treatment), ii) the proposed STP will be located underground, iii) comparatively lower sewage generation of the proposed STP and iv) similar separation distances between the proposed STP and nearby ASRs, the potential odour impact at the nearby ASRs is expected to be conservatively comparable to those predicted at the ASRs A8 and CCSTW-DW in the two approved EIA, i.e. well below the odour criterion of 5OU. Deodorisation equipment to remove at least 99% (for H_2S) of odour from the ventilation exhaust will be provided. The generated sludge will also be handled in the enclosed STP with deodorisation equipment and negative pressure maintained, and eventually be collected by a specialist contractor and transported to licensed treatment facilities for disposal. Therefore no adverse odour impact on the nearby ASRs including the ASRs of the Proposed Development is expected.

5.5.9 The presence of any off-site air pollution sources that can affect the Proposed Development have been investigated for the assessment in this EA and are discussed below.

Vehicular Emissions

5.5.10 The Application Site is bounded by Castle Peak Road – Lam Tei and the Tuen Ma Line and Light Rail tracks to the east and Ng Lau Road and a nullah to the west. The surrounding road network is the source of vehicular emissions potentially affecting the Proposed Development.

Chimney Emissions

5.5.11 Review of the approved EIA reports in the vicinity (AEIAR-227/2020 - Development at San Hing Road and Hong Po Road, Tuen Mun, AEIAR-203/2016 – Hung Shui Kiu New Development Area and AEIAR-255/2023 – Route 11 (Section between Yuen Long and North Lantau) and a site survey was conducted to identify the presence of any active chimney within 500m from the Project Site Boundary in May 2023, January 2024 and March 2024. Two chimneys has been identified as shown in **Figure 5.3** with the details listed in **Table 5.7** below. Chimney S1 is in operation during the site surveys while the status of chimney S2 could not be verified on site. Hence, chimney S2 is assumed to be active and has been included in the assessment as a conservative approach.

Table 5.7 Identified Active Chimney

ID	Description	Height of Chimney	Horizontal Separation from Air Sensitive Use
S1	Roast Pig Factory	20m above ground	~110m
S2	Polystyrene Foam Factory Limited	10m above ground	~400m

5.5.12 Based on the findings of the site survey conducted in March 2024, emissions from vehicle repair workshops were not identified and it was confirmed with the Miu Fat Buddhist Monastery management office that the Monastery would only have small scale incense burning. Staff from the management office of the Monastery also confirmed that the burning of joss paper is not practiced in the premises and the policy remained effective at all times. Adverse air quality impact from the Miu Fat Buddhist Monastery on the proposed development is thus not expected.

5.5.13 According to **Table 5.3**, the horizontal separation distance between the Roast Pig Factory and the Proposed Development cannot meet the recommended buffer distance

from industrial chimneys, and hence a quantitative air quality assessment is conducted in this EA to address the potential air quality impact at the Application Site.

Emission from Bus Termini

5.5.14 As shown in **Figure 5.5**, two existing bus termini are identified within the 500m assessment area based on site survey in 2022, namely Siu Hong Court Bus Terminus (open to air) and Fu Tai Estate Bus Terminus (covered under a podium), and will be included in the cumulative air quality impact assessment. The information from the site survey is also adopted in the approved planning application A/TM-LTYY/426 (approved on 19/05/2023) and another site surveys were conducted in December 2023 and November 2024 to verify the findings. There is no designated parking spaces or carparks for Heavy Goods Vehicles / Coaches within the 500m assessment area according to site survey conducted in December 2023 and March 2024.

Odour Emission

5.5.15 Based on the site survey conducted in May 2023 and March 2024, no odour source was identified within the 500m assessment area. No odour is detected at the nearby vehicle repairing workshops, nearby nullah and Miu Fat Buddhist Monastery.

Major Air Emission Sources within 4km from the Project

5.5.16 The asphalt plant at Lam Tei Quarry is within 4km from the Application Site as shown in **Figure 5.6**. According to CEDD's Departmental Report 2015-2019, activities within the Lam Tei Quarry will cease operation in Year 2022/2023. The commencement of the major construction activities of Lam Tei Underground Quarry is expected in 2025 with its operation commencing in Q1 2026 according to the Project Profile (PP-669/2024) submitted under the EIAO Ordinance. The design of Lam Tei Underground Quarry as well as the emission location and parameters of the asphalt plant are not available in the Project Profile and cannot be confirmed at the time of preparing this EA report, while the production scale of the asphalt plant of the Lam Tei Underground Quarry will be similar to that of the existing asphalt plant at Lam Tei Quarry as stated in the Project Profile. Hence, the asphalt plant will be assumed as above-ground in its current location and its cumulative impact will be assessed based on the existing information obtained from EPD's online Specified Process Licence Register on Central Environmental Database (CED) and SAMP v2.0 to avoid any under-estimation of the air quality impact.

5.6 Assessment Methodology for Operation Phase Impact

Air Pollutants of Concern

5.6.1 For cumulative quantitative assessment, the combustion at the industrial chimney, involving emissions of SO_2, RSP, FSP, and NO_x, and the vehicular emissions from open roads, involving RSP, FSP, and NO_x, have been included.

Determination of Assessment Year

5.6.2 The Proposed Development is targeted for occupation in 2030. As such, the worst-case scenario from 2030 to 2045 (15 years after occupation) has to be assessed.

5.6.3 To determine the worst-case assessment year with the highest emission strength from the road vehicles in the assessment area within the next 15 years of full population intake, a sensitivity test should be conducted to compare the total pollutant emissions of Year 2030 (commission year), Year 2037 (interim year) and Year 2045 (15 years upon full population intake).

5.6.4 However, taking into account the completion of the new road network and full population intake year of the nearby public residential housing development (AEIAR-227/2020 - Development at San Hing Road and Hong Po Road, Tuen Mun) is Year 2033, the traffic for the commission year of the Proposed Development (Year 2030) might not be able to represent the worst-case scenario. Therefore, instead of Year 2030, traffic data and road network of Year 2033 (including the new road network due to the nearby public residential housing development and hence more traffic as confirmed by the traffic consultant and TD) with the adoption of emission factor of Year 2030 is chosen conservatively as the first year for the sensitivity test analysis. The traffic forecast data in 2033 presents the condition before the opening of Route 11 and the Tuen Mun Bypass, hence, the traffic data of 2033 has excluded traffic from Route 11 and Tuen Mun Bypass. Furthermore, as confirmed by the traffic consultant, Route 11 and Tuen Mun Bypass would have an overall effect of drawing away traffic from the assessment area. Therefore, the traffic forecast for the traffic data of 2033, 2037 and 2045 have excluded traffic from both the Route 11 and the Tuen Mun Bypass as a conservative approach. **Appendix 5.2** shows the forecasted flows (induced traffic from the Proposed Development included) and the average speed for the above selected years.

5.6.5 EPD's Smart Air Modelling Platform (SAMP v2.0) which is embedded with EMFAC-HK 4.3, is used to generate and calculate the emission rate for each road link at different times.

5.6.6 EMFAC-HK 4.3 model is adopted to estimate the NO_2, NO, RSP and FSP emission rates of the 18 types of vehicles. The 18-vehicle classes distribution defined in EMFAC-HK is shown in **Table 5.8**. The initial NO_2 have also been subtracted from the total NO_x to obtain the residual NO tailpipe running and starting emission rates.

Table 5.8 Vehicle Classifications used in EMFAC-HK

Vehicle Class Description	Fuel	Gross Vehicle Weight (tonnes)	Vehicle Class Name (in rtl output file and traffic data)
Private Cars (PC)	ALL	ALL	PC
Taxi	ALL	ALL	Taxi
Light Goods Vehicles (≤2.5t)	ALL	≤2.5t	LGV3
Light Goods Vehicles (2.5-3.5t)	ALL	>2.5 - 3.5t	LGV4
Light Goods Vehicles (3.5-5.5t)	ALL	>3.5 - 5.5t	LGV6
Medium Goods Vehicles (5.5-15t)	ALL	>5.5 - 15t	HGV7
Medium Goods Vehicles (15-24t)	ALL	15-24t	HGV8
Heavy Goods Vehicles (>24t)	ALL	>24t	HGV9
Public Light Buses	ALL	ALL	PLB

Vehicle Class Description	Fuel	Gross Vehicle Weight (tonnes)	Vehicle Class Name (in rtl output file and traffic data)
Private Light Buses (≤3.5t)	ALL	≤3.5t	PV4
Private Light Buses (>3.5t)	ALL	>3.5t	PV5
Non-franchised Buses (<6.4t)	ALL	≤6.36t	NFB6
Non-franchised Buses (6.4-15t)	ALL	>6.36 -15t	NFB7
Non-franchised Buses (15-24t)	ALL	15-24t	NFB8
Non-franchised Buses (>24t)	ALL	>24t	NFB9
Single Deck Franchised Buses	ALL	ALL	FBSD
Double Deck Franchised Buses	ALL	ALL	FBDD
Motor Cycles	ALL	ALL	MC

5.6.7 The project specific assumptions for EMFAC-HK v4.3 model and SAMP v2.0 are summarised as follows:

- Model Year: according to the analysis in **Section 5.6.2**, Year 2030, 2037, and 2045 (the Calendar Year) has been chosen in the EMFAC-HK to represent the emissions of the future scenarios.
- Speed: the average road speed of each road link that was provided by the traffic consultant is adopted for input to EMFAC-HK.
- Zero Emission Vehicles (ZEV): ZEV is factored into the generation of vehicular emission rates in SAMP v2.0.
- Temperature and Relative Humidity: minimum temperature and relative humidity for each month and hour are adopted from PATHv3.0 for Year 2030. The adopted temperature and relative humidity are extracted by SAMP v2.0 and presented in **Appendix 5.1**.

5.6.8 The total vehicular emissions of NO_2, NO, RSP, and FSP from the roads in the assessment area of the above selected modelling years have been generated by SAMP v2.0 and compared in **Table 5.9** below.

Table 5.9 Summary of Total Vehicular Pollutant Emissions

Year	Vehicular Emission Burden (tonnes/year)			
	NO_2	NO	RSP	FSP
2030 Emission Factor x 2033 Traffic	5.19	26.78	1.05	0.96
2037 Emission Factor x 2037 Traffic	3.80	13.17	0.43	0.39

Year	Vehicular Emission Burden (tonnes/year)			
	NO_2	NO	RSP	FSP
2045 Emission Factor x 2045 Traffic	2.14	7.11	0.26	0.24

5.6.9 The highest vehicular emission year was found to be in the year 2030 Emission Factor x 2033 Traffic for all pollutants. Year 2030 Emission Factor x 2033 Traffic has therefore been selected as the worst assessment year.

Air Modelling Approach and Methodology

5.6.10 In line with EPD's "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*", the model-based approach has been adopted. The meteorological data have been extracted on an hour-by-hour basis from the PATH v3.0 system to drive the steady-state Gaussian dispersion model, viz. AERMOD used in the assessment of near-field dispersion of pollutants.

5.6.11 Meteorological data in Grid (21,44) of the PATH v3.0 system is considered relevant as it coincides with all the ASRs in the assessment area.

5.6.12 Given that the Proposed Development would be occupied in early 2030, the PATH v3.0 simulated background air quality in Year 2030 at the grid is adopted.

5.6.13 The concentration levels at ASRs from the dispersion model have been synchronised on the same time axis as the PATH v3.0 generated backgrounds so that cumulative impacts can be computed on an hour-by-hour basis. For NO_2 impacts, ozone-limiting conversion can be implemented in the post-processing algorithm to compute the total converted NO_2 levels hour-by-hour to facilitate further statistical analysis of the total converted hourly and annual impacts.

Use of EMFAC-HK to Calculate Vehicular Emission Factors

5.6.14 The EMFAC-HK model was originated from the *California Air Resources Board* and was later modified for local use to cater for the vehicle fleet characteristics in Hong Kong. The following EPD guidelines and documents detailed the procedures and assumptions relevant to the model:

- EMFAC-HK User's Guide (Version 4.3 revised in Jan 2022)
- Guideline on Modelling Vehicle Emissions (revised in Jan 2022)
- 2018 Licensed Vehicle by Age and Technology Group Fractions (revised in Jan 2022)

5.6.15 The EMFAC-HK Application[1] v4.3 (revised on Jan 2022) has been used in this EA.

Calculation of Vehicular Emission Rates

5.6.16 Existing vertical and cantilever noise barriers have been considered in this assessment and presented in **Figure 5.4**. For noise barriers along both sides of the road, the line source has been modelled at the top of the barrier and the mixing width was limited to the actual uncovered road width. For cantilever noise barriers and vertical noise barriers along one side of the road, it has been assumed that dispersion of traffic pollutants is in effect similar to physically shifting the road section towards the tip of the barrier.

[1] Published on EPD's website - http://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/emfac.html

5.6.17 Start emission is assumed for all open roads except Castle Peak Road, Yuen Long Highway, Tuen Mun Road, Lam Tei Interchange, slip roads for Castle Peak Road, Yuen Long Highway, Tuen Mun Road. The map showing road links with start and without start emissions is presented in **Appendix 5.2**. In addition, start emission is also assumed for the road segments of Castle Peak Road – Lingnan adjacent to Fu Tai Bus Terminus. All 18 vehicle classes except FBSD and FBDD are assumed to have start emission as the start emission of these two vehicle classes are included in the PTI emission. (**Sections 5.6.20** to **5.6.24**).

5.6.18 The locations and an emission inventory of vehicular emission line sources are presented in **Figure 5.4** and **Appendix 5.3**.

Calculation of Industrial Emission Rates

5.6.19 As mentioned in **Section 1.1.1**, two chimneys has been identified within the assessment area based on the site visits conducted in May 2023, January 2024, and March 2024, and the approved EIA reports "Development at San Hing Road and Hong Po Road, Tuen Mun (AEIAR-227/2020)" and "Route 11 (Section between Yuen Long and North Lantau) (AEIAR-255/2023)". Emission rates have been derived based on emission factors from authoritative sources including local EPD studies, local regulations and the "*Compilation of Air Pollutant Emission Factors (AP-42) 5th Ed.*" published by the USEPA. **Appendix 5.5** details the reference sources and evaluations used in the derivation of emission factors/ rates adopted in the assessment. Operation hours were confirmed by site visits and site operators.

Calculation of Emission from Bus Termini

5.6.20 The starting emission and running exhaust emission associated with the bus termini are calculated based on the starting emission and running exhaust emission factors predicted by the EMFAC-HK model. Cold idling emission factors are referenced from Calculation of Start Emission in Air Quality Impact Assessment published by EPD and warm idling emission factors are referenced from Road Tunnels: Vehicle Emission and Air Demand for Ventilation published by World Road Association. The traffic data for estimating the bus termini emission is based on site survey results in December 2023, November 2024 approved planning application A/TM-LTYY/426 (approved on 19 May/2023), latest online bus schedules and bus routes.

5.6.21 Starting emission for diesel vehicles fitted with selective catalytic reduction (SCR) devices (i.e. buses) shall be adjusted based on the idling emission and are assumed to be released over a total spread distance of 700m from where the starting takes place. Running exhaust and idling emission are assumed to be released right at the spot.

5.6.22 To represent the worst-case scenario, the lowest annual minimum temperature and relative humidity among the PATH Grids covered by the 500m assessment area extracted from SAMP v2.0, i.e. 8°C and 16%, are selected for estimation of the emission factors in EMFAC-HK.

5.6.23 The location of emission source at the bus termini is presented in **Figure 5.5**. The derivation of the emission rates and emission inventory for bus termini are presented in **Appendix 5.6**.

5.6.24 Unlike the open air Siu Hong Court Bus Terminus, the Fu Tai Estate Bus Terminus is covered under a podium. Therefore, the emission from the buses within the Fu Tai Estate Bus Terminus are exhausted via mechanical ventilation system of which the exhaust air louvre is located at the sides openings of the terminus. It is assumed that 100% of the total emissions within the Fu Tai Estate Bus Terminus are emitted via the mechanical ventilation system (TI206-TI217 in **Appendix 5.6**) and 100% of the total

emissions within the terminus are emitted via the egress of the terminus (TI201-TI205 in **Appendix 5.6**) as a conservative approach. With the mechanical ventilation system, no emission/ very limited emission shall exit via the ingress of the PTI based on the site surveys and observations in December 2023 and November 2024 and the approved planning application A/TM-LTYY/426 (approved on 19 May 2023). Start emissions of taxi and PLB have been excluded from the calculation of emission from Bus Termini as the start emissions of taxi and PLB have been included in the air model for open road emission using the broad-brush approach. Considering the separation distance from the bus termini to the Proposed Development, the broad-brush approach is not expected to cause any under-estimation of the start emission impact of taxi and PLB.

Calculation of Major Point Sources within 4km from the Application Site

5.6.25 The asphalt plant of the future Lam Tei Underground Quarry is identified as a major air point source within 4km from the Application Site.

5.6.26 The emission location and parameters of the asphalt plant are not currently available and cannot be confirmed at the time of preparing this EA report, while the production scale of the asphalt plant of the Lam Tei Underground Quarry will be similar to that of the existing asphalt plant at Lam Tei Quarry as stated in the Project Profile (PP-669/2024), therefore the emission details (i.e. location and parameters) of the major point source at the existing Lam Tei Quarry asphalt plant (SP Licence no. L-15-041(2)) have been obtained from SAMP v2.0 and the online SP Licence register on the CED.

5.6.27 The location and an emission inventory of the emissions by the asphalt plant at Lam Tei Quarry are presented in **Figure 5.6** and **Appendix 5.7**.

Use of AERMOD for Industrial Emissions in Dispersion Modelling

5.6.28 In line with EPD's "*Guidelines on Choice of Models and Model Parameters*", near-field dispersions from point/area/volume sources have been simulated by AERMOD – a model which has been developed based on steady-state Gaussian dispersion. The model has adopted the following input data/ parameters/ options in the simulation:

- "Urban" dispersion option used due to a number of residential buildings in vicinity;
- No wet deposition option selected;
- Graduate Plume Rise and Stack-tip Downwash;
- Buoyancy-induced Dispersion;
- Default Mode; and
- Elevated terrain adopted.

Post-processing of Dispersion Modelling Results

5.6.29 Pollutant dispersion from chimney and vehicular emissions have been simulated using AERMOD model. Dispersion results have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

5.6.30 NO_x and NO_2 emission factors are generated from EMFAC in SAMP and NO is derived by subtracting NO_2 from NO_x. NO and NO_2 are modelled separately in AERMOD.

5.6.31 For NO_x, Ozone Limiting Method (OLM) has been used to convert a portion of NO_x predicted at ASRs into NO_2 when NO_x is mixed with the ambient O_3. For NO_2 from vehicular emission, the individual initial tailpipe NO_2/NO_x ratios of each EMFAC-HK vehicle type have been adopted to calculate the initial NO_2 and residual NO tailpipe

emission rates prior to conducting the dispersion modelling. For NO_2 from industrial emissions, with reference to industrial coal in Table 4.5 of the Heathrow Airport EIA Report, initial ratio of NO_2/NO_x = 10% is adopted. OLM has also been applied for the sum of the vehicular and industrial sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} =$$

$$([NO_2]_{initial\ vehicle} + 10\%\ [NO_x]_{initial\ chimney}) + Min\{([NO]_{initial\ vehicle} + 90\%\ [NO_x]_{initial\ chimney}) \text{ or } \frac{46}{48}[O_3]_{PATH})\}$$

1-h to 10-minute Average Conversion for SO_2 Impact

5.6.32 To enable SO_2 levels to be compared with the 10-minute average criterion, the predicted hourly averages have been converted by multiplying factors suggested by Duffee[2] et. al. (1991) in the post-processing of the summated total hourly SO_2 levels as follow:

- Conversion factor of 2.45, 2.45, 1.82, 1.43, 1.35, 1.35 to be applied based on stability classes (extracted from PATH v3.0) matching any of the A, B, C, D, E, F respectively.

5.6.33 The outputs from AERMOD are combined with the background concentration from PATHv3.0 and post-processed on an hour-by-hour basis for subsequent statistical analysis.

5.7 Results of Prediction

5.7.1 A summary of the predicted NO_2, RSP, FSP and SO_2 at the representative ASRs are presented in **Table 5.10** with detailed assessment results provided in **Appendix 5.8**. Representative ASRs are assigned along the Application Site boundary, except the northern and southern tips where no air sensitive uses are proposed. Results have revealed that the cumulative impact levels at all representative ASRs will comply with their respective HKAQOs in respect of all time averages for NO_2, RSP, FSP, and SO_2. Hence, all the air-sensitive uses of the Proposed Development within the Application Site boundary can comply with the AQOs. The contour plots for annual NO_2 and annual FSP at the worst-hit level (6.7mPD +1.5 mAG) are presented in **Figure 5.7** and **Figure 5.8**.

[2] Richard A. Duffee, Martha A. O'Brien and Ned Ostojic (1991) Odor Modeling - Why and How. Page 295, Recent Developments and Current Practices in Odor Regulations, Controls and Technology. Air & Waste Management Association, 1991

Table 5.10 Predicted Cumulative Air Quality Impact

ASR ID	Pollutant Concentration (µg/m³)							
	NO_2		RSP		FSP		SO_2	
	1-hr (19th highest)	Annual	24-hr (10th highest)	Annual	24-hr (36th highest)	Annual	10-min (4th highest)	24-hr (4th highest)
AQO	**200**	**40**	**100**	**50**	**50**	**25**	**500**	**50**
A01	80-118	19-30	51-52	20	26	12-13	28-36	7-9
A02	80-116	19-28	51-52	20	26	12-13	29-35	7-9
A03	80-115	19-28	51-52	20	26	12-13	30-37	7-8
A04	80-117	19-30	51-52	20	26	12-13	31-39	7-9
A05	80-118	19-30	51-52	20	26	12-13	31-40	7-9
A06	80-111	19-27	51-52	20	26	12	30-39	7-9
A07	80-107	19-26	51-52	20	26	12	30-39	7-9
A08	79-102	19-25	51-52	20	26	12	29-38	7-9
A09	80-104	19-25	51-52	20	26	12	29-37	7-8
A10	80-106	19-26	51-52	20	26	12	29-36	7-8
A11	80-107	19-26	51-52	20	26	12	29-35	7-8
A12	80-112	19-27	51-52	20	26	12	29-34	7-9
A13	80-117	19-28	51-52	20	26	12-13	28-36	7-9

5.8 Mitigation Measures & Recommendation

Construction Phase

5.8.1 The potential air quality impact during the construction phase can be controlled with the implementation of proper site practices and pollution control measures stipulated in the Recommended Pollution Control Clauses for Construction Contract and Air Pollution Control (Construction Dust) Regulation issued by the EPD.

- Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
- Use of frequent watering for particularly dusty construction areas and areas close to nearby ASRs;
- Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines;
- Open stockpiles (if any) shall be avoided or covered. Prevent placing dusty material storage piles near nearby ASRs;
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations;
- Establishment and use of vehicle wheel and body washing facilities at the exit points of the site;

- Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit;
- Routing of vehicles and position of construction plant should be at the maximum possible distance from nearby ASRs;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed ;
- Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and
- Electric power supply shall be provided for on-site machinery during the construction stage as far as possible to minimise any gaseous emissions.

5.8.2 Construction plant and equipment shall be connected to mains electricity supply as far as practicable. The use of diesel generators and diesel-powered equipment and exempted NRMM shall be avoided.

5.8.3 For ASRs in close proximity to the site boundary (<5m) such as Lingrade Garden, the following mitigation measures are recommended to minimise the construction dust impact to these ASRs:

- Erect hoarding of sufficient height along the section of the site boundary close to these ASRs. For example, a hoarding higher than 2.4m above ground is recommended to be erected along the site boundary close to Lingrade Garden to minimise the construction air quality impact on this ASR;
- Carefully plan the construction works so that machinery and dust causing activities (e.g. haul roads and stockpiling areas) are located away from these ASRs as far as possible; and
- Erect solid screens or barriers around dusty activities.

Operation Phase

5.8.4 Given that full compliance of pollutant concentrations stipulated in the HKAQOs are predicted at all air sensitive uses, no mitigation measures for air quality will need to be adopted in the scheme/ detailed design during operation phase.

5.8.5 The on-site sewage treatment plant shall be installed with deodourisation equipment to remove at least 99% (for H_2S) of odour from the ventilation exhaust. The ventilation exhaust shall be directed away from air sensitive receivers as far as possible. Additionally, the sewage treatment plant shall be enclosed to maintain negative pressure achieved by the ventilation system within the STP enclosure.

5.9 Summary

5.9.1 With the implementation of mitigation measures as defined in the Air Pollution Control (Construction Dust) regulation and good site practices as stated in **Section 5.8**, no adverse construction air quality impact is anticipated.

5.9.2 During operation phase, the Proposed Development is subject to emission impact from chimneys in Lam Tei area and the surrounding road network within 500m of the Application Site. A quantitative assessment of cumulative air quality impacts due to the chimney and vehicular emissions has been conducted. Full compliance of AQOs is predicted at all ASRs of all assessment heights for RSP, FSP, NO_2, and SO_2 and thus there would be no adverse air quality impact on the Proposed Development.

6. CONCLUSION

6.1 Railway Noise Impact

6.1.1 Railway noise impact due to Tuen Ma Line and Light Rail Transit on the Application Site are predicted. The cumulative results show that the predicted noise levels at the representative noise sensitive receivers would comply with the relevant noise criteria stipulated in the HKPSG with the implementation of mitigation measures (i.e. acoustic window/balcony). Therefore, it is anticipated that the Application Site will not be subject to adverse railway noise impact.

6.2 Fixed Noise Impact

6.2.1 Although some car repairing workshops and storage sites were identified in the vicinity of the Application Site, the predicted noise levels from the identified fixed noise sources on the NSRs would be well below the relevant noise criteria stipulated in the HKPSG. Therefore, it is anticipated that the Application Site will not be subject to adverse fixed noise impact.

6.3 Traffic Noise Impact

6.3.1 Full compliance of the HKPSG recommended criterion of 70 dB(A) for $L_{10\ (1\text{-hr})}$ would be achieved at all NSRs. Therefore, the Proposed Development will not subject to adverse traffic noise impact.

6.4 Air Quality Impact

6.4.1 The Proposed Development will potentially be impacted by the emissions from chimney, vehicles and bus termini. The predicted cumulative air quality impacts at all ASRs would fully comply with the HKAQOs, and hence, adverse air quality impacts are not anticipated.

6.5 Overall Conclusion

6.5.1 This EA report confirms the Proposed Development is environmentally acceptable.

Figures



Figure: 1.1	RAMBOLL
Title: Location of Application Site and its Environ	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0
	Date: Jul 2024

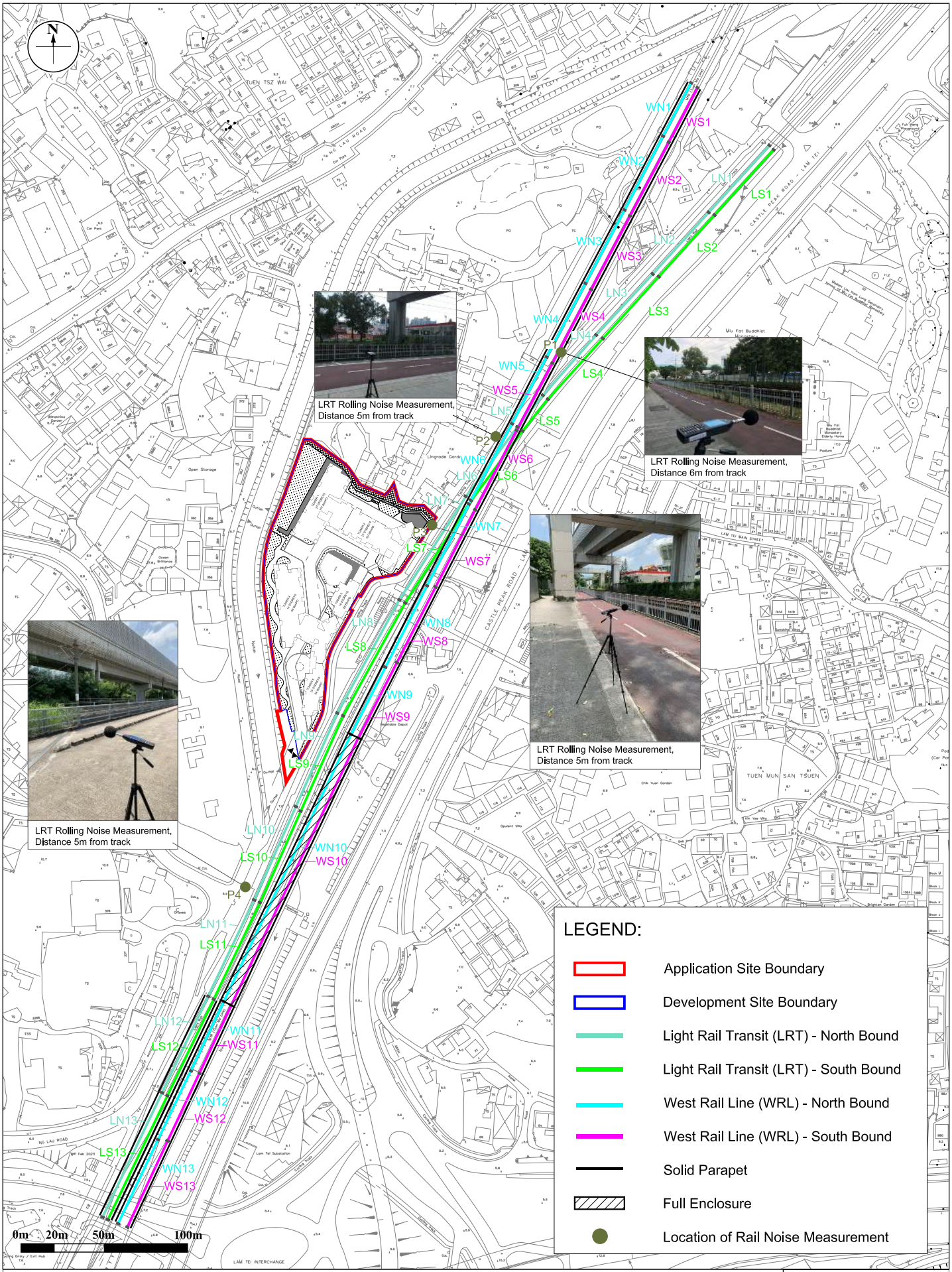


Figure:	2.1	RAMBOLL	
Title:	Railway Track Segments and Location of Noise Measurement	Drawn by:	EC
		Checked by:	KY
Project:	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.:	5.0
		Date:	Jul 2024

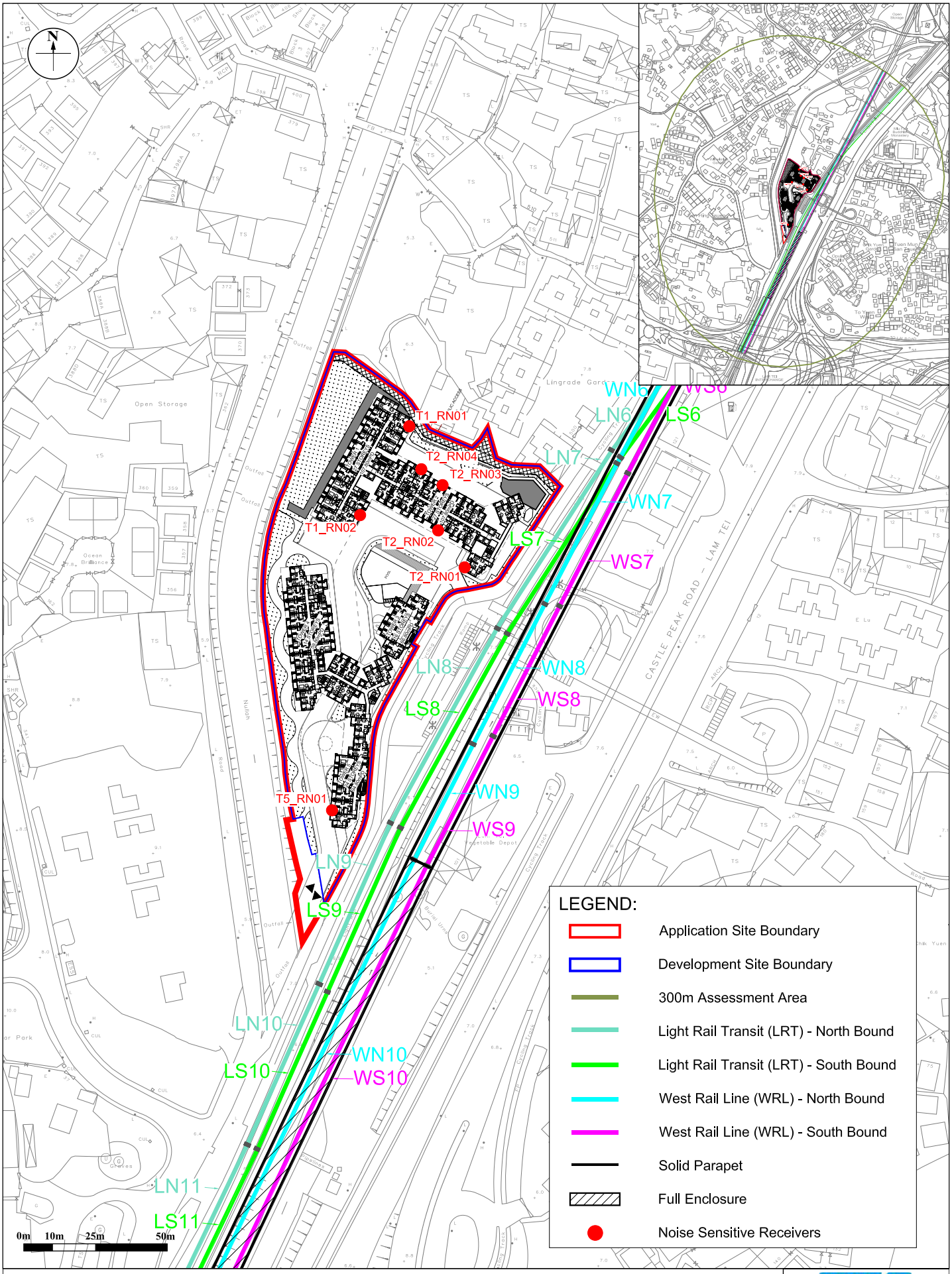


Figure: 2.2		RAMBOLL
Title:	Location of Representative Noise Sensitive Receivers for Rail Noise Assessment	Drawn by: EC Checked by: KY
Project:	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0 Date: Dec 2024

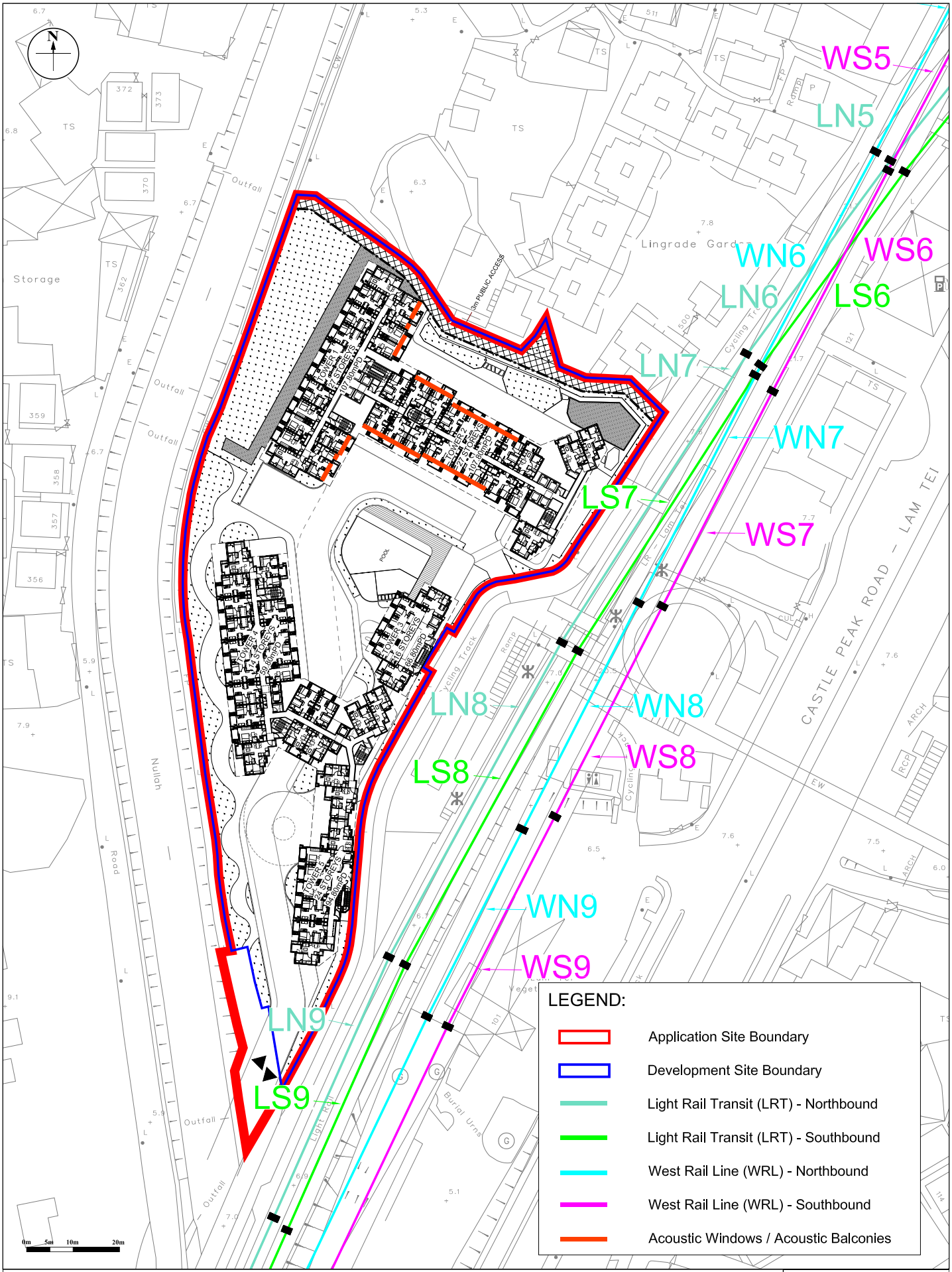


Figure: 2.3

Title: Proposed Locations of Rail Noise Mitigation Measures

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: EC

Checked by: KY

Rev.: 5.0

Date: Nov 2024

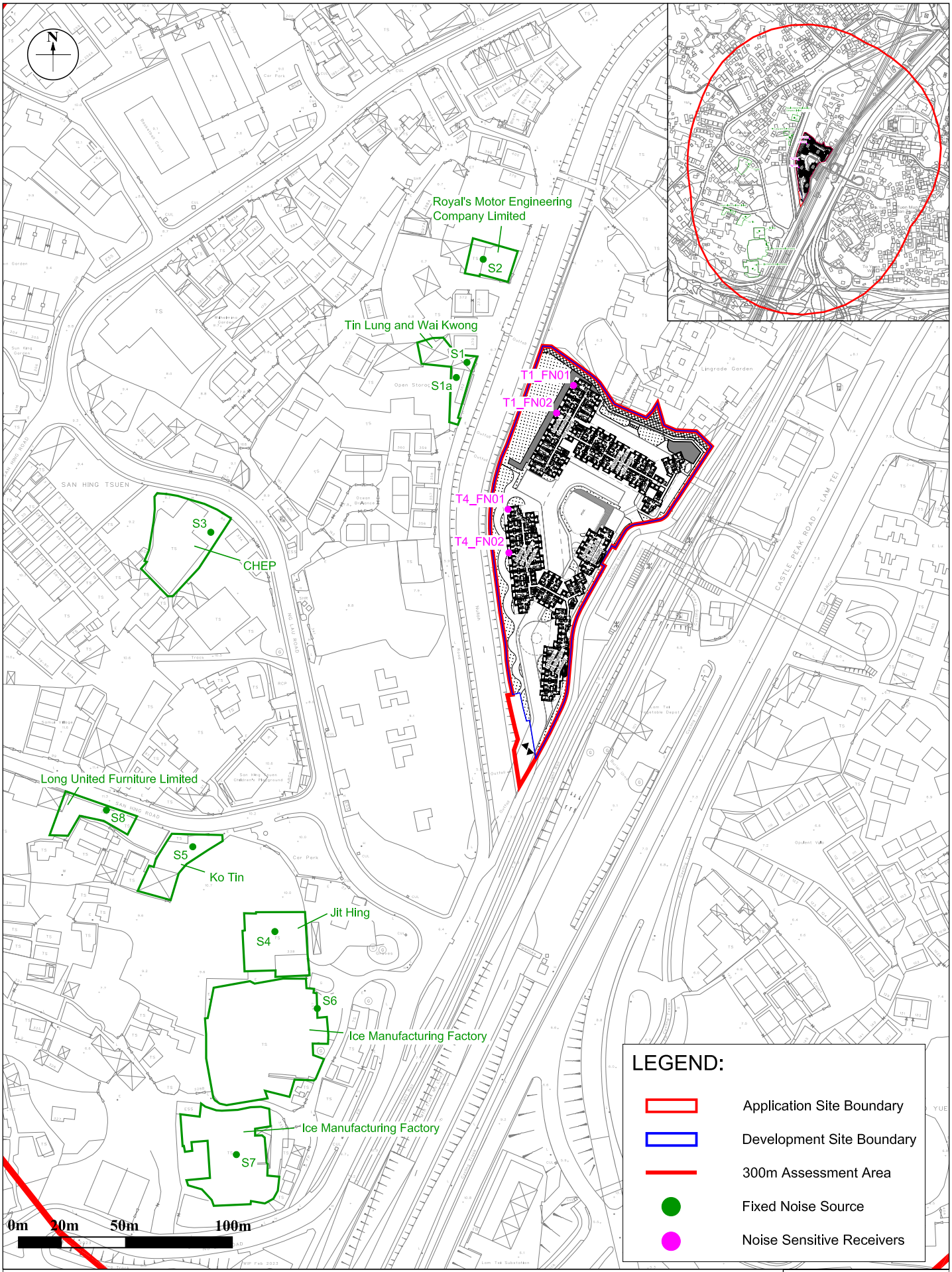


Figure:	3.1	RAMBOLL
Title:	Location of Fixed Noise Sources and Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment	Drawn by: EC Checked by: KY
Project:	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0 Date: Nov 2024

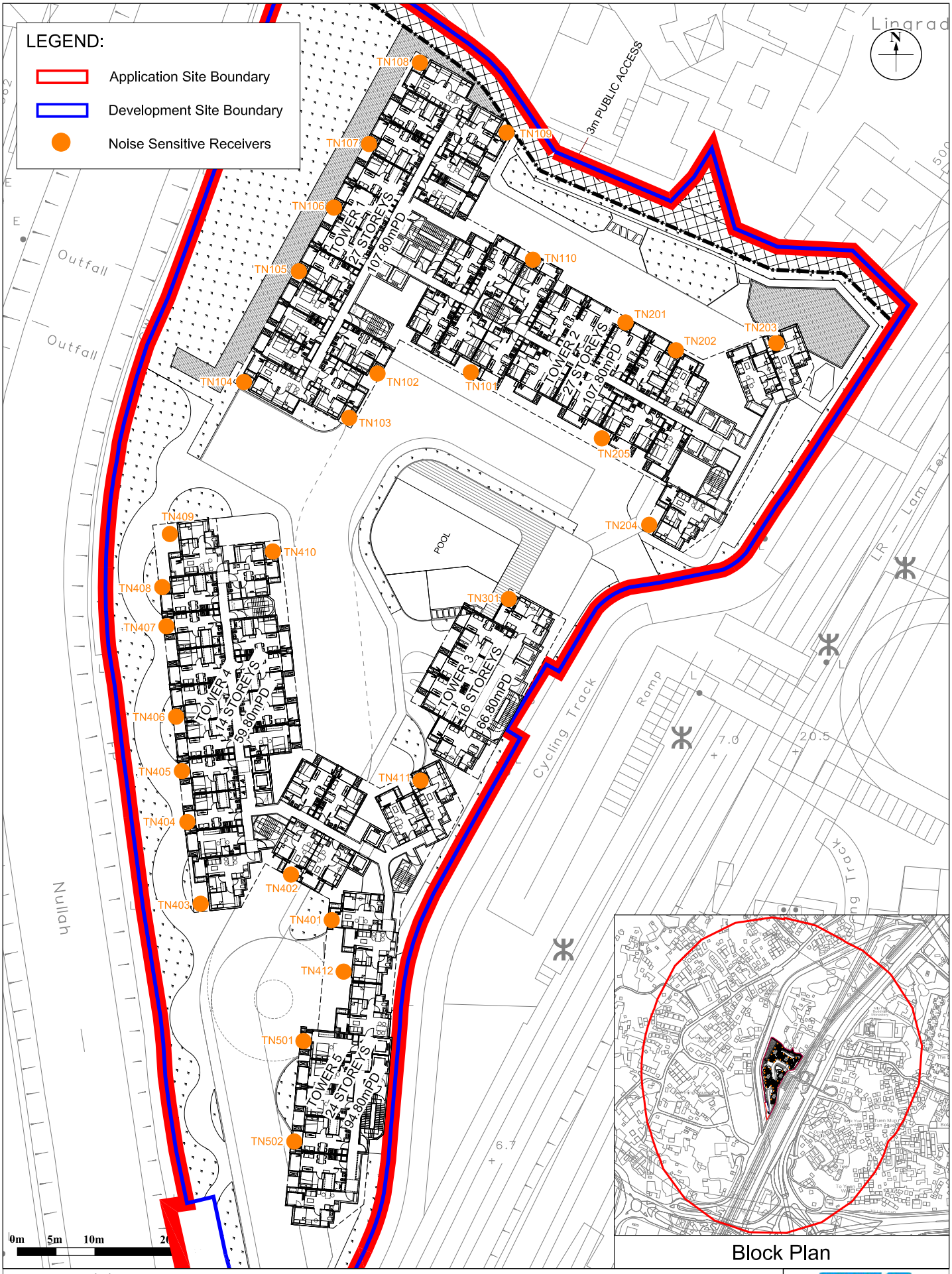


Figure: 4.1

Title: Location of Representative Noise Sensitive Receivers for Road Traffic Noise Impact Assessment

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: JW

Checked by: KY

Rev.: 5.0

Date: Dec 2024

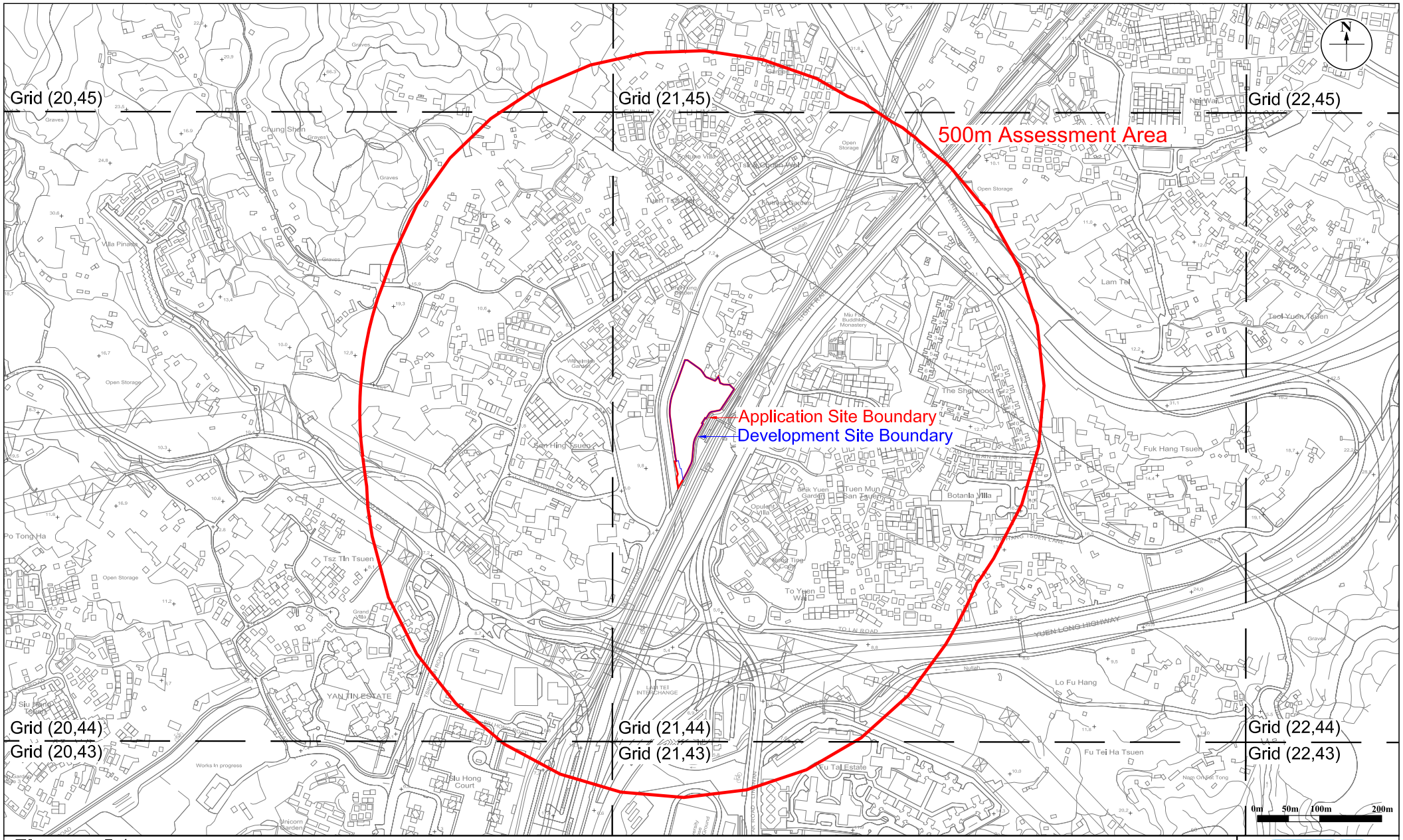


Figure: 5.1	RAMBOLL
Title: Assessment Area for Air Quality and Relevant PATH Grids	Drawn by: KL Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0 Date: Jul 2024

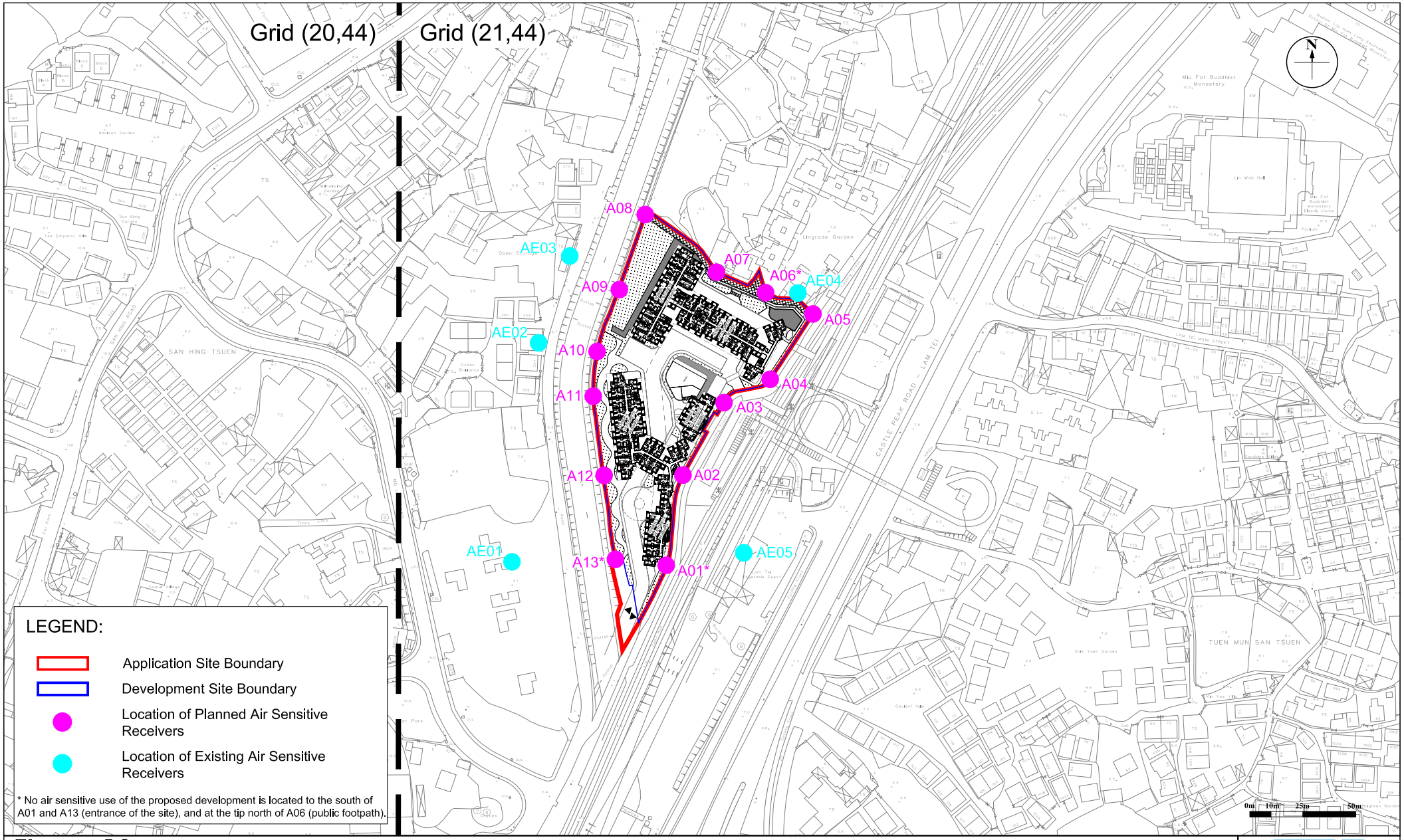


Figure: 5.2

Title: Location of Representative Air Sensitive Receivers

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

Checked by: KY

Rev.: 5.0

Date: Dec 2024

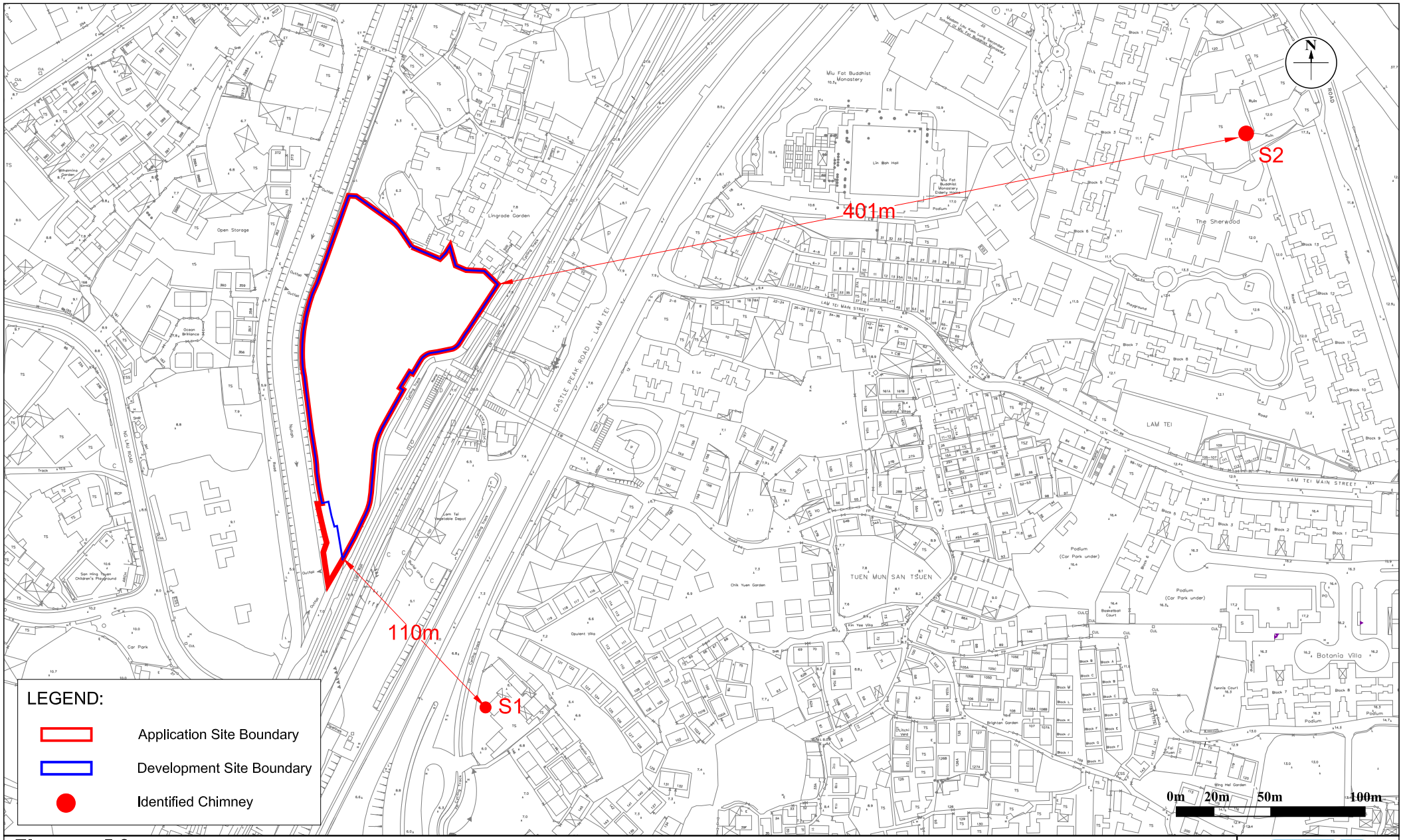


Figure: 5.3	RAMBOLL
Title: Location of Chimney and Horizontal Separation from Chimney	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0
	Date: Jul 2024

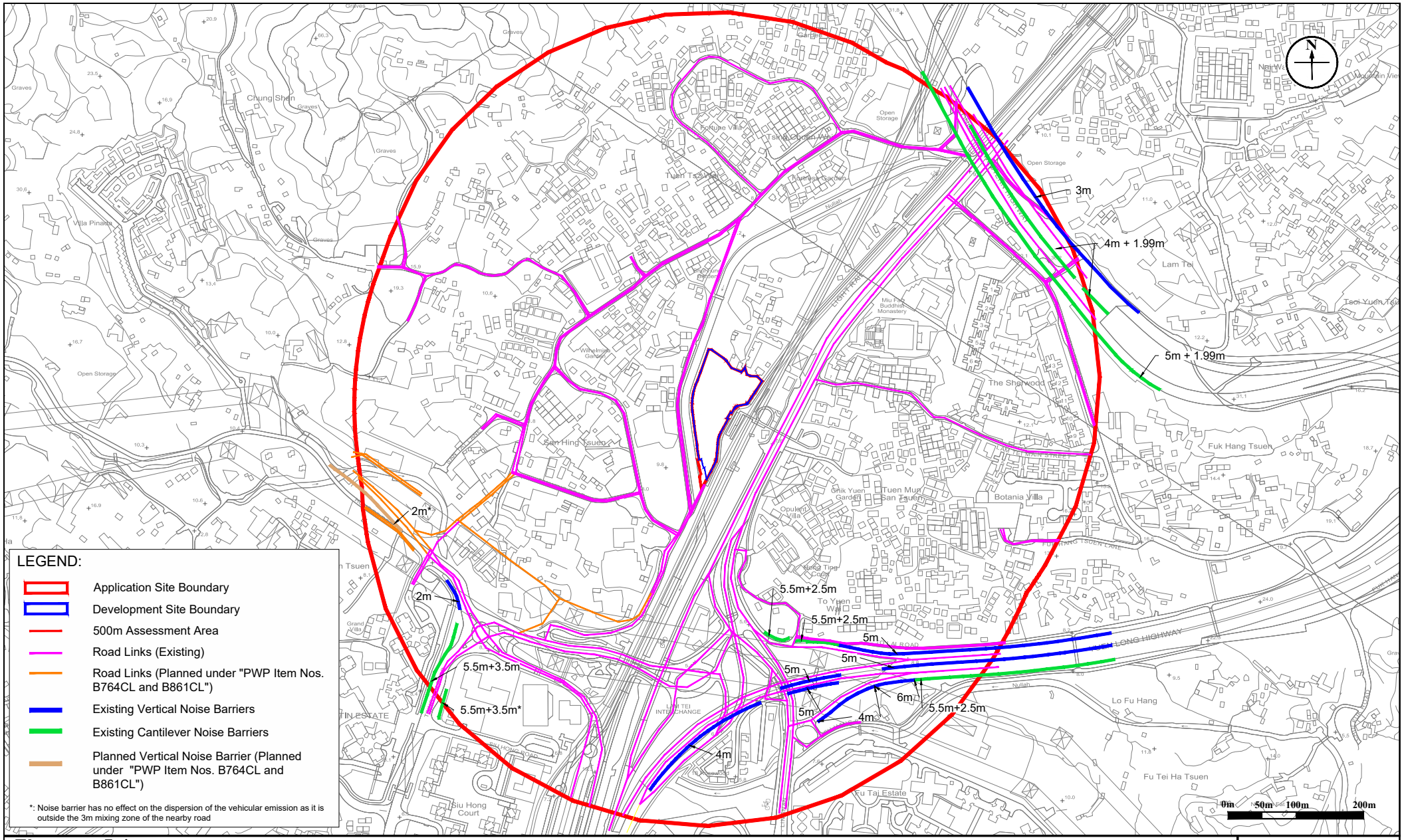


Figure: 5.4

Title: Location of Vehicular Emission Source

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

Checked by: KY

Rev.: 8.0

Date: Nov 2024

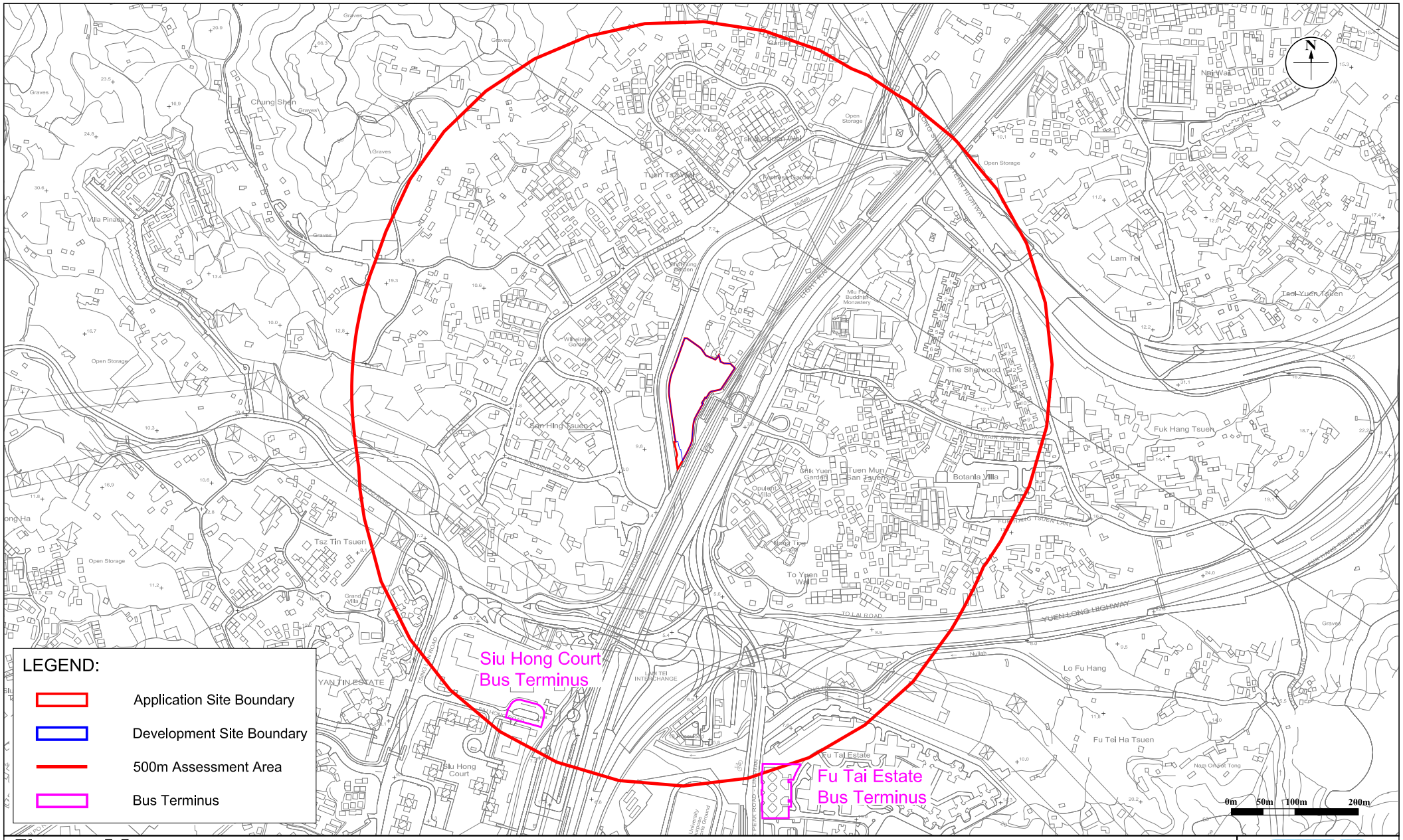
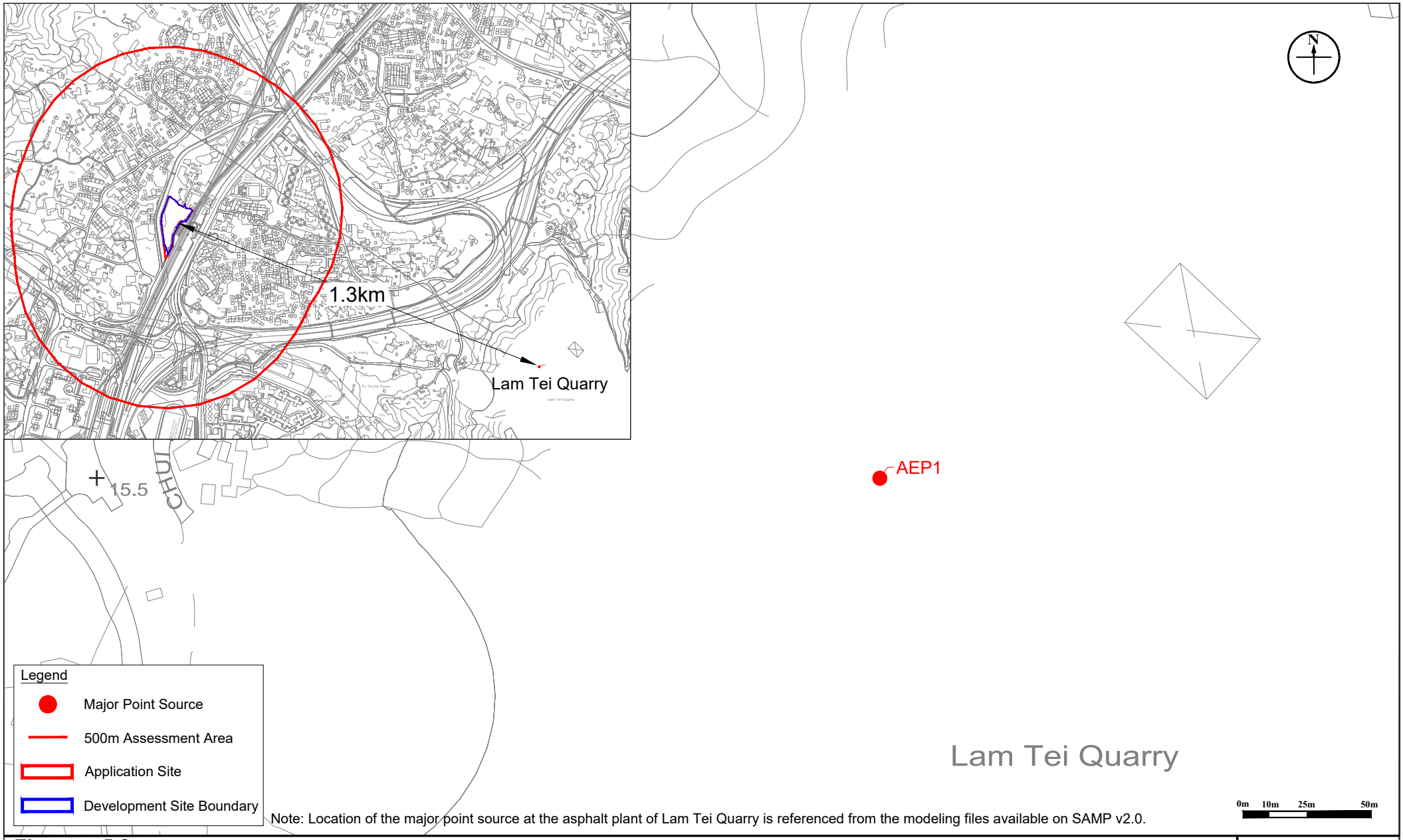


Figure: 5.5	RAMBOLL
Title: Location of Bus Termini Emission Source	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 5.0
	Date: Jul 2024



Note: Location of the major point source at the asphalt plant of Lam Tei Quarry is referenced from the modeling files available on SAMP v2.0.

Figure: 5.6	RAMBOLL
Title: Location of Major Point Source within 4km of the Assessment Area	Drawn by: KL Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 7.0 Date: Nov 2024

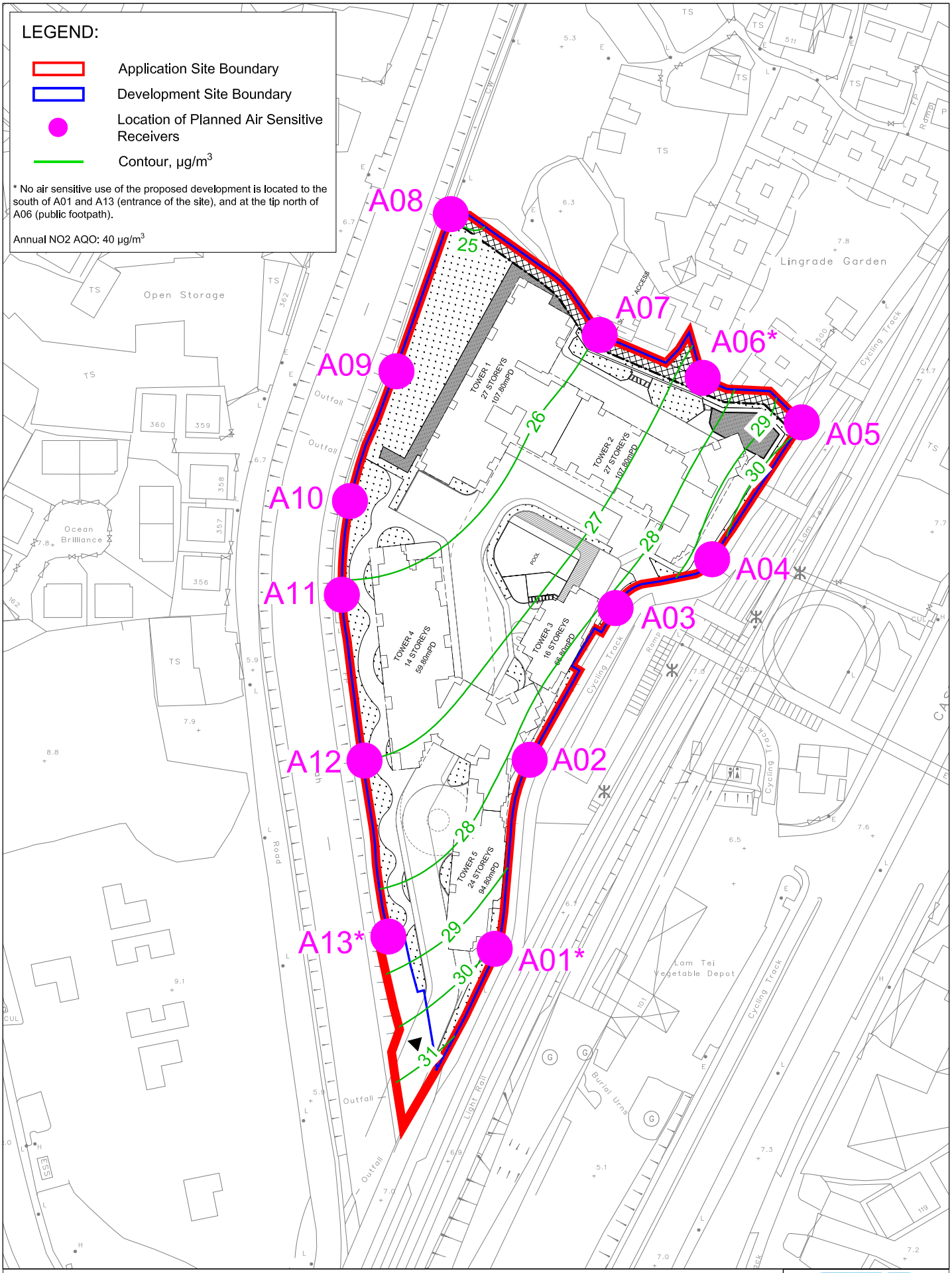


Figure: 5.7

Title: Contour of Cumulative Annual NO_2 Concentration at 6.7 mPD + 1.5 mAG

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: II

Checked by: KY

Rev.: 8.0

Date: Dec 2024

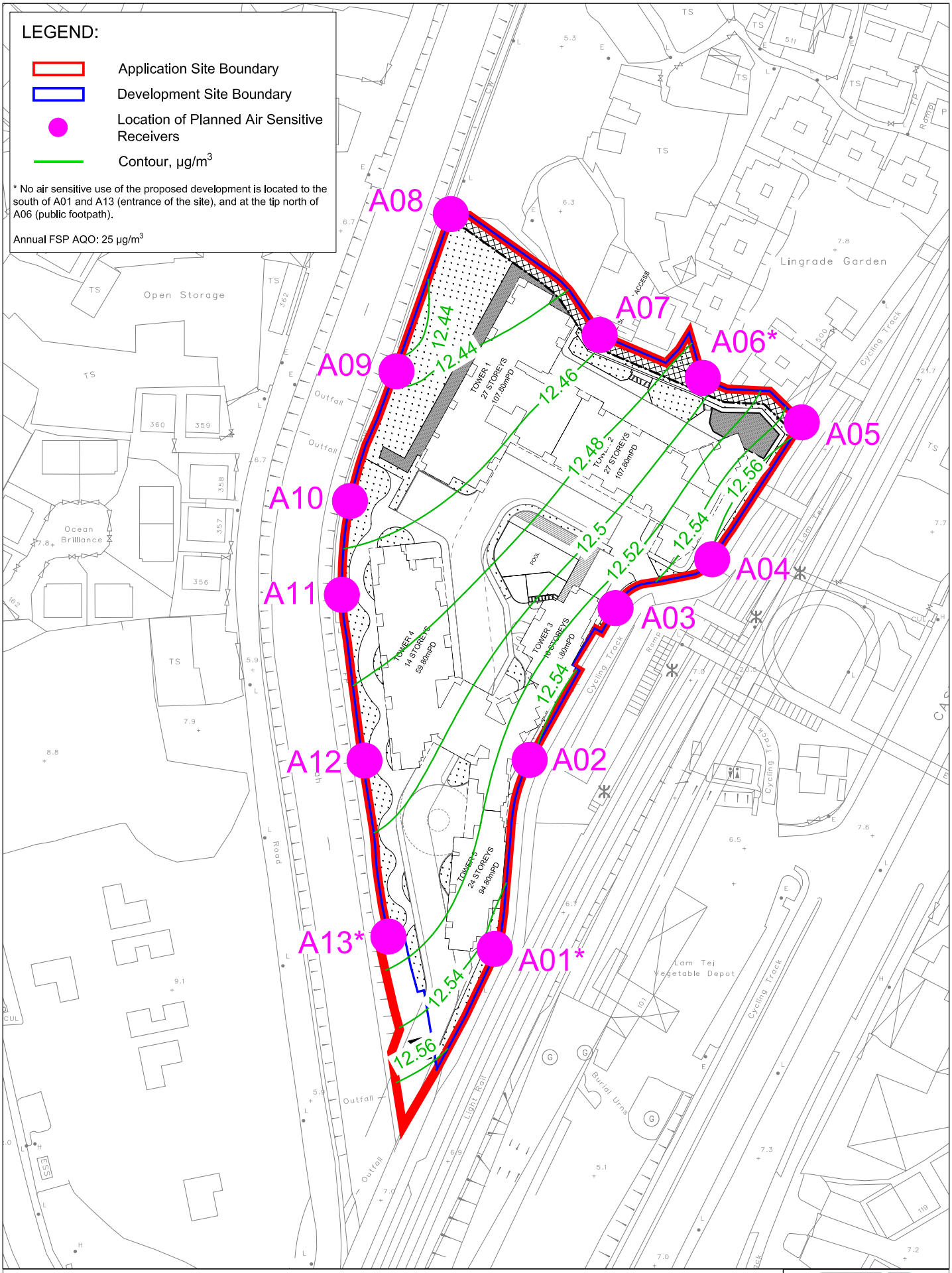


Figure: 5.8

Title: Contour of Cumulative Annual FSP Concentration at 6.7 mPD + 1.5 mAG

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: II

Checked by: KY

Rev.: 8.0

Date: Dec 2024

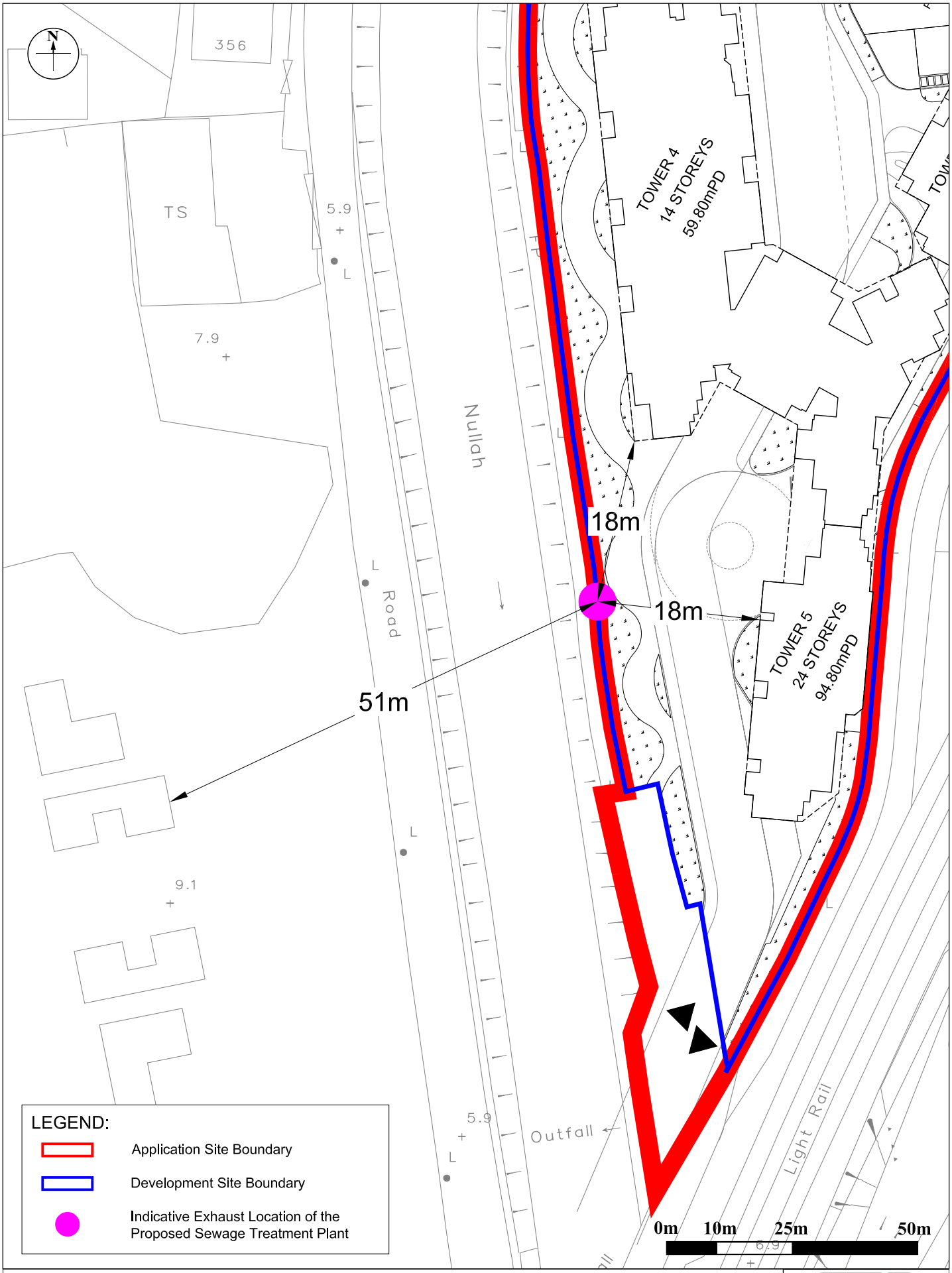
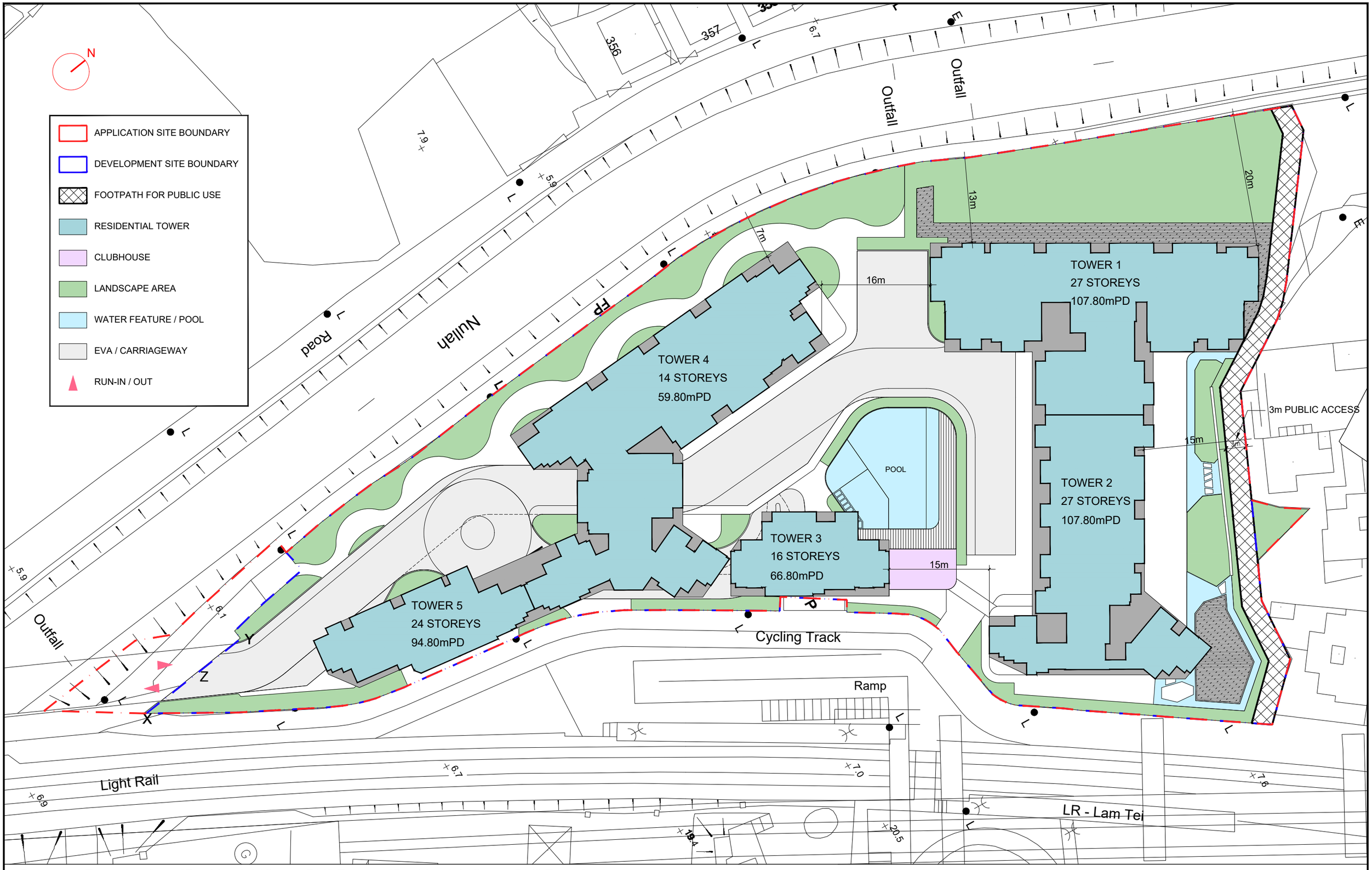


Figure: 5.9		RAMBOLL
Title: Indicative Exhaust Location of Proposed Sewage Treatment Plant		Drawn by: KL
		Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun		Rev.: 8.0
		Date: Nov 2024

Appendix 1.1

Detailed Layout Plans of the Proposed Development



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1
LOBBY

3m PUBLIC ACCESS

LANDSCAPE AREA

TOWER 4A
LOBBY

EVA / CARRIAGEWAY

CHILDREN
POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B
LOBBY

TOWER 3
LOBBY

CLUBHOUSE

TO B1

TOWER 2
LOBBY

TOWER 5
LOBBY

Cycling Track

Ramp

Outfall

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

20-11-2024
1:500 (A3)

LWK
+PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY

BICYCLE PARKING SPACE

MOTORCYCLE PARKING SPACE



Number of car parking spaces at B1:	119
Total number of car parking spaces:	247
Total number of bicycle parking spaces:	277
Total number of motorcycle parking spaces:	18

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B1

08-11-2024
1:500 (A3)

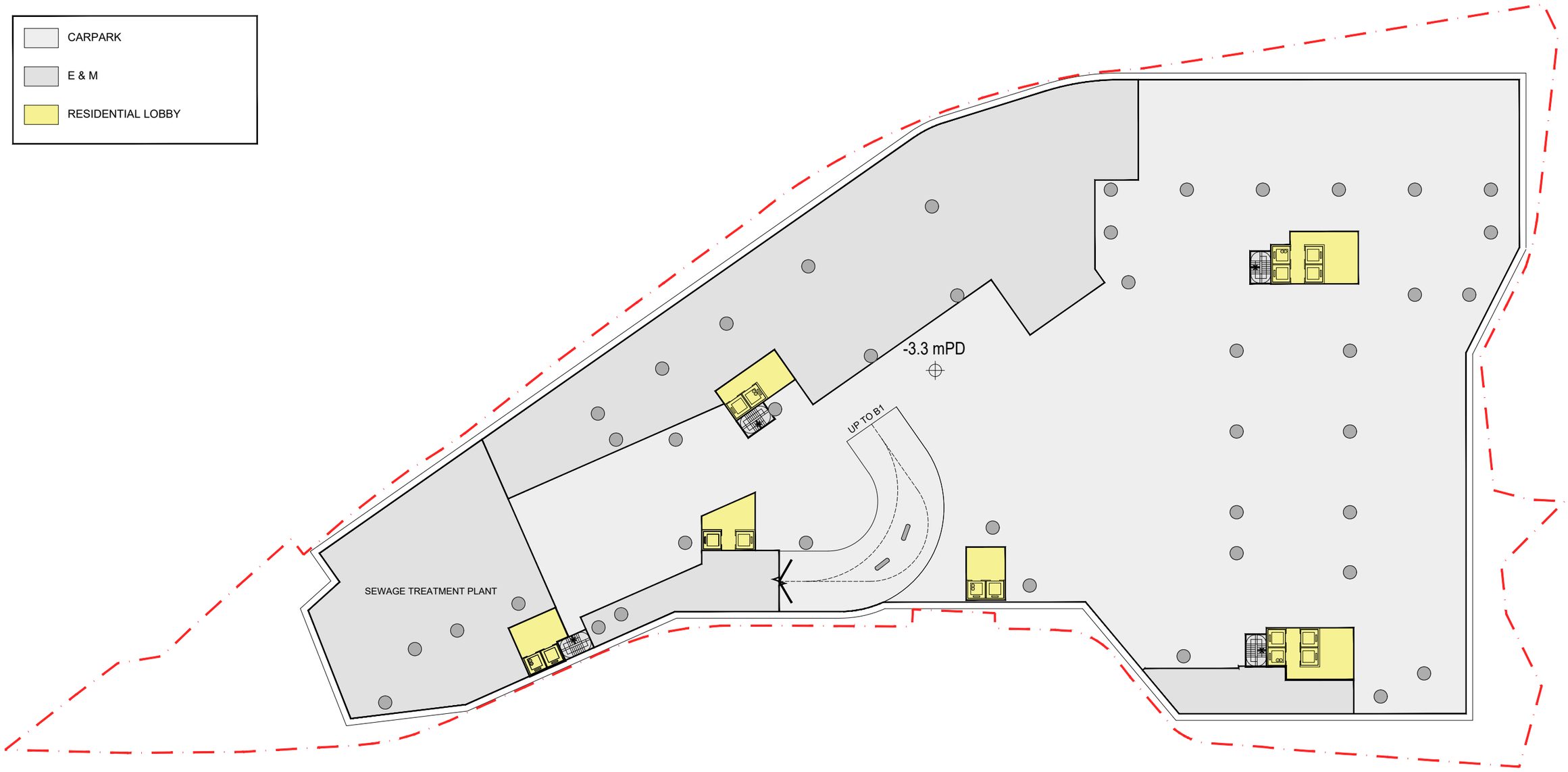
LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY



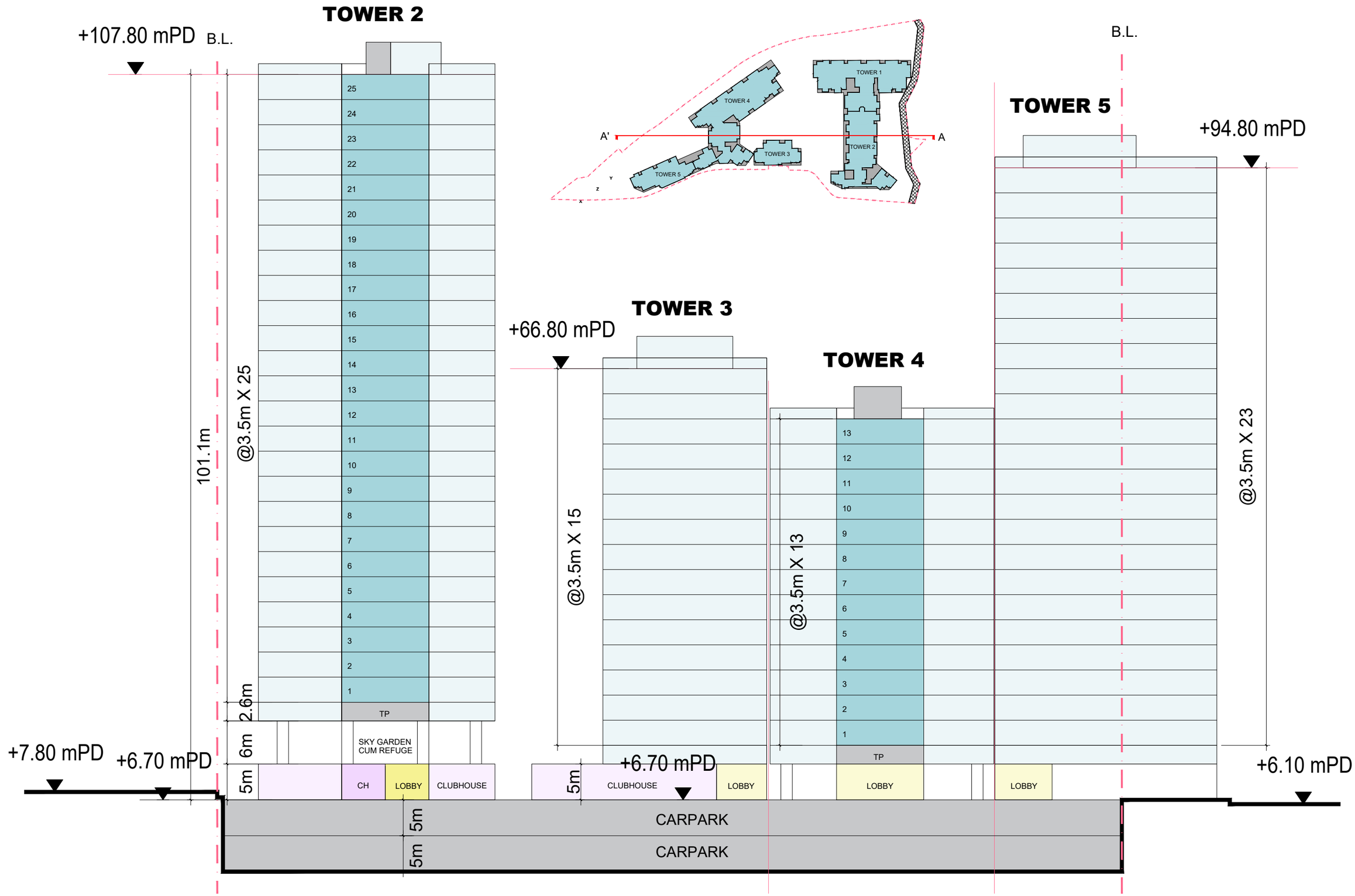
Number of car parking spaces at B1: 128
Total number of car parking spaces: 247

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B2

09-07-2024
1:500 (A3)

LWK +PARTNERS

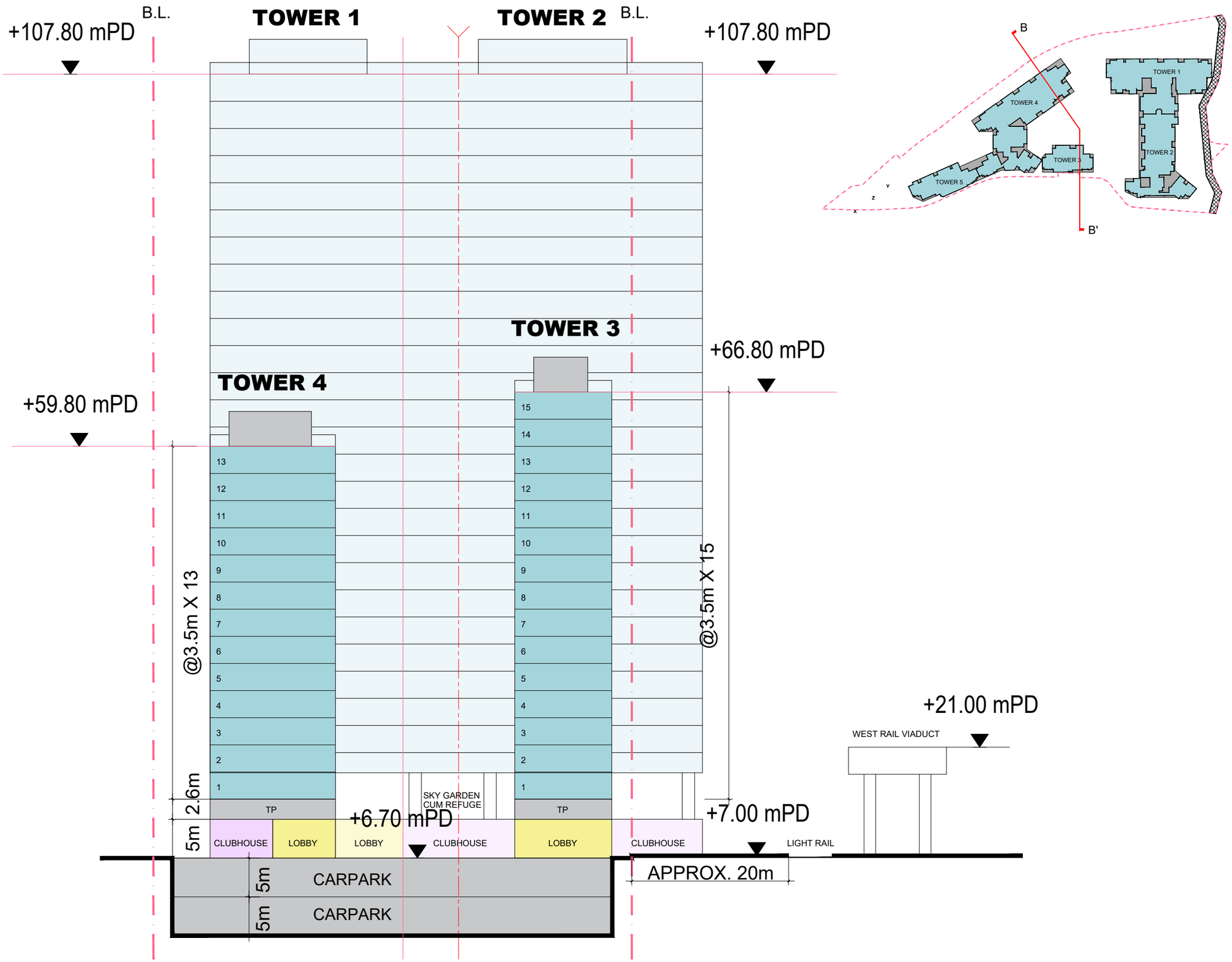


Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION A-A'

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION B-B'

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

Nullah

Road

Outfall

Outfall

Cycling Track

Ramp

POOL

Lp 64.8m

3m PUBLIC ACCESS

U = 40.16

U = 31.62

Lp = 81.1m

Light Rail

LR - Lam Tei

Max. Permissible Lp* = 200.80m

Max. Permissible Lp* = 158.10m

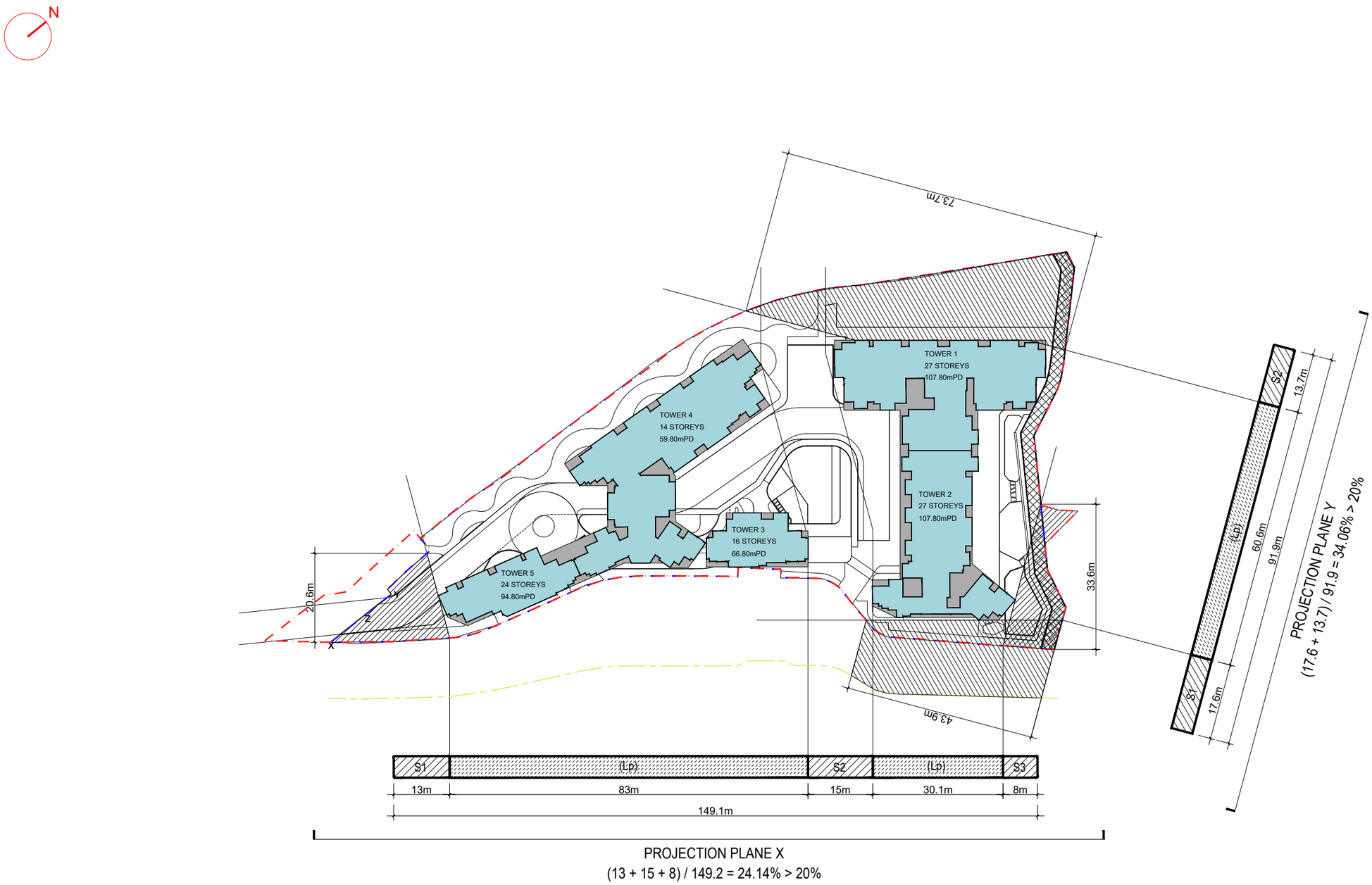
*Lp = 5U

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

BUILDING SEPARATION

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

PERMEABILITY

20-11-2024
1:1000 (A3)

LWK +PARTNERS

Appendix 2.1

Railway Operation Information Provided by MTRC

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

MTR

Ramboll Hong Kong Limited,
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong

Our ref: T&ESD/E&IC/ES/EnvE/L1184

Date: - 8 MAY 2023

Attention: Ms. Katie Yu

By Post and Fax
(Fax no.: 3465 2899)

Dear Ms. Yu,

Re: Re: Proposed Residential Development at D.D.130, Lam Tei, Tuen Mun
Request for Tuen Ma Line and Light Rail Transit Information

We refer to your letter (ref.: FECTMLT-EI00_0_0004L.23.docx) dated 17 March 2023 requesting operational information regarding Tuen Ma Line (TML) and Light Rail Transit (LRT).

Please be informed that the information provided in our letter dated 7 September 2021 (ref.: T&ESD/E&IC/ES/EnvE/L1096) is still valid as of the date of this reply, except the following updates:

- There are currently 8 cars per train for the operation condition of TML. However, according to the latest Environmental Permit (EP) for West Rail, the ultimate maximum train cars would be 9 cars.
- For the operational frequency for LRT (from Nai Wai Stop to Siu Hong Stop – Route 610, 614, 615 and 751), the current peak train frequency during the period of 07:00-23:00 hours and 23:00 to 07:00 is about 27 trains per hour per direction and 31 trains per hour per direction respectively. The current train frequency for both directions in one-day operation is about 764 trains, including non-passenger trains.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Lead Environmental Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
Chief of Operations Engineering Service & Innovation

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

MTR

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai,
Hong Kong

Our ref: T&ESD/E&IC/FS/EnvE/L1096

Date: 7 SEP 2021

Attention: Ms. Katie Yu

By Post and Fax
(Fax no.: 3465 2899)

Dear Ms. Yu,

Re: Proposed Residential Development at D.D. 130, Lam Tei, Tuen Mun
Request for West Rail Line Railway and Light Rail Transit Information

We refer to your letter dated 17 August 2021 (ref.: FECTMLT-EI00_0_0001L.21) requesting operational information regarding Tuen Ma Line (TML) and Light Rail Transit (LRT).

Please be informed that the information provided in our letter dated 22 October 2019 (ref.: T&ESD/TS&SE/EnvE/L1017) is still valid as of the date of this reply, except the following updates:

- The daily operating hours for TML and LRT at the concerned section are from approximately 05:30 to 01:15 hours and 05:15 to 01:18 hours respectively.
- The current train frequency for both directions in one-day operation for TML is about 519 trains, including non-passenger trains.
- For the operational frequency for LRT (from Nai Wai Stop to Siu Hong Stop – Route 610, 614, 615 and 751), the current peak train frequency during the period of 23:00 to 07:00 hours is about 33 trains per hour per direction. The current train frequency for both directions in one-day operation is about 798 trains, including non-passenger trains.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Acting Lead Environmental Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
General Manager – Engineering & Innovation Centre

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
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香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

b.c.c

Siman Tang	-	General Manager - Ops Performance & Services Mgmt
David Chan	-	Head of Line Group Management – TML, LR & Bus
Gary Lam	-	Sr Signaling & Electronic Control Engineering Manager

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Our ref: T&ESD/TS&SE/EnvE/L1017

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai,
Hong Kong

Date: 22 OCT 2019

Attention: Ms. Katie Yu

By Post and Fax
(Fax no.: 3465 2899)

Dear Ms. Yu,

Re: Proposed Residential Development at D.D. 130, Lam Tei, Tuen Mun

Request for Information of West Rail Line Railway and Light Rail Transit

We refer to your letter dated 30 September 2019 (ref.: STATMSHTEI01_0_0002L.19) requesting operational information regarding West Rail Line (WRL) and Light Rail Transit (LRT).

Operating Hours
For WRL, the daily operating hours at the concerned section are from approximately 05:00 to 01:00 hours.

For LRT, the daily operating hours at the concerned section are from approximately 05:15 to 01:15 hours.

Number of Cars per Train
Please note that there will be 8 cars per train for the future operating condition of the Tuen Ma Line. However, according to the Environmental Permit for West Rail available via EPD website, the ultimate maximum train cars would be 9 cars.

For LRT, the arrangement of single or coupled-set vehicles will vary depending on the traffic needs and is subject to change without prior notification. For environmental assessment purposes, you may wish to work on the assumption that all vehicles are in coupled-set where appropriate.

Operational Headway for WRL
- The future ultimate daily peak operating train frequency during the period of 07:00-23:00 hours is about 28 trains per hour per direction.
- For the future ultimate daily peak operating train frequency during the period of 23:00-07:00 hours, please refer to the latest Environmental Permit for West Rail Available via the EPD website.
- The current train frequency for both directions in one-day operation is about 551 trains, including non-passenger trains.

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

MTR

Our ref: T&ESD/TS&SE/EnvE/L1017
Date : 22 OCT 2019

Operational Frequency for LRT (From Nai Wai Stop to Siu Hong Stop – Route 610, 614, 615 and 751)

- The current peak train frequency during the period of 07:00-23:00 hours is about 28 trains per hour per direction.
- The current peak train frequency during the period of 23:00 to 07:00 hours is about 27 trains per hour per direction.
- The current train frequency for both directions in one-day operation is about 913 trains, including non-passenger trains.

Please note that Light Rail service frequencies are subject to change without prior notification due to future patronage growth. As such, please consider allowing a buffer on the assessment assumptions when estimating future possible environmental impacts.

Speed Profile

For WRL, the current maximum train speed for the section of track between Siu Hong Station and Tin Shui Wai Station is 100 km/h for both directions. However, please note that the latest Environmental Permit for WRL has considered a maximum operating speed of 130km/hr (i.e. EP limit) to cater for potential speed increment in the future.

For LRT, the current maximum train speed for the section of track between Nai Wai Stop and Siu Hong Stop is 70 km/h for both directions.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Environmental Engineering Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
Deputy General Manager – Train Services & Systems Engineering

Appendix 2.2

Predicted Rail Noise Assessment Results at Representative NSRs (Unmitigated)

RNIA Results (Daytime, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	1/F	21.5	65	55
T1	T1_RN01	2/F	25.0	65	55
T1	T1_RN01	3/F	28.5	65	55
T1	T1_RN01	4/F	32.0	65	56
T1	T1_RN01	5/F	35.5	65	56
T1	T1_RN01	6/F	39.0	65	56
T1	T1_RN01	7/F	42.5	65	57
T1	T1_RN01	8/F	46.0	65	57
T1	T1_RN01	9/F	49.5	65	57
T1	T1_RN01	10/F	53.0	65	57
T1	T1_RN01	11/F	56.5	65	57
T1	T1_RN01	12/F	60.0	65	58
T1	T1_RN01	13/F	63.5	65	58
T1	T1_RN01	14/F	67.0	65	58
T1	T1_RN01	15/F	70.5	65	58
T1	T1_RN01	16/F	74.0	65	57
T1	T1_RN01	17/F	77.5	65	57
T1	T1_RN01	18/F	81.0	65	57
T1	T1_RN01	19/F	84.5	65	57
T1	T1_RN01	20/F	88.0	65	57
T1	T1_RN01	21/F	91.5	65	57
T1	T1_RN01	22/F	95.0	65	57
T1	T1_RN01	23/F	98.5	65	57
T1	T1_RN01	24/F	102.0	65	57
T1	T1_RN01	25/F	105.5	65	57
T1	T1_RN02	1/F	21.5	65	54
T1	T1_RN02	2/F	25.0	65	54
T1	T1_RN02	3/F	28.5	65	54
T1	T1_RN02	4/F	32.0	65	54
T1	T1_RN02	5/F	35.5	65	55
T1	T1_RN02	6/F	39.0	65	55
T1	T1_RN02	7/F	42.5	65	55
T1	T1_RN02	8/F	46.0	65	56
T1	T1_RN02	9/F	49.5	65	56
T1	T1_RN02	10/F	53.0	65	56
T1	T1_RN02	11/F	56.5	65	56
T1	T1_RN02	12/F	60.0	65	56
T1	T1_RN02	13/F	63.5	65	56
T1	T1_RN02	14/F	67.0	65	56
T1	T1_RN02	15/F	70.5	65	56
T1	T1_RN02	16/F	74.0	65	56
T1	T1_RN02	17/F	77.5	65	56
T1	T1_RN02	18/F	81.0	65	56
T1	T1_RN02	19/F	84.5	65	56
T1	T1_RN02	20/F	88.0	65	56
T1	T1_RN02	21/F	91.5	65	58
T1	T1_RN02	22/F	95.0	65	58
T1	T1_RN02	23/F	98.5	65	58
T1	T1_RN02	24/F	102.0	65	58
T1	T1_RN02	25/F	105.5	65	58
T2	T2_RN01	1/F	21.5	65	52
T2	T2_RN01	2/F	25.0	65	52
T2	T2_RN01	3/F	28.5	65	53
T2	T2_RN01	4/F	32.0	65	53
T2	T2_RN01	5/F	35.5	65	53
T2	T2_RN01	6/F	39.0	65	53
T2	T2_RN01	7/F	42.5	65	53
T2	T2_RN01	8/F	46.0	65	53
T2	T2_RN01	9/F	49.5	65	53
T2	T2_RN01	10/F	53.0	65	53
T2	T2_RN01	11/F	56.5	65	53
T2	T2_RN01	12/F	60.0	65	53
T2	T2_RN01	13/F	63.5	65	53
T2	T2_RN01	14/F	67.0	65	53
T2	T2_RN01	15/F	70.5	65	52
T2	T2_RN01	16/F	74.0	65	52
T2	T2_RN01	17/F	77.5	65	52
T2	T2_RN01	18/F	81.0	65	52
T2	T2_RN01	19/F	84.5	65	52
T2	T2_RN01	20/F	88.0	65	52
T2	T2_RN01	21/F	91.5	65	51
T2	T2_RN01	22/F	95.0	65	51
T2	T2_RN01	23/F	98.5	65	51
T2	T2_RN01	24/F	102.0	65	51
T2	T2_RN01	25/F	105.5	65	51
T2	T2_RN02	1/F	21.5	65	55
T2	T2_RN02	2/F	25.0	65	56
T2	T2_RN02	3/F	28.5	65	56
T2	T2_RN02	4/F	32.0	65	56
T2	T2_RN02	5/F	35.5	65	57
T2	T2_RN02	6/F	39.0	65	57
T2	T2_RN02	7/F	42.5	65	57
T2	T2_RN02	8/F	46.0	65	57
T2	T2_RN02	9/F	49.5	65	57
T2	T2_RN02	10/F	53.0	65	57
T2	T2_RN02	11/F	56.5	65	57
T2	T2_RN02	12/F	60.0	65	57
T2	T2_RN02	13/F	63.5	65	57
T2	T2_RN02	14/F	67.0	65	57
T2	T2_RN02	15/F	70.5	65	57
T2	T2_RN02	16/F	74.0	65	57
T2	T2_RN02	17/F	77.5	65	57
T2	T2_RN02	18/F	81.0	65	57
T2	T2_RN02	19/F	84.5	65	57
T2	T2_RN02	20/F	88.0	65	57
T2	T2_RN02	21/F	91.5	65	56
T2	T2_RN02	22/F	95.0	65	56
T2	T2_RN02	23/F	98.5	65	56
T2	T2_RN02	24/F	102.0	65	56
T2	T2_RN02	25/F	105.5	65	56

RNIA Results (Night Time, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	1/F	21.5	55	55
T1	T1_RN01	2/F	25.0	55	55
T1	T1_RN01	3/F	28.5	55	55
T1	T1_RN01	4/F	32.0	55	56
T1	T1_RN01	5/F	35.5	55	56
T1	T1_RN01	6/F	39.0	55	56
T1	T1_RN01	7/F	42.5	55	56
T1	T1_RN01	8/F	46.0	55	57
T1	T1_RN01	9/F	49.5	55	57
T1	T1_RN01	10/F	53.0	55	57
T1	T1_RN01	11/F	56.5	55	57
T1	T1_RN01	12/F	60.0	55	57
T1	T1_RN01	13/F	63.5	55	57
T1	T1_RN01	14/F	67.0	55	57
T1	T1_RN01	15/F	70.5	55	57
T1	T1_RN01	16/F	74.0	55	57
T1	T1_RN01	17/F	77.5	55	57
T1	T1_RN01	18/F	81.0	55	57
T1	T1_RN01	19/F	84.5	55	57
T1	T1_RN01	20/F	88.0	55	56
T1	T1_RN01	21/F	91.5	55	56
T1	T1_RN01	22/F	95.0	55	56
T1	T1_RN01	23/F	98.5	55	56
T1	T1_RN01	24/F	102.0	55	56
T1	T1_RN01	25/F	105.5	55	56
T1	T1_RN02	1/F	21.5	55	54
T1	T1_RN02	2/F	25.0	55	54
T1	T1_RN02	3/F	28.5	55	54
T1	T1_RN02	4/F	32.0	55	54
T1	T1_RN02	5/F	35.5	55	55
T1	T1_RN02	6/F	39.0	55	55
T1	T1_RN02	7/F	42.5	55	55
T1	T1_RN02	8/F	46.0	55	55
T1	T1_RN02	9/F	49.5	55	55
T1	T1_RN02	10/F	53.0	55	55
T1	T1_RN02	11/F	56.5	55	55
T1	T1_RN02	12/F	60.0	55	56
T1	T1_RN02	13/F	63.5	55	56
T1	T1_RN02	14/F	67.0	55	55
T1	T1_RN02	15/F	70.5	55	55
T1	T1_RN02	16/F	74.0	55	55
T1	T1_RN02	17/F	77.5	55	55
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T1	T1_RN02	20/F	88.0	55	55
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T1	T1_RN02	22/F	95.0	55	57
T1	T1_RN02	23/F	98.5	55	57
T1	T1_RN02	24/F	102.0	55	57
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T2	T2_RN01	1/F	21.5	55	52
T2	T2_RN01	2/F	25.0	55	52
T2	T2_RN01	3/F	28.5	55	53
T2	T2_RN01	4/F	32.0	55	53
T2	T2_RN01	5/F	35.5	55	53
T2	T2_RN01	6/F	39.0	55	53
T2	T2_RN01	7/F	42.5	55	53
T2	T2_RN01	8/F	46.0	55	53
T2	T2_RN01	9/F	49.5	55	52
T2	T2_RN01	10/F	53.0	55	52
T2	T2_RN01	11/F	56.5	55	52
T2	T2_RN01	12/F	60.0	55	52
T2	T2_RN01	13/F	63.5	55	52
T2	T2_RN01	14/F	67.0	55	52
T2	T2_RN01	15/F	70.5	55	52
T2	T2_RN01	16/F	74.0	55	51
T2	T2_RN01	17/F	77.5	55	51
T2	T2_RN01	18/F	81.0	55	51
T2	T2_RN01	19/F	84.5	55	51
T2	T2_RN01	20/F	88.0	55	51
T2	T2_RN01	21/F	91.5	55	51
T2	T2_RN01	22/F	95.0	55	50
T2	T2_RN01	23/F	98.5	55	50
T2	T2_RN01	24/F	102.0	55	50
T2	T2_RN01	25/F	105.5	55	50
T2	T2_RN02	1/F	21.5	55	56
T2	T2_RN02	2/F	25.0	55	56
T2	T2_RN02	3/F	28.5	55	56
T2	T2_RN02	4/F	32.0	55	56
T2	T2_RN02	5/F	35.5	55	57
T2	T2_RN02	6/F	39.0	55	57
T2	T2_RN02	7/F	42.5	55	57
T2	T2_RN02	8/F	46.0	55	57
T2	T2_RN02	9/F	49.5	55	57
T2	T2_RN02	10/F	53.0	55	57
T2	T2_RN02	11/F	56.5	55	57
T2	T2_RN02	12/F	60.0	55	56
T2	T2_RN02	13/F	63.5	55	56
T2	T2_RN02	14/F	67.0	55	56
T2	T2_RN02	15/F	70.5	55	56
T2	T2_RN02	16/F	74.0	55	56
T2	T2_RN02	17/F	77.5	55	56
T2	T2_RN02	18/F	81.0	55	56
T2	T2_RN02	19/F	84.5	55	56
T2	T2_RN02	20/F	88.0	55	56
T2	T2_RN02	21/F	91.5	55	56
T2	T2_RN02	22/F	95.0	55	56
T2	T2_RN02	23/F	98.5	55	55
T2	T2_RN02	24/F	102.0	55	55
T2	T2_RN02	25/F	105.5	55	55

RNIA Results (Lmax, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	1/F	21.5	85	80
T1	T1_RN01	2/F	25.0	85	80
T1	T1_RN01	3/F	28.5	85	80
T1	T1_RN01	4/F	32.0	85	80
T1	T1_RN01	5/F	35.5	85	80
T1	T1_RN01	6/F	39.0	85	80
T1	T1_RN01	7/F	42.5	85	80
T1	T1_RN01	8/F	46.0	85	80
T1	T1_RN01	9/F	49.5	85	80
T1	T1_RN01	10/F	53.0	85	79
T1	T1_RN01	11/F	56.5	85	79
T1	T1_RN01	12/F	60.0	85	79
T1	T1_RN01	13/F	63.5	85	79
T1	T1_RN01	14/F	67.0	85	79
T1	T1_RN01	15/F	70.5	85	79
T1	T1_RN01	16/F	74.0	85	79
T1	T1_RN01	17/F	77.5	85	79
T1	T1_RN01	18/F	81.0	85	79
T1	T1_RN01	19/F	84.5	85	78
T1	T1_RN01	20/F	88.0	85	78
T1	T1_RN01	21/F	91.5	85	78
T1	T1_RN01	22/F	95.0	85	78
T1	T1_RN01	23/F	98.5	85	78
T1	T1_RN01	24/F	102.0	85	78
T1	T1_RN01	25/F	105.5	85	78
T1	T1_RN02	1/F	21.5	85	80
T1	T1_RN02	2/F	25.0	85	80
T1	T1_RN02	3/F	28.5	85	80
T1	T1_RN02	4/F	32.0	85	80
T1	T1_RN02	5/F	35.5	85	80
T1	T1_RN02	6/F	39.0	85	80
T1	T1_RN02	7/F	42.5	85	80
T1	T1_RN02	8/F	46.0	85	80
T1	T1_RN02	9/F	49.5	85	80
T1	T1_RN02	10/F	53.0	85	79
T1	T1_RN02	11/F	56.5	85	79
T1	T1_RN02	12/F	60.0	85	79
T1	T1_RN02	13/F	63.5	85	79
T1	T1_RN02	14/F	67.0	85	79
T1	T1_RN02	15/F	70.5	85	79
T1	T1_RN02	16/F	74.0	85	79
T1	T1_RN02	17/F	77.5	85	79
T1	T1_RN02	18/F	81.0	85	79
T1	T1_RN02	19/F	84.5	85	78
T1	T1_RN02	20/F	88.0	85	78
T1	T1_RN02	21/F	91.5	85	78
T1	T1_RN02	22/F	95.0	85	78
T1	T1_RN02	23/F	98.5	85	78
T1	T1_RN02	24/F	102.0	85	78
T1	T1_RN02	25/F	105.5	85	78
T2	T2_RN01	1/F	21.5	85	81
T2	T2_RN01	2/F	25.0	85	81
T2	T2_RN01	3/F	28.5	85	81
T2	T2_RN01	4/F	32.0	85	81
T2	T2_RN01	5/F	35.5	85	81
T2	T2_RN01	6/F	39.0	85	81
T2	T2_RN01	7/F	42.5	85	81
T2	T2_RN01	8/F	46.0	85	81
T2	T2_RN01	9/F	49.5	85	81
T2	T2_RN01	10/F	53.0	85	81
T2	T2_RN01	11/F	56.5	85	81
T2	T2_RN01	12/F	60.0	85	81
T2	T2_RN01	13/F	63.5	85	81
T2	T2_RN01	14/F	67.0	85	81
T2	T2_RN01	15/F	70.5	85	80
T2	T2_RN01	16/F	74.0	85	80
T2	T2_RN01	17/F	77.5	85	80
T2	T2_RN01	18/F	81.0	85	80
T2	T2_RN01	19/F	84.5	85	80
T2	T2_RN01	20/F	88.0	85	80
T2	T2_RN01	21/F	91.5	85	80
T2	T2_RN01	22/F	95.0	85	80
T2	T2_RN01	23/F	98.5	85	80
T2	T2_RN01	24/F	102.0	85	79
T2	T2_RN01	25/F	105.5	85	79
T2	T2_RN02	1/F	21.5	85	81
T2	T2_RN02	2/F	25.0	85	81
T2	T2_RN02	3/F	28.5	85	81
T2	T2_RN02	4/F	32.0	85	81
T2	T2_RN02	5/F	35.5	85	81
T2	T2_RN02	6/F	39.0	85	81
T2	T2_RN02	7/F	42.5	85	81
T2	T2_RN02	8/F	46.0	85	81
T2	T2_RN02	9/F	49.5	85	80
T2	T2_RN02	10/F	53.0	85	80
T2	T2_RN02	11/F	56.5	85	80
T2	T2_RN02	12/F	60.0	85	80
T2	T2_RN02	13/F	63.5	85	80
T2	T2_RN02	14/F	67.0	85	80
T2	T2_RN02	15/F	70.5	85	80
T2	T2_RN02	16/F	74.0	85	79
T2	T2_RN02	17/F	77.5	85	80
T2	T2_RN02	18/F	81.0	85	80
T2	T2_RN02	19/F	84.5	85	80
T2	T2_RN02	20/F	88.0	85	80
T2	T2_RN02	21/F	91.5	85	80
T2	T2_RN02	22/F	95.0	85	79
T2	T2_RN02	23/F	98.5	85	79
T2	T2_RN02	24/F	102.0	85	79
T2	T2_RN02	25/F	105.5	85	79

RNIA Results (24 hours, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	1/F	21.5	65	52
T1	T1_RN01	2/F	25.0	65	52
T1	T1_RN01	3/F	28.5	65	53
T1	T1_RN01	4/F	32.0	65	53
T1	T1_RN01	5/F	35.5	65	53
T1	T1_RN01	6/F	39.0	65	53
T1	T1_RN01	7/F	42.5	65	54
T1	T1_RN01	8/F	46.0	65	54
T1	T1_RN01	9/F	49.5	65	54
T1	T1_RN01	10/F	53.0	65	54
T1	T1_RN01	11/F	56.5	65	54
T1	T1_RN01	12/F	60.0	65	54
T1	T1_RN01	13/F	63.5	65	54
T1	T1_RN01	14/F	67.0	65	54
T1	T1_RN01	15/F	70.5	65	54
T1	T1_RN01	16/F	74.0	65	54
T1	T1_RN01	17/F	77.5	65	54
T1	T1_RN01	18/F	81.0	65	54
T1	T1_RN01	19/F	84.5	65	54
T1	T1_RN01	20/F	88.0	65	54
T1	T1_RN01	21/F	91.5	65	54
T1	T1_RN01	22/F	95.0	65	54
T1	T1_RN01	23/F	98.5	65	54
T1	T1_RN01	24/F	102.0	65	54
T1	T1_RN01	25/F	105.5	65	54
T1	T1_RN02	1/F	21.5	65	51
T1	T1_RN02	2/F	25.0	65	51
T1	T1_RN02	3/F	28.5	65	51
T1	T1_RN02	4/F	32.0	65	52
T1	T1_RN02	5/F	35.5	65	52
T1	T1_RN02	6/F	39.0	65	52
T1	T1_RN02	7/F	42.5	65	52
T1	T1_RN02	8/F	46.0	65	52
T1	T1_RN02	9/F	49.5	65	53
T1	T1_RN02	10/F	53.0	65	53
T1	T1_RN02	11/F	56.5	65	53
T1	T1_RN02	12/F	60.0	65	53
T1	T1_RN02	13/F	63.5	65	53
T1	T1_RN02	14/F	67.0	65	53
T1	T1_RN02	15/F	70.5	65	53
T1	T1_RN02	16/F	74.0	65	53
T1	T1_RN02	17/F	77.5	65	53
T1	T1_RN02	18/F	81.0	65	52
T1	T1_RN02	19/F	84.5	65	52
T1	T1_RN02	20/F	88.0	65	52
T1	T1_RN02	21/F	91.5	65	54
T1	T1_RN02	22/F	95.0	65	54
T1	T1_RN02	23/F	98.5	65	54
T1	T1_RN02	24/F	102.0	65	54
T1	T1_RN02	25/F	105.5	65	54
T2	T2_RN01	1/F	21.5	65	49
T2	T2_RN01	2/F	25.0	65	49
T2	T2_RN01	3/F	28.5	65	50
T2	T2_RN01	4/F	32.0	65	50
T2	T2_RN01	5/F	35.5	65	50
T2	T2_RN01	6/F	39.0	65	50
T2	T2_RN01	7/F	42.5	65	50
T2	T2_RN01	8/F	46.0	65	50
T2	T2_RN01	9/F	49.5	65	50
T2	T2_RN01	10/F	53.0	65	50
T2	T2_RN01	11/F	56.5	65	50
T2	T2_RN01	12/F	60.0	65	49
T2	T2_RN01	13/F	63.5	65	49
T2	T2_RN01	14/F	67.0	65	49
T2	T2_RN01	15/F	70.5	65	49
T2	T2_RN01	16/F	74.0	65	49
T2	T2_RN01	17/F	77.5	65	49
T2	T2_RN01	18/F	81.0	65	48
T2	T2_RN01	19/F	84.5	65	48
T2	T2_RN01	20/F	88.0	65	48
T2	T2_RN01	21/F	91.5	65	48
T2	T2_RN01	22/F	95.0	65	48
T2	T2_RN01	23/F	98.5	65	47
T2	T2_RN01	24/F	102.0	65	47
T2	T2_RN01	25/F	105.5	65	47
T2	T2_RN02	1/F	21.5	65	53
T2	T2_RN02	2/F	25.0	65	53
T2	T2_RN02	3/F	28.5	65	53
T2	T2_RN02	4/F	32.0	65	53
T2	T2_RN02	5/F	35.5	65	54
T2	T2_RN02	6/F	39.0	65	54
T2	T2_RN02	7/F	42.5	65	54
T2	T2_RN02	8/F	46.0	65	54
T2	T2_RN02	9/F	49.5	65	54
T2	T2_RN02	10/F	53.0	65	54
T2	T2_RN02	11/F	56.5	65	54
T2	T2_RN02	12/F	60.0	65	54
T2	T2_RN02	13/F	63.5	65	53
T2	T2_RN02	14/F	67.0	65	53
T2	T2_RN02	15/F	70.5	65	53
T2	T2_RN02	16/F	74.0	65	53
T2	T2_RN02	17/F	77.5	65	53
T2	T2_RN02	18/F	81.0	65	53
T2	T2_RN02	19/F	84.5	65	53
T2	T2_RN02	20/F	88.0	65	53
T2	T2_RN02	21/F	91.5	65	53
T2	T2_RN02	22/F	95.0	65	53
T2	T2_RN02	23/F	98.5	65	53
T2	T2_RN02	24/F	102.0	65	52
T2	T2_RN02	25/F	105.5	65	52

RNIA Results (Daytime, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T2	T2_RN03	1/F	21.5	65	55
T2	T2_RN03	2/F	25.0	65	55
T2	T2_RN03	3/F	28.5	65	56
T2	T2_RN03	4/F	32.0	65	56
T2	T2_RN03	5/F	35.5	65	57
T2	T2_RN03	6/F	39.0	65	57
T2	T2_RN03	7/F	42.5	65	58
T2	T2_RN03	8/F	46.0	65	58
T2	T2_RN03	9/F	49.5	65	58
T2	T2_RN03	10/F	53.0	65	58
T2	T2_RN03	11/F	56.5	65	58
T2	T2_RN03	12/F	60.0	65	58
T2	T2_RN03	13/F	63.5	65	58
T2	T2_RN03	14/F	67.0	65	58
T2	T2_RN03	15/F	70.5	65	58
T2	T2_RN03	16/F	74.0	65	58
T2	T2_RN03	17/F	77.5	65	58
T2	T2_RN03	18/F	81.0	65	58
T2	T2_RN03	19/F	84.5	65	57
T2	T2_RN03	20/F	88.0	65	57
T2	T2_RN03	21/F	91.5	65	57
T2	T2_RN03	22/F	95.0	65	57
T2	T2_RN03	23/F	98.5	65	57
T2	T2_RN03	24/F	102.0	65	57
T2	T2_RN03	25/F	105.5	65	57
T2	T2_RN04	1/F	21.5	65	55
T2	T2_RN04	2/F	25.0	65	56
T2	T2_RN04	3/F	28.5	65	56
T2	T2_RN04	4/F	32.0	65	56
T2	T2_RN04	5/F	35.5	65	57
T2	T2_RN04	6/F	39.0	65	57
T2	T2_RN04	7/F	42.5	65	58
T2	T2_RN04	8/F	46.0	65	58
T2	T2_RN04	9/F	49.5	65	58
T2	T2_RN04	10/F	53.0	65	58
T2	T2_RN04	11/F	56.5	65	58
T2	T2_RN04	12/F	60.0	65	58
T2	T2_RN04	13/F	63.5	65	58
T2	T2_RN04	14/F	67.0	65	58
T2	T2_RN04	15/F	70.5	65	58
T2	T2_RN04	16/F	74.0	65	58
T2	T2_RN04	17/F	77.5	65	58
T2	T2_RN04	18/F	81.0	65	58
T2	T2_RN04	19/F	84.5	65	58
T2	T2_RN04	20/F	88.0	65	58
T2	T2_RN04	21/F	91.5	65	58
T2	T2_RN04	22/F	95.0	65	58
T2	T2_RN04	23/F	98.5	65	58
T2	T2_RN04	24/F	102.0	65	58
T2	T2_RN04	25/F	105.5	65	58
T5	T5_RN01	1/F	15.5	65	49
T5	T5_RN01	2/F	19.0	65	49
T5	T5_RN01	3/F	22.5	65	48
T5	T5_RN01	4/F	26.0	65	48
T5	T5_RN01	5/F	29.5	65	48
T5	T5_RN01	6/F	33.0	65	48
T5	T5_RN01	7/F	36.5	65	47
T5	T5_RN01	8/F	40.0	65	47
T5	T5_RN01	9/F	43.5	65	47
T5	T5_RN01	10/F	47.0	65	46
T5	T5_RN01	11/F	50.5	65	46
T5	T5_RN01	12/F	54.0	65	46
T5	T5_RN01	13/F	57.5	65	46
T5	T5_RN01	14/F	61.0	65	45
T5	T5_RN01	15/F	64.5	65	45
T5	T5_RN01	16/F	68.0	65	45
T5	T5_RN01	17/F	71.5	65	45
T5	T5_RN01	18/F	75.0	65	44
T5	T5_RN01	19/F	78.5	65	44
T5	T5_RN01	20/F	82.0	65	44
T5	T5_RN01	21/F	85.5	65	44
T5	T5_RN01	22/F	89.0	65	44
T5	T5_RN01	23/F	92.5	65	43

*Assessment Level

RNIA Results (Night Time, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T2	T2_RN03	1/F	21.5	55	55
T2	T2_RN03	2/F	25.0	55	55
T2	T2_RN03	3/F	28.5	55	56
T2	T2_RN03	4/F	32.0	55	56
T2	T2_RN03	5/F	35.5	55	56
T2	T2_RN03	6/F	39.0	55	57
T2	T2_RN03	7/F	42.5	55	57
T2	T2_RN03	8/F	46.0	55	57
T2	T2_RN03	9/F	49.5	55	57
T2	T2_RN03	10/F	53.0	55	57
T2	T2_RN03	11/F	56.5	55	57
T2	T2_RN03	12/F	60.0	55	57
T2	T2_RN03	13/F	63.5	55	57
T2	T2_RN03	14/F	67.0	55	57
T2	T2_RN03	15/F	70.5	55	57
T2	T2_RN03	16/F	74.0	55	57
T2	T2_RN03	17/F	77.5	55	57
T2	T2_RN03	18/F	81.0	55	57
T2	T2_RN03	19/F	84.5	55	57
T2	T2_RN03	20/F	88.0	55	56
T2	T2_RN03	21/F	91.5	55	56
T2	T2_RN03	22/F	95.0	55	56
T2	T2_RN03	23/F	98.5	55	56
T2	T2_RN03	24/F	102.0	55	56
T2	T2_RN03	25/F	105.5	55	56
T2	T2_RN04	1/F	21.5	55	56
T2	T2_RN04	2/F	25.0	55	56
T2	T2_RN04	3/F	28.5	55	56
T2	T2_RN04	4/F	32.0	55	56
T2	T2_RN04	5/F	35.5	55	57
T2	T2_RN04	6/F	39.0	55	57
T2	T2_RN04	7/F	42.5	55	57
T2	T2_RN04	8/F	46.0	55	57
T2	T2_RN04	9/F	49.5	55	57
T2	T2_RN04	10/F	53.0	55	58
T2	T2_RN04	11/F	56.5	55	58
T2	T2_RN04	12/F	60.0	55	58
T2	T2_RN04	13/F	63.5	55	57
T2	T2_RN04	14/F	67.0	55	57
T2	T2_RN04	15/F	70.5	55	57
T2	T2_RN04	16/F	74.0	55	57
T2	T2_RN04	17/F	77.5	55	57
T2	T2_RN04	18/F	81.0	55	57
T2	T2_RN04	19/F	84.5	55	57
T2	T2_RN04	20/F	88.0	55	57
T2	T2_RN04	21/F	91.5	55	57
T2	T2_RN04	22/F	95.0	55	57
T2	T2_RN04	23/F	98.5	55	57
T2	T2_RN04	24/F	102.0	55	57
T2	T2_RN04	25/F	105.5	55	57
T5	T5_RN01	1/F	15.5	55	50
T5	T5_RN01	2/F	19.0	55	49
T5	T5_RN01	3/F	22.5	55	49
T5	T5_RN01	4/F	26.0	55	49
T5	T5_RN01	5/F	29.5	55	48
T5	T5_RN01	6/F	33.0	55	48
T5	T5_RN01	7/F	36.5	55	48
T5	T5_RN01	8/F	40.0	55	47
T5	T5_RN01	9/F	43.5	55	47
T5	T5_RN01	10/F	47.0	55	47
T5	T5_RN01	11/F	50.5	55	47
T5	T5_RN01	12/F	54.0	55	46
T5	T5_RN01	13/F	57.5	55	46
T5	T5_RN01	14/F	61.0	55	46
T5	T5_RN01	15/F	64.5	55	45
T5	T5_RN01	16/F	68.0	55	45
T5	T5_RN01	17/F	71.5	55	45
T5	T5_RN01	18/F	75.0	55	45
T5	T5_RN01	19/F	78.5	55	45
T5	T5_RN01	20/F	82.0	55	44
T5	T5_RN01	21/F	85.5	55	44
T5	T5_RN01	22/F	89.0	55	44
T5	T5_RN01	23/F	92.5	55	44

*Assessment Level

RNIA Results (Lmax, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T2	T2_RN03	1/F	21.5	85	83
T2	T2_RN03	2/F	25.0	85	83
T2	T2_RN03	3/F	28.5	85	83
T2	T2_RN03	4/F	32.0	85	82
T2	T2_RN03	5/F	35.5	85	82
T2	T2_RN03	6/F	39.0	85	82
T2	T2_RN03	7/F	42.5	85	82
T2	T2_RN03	8/F	46.0	85	82
T2	T2_RN03	9/F	49.5	85	82
T2	T2_RN03	10/F	53.0	85	82
T2	T2_RN03	11/F	56.5	85	82
T2	T2_RN03	12/F	60.0	85	82
T2	T2_RN03	13/F	63.5	85	82
T2	T2_RN03	14/F	67.0	85	82
T2	T2_RN03	15/F	70.5	85	82
T2	T2_RN03	16/F	74.0	85	82
T2	T2_RN03	17/F	77.5	85	81
T2	T2_RN03	18/F	81.0	85	81
T2	T2_RN03	19/F	84.5	85	81
T2	T2_RN03	20/F	88.0	85	81
T2	T2_RN03	21/F	91.5	85	81
T2	T2_RN03	22/F	95.0	85	81
T2	T2_RN03	23/F	98.5	85	81
T2	T2_RN03	24/F	102.0	85	81
T2	T2_RN03	25/F	105.5	85	81
T2	T2_RN04	1/F	21.5	85	82
T2	T2_RN04	2/F	25.0	85	82
T2	T2_RN04	3/F	28.5	85	82
T2	T2_RN04	4/F	32.0	85	82
T2	T2_RN04	5/F	35.5	85	82
T2	T2_RN04	6/F	39.0	85	82
T2	T2_RN04	7/F	42.5	85	82
T2	T2_RN04	8/F	46.0	85	82
T2	T2_RN04	9/F	49.5	85	82
T2	T2_RN04	10/F	53.0	85	82
T2	T2_RN04	11/F	56.5	85	82
T2	T2_RN04	12/F	60.0	85	82
T2	T2_RN04	13/F	63.5	85	82
T2	T2_RN04	14/F	67.0	85	82
T2	T2_RN04	15/F	70.5	85	81
T2	T2_RN04	16/F	74.0	85	81
T2	T2_RN04	17/F	77.5	85	81
T2	T2_RN04	18/F	81.0	85	81
T2	T2_RN04	19/F	84.5	85	81
T2	T2_RN04	20/F	88.0	85	81
T2	T2_RN04	21/F	91.5	85	81
T2	T2_RN04	22/F	95.0	85	81
T2	T2_RN04	23/F	98.5	85	81
T2	T2_RN04	24/F	102.0	85	81
T2	T2_RN04	25/F	105.5	85	81
T5	T5_RN01	1/F	15.5	85	82
T5	T5_RN01	2/F	19.0	85	82
T5	T5_RN01	3/F	22.5	85	82
T5	T5_RN01	4/F	26.0	85	82
T5	T5_RN01	5/F	29.5	85	82
T5	T5_RN01	6/F	33.0	85	82
T5	T5_RN01	7/F	36.5	85	82
T5	T5_RN01	8/F	40.0	85	82
T5	T5_RN01	9/F	43.5	85	81
T5	T5_RN01	10/F	47.0	85	81
T5	T5_RN01	11/F	50.5	85	81
T5	T5_RN01	12/F	54.0	85	81
T5	T5_RN01	13/F	57.5	85	81
T5	T5_RN01	14/F	61.0	85	81
T5	T5_RN01	15/F	64.5	85	81
T5	T5_RN01	16/F	68.0	85	81
T5	T5_RN01	17/F	71.5	85	80
T5	T5_RN01	18/F	75.0	85	80
T5	T5_RN01	19/F	78.5	85	80
T5	T5_RN01	20/F	82.0	85	80
T5	T5_RN01	21/F	85.5	85	80
T5	T5_RN01	22/F	89.0	85	80
T5	T5_RN01	23/F	92.5	85	80

*Assessment Level

RNIA Results (24 hours, Unmitigated)

NSR ID	NAP ID	Floor	mPD*	Criteria	Overall LAeq, dB(A)
T2	T2_RN03	1/F	21.5	65	52
T2	T2_RN03	2/F	25.0	65	53
T2	T2_RN03	3/F	28.5	65	53
T2	T2_RN03	4/F	32.0	65	53
T2	T2_RN03	5/F	35.5	65	54
T2	T2_RN03	6/F	39.0	65	54
T2	T2_RN03	7/F	42.5	65	54
T2	T2_RN03	8/F	46.0	65	54
T2	T2_RN03	9/F	49.5	65	54
T2	T2_RN03	10/F	53.0	65	54
T2	T2_RN03	11/F	56.5	65	54
T2	T2_RN03	12/F	60.0	65	54
T2	T2_RN03	13/F	63.5	65	54
T2	T2_RN03	14/F	67.0	65	54
T2	T2_RN03	15/F	70.5	65	54
T2	T2_RN03	16/F	74.0	65	54
T2	T2_RN03	17/F	77.5	65	54
T2	T2_RN03	18/F	81.0	65	54
T2	T2_RN03	19/F	84.5	65	54
T2	T2_RN03	20/F	88.0	65	54
T2	T2_RN03	21/F	91.5	65	54
T2	T2_RN03	22/F	95.0	65	54
T2	T2_RN03	23/F	98.5	65	53
T2	T2_RN03	24/F	102.0	65	53
T2	T2_RN03	25/F	105.5	65	53
T2	T2_RN04	1/F	21.5	65	53
T2	T2_RN04	2/F	25.0	65	53
T2	T2_RN04	3/F	28.5	65	53
T2	T2_RN04	4/F	32.0	65	53
T2	T2_RN04	5/F	35.5	65	54
T2	T2_RN04	6/F	39.0	65	54
T2	T2_RN04	7/F	42.5	65	54
T2	T2_RN04	8/F	46.0	65	55
T2	T2_RN04	9/F	49.5	65	55
T2	T2_RN04	10/F	53.0	65	55
T2	T2_RN04	11/F	56.5	65	55
T2	T2_RN04	12/F	60.0	65	55
T2	T2_RN04	13/F	63.5	65	55
T2	T2_RN04	14/F	67.0	65	55
T2	T2_RN04	15/F	70.5	65	55
T2	T2_RN04	16/F	74.0	65	54
T2	T2_RN04	17/F	77.5	65	54
T2	T2_RN04	18/F	81.0	65	54
T2	T2_RN04	19/F	84.5	65	54
T2	T2_RN04	20/F	88.0	65	54
T2	T2_RN04	21/F	91.5	65	54
T2	T2_RN04	22/F	95.0	65	54
T2	T2_RN04	23/F	98.5	65	54
T2	T2_RN04	24/F	102.0	65	54
T2	T2_RN04	25/F	105.5	65	54
T5	T5_RN01	1/F	15.5	65	47
T5	T5_RN01	2/F	19.0	65	46
T5	T5_RN01	3/F	22.5	65	46
T5	T5_RN01	4/F	26.0	65	46
T5	T5_RN01	5/F	29.5	65	45
T5	T5_RN01	6/F	33.0	65	45
T5	T5_RN01	7/F	36.5	65	45
T5	T5_RN01	8/F	40.0	65	44
T5	T5_RN01	9/F	43.5	65	44
T5	T5_RN01	10/F	47.0	65	44
T5	T5_RN01	11/F	50.5	65	44
T5	T5_RN01	12/F	54.0	65	43
T5	T5_RN01	13/F	57.5	65	43
T5	T5_RN01	14/F	61.0	65	43
T5	T5_RN01	15/F	64.5	65	43
T5	T5_RN01	16/F	68.0	65	42
T5	T5_RN01	17/F	71.5	65	42
T5	T5_RN01	18/F	75.0	65	42
T5	T5_RN01	19/F	78.5	65	42
T5	T5_RN01	20/F	82.0	65	41
T5	T5_RN01	21/F	85.5	65	41
T5	T5_RN01	22/F	89.0	65	41
T5	T5_RN01	23/F	92.5	65	41

*Assessment Level

Range of Noise Level for Daytime

NSR ID	NAP ID	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	65	55-58
T1	T1_RN02	65	54-58
T2	T2_RN01	65	51-53
T2	T2_RN02	65	55-57
T2	T2_RN03	65	55-58
T2	T2_RN04	65	55-58
T5	T5_RN01	65	43-49

Range of Noise Level for Night Time

NSR ID	NAP ID	Criteria	Overall LAeq, dB(A)
T1	T1_RN01	55	55-57
T1	T1_RN02	55	54-57
T2	T2_RN01	55	50-53
T2	T2_RN02	55	55-57
T2	T2_RN03	55	55-57
T2	T2_RN04	55	56-58
T5	T5_RN01	55	44-50

Range of Noise Level for Lmax

NSR ID	NAP ID	Criteria	Lmax, dB(A)
T1	T1_RN01	85	78-80
T1	T1_RN02	85	78-80
T2	T2_RN01	85	79-81
T2	T2_RN02	85	79-81
T2	T2_RN03	85	81-83
T2	T2_RN04	85	81-82
T5	T5_RN01	85	80-82

Range of Noise Level for 24 hours

NSR ID	NAP ID	Criteria	Leq 24 hours, dB(A)
T1	T1_RN01	65	52-54
T1	T1_RN02	65	51-54
T2	T2_RN01	65	47-50
T2	T2_RN02	65	52-54
T2	T2_RN03	65	52-54
T2	T2_RN04	65	53-55
T5	T5_RN01	65	41-47

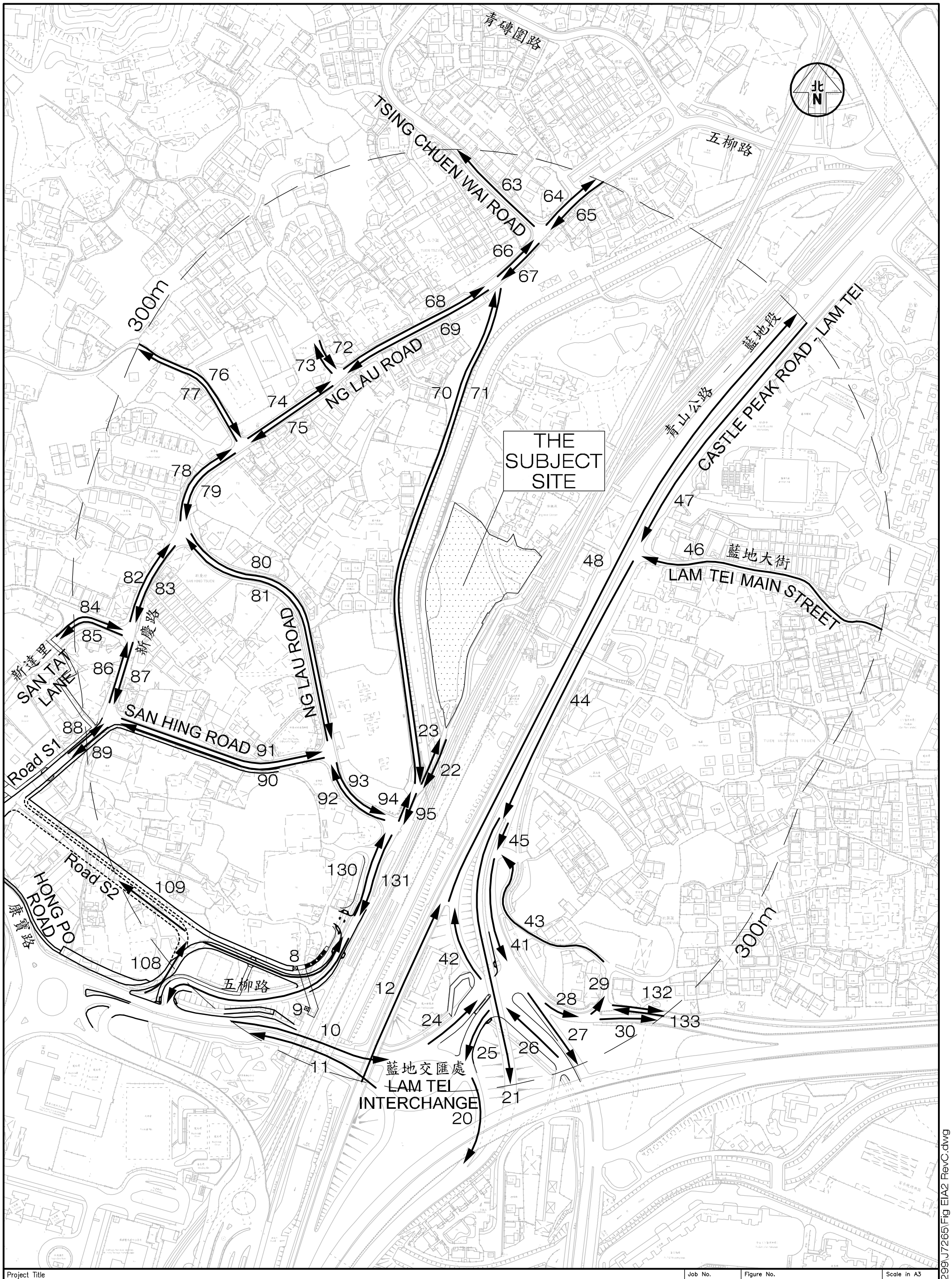
Appendix 3.1

Fixed Noise Impact Assessment Results

NSR ID	NSR (x)	NSR (y)	Noise Source	Description	Noise Source (x)	Noise Source (y)	SWL (dB(A))	Shortest Horizontal Distance from receiver to source (m) to the noise source	Distance Correction dB(A)	Barrier Correction dB(A)	Tonality dB(A)	Façade Correction dB(A)	Corrected Noise Level dB(A)
T1_FN01	816140.5	831130.5	S1	Tin Lung and Wai Kwong	816090.6	831141.3	89.8	51	42.2	0	0	3	51
			S1a	Tin Lung and Wai Kwong	816085.6	831134.2	87.9	55	42.8	0	0	3	48
			S2	Royal's Motor Engineering Company Limited	816098.2	831189.5	98.3	73	45.2	0	0	3	56
			S3	CHEP	815970.6	831061.8	92.1	183	53.3	0	0	3	42
												Total	58
												Criteria	***65***
T1_FN02	816132.6	831117.6	S1	Tin Lung and Wai Kwong	816090.6	831141.3	89.8	48	41.7	0	0	3	51
			S1a	Tin Lung and Wai Kwong	816085.6	831134.2	87.9	50	41.9	0	0	3	49
			S2	Royal's Motor Engineering Company Limited	816098.2	831189.5	98.3	80	46.0	0	0	3	55
			S3	CHEP	815970.6	831061.8	92.1	171	52.7	0	0	3	42
												Total	57
												Criteria	***65***
T4_FN01	816109.8	831072.5	S1	Tin Lung and Wai Kwong	816090.6	831141.3	89.8	71	45.1	0	0	3	48
			S1a	Tin Lung and Wai Kwong	816085.6	831134.2	87.9	66	44.4	0	0	3	46
			S2	Royal's Motor Engineering Company Limited	816098.2	831189.5	98.3	118	49.4	0	0	3	52
			S3	CHEP	815970.6	831061.8	92.1	140	50.9	0	0	3	44
												Total	55
												Criteria	***65***
T4_FN02	816110.2	831052.2	S1	Tin Lung and Wai Kwong	816090.6	831141.3	89.8	91	47.2	0	0	3	46
			S1a	Tin Lung and Wai Kwong	816085.6	831134.2	87.9	86	46.7	0	0	3	44
			S2	Royal's Motor Engineering Company Limited	816098.2	831189.5	98.3	138	50.8	0	0	3	51
			S3	CHEP	815970.6	831061.8	92.1	140	50.9	0	0	3	44
												Total	53
												Criteria	***65***

Appendix 4.1

Traffic Forecast for Traffic Noise Impact Assessment



Project Title: PROPOSED RESIDENTIAL DEVELOPMENT AT DD130 LAM TEI, TUEN MUN	Job No. J7265	Figure No. EIA2		Scale in A3 1 : 3,000
	Designed by K K Y	Drawn by S C Y	Checked by L K W	Revision C	Date 13 MAY 2024
Figure Title: LOCATION OF THE ROAD SECTIONS FOR NOISE IMPACT ASSESSMENT TRAFFIC FORECAST	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			

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TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2045 TRAFFIC FORECAST Date: 28 June 2024 Job No.: J7265

Link ID	Road Section	From Road	To Road	AM Peak Hour Traffic Flows (veh/hr)	AM Peak Hour Vehicle Composition LV	AM Peak Hour Vehicle Composition HV
L008	Ng Lau Road (NB)	Road S2	Access Road	400	75.2%	24.8%
L009	Ng Lau Road (SB)	Access Road	Lam Tei Interchange	450	70.3%	29.7%
L010	Lam Tei Interchange (EB)	Ng Lau Road	Lam Tei Interchange	1,950	71.4%	28.6%
L011	Lam Tei Interchange (WB)	Tsing Lun Road	Lam Tei Interchange	1,950	75.6%	24.4%
L012	Slip road to Castle Peak Road - Lam	Tuen Mun Road	Castle Peak Road - Lam Tei	400	73.1%	26.9%
L020	Slip road from Lam Tei Interchange	Lam Tei Interchange	Tuen Mun Road	1,300	76.6%	23.4%
L021	Slip road from Castle Peak Road -	Castle Peak Road - Lam Tei	Tuen Mun Road	1,100	60.5%	39.5%
L022	Access Road (SB)	End of Access Road	Unnamed Road	100	84.0%	16.0%
L023	Access Road (NB)	Unnamed Road	End of Access Road	100	83.9%	16.1%
L024	Lam Tei Interchange (EB)	Lam Tei Interchange	Castle Peak Road - Lingnan	1,350	67.5%	32.5%
L025	Lam Tei Interchange (WB)	Castle Peak Road - Lingnan	Lam Tei Interchange	1,550	73.9%	26.1%
L026	Castle Peak Road - Lingnan (NB)	Fu Shing Street	Castle Peak Road - Lam Tei	1,550	71.9%	28.1%
L027	Castle Peak Road - Lingnan (SB)	Castle Peak Road - Lam Tei	Slip road from Yuen Long Highway	550	68.4%	31.6%
L028	Slip road to Yuen Long Highway (EB)	Castle Peak Road - Lingnan	Access Road to To Yuen Wai	1,200	64.4%	35.6%
L029	Access Road to To Yuen Wai (NB)	Slip road to Yuen Long Highway	To Lai Road	150	66.3%	33.7%
L030	Slip road to Yuen Long Highway (EB)	Access Road to To Yuen Wai	Yuen Long Highway	1,100	64.3%	35.7%
L041	Castle Peak Road - Lam Tei (SB)	Access road from To Yuen Wai	Castle Peak Road - Lingnan	900	65.5%	34.5%
L042	Castle Peak Road - Lam Tei (NB)	Castle Peak Road - Lingnan	Slip road to Castle Peak Road -	550	65.0%	35.0%
L043	Access road from To Yuen Wai (WB)	Castle Peak Road - Lam Tei	End of Access road from To Yuen	150	66.3%	33.7%
L044	Castle Peak Road - Lam Tei (SB)	Lam Tei Main Street	Slip road from Castle Peak Road -	1,850	62.5%	37.5%
L045	Castle Peak Road - Lam Tei (SB)	Slip road from Castle Peak Road -	Access road from To Yuen Wai	800	65.3%	34.7%
L046	Lam Tei Main Street (WB)	End of Lam Tei Main Street	Castle Peak Road - Lam Tei	200	92.2%	7.8%
L047	Castle Peak Road - Lam Tei (SB)	Fuk Hang Tsuen Road	Lam Tei Main Street	1,700	59.9%	40.1%
L048	Castle Peak Road - Lam Tei (NB)	Slip road to Castle Peak Road -	Access Road	900	68.3%	31.7%
L063	Tsing Chuen Wai Road (SB)	Ng Lau Road	Ng Lau Road	100	57.1%	42.9%
L064	Ng Lau Road (EB)	Tsing Chuen Wai Road	Tsing Chuen Wai Road	100	64.6%	35.4%
L065	Ng Lau Road (WB)	Tsing Chuen Wai Road	Tsing Chuen Wai Road	200	55.4%	44.6%
L066	Ng Lau Road (EB)	Unnamed Road	Tsing Chuen Wai Road	150	59.1%	40.9%
L067	Ng Lau Road (WB)	Tsing Chuen Wai Road	Unnamed Road	150	53.6%	46.4%
L068	Ng Lau Road (EB)	Access road	Unnamed Road	150	59.8%	40.2%
L069	Ng Lau Road (WB)	Unnamed Road	Access road	150	53.7%	46.3%
L070	Unnamed Road (NB)	Access Road	Ng Lau Road	50	70.0%	30.0%
L071	Unnamed Road (SB)	Ng Lau Road	Access Road	50	51.5%	48.5%
L072	Access road (SB)	End of Access Road	Ng Lau Road	50	62.4%	37.6%
L073	Access road (NB)	Ng Lau Road	End of Access Road	50	75.0%	25.0%
L074	Ng Lau Road (EB)	Access road	Access road	150	60.3%	39.7%
L075	Ng Lau Road (WB)	Access road	Access road	150	55.3%	44.7%
L076	Access road (EB)	Unnamed Road	Ng Lau Road	50	65.0%	35.0%
L077	Access road (WB)	Ng Lau Road	Unnamed Road	50	50.0%	50.0%
L078	Ng Lau Road (NB)	San Hing Road	Access road	150	58.3%	41.7%
L079	Ng Lau Road (SB)	Access road	San Hing Road	200	55.2%	44.8%
L080	Ng Lau Road (SB)	San Hing Road	San Hing Road	150	51.7%	48.3%
L081	Ng Lau Road (NB)	San Hing Road	San Hing Road	100	55.7%	44.3%
L082	San Hing Road (NB)	San Tat Lane	Ng Lau Road	100	59.9%	40.1%
L083	San Hing Road (SB)	Ng Lau Road	San Tat Lane	50	72.0%	28.0%
L084	San Tat Lane (EB)	End of San Tat Lane	San Hing Road	50	69.6%	30.4%
L085	San Tat Lane (WB)	San Hing Road	End of San Tat Lane	50	77.3%	22.7%
L086	San Hing Road (NB)	Access road	San Tat Lane	100	70.5%	29.5%
L087	San Hing Road (SB)	San Tat Lane	Access road	50	77.5%	22.5%
L088	Road S1 (NB)	Road S2	San Hing Road	50	77.8%	22.2%
L089	Road S1 (SB)	San Hing Road	Road S2	150	83.3%	16.7%
L090	San Hing Road (WB)	Ng Lau Road	Access road	200	77.3%	22.7%
L091	San Hing Road (EB)	Access road	Ng Lau Road	50	71.8%	28.2%
L092	Ng Lau Road (WB)	Unnamed Road	San Hing Road	250	71.2%	28.8%
L093	Ng Lau Road (EB)	San Hing Road	Unnamed Road	200	55.4%	44.6%
L094	Unnamed Road (NB)	Ng Lau Road	Access road	100	81.2%	18.8%
L095	Unnamed Road (SB)	Access road	Ng Lau Road	150	75.7%	24.3%
L108	Ng Lau Road (NB)	Lam Tei Interchange	Road S2	450	76.2%	23.8%
L109	Road S2 (WB)	Ng Lau Road	Road S1	50	82.6%	17.4%
L129	Road S1 (NB)	Hong Po Road	Road S2	50	75.0%	25.0%
L130	Ng Lau Road (NB)	Access Road	Unnamed Road	300	72.4%	27.6%
L131	Ng Lau Road (SB)	Unnamed Road	Access Road	300	62.8%	37.2%
L132	To Lai Road (EB)	Access Road to To Yuen Wai	Fuk Hang Tsuen Road	50	60.7%	39.3%
L133	To Lai Road (WB)	Fuk Hang Tsuen Road	Access Road to To Yuen Wai	50	53.4%	46.6%

Note: "LV" includes motorcycle, private car and taxi
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

YEAR 2045 TRAFFIC FORECAST Date: 28 June 2024 Job No.: J7265

Link ID	Road Section	From Road	To Road	PM Peak Hour Traffic Flows (veh/hr)	PM Peak Hour Vehicle Composition LV	PM Peak Hour Vehicle Composition HV
L008	Ng Lau Road (NB)	Road S2	Access Road	500	80.8%	19.2%
L009	Ng Lau Road (SB)	Access Road	Lam Tei Interchange	400	83.5%	16.5%
L010	Lam Tei Interchange (EB)	Ng Lau Road	Lam Tei Interchange	1,350	73.0%	27.0%
L011	Lam Tei Interchange (WB)	Tsing Lun Road	Lam Tei Interchange	1,950	75.4%	24.6%
L012	Slip road to Castle Peak Road - Lam	Tuen Mun Road	Castle Peak Road - Lam Tei	900	67.0%	33.0%
L020	Slip road from Lam Tei Interchange	Lam Tei Interchange	Tuen Mun Road	800	75.3%	24.7%
L021	Slip road from Castle Peak Road -	Castle Peak Road - Lam Tei	Tuen Mun Road	800	62.6%	37.4%
L022	Access Road (SB)	End of Access Road	Unnamed Road	50	85.7%	14.3%
L023	Access Road (NB)	Unnamed Road	End of Access Road	100	86.8%	13.2%
L024	Lam Tei Interchange (EB)	Lam Tei Interchange	Castle Peak Road - Lingnan	900	66.5%	33.5%
L025	Lam Tei Interchange (WB)	Castle Peak Road - Lingnan	Lam Tei Interchange	1,250	73.1%	26.9%
L026	Castle Peak Road - Lingnan (NB)	Fu Shing Street	Castle Peak Road - Lam Tei	1,500	70.6%	29.4%
L027	Castle Peak Road - Lingnan (SB)	Castle Peak Road - Lam Tei	Slip road from Yuen Long Highway	350	58.5%	41.5%
L028	Slip road to Yuen Long Highway (EB)	Castle Peak Road - Lingnan	Access Road to To Yuen Wai	850	65.1%	34.9%
L029	Access Road to To Yuen Wai (NB)	Slip road to Yuen Long Highway	To Lai Road	100	71.8%	28.2%
L030	Slip road to Yuen Long Highway (EB)	Access Road to To Yuen Wai	Yuen Long Highway	800	64.3%	35.7%
L041	Castle Peak Road - Lam Tei (SB)	Access road from To Yuen Wai	Castle Peak Road - Lingnan	650	63.0%	37.0%
L042	Castle Peak Road - Lam Tei (NB)	Castle Peak Road - Lingnan	Slip road to Castle Peak Road -	650	67.0%	33.0%
L043	Access road from To Yuen Wai (WB)	Castle Peak Road - Lam Tei	End of Access road from To Yuen	100	71.8%	28.2%
L044	Castle Peak Road - Lam Tei (SB)	Lam Tei Main Street	Slip road from Castle Peak Road -	1,350	62.8%	37.2%
L045	Castle Peak Road - Lam Tei (SB)	Slip road from Castle Peak Road -	Access road from To Yuen Wai	550	61.9%	38.1%
L046	Lam Tei Main Street (WB)	End of Lam Tei Main Street	Castle Peak Road - Lam Tei	150	68.3%	31.7%
L047	Castle Peak Road - Lam Tei (SB)	Fuk Hang Tsuen Road	Lam Tei Main Street	1,200	62.6%	37.4%
L048	Castle Peak Road - Lam Tei (NB)	Slip road to Castle Peak Road -	Access Road	1,500	66.8%	33.2%
L063	Tsing Chuen Wai Road (SB)	Ng Lau Road	Ng Lau Road	100	79.1%	20.9%
L064	Ng Lau Road (EB)	Tsing Chuen Wai Road	Tsing Chuen Wai Road	150	71.0%	29.0%
L065	Ng Lau Road (WB)	Tsing Chuen Wai Road	Tsing Chuen Wai Road	250	82.2%	17.8%
L066	Ng Lau Road (EB)	Unnamed Road	Tsing Chuen Wai Road	200	71.1%	28.9%
L067	Ng Lau Road (WB)	Tsing Chuen Wai Road	Unnamed Road	200	80.5%	19.5%
L068	Ng Lau Road (EB)	Access road	Unnamed Road	200	71.7%	28.3%
L069	Ng Lau Road (WB)	Unnamed Road	Access road	200	80.7%	19.3%
L070	Unnamed Road (NB)	Access Road	Ng Lau Road	50	70.8%	29.2%
L071	Unnamed Road (SB)	Ng Lau Road	Access Road	50	78.6%	21.4%
L072	Access road (SB)	End of Access Road	Ng Lau Road	50	100.0%	0.0%
L073	Access road (NB)	Ng Lau Road	End of Access Road	50	87.9%	12.1%
L074	Ng Lau Road (EB)	Access road	Access road	200	74.8%	25.2%
L075	Ng Lau Road (WB)	Access road	Access road	200	81.9%	18.1%
L076	Access road (EB)	Unnamed Road	Ng Lau Road	50	100.0%	0.0%
L077	Access road (WB)	Ng Lau Road	Unnamed Road	50	90.7%	9.3%
L078	Ng Lau Road (NB)	San Hing Road	Access road	250	77.1%	22.9%
L079	Ng Lau Road (SB)	Access road	San Hing Road	200	82.6%	17.4%
L080	Ng Lau Road (SB)	San Hing Road	San Hing Road	150	79.4%	20.6%
L081	Ng Lau Road (NB)	San Hing Road	San Hing Road	200	75.4%	24.6%
L082	San Hing Road (NB)	San Tat Lane	Ng Lau Road	100	79.8%	20.2%
L083	San Hing Road (SB)	Ng Lau Road	San Tat Lane	50	88.6%	11.4%
L084	San Tat Lane (EB)	End of San Tat Lane	San Hing Road	50	90.4%	9.6%
L085	San Tat Lane (WB)	San Hing Road	End of San Tat Lane	50	85.2%	14.8%
L086	San Hing Road (NB)	Access road	San Tat Lane	100	70.4%	29.6%
L087	San Hing Road (SB)	San Tat Lane	Access road	50	92.0%	8.0%
L088	Road S1 (NB)	Road S2	San Hing Road	100	78.0%	22.0%
L089	Road S1 (SB)	San Hing Road	Road S2	50	86.0%	14.0%
L090	San Hing Road (WB)	Ng Lau Road	Access road	100	81.2%	18.8%
L091	San Hing Road (EB)	Access road	Ng Lau Road	50	92.8%	7.2%
L092	Ng Lau Road (WB)	Unnamed Road	San Hing Road	250	76.9%	23.1%
L093	Ng Lau Road (EB)	San Hing Road	Unnamed Road	200	81.3%	18.7%
L094	Unnamed Road (NB)	Ng Lau Road	Access road	100	81.5%	18.5%
L095	Unnamed Road (SB)	Access road	Ng Lau Road	100	82.6%	17.4%
L108	Ng Lau Road (NB)	Lam Tei Interchange	Road S2	550	81.3%	18.7%
L109	Road S2 (WB)	Ng Lau Road	Road S1	50	85.7%	14.3%
L129	Road S1 (NB)	Hong Po Road	Road S2	50	73.2%	26.8%
L130	Ng Lau Road (NB)	Access Road	Unnamed Road	350	77.7%	22.3%
L131	Ng Lau Road (SB)	Unnamed Road	Access Road	250	81.7%	18.3%
L132	To Lai Road (EB)	Access Road to To Yuen Wai	Fuk Hang Tsuen Road	50	69.3%	30.7%
L133	To Lai Road (WB)	Fuk Hang Tsuen Road	Access Road to To Yuen Wai	50	74.9%	25.1%

Note: "LV" includes motorcycle, private car and taxi
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Appendix 4.2

Road Traffic Noise Assessment Results (Base Scenario)

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN101	Tower 1 (Window)	1/F	21.5	70	65	N
TN101	Tower 1 (Window)	2/F	25.0	70	65	N
TN101	Tower 1 (Window)	3/F	28.5	70	66	N
TN101	Tower 1 (Window)	4/F	32.0	70	66	N
TN101	Tower 1 (Window)	5/F	35.5	70	66	N
TN101	Tower 1 (Window)	6/F	39.0	70	66	N
TN101	Tower 1 (Window)	7/F	42.5	70	66	N
TN101	Tower 1 (Window)	8/F	46.0	70	66	N
TN101	Tower 1 (Window)	9/F	49.5	70	66	N
TN101	Tower 1 (Window)	10/F	53.0	70	66	N
TN101	Tower 1 (Window)	11/F	56.5	70	66	N
TN101	Tower 1 (Window)	12/F	60.0	70	66	N
TN101	Tower 1 (Window)	13/F	63.5	70	66	N
TN101	Tower 1 (Window)	14/F	67.0	70	66	N
TN101	Tower 1 (Window)	15/F	70.5	70	66	N
TN101	Tower 1 (Window)	16/F	74.0	70	67	N
TN101	Tower 1 (Window)	17/F	77.5	70	67	N
TN101	Tower 1 (Window)	18/F	81.0	70	68	N
TN101	Tower 1 (Window)	19/F	84.5	70	68	N
TN101	Tower 1 (Window)	20/F	88.0	70	69	N
TN101	Tower 1 (Window)	21/F	91.5	70	69	N
TN101	Tower 1 (Window)	22/F	95.0	70	69	N
TN101	Tower 1 (Window)	23/F	98.5	70	69	N
TN101	Tower 1 (Window)	24/F	102.0	70	69	N
TN101	Tower 1 (Window)	25/F	105.5	70	69	N
TN102	Tower 1 (Window)	1/F	21.5	70	63	N
TN102	Tower 1 (Window)	2/F	25.0	70	63	N
TN102	Tower 1 (Window)	3/F	28.5	70	64	N
TN102	Tower 1 (Window)	4/F	32.0	70	64	N
TN102	Tower 1 (Window)	5/F	35.5	70	64	N
TN102	Tower 1 (Window)	6/F	39.0	70	65	N
TN102	Tower 1 (Window)	7/F	42.5	70	65	N
TN102	Tower 1 (Window)	8/F	46.0	70	65	N
TN102	Tower 1 (Window)	9/F	49.5	70	65	N
TN102	Tower 1 (Window)	10/F	53.0	70	65	N
TN102	Tower 1 (Window)	11/F	56.5	70	65	N
TN102	Tower 1 (Window)	12/F	60.0	70	65	N
TN102	Tower 1 (Window)	13/F	63.5	70	65	N
TN102	Tower 1 (Window)	14/F	67.0	70	65	N
TN102	Tower 1 (Window)	15/F	70.5	70	65	N
TN102	Tower 1 (Window)	16/F	74.0	70	66	N
TN102	Tower 1 (Window)	17/F	77.5	70	66	N
TN102	Tower 1 (Window)	18/F	81.0	70	67	N
TN102	Tower 1 (Window)	19/F	84.5	70	67	N
TN102	Tower 1 (Window)	20/F	88.0	70	67	N
TN102	Tower 1 (Window)	21/F	91.5	70	68	N
TN102	Tower 1 (Window)	22/F	95.0	70	69	N
TN102	Tower 1 (Window)	23/F	98.5	70	69	N
TN102	Tower 1 (Window)	24/F	102.0	70	69	N
TN102	Tower 1 (Window)	25/F	105.5	70	69	N
TN103	Tower 1 (Window)	1/F	21.5	70	63	N
TN103	Tower 1 (Window)	2/F	25.0	70	63	N
TN103	Tower 1 (Window)	3/F	28.5	70	64	N
TN103	Tower 1 (Window)	4/F	32.0	70	64	N
TN103	Tower 1 (Window)	5/F	35.5	70	64	N
TN103	Tower 1 (Window)	6/F	39.0	70	64	N
TN103	Tower 1 (Window)	7/F	42.5	70	64	N
TN103	Tower 1 (Window)	8/F	46.0	70	64	N
TN103	Tower 1 (Window)	9/F	49.5	70	64	N
TN103	Tower 1 (Window)	10/F	53.0	70	65	N
TN103	Tower 1 (Window)	11/F	56.5	70	65	N
TN103	Tower 1 (Window)	12/F	60.0	70	65	N
TN103	Tower 1 (Window)	13/F	63.5	70	65	N
TN103	Tower 1 (Window)	14/F	67.0	70	65	N
TN103	Tower 1 (Window)	15/F	70.5	70	65	N
TN103	Tower 1 (Window)	16/F	74.0	70	66	N
TN103	Tower 1 (Window)	17/F	77.5	70	66	N
TN103	Tower 1 (Window)	18/F	81.0	70	67	N
TN103	Tower 1 (Window)	19/F	84.5	70	67	N
TN103	Tower 1 (Window)	20/F	88.0	70	68	N
TN103	Tower 1 (Window)	21/F	91.5	70	68	N
TN103	Tower 1 (Window)	22/F	95.0	70	69	N
TN103	Tower 1 (Window)	23/F	98.5	70	69	N
TN103	Tower 1 (Window)	24/F	102.0	70	69	N
TN103	Tower 1 (Window)	25/F	105.5	70	69	N
TN104	Tower 1 (Window)	1/F	21.5	70	65	N
TN104	Tower 1 (Window)	2/F	25.0	70	65	N
TN104	Tower 1 (Window)	3/F	28.5	70	65	N
TN104	Tower 1 (Window)	4/F	32.0	70	65	N
TN104	Tower 1 (Window)	5/F	35.5	70	65	N
TN104	Tower 1 (Window)	6/F	39.0	70	65	N
TN104	Tower 1 (Window)	7/F	42.5	70	65	N
TN104	Tower 1 (Window)	8/F	46.0	70	65	N
TN104	Tower 1 (Window)	9/F	49.5	70	65	N
TN104	Tower 1 (Window)	10/F	53.0	70	65	N
TN104	Tower 1 (Window)	11/F	56.5	70	65	N
TN104	Tower 1 (Window)	12/F	60.0	70	65	N
TN104	Tower 1 (Window)	13/F	63.5	70	65	N
TN104	Tower 1 (Window)	14/F	67.0	70	65	N
TN104	Tower 1 (Window)	15/F	70.5	70	65	N
TN104	Tower 1 (Window)	16/F	74.0	70	65	N
TN104	Tower 1 (Window)	17/F	77.5	70	65	N
TN104	Tower 1 (Window)	18/F	81.0	70	65	N
TN104	Tower 1 (Window)	19/F	84.5	70	66	N
TN104	Tower 1 (Window)	20/F	88.0	70	66	N
TN104	Tower 1 (Window)	21/F	91.5	70	66	N
TN104	Tower 1 (Window)	22/F	95.0	70	66	N
TN104	Tower 1 (Window)	23/F	98.5	70	66	N
TN104	Tower 1 (Window)	24/F	102.0	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN104	Tower 1 (Window)	25/F	105.5	70	66	N
TN105	Tower 1 (Window)	1/F	21.5	70	65	N
TN105	Tower 1 (Window)	2/F	25.0	70	65	N
TN105	Tower 1 (Window)	3/F	28.5	70	65	N
TN105	Tower 1 (Window)	4/F	32.0	70	65	N
TN105	Tower 1 (Window)	5/F	35.5	70	65	N
TN105	Tower 1 (Window)	6/F	39.0	70	65	N
TN105	Tower 1 (Window)	7/F	42.5	70	65	N
TN105	Tower 1 (Window)	8/F	46.0	70	65	N
TN105	Tower 1 (Window)	9/F	49.5	70	65	N
TN105	Tower 1 (Window)	10/F	53.0	70	65	N
TN105	Tower 1 (Window)	11/F	56.5	70	64	N
TN105	Tower 1 (Window)	12/F	60.0	70	64	N
TN105	Tower 1 (Window)	13/F	63.5	70	64	N
TN105	Tower 1 (Window)	14/F	67.0	70	64	N
TN105	Tower 1 (Window)	15/F	70.5	70	64	N
TN105	Tower 1 (Window)	16/F	74.0	70	64	N
TN105	Tower 1 (Window)	17/F	77.5	70	64	N
TN105	Tower 1 (Window)	18/F	81.0	70	64	N
TN105	Tower 1 (Window)	19/F	84.5	70	64	N
TN105	Tower 1 (Window)	20/F	88.0	70	64	N
TN105	Tower 1 (Window)	21/F	91.5	70	64	N
TN105	Tower 1 (Window)	22/F	95.0	70	64	N
TN105	Tower 1 (Window)	23/F	98.5	70	64	N
TN105	Tower 1 (Window)	24/F	102.0	70	64	N
TN105	Tower 1 (Window)	25/F	105.5	70	64	N
TN106	Tower 1 (Window)	1/F	21.5	70	64	N
TN106	Tower 1 (Window)	2/F	25.0	70	64	N
TN106	Tower 1 (Window)	3/F	28.5	70	64	N
TN106	Tower 1 (Window)	4/F	32.0	70	64	N
TN106	Tower 1 (Window)	5/F	35.5	70	64	N
TN106	Tower 1 (Window)	6/F	39.0	70	64	N
TN106	Tower 1 (Window)	7/F	42.5	70	64	N
TN106	Tower 1 (Window)	8/F	46.0	70	64	N
TN106	Tower 1 (Window)	9/F	49.5	70	64	N
TN106	Tower 1 (Window)	10/F	53.0	70	64	N
TN106	Tower 1 (Window)	11/F	56.5	70	64	N
TN106	Tower 1 (Window)	12/F	60.0	70	64	N
TN106	Tower 1 (Window)	13/F	63.5	70	64	N
TN106	Tower 1 (Window)	14/F	67.0	70	64	N
TN106	Tower 1 (Window)	15/F	70.5	70	64	N
TN106	Tower 1 (Window)	16/F	74.0	70	64	N
TN106	Tower 1 (Window)	17/F	77.5	70	64	N
TN106	Tower 1 (Window)	18/F	81.0	70	64	N
TN106	Tower 1 (Window)	19/F	84.5	70	64	N
TN106	Tower 1 (Window)	20/F	88.0	70	64	N
TN106	Tower 1 (Window)	21/F	91.5	70	64	N
TN106	Tower 1 (Window)	22/F	95.0	70	64	N
TN106	Tower 1 (Window)	23/F	98.5	70	64	N
TN106	Tower 1 (Window)	24/F	102.0	70	64	N
TN106	Tower 1 (Window)	25/F	105.5	70	64	N
TN107	Tower 1 (Window)	1/F	21.5	70	64	N
TN107	Tower 1 (Window)	2/F	25.0	70	64	N
TN107	Tower 1 (Window)	3/F	28.5	70	64	N
TN107	Tower 1 (Window)	4/F	32.0	70	64	N
TN107	Tower 1 (Window)	5/F	35.5	70	64	N
TN107	Tower 1 (Window)	6/F	39.0	70	64	N
TN107	Tower 1 (Window)	7/F	42.5	70	64	N
TN107	Tower 1 (Window)	8/F	46.0	70	64	N
TN107	Tower 1 (Window)	9/F	49.5	70	64	N
TN107	Tower 1 (Window)	10/F	53.0	70	64	N
TN107	Tower 1 (Window)	11/F	56.5	70	64	N
TN107	Tower 1 (Window)	12/F	60.0	70	64	N
TN107	Tower 1 (Window)	13/F	63.5	70	64	N
TN107	Tower 1 (Window)	14/F	67.0	70	64	N
TN107	Tower 1 (Window)	15/F	70.5	70	64	N
TN107	Tower 1 (Window)	16/F	74.0	70	64	N
TN107	Tower 1 (Window)	17/F	77.5	70	64	N
TN107	Tower 1 (Window)	18/F	81.0	70	64	N
TN107	Tower 1 (Window)	19/F	84.5	70	64	N
TN107	Tower 1 (Window)	20/F	88.0	70	64	N
TN107	Tower 1 (Window)	21/F	91.5	70	64	N
TN107	Tower 1 (Window)	22/F	95.0	70	64	N
TN107	Tower 1 (Window)	23/F	98.5	70	64	N
TN107	Tower 1 (Window)	24/F	102.0	70	64	N
TN107	Tower 1 (Window)	25/F	105.5	70	64	N
TN108	Tower 1 (Window)	1/F	21.5	70	65	N
TN108	Tower 1 (Window)	2/F	25.0	70	66	N
TN108	Tower 1 (Window)	3/F	28.5	70	67	N
TN108	Tower 1 (Window)	4/F	32.0	70	67	N
TN108	Tower 1 (Window)	5/F	35.5	70	67	N
TN108	Tower 1 (Window)	6/F	39.0	70	67	N
TN108	Tower 1 (Window)	7/F	42.5	70	67	N
TN108	Tower 1 (Window)	8/F	46.0	70	67	N
TN108	Tower 1 (Window)	9/F	49.5	70	67	N
TN108	Tower 1 (Window)	10/F	53.0	70	67	N
TN108	Tower 1 (Window)	11/F	56.5	70	67	N
TN108	Tower 1 (Window)	12/F	60.0	70	67	N
TN108	Tower 1 (Window)	13/F	63.5	70	67	N
TN108	Tower 1 (Window)	14/F	67.0	70	67	N
TN108	Tower 1 (Window)	15/F	70.5	70	67	N
TN108	Tower 1 (Window)	16/F	74.0	70	67	N
TN108	Tower 1 (Window)	17/F	77.5	70	67	N
TN108	Tower 1 (Window)	18/F	81.0	70	67	N
TN108	Tower 1 (Window)	19/F	84.5	70	67	N
TN108	Tower 1 (Window)	20/F	88.0	70	67	N
TN108	Tower 1 (Window)	21/F	91.5	70	67	N
TN108	Tower 1 (Window)	22/F	95.0	70	67	N
TN108	Tower 1 (Window)	23/F	98.5	70	67	N

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN108	Tower 1 (Window)	24/F	102.0	70	67	N
TN108	Tower 1 (Window)	25/F	105.5	70	67	N
TN109	Tower 1 (Window)	1/F	21.5	70	66	N
TN109	Tower 1 (Window)	2/F	25.0	70	68	N
TN109	Tower 1 (Window)	3/F	28.5	70	69	N
TN109	Tower 1 (Window)	4/F	32.0	70	69	N
TN109	Tower 1 (Window)	5/F	35.5	70	69	N
TN109	Tower 1 (Window)	6/F	39.0	70	69	N
TN109	Tower 1 (Window)	7/F	42.5	70	69	N
TN109	Tower 1 (Window)	8/F	46.0	70	69	N
TN109	Tower 1 (Window)	9/F	49.5	70	69	N
TN109	Tower 1 (Window)	10/F	53.0	70	69	N
TN109	Tower 1 (Window)	11/F	56.5	70	69	N
TN109	Tower 1 (Window)	12/F	60.0	70	69	N
TN109	Tower 1 (Window)	13/F	63.5	70	69	N
TN109	Tower 1 (Window)	14/F	67.0	70	69	N
TN109	Tower 1 (Window)	15/F	70.5	70	69	N
TN109	Tower 1 (Window)	16/F	74.0	70	69	N
TN109	Tower 1 (Window)	17/F	77.5	70	69	N
TN109	Tower 1 (Window)	18/F	81.0	70	69	N
TN109	Tower 1 (Window)	19/F	84.5	70	69	N
TN109	Tower 1 (Window)	20/F	88.0	70	69	N
TN109	Tower 1 (Window)	21/F	91.5	70	69	N
TN109	Tower 1 (Window)	22/F	95.0	70	69	N
TN109	Tower 1 (Window)	23/F	98.5	70	69	N
TN109	Tower 1 (Window)	24/F	102.0	70	69	N
TN109	Tower 1 (Window)	25/F	105.5	70	69	N
TN110	Tower 1 (Window)	1/F	21.5	70	65	N
TN110	Tower 1 (Window)	2/F	25.0	70	67	N
TN110	Tower 1 (Window)	3/F	28.5	70	68	N
TN110	Tower 1 (Window)	4/F	32.0	70	68	N
TN110	Tower 1 (Window)	5/F	35.5	70	68	N
TN110	Tower 1 (Window)	6/F	39.0	70	68	N
TN110	Tower 1 (Window)	7/F	42.5	70	68	N
TN110	Tower 1 (Window)	8/F	46.0	70	68	N
TN110	Tower 1 (Window)	9/F	49.5	70	68	N
TN110	Tower 1 (Window)	10/F	53.0	70	68	N
TN110	Tower 1 (Window)	11/F	56.5	70	68	N
TN110	Tower 1 (Window)	12/F	60.0	70	68	N
TN110	Tower 1 (Window)	13/F	63.5	70	68	N
TN110	Tower 1 (Window)	14/F	67.0	70	68	N
TN110	Tower 1 (Window)	15/F	70.5	70	68	N
TN110	Tower 1 (Window)	16/F	74.0	70	68	N
TN110	Tower 1 (Window)	17/F	77.5	70	68	N
TN110	Tower 1 (Window)	18/F	81.0	70	68	N
TN110	Tower 1 (Window)	19/F	84.5	70	68	N
TN110	Tower 1 (Window)	20/F	88.0	70	68	N
TN110	Tower 1 (Window)	21/F	91.5	70	68	N
TN110	Tower 1 (Window)	22/F	95.0	70	68	N
TN110	Tower 1 (Window)	23/F	98.5	70	68	N
TN110	Tower 1 (Window)	24/F	102.0	70	68	N
TN110	Tower 1 (Window)	25/F	105.5	70	68	N
TN201	Tower 1 (Window)	1/F	21.5	70	66	N
TN201	Tower 1 (Window)	2/F	25.0	70	68	N
TN201	Tower 1 (Window)	3/F	28.5	70	68	N
TN201	Tower 1 (Window)	4/F	32.0	70	68	N
TN201	Tower 1 (Window)	5/F	35.5	70	68	N
TN201	Tower 1 (Window)	6/F	39.0	70	68	N
TN201	Tower 1 (Window)	7/F	42.5	70	68	N
TN201	Tower 1 (Window)	8/F	46.0	70	68	N
TN201	Tower 1 (Window)	9/F	49.5	70	68	N
TN201	Tower 1 (Window)	10/F	53.0	70	68	N
TN201	Tower 1 (Window)	11/F	56.5	70	68	N
TN201	Tower 1 (Window)	12/F	60.0	70	68	N
TN201	Tower 1 (Window)	13/F	63.5	70	68	N
TN201	Tower 1 (Window)	14/F	67.0	70	68	N
TN201	Tower 1 (Window)	15/F	70.5	70	68	N
TN201	Tower 1 (Window)	16/F	74.0	70	68	N
TN201	Tower 1 (Window)	17/F	77.5	70	68	N
TN201	Tower 1 (Window)	18/F	81.0	70	68	N
TN201	Tower 1 (Window)	19/F	84.5	70	68	N
TN201	Tower 1 (Window)	20/F	88.0	70	68	N
TN201	Tower 1 (Window)	21/F	91.5	70	68	N
TN201	Tower 1 (Window)	22/F	95.0	70	68	N
TN201	Tower 1 (Window)	23/F	98.5	70	68	N
TN201	Tower 1 (Window)	24/F	102.0	70	67	N
TN201	Tower 1 (Window)	25/F	105.5	70	67	N
TN202	Tower 1 (Window)	1/F	21.5	70	67	N
TN202	Tower 1 (Window)	2/F	25.0	70	68	N
TN202	Tower 1 (Window)	3/F	28.5	70	68	N
TN202	Tower 1 (Window)	4/F	32.0	70	68	N
TN202	Tower 1 (Window)	5/F	35.5	70	68	N
TN202	Tower 1 (Window)	6/F	39.0	70	68	N
TN202	Tower 1 (Window)	7/F	42.5	70	68	N
TN202	Tower 1 (Window)	8/F	46.0	70	68	N
TN202	Tower 1 (Window)	9/F	49.5	70	68	N
TN202	Tower 1 (Window)	10/F	53.0	70	68	N
TN202	Tower 1 (Window)	11/F	56.5	70	67	N
TN202	Tower 1 (Window)	12/F	60.0	70	67	N
TN202	Tower 1 (Window)	13/F	63.5	70	67	N
TN202	Tower 1 (Window)	14/F	67.0	70	67	N
TN202	Tower 1 (Window)	15/F	70.5	70	67	N
TN202	Tower 1 (Window)	16/F	74.0	70	67	N
TN202	Tower 1 (Window)	17/F	77.5	70	67	N
TN202	Tower 1 (Window)	18/F	81.0	70	67	N
TN202	Tower 1 (Window)	19/F	84.5	70	67	N
TN202	Tower 1 (Window)	20/F	88.0	70	67	N
TN202	Tower 1 (Window)	21/F	91.5	70	67	N
TN202	Tower 1 (Window)	22/F	95.0	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN202	Tower 1 (Window)	23/F	98.5	70	66	N
TN202	Tower 1 (Window)	24/F	102.0	70	66	N
TN202	Tower 1 (Window)	25/F	105.5	70	66	N
TN203	Tower 2 (Balcony)	1/F	21.5	70	55	N
TN203	Tower 2 (Balcony)	2/F	25.0	70	57	N
TN203	Tower 2 (Balcony)	3/F	28.5	70	57	N
TN203	Tower 2 (Balcony)	4/F	32.0	70	57	N
TN203	Tower 2 (Balcony)	5/F	35.5	70	57	N
TN203	Tower 2 (Balcony)	6/F	39.0	70	57	N
TN203	Tower 2 (Balcony)	7/F	42.5	70	57	N
TN203	Tower 2 (Balcony)	8/F	46.0	70	57	N
TN203	Tower 2 (Balcony)	9/F	49.5	70	57	N
TN203	Tower 2 (Balcony)	10/F	53.0	70	57	N
TN203	Tower 2 (Balcony)	11/F	56.5	70	57	N
TN203	Tower 2 (Balcony)	12/F	60.0	70	57	N
TN203	Tower 2 (Balcony)	13/F	63.5	70	57	N
TN203	Tower 2 (Balcony)	14/F	67.0	70	57	N
TN203	Tower 2 (Balcony)	15/F	70.5	70	57	N
TN203	Tower 2 (Balcony)	16/F	74.0	70	57	N
TN203	Tower 2 (Balcony)	17/F	77.5	70	57	N
TN203	Tower 2 (Balcony)	18/F	81.0	70	57	N
TN203	Tower 2 (Balcony)	19/F	84.5	70	57	N
TN203	Tower 2 (Balcony)	20/F	88.0	70	57	N
TN203	Tower 2 (Balcony)	21/F	91.5	70	57	N
TN203	Tower 2 (Balcony)	22/F	95.0	70	57	N
TN203	Tower 2 (Balcony)	23/F	98.5	70	57	N
TN203	Tower 2 (Balcony)	24/F	102.0	70	57	N
TN203	Tower 2 (Balcony)	25/F	105.5	70	58	N
TN204	Tower 2 (Window)	1/F	21.5	70	67	N
TN204	Tower 2 (Window)	2/F	25.0	70	67	N
TN204	Tower 2 (Window)	3/F	28.5	70	67	N
TN204	Tower 2 (Window)	4/F	32.0	70	67	N
TN204	Tower 2 (Window)	5/F	35.5	70	67	N
TN204	Tower 2 (Window)	6/F	39.0	70	67	N
TN204	Tower 2 (Window)	7/F	42.5	70	67	N
TN204	Tower 2 (Window)	8/F	46.0	70	67	N
TN204	Tower 2 (Window)	9/F	49.5	70	67	N
TN204	Tower 2 (Window)	10/F	53.0	70	67	N
TN204	Tower 2 (Window)	11/F	56.5	70	67	N
TN204	Tower 2 (Window)	12/F	60.0	70	67	N
TN204	Tower 2 (Window)	13/F	63.5	70	67	N
TN204	Tower 2 (Window)	14/F	67.0	70	67	N
TN204	Tower 2 (Window)	15/F	70.5	70	67	N
TN204	Tower 2 (Window)	16/F	74.0	70	67	N
TN204	Tower 2 (Window)	17/F	77.5	70	67	N
TN204	Tower 2 (Window)	18/F	81.0	70	67	N
TN204	Tower 2 (Window)	19/F	84.5	70	67	N
TN204	Tower 2 (Window)	20/F	88.0	70	67	N
TN204	Tower 2 (Window)	21/F	91.5	70	67	N
TN204	Tower 2 (Window)	22/F	95.0	70	67	N
TN204	Tower 2 (Window)	23/F	98.5	70	67	N
TN204	Tower 2 (Window)	24/F	102.0	70	67	N
TN204	Tower 2 (Window)	25/F	105.5	70	67	N
TN205	Tower 2 (Window)	1/F	21.5	70	68	N
TN205	Tower 2 (Window)	2/F	25.0	70	69	N
TN205	Tower 2 (Window)	3/F	28.5	70	69	N
TN205	Tower 2 (Window)	4/F	32.0	70	69	N
TN205	Tower 2 (Window)	5/F	35.5	70	69	N
TN205	Tower 2 (Window)	6/F	39.0	70	69	N
TN205	Tower 2 (Window)	7/F	42.5	70	69	N
TN205	Tower 2 (Window)	8/F	46.0	70	69	N
TN205	Tower 2 (Window)	9/F	49.5	70	68	N
TN205	Tower 2 (Window)	10/F	53.0	70	68	N
TN205	Tower 2 (Window)	11/F	56.5	70	68	N
TN205	Tower 2 (Window)	12/F	60.0	70	68	N
TN205	Tower 2 (Window)	13/F	63.5	70	68	N
TN205	Tower 2 (Window)	14/F	67.0	70	68	N
TN205	Tower 2 (Window)	15/F	70.5	70	68	N
TN205	Tower 2 (Window)	16/F	74.0	70	68	N
TN205	Tower 2 (Window)	17/F	77.5	70	68	N
TN205	Tower 2 (Window)	18/F	81.0	70	68	N
TN205	Tower 2 (Window)	19/F	84.5	70	68	N
TN205	Tower 2 (Window)	20/F	88.0	70	68	N
TN205	Tower 2 (Window)	21/F	91.5	70	68	N
TN205	Tower 2 (Window)	22/F	95.0	70	68	N
TN205	Tower 2 (Window)	23/F	98.5	70	68	N
TN205	Tower 2 (Window)	24/F	102.0	70	68	N
TN205	Tower 2 (Window)	25/F	105.5	70	68	N
TN301	Tower 2(Window)	1/F	15.5	70	53	N
TN301	Tower 2(Window)	2/F	19.0	70	53	N
TN301	Tower 2(Window)	3/F	22.5	70	53	N
TN301	Tower 2(Window)	4/F	26.0	70	53	N
TN301	Tower 2(Window)	5/F	29.5	70	53	N
TN301	Tower 2(Window)	6/F	33.0	70	54	N
TN301	Tower 2(Window)	7/F	36.5	70	54	N
TN301	Tower 2(Window)	8/F	40.0	70	54	N
TN301	Tower 2(Window)	9/F	43.5	70	54	N
TN301	Tower 2(Window)	10/F	47.0	70	54	N
TN301	Tower 2(Window)	11/F	50.5	70	54	N
TN301	Tower 2(Window)	12/F	54.0	70	54	N
TN301	Tower 2(Window)	13/F	57.5	70	54	N
TN301	Tower 2(Window)	14/F	61.0	70	55	N
TN301	Tower 2(Window)	15/F	64.5	70	57	N
TN401	Tower 4 (Balcony)	1/F	15.5	70	63	N
TN401	Tower 4 (Balcony)	2/F	19.0	70	63	N
TN401	Tower 4 (Balcony)	3/F	22.5	70	63	N
TN401	Tower 4 (Balcony)	4/F	26.0	70	63	N
TN401	Tower 4 (Balcony)	5/F	29.5	70	63	N
TN401	Tower 4 (Balcony)	6/F	33.0	70	63	N

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN401	Tower 4 (Balcony)	7/F	36.5	70	63	N
TN401	Tower 4 (Balcony)	8/F	40.0	70	63	N
TN401	Tower 4 (Balcony)	9/F	43.5	70	63	N
TN401	Tower 4 (Balcony)	10/F	47.0	70	63	N
TN401	Tower 4 (Balcony)	11/F	50.5	70	63	N
TN401	Tower 4 (Balcony)	12/F	54.0	70	63	N
TN401	Tower 4 (Balcony)	13/F	57.5	70	63	N
TN402	Tower 4 (Balcony)	1/F	15.5	70	62	N
TN402	Tower 4 (Balcony)	2/F	19.0	70	62	N
TN402	Tower 4 (Balcony)	3/F	22.5	70	62	N
TN402	Tower 4 (Balcony)	4/F	26.0	70	62	N
TN402	Tower 4 (Balcony)	5/F	29.5	70	62	N
TN402	Tower 4 (Balcony)	6/F	33.0	70	62	N
TN402	Tower 4 (Balcony)	7/F	36.5	70	62	N
TN402	Tower 4 (Balcony)	8/F	40.0	70	62	N
TN402	Tower 4 (Balcony)	9/F	43.5	70	62	N
TN402	Tower 4 (Balcony)	10/F	47.0	70	62	N
TN402	Tower 4 (Balcony)	11/F	50.5	70	62	N
TN402	Tower 4 (Balcony)	12/F	54.0	70	62	N
TN402	Tower 4 (Balcony)	13/F	57.5	70	62	N
TN403	Tower 4 (Window)	1/F	15.5	70	69	N
TN403	Tower 4 (Window)	2/F	19.0	70	69	N
TN403	Tower 4 (Window)	3/F	22.5	70	69	N
TN403	Tower 4 (Window)	4/F	26.0	70	69	N
TN403	Tower 4 (Window)	5/F	29.5	70	69	N
TN403	Tower 4 (Window)	6/F	33.0	70	69	N
TN403	Tower 4 (Window)	7/F	36.5	70	69	N
TN403	Tower 4 (Window)	8/F	40.0	70	69	N
TN403	Tower 4 (Window)	9/F	43.5	70	68	N
TN403	Tower 4 (Window)	10/F	47.0	70	68	N
TN403	Tower 4 (Window)	11/F	50.5	70	68	N
TN403	Tower 4 (Window)	12/F	54.0	70	68	N
TN403	Tower 4 (Window)	13/F	57.5	70	68	N
TN404	Tower 4 (Balcony)	1/F	15.5	70	67	N
TN404	Tower 4 (Balcony)	2/F	19.0	70	67	N
TN404	Tower 4 (Balcony)	3/F	22.5	70	67	N
TN404	Tower 4 (Balcony)	4/F	26.0	70	67	N
TN404	Tower 4 (Balcony)	5/F	29.5	70	66	N
TN404	Tower 4 (Balcony)	6/F	33.0	70	66	N
TN404	Tower 4 (Balcony)	7/F	36.5	70	66	N
TN404	Tower 4 (Balcony)	8/F	40.0	70	66	N
TN404	Tower 4 (Balcony)	9/F	43.5	70	66	N
TN404	Tower 4 (Balcony)	10/F	47.0	70	66	N
TN404	Tower 4 (Balcony)	11/F	50.5	70	66	N
TN404	Tower 4 (Balcony)	12/F	54.0	70	66	N
TN404	Tower 4 (Balcony)	13/F	57.5	70	66	N
TN405	Tower 4 (Balcony)	1/F	15.5	70	67	N
TN405	Tower 4 (Balcony)	2/F	19.0	70	67	N
TN405	Tower 4 (Balcony)	3/F	22.5	70	67	N
TN405	Tower 4 (Balcony)	4/F	26.0	70	67	N
TN405	Tower 4 (Balcony)	5/F	29.5	70	67	N
TN405	Tower 4 (Balcony)	6/F	33.0	70	66	N
TN405	Tower 4 (Balcony)	7/F	36.5	70	66	N
TN405	Tower 4 (Balcony)	8/F	40.0	70	66	N
TN405	Tower 4 (Balcony)	9/F	43.5	70	66	N
TN405	Tower 4 (Balcony)	10/F	47.0	70	66	N
TN405	Tower 4 (Balcony)	11/F	50.5	70	66	N
TN405	Tower 4 (Balcony)	12/F	54.0	70	66	N
TN405	Tower 4 (Balcony)	13/F	57.5	70	66	N
TN406	Tower 4 (Window)	1/F	15.5	70	67	N
TN406	Tower 4 (Window)	2/F	19.0	70	67	N
TN406	Tower 4 (Window)	3/F	22.5	70	67	N
TN406	Tower 4 (Window)	4/F	26.0	70	67	N
TN406	Tower 4 (Window)	5/F	29.5	70	67	N
TN406	Tower 4 (Window)	6/F	33.0	70	67	N
TN406	Tower 4 (Window)	7/F	36.5	70	67	N
TN406	Tower 4 (Window)	8/F	40.0	70	66	N
TN406	Tower 4 (Window)	9/F	43.5	70	66	N
TN406	Tower 4 (Window)	10/F	47.0	70	66	N
TN406	Tower 4 (Window)	11/F	50.5	70	66	N
TN406	Tower 4 (Window)	12/F	54.0	70	66	N
TN406	Tower 4 (Window)	13/F	57.5	70	66	N
TN407	Tower 4 (Balcony)	1/F	15.5	70	67	N
TN407	Tower 4 (Balcony)	2/F	19.0	70	67	N
TN407	Tower 4 (Balcony)	3/F	22.5	70	67	N
TN407	Tower 4 (Balcony)	4/F	26.0	70	67	N
TN407	Tower 4 (Balcony)	5/F	29.5	70	67	N
TN407	Tower 4 (Balcony)	6/F	33.0	70	67	N
TN407	Tower 4 (Balcony)	7/F	36.5	70	67	N
TN407	Tower 4 (Balcony)	8/F	40.0	70	67	N
TN407	Tower 4 (Balcony)	9/F	43.5	70	67	N
TN407	Tower 4 (Balcony)	10/F	47.0	70	66	N
TN407	Tower 4 (Balcony)	11/F	50.5	70	66	N
TN407	Tower 4 (Balcony)	12/F	54.0	70	66	N
TN407	Tower 4 (Balcony)	13/F	57.5	70	66	N
TN408	Tower 4 (Window)	1/F	15.5	70	67	N
TN408	Tower 4 (Window)	2/F	19.0	70	67	N
TN408	Tower 4 (Window)	3/F	22.5	70	67	N
TN408	Tower 4 (Window)	4/F	26.0	70	67	N
TN408	Tower 4 (Window)	5/F	29.5	70	67	N
TN408	Tower 4 (Window)	6/F	33.0	70	67	N
TN408	Tower 4 (Window)	7/F	36.5	70	67	N
TN408	Tower 4 (Window)	8/F	40.0	70	67	N
TN408	Tower 4 (Window)	9/F	43.5	70	67	N
TN408	Tower 4 (Window)	10/F	47.0	70	67	N
TN408	Tower 4 (Window)	11/F	50.5	70	67	N
TN408	Tower 4 (Window)	12/F	54.0	70	66	N
TN408	Tower 4 (Window)	13/F	57.5	70	66	N
TN409	Tower 4 (Window)	1/F	15.5	70	67	N

Predicted Road Traffic Noise Levels at Representative NSRs For AM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN409	Tower 4 (Window)	2/F	19.0	70	67	N
TN409	Tower 4 (Window)	3/F	22.5	70	67	N
TN409	Tower 4 (Window)	4/F	26.0	70	67	N
TN409	Tower 4 (Window)	5/F	29.5	70	67	N
TN409	Tower 4 (Window)	6/F	33.0	70	67	N
TN409	Tower 4 (Window)	7/F	36.5	70	66	N
TN409	Tower 4 (Window)	8/F	40.0	70	66	N
TN409	Tower 4 (Window)	9/F	43.5	70	66	N
TN409	Tower 4 (Window)	10/F	47.0	70	66	N
TN409	Tower 4 (Window)	11/F	50.5	70	66	N
TN409	Tower 4 (Window)	12/F	54.0	70	66	N
TN409	Tower 4 (Window)	13/F	57.5	70	66	N
TN410	Tower 4 (Window)	1/F	15.5	70	63	N
TN410	Tower 4 (Window)	2/F	19.0	70	63	N
TN410	Tower 4 (Window)	3/F	22.5	70	63	N
TN410	Tower 4 (Window)	4/F	26.0	70	63	N
TN410	Tower 4 (Window)	5/F	29.5	70	63	N
TN410	Tower 4 (Window)	6/F	33.0	70	63	N
TN410	Tower 4 (Window)	7/F	36.5	70	63	N
TN410	Tower 4 (Window)	8/F	40.0	70	63	N
TN410	Tower 4 (Window)	9/F	43.5	70	63	N
TN410	Tower 4 (Window)	10/F	47.0	70	63	N
TN410	Tower 4 (Window)	11/F	50.5	70	63	N
TN410	Tower 4 (Window)	12/F	54.0	70	63	N
TN410	Tower 4 (Window)	13/F	57.5	70	63	N
TN411	Tower 4 (Balcony)	1/F	15.5	70	51	N
TN411	Tower 4 (Balcony)	2/F	19.0	70	51	N
TN411	Tower 4 (Balcony)	3/F	22.5	70	51	N
TN411	Tower 4 (Balcony)	4/F	26.0	70	51	N
TN411	Tower 4 (Balcony)	5/F	29.5	70	51	N
TN411	Tower 4 (Balcony)	6/F	33.0	70	51	N
TN411	Tower 4 (Balcony)	7/F	36.5	70	51	N
TN411	Tower 4 (Balcony)	8/F	40.0	70	51	N
TN411	Tower 4 (Balcony)	9/F	43.5	70	51	N
TN411	Tower 4 (Balcony)	10/F	47.0	70	51	N
TN411	Tower 4 (Balcony)	11/F	50.5	70	51	N
TN411	Tower 4 (Balcony)	12/F	54.0	70	52	N
TN411	Tower 4 (Balcony)	13/F	57.5	70	55	N
TN412	Tower 4 (Window)	1/F	15.5	70	62	N
TN412	Tower 4 (Window)	2/F	19.0	70	63	N
TN412	Tower 4 (Window)	3/F	22.5	70	63	N
TN412	Tower 4 (Window)	4/F	26.0	70	63	N
TN412	Tower 4 (Window)	5/F	29.5	70	63	N
TN412	Tower 4 (Window)	6/F	33.0	70	63	N
TN412	Tower 4 (Window)	7/F	36.5	70	63	N
TN412	Tower 4 (Window)	8/F	40.0	70	63	N
TN412	Tower 4 (Window)	9/F	43.5	70	63	N
TN412	Tower 4 (Window)	10/F	47.0	70	63	N
TN412	Tower 4 (Window)	11/F	50.5	70	63	N
TN412	Tower 4 (Window)	12/F	54.0	70	63	N
TN412	Tower 4 (Window)	13/F	57.5	70	63	N
TN501	Tower 5 (Balcony)	1/F	15.5	70	66	N
TN501	Tower 5 (Balcony)	2/F	19.0	70	66	N
TN501	Tower 5 (Balcony)	3/F	22.5	70	66	N
TN501	Tower 5 (Balcony)	4/F	26.0	70	66	N
TN501	Tower 5 (Balcony)	5/F	29.5	70	66	N
TN501	Tower 5 (Balcony)	6/F	33.0	70	66	N
TN501	Tower 5 (Balcony)	7/F	36.5	70	66	N
TN501	Tower 5 (Balcony)	8/F	40.0	70	66	N
TN501	Tower 5 (Balcony)	9/F	43.5	70	66	N
TN501	Tower 5 (Balcony)	10/F	47.0	70	66	N
TN501	Tower 5 (Balcony)	11/F	50.5	70	66	N
TN501	Tower 5 (Balcony)	12/F	54.0	70	65	N
TN501	Tower 5 (Balcony)	13/F	57.5	70	65	N
TN501	Tower 5 (Balcony)	14/F	61.0	70	65	N
TN501	Tower 5 (Balcony)	15/F	64.5	70	65	N
TN501	Tower 5 (Balcony)	16/F	68.0	70	65	N
TN501	Tower 5 (Balcony)	17/F	71.5	70	65	N
TN501	Tower 5 (Balcony)	18/F	75.0	70	65	N
TN501	Tower 5 (Balcony)	19/F	78.5	70	65	N
TN501	Tower 5 (Balcony)	20/F	82.0	70	65	N
TN501	Tower 5 (Balcony)	21/F	85.5	70	65	N
TN501	Tower 5 (Balcony)	22/F	89.0	70	65	N
TN501	Tower 5 (Balcony)	23/F	92.5	70	65	N
TN502	Tower 5 (Balcony)	1/F	15.5	70	67	N
TN502	Tower 5 (Balcony)	2/F	19.0	70	66	N
TN502	Tower 5 (Balcony)	3/F	22.5	70	66	N
TN502	Tower 5 (Balcony)	4/F	26.0	70	66	N
TN502	Tower 5 (Balcony)	5/F	29.5	70	66	N
TN502	Tower 5 (Balcony)	6/F	33.0	70	66	N
TN502	Tower 5 (Balcony)	7/F	36.5	70	66	N
TN502	Tower 5 (Balcony)	8/F	40.0	70	66	N
TN502	Tower 5 (Balcony)	9/F	43.5	70	66	N
TN502	Tower 5 (Balcony)	10/F	47.0	70	66	N
TN502	Tower 5 (Balcony)	11/F	50.5	70	66	N
TN502	Tower 5 (Balcony)	12/F	54.0	70	66	N
TN502	Tower 5 (Balcony)	13/F	57.5	70	66	N
TN502	Tower 5 (Balcony)	14/F	61.0	70	66	N
TN502	Tower 5 (Balcony)	15/F	64.5	70	66	N
TN502	Tower 5 (Balcony)	16/F	68.0	70	66	N
TN502	Tower 5 (Balcony)	17/F	71.5	70	66	N
TN502	Tower 5 (Balcony)	18/F	75.0	70	66	N
TN502	Tower 5 (Balcony)	19/F	78.5	70	65	N
TN502	Tower 5 (Balcony)	20/F	82.0	70	65	N
TN502	Tower 5 (Balcony)	21/F	85.5	70	65	N
TN502	Tower 5 (Balcony)	22/F	89.0	70	65	N
TN502	Tower 5 (Balcony)	23/F	92.5	70	65	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN101	Tower 1 (Window)	1/F	21.5	70	65	N
TN101	Tower 1 (Window)	2/F	25.0	70	65	N
TN101	Tower 1 (Window)	3/F	28.5	70	66	N
TN101	Tower 1 (Window)	4/F	32.0	70	66	N
TN101	Tower 1 (Window)	5/F	35.5	70	66	N
TN101	Tower 1 (Window)	6/F	39.0	70	66	N
TN101	Tower 1 (Window)	7/F	42.5	70	66	N
TN101	Tower 1 (Window)	8/F	46.0	70	66	N
TN101	Tower 1 (Window)	9/F	49.5	70	66	N
TN101	Tower 1 (Window)	10/F	53.0	70	66	N
TN101	Tower 1 (Window)	11/F	56.5	70	66	N
TN101	Tower 1 (Window)	12/F	60.0	70	66	N
TN101	Tower 1 (Window)	13/F	63.5	70	66	N
TN101	Tower 1 (Window)	14/F	67.0	70	66	N
TN101	Tower 1 (Window)	15/F	70.5	70	66	N
TN101	Tower 1 (Window)	16/F	74.0	70	66	N
TN101	Tower 1 (Window)	17/F	77.5	70	67	N
TN101	Tower 1 (Window)	18/F	81.0	70	67	N
TN101	Tower 1 (Window)	19/F	84.5	70	68	N
TN101	Tower 1 (Window)	20/F	88.0	70	69	N
TN101	Tower 1 (Window)	21/F	91.5	70	69	N
TN101	Tower 1 (Window)	22/F	95.0	70	69	N
TN101	Tower 1 (Window)	23/F	98.5	70	69	N
TN101	Tower 1 (Window)	24/F	102.0	70	69	N
TN101	Tower 1 (Window)	25/F	105.5	70	69	N
TN102	Tower 1 (Window)	1/F	21.5	70	63	N
TN102	Tower 1 (Window)	2/F	25.0	70	63	N
TN102	Tower 1 (Window)	3/F	28.5	70	64	N
TN102	Tower 1 (Window)	4/F	32.0	70	64	N
TN102	Tower 1 (Window)	5/F	35.5	70	64	N
TN102	Tower 1 (Window)	6/F	39.0	70	64	N
TN102	Tower 1 (Window)	7/F	42.5	70	65	N
TN102	Tower 1 (Window)	8/F	46.0	70	65	N
TN102	Tower 1 (Window)	9/F	49.5	70	65	N
TN102	Tower 1 (Window)	10/F	53.0	70	65	N
TN102	Tower 1 (Window)	11/F	56.5	70	65	N
TN102	Tower 1 (Window)	12/F	60.0	70	65	N
TN102	Tower 1 (Window)	13/F	63.5	70	65	N
TN102	Tower 1 (Window)	14/F	67.0	70	65	N
TN102	Tower 1 (Window)	15/F	70.5	70	65	N
TN102	Tower 1 (Window)	16/F	74.0	70	66	N
TN102	Tower 1 (Window)	17/F	77.5	70	66	N
TN102	Tower 1 (Window)	18/F	81.0	70	67	N
TN102	Tower 1 (Window)	19/F	84.5	70	67	N
TN102	Tower 1 (Window)	20/F	88.0	70	67	N
TN102	Tower 1 (Window)	21/F	91.5	70	68	N
TN102	Tower 1 (Window)	22/F	95.0	70	68	N
TN102	Tower 1 (Window)	23/F	98.5	70	69	N
TN102	Tower 1 (Window)	24/F	102.0	70	69	N
TN102	Tower 1 (Window)	25/F	105.5	70	69	N
TN103	Tower 1 (Window)	1/F	21.5	70	63	N
TN103	Tower 1 (Window)	2/F	25.0	70	63	N
TN103	Tower 1 (Window)	3/F	28.5	70	64	N
TN103	Tower 1 (Window)	4/F	32.0	70	64	N
TN103	Tower 1 (Window)	5/F	35.5	70	64	N
TN103	Tower 1 (Window)	6/F	39.0	70	64	N
TN103	Tower 1 (Window)	7/F	42.5	70	64	N
TN103	Tower 1 (Window)	8/F	46.0	70	64	N
TN103	Tower 1 (Window)	9/F	49.5	70	64	N
TN103	Tower 1 (Window)	10/F	53.0	70	64	N
TN103	Tower 1 (Window)	11/F	56.5	70	64	N
TN103	Tower 1 (Window)	12/F	60.0	70	64	N
TN103	Tower 1 (Window)	13/F	63.5	70	65	N
TN103	Tower 1 (Window)	14/F	67.0	70	65	N
TN103	Tower 1 (Window)	15/F	70.5	70	65	N
TN103	Tower 1 (Window)	16/F	74.0	70	66	N
TN103	Tower 1 (Window)	17/F	77.5	70	66	N
TN103	Tower 1 (Window)	18/F	81.0	70	67	N
TN103	Tower 1 (Window)	19/F	84.5	70	67	N
TN103	Tower 1 (Window)	20/F	88.0	70	68	N
TN103	Tower 1 (Window)	21/F	91.5	70	68	N
TN103	Tower 1 (Window)	22/F	95.0	70	69	N
TN103	Tower 1 (Window)	23/F	98.5	70	69	N
TN103	Tower 1 (Window)	24/F	102.0	70	69	N
TN103	Tower 1 (Window)	25/F	105.5	70	69	N
TN104	Tower 1 (Window)	1/F	21.5	70	64	N
TN104	Tower 1 (Window)	2/F	25.0	70	64	N
TN104	Tower 1 (Window)	3/F	28.5	70	64	N
TN104	Tower 1 (Window)	4/F	32.0	70	64	N
TN104	Tower 1 (Window)	5/F	35.5	70	64	N
TN104	Tower 1 (Window)	6/F	39.0	70	64	N
TN104	Tower 1 (Window)	7/F	42.5	70	64	N
TN104	Tower 1 (Window)	8/F	46.0	70	64	N
TN104	Tower 1 (Window)	9/F	49.5	70	63	N
TN104	Tower 1 (Window)	10/F	53.0	70	63	N
TN104	Tower 1 (Window)	11/F	56.5	70	63	N
TN104	Tower 1 (Window)	12/F	60.0	70	63	N
TN104	Tower 1 (Window)	13/F	63.5	70	63	N
TN104	Tower 1 (Window)	14/F	67.0	70	64	N
TN104	Tower 1 (Window)	15/F	70.5	70	64	N
TN104	Tower 1 (Window)	16/F	74.0	70	64	N
TN104	Tower 1 (Window)	17/F	77.5	70	65	N
TN104	Tower 1 (Window)	18/F	81.0	70	65	N
TN104	Tower 1 (Window)	19/F	84.5	70	65	N
TN104	Tower 1 (Window)	20/F	88.0	70	65	N
TN104	Tower 1 (Window)	21/F	91.5	70	65	N
TN104	Tower 1 (Window)	22/F	95.0	70	65	N
TN104	Tower 1 (Window)	23/F	98.5	70	66	N
TN104	Tower 1 (Window)	24/F	102.0	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN104	Tower 1 (Window)	25/F	105.5	70	66	N
TN105	Tower 1 (Window)	1/F	21.5	70	63	N
TN105	Tower 1 (Window)	2/F	25.0	70	63	N
TN105	Tower 1 (Window)	3/F	28.5	70	63	N
TN105	Tower 1 (Window)	4/F	32.0	70	63	N
TN105	Tower 1 (Window)	5/F	35.5	70	63	N
TN105	Tower 1 (Window)	6/F	39.0	70	63	N
TN105	Tower 1 (Window)	7/F	42.5	70	63	N
TN105	Tower 1 (Window)	8/F	46.0	70	63	N
TN105	Tower 1 (Window)	9/F	49.5	70	63	N
TN105	Tower 1 (Window)	10/F	53.0	70	63	N
TN105	Tower 1 (Window)	11/F	56.5	70	63	N
TN105	Tower 1 (Window)	12/F	60.0	70	63	N
TN105	Tower 1 (Window)	13/F	63.5	70	63	N
TN105	Tower 1 (Window)	14/F	67.0	70	63	N
TN105	Tower 1 (Window)	15/F	70.5	70	63	N
TN105	Tower 1 (Window)	16/F	74.0	70	63	N
TN105	Tower 1 (Window)	17/F	77.5	70	63	N
TN105	Tower 1 (Window)	18/F	81.0	70	63	N
TN105	Tower 1 (Window)	19/F	84.5	70	63	N
TN105	Tower 1 (Window)	20/F	88.0	70	63	N
TN105	Tower 1 (Window)	21/F	91.5	70	63	N
TN105	Tower 1 (Window)	22/F	95.0	70	63	N
TN105	Tower 1 (Window)	23/F	98.5	70	63	N
TN105	Tower 1 (Window)	24/F	102.0	70	63	N
TN105	Tower 1 (Window)	25/F	105.5	70	63	N
TN106	Tower 1 (Window)	1/F	21.5	70	63	N
TN106	Tower 1 (Window)	2/F	25.0	70	63	N
TN106	Tower 1 (Window)	3/F	28.5	70	63	N
TN106	Tower 1 (Window)	4/F	32.0	70	63	N
TN106	Tower 1 (Window)	5/F	35.5	70	63	N
TN106	Tower 1 (Window)	6/F	39.0	70	63	N
TN106	Tower 1 (Window)	7/F	42.5	70	63	N
TN106	Tower 1 (Window)	8/F	46.0	70	63	N
TN106	Tower 1 (Window)	9/F	49.5	70	63	N
TN106	Tower 1 (Window)	10/F	53.0	70	63	N
TN106	Tower 1 (Window)	11/F	56.5	70	63	N
TN106	Tower 1 (Window)	12/F	60.0	70	63	N
TN106	Tower 1 (Window)	13/F	63.5	70	63	N
TN106	Tower 1 (Window)	14/F	67.0	70	63	N
TN106	Tower 1 (Window)	15/F	70.5	70	63	N
TN106	Tower 1 (Window)	16/F	74.0	70	63	N
TN106	Tower 1 (Window)	17/F	77.5	70	63	N
TN106	Tower 1 (Window)	18/F	81.0	70	63	N
TN106	Tower 1 (Window)	19/F	84.5	70	63	N
TN106	Tower 1 (Window)	20/F	88.0	70	63	N
TN106	Tower 1 (Window)	21/F	91.5	70	63	N
TN106	Tower 1 (Window)	22/F	95.0	70	63	N
TN106	Tower 1 (Window)	23/F	98.5	70	63	N
TN106	Tower 1 (Window)	24/F	102.0	70	63	N
TN106	Tower 1 (Window)	25/F	105.5	70	63	N
TN107	Tower 1 (Window)	1/F	21.5	70	63	N
TN107	Tower 1 (Window)	2/F	25.0	70	63	N
TN107	Tower 1 (Window)	3/F	28.5	70	63	N
TN107	Tower 1 (Window)	4/F	32.0	70	63	N
TN107	Tower 1 (Window)	5/F	35.5	70	63	N
TN107	Tower 1 (Window)	6/F	39.0	70	63	N
TN107	Tower 1 (Window)	7/F	42.5	70	63	N
TN107	Tower 1 (Window)	8/F	46.0	70	63	N
TN107	Tower 1 (Window)	9/F	49.5	70	63	N
TN107	Tower 1 (Window)	10/F	53.0	70	63	N
TN107	Tower 1 (Window)	11/F	56.5	70	63	N
TN107	Tower 1 (Window)	12/F	60.0	70	63	N
TN107	Tower 1 (Window)	13/F	63.5	70	63	N
TN107	Tower 1 (Window)	14/F	67.0	70	63	N
TN107	Tower 1 (Window)	15/F	70.5	70	63	N
TN107	Tower 1 (Window)	16/F	74.0	70	63	N
TN107	Tower 1 (Window)	17/F	77.5	70	63	N
TN107	Tower 1 (Window)	18/F	81.0	70	63	N
TN107	Tower 1 (Window)	19/F	84.5	70	63	N
TN107	Tower 1 (Window)	20/F	88.0	70	63	N
TN107	Tower 1 (Window)	21/F	91.5	70	62	N
TN107	Tower 1 (Window)	22/F	95.0	70	62	N
TN107	Tower 1 (Window)	23/F	98.5	70	62	N
TN107	Tower 1 (Window)	24/F	102.0	70	62	N
TN107	Tower 1 (Window)	25/F	105.5	70	63	N
TN108	Tower 1 (Window)	1/F	21.5	70	64	N
TN108	Tower 1 (Window)	2/F	25.0	70	66	N
TN108	Tower 1 (Window)	3/F	28.5	70	66	N
TN108	Tower 1 (Window)	4/F	32.0	70	67	N
TN108	Tower 1 (Window)	5/F	35.5	70	67	N
TN108	Tower 1 (Window)	6/F	39.0	70	67	N
TN108	Tower 1 (Window)	7/F	42.5	70	67	N
TN108	Tower 1 (Window)	8/F	46.0	70	67	N
TN108	Tower 1 (Window)	9/F	49.5	70	67	N
TN108	Tower 1 (Window)	10/F	53.0	70	67	N
TN108	Tower 1 (Window)	11/F	56.5	70	67	N
TN108	Tower 1 (Window)	12/F	60.0	70	67	N
TN108	Tower 1 (Window)	13/F	63.5	70	67	N
TN108	Tower 1 (Window)	14/F	67.0	70	67	N
TN108	Tower 1 (Window)	15/F	70.5	70	67	N
TN108	Tower 1 (Window)	16/F	74.0	70	67	N
TN108	Tower 1 (Window)	17/F	77.5	70	66	N
TN108	Tower 1 (Window)	18/F	81.0	70	66	N
TN108	Tower 1 (Window)	19/F	84.5	70	66	N
TN108	Tower 1 (Window)	20/F	88.0	70	66	N
TN108	Tower 1 (Window)	21/F	91.5	70	66	N
TN108	Tower 1 (Window)	22/F	95.0	70	66	N
TN108	Tower 1 (Window)	23/F	98.5	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN108	Tower 1 (Window)	24/F	102.0	70	66	N
TN108	Tower 1 (Window)	25/F	105.5	70	66	N
TN109	Tower 1 (Window)	1/F	21.5	70	66	N
TN109	Tower 1 (Window)	2/F	25.0	70	68	N
TN109	Tower 1 (Window)	3/F	28.5	70	69	N
TN109	Tower 1 (Window)	4/F	32.0	70	69	N
TN109	Tower 1 (Window)	5/F	35.5	70	69	N
TN109	Tower 1 (Window)	6/F	39.0	70	69	N
TN109	Tower 1 (Window)	7/F	42.5	70	69	N
TN109	Tower 1 (Window)	8/F	46.0	70	69	N
TN109	Tower 1 (Window)	9/F	49.5	70	69	N
TN109	Tower 1 (Window)	10/F	53.0	70	69	N
TN109	Tower 1 (Window)	11/F	56.5	70	69	N
TN109	Tower 1 (Window)	12/F	60.0	70	69	N
TN109	Tower 1 (Window)	13/F	63.5	70	69	N
TN109	Tower 1 (Window)	14/F	67.0	70	69	N
TN109	Tower 1 (Window)	15/F	70.5	70	69	N
TN109	Tower 1 (Window)	16/F	74.0	70	69	N
TN109	Tower 1 (Window)	17/F	77.5	70	69	N
TN109	Tower 1 (Window)	18/F	81.0	70	69	N
TN109	Tower 1 (Window)	19/F	84.5	70	69	N
TN109	Tower 1 (Window)	20/F	88.0	70	69	N
TN109	Tower 1 (Window)	21/F	91.5	70	69	N
TN109	Tower 1 (Window)	22/F	95.0	70	69	N
TN109	Tower 1 (Window)	23/F	98.5	70	69	N
TN109	Tower 1 (Window)	24/F	102.0	70	69	N
TN109	Tower 1 (Window)	25/F	105.5	70	69	N
TN110	Tower 1 (Window)	1/F	21.5	70	65	N
TN110	Tower 1 (Window)	2/F	25.0	70	67	N
TN110	Tower 1 (Window)	3/F	28.5	70	68	N
TN110	Tower 1 (Window)	4/F	32.0	70	68	N
TN110	Tower 1 (Window)	5/F	35.5	70	68	N
TN110	Tower 1 (Window)	6/F	39.0	70	68	N
TN110	Tower 1 (Window)	7/F	42.5	70	68	N
TN110	Tower 1 (Window)	8/F	46.0	70	68	N
TN110	Tower 1 (Window)	9/F	49.5	70	68	N
TN110	Tower 1 (Window)	10/F	53.0	70	68	N
TN110	Tower 1 (Window)	11/F	56.5	70	68	N
TN110	Tower 1 (Window)	12/F	60.0	70	68	N
TN110	Tower 1 (Window)	13/F	63.5	70	68	N
TN110	Tower 1 (Window)	14/F	67.0	70	68	N
TN110	Tower 1 (Window)	15/F	70.5	70	68	N
TN110	Tower 1 (Window)	16/F	74.0	70	68	N
TN110	Tower 1 (Window)	17/F	77.5	70	68	N
TN110	Tower 1 (Window)	18/F	81.0	70	68	N
TN110	Tower 1 (Window)	19/F	84.5	70	68	N
TN110	Tower 1 (Window)	20/F	88.0	70	68	N
TN110	Tower 1 (Window)	21/F	91.5	70	68	N
TN110	Tower 1 (Window)	22/F	95.0	70	68	N
TN110	Tower 1 (Window)	23/F	98.5	70	68	N
TN110	Tower 1 (Window)	24/F	102.0	70	68	N
TN110	Tower 1 (Window)	25/F	105.5	70	68	N
TN201	Tower 1 (Window)	1/F	21.5	70	66	N
TN201	Tower 1 (Window)	2/F	25.0	70	68	N
TN201	Tower 1 (Window)	3/F	28.5	70	68	N
TN201	Tower 1 (Window)	4/F	32.0	70	68	N
TN201	Tower 1 (Window)	5/F	35.5	70	68	N
TN201	Tower 1 (Window)	6/F	39.0	70	68	N
TN201	Tower 1 (Window)	7/F	42.5	70	68	N
TN201	Tower 1 (Window)	8/F	46.0	70	68	N
TN201	Tower 1 (Window)	9/F	49.5	70	68	N
TN201	Tower 1 (Window)	10/F	53.0	70	68	N
TN201	Tower 1 (Window)	11/F	56.5	70	68	N
TN201	Tower 1 (Window)	12/F	60.0	70	68	N
TN201	Tower 1 (Window)	13/F	63.5	70	68	N
TN201	Tower 1 (Window)	14/F	67.0	70	68	N
TN201	Tower 1 (Window)	15/F	70.5	70	68	N
TN201	Tower 1 (Window)	16/F	74.0	70	68	N
TN201	Tower 1 (Window)	17/F	77.5	70	68	N
TN201	Tower 1 (Window)	18/F	81.0	70	68	N
TN201	Tower 1 (Window)	19/F	84.5	70	68	N
TN201	Tower 1 (Window)	20/F	88.0	70	68	N
TN201	Tower 1 (Window)	21/F	91.5	70	68	N
TN201	Tower 1 (Window)	22/F	95.0	70	68	N
TN201	Tower 1 (Window)	23/F	98.5	70	67	N
TN201	Tower 1 (Window)	24/F	102.0	70	67	N
TN201	Tower 1 (Window)	25/F	105.5	70	67	N
TN202	Tower 1 (Window)	1/F	21.5	70	67	N
TN202	Tower 1 (Window)	2/F	25.0	70	68	N
TN202	Tower 1 (Window)	3/F	28.5	70	68	N
TN202	Tower 1 (Window)	4/F	32.0	70	68	N
TN202	Tower 1 (Window)	5/F	35.5	70	68	N
TN202	Tower 1 (Window)	6/F	39.0	70	68	N
TN202	Tower 1 (Window)	7/F	42.5	70	68	N
TN202	Tower 1 (Window)	8/F	46.0	70	68	N
TN202	Tower 1 (Window)	9/F	49.5	70	68	N
TN202	Tower 1 (Window)	10/F	53.0	70	68	N
TN202	Tower 1 (Window)	11/F	56.5	70	67	N
TN202	Tower 1 (Window)	12/F	60.0	70	67	N
TN202	Tower 1 (Window)	13/F	63.5	70	67	N
TN202	Tower 1 (Window)	14/F	67.0	70	67	N
TN202	Tower 1 (Window)	15/F	70.5	70	67	N
TN202	Tower 1 (Window)	16/F	74.0	70	67	N
TN202	Tower 1 (Window)	17/F	77.5	70	67	N
TN202	Tower 1 (Window)	18/F	81.0	70	67	N
TN202	Tower 1 (Window)	19/F	84.5	70	67	N
TN202	Tower 1 (Window)	20/F	88.0	70	67	N
TN202	Tower 1 (Window)	21/F	91.5	70	66	N
TN202	Tower 1 (Window)	22/F	95.0	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN202	Tower 1 (Window)	23/F	98.5	70	66	N
TN202	Tower 1 (Window)	24/F	102.0	70	66	N
TN202	Tower 1 (Window)	25/F	105.5	70	66	N
TN203	Tower 2 (Balcony)	1/F	21.5	70	54	N
TN203	Tower 2 (Balcony)	2/F	25.0	70	56	N
TN203	Tower 2 (Balcony)	3/F	28.5	70	56	N
TN203	Tower 2 (Balcony)	4/F	32.0	70	56	N
TN203	Tower 2 (Balcony)	5/F	35.5	70	56	N
TN203	Tower 2 (Balcony)	6/F	39.0	70	56	N
TN203	Tower 2 (Balcony)	7/F	42.5	70	56	N
TN203	Tower 2 (Balcony)	8/F	46.0	70	56	N
TN203	Tower 2 (Balcony)	9/F	49.5	70	56	N
TN203	Tower 2 (Balcony)	10/F	53.0	70	56	N
TN203	Tower 2 (Balcony)	11/F	56.5	70	56	N
TN203	Tower 2 (Balcony)	12/F	60.0	70	56	N
TN203	Tower 2 (Balcony)	13/F	63.5	70	56	N
TN203	Tower 2 (Balcony)	14/F	67.0	70	56	N
TN203	Tower 2 (Balcony)	15/F	70.5	70	56	N
TN203	Tower 2 (Balcony)	16/F	74.0	70	56	N
TN203	Tower 2 (Balcony)	17/F	77.5	70	56	N
TN203	Tower 2 (Balcony)	18/F	81.0	70	56	N
TN203	Tower 2 (Balcony)	19/F	84.5	70	56	N
TN203	Tower 2 (Balcony)	20/F	88.0	70	56	N
TN203	Tower 2 (Balcony)	21/F	91.5	70	56	N
TN203	Tower 2 (Balcony)	22/F	95.0	70	56	N
TN203	Tower 2 (Balcony)	23/F	98.5	70	56	N
TN203	Tower 2 (Balcony)	24/F	102.0	70	56	N
TN203	Tower 2 (Balcony)	25/F	105.5	70	57	N
TN204	Tower 2 (Window)	1/F	21.5	70	67	N
TN204	Tower 2 (Window)	2/F	25.0	70	68	N
TN204	Tower 2 (Window)	3/F	28.5	70	68	N
TN204	Tower 2 (Window)	4/F	32.0	70	68	N
TN204	Tower 2 (Window)	5/F	35.5	70	68	N
TN204	Tower 2 (Window)	6/F	39.0	70	68	N
TN204	Tower 2 (Window)	7/F	42.5	70	68	N
TN204	Tower 2 (Window)	8/F	46.0	70	67	N
TN204	Tower 2 (Window)	9/F	49.5	70	67	N
TN204	Tower 2 (Window)	10/F	53.0	70	67	N
TN204	Tower 2 (Window)	11/F	56.5	70	67	N
TN204	Tower 2 (Window)	12/F	60.0	70	67	N
TN204	Tower 2 (Window)	13/F	63.5	70	67	N
TN204	Tower 2 (Window)	14/F	67.0	70	67	N
TN204	Tower 2 (Window)	15/F	70.5	70	67	N
TN204	Tower 2 (Window)	16/F	74.0	70	67	N
TN204	Tower 2 (Window)	17/F	77.5	70	67	N
TN204	Tower 2 (Window)	18/F	81.0	70	67	N
TN204	Tower 2 (Window)	19/F	84.5	70	67	N
TN204	Tower 2 (Window)	20/F	88.0	70	67	N
TN204	Tower 2 (Window)	21/F	91.5	70	67	N
TN204	Tower 2 (Window)	22/F	95.0	70	67	N
TN204	Tower 2 (Window)	23/F	98.5	70	67	N
TN204	Tower 2 (Window)	24/F	102.0	70	67	N
TN204	Tower 2 (Window)	25/F	105.5	70	67	N
TN205	Tower 2 (Window)	1/F	21.5	70	68	N
TN205	Tower 2 (Window)	2/F	25.0	70	69	N
TN205	Tower 2 (Window)	3/F	28.5	70	69	N
TN205	Tower 2 (Window)	4/F	32.0	70	69	N
TN205	Tower 2 (Window)	5/F	35.5	70	69	N
TN205	Tower 2 (Window)	6/F	39.0	70	69	N
TN205	Tower 2 (Window)	7/F	42.5	70	69	N
TN205	Tower 2 (Window)	8/F	46.0	70	69	N
TN205	Tower 2 (Window)	9/F	49.5	70	69	N
TN205	Tower 2 (Window)	10/F	53.0	70	69	N
TN205	Tower 2 (Window)	11/F	56.5	70	69	N
TN205	Tower 2 (Window)	12/F	60.0	70	68	N
TN205	Tower 2 (Window)	13/F	63.5	70	68	N
TN205	Tower 2 (Window)	14/F	67.0	70	68	N
TN205	Tower 2 (Window)	15/F	70.5	70	68	N
TN205	Tower 2 (Window)	16/F	74.0	70	68	N
TN205	Tower 2 (Window)	17/F	77.5	70	68	N
TN205	Tower 2 (Window)	18/F	81.0	70	68	N
TN205	Tower 2 (Window)	19/F	84.5	70	68	N
TN205	Tower 2 (Window)	20/F	88.0	70	68	N
TN205	Tower 2 (Window)	21/F	91.5	70	68	N
TN205	Tower 2 (Window)	22/F	95.0	70	68	N
TN205	Tower 2 (Window)	23/F	98.5	70	68	N
TN205	Tower 2 (Window)	24/F	102.0	70	68	N
TN205	Tower 2 (Window)	25/F	105.5	70	68	N
TN301	Tower 2(Window)	1/F	15.5	70	52	N
TN301	Tower 2(Window)	2/F	19.0	70	52	N
TN301	Tower 2(Window)	3/F	22.5	70	52	N
TN301	Tower 2(Window)	4/F	26.0	70	52	N
TN301	Tower 2(Window)	5/F	29.5	70	52	N
TN301	Tower 2(Window)	6/F	33.0	70	52	N
TN301	Tower 2(Window)	7/F	36.5	70	52	N
TN301	Tower 2(Window)	8/F	40.0	70	52	N
TN301	Tower 2(Window)	9/F	43.5	70	53	N
TN301	Tower 2(Window)	10/F	47.0	70	53	N
TN301	Tower 2(Window)	11/F	50.5	70	53	N
TN301	Tower 2(Window)	12/F	54.0	70	53	N
TN301	Tower 2(Window)	13/F	57.5	70	53	N
TN301	Tower 2(Window)	14/F	61.0	70	54	N
TN301	Tower 2(Window)	15/F	64.5	70	56	N
TN401	Tower 4 (Balcony)	1/F	15.5	70	62	N
TN401	Tower 4 (Balcony)	2/F	19.0	70	62	N
TN401	Tower 4 (Balcony)	3/F	22.5	70	62	N
TN401	Tower 4 (Balcony)	4/F	26.0	70	62	N
TN401	Tower 4 (Balcony)	5/F	29.5	70	62	N
TN401	Tower 4 (Balcony)	6/F	33.0	70	62	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN401	Tower 4 (Balcony)	7/F	36.5	70	62	N
TN401	Tower 4 (Balcony)	8/F	40.0	70	62	N
TN401	Tower 4 (Balcony)	9/F	43.5	70	62	N
TN401	Tower 4 (Balcony)	10/F	47.0	70	62	N
TN401	Tower 4 (Balcony)	11/F	50.5	70	62	N
TN401	Tower 4 (Balcony)	12/F	54.0	70	62	N
TN401	Tower 4 (Balcony)	13/F	57.5	70	62	N
TN402	Tower 4 (Balcony)	1/F	15.5	70	63	N
TN402	Tower 4 (Balcony)	2/F	19.0	70	63	N
TN402	Tower 4 (Balcony)	3/F	22.5	70	63	N
TN402	Tower 4 (Balcony)	4/F	26.0	70	63	N
TN402	Tower 4 (Balcony)	5/F	29.5	70	62	N
TN402	Tower 4 (Balcony)	6/F	33.0	70	62	N
TN402	Tower 4 (Balcony)	7/F	36.5	70	62	N
TN402	Tower 4 (Balcony)	8/F	40.0	70	62	N
TN402	Tower 4 (Balcony)	9/F	43.5	70	62	N
TN402	Tower 4 (Balcony)	10/F	47.0	70	62	N
TN402	Tower 4 (Balcony)	11/F	50.5	70	62	N
TN402	Tower 4 (Balcony)	12/F	54.0	70	62	N
TN402	Tower 4 (Balcony)	13/F	57.5	70	62	N
TN403	Tower 4 (Window)	1/F	15.5	70	68	N
TN403	Tower 4 (Window)	2/F	19.0	70	68	N
TN403	Tower 4 (Window)	3/F	22.5	70	68	N
TN403	Tower 4 (Window)	4/F	26.0	70	68	N
TN403	Tower 4 (Window)	5/F	29.5	70	68	N
TN403	Tower 4 (Window)	6/F	33.0	70	68	N
TN403	Tower 4 (Window)	7/F	36.5	70	68	N
TN403	Tower 4 (Window)	8/F	40.0	70	68	N
TN403	Tower 4 (Window)	9/F	43.5	70	68	N
TN403	Tower 4 (Window)	10/F	47.0	70	68	N
TN403	Tower 4 (Window)	11/F	50.5	70	68	N
TN403	Tower 4 (Window)	12/F	54.0	70	68	N
TN403	Tower 4 (Window)	13/F	57.5	70	68	N
TN404	Tower 4 (Balcony)	1/F	15.5	70	66	N
TN404	Tower 4 (Balcony)	2/F	19.0	70	66	N
TN404	Tower 4 (Balcony)	3/F	22.5	70	66	N
TN404	Tower 4 (Balcony)	4/F	26.0	70	66	N
TN404	Tower 4 (Balcony)	5/F	29.5	70	66	N
TN404	Tower 4 (Balcony)	6/F	33.0	70	66	N
TN404	Tower 4 (Balcony)	7/F	36.5	70	66	N
TN404	Tower 4 (Balcony)	8/F	40.0	70	65	N
TN404	Tower 4 (Balcony)	9/F	43.5	70	65	N
TN404	Tower 4 (Balcony)	10/F	47.0	70	65	N
TN404	Tower 4 (Balcony)	11/F	50.5	70	65	N
TN404	Tower 4 (Balcony)	12/F	54.0	70	65	N
TN404	Tower 4 (Balcony)	13/F	57.5	70	65	N
TN405	Tower 4 (Balcony)	1/F	15.5	70	66	N
TN405	Tower 4 (Balcony)	2/F	19.0	70	66	N
TN405	Tower 4 (Balcony)	3/F	22.5	70	66	N
TN405	Tower 4 (Balcony)	4/F	26.0	70	66	N
TN405	Tower 4 (Balcony)	5/F	29.5	70	66	N
TN405	Tower 4 (Balcony)	6/F	33.0	70	66	N
TN405	Tower 4 (Balcony)	7/F	36.5	70	66	N
TN405	Tower 4 (Balcony)	8/F	40.0	70	66	N
TN405	Tower 4 (Balcony)	9/F	43.5	70	66	N
TN405	Tower 4 (Balcony)	10/F	47.0	70	66	N
TN405	Tower 4 (Balcony)	11/F	50.5	70	65	N
TN405	Tower 4 (Balcony)	12/F	54.0	70	65	N
TN405	Tower 4 (Balcony)	13/F	57.5	70	65	N
TN406	Tower 4 (Window)	1/F	15.5	70	66	N
TN406	Tower 4 (Window)	2/F	19.0	70	66	N
TN406	Tower 4 (Window)	3/F	22.5	70	66	N
TN406	Tower 4 (Window)	4/F	26.0	70	66	N
TN406	Tower 4 (Window)	5/F	29.5	70	66	N
TN406	Tower 4 (Window)	6/F	33.0	70	66	N
TN406	Tower 4 (Window)	7/F	36.5	70	66	N
TN406	Tower 4 (Window)	8/F	40.0	70	66	N
TN406	Tower 4 (Window)	9/F	43.5	70	66	N
TN406	Tower 4 (Window)	10/F	47.0	70	66	N
TN406	Tower 4 (Window)	11/F	50.5	70	66	N
TN406	Tower 4 (Window)	12/F	54.0	70	65	N
TN406	Tower 4 (Window)	13/F	57.5	70	65	N
TN407	Tower 4 (Balcony)	1/F	15.5	70	66	N
TN407	Tower 4 (Balcony)	2/F	19.0	70	66	N
TN407	Tower 4 (Balcony)	3/F	22.5	70	66	N
TN407	Tower 4 (Balcony)	4/F	26.0	70	66	N
TN407	Tower 4 (Balcony)	5/F	29.5	70	66	N
TN407	Tower 4 (Balcony)	6/F	33.0	70	66	N
TN407	Tower 4 (Balcony)	7/F	36.5	70	66	N
TN407	Tower 4 (Balcony)	8/F	40.0	70	66	N
TN407	Tower 4 (Balcony)	9/F	43.5	70	66	N
TN407	Tower 4 (Balcony)	10/F	47.0	70	66	N
TN407	Tower 4 (Balcony)	11/F	50.5	70	66	N
TN407	Tower 4 (Balcony)	12/F	54.0	70	66	N
TN407	Tower 4 (Balcony)	13/F	57.5	70	65	N
TN408	Tower 4 (Window)	1/F	15.5	70	66	N
TN408	Tower 4 (Window)	2/F	19.0	70	66	N
TN408	Tower 4 (Window)	3/F	22.5	70	66	N
TN408	Tower 4 (Window)	4/F	26.0	70	66	N
TN408	Tower 4 (Window)	5/F	29.5	70	66	N
TN408	Tower 4 (Window)	6/F	33.0	70	66	N
TN408	Tower 4 (Window)	7/F	36.5	70	66	N
TN408	Tower 4 (Window)	8/F	40.0	70	66	N
TN408	Tower 4 (Window)	9/F	43.5	70	66	N
TN408	Tower 4 (Window)	10/F	47.0	70	66	N
TN408	Tower 4 (Window)	11/F	50.5	70	66	N
TN408	Tower 4 (Window)	12/F	54.0	70	66	N
TN408	Tower 4 (Window)	13/F	57.5	70	66	N
TN409	Tower 4 (Window)	1/F	15.5	70	66	N

Predicted Road Traffic Noise Levels at Representative NSRs For PM Peak Hour						
NSR Information					Year 2045 Design Traffic Flow With Development	Mitigation Measures Required [Y/N]
NSR ID	NSR Description	Floor	mPD*	Criteria	Noise Level (dB(A))	
TN409	Tower 4 (Window)	2/F	19.0	70	66	N
TN409	Tower 4 (Window)	3/F	22.5	70	66	N
TN409	Tower 4 (Window)	4/F	26.0	70	66	N
TN409	Tower 4 (Window)	5/F	29.5	70	66	N
TN409	Tower 4 (Window)	6/F	33.0	70	66	N
TN409	Tower 4 (Window)	7/F	36.5	70	65	N
TN409	Tower 4 (Window)	8/F	40.0	70	65	N
TN409	Tower 4 (Window)	9/F	43.5	70	65	N
TN409	Tower 4 (Window)	10/F	47.0	70	65	N
TN409	Tower 4 (Window)	11/F	50.5	70	65	N
TN409	Tower 4 (Window)	12/F	54.0	70	65	N
TN409	Tower 4 (Window)	13/F	57.5	70	65	N
TN410	Tower 4 (Window)	1/F	15.5	70	63	N
TN410	Tower 4 (Window)	2/F	19.0	70	63	N
TN410	Tower 4 (Window)	3/F	22.5	70	63	N
TN410	Tower 4 (Window)	4/F	26.0	70	63	N
TN410	Tower 4 (Window)	5/F	29.5	70	63	N
TN410	Tower 4 (Window)	6/F	33.0	70	63	N
TN410	Tower 4 (Window)	7/F	36.5	70	63	N
TN410	Tower 4 (Window)	8/F	40.0	70	63	N
TN410	Tower 4 (Window)	9/F	43.5	70	63	N
TN410	Tower 4 (Window)	10/F	47.0	70	63	N
TN410	Tower 4 (Window)	11/F	50.5	70	62	N
TN410	Tower 4 (Window)	12/F	54.0	70	62	N
TN410	Tower 4 (Window)	13/F	57.5	70	62	N
TN411	Tower 4 (Balcony)	1/F	15.5	70	50	N
TN411	Tower 4 (Balcony)	2/F	19.0	70	50	N
TN411	Tower 4 (Balcony)	3/F	22.5	70	50	N
TN411	Tower 4 (Balcony)	4/F	26.0	70	50	N
TN411	Tower 4 (Balcony)	5/F	29.5	70	50	N
TN411	Tower 4 (Balcony)	6/F	33.0	70	50	N
TN411	Tower 4 (Balcony)	7/F	36.5	70	50	N
TN411	Tower 4 (Balcony)	8/F	40.0	70	50	N
TN411	Tower 4 (Balcony)	9/F	43.5	70	50	N
TN411	Tower 4 (Balcony)	10/F	47.0	70	50	N
TN411	Tower 4 (Balcony)	11/F	50.5	70	50	N
TN411	Tower 4 (Balcony)	12/F	54.0	70	51	N
TN411	Tower 4 (Balcony)	13/F	57.5	70	54	N
TN412	Tower 4 (Window)	1/F	15.5	70	61	N
TN412	Tower 4 (Window)	2/F	19.0	70	61	N
TN412	Tower 4 (Window)	3/F	22.5	70	61	N
TN412	Tower 4 (Window)	4/F	26.0	70	61	N
TN412	Tower 4 (Window)	5/F	29.5	70	61	N
TN412	Tower 4 (Window)	6/F	33.0	70	62	N
TN412	Tower 4 (Window)	7/F	36.5	70	62	N
TN412	Tower 4 (Window)	8/F	40.0	70	62	N
TN412	Tower 4 (Window)	9/F	43.5	70	62	N
TN412	Tower 4 (Window)	10/F	47.0	70	62	N
TN412	Tower 4 (Window)	11/F	50.5	70	62	N
TN412	Tower 4 (Window)	12/F	54.0	70	62	N
TN412	Tower 4 (Window)	13/F	57.5	70	62	N
TN501	Tower 5 (Balcony)	1/F	15.5	70	65	N
TN501	Tower 5 (Balcony)	2/F	19.0	70	65	N
TN501	Tower 5 (Balcony)	3/F	22.5	70	65	N
TN501	Tower 5 (Balcony)	4/F	26.0	70	65	N
TN501	Tower 5 (Balcony)	5/F	29.5	70	65	N
TN501	Tower 5 (Balcony)	6/F	33.0	70	65	N
TN501	Tower 5 (Balcony)	7/F	36.5	70	65	N
TN501	Tower 5 (Balcony)	8/F	40.0	70	65	N
TN501	Tower 5 (Balcony)	9/F	43.5	70	65	N
TN501	Tower 5 (Balcony)	10/F	47.0	70	65	N
TN501	Tower 5 (Balcony)	11/F	50.5	70	65	N
TN501	Tower 5 (Balcony)	12/F	54.0	70	65	N
TN501	Tower 5 (Balcony)	13/F	57.5	70	65	N
TN501	Tower 5 (Balcony)	14/F	61.0	70	65	N
TN501	Tower 5 (Balcony)	15/F	64.5	70	65	N
TN501	Tower 5 (Balcony)	16/F	68.0	70	64	N
TN501	Tower 5 (Balcony)	17/F	71.5	70	64	N
TN501	Tower 5 (Balcony)	18/F	75.0	70	64	N
TN501	Tower 5 (Balcony)	19/F	78.5	70	64	N
TN501	Tower 5 (Balcony)	20/F	82.0	70	64	N
TN501	Tower 5 (Balcony)	21/F	85.5	70	64	N
TN501	Tower 5 (Balcony)	22/F	89.0	70	64	N
TN501	Tower 5 (Balcony)	23/F	92.5	70	64	N
TN502	Tower 5 (Balcony)	1/F	15.5	70	66	N
TN502	Tower 5 (Balcony)	2/F	19.0	70	66	N
TN502	Tower 5 (Balcony)	3/F	22.5	70	66	N
TN502	Tower 5 (Balcony)	4/F	26.0	70	66	N
TN502	Tower 5 (Balcony)	5/F	29.5	70	66	N
TN502	Tower 5 (Balcony)	6/F	33.0	70	66	N
TN502	Tower 5 (Balcony)	7/F	36.5	70	66	N
TN502	Tower 5 (Balcony)	8/F	40.0	70	66	N
TN502	Tower 5 (Balcony)	9/F	43.5	70	65	N
TN502	Tower 5 (Balcony)	10/F	47.0	70	65	N
TN502	Tower 5 (Balcony)	11/F	50.5	70	65	N
TN502	Tower 5 (Balcony)	12/F	54.0	70	65	N
TN502	Tower 5 (Balcony)	13/F	57.5	70	65	N
TN502	Tower 5 (Balcony)	14/F	61.0	70	65	N
TN502	Tower 5 (Balcony)	15/F	64.5	70	65	N
TN502	Tower 5 (Balcony)	16/F	68.0	70	65	N
TN502	Tower 5 (Balcony)	17/F	71.5	70	65	N
TN502	Tower 5 (Balcony)	18/F	75.0	70	65	N
TN502	Tower 5 (Balcony)	19/F	78.5	70	65	N
TN502	Tower 5 (Balcony)	20/F	82.0	70	65	N
TN502	Tower 5 (Balcony)	21/F	85.5	70	65	N
TN502	Tower 5 (Balcony)	22/F	89.0	70	65	N
TN502	Tower 5 (Balcony)	23/F	92.5	70	65	N

Appendix 5.1

Adopted Temperature and Relative Humidity in EMFAC-HK (Extracted by SAMP)

Grid (I,J)	Hour	Month Minimum																							
		January		February		March		April		May		June		July		August		September		October		November		December	
		Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH	Temperature	RH
20,43	0000-0100	14	35	16	55	17	68	21	72	22	62	27	69	27	71	27	64	26	33	23	35	17	41	13	24
20,43	0100-0200	13	36	16	55	17	70	21	71	22	61	26	75	28	73	27	64	25	35	22	37	16	42	13	24
20,43	0200-0300	13	37	16	55	17	71	21	72	21	61	26	76	28	75	27	65	25	36	22	41	16	44	12	25
20,43	0300-0400	12	38	15	55	17	74	21	73	21	68	24	77	27	76	27	72	24	39	21	46	16	45	12	25
20,43	0400-0500	12	38	15	53	17	68	21	73	21	69	25	78	28	76	26	73	24	40	21	46	16	45	11	24
20,43	0500-0600	12	38	15	52	16	61	21	73	21	68	24	79	27	75	27	74	23	40	21	46	15	45	11	23
20,43	0600-0700	12	38	15	51	16	57	21	72	22	64	24	73	26	72	27	75	23	38	21	49	15	45	10	22
20,43	0700-0800	12	39	16	51	18	43	21	65	22	57	24	63	27	65	28	69	24	36	21	48	16	39	11	22
20,43	0800-0900	13	42	16	50	19	37	22	61	23	51	25	59	27	58	28	61	25	33	23	44	17	37	12	22
20,43	0900-1000	14	38	18	52	19	36	22	58	24	48	26	55	27	56	29	56	27	29	24	40	18	36	13	23
20,43	1000-1100	15	35	19	53	19	36	22	55	25	44	27	51	27	52	29	50	28	27	25	36	20	33	15	20
20,43	1100-1200	15	33	20	53	18	35	23	52	25	41	28	51	27	49	29	47	29	26	26	34	21	31	15	18
20,43	1200-1300	15	31	21	50	18	36	22	51	24	40	28	50	27	48	29	43	28	26	26	33	21	30	16	16
20,43	1300-1400	16	30	21	48	18	38	22	49	24	40	27	45	28	48	29	41	28	25	27	33	22	32	16	17
20,43	1400-1500	17	31	21	49	19	41	22	49	24	40	28	43	27	48	29	41	29	24	27	33	22	31	17	17
20,43	1500-1600	17	30	21	52	19	45	22	55	23	41	27	46	27	46	28	40	29	24	26	34	23	32	17	17
20,43	1600-1700	17	33	21	52	19	48	22	56	23	45	28	50	26	51	27	45	29	24	26	36	22	32	17	17
20,43	1700-1800	17	32	20	55	19	50	22	60	23	47	27	55	26	54	28	51	28	23	25	41	21	30	17	18
20,43	1800-1900	17	33	20	57	18	54	21	60	22	54	27	65	27	58	28	56	27	24	24	45	20	31	17	18
20,43	1900-2000	16	33	17	58	18	60	21	62	22	60	27	65	28	63	27	55	27	25	24	49	19	32	15	18
20,43	2000-2100	16	35	17	62	18	61	21	69	22	61	26	67	28	65	28	59	27	25	24	49	19	35	16	19
20,43	2100-2200	16	35	17	68	18	65	21	71	22	67	26	70	28	63	25	64	27	28	24	49	19	37	15	21
20,43	2200-2300	16	36	17	72	18	64	21	68	22	69	26	72	27	63	26	52	26	31	24	42	18	39	14	23
20,43	2300-0000	15	34	16	75	17	67	21	71	22	66	27	72	27	65	26	60	26	33	23	34	17	40	14	23
21,43	0000-0100	12	45	15	61	17	75	19	80	21	68	26	77	26	78	26	69	23	43	21	42	15	50	11	28
21,43	0100-0200	12	46	15	60	16	78	20	79	21	67	25	83	27	81	26	74	22	45	20	45	15	53	10	28
21,43	0200-0300	12	46	15	59	16	78	20	79	20	68	25	85	27	83	26	76	22	46	20	48	15	53	9	28
21,43	0300-0400	11	49	14	58	16	80	20	78	20	75	24	84	26	81	25	82	22	47	20	51	15	53	9	28
21,43	0400-0500	10	49	14	57	15	75	19	79	20	79	24	86	26	82	25	82	21	47	19	52	14	55	9	28
21,43	0500-0600	10	49	14	55	15	70	19	79	20	78	23	85	26	83	25	83	21	45	19	52	14	55	8	26
21,43	0600-0700	10	49	14	56	15	68	20	77	21	71	24	79	26	78	26	80	22	45	19	56	14	54	8	25
21,43	0700-0800	11	44	15	55	17	48	21	70	22	62	24	69	26	71	28	74	23	41	20	54	15	45	10	26
21,43	0800-0900	13	46	16	54	18	41	21	66	23	57	24	65	26	64	27	67	24	37	22	50	16	42	11	26
21,43	0900-1000	13	42	17	57	18	41	21	63	23	53	25	60	26	62	28	62	26	34	23	45	18	40	13	26
21,43	1000-1100	14	39	18	59	19	40	22	60	24	49	26	56	26	57	28	57	27	31	25	41	19	38	14	23
21,43	1100-1200	14	37	19	57	18	40	22	57	25	46	27	56	27	56	28	52	28	29	25	39	20	35	14	21
21,43	1200-1300	15	35	20	55	18	41	21	56	24	45	28	54	26	55	28	49	28	30	26	38	20	36	15	20
21,43	1300-1400	15	34	20	53	18	44	22	53	24	45	27	50	27	53	27	46	27	29	26	39	21	36	15	19
21,43	1400-1500	16	35	20	53	18	46	21	52	23	45	27	49	26	54	28	46	28	28	26	38	21	36	16	19
21,43	1500-1600	17	34	20	56	18	51	21	59	23	47	27	51	26	52	27	44	28	28	25	39	22	37	15	20
21,43	1600-1700	16	36	20	56	18	54	22	60	22	51	27	56	25	57	26	53	27	28	25	44	21	39	15	21
21,43	1700-1800	16	40	19	61	18	57	21	66	22	53	27	63	25	62	26	59	26	30	23	53	19	39	14	22
21,43	1800-1900	15	42	19	64	17	61	20	65	22	64	27	74	26	67	26	67	25	33	22	54	18	40	13	22
21,43	1900-2000	15	43	16	65	17	69	20	68	21	65	26	76	27	69	26	67	25	34	22	56	17	40	13	24
21,43	2000-2100	15	44	16	71	17	70	20	73	21	66	25	76	27	72	27	70	24	34	21	62	17	42	13	24
21,43	2100-2200	14	45	16	78	17	73	20	75	21	73	25	79	27	72	24	70	24	37	21	62	16	48	12	27
21,43	2200-2300	13	46	16	79	17	72	20	72	21	73	25	80	26	75	25	62	24	41	21	52	16	48	12	27
21,43	2300-0000	13	45	15	79	17	75	20	77	21	70	26	80	26	74	25	67	23	43	21	41	16	48	11	28
21,44	0000-0100	14	35	16	55	17	68	21	71	22	62	27	70	27	71	27	63	26	33	23	35	17	41	13	24
21,44	0100-0200	13	36	16	54	17	70	21	71	22	61	26	75	28	73	27	65	25	35	22	36	16	42	13	24
21,44	0200-0300	13	37	16	54	17	71	21	71	21	61	26	76	28	76	27	66	25	36	22	41	16	44	12	25
21,44	0300-0400	12	38	15	54	17	73	21	71	21	67	24	76	28	76	26	72	24	39	22	45	16	45	12	24
21,44	0400-0500	12	38	15	53	17	68	21	73	21	69	25	78	28	77	26	74	24	40	21	46	15	45	11	24
21,44	0500-0600	12	38	15	51	16	60	21	72	21	69	24	78	27	75	27	75	23	40	21	45	15	45	11	23
21,44	0600-0700	12	38	15	51	16	56	21	72	22	65	24	72	27	72	27	75	24	38	21	48	15	45	10	22
21,44	0700-0800	12	38	16	51	17	43	22	66	22	57	24	63	27	65	28	69	24	36	21	48	16	39	11	22
21,44	0800-0900	13	42	16	50	19	37	22	61	23	53	25	59	27	58	28	61	25	32	23	44	17	37	12	22
21,44	0900-1000	14	37	18	52	19	36	22	57	24	48	26	54	27	56	29	56	27	29	24	40	18	36	13	23
21,44	1000-1100	14	35	19	53	19	36	22	54	25	44	27	51	27	52	29	51	28	27	25	36	20	33	15	20
21,44	1100-1200	15	33	20	53	18	35	23	52	25	41	28	51	27	49	29	47	29	25	26	34	21	30	15	18
21,44	1200-1300	15	31	20	50	18	36	22	51	24	40	28	50	28	48	29	43	28	26	27	33	21	31	16	16
21,44	1300-1400	16	30	21	48	18	39	22	49	24	40	27	45	28	48	28	40	28	25	27	34	22	31	16	16
21,44	1400-1500	17	31	21	49	19	41	22	49	24	40	28	43	27	48	29	41	28	25	27	34	22	31	17	16
21,44	1500-1600	17	31	21	52	19	45	22	54	23	42	27	45	27	46	28	39	29	24	26	34	23	32	17	17
21,44	1600-1700	17	32	21	52	19	48	22	55	23	45	28	50	26	50	27	46	28	24	26	36	22	32	17	17
21,44	1700-1800	17	32	20	54	19	50	21	59	23	48	27	56	26	54	28	52	28	23	25	42	21	30	17	17
21,44	1800-1900	17	33	20	57	18	55	21	61	22	55	27	66	27	58	27	56	27	24	24	45	20	31	17	17
21,44	1900-2000	16	33	17	58	18	61	21	63	22	60	27	67	28	63	27	57	27	25	24	49	19	32	15	18
21,44	2000-2100	16	34	17	64	18	61	21	68	22	61	26	67	28	65	28	60	27	25	24	50	19	35	16	19
21,44	2100-2200	16	35	17	68	18	65	21	70	22	66	26	69	28	63	25	64	26	28	24	49	19	37	15	21
21,44	2200-2300	16	35	17	72	18	64	21	67	22	69	26	71	27	65	26	52	26	31	23	41	18	39	15	23
21,44	2300-0000	16	34	16	75	17	67	21	71	22	66	27	73	27	66	27	59	26	32	23	34	17	40	14	23
20,43 21,43 21,44*	0000-0100	12	35	15	55	17	68	19	71	21	62	26	69	26	71	26	63	23	33	21	35	15	41	11	24
20,43 21,43 21,44*	0100-0200	12	36	15	54	16	70	20	71	21	61	25	75	27	73	26	64	22	35	20	36	15	42	10	24
20,43 21,43 21,44*	0200-0300	12	37	15	54	16	71	20	71	20	61	25	76	27	75	26	65	22	36	20	41	15	44	9	25
20,43 21,43 21,44*	0300-0400	11	38	14	54	16	73	20	71	20	67	24	76	26	76	25	72	22	39	20	45	15	45	9	24
20,43 21,43 21,44*	0400-0500	10	38	14	53	15	68	19	73	20	69	24	78	26	76	25	73	21	40	19	46	14	45	9	24
20,43 21,43 21,44*	0500-0600	10	38	14	51	15	60	19	72	20	68	23	78	26	75	25	74	21	40	19	45	14	45	8	23
20,43 21,43 21,44*	0600-0700	10	38	14	51	15	56	20	72	21	64	24	72	26	72	26	75	22	38	19	48	14	45	8	22
20,43 21,43 21,44*	0700-0800	11	38	15	51	17	43	21	65	22	57	24	63	26	65	28	69	23	36	20	48	15	39	10	22
20,43 21,43 21,44*	0800-0900	13	42	16	50	18	37	21	61	23	51	24	59	26	58	27	61	24	32	22	44	16	37	11	22
20,43 21,43 21,44*	0900-1000	13	37	17	52	18	36	21	57	23	48	25	54	26	56	28	56	26	29	23	40	18	36	13	23
20,43 21,43 21,44*	1000-1100	14	35	18	53	19	36	22	54	24	44	26	51	26	52	28	50	27	27	25	36	19	33	14	20
20,43 21,43 21,44*	1100-1200	14	33	19	53	18	35	22	52	25	41	27	51	27	49	28	47	28	25	25	34	20	30	14	18
20,43 21,43 21,44*	1200-1300	15	31	20	50	18	36	21	51	24	40	28	50	26	48	28	43	28	26	26	33	20	30	15	16
20,43 21,43 21,44*	1300-1400	15	30	20	48	18	38	22	49	24	40	27	45	27	48	27	40	27	25	26	33	21	31	15	16
20,43 21,43 21,44*	1400-1500	16	31	20	49	18	41	21	49	23	40	27	43	26	48	28	41	28	24	26	33	21	31	16	16
20,43 21,43 21,44*	1500-1600	17	30	20	52	18	45	21	54	23	41	27	45	26	46	27	39	28	24	25	34	22	32	15	17
20,43 21,43 21,44*	1600-1700	16	32	20	52	18	48	22	55	22	45	27	50	25	50	26	45	27	24	25	36	21	32	15	17
20,43 21,43 21,44*	1700-1800	16	32	19	54	18	50	21	59	22	47	27	55	25	54	26	51	26	23	23	41	19	30	14	17
20,43 21,43 21,44*	1800-1900	15	33	19	57	17	54	20	60	22	54	27	65	26	58	26	56	25	24	22	45	18	31	13	17
20,43 21,43 21,44*	1900-2000	15	33	16	58	17	60	20	62	21	60	26	65	27	63	26	55	25	25	22	49	17	32	13	18
20,43 21,43 21,44*	2000-2100	15	34	16	62	17	61	20	68	21	61	25	67	27	65	27	59	24	25	21	49	17	35	13	19
20,43 21,43 21,44*	2100-2200	14	35	16	68	17	65	20	70	21	66	25	69	27	63	24	64	24	28	21	49	16	37	12	21
20,43 21,43 21,44*	2200-2300	13	35	16	72	17	64	20	67	21	69	25	71	26	63	25	52	24	31	21	41	16	39	12	23
20,43 21,43 21,44*	2300-0000	13	34	15	75	17	67	20	71	21	66	26	72	26	65	25	59	23	32	21	34	16	40	11	23

* The minimum RH and temperature among the 3 grids is adopted for Road L013 spanning across the 3 grids.

Appendix 5.2

Traffic Forecast for Quantitative Air Quality Impact Assessment

Ken Li

From: Li San CHAN <lisanchan@td.gov.hk>
Sent: Tuesday, 12 November 2024 09:56
To: CKM Asia
Cc: Wai Ka LAW
Subject: RE: Y/TM-LTYY/11 - EPD comments
Attachments: J7265 email to TD - Attachment 1 Route 11 Benefit.pdf; J7265 email to TD - Attachment 2 TM bypass Benefit.pdf

Dear Willy

We have no adverse comment on your justification on Item 1.

For Item 2, provided that Route 11 and Tuen Mun Bypass have not yet been commissioned in 2033 in your traffic assessment assumption, we have no objection to your justification of 2033 traffic forecast being the worst scenario compared with 2030 scenario.

San Chan
E/TMN, TE(NTW)
Transport Department
T: 2399 2426

From: CKM Asia <mail@ckmasia.com.hk>
To: Li San CHAN <lisanchan@td.gov.hk>
Cc: "waikalaw@td.gov.hk" <waikalaw@td.gov.hk>
Date: 08/11/24 18:11
Subject: RE: Y/TM-LTYY/11 - EPD comments

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Planning Application no.: Y/TM-LTYY/11)

Dear San,

We extract herewith the Environmental Protection Department's ("EPD") comments on the captioned project, which require us to seek the advice of Transport Department advice on the followings:

EPD Comment 1:
"As confirmed by the traffic consultant, Route 11 and Tuen Mun Bypass would not induce traffic to the traffic data of this Project, instead Route 11 and Tuen Mun Bypass will draw away the traffic within the assessment area". Please seek TD's advice whether this is correct or not and please note that this is outside EPD's ambit

Referring to the EPD Comment 1, please find below our justifications:

1. Extract from official website of Route 11and Tuen Mun Bypass: The benefits of Route 11 and Tuen Mun Bypass include:
A. "Route 11 will help improve the traffic conditions and alleviate the traffic congestion of major roads connecting the NWNT and the urban areas (including Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge). For example, the traffic conditions of Tuen Mun Road will be significantly improved while traffic from Tai Lam Tunnel to Ting Kau Bridge will also be improved from slow to smooth." (**Attachment 1** refers)
B. "Divert cross-district traffic, and hence reducing the traffic load on related roads, such as Tuen Mun Road Fu Tei Section and Town Centre Section, Wong Chu Road and Lung Fu Road. (**Attachment 2** refers)

In view of the above, we consider that Route 11 and Tuen Mun Bypass are expected to draw away traffic from the assessment area.

EPD Comment 2:
"Please confirm that the traffic forecast data in 2033 is higher than those for year 2030 to confirm that the traffic data in 2033 would represent a worst-case scenario otherwise another scenario with 2030 traffic should be provided to determine the worst-case assessment year."

Referring to the EPD Comment 2, please find below our justifications:

1. In our traffic forecast, there is +1% average annual traffic growth between year 2031 and 2033.
2. Near the Proposed Development, there is a planned development, i.e., "Development at San Hing Road and Hong Po Road, Tuen Mun", which has over 20,000 public housing flats and 10,000m^2 GFA retail, etc.. Population intake is gradual from year 2030 to 2033.

In view of the above, we consider that the traffic forecast in 2033 is higher than those for year 2030, and is a worst-case scenario.

Seek Advice from Transport Department
Based on the above justifications, we would greatly appreciate it if you could agree on:

1. Route 11 and Tuen Mun Bypass will draw traffic away from the assessment area”
2. the traffic forecast in 2033 is higher than 2030, hence, is a worst-case scenario

Should you have any query, please feel free to contact undersigned.

Thank you for your attention.

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

Ken Li

From:	CKM Asia <mail@ckmasia.com.hk>
Sent:	Tuesday, 12 November 2024 17:18
To:	Ken Li; 'William Lai'; Gladys Ng
Cc:	'Charles Leung'; 'Tony Tsang'; 'Raymond Fong'; 'Fanny Yip'; 'Marco Lee'; 'Anthony Chu'; 'Yannis Lee'; Kenneth To; rocktsang@lanbase.com.hk; 'CM Chan'; 'Siuman Hung'; 'Thomas Yeung'; 'Project H Plus'; 'Ting Tzer Kuan'; imanwong@lanbase.com.hk; 'Carmen Wong'; Katie Yu; Ivan Jasper Istanto; Ka Yiu Eric Chan
Subject:	RE: RE: S12A Lam Tei - TD Comments
Attachments:	RE: Y/TM-LTYY/11 - EPD comments; RE: Y/TM-LTYY/11 - EPD comments

Dear Ken,

We refer to your email dated 31 Oct 2024 on the captioned project.

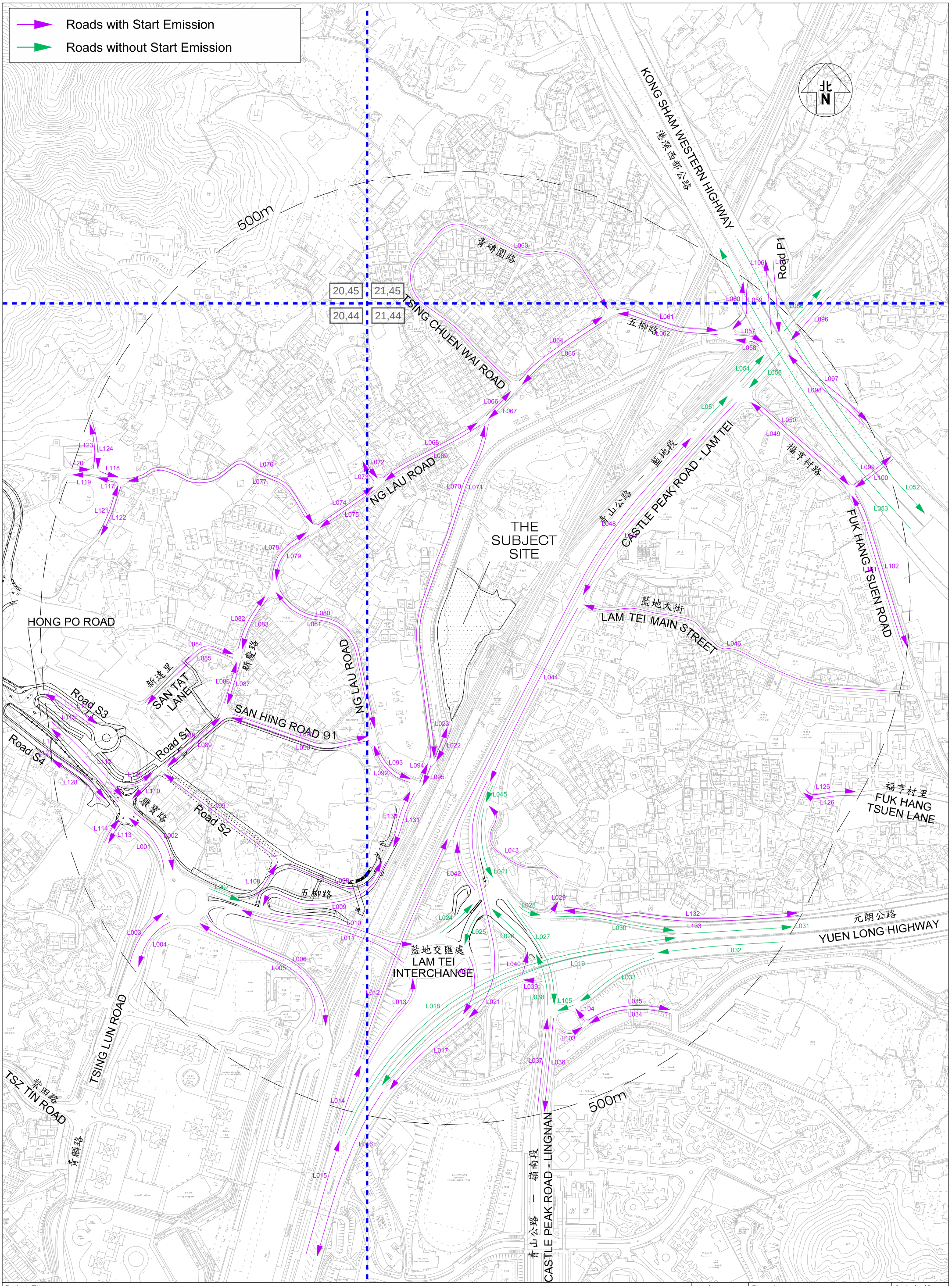
Please find attached our email to Transport Department and their reply on items 1 and 2.

For items 3 and 4, please be confirmed that:

1. The traffic data of year 2033, 2037 and 2045 do not include the traffic of Route 11 and Tuen Mun Bypass; and
2. The road network of year 2033, 2037, and 2045 are identical.

Thank you for your attention.

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



Project Title: PROPOSED RESIDENTIAL DEVELOPMENT AT DD130 LAM TEI, TUEN MUN	Job No. J7265	Figure No. EIA1			Scale in A3 1 : 4,500
	Designed by K K Y	Drawn by S C Y	Checked by L K W	Revision D	Date 13 MAY 2024
Figure Title: LOCATION OF THE ROAD SECTIONS FOR AIR QUALITY IMPACT ASSESSMENT TRAFFIC FORECAST	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				

Road Profile

Road No.	Road Label	Road Name	Direction	Speed Limit	Cold Start (Y/N)
1	L001_1	Hong Po Road	WB	50	Y
2	L001_2	Hong Po Road	WB	50	Y
3	L001_3	Hong Po Road	WB	50	Y
4	L002	Hong Po Road	EB	50	Y
5	L003_1	Tsing Lun Road	NB	50	Y
6	L003_2	Tsing Lun Road	NB	50	Y
7	L004	Tsing Lun Road	SB	50	Y
8	L005	Access road to Siu Hong Station	WB	50	Y
9	L006	Access road to Siu Hong Station	EB	50	Y
10	L007	Lam Tei Interchange	EB	50	N
11	L008	Ng Lau Road	NB	50	Y
12	L009	Ng Lau Road	SB	50	Y
13	L010	Lam Tei Interchange	EB	50	N
14	L011	Lam Tei Interchange	WB	50	N
15	L012	Slip road to Castle Peak Road - Lam Tei	NB	70	N
16	L013	Slip road to Lam Tei Interchange	NB	50	N
17	L014	Slip road from Tuen Mun Road	NB	70	N
18	L016	Tuen Mun Road	SB	70	Y
19	L017_1	Slip road to Tuen Mun Road	SB	70	N
20	L017_2	Slip road to Tuen Mun Road	SB	70	N
21	L018_1	Yuen Long Highway	NB	80	N
22	L018_2	Yuen Long Highway	NB	80	N
23	L018_3	Yuen Long Highway	NB	80	N
24	L019_1	Yuen Long Highway	SB	80	N
25	L019_2	Yuen Long Highway	SB	80	N
26	L019_3	Yuen Long Highway	SB	80	N
27	L019_4	Yuen Long Highway	SB	80	N
28	L020	Slip road from Lam Tei Interchange	SB	50	N
29	L021	Slip road from Castle Peak Road - Lam Tei	SB	70	Y
30	L022	Access Road	SB	50	Y
31	L023	Access Road	NB	50	Y
32	L024	Lam Tei Interchange	EB	50	N
33	L025	Lam Tei Interchange	WB	50	N
34	L026	Castle Peak Road - Lingnan	NB	50	N
35	L027	Castle Peak Road - Lingnan	SB	50	N
36	L028	Slip road to Yuen Long Highway	EB	50	N

Road Profile

Road No.	Road Label	Road Name	Direction	Speed Limit	Cold Start (Y/N)
37	L029	Access Road to To Yuen Wai	NB	50	Y
38	L030_1	Slip road to Yuen Long Highway	EB	50	N
39	L030_2	Slip road to Yuen Long Highway	EB	50	N
40	L031	Yuen Long Highway	EB	80	N
41	L032	Yuen Long Highway	WB	80	N
42	L033_1	Slip road from Yuen Long Highway	WB	50	N
43	L033_2	Slip road from Yuen Long Highway	WB	50	N
44	L034	Fu Hang Road	WB	50	Y
45	L035	Fu Hang Road	EB	50	Y
46	L036	Castle Peak Road - Lingnan	SB	50	Y
47	L037	Castle Peak Road - Lingnan	NB	50	Y
48	L038	Castle Peak Road - Lingnan	NB	50	N
49	L039	Fu Shing Street	WB	50	Y
50	L040	Fu Shing Street	EB	50	Y
51	L041	Castle Peak Road - Lam Tei	SB	50	N
52	L042	Castle Peak Road - Lam Tei	NB	50	Y
53	L043	Access road from To Yuen Wai	WB	50	Y
54	L044	Castle Peak Road - Lam Tei	SB	70	Y
55	L045	Castle Peak Road - Lam Tei	SB	50	N
56	L046	Lam Tei Main Street	WB	50	Y
57	L047	Castle Peak Road - Lam Tei	SB	70	Y
58	L048	Castle Peak Road - Lam Tei	NB	70	Y
59	L049	Fuk Hang Tsuen Road	WB	50	Y
60	L050	Fuk Hang Tsuen Road	EB	50	Y
61	L051	Castle Peak Road - Lam Tei	NB	70	N
62	L052	Kong Sham Western Highway	SB	80	N
63	L053	Kong Sham Western Highway	NB	80	N
64	L054	Castle Peak Road - Lam Tei	NB	70	N
65	L055	Castle Peak Road - Lam Tei	SB	70	N
66	L056	Castle Peak Road - Lam Tei	NB	70	N
67	L057	Ng Lau Road	EB	50	Y
68	L058	Ng Lau Road	WB	50	Y
69	L059	Tung Lei Path	SB	50	Y
70	L060	Tung Lei Path	NB	50	Y
71	L061	Ng Lau Road	EB	50	Y
72	L062	Ng Lau Road	WB	50	Y
73	L063	Tsing Chuen Wai Road	SB	50	Y
74	L064	Ng Lau Road	EB	50	Y

Road Profile

Road No.	Road Label	Road Name	Direction	Speed Limit	Cold Start (Y/N)
75	L065	Ng Lau Road	WB	50	Y
76	L066	Ng Lau Road	EB	50	Y
77	L067	Ng Lau Road	WB	50	Y
78	L068	Ng Lau Road	EB	50	Y
79	L069	Ng Lau Road	WB	50	Y
80	L070	Unnamed Road	NB	50	Y
81	L071	Unnamed Road	SB	50	Y
82	L072	Access road	SB	50	Y
83	L073	Access road	NB	50	Y
84	L074	Ng Lau Road	EB	50	Y
85	L075	Ng Lau Road	WB	50	Y
86	L076	Access road	EB	50	Y
87	L077	Access road	WB	50	Y
88	L078	Ng Lau Road	NB	50	Y
89	L079	Ng Lau Road	SB	50	Y
90	L080	Ng Lau Road	SB	50	Y
91	L081	Ng Lau Road	NB	50	Y
92	L082	San Hing Road	NB	50	Y
93	L083	San Hing Road	SB	50	Y
94	L084	San Tat Lane	EB	50	Y
95	L085	San Tat Lane	WB	50	Y
96	L086	San Hing Road	NB	50	Y
97	L087	San Hing Road	SB	50	Y
98	L088	Road S1	NB	50	Y
99	L089	Road S1	SB	50	Y
100	L090	San Hing Road	WB	50	Y
101	L091	San Hing Road	EB	50	Y
102	L092	Ng Lau Road	WB	50	Y
103	L093	Ng Lau Road	EB	50	Y
104	L094	Unnamed Road	NB	50	Y
105	L095	Unnamed Road	SB	50	Y
106	L096	Castle Peak Road - Lam Tei	SB	70	Y
107	L097	Wong Kong Wai Road	EB	50	Y
108	L098	Wong Kong Wai Road	WB	50	Y
109	L099	Man Chat Road	NB	50	Y
110	L100	Man Chat Road	SB	50	Y
111	L101	Fuk Hang Tsuen Road	WB	50	Y
112	L102	Fuk Hang Tsuen Road	EB	50	Y

Road Profile

Road No.	Road Label	Road Name	Direction	Speed Limit	Cold Start (Y/N)
113	L103	Fu Hang Road	EB	50	Y
114	L104	Fu Hang Road	NB	50	Y
115	L105	Slip road from Yuen Long Highway	WB	50	N
116	L106	Road P1	NB	50	Y
117	L107	Road P1	SB	50	Y
118	L108	Ng Lau Road	NB	50	Y
119	L109	Road S2	WB	50	Y
120	L110	Road S1	SB	50	Y
121	L111	Hong Po Road	WB	50	Y
122	L112	Hong Po Road	EB	50	Y
123	L113	Access Road	SB	50	Y
124	L114	Access Road	NB	50	Y
125	L115	Road S3	WB	50	Y
126	L116	Road S3	EB	50	Y
127	L117	Access road	WB	50	Y
128	L118	Access road	EB	50	Y
129	L119	Access road	WB	50	Y
130	L120	Access road	EB	50	Y
131	L121	Unnamed Road	NB	50	Y
132	L122	Unnamed Road	SB	50	Y
133	L123	Unnamed Road	NB	50	Y
134	L124	Unnamed Road	SB	50	Y
135	L125	Fuk Hang Tsuen Lane	EB	50	Y
136	L126	Fuk Hang Tsuen Lane	WB	50	Y
137	L127	Road S4	EB	50	Y
138	L128	Road S4	WB	50	Y
139	L129	Road S1	NB	50	Y
140	L130	Ng Lau Road	NB	50	Y
141	L131	Ng Lau Road	SB	50	Y
142	L132_1	To Lai Road	EB	50	Y
143	L132_2	To Lai Road	EB	50	Y
144	L133_1	To Lai Road	WB	50	Y
145	L133_2	To Lai Road	WB	50	Y

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	Hong Po Road (WB) - L001_1	0000 - 0100	200	40	62%	15%	0%	15%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	45%	21%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	11%	0%	12%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	57%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	6%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	5%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
2	Hong Po Road (WB) - L001_2	0000 - 0100	200	40	62%	15%	0%	15%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	45%	21%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	11%	0%	12%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	57%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	6%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	5%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
3	Hong Po Road (WB) - L001_3	0000 - 0100	200	40	62%	15%	0%	15%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	45%	21%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	11%	0%	12%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	57%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	6%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	5%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
4	Hong Po Road (EB) - L002	0000 - 0100	200	40	60%	19%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	1%	0%
		0100 - 0200	150	40	45%	29%	0%	13%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	0%
		0200 - 0300	100	40	46%	30%	0%	14%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0300 - 0400	100	40	43%	35%	0%	10%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0400 - 0500	100	40	51%	25%	0%	12%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	150	40	38%	25%	0%	15%	10%	0%	1%	0%	0%	1%	1%	1%	5%	0%	0%	2%	3%	0%
		0600 - 0700	450	37	52%	12%	0%	12%	9%	1%	1%	0%	0%	1%	2%	1%	2%	0%	0%	3%	6%	0%
		0700 - 0800	1,050	31	65%	7%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		0800 - 0900	1,000	31	61%	8%	0%	16%	6%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	3%	0%
		0900 - 1000	700	35	49%	8%	1%	25%	5%	2%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	4%	0%
		1000 - 1100	600	36	50%	9%	0%	24%	7%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	3%	0%
		1100 - 1200	600	36	49%	9%	0%	21%	7%	2%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	7%	0%
		1200 - 1300	550	36	54%	8%	0%	18%	6%	2%	1%	0%	0%	2%	1%	0%	1%	0%	0%	2%	6%	0%
		1300 - 1400	550	36	53%	9%	0%	21%	7%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	600	36	51%	8%	0%	21%	6%	2%	1%	0%	0%	0%	1%	1%	2%	0%	0%	2%	4%	0%
		1500 - 1600	650	35	52%	9%	0%	19%	7%	3%	0%	0%	0%	1%	1%	0%	2%	0%	0%	2%	5%	0%
		1600 - 1700	550	36	51%	8%	0%	24%	6%	2%	0%	0%	0%	3%	3%	0%	1%	0%	0%	1%	2%	0%
		1700 - 1800	650	35	59%	8%	0%	21%	5%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		1800 - 1900	600	36	62%	7%	0%	21%	3%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1900 - 2000	650	35	66%	7%	0%	14%	4%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%	2%	2%	0%
		2000 - 2100	550	36	66%	9%	0%	17%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	650	35	70%	9%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%
		2200 - 2300	400	38	69%	11%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2300 - 0000	300	39	64%	16%	0%	12%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
5	Tsing Lun Road (NB) - L003_1	0000 - 0100	250	39	41%	30%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	43%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	13%	3%	0%	0%
		0200 - 0300	150	40	30%	44%	0%	8%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	26%	49%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	10%	2%	0%	0%
		0400 - 0500	150	40	33%	39%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	23%	34%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	23%	2%	0%	0%
		0600 - 0700	450	37	42%	21%	0%	9%	3%	0%	0%	4%	0%	4%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	900	33	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	850	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	1%	2%	0%	1%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	550	36	43%	18%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	9%	2%	0%	0%
		1100 - 1200	550	36	41%	18%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	10%	3%	1%	0%
		1200 - 1300	550	36	45%	15%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	600	36	44%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	17%	0%	14%	3%	1%	0%	2%	0%	3%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	42%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	49%	15%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	1%	0%
		1800 - 1900	700	35	51%	14%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	7%	6%	0%	0%
		1900 - 2000	650	35	54%	13%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	16%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
		2100 - 2200	650	35	57%	17%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	10%	4%	0%	0%
		2300 - 0000	300	39	47%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
6	Tsing Lun Road (NB) - L003_2	0000 - 0100	250	39	41%	30%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	43%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	13%	3%	0%	0%
		0200 - 0300	150	40	30%	44%	0%	8%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	26%	49%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	10%	2%	0%	0%
		0400 - 0500	150	40	33%	39%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	23%	34%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	23%	2%	0%	0%
		0600 - 0700	450	37	42%	21%	0%	9%	3%	0%	0%	4%	0%	4%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	900	33	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	850	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	1%	2%	0%	1%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	550	36	43%	18%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	9%	2%	0%	0%
		1100 - 1200	550	36	41%	18%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	10%	3%	1%	0%
		1200 - 1300	550	36	45%	15%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	600	36	44%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	17%	0%	14%	3%	1%	0%	2%	0%	3%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	42%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	49%	15%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	1%	0%
		1800 - 1900	700	35	51%	14%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	7%	6%	0%	0%
		1900 - 2000	650	35	54%	13%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	16%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
		2100 - 2200	650	35	57%	17%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	10%	4%	0%	0%
		2300 - 0000	300	39	47%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
7	Tsing Lun Road (SB) - L004	0000 - 0100	350	38	46%	31%	0%	10%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		0100 - 0200	250	39	32%	43%	0%	8%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%
		0200 - 0300	200	40	33%	46%	0%	9%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%
		0300 - 0400	150	40	28%	49%	0%	6%	5%	1%	0%	5%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%
		0400 - 0500	200	40	37%	41%	0%	8%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
		0500 - 0600	250	39	27%	37%	0%	9%	6%	0%	0%	4%	0%	1%	0%	0%	0%	0%	13%	2%	0%	0%
		0600 - 0700	650	35	50%	19%	0%	10%	7%	0%	0%	3%	0%	2%	0%	0%	0%	0%	4%	3%	1%	0%
		0700 - 0800	1,350	28	64%	11%	0%	12%	3%	1%	0%	2%	0%	1%	0%	0%	0%	0%	3%	3%	1%	0%
		0800 - 0900	1,300	28	59%	13%	0%	14%	4%	1%	0%	3%	0%	1%	0%	0%	0%	0%	2%	3%	0%	0%
		0900 - 1000	950	32	46%	17%	0%	19%	4%	1%	1%	3%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		1000 - 1100	850	33	46%	18%	0%	18%	6%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%
		1100 - 1200	800	34	46%	19%	0%	17%	6%	1%	1%	3%	0%	1%	0%	0%	0%	0%	5%	2%	1%	0%
		1200 - 1300	750	34	50%	16%	0%	13%	5%	1%	0%	3%	0%	2%	0%	0%	0%	0%	5%	3%	1%	0%
		1300 - 1400	750	34	49%	17%	0%	16%	6%	0%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		1400 - 1500	800	34	49%	17%	0%	17%	5%	1%	1%	2%	0%	1%	0%	0%	0%	0%	4%	2%	1%	0%
		1500 - 1600	900	33	48%	18%	0%	15%	5%	1%	0%	2%	0%	2%	0%	0%	0%	0%	5%	2%	1%	0%
		1600 - 1700	900	33	44%	19%	0%	16%	5%	1%	1%	5%	0%	2%	1%	0%	0%	0%	5%	2%	1%	0%
		1700 - 1800	1,000	31	50%	18%	0%	14%	4%	0%	0%	4%	0%	1%	0%	0%	0%	0%	4%	4%	1%	0%
		1800 - 1900	1,000	31	53%	17%	0%	14%	3%	0%	1%	3%	0%	0%	1%	0%	0%	0%	5%	4%	0%	0%
		1900 - 2000	900	33	61%	14%	0%	10%	3%	0%	0%	3%	0%	0%	0%	1%	1%	0%	5%	3%	0%	0%
		2000 - 2100	850	33	57%	16%	0%	12%	2%	0%	0%	4%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%
		2100 - 2200	950	32	62%	17%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		2200 - 2300	600	36	59%	20%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		2300 - 0000	450	37	51%	27%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	6%	4%	0%	0%
8	Access road to Siu Hong Station (WB) - L005	0000 - 0100	100	27	35%	47%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	24%	62%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0200 - 0300	50	30	22%	60%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	20%	68%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	26%	58%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	14%	38%	0%	8%	4%	0%	0%	0%	0%	0%	2%	0%	6%	0%	26%	2%	0%	0%
		0600 - 0700	150	25	24%	32%	0%	7%	9%	1%	1%	2%	0%	1%	10%	1%	3%	0%	8%	1%	1%	0%
		0700 - 0800	250	20	41%	23%	0%	11%	4%	2%	1%	2%	0%	0%	4%	0%	1%	0%	8%	0%	1%	0%
		0800 - 0900	250	20	36%	26%	0%	12%	7%	2%	2%	2%	0%	0%	7%	0%	0%	0%	5%	0%	1%	0%
		0900 - 1000	200	22	30%	21%	0%	19%	4%	2%	2%	2%	0%	1%	3%	1%	5%	0%	13%	1%	1%	0%
		1000 - 1100	200	22	30%	24%	0%	18%	5%	2%	2%	2%	0%	1%	4%	0%	2%	0%	11%	1%	2%	0%
		1100 - 1200	200	22	29%	24%	0%	16%	5%	2%	2%	2%	0%	1%	2%	1%	4%	0%	13%	1%	2%	0%
		1200 - 1300	150	25	33%	21%	0%	13%	5%	1%	1%	2%	0%	2%	2%	1%	3%	0%	13%	1%	2%	0%
		1300 - 1400	150	25	33%	23%	0%	17%	5%	1%	1%	2%	0%	0%	3%	0%	1%	0%	11%	1%	1%	0%
		1400 - 1500	200	22	30%	22%	0%	16%	4%	2%	3%	2%	0%	1%	3%	2%	6%	0%	10%	1%	2%	0%
		1500 - 1600	200	22	31%	23%	0%	14%	5%	2%	1%	1%	0%	2%	2%	1%	5%	0%	13%	1%	1%	0%
		1600 - 1700	200	22	37%	15%	0%	20%	2%	0%	0%	3%	0%	5%	3%	0%	3%	0%	11%	1%	2%	0%
		1700 - 1800	200	22	43%	16%	0%	19%	2%	0%	0%	3%	0%	3%	2%	0%	2%	0%	12%	1%	2%	0%
		1800 - 1900	200	22	47%	15%	0%	18%	1%	0%	0%	2%	0%	1%	2%	0%	3%	0%	13%	1%	1%	0%
		1900 - 2000	200	22	41%	19%	0%	11%	3%	1%	1%	2%	0%	0%	1%	1%	9%	0%	13%	1%	1%	0%
		2000 - 2100	150	25	41%	23%	0%	13%	2%	1%	1%	3%	0%	0%	1%	1%	1%	0%	13%	1%	0%	0%
		2100 - 2200	200	22	45%	25%	0%	10%	2%	1%	0%	2%	0%	0%	2%	1%	2%	0%	12%	1%	1%	0%
		2200 - 2300	150	25	41%	29%	0%	9%	2%	0%	0%	0%	0%	0%	2%	0%	2%	0%	14%	1%	0%	0%
		2300 - 0000	100	27	35%	37%	0%	8%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	14%	1%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
9	Access road to Siu Hong Station (EB) - L006	0000 - 0100	50	30	42%	32%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	30%	46%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	24%	52%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	34%	40%	0%	6%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	12%	20%	0%	6%	8%	0%	0%	0%	0%	0%	2%	2%	12%	0%	36%	2%	0%	0%
		0600 - 0700	100	27	26%	10%	0%	7%	17%	0%	0%	3%	0%	0%	13%	2%	8%	0%	12%	1%	1%	0%
		0700 - 0800	200	22	43%	8%	0%	12%	9%	1%	0%	3%	0%	0%	5%	1%	4%	2%	12%	1%	2%	0%
		0800 - 0900	200	22	40%	10%	0%	14%	15%	1%	0%	4%	0%	0%	9%	0%	2%	0%	7%	1%	1%	0%
		0900 - 1000	150	25	27%	12%	0%	15%	7%	1%	0%	2%	0%	0%	4%	2%	10%	0%	17%	1%	1%	0%
		1000 - 1100	150	25	30%	14%	0%	15%	10%	1%	0%	3%	0%	0%	6%	0%	3%	0%	15%	2%	1%	0%
		1100 - 1200	150	25	28%	14%	0%	13%	9%	1%	0%	3%	0%	0%	3%	1%	8%	0%	17%	2%	2%	0%
		1200 - 1300	150	25	31%	12%	0%	12%	9%	1%	0%	3%	0%	1%	3%	1%	6%	0%	17%	2%	2%	0%
		1300 - 1400	100	27	33%	13%	0%	14%	10%	0%	0%	3%	0%	0%	4%	1%	4%	0%	15%	2%	1%	0%
		1400 - 1500	150	25	29%	12%	0%	13%	7%	1%	0%	2%	0%	0%	5%	3%	13%	0%	13%	2%	1%	0%
		1500 - 1600	150	25	30%	13%	0%	11%	8%	1%	0%	2%	0%	1%	3%	1%	11%	0%	17%	1%	1%	0%
		1600 - 1700	150	25	31%	15%	0%	13%	2%	0%	0%	4%	0%	1%	9%	2%	6%	0%	14%	1%	1%	0%
		1700 - 1800	150	25	40%	17%	0%	13%	2%	0%	0%	3%	0%	1%	4%	1%	2%	0%	15%	2%	1%	0%
		1800 - 1900	150	25	39%	14%	0%	12%	1%	0%	0%	2%	0%	0%	7%	1%	5%	0%	16%	2%	1%	0%
		1900 - 2000	150	25	35%	9%	0%	8%	4%	0%	0%	3%	0%	0%	2%	3%	19%	0%	15%	1%	1%	0%
		2000 - 2100	150	25	40%	13%	0%	11%	4%	0%	0%	5%	0%	0%	1%	1%	4%	0%	18%	2%	0%	0%
		2100 - 2200	150	25	45%	15%	0%	9%	3%	0%	0%	3%	0%	0%	2%	1%	5%	0%	17%	2%	1%	0%
		2200 - 2300	100	27	41%	17%	0%	8%	4%	0%	0%	0%	0%	0%	3%	0%	5%	0%	19%	3%	0%	0%
		2300 - 0000	100	27	35%	22%	0%	7%	4%	0%	0%	0%	0%	0%	2%	0%	6%	0%	20%	4%	0%	0%
10	Lam Tei Interchange (EB) - L007	0000 - 0100	450	38	49%	27%	0%	11%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	350	39	35%	39%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	7%	3%	1%	0%
		0200 - 0300	250	40	36%	41%	0%	10%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0300 - 0400	200	40	31%	47%	0%	7%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0400 - 0500	250	40	38%	36%	0%	9%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	300	39	29%	33%	0%	10%	5%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	950	33	46%	19%	0%	9%	6%	1%	0%	1%	0%	2%	2%	1%	2%	0%	4%	3%	3%	0%
		0700 - 0800	1,950	23	60%	12%	0%	12%	2%	1%	1%	1%	0%	1%	1%	0%	1%	0%	3%	3%	3%	0%
		0800 - 0900	1,900	23	56%	14%	0%	14%	4%	1%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,450	28	45%	14%	1%	20%	4%	2%	1%	1%	0%	0%	1%	1%	2%	0%	5%	2%	2%	0%
		1000 - 1100	1,200	30	47%	16%	0%	19%	5%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,200	30	46%	15%	0%	17%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	4%	0%
		1200 - 1300	1,100	31	50%	13%	0%	14%	5%	1%	1%	1%	0%	2%	1%	0%	1%	0%	5%	3%	4%	0%
		1300 - 1400	1,100	31	49%	14%	0%	17%	5%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,200	30	47%	14%	0%	18%	4%	2%	1%	1%	0%	1%	1%	1%	3%	0%	4%	2%	2%	0%
		1500 - 1600	1,350	29	48%	15%	0%	15%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	3%	0%
		1600 - 1700	1,300	29	49%	12%	0%	18%	4%	2%	0%	1%	0%	2%	2%	0%	2%	0%	3%	2%	2%	0%
		1700 - 1800	1,450	28	56%	12%	0%	16%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	4%	2%	0%
		1800 - 1900	1,450	28	59%	11%	0%	15%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
		1900 - 2000	1,350	29	60%	11%	0%	11%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	5%	3%	1%	0%
		2000 - 2100	1,200	30	59%	14%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		2100 - 2200	1,350	29	63%	15%	0%	10%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	850	34	60%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	600	36	54%	24%	0%	9%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	4%	0%	0%
11	Ng Lau Road (NB) - L008	0000 - 0100	100	27	62%	20%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	100	27	48%	32%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	50%	34%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	48%	40%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	41%	29%	0%	13%	5%	0%	0%	0%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	54%	15%	0%	12%	5%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	400	12	68%	9%	0%	14%	2%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	400	12	63%	10%	0%	16%	3%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	350	15	57%	10%	0%	21%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		1000 - 1100	300	17	58%	11%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	300	17	58%	11%	0%	19%	4%	0%	0%	1%	0%	0%	1%	0%	2%	0%	0%	2%	3%	0%
		1200 - 1300	300	17	61%	9%	0%	15%	4%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1300 - 1400	300	17	60%	10%	0%	18%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	59%	10%	0%	19%	3%	0%	1%	1%	0%	0%	1%	0%	3%	0%	0%	2%	2%	0%
		1500 - 1600	300	17	60%	11%	0%	16%	4%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	2%	0%
		1600 - 1700	400	12	64%	8%	0%	16%	3%	1%	1%	1%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	450	8	70%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	500	5	71%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1900 - 2000	350	15	71%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	70%	9%	0%	13%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	350	15	74%	10%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	71%	12%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		2300 - 0000	150	25	68%	17%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
12	Ng Lau Road (SB) - L009	0000 - 0100	100	27	62%	19%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	49%	30%	0%	8%	3%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	50%	30%	0%	10%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0300 - 0400	50	30	46%	36%	0%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	50	30	54%	28%	0%	8%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	41%	26%	0%	11%	8%	0%	0%	0%	0%	2%	0%	2%	6%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	52%	11%	0%	10%	7%	3%	1%	2%	1%	2%	2%	1%	4%	0%	0%	3%	4%	0%
		0700 - 0800	450	8	65%	6%	0%	12%	3%	3%	1%	1%	0%	1%	0%	0%	1%	0%	0%	2%	4%	0%
		0800 - 0900	450	8	60%	8%	0%	14%	5%	4%	1%	1%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	350	15	54%	9%	0%	18%	4%	4%	1%	1%	0%	0%	1%	1%	3%	0%	0%	2%	2%	0%
		1000 - 1100	300	17	54%	10%	0%	17%	6%	5%	1%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	300	17	53%	10%	0%	15%	6%	4%	1%	1%	0%	0%	0%	0%	2%	0%	0%	2%	4%	0%
		1200 - 1300	250	20	57%	8%	0%	12%	5%	4%	1%	1%	1%	2%	0%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	250	20	58%	10%	0%	15%	6%	2%	1%	1%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	54%	9%	0%	15%	5%	4%	2%	1%	0%	0%	1%	1%	4%	0%	0%	3%	2%	0%
		1500 - 1600	300	17	55%	10%	0%	13%	5%	5%	1%	1%	1%	1%	0%	1%	3%	0%	0%	2%	3%	0%
		1600 - 1700	350	15	60%	10%	0%	13%	5%	2%	0%	2%	0%	1%	2%	1%	1%	0%	0%	3%	0%	0%
		1700 - 1800	350	15	68%	9%	0%	11%	4%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	350	15	70%	8%	0%	10%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	0%	0%
		1900 - 2000	350	15	67%	7%	0%	9%	3%	1%	0%	1%	0%	0%	0%	2%	6%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	68%	9%	0%	11%	3%	2%	0%	2%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	350	15	73%	9%	0%	9%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	200	22	71%	12%	0%	8%	2%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%
		2300 - 0000	150	25	67%	16%	0%	8%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	Lam Tei Interchange (EB) - L010	0000 - 0100	450	38	47%	28%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	5%	0%	0%
		0100 - 0200	300	39	34%	41%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	7%	3%	1%	0%
		0200 - 0300	250	40	34%	41%	0%	10%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
		0300 - 0400	200	40	30%	48%	0%	7%	5%	2%	0%	2%	0%	0%	0%	0%	0%	0%	5%	3%	2%	0%
		0400 - 0500	250	40	37%	36%	0%	8%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	300	39	27%	33%	0%	10%	6%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	950	33	45%	19%	0%	9%	6%	1%	1%	1%	0%	2%	2%	1%	2%	0%	4%	3%	4%	0%
		0700 - 0800	1,950	23	59%	11%	0%	12%	3%	1%	1%	1%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
		0800 - 0900	1,900	23	55%	14%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,400	28	44%	14%	1%	20%	4%	2%	1%	1%	0%	0%	1%	1%	2%	0%	5%	2%	2%	0%
		1000 - 1100	1,150	31	45%	16%	0%	19%	6%	3%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,150	31	43%	15%	0%	17%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	4%	0%
		1200 - 1300	1,100	31	48%	13%	0%	14%	5%	2%	1%	1%	0%	2%	1%	1%	1%	0%	5%	3%	4%	0%
		1300 - 1400	1,050	32	48%	15%	0%	16%	6%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,200	30	46%	14%	0%	17%	5%	2%	1%	1%	0%	1%	1%	1%	3%	0%	4%	3%	2%	0%
		1500 - 1600	1,300	29	46%	15%	0%	15%	5%	3%	1%	1%	0%	2%	1%	1%	3%	0%	5%	2%	3%	0%
		1600 - 1700	1,150	31	46%	14%	0%	18%	5%	2%	0%	1%	0%	2%	2%	0%	2%	0%	3%	3%	1%	0%
		1700 - 1800	1,300	29	53%	13%	0%	15%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	1,300	29	56%	12%	0%	15%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
		1900 - 2000	1,300	29	58%	12%	0%	10%	3%	1%	0%	1%	0%	0%	0%	2%	5%	0%	5%	3%	1%	0%
		2000 - 2100	1,150	31	57%	15%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		2100 - 2200	1,300	29	62%	15%	0%	10%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	850	34	59%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	600	36	52%	25%	0%	8%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	4%	0%	0%
14	Lam Tei Interchange (WB) - L011	0000 - 0100	500	37	52%	26%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%
		0100 - 0200	350	39	38%	39%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0200 - 0300	300	39	38%	40%	0%	10%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0300 - 0400	200	40	34%	45%	0%	7%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	1%	0%
		0400 - 0500	250	40	42%	34%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		0500 - 0600	350	39	32%	33%	0%	10%	7%	0%	1%	3%	0%	1%	0%	0%	2%	0%	9%	2%	1%	0%
		0600 - 0700	900	33	52%	17%	0%	10%	7%	1%	0%	2%	0%	2%	2%	0%	1%	0%	2%	4%	1%	0%
		0700 - 0800	1,950	23	66%	9%	0%	12%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	2%	3%	1%	0%
		0800 - 0900	1,900	23	61%	11%	0%	14%	4%	1%	0%	2%	0%	1%	1%	0%	0%	0%	1%	3%	1%	0%
		0900 - 1000	1,550	27	49%	14%	0%	20%	5%	1%	1%	1%	0%	0%	1%	0%	1%	0%	3%	2%	1%	0%
		1000 - 1100	1,300	29	49%	15%	0%	18%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	1%	0%
		1100 - 1200	1,300	29	49%	15%	0%	17%	6%	2%	1%	2%	0%	1%	0%	0%	1%	0%	3%	2%	2%	0%
		1200 - 1300	1,200	30	53%	13%	0%	14%	6%	1%	1%	2%	0%	2%	0%	0%	1%	0%	3%	3%	2%	0%
		1300 - 1400	1,200	30	52%	14%	0%	16%	6%	1%	1%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		1400 - 1500	1,350	29	51%	13%	0%	17%	5%	1%	2%	1%	0%	1%	1%	1%	1%	0%	2%	3%	1%	0%
		1500 - 1600	1,450	28	52%	14%	0%	15%	6%	2%	1%	1%	0%	1%	0%	0%	1%	0%	3%	2%	1%	0%
		1600 - 1700	1,650	26	50%	14%	0%	16%	5%	2%	1%	2%	0%	2%	1%	0%	0%	0%	2%	2%	2%	0%
		1700 - 1800	1,850	24	57%	13%	0%	14%	4%	1%	1%	2%	0%	1%	0%	0%	0%	0%	2%	4%	2%	0%
		1800 - 1900	1,850	24	60%	12%	0%	14%	3%	0%	1%	2%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
		1900 - 2000	1,450	28	64%	11%	0%	10%	3%	0%	0%	2%	0%	0%	0%	1%	2%	0%	3%	3%	1%	0%
		2000 - 2100	1,350	29	62%	13%	0%	12%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
		2100 - 2200	1,500	27	66%	14%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
		2200 - 2300	950	33	63%	17%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
		2300 - 0000	700	35	57%	23%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
15	Slip road to Castle Peak Road - Lam Tei (NB) - L012	0000 - 0100	200	70	43%	35%	0%	8%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	5%	1%	0%
		0100 - 0200	150	70	27%	47%	0%	5%	5%	3%	1%	0%	0%	0%	0%	0%	3%	0%	2%	3%	4%	0%
		0200 - 0300	100	70	28%	49%	0%	7%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0300 - 0400	100	70	25%	54%	0%	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	4%	0%
		0400 - 0500	100	70	31%	42%	0%	5%	8%	4%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0500 - 0600	150	70	22%	39%	0%	6%	9%	1%	3%	0%	0%	0%	1%	2%	9%	0%	3%	2%	5%	0%
		0600 - 0700	250	70	32%	29%	0%	5%	4%	2%	2%	0%	0%	0%	7%	2%	6%	0%	2%	4%	4%	0%
		0700 - 0800	400	70	50%	20%	0%	8%	2%	2%	3%	0%	0%	0%	3%	1%	3%	0%	2%	4%	5%	0%
		0800 - 0900	400	70	46%	24%	0%	9%	3%	3%	3%	0%	0%	0%	5%	0%	1%	0%	1%	4%	3%	0%
		0900 - 1000	550	70	35%	16%	0%	13%	6%	6%	5%	0%	0%	0%	1%	2%	5%	0%	1%	2%	7%	0%
		1000 - 1100	450	70	37%	18%	0%	13%	8%	8%	4%	0%	0%	0%	2%	0%	2%	0%	1%	2%	6%	0%
		1100 - 1200	500	70	33%	17%	0%	11%	8%	6%	4%	0%	0%	0%	1%	1%	4%	0%	2%	2%	12%	0%
		1200 - 1300	450	70	38%	15%	0%	9%	8%	6%	3%	0%	0%	1%	1%	1%	3%	0%	1%	3%	11%	0%
		1300 - 1400	400	70	40%	17%	0%	11%	9%	4%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	8%	0%
		1400 - 1500	500	70	34%	15%	0%	11%	7%	6%	6%	0%	0%	0%	1%	3%	6%	0%	1%	3%	7%	0%
		1500 - 1600	550	70	36%	17%	0%	9%	8%	8%	2%	0%	0%	1%	1%	1%	5%	0%	2%	2%	8%	0%
		1600 - 1700	800	67	40%	12%	0%	12%	8%	7%	3%	0%	0%	1%	2%	2%	3%	0%	1%	2%	7%	0%
		1700 - 1800	850	66	48%	12%	0%	10%	7%	5%	2%	0%	0%	1%	1%	1%	1%	0%	1%	4%	9%	0%
		1800 - 1900	850	66	52%	11%	0%	10%	5%	2%	3%	0%	0%	0%	1%	2%	2%	0%	1%	4%	6%	0%
		1900 - 2000	500	70	48%	14%	0%	7%	4%	1%	1%	0%	0%	0%	1%	4%	11%	0%	2%	3%	4%	0%
		2000 - 2100	400	70	52%	18%	0%	10%	4%	3%	2%	0%	0%	0%	0%	1%	2%	0%	2%	4%	2%	0%
		2100 - 2200	450	70	57%	19%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	2%	4%	3%	0%
		2200 - 2300	300	70	54%	23%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	2%	5%	2%	0%
		2300 - 0000	250	70	46%	30%	0%	6%	4%	2%	2%	0%	0%	0%	0%	0%	2%	0%	2%	4%	0%	0%
16	Slip road to Lam Tei Interchange (NB) - L013	0000 - 0100	300	50	54%	23%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%
		0100 - 0200	200	50	42%	36%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0200 - 0300	150	50	41%	36%	0%	12%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0300 - 0400	100	50	38%	43%	0%	8%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	1%	0%
		0400 - 0500	150	50	45%	31%	0%	10%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		0500 - 0600	200	50	35%	32%	0%	14%	9%	0%	2%	0%	0%	1%	1%	1%	2%	0%	4%	3%	1%	0%
		0600 - 0700	500	50	54%	18%	0%	12%	6%	0%	0%	0%	0%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0700 - 0800	1,100	44	67%	10%	0%	15%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%
		0800 - 0900	1,100	44	62%	12%	0%	17%	4%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	850	47	50%	12%	0%	23%	5%	2%	2%	0%	0%	0%	0%	0%	1%	0%	1%	2%	1%	0%
		1000 - 1100	750	48	50%	13%	0%	22%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	1%	2%	1%	0%
		1100 - 1200	750	48	49%	13%	0%	20%	7%	2%	2%	0%	0%	0%	0%	0%	1%	0%	1%	2%	2%	0%
		1200 - 1300	650	49	54%	11%	0%	16%	6%	2%	1%	0%	0%	2%	0%	0%	0%	0%	1%	3%	2%	0%
		1300 - 1400	700	49	53%	12%	0%	19%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%	0%
		1400 - 1500	750	48	51%	12%	0%	20%	6%	2%	3%	0%	0%	0%	0%	0%	1%	0%	1%	3%	1%	0%
		1500 - 1600	800	48	53%	13%	0%	18%	6%	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	2%	2%	0%
		1600 - 1700	900	47	50%	10%	0%	19%	7%	3%	3%	0%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		1700 - 1800	1,000	45	57%	9%	0%	16%	5%	2%	1%	0%	0%	1%	1%	0%	0%	0%	1%	5%	2%	0%
		1800 - 1900	1,000	45	60%	9%	0%	16%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	2%	5%	1%	0%
		1900 - 2000	800	48	66%	10%	0%	13%	3%	0%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	1%	0%
		2000 - 2100	750	48	63%	12%	0%	15%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
		2100 - 2200	850	47	68%	12%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
		2200 - 2300	550	50	66%	15%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
		2300 - 0000	400	50	60%	20%	0%	10%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
17	Slip road from Tuen Mun Road (NB) - L014	0000 - 0100	450	70	49%	28%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%	0%
		0100 - 0200	300	70	36%	41%	0%	8%	4%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		0200 - 0300	250	70	36%	41%	0%	10%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		0300 - 0400	200	70	31%	46%	0%	7%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
		0400 - 0500	200	70	40%	36%	0%	8%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		0500 - 0600	300	70	29%	34%	0%	10%	9%	1%	2%	0%	0%	1%	1%	1%	5%	0%	4%	2%	2%	0%
		0600 - 0700	700	67	48%	21%	0%	10%	5%	1%	1%	0%	0%	1%	3%	1%	3%	0%	1%	3%	3%	0%
		0700 - 0800	1,450	56	62%	13%	0%	13%	2%	1%	1%	0%	0%	1%	1%	0%	1%	0%	1%	3%	2%	0%
		0800 - 0900	1,450	56	58%	15%	0%	14%	3%	1%	1%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%	0%
		0900 - 1000	1,400	56	44%	13%	0%	19%	6%	4%	3%	0%	0%	0%	1%	1%	3%	0%	1%	2%	4%	0%
		1000 - 1100	1,200	60	45%	15%	0%	18%	7%	4%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		1100 - 1200	1,200	60	43%	15%	0%	16%	7%	4%	3%	0%	0%	0%	1%	1%	2%	0%	1%	2%	7%	0%
		1200 - 1300	1,100	61	48%	13%	0%	13%	6%	3%	2%	0%	0%	1%	1%	1%	2%	0%	1%	3%	6%	0%
		1300 - 1400	1,100	61	48%	14%	0%	16%	8%	2%	2%	0%	0%	0%	1%	0%	1%	0%	1%	3%	4%	0%
		1400 - 1500	1,250	59	44%	13%	0%	16%	6%	4%	4%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1500 - 1600	1,300	58	46%	14%	0%	14%	7%	5%	2%	0%	0%	1%	1%	1%	3%	0%	1%	2%	4%	0%
		1600 - 1700	1,650	53	46%	11%	0%	15%	7%	5%	3%	0%	0%	1%	2%	1%	2%	0%	1%	3%	4%	0%
		1700 - 1800	1,850	50	53%	10%	0%	13%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	1%	4%	5%	0%
		1800 - 1900	1,800	50	56%	10%	0%	13%	4%	1%	3%	0%	0%	0%	1%	1%	1%	0%	1%	5%	4%	0%
		1900 - 2000	1,300	58	59%	11%	0%	10%	4%	1%	1%	0%	0%	0%	0%	2%	6%	0%	1%	3%	2%	0%
		2000 - 2100	1,150	60	59%	14%	0%	13%	3%	2%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	1%	0%
		2100 - 2200	1,250	59	64%	15%	0%	10%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	1%	4%	1%	0%
		2200 - 2300	800	66	61%	18%	0%	9%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	5%	1%	0%
		2300 - 0000	600	69	54%	24%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%	0%
18	Tuen Mun Road (SB) - L016	0000 - 0100	1,450	70	55%	23%	0%	8%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	1,000	70	40%	34%	0%	6%	4%	4%	1%	1%	0%	0%	0%	0%	2%	0%	3%	3%	4%	0%
		0200 - 0300	750	70	41%	35%	0%	7%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	600	70	35%	39%	0%	5%	6%	5%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	700	70	43%	30%	0%	6%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0500 - 0600	950	70	33%	28%	0%	7%	8%	1%	2%	1%	0%	0%	1%	1%	7%	0%	5%	2%	4%	0%
		0600 - 0700	2,950	61	47%	13%	0%	6%	9%	3%	1%	1%	0%	1%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	6,200	30	62%	8%	0%	8%	4%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	6,000	30	58%	10%	0%	9%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	5,050	39	46%	10%	0%	13%	5%	6%	3%	0%	0%	0%	1%	1%	4%	0%	2%	2%	6%	0%
		1000 - 1100	4,150	50	47%	12%	0%	12%	7%	8%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	5%	0%
		1100 - 1200	4,350	48	44%	11%	0%	11%	7%	6%	2%	0%	0%	0%	1%	1%	3%	0%	2%	2%	11%	0%
		1200 - 1300	3,950	52	49%	10%	0%	9%	6%	6%	2%	0%	0%	1%	1%	1%	2%	0%	2%	3%	10%	0%
		1300 - 1400	3,800	53	51%	11%	0%	11%	7%	4%	2%	1%	0%	0%	1%	0%	1%	0%	2%	3%	7%	0%
		1400 - 1500	4,450	47	46%	10%	0%	11%	6%	6%	4%	0%	0%	0%	1%	2%	4%	0%	1%	2%	6%	0%
		1500 - 1600	4,800	43	47%	11%	0%	9%	6%	8%	2%	0%	0%	1%	1%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	5,150	38	49%	10%	0%	11%	5%	7%	2%	0%	0%	1%	2%	1%	3%	0%	1%	2%	4%	0%
		1700 - 1800	5,600	31	58%	10%	0%	9%	4%	5%	1%	0%	0%	0%	1%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	5,550	31	61%	9%	0%	9%	3%	2%	2%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	4,650	45	61%	9%	0%	7%	3%	1%	1%	0%	0%	0%	0%	3%	7%	0%	2%	3%	3%	0%
		2000 - 2100	4,000	51	63%	11%	0%	9%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2100 - 2200	4,500	47	68%	12%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	2%	3%	2%	0%
		2200 - 2300	2,800	62	65%	14%	0%	6%	3%	1%	0%	0%	0%	0%	1%	0%	2%	0%	2%	4%	2%	0%
		2300 - 0000	1,950	69	59%	20%	0%	6%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
19	Slip road to Tuen Mun Road (SB) - L017_1	0000 - 0100	500	70	48%	26%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	38%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0300 - 0400	200	70	31%	45%	0%	7%	7%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	4%	0%
		0400 - 0500	250	70	38%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	350	70	27%	31%	0%	9%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	8%	2%	3%	0%
		0600 - 0700	1,150	62	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	1%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,350	44	58%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,300	45	55%	11%	0%	13%	6%	2%	2%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,650	54	42%	12%	1%	18%	6%	2%	2%	0%	0%	0%	2%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,350	59	43%	14%	0%	17%	8%	3%	2%	0%	0%	0%	2%	0%	1%	0%	3%	2%	5%	0%
		1100 - 1200	1,400	58	41%	13%	0%	15%	8%	2%	2%	0%	0%	1%	1%	1%	2%	0%	3%	2%	10%	0%
		1200 - 1300	1,300	59	45%	12%	0%	13%	7%	2%	2%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,250	60	46%	13%	0%	15%	8%	1%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,450	57	43%	12%	0%	15%	6%	2%	3%	0%	0%	0%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,550	56	44%	13%	0%	13%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,400	58	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,500	57	49%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,500	57	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,500	57	56%	10%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,300	59	58%	14%	0%	13%	4%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2100 - 2200	1,450	57	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2200 - 2300	950	64	59%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	650	69	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%
20	Slip road to Tuen Mun Road (SB) - L017_2	0000 - 0100	500	70	48%	26%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	38%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0300 - 0400	200	70	31%	45%	0%	7%	7%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	4%	0%
		0400 - 0500	250	70	38%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	350	70	27%	31%	0%	9%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	8%	2%	3%	0%
		0600 - 0700	1,150	62	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	1%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,350	44	58%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,300	45	55%	11%	0%	13%	6%	2%	2%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,650	54	42%	12%	1%	18%	6%	2%	2%	0%	0%	0%	2%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,350	59	43%	14%	0%	17%	8%	3%	2%	0%	0%	0%	2%	0%	1%	0%	3%	2%	5%	0%
		1100 - 1200	1,400	58	41%	13%	0%	15%	8%	2%	2%	0%	0%	1%	1%	1%	2%	0%	3%	2%	10%	0%
		1200 - 1300	1,300	59	45%	12%	0%	13%	7%	2%	2%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,250	60	46%	13%	0%	15%	8%	1%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,450	57	43%	12%	0%	15%	6%	2%	3%	0%	0%	0%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,550	56	44%	13%	0%	13%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,400	58	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,500	57	49%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,500	57	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,500	57	56%	10%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,300	59	58%	14%	0%	13%	4%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2100 - 2200	1,450	57	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2200 - 2300	950	64	59%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	650	69	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
21	Yuen Long Highway (NB) - L018_1	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	650	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	3%	0%
		0600 - 0700	2,000	73	47%	14%	0%	5%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,000	36	65%	9%	0%	6%	7%	2%	0%	1%	0%	1%	1%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	3,900	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,350	45	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,750	62	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,900	60	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,650	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,600	64	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1400 - 1500	2,950	59	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,200	51	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,550	38	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,000	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	1%	1%	0%	1%	1%	7%	0%
		1800 - 1900	4,000	36	68%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,300	47	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,700	63	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	2%	1%	1%	0%
		2100 - 2200	3,050	56	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,900	75	71%	12%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	2%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
22	Yuen Long Highway (NB) - L018_2	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	650	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	3%	0%
		0600 - 0700	2,000	73	47%	14%	0%	5%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,000	36	65%	9%	0%	6%	7%	2%	0%	1%	0%	1%	1%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	3,900	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,350	45	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,750	62	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,900	60	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,650	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,600	64	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1400 - 1500	2,950	59	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,200	51	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,550	38	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,000	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	1%	1%	0%	1%	1%	7%	0%
		1800 - 1900	4,000	36	68%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,300	47	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,700	63	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	2%	1%	1%	0%
		2100 - 2200	3,050	56	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,900	75	71%	12%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	2%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
23	Yuen Long Highway (NB) - L018_3	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	650	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	3%	0%
		0600 - 0700	2,000	73	47%	14%	0%	5%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,000	36	65%	9%	0%	6%	7%	2%	0%	1%	0%	1%	1%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	3,900	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,350	45	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,750	62	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,900	60	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,650	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,600	64	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1400 - 1500	2,950	59	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,200	51	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,550	38	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,000	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	1%	1%	0%	1%	1%	7%	0%
		1800 - 1900	4,000	36	68%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,300	47	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,700	63	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	2%	1%	1%	0%
		2100 - 2200	3,050	56	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,900	75	71%	12%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	2%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
24	Yuen Long Highway (SB) - L019_1	0000 - 0100	950	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	500	80	43%	33%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	450	80	46%	28%	0%	5%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	2%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,850	75	48%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,900	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,750	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,400	43	48%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,800	61	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	2,950	59	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,700	63	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,550	65	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,000	58	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,250	49	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,800	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,150	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,100	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,200	51	63%	8%	0%	6%	3%	2%	1%	1%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,700	63	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,050	56	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,900	75	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
25	Yuen Long Highway (SB) - L019_2	0000 - 0100	950	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	500	80	43%	33%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	450	80	46%	28%	0%	5%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	2%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,850	75	48%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,900	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,750	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,400	43	48%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,800	61	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	2,950	59	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,700	63	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,550	65	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,000	58	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,250	49	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,800	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,150	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,100	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,200	51	63%	8%	0%	6%	3%	2%	1%	1%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,700	63	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,050	56	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,900	75	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
26	Yuen Long Highway (SB) - L019_3	0000 - 0100	950	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	500	80	43%	33%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	450	80	46%	28%	0%	5%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	2%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,850	75	48%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,900	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,750	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,400	43	48%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,800	61	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	2,950	59	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,700	63	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,550	65	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,000	58	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,250	49	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,800	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,150	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,100	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,200	51	63%	8%	0%	6%	3%	2%	1%	1%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,700	63	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,050	56	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,900	75	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
27	Yuen Long Highway (SB) - L019_4	0000 - 0100	950	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	500	80	43%	33%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	450	80	46%	28%	0%	5%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	2%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,850	75	48%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,900	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,750	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,400	43	48%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,800	61	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	2,950	59	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,700	63	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,550	65	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,000	58	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,250	49	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,800	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,150	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,100	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,200	51	63%	8%	0%	6%	3%	2%	1%	1%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,700	63	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,050	56	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,900	75	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
28	Slip road from Lam Tei Interchange (SB) - L020	0000 - 0100	300	49	51%	27%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%
		0100 - 0200	200	50	37%	41%	0%	7%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		0200 - 0300	150	50	37%	43%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		0300 - 0400	150	50	33%	46%	0%	5%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
		0400 - 0500	150	50	41%	37%	0%	7%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0500 - 0600	200	50	30%	35%	0%	10%	5%	0%	0%	1%	0%	1%	1%	1%	4%	0%	10%	3%	1%	0%
		0600 - 0700	600	42	49%	19%	0%	9%	4%	1%	0%	2%	0%	2%	1%	2%	2%	0%	2%	4%	4%	0%
		0700 - 0800	1,300	27	63%	11%	0%	11%	2%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	3%	3%	0%
		0800 - 0900	1,250	28	60%	14%	0%	13%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	850	37	48%	14%	1%	18%	4%	1%	0%	1%	0%	0%	1%	1%	2%	0%	4%	2%	2%	0%
		1000 - 1100	700	40	50%	16%	0%	17%	5%	2%	0%	1%	0%	0%	1%	0%	1%	0%	3%	2%	2%	0%
		1100 - 1200	700	40	48%	16%	0%	15%	5%	1%	0%	1%	0%	1%	0%	1%	2%	0%	4%	3%	4%	0%
		1200 - 1300	650	41	52%	13%	0%	12%	4%	1%	0%	1%	0%	3%	0%	1%	1%	0%	3%	3%	4%	0%
		1300 - 1400	650	41	52%	14%	0%	15%	5%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	3%	0%
		1400 - 1500	750	39	49%	14%	0%	15%	4%	1%	1%	1%	0%	1%	1%	2%	3%	0%	3%	3%	2%	0%
		1500 - 1600	800	38	50%	15%	0%	13%	5%	2%	0%	1%	0%	2%	0%	1%	3%	0%	4%	3%	3%	0%
		1600 - 1700	650	41	49%	13%	0%	15%	6%	1%	0%	0%	0%	3%	2%	1%	2%	0%	4%	3%	1%	0%
		1700 - 1800	750	39	55%	13%	0%	13%	5%	1%	0%	0%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	750	39	58%	12%	0%	13%	3%	0%	0%	0%	0%	0%	2%	1%	1%	0%	4%	6%	1%	0%
		1900 - 2000	800	38	61%	11%	0%	9%	2%	0%	0%	1%	0%	0%	0%	2%	5%	0%	3%	3%	1%	0%
		2000 - 2100	750	39	61%	14%	0%	11%	2%	1%	0%	1%	0%	0%	0%	1%	1%	0%	3%	4%	1%	0%
		2100 - 2200	850	37	65%	15%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		2200 - 2300	550	44	62%	18%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		2300 - 0000	400	47	56%	24%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
29	Slip road from Castle Peak Road - Lam Tei (SB) - L021	0000 - 0100	250	70	47%	26%	0%	10%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	6%	1%	0%
		0100 - 0200	150	70	33%	35%	0%	8%	6%	2%	1%	0%	0%	0%	0%	0%	1%	0%	3%	3%	7%	0%
		0200 - 0300	150	70	33%	36%	0%	9%	7%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	3%	6%	0%
		0300 - 0400	100	70	28%	42%	0%	7%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	8%	0%
		0400 - 0500	150	70	34%	32%	0%	8%	10%	2%	2%	0%	0%	0%	0%	0%	0%	0%	3%	3%	5%	0%
		0500 - 0600	200	70	25%	28%	0%	9%	11%	1%	3%	0%	0%	1%	3%	2%	6%	0%	6%	3%	7%	0%
		0600 - 0700	550	61	39%	9%	0%	8%	14%	1%	2%	0%	0%	0%	4%	1%	2%	0%	2%	4%	13%	0%
		0700 - 0800	1,100	44	54%	6%	0%	11%	6%	1%	2%	0%	0%	0%	1%	1%	1%	0%	1%	3%	12%	0%
		0800 - 0900	1,050	46	50%	7%	0%	12%	10%	2%	3%	0%	0%	0%	2%	0%	0%	0%	1%	4%	8%	0%
		0900 - 1000	800	53	37%	11%	0%	17%	7%	3%	5%	0%	0%	0%	3%	1%	3%	0%	2%	2%	10%	0%
		1000 - 1100	650	58	38%	12%	0%	16%	10%	3%	4%	0%	0%	0%	4%	0%	1%	0%	2%	2%	9%	0%
		1100 - 1200	700	56	34%	11%	0%	13%	9%	3%	4%	0%	0%	0%	2%	1%	2%	0%	2%	2%	17%	0%
		1200 - 1300	650	58	39%	10%	0%	11%	8%	2%	3%	0%	0%	1%	2%	1%	2%	0%	2%	3%	16%	0%
		1300 - 1400	600	60	40%	11%	0%	14%	10%	2%	3%	0%	0%	0%	3%	0%	1%	0%	2%	3%	11%	0%
		1400 - 1500	700	56	37%	10%	0%	14%	8%	3%	6%	0%	0%	0%	3%	2%	4%	0%	1%	3%	10%	0%
		1500 - 1600	750	55	38%	11%	0%	12%	9%	3%	3%	0%	0%	1%	2%	1%	3%	0%	2%	2%	12%	0%
		1600 - 1700	700	56	34%	15%	0%	14%	5%	3%	3%	0%	0%	2%	10%	2%	2%	0%	1%	2%	7%	0%
		1700 - 1800	750	55	43%	15%	0%	13%	5%	2%	2%	0%	0%	1%	4%	1%	1%	0%	1%	3%	9%	0%
		1800 - 1900	750	55	44%	14%	0%	13%	3%	1%	3%	0%	0%	0%	7%	1%	1%	0%	1%	4%	6%	0%
		1900 - 2000	700	56	52%	10%	0%	10%	5%	1%	1%	0%	0%	0%	1%	3%	7%	0%	2%	3%	6%	0%
		2000 - 2100	600	60	56%	13%	0%	13%	5%	1%	2%	0%	0%	0%	1%	1%	1%	0%	2%	4%	3%	0%
		2100 - 2200	650	58	60%	13%	0%	10%	3%	1%	0%	0%	0%	0%	1%	1%	1%	0%	2%	4%	4%	0%
		2200 - 2300	400	66	58%	16%	0%	9%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	2%	5%	3%	0%
		2300 - 0000	300	69	52%	22%	0%	8%	5%	1%	1%	0%	0%	0%	1%	0%	2%	0%	3%	5%	1%	0%
30	Access Road (SB) - L022	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	74%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	100	27	67%	8%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	70%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	72%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	81%	6%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	7%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	82%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
31	Access Road (NB) - L023	0000 - 0100	50	30	66%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0600 - 0700	50	30	72%	8%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	75%	7%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	70%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	74%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	78%	4%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	81%	4%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	80%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
32	Lam Tei Interchange (EB) - L024	0000 - 0100	300	40	43%	29%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	250	40	30%	41%	0%	9%	4%	2%	0%	1%	0%	0%	0%	0%	1%	0%	6%	2%	2%	0%
		0200 - 0300	200	40	31%	43%	0%	11%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	150	40	27%	49%	0%	8%	7%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	150	40	36%	41%	0%	10%	7%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		0500 - 0600	200	40	25%	34%	0%	11%	8%	1%	1%	1%	0%	1%	1%	1%	4%	0%	12%	2%	2%	0%
		0600 - 0700	650	38	42%	19%	0%	10%	10%	2%	1%	1%	0%	1%	3%	1%	2%	0%	4%	2%	4%	0%
		0700 - 0800	1,300	33	56%	12%	0%	13%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	3%	2%	4%	0%
		0800 - 0900	1,300	33	52%	14%	0%	14%	7%	2%	1%	1%	0%	1%	2%	0%	0%	0%	2%	2%	2%	0%
		0900 - 1000	950	36	39%	15%	0%	22%	6%	3%	2%	1%	0%	0%	1%	1%	2%	0%	4%	1%	3%	0%
		1000 - 1100	800	37	40%	16%	0%	21%	8%	4%	1%	1%	0%	0%	2%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	800	37	39%	16%	0%	19%	7%	3%	1%	1%	0%	0%	1%	0%	2%	0%	4%	2%	5%	0%
		1200 - 1300	750	37	43%	14%	0%	16%	7%	3%	1%	1%	0%	2%	1%	0%	1%	0%	4%	2%	5%	0%
		1300 - 1400	750	37	43%	15%	0%	19%	8%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	850	36	41%	14%	0%	19%	6%	3%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	3%	0%
		1500 - 1600	900	36	41%	16%	0%	17%	7%	4%	1%	1%	0%	1%	1%	1%	2%	0%	5%	2%	3%	0%
		1600 - 1700	800	37	39%	14%	0%	22%	5%	3%	1%	1%	0%	2%	3%	0%	1%	0%	3%	3%	2%	0%
		1700 - 1800	900	36	46%	14%	0%	20%	5%	2%	1%	1%	0%	1%	1%	0%	0%	0%	3%	4%	2%	0%
		1800 - 1900	850	36	49%	13%	0%	20%	3%	1%	1%	1%	0%	0%	2%	0%	1%	0%	3%	4%	1%	0%
		1900 - 2000	850	36	55%	12%	0%	12%	4%	1%	0%	1%	0%	0%	0%	1%	4%	0%	5%	2%	2%	0%
		2000 - 2100	750	37	54%	15%	0%	15%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2100 - 2200	850	36	59%	16%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	550	38	56%	19%	0%	11%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
		2300 - 0000	400	39	49%	26%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
33	Lam Tei Interchange (WB) - L025	0000 - 0100	400	39	49%	29%	0%	10%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		0100 - 0200	250	40	35%	43%	0%	7%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		0200 - 0300	200	40	37%	46%	0%	9%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		0300 - 0400	150	40	29%	48%	0%	6%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	1%	0%
		0400 - 0500	200	40	38%	38%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
		0500 - 0600	250	40	28%	35%	0%	9%	7%	0%	0%	3%	0%	1%	1%	0%	2%	0%	10%	2%	1%	0%
		0600 - 0700	700	37	49%	17%	0%	8%	8%	1%	0%	2%	0%	1%	3%	1%	1%	0%	3%	4%	2%	0%
		0700 - 0800	1,500	32	64%	10%	0%	11%	3%	1%	0%	2%	0%	1%	1%	0%	0%	0%	3%	3%	2%	0%
		0800 - 0900	1,450	32	59%	12%	0%	12%	6%	1%	0%	2%	0%	1%	2%	0%	0%	0%	2%	3%	1%	0%
		0900 - 1000	1,100	35	46%	15%	0%	19%	5%	2%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	2%	0%
		1000 - 1100	950	36	47%	17%	0%	17%	7%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	2%	0%
		1100 - 1200	950	36	45%	17%	0%	16%	7%	1%	1%	2%	0%	0%	1%	0%	1%	0%	4%	2%	3%	0%
		1200 - 1300	850	36	50%	14%	0%	13%	6%	1%	0%	2%	0%	2%	1%	0%	1%	0%	4%	3%	3%	0%
		1300 - 1400	850	36	49%	15%	0%	15%	7%	1%	0%	2%	0%	0%	1%	0%	0%	0%	3%	3%	2%	0%
		1400 - 1500	950	36	48%	15%	0%	16%	6%	1%	1%	1%	0%	0%	1%	1%	1%	0%	3%	2%	2%	0%
		1500 - 1600	1,050	35	48%	16%	0%	14%	6%	2%	0%	2%	0%	1%	1%	0%	1%	0%	4%	2%	2%	0%
		1600 - 1700	1,100	35	45%	16%	0%	16%	5%	1%	1%	3%	0%	2%	2%	1%	1%	0%	3%	2%	2%	0%
		1700 - 1800	1,200	34	52%	16%	0%	14%	4%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	2%	0%
		1800 - 1900	1,200	34	55%	15%	0%	14%	3%	0%	1%	2%	0%	0%	1%	0%	1%	0%	3%	3%	1%	0%
		1900 - 2000	1,050	35	61%	12%	0%	10%	3%	0%	0%	2%	0%	0%	0%	1%	2%	0%	4%	3%	1%	0%
		2000 - 2100	950	36	58%	15%	0%	12%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		2100 - 2200	1,050	35	63%	16%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		2200 - 2300	700	37	60%	19%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
		2300 - 0000	500	39	53%	26%	0%	8%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
34	Castle Peak Road - Lingnan (NB) - L026	0000 - 0100	400	38	49%	26%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	38%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	39%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	200	40	30%	43%	0%	6%	6%	1%	0%	6%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0400 - 0500	200	40	39%	34%	0%	7%	6%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	30%	0%	8%	7%	0%	0%	5%	0%	1%	1%	1%	2%	0%	12%	2%	3%	0%
		0600 - 0700	750	35	46%	16%	0%	8%	8%	1%	0%	4%	0%	1%	2%	1%	1%	0%	4%	4%	4%	0%
		0700 - 0800	1,550	27	61%	10%	0%	11%	3%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,500	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,250	30	45%	13%	0%	17%	5%	2%	1%	3%	0%	0%	1%	1%	1%	0%	5%	2%	5%	0%
		1000 - 1100	1,050	32	45%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,100	31	43%	14%	0%	14%	7%	2%	1%	3%	0%	0%	1%	0%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,000	32	47%	12%	0%	12%	6%	2%	1%	4%	0%	2%	1%	0%	1%	0%	4%	3%	7%	0%
		1300 - 1400	1,000	32	48%	13%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	4%	3%	5%	0%
		1400 - 1500	1,050	32	47%	13%	0%	15%	6%	2%	1%	2%	0%	0%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,200	30	47%	14%	0%	13%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	5%	2%	5%	0%
		1600 - 1700	1,350	29	45%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,450	28	52%	12%	0%	12%	4%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,450	28	56%	12%	0%	12%	3%	1%	1%	3%	0%	0%	1%	1%	1%	0%	4%	3%	4%	0%
		1900 - 2000	1,150	31	59%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	3%	0%	4%	3%	2%	0%
		2000 - 2100	1,050	32	58%	13%	0%	11%	3%	1%	0%	4%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,150	31	63%	14%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
		2200 - 2300	750	35	60%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	550	37	54%	23%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
35	Castle Peak Road - Lingnan (SB) - L027	0000 - 0100	150	40	36%	31%	0%	9%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	12%	5%	0%	0%
		0100 - 0200	100	40	24%	42%	0%	7%	3%	2%	1%	3%	0%	0%	0%	0%	1%	0%	14%	2%	1%	0%
		0200 - 0300	100	40	25%	44%	0%	8%	3%	2%	2%	3%	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%
		0300 - 0400	50	40	24%	54%	0%	6%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	100	40	31%	45%	0%	8%	6%	2%	2%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	40	18%	32%	0%	7%	5%	0%	1%	4%	0%	1%	1%	1%	5%	0%	22%	2%	1%	0%
		0600 - 0700	300	39	39%	19%	0%	6%	6%	2%	1%	3%	2%	2%	3%	1%	3%	0%	10%	2%	2%	0%
		0700 - 0800	550	37	54%	12%	0%	9%	3%	2%	1%	2%	1%	1%	1%	0%	1%	0%	8%	2%	1%	0%
		0800 - 0900	550	37	51%	15%	0%	10%	4%	3%	2%	3%	1%	1%	2%	0%	0%	0%	5%	2%	1%	0%
		0900 - 1000	400	38	34%	16%	0%	18%	5%	4%	3%	3%	0%	0%	1%	1%	4%	0%	10%	2%	1%	0%
		1000 - 1100	350	39	34%	18%	0%	17%	6%	5%	2%	3%	0%	0%	1%	0%	1%	0%	9%	2%	1%	0%
		1100 - 1200	350	39	33%	17%	0%	15%	6%	4%	2%	3%	0%	0%	1%	0%	3%	0%	10%	2%	2%	0%
		1200 - 1300	300	39	37%	15%	0%	12%	6%	3%	2%	4%	3%	2%	1%	0%	2%	0%	10%	3%	2%	0%
		1300 - 1400	300	39	37%	17%	0%	15%	7%	2%	2%	4%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	350	39	35%	16%	0%	15%	5%	4%	3%	3%	0%	0%	1%	1%	5%	0%	8%	3%	1%	0%
		1500 - 1600	400	38	34%	17%	0%	13%	6%	5%	2%	3%	2%	1%	1%	1%	4%	0%	10%	2%	2%	0%
		1600 - 1700	350	39	25%	17%	0%	21%	7%	4%	1%	8%	0%	1%	2%	0%	3%	0%	6%	4%	1%	0%
		1700 - 1800	350	39	31%	18%	0%	19%	6%	3%	1%	6%	0%	1%	1%	0%	1%	0%	6%	6%	2%	0%
		1800 - 1900	350	39	33%	17%	0%	19%	4%	1%	1%	5%	0%	0%	1%	0%	2%	0%	7%	7%	1%	0%
		1900 - 2000	350	39	45%	13%	0%	10%	3%	1%	1%	4%	0%	0%	0%	1%	8%	0%	10%	3%	1%	0%
		2000 - 2100	350	39	45%	17%	0%	12%	3%	2%	1%	5%	0%	0%	0%	0%	1%	0%	10%	3%	0%	0%
		2100 - 2200	350	39	51%	18%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	9%	4%	1%	0%
		2200 - 2300	250	40	47%	21%	0%	8%	2%	1%	0%	2%	0%	0%	0%	0%	2%	0%	11%	4%	0%	0%
		2300 - 0000	200	40	40%	28%	0%	8%	3%	2%	1%	3%	0%	0%	0%	0%	2%	0%	12%	5%	0%	0%
36	Slip road to Yuen Long Highway (EB) - L028	0000 - 0100	250	50	47%	29%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		0100 - 0200	200	50	33%	42%	0%	10%	6%	2%	1%	1%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	32%	43%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	150	50	28%	45%	0%	8%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	36%	37%	0%	9%	8%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0500 - 0600	200	50	26%	34%	0%	12%	10%	1%	2%	2%	0%	1%	1%	1%	3%	0%	6%	1%	4%	0%
		0600 - 0700	600	42	40%	18%	0%	11%	11%	1%	1%	1%	0%	1%	2%	1%	1%	0%	2%	2%	9%	0%
		0700 - 0800	1,150	30	55%	11%	0%	14%	5%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	8%	0%
		0800 - 0900	1,150	30	50%	13%	0%	15%	8%	2%	1%	1%	0%	0%	1%	0%	0%	0%	1%	1%	5%	0%
		0900 - 1000	900	36	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	6%	0%
		1000 - 1100	750	39	39%	15%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	0%	0%	2%	1%	5%	0%
		1100 - 1200	750	39	37%	14%	0%	18%	8%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	11%	0%
		1200 - 1300	700	40	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	2%	10%	0%
		1300 - 1400	650	41	42%	14%	0%	18%	9%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	7%	0%
		1400 - 1500	750	39	39%	13%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1500 - 1600	800	38	41%	14%	0%	16%	8%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	7%	0%
		1600 - 1700	800	38	39%	12%	0%	19%	6%	4%	4%	2%	0%	2%	3%	1%	1%	0%	2%	2%	3%	0%
		1700 - 1800	800	38	48%	13%	0%	17%	5%	2%	2%	2%	0%	1%	1%	0%	0%	0%	1%	3%	4%	0%
		1800 - 1900	800	38	51%	12%	0%	17%	4%	1%	4%	1%	0%	0%	2%	1%	1%	0%	2%	3%	3%	0%
		1900 - 2000	750	39	56%	12%	0%	13%	4%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	700	40	55%	15%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2100 - 2200	750	39	60%	16%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2200 - 2300	450	46	58%	19%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	350	48	52%	25%	0%	10%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
37	Access Road to To Yuen Wai (NB) - L029	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	24%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	24%	52%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	18%	52%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	20%	46%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	46%	14%	0%	6%	26%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	64%	10%	0%	10%	11%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	54%	12%	0%	11%	17%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	38%	22%	0%	24%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	38%	24%	0%	22%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	36%	25%	0%	20%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	100	27	41%	21%	0%	17%	11%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	39%	23%	0%	19%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	39%	23%	0%	21%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	100	27	38%	23%	0%	17%	12%	3%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	29%	34%	0%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	32%	31%	0%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1800 - 1900	100	27	34%	29%	0%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	56%	19%	0%	14%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	100	27	50%	23%	0%	16%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	55%	24%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	50%	28%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	42%	36%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
38	Slip road to Yuen Long Highway (EB) - L030_1	0000 - 0100	250	50	47%	28%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	6%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	33%	39%	0%	11%	5%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0300 - 0400	100	50	29%	44%	0%	8%	8%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
		0400 - 0500	150	50	37%	36%	0%	10%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	27%	32%	0%	12%	9%	1%	2%	2%	0%	1%	1%	1%	4%	0%	6%	2%	4%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	9%	1%	1%	1%	0%	1%	2%	1%	2%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	54%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,050	34	50%	13%	0%	16%	7%	2%	2%	1%	0%	0%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	800	39	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	6%	0%
		1100 - 1200	700	41	37%	13%	0%	18%	7%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	1%	11%	0%
		1300 - 1400	600	43	43%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	1%	0%	2%	2%	7%	0%
		1400 - 1500	700	41	40%	12%	0%	18%	7%	3%	6%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	41%	13%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	700	41	41%	11%	0%	18%	6%	4%	5%	2%	0%	3%	3%	1%	1%	0%	2%	1%	4%	0%
		1700 - 1800	750	40	49%	11%	0%	17%	5%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	750	40	52%	10%	0%	16%	4%	1%	4%	1%	0%	0%	2%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	55%	11%	0%	13%	4%	1%	1%	1%	0%	0%	1%	1%	4%	0%	2%	2%	4%	0%
		2000 - 2100	600	43	56%	14%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	61%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	59%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	300	50	52%	25%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
39	Slip road to Yuen Long Highway (EB) - L030_2	0000 - 0100	250	50	47%	28%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	6%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	33%	39%	0%	11%	5%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0300 - 0400	100	50	29%	44%	0%	8%	8%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
		0400 - 0500	150	50	37%	36%	0%	10%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	27%	32%	0%	12%	9%	1%	2%	2%	0%	1%	1%	1%	4%	0%	6%	2%	4%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	9%	1%	1%	1%	0%	1%	2%	1%	2%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	54%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,050	34	50%	13%	0%	16%	7%	2%	2%	1%	0%	0%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	800	39	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	6%	0%
		1100 - 1200	700	41	37%	13%	0%	18%	7%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	1%	11%	0%
		1300 - 1400	600	43	43%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	1%	0%	2%	2%	7%	0%
		1400 - 1500	700	41	40%	12%	0%	18%	7%	3%	6%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	41%	13%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	700	41	41%	11%	0%	18%	6%	4%	5%	2%	0%	3%	3%	1%	1%	0%	2%	1%	4%	0%
		1700 - 1800	750	40	49%	11%	0%	17%	5%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	750	40	52%	10%	0%	16%	4%	1%	4%	1%	0%	0%	2%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	55%	11%	0%	13%	4%	1%	1%	1%	0%	0%	1%	1%	4%	0%	2%	2%	4%	0%
		2000 - 2100	600	43	56%	14%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	61%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	59%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	300	50	52%	25%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
40	Yuen Long Highway (EB) - L031	0000 - 0100	1,150	80	59%	21%	0%	7%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	800	80	43%	31%	0%	6%	7%	2%	1%	1%	0%	0%	0%	0%	2%	0%	3%	1%	4%	0%
		0200 - 0300	650	80	43%	32%	0%	7%	8%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	500	80	36%	36%	0%	5%	11%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	550	80	46%	27%	0%	6%	11%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	800	80	33%	24%	0%	7%	13%	0%	1%	1%	0%	1%	1%	2%	8%	0%	5%	1%	4%	0%
		0600 - 0700	2,500	80	45%	15%	0%	6%	15%	1%	1%	1%	0%	1%	2%	2%	3%	0%	2%	2%	5%	0%
		0700 - 0800	5,050	50	62%	9%	0%	8%	6%	2%	1%	1%	0%	0%	0%	1%	1%	0%	2%	2%	5%	0%
		0800 - 0900	4,950	52	58%	11%	0%	9%	11%	2%	1%	1%	0%	0%	1%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	4,150	63	48%	10%	0%	13%	9%	3%	3%	1%	0%	0%	1%	1%	4%	0%	2%	1%	6%	0%
		1000 - 1100	3,400	70	50%	11%	0%	12%	12%	3%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	5%	0%
		1100 - 1200	3,550	69	47%	10%	0%	10%	11%	3%	2%	1%	0%	0%	0%	1%	3%	0%	1%	1%	10%	0%
		1200 - 1300	3,250	72	51%	9%	0%	8%	10%	2%	2%	1%	0%	1%	0%	1%	2%	0%	2%	1%	9%	0%
		1300 - 1400	3,150	73	52%	10%	0%	10%	12%	1%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	6%	0%
		1400 - 1500	3,650	68	49%	9%	0%	10%	9%	3%	3%	1%	0%	0%	1%	2%	5%	0%	1%	1%	6%	0%
		1500 - 1600	3,900	66	50%	10%	0%	9%	10%	3%	1%	1%	0%	1%	0%	1%	4%	0%	2%	1%	6%	0%
		1600 - 1700	4,250	62	54%	7%	0%	10%	8%	2%	3%	1%	0%	1%	2%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,750	57	62%	7%	0%	9%	7%	1%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	7%	0%
		1800 - 1900	4,750	57	65%	7%	0%	9%	5%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,950	65	62%	8%	0%	7%	5%	1%	1%	1%	0%	0%	0%	3%	8%	0%	1%	1%	3%	0%
		2000 - 2100	3,300	71	66%	10%	0%	9%	5%	1%	1%	1%	0%	0%	0%	1%	1%	0%	2%	1%	2%	0%
		2100 - 2200	3,700	68	71%	11%	0%	7%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	2%	2%	0%
		2200 - 2300	2,350	80	68%	13%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	2%	0%
		2300 - 0000	1,600	80	63%	18%	0%	6%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
41	Yuen Long Highway (WB) - L032	0000 - 0100	1,250	80	57%	22%	0%	7%	2%	2%	0%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0100 - 0200	900	80	41%	33%	0%	5%	4%	4%	1%	1%	0%	0%	0%	0%	2%	0%	3%	3%	4%	0%
		0200 - 0300	700	80	42%	34%	0%	6%	4%	3%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%
		0300 - 0400	550	80	36%	37%	0%	4%	6%	5%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	600	80	45%	29%	0%	5%	7%	5%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	850	80	34%	28%	0%	6%	8%	1%	2%	2%	0%	0%	1%	1%	6%	0%	5%	2%	4%	0%
		0600 - 0700	2,450	80	49%	13%	0%	5%	8%	3%	1%	2%	0%	0%	2%	1%	2%	0%	1%	4%	8%	0%
		0700 - 0800	5,200	66	64%	8%	0%	7%	3%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		0800 - 0900	5,000	67	60%	9%	0%	8%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	4,400	72	48%	10%	0%	12%	5%	7%	3%	1%	0%	0%	1%	1%	3%	0%	2%	2%	6%	0%
		1000 - 1100	3,650	80	49%	12%	0%	11%	7%	8%	2%	1%	0%	0%	1%	0%	1%	0%	1%	2%	5%	0%
		1100 - 1200	3,800	76	46%	11%	0%	10%	6%	7%	2%	1%	0%	0%	0%	1%	3%	0%	2%	2%	11%	0%
		1200 - 1300	3,500	80	51%	10%	0%	8%	6%	6%	2%	1%	1%	1%	0%	1%	2%	0%	2%	2%	10%	0%
		1300 - 1400	3,300	80	53%	11%	0%	10%	7%	4%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,850	76	48%	10%	0%	10%	5%	7%	3%	1%	0%	0%	1%	2%	4%	0%	1%	2%	6%	0%
		1500 - 1600	4,200	73	49%	11%	0%	9%	6%	8%	1%	1%	1%	0%	0%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	4,750	69	51%	10%	0%	10%	5%	7%	2%	1%	0%	1%	1%	1%	3%	0%	1%	2%	5%	0%
		1700 - 1800	5,250	66	59%	10%	0%	9%	4%	5%	1%	1%	0%	0%	0%	0%	1%	0%	1%	2%	5%	0%
		1800 - 1900	5,200	66	63%	9%	0%	9%	3%	2%	2%	1%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	4,100	74	63%	8%	0%	6%	3%	1%	1%	1%	0%	0%	0%	2%	7%	0%	2%	2%	3%	0%
		2000 - 2100	3,550	80	65%	11%	0%	8%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2100 - 2200	4,000	74	70%	11%	0%	6%	2%	2%	0%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2200 - 2300	2,500	80	67%	14%	0%	6%	2%	2%	0%	1%	0%	0%	0%	0%	2%	0%	2%	4%	2%	0%
		2300 - 0000	1,750	80	61%	19%	0%	5%	3%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
42	Slip road from Yuen Long Highway (WB) - L033_1	0000 - 0100	300	50	54%	25%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	40%	38%	0%	6%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	39%	0%	8%	4%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	42%	0%	5%	5%	3%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	34%	0%	7%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	200	50	33%	32%	0%	8%	7%	1%	1%	6%	0%	1%	1%	1%	3%	0%	6%	2%	3%	0%
		0600 - 0700	600	50	52%	14%	0%	7%	5%	1%	0%	5%	1%	1%	3%	1%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,300	42	66%	8%	0%	8%	2%	1%	0%	4%	1%	1%	1%	0%	1%	0%	1%	3%	4%	0%
		0800 - 0900	1,300	42	62%	10%	0%	9%	4%	2%	1%	5%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,000	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	850	47	49%	14%	0%	14%	6%	3%	1%	4%	0%	0%	1%	0%	0%	0%	2%	2%	4%	0%
		1100 - 1200	850	47	46%	13%	0%	12%	6%	3%	1%	4%	0%	0%	0%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	800	48	51%	11%	0%	10%	6%	2%	1%	4%	1%	1%	1%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	800	48	52%	13%	0%	12%	7%	1%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	6%	0%
		1400 - 1500	850	47	50%	13%	0%	13%	5%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	950	46	50%	13%	0%	11%	6%	3%	0%	3%	1%	1%	1%	0%	1%	0%	2%	1%	6%	0%
		1600 - 1700	1,000	45	47%	13%	0%	13%	6%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,150	44	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,100	44	58%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	950	46	63%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	850	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%
		2100 - 2200	950	46	67%	13%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	600	50	65%	16%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
43	Slip road from Yuen Long Highway (WB) - L033_2	0000 - 0100	300	50	54%	25%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	40%	38%	0%	6%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	39%	0%	8%	4%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	42%	0%	5%	5%	3%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	34%	0%	7%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	200	50	33%	32%	0%	8%	7%	1%	1%	6%	0%	1%	1%	1%	3%	0%	6%	2%	3%	0%
		0600 - 0700	600	50	52%	14%	0%	7%	5%	1%	0%	5%	1%	1%	3%	1%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,300	42	66%	8%	0%	8%	2%	1%	0%	4%	1%	1%	1%	0%	1%	0%	1%	3%	4%	0%
		0800 - 0900	1,300	42	62%	10%	0%	9%	4%	2%	1%	5%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,000	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	850	47	49%	14%	0%	14%	6%	3%	1%	4%	0%	0%	1%	0%	0%	0%	2%	2%	4%	0%
		1100 - 1200	850	47	46%	13%	0%	12%	6%	3%	1%	4%	0%	0%	0%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	800	48	51%	11%	0%	10%	6%	2%	1%	4%	1%	1%	1%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	800	48	52%	13%	0%	12%	7%	1%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	6%	0%
		1400 - 1500	850	47	50%	13%	0%	13%	5%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	950	46	50%	13%	0%	11%	6%	3%	0%	3%	1%	1%	1%	0%	1%	0%	2%	1%	6%	0%
		1600 - 1700	1,000	45	47%	13%	0%	13%	6%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,150	44	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,100	44	58%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	950	46	63%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	850	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%
		2100 - 2200	950	46	67%	13%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	600	50	65%	16%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
44	Fu Hang Road (WB) - L034	0000 - 0100	50	30	40%	10%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	30%	14%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	16%	16%	0%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		0500 - 0600	50	30	26%	12%	0%	12%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	22%	6%	0%	12%	34%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	6%	0%
		0700 - 0800	100	27	36%	3%	0%	17%	19%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%
		0800 - 0900	100	27	29%	3%	0%	17%	27%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	3%	0%
		0900 - 1000	50	30	26%	4%	0%	18%	22%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		1000 - 1100	50	30	30%	2%	0%	14%	26%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	2%	0%
		1100 - 1200	50	30	26%	2%	0%	14%	26%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%
		1200 - 1300	50	30	28%	4%	0%	12%	24%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		1300 - 1400	50	30	30%	4%	0%	12%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1400 - 1500	50	30	32%	2%	0%	14%	24%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	2%	0%
		1500 - 1600	50	30	26%	2%	0%	12%	26%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%
		1600 - 1700	50	30	44%	4%	0%	4%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	46%	4%	0%	4%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	4%	0%
		1800 - 1900	50	30	54%	4%	0%	4%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	4%	0%
		1900 - 2000	50	30	46%	4%	0%	10%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	4%	0%
		2000 - 2100	50	30	46%	4%	0%	14%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	48%	6%	0%	10%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		2200 - 2300	50	30	48%	6%	0%	12%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	44%	8%	0%	8%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
45	Fu Hang Road (EB) - L035	0000 - 0100	50	30	44%	14%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0200 - 0300	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0300 - 0400	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0400 - 0500	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0500 - 0600	50	30	16%	16%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	36%	16%	0%	26%	6%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	10%	0%	0%
		0800 - 0900	50	30	30%	18%	0%	22%	10%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%	0%
		0900 - 1000	50	30	30%	6%	0%	14%	20%	14%	0%	0%	0%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1000 - 1100	50	30	24%	8%	0%	12%	24%	16%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	8%	0%
		1100 - 1200	50	30	24%	8%	0%	12%	24%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1200 - 1300	50	30	24%	4%	0%	8%	28%	12%	0%	0%	4%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1300 - 1400	50	30	28%	10%	0%	10%	30%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	10%	0%
		1400 - 1500	50	30	24%	8%	0%	12%	24%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	8%	0%
		1500 - 1600	50	30	26%	6%	0%	10%	24%	14%	0%	0%	4%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1600 - 1700	50	30	30%	2%	0%	2%	26%	18%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	10%	0%
		1700 - 1800	50	30	38%	2%	0%	2%	24%	12%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	12%	0%
		1800 - 1900	50	30	48%	2%	0%	2%	20%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	40%	8%	0%	8%	16%	4%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	4%	0%
		2000 - 2100	50	30	42%	12%	0%	12%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	48%	10%	0%	10%	10%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	4%	0%
		2200 - 2300	50	30	44%	16%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	52%	12%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
46	Castle Peak Road - Lingnan (SB) - L036	0000 - 0100	250	40	43%	31%	0%	7%	2%	2%	0%	2%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		0100 - 0200	150	40	29%	43%	0%	5%	3%	3%	1%	3%	0%	0%	0%	0%	1%	0%	10%	2%	1%	0%
		0200 - 0300	150	40	31%	45%	0%	6%	3%	2%	1%	2%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	28%	53%	0%	5%	4%	4%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0400 - 0500	100	40	37%	44%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	150	40	23%	34%	0%	6%	5%	1%	1%	3%	0%	1%	1%	1%	5%	0%	19%	1%	1%	0%
		0600 - 0700	450	38	43%	18%	0%	5%	6%	3%	1%	2%	1%	1%	4%	1%	4%	0%	8%	2%	1%	0%
		0700 - 0800	900	33	59%	12%	0%	7%	2%	3%	1%	2%	1%	1%	1%	1%	1%	0%	6%	2%	1%	0%
		0800 - 0900	850	34	56%	14%	0%	8%	4%	4%	1%	2%	1%	0%	2%	0%	0%	0%	4%	2%	1%	0%
		0900 - 1000	650	36	41%	16%	0%	14%	4%	5%	2%	2%	0%	0%	1%	1%	3%	0%	8%	1%	1%	0%
		1000 - 1100	550	37	41%	18%	0%	13%	5%	6%	1%	3%	0%	0%	1%	0%	1%	0%	7%	2%	1%	0%
		1100 - 1200	550	37	41%	18%	0%	12%	5%	5%	1%	3%	0%	0%	1%	0%	3%	0%	8%	2%	1%	0%
		1200 - 1300	500	37	44%	15%	0%	10%	4%	4%	1%	3%	3%	1%	1%	0%	2%	0%	8%	2%	1%	0%
		1300 - 1400	500	37	45%	17%	0%	12%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
		1400 - 1500	550	37	43%	16%	0%	12%	4%	5%	2%	2%	0%	0%	1%	1%	4%	0%	6%	2%	1%	0%
		1500 - 1600	600	36	42%	17%	0%	10%	5%	6%	1%	2%	2%	1%	1%	1%	3%	0%	8%	2%	1%	0%
		1600 - 1700	550	37	41%	18%	0%	16%	4%	4%	0%	5%	0%	1%	1%	0%	1%	0%	5%	3%	0%	0%
		1700 - 1800	600	36	48%	18%	0%	14%	4%	3%	0%	4%	0%	1%	0%	0%	0%	0%	5%	4%	0%	0%
		1800 - 1900	600	36	51%	17%	0%	14%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	5%	4%	0%	0%
		1900 - 2000	600	36	54%	13%	0%	7%	2%	1%	0%	3%	0%	0%	1%	2%	6%	0%	8%	2%	1%	0%
		2000 - 2100	550	37	53%	17%	0%	9%	2%	2%	1%	4%	0%	0%	0%	0%	1%	0%	8%	3%	0%	0%
		2100 - 2200	600	36	59%	18%	0%	7%	1%	1%	0%	2%	0%	0%	0%	0%	1%	0%	7%	3%	0%	0%
		2200 - 2300	400	38	55%	21%	0%	6%	2%	1%	0%	2%	0%	0%	1%	0%	2%	0%	9%	3%	0%	0%
		2300 - 0000	300	39	47%	27%	0%	6%	2%	2%	0%	2%	0%	0%	0%	0%	2%	0%	9%	3%	0%	0%
47	Castle Peak Road - Lingnan (NB) - L037	0000 - 0100	200	40	42%	32%	0%	10%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	9%	5%	0%	0%
		0100 - 0200	150	40	29%	45%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	10%	3%	1%	0%
		0200 - 0300	100	40	30%	46%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	27%	49%	0%	6%	4%	2%	0%	3%	0%	0%	0%	0%	0%	0%	7%	2%	0%	0%
		0400 - 0500	100	40	33%	39%	0%	8%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%
		0500 - 0600	150	40	23%	34%	0%	7%	5%	0%	1%	3%	0%	1%	1%	2%	3%	0%	19%	2%	1%	0%
		0600 - 0700	300	39	36%	23%	0%	9%	11%	1%	0%	2%	0%	1%	3%	1%	1%	0%	7%	4%	1%	0%
		0700 - 0800	550	37	51%	15%	0%	12%	5%	1%	0%	1%	0%	1%	1%	0%	0%	0%	6%	3%	1%	0%
		0800 - 0900	550	37	47%	18%	0%	14%	8%	1%	0%	2%	0%	1%	2%	0%	0%	0%	3%	3%	1%	0%
		0900 - 1000	500	37	41%	16%	0%	18%	4%	2%	1%	2%	0%	0%	1%	2%	2%	0%	8%	2%	1%	0%
		1000 - 1100	450	38	42%	18%	0%	17%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	7%	2%	1%	0%
		1100 - 1200	450	38	41%	18%	0%	16%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	8%	2%	2%	0%
		1200 - 1300	400	38	45%	16%	0%	13%	5%	2%	1%	3%	0%	3%	1%	1%	1%	0%	8%	3%	2%	0%
		1300 - 1400	400	38	45%	17%	0%	15%	6%	1%	1%	3%	0%	0%	1%	1%	1%	0%	7%	3%	1%	0%
		1400 - 1500	450	38	43%	16%	0%	16%	5%	2%	1%	1%	0%	1%	1%	2%	2%	0%	6%	2%	1%	0%
		1500 - 1600	500	37	42%	17%	0%	14%	5%	2%	1%	2%	0%	2%	1%	1%	2%	0%	8%	2%	1%	0%
		1600 - 1700	600	36	48%	13%	0%	15%	2%	2%	1%	3%	0%	3%	2%	2%	1%	0%	6%	2%	1%	0%
		1700 - 1800	650	36	56%	13%	0%	13%	2%	1%	0%	3%	0%	1%	1%	1%	0%	0%	5%	3%	1%	0%
		1800 - 1900	650	36	57%	12%	0%	12%	1%	0%	1%	2%	0%	0%	1%	1%	1%	0%	6%	3%	0%	0%
		1900 - 2000	500	37	54%	13%	0%	10%	3%	0%	0%	2%	0%	0%	0%	3%	3%	0%	8%	3%	0%	0%
		2000 - 2100	450	38	53%	17%	0%	12%	2%	1%	0%	3%	0%	0%	0%	1%	0%	0%	8%	3%	0%	0%
		2100 - 2200	500	37	57%	18%	0%	9%	2%	1%	0%	2%	0%	0%	0%	1%	1%	0%	7%	3%	0%	0%
		2200 - 2300	300	39	55%	21%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2300 - 0000	250	40	47%	28%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	9%	3%	0%	0%
48	Castle Peak Road - Lingnan (NB) - L038	0000 - 0100	400	38	49%	27%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	39%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	39%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	200	40	30%	43%	0%	6%	6%	2%	0%	5%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0400 - 0500	200	40	39%	35%	0%	7%	6%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	31%	0%	9%	7%	0%	0%	4%	0%	1%	1%	1%	2%	0%	11%	2%	3%	0%
		0600 - 0700	750	35	46%	16%	0%	8%	8%	1%	0%	3%	0%	1%	2%	1%	1%	0%	3%	4%	4%	0%
		0700 - 0800	1,550	27	61%	10%	0%	11%	3%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,500	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,250	30	45%	14%	0%	17%	5%	2%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	5%	0%
		1000 - 1100	1,050	32	46%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,050	32	43%	14%	0%	14%	7%	2%	1%	3%	0%	0%	0%	0%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,000	32	48%	12%	0%	12%	6%	2%	1%	3%	0%	2%	1%	0%	1%	0%	4%	3%	7%	0%
		1300 - 1400	1,000	32	48%	14%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	4%	3%	5%	0%
		1400 - 1500	1,050	32	47%	13%	0%	15%	6%	2%	1%	2%	0%	0%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,150	31	47%	14%	0%	13%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	4%	2%	5%	0%
		1600 - 1700	1,300	29	45%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,450	28	53%	12%	0%	12%	4%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,450	28	56%	12%	0%	12%	3%	1%	1%	2%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		1900 - 2000	1,150	31	59%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	3%	0%	4%	3%	3%	0%
		2000 - 2100	1,050	32	58%	14%	0%	11%	3%	1%	0%	4%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,150	31	63%	14%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
		2200 - 2300	750	35	60%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		2300 - 0000	550	37	54%	23%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
49	Fu Shing Street (WB) - L039	0000 - 0100	50	30	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	8%	0%	0%	34%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	10%	0%	0%	20%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	0%	0%	0%	36%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	0%	0%	0%	40%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	0%	0%	0%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	10%	0%	0%	18%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	8%	0%	0%	16%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	12%	0%	0%	26%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	0%	0%	0%	26%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
50	Fu Shing Street (EB) - L040	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	18%	0%	0%	18%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1100 - 1200	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	14%	0%	0%	14%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1500 - 1600	50	30	26%	0%	0%	12%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		1700 - 1800	50	30	14%	0%	0%	14%	0%	0%	0%	56%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1800 - 1900	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	18%	0%	0%	10%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	16%	0%	0%	8%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	26%	0%	0%	12%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	20%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
51	Castle Peak Road - Lam Tei (SB) - L041	0000 - 0100	200	40	44%	32%	0%	10%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	150	40	29%	42%	0%	7%	5%	1%	1%	4%	0%	0%	0%	0%	1%	0%	5%	2%	4%	0%
		0200 - 0300	150	40	29%	43%	0%	7%	5%	1%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0300 - 0400	100	40	24%	47%	0%	5%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	4%	1%	5%	0%
		0400 - 0500	100	40	32%	38%	0%	7%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	150	40	23%	35%	0%	8%	8%	1%	2%	5%	0%	1%	1%	1%	3%	0%	8%	1%	4%	0%
		0600 - 0700	450	38	43%	14%	0%	8%	8%	1%	2%	2%	1%	2%	4%	0%	1%	0%	3%	2%	9%	0%
		0700 - 0800	850	34	57%	9%	0%	10%	3%	1%	2%	2%	1%	2%	1%	0%	0%	0%	3%	1%	8%	0%
		0800 - 0900	850	34	54%	10%	0%	12%	6%	2%	2%	2%	1%	1%	2%	0%	0%	0%	2%	2%	5%	0%
		0900 - 1000	650	36	37%	15%	0%	17%	6%	3%	5%	3%	0%	0%	1%	0%	2%	0%	3%	1%	7%	0%
		1000 - 1100	550	37	38%	17%	0%	15%	8%	3%	4%	3%	0%	0%	2%	0%	1%	0%	3%	1%	6%	0%
		1100 - 1200	550	37	35%	16%	0%	13%	7%	3%	4%	3%	0%	1%	1%	0%	1%	0%	3%	1%	11%	0%
		1200 - 1300	500	37	39%	13%	0%	11%	6%	2%	3%	3%	2%	3%	1%	0%	1%	0%	3%	2%	10%	0%
		1300 - 1400	500	37	40%	15%	0%	14%	8%	2%	3%	3%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1400 - 1500	550	37	38%	15%	0%	14%	6%	3%	7%	2%	0%	1%	1%	1%	2%	0%	3%	2%	7%	0%
		1500 - 1600	600	36	38%	16%	0%	12%	7%	3%	3%	2%	2%	2%	1%	0%	2%	0%	3%	1%	8%	0%
		1600 - 1700	600	36	32%	18%	0%	14%	7%	3%	5%	6%	0%	3%	3%	1%	1%	0%	2%	2%	4%	0%
		1700 - 1800	600	36	38%	19%	0%	13%	6%	2%	3%	5%	0%	1%	1%	0%	1%	0%	2%	4%	5%	0%
		1800 - 1900	600	36	41%	18%	0%	13%	4%	1%	5%	4%	0%	0%	2%	0%	1%	0%	2%	4%	4%	0%
		1900 - 2000	550	37	53%	13%	0%	9%	4%	1%	1%	4%	0%	0%	1%	1%	4%	0%	4%	2%	4%	0%
		2000 - 2100	500	37	51%	16%	0%	12%	4%	1%	2%	5%	0%	0%	0%	0%	1%	0%	4%	2%	2%	0%
		2100 - 2200	550	37	58%	18%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	350	39	55%	21%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	4%	3%	2%	0%
		2300 - 0000	250	40	48%	28%	0%	8%	3%	1%	1%	2%	0%	0%	0%	0%	1%	0%	4%	3%	0%	0%
52	Castle Peak Road - Lam Tei (NB) - L042	0000 - 0100	150	40	51%	23%	0%	8%	1%	1%	1%	4%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	100	40	36%	32%	0%	5%	4%	2%	1%	5%	0%	0%	0%	0%	1%	0%	5%	3%	6%	0%
		0200 - 0300	100	40	36%	33%	0%	7%	4%	1%	1%	4%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%
		0300 - 0400	100	40	29%	36%	0%	4%	5%	2%	0%	9%	0%	0%	0%	0%	0%	0%	4%	2%	9%	0%
		0400 - 0500	100	40	37%	29%	0%	6%	6%	2%	2%	5%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0500 - 0600	100	40	27%	26%	0%	7%	8%	0%	1%	7%	0%	1%	1%	1%	3%	0%	9%	2%	7%	0%
		0600 - 0700	250	38	40%	12%	0%	6%	8%	1%	1%	6%	1%	2%	4%	1%	2%	0%	2%	4%	9%	0%
		0700 - 0800	550	34	55%	7%	0%	9%	3%	1%	1%	5%	1%	1%	1%	0%	1%	1%	2%	3%	9%	0%
		0800 - 0900	500	35	52%	9%	0%	10%	6%	1%	1%	6%	1%	1%	3%	0%	0%	0%	1%	4%	6%	0%
		0900 - 1000	500	35	41%	11%	0%	13%	5%	3%	2%	4%	0%	0%	1%	1%	2%	0%	3%	2%	11%	0%
		1000 - 1100	400	36	42%	12%	0%	12%	7%	4%	2%	4%	0%	1%	2%	0%	1%	0%	3%	2%	10%	0%
		1100 - 1200	450	36	38%	11%	0%	10%	6%	3%	2%	4%	0%	1%	1%	0%	1%	0%	3%	2%	19%	0%
		1200 - 1300	400	36	41%	9%	0%	8%	5%	3%	2%	5%	1%	3%	1%	1%	1%	0%	3%	3%	17%	0%
		1300 - 1400	400	36	44%	11%	0%	11%	7%	2%	2%	5%	0%	0%	1%	0%	1%	0%	3%	3%	13%	0%
		1400 - 1500	400	36	43%	11%	0%	11%	5%	3%	3%	3%	0%	1%	1%	2%	2%	0%	3%	2%	11%	0%
		1500 - 1600	450	36	43%	11%	0%	9%	6%	4%	1%	3%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1600 - 1700	550	34	43%	10%	0%	10%	4%	3%	2%	4%	0%	3%	2%	1%	1%	0%	3%	2%	11%	0%
		1700 - 1800	600	33	50%	10%	0%	9%	4%	2%	1%	3%	0%	1%	1%	1%	0%	0%	3%	3%	13%	0%
		1800 - 1900	600	33	54%	10%	0%	9%	3%	1%	2%	3%	0%	0%	2%	1%	1%	0%	3%	3%	10%	0%
		1900 - 2000	450	36	57%	9%	0%	7%	3%	1%	0%	5%	0%	0%	0%	2%	3%	0%	3%	3%	6%	0%
		2000 - 2100	400	36	57%	12%	0%	9%	3%	2%	1%	6%	0%	0%	0%	1%	1%	0%	4%	4%	3%	0%
		2100 - 2200	400	36	63%	13%	0%	7%	2%	1%	0%	3%	0%	0%	1%	1%	1%	0%	3%	4%	4%	0%
		2200 - 2300	250	38	60%	14%	0%	6%	2%	1%	0%	3%	0%	0%	1%	0%	1%	0%	4%	4%	3%	0%
		2300 - 0000	200	39	56%	21%	0%	7%	3%	1%	1%	3%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
53	Access road from To Yuen Wai (WB) - L043	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	24%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	24%	52%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	18%	52%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	20%	46%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	46%	14%	0%	6%	26%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	64%	10%	0%	10%	11%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	54%	12%	0%	11%	17%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	38%	22%	0%	24%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	38%	24%	0%	22%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	36%	25%	0%	20%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	100	27	41%	21%	0%	17%	11%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	39%	23%	0%	19%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	39%	23%	0%	21%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	100	27	38%	23%	0%	17%	12%	3%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	29%	34%	0%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	32%	31%	0%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1800 - 1900	100	27	34%	29%	0%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	56%	19%	0%	14%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	100	27	50%	23%	0%	16%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	55%	24%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	50%	28%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	42%	36%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
54	Castle Peak Road - Lam Tei (SB) - L044	0000 - 0100	400	66	46%	28%	0%	10%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	300	66	31%	38%	0%	7%	5%	2%	2%	1%	0%	0%	0%	0%	1%	0%	5%	3%	5%	0%
		0200 - 0300	250	66	31%	38%	0%	8%	6%	1%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	200	66	27%	44%	0%	6%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	3%	2%	7%	0%
		0400 - 0500	200	66	34%	36%	0%	7%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	300	66	24%	30%	0%	9%	10%	0%	3%	2%	0%	1%	2%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	900	66	40%	11%	0%	8%	10%	1%	2%	1%	0%	1%	4%	1%	2%	0%	3%	3%	12%	0%
		0700 - 0800	1,850	60	54%	7%	0%	11%	4%	1%	2%	1%	0%	1%	1%	0%	1%	0%	2%	3%	11%	0%
		0800 - 0900	1,750	66	51%	8%	0%	12%	7%	2%	3%	1%	0%	1%	3%	0%	0%	0%	1%	3%	7%	0%
		0900 - 1000	1,350	66	37%	12%	0%	16%	7%	3%	5%	1%	0%	0%	2%	1%	3%	0%	3%	1%	9%	0%
		1000 - 1100	1,150	66	38%	14%	0%	15%	9%	3%	4%	1%	0%	0%	3%	0%	1%	0%	3%	2%	8%	0%
		1100 - 1200	1,200	66	34%	13%	0%	13%	8%	3%	4%	1%	0%	1%	1%	1%	2%	0%	3%	2%	15%	0%
		1200 - 1300	1,100	66	39%	11%	0%	11%	7%	2%	4%	1%	1%	2%	1%	1%	2%	0%	3%	2%	14%	0%
		1300 - 1400	1,050	66	40%	13%	0%	14%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	3%	3%	10%	0%
		1400 - 1500	1,200	66	37%	12%	0%	13%	7%	3%	7%	1%	0%	1%	2%	2%	3%	0%	2%	2%	9%	0%
		1500 - 1600	1,300	66	38%	13%	0%	12%	8%	4%	3%	1%	1%	1%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,250	66	33%	16%	0%	13%	7%	3%	5%	2%	0%	3%	6%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,250	66	41%	17%	0%	12%	6%	2%	2%	2%	0%	1%	2%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	1,250	66	43%	16%	0%	12%	4%	1%	5%	2%	0%	0%	4%	1%	1%	0%	2%	4%	5%	0%
		1900 - 2000	1,200	66	53%	11%	0%	9%	5%	1%	1%	1%	0%	0%	1%	2%	6%	0%	3%	3%	5%	0%
		2000 - 2100	1,000	66	54%	14%	0%	12%	4%	1%	2%	2%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	1,100	66	59%	15%	0%	9%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	700	66	56%	18%	0%	8%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	4%	4%	3%	0%
		2300 - 0000	500	66	50%	24%	0%	8%	4%	1%	2%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
55	Castle Peak Road - Lam Tei (SB) - L045	0000 - 0100	200	39	45%	31%	0%	9%	2%	1%	2%	3%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		0100 - 0200	150	40	29%	41%	0%	7%	4%	2%	2%	4%	0%	0%	0%	0%	1%	0%	5%	2%	4%	0%
		0200 - 0300	100	40	30%	43%	0%	8%	4%	1%	2%	3%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
		0300 - 0400	100	40	25%	44%	0%	6%	6%	1%	0%	7%	0%	0%	0%	0%	0%	0%	4%	1%	6%	0%
		0400 - 0500	100	40	33%	38%	0%	6%	6%	1%	3%	4%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
		0500 - 0600	150	40	23%	33%	0%	8%	8%	0%	3%	5%	0%	1%	1%	1%	3%	0%	9%	1%	4%	0%
		0600 - 0700	400	36	42%	14%	0%	8%	6%	1%	2%	3%	1%	3%	5%	1%	2%	0%	4%	2%	10%	0%
		0700 - 0800	750	31	55%	8%	0%	10%	2%	1%	2%	2%	1%	2%	1%	0%	1%	1%	3%	1%	9%	0%
		0800 - 0900	750	31	53%	10%	0%	12%	4%	1%	2%	3%	1%	1%	3%	0%	0%	0%	2%	1%	6%	0%
		0900 - 1000	550	34	37%	14%	0%	16%	5%	3%	6%	3%	0%	0%	1%	1%	2%	0%	4%	1%	7%	0%
		1000 - 1100	500	35	37%	16%	0%	15%	7%	3%	4%	4%	0%	0%	2%	0%	1%	0%	3%	1%	7%	0%
		1100 - 1200	500	35	34%	15%	0%	13%	7%	3%	4%	3%	0%	1%	1%	0%	2%	0%	4%	1%	13%	0%
		1200 - 1300	450	36	38%	13%	0%	10%	6%	2%	4%	4%	2%	3%	1%	0%	1%	0%	3%	2%	11%	0%
		1300 - 1400	450	36	40%	14%	0%	13%	7%	1%	4%	4%	0%	0%	1%	0%	1%	0%	3%	2%	8%	0%
		1400 - 1500	500	35	37%	14%	0%	13%	6%	3%	7%	3%	0%	1%	2%	1%	3%	0%	3%	2%	7%	0%
		1500 - 1600	550	34	38%	15%	0%	11%	6%	3%	3%	2%	2%	2%	1%	0%	2%	0%	4%	1%	8%	0%
		1600 - 1700	550	34	31%	17%	0%	13%	7%	4%	5%	7%	0%	3%	3%	1%	2%	0%	2%	2%	5%	0%
		1700 - 1800	550	34	39%	17%	0%	12%	7%	3%	3%	5%	0%	1%	1%	0%	1%	0%	2%	3%	6%	0%
		1800 - 1900	550	34	42%	17%	0%	12%	5%	1%	5%	5%	0%	0%	2%	0%	1%	0%	2%	3%	4%	0%
		1900 - 2000	500	35	53%	12%	0%	9%	4%	1%	1%	4%	0%	0%	1%	1%	4%	0%	4%	2%	4%	0%
		2000 - 2100	450	36	53%	16%	0%	11%	3%	1%	2%	5%	0%	0%	0%	0%	1%	0%	4%	2%	2%	0%
		2100 - 2200	500	35	58%	17%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
		2200 - 2300	300	38	55%	20%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	5%	3%	2%	0%
		2300 - 0000	250	38	48%	27%	0%	8%	3%	1%	2%	2%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%
56	Lam Tei Main Street (WB) - L046	0000 - 0100	50	30	54%	24%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	44%	40%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0200 - 0300	50	30	44%	38%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	48%	36%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	40%	36%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	70%	16%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	200	22	80%	8%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0800 - 0900	150	25	77%	10%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0900 - 1000	100	27	55%	13%	0%	24%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	54%	15%	0%	22%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	100	27	54%	15%	0%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1200 - 1300	100	27	60%	12%	0%	17%	4%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	5%	0%	0%
		1300 - 1400	100	27	58%	13%	0%	19%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1400 - 1500	100	27	57%	13%	0%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1500 - 1600	100	27	59%	14%	0%	17%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	100	27	38%	14%	0%	31%	6%	3%	0%	0%	0%	4%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	43%	14%	0%	27%	5%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	7%	0%	0%
		1800 - 1900	100	27	47%	13%	0%	27%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	100	27	69%	11%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2000 - 2100	100	27	66%	12%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	150	25	69%	13%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	100	27	66%	15%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	62%	22%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
57	Castle Peak Road - Lam Tei (SB) - L047	0000 - 0100	350	66	45%	29%	0%	9%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	250	66	30%	39%	0%	7%	6%	2%	2%	1%	0%	0%	0%	0%	1%	0%	5%	2%	6%	0%
		0200 - 0300	200	66	31%	40%	0%	8%	6%	1%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	6%	0%
		0300 - 0400	150	66	26%	45%	0%	5%	8%	2%	0%	2%	0%	0%	0%	0%	0%	0%	3%	1%	7%	0%
		0400 - 0500	200	66	33%	35%	0%	7%	9%	2%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	300	66	23%	29%	0%	8%	10%	0%	3%	2%	0%	1%	2%	1%	6%	0%	9%	2%	6%	0%
		0600 - 0700	850	66	38%	10%	0%	8%	11%	1%	2%	1%	0%	1%	5%	1%	2%	0%	3%	3%	12%	0%
		0700 - 0800	1,700	66	52%	7%	0%	11%	5%	1%	2%	1%	0%	1%	2%	0%	1%	0%	3%	3%	12%	0%
		0800 - 0900	1,600	66	49%	8%	0%	13%	8%	2%	3%	1%	0%	1%	3%	0%	0%	0%	2%	3%	8%	0%
		0900 - 1000	1,250	66	35%	12%	0%	15%	7%	3%	6%	1%	0%	0%	2%	1%	3%	0%	3%	1%	10%	0%
		1000 - 1100	1,050	66	36%	14%	0%	14%	9%	4%	5%	1%	0%	0%	3%	0%	1%	0%	3%	2%	9%	0%
		1100 - 1200	1,100	66	33%	13%	0%	12%	8%	3%	5%	1%	0%	1%	2%	1%	2%	0%	3%	2%	16%	0%
		1200 - 1300	1,000	66	37%	11%	0%	10%	8%	3%	4%	1%	1%	2%	2%	1%	2%	0%	3%	2%	15%	0%
		1300 - 1400	950	66	38%	13%	0%	13%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	3%	2%	11%	0%
		1400 - 1500	1,100	66	35%	12%	0%	13%	7%	3%	8%	1%	0%	1%	2%	2%	4%	0%	2%	2%	9%	0%
		1500 - 1600	1,200	66	36%	13%	0%	11%	8%	4%	3%	1%	1%	1%	2%	1%	3%	0%	3%	2%	11%	0%
		1600 - 1700	1,150	66	33%	17%	0%	11%	7%	3%	5%	2%	0%	2%	7%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,150	66	41%	17%	0%	10%	6%	2%	3%	2%	0%	1%	3%	0%	1%	0%	2%	3%	8%	0%
		1800 - 1900	1,150	66	43%	16%	0%	10%	4%	1%	5%	2%	0%	0%	5%	1%	2%	0%	2%	3%	5%	0%
		1900 - 2000	1,100	66	50%	11%	0%	9%	5%	1%	2%	1%	0%	0%	1%	3%	7%	0%	3%	2%	6%	0%
		2000 - 2100	900	66	53%	14%	0%	11%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	3%	0%
		2100 - 2200	1,000	66	58%	16%	0%	9%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	650	66	55%	18%	0%	8%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	3%	0%
		2300 - 0000	500	66	48%	25%	0%	8%	4%	1%	2%	1%	0%	0%	1%	0%	2%	0%	4%	4%	1%	0%
58	Castle Peak Road - Lam Tei (NB) - L048	0000 - 0100	300	66	44%	30%	0%	8%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	250	66	30%	40%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	30%	44%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	45%	0%	5%	6%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	150	66	33%	38%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	250	66	23%	32%	0%	7%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	8%	2%	5%	0%
		0600 - 0700	500	66	35%	21%	0%	6%	6%	1%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	900	66	52%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	3%	7%	0%
		0800 - 0900	850	66	48%	17%	0%	9%	4%	2%	2%	2%	0%	0%	3%	0%	1%	0%	1%	4%	5%	0%
		0900 - 1000	1,050	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	9%	0%
		1000 - 1100	850	66	38%	16%	0%	12%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	900	66	35%	15%	0%	11%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	15%	0%
		1200 - 1300	850	66	39%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	2%	0%	3%	3%	13%	0%
		1300 - 1400	800	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	1%	2%	0%	3%	3%	10%	0%
		1400 - 1500	900	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,000	66	38%	15%	0%	9%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,350	66	41%	11%	0%	11%	6%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,450	66	48%	11%	0%	10%	6%	4%	2%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,400	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	950	66	50%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	54%	16%	0%	9%	4%	3%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
		2100 - 2200	850	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	2%	0%	3%	4%	3%	0%
		2200 - 2300	550	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	5%	2%	0%
		2300 - 0000	400	66	49%	27%	0%	6%	4%	2%	1%	1%	0%	0%	1%	0%	2%	0%	4%	5%	1%	0%
59	Fuk Hang Tsuen Road (WB) - L049	0000 - 0100	100	30	41%	42%	0%	6%	2%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	4%	2%	0%
		0100 - 0200	100	30	26%	55%	0%	4%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	8%	0%
		0200 - 0300	100	30	25%	52%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	9%	0%
		0300 - 0400	50	30	20%	56%	0%	4%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	50	30	28%	50%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0500 - 0600	100	30	21%	43%	0%	6%	8%	0%	1%	0%	0%	1%	4%	1%	6%	0%	0%	1%	8%	0%
		0600 - 0700	250	26	32%	10%	0%	5%	12%	2%	0%	0%	0%	3%	12%	1%	2%	0%	0%	2%	18%	0%
		0700 - 0800	400	22	49%	7%	0%	7%	6%	2%	1%	0%	0%	2%	5%	0%	1%	0%	0%	2%	20%	0%
		0800 - 0900	400	22	46%	9%	0%	8%	10%	3%	1%	0%	0%	1%	8%	0%	0%	0%	0%	2%	13%	0%
		0900 - 1000	350	23	34%	19%	0%	11%	7%	2%	1%	0%	0%	1%	5%	1%	3%	0%	0%	1%	15%	0%
		1000 - 1100	300	25	34%	21%	0%	10%	9%	3%	1%	0%	0%	1%	6%	0%	1%	0%	0%	1%	13%	0%
		1100 - 1200	350	23	30%	19%	0%	8%	7%	2%	1%	0%	0%	1%	3%	0%	2%	0%	0%	1%	24%	0%
		1200 - 1300	300	25	34%	16%	0%	7%	7%	2%	1%	0%	1%	4%	3%	0%	2%	0%	0%	2%	22%	0%
		1300 - 1400	300	25	36%	19%	0%	9%	9%	1%	1%	0%	0%	0%	5%	0%	1%	0%	0%	2%	17%	0%
		1400 - 1500	300	25	35%	18%	0%	9%	7%	2%	2%	0%	0%	1%	5%	1%	4%	0%	0%	2%	15%	0%
		1500 - 1600	350	23	33%	19%	0%	7%	7%	3%	1%	0%	1%	3%	3%	1%	3%	0%	0%	1%	17%	0%
		1600 - 1700	400	22	32%	25%	0%	8%	4%	1%	1%	0%	0%	4%	10%	1%	2%	0%	0%	2%	10%	0%
		1700 - 1800	400	22	40%	25%	0%	8%	4%	1%	1%	0%	0%	2%	4%	0%	1%	0%	0%	3%	12%	0%
		1800 - 1900	400	22	43%	24%	0%	8%	3%	1%	1%	0%	0%	0%	8%	1%	2%	0%	0%	4%	8%	0%
		1900 - 2000	300	25	49%	17%	0%	6%	5%	1%	0%	0%	0%	0%	3%	2%	7%	0%	0%	2%	9%	0%
		2000 - 2100	250	26	53%	23%	0%	8%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	5%	0%
		2100 - 2200	300	25	55%	23%	0%	6%	3%	1%	0%	0%	0%	0%	2%	0%	2%	0%	0%	3%	6%	0%
		2200 - 2300	200	27	52%	27%	0%	5%	4%	1%	0%	0%	0%	0%	3%	0%	2%	0%	0%	4%	5%	0%
		2300 - 0000	150	28	46%	37%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
60	Fuk Hang Tsuen Road (EB) - L050	0000 - 0100	100	27	36%	37%	0%	7%	2%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%	9%	2%	0%
		0100 - 0200	50	30	24%	50%	0%	4%	4%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	22%	52%	0%	6%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	22%	50%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0400 - 0500	50	30	28%	46%	0%	4%	6%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0500 - 0600	100	27	16%	34%	0%	4%	8%	0%	2%	0%	0%	2%	2%	4%	18%	0%	0%	4%	6%	0%
		0600 - 0700	150	25	32%	17%	0%	5%	11%	1%	1%	0%	0%	1%	10%	2%	8%	0%	0%	2%	10%	0%
		0700 - 0800	250	20	50%	12%	0%	8%	5%	1%	2%	0%	0%	1%	4%	1%	3%	0%	0%	2%	11%	0%
		0800 - 0900	250	20	46%	14%	0%	9%	9%	1%	2%	0%	0%	1%	7%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	250	20	28%	17%	0%	10%	6%	3%	5%	0%	0%	0%	2%	4%	11%	0%	0%	3%	12%	0%
		1000 - 1100	200	22	32%	21%	0%	10%	8%	4%	4%	0%	0%	1%	4%	0%	4%	0%	0%	4%	11%	0%
		1100 - 1200	200	22	28%	17%	0%	8%	7%	3%	4%	0%	0%	1%	2%	2%	8%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	31%	15%	0%	7%	7%	3%	3%	0%	0%	4%	2%	2%	7%	0%	0%	5%	18%	0%
		1300 - 1400	200	22	34%	19%	0%	9%	8%	2%	3%	0%	0%	1%	3%	2%	4%	0%	0%	5%	14%	0%
		1400 - 1500	250	20	27%	16%	0%	8%	6%	3%	6%	0%	0%	1%	2%	4%	13%	0%	0%	4%	10%	0%
		1500 - 1600	250	20	29%	17%	0%	7%	6%	4%	2%	0%	0%	2%	2%	2%	12%	0%	0%	4%	12%	0%
		1600 - 1700	250	20	25%	18%	0%	6%	4%	4%	4%	0%	0%	6%	2%	5%	8%	0%	0%	6%	11%	0%
		1700 - 1800	250	20	31%	20%	0%	6%	4%	3%	2%	0%	0%	3%	1%	2%	3%	0%	0%	10%	14%	0%
		1800 - 1900	250	20	34%	18%	0%	6%	3%	2%	4%	0%	0%	0%	2%	4%	6%	0%	0%	11%	10%	0%
		1900 - 2000	250	20	37%	14%	0%	5%	4%	0%	1%	0%	0%	0%	1%	7%	21%	0%	0%	5%	6%	0%
		2000 - 2100	150	25	47%	21%	0%	8%	4%	1%	2%	0%	0%	0%	1%	2%	4%	0%	0%	7%	3%	0%
		2100 - 2200	200	22	49%	22%	0%	6%	3%	1%	0%	0%	0%	0%	1%	2%	6%	0%	0%	7%	5%	0%
		2200 - 2300	150	25	47%	25%	0%	5%	3%	1%	0%	0%	0%	0%	2%	0%	5%	0%	0%	8%	4%	0%
		2300 - 0000	100	27	40%	34%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	5%	0%	0%	8%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
61	Castle Peak Road - Lam Tei (NB) - L051	0000 - 0100	300	66	44%	30%	0%	8%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	250	66	30%	41%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	30%	44%	0%	6%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	45%	0%	5%	6%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	150	66	33%	38%	0%	5%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	250	66	23%	32%	0%	7%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	8%	2%	5%	0%
		0600 - 0700	500	66	34%	21%	0%	6%	6%	2%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	900	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	4%	7%	0%
		0800 - 0900	850	66	48%	17%	0%	9%	4%	2%	2%	2%	0%	0%	3%	0%	1%	0%	1%	4%	4%	0%
		0900 - 1000	1,050	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	8%	0%
		1000 - 1100	850	66	38%	16%	0%	12%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	900	66	35%	15%	0%	10%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	14%	0%
		1200 - 1300	850	66	39%	13%	0%	9%	7%	4%	3%	2%	0%	2%	1%	1%	2%	0%	3%	3%	13%	0%
		1300 - 1400	800	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	1%	2%	0%	3%	3%	10%	0%
		1400 - 1500	900	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,000	66	38%	15%	0%	9%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,350	66	41%	11%	0%	11%	6%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,450	66	49%	11%	0%	10%	6%	4%	2%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,400	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	950	66	50%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	54%	16%	0%	9%	4%	3%	1%	2%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2100 - 2200	850	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	2%	0%	3%	4%	3%	0%
		2200 - 2300	550	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	5%	2%	0%
		2300 - 0000	400	66	49%	27%	0%	6%	4%	2%	1%	1%	0%	0%	1%	0%	2%	0%	4%	5%	1%	0%
62	Kong Sham Western Highway (SB) - L052	0000 - 0100	350	80	41%	39%	0%	5%	1%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	4%	0%	0%
		0100 - 0200	300	80	26%	50%	0%	3%	3%	9%	0%	1%	0%	0%	0%	0%	1%	0%	3%	2%	2%	0%
		0200 - 0300	250	80	27%	52%	0%	4%	2%	6%	0%	1%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%
		0300 - 0400	200	80	22%	54%	0%	3%	4%	11%	0%	2%	0%	0%	0%	0%	0%	0%	3%	1%	3%	0%
		0400 - 0500	200	80	30%	45%	0%	4%	4%	10%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	2%	0%
		0500 - 0600	250	80	24%	46%	0%	5%	5%	2%	1%	2%	0%	0%	0%	1%	2%	0%	7%	2%	2%	0%
		0600 - 0700	650	80	30%	36%	0%	4%	6%	8%	0%	2%	0%	0%	2%	1%	1%	0%	2%	2%	4%	0%
		0700 - 0800	1,150	80	45%	25%	0%	7%	3%	9%	0%	2%	0%	0%	1%	0%	0%	0%	2%	2%	4%	0%
		0800 - 0900	1,200	80	39%	28%	0%	7%	5%	13%	1%	2%	0%	0%	1%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	1,200	80	37%	19%	1%	9%	3%	17%	2%	1%	0%	0%	1%	1%	2%	0%	3%	1%	4%	0%
		1000 - 1100	1,000	80	37%	20%	0%	8%	4%	20%	1%	1%	0%	0%	1%	0%	1%	0%	2%	1%	4%	0%
		1100 - 1200	1,000	80	36%	20%	0%	7%	4%	17%	1%	1%	0%	0%	1%	1%	1%	0%	2%	2%	7%	0%
		1200 - 1300	900	80	40%	18%	0%	6%	4%	15%	1%	1%	0%	0%	0%	1%	1%	0%	3%	2%	7%	0%
		1300 - 1400	850	80	43%	21%	0%	8%	5%	10%	1%	1%	0%	0%	1%	0%	1%	0%	2%	2%	5%	0%
		1400 - 1500	1,050	80	38%	18%	0%	8%	4%	17%	2%	1%	0%	0%	1%	2%	2%	0%	2%	2%	4%	0%
		1500 - 1600	1,150	80	37%	19%	0%	6%	4%	20%	1%	1%	0%	0%	0%	1%	1%	0%	3%	1%	5%	0%
		1600 - 1700	1,400	80	47%	12%	0%	7%	3%	16%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		1700 - 1800	1,500	80	55%	11%	0%	6%	3%	11%	1%	1%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1800 - 1900	1,400	80	61%	11%	0%	7%	2%	5%	2%	1%	0%	0%	1%	1%	1%	0%	2%	3%	4%	0%
		1900 - 2000	1,000	80	55%	18%	0%	5%	3%	4%	0%	1%	0%	0%	0%	3%	3%	0%	3%	2%	3%	0%
		2000 - 2100	900	80	52%	21%	0%	6%	2%	8%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	1%	0%
		2100 - 2200	1,000	80	57%	22%	0%	5%	1%	6%	0%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	80	54%	26%	0%	4%	2%	4%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%
		2300 - 0000	500	80	46%	35%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	0%	0%
63	Kong Sham Western Highway (NB) - L053	0000 - 0100	250	80	47%	30%	0%	4%	2%	5%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	200	80	32%	41%	0%	4%	3%	9%	1%	2%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
		0200 - 0300	150	80	33%	43%	0%	4%	3%	6%	1%	1%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
		0300 - 0400	100	80	27%	45%	0%	3%	3%	11%	0%	3%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
		0400 - 0500	150	80	35%	36%	0%	3%	3%	10%	1%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0500 - 0600	200	80	27%	35%	0%	4%	5%	3%	1%	3%	0%	0%	2%	3%	6%	0%	11%	2%	3%	0%
		0600 - 0700	650	80	39%	21%	0%	4%	6%	9%	0%	2%	0%	0%	4%	3%	3%	0%	2%	3%	4%	0%
		0700 - 0800	1,250	80	54%	13%	0%	6%	2%	10%	1%	2%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		0800 - 0900	1,300	80	49%	15%	0%	6%	4%	14%	1%	2%	0%	0%	2%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	800	80	41%	14%	1%	8%	3%	16%	1%	1%	0%	0%	1%	2%	3%	0%	4%	1%	4%	0%
		1000 - 1100	650	80	41%	16%	0%	8%	4%	18%	1%	2%	0%	0%	2%	0%	1%	0%	3%	1%	4%	0%
		1100 - 1200	650	80	40%	15%	0%	7%	4%	15%	1%	2%	0%	0%	1%	1%	2%	0%	4%	2%	7%	0%
		1200 - 1300	600	80	44%	13%	0%	6%	4%	14%	1%	2%	1%	1%	1%	1%	2%	0%	4%	2%	6%	0%
		1300 - 1400	550	80	47%	15%	0%	7%	5%	9%	1%	2%	0%	0%	1%	1%	1%	0%	3%	2%	5%	0%
		1400 - 1500	700	80	41%	14%	0%	7%	4%	15%	2%	1%	0%	0%	1%	3%	4%	0%	3%	2%	4%	0%
		1500 - 1600	750	80	41%	14%	0%	6%	4%	18%	1%	1%	1%	0%	1%	1%	3%	0%	4%	1%	4%	0%
		1600 - 1700	450	80	48%	11%	0%	7%	3%	11%	1%	3%	0%	0%	2%	1%	1%	0%	6%	2%	3%	0%
		1700 - 1800	500	80	56%	11%	0%	6%	3%	8%	1%	2%	0%	0%	1%	0%	0%	0%	6%	3%	4%	0%
		1800 - 1900	500	80	59%	10%	0%	6%	2%	3%	1%	2%	0%	0%	1%	1%	1%	0%	7%	3%	3%	0%
		1900 - 2000	700	80	56%	12%	0%	5%	2%	3%	0%	2%	0%	0%	1%	5%	6%	0%	4%	2%	2%	0%
		2000 - 2100	600	80	57%	15%	0%	6%	2%	7%	1%	3%	0%	0%	0%	1%	1%	0%	4%	2%	1%	0%
		2100 - 2200	700	80	62%	16%	0%	4%	1%	5%	0%	1%	0%	0%	1%	1%	1%	0%	4%	3%	2%	0%
		2200 - 2300	450	80	60%	20%	0%	4%	2%	3%	0%	1%	0%	0%	1%	0%	2%	0%	4%	3%	1%	0%
		2300 - 0000	300	80	52%	26%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%
64	Castle Peak Road - Lam Tei (NB) - L054	0000 - 0100	300	66	46%	30%	0%	8%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	250	66	31%	40%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	1%	0%	4%	2%	5%	0%
		0200 - 0300	200	66	31%	42%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	26%	45%	0%	5%	6%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	1%	6%	0%
		0400 - 0500	150	66	34%	37%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	250	66	24%	32%	0%	7%	9%	1%	2%	2%	0%	1%	1%	1%	4%	0%	8%	2%	5%	0%
		0600 - 0700	450	66	35%	20%	0%	6%	7%	2%	2%	3%	0%	2%	4%	1%	4%	0%	3%	4%	7%	0%
		0700 - 0800	800	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	1%	0%	1%	1%	3%	3%	7%	0%
		0800 - 0900	800	66	48%	16%	0%	9%	6%	3%	2%	3%	0%	1%	3%	0%	1%	0%	2%	4%	5%	0%
		0900 - 1000	1,000	66	39%	14%	0%	14%	6%	5%	4%	1%	0%	0%	1%	1%	3%	0%	3%	2%	9%	0%
		1000 - 1100	850	66	39%	16%	0%	13%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	900	66	36%	14%	0%	11%	7%	5%	3%	1%	0%	1%	1%	1%	2%	0%	3%	2%	14%	0%
		1200 - 1300	800	66	40%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	1%	0%	3%	2%	13%	0%
		1300 - 1400	750	66	42%	14%	0%	11%	8%	3%	2%	2%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	850	66	39%	14%	0%	11%	7%	5%	5%	1%	0%	0%	1%	1%	3%	0%	2%	2%	8%	0%
		1500 - 1600	950	66	40%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	3%	0%	3%	2%	9%	0%
		1600 - 1700	1,350	66	43%	12%	0%	12%	6%	5%	3%	1%	0%	2%	2%	1%	1%	0%	2%	2%	9%	0%
		1700 - 1800	1,500	66	51%	11%	0%	10%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	10%	0%
		1800 - 1900	1,450	66	55%	11%	0%	10%	4%	2%	2%	1%	0%	0%	1%	1%	1%	0%	2%	3%	7%	0%
		1900 - 2000	900	66	54%	12%	0%	8%	4%	1%	1%	2%	0%	0%	1%	2%	5%	0%	3%	3%	5%	0%
		2000 - 2100	750	66	55%	15%	0%	10%	4%	2%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
		2100 - 2200	850	66	60%	16%	0%	7%	2%	2%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	550	66	57%	19%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	3%	0%
		2300 - 0000	400	66	50%	27%	0%	7%	4%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
65	Castle Peak Road - Lam Tei (SB) - L055	0000 - 0100	300	66	46%	24%	0%	11%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	32%	34%	0%	8%	6%	2%	2%	2%	0%	0%	0%	0%	2%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	32%	36%	0%	9%	6%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	28%	38%	0%	7%	9%	3%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%
		0400 - 0500	150	66	35%	31%	0%	8%	9%	2%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0500 - 0600	250	66	24%	26%	0%	9%	10%	0%	4%	2%	0%	1%	1%	2%	6%	0%	10%	2%	4%	0%
		0600 - 0700	750	66	38%	11%	0%	9%	13%	1%	3%	1%	0%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,450	66	53%	6%	0%	12%	5%	2%	3%	1%	0%	1%	1%	0%	1%	0%	3%	3%	9%	0%
		0800 - 0900	1,400	66	49%	8%	0%	14%	9%	2%	3%	1%	0%	1%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,150	66	36%	11%	0%	17%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	4%	1%	8%	0%
		1000 - 1100	900	66	37%	12%	0%	16%	10%	4%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,000	66	34%	11%	0%	14%	9%	3%	5%	1%	0%	0%	1%	1%	2%	0%	3%	2%	13%	0%
		1200 - 1300	900	66	38%	10%	0%	11%	8%	3%	5%	2%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	850	66	40%	11%	0%	14%	10%	2%	5%	2%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,000	66	36%	10%	0%	14%	8%	3%	9%	1%	0%	0%	1%	2%	4%	0%	3%	2%	7%	0%
		1500 - 1600	1,050	66	38%	11%	0%	12%	9%	4%	4%	1%	1%	1%	1%	1%	4%	0%	4%	2%	9%	0%
		1600 - 1700	1,000	66	36%	13%	0%	13%	7%	3%	6%	3%	0%	3%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,050	66	44%	14%	0%	12%	6%	2%	3%	2%	0%	1%	1%	0%	1%	0%	2%	4%	7%	0%
		1800 - 1900	1,050	66	47%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	2%	4%	5%	0%
		1900 - 2000	950	66	52%	9%	0%	10%	5%	1%	2%	1%	0%	0%	1%	2%	7%	0%	4%	3%	4%	0%
		2000 - 2100	850	66	54%	12%	0%	12%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	900	66	59%	13%	0%	10%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	4%	4%	3%	0%
		2200 - 2300	600	66	57%	16%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	400	66	50%	22%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
66	Castle Peak Road - Lam Tei (NB) - L056	0000 - 0100	300	66	46%	30%	0%	8%	2%	2%	1%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	200	66	31%	42%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	1%	0%	5%	2%	5%	0%
		0200 - 0300	200	66	31%	43%	0%	7%	5%	2%	2%	2%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	150	66	26%	46%	0%	4%	6%	3%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	150	66	34%	37%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	5%	1%	4%	0%
		0500 - 0600	200	66	25%	34%	0%	7%	8%	1%	2%	3%	0%	1%	1%	1%	5%	0%	9%	2%	5%	0%
		0600 - 0700	400	66	37%	21%	0%	5%	7%	2%	1%	3%	1%	2%	4%	1%	4%	0%	4%	4%	7%	0%
		0700 - 0800	750	66	53%	13%	0%	7%	3%	2%	1%	2%	0%	1%	1%	0%	1%	1%	3%	3%	6%	0%
		0800 - 0900	750	66	50%	16%	0%	8%	5%	3%	2%	3%	0%	1%	3%	0%	0%	0%	2%	3%	4%	0%
		0900 - 1000	950	66	39%	14%	0%	14%	6%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	1%	9%	0%
		1000 - 1100	800	66	40%	16%	0%	13%	8%	6%	3%	2%	0%	0%	1%	0%	1%	0%	3%	1%	8%	0%
		1100 - 1200	850	66	37%	15%	0%	11%	7%	4%	3%	2%	0%	0%	1%	0%	2%	0%	3%	2%	14%	0%
		1200 - 1300	750	66	41%	13%	0%	9%	6%	4%	2%	2%	0%	2%	1%	0%	1%	0%	3%	2%	13%	0%
		1300 - 1400	700	66	42%	15%	0%	12%	8%	2%	2%	2%	0%	0%	1%	0%	1%	0%	3%	2%	10%	0%
		1400 - 1500	800	66	40%	14%	0%	12%	6%	5%	4%	1%	0%	1%	1%	1%	3%	0%	2%	2%	9%	0%
		1500 - 1600	900	66	40%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,300	66	43%	12%	0%	12%	6%	5%	3%	2%	0%	2%	2%	1%	1%	0%	2%	1%	9%	0%
		1700 - 1800	1,400	66	50%	12%	0%	11%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	2%	10%	0%
		1800 - 1900	1,350	66	55%	11%	0%	11%	4%	1%	3%	1%	0%	0%	1%	1%	1%	0%	2%	2%	7%	0%
		1900 - 2000	850	66	55%	12%	0%	8%	4%	1%	1%	2%	0%	0%	0%	2%	5%	0%	3%	2%	5%	0%
		2000 - 2100	750	66	55%	16%	0%	10%	3%	2%	1%	3%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
		2100 - 2200	800	66	60%	17%	0%	8%	2%	2%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	500	66	57%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	3%	2%	0%
		2300 - 0000	400	66	51%	27%	0%	7%	4%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
67	Ng Lau Road (EB) - L057	0000 - 0100	50	30	50%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	34%	44%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	40%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	40%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	30%	0%	10%	10%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	35%	17%	0%	7%	10%	0%	2%	0%	2%	12%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	55%	11%	0%	9%	5%	1%	3%	0%	1%	8%	2%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	52%	13%	0%	10%	7%	1%	3%	0%	1%	5%	3%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	41%	14%	0%	19%	6%	1%	4%	0%	0%	1%	1%	0%	5%	0%	0%	1%	5%	0%
		1000 - 1100	100	27	44%	15%	0%	18%	8%	1%	4%	0%	0%	1%	2%	0%	1%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	41%	15%	0%	16%	8%	1%	3%	0%	0%	2%	1%	0%	3%	0%	0%	1%	9%	0%
		1200 - 1300	100	27	44%	12%	0%	12%	7%	1%	2%	0%	1%	9%	1%	0%	2%	0%	0%	1%	8%	0%
		1300 - 1400	100	27	47%	15%	0%	16%	8%	0%	3%	0%	0%	1%	1%	0%	1%	0%	0%	1%	7%	0%
		1400 - 1500	100	27	42%	13%	0%	15%	7%	1%	6%	0%	0%	2%	1%	0%	6%	0%	0%	1%	6%	0%
		1500 - 1600	100	27	43%	14%	0%	13%	7%	1%	2%	0%	1%	6%	1%	0%	5%	0%	0%	1%	6%	0%
		1600 - 1700	150	25	46%	12%	0%	19%	5%	0%	2%	0%	0%	3%	2%	0%	3%	0%	0%	2%	6%	0%
		1700 - 1800	150	25	56%	11%	0%	16%	5%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1800 - 1900	150	25	60%	11%	0%	15%	3%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1900 - 2000	100	27	57%	12%	0%	11%	4%	0%	1%	0%	0%	0%	1%	0%	10%	0%	0%	1%	3%	0%
		2000 - 2100	100	27	63%	15%	0%	14%	4%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	0%
		2100 - 2200	100	27	66%	16%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	61%	20%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		2300 - 0000	50	30	60%	26%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
68	Ng Lau Road (WB) - L058	0000 - 0100	50	30	48%	32%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	34%	44%	0%	4%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	30%	46%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	34%	36%	0%	8%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	32%	0%	4%	14%	0%	0%	0%	0%	4%	0%	4%	10%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	28%	20%	0%	7%	14%	1%	3%	0%	0%	7%	4%	3%	4%	0%	0%	3%	6%	0%
		0700 - 0800	150	25	43%	15%	0%	11%	7%	3%	3%	0%	0%	5%	1%	1%	1%	0%	0%	3%	7%	0%
		0800 - 0900	150	25	37%	17%	0%	12%	12%	3%	4%	0%	0%	3%	3%	0%	1%	0%	0%	3%	4%	0%
		0900 - 1000	150	25	39%	14%	0%	13%	10%	5%	4%	0%	0%	1%	1%	3%	5%	0%	0%	3%	4%	0%
		1000 - 1100	100	27	40%	15%	0%	12%	14%	6%	3%	0%	0%	1%	2%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	100	27	38%	14%	0%	11%	13%	4%	3%	0%	0%	2%	1%	1%	3%	0%	0%	3%	7%	0%
		1200 - 1300	100	27	39%	12%	0%	8%	11%	5%	2%	0%	1%	7%	1%	1%	2%	0%	0%	5%	6%	0%
		1300 - 1400	100	27	44%	13%	0%	11%	15%	2%	2%	0%	0%	1%	1%	1%	1%	0%	0%	5%	4%	0%
		1400 - 1500	100	27	40%	12%	0%	10%	11%	4%	5%	0%	0%	2%	1%	3%	5%	0%	0%	4%	3%	0%
		1500 - 1600	150	25	38%	13%	0%	9%	12%	5%	2%	0%	1%	5%	1%	2%	5%	0%	0%	4%	4%	0%
		1600 - 1700	150	25	51%	9%	0%	7%	11%	4%	0%	0%	0%	5%	2%	3%	3%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	60%	9%	0%	6%	9%	3%	0%	0%	0%	3%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	150	25	65%	8%	0%	6%	6%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	51%	11%	0%	7%	7%	1%	1%	0%	0%	0%	1%	5%	9%	0%	0%	5%	2%	0%
		2000 - 2100	100	27	57%	15%	0%	9%	6%	3%	1%	0%	0%	0%	0%	1%	1%	0%	0%	6%	1%	0%
		2100 - 2200	100	27	61%	17%	0%	7%	3%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	7%	1%	0%
		2200 - 2300	100	27	56%	19%	0%	7%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	2%	0%
		2300 - 0000	50	30	50%	26%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
69	Tung Lei Path (SB) - L059	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	52%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0700 - 0800	50	30	62%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0800 - 0900	50	30	60%	0%	0%	8%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0900 - 1000	50	30	46%	6%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	12%	0%	0%	6%	6%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	44%	0%	0%	8%	0%	0%	8%	0%	8%	0%	0%	0%	8%	0%	0%	16%	8%	0%
		1300 - 1400	50	30	50%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	20%	10%	0%
		1400 - 1500	50	30	42%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	14%	0%	0%	14%	8%	0%
		1500 - 1600	50	30	40%	0%	0%	8%	0%	0%	8%	0%	8%	0%	0%	0%	14%	0%	0%	14%	8%	0%
		1600 - 1700	50	30	52%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	6%	6%	0%
		1700 - 1800	50	30	58%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	6%	0%
		1800 - 1900	50	30	58%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	6%	0%
		1900 - 2000	50	30	56%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	62%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2100 - 2200	50	30	62%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	72%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
70	Tung Lei Path (NB) - L060	0000 - 0100	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
		0700 - 0800	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0800 - 0900	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0900 - 1000	50	30	14%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	44%	0%	0%	14%	0%	0%
		1000 - 1100	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	40%	0%	0%
		1100 - 1200	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		1400 - 1500	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	52%	0%	0%	16%	0%	0%
		1600 - 1700	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	44%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	26%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	36%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		2100 - 2200	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		2200 - 2300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	48%	0%	0%
71	Ng Lau Road (EB) - L061	0000 - 0100	50	30	46%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	32%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	34%	0%	10%	10%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	37%	17%	0%	5%	10%	0%	2%	0%	2%	12%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	53%	12%	0%	9%	5%	1%	3%	0%	1%	9%	2%	0%	2%	0%	0%	1%	4%	0%
		0800 - 0900	150	25	50%	14%	0%	9%	7%	1%	4%	0%	1%	6%	4%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	100	27	42%	15%	0%	17%	6%	1%	4%	0%	0%	1%	2%	0%	6%	0%	0%	1%	5%	0%
		1000 - 1100	100	27	43%	16%	0%	17%	8%	1%	4%	0%	0%	1%	2%	0%	2%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	40%	15%	0%	14%	8%	1%	4%	0%	0%	2%	1%	0%	5%	0%	0%	1%	9%	0%
		1200 - 1300	100	27	41%	13%	0%	11%	7%	1%	2%	0%	2%	9%	1%	0%	4%	0%	0%	1%	8%	0%
		1300 - 1400	100	27	46%	15%	0%	15%	8%	0%	3%	0%	0%	1%	1%	0%	3%	0%	0%	1%	7%	0%
		1400 - 1500	100	27	40%	13%	0%	14%	7%	1%	6%	0%	0%	2%	2%	0%	8%	0%	0%	1%	6%	0%
		1500 - 1600	100	27	42%	14%	0%	12%	7%	1%	2%	0%	2%	6%	1%	0%	6%	0%	0%	1%	6%	0%
		1600 - 1700	150	25	44%	13%	0%	17%	5%	0%	2%	0%	0%	3%	4%	0%	4%	0%	0%	2%	6%	0%
		1700 - 1800	150	25	54%	12%	0%	15%	5%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	7%	0%
		1800 - 1900	150	25	56%	11%	0%	15%	3%	0%	1%	0%	0%	0%	2%	0%	3%	0%	0%	3%	5%	0%
		1900 - 2000	100	27	55%	12%	0%	10%	4%	0%	1%	0%	0%	0%	1%	0%	12%	0%	0%	2%	3%	0%
		2000 - 2100	100	27	60%	16%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2100 - 2200	100	27	65%	17%	0%	9%	2%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	56%	19%	0%	9%	4%	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	58%	28%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
72	Ng Lau Road (WB) - L062	0000 - 0100	50	30	50%	30%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	34%	42%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	42%	0%	8%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	30%	0%	4%	12%	0%	4%	0%	0%	4%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	29%	19%	0%	7%	14%	1%	4%	0%	0%	7%	4%	3%	4%	0%	0%	1%	7%	0%
		0700 - 0800	150	25	45%	14%	0%	10%	7%	3%	5%	0%	0%	5%	1%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	39%	17%	0%	11%	12%	3%	5%	0%	0%	3%	3%	0%	1%	0%	0%	1%	5%	0%
		0900 - 1000	150	25	39%	13%	0%	11%	10%	5%	5%	0%	0%	1%	1%	3%	5%	0%	0%	3%	5%	0%
		1000 - 1100	100	27	42%	15%	0%	11%	13%	5%	4%	0%	0%	1%	2%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	100	27	40%	14%	0%	9%	12%	4%	4%	0%	0%	2%	1%	1%	3%	0%	0%	3%	7%	0%
		1200 - 1300	100	27	41%	12%	0%	7%	11%	4%	3%	0%	2%	6%	1%	1%	2%	0%	0%	4%	6%	0%
		1300 - 1400	100	27	44%	14%	0%	9%	14%	2%	3%	0%	0%	1%	1%	1%	1%	0%	0%	5%	5%	0%
		1400 - 1500	150	25	38%	13%	0%	9%	11%	4%	7%	0%	0%	2%	1%	3%	5%	0%	0%	4%	4%	0%
		1500 - 1600	150	25	38%	13%	0%	8%	11%	5%	3%	0%	2%	5%	1%	2%	5%	0%	0%	3%	5%	0%
		1600 - 1700	150	25	53%	9%	0%	7%	10%	4%	0%	0%	0%	5%	1%	3%	3%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	61%	9%	0%	6%	8%	3%	0%	0%	0%	2%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	150	25	65%	8%	0%	6%	6%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	53%	11%	0%	6%	7%	1%	1%	0%	0%	0%	1%	5%	9%	0%	0%	4%	2%	0%
		2000 - 2100	100	27	59%	15%	0%	8%	6%	2%	2%	0%	0%	0%	0%	1%	1%	0%	0%	5%	1%	0%
		2100 - 2200	100	27	64%	16%	0%	6%	3%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	59%	18%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	2%	0%
		2300 - 0000	50	30	54%	24%	0%	4%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
73	Tsing Chuen Wai Road (SB) - L063	0000 - 0100	50	30	54%	20%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	42%	22%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0600 - 0700	50	30	36%	6%	0%	8%	14%	0%	0%	8%	6%	8%	8%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	100	27	58%	3%	0%	10%	6%	1%	0%	6%	6%	6%	3%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	53%	3%	0%	11%	10%	1%	0%	7%	5%	4%	5%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	50%	12%	0%	17%	8%	2%	0%	5%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	47%	11%	0%	15%	9%	2%	0%	6%	0%	2%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	100	27	49%	11%	0%	13%	9%	2%	0%	6%	0%	2%	2%	0%	0%	0%	0%	4%	2%	0%
		1200 - 1300	100	27	46%	9%	0%	9%	7%	2%	0%	6%	9%	6%	2%	0%	0%	0%	0%	2%	2%	0%
		1300 - 1400	50	30	58%	10%	0%	12%	10%	0%	0%	6%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	56%	10%	0%	14%	8%	2%	0%	4%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	49%	10%	0%	11%	8%	2%	0%	3%	8%	5%	2%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	55%	13%	0%	12%	5%	0%	0%	7%	0%	3%	3%	0%	0%	0%	0%	1%	1%	0%
		1700 - 1800	100	27	61%	13%	0%	11%	5%	0%	0%	5%	0%	1%	1%	0%	0%	0%	0%	2%	1%	0%
		1800 - 1900	100	27	64%	12%	0%	11%	4%	0%	0%	4%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%
		1900 - 2000	100	27	68%	9%	0%	9%	5%	0%	0%	5%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	27	64%	12%	0%	10%	4%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	71%	12%	0%	9%	2%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	74%	14%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	60%	20%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
74	Ng Lau Road (EB) - L064	0000 - 0100	50	30	42%	38%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	26%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	6%	0%
		0200 - 0300	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	34%	42%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	22%	34%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	6%	6%	0%
		0600 - 0700	50	30	32%	22%	0%	6%	12%	0%	2%	0%	0%	8%	4%	0%	8%	0%	0%	2%	4%	0%
		0700 - 0800	100	27	45%	17%	0%	9%	5%	1%	4%	0%	0%	6%	1%	0%	4%	0%	0%	3%	5%	0%
		0800 - 0900	100	27	41%	19%	0%	10%	9%	1%	5%	0%	0%	4%	3%	0%	1%	0%	0%	3%	4%	0%
		0900 - 1000	100	27	35%	18%	0%	16%	6%	1%	5%	0%	0%	1%	1%	0%	10%	0%	0%	1%	6%	0%
		1000 - 1100	100	27	35%	19%	0%	15%	9%	2%	4%	0%	0%	2%	3%	0%	3%	0%	0%	2%	6%	0%
		1100 - 1200	100	27	36%	18%	0%	13%	7%	1%	4%	0%	0%	1%	1%	0%	7%	0%	0%	1%	11%	0%
		1200 - 1300	100	27	37%	16%	0%	10%	7%	1%	3%	0%	0%	6%	1%	0%	6%	0%	0%	3%	10%	0%
		1300 - 1400	100	27	42%	18%	0%	13%	8%	0%	3%	0%	0%	0%	2%	0%	3%	0%	0%	3%	8%	0%
		1400 - 1500	100	27	32%	16%	0%	13%	7%	1%	7%	0%	0%	1%	1%	0%	12%	0%	0%	3%	7%	0%
		1500 - 1600	100	27	36%	17%	0%	11%	7%	1%	3%	0%	0%	4%	1%	0%	10%	0%	0%	3%	7%	0%
		1600 - 1700	100	27	43%	15%	0%	14%	5%	0%	2%	0%	0%	2%	5%	0%	5%	0%	0%	2%	7%	0%
		1700 - 1800	150	25	50%	15%	0%	13%	5%	0%	1%	0%	0%	1%	2%	0%	2%	0%	0%	4%	8%	0%
		1800 - 1900	150	25	51%	14%	0%	13%	4%	0%	2%	0%	0%	0%	3%	0%	4%	0%	0%	4%	5%	0%
		1900 - 2000	100	27	47%	14%	0%	8%	4%	0%	1%	0%	0%	0%	1%	0%	18%	0%	0%	3%	4%	0%
		2000 - 2100	100	27	55%	20%	0%	12%	3%	0%	2%	0%	0%	0%	0%	0%	3%	0%	0%	3%	2%	0%
		2100 - 2200	100	27	56%	22%	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	3%	0%
		2200 - 2300	50	30	54%	26%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	46%	36%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
75	Ng Lau Road (WB) - L065	0000 - 0100	50	30	50%	30%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	36%	40%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	38%	42%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	32%	46%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	40%	0%	4%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	28%	28%	0%	6%	12%	0%	4%	0%	0%	4%	0%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	32%	15%	0%	7%	15%	2%	3%	3%	2%	5%	5%	2%	3%	0%	0%	2%	4%	0%
		0700 - 0800	200	22	47%	11%	0%	11%	7%	3%	4%	3%	2%	4%	2%	1%	1%	0%	0%	2%	5%	0%
		0800 - 0900	200	22	43%	12%	0%	12%	12%	4%	4%	3%	2%	3%	3%	0%	1%	0%	0%	2%	3%	0%
		0900 - 1000	200	22	42%	14%	0%	13%	10%	4%	4%	2%	0%	1%	2%	2%	4%	0%	0%	3%	3%	0%
		1000 - 1100	150	25	44%	15%	0%	12%	13%	4%	3%	2%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	150	25	41%	15%	0%	11%	12%	3%	3%	2%	0%	1%	1%	1%	2%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	43%	12%	0%	8%	10%	3%	3%	3%	4%	5%	1%	1%	1%	0%	0%	3%	4%	0%
		1300 - 1400	150	25	45%	13%	0%	10%	13%	2%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	3%	0%
		1400 - 1500	150	25	44%	13%	0%	10%	10%	3%	5%	1%	0%	1%	1%	2%	3%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	41%	14%	0%	9%	11%	4%	2%	2%	4%	4%	2%	2%	4%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	52%	13%	0%	8%	9%	2%	0%	3%	0%	4%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	250	20	60%	12%	0%	6%	7%	2%	0%	2%	0%	2%	1%	0%	0%	0%	0%	6%	1%	0%
		1800 - 1900	200	22	65%	11%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	57%	11%	0%	7%	6%	1%	1%	2%	0%	0%	1%	3%	6%	0%	0%	4%	1%	0%
		2000 - 2100	150	25	59%	15%	0%	9%	5%	1%	1%	3%	0%	0%	0%	1%	1%	0%	0%	5%	1%	0%
		2100 - 2200	150	25	64%	15%	0%	7%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	60%	19%	0%	6%	5%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	54%	25%	0%	5%	5%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%	0%
76	Ng Lau Road (EB) - L066	0000 - 0100	50	30	42%	34%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	36%	0%	8%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	29%	18%	0%	8%	8%	0%	2%	5%	2%	10%	8%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	49%	12%	0%	12%	3%	1%	3%	3%	2%	7%	3%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	45%	14%	0%	13%	6%	1%	3%	4%	2%	4%	4%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	39%	16%	0%	19%	5%	1%	3%	3%	0%	1%	3%	0%	5%	0%	0%	1%	4%	0%
		1000 - 1100	100	27	40%	17%	0%	18%	7%	1%	3%	3%	0%	1%	3%	0%	2%	0%	0%	1%	4%	0%
		1100 - 1200	100	27	39%	16%	0%	15%	7%	1%	3%	3%	0%	2%	2%	0%	4%	0%	0%	1%	7%	0%
		1200 - 1300	100	27	41%	14%	0%	13%	6%	1%	2%	3%	2%	6%	2%	0%	3%	0%	0%	1%	6%	0%
		1300 - 1400	100	27	45%	16%	0%	16%	7%	0%	2%	3%	0%	1%	2%	0%	2%	0%	0%	1%	5%	0%
		1400 - 1500	150	25	39%	15%	0%	16%	6%	1%	5%	2%	0%	2%	3%	0%	7%	0%	0%	1%	4%	0%
		1500 - 1600	150	25	40%	15%	0%	14%	7%	1%	2%	2%	2%	5%	2%	0%	5%	0%	0%	1%	5%	0%
		1600 - 1700	150	25	46%	13%	0%	15%	5%	0%	1%	3%	0%	1%	5%	0%	3%	0%	0%	1%	4%	0%
		1700 - 1800	200	22	54%	14%	0%	14%	5%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	56%	13%	0%	13%	3%	0%	2%	2%	0%	0%	3%	0%	3%	0%	0%	3%	4%	0%
		1900 - 2000	150	25	53%	13%	0%	11%	4%	0%	1%	3%	0%	0%	1%	0%	11%	0%	0%	2%	2%	0%
		2000 - 2100	100	27	55%	17%	0%	14%	3%	0%	1%	5%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	56%	21%	0%	10%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	54%	30%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
77	Ng Lau Road (WB) - L067	0000 - 0100	50	30	50%	32%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	30%	42%	0%	8%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	46%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	30%	0%	6%	10%	0%	4%	0%	0%	4%	4%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	26%	19%	0%	8%	10%	1%	4%	4%	1%	5%	8%	3%	4%	0%	0%	1%	6%	0%
		0700 - 0800	150	25	41%	14%	0%	13%	5%	1%	5%	3%	1%	4%	3%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	37%	16%	0%	14%	8%	2%	5%	3%	1%	2%	5%	0%	1%	0%	0%	1%	5%	0%
		0900 - 1000	150	25	39%	14%	0%	13%	9%	4%	5%	2%	0%	1%	2%	2%	4%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	39%	16%	0%	13%	11%	4%	4%	3%	0%	1%	3%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	38%	15%	0%	11%	11%	4%	4%	3%	0%	1%	2%	1%	3%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	40%	13%	0%	9%	10%	3%	3%	3%	2%	5%	2%	1%	2%	0%	0%	4%	5%	0%
		1300 - 1400	100	27	43%	14%	0%	11%	11%	2%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	39%	13%	0%	11%	9%	3%	6%	2%	0%	1%	3%	3%	4%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	40%	15%	0%	10%	10%	4%	3%	1%	1%	3%	1%	1%	4%	0%	0%	3%	3%	0%
		1600 - 1700	150	25	52%	11%	0%	7%	9%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	11%	0%	7%	8%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	10%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	8%	5%	1%	1%	3%	0%	0%	1%	4%	8%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	56%	15%	0%	9%	5%	2%	2%	4%	0%	0%	0%	1%	1%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	62%	17%	0%	7%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	59%	20%	0%	7%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	6%	1%	0%
		2300 - 0000	50	30	52%	26%	0%	6%	4%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
78	Ng Lau Road (EB) - L068	0000 - 0100	50	30	50%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	38%	0%	8%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	29%	17%	0%	8%	11%	0%	2%	5%	2%	9%	8%	0%	5%	0%	0%	2%	2%	0%
		0700 - 0800	150	25	49%	12%	0%	12%	5%	1%	2%	3%	2%	7%	3%	0%	2%	0%	0%	1%	1%	0%
		0800 - 0900	150	25	46%	14%	0%	13%	9%	1%	2%	4%	2%	4%	4%	0%	1%	0%	0%	1%	1%	0%
		0900 - 1000	150	25	40%	16%	0%	20%	6%	1%	2%	3%	0%	1%	3%	0%	5%	0%	0%	1%	3%	0%
		1000 - 1100	100	27	41%	17%	0%	19%	8%	1%	1%	3%	0%	1%	3%	0%	2%	0%	0%	1%	3%	0%
		1100 - 1200	100	27	40%	16%	0%	16%	8%	1%	1%	3%	0%	2%	2%	0%	4%	0%	0%	1%	6%	0%
		1200 - 1300	100	27	41%	14%	0%	13%	7%	1%	1%	3%	2%	6%	2%	0%	3%	0%	0%	2%	5%	0%
		1300 - 1400	100	27	44%	16%	0%	17%	9%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	2%	3%	0%
		1400 - 1500	150	25	41%	15%	0%	17%	7%	1%	2%	2%	0%	2%	3%	0%	7%	0%	0%	2%	3%	0%
		1500 - 1600	150	25	40%	15%	0%	15%	7%	1%	1%	2%	2%	5%	2%	0%	5%	0%	0%	2%	3%	0%
		1600 - 1700	150	25	47%	13%	0%	17%	5%	0%	0%	3%	0%	1%	5%	0%	3%	0%	0%	2%	4%	0%
		1700 - 1800	200	22	53%	14%	0%	15%	5%	0%	0%	3%	0%	1%	2%	0%	2%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	57%	12%	0%	14%	3%	0%	0%	2%	0%	0%	3%	0%	3%	0%	0%	3%	4%	0%
		1900 - 2000	150	25	54%	13%	0%	11%	4%	0%	0%	3%	0%	0%	1%	0%	11%	0%	0%	2%	2%	0%
		2000 - 2100	100	27	56%	17%	0%	14%	3%	0%	1%	4%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	11%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	2%	1%	0%
		2200 - 2300	100	27	56%	21%	0%	10%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	52%	30%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
79	Ng Lau Road (WB) - L069	0000 - 0100	50	30	50%	32%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	34%	46%	0%	8%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	34%	48%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	32%	0%	8%	12%	0%	4%	4%	0%	0%	0%	4%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	28%	20%	0%	9%	9%	1%	4%	4%	0%	4%	7%	3%	4%	0%	0%	1%	6%	0%
		0700 - 0800	150	25	39%	15%	0%	14%	4%	2%	5%	3%	0%	3%	3%	1%	2%	0%	0%	2%	7%	0%
		0800 - 0900	150	25	37%	17%	0%	15%	7%	3%	5%	4%	0%	3%	4%	0%	1%	0%	0%	1%	4%	0%
		0900 - 1000	150	25	39%	15%	0%	14%	7%	3%	5%	3%	0%	1%	1%	3%	4%	0%	0%	3%	3%	0%
		1000 - 1100	150	25	37%	16%	0%	14%	10%	4%	4%	3%	0%	1%	3%	0%	1%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	37%	16%	0%	12%	10%	3%	4%	3%	0%	1%	1%	1%	3%	0%	0%	3%	6%	0%
		1200 - 1300	100	27	42%	14%	0%	10%	8%	3%	3%	3%	1%	4%	1%	1%	2%	0%	0%	3%	5%	0%
		1300 - 1400	100	27	45%	15%	0%	12%	10%	1%	3%	3%	0%	0%	2%	1%	1%	0%	0%	4%	3%	0%
		1400 - 1500	150	25	39%	14%	0%	12%	9%	3%	7%	2%	0%	1%	2%	3%	5%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	40%	15%	0%	11%	9%	3%	3%	2%	1%	3%	2%	2%	5%	0%	0%	3%	3%	0%
		1600 - 1700	150	25	51%	11%	0%	8%	9%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	11%	0%	7%	7%	2%	0%	3%	0%	2%	2%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	10%	0%	7%	5%	1%	0%	2%	0%	0%	2%	2%	2%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	8%	5%	1%	1%	3%	0%	0%	1%	5%	8%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	56%	16%	0%	10%	4%	1%	2%	4%	0%	0%	0%	1%	1%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	58%	17%	0%	8%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	55%	20%	0%	8%	3%	0%	0%	2%	0%	0%	2%	0%	2%	0%	0%	6%	2%	0%
		2300 - 0000	50	30	50%	28%	0%	6%	4%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
80	Unnamed Road (NB) - L070	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	34%	0%
		0700 - 0800	50	30	58%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	34%	0%
		0800 - 0900	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	30%	0%
		0900 - 1000	50	30	52%	0%	0%	16%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	16%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1200 - 1300	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1300 - 1400	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	0%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	16%	0%
		1600 - 1700	50	30	64%	0%	0%	18%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	72%	0%	0%	16%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	72%	0%	0%	14%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	70%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		2000 - 2100	50	30	80%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	76%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		2200 - 2300	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
81	Unnamed Road (SB) - L071	0000 - 0100	50	30	58%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	0%	0%	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	6%	48%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	56%	0%	0%	8%	24%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	6%	34%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	0%	0%	26%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	50%	0%	0%	16%	16%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	52%	0%	0%	18%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	0%	0%	24%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	48%	0%	0%	16%	20%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	62%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	64%	0%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1800 - 1900	50	30	66%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1900 - 2000	50	30	70%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	64%	0%	0%	18%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	76%	0%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2300 - 0000	50	30	54%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
82	Access road (SB) - L072	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%	0%	10%	0%	0%	10%	18%	0%
		0700 - 0800	50	30	56%	0%	0%	0%	0%	12%	4%	0%	0%	4%	0%	0%	4%	0%	0%	4%	16%	0%
		0800 - 0900	50	30	56%	0%	0%	0%	0%	18%	4%	0%	0%	4%	0%	0%	0%	0%	0%	4%	14%	0%
		0900 - 1000	50	30	32%	14%	0%	0%	0%	14%	6%	0%	0%	0%	0%	0%	14%	0%	0%	6%	14%	0%
		1000 - 1100	50	30	40%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1200 - 1300	50	30	28%	8%	0%	0%	0%	16%	8%	0%	0%	8%	0%	0%	8%	0%	0%	8%	16%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1500 - 1600	50	30	28%	6%	0%	0%	0%	20%	6%	0%	0%	6%	0%	0%	14%	0%	0%	6%	14%	0%
		1600 - 1700	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1700 - 1800	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1800 - 1900	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1900 - 2000	50	30	50%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	8%	8%	0%
		2000 - 2100	50	30	64%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	52%	16%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		2200 - 2300	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
83	Access road (NB) - L073	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	14%	44%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0800 - 0900	50	30	12%	50%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0900 - 1000	50	30	52%	18%	0%	6%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	48%	14%	0%	8%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	54%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	68%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		1700 - 1800	50	30	72%	6%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1800 - 1900	50	30	74%	6%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1900 - 2000	50	30	68%	14%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	14%	0%	6%	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	68%	20%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	66%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
84	Ng Lau Road (EB) - L074	0000 - 0100	50	30	48%	32%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	34%	48%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	12%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	29%	21%	0%	8%	11%	0%	0%	5%	2%	8%	8%	0%	5%	0%	0%	3%	0%	0%
		0700 - 0800	150	25	46%	15%	0%	13%	5%	0%	1%	4%	2%	7%	3%	0%	2%	0%	0%	3%	0%	0%
		0800 - 0900	150	25	40%	17%	0%	13%	9%	0%	1%	5%	2%	5%	5%	0%	1%	0%	0%	3%	0%	0%
		0900 - 1000	150	25	41%	17%	0%	20%	6%	0%	1%	3%	0%	1%	3%	0%	5%	0%	0%	1%	3%	0%
		1000 - 1100	150	25	41%	17%	0%	19%	8%	0%	1%	3%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	39%	17%	0%	16%	7%	0%	1%	3%	0%	2%	2%	0%	4%	0%	0%	2%	6%	0%
		1200 - 1300	150	25	41%	14%	0%	13%	7%	0%	1%	3%	2%	6%	2%	0%	3%	0%	0%	2%	5%	0%
		1300 - 1400	100	27	45%	16%	0%	16%	8%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	3%	3%	0%
		1400 - 1500	150	25	42%	15%	0%	17%	7%	0%	1%	2%	0%	2%	3%	0%	7%	0%	0%	2%	3%	0%
		1500 - 1600	150	25	41%	16%	0%	15%	7%	0%	1%	2%	2%	4%	2%	0%	5%	0%	0%	2%	3%	0%
		1600 - 1700	200	22	51%	13%	0%	16%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	2%	4%	0%
		1700 - 1800	200	22	57%	13%	0%	14%	4%	0%	0%	2%	0%	1%	2%	0%	1%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	60%	12%	0%	13%	3%	0%	0%	2%	0%	0%	3%	0%	2%	0%	0%	4%	4%	0%
		1900 - 2000	150	25	55%	13%	0%	11%	3%	0%	0%	3%	0%	0%	1%	0%	10%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	57%	17%	0%	13%	3%	0%	0%	4%	0%	0%	0%	0%	2%	0%	0%	3%	1%	0%
		2100 - 2200	150	25	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	58%	21%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	4%	1%	0%
		2300 - 0000	50	30	52%	30%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
85	Ng Lau Road (WB) - L075	0000 - 0100	50	30	50%	30%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	42%	0%	8%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	38%	0%	8%	8%	0%	0%	0%	0%	0%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	28%	18%	0%	8%	8%	3%	3%	4%	0%	4%	7%	3%	5%	0%	0%	1%	8%	0%
		0700 - 0800	150	25	42%	12%	0%	13%	4%	4%	3%	3%	0%	3%	2%	1%	2%	0%	0%	1%	9%	0%
		0800 - 0900	150	25	39%	14%	0%	14%	6%	5%	4%	4%	0%	2%	4%	0%	1%	0%	0%	1%	6%	0%
		0900 - 1000	150	25	39%	15%	0%	13%	6%	5%	3%	3%	0%	1%	1%	3%	5%	0%	0%	3%	4%	0%
		1000 - 1100	150	25	39%	16%	0%	13%	9%	6%	3%	3%	0%	1%	3%	0%	2%	0%	0%	2%	4%	0%
		1100 - 1200	150	25	38%	16%	0%	11%	9%	5%	3%	3%	0%	1%	1%	1%	4%	0%	0%	3%	7%	0%
		1200 - 1300	100	27	42%	13%	0%	9%	7%	4%	2%	3%	1%	4%	1%	1%	3%	0%	0%	3%	7%	0%
		1300 - 1400	100	27	44%	15%	0%	12%	8%	2%	2%	3%	0%	0%	2%	1%	2%	0%	0%	4%	5%	0%
		1400 - 1500	150	25	39%	14%	0%	11%	6%	5%	5%	2%	0%	1%	2%	3%	6%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	37%	15%	0%	10%	7%	6%	2%	2%	1%	3%	2%	2%	5%	0%	0%	3%	5%	0%
		1600 - 1700	150	25	51%	13%	0%	8%	7%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	59%	14%	0%	7%	6%	2%	0%	3%	0%	2%	2%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	62%	12%	0%	7%	4%	1%	0%	2%	0%	0%	2%	2%	2%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	52%	12%	0%	8%	4%	1%	1%	3%	0%	0%	1%	4%	9%	0%	0%	3%	3%	0%
		2000 - 2100	100	27	55%	17%	0%	9%	4%	2%	1%	4%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	7%	2%	2%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	58%	20%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	50	30	52%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
86	Access road (EB) - L076	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	40%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	20%	20%	0%
		0700 - 0800	50	30	60%	0%	0%	0%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	4%	14%	0%
		0800 - 0900	50	30	56%	0%	0%	0%	0%	22%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	10%	0%
		0900 - 1000	50	30	36%	16%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	0%	8%	0%
		1000 - 1100	50	30	30%	12%	0%	0%	0%	22%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1100 - 1200	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	18%	0%
		1200 - 1300	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	18%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	42%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	10%	10%	0%
		2000 - 2100	50	30	58%	14%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	50%	20%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
87	Access road (WB) - L077	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0800 - 0900	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0900 - 1000	50	30	46%	8%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	14%	8%	0%
		1000 - 1100	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	8%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	68%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	66%	4%	0%	4%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1800 - 1900	50	30	68%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1900 - 2000	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2000 - 2100	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	76%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	62%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2300 - 0000	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
88	Ng Lau Road (NB) - L078	0000 - 0100	50	30	48%	32%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	32%	0%	10%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	25%	23%	0%	8%	11%	0%	0%	5%	2%	8%	8%	0%	5%	0%	0%	3%	2%	0%
		0700 - 0800	150	25	41%	17%	0%	13%	6%	0%	1%	4%	2%	7%	3%	0%	2%	0%	0%	3%	1%	0%
		0800 - 0900	150	25	37%	19%	0%	14%	9%	0%	1%	5%	2%	5%	5%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	150	25	43%	16%	0%	19%	5%	0%	1%	2%	0%	1%	2%	0%	5%	0%	0%	2%	4%	0%
		1000 - 1100	150	25	45%	17%	0%	17%	7%	0%	1%	3%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	41%	17%	0%	16%	7%	0%	1%	3%	0%	2%	2%	0%	3%	0%	0%	3%	6%	0%
		1200 - 1300	150	25	44%	14%	0%	12%	7%	0%	1%	3%	2%	5%	2%	0%	3%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	44%	15%	0%	15%	8%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	43%	16%	0%	16%	6%	0%	1%	2%	0%	2%	3%	0%	6%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	44%	17%	0%	13%	6%	0%	1%	1%	1%	4%	1%	0%	5%	0%	0%	3%	4%	0%
		1600 - 1700	200	22	53%	12%	0%	15%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	3%	5%	0%
		1700 - 1800	250	20	59%	11%	0%	12%	3%	0%	0%	2%	0%	0%	2%	0%	1%	0%	0%	4%	5%	0%
		1800 - 1900	250	20	62%	10%	0%	12%	2%	0%	0%	2%	0%	0%	2%	0%	2%	0%	0%	5%	3%	0%
		1900 - 2000	150	25	55%	13%	0%	10%	3%	0%	0%	3%	0%	0%	1%	0%	9%	0%	0%	3%	2%	0%
		2000 - 2100	150	25	57%	17%	0%	13%	3%	0%	0%	4%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	60%	17%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	52%	28%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
89	Ng Lau Road (SB) - L079	0000 - 0100	50	30	46%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	40%	0%	8%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	48%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	24%	46%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	4%	12%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	28%	16%	0%	7%	7%	5%	1%	4%	0%	4%	6%	3%	6%	0%	0%	3%	10%	0%
		0700 - 0800	150	25	45%	11%	0%	11%	3%	5%	2%	3%	0%	3%	2%	1%	3%	0%	0%	2%	10%	0%
		0800 - 0900	150	25	41%	13%	0%	12%	5%	7%	3%	3%	0%	2%	3%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	39%	15%	0%	13%	5%	6%	2%	2%	0%	1%	1%	2%	6%	0%	0%	2%	5%	0%
		1000 - 1100	150	25	40%	17%	0%	12%	7%	7%	2%	3%	0%	1%	3%	0%	2%	0%	0%	3%	5%	0%
		1100 - 1200	150	25	39%	16%	0%	11%	6%	6%	2%	3%	0%	1%	1%	1%	5%	0%	0%	3%	9%	0%
		1200 - 1300	150	25	41%	14%	0%	9%	5%	5%	2%	3%	1%	4%	1%	1%	4%	0%	0%	4%	7%	0%
		1300 - 1400	100	27	43%	16%	0%	11%	7%	3%	2%	3%	0%	0%	2%	1%	2%	0%	0%	4%	6%	0%
		1400 - 1500	150	25	38%	14%	0%	10%	5%	6%	3%	2%	0%	1%	2%	3%	7%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	41%	15%	0%	9%	6%	7%	1%	1%	1%	2%	1%	1%	6%	0%	0%	2%	5%	0%
		1600 - 1700	150	25	51%	15%	0%	8%	5%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	58%	15%	0%	7%	5%	2%	0%	3%	0%	2%	2%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	61%	14%	0%	7%	3%	1%	0%	2%	0%	0%	2%	2%	2%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	51%	12%	0%	7%	3%	1%	1%	3%	0%	0%	1%	4%	11%	0%	0%	3%	3%	0%
		2000 - 2100	150	25	54%	17%	0%	9%	3%	3%	1%	4%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	7%	2%	2%	0%	2%	0%	0%	1%	1%	3%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	58%	21%	0%	6%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	51%	29%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
90	Ng Lau Road (SB) - L080	0000 - 0100	50	30	42%	34%	0%	6%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	26%	44%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	24%	32%	0%	8%	12%	0%	0%	0%	0%	0%	0%	4%	12%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	27%	13%	0%	7%	9%	5%	3%	4%	0%	4%	4%	3%	7%	0%	0%	3%	11%	0%
		0700 - 0800	150	25	44%	9%	0%	11%	4%	7%	3%	3%	0%	3%	1%	1%	3%	0%	0%	2%	11%	0%
		0800 - 0900	150	25	40%	11%	0%	11%	7%	9%	3%	3%	0%	2%	3%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	36%	14%	0%	12%	7%	9%	3%	2%	0%	1%	1%	2%	6%	0%	0%	1%	5%	0%
		1000 - 1100	150	25	37%	15%	0%	11%	9%	9%	3%	3%	0%	1%	2%	0%	2%	0%	0%	2%	5%	0%
		1100 - 1200	150	25	35%	15%	0%	10%	9%	8%	3%	3%	0%	1%	1%	1%	5%	0%	0%	2%	9%	0%
		1200 - 1300	100	27	38%	13%	0%	8%	8%	7%	2%	3%	1%	4%	1%	1%	4%	0%	0%	2%	8%	0%
		1300 - 1400	100	27	42%	15%	0%	10%	10%	4%	2%	3%	0%	0%	1%	1%	2%	0%	0%	3%	7%	0%
		1400 - 1500	150	25	34%	13%	0%	9%	8%	8%	5%	2%	0%	1%	2%	3%	8%	0%	0%	2%	5%	0%
		1500 - 1600	150	25	35%	14%	0%	8%	8%	10%	2%	2%	1%	3%	1%	2%	7%	0%	0%	2%	6%	0%
		1600 - 1700	150	25	47%	15%	0%	7%	8%	5%	0%	4%	0%	3%	4%	2%	2%	0%	0%	2%	1%	0%
		1700 - 1800	150	25	57%	15%	0%	6%	7%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	4%	1%	0%
		1800 - 1900	150	25	61%	14%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	4%	1%	0%
		1900 - 2000	150	25	49%	11%	0%	6%	5%	2%	1%	3%	0%	0%	1%	5%	13%	0%	0%	3%	3%	0%
		2000 - 2100	100	27	55%	16%	0%	9%	4%	4%	1%	4%	0%	0%	0%	1%	2%	0%	0%	3%	1%	0%
		2100 - 2200	150	25	57%	17%	0%	7%	3%	3%	0%	2%	0%	0%	1%	1%	3%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	56%	21%	0%	6%	3%	2%	0%	0%	0%	0%	2%	0%	3%	0%	0%	5%	2%	0%
		2300 - 0000	50	30	54%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%
91	Ng Lau Road (NB) - L081	0000 - 0100	50	30	44%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	46%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	38%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	50	30	26%	22%	0%	8%	10%	0%	0%	6%	2%	6%	10%	0%	6%	0%	0%	2%	2%	0%
		0700 - 0800	100	27	37%	17%	0%	14%	6%	0%	0%	6%	3%	6%	4%	0%	3%	0%	0%	3%	1%	0%
		0800 - 0900	100	27	32%	18%	0%	15%	9%	0%	0%	7%	3%	4%	7%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	100	27	40%	16%	0%	19%	7%	0%	0%	3%	0%	1%	2%	0%	6%	0%	0%	2%	4%	0%
		1000 - 1100	100	27	39%	18%	0%	18%	8%	0%	0%	4%	0%	1%	4%	0%	2%	0%	0%	2%	4%	0%
		1100 - 1200	100	27	39%	17%	0%	16%	8%	0%	0%	4%	0%	1%	1%	0%	5%	0%	0%	2%	7%	0%
		1200 - 1300	100	27	41%	15%	0%	12%	7%	0%	0%	4%	3%	4%	1%	0%	4%	0%	0%	3%	6%	0%
		1300 - 1400	100	27	41%	17%	0%	15%	9%	0%	0%	4%	0%	0%	3%	0%	3%	0%	0%	3%	5%	0%
		1400 - 1500	100	27	41%	16%	0%	16%	7%	0%	0%	2%	0%	1%	2%	0%	8%	0%	0%	2%	5%	0%
		1500 - 1600	100	27	41%	17%	0%	13%	8%	0%	0%	2%	2%	3%	2%	0%	6%	0%	0%	2%	4%	0%
		1600 - 1700	200	22	49%	13%	0%	15%	6%	0%	0%	4%	0%	2%	4%	0%	4%	0%	0%	2%	5%	0%
		1700 - 1800	200	22	57%	12%	0%	13%	5%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%	4%	6%	0%
		1800 - 1900	200	22	60%	12%	0%	12%	4%	0%	0%	2%	0%	0%	2%	0%	3%	0%	0%	4%	4%	0%
		1900 - 2000	100	27	52%	13%	0%	10%	4%	0%	0%	3%	0%	0%	1%	0%	12%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	54%	17%	0%	13%	4%	0%	0%	5%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	54%	21%	0%	9%	4%	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	48%	30%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
92	San Hing Road (NB) - L082	0000 - 0100	50	30	52%	16%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	44%	22%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0200 - 0300	50	30	36%	26%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	44%	28%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	34%	22%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	36%	14%	0%	4%	26%	4%	4%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	100	27	54%	10%	0%	6%	12%	4%	4%	0%	0%	8%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	46%	11%	0%	6%	19%	6%	4%	0%	0%	6%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	48%	8%	0%	8%	18%	6%	4%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	44%	10%	0%	8%	22%	8%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	46%	10%	0%	8%	22%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	44%	8%	0%	6%	18%	6%	2%	0%	0%	8%	2%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	48%	8%	0%	8%	22%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	46%	8%	0%	8%	18%	8%	4%	0%	0%	2%	2%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	48%	8%	0%	6%	20%	6%	2%	0%	0%	4%	2%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	100	27	49%	5%	0%	7%	16%	5%	0%	0%	0%	0%	9%	0%	0%	0%	0%	9%	0%	0%
		1700 - 1800	100	27	57%	5%	0%	6%	12%	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	14%	0%	0%
		1800 - 1900	100	27	58%	5%	0%	6%	9%	2%	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	6%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	64%	8%	0%	6%	10%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	70%	10%	0%	4%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	16%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
93	San Hing Road (SB) - L083	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	20%	40%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	44%	18%	0%	10%	10%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	60%	14%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	52%	16%	0%	12%	8%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	18%	0%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	48%	16%	0%	12%	12%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	54%	16%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	16%	0%	10%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	58%	14%	0%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1800 - 1900	50	30	62%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1900 - 2000	50	30	62%	14%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	58%	16%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	18%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
94	San Tat Lane (EB) - L084	0000 - 0100	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	50%	10%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%
		0700 - 0800	50	30	64%	4%	0%	8%	0%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0800 - 0900	50	30	62%	4%	0%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0900 - 1000	50	30	48%	6%	0%	10%	6%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	8%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	0%	0%	8%	8%	14%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	46%	0%	0%	8%	8%	14%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	60%	0%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	54%	0%	0%	6%	6%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	0%	0%	6%	6%	18%	0%	0%	0%	0%	0%	0%	12%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	60%	0%	0%	6%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1700 - 1800	50	30	58%	0%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	62%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	68%	0%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	64%	6%	0%	6%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	78%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	80%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
95	San Tat Lane (WB) - L085	0000 - 0100	50	30	44%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	28%	24%	0%	8%	0%	0%	0%	0%	0%	0%	16%	0%	8%	0%	0%	16%	0%	0%
		0700 - 0800	50	30	56%	18%	0%	14%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	50%	22%	0%	14%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	42%	20%	0%	20%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	42%	16%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	52%	18%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	36%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	44%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	56%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	12%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	64%	12%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	52%	14%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	58%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	56%	22%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
96	San Hing Road (NB) - L086	0000 - 0100	50	30	40%	36%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		0600 - 0700	50	30	30%	24%	0%	4%	20%	0%	2%	0%	0%	4%	0%	0%	8%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	47%	20%	0%	8%	11%	0%	3%	0%	0%	3%	0%	0%	3%	0%	0%	5%	0%	0%
		0800 - 0900	100	27	42%	22%	0%	8%	16%	0%	3%	0%	0%	2%	0%	0%	2%	0%	0%	5%	0%	0%
		0900 - 1000	100	27	39%	17%	0%	11%	11%	6%	4%	0%	0%	0%	4%	0%	6%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	40%	18%	0%	10%	14%	6%	2%	0%	0%	0%	4%	0%	2%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	42%	18%	0%	8%	16%	4%	2%	0%	0%	0%	2%	0%	4%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	46%	18%	0%	8%	14%	4%	2%	0%	0%	2%	2%	0%	2%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	46%	18%	0%	10%	16%	2%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	40%	16%	0%	10%	12%	6%	4%	0%	0%	0%	4%	0%	6%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	40%	18%	0%	8%	14%	6%	2%	0%	0%	2%	2%	0%	6%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	48%	9%	0%	9%	7%	9%	0%	0%	0%	0%	16%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	59%	9%	0%	9%	7%	7%	0%	0%	0%	0%	7%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	60%	9%	0%	9%	5%	3%	0%	0%	0%	0%	12%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	54%	14%	0%	6%	8%	2%	0%	0%	0%	0%	2%	0%	12%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	56%	20%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	62%	20%	0%	6%	4%	2%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	54%	22%	0%	6%	6%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	50%	30%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
97	San Hing Road (SB) - L087	0000 - 0100	50	30	58%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	52%	18%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	10%	0%	6%	2%	8%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	62%	12%	0%	6%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	6%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1300 - 1400	50	30	58%	12%	0%	6%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	56%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	60%	6%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	62%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1800 - 1900	50	30	66%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
98	Road S1 (NB) - L088	0000 - 0100	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	68%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	66%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	72%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	78%	2%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	76%	2%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	66%	2%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	64%	4%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	66%	4%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1200 - 1300	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	66%	4%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	64%	4%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	70%	2%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	70%	2%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	74%	2%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	75%	2%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	80%	2%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	76%	2%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	80%	2%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
99	Road S1 (SB) - L089	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	72%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	58%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	60%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	100	27	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0700 - 0800	150	25	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	150	25	75%	5%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	68%	6%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	69%	7%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	71%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	100	27	73%	6%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	100	27	72%	5%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	84%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		2000 - 2100	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	5%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
100	San Hing Road (WB) - L090	0000 - 0100	50	30	62%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	42%	28%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	48%	28%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	50%	26%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	44%	26%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	57%	14%	0%	10%	9%	0%	1%	0%	0%	1%	3%	0%	1%	0%	0%	4%	0%	0%
		0700 - 0800	200	22	70%	9%	0%	13%	3%	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	200	22	65%	10%	0%	15%	5%	0%	2%	0%	0%	1%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	58%	9%	0%	19%	5%	2%	2%	0%	0%	0%	1%	0%	2%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	59%	10%	0%	19%	6%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	27	60%	10%	0%	17%	6%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	59%	9%	0%	13%	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	3%	0%	0%
		1300 - 1400	100	27	60%	9%	0%	16%	6%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	58%	9%	0%	17%	5%	1%	3%	0%	0%	0%	1%	0%	3%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	61%	10%	0%	15%	5%	2%	1%	0%	0%	1%	1%	0%	2%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	61%	6%	0%	15%	4%	6%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	69%	5%	0%	13%	3%	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	100	27	70%	5%	0%	13%	2%	2%	0%	0%	0%	0%	3%	0%	0%	0%	0%	5%	0%	0%
		1900 - 2000	100	27	72%	7%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		2000 - 2100	100	27	70%	9%	0%	12%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	77%	9%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2200 - 2300	100	27	74%	11%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
101	San Hing Road (EB) - L091	0000 - 0100	50	30	62%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	46%	12%	0%	6%	6%	6%	0%	0%	0%	0%	12%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	8%	0%	6%	2%	8%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	58%	10%	0%	6%	6%	10%	0%	0%	0%	0%	6%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	4%	10%	10%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		1300 - 1400	50	30	58%	10%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	52%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	62%	10%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	58%	8%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1800 - 1900	50	30	62%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
102	Ng Lau Road (WB) - L092	0000 - 0100	100	27	53%	26%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	42%	38%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	42%	40%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	44%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	32%	0%	12%	8%	0%	0%	0%	0%	0%	2%	0%	6%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	45%	18%	0%	11%	7%	0%	0%	3%	1%	4%	5%	0%	3%	0%	0%	4%	1%	0%
		0700 - 0800	250	20	60%	11%	0%	14%	3%	0%	0%	2%	1%	2%	2%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	250	20	55%	13%	0%	15%	5%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	200	22	50%	13%	0%	20%	6%	1%	1%	2%	0%	1%	2%	0%	4%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	50%	14%	0%	19%	7%	1%	1%	2%	0%	1%	2%	0%	2%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	49%	14%	0%	17%	7%	1%	1%	2%	0%	1%	2%	0%	3%	0%	0%	3%	4%	0%
		1200 - 1300	150	25	52%	12%	0%	13%	6%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	3%	0%
		1300 - 1400	150	25	52%	13%	0%	16%	7%	1%	1%	2%	0%	0%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	50%	13%	0%	17%	6%	1%	1%	2%	0%	1%	2%	0%	5%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	51%	14%	0%	14%	7%	1%	1%	1%	1%	2%	1%	0%	4%	0%	0%	3%	3%	0%
		1600 - 1700	250	20	53%	10%	0%	14%	6%	2%	0%	2%	0%	1%	4%	0%	2%	0%	0%	2%	4%	0%
		1700 - 1800	250	20	61%	10%	0%	12%	4%	1%	0%	2%	0%	0%	1%	0%	1%	0%	0%	4%	4%	0%
		1800 - 1900	250	20	63%	9%	0%	12%	3%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	4%	3%	0%
		1900 - 2000	200	22	64%	10%	0%	10%	4%	0%	0%	2%	0%	0%	1%	0%	7%	0%	0%	4%	1%	0%
		2000 - 2100	200	22	63%	13%	0%	13%	3%	1%	0%	3%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	68%	14%	0%	10%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	150	25	65%	16%	0%	8%	3%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	61%	23%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
103	Ng Lau Road (EB) - L093	0000 - 0100	50	30	50%	28%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	34%	38%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	44%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	26%	40%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	36%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	28%	32%	0%	8%	10%	0%	0%	0%	0%	0%	0%	4%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	32%	14%	0%	7%	9%	6%	1%	4%	0%	4%	4%	2%	6%	0%	0%	2%	9%	0%
		0700 - 0800	200	22	47%	9%	0%	11%	4%	7%	2%	3%	0%	3%	1%	1%	3%	0%	0%	3%	10%	0%
		0800 - 0900	200	22	43%	11%	0%	12%	7%	9%	3%	3%	0%	2%	3%	0%	1%	0%	0%	3%	6%	0%
		0900 - 1000	150	25	40%	13%	0%	11%	7%	8%	2%	2%	0%	1%	1%	2%	5%	0%	0%	3%	5%	0%
		1000 - 1100	150	25	39%	14%	0%	11%	10%	10%	2%	3%	0%	1%	2%	0%	2%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	38%	13%	0%	9%	9%	8%	1%	3%	0%	1%	1%	1%	4%	0%	0%	3%	9%	0%
		1200 - 1300	150	25	41%	11%	0%	8%	9%	7%	2%	3%	1%	3%	1%	1%	3%	0%	0%	3%	8%	0%
		1300 - 1400	150	25	44%	13%	0%	10%	10%	5%	2%	3%	0%	0%	1%	1%	2%	0%	0%	5%	5%	0%
		1400 - 1500	150	25	38%	13%	0%	9%	8%	8%	3%	1%	0%	1%	1%	2%	7%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	39%	13%	0%	9%	9%	9%	1%	1%	1%	2%	1%	1%	6%	0%	0%	3%	6%	0%
		1600 - 1700	200	22	50%	13%	0%	7%	9%	5%	0%	3%	0%	3%	3%	2%	2%	0%	0%	5%	1%	0%
		1700 - 1800	200	22	58%	13%	0%	6%	7%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	62%	12%	0%	6%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	11%	0%	6%	5%	1%	1%	2%	0%	0%	1%	4%	11%	0%	0%	5%	2%	0%
		2000 - 2100	150	25	56%	14%	0%	8%	5%	3%	1%	3%	0%	0%	0%	1%	2%	0%	0%	5%	2%	0%
		2100 - 2200	150	25	61%	15%	0%	7%	3%	3%	0%	1%	0%	0%	1%	1%	3%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	60%	18%	0%	5%	4%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	7%	1%	0%
		2300 - 0000	100	27	54%	26%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
104	Unnamed Road (NB) - L094	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	66%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0700 - 0800	100	27	76%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0800 - 0900	100	27	73%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0900 - 1000	100	27	67%	6%	0%	21%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%
		1000 - 1100	50	30	70%	4%	0%	20%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	50	30	70%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	50	30	74%	4%	0%	14%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	50	30	72%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	72%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	50	30	72%	4%	0%	16%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1600 - 1700	100	27	75%	3%	0%	17%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	80%	3%	0%	15%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1800 - 1900	100	27	79%	3%	0%	14%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1900 - 2000	100	27	81%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2000 - 2100	50	30	82%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	82%	5%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
105	Unnamed Road (SB) - L095	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	56%	14%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	60%	10%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	27	62%	8%	0%	12%	14%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	150	25	75%	4%	0%	13%	5%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	150	25	69%	5%	0%	14%	8%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	100	27	65%	6%	0%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	27	64%	5%	0%	22%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	65%	5%	0%	21%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	66%	5%	0%	16%	5%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	66%	5%	0%	19%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	67%	5%	0%	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	66%	4%	0%	18%	6%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	71%	4%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	74%	3%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	100	27	75%	3%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1900 - 2000	100	27	79%	4%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	75%	5%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	80%	5%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	80%	6%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	72%	10%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
106	Castle Peak Road - Lam Tei (SB) - L096	0000 - 0100	300	66	48%	24%	0%	11%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	33%	32%	0%	8%	6%	2%	2%	2%	0%	0%	0%	0%	2%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	34%	35%	0%	9%	6%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	29%	38%	0%	7%	9%	3%	0%	3%	0%	0%	0%	0%	0%	0%	4%	1%	7%	0%
		0400 - 0500	150	66	37%	30%	0%	7%	9%	2%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0500 - 0600	250	66	25%	24%	0%	8%	10%	0%	4%	2%	0%	1%	1%	1%	6%	0%	10%	2%	5%	0%
		0600 - 0700	850	66	40%	11%	0%	9%	12%	1%	2%	1%	0%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,650	66	54%	7%	0%	12%	5%	1%	3%	1%	0%	1%	1%	0%	1%	0%	3%	3%	9%	0%
		0800 - 0900	1,600	66	51%	8%	0%	13%	9%	2%	3%	1%	0%	1%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,150	66	37%	10%	0%	17%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	4%	1%	8%	0%
		1000 - 1100	950	66	39%	11%	0%	16%	9%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,000	66	36%	11%	0%	14%	9%	3%	5%	1%	0%	0%	1%	1%	3%	0%	3%	2%	13%	0%
		1200 - 1300	900	66	39%	9%	0%	11%	8%	3%	4%	2%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	850	66	41%	10%	0%	14%	10%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,000	66	38%	10%	0%	14%	7%	3%	9%	1%	0%	0%	1%	2%	4%	0%	3%	2%	8%	0%
		1500 - 1600	1,050	66	39%	11%	0%	12%	8%	4%	4%	1%	1%	1%	1%	1%	4%	0%	4%	2%	9%	0%
		1600 - 1700	850	66	36%	13%	0%	13%	7%	3%	6%	3%	0%	3%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	900	66	44%	13%	0%	12%	6%	2%	3%	3%	0%	1%	1%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	900	66	46%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	3%	4%	5%	0%
		1900 - 2000	1,000	66	53%	9%	0%	9%	5%	1%	2%	1%	0%	0%	1%	2%	7%	0%	4%	3%	4%	0%
		2000 - 2100	850	66	55%	12%	0%	12%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	900	66	61%	13%	0%	10%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	4%	3%	3%	0%
		2200 - 2300	600	66	58%	15%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	450	66	51%	20%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
107	Wong Kong Wai Road (EB) - L097	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	32%	0%	0%	34%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0800 - 0900	50	30	40%	0%	0%	20%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0900 - 1000	50	30	36%	10%	0%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1100 - 1200	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1200 - 1300	50	30	58%	0%	0%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	60%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1800 - 1900	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1900 - 2000	50	30	72%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	64%	0%	0%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
108	Wong Kong Wai Road (WB) - L098	0000 - 0100	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	28%	10%	0%	10%	24%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	40%	6%	0%	18%	18%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	30%	6%	0%	16%	26%	6%	0%	0%	0%	0%	10%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	28%	14%	0%	28%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	28%	8%	0%	24%	16%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	34%	10%	0%	18%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	40%	10%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	42%	16%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	40%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	40%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	44%	10%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2000 - 2100	50	30	44%	10%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2100 - 2200	50	30	44%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	44%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
109	Man Chat Road (NB) - L099	0000 - 0100	50	30	46%	18%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	32%	28%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	38%	26%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	28%	30%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	30%	22%	0%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	32%	22%	0%	12%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	58%	10%	0%	10%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0700 - 0800	50	30	68%	4%	0%	12%	4%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0800 - 0900	50	30	64%	4%	0%	14%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	100	27	41%	9%	0%	20%	9%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		1000 - 1100	50	30	42%	8%	0%	16%	12%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		1100 - 1200	50	30	42%	8%	0%	16%	12%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		1200 - 1300	50	30	48%	8%	0%	14%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1300 - 1400	50	30	46%	10%	0%	18%	12%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	44%	8%	0%	18%	10%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	50	30	44%	8%	0%	14%	12%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1600 - 1700	100	27	44%	10%	0%	18%	11%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1700 - 1800	100	27	50%	10%	0%	16%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1800 - 1900	100	27	56%	9%	0%	17%	8%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1900 - 2000	50	30	68%	8%	0%	12%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	60%	10%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	66%	12%	0%	12%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	12%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	58%	14%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
110	Man Chat Road (SB) - L100	0000 - 0100	50	30	56%	26%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	42%	36%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	40%	36%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	32%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	48%	34%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	32%	28%	0%	10%	14%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	39%	15%	0%	6%	15%	0%	2%	0%	0%	8%	3%	0%	0%	0%	0%	3%	9%	0%
		0700 - 0800	150	25	57%	9%	0%	9%	7%	0%	1%	0%	0%	5%	1%	0%	0%	0%	0%	2%	9%	0%
		0800 - 0900	150	25	54%	11%	0%	9%	12%	0%	1%	0%	0%	3%	1%	0%	0%	0%	0%	2%	6%	0%
		0900 - 1000	150	25	48%	11%	0%	16%	8%	3%	3%	0%	0%	1%	0%	0%	2%	0%	0%	1%	7%	0%
		1000 - 1100	100	27	48%	13%	0%	15%	10%	4%	2%	0%	0%	1%	1%	0%	0%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	46%	12%	0%	13%	9%	3%	2%	0%	0%	2%	0%	0%	1%	0%	0%	1%	11%	0%
		1200 - 1300	100	27	50%	9%	0%	10%	8%	3%	2%	0%	0%	7%	0%	0%	1%	0%	0%	1%	9%	0%
		1300 - 1400	100	27	52%	12%	0%	13%	11%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	1%	7%	0%
		1400 - 1500	100	27	50%	11%	0%	13%	8%	3%	4%	0%	0%	2%	0%	0%	2%	0%	0%	1%	6%	0%
		1500 - 1600	150	25	47%	12%	0%	11%	9%	3%	2%	0%	0%	5%	0%	0%	2%	0%	0%	1%	7%	0%
		1600 - 1700	150	25	53%	9%	0%	14%	5%	5%	1%	0%	0%	6%	0%	0%	2%	0%	0%	1%	4%	0%
		1700 - 1800	150	25	63%	9%	0%	12%	4%	3%	1%	0%	0%	3%	0%	0%	1%	0%	0%	1%	4%	0%
		1800 - 1900	150	25	67%	9%	0%	13%	3%	1%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	3%	0%
		1900 - 2000	150	25	65%	10%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	3%	0%	0%	1%	4%	0%
		2000 - 2100	100	27	68%	12%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
		2100 - 2200	150	25	70%	13%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%
		2200 - 2300	100	27	69%	16%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2300 - 0000	50	30	62%	24%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
111	Fuk Hang Tsuen Road (WB) - L101	0000 - 0100	100	27	37%	47%	0%	6%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		0100 - 0200	100	27	22%	56%	0%	3%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	8%	0%
		0200 - 0300	50	30	22%	60%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0300 - 0400	50	30	18%	62%	0%	2%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	50	30	26%	54%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0500 - 0600	100	27	17%	44%	0%	3%	9%	0%	0%	0%	0%	2%	5%	2%	7%	0%	0%	2%	9%	0%
		0600 - 0700	200	22	29%	10%	0%	4%	12%	2%	0%	0%	1%	3%	15%	1%	3%	0%	0%	3%	20%	0%
		0700 - 0800	350	15	47%	7%	0%	6%	5%	2%	0%	0%	0%	2%	5%	0%	1%	0%	0%	2%	21%	0%
		0800 - 0900	350	15	43%	9%	0%	7%	9%	3%	0%	0%	0%	1%	10%	0%	0%	0%	0%	2%	14%	0%
		0900 - 1000	300	17	30%	21%	0%	9%	7%	2%	1%	0%	0%	0%	6%	1%	4%	0%	0%	2%	17%	0%
		1000 - 1100	250	20	30%	24%	0%	8%	8%	2%	0%	0%	0%	0%	8%	0%	2%	0%	0%	2%	15%	0%
		1100 - 1200	250	20	26%	21%	0%	7%	8%	2%	0%	0%	0%	1%	4%	0%	3%	0%	0%	2%	27%	0%
		1200 - 1300	250	20	29%	18%	0%	6%	7%	2%	0%	0%	1%	4%	4%	0%	2%	0%	0%	2%	24%	0%
		1300 - 1400	200	22	32%	22%	0%	8%	9%	1%	1%	0%	0%	1%	6%	1%	2%	0%	0%	3%	19%	0%
		1400 - 1500	250	20	30%	20%	0%	8%	7%	2%	1%	0%	0%	1%	6%	1%	5%	0%	0%	2%	16%	0%
		1500 - 1600	300	17	30%	22%	0%	6%	8%	2%	0%	0%	1%	2%	4%	1%	4%	0%	0%	2%	18%	0%
		1600 - 1700	300	17	25%	29%	0%	7%	5%	0%	1%	0%	0%	4%	13%	1%	3%	0%	0%	2%	10%	0%
		1700 - 1800	300	17	32%	30%	0%	7%	4%	0%	0%	0%	0%	2%	6%	0%	1%	0%	0%	4%	13%	0%
		1800 - 1900	300	17	34%	29%	0%	7%	3%	0%	1%	0%	0%	0%	10%	1%	2%	0%	0%	4%	9%	0%
		1900 - 2000	250	20	43%	19%	0%	6%	5%	0%	0%	0%	0%	0%	3%	2%	9%	0%	0%	3%	10%	0%
		2000 - 2100	200	22	49%	27%	0%	8%	5%	1%	1%	0%	0%	0%	1%	1%	2%	0%	0%	4%	5%	0%
		2100 - 2200	250	20	50%	27%	0%	6%	2%	0%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	7%	0%
		2200 - 2300	150	25	45%	31%	0%	5%	3%	1%	0%	0%	0%	0%	4%	0%	2%	0%	0%	4%	5%	0%
		2300 - 0000	100	27	40%	42%	0%	4%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	1%	0%
112	Fuk Hang Tsuen Road (EB) - L102	0000 - 0100	100	27	35%	42%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	9%	2%	0%
		0100 - 0200	50	30	22%	56%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	22%	58%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	20%	60%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0400 - 0500	50	30	26%	54%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0500 - 0600	50	30	14%	38%	0%	4%	6%	0%	2%	0%	0%	2%	2%	4%	18%	0%	0%	4%	6%	0%
		0600 - 0700	150	25	29%	19%	0%	4%	11%	0%	1%	0%	0%	3%	11%	2%	8%	0%	0%	3%	9%	0%
		0700 - 0800	250	20	47%	14%	0%	7%	6%	0%	1%	0%	0%	2%	4%	1%	3%	0%	0%	3%	10%	0%
		0800 - 0900	250	20	44%	17%	0%	8%	9%	0%	2%	0%	0%	2%	8%	0%	1%	0%	0%	4%	7%	0%
		0900 - 1000	200	22	29%	19%	0%	9%	5%	1%	4%	0%	0%	1%	3%	4%	13%	0%	0%	3%	12%	0%
		1000 - 1100	200	22	32%	23%	0%	9%	8%	1%	4%	0%	0%	2%	5%	0%	5%	0%	0%	4%	11%	0%
		1100 - 1200	200	22	27%	20%	0%	7%	7%	1%	3%	0%	0%	2%	2%	2%	9%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	29%	17%	0%	6%	6%	1%	3%	0%	0%	7%	2%	2%	7%	0%	0%	5%	18%	0%
		1300 - 1400	150	25	34%	20%	0%	7%	7%	1%	3%	0%	0%	1%	3%	1%	5%	0%	0%	5%	13%	0%
		1400 - 1500	200	22	27%	18%	0%	7%	6%	1%	5%	0%	0%	2%	3%	5%	15%	0%	0%	5%	11%	0%
		1500 - 1600	200	22	29%	19%	0%	6%	6%	1%	2%	0%	0%	4%	2%	3%	13%	0%	0%	4%	13%	0%
		1600 - 1700	200	22	24%	20%	0%	5%	3%	2%	4%	0%	0%	8%	3%	6%	11%	0%	0%	6%	12%	0%
		1700 - 1800	200	22	32%	22%	0%	5%	3%	1%	2%	0%	0%	4%	1%	2%	4%	0%	0%	11%	15%	0%
		1800 - 1900	200	22	33%	20%	0%	5%	2%	1%	4%	0%	0%	1%	2%	5%	8%	0%	0%	12%	11%	0%
		1900 - 2000	200	22	36%	15%	0%	4%	3%	0%	1%	0%	0%	0%	1%	7%	24%	0%	0%	5%	6%	0%
		2000 - 2100	150	25	46%	23%	0%	7%	3%	1%	1%	0%	0%	0%	1%	2%	5%	0%	0%	7%	3%	0%
		2100 - 2200	200	22	48%	24%	0%	5%	2%	0%	0%	0%	0%	0%	2%	2%	6%	0%	0%	8%	5%	0%
		2200 - 2300	150	25	44%	28%	0%	4%	3%	0%	0%	0%	0%	0%	2%	0%	7%	0%	0%	9%	3%	0%
		2300 - 0000	100	27	38%	37%	0%	4%	3%	0%	1%	0%	0%	0%	1%	0%	7%	0%	0%	8%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
113	Fu Hang Road (EB) - L103	0000 - 0100	50	30	38%	12%	0%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	30%	14%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0500 - 0600	50	30	14%	14%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	14%	0%	0%
		0600 - 0700	50	30	26%	14%	0%	22%	8%	0%	0%	0%	0%	8%	14%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	50	30	38%	10%	0%	30%	4%	4%	0%	0%	0%	4%	4%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	32%	12%	0%	30%	6%	4%	0%	0%	0%	4%	6%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	22%	4%	0%	28%	18%	12%	2%	0%	0%	0%	2%	0%	4%	0%	0%	2%	6%	0%
		1000 - 1100	50	30	22%	6%	0%	26%	24%	10%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	6%	0%
		1100 - 1200	50	30	20%	6%	0%	20%	26%	10%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	10%	0%
		1200 - 1300	50	30	28%	2%	0%	18%	20%	8%	2%	0%	2%	2%	2%	0%	2%	0%	0%	6%	8%	0%
		1300 - 1400	50	30	24%	6%	0%	24%	24%	6%	2%	0%	0%	0%	2%	0%	0%	0%	0%	6%	6%	0%
		1400 - 1500	50	30	20%	6%	0%	24%	18%	10%	2%	0%	0%	0%	2%	0%	6%	0%	0%	6%	6%	0%
		1500 - 1600	50	30	24%	4%	0%	18%	20%	12%	2%	0%	2%	2%	2%	0%	4%	0%	0%	4%	6%	0%
		1600 - 1700	100	27	24%	2%	0%	17%	23%	12%	3%	0%	0%	0%	3%	0%	5%	0%	0%	3%	8%	0%
		1700 - 1800	100	27	28%	2%	0%	17%	22%	8%	2%	0%	0%	0%	2%	0%	2%	0%	0%	7%	10%	0%
		1800 - 1900	100	27	34%	2%	0%	18%	16%	4%	4%	0%	0%	0%	4%	0%	4%	0%	0%	7%	7%	0%
		1900 - 2000	50	30	36%	6%	0%	18%	16%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	6%	4%	0%
		2000 - 2100	50	30	36%	8%	0%	22%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		2100 - 2200	50	30	46%	8%	0%	18%	8%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		2200 - 2300	50	30	42%	12%	0%	16%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	44%	8%	0%	16%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
114	Fu Hang Road (NB) - L104	0000 - 0100	50	30	36%	8%	0%	24%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	14%	14%	0%	14%	30%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	22%	12%	0%	22%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	22%	6%	0%	12%	34%	8%	0%	0%	0%	2%	0%	0%	0%	0%	0%	10%	6%	0%
		0700 - 0800	100	27	36%	3%	0%	20%	17%	10%	0%	0%	0%	1%	0%	0%	0%	0%	0%	9%	4%	0%
		0800 - 0900	100	27	28%	3%	0%	19%	25%	13%	0%	0%	0%	1%	0%	0%	0%	0%	0%	8%	3%	0%
		0900 - 1000	100	27	26%	4%	0%	25%	20%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1000 - 1100	50	30	24%	2%	0%	24%	24%	14%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	4%	0%
		1100 - 1200	50	30	22%	2%	0%	22%	28%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		1200 - 1300	50	30	30%	2%	0%	18%	22%	12%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	6%	0%
		1300 - 1400	50	30	26%	2%	0%	24%	24%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1400 - 1500	50	30	26%	2%	0%	24%	22%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1500 - 1600	100	27	25%	2%	0%	21%	23%	15%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	4%	0%
		1600 - 1700	50	30	32%	2%	0%	26%	16%	6%	4%	0%	0%	0%	4%	0%	0%	0%	0%	6%	4%	0%
		1700 - 1800	50	30	38%	2%	0%	22%	14%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	12%	4%	0%
		1800 - 1900	50	30	40%	2%	0%	24%	10%	2%	4%	0%	0%	0%	4%	0%	0%	0%	0%	12%	2%	0%
		1900 - 2000	50	30	46%	2%	0%	22%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	2%	0%
		2000 - 2100	50	30	44%	2%	0%	22%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	46%	6%	0%	18%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	2%	0%
		2200 - 2300	50	30	48%	4%	0%	16%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	40%	6%	0%	18%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
115	Slip road from Yuen Long Highway (WB) - L105	0000 - 0100	350	50	53%	25%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	37%	0%	7%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	39%	38%	0%	8%	5%	1%	1%	3%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%
		0300 - 0400	150	50	33%	41%	0%	5%	6%	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	43%	33%	0%	7%	7%	2%	1%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	250	50	32%	30%	0%	8%	8%	0%	0%	6%	0%	0%	0%	0%	2%	0%	6%	2%	3%	0%
		0600 - 0700	650	50	50%	14%	0%	7%	7%	1%	0%	5%	0%	1%	2%	0%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,400	46	65%	8%	0%	9%	3%	2%	0%	4%	0%	1%	1%	0%	1%	0%	1%	3%	4%	0%
		0800 - 0900	1,350	47	60%	9%	0%	10%	5%	2%	1%	4%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,050	49	47%	12%	0%	16%	6%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	2%	5%	0%
		1000 - 1100	900	50	47%	13%	0%	15%	7%	4%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	4%	0%
		1100 - 1200	900	50	45%	13%	0%	13%	7%	3%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	850	50	49%	11%	0%	10%	6%	3%	1%	4%	1%	1%	0%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	850	50	50%	12%	0%	13%	7%	2%	1%	4%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1400 - 1500	900	50	49%	12%	0%	13%	6%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	1,000	49	49%	13%	0%	11%	7%	4%	1%	3%	1%	1%	1%	0%	1%	0%	2%	2%	6%	0%
		1600 - 1700	1,050	49	46%	13%	0%	14%	6%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	2%	6%	0%
		1700 - 1800	1,200	48	53%	12%	0%	12%	5%	2%	0%	4%	0%	1%	1%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,150	48	57%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1900 - 2000	1,000	49	63%	10%	0%	8%	4%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	900	50	61%	12%	0%	10%	3%	2%	0%	5%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2100 - 2200	1,000	49	66%	13%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	50	64%	16%	0%	7%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	4%	0%	0%
116	Road P1 (NB) - L106	0000 - 0100	150	50	46%	33%	0%	8%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	50	32%	47%	0%	5%	4%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%
		0200 - 0300	100	50	32%	44%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	5%	0%
		0300 - 0400	50	50	26%	52%	0%	4%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	50	50	36%	40%	0%	6%	6%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0500 - 0600	100	50	26%	38%	0%	7%	8%	1%	3%	0%	0%	1%	1%	1%	7%	0%	0%	3%	4%	0%
		0600 - 0700	300	50	36%	22%	0%	6%	9%	2%	2%	0%	0%	2%	4%	1%	4%	0%	0%	4%	8%	0%
		0700 - 0800	550	50	53%	14%	0%	9%	4%	2%	2%	0%	0%	1%	1%	0%	1%	0%	0%	4%	8%	0%
		0800 - 0900	550	50	48%	17%	0%	10%	6%	3%	2%	0%	0%	1%	3%	0%	1%	0%	0%	4%	5%	0%
		0900 - 1000	400	50	40%	15%	0%	13%	6%	5%	4%	0%	0%	0%	2%	1%	4%	0%	0%	2%	8%	0%
		1000 - 1100	300	50	41%	17%	0%	13%	8%	6%	3%	0%	0%	0%	2%	0%	1%	0%	0%	2%	7%	0%
		1100 - 1200	350	50	38%	16%	0%	11%	7%	5%	3%	0%	0%	1%	1%	1%	3%	0%	0%	2%	14%	0%
		1200 - 1300	300	50	43%	14%	0%	9%	6%	4%	3%	0%	1%	2%	1%	1%	2%	0%	0%	3%	13%	0%
		1300 - 1400	300	50	44%	16%	0%	11%	8%	3%	3%	0%	0%	0%	1%	0%	2%	0%	0%	3%	9%	0%
		1400 - 1500	350	50	40%	15%	0%	11%	6%	5%	5%	0%	0%	1%	1%	2%	5%	0%	0%	2%	8%	0%
		1500 - 1600	350	50	41%	16%	0%	10%	7%	6%	2%	0%	1%	1%	1%	1%	4%	0%	0%	2%	9%	0%
		1600 - 1700	250	50	47%	12%	0%	12%	6%	5%	2%	0%	0%	2%	2%	1%	1%	0%	0%	2%	8%	0%
		1700 - 1800	300	50	54%	12%	0%	10%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	9%	0%
		1800 - 1900	300	50	59%	12%	0%	10%	4%	2%	2%	0%	0%	0%	1%	1%	1%	0%	0%	3%	7%	0%
		1900 - 2000	350	50	55%	13%	0%	7%	4%	1%	1%	0%	0%	0%	1%	2%	8%	0%	0%	3%	4%	0%
		2000 - 2100	300	50	57%	17%	0%	10%	3%	2%	2%	0%	0%	0%	0%	1%	2%	0%	0%	3%	2%	0%
		2100 - 2200	350	50	61%	18%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	0%	4%	3%	0%
		2200 - 2300	200	50	60%	22%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	4%	2%	0%
		2300 - 0000	150	50	52%	29%	0%	7%	3%	1%	1%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
117	Road P1 (SB) - L107	0000 - 0100	100	50	50%	29%	0%	9%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	50	35%	39%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	4%	0%
		0200 - 0300	50	50	34%	42%	0%	10%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0300 - 0400	50	50	28%	48%	0%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	50	50	40%	36%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	100	50	27%	30%	0%	9%	11%	0%	4%	0%	0%	2%	2%	2%	7%	0%	0%	2%	4%	0%
		0600 - 0700	200	50	44%	12%	0%	9%	12%	2%	2%	0%	1%	2%	2%	2%	4%	0%	0%	4%	9%	0%
		0700 - 0800	350	50	59%	7%	0%	11%	5%	1%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	8%	0%
		0800 - 0900	350	50	55%	9%	0%	13%	8%	2%	3%	0%	0%	0%	1%	0%	0%	0%	0%	3%	6%	0%
		0900 - 1000	300	50	41%	13%	0%	16%	7%	3%	6%	0%	0%	0%	1%	1%	4%	0%	0%	2%	7%	0%
		1000 - 1100	250	50	42%	15%	0%	15%	9%	4%	5%	0%	0%	0%	2%	0%	1%	0%	0%	2%	6%	0%
		1100 - 1200	250	50	39%	14%	0%	13%	8%	3%	5%	0%	0%	0%	1%	0%	3%	0%	0%	2%	12%	0%
		1200 - 1300	250	50	43%	12%	0%	11%	8%	3%	4%	0%	0%	2%	1%	0%	2%	0%	0%	3%	11%	0%
		1300 - 1400	250	50	44%	14%	0%	13%	9%	2%	4%	0%	0%	0%	1%	0%	2%	0%	0%	3%	8%	0%
		1400 - 1500	300	50	40%	12%	0%	13%	7%	3%	8%	0%	0%	0%	1%	1%	5%	0%	0%	2%	6%	0%
		1500 - 1600	300	50	42%	14%	0%	12%	8%	3%	3%	0%	0%	2%	1%	1%	4%	0%	0%	2%	8%	0%
		1600 - 1700	350	50	41%	15%	0%	12%	6%	3%	6%	0%	0%	3%	4%	1%	3%	0%	0%	3%	5%	0%
		1700 - 1800	350	50	50%	15%	0%	11%	5%	2%	3%	0%	0%	1%	1%	0%	1%	0%	0%	4%	6%	0%
		1800 - 1900	350	50	52%	14%	0%	11%	4%	1%	5%	0%	0%	0%	3%	1%	2%	0%	0%	4%	4%	0%
		1900 - 2000	300	50	56%	11%	0%	9%	4%	1%	2%	0%	0%	0%	0%	2%	8%	0%	0%	3%	4%	0%
		2000 - 2100	250	50	58%	15%	0%	11%	4%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		2100 - 2200	250	50	64%	16%	0%	9%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		2200 - 2300	200	50	61%	19%	0%	8%	4%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	2%	0%
		2300 - 0000	150	50	53%	25%	0%	7%	4%	1%	2%	0%	0%	0%	0%	0%	2%	0%	0%	5%	1%	0%
118	Ng Lau Road (NB) - L108	0000 - 0100	150	25	63%	19%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	52%	30%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0200 - 0300	100	27	51%	33%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	50%	38%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	43%	28%	0%	13%	5%	0%	0%	0%	0%	2%	2%	0%	3%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	56%	14%	0%	12%	5%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	450	8	69%	8%	0%	14%	2%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	1%	0%
		0800 - 0900	450	8	64%	10%	0%	16%	3%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	400	12	58%	10%	0%	22%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		1000 - 1100	300	17	59%	10%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		1100 - 1200	300	17	59%	11%	0%	19%	3%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1200 - 1300	300	17	62%	9%	0%	15%	3%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	3%	2%	0%
		1300 - 1400	300	17	62%	10%	0%	18%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1400 - 1500	350	15	60%	9%	0%	19%	3%	0%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	1%	0%
		1500 - 1600	350	15	61%	10%	0%	16%	3%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	1%	0%
		1600 - 1700	450	8	64%	8%	0%	16%	3%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	500	5	70%	7%	0%	14%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	550	5	72%	6%	0%	13%	1%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1900 - 2000	400	12	73%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	2%	1%	0%
		2000 - 2100	350	15	71%	9%	0%	13%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	400	12	76%	9%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	73%	12%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2300 - 0000	200	22	69%	17%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
119	Road S2 (WB) - L109	0000 - 0100	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	66%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	76%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	68%	6%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	74%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	76%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
120	Road S1 (SB) - L110	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0200 - 0300	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	30	72%	9%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0700 - 0800	200	27	78%	5%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0800 - 0900	200	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	30	68%	7%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	30	67%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	30	70%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	30	74%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1300 - 1400	100	30	71%	7%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	30	70%	6%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	30	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	30	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	30	78%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1800 - 1900	100	30	80%	5%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	30	81%	5%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	100	30	79%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
121	Hong Po Road (WB) - L111	0000 - 0100	200	27	64%	15%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	150	28	50%	24%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	30	50%	24%	0%	15%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	30	46%	28%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	30	53%	20%	0%	12%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	30	45%	21%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	25	60%	9%	0%	13%	6%	1%	0%	0%	0%	1%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	15	71%	5%	0%	15%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	700	15	66%	6%	0%	17%	4%	1%	1%	0%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	17	54%	7%	0%	25%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%
		1000 - 1100	500	20	53%	7%	0%	23%	7%	4%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%
		1100 - 1200	500	20	53%	7%	0%	21%	7%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	21	59%	6%	0%	17%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		1300 - 1400	450	21	58%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	20	55%	7%	0%	21%	5%	3%	3%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	18	57%	7%	0%	19%	6%	4%	1%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1600 - 1700	700	15	54%	6%	0%	20%	6%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	13	62%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	13	66%	5%	0%	17%	3%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	18	72%	5%	0%	13%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2000 - 2100	500	20	69%	7%	0%	16%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	18	75%	7%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	23	73%	9%	0%	11%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	26	68%	12%	0%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
122	Hong Po Road (EB) - L112	0000 - 0100	200	22	60%	19%	0%	15%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0100 - 0200	150	25	45%	30%	0%	13%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%
		0200 - 0300	100	27	44%	29%	0%	15%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	100	27	38%	34%	0%	11%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0400 - 0500	100	27	48%	25%	0%	13%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	150	25	37%	25%	0%	15%	11%	0%	1%	0%	0%	1%	1%	1%	5%	0%	0%	2%	3%	0%
		0600 - 0700	450	8	53%	11%	0%	11%	10%	1%	1%	0%	0%	0%	2%	1%	2%	0%	0%	2%	6%	0%
		0700 - 0800	900	5	65%	6%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	5%	0%
		0800 - 0900	900	5	61%	8%	0%	16%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	4%	0%
		0900 - 1000	650	5	47%	8%	1%	25%	6%	2%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	4%	0%
		1000 - 1100	550	5	48%	9%	0%	23%	8%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	550	5	47%	9%	0%	21%	8%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	8%	0%
		1200 - 1300	500	5	52%	8%	0%	18%	7%	2%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1300 - 1400	500	5	52%	9%	0%	21%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	550	5	50%	8%	0%	21%	7%	2%	1%	0%	0%	0%	1%	1%	3%	0%	0%	1%	4%	0%
		1500 - 1600	600	5	51%	9%	0%	19%	8%	3%	1%	0%	0%	1%	1%	0%	2%	0%	0%	1%	5%	0%
		1600 - 1700	550	5	48%	8%	0%	24%	6%	2%	0%	0%	0%	3%	3%	0%	1%	0%	0%	2%	3%	0%
		1700 - 1800	600	5	56%	8%	0%	21%	5%	2%	0%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	600	5	59%	8%	0%	21%	4%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	600	5	65%	7%	0%	14%	4%	1%	0%	0%	0%	0%	1%	1%	4%	0%	0%	2%	2%	0%
		2000 - 2100	550	5	65%	9%	0%	17%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	600	5	70%	9%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%
		2200 - 2300	350	15	69%	11%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2300 - 0000	250	20	63%	16%	0%	12%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
123	Access Road (SB) - L113	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	40%	30%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	60%	18%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	58%	24%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	46%	16%	10%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	46%	22%	0%	8%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	22%	0%	8%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	40%	12%	0%	6%	6%	0%	0%	0%	0%	24%	0%	0%	0%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	52%	16%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	46%	16%	0%	6%	6%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	42%	0%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	40%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		1800 - 1900	50	30	44%	0%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%
		1900 - 2000	50	30	64%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	66%	16%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	64%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2300 - 0000	50	30	58%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
124	Access Road (NB) - L114	0000 - 0100	50	30	30%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	16%	26%	0%	10%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	22%	0%	0%
		0700 - 0800	50	30	24%	18%	0%	18%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	22%	0%	0%
		0800 - 0900	50	30	22%	22%	0%	22%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	22%	0%	0%
		0900 - 1000	50	30	28%	18%	12%	24%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1100 - 1200	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	28%	14%	0%	14%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1500 - 1600	50	30	34%	18%	0%	18%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	76%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1800 - 1900	50	30	88%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1900 - 2000	50	30	44%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	36%	24%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2100 - 2200	50	30	42%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	30%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
125	Road S3 (WB) - L115	0000 - 0100	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	68%	8%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	78%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
126	Road S3 (EB) - L116	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	80%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
127	Access road (WB) - L117	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0800 - 0900	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0900 - 1000	50	30	60%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1100 - 1200	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1200 - 1300	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1300 - 1400	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1500 - 1600	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1600 - 1700	50	30	72%	0%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1700 - 1800	50	30	72%	0%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1800 - 1900	50	30	76%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1900 - 2000	50	30	80%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	76%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	80%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
128	Access road (EB) - L118	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	22%	12%	0%
		0700 - 0800	50	30	56%	0%	0%	0%	0%	16%	6%	0%	0%	0%	0%	0%	6%	0%	0%	6%	10%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0900 - 1000	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	20%	10%	0%
		1100 - 1200	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	10%	0%	0%	18%	10%	0%
		1200 - 1300	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1800 - 1900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1900 - 2000	50	30	42%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	14%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	52%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
129	Access road (WB) - L119	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	26%	0%
		0700 - 0800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0800 - 0900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0900 - 1000	50	30	54%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1000 - 1100	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1100 - 1200	50	30	38%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	12%	0%
		1200 - 1300	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		1300 - 1400	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1400 - 1500	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1500 - 1600	50	30	58%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1600 - 1700	50	30	76%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1800 - 1900	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
130	Access road (EB) - L120	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	44%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		0700 - 0800	50	30	54%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	6%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0900 - 1000	50	30	32%	12%	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	22%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	40%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	30%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1500 - 1600	50	30	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2100 - 2200	50	30	38%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
131	Unnamed Road (NB) - L121	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0800 - 0900	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0900 - 1000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1200 - 1300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1300 - 1400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1500 - 1600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
132	Unnamed Road (SB) - L122	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0800 - 0900	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0900 - 1000	50	30	52%	16%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1200 - 1300	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1500 - 1600	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1600 - 1700	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1800 - 1900	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2000 - 2100	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2100 - 2200	50	30	50%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
133	Unnamed Road (NB) - L123	0000 - 0100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0900 - 1000	50	30	58%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1000 - 1100	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1200 - 1300	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1300 - 1400	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	74%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
		1700 - 1800	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1800 - 1900	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1900 - 2000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
134	Unnamed Road (SB) - L124	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	26%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		0900 - 1000	50	30	20%	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		1000 - 1100	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1100 - 1200	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1300 - 1400	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1500 - 1600	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
135	Fuk Hang Tsuen Lane (EB) - L125	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	36%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		0700 - 0800	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0800 - 0900	50	30	46%	16%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0900 - 1000	50	30	42%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1400 - 1500	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	46%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	50%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	44%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2100 - 2200	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
136	Fuk Hang Tsuen Lane (WB) - L126	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	20%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0700 - 0800	50	30	30%	40%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	28%	44%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0900 - 1000	50	30	38%	30%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1400 - 1500	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1500 - 1600	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1600 - 1700	50	30	48%	16%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1800 - 1900	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1900 - 2000	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	40%	26%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2100 - 2200	50	30	42%	26%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	40%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
		2300 - 0000	50	30	28%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
137	Road S4 (EB) - L127	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	64%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0800 - 0900	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0900 - 1000	50	30	60%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	70%	12%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
138	Road S4 (WB) - L128	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	44%	36%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	60%	20%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	54%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	60%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	56%	12%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	56%	16%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	68%	4%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	70%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	68%	10%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	68%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
139	Road S1 (NB) - L129	0000 - 0100	50	30	62%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0600 - 0700	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	74%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	70%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	58%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	62%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	68%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	64%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	66%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	72%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	72%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	76%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	74%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	50	30	78%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	76%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
140	Ng Lau Road (NB) - L130	0000 - 0100	100	27	58%	23%	0%	12%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	44%	36%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	46%	38%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	38%	42%	0%	8%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	48%	32%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	30%	0%	12%	8%	0%	0%	2%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	47%	17%	0%	11%	7%	0%	0%	3%	1%	4%	4%	0%	3%	0%	0%	4%	1%	0%
		0700 - 0800	300	17	63%	10%	0%	14%	3%	0%	0%	2%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	300	17	58%	12%	0%	15%	4%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	250	20	51%	12%	0%	20%	4%	1%	1%	2%	0%	0%	2%	0%	3%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	53%	13%	0%	20%	6%	1%	1%	2%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	53%	13%	0%	18%	6%	1%	1%	2%	0%	1%	1%	0%	2%	0%	0%	2%	4%	0%
		1200 - 1300	200	22	56%	11%	0%	14%	5%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	200	22	55%	12%	0%	17%	6%	1%	1%	2%	0%	1%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	54%	12%	0%	18%	5%	1%	1%	1%	0%	1%	2%	0%	4%	0%	0%	2%	2%	0%
		1500 - 1600	250	20	53%	12%	0%	15%	5%	1%	0%	1%	1%	2%	1%	0%	3%	0%	0%	2%	2%	0%
		1600 - 1700	300	17	58%	9%	0%	15%	4%	1%	1%	2%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1700 - 1800	300	17	65%	9%	0%	13%	4%	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	3%	0%
		1800 - 1900	300	17	67%	8%	0%	13%	2%	0%	1%	1%	0%	0%	2%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	250	20	67%	9%	0%	10%	3%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%	3%	1%	0%
		2000 - 2100	200	22	66%	12%	0%	13%	2%	1%	1%	2%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	250	20	70%	12%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	150	25	68%	14%	0%	9%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2300 - 0000	100	27	63%	21%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
141	Ng Lau Road (SB) - L131	0000 - 0100	100	27	53%	23%	0%	8%	3%	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%
		0100 - 0200	50	30	40%	34%	0%	8%	4%	4%	0%	2%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		0200 - 0300	50	30	40%	36%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	32%	40%	0%	4%	8%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0400 - 0500	50	30	42%	34%	0%	8%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	28%	0%	8%	10%	0%	0%	2%	0%	2%	0%	2%	8%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	40%	12%	0%	8%	11%	4%	1%	2%	1%	3%	2%	1%	5%	0%	0%	3%	6%	0%
		0700 - 0800	300	17	55%	8%	0%	11%	5%	5%	2%	2%	0%	2%	1%	0%	2%	0%	0%	2%	6%	0%
		0800 - 0900	300	17	51%	9%	0%	12%	8%	6%	2%	2%	0%	1%	2%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	250	20	44%	11%	0%	14%	7%	6%	2%	2%	0%	0%	1%	2%	4%	0%	0%	2%	4%	0%
		1000 - 1100	200	22	47%	12%	0%	14%	9%	7%	2%	2%	0%	1%	1%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	200	22	45%	12%	0%	13%	9%	6%	2%	2%	0%	1%	1%	1%	4%	0%	0%	3%	6%	0%
		1200 - 1300	200	22	48%	10%	0%	10%	8%	6%	1%	2%	1%	3%	1%	1%	3%	0%	0%	4%	6%	0%
		1300 - 1400	200	22	49%	12%	0%	12%	10%	3%	2%	2%	0%	1%	1%	1%	2%	0%	0%	4%	4%	0%
		1400 - 1500	200	22	46%	11%	0%	12%	7%	6%	3%	1%	0%	1%	1%	2%	6%	0%	0%	4%	4%	0%
		1500 - 1600	200	22	46%	11%	0%	11%	8%	7%	1%	1%	1%	2%	1%	1%	5%	0%	0%	3%	4%	0%
		1600 - 1700	200	22	54%	12%	0%	10%	7%	4%	0%	3%	0%	2%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	250	20	61%	11%	0%	8%	6%	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	250	20	64%	10%	0%	9%	4%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	0%	0%
		1900 - 2000	200	22	60%	9%	0%	8%	4%	1%	1%	2%	0%	0%	1%	3%	9%	0%	0%	4%	2%	0%
		2000 - 2100	200	22	61%	12%	0%	10%	4%	3%	1%	3%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	68%	13%	0%	8%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	150	25	63%	15%	0%	7%	3%	2%	0%	1%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	58%	20%	0%	6%	4%	3%	0%	1%	0%	0%	0%	0%	3%	0%	0%	5%	0%	0%
142	To Lai Road (EB) - L132_1	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
143	To Lai Road (EB) - L132_2	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
144	To Lai Road (WB) - L133_1	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2033 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
145	To Lai Road (WB) - L133_2	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	Hong Po Road (WB) - L001_1	0000 - 0100	200	40	62%	16%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	44%	22%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	10%	0%	13%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	51%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	74%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	14%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
2	Hong Po Road (WB) - L001_2	0000 - 0100	200	40	62%	16%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	44%	22%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	10%	0%	13%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	51%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	74%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	14%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
3	Hong Po Road (WB) - L001_3	0000 - 0100	200	40	62%	16%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	100	40	51%	25%	0%	12%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	44%	30%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	53%	21%	0%	11%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	44%	22%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	1%	0%
		0600 - 0700	300	39	58%	10%	0%	13%	6%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	650	35	70%	6%	0%	15%	2%	1%	0%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	65%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	51%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	52%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	57%	7%	0%	17%	6%	3%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	54%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	750	34	61%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	74%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	14%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
4	Hong Po Road (EB) - L002	0000 - 0100	200	40	60%	19%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	1%	0%
		0100 - 0200	150	40	45%	29%	0%	13%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	0%
		0200 - 0300	100	40	46%	29%	0%	14%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	100	40	43%	34%	0%	10%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	100	40	51%	25%	0%	12%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	150	40	39%	24%	0%	16%	9%	0%	1%	0%	0%	1%	1%	1%	4%	0%	0%	2%	3%	0%
		0600 - 0700	500	37	51%	12%	0%	12%	9%	1%	1%	0%	0%	1%	2%	1%	2%	0%	0%	3%	6%	0%
		0700 - 0800	1,050	31	65%	7%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		0800 - 0900	1,000	31	60%	8%	0%	16%	6%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	3%	0%
		0900 - 1000	700	35	49%	8%	1%	25%	6%	2%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	4%	0%
		1000 - 1100	600	36	50%	9%	0%	24%	7%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	600	36	49%	9%	0%	21%	7%	2%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	7%	0%
		1200 - 1300	550	36	54%	8%	0%	18%	7%	2%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1300 - 1400	550	36	53%	9%	0%	21%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	600	36	51%	8%	0%	22%	6%	2%	1%	0%	0%	0%	1%	1%	2%	0%	0%	2%	4%	0%
		1500 - 1600	650	35	52%	9%	0%	19%	7%	3%	0%	0%	0%	1%	1%	0%	2%	0%	0%	2%	5%	0%
		1600 - 1700	550	36	51%	8%	0%	24%	6%	2%	0%	0%	0%	3%	3%	0%	1%	0%	0%	1%	2%	0%
		1700 - 1800	650	35	58%	8%	0%	21%	5%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		1800 - 1900	650	35	62%	7%	0%	21%	4%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1900 - 2000	650	35	66%	7%	0%	14%	4%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%	2%	2%	0%
		2000 - 2100	550	36	66%	9%	0%	17%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	650	35	70%	9%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%
		2200 - 2300	400	38	69%	11%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2300 - 0000	300	39	65%	16%	0%	12%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
5	Tsing Lun Road (NB) - L003_1	0000 - 0100	250	39	41%	30%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	43%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	13%	3%	0%	0%
		0200 - 0300	150	40	29%	45%	0%	8%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	25%	50%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	10%	2%	0%	0%
		0400 - 0500	150	40	33%	39%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	22%	35%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	22%	2%	0%	0%
		0600 - 0700	450	37	42%	21%	0%	9%	3%	0%	0%	4%	0%	3%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	950	32	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	900	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	1%	2%	0%	1%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	550	36	42%	19%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	9%	2%	0%	0%
		1100 - 1200	550	36	41%	18%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	9%	3%	1%	0%
		1200 - 1300	550	36	45%	15%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	600	36	43%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	18%	0%	14%	3%	1%	0%	2%	0%	3%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	42%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	49%	16%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	0%	0%
		1800 - 1900	700	35	51%	14%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	7%	6%	0%	0%
		1900 - 2000	650	35	54%	13%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	16%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		2100 - 2200	650	35	57%	18%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	10%	4%	0%	0%
		2300 - 0000	300	39	46%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
6	Tsing Lun Road (NB) - L003_2	0000 - 0100	250	39	41%	30%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	43%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	13%	3%	0%	0%
		0200 - 0300	150	40	29%	45%	0%	8%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	25%	50%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	10%	2%	0%	0%
		0400 - 0500	150	40	33%	39%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	22%	35%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	22%	2%	0%	0%
		0600 - 0700	450	37	42%	21%	0%	9%	3%	0%	0%	4%	0%	3%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	950	32	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	900	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	1%	2%	0%	1%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	550	36	42%	19%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	9%	2%	0%	0%
		1100 - 1200	550	36	41%	18%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	9%	3%	1%	0%
		1200 - 1300	550	36	45%	15%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	600	36	43%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	18%	0%	14%	3%	1%	0%	2%	0%	3%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	42%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	49%	16%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	0%	0%
		1800 - 1900	700	35	51%	14%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	7%	6%	0%	0%
		1900 - 2000	650	35	54%	13%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	16%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		2100 - 2200	650	35	57%	18%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	10%	4%	0%	0%
		2300 - 0000	300	39	46%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
7	Tsing Lun Road (SB) - L004	0000 - 0100	350	38	46%	31%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		0100 - 0200	250	39	32%	44%	0%	8%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
		0200 - 0300	200	40	33%	45%	0%	9%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0300 - 0400	150	40	28%	49%	0%	6%	4%	1%	0%	5%	0%	0%	0%	0%	0%	0%	5%	1%	1%	0%
		0400 - 0500	200	40	37%	40%	0%	8%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
		0500 - 0600	250	39	27%	37%	0%	9%	6%	0%	0%	4%	0%	1%	0%	0%	0%	0%	12%	2%	0%	0%
		0600 - 0700	650	35	50%	19%	0%	10%	7%	0%	0%	3%	0%	2%	0%	0%	0%	0%	4%	3%	1%	0%
		0700 - 0800	1,350	28	64%	11%	0%	12%	3%	1%	0%	2%	0%	1%	0%	0%	0%	0%	3%	3%	1%	0%
		0800 - 0900	1,350	28	59%	13%	0%	14%	5%	1%	0%	3%	0%	1%	0%	0%	0%	0%	2%	3%	0%	0%
		0900 - 1000	1,000	31	46%	17%	0%	20%	4%	1%	1%	3%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		1000 - 1100	850	33	46%	19%	0%	18%	6%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%
		1100 - 1200	850	33	46%	19%	0%	17%	6%	1%	0%	3%	0%	1%	0%	0%	0%	0%	5%	2%	1%	0%
		1200 - 1300	750	34	50%	16%	0%	14%	5%	1%	0%	3%	0%	2%	0%	0%	0%	0%	5%	3%	1%	0%
		1300 - 1400	800	34	49%	17%	0%	16%	6%	0%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		1400 - 1500	850	33	49%	17%	0%	17%	5%	1%	1%	2%	0%	1%	0%	0%	0%	0%	4%	2%	1%	0%
		1500 - 1600	900	33	48%	18%	0%	15%	5%	1%	0%	2%	0%	2%	0%	0%	0%	0%	5%	2%	1%	0%
		1600 - 1700	900	33	43%	19%	0%	16%	5%	1%	1%	5%	0%	3%	1%	0%	0%	0%	5%	3%	1%	0%
		1700 - 1800	1,000	31	50%	18%	0%	14%	4%	0%	0%	4%	0%	1%	0%	0%	0%	0%	4%	4%	1%	0%
		1800 - 1900	1,000	31	53%	17%	0%	14%	3%	0%	1%	3%	0%	0%	1%	0%	0%	0%	5%	4%	1%	0%
		1900 - 2000	900	33	60%	14%	0%	10%	3%	0%	0%	3%	0%	0%	0%	1%	1%	0%	5%	3%	0%	0%
		2000 - 2100	850	33	57%	16%	0%	12%	2%	0%	0%	4%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%
		2100 - 2200	950	32	62%	17%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		2200 - 2300	650	35	58%	20%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		2300 - 0000	450	37	51%	28%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	6%	4%	0%	0%
8	Access road to Siu Hong Station (WB) - L005	0000 - 0100	100	27	35%	47%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	22%	64%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0200 - 0300	50	30	22%	60%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	20%	64%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	26%	58%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	100	27	14%	38%	0%	8%	4%	0%	0%	0%	0%	0%	2%	0%	6%	0%	26%	2%	0%	0%
		0600 - 0700	150	25	24%	31%	0%	7%	9%	1%	1%	2%	0%	1%	10%	1%	3%	0%	8%	1%	1%	0%
		0700 - 0800	250	20	40%	23%	0%	11%	5%	2%	1%	2%	0%	0%	4%	0%	1%	0%	8%	0%	1%	0%
		0800 - 0900	250	20	34%	27%	0%	12%	8%	3%	2%	2%	0%	0%	7%	0%	0%	0%	4%	0%	1%	0%
		0900 - 1000	200	22	30%	22%	0%	19%	4%	2%	2%	2%	0%	1%	3%	1%	4%	0%	13%	1%	1%	0%
		1000 - 1100	200	22	29%	24%	0%	18%	5%	3%	2%	2%	0%	1%	4%	0%	2%	0%	11%	1%	2%	0%
		1100 - 1200	200	22	30%	24%	0%	16%	5%	2%	2%	2%	0%	1%	2%	1%	3%	0%	12%	1%	2%	0%
		1200 - 1300	150	25	33%	21%	0%	13%	5%	2%	1%	2%	0%	2%	2%	1%	3%	0%	12%	1%	2%	0%
		1300 - 1400	150	25	33%	23%	0%	17%	6%	1%	1%	2%	0%	0%	3%	0%	1%	0%	11%	1%	1%	0%
		1400 - 1500	200	22	30%	22%	0%	17%	5%	2%	3%	2%	0%	1%	3%	2%	6%	0%	10%	1%	2%	0%
		1500 - 1600	200	22	32%	23%	0%	14%	5%	3%	1%	1%	0%	2%	2%	1%	5%	0%	13%	1%	1%	0%
		1600 - 1700	200	22	36%	16%	0%	21%	2%	0%	0%	3%	0%	5%	3%	0%	3%	0%	11%	1%	2%	0%
		1700 - 1800	200	22	45%	16%	0%	19%	1%	0%	0%	3%	0%	3%	1%	0%	1%	0%	11%	1%	1%	0%
		1800 - 1900	200	22	46%	15%	0%	19%	1%	0%	0%	2%	0%	1%	2%	0%	3%	0%	13%	1%	1%	0%
		1900 - 2000	200	22	41%	19%	0%	11%	3%	1%	1%	2%	0%	0%	1%	1%	9%	0%	13%	1%	1%	0%
		2000 - 2100	150	25	41%	23%	0%	13%	2%	1%	1%	3%	0%	0%	1%	1%	1%	0%	13%	1%	0%	0%
		2100 - 2200	200	22	44%	26%	0%	10%	2%	1%	0%	2%	0%	0%	2%	1%	2%	0%	12%	1%	1%	0%
		2200 - 2300	150	25	41%	29%	0%	9%	2%	0%	0%	0%	0%	0%	2%	0%	2%	0%	13%	1%	0%	0%
		2300 - 0000	100	27	34%	38%	0%	8%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	14%	1%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
9	Access road to Siu Hong Station (EB) - L006	0000 - 0100	50	30	40%	34%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	28%	48%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	24%	52%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	32%	44%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	12%	22%	0%	6%	8%	0%	0%	0%	0%	0%	2%	2%	12%	0%	34%	2%	0%	0%
		0600 - 0700	100	27	28%	10%	0%	7%	16%	0%	0%	3%	0%	0%	12%	2%	8%	0%	11%	1%	2%	0%
		0700 - 0800	200	22	45%	8%	0%	12%	9%	1%	0%	3%	0%	0%	5%	1%	4%	1%	11%	1%	2%	0%
		0800 - 0900	200	22	41%	10%	0%	13%	15%	1%	0%	4%	0%	0%	9%	0%	1%	0%	7%	1%	1%	0%
		0900 - 1000	150	25	27%	13%	0%	15%	7%	1%	0%	2%	0%	0%	4%	2%	10%	0%	17%	1%	1%	0%
		1000 - 1100	150	25	31%	14%	0%	15%	9%	1%	0%	3%	0%	0%	6%	0%	3%	0%	15%	2%	2%	0%
		1100 - 1200	150	25	28%	14%	0%	13%	9%	1%	0%	3%	0%	0%	3%	1%	8%	0%	17%	2%	3%	0%
		1200 - 1300	150	25	31%	13%	0%	11%	9%	1%	0%	3%	0%	1%	3%	1%	6%	0%	16%	2%	3%	0%
		1300 - 1400	150	25	31%	14%	0%	14%	10%	0%	0%	3%	0%	0%	4%	1%	4%	0%	15%	2%	2%	0%
		1400 - 1500	150	25	27%	13%	0%	13%	7%	1%	0%	2%	0%	0%	5%	3%	13%	0%	13%	2%	2%	0%
		1500 - 1600	150	25	30%	13%	0%	11%	8%	1%	0%	2%	0%	1%	3%	1%	11%	0%	17%	1%	1%	0%
		1600 - 1700	150	25	31%	15%	0%	12%	2%	0%	0%	4%	0%	1%	9%	2%	6%	0%	14%	1%	1%	0%
		1700 - 1800	150	25	41%	17%	0%	12%	2%	0%	0%	3%	0%	1%	4%	1%	2%	0%	15%	2%	1%	0%
		1800 - 1900	150	25	39%	15%	0%	12%	1%	0%	0%	2%	0%	0%	7%	1%	5%	0%	15%	2%	1%	0%
		1900 - 2000	150	25	35%	9%	0%	8%	4%	0%	0%	3%	0%	0%	2%	3%	19%	0%	15%	1%	1%	0%
		2000 - 2100	150	25	41%	14%	0%	11%	4%	0%	0%	5%	0%	0%	1%	1%	4%	0%	18%	2%	0%	0%
		2100 - 2200	150	25	45%	15%	0%	9%	3%	0%	0%	3%	0%	0%	2%	1%	4%	0%	16%	2%	1%	0%
		2200 - 2300	100	27	42%	17%	0%	8%	4%	0%	0%	0%	0%	0%	3%	0%	5%	0%	18%	3%	0%	0%
		2300 - 0000	100	27	35%	23%	0%	7%	4%	0%	0%	0%	0%	0%	2%	0%	5%	0%	20%	4%	0%	0%
10	Lam Tei Interchange (EB) - L007	0000 - 0100	450	38	49%	27%	0%	11%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	350	39	35%	40%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
		0200 - 0300	250	40	35%	41%	0%	10%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0300 - 0400	200	40	31%	47%	0%	7%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0400 - 0500	250	40	39%	36%	0%	8%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	300	39	28%	33%	0%	10%	6%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	950	33	45%	20%	0%	9%	6%	1%	0%	1%	0%	2%	2%	1%	2%	0%	4%	3%	3%	0%
		0700 - 0800	1,950	23	60%	12%	0%	12%	2%	1%	1%	1%	0%	1%	1%	0%	1%	0%	3%	3%	3%	0%
		0800 - 0900	1,900	23	56%	14%	0%	14%	4%	1%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,450	28	45%	14%	1%	20%	4%	2%	1%	1%	0%	0%	1%	1%	2%	0%	5%	2%	2%	0%
		1000 - 1100	1,200	30	46%	16%	0%	19%	5%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,200	30	45%	16%	0%	17%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	4%	0%
		1200 - 1300	1,100	31	49%	13%	0%	14%	5%	2%	1%	1%	0%	2%	1%	0%	1%	0%	5%	3%	4%	0%
		1300 - 1400	1,100	31	49%	14%	0%	17%	5%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,250	30	47%	14%	0%	18%	4%	2%	1%	1%	0%	1%	1%	1%	3%	0%	4%	2%	2%	0%
		1500 - 1600	1,350	29	47%	15%	0%	15%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	3%	0%
		1600 - 1700	1,300	29	49%	13%	0%	19%	4%	2%	0%	1%	0%	2%	2%	0%	2%	0%	3%	3%	2%	0%
		1700 - 1800	1,450	28	56%	12%	0%	16%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	4%	2%	0%
		1800 - 1900	1,450	28	59%	11%	0%	16%	3%	0%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
		1900 - 2000	1,350	29	60%	11%	0%	11%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	5%	3%	1%	0%
		2000 - 2100	1,200	30	59%	14%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2100 - 2200	1,350	29	63%	15%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	850	34	60%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	650	36	53%	24%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
11	Ng Lau Road (NB) - L008	0000 - 0100	100	27	62%	20%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	100	27	48%	32%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	50%	34%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	48%	40%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	41%	29%	0%	13%	5%	0%	0%	0%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	53%	15%	0%	12%	6%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	400	12	67%	9%	0%	14%	2%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	400	12	62%	11%	0%	16%	4%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	350	15	57%	10%	0%	22%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	1%	1%	0%
		1000 - 1100	300	17	58%	11%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	300	17	57%	11%	0%	19%	4%	0%	0%	1%	0%	0%	1%	0%	2%	0%	0%	2%	3%	0%
		1200 - 1300	300	17	61%	9%	0%	15%	4%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1300 - 1400	300	17	60%	10%	0%	18%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	59%	10%	0%	18%	4%	0%	1%	1%	0%	0%	1%	0%	3%	0%	0%	2%	1%	0%
		1500 - 1600	300	17	60%	11%	0%	16%	4%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	2%	0%
		1600 - 1700	400	12	64%	8%	0%	16%	3%	1%	1%	1%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	500	5	69%	7%	0%	14%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	500	5	71%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1900 - 2000	350	15	71%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	70%	10%	0%	13%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	350	15	75%	10%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	71%	12%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		2300 - 0000	150	25	68%	17%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
12	Ng Lau Road (SB) - L009	0000 - 0100	100	27	62%	19%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	49%	30%	0%	8%	3%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	46%	32%	0%	10%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		0300 - 0400	50	30	46%	36%	0%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	50	30	54%	28%	0%	8%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	39%	27%	0%	11%	7%	0%	0%	0%	0%	2%	0%	2%	6%	0%	0%	4%	2%	0%
		0600 - 0700	200	22	51%	11%	0%	10%	7%	3%	1%	2%	1%	2%	2%	1%	4%	0%	0%	3%	5%	0%
		0700 - 0800	450	8	65%	6%	0%	12%	3%	3%	1%	1%	0%	1%	0%	0%	1%	0%	0%	2%	4%	0%
		0800 - 0900	450	8	60%	8%	0%	14%	5%	4%	1%	1%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		0900 - 1000	350	15	53%	9%	0%	18%	4%	4%	1%	1%	0%	0%	1%	1%	3%	0%	0%	2%	3%	0%
		1000 - 1100	300	17	54%	10%	0%	17%	6%	5%	1%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	300	17	53%	10%	0%	15%	6%	4%	1%	1%	0%	0%	0%	0%	2%	0%	0%	3%	4%	0%
		1200 - 1300	250	20	57%	8%	0%	12%	5%	4%	1%	1%	1%	2%	0%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	250	20	58%	10%	0%	15%	6%	2%	1%	1%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	55%	9%	0%	15%	5%	4%	2%	1%	0%	0%	1%	1%	4%	0%	0%	3%	2%	0%
		1500 - 1600	300	17	55%	10%	0%	13%	5%	5%	1%	1%	1%	1%	0%	1%	3%	0%	0%	2%	3%	0%
		1600 - 1700	350	15	60%	10%	0%	13%	5%	2%	0%	2%	0%	1%	2%	1%	1%	0%	0%	3%	0%	0%
		1700 - 1800	350	15	67%	9%	0%	11%	4%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	400	12	71%	8%	0%	10%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	0%	0%
		1900 - 2000	350	15	67%	7%	0%	9%	3%	1%	0%	1%	0%	0%	0%	2%	5%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	68%	9%	0%	11%	3%	2%	0%	2%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	350	15	72%	10%	0%	8%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	200	22	71%	12%	0%	8%	2%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%
		2300 - 0000	150	25	66%	17%	0%	8%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	Lam Tei Interchange (EB) - L010	0000 - 0100	450	38	47%	28%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	5%	0%	0%
		0100 - 0200	350	39	34%	40%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	7%	3%	1%	0%
		0200 - 0300	250	40	34%	41%	0%	10%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
		0300 - 0400	200	40	30%	48%	0%	7%	5%	2%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0400 - 0500	250	40	37%	37%	0%	8%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	300	39	27%	33%	0%	10%	6%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	950	33	45%	19%	0%	9%	6%	1%	1%	1%	0%	2%	2%	1%	2%	0%	4%	3%	4%	0%
		0700 - 0800	2,000	22	59%	11%	0%	12%	3%	1%	1%	1%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
		0800 - 0900	1,950	23	55%	14%	0%	13%	4%	2%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,400	28	44%	14%	1%	20%	4%	3%	1%	1%	0%	0%	1%	1%	3%	0%	5%	2%	3%	0%
		1000 - 1100	1,150	31	45%	16%	0%	19%	6%	3%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,200	30	43%	16%	0%	17%	6%	2%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	4%	0%
		1200 - 1300	1,100	31	47%	13%	0%	14%	5%	2%	1%	1%	0%	2%	1%	1%	2%	0%	5%	3%	4%	0%
		1300 - 1400	1,050	32	48%	15%	0%	16%	6%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,200	30	45%	14%	0%	17%	5%	3%	1%	1%	0%	1%	1%	1%	3%	0%	4%	3%	3%	0%
		1500 - 1600	1,300	29	46%	15%	0%	14%	5%	3%	1%	1%	0%	2%	1%	1%	3%	0%	5%	2%	3%	0%
		1600 - 1700	1,200	30	46%	14%	0%	18%	5%	2%	0%	1%	0%	3%	2%	0%	2%	0%	3%	3%	1%	0%
		1700 - 1800	1,300	29	53%	13%	0%	15%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	1,300	29	56%	12%	0%	15%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
		1900 - 2000	1,300	29	58%	12%	0%	10%	3%	1%	0%	1%	0%	0%	0%	2%	5%	0%	5%	3%	1%	0%
		2000 - 2100	1,150	31	58%	15%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		2100 - 2200	1,300	29	62%	15%	0%	10%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	850	34	59%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	600	36	52%	25%	0%	8%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	4%	0%	0%
14	Lam Tei Interchange (WB) - L011	0000 - 0100	500	37	52%	26%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%
		0100 - 0200	350	39	38%	39%	0%	8%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		0200 - 0300	300	39	38%	40%	0%	9%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0300 - 0400	250	40	33%	44%	0%	6%	6%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	1%	0%
		0400 - 0500	250	40	42%	34%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		0500 - 0600	350	39	32%	33%	0%	10%	7%	0%	1%	3%	0%	1%	0%	0%	2%	0%	9%	2%	1%	0%
		0600 - 0700	900	33	53%	17%	0%	10%	7%	1%	0%	2%	0%	2%	2%	0%	1%	0%	2%	4%	1%	0%
		0700 - 0800	1,950	23	66%	9%	0%	12%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	2%	3%	1%	0%
		0800 - 0900	1,950	23	61%	11%	0%	14%	4%	1%	0%	2%	0%	1%	1%	0%	0%	0%	1%	3%	1%	0%
		0900 - 1000	1,600	26	49%	14%	0%	20%	5%	2%	1%	2%	0%	0%	1%	0%	1%	0%	3%	2%	1%	0%
		1000 - 1100	1,350	29	49%	15%	0%	18%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	1%	0%
		1100 - 1200	1,300	29	49%	15%	0%	17%	6%	2%	1%	2%	0%	1%	0%	0%	1%	0%	3%	2%	2%	0%
		1200 - 1300	1,250	30	53%	13%	0%	14%	6%	1%	1%	2%	0%	2%	0%	0%	0%	0%	3%	3%	2%	0%
		1300 - 1400	1,250	30	52%	14%	0%	16%	6%	1%	1%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		1400 - 1500	1,350	29	51%	13%	0%	17%	5%	1%	2%	1%	0%	1%	1%	1%	1%	0%	2%	3%	1%	0%
		1500 - 1600	1,450	28	52%	15%	0%	15%	6%	2%	1%	1%	0%	1%	0%	0%	1%	0%	3%	2%	1%	0%
		1600 - 1700	1,650	26	50%	14%	0%	16%	5%	2%	1%	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	0%
		1700 - 1800	1,900	23	56%	13%	0%	14%	4%	1%	1%	2%	0%	1%	0%	0%	0%	0%	2%	4%	2%	0%
		1800 - 1900	1,900	23	59%	12%	0%	14%	3%	0%	1%	2%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
		1900 - 2000	1,500	27	64%	11%	0%	10%	3%	0%	0%	2%	0%	0%	0%	1%	2%	0%	3%	3%	1%	0%
		2000 - 2100	1,400	28	62%	13%	0%	12%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
		2100 - 2200	1,550	27	66%	14%	0%	9%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
		2200 - 2300	1,000	32	64%	17%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
		2300 - 0000	700	35	57%	23%	0%	8%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
15	Slip road to Castle Peak Road - Lam Tei (NB) - L012	0000 - 0100	200	70	43%	35%	0%	8%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	5%	1%	0%
		0100 - 0200	150	70	28%	45%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	3%	0%	2%	3%	4%	0%
		0200 - 0300	100	70	28%	49%	0%	7%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%
		0300 - 0400	100	70	24%	53%	0%	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	6%	0%
		0400 - 0500	100	70	32%	41%	0%	5%	8%	4%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0500 - 0600	150	70	22%	37%	0%	7%	9%	1%	3%	0%	0%	0%	1%	3%	9%	0%	3%	2%	4%	0%
		0600 - 0700	250	70	32%	29%	0%	5%	4%	2%	2%	0%	0%	0%	7%	2%	6%	0%	2%	4%	5%	0%
		0700 - 0800	400	70	50%	20%	0%	8%	2%	2%	3%	0%	0%	0%	3%	1%	3%	0%	2%	4%	5%	0%
		0800 - 0900	400	70	45%	24%	0%	9%	3%	3%	3%	0%	0%	0%	5%	0%	1%	0%	1%	4%	3%	0%
		0900 - 1000	600	69	35%	16%	0%	13%	6%	6%	5%	0%	0%	0%	1%	2%	5%	0%	1%	2%	7%	0%
		1000 - 1100	500	70	36%	18%	0%	13%	9%	8%	4%	0%	0%	0%	2%	0%	2%	0%	1%	2%	6%	0%
		1100 - 1200	500	70	33%	17%	0%	11%	8%	6%	4%	0%	0%	0%	1%	1%	4%	0%	2%	2%	12%	0%
		1200 - 1300	450	70	38%	15%	0%	9%	7%	6%	3%	0%	0%	1%	1%	1%	3%	0%	1%	3%	11%	0%
		1300 - 1400	450	70	40%	17%	0%	11%	9%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	8%	0%
		1400 - 1500	500	70	35%	15%	0%	11%	7%	6%	6%	0%	0%	0%	1%	3%	6%	0%	1%	2%	7%	0%
		1500 - 1600	550	70	36%	17%	0%	9%	8%	8%	3%	0%	0%	1%	1%	1%	5%	0%	1%	2%	8%	0%
		1600 - 1700	800	67	40%	12%	0%	12%	8%	7%	4%	0%	0%	1%	2%	2%	3%	0%	1%	2%	7%	0%
		1700 - 1800	900	65	48%	12%	0%	10%	7%	5%	2%	0%	0%	1%	1%	1%	1%	0%	1%	4%	9%	0%
		1800 - 1900	850	66	52%	11%	0%	10%	5%	2%	3%	0%	0%	0%	1%	2%	2%	0%	1%	4%	6%	0%
		1900 - 2000	500	70	48%	14%	0%	7%	4%	1%	1%	0%	0%	0%	1%	5%	10%	0%	1%	3%	4%	0%
		2000 - 2100	450	70	52%	18%	0%	10%	4%	3%	2%	0%	0%	0%	0%	1%	2%	0%	2%	4%	2%	0%
		2100 - 2200	500	70	56%	19%	0%	8%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	2%	4%	3%	0%
		2200 - 2300	300	70	54%	23%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	2%	5%	2%	0%
		2300 - 0000	250	70	46%	30%	0%	6%	4%	2%	2%	0%	0%	0%	0%	0%	2%	0%	2%	4%	0%	0%
16	Slip road to Lam Tei Interchange (NB) - L013	0000 - 0100	300	50	54%	24%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%
		0100 - 0200	200	50	42%	36%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0200 - 0300	150	50	41%	37%	0%	12%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0300 - 0400	150	50	37%	41%	0%	9%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0400 - 0500	150	50	45%	32%	0%	10%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		0500 - 0600	200	50	36%	32%	0%	13%	8%	0%	2%	0%	0%	1%	1%	1%	2%	0%	4%	3%	1%	0%
		0600 - 0700	500	50	54%	18%	0%	12%	6%	0%	0%	0%	0%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0700 - 0800	1,100	44	67%	10%	0%	15%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	2%	1%	0%
		0800 - 0900	1,100	44	62%	12%	0%	17%	4%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	900	47	49%	12%	0%	23%	5%	2%	2%	0%	0%	0%	0%	0%	1%	0%	1%	2%	1%	0%
		1000 - 1100	750	48	50%	13%	0%	22%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	1%	2%	1%	0%
		1100 - 1200	750	48	49%	13%	0%	20%	7%	2%	2%	0%	0%	0%	0%	0%	1%	0%	1%	3%	2%	0%
		1200 - 1300	700	49	54%	11%	0%	16%	6%	2%	1%	0%	0%	2%	0%	0%	1%	0%	1%	3%	2%	0%
		1300 - 1400	700	49	53%	12%	0%	19%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%	0%
		1400 - 1500	750	48	51%	11%	0%	20%	6%	2%	3%	0%	0%	0%	0%	0%	1%	0%	1%	3%	1%	0%
		1500 - 1600	800	48	52%	13%	0%	17%	6%	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	2%	2%	0%
		1600 - 1700	900	47	50%	10%	0%	19%	7%	3%	3%	0%	0%	2%	1%	0%	0%	0%	2%	3%	2%	0%
		1700 - 1800	1,000	45	57%	9%	0%	16%	5%	2%	1%	0%	0%	1%	1%	0%	0%	0%	1%	5%	2%	0%
		1800 - 1900	1,000	45	60%	9%	0%	16%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	2%	6%	1%	0%
		1900 - 2000	800	48	66%	10%	0%	12%	3%	0%	1%	0%	0%	0%	0%	1%	2%	0%	1%	3%	1%	0%
		2000 - 2100	750	48	63%	12%	0%	15%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
		2100 - 2200	850	47	68%	12%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
		2200 - 2300	550	50	65%	15%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
		2300 - 0000	400	50	60%	21%	0%	10%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
17	Slip road from Tuen Mun Road (NB) - L014	0000 - 0100	450	70	50%	28%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%	0%
		0100 - 0200	300	70	36%	41%	0%	8%	4%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		0200 - 0300	250	70	36%	41%	0%	9%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		0300 - 0400	200	70	31%	46%	0%	7%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
		0400 - 0500	200	70	40%	37%	0%	8%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		0500 - 0600	300	70	29%	34%	0%	10%	8%	1%	2%	0%	0%	1%	1%	1%	5%	0%	4%	3%	2%	0%
		0600 - 0700	700	67	48%	22%	0%	10%	5%	1%	1%	0%	0%	1%	3%	1%	3%	0%	1%	3%	3%	0%
		0700 - 0800	1,500	55	62%	13%	0%	13%	2%	1%	1%	0%	0%	1%	1%	0%	1%	0%	1%	3%	2%	0%
		0800 - 0900	1,450	56	58%	15%	0%	14%	3%	1%	1%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%	0%
		0900 - 1000	1,450	56	44%	14%	0%	19%	6%	4%	3%	0%	0%	0%	1%	1%	3%	0%	1%	2%	4%	0%
		1000 - 1100	1,200	60	44%	15%	0%	18%	7%	4%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		1100 - 1200	1,200	60	43%	15%	0%	16%	7%	4%	3%	0%	0%	0%	1%	1%	2%	0%	1%	2%	7%	0%
		1200 - 1300	1,100	61	47%	13%	0%	13%	7%	3%	2%	0%	0%	1%	1%	1%	2%	0%	1%	3%	6%	0%
		1300 - 1400	1,100	61	48%	14%	0%	16%	8%	2%	2%	0%	0%	0%	1%	0%	1%	0%	1%	3%	4%	0%
		1400 - 1500	1,250	59	44%	13%	0%	16%	6%	4%	4%	0%	0%	0%	1%	2%	4%	0%	1%	3%	4%	0%
		1500 - 1600	1,350	57	45%	14%	0%	14%	7%	5%	2%	0%	0%	1%	1%	1%	3%	0%	1%	2%	4%	0%
		1600 - 1700	1,700	52	45%	11%	0%	15%	7%	5%	3%	0%	0%	1%	2%	1%	1%	0%	1%	3%	4%	0%
		1700 - 1800	1,850	50	53%	10%	0%	13%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	1%	4%	5%	0%
		1800 - 1900	1,850	50	56%	10%	0%	13%	4%	1%	3%	0%	0%	0%	1%	1%	1%	0%	1%	5%	4%	0%
		1900 - 2000	1,300	58	59%	11%	0%	10%	4%	1%	1%	0%	0%	0%	0%	2%	6%	0%	1%	3%	2%	0%
		2000 - 2100	1,150	60	59%	14%	0%	13%	3%	2%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	1%	0%
		2100 - 2200	1,300	58	64%	15%	0%	10%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	1%	4%	1%	0%
		2200 - 2300	800	66	61%	18%	0%	9%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	5%	1%	0%
		2300 - 0000	600	69	54%	25%	0%	9%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	4%	0%	0%
18	Tuen Mun Road (SB) - L016	0000 - 0100	1,450	70	55%	23%	0%	8%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	1,050	70	40%	34%	0%	6%	4%	4%	1%	0%	0%	0%	0%	0%	2%	0%	3%	3%	4%	0%
		0200 - 0300	800	70	41%	35%	0%	7%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	600	70	35%	39%	0%	5%	7%	5%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	700	70	43%	30%	0%	6%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0500 - 0600	1,000	70	33%	28%	0%	7%	8%	1%	2%	1%	0%	0%	1%	2%	7%	0%	5%	2%	4%	0%
		0600 - 0700	3,000	60	47%	13%	0%	6%	9%	3%	1%	1%	0%	1%	2%	1%	2%	0%	2%	4%	9%	0%
		0700 - 0800	6,350	30	61%	8%	0%	8%	4%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	6,100	30	58%	10%	0%	9%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	5,150	38	46%	11%	0%	13%	5%	7%	3%	0%	0%	0%	1%	1%	4%	0%	2%	2%	6%	0%
		1000 - 1100	4,200	49	47%	12%	0%	12%	7%	8%	2%	0%	0%	0%	1%	0%	1%	0%	2%	2%	6%	0%
		1100 - 1200	4,400	48	44%	11%	0%	11%	7%	6%	2%	0%	0%	0%	1%	1%	3%	0%	2%	2%	11%	0%
		1200 - 1300	4,050	51	49%	10%	0%	9%	6%	6%	2%	0%	0%	1%	1%	1%	2%	0%	2%	2%	10%	0%
		1300 - 1400	3,850	53	51%	11%	0%	11%	7%	3%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	7%	0%
		1400 - 1500	4,500	47	46%	10%	0%	11%	6%	6%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	4,850	43	47%	11%	0%	9%	6%	8%	2%	0%	0%	1%	1%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	5,250	36	49%	10%	0%	11%	5%	7%	2%	0%	0%	1%	2%	2%	3%	0%	1%	2%	4%	0%
		1700 - 1800	5,700	30	58%	10%	0%	9%	4%	5%	1%	0%	0%	0%	1%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	5,700	30	61%	10%	0%	9%	3%	2%	2%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	4,750	44	61%	9%	0%	7%	3%	1%	1%	0%	0%	0%	0%	3%	7%	0%	2%	3%	3%	0%
		2000 - 2100	4,050	51	63%	11%	0%	9%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2100 - 2200	4,600	46	68%	12%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	2%	3%	2%	0%
		2200 - 2300	2,850	61	66%	14%	0%	6%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	2%	4%	2%	0%
		2300 - 0000	2,000	69	59%	20%	0%	6%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
19	Slip road to Tuen Mun Road (SB) - L017_1	0000 - 0100	500	70	49%	26%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	39%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0300 - 0400	200	70	31%	44%	0%	7%	7%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	5%	0%
		0400 - 0500	250	70	37%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	350	70	27%	31%	0%	10%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	7%	2%	3%	0%
		0600 - 0700	1,150	62	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	1%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,400	44	59%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,300	45	55%	11%	0%	13%	6%	2%	1%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,700	54	42%	13%	1%	18%	6%	2%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,400	58	43%	14%	0%	17%	8%	3%	2%	0%	0%	0%	2%	0%	1%	0%	2%	2%	5%	0%
		1100 - 1200	1,450	57	41%	13%	0%	15%	8%	2%	2%	0%	0%	0%	1%	1%	2%	0%	3%	2%	10%	0%
		1200 - 1300	1,300	59	45%	12%	0%	13%	7%	2%	2%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,300	59	46%	13%	0%	15%	8%	1%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,450	57	43%	12%	0%	15%	6%	2%	3%	0%	0%	0%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,550	56	44%	13%	0%	13%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,400	58	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,500	57	48%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,500	57	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,550	56	57%	10%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,350	59	58%	13%	0%	13%	3%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	1%	0%
		2100 - 2200	1,500	57	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
		2200 - 2300	950	64	59%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	700	68	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
20	Slip road to Tuen Mun Road (SB) - L017_2	0000 - 0100	500	70	49%	26%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	39%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0300 - 0400	200	70	31%	44%	0%	7%	7%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	5%	0%
		0400 - 0500	250	70	37%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	350	70	27%	31%	0%	10%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	7%	2%	3%	0%
		0600 - 0700	1,150	62	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	1%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,400	44	59%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,300	45	55%	11%	0%	13%	6%	2%	1%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,700	54	42%	13%	1%	18%	6%	2%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,400	58	43%	14%	0%	17%	8%	3%	2%	0%	0%	0%	2%	0%	1%	0%	2%	2%	5%	0%
		1100 - 1200	1,450	57	41%	13%	0%	15%	8%	2%	2%	0%	0%	0%	1%	1%	2%	0%	3%	2%	10%	0%
		1200 - 1300	1,300	59	45%	12%	0%	13%	7%	2%	2%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,300	59	46%	13%	0%	15%	8%	1%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,450	57	43%	12%	0%	15%	6%	2%	3%	0%	0%	0%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,550	56	44%	13%	0%	13%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,400	58	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,500	57	48%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,500	57	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,550	56	57%	10%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,350	59	58%	13%	0%	13%	3%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	1%	0%
		2100 - 2200	1,500	57	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
		2200 - 2300	950	64	59%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	700	68	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
21	Yuen Long Highway (NB) - L018_1	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	700	80	34%	22%	0%	6%	14%	1%	1%	1%	0%	0%	1%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,050	72	47%	14%	0%	4%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,050	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	4,000	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,400	43	51%	9%	0%	10%	10%	3%	2%	1%	0%	0%	1%	2%	5%	0%	2%	1%	6%	0%
		1000 - 1100	2,800	61	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,950	59	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	3%	0%	1%	1%	9%	0%
		1200 - 1300	2,700	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,650	63	55%	9%	0%	8%	13%	1%	2%	1%	0%	0%	0%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,000	58	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,250	49	52%	9%	0%	7%	11%	3%	1%	1%	0%	0%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,600	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,050	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,100	36	69%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,350	45	64%	7%	0%	5%	6%	1%	0%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,750	62	69%	9%	0%	7%	5%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,150	53	73%	9%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,950	74	71%	11%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
22	Yuen Long Highway (NB) - L018_2	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	700	80	34%	22%	0%	6%	14%	1%	1%	1%	0%	0%	1%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,050	72	47%	14%	0%	4%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,050	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	4,000	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,400	43	51%	9%	0%	10%	10%	3%	2%	1%	0%	0%	1%	2%	5%	0%	2%	1%	6%	0%
		1000 - 1100	2,800	61	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,950	59	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	3%	0%	1%	1%	9%	0%
		1200 - 1300	2,700	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,650	63	55%	9%	0%	8%	13%	1%	2%	1%	0%	0%	0%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,000	58	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,250	49	52%	9%	0%	7%	11%	3%	1%	1%	0%	0%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,600	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,050	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,100	36	69%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,350	45	64%	7%	0%	5%	6%	1%	0%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,750	62	69%	9%	0%	7%	5%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,150	53	73%	9%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,950	74	71%	11%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
23	Yuen Long Highway (NB) - L018_3	0000 - 0100	950	80	62%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	650	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	500	80	46%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	450	80	49%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	0%
		0500 - 0600	700	80	34%	22%	0%	6%	14%	1%	1%	1%	0%	0%	1%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,050	72	47%	14%	0%	4%	16%	2%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,050	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	2%	2%	4%	0%
		0800 - 0900	4,000	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,400	43	51%	9%	0%	10%	10%	3%	2%	1%	0%	0%	1%	2%	5%	0%	2%	1%	6%	0%
		1000 - 1100	2,800	61	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	2,950	59	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	3%	0%	1%	1%	9%	0%
		1200 - 1300	2,700	63	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,650	63	55%	9%	0%	8%	13%	1%	2%	1%	0%	0%	0%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,000	58	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,250	49	52%	9%	0%	7%	11%	3%	1%	1%	0%	0%	0%	1%	5%	0%	2%	1%	6%	0%
		1600 - 1700	3,600	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,050	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,100	36	69%	6%	0%	7%	5%	1%	2%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	3,350	45	64%	7%	0%	5%	6%	1%	0%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,750	62	69%	9%	0%	7%	5%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,150	53	73%	9%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	1,950	74	71%	11%	0%	5%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,350	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
24	Yuen Long Highway (SB) - L019_1	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	43%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,900	75	49%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,950	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,850	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	6%	0%
		0900 - 1000	3,500	40	47%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,850	60	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,000	58	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,750	62	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,600	64	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,100	54	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,350	45	49%	10%	0%	7%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,850	36	52%	9%	0%	9%	4%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,250	36	60%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,200	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,250	49	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,750	62	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,100	54	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,950	74	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
25	Yuen Long Highway (SB) - L019_2	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	43%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,900	75	49%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,950	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,850	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	6%	0%
		0900 - 1000	3,500	40	47%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,850	60	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,000	58	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,750	62	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,600	64	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,100	54	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,350	45	49%	10%	0%	7%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,850	36	52%	9%	0%	9%	4%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,250	36	60%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,200	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,250	49	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,750	62	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,100	54	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,950	74	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
26	Yuen Long Highway (SB) - L019_3	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	43%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,900	75	49%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,950	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,850	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	6%	0%
		0900 - 1000	3,500	40	47%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,850	60	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,000	58	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,750	62	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,600	64	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,100	54	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,350	45	49%	10%	0%	7%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,850	36	52%	9%	0%	9%	4%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,250	36	60%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,200	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,250	49	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,750	62	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,100	54	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,950	74	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
27	Yuen Long Highway (SB) - L019_4	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	43%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	400	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	0%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,900	75	49%	12%	0%	5%	9%	4%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	3,950	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	3,850	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	6%	0%
		0900 - 1000	3,500	40	47%	10%	0%	10%	5%	9%	3%	0%	0%	0%	1%	1%	4%	0%	1%	2%	7%	0%
		1000 - 1100	2,850	60	49%	11%	0%	10%	7%	10%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,000	58	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,750	62	51%	9%	0%	7%	6%	7%	2%	1%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,600	64	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,100	54	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,350	45	49%	10%	0%	7%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	3,850	36	52%	9%	0%	9%	4%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,250	36	60%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,200	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	3,250	49	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	2%	3%	0%
		2000 - 2100	2,750	62	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,100	54	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	1,950	74	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,350	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
28	Slip road from Lam Tei Interchange (SB) - L020	0000 - 0100	300	49	50%	27%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	6%	0%	0%
		0100 - 0200	200	50	37%	41%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
		0200 - 0300	150	50	37%	42%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		0300 - 0400	150	50	32%	47%	0%	5%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
		0400 - 0500	150	50	43%	37%	0%	7%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0500 - 0600	200	50	31%	35%	0%	9%	5%	0%	0%	1%	0%	1%	1%	1%	4%	0%	10%	3%	2%	0%
		0600 - 0700	650	41	49%	19%	0%	9%	4%	1%	0%	2%	0%	2%	1%	2%	2%	0%	2%	4%	4%	0%
		0700 - 0800	1,300	27	63%	11%	0%	11%	2%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	3%	3%	0%
		0800 - 0900	1,250	28	59%	14%	0%	13%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	850	37	48%	14%	1%	18%	4%	1%	0%	1%	0%	0%	1%	1%	2%	0%	4%	2%	2%	0%
		1000 - 1100	700	40	49%	16%	0%	17%	5%	2%	0%	1%	0%	0%	1%	0%	1%	0%	3%	2%	2%	0%
		1100 - 1200	700	40	48%	16%	0%	15%	5%	1%	0%	1%	0%	1%	1%	1%	2%	0%	3%	3%	4%	0%
		1200 - 1300	700	40	51%	13%	0%	12%	4%	1%	0%	1%	0%	3%	1%	1%	1%	0%	3%	3%	4%	0%
		1300 - 1400	650	41	52%	15%	0%	15%	5%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	3%	0%
		1400 - 1500	750	39	49%	14%	0%	15%	4%	1%	1%	1%	0%	1%	1%	2%	3%	0%	3%	3%	3%	0%
		1500 - 1600	800	38	50%	15%	0%	13%	5%	2%	0%	1%	0%	2%	1%	1%	3%	0%	4%	2%	3%	0%
		1600 - 1700	700	40	49%	13%	0%	15%	6%	1%	0%	0%	0%	3%	3%	1%	2%	0%	4%	3%	1%	0%
		1700 - 1800	750	39	55%	13%	0%	13%	5%	1%	0%	0%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	750	39	58%	12%	0%	13%	3%	0%	0%	0%	0%	0%	2%	1%	1%	0%	4%	6%	1%	0%
		1900 - 2000	850	37	61%	11%	0%	9%	2%	0%	0%	1%	0%	0%	0%	2%	5%	0%	3%	3%	1%	0%
		2000 - 2100	750	39	61%	14%	0%	11%	2%	1%	0%	1%	0%	0%	0%	1%	1%	0%	3%	4%	1%	0%
		2100 - 2200	850	37	65%	15%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		2200 - 2300	550	44	62%	18%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	400	47	56%	24%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
29	Slip road from Castle Peak Road - Lam Tei (SB) - L021	0000 - 0100	250	70	46%	26%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	6%	1%	0%
		0100 - 0200	150	70	33%	36%	0%	8%	6%	2%	1%	0%	0%	0%	0%	0%	1%	0%	3%	3%	7%	0%
		0200 - 0300	150	70	33%	36%	0%	9%	7%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	3%	6%	0%
		0300 - 0400	100	70	29%	41%	0%	7%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	8%	0%
		0400 - 0500	150	70	36%	32%	0%	8%	10%	2%	2%	0%	0%	0%	0%	0%	0%	0%	3%	3%	5%	0%
		0500 - 0600	200	70	25%	27%	0%	9%	11%	1%	3%	0%	0%	1%	3%	2%	6%	0%	5%	3%	7%	0%
		0600 - 0700	550	61	39%	9%	0%	8%	14%	1%	2%	0%	0%	0%	4%	2%	2%	0%	2%	4%	13%	0%
		0700 - 0800	1,100	44	54%	6%	0%	11%	6%	2%	2%	0%	0%	0%	1%	1%	1%	0%	1%	3%	12%	0%
		0800 - 0900	1,100	44	50%	7%	0%	12%	11%	2%	3%	0%	0%	0%	3%	0%	0%	0%	1%	4%	8%	0%
		0900 - 1000	800	53	37%	11%	0%	16%	7%	3%	5%	0%	0%	0%	3%	2%	3%	0%	2%	2%	10%	0%
		1000 - 1100	700	56	37%	12%	0%	16%	10%	4%	4%	0%	0%	0%	4%	0%	1%	0%	2%	2%	9%	0%
		1100 - 1200	750	55	34%	11%	0%	13%	9%	3%	4%	0%	0%	0%	2%	1%	2%	0%	2%	2%	17%	0%
		1200 - 1300	650	58	39%	10%	0%	11%	8%	2%	3%	0%	0%	1%	2%	1%	2%	0%	2%	3%	16%	0%
		1300 - 1400	650	58	40%	11%	0%	14%	10%	2%	3%	0%	0%	0%	3%	0%	1%	0%	2%	3%	12%	0%
		1400 - 1500	750	55	36%	10%	0%	14%	8%	3%	6%	0%	0%	0%	3%	2%	4%	0%	1%	2%	10%	0%
		1500 - 1600	750	55	38%	11%	0%	12%	9%	3%	3%	0%	0%	1%	2%	1%	3%	0%	2%	2%	12%	0%
		1600 - 1700	750	55	34%	15%	0%	13%	5%	3%	3%	0%	0%	2%	11%	1%	2%	0%	1%	2%	7%	0%
		1700 - 1800	750	55	43%	15%	0%	13%	5%	2%	2%	0%	0%	1%	4%	1%	1%	0%	1%	3%	9%	0%
		1800 - 1900	750	55	44%	14%	0%	13%	3%	1%	3%	0%	0%	0%	7%	1%	1%	0%	1%	4%	6%	0%
		1900 - 2000	700	56	52%	9%	0%	9%	5%	1%	1%	0%	0%	0%	1%	3%	7%	0%	2%	3%	6%	0%
		2000 - 2100	600	60	56%	13%	0%	13%	5%	1%	2%	0%	0%	0%	1%	1%	1%	0%	2%	4%	3%	0%
		2100 - 2200	650	58	60%	13%	0%	10%	3%	1%	0%	0%	0%	0%	1%	1%	1%	0%	2%	4%	4%	0%
		2200 - 2300	450	64	58%	16%	0%	9%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	2%	5%	3%	0%
		2300 - 0000	300	69	52%	22%	0%	8%	5%	1%	1%	0%	0%	0%	1%	0%	2%	0%	3%	5%	1%	0%
30	Access Road (SB) - L022	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	74%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	100	27	67%	8%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	70%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	72%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	81%	6%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	7%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	82%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
31	Access Road (NB) - L023	0000 - 0100	50	30	66%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0600 - 0700	50	30	72%	8%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	75%	7%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	70%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	74%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	78%	4%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	81%	4%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	80%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
32	Lam Tei Interchange (EB) - L024	0000 - 0100	300	40	44%	29%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	250	40	30%	41%	0%	9%	4%	2%	0%	1%	0%	0%	0%	0%	1%	0%	6%	2%	2%	0%
		0200 - 0300	200	40	31%	43%	0%	11%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	150	40	28%	49%	0%	7%	7%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	150	40	35%	41%	0%	10%	7%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		0500 - 0600	250	40	24%	33%	0%	11%	8%	0%	1%	1%	0%	0%	1%	0%	4%	0%	12%	2%	2%	0%
		0600 - 0700	650	38	42%	19%	0%	10%	10%	2%	1%	1%	0%	1%	3%	1%	2%	0%	4%	2%	4%	0%
		0700 - 0800	1,350	33	56%	12%	0%	13%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
		0800 - 0900	1,300	33	52%	14%	0%	14%	7%	3%	1%	1%	0%	1%	2%	0%	0%	0%	2%	2%	2%	0%
		0900 - 1000	1,000	35	39%	15%	0%	22%	6%	3%	2%	1%	0%	0%	1%	1%	2%	0%	4%	2%	3%	0%
		1000 - 1100	800	37	40%	16%	0%	21%	8%	4%	1%	1%	0%	0%	2%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	850	36	39%	16%	0%	19%	7%	3%	1%	1%	0%	0%	1%	0%	2%	0%	4%	2%	5%	0%
		1200 - 1300	750	37	43%	14%	0%	16%	7%	3%	1%	1%	0%	2%	1%	0%	1%	0%	4%	2%	5%	0%
		1300 - 1400	750	37	43%	15%	0%	19%	8%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	850	36	40%	14%	0%	19%	6%	3%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	3%	0%
		1500 - 1600	900	36	41%	16%	0%	17%	7%	4%	1%	1%	0%	1%	1%	1%	3%	0%	4%	2%	3%	0%
		1600 - 1700	850	36	39%	14%	0%	22%	5%	3%	1%	1%	0%	2%	3%	0%	1%	0%	3%	2%	2%	0%
		1700 - 1800	900	36	46%	14%	0%	20%	5%	2%	1%	1%	0%	1%	1%	0%	1%	0%	3%	4%	2%	0%
		1800 - 1900	900	36	49%	13%	0%	20%	3%	1%	1%	1%	0%	0%	2%	0%	1%	0%	3%	4%	2%	0%
		1900 - 2000	850	36	54%	12%	0%	12%	4%	1%	0%	1%	0%	0%	1%	1%	5%	0%	4%	2%	2%	0%
		2000 - 2100	800	37	54%	16%	0%	15%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2100 - 2200	850	36	58%	16%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	550	38	55%	19%	0%	11%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	400	39	48%	27%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
33	Lam Tei Interchange (WB) - L025	0000 - 0100	400	39	48%	29%	0%	10%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		0100 - 0200	300	40	35%	42%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		0200 - 0300	200	40	36%	46%	0%	9%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	200	40	30%	47%	0%	6%	6%	1%	0%	4%	0%	0%	0%	0%	0%	0%	4%	2%	2%	0%
		0400 - 0500	200	40	38%	38%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
		0500 - 0600	250	40	28%	35%	0%	9%	7%	0%	0%	3%	0%	1%	1%	0%	2%	0%	10%	2%	1%	0%
		0600 - 0700	750	37	49%	17%	0%	8%	8%	1%	0%	2%	0%	1%	3%	1%	1%	0%	3%	4%	2%	0%
		0700 - 0800	1,500	32	63%	10%	0%	11%	3%	1%	0%	2%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0800 - 0900	1,500	32	59%	12%	0%	12%	6%	1%	0%	2%	0%	1%	2%	0%	0%	0%	1%	3%	1%	0%
		0900 - 1000	1,150	34	46%	15%	0%	19%	5%	1%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	2%	0%
		1000 - 1100	950	36	46%	17%	0%	17%	7%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	2%	0%
		1100 - 1200	950	36	45%	17%	0%	16%	7%	1%	1%	2%	0%	0%	1%	0%	1%	0%	4%	2%	3%	0%
		1200 - 1300	900	36	50%	14%	0%	13%	6%	1%	1%	2%	0%	2%	1%	0%	1%	0%	4%	3%	3%	0%
		1300 - 1400	900	36	49%	16%	0%	15%	7%	1%	1%	2%	0%	0%	1%	0%	1%	0%	3%	3%	2%	0%
		1400 - 1500	950	36	48%	15%	0%	16%	6%	1%	1%	1%	0%	0%	1%	1%	2%	0%	3%	2%	2%	0%
		1500 - 1600	1,050	35	48%	16%	0%	14%	6%	2%	0%	1%	0%	1%	1%	0%	1%	0%	4%	2%	2%	0%
		1600 - 1700	1,100	35	45%	17%	0%	16%	5%	1%	1%	3%	0%	2%	2%	1%	1%	0%	3%	2%	2%	0%
		1700 - 1800	1,200	34	52%	16%	0%	14%	5%	1%	0%	2%	0%	1%	1%	0%	0%	0%	3%	3%	2%	0%
		1800 - 1900	1,200	34	55%	15%	0%	14%	3%	0%	1%	2%	0%	0%	1%	0%	1%	0%	3%	3%	1%	0%
		1900 - 2000	1,050	35	60%	12%	0%	10%	3%	0%	0%	2%	0%	0%	0%	1%	2%	0%	4%	3%	1%	0%
		2000 - 2100	1,000	35	59%	15%	0%	12%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		2100 - 2200	1,100	35	63%	16%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%
		2200 - 2300	700	37	60%	19%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	4%	0%	0%
		2300 - 0000	500	39	53%	26%	0%	8%	3%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
34	Castle Peak Road - Lingnan (NB) - L026	0000 - 0100	400	38	49%	26%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	38%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	39%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	200	40	30%	43%	0%	6%	6%	1%	0%	6%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0400 - 0500	200	40	39%	34%	0%	7%	6%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	31%	0%	8%	7%	0%	0%	5%	0%	1%	1%	1%	2%	0%	11%	2%	3%	0%
		0600 - 0700	750	35	46%	16%	0%	8%	8%	1%	0%	4%	0%	1%	2%	1%	1%	0%	4%	4%	4%	0%
		0700 - 0800	1,550	27	61%	10%	0%	11%	3%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,500	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,250	30	45%	13%	0%	17%	5%	2%	1%	3%	0%	0%	1%	1%	1%	0%	4%	2%	5%	0%
		1000 - 1100	1,050	32	45%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,100	31	43%	14%	0%	14%	7%	2%	1%	3%	0%	1%	1%	0%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,000	32	47%	12%	0%	12%	6%	2%	1%	3%	0%	2%	1%	0%	1%	0%	4%	2%	7%	0%
		1300 - 1400	1,000	32	48%	13%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	4%	3%	5%	0%
		1400 - 1500	1,100	31	46%	13%	0%	15%	6%	2%	1%	2%	0%	1%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,200	30	47%	14%	0%	13%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	4%	2%	5%	0%
		1600 - 1700	1,350	29	45%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,500	27	52%	12%	0%	12%	4%	1%	1%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,450	28	56%	12%	0%	12%	3%	1%	1%	3%	0%	0%	1%	1%	1%	0%	4%	3%	4%	0%
		1900 - 2000	1,200	30	59%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	3%	0%	4%	3%	3%	0%
		2000 - 2100	1,100	31	58%	13%	0%	11%	3%	1%	0%	4%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,200	30	63%	14%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
		2200 - 2300	750	35	60%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	550	37	54%	23%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
35	Castle Peak Road - Lingnan (SB) - L027	0000 - 0100	150	40	35%	31%	0%	9%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	12%	5%	0%	0%
		0100 - 0200	100	40	24%	43%	0%	7%	3%	2%	1%	3%	0%	0%	0%	0%	1%	0%	13%	2%	1%	0%
		0200 - 0300	100	40	25%	44%	0%	8%	3%	2%	2%	3%	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%
		0300 - 0400	50	40	22%	56%	0%	6%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	100	40	31%	45%	0%	8%	6%	2%	2%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	40	17%	32%	0%	7%	6%	0%	1%	4%	0%	1%	1%	1%	6%	0%	21%	2%	1%	0%
		0600 - 0700	300	39	39%	19%	0%	6%	6%	2%	1%	3%	2%	2%	3%	1%	3%	0%	10%	2%	2%	0%
		0700 - 0800	550	37	55%	12%	0%	9%	3%	2%	1%	2%	1%	1%	1%	0%	1%	0%	8%	2%	1%	0%
		0800 - 0900	550	37	52%	15%	0%	10%	4%	3%	2%	3%	1%	1%	2%	0%	0%	0%	5%	2%	1%	0%
		0900 - 1000	400	38	34%	16%	0%	18%	5%	4%	3%	3%	0%	0%	1%	1%	4%	0%	10%	2%	1%	0%
		1000 - 1100	350	39	34%	18%	0%	17%	6%	5%	2%	3%	0%	0%	1%	0%	1%	0%	9%	2%	1%	0%
		1100 - 1200	350	39	33%	18%	0%	15%	6%	4%	2%	3%	0%	0%	1%	0%	3%	0%	10%	2%	2%	0%
		1200 - 1300	300	39	36%	15%	0%	12%	6%	3%	2%	4%	3%	2%	1%	0%	2%	0%	10%	3%	2%	0%
		1300 - 1400	300	39	38%	17%	0%	15%	7%	2%	2%	4%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	350	39	35%	16%	0%	15%	5%	4%	3%	3%	0%	0%	1%	1%	5%	0%	8%	3%	1%	0%
		1500 - 1600	400	38	34%	17%	0%	13%	6%	5%	2%	3%	2%	1%	1%	1%	5%	0%	10%	2%	2%	0%
		1600 - 1700	350	39	25%	17%	0%	21%	7%	4%	1%	8%	0%	1%	2%	0%	3%	0%	5%	4%	1%	0%
		1700 - 1800	350	39	31%	18%	0%	19%	6%	3%	1%	6%	0%	1%	1%	0%	1%	0%	6%	6%	1%	0%
		1800 - 1900	350	39	33%	17%	0%	19%	5%	1%	1%	5%	0%	0%	1%	0%	3%	0%	6%	7%	1%	0%
		1900 - 2000	350	39	45%	13%	0%	9%	3%	1%	1%	4%	0%	0%	0%	1%	8%	0%	10%	3%	1%	0%
		2000 - 2100	350	39	45%	17%	0%	12%	3%	2%	1%	5%	0%	0%	0%	0%	1%	0%	10%	3%	0%	0%
		2100 - 2200	350	39	51%	18%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	2%	0%	9%	4%	1%	0%
		2200 - 2300	250	40	47%	21%	0%	8%	2%	1%	0%	2%	0%	0%	0%	0%	2%	0%	11%	4%	0%	0%
		2300 - 0000	200	40	40%	28%	0%	8%	3%	1%	1%	3%	0%	0%	0%	0%	2%	0%	12%	5%	0%	0%
36	Slip road to Yuen Long Highway (EB) - L028	0000 - 0100	250	50	47%	29%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		0100 - 0200	200	50	33%	42%	0%	10%	6%	2%	1%	1%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	33%	42%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	150	50	28%	45%	0%	8%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	36%	36%	0%	10%	8%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0500 - 0600	200	50	26%	34%	0%	12%	10%	1%	2%	2%	0%	1%	1%	1%	3%	0%	6%	1%	4%	0%
		0600 - 0700	600	42	40%	18%	0%	11%	11%	1%	1%	1%	0%	1%	2%	1%	1%	0%	2%	2%	9%	0%
		0700 - 0800	1,200	29	54%	11%	0%	14%	5%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	8%	0%
		0800 - 0900	1,150	30	50%	13%	0%	15%	7%	2%	1%	1%	0%	0%	1%	0%	0%	0%	1%	1%	5%	0%
		0900 - 1000	900	36	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	6%	0%
		1000 - 1100	750	39	39%	15%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	0%	0%	2%	1%	5%	0%
		1100 - 1200	750	39	37%	14%	0%	18%	8%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	11%	0%
		1200 - 1300	700	40	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	2%	10%	0%
		1300 - 1400	700	40	42%	14%	0%	18%	9%	2%	3%	1%	0%	0%	1%	0%	1%	0%	2%	2%	7%	0%
		1400 - 1500	750	39	39%	13%	0%	19%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1500 - 1600	800	38	41%	14%	0%	16%	8%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	7%	0%
		1600 - 1700	800	38	39%	12%	0%	19%	6%	3%	4%	2%	0%	2%	3%	1%	1%	0%	1%	2%	3%	0%
		1700 - 1800	850	37	48%	13%	0%	17%	5%	2%	2%	2%	0%	1%	1%	0%	0%	0%	1%	3%	4%	0%
		1800 - 1900	850	37	51%	12%	0%	17%	4%	1%	4%	1%	0%	0%	2%	1%	0%	0%	2%	3%	3%	0%
		1900 - 2000	750	39	56%	12%	0%	13%	5%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	700	40	55%	15%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2100 - 2200	750	39	60%	16%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	500	45	57%	19%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2300 - 0000	350	48	51%	26%	0%	10%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
37	Access Road to To Yuen Wai (NB) - L029	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	28%	48%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	18%	52%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	26%	44%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	46%	14%	0%	6%	26%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	64%	10%	0%	10%	11%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	56%	11%	0%	10%	17%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	39%	22%	0%	23%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	38%	24%	0%	22%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	38%	25%	0%	19%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	100	27	42%	20%	0%	17%	11%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	40%	22%	0%	19%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	42%	22%	0%	21%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	38%	23%	0%	17%	12%	3%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	31%	32%	0%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	33%	30%	0%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1800 - 1900	100	27	36%	28%	0%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	57%	19%	0%	14%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	50%	23%	0%	16%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	55%	24%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	50%	28%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	42%	36%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
38	Slip road to Yuen Long Highway (EB) - L030_1	0000 - 0100	250	50	48%	28%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	5%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	33%	43%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	100	50	29%	45%	0%	8%	8%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	37%	36%	0%	11%	7%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	26%	32%	0%	12%	9%	1%	2%	2%	0%	1%	1%	1%	4%	0%	6%	2%	4%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	10%	1%	1%	1%	0%	1%	2%	1%	2%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	53%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,050	34	50%	13%	0%	16%	7%	2%	2%	1%	0%	0%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	800	39	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	6%	0%
		1100 - 1200	700	41	37%	13%	0%	18%	8%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	2%	11%	0%
		1300 - 1400	650	42	42%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	8%	0%
		1400 - 1500	700	41	40%	12%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	40%	14%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	750	40	40%	11%	0%	18%	6%	4%	4%	2%	0%	3%	4%	1%	1%	0%	2%	1%	4%	0%
		1700 - 1800	750	40	49%	11%	0%	17%	5%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	750	40	52%	10%	0%	16%	4%	1%	4%	1%	0%	0%	3%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	56%	11%	0%	13%	4%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	650	42	55%	14%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	60%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	58%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	300	50	52%	25%	0%	10%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
39	Slip road to Yuen Long Highway (EB) - L030_2	0000 - 0100	250	50	48%	28%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	5%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	33%	43%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	100	50	29%	45%	0%	8%	8%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	37%	36%	0%	11%	7%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	26%	32%	0%	12%	9%	1%	2%	2%	0%	1%	1%	1%	4%	0%	6%	2%	4%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	10%	1%	1%	1%	0%	1%	2%	1%	2%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	53%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,050	34	50%	13%	0%	16%	7%	2%	2%	1%	0%	0%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	800	39	39%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	6%	0%
		1100 - 1200	700	41	37%	13%	0%	18%	8%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	41%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	2%	11%	0%
		1300 - 1400	650	42	42%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	8%	0%
		1400 - 1500	700	41	40%	12%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	40%	14%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	750	40	40%	11%	0%	18%	6%	4%	4%	2%	0%	3%	4%	1%	1%	0%	2%	1%	4%	0%
		1700 - 1800	750	40	49%	11%	0%	17%	5%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	750	40	52%	10%	0%	16%	4%	1%	4%	1%	0%	0%	3%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	56%	11%	0%	13%	4%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	650	42	55%	14%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	60%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	58%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	300	50	52%	25%	0%	10%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
40	Yuen Long Highway (EB) - L031	0000 - 0100	1,200	80	59%	21%	0%	8%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	850	80	43%	31%	0%	6%	7%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	650	80	43%	32%	0%	7%	8%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	500	80	37%	36%	0%	5%	11%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	600	80	46%	27%	0%	6%	11%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	850	80	33%	24%	0%	7%	13%	0%	1%	1%	0%	0%	1%	2%	8%	0%	5%	1%	4%	0%
		0600 - 0700	2,550	80	45%	15%	0%	6%	15%	1%	1%	1%	0%	1%	2%	2%	3%	0%	2%	2%	5%	0%
		0700 - 0800	5,150	47	63%	9%	0%	8%	6%	2%	1%	1%	0%	1%	1%	1%	1%	0%	1%	1%	5%	0%
		0800 - 0900	5,050	50	58%	11%	0%	9%	10%	2%	1%	1%	0%	0%	1%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	4,200	63	48%	10%	0%	13%	9%	3%	3%	1%	0%	0%	1%	2%	4%	0%	2%	1%	6%	0%
		1000 - 1100	3,450	70	50%	11%	0%	12%	12%	3%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	5%	0%
		1100 - 1200	3,650	68	47%	10%	0%	10%	11%	3%	2%	1%	0%	0%	0%	1%	3%	0%	2%	1%	10%	0%
		1200 - 1300	3,350	71	51%	9%	0%	9%	10%	2%	2%	1%	0%	1%	0%	1%	2%	0%	1%	1%	9%	0%
		1300 - 1400	3,250	72	52%	10%	0%	10%	12%	1%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	6%	0%
		1400 - 1500	3,700	68	49%	9%	0%	10%	9%	3%	3%	1%	0%	0%	1%	2%	5%	0%	1%	1%	6%	0%
		1500 - 1600	4,000	65	50%	10%	0%	9%	10%	3%	1%	1%	0%	1%	0%	1%	4%	0%	2%	1%	6%	0%
		1600 - 1700	4,300	62	54%	7%	0%	11%	8%	2%	3%	1%	0%	1%	2%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,800	56	62%	7%	0%	9%	7%	1%	2%	1%	0%	1%	1%	0%	1%	0%	1%	1%	7%	0%
		1800 - 1900	4,800	56	65%	7%	0%	9%	5%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	4,050	64	62%	8%	0%	6%	5%	0%	0%	1%	0%	0%	0%	3%	8%	0%	2%	1%	3%	0%
		2000 - 2100	3,350	71	66%	10%	0%	9%	5%	1%	1%	1%	0%	0%	0%	1%	1%	0%	2%	1%	1%	0%
		2100 - 2200	3,800	67	71%	11%	0%	7%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	2%	2%	0%
		2200 - 2300	2,350	80	69%	13%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,650	80	62%	18%	0%	6%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
41	Yuen Long Highway (WB) - L032	0000 - 0100	1,300	80	57%	22%	0%	7%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0100 - 0200	900	80	41%	33%	0%	5%	4%	4%	1%	1%	0%	0%	0%	0%	2%	0%	3%	3%	4%	0%
		0200 - 0300	700	80	42%	34%	0%	6%	5%	3%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%
		0300 - 0400	550	80	36%	38%	0%	4%	6%	6%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	650	80	45%	29%	0%	5%	6%	5%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	850	80	34%	28%	0%	7%	8%	1%	2%	2%	0%	0%	1%	1%	7%	0%	5%	2%	4%	0%
		0600 - 0700	2,500	80	49%	13%	0%	5%	8%	3%	1%	2%	0%	0%	2%	1%	2%	0%	1%	4%	8%	0%
		0700 - 0800	5,250	66	64%	8%	0%	7%	3%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		0800 - 0900	5,100	67	60%	9%	0%	8%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	4,500	71	48%	10%	0%	12%	5%	7%	3%	1%	0%	0%	1%	1%	3%	0%	2%	2%	6%	0%
		1000 - 1100	3,700	80	49%	12%	0%	11%	7%	8%	2%	1%	0%	0%	1%	0%	1%	0%	1%	2%	5%	0%
		1100 - 1200	3,850	76	46%	11%	0%	10%	6%	7%	2%	1%	0%	0%	0%	0%	2%	0%	2%	2%	11%	0%
		1200 - 1300	3,550	80	51%	9%	0%	8%	6%	6%	2%	1%	1%	1%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	3,400	80	53%	11%	0%	10%	7%	4%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	3,950	75	48%	10%	0%	10%	5%	7%	3%	1%	0%	0%	1%	1%	4%	0%	1%	2%	6%	0%
		1500 - 1600	4,250	73	49%	11%	0%	8%	6%	8%	1%	1%	0%	0%	0%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	4,850	68	51%	10%	0%	10%	5%	7%	2%	1%	0%	1%	1%	1%	3%	0%	1%	2%	5%	0%
		1700 - 1800	5,350	65	59%	10%	0%	9%	4%	5%	1%	1%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	5,300	65	63%	9%	0%	9%	3%	2%	2%	1%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	4,150	73	63%	8%	0%	6%	3%	1%	1%	1%	0%	0%	0%	2%	7%	0%	2%	2%	3%	0%
		2000 - 2100	3,600	80	65%	11%	0%	8%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2100 - 2200	4,050	74	69%	12%	0%	6%	2%	2%	0%	1%	0%	0%	0%	0%	1%	0%	1%	3%	2%	0%
		2200 - 2300	2,550	80	67%	14%	0%	5%	2%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	3%	2%	0%
		2300 - 0000	1,750	80	61%	19%	0%	5%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
42	Slip road from Yuen Long Highway (WB) - L033_1	0000 - 0100	350	50	53%	25%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	38%	0%	6%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	40%	0%	8%	4%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	41%	0%	5%	5%	3%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	34%	0%	7%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	200	50	33%	32%	0%	8%	7%	1%	1%	6%	0%	1%	1%	1%	3%	0%	6%	2%	3%	0%
		0600 - 0700	600	50	52%	14%	0%	7%	5%	1%	0%	5%	1%	1%	3%	1%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,350	42	66%	8%	0%	8%	2%	1%	0%	4%	1%	1%	1%	0%	1%	0%	1%	3%	3%	0%
		0800 - 0900	1,300	42	62%	10%	0%	9%	4%	2%	1%	4%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,000	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	850	47	49%	14%	0%	14%	6%	3%	1%	4%	0%	0%	1%	0%	0%	0%	2%	1%	4%	0%
		1100 - 1200	900	47	46%	13%	0%	12%	6%	3%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	800	48	51%	11%	0%	10%	6%	3%	1%	4%	1%	1%	1%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	800	48	52%	13%	0%	12%	6%	2%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	6%	0%
		1400 - 1500	850	47	50%	13%	0%	13%	5%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	950	46	50%	13%	0%	11%	6%	3%	0%	3%	1%	1%	1%	0%	1%	0%	2%	1%	6%	0%
		1600 - 1700	1,050	45	46%	13%	0%	13%	6%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,150	44	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,100	44	58%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	950	46	63%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	850	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%
		2100 - 2200	950	46	67%	13%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	600	50	65%	16%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
43	Slip road from Yuen Long Highway (WB) - L033_2	0000 - 0100	350	50	53%	25%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	38%	0%	6%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	40%	0%	8%	4%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	41%	0%	5%	5%	3%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	34%	0%	7%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	200	50	33%	32%	0%	8%	7%	1%	1%	6%	0%	1%	1%	1%	3%	0%	6%	2%	3%	0%
		0600 - 0700	600	50	52%	14%	0%	7%	5%	1%	0%	5%	1%	1%	3%	1%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,350	42	66%	8%	0%	8%	2%	1%	0%	4%	1%	1%	1%	0%	1%	0%	1%	3%	3%	0%
		0800 - 0900	1,300	42	62%	10%	0%	9%	4%	2%	1%	4%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,000	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	850	47	49%	14%	0%	14%	6%	3%	1%	4%	0%	0%	1%	0%	0%	0%	2%	1%	4%	0%
		1100 - 1200	900	47	46%	13%	0%	12%	6%	3%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	800	48	51%	11%	0%	10%	6%	3%	1%	4%	1%	1%	1%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	800	48	52%	13%	0%	12%	6%	2%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	6%	0%
		1400 - 1500	850	47	50%	13%	0%	13%	5%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	950	46	50%	13%	0%	11%	6%	3%	0%	3%	1%	1%	1%	0%	1%	0%	2%	1%	6%	0%
		1600 - 1700	1,050	45	46%	13%	0%	13%	6%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,150	44	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,100	44	58%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	950	46	63%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	850	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%
		2100 - 2200	950	46	67%	13%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	600	50	65%	16%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
44	Fu Hang Road (WB) - L034	0000 - 0100	50	30	40%	10%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	30%	14%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	14%	14%	0%	0%	30%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0500 - 0600	50	30	26%	12%	0%	12%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	22%	6%	0%	10%	38%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		0700 - 0800	100	27	35%	3%	0%	17%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%
		0800 - 0900	100	27	28%	3%	0%	16%	29%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	3%	0%
		0900 - 1000	50	30	26%	4%	0%	18%	22%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		1000 - 1100	50	30	28%	2%	0%	14%	28%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	2%	0%
		1100 - 1200	50	30	26%	2%	0%	14%	28%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%
		1200 - 1300	50	30	28%	4%	0%	12%	24%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		1300 - 1400	50	30	30%	4%	0%	12%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1400 - 1500	50	30	30%	2%	0%	14%	26%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	2%	0%
		1500 - 1600	50	30	26%	2%	0%	12%	26%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%
		1600 - 1700	50	30	44%	4%	0%	4%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	46%	4%	0%	4%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	4%	0%
		1800 - 1900	50	30	54%	4%	0%	4%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	4%	0%
		1900 - 2000	50	30	46%	4%	0%	10%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	4%	0%
		2000 - 2100	50	30	46%	4%	0%	14%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	48%	6%	0%	10%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		2200 - 2300	50	30	48%	6%	0%	12%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	44%	8%	0%	8%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
45	Fu Hang Road (EB) - L035	0000 - 0100	50	30	44%	14%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0200 - 0300	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0300 - 0400	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0400 - 0500	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0500 - 0600	50	30	16%	16%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	36%	16%	0%	26%	6%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	10%	0%	0%
		0800 - 0900	50	30	30%	18%	0%	22%	10%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%	0%
		0900 - 1000	50	30	30%	6%	0%	14%	20%	14%	0%	0%	0%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1000 - 1100	50	30	24%	8%	0%	12%	26%	14%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	8%	0%
		1100 - 1200	50	30	22%	8%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1200 - 1300	50	30	28%	4%	0%	8%	24%	12%	0%	0%	4%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1300 - 1400	50	30	34%	10%	0%	10%	28%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	10%	0%
		1400 - 1500	50	30	24%	8%	0%	12%	24%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	8%	0%
		1500 - 1600	50	30	26%	6%	0%	10%	24%	14%	0%	0%	4%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1600 - 1700	50	30	30%	2%	0%	2%	26%	18%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	10%	0%
		1700 - 1800	50	30	38%	2%	0%	2%	24%	12%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	12%	0%
		1800 - 1900	50	30	48%	2%	0%	2%	20%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	40%	8%	0%	8%	16%	4%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	4%	0%
		2000 - 2100	50	30	48%	10%	0%	10%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	48%	10%	0%	10%	10%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	4%	0%
		2200 - 2300	50	30	44%	16%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	52%	12%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
46	Castle Peak Road - Lingnan (SB) - L036	0000 - 0100	250	40	42%	31%	0%	7%	2%	2%	0%	2%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		0100 - 0200	200	40	29%	44%	0%	6%	3%	3%	1%	3%	0%	0%	0%	0%	2%	0%	10%	2%	1%	0%
		0200 - 0300	150	40	30%	46%	0%	6%	3%	2%	1%	2%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	28%	52%	0%	5%	5%	4%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0400 - 0500	100	40	37%	44%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	150	40	23%	35%	0%	6%	5%	1%	1%	3%	0%	1%	1%	1%	5%	0%	19%	1%	1%	0%
		0600 - 0700	450	38	43%	18%	0%	5%	6%	2%	1%	2%	1%	1%	4%	1%	4%	0%	7%	2%	1%	0%
		0700 - 0800	900	33	59%	12%	0%	7%	3%	3%	1%	2%	1%	1%	1%	1%	1%	0%	6%	2%	1%	0%
		0800 - 0900	850	34	55%	14%	0%	8%	4%	4%	1%	2%	1%	0%	2%	0%	0%	0%	4%	2%	1%	0%
		0900 - 1000	650	36	41%	16%	0%	14%	4%	5%	2%	2%	0%	0%	1%	1%	3%	0%	8%	1%	1%	0%
		1000 - 1100	550	37	42%	18%	0%	13%	5%	6%	1%	3%	0%	0%	1%	0%	1%	0%	7%	1%	1%	0%
		1100 - 1200	550	37	41%	18%	0%	12%	5%	5%	1%	3%	0%	0%	1%	0%	3%	0%	8%	2%	1%	0%
		1200 - 1300	500	37	44%	15%	0%	10%	5%	4%	1%	3%	3%	1%	1%	0%	2%	0%	8%	2%	1%	0%
		1300 - 1400	500	37	45%	17%	0%	12%	6%	3%	1%	3%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
		1400 - 1500	550	37	42%	16%	0%	12%	4%	5%	2%	2%	0%	0%	1%	1%	4%	0%	6%	2%	1%	0%
		1500 - 1600	650	36	42%	17%	0%	10%	5%	6%	1%	2%	2%	1%	1%	0%	3%	0%	8%	2%	1%	0%
		1600 - 1700	550	37	41%	18%	0%	16%	5%	4%	0%	5%	0%	1%	1%	0%	1%	0%	5%	2%	0%	0%
		1700 - 1800	600	36	48%	18%	0%	14%	4%	3%	0%	4%	0%	1%	0%	0%	0%	0%	5%	4%	0%	0%
		1800 - 1900	600	36	51%	17%	0%	14%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	5%	4%	0%	0%
		1900 - 2000	600	36	54%	13%	0%	7%	3%	1%	0%	3%	0%	0%	1%	2%	6%	0%	8%	2%	1%	0%
		2000 - 2100	550	37	53%	17%	0%	9%	2%	2%	1%	4%	0%	0%	0%	0%	1%	0%	8%	3%	0%	0%
		2100 - 2200	600	36	59%	18%	0%	7%	1%	2%	0%	2%	0%	0%	0%	0%	1%	0%	7%	3%	0%	0%
		2200 - 2300	400	38	55%	21%	0%	6%	2%	1%	0%	2%	0%	0%	1%	0%	2%	0%	8%	3%	0%	0%
		2300 - 0000	300	39	48%	27%	0%	6%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
47	Castle Peak Road - Lingnan (NB) - L037	0000 - 0100	200	40	43%	32%	0%	9%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	9%	5%	0%	0%
		0100 - 0200	150	40	29%	44%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	10%	3%	1%	0%
		0200 - 0300	100	40	30%	46%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	26%	52%	0%	6%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	7%	1%	0%	0%
		0400 - 0500	100	40	33%	39%	0%	8%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%
		0500 - 0600	150	40	22%	34%	0%	8%	6%	0%	1%	3%	0%	1%	1%	2%	3%	0%	18%	2%	1%	0%
		0600 - 0700	300	39	36%	23%	0%	9%	11%	1%	0%	2%	0%	1%	3%	1%	1%	0%	7%	4%	1%	0%
		0700 - 0800	550	37	51%	15%	0%	12%	5%	1%	0%	1%	0%	1%	1%	0%	0%	0%	6%	3%	1%	0%
		0800 - 0900	550	37	47%	18%	0%	13%	8%	1%	0%	2%	0%	1%	2%	0%	0%	0%	3%	3%	1%	0%
		0900 - 1000	550	37	40%	17%	0%	18%	5%	2%	1%	2%	0%	0%	1%	2%	2%	0%	8%	2%	1%	0%
		1000 - 1100	450	38	42%	18%	0%	17%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	7%	2%	1%	0%
		1100 - 1200	450	38	41%	18%	0%	16%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	8%	2%	2%	0%
		1200 - 1300	400	38	45%	16%	0%	13%	5%	2%	1%	2%	0%	2%	1%	1%	1%	0%	8%	3%	2%	0%
		1300 - 1400	400	38	45%	17%	0%	16%	6%	1%	1%	3%	0%	0%	1%	1%	1%	0%	7%	3%	1%	0%
		1400 - 1500	450	38	43%	16%	0%	16%	5%	2%	1%	1%	0%	1%	1%	2%	2%	0%	6%	2%	1%	0%
		1500 - 1600	500	37	42%	18%	0%	14%	6%	2%	1%	2%	0%	2%	1%	1%	2%	0%	8%	2%	1%	0%
		1600 - 1700	600	36	48%	14%	0%	15%	3%	2%	1%	3%	0%	3%	2%	2%	1%	0%	5%	2%	1%	0%
		1700 - 1800	650	36	56%	13%	0%	13%	2%	1%	0%	3%	0%	1%	1%	1%	0%	0%	5%	3%	1%	0%
		1800 - 1900	650	36	57%	12%	0%	12%	1%	0%	1%	2%	0%	0%	1%	1%	1%	0%	6%	3%	0%	0%
		1900 - 2000	500	37	54%	14%	0%	10%	3%	0%	0%	2%	0%	0%	0%	3%	3%	0%	8%	3%	0%	0%
		2000 - 2100	450	38	53%	17%	0%	12%	3%	1%	0%	3%	0%	0%	0%	1%	0%	0%	8%	3%	0%	0%
		2100 - 2200	500	37	58%	18%	0%	9%	2%	1%	0%	2%	0%	0%	0%	1%	1%	0%	7%	3%	0%	0%
		2200 - 2300	300	39	55%	21%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2300 - 0000	250	40	46%	28%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
48	Castle Peak Road - Lingnan (NB) - L038	0000 - 0100	400	38	50%	27%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	38%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	40%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	200	40	30%	44%	0%	6%	6%	1%	0%	5%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0400 - 0500	200	40	40%	34%	0%	7%	6%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	31%	0%	8%	7%	0%	0%	4%	0%	1%	1%	1%	2%	0%	11%	2%	3%	0%
		0600 - 0700	750	35	46%	17%	0%	8%	8%	1%	0%	3%	0%	1%	2%	1%	1%	0%	3%	4%	4%	0%
		0700 - 0800	1,550	27	61%	10%	0%	11%	3%	1%	0%	2%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,500	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,250	30	45%	14%	0%	17%	5%	2%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	5%	0%
		1000 - 1100	1,050	32	46%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,100	31	43%	14%	0%	14%	7%	2%	1%	3%	0%	1%	1%	0%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,000	32	48%	12%	0%	12%	6%	2%	1%	3%	0%	2%	1%	0%	1%	0%	4%	2%	7%	0%
		1300 - 1400	1,000	32	48%	14%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	4%	3%	5%	0%
		1400 - 1500	1,100	31	47%	13%	0%	15%	6%	2%	1%	2%	0%	1%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,200	30	47%	14%	0%	13%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	4%	2%	5%	0%
		1600 - 1700	1,350	29	45%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,500	27	52%	12%	0%	12%	4%	1%	1%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,450	28	56%	12%	0%	12%	3%	1%	1%	2%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		1900 - 2000	1,200	30	59%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	3%	0%	4%	3%	2%	0%
		2000 - 2100	1,050	32	58%	14%	0%	11%	3%	1%	0%	4%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,200	30	64%	14%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
		2200 - 2300	750	35	61%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		2300 - 0000	550	37	54%	23%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
49	Fu Shing Street (WB) - L039	0000 - 0100	50	30	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	8%	0%	0%	34%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	10%	0%	0%	20%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	0%	0%	0%	36%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	0%	0%	0%	40%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	0%	0%	0%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	10%	0%	0%	18%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	8%	0%	0%	16%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	12%	0%	0%	26%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	0%	0%	0%	26%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
50	Fu Shing Street (EB) - L040	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	18%	0%	0%	18%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1100 - 1200	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	14%	0%	0%	14%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1500 - 1600	50	30	26%	0%	0%	12%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	12%	0%	0%	12%	0%	0%	0%	64%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		1700 - 1800	50	30	14%	0%	0%	14%	0%	0%	0%	56%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1800 - 1900	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	18%	0%	0%	10%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	16%	0%	0%	8%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	26%	0%	0%	12%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	20%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
51	Castle Peak Road - Lam Tei (SB) - L041	0000 - 0100	200	40	44%	32%	0%	10%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	150	40	29%	42%	0%	7%	5%	1%	1%	4%	0%	0%	0%	0%	1%	0%	5%	2%	4%	0%
		0200 - 0300	150	40	29%	43%	0%	7%	5%	1%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0300 - 0400	100	40	24%	47%	0%	5%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	4%	1%	5%	0%
		0400 - 0500	100	40	32%	38%	0%	7%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	150	40	23%	34%	0%	8%	8%	1%	2%	5%	0%	1%	1%	1%	3%	0%	8%	1%	4%	0%
		0600 - 0700	450	38	42%	14%	0%	8%	8%	1%	2%	2%	1%	2%	4%	0%	1%	0%	3%	2%	8%	0%
		0700 - 0800	900	33	56%	9%	0%	10%	3%	1%	2%	2%	1%	2%	1%	0%	1%	1%	3%	2%	8%	0%
		0800 - 0900	850	34	53%	10%	0%	12%	6%	2%	2%	2%	1%	1%	2%	0%	0%	0%	2%	2%	5%	0%
		0900 - 1000	650	36	37%	15%	0%	16%	6%	3%	5%	2%	0%	0%	1%	0%	2%	0%	3%	1%	7%	0%
		1000 - 1100	550	37	38%	16%	0%	15%	8%	3%	4%	3%	0%	0%	2%	0%	1%	0%	3%	1%	6%	0%
		1100 - 1200	550	37	35%	16%	0%	13%	7%	3%	4%	3%	0%	1%	1%	0%	1%	0%	3%	1%	11%	0%
		1200 - 1300	550	37	38%	13%	0%	11%	7%	2%	3%	3%	2%	3%	1%	0%	1%	0%	3%	2%	10%	0%
		1300 - 1400	500	37	39%	15%	0%	14%	8%	1%	4%	3%	0%	0%	1%	0%	1%	0%	3%	2%	8%	0%
		1400 - 1500	550	37	38%	15%	0%	14%	6%	3%	7%	2%	0%	1%	1%	1%	2%	0%	3%	2%	7%	0%
		1500 - 1600	600	36	39%	16%	0%	12%	7%	3%	3%	2%	2%	2%	1%	0%	2%	0%	3%	2%	8%	0%
		1600 - 1700	600	36	32%	18%	0%	14%	7%	3%	5%	6%	0%	2%	2%	1%	1%	0%	2%	2%	5%	0%
		1700 - 1800	600	36	38%	19%	0%	13%	6%	2%	3%	5%	0%	1%	1%	0%	1%	0%	2%	4%	6%	0%
		1800 - 1900	600	36	41%	18%	0%	13%	4%	1%	5%	4%	0%	0%	2%	0%	1%	0%	2%	4%	4%	0%
		1900 - 2000	550	37	53%	13%	0%	9%	4%	1%	1%	3%	0%	0%	1%	1%	4%	0%	3%	2%	4%	0%
		2000 - 2100	500	37	52%	16%	0%	12%	4%	1%	2%	5%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
		2100 - 2200	550	37	58%	18%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	350	39	55%	21%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	4%	3%	2%	0%
		2300 - 0000	250	40	48%	28%	0%	8%	3%	1%	1%	2%	0%	0%	0%	0%	1%	0%	4%	3%	0%	0%
52	Castle Peak Road - Lam Tei (NB) - L042	0000 - 0100	150	40	50%	23%	0%	8%	2%	1%	1%	4%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	100	40	35%	33%	0%	5%	4%	2%	1%	5%	0%	0%	0%	0%	1%	0%	5%	3%	6%	0%
		0200 - 0300	100	40	35%	34%	0%	7%	4%	1%	1%	4%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%
		0300 - 0400	100	40	29%	36%	0%	5%	5%	2%	0%	9%	0%	0%	0%	0%	0%	0%	3%	2%	9%	0%
		0400 - 0500	100	40	36%	30%	0%	6%	6%	2%	2%	5%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0500 - 0600	100	40	27%	26%	0%	7%	8%	0%	1%	7%	0%	1%	1%	1%	3%	0%	9%	2%	7%	0%
		0600 - 0700	300	38	41%	12%	0%	6%	9%	1%	1%	6%	1%	2%	4%	1%	2%	0%	2%	4%	9%	0%
		0700 - 0800	550	34	55%	8%	0%	8%	4%	1%	1%	5%	1%	1%	1%	0%	1%	1%	2%	3%	9%	0%
		0800 - 0900	500	35	51%	9%	0%	10%	6%	1%	1%	6%	1%	1%	3%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	500	35	41%	11%	0%	13%	5%	3%	2%	4%	0%	0%	1%	1%	2%	0%	3%	2%	12%	0%
		1000 - 1100	400	36	42%	12%	0%	12%	7%	4%	2%	4%	0%	1%	2%	0%	1%	0%	3%	2%	10%	0%
		1100 - 1200	450	36	38%	11%	0%	10%	6%	3%	2%	4%	0%	1%	1%	0%	1%	0%	3%	2%	19%	0%
		1200 - 1300	400	36	41%	9%	0%	8%	6%	3%	2%	5%	1%	3%	1%	1%	1%	0%	3%	3%	17%	0%
		1300 - 1400	400	36	44%	11%	0%	11%	7%	2%	2%	5%	0%	0%	1%	0%	1%	0%	3%	3%	13%	0%
		1400 - 1500	400	36	42%	11%	0%	11%	6%	3%	3%	3%	0%	1%	1%	2%	2%	0%	3%	3%	11%	0%
		1500 - 1600	450	36	42%	11%	0%	9%	6%	4%	1%	3%	1%	2%	1%	1%	2%	0%	3%	2%	13%	0%
		1600 - 1700	600	33	43%	10%	0%	10%	4%	3%	2%	4%	0%	3%	2%	2%	1%	0%	3%	2%	12%	0%
		1700 - 1800	650	33	50%	10%	0%	9%	4%	2%	1%	3%	0%	1%	1%	0%	0%	0%	2%	3%	13%	0%
		1800 - 1900	600	33	54%	10%	0%	9%	3%	1%	2%	3%	0%	0%	2%	1%	1%	0%	3%	3%	10%	0%
		1900 - 2000	450	36	56%	9%	0%	7%	3%	1%	0%	5%	0%	0%	0%	2%	3%	0%	3%	3%	6%	0%
		2000 - 2100	400	36	58%	12%	0%	9%	3%	2%	1%	6%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	450	36	62%	12%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	3%	4%	4%	0%
		2200 - 2300	300	38	61%	15%	0%	6%	2%	1%	0%	3%	0%	0%	1%	0%	1%	0%	4%	4%	3%	0%
		2300 - 0000	200	39	55%	21%	0%	7%	3%	1%	1%	3%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
53	Access road from To Yuen Wai (WB) - L043	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	22%	52%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	16%	60%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	46%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	44%	14%	0%	6%	28%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	63%	10%	0%	10%	12%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	55%	11%	0%	10%	18%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	37%	22%	0%	24%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	36%	23%	0%	22%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	37%	23%	0%	20%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	40%	20%	0%	17%	13%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	39%	21%	0%	20%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	40%	22%	0%	21%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	37%	22%	0%	18%	13%	3%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	29%	31%	0%	30%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	32%	31%	0%	25%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	100	27	33%	29%	0%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	56%	20%	0%	13%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	50%	22%	0%	16%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	54%	25%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	52%	30%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	42%	36%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
54	Castle Peak Road - Lam Tei (SB) - L044	0000 - 0100	400	66	46%	28%	0%	10%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	300	66	31%	38%	0%	7%	5%	2%	2%	1%	0%	0%	0%	0%	2%	0%	4%	3%	6%	0%
		0200 - 0300	250	66	31%	40%	0%	8%	6%	1%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	200	66	27%	44%	0%	6%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	3%	2%	7%	0%
		0400 - 0500	200	66	34%	35%	0%	8%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	300	66	24%	31%	0%	8%	9%	0%	3%	1%	0%	1%	2%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	950	66	40%	11%	0%	8%	10%	1%	2%	1%	0%	1%	4%	1%	2%	0%	3%	3%	11%	0%
		0700 - 0800	1,850	60	55%	7%	0%	11%	4%	1%	2%	0%	0%	1%	1%	0%	1%	0%	2%	3%	11%	0%
		0800 - 0900	1,800	61	52%	8%	0%	12%	8%	2%	3%	1%	0%	1%	3%	0%	0%	0%	1%	3%	7%	0%
		0900 - 1000	1,400	66	37%	12%	0%	16%	7%	3%	6%	1%	0%	0%	2%	1%	3%	0%	3%	2%	9%	0%
		1000 - 1100	1,150	66	37%	14%	0%	15%	9%	3%	4%	1%	0%	0%	3%	0%	1%	0%	3%	2%	8%	0%
		1100 - 1200	1,250	66	34%	13%	0%	13%	8%	3%	4%	1%	0%	0%	1%	0%	2%	0%	3%	2%	15%	0%
		1200 - 1300	1,100	66	38%	11%	0%	11%	7%	3%	4%	1%	1%	2%	1%	1%	2%	0%	3%	2%	14%	0%
		1300 - 1400	1,050	66	40%	13%	0%	14%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	2%	3%	10%	0%
		1400 - 1500	1,250	66	37%	12%	0%	13%	7%	3%	7%	1%	0%	0%	2%	2%	4%	0%	2%	2%	8%	0%
		1500 - 1600	1,300	66	39%	13%	0%	12%	8%	4%	3%	1%	1%	1%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,250	66	33%	16%	0%	13%	6%	3%	5%	2%	0%	2%	6%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,300	66	41%	17%	0%	12%	6%	2%	3%	2%	0%	1%	3%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	1,300	66	43%	16%	0%	12%	4%	1%	5%	2%	0%	0%	4%	1%	2%	0%	2%	4%	5%	0%
		1900 - 2000	1,200	66	52%	11%	0%	9%	5%	1%	1%	1%	0%	0%	1%	2%	6%	0%	3%	3%	5%	0%
		2000 - 2100	1,050	66	54%	14%	0%	12%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	1,150	66	59%	15%	0%	9%	2%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	750	66	56%	18%	0%	8%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	4%	3%	0%
		2300 - 0000	550	66	50%	24%	0%	8%	4%	1%	2%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
55	Castle Peak Road - Lam Tei (SB) - L045	0000 - 0100	200	39	45%	31%	0%	10%	2%	1%	2%	3%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		0100 - 0200	150	40	29%	40%	0%	7%	4%	2%	2%	4%	0%	0%	0%	0%	1%	0%	5%	2%	4%	0%
		0200 - 0300	100	40	29%	43%	0%	8%	4%	1%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0300 - 0400	100	40	25%	44%	0%	6%	6%	1%	0%	7%	0%	0%	0%	0%	0%	0%	4%	1%	6%	0%
		0400 - 0500	100	40	33%	37%	0%	6%	6%	1%	3%	4%	0%	0%	0%	0%	0%	0%	5%	1%	4%	0%
		0500 - 0600	150	40	23%	34%	0%	7%	7%	0%	3%	5%	0%	1%	1%	1%	3%	0%	9%	2%	4%	0%
		0600 - 0700	400	36	42%	14%	0%	8%	6%	1%	2%	3%	1%	3%	5%	1%	2%	0%	4%	2%	10%	0%
		0700 - 0800	800	31	56%	8%	0%	10%	2%	1%	2%	2%	1%	2%	1%	0%	1%	1%	3%	2%	9%	0%
		0800 - 0900	750	31	53%	10%	0%	12%	4%	1%	2%	3%	1%	1%	3%	0%	0%	0%	2%	2%	6%	0%
		0900 - 1000	600	33	37%	14%	0%	16%	5%	3%	6%	3%	0%	0%	1%	1%	2%	0%	4%	1%	8%	0%
		1000 - 1100	500	35	37%	16%	0%	15%	7%	3%	4%	3%	0%	0%	2%	0%	1%	0%	3%	1%	7%	0%
		1100 - 1200	500	35	34%	15%	0%	13%	6%	3%	5%	3%	0%	1%	1%	0%	1%	0%	4%	1%	13%	0%
		1200 - 1300	500	35	37%	13%	0%	10%	6%	2%	4%	4%	2%	3%	1%	0%	1%	0%	3%	2%	12%	0%
		1300 - 1400	450	36	40%	14%	0%	13%	7%	1%	4%	4%	0%	0%	1%	0%	1%	0%	3%	2%	8%	0%
		1400 - 1500	500	35	37%	14%	0%	13%	6%	3%	8%	3%	0%	1%	1%	1%	3%	0%	3%	1%	7%	0%
		1500 - 1600	550	34	38%	15%	0%	12%	6%	3%	3%	2%	1%	2%	1%	0%	2%	0%	4%	1%	8%	0%
		1600 - 1700	550	34	31%	17%	0%	13%	7%	3%	6%	6%	0%	3%	3%	1%	2%	0%	2%	2%	5%	0%
		1700 - 1800	550	34	39%	17%	0%	12%	6%	3%	3%	5%	0%	1%	1%	0%	1%	0%	2%	3%	6%	0%
		1800 - 1900	550	34	42%	17%	0%	12%	5%	1%	6%	5%	0%	0%	2%	0%	1%	0%	2%	3%	4%	0%
		1900 - 2000	500	35	53%	12%	0%	9%	4%	1%	2%	4%	0%	0%	1%	1%	4%	0%	4%	2%	4%	0%
		2000 - 2100	450	36	53%	16%	0%	11%	3%	1%	2%	5%	0%	0%	0%	0%	1%	0%	4%	2%	2%	0%
		2100 - 2200	500	35	58%	17%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
		2200 - 2300	300	38	56%	20%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	4%	3%	2%	0%
		2300 - 0000	250	38	49%	27%	0%	8%	3%	1%	2%	2%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%
56	Lam Tei Main Street (WB) - L046	0000 - 0100	50	30	56%	24%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	44%	40%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0200 - 0300	50	30	44%	38%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	48%	36%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	40%	36%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	70%	16%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	200	22	81%	8%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0800 - 0900	150	25	77%	9%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0900 - 1000	100	27	55%	13%	0%	24%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	56%	14%	0%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	100	27	54%	15%	0%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1200 - 1300	100	27	60%	12%	0%	17%	4%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	5%	0%	0%
		1300 - 1400	100	27	58%	13%	0%	19%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1400 - 1500	100	27	57%	13%	0%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1500 - 1600	100	27	59%	14%	0%	17%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	100	27	38%	14%	0%	31%	6%	3%	0%	0%	0%	4%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	150	25	43%	14%	0%	27%	5%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	7%	0%	0%
		1800 - 1900	100	27	47%	13%	0%	27%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	100	27	71%	10%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2000 - 2100	100	27	66%	12%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	150	25	69%	13%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	100	27	66%	15%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	62%	22%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
57	Castle Peak Road - Lam Tei (SB) - L047	0000 - 0100	350	66	45%	28%	0%	9%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	300	66	30%	38%	0%	7%	6%	2%	2%	1%	0%	0%	0%	0%	2%	0%	5%	2%	6%	0%
		0200 - 0300	200	66	31%	41%	0%	8%	6%	1%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	6%	0%
		0300 - 0400	200	66	26%	43%	0%	6%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	4%	2%	8%	0%
		0400 - 0500	200	66	33%	35%	0%	7%	9%	3%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	300	66	23%	30%	0%	8%	10%	0%	3%	2%	0%	1%	2%	1%	5%	0%	9%	2%	6%	0%
		0600 - 0700	850	66	38%	10%	0%	8%	11%	1%	2%	1%	0%	1%	5%	1%	2%	0%	3%	3%	12%	0%
		0700 - 0800	1,700	66	52%	7%	0%	11%	5%	1%	2%	1%	0%	1%	2%	0%	1%	0%	3%	3%	12%	0%
		0800 - 0900	1,650	66	49%	8%	0%	13%	8%	2%	3%	1%	0%	1%	3%	0%	0%	0%	2%	3%	8%	0%
		0900 - 1000	1,300	66	35%	12%	0%	15%	7%	3%	6%	1%	0%	0%	2%	1%	3%	0%	3%	1%	10%	0%
		1000 - 1100	1,050	66	36%	14%	0%	14%	9%	4%	5%	1%	0%	0%	3%	0%	1%	0%	3%	1%	8%	0%
		1100 - 1200	1,150	66	33%	13%	0%	12%	8%	3%	5%	1%	0%	0%	1%	1%	2%	0%	3%	2%	16%	0%
		1200 - 1300	1,050	66	36%	11%	0%	10%	8%	3%	4%	1%	1%	2%	2%	1%	2%	0%	3%	2%	15%	0%
		1300 - 1400	1,000	66	39%	13%	0%	13%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	3%	2%	11%	0%
		1400 - 1500	1,150	66	35%	12%	0%	13%	7%	3%	8%	1%	0%	0%	2%	2%	4%	0%	2%	2%	9%	0%
		1500 - 1600	1,200	66	36%	13%	0%	11%	8%	4%	3%	1%	1%	1%	2%	1%	3%	0%	3%	2%	11%	0%
		1600 - 1700	1,150	66	32%	17%	0%	11%	7%	3%	5%	2%	0%	2%	7%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,200	66	41%	18%	0%	11%	6%	2%	3%	2%	0%	1%	3%	0%	1%	0%	2%	3%	8%	0%
		1800 - 1900	1,200	66	43%	16%	0%	10%	4%	1%	5%	2%	0%	0%	5%	1%	2%	0%	2%	3%	6%	0%
		1900 - 2000	1,100	66	51%	11%	0%	9%	5%	1%	2%	1%	0%	0%	1%	3%	7%	0%	3%	2%	6%	0%
		2000 - 2100	950	66	53%	15%	0%	11%	4%	1%	2%	2%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	1,050	66	58%	16%	0%	9%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	650	66	55%	18%	0%	8%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	3%	0%
		2300 - 0000	500	66	48%	25%	0%	8%	4%	1%	2%	1%	0%	0%	1%	0%	2%	0%	4%	4%	1%	0%
58	Castle Peak Road - Lam Tei (NB) - L048	0000 - 0100	300	66	45%	30%	0%	8%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		0100 - 0200	250	66	30%	40%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	31%	43%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	45%	0%	5%	7%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	150	66	33%	39%	0%	5%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	250	66	23%	32%	0%	6%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	8%	2%	5%	0%
		0600 - 0700	500	66	34%	21%	0%	6%	6%	1%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	900	66	52%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	3%	7%	0%
		0800 - 0900	900	66	48%	17%	0%	9%	5%	2%	2%	2%	0%	1%	3%	0%	1%	0%	1%	4%	5%	0%
		0900 - 1000	1,050	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	9%	0%
		1000 - 1100	850	66	38%	16%	0%	12%	8%	6%	3%	1%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	950	66	34%	15%	0%	11%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	15%	0%
		1200 - 1300	850	66	38%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	2%	0%	3%	3%	14%	0%
		1300 - 1400	800	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	1%	1%	0%	3%	3%	10%	0%
		1400 - 1500	950	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,000	66	38%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,350	66	41%	11%	0%	11%	7%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,500	66	48%	11%	0%	10%	6%	4%	1%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,450	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	950	66	51%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	54%	16%	0%	9%	4%	3%	1%	2%	0%	0%	0%	1%	1%	0%	3%	4%	3%	0%
		2100 - 2200	900	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	3%	4%	4%	0%
		2200 - 2300	550	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	4%	2%	0%
		2300 - 0000	400	66	49%	27%	0%	6%	3%	2%	1%	1%	0%	0%	1%	0%	2%	0%	4%	5%	1%	0%
59	Fuk Hang Tsuen Road (WB) - L049	0000 - 0100	100	30	41%	42%	0%	6%	2%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	4%	2%	0%
		0100 - 0200	100	30	26%	54%	0%	4%	5%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	8%	0%
		0200 - 0300	100	30	25%	53%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0300 - 0400	50	30	20%	56%	0%	4%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	50	30	30%	48%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0500 - 0600	100	30	20%	45%	0%	5%	9%	0%	1%	0%	0%	1%	4%	1%	5%	0%	0%	1%	8%	0%
		0600 - 0700	250	26	31%	10%	0%	4%	12%	2%	0%	0%	0%	3%	12%	1%	2%	0%	0%	2%	19%	0%
		0700 - 0800	450	21	48%	7%	0%	7%	6%	2%	1%	0%	0%	2%	4%	0%	1%	0%	0%	2%	20%	0%
		0800 - 0900	400	22	46%	9%	0%	8%	10%	3%	1%	0%	0%	2%	8%	0%	0%	0%	0%	2%	13%	0%
		0900 - 1000	350	23	34%	19%	0%	11%	7%	3%	1%	0%	0%	1%	5%	1%	3%	0%	0%	1%	15%	0%
		1000 - 1100	300	25	34%	21%	0%	10%	8%	3%	1%	0%	0%	1%	7%	0%	1%	0%	0%	1%	13%	0%
		1100 - 1200	350	23	30%	19%	0%	8%	8%	2%	1%	0%	0%	1%	3%	0%	2%	0%	0%	1%	24%	0%
		1200 - 1300	300	25	34%	16%	0%	7%	7%	2%	1%	0%	1%	4%	3%	0%	2%	0%	0%	2%	22%	0%
		1300 - 1400	300	25	36%	19%	0%	9%	9%	2%	1%	0%	0%	0%	5%	0%	1%	0%	0%	2%	17%	0%
		1400 - 1500	350	23	34%	18%	0%	9%	7%	3%	2%	0%	0%	1%	5%	1%	4%	0%	0%	2%	15%	0%
		1500 - 1600	350	23	33%	19%	0%	7%	7%	3%	1%	0%	1%	3%	3%	1%	3%	0%	0%	1%	16%	0%
		1600 - 1700	400	22	32%	24%	0%	8%	5%	2%	1%	0%	0%	4%	11%	1%	2%	0%	0%	2%	10%	0%
		1700 - 1800	400	22	40%	25%	0%	8%	4%	1%	1%	0%	0%	2%	4%	0%	1%	0%	0%	3%	12%	0%
		1800 - 1900	400	22	43%	24%	0%	8%	3%	1%	1%	0%	0%	0%	8%	1%	2%	0%	0%	4%	8%	0%
		1900 - 2000	300	25	49%	17%	0%	6%	5%	1%	0%	0%	0%	0%	2%	2%	7%	0%	0%	2%	9%	0%
		2000 - 2100	250	26	53%	23%	0%	8%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		2100 - 2200	300	25	55%	23%	0%	6%	3%	1%	0%	0%	0%	0%	2%	0%	1%	0%	0%	3%	6%	0%
		2200 - 2300	200	27	51%	27%	0%	6%	4%	1%	0%	0%	0%	0%	3%	0%	2%	0%	0%	4%	5%	0%
		2300 - 0000	150	28	45%	37%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
60	Fuk Hang Tsuen Road (EB) - L050	0000 - 0100	100	27	36%	36%	0%	7%	2%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%	10%	2%	0%
		0100 - 0200	50	30	24%	50%	0%	4%	4%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	24%	50%	0%	6%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	20%	56%	0%	4%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	6%	0%
		0400 - 0500	50	30	28%	46%	0%	4%	6%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0500 - 0600	100	27	17%	34%	0%	4%	8%	0%	2%	0%	0%	2%	2%	4%	17%	0%	0%	4%	6%	0%
		0600 - 0700	150	25	31%	17%	0%	5%	11%	1%	1%	0%	0%	1%	11%	2%	8%	0%	0%	2%	10%	0%
		0700 - 0800	300	17	49%	12%	0%	8%	6%	1%	2%	0%	0%	1%	4%	1%	4%	0%	0%	2%	11%	0%
		0800 - 0900	250	20	46%	14%	0%	9%	9%	1%	2%	0%	0%	1%	7%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	250	20	28%	17%	0%	9%	6%	3%	5%	0%	0%	0%	2%	4%	11%	0%	0%	3%	11%	0%
		1000 - 1100	200	22	32%	20%	0%	10%	8%	4%	4%	0%	0%	1%	4%	0%	4%	0%	0%	4%	11%	0%
		1100 - 1200	200	22	27%	18%	0%	8%	7%	3%	4%	0%	0%	1%	2%	2%	8%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	31%	16%	0%	6%	6%	3%	4%	0%	0%	4%	2%	3%	6%	0%	0%	5%	18%	0%
		1300 - 1400	200	22	34%	18%	0%	8%	8%	2%	4%	0%	0%	1%	3%	1%	5%	0%	0%	6%	13%	0%
		1400 - 1500	250	20	26%	16%	0%	7%	6%	3%	6%	0%	0%	1%	2%	5%	13%	0%	0%	4%	10%	0%
		1500 - 1600	250	20	30%	17%	0%	7%	6%	4%	2%	0%	0%	2%	2%	2%	12%	0%	0%	3%	12%	0%
		1600 - 1700	250	20	24%	18%	0%	6%	4%	4%	4%	0%	0%	5%	2%	6%	8%	0%	0%	6%	11%	0%
		1700 - 1800	250	20	32%	20%	0%	6%	4%	3%	2%	0%	0%	3%	1%	2%	3%	0%	0%	10%	14%	0%
		1800 - 1900	250	20	34%	18%	0%	6%	3%	1%	4%	0%	0%	0%	1%	5%	6%	0%	0%	12%	10%	0%
		1900 - 2000	250	20	37%	13%	0%	5%	3%	0%	1%	0%	0%	0%	1%	8%	22%	0%	0%	5%	6%	0%
		2000 - 2100	200	22	46%	21%	0%	8%	4%	2%	2%	0%	0%	0%	1%	3%	5%	0%	0%	7%	4%	0%
		2100 - 2200	200	22	49%	22%	0%	6%	3%	1%	0%	0%	0%	0%	1%	3%	5%	0%	0%	7%	5%	0%
		2200 - 2300	150	25	47%	25%	0%	5%	3%	1%	0%	0%	0%	0%	2%	0%	6%	0%	0%	8%	3%	0%
		2300 - 0000	100	27	41%	33%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	6%	0%	0%	7%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
61	Castle Peak Road - Lam Tei (NB) - L051	0000 - 0100	300	66	45%	30%	0%	8%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		0100 - 0200	250	66	30%	40%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	30%	44%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	45%	0%	5%	6%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	150	66	33%	39%	0%	5%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	3%	0%
		0500 - 0600	250	66	23%	32%	0%	6%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	8%	2%	5%	0%
		0600 - 0700	500	66	35%	22%	0%	6%	6%	2%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	900	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	3%	7%	0%
		0800 - 0900	900	66	48%	17%	0%	9%	4%	2%	2%	2%	0%	1%	3%	0%	1%	0%	1%	4%	5%	0%
		0900 - 1000	1,050	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	8%	0%
		1000 - 1100	850	66	38%	16%	0%	12%	8%	6%	3%	1%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	950	66	34%	15%	0%	10%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	15%	0%
		1200 - 1300	850	66	38%	13%	0%	9%	7%	4%	3%	2%	0%	2%	1%	1%	2%	0%	3%	3%	13%	0%
		1300 - 1400	800	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	1%	1%	0%	3%	3%	10%	0%
		1400 - 1500	950	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,000	66	38%	15%	0%	9%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,350	66	41%	11%	0%	11%	7%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,500	66	48%	11%	0%	10%	6%	4%	1%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,450	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	950	66	51%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	54%	16%	0%	9%	4%	3%	1%	2%	0%	0%	0%	1%	1%	0%	3%	4%	3%	0%
		2100 - 2200	900	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	3%	4%	3%	0%
		2200 - 2300	550	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	4%	2%	0%
		2300 - 0000	400	66	49%	27%	0%	6%	3%	2%	1%	1%	0%	0%	1%	0%	2%	0%	4%	5%	1%	0%
62	Kong Sham Western Highway (SB) - L052	0000 - 0100	400	80	42%	38%	0%	5%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		0100 - 0200	300	80	26%	50%	0%	3%	3%	9%	0%	1%	0%	0%	0%	0%	1%	0%	3%	2%	2%	0%
		0200 - 0300	250	80	27%	52%	0%	4%	2%	6%	0%	1%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%
		0300 - 0400	200	80	22%	54%	0%	3%	4%	11%	0%	2%	0%	0%	0%	0%	0%	0%	3%	1%	3%	0%
		0400 - 0500	200	80	30%	47%	0%	3%	4%	10%	1%	1%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%
		0500 - 0600	250	80	24%	46%	0%	5%	5%	2%	1%	2%	0%	0%	0%	1%	2%	0%	7%	2%	2%	0%
		0600 - 0700	650	80	30%	36%	0%	4%	6%	8%	0%	2%	0%	0%	2%	1%	1%	0%	2%	2%	4%	0%
		0700 - 0800	1,150	80	45%	25%	0%	7%	3%	9%	0%	2%	0%	0%	1%	0%	0%	0%	2%	2%	4%	0%
		0800 - 0900	1,200	80	39%	28%	0%	7%	5%	13%	1%	2%	0%	0%	1%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	1,200	80	37%	19%	1%	9%	4%	17%	2%	1%	0%	0%	1%	1%	1%	0%	3%	1%	4%	0%
		1000 - 1100	1,050	80	36%	20%	0%	8%	4%	20%	1%	1%	0%	0%	1%	0%	0%	0%	2%	1%	4%	0%
		1100 - 1200	1,050	80	35%	20%	0%	7%	4%	17%	2%	1%	0%	0%	0%	1%	1%	0%	2%	2%	7%	0%
		1200 - 1300	950	80	40%	18%	0%	6%	4%	15%	1%	1%	0%	0%	0%	1%	1%	0%	2%	2%	7%	0%
		1300 - 1400	850	80	43%	21%	0%	8%	5%	10%	1%	1%	0%	0%	1%	0%	1%	0%	2%	2%	5%	0%
		1400 - 1500	1,050	80	38%	18%	0%	8%	4%	17%	2%	1%	0%	0%	1%	2%	2%	0%	2%	2%	4%	0%
		1500 - 1600	1,150	80	37%	19%	0%	6%	4%	20%	1%	1%	0%	0%	0%	1%	1%	0%	2%	1%	5%	0%
		1600 - 1700	1,400	80	47%	12%	0%	7%	3%	17%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		1700 - 1800	1,500	80	55%	11%	0%	6%	3%	11%	1%	1%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1800 - 1900	1,450	80	61%	11%	0%	6%	2%	5%	2%	0%	0%	0%	1%	1%	1%	0%	2%	3%	4%	0%
		1900 - 2000	1,000	80	55%	18%	0%	5%	3%	4%	1%	1%	0%	0%	0%	3%	3%	0%	3%	2%	3%	0%
		2000 - 2100	950	80	52%	21%	0%	6%	2%	8%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	1%	0%
		2100 - 2200	1,050	80	57%	22%	0%	5%	1%	6%	0%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	80	55%	26%	0%	4%	2%	4%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%
		2300 - 0000	500	80	46%	34%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	0%	0%
63	Kong Sham Western Highway (NB) - L053	0000 - 0100	250	80	48%	30%	0%	4%	1%	5%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	200	80	32%	40%	0%	4%	3%	9%	1%	2%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
		0200 - 0300	150	80	33%	44%	0%	4%	3%	5%	1%	1%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
		0300 - 0400	150	80	27%	44%	0%	3%	3%	11%	0%	3%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
		0400 - 0500	150	80	35%	36%	0%	3%	3%	10%	1%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0500 - 0600	200	80	27%	35%	0%	4%	5%	3%	1%	3%	0%	0%	2%	3%	6%	0%	11%	2%	3%	0%
		0600 - 0700	650	80	39%	21%	0%	4%	6%	9%	0%	2%	0%	0%	4%	3%	3%	0%	2%	3%	5%	0%
		0700 - 0800	1,300	80	54%	13%	0%	6%	3%	10%	1%	2%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		0800 - 0900	1,300	80	49%	15%	0%	6%	4%	14%	1%	2%	0%	0%	2%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	800	80	41%	14%	1%	8%	3%	16%	1%	1%	0%	0%	1%	3%	3%	0%	4%	1%	4%	0%
		1000 - 1100	650	80	42%	15%	0%	8%	4%	18%	1%	2%	0%	0%	2%	0%	1%	0%	3%	1%	3%	0%
		1100 - 1200	700	80	40%	15%	0%	7%	4%	15%	1%	2%	0%	0%	1%	1%	2%	0%	4%	2%	7%	0%
		1200 - 1300	600	80	44%	13%	0%	6%	4%	14%	1%	2%	1%	1%	1%	1%	2%	0%	4%	2%	6%	0%
		1300 - 1400	550	80	48%	15%	0%	7%	5%	9%	1%	2%	0%	0%	1%	1%	1%	0%	3%	2%	5%	0%
		1400 - 1500	700	80	41%	14%	0%	7%	3%	15%	2%	1%	0%	0%	1%	3%	4%	0%	3%	2%	4%	0%
		1500 - 1600	750	80	41%	14%	0%	6%	4%	18%	1%	1%	1%	0%	1%	1%	3%	0%	4%	1%	4%	0%
		1600 - 1700	450	80	48%	11%	0%	7%	3%	12%	1%	3%	0%	0%	2%	1%	1%	0%	6%	2%	3%	0%
		1700 - 1800	500	80	56%	11%	0%	6%	3%	8%	1%	2%	0%	0%	1%	0%	0%	0%	6%	3%	4%	0%
		1800 - 1900	500	80	60%	10%	0%	6%	2%	3%	1%	2%	0%	0%	1%	1%	1%	0%	7%	3%	3%	0%
		1900 - 2000	700	80	56%	12%	0%	5%	2%	3%	0%	2%	0%	0%	1%	5%	6%	0%	4%	2%	2%	0%
		2000 - 2100	600	80	57%	15%	0%	6%	2%	7%	1%	3%	0%	0%	0%	1%	1%	0%	4%	2%	1%	0%
		2100 - 2200	700	80	62%	16%	0%	4%	1%	5%	0%	1%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2200 - 2300	450	80	60%	19%	0%	4%	1%	4%	0%	1%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
		2300 - 0000	350	80	51%	26%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%
64	Castle Peak Road - Lam Tei (NB) - L054	0000 - 0100	300	66	46%	30%	0%	8%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	250	66	31%	41%	0%	6%	5%	3%	1%	2%	0%	0%	0%	0%	1%	0%	4%	2%	5%	0%
		0200 - 0300	200	66	31%	43%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	45%	0%	5%	7%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	1%	6%	0%
		0400 - 0500	150	66	34%	37%	0%	5%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	250	66	24%	32%	0%	7%	9%	1%	2%	2%	0%	1%	1%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	450	66	36%	21%	0%	6%	8%	2%	2%	3%	0%	2%	4%	1%	4%	0%	3%	4%	7%	0%
		0700 - 0800	850	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	1%	0%	1%	1%	3%	4%	7%	0%
		0800 - 0900	800	66	48%	16%	0%	9%	6%	3%	2%	3%	0%	1%	3%	0%	1%	0%	2%	4%	5%	0%
		0900 - 1000	1,000	66	39%	14%	0%	14%	6%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	9%	0%
		1000 - 1100	850	66	39%	16%	0%	13%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	900	66	36%	15%	0%	11%	8%	5%	3%	1%	0%	1%	1%	1%	2%	0%	3%	2%	14%	0%
		1200 - 1300	800	66	40%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	2%	0%	3%	2%	13%	0%
		1300 - 1400	800	66	42%	14%	0%	11%	8%	3%	2%	2%	0%	0%	1%	0%	1%	0%	3%	3%	10%	0%
		1400 - 1500	900	66	39%	14%	0%	11%	7%	5%	5%	1%	0%	1%	1%	2%	3%	0%	2%	2%	8%	0%
		1500 - 1600	950	66	39%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	3%	0%	3%	2%	9%	0%
		1600 - 1700	1,400	66	43%	12%	0%	12%	6%	5%	2%	2%	0%	2%	2%	1%	1%	0%	2%	2%	9%	0%
		1700 - 1800	1,500	66	51%	11%	0%	10%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	10%	0%
		1800 - 1900	1,450	66	55%	11%	0%	10%	4%	2%	2%	1%	0%	0%	1%	1%	1%	0%	2%	3%	7%	0%
		1900 - 2000	900	66	54%	12%	0%	8%	4%	1%	1%	2%	0%	0%	1%	2%	6%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	55%	16%	0%	10%	4%	2%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
		2100 - 2200	850	66	60%	16%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2200 - 2300	550	66	57%	19%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	2%	0%
		2300 - 0000	400	66	50%	27%	0%	6%	4%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
65	Castle Peak Road - Lam Tei (SB) - L055	0000 - 0100	300	66	46%	25%	0%	11%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	32%	34%	0%	8%	6%	2%	2%	2%	0%	0%	0%	0%	2%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	32%	36%	0%	9%	7%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	28%	39%	0%	6%	9%	3%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	6%	0%
		0400 - 0500	150	66	35%	31%	0%	8%	9%	2%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0500 - 0600	250	66	24%	26%	0%	9%	11%	0%	4%	2%	0%	1%	1%	1%	6%	0%	10%	2%	4%	0%
		0600 - 0700	750	66	38%	11%	0%	9%	13%	1%	3%	1%	0%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,500	66	52%	7%	0%	12%	5%	1%	3%	1%	0%	1%	1%	0%	1%	0%	3%	3%	9%	0%
		0800 - 0900	1,450	66	49%	8%	0%	14%	9%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,150	66	36%	11%	0%	17%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	4%	1%	8%	0%
		1000 - 1100	950	66	38%	12%	0%	16%	10%	4%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,000	66	34%	11%	0%	14%	9%	3%	6%	1%	0%	0%	1%	1%	2%	0%	3%	2%	13%	0%
		1200 - 1300	900	66	38%	10%	0%	12%	8%	3%	5%	2%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	850	66	40%	11%	0%	14%	10%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,000	66	37%	10%	0%	14%	8%	3%	9%	1%	0%	0%	1%	2%	4%	0%	3%	2%	7%	0%
		1500 - 1600	1,050	66	38%	11%	0%	13%	9%	4%	4%	1%	1%	1%	1%	1%	3%	0%	4%	2%	9%	0%
		1600 - 1700	1,000	66	37%	13%	0%	13%	7%	3%	6%	3%	0%	3%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,050	66	44%	14%	0%	12%	6%	2%	3%	2%	0%	1%	1%	0%	1%	0%	2%	4%	7%	0%
		1800 - 1900	1,050	66	47%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	2%	4%	5%	0%
		1900 - 2000	1,000	66	52%	9%	0%	10%	5%	1%	2%	2%	0%	0%	1%	2%	7%	0%	4%	3%	4%	0%
		2000 - 2100	850	66	54%	12%	0%	12%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	900	66	59%	13%	0%	10%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	4%	4%	3%	0%
		2200 - 2300	600	66	57%	16%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	450	66	50%	22%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
66	Castle Peak Road - Lam Tei (NB) - L056	0000 - 0100	300	66	46%	30%	0%	8%	2%	2%	1%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	250	66	31%	40%	0%	6%	4%	2%	1%	2%	0%	0%	0%	0%	1%	0%	4%	2%	5%	0%
		0200 - 0300	200	66	31%	43%	0%	7%	5%	2%	2%	2%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	150	66	26%	45%	0%	5%	7%	3%	0%	3%	0%	0%	0%	0%	0%	0%	3%	1%	6%	0%
		0400 - 0500	150	66	34%	37%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	200	66	25%	35%	0%	7%	8%	1%	2%	3%	0%	1%	1%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	400	66	37%	21%	0%	5%	6%	2%	2%	3%	1%	2%	5%	1%	4%	0%	4%	4%	6%	0%
		0700 - 0800	800	66	53%	13%	0%	7%	3%	2%	2%	2%	0%	2%	2%	0%	2%	1%	3%	3%	6%	0%
		0800 - 0900	750	66	50%	16%	0%	8%	5%	3%	2%	3%	0%	1%	3%	0%	1%	0%	2%	3%	4%	0%
		0900 - 1000	950	66	39%	14%	0%	14%	6%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	1%	9%	0%
		1000 - 1100	800	66	39%	16%	0%	13%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	3%	1%	8%	0%
		1100 - 1200	850	66	36%	15%	0%	11%	7%	4%	3%	2%	0%	0%	1%	0%	2%	0%	3%	2%	14%	0%
		1200 - 1300	800	66	41%	13%	0%	9%	6%	4%	2%	2%	0%	2%	1%	0%	2%	0%	3%	2%	13%	0%
		1300 - 1400	750	66	42%	15%	0%	11%	8%	3%	2%	2%	0%	0%	1%	0%	1%	0%	3%	2%	9%	0%
		1400 - 1500	850	66	40%	14%	0%	12%	6%	5%	4%	1%	0%	0%	1%	1%	3%	0%	2%	2%	8%	0%
		1500 - 1600	900	66	40%	15%	0%	10%	7%	6%	2%	1%	0%	2%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,300	66	43%	12%	0%	12%	6%	5%	3%	2%	0%	2%	2%	1%	1%	0%	2%	1%	9%	0%
		1700 - 1800	1,450	66	50%	12%	0%	11%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	2%	10%	0%
		1800 - 1900	1,400	66	55%	11%	0%	11%	4%	1%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	7%	0%
		1900 - 2000	850	66	54%	12%	0%	8%	4%	1%	1%	2%	0%	0%	0%	2%	6%	0%	3%	2%	5%	0%
		2000 - 2100	750	66	55%	16%	0%	10%	3%	2%	1%	3%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
		2100 - 2200	800	66	60%	17%	0%	8%	2%	2%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	550	66	57%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	3%	2%	0%
		2300 - 0000	400	66	51%	27%	0%	7%	3%	2%	1%	1%	0%	0%	0%	0%	2%	0%	4%	3%	1%	0%
67	Ng Lau Road (EB) - L057	0000 - 0100	50	30	50%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	36%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	36%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	28%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	40%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	30%	0%	10%	10%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	36%	16%	0%	7%	10%	0%	2%	0%	2%	12%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	55%	11%	0%	9%	4%	1%	3%	0%	1%	8%	2%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	51%	13%	0%	11%	7%	1%	3%	0%	1%	5%	3%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	41%	13%	0%	19%	6%	1%	4%	0%	0%	1%	1%	0%	5%	0%	0%	1%	6%	0%
		1000 - 1100	100	27	45%	15%	0%	18%	8%	1%	3%	0%	0%	1%	2%	0%	1%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	41%	14%	0%	16%	8%	1%	3%	0%	0%	2%	1%	0%	3%	0%	0%	1%	10%	0%
		1200 - 1300	100	27	43%	12%	0%	13%	7%	1%	2%	0%	1%	9%	1%	0%	2%	0%	0%	1%	8%	0%
		1300 - 1400	100	27	48%	14%	0%	17%	8%	0%	3%	0%	0%	1%	1%	0%	1%	0%	0%	1%	6%	0%
		1400 - 1500	100	27	44%	13%	0%	16%	7%	1%	5%	0%	0%	2%	1%	0%	5%	0%	0%	1%	5%	0%
		1500 - 1600	150	25	41%	14%	0%	14%	7%	1%	2%	0%	1%	6%	1%	0%	5%	0%	0%	1%	6%	0%
		1600 - 1700	150	25	45%	11%	0%	19%	5%	0%	2%	0%	0%	3%	2%	0%	3%	0%	0%	2%	7%	0%
		1700 - 1800	150	25	55%	11%	0%	17%	5%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1800 - 1900	150	25	59%	11%	0%	16%	3%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1900 - 2000	100	27	57%	12%	0%	11%	4%	0%	1%	0%	0%	0%	1%	0%	10%	0%	0%	1%	3%	0%
		2000 - 2100	100	27	63%	15%	0%	14%	4%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	0%
		2100 - 2200	100	27	66%	15%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	61%	20%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		2300 - 0000	50	30	58%	26%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
68	Ng Lau Road (WB) - L058	0000 - 0100	50	30	50%	30%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	34%	44%	0%	4%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	30%	46%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	34%	36%	0%	8%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	32%	0%	4%	14%	0%	0%	0%	0%	4%	0%	4%	10%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	28%	20%	0%	7%	14%	1%	3%	0%	0%	7%	4%	3%	4%	0%	0%	3%	6%	0%
		0700 - 0800	150	25	43%	15%	0%	11%	7%	3%	3%	0%	0%	5%	1%	1%	1%	0%	0%	3%	7%	0%
		0800 - 0900	150	25	37%	17%	0%	12%	12%	3%	4%	0%	0%	3%	3%	0%	1%	0%	0%	3%	4%	0%
		0900 - 1000	150	25	39%	14%	0%	13%	10%	5%	4%	0%	0%	1%	1%	3%	5%	0%	0%	3%	4%	0%
		1000 - 1100	100	27	42%	14%	0%	12%	13%	6%	3%	0%	0%	1%	2%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	100	27	39%	14%	0%	11%	13%	4%	3%	0%	0%	2%	1%	1%	3%	0%	0%	3%	6%	0%
		1200 - 1300	100	27	41%	12%	0%	8%	11%	4%	2%	0%	1%	7%	1%	1%	2%	0%	0%	4%	6%	0%
		1300 - 1400	100	27	44%	13%	0%	11%	15%	2%	2%	0%	0%	1%	1%	1%	1%	0%	0%	5%	4%	0%
		1400 - 1500	100	27	40%	12%	0%	10%	11%	4%	5%	0%	0%	2%	1%	3%	5%	0%	0%	4%	3%	0%
		1500 - 1600	150	25	39%	13%	0%	8%	12%	5%	2%	0%	1%	5%	1%	2%	5%	0%	0%	4%	4%	0%
		1600 - 1700	150	25	52%	9%	0%	7%	10%	4%	0%	0%	0%	5%	2%	3%	3%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	61%	9%	0%	6%	9%	3%	0%	0%	0%	2%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	150	25	65%	8%	0%	6%	6%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	52%	11%	0%	7%	7%	1%	1%	0%	0%	0%	1%	5%	9%	0%	0%	5%	2%	0%
		2000 - 2100	100	27	58%	15%	0%	9%	6%	2%	1%	0%	0%	0%	0%	1%	1%	0%	0%	6%	1%	0%
		2100 - 2200	100	27	61%	17%	0%	7%	3%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	7%	1%	0%
		2200 - 2300	100	27	56%	19%	0%	7%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	2%	0%
		2300 - 0000	50	30	50%	26%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
69	Tung Lei Path (SB) - L059	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	52%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0700 - 0800	50	30	62%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0800 - 0900	50	30	60%	0%	0%	8%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0900 - 1000	50	30	46%	6%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	12%	0%	0%	6%	6%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	44%	0%	0%	8%	0%	0%	8%	0%	8%	0%	0%	0%	8%	0%	0%	16%	8%	0%
		1300 - 1400	50	30	50%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	20%	10%	0%
		1400 - 1500	50	30	42%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	14%	0%	0%	14%	8%	0%
		1500 - 1600	50	30	40%	0%	0%	8%	0%	0%	8%	0%	8%	0%	0%	0%	14%	0%	0%	14%	8%	0%
		1600 - 1700	50	30	52%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	6%	6%	0%
		1700 - 1800	50	30	58%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	6%	0%
		1800 - 1900	50	30	58%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	6%	0%
		1900 - 2000	50	30	56%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	62%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2100 - 2200	50	30	62%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	72%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
70	Tung Lei Path (NB) - L060	0000 - 0100	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
		0700 - 0800	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0800 - 0900	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0900 - 1000	50	30	14%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	44%	0%	0%	14%	0%	0%
		1000 - 1100	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	40%	0%	0%
		1100 - 1200	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		1400 - 1500	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	52%	0%	0%	16%	0%	0%
		1600 - 1700	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	44%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	26%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	36%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		2100 - 2200	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		2200 - 2300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	48%	0%	0%
71	Ng Lau Road (EB) - L061	0000 - 0100	50	30	46%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	32%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	40%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	28%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	38%	38%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	30%	0%	10%	10%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	37%	17%	0%	5%	10%	0%	2%	0%	2%	12%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	55%	12%	0%	8%	5%	1%	3%	0%	1%	8%	2%	0%	2%	0%	0%	1%	4%	0%
		0800 - 0900	150	25	51%	14%	0%	9%	7%	1%	4%	0%	1%	5%	4%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	40%	15%	0%	17%	6%	1%	4%	0%	0%	1%	2%	0%	6%	0%	0%	1%	6%	0%
		1000 - 1100	100	27	43%	16%	0%	17%	8%	1%	4%	0%	0%	1%	2%	0%	2%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	39%	15%	0%	15%	8%	1%	3%	0%	0%	2%	1%	0%	5%	0%	0%	1%	10%	0%
		1200 - 1300	100	27	41%	13%	0%	12%	7%	1%	2%	0%	2%	9%	1%	0%	3%	0%	0%	1%	8%	0%
		1300 - 1400	100	27	46%	15%	0%	15%	8%	0%	3%	0%	0%	1%	1%	0%	3%	0%	0%	1%	7%	0%
		1400 - 1500	100	27	40%	13%	0%	14%	7%	1%	6%	0%	0%	2%	2%	0%	8%	0%	0%	1%	6%	0%
		1500 - 1600	100	27	42%	14%	0%	12%	7%	1%	2%	0%	2%	6%	1%	0%	6%	0%	0%	1%	6%	0%
		1600 - 1700	150	25	45%	12%	0%	17%	5%	0%	1%	0%	0%	3%	4%	0%	4%	0%	0%	1%	7%	0%
		1700 - 1800	150	25	53%	12%	0%	15%	5%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	7%	0%
		1800 - 1900	150	25	56%	11%	0%	14%	3%	0%	1%	0%	0%	0%	2%	0%	3%	0%	0%	3%	5%	0%
		1900 - 2000	100	27	55%	12%	0%	10%	4%	0%	1%	0%	0%	0%	1%	0%	12%	0%	0%	2%	3%	0%
		2000 - 2100	100	27	59%	16%	0%	13%	4%	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2100 - 2200	100	27	65%	17%	0%	9%	2%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	59%	19%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	58%	28%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
72	Ng Lau Road (WB) - L062	0000 - 0100	50	30	50%	30%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	34%	42%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	42%	0%	8%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	30%	0%	4%	12%	0%	4%	0%	0%	4%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	29%	19%	0%	7%	14%	1%	4%	0%	0%	7%	4%	3%	4%	0%	0%	1%	7%	0%
		0700 - 0800	150	25	45%	14%	0%	10%	7%	3%	5%	0%	0%	5%	1%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	40%	16%	0%	11%	11%	3%	5%	0%	0%	3%	3%	0%	1%	0%	0%	1%	5%	0%
		0900 - 1000	150	25	41%	13%	0%	12%	9%	4%	5%	0%	0%	1%	1%	3%	4%	0%	0%	3%	4%	0%
		1000 - 1100	100	27	41%	15%	0%	12%	13%	5%	4%	0%	0%	1%	2%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	100	27	39%	14%	0%	10%	12%	4%	4%	0%	0%	2%	1%	1%	3%	0%	0%	3%	7%	0%
		1200 - 1300	100	27	42%	12%	0%	7%	10%	4%	3%	0%	2%	6%	1%	1%	2%	0%	0%	4%	6%	0%
		1300 - 1400	100	27	43%	14%	0%	10%	14%	2%	3%	0%	0%	1%	1%	1%	1%	0%	0%	5%	5%	0%
		1400 - 1500	150	25	38%	13%	0%	9%	11%	4%	7%	0%	0%	2%	1%	3%	5%	0%	0%	4%	4%	0%
		1500 - 1600	150	25	38%	13%	0%	8%	11%	5%	3%	0%	2%	5%	1%	2%	5%	0%	0%	3%	5%	0%
		1600 - 1700	150	25	53%	9%	0%	7%	9%	4%	0%	0%	0%	5%	1%	3%	3%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	61%	9%	0%	7%	8%	3%	0%	0%	0%	2%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	150	25	65%	8%	0%	7%	6%	1%	0%	0%	0%	0%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	53%	11%	0%	7%	7%	1%	1%	0%	0%	0%	1%	5%	9%	0%	0%	4%	2%	0%
		2000 - 2100	100	27	59%	15%	0%	8%	6%	2%	2%	0%	0%	0%	0%	1%	1%	0%	0%	5%	1%	0%
		2100 - 2200	100	27	64%	16%	0%	6%	3%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	57%	18%	0%	7%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	2%	0%
		2300 - 0000	50	30	54%	24%	0%	4%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
73	Tsing Chuen Wai Road (SB) - L063	0000 - 0100	50	30	54%	20%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	42%	22%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0600 - 0700	50	30	36%	6%	0%	8%	14%	0%	0%	8%	6%	8%	8%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	100	27	58%	3%	0%	10%	6%	1%	0%	6%	6%	6%	3%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	53%	3%	0%	11%	10%	1%	0%	7%	5%	4%	5%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	50%	11%	0%	18%	8%	2%	0%	5%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	47%	11%	0%	15%	9%	2%	0%	6%	0%	2%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	100	27	49%	11%	0%	13%	9%	2%	0%	6%	0%	2%	2%	0%	0%	0%	0%	4%	2%	0%
		1200 - 1300	100	27	46%	9%	0%	11%	7%	2%	0%	5%	9%	5%	2%	0%	0%	0%	0%	2%	2%	0%
		1300 - 1400	50	30	56%	10%	0%	14%	10%	0%	0%	6%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	100	27	54%	10%	0%	16%	8%	2%	0%	4%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	49%	10%	0%	11%	8%	2%	0%	3%	8%	5%	2%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	54%	13%	0%	13%	5%	0%	0%	7%	0%	3%	3%	0%	0%	0%	0%	1%	1%	0%
		1700 - 1800	100	27	61%	13%	0%	11%	5%	0%	0%	5%	0%	1%	1%	0%	0%	0%	0%	2%	1%	0%
		1800 - 1900	100	27	67%	11%	0%	11%	3%	0%	0%	3%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%
		1900 - 2000	100	27	68%	9%	0%	9%	5%	0%	0%	5%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	27	65%	11%	0%	11%	4%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	72%	12%	0%	9%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	74%	14%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	60%	20%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
74	Ng Lau Road (EB) - L064	0000 - 0100	50	30	42%	38%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	26%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	6%	0%
		0200 - 0300	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	34%	42%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	22%	34%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	6%	6%	0%
		0600 - 0700	50	30	32%	22%	0%	6%	12%	0%	2%	0%	0%	8%	4%	0%	8%	0%	0%	2%	4%	0%
		0700 - 0800	100	27	46%	16%	0%	9%	5%	1%	4%	0%	0%	6%	1%	0%	4%	0%	0%	3%	5%	0%
		0800 - 0900	100	27	41%	19%	0%	10%	9%	1%	5%	0%	0%	4%	3%	0%	1%	0%	0%	3%	4%	0%
		0900 - 1000	100	27	35%	18%	0%	16%	6%	1%	5%	0%	0%	1%	1%	0%	10%	0%	0%	1%	6%	0%
		1000 - 1100	100	27	35%	19%	0%	15%	9%	2%	4%	0%	0%	2%	3%	0%	3%	0%	0%	2%	6%	0%
		1100 - 1200	100	27	36%	18%	0%	13%	7%	1%	4%	0%	0%	1%	1%	0%	7%	0%	0%	1%	11%	0%
		1200 - 1300	100	27	37%	16%	0%	10%	7%	1%	3%	0%	0%	6%	1%	0%	6%	0%	0%	3%	10%	0%
		1300 - 1400	100	27	42%	18%	0%	13%	8%	0%	3%	0%	0%	0%	2%	0%	3%	0%	0%	3%	8%	0%
		1400 - 1500	100	27	36%	15%	0%	13%	6%	1%	6%	0%	0%	1%	1%	0%	12%	0%	0%	3%	6%	0%
		1500 - 1600	100	27	36%	17%	0%	11%	7%	1%	3%	0%	0%	4%	1%	0%	10%	0%	0%	3%	7%	0%
		1600 - 1700	100	27	43%	15%	0%	14%	5%	0%	2%	0%	0%	2%	5%	0%	5%	0%	0%	2%	7%	0%
		1700 - 1800	150	25	51%	15%	0%	13%	5%	0%	1%	0%	0%	1%	2%	0%	2%	0%	0%	4%	8%	0%
		1800 - 1900	150	25	54%	13%	0%	13%	3%	0%	2%	0%	0%	0%	3%	0%	3%	0%	0%	3%	5%	0%
		1900 - 2000	100	27	47%	14%	0%	8%	4%	0%	1%	0%	0%	0%	1%	0%	18%	0%	0%	3%	4%	0%
		2000 - 2100	100	27	55%	20%	0%	12%	3%	0%	2%	0%	0%	0%	0%	0%	3%	0%	0%	3%	2%	0%
		2100 - 2200	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	3%	0%
		2200 - 2300	50	30	56%	26%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	46%	36%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
75	Ng Lau Road (WB) - L065	0000 - 0100	50	30	54%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	36%	40%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	38%	42%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	42%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	36%	0%	4%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	28%	28%	0%	6%	12%	0%	4%	0%	0%	4%	0%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	31%	15%	0%	7%	15%	2%	3%	3%	2%	5%	5%	2%	3%	0%	0%	2%	5%	0%
		0700 - 0800	200	22	47%	11%	0%	11%	7%	3%	4%	3%	2%	4%	2%	1%	1%	0%	0%	2%	6%	0%
		0800 - 0900	200	22	42%	12%	0%	12%	12%	4%	4%	3%	2%	3%	3%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	200	22	42%	14%	0%	13%	10%	4%	4%	2%	0%	1%	2%	2%	3%	0%	0%	3%	3%	0%
		1000 - 1100	150	25	44%	15%	0%	12%	12%	5%	3%	2%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	150	25	41%	14%	0%	11%	12%	4%	3%	2%	0%	1%	1%	1%	2%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	43%	11%	0%	9%	10%	3%	2%	2%	4%	5%	1%	1%	1%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	45%	13%	0%	11%	13%	2%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	3%	0%
		1400 - 1500	150	25	43%	13%	0%	11%	10%	3%	5%	1%	0%	1%	1%	2%	3%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	41%	14%	0%	9%	11%	5%	2%	2%	3%	3%	2%	2%	3%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	54%	12%	0%	7%	8%	3%	0%	3%	0%	4%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	250	20	60%	12%	0%	6%	7%	2%	0%	2%	0%	2%	1%	0%	0%	0%	0%	6%	1%	0%
		1800 - 1900	250	20	63%	11%	0%	6%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	0%	0%
		1900 - 2000	150	25	57%	11%	0%	7%	6%	1%	1%	2%	0%	0%	1%	3%	6%	0%	0%	4%	1%	0%
		2000 - 2100	150	25	59%	14%	0%	9%	5%	1%	1%	3%	0%	0%	0%	1%	1%	0%	0%	5%	1%	0%
		2100 - 2200	150	25	63%	15%	0%	7%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	61%	18%	0%	6%	5%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	53%	24%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%	0%
76	Ng Lau Road (EB) - L066	0000 - 0100	50	30	50%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	36%	0%	8%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	31%	17%	0%	8%	8%	0%	2%	5%	2%	9%	8%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	49%	12%	0%	12%	3%	1%	3%	3%	2%	7%	3%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	45%	14%	0%	13%	6%	1%	3%	4%	2%	4%	4%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	40%	15%	0%	19%	5%	1%	3%	3%	0%	1%	3%	0%	5%	0%	0%	1%	4%	0%
		1000 - 1100	100	27	41%	16%	0%	18%	7%	1%	3%	3%	0%	1%	3%	0%	2%	0%	0%	1%	4%	0%
		1100 - 1200	100	27	38%	16%	0%	16%	7%	1%	3%	3%	0%	2%	2%	0%	4%	0%	0%	1%	7%	0%
		1200 - 1300	100	27	41%	14%	0%	13%	6%	1%	2%	3%	2%	6%	2%	0%	3%	0%	0%	1%	6%	0%
		1300 - 1400	100	27	45%	16%	0%	16%	7%	0%	2%	3%	0%	1%	2%	0%	2%	0%	0%	1%	5%	0%
		1400 - 1500	150	25	39%	15%	0%	15%	6%	1%	5%	2%	0%	2%	3%	0%	7%	0%	0%	1%	4%	0%
		1500 - 1600	150	25	41%	15%	0%	13%	7%	1%	2%	2%	2%	5%	2%	0%	5%	0%	0%	1%	5%	0%
		1600 - 1700	150	25	47%	13%	0%	16%	5%	0%	1%	3%	0%	1%	5%	0%	3%	0%	0%	1%	4%	0%
		1700 - 1800	200	22	54%	14%	0%	14%	5%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	56%	12%	0%	14%	3%	0%	2%	2%	0%	0%	3%	0%	3%	0%	0%	3%	4%	0%
		1900 - 2000	150	25	53%	13%	0%	11%	4%	0%	1%	3%	0%	0%	1%	0%	11%	0%	0%	2%	2%	0%
		2000 - 2100	100	27	57%	17%	0%	13%	3%	0%	1%	4%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	58%	20%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	54%	30%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
77	Ng Lau Road (WB) - L067	0000 - 0100	50	30	50%	32%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	40%	0%	8%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	46%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	30%	0%	6%	10%	0%	4%	0%	0%	4%	4%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	24%	19%	0%	9%	11%	1%	4%	4%	1%	5%	8%	3%	4%	0%	0%	1%	6%	0%
		0700 - 0800	150	25	41%	14%	0%	13%	6%	2%	4%	3%	1%	3%	3%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	37%	15%	0%	14%	9%	3%	5%	3%	1%	2%	5%	0%	1%	0%	0%	1%	4%	0%
		0900 - 1000	150	25	38%	15%	0%	14%	9%	4%	5%	2%	0%	1%	2%	2%	4%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	40%	15%	0%	13%	11%	5%	4%	3%	0%	1%	3%	0%	1%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	39%	15%	0%	12%	11%	3%	3%	3%	0%	1%	2%	1%	3%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	40%	12%	0%	9%	9%	4%	3%	3%	2%	5%	2%	1%	2%	0%	0%	4%	5%	0%
		1300 - 1400	100	27	42%	14%	0%	11%	12%	2%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	38%	13%	0%	11%	9%	3%	6%	2%	0%	1%	3%	3%	4%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	39%	15%	0%	9%	11%	5%	3%	1%	1%	3%	1%	1%	4%	0%	0%	3%	3%	0%
		1600 - 1700	150	25	51%	11%	0%	7%	9%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	11%	0%	7%	8%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	11%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	7%	6%	1%	1%	3%	0%	0%	1%	4%	7%	0%	0%	3%	2%	0%
		2000 - 2100	150	25	53%	16%	0%	10%	5%	2%	2%	4%	0%	0%	0%	1%	1%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	61%	17%	0%	7%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	59%	20%	0%	7%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	48%	28%	0%	6%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
78	Ng Lau Road (EB) - L068	0000 - 0100	50	30	50%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	38%	0%	8%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	29%	17%	0%	8%	11%	0%	2%	5%	2%	9%	8%	0%	5%	0%	0%	2%	2%	0%
		0700 - 0800	150	25	50%	12%	0%	12%	5%	1%	2%	3%	2%	7%	3%	0%	2%	0%	0%	1%	1%	0%
		0800 - 0900	150	25	46%	14%	0%	13%	9%	1%	2%	4%	2%	4%	4%	0%	1%	0%	0%	1%	1%	0%
		0900 - 1000	150	25	40%	16%	0%	20%	6%	1%	2%	3%	0%	1%	3%	0%	5%	0%	0%	1%	3%	0%
		1000 - 1100	100	27	41%	17%	0%	19%	8%	1%	1%	3%	0%	1%	3%	0%	2%	0%	0%	1%	3%	0%
		1100 - 1200	100	27	40%	16%	0%	16%	8%	1%	1%	3%	0%	2%	2%	0%	4%	0%	0%	1%	6%	0%
		1200 - 1300	100	27	41%	14%	0%	13%	7%	1%	1%	3%	2%	6%	2%	0%	3%	0%	0%	2%	5%	0%
		1300 - 1400	100	27	44%	16%	0%	17%	9%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	2%	3%	0%
		1400 - 1500	150	25	41%	15%	0%	17%	7%	1%	2%	2%	0%	2%	3%	0%	7%	0%	0%	2%	3%	0%
		1500 - 1600	150	25	40%	15%	0%	15%	7%	1%	1%	2%	2%	5%	2%	0%	5%	0%	0%	2%	3%	0%
		1600 - 1700	150	25	47%	13%	0%	17%	5%	0%	0%	3%	0%	1%	5%	0%	3%	0%	0%	2%	4%	0%
		1700 - 1800	200	22	53%	14%	0%	15%	5%	0%	0%	3%	0%	1%	2%	0%	2%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	57%	12%	0%	14%	3%	0%	0%	2%	0%	0%	3%	0%	3%	0%	0%	3%	4%	0%
		1900 - 2000	150	25	54%	13%	0%	11%	4%	0%	0%	3%	0%	0%	1%	0%	11%	0%	0%	2%	2%	0%
		2000 - 2100	100	27	57%	16%	0%	14%	3%	0%	1%	4%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	11%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	2%	1%	0%
		2200 - 2300	100	27	58%	20%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	52%	30%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
79	Ng Lau Road (WB) - L069	0000 - 0100	50	30	50%	32%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	8%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	22%	28%	0%	8%	10%	0%	4%	4%	0%	4%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	25%	20%	0%	9%	9%	1%	4%	4%	0%	6%	7%	3%	4%	0%	0%	1%	7%	0%
		0700 - 0800	150	25	41%	15%	0%	14%	4%	1%	5%	3%	0%	4%	3%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	36%	17%	0%	15%	7%	3%	5%	4%	0%	3%	4%	0%	1%	0%	0%	1%	5%	0%
		0900 - 1000	150	25	39%	15%	0%	14%	7%	3%	5%	3%	0%	1%	1%	3%	4%	0%	0%	3%	3%	0%
		1000 - 1100	150	25	37%	16%	0%	14%	10%	4%	4%	3%	0%	1%	3%	0%	1%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	38%	15%	0%	12%	10%	3%	4%	3%	0%	1%	1%	1%	3%	0%	0%	3%	6%	0%
		1200 - 1300	100	27	43%	13%	0%	9%	8%	3%	3%	3%	1%	5%	1%	1%	2%	0%	0%	3%	5%	0%
		1300 - 1400	100	27	43%	15%	0%	12%	10%	1%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	38%	14%	0%	12%	8%	3%	7%	2%	0%	1%	2%	3%	5%	0%	0%	3%	4%	0%
		1500 - 1600	150	25	41%	15%	0%	10%	9%	3%	3%	2%	1%	3%	2%	2%	4%	0%	0%	3%	3%	0%
		1600 - 1700	150	25	53%	11%	0%	7%	8%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	11%	0%	7%	7%	2%	0%	3%	0%	2%	2%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	10%	0%	7%	5%	1%	0%	2%	0%	0%	2%	2%	2%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	53%	11%	0%	8%	5%	1%	1%	3%	0%	0%	1%	5%	8%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	56%	16%	0%	10%	4%	1%	2%	4%	0%	0%	0%	1%	1%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	7%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	55%	20%	0%	8%	3%	0%	0%	2%	0%	0%	2%	0%	2%	0%	0%	6%	2%	0%
		2300 - 0000	50	30	50%	28%	0%	6%	4%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
80	Unnamed Road (NB) - L070	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	34%	0%
		0700 - 0800	50	30	58%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	34%	0%
		0800 - 0900	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	30%	0%
		0900 - 1000	50	30	52%	0%	0%	16%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	16%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1200 - 1300	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1300 - 1400	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	0%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	16%	0%
		1600 - 1700	50	30	64%	0%	0%	18%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	72%	0%	0%	16%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	72%	0%	0%	14%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	70%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		2000 - 2100	50	30	80%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	76%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		2200 - 2300	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
81	Unnamed Road (SB) - L071	0000 - 0100	50	30	58%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	0%	0%	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	6%	48%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	56%	0%	0%	8%	24%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	6%	34%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	0%	0%	26%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	50%	0%	0%	16%	16%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	52%	0%	0%	18%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	0%	0%	24%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	48%	0%	0%	16%	20%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	62%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	64%	0%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1800 - 1900	50	30	66%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1900 - 2000	50	30	70%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	64%	0%	0%	18%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	76%	0%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2300 - 0000	50	30	54%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
82	Access road (SB) - L072	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%	0%	10%	0%	0%	10%	18%	0%
		0700 - 0800	50	30	56%	0%	0%	0%	0%	12%	4%	0%	0%	4%	0%	0%	4%	0%	0%	4%	16%	0%
		0800 - 0900	50	30	60%	0%	0%	0%	0%	16%	4%	0%	0%	4%	0%	0%	0%	0%	0%	4%	12%	0%
		0900 - 1000	50	30	32%	14%	0%	0%	0%	14%	6%	0%	0%	0%	0%	0%	14%	0%	0%	6%	14%	0%
		1000 - 1100	50	30	40%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1200 - 1300	50	30	28%	8%	0%	0%	0%	16%	8%	0%	0%	8%	0%	0%	8%	0%	0%	8%	16%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1500 - 1600	50	30	34%	6%	0%	0%	0%	18%	6%	0%	0%	6%	0%	0%	12%	0%	0%	6%	12%	0%
		1600 - 1700	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1700 - 1800	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1800 - 1900	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1900 - 2000	50	30	50%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	8%	8%	0%
		2000 - 2100	50	30	64%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	52%	16%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		2200 - 2300	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
83	Access road (NB) - L073	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	14%	44%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0800 - 0900	50	30	12%	50%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0900 - 1000	50	30	52%	18%	0%	6%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	48%	14%	0%	8%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	54%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	68%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		1700 - 1800	50	30	72%	6%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1800 - 1900	50	30	74%	6%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1900 - 2000	50	30	68%	14%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	14%	0%	6%	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	68%	20%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	66%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
84	Ng Lau Road (EB) - L074	0000 - 0100	50	30	48%	32%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	34%	48%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	32%	50%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	12%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	28%	22%	0%	8%	11%	0%	0%	5%	2%	8%	8%	0%	5%	0%	0%	3%	0%	0%
		0700 - 0800	150	25	47%	15%	0%	13%	5%	0%	1%	3%	2%	6%	3%	0%	2%	0%	0%	3%	0%	0%
		0800 - 0900	150	25	40%	17%	0%	14%	9%	0%	1%	5%	2%	5%	5%	0%	1%	0%	0%	3%	0%	0%
		0900 - 1000	150	25	43%	16%	0%	20%	5%	0%	1%	3%	0%	1%	3%	0%	5%	0%	0%	1%	3%	0%
		1000 - 1100	150	25	41%	17%	0%	19%	7%	0%	1%	3%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	41%	17%	0%	17%	7%	0%	1%	3%	0%	2%	2%	0%	4%	0%	0%	2%	5%	0%
		1200 - 1300	150	25	42%	15%	0%	13%	7%	0%	1%	3%	2%	6%	2%	0%	3%	0%	0%	2%	5%	0%
		1300 - 1400	100	27	45%	16%	0%	16%	8%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	3%	3%	0%
		1400 - 1500	150	25	42%	15%	0%	17%	7%	0%	1%	2%	0%	2%	3%	0%	7%	0%	0%	2%	3%	0%
		1500 - 1600	150	25	40%	17%	0%	15%	7%	0%	1%	2%	2%	4%	2%	0%	5%	0%	0%	2%	3%	0%
		1600 - 1700	200	22	51%	13%	0%	16%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	2%	4%	0%
		1700 - 1800	200	22	58%	12%	0%	14%	4%	0%	0%	2%	0%	1%	2%	0%	1%	0%	0%	3%	5%	0%
		1800 - 1900	200	22	61%	11%	0%	14%	3%	0%	0%	2%	0%	0%	3%	0%	2%	0%	0%	3%	3%	0%
		1900 - 2000	150	25	55%	13%	0%	11%	3%	0%	0%	3%	0%	0%	1%	0%	9%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	56%	17%	0%	14%	3%	0%	0%	4%	0%	0%	0%	0%	2%	0%	0%	3%	1%	0%
		2100 - 2200	150	25	61%	18%	0%	11%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	57%	21%	0%	10%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	4%	1%	0%
		2300 - 0000	100	27	51%	29%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
85	Ng Lau Road (WB) - L075	0000 - 0100	50	30	46%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	30%	42%	0%	8%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	46%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	28%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	27%	19%	0%	8%	8%	3%	3%	4%	0%	4%	7%	3%	5%	0%	0%	1%	8%	0%
		0700 - 0800	150	25	42%	13%	0%	13%	4%	4%	3%	3%	0%	3%	2%	1%	2%	0%	0%	1%	9%	0%
		0800 - 0900	150	25	38%	15%	0%	14%	6%	5%	4%	4%	0%	2%	4%	0%	1%	0%	0%	1%	6%	0%
		0900 - 1000	150	25	39%	15%	0%	13%	6%	5%	3%	3%	0%	1%	1%	3%	5%	0%	0%	3%	4%	0%
		1000 - 1100	150	25	39%	17%	0%	13%	8%	5%	3%	3%	0%	1%	3%	0%	2%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	39%	16%	0%	11%	8%	5%	3%	3%	0%	1%	1%	1%	4%	0%	0%	3%	7%	0%
		1200 - 1300	150	25	41%	14%	0%	9%	7%	4%	2%	3%	1%	4%	1%	1%	3%	0%	0%	4%	7%	0%
		1300 - 1400	100	27	43%	16%	0%	12%	8%	2%	2%	3%	0%	0%	2%	1%	2%	0%	0%	4%	5%	0%
		1400 - 1500	150	25	38%	14%	0%	11%	6%	5%	5%	2%	0%	1%	2%	3%	6%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	41%	15%	0%	10%	7%	6%	1%	1%	1%	3%	1%	1%	5%	0%	0%	3%	5%	0%
		1600 - 1700	150	25	52%	13%	0%	7%	7%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	59%	13%	0%	7%	6%	2%	0%	3%	0%	2%	2%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	62%	12%	0%	7%	4%	1%	0%	2%	0%	0%	2%	2%	2%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	7%	4%	1%	1%	3%	0%	0%	1%	4%	9%	0%	0%	3%	3%	0%
		2000 - 2100	100	27	56%	16%	0%	9%	4%	2%	1%	4%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	7%	2%	2%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	58%	20%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	50	30	52%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
86	Access road (EB) - L076	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	44%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	18%	18%	0%
		0700 - 0800	50	30	60%	0%	0%	0%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	4%	14%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	20%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	10%	0%
		0900 - 1000	50	30	36%	16%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	0%	8%	0%
		1000 - 1100	50	30	40%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1200 - 1300	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	42%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	10%	10%	0%
		2000 - 2100	50	30	64%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	52%	18%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
87	Access road (WB) - L077	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0800 - 0900	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0900 - 1000	50	30	46%	8%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	14%	8%	0%
		1000 - 1100	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	8%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	68%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	66%	4%	0%	4%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1800 - 1900	50	30	68%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1900 - 2000	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2000 - 2100	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	76%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	62%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2300 - 0000	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
88	Ng Lau Road (NB) - L078	0000 - 0100	50	30	46%	32%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	34%	44%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	32%	0%	10%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	24%	22%	0%	8%	11%	0%	0%	5%	2%	8%	10%	0%	5%	0%	0%	3%	2%	0%
		0700 - 0800	150	25	41%	17%	0%	14%	5%	0%	1%	4%	2%	7%	4%	0%	2%	0%	0%	3%	1%	0%
		0800 - 0900	150	25	37%	19%	0%	14%	9%	0%	1%	5%	2%	5%	6%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	150	25	43%	16%	0%	19%	5%	0%	1%	2%	0%	1%	2%	0%	5%	0%	0%	2%	4%	0%
		1000 - 1100	150	25	43%	17%	0%	18%	7%	0%	1%	3%	0%	1%	3%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	41%	17%	0%	16%	7%	0%	1%	3%	0%	2%	2%	0%	3%	0%	0%	3%	6%	0%
		1200 - 1300	150	25	43%	13%	0%	13%	7%	0%	1%	3%	2%	5%	2%	0%	3%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	44%	15%	0%	16%	7%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	43%	15%	0%	16%	6%	0%	1%	2%	0%	2%	3%	0%	6%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	44%	17%	0%	14%	6%	0%	1%	1%	1%	4%	1%	0%	5%	0%	0%	2%	4%	0%
		1600 - 1700	200	22	54%	12%	0%	15%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	3%	4%	0%
		1700 - 1800	250	20	59%	11%	0%	12%	3%	0%	0%	2%	0%	0%	2%	0%	1%	0%	0%	5%	5%	0%
		1800 - 1900	250	20	61%	10%	0%	12%	2%	0%	0%	2%	0%	0%	2%	0%	2%	0%	0%	5%	3%	0%
		1900 - 2000	150	25	57%	13%	0%	11%	3%	0%	0%	3%	0%	0%	1%	0%	9%	0%	0%	3%	1%	0%
		2000 - 2100	150	25	57%	17%	0%	13%	3%	0%	0%	4%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	63%	17%	0%	10%	1%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	51%	28%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
89	Ng Lau Road (SB) - L079	0000 - 0100	50	30	46%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	42%	0%	6%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	48%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	26%	44%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	4%	12%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	29%	16%	0%	7%	7%	5%	2%	4%	0%	4%	6%	2%	6%	0%	0%	2%	10%	0%
		0700 - 0800	150	25	44%	11%	0%	11%	3%	5%	3%	3%	0%	3%	2%	1%	3%	0%	0%	2%	10%	0%
		0800 - 0900	150	25	41%	13%	0%	13%	5%	7%	3%	3%	0%	2%	3%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	39%	15%	0%	13%	5%	6%	3%	2%	0%	1%	1%	2%	6%	0%	0%	2%	5%	0%
		1000 - 1100	150	25	39%	17%	0%	13%	6%	7%	3%	3%	0%	1%	3%	0%	2%	0%	0%	3%	5%	0%
		1100 - 1200	150	25	38%	17%	0%	11%	6%	6%	3%	3%	0%	1%	1%	1%	4%	0%	0%	3%	9%	0%
		1200 - 1300	150	25	41%	14%	0%	8%	5%	5%	2%	3%	1%	4%	1%	1%	4%	0%	0%	4%	7%	0%
		1300 - 1400	100	27	43%	16%	0%	11%	7%	3%	2%	3%	0%	0%	2%	1%	2%	0%	0%	4%	6%	0%
		1400 - 1500	150	25	37%	14%	0%	11%	5%	6%	4%	2%	0%	1%	2%	3%	7%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	41%	15%	0%	9%	6%	7%	1%	1%	1%	2%	1%	1%	6%	0%	0%	2%	5%	0%
		1600 - 1700	150	25	51%	16%	0%	7%	5%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	59%	16%	0%	7%	5%	2%	0%	3%	0%	1%	1%	1%	1%	0%	0%	6%	1%	0%
		1800 - 1900	200	22	62%	15%	0%	7%	3%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	50%	13%	0%	7%	3%	1%	1%	3%	0%	0%	1%	4%	11%	0%	0%	3%	3%	0%
		2000 - 2100	150	25	55%	17%	0%	9%	3%	3%	1%	4%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	18%	0%	7%	2%	2%	0%	2%	0%	0%	1%	1%	3%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	57%	21%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	51%	29%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
90	Ng Lau Road (SB) - L080	0000 - 0100	50	30	48%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	26%	44%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	24%	32%	0%	8%	12%	0%	0%	0%	0%	0%	0%	4%	12%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	25%	13%	0%	8%	9%	7%	3%	4%	0%	4%	4%	3%	7%	0%	0%	3%	10%	0%
		0700 - 0800	150	25	42%	9%	0%	11%	4%	7%	3%	3%	0%	3%	1%	1%	3%	0%	0%	2%	11%	0%
		0800 - 0900	150	25	39%	11%	0%	12%	7%	10%	3%	3%	0%	2%	3%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	37%	14%	0%	11%	7%	9%	3%	2%	0%	1%	1%	2%	6%	0%	0%	1%	5%	0%
		1000 - 1100	150	25	37%	15%	0%	11%	9%	11%	3%	3%	0%	1%	2%	0%	2%	0%	0%	2%	5%	0%
		1100 - 1200	150	25	34%	15%	0%	10%	9%	8%	3%	3%	0%	1%	1%	1%	5%	0%	0%	2%	10%	0%
		1200 - 1300	150	25	35%	13%	0%	8%	8%	8%	2%	3%	1%	4%	1%	1%	4%	0%	0%	3%	9%	0%
		1300 - 1400	100	27	42%	15%	0%	11%	10%	4%	2%	3%	0%	0%	1%	1%	2%	0%	0%	3%	6%	0%
		1400 - 1500	150	25	34%	13%	0%	9%	8%	9%	4%	2%	0%	1%	2%	3%	8%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	37%	13%	0%	9%	8%	10%	1%	1%	1%	3%	1%	1%	6%	0%	0%	3%	6%	0%
		1600 - 1700	150	25	49%	15%	0%	7%	8%	5%	0%	3%	0%	3%	3%	2%	2%	0%	0%	3%	1%	0%
		1700 - 1800	150	25	57%	15%	0%	6%	7%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	5%	1%	0%
		1800 - 1900	150	25	61%	14%	0%	6%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	5%	1%	0%
		1900 - 2000	150	25	50%	11%	0%	7%	4%	2%	1%	3%	0%	0%	1%	4%	12%	0%	0%	3%	3%	0%
		2000 - 2100	100	27	55%	16%	0%	8%	4%	4%	1%	4%	0%	0%	0%	1%	2%	0%	0%	3%	2%	0%
		2100 - 2200	150	25	57%	17%	0%	7%	3%	3%	0%	2%	0%	0%	1%	1%	3%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	57%	20%	0%	6%	3%	2%	0%	0%	0%	0%	2%	0%	3%	0%	0%	5%	2%	0%
		2300 - 0000	50	30	54%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%
91	Ng Lau Road (NB) - L081	0000 - 0100	50	30	44%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	46%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	38%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	50	30	26%	22%	0%	8%	10%	0%	0%	6%	2%	6%	10%	0%	6%	0%	0%	2%	2%	0%
		0700 - 0800	100	27	38%	16%	0%	14%	6%	0%	0%	6%	3%	6%	4%	0%	3%	0%	0%	3%	1%	0%
		0800 - 0900	100	27	33%	18%	0%	14%	9%	0%	0%	7%	3%	4%	7%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	150	25	40%	16%	0%	19%	7%	0%	0%	3%	0%	1%	2%	0%	6%	0%	0%	2%	4%	0%
		1000 - 1100	100	27	41%	17%	0%	17%	8%	0%	0%	4%	0%	1%	4%	0%	2%	0%	0%	2%	4%	0%
		1100 - 1200	100	27	40%	17%	0%	16%	8%	0%	0%	3%	0%	1%	1%	0%	5%	0%	0%	2%	7%	0%
		1200 - 1300	100	27	43%	15%	0%	12%	7%	0%	0%	4%	2%	4%	1%	0%	4%	0%	0%	2%	6%	0%
		1300 - 1400	100	27	41%	17%	0%	15%	9%	0%	0%	4%	0%	0%	3%	0%	3%	0%	0%	3%	5%	0%
		1400 - 1500	100	27	41%	16%	0%	16%	7%	0%	0%	2%	0%	1%	2%	0%	8%	0%	0%	2%	5%	0%
		1500 - 1600	100	27	42%	16%	0%	13%	8%	0%	0%	2%	2%	3%	2%	0%	6%	0%	0%	2%	4%	0%
		1600 - 1700	200	22	49%	13%	0%	15%	6%	0%	0%	4%	0%	2%	4%	0%	4%	0%	0%	2%	5%	0%
		1700 - 1800	200	22	57%	12%	0%	13%	5%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%	4%	6%	0%
		1800 - 1900	200	22	60%	11%	0%	12%	4%	0%	0%	2%	0%	0%	2%	0%	3%	0%	0%	4%	4%	0%
		1900 - 2000	100	27	54%	12%	0%	10%	4%	0%	0%	3%	0%	0%	1%	0%	11%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	54%	17%	0%	13%	4%	0%	0%	5%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	52%	30%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%
92	San Hing Road (NB) - L082	0000 - 0100	50	30	52%	16%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	44%	22%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0200 - 0300	50	30	36%	26%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	44%	28%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	30%	20%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	36%	14%	0%	4%	26%	4%	4%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	100	27	54%	10%	0%	6%	12%	4%	4%	0%	0%	8%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	46%	11%	0%	6%	19%	6%	4%	0%	0%	6%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	48%	8%	0%	8%	18%	6%	4%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	44%	10%	0%	8%	22%	8%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	46%	10%	0%	8%	22%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	44%	8%	0%	4%	20%	4%	2%	0%	0%	8%	2%	0%	0%	0%	0%	8%	0%	0%
		1300 - 1400	50	30	46%	8%	0%	8%	24%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	42%	8%	0%	8%	18%	8%	4%	0%	0%	2%	2%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	46%	8%	0%	6%	20%	6%	2%	0%	0%	4%	2%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	100	27	49%	5%	0%	7%	16%	5%	0%	0%	0%	0%	8%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	100	27	56%	4%	0%	6%	13%	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	15%	0%	0%
		1800 - 1900	100	27	59%	4%	0%	6%	9%	2%	0%	0%	0%	0%	4%	0%	0%	0%	0%	16%	0%	0%
		1900 - 2000	50	30	66%	8%	0%	4%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	64%	8%	0%	6%	10%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	66%	10%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	16%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
93	San Hing Road (SB) - L083	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	20%	40%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	44%	18%	0%	10%	10%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	60%	14%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	52%	16%	0%	12%	8%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	18%	0%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	48%	16%	0%	12%	12%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	54%	16%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	16%	0%	10%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	58%	14%	0%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1800 - 1900	50	30	62%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1900 - 2000	50	30	62%	14%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	58%	16%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	66%	18%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	50%	26%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
94	San Tat Lane (EB) - L084	0000 - 0100	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	50%	10%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%
		0700 - 0800	50	30	64%	4%	0%	8%	0%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0800 - 0900	50	30	62%	4%	0%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0900 - 1000	50	30	48%	6%	0%	10%	6%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	8%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	0%	0%	8%	8%	14%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	46%	0%	0%	8%	8%	14%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	60%	0%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	54%	0%	0%	6%	6%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	0%	0%	6%	6%	18%	0%	0%	0%	0%	0%	0%	12%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	60%	0%	0%	6%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1700 - 1800	50	30	58%	0%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	62%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	68%	0%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	64%	6%	0%	6%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	78%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	80%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
95	San Tat Lane (WB) - L085	0000 - 0100	50	30	44%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	28%	24%	0%	8%	0%	0%	0%	0%	0%	0%	16%	0%	8%	0%	0%	16%	0%	0%
		0700 - 0800	50	30	56%	18%	0%	14%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	50%	22%	0%	14%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	42%	20%	0%	20%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	42%	16%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	52%	18%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	36%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	44%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	56%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	12%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	64%	12%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	52%	14%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	58%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	56%	22%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
96	San Hing Road (NB) - L086	0000 - 0100	50	30	40%	36%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		0600 - 0700	50	30	30%	24%	0%	4%	20%	0%	2%	0%	0%	4%	0%	0%	8%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	47%	20%	0%	8%	11%	0%	3%	0%	0%	3%	0%	0%	3%	0%	0%	5%	0%	0%
		0800 - 0900	100	27	42%	22%	0%	8%	16%	0%	3%	0%	0%	2%	0%	0%	2%	0%	0%	5%	0%	0%
		0900 - 1000	100	27	38%	16%	0%	11%	13%	7%	4%	0%	0%	0%	4%	0%	5%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	40%	16%	0%	10%	14%	8%	2%	0%	0%	0%	4%	0%	2%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	40%	18%	0%	8%	16%	6%	2%	0%	0%	0%	2%	0%	4%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	44%	16%	0%	8%	14%	8%	2%	0%	0%	2%	2%	0%	2%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	44%	18%	0%	10%	18%	2%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	40%	16%	0%	10%	12%	6%	4%	0%	0%	0%	4%	0%	6%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	38%	17%	0%	8%	15%	8%	2%	0%	0%	2%	2%	0%	6%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	44%	9%	0%	9%	9%	12%	0%	0%	0%	0%	15%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	59%	8%	0%	8%	8%	8%	0%	0%	0%	0%	7%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	60%	8%	0%	8%	7%	3%	0%	0%	0%	0%	12%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	54%	14%	0%	6%	8%	2%	0%	0%	0%	0%	2%	0%	12%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	56%	20%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	62%	20%	0%	6%	4%	2%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	54%	22%	0%	6%	6%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	46%	30%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
97	San Hing Road (SB) - L087	0000 - 0100	50	30	62%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	54%	16%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	10%	0%	6%	2%	8%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	62%	12%	0%	6%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	6%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1300 - 1400	50	30	58%	12%	0%	6%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	56%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	60%	6%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	62%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1800 - 1900	50	30	66%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
98	Road S1 (NB) - L088	0000 - 0100	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	68%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	66%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	72%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	78%	2%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	76%	2%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	64%	2%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	64%	4%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	66%	4%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1200 - 1300	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	66%	4%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	66%	2%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	70%	2%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	68%	2%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	73%	2%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	74%	2%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	80%	2%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	2%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	82%	2%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
99	Road S1 (SB) - L089	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	72%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	58%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	60%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	100	27	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0700 - 0800	150	25	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	150	25	75%	5%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	68%	6%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	69%	7%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	71%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	100	27	73%	6%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	100	27	72%	5%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	84%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		2000 - 2100	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	5%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
100	San Hing Road (WB) - L090	0000 - 0100	50	30	62%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	42%	28%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	48%	28%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	50%	26%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	44%	26%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	57%	14%	0%	10%	9%	0%	1%	0%	0%	1%	3%	0%	1%	0%	0%	4%	0%	0%
		0700 - 0800	200	22	70%	9%	0%	13%	3%	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	200	22	65%	10%	0%	15%	5%	0%	2%	0%	0%	1%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	58%	9%	0%	19%	5%	2%	2%	0%	0%	0%	1%	0%	2%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	59%	10%	0%	19%	6%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	27	60%	10%	0%	17%	6%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	59%	9%	0%	13%	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	3%	0%	0%
		1300 - 1400	100	27	60%	9%	0%	16%	6%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	58%	9%	0%	17%	5%	1%	3%	0%	0%	0%	1%	0%	3%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	61%	10%	0%	15%	5%	2%	1%	0%	0%	1%	1%	0%	2%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	61%	6%	0%	15%	4%	6%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	69%	5%	0%	13%	3%	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	100	27	70%	5%	0%	13%	2%	2%	0%	0%	0%	0%	3%	0%	0%	0%	0%	5%	0%	0%
		1900 - 2000	100	27	72%	7%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		2000 - 2100	100	27	70%	9%	0%	12%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	77%	9%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2200 - 2300	100	27	74%	11%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
101	San Hing Road (EB) - L091	0000 - 0100	50	30	62%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	46%	12%	0%	6%	6%	6%	0%	0%	0%	0%	12%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	8%	0%	6%	2%	8%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	58%	10%	0%	6%	6%	10%	0%	0%	0%	0%	6%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	4%	10%	10%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		1300 - 1400	50	30	58%	10%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	52%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	62%	10%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	58%	8%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1800 - 1900	50	30	62%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
102	Ng Lau Road (WB) - L092	0000 - 0100	100	27	53%	26%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	40%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	44%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	12%	8%	0%	0%	0%	0%	0%	2%	0%	6%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	45%	18%	0%	10%	7%	0%	0%	3%	1%	4%	5%	0%	3%	0%	0%	4%	1%	0%
		0700 - 0800	250	20	60%	11%	0%	14%	3%	0%	0%	2%	1%	2%	2%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	250	20	55%	13%	0%	15%	5%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	200	22	49%	13%	0%	20%	6%	1%	1%	2%	0%	1%	2%	0%	4%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	50%	14%	0%	19%	7%	1%	1%	2%	0%	1%	2%	0%	2%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	49%	14%	0%	17%	7%	1%	1%	2%	0%	1%	2%	0%	3%	0%	0%	3%	4%	0%
		1200 - 1300	150	25	52%	11%	0%	14%	6%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	3%	0%
		1300 - 1400	150	25	52%	13%	0%	16%	7%	1%	1%	2%	0%	0%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	51%	13%	0%	17%	6%	1%	1%	2%	0%	1%	2%	0%	5%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	51%	14%	0%	15%	7%	1%	1%	1%	1%	2%	1%	0%	4%	0%	0%	3%	3%	0%
		1600 - 1700	250	20	52%	10%	0%	15%	5%	2%	0%	2%	0%	1%	4%	0%	2%	0%	0%	2%	4%	0%
		1700 - 1800	250	20	60%	10%	0%	12%	4%	1%	0%	2%	0%	0%	1%	0%	1%	0%	0%	4%	4%	0%
		1800 - 1900	250	20	63%	9%	0%	12%	3%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	4%	3%	0%
		1900 - 2000	200	22	63%	11%	0%	11%	4%	0%	0%	2%	0%	0%	1%	0%	7%	0%	0%	4%	1%	0%
		2000 - 2100	200	22	63%	13%	0%	13%	3%	1%	0%	3%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	69%	14%	0%	10%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	150	25	64%	16%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	60%	23%	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
103	Ng Lau Road (EB) - L093	0000 - 0100	50	30	50%	28%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	38%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	44%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	26%	40%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	36%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	28%	32%	0%	8%	10%	0%	0%	0%	0%	0%	0%	4%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	32%	14%	0%	7%	9%	6%	1%	4%	0%	4%	4%	2%	6%	0%	0%	2%	9%	0%
		0700 - 0800	200	22	47%	9%	0%	10%	4%	7%	2%	3%	0%	3%	1%	1%	3%	0%	0%	3%	10%	0%
		0800 - 0900	200	22	42%	11%	0%	12%	7%	10%	3%	3%	0%	2%	3%	0%	1%	0%	0%	3%	6%	0%
		0900 - 1000	150	25	39%	13%	0%	11%	7%	9%	2%	2%	0%	1%	1%	2%	5%	0%	0%	3%	5%	0%
		1000 - 1100	150	25	41%	14%	0%	11%	10%	10%	1%	3%	0%	1%	1%	0%	1%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	38%	13%	0%	9%	9%	8%	1%	3%	0%	1%	1%	1%	4%	0%	0%	3%	9%	0%
		1200 - 1300	150	25	42%	11%	0%	7%	9%	7%	2%	3%	1%	3%	1%	1%	3%	0%	0%	3%	7%	0%
		1300 - 1400	150	25	44%	13%	0%	10%	11%	5%	2%	3%	0%	0%	1%	1%	2%	0%	0%	5%	5%	0%
		1400 - 1500	150	25	39%	12%	0%	10%	8%	8%	3%	1%	0%	1%	1%	2%	7%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	39%	13%	0%	8%	9%	10%	1%	1%	1%	2%	1%	1%	5%	0%	0%	3%	5%	0%
		1600 - 1700	200	22	50%	13%	0%	7%	9%	5%	0%	3%	0%	3%	3%	2%	2%	0%	0%	5%	1%	0%
		1700 - 1800	200	22	58%	13%	0%	7%	8%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	61%	12%	0%	7%	6%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	10%	0%	7%	5%	1%	1%	2%	0%	0%	1%	4%	10%	0%	0%	5%	2%	0%
		2000 - 2100	150	25	55%	14%	0%	8%	5%	5%	1%	3%	0%	0%	0%	1%	2%	0%	0%	5%	2%	0%
		2100 - 2200	150	25	61%	15%	0%	7%	3%	3%	0%	1%	0%	0%	1%	1%	3%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	58%	18%	0%	6%	4%	3%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	50%	26%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
104	Unnamed Road (NB) - L094	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	66%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0700 - 0800	100	27	76%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0800 - 0900	100	27	73%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0900 - 1000	100	27	67%	6%	0%	21%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%
		1000 - 1100	50	30	70%	4%	0%	20%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	50	30	70%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	50	30	74%	4%	0%	14%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	50	30	72%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	72%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	50	30	72%	4%	0%	16%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1600 - 1700	100	27	75%	3%	0%	17%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	80%	3%	0%	15%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1800 - 1900	100	27	79%	3%	0%	14%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1900 - 2000	100	27	81%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2000 - 2100	50	30	82%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	82%	5%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
105	Unnamed Road (SB) - L095	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	56%	14%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	60%	10%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	27	62%	8%	0%	12%	14%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	150	25	75%	4%	0%	13%	5%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	150	25	69%	5%	0%	14%	8%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	100	27	65%	6%	0%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	27	64%	5%	0%	22%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	65%	5%	0%	21%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	66%	5%	0%	16%	5%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	66%	5%	0%	19%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	67%	5%	0%	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	66%	4%	0%	18%	6%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	71%	4%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	74%	3%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	100	27	75%	3%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1900 - 2000	100	27	79%	4%	0%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	75%	5%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	80%	5%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	80%	6%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	72%	10%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
106	Castle Peak Road - Lam Tei (SB) - L096	0000 - 0100	300	66	48%	24%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	32%	33%	0%	8%	6%	2%	2%	2%	0%	0%	0%	0%	2%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	34%	35%	0%	9%	6%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	29%	38%	0%	6%	9%	3%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	6%	0%
		0400 - 0500	150	66	37%	29%	0%	8%	9%	2%	3%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0500 - 0600	250	66	25%	25%	0%	9%	10%	0%	4%	2%	0%	1%	1%	1%	6%	0%	10%	2%	5%	0%
		0600 - 0700	850	66	40%	11%	0%	9%	12%	1%	2%	1%	0%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,700	66	54%	7%	0%	12%	5%	1%	3%	1%	0%	1%	1%	0%	1%	0%	3%	3%	9%	0%
		0800 - 0900	1,650	66	51%	8%	0%	13%	9%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,150	66	37%	10%	0%	16%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	3%	1%	8%	0%
		1000 - 1100	950	66	39%	11%	0%	16%	9%	4%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,000	66	36%	11%	0%	14%	9%	3%	5%	1%	0%	0%	1%	1%	2%	0%	3%	2%	13%	0%
		1200 - 1300	900	66	39%	9%	0%	11%	8%	3%	5%	1%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	900	66	41%	11%	0%	14%	10%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,050	66	37%	10%	0%	14%	8%	3%	9%	1%	0%	0%	1%	2%	4%	0%	3%	2%	8%	0%
		1500 - 1600	1,050	66	39%	11%	0%	12%	8%	4%	4%	1%	1%	1%	1%	1%	4%	0%	4%	2%	9%	0%
		1600 - 1700	900	66	36%	13%	0%	13%	7%	4%	6%	3%	0%	3%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	900	66	44%	13%	0%	12%	6%	3%	3%	3%	0%	1%	1%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	900	66	46%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	3%	3%	5%	0%
		1900 - 2000	1,000	66	53%	9%	0%	10%	5%	1%	2%	1%	0%	0%	1%	2%	7%	0%	4%	3%	4%	0%
		2000 - 2100	850	66	55%	12%	0%	12%	4%	1%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	950	66	61%	13%	0%	9%	3%	1%	0%	1%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2200 - 2300	600	66	59%	15%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	450	66	51%	20%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
107	Wong Kong Wai Road (EB) - L097	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	32%	0%	0%	34%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0800 - 0900	50	30	40%	0%	0%	20%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0900 - 1000	50	30	36%	10%	0%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1100 - 1200	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1200 - 1300	50	30	58%	0%	0%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	60%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1800 - 1900	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1900 - 2000	50	30	72%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	64%	0%	0%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
108	Wong Kong Wai Road (WB) - L098	0000 - 0100	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	28%	10%	0%	10%	24%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	40%	6%	0%	18%	18%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	30%	6%	0%	16%	26%	6%	0%	0%	0%	0%	10%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	28%	14%	0%	28%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	28%	8%	0%	24%	16%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	34%	10%	0%	18%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	40%	10%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	34%	8%	0%	26%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	42%	16%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	40%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	40%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	44%	10%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2000 - 2100	50	30	44%	10%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2100 - 2200	50	30	44%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	44%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
109	Man Chat Road (NB) - L099	0000 - 0100	50	30	46%	18%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	32%	28%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	38%	26%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	28%	30%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	30%	22%	0%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	32%	22%	0%	12%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	56%	8%	0%	8%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0700 - 0800	100	27	63%	4%	0%	11%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0800 - 0900	100	27	59%	4%	0%	13%	9%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0900 - 1000	100	27	41%	9%	0%	19%	10%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		1000 - 1100	50	30	40%	8%	0%	18%	12%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		1100 - 1200	50	30	42%	8%	0%	16%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	46%	8%	0%	14%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	50	30	46%	10%	0%	16%	14%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	46%	8%	0%	18%	10%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	100	27	44%	8%	0%	15%	12%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1600 - 1700	100	27	44%	9%	0%	19%	11%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1700 - 1800	100	27	50%	10%	0%	16%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1800 - 1900	100	27	58%	9%	0%	18%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	68%	6%	0%	14%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2000 - 2100	50	30	58%	10%	0%	14%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	70%	10%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	68%	10%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	58%	14%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
110	Man Chat Road (SB) - L100	0000 - 0100	50	30	56%	26%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	42%	36%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	40%	36%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	32%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	40%	30%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0500 - 0600	50	30	32%	28%	0%	10%	14%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	39%	15%	0%	6%	15%	0%	2%	0%	0%	7%	3%	0%	0%	0%	0%	3%	10%	0%
		0700 - 0800	150	25	57%	9%	0%	8%	7%	0%	2%	0%	0%	5%	1%	0%	0%	0%	0%	2%	9%	0%
		0800 - 0900	150	25	52%	11%	0%	9%	11%	0%	3%	0%	0%	4%	1%	0%	0%	0%	0%	2%	6%	0%
		0900 - 1000	150	25	47%	11%	0%	16%	8%	3%	3%	0%	0%	1%	0%	0%	2%	0%	0%	1%	7%	0%
		1000 - 1100	100	27	48%	12%	0%	14%	10%	4%	3%	0%	0%	1%	1%	0%	0%	0%	0%	1%	6%	0%
		1100 - 1200	150	25	43%	12%	0%	13%	10%	3%	3%	0%	0%	2%	0%	0%	1%	0%	0%	1%	12%	0%
		1200 - 1300	100	27	48%	9%	0%	10%	8%	3%	2%	0%	0%	8%	0%	0%	1%	0%	0%	1%	10%	0%
		1300 - 1400	100	27	53%	11%	0%	13%	10%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	1%	8%	0%
		1400 - 1500	150	25	49%	11%	0%	13%	9%	3%	5%	0%	0%	2%	0%	0%	2%	0%	0%	1%	7%	0%
		1500 - 1600	150	25	48%	11%	0%	11%	9%	3%	2%	0%	0%	5%	0%	0%	2%	0%	0%	1%	8%	0%
		1600 - 1700	150	25	52%	9%	0%	14%	5%	5%	1%	0%	0%	6%	0%	0%	2%	0%	0%	1%	4%	0%
		1700 - 1800	200	22	62%	10%	0%	12%	5%	4%	1%	0%	0%	3%	0%	0%	1%	0%	0%	1%	5%	0%
		1800 - 1900	150	25	67%	9%	0%	12%	3%	1%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	3%	0%
		1900 - 2000	150	25	66%	10%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	3%	0%	0%	1%	4%	0%
		2000 - 2100	100	27	68%	12%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
		2100 - 2200	150	25	70%	13%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%
		2200 - 2300	100	27	69%	16%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2300 - 0000	50	30	66%	22%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
111	Fuk Hang Tsuen Road (WB) - L101	0000 - 0100	100	27	37%	47%	0%	5%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	27	21%	56%	0%	3%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	8%	0%
		0200 - 0300	50	30	22%	60%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0300 - 0400	50	30	18%	62%	0%	2%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	50	30	26%	54%	0%	2%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0500 - 0600	100	27	17%	44%	0%	5%	8%	0%	0%	0%	0%	2%	5%	2%	7%	0%	0%	2%	8%	0%
		0600 - 0700	200	22	31%	11%	0%	4%	11%	2%	0%	0%	1%	2%	15%	1%	3%	0%	0%	2%	20%	0%
		0700 - 0800	350	15	46%	7%	0%	6%	5%	2%	0%	0%	0%	2%	5%	0%	1%	0%	0%	2%	21%	0%
		0800 - 0900	350	15	43%	9%	0%	7%	9%	3%	0%	0%	0%	1%	10%	0%	0%	0%	0%	2%	14%	0%
		0900 - 1000	300	17	30%	22%	0%	9%	7%	2%	1%	0%	0%	0%	6%	1%	4%	0%	0%	2%	17%	0%
		1000 - 1100	250	20	30%	23%	0%	9%	8%	2%	0%	0%	0%	0%	8%	0%	2%	0%	0%	2%	15%	0%
		1100 - 1200	250	20	27%	21%	0%	7%	7%	2%	0%	0%	0%	1%	4%	0%	3%	0%	0%	2%	26%	0%
		1200 - 1300	250	20	29%	18%	0%	6%	7%	2%	0%	0%	1%	4%	4%	0%	2%	0%	0%	2%	24%	0%
		1300 - 1400	250	20	32%	21%	0%	8%	8%	1%	0%	0%	0%	0%	6%	0%	2%	0%	0%	3%	18%	0%
		1400 - 1500	250	20	30%	20%	0%	8%	7%	2%	1%	0%	0%	1%	6%	1%	5%	0%	0%	2%	16%	0%
		1500 - 1600	300	17	30%	21%	0%	7%	7%	2%	0%	0%	1%	2%	4%	1%	4%	0%	0%	2%	18%	0%
		1600 - 1700	300	17	26%	28%	0%	7%	5%	0%	1%	0%	0%	4%	13%	1%	3%	0%	0%	2%	11%	0%
		1700 - 1800	300	17	32%	30%	0%	7%	4%	0%	0%	0%	0%	2%	6%	0%	1%	0%	0%	4%	13%	0%
		1800 - 1900	300	17	35%	28%	0%	7%	3%	0%	1%	0%	0%	0%	10%	1%	2%	0%	0%	5%	10%	0%
		1900 - 2000	250	20	43%	19%	0%	6%	4%	0%	0%	0%	0%	0%	3%	2%	9%	0%	0%	3%	10%	0%
		2000 - 2100	200	22	48%	27%	0%	8%	5%	1%	1%	0%	0%	0%	1%	1%	2%	0%	0%	4%	5%	0%
		2100 - 2200	250	20	49%	27%	0%	5%	2%	0%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	7%	0%
		2200 - 2300	150	25	46%	31%	0%	5%	3%	1%	0%	0%	0%	0%	3%	0%	2%	0%	0%	5%	5%	0%
		2300 - 0000	100	27	40%	42%	0%	4%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	1%	0%
112	Fuk Hang Tsuen Road (EB) - L102	0000 - 0100	100	27	35%	41%	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	11%	2%	0%
		0100 - 0200	50	30	22%	56%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	24%	56%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	18%	58%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0400 - 0500	50	30	26%	54%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0500 - 0600	100	27	15%	36%	0%	4%	6%	0%	2%	0%	0%	2%	2%	4%	19%	0%	0%	4%	6%	0%
		0600 - 0700	150	25	29%	19%	0%	4%	11%	0%	1%	0%	0%	3%	10%	2%	8%	0%	0%	3%	9%	0%
		0700 - 0800	250	20	47%	14%	0%	7%	6%	0%	1%	0%	0%	2%	4%	1%	4%	0%	0%	4%	10%	0%
		0800 - 0900	250	20	43%	17%	0%	8%	10%	0%	2%	0%	0%	2%	8%	0%	1%	0%	0%	4%	7%	0%
		0900 - 1000	250	20	27%	19%	0%	8%	5%	1%	4%	0%	0%	1%	2%	4%	13%	0%	0%	4%	11%	0%
		1000 - 1100	200	22	32%	23%	0%	9%	8%	1%	3%	0%	0%	2%	5%	0%	5%	0%	0%	4%	11%	0%
		1100 - 1200	200	22	28%	19%	0%	7%	7%	1%	3%	0%	0%	2%	2%	2%	10%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	29%	17%	0%	6%	6%	1%	3%	0%	0%	6%	2%	3%	7%	0%	0%	5%	18%	0%
		1300 - 1400	150	25	33%	20%	0%	7%	7%	1%	3%	0%	0%	1%	3%	1%	5%	0%	0%	6%	13%	0%
		1400 - 1500	200	22	28%	17%	0%	7%	5%	1%	5%	0%	0%	2%	3%	6%	15%	0%	0%	4%	11%	0%
		1500 - 1600	200	22	28%	19%	0%	6%	6%	1%	2%	0%	0%	4%	2%	3%	14%	0%	0%	4%	13%	0%
		1600 - 1700	250	20	22%	19%	0%	6%	2%	2%	4%	0%	0%	8%	2%	6%	10%	0%	0%	6%	12%	0%
		1700 - 1800	200	22	31%	22%	0%	6%	3%	1%	2%	0%	0%	4%	1%	3%	4%	0%	0%	10%	15%	0%
		1800 - 1900	200	22	32%	20%	0%	6%	2%	1%	4%	0%	0%	1%	2%	6%	8%	0%	0%	11%	11%	0%
		1900 - 2000	250	20	34%	14%	0%	4%	3%	0%	1%	0%	0%	0%	1%	8%	24%	0%	0%	5%	6%	0%
		2000 - 2100	150	25	45%	23%	0%	7%	3%	1%	1%	0%	0%	0%	1%	3%	5%	0%	0%	7%	3%	0%
		2100 - 2200	200	22	47%	24%	0%	5%	2%	0%	0%	0%	0%	0%	1%	3%	6%	0%	0%	8%	5%	0%
		2200 - 2300	150	25	44%	27%	0%	5%	3%	0%	0%	0%	0%	0%	2%	0%	7%	0%	0%	9%	4%	0%
		2300 - 0000	100	27	38%	37%	0%	4%	3%	0%	1%	0%	0%	0%	1%	0%	7%	0%	0%	8%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
113	Fu Hang Road (EB) - L103	0000 - 0100	50	30	38%	12%	0%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	30%	14%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0500 - 0600	50	30	14%	14%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	14%	0%	0%
		0600 - 0700	50	30	26%	14%	0%	22%	8%	0%	0%	0%	0%	8%	14%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	50	30	38%	10%	0%	30%	4%	4%	0%	0%	0%	4%	4%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	32%	12%	0%	30%	6%	4%	0%	0%	0%	4%	6%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	22%	4%	0%	28%	18%	12%	2%	0%	0%	0%	2%	0%	4%	0%	0%	2%	6%	0%
		1000 - 1100	50	30	22%	6%	0%	26%	24%	10%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	6%	0%
		1100 - 1200	50	30	20%	6%	0%	24%	22%	10%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	10%	0%
		1200 - 1300	50	30	26%	2%	0%	20%	20%	8%	2%	0%	2%	2%	2%	0%	2%	0%	0%	6%	8%	0%
		1300 - 1400	50	30	24%	6%	0%	24%	24%	6%	2%	0%	0%	0%	2%	0%	0%	0%	0%	6%	6%	0%
		1400 - 1500	50	30	20%	6%	0%	24%	18%	10%	2%	0%	0%	0%	2%	0%	6%	0%	0%	6%	6%	0%
		1500 - 1600	50	30	24%	4%	0%	20%	20%	10%	2%	0%	2%	2%	2%	0%	4%	0%	0%	4%	6%	0%
		1600 - 1700	100	27	23%	2%	0%	18%	23%	12%	3%	0%	0%	0%	3%	0%	5%	0%	0%	3%	8%	0%
		1700 - 1800	100	27	28%	2%	0%	18%	21%	8%	2%	0%	0%	0%	2%	0%	2%	0%	0%	7%	10%	0%
		1800 - 1900	100	27	32%	2%	0%	20%	16%	4%	4%	0%	0%	0%	4%	0%	4%	0%	0%	7%	7%	0%
		1900 - 2000	50	30	36%	6%	0%	18%	16%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	6%	4%	0%
		2000 - 2100	50	30	40%	6%	0%	24%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		2100 - 2200	50	30	42%	8%	0%	22%	8%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		2200 - 2300	50	30	42%	12%	0%	16%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	44%	8%	0%	16%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
114	Fu Hang Road (NB) - L104	0000 - 0100	50	30	36%	8%	0%	24%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	14%	14%	0%	14%	30%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	22%	12%	0%	22%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	22%	6%	0%	12%	34%	8%	0%	0%	0%	2%	0%	0%	0%	0%	0%	10%	6%	0%
		0700 - 0800	100	27	36%	3%	0%	19%	17%	10%	0%	0%	0%	1%	0%	0%	0%	0%	0%	8%	6%	0%
		0800 - 0900	100	27	29%	3%	0%	19%	25%	12%	0%	0%	0%	1%	0%	0%	0%	0%	0%	7%	4%	0%
		0900 - 1000	100	27	25%	4%	0%	26%	20%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%
		1000 - 1100	50	30	24%	2%	0%	24%	24%	14%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	4%	0%
		1100 - 1200	50	30	24%	2%	0%	22%	24%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	8%	0%
		1200 - 1300	50	30	30%	2%	0%	18%	22%	12%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	6%	0%
		1300 - 1400	50	30	28%	2%	0%	22%	26%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1400 - 1500	50	30	26%	2%	0%	24%	22%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1500 - 1600	100	27	25%	2%	0%	20%	22%	15%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	6%	0%
		1600 - 1700	50	30	32%	2%	0%	26%	16%	6%	4%	0%	0%	0%	4%	0%	0%	0%	0%	6%	4%	0%
		1700 - 1800	50	30	38%	2%	0%	22%	14%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	12%	4%	0%
		1800 - 1900	50	30	40%	2%	0%	24%	10%	2%	4%	0%	0%	0%	4%	0%	0%	0%	0%	12%	2%	0%
		1900 - 2000	50	30	46%	2%	0%	22%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	2%	0%
		2000 - 2100	50	30	42%	2%	0%	22%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	2%	0%
		2100 - 2200	50	30	48%	6%	0%	18%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	2%	0%
		2200 - 2300	50	30	48%	4%	0%	16%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	40%	6%	0%	18%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
115	Slip road from Yuen Long Highway (WB) - L105	0000 - 0100	350	50	53%	25%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	38%	37%	0%	7%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	38%	0%	8%	5%	1%	1%	3%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%
		0300 - 0400	150	50	33%	42%	0%	5%	6%	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	43%	33%	0%	7%	7%	2%	1%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	250	50	32%	31%	0%	8%	8%	0%	0%	6%	0%	0%	0%	0%	2%	0%	5%	2%	3%	0%
		0600 - 0700	650	50	50%	14%	0%	7%	7%	2%	0%	5%	0%	1%	2%	0%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,400	46	65%	8%	0%	9%	3%	2%	0%	4%	0%	1%	1%	0%	1%	0%	1%	3%	4%	0%
		0800 - 0900	1,350	47	61%	9%	0%	10%	5%	2%	0%	4%	0%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,050	49	47%	12%	0%	16%	6%	4%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	900	50	47%	13%	0%	14%	7%	4%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	4%	0%
		1100 - 1200	950	49	45%	13%	0%	13%	7%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	850	50	49%	11%	0%	10%	6%	3%	1%	4%	1%	1%	0%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	850	50	50%	12%	0%	13%	7%	2%	1%	4%	0%	0%	1%	0%	0%	0%	2%	2%	6%	0%
		1400 - 1500	900	50	49%	12%	0%	13%	6%	4%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	1,000	49	49%	13%	0%	11%	7%	4%	1%	3%	1%	1%	1%	0%	1%	0%	2%	2%	6%	0%
		1600 - 1700	1,100	48	46%	13%	0%	14%	7%	3%	1%	5%	0%	1%	1%	0%	0%	0%	2%	2%	6%	0%
		1700 - 1800	1,200	48	52%	13%	0%	12%	6%	2%	0%	4%	0%	1%	1%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,150	48	57%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1900 - 2000	1,000	49	63%	10%	0%	8%	4%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	900	50	61%	12%	0%	10%	3%	2%	0%	5%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2100 - 2200	1,000	49	67%	13%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	50	64%	16%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	4%	0%	0%
116	Road P1 (NB) - L106	0000 - 0100	150	50	46%	33%	0%	8%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	50	33%	45%	0%	5%	4%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	5%	0%
		0200 - 0300	100	50	31%	45%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	5%	0%
		0300 - 0400	50	50	28%	50%	0%	4%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	100	50	35%	41%	0%	6%	6%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0500 - 0600	100	50	26%	37%	0%	7%	8%	1%	3%	0%	0%	1%	1%	1%	7%	0%	0%	3%	5%	0%
		0600 - 0700	300	50	37%	22%	0%	6%	8%	2%	2%	0%	0%	2%	4%	1%	4%	0%	0%	4%	8%	0%
		0700 - 0800	600	50	53%	14%	0%	9%	4%	2%	2%	0%	0%	1%	1%	0%	1%	0%	0%	4%	8%	0%
		0800 - 0900	550	50	48%	17%	0%	10%	6%	3%	2%	0%	0%	1%	3%	0%	1%	0%	0%	4%	5%	0%
		0900 - 1000	400	50	40%	16%	0%	13%	6%	5%	4%	0%	0%	0%	2%	1%	4%	0%	0%	2%	8%	0%
		1000 - 1100	300	50	42%	17%	0%	13%	7%	5%	3%	0%	0%	0%	2%	0%	1%	0%	0%	2%	7%	0%
		1100 - 1200	350	50	38%	16%	0%	11%	7%	4%	3%	0%	0%	1%	1%	1%	3%	0%	0%	2%	14%	0%
		1200 - 1300	300	50	43%	14%	0%	9%	6%	4%	3%	0%	1%	2%	1%	1%	2%	0%	0%	2%	13%	0%
		1300 - 1400	300	50	44%	16%	0%	11%	8%	3%	3%	0%	0%	0%	1%	0%	2%	0%	0%	3%	9%	0%
		1400 - 1500	350	50	40%	15%	0%	11%	6%	4%	5%	0%	0%	1%	1%	2%	5%	0%	0%	2%	8%	0%
		1500 - 1600	350	50	41%	16%	0%	10%	7%	6%	2%	0%	1%	1%	1%	1%	4%	0%	0%	2%	9%	0%
		1600 - 1700	250	50	47%	12%	0%	12%	6%	5%	2%	0%	0%	2%	2%	1%	1%	0%	0%	2%	8%	0%
		1700 - 1800	300	50	55%	12%	0%	10%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	9%	0%
		1800 - 1900	300	50	59%	12%	0%	10%	4%	2%	2%	0%	0%	0%	1%	1%	1%	0%	0%	3%	7%	0%
		1900 - 2000	350	50	56%	13%	0%	7%	4%	1%	1%	0%	0%	0%	1%	2%	8%	0%	0%	3%	4%	0%
		2000 - 2100	300	50	57%	17%	0%	10%	3%	2%	2%	0%	0%	0%	0%	1%	2%	0%	0%	3%	2%	0%
		2100 - 2200	350	50	62%	18%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	0%	3%	3%	0%
		2200 - 2300	200	50	60%	22%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	4%	2%	0%
		2300 - 0000	150	50	53%	29%	0%	6%	3%	1%	1%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
117	Road P1 (SB) - L107	0000 - 0100	100	50	50%	28%	0%	10%	2%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	6%	1%	0%
		0100 - 0200	100	50	35%	41%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	3%	3%	0%
		0200 - 0300	50	50	34%	44%	0%	8%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0300 - 0400	50	50	28%	48%	0%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	50	50	40%	36%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	100	50	28%	32%	0%	9%	10%	0%	3%	0%	0%	2%	2%	2%	7%	0%	0%	2%	3%	0%
		0600 - 0700	200	50	44%	12%	0%	9%	11%	2%	2%	0%	1%	2%	2%	2%	4%	0%	0%	4%	9%	0%
		0700 - 0800	350	50	59%	7%	0%	11%	5%	1%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	8%	0%
		0800 - 0900	350	50	56%	9%	0%	12%	8%	2%	3%	0%	0%	0%	1%	0%	0%	0%	0%	3%	5%	0%
		0900 - 1000	300	50	41%	13%	0%	16%	7%	3%	6%	0%	0%	0%	1%	1%	4%	0%	0%	2%	7%	0%
		1000 - 1100	250	50	42%	15%	0%	15%	8%	4%	5%	0%	0%	0%	2%	0%	1%	0%	0%	2%	6%	0%
		1100 - 1200	250	50	39%	14%	0%	13%	8%	3%	5%	0%	0%	0%	1%	0%	3%	0%	0%	2%	12%	0%
		1200 - 1300	250	50	43%	12%	0%	10%	8%	3%	4%	0%	0%	2%	1%	0%	2%	0%	0%	3%	10%	0%
		1300 - 1400	250	50	44%	14%	0%	13%	9%	2%	4%	0%	0%	0%	1%	0%	2%	0%	0%	3%	8%	0%
		1400 - 1500	300	50	40%	12%	0%	13%	7%	3%	8%	0%	0%	0%	1%	1%	5%	0%	0%	3%	7%	0%
		1500 - 1600	300	50	43%	14%	0%	12%	8%	3%	3%	0%	0%	2%	1%	1%	4%	0%	0%	2%	8%	0%
		1600 - 1700	350	50	41%	15%	0%	12%	6%	3%	5%	0%	0%	3%	4%	1%	2%	0%	0%	2%	5%	0%
		1700 - 1800	350	50	50%	15%	0%	11%	5%	2%	3%	0%	0%	1%	1%	0%	1%	0%	0%	4%	6%	0%
		1800 - 1900	350	50	52%	14%	0%	11%	4%	1%	5%	0%	0%	0%	3%	1%	2%	0%	0%	4%	4%	0%
		1900 - 2000	300	50	56%	11%	0%	9%	4%	1%	2%	0%	0%	0%	0%	2%	8%	0%	0%	3%	4%	0%
		2000 - 2100	250	50	58%	15%	0%	12%	4%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		2100 - 2200	250	50	64%	16%	0%	8%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	3%	0%
		2200 - 2300	200	50	62%	19%	0%	8%	3%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	2%	0%
		2300 - 0000	150	50	54%	25%	0%	7%	3%	1%	2%	0%	0%	0%	0%	0%	2%	0%	0%	5%	1%	0%
118	Ng Lau Road (NB) - L108	0000 - 0100	150	25	64%	19%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	51%	31%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0200 - 0300	100	27	53%	32%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	48%	40%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	44%	27%	0%	13%	5%	0%	0%	0%	0%	2%	2%	0%	3%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	56%	15%	0%	12%	5%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	450	8	68%	8%	0%	14%	2%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	1%	0%
		0800 - 0900	450	8	64%	10%	0%	16%	3%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	400	12	58%	10%	0%	22%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		1000 - 1100	350	15	59%	11%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		1100 - 1200	300	17	59%	11%	0%	19%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1200 - 1300	300	17	62%	9%	0%	15%	3%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	3%	2%	0%
		1300 - 1400	300	17	61%	10%	0%	18%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1400 - 1500	350	15	60%	9%	0%	19%	3%	0%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	1%	0%
		1500 - 1600	350	15	61%	10%	0%	16%	3%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	1%	0%
		1600 - 1700	450	8	64%	8%	0%	16%	3%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	500	5	70%	7%	0%	14%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	550	5	73%	6%	0%	13%	1%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1900 - 2000	400	12	73%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	2%	1%	0%
		2000 - 2100	350	15	71%	9%	0%	13%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	400	12	76%	10%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	73%	12%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2300 - 0000	200	22	69%	17%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
119	Road S2 (WB) - L109	0000 - 0100	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	66%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	76%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	68%	6%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	74%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	76%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
120	Road S1 (SB) - L110	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0200 - 0300	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	30	72%	9%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0700 - 0800	200	27	78%	5%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0800 - 0900	200	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	30	68%	7%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	30	67%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	30	70%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	30	74%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1300 - 1400	100	30	71%	7%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	30	70%	6%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	30	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	30	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	30	78%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1800 - 1900	100	30	80%	5%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	30	81%	5%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	100	30	79%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
121	Hong Po Road (WB) - L111	0000 - 0100	200	27	64%	15%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	150	28	51%	23%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		0200 - 0300	100	30	50%	24%	0%	15%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	30	46%	28%	0%	11%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	30	53%	20%	0%	12%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	30	45%	20%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%
		0600 - 0700	300	25	60%	9%	0%	13%	6%	1%	1%	0%	0%	1%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	15	71%	5%	0%	15%	2%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	700	15	66%	6%	0%	17%	3%	1%	1%	0%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	17	53%	7%	0%	25%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%
		1000 - 1100	500	20	53%	7%	0%	23%	7%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%
		1100 - 1200	500	20	53%	7%	0%	21%	7%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	21	58%	6%	0%	17%	6%	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	500	20	57%	7%	0%	20%	7%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	550	18	55%	7%	0%	21%	6%	3%	3%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	18	57%	7%	0%	19%	6%	4%	1%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1600 - 1700	700	15	54%	6%	0%	20%	6%	4%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	2%	0%
		1700 - 1800	800	12	62%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	750	13	65%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	18	72%	6%	0%	13%	3%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2000 - 2100	500	20	69%	7%	0%	16%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		2100 - 2200	600	17	75%	7%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	23	73%	9%	0%	11%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	26	68%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
122	Hong Po Road (EB) - L112	0000 - 0100	200	22	59%	19%	0%	15%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0100 - 0200	150	25	45%	29%	0%	13%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%
		0200 - 0300	100	27	45%	29%	0%	14%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	100	27	38%	33%	0%	11%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0400 - 0500	100	27	46%	25%	0%	13%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	150	25	39%	24%	0%	15%	10%	1%	1%	0%	0%	1%	1%	1%	5%	0%	0%	2%	3%	0%
		0600 - 0700	450	8	52%	11%	0%	11%	10%	2%	1%	0%	0%	0%	2%	1%	2%	0%	0%	2%	6%	0%
		0700 - 0800	950	5	65%	6%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	5%	0%
		0800 - 0900	900	5	61%	8%	0%	16%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	4%	0%
		0900 - 1000	650	5	47%	8%	2%	24%	6%	3%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	4%	0%
		1000 - 1100	550	5	48%	9%	0%	23%	8%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	550	5	47%	9%	0%	21%	8%	3%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	8%	0%
		1200 - 1300	500	5	52%	8%	0%	17%	7%	2%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1300 - 1400	500	5	51%	9%	0%	21%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	550	5	49%	8%	0%	21%	7%	3%	1%	0%	0%	0%	1%	1%	3%	0%	0%	1%	4%	0%
		1500 - 1600	600	5	51%	9%	0%	19%	7%	3%	1%	0%	0%	1%	1%	0%	2%	0%	0%	1%	5%	0%
		1600 - 1700	550	5	48%	8%	0%	24%	6%	2%	0%	0%	0%	3%	4%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	600	5	56%	8%	0%	21%	5%	2%	0%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	600	5	59%	8%	0%	21%	4%	1%	0%	0%	0%	0%	2%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	600	5	65%	7%	0%	14%	4%	1%	0%	0%	0%	0%	1%	1%	5%	0%	0%	2%	3%	0%
		2000 - 2100	550	5	65%	9%	0%	17%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	600	5	70%	9%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%
		2200 - 2300	350	15	68%	11%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2300 - 0000	250	20	63%	16%	0%	12%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
123	Access Road (SB) - L113	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	40%	30%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	60%	18%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	58%	24%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	40%	16%	10%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	46%	22%	0%	8%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	48%	20%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	14%	0%	0%
		1200 - 1300	50	30	40%	12%	0%	6%	6%	0%	0%	0%	0%	24%	0%	0%	0%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	52%	16%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	46%	16%	0%	6%	6%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	38%	0%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
		1700 - 1800	50	30	38%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%
		1800 - 1900	50	30	38%	0%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	44%	0%	0%
		1900 - 2000	50	30	64%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	62%	16%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	64%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
124	Access Road (NB) - L114	0000 - 0100	50	30	30%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	14%	24%	0%	14%	0%	0%	0%	0%	0%	24%	0%	0%	0%	0%	0%	24%	0%	0%
		0700 - 0800	50	30	22%	18%	0%	20%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	22%	0%	0%
		0800 - 0900	50	30	20%	20%	0%	24%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	24%	0%	0%
		0900 - 1000	50	30	28%	18%	12%	24%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1100 - 1200	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	28%	14%	0%	14%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	36%	18%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1500 - 1600	50	30	34%	18%	0%	18%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	76%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1800 - 1900	50	30	88%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1900 - 2000	50	30	44%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	36%	24%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2100 - 2200	50	30	42%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	30%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
125	Road S3 (WB) - L115	0000 - 0100	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	68%	8%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	78%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
126	Road S3 (EB) - L116	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	80%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
127	Access road (WB) - L117	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0800 - 0900	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0900 - 1000	50	30	60%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1100 - 1200	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1200 - 1300	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1300 - 1400	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1500 - 1600	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1600 - 1700	50	30	72%	0%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1700 - 1800	50	30	72%	0%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1800 - 1900	50	30	76%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1900 - 2000	50	30	80%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	76%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	80%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
128	Access road (EB) - L118	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	22%	12%	0%
		0700 - 0800	50	30	56%	0%	0%	0%	0%	16%	6%	0%	0%	0%	0%	0%	6%	0%	0%	6%	10%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0900 - 1000	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	20%	10%	0%
		1100 - 1200	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	10%	0%	0%	18%	10%	0%
		1200 - 1300	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1800 - 1900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1900 - 2000	50	30	42%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	14%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	52%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
129	Access road (WB) - L119	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	26%	0%
		0700 - 0800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0800 - 0900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0900 - 1000	50	30	54%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1000 - 1100	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1100 - 1200	50	30	38%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	12%	0%
		1200 - 1300	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		1300 - 1400	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1400 - 1500	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1500 - 1600	50	30	58%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1600 - 1700	50	30	76%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1800 - 1900	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
130	Access road (EB) - L120	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	44%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		0700 - 0800	50	30	54%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	6%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0900 - 1000	50	30	32%	12%	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	22%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	40%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	30%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1500 - 1600	50	30	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2100 - 2200	50	30	38%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
131	Unnamed Road (NB) - L121	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0800 - 0900	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0900 - 1000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1200 - 1300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1300 - 1400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1500 - 1600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
132	Unnamed Road (SB) - L122	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0800 - 0900	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0900 - 1000	50	30	52%	16%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1200 - 1300	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1500 - 1600	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1600 - 1700	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1800 - 1900	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2000 - 2100	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2100 - 2200	50	30	50%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
133	Unnamed Road (NB) - L123	0000 - 0100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0900 - 1000	50	30	58%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1000 - 1100	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1200 - 1300	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1300 - 1400	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	74%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
		1700 - 1800	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1800 - 1900	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1900 - 2000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
134	Unnamed Road (SB) - L124	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	26%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		0900 - 1000	50	30	20%	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		1000 - 1100	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1100 - 1200	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1300 - 1400	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1500 - 1600	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
135	Fuk Hang Tsuen Lane (EB) - L125	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	36%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		0700 - 0800	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0800 - 0900	50	30	46%	16%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0900 - 1000	50	30	42%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1400 - 1500	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	46%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	50%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	44%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2100 - 2200	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
136	Fuk Hang Tsuen Lane (WB) - L126	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	20%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0700 - 0800	50	30	30%	40%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	28%	44%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0900 - 1000	50	30	38%	30%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1400 - 1500	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1500 - 1600	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1600 - 1700	50	30	48%	16%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1800 - 1900	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1900 - 2000	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	40%	26%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2100 - 2200	50	30	42%	26%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	40%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
		2300 - 0000	50	30	28%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
137	Road S4 (EB) - L127	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	64%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0800 - 0900	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0900 - 1000	50	30	60%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	70%	12%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
138	Road S4 (WB) - L128	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	44%	36%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	60%	20%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	54%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	60%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	56%	12%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	56%	16%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	68%	4%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	70%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	68%	10%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	68%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
139	Road S1 (NB) - L129	0000 - 0100	50	30	62%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0600 - 0700	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	74%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	70%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	58%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	62%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	68%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	64%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	66%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	72%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	72%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	76%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	74%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	50	30	78%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	76%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
140	Ng Lau Road (NB) - L130	0000 - 0100	100	27	58%	23%	0%	12%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	44%	36%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	46%	38%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	38%	42%	0%	8%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	48%	32%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	30%	0%	12%	8%	0%	0%	2%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	47%	17%	0%	11%	7%	0%	0%	2%	1%	4%	4%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	300	17	62%	10%	0%	14%	3%	0%	0%	2%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	300	17	57%	12%	0%	15%	5%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	250	20	52%	12%	0%	20%	4%	1%	1%	1%	0%	0%	1%	0%	3%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	53%	13%	0%	19%	6%	1%	1%	2%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	52%	13%	0%	18%	6%	1%	1%	2%	0%	1%	1%	0%	2%	0%	0%	2%	4%	0%
		1200 - 1300	200	22	55%	11%	0%	14%	5%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	200	22	55%	12%	0%	17%	7%	1%	1%	2%	0%	1%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	54%	12%	0%	18%	5%	1%	1%	1%	0%	1%	2%	0%	4%	0%	0%	3%	2%	0%
		1500 - 1600	250	20	53%	12%	0%	15%	5%	1%	0%	1%	1%	2%	1%	0%	3%	0%	0%	2%	2%	0%
		1600 - 1700	300	17	57%	9%	0%	15%	4%	1%	1%	2%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1700 - 1800	300	17	65%	9%	0%	13%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	3%	0%
		1800 - 1900	300	17	67%	8%	0%	12%	2%	0%	1%	1%	0%	0%	2%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	250	20	66%	9%	0%	11%	3%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%	3%	1%	0%
		2000 - 2100	200	22	65%	12%	0%	13%	3%	1%	1%	2%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	250	20	70%	12%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	150	25	68%	15%	0%	9%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2300 - 0000	100	27	63%	20%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
141	Ng Lau Road (SB) - L131	0000 - 0100	100	27	53%	23%	0%	8%	3%	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%
		0100 - 0200	50	30	40%	34%	0%	8%	4%	4%	0%	2%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		0200 - 0300	50	30	40%	36%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	32%	40%	0%	4%	8%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0400 - 0500	50	30	42%	34%	0%	8%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	28%	0%	8%	10%	0%	0%	2%	0%	2%	0%	2%	8%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	41%	12%	0%	8%	10%	4%	1%	2%	1%	3%	2%	1%	5%	0%	0%	3%	7%	0%
		0700 - 0800	300	17	56%	7%	0%	11%	4%	4%	2%	2%	0%	2%	1%	0%	2%	0%	0%	2%	6%	0%
		0800 - 0900	300	17	51%	9%	0%	12%	7%	6%	2%	2%	0%	1%	2%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	250	20	44%	11%	0%	14%	7%	6%	2%	2%	0%	0%	1%	2%	4%	0%	0%	2%	4%	0%
		1000 - 1100	200	22	47%	12%	0%	14%	9%	7%	2%	2%	0%	1%	1%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	200	22	45%	12%	0%	13%	9%	6%	2%	2%	0%	1%	1%	1%	4%	0%	0%	3%	6%	0%
		1200 - 1300	200	22	48%	10%	0%	10%	8%	6%	1%	2%	1%	3%	1%	1%	3%	0%	0%	4%	6%	0%
		1300 - 1400	200	22	49%	12%	0%	12%	10%	3%	2%	2%	0%	1%	1%	1%	2%	0%	0%	4%	4%	0%
		1400 - 1500	200	22	46%	11%	0%	12%	7%	6%	3%	1%	0%	1%	1%	2%	6%	0%	0%	4%	4%	0%
		1500 - 1600	200	22	46%	11%	0%	11%	8%	7%	1%	1%	1%	2%	1%	1%	5%	0%	0%	3%	4%	0%
		1600 - 1700	250	20	53%	12%	0%	10%	7%	4%	0%	2%	0%	2%	2%	2%	2%	0%	0%	4%	0%	0%
		1700 - 1800	250	20	61%	11%	0%	8%	6%	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	250	20	65%	10%	0%	8%	4%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	7%	0%	0%
		1900 - 2000	200	22	60%	9%	0%	8%	4%	1%	1%	2%	0%	0%	1%	3%	9%	0%	0%	4%	2%	0%
		2000 - 2100	200	22	62%	11%	0%	10%	4%	3%	1%	3%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	67%	13%	0%	8%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	150	25	63%	15%	0%	7%	3%	2%	0%	1%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	58%	20%	0%	6%	4%	3%	0%	1%	0%	0%	0%	0%	3%	0%	0%	5%	0%	0%
142	To Lai Road (EB) - L132_1	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
143	To Lai Road (EB) - L132_2	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
144	To Lai Road (WB) - L133_1	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2037 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
145	To Lai Road (WB) - L133_2	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	Hong Po Road (WB) - L001_1	0000 - 0100	200	40	62%	16%	0%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	150	40	49%	25%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	45%	29%	0%	10%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	51%	21%	0%	12%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	43%	21%	0%	16%	11%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%
		0600 - 0700	300	39	58%	10%	0%	12%	6%	1%	1%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	35	69%	6%	0%	15%	2%	1%	1%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	64%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	51%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	56%	7%	0%	17%	6%	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	53%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	2%	2%	0%
		1700 - 1800	800	34	61%	6%	0%	17%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	800	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
2	Hong Po Road (WB) - L001_2	0000 - 0100	200	40	62%	16%	0%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	150	40	49%	25%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	45%	29%	0%	10%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	51%	21%	0%	12%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	43%	21%	0%	16%	11%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%
		0600 - 0700	300	39	58%	10%	0%	12%	6%	1%	1%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	35	69%	6%	0%	15%	2%	1%	1%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	64%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	51%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	56%	7%	0%	17%	6%	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	53%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	2%	2%	0%
		1700 - 1800	800	34	61%	6%	0%	17%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	800	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
3	Hong Po Road (WB) - L001_3	0000 - 0100	200	40	62%	16%	0%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0100 - 0200	150	40	49%	25%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		0200 - 0300	100	40	50%	25%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	100	40	45%	29%	0%	10%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	40	51%	21%	0%	12%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	40	43%	21%	0%	16%	11%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%
		0600 - 0700	300	39	58%	10%	0%	12%	6%	1%	1%	0%	0%	2%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	35	69%	6%	0%	15%	2%	1%	1%	0%	0%	1%	2%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	650	35	64%	7%	0%	16%	4%	1%	1%	0%	0%	1%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	36	52%	7%	0%	24%	6%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1000 - 1100	500	37	52%	8%	0%	22%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	500	37	51%	8%	0%	21%	7%	3%	2%	0%	0%	1%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	450	37	56%	7%	0%	17%	6%	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	450	37	56%	7%	0%	20%	7%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	500	37	53%	7%	0%	21%	6%	3%	3%	0%	0%	1%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	36	55%	8%	0%	18%	7%	4%	1%	0%	0%	2%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	35	53%	6%	0%	20%	7%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	2%	2%	0%
		1700 - 1800	800	34	61%	6%	0%	17%	6%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	800	34	64%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	36	71%	6%	0%	13%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2000 - 2100	500	37	68%	7%	0%	16%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2100 - 2200	550	36	73%	8%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	38	72%	9%	0%	11%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	39	67%	13%	0%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
4	Hong Po Road (EB) - L002	0000 - 0100	200	40	60%	18%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	1%	0%
		0100 - 0200	150	40	45%	29%	0%	13%	5%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	0%
		0200 - 0300	100	40	45%	30%	0%	14%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	100	40	40%	35%	0%	10%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	100	40	48%	25%	0%	13%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	150	40	39%	25%	0%	15%	9%	1%	1%	0%	0%	1%	1%	1%	4%	0%	0%	2%	3%	0%
		0600 - 0700	500	37	51%	12%	0%	11%	9%	1%	1%	0%	0%	1%	2%	1%	2%	0%	0%	3%	6%	0%
		0700 - 0800	1,050	31	64%	7%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		0800 - 0900	1,000	31	60%	8%	0%	16%	6%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	3%	0%
		0900 - 1000	700	35	48%	8%	1%	25%	6%	2%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	4%	0%
		1000 - 1100	600	36	50%	9%	0%	24%	7%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	600	36	48%	9%	0%	21%	7%	2%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	7%	0%
		1200 - 1300	550	36	53%	8%	0%	17%	7%	2%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	7%	0%
		1300 - 1400	550	36	53%	9%	0%	21%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	600	36	51%	8%	0%	22%	6%	2%	1%	0%	0%	0%	1%	1%	2%	0%	0%	2%	4%	0%
		1500 - 1600	650	35	52%	9%	0%	19%	7%	3%	0%	0%	0%	1%	1%	0%	2%	0%	0%	1%	5%	0%
		1600 - 1700	600	36	51%	8%	0%	24%	6%	2%	0%	0%	0%	3%	3%	0%	1%	0%	0%	1%	2%	0%
		1700 - 1800	650	35	58%	8%	0%	21%	5%	2%	0%	0%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		1800 - 1900	650	35	61%	7%	0%	21%	4%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%
		1900 - 2000	650	35	66%	7%	0%	14%	4%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%	2%	2%	0%
		2000 - 2100	600	36	66%	9%	0%	17%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	650	35	71%	9%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2200 - 2300	400	38	69%	12%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2300 - 0000	300	39	64%	16%	0%	12%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
5	Tsing Lun Road (NB) - L003_1	0000 - 0100	250	39	41%	31%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	44%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	12%	3%	0%	0%
		0200 - 0300	150	40	29%	45%	0%	8%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	25%	51%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0400 - 0500	150	40	32%	40%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	23%	34%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	22%	2%	0%	0%
		0600 - 0700	450	37	42%	22%	0%	9%	3%	0%	0%	4%	0%	3%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	950	32	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	900	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	600	36	43%	19%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	8%	2%	1%	0%
		1100 - 1200	600	36	41%	19%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	9%	3%	1%	0%
		1200 - 1300	550	36	44%	16%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
		1400 - 1500	600	36	43%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	18%	0%	14%	3%	1%	0%	2%	0%	2%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	41%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	48%	16%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	1%	0%
		1800 - 1900	700	35	51%	15%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	6%	6%	0%	0%
		1900 - 2000	650	35	53%	14%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	17%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
		2100 - 2200	650	35	57%	18%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		2300 - 0000	350	38	45%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
6	Tsing Lun Road (NB) - L003_2	0000 - 0100	250	39	41%	31%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
		0100 - 0200	200	40	29%	44%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	12%	3%	0%	0%
		0200 - 0300	150	40	29%	45%	0%	8%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%
		0300 - 0400	100	40	25%	51%	0%	5%	2%	1%	0%	5%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0400 - 0500	150	40	32%	40%	0%	7%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	12%	3%	0%	0%
		0500 - 0600	200	40	23%	34%	0%	8%	3%	0%	0%	4%	0%	1%	1%	1%	3%	0%	22%	2%	0%	0%
		0600 - 0700	450	37	42%	22%	0%	9%	3%	0%	0%	4%	0%	3%	2%	1%	1%	0%	9%	3%	1%	0%
		0700 - 0800	950	32	57%	13%	0%	12%	1%	0%	0%	3%	0%	2%	1%	0%	0%	0%	7%	3%	1%	0%
		0800 - 0900	900	33	54%	16%	0%	13%	2%	0%	0%	3%	0%	2%	1%	0%	0%	0%	4%	3%	0%	0%
		0900 - 1000	700	35	41%	17%	0%	19%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	10%	2%	1%	0%
		1000 - 1100	600	36	43%	19%	0%	18%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	8%	2%	1%	0%
		1100 - 1200	600	36	41%	19%	0%	16%	3%	1%	0%	3%	0%	1%	1%	0%	2%	0%	9%	3%	1%	0%
		1200 - 1300	550	36	44%	16%	0%	13%	3%	1%	0%	3%	0%	4%	1%	0%	1%	0%	9%	3%	1%	0%
		1300 - 1400	550	36	45%	17%	0%	16%	3%	1%	0%	3%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
		1400 - 1500	600	36	43%	17%	0%	16%	3%	1%	1%	2%	0%	1%	1%	1%	3%	0%	8%	3%	1%	0%
		1500 - 1600	650	35	43%	18%	0%	14%	3%	1%	0%	2%	0%	2%	1%	0%	2%	0%	10%	2%	1%	0%
		1600 - 1700	650	35	41%	16%	0%	16%	3%	2%	0%	4%	0%	3%	3%	0%	2%	0%	6%	3%	0%	0%
		1700 - 1800	700	35	48%	16%	0%	14%	3%	1%	0%	3%	0%	1%	1%	0%	1%	0%	6%	5%	1%	0%
		1800 - 1900	700	35	51%	15%	0%	14%	2%	0%	0%	2%	0%	0%	2%	0%	1%	0%	6%	6%	0%	0%
		1900 - 2000	650	35	53%	14%	0%	10%	2%	0%	0%	3%	0%	0%	0%	1%	4%	0%	9%	3%	0%	0%
		2000 - 2100	600	36	52%	17%	0%	12%	1%	1%	0%	4%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
		2100 - 2200	650	35	57%	18%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2200 - 2300	450	37	53%	20%	0%	8%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		2300 - 0000	350	38	45%	27%	0%	7%	1%	0%	0%	2%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%
7	Tsing Lun Road (SB) - L004	0000 - 0100	350	38	46%	31%	0%	10%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		0100 - 0200	250	39	32%	44%	0%	7%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
		0200 - 0300	200	40	33%	47%	0%	9%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		0300 - 0400	150	40	27%	51%	0%	5%	4%	1%	0%	5%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		0400 - 0500	200	40	37%	41%	0%	8%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
		0500 - 0600	250	39	27%	38%	0%	9%	6%	0%	0%	4%	0%	1%	0%	0%	0%	0%	12%	2%	0%	0%
		0600 - 0700	650	35	50%	19%	0%	10%	7%	0%	0%	3%	0%	2%	0%	0%	0%	0%	4%	3%	1%	0%
		0700 - 0800	1,400	27	64%	11%	0%	12%	3%	1%	0%	2%	0%	1%	0%	0%	0%	0%	3%	3%	1%	0%
		0800 - 0900	1,350	28	59%	13%	0%	14%	5%	1%	0%	3%	0%	1%	0%	0%	0%	0%	2%	3%	0%	0%
		0900 - 1000	1,000	31	46%	17%	0%	20%	4%	1%	1%	3%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		1000 - 1100	850	33	46%	19%	0%	18%	6%	1%	1%	3%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%
		1100 - 1200	850	33	46%	19%	0%	16%	6%	1%	1%	3%	0%	1%	0%	0%	0%	0%	5%	2%	1%	0%
		1200 - 1300	800	34	50%	16%	0%	14%	5%	1%	1%	3%	0%	2%	0%	0%	0%	0%	5%	3%	1%	0%
		1300 - 1400	800	34	49%	17%	0%	16%	6%	0%	1%	3%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		1400 - 1500	850	33	48%	17%	0%	17%	5%	1%	1%	2%	0%	1%	0%	0%	0%	0%	4%	2%	1%	0%
		1500 - 1600	950	32	48%	18%	0%	15%	5%	1%	0%	2%	0%	2%	0%	0%	0%	0%	5%	2%	1%	0%
		1600 - 1700	950	32	43%	19%	0%	16%	5%	0%	1%	5%	0%	2%	1%	0%	0%	0%	4%	2%	1%	0%
		1700 - 1800	1,050	31	50%	18%	0%	14%	4%	0%	0%	4%	0%	1%	0%	0%	0%	0%	4%	4%	1%	0%
		1800 - 1900	1,050	31	53%	17%	0%	14%	3%	0%	1%	3%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
		1900 - 2000	950	32	60%	14%	0%	10%	3%	0%	0%	3%	0%	0%	0%	1%	1%	0%	5%	3%	0%	0%
		2000 - 2100	900	33	57%	17%	0%	12%	2%	0%	0%	4%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%
		2100 - 2200	1,000	31	62%	18%	0%	9%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
		2200 - 2300	650	35	58%	21%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
		2300 - 0000	450	37	51%	28%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
8	Access road to Siu Hong Station (WB) - L005	0000 - 0100	100	27	35%	48%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	24%	62%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0200 - 0300	50	30	22%	60%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	18%	66%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	26%	58%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	100	27	14%	39%	0%	8%	4%	0%	0%	0%	0%	0%	2%	0%	6%	0%	25%	2%	0%	0%
		0600 - 0700	150	25	24%	32%	0%	7%	9%	1%	1%	2%	0%	1%	10%	1%	3%	0%	7%	1%	1%	0%
		0700 - 0800	250	20	40%	24%	0%	11%	4%	2%	1%	2%	0%	0%	4%	0%	1%	0%	8%	0%	1%	0%
		0800 - 0900	300	17	36%	27%	0%	12%	7%	3%	2%	2%	0%	0%	6%	0%	0%	0%	4%	0%	1%	0%
		0900 - 1000	200	22	29%	22%	0%	19%	4%	2%	2%	2%	0%	1%	3%	1%	5%	0%	13%	1%	1%	0%
		1000 - 1100	200	22	29%	24%	0%	18%	5%	3%	1%	2%	0%	1%	5%	0%	2%	0%	11%	1%	1%	0%
		1100 - 1200	200	22	30%	24%	0%	16%	5%	2%	1%	2%	0%	1%	2%	1%	4%	0%	12%	1%	2%	0%
		1200 - 1300	150	25	33%	21%	0%	14%	5%	2%	1%	2%	0%	2%	2%	1%	3%	0%	12%	1%	2%	0%
		1300 - 1400	150	25	34%	23%	0%	16%	5%	1%	1%	2%	0%	0%	3%	0%	2%	0%	11%	1%	1%	0%
		1400 - 1500	200	22	31%	22%	0%	17%	4%	2%	3%	1%	0%	1%	3%	1%	6%	0%	9%	1%	1%	0%
		1500 - 1600	200	22	32%	24%	0%	14%	5%	2%	1%	1%	0%	2%	2%	1%	5%	0%	12%	1%	1%	0%
		1600 - 1700	200	22	36%	15%	0%	20%	1%	0%	0%	3%	0%	5%	4%	0%	5%	0%	10%	1%	1%	0%
		1700 - 1800	200	22	43%	16%	0%	19%	1%	0%	0%	3%	0%	3%	2%	0%	2%	0%	11%	1%	1%	0%
		1800 - 1900	200	22	46%	15%	0%	18%	1%	0%	0%	2%	0%	1%	3%	0%	4%	0%	12%	1%	1%	0%
		1900 - 2000	200	22	41%	19%	0%	11%	3%	1%	1%	2%	0%	0%	1%	1%	10%	0%	12%	1%	1%	0%
		2000 - 2100	200	22	42%	24%	0%	13%	2%	1%	1%	3%	0%	0%	1%	1%	2%	0%	13%	1%	0%	0%
		2100 - 2200	200	22	46%	26%	0%	11%	1%	1%	0%	1%	0%	0%	1%	1%	2%	0%	12%	1%	1%	0%
		2200 - 2300	150	25	41%	29%	0%	9%	2%	0%	0%	0%	0%	0%	2%	0%	3%	0%	13%	1%	0%	0%
		2300 - 0000	100	27	34%	39%	0%	8%	2%	0%	0%	0%	0%	0%	1%	0%	2%	0%	13%	1%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
9	Access road to Siu Hong Station (EB) - L006	0000 - 0100	50	30	40%	34%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	28%	48%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	32%	44%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	12%	22%	0%	6%	8%	0%	0%	0%	0%	0%	2%	2%	12%	0%	34%	2%	0%	0%
		0600 - 0700	150	25	25%	11%	0%	7%	16%	0%	0%	3%	0%	0%	14%	2%	8%	0%	11%	1%	2%	0%
		0700 - 0800	200	22	44%	9%	0%	12%	9%	1%	0%	3%	0%	0%	6%	1%	4%	1%	11%	1%	2%	0%
		0800 - 0900	200	22	41%	10%	0%	14%	14%	1%	0%	4%	0%	0%	10%	0%	1%	0%	7%	1%	1%	0%
		0900 - 1000	150	25	29%	13%	0%	15%	7%	1%	0%	2%	0%	0%	4%	2%	9%	0%	16%	1%	1%	0%
		1000 - 1100	150	25	29%	15%	0%	15%	9%	1%	0%	3%	0%	0%	7%	0%	3%	0%	15%	2%	2%	0%
		1100 - 1200	150	25	29%	14%	0%	13%	9%	1%	0%	3%	0%	0%	3%	1%	7%	0%	16%	2%	3%	0%
		1200 - 1300	150	25	33%	12%	0%	11%	9%	1%	0%	3%	0%	1%	4%	1%	5%	0%	16%	2%	3%	0%
		1300 - 1400	150	25	33%	13%	0%	14%	9%	0%	0%	3%	0%	0%	5%	1%	4%	0%	14%	2%	2%	0%
		1400 - 1500	150	25	31%	13%	0%	13%	7%	1%	0%	1%	0%	0%	5%	3%	12%	0%	12%	1%	1%	0%
		1500 - 1600	150	25	31%	13%	0%	12%	8%	1%	0%	2%	0%	1%	3%	1%	10%	0%	16%	1%	1%	0%
		1600 - 1700	150	25	31%	16%	0%	13%	2%	0%	0%	4%	0%	1%	9%	2%	6%	0%	13%	1%	1%	0%
		1700 - 1800	150	25	40%	17%	0%	13%	2%	0%	0%	3%	0%	1%	4%	1%	2%	0%	14%	2%	1%	0%
		1800 - 1900	150	25	41%	15%	0%	12%	1%	0%	0%	2%	0%	0%	7%	1%	4%	0%	15%	2%	1%	0%
		1900 - 2000	150	25	36%	10%	0%	7%	4%	0%	0%	3%	0%	0%	2%	3%	18%	0%	15%	1%	1%	0%
		2000 - 2100	150	25	41%	15%	0%	12%	3%	0%	0%	5%	0%	0%	1%	1%	3%	0%	17%	2%	0%	0%
		2100 - 2200	150	25	44%	16%	0%	9%	3%	0%	0%	3%	0%	0%	2%	1%	4%	0%	16%	2%	1%	0%
		2200 - 2300	100	27	41%	18%	0%	8%	4%	0%	0%	0%	0%	0%	3%	0%	5%	0%	18%	3%	0%	0%
		2300 - 0000	100	27	37%	24%	0%	7%	3%	0%	0%	0%	0%	0%	2%	0%	5%	0%	19%	3%	0%	0%
10	Lam Tei Interchange (EB) - L007	0000 - 0100	500	37	48%	27%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	5%	0%	0%
		0100 - 0200	350	39	35%	40%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
		0200 - 0300	250	40	35%	42%	0%	10%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	5%	2%	1%	0%
		0300 - 0400	200	40	31%	47%	0%	7%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0400 - 0500	250	40	39%	36%	0%	8%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	350	39	28%	33%	0%	10%	5%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	950	33	45%	20%	0%	9%	6%	1%	1%	1%	0%	2%	2%	1%	2%	0%	4%	3%	3%	0%
		0700 - 0800	2,000	22	60%	12%	0%	12%	2%	1%	1%	1%	0%	1%	1%	0%	1%	0%	3%	3%	3%	0%
		0800 - 0900	1,950	23	56%	14%	0%	14%	4%	1%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,500	27	45%	14%	1%	20%	4%	2%	1%	1%	0%	0%	1%	1%	2%	0%	5%	2%	2%	0%
		1000 - 1100	1,250	30	46%	16%	0%	19%	5%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,250	30	45%	16%	0%	17%	5%	2%	1%	1%	0%	1%	1%	0%	2%	0%	4%	2%	4%	0%
		1200 - 1300	1,150	31	49%	13%	0%	14%	5%	1%	1%	1%	0%	2%	1%	0%	1%	0%	4%	3%	4%	0%
		1300 - 1400	1,150	31	49%	15%	0%	17%	5%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,250	30	47%	14%	0%	18%	4%	2%	1%	1%	0%	1%	1%	1%	3%	0%	4%	2%	2%	0%
		1500 - 1600	1,350	29	48%	15%	0%	15%	5%	2%	0%	1%	0%	1%	1%	0%	3%	0%	5%	2%	3%	0%
		1600 - 1700	1,350	29	49%	13%	0%	18%	5%	1%	0%	1%	0%	2%	2%	0%	2%	0%	3%	2%	2%	0%
		1700 - 1800	1,500	27	56%	12%	0%	16%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	4%	2%	0%
		1800 - 1900	1,500	27	58%	11%	0%	16%	3%	0%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
		1900 - 2000	1,400	28	59%	12%	0%	11%	3%	0%	0%	1%	0%	0%	0%	1%	4%	0%	4%	3%	1%	0%
		2000 - 2100	1,250	30	59%	14%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2100 - 2200	1,400	28	63%	15%	0%	10%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	900	33	60%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	650	36	53%	24%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
11	Ng Lau Road (NB) - L008	0000 - 0100	150	25	61%	20%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	100	27	49%	32%	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	52%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	46%	38%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	43%	28%	0%	12%	5%	0%	0%	0%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	53%	15%	0%	12%	6%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	400	12	68%	9%	0%	14%	2%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	400	12	62%	11%	0%	16%	4%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	350	15	57%	10%	0%	22%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	1%	1%	0%
		1000 - 1100	300	17	58%	11%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		1100 - 1200	300	17	56%	11%	0%	19%	4%	0%	0%	1%	0%	0%	1%	0%	2%	0%	0%	2%	3%	0%
		1200 - 1300	300	17	60%	9%	0%	15%	4%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	2%	3%	0%
		1300 - 1400	300	17	60%	10%	0%	17%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	59%	10%	0%	18%	4%	0%	1%	1%	0%	0%	1%	0%	3%	0%	0%	2%	2%	0%
		1500 - 1600	350	15	59%	11%	0%	16%	4%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	2%	0%
		1600 - 1700	400	12	63%	8%	0%	16%	3%	1%	1%	1%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	500	5	69%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	500	5	71%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	350	15	71%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	70%	10%	0%	13%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	350	15	74%	10%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	72%	12%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		2300 - 0000	150	25	68%	17%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
12	Ng Lau Road (SB) - L009	0000 - 0100	100	27	62%	19%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	48%	31%	0%	8%	3%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		0200 - 0300	50	30	48%	30%	0%	10%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		0300 - 0400	50	30	44%	38%	0%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	50	30	52%	26%	0%	10%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	40%	27%	0%	11%	7%	0%	0%	0%	0%	2%	0%	2%	5%	0%	0%	4%	2%	0%
		0600 - 0700	250	20	50%	11%	0%	10%	7%	2%	1%	2%	0%	2%	2%	1%	4%	0%	0%	3%	4%	0%
		0700 - 0800	450	8	65%	6%	0%	12%	3%	3%	1%	1%	0%	1%	0%	0%	1%	0%	0%	2%	4%	0%
		0800 - 0900	450	8	60%	8%	0%	14%	5%	4%	1%	1%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		0900 - 1000	350	15	53%	9%	0%	18%	5%	4%	1%	1%	0%	0%	1%	1%	3%	0%	0%	2%	3%	0%
		1000 - 1100	300	17	54%	10%	0%	17%	6%	4%	1%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	300	17	53%	10%	0%	15%	6%	4%	1%	1%	0%	0%	0%	0%	2%	0%	0%	3%	4%	0%
		1200 - 1300	300	17	57%	9%	0%	12%	5%	4%	1%	1%	1%	2%	0%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	250	20	58%	9%	0%	15%	6%	2%	1%	1%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%
		1400 - 1500	300	17	54%	9%	0%	15%	5%	4%	2%	1%	0%	0%	1%	1%	4%	0%	0%	3%	2%	0%
		1500 - 1600	350	15	55%	10%	0%	13%	6%	5%	1%	1%	1%	1%	0%	1%	3%	0%	0%	2%	3%	0%
		1600 - 1700	350	15	60%	10%	0%	12%	5%	2%	0%	2%	0%	1%	2%	1%	1%	0%	0%	3%	0%	0%
		1700 - 1800	400	12	68%	9%	0%	11%	4%	2%	0%	1%	0%	1%	1%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	400	12	71%	8%	0%	10%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	0%	0%
		1900 - 2000	350	15	67%	7%	0%	9%	3%	1%	0%	1%	0%	0%	0%	2%	5%	0%	0%	3%	1%	0%
		2000 - 2100	300	17	68%	9%	0%	11%	3%	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	350	15	72%	10%	0%	9%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	200	22	71%	12%	0%	8%	2%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%
		2300 - 0000	150	25	67%	17%	0%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	Lam Tei Interchange (EB) - L010	0000 - 0100	450	38	47%	28%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	5%	0%	0%
		0100 - 0200	350	39	33%	41%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	7%	3%	1%	0%
		0200 - 0300	250	40	34%	42%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0300 - 0400	200	40	30%	48%	0%	7%	5%	2%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0400 - 0500	250	40	37%	37%	0%	8%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	6%	2%	1%	0%
		0500 - 0600	350	39	27%	33%	0%	10%	6%	0%	0%	1%	0%	1%	1%	1%	4%	0%	12%	2%	1%	0%
		0600 - 0700	1,000	32	44%	19%	0%	9%	6%	1%	1%	1%	0%	2%	2%	1%	2%	0%	4%	3%	4%	0%
		0700 - 0800	2,000	22	59%	12%	0%	12%	3%	2%	1%	1%	0%	1%	1%	0%	1%	0%	3%	3%	3%	0%
		0800 - 0900	1,950	23	55%	14%	0%	13%	4%	2%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0900 - 1000	1,450	28	43%	14%	1%	20%	4%	2%	1%	1%	0%	0%	1%	1%	2%	0%	5%	2%	2%	0%
		1000 - 1100	1,200	30	45%	16%	0%	19%	6%	3%	1%	1%	0%	0%	1%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	1,200	30	43%	16%	0%	17%	6%	3%	1%	1%	0%	1%	1%	0%	2%	0%	5%	2%	5%	0%
		1200 - 1300	1,100	31	47%	14%	0%	14%	5%	2%	1%	1%	0%	2%	1%	1%	2%	0%	5%	3%	4%	0%
		1300 - 1400	1,100	31	48%	15%	0%	16%	6%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	1,250	30	45%	14%	0%	17%	5%	2%	1%	1%	0%	1%	1%	1%	3%	0%	4%	2%	2%	0%
		1500 - 1600	1,350	29	45%	15%	0%	14%	5%	3%	1%	1%	0%	2%	1%	1%	3%	0%	5%	2%	3%	0%
		1600 - 1700	1,200	30	46%	14%	0%	18%	5%	2%	0%	1%	0%	2%	2%	0%	2%	0%	3%	3%	1%	0%
		1700 - 1800	1,350	29	53%	13%	0%	15%	4%	1%	0%	1%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	1,350	29	55%	13%	0%	15%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	5%	1%	0%
		1900 - 2000	1,350	29	57%	12%	0%	10%	3%	1%	0%	1%	0%	0%	0%	2%	5%	0%	5%	3%	1%	0%
		2000 - 2100	1,200	30	57%	15%	0%	13%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		2100 - 2200	1,350	29	62%	16%	0%	10%	1%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	850	34	59%	18%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
		2300 - 0000	600	36	52%	25%	0%	8%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	6%	4%	0%	0%
14	Lam Tei Interchange (WB) - L011	0000 - 0100	550	37	51%	26%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%
		0100 - 0200	350	39	38%	39%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		0200 - 0300	300	39	38%	40%	0%	9%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0300 - 0400	250	40	33%	44%	0%	6%	5%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	1%	0%
		0400 - 0500	250	40	42%	35%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%
		0500 - 0600	350	39	32%	33%	0%	10%	7%	0%	1%	3%	0%	1%	0%	0%	1%	0%	8%	2%	1%	0%
		0600 - 0700	950	33	52%	17%	0%	10%	7%	1%	0%	2%	0%	2%	2%	0%	1%	0%	2%	3%	1%	0%
		0700 - 0800	2,000	22	66%	10%	0%	12%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	2%	3%	1%	0%
		0800 - 0900	1,950	23	61%	11%	0%	14%	4%	1%	0%	2%	0%	1%	1%	0%	0%	0%	1%	3%	1%	0%
		0900 - 1000	1,600	26	49%	14%	0%	20%	5%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
		1000 - 1100	1,350	29	49%	15%	0%	18%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	1%	0%
		1100 - 1200	1,350	29	48%	15%	0%	17%	6%	1%	1%	2%	0%	1%	0%	0%	1%	0%	3%	2%	2%	0%
		1200 - 1300	1,250	30	53%	13%	0%	14%	6%	1%	1%	2%	0%	2%	0%	0%	0%	0%	3%	3%	2%	0%
		1300 - 1400	1,250	30	52%	14%	0%	16%	6%	1%	1%	2%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		1400 - 1500	1,400	28	51%	14%	0%	17%	5%	2%	2%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%	0%
		1500 - 1600	1,500	27	51%	15%	0%	15%	6%	2%	1%	1%	0%	1%	0%	0%	1%	0%	3%	2%	1%	0%
		1600 - 1700	1,700	25	50%	14%	0%	16%	5%	2%	1%	2%	0%	2%	1%	0%	1%	0%	2%	3%	2%	0%
		1700 - 1800	1,950	23	56%	13%	0%	14%	5%	1%	1%	2%	0%	1%	0%	0%	0%	0%	2%	4%	2%	0%
		1800 - 1900	1,950	23	59%	12%	0%	13%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
		1900 - 2000	1,550	27	64%	11%	0%	10%	3%	0%	0%	2%	0%	0%	0%	1%	2%	0%	3%	3%	1%	0%
		2000 - 2100	1,400	28	62%	14%	0%	12%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
		2100 - 2200	1,600	26	66%	14%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		2200 - 2300	1,000	32	63%	17%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
		2300 - 0000	700	35	57%	23%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
15	Slip road to Castle Peak Road - Lam Tei (NB) - L012	0000 - 0100	200	70	43%	35%	0%	8%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	6%	1%	0%
		0100 - 0200	150	70	27%	47%	0%	6%	5%	3%	1%	0%	0%	0%	0%	0%	3%	0%	1%	3%	4%	0%
		0200 - 0300	100	70	28%	49%	0%	6%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	100	70	24%	52%	0%	4%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	5%	0%
		0400 - 0500	100	70	32%	44%	0%	6%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		0500 - 0600	150	70	22%	36%	0%	7%	9%	1%	3%	0%	0%	0%	1%	3%	9%	0%	3%	3%	4%	0%
		0600 - 0700	250	70	31%	29%	0%	5%	3%	2%	2%	0%	0%	0%	6%	3%	7%	0%	2%	4%	5%	0%
		0700 - 0800	400	70	50%	20%	0%	8%	2%	2%	3%	0%	0%	0%	2%	1%	3%	0%	1%	4%	5%	0%
		0800 - 0900	400	70	46%	24%	0%	9%	3%	3%	3%	0%	0%	0%	4%	0%	1%	0%	1%	4%	3%	0%
		0900 - 1000	600	69	35%	16%	0%	13%	7%	6%	5%	0%	0%	0%	1%	2%	5%	0%	1%	2%	7%	0%
		1000 - 1100	500	70	36%	18%	0%	13%	9%	8%	4%	0%	0%	0%	2%	0%	2%	0%	1%	2%	6%	0%
		1100 - 1200	550	70	33%	17%	0%	11%	8%	6%	4%	0%	0%	0%	1%	1%	4%	0%	1%	2%	12%	0%
		1200 - 1300	450	70	38%	15%	0%	9%	8%	6%	3%	0%	0%	1%	1%	1%	3%	0%	1%	3%	11%	0%
		1300 - 1400	450	70	40%	17%	0%	11%	9%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	8%	0%
		1400 - 1500	550	70	35%	15%	0%	11%	7%	6%	6%	0%	0%	0%	1%	3%	7%	0%	1%	2%	7%	0%
		1500 - 1600	550	70	36%	17%	0%	9%	8%	7%	2%	0%	0%	1%	1%	1%	6%	0%	1%	2%	8%	0%
		1600 - 1700	850	66	40%	12%	0%	11%	8%	7%	3%	0%	0%	1%	2%	2%	3%	0%	1%	2%	8%	0%
		1700 - 1800	900	65	48%	12%	0%	10%	7%	5%	2%	0%	0%	1%	1%	1%	1%	0%	1%	4%	9%	0%
		1800 - 1900	900	65	52%	11%	0%	10%	5%	2%	3%	0%	0%	0%	1%	2%	2%	0%	1%	4%	6%	0%
		1900 - 2000	550	70	48%	13%	0%	7%	4%	1%	1%	0%	0%	0%	1%	5%	11%	0%	1%	3%	4%	0%
		2000 - 2100	450	70	52%	18%	0%	10%	4%	3%	2%	0%	0%	0%	0%	1%	2%	0%	2%	4%	2%	0%
		2100 - 2200	500	70	56%	19%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	2%	4%	3%	0%
		2200 - 2300	300	70	54%	23%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	2%	5%	2%	0%
		2300 - 0000	250	70	46%	30%	0%	6%	4%	2%	2%	0%	0%	0%	0%	0%	3%	0%	2%	4%	0%	0%
16	Slip road to Lam Tei Interchange (NB) - L013	0000 - 0100	300	50	53%	24%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%	0%
		0100 - 0200	200	50	42%	37%	0%	10%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0200 - 0300	150	50	41%	37%	0%	11%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0300 - 0400	150	50	36%	41%	0%	9%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0400 - 0500	150	50	45%	31%	0%	11%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%
		0500 - 0600	200	50	36%	32%	0%	13%	9%	1%	1%	0%	0%	1%	1%	1%	2%	0%	4%	3%	1%	0%
		0600 - 0700	500	50	54%	18%	0%	12%	6%	0%	0%	0%	0%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0700 - 0800	1,150	44	67%	10%	0%	15%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%
		0800 - 0900	1,100	44	62%	12%	0%	17%	4%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	900	47	49%	12%	0%	23%	5%	2%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	1%	0%
		1000 - 1100	750	48	49%	13%	0%	22%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	1%	2%	1%	0%
		1100 - 1200	750	48	49%	13%	0%	20%	7%	2%	2%	0%	0%	1%	0%	0%	1%	0%	1%	3%	3%	0%
		1200 - 1300	700	49	54%	11%	0%	16%	6%	2%	1%	0%	0%	2%	0%	0%	1%	0%	1%	3%	2%	0%
		1300 - 1400	700	49	53%	12%	0%	19%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%	0%
		1400 - 1500	800	48	51%	12%	0%	20%	6%	2%	3%	0%	0%	1%	0%	0%	1%	0%	1%	3%	1%	0%
		1500 - 1600	850	47	52%	13%	0%	17%	6%	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	2%	2%	0%
		1600 - 1700	900	47	50%	10%	0%	19%	7%	3%	3%	0%	0%	2%	2%	0%	0%	0%	2%	3%	2%	0%
		1700 - 1800	1,050	45	56%	10%	0%	16%	5%	2%	1%	0%	0%	1%	1%	0%	0%	0%	1%	5%	2%	0%
		1800 - 1900	1,050	45	59%	9%	0%	16%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	2%	5%	1%	0%
		1900 - 2000	850	47	66%	10%	0%	12%	3%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	1%	0%
		2000 - 2100	750	48	63%	12%	0%	15%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
		2100 - 2200	850	47	68%	12%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
		2200 - 2300	550	50	66%	15%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
		2300 - 0000	400	50	59%	21%	0%	10%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
17	Slip road from Tuen Mun Road (NB) - L014	0000 - 0100	450	70	50%	28%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%	0%
		0100 - 0200	350	70	35%	40%	0%	8%	4%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		0200 - 0300	250	70	36%	42%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		0300 - 0400	200	70	31%	47%	0%	7%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0400 - 0500	250	70	39%	36%	0%	8%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		0500 - 0600	300	70	29%	34%	0%	10%	8%	1%	2%	0%	0%	1%	1%	1%	5%	0%	4%	2%	2%	0%
		0600 - 0700	750	66	47%	22%	0%	10%	5%	1%	1%	0%	0%	1%	3%	1%	3%	0%	1%	3%	3%	0%
		0700 - 0800	1,500	55	62%	13%	0%	13%	2%	1%	1%	0%	0%	1%	1%	0%	1%	0%	1%	3%	2%	0%
		0800 - 0900	1,500	55	57%	16%	0%	14%	3%	1%	1%	0%	0%	1%	2%	0%	0%	0%	0%	3%	2%	0%
		0900 - 1000	1,500	55	43%	14%	0%	19%	6%	4%	3%	0%	0%	0%	1%	1%	3%	0%	1%	2%	4%	0%
		1000 - 1100	1,250	59	44%	15%	0%	18%	7%	4%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		1100 - 1200	1,250	59	42%	15%	0%	16%	7%	4%	2%	0%	0%	0%	1%	1%	2%	0%	1%	2%	7%	0%
		1200 - 1300	1,150	60	47%	13%	0%	13%	7%	3%	2%	0%	0%	1%	1%	1%	2%	0%	1%	3%	6%	0%
		1300 - 1400	1,150	60	47%	14%	0%	16%	8%	2%	2%	0%	0%	0%	1%	0%	1%	0%	1%	3%	4%	0%
		1400 - 1500	1,300	58	44%	13%	0%	16%	6%	4%	4%	0%	0%	0%	1%	2%	4%	0%	1%	3%	4%	0%
		1500 - 1600	1,400	56	46%	14%	0%	14%	7%	5%	2%	0%	0%	1%	1%	1%	3%	0%	1%	2%	4%	0%
		1600 - 1700	1,750	51	46%	11%	0%	15%	7%	5%	3%	0%	0%	1%	2%	1%	1%	0%	1%	3%	5%	0%
		1700 - 1800	1,900	49	53%	11%	0%	13%	6%	3%	1%	0%	0%	1%	1%	0%	1%	0%	1%	4%	5%	0%
		1800 - 1900	1,900	49	56%	10%	0%	13%	4%	1%	3%	0%	0%	0%	1%	1%	1%	0%	1%	5%	4%	0%
		1900 - 2000	1,350	57	59%	11%	0%	10%	4%	1%	1%	0%	0%	0%	0%	2%	6%	0%	1%	3%	2%	0%
		2000 - 2100	1,200	60	59%	14%	0%	13%	3%	2%	1%	0%	0%	0%	0%	1%	1%	0%	1%	4%	1%	0%
		2100 - 2200	1,350	57	64%	15%	0%	10%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	1%	4%	1%	0%
		2200 - 2300	850	65	61%	18%	0%	9%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	4%	1%	0%
		2300 - 0000	600	69	54%	25%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	4%	0%	0%
18	Tuen Mun Road (SB) - L016	0000 - 0100	1,500	70	55%	23%	0%	8%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	1,050	70	40%	34%	0%	6%	4%	4%	1%	0%	0%	0%	0%	0%	2%	0%	3%	3%	4%	0%
		0200 - 0300	800	70	41%	35%	0%	7%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	4%	0%
		0300 - 0400	650	70	35%	39%	0%	5%	6%	5%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	750	70	44%	30%	0%	6%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
		0500 - 0600	1,000	70	33%	28%	0%	7%	8%	1%	2%	1%	0%	0%	1%	2%	7%	0%	5%	2%	4%	0%
		0600 - 0700	3,150	59	47%	13%	0%	6%	9%	3%	1%	1%	0%	1%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	6,600	30	61%	8%	0%	8%	4%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	6,350	30	58%	10%	0%	9%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	5,350	35	46%	11%	1%	13%	5%	7%	3%	0%	0%	0%	1%	1%	4%	0%	2%	2%	6%	0%
		1000 - 1100	4,400	48	47%	12%	0%	12%	7%	8%	2%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	4,600	46	44%	11%	0%	11%	7%	6%	2%	0%	0%	0%	1%	1%	3%	0%	2%	2%	11%	0%
		1200 - 1300	4,200	49	49%	10%	0%	9%	6%	6%	2%	0%	0%	1%	1%	1%	2%	0%	2%	3%	10%	0%
		1300 - 1400	4,000	51	51%	11%	0%	11%	7%	4%	2%	0%	0%	0%	1%	0%	1%	0%	2%	3%	7%	0%
		1400 - 1500	4,700	45	46%	10%	0%	11%	6%	6%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	5,050	39	47%	11%	0%	9%	6%	8%	2%	0%	0%	1%	1%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	5,450	33	49%	10%	0%	11%	5%	7%	2%	0%	0%	1%	2%	2%	3%	0%	1%	2%	4%	0%
		1700 - 1800	5,950	30	58%	10%	0%	9%	4%	5%	1%	0%	0%	0%	1%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	5,900	30	61%	10%	0%	9%	3%	2%	2%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	4,950	41	61%	9%	0%	7%	3%	1%	1%	0%	0%	0%	0%	3%	7%	0%	2%	3%	3%	0%
		2000 - 2100	4,200	49	63%	11%	0%	9%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2100 - 2200	4,750	44	68%	12%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2200 - 2300	2,950	61	66%	14%	0%	6%	3%	1%	0%	0%	0%	0%	0%	0%	2%	0%	2%	4%	2%	0%
		2300 - 0000	2,100	68	59%	20%	0%	6%	3%	2%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
19	Slip road to Tuen Mun Road (SB) - L017_1	0000 - 0100	500	70	49%	27%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	39%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0300 - 0400	250	70	30%	44%	0%	6%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
		0400 - 0500	250	70	38%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
		0500 - 0600	350	70	27%	31%	0%	9%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	7%	3%	3%	0%
		0600 - 0700	1,200	61	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	2%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,500	42	58%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,400	44	55%	11%	0%	13%	6%	2%	1%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,750	53	42%	13%	1%	18%	6%	2%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,450	57	43%	14%	0%	17%	8%	2%	2%	0%	0%	0%	2%	0%	1%	0%	2%	2%	5%	0%
		1100 - 1200	1,500	57	40%	14%	0%	15%	8%	2%	2%	0%	0%	1%	1%	1%	2%	0%	3%	3%	10%	0%
		1200 - 1300	1,350	59	45%	12%	0%	13%	7%	2%	1%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,350	59	46%	13%	0%	15%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,500	57	42%	12%	0%	15%	7%	2%	3%	0%	0%	1%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,600	55	44%	13%	0%	14%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,450	57	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,550	56	49%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,550	56	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,600	55	56%	11%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,350	59	58%	14%	0%	13%	4%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2100 - 2200	1,550	56	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	1%	1%	1%	0%	2%	4%	2%	0%
		2200 - 2300	1,000	64	60%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	2%	0%
		2300 - 0000	700	68	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	3%	5%	0%	0%
20	Slip road to Tuen Mun Road (SB) - L017_2	0000 - 0100	500	70	49%	27%	0%	10%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%
		0100 - 0200	350	70	35%	39%	0%	8%	5%	1%	1%	0%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		0200 - 0300	300	70	35%	40%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
		0300 - 0400	250	70	30%	44%	0%	6%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
		0400 - 0500	250	70	38%	34%	0%	8%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
		0500 - 0600	350	70	27%	31%	0%	9%	9%	0%	1%	0%	0%	1%	1%	1%	5%	0%	7%	3%	3%	0%
		0600 - 0700	1,200	61	44%	14%	0%	9%	9%	1%	1%	1%	0%	1%	3%	2%	2%	0%	2%	4%	8%	0%
		0700 - 0800	2,500	42	58%	9%	0%	12%	4%	1%	1%	0%	0%	1%	1%	1%	1%	0%	2%	3%	7%	0%
		0800 - 0900	2,400	44	55%	11%	0%	13%	6%	2%	1%	0%	0%	1%	2%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	1,750	53	42%	13%	1%	18%	6%	2%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	6%	0%
		1000 - 1100	1,450	57	43%	14%	0%	17%	8%	2%	2%	0%	0%	0%	2%	0%	1%	0%	2%	2%	5%	0%
		1100 - 1200	1,500	57	40%	14%	0%	15%	8%	2%	2%	0%	0%	1%	1%	1%	2%	0%	3%	3%	10%	0%
		1200 - 1300	1,350	59	45%	12%	0%	13%	7%	2%	1%	0%	0%	2%	1%	1%	2%	0%	3%	3%	9%	0%
		1300 - 1400	1,350	59	46%	13%	0%	15%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	2%	3%	6%	0%
		1400 - 1500	1,500	57	42%	12%	0%	15%	7%	2%	3%	0%	0%	1%	2%	2%	4%	0%	2%	3%	6%	0%
		1500 - 1600	1,600	55	44%	13%	0%	14%	7%	3%	1%	0%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1600 - 1700	1,450	57	41%	14%	0%	16%	7%	2%	1%	0%	0%	3%	6%	1%	2%	0%	2%	3%	3%	0%
		1700 - 1800	1,550	56	49%	14%	0%	14%	6%	1%	1%	0%	0%	1%	2%	0%	1%	0%	2%	5%	4%	0%
		1800 - 1900	1,550	56	51%	13%	0%	14%	4%	1%	1%	0%	0%	0%	4%	1%	1%	0%	2%	5%	3%	0%
		1900 - 2000	1,600	55	56%	11%	0%	10%	4%	0%	1%	0%	0%	0%	1%	3%	6%	0%	3%	3%	3%	0%
		2000 - 2100	1,350	59	58%	14%	0%	13%	4%	1%	1%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
		2100 - 2200	1,550	56	62%	14%	0%	10%	2%	1%	0%	0%	0%	0%	1%	1%	1%	0%	2%	4%	2%	0%
		2200 - 2300	1,000	64	60%	17%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	3%	5%	2%	0%
		2300 - 0000	700	68	53%	23%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	3%	5%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
21	Yuen Long Highway (NB) - L018_1	0000 - 0100	1,000	80	63%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	700	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	550	80	47%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	500	80	48%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	700	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,150	71	47%	14%	0%	5%	16%	1%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,250	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	1%	2%	4%	0%
		0800 - 0900	4,150	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,550	38	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,900	60	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	3,050	56	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,800	61	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,750	62	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,150	53	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,400	43	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	1%	1%	6%	0%
		1600 - 1700	3,750	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,250	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,250	36	68%	6%	0%	7%	5%	0%	2%	1%	0%	0%	1%	1%	2%	0%	0%	1%	5%	0%
		1900 - 2000	3,500	40	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,900	60	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,250	49	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	2,050	72	71%	12%	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,400	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%
22	Yuen Long Highway (NB) - L018_2	0000 - 0100	1,000	80	63%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	700	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	550	80	47%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	500	80	48%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	700	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,150	71	47%	14%	0%	5%	16%	1%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,250	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	1%	2%	4%	0%
		0800 - 0900	4,150	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,550	38	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,900	60	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	3,050	56	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,800	61	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,750	62	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,150	53	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,400	43	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	1%	1%	6%	0%
		1600 - 1700	3,750	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,250	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,250	36	68%	6%	0%	7%	5%	0%	2%	1%	0%	0%	1%	1%	2%	0%	0%	1%	5%	0%
		1900 - 2000	3,500	40	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,900	60	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,250	49	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	2,050	72	71%	12%	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,400	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%
23	Yuen Long Highway (NB) - L018_3	0000 - 0100	1,000	80	63%	19%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		0100 - 0200	700	80	46%	29%	0%	5%	8%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	550	80	47%	30%	0%	6%	9%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0300 - 0400	400	80	40%	33%	0%	4%	12%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	500	80	48%	25%	0%	5%	12%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	700	80	35%	22%	0%	6%	14%	0%	1%	1%	0%	0%	0%	2%	9%	0%	4%	1%	4%	0%
		0600 - 0700	2,150	71	47%	14%	0%	5%	16%	1%	0%	1%	0%	1%	2%	2%	4%	0%	2%	2%	4%	0%
		0700 - 0800	4,250	36	65%	8%	0%	6%	7%	2%	0%	1%	0%	0%	0%	1%	2%	0%	1%	2%	4%	0%
		0800 - 0900	4,150	36	60%	10%	0%	7%	12%	2%	1%	1%	0%	0%	1%	0%	1%	0%	1%	2%	3%	0%
		0900 - 1000	3,550	38	51%	9%	0%	10%	9%	3%	2%	1%	0%	0%	1%	2%	5%	0%	1%	1%	5%	0%
		1000 - 1100	2,900	60	53%	10%	0%	10%	13%	3%	2%	1%	0%	0%	1%	0%	2%	0%	1%	1%	5%	0%
		1100 - 1200	3,050	56	49%	9%	0%	8%	12%	2%	2%	1%	0%	0%	0%	1%	4%	0%	1%	1%	10%	0%
		1200 - 1300	2,800	61	54%	8%	0%	7%	11%	2%	1%	1%	0%	1%	0%	1%	3%	0%	1%	1%	9%	0%
		1300 - 1400	2,750	62	55%	9%	0%	9%	13%	1%	1%	1%	0%	0%	1%	0%	2%	0%	1%	1%	6%	0%
		1400 - 1500	3,150	53	51%	8%	0%	9%	10%	2%	3%	1%	0%	0%	1%	2%	6%	0%	1%	1%	5%	0%
		1500 - 1600	3,400	43	52%	9%	0%	7%	11%	3%	1%	1%	0%	1%	0%	1%	5%	0%	1%	1%	6%	0%
		1600 - 1700	3,750	36	57%	6%	0%	9%	8%	2%	3%	1%	0%	1%	1%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	4,250	36	65%	6%	0%	8%	7%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%
		1800 - 1900	4,250	36	68%	6%	0%	7%	5%	0%	2%	1%	0%	0%	1%	1%	2%	0%	0%	1%	5%	0%
		1900 - 2000	3,500	40	63%	7%	0%	5%	6%	1%	1%	1%	0%	0%	0%	3%	9%	0%	1%	1%	3%	0%
		2000 - 2100	2,900	60	69%	9%	0%	7%	6%	1%	1%	1%	0%	0%	0%	1%	2%	0%	1%	1%	1%	0%
		2100 - 2200	3,250	49	73%	10%	0%	5%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	2,050	72	71%	12%	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%
		2300 - 0000	1,400	80	65%	16%	0%	5%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%
24	Yuen Long Highway (SB) - L019_1	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	44%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	4%	0%
		0300 - 0400	450	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	1%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,950	74	49%	12%	0%	5%	9%	3%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	4,100	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	4,000	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,650	36	48%	10%	0%	10%	5%	8%	3%	0%	0%	0%	0%	1%	4%	0%	1%	2%	6%	0%
		1000 - 1100	3,000	58	49%	11%	0%	10%	7%	10%	3%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,100	54	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,850	60	51%	9%	0%	7%	6%	7%	2%	0%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,700	63	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	2%	0%	1%	3%	7%	0%
		1400 - 1500	3,200	51	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,450	42	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	4,000	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,400	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,350	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	3,350	45	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	3%	3%	0%
		2000 - 2100	2,850	60	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,250	49	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	2,000	73	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,400	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
25	Yuen Long Highway (SB) - L019_2	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	44%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	4%	0%
		0300 - 0400	450	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	1%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,950	74	49%	12%	0%	5%	9%	3%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	4,100	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	4,000	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,650	36	48%	10%	0%	10%	5%	8%	3%	0%	0%	0%	0%	1%	4%	0%	1%	2%	6%	0%
		1000 - 1100	3,000	58	49%	11%	0%	10%	7%	10%	3%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,100	54	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,850	60	51%	9%	0%	7%	6%	7%	2%	0%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,700	63	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	2%	0%	1%	3%	7%	0%
		1400 - 1500	3,200	51	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,450	42	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	4,000	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,400	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,350	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	3,350	45	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	3%	3%	0%
		2000 - 2100	2,850	60	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,250	49	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	2,000	73	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,400	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
26	Yuen Long Highway (SB) - L019_3	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	44%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	4%	0%
		0300 - 0400	450	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	1%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,950	74	49%	12%	0%	5%	9%	3%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	4,100	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	4,000	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,650	36	48%	10%	0%	10%	5%	8%	3%	0%	0%	0%	0%	1%	4%	0%	1%	2%	6%	0%
		1000 - 1100	3,000	58	49%	11%	0%	10%	7%	10%	3%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,100	54	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,850	60	51%	9%	0%	7%	6%	7%	2%	0%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,700	63	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	2%	0%	1%	3%	7%	0%
		1400 - 1500	3,200	51	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,450	42	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	4,000	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,400	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,350	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	3,350	45	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	3%	3%	0%
		2000 - 2100	2,850	60	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,250	49	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	2,000	73	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,400	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
27	Yuen Long Highway (SB) - L019_4	0000 - 0100	1,000	80	58%	21%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	2%	5%	1%	0%
		0100 - 0200	700	80	42%	31%	0%	5%	4%	5%	1%	1%	0%	0%	0%	0%	2%	0%	2%	3%	4%	0%
		0200 - 0300	550	80	44%	33%	0%	6%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	4%	0%
		0300 - 0400	450	80	37%	36%	0%	4%	6%	7%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	500	80	46%	28%	0%	5%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	650	80	35%	26%	0%	6%	8%	1%	2%	1%	0%	0%	1%	2%	8%	0%	4%	2%	4%	0%
		0600 - 0700	1,950	74	49%	12%	0%	5%	9%	3%	1%	1%	0%	0%	2%	1%	2%	0%	1%	4%	9%	0%
		0700 - 0800	4,100	36	63%	7%	0%	6%	4%	4%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	8%	0%
		0800 - 0900	4,000	36	60%	9%	0%	7%	6%	5%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	3,650	36	48%	10%	0%	10%	5%	8%	3%	0%	0%	0%	0%	1%	4%	0%	1%	2%	6%	0%
		1000 - 1100	3,000	58	49%	11%	0%	10%	7%	10%	3%	0%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	3,100	54	46%	10%	0%	9%	6%	8%	3%	0%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	2,850	60	51%	9%	0%	7%	6%	7%	2%	0%	0%	0%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	2,700	63	53%	10%	0%	9%	7%	5%	2%	1%	0%	0%	1%	0%	2%	0%	1%	3%	7%	0%
		1400 - 1500	3,200	51	48%	9%	0%	9%	5%	8%	4%	0%	0%	0%	1%	2%	5%	0%	1%	2%	6%	0%
		1500 - 1600	3,450	42	49%	10%	0%	8%	6%	10%	2%	0%	0%	0%	0%	1%	4%	0%	1%	2%	7%	0%
		1600 - 1700	4,000	36	52%	9%	0%	9%	5%	9%	3%	0%	0%	0%	1%	2%	4%	0%	1%	2%	4%	0%
		1700 - 1800	4,400	36	61%	9%	0%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	5%	0%
		1800 - 1900	4,350	36	64%	9%	0%	8%	3%	3%	3%	0%	0%	0%	1%	1%	2%	0%	1%	3%	3%	0%
		1900 - 2000	3,350	45	63%	8%	0%	6%	3%	2%	1%	0%	0%	0%	0%	3%	8%	0%	1%	3%	3%	0%
		2000 - 2100	2,850	60	66%	10%	0%	7%	3%	4%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	3,250	49	70%	11%	0%	5%	2%	3%	0%	0%	0%	0%	0%	1%	2%	0%	1%	3%	2%	0%
		2200 - 2300	2,000	73	68%	13%	0%	5%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%	4%	2%	0%
		2300 - 0000	1,400	80	62%	18%	0%	5%	3%	3%	1%	0%	0%	0%	0%	0%	2%	0%	2%	4%	1%	0%
28	Slip road from Lam Tei Interchange (SB) - L020	0000 - 0100	300	49	51%	27%	0%	9%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%
		0100 - 0200	200	50	37%	42%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
		0200 - 0300	150	50	37%	43%	0%	8%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		0300 - 0400	150	50	32%	47%	0%	6%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	3%	3%	2%	0%
		0400 - 0500	150	50	41%	37%	0%	8%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0500 - 0600	200	50	30%	34%	0%	9%	6%	0%	0%	1%	0%	1%	1%	1%	5%	0%	10%	2%	2%	0%
		0600 - 0700	650	41	49%	19%	0%	9%	4%	1%	0%	2%	0%	2%	1%	2%	2%	0%	2%	4%	4%	0%
		0700 - 0800	1,350	25	63%	11%	0%	11%	2%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	3%	3%	0%
		0800 - 0900	1,300	27	60%	14%	0%	13%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	900	36	47%	14%	1%	18%	4%	1%	1%	1%	0%	0%	1%	1%	3%	0%	4%	2%	3%	0%
		1000 - 1100	750	39	49%	16%	0%	17%	5%	2%	0%	1%	0%	0%	1%	0%	1%	0%	3%	2%	2%	0%
		1100 - 1200	750	39	47%	16%	0%	15%	5%	1%	0%	1%	0%	1%	1%	1%	2%	0%	3%	3%	5%	0%
		1200 - 1300	700	40	51%	13%	0%	12%	5%	1%	0%	1%	0%	3%	0%	1%	2%	0%	3%	3%	4%	0%
		1300 - 1400	700	40	52%	15%	0%	15%	5%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	3%	0%
		1400 - 1500	750	39	49%	14%	0%	15%	4%	1%	1%	1%	0%	1%	1%	2%	3%	0%	3%	3%	2%	0%
		1500 - 1600	850	37	49%	15%	0%	13%	5%	2%	0%	0%	0%	2%	0%	1%	3%	0%	4%	2%	3%	0%
		1600 - 1700	700	40	48%	13%	0%	15%	6%	1%	0%	0%	0%	3%	3%	1%	2%	0%	3%	3%	1%	0%
		1700 - 1800	800	38	55%	13%	0%	13%	5%	1%	0%	0%	0%	1%	1%	0%	1%	0%	3%	5%	1%	0%
		1800 - 1900	800	38	58%	12%	0%	13%	4%	0%	0%	0%	0%	0%	2%	1%	1%	0%	4%	6%	1%	0%
		1900 - 2000	850	37	61%	11%	0%	9%	2%	0%	0%	1%	0%	0%	0%	2%	5%	0%	3%	3%	1%	0%
		2000 - 2100	750	39	61%	14%	0%	11%	2%	1%	0%	1%	0%	0%	0%	1%	1%	0%	3%	4%	1%	0%
		2100 - 2200	850	37	65%	15%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		2200 - 2300	550	44	62%	18%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		2300 - 0000	400	47	55%	25%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
29	Slip road from Castle Peak Road - Lam Tei (SB) - L021	0000 - 0100	250	70	48%	26%	0%	11%	3%	1%	1%	0%	0%	0%	0%	0%	1%	0%	2%	6%	2%	0%
		0100 - 0200	200	70	33%	36%	0%	8%	7%	2%	2%	0%	0%	0%	0%	0%	2%	0%	3%	3%	7%	0%
		0200 - 0300	150	70	33%	37%	0%	9%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	3%	7%	0%
		0300 - 0400	100	70	29%	40%	0%	6%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	9%	0%
		0400 - 0500	150	70	37%	32%	0%	7%	9%	2%	2%	0%	0%	0%	0%	0%	0%	0%	3%	3%	5%	0%
		0500 - 0600	200	70	25%	28%	0%	9%	11%	1%	3%	0%	0%	1%	3%	2%	6%	0%	5%	3%	6%	0%
		0600 - 0700	600	60	38%	9%	0%	8%	15%	1%	2%	0%	0%	0%	4%	2%	2%	0%	2%	4%	13%	0%
		0700 - 0800	1,150	43	54%	6%	0%	11%	6%	1%	2%	0%	0%	0%	1%	1%	1%	0%	1%	3%	12%	0%
		0800 - 0900	1,100	44	50%	7%	0%	12%	11%	2%	3%	0%	0%	0%	3%	0%	0%	0%	1%	4%	8%	0%
		0900 - 1000	850	52	37%	11%	0%	16%	7%	3%	5%	0%	0%	0%	3%	2%	3%	0%	2%	2%	10%	0%
		1000 - 1100	700	56	38%	12%	0%	16%	10%	3%	4%	0%	0%	0%	4%	0%	1%	0%	2%	2%	9%	0%
		1100 - 1200	750	55	34%	11%	0%	13%	9%	3%	4%	0%	0%	0%	2%	1%	2%	0%	1%	2%	17%	0%
		1200 - 1300	700	56	39%	10%	0%	11%	8%	2%	3%	0%	0%	1%	2%	1%	2%	0%	2%	3%	16%	0%
		1300 - 1400	650	58	40%	11%	0%	14%	10%	1%	3%	0%	0%	0%	2%	0%	1%	0%	1%	3%	12%	0%
		1400 - 1500	750	55	37%	10%	0%	14%	8%	3%	6%	0%	0%	0%	3%	2%	4%	0%	1%	2%	10%	0%
		1500 - 1600	800	53	39%	12%	0%	12%	9%	3%	3%	0%	0%	1%	2%	1%	4%	0%	2%	2%	12%	0%
		1600 - 1700	750	55	34%	15%	0%	14%	5%	3%	3%	0%	0%	2%	10%	1%	2%	0%	1%	2%	7%	0%
		1700 - 1800	800	53	43%	15%	0%	13%	5%	2%	2%	0%	0%	1%	4%	1%	1%	0%	1%	4%	9%	0%
		1800 - 1900	800	53	45%	14%	0%	13%	3%	1%	3%	0%	0%	0%	8%	1%	2%	0%	1%	4%	6%	0%
		1900 - 2000	750	55	52%	9%	0%	9%	5%	1%	1%	0%	0%	0%	1%	3%	7%	0%	2%	3%	6%	0%
		2000 - 2100	600	60	56%	13%	0%	13%	5%	1%	2%	0%	0%	0%	1%	1%	1%	0%	2%	4%	3%	0%
		2100 - 2200	700	56	60%	14%	0%	10%	3%	1%	0%	0%	0%	0%	1%	1%	2%	0%	2%	4%	4%	0%
		2200 - 2300	450	64	57%	16%	0%	9%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	2%	5%	3%	0%
		2300 - 0000	300	69	52%	22%	0%	8%	5%	1%	1%	0%	0%	0%	1%	0%	2%	0%	2%	5%	1%	0%
30	Access Road (SB) - L022	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	74%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	100	27	67%	8%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	70%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	72%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	70%	8%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	81%	6%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	7%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	82%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
31	Access Road (NB) - L023	0000 - 0100	50	30	66%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0600 - 0700	50	30	72%	8%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	75%	7%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	70%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	50	30	74%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	72%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	76%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	78%	4%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	81%	4%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	80%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
32	Lam Tei Interchange (EB) - L024	0000 - 0100	300	40	43%	30%	0%	13%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	250	40	30%	42%	0%	10%	4%	2%	0%	1%	0%	0%	0%	0%	1%	0%	6%	2%	2%	0%
		0200 - 0300	200	40	30%	44%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0300 - 0400	150	40	27%	50%	0%	7%	7%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	150	40	35%	41%	0%	10%	7%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		0500 - 0600	250	40	24%	32%	0%	11%	8%	0%	1%	1%	0%	0%	1%	1%	4%	0%	11%	2%	2%	0%
		0600 - 0700	700	37	41%	19%	0%	10%	10%	2%	1%	1%	0%	1%	3%	1%	2%	0%	4%	2%	4%	0%
		0700 - 0800	1,350	33	56%	12%	0%	13%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
		0800 - 0900	1,350	33	51%	14%	0%	14%	7%	3%	1%	1%	0%	1%	2%	0%	0%	0%	2%	2%	2%	0%
		0900 - 1000	1,000	35	39%	15%	0%	22%	6%	4%	2%	1%	0%	0%	1%	1%	2%	0%	4%	1%	3%	0%
		1000 - 1100	850	36	39%	16%	0%	21%	8%	4%	1%	1%	0%	0%	2%	0%	1%	0%	4%	2%	2%	0%
		1100 - 1200	850	36	38%	16%	0%	19%	8%	3%	1%	1%	0%	0%	1%	0%	2%	0%	4%	2%	5%	0%
		1200 - 1300	750	37	43%	14%	0%	16%	7%	3%	1%	1%	0%	2%	1%	0%	1%	0%	4%	2%	5%	0%
		1300 - 1400	750	37	42%	15%	0%	19%	8%	2%	1%	1%	0%	0%	1%	0%	1%	0%	4%	3%	3%	0%
		1400 - 1500	850	36	40%	14%	0%	19%	6%	3%	2%	0%	0%	0%	1%	1%	3%	0%	3%	2%	3%	0%
		1500 - 1600	950	36	41%	16%	0%	17%	7%	4%	1%	0%	0%	1%	1%	1%	2%	0%	4%	2%	3%	0%
		1600 - 1700	850	36	38%	14%	0%	22%	6%	3%	1%	1%	0%	2%	3%	0%	1%	0%	2%	2%	2%	0%
		1700 - 1800	900	36	46%	14%	0%	20%	5%	2%	1%	1%	0%	1%	1%	0%	0%	0%	2%	4%	2%	0%
		1800 - 1900	900	36	49%	13%	0%	20%	3%	1%	1%	1%	0%	0%	2%	0%	1%	0%	3%	4%	2%	0%
		1900 - 2000	900	36	54%	13%	0%	13%	4%	1%	0%	1%	0%	0%	1%	2%	5%	0%	4%	2%	2%	0%
		2000 - 2100	800	37	53%	16%	0%	15%	4%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2100 - 2200	900	36	58%	17%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
		2200 - 2300	550	38	55%	20%	0%	11%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
		2300 - 0000	400	39	48%	27%	0%	10%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
33	Lam Tei Interchange (WB) - L025	0000 - 0100	400	39	49%	29%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
		0100 - 0200	300	40	34%	43%	0%	7%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0200 - 0300	200	40	36%	46%	0%	9%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0300 - 0400	200	40	30%	48%	0%	6%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	2%	0%
		0400 - 0500	200	40	38%	39%	0%	8%	6%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	3%	1%	0%
		0500 - 0600	250	40	28%	35%	0%	9%	7%	0%	0%	3%	0%	1%	1%	0%	2%	0%	10%	2%	1%	0%
		0600 - 0700	750	37	48%	17%	0%	8%	8%	1%	0%	2%	0%	1%	3%	1%	1%	0%	3%	4%	2%	0%
		0700 - 0800	1,550	32	64%	10%	0%	11%	3%	1%	0%	2%	0%	1%	1%	0%	0%	0%	2%	3%	2%	0%
		0800 - 0900	1,550	32	59%	12%	0%	12%	6%	1%	0%	2%	0%	1%	2%	0%	0%	0%	1%	3%	1%	0%
		0900 - 1000	1,150	34	46%	16%	0%	19%	5%	1%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	2%	0%
		1000 - 1100	1,000	35	46%	17%	0%	17%	7%	2%	1%	2%	0%	0%	1%	0%	0%	0%	3%	2%	2%	0%
		1100 - 1200	1,000	35	45%	17%	0%	16%	7%	2%	1%	2%	0%	1%	1%	0%	1%	0%	4%	2%	3%	0%
		1200 - 1300	900	36	50%	14%	0%	13%	6%	1%	0%	2%	0%	2%	1%	0%	1%	0%	4%	3%	3%	0%
		1300 - 1400	900	36	49%	16%	0%	15%	7%	1%	0%	2%	0%	0%	1%	0%	0%	0%	3%	3%	2%	0%
		1400 - 1500	1,000	35	48%	15%	0%	16%	6%	2%	1%	1%	0%	1%	1%	1%	2%	0%	3%	2%	2%	0%
		1500 - 1600	1,100	35	48%	16%	0%	14%	6%	2%	0%	1%	0%	1%	1%	0%	1%	0%	4%	2%	2%	0%
		1600 - 1700	1,150	34	45%	17%	0%	16%	5%	1%	1%	3%	0%	2%	2%	1%	1%	0%	3%	2%	2%	0%
		1700 - 1800	1,250	34	51%	16%	0%	14%	4%	1%	0%	2%	0%	1%	1%	0%	0%	0%	3%	3%	2%	0%
		1800 - 1900	1,250	34	55%	15%	0%	14%	3%	0%	0%	2%	0%	0%	1%	0%	0%	0%	3%	3%	1%	0%
		1900 - 2000	1,100	35	60%	13%	0%	10%	3%	0%	0%	2%	0%	0%	1%	1%	2%	0%	4%	3%	1%	0%
		2000 - 2100	1,000	35	59%	15%	0%	12%	3%	1%	0%	3%	0%	0%	0%	0%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,100	35	63%	16%	0%	9%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%
		2200 - 2300	700	37	60%	19%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	4%	0%	0%
		2300 - 0000	550	38	53%	26%	0%	8%	3%	0%	0%	1%	0%	0%	0%	0%	1%	0%	4%	4%	0%	0%
34	Castle Peak Road - Lingnan (NB) - L026	0000 - 0100	400	38	49%	26%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	38%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	39%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0300 - 0400	200	40	30%	43%	0%	6%	6%	1%	0%	6%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0400 - 0500	200	40	38%	34%	0%	8%	7%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	31%	0%	9%	7%	0%	0%	4%	0%	1%	1%	1%	2%	0%	11%	2%	3%	0%
		0600 - 0700	800	34	46%	16%	0%	8%	9%	1%	0%	4%	0%	1%	2%	1%	1%	0%	4%	4%	4%	0%
		0700 - 0800	1,600	26	61%	10%	0%	11%	4%	1%	0%	3%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,550	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,300	29	45%	14%	0%	17%	5%	2%	1%	3%	0%	0%	1%	1%	1%	0%	4%	2%	5%	0%
		1000 - 1100	1,100	31	45%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,150	31	43%	14%	0%	14%	7%	2%	1%	3%	0%	1%	1%	1%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,050	32	47%	12%	0%	12%	6%	2%	1%	3%	0%	2%	0%	0%	1%	0%	4%	2%	7%	0%
		1300 - 1400	1,050	32	48%	14%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	4%	3%	5%	0%
		1400 - 1500	1,100	31	46%	13%	0%	15%	6%	2%	1%	2%	0%	1%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,250	30	46%	14%	0%	13%	6%	2%	0%	2%	0%	1%	0%	1%	1%	0%	4%	2%	5%	0%
		1600 - 1700	1,400	28	45%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,550	27	52%	12%	0%	12%	4%	1%	1%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,500	27	56%	12%	0%	12%	3%	1%	1%	3%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		1900 - 2000	1,200	30	59%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	2%	0%	4%	3%	3%	0%
		2000 - 2100	1,100	31	58%	14%	0%	11%	3%	1%	0%	4%	0%	0%	0%	1%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,250	30	63%	14%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
		2200 - 2300	800	34	61%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		2300 - 0000	550	37	54%	23%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
35	Castle Peak Road - Lingnan (SB) - L027	0000 - 0100	150	40	37%	31%	0%	10%	1%	1%	1%	3%	0%	0%	0%	0%	1%	0%	11%	5%	0%	0%
		0100 - 0200	100	40	24%	42%	0%	7%	3%	2%	1%	3%	0%	0%	0%	0%	1%	0%	13%	3%	1%	0%
		0200 - 0300	100	40	24%	45%	0%	9%	4%	1%	1%	3%	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%
		0300 - 0400	50	40	24%	54%	0%	6%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	100	40	32%	44%	0%	8%	6%	2%	2%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	40	17%	32%	0%	7%	6%	0%	1%	4%	0%	1%	1%	1%	6%	0%	21%	2%	1%	0%
		0600 - 0700	300	39	39%	19%	0%	7%	6%	2%	1%	3%	1%	1%	3%	2%	3%	0%	9%	3%	1%	0%
		0700 - 0800	550	37	55%	12%	0%	9%	3%	2%	1%	2%	1%	1%	1%	1%	1%	0%	8%	2%	1%	0%
		0800 - 0900	550	37	52%	15%	0%	10%	4%	3%	1%	3%	1%	1%	2%	0%	0%	0%	5%	2%	1%	0%
		0900 - 1000	400	38	34%	16%	0%	18%	5%	4%	3%	3%	0%	0%	1%	1%	4%	0%	10%	2%	1%	0%
		1000 - 1100	350	39	35%	18%	0%	17%	7%	5%	2%	3%	0%	0%	1%	0%	1%	0%	8%	2%	1%	0%
		1100 - 1200	350	39	33%	18%	0%	15%	6%	4%	2%	3%	0%	0%	1%	1%	3%	0%	9%	2%	2%	0%
		1200 - 1300	350	39	36%	15%	0%	12%	5%	4%	2%	4%	3%	2%	1%	1%	2%	0%	9%	3%	2%	0%
		1300 - 1400	300	39	38%	17%	0%	15%	7%	2%	2%	4%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
		1400 - 1500	350	39	35%	16%	0%	15%	5%	4%	3%	2%	0%	0%	1%	1%	5%	0%	7%	3%	1%	0%
		1500 - 1600	400	38	35%	17%	0%	13%	6%	5%	1%	3%	3%	1%	1%	1%	4%	0%	10%	2%	1%	0%
		1600 - 1700	350	39	26%	17%	0%	21%	7%	4%	1%	7%	0%	1%	2%	0%	3%	0%	5%	4%	1%	0%
		1700 - 1800	350	39	31%	18%	0%	19%	6%	3%	1%	6%	0%	1%	1%	0%	1%	0%	5%	6%	1%	0%
		1800 - 1900	350	39	34%	17%	0%	19%	4%	1%	1%	5%	0%	0%	1%	0%	3%	0%	6%	7%	1%	0%
		1900 - 2000	400	38	45%	13%	0%	10%	3%	1%	1%	4%	0%	0%	0%	2%	8%	0%	10%	3%	1%	0%
		2000 - 2100	350	39	45%	17%	0%	12%	3%	2%	1%	5%	0%	0%	0%	1%	1%	0%	10%	3%	0%	0%
		2100 - 2200	350	39	51%	18%	0%	10%	2%	1%	0%	3%	0%	0%	0%	1%	2%	0%	9%	4%	1%	0%
		2200 - 2300	250	40	47%	21%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	2%	0%	10%	4%	0%	0%
		2300 - 0000	200	40	40%	28%	0%	8%	3%	1%	1%	3%	0%	0%	0%	0%	2%	0%	12%	4%	0%	0%
36	Slip road to Yuen Long Highway (EB) - L028	0000 - 0100	250	50	46%	29%	0%	13%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		0100 - 0200	200	50	33%	42%	0%	10%	5%	3%	1%	1%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%
		0200 - 0300	150	50	32%	43%	0%	11%	6%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0300 - 0400	150	50	28%	47%	0%	7%	7%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	35%	37%	0%	10%	8%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0500 - 0600	200	50	26%	34%	0%	12%	10%	1%	3%	2%	0%	1%	1%	1%	3%	0%	5%	1%	4%	0%
		0600 - 0700	600	42	40%	18%	0%	11%	11%	2%	1%	1%	0%	1%	2%	1%	1%	0%	2%	2%	9%	0%
		0700 - 0800	1,200	29	54%	11%	0%	14%	5%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	8%	0%
		0800 - 0900	1,200	29	50%	13%	0%	15%	8%	2%	2%	1%	0%	0%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	900	36	38%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	6%	0%
		1000 - 1100	750	39	39%	15%	0%	20%	9%	4%	3%	1%	0%	0%	1%	0%	0%	0%	2%	1%	5%	0%
		1100 - 1200	800	38	37%	14%	0%	18%	8%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	11%	0%
		1200 - 1300	700	40	41%	12%	0%	15%	8%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	2%	10%	0%
		1300 - 1400	700	40	42%	14%	0%	18%	9%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	7%	0%
		1400 - 1500	800	38	40%	13%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	1%	1%	6%	0%
		1500 - 1600	850	37	41%	14%	0%	16%	8%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	7%	0%
		1600 - 1700	800	38	39%	13%	0%	19%	6%	3%	4%	2%	0%	3%	3%	1%	1%	0%	1%	2%	3%	0%
		1700 - 1800	850	37	47%	13%	0%	17%	5%	2%	2%	2%	0%	1%	1%	0%	0%	0%	1%	3%	4%	0%
		1800 - 1900	850	37	50%	12%	0%	17%	4%	1%	4%	1%	0%	0%	2%	1%	0%	0%	2%	3%	3%	0%
		1900 - 2000	750	39	56%	12%	0%	13%	5%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	700	40	55%	15%	0%	16%	4%	2%	1%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		2100 - 2200	750	39	60%	16%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	500	45	57%	19%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2300 - 0000	350	48	51%	26%	0%	10%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
37	Access Road to To Yuen Wai (NB) - L029	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	16%	60%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	46%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	44%	14%	0%	8%	26%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	64%	9%	0%	10%	12%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	150	25	53%	11%	0%	11%	18%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	38%	22%	0%	23%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	38%	22%	0%	22%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	37%	23%	0%	20%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	41%	20%	0%	16%	13%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	40%	21%	0%	19%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	41%	21%	0%	21%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	40%	22%	0%	17%	13%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	30%	30%	0%	30%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	33%	30%	0%	25%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	100	27	35%	28%	0%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	55%	19%	0%	15%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	51%	22%	0%	15%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	56%	24%	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	52%	28%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	44%	34%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
38	Slip road to Yuen Long Highway (EB) - L030_1	0000 - 0100	250	50	47%	28%	0%	13%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	5%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	5%	0%
		0200 - 0300	150	50	33%	42%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	100	50	28%	47%	0%	8%	7%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	38%	36%	0%	10%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	26%	32%	0%	12%	10%	1%	3%	2%	0%	1%	1%	1%	3%	0%	6%	2%	5%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	10%	1%	1%	1%	0%	1%	2%	1%	1%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	53%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,100	33	49%	13%	0%	16%	7%	2%	2%	1%	0%	1%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	850	38	38%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	0%	0%	2%	1%	6%	0%
		1100 - 1200	750	40	37%	13%	0%	18%	7%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	42%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	1%	11%	0%
		1300 - 1400	650	42	42%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	8%	0%
		1400 - 1500	750	40	39%	12%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	41%	14%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	750	40	40%	11%	0%	18%	6%	4%	5%	2%	0%	3%	4%	1%	1%	0%	1%	1%	4%	0%
		1700 - 1800	800	39	49%	11%	0%	17%	6%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	800	39	52%	10%	0%	17%	4%	1%	4%	1%	0%	0%	3%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	56%	11%	0%	13%	4%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	650	42	55%	14%	0%	16%	4%	2%	2%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	61%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	58%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	350	49	52%	25%	0%	11%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
39	Slip road to Yuen Long Highway (EB) - L030_2	0000 - 0100	250	50	47%	28%	0%	13%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
		0100 - 0200	200	50	34%	40%	0%	10%	5%	2%	2%	2%	0%	0%	0%	0%	1%	0%	0%	2%	5%	0%
		0200 - 0300	150	50	33%	42%	0%	11%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0300 - 0400	100	50	28%	47%	0%	8%	7%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%
		0400 - 0500	150	50	38%	36%	0%	10%	8%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%
		0500 - 0600	200	50	26%	32%	0%	12%	10%	1%	3%	2%	0%	1%	1%	1%	3%	0%	6%	2%	5%	0%
		0600 - 0700	550	44	40%	18%	0%	11%	10%	1%	1%	1%	0%	1%	2%	1%	1%	0%	2%	2%	10%	0%
		0700 - 0800	1,100	33	53%	11%	0%	14%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	9%	0%
		0800 - 0900	1,100	33	49%	13%	0%	16%	7%	2%	2%	1%	0%	1%	1%	0%	0%	0%	1%	1%	6%	0%
		0900 - 1000	850	38	38%	13%	0%	22%	6%	3%	4%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1000 - 1100	700	41	39%	14%	0%	20%	8%	4%	3%	1%	0%	0%	1%	0%	0%	0%	2%	1%	6%	0%
		1100 - 1200	750	40	37%	13%	0%	18%	7%	3%	3%	1%	0%	0%	1%	0%	1%	0%	2%	1%	12%	0%
		1200 - 1300	650	42	42%	12%	0%	15%	7%	3%	3%	1%	0%	2%	1%	0%	1%	0%	2%	1%	11%	0%
		1300 - 1400	650	42	42%	13%	0%	18%	8%	2%	3%	1%	0%	0%	1%	0%	0%	0%	2%	2%	8%	0%
		1400 - 1500	750	40	39%	12%	0%	18%	7%	3%	5%	1%	0%	0%	1%	1%	2%	0%	2%	1%	7%	0%
		1500 - 1600	750	40	41%	14%	0%	16%	7%	4%	2%	1%	0%	1%	1%	0%	2%	0%	2%	1%	8%	0%
		1600 - 1700	750	40	40%	11%	0%	18%	6%	4%	5%	2%	0%	3%	4%	1%	1%	0%	1%	1%	4%	0%
		1700 - 1800	800	39	49%	11%	0%	17%	6%	3%	2%	2%	0%	1%	1%	0%	0%	0%	1%	2%	4%	0%
		1800 - 1900	800	39	52%	10%	0%	17%	4%	1%	4%	1%	0%	0%	3%	1%	1%	0%	2%	2%	3%	0%
		1900 - 2000	700	41	56%	11%	0%	13%	4%	1%	1%	1%	0%	0%	0%	1%	3%	0%	2%	2%	4%	0%
		2000 - 2100	650	42	55%	14%	0%	16%	4%	2%	2%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%
		2100 - 2200	700	41	61%	15%	0%	12%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
		2200 - 2300	450	47	58%	18%	0%	11%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	2%	0%
		2300 - 0000	350	49	52%	25%	0%	11%	4%	1%	1%	1%	0%	0%	0%	0%	1%	0%	3%	2%	1%	0%
40	Yuen Long Highway (EB) - L031	0000 - 0100	1,250	80	59%	21%	0%	8%	4%	1%	0%	1%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		0100 - 0200	850	80	43%	31%	0%	6%	7%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	1%	4%	0%
		0200 - 0300	650	80	43%	32%	0%	7%	8%	1%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	4%	0%
		0300 - 0400	500	80	37%	36%	0%	5%	11%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%
		0400 - 0500	600	80	46%	27%	0%	6%	11%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0500 - 0600	850	80	33%	24%	0%	7%	13%	0%	1%	1%	0%	0%	1%	2%	8%	0%	4%	1%	4%	0%
		0600 - 0700	2,650	80	45%	15%	0%	6%	15%	1%	1%	1%	0%	1%	2%	2%	3%	0%	2%	2%	5%	0%
		0700 - 0800	5,300	44	63%	9%	0%	8%	6%	2%	1%	1%	0%	1%	1%	1%	1%	0%	1%	2%	5%	0%
		0800 - 0900	5,200	46	58%	11%	0%	9%	11%	2%	1%	1%	0%	0%	1%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	4,350	61	48%	10%	0%	13%	9%	3%	3%	1%	0%	0%	1%	2%	4%	0%	2%	1%	6%	0%
		1000 - 1100	3,600	69	50%	11%	0%	12%	12%	3%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	5%	0%
		1100 - 1200	3,750	67	46%	10%	0%	10%	11%	3%	2%	1%	0%	0%	1%	1%	3%	0%	1%	1%	10%	0%
		1200 - 1300	3,450	70	51%	9%	0%	8%	10%	2%	2%	1%	0%	1%	0%	1%	2%	0%	1%	1%	9%	0%
		1300 - 1400	3,350	71	52%	10%	0%	10%	12%	1%	2%	1%	0%	0%	1%	0%	1%	0%	1%	1%	6%	0%
		1400 - 1500	3,850	66	48%	9%	0%	10%	9%	3%	3%	1%	0%	0%	1%	2%	5%	0%	1%	1%	6%	0%
		1500 - 1600	4,150	63	50%	10%	0%	9%	10%	3%	1%	1%	0%	1%	0%	1%	4%	0%	1%	1%	6%	0%
		1600 - 1700	4,500	60	54%	7%	0%	11%	8%	2%	3%	1%	0%	1%	2%	1%	3%	0%	1%	1%	6%	0%
		1700 - 1800	5,000	51	62%	7%	0%	9%	7%	1%	1%	1%	0%	1%	1%	0%	1%	0%	1%	1%	7%	0%
		1800 - 1900	5,000	51	65%	7%	0%	9%	5%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%	5%	0%
		1900 - 2000	4,200	63	62%	8%	0%	6%	6%	1%	1%	1%	0%	0%	0%	3%	8%	0%	1%	1%	3%	0%
		2000 - 2100	3,500	69	66%	10%	0%	9%	5%	1%	1%	1%	0%	0%	0%	1%	1%	0%	2%	1%	2%	0%
		2100 - 2200	3,950	65	71%	11%	0%	7%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
		2200 - 2300	2,450	80	68%	13%	0%	6%	4%	1%	0%	1%	0%	0%	0%	0%	2%	0%	2%	2%	2%	0%
		2300 - 0000	1,700	80	62%	18%	0%	6%	5%	1%	1%	1%	0%	0%	0%	0%	2%	0%	2%	2%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
41	Yuen Long Highway (WB) - L032	0000 - 0100	1,350	80	57%	22%	0%	7%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		0100 - 0200	950	80	41%	33%	0%	5%	4%	4%	1%	1%	0%	0%	0%	0%	1%	0%	2%	3%	4%	0%
		0200 - 0300	700	80	42%	34%	0%	6%	5%	3%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%
		0300 - 0400	550	80	36%	38%	0%	4%	6%	6%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%
		0400 - 0500	650	80	45%	29%	0%	5%	6%	5%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
		0500 - 0600	900	80	34%	28%	0%	7%	8%	1%	2%	2%	0%	0%	1%	1%	7%	0%	5%	2%	4%	0%
		0600 - 0700	2,550	80	49%	13%	0%	5%	8%	3%	1%	2%	0%	0%	2%	1%	2%	0%	1%	4%	8%	0%
		0700 - 0800	5,450	64	64%	8%	0%	7%	3%	3%	1%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		0800 - 0900	5,300	65	60%	9%	0%	8%	6%	4%	1%	1%	0%	0%	1%	0%	0%	0%	1%	3%	5%	0%
		0900 - 1000	4,650	70	48%	10%	0%	12%	5%	7%	3%	1%	0%	0%	1%	1%	3%	0%	2%	2%	6%	0%
		1000 - 1100	3,850	76	49%	12%	0%	11%	7%	8%	2%	1%	0%	0%	1%	0%	1%	0%	1%	2%	6%	0%
		1100 - 1200	4,000	74	46%	11%	0%	10%	6%	7%	2%	1%	0%	0%	0%	1%	3%	0%	1%	2%	11%	0%
		1200 - 1300	3,700	80	51%	10%	0%	8%	6%	6%	2%	1%	1%	1%	0%	1%	2%	0%	1%	2%	10%	0%
		1300 - 1400	3,500	80	53%	11%	0%	10%	7%	4%	2%	1%	0%	0%	1%	0%	1%	0%	1%	3%	7%	0%
		1400 - 1500	4,100	74	48%	10%	0%	10%	5%	7%	3%	1%	0%	0%	1%	2%	4%	0%	1%	2%	6%	0%
		1500 - 1600	4,450	71	49%	11%	0%	8%	6%	8%	1%	1%	0%	0%	0%	1%	4%	0%	2%	2%	7%	0%
		1600 - 1700	5,050	67	51%	10%	0%	10%	5%	7%	2%	1%	0%	1%	1%	1%	3%	0%	1%	2%	5%	0%
		1700 - 1800	5,550	63	59%	10%	0%	9%	4%	5%	1%	1%	0%	0%	0%	0%	1%	0%	1%	3%	5%	0%
		1800 - 1900	5,500	64	63%	9%	0%	9%	3%	2%	2%	1%	0%	0%	1%	1%	2%	0%	1%	3%	4%	0%
		1900 - 2000	4,350	72	63%	8%	0%	6%	3%	1%	1%	1%	0%	0%	0%	2%	7%	0%	1%	2%	3%	0%
		2000 - 2100	3,750	80	65%	11%	0%	8%	3%	3%	1%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2100 - 2200	4,200	73	69%	12%	0%	6%	2%	2%	0%	1%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
		2200 - 2300	2,650	80	67%	14%	0%	6%	2%	2%	0%	1%	0%	0%	0%	0%	2%	0%	2%	4%	2%	0%
		2300 - 0000	1,850	80	61%	19%	0%	5%	3%	2%	1%	1%	0%	0%	0%	0%	2%	0%	2%	4%	0%	0%
42	Slip road from Yuen Long Highway (WB) - L033_1	0000 - 0100	350	50	53%	26%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	38%	0%	7%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	40%	0%	8%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	43%	0%	5%	5%	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	35%	0%	6%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	250	50	32%	32%	0%	8%	8%	0%	0%	6%	0%	0%	0%	0%	2%	0%	6%	2%	3%	0%
		0600 - 0700	650	49	52%	14%	0%	7%	6%	1%	0%	5%	0%	1%	3%	0%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,350	42	67%	8%	0%	8%	2%	1%	0%	4%	0%	0%	1%	0%	1%	0%	1%	3%	3%	0%
		0800 - 0900	1,350	42	62%	10%	0%	9%	4%	2%	1%	4%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,050	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	900	47	48%	14%	0%	14%	7%	4%	1%	4%	0%	0%	1%	0%	1%	0%	2%	1%	4%	0%
		1100 - 1200	900	47	47%	14%	0%	12%	6%	3%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	850	47	51%	12%	0%	10%	6%	2%	0%	4%	1%	1%	0%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	850	47	52%	13%	0%	12%	7%	2%	0%	4%	0%	0%	1%	0%	0%	0%	2%	2%	6%	0%
		1400 - 1500	900	47	51%	13%	0%	13%	6%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	1,000	45	50%	14%	0%	11%	6%	4%	0%	3%	1%	1%	1%	0%	1%	0%	2%	2%	6%	0%
		1600 - 1700	1,050	45	46%	14%	0%	13%	6%	3%	1%	5%	0%	2%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,200	43	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,150	44	58%	13%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	1,000	45	64%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	900	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		2100 - 2200	1,000	45	67%	14%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	49	64%	16%	0%	7%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
43	Slip road from Yuen Long Highway (WB) - L033_2	0000 - 0100	350	50	53%	26%	0%	8%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	38%	0%	7%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0200 - 0300	200	50	40%	40%	0%	8%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	150	50	33%	43%	0%	5%	5%	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	150	50	44%	35%	0%	6%	6%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	250	50	32%	32%	0%	8%	8%	0%	0%	6%	0%	0%	0%	0%	2%	0%	6%	2%	3%	0%
		0600 - 0700	650	49	52%	14%	0%	7%	6%	1%	0%	5%	0%	1%	3%	0%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,350	42	67%	8%	0%	8%	2%	1%	0%	4%	0%	0%	1%	0%	1%	0%	1%	3%	3%	0%
		0800 - 0900	1,350	42	62%	10%	0%	9%	4%	2%	1%	4%	1%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,050	45	49%	13%	0%	15%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	1%	5%	0%
		1000 - 1100	900	47	48%	14%	0%	14%	7%	4%	1%	4%	0%	0%	1%	0%	1%	0%	2%	1%	4%	0%
		1100 - 1200	900	47	47%	14%	0%	12%	6%	3%	1%	4%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	850	47	51%	12%	0%	10%	6%	2%	0%	4%	1%	1%	0%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	850	47	52%	13%	0%	12%	7%	2%	0%	4%	0%	0%	1%	0%	0%	0%	2%	2%	6%	0%
		1400 - 1500	900	47	51%	13%	0%	13%	6%	3%	1%	3%	0%	0%	1%	1%	2%	0%	2%	2%	5%	0%
		1500 - 1600	1,000	45	50%	14%	0%	11%	6%	4%	0%	3%	1%	1%	1%	0%	1%	0%	2%	2%	6%	0%
		1600 - 1700	1,050	45	46%	14%	0%	13%	6%	3%	1%	5%	0%	2%	1%	0%	0%	0%	2%	1%	6%	0%
		1700 - 1800	1,200	43	53%	13%	0%	11%	5%	2%	0%	4%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,150	44	58%	13%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	2%	5%	0%
		1900 - 2000	1,000	45	64%	10%	0%	8%	3%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	900	47	62%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%
		2100 - 2200	1,000	45	67%	14%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
		2200 - 2300	650	49	64%	16%	0%	7%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	3%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	6%	3%	1%	0%	3%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
44	Fu Hang Road (WB) - L034	0000 - 0100	50	30	40%	10%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	30%	14%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	26%	12%	0%	0%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		0500 - 0600	50	30	26%	12%	0%	12%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	22%	6%	0%	10%	38%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		0700 - 0800	100	27	34%	3%	0%	18%	19%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		0800 - 0900	100	27	28%	3%	0%	17%	28%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%
		0900 - 1000	50	30	30%	4%	0%	16%	22%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		1000 - 1100	50	30	26%	2%	0%	16%	26%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		1100 - 1200	50	30	26%	2%	0%	14%	26%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	32%	2%	0%	12%	24%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	26%	4%	0%	16%	28%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	6%	0%
		1400 - 1500	50	30	30%	2%	0%	14%	24%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%
		1500 - 1600	50	30	30%	2%	0%	12%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		1600 - 1700	50	30	44%	4%	0%	4%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	48%	4%	0%	4%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1800 - 1900	50	30	56%	4%	0%	4%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	4%	0%
		1900 - 2000	50	30	48%	4%	0%	12%	16%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		2000 - 2100	50	30	46%	4%	0%	14%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	48%	6%	0%	10%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		2200 - 2300	50	30	52%	6%	0%	10%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	44%	8%	0%	8%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
45	Fu Hang Road (EB) - L035	0000 - 0100	50	30	38%	26%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	40%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0300 - 0400	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0400 - 0500	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0500 - 0600	50	30	16%	16%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	50	30	38%	20%	0%	24%	4%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	10%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	22%	8%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	26%	10%	0%	14%	20%	14%	0%	0%	0%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1000 - 1100	50	30	24%	8%	0%	12%	26%	14%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	8%	0%
		1100 - 1200	50	30	22%	8%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1200 - 1300	50	30	24%	8%	0%	8%	24%	12%	0%	0%	4%	0%	0%	0%	4%	0%	0%	4%	12%	0%
		1300 - 1400	50	30	34%	10%	0%	10%	28%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	10%	0%
		1400 - 1500	50	30	24%	8%	0%	12%	24%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	8%	0%
		1500 - 1600	50	30	26%	6%	0%	10%	24%	14%	0%	0%	4%	0%	0%	0%	6%	0%	0%	4%	6%	0%
		1600 - 1700	50	30	30%	2%	0%	2%	26%	18%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	10%	0%
		1700 - 1800	50	30	38%	2%	0%	2%	24%	12%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	12%	0%
		1800 - 1900	50	30	48%	2%	0%	2%	20%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	40%	8%	0%	8%	16%	4%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	4%	0%
		2000 - 2100	50	30	48%	10%	0%	10%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	44%	14%	0%	10%	10%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	4%	0%
		2200 - 2300	50	30	44%	16%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	42%	22%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
46	Castle Peak Road - Lingnan (SB) - L036	0000 - 0100	250	40	43%	31%	0%	7%	2%	2%	0%	2%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		0100 - 0200	200	40	30%	44%	0%	5%	3%	3%	1%	3%	0%	0%	0%	0%	2%	0%	10%	2%	1%	0%
		0200 - 0300	150	40	31%	45%	0%	6%	3%	2%	1%	2%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	28%	52%	0%	5%	5%	4%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0400 - 0500	100	40	37%	44%	0%	7%	4%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	200	40	23%	36%	0%	7%	5%	1%	1%	3%	0%	1%	1%	1%	5%	0%	18%	2%	1%	0%
		0600 - 0700	450	38	43%	19%	0%	5%	6%	3%	1%	2%	2%	1%	4%	1%	3%	0%	7%	2%	1%	0%
		0700 - 0800	950	33	59%	12%	0%	7%	2%	3%	1%	2%	1%	1%	1%	0%	1%	0%	6%	2%	1%	0%
		0800 - 0900	900	33	55%	14%	0%	8%	4%	4%	1%	2%	2%	0%	2%	0%	1%	0%	4%	2%	1%	0%
		0900 - 1000	700	35	41%	17%	0%	14%	4%	5%	2%	2%	0%	0%	1%	1%	3%	0%	8%	2%	1%	0%
		1000 - 1100	550	37	42%	18%	0%	13%	5%	6%	1%	2%	0%	0%	1%	0%	1%	0%	7%	2%	1%	0%
		1100 - 1200	550	37	41%	18%	0%	12%	5%	5%	1%	2%	0%	0%	1%	0%	3%	0%	8%	2%	1%	0%
		1200 - 1300	550	37	44%	15%	0%	9%	5%	4%	1%	3%	3%	1%	1%	0%	2%	0%	7%	2%	1%	0%
		1300 - 1400	500	37	46%	17%	0%	12%	5%	3%	1%	3%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
		1400 - 1500	600	36	43%	16%	0%	12%	4%	5%	2%	2%	0%	0%	1%	1%	4%	0%	6%	2%	1%	0%
		1500 - 1600	650	36	42%	17%	0%	10%	4%	6%	1%	2%	3%	1%	1%	0%	4%	0%	8%	2%	1%	0%
		1600 - 1700	600	36	41%	18%	0%	16%	4%	4%	0%	5%	0%	1%	1%	0%	1%	0%	5%	3%	0%	0%
		1700 - 1800	650	36	47%	18%	0%	14%	4%	3%	0%	4%	0%	1%	0%	0%	0%	0%	5%	4%	0%	0%
		1800 - 1900	650	36	50%	17%	0%	14%	2%	1%	0%	3%	0%	0%	1%	0%	1%	0%	5%	4%	0%	0%
		1900 - 2000	650	36	54%	13%	0%	7%	2%	1%	0%	3%	0%	0%	0%	2%	6%	0%	8%	2%	0%	0%
		2000 - 2100	550	37	54%	17%	0%	9%	2%	2%	1%	3%	0%	0%	0%	0%	1%	0%	7%	3%	0%	0%
		2100 - 2200	650	36	59%	18%	0%	7%	1%	2%	0%	2%	0%	0%	0%	0%	1%	0%	7%	3%	0%	0%
		2200 - 2300	400	38	55%	21%	0%	6%	2%	1%	0%	2%	0%	0%	1%	0%	2%	0%	8%	3%	0%	0%
		2300 - 0000	300	39	48%	28%	0%	6%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	9%	3%	0%	0%
47	Castle Peak Road - Lingnan (NB) - L037	0000 - 0100	200	40	43%	32%	0%	10%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	9%	4%	0%	0%
		0100 - 0200	150	40	29%	44%	0%	7%	3%	1%	0%	1%	0%	0%	0%	0%	1%	0%	10%	3%	1%	0%
		0200 - 0300	100	40	30%	45%	0%	9%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	9%	2%	0%	0%
		0300 - 0400	100	40	27%	51%	0%	6%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	7%	1%	0%	0%
		0400 - 0500	100	40	33%	41%	0%	7%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	10%	2%	0%	0%
		0500 - 0600	150	40	23%	35%	0%	8%	6%	0%	1%	3%	0%	1%	1%	1%	3%	0%	18%	1%	1%	0%
		0600 - 0700	300	39	36%	24%	0%	9%	11%	1%	0%	2%	0%	1%	3%	1%	1%	0%	7%	3%	1%	0%
		0700 - 0800	600	36	52%	15%	0%	12%	5%	1%	0%	1%	0%	1%	1%	0%	0%	0%	6%	3%	1%	0%
		0800 - 0900	600	36	47%	18%	0%	14%	8%	2%	0%	2%	0%	1%	2%	0%	0%	0%	3%	3%	1%	0%
		0900 - 1000	550	37	41%	17%	0%	18%	4%	2%	1%	2%	0%	0%	1%	1%	1%	0%	8%	2%	1%	0%
		1000 - 1100	450	38	42%	18%	0%	18%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	6%	2%	1%	0%
		1100 - 1200	450	38	41%	18%	0%	16%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	7%	2%	2%	0%
		1200 - 1300	400	38	46%	16%	0%	13%	5%	2%	1%	2%	0%	2%	1%	1%	1%	0%	7%	3%	2%	0%
		1300 - 1400	400	38	45%	17%	0%	16%	6%	1%	1%	2%	0%	0%	1%	1%	1%	0%	7%	3%	1%	0%
		1400 - 1500	450	38	43%	17%	0%	16%	5%	2%	1%	1%	0%	1%	1%	2%	2%	0%	6%	2%	1%	0%
		1500 - 1600	500	37	42%	18%	0%	14%	5%	3%	1%	2%	0%	2%	1%	1%	2%	0%	8%	2%	1%	0%
		1600 - 1700	600	36	48%	14%	0%	15%	2%	2%	1%	3%	0%	3%	2%	2%	1%	0%	5%	2%	1%	0%
		1700 - 1800	650	36	56%	13%	0%	13%	2%	1%	0%	2%	0%	1%	1%	1%	0%	0%	5%	3%	1%	0%
		1800 - 1900	700	35	57%	12%	0%	13%	1%	1%	1%	2%	0%	0%	1%	1%	1%	0%	5%	3%	1%	0%
		1900 - 2000	500	37	54%	14%	0%	10%	3%	0%	0%	2%	0%	0%	0%	3%	3%	0%	8%	3%	0%	0%
		2000 - 2100	450	38	53%	17%	0%	12%	2%	1%	0%	3%	0%	0%	0%	1%	0%	0%	7%	3%	0%	0%
		2100 - 2200	500	37	58%	18%	0%	9%	1%	1%	0%	1%	0%	0%	0%	1%	1%	0%	7%	3%	0%	0%
		2200 - 2300	350	39	55%	21%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	8%	4%	0%	0%
		2300 - 0000	250	40	47%	28%	0%	8%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
48	Castle Peak Road - Lingnan (NB) - L038	0000 - 0100	400	38	50%	27%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	5%	1%	0%
		0100 - 0200	300	39	35%	38%	0%	7%	4%	1%	0%	3%	0%	0%	0%	0%	0%	0%	6%	3%	3%	0%
		0200 - 0300	250	40	35%	39%	0%	8%	4%	1%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
		0300 - 0400	200	40	30%	43%	0%	6%	6%	1%	0%	5%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0400 - 0500	200	40	39%	35%	0%	7%	7%	1%	1%	3%	0%	0%	0%	0%	0%	0%	6%	2%	2%	0%
		0500 - 0600	300	39	28%	32%	0%	9%	7%	0%	0%	4%	0%	1%	1%	1%	2%	0%	10%	2%	3%	0%
		0600 - 0700	750	35	46%	17%	0%	8%	8%	1%	0%	3%	0%	1%	2%	1%	1%	0%	3%	4%	4%	0%
		0700 - 0800	1,600	26	61%	10%	0%	11%	4%	1%	0%	2%	0%	1%	1%	0%	0%	0%	3%	3%	4%	0%
		0800 - 0900	1,550	27	57%	12%	0%	12%	6%	1%	0%	3%	0%	1%	1%	0%	0%	0%	2%	3%	3%	0%
		0900 - 1000	1,300	29	45%	14%	0%	17%	5%	2%	1%	2%	0%	0%	1%	1%	1%	0%	4%	2%	5%	0%
		1000 - 1100	1,100	31	45%	15%	0%	16%	7%	2%	1%	3%	0%	0%	1%	0%	0%	0%	4%	2%	4%	0%
		1100 - 1200	1,100	31	43%	14%	0%	14%	7%	2%	1%	3%	0%	1%	1%	1%	1%	0%	4%	2%	8%	0%
		1200 - 1300	1,050	32	47%	12%	0%	12%	6%	2%	1%	3%	0%	2%	0%	0%	1%	0%	4%	2%	7%	0%
		1300 - 1400	1,000	32	48%	14%	0%	14%	7%	1%	1%	3%	0%	0%	1%	0%	0%	0%	3%	3%	5%	0%
		1400 - 1500	1,100	31	46%	13%	0%	15%	6%	2%	1%	2%	0%	1%	1%	1%	2%	0%	3%	2%	5%	0%
		1500 - 1600	1,200	30	47%	14%	0%	13%	6%	2%	1%	2%	0%	1%	1%	1%	1%	0%	4%	2%	5%	0%
		1600 - 1700	1,400	28	46%	13%	0%	14%	5%	2%	1%	4%	0%	2%	2%	1%	1%	0%	3%	2%	5%	0%
		1700 - 1800	1,550	27	52%	13%	0%	12%	4%	1%	1%	3%	0%	1%	1%	0%	0%	0%	3%	3%	6%	0%
		1800 - 1900	1,500	27	56%	12%	0%	12%	3%	1%	1%	2%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		1900 - 2000	1,200	30	60%	11%	0%	9%	3%	0%	0%	3%	0%	0%	0%	2%	2%	0%	4%	3%	2%	0%
		2000 - 2100	1,100	31	58%	14%	0%	11%	3%	1%	0%	4%	0%	0%	0%	1%	0%	0%	4%	3%	1%	0%
		2100 - 2200	1,200	30	63%	15%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
		2200 - 2300	800	34	61%	17%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		2300 - 0000	550	37	54%	24%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
49	Fu Shing Street (WB) - L039	0000 - 0100	50	30	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	8%	0%	0%	34%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	10%	0%	0%	20%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	10%	0%	0%	28%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	12%	0%	0%	34%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	0%	0%	0%	36%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	0%	0%	0%	40%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	0%	0%	0%	46%	0%	0%	0%	46%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	10%	0%	0%	18%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	8%	0%	0%	16%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	12%	0%	0%	26%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	0%	0%	0%	26%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
50	Fu Shing Street (EB) - L040	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	14%	0%	0%	0%	0%	0%	0%	72%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	24%	0%	0%	8%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	22%	0%	0%	8%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	10%	0%	0%	10%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	12%	0%	0%	12%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1500 - 1600	50	30	22%	0%	0%	12%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1600 - 1700	50	30	12%	0%	0%	12%	0%	0%	0%	58%	0%	0%	0%	0%	0%	0%	0%	6%	12%	0%
		1700 - 1800	50	30	14%	0%	0%	14%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	6%	14%	0%
		1800 - 1900	50	30	16%	0%	0%	16%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1900 - 2000	50	30	18%	0%	0%	10%	0%	0%	0%	62%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	16%	0%	0%	8%	0%	0%	0%	68%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	26%	0%	0%	12%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	20%	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	48%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
51	Castle Peak Road - Lam Tei (SB) - L041	0000 - 0100	200	40	45%	32%	0%	10%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	150	40	29%	44%	0%	7%	4%	1%	1%	3%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
		0200 - 0300	150	40	29%	44%	0%	8%	5%	1%	2%	3%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
		0300 - 0400	100	40	24%	47%	0%	6%	6%	2%	0%	6%	0%	0%	0%	0%	0%	0%	3%	1%	5%	0%
		0400 - 0500	100	40	32%	38%	0%	7%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	150	40	23%	35%	0%	8%	8%	1%	2%	4%	0%	1%	1%	1%	3%	0%	8%	1%	3%	0%
		0600 - 0700	450	38	42%	14%	0%	8%	8%	1%	2%	2%	1%	3%	4%	0%	1%	0%	3%	2%	9%	0%
		0700 - 0800	900	33	56%	9%	0%	10%	3%	1%	2%	2%	1%	2%	1%	0%	1%	1%	3%	2%	8%	0%
		0800 - 0900	900	33	53%	11%	0%	12%	6%	2%	2%	2%	1%	1%	2%	0%	0%	0%	2%	2%	5%	0%
		0900 - 1000	650	36	37%	15%	0%	16%	6%	3%	5%	2%	0%	0%	1%	0%	2%	0%	3%	1%	7%	0%
		1000 - 1100	550	37	38%	16%	0%	15%	8%	3%	4%	3%	0%	0%	2%	0%	1%	0%	3%	1%	6%	0%
		1100 - 1200	600	36	36%	16%	0%	13%	7%	3%	4%	3%	0%	1%	1%	0%	1%	0%	3%	1%	11%	0%
		1200 - 1300	550	37	39%	13%	0%	11%	7%	3%	3%	3%	2%	3%	1%	0%	1%	0%	3%	2%	10%	0%
		1300 - 1400	500	37	40%	15%	0%	14%	8%	1%	3%	3%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1400 - 1500	600	36	38%	15%	0%	14%	6%	3%	7%	2%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1500 - 1600	650	36	38%	16%	0%	12%	7%	3%	2%	2%	2%	2%	1%	0%	2%	0%	3%	2%	8%	0%
		1600 - 1700	600	36	32%	18%	0%	14%	7%	3%	5%	6%	0%	2%	2%	1%	2%	0%	2%	2%	5%	0%
		1700 - 1800	650	36	38%	19%	0%	13%	6%	2%	3%	4%	0%	1%	1%	0%	1%	0%	2%	4%	6%	0%
		1800 - 1900	650	36	41%	18%	0%	13%	4%	1%	5%	4%	0%	0%	2%	0%	1%	0%	2%	4%	4%	0%
		1900 - 2000	600	36	53%	13%	0%	10%	4%	1%	1%	3%	0%	0%	1%	1%	4%	0%	3%	2%	4%	0%
		2000 - 2100	550	37	52%	16%	0%	12%	4%	1%	2%	4%	0%	0%	0%	0%	1%	0%	3%	2%	2%	0%
		2100 - 2200	550	37	58%	18%	0%	9%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	350	39	55%	21%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	4%	3%	2%	0%
		2300 - 0000	300	39	48%	28%	0%	8%	3%	1%	1%	2%	0%	0%	0%	0%	1%	0%	4%	3%	0%	0%
52	Castle Peak Road - Lam Tei (NB) - L042	0000 - 0100	150	40	50%	24%	0%	7%	2%	1%	1%	4%	0%	0%	0%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	100	40	34%	32%	0%	6%	4%	2%	1%	5%	0%	0%	0%	0%	1%	0%	5%	3%	7%	0%
		0200 - 0300	100	40	35%	34%	0%	7%	4%	1%	1%	4%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%
		0300 - 0400	100	40	29%	36%	0%	5%	5%	2%	0%	9%	0%	0%	0%	0%	0%	0%	3%	2%	9%	0%
		0400 - 0500	100	40	36%	30%	0%	6%	6%	2%	2%	5%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0500 - 0600	100	40	27%	30%	0%	6%	7%	0%	1%	6%	0%	1%	1%	1%	3%	0%	8%	2%	7%	0%
		0600 - 0700	300	38	41%	13%	0%	6%	8%	1%	1%	6%	1%	2%	4%	1%	2%	0%	2%	4%	9%	0%
		0700 - 0800	550	34	55%	8%	0%	8%	4%	1%	1%	5%	1%	1%	1%	0%	1%	1%	2%	3%	9%	0%
		0800 - 0900	550	34	52%	9%	0%	10%	6%	1%	1%	6%	1%	1%	3%	0%	0%	0%	1%	3%	6%	0%
		0900 - 1000	500	35	41%	11%	0%	13%	5%	3%	2%	3%	0%	0%	1%	1%	2%	0%	3%	2%	12%	0%
		1000 - 1100	400	36	43%	12%	0%	12%	7%	4%	2%	4%	0%	1%	2%	0%	1%	0%	3%	2%	10%	0%
		1100 - 1200	450	36	38%	11%	0%	10%	6%	3%	2%	4%	0%	1%	1%	0%	1%	0%	3%	2%	19%	0%
		1200 - 1300	450	36	42%	10%	0%	8%	5%	2%	2%	4%	1%	2%	1%	0%	1%	0%	3%	2%	17%	0%
		1300 - 1400	400	36	45%	11%	0%	11%	7%	2%	2%	4%	0%	0%	1%	0%	1%	0%	3%	3%	12%	0%
		1400 - 1500	450	36	43%	11%	0%	11%	5%	3%	3%	3%	0%	1%	1%	2%	2%	0%	2%	2%	11%	0%
		1500 - 1600	500	35	41%	11%	0%	9%	6%	4%	1%	3%	1%	2%	1%	1%	2%	0%	3%	2%	13%	0%
		1600 - 1700	600	33	43%	10%	0%	10%	4%	4%	2%	4%	0%	3%	2%	1%	1%	0%	3%	2%	12%	0%
		1700 - 1800	650	33	50%	10%	0%	9%	4%	2%	1%	3%	0%	1%	1%	0%	0%	0%	2%	3%	13%	0%
		1800 - 1900	650	33	54%	10%	0%	9%	3%	1%	2%	2%	0%	0%	2%	1%	1%	0%	3%	3%	10%	0%
		1900 - 2000	450	36	57%	9%	0%	7%	3%	1%	0%	4%	0%	0%	0%	2%	3%	0%	3%	3%	6%	0%
		2000 - 2100	400	36	58%	12%	0%	9%	3%	1%	1%	6%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	450	36	62%	12%	0%	7%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	3%	4%	4%	0%
		2200 - 2300	300	38	61%	15%	0%	6%	2%	1%	0%	3%	0%	0%	1%	0%	1%	0%	4%	4%	3%	0%
		2300 - 0000	200	39	55%	21%	0%	6%	3%	1%	1%	3%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
53	Access road from To Yuen Wai (WB) - L043	0000 - 0100	50	30	38%	40%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	16%	60%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	24%	46%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	50	30	44%	14%	0%	8%	26%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	100	27	64%	9%	0%	10%	12%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	150	25	53%	11%	0%	11%	18%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	38%	22%	0%	23%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	38%	22%	0%	22%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	37%	23%	0%	20%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	41%	20%	0%	16%	13%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	100	27	40%	21%	0%	19%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	100	27	41%	21%	0%	21%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	40%	22%	0%	17%	13%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	30%	30%	0%	30%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1700 - 1800	100	27	33%	30%	0%	25%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	100	27	35%	28%	0%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
		1900 - 2000	100	27	55%	19%	0%	15%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	51%	22%	0%	15%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	56%	24%	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	50	30	52%	28%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	44%	34%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
54	Castle Peak Road - Lam Tei (SB) - L044	0000 - 0100	400	66	46%	28%	0%	10%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
		0100 - 0200	300	66	31%	39%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	3%	5%	0%
		0200 - 0300	250	66	32%	38%	0%	9%	6%	2%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	200	66	27%	44%	0%	6%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	3%	2%	7%	0%
		0400 - 0500	200	66	35%	35%	0%	8%	9%	2%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0500 - 0600	300	66	24%	30%	0%	8%	10%	0%	3%	1%	0%	1%	2%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	950	66	40%	11%	0%	8%	10%	1%	2%	1%	0%	1%	4%	1%	2%	0%	3%	3%	11%	0%
		0700 - 0800	1,950	58	55%	7%	0%	11%	4%	1%	2%	1%	0%	1%	1%	0%	1%	0%	2%	3%	11%	0%
		0800 - 0900	1,850	60	51%	8%	0%	12%	8%	2%	3%	1%	0%	0%	3%	0%	0%	0%	1%	3%	7%	0%
		0900 - 1000	1,450	66	37%	12%	0%	16%	6%	3%	6%	1%	0%	0%	2%	1%	3%	0%	3%	2%	9%	0%
		1000 - 1100	1,200	66	38%	14%	0%	15%	9%	4%	4%	1%	0%	0%	3%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	1,250	66	34%	13%	0%	13%	8%	3%	4%	1%	0%	0%	1%	1%	2%	0%	3%	2%	15%	0%
		1200 - 1300	1,150	66	38%	11%	0%	11%	7%	3%	4%	1%	1%	2%	1%	1%	2%	0%	3%	2%	14%	0%
		1300 - 1400	1,100	66	40%	13%	0%	14%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	2%	3%	10%	0%
		1400 - 1500	1,300	66	37%	12%	0%	13%	7%	3%	7%	1%	0%	1%	2%	2%	3%	0%	2%	2%	9%	0%
		1500 - 1600	1,350	66	38%	13%	0%	12%	8%	3%	3%	1%	1%	1%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,300	66	33%	16%	0%	13%	7%	3%	5%	2%	0%	3%	6%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,350	66	41%	17%	0%	12%	6%	2%	3%	2%	0%	1%	3%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	1,350	66	43%	16%	0%	12%	4%	1%	5%	1%	0%	0%	4%	1%	1%	0%	2%	3%	5%	0%
		1900 - 2000	1,250	66	52%	11%	0%	9%	4%	1%	1%	1%	0%	0%	1%	2%	6%	0%	3%	3%	5%	0%
		2000 - 2100	1,100	66	54%	14%	0%	12%	4%	1%	2%	2%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	1,200	66	59%	15%	0%	9%	2%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	750	66	56%	18%	0%	8%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	3%	0%
		2300 - 0000	550	66	50%	24%	0%	8%	4%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
55	Castle Peak Road - Lam Tei (SB) - L045	0000 - 0100	200	39	45%	31%	0%	9%	2%	1%	1%	3%	0%	0%	0%	0%	1%	0%	5%	3%	1%	0%
		0100 - 0200	150	40	29%	43%	0%	7%	4%	1%	1%	4%	0%	0%	0%	0%	1%	0%	5%	1%	4%	0%
		0200 - 0300	100	40	29%	44%	0%	7%	4%	1%	2%	3%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
		0300 - 0400	100	40	25%	45%	0%	5%	5%	3%	0%	7%	0%	0%	0%	0%	0%	0%	4%	1%	5%	0%
		0400 - 0500	100	40	32%	37%	0%	7%	6%	2%	2%	4%	0%	0%	0%	0%	0%	0%	5%	1%	4%	0%
		0500 - 0600	150	40	23%	33%	0%	8%	7%	1%	3%	5%	0%	1%	1%	1%	4%	0%	9%	1%	4%	0%
		0600 - 0700	400	36	42%	14%	0%	8%	6%	1%	2%	3%	1%	3%	5%	1%	1%	0%	4%	2%	10%	0%
		0700 - 0800	800	31	56%	9%	0%	10%	2%	1%	2%	2%	1%	2%	1%	0%	1%	1%	3%	2%	9%	0%
		0800 - 0900	800	31	53%	11%	0%	12%	4%	2%	2%	2%	1%	1%	3%	0%	0%	0%	2%	2%	6%	0%
		0900 - 1000	600	33	37%	14%	0%	16%	5%	3%	6%	3%	0%	0%	1%	1%	2%	0%	4%	1%	7%	0%
		1000 - 1100	500	35	37%	16%	0%	15%	7%	3%	4%	3%	0%	0%	2%	0%	1%	0%	3%	1%	7%	0%
		1100 - 1200	550	34	35%	15%	0%	13%	7%	3%	4%	3%	0%	1%	1%	0%	2%	0%	3%	1%	13%	0%
		1200 - 1300	500	35	37%	13%	0%	10%	6%	2%	4%	4%	2%	3%	1%	0%	1%	0%	3%	2%	12%	0%
		1300 - 1400	450	36	40%	14%	0%	13%	7%	2%	4%	4%	0%	0%	1%	0%	1%	0%	3%	2%	8%	0%
		1400 - 1500	550	34	38%	14%	0%	13%	6%	3%	7%	2%	0%	1%	1%	1%	3%	0%	3%	2%	7%	0%
		1500 - 1600	550	34	38%	15%	0%	12%	6%	3%	3%	2%	2%	2%	1%	0%	2%	0%	3%	1%	8%	0%
		1600 - 1700	550	34	31%	17%	0%	13%	7%	4%	5%	6%	0%	3%	3%	1%	2%	0%	2%	2%	5%	0%
		1700 - 1800	550	34	39%	17%	0%	12%	7%	3%	3%	5%	0%	1%	1%	0%	1%	0%	2%	3%	6%	0%
		1800 - 1900	550	34	42%	17%	0%	12%	5%	1%	5%	4%	0%	0%	2%	0%	1%	0%	2%	3%	4%	0%
		1900 - 2000	500	35	53%	12%	0%	9%	4%	1%	1%	4%	0%	0%	1%	1%	5%	0%	4%	2%	4%	0%
		2000 - 2100	450	36	53%	16%	0%	11%	3%	1%	2%	5%	0%	0%	0%	0%	1%	0%	4%	2%	2%	0%
		2100 - 2200	500	35	58%	17%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	1%	0%	4%	3%	3%	0%
		2200 - 2300	350	37	56%	20%	0%	8%	3%	1%	0%	2%	0%	0%	1%	0%	1%	0%	4%	3%	2%	0%
		2300 - 0000	250	38	49%	27%	0%	7%	3%	1%	2%	2%	0%	0%	0%	0%	1%	0%	4%	3%	0%	0%
56	Lam Tei Main Street (WB) - L046	0000 - 0100	50	30	58%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	48%	38%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	44%	38%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	36%	42%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	48%	36%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	36%	36%	0%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	71%	15%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0700 - 0800	200	22	80%	8%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0800 - 0900	200	22	77%	10%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0900 - 1000	150	25	56%	13%	0%	23%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1000 - 1100	100	27	57%	14%	0%	22%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	27	56%	14%	0%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1200 - 1300	100	27	60%	13%	0%	16%	4%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	5%	0%	0%
		1300 - 1400	100	27	59%	13%	0%	18%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1400 - 1500	100	27	57%	13%	0%	21%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1500 - 1600	100	27	58%	14%	0%	18%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	100	27	39%	14%	0%	31%	5%	3%	0%	0%	0%	4%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	150	25	45%	13%	0%	27%	5%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	7%	0%	0%
		1800 - 1900	150	25	47%	13%	0%	27%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	100	27	71%	10%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2000 - 2100	100	27	67%	12%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2100 - 2200	150	25	71%	13%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		2200 - 2300	100	27	67%	15%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
		2300 - 0000	50	30	62%	22%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
57	Castle Peak Road - Lam Tei (SB) - L047	0000 - 0100	350	66	45%	28%	0%	9%	3%	1%	1%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	300	66	30%	38%	0%	7%	6%	2%	2%	1%	0%	0%	0%	0%	2%	0%	5%	2%	6%	0%
		0200 - 0300	250	66	30%	39%	0%	8%	6%	1%	2%	1%	0%	0%	0%	0%	0%	0%	4%	2%	6%	0%
		0300 - 0400	200	66	26%	44%	0%	6%	8%	3%	0%	2%	0%	0%	0%	0%	0%	0%	3%	2%	8%	0%
		0400 - 0500	200	66	33%	36%	0%	7%	9%	2%	2%	1%	0%	0%	0%	0%	0%	0%	5%	2%	5%	0%
		0500 - 0600	300	66	23%	30%	0%	8%	10%	0%	3%	2%	0%	1%	2%	1%	5%	0%	8%	2%	6%	0%
		0600 - 0700	900	66	37%	10%	0%	8%	11%	1%	2%	1%	1%	1%	5%	1%	2%	0%	3%	3%	12%	0%
		0700 - 0800	1,800	61	52%	7%	0%	11%	5%	1%	2%	1%	1%	1%	2%	1%	1%	0%	2%	3%	12%	0%
		0800 - 0900	1,700	66	49%	8%	0%	13%	8%	2%	3%	1%	1%	1%	3%	0%	0%	0%	2%	3%	8%	0%
		0900 - 1000	1,350	66	35%	12%	0%	15%	7%	3%	6%	1%	0%	0%	2%	1%	3%	0%	3%	1%	10%	0%
		1000 - 1100	1,100	66	36%	14%	0%	15%	9%	4%	5%	1%	0%	0%	3%	0%	1%	0%	3%	2%	9%	0%
		1100 - 1200	1,200	66	33%	13%	0%	12%	8%	3%	5%	1%	0%	0%	2%	1%	2%	0%	3%	2%	16%	0%
		1200 - 1300	1,100	66	37%	11%	0%	10%	8%	3%	4%	1%	1%	2%	2%	1%	2%	0%	3%	2%	15%	0%
		1300 - 1400	1,000	66	39%	13%	0%	13%	9%	2%	4%	1%	0%	0%	2%	0%	1%	0%	3%	2%	11%	0%
		1400 - 1500	1,200	66	36%	12%	0%	13%	7%	3%	8%	1%	0%	0%	2%	2%	4%	0%	2%	2%	9%	0%
		1500 - 1600	1,250	66	37%	13%	0%	11%	8%	4%	3%	1%	1%	1%	2%	1%	3%	0%	3%	2%	11%	0%
		1600 - 1700	1,200	66	33%	17%	0%	11%	7%	3%	5%	2%	0%	2%	7%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,200	66	41%	18%	0%	10%	6%	2%	3%	2%	0%	1%	3%	0%	1%	0%	2%	3%	8%	0%
		1800 - 1900	1,200	66	43%	16%	0%	10%	4%	1%	5%	2%	0%	0%	5%	1%	2%	0%	2%	3%	6%	0%
		1900 - 2000	1,150	66	51%	11%	0%	9%	5%	1%	1%	1%	0%	0%	1%	3%	6%	0%	3%	2%	5%	0%
		2000 - 2100	1,000	66	53%	15%	0%	11%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2100 - 2200	1,050	66	58%	16%	0%	9%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	3%	3%	4%	0%
		2200 - 2300	700	66	55%	18%	0%	8%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	3%	0%
		2300 - 0000	500	66	48%	25%	0%	8%	4%	1%	2%	1%	0%	0%	1%	0%	2%	0%	4%	4%	1%	0%
58	Castle Peak Road - Lam Tei (NB) - L048	0000 - 0100	300	66	45%	30%	0%	8%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		0100 - 0200	250	66	30%	40%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	31%	44%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	46%	0%	5%	7%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	200	66	33%	37%	0%	6%	8%	4%	2%	2%	0%	0%	0%	0%	0%	0%	4%	3%	4%	0%
		0500 - 0600	250	66	23%	32%	0%	7%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	7%	2%	5%	0%
		0600 - 0700	500	66	34%	21%	0%	6%	6%	2%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	950	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	3%	7%	0%
		0800 - 0900	900	66	48%	17%	0%	9%	5%	2%	2%	2%	0%	1%	4%	0%	1%	0%	1%	4%	5%	0%
		0900 - 1000	1,100	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	9%	0%
		1000 - 1100	900	66	38%	16%	0%	13%	8%	6%	3%	1%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	950	66	34%	15%	0%	10%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	2%	2%	15%	0%
		1200 - 1300	850	66	39%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	2%	0%	2%	3%	14%	0%
		1300 - 1400	850	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	0%	2%	0%	2%	3%	10%	0%
		1400 - 1500	950	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,050	66	38%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,450	66	41%	11%	0%	11%	6%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,550	66	49%	11%	0%	10%	6%	4%	1%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,500	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	1,000	66	51%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	850	66	53%	16%	0%	9%	4%	2%	1%	2%	0%	0%	0%	1%	2%	0%	3%	4%	2%	0%
		2100 - 2200	900	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	2%	0%	3%	4%	4%	0%
		2200 - 2300	600	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	4%	3%	0%
		2300 - 0000	450	66	49%	27%	0%	6%	3%	2%	1%	1%	0%	0%	0%	0%	2%	0%	3%	4%	1%	0%
59	Fuk Hang Tsuen Road (WB) - L049	0000 - 0100	100	30	41%	41%	0%	6%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	4%	2%	0%
		0100 - 0200	100	30	25%	52%	0%	4%	5%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	9%	0%
		0200 - 0300	100	30	26%	52%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0300 - 0400	100	30	22%	54%	0%	4%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	100	30	29%	49%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0500 - 0600	100	30	21%	43%	0%	5%	9%	0%	1%	0%	0%	1%	4%	1%	5%	0%	0%	1%	9%	0%
		0600 - 0700	250	26	32%	10%	0%	5%	12%	1%	0%	0%	0%	3%	13%	1%	2%	0%	0%	2%	18%	0%
		0700 - 0800	450	21	49%	7%	0%	7%	6%	2%	1%	0%	0%	2%	4%	0%	1%	0%	0%	2%	19%	0%
		0800 - 0900	450	21	45%	9%	0%	8%	10%	2%	1%	0%	0%	2%	8%	0%	0%	0%	0%	2%	13%	0%
		0900 - 1000	400	22	34%	19%	0%	11%	7%	3%	2%	0%	0%	1%	5%	1%	3%	0%	0%	2%	15%	0%
		1000 - 1100	300	25	34%	21%	0%	10%	8%	3%	1%	0%	0%	1%	7%	0%	1%	0%	0%	1%	13%	0%
		1100 - 1200	350	23	31%	19%	0%	8%	7%	2%	1%	0%	0%	1%	3%	0%	2%	0%	0%	1%	24%	0%
		1200 - 1300	350	23	33%	16%	0%	7%	7%	2%	1%	0%	1%	4%	3%	0%	2%	0%	0%	2%	22%	0%
		1300 - 1400	300	25	36%	19%	0%	9%	8%	2%	1%	0%	0%	0%	4%	0%	1%	0%	0%	2%	17%	0%
		1400 - 1500	350	23	34%	18%	0%	9%	7%	3%	2%	0%	0%	1%	5%	1%	4%	0%	0%	2%	15%	0%
		1500 - 1600	350	23	34%	19%	0%	7%	7%	3%	1%	0%	1%	3%	3%	1%	3%	0%	0%	1%	16%	0%
		1600 - 1700	400	22	32%	24%	0%	9%	4%	2%	1%	0%	0%	4%	10%	1%	2%	0%	0%	2%	10%	0%
		1700 - 1800	450	21	40%	25%	0%	8%	4%	1%	0%	0%	0%	2%	4%	0%	1%	0%	0%	3%	11%	0%
		1800 - 1900	400	22	43%	24%	0%	8%	3%	1%	1%	0%	0%	0%	7%	1%	2%	0%	0%	4%	8%	0%
		1900 - 2000	350	23	50%	17%	0%	6%	5%	1%	0%	0%	0%	0%	2%	2%	7%	0%	0%	2%	9%	0%
		2000 - 2100	250	26	53%	23%	0%	8%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	4%	0%
		2100 - 2200	300	25	55%	23%	0%	6%	2%	1%	0%	0%	0%	0%	2%	0%	1%	0%	0%	3%	6%	0%
		2200 - 2300	200	27	53%	27%	0%	6%	3%	1%	0%	0%	0%	0%	3%	0%	2%	0%	0%	3%	5%	0%
		2300 - 0000	150	28	45%	37%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
60	Fuk Hang Tsuen Road (EB) - L050	0000 - 0100	100	27	37%	36%	0%	6%	2%	2%	2%	0%	0%	0%	0%	0%	3%	0%	0%	10%	2%	0%
		0100 - 0200	50	30	22%	52%	0%	4%	4%	2%	2%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	24%	50%	0%	6%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	20%	56%	0%	4%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	6%	0%
		0400 - 0500	50	30	28%	44%	0%	4%	6%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	4%	6%	0%
		0500 - 0600	100	27	17%	34%	0%	4%	8%	0%	2%	0%	0%	2%	2%	4%	17%	0%	0%	4%	6%	0%
		0600 - 0700	150	25	32%	17%	0%	5%	11%	1%	1%	0%	0%	1%	10%	2%	8%	0%	0%	3%	9%	0%
		0700 - 0800	300	17	50%	12%	0%	8%	5%	1%	2%	0%	0%	1%	4%	1%	4%	0%	0%	2%	11%	0%
		0800 - 0900	300	17	45%	15%	0%	9%	9%	1%	2%	0%	0%	1%	7%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	250	20	28%	17%	0%	10%	6%	3%	5%	0%	0%	0%	2%	4%	11%	0%	0%	3%	11%	0%
		1000 - 1100	200	22	32%	20%	0%	10%	8%	4%	4%	0%	0%	1%	4%	0%	4%	0%	0%	4%	11%	0%
		1100 - 1200	250	20	26%	18%	0%	8%	6%	3%	4%	0%	0%	1%	2%	2%	8%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	31%	16%	0%	7%	6%	3%	4%	0%	0%	4%	2%	2%	6%	0%	0%	5%	18%	0%
		1300 - 1400	200	22	34%	19%	0%	9%	8%	2%	4%	0%	0%	1%	3%	1%	4%	0%	0%	6%	13%	0%
		1400 - 1500	250	20	27%	16%	0%	8%	6%	3%	6%	0%	0%	1%	2%	5%	13%	0%	0%	4%	10%	0%
		1500 - 1600	250	20	29%	18%	0%	7%	6%	4%	2%	0%	0%	2%	2%	2%	12%	0%	0%	4%	12%	0%
		1600 - 1700	250	20	25%	19%	0%	6%	4%	4%	4%	0%	0%	5%	2%	6%	8%	0%	0%	6%	12%	0%
		1700 - 1800	250	20	32%	20%	0%	6%	4%	3%	2%	0%	0%	2%	1%	2%	3%	0%	0%	11%	14%	0%
		1800 - 1900	250	20	33%	19%	0%	6%	2%	1%	4%	0%	0%	0%	1%	5%	6%	0%	0%	12%	10%	0%
		1900 - 2000	250	20	37%	14%	0%	5%	3%	0%	1%	0%	0%	0%	1%	7%	21%	0%	0%	5%	6%	0%
		2000 - 2100	200	22	47%	21%	0%	8%	4%	2%	2%	0%	0%	0%	1%	3%	5%	0%	0%	7%	3%	0%
		2100 - 2200	200	22	50%	22%	0%	6%	2%	1%	0%	0%	0%	0%	1%	2%	5%	0%	0%	7%	5%	0%
		2200 - 2300	150	25	46%	25%	0%	5%	3%	1%	0%	0%	0%	0%	2%	0%	6%	0%	0%	9%	3%	0%
		2300 - 0000	100	27	39%	34%	0%	5%	4%	1%	1%	0%	0%	0%	1%	0%	6%	0%	0%	8%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
61	Castle Peak Road - Lam Tei (NB) - L051	0000 - 0100	300	66	45%	30%	0%	8%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
		0100 - 0200	250	66	30%	41%	0%	5%	4%	3%	1%	2%	0%	0%	0%	0%	2%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	30%	45%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	25%	46%	0%	5%	7%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	2%	6%	0%
		0400 - 0500	200	66	33%	37%	0%	6%	8%	4%	2%	2%	0%	0%	0%	0%	0%	0%	4%	3%	4%	0%
		0500 - 0600	250	66	23%	32%	0%	6%	8%	1%	2%	2%	0%	0%	1%	2%	7%	0%	7%	2%	5%	0%
		0600 - 0700	500	66	34%	21%	0%	6%	6%	2%	2%	2%	0%	1%	5%	2%	4%	0%	3%	4%	7%	0%
		0700 - 0800	950	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	2%	1%	2%	1%	2%	3%	7%	0%
		0800 - 0900	900	66	47%	17%	0%	9%	4%	2%	3%	2%	0%	1%	4%	0%	1%	0%	1%	4%	5%	0%
		0900 - 1000	1,100	66	37%	14%	0%	13%	6%	5%	4%	1%	0%	0%	1%	2%	4%	0%	3%	2%	9%	0%
		1000 - 1100	900	66	38%	16%	0%	12%	8%	6%	3%	1%	0%	0%	2%	0%	1%	0%	2%	2%	8%	0%
		1100 - 1200	950	66	34%	15%	0%	10%	7%	5%	3%	1%	0%	0%	1%	1%	3%	0%	2%	2%	15%	0%
		1200 - 1300	850	66	39%	13%	0%	9%	7%	4%	3%	2%	0%	2%	1%	1%	2%	0%	2%	3%	13%	0%
		1300 - 1400	850	66	41%	15%	0%	11%	8%	3%	3%	2%	0%	0%	1%	0%	2%	0%	2%	3%	10%	0%
		1400 - 1500	950	66	37%	13%	0%	11%	6%	5%	5%	1%	0%	0%	1%	3%	5%	0%	2%	2%	8%	0%
		1500 - 1600	1,050	66	38%	15%	0%	9%	7%	6%	2%	1%	0%	1%	1%	1%	4%	0%	3%	2%	10%	0%
		1600 - 1700	1,450	66	41%	11%	0%	11%	6%	6%	3%	1%	0%	2%	2%	2%	2%	0%	2%	2%	9%	0%
		1700 - 1800	1,550	66	49%	11%	0%	10%	6%	4%	1%	1%	0%	1%	1%	1%	1%	0%	2%	3%	10%	0%
		1800 - 1900	1,500	66	52%	11%	0%	10%	4%	2%	3%	1%	0%	0%	1%	2%	2%	0%	2%	4%	7%	0%
		1900 - 2000	1,000	66	51%	12%	0%	7%	4%	1%	1%	2%	0%	0%	1%	4%	8%	0%	3%	3%	5%	0%
		2000 - 2100	850	66	54%	16%	0%	9%	4%	2%	1%	2%	0%	0%	0%	1%	2%	0%	3%	4%	2%	0%
		2100 - 2200	900	66	58%	17%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	2%	0%	3%	4%	4%	0%
		2200 - 2300	600	66	56%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	2%	0%	3%	4%	3%	0%
		2300 - 0000	450	66	49%	27%	0%	6%	3%	2%	1%	1%	0%	0%	0%	0%	2%	0%	3%	4%	1%	0%
62	Kong Sham Western Highway (SB) - L052	0000 - 0100	400	80	42%	39%	0%	5%	1%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		0100 - 0200	300	80	26%	50%	0%	3%	2%	9%	0%	1%	0%	0%	0%	0%	1%	0%	3%	2%	2%	0%
		0200 - 0300	250	80	27%	52%	0%	4%	3%	6%	0%	1%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%
		0300 - 0400	200	80	22%	55%	0%	3%	4%	11%	0%	2%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%
		0400 - 0500	200	80	30%	46%	0%	4%	4%	10%	1%	1%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%
		0500 - 0600	250	80	24%	46%	0%	4%	5%	2%	1%	2%	0%	0%	0%	1%	3%	0%	6%	2%	2%	0%
		0600 - 0700	650	80	30%	36%	0%	4%	6%	8%	0%	2%	0%	0%	2%	1%	1%	0%	2%	2%	4%	0%
		0700 - 0800	1,200	80	45%	25%	0%	7%	3%	9%	1%	2%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		0800 - 0900	1,250	80	39%	28%	0%	7%	4%	13%	1%	2%	0%	0%	1%	0%	0%	0%	1%	2%	2%	0%
		0900 - 1000	1,250	80	36%	19%	1%	9%	4%	17%	2%	1%	0%	0%	1%	1%	2%	0%	2%	1%	4%	0%
		1000 - 1100	1,100	80	36%	20%	0%	8%	5%	20%	1%	1%	0%	0%	1%	0%	1%	0%	2%	1%	4%	0%
		1100 - 1200	1,100	80	35%	20%	0%	7%	4%	17%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	7%	0%
		1200 - 1300	950	80	40%	18%	0%	6%	4%	15%	1%	1%	0%	0%	0%	1%	1%	0%	2%	2%	7%	0%
		1300 - 1400	900	80	43%	21%	0%	8%	5%	10%	1%	1%	0%	0%	1%	0%	1%	0%	2%	2%	5%	0%
		1400 - 1500	1,100	80	37%	19%	0%	8%	4%	17%	3%	1%	0%	0%	1%	2%	2%	0%	2%	2%	4%	0%
		1500 - 1600	1,200	80	37%	19%	0%	6%	4%	20%	1%	1%	0%	0%	0%	1%	2%	0%	2%	1%	5%	0%
		1600 - 1700	1,450	80	47%	12%	0%	7%	3%	16%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	4%	0%
		1700 - 1800	1,600	80	55%	11%	0%	6%	3%	11%	1%	1%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1800 - 1900	1,500	80	61%	11%	0%	7%	2%	5%	2%	1%	0%	0%	1%	1%	1%	0%	2%	3%	4%	0%
		1900 - 2000	1,050	80	55%	18%	0%	5%	2%	4%	0%	1%	0%	0%	0%	3%	3%	0%	3%	2%	2%	0%
		2000 - 2100	950	80	53%	21%	0%	6%	2%	8%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	1%	0%
		2100 - 2200	1,050	80	57%	22%	0%	5%	1%	6%	0%	1%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%
		2200 - 2300	700	80	54%	27%	0%	4%	2%	4%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	1%	0%
		2300 - 0000	500	80	46%	35%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	0%	0%
63	Kong Sham Western Highway (NB) - L053	0000 - 0100	250	80	48%	30%	0%	5%	1%	5%	0%	1%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%
		0100 - 0200	200	80	32%	41%	0%	4%	3%	9%	1%	2%	0%	0%	0%	0%	1%	0%	5%	3%	3%	0%
		0200 - 0300	150	80	33%	44%	0%	4%	2%	6%	1%	1%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0300 - 0400	150	80	27%	45%	0%	3%	4%	11%	0%	3%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0400 - 0500	150	80	35%	37%	0%	3%	3%	9%	1%	2%	0%	0%	0%	0%	0%	0%	5%	2%	2%	0%
		0500 - 0600	200	80	27%	34%	0%	5%	5%	3%	1%	3%	0%	0%	2%	3%	6%	0%	10%	2%	3%	0%
		0600 - 0700	700	80	39%	21%	0%	4%	6%	9%	1%	2%	0%	0%	4%	3%	3%	0%	2%	3%	5%	0%
		0700 - 0800	1,350	80	55%	13%	0%	6%	3%	10%	1%	2%	0%	0%	1%	1%	1%	0%	1%	2%	4%	0%
		0800 - 0900	1,350	80	49%	15%	0%	6%	4%	14%	1%	2%	0%	0%	2%	0%	0%	0%	1%	2%	3%	0%
		0900 - 1000	850	80	41%	14%	0%	8%	3%	16%	1%	1%	0%	0%	1%	2%	3%	0%	4%	1%	4%	0%
		1000 - 1100	700	80	42%	16%	0%	8%	4%	18%	1%	2%	0%	0%	2%	0%	1%	0%	3%	1%	3%	0%
		1100 - 1200	700	80	40%	15%	0%	7%	4%	15%	1%	2%	0%	0%	1%	1%	2%	0%	4%	2%	7%	0%
		1200 - 1300	650	80	44%	13%	0%	6%	4%	14%	1%	2%	1%	0%	1%	1%	2%	0%	4%	2%	6%	0%
		1300 - 1400	600	80	48%	16%	0%	7%	5%	9%	1%	2%	0%	0%	1%	1%	1%	0%	3%	2%	5%	0%
		1400 - 1500	700	80	42%	14%	0%	7%	4%	15%	2%	1%	0%	0%	1%	3%	4%	0%	3%	2%	4%	0%
		1500 - 1600	800	80	41%	14%	0%	6%	4%	18%	1%	1%	1%	0%	1%	1%	3%	0%	4%	1%	4%	0%
		1600 - 1700	450	80	49%	11%	0%	7%	3%	11%	1%	2%	0%	0%	2%	1%	1%	0%	6%	2%	3%	0%
		1700 - 1800	500	80	56%	11%	0%	6%	3%	8%	1%	2%	0%	0%	1%	0%	0%	0%	6%	3%	4%	0%
		1800 - 1900	500	80	60%	10%	0%	6%	2%	3%	1%	2%	0%	0%	1%	1%	1%	0%	7%	3%	3%	0%
		1900 - 2000	750	80	56%	12%	0%	5%	2%	3%	0%	2%	0%	0%	1%	5%	6%	0%	4%	2%	2%	0%
		2000 - 2100	650	80	57%	15%	0%	6%	2%	7%	0%	2%	0%	0%	0%	1%	1%	0%	4%	3%	1%	0%
		2100 - 2200	700	80	62%	16%	0%	4%	1%	5%	0%	1%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
		2200 - 2300	450	80	60%	19%	0%	4%	2%	4%	0%	1%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
		2300 - 0000	350	80	52%	26%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%
64	Castle Peak Road - Lam Tei (NB) - L054	0000 - 0100	300	66	47%	30%	0%	8%	2%	2%	1%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
		0100 - 0200	250	66	30%	41%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	1%	0%	4%	3%	5%	0%
		0200 - 0300	200	66	32%	43%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	3%	5%	0%
		0300 - 0400	150	66	26%	45%	0%	5%	7%	4%	0%	3%	0%	0%	0%	0%	0%	0%	3%	1%	6%	0%
		0400 - 0500	150	66	34%	37%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	250	66	24%	33%	0%	7%	9%	1%	2%	2%	0%	1%	1%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	450	66	35%	21%	0%	6%	7%	2%	2%	3%	0%	2%	4%	1%	4%	0%	3%	4%	7%	0%
		0700 - 0800	850	66	51%	14%	0%	8%	3%	2%	2%	2%	0%	1%	1%	0%	1%	1%	2%	4%	7%	0%
		0800 - 0900	850	66	48%	16%	0%	9%	6%	3%	2%	3%	0%	1%	2%	0%	0%	0%	2%	4%	5%	0%
		0900 - 1000	1,050	66	38%	14%	0%	14%	6%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	2%	8%	0%
		1000 - 1100	900	66	39%	16%	0%	13%	8%	6%	3%	1%	0%	0%	1%	0%	1%	0%	3%	2%	8%	0%
		1100 - 1200	950	66	36%	15%	0%	11%	7%	5%	3%	1%	0%	0%	1%	1%	2%	0%	3%	2%	14%	0%
		1200 - 1300	850	66	40%	13%	0%	9%	7%	4%	2%	2%	0%	2%	1%	1%	2%	0%	2%	2%	13%	0%
		1300 - 1400	800	66	42%	14%	0%	11%	8%	3%	2%	2%	0%	0%	1%	0%	1%	0%	2%	3%	10%	0%
		1400 - 1500	900	66	39%	14%	0%	11%	7%	5%	4%	1%	0%	0%	1%	2%	3%	0%	2%	2%	8%	0%
		1500 - 1600	1,000	66	40%	15%	0%	10%	7%	6%	2%	1%	0%	1%	1%	1%	3%	0%	3%	2%	10%	0%
		1600 - 1700	1,450	66	44%	12%	0%	12%	6%	5%	2%	1%	0%	2%	2%	1%	1%	0%	2%	2%	9%	0%
		1700 - 1800	1,600	66	51%	11%	0%	10%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	3%	10%	0%
		1800 - 1900	1,550	66	55%	11%	0%	10%	4%	1%	2%	1%	0%	0%	1%	1%	1%	0%	2%	3%	7%	0%
		1900 - 2000	950	66	54%	12%	0%	8%	4%	1%	1%	2%	0%	0%	1%	2%	5%	0%	3%	3%	5%	0%
		2000 - 2100	800	66	55%	16%	0%	10%	4%	2%	1%	2%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
		2100 - 2200	900	66	60%	17%	0%	7%	2%	2%	0%	1%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2200 - 2300	600	66	57%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	4%	2%	0%
		2300 - 0000	400	66	51%	27%	0%	6%	4%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
65	Castle Peak Road - Lam Tei (SB) - L055	0000 - 0100	350	66	46%	25%	0%	11%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	32%	34%	0%	8%	6%	2%	2%	1%	0%	0%	0%	0%	1%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	32%	36%	0%	9%	7%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	28%	41%	0%	6%	9%	2%	0%	2%	0%	0%	0%	0%	0%	0%	4%	2%	6%	0%
		0400 - 0500	200	66	35%	31%	0%	8%	9%	2%	3%	2%	0%	0%	0%	0%	0%	0%	6%	3%	4%	0%
		0500 - 0600	250	66	24%	26%	0%	9%	11%	0%	4%	2%	0%	1%	1%	1%	6%	0%	10%	2%	5%	0%
		0600 - 0700	750	66	39%	11%	0%	9%	13%	1%	3%	1%	1%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,550	66	52%	7%	0%	12%	5%	1%	3%	1%	1%	1%	1%	1%	1%	0%	3%	3%	9%	0%
		0800 - 0900	1,500	66	49%	8%	0%	14%	9%	2%	3%	1%	1%	1%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,200	66	36%	11%	0%	17%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	3%	2%	8%	0%
		1000 - 1100	950	66	37%	12%	0%	16%	10%	4%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,050	66	34%	11%	0%	14%	9%	3%	5%	1%	0%	0%	1%	1%	2%	0%	3%	2%	13%	0%
		1200 - 1300	950	66	38%	10%	0%	11%	8%	3%	5%	1%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	900	66	40%	11%	0%	14%	10%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,050	66	36%	10%	0%	14%	8%	3%	9%	1%	0%	0%	1%	2%	4%	0%	2%	2%	7%	0%
		1500 - 1600	1,100	66	38%	12%	0%	13%	9%	4%	4%	1%	1%	1%	1%	1%	4%	0%	4%	2%	9%	0%
		1600 - 1700	1,050	66	37%	14%	0%	13%	7%	3%	6%	3%	0%	2%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	1,100	66	45%	14%	0%	12%	6%	2%	3%	2%	0%	1%	1%	0%	1%	0%	2%	4%	7%	0%
		1800 - 1900	1,100	66	47%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	2%	4%	5%	0%
		1900 - 2000	1,050	66	52%	9%	0%	10%	5%	1%	2%	1%	0%	0%	0%	2%	7%	0%	4%	3%	4%	0%
		2000 - 2100	900	66	53%	12%	0%	13%	5%	2%	3%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	950	66	60%	13%	0%	10%	3%	1%	0%	1%	0%	0%	0%	1%	1%	0%	3%	3%	3%	0%
		2200 - 2300	600	66	57%	16%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	450	66	50%	22%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
66	Castle Peak Road - Lam Tei (NB) - L056	0000 - 0100	300	66	46%	30%	0%	8%	2%	1%	1%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
		0100 - 0200	250	66	31%	40%	0%	6%	4%	3%	1%	2%	0%	0%	0%	0%	1%	0%	4%	2%	5%	0%
		0200 - 0300	200	66	31%	43%	0%	7%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	5%	0%
		0300 - 0400	150	66	26%	46%	0%	5%	6%	3%	0%	3%	0%	0%	0%	0%	0%	0%	3%	1%	6%	0%
		0400 - 0500	150	66	34%	38%	0%	6%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
		0500 - 0600	250	66	25%	32%	0%	7%	8%	0%	2%	2%	0%	1%	1%	1%	5%	0%	8%	2%	5%	0%
		0600 - 0700	400	66	37%	21%	0%	5%	6%	2%	2%	3%	1%	2%	4%	1%	4%	0%	3%	4%	6%	0%
		0700 - 0800	800	66	54%	13%	0%	7%	3%	2%	2%	2%	0%	2%	1%	0%	1%	1%	3%	3%	6%	0%
		0800 - 0900	800	66	50%	16%	0%	8%	5%	3%	2%	3%	0%	1%	3%	0%	1%	0%	2%	3%	4%	0%
		0900 - 1000	1,000	66	39%	14%	0%	14%	6%	5%	3%	1%	0%	0%	1%	1%	3%	0%	3%	1%	9%	0%
		1000 - 1100	850	66	39%	16%	0%	13%	8%	6%	3%	2%	0%	0%	2%	0%	1%	0%	3%	2%	8%	0%
		1100 - 1200	900	66	37%	15%	0%	11%	7%	4%	3%	1%	0%	1%	1%	0%	2%	0%	3%	2%	15%	0%
		1200 - 1300	800	66	41%	13%	0%	9%	6%	4%	2%	2%	0%	2%	1%	0%	2%	0%	3%	2%	13%	0%
		1300 - 1400	750	66	43%	15%	0%	11%	8%	2%	2%	2%	0%	0%	1%	0%	1%	0%	3%	2%	10%	0%
		1400 - 1500	850	66	40%	14%	0%	12%	6%	5%	4%	1%	0%	0%	1%	1%	3%	0%	2%	2%	8%	0%
		1500 - 1600	950	66	40%	15%	0%	10%	7%	5%	2%	1%	0%	1%	1%	1%	3%	0%	3%	1%	10%	0%
		1600 - 1700	1,350	66	43%	12%	0%	12%	6%	5%	3%	1%	0%	2%	2%	1%	1%	0%	2%	1%	9%	0%
		1700 - 1800	1,500	66	50%	12%	0%	11%	5%	3%	1%	1%	0%	1%	1%	0%	0%	0%	2%	2%	10%	0%
		1800 - 1900	1,450	66	55%	11%	0%	11%	4%	1%	2%	1%	0%	0%	1%	1%	1%	0%	2%	2%	7%	0%
		1900 - 2000	900	66	55%	12%	0%	8%	4%	1%	1%	2%	0%	0%	1%	2%	6%	0%	3%	2%	5%	0%
		2000 - 2100	750	66	55%	16%	0%	10%	3%	2%	1%	2%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
		2100 - 2200	850	66	60%	17%	0%	8%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	3%	3%	3%	0%
		2200 - 2300	550	66	57%	20%	0%	7%	3%	1%	0%	1%	0%	0%	1%	0%	1%	0%	3%	3%	3%	0%
		2300 - 0000	400	66	51%	27%	0%	7%	3%	2%	1%	1%	0%	0%	0%	0%	1%	0%	4%	3%	1%	0%
67	Ng Lau Road (EB) - L057	0000 - 0100	50	30	50%	30%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	36%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	36%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	28%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	40%	42%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	28%	30%	0%	10%	10%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	34%	18%	0%	6%	10%	0%	2%	0%	2%	13%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	54%	12%	0%	9%	4%	1%	3%	0%	1%	9%	2%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	51%	14%	0%	10%	7%	1%	3%	0%	1%	6%	3%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	45%	14%	0%	19%	5%	1%	4%	0%	0%	1%	1%	0%	5%	0%	0%	1%	5%	0%
		1000 - 1100	100	27	44%	16%	0%	19%	8%	1%	3%	0%	0%	1%	2%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	100	27	41%	15%	0%	16%	7%	1%	3%	0%	0%	2%	1%	0%	3%	0%	0%	1%	10%	0%
		1200 - 1300	100	27	44%	12%	0%	12%	7%	1%	2%	0%	1%	9%	1%	0%	2%	0%	0%	1%	8%	0%
		1300 - 1400	100	27	48%	15%	0%	16%	8%	0%	3%	0%	0%	1%	1%	0%	1%	0%	0%	1%	6%	0%
		1400 - 1500	100	27	44%	14%	0%	16%	6%	1%	5%	0%	0%	2%	1%	0%	5%	0%	0%	1%	5%	0%
		1500 - 1600	150	25	43%	14%	0%	14%	7%	1%	2%	0%	1%	7%	1%	0%	5%	0%	0%	1%	6%	0%
		1600 - 1700	150	25	47%	12%	0%	19%	5%	0%	1%	0%	0%	3%	1%	0%	3%	0%	0%	1%	7%	0%
		1700 - 1800	150	25	55%	11%	0%	17%	4%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	7%	0%
		1800 - 1900	150	25	59%	11%	0%	16%	3%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	5%	0%
		1900 - 2000	100	27	59%	11%	0%	10%	4%	0%	1%	0%	0%	0%	1%	0%	9%	0%	0%	2%	3%	0%
		2000 - 2100	100	27	60%	16%	0%	15%	4%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	100	27	65%	16%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	62%	18%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	58%	26%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
68	Ng Lau Road (WB) - L058	0000 - 0100	50	30	46%	30%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	34%	42%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0200 - 0300	50	30	36%	46%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	6%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	12%	0%	0%	0%	0%	4%	0%	4%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	26%	20%	0%	7%	13%	1%	3%	0%	0%	7%	7%	3%	5%	0%	0%	3%	5%	0%
		0700 - 0800	150	25	43%	15%	0%	11%	7%	2%	3%	0%	0%	5%	2%	1%	2%	0%	0%	3%	6%	0%
		0800 - 0900	150	25	37%	17%	0%	12%	11%	3%	4%	0%	0%	3%	4%	0%	1%	0%	0%	3%	4%	0%
		0900 - 1000	150	25	39%	14%	0%	13%	9%	4%	3%	0%	0%	1%	2%	3%	5%	0%	0%	3%	3%	0%
		1000 - 1100	100	27	40%	15%	0%	13%	13%	5%	3%	0%	0%	1%	2%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	100	27	38%	14%	0%	11%	12%	4%	3%	0%	0%	2%	1%	1%	4%	0%	0%	4%	6%	0%
		1200 - 1300	100	27	40%	12%	0%	9%	11%	4%	2%	0%	1%	7%	1%	1%	3%	0%	0%	4%	5%	0%
		1300 - 1400	100	27	43%	14%	0%	11%	14%	2%	2%	0%	0%	1%	1%	1%	2%	0%	0%	5%	4%	0%
		1400 - 1500	150	25	37%	13%	0%	11%	11%	4%	5%	0%	0%	2%	2%	3%	7%	0%	0%	4%	3%	0%
		1500 - 1600	150	25	39%	13%	0%	9%	11%	5%	2%	0%	1%	5%	1%	2%	5%	0%	0%	3%	3%	0%
		1600 - 1700	150	25	51%	9%	0%	7%	10%	4%	0%	0%	0%	7%	1%	3%	3%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	61%	9%	0%	7%	8%	3%	0%	0%	0%	3%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	150	25	64%	8%	0%	7%	6%	1%	0%	0%	0%	1%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	52%	11%	0%	7%	7%	1%	1%	0%	0%	0%	1%	5%	10%	0%	0%	5%	2%	0%
		2000 - 2100	100	27	57%	15%	0%	9%	6%	2%	1%	0%	0%	0%	0%	1%	2%	0%	0%	6%	1%	0%
		2100 - 2200	100	27	61%	17%	0%	7%	3%	1%	0%	0%	0%	0%	1%	1%	2%	0%	0%	6%	1%	0%
		2200 - 2300	100	27	53%	19%	0%	6%	5%	2%	0%	0%	0%	0%	2%	0%	3%	0%	0%	8%	2%	0%
		2300 - 0000	50	30	52%	26%	0%	6%	6%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
69	Tung Lei Path (SB) - L059	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	58%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		0700 - 0800	50	30	68%	0%	0%	6%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0800 - 0900	50	30	62%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0900 - 1000	50	30	46%	6%	0%	12%	0%	0%	12%	0%	0%	0%	0%	0%	12%	0%	0%	6%	6%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	44%	0%	0%	8%	0%	0%	8%	0%	8%	0%	0%	0%	8%	0%	0%	16%	8%	0%
		1300 - 1400	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	10%	0%
		1400 - 1500	50	30	42%	0%	0%	8%	0%	0%	14%	0%	0%	0%	0%	0%	14%	0%	0%	14%	8%	0%
		1500 - 1600	50	30	48%	0%	0%	6%	0%	0%	6%	0%	6%	0%	0%	0%	14%	0%	0%	14%	6%	0%
		1600 - 1700	50	30	52%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	6%	6%	0%
		1700 - 1800	50	30	58%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	6%	0%
		1800 - 1900	50	30	58%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	6%	0%
		1900 - 2000	50	30	56%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	68%	0%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	62%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	72%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
70	Tung Lei Path (NB) - L060	0000 - 0100	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%
		0700 - 0800	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0900 - 1000	50	30	26%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	40%	0%	0%
		1100 - 1200	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	40%	0%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		1400 - 1500	50	30	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	28%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	44%	0%	0%	14%	0%	0%
		1600 - 1700	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	44%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	26%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	36%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	26%	0%	0%
		2100 - 2200	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		2200 - 2300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		2300 - 0000	50	30	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	48%	0%	0%
71	Ng Lau Road (EB) - L061	0000 - 0100	50	30	48%	30%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	40%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	40%	42%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	38%	0%	8%	8%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	33%	18%	0%	7%	10%	0%	2%	0%	2%	13%	5%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	53%	13%	0%	9%	5%	1%	3%	0%	1%	9%	2%	0%	2%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	51%	14%	0%	10%	7%	1%	3%	0%	1%	6%	3%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	41%	15%	0%	18%	6%	1%	4%	0%	0%	1%	2%	0%	6%	0%	0%	1%	6%	0%
		1000 - 1100	100	27	44%	16%	0%	17%	8%	1%	3%	0%	0%	1%	2%	0%	2%	0%	0%	1%	5%	0%
		1100 - 1200	100	27	41%	15%	0%	14%	8%	1%	3%	0%	0%	2%	1%	0%	4%	0%	0%	1%	10%	0%
		1200 - 1300	100	27	42%	12%	0%	11%	7%	1%	2%	0%	2%	9%	1%	0%	3%	0%	0%	2%	8%	0%
		1300 - 1400	100	27	45%	15%	0%	15%	8%	0%	3%	0%	0%	1%	1%	0%	3%	0%	0%	3%	6%	0%
		1400 - 1500	100	27	41%	14%	0%	15%	6%	1%	5%	0%	0%	2%	2%	0%	7%	0%	0%	2%	5%	0%
		1500 - 1600	150	25	39%	15%	0%	13%	7%	1%	2%	0%	2%	7%	1%	0%	6%	0%	0%	2%	6%	0%
		1600 - 1700	150	25	45%	13%	0%	17%	5%	0%	1%	0%	0%	3%	4%	0%	4%	0%	0%	3%	6%	0%
		1700 - 1800	150	25	54%	12%	0%	15%	4%	0%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	7%	0%
		1800 - 1900	150	25	57%	12%	0%	14%	3%	0%	1%	0%	0%	0%	2%	0%	3%	0%	0%	3%	5%	0%
		1900 - 2000	100	27	57%	12%	0%	9%	4%	0%	1%	0%	0%	0%	1%	0%	11%	0%	0%	2%	3%	0%
		2000 - 2100	100	27	59%	16%	0%	13%	4%	0%	1%	0%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2100 - 2200	100	27	63%	18%	0%	10%	2%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	59%	20%	0%	8%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	58%	28%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
72	Ng Lau Road (WB) - L062	0000 - 0100	50	30	46%	30%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	32%	40%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	46%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	44%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	32%	0%	4%	12%	0%	4%	0%	0%	4%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	28%	19%	0%	6%	13%	1%	4%	0%	0%	6%	6%	3%	5%	0%	0%	3%	6%	0%
		0700 - 0800	150	25	45%	14%	0%	9%	7%	2%	5%	0%	0%	5%	2%	1%	2%	0%	0%	2%	7%	0%
		0800 - 0900	150	25	40%	16%	0%	10%	11%	3%	6%	0%	0%	3%	4%	0%	1%	0%	0%	2%	5%	0%
		0900 - 1000	150	25	39%	13%	0%	11%	9%	4%	6%	0%	0%	1%	2%	3%	5%	0%	0%	3%	4%	0%
		1000 - 1100	150	25	39%	15%	0%	11%	12%	5%	5%	0%	0%	1%	2%	0%	2%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	37%	14%	0%	9%	11%	4%	5%	0%	0%	2%	1%	1%	4%	0%	0%	4%	7%	0%
		1200 - 1300	150	25	39%	12%	0%	7%	10%	4%	4%	0%	2%	7%	1%	1%	3%	0%	0%	4%	6%	0%
		1300 - 1400	100	27	44%	14%	0%	10%	13%	2%	4%	0%	0%	1%	1%	1%	2%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	38%	13%	0%	9%	10%	3%	8%	0%	0%	2%	2%	3%	6%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	37%	13%	0%	7%	11%	5%	3%	0%	2%	5%	1%	2%	5%	0%	0%	3%	4%	0%
		1600 - 1700	150	25	53%	9%	0%	7%	9%	4%	0%	0%	0%	6%	1%	2%	2%	0%	0%	5%	1%	0%
		1700 - 1800	150	25	61%	9%	0%	6%	7%	3%	0%	0%	0%	3%	1%	1%	1%	0%	0%	8%	2%	0%
		1800 - 1900	150	25	64%	8%	0%	6%	5%	1%	0%	0%	0%	1%	1%	1%	1%	0%	0%	9%	1%	0%
		1900 - 2000	150	25	53%	11%	0%	6%	6%	1%	2%	0%	0%	0%	1%	5%	10%	0%	0%	5%	2%	0%
		2000 - 2100	100	27	59%	15%	0%	8%	5%	2%	2%	0%	0%	0%	0%	1%	2%	0%	0%	5%	1%	0%
		2100 - 2200	150	25	61%	16%	0%	6%	3%	1%	0%	0%	0%	0%	1%	1%	2%	0%	0%	6%	2%	0%
		2200 - 2300	100	27	54%	18%	0%	6%	5%	2%	0%	0%	0%	0%	2%	0%	3%	0%	0%	8%	2%	0%
		2300 - 0000	50	30	52%	26%	0%	4%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
73	Tsing Chuen Wai Road (SB) - L063	0000 - 0100	50	30	54%	20%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	46%	30%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0500 - 0600	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0600 - 0700	50	30	38%	6%	0%	8%	12%	0%	0%	8%	6%	8%	8%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	100	27	61%	3%	0%	11%	5%	1%	0%	5%	5%	5%	3%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	100	27	53%	3%	0%	12%	9%	1%	0%	7%	5%	4%	5%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	50%	11%	0%	18%	8%	2%	0%	5%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	47%	11%	0%	16%	9%	2%	0%	5%	0%	2%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	100	27	47%	11%	0%	15%	9%	2%	0%	6%	0%	2%	2%	0%	0%	0%	0%	4%	2%	0%
		1200 - 1300	100	27	47%	9%	0%	10%	7%	2%	0%	5%	9%	5%	2%	0%	0%	0%	0%	2%	2%	0%
		1300 - 1400	50	30	56%	10%	0%	14%	10%	0%	0%	6%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	100	27	54%	11%	0%	15%	8%	2%	0%	4%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	47%	11%	0%	12%	8%	2%	0%	3%	8%	5%	2%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	54%	14%	0%	13%	5%	0%	0%	6%	0%	3%	3%	0%	0%	0%	0%	1%	1%	0%
		1700 - 1800	100	27	63%	13%	0%	11%	4%	0%	0%	4%	0%	1%	1%	0%	0%	0%	0%	2%	1%	0%
		1800 - 1900	100	27	66%	12%	0%	11%	3%	0%	0%	3%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%
		1900 - 2000	100	27	68%	8%	0%	10%	5%	0%	0%	5%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	27	65%	11%	0%	11%	4%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	73%	12%	0%	8%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	74%	14%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	62%	18%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
74	Ng Lau Road (EB) - L064	0000 - 0100	50	30	44%	36%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	24%	50%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	4%	0%
		0200 - 0300	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	24%	52%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	20%	36%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	6%	6%	0%
		0600 - 0700	50	30	32%	24%	0%	6%	10%	0%	2%	0%	0%	8%	4%	0%	8%	0%	0%	2%	4%	0%
		0700 - 0800	100	27	46%	17%	0%	9%	5%	1%	4%	0%	0%	6%	1%	0%	4%	0%	0%	2%	5%	0%
		0800 - 0900	100	27	42%	20%	0%	10%	9%	1%	5%	0%	0%	4%	2%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	100	27	36%	18%	0%	15%	6%	1%	5%	0%	0%	1%	1%	0%	9%	0%	0%	2%	6%	0%
		1000 - 1100	100	27	38%	20%	0%	14%	9%	1%	4%	0%	0%	1%	3%	0%	3%	0%	0%	1%	6%	0%
		1100 - 1200	100	27	34%	19%	0%	12%	7%	1%	4%	0%	0%	1%	1%	0%	7%	0%	0%	3%	11%	0%
		1200 - 1300	100	27	37%	16%	0%	10%	7%	1%	3%	0%	0%	6%	1%	0%	6%	0%	0%	3%	10%	0%
		1300 - 1400	100	27	41%	19%	0%	13%	8%	0%	3%	0%	0%	0%	2%	0%	3%	0%	0%	3%	8%	0%
		1400 - 1500	100	27	36%	16%	0%	13%	6%	1%	6%	0%	0%	1%	1%	0%	11%	0%	0%	3%	6%	0%
		1500 - 1600	100	27	37%	18%	0%	11%	7%	1%	2%	0%	0%	4%	1%	0%	10%	0%	0%	2%	7%	0%
		1600 - 1700	150	25	44%	15%	0%	13%	5%	0%	2%	0%	0%	2%	5%	0%	5%	0%	0%	3%	7%	0%
		1700 - 1800	150	25	49%	15%	0%	13%	5%	0%	1%	0%	0%	1%	2%	0%	2%	0%	0%	5%	8%	0%
		1800 - 1900	150	25	53%	14%	0%	12%	3%	0%	2%	0%	0%	0%	3%	0%	3%	0%	0%	5%	5%	0%
		1900 - 2000	100	27	46%	15%	0%	8%	4%	0%	1%	0%	0%	0%	1%	0%	18%	0%	0%	3%	4%	0%
		2000 - 2100	100	27	55%	21%	0%	11%	3%	0%	2%	0%	0%	0%	0%	0%	3%	0%	0%	3%	2%	0%
		2100 - 2200	100	27	56%	22%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	3%	0%
		2200 - 2300	50	30	56%	26%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	46%	34%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
75	Ng Lau Road (WB) - L065	0000 - 0100	50	30	52%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	36%	44%	0%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	36%	44%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	42%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	40%	34%	0%	4%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	26%	36%	0%	6%	14%	0%	2%	0%	0%	2%	2%	2%	6%	0%	0%	2%	2%	0%
		0600 - 0700	100	27	30%	15%	0%	7%	15%	2%	3%	3%	2%	5%	6%	2%	3%	0%	0%	2%	5%	0%
		0700 - 0800	200	22	48%	11%	0%	11%	8%	2%	4%	2%	2%	4%	2%	1%	1%	0%	0%	2%	5%	0%
		0800 - 0900	200	22	41%	12%	0%	12%	12%	4%	4%	3%	2%	2%	4%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	200	22	42%	14%	0%	13%	10%	4%	4%	2%	0%	1%	2%	2%	3%	0%	0%	3%	3%	0%
		1000 - 1100	150	25	43%	15%	0%	12%	13%	5%	3%	2%	0%	1%	2%	0%	1%	0%	0%	3%	2%	0%
		1100 - 1200	150	25	42%	15%	0%	10%	12%	3%	3%	2%	0%	1%	1%	1%	2%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	43%	12%	0%	8%	10%	3%	2%	2%	5%	5%	1%	1%	1%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	47%	13%	0%	10%	13%	1%	3%	3%	0%	1%	1%	1%	1%	0%	0%	4%	3%	0%
		1400 - 1500	150	25	43%	13%	0%	10%	10%	3%	5%	1%	0%	1%	2%	2%	3%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	42%	14%	0%	9%	11%	5%	2%	1%	4%	3%	1%	1%	3%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	54%	12%	0%	7%	9%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	250	20	60%	12%	0%	6%	7%	2%	0%	2%	0%	2%	1%	0%	0%	0%	0%	7%	1%	0%
		1800 - 1900	250	20	63%	11%	0%	6%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	0%	0%
		1900 - 2000	150	25	57%	11%	0%	7%	6%	1%	1%	2%	0%	0%	1%	3%	6%	0%	0%	4%	1%	0%
		2000 - 2100	150	25	59%	15%	0%	9%	5%	1%	1%	3%	0%	0%	0%	1%	1%	0%	0%	5%	1%	0%
		2100 - 2200	150	25	64%	15%	0%	6%	3%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	60%	19%	0%	6%	4%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	7%	1%	0%
		2300 - 0000	100	27	52%	24%	0%	6%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
76	Ng Lau Road (EB) - L066	0000 - 0100	50	30	50%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	36%	0%	8%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	29%	18%	0%	8%	8%	0%	2%	5%	2%	9%	9%	0%	5%	0%	0%	2%	3%	0%
		0700 - 0800	150	25	49%	12%	0%	12%	3%	1%	3%	3%	1%	7%	3%	0%	1%	0%	0%	1%	3%	0%
		0800 - 0900	150	25	45%	15%	0%	13%	5%	1%	3%	4%	1%	4%	5%	0%	1%	0%	0%	1%	3%	0%
		0900 - 1000	150	25	39%	16%	0%	20%	5%	1%	3%	3%	0%	1%	3%	0%	5%	0%	0%	1%	4%	0%
		1000 - 1100	150	25	38%	17%	0%	18%	7%	1%	3%	3%	0%	1%	4%	0%	2%	0%	0%	1%	4%	0%
		1100 - 1200	150	25	38%	16%	0%	16%	7%	1%	3%	3%	0%	2%	2%	0%	4%	0%	0%	1%	7%	0%
		1200 - 1300	100	27	40%	13%	0%	13%	6%	1%	2%	3%	2%	6%	2%	0%	3%	0%	0%	2%	7%	0%
		1300 - 1400	100	27	45%	15%	0%	16%	7%	0%	2%	3%	0%	1%	2%	0%	2%	0%	0%	2%	5%	0%
		1400 - 1500	150	25	39%	15%	0%	16%	5%	1%	5%	2%	0%	2%	3%	0%	7%	0%	0%	2%	5%	0%
		1500 - 1600	150	25	39%	15%	0%	14%	6%	1%	2%	2%	2%	4%	2%	0%	5%	0%	0%	2%	5%	0%
		1600 - 1700	150	25	45%	13%	0%	16%	5%	0%	1%	3%	0%	1%	5%	0%	3%	0%	0%	2%	5%	0%
		1700 - 1800	200	22	53%	14%	0%	14%	5%	0%	1%	3%	0%	1%	2%	0%	1%	0%	0%	3%	6%	0%
		1800 - 1900	200	22	56%	13%	0%	14%	3%	0%	1%	2%	0%	0%	3%	0%	3%	0%	0%	3%	4%	0%
		1900 - 2000	150	25	55%	13%	0%	11%	3%	0%	1%	3%	0%	0%	1%	0%	10%	0%	0%	2%	3%	0%
		2000 - 2100	100	27	56%	17%	0%	14%	3%	0%	1%	4%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	150	25	60%	18%	0%	11%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	54%	32%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
77	Ng Lau Road (WB) - L067	0000 - 0100	50	30	48%	32%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	40%	0%	6%	6%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	44%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	28%	42%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	22%	30%	0%	6%	12%	0%	4%	0%	0%	4%	4%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	25%	19%	0%	8%	11%	1%	4%	4%	1%	5%	7%	2%	5%	0%	0%	2%	6%	0%
		0700 - 0800	150	25	41%	14%	0%	13%	5%	2%	5%	3%	1%	3%	3%	1%	2%	0%	0%	2%	6%	0%
		0800 - 0900	150	25	36%	16%	0%	14%	9%	3%	5%	3%	1%	2%	5%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	150	25	39%	15%	0%	14%	9%	3%	5%	2%	0%	1%	2%	2%	4%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	38%	16%	0%	13%	11%	4%	4%	3%	0%	1%	3%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	37%	15%	0%	11%	11%	3%	4%	3%	0%	1%	2%	1%	3%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	39%	13%	0%	9%	10%	3%	3%	3%	2%	5%	2%	1%	3%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	40%	14%	0%	11%	11%	2%	4%	3%	0%	1%	2%	1%	2%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	37%	13%	0%	11%	9%	3%	7%	1%	0%	1%	3%	3%	5%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	37%	15%	0%	10%	10%	5%	3%	1%	1%	3%	1%	1%	5%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	52%	12%	0%	7%	9%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	5%	1%	0%
		1700 - 1800	200	22	60%	11%	0%	7%	8%	3%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	11%	0%	7%	6%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	52%	12%	0%	7%	5%	1%	1%	3%	0%	0%	1%	4%	9%	0%	0%	4%	1%	0%
		2000 - 2100	150	25	53%	16%	0%	9%	5%	2%	2%	4%	0%	0%	0%	1%	2%	0%	0%	5%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	8%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	56%	20%	0%	7%	4%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	7%	1%	0%
		2300 - 0000	100	27	49%	27%	0%	6%	6%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
78	Ng Lau Road (EB) - L068	0000 - 0100	50	30	50%	32%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	56%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	38%	44%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	36%	0%	12%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	0%	0%
		0600 - 0700	100	27	31%	18%	0%	7%	10%	0%	2%	4%	2%	9%	9%	0%	4%	0%	0%	2%	2%	0%
		0700 - 0800	150	25	48%	13%	0%	13%	5%	1%	2%	3%	2%	7%	3%	0%	2%	0%	0%	1%	1%	0%
		0800 - 0900	150	25	46%	15%	0%	13%	8%	1%	1%	4%	1%	4%	5%	0%	1%	0%	0%	1%	1%	0%
		0900 - 1000	150	25	39%	16%	0%	20%	6%	1%	2%	3%	0%	1%	3%	0%	5%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	39%	17%	0%	19%	8%	1%	1%	3%	0%	1%	4%	0%	2%	0%	0%	1%	3%	0%
		1100 - 1200	150	25	37%	17%	0%	17%	8%	1%	1%	3%	0%	2%	2%	0%	4%	0%	0%	2%	6%	0%
		1200 - 1300	100	27	42%	13%	0%	13%	7%	1%	1%	3%	2%	6%	2%	0%	3%	0%	0%	2%	5%	0%
		1300 - 1400	100	27	45%	15%	0%	17%	9%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	2%	3%	0%
		1400 - 1500	150	25	40%	15%	0%	17%	7%	1%	2%	2%	0%	2%	3%	0%	7%	0%	0%	2%	3%	0%
		1500 - 1600	150	25	40%	16%	0%	15%	7%	1%	1%	2%	2%	4%	2%	0%	5%	0%	0%	2%	3%	0%
		1600 - 1700	150	25	47%	13%	0%	17%	5%	0%	0%	3%	0%	1%	5%	0%	3%	0%	0%	2%	4%	0%
		1700 - 1800	200	22	53%	14%	0%	15%	5%	0%	0%	3%	0%	1%	2%	0%	1%	0%	0%	4%	5%	0%
		1800 - 1900	200	22	56%	13%	0%	14%	3%	0%	0%	2%	0%	0%	3%	0%	3%	0%	0%	4%	4%	0%
		1900 - 2000	150	25	54%	13%	0%	11%	4%	0%	0%	3%	0%	0%	1%	0%	10%	0%	0%	2%	2%	0%
		2000 - 2100	100	27	56%	17%	0%	14%	3%	0%	1%	4%	0%	0%	0%	0%	2%	0%	0%	2%	1%	0%
		2100 - 2200	150	25	60%	18%	0%	11%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	52%	30%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%
79	Ng Lau Road (WB) - L069	0000 - 0100	50	30	50%	32%	0%	8%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	28%	40%	0%	8%	8%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	6%	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	26%	0%	6%	10%	0%	4%	4%	0%	4%	4%	4%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	26%	20%	0%	9%	8%	1%	4%	4%	0%	5%	8%	3%	4%	0%	0%	1%	7%	0%
		0700 - 0800	150	25	40%	15%	0%	14%	4%	2%	5%	3%	0%	4%	3%	1%	1%	0%	0%	1%	7%	0%
		0800 - 0900	150	25	35%	17%	0%	15%	6%	3%	5%	4%	0%	2%	5%	0%	1%	0%	0%	1%	5%	0%
		0900 - 1000	150	25	39%	15%	0%	15%	7%	4%	5%	2%	0%	1%	2%	2%	4%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	40%	16%	0%	14%	11%	4%	4%	3%	0%	1%	3%	0%	1%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	38%	16%	0%	12%	9%	4%	4%	3%	0%	1%	2%	1%	3%	0%	0%	3%	5%	0%
		1200 - 1300	150	25	42%	13%	0%	10%	9%	3%	3%	3%	1%	5%	2%	1%	2%	0%	0%	3%	5%	0%
		1300 - 1400	100	27	43%	14%	0%	12%	10%	2%	3%	3%	0%	1%	2%	1%	1%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	39%	14%	0%	12%	8%	3%	6%	2%	0%	1%	3%	3%	4%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	39%	15%	0%	11%	9%	4%	3%	2%	1%	3%	2%	2%	4%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	52%	12%	0%	8%	9%	3%	0%	4%	0%	3%	4%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	61%	11%	0%	7%	7%	2%	0%	3%	0%	1%	1%	1%	1%	0%	0%	6%	1%	0%
		1800 - 1900	200	22	64%	11%	0%	8%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	8%	5%	1%	1%	3%	0%	0%	1%	4%	8%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	55%	16%	0%	10%	4%	2%	2%	4%	0%	0%	0%	1%	1%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	61%	17%	0%	8%	3%	1%	0%	2%	0%	0%	1%	1%	2%	0%	0%	5%	1%	0%
		2200 - 2300	100	27	58%	20%	0%	7%	4%	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	48%	28%	0%	6%	4%	2%	2%	2%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
80	Unnamed Road (NB) - L070	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	34%	0%
		0700 - 0800	50	30	58%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	34%	0%
		0800 - 0900	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	30%	0%
		0900 - 1000	50	30	50%	0%	0%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	14%	0%
		1000 - 1100	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1200 - 1300	50	30	52%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1300 - 1400	50	30	60%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	52%	0%	0%	10%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	0%	0%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	16%	0%
		1600 - 1700	50	30	58%	0%	0%	16%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	72%	0%	0%	14%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1800 - 1900	50	30	68%	0%	0%	12%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	76%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		2000 - 2100	50	30	70%	0%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	76%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		2200 - 2300	50	30	86%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	80%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
81	Unnamed Road (SB) - L071	0000 - 0100	50	30	58%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	0%	0%	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	36%	0%	0%	6%	46%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	54%	0%	0%	8%	26%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	48%	0%	0%	6%	36%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	50%	0%	0%	22%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	46%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	46%	0%	0%	16%	22%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	52%	0%	0%	18%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	0%	0%	14%	20%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	62%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	66%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1800 - 1900	50	30	68%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	74%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	66%	0%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	78%	0%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	76%	0%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	60%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
82	Access road (SB) - L072	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	8%	0%	0%	0%	8%	0%	0%	8%	0%	0%	8%	26%	0%
		0700 - 0800	50	30	54%	0%	0%	0%	0%	12%	4%	0%	0%	4%	0%	0%	4%	0%	0%	4%	18%	0%
		0800 - 0900	50	30	60%	0%	0%	0%	0%	16%	4%	0%	0%	4%	0%	0%	0%	0%	0%	4%	12%	0%
		0900 - 1000	50	30	32%	14%	0%	0%	0%	14%	6%	0%	0%	0%	0%	0%	14%	0%	0%	6%	14%	0%
		1000 - 1100	50	30	34%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	18%	0%
		1100 - 1200	50	30	28%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	24%	0%
		1200 - 1300	50	30	28%	6%	0%	0%	0%	14%	6%	0%	0%	6%	0%	0%	6%	0%	0%	14%	20%	0%
		1300 - 1400	50	30	34%	10%	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	18%	18%	0%
		1400 - 1500	50	30	28%	8%	0%	0%	0%	14%	8%	0%	0%	0%	0%	0%	14%	0%	0%	14%	14%	0%
		1500 - 1600	50	30	28%	6%	0%	0%	0%	18%	6%	0%	0%	6%	0%	0%	12%	0%	0%	12%	12%	0%
		1600 - 1700	50	30	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1700 - 1800	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1800 - 1900	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1900 - 2000	50	30	44%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	16%	8%	0%
		2000 - 2100	50	30	54%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2100 - 2200	50	30	44%	16%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	16%	8%	0%
		2200 - 2300	50	30	58%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
83	Access road (NB) - L073	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	14%	44%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0800 - 0900	50	30	12%	50%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0900 - 1000	50	30	52%	18%	0%	6%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1200 - 1300	50	30	46%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1300 - 1400	50	30	52%	16%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	48%	14%	0%	8%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	54%	14%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	68%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		1700 - 1800	50	30	72%	6%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1800 - 1900	50	30	74%	6%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1900 - 2000	50	30	68%	14%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	14%	0%	6%	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	70%	18%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2200 - 2300	50	30	66%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
84	Ng Lau Road (EB) - L074	0000 - 0100	50	30	46%	34%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	32%	44%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	48%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	32%	0%	10%	8%	0%	0%	0%	0%	4%	4%	0%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	27%	22%	0%	8%	11%	0%	0%	5%	2%	8%	9%	0%	5%	0%	0%	3%	0%	0%
		0700 - 0800	150	25	47%	15%	0%	13%	5%	0%	1%	3%	2%	6%	3%	0%	2%	0%	0%	3%	0%	0%
		0800 - 0900	150	25	41%	17%	0%	13%	9%	0%	1%	4%	2%	4%	6%	0%	1%	0%	0%	3%	0%	0%
		0900 - 1000	150	25	42%	17%	0%	20%	5%	0%	1%	3%	0%	1%	3%	0%	5%	0%	0%	1%	3%	0%
		1000 - 1100	150	25	42%	17%	0%	19%	7%	0%	1%	3%	0%	1%	4%	0%	2%	0%	0%	2%	3%	0%
		1100 - 1200	150	25	40%	17%	0%	17%	7%	0%	1%	3%	0%	2%	2%	0%	4%	0%	0%	2%	5%	0%
		1200 - 1300	150	25	43%	14%	0%	13%	7%	0%	1%	3%	2%	6%	2%	0%	3%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	43%	16%	0%	16%	8%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	3%	4%	0%
		1400 - 1500	150	25	43%	15%	0%	17%	6%	0%	1%	2%	0%	2%	3%	0%	6%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	43%	16%	0%	15%	7%	0%	1%	1%	1%	4%	1%	0%	5%	0%	0%	3%	3%	0%
		1600 - 1700	200	22	50%	13%	0%	16%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	3%	5%	0%
		1700 - 1800	200	22	57%	13%	0%	14%	4%	0%	0%	2%	0%	1%	2%	0%	1%	0%	0%	4%	5%	0%
		1800 - 1900	200	22	60%	12%	0%	13%	3%	0%	0%	2%	0%	0%	3%	0%	2%	0%	0%	4%	4%	0%
		1900 - 2000	150	25	55%	13%	0%	11%	3%	0%	0%	3%	0%	0%	1%	0%	9%	0%	0%	3%	2%	0%
		2000 - 2100	150	25	57%	17%	0%	13%	3%	0%	0%	4%	0%	0%	0%	0%	2%	0%	0%	3%	1%	0%
		2100 - 2200	150	25	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	58%	20%	0%	10%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	4%	1%	0%
		2300 - 0000	100	27	51%	29%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
85	Ng Lau Road (WB) - L075	0000 - 0100	50	30	48%	30%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	40%	0%	8%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	32%	46%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	28%	42%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	38%	38%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	8%	0%	0%	0%	0%	4%	0%	4%	8%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	26%	18%	0%	9%	8%	3%	3%	4%	0%	5%	6%	3%	5%	0%	0%	1%	9%	0%
		0700 - 0800	150	25	45%	12%	0%	13%	3%	3%	3%	3%	0%	3%	2%	1%	2%	0%	0%	1%	9%	0%
		0800 - 0900	150	25	39%	15%	0%	15%	6%	5%	3%	3%	0%	2%	3%	0%	1%	0%	0%	1%	6%	0%
		0900 - 1000	150	25	39%	15%	0%	14%	6%	5%	3%	2%	0%	1%	1%	2%	5%	0%	0%	2%	5%	0%
		1000 - 1100	150	25	41%	16%	0%	13%	8%	5%	3%	3%	0%	1%	3%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	39%	16%	0%	11%	8%	5%	3%	3%	0%	1%	1%	1%	3%	0%	0%	3%	8%	0%
		1200 - 1300	150	25	42%	13%	0%	9%	7%	4%	2%	3%	1%	5%	1%	1%	3%	0%	0%	4%	7%	0%
		1300 - 1400	100	27	43%	15%	0%	12%	8%	2%	2%	3%	0%	1%	2%	1%	2%	0%	0%	4%	5%	0%
		1400 - 1500	150	25	39%	14%	0%	12%	6%	4%	4%	2%	0%	1%	2%	3%	6%	0%	0%	3%	4%	0%
		1500 - 1600	150	25	41%	15%	0%	10%	7%	5%	1%	1%	1%	3%	1%	1%	5%	0%	0%	3%	5%	0%
		1600 - 1700	150	25	51%	13%	0%	8%	7%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	14%	0%	7%	6%	2%	0%	3%	0%	1%	1%	1%	1%	0%	0%	7%	1%	0%
		1800 - 1900	200	22	63%	12%	0%	8%	4%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	53%	12%	0%	7%	4%	1%	1%	3%	0%	0%	1%	4%	9%	0%	0%	3%	3%	0%
		2000 - 2100	150	25	53%	17%	0%	10%	4%	2%	1%	4%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	150	25	59%	17%	0%	8%	2%	2%	0%	2%	0%	0%	1%	1%	2%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	57%	21%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	3%	0%	0%	6%	1%	0%
		2300 - 0000	50	30	52%	28%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
86	Access road (EB) - L076	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	44%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	18%	18%	0%
		0700 - 0800	50	30	60%	0%	0%	0%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	4%	14%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	20%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	10%	0%
		0900 - 1000	50	30	36%	16%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	0%	8%	0%
		1000 - 1100	50	30	40%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1200 - 1300	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	8%	0%	0%	8%	16%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	0%	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	42%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	10%	10%	0%
		2000 - 2100	50	30	64%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	52%	18%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
87	Access road (WB) - L077	0000 - 0100	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0800 - 0900	50	30	0%	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		0900 - 1000	50	30	46%	8%	0%	8%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	14%	8%	0%
		1000 - 1100	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1100 - 1200	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1200 - 1300	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1400 - 1500	50	30	50%	10%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	60%	8%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	68%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1700 - 1800	50	30	66%	4%	0%	4%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1800 - 1900	50	30	68%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	4%	0%
		1900 - 2000	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2000 - 2100	50	30	68%	8%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	76%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	66%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
88	Ng Lau Road (NB) - L078	0000 - 0100	50	30	46%	32%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	34%	44%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	50%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	30%	52%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0400 - 0500	50	30	36%	42%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	36%	0%	10%	6%	0%	0%	0%	0%	4%	4%	0%	6%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	24%	23%	0%	8%	11%	0%	0%	5%	2%	8%	9%	0%	5%	0%	0%	3%	2%	0%
		0700 - 0800	150	25	43%	17%	0%	13%	5%	0%	1%	3%	2%	7%	3%	0%	2%	0%	0%	3%	1%	0%
		0800 - 0900	150	25	37%	19%	0%	14%	9%	0%	1%	4%	2%	4%	6%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	150	25	43%	16%	0%	20%	5%	0%	1%	2%	0%	1%	2%	0%	5%	0%	0%	2%	3%	0%
		1000 - 1100	150	25	43%	17%	0%	18%	7%	0%	1%	3%	0%	1%	3%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	150	25	41%	17%	0%	16%	7%	0%	1%	3%	0%	2%	2%	0%	3%	0%	0%	3%	6%	0%
		1200 - 1300	150	25	43%	14%	0%	13%	6%	0%	1%	3%	2%	5%	2%	0%	3%	0%	0%	3%	5%	0%
		1300 - 1400	150	25	45%	16%	0%	16%	7%	0%	1%	3%	0%	1%	2%	0%	2%	0%	0%	4%	4%	0%
		1400 - 1500	150	25	41%	16%	0%	17%	6%	0%	1%	2%	0%	2%	3%	0%	6%	0%	0%	3%	3%	0%
		1500 - 1600	150	25	44%	17%	0%	14%	6%	0%	1%	1%	1%	4%	1%	0%	5%	0%	0%	2%	4%	0%
		1600 - 1700	200	22	54%	12%	0%	15%	4%	0%	0%	3%	0%	1%	4%	0%	3%	0%	0%	3%	5%	0%
		1700 - 1800	250	20	60%	11%	0%	12%	3%	0%	0%	2%	0%	0%	1%	0%	1%	0%	0%	4%	5%	0%
		1800 - 1900	250	20	61%	10%	0%	12%	2%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	5%	4%	0%
		1900 - 2000	150	25	57%	13%	0%	10%	3%	0%	0%	3%	0%	0%	1%	0%	9%	0%	0%	3%	1%	0%
		2000 - 2100	150	25	57%	17%	0%	13%	3%	0%	0%	3%	0%	0%	0%	0%	2%	0%	0%	3%	1%	0%
		2100 - 2200	150	25	63%	17%	0%	9%	1%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	100	27	57%	21%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	51%	29%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
89	Ng Lau Road (SB) - L079	0000 - 0100	50	30	46%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	42%	0%	6%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	50%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	26%	44%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	24%	38%	0%	6%	6%	0%	0%	0%	0%	4%	0%	4%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	28%	16%	0%	7%	7%	5%	2%	3%	0%	5%	6%	2%	8%	0%	0%	2%	9%	0%
		0700 - 0800	200	22	44%	11%	0%	11%	3%	6%	3%	3%	0%	3%	2%	1%	3%	0%	0%	2%	10%	0%
		0800 - 0900	200	22	41%	13%	0%	12%	5%	9%	3%	3%	0%	2%	3%	0%	2%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	40%	15%	0%	13%	5%	6%	3%	2%	0%	1%	1%	2%	6%	0%	0%	2%	5%	0%
		1000 - 1100	150	25	39%	17%	0%	12%	6%	8%	3%	3%	0%	1%	3%	0%	3%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	36%	17%	0%	11%	6%	6%	3%	3%	0%	1%	1%	1%	5%	0%	0%	3%	9%	0%
		1200 - 1300	150	25	41%	14%	0%	9%	5%	5%	2%	3%	1%	5%	1%	1%	3%	0%	0%	3%	8%	0%
		1300 - 1400	150	25	42%	16%	0%	11%	7%	4%	2%	3%	0%	1%	2%	1%	3%	0%	0%	4%	6%	0%
		1400 - 1500	150	25	39%	14%	0%	10%	5%	6%	4%	1%	0%	1%	1%	3%	8%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	39%	15%	0%	9%	6%	7%	1%	1%	1%	3%	1%	1%	7%	0%	0%	2%	6%	0%
		1600 - 1700	150	25	51%	16%	0%	8%	5%	3%	0%	3%	0%	3%	3%	2%	2%	0%	0%	4%	1%	0%
		1700 - 1800	200	22	60%	16%	0%	7%	4%	2%	0%	3%	0%	1%	1%	1%	1%	0%	0%	6%	1%	0%
		1800 - 1900	200	22	62%	15%	0%	7%	3%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	7%	1%	0%
		1900 - 2000	150	25	51%	12%	0%	7%	3%	1%	1%	2%	0%	0%	1%	4%	13%	0%	0%	3%	2%	0%
		2000 - 2100	150	25	55%	17%	0%	9%	3%	3%	1%	4%	0%	0%	0%	1%	3%	0%	0%	4%	2%	0%
		2100 - 2200	150	25	59%	18%	0%	7%	2%	2%	0%	2%	0%	0%	1%	1%	3%	0%	0%	4%	2%	0%
		2200 - 2300	100	27	57%	21%	0%	7%	3%	1%	0%	0%	0%	0%	1%	0%	4%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	48%	30%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
90	Ng Lau Road (SB) - L080	0000 - 0100	50	30	48%	32%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	42%	0%	4%	8%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	30%	40%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	24%	46%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	40%	0%	6%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	22%	30%	0%	8%	12%	0%	0%	0%	0%	4%	0%	4%	12%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	27%	13%	0%	7%	9%	6%	2%	4%	0%	5%	4%	2%	9%	0%	0%	2%	10%	0%
		0700 - 0800	150	25	43%	9%	0%	11%	4%	7%	3%	3%	0%	3%	1%	1%	3%	0%	0%	2%	11%	0%
		0800 - 0900	150	25	39%	11%	0%	12%	7%	10%	3%	3%	0%	2%	3%	0%	1%	0%	0%	2%	7%	0%
		0900 - 1000	150	25	36%	14%	0%	12%	7%	8%	3%	2%	0%	1%	1%	2%	7%	0%	0%	1%	5%	0%
		1000 - 1100	150	25	36%	15%	0%	11%	10%	10%	3%	3%	0%	1%	2%	0%	3%	0%	0%	2%	5%	0%
		1100 - 1200	150	25	35%	15%	0%	9%	9%	8%	3%	3%	0%	1%	1%	1%	5%	0%	0%	2%	9%	0%
		1200 - 1300	150	25	39%	12%	0%	8%	8%	7%	2%	3%	1%	5%	1%	1%	4%	0%	0%	3%	8%	0%
		1300 - 1400	100	27	42%	14%	0%	10%	10%	4%	2%	3%	0%	1%	1%	1%	3%	0%	0%	3%	6%	0%
		1400 - 1500	150	25	36%	13%	0%	10%	7%	8%	4%	1%	0%	1%	1%	3%	8%	0%	0%	3%	5%	0%
		1500 - 1600	150	25	37%	13%	0%	8%	8%	10%	1%	1%	1%	3%	1%	1%	7%	0%	0%	2%	6%	0%
		1600 - 1700	150	25	48%	15%	0%	7%	9%	5%	0%	3%	0%	3%	3%	2%	2%	0%	0%	3%	1%	0%
		1700 - 1800	200	22	57%	15%	0%	7%	7%	4%	0%	3%	0%	2%	2%	1%	1%	0%	0%	5%	1%	0%
		1800 - 1900	150	25	60%	14%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	5%	1%	0%
		1900 - 2000	150	25	49%	11%	0%	7%	5%	1%	1%	3%	0%	0%	1%	4%	14%	0%	0%	3%	3%	0%
		2000 - 2100	100	27	53%	16%	0%	9%	4%	4%	1%	4%	0%	0%	0%	1%	3%	0%	0%	3%	2%	0%
		2100 - 2200	150	25	59%	17%	0%	7%	3%	3%	0%	2%	0%	0%	1%	1%	3%	0%	0%	3%	2%	0%
		2200 - 2300	100	27	55%	21%	0%	6%	4%	2%	0%	0%	0%	0%	2%	0%	4%	0%	0%	4%	2%	0%
		2300 - 0000	50	30	50%	30%	0%	6%	4%	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
91	Ng Lau Road (NB) - L081	0000 - 0100	50	30	44%	32%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	42%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0300 - 0400	50	30	28%	48%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	36%	40%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	28%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	4%	4%	0%
		0600 - 0700	50	30	26%	22%	0%	8%	10%	0%	0%	6%	2%	6%	10%	0%	6%	0%	0%	2%	2%	0%
		0700 - 0800	100	27	41%	17%	0%	13%	5%	0%	0%	5%	3%	5%	4%	0%	3%	0%	0%	3%	1%	0%
		0800 - 0900	100	27	34%	19%	0%	14%	9%	0%	0%	6%	3%	4%	6%	0%	1%	0%	0%	3%	1%	0%
		0900 - 1000	150	25	40%	16%	0%	19%	7%	0%	0%	3%	0%	1%	2%	0%	6%	0%	0%	2%	4%	0%
		1000 - 1100	100	27	42%	18%	0%	18%	8%	0%	0%	3%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1100 - 1200	100	27	40%	18%	0%	16%	8%	0%	0%	3%	0%	1%	1%	0%	4%	0%	0%	2%	7%	0%
		1200 - 1300	100	27	43%	14%	0%	13%	7%	0%	0%	4%	2%	4%	1%	0%	4%	0%	0%	2%	6%	0%
		1300 - 1400	100	27	44%	16%	0%	16%	9%	0%	0%	4%	0%	0%	2%	0%	2%	0%	0%	2%	5%	0%
		1400 - 1500	100	27	42%	15%	0%	17%	7%	0%	0%	2%	0%	1%	2%	0%	8%	0%	0%	2%	4%	0%
		1500 - 1600	150	25	41%	17%	0%	14%	8%	0%	0%	2%	2%	3%	2%	0%	6%	0%	0%	2%	4%	0%
		1600 - 1700	200	22	51%	12%	0%	15%	6%	0%	0%	3%	0%	2%	3%	0%	3%	0%	0%	2%	5%	0%
		1700 - 1800	200	22	58%	12%	0%	13%	5%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%	4%	5%	0%
		1800 - 1900	200	22	61%	11%	0%	12%	4%	0%	0%	2%	0%	0%	2%	0%	3%	0%	0%	4%	4%	0%
		1900 - 2000	100	27	53%	13%	0%	10%	4%	0%	0%	3%	0%	0%	1%	0%	11%	0%	0%	3%	2%	0%
		2000 - 2100	100	27	54%	17%	0%	13%	4%	0%	0%	5%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	100	27	61%	18%	0%	10%	2%	0%	0%	2%	0%	0%	1%	0%	2%	0%	0%	3%	1%	0%
		2200 - 2300	100	27	57%	22%	0%	8%	3%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	3%	2%	0%
		2300 - 0000	50	30	52%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%	0%
92	San Hing Road (NB) - L082	0000 - 0100	50	30	56%	14%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	44%	22%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0200 - 0300	50	30	36%	26%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0400 - 0500	50	30	44%	28%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	28%	18%	0%	10%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0600 - 0700	50	30	36%	14%	0%	4%	26%	4%	4%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	100	27	54%	9%	0%	8%	11%	4%	4%	0%	0%	8%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	100	27	46%	11%	0%	7%	18%	6%	4%	0%	0%	6%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	46%	8%	0%	10%	18%	6%	4%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	44%	10%	0%	10%	20%	8%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	44%	10%	0%	10%	22%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	42%	8%	0%	8%	18%	4%	2%	0%	0%	8%	2%	0%	0%	0%	0%	8%	0%	0%
		1300 - 1400	50	30	46%	8%	0%	8%	24%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	48%	6%	0%	8%	18%	6%	4%	0%	0%	2%	2%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	46%	8%	0%	6%	20%	6%	2%	0%	0%	4%	2%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	100	27	49%	5%	0%	7%	16%	5%	0%	0%	0%	0%	8%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	100	27	56%	4%	0%	6%	13%	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	15%	0%	0%
		1800 - 1900	100	27	60%	4%	0%	6%	9%	1%	0%	0%	0%	0%	4%	0%	0%	0%	0%	16%	0%	0%
		1900 - 2000	50	30	66%	8%	0%	4%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	62%	8%	0%	8%	10%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	66%	10%	0%	4%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	58%	16%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
93	San Hing Road (SB) - L083	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	44%	18%	0%	10%	10%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	60%	14%	0%	14%	4%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	52%	16%	0%	12%	8%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	18%	0%	14%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	52%	16%	0%	10%	10%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	54%	16%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	54%	16%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	54%	16%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	16%	0%	10%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	58%	14%	0%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1800 - 1900	50	30	62%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1900 - 2000	50	30	62%	14%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	62%	14%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	66%	18%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	50%	26%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
94	San Tat Lane (EB) - L084	0000 - 0100	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0100 - 0200	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	50%	10%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%
		0700 - 0800	50	30	64%	4%	0%	8%	0%	12%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0800 - 0900	50	30	62%	4%	0%	8%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0900 - 1000	50	30	48%	6%	0%	10%	6%	10%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	8%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	56%	0%	0%	6%	6%	14%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	6%	0%
		1200 - 1300	50	30	56%	0%	0%	6%	6%	14%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	6%	0%
		1300 - 1400	50	30	68%	0%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1400 - 1500	50	30	54%	0%	0%	6%	6%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	52%	0%	0%	6%	6%	18%	0%	0%	0%	0%	0%	0%	12%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1700 - 1800	50	30	62%	0%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	68%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	68%	0%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	64%	6%	0%	6%	0%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	78%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
95	San Tat Lane (WB) - L085	0000 - 0100	50	30	44%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		0600 - 0700	50	30	28%	24%	0%	8%	0%	0%	0%	0%	0%	0%	16%	0%	8%	0%	0%	16%	0%	0%
		0700 - 0800	50	30	56%	18%	0%	14%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	50%	22%	0%	14%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	42%	20%	0%	20%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	44%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	42%	16%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	52%	18%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	36%	16%	0%	16%	6%	6%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	44%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	56%	14%	0%	14%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	60%	12%	0%	12%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	64%	12%	0%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	52%	14%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	58%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	56%	22%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
96	San Hing Road (NB) - L086	0000 - 0100	50	30	42%	34%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	30%	46%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	26%	50%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	38%	38%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	26%	34%	0%	8%	16%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		0600 - 0700	50	30	30%	24%	0%	4%	20%	0%	2%	0%	0%	4%	0%	0%	8%	0%	0%	8%	0%	0%
		0700 - 0800	100	27	49%	19%	0%	8%	10%	0%	3%	0%	0%	3%	0%	0%	3%	0%	0%	5%	0%	0%
		0800 - 0900	100	27	44%	22%	0%	7%	16%	0%	3%	0%	0%	2%	0%	0%	2%	0%	0%	4%	0%	0%
		0900 - 1000	100	27	38%	16%	0%	11%	13%	7%	4%	0%	0%	0%	4%	0%	5%	0%	0%	2%	0%	0%
		1000 - 1100	50	30	40%	16%	0%	10%	14%	8%	2%	0%	0%	0%	4%	0%	2%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	40%	18%	0%	8%	16%	6%	2%	0%	0%	0%	2%	0%	4%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	44%	16%	0%	8%	14%	8%	2%	0%	0%	2%	2%	0%	2%	0%	0%	2%	0%	0%
		1300 - 1400	50	30	44%	18%	0%	10%	18%	2%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		1400 - 1500	50	30	40%	16%	0%	10%	12%	6%	4%	0%	0%	0%	4%	0%	6%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	40%	17%	0%	7%	15%	7%	2%	0%	0%	2%	2%	0%	6%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	44%	9%	0%	9%	9%	12%	0%	0%	0%	0%	15%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	59%	8%	0%	8%	8%	8%	0%	0%	0%	0%	7%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	60%	8%	0%	8%	7%	3%	0%	0%	0%	0%	12%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	54%	14%	0%	6%	8%	2%	0%	0%	0%	0%	2%	0%	12%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	56%	20%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	62%	20%	0%	6%	4%	2%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	54%	22%	0%	6%	6%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	46%	30%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
97	San Hing Road (SB) - L087	0000 - 0100	50	30	62%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	54%	16%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	10%	0%	6%	2%	8%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	62%	12%	0%	6%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	6%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		1300 - 1400	50	30	58%	10%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	52%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	62%	6%	0%	6%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	60%	4%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	64%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
98	Road S1 (NB) - L088	0000 - 0100	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	68%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	66%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	74%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	72%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	76%	2%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	74%	2%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	64%	2%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	66%	2%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	64%	4%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1200 - 1300	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	64%	4%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	68%	2%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	50	30	70%	2%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	68%	2%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	73%	2%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	100	27	74%	2%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	78%	2%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	2%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	82%	2%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	76%	4%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
99	Road S1 (SB) - L089	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	72%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	58%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	66%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	60%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	100	27	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0700 - 0800	150	25	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	150	25	75%	5%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	68%	6%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	69%	7%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	71%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1300 - 1400	100	27	73%	6%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1400 - 1500	100	27	72%	5%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1500 - 1600	100	27	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	27	84%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		2000 - 2100	100	27	79%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	81%	5%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
100	San Hing Road (WB) - L090	0000 - 0100	50	30	62%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	42%	28%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	48%	28%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	40%	30%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	50%	26%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	44%	26%	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%	0%
		0600 - 0700	100	27	57%	14%	0%	10%	9%	0%	1%	0%	0%	1%	3%	0%	1%	0%	0%	4%	0%	0%
		0700 - 0800	200	22	70%	9%	0%	13%	3%	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	200	22	65%	10%	0%	15%	5%	0%	2%	0%	0%	1%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	27	58%	9%	0%	19%	5%	2%	2%	0%	0%	0%	1%	0%	2%	0%	0%	2%	0%	0%
		1000 - 1100	100	27	59%	10%	0%	19%	6%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	27	60%	10%	0%	17%	6%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
		1200 - 1300	100	27	59%	9%	0%	13%	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	3%	0%	0%
		1300 - 1400	100	27	60%	9%	0%	16%	6%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	58%	9%	0%	17%	5%	1%	3%	0%	0%	0%	1%	0%	3%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	61%	10%	0%	15%	5%	2%	1%	0%	0%	1%	1%	0%	2%	0%	0%	2%	0%	0%
		1600 - 1700	100	27	61%	6%	0%	15%	4%	6%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	69%	5%	0%	13%	3%	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	100	27	70%	5%	0%	13%	2%	2%	0%	0%	0%	0%	3%	0%	0%	0%	0%	5%	0%	0%
		1900 - 2000	100	27	72%	7%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%
		2000 - 2100	100	27	70%	9%	0%	12%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	100	27	77%	9%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2200 - 2300	100	27	74%	11%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
101	San Hing Road (EB) - L091	0000 - 0100	50	30	62%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	36%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	46%	12%	0%	6%	6%	6%	0%	0%	0%	0%	12%	0%	6%	0%	0%	0%	6%	0%
		0700 - 0800	50	30	68%	8%	0%	6%	2%	8%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	2%	0%
		0800 - 0900	50	30	58%	10%	0%	6%	6%	10%	0%	0%	0%	0%	6%	0%	0%	0%	0%	2%	2%	0%
		0900 - 1000	50	30	48%	12%	0%	8%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	58%	10%	0%	4%	10%	10%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	54%	10%	0%	4%	10%	10%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	4%	0%
		1300 - 1400	50	30	58%	10%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	56%	8%	0%	4%	8%	8%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	52%	8%	0%	4%	8%	12%	0%	0%	0%	0%	0%	0%	8%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	62%	10%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	58%	8%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1800 - 1900	50	30	62%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1900 - 2000	50	30	64%	8%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	68%	10%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2100 - 2200	50	30	64%	12%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2300 - 0000	50	30	70%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
102	Ng Lau Road (WB) - L092	0000 - 0100	100	27	54%	26%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%	0%
		0100 - 0200	50	30	40%	40%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	40%	42%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0300 - 0400	50	30	34%	46%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0400 - 0500	50	30	46%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	36%	32%	0%	10%	8%	0%	0%	0%	0%	2%	2%	0%	6%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	45%	18%	0%	10%	7%	0%	0%	3%	1%	5%	5%	0%	3%	0%	0%	4%	1%	0%
		0700 - 0800	250	20	60%	11%	0%	14%	3%	0%	0%	2%	1%	3%	2%	0%	1%	0%	0%	3%	0%	0%
		0800 - 0900	250	20	54%	13%	0%	15%	5%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	200	22	50%	13%	0%	20%	6%	1%	1%	2%	0%	1%	2%	0%	3%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	50%	14%	0%	19%	7%	1%	1%	2%	0%	1%	2%	0%	2%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	49%	14%	0%	17%	7%	1%	1%	2%	0%	1%	2%	0%	3%	0%	0%	3%	4%	0%
		1200 - 1300	150	25	52%	11%	0%	13%	6%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	3%	0%
		1300 - 1400	150	25	52%	13%	0%	16%	7%	1%	1%	2%	0%	1%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	51%	13%	0%	17%	6%	1%	1%	2%	0%	1%	2%	0%	5%	0%	0%	3%	3%	0%
		1500 - 1600	200	22	51%	14%	0%	15%	6%	1%	1%	1%	1%	3%	1%	0%	4%	0%	0%	3%	3%	0%
		1600 - 1700	250	20	54%	10%	0%	15%	5%	2%	0%	2%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1700 - 1800	250	20	60%	10%	0%	13%	4%	1%	0%	2%	0%	0%	1%	0%	1%	0%	0%	4%	4%	0%
		1800 - 1900	250	20	64%	9%	0%	12%	3%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	4%	2%	0%
		1900 - 2000	200	22	64%	10%	0%	10%	4%	0%	0%	2%	0%	0%	1%	0%	6%	0%	0%	4%	1%	0%
		2000 - 2100	200	22	64%	13%	0%	13%	3%	1%	0%	3%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	69%	14%	0%	10%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	4%	1%	0%
		2200 - 2300	150	25	65%	16%	0%	9%	3%	0%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	60%	23%	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
103	Ng Lau Road (EB) - L093	0000 - 0100	50	30	48%	30%	0%	8%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	0%	0%
		0100 - 0200	50	30	32%	38%	0%	6%	6%	6%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	34%	46%	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	26%	40%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0400 - 0500	50	30	36%	36%	0%	6%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0500 - 0600	50	30	26%	32%	0%	6%	10%	0%	0%	0%	0%	4%	0%	4%	10%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	32%	14%	0%	7%	9%	5%	2%	3%	0%	4%	3%	2%	7%	0%	0%	2%	10%	0%
		0700 - 0800	200	22	46%	9%	0%	10%	4%	7%	3%	3%	0%	3%	1%	1%	3%	0%	0%	3%	10%	0%
		0800 - 0900	200	22	42%	11%	0%	12%	7%	10%	3%	3%	0%	2%	3%	0%	1%	0%	0%	3%	7%	0%
		0900 - 1000	200	22	38%	13%	0%	12%	7%	9%	3%	2%	0%	1%	2%	2%	6%	0%	0%	3%	5%	0%
		1000 - 1100	150	25	41%	14%	0%	11%	9%	9%	2%	2%	0%	1%	1%	0%	2%	0%	0%	3%	4%	0%
		1100 - 1200	150	25	38%	13%	0%	10%	9%	7%	2%	2%	0%	1%	1%	1%	5%	0%	0%	3%	8%	0%
		1200 - 1300	150	25	41%	11%	0%	8%	8%	7%	1%	3%	1%	4%	1%	1%	3%	0%	0%	4%	7%	0%
		1300 - 1400	150	25	44%	13%	0%	9%	11%	4%	2%	3%	0%	1%	1%	1%	3%	0%	0%	4%	5%	0%
		1400 - 1500	150	25	40%	11%	0%	9%	8%	8%	3%	1%	0%	1%	1%	2%	7%	0%	0%	3%	4%	0%
		1500 - 1600	150	25	39%	13%	0%	8%	9%	9%	1%	1%	1%	3%	1%	1%	6%	0%	0%	3%	5%	0%
		1600 - 1700	200	22	50%	13%	0%	7%	9%	5%	0%	3%	0%	3%	3%	2%	2%	0%	0%	5%	1%	0%
		1700 - 1800	200	22	58%	13%	0%	6%	8%	3%	0%	2%	0%	1%	1%	1%	1%	0%	0%	8%	1%	0%
		1800 - 1900	200	22	62%	12%	0%	7%	5%	1%	0%	2%	0%	0%	2%	1%	1%	0%	0%	8%	1%	0%
		1900 - 2000	150	25	52%	11%	0%	6%	5%	1%	1%	2%	0%	0%	1%	3%	12%	0%	0%	4%	3%	0%
		2000 - 2100	150	25	55%	14%	0%	8%	4%	4%	1%	3%	0%	0%	0%	1%	3%	0%	0%	5%	2%	0%
		2100 - 2200	150	25	63%	15%	0%	6%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	0%	5%	2%	0%
		2200 - 2300	100	27	58%	18%	0%	6%	4%	2%	0%	0%	0%	0%	1%	0%	4%	0%	0%	6%	1%	0%
		2300 - 0000	100	27	53%	24%	0%	5%	5%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	7%	0%	0%
104	Unnamed Road (NB) - L094	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0500 - 0600	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	66%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0700 - 0800	100	27	76%	4%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0800 - 0900	100	27	73%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0900 - 1000	100	27	65%	6%	0%	21%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%
		1000 - 1100	50	30	70%	4%	0%	20%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1100 - 1200	50	30	70%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	50	30	74%	4%	0%	14%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	50	30	72%	4%	0%	18%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	70%	4%	0%	18%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	50	30	72%	4%	0%	16%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1600 - 1700	100	27	72%	3%	0%	16%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	27	79%	3%	0%	14%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1800 - 1900	100	27	78%	3%	0%	13%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1900 - 2000	100	27	81%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2000 - 2100	50	30	80%	4%	0%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	27	82%	5%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2200 - 2300	50	30	84%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2300 - 0000	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
105	Unnamed Road (SB) - L095	0000 - 0100	50	30	72%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	56%	14%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0200 - 0300	50	30	52%	18%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0300 - 0400	50	30	52%	12%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	60%	10%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	27	62%	8%	0%	11%	15%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0700 - 0800	150	25	75%	4%	0%	13%	5%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0800 - 0900	150	25	70%	5%	0%	14%	9%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		0900 - 1000	100	27	63%	6%	0%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	27	63%	5%	0%	23%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1100 - 1200	100	27	65%	5%	0%	21%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1200 - 1300	100	27	67%	5%	0%	15%	7%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1300 - 1400	100	27	66%	5%	0%	19%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	27	65%	5%	0%	21%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	27	66%	4%	0%	18%	6%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1600 - 1700	100	27	70%	4%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	100	27	73%	3%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	100	27	74%	3%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1900 - 2000	100	27	78%	4%	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2000 - 2100	100	27	76%	5%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2100 - 2200	100	27	80%	5%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2200 - 2300	50	30	78%	6%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	72%	10%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
106	Castle Peak Road - Lam Tei (SB) - L096	0000 - 0100	350	66	47%	23%	0%	11%	3%	1%	1%	1%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%
		0100 - 0200	250	66	33%	32%	0%	8%	6%	2%	2%	1%	0%	0%	0%	0%	2%	0%	6%	3%	5%	0%
		0200 - 0300	200	66	34%	35%	0%	9%	7%	1%	3%	1%	0%	0%	0%	0%	0%	0%	5%	3%	5%	0%
		0300 - 0400	150	66	29%	39%	0%	6%	9%	2%	0%	2%	0%	0%	0%	0%	0%	0%	4%	2%	6%	0%
		0400 - 0500	200	66	37%	30%	0%	8%	9%	2%	3%	2%	0%	0%	0%	0%	0%	0%	5%	2%	4%	0%
		0500 - 0600	250	66	25%	25%	0%	9%	10%	0%	4%	2%	0%	1%	1%	1%	6%	0%	10%	2%	5%	0%
		0600 - 0700	850	66	40%	11%	0%	9%	12%	1%	2%	1%	0%	1%	2%	1%	3%	0%	3%	3%	10%	0%
		0700 - 0800	1,750	66	54%	7%	0%	12%	5%	1%	3%	1%	1%	1%	1%	1%	1%	0%	2%	3%	9%	0%
		0800 - 0900	1,700	66	51%	8%	0%	13%	9%	2%	3%	1%	1%	1%	1%	0%	0%	0%	2%	3%	6%	0%
		0900 - 1000	1,200	66	37%	10%	0%	17%	7%	3%	7%	1%	0%	0%	1%	1%	3%	0%	3%	1%	8%	0%
		1000 - 1100	1,000	66	39%	12%	0%	16%	9%	4%	5%	1%	0%	0%	1%	0%	1%	0%	3%	2%	7%	0%
		1100 - 1200	1,050	66	35%	11%	0%	14%	9%	3%	5%	1%	0%	0%	1%	1%	2%	0%	3%	2%	13%	0%
		1200 - 1300	950	66	40%	9%	0%	11%	8%	3%	5%	1%	1%	2%	1%	1%	2%	0%	3%	2%	12%	0%
		1300 - 1400	900	66	41%	11%	0%	14%	10%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	3%	9%	0%
		1400 - 1500	1,050	66	37%	10%	0%	14%	8%	3%	9%	1%	0%	0%	1%	2%	4%	0%	2%	2%	8%	0%
		1500 - 1600	1,100	66	39%	11%	0%	12%	9%	4%	4%	1%	1%	1%	1%	1%	4%	0%	3%	2%	9%	0%
		1600 - 1700	900	66	36%	13%	0%	13%	7%	4%	6%	3%	0%	3%	3%	1%	2%	0%	2%	2%	6%	0%
		1700 - 1800	950	66	44%	13%	0%	12%	6%	3%	3%	3%	0%	1%	1%	0%	1%	0%	2%	3%	7%	0%
		1800 - 1900	950	66	47%	13%	0%	12%	4%	1%	6%	2%	0%	0%	2%	1%	1%	0%	3%	3%	5%	0%
		1900 - 2000	1,050	66	53%	9%	0%	10%	5%	1%	2%	1%	0%	0%	0%	2%	7%	0%	4%	2%	4%	0%
		2000 - 2100	900	66	55%	12%	0%	12%	4%	2%	2%	2%	0%	0%	0%	1%	1%	0%	4%	3%	2%	0%
		2100 - 2200	1,000	66	61%	13%	0%	10%	3%	1%	0%	1%	0%	0%	0%	1%	2%	0%	3%	3%	3%	0%
		2200 - 2300	600	66	58%	15%	0%	9%	4%	1%	0%	1%	0%	0%	1%	0%	2%	0%	4%	4%	2%	0%
		2300 - 0000	450	66	52%	21%	0%	8%	4%	1%	2%	1%	0%	0%	0%	0%	2%	0%	5%	4%	1%	0%
107	Wong Kong Wai Road (EB) - L097	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	32%	0%	0%	34%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0800 - 0900	50	30	40%	0%	0%	20%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0900 - 1000	50	30	44%	8%	0%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1100 - 1200	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1200 - 1300	50	30	58%	0%	0%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	44%	0%	0%	22%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	60%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	58%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1800 - 1900	50	30	58%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		1900 - 2000	50	30	76%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	64%	0%	0%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	60%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2200 - 2300	50	30	68%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
108	Wong Kong Wai Road (WB) - L098	0000 - 0100	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	28%	10%	0%	10%	24%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	40%	6%	0%	18%	18%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	30%	6%	0%	16%	26%	6%	0%	0%	0%	0%	10%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	28%	14%	0%	28%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	26%	14%	0%	22%	14%	8%	0%	0%	0%	0%	8%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	28%	16%	0%	24%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	34%	10%	0%	18%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	36%	18%	0%	18%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	28%	16%	0%	24%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1500 - 1600	50	30	28%	16%	0%	24%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	36%	24%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	38%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	38%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	44%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2000 - 2100	50	30	44%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	44%	16%	0%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
109	Man Chat Road (NB) - L099	0000 - 0100	50	30	46%	18%	0%	12%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	32%	28%	0%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0200 - 0300	50	30	38%	26%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0300 - 0400	50	30	26%	26%	0%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0400 - 0500	50	30	30%	22%	0%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	32%	22%	0%	12%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	52%	8%	0%	12%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0700 - 0800	100	27	64%	4%	0%	13%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%
		0800 - 0900	100	27	58%	4%	0%	14%	9%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0900 - 1000	100	27	40%	9%	0%	20%	10%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		1000 - 1100	100	27	40%	8%	0%	18%	12%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%
		1100 - 1200	50	30	42%	8%	0%	16%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		1200 - 1300	50	30	46%	8%	0%	14%	12%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	50	30	46%	10%	0%	18%	14%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	50	30	46%	8%	0%	18%	10%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	100	27	45%	8%	0%	15%	11%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		1600 - 1700	100	27	45%	9%	0%	18%	11%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1700 - 1800	100	27	52%	9%	0%	16%	9%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		1800 - 1900	100	27	57%	9%	0%	17%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1900 - 2000	50	30	68%	6%	0%	14%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2000 - 2100	50	30	58%	10%	0%	14%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	68%	10%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	68%	10%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	58%	14%	0%	10%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
110	Man Chat Road (SB) - L100	0000 - 0100	50	30	58%	24%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	46%	34%	0%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0200 - 0300	50	30	40%	32%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	32%	36%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		0400 - 0500	50	30	40%	30%	0%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0500 - 0600	50	30	36%	26%	0%	8%	14%	0%	0%	0%	0%	4%	0%	0%	4%	0%	0%	4%	4%	0%
		0600 - 0700	100	27	40%	15%	0%	6%	15%	0%	1%	0%	0%	7%	3%	0%	0%	0%	0%	3%	10%	0%
		0700 - 0800	150	25	57%	9%	0%	9%	7%	0%	2%	0%	0%	5%	1%	0%	0%	0%	0%	2%	9%	0%
		0800 - 0900	150	25	53%	10%	0%	9%	11%	0%	3%	0%	0%	4%	1%	0%	0%	0%	0%	2%	6%	0%
		0900 - 1000	150	25	49%	11%	0%	16%	7%	3%	3%	0%	0%	1%	0%	0%	2%	0%	0%	1%	7%	0%
		1000 - 1100	150	25	47%	12%	0%	15%	10%	4%	3%	0%	0%	1%	1%	0%	0%	0%	0%	1%	6%	0%
		1100 - 1200	150	25	46%	11%	0%	13%	9%	3%	3%	0%	0%	2%	0%	0%	1%	0%	0%	1%	11%	0%
		1200 - 1300	100	27	48%	9%	0%	10%	8%	3%	2%	0%	0%	8%	0%	0%	1%	0%	0%	1%	10%	0%
		1300 - 1400	100	27	53%	11%	0%	13%	10%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	1%	8%	0%
		1400 - 1500	150	25	48%	11%	0%	13%	9%	3%	5%	0%	0%	2%	0%	0%	2%	0%	0%	1%	7%	0%
		1500 - 1600	150	25	47%	11%	0%	11%	9%	3%	2%	0%	0%	5%	0%	0%	2%	0%	0%	1%	8%	0%
		1600 - 1700	150	25	54%	9%	0%	14%	5%	5%	1%	0%	0%	5%	0%	0%	2%	0%	0%	1%	4%	0%
		1700 - 1800	200	22	63%	9%	0%	12%	5%	3%	1%	0%	0%	3%	0%	0%	1%	0%	0%	1%	5%	0%
		1800 - 1900	200	22	67%	9%	0%	13%	4%	2%	2%	0%	0%	1%	0%	0%	2%	0%	0%	1%	4%	0%
		1900 - 2000	150	25	68%	9%	0%	9%	5%	1%	1%	0%	0%	0%	0%	0%	3%	0%	0%	1%	4%	0%
		2000 - 2100	100	27	67%	12%	0%	12%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
		2100 - 2200	150	25	72%	12%	0%	9%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%
		2200 - 2300	100	27	70%	15%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		2300 - 0000	50	30	66%	22%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
111	Fuk Hang Tsuen Road (WB) - L101	0000 - 0100	100	27	37%	47%	0%	5%	3%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	27	22%	54%	0%	3%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	9%	0%
		0200 - 0300	50	30	22%	60%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0300 - 0400	50	30	18%	62%	0%	2%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	10%	0%
		0400 - 0500	50	30	24%	54%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	8%	0%
		0500 - 0600	100	27	17%	42%	0%	5%	8%	0%	0%	0%	0%	2%	5%	2%	8%	0%	0%	2%	9%	0%
		0600 - 0700	200	22	31%	11%	0%	4%	11%	2%	0%	0%	1%	3%	15%	1%	4%	0%	0%	2%	19%	0%
		0700 - 0800	350	15	47%	7%	0%	6%	5%	2%	0%	0%	0%	2%	5%	0%	1%	0%	0%	2%	21%	0%
		0800 - 0900	350	15	43%	9%	0%	7%	9%	3%	0%	0%	0%	1%	10%	0%	1%	0%	0%	2%	14%	0%
		0900 - 1000	300	17	30%	21%	0%	9%	6%	2%	1%	0%	0%	1%	6%	1%	5%	0%	0%	2%	17%	0%
		1000 - 1100	250	20	30%	23%	0%	8%	8%	2%	0%	0%	0%	1%	8%	0%	1%	0%	0%	2%	14%	0%
		1100 - 1200	300	17	26%	21%	0%	7%	7%	2%	0%	0%	0%	1%	4%	0%	3%	0%	0%	2%	26%	0%
		1200 - 1300	250	20	30%	18%	0%	6%	6%	2%	0%	0%	1%	4%	4%	0%	3%	0%	0%	2%	24%	0%
		1300 - 1400	250	20	32%	21%	0%	8%	8%	1%	0%	0%	0%	0%	6%	0%	2%	0%	0%	3%	18%	0%
		1400 - 1500	250	20	30%	20%	0%	8%	7%	2%	1%	0%	0%	1%	6%	1%	6%	0%	0%	2%	16%	0%
		1500 - 1600	300	17	30%	21%	0%	6%	7%	2%	0%	0%	1%	3%	4%	1%	5%	0%	0%	2%	18%	0%
		1600 - 1700	300	17	25%	28%	0%	7%	4%	0%	1%	0%	0%	5%	13%	1%	3%	0%	0%	2%	10%	0%
		1700 - 1800	300	17	32%	30%	0%	7%	4%	0%	0%	0%	0%	2%	6%	0%	1%	0%	0%	4%	13%	0%
		1800 - 1900	300	17	34%	29%	0%	7%	3%	0%	1%	0%	0%	0%	10%	1%	2%	0%	0%	5%	9%	0%
		1900 - 2000	250	20	42%	19%	0%	5%	4%	0%	0%	0%	0%	0%	3%	2%	10%	0%	0%	3%	10%	0%
		2000 - 2100	200	22	48%	27%	0%	8%	5%	1%	1%	0%	0%	0%	1%	1%	2%	0%	0%	4%	6%	0%
		2100 - 2200	250	20	49%	27%	0%	6%	2%	0%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	7%	0%
		2200 - 2300	150	25	47%	31%	0%	5%	3%	1%	0%	0%	0%	0%	3%	0%	2%	0%	0%	4%	5%	0%
		2300 - 0000	150	25	41%	41%	0%	4%	4%	1%	0%	0%	0%	0%	2%	0%	2%	0%	0%	4%	1%	0%
112	Fuk Hang Tsuen Road (EB) - L102	0000 - 0100	100	27	35%	41%	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	11%	2%	0%
		0100 - 0200	50	30	22%	56%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	6%	0%
		0200 - 0300	50	30	24%	60%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0300 - 0400	50	30	18%	58%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	8%	0%
		0400 - 0500	50	30	28%	52%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0500 - 0600	100	27	15%	36%	0%	4%	6%	0%	2%	0%	0%	2%	2%	4%	19%	0%	0%	4%	6%	0%
		0600 - 0700	200	22	28%	19%	0%	5%	11%	0%	2%	0%	0%	4%	10%	2%	8%	0%	0%	4%	10%	0%
		0700 - 0800	300	17	46%	14%	0%	7%	6%	0%	2%	0%	0%	3%	4%	1%	4%	0%	0%	4%	11%	0%
		0800 - 0900	300	17	43%	17%	0%	8%	9%	0%	2%	0%	0%	2%	7%	0%	1%	0%	0%	4%	7%	0%
		0900 - 1000	250	20	28%	19%	0%	8%	5%	1%	4%	0%	0%	1%	2%	4%	13%	0%	0%	3%	11%	0%
		1000 - 1100	200	22	31%	23%	0%	9%	8%	1%	3%	0%	0%	2%	5%	0%	5%	0%	0%	4%	12%	0%
		1100 - 1200	200	22	27%	20%	0%	7%	7%	1%	3%	0%	0%	2%	2%	2%	9%	0%	0%	4%	19%	0%
		1200 - 1300	200	22	29%	17%	0%	6%	6%	1%	3%	0%	0%	6%	2%	3%	7%	0%	0%	5%	18%	0%
		1300 - 1400	200	22	33%	21%	0%	7%	8%	1%	3%	0%	0%	1%	3%	2%	5%	0%	0%	6%	14%	0%
		1400 - 1500	200	22	27%	17%	0%	7%	6%	1%	5%	0%	0%	2%	3%	6%	15%	0%	0%	4%	11%	0%
		1500 - 1600	250	20	27%	19%	0%	6%	6%	1%	2%	0%	0%	4%	2%	2%	13%	0%	0%	4%	12%	0%
		1600 - 1700	250	20	23%	20%	0%	5%	3%	2%	4%	0%	0%	8%	2%	6%	10%	0%	0%	6%	12%	0%
		1700 - 1800	250	20	30%	22%	0%	6%	3%	1%	2%	0%	0%	4%	1%	2%	4%	0%	0%	10%	15%	0%
		1800 - 1900	250	20	32%	20%	0%	5%	2%	0%	4%	0%	0%	0%	2%	6%	7%	0%	0%	11%	11%	0%
		1900 - 2000	250	20	35%	14%	0%	4%	3%	0%	1%	0%	0%	0%	1%	8%	23%	0%	0%	5%	6%	0%
		2000 - 2100	150	25	47%	23%	0%	7%	3%	1%	1%	0%	0%	0%	1%	3%	5%	0%	0%	7%	3%	0%
		2100 - 2200	200	22	48%	24%	0%	5%	2%	0%	0%	0%	0%	0%	1%	3%	6%	0%	0%	7%	5%	0%
		2200 - 2300	150	25	44%	28%	0%	5%	3%	0%	0%	0%	0%	0%	2%	0%	7%	0%	0%	8%	4%	0%
		2300 - 0000	100	27	38%	36%	0%	4%	4%	0%	1%	0%	0%	0%	1%	0%	6%	0%	0%	9%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
113	Fu Hang Road (EB) - L103	0000 - 0100	50	30	40%	20%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	26%	26%	0%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0300 - 0400	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0400 - 0500	50	30	20%	20%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0500 - 0600	50	30	12%	12%	0%	12%	40%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	34%	18%	0%	18%	6%	0%	0%	0%	0%	6%	12%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	38%	12%	0%	28%	4%	4%	0%	0%	0%	4%	4%	0%	0%	0%	0%	6%	0%	0%
		0800 - 0900	50	30	36%	14%	0%	28%	6%	2%	0%	0%	0%	2%	6%	0%	0%	0%	0%	6%	0%	0%
		0900 - 1000	50	30	22%	6%	0%	26%	20%	10%	2%	0%	0%	0%	2%	0%	4%	0%	0%	2%	6%	0%
		1000 - 1100	50	30	24%	6%	0%	24%	24%	10%	2%	0%	0%	0%	2%	0%	0%	0%	0%	2%	6%	0%
		1100 - 1200	50	30	22%	4%	0%	24%	22%	10%	2%	0%	0%	0%	2%	0%	2%	0%	0%	2%	10%	0%
		1200 - 1300	50	30	24%	6%	0%	18%	20%	8%	2%	0%	2%	2%	2%	0%	2%	0%	0%	6%	8%	0%
		1300 - 1400	50	30	24%	6%	0%	22%	26%	6%	2%	0%	0%	0%	2%	0%	0%	0%	0%	6%	6%	0%
		1400 - 1500	50	30	20%	6%	0%	22%	20%	10%	2%	0%	0%	0%	2%	0%	6%	0%	0%	6%	6%	0%
		1500 - 1600	50	30	22%	4%	0%	20%	22%	10%	2%	0%	2%	2%	2%	0%	4%	0%	0%	4%	6%	0%
		1600 - 1700	100	27	24%	2%	0%	18%	23%	11%	3%	0%	0%	0%	3%	0%	5%	0%	0%	3%	8%	0%
		1700 - 1800	100	27	28%	2%	0%	18%	22%	8%	2%	0%	0%	0%	2%	0%	2%	0%	0%	6%	10%	0%
		1800 - 1900	100	27	36%	2%	0%	19%	17%	3%	3%	0%	0%	0%	3%	0%	3%	0%	0%	7%	7%	0%
		1900 - 2000	50	30	36%	6%	0%	18%	16%	4%	0%	0%	0%	0%	0%	0%	10%	0%	0%	6%	4%	0%
		2000 - 2100	50	30	40%	6%	0%	24%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		2100 - 2200	50	30	42%	10%	0%	20%	10%	4%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	4%	0%
		2200 - 2300	50	30	42%	12%	0%	16%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	36%	16%	0%	16%	16%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
114	Fu Hang Road (NB) - L104	0000 - 0100	50	30	36%	8%	0%	24%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0200 - 0300	50	30	36%	16%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	14%	14%	0%	14%	30%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0400 - 0500	50	30	26%	12%	0%	12%	26%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0500 - 0600	50	30	22%	12%	0%	22%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0600 - 0700	50	30	24%	4%	0%	12%	36%	8%	0%	0%	0%	2%	0%	0%	0%	0%	0%	10%	4%	0%
		0700 - 0800	100	27	37%	3%	0%	20%	16%	10%	0%	0%	0%	1%	0%	0%	0%	0%	0%	8%	5%	0%
		0800 - 0900	100	27	31%	2%	0%	19%	24%	12%	0%	0%	0%	1%	0%	0%	0%	0%	0%	7%	4%	0%
		0900 - 1000	100	27	25%	3%	0%	27%	19%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%
		1000 - 1100	100	27	24%	2%	0%	24%	24%	14%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	4%	0%
		1100 - 1200	50	30	24%	2%	0%	22%	24%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	8%	0%
		1200 - 1300	50	30	28%	2%	0%	20%	22%	10%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	8%	0%
		1300 - 1400	50	30	30%	2%	0%	22%	26%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%
		1400 - 1500	50	30	28%	2%	0%	24%	22%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%
		1500 - 1600	100	27	23%	2%	0%	20%	24%	15%	2%	0%	0%	2%	0%	0%	0%	0%	0%	6%	6%	0%
		1600 - 1700	50	30	32%	2%	0%	22%	18%	8%	4%	0%	0%	0%	4%	0%	0%	0%	0%	6%	4%	0%
		1700 - 1800	100	27	34%	2%	0%	21%	15%	6%	2%	0%	0%	0%	2%	0%	0%	0%	0%	12%	6%	0%
		1800 - 1900	50	30	38%	2%	0%	22%	12%	2%	4%	0%	0%	0%	4%	0%	0%	0%	0%	12%	4%	0%
		1900 - 2000	50	30	46%	2%	0%	20%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	2%	0%
		2000 - 2100	50	30	42%	2%	0%	24%	12%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	2%	0%
		2100 - 2200	50	30	46%	6%	0%	20%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	2%	0%
		2200 - 2300	50	30	48%	4%	0%	16%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	40%	6%	0%	16%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
115	Slip road from Yuen Long Highway (WB) - L105	0000 - 0100	350	50	53%	25%	0%	9%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	2%	4%	1%	0%
		0100 - 0200	250	50	39%	37%	0%	7%	4%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%
		0200 - 0300	200	50	39%	39%	0%	8%	5%	1%	1%	3%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%
		0300 - 0400	150	50	33%	41%	0%	5%	7%	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	200	50	43%	34%	0%	7%	7%	2%	1%	4%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	250	50	32%	31%	0%	8%	8%	0%	0%	6%	0%	0%	0%	0%	2%	0%	5%	2%	3%	0%
		0600 - 0700	700	50	50%	14%	0%	7%	7%	2%	0%	5%	1%	1%	3%	1%	2%	0%	1%	4%	4%	0%
		0700 - 0800	1,450	46	65%	8%	0%	9%	3%	2%	0%	3%	0%	0%	1%	0%	1%	0%	1%	3%	4%	0%
		0800 - 0900	1,400	46	60%	10%	0%	10%	5%	2%	0%	4%	0%	0%	1%	0%	0%	0%	1%	3%	2%	0%
		0900 - 1000	1,100	48	48%	12%	0%	16%	6%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	2%	5%	0%
		1000 - 1100	950	49	47%	13%	0%	14%	7%	4%	1%	3%	0%	0%	1%	0%	0%	0%	2%	1%	4%	0%
		1100 - 1200	950	49	45%	13%	0%	13%	7%	3%	1%	3%	0%	0%	1%	0%	1%	0%	2%	2%	9%	0%
		1200 - 1300	900	50	49%	11%	0%	10%	6%	3%	1%	4%	1%	1%	1%	0%	1%	0%	2%	2%	8%	0%
		1300 - 1400	850	50	50%	12%	0%	13%	7%	2%	1%	4%	0%	0%	1%	0%	0%	0%	2%	2%	6%	0%
		1400 - 1500	950	49	49%	12%	0%	13%	6%	3%	1%	3%	0%	0%	1%	1%	2%	0%	1%	2%	5%	0%
		1500 - 1600	1,050	49	49%	13%	0%	11%	7%	4%	0%	2%	1%	1%	0%	0%	1%	0%	2%	2%	6%	0%
		1600 - 1700	1,100	48	45%	13%	0%	14%	7%	3%	1%	5%	0%	2%	1%	0%	0%	0%	2%	2%	6%	0%
		1700 - 1800	1,250	47	52%	13%	0%	12%	6%	2%	0%	3%	0%	1%	0%	0%	0%	0%	2%	2%	7%	0%
		1800 - 1900	1,200	48	57%	12%	0%	12%	4%	1%	1%	3%	0%	0%	1%	0%	0%	0%	2%	3%	5%	0%
		1900 - 2000	1,050	49	63%	10%	0%	8%	4%	1%	0%	4%	0%	0%	0%	1%	3%	0%	2%	2%	3%	0%
		2000 - 2100	950	49	61%	13%	0%	10%	3%	1%	0%	5%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
		2100 - 2200	1,050	49	66%	13%	0%	8%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
		2200 - 2300	650	50	64%	16%	0%	7%	2%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
		2300 - 0000	450	50	58%	22%	0%	7%	3%	1%	0%	2%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
116	Road P1 (NB) - L106	0000 - 0100	150	50	49%	33%	0%	7%	2%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	5%	1%	0%
		0100 - 0200	100	50	32%	46%	0%	5%	4%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	5%	0%
		0200 - 0300	100	50	32%	45%	0%	6%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	5%	0%
		0300 - 0400	50	50	28%	50%	0%	4%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	100	50	35%	40%	0%	6%	7%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0500 - 0600	100	50	26%	37%	0%	7%	8%	1%	3%	0%	0%	1%	1%	1%	7%	0%	0%	3%	5%	0%
		0600 - 0700	300	50	37%	22%	0%	6%	8%	2%	2%	0%	0%	2%	4%	1%	4%	0%	0%	4%	8%	0%
		0700 - 0800	600	50	53%	14%	0%	9%	4%	2%	2%	0%	0%	1%	1%	0%	1%	0%	0%	4%	8%	0%
		0800 - 0900	600	50	48%	17%	0%	10%	6%	3%	3%	0%	0%	1%	3%	0%	1%	0%	0%	4%	5%	0%
		0900 - 1000	400	50	41%	16%	0%	14%	6%	5%	4%	0%	0%	0%	1%	1%	4%	0%	0%	2%	8%	0%
		1000 - 1100	350	50	41%	17%	0%	13%	7%	5%	3%	0%	0%	0%	2%	0%	1%	0%	0%	2%	7%	0%
		1100 - 1200	350	50	38%	16%	0%	11%	7%	4%	3%	0%	0%	1%	1%	1%	3%	0%	0%	2%	14%	0%
		1200 - 1300	300	50	43%	14%	0%	9%	6%	4%	3%	0%	1%	2%	1%	1%	2%	0%	0%	3%	13%	0%
		1300 - 1400	300	50	44%	16%	0%	11%	8%	3%	3%	0%	0%	0%	1%	0%	1%	0%	0%	3%	9%	0%
		1400 - 1500	350	50	41%	15%	0%	11%	6%	4%	5%	0%	0%	1%	1%	1%	5%	0%	0%	2%	8%	0%
		1500 - 1600	400	50	42%	16%	0%	10%	7%	6%	2%	0%	1%	2%	1%	1%	4%	0%	0%	2%	9%	0%
		1600 - 1700	300	50	46%	12%	0%	12%	6%	5%	2%	0%	0%	2%	2%	1%	1%	0%	0%	2%	8%	0%
		1700 - 1800	300	50	55%	12%	0%	10%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	9%	0%
		1800 - 1900	300	50	58%	12%	0%	10%	4%	1%	2%	0%	0%	0%	1%	1%	1%	0%	0%	3%	7%	0%
		1900 - 2000	350	50	56%	13%	0%	7%	4%	1%	1%	0%	0%	0%	1%	2%	8%	0%	0%	3%	5%	0%
		2000 - 2100	300	50	58%	17%	0%	10%	4%	2%	1%	0%	0%	0%	0%	1%	1%	0%	0%	4%	2%	0%
		2100 - 2200	350	50	62%	18%	0%	7%	2%	2%	0%	0%	0%	0%	0%	1%	2%	0%	0%	4%	3%	0%
		2200 - 2300	250	50	59%	21%	0%	6%	3%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		2300 - 0000	150	50	52%	29%	0%	6%	3%	1%	1%	0%	0%	0%	1%	0%	2%	0%	0%	4%	1%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
117	Road P1 (SB) - L107	0000 - 0100	100	50	51%	28%	0%	9%	2%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	6%	1%	0%
		0100 - 0200	100	50	35%	41%	0%	7%	5%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	3%	3%	0%
		0200 - 0300	50	50	34%	42%	0%	8%	6%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
		0300 - 0400	50	50	30%	46%	0%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%
		0400 - 0500	50	50	40%	36%	0%	8%	8%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0500 - 0600	100	50	28%	32%	0%	9%	10%	0%	3%	0%	0%	2%	2%	2%	7%	0%	0%	2%	3%	0%
		0600 - 0700	200	50	45%	12%	0%	9%	11%	1%	3%	0%	1%	1%	2%	2%	3%	0%	0%	4%	9%	0%
		0700 - 0800	350	50	59%	7%	0%	11%	5%	1%	2%	0%	1%	1%	1%	1%	1%	0%	0%	3%	8%	0%
		0800 - 0900	350	50	55%	9%	0%	13%	7%	2%	3%	0%	1%	0%	1%	0%	0%	0%	0%	3%	5%	0%
		0900 - 1000	350	50	40%	13%	0%	16%	6%	3%	6%	0%	0%	0%	1%	1%	4%	0%	0%	2%	7%	0%
		1000 - 1100	250	50	42%	15%	0%	15%	8%	4%	5%	0%	0%	0%	2%	0%	1%	0%	0%	2%	6%	0%
		1100 - 1200	300	50	40%	14%	0%	13%	8%	3%	5%	0%	0%	0%	1%	1%	3%	0%	0%	2%	12%	0%
		1200 - 1300	250	50	44%	12%	0%	10%	7%	2%	4%	0%	1%	2%	1%	1%	2%	0%	0%	3%	10%	0%
		1300 - 1400	250	50	44%	14%	0%	13%	9%	2%	4%	0%	0%	0%	1%	0%	1%	0%	0%	3%	8%	0%
		1400 - 1500	300	50	40%	12%	0%	13%	7%	3%	8%	0%	0%	0%	1%	2%	4%	0%	0%	3%	6%	0%
		1500 - 1600	300	50	43%	14%	0%	12%	8%	4%	3%	0%	1%	1%	1%	1%	4%	0%	0%	2%	8%	0%
		1600 - 1700	350	50	41%	15%	0%	12%	6%	3%	5%	0%	0%	3%	4%	1%	2%	0%	0%	2%	5%	0%
		1700 - 1800	400	50	50%	15%	0%	11%	5%	2%	3%	0%	0%	2%	2%	0%	1%	0%	0%	4%	6%	0%
		1800 - 1900	400	50	53%	14%	0%	11%	4%	1%	5%	0%	0%	0%	3%	1%	2%	0%	0%	4%	4%	0%
		1900 - 2000	300	50	56%	11%	0%	9%	5%	1%	2%	0%	0%	0%	0%	3%	8%	0%	0%	3%	4%	0%
		2000 - 2100	250	50	58%	15%	0%	12%	4%	1%	2%	0%	0%	0%	0%	1%	1%	0%	0%	4%	2%	0%
		2100 - 2200	300	50	63%	16%	0%	9%	2%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	4%	3%	0%
		2200 - 2300	200	50	61%	19%	0%	8%	3%	1%	0%	0%	0%	0%	1%	0%	2%	0%	0%	5%	2%	0%
		2300 - 0000	150	50	54%	25%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	1%	0%
118	Ng Lau Road (NB) - L108	0000 - 0100	150	25	63%	19%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
		0100 - 0200	100	27	51%	31%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0200 - 0300	100	27	52%	33%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	46%	38%	0%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0400 - 0500	50	30	56%	28%	0%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0500 - 0600	100	27	44%	27%	0%	13%	5%	0%	0%	0%	0%	2%	2%	0%	3%	0%	0%	2%	2%	0%
		0600 - 0700	200	22	56%	15%	0%	12%	5%	0%	0%	2%	1%	3%	3%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	450	8	68%	8%	0%	14%	2%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	1%	0%
		0800 - 0900	450	8	64%	10%	0%	16%	3%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	400	12	58%	10%	0%	22%	3%	1%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		1000 - 1100	350	15	58%	11%	0%	20%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		1100 - 1200	350	15	58%	11%	0%	19%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	3%	0%
		1200 - 1300	300	17	62%	9%	0%	15%	4%	0%	0%	1%	1%	2%	1%	0%	1%	0%	0%	2%	2%	0%
		1300 - 1400	300	17	62%	10%	0%	18%	4%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	2%	2%	0%
		1400 - 1500	350	15	59%	10%	0%	19%	3%	0%	1%	1%	0%	0%	1%	0%	2%	0%	0%	2%	2%	0%
		1500 - 1600	350	15	61%	10%	0%	16%	4%	1%	0%	1%	1%	1%	1%	0%	2%	0%	0%	2%	2%	0%
		1600 - 1700	450	8	64%	8%	0%	16%	3%	1%	0%	1%	0%	0%	2%	0%	1%	0%	0%	2%	2%	0%
		1700 - 1800	550	5	70%	7%	0%	13%	2%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1800 - 1900	550	5	72%	6%	0%	13%	1%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		1900 - 2000	400	12	73%	8%	0%	11%	2%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	3%	1%	0%
		2000 - 2100	350	15	71%	9%	0%	13%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
		2100 - 2200	400	12	75%	10%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	250	20	73%	12%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		2300 - 0000	200	22	69%	17%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
119	Road S2 (WB) - L109	0000 - 0100	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0200 - 0300	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0300 - 0400	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0400 - 0500	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0500 - 0600	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0600 - 0700	50	30	66%	10%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	76%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0900 - 1000	50	30	68%	6%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	6%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	74%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	70%	6%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	72%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	74%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	80%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	50	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	50	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	50	30	80%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2300 - 0000	50	30	76%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
120	Road S1 (SB) - L110	0000 - 0100	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0100 - 0200	50	30	60%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0200 - 0300	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0300 - 0400	50	30	50%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0400 - 0500	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0500 - 0600	50	30	56%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0600 - 0700	100	30	72%	9%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
		0700 - 0800	200	27	78%	5%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0800 - 0900	200	27	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		0900 - 1000	100	30	68%	7%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
		1000 - 1100	100	30	67%	8%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1100 - 1200	100	30	70%	7%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1200 - 1300	100	30	74%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1300 - 1400	100	30	71%	7%	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1400 - 1500	100	30	70%	6%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1500 - 1600	100	30	73%	7%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1600 - 1700	100	30	75%	6%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	100	30	78%	5%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		1800 - 1900	100	30	80%	5%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	100	30	81%	5%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2000 - 2100	100	30	78%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2100 - 2200	100	30	82%	6%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		2200 - 2300	100	30	79%	8%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
		2300 - 0000	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
121	Hong Po Road (WB) - L111	0000 - 0100	200	27	64%	15%	0%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0100 - 0200	150	28	51%	24%	0%	13%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%
		0200 - 0300	100	30	51%	24%	0%	15%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		0300 - 0400	100	30	47%	29%	0%	10%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%
		0400 - 0500	100	30	53%	20%	0%	12%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		0500 - 0600	100	30	44%	21%	0%	16%	10%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%
		0600 - 0700	300	25	60%	9%	0%	13%	6%	1%	1%	0%	0%	1%	5%	0%	0%	0%	0%	3%	2%	0%
		0700 - 0800	700	15	71%	5%	0%	15%	2%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		0800 - 0900	700	15	65%	6%	0%	17%	4%	1%	1%	0%	0%	0%	3%	0%	0%	0%	0%	2%	1%	0%
		0900 - 1000	600	17	53%	7%	0%	25%	5%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%
		1000 - 1100	550	18	53%	7%	0%	23%	7%	4%	2%	0%	0%	0%	2%	0%	0%	0%	0%	1%	2%	0%
		1100 - 1200	500	20	53%	8%	0%	21%	7%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	4%	0%
		1200 - 1300	500	20	57%	6%	0%	17%	6%	3%	2%	0%	0%	2%	1%	0%	0%	0%	0%	2%	4%	0%
		1300 - 1400	500	20	56%	7%	0%	20%	7%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1400 - 1500	550	18	55%	7%	0%	21%	6%	3%	3%	0%	0%	0%	1%	0%	0%	0%	0%	2%	2%	0%
		1500 - 1600	550	18	56%	7%	0%	19%	6%	4%	1%	0%	0%	1%	1%	0%	0%	0%	0%	2%	3%	0%
		1600 - 1700	700	15	54%	6%	0%	20%	6%	4%	2%	0%	0%	2%	2%	0%	0%	0%	0%	2%	2%	0%
		1700 - 1800	800	12	62%	6%	0%	17%	5%	3%	1%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	800	12	65%	6%	0%	17%	4%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	3%	2%	0%
		1900 - 2000	550	18	72%	6%	0%	13%	3%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2000 - 2100	500	20	69%	7%	0%	16%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
		2100 - 2200	600	17	74%	7%	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
		2200 - 2300	350	23	73%	9%	0%	11%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%
		2300 - 0000	250	26	68%	12%	0%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
122	Hong Po Road (EB) - L112	0000 - 0100	200	22	58%	19%	0%	16%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		0100 - 0200	150	25	45%	30%	0%	12%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%
		0200 - 0300	100	27	44%	30%	0%	14%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
		0300 - 0400	100	27	40%	33%	0%	10%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%
		0400 - 0500	100	27	48%	26%	0%	12%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
		0500 - 0600	150	25	37%	24%	0%	15%	11%	1%	1%	0%	0%	1%	1%	1%	5%	0%	0%	2%	3%	0%
		0600 - 0700	450	8	52%	11%	0%	12%	10%	1%	1%	0%	0%	0%	2%	1%	2%	0%	0%	2%	6%	0%
		0700 - 0800	950	5	65%	6%	0%	14%	4%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	6%	0%
		0800 - 0900	950	5	60%	8%	0%	16%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	4%	0%
		0900 - 1000	700	5	47%	8%	2%	25%	6%	3%	1%	0%	0%	0%	1%	1%	2%	0%	0%	1%	5%	0%
		1000 - 1100	550	5	48%	9%	0%	23%	8%	3%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%	4%	0%
		1100 - 1200	550	5	47%	9%	0%	21%	8%	3%	1%	0%	0%	0%	1%	0%	2%	0%	0%	1%	8%	0%
		1200 - 1300	500	5	52%	8%	0%	18%	7%	2%	1%	0%	0%	1%	1%	0%	1%	0%	0%	1%	7%	0%
		1300 - 1400	500	5	51%	9%	0%	21%	8%	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	2%	5%	0%
		1400 - 1500	550	5	49%	8%	0%	21%	7%	3%	1%	0%	0%	0%	1%	1%	3%	0%	0%	1%	5%	0%
		1500 - 1600	600	5	50%	9%	0%	19%	8%	3%	1%	0%	0%	1%	1%	0%	2%	0%	0%	1%	5%	0%
		1600 - 1700	550	5	47%	9%	0%	24%	6%	2%	0%	0%	0%	3%	3%	0%	1%	0%	0%	2%	3%	0%
		1700 - 1800	600	5	55%	8%	0%	21%	5%	2%	0%	0%	0%	1%	1%	0%	0%	0%	0%	3%	3%	0%
		1800 - 1900	600	5	59%	8%	0%	21%	4%	1%	0%	0%	0%	0%	2%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	600	5	65%	7%	0%	14%	4%	1%	0%	0%	0%	0%	1%	1%	5%	0%	0%	2%	2%	0%
		2000 - 2100	550	5	65%	9%	0%	17%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%
		2100 - 2200	600	5	70%	10%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%
		2200 - 2300	400	12	69%	12%	0%	12%	3%	1%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%
		2300 - 0000	250	20	62%	16%	0%	12%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
123	Access Road (SB) - L113	0000 - 0100	50	30	50%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	44%	28%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%
		0700 - 0800	50	30	62%	18%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	2%	0%	0%
		0800 - 0900	50	30	62%	22%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	40%	16%	10%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	56%	20%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1200 - 1300	50	30	42%	12%	0%	6%	6%	0%	0%	0%	0%	22%	0%	0%	0%	0%	0%	12%	0%	0%
		1300 - 1400	50	30	56%	14%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	6%	6%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1500 - 1600	50	30	46%	16%	0%	6%	6%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	10%	0%	0%
		1600 - 1700	50	30	44%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1700 - 1800	50	30	44%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		1800 - 1900	50	30	42%	0%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	0%
		1900 - 2000	50	30	64%	12%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	18%	0%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	62%	16%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2200 - 2300	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	56%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
124	Access Road (NB) - L114	0000 - 0100	50	30	30%	28%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	14%	24%	0%	14%	0%	0%	0%	0%	0%	24%	0%	0%	0%	0%	0%	24%	0%	0%
		0700 - 0800	50	30	22%	18%	0%	20%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	22%	0%	0%
		0800 - 0900	50	30	20%	20%	0%	24%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	24%	0%	0%
		0900 - 1000	50	30	28%	18%	12%	24%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1100 - 1200	50	30	28%	24%	0%	24%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	28%	14%	0%	14%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	14%	0%	0%
		1300 - 1400	50	30	36%	18%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1400 - 1500	50	30	34%	22%	0%	22%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	14%	0%	0%
		1500 - 1600	50	30	34%	18%	0%	18%	0%	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	12%	0%	0%
		1600 - 1700	50	30	86%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	80%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	88%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		1900 - 2000	50	30	44%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	42%	22%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2100 - 2200	50	30	46%	20%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
125	Road S3 (WB) - L115	0000 - 0100	50	30	52%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	68%	8%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1100 - 1200	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1200 - 1300	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	6%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	78%	6%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	4%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
126	Road S3 (EB) - L116	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	58%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		0700 - 0800	50	30	80%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0800 - 0900	50	30	78%	8%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0900 - 1000	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1300 - 1400	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	70%	10%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	72%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	76%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1700 - 1800	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1800 - 1900	50	30	82%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1900 - 2000	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	80%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	84%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	76%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
127	Access road (WB) - L117	0000 - 0100	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0100 - 0200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0700 - 0800	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0800 - 0900	50	30	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
		0900 - 1000	50	30	60%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1100 - 1200	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1200 - 1300	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1300 - 1400	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1500 - 1600	50	30	64%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1600 - 1700	50	30	72%	0%	0%	4%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%
		1700 - 1800	50	30	72%	0%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1800 - 1900	50	30	76%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%
		1900 - 2000	50	30	80%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2000 - 2100	50	30	76%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2100 - 2200	50	30	80%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	84%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2300 - 0000	50	30	74%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
128	Access road (EB) - L118	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	42%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	22%	12%	0%
		0700 - 0800	50	30	56%	0%	0%	0%	0%	16%	6%	0%	0%	0%	0%	0%	6%	0%	0%	6%	10%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%
		0900 - 1000	50	30	36%	8%	0%	0%	0%	16%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1000 - 1100	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%	0%	0%	20%	10%	0%
		1100 - 1200	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	10%	0%	0%	18%	10%	0%
		1200 - 1300	50	30	30%	10%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	10%	0%	0%	10%	10%	0%
		1300 - 1400	50	30	40%	12%	0%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	12%	0%
		1400 - 1500	50	30	24%	10%	0%	0%	0%	18%	10%	0%	0%	0%	0%	0%	18%	0%	0%	10%	10%	0%
		1500 - 1600	50	30	28%	8%	0%	0%	0%	24%	8%	0%	0%	0%	0%	0%	16%	0%	0%	8%	8%	0%
		1600 - 1700	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1800 - 1900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1900 - 2000	50	30	42%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	12%	0%	0%
		2000 - 2100	50	30	58%	14%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2100 - 2200	50	30	52%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
129	Access road (WB) - L119	0000 - 0100	50	30	26%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0200 - 0300	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		0600 - 0700	50	30	0%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	26%	0%
		0700 - 0800	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0800 - 0900	50	30	20%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		0900 - 1000	50	30	54%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1000 - 1100	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1100 - 1200	50	30	38%	12%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	12%	0%
		1200 - 1300	50	30	44%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		1300 - 1400	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1400 - 1500	50	30	52%	16%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1500 - 1600	50	30	58%	14%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1600 - 1700	50	30	76%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1800 - 1900	50	30	76%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1900 - 2000	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2000 - 2100	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		2100 - 2200	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		2200 - 2300	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		2300 - 0000	50	30	40%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
130	Access road (EB) - L120	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	44%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		0700 - 0800	50	30	54%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	6%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0900 - 1000	50	30	32%	12%	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	22%	0%	0%	12%	0%	0%
		1000 - 1100	50	30	40%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	16%	0%	0%	16%	0%	0%
		1200 - 1300	50	30	30%	0%	0%	0%	0%	28%	0%	0%	0%	0%	0%	0%	14%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	26%	0%	0%	22%	0%	0%
		1500 - 1600	50	30	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2100 - 2200	50	30	38%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
131	Unnamed Road (NB) - L121	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0800 - 0900	50	30	68%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	16%	0%
		0900 - 1000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1000 - 1100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1100 - 1200	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1200 - 1300	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		1300 - 1400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1400 - 1500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1500 - 1600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
132	Unnamed Road (SB) - L122	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0800 - 0900	50	30	34%	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0900 - 1000	50	30	52%	16%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	60%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1200 - 1300	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1300 - 1400	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1400 - 1500	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1500 - 1600	50	30	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		1600 - 1700	50	30	72%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1700 - 1800	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1800 - 1900	50	30	70%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1900 - 2000	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2000 - 2100	50	30	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%
		2100 - 2200	50	30	50%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
133	Unnamed Road (NB) - L123	0000 - 0100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0100 - 0200	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0200 - 0300	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0300 - 0400	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0400 - 0500	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0500 - 0600	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0600 - 0700	50	30	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0800 - 0900	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0900 - 1000	50	30	58%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
		1000 - 1100	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1100 - 1200	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1200 - 1300	50	30	48%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%
		1300 - 1400	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1400 - 1500	50	30	66%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1500 - 1600	50	30	74%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		1600 - 1700	50	30	64%	0%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
		1700 - 1800	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1800 - 1900	50	30	70%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
		1900 - 2000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2000 - 2100	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2100 - 2200	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2200 - 2300	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		2300 - 0000	50	30	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
134	Unnamed Road (SB) - L124	0000 - 0100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0100 - 0200	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0200 - 0300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0500 - 0600	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0600 - 0700	50	30	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	34%	0%
		0700 - 0800	50	30	50%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	26%	0%
		0800 - 0900	50	30	58%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%
		0900 - 1000	50	30	20%	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%
		1000 - 1100	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1100 - 1200	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1200 - 1300	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1300 - 1400	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1400 - 1500	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1500 - 1600	50	30	26%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	22%	26%	0%
		1600 - 1700	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1700 - 1800	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1800 - 1900	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		1900 - 2000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		2000 - 2100	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2100 - 2200	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		2300 - 0000	50	30	66%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
135	Fuk Hang Tsuen Lane (EB) - L125	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	36%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	0%
		0700 - 0800	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0800 - 0900	50	30	46%	16%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0900 - 1000	50	30	42%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		1300 - 1400	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1400 - 1500	50	30	40%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1500 - 1600	50	30	46%	18%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		1600 - 1700	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1700 - 1800	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1800 - 1900	50	30	36%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1900 - 2000	50	30	50%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2000 - 2100	50	30	44%	18%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		2100 - 2200	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2200 - 2300	50	30	44%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		2300 - 0000	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
136	Fuk Hang Tsuen Lane (WB) - L126	0000 - 0100	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0100 - 0200	50	30	26%	48%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	48%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0600 - 0700	50	30	20%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0700 - 0800	50	30	30%	40%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0800 - 0900	50	30	28%	44%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0900 - 1000	50	30	38%	30%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		1000 - 1100	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1100 - 1200	50	30	40%	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		1200 - 1300	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1300 - 1400	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1400 - 1500	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1500 - 1600	50	30	34%	28%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%
		1600 - 1700	50	30	48%	16%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		1700 - 1800	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1800 - 1900	50	30	46%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	0%
		1900 - 2000	50	30	44%	24%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%
		2000 - 2100	50	30	40%	26%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2100 - 2200	50	30	42%	26%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		2200 - 2300	50	30	40%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
		2300 - 0000	50	30	28%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																			
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
137	Road S4 (EB) - L127	0000 - 0100	50	30	60%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0100 - 0200	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	50%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0700 - 0800	50	30	64%	6%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%
		0800 - 0900	50	30	60%	6%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0900 - 1000	50	30	60%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1000 - 1100	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1100 - 1200	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1200 - 1300	50	30	70%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1300 - 1400	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1400 - 1500	50	30	62%	10%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1500 - 1600	50	30	68%	8%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1600 - 1700	50	30	70%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1700 - 1800	50	30	74%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	50	30	76%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1900 - 2000	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2000 - 2100	50	30	76%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2100 - 2200	50	30	70%	12%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2200 - 2300	50	30	64%	12%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		2300 - 0000	50	30	68%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
138	Road S4 (WB) - L128	0000 - 0100	50	30	50%	26%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	34%	34%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
		0200 - 0300	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0300 - 0400	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0400 - 0500	50	30	34%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	0%
		0500 - 0600	50	30	26%	26%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%
		0600 - 0700	50	30	44%	36%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	60%	20%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	54%	26%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	48%	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1000 - 1100	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1100 - 1200	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	60%	14%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	56%	12%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	52%	18%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1500 - 1600	50	30	56%	16%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1600 - 1700	50	30	68%	4%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	68%	4%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	70%	4%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	68%	10%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	62%	16%	0%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	68%	14%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	68%	16%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	54%	22%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
139	Road S1 (NB) - L129	0000 - 0100	50	30	66%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
		0200 - 0300	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0300 - 0400	50	30	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
		0400 - 0500	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0500 - 0600	50	30	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%
		0600 - 0700	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0700 - 0800	50	30	76%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	70%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	56%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	62%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	68%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1300 - 1400	50	30	64%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	62%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	66%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	66%	0%	0%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1700 - 1800	50	30	70%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1800 - 1900	50	30	72%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		1900 - 2000	50	30	76%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	72%	0%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2100 - 2200	50	30	78%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2200 - 2300	50	30	76%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	72%	0%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
140	Ng Lau Road (NB) - L130	0000 - 0100	100	27	59%	23%	0%	11%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
		0100 - 0200	50	30	44%	36%	0%	8%	4%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
		0200 - 0300	50	30	46%	38%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
		0300 - 0400	50	30	38%	38%	0%	8%	8%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0400 - 0500	50	30	48%	32%	0%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	38%	30%	0%	12%	6%	0%	0%	2%	0%	2%	2%	0%	4%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	48%	17%	0%	11%	7%	0%	0%	2%	1%	4%	4%	0%	2%	0%	0%	4%	1%	0%
		0700 - 0800	300	17	63%	10%	0%	14%	3%	0%	0%	2%	1%	2%	1%	0%	1%	0%	0%	3%	1%	0%
		0800 - 0900	300	17	57%	12%	0%	15%	5%	0%	0%	2%	1%	2%	2%	0%	0%	0%	0%	3%	1%	0%
		0900 - 1000	250	20	51%	12%	0%	20%	5%	1%	1%	1%	0%	0%	1%	0%	3%	0%	0%	2%	2%	0%
		1000 - 1100	200	22	52%	13%	0%	20%	7%	1%	1%	2%	0%	1%	2%	0%	1%	0%	0%	2%	2%	0%
		1100 - 1200	200	22	52%	13%	0%	18%	7%	1%	1%	2%	0%	1%	1%	0%	2%	0%	0%	2%	4%	0%
		1200 - 1300	200	22	56%	11%	0%	14%	6%	1%	1%	2%	1%	3%	1%	0%	2%	0%	0%	3%	4%	0%
		1300 - 1400	200	22	55%	12%	0%	17%	6%	1%	1%	2%	0%	1%	1%	0%	1%	0%	0%	3%	3%	0%
		1400 - 1500	200	22	54%	11%	0%	18%	5%	1%	1%	1%	0%	1%	2%	0%	4%	0%	0%	3%	3%	0%
		1500 - 1600	250	20	54%	12%	0%	15%	6%	1%	0%	1%	1%	2%	1%	0%	3%	0%	0%	2%	3%	0%
		1600 - 1700	300	17	57%	9%	0%	15%	5%	1%	1%	2%	0%	1%	3%	0%	2%	0%	0%	2%	3%	0%
		1700 - 1800	300	17	64%	9%	0%	13%	4%	1%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	3%	0%
		1800 - 1900	350	15	66%	8%	0%	12%	3%	0%	1%	1%	0%	0%	2%	0%	1%	0%	0%	3%	2%	0%
		1900 - 2000	250	20	66%	9%	0%	11%	3%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%	3%	2%	0%
		2000 - 2100	200	22	66%	12%	0%	13%	3%	1%	1%	2%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2100 - 2200	250	20	70%	12%	0%	10%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	3%	1%	0%
		2200 - 2300	150	25	68%	15%	0%	9%	2%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	3%	1%	0%
		2300 - 0000	100	27	63%	20%	0%	9%	2%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
141	Ng Lau Road (SB) - L131	0000 - 0100	100	27	53%	23%	0%	8%	3%	2%	0%	2%	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%
		0100 - 0200	50	30	40%	34%	0%	8%	4%	4%	0%	2%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%
		0200 - 0300	50	30	36%	36%	0%	10%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0300 - 0400	50	30	32%	40%	0%	4%	8%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%
		0400 - 0500	50	30	42%	32%	0%	8%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0500 - 0600	50	30	34%	30%	0%	8%	10%	0%	0%	2%	0%	2%	0%	2%	8%	0%	0%	2%	2%	0%
		0600 - 0700	150	25	42%	12%	0%	8%	10%	3%	1%	2%	1%	3%	2%	1%	5%	0%	0%	3%	7%	0%
		0700 - 0800	300	17	56%	8%	0%	11%	4%	4%	1%	1%	0%	2%	1%	0%	2%	0%	0%	2%	6%	0%
		0800 - 0900	300	17	52%	9%	0%	12%	7%	6%	2%	2%	0%	1%	2%	0%	1%	0%	0%	2%	4%	0%
		0900 - 1000	250	20	44%	11%	0%	14%	7%	6%	2%	2%	0%	0%	1%	2%	4%	0%	0%	2%	4%	0%
		1000 - 1100	200	22	47%	13%	0%	14%	9%	7%	2%	2%	0%	1%	1%	0%	2%	0%	0%	3%	3%	0%
		1100 - 1200	200	22	45%	12%	0%	12%	9%	6%	2%	2%	0%	1%	1%	1%	4%	0%	0%	3%	6%	0%
		1200 - 1300	200	22	48%	10%	0%	10%	8%	6%	1%	2%	1%	3%	1%	1%	3%	0%	0%	4%	6%	0%
		1300 - 1400	200	22	51%	11%	0%	13%	10%	3%	1%	2%	0%	1%	1%	1%	2%	0%	0%	4%	4%	0%
		1400 - 1500	200	22	46%	11%	0%	12%	8%	6%	3%	1%	0%	1%	1%	2%	6%	0%	0%	3%	3%	0%
		1500 - 1600	250	20	45%	11%	0%	10%	8%	7%	1%	1%	1%	2%	0%	1%	4%	0%	0%	2%	4%	0%
		1600 - 1700	250	20	54%	12%	0%	10%	7%	4%	0%	2%	0%	2%	2%	2%	2%	0%	0%	4%	0%	0%
		1700 - 1800	250	20	62%	11%	0%	8%	6%	2%	0%	2%	0%	1%	1%	0%	0%	0%	0%	6%	0%	0%
		1800 - 1900	250	20	65%	10%	0%	8%	4%	1%	0%	1%	0%	0%	1%	1%	1%	0%	0%	6%	0%	0%
		1900 - 2000	250	20	59%	9%	0%	8%	4%	1%	0%	2%	0%	0%	0%	2%	8%	0%	0%	4%	2%	0%
		2000 - 2100	200	22	62%	12%	0%	10%	4%	3%	1%	3%	0%	0%	0%	1%	2%	0%	0%	4%	1%	0%
		2100 - 2200	200	22	68%	13%	0%	8%	2%	2%	0%	1%	0%	0%	1%	1%	2%	0%	0%	4%	2%	0%
		2200 - 2300	150	25	63%	15%	0%	7%	3%	2%	0%	1%	0%	0%	1%	0%	3%	0%	0%	5%	1%	0%
		2300 - 0000	100	27	59%	20%	0%	7%	4%	2%	0%	1%	0%	0%	0%	0%	2%	0%	0%	5%	0%	0%
142	To Lai Road (EB) - L132_1	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
143	To Lai Road (EB) - L132_2	0000 - 0100	50	30	26%	38%	0%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
		0100 - 0200	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	26%	0%	6%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	20%	0%	12%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0800 - 0900	50	30	32%	22%	0%	10%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		0900 - 1000	50	30	30%	26%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	22%	0%	18%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	22%	26%	0%	20%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1200 - 1300	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	28%	22%	0%	16%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1400 - 1500	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	28%	24%	0%	14%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	20%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1700 - 1800	50	30	38%	22%	0%	18%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1800 - 1900	50	30	36%	24%	0%	20%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1900 - 2000	50	30	44%	22%	0%	12%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2000 - 2100	50	30	38%	28%	0%	16%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	42%	28%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		2200 - 2300	50	30	42%	34%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2300 - 0000	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
144	To Lai Road (WB) - L133_1	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Road No.	Road Section	Hour	Year 2045 Hourly Project Traffic Flow Composition (%)																		
			Total Flow	Avg Speed	PC	Taxi	LGV3	LGV4	LGV5	HGV6	HGV7	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
145	To Lai Road (WB) - L133_2	0000 - 0100	50	30	30%	40%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		0100 - 0200	50	30	14%	58%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0200 - 0300	50	30	16%	52%	0%	16%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0300 - 0400	50	30	20%	60%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0400 - 0500	50	30	26%	48%	0%	0%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0500 - 0600	50	30	14%	44%	0%	14%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		0600 - 0700	50	30	26%	18%	0%	6%	44%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		0700 - 0800	50	30	40%	16%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0800 - 0900	50	30	32%	16%	0%	14%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		0900 - 1000	50	30	28%	24%	0%	24%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1000 - 1100	50	30	28%	24%	0%	20%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1100 - 1200	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1200 - 1300	50	30	32%	20%	0%	16%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		1300 - 1400	50	30	34%	22%	0%	18%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1400 - 1500	50	30	30%	22%	0%	22%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1500 - 1600	50	30	32%	24%	0%	16%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		1600 - 1700	50	30	34%	26%	0%	22%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		1700 - 1800	50	30	38%	24%	0%	18%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1800 - 1900	50	30	44%	22%	0%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
		1900 - 2000	50	30	46%	22%	0%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
		2000 - 2100	50	30	42%	26%	0%	16%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2100 - 2200	50	30	44%	26%	0%	14%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
		2200 - 2300	50	30	40%	34%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
		2300 - 0000	50	30	36%	34%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%

Appendix 5.3

Inventory of Open Roads

Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic

Index	Road ID	Vertex Number	Road Name	Direction	X1	Y1	X2	Y2	Release Height (m)	Szinit (m)	Road Elevation (m)	Physical Road Width (m)	Modelled Width (m)
1	L001_1	1	Hong Po Road	WB	815783.64	830725.64	815764.26	830764.54	1.6	1.5	9.0	14.9	20.9
2	L001_2	1	Hong Po Road	WB	815764.91	830764.80	815748.51	830810.83	2.6	0.5	9.0	7.8	12.3
3	L001_3	1	Hong Po Road	WB	815747.86	830810.57	815711.49	830843.58	1.6	1.5	9.0	4.6	10.6
4	L002	1	Hong Po Road	EB	815715.61	830851.37	815731.74	830834.18	1.6	1.5	9.0	8.1	14.1
5	L002	2	Hong Po Road	EB	815731.74	830834.18	815752.76	830817.13	1.6	1.5	9.0	8.4	14.4
6	L002	3	Hong Po Road	EB	815752.76	830817.13	815759.88	830808.57	1.6	1.5	9.0	8	14.0
7	L002	4	Hong Po Road	EB	815759.88	830808.57	815768.54	830783.49	1.6	1.5	10.0	7.9	13.9
8	L002	5	Hong Po Road	EB	815768.54	830783.49	815777.20	830765.40	1.6	1.5	10.0	13.2	19.2
9	L002	6	Hong Po Road	EB	815777.20	830765.40	815798.34	830733.26	1.6	1.5	9.0	19.5	25.5
10	L003_1	1	Tsing Lun Road	NB	815708.33	830609.86	815730.36	830671.88	8.0	0.0	11.0	7.0	11.5
11	L003_1	2	Tsing Lun Road	NB	815730.16	830671.43	815738.82	830687.71	8.0	0.0	11.0	7.6	12.1
12	L003_1	3	Tsing Lun Road	NB	815738.33	830687.02	815752.49	830702.10	8.0	0.0	10.0	8.4	12.9
13	L003_2	1	Tsing Lun Road	NB	815752.42	830702.07	815785.90	830736.05	8.0	0.0	9.0	16.3	20.9
14	L004	1	Tsing Lun Road	SB	815798.85	830722.94	815753.40	830694.51	1.6	1.5	9.0	10.7	16.7
15	L004	2	Tsing Lun Road	SB	815753.40	830694.51	815733.75	830672.18	1.6	1.5	10.0	7.7	13.7
16	L004	3	Tsing Lun Road	SB	815733.75	830672.18	815726.96	830650.13	1.6	1.5	11.0	7.5	13.5
17	L004	4	Tsing Lun Road	SB	815726.96	830650.13	815712.46	830608.75	1.6	1.5	10.0	10.2	16.2
18	L005	1	Access road to Siu Hong Station	WB	815921.86	830485.34	815947.57	830578.17	1.8	1.7	9.0	9.9	15.9
19	L005	2	Access road to Siu Hong Station	WB	815947.57	830578.17	815953.58	830605.54	1.8	1.7	9.0	8.0	14.0
20	L005	3	Access road to Siu Hong Station	WB	815953.58	830605.54	815937.23	830633.52	1.8	1.7	9.0	5.0	11.0
21	L005	4	Access road to Siu Hong Station	WB	815937.23	830633.52	815909.95	830655.25	1.8	1.7	9.0	5.8	11.8
22	L005	5	Access road to Siu Hong Station	WB	815909.95	830655.25	815814.58	830697.75	1.8	1.7	9.0	7.1	13.1
23	L005	6	Access road to Siu Hong Station	WB	815814.58	830697.75	815796.09	830707.21	1.8	1.7	10.0	7.4	13.4
24	L005	7	Access road to Siu Hong Station	WB	815796.09	830707.21	815783.64	830725.64	1.8	1.7	9.0	14.2	20.2
25	L006	1	Access road to Siu Hong Station	EB	815798.34	830733.26	815819.91	830700.53	2.0	1.9	9.0	16.6	22.6
26	L006	2	Access road to Siu Hong Station	EB	815819.91	830700.53	815911.66	830657.58	2.0	1.9	9.0	4.4	10.4
27	L006	3	Access road to Siu Hong Station	EB	815911.66	830657.58	815941.80	830633.89	2.0	1.9	9.0	7.1	13.1
28	L006	4	Access road to Siu Hong Station	EB	815941.80	830633.89	815959.34	830605.08	2.0	1.9	9.0	7.8	13.8
29	L006	5	Access road to Siu Hong Station	EB	815959.34	830605.08	815968.29	830556.18	2.0	1.9	9.0	8.4	14.4
30	L006	6	Access road to Siu Hong Station	EB	815968.29	830556.18	815949.37	830472.62	2.0	1.9	3.0	7.3	13.3
31	L007	1	Lam Tei Interchange	EB	815783.87	830738.36	815809.51	830745.72	1.6	1.5	9.0	19.4	25.4
32	L007	2	Lam Tei Interchange	EB	815809.51	830745.72	815844.57	830733.07	1.6	1.5	9.0	12.0	18.0
33	L007	3	Lam Tei Interchange	EB	815844.57	830733.07	815883.29	830718.31	1.6	1.5	9.0	8.7	14.7
34	L008	1	Ng Lau Road	NB	815905.46	830780.09	815953.68	830760.02	1.5	1.4	8.0	4.5	10.5
35	L008	2	Ng Lau Road	NB	815953.68	830760.02	815991.80	830745.39	1.5	1.4	8.0	4.5	10.5
36	L008	3	Ng Lau Road	NB	815991.80	830745.39	816011.55	830748.35	1.5	1.4	8.0	7.1	13.1
37	L008	4	Ng Lau Road	NB	816011.55	830748.35	816023.13	830755.59	1.5	1.4	9.0	6.2	12.2
38	L008	5	Ng Lau Road	NB	816023.13	830755.59	816041.30	830788.28	1.5	1.4	9.0	3.9	9.9
39	L009	1	Ng Lau Road	SB	816043.65	830786.47	816027.09	830754.35	1.6	1.5	9.0	4	10.4
40	L009	2	Ng Lau Road	SB	816027.09	830754.35	816012.14	830739.97	1.6	1.5	9.0	4	10.4
41	L009	3	Ng Lau Road	SB	816012.14	830739.97	815980.12	830728.77	1.6	1.5	8.0	4	9.7
42	L009	4	Ng Lau Road	SB	815980.12	830728.77	815941.63	830725.80	1.6	1.5	7.0	5	10.9
43	L009	5	Ng Lau Road	SB	815941.63	830725.80	815909.65	830736.97	1.6	1.5	8.0	7	13.1
44	L009	6	Ng Lau Road	SB	815909.65	830736.97	815892.16	830740.89	1.6	1.5	9.0	8	13.7
45	L009	7	Ng Lau Road	SB	815892.16	830740.89	815883.29	830718.31	1.6	1.5	9.0	9	14.7
46	L010	1	Lam Tei Interchange	EB	815883.29	830718.31	815917.87	830710.25	1.7	1.5	9.0	6.9	12.9
47	L010	2	Lam Tei Interchange	EB	815917.87	830710.25	815967.32	830705.82	1.7	1.5	9.0	7.5	13.5
48	L010	3	Lam Tei Interchange	EB	815967.32	830705.82	816000.54	830696.23	1.7	1.5	9.0	7.1	13.1
49	L010	4	Lam Tei Interchange	EB	816000.54	830696.23	816038.23	830680.72	1.7	1.5	9.0	7.5	13.5
50	L010	5	Lam Tei Interchange	EB	816038.23	830680.72	816111.77	830671.43	1.7	1.5	7.0	11.2	17.2
51	L011	1	Lam Tei Interchange	WB	816093.82	830648.46	816067.92	830650.07	1.6	1.5	7.0	14.1	20.1
52	L011	2	Lam Tei Interchange	WB	816067.92	830650.07	816024.65	830674.97	1.6	1.5	8.0	7.7	13.7
53	L011	3	Lam Tei Interchange	WB	816024.65	830674.97	815991.01	830690.12	1.6	1.5	9.0	7.2	13.2
54	L011	4	Lam Tei Interchange	WB	815991.01	830690.12	815959.59	830696.65	1.6	1.5	9.0	7.8	13.8
55	L011	5	Lam Tei Interchange	WB	815959.59	830696.65	815912.13	830701.82	1.6	1.5	9.0	7.9	13.9
56	L011	6	Lam Tei Interchange	WB	815912.13	830701.82	815860.21	830716.57	1.6	1.5	9.0	7.4	13.4
57	L011	7	Lam Tei Interchange	WB	815860.21	830716.57	815823.36	830729.36	1.6	1.5	9.0	7.5	13.5
58	L011	8	Lam Tei Interchange	WB	815823.36	830729.36	815798.85	830722.94	1.6	1.5	9.0	16.6	22.6
59	L012	1	Slip road to Castle Peak Road - Lam Tei	NB	816005.52	830512.85	816011.45	830547.94	1.8	1.7	9.0	7.7	13.7
60	L012	2	Slip road to Castle Peak Road - Lam Tei	NB	816011.45	830547.94	816031.68	830604.51	1.8	1.7	12.0	6.9	12.9
61	L012	3	Slip road to Castle Peak Road - Lam Tei	NB	816031.68	830604.51	816051.78	830657.75	1.8	1.7	8.0	7.2	13.2
62	L012	4	Slip road to Castle Peak Road - Lam Tei	NB	816051.78	830657.75	816060.04	830677.46	7.7	1.7	8.0	7.2	13.2
63	L012	5	Slip road to Castle Peak Road - Lam Tei	NB	816060.04	830677.46	816089.32	830747.41	9.5	1.7	8.0	7.3	13.3
63	L012	6	Slip road to Castle Peak Road - Lam Tei	NB	816089.32	830747.41	816105.49	830784.81	12.8	1.7	10.0	7.4	13.4
64	L012	7	Slip road to Castle Peak Road - Lam Tei	NB	816105.49	830784.81	816125.91	830816.32	1.8	1.7	10.0	7.4	13.4
65	L013	1	Slip road to Lam Tei Interchange	NB	816005.52	830512.85	816028.15	830549.01	1.5	1.4	9.0	7.5	13.5
66	L013	2	Slip road to Lam Tei Interchange	NB	816028.15	830549.01	816052.77	830586.20	1.5	1.4	9.0	7.3	13.3
67	L013	3	Slip road to Lam Tei Interchange	NB	816052.77	830586.20	816072.57	830610.92	1.5	1.4	8.0	6.9	12.9
68	L013	4	Slip road to Lam Tei Interchange	NB	816072.57	830610.92	816080.29	830660.44	1.5	1.4	7.0	14.1	20.1
69	L014	1	Slip road from Tuen Mun Road	NB	815978.26	830436.25	816005.52	830512.85	1.7	1.5	9.0	9.3	15.3
70	L016	1	Tuen Mun Road	SB	816023.92	830475.11	816004.83	830433.04	1.7	1.6	8.0	18.4	24.4
71	L017_1	1	Slip road to Tuen Mun Road	SB	816134.93	830578.14	816088.05	830542.68	1.7	1.6	9.0	11.6	17.6
72	L017_2	1	Slip road to Tuen Mun Road	SB	816088.56	830542.17	816046.02	830493.03	4.0	0.0	9.0	10.8	15.3
73	L017_2	2	Slip road to Tuen Mun Road	SB	816045.52	830493.54	816023.92	830475.11	1.7	1.6	8.0	9.6	15.6
74	L018_1	1	Yuen Long Highway	NB	815998.94	830458.72	816033.38	830515.41	1.7	1.6	9.0	10.0	16.0
75	L018_1	2	Yuen Long Highway	NB	816033.38	830515.41	816061.58	830548.95	1.7	1.6	11.0	9.9	15.9
76	L018_1	3	Yuen Long Highway	NB	816061.58	830548.95	816110.33	830593.84	6.6	1.6	14.0	9.9	15.9
77	L018_1	4	Yuen Long Highway	NB	816110.33	830593.84	816177.21	830633.88	10.4	1.6	8.0	9.9	15.9
78	L018_1	5	Yuen Long Highway	NB	816177.21	830633.88	816231.21	830654.51	10.4	1.6	8.0	9.9	15.9
79	L018_2	1	Yuen Long Highway	NB	816231.08	830655.22	816320.46	830674.14	13.1	0.0	8.0	10.1	14.7
80	L018_3	1	Yuen Long Highway	NB	816320.59	830673.44	816381.30	830681.80	1.7	1.6	12.0	9.6	15.6
81	L018_3	2	Yuen Long Highway	NB	816381.30	830681.80	816424.59	830689.15	1.7	1.6	11.0	9.2	15.2
82	L019_1	1	Yuen Long Highway	SB	816428.82	830670.58	816383.15	830669.21	5.0	0.0	11.0	10.0	14.5
83	L019_1	2	Yuen Long Highway	SB	816383.17	830668.46	816323.41	830661.83	1.7	1.6	13.0	9.0	15.0
84	L019_2	1	Yuen Long Highway	SB	816323.41	830661.83	816233.31	830642.00	12.9	0.0	8.0	10.0	10.0
85	L019_3	1	Yuen Long Highway	SB	816233.31	830642.00	816202.27	830633.50	9.2	1.6	7.0	10.3	16.3
86	L019_4	1	Yuen Long Highway	SB	816201.96	830634.17	816125.47	830593.54	11.7	0.0	9.0	10.2	14.7
87	L019_4	2	Yuen Long Highway	SB	816125.35	830593.43	816062.44	830538.87	8.5	0.0	13.0	9.9	14.5
88	L019_4	3	Yuen Long Highway	SB	816062.33	830538.76	816033.28	830499.57	4.0	0.0	11.0	9.9	14.5
89	L019_4	4	Yuen Long Highway	SB	816033.81	830499.12	816023.92	830475.11	1.7	1.6	9.0	10.1	16.1
90	L020	1	Slip road from Lam Tei Interchange	SB	816111.77	830671.43	816142.75	830667.66	1.6	1.5	7.0	10.0	16.0
91	L020	2	Slip road from Lam Tei Interchange	SB	816142.75	830667.66	816151.11	830641.79	1.6	1.5	7.0	8.7	14.7
92	L020	3	Slip road from Lam Tei Interchange	SB	816151.11	830641.79	816151.06	830612.14	1.6	1.5	7.0	8.0	14.0
93	L020	4	Slip road from Lam Tei Interchange	SB	816151.06	830612.14	816134.93	830578.14	1.6	1.5	8.0	7.7	13.7
94	L021	1	Slip road to Castle Peak Road - Lam Tei	SB	816176.75	830887.87	816159.93	830867.50	1.8	1.7	8.0	7.6	13.6
95	L021	2	Slip road to Castle Peak Road - Lam Tei	SB	816159.93	830867.50	816150.67	830830.64	1.8	1.7	9.0	8.6	14.6
96	L021	3	Slip road to Castle Peak Road - Lam Tei	SB	816150.67	830830.64	816148.87	830799.58	1.8	1.7	11.0	9.4	15.4
97	L021	4	Slip road to Castle Peak Road - Lam Tei	SB	816148.87	830799.58	816160.34	830744.90	1.8	1.7	7.0	8.6	14.6
98	L021	5	Slip road to Castle Peak Road - Lam Tei	SB	816160.34	830744.90	816177.85	830661.28	1.8	1.7	7.0	8.9	14.9
99	L021	6	Slip road to Castle Peak Road - Lam Tei	SB	816177.85	830661.28	816174.66	830625.38	1.8	1.7	10.0	9.9	15.9
100	L021	7	Slip road to Castle Peak Road - Lam Tei	SB	816174.66	830625.38	816156.80	830595.10	1.8	1.7	9.0	9.6	15.6
101	L021	8	Slip road to Castle Peak Road - Lam Tei	SB	816156.80	830595.10	816134.93	830578.14	1.8	1.7	9.0	8.0	14.0
102	L022	1	Access road	SB	816120.73	830948.35	816099.90	830905.21	1.4	1.3	5.0	2.0	8.0
103	L023	1	Access road	NB	816099.11	830910.37	816119.49	830948.81	1.4	1.3	4.0	2.0	8.0

Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic

Index	Road ID	Vertex Number	Road Name	Direction	X1	Y1	X2	Y2	Release Height (m)	Szinit (m)	Road Elevation (m)	Physical Road Width (m)	Modelled Width (m)
104	L024	1	Lam Tei Interchange	EB	816080.29	830660.44	816105.91	830684.64	1.7	1.6	7.0	13.9	19.9
105	L024	2	Lam Tei Interchange	EB	816105.91	830684.64	816157.55	830734.75	1.7	1.6	7.0	10.7	16.7
106	L025	1	Lam Tei Interchange	WB	816162.15	830729.61	816136.05	830673.15	1.6	1.5	7.0	7.9	13.9
107	L025	2	Lam Tei Interchange	WB	816136.05	830673.15	816093.82	830648.46	1.6	1.5	7.0	10.0	16.0
108	L026	1	Castle Peak Road - Lingnan	NB	816220.44	830674.20	816198.43	830699.35	1.7	1.6	7.0	8.5	14.5
109	L026	2	Castle Peak Road - Lingnan	NB	816198.43	830699.35	816159.41	830731.90	1.7	1.6	7.0	11.4	17.4
110	L027	1	Castle Peak Road - Lingnan	SB	816191.79	830734.98	816229.25	830681.94	1.8	1.7	6.0	7.1	13.1
111	L027	2	Castle Peak Road - Lingnan	SB	816229.25	830681.94	816242.99	830654.90	1.8	1.7	7.0	7.6	13.6
112	L027	3	Castle Peak Road - Lingnan	SB	816242.99	830654.90	816250.84	830626.85	1.8	1.7	7.0	8.0	14.0
113	L027	4	Castle Peak Road - Lingnan	SB	816250.84	830626.85	816251.56	830594.52	1.8	1.7	8.0	7.8	13.8
114	L028	1	Slip road to Yuen Long Highway	EB	816190.46	830732.95	816218.22	830712.07	7.3	0.0	7.0	6.1	10.7
115	L028	2	Slip road to Yuen Long Highway	EB	816219.23	830711.62	816244.66	830707.83	7.3	0.0	7.0	7.4	11.9
116	L029	1	Access Road to To Yuen Wai	NB	816244.98	830710.32	816255.77	830723.77	1.5	1.4	7.0	6.1	12.1
117	L029	2	Access Road to To Yuen Wai	NB	816255.77	830723.77	816261.40	830754.97	1.5	1.4	7.0	3.7	9.7
118	L030_1	1	Slip road to Yuen Long Highway	EB	816244.97	830707.81	816295.48	830707.62	7.3	0.0	8.0	6.0	10.5
119	L030_1	2	Slip road to Yuen Long Highway	EB	816295.15	830707.65	816317.77	830704.04	7.3	0.0	9.0	6.0	10.5
120	L030_2	1	Slip road to Yuen Long Highway	EB	816317.99	830705.81	816376.88	830693.99	5.0	0.0	11.0	6.1	10.7
121	L030_2	2	Slip road to Yuen Long Highway	EB	816376.93	830693.95	816424.52	830688.41	5.0	0.0	11.0	7.0	11.5
122	L031	1	Yuen Long Highway	EB	816424.59	830689.15	816558.24	830697.91	5.0	0.0	10.0	15.6	15.6
122	L032	1	Yuen Long Highway	WB	816552.32	830680.39	816428.78	830670.89	5.0	0.0	10.0	19.2	17.4
123	L033_1	1	Slip road from Yuen Long Highway	WB	816428.70	830670.57	816369.15	830657.86	6.0	0.0	10.0	11.0	15.5
124	L033_2	1	Slip road from Yuen Long Highway	WB	816368.97	830657.79	816324.24	830633.38	4.0	0.0	11.0	9.6	14.1
125	L033_2	2	Slip road from Yuen Long Highway	WB	816324.19	830633.31	816277.37	830600.07	4.0	0.0	10.0	10.7	15.3
126	L034	1	Fu Hang Road	WB	816351.19	830596.29	816331.78	830593.69	1.8	1.6	8.0	1.9	7.9
127	L034	2	Fu Hang Road	WB	816331.78	830593.69	816314.24	830587.91	1.8	1.6	8.0	2.0	8.0
128	L034	3	Fu Hang Road	WB	816314.24	830587.91	816292.82	830575.37	1.8	1.6	7.0	2.0	8.0
129	L035	1	Fu Hang Road	EB	816291.96	830576.76	816314.11	830588.88	1.8	1.7	8.0	2.0	8.0
130	L035	2	Fu Hang Road	EB	816314.11	830588.88	816332.13	830594.69	1.8	1.7	8.0	2.0	8.0
131	L035	3	Fu Hang Road	EB	816332.13	830594.69	816351.07	830597.31	1.8	1.7	8.0	1.9	7.9
132	L036	1	Castle Peak Road - Lingnan	SB	816251.56	830594.52	816248.03	830542.74	1.7	1.6	8.0	7.0	13.0
133	L036	2	Castle Peak Road - Lingnan	SB	816248.03	830542.74	816239.91	830467.92	1.7	1.6	10.0	7.3	13.3
134	L037	1	Castle Peak Road - Lingnan	NB	816230.46	830461.89	816244.07	830590.91	1.7	1.6	10.0	7.3	13.3
135	L038	1	Castle Peak Road - Lingnan	NB	816244.07	830590.91	816242.26	830628.48	1.7	1.6	7.0	7.3	13.3
136	L038	2	Castle Peak Road - Lingnan	NB	816242.26	830628.48	816232.31	830658.03	1.7	1.6	7.0	7.9	13.9
137	L038	3	Castle Peak Road - Lingnan	NB	816232.31	830658.03	816220.44	830674.20	1.7	1.6	7.0	8.0	14.0
138	L039	1	Fu Shing Street	WB	816242.26	830628.48	816209.49	830631.46	1.7	1.6	7.0	4.5	10.5
139	L040	1	Fu Shing Street	EB	816209.49	830631.46	816215.45	830649.77	1.7	1.6	8.0	4.6	10.6
140	L040	2	Fu Shing Street	EB	816215.45	830649.77	816220.44	830674.20	1.7	1.6	7.0	4.9	10.9
141	L041	1	Castle Peak Road - Lam Tei	SB	816165.25	830852.75	816158.82	830810.91	1.8	1.7	7.0	7.9	13.9
142	L041	2	Castle Peak Road - Lam Tei	SB	816158.82	830810.91	816169.58	830766.47	1.8	1.7	7.0	10.9	16.9
143	L041	3	Castle Peak Road - Lam Tei	SB	816169.58	830766.47	816191.79	830734.98	1.8	1.7	7.0	14.3	20.3
144	L042	1	Castle Peak Road - Lam Tei	NB	816159.41	830731.90	816135.77	830768.13	1.8	1.7	7.0	7.8	13.8
145	L042	2	Castle Peak Road - Lam Tei	NB	816135.77	830768.13	816125.91	830816.32	1.8	1.7	7.0	7.6	13.6
146	L043	1	Access road from To Yuen Wai	WB	816261.40	830754.97	816240.32	830772.89	1.5	1.4	7.0	3.5	9.5
147	L043	2	Access road from To Yuen Wai	WB	816240.32	830772.89	816217.10	830772.13	1.5	1.4	7.0	3.5	9.5
148	L043	3	Access road from To Yuen Wai	WB	816217.10	830772.13	816197.43	830780.38	1.5	1.4	7.0	3.3	9.3
149	L043	4	Access road from To Yuen Wai	WB	816197.43	830780.38	816175.42	830796.69	1.5	1.4	7.0	2.5	8.5
150	L043	5	Access road from To Yuen Wai	WB	816175.42	830796.69	816170.29	830812.63	1.5	1.4	8.0	4.4	10.4
151	L043	6	Access road from To Yuen Wai	WB	816170.29	830812.63	816174.36	830823.12	1.5	1.4	8.0	4.2	10.2
152	L043	7	Access road from To Yuen Wai	WB	816174.36	830823.12	816180.28	830835.87	1.5	1.4	8.0	4.9	10.9
153	L043	8	Access road from To Yuen Wai	WB	816180.28	830835.87	816181.73	830850.54	1.5	1.4	8.0	6.9	12.9
154	L043	9	Access road from To Yuen Wai	WB	816181.73	830850.54	816165.25	830852.75	1.5	1.4	8.0	8.6	14.6
155	L044	1	Castle Peak Road - Lam Tei	SB	816283.64	831104.72	816195.89	830936.85	1.8	1.7	8.0	11.7	17.7
156	L044	2	Castle Peak Road - Lam Tei	SB	816195.89	830936.85	816176.75	830887.87	1.8	1.7	8.0	10.4	16.4
157	L045	1	Castle Peak Road - Lam Tei	SB	816176.75	830887.87	816165.25	830852.75	1.8	1.7	8.0	5.9	11.9
158	L046	1	Lam Tei Main Street	WB	816691.92	830993.09	816596.92	830998.18	1.4	1.3	15.0	6.6	12.6
159	L046	2	Lam Tei Main Street	WB	816596.92	830998.18	816567.18	831006.57	1.4	1.3	15.0	5.7	11.7
160	L046	3	Lam Tei Main Street	WB	816567.18	831006.57	816527.13	831022.89	1.4	1.3	13.0	5.1	11.1
161	L046	4	Lam Tei Main Street	WB	816527.13	831022.89	816475.16	831047.85	1.4	1.3	13.0	5.5	11.5
162	L046	5	Lam Tei Main Street	WB	816475.16	831047.85	816459.25	831048.83	1.4	1.3	11.0	4.7	10.7
163	L046	6	Lam Tei Main Street	WB	816459.25	831048.83	816425.48	831083.48	1.4	1.3	11.0	5.5	11.5
164	L046	7	Lam Tei Main Street	WB	816425.48	831083.48	816345.99	831099.28	1.4	1.3	11.0	5.2	11.2
165	L046	8	Lam Tei Main Street	WB	816345.99	831099.28	816314.49	831096.60	1.4	1.3	10.0	4.1	10.1
166	L046	9	Lam Tei Main Street	WB	816314.49	831096.60	816283.64	831104.72	1.4	1.3	9.0	5.6	11.6
167	L047	1	Castle Peak Road - Lam Tei	SB	816489.12	831365.88	816413.25	831284.55	1.9	1.8	10.0	11.1	17.1
168	L047	2	Castle Peak Road - Lam Tei	SB	816413.25	831284.55	816368.29	831229.23	1.9	1.8	9.0	10.1	16.1
169	L047	3	Castle Peak Road - Lam Tei	SB	816368.29	831229.23	816311.80	831157.64	1.9	1.8	9.0	10.3	16.3
170	L047	4	Castle Peak Road - Lam Tei	SB	816311.80	831157.64	816283.64	831104.72	1.9	1.8	9.0	7.1	13.1
171	L048	1	Castle Peak Road - Lam Tei	NB	816125.91	830816.32	816171.76	830911.28	1.8	1.7	8.0	10.1	16.1
172	L048	2	Castle Peak Road - Lam Tei	NB	816171.76	830911.28	816221.28	831009.22	1.8	1.7	9.0	7.3	13.3
173	L048	3	Castle Peak Road - Lam Tei	NB	816221.28	831009.22	816273.01	831107.93	1.8	1.7	8.0	11.0	17.0
174	L048	4	Castle Peak Road - Lam Tei	NB	816273.01	831107.93	816301.36	831165.83	1.8	1.7	9.0	7.2	13.2
175	L048	5	Castle Peak Road - Lam Tei	NB	816301.36	831165.83	816323.46	831197.09	1.8	1.7	10.0	13.8	19.8
176	L048	6	Castle Peak Road - Lam Tei	NB	816323.46	831197.09	816358.75	831240.62	1.8	1.7	9.0	14.1	20.1
177	L048	7	Castle Peak Road - Lam Tei	NB	816358.75	831240.62	816430.52	831322.72	1.8	1.7	9.0	11.0	17.0
178	L049	1	Fuk Hang Tsuen Road	WB	816623.78	831247.75	816577.70	831291.18	1.9	1.7	11.0	3.3	9.3
179	L049	2	Fuk Hang Tsuen Road	WB	816577.70	831291.18	816508.75	831351.10	1.9	1.7	11.0	3.1	9.1
180	L049	3	Fuk Hang Tsuen Road	WB	816508.75	831351.10	816478.24	831375.44	1.9	1.7	10.0	3.3	9.3
181	L050	1	Fuk Hang Tsuen Road	EB	816481.12	831378.72	816533.07	831332.62	1.9	1.8	10.0	3.3	9.3
182	L050	2	Fuk Hang Tsuen Road	EB	816533.07	831332.62	816579.15	831291.92	1.9	1.8	11.0	3.1	9.1
183	L050	3	Fuk Hang Tsuen Road	EB	816579.15	831291.92	816625.93	831248.91	1.9	1.8	11.0	3.3	9.3
184	L051	1	Castle Peak Road - Lam Tei	NB	816430.52	831322.72	816479.44	831376.76	1.8	1.7	10.0	13.5	19.5
185	L052	1	Kong Sham Western Highway	SB	816516.90	831496.45	816567.01	831411.89	26.4	0.3	11.0	16.8	19.8
186	L052	2	Kong Sham Western Highway	SB	816567.08	831411.78	816618.51	831340.36	27.4	0.3	11.0	15.4	18.4
187	L052	3	Kong Sham Western Highway	SB	816618.63	831340.22	816690.75	831262.11	15.7	0.3	12.0	15.2	18.2
188	L053	1	Kong Sham Western Highway	NB	816699.69	831193.62	816586.63	831337.16	29.3	0.0	12.0	9.8	8.4
189	L053	2	Kong Sham Western Highway	NB	816584.97	831335.91	816510.41	831461.96	30.2	0.0	11.0	15.8	18.8
190	L053	3	Kong Sham Western Highway	NB	816511.58	831462.76	816471.55	831536.65	26.2	1.7	10.0	15.1	21.1
191	L054	1	Castle Peak Road - Lam Tei	NB	816479.44	831376.76	816535.01	831441.88	1.8	1.7	10.0	10.5	16.5
192	L055	1	Castle Peak Road - Lam Tei	SB	816546.60	831430.62	816489.12	831365.88	1.9	1.7	11.0	11.3	17.3
193	L056	1	Castle Peak Road - Lam Tei	NB	816535.01	831441.88	816560.73	831469.46	1.8	1.7	11.0	11.0	17.0
194	L057	1	Ng Lau Road	EB	816468.82	831445.65	816509.97	831436.14	1.7	1.6	10.0	6.3	12.3
195	L058	1	Ng Lau Road	WB	816509.07	831434.38	816466.89	831443.72	1.7	1.6	10.0	6.3	12.3

Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic

Index	Road ID	Vertex Number	Road Name	Direction	X1	Y1	X2	Y2	Release Height (m)	Szinit (m)	Road Elevation (m)	Physical Road Width (m)	Modelled Width (m)
196	L059	1	Tung Lei Path	SB	816493.98	831515.99	816491.28	831465.76	1.5	1.4	10.0	3.5	9.5
197	L059	2	Tung Lei Path	SB	816491.28	831465.76	816468.28	831443.41	1.5	1.4	10.0	2.5	8.5
198	L060	1	Tung Lei Path	NB	816464.75	831443.91	816489.97	831467.56	1.6	1.5	10.0	2.5	8.5
199	L060	2	Tung Lei Path	NB	816489.97	831467.56	816492.29	831516.93	1.6	1.5	10.0	3.5	9.5
200	L061	1	Ng Lau Road	EB	816323.05	831471.31	816341.19	831473.25	1.7	1.6	10.0	3.4	9.4
201	L061	2	Ng Lau Road	EB	816341.19	831473.25	816413.39	831449.98	1.7	1.6	10.0	3.2	9.2
202	L061	3	Ng Lau Road	EB	816413.39	831449.98	816468.82	831445.65	1.7	1.6	10.0	3.0	9.0
203	L062	1	Ng Lau Road	WB	816466.89	831443.72	816409.85	831448.89	1.7	1.6	10.0	3.0	9.0
204	L062	2	Ng Lau Road	WB	816409.85	831448.89	816340.39	831471.41	1.7	1.6	10.0	3.2	9.2
205	L062	3	Ng Lau Road	WB	816340.39	831471.41	816323.41	831468.67	1.7	1.6	10.0	3.4	9.4
206	L063	1	Tsing Chuen Wai Road	SB	816204.79	831377.43	816169.79	831409.58	1.6	1.5	10.0	5.5	11.5
207	L063	2	Tsing Chuen Wai Road	SB	816169.79	831409.58	816139.66	831440.01	1.6	1.5	11.0	5.5	11.5
208	L063	3	Tsing Chuen Wai Road	SB	816139.66	831440.01	816124.62	831454.95	1.6	1.5	11.0	5.5	11.5
209	L063	4	Tsing Chuen Wai Road	SB	816124.62	831454.95	816085.74	831483.71	1.6	1.5	12.0	5.5	11.5
210	L063	5	Tsing Chuen Wai Road	SB	816085.74	831483.71	816076.74	831493.74	1.6	1.5	13.0	5.5	11.5
211	L063	6	Tsing Chuen Wai Road	SB	816076.74	831493.74	816071.40	831507.88	1.6	1.5	14.0	5.6	11.6
212	L063	7	Tsing Chuen Wai Road	SB	816071.40	831507.88	816072.67	831527.37	1.6	1.5	15.0	5.6	11.6
213	L063	8	Tsing Chuen Wai Road	SB	816072.67	831527.37	816082.03	831542.99	1.6	1.5	15.0	5.6	11.6
214	L063	9	Tsing Chuen Wai Road	SB	816082.03	831542.99	816112.73	831577.99	1.6	1.5	14.0	5.4	11.4
215	L063	10	Tsing Chuen Wai Road	SB	816112.73	831577.99	816127.83	831582.86	1.6	1.5	14.0	5.4	11.4
216	L063	11	Tsing Chuen Wai Road	SB	816127.83	831582.86	816141.92	831581.32	1.6	1.5	14.0	5.3	11.3
217	L063	12	Tsing Chuen Wai Road	SB	816141.92	831581.32	816196.08	831552.38	1.6	1.5	13.0	5.5	11.5
218	L063	13	Tsing Chuen Wai Road	SB	816196.08	831552.38	816216.59	831543.31	1.6	1.5	13.0	5.5	11.5
219	L063	14	Tsing Chuen Wai Road	SB	816216.59	831543.31	816245.40	831548.69	1.6	1.5	12.0	5.5	11.5
220	L063	15	Tsing Chuen Wai Road	SB	816245.40	831548.69	816264.76	831545.81	1.6	1.5	11.0	5.5	11.5
221	L063	16	Tsing Chuen Wai Road	SB	816264.76	831545.81	816280.82	831534.71	1.6	1.5	11.0	5.1	11.1
222	L063	17	Tsing Chuen Wai Road	SB	816280.82	831534.71	816297.50	831509.63	1.6	1.5	11.0	4.5	10.5
223	L063	18	Tsing Chuen Wai Road	SB	816297.50	831509.63	816323.41	831468.67	1.6	1.5	11.0	5.7	11.7
224	L064	1	Ng Lau Road	EB	816205.21	831380.26	816238.42	831413.36	1.7	1.6	10.0	3.0	9.0
225	L064	2	Ng Lau Road	EB	816238.42	831413.36	816323.05	831471.31	1.7	1.6	11.0	3.1	9.1
226	L065	1	Ng Lau Road	WB	816323.41	831468.67	816239.29	831411.63	1.7	1.6	11.0	3.1	9.1
227	L065	2	Ng Lau Road	WB	816239.29	831411.63	816204.79	831377.43	1.7	1.6	10.0	3.0	9.0
228	L066	1	Ng Lau Road	EB	816172.78	831344.74	816205.21	831380.26	1.7	1.6	9.0	3.0	9.0
229	L067	1	Ng Lau Road	WB	816204.79	831377.43	816172.93	831342.75	1.7	1.6	9.0	3.0	9.0
230	L068	1	Ng Lau Road	EB	816031.67	831258.10	816058.69	831278.07	1.7	1.6	9.0	3.5	9.5
231	L068	2	Ng Lau Road	EB	816058.69	831278.07	816138.75	831318.84	1.7	1.6	9.0	3.0	9.0
232	L068	3	Ng Lau Road	EB	816138.75	831318.84	816172.78	831344.74	1.7	1.6	9.0	3.5	9.5
233	L069	1	Ng Lau Road	WB	816172.93	831342.75	816141.30	831317.18	1.7	1.6	9.0	3.5	9.5
234	L069	2	Ng Lau Road	WB	816141.30	831317.18	816058.48	831275.10	1.7	1.6	9.0	3.0	9.0
235	L069	3	Ng Lau Road	WB	816058.48	831275.10	816033.61	831256.91	1.7	1.6	9.0	3.5	9.5
236	L070	1	Unnamed Road	NB	816098.64	830903.04	816094.11	830944.39	1.5	1.4	8.0	2.8	8.8
237	L070	2	Unnamed Road	NB	816094.11	830944.39	816081.00	831039.50	1.5	1.4	7.0	2.4	8.4
238	L070	3	Unnamed Road	NB	816081.00	831039.50	816079.07	831068.83	1.5	1.4	8.0	2.5	8.5
239	L070	4	Unnamed Road	NB	816079.07	831068.83	816083.22	831096.78	1.5	1.4	8.0	3.1	9.1
240	L070	5	Unnamed Road	NB	816083.22	831096.78	816103.86	831162.13	1.5	1.4	8.0	2.9	8.9
241	L070	6	Unnamed Road	NB	816103.86	831162.13	816116.85	831188.76	1.5	1.4	8.0	2.7	8.7
242	L070	7	Unnamed Road	NB	816116.85	831188.76	816127.62	831224.29	1.5	1.4	9.0	6.4	12.4
243	L070	8	Unnamed Road	NB	816127.62	831224.29	816170.88	831343.30	1.5	1.4	9.0	12.5	18.5
244	L071	1	Unnamed Road	SB	816175.76	831348.01	816138.88	831250.18	1.5	1.4	9.0	12.5	18.5
245	L071	2	Unnamed Road	SB	816138.88	831250.18	816128.42	831222.93	1.5	1.4	8.0	6.4	12.4
246	L071	3	Unnamed Road	SB	816128.42	831222.93	816116.84	831184.07	1.5	1.4	8.0	2.7	8.7
247	L071	4	Unnamed Road	SB	816116.84	831184.07	816104.84	831160.18	1.5	1.4	8.0	2.9	8.9
248	L071	5	Unnamed Road	SB	816104.84	831160.18	816084.41	831095.97	1.5	1.4	8.0	3.1	9.1
249	L071	6	Unnamed Road	SB	816084.41	831095.97	816080.31	831066.84	1.5	1.4	8.0	2.5	8.5
250	L071	7	Unnamed Road	SB	816080.31	831066.84	816100.99	830907.49	1.5	1.4	7.0	2.8	8.8
251	L072	1	Access road	SB	816011.35	831286.91	816021.83	831268.48	1.6	1.5	10.0	3.0	9.0
252	L072	2	Access road	SB	816021.83	831268.48	816034.73	831257.73	1.6	1.5	9.0	3.5	9.5
253	L073	1	Access road	NB	816031.80	831255.27	816018.88	831269.91	1.4	1.3	10.0	3.5	9.5
254	L073	2	Access road	NB	816018.88	831269.91	816010.02	831286.20	1.4	1.3	10.0	3.0	9.0
255	L074	1	Ng Lau Road	EB	815948.57	831198.68	816012.85	831240.67	1.6	1.5	10.0	3.0	9.0
256	L074	2	Ng Lau Road	EB	816012.85	831240.67	816031.67	831258.10	1.6	1.5	9.0	3.1	9.1
257	L075	1	Ng Lau Road	WB	816033.61	831256.91	816012.83	831238.15	1.7	1.6	9.0	3.1	9.1
258	L075	2	Ng Lau Road	WB	816012.83	831238.15	815949.84	831197.03	1.7	1.6	10.0	3.0	9.0
259	L076	1	Access road	EB	815707.78	831257.79	815733.75	831264.57	1.6	1.5	14.0	1.5	7.5
260	L076	2	Access road	EB	815733.75	831264.57	815751.48	831275.78	1.6	1.5	12.0	1.7	7.7
261	L076	3	Access road	EB	815751.48	831275.78	815770.04	831271.63	1.6	1.5	12.0	2.0	8.0
262	L076	4	Access road	EB	815770.04	831271.63	815787.31	831262.30	1.6	1.5	12.0	2.2	8.2
263	L076	5	Access road	EB	815787.31	831262.30	815805.53	831258.52	1.6	1.5	12.0	1.7	7.7
264	L076	6	Access road	EB	815805.53	831258.52	815824.80	831260.96	1.6	1.5	12.0	1.7	7.7
265	L076	7	Access road	EB	815824.80	831260.96	815845.07	831277.59	1.6	1.5	12.0	1.8	7.8
266	L076	8	Access road	EB	815845.07	831277.59	815859.04	831283.26	1.6	1.5	13.0	1.8	7.8
267	L076	9	Access road	EB	815859.04	831283.26	815879.15	831270.90	1.6	1.5	12.0	1.9	7.9
268	L076	10	Access road	EB	815879.15	831270.90	815909.30	831257.67	1.6	1.5	12.0	1.5	7.5
269	L076	11	Access road	EB	815909.30	831257.67	815929.87	831231.92	1.6	1.5	11.0	2.7	8.7
270	L076	12	Access road	EB	815929.87	831231.92	815950.99	831197.78	1.6	1.5	10.0	3.0	9.0
271	L077	1	Access road	WB	815948.41	831195.96	815927.64	831232.85	1.5	1.4	10.0	3.0	9.0
272	L077	2	Access road	WB	815927.64	831232.85	815906.97	831257.96	1.5	1.4	11.0	2.7	8.7
273	L077	3	Access road	WB	815906.97	831257.96	815877.89	831270.78	1.5	1.4	12.0	1.5	7.5
274	L077	4	Access road	WB	815877.89	831270.78	815858.80	831282.69	1.5	1.4	12.0	1.9	7.9
275	L077	5	Access road	WB	815858.80	831282.69	815845.22	831277.15	1.5	1.4	13.0	1.8	7.8
276	L077	6	Access road	WB	815845.22	831277.15	815824.60	831260.10	1.5	1.4	12.0	1.8	7.8
277	L077	7	Access road	WB	815824.60	831260.10	815805.53	831257.75	1.5	1.4	12.0	1.7	7.7
278	L077	8	Access road	WB	815805.53	831257.75	815786.53	831261.95	1.5	1.4	12.0	1.7	7.7
279	L077	9	Access road	WB	815786.53	831261.95	815767.63	831271.33	1.5	1.4	12.0	2.2	8.2
280	L077	10	Access road	WB	815767.63	831271.33	815751.44	831274.67	1.5	1.4	12.0	2.0	8.0
281	L077	11	Access road	WB	815751.44	831274.67	815733.68	831263.97	1.5	1.4	12.0	1.7	7.7
282	L077	12	Access road	WB	815733.68	831263.97	815707.26	831256.77	1.5	1.4	14.0	1.5	7.5
283	L078	1	Ng Lau Road	NB	815897.12	831124.61	815900.21	831150.47	1.6	1.5	11.0	3.6	9.6
284	L078	2	Ng Lau Road	NB	815900.21	831150.47	815906.48	831166.93	1.6	1.5	11.0	3.4	9.4
285	L078	3	Ng Lau Road	NB	815906.48	831166.93	815948.57	831198.68	1.6	1.5	10.0	3.0	9.0
286	L079	1	Ng Lau Road	SB	815949.84	831197.03	815908.01	831166.01	1.7	1.6	10.0	3.0	9.0
287	L079	2	Ng Lau Road	SB	815908.01	831166.01	815901.42	831147.17	1.7	1.6	11.0	3.4	9.4
288	L079	3	Ng Lau Road	SB	815901.42	831147.17	815898.80	831122.04	1.7	1.6	11.0	3.6	9.6
289	L080	1	Ng Lau Road	SB	815897.36	831126.29	815918.40	831103.78	1.8	1.7	11.0	3.2	9.2
290	L080	2	Ng Lau Road	SB	815918.40	831103.78	815935.32	831090.68	1.8	1.7	11.0	3.5	9.5
291	L080	3	Ng Lau Road	SB	815935.32	831090.68	815966.57	831084.33	1.8	1.7	10.0	3.0	9.0
292	L080	4	Ng Lau Road	SB	815966.57	831084.33	815989.45	831073.28	1.8	1.7	10.0	3.9	9.9
293	L080	5	Ng Lau Road	SB	815989.45	831073.28	816001.79	831053.08	1.8	1.7	10.0	3.6	9.6
294	L080	6	Ng Lau Road	SB	816001.79	831053.08	816025.64	830937.27	1.8	1.7	10.0	3.1	9.1

Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic

Index	Road ID	Vertex Number	Road Name	Direction	X1	Y1	X2	Y2	Release Height (m)	Szinit (m)	Road Elevation (m)	Physical Road Width (m)	Modelled Width (m)
295	L081	1	Ng Lau Road	NB	816023.75	830936.64	816000.14	831053.97	1.6	1.5	10.0	3.1	9.1
296	L081	2	Ng Lau Road	NB	816000.14	831053.97	815987.59	831073.31	1.6	1.5	10.0	3.6	9.6
297	L081	3	Ng Lau Road	NB	815987.59	831073.31	815966.93	831083.48	1.6	1.5	10.0	3.4	9.4
298	L081	4	Ng Lau Road	NB	815966.93	831083.48	815934.51	831089.80	1.6	1.5	10.0	3.0	9.0
299	L081	5	Ng Lau Road	NB	815934.51	831089.80	815916.76	831103.35	1.6	1.5	11.0	3.5	9.5
300	L081	6	Ng Lau Road	NB	815916.76	831103.35	815896.06	831123.10	1.6	1.5	11.0	3.2	9.2
301	L082	1	San Hing Road	NB	815852.71	831036.59	815863.07	831070.01	1.6	1.5	12.0	3.0	9.0
302	L082	2	San Hing Road	NB	815863.07	831070.01	815884.24	831106.22	1.6	1.5	12.0	3.1	9.1
303	L082	3	San Hing Road	NB	815884.24	831106.22	815897.12	831124.61	1.6	1.5	10.0	3.7	9.7
304	L083	1	San Hing Road	SB	815898.80	831122.04	815884.56	831103.17	1.4	1.3	10.0	3.7	9.7
305	L083	2	San Hing Road	SB	815884.56	831103.17	815865.00	831069.57	1.4	1.3	12.0	3.1	9.1
306	L083	3	San Hing Road	SB	815865.00	831069.57	815854.99	831035.62	1.4	1.3	12.0	3.0	9.0
307	L084	1	San Tat Lane	EB	815784.93	831027.29	815811.23	831053.17	1.5	1.4	14.0	2.9	8.9
308	L084	2	San Tat Lane	EB	815811.23	831053.17	815855.56	831037.50	1.5	1.4	13.0	3.0	9.0
309	L085	1	San Tat Lane	WB	815854.61	831034.12	815813.11	831050.54	1.4	1.3	13.0	3.0	9.0
310	L085	2	San Tat Lane	WB	815813.11	831050.54	815780.75	831021.04	1.4	1.3	14.0	2.9	8.9
311	L086	1	San Hing Road	NB	815834.87	830967.09	815852.71	831036.59	1.6	1.5	13.0	3.0	9.0
312	L087	1	San Hing Road	SB	815854.99	831035.62	815840.04	830965.29	1.5	1.4	13.0	3.0	9.0
313	L088	1	Road S1	NB	815753.88	830896.83	815784.14	830920.27	1.4	1.3	9.0	3.7	9.7
314	L088	2	Road S1	NB	815784.14	830920.27	815828.10	830958.85	1.4	1.3	11.0	3.1	9.1
315	L088	3	Road S1	NB	815825.86	830956.55	815834.87	830967.09	1.4	1.3	13.0	5.1	11.1
316	L089	1	Road S1	SB	815840.04	830965.29	815804.09	830933.06	1.4	1.3	11.0	3.7	9.7
317	L089	2	Road S1	SB	815804.09	830933.06	815756.37	830893.42	1.4	1.3	9.0	3.7	9.7
318	L090	1	San Hing Road	WB	816026.11	830935.60	815973.41	830923.35	1.5	1.4	11.0	3.0	9.0
319	L090	2	San Hing Road	WB	815973.41	830923.35	815953.88	830924.61	1.5	1.4	13.0	3.0	9.0
320	L090	3	San Hing Road	WB	815953.88	830924.61	815834.14	830966.20	1.5	1.4	13.0	3.0	9.0
321	L091	1	San Hing Road	EB	815835.16	830968.22	815955.23	830926.52	1.5	1.4	13.0	3.0	9.0
322	L091	2	San Hing Road	EB	815955.23	830926.52	815975.53	830926.12	1.5	1.4	13.0	3.0	9.0
323	L091	3	San Hing Road	EB	815975.53	830926.12	816025.46	830938.13	1.5	1.4	11.0	3.0	9.0
324	L092	1	Ng Lau Road	WB	816080.75	830872.17	816042.42	830895.95	1.6	1.5	9.0	3.4	9.4
325	L092	2	Ng Lau Road	WB	816042.42	830895.95	816031.05	830912.72	1.6	1.5	9.0	3.7	9.7
326	L092	3	Ng Lau Road	WB	816031.05	830912.72	816023.75	830936.64	1.6	1.5	10.0	3.9	9.9
327	L093	1	Ng Lau Road	EB	816025.64	830937.27	816032.27	830913.50	1.7	1.6	10.0	3.9	9.9
328	L093	2	Ng Lau Road	EB	816032.27	830913.50	816043.98	830896.62	1.7	1.6	9.0	3.7	9.7
329	L093	3	Ng Lau Road	EB	816043.98	830896.62	816082.69	830875.45	1.7	1.6	8.0	3.4	9.4
330	L094	1	Unnamed Road	NB	816080.27	830875.28	816099.11	830910.37	1.4	1.3	8.0	3.0	9.0
331	L095	1	Unnamed Road	SB	816099.90	830905.21	816082.04	830874.27	1.4	1.3	8.0	3.0	9.0
332	L096	1	Castle Peak Road - Lam Tei	SB	816569.01	831458.35	816546.60	831430.62	1.9	1.7	11.0	11.2	17.2
333	L097	1	Wong Kong Wai Road	EB	816547.39	831431.51	816571.23	831398.99	1.3	1.3	11.0	3.9	9.9
334	L097	2	Wong Kong Wai Road	EB	816571.23	831398.99	816596.40	831373.98	1.3	1.3	11.0	2.2	8.2
335	L097	3	Wong Kong Wai Road	EB	816596.40	831373.98	816628.06	831348.66	1.3	1.3	11.0	2.2	8.2
336	L097	4	Wong Kong Wai Road	EB	816628.06	831348.66	816658.50	831315.99	1.3	1.3	12.0	2.5	8.5
337	L098	1	Wong Kong Wai Road	WB	816656.91	831315.46	816624.48	831349.51	1.4	1.3	11.0	2.5	8.5
338	L098	2	Wong Kong Wai Road	WB	816624.48	831349.51	816588.34	831378.79	1.4	1.3	11.0	2.2	8.2
339	L098	3	Wong Kong Wai Road	WB	816588.34	831378.79	816569.05	831398.17	1.4	1.3	11.0	2.2	8.2
340	L098	4	Wong Kong Wai Road	WB	816569.05	831398.17	816545.09	831428.92	1.4	1.3	11.0	3.9	9.9
341	L099	1	Man Chat Road	NB	816622.83	831248.66	816673.14	831284.77	1.6	1.5	12.0	3.8	9.8
342	L100	1	Man Chat Road	SB	816674.41	831282.09	816624.47	831246.46	1.7	1.5	12.0	3.8	9.8
343	L101	1	Fuk Hang Tsuen Road	WB	816696.46	831035.60	816639.93	831217.38	1.9	1.8	13.0	3.0	9.0
344	L101	2	Fuk Hang Tsuen Road	WB	816639.93	831217.38	816623.78	831247.75	1.9	1.8	12.0	3.4	9.4
345	L102	1	Fuk Hang Tsuen Road	EB	816625.93	831248.91	816642.10	831216.86	1.9	1.7	12.0	3.4	9.4
346	L102	2	Fuk Hang Tsuen Road	EB	816642.10	831216.86	816698.02	831037.00	1.9	1.7	13.0	3.0	9.0
347	L103	1	Fu Hang Road	EB	816250.35	830575.11	816260.40	830567.82	1.9	1.7	8.0	4.9	10.9
348	L103	2	Fu Hang Road	EB	816260.40	830567.82	816270.92	830559.81	1.9	1.7	9.0	4.0	10.0
349	L103	3	Fu Hang Road	EB	816270.92	830559.81	816292.46	830575.94	1.9	1.7	9.0	3.9	9.9
350	L104	1	Fu Hang Road	NB	816292.82	830575.37	816277.74	830599.47	1.8	1.7	9.0	4.1	10.1
351	L105	1	Slip road from Yuen Long Highway	WB	816277.74	830599.47	816244.07	830590.91	1.7	1.6	8.0	9.9	15.9
352	L106	1	Road P1	NB	816531.67	831437.96	816475.60	831537.53	1.7	1.6	11.0	6.7	12.7
353	L107	1	Road P1	SB	816483.45	831539.80	816537.87	831444.94	1.7	1.6	11.0	6.7	12.7
354	L108	1	Ng Lau Road	NB	815844.57	830733.07	815879.89	830742.66	1.5	1.4	7.0	7.8	13.8
355	L108	2	Ng Lau Road	NB	815879.89	830742.66	815905.45	830780.07	1.5	1.4	6.0	6.0	12.0
356	L109	1	Road S2	WB	815905.46	830780.09	815883.33	830799.35	1.3	1.3	7.0	7.3	13.3
357	L109	2	Road S2	WB	815883.33	830799.35	815827.60	830840.13	1.3	1.3	7.0	7.4	13.4
358	L109	3	Road S2	WB	815827.60	830840.13	815753.88	830896.83	1.3	1.3	9.0	7.5	13.5
359	L110	1	Road S1	SB	815756.37	830893.42	815724.58	830863.89	1.4	1.3	8.0	7.3	13.3
360	L110	2	Road S1	SB	815724.58	830863.89	815715.18	830846.10	1.4	1.3	9.0	5.2	11.2
361	L111	1	Hong Po Road	WB	815711.49	830843.58	815678.34	830886.06	1.6	1.5	9.0	6.0	12.0
362	L111	2	Hong Po Road	WB	815678.34	830886.06	815641.08	830926.82	1.6	1.5	9.0	6.8	12.8
363	L111	3	Hong Po Road	WB	815641.08	830926.82	815607.69	830959.32	1.6	1.5	9.0	6.7	12.7
364	L112	1	Hong Po Road	EB	815599.69	830969.47	815629.51	830944.70	1.6	1.5	9.0	3.2	9.2
365	L112	2	Hong Po Road	EB	815629.51	830944.70	815667.30	830908.81	1.6	1.5	9.0	3.3	9.3
366	L112	3	Hong Po Road	EB	815667.30	830908.81	815691.04	830881.06	1.6	1.5	8.0	6.9	12.9
367	L112	4	Hong Po Road	EB	815691.04	830881.06	815715.61	830851.37	1.6	1.5	8.0	7.0	13.0
368	L113	1	Access Road	SB	815715.18	830846.10	815688.82	830800.55	1.3	1.2	9.0	3.8	9.8
369	L114	1	Access Road	NB	815686.32	830801.59	815714.46	830852.72	1.3	1.2	9.0	3.5	9.5
370	L115	1	Road S3	WB	815699.62	830932.16	815613.40	830992.94	1.3	1.2	8.0	3.7	9.7
371	L115	2	Road S3	WB	815613.40	830992.94	815597.17	830989.39	1.3	1.2	9.0	3.7	9.7
372	L116	1	Road S3	EB	815599.84	830997.09	815619.79	830993.13	1.3	1.2	9.0	6.9	12.9
373	L116	2	Road S3	EB	815619.79	830993.13	815701.30	830935.02	1.3	1.2	7.0	3.7	9.7
374	L117	1	Access road	WB	815707.26	831256.77	815673.08	831269.78	1.5	1.4	16.0	2.2	8.2
375	L118	1	Access road	EB	815673.35	831271.72	815707.78	831257.79	1.6	1.5	16.0	2.2	8.2
376	L119	1	Access road	WB	815673.08	831269.78	815635.28	831270.29	1.3	1.2	17.0	3.1	9.1
377	L120	1	Access road	EB	815635.64	831272.39	815673.35	831271.72	1.5	1.4	17.0	3.1	9.1
378	L121	1	Unnamed Road	NB	815679.64	831191.39	815692.00	831217.06	1.1	1.0	16.0	1.7	7.7
379	L121	2	Unnamed Road	NB	815692.00	831217.06	815706.26	831258.40	1.1	1.0	17.0	1.7	7.7
380	L122	1	Unnamed Road	SB	815708.88	831258.08	815703.56	831247.07	1.2	1.1	15.0	2.4	8.4
381	L122	2	Unnamed Road	SB	815703.56	831247.07	815691.76	831213.94	1.2	1.1	16.0	1.7	7.7
382	L122	3	Unnamed Road	SB	815691.76	831213.94	815680.96	831190.79	1.2	1.1	15.0	1.7	7.7
383	L123	1	Unnamed Road	NB	815671.39	831269.82	815676.98	831291.55	1.3	1.2	17.0	2.5	8.5
384	L123	2	Unnamed Road	NB	815676.98	831291.55	815673.14	831317.34	1.3	1.2	19.0	1.9	7.9
385	L123	3	Unnamed Road	NB	815673.14	831317.34	815664.43	831345.62	1.3	1.2	21.0	1.8	7.8
386	L124	1	Unnamed Road	SB	815665.33	831346.13	815673.84	831317.34	1.4	1.3	21.0	1.8	7.8
387	L124	2	Unnamed Road	SB	815673.84	831317.34	815678.63	831288.62	1.4	1.3	19.0	1.9	7.9
388	L124	3	Unnamed Road	SB	815678.63	831288.62	815674.68	831269.18	1.4	1.3	17.0	2.5	8.5
389	L125	1	Fuk Hang Tsuen Lane	EB	816562.42	830883.10	816565.71	830866.68	1.2	1.1	14.0	4.4	10.4
390	L125	2	Fuk Hang Tsuen Lane	EB	816565.71	830866.68	816577.24	830860.85	1.2	1.1	14.0	2.9	8.9
391	L125	3	Fuk Hang Tsuen Lane	EB	816577.24	830860.85	816606.61	830866.30	1.2	1.1	16.0	2.0	8.0
392	L125	4	Fuk Hang Tsuen Lane	EB	816606.61	830866.30	816645.20	830866.43	1.2	1.1	15.0	2.0	8.0
393	L126	1	Fuk Hang Tsuen Lane	WB	816643.48	830864.74	816603.65	830864.56	1.1	1.0	15.0	2.0	8.0
394	L126	2	Fuk Hang Tsuen Lane	WB	816603.65	830864.56	816576.75	830860.23	1.1	1.0	15.0	2.0	8.0
395	L126	3	Fuk Hang Tsuen Lane	WB	816576.75	830860.23	816564.33	830865.84	1.1	1.0	14.0	2.9	8.9
396	L126	4	Fuk Hang Tsuen Lane	WB	816564.33	830865.84	816558.14	830882.63	1.1	1.0	14.0	4.4	10.4

Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic

Index	Road ID	Vertex Number	Road Name	Direction	X1	Y1	X2	Y2	Release Height (m)	Szinit (m)	Road Elevation (m)	Physical Road Width (m)	Modelled Width (m)
397	L127	1	Road S4	EB	815618.19	830915.90	815653.56	830890.98	1.3	1.2	9.0	3.0	9.0
398	L127	2	Road S4	EB	815653.56	830890.98	815669.13	830878.68	1.3	1.2	9.0	3.0	9.0
399	L127	3	Road S4	EB	815669.13	830878.68	815690.04	830852.29	1.3	1.2	9.0	3.2	9.2
400	L128	1	Road S4	WB	815688.63	830850.61	815667.19	830877.21	1.3	1.2	9.0	3.2	9.2
401	L128	2	Road S4	WB	815667.19	830877.21	815616.72	830914.21	1.3	1.2	9.0	3.0	9.0
402	L129	1	Road S1	NB	815691.04	830881.06	815715.46	830874.20	1.4	1.3	7.0	3.2	9.2
403	L129	2	Road S1	NB	815715.46	830874.20	815735.71	830880.01	1.4	1.3	8.0	3.3	9.3
404	L129	3	Road S1	NB	815735.71	830880.01	815753.88	830896.83	1.4	1.3	8.0	4.5	10.5
405	L130	1	Ng Lau Road	NB	816041.30	830788.28	816055.36	830819.85	1.5	1.4	8.0	3.8	9.8
406	L130	2	Ng Lau Road	NB	816055.36	830819.85	816060.97	830850.56	1.5	1.4	8.0	5.5	11.5
407	L130	3	Ng Lau Road	NB	816060.97	830850.56	816080.27	830875.28	1.5	1.4	8.0	4.6	10.6
408	L131	1	Ng Lau Road	SB	816082.04	830874.27	816066.42	830848.90	1.7	1.6	8.0	4.6	10.6
409	L131	2	Ng Lau Road	SB	816066.42	830848.90	816058.81	830818.82	1.7	1.6	8.0	5.5	11.5
410	L131	3	Ng Lau Road	SB	816058.81	830818.82	816043.65	830786.47	1.7	1.6	8.0	3.8	9.8
411	L132_1	1	To Lai Road	EB	816256.19	830725.77	816274.45	830720.09	5.5	0.0	7.0	2.3	6.9
412	L132_1	2	To Lai Road	EB	816274.20	830718.68	816305.26	830715.51	5.5	0.0	7.0	2.1	6.7
413	L132_1	3	To Lai Road	EB	816305.48	830717.06	816320.87	830713.73	5.5	0.0	8.0	1.8	6.1
414	L132_2	1	To Lai Road	WB	816320.72	830712.90	816353.81	830714.43	1.6	1.4	7.0	1.7	7.7
415	L132_2	2	To Lai Road	WB	816353.81	830714.43	816416.47	830707.07	1.6	1.4	7.0	1.8	7.8
416	L132_2	3	To Lai Road	WB	816416.47	830707.07	816453.71	830707.53	1.6	1.4	8.0	1.7	7.7
417	L132_2	4	To Lai Road	WB	816453.71	830707.53	816518.55	830711.20	1.6	1.4	9.0	1.8	7.8
418	L132_2	5	To Lai Road	WB	816518.55	830711.20	816565.23	830715.22	1.6	1.4	9.0	2.0	8.0
419	L133_1	1	To Lai Road	EB	816565.54	830713.42	816526.14	830709.96	1.5	1.4	9.0	2.0	8.0
420	L133_1	2	To Lai Road	EB	816526.14	830709.96	816442.81	830705.47	1.5	1.4	9.0	1.8	7.8
421	L133_1	3	To Lai Road	EB	816442.81	830705.47	816416.98	830705.58	1.5	1.4	8.0	1.7	7.7
422	L133_1	4	To Lai Road	EB	816416.98	830705.58	816353.95	830712.85	1.5	1.4	7.0	1.8	7.8
423	L133_1	5	To Lai Road	EB	816353.95	830712.85	816320.75	830711.30	1.5	1.4	8.0	1.7	7.7
424	L133_2	1	To Lai Road	WB	816320.90	830712.03	816304.87	830715.74	5.5	0.0	8.0	1.8	6.3
425	L133_2	2	To Lai Road	WB	816304.78	830715.68	816274.24	830718.54	5.5	0.0	8.0	2.1	6.8
426	L133_2	3	To Lai Road	WB	816274.34	830718.57	816255.18	830723.54	5.5	0.0	7.0	2.3	6.9

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Hong Po Road	L001_1	0000-0100	2.75E-02	7.31E-08	8.72E-05	1.88E-01	5.00E-07	5.97E-04	5.32E-03	1.42E-08	1.69E-05	5.86E-03	1.56E-08	1.86E-05
Hong Po Road	L001_1	0100-0200	4.85E-02	6.45E-08	7.69E-05	2.63E-01	3.50E-07	4.17E-04	5.98E-03	7.94E-09	9.48E-06	6.54E-03	8.70E-09	1.04E-05
Hong Po Road	L001_1	0200-0300	4.22E-02	5.60E-08	6.69E-05	2.56E-01	3.41E-07	4.07E-04	5.83E-03	7.74E-09	9.24E-06	6.38E-03	8.48E-09	1.01E-05
Hong Po Road	L001_1	0300-0400	6.79E-02	9.03E-08	1.08E-04	3.14E-01	4.17E-07	4.98E-04	6.41E-03	8.52E-09	1.02E-05	6.99E-03	9.29E-09	1.11E-05
Hong Po Road	L001_1	0400-0500	6.04E-02	8.03E-08	9.59E-05	2.79E-01	3.70E-07	4.42E-04	6.67E-03	8.87E-09	1.06E-05	7.30E-03	9.71E-09	1.16E-05
Hong Po Road	L001_1	0500-0600	6.82E-02	9.07E-08	1.08E-04	3.26E-01	4.34E-07	5.17E-04	7.64E-03	1.01E-08	1.21E-05	8.33E-03	1.11E-08	1.32E-05
Hong Po Road	L001_1	0600-0700	6.25E-02	2.49E-07	2.98E-04	2.77E-01	1.10E-06	1.32E-03	7.82E-03	3.12E-08	3.72E-05	8.57E-03	3.42E-08	4.08E-05
Hong Po Road	L001_1	0700-0800	4.17E-02	3.60E-07	4.30E-04	2.23E-01	1.93E-06	2.30E-03	6.49E-03	5.61E-08	6.69E-05	7.06E-03	6.10E-08	7.28E-05
Hong Po Road	L001_1	0800-0900	5.11E-02	4.42E-07	5.27E-04	2.53E-01	2.18E-06	2.61E-03	7.01E-03	6.06E-08	7.23E-05	7.64E-03	6.60E-08	7.88E-05
Hong Po Road	L001_1	0900-1000	8.74E-02	6.97E-07	8.32E-04	3.91E-01	3.11E-06	3.72E-03	9.18E-03	7.32E-08	8.73E-05	1.00E-02	7.99E-08	9.53E-05
Hong Po Road	L001_1	1000-1100	8.84E-02	5.87E-07	7.01E-04	3.74E-01	2.49E-06	2.97E-03	9.01E-03	5.99E-08	7.14E-05	9.81E-03	6.52E-08	7.78E-05
Hong Po Road	L001_1	1100-1200	9.96E-02	6.62E-07	7.90E-04	4.22E-01	2.80E-06	3.35E-03	1.01E-02	6.69E-08	7.98E-05	1.10E-02	7.28E-08	8.69E-05
Hong Po Road	L001_1	1200-1300	8.97E-02	5.36E-07	6.40E-04	3.77E-01	2.25E-06	2.69E-03	9.43E-03	5.64E-08	6.73E-05	1.03E-02	6.14E-08	7.33E-05
Hong Po Road	L001_1	1300-1400	7.02E-02	4.20E-07	5.01E-04	3.27E-01	1.96E-06	2.34E-03	8.44E-03	5.05E-08	6.02E-05	9.21E-03	5.51E-08	6.57E-05
Hong Po Road	L001_1	1400-1500	9.35E-02	6.21E-07	7.42E-04	3.99E-01	2.65E-06	3.16E-03	9.65E-03	6.41E-08	7.65E-05	1.05E-02	6.99E-08	8.34E-05
Hong Po Road	L001_1	1500-1600	9.20E-02	6.72E-07	8.02E-04	3.79E-01	2.77E-06	3.30E-03	9.19E-03	6.72E-08	8.02E-05	1.00E-02	7.33E-08	8.75E-05
Hong Po Road	L001_1	1600-1700	1.04E-01	9.68E-07	1.15E-03	4.22E-01	3.92E-06	4.68E-03	1.03E-02	9.56E-08	1.14E-04	1.12E-02	1.04E-07	1.24E-04
Hong Po Road	L001_1	1700-1800	7.66E-02	7.64E-07	9.12E-04	3.39E-01	3.38E-06	4.03E-03	8.93E-03	8.90E-08	1.06E-04	9.75E-03	9.72E-08	1.16E-04
Hong Po Road	L001_1	1800-1900	6.28E-02	6.26E-07	7.47E-04	3.08E-01	3.07E-06	3.66E-03	8.50E-03	8.47E-08	1.01E-04	9.29E-03	9.26E-08	1.11E-04
Hong Po Road	L001_1	1900-2000	3.88E-02	2.84E-07	3.39E-04	2.09E-01	1.53E-06	1.82E-03	6.34E-03	4.63E-08	5.53E-05	6.95E-03	5.08E-08	6.06E-05
Hong Po Road	L001_1	2000-2100	3.71E-02	2.47E-07	2.95E-04	2.03E-01	1.35E-06	1.61E-03	5.97E-03	3.97E-08	4.73E-05	6.52E-03	4.34E-08	5.17E-05
Hong Po Road	L001_1	2100-2200	2.71E-02	1.98E-07	2.37E-04	1.67E-01	1.22E-06	1.45E-03	5.32E-03	3.89E-08	4.64E-05	5.85E-03	4.28E-08	5.10E-05
Hong Po Road	L001_1	2200-2300	2.39E-02	1.11E-07	1.33E-04	1.57E-01	7.30E-07	8.71E-04	5.20E-03	2.42E-08	2.89E-05	5.70E-03	2.65E-08	3.17E-05
Hong Po Road	L001_1	2300-0000	2.55E-02	8.47E-08	1.01E-04	1.67E-01	5.53E-07	6.60E-04	5.12E-03	1.70E-08	2.03E-05	5.63E-03	1.87E-08	2.23E-05
Hong Po Road	L001_2	0000-0100	2.75E-02	1.24E-07	9.80E-05	1.88E-01	8.49E-07	6.71E-04	5.32E-03	2.40E-08	1.90E-05	5.86E-03	2.65E-08	2.09E-05
Hong Po Road	L001_2	0100-0200	4.85E-02	1.10E-07	8.65E-05	2.63E-01	5.94E-07	4.69E-04	5.98E-03	1.35E-08	1.07E-05	6.54E-03	1.48E-08	1.17E-05
Hong Po Road	L001_2	0200-0300	4.22E-02	9.52E-08	7.52E-05	2.56E-01	5.79E-07	4.57E-04	5.83E-03	1.32E-08	1.04E-05	6.38E-03	1.44E-08	1.14E-05
Hong Po Road	L001_2	0300-0400	6.79E-02	1.53E-07	1.21E-04	3.14E-01	7.09E-07	5.60E-04	6.41E-03	1.45E-08	1.14E-05	6.99E-03	1.58E-08	1.25E-05
Hong Po Road	L001_2	0400-0500	6.04E-02	1.37E-07	1.08E-04	2.79E-01	6.29E-07	4.97E-04	6.67E-03	1.51E-08	1.19E-05	7.30E-03	1.65E-08	1.30E-05
Hong Po Road	L001_2	0500-0600	6.82E-02	1.54E-07	1.22E-04	3.26E-01	7.37E-07	5.82E-04	7.64E-03	1.72E-08	1.36E-05	8.33E-03	1.88E-08	1.49E-05
Hong Po Road	L001_2	0600-0700	6.25E-02	4.24E-07	3.35E-04	2.77E-01	1.88E-06	1.48E-03	7.82E-03	5.30E-08	4.19E-05	8.57E-03	5.80E-08	4.58E-05
Hong Po Road	L001_2	0700-0800	4.17E-02	6.12E-07	4.83E-04	2.23E-01	3.28E-06	2.59E-03	6.49E-03	9.53E-08	7.52E-05	7.06E-03	1.04E-07	8.19E-05
Hong Po Road	L001_2	0800-0900	5.11E-02	7.51E-07	5.93E-04	2.53E-01	3.71E-06	2.93E-03	7.01E-03	1.03E-07	8.13E-05	7.64E-03	1.12E-07	8.85E-05
Hong Po Road	L001_2	0900-1000	8.74E-02	1.18E-06	9.36E-04	3.91E-01	5.29E-06	4.18E-03	9.18E-03	1.24E-07	9.82E-05	1.00E-02	1.36E-07	1.07E-04
Hong Po Road	L001_2	1000-1100	8.84E-02	9.98E-07	7.88E-04	3.74E-01	4.23E-06	3.34E-03	9.01E-03	1.02E-07	8.03E-05	9.81E-03	1.11E-07	8.75E-05
Hong Po Road	L001_2	1100-1200	9.96E-02	1.12E-06	8.88E-04	4.22E-01	4.76E-06	3.76E-03	1.01E-02	1.14E-07	8.97E-05	1.10E-02	1.24E-07	9.77E-05
Hong Po Road	L001_2	1200-1300	8.97E-02	9.11E-07	7.20E-04	3.77E-01	3.83E-06	3.02E-03	9.43E-03	9.58E-08	7.56E-05	1.03E-02	1.04E-07	8.24E-05
Hong Po Road	L001_2	1300-1400	7.02E-02	7.14E-07	5.64E-04	3.27E-01	3.33E-06	2.63E-03	8.44E-03	8.57E-08	6.77E-05	9.21E-03	9.36E-08	7.39E-05
Hong Po Road	L001_2	1400-1500	9.35E-02	1.06E-06	8.34E-04	3.99E-01	4.50E-06	3.56E-03	9.65E-03	1.09E-07	8.61E-05	1.05E-02	1.19E-07	9.38E-05
Hong Po Road	L001_2	1500-1600	9.20E-02	1.14E-06	9.02E-04	3.79E-01	4.70E-06	3.71E-03	9.19E-03	1.14E-07	9.01E-05	1.00E-02	1.25E-07	9.84E-05
Hong Po Road	L001_2	1600-1700	1.04E-01	1.64E-06	1.30E-03	4.22E-01	6.66E-06	5.26E-03	1.03E-02	1.62E-07	1.28E-04	1.12E-02	1.77E-07	1.40E-04
Hong Po Road	L001_2	1700-1800	7.66E-02	1.30E-06	1.02E-03	3.39E-01	5.74E-06	4.53E-03	8.93E-03	1.51E-07	1.19E-04	9.75E-03	1.65E-07	1.30E-04
Hong Po Road	L001_2	1800-1900	6.28E-02	1.06E-06	8.40E-04	3.08E-01	5.22E-06	4.12E-03	8.50E-03	1.44E-07	1.14E-04	9.29E-03	1.57E-07	1.24E-04
Hong Po Road	L001_2	1900-2000	3.88E-02	4.82E-07	3.81E-04	2.09E-01	2.59E-06	2.05E-03	6.34E-03	7.88E-08	6.22E-05	6.95E-03	8.63E-08	6.82E-05
Hong Po Road	L001_2	2000-2100	3.71E-02	4.19E-07	3.31E-04	2.03E-01	2.30E-06	1.81E-03	5.97E-03	6.74E-08	5.32E-05	6.52E-03	7.37E-08	5.82E-05
Hong Po Road	L001_2	2100-2200	2.71E-02	3.37E-07	2.66E-04	1.67E-01	2.07E-06	1.63E-03	5.32E-03	6.61E-08	5.22E-05	5.85E-03	7.27E-08	5.74E-05
Hong Po Road	L001_2	2200-2300	2.39E-02	1.89E-07	1.49E-04	1.57E-01	1.24E-06	9.80E-04	5.20E-03	4.11E-08	3.24E-05	5.70E-03	4.51E-08	3.56E-05
Hong Po Road	L001_2	2300-0000	2.55E-02	1.44E-07	1.14E-04	1.67E-01	9.40E-07	7.42E-04	5.12E-03	2.89E-08	2.28E-05	5.63E-03	3.18E-08	2.51E-05
Hong Po Road	L001_3	0000-0100	2.75E-02	1.44E-07	9.86E-05	1.88E-01	9.86E-07	6.74E-04	5.32E-03	2.79E-08	1.91E-05	5.86E-03	3.07E-08	2.10E-05
Hong Po Road	L001_3	0100-0200	4.85E-02	1.27E-07	8.70E-05	2.63E-01	6.90E-07	4.72E-04	5.98E-03	1.57E-08	1.07E-05	6.54E-03	1.71E-08	1.17E-05
Hong Po Road	L001_3	0200-0300	4.22E-02	1.11E-07	7.56E-05	2.56E-01	6.72E-07	4.60E-04	5.83E-03	1.53E-08	1.04E-05	6.38E-03	1.67E-08	1.14E-05
Hong Po Road	L001_3	0300-0400	6.79E-02	1.78E-07	1.22E-04	3.14E-01	8.23E-07	5.63E-04	6.41E-03	1.68E-08	1.15E-05	6.99E-03	1.83E-08	1.25E-05
Hong Po Road	L001_3	0400-0500	6.04E-02	1.58E-07	1.08E-04	2.79E-01	7.30E-07	4.99E-04	6.67E-03	1.75E-08	1.20E-05	7.30E-03	1.91E-08	1.31E-05
Hong Po Road	L001_3	0500-0600	6.82E-02	1.79E-07	1.22E-04	3.26E-01	8.55E-07	5.85E-04	7.64E-03	2.00E-08	1.37E-05	8.33E-03	2.18E-08	1.49E-05
Hong Po Road	L001_3	0600-0700	6.25E-02	4.92E-07	3.36E-04	2.77E-01	2.18E-06	1.49E-03	7.82E-03	6.15E-08	4.21E-05	8.57E-03	6.73E-08	4.61E-05
Hong Po Road	L001_3	0700-0800	4.17E-02	7.10E-07	4.86E-04	2.23E-01	3.81E-06	2.60E-03	6.49E-03	1.11E-07	7.56E-05	7.06E-03	1.20E-07	8.23E-05
Hong Po Road	L001_3	0800-0900	5.11E-02	8.71E-07	5.96E-04	2.53E-01	4.31E-06	2.95E-03	7.01E-03	1.19E-07	8.17E-05	7.64E-03	1.30E-07	8.90E-05
Hong Po Road	L001_3	0900-1000	8.74E-02	1.37E-06	9.41E-04	3.91E-01	6.14E-06	4.20E-03	9.18E-03	1.44E-07	9.87E-05	1.00E-02	1.57E-07	1.08E-04
Hong Po Road	L001_3	1000-1100	8.84E-02	1.16E-06	7.93E-04	3.74E-01	4.90E-06	3.36E-03	9.01E-03	1.18E-07	8.08E-05	9.81E-03	1.29E-07	8.79E-05
Hong Po Road	L001_3	1100-1200	9.96E-02	1.31E-06	8.93E-04	4.22E-01	5.53E-06	3.78E-03	1.01E-02	1.32E-07	9.02E-05	1.10E-02	1.44E-07	9.83E-05
Hong Po Road	L001_3	1200-1300	8.97E-02	1.06E-06	7.24E-04	3.77E-01	4.44E-06	3.04E-03	9.43E-03	1.11E-07	7.61E-05	1.03E-02	1.21E-07	8.29E-05
Hong Po Road	L001_3	1300-1400	7.02E-02	8.28E-07	5.67E-04	3.27E-01	3.86E-06	2.64E-03	8.44E-03	9.95E-08	6.81E-05	9.21E-03	1.09E-07	7.43E-05
Hong Po Road	L001_3	1400-1500	9.35E-02	1.23E-06	8.38E-04	3.99E-01	5.23E-06	3.58E-03	9.65E-03	1.26E-07	8.65E-05	1.05E-02	1.38E-07	9.43E-05
Hong Po Road	L001_3	1500-1600	9.20E-02	1.33E-06	9.07E-04	3.79E-01	5.46E-06	3.73E-03	9.19E-03	1.32E-07	9.06E-05	1.00E-02	1.45E-07	9.89E-05
Hong Po Road	L001_3	1600-1700	1.04E-01	1.91E-06	1.31E-03	4.22E-01	7.73E-06	5.29E-03	1.03E-02	1.89E-07	1.29E-04	1.12E-02	2.05E-07	1.40E-04
Hong Po Road	L001_3	1700-1800	7.66E-02	1.51E-06	1.03E-03	3.39E-01	6.66E-06	4.56E-03	8.93E-03	1.75E-07	1.20E-04	9.75E-03	1.92E-07	1.31E-04
Hong Po Road	L001_3	1800-1900	6.28E-02	1.23E-06	8.44E-04	3.08E-01	6.05E-06	4.14E-03	8.50E-03	1.67E-07	1.14E-04	9.29E-03	1.83E-07	1.25E-04
Hong Po Road	L001_3	1900-2000	3.88E-02	5.59E-07	3.83E-04	2.09E-01	3.01E-06	2.06E-03	6.34E-03	9.14E-08	6.25E-05	6.95E-03	1.00E-07	6.86E-05
Hong Po Road	L001_3	2000-2100	3.71E-02	4.87E-07	3.33E-04	2.03E-01	2.66E-06	1.82E-03	5.97E-03	7.82E-08	5.35E-05	6.52E-03	8.55E-08	5.85E-05
Hong Po Road	L001_3	2100-2200	2.71E-02	3.91E-07	2.68E-04	1.67E-01	2.40E-06	1.64E-03	5.32E-03	7.67E-08	5.25E-05	5.85E-03	8.43E-08	5.77E-05
Hong Po Road	L001_3	2200-2300	2.39E-02	2.19E-07	1.50E-04	1.57E-01	1.44E-06	9.85E-04	5.20E-03	4.77E-08	3.26E-05	5.70E-03	5.23E-08	3.58E-05
Hong Po Road	L001_3	2300-0000	2.55E-02	1.67E-07	1.14E-04	1.67E-01	1.09E-06	7.46E-04	5.12E-03	3.35E-08	2.29E-05	5.63E-03	3.69E-08	2.52E-05
Hong Po Road	L002	0000-0100	2.39E-02	7.45E-08	2.56E-04	1.93E-01	6.01E-07	2.06E-03	4.99E-03	1.56E-08	5.35E-05	5.48E-03	1.71E-08	5.87E-05
Hong Po Road	L002	0100-0200	5.85E-02	1.37E-07	4.70E-04	3.11E-01	7.29E-07	2.50E-03	6.60E-03	1.54E-08	5.30E-05	7.21E-03	1.69E-08	5.80E-05
Hong Po Road	L002	0200-0300	4.24E-02	6.61E-08	2.27E-04	2.66E-01	4.16E-07	1.43E-03	5.43E-03	8.47E-09	2.91E-05	5.92E-03	9.25E-09	3.17E-05
Hong Po Road	L002	0300-0400	5.33E-02	8.32E-08	2.86E-04	2.99E-01	4.67E-07	1.60E-03	5.72E-03	8.93E-09	3.07E-05	6.23E-03	9.72E-09	3.34E-05
Hong Po Road	L002	0400-0500	4.70E-02	7.33E-08	2.52E-04	2.60E-01	4.06E-07	1.39E-03	5.86E-03	9.15E-09	3.14E-05	6.40E-03	9.99E-09	3.43E-05
Hong Po Road	L002	0500-0600	9.59E-02	2.24E-07	7.71E-04	4.46E-01	1.04E-06	3.59E-03	9.90E-03	2.32E-08	7.96E-05	1.08E-02	2.53E-08	8.68E-05
Hong Po Road	L002	0600-0700	1.10E-01	7.70E-07	2.64E-03	4.51E-01	3.17E-06	1.09E-02	1.13E-02	7.96E-08	2.73E-04	1.24E-02	8.68E-08	2.98E-04
Hong Po Road	L002	0700-0800	7.86E-02	1.29E-06	4.42E-03	3.66E-01	5.99E-06	2.06E-02	9.46E-03	1.55E-07	5.32E-04	1.03E-02	1.69E-07	5.81E-04
Hong Po Road	L002	0800-0900	7.67E-02	1.20E-06	4.11E-03	3.54E-01	5.52E-06	1.90E-02	9.08E-03	1.42E-07	4.86E-04	9.92E-03	1.55E-07	5.32E-04
Hong Po Road	L002	0900-1000	9.73E-02	1.06E-06	3.65E-03	4.48E-01	4.89E-06	1.68E-02	1.02E-02	1.11E-07	3.81E-04	1.10E-02	1.21E-07	4.14E-04
Hong Po Road	L002	1000-1100	8.84E-02	8.28E-07	2.84E-03	3.96E-01	3.71E-06	1.27E-02	9.19E-03	8.61E-08	2.95E-04	1.00E-02	9.39E-08	3.22E-04
Hong Po Road	L002	1100-1200	1.15E-01	1.08E-06	3.69E-03	5.00E-01	4.69E-06	1.61E-02	1.14E-02	1.07E-07	3.67E-04	1.24E-02	1.16E-07	4.00E-04
Hong Po Road	L002	1200-1300	1.06E-01	9.12E-07	3.13E-03	4.57E-01	3.92E-06	1.35E-02	1.09E-02	9.35E-08	3.21E-04	1.19E-02	1.02E-07	3.50E-04
Hong Po Road	L002	1300-1400	8.55E-02	7.34E-07	2.52E-03	3.94E-01	3.38E-06	1.16E-02	9.50E-03	8.15E-08	2.80E-04	1.04E-02	8.90E-08	3.06E-04
Hong Po Road	L002	1400-1500	1.05E-01	9.80E-07	3.36E-03	4.54E-01	4.25E-06	1.46E-02	1.06E-02	9.90E-08	3.40E-04	1.15E-02	1.08E-07	3.71E-04
Hong Po Road	L002	1500-1600	1.09E-01	1.10E-06	3.79E-03	4.59E-01	4.65E-06	1.60E-02	1.08E-02	1.09E-07	3.75E-04	1.17E-02	1.19E-07	4.08E-04
Hong Po Road	L002	1600-1700	7.90E-02	6.78E-07	2.33E-03	3.60E-01	3.09E-06	1.06E-02	8.63E-03	7.41E-08	2.54E-04	9.40E-03	8.07E-08	2.77E-04
Hong Po Road	L002	1700-1800	6.06E-02	6.15E-07	2.11E-03	3.05E-01	3.10E-06	1.06E-02	7.75E-03	7.87E-08	2.70E-04	8.44E-03	8.56E-08	2.94E-04
Hong Po Road	L002	1800-1900	4.61E-02	4.32E-07	1.48E-03	2.57E-01	2.41E-06	8.27E-03	6.83E-03	6.40E-08	2.20E-04	7.47E-03	7.00E-08	2.40E-04
Hong Po Road	L002	1900-2000	7.09E-02	7.19E-07	2.47E-03	3.27E-01	3.32E-06	1.14E-02	8.67E-03	8.80E-08	3.02E-04	9.43E-03	9.57E-08	3.29E-04
Hong Po Road	L002	2000-2100	3.99E-02	3.43E-07	1.18E-03	2.26E-01	1.94E-06	6.67E-03	6.17E-03	5.30E-08	1.82E-04	6.76E-03	5.80E-08	1.99E-04
Hong Po Road	L002	2100-2200	3.66E-02	3.72E-07	1.28E-03	2.11E-01	2.14E-06	7.34E-03	6.02E-03	6.11E-08	2.10E-04	6.56E-03	6.66E-08	2.29E-04
Hong Po Road	L002	2200-2300	3.08E-02	1.92E-07	6.60E-04	1.89E-01	1.18E-06	4.04E-03	5.63E-03	3.51E-08	1.21E-04	6.16E-03	3.85E-08	1.32E-04
Hong Po Road	L002	2300-0000	2.99E-02	1.40E-07	4.81E-04	1.91E-01	8.95E-07	3.07E-03	5.20E-03	2.43E-08	8.35E-05	5.69E-03	2.67E-08	9.15E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Tsing Lun Road	L003_1	0000-0100	3.03E-02	1.77E-07	2.90E-04	4.74E-01	2.77E-06	4.54E-03	2.13E-02	1.25E-07	2.04E-04	2.33E-02	1.36E-07	2.23E-04
Tsing Lun Road	L003_1	0100-0200	3.70E-02	1.73E-07	2.83E-04	5.48E-01	2.56E-06	4.20E-03	2.37E-02	1.11E-07	1.82E-04	2.58E-02	1.21E-07	1.98E-04
Tsing Lun Road	L003_1	0200-0300	2.82E-02	9.90E-08	1.62E-04	4.85E-01	1.70E-06	2.79E-03	2.03E-02	7.12E-08	1.17E-04	2.21E-02	7.75E-08	1.27E-04
Tsing Lun Road	L003_1	0300-0400	3.63E-02	8.49E-08	1.39E-04	4.99E-01	1.17E-06	1.91E-03	1.93E-02	4.52E-08	7.40E-05	2.10E-02	4.92E-08	8.05E-05
Tsing Lun Road	L003_1	0400-0500	3.58E-02	1.26E-07	2.06E-04	5.21E-01	1.83E-06	2.99E-03	2.28E-02	7.99E-08	1.31E-04	2.48E-02	8.70E-08	1.43E-04
Tsing Lun Road	L003_1	0500-0600	7.09E-02	3.32E-07	5.43E-04	8.66E-01	4.05E-06	6.64E-03	4.14E-02	1.93E-07	3.17E-04	4.50E-02	2.10E-07	3.45E-04
Tsing Lun Road	L003_1	0600-0700	7.01E-02	7.37E-07	1.21E-03	5.51E-01	5.80E-06	9.50E-03	2.23E-02	2.34E-07	3.84E-04	2.43E-02	2.55E-07	4.18E-04
Tsing Lun Road	L003_1	0700-0800	4.56E-02	9.59E-07	1.57E-03	4.50E-01	9.46E-06	1.55E-02	1.88E-02	3.95E-07	6.47E-04	2.04E-02	4.30E-07	7.04E-04
Tsing Lun Road	L003_1	0800-0900	4.18E-02	8.32E-07	1.36E-03	3.79E-01	7.53E-06	1.23E-02	1.39E-02	2.76E-07	4.52E-04	1.51E-02	3.01E-07	4.93E-04
Tsing Lun Road	L003_1	0900-1000	7.58E-02	1.24E-06	2.03E-03	6.29E-01	1.03E-05	1.69E-02	2.45E-02	4.01E-07	6.57E-04	2.66E-02	4.36E-07	7.14E-04
Tsing Lun Road	L003_1	1000-1100	5.91E-02	7.60E-07	1.25E-03	5.32E-01	6.84E-06	1.12E-02	2.08E-02	2.67E-07	4.37E-04	2.26E-02	2.91E-07	4.76E-04
Tsing Lun Road	L003_1	1100-1200	7.00E-02	9.00E-07	1.48E-03	5.96E-01	7.66E-06	1.25E-02	2.34E-02	3.01E-07	4.93E-04	2.55E-02	3.28E-07	5.37E-04
Tsing Lun Road	L003_1	1200-1300	6.98E-02	8.97E-07	1.47E-03	5.76E-01	7.41E-06	1.21E-02	2.32E-02	2.99E-07	4.89E-04	2.53E-02	3.25E-07	5.33E-04
Tsing Lun Road	L003_1	1300-1400	5.47E-02	7.03E-07	1.15E-03	5.21E-01	6.70E-06	1.10E-02	2.09E-02	2.69E-07	4.41E-04	2.28E-02	2.94E-07	4.81E-04
Tsing Lun Road	L003_1	1400-1500	7.97E-02	1.12E-06	1.83E-03	5.73E-01	8.04E-06	1.32E-02	2.11E-02	2.96E-07	4.85E-04	2.30E-02	3.22E-07	5.28E-04
Tsing Lun Road	L003_1	1500-1600	7.79E-02	1.18E-06	1.94E-03	6.22E-01	9.45E-06	1.55E-02	2.44E-02	3.71E-07	6.08E-04	2.66E-02	4.04E-07	6.61E-04
Tsing Lun Road	L003_1	1600-1700	8.16E-02	1.24E-06	2.03E-03	5.50E-01	8.35E-06	1.37E-02	1.97E-02	2.99E-07	4.89E-04	2.14E-02	3.25E-07	5.33E-04
Tsing Lun Road	L003_1	1700-1800	5.46E-02	8.94E-07	1.46E-03	4.53E-01	7.41E-06	1.21E-02	1.75E-02	2.87E-07	4.70E-04	1.92E-02	3.13E-07	5.13E-04
Tsing Lun Road	L003_1	1800-1900	4.97E-02	8.13E-07	1.33E-03	4.49E-01	7.35E-06	1.20E-02	1.84E-02	3.01E-07	4.94E-04	2.01E-02	3.29E-07	5.39E-04
Tsing Lun Road	L003_1	1900-2000	7.14E-02	1.08E-06	1.78E-03	5.71E-01	8.67E-06	1.42E-02	2.37E-02	3.60E-07	5.90E-04	2.58E-02	3.92E-07	6.43E-04
Tsing Lun Road	L003_1	2000-2100	4.09E-02	5.74E-07	9.41E-04	4.70E-01	6.59E-06	1.08E-02	2.09E-02	2.93E-07	4.80E-04	2.28E-02	3.20E-07	5.24E-04
Tsing Lun Road	L003_1	2100-2200	3.38E-02	5.14E-07	8.42E-04	4.21E-01	6.41E-06	1.05E-02	1.92E-02	2.92E-07	4.79E-04	2.10E-02	3.18E-07	5.22E-04
Tsing Lun Road	L003_1	2200-2300	3.55E-02	3.74E-07	6.12E-04	4.54E-01	4.78E-06	7.83E-03	2.10E-02	2.21E-07	3.62E-04	2.29E-02	2.41E-07	3.95E-04
Tsing Lun Road	L003_1	2300-0000	3.45E-02	2.42E-07	3.97E-04	4.73E-01	3.32E-06	5.44E-03	2.18E-02	1.53E-07	2.51E-04	2.38E-02	1.67E-07	2.73E-04
Tsing Lun Road	L003_2	0000-0100	3.03E-02	1.01E-07	1.32E-04	4.74E-01	1.58E-06	2.06E-03	2.13E-02	7.11E-08	9.29E-05	2.33E-02	7.76E-08	1.01E-04
Tsing Lun Road	L003_2	0100-0200	3.70E-02	9.86E-08	1.29E-04	5.48E-01	1.46E-06	1.91E-03	2.37E-02	6.32E-08	8.26E-05	2.58E-02	6.88E-08	8.99E-05
Tsing Lun Road	L003_2	0200-0300	2.82E-02	5.64E-08	7.37E-05	4.85E-01	9.69E-07	1.27E-03	2.03E-02	4.06E-08	5.30E-05	2.21E-02	4.42E-08	5.77E-05
Tsing Lun Road	L003_2	0300-0400	3.63E-02	4.84E-08	6.33E-05	4.99E-01	6.65E-07	8.69E-04	1.93E-02	2.57E-08	3.36E-05	2.10E-02	2.80E-08	3.66E-05
Tsing Lun Road	L003_2	0400-0500	3.58E-02	7.15E-08	9.35E-05	5.21E-01	1.04E-06	1.36E-03	2.28E-02	4.55E-08	5.95E-05	2.48E-02	4.96E-08	6.48E-05
Tsing Lun Road	L003_2	0500-0600	7.09E-02	1.89E-07	2.47E-04	8.66E-01	2.31E-06	3.02E-03	4.14E-02	1.10E-07	1.44E-04	4.50E-02	1.20E-07	1.57E-04
Tsing Lun Road	L003_2	0600-0700	7.01E-02	4.20E-07	5.49E-04	5.51E-01	3.30E-06	4.32E-03	2.23E-02	1.33E-07	1.74E-04	2.43E-02	1.45E-07	1.90E-04
Tsing Lun Road	L003_2	0700-0800	4.56E-02	5.46E-07	7.14E-04	4.50E-01	5.39E-06	7.05E-03	1.88E-02	2.25E-07	2.94E-04	2.04E-02	2.45E-07	3.20E-04
Tsing Lun Road	L003_2	0800-0900	4.18E-02	4.74E-07	6.19E-04	3.79E-01	4.29E-06	5.61E-03	1.39E-02	1.57E-07	2.06E-04	1.51E-02	1.71E-07	2.24E-04
Tsing Lun Road	L003_2	0900-1000	7.58E-02	7.07E-07	9.24E-04	6.29E-01	5.86E-06	7.66E-03	2.45E-02	2.28E-07	2.99E-04	2.66E-02	2.48E-07	3.25E-04
Tsing Lun Road	L003_2	1000-1100	5.91E-02	4.33E-07	5.66E-04	5.32E-01	3.90E-06	5.09E-03	2.08E-02	1.52E-07	1.99E-04	2.26E-02	1.66E-07	2.16E-04
Tsing Lun Road	L003_2	1100-1200	7.00E-02	5.13E-07	6.71E-04	5.96E-01	4.36E-06	5.70E-03	2.34E-02	1.71E-07	2.24E-04	2.55E-02	1.87E-07	2.44E-04
Tsing Lun Road	L003_2	1200-1300	6.98E-02	5.11E-07	6.68E-04	5.76E-01	4.22E-06	5.52E-03	2.32E-02	1.70E-07	2.22E-04	2.53E-02	1.85E-07	2.42E-04
Tsing Lun Road	L003_2	1300-1400	5.47E-02	4.01E-07	5.24E-04	5.21E-01	3.82E-06	4.99E-03	2.09E-02	1.53E-07	2.01E-04	2.28E-02	1.67E-07	2.19E-04
Tsing Lun Road	L003_2	1400-1500	7.97E-02	6.37E-07	8.33E-04	5.73E-01	4.58E-06	5.99E-03	2.11E-02	1.69E-07	2.20E-04	2.30E-02	1.84E-07	2.40E-04
Tsing Lun Road	L003_2	1500-1600	7.79E-02	6.75E-07	8.82E-04	6.22E-01	5.38E-06	7.04E-03	2.44E-02	2.11E-07	2.76E-04	2.66E-02	2.30E-07	3.01E-04
Tsing Lun Road	L003_2	1600-1700	8.16E-02	7.06E-07	9.23E-04	5.50E-01	4.76E-06	6.22E-03	1.97E-02	1.70E-07	2.22E-04	2.14E-02	1.85E-07	2.42E-04
Tsing Lun Road	L003_2	1700-1800	5.46E-02	5.09E-07	6.66E-04	4.53E-01	4.22E-06	5.52E-03	1.75E-02	1.64E-07	2.14E-04	1.92E-02	1.79E-07	2.33E-04
Tsing Lun Road	L003_2	1800-1900	4.97E-02	4.64E-07	6.06E-04	4.49E-01	4.19E-06	5.48E-03	1.84E-02	1.72E-07	2.24E-04	2.01E-02	1.88E-07	2.45E-04
Tsing Lun Road	L003_2	1900-2000	7.14E-02	6.18E-07	8.08E-04	5.71E-01	4.94E-06	6.46E-03	2.37E-02	2.05E-07	2.68E-04	2.58E-02	2.24E-07	2.92E-04
Tsing Lun Road	L003_2	2000-2100	4.09E-02	3.27E-07	4.28E-04	4.70E-01	3.76E-06	4.91E-03	2.09E-02	1.67E-07	2.18E-04	2.28E-02	1.82E-07	2.38E-04
Tsing Lun Road	L003_2	2100-2200	3.38E-02	2.93E-07	3.83E-04	4.21E-01	3.65E-06	4.77E-03	1.92E-02	1.67E-07	2.18E-04	2.10E-02	1.81E-07	2.37E-04
Tsing Lun Road	L003_2	2200-2300	3.55E-02	2.13E-07	2.78E-04	4.54E-01	2.72E-06	3.56E-03	2.10E-02	1.26E-07	1.65E-04	2.29E-02	1.37E-07	1.79E-04
Tsing Lun Road	L003_2	2300-0000	3.45E-02	1.38E-07	1.80E-04	4.73E-01	1.89E-06	2.47E-03	2.18E-02	8.71E-08	1.14E-04	2.38E-02	9.51E-08	1.24E-04
Tsing Lun Road	L004	0000-0100	2.39E-02	1.50E-07	4.59E-04	3.43E-01	2.15E-06	6.58E-03	1.32E-02	8.31E-08	2.54E-04	1.45E-02	9.08E-08	2.77E-04
Tsing Lun Road	L004	0100-0200	3.35E-02	1.50E-07	4.59E-04	4.18E-01	1.88E-06	5.73E-03	1.50E-02	6.74E-08	2.06E-04	1.64E-02	7.35E-08	2.25E-04
Tsing Lun Road	L004	0200-0300	2.46E-02	8.82E-08	2.69E-04	3.51E-01	1.26E-06	3.85E-03	1.14E-02	4.11E-08	1.26E-04	1.25E-02	4.48E-08	1.37E-04
Tsing Lun Road	L004	0300-0400	3.66E-02	9.86E-08	3.01E-04	3.95E-01	1.06E-06	3.25E-03	1.23E-02	3.31E-08	1.01E-04	1.34E-02	3.60E-08	1.10E-04
Tsing Lun Road	L004	0400-0500	3.26E-02	1.17E-07	3.58E-04	3.76E-01	1.35E-06	4.13E-03	1.34E-02	4.81E-08	1.47E-04	1.46E-02	5.24E-08	1.60E-04
Tsing Lun Road	L004	0500-0600	5.54E-02	2.49E-07	7.59E-04	6.13E-01	2.75E-06	8.41E-03	2.58E-02	1.16E-07	3.54E-04	2.81E-02	1.26E-07	3.85E-04
Tsing Lun Road	L004	0600-0700	5.66E-02	6.60E-07	2.02E-03	3.79E-01	4.42E-06	1.35E-02	1.31E-02	1.52E-07	4.65E-04	1.42E-02	1.66E-07	5.08E-04
Tsing Lun Road	L004	0700-0800	4.19E-02	1.02E-06	3.11E-03	3.39E-01	8.21E-06	2.51E-02	1.16E-02	2.81E-07	8.58E-04	1.26E-02	3.06E-07	9.36E-04
Tsing Lun Road	L004	0800-0900	4.62E-02	1.08E-06	3.29E-03	3.31E-01	7.72E-06	2.36E-02	9.93E-03	2.32E-07	7.08E-04	1.08E-02	2.53E-07	7.72E-04
Tsing Lun Road	L004	0900-1000	5.72E-02	9.75E-07	2.98E-03	4.69E-01	8.00E-06	2.44E-02	1.59E-02	2.72E-07	8.31E-04	1.74E-02	2.96E-07	9.05E-04
Tsing Lun Road	L004	1000-1100	5.44E-02	8.30E-07	2.54E-03	4.30E-01	6.56E-06	2.00E-02	1.42E-02	2.16E-07	6.61E-04	1.54E-02	2.36E-07	7.20E-04
Tsing Lun Road	L004	1100-1200	5.82E-02	8.37E-07	2.56E-03	4.51E-01	6.47E-06	1.98E-02	1.53E-02	2.20E-07	6.73E-04	1.67E-02	2.40E-07	7.33E-04
Tsing Lun Road	L004	1200-1300	5.80E-02	7.81E-07	2.38E-03	4.38E-01	5.90E-06	1.80E-02	1.56E-02	2.10E-07	6.43E-04	1.70E-02	2.29E-07	7.00E-04
Tsing Lun Road	L004	1300-1400	5.10E-02	6.87E-07	2.10E-03	4.09E-01	5.51E-06	1.68E-02	1.41E-02	1.90E-07	5.80E-04	1.54E-02	2.07E-07	6.32E-04
Tsing Lun Road	L004	1400-1500	5.69E-02	8.17E-07	2.50E-03	4.19E-01	6.01E-06	1.84E-02	1.38E-02	1.98E-07	6.06E-04	1.50E-02	2.16E-07	6.60E-04
Tsing Lun Road	L004	1500-1600	5.76E-02	9.32E-07	2.85E-03	4.46E-01	7.21E-06	2.20E-02	1.57E-02	2.53E-07	7.73E-04	1.70E-02	2.75E-07	8.42E-04
Tsing Lun Road	L004	1600-1700	5.83E-02	9.42E-07	2.88E-03	4.55E-01	7.36E-06	2.25E-02	1.53E-02	2.47E-07	7.53E-04	1.66E-02	2.69E-07	8.21E-04
Tsing Lun Road	L004	1700-1800	4.56E-02	8.19E-07	2.50E-03	4.10E-01	7.36E-06	2.25E-02	1.44E-02	2.58E-07	7.89E-04	1.57E-02	2.82E-07	8.62E-04
Tsing Lun Road	L004	1800-1900	3.94E-02	7.07E-07	2.16E-03	3.99E-01	7.16E-06	2.19E-02	1.49E-02	2.68E-07	8.20E-04	1.63E-02	2.93E-07	8.96E-04
Tsing Lun Road	L004	1900-2000	3.95E-02	6.39E-07	1.95E-03	3.65E-01	5.89E-06	1.80E-02	1.46E-02	2.36E-07	7.20E-04	1.59E-02	2.57E-07	7.84E-04
Tsing Lun Road	L004	2000-2100	3.34E-02	5.10E-07	1.56E-03	3.50E-01	5.35E-06	1.63E-02	1.36E-02	2.07E-07	6.32E-04	1.48E-02	2.26E-07	6.89E-04
Tsing Lun Road	L004	2100-2200	2.45E-02	4.17E-07	1.28E-03	3.03E-01	5.18E-06	1.58E-02	1.23E-02	2.10E-07	6.41E-04	1.34E-02	2.29E-07	7.00E-04
Tsing Lun Road	L004	2200-2300	2.43E-02	2.62E-07	8.01E-04	3.07E-01	3.31E-06	1.01E-02	1.27E-02	1.37E-07	4.19E-04	1.39E-02	1.50E-07	4.59E-04
Tsing Lun Road	L004	2300-0000	2.62E-02	2.12E-07	6.47E-04	3.41E-01	2.75E-06	8.41E-03	1.36E-02	1.10E-07	3.36E-04	1.49E-02	1.20E-07	3.67E-04
Access road to Siu Hong Station	L005	0000-0100	3.48E-02	6.84E-08	4.31E-04	3.40E-01	6.69E-07	4.21E-03	4.97E-03	9.78E-09	6.15E-05	5.45E-03	1.07E-08	6.74E-05
Access road to Siu Hong Station	L005	0100-0200	3.16E-02	3.11E-08	1.95E-04	3.36E-01	3.31E-07	2.08E-03	3.98E-03	3.92E-09	2.46E-05	4.37E-03	4.29E-09	2.70E-05
Access road to Siu Hong Station	L005	0200-0300	2.48E-02	2.44E-08	1.53E-04	3.14E-01	3.08E-07	1.94E-03	3.96E-03	3.89E-09	2.45E-05	4.38E-03	4.31E-09	2.71E-05
Access road to Siu Hong Station	L005	0300-0400	2.24E-02	2.21E-08	1.39E-04	3.01E-01	2.96E-07	1.86E-03	3.33E-03	3.28E-09	2.06E-05	3.71E-03	3.65E-09	2.29E-05
Access road to Siu Hong Station	L005	0400-0500	2.37E-02	2.33E-08	1.47E-04	2.96E-01	2.92E-07	1.83E-03	3.90E-03	3.83E-09	2.41E-05	4.32E-03	4.25E-09	2.67E-05
Access road to Siu Hong Station	L005	0500-0600	1.11E-01	1.10E-07	6.89E-04	1.26E+00	1.24E-06	7.82E-03	5.58E-02	5.49E-08	3.45E-04	6.07E-02	5.97E-08	3.76E-04
Access road to Siu Hong Station	L005	0600-0700	1.60E-01	4.72E-07	2.97E-03	8.85E-01	2.61E-06	1.64E-02	2.89E-02	8.52E-08	5.36E-04	3.14E-02	9.26E-08	5.83E-04
Access road to Siu Hong Station	L005	0700-0800	1.22E-01	6.00E-07	3.78E-03	8.81E-01	4.33E-06	2.73E-02	2.96E-02	1.46E-07	9.17E-04	3.22E-02	1.58E-07	9.97E-04
Access road to Siu Hong Station	L005	0800-0900	1.34E-01	6.59E-07	4.15E-03	7.72E-01	3.80E-06	2.39E-02	2.26E-02	1.11E-07	6.99E-04	2.46E-02	1.21E-07	7.60E-04
Access road to Siu Hong Station	L005	0900-1000	1.52E-01	6.00E-07	3.77E-03	1.18E+00	4.63E-06	2.91E-02	4.06E-02	1.60E-07	1.00E-03	4.41E-02	1.74E-07	1.09E-03
Access road to Siu Hong Station	L005	1000-1100	1.35E-01	5.33E-07	3.35E-03	1.04E+00	4.11E-06	2.58E-02	3.50E-02	1.38E-07	8.67E-04	3.81E-02	1.50E-07	9.42E-04
Access road to Siu Hong Station	L005	1100-1200	1.51E-01	5.95E-07	3.75E-03	1.16E+00	4.54E-06	2.86E-02	3.93E-02	1.54E-07	9.72E-04	4.27E-02	1.68E-07	1.06E-03
Access road to Siu Hong Station	L005	1200-1300	1.40E-01	4.13E-07	2.60E-03	1.04E+00	3.07E-06	1.93E-02	3.71E-02	1.10E-07	6.89E-04	4.04E-02	1.19E-07	7.49E-04
Access road to Siu Hong Station	L005	1300-1400	1.09E-01	3.23E-07	2.03E-03	9.20E-01	2.71E-06	1.71E-02	3.24E-02	9.57E-08	6.02E-04	3.53E-02	1.04E-07	6.55E-04
Access road to Siu Hong Station	L005	1400-1500	1.88E-01	7.40E-07	4.65E-03	1.15E+00	4.51E-06	2.84E-02	3.58E-02	1.41E-07	8.85E-04	3.89E-02	1.53E-07	9.63E-04
Access road to Siu Hong Station	L005	1500-1600	1.53E-01	6.03E-07	3.80E-03	1.15E+00	4.54E-06	2.86E-02	4.02E-02	1.58E-07	9.95E-04	4.37E-02	1.72E-07	1.08E-03
Access road to Siu Hong Station	L005	1600-1700	1.16E-01	4.55E-07	2.86E-03	1.00E+00	3.94E-06	2.48E-02	3.51E-02	1.38E-07	8.68E-04	3.81E-02	1.50E-07	9.44E-04
Access road to Siu Hong Station	L005	1700-1800	8.85E-02	3.48E-07	2.19E-03	9.21E-01	3.62E-06	2.28E-02	3.37E-02	1.32E-07	8.33E-04	3.66E-02	1.44E-07	9.06E-04
Access road to Siu Hong Station	L005	1800-1900	8.13E-02	3.20E-07	2.01E-03	9.17E-01	3.61E-06	2.27E-02	3.51E-02	1.38E-07	8.69E-04	3.82E-02	1.50E-07	9.45E-04
Access road to Siu Hong Station	L005	1900-2000	1.51E-01	5.94E-07	3.73E-03	1.13E+00	4.44E-06	2.79E-02	4.09E-02	1.61E-07	1.01E-03	4.45E-02	1.75E-07	1.10E-03
Access road to Siu Hong Station	L005	2000-2100	7.58E-02	2.24E-07	1.41E-03	8.43E-01	2.49E-06	1.57E-02	3.35E-02	9.90E-08	6.22E-04	3.65E-02	1.08E-07	6.77E-04
Access road to Siu Hong Station	L005	2100-2200	7.91E-02	3.11E-07	1.96E-03	8.49E-01	3.34E-06	2.10E-02	3.28E-02	1.29E-07	8.13E-04	3.57E-02	1.41E-07	8.84E-04
Access road to Siu Hong Station	L005	2200-2300	6.52E-02	1.92E-07	1.21E-03	8.23E-01	2.43E-06	1.53E-02	3.41E-02	1.01E-07	6.33E-04	3.71E-02	1.09E-07	6.89E-04
Access road to Siu Hong Station	L005	2300-0000	5.36E-02	1.05E-07	6.63E-04	7.65E-01	1.50E-06	9.47E-03	3.16E-02	6.22E-08	3.91E-04	3.44E-02	6.76E-08	4.26E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Access road to Siu Hong Station	L006	0000-0100	5.34E-02	5.42E-08	3.39E-04	3.63E-01	3.68E-07	2.31E-03	8.06E-03	8.18E-09	5.12E-05	8.89E-03	9.02E-09	5.64E-05
Access road to Siu Hong Station	L006	0100-0200	6.49E-02	6.58E-08	4.12E-04	4.02E-01	4.08E-07	2.55E-03	7.64E-03	7.76E-09	4.85E-05	8.39E-03	8.51E-09	5.33E-05
Access road to Siu Hong Station	L006	0200-0300	3.17E-02	3.21E-08	2.01E-04	3.10E-01	3.14E-07	1.97E-03	5.56E-03	5.64E-09	3.53E-05	6.17E-03	6.26E-09	3.92E-05
Access road to Siu Hong Station	L006	0300-0400	3.71E-02	3.77E-08	2.36E-04	3.29E-01	3.33E-07	2.09E-03	6.16E-03	6.25E-09	3.91E-05	6.87E-03	6.97E-09	4.36E-05
Access road to Siu Hong Station	L006	0400-0500	5.41E-02	5.49E-08	3.44E-04	3.20E-01	3.25E-07	2.03E-03	7.13E-03	7.23E-09	4.52E-05	7.87E-03	7.99E-09	5.00E-05
Access road to Siu Hong Station	L006	0500-0600	1.96E-01	1.99E-07	1.25E-03	1.75E+00	1.78E-06	1.11E-02	7.97E-02	8.09E-08	5.06E-04	8.67E-02	8.80E-08	5.50E-04
Access road to Siu Hong Station	L006	0600-0700	2.28E-01	4.62E-07	2.89E-03	1.14E+00	2.32E-06	1.45E-02	4.18E-02	8.48E-08	5.31E-04	4.54E-02	9.22E-08	5.77E-04
Access road to Siu Hong Station	L006	0700-0800	1.53E-01	6.20E-07	3.88E-03	1.03E+00	4.18E-06	2.62E-02	3.86E-02	1.57E-07	9.80E-04	4.19E-02	1.70E-07	1.07E-03
Access road to Siu Hong Station	L006	0800-0900	1.48E-01	6.03E-07	3.77E-03	8.31E-01	3.37E-06	2.11E-02	2.87E-02	1.17E-07	7.30E-04	3.13E-02	1.27E-07	7.94E-04
Access road to Siu Hong Station	L006	0900-1000	2.04E-01	6.21E-07	3.89E-03	1.36E+00	4.13E-06	2.59E-02	5.01E-02	1.53E-07	9.55E-04	5.45E-02	1.66E-07	1.04E-03
Access road to Siu Hong Station	L006	1000-1100	1.43E-01	4.36E-07	2.73E-03	1.11E+00	3.38E-06	2.11E-02	4.32E-02	1.32E-07	8.23E-04	4.70E-02	1.43E-07	8.95E-04
Access road to Siu Hong Station	L006	1100-1200	1.84E-01	5.61E-07	3.51E-03	1.31E+00	3.97E-06	2.49E-02	4.90E-02	1.49E-07	9.33E-04	5.33E-02	1.62E-07	1.02E-03
Access road to Siu Hong Station	L006	1200-1300	1.79E-01	5.46E-07	3.42E-03	1.26E+00	3.84E-06	2.40E-02	4.81E-02	1.46E-07	9.16E-04	5.23E-02	1.59E-07	9.96E-04
Access road to Siu Hong Station	L006	1300-1400	1.39E-01	2.83E-07	1.77E-03	1.05E+00	2.13E-06	1.33E-02	4.10E-02	8.32E-08	5.21E-04	4.46E-02	9.06E-08	5.67E-04
Access road to Siu Hong Station	L006	1400-1500	2.25E-01	6.85E-07	4.29E-03	1.29E+00	3.91E-06	2.45E-02	4.42E-02	1.34E-07	8.41E-04	4.80E-02	1.46E-07	9.15E-04
Access road to Siu Hong Station	L006	1500-1600	2.04E-01	6.21E-07	3.89E-03	1.35E+00	4.12E-06	2.58E-02	5.02E-02	1.53E-07	9.56E-04	5.46E-02	1.66E-07	1.04E-03
Access road to Siu Hong Station	L006	1600-1700	1.69E-01	5.15E-07	3.22E-03	1.15E+00	3.49E-06	2.19E-02	4.25E-02	1.29E-07	8.10E-04	4.63E-02	1.41E-07	8.81E-04
Access road to Siu Hong Station	L006	1700-1800	1.01E-01	3.06E-07	1.92E-03	9.66E-01	2.94E-06	1.84E-02	3.89E-02	1.18E-07	7.40E-04	4.23E-02	1.29E-07	8.05E-04
Access road to Siu Hong Station	L006	1800-1900	1.29E-01	3.93E-07	2.46E-03	1.07E+00	3.26E-06	2.04E-02	4.35E-02	1.32E-07	8.28E-04	4.73E-02	1.44E-07	9.01E-04
Access road to Siu Hong Station	L006	1900-2000	2.48E-01	7.54E-07	4.72E-03	1.44E+00	4.37E-06	2.74E-02	5.15E-02	1.57E-07	9.81E-04	5.60E-02	1.71E-07	1.07E-03
Access road to Siu Hong Station	L006	2000-2100	1.11E-01	3.39E-07	2.12E-03	1.08E+00	3.29E-06	2.06E-02	4.60E-02	1.40E-07	8.76E-04	5.00E-02	1.52E-07	9.53E-04
Access road to Siu Hong Station	L006	2100-2200	1.08E-01	3.28E-07	2.05E-03	1.02E+00	3.10E-06	1.94E-02	4.33E-02	1.32E-07	8.25E-04	4.71E-02	1.43E-07	8.98E-04
Access road to Siu Hong Station	L006	2200-2300	1.03E-01	2.10E-07	1.31E-03	1.04E+00	2.11E-06	1.32E-02	4.60E-02	9.34E-08	5.85E-04	5.01E-02	1.02E-07	6.36E-04
Access road to Siu Hong Station	L006	2300-0000	1.09E-01	2.20E-07	1.38E-03	1.10E+00	2.24E-06	1.40E-02	4.84E-02	9.82E-08	6.15E-04	5.27E-02	1.07E-07	6.69E-04
Lam Tei Interchange	L007	0000-0100	1.99E-02	1.34E-07	3.44E-04	2.89E-01	1.94E-06	5.00E-03	1.16E-02	7.78E-08	2.00E-04	1.26E-02	8.46E-08	2.18E-04
Lam Tei Interchange	L007	0100-0200	2.91E-02	1.52E-07	3.92E-04	3.55E-01	1.86E-06	4.78E-03	1.45E-02	7.61E-08	1.96E-04	1.58E-02	8.28E-08	2.13E-04
Lam Tei Interchange	L007	0200-0300	2.27E-02	8.48E-08	2.18E-04	3.12E-01	1.17E-06	3.00E-03	1.19E-02	4.45E-08	1.14E-04	1.29E-02	4.83E-08	1.24E-04
Lam Tei Interchange	L007	0300-0400	2.59E-02	7.76E-08	2.00E-04	3.09E-01	9.24E-07	2.38E-03	1.13E-02	3.37E-08	8.66E-05	1.22E-02	3.66E-08	9.41E-05
Lam Tei Interchange	L007	0400-0500	2.81E-02	1.05E-07	2.70E-04	3.32E-01	1.24E-06	3.20E-03	1.38E-02	5.16E-08	1.33E-04	1.50E-02	5.61E-08	1.44E-04
Lam Tei Interchange	L007	0500-0600	4.74E-02	2.13E-07	5.47E-04	5.33E-01	2.39E-06	6.15E-03	2.57E-02	1.15E-07	2.97E-04	2.79E-02	1.25E-07	3.22E-04
Lam Tei Interchange	L007	0600-0700	5.14E-02	7.31E-07	1.88E-03	3.64E-01	5.17E-06	1.33E-02	1.54E-02	2.19E-07	5.64E-04	1.68E-02	2.39E-07	6.14E-04
Lam Tei Interchange	L007	0700-0800	5.16E-02	1.51E-06	3.87E-03	4.12E-01	1.20E-05	3.09E-02	1.48E-02	4.33E-07	1.11E-03	1.62E-02	4.71E-07	1.21E-03
Lam Tei Interchange	L007	0800-0900	4.84E-02	1.37E-06	3.53E-03	3.59E-01	1.02E-05	2.62E-02	1.15E-02	3.27E-07	8.42E-04	1.25E-02	3.56E-07	9.15E-04
Lam Tei Interchange	L007	0900-1000	6.03E-02	1.31E-06	3.37E-03	4.92E-01	1.07E-05	2.74E-02	1.79E-02	3.88E-07	9.97E-04	1.94E-02	4.21E-07	1.08E-03
Lam Tei Interchange	L007	1000-1100	5.03E-02	9.02E-07	2.32E-03	4.11E-01	7.37E-06	1.90E-02	1.46E-02	2.62E-07	6.74E-04	1.59E-02	2.85E-07	7.32E-04
Lam Tei Interchange	L007	1100-1200	5.93E-02	1.06E-06	2.74E-03	4.52E-01	8.11E-06	2.09E-02	1.71E-02	3.08E-07	7.91E-04	1.86E-02	3.34E-07	8.60E-04
Lam Tei Interchange	L007	1200-1300	5.41E-02	8.90E-07	2.29E-03	4.06E-01	6.67E-06	1.72E-02	1.65E-02	2.72E-07	6.98E-04	1.80E-02	2.95E-07	7.59E-04
Lam Tei Interchange	L007	1300-1400	4.58E-02	7.53E-07	1.94E-03	3.77E-01	6.21E-06	1.60E-02	1.43E-02	2.35E-07	6.04E-04	1.55E-02	2.55E-07	6.57E-04
Lam Tei Interchange	L007	1400-1500	5.98E-02	1.07E-06	2.76E-03	4.24E-01	7.61E-06	1.96E-02	1.56E-02	2.80E-07	7.20E-04	1.70E-02	3.04E-07	7.83E-04
Lam Tei Interchange	L007	1500-1600	6.20E-02	1.25E-06	3.22E-03	4.70E-01	9.49E-06	2.44E-02	1.79E-02	3.62E-07	9.31E-04	1.95E-02	3.93E-07	1.01E-03
Lam Tei Interchange	L007	1600-1700	5.23E-02	1.02E-06	2.61E-03	3.88E-01	7.54E-06	1.94E-02	1.37E-02	2.66E-07	6.85E-04	1.49E-02	2.89E-07	7.43E-04
Lam Tei Interchange	L007	1700-1800	3.98E-02	8.64E-07	2.22E-03	3.38E-01	7.33E-06	1.88E-02	1.17E-02	2.54E-07	6.54E-04	1.27E-02	2.76E-07	7.11E-04
Lam Tei Interchange	L007	1800-1900	3.44E-02	7.47E-07	1.92E-03	3.24E-01	7.02E-06	1.81E-02	1.16E-02	2.52E-07	6.47E-04	1.26E-02	2.74E-07	7.04E-04
Lam Tei Interchange	L007	1900-2000	4.75E-02	9.59E-07	2.47E-03	3.90E-01	7.87E-06	2.02E-02	1.61E-02	3.26E-07	8.38E-04	1.75E-02	3.54E-07	9.11E-04
Lam Tei Interchange	L007	2000-2100	2.99E-02	5.37E-07	1.38E-03	3.28E-01	5.88E-06	1.51E-02	1.28E-02	2.30E-07	5.91E-04	1.39E-02	2.50E-07	6.42E-04
Lam Tei Interchange	L007	2100-2200	2.66E-02	5.38E-07	1.38E-03	3.02E-01	6.09E-06	1.57E-02	1.18E-02	2.38E-07	6.12E-04	1.28E-02	2.59E-07	6.66E-04
Lam Tei Interchange	L007	2200-2300	2.19E-02	2.78E-07	7.15E-04	2.77E-01	3.52E-06	9.06E-03	1.18E-02	1.50E-07	3.86E-04	1.28E-02	1.63E-07	4.19E-04
Lam Tei Interchange	L007	2300-0000	2.12E-02	1.91E-07	4.90E-04	2.91E-01	2.61E-06	6.71E-03	1.22E-02	1.10E-07	2.82E-04	1.33E-02	1.19E-07	3.07E-04
Ng Lau Road	L008	0000-0100	2.18E-02	5.60E-08	1.31E-04	2.26E-01	5.81E-07	1.36E-03	5.58E-03	1.43E-08	3.34E-05	6.16E-03	1.58E-08	3.69E-05
Ng Lau Road	L008	0100-0200	5.20E-02	1.34E-07	3.12E-04	3.52E-01	9.04E-07	2.11E-03	7.20E-03	1.85E-08	4.31E-05	7.90E-03	2.03E-08	4.73E-05
Ng Lau Road	L008	0200-0300	1.68E-02	2.16E-08	5.04E-05	2.24E-01	2.87E-07	6.70E-04	3.87E-03	4.97E-09	1.16E-05	4.24E-03	5.44E-09	1.27E-05
Ng Lau Road	L008	0300-0400	1.53E-02	1.97E-08	4.58E-05	2.17E-01	2.79E-07	6.50E-04	3.43E-03	4.41E-09	1.03E-05	3.76E-03	4.83E-09	1.13E-05
Ng Lau Road	L008	0400-0500	2.19E-02	2.81E-08	6.55E-05	2.10E-01	2.70E-07	6.30E-04	4.37E-03	5.61E-09	1.31E-05	4.78E-03	6.14E-09	1.43E-05
Ng Lau Road	L008	0500-0600	8.85E-02	2.27E-07	5.30E-04	4.73E-01	1.21E-06	2.83E-03	1.00E-02	2.57E-08	6.00E-05	1.09E-02	2.81E-08	6.55E-05
Ng Lau Road	L008	0600-0700	8.15E-02	4.19E-07	9.76E-04	4.18E-01	2.15E-06	5.01E-03	1.08E-02	5.57E-08	1.30E-04	1.19E-02	6.10E-08	1.42E-04
Ng Lau Road	L008	0700-0800	6.11E-02	6.28E-07	1.46E-03	4.09E-01	4.20E-06	9.81E-03	1.05E-02	1.08E-07	2.52E-04	1.15E-02	1.18E-07	2.75E-04
Ng Lau Road	L008	0800-0900	6.48E-02	6.65E-07	1.55E-03	4.42E-01	4.54E-06	1.06E-02	1.07E-02	1.10E-07	2.57E-04	1.17E-02	1.20E-07	2.80E-04
Ng Lau Road	L008	0900-1000	1.05E-01	9.41E-07	2.19E-03	6.03E-01	5.42E-06	1.26E-02	1.31E-02	1.18E-07	2.75E-04	1.43E-02	1.29E-07	3.00E-04
Ng Lau Road	L008	1000-1100	7.70E-02	5.93E-07	1.38E-03	4.78E-01	3.68E-06	8.58E-03	1.06E-02	8.19E-08	1.91E-04	1.16E-02	8.93E-08	2.08E-04
Ng Lau Road	L008	1100-1200	9.46E-02	7.28E-07	1.70E-03	5.32E-01	4.10E-06	9.56E-03	1.20E-02	9.27E-08	2.16E-04	1.31E-02	1.01E-07	2.36E-04
Ng Lau Road	L008	1200-1300	9.07E-02	6.98E-07	1.63E-03	4.81E-01	3.70E-06	8.64E-03	1.19E-02	9.15E-08	2.13E-04	1.29E-02	9.97E-08	2.33E-04
Ng Lau Road	L008	1300-1400	7.43E-02	5.72E-07	1.33E-03	4.51E-01	3.47E-06	8.10E-03	1.06E-02	8.15E-08	1.90E-04	1.16E-02	8.90E-08	2.08E-04
Ng Lau Road	L008	1400-1500	9.79E-02	7.54E-07	1.76E-03	5.38E-01	4.14E-06	9.67E-03	1.25E-02	9.59E-08	2.24E-04	1.36E-02	1.05E-07	2.44E-04
Ng Lau Road	L008	1500-1600	9.20E-02	7.09E-07	1.65E-03	4.94E-01	3.80E-06	8.88E-03	1.16E-02	8.94E-08	2.08E-04	1.26E-02	9.74E-08	2.27E-04
Ng Lau Road	L008	1600-1700	1.07E-01	1.09E-06	2.55E-03	5.60E-01	5.75E-06	1.34E-02	1.36E-02	1.39E-07	3.25E-04	1.47E-02	1.51E-07	3.53E-04
Ng Lau Road	L008	1700-1800	8.98E-02	1.04E-06	2.42E-03	5.31E-01	6.13E-06	1.43E-02	1.33E-02	1.53E-07	3.58E-04	1.45E-02	1.67E-07	3.90E-04
Ng Lau Road	L008	1800-1900	8.68E-02	1.11E-06	2.60E-03	5.27E-01	6.76E-06	1.58E-02	1.33E-02	1.71E-07	3.99E-04	1.45E-02	1.86E-07	4.35E-04
Ng Lau Road	L008	1900-2000	7.59E-02	6.82E-07	1.59E-03	4.16E-01	3.74E-06	8.71E-03	1.14E-02	1.02E-07	2.38E-04	1.24E-02	1.11E-07	2.60E-04
Ng Lau Road	L008	2000-2100	3.92E-02	3.02E-07	7.05E-04	2.99E-01	2.31E-06	5.38E-03	7.93E-03	6.11E-08	1.42E-04	8.66E-03	6.67E-08	1.56E-04
Ng Lau Road	L008	2100-2200	3.32E-02	2.98E-07	6.96E-04	2.72E-01	2.44E-06	5.70E-03	7.86E-03	7.06E-08	1.65E-04	8.59E-03	7.72E-08	1.80E-04
Ng Lau Road	L008	2200-2300	3.37E-02	2.16E-07	5.05E-04	2.50E-01	1.60E-06	3.74E-03	7.25E-03	4.65E-08	1.09E-04	7.93E-03	5.09E-08	1.19E-04
Ng Lau Road	L008	2300-0000	1.94E-02	7.48E-08	1.75E-04	1.99E-01	7.64E-07	1.78E-03	5.57E-03	2.14E-08	5.00E-05	6.13E-03	2.36E-08	5.51E-05
Ng Lau Road	L009	0000-0100	3.24E-02	7.75E-08	2.43E-04	2.40E-01	5.73E-07	1.80E-03	6.31E-03	1.51E-08	4.74E-05	6.98E-03	1.67E-08	5.23E-05
Ng Lau Road	L009	0100-0200	7.51E-02	1.80E-07	5.63E-04	3.84E-01	9.19E-07	2.88E-03	8.05E-03	1.93E-08	6.04E-05	8.82E-03	2.11E-08	6.62E-05
Ng Lau Road	L009	0200-0300	5.27E-02	6.30E-08	1.98E-04	3.08E-01	3.68E-07	1.15E-03	6.13E-03	7.33E-09	2.30E-05	6.70E-03	8.00E-09	2.51E-05
Ng Lau Road	L009	0300-0400	5.77E-02	6.90E-08	2.16E-04	3.17E-01	3.79E-07	1.19E-03	6.13E-03	7.33E-09	2.30E-05	6.70E-03	8.00E-09	2.51E-05
Ng Lau Road	L009	0400-0500	4.30E-02	5.13E-08	1.61E-04	2.48E-01	2.96E-07	9.28E-04	5.26E-03	6.28E-09	1.97E-05	5.74E-03	6.87E-09	2.15E-05
Ng Lau Road	L009	0500-0600	1.22E-01	2.91E-07	9.12E-04	5.46E-01	1.31E-06	4.10E-03	1.20E-02	2.86E-08	8.99E-05	1.31E-02	3.12E-08	9.80E-05
Ng Lau Road	L009	0600-0700	1.58E-01	7.57E-07	2.38E-03	6.27E-01	3.00E-06	9.40E-03	1.57E-02	7.50E-08	2.35E-04	1.71E-02	8.20E-08	2.57E-04
Ng Lau Road	L009	0700-0800	1.78E-01	1.91E-06	6.00E-03	7.70E-01	8.29E-06	2.60E-02	2.00E-02	2.15E-07	6.75E-04	2.17E-02	2.34E-07	7.34E-04
Ng Lau Road	L009	0800-0900	1.75E-01	1.88E-06	5.90E-03	7.62E-01	8.19E-06	2.57E-02	1.92E-02	2.06E-07	6.47E-04	2.09E-02	2.25E-07	7.04E-04
Ng Lau Road	L009	0900-1000	1.78E-01	1.49E-06	4.68E-03	7.58E-01	6.34E-06	1.99E-02	1.73E-02	1.45E-07	4.55E-04	1.89E-02	1.58E-07	4.96E-04
Ng Lau Road	L009	1000-1100	1.37E-01	9.85E-07	3.09E-03	5.95E-01	4.27E-06	1.34E-02	1.37E-02	9.83E-08	3.08E-04	1.49E-02	1.07E-07	3.36E-04
Ng Lau Road	L009	1100-1200	1.67E-01	1.20E-06	3.76E-03	7.05E-01	5.06E-06	1.59E-02	1.65E-02	1.18E-07	3.70E-04	1.79E-02	1.29E-07	4.03E-04
Ng Lau Road	L009	1200-1300	1.39E-01	8.29E-07	2.60E-03	5.68E-01	3.39E-06	1.06E-02	1.41E-02	8.40E-08	2.64E-04	1.53E-02	9.16E-08	2.87E-04
Ng Lau Road	L009	1300-1400	1.08E-01	6.47E-07	2.03E-03	5.02E-01	3.00E-06	9.40E-03	1.22E-02	7.31E-08	2.29E-04	1.34E-02	7.98E-08	2.50E-04
Ng Lau Road	L009	1400-1500	1.74E-01	1.25E-06	3.91E-03	7.07E-01	5.07E-06	1.59E-02	1.67E-02	1.20E-07	3.76E-04	1.82E-02	1.31E-07	4.10E-04
Ng Lau Road	L009	1500-1600	1.66E-01	1.19E-06	3.74E-03	6.61E-01	4.74E-06	1.49E-02	1.58E-02	1.13E-07	3.55E-04	1.72E-02	1.23E-07	3.87E-04
Ng Lau Road	L009	1600-1700	1.08E-01	9.01E-07	2.83E-03	4.87E-01	4.08E-06	1.28E-02	1.25E-02	1.05E-07	3.29E-04	1.37E-02	1.15E-07	3.60E-04
Ng Lau Road	L009	1700-1800	6.29E-02	5.27E-07	1.65E-03	3.49E-01	2.92E-06	9.16E-03	1.01E-02	8.42E-08	2.64E-04	1.10E-02	9.23E-08	2.90E-04
Ng Lau Road	L009	1800-1900	5.40E-02	4.52E-07	1.42E-03	3.23E-01	2.70E-06	8.48E-03	9.67E-03	8.09E-08	2.54E-04	1.06E-02	8.88E-08	2.79E-04
Ng Lau Road	L009	1900-2000	1.41E-01	1.18E-06	3.69E-03	5.86E-01	4.90E-06	1.54E-02	1.56E-02	1.30E-07	4.09E-04	1.70E-02	1.42E-07	4.46E-04
Ng Lau Road	L009	2000-2100	6.72E-02	4.82E-07	1.51E-03	3.58E-01	2.57E-06	8.06E-03	9.68E-03	6.94E-08	2.18E-04	1.06E-02	7.59E-08	2.38E-04
Ng Lau Road	L009	2100-2200	5.65E-02	4.72E-07	1.48E-03	3.19E-01	2.67E-06	8.36E-03	9.43E-03	7.89E-08	2.48E-04	1.03E-02	8.64E-08	2.71E-04
Ng Lau Road	L009	2200-2300	4.51E-02	2.16E-07	6.76E-04	2.60E-01	1.24E-06	3.90E-03	7.69E-03	3.68E-08	1.15E-04	8.47E-03	4.05E-08	1.27E-04
Ng Lau Road	L009	2300-0000	3.77E-02	1.35E-07	4.24E-04	2.39E-01	8.58E-07	2.69E-03	6.75E-03	2.42E-08	7.60E-05	7.44E-03	2.67E-08	8.37E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Lam Tei Interchange	L010	0000-0100	2.10E-02	1.81E-07	8.08E-04	2.96E-01	2.55E-06	1.14E-02	1.20E-02	1.03E-07	4.62E-04	1.30E-02	1.12E-07	5.02E-04
Lam Tei Interchange	L010	0100-0200	2.99E-02	1.72E-07	7.69E-04	3.59E-01	2.06E-06	9.23E-03	1.47E-02	8.42E-08	3.77E-04	1.60E-02	9.16E-08	4.10E-04
Lam Tei Interchange	L010	0200-0300	2.51E-02	1.20E-07	5.37E-04	3.19E-01	1.52E-06	6.82E-03	1.22E-02	5.83E-08	2.61E-04	1.32E-02	6.33E-08	2.83E-04
Lam Tei Interchange	L010	0300-0400	2.73E-02	1.05E-07	4.68E-04	3.13E-01	1.20E-06	5.36E-03	1.14E-02	4.36E-08	1.95E-04	1.24E-02	4.74E-08	2.12E-04
Lam Tei Interchange	L010	0400-0500	3.02E-02	1.45E-07	6.47E-04	3.36E-01	1.60E-06	7.18E-03	1.40E-02	6.70E-08	3.00E-04	1.52E-02	7.28E-08	3.26E-04
Lam Tei Interchange	L010	0500-0600	4.95E-02	2.84E-07	1.27E-03	5.47E-01	3.14E-06	1.41E-02	2.65E-02	1.52E-07	6.82E-04	2.89E-02	1.66E-07	7.41E-04
Lam Tei Interchange	L010	0600-0700	5.63E-02	1.02E-06	4.58E-03	3.74E-01	6.80E-06	3.04E-02	1.60E-02	2.91E-07	1.30E-03	1.74E-02	3.17E-07	1.42E-03
Lam Tei Interchange	L010	0700-0800	5.92E-02	2.21E-06	9.89E-03	4.30E-01	1.60E-05	7.18E-02	1.58E-02	5.88E-07	2.63E-03	1.71E-02	6.40E-07	2.86E-03
Lam Tei Interchange	L010	0800-0900	5.60E-02	2.03E-06	9.11E-03	3.76E-01	1.37E-05	6.12E-02	1.24E-02	4.51E-07	2.02E-03	1.35E-02	4.90E-07	2.19E-03
Lam Tei Interchange	L010	0900-1000	6.74E-02	1.80E-06	8.08E-03	5.10E-01	1.37E-05	6.12E-02	1.89E-02	5.05E-07	2.26E-03	2.05E-02	5.49E-07	2.46E-03
Lam Tei Interchange	L010	1000-1100	5.35E-02	1.18E-06	5.27E-03	4.06E-01	8.94E-06	4.00E-02	1.53E-02	3.36E-07	1.50E-03	1.66E-02	3.66E-07	1.64E-03
Lam Tei Interchange	L010	1100-1200	6.36E-02	1.40E-06	6.26E-03	4.50E-01	9.91E-06	4.43E-02	1.79E-02	3.94E-07	1.76E-03	1.95E-02	4.28E-07	1.92E-03
Lam Tei Interchange	L010	1200-1300	6.01E-02	1.27E-06	5.66E-03	4.26E-01	8.96E-06	4.01E-02	1.75E-02	3.69E-07	1.65E-03	1.91E-02	4.01E-07	1.79E-03
Lam Tei Interchange	L010	1300-1400	4.84E-02	9.72E-07	4.35E-03	3.81E-01	7.66E-06	3.43E-02	1.48E-02	2.97E-07	1.33E-03	1.61E-02	3.23E-07	1.45E-03
Lam Tei Interchange	L010	1400-1500	6.69E-02	1.54E-06	6.87E-03	4.41E-01	1.01E-05	4.53E-02	1.65E-02	3.80E-07	1.70E-03	1.80E-02	4.13E-07	1.85E-03
Lam Tei Interchange	L010	1500-1600	6.82E-02	1.70E-06	7.59E-03	4.79E-01	1.19E-05	5.33E-02	1.87E-02	4.64E-07	2.08E-03	2.03E-02	5.04E-07	2.26E-03
Lam Tei Interchange	L010	1600-1700	5.14E-02	1.13E-06	5.06E-03	3.74E-01	8.23E-06	3.69E-02	1.40E-02	3.08E-07	1.38E-03	1.52E-02	3.35E-07	1.50E-03
Lam Tei Interchange	L010	1700-1800	4.09E-02	1.02E-06	4.56E-03	3.43E-01	8.52E-06	3.81E-02	1.21E-02	3.02E-07	1.35E-03	1.32E-02	3.28E-07	1.47E-03
Lam Tei Interchange	L010	1800-1900	3.68E-02	9.15E-07	4.10E-03	3.37E-01	8.38E-06	3.75E-02	1.24E-02	3.08E-07	1.38E-03	1.35E-02	3.35E-07	1.50E-03
Lam Tei Interchange	L010	1900-2000	5.18E-02	1.29E-06	5.76E-03	3.97E-01	9.87E-06	4.42E-02	1.67E-02	4.17E-07	1.86E-03	1.82E-02	4.53E-07	2.03E-03
Lam Tei Interchange	L010	2000-2100	3.17E-02	6.99E-07	3.13E-03	3.26E-01	7.17E-06	3.21E-02	1.32E-02	2.91E-07	1.30E-03	1.44E-02	3.17E-07	1.42E-03
Lam Tei Interchange	L010	2100-2200	2.79E-02	6.95E-07	3.11E-03	3.06E-01	7.60E-06	3.40E-02	1.22E-02	3.03E-07	1.36E-03	1.32E-02	3.29E-07	1.47E-03
Lam Tei Interchange	L010	2200-2300	2.31E-02	3.76E-07	1.68E-03	2.87E-01	4.66E-06	2.09E-02	1.23E-02	2.00E-07	8.96E-04	1.34E-02	2.17E-07	9.74E-04
Lam Tei Interchange	L010	2300-0000	2.29E-02	2.63E-07	1.18E-03	3.00E-01	3.45E-06	1.54E-02	1.27E-02	1.46E-07	6.53E-04	1.38E-02	1.59E-07	7.10E-04
Lam Tei Interchange	L011	0000-0100	1.69E-02	1.58E-07	9.57E-04	2.35E-01	2.19E-06	1.33E-02	8.30E-03	7.75E-08	4.71E-04	9.02E-03	8.43E-08	5.12E-04
Lam Tei Interchange	L011	0100-0200	2.36E-02	1.54E-07	9.36E-04	2.87E-01	1.88E-06	1.14E-02	1.05E-02	6.90E-08	4.19E-04	1.15E-02	7.50E-08	4.56E-04
Lam Tei Interchange	L011	0200-0300	2.08E-02	1.17E-07	7.09E-04	2.57E-01	1.44E-06	8.77E-03	8.39E-03	4.71E-08	2.86E-04	9.13E-03	5.12E-08	3.11E-04
Lam Tei Interchange	L011	0300-0400	2.47E-02	9.23E-08	5.61E-04	2.68E-01	1.00E-06	6.08E-03	8.94E-03	3.34E-08	2.03E-04	9.72E-03	3.63E-08	2.21E-04
Lam Tei Interchange	L011	0400-0500	2.43E-02	1.14E-07	6.90E-04	2.63E-01	1.23E-06	7.45E-03	9.74E-03	4.55E-08	2.76E-04	1.06E-02	4.94E-08	3.00E-04
Lam Tei Interchange	L011	0500-0600	3.93E-02	2.57E-07	1.56E-03	4.27E-01	2.79E-06	1.69E-02	1.91E-02	1.25E-07	7.59E-04	2.08E-02	1.36E-07	8.25E-04
Lam Tei Interchange	L011	0600-0700	3.81E-02	6.40E-07	3.89E-03	2.63E-01	4.43E-06	2.69E-02	1.02E-02	1.72E-07	1.04E-03	1.11E-02	1.87E-07	1.13E-03
Lam Tei Interchange	L011	0700-0800	3.57E-02	1.30E-06	7.90E-03	2.98E-01	1.09E-05	6.60E-02	9.84E-03	3.59E-07	2.18E-03	1.07E-02	3.91E-07	2.37E-03
Lam Tei Interchange	L011	0800-0900	3.83E-02	1.36E-06	8.25E-03	2.86E-01	1.02E-05	6.18E-02	8.55E-03	3.04E-07	1.84E-03	9.30E-03	3.30E-07	2.01E-03
Lam Tei Interchange	L011	0900-1000	5.40E-02	1.56E-06	9.49E-03	4.29E-01	1.24E-05	7.54E-02	1.42E-02	4.10E-07	2.49E-03	1.54E-02	4.46E-07	2.71E-03
Lam Tei Interchange	L011	1000-1100	4.69E-02	1.14E-06	6.92E-03	3.60E-01	8.75E-06	5.31E-02	1.18E-02	2.88E-07	1.75E-03	1.29E-02	3.12E-07	1.90E-03
Lam Tei Interchange	L011	1100-1200	5.28E-02	1.28E-06	7.80E-03	3.85E-01	9.35E-06	5.68E-02	1.34E-02	3.26E-07	1.98E-03	1.46E-02	3.54E-07	2.15E-03
Lam Tei Interchange	L011	1200-1300	4.73E-02	1.06E-06	6.44E-03	3.44E-01	7.71E-06	4.68E-02	1.27E-02	2.85E-07	1.73E-03	1.38E-02	3.09E-07	1.88E-03
Lam Tei Interchange	L011	1300-1400	4.27E-02	9.58E-07	5.82E-03	3.34E-01	7.48E-06	4.54E-02	1.14E-02	2.56E-07	1.55E-03	1.24E-02	2.78E-07	1.69E-03
Lam Tei Interchange	L011	1400-1500	5.27E-02	1.33E-06	8.08E-03	3.69E-01	9.32E-06	5.66E-02	1.24E-02	3.12E-07	1.89E-03	1.34E-02	3.39E-07	2.06E-03
Lam Tei Interchange	L011	1500-1600	5.09E-02	1.38E-06	8.37E-03	3.76E-01	1.02E-05	6.18E-02	1.33E-02	3.60E-07	2.19E-03	1.44E-02	3.91E-07	2.38E-03
Lam Tei Interchange	L011	1600-1700	5.77E-02	1.78E-06	1.08E-02	4.04E-01	1.25E-05	7.57E-02	1.34E-02	4.14E-07	2.51E-03	1.46E-02	4.50E-07	2.73E-03
Lam Tei Interchange	L011	1700-1800	4.73E-02	1.63E-06	9.92E-03	3.66E-01	1.27E-05	7.69E-02	1.20E-02	4.16E-07	2.52E-03	1.31E-02	4.52E-07	2.75E-03
Lam Tei Interchange	L011	1800-1900	4.11E-02	1.42E-06	8.63E-03	3.54E-01	1.22E-05	7.43E-02	1.20E-02	4.13E-07	2.51E-03	1.30E-02	4.50E-07	2.73E-03
Lam Tei Interchange	L011	1900-2000	3.35E-02	9.07E-07	5.51E-03	2.91E-01	7.88E-06	4.79E-02	1.12E-02	3.04E-07	1.85E-03	1.22E-02	3.31E-07	2.01E-03
Lam Tei Interchange	L011	2000-2100	2.65E-02	6.69E-07	4.06E-03	2.78E-01	7.02E-06	4.26E-02	9.87E-03	2.49E-07	1.51E-03	1.07E-02	2.71E-07	1.64E-03
Lam Tei Interchange	L011	2100-2200	2.11E-02	5.91E-07	3.59E-03	2.43E-01	6.81E-06	4.14E-02	8.70E-03	2.44E-07	1.48E-03	9.47E-03	2.65E-07	1.61E-03
Lam Tei Interchange	L011	2200-2300	1.76E-02	3.12E-07	1.90E-03	2.17E-01	3.85E-06	2.34E-02	8.37E-03	1.49E-07	9.03E-04	9.09E-03	1.61E-07	9.80E-04
Lam Tei Interchange	L011	2300-0000	1.86E-02	2.44E-07	1.48E-03	2.35E-01	3.07E-06	1.87E-02	8.99E-03	1.18E-07	7.14E-04	9.76E-03	1.28E-07	7.75E-04
Slip road to Castle Peak Road - Lam Tei	L012	0000-0100	1.57E-02	6.58E-08	3.76E-04	1.61E-01	6.73E-07	3.85E-03	5.90E-03	2.47E-08	1.41E-04	6.42E-03	2.69E-08	1.54E-04
Slip road to Castle Peak Road - Lam Tei	L012	0100-0200	2.69E-02	8.46E-08	4.84E-04	2.11E-01	6.62E-07	3.79E-03	8.54E-03	2.68E-08	1.53E-04	9.28E-03	2.91E-08	1.67E-04
Slip road to Castle Peak Road - Lam Tei	L012	0200-0300	2.16E-02	4.53E-08	2.59E-04	1.92E-01	4.02E-07	2.30E-03	6.92E-03	1.45E-08	8.29E-05	7.52E-03	1.57E-08	9.01E-05
Slip road to Castle Peak Road - Lam Tei	L012	0300-0400	2.54E-02	5.32E-08	3.04E-04	1.83E-01	3.83E-07	2.19E-03	5.97E-03	1.25E-08	7.15E-05	6.49E-03	1.36E-08	7.77E-05
Slip road to Castle Peak Road - Lam Tei	L012	0400-0500	2.80E-02	5.86E-08	3.35E-04	2.14E-01	4.47E-07	2.56E-03	9.14E-03	1.91E-08	1.09E-04	9.93E-03	2.08E-08	1.19E-04
Slip road to Castle Peak Road - Lam Tei	L012	0500-0600	4.14E-02	1.30E-07	7.44E-04	2.89E-01	9.07E-07	5.19E-03	1.51E-02	4.74E-08	2.71E-04	1.64E-02	5.15E-08	2.95E-04
Slip road to Castle Peak Road - Lam Tei	L012	0600-0700	4.25E-02	2.23E-07	1.27E-03	2.36E-01	1.23E-06	7.05E-03	1.21E-02	6.32E-08	3.61E-04	1.31E-02	6.87E-08	3.93E-04
Slip road to Castle Peak Road - Lam Tei	L012	0700-0800	2.92E-02	2.44E-07	1.40E-03	1.84E-01	1.54E-06	8.83E-03	9.21E-03	7.71E-08	4.41E-04	1.00E-02	8.38E-08	4.80E-04
Slip road to Castle Peak Road - Lam Tei	L012	0800-0900	2.94E-02	2.46E-07	1.41E-03	1.67E-01	1.40E-06	7.99E-03	7.38E-03	6.18E-08	3.53E-04	8.02E-03	6.72E-08	3.84E-04
Slip road to Castle Peak Road - Lam Tei	L012	0900-1000	5.30E-02	6.10E-07	3.49E-03	2.61E-01	3.01E-06	1.72E-02	1.40E-02	1.61E-07	9.22E-04	1.52E-02	1.75E-07	1.00E-03
Slip road to Castle Peak Road - Lam Tei	L012	1000-1100	4.78E-02	4.51E-07	2.58E-03	2.34E-01	2.20E-06	1.26E-02	1.18E-02	1.11E-07	6.38E-04	1.29E-02	1.21E-07	6.93E-04
Slip road to Castle Peak Road - Lam Tei	L012	1100-1200	5.61E-02	5.88E-07	3.36E-03	2.79E-01	2.92E-06	1.67E-02	1.53E-02	1.60E-07	9.18E-04	1.67E-02	1.74E-07	9.97E-04
Slip road to Castle Peak Road - Lam Tei	L012	1200-1300	5.30E-02	4.99E-07	2.86E-03	2.56E-01	2.41E-06	1.38E-02	1.41E-02	1.33E-07	7.58E-04	1.53E-02	1.44E-07	8.24E-04
Slip road to Castle Peak Road - Lam Tei	L012	1300-1400	4.29E-02	3.59E-07	2.06E-03	2.25E-01	1.88E-06	1.08E-02	1.17E-02	9.80E-08	5.61E-04	1.27E-02	1.07E-07	6.10E-04
Slip road to Castle Peak Road - Lam Tei	L012	1400-1500	5.77E-02	6.04E-07	3.46E-03	2.66E-01	2.79E-06	1.60E-02	1.45E-02	1.52E-07	8.70E-04	1.58E-02	1.65E-07	9.45E-04
Slip road to Castle Peak Road - Lam Tei	L012	1500-1600	5.51E-02	6.34E-07	3.63E-03	2.64E-01	3.04E-06	1.74E-02	1.42E-02	1.63E-07	9.33E-04	1.54E-02	1.77E-07	1.01E-03
Slip road to Castle Peak Road - Lam Tei	L012	1600-1700	5.31E-02	8.89E-07	5.09E-03	2.35E-01	3.94E-06	2.26E-02	1.25E-02	2.09E-07	1.20E-03	1.36E-02	2.27E-07	1.30E-03
Slip road to Castle Peak Road - Lam Tei	L012	1700-1800	4.04E-02	7.19E-07	4.11E-03	2.00E-01	3.56E-06	2.04E-02	1.05E-02	1.87E-07	1.07E-03	1.14E-02	2.03E-07	1.16E-03
Slip road to Castle Peak Road - Lam Tei	L012	1800-1900	3.41E-02	6.06E-07	3.47E-03	1.82E-01	3.24E-06	1.85E-02	9.64E-03	1.72E-07	9.82E-04	1.05E-02	1.86E-07	1.07E-03
Slip road to Castle Peak Road - Lam Tei	L012	1900-2000	3.98E-02	4.17E-07	2.38E-03	2.17E-01	2.27E-06	1.30E-02	1.23E-02	1.29E-07	7.37E-04	1.34E-02	1.40E-07	8.01E-04
Slip road to Castle Peak Road - Lam Tei	L012	2000-2100	2.60E-02	2.18E-07	1.24E-03	1.65E-01	1.38E-06	7.91E-03	7.81E-03	6.54E-08	3.74E-04	8.49E-03	7.11E-08	4.07E-04
Slip road to Castle Peak Road - Lam Tei	L012	2100-2200	2.08E-02	1.95E-07	1.12E-03	1.45E-01	1.37E-06	7.82E-03	6.66E-03	6.27E-08	3.59E-04	7.24E-03	6.82E-08	3.90E-04
Slip road to Castle Peak Road - Lam Tei	L012	2200-2300	1.72E-02	1.08E-07	6.19E-04	1.44E-01	9.07E-07	5.19E-03	6.39E-03	4.01E-08	2.30E-04	6.95E-03	4.36E-08	2.50E-04
Slip road to Castle Peak Road - Lam Tei	L012	2300-0000	1.90E-02	9.92E-08	5.68E-04	1.63E-01	8.51E-07	4.87E-03	6.86E-03	3.59E-08	2.05E-04	7.46E-03	3.91E-08	2.23E-04
Slip road to Lam Tei Interchange	L013	0000-0100	1.17E-02	6.38E-08	2.17E-04	1.48E-01	8.05E-07	2.73E-03	4.55E-03	2.48E-08	8.42E-05	4.93E-03	2.69E-08	9.12E-05
Slip road to Lam Tei Interchange	L013	0100-0200	1.72E-02	6.24E-08	2.12E-04	1.73E-01	6.30E-07	2.14E-03	5.01E-03	1.82E-08	6.19E-05	5.43E-03	1.97E-08	6.71E-05
Slip road to Lam Tei Interchange	L013	0200-0300	1.74E-02	4.73E-08	1.61E-04	1.73E-01	4.72E-07	1.60E-03	4.83E-03	1.32E-08	4.47E-05	5.23E-03	1.43E-08	4.84E-05
Slip road to Lam Tei Interchange	L013	0300-0400	1.82E-02	3.31E-08	1.12E-04	1.68E-01	3.05E-07	1.04E-03	4.27E-03	7.75E-09	2.63E-05	4.63E-03	8.40E-09	2.85E-05
Slip road to Lam Tei Interchange	L013	0400-0500	1.99E-02	5.43E-08	1.84E-04	1.79E-01	4.88E-07	1.66E-03	6.11E-03	1.66E-08	5.65E-05	6.62E-03	1.80E-08	6.13E-05
Slip road to Lam Tei Interchange	L013	0500-0600	2.99E-02	1.09E-07	3.69E-04	2.60E-01	9.45E-07	3.21E-03	1.07E-02	3.88E-08	1.32E-04	1.16E-02	4.21E-08	1.43E-04
Slip road to Lam Tei Interchange	L013	0600-0700	2.31E-02	2.10E-07	7.12E-04	1.48E-01	1.35E-06	4.58E-03	5.11E-03	4.64E-08	1.58E-04	5.54E-03	5.03E-08	1.71E-04
Slip road to Lam Tei Interchange	L013	0700-0800	1.56E-02	3.11E-07	1.06E-03	1.25E-01	2.50E-06	8.50E-03	3.83E-03	7.66E-08	2.60E-04	4.17E-03	8.33E-08	2.83E-04
Slip road to Lam Tei Interchange	L013	0800-0900	1.80E-02	3.59E-07	1.22E-03	1.37E-01	2.74E-06	9.32E-03	3.93E-03	7.85E-08	2.66E-04	4.27E-03	8.53E-08	2.90E-04
Slip road to Lam Tei Interchange	L013	0900-1000	3.11E-02	4.80E-07	1.63E-03	2.12E-01	3.28E-06	1.11E-02	7.60E-03	1.17E-07	3.99E-04	8.28E-03	1.28E-07	4.34E-04
Slip road to Lam Tei Interchange	L013	1000-1100	3.04E-02	4.14E-07	1.40E-03	1.98E-01	2.69E-06	9.15E-03	6.92E-03	9.43E-08	3.20E-04	7.49E-03	1.02E-07	3.47E-04
Slip road to Lam Tei Interchange	L013	1100-1200	3.30E-02	4.49E-07	1.53E-03	2.13E-01	2.90E-06	9.86E-03	8.04E-03	1.09E-07	3.72E-04	8.71E-03	1.19E-07	4.03E-04
Slip road to Lam Tei Interchange	L013	1200-1300	3.01E-02	3.55E-07	1.21E-03	1.88E-01	2.22E-06	7.54E-03	7.32E-03	8.65E-08	2.94E-04	7.97E-03	9.41E-08	3.19E-04
Slip road to Lam Tei Interchange	L013	1300-1400	2.73E-02	3.47E-07	1.18E-03	1.86E-01	2.36E-06	8.02E-03	6.73E-03	8.56E-08	2.91E-04	7.32E-03	9.31E-08	3.16E-04
Slip road to Lam Tei Interchange	L013	1400-1500	3.34E-02	4.54E-07	1.54E-03	2.08E-01	2.83E-06	9.62E-03	7.80E-03	1.06E-07	3.61E-04	8.46E-03	1.15E-07	3.91E-04
Slip road to Lam Tei Interchange	L013	1500-1600	3.12E-02	4.53E-07	1.54E-03	1.95E-01	2.83E-06	9.63E-03	7.26E-03	1.06E-07	3.59E-04	7.87E-03	1.14E-07	3.88E-04
Slip road to Lam Tei Interchange	L013	1600-1700	3.78E-02	6.18E-07	2.10E-03	2.20E-01	3.59E-06	1.22E-02	8.76E-03	1.43E-07	4.87E-04	9.55E-03	1.56E-07	5.30E-04
Slip road to Lam Tei Interchange	L013	1700-1800	2.81E-02	5.10E-07	1.73E-03	1.86E-01	3.38E-06	1.15E-02	7.08E-03	1.29E-07	4.37E-04	7.71E-03	1.40E-07	4.76E-04
Slip road to Lam Tei Interchange	L013	1800-1900	2.44E-02	4.43E-07	1.51E-03	1.78E-01	3.23E-06	1.10E-02	6.95E-03	1.26E-07	4.29E-04	7.57E-03	1.37E-07	4.67E-04
Slip road to Lam Tei Interchange	L013	1900-2000	1.80E-02	2.62E-07	8.88E-04	1.39E-01	2.02E-06	6.87E-03	5.47E-03	7.95E-08	2.70E-04	5.92E-03	8.60E-08	2.92E-04
Slip road to Lam Tei Interchange	L013	2000-2100	1.52E-02	2.07E-07	7.03E-04	1.40E-01	1.90E-06	6.46E-03	4.92E-03	6.71E-08	2.28E-04	5.32E-03	7.25E-08	2.46E-04
Slip road to Lam Tei Interchange	L013	2100-2200	1.12E-02	1.73E-07	5.88E-04	1.15E-01	1.78E-06	6.05E-03	3.87E-03	5.98E-08	2.03E-04	4.23E-03	6.53E-08	2.22E-04
Slip road to Lam Tei Interchange	L013	2200-2300	1.12E-02	1.12E-07	3.80E-04	1.18E-01	1.17E-06	3.99E-03	4.08E-03	4.07E-08	1.38E-04	4.41E-03	4.41E-08	1.50E-04
Slip road to Lam Tei Interchange	L013	2300-0000	1.22E-02	8.83E-08	3.00E-04	1.32E-01	9.60E-07	3.26E-03	4.41E-03	3.20E-08	1.09E-04	4.77E-03	3.47E-08	1.18E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Slip road from Tuen Mun Road	L014	0000-0100	1.29E-02	1.05E-07	1.72E-04	1.41E-01	1.16E-06	1.89E-03	5.09E-03	4.16E-08	6.79E-05	5.54E-03	4.52E-08	7.39E-05
Slip road from Tuen Mun Road	L014	0100-0200	1.94E-02	1.06E-07	1.73E-04	1.79E-01	9.74E-07	1.59E-03	6.68E-03	3.64E-08	5.95E-05	7.26E-03	3.96E-08	6.47E-05
Slip road from Tuen Mun Road	L014	0200-0300	1.75E-02	7.94E-08	1.30E-04	1.75E-01	7.92E-07	1.30E-03	6.23E-03	2.83E-08	4.62E-05	6.77E-03	3.07E-08	5.02E-05
Slip road from Tuen Mun Road	L014	0300-0400	2.27E-02	8.23E-08	1.34E-04	1.86E-01	6.77E-07	1.11E-03	6.80E-03	2.47E-08	4.03E-05	7.39E-03	2.68E-08	4.39E-05
Slip road from Tuen Mun Road	L014	0400-0500	2.08E-02	7.55E-08	1.23E-04	1.69E-01	6.15E-07	1.01E-03	6.56E-03	2.38E-08	3.89E-05	7.13E-03	2.59E-08	4.23E-05
Slip road from Tuen Mun Road	L014	0500-0600	3.23E-02	1.76E-07	2.88E-04	2.53E-01	1.38E-06	2.25E-03	1.25E-02	6.80E-08	1.11E-04	1.36E-02	7.39E-08	1.21E-04
Slip road from Tuen Mun Road	L014	0600-0700	2.62E-02	3.33E-07	5.45E-04	1.59E-01	2.01E-06	3.29E-03	7.09E-03	9.01E-08	1.47E-04	7.70E-03	9.78E-08	1.60E-04
Slip road from Tuen Mun Road	L014	0700-0800	1.85E-02	4.87E-07	7.96E-04	1.30E-01	3.42E-06	5.58E-03	5.13E-03	1.35E-07	2.21E-04	5.56E-03	1.46E-07	2.39E-04
Slip road from Tuen Mun Road	L014	0800-0900	1.99E-02	5.24E-07	8.57E-04	1.33E-01	3.51E-06	5.73E-03	4.76E-03	1.25E-07	2.05E-04	5.17E-03	1.36E-07	2.22E-04
Slip road from Tuen Mun Road	L014	0900-1000	4.09E-02	1.04E-06	1.70E-03	2.30E-01	5.84E-06	9.54E-03	1.03E-02	2.63E-07	4.30E-04	1.12E-02	2.85E-07	4.67E-04
Slip road from Tuen Mun Road	L014	1000-1100	3.58E-02	7.79E-07	1.27E-03	1.97E-01	4.29E-06	7.02E-03	8.65E-03	1.88E-07	3.08E-04	9.41E-03	2.05E-07	3.35E-04
Slip road from Tuen Mun Road	L014	1100-1200	4.09E-02	8.91E-07	1.46E-03	2.24E-01	4.89E-06	7.99E-03	1.08E-02	2.36E-07	3.86E-04	1.18E-02	2.56E-07	4.19E-04
Slip road from Tuen Mun Road	L014	1200-1300	3.80E-02	7.58E-07	1.24E-03	2.05E-01	4.08E-06	6.68E-03	9.97E-03	1.99E-07	3.26E-04	1.08E-02	2.16E-07	3.54E-04
Slip road from Tuen Mun Road	L014	1300-1400	3.18E-02	6.34E-07	1.04E-03	1.86E-01	3.72E-06	6.09E-03	8.40E-03	1.68E-07	2.74E-04	9.12E-03	1.82E-07	2.98E-04
Slip road from Tuen Mun Road	L014	1400-1500	4.21E-02	9.56E-07	1.56E-03	2.20E-01	4.98E-06	8.15E-03	1.04E-02	2.37E-07	3.87E-04	1.13E-02	2.57E-07	4.21E-04
Slip road from Tuen Mun Road	L014	1500-1600	4.08E-02	9.62E-07	1.57E-03	2.16E-01	5.11E-06	8.35E-03	1.01E-02	2.38E-07	3.88E-04	1.09E-02	2.58E-07	4.22E-04
Slip road from Tuen Mun Road	L014	1600-1700	4.82E-02	1.44E-06	2.36E-03	2.34E-01	7.00E-06	1.14E-02	1.07E-02	3.21E-07	5.24E-04	1.16E-02	3.49E-07	5.70E-04
Slip road from Tuen Mun Road	L014	1700-1800	3.74E-02	1.26E-06	2.05E-03	2.01E-01	6.74E-06	1.10E-02	8.72E-03	2.93E-07	4.79E-04	9.45E-03	3.17E-07	5.19E-04
Slip road from Tuen Mun Road	L014	1800-1900	3.27E-02	1.07E-06	1.75E-03	1.89E-01	6.19E-06	1.01E-02	8.39E-03	2.74E-07	4.48E-04	9.09E-03	2.97E-07	4.86E-04
Slip road from Tuen Mun Road	L014	1900-2000	2.78E-02	6.57E-07	1.07E-03	1.68E-01	3.96E-06	6.47E-03	8.28E-03	1.95E-07	3.20E-04	9.00E-03	2.12E-07	3.47E-04
Slip road from Tuen Mun Road	L014	2000-2100	1.86E-02	3.88E-07	6.34E-04	1.36E-01	2.84E-06	4.65E-03	5.64E-03	1.18E-07	1.93E-04	6.15E-03	1.28E-07	2.10E-04
Slip road from Tuen Mun Road	L014	2100-2200	1.45E-02	3.30E-07	5.40E-04	1.19E-01	2.70E-06	4.41E-03	4.78E-03	1.08E-07	1.77E-04	5.19E-03	1.18E-07	1.93E-04
Slip road from Tuen Mun Road	L014	2200-2300	1.23E-02	1.79E-07	2.93E-04	1.17E-01	1.70E-06	2.78E-03	4.74E-03	6.88E-08	1.12E-04	5.15E-03	7.47E-08	1.22E-04
Slip road from Tuen Mun Road	L014	2300-0000	1.37E-02	1.49E-07	2.43E-04	1.33E-01	1.45E-06	2.38E-03	5.24E-03	5.70E-08	9.32E-05	5.69E-03	6.20E-08	1.01E-04
Tuen Mun Road	L016	0000-0100	3.79E-02	6.26E-07	9.27E-04	2.45E-01	4.04E-06	5.98E-03	8.36E-03	1.38E-07	2.04E-04	9.18E-03	1.52E-07	2.24E-04
Tuen Mun Road	L016	0100-0200	7.67E-02	8.73E-07	1.29E-03	3.92E-01	4.46E-06	6.60E-03	1.07E-02	1.22E-07	1.81E-04	1.17E-02	1.33E-07	1.97E-04
Tuen Mun Road	L016	0200-0300	6.03E-02	5.15E-07	7.63E-04	3.37E-01	2.88E-06	4.27E-03	9.13E-03	7.80E-08	1.15E-04	9.98E-03	8.52E-08	1.26E-04
Tuen Mun Road	L016	0300-0400	8.02E-02	5.48E-07	8.11E-04	3.85E-01	2.63E-06	3.90E-03	9.62E-03	6.57E-08	9.73E-05	1.05E-02	7.17E-08	1.06E-04
Tuen Mun Road	L016	0400-0500	7.26E-02	5.78E-07	8.57E-04	3.52E-01	2.80E-06	4.15E-03	1.00E-02	7.97E-08	1.18E-04	1.09E-02	8.70E-08	1.29E-04
Tuen Mun Road	L016	0500-0600	1.15E-01	1.25E-06	1.85E-03	5.76E-01	6.23E-06	9.22E-03	1.75E-02	1.89E-07	2.80E-04	1.90E-02	2.06E-07	3.05E-04
Tuen Mun Road	L016	0600-0700	1.26E-01	4.24E-06	6.27E-03	5.12E-01	1.72E-05	2.55E-02	1.38E-02	4.62E-07	6.84E-04	1.50E-02	5.04E-07	7.47E-04
Tuen Mun Road	L016	0700-0800	1.23E-01	8.65E-06	1.28E-02	5.30E-01	3.74E-05	5.54E-02	1.46E-02	1.03E-06	1.53E-03	1.60E-02	1.13E-06	1.67E-03
Tuen Mun Road	L016	0800-0900	1.19E-01	8.14E-06	1.21E-02	4.89E-01	3.34E-05	4.94E-02	1.30E-02	8.88E-07	1.31E-03	1.42E-02	9.69E-07	1.44E-03
Tuen Mun Road	L016	0900-1000	1.67E-01	9.58E-06	1.42E-02	6.52E-01	3.75E-05	5.55E-02	1.63E-02	9.39E-07	1.39E-03	1.78E-02	1.02E-06	1.51E-03
Tuen Mun Road	L016	1000-1100	1.34E-01	6.31E-06	9.35E-03	5.07E-01	2.40E-05	3.55E-02	1.25E-02	5.92E-07	8.77E-04	1.36E-02	6.44E-07	9.54E-04
Tuen Mun Road	L016	1100-1200	1.68E-01	8.30E-06	1.23E-02	6.57E-01	3.26E-05	4.82E-02	1.57E-02	7.80E-07	1.16E-03	1.71E-02	8.48E-07	1.26E-03
Tuen Mun Road	L016	1200-1300	1.49E-01	6.70E-06	9.92E-03	5.85E-01	2.63E-05	3.89E-02	1.45E-02	6.52E-07	9.66E-04	1.58E-02	7.10E-07	1.05E-03
Tuen Mun Road	L016	1300-1400	1.14E-01	4.94E-06	7.32E-03	4.77E-01	2.06E-05	3.06E-02	1.25E-02	5.40E-07	8.00E-04	1.36E-02	5.90E-07	8.73E-04
Tuen Mun Road	L016	1400-1500	1.67E-01	8.46E-06	1.25E-02	6.30E-01	3.19E-05	4.73E-02	1.51E-02	7.62E-07	1.13E-03	1.64E-02	8.32E-07	1.23E-03
Tuen Mun Road	L016	1500-1600	1.65E-01	9.04E-06	1.34E-02	6.23E-01	3.41E-05	5.05E-02	1.55E-02	8.46E-07	1.25E-03	1.69E-02	9.21E-07	1.36E-03
Tuen Mun Road	L016	1600-1700	1.58E-01	9.25E-06	1.37E-02	5.83E-01	3.42E-05	5.07E-02	1.47E-02	8.60E-07	1.27E-03	1.60E-02	9.37E-07	1.39E-03
Tuen Mun Road	L016	1700-1800	1.19E-01	7.61E-06	1.13E-02	4.90E-01	3.13E-05	4.63E-02	1.34E-02	8.55E-07	1.27E-03	1.47E-02	9.34E-07	1.38E-03
Tuen Mun Road	L016	1800-1900	1.05E-01	6.66E-06	9.86E-03	4.64E-01	2.93E-05	4.34E-02	1.33E-02	8.41E-07	1.25E-03	1.45E-02	9.19E-07	1.36E-03
Tuen Mun Road	L016	1900-2000	1.10E-01	5.83E-06	8.64E-03	4.62E-01	2.45E-05	3.63E-02	1.30E-02	6.86E-07	1.02E-03	1.42E-02	7.49E-07	1.11E-03
Tuen Mun Road	L016	2000-2100	6.20E-02	2.82E-06	4.18E-03	2.90E-01	1.32E-05	1.95E-02	9.13E-03	4.16E-07	6.16E-04	1.00E-02	4.56E-07	6.75E-04
Tuen Mun Road	L016	2100-2200	5.23E-02	2.68E-06	3.97E-03	2.64E-01	1.35E-05	2.01E-02	8.62E-03	4.42E-07	6.54E-04	9.45E-03	4.84E-07	7.17E-04
Tuen Mun Road	L016	2200-2300	4.10E-02	1.31E-06	1.94E-03	2.36E-01	7.53E-06	1.12E-02	8.40E-03	2.68E-07	3.97E-04	9.20E-03	2.93E-07	4.34E-04
Tuen Mun Road	L016	2300-0000	4.34E-02	9.63E-07	1.43E-03	2.51E-01	5.57E-06	8.24E-03	8.61E-03	1.91E-07	2.83E-04	9.43E-03	2.09E-07	3.10E-04
Slip road to Tuen Mun Road	L017_1	0000-0100	1.35E-02	1.06E-07	1.44E-04	1.73E-01	1.37E-06	1.86E-03	7.28E-03	5.75E-08	7.81E-05	7.93E-03	6.25E-08	8.50E-05
Slip road to Tuen Mun Road	L017_1	0100-0200	2.20E-02	1.22E-07	1.65E-04	2.30E-01	1.27E-06	1.73E-03	1.05E-02	5.78E-08	7.85E-05	1.14E-02	6.28E-08	8.54E-05
Slip road to Tuen Mun Road	L017_1	0200-0300	1.93E-02	9.14E-08	1.24E-04	2.11E-01	9.98E-07	1.36E-03	8.88E-03	4.20E-08	5.71E-05	9.65E-03	4.57E-08	6.21E-05
Slip road to Tuen Mun Road	L017_1	0300-0400	2.27E-02	7.18E-08	9.76E-05	2.09E-01	6.60E-07	8.97E-04	8.55E-03	2.70E-08	3.67E-05	9.29E-03	2.93E-08	3.99E-05
Slip road to Tuen Mun Road	L017_1	0400-0500	2.29E-02	9.02E-08	1.23E-04	2.15E-01	8.48E-07	1.15E-03	9.95E-03	3.92E-08	5.33E-05	1.08E-02	4.27E-08	5.80E-05
Slip road to Tuen Mun Road	L017_1	0500-0600	3.74E-02	2.07E-07	2.81E-04	3.41E-01	1.88E-06	2.56E-03	1.87E-02	1.04E-07	1.41E-04	2.04E-02	1.13E-07	1.53E-04
Slip road to Tuen Mun Road	L017_1	0600-0700	4.09E-02	7.43E-07	1.01E-03	2.28E-01	4.13E-06	5.61E-03	1.24E-02	2.25E-07	3.06E-04	1.35E-02	2.45E-07	3.32E-04
Slip road to Tuen Mun Road	L017_1	0700-0800	3.88E-02	1.44E-06	1.96E-03	2.29E-01	8.51E-06	1.16E-02	1.05E-02	3.89E-07	5.29E-04	1.14E-02	4.23E-07	5.75E-04
Slip road to Tuen Mun Road	L017_1	0800-0900	3.70E-02	1.34E-06	1.83E-03	2.07E-01	7.53E-06	1.02E-02	8.68E-03	3.15E-07	4.28E-04	9.45E-03	3.43E-07	4.66E-04
Slip road to Tuen Mun Road	L017_1	0900-1000	4.43E-02	1.15E-06	1.57E-03	2.73E-01	7.12E-06	9.68E-03	1.30E-02	3.40E-07	4.62E-04	1.42E-02	3.69E-07	5.02E-04
Slip road to Tuen Mun Road	L017_1	1000-1100	3.77E-02	8.04E-07	1.09E-03	2.35E-01	5.00E-06	6.80E-03	1.12E-02	2.39E-07	3.25E-04	1.22E-02	2.60E-07	3.54E-04
Slip road to Tuen Mun Road	L017_1	1100-1200	4.56E-02	1.01E-06	1.37E-03	2.72E-01	6.01E-06	8.18E-03	1.40E-02	3.08E-07	4.19E-04	1.52E-02	3.35E-07	4.55E-04
Slip road to Tuen Mun Road	L017_1	1200-1300	4.24E-02	8.69E-07	1.18E-03	2.51E-01	5.15E-06	7.01E-03	1.31E-02	2.70E-07	3.66E-04	1.43E-02	2.93E-07	3.98E-04
Slip road to Tuen Mun Road	L017_1	1300-1400	3.55E-02	7.01E-07	9.53E-04	2.26E-01	4.46E-06	6.06E-03	1.11E-02	2.19E-07	2.98E-04	1.21E-02	2.38E-07	3.24E-04
Slip road to Tuen Mun Road	L017_1	1400-1500	4.51E-02	1.03E-06	1.40E-03	2.53E-01	5.79E-06	7.87E-03	1.25E-02	2.85E-07	3.88E-04	1.36E-02	3.10E-07	4.22E-04
Slip road to Tuen Mun Road	L017_1	1500-1600	4.42E-02	1.08E-06	1.47E-03	2.60E-01	6.37E-06	8.66E-03	1.29E-02	3.16E-07	4.29E-04	1.40E-02	3.43E-07	4.66E-04
Slip road to Tuen Mun Road	L017_1	1600-1700	4.17E-02	9.21E-07	1.25E-03	2.30E-01	5.08E-06	6.90E-03	1.08E-02	2.39E-07	3.25E-04	1.18E-02	2.60E-07	3.53E-04
Slip road to Tuen Mun Road	L017_1	1700-1800	3.03E-02	7.17E-07	9.74E-04	1.95E-01	4.62E-06	6.28E-03	8.77E-03	2.08E-07	2.82E-04	9.55E-03	2.26E-07	3.07E-04
Slip road to Tuen Mun Road	L017_1	1800-1900	2.84E-02	6.73E-07	9.15E-04	1.93E-01	4.58E-06	6.22E-03	8.96E-03	2.12E-07	2.88E-04	9.76E-03	2.31E-07	3.14E-04
Slip road to Tuen Mun Road	L017_1	1900-2000	3.22E-02	7.63E-07	1.04E-03	2.10E-01	4.98E-06	6.77E-03	1.11E-02	2.62E-07	3.57E-04	1.21E-02	2.86E-07	3.88E-04
Slip road to Tuen Mun Road	L017_1	2000-2100	1.99E-02	4.08E-07	5.54E-04	1.72E-01	3.53E-06	4.80E-03	8.06E-03	1.65E-07	2.25E-04	8.76E-03	1.80E-07	2.44E-04
Slip road to Tuen Mun Road	L017_1	2100-2200	1.69E-02	3.87E-07	5.26E-04	1.55E-01	3.54E-06	4.82E-03	7.16E-03	1.64E-07	2.23E-04	7.81E-03	1.79E-07	2.43E-04
Slip road to Tuen Mun Road	L017_1	2200-2300	1.49E-02	2.24E-07	3.05E-04	1.58E-01	2.36E-06	3.21E-03	7.49E-03	1.12E-07	1.53E-04	8.13E-03	1.22E-07	1.66E-04
Slip road to Tuen Mun Road	L017_1	2300-0000	1.50E-02	1.54E-07	2.09E-04	1.71E-01	1.76E-06	2.39E-03	7.95E-03	8.15E-08	1.11E-04	8.64E-03	8.86E-08	1.20E-04
Slip road to Tuen Mun Road	L017_2	0000-0100	1.34E-02	1.21E-07	2.28E-04	1.72E-01	1.56E-06	2.94E-03	7.28E-03	6.57E-08	1.24E-04	7.93E-03	7.15E-08	1.35E-04
Slip road to Tuen Mun Road	L017_2	0100-0200	2.18E-02	1.38E-07	2.60E-04	2.28E-01	1.44E-06	2.72E-03	1.05E-02	6.61E-08	1.25E-04	1.14E-02	7.18E-08	1.36E-04
Slip road to Tuen Mun Road	L017_2	0200-0300	1.92E-02	1.04E-07	1.96E-04	2.09E-01	1.13E-06	2.14E-03	8.88E-03	4.81E-08	9.08E-05	9.65E-03	5.23E-08	9.87E-05
Slip road to Tuen Mun Road	L017_2	0300-0400	2.26E-02	8.16E-08	1.54E-04	2.08E-01	7.52E-07	1.42E-03	8.55E-03	3.09E-08	5.83E-05	9.29E-03	3.35E-08	6.33E-05
Slip road to Tuen Mun Road	L017_2	0400-0500	2.29E-02	1.03E-07	1.95E-04	2.15E-01	9.72E-07	1.84E-03	9.95E-03	4.49E-08	8.48E-05	1.08E-02	4.88E-08	9.21E-05
Slip road to Tuen Mun Road	L017_2	0500-0600	3.73E-02	2.35E-07	4.45E-04	3.40E-01	2.15E-06	4.06E-03	1.87E-02	1.18E-07	2.24E-04	2.04E-02	1.29E-07	2.43E-04
Slip road to Tuen Mun Road	L017_2	0600-0700	4.07E-02	8.44E-07	1.59E-03	2.26E-01	4.70E-06	8.87E-03	1.24E-02	2.57E-07	4.86E-04	1.35E-02	2.80E-07	5.28E-04
Slip road to Tuen Mun Road	L017_2	0700-0800	3.85E-02	1.63E-06	3.08E-03	2.28E-01	9.65E-06	1.82E-02	1.05E-02	4.45E-07	8.40E-04	1.14E-02	4.84E-07	9.13E-04
Slip road to Tuen Mun Road	L017_2	0800-0900	3.67E-02	1.52E-06	2.88E-03	2.06E-01	8.54E-06	1.61E-02	8.68E-03	3.60E-07	6.81E-04	9.45E-03	3.92E-07	7.41E-04
Slip road to Tuen Mun Road	L017_2	0900-1000	4.40E-02	1.31E-06	2.47E-03	2.71E-01	8.08E-06	1.53E-02	1.30E-02	3.88E-07	7.33E-04	1.42E-02	4.22E-07	7.97E-04
Slip road to Tuen Mun Road	L017_2	1000-1100	3.74E-02	9.11E-07	1.72E-03	2.33E-01	5.67E-06	1.07E-02	1.12E-02	2.74E-07	5.17E-04	1.22E-02	2.98E-07	5.62E-04
Slip road to Tuen Mun Road	L017_2	1100-1200	4.51E-02	1.14E-06	2.15E-03	2.70E-01	6.81E-06	1.29E-02	1.40E-02	3.52E-07	6.66E-04	1.52E-02	3.83E-07	7.24E-04
Slip road to Tuen Mun Road	L017_2	1200-1300	4.19E-02	9.84E-07	1.86E-03	2.48E-01	5.83E-06	1.10E-02	1.31E-02	3.08E-07	5.82E-04	1.43E-02	3.35E-07	6.33E-04
Slip road to Tuen Mun Road	L017_2	1300-1400	3.52E-02	7.94E-07	1.50E-03	2.23E-01	5.04E-06	9.52E-03	1.11E-02	2.50E-07	4.73E-04	1.21E-02	2.72E-07	5.14E-04
Slip road to Tuen Mun Road	L017_2	1400-1500	4.48E-02	1.17E-06	2.21E-03	2.51E-01	6.57E-06	1.24E-02	1.25E-02	3.26E-07	6.16E-04	1.36E-02	3.55E-07	6.70E-04
Slip road to Tuen Mun Road	L017_2	1500-1600	4.38E-02	1.23E-06	2.31E-03	2.58E-01	7.22E-06	1.36E-02	1.29E-02	3.61E-07	6.82E-04	1.40E-02	3.92E-07	7.41E-04
Slip road to Tuen Mun Road	L017_2	1600-1700	4.13E-02	1.04E-06	1.97E-03	2.27E-01	5.75E-06	1.09E-02	1.08E-02	2.73E-07	5.16E-04	1.18E-02	2.97E-07	5.62E-04
Slip road to Tuen Mun Road	L017_2	1700-1800	2.99E-02	8.10E-07	1.53E-03	1.93E-01	5.22E-06	9.86E-03	8.77E-03	2.37E-07	4.48E-04	9.55E-03	2.59E-07	4.88E-04
Slip road to Tuen Mun Road	L017_2	1800-1900	2.80E-02	7.59E-07	1.43E-03	1.91E-01	5.17E-06	9.76E-03	8.96E-03	2.43E-07	4.58E-04	9.76E-03	2.64E-07	4.99E-04
Slip road to Tuen Mun Road	L017_2	1900-2000	3.19E-02	8.65E-07	1.63E-03	2.08E-01	5.64E-06	1.06E-02	1.11E-02	3.00E-07	5.67E-04	1.21E-02	3.27E-07	6.17E-04
Slip road to Tuen Mun Road	L017_2	2000-2100	1.97E-02	4.62E-07	8.72E-04	1.71E-01	4.00E-06	7.56E-03	8.06E-03	1.89E-07	3.57E-04	8.76E-03	2.06E-07	3.88E-04
Slip road to Tuen Mun Road	L017_2	2100-2200	1.67E-02	4.38E-07	8.28E-04	1.54E-01	4.02E-06	7.59E-03	7.16E-03	1.87E-07	3.54E-04	7.81E-03	2.04E-07	3.86E-04
Slip road to Tuen Mun Road	L017_2	2200-2300	1.48E-02	2.54E-07	4.80E-04	1.56E-01	2.68E-06	5.06E-03	7.49E-03	1.28E-07	2.43E-04	8.13E-03	1.39E-07	2.63E-04
Slip road to Tuen Mun Road	L017_2	2300-0000	1.49E-02	1.75E-07	3.31E-04	1.71E-01	2.00E-06	3.78E-03	7.95E-03	9.32E-08	1.76E-04	8.64E-03	1.01E-07	1.91E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Yuen Long Highway	L018_1	0000-0100	1.38E-02	2.29E-07	1.50E-03	1.27E-01	2.11E-06	1.38E-02	5.90E-03	9.78E-08	6.39E-04	6.43E-03	1.07E-07	6.96E-04
Yuen Long Highway	L018_1	0100-0200	2.49E-02	2.82E-07	1.84E-03	1.85E-01	2.10E-06	1.37E-02	9.20E-03	1.04E-07	6.82E-04	1.00E-02	1.14E-07	7.41E-04
Yuen Long Highway	L018_1	0200-0300	2.21E-02	1.93E-07	1.26E-03	1.69E-01	1.47E-06	9.60E-03	7.93E-03	6.92E-08	4.52E-04	8.63E-03	7.52E-08	4.91E-04
Yuen Long Highway	L018_1	0300-0400	2.82E-02	1.97E-07	1.28E-03	1.84E-01	1.29E-06	8.39E-03	8.72E-03	6.08E-08	3.97E-04	9.48E-03	6.62E-08	4.32E-04
Yuen Long Highway	L018_1	0400-0500	2.57E-02	2.02E-07	1.32E-03	1.66E-01	1.30E-06	8.52E-03	8.42E-03	6.61E-08	4.32E-04	9.16E-03	7.19E-08	4.70E-04
Yuen Long Highway	L018_1	0500-0600	4.36E-02	4.95E-07	3.23E-03	2.83E-01	3.21E-06	2.09E-02	1.68E-02	1.91E-07	1.24E-03	1.83E-02	2.07E-07	1.35E-03
Yuen Long Highway	L018_1	0600-0700	4.20E-02	1.47E-06	9.58E-03	2.01E-01	7.00E-06	4.57E-02	1.17E-02	4.08E-07	2.67E-03	1.27E-02	4.44E-07	2.90E-03
Yuen Long Highway	L018_1	0700-0800	4.30E-02	3.00E-06	1.96E-02	2.21E-01	1.54E-05	1.01E-01	9.92E-03	6.93E-07	4.52E-03	1.08E-02	7.54E-07	4.92E-03
Yuen Long Highway	L018_1	0800-0900	4.64E-02	3.15E-06	2.06E-02	2.12E-01	1.44E-05	9.43E-02	8.86E-03	6.03E-07	3.94E-03	9.65E-03	6.57E-07	4.29E-03
Yuen Long Highway	L018_1	0900-1000	5.75E-02	3.36E-06	2.19E-02	2.72E-01	1.59E-05	1.04E-01	1.30E-02	7.60E-07	4.96E-03	1.41E-02	8.27E-07	5.40E-03
Yuen Long Highway	L018_1	1000-1100	3.87E-02	1.86E-06	1.21E-02	1.89E-01	9.09E-06	5.93E-02	1.01E-02	4.84E-07	3.16E-03	1.10E-02	5.26E-07	3.44E-03
Yuen Long Highway	L018_1	1100-1200	4.77E-02	2.41E-06	1.58E-02	2.30E-01	1.17E-05	7.61E-02	1.30E-02	6.58E-07	4.30E-03	1.41E-02	7.16E-07	4.67E-03
Yuen Long Highway	L018_1	1200-1300	4.24E-02	1.96E-06	1.28E-02	2.06E-01	9.54E-06	6.23E-02	1.18E-02	5.46E-07	3.57E-03	1.28E-02	5.94E-07	3.88E-03
Yuen Long Highway	L018_1	1300-1400	3.69E-02	1.67E-06	1.09E-02	1.85E-01	8.38E-06	5.47E-02	1.02E-02	4.62E-07	3.02E-03	1.11E-02	5.02E-07	3.28E-03
Yuen Long Highway	L018_1	1400-1500	4.80E-02	2.47E-06	1.61E-02	2.21E-01	1.14E-05	7.43E-02	1.22E-02	6.27E-07	4.09E-03	1.32E-02	6.81E-07	4.45E-03
Yuen Long Highway	L018_1	1500-1600	5.22E-02	2.92E-06	1.90E-02	2.43E-01	1.36E-05	8.86E-02	1.24E-02	6.90E-07	4.51E-03	1.34E-02	7.51E-07	4.90E-03
Yuen Long Highway	L018_1	1600-1700	6.32E-02	3.92E-06	2.56E-02	2.71E-01	1.68E-05	1.10E-01	1.23E-02	7.64E-07	4.99E-03	1.34E-02	8.30E-07	5.42E-03
Yuen Long Highway	L018_1	1700-1800	5.03E-02	3.51E-06	2.29E-02	2.28E-01	1.59E-05	1.04E-01	1.02E-02	7.12E-07	4.65E-03	1.11E-02	7.75E-07	5.06E-03
Yuen Long Highway	L018_1	1800-1900	4.49E-02	3.14E-06	2.05E-02	2.11E-01	1.48E-05	9.64E-02	9.66E-03	6.74E-07	4.40E-03	1.05E-02	7.34E-07	4.79E-03
Yuen Long Highway	L018_1	1900-2000	4.41E-02	2.54E-06	1.66E-02	2.14E-01	1.23E-05	8.05E-02	1.12E-02	6.44E-07	4.21E-03	1.22E-02	7.01E-07	4.58E-03
Yuen Long Highway	L018_1	2000-2100	1.99E-02	9.37E-07	6.12E-03	1.25E-01	5.88E-06	3.84E-02	6.45E-03	3.04E-07	1.98E-03	7.01E-03	3.30E-07	2.16E-03
Yuen Long Highway	L018_1	2100-2200	1.73E-02	9.21E-07	6.02E-03	1.14E-01	6.09E-06	3.98E-02	5.72E-03	3.05E-07	1.99E-03	6.20E-03	3.30E-07	2.16E-03
Yuen Long Highway	L018_1	2200-2300	1.43E-02	4.76E-07	3.11E-03	1.11E-01	3.67E-06	2.40E-02	5.88E-03	1.95E-07	1.27E-03	6.42E-03	2.13E-07	1.39E-03
Yuen Long Highway	L018_1	2300-0000	1.54E-02	3.62E-07	2.36E-03	1.24E-01	2.92E-06	1.90E-02	6.35E-03	1.49E-07	9.76E-04	6.91E-03	1.63E-07	1.06E-03
Yuen Long Highway	L018_2	0000-0100	1.38E-02	2.49E-07	4.39E-04	1.27E-01	2.29E-06	4.03E-03	5.90E-03	1.06E-07	1.87E-04	6.43E-03	1.16E-07	2.04E-04
Yuen Long Highway	L018_2	0100-0200	2.49E-02	3.07E-07	5.40E-04	1.85E-01	2.29E-06	4.02E-03	9.20E-03	1.13E-07	1.99E-04	1.00E-02	1.23E-07	2.17E-04
Yuen Long Highway	L018_2	0200-0300	2.21E-02	2.10E-07	3.69E-04	1.69E-01	1.60E-06	2.81E-03	7.93E-03	7.52E-08	1.32E-04	8.63E-03	8.18E-08	1.44E-04
Yuen Long Highway	L018_2	0300-0400	2.82E-02	2.14E-07	3.76E-04	1.84E-01	1.40E-06	2.46E-03	8.72E-03	6.61E-08	1.16E-04	9.48E-03	7.19E-08	1.26E-04
Yuen Long Highway	L018_2	0400-0500	2.57E-02	2.19E-07	3.85E-04	1.66E-01	1.42E-06	2.49E-03	8.42E-03	7.18E-08	1.26E-04	9.16E-03	7.81E-08	1.37E-04
Yuen Long Highway	L018_2	0500-0600	4.36E-02	5.38E-07	9.46E-04	2.83E-01	3.48E-06	6.13E-03	1.68E-02	2.07E-07	3.64E-04	1.83E-02	2.25E-07	3.96E-04
Yuen Long Highway	L018_2	0600-0700	4.21E-02	1.60E-06	2.81E-03	2.01E-01	7.62E-06	1.34E-02	1.17E-02	4.44E-07	7.80E-04	1.27E-02	4.82E-07	8.48E-04
Yuen Long Highway	L018_2	0700-0800	4.31E-02	3.27E-06	5.75E-03	2.21E-01	1.68E-05	2.95E-02	9.92E-03	7.53E-07	1.32E-03	1.08E-02	8.19E-07	1.44E-03
Yuen Long Highway	L018_2	0800-0900	4.64E-02	3.43E-06	6.04E-03	2.13E-01	1.57E-05	2.76E-02	8.86E-03	6.55E-07	1.15E-03	9.65E-03	7.14E-07	1.25E-03
Yuen Long Highway	L018_2	0900-1000	5.75E-02	3.66E-06	6.43E-03	2.73E-01	1.73E-05	3.05E-02	1.30E-02	8.26E-07	1.45E-03	1.41E-02	8.98E-07	1.58E-03
Yuen Long Highway	L018_2	1000-1100	3.88E-02	2.02E-06	3.56E-03	1.90E-01	9.89E-06	1.74E-02	1.01E-02	5.26E-07	9.25E-04	1.10E-02	5.72E-07	1.01E-03
Yuen Long Highway	L018_2	1100-1200	4.78E-02	2.63E-06	4.62E-03	2.31E-01	1.27E-05	2.23E-02	1.30E-02	7.15E-07	1.26E-03	1.41E-02	7.78E-07	1.37E-03
Yuen Long Highway	L018_2	1200-1300	4.25E-02	2.13E-06	3.75E-03	2.07E-01	1.04E-05	1.83E-02	1.18E-02	5.93E-07	1.04E-03	1.28E-02	6.45E-07	1.14E-03
Yuen Long Highway	L018_2	1300-1400	3.70E-02	1.82E-06	3.20E-03	1.85E-01	9.13E-06	1.60E-02	1.02E-02	5.02E-07	8.84E-04	1.11E-02	5.45E-07	9.59E-04
Yuen Long Highway	L018_2	1400-1500	4.80E-02	2.69E-06	4.72E-03	2.21E-01	1.24E-05	2.18E-02	1.22E-02	6.81E-07	1.20E-03	1.32E-02	7.40E-07	1.30E-03
Yuen Long Highway	L018_2	1500-1600	5.23E-02	3.18E-06	5.58E-03	2.44E-01	1.48E-05	2.60E-02	1.24E-02	7.50E-07	1.32E-03	1.34E-02	8.16E-07	1.43E-03
Yuen Long Highway	L018_2	1600-1700	6.33E-02	4.26E-06	7.50E-03	2.71E-01	1.83E-05	3.21E-02	1.23E-02	8.30E-07	1.46E-03	1.34E-02	9.02E-07	1.59E-03
Yuen Long Highway	L018_2	1700-1800	5.05E-02	3.83E-06	6.73E-03	2.28E-01	1.73E-05	3.04E-02	1.02E-02	7.74E-07	1.36E-03	1.11E-02	8.43E-07	1.48E-03
Yuen Long Highway	L018_2	1800-1900	4.51E-02	3.42E-06	6.01E-03	2.12E-01	1.61E-05	2.83E-02	9.66E-03	7.33E-07	1.29E-03	1.05E-02	7.97E-07	1.40E-03
Yuen Long Highway	L018_2	1900-2000	4.42E-02	2.77E-06	4.86E-03	2.14E-01	1.34E-05	2.36E-02	1.12E-02	7.00E-07	1.23E-03	1.22E-02	7.62E-07	1.34E-03
Yuen Long Highway	L018_2	2000-2100	1.99E-02	1.02E-06	1.79E-03	1.25E-01	6.40E-06	1.13E-02	6.45E-03	3.30E-07	5.80E-04	7.01E-03	3.59E-07	6.31E-04
Yuen Long Highway	L018_2	2100-2200	1.73E-02	1.00E-06	1.76E-03	1.15E-01	6.63E-06	1.17E-02	5.72E-03	3.31E-07	5.82E-04	6.20E-03	3.59E-07	6.31E-04
Yuen Long Highway	L018_2	2200-2300	1.44E-02	5.18E-07	9.11E-04	1.11E-01	4.00E-06	7.03E-03	5.88E-03	2.12E-07	3.73E-04	6.42E-03	2.31E-07	4.07E-04
Yuen Long Highway	L018_2	2300-0000	1.54E-02	3.94E-07	6.92E-04	1.24E-01	3.17E-06	5.58E-03	6.35E-03	1.62E-07	2.86E-04	6.91E-03	1.77E-07	3.11E-04
Yuen Long Highway	L018_3	0000-0100	1.38E-02	2.37E-07	5.05E-04	1.27E-01	2.18E-06	4.64E-03	5.90E-03	1.01E-07	2.15E-04	6.43E-03	1.10E-07	2.35E-04
Yuen Long Highway	L018_3	0100-0200	2.49E-02	2.92E-07	6.22E-04	1.85E-01	2.17E-06	4.63E-03	9.20E-03	1.08E-07	2.30E-04	1.00E-02	1.17E-07	2.50E-04
Yuen Long Highway	L018_3	0200-0300	2.21E-02	1.99E-07	4.25E-04	1.69E-01	1.52E-06	3.24E-03	7.93E-03	7.14E-08	1.52E-04	8.63E-03	7.76E-08	1.66E-04
Yuen Long Highway	L018_3	0300-0400	2.82E-02	2.03E-07	4.33E-04	1.84E-01	1.33E-06	2.83E-03	8.72E-03	6.28E-08	1.34E-04	9.48E-03	6.83E-08	1.46E-04
Yuen Long Highway	L018_3	0400-0500	2.57E-02	2.08E-07	4.44E-04	1.66E-01	1.35E-06	2.87E-03	8.42E-03	6.82E-08	1.45E-04	9.16E-03	7.42E-08	1.58E-04
Yuen Long Highway	L018_3	0500-0600	4.36E-02	5.11E-07	1.09E-03	2.83E-01	3.31E-06	7.06E-03	1.68E-02	1.97E-07	4.19E-04	1.83E-02	2.14E-07	4.56E-04
Yuen Long Highway	L018_3	0600-0700	4.21E-02	1.52E-06	3.23E-03	2.01E-01	7.23E-06	1.54E-02	1.17E-02	4.21E-07	8.98E-04	1.27E-02	4.58E-07	9.77E-04
Yuen Long Highway	L018_3	0700-0800	4.31E-02	3.10E-06	6.62E-03	2.21E-01	1.59E-05	3.40E-02	9.92E-03	7.15E-07	1.52E-03	1.08E-02	7.78E-07	1.66E-03
Yuen Long Highway	L018_3	0800-0900	4.64E-02	3.26E-06	6.95E-03	2.13E-01	1.49E-05	3.18E-02	8.86E-03	6.22E-07	1.33E-03	9.65E-03	6.77E-07	1.44E-03
Yuen Long Highway	L018_3	0900-1000	5.75E-02	3.47E-06	7.40E-03	2.73E-01	1.65E-05	3.51E-02	1.30E-02	7.84E-07	1.67E-03	1.41E-02	8.53E-07	1.82E-03
Yuen Long Highway	L018_3	1000-1100	3.88E-02	1.92E-06	4.10E-03	1.90E-01	9.39E-06	2.00E-02	1.01E-02	4.99E-07	1.06E-03	1.10E-02	5.43E-07	1.16E-03
Yuen Long Highway	L018_3	1100-1200	4.78E-02	2.50E-06	5.32E-03	2.31E-01	1.21E-05	2.57E-02	1.30E-02	6.79E-07	1.45E-03	1.41E-02	7.38E-07	1.58E-03
Yuen Long Highway	L018_3	1200-1300	4.25E-02	2.03E-06	4.32E-03	2.07E-01	9.86E-06	2.10E-02	1.18E-02	5.63E-07	1.20E-03	1.28E-02	6.13E-07	1.31E-03
Yuen Long Highway	L018_3	1300-1400	3.70E-02	1.73E-06	3.69E-03	1.85E-01	8.66E-06	1.85E-02	1.02E-02	4.77E-07	1.02E-03	1.11E-02	5.17E-07	1.10E-03
Yuen Long Highway	L018_3	1400-1500	4.80E-02	2.55E-06	5.44E-03	2.21E-01	1.18E-05	2.51E-02	1.22E-02	6.47E-07	1.38E-03	1.32E-02	7.03E-07	1.50E-03
Yuen Long Highway	L018_3	1500-1600	5.23E-02	3.01E-06	6.43E-03	2.44E-01	1.40E-05	2.99E-02	1.24E-02	7.12E-07	1.52E-03	1.34E-02	7.74E-07	1.65E-03
Yuen Long Highway	L018_3	1600-1700	6.33E-02	4.05E-06	8.64E-03	2.71E-01	1.73E-05	3.70E-02	1.23E-02	7.88E-07	1.68E-03	1.34E-02	8.56E-07	1.83E-03
Yuen Long Highway	L018_3	1700-1800	5.05E-02	3.63E-06	7.75E-03	2.28E-01	1.64E-05	3.51E-02	1.02E-02	7.35E-07	1.57E-03	1.11E-02	8.00E-07	1.71E-03
Yuen Long Highway	L018_3	1800-1900	4.51E-02	3.24E-06	6.92E-03	2.12E-01	1.53E-05	3.26E-02	9.66E-03	6.95E-07	1.48E-03	1.05E-02	7.57E-07	1.61E-03
Yuen Long Highway	L018_3	1900-2000	4.42E-02	2.63E-06	5.60E-03	2.14E-01	1.27E-05	2.72E-02	1.12E-02	6.64E-07	1.42E-03	1.22E-02	7.23E-07	1.54E-03
Yuen Long Highway	L018_3	2000-2100	1.99E-02	9.68E-07	2.07E-03	1.25E-01	6.07E-06	1.30E-02	6.45E-03	3.13E-07	6.68E-04	7.01E-03	3.40E-07	7.26E-04
Yuen Long Highway	L018_3	2100-2200	1.73E-02	9.52E-07	2.03E-03	1.15E-01	6.29E-06	1.34E-02	5.72E-03	3.14E-07	6.70E-04	6.20E-03	3.40E-07	7.26E-04
Yuen Long Highway	L018_3	2200-2300	1.44E-02	4.92E-07	1.05E-03	1.11E-01	3.80E-06	8.10E-03	5.88E-03	2.01E-07	4.29E-04	6.42E-03	2.20E-07	4.68E-04
Yuen Long Highway	L018_3	2300-0000	1.54E-02	3.74E-07	7.97E-04	1.24E-01	3.01E-06	6.42E-03	6.35E-03	1.54E-07	3.29E-04	6.91E-03	1.68E-07	3.58E-04
Yuen Long Highway	L019_1	0000-0100	1.54E-02	2.75E-07	5.66E-04	1.27E-01	2.26E-06	4.65E-03	5.27E-03	9.41E-08	1.93E-04	5.75E-03	1.03E-07	2.11E-04
Yuen Long Highway	L019_1	0100-0200	2.87E-02	3.78E-07	7.76E-04	1.89E-01	2.49E-06	5.12E-03	8.67E-03	1.14E-07	2.34E-04	9.43E-03	1.24E-07	2.55E-04
Yuen Long Highway	L019_1	0200-0300	2.35E-02	2.21E-07	4.54E-04	1.68E-01	1.58E-06	3.24E-03	7.12E-03	6.69E-08	1.37E-04	7.75E-03	7.28E-08	1.50E-04
Yuen Long Highway	L019_1	0300-0400	3.17E-02	2.39E-07	4.90E-04	1.87E-01	1.40E-06	2.89E-03	7.95E-03	5.98E-08	1.23E-04	8.65E-03	6.50E-08	1.34E-04
Yuen Long Highway	L019_1	0400-0500	2.87E-02	2.43E-07	4.99E-04	1.70E-01	1.44E-06	2.96E-03	7.75E-03	6.56E-08	1.35E-04	8.44E-03	7.13E-08	1.47E-04
Yuen Long Highway	L019_1	0500-0600	3.94E-02	4.81E-07	9.88E-04	2.72E-01	3.32E-06	6.82E-03	1.53E-02	1.86E-07	3.83E-04	1.66E-02	2.03E-07	4.17E-04
Yuen Long Highway	L019_1	0600-0700	4.27E-02	1.48E-06	3.05E-03	1.99E-01	6.91E-06	1.42E-02	1.15E-02	3.99E-07	8.20E-04	1.25E-02	4.35E-07	8.93E-04
Yuen Long Highway	L019_1	0700-0800	5.36E-02	3.93E-06	8.07E-03	2.43E-01	1.78E-05	3.66E-02	1.10E-02	8.05E-07	1.65E-03	1.20E-02	8.76E-07	1.80E-03
Yuen Long Highway	L019_1	0800-0900	5.55E-02	3.91E-06	8.04E-03	2.35E-01	1.65E-05	3.40E-02	9.94E-03	7.00E-07	1.44E-03	1.08E-02	7.63E-07	1.57E-03
Yuen Long Highway	L019_1	0900-1000	7.07E-02	4.51E-06	9.28E-03	3.08E-01	1.97E-05	4.05E-02	1.41E-02	9.03E-07	1.86E-03	1.54E-02	9.82E-07	2.02E-03
Yuen Long Highway	L019_1	1000-1100	4.79E-02	2.52E-06	5.17E-03	2.10E-01	1.10E-05	2.27E-02	1.06E-02	5.57E-07	1.14E-03	1.15E-02	6.05E-07	1.24E-03
Yuen Long Highway	L019_1	1100-1200	5.57E-02	3.09E-06	6.34E-03	2.51E-01	1.39E-05	2.86E-02	1.36E-02	7.53E-07	1.55E-03	1.48E-02	8.19E-07	1.68E-03
Yuen Long Highway	L019_1	1200-1300	4.87E-02	2.47E-06	5.08E-03	2.23E-01	1.13E-05	2.33E-02	1.23E-02	6.25E-07	1.28E-03	1.34E-02	6.79E-07	1.40E-03
Yuen Long Highway	L019_1	1300-1400	3.85E-02	1.85E-06	3.79E-03	1.92E-01	9.19E-06	1.89E-02	1.02E-02	4.87E-07	1.00E-03	1.11E-02	5.30E-07	1.09E-03
Yuen Long Highway	L019_1	1400-1500	5.58E-02	3.15E-06	6.47E-03	2.41E-01	1.36E-05	2.79E-02	1.27E-02	7.16E-07	1.47E-03	1.38E-02	7.78E-07	1.60E-03
Yuen Long Highway	L019_1	1500-1600	6.44E-02	3.93E-06	8.08E-03	2.70E-01	1.65E-05	3.39E-02	1.29E-02	7.88E-07	1.62E-03	1.40E-02	8.57E-07	1.76E-03
Yuen Long Highway	L019_1	1600-1700	7.75E-02	5.53E-06	1.14E-02	3.19E-01	2.28E-05	4.68E-02	1.36E-02	9.73E-07	2.00E-03	1.48E-02	1.06E-06	2.18E-03
Yuen Long Highway	L019_1	1700-1800	5.42E-02	4.23E-06	8.69E-03	2.46E-01	1.91E-05	3.94E-02	1.03E-02	8.05E-07	1.66E-03	1.12E-02	8.77E-07	1.80E-03
Yuen Long Highway	L019_1	1800-1900	4.58E-02	3.53E-06	7.26E-03	2.29E-01	1.76E-05	3.62E-02	9.95E-03	7.67E-07	1.58E-03	1.08E-02	8.34E-07	1.72E-03
Yuen Long Highway	L019_1	1900-2000	3.80E-02	2.29E-06	4.70E-03	1.92E-01	1.15E-05	2.37E-02	9.99E-03	6.01E-07	1.23E-03	1.09E-02	6.54E-07	1.34E-03
Yuen Long Highway	L019_1	2000-2100	2.24E-02	1.13E-06	2.33E-03	1.30E-01	6.57E-06	1.35E-02	6.28E-03	3.19E-07	6.55E-04	6.83E-03	3.46E-07	7.12E-04
Yuen Long Highway	L019_1	2100-2200	1.89E-02	1.08E-06	2.23E-03	1.18E-01	6.74E-06	1.39E-02	5.52E-03	3.17E-07	6.51E-04	5.99E-03	3.43E-07	7.05E-04
Yuen Long Highway	L019_1	2200-2300	1.47E-02	5.25E-07	1.08E-03	1.09E-01	3.91E-06	8.03E-03	5.29E-03	1.89E-07	3.88E-04	5.78E-03	2.06E-07	4.24E-04
Yuen Long Highway	L019_1	2300-0000	1.61E-02	4.09E-07	8.40E-04	1.23E-01	3.12E-06	6.41E-03	5.67E-03	1.44E-07	2.96E-04	6.18E-03	1.57E-07	3.22E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Yuen Long Highway	L019_2	0000-0100	1.54E-02	4.07E-07	4.93E-04	1.27E-01	3.34E-06	4.05E-03	5.27E-03	1.39E-07	1.69E-04	5.75E-03	1.52E-07	1.84E-04
Yuen Long Highway	L019_2	0100-0200	2.87E-02	5.58E-07	6.77E-04	1.89E-01	3.68E-06	4.46E-03	8.67E-03	1.68E-07	2.04E-04	9.43E-03	1.83E-07	2.22E-04
Yuen Long Highway	L019_2	0200-0300	2.35E-02	3.27E-07	3.96E-04	1.68E-01	2.33E-06	2.82E-03	7.12E-03	9.89E-08	1.20E-04	7.75E-03	1.08E-07	1.30E-04
Yuen Long Highway	L019_2	0300-0400	3.17E-02	3.53E-07	4.28E-04	1.87E-01	2.08E-06	2.52E-03	7.95E-03	8.84E-08	1.07E-04	8.65E-03	9.61E-08	1.17E-04
Yuen Long Highway	L019_2	0400-0500	2.87E-02	3.59E-07	4.35E-04	1.70E-01	2.13E-06	2.58E-03	7.75E-03	9.69E-08	1.18E-04	8.44E-03	1.05E-07	1.28E-04
Yuen Long Highway	L019_2	0500-0600	3.94E-02	7.11E-07	8.62E-04	2.72E-01	4.90E-06	5.94E-03	1.53E-02	2.76E-07	3.34E-04	1.66E-02	3.00E-07	3.63E-04
Yuen Long Highway	L019_2	0600-0700	4.27E-02	2.19E-06	2.66E-03	1.99E-01	1.02E-05	1.24E-02	1.15E-02	5.90E-07	7.15E-04	1.25E-02	6.42E-07	7.79E-04
Yuen Long Highway	L019_2	0700-0800	5.36E-02	5.81E-06	7.04E-03	2.43E-01	2.63E-05	3.19E-02	1.10E-02	1.19E-06	1.44E-03	1.20E-02	1.30E-06	1.57E-03
Yuen Long Highway	L019_2	0800-0900	5.55E-02	5.78E-06	7.01E-03	2.35E-01	2.45E-05	2.97E-02	9.94E-03	1.04E-06	1.26E-03	1.08E-02	1.13E-06	1.37E-03
Yuen Long Highway	L019_2	0900-1000	7.07E-02	6.67E-06	8.09E-03	3.08E-01	2.91E-05	3.53E-02	1.41E-02	1.34E-06	1.62E-03	1.54E-02	1.45E-06	1.76E-03
Yuen Long Highway	L019_2	1000-1100	4.79E-02	3.72E-06	4.51E-03	2.10E-01	1.63E-05	1.98E-02	1.06E-02	8.23E-07	9.98E-04	1.15E-02	8.94E-07	1.08E-03
Yuen Long Highway	L019_2	1100-1200	5.57E-02	4.56E-06	5.53E-03	2.51E-01	2.06E-05	2.50E-02	1.36E-02	1.11E-06	1.35E-03	1.48E-02	1.21E-06	1.47E-03
Yuen Long Highway	L019_2	1200-1300	4.87E-02	3.65E-06	4.43E-03	2.23E-01	1.67E-05	2.03E-02	1.23E-02	9.24E-07	1.12E-03	1.34E-02	1.00E-06	1.22E-03
Yuen Long Highway	L019_2	1300-1400	3.85E-02	2.73E-06	3.31E-03	1.92E-01	1.36E-05	1.65E-02	1.02E-02	7.20E-07	8.72E-04	1.11E-02	7.84E-07	9.50E-04
Yuen Long Highway	L019_2	1400-1500	5.58E-02	4.65E-06	5.64E-03	2.41E-01	2.01E-05	2.43E-02	1.27E-02	1.06E-06	1.28E-03	1.38E-02	1.15E-06	1.39E-03
Yuen Long Highway	L019_2	1500-1600	6.44E-02	5.81E-06	7.05E-03	2.70E-01	2.44E-05	2.96E-02	1.29E-02	1.17E-06	1.41E-03	1.40E-02	1.27E-06	1.54E-03
Yuen Long Highway	L019_2	1600-1700	7.75E-02	8.18E-06	9.92E-03	3.19E-01	3.36E-05	4.08E-02	1.36E-02	1.44E-06	1.74E-03	1.48E-02	1.57E-06	1.90E-03
Yuen Long Highway	L019_2	1700-1800	5.42E-02	6.25E-06	7.58E-03	2.46E-01	2.83E-05	3.43E-02	1.03E-02	1.19E-06	1.44E-03	1.12E-02	1.30E-06	1.57E-03
Yuen Long Highway	L019_2	1800-1900	4.58E-02	5.22E-06	6.33E-03	2.29E-01	2.60E-05	3.16E-02	9.95E-03	1.13E-06	1.37E-03	1.08E-02	1.23E-06	1.50E-03
Yuen Long Highway	L019_2	1900-2000	3.80E-02	3.38E-06	4.10E-03	1.92E-01	1.71E-05	2.07E-02	9.99E-03	8.88E-07	1.08E-03	1.09E-02	9.67E-07	1.17E-03
Yuen Long Highway	L019_2	2000-2100	2.24E-02	1.68E-06	2.03E-03	1.30E-01	9.72E-06	1.18E-02	6.28E-03	4.71E-07	5.71E-04	6.83E-03	5.12E-07	6.21E-04
Yuen Long Highway	L019_2	2100-2200	1.89E-02	1.60E-06	1.94E-03	1.18E-01	9.97E-06	1.21E-02	5.52E-03	4.68E-07	5.67E-04	5.99E-03	5.07E-07	6.15E-04
Yuen Long Highway	L019_2	2200-2300	1.47E-02	7.76E-07	9.41E-04	1.09E-01	5.77E-06	7.00E-03	5.29E-03	2.79E-07	3.39E-04	5.78E-03	3.05E-07	3.70E-04
Yuen Long Highway	L019_2	2300-0000	1.61E-02	6.05E-07	7.33E-04	1.23E-01	4.61E-06	5.59E-03	5.67E-03	2.13E-07	2.58E-04	6.18E-03	2.32E-07	2.81E-04
Yuen Long Highway	L019_3	0000-0100	1.54E-02	2.50E-07	1.72E-04	1.27E-01	2.05E-06	1.41E-03	5.27E-03	8.53E-08	5.88E-05	5.75E-03	9.30E-08	6.41E-05
Yuen Long Highway	L019_3	0100-0200	2.87E-02	3.43E-07	2.36E-04	1.89E-01	2.26E-06	1.56E-03	8.67E-03	1.03E-07	7.12E-05	9.43E-03	1.12E-07	7.75E-05
Yuen Long Highway	L019_3	0200-0300	2.35E-02	2.00E-07	1.38E-04	1.68E-01	1.43E-06	9.85E-04	7.12E-03	6.06E-08	4.18E-05	7.75E-03	6.60E-08	4.55E-05
Yuen Long Highway	L019_3	0300-0400	3.17E-02	2.16E-07	1.49E-04	1.87E-01	1.27E-06	8.78E-04	7.95E-03	5.42E-08	3.74E-05	8.65E-03	5.90E-08	4.07E-05
Yuen Long Highway	L019_3	0400-0500	2.87E-02	2.20E-07	1.52E-04	1.70E-01	1.31E-06	9.00E-04	7.75E-03	5.95E-08	4.10E-05	8.44E-03	6.47E-08	4.46E-05
Yuen Long Highway	L019_3	0500-0600	3.94E-02	4.36E-07	3.01E-04	2.72E-01	3.01E-06	2.07E-03	1.53E-02	1.69E-07	1.17E-04	1.66E-02	1.84E-07	1.27E-04
Yuen Long Highway	L019_3	0600-0700	4.27E-02	1.35E-06	9.27E-04	1.99E-01	6.27E-06	4.32E-03	1.15E-02	3.62E-07	2.50E-04	1.25E-02	3.94E-07	2.72E-04
Yuen Long Highway	L019_3	0700-0800	5.36E-02	3.56E-06	2.46E-03	2.43E-01	1.62E-05	1.11E-02	1.10E-02	7.30E-07	5.03E-04	1.20E-02	7.95E-07	5.48E-04
Yuen Long Highway	L019_3	0800-0900	5.55E-02	3.55E-06	2.44E-03	2.35E-01	1.50E-05	1.03E-02	9.94E-03	6.35E-07	4.38E-04	1.08E-02	6.92E-07	4.77E-04
Yuen Long Highway	L019_3	0900-1000	7.07E-02	4.09E-06	2.82E-03	3.08E-01	1.79E-05	1.23E-02	1.41E-02	8.19E-07	5.65E-04	1.54E-02	8.90E-07	6.14E-04
Yuen Long Highway	L019_3	1000-1100	4.79E-02	2.28E-06	1.57E-03	2.10E-01	1.00E-05	6.91E-03	1.06E-02	5.05E-07	3.48E-04	1.15E-02	5.49E-07	3.78E-04
Yuen Long Highway	L019_3	1100-1200	5.57E-02	2.80E-06	1.93E-03	2.51E-01	1.26E-05	8.70E-03	1.36E-02	6.83E-07	4.71E-04	1.48E-02	7.43E-07	5.12E-04
Yuen Long Highway	L019_3	1200-1300	4.87E-02	2.24E-06	1.55E-03	2.23E-01	1.03E-05	7.07E-03	1.23E-02	5.67E-07	3.91E-04	1.34E-02	6.16E-07	4.25E-04
Yuen Long Highway	L019_3	1300-1400	3.85E-02	1.67E-06	1.15E-03	1.92E-01	8.34E-06	5.75E-03	1.02E-02	4.41E-07	3.04E-04	1.11E-02	4.81E-07	3.31E-04
Yuen Long Highway	L019_3	1400-1500	5.58E-02	2.85E-06	1.97E-03	2.41E-01	1.23E-05	8.48E-03	1.27E-02	6.49E-07	4.47E-04	1.38E-02	7.05E-07	4.86E-04
Yuen Long Highway	L019_3	1500-1600	6.44E-02	3.57E-06	2.46E-03	2.70E-01	1.50E-05	1.03E-02	1.29E-02	7.15E-07	4.93E-04	1.40E-02	7.78E-07	5.36E-04
Yuen Long Highway	L019_3	1600-1700	7.75E-02	5.02E-06	3.46E-03	3.19E-01	2.06E-05	1.42E-02	1.36E-02	8.83E-07	6.08E-04	1.48E-02	9.60E-07	6.62E-04
Yuen Long Highway	L019_3	1700-1800	5.42E-02	3.84E-06	2.64E-03	2.46E-01	1.74E-05	1.20E-02	1.03E-02	7.31E-07	5.04E-04	1.12E-02	7.95E-07	5.48E-04
Yuen Long Highway	L019_3	1800-1900	4.58E-02	3.20E-06	2.21E-03	2.29E-01	1.60E-05	1.10E-02	9.95E-03	6.95E-07	4.79E-04	1.08E-02	7.57E-07	5.22E-04
Yuen Long Highway	L019_3	1900-2000	3.80E-02	2.07E-06	1.43E-03	1.92E-01	1.05E-05	7.22E-03	9.99E-03	5.45E-07	3.75E-04	1.09E-02	5.93E-07	4.09E-04
Yuen Long Highway	L019_3	2000-2100	2.24E-02	1.03E-06	7.09E-04	1.30E-01	5.96E-06	4.11E-03	6.28E-03	2.89E-07	1.99E-04	6.83E-03	3.14E-07	2.17E-04
Yuen Long Highway	L019_3	2100-2200	1.89E-02	9.83E-07	6.78E-04	1.18E-01	6.12E-06	4.22E-03	5.52E-03	2.87E-07	1.98E-04	5.99E-03	3.11E-07	2.14E-04
Yuen Long Highway	L019_3	2200-2300	1.47E-02	4.76E-07	3.28E-04	1.09E-01	3.54E-06	2.44E-03	5.29E-03	1.71E-07	1.18E-04	5.78E-03	1.87E-07	1.29E-04
Yuen Long Highway	L019_3	2300-0000	1.61E-02	3.71E-07	2.56E-04	1.23E-01	2.83E-06	1.95E-03	5.67E-03	1.31E-07	9.00E-05	6.18E-03	1.42E-07	9.81E-05
Yuen Long Highway	L019_4	0000-0100	1.54E-02	2.76E-07	1.31E-03	1.27E-01	2.27E-06	1.07E-02	5.27E-03	9.45E-08	4.47E-04	5.75E-03	1.03E-07	4.87E-04
Yuen Long Highway	L019_4	0100-0200	2.86E-02	3.78E-07	1.79E-03	1.89E-01	2.50E-06	1.18E-02	8.67E-03	1.15E-07	5.42E-04	9.43E-03	1.25E-07	5.89E-04
Yuen Long Highway	L019_4	0200-0300	2.35E-02	2.21E-07	1.05E-03	1.67E-01	1.58E-06	7.47E-03	7.12E-03	6.72E-08	3.18E-04	7.75E-03	7.31E-08	3.46E-04
Yuen Long Highway	L019_4	0300-0400	3.17E-02	2.39E-07	1.13E-03	1.87E-01	1.41E-06	6.66E-03	7.95E-03	6.01E-08	2.84E-04	8.65E-03	6.53E-08	3.09E-04
Yuen Long Highway	L019_4	0400-0500	2.87E-02	2.44E-07	1.15E-03	1.70E-01	1.45E-06	6.85E-03	7.75E-03	6.59E-08	3.12E-04	8.44E-03	7.17E-08	3.39E-04
Yuen Long Highway	L019_4	0500-0600	3.93E-02	4.83E-07	2.28E-03	2.71E-01	3.33E-06	1.58E-02	1.53E-02	1.87E-07	8.86E-04	1.66E-02	2.04E-07	9.63E-04
Yuen Long Highway	L019_4	0600-0700	4.26E-02	1.49E-06	7.03E-03	1.98E-01	6.93E-06	3.28E-02	1.15E-02	4.01E-07	1.90E-03	1.25E-02	4.37E-07	2.07E-03
Yuen Long Highway	L019_4	0700-0800	5.35E-02	3.94E-06	1.86E-02	2.42E-01	1.79E-05	8.44E-02	1.10E-02	8.09E-07	3.83E-03	1.20E-02	8.81E-07	4.17E-03
Yuen Long Highway	L019_4	0800-0900	5.54E-02	3.92E-06	1.85E-02	2.34E-01	1.66E-05	7.85E-02	9.94E-03	7.04E-07	3.33E-03	1.08E-02	7.66E-07	3.62E-03
Yuen Long Highway	L019_4	0900-1000	7.05E-02	4.53E-06	2.14E-02	3.08E-01	1.97E-05	9.34E-02	1.41E-02	9.07E-07	4.29E-03	1.54E-02	9.86E-07	4.66E-03
Yuen Long Highway	L019_4	1000-1100	4.77E-02	2.52E-06	1.19E-02	2.09E-01	1.11E-05	5.24E-02	1.06E-02	5.60E-07	2.65E-03	1.15E-02	6.08E-07	2.87E-03
Yuen Long Highway	L019_4	1100-1200	5.55E-02	3.09E-06	1.46E-02	2.50E-01	1.39E-05	6.60E-02	1.36E-02	7.57E-07	3.58E-03	1.48E-02	8.23E-07	3.89E-03
Yuen Long Highway	L019_4	1200-1300	4.86E-02	2.48E-06	1.17E-02	2.22E-01	1.13E-05	5.36E-02	1.23E-02	6.28E-07	2.97E-03	1.34E-02	6.83E-07	3.23E-03
Yuen Long Highway	L019_4	1300-1400	3.84E-02	1.85E-06	8.74E-03	1.91E-01	9.21E-06	4.36E-02	1.02E-02	4.89E-07	2.31E-03	1.11E-02	5.33E-07	2.52E-03
Yuen Long Highway	L019_4	1400-1500	5.57E-02	3.16E-06	1.49E-02	2.40E-01	1.36E-05	6.44E-02	1.27E-02	7.19E-07	3.40E-03	1.38E-02	7.81E-07	3.70E-03
Yuen Long Highway	L019_4	1500-1600	6.42E-02	3.94E-06	1.86E-02	2.70E-01	1.65E-05	7.82E-02	1.29E-02	7.92E-07	3.75E-03	1.40E-02	8.62E-07	4.08E-03
Yuen Long Highway	L019_4	1600-1700	7.73E-02	5.54E-06	2.62E-02	3.18E-01	2.28E-05	1.08E-01	1.36E-02	9.78E-07	4.62E-03	1.48E-02	1.06E-06	5.03E-03
Yuen Long Highway	L019_4	1700-1800	5.40E-02	4.23E-06	2.00E-02	2.45E-01	1.92E-05	9.07E-02	1.03E-02	8.09E-07	3.83E-03	1.12E-02	8.81E-07	4.17E-03
Yuen Long Highway	L019_4	1800-1900	4.56E-02	3.53E-06	1.67E-02	2.28E-01	1.76E-05	8.34E-02	9.95E-03	7.70E-07	3.64E-03	1.08E-02	8.38E-07	3.97E-03
Yuen Long Highway	L019_4	1900-2000	3.79E-02	2.29E-06	1.08E-02	1.91E-01	1.16E-05	5.47E-02	9.99E-03	6.03E-07	2.85E-03	1.09E-02	6.57E-07	3.11E-03
Yuen Long Highway	L019_4	2000-2100	2.23E-02	1.14E-06	5.38E-03	1.29E-01	6.59E-06	3.12E-02	6.28E-03	3.20E-07	1.52E-03	6.83E-03	3.48E-07	1.65E-03
Yuen Long Highway	L019_4	2100-2200	1.89E-02	1.09E-06	5.14E-03	1.17E-01	6.76E-06	3.20E-02	5.52E-03	3.18E-07	1.50E-03	5.99E-03	3.45E-07	1.63E-03
Yuen Long Highway	L019_4	2200-2300	1.47E-02	5.26E-07	2.49E-03	1.09E-01	3.91E-06	1.85E-02	5.29E-03	1.90E-07	8.98E-04	5.78E-03	2.07E-07	9.80E-04
Yuen Long Highway	L019_4	2300-0000	1.61E-02	4.10E-07	1.94E-03	1.23E-01	3.13E-06	1.48E-02	5.67E-03	1.45E-07	6.84E-04	6.18E-03	1.58E-07	7.45E-04
Slip road from Lam Tei Interchange	L020	0000-0100	1.39E-02	7.95E-08	1.91E-04	2.00E-01	1.14E-06	2.75E-03	7.94E-03	4.54E-08	1.09E-04	8.64E-03	4.94E-08	1.19E-04
Slip road from Lam Tei Interchange	L020	0100-0200	1.86E-02	7.12E-08	1.71E-04	2.47E-01	9.42E-07	2.26E-03	9.84E-03	3.76E-08	9.03E-05	1.07E-02	4.08E-08	9.80E-05
Slip road from Lam Tei Interchange	L020	0200-0300	1.69E-02	4.85E-08	1.16E-04	2.26E-01	6.46E-07	1.55E-03	8.09E-03	2.32E-08	5.57E-05	8.78E-03	2.51E-08	6.04E-05
Slip road from Lam Tei Interchange	L020	0300-0400	2.09E-02	5.99E-08	1.44E-04	2.38E-01	6.80E-07	1.63E-03	8.78E-03	2.51E-08	6.04E-05	9.53E-03	2.73E-08	6.56E-05
Slip road from Lam Tei Interchange	L020	0400-0500	1.82E-02	5.20E-08	1.25E-04	2.40E-01	6.86E-07	1.65E-03	9.93E-03	2.84E-08	6.83E-05	1.08E-02	3.08E-08	7.41E-05
Slip road from Lam Tei Interchange	L020	0500-0600	3.43E-02	1.31E-07	3.15E-04	3.88E-01	1.48E-06	3.56E-03	1.94E-02	7.39E-08	1.78E-04	2.10E-02	8.03E-08	1.93E-04
Slip road from Lam Tei Interchange	L020	0600-0700	3.78E-02	4.33E-07	1.04E-03	2.47E-01	2.83E-06	6.80E-03	1.04E-02	1.19E-07	2.86E-04	1.13E-02	1.29E-07	3.11E-04
Slip road from Lam Tei Interchange	L020	0700-0800	4.05E-02	1.00E-06	2.41E-03	2.92E-01	7.25E-06	1.74E-02	1.06E-02	2.63E-07	6.31E-04	1.15E-02	2.86E-07	6.87E-04
Slip road from Lam Tei Interchange	L020	0800-0900	3.62E-02	8.64E-07	2.08E-03	2.61E-01	6.23E-06	1.50E-02	8.27E-03	1.97E-07	4.74E-04	8.99E-03	2.14E-07	5.15E-04
Slip road from Lam Tei Interchange	L020	0900-1000	4.33E-02	7.02E-07	1.69E-03	3.31E-01	5.36E-06	1.29E-02	1.31E-02	2.13E-07	5.12E-04	1.43E-02	2.31E-07	5.56E-04
Slip road from Lam Tei Interchange	L020	1000-1100	3.49E-02	4.67E-07	1.12E-03	2.76E-01	3.68E-06	8.85E-03	1.08E-02	1.44E-07	3.46E-04	1.17E-02	1.56E-07	3.76E-04
Slip road from Lam Tei Interchange	L020	1100-1200	4.29E-02	5.73E-07	1.38E-03	3.12E-01	4.17E-06	1.00E-02	1.31E-02	1.75E-07	4.20E-04	1.42E-02	1.90E-07	4.56E-04
Slip road from Lam Tei Interchange	L020	1200-1300	4.00E-02	4.96E-07	1.19E-03	2.81E-01	3.49E-06	8.39E-03	1.21E-02	1.51E-07	3.62E-04	1.32E-02	1.64E-07	3.94E-04
Slip road from Lam Tei Interchange	L020	1300-1400	3.33E-02	4.13E-07	9.93E-04	2.66E-01	3.29E-06	7.92E-03	1.08E-02	1.33E-07	3.21E-04	1.17E-02	1.45E-07	3.49E-04
Slip road from Lam Tei Interchange	L020	1400-1500	4.51E-02	6.45E-07	1.55E-03	2.99E-01	4.28E-06	1.03E-02	1.20E-02	1.72E-07	4.13E-04	1.30E-02	1.87E-07	4.49E-04
Slip road from Lam Tei Interchange	L020	1500-1600	4.45E-02	6.79E-07	1.63E-03	3.15E-01	4.81E-06	1.16E-02	1.32E-02	2.01E-07	4.83E-04	1.43E-02	2.18E-07	5.25E-04
Slip road from Lam Tei Interchange	L020	1600-1700	3.92E-02	4.86E-07	1.17E-03	2.79E-01	3.46E-06	8.32E-03	1.17E-02	1.45E-07	3.49E-04	1.27E-02	1.58E-07	3.80E-04
Slip road from Lam Tei Interchange	L020	1700-1800	2.90E-02	4.15E-07	9.98E-04	2.45E-01	3.50E-06	8.42E-03	1.00E-02	1.43E-07	3.45E-04	1.09E-02	1.56E-07	3.75E-04
Slip road from Lam Tei Interchange	L020	1800-1900	2.67E-02	3.82E-07	9.18E-04	2.44E-01	3.49E-06	8.39E-03	1.03E-02	1.48E-07	3.56E-04	1.13E-02	1.61E-07	3.87E-04
Slip road from Lam Tei Interchange	L020	1900-2000	3.62E-02	5.52E-07	1.33E-03	2.62E-01	4.01E-06	9.63E-03	1.19E-02	1.82E-07	4.36E-04	1.29E-02	1.97E-07	4.74E-04
Slip road from Lam Tei Interchange	L020	2000-2100	2.20E-02	3.15E-07	7.57E-04	2.23E-01	3.19E-06	7.66E-03	9.23E-03	1.32E-07	3.18E-04	1.00E-02	1.44E-07	3.46E-04
Slip road from Lam Tei Interchange	L020	2100-2200	1.88E-02	3.04E-07	7.31E-04	2.02E-01	3.28E-06	7.89E-03	8.42E-03	1.37E-07	3.28E-04	9.15E-03	1.48E-07	3.57E-04
Slip road from Lam Tei Interchange	L020	2200-2300	1.53E-02	1.61E-07	3.86E-04	1.90E-01	1.99E-06	4.79E-03	8.29E-03	8.69E-08	2.09E-04	9.01E-03	9.46E-08	2.27E-04
Slip road from Lam Tei Interchange	L020	2300-0000	1.48E-02	1.13E-07	2.72E-04	2.02E-01	1.54E-06	3.70E-03	8.60E-03	6.57E-08	1.58E-04	9.37E-03	7.15E-08	1.72E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Slip road from Castle Peak Road - Lam Tei	L021	0000-0100	4.33E-02	2.02E-07	1.33E-03	2.86E-01	1.34E-06	8.76E-03	9.49E-03	4.43E-08	2.91E-04	1.04E-02	4.88E-08	3.20E-04
Slip road from Castle Peak Road - Lam Tei	L021	0100-0200	8.45E-02	2.37E-07	1.55E-03	4.49E-01	1.26E-06	8.25E-03	1.20E-02	3.35E-08	2.20E-04	1.31E-02	3.67E-08	2.40E-04
Slip road from Castle Peak Road - Lam Tei	L021	0200-0300	7.24E-02	2.03E-07	1.33E-03	4.12E-01	1.16E-06	7.58E-03	1.14E-02	3.19E-08	2.09E-04	1.24E-02	3.48E-08	2.28E-04
Slip road from Castle Peak Road - Lam Tei	L021	0300-0400	8.37E-02	1.56E-07	1.03E-03	4.31E-01	8.06E-07	5.28E-03	1.05E-02	1.96E-08	1.29E-04	1.14E-02	2.14E-08	1.40E-04
Slip road from Castle Peak Road - Lam Tei	L021	0400-0500	8.32E-02	2.33E-07	1.53E-03	4.35E-01	1.22E-06	7.99E-03	1.28E-02	3.60E-08	2.36E-04	1.40E-02	3.93E-08	2.58E-04
Slip road from Castle Peak Road - Lam Tei	L021	0500-0600	1.36E-01	5.09E-07	3.34E-03	6.59E-01	2.46E-06	1.62E-02	1.99E-02	7.42E-08	4.87E-04	2.16E-02	8.09E-08	5.30E-04
Slip road from Castle Peak Road - Lam Tei	L021	0600-0700	1.65E-01	1.70E-06	1.11E-02	6.52E-01	6.70E-06	4.39E-02	1.74E-02	1.79E-07	1.17E-03	1.90E-02	1.95E-07	1.28E-03
Slip road from Castle Peak Road - Lam Tei	L021	0700-0800	1.38E-01	2.85E-06	1.87E-02	5.90E-01	1.21E-05	7.95E-02	1.54E-02	3.16E-07	2.07E-03	1.68E-02	3.45E-07	2.26E-03
Slip road from Castle Peak Road - Lam Tei	L021	0800-0900	1.27E-01	2.49E-06	1.63E-02	5.14E-01	1.01E-05	6.61E-02	1.35E-02	2.64E-07	1.73E-03	1.47E-02	2.88E-07	1.89E-03
Slip road from Castle Peak Road - Lam Tei	L021	0900-1000	1.68E-01	2.52E-06	1.65E-02	6.90E-01	1.03E-05	6.76E-02	1.66E-02	2.48E-07	1.63E-03	1.81E-02	2.70E-07	1.77E-03
Slip road from Castle Peak Road - Lam Tei	L021	1000-1100	1.43E-01	1.74E-06	1.14E-02	5.86E-01	7.11E-06	4.67E-02	1.47E-02	1.78E-07	1.17E-03	1.60E-02	1.94E-07	1.27E-03
Slip road from Castle Peak Road - Lam Tei	L021	1100-1200	1.91E-01	2.50E-06	1.64E-02	7.85E-01	1.03E-05	6.73E-02	1.85E-02	2.42E-07	1.59E-03	2.01E-02	2.63E-07	1.73E-03
Slip road from Castle Peak Road - Lam Tei	L021	1200-1300	1.76E-01	2.14E-06	1.40E-02	7.23E-01	8.78E-06	5.76E-02	1.75E-02	2.13E-07	1.40E-03	1.91E-02	2.32E-07	1.52E-03
Slip road from Castle Peak Road - Lam Tei	L021	1300-1400	1.40E-01	1.57E-06	1.03E-02	5.92E-01	6.63E-06	4.35E-02	1.51E-02	1.69E-07	1.11E-03	1.65E-02	1.85E-07	1.21E-03
Slip road from Castle Peak Road - Lam Tei	L021	1400-1500	1.80E-01	2.35E-06	1.54E-02	7.15E-01	9.35E-06	6.13E-02	1.70E-02	2.22E-07	1.45E-03	1.85E-02	2.41E-07	1.58E-03
Slip road from Castle Peak Road - Lam Tei	L021	1500-1600	1.68E-01	2.35E-06	1.54E-02	6.81E-01	9.55E-06	6.26E-02	1.67E-02	2.35E-07	1.54E-03	1.82E-02	2.55E-07	1.68E-03
Slip road from Castle Peak Road - Lam Tei	L021	1600-1700	1.55E-01	2.03E-06	1.33E-02	5.93E-01	7.75E-06	5.08E-02	1.41E-02	1.85E-07	1.21E-03	1.54E-02	2.01E-07	1.32E-03
Slip road from Castle Peak Road - Lam Tei	L021	1700-1800	1.18E-01	1.65E-06	1.08E-02	5.03E-01	7.05E-06	4.62E-02	1.25E-02	1.75E-07	1.15E-03	1.36E-02	1.91E-07	1.25E-03
Slip road from Castle Peak Road - Lam Tei	L021	1800-1900	1.14E-01	1.60E-06	1.05E-02	4.80E-01	6.73E-06	4.41E-02	1.24E-02	1.73E-07	1.14E-03	1.35E-02	1.89E-07	1.24E-03
Slip road from Castle Peak Road - Lam Tei	L021	1900-2000	1.23E-01	1.61E-06	1.05E-02	5.16E-01	6.76E-06	4.43E-02	1.41E-02	1.84E-07	1.21E-03	1.53E-02	2.00E-07	1.31E-03
Slip road from Castle Peak Road - Lam Tei	L021	2000-2100	6.70E-02	7.51E-07	4.92E-03	3.27E-01	3.67E-06	2.40E-02	1.01E-02	1.13E-07	7.42E-04	1.10E-02	1.24E-07	8.12E-04
Slip road from Castle Peak Road - Lam Tei	L021	2100-2200	6.01E-02	7.30E-07	4.79E-03	3.07E-01	3.73E-06	2.45E-02	9.71E-03	1.18E-07	7.73E-04	1.06E-02	1.29E-07	8.46E-04
Slip road from Castle Peak Road - Lam Tei	L021	2200-2300	5.02E-02	3.75E-07	2.46E-03	2.82E-01	2.11E-06	1.38E-02	9.53E-03	7.12E-08	4.67E-04	1.04E-02	7.81E-08	5.12E-04
Slip road from Castle Peak Road - Lam Tei	L021	2300-0000	4.68E-02	2.63E-07	1.72E-03	2.85E-01	1.60E-06	1.05E-02	9.90E-03	5.55E-08	3.64E-04	1.08E-02	6.08E-08	3.99E-04
Access Road	L022	0000-0100	9.59E-03	1.67E-08	8.39E-06	1.60E-01	2.78E-07	1.40E-04	5.33E-03	9.25E-09	4.66E-06	5.91E-03	1.03E-08	5.17E-06
Access Road	L022	0100-0200	1.01E-02	1.76E-08	8.85E-06	1.89E-01	3.28E-07	1.65E-04	6.15E-03	1.07E-08	5.38E-06	6.90E-03	1.20E-08	6.03E-06
Access Road	L022	0200-0300	1.17E-02	2.04E-08	1.03E-05	2.16E-01	3.75E-07	1.89E-04	6.81E-03	1.18E-08	5.96E-06	7.66E-03	1.33E-08	6.70E-06
Access Road	L022	0300-0400	1.42E-02	2.47E-08	1.25E-05	2.42E-01	4.19E-07	2.11E-04	8.45E-03	1.47E-08	7.39E-06	9.53E-03	1.65E-08	8.33E-06
Access Road	L022	0400-0500	1.10E-02	1.91E-08	9.60E-06	1.87E-01	3.24E-07	1.63E-04	7.13E-03	1.24E-08	6.23E-06	8.00E-03	1.39E-08	7.00E-06
Access Road	L022	0500-0600	1.18E-02	2.05E-08	1.03E-05	2.18E-01	3.78E-07	1.90E-04	6.81E-03	1.18E-08	5.96E-06	7.66E-03	1.33E-08	6.70E-06
Access Road	L022	0600-0700	9.57E-03	1.66E-08	8.37E-06	1.50E-01	2.61E-07	1.31E-04	4.32E-03	7.50E-09	3.78E-06	4.72E-03	8.19E-09	4.12E-06
Access Road	L022	0700-0800	1.01E-02	3.51E-08	1.77E-05	1.49E-01	5.17E-07	2.60E-04	4.71E-03	1.64E-08	8.23E-06	5.17E-03	1.79E-08	9.03E-06
Access Road	L022	0800-0900	1.14E-02	3.95E-08	1.99E-05	1.67E-01	5.80E-07	2.92E-04	4.81E-03	1.67E-08	8.41E-06	5.28E-03	1.83E-08	9.23E-06
Access Road	L022	0900-1000	1.56E-02	5.41E-08	2.72E-05	2.24E-01	7.78E-07	3.92E-04	5.21E-03	1.81E-08	9.12E-06	5.72E-03	1.98E-08	9.99E-06
Access Road	L022	1000-1100	1.35E-02	2.35E-08	1.18E-05	1.92E-01	3.33E-07	1.68E-04	4.94E-03	8.58E-09	4.32E-06	5.39E-03	9.36E-09	4.71E-06
Access Road	L022	1100-1200	1.27E-02	2.20E-08	1.11E-05	1.85E-01	3.21E-07	1.62E-04	4.75E-03	8.25E-09	4.15E-06	5.19E-03	9.01E-09	4.54E-06
Access Road	L022	1200-1300	1.17E-02	2.02E-08	1.02E-05	1.73E-01	3.00E-07	1.51E-04	4.63E-03	8.04E-09	4.05E-06	5.05E-03	8.77E-09	4.42E-06
Access Road	L022	1300-1400	1.27E-02	2.21E-08	1.11E-05	1.86E-01	3.23E-07	1.63E-04	4.75E-03	8.25E-09	4.15E-06	5.19E-03	9.01E-09	4.54E-06
Access Road	L022	1400-1500	1.25E-02	2.18E-08	1.10E-05	1.79E-01	3.12E-07	1.57E-04	4.82E-03	8.36E-09	4.21E-06	5.26E-03	9.13E-09	4.60E-06
Access Road	L022	1500-1600	1.15E-02	1.99E-08	1.00E-05	1.66E-01	2.89E-07	1.45E-04	4.69E-03	8.15E-09	4.10E-06	5.12E-03	8.89E-09	4.48E-06
Access Road	L022	1600-1700	1.19E-02	2.06E-08	1.04E-05	1.74E-01	3.02E-07	1.52E-04	5.29E-03	9.19E-09	4.63E-06	5.82E-03	1.01E-08	5.09E-06
Access Road	L022	1700-1800	1.03E-02	1.80E-08	9.04E-06	1.52E-01	2.63E-07	1.32E-04	4.57E-03	7.93E-09	3.99E-06	4.99E-03	8.66E-09	4.36E-06
Access Road	L022	1800-1900	9.09E-03	1.58E-08	7.95E-06	1.32E-01	2.29E-07	1.15E-04	4.51E-03	7.83E-09	3.94E-06	4.92E-03	8.55E-09	4.30E-06
Access Road	L022	1900-2000	8.40E-03	2.92E-08	1.47E-05	1.28E-01	4.46E-07	2.25E-04	4.48E-03	1.55E-08	7.82E-06	4.91E-03	1.71E-08	8.59E-06
Access Road	L022	2000-2100	9.18E-03	1.59E-08	8.02E-06	1.37E-01	2.37E-07	1.19E-04	4.45E-03	7.72E-09	3.89E-06	4.85E-03	8.43E-09	4.24E-06
Access Road	L022	2100-2200	7.86E-03	2.73E-08	1.37E-05	1.24E-01	4.29E-07	2.16E-04	4.37E-03	1.52E-08	7.65E-06	4.80E-03	1.67E-08	8.40E-06
Access Road	L022	2200-2300	6.31E-03	1.09E-08	5.51E-06	1.05E-01	1.82E-07	9.15E-05	4.01E-03	6.96E-09	3.51E-06	4.38E-03	7.61E-09	3.83E-06
Access Road	L022	2300-0000	7.07E-03	1.23E-08	6.18E-06	1.25E-01	2.17E-07	1.09E-04	4.48E-03	7.78E-09	3.92E-06	4.94E-03	8.58E-09	4.32E-06
Access Road	L023	0000-0100	1.08E-02	1.87E-08	8.54E-06	1.79E-01	3.10E-07	1.42E-04	5.39E-03	9.36E-09	4.28E-06	5.98E-03	1.04E-08	4.74E-06
Access Road	L023	0100-0200	1.18E-02	2.04E-08	9.34E-06	2.16E-01	3.75E-07	1.72E-04	6.81E-03	1.18E-08	5.41E-06	7.66E-03	1.33E-08	6.08E-06
Access Road	L023	0200-0300	1.26E-02	2.19E-08	1.00E-05	2.14E-01	3.71E-07	1.70E-04	7.79E-03	1.35E-08	6.18E-06	8.77E-03	1.52E-08	6.96E-06
Access Road	L023	0300-0400	9.27E-03	1.61E-08	7.36E-06	2.14E-01	3.72E-07	1.70E-04	1.01E-02	1.76E-08	8.05E-06	1.16E-02	2.01E-08	9.21E-06
Access Road	L023	0400-0500	1.26E-02	2.19E-08	1.00E-05	2.14E-01	3.72E-07	1.70E-04	7.79E-03	1.35E-08	6.18E-06	8.77E-03	1.52E-08	6.96E-06
Access Road	L023	0500-0600	1.27E-02	2.20E-08	1.01E-05	2.15E-01	3.74E-07	1.71E-04	7.79E-03	1.35E-08	6.18E-06	8.77E-03	1.52E-08	6.96E-06
Access Road	L023	0600-0700	9.81E-03	1.70E-08	7.79E-06	1.58E-01	2.75E-07	1.26E-04	6.06E-03	1.05E-08	4.81E-06	6.74E-03	1.17E-08	5.35E-06
Access Road	L023	0700-0800	1.01E-02	3.51E-08	1.61E-05	1.49E-01	5.17E-07	2.36E-04	4.71E-03	1.64E-08	7.48E-06	5.17E-03	1.79E-08	8.20E-06
Access Road	L023	0800-0900	1.15E-02	3.98E-08	1.82E-05	1.70E-01	5.91E-07	2.70E-04	4.78E-03	1.66E-08	7.59E-06	5.24E-03	1.82E-08	8.32E-06
Access Road	L023	0900-1000	1.32E-02	2.28E-08	1.04E-05	1.88E-01	3.27E-07	1.50E-04	4.28E-03	7.42E-09	3.40E-06	4.63E-03	8.03E-09	3.67E-06
Access Road	L023	1000-1100	1.25E-02	2.17E-08	9.91E-06	1.79E-01	3.10E-07	1.42E-04	4.82E-03	8.36E-09	3.82E-06	5.26E-03	9.13E-09	4.17E-06
Access Road	L023	1100-1200	1.25E-02	2.17E-08	9.93E-06	1.79E-01	3.11E-07	1.42E-04	4.82E-03	8.36E-09	3.82E-06	5.26E-03	9.13E-09	4.17E-06
Access Road	L023	1200-1300	1.09E-02	1.90E-08	8.67E-06	1.62E-01	2.82E-07	1.29E-04	5.17E-03	8.97E-09	4.10E-06	5.69E-03	9.87E-09	4.51E-06
Access Road	L023	1300-1400	1.20E-02	2.08E-08	9.52E-06	1.76E-01	3.05E-07	1.40E-04	5.29E-03	9.19E-09	4.20E-06	5.82E-03	1.01E-08	4.62E-06
Access Road	L023	1400-1500	1.25E-02	2.18E-08	9.96E-06	1.79E-01	3.12E-07	1.43E-04	4.82E-03	8.36E-09	3.82E-06	5.26E-03	9.13E-09	4.17E-06
Access Road	L023	1500-1600	1.04E-02	1.81E-08	8.29E-06	1.53E-01	2.66E-07	1.22E-04	4.57E-03	7.93E-09	3.63E-06	4.99E-03	8.66E-09	3.96E-06
Access Road	L023	1600-1700	1.02E-02	1.78E-08	8.13E-06	1.46E-01	2.54E-07	1.16E-04	4.63E-03	8.04E-09	3.68E-06	5.06E-03	8.78E-09	4.01E-06
Access Road	L023	1700-1800	1.00E-02	3.48E-08	1.59E-05	1.45E-01	5.04E-07	2.30E-04	4.74E-03	1.65E-08	7.53E-06	5.20E-03	1.81E-08	8.26E-06
Access Road	L023	1800-1900	9.39E-03	3.26E-08	1.49E-05	1.37E-01	4.75E-07	2.17E-04	4.68E-03	1.62E-08	7.43E-06	5.13E-03	1.78E-08	8.15E-06
Access Road	L023	1900-2000	8.05E-03	1.40E-08	6.39E-06	1.19E-01	2.06E-07	9.42E-05	4.38E-03	7.61E-09	3.48E-06	4.79E-03	8.31E-09	3.80E-06
Access Road	L023	2000-2100	8.16E-03	1.42E-08	6.48E-06	1.24E-01	2.15E-07	9.84E-05	4.32E-03	7.50E-09	3.43E-06	4.72E-03	8.19E-09	3.75E-06
Access Road	L023	2100-2200	6.13E-03	1.06E-08	4.87E-06	9.84E-02	1.71E-07	7.81E-05	4.07E-03	7.07E-09	3.23E-06	4.45E-03	7.73E-09	3.53E-06
Access Road	L023	2200-2300	6.77E-03	1.18E-08	5.38E-06	1.13E-01	1.97E-07	9.01E-05	4.61E-03	8.00E-09	3.66E-06	5.08E-03	8.82E-09	4.03E-06
Access Road	L023	2300-0000	8.39E-03	1.46E-08	6.66E-06	1.41E-01	2.45E-07	1.12E-04	5.27E-03	9.15E-09	4.18E-06	5.84E-03	1.01E-08	4.64E-06
Lam Tei Interchange	L024	0000-0100	2.29E-02	1.08E-07	2.69E-04	2.96E-01	1.39E-06	3.47E-03	1.17E-02	5.50E-08	1.38E-04	1.27E-02	5.98E-08	1.49E-04
Lam Tei Interchange	L024	0100-0200	3.43E-02	1.34E-07	3.35E-04	3.65E-01	1.43E-06	3.57E-03	1.48E-02	5.80E-08	1.45E-04	1.61E-02	6.31E-08	1.58E-04
Lam Tei Interchange	L024	0200-0300	2.90E-02	9.08E-08	2.27E-04	3.21E-01	1.00E-06	2.51E-03	1.18E-02	3.70E-08	9.26E-05	1.29E-02	4.02E-08	1.01E-04
Lam Tei Interchange	L024	0300-0400	3.04E-02	7.13E-08	1.78E-04	2.16E-01	5.06E-07	1.27E-03	4.57E-03	1.07E-08	2.68E-05	4.97E-03	1.17E-08	2.92E-05
Lam Tei Interchange	L024	0400-0500	2.77E-02	6.50E-08	1.63E-04	1.96E-01	4.61E-07	1.15E-03	4.41E-03	1.03E-08	2.59E-05	4.78E-03	1.12E-08	2.81E-05
Lam Tei Interchange	L024	0500-0600	5.17E-02	1.62E-07	4.05E-04	5.30E-01	1.66E-06	4.15E-03	2.55E-02	7.97E-08	1.99E-04	2.77E-02	8.66E-08	2.17E-04
Lam Tei Interchange	L024	0600-0700	5.63E-02	5.73E-07	1.43E-03	3.48E-01	3.54E-06	8.86E-03	1.57E-02	1.59E-07	3.99E-04	1.70E-02	1.73E-07	4.33E-04
Lam Tei Interchange	L024	0700-0800	4.48E-02	9.10E-07	2.28E-03	3.18E-01	6.46E-06	1.62E-02	1.32E-02	2.68E-07	6.70E-04	1.43E-02	2.91E-07	7.28E-04
Lam Tei Interchange	L024	0800-0900	4.70E-02	9.56E-07	2.39E-03	2.90E-01	5.91E-06	1.48E-02	1.08E-02	2.20E-07	5.50E-04	1.17E-02	2.39E-07	5.97E-04
Lam Tei Interchange	L024	0900-1000	5.89E-02	8.75E-07	2.19E-03	4.12E-01	6.13E-06	1.53E-02	1.65E-02	2.45E-07	6.13E-04	1.79E-02	2.67E-07	6.67E-04
Lam Tei Interchange	L024	1000-1100	5.39E-02	6.75E-07	1.69E-03	3.67E-01	4.59E-06	1.15E-02	1.43E-02	1.79E-07	4.47E-04	1.55E-02	1.94E-07	4.85E-04
Lam Tei Interchange	L024	1100-1200	6.09E-02	7.62E-07	1.91E-03	4.03E-01	5.05E-06	1.26E-02	1.66E-02	2.08E-07	5.20E-04	1.80E-02	2.26E-07	5.65E-04
Lam Tei Interchange	L024	1200-1300	5.82E-02	6.82E-07	1.71E-03	3.82E-01	4.48E-06	1.12E-02	1.62E-02	1.90E-07	4.74E-04	1.76E-02	2.06E-07	5.15E-04
Lam Tei Interchange	L024	1300-1400	4.95E-02	5.81E-07	1.45E-03	3.56E-01	4.18E-06	1.05E-02	1.41E-02	1.66E-07	4.15E-04	1.54E-02	1.80E-07	4.51E-04
Lam Tei Interchange	L024	1400-1500	6.24E-02	8.30E-07	2.08E-03	3.88E-01	5.17E-06	1.29E-02	1.54E-02	2.05E-07	5.13E-04	1.68E-02	2.23E-07	5.58E-04
Lam Tei Interchange	L024	1500-1600	6.14E-02	8.64E-07	2.16E-03	4.04E-01	5.69E-06	1.42E-02	1.67E-02	2.35E-07	5.88E-04	1.82E-02	2.56E-07	6.40E-04
Lam Tei Interchange	L024	1600-1700	5.29E-02	6.63E-07	1.66E-03	3.39E-01	4.25E-06	1.06E-02	1.26E-02	1.57E-07	3.94E-04	1.37E-02	1.71E-07	4.28E-04
Lam Tei Interchange	L024	1700-1800	4.08E-02	5.75E-07	1.44E-03	3.00E-01	4.22E-06	1.06E-02	1.08E-02	1.52E-07	3.80E-04	1.17E-02	1.65E-07	4.13E-04
Lam Tei Interchange	L024	1800-1900	3.54E-02	4.70E-07	1.18E-03	2.90E-01	3.85E-06	9.64E-03	1.07E-02	1.43E-07	3.57E-04	1.17E-02	1.56E-07	3.89E-04
Lam Tei Interchange	L024	1900-2000	4.31E-02	5.73E-07	1.43E-03	3.34E-01	4.44E-06	1.11E-02	1.49E-02	1.99E-07	4.97E-04	1.62E-02	2.16E-07	5.40E-04
Lam Tei Interchange	L024	2000-2100	3.02E-02	3.55E-07	8.87E-04	2.90E-01	3.41E-06	8.52E-03	1.19E-02	1.40E-07	3.51E-04	1.30E-02	1.52E-07	3.81E-04
Lam Tei Interchange	L024	2100-2200	2.49E-02	3.31E-07	8.28E-04	2.59E-01	3.45E-06	8.62E-03	1.06E-02	1.42E-07	3.54E-04	1.16E-02	1.54E-07	3.85E-04
Lam Tei Interchange	L024	2200-2300	2.38E-02	2.05E-07	5.13E-04	2.69E-01	2.31E-06	5.78E-03	1.14E-02	9.85E-08	2.46E-04	1.24E-02	1.07E-07	2.68E-04
Lam Tei Interchange	L024	2300-0000	2.45E-02	1.53E-07	3.84E-04	2.88E-01	1.80E-06	4.51E-03	1.20E-02	7.51E-08	1.88E-04	1.31E-02	8.17E-08	2.04E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Lam Tei Interchange	L025	0000-0100	1.74E-02	1.30E-07	2.82E-04	2.56E-01	1.92E-06	4.15E-03	9.76E-03	7.31E-08	1.58E-04	1.06E-02	7.96E-08	1.72E-04
Lam Tei Interchange	L025	0100-0200	2.37E-02	1.11E-07	2.40E-04	3.03E-01	1.42E-06	3.07E-03	1.13E-02	5.31E-08	1.15E-04	1.23E-02	5.77E-08	1.25E-04
Lam Tei Interchange	L025	0200-0300	1.81E-02	6.80E-08	1.47E-04	1.76E-01	6.60E-07	1.43E-03	3.01E-03	1.13E-08	2.44E-05	3.27E-03	1.22E-08	2.65E-05
Lam Tei Interchange	L025	0300-0400	2.59E-02	7.28E-08	1.58E-04	2.89E-01	8.12E-07	1.76E-03	9.88E-03	2.78E-08	6.01E-05	1.07E-02	3.02E-08	6.53E-05
Lam Tei Interchange	L025	0400-0500	2.52E-02	9.46E-08	2.05E-04	3.01E-01	1.13E-06	2.44E-03	1.20E-02	4.48E-08	9.69E-05	1.30E-02	4.87E-08	1.05E-04
Lam Tei Interchange	L025	0500-0600	4.21E-02	1.97E-07	4.26E-04	4.71E-01	2.21E-06	4.77E-03	2.21E-02	1.03E-07	2.24E-04	2.40E-02	1.12E-07	2.43E-04
Lam Tei Interchange	L025	0600-0700	4.38E-02	5.74E-07	1.24E-03	2.83E-01	3.71E-06	8.02E-03	1.22E-02	1.59E-07	3.45E-04	1.32E-02	1.73E-07	3.75E-04
Lam Tei Interchange	L025	0700-0800	3.14E-02	8.84E-07	1.91E-03	2.47E-01	6.94E-06	1.50E-02	9.89E-03	2.78E-07	6.01E-04	1.08E-02	3.03E-07	6.55E-04
Lam Tei Interchange	L025	0800-0900	3.41E-02	9.26E-07	2.00E-03	2.33E-01	6.32E-06	1.37E-02	8.33E-03	2.26E-07	4.90E-04	9.07E-03	2.46E-07	5.33E-04
Lam Tei Interchange	L025	0900-1000	4.47E-02	9.21E-07	1.99E-03	3.54E-01	7.31E-06	1.58E-02	1.38E-02	2.85E-07	6.17E-04	1.50E-02	3.09E-07	6.70E-04
Lam Tei Interchange	L025	1000-1100	4.09E-02	7.27E-07	1.57E-03	3.18E-01	5.66E-06	1.22E-02	1.21E-02	2.15E-07	4.65E-04	1.31E-02	2.34E-07	5.06E-04
Lam Tei Interchange	L025	1100-1200	4.70E-02	8.36E-07	1.81E-03	3.48E-01	6.20E-06	1.34E-02	1.39E-02	2.48E-07	5.36E-04	1.51E-02	2.70E-07	5.83E-04
Lam Tei Interchange	L025	1200-1300	4.45E-02	7.08E-07	1.53E-03	3.26E-01	5.19E-06	1.12E-02	1.35E-02	2.15E-07	4.65E-04	1.47E-02	2.34E-07	5.06E-04
Lam Tei Interchange	L025	1300-1400	3.88E-02	6.18E-07	1.34E-03	3.06E-01	4.88E-06	1.06E-02	1.18E-02	1.88E-07	4.07E-04	1.29E-02	2.05E-07	4.43E-04
Lam Tei Interchange	L025	1400-1500	4.53E-02	8.06E-07	1.75E-03	3.17E-01	5.65E-06	1.22E-02	1.22E-02	2.18E-07	4.71E-04	1.33E-02	2.37E-07	5.13E-04
Lam Tei Interchange	L025	1500-1600	4.66E-02	9.17E-07	1.98E-03	3.46E-01	6.80E-06	1.47E-02	1.40E-02	2.76E-07	5.96E-04	1.52E-02	2.99E-07	6.48E-04
Lam Tei Interchange	L025	1600-1700	4.52E-02	9.31E-07	2.02E-03	3.29E-01	6.78E-06	1.47E-02	1.25E-02	2.58E-07	5.58E-04	1.36E-02	2.80E-07	6.06E-04
Lam Tei Interchange	L025	1700-1800	3.56E-02	8.01E-07	1.73E-03	2.92E-01	6.56E-06	1.42E-02	1.10E-02	2.47E-07	5.34E-04	1.19E-02	2.68E-07	5.81E-04
Lam Tei Interchange	L025	1800-1900	3.10E-02	6.98E-07	1.51E-03	2.84E-01	6.39E-06	1.38E-02	1.10E-02	2.48E-07	5.37E-04	1.20E-02	2.70E-07	5.84E-04
Lam Tei Interchange	L025	1900-2000	3.29E-02	6.48E-07	1.40E-03	2.77E-01	5.45E-06	1.18E-02	1.21E-02	2.38E-07	5.15E-04	1.31E-02	2.58E-07	5.59E-04
Lam Tei Interchange	L025	2000-2100	2.40E-02	4.28E-07	9.25E-04	2.52E-01	4.48E-06	9.70E-03	1.02E-02	1.81E-07	3.93E-04	1.11E-02	1.98E-07	4.27E-04
Lam Tei Interchange	L025	2100-2200	1.95E-02	3.84E-07	8.31E-04	2.24E-01	4.41E-06	9.54E-03	9.13E-03	1.80E-07	3.89E-04	9.91E-03	1.95E-07	4.22E-04
Lam Tei Interchange	L025	2200-2300	1.83E-02	2.40E-07	5.19E-04	2.30E-01	3.01E-06	6.52E-03	9.56E-03	1.25E-07	2.72E-04	1.04E-02	1.36E-07	2.95E-04
Lam Tei Interchange	L025	2300-0000	1.93E-02	1.81E-07	3.92E-04	2.50E-01	2.35E-06	5.08E-03	1.02E-02	9.58E-08	2.07E-04	1.11E-02	1.04E-07	2.26E-04
Castle Peak Road - Lingnan	L026	0000-0100	2.12E-02	1.45E-07	2.60E-04	2.85E-01	1.95E-06	3.51E-03	1.17E-02	7.97E-08	1.43E-04	1.27E-02	8.66E-08	1.56E-04
Castle Peak Road - Lingnan	L026	0100-0200	3.22E-02	1.65E-07	2.97E-04	3.56E-01	1.83E-06	3.29E-03	1.48E-02	7.59E-08	1.36E-04	1.61E-02	8.25E-08	1.48E-04
Castle Peak Road - Lingnan	L026	0200-0300	2.76E-02	1.18E-07	2.13E-04	3.16E-01	1.35E-06	2.43E-03	1.23E-02	5.27E-08	9.49E-05	1.34E-02	5.73E-08	1.03E-04
Castle Peak Road - Lingnan	L026	0300-0400	3.33E-02	1.14E-07	2.05E-04	3.30E-01	1.13E-06	2.03E-03	1.28E-02	4.39E-08	7.90E-05	1.40E-02	4.77E-08	8.58E-05
Castle Peak Road - Lingnan	L026	0400-0500	3.19E-02	1.09E-07	1.96E-04	3.28E-01	1.12E-06	2.02E-03	1.40E-02	4.79E-08	8.62E-05	1.52E-02	5.21E-08	9.37E-05
Castle Peak Road - Lingnan	L026	0500-0600	5.20E-02	2.67E-07	4.80E-04	5.33E-01	2.74E-06	4.92E-03	2.59E-02	1.33E-07	2.39E-04	2.82E-02	1.45E-07	2.60E-04
Castle Peak Road - Lingnan	L026	0600-0700	5.21E-02	6.68E-07	1.20E-03	3.34E-01	4.28E-06	7.69E-03	1.46E-02	1.87E-07	3.37E-04	1.59E-02	2.03E-07	3.66E-04
Castle Peak Road - Lingnan	L026	0700-0800	4.79E-02	1.27E-06	2.28E-03	3.44E-01	9.11E-06	1.64E-02	1.33E-02	3.52E-07	6.32E-04	1.44E-02	3.83E-07	6.88E-04
Castle Peak Road - Lingnan	L026	0800-0900	4.77E-02	1.22E-06	2.20E-03	3.10E-01	7.96E-06	1.43E-02	1.08E-02	2.78E-07	5.00E-04	1.18E-02	3.02E-07	5.44E-04
Castle Peak Road - Lingnan	L026	0900-1000	6.74E-02	1.44E-06	2.59E-03	4.74E-01	1.01E-05	1.82E-02	1.85E-02	3.96E-07	7.12E-04	2.01E-02	4.30E-07	7.74E-04
Castle Peak Road - Lingnan	L026	1000-1100	5.65E-02	1.01E-06	1.82E-03	3.94E-01	7.07E-06	1.27E-02	1.54E-02	2.77E-07	4.98E-04	1.68E-02	3.02E-07	5.42E-04
Castle Peak Road - Lingnan	L026	1100-1200	7.27E-02	1.37E-06	2.46E-03	4.62E-01	8.69E-06	1.56E-02	1.90E-02	3.58E-07	6.43E-04	2.07E-02	3.89E-07	6.99E-04
Castle Peak Road - Lingnan	L026	1200-1300	6.59E-02	1.13E-06	2.03E-03	4.23E-01	7.23E-06	1.30E-02	1.80E-02	3.08E-07	5.53E-04	1.96E-02	3.35E-07	6.02E-04
Castle Peak Road - Lingnan	L026	1300-1400	5.51E-02	9.42E-07	1.69E-03	3.87E-01	6.62E-06	1.19E-02	1.55E-02	2.65E-07	4.77E-04	1.69E-02	2.88E-07	5.19E-04
Castle Peak Road - Lingnan	L026	1400-1500	6.33E-02	1.14E-06	2.04E-03	3.99E-01	7.16E-06	1.29E-02	1.59E-02	2.86E-07	5.14E-04	1.73E-02	3.11E-07	5.59E-04
Castle Peak Road - Lingnan	L026	1500-1600	6.95E-02	1.43E-06	2.57E-03	4.58E-01	9.39E-06	1.69E-02	1.84E-02	3.78E-07	6.80E-04	2.00E-02	4.11E-07	7.39E-04
Castle Peak Road - Lingnan	L026	1600-1700	7.53E-02	1.74E-06	3.12E-03	4.57E-01	1.06E-05	1.90E-02	1.75E-02	4.04E-07	7.27E-04	1.90E-02	4.39E-07	7.90E-04
Castle Peak Road - Lingnan	L026	1700-1800	5.96E-02	1.48E-06	2.66E-03	3.96E-01	9.82E-06	1.77E-02	1.53E-02	3.80E-07	6.83E-04	1.66E-02	4.12E-07	7.42E-04
Castle Peak Road - Lingnan	L026	1800-1900	5.21E-02	1.29E-06	2.32E-03	3.79E-01	9.40E-06	1.69E-02	1.49E-02	3.70E-07	6.66E-04	1.62E-02	4.03E-07	7.24E-04
Castle Peak Road - Lingnan	L026	1900-2000	4.51E-02	8.86E-07	1.59E-03	3.46E-01	6.81E-06	1.22E-02	1.52E-02	3.00E-07	5.39E-04	1.66E-02	3.26E-07	5.86E-04
Castle Peak Road - Lingnan	L026	2000-2100	3.18E-02	5.71E-07	1.03E-03	3.05E-01	5.48E-06	9.86E-03	1.27E-02	2.28E-07	4.09E-04	1.38E-02	2.48E-07	4.46E-04
Castle Peak Road - Lingnan	L026	2100-2200	2.72E-02	5.34E-07	9.60E-04	2.73E-01	5.37E-06	9.66E-03	1.14E-02	2.25E-07	4.04E-04	1.24E-02	2.44E-07	4.40E-04
Castle Peak Road - Lingnan	L026	2200-2300	2.35E-02	3.02E-07	5.43E-04	2.69E-01	3.44E-06	6.19E-03	1.17E-02	1.51E-07	2.71E-04	1.28E-02	1.64E-07	2.94E-04
Castle Peak Road - Lingnan	L026	2300-0000	2.21E-02	2.07E-07	3.73E-04	2.78E-01	2.62E-06	4.71E-03	1.19E-02	1.12E-07	2.02E-04	1.30E-02	1.22E-07	2.19E-04
Castle Peak Road - Lingnan	L027	0000-0100	2.96E-02	9.13E-08	2.54E-04	4.64E-01	1.43E-06	3.99E-03	2.23E-02	6.88E-08	1.91E-04	2.42E-02	7.48E-08	2.08E-04
Castle Peak Road - Lingnan	L027	0100-0200	4.08E-02	8.39E-08	2.33E-04	5.53E-01	1.14E-06	3.16E-03	2.67E-02	5.48E-08	1.53E-04	2.90E-02	5.96E-08	1.66E-04
Castle Peak Road - Lingnan	L027	0200-0300	3.44E-02	7.07E-08	1.97E-04	4.47E-01	9.20E-07	2.56E-03	1.98E-02	4.06E-08	1.13E-04	2.15E-02	4.42E-08	1.23E-04
Castle Peak Road - Lingnan	L027	0300-0400	2.50E-02	2.57E-08	7.15E-05	2.07E-01	2.13E-07	5.91E-04	3.59E-03	3.69E-09	1.03E-05	3.90E-03	4.01E-09	1.12E-05
Castle Peak Road - Lingnan	L027	0400-0500	2.83E-02	5.82E-08	1.62E-04	2.06E-01	4.24E-07	1.18E-03	4.54E-03	9.34E-09	2.60E-05	4.93E-03	1.01E-08	2.82E-05
Castle Peak Road - Lingnan	L027	0500-0600	6.24E-02	1.28E-07	3.57E-04	7.93E-01	1.63E-06	4.54E-03	4.24E-02	8.73E-08	2.43E-04	4.61E-02	9.49E-08	2.64E-04
Castle Peak Road - Lingnan	L027	0600-0700	5.70E-02	3.52E-07	9.78E-04	4.69E-01	2.89E-06	8.05E-03	2.36E-02	1.46E-07	4.05E-04	2.57E-02	1.58E-07	4.41E-04
Castle Peak Road - Lingnan	L027	0700-0800	4.23E-02	4.79E-07	1.33E-03	3.97E-01	4.49E-06	1.25E-02	1.95E-02	2.20E-07	6.13E-04	2.12E-02	2.39E-07	6.66E-04
Castle Peak Road - Lingnan	L027	0800-0900	4.33E-02	4.90E-07	1.36E-03	3.31E-01	3.75E-06	1.04E-02	1.47E-02	1.66E-07	4.62E-04	1.59E-02	1.80E-07	5.02E-04
Castle Peak Road - Lingnan	L027	0900-1000	6.53E-02	5.37E-07	1.50E-03	5.54E-01	4.55E-06	1.27E-02	2.61E-02	2.14E-07	5.96E-04	2.83E-02	2.33E-07	6.48E-04
Castle Peak Road - Lingnan	L027	1000-1100	5.97E-02	4.30E-07	1.19E-03	4.83E-01	3.48E-06	9.67E-03	2.20E-02	1.59E-07	4.41E-04	2.40E-02	1.72E-07	4.80E-04
Castle Peak Road - Lingnan	L027	1100-1200	6.29E-02	4.52E-07	1.26E-03	5.32E-01	3.83E-06	1.07E-02	2.51E-02	1.81E-07	5.03E-04	2.73E-02	1.97E-07	5.48E-04
Castle Peak Road - Lingnan	L027	1200-1300	5.99E-02	3.69E-07	1.03E-03	5.01E-01	3.09E-06	8.60E-03	2.38E-02	1.47E-07	4.09E-04	2.59E-02	1.60E-07	4.44E-04
Castle Peak Road - Lingnan	L027	1300-1400	5.18E-02	3.20E-07	8.90E-04	4.73E-01	2.92E-06	8.12E-03	2.17E-02	1.34E-07	3.73E-04	2.37E-02	1.46E-07	4.06E-04
Castle Peak Road - Lingnan	L027	1400-1500	6.68E-02	4.81E-07	1.34E-03	4.98E-01	3.58E-06	9.97E-03	2.31E-02	1.66E-07	4.62E-04	2.51E-02	1.80E-07	5.02E-04
Castle Peak Road - Lingnan	L027	1500-1600	6.71E-02	5.52E-07	1.53E-03	5.41E-01	4.45E-06	1.24E-02	2.54E-02	2.09E-07	5.82E-04	2.77E-02	2.28E-07	6.33E-04
Castle Peak Road - Lingnan	L027	1600-1700	6.23E-02	4.49E-07	1.25E-03	4.54E-01	3.26E-06	9.08E-03	1.88E-02	1.36E-07	3.77E-04	2.05E-02	1.48E-07	4.11E-04
Castle Peak Road - Lingnan	L027	1700-1800	4.81E-02	3.46E-07	9.63E-04	4.02E-01	2.89E-06	8.04E-03	1.64E-02	1.18E-07	3.29E-04	1.79E-02	1.29E-07	3.58E-04
Castle Peak Road - Lingnan	L027	1800-1900	4.45E-02	3.20E-07	8.91E-04	4.14E-01	2.98E-06	8.29E-03	1.77E-02	1.28E-07	3.55E-04	1.93E-02	1.39E-07	3.87E-04
Castle Peak Road - Lingnan	L027	1900-2000	5.26E-02	3.79E-07	1.05E-03	4.89E-01	3.52E-06	9.79E-03	2.50E-02	1.80E-07	5.01E-04	2.72E-02	1.96E-07	5.45E-04
Castle Peak Road - Lingnan	L027	2000-2100	3.85E-02	2.77E-07	7.72E-04	4.45E-01	3.20E-06	8.92E-03	2.18E-02	1.57E-07	4.37E-04	2.37E-02	1.71E-07	4.75E-04
Castle Peak Road - Lingnan	L027	2100-2200	3.01E-02	2.16E-07	6.02E-04	3.89E-01	2.80E-06	7.78E-03	1.91E-02	1.38E-07	3.83E-04	2.08E-02	1.50E-07	4.16E-04
Castle Peak Road - Lingnan	L027	2200-2300	3.11E-02	1.60E-07	4.45E-04	4.23E-01	2.17E-06	6.05E-03	2.12E-02	1.09E-07	3.03E-04	2.30E-02	1.18E-07	3.29E-04
Castle Peak Road - Lingnan	L027	2300-0000	3.41E-02	1.40E-07	3.90E-04	4.66E-01	1.91E-06	5.33E-03	2.31E-02	9.51E-08	2.65E-04	2.51E-02	1.03E-07	2.88E-04
Slip road to Yuen Long Highway	L028	0000-0100	1.79E-02	1.11E-07	9.90E-05	1.88E-01	1.17E-06	1.04E-03	6.53E-03	4.05E-08	3.60E-05	7.08E-03	4.39E-08	3.90E-05
Slip road to Yuen Long Highway	L028	0100-0200	2.71E-02	1.35E-07	1.20E-04	1.87E-01	9.31E-07	8.27E-04	5.08E-03	2.52E-08	2.24E-05	5.51E-03	2.74E-08	2.43E-05
Slip road to Yuen Long Highway	L028	0200-0300	2.61E-02	9.74E-08	8.65E-05	1.90E-01	7.06E-07	6.27E-04	5.05E-03	1.88E-08	1.67E-05	5.47E-03	2.04E-08	1.81E-05
Slip road to Yuen Long Highway	L028	0300-0400	3.18E-02	1.19E-07	1.05E-04	2.00E-01	7.47E-07	6.63E-04	5.59E-03	2.08E-08	1.85E-05	6.07E-03	2.26E-08	2.01E-05
Slip road to Yuen Long Highway	L028	0400-0500	3.07E-02	1.15E-07	1.02E-04	1.84E-01	6.84E-07	6.08E-04	5.52E-03	2.06E-08	1.83E-05	5.98E-03	2.23E-08	1.98E-05
Slip road to Yuen Long Highway	L028	0500-0600	4.31E-02	2.14E-07	1.90E-04	3.39E-01	1.68E-06	1.50E-03	1.56E-02	7.75E-08	6.88E-05	1.69E-02	8.41E-08	7.47E-05
Slip road to Yuen Long Highway	L028	0600-0700	5.88E-02	8.77E-07	7.79E-04	3.02E-01	4.51E-06	4.00E-03	1.34E-02	2.00E-07	1.78E-04	1.46E-02	2.17E-07	1.93E-04
Slip road to Yuen Long Highway	L028	0700-0800	6.31E-02	1.80E-06	1.60E-03	3.48E-01	9.94E-06	8.82E-03	1.32E-02	3.76E-07	3.34E-04	1.43E-02	4.09E-07	3.63E-04
Slip road to Yuen Long Highway	L028	0800-0900	6.22E-02	1.78E-06	1.58E-03	3.31E-01	9.47E-06	8.41E-03	1.14E-02	3.25E-07	2.89E-04	1.24E-02	3.53E-07	3.14E-04
Slip road to Yuen Long Highway	L028	0900-1000	6.95E-02	1.55E-06	1.38E-03	3.89E-01	8.69E-06	7.72E-03	1.52E-02	3.39E-07	3.02E-04	1.65E-02	3.69E-07	3.28E-04
Slip road to Yuen Long Highway	L028	1000-1100	6.08E-02	1.13E-06	1.01E-03	3.36E-01	6.25E-06	5.55E-03	1.30E-02	2.42E-07	2.15E-04	1.41E-02	2.63E-07	2.34E-04
Slip road to Yuen Long Highway	L028	1100-1200	7.30E-02	1.36E-06	1.21E-03	3.84E-01	7.15E-06	6.35E-03	1.61E-02	3.00E-07	2.67E-04	1.75E-02	3.26E-07	2.90E-04
Slip road to Yuen Long Highway	L028	1200-1300	6.71E-02	1.17E-06	1.04E-03	3.49E-01	6.06E-06	5.39E-03	1.50E-02	2.61E-07	2.32E-04	1.63E-02	2.84E-07	2.52E-04
Slip road to Yuen Long Highway	L028	1300-1400	5.51E-02	8.90E-07	7.90E-04	3.12E-01	5.03E-06	4.47E-03	1.26E-02	2.03E-07	1.80E-04	1.37E-02	2.21E-07	1.96E-04
Slip road to Yuen Long Highway	L028	1400-1500	6.92E-02	1.29E-06	1.15E-03	3.56E-01	6.63E-06	5.89E-03	1.45E-02	2.70E-07	2.40E-04	1.58E-02	2.94E-07	2.61E-04
Slip road to Yuen Long Highway	L028	1500-1600	6.73E-02	1.34E-06	1.19E-03	3.53E-01	7.02E-06	6.24E-03	1.43E-02	2.85E-07	2.53E-04	1.56E-02	3.10E-07	2.75E-04
Slip road to Yuen Long Highway	L028	1600-1700	6.42E-02	1.28E-06	1.13E-03	3.34E-01	6.63E-06	5.89E-03	1.31E-02	2.61E-07	2.32E-04	1.43E-02	2.84E-07	2.52E-04
Slip road to Yuen Long Highway	L028	1700-1800	4.73E-02	9.41E-07	8.35E-04	2.76E-01	5.49E-06	4.88E-03	1.05E-02	2.08E-07	1.85E-04	1.14E-02	2.27E-07	2.01E-04
Slip road to Yuen Long Highway	L028	1800-1900	4.35E-02	8.64E-07	7.68E-04	2.67E-01	5.31E-06	4.71E-03	1.05E-02	2.08E-07	1.85E-04	1.14E-02	2.26E-07	2.01E-04
Slip road to Yuen Long Highway	L028	1900-2000	4.13E-02	7.70E-07	6.84E-04	2.61E-01	4.87E-06	4.33E-03	1.12E-02	2.08E-07	1.85E-04	1.22E-02	2.26E-07	2.01E-04
Slip road to Yuen Long Highway	L028	2000-2100	3.00E-02	5.22E-07	4.63E-04	2.25E-01	3.92E-06	3.48E-03	8.52E-03	1.48E-07	1.32E-04	9.25E-03	1.61E-07	1.43E-04
Slip road to Yuen Long Highway	L028	2100-2200	2.41E-02	4.49E-07	3.99E-04	1.98E-01	3.69E-06	3.28E-03	7.46E-03	1.39E-07	1.23E-04	8.11E-03	1.51E-07	1.34E-04
Slip road to Yuen Long Highway	L028	2200-2300	1.93E-02	2.16E-07	1.91E-04	1.77E-01	1.98E-06	1.76E-03	6.89E-03	7.71E-08	6.84E-05	7.51E-03	8.39E-08	7.45E-05
Slip road to Yuen Long Highway	L028	2300-0000	1.91E-02	1.66E-07	1.47E-04	1.86E-01	1.62E-06	1.43E-03	7.04E-03	6.12E-08	5.43E-05	7.63E-03	6.63E-08	5.89E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Access Road to To Yuen Wai	L029	0000-0100	2.53E-02	3.33E-08	2.26E-05	2.80E-01	3.68E-07	2.50E-04	4.84E-03	6.37E-09	4.32E-06	5.34E-03	7.03E-09	4.77E-06
Access Road to To Yuen Wai	L029	0100-0200	3.05E-02	4.02E-08	2.73E-05	3.16E-01	4.16E-07	2.82E-04	6.80E-03	8.95E-09	6.07E-06	7.65E-03	1.01E-08	6.84E-06
Access Road to To Yuen Wai	L029	0200-0300	3.70E-02	4.88E-08	3.31E-05	3.27E-01	4.30E-07	2.92E-04	6.16E-03	8.11E-09	5.50E-06	6.87E-03	9.04E-09	6.13E-06
Access Road to To Yuen Wai	L029	0300-0400	4.50E-02	5.93E-08	4.02E-05	3.65E-01	4.81E-07	3.26E-04	7.32E-03	9.64E-09	6.54E-06	8.17E-03	1.08E-08	7.30E-06
Access Road to To Yuen Wai	L029	0400-0500	3.69E-02	4.86E-08	3.29E-05	3.22E-01	4.24E-07	2.87E-04	6.22E-03	8.20E-09	5.56E-06	6.94E-03	9.13E-09	6.20E-06
Access Road to To Yuen Wai	L029	0500-0600	5.88E-02	7.74E-08	5.25E-05	3.90E-01	5.13E-07	3.48E-04	7.43E-03	9.78E-09	6.64E-06	8.20E-03	1.08E-08	7.33E-06
Access Road to To Yuen Wai	L029	0600-0700	1.13E-01	1.48E-07	1.01E-04	3.81E-01	5.02E-07	3.41E-04	1.04E-02	1.37E-08	9.28E-06	1.13E-02	1.49E-08	1.01E-05
Access Road to To Yuen Wai	L029	0700-0800	6.59E-02	1.74E-07	1.18E-04	2.75E-01	7.24E-07	4.91E-04	7.34E-03	1.93E-08	1.31E-05	8.00E-03	2.11E-08	1.43E-05
Access Road to To Yuen Wai	L029	0800-0900	9.59E-02	2.52E-07	1.71E-04	3.59E-01	9.46E-07	6.41E-04	9.02E-03	2.37E-08	1.61E-05	9.82E-03	2.59E-08	1.75E-05
Access Road to To Yuen Wai	L029	0900-1000	7.69E-02	2.02E-07	1.37E-04	4.21E-01	1.11E-06	7.52E-04	8.32E-03	2.19E-08	1.49E-05	9.11E-03	2.40E-08	1.63E-05
Access Road to To Yuen Wai	L029	1000-1100	7.45E-02	1.96E-07	1.33E-04	4.09E-01	1.08E-06	7.30E-04	7.96E-03	2.10E-08	1.42E-05	8.70E-03	2.29E-08	1.55E-05
Access Road to To Yuen Wai	L029	1100-1200	7.75E-02	2.04E-07	1.39E-04	4.16E-01	1.10E-06	7.43E-04	8.63E-03	2.27E-08	1.54E-05	9.47E-03	2.50E-08	1.69E-05
Access Road to To Yuen Wai	L029	1200-1300	7.60E-02	2.00E-07	1.36E-04	3.90E-01	1.03E-06	6.97E-04	8.60E-03	2.27E-08	1.54E-05	9.44E-03	2.49E-08	1.69E-05
Access Road to To Yuen Wai	L029	1300-1400	7.72E-02	2.03E-07	1.38E-04	4.04E-01	1.06E-06	7.22E-04	8.63E-03	2.27E-08	1.54E-05	9.47E-03	2.50E-08	1.69E-05
Access Road to To Yuen Wai	L029	1400-1500	7.12E-02	1.88E-07	1.27E-04	4.00E-01	1.05E-06	7.15E-04	8.31E-03	2.19E-08	1.48E-05	9.12E-03	2.40E-08	1.63E-05
Access Road to To Yuen Wai	L029	1500-1600	8.77E-02	2.31E-07	1.57E-04	4.18E-01	1.10E-06	7.47E-04	8.76E-03	2.31E-08	1.57E-05	9.59E-03	2.53E-08	1.71E-05
Access Road to To Yuen Wai	L029	1600-1700	3.24E-02	8.53E-08	5.78E-05	3.90E-01	1.03E-06	6.96E-04	6.34E-03	1.67E-08	1.13E-05	7.01E-03	1.85E-08	1.25E-05
Access Road to To Yuen Wai	L029	1700-1800	3.06E-02	8.06E-08	5.47E-05	3.67E-01	9.67E-07	6.56E-04	7.39E-03	1.95E-08	1.32E-05	8.24E-03	2.17E-08	1.47E-05
Access Road to To Yuen Wai	L029	1800-1900	2.74E-02	7.21E-08	4.89E-05	3.57E-01	9.39E-07	6.37E-04	7.29E-03	1.92E-08	1.30E-05	8.14E-03	2.14E-08	1.45E-05
Access Road to To Yuen Wai	L029	1900-2000	3.57E-02	9.40E-08	6.37E-05	2.60E-01	6.84E-07	4.64E-04	6.45E-03	1.70E-08	1.15E-05	7.10E-03	1.87E-08	1.27E-05
Access Road to To Yuen Wai	L029	2000-2100	4.64E-02	1.22E-07	8.29E-05	3.03E-01	7.98E-07	5.41E-04	6.60E-03	1.74E-08	1.18E-05	7.27E-03	1.91E-08	1.30E-05
Access Road to To Yuen Wai	L029	2100-2200	2.19E-02	5.76E-08	3.91E-05	2.36E-01	6.22E-07	4.22E-04	5.60E-03	1.48E-08	1.00E-05	6.21E-03	1.64E-08	1.11E-05
Access Road to To Yuen Wai	L029	2200-2300	2.93E-02	3.86E-08	2.62E-05	2.43E-01	3.20E-07	2.17E-04	6.01E-03	7.91E-09	5.37E-06	6.65E-03	8.76E-09	5.94E-06
Access Road to To Yuen Wai	L029	2300-0000	2.99E-02	3.93E-08	2.67E-05	2.66E-01	3.51E-07	2.38E-04	5.75E-03	7.58E-09	5.14E-06	6.38E-03	8.40E-09	5.70E-06
Slip road to Yuen Long Highway	L030_1	0000-0100	1.75E-02	1.16E-07	1.17E-04	1.95E-01	1.29E-06	1.31E-03	7.03E-03	4.65E-08	4.71E-05	7.63E-03	5.04E-08	5.11E-05
Slip road to Yuen Long Highway	L030_1	0100-0200	2.90E-02	1.54E-07	1.56E-04	1.92E-01	1.02E-06	1.03E-03	5.61E-03	2.97E-08	3.01E-05	6.09E-03	3.22E-08	3.26E-05
Slip road to Yuen Long Highway	L030_1	0200-0300	2.87E-02	1.14E-07	1.15E-04	1.93E-01	7.65E-07	7.75E-04	5.54E-03	2.20E-08	2.23E-05	6.00E-03	2.38E-08	2.41E-05
Slip road to Yuen Long Highway	L030_1	0300-0400	3.26E-02	8.64E-08	8.75E-05	2.04E-01	5.41E-07	5.48E-04	6.07E-03	1.61E-08	1.63E-05	6.58E-03	1.74E-08	1.76E-05
Slip road to Yuen Long Highway	L030_1	0400-0500	2.97E-02	1.18E-07	1.19E-04	1.83E-01	7.26E-07	7.35E-04	5.48E-03	2.18E-08	2.20E-05	5.95E-03	2.36E-08	2.39E-05
Slip road to Yuen Long Highway	L030_1	0500-0600	4.46E-02	2.36E-07	2.39E-04	3.53E-01	1.87E-06	1.89E-03	1.67E-02	8.85E-08	8.96E-05	1.82E-02	9.61E-08	9.73E-05
Slip road to Yuen Long Highway	L030_1	0600-0700	5.75E-02	8.36E-07	8.47E-04	3.02E-01	4.39E-06	4.45E-03	1.37E-02	1.99E-07	2.02E-04	1.49E-02	2.17E-07	2.20E-04
Slip road to Yuen Long Highway	L030_1	0700-0800	5.83E-02	1.70E-06	1.72E-03	3.23E-01	9.41E-06	9.53E-03	1.30E-02	3.77E-07	3.82E-04	1.41E-02	4.10E-07	4.15E-04
Slip road to Yuen Long Highway	L030_1	0800-0900	5.45E-02	1.51E-06	1.53E-03	2.96E-01	8.22E-06	8.32E-03	1.09E-02	3.03E-07	3.07E-04	1.19E-02	3.29E-07	3.34E-04
Slip road to Yuen Long Highway	L030_1	0900-1000	6.66E-02	1.41E-06	1.43E-03	3.75E-01	7.94E-06	8.04E-03	1.54E-02	3.26E-07	3.31E-04	1.68E-02	3.55E-07	3.59E-04
Slip road to Yuen Long Highway	L030_1	1000-1100	6.00E-02	1.11E-06	1.13E-03	3.30E-01	6.12E-06	6.20E-03	1.33E-02	2.46E-07	2.49E-04	1.44E-02	2.68E-07	2.71E-04
Slip road to Yuen Long Highway	L030_1	1100-1200	7.17E-02	1.33E-06	1.35E-03	3.75E-01	6.94E-06	7.03E-03	1.62E-02	3.00E-07	3.04E-04	1.76E-02	3.26E-07	3.30E-04
Slip road to Yuen Long Highway	L030_1	1200-1300	6.71E-02	1.15E-06	1.17E-03	3.48E-01	5.98E-06	6.06E-03	1.55E-02	2.67E-07	2.70E-04	1.68E-02	2.90E-07	2.93E-04
Slip road to Yuen Long Highway	L030_1	1300-1400	5.38E-02	8.53E-07	8.64E-04	3.06E-01	4.86E-06	4.93E-03	1.28E-02	2.03E-07	2.05E-04	1.39E-02	2.20E-07	2.23E-04
Slip road to Yuen Long Highway	L030_1	1400-1500	6.81E-02	1.26E-06	1.28E-03	3.51E-01	6.50E-06	6.58E-03	1.48E-02	2.75E-07	2.78E-04	1.61E-02	2.99E-07	3.02E-04
Slip road to Yuen Long Highway	L030_1	1500-1600	6.62E-02	1.31E-06	1.33E-03	3.52E-01	6.98E-06	7.07E-03	1.48E-02	2.95E-07	2.98E-04	1.61E-02	3.20E-07	3.24E-04
Slip road to Yuen Long Highway	L030_1	1600-1700	6.27E-02	1.16E-06	1.18E-03	3.17E-01	5.88E-06	5.95E-03	1.32E-02	2.44E-07	2.47E-04	1.43E-02	2.65E-07	2.69E-04
Slip road to Yuen Long Highway	L030_1	1700-1800	4.78E-02	9.49E-07	9.62E-04	2.70E-01	5.35E-06	5.42E-03	1.08E-02	2.14E-07	2.17E-04	1.17E-02	2.32E-07	2.35E-04
Slip road to Yuen Long Highway	L030_1	1800-1900	4.43E-02	8.78E-07	8.90E-04	2.66E-01	5.27E-06	5.34E-03	1.11E-02	2.20E-07	2.22E-04	1.20E-02	2.39E-07	2.42E-04
Slip road to Yuen Long Highway	L030_1	1900-2000	4.25E-02	7.86E-07	7.97E-04	2.63E-01	4.86E-06	4.93E-03	1.16E-02	2.16E-07	2.18E-04	1.27E-02	2.34E-07	2.37E-04
Slip road to Yuen Long Highway	L030_1	2000-2100	2.89E-02	4.58E-07	4.64E-04	2.15E-01	3.42E-06	3.46E-03	8.54E-03	1.35E-07	1.37E-04	9.28E-03	1.47E-07	1.49E-04
Slip road to Yuen Long Highway	L030_1	2100-2200	2.40E-02	4.45E-07	4.51E-04	1.95E-01	3.62E-06	3.66E-03	7.65E-03	1.42E-07	1.43E-04	8.31E-03	1.54E-07	1.56E-04
Slip road to Yuen Long Highway	L030_1	2200-2300	1.93E-02	2.29E-07	2.32E-04	1.79E-01	2.13E-06	2.16E-03	7.20E-03	8.58E-08	8.69E-05	7.85E-03	9.34E-08	9.46E-05
Slip road to Yuen Long Highway	L030_1	2300-0000	1.90E-02	1.51E-07	1.52E-04	1.83E-01	1.45E-06	1.47E-03	7.15E-03	5.68E-08	5.75E-05	7.75E-03	6.15E-08	6.23E-05
Slip road to Yuen Long Highway	L030_2	0000-0100	1.75E-02	1.10E-07	1.72E-04	1.95E-01	1.23E-06	1.92E-03	7.03E-03	4.43E-08	6.93E-05	7.63E-03	4.80E-08	7.51E-05
Slip road to Yuen Long Highway	L030_2	0100-0200	2.90E-02	1.46E-07	2.29E-04	1.92E-01	9.69E-07	1.52E-03	5.61E-03	2.83E-08	4.42E-05	6.09E-03	3.07E-08	4.80E-05
Slip road to Yuen Long Highway	L030_2	0200-0300	2.87E-02	1.09E-07	1.70E-04	1.93E-01	7.28E-07	1.14E-03	5.54E-03	2.09E-08	3.27E-05	6.00E-03	2.27E-08	3.55E-05
Slip road to Yuen Long Highway	L030_2	0300-0400	3.26E-02	8.22E-08	1.29E-04	2.04E-01	5.15E-07	8.06E-04	6.07E-03	1.53E-08	2.39E-05	6.58E-03	1.66E-08	2.59E-05
Slip road to Yuen Long Highway	L030_2	0400-0500	2.97E-02	1.12E-07	1.76E-04	1.83E-01	6.91E-07	1.08E-03	5.48E-03	2.07E-08	3.24E-05	5.95E-03	2.25E-08	3.51E-05
Slip road to Yuen Long Highway	L030_2	0500-0600	4.46E-02	2.25E-07	3.52E-04	3.53E-01	1.78E-06	2.79E-03	1.67E-02	8.43E-08	1.32E-04	1.82E-02	9.15E-08	1.43E-04
Slip road to Yuen Long Highway	L030_2	0600-0700	5.75E-02	7.96E-07	1.25E-03	3.02E-01	4.18E-06	6.54E-03	1.37E-02	1.90E-07	2.97E-04	1.49E-02	2.06E-07	3.23E-04
Slip road to Yuen Long Highway	L030_2	0700-0800	5.83E-02	1.62E-06	2.53E-03	3.23E-01	8.96E-06	1.40E-02	1.30E-02	3.59E-07	5.62E-04	1.41E-02	3.90E-07	6.11E-04
Slip road to Yuen Long Highway	L030_2	0800-0900	5.45E-02	1.44E-06	2.26E-03	2.96E-01	7.82E-06	1.22E-02	1.09E-02	2.89E-07	4.52E-04	1.19E-02	3.14E-07	4.91E-04
Slip road to Yuen Long Highway	L030_2	0900-1000	6.66E-02	1.34E-06	2.10E-03	3.75E-01	7.56E-06	1.18E-02	1.54E-02	3.11E-07	4.86E-04	1.68E-02	3.38E-07	5.29E-04
Slip road to Yuen Long Highway	L030_2	1000-1100	6.00E-02	1.06E-06	1.65E-03	3.30E-01	5.82E-06	9.11E-03	1.33E-02	2.35E-07	3.67E-04	1.44E-02	2.55E-07	3.99E-04
Slip road to Yuen Long Highway	L030_2	1100-1200	7.17E-02	1.26E-06	1.98E-03	3.75E-01	6.61E-06	1.03E-02	1.62E-02	2.85E-07	4.47E-04	1.76E-02	3.10E-07	4.85E-04
Slip road to Yuen Long Highway	L030_2	1200-1300	6.71E-02	1.10E-06	1.72E-03	3.48E-01	5.70E-06	8.91E-03	1.55E-02	2.54E-07	3.97E-04	1.68E-02	2.76E-07	4.31E-04
Slip road to Yuen Long Highway	L030_2	1300-1400	5.38E-02	8.12E-07	1.27E-03	3.06E-01	4.63E-06	7.25E-03	1.28E-02	1.93E-07	3.02E-04	1.39E-02	2.10E-07	3.28E-04
Slip road to Yuen Long Highway	L030_2	1400-1500	6.81E-02	1.20E-06	1.88E-03	3.51E-01	6.19E-06	9.68E-03	1.48E-02	2.62E-07	4.09E-04	1.61E-02	2.84E-07	4.45E-04
Slip road to Yuen Long Highway	L030_2	1500-1600	6.62E-02	1.25E-06	1.96E-03	3.52E-01	6.64E-06	1.04E-02	1.48E-02	2.80E-07	4.39E-04	1.61E-02	3.05E-07	4.77E-04
Slip road to Yuen Long Highway	L030_2	1600-1700	6.27E-02	1.11E-06	1.73E-03	3.17E-01	5.59E-06	8.75E-03	1.32E-02	2.32E-07	3.64E-04	1.43E-02	2.52E-07	3.95E-04
Slip road to Yuen Long Highway	L030_2	1700-1800	4.78E-02	9.04E-07	1.41E-03	2.70E-01	5.09E-06	7.97E-03	1.08E-02	2.04E-07	3.18E-04	1.17E-02	2.21E-07	3.46E-04
Slip road to Yuen Long Highway	L030_2	1800-1900	4.43E-02	8.36E-07	1.31E-03	2.66E-01	5.02E-06	7.85E-03	1.11E-02	2.09E-07	3.27E-04	1.20E-02	2.27E-07	3.55E-04
Slip road to Yuen Long Highway	L030_2	1900-2000	4.25E-02	7.49E-07	1.17E-03	2.63E-01	4.63E-06	7.25E-03	1.16E-02	2.05E-07	3.21E-04	1.27E-02	2.23E-07	3.49E-04
Slip road to Yuen Long Highway	L030_2	2000-2100	2.89E-02	4.36E-07	6.82E-04	2.15E-01	3.26E-06	5.10E-03	8.54E-03	1.29E-07	2.02E-04	9.28E-03	1.40E-07	2.19E-04
Slip road to Yuen Long Highway	L030_2	2100-2200	2.40E-02	4.24E-07	6.63E-04	1.95E-01	3.44E-06	5.39E-03	7.65E-03	1.35E-07	2.11E-04	8.31E-03	1.46E-07	2.29E-04
Slip road to Yuen Long Highway	L030_2	2200-2300	1.93E-02	2.18E-07	3.42E-04	1.79E-01	2.03E-06	3.17E-03	7.20E-03	8.17E-08	1.28E-04	7.85E-03	8.90E-08	1.39E-04
Slip road to Yuen Long Highway	L030_2	2300-0000	1.90E-02	1.43E-07	2.24E-04	1.83E-01	1.38E-06	2.16E-03	7.15E-03	5.41E-08	8.46E-05	7.75E-03	5.86E-08	9.17E-05
Yuen Long Highway	L031	0000-0100	1.36E-02	2.79E-07	7.65E-04	1.33E-01	2.72E-06	7.47E-03	5.90E-03	1.21E-07	3.32E-04	6.42E-03	1.32E-07	3.61E-04
Yuen Long Highway	L031	0100-0200	2.44E-02	3.48E-07	9.55E-04	1.89E-01	2.70E-06	7.40E-03	9.05E-03	1.29E-07	3.54E-04	9.84E-03	1.40E-07	3.85E-04
Yuen Long Highway	L031	0200-0300	2.22E-02	2.56E-07	7.04E-04	1.74E-01	2.01E-06	5.52E-03	7.83E-03	9.07E-08	2.49E-04	8.52E-03	9.86E-08	2.71E-04
Yuen Long Highway	L031	0300-0400	2.80E-02	2.49E-07	6.84E-04	1.90E-01	1.69E-06	4.64E-03	8.60E-03	7.66E-08	2.10E-04	9.36E-03	8.33E-08	2.29E-04
Yuen Long Highway	L031	0400-0500	2.56E-02	2.50E-07	6.88E-04	1.75E-01	1.71E-06	4.69E-03	8.58E-03	8.41E-08	2.31E-04	9.33E-03	9.14E-08	2.51E-04
Yuen Long Highway	L031	0500-0600	4.18E-02	5.96E-07	1.64E-03	2.87E-01	4.08E-06	1.12E-02	1.66E-02	2.37E-07	6.50E-04	1.81E-02	2.57E-07	7.06E-04
Yuen Long Highway	L031	0600-0700	4.10E-02	1.83E-06	5.01E-03	2.04E-01	9.08E-06	2.49E-02	1.19E-02	5.29E-07	1.45E-03	1.29E-02	5.75E-07	1.58E-03
Yuen Long Highway	L031	0700-0800	3.30E-02	2.97E-06	8.14E-03	1.80E-01	1.62E-05	4.44E-02	8.65E-03	7.78E-07	2.14E-03	9.38E-03	8.44E-07	2.32E-03
Yuen Long Highway	L031	0800-0900	3.44E-02	3.04E-06	8.34E-03	1.68E-01	1.48E-05	4.07E-02	7.62E-03	6.72E-07	1.84E-03	8.27E-03	7.29E-07	2.00E-03
Yuen Long Highway	L031	0900-1000	4.23E-02	3.13E-06	8.59E-03	2.23E-01	1.65E-05	4.53E-02	1.21E-02	8.93E-07	2.45E-03	1.31E-02	9.71E-07	2.67E-03
Yuen Long Highway	L031	1000-1100	3.72E-02	2.25E-06	6.19E-03	1.91E-01	1.16E-05	3.18E-02	1.02E-02	6.17E-07	1.69E-03	1.11E-02	6.71E-07	1.84E-03
Yuen Long Highway	L031	1100-1200	4.47E-02	2.82E-06	7.75E-03	2.28E-01	1.44E-05	3.95E-02	1.30E-02	8.22E-07	2.26E-03	1.41E-02	8.94E-07	2.45E-03
Yuen Long Highway	L031	1200-1300	4.13E-02	2.39E-06	6.56E-03	2.09E-01	1.21E-05	3.32E-02	1.20E-02	6.97E-07	1.91E-03	1.31E-02	7.57E-07	2.08E-03
Yuen Long Highway	L031	1300-1400	3.55E-02	1.99E-06	5.47E-03	1.87E-01	1.05E-05	2.87E-02	1.03E-02	5.77E-07	1.59E-03	1.12E-02	6.28E-07	1.72E-03
Yuen Long Highway	L031	1400-1500	4.41E-02	2.86E-06	7.86E-03	2.15E-01	1.40E-05	3.84E-02	1.20E-02	7.82E-07	2.15E-03	1.31E-02	8.51E-07	2.34E-03
Yuen Long Highway	L031	1500-1600	4.26E-02	2.96E-06	8.12E-03	2.15E-01	1.49E-05	4.10E-02	1.19E-02	8.28E-07	2.27E-03	1.30E-02	9.00E-07	2.47E-03
Yuen Long Highway	L031	1600-1700	4.02E-02	3.05E-06	8.36E-03	1.89E-01	1.43E-05	3.92E-02	1.02E-02	7.75E-07	2.13E-03	1.11E-02	8.42E-07	2.31E-03
Yuen Long Highway	L031	1700-1800	3.20E-02	2.70E-06	7.42E-03	1.61E-01	1.36E-05	3.73E-02	8.27E-03	6.99E-07	1.92E-03	9.00E-03	7.61E-07	2.09E-03
Yuen Long Highway	L031	1800-1900	2.86E-02	2.42E-06	6.65E-03	1.49E-01	1.26E-05	3.47E-02	7.82E-03	6.61E-07	1.82E-03	8.51E-03	7.20E-07	1.98E-03
Yuen Long Highway	L031	1900-2000	3.12E-02	2.20E-06	6.03E-03	1.73E-01	1.21E-05	3.33E-02	1.01E-02	7.07E-07	1.94E-03	1.09E-02	7.70E-07	2.11E-03
Yuen Long Highway	L031	2000-2100	1.93E-02	1.14E-06	3.12E-03	1.28E-01	7.54E-06	2.07E-02	6.55E-03	3.85E-07	1.06E-03	7.12E-03	4.18E-07	1.15E-03
Yuen Long Highway	L031	2100-2200	1.52E-02	1.00E-06	2.75E-03	1.11E-01	7.32E-06	2.01E-02	5.59E-03	3.68E-07	1.01E-03	6.07E-03	4.00E-07	1.10E-03
Yuen Long Highway	L031	2200-2300	1.42E-02	5.95E-07	1.63E-03	1.16E-01	4.84E-06	1.33E-02	5.96E-03	2.50E-07	6.85E-04	6.50E-03	2.72E-07	7.47E-04
Yuen Long Highway	L031	2300-0000	1.51E-02	4.29E-07	1.18E-03	1.30E-01	3.72E-06	1.02E-02	6.42E-03	1.83E-07	5.03E-04	7.00E-03	1.99E-07	5.47E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Yuen Long Highway	L032	0000-0100	1.48E-02	2.95E-07	8.37E-04	1.37E-01	2.72E-06	7.73E-03	5.76E-03	1.15E-07	3.26E-04	6.28E-03	1.25E-07	3.55E-04
Yuen Long Highway	L032	0100-0200	2.66E-02	3.82E-07	1.08E-03	1.97E-01	2.83E-06	8.03E-03	8.96E-03	1.29E-07	3.65E-04	9.75E-03	1.40E-07	3.97E-04
Yuen Long Highway	L032	0200-0300	2.20E-02	2.45E-07	6.95E-04	1.75E-01	1.96E-06	5.55E-03	7.42E-03	8.28E-08	2.35E-04	8.08E-03	9.01E-08	2.56E-04
Yuen Long Highway	L032	0300-0400	2.96E-02	2.59E-07	7.36E-04	1.95E-01	1.71E-06	4.85E-03	8.30E-03	7.27E-08	2.06E-04	9.03E-03	7.91E-08	2.25E-04
Yuen Long Highway	L032	0400-0500	2.66E-02	2.54E-07	7.22E-04	1.78E-01	1.70E-06	4.83E-03	8.14E-03	7.78E-08	2.21E-04	8.86E-03	8.47E-08	2.40E-04
Yuen Long Highway	L032	0500-0600	3.66E-02	4.96E-07	1.41E-03	2.81E-01	3.81E-06	1.08E-02	1.56E-02	2.11E-07	6.00E-04	1.70E-02	2.30E-07	6.53E-04
Yuen Long Highway	L032	0600-0700	3.84E-02	1.50E-06	4.26E-03	1.90E-01	7.41E-06	2.10E-02	1.08E-02	4.20E-07	1.19E-03	1.17E-02	4.57E-07	1.30E-03
Yuen Long Highway	L032	0700-0800	2.75E-02	2.28E-06	6.46E-03	1.48E-01	1.23E-05	3.49E-02	7.98E-03	6.62E-07	1.88E-03	8.68E-03	7.19E-07	2.04E-03
Yuen Long Highway	L032	0800-0900	2.98E-02	2.38E-06	6.75E-03	1.43E-01	1.14E-05	3.24E-02	7.13E-03	5.68E-07	1.61E-03	7.74E-03	6.16E-07	1.75E-03
Yuen Long Highway	L032	0900-1000	4.42E-02	3.10E-06	8.80E-03	2.22E-01	1.55E-05	4.41E-02	1.19E-02	8.34E-07	2.37E-03	1.29E-02	9.07E-07	2.57E-03
Yuen Long Highway	L032	1000-1100	4.17E-02	2.42E-06	6.88E-03	1.98E-01	1.15E-05	3.26E-02	1.02E-02	5.96E-07	1.69E-03	1.11E-02	6.48E-07	1.84E-03
Yuen Long Highway	L032	1100-1200	4.75E-02	2.88E-06	8.17E-03	2.33E-01	1.41E-05	4.00E-02	1.30E-02	7.85E-07	2.23E-03	1.41E-02	8.54E-07	2.42E-03
Yuen Long Highway	L032	1200-1300	4.37E-02	2.44E-06	6.91E-03	2.14E-01	1.19E-05	3.39E-02	1.20E-02	6.69E-07	1.90E-03	1.30E-02	7.28E-07	2.06E-03
Yuen Long Highway	L032	1300-1400	3.53E-02	1.86E-06	5.27E-03	1.87E-01	9.86E-06	2.80E-02	1.01E-02	5.29E-07	1.50E-03	1.09E-02	5.75E-07	1.63E-03
Yuen Long Highway	L032	1400-1500	4.61E-02	2.83E-06	8.03E-03	2.16E-01	1.33E-05	3.76E-02	1.18E-02	7.24E-07	2.05E-03	1.28E-02	7.88E-07	2.24E-03
Yuen Long Highway	L032	1500-1600	4.63E-02	3.10E-06	8.79E-03	2.20E-01	1.47E-05	4.17E-02	1.18E-02	7.92E-07	2.25E-03	1.29E-02	8.61E-07	2.44E-03
Yuen Long Highway	L032	1600-1700	4.28E-02	3.24E-06	9.20E-03	2.02E-01	1.53E-05	4.33E-02	1.05E-02	7.94E-07	2.25E-03	1.14E-02	8.63E-07	2.45E-03
Yuen Long Highway	L032	1700-1800	3.10E-02	2.59E-06	7.35E-03	1.63E-01	1.36E-05	3.86E-02	8.25E-03	6.90E-07	1.96E-03	8.96E-03	7.50E-07	2.13E-03
Yuen Long Highway	L032	1800-1900	2.52E-02	2.08E-06	5.92E-03	1.51E-01	1.25E-05	3.55E-02	7.93E-03	6.57E-07	1.87E-03	8.61E-03	7.14E-07	2.03E-03
Yuen Long Highway	L032	1900-2000	2.78E-02	1.82E-06	5.16E-03	1.64E-01	1.07E-05	3.04E-02	9.41E-03	6.15E-07	1.75E-03	1.02E-02	6.68E-07	1.90E-03
Yuen Long Highway	L032	2000-2100	2.02E-02	1.14E-06	3.24E-03	1.29E-01	7.31E-06	2.07E-02	6.37E-03	3.61E-07	1.02E-03	6.94E-03	3.93E-07	1.11E-03
Yuen Long Highway	L032	2100-2200	1.57E-02	1.00E-06	2.85E-03	1.12E-01	7.12E-06	2.02E-02	5.47E-03	3.48E-07	9.89E-04	5.94E-03	3.78E-07	1.07E-03
Yuen Long Highway	L032	2200-2300	1.42E-02	5.64E-07	1.60E-03	1.17E-01	4.66E-06	1.32E-02	5.70E-03	2.27E-07	6.44E-04	6.21E-03	2.48E-07	7.02E-04
Yuen Long Highway	L032	2300-0000	1.56E-02	4.35E-07	1.24E-03	1.31E-01	3.66E-06	1.04E-02	6.04E-03	1.68E-07	4.78E-04	6.58E-03	1.84E-07	5.21E-04
Slip road from Yuen Long Highway	L033_1	0000-0100	1.46E-02	7.83E-08	9.71E-05	1.63E-01	8.78E-07	1.09E-03	5.86E-03	3.15E-08	3.91E-05	6.35E-03	3.41E-08	4.23E-05
Slip road from Yuen Long Highway	L033_1	0100-0200	2.26E-02	1.01E-07	1.25E-04	1.65E-01	7.38E-07	9.16E-04	4.34E-03	1.95E-08	2.41E-05	4.70E-03	2.11E-08	2.61E-05
Slip road from Yuen Long Highway	L033_1	0200-0300	2.08E-02	7.45E-08	9.24E-05	1.59E-01	5.70E-07	7.07E-04	3.90E-03	1.40E-08	1.73E-05	4.22E-03	1.51E-08	1.87E-05
Slip road from Yuen Long Highway	L033_1	0300-0400	2.91E-02	7.82E-08	9.69E-05	1.88E-01	5.07E-07	6.28E-04	5.30E-03	1.42E-08	1.77E-05	5.74E-03	1.54E-08	1.91E-05
Slip road from Yuen Long Highway	L033_1	0400-0500	2.25E-02	6.06E-08	7.51E-05	1.50E-01	4.04E-07	5.02E-04	3.99E-03	1.07E-08	1.33E-05	4.32E-03	1.16E-08	1.44E-05
Slip road from Yuen Long Highway	L033_1	0500-0600	3.66E-02	1.31E-07	1.63E-04	3.10E-01	1.11E-06	1.38E-03	1.43E-02	5.12E-08	6.35E-05	1.55E-02	5.56E-08	6.89E-05
Slip road from Yuen Long Highway	L033_1	0600-0700	3.42E-02	3.67E-07	4.55E-04	1.94E-01	2.08E-06	2.58E-03	8.69E-03	9.34E-08	1.16E-04	9.42E-03	1.01E-07	1.26E-04
Slip road from Yuen Long Highway	L033_1	0700-0800	2.77E-02	6.45E-07	8.00E-04	1.71E-01	3.99E-06	4.94E-03	7.19E-03	1.67E-07	2.08E-04	7.81E-03	1.82E-07	2.26E-04
Slip road from Yuen Long Highway	L033_1	0800-0900	2.86E-02	6.67E-07	8.27E-04	1.67E-01	3.88E-06	4.81E-03	6.33E-03	1.47E-07	1.83E-04	6.88E-03	1.60E-07	1.99E-04
Slip road from Yuen Long Highway	L033_1	0900-1000	4.33E-02	7.75E-07	9.62E-04	2.63E-01	4.71E-06	5.84E-03	1.11E-02	2.00E-07	2.47E-04	1.21E-02	2.17E-07	2.69E-04
Slip road from Yuen Long Highway	L033_1	1000-1100	4.03E-02	6.15E-07	7.62E-04	2.35E-01	3.58E-06	4.44E-03	9.69E-03	1.48E-07	1.83E-04	1.06E-02	1.61E-07	1.99E-04
Slip road from Yuen Long Highway	L033_1	1100-1200	4.81E-02	7.32E-07	9.08E-04	2.72E-01	4.15E-06	5.15E-03	1.21E-02	1.85E-07	2.29E-04	1.32E-02	2.01E-07	2.49E-04
Slip road from Yuen Long Highway	L033_1	1200-1300	4.38E-02	6.28E-07	7.78E-04	2.45E-01	3.52E-06	4.36E-03	1.11E-02	1.59E-07	1.97E-04	1.20E-02	1.73E-07	2.14E-04
Slip road from Yuen Long Highway	L033_1	1300-1400	3.68E-02	5.28E-07	6.55E-04	2.25E-01	3.23E-06	4.00E-03	9.56E-03	1.37E-07	1.70E-04	1.04E-02	1.49E-07	1.84E-04
Slip road from Yuen Long Highway	L033_1	1400-1500	4.31E-02	6.56E-07	8.13E-04	2.42E-01	3.69E-06	4.58E-03	1.04E-02	1.58E-07	1.96E-04	1.13E-02	1.72E-07	2.13E-04
Slip road from Yuen Long Highway	L033_1	1500-1600	4.47E-02	7.62E-07	9.44E-04	2.53E-01	4.31E-06	5.35E-03	1.11E-02	1.88E-07	2.33E-04	1.20E-02	2.05E-07	2.54E-04
Slip road from Yuen Long Highway	L033_1	1600-1700	4.64E-02	8.32E-07	1.03E-03	2.60E-01	4.67E-06	5.79E-03	1.09E-02	1.95E-07	2.42E-04	1.19E-02	2.13E-07	2.64E-04
Slip road from Yuen Long Highway	L033_1	1700-1800	3.95E-02	8.15E-07	1.01E-03	2.36E-01	4.86E-06	6.03E-03	1.00E-02	2.07E-07	2.56E-04	1.09E-02	2.25E-07	2.79E-04
Slip road from Yuen Long Highway	L033_1	1800-1900	3.12E-02	6.16E-07	7.64E-04	2.12E-01	4.17E-06	5.18E-03	8.99E-03	1.77E-07	2.20E-04	9.77E-03	1.93E-07	2.39E-04
Slip road from Yuen Long Highway	L033_1	1900-2000	2.78E-02	4.73E-07	5.86E-04	1.91E-01	3.24E-06	4.02E-03	8.81E-03	1.50E-07	1.86E-04	9.59E-03	1.63E-07	2.02E-04
Slip road from Yuen Long Highway	L033_1	2000-2100	2.08E-02	3.16E-07	3.92E-04	1.67E-01	2.55E-06	3.16E-03	6.87E-03	1.05E-07	1.30E-04	7.48E-03	1.14E-07	1.41E-04
Slip road from Yuen Long Highway	L033_1	2100-2200	1.72E-02	2.93E-07	3.63E-04	1.46E-01	2.48E-06	3.08E-03	6.07E-03	1.03E-07	1.28E-04	6.60E-03	1.12E-07	1.39E-04
Slip road from Yuen Long Highway	L033_1	2200-2300	1.51E-02	1.62E-07	2.01E-04	1.44E-01	1.55E-06	1.93E-03	6.10E-03	6.56E-08	8.13E-05	6.61E-03	7.10E-08	8.81E-05
Slip road from Yuen Long Highway	L033_1	2300-0000	1.52E-02	1.23E-07	1.52E-04	1.57E-01	1.27E-06	1.57E-03	6.23E-03	5.03E-08	6.23E-05	6.75E-03	5.45E-08	6.75E-05
Slip road from Yuen Long Highway	L033_2	0000-0100	1.46E-02	8.25E-08	1.73E-04	1.63E-01	9.26E-07	1.94E-03	5.86E-03	3.32E-08	6.96E-05	6.35E-03	3.60E-08	7.54E-05
Slip road from Yuen Long Highway	L033_2	0100-0200	2.26E-02	1.07E-07	2.23E-04	1.65E-01	7.78E-07	1.63E-03	4.34E-03	2.05E-08	4.29E-05	4.70E-03	2.22E-08	4.65E-05
Slip road from Yuen Long Highway	L033_2	0200-0300	2.08E-02	7.85E-08	1.64E-04	1.59E-01	6.01E-07	1.26E-03	3.90E-03	1.47E-08	3.08E-05	4.22E-03	1.59E-08	3.34E-05
Slip road from Yuen Long Highway	L033_2	0300-0400	2.91E-02	8.24E-08	1.73E-04	1.88E-01	5.34E-07	1.12E-03	5.30E-03	1.50E-08	3.14E-05	5.74E-03	1.63E-08	3.41E-05
Slip road from Yuen Long Highway	L033_2	0400-0500	2.25E-02	6.38E-08	1.34E-04	1.50E-01	4.26E-07	8.93E-04	3.99E-03	1.13E-08	2.36E-05	4.32E-03	1.22E-08	2.56E-05
Slip road from Yuen Long Highway	L033_2	0500-0600	3.66E-02	1.38E-07	2.90E-04	3.10E-01	1.17E-06	2.45E-03	1.43E-02	5.40E-08	1.13E-04	1.55E-02	5.86E-08	1.23E-04
Slip road from Yuen Long Highway	L033_2	0600-0700	3.42E-02	3.87E-07	8.11E-04	1.94E-01	2.19E-06	4.59E-03	8.69E-03	9.84E-08	2.06E-04	9.42E-03	1.07E-07	2.24E-04
Slip road from Yuen Long Highway	L033_2	0700-0800	2.77E-02	6.80E-07	1.42E-03	1.71E-01	4.20E-06	8.80E-03	7.19E-03	1.76E-07	3.70E-04	7.81E-03	1.92E-07	4.02E-04
Slip road from Yuen Long Highway	L033_2	0800-0900	2.86E-02	7.03E-07	1.47E-03	1.67E-01	4.09E-06	8.57E-03	6.33E-03	1.55E-07	3.25E-04	6.88E-03	1.69E-07	3.54E-04
Slip road from Yuen Long Highway	L033_2	0900-1000	4.33E-02	8.17E-07	1.71E-03	2.63E-01	4.96E-06	1.04E-02	1.11E-02	2.10E-07	4.40E-04	1.21E-02	2.29E-07	4.79E-04
Slip road from Yuen Long Highway	L033_2	1000-1100	4.03E-02	6.48E-07	1.36E-03	2.35E-01	3.78E-06	7.91E-03	9.69E-03	1.56E-07	3.26E-04	1.06E-02	1.69E-07	3.55E-04
Slip road from Yuen Long Highway	L033_2	1100-1200	4.81E-02	7.72E-07	1.62E-03	2.72E-01	4.37E-06	9.16E-03	1.21E-02	1.95E-07	4.08E-04	1.32E-02	2.12E-07	4.44E-04
Slip road from Yuen Long Highway	L033_2	1200-1300	4.38E-02	6.61E-07	1.39E-03	2.45E-01	3.71E-06	7.76E-03	1.11E-02	1.68E-07	3.51E-04	1.20E-02	1.82E-07	3.81E-04
Slip road from Yuen Long Highway	L033_2	1300-1400	3.68E-02	5.56E-07	1.17E-03	2.25E-01	3.40E-06	7.12E-03	9.56E-03	1.44E-07	3.03E-04	1.04E-02	1.57E-07	3.28E-04
Slip road from Yuen Long Highway	L033_2	1400-1500	4.31E-02	6.91E-07	1.45E-03	2.42E-01	3.89E-06	8.15E-03	1.04E-02	1.66E-07	3.49E-04	1.13E-02	1.81E-07	3.79E-04
Slip road from Yuen Long Highway	L033_2	1500-1600	4.47E-02	8.02E-07	1.68E-03	2.53E-01	4.55E-06	9.52E-03	1.11E-02	1.98E-07	4.16E-04	1.20E-02	2.16E-07	4.52E-04
Slip road from Yuen Long Highway	L033_2	1600-1700	4.64E-02	8.77E-07	1.84E-03	2.60E-01	4.92E-06	1.03E-02	1.09E-02	2.06E-07	4.31E-04	1.19E-02	2.24E-07	4.69E-04
Slip road from Yuen Long Highway	L033_2	1700-1800	3.95E-02	8.59E-07	1.80E-03	2.36E-01	5.12E-06	1.07E-02	1.00E-02	2.18E-07	4.56E-04	1.09E-02	2.37E-07	4.96E-04
Slip road from Yuen Long Highway	L033_2	1800-1900	3.12E-02	6.49E-07	1.36E-03	2.12E-01	4.40E-06	9.21E-03	8.99E-03	1.87E-07	3.91E-04	9.77E-03	2.03E-07	4.25E-04
Slip road from Yuen Long Highway	L033_2	1900-2000	2.78E-02	4.98E-07	1.04E-03	1.91E-01	3.42E-06	7.16E-03	8.81E-03	1.58E-07	3.31E-04	9.59E-03	1.72E-07	3.60E-04
Slip road from Yuen Long Highway	L033_2	2000-2100	2.08E-02	3.33E-07	6.98E-04	1.67E-01	2.69E-06	5.63E-03	6.87E-03	1.10E-07	2.31E-04	7.48E-03	1.20E-07	2.52E-04
Slip road from Yuen Long Highway	L033_2	2100-2200	1.72E-02	3.08E-07	6.46E-04	1.46E-01	2.61E-06	5.47E-03	6.07E-03	1.09E-07	2.28E-04	6.60E-03	1.18E-07	2.48E-04
Slip road from Yuen Long Highway	L033_2	2200-2300	1.51E-02	1.71E-07	3.58E-04	1.44E-01	1.64E-06	3.43E-03	6.10E-03	6.91E-08	1.45E-04	6.61E-03	7.49E-08	1.57E-04
Slip road from Yuen Long Highway	L033_2	2300-0000	1.52E-02	1.29E-07	2.70E-04	1.57E-01	1.34E-06	2.80E-03	6.23E-03	5.30E-08	1.11E-04	6.75E-03	5.74E-08	1.20E-04
Fu Hang Road	L034	0000-0100	1.22E-01	2.13E-07	1.40E-04	4.54E-01	7.91E-07	5.21E-04	1.45E-02	2.53E-08	1.66E-05	1.62E-02	2.83E-08	1.86E-05
Fu Hang Road	L034	0100-0200	1.67E-01	2.92E-07	1.92E-04	5.64E-01	9.83E-07	6.47E-04	1.48E-02	2.59E-08	1.70E-05	1.64E-02	2.87E-08	1.89E-05
Fu Hang Road	L034	0200-0300	6.61E-02	1.15E-07	7.58E-05	3.72E-01	6.48E-07	4.26E-04	1.19E-02	2.08E-08	1.37E-05	1.33E-02	2.32E-08	1.53E-05
Fu Hang Road	L034	0300-0400	2.28E-01	3.98E-07	2.62E-04	6.69E-01	1.17E-06	7.68E-04	1.86E-02	3.24E-08	2.14E-05	2.07E-02	3.61E-08	2.37E-05
Fu Hang Road	L034	0400-0500	1.87E-01	3.27E-07	2.15E-04	6.28E-01	1.10E-06	7.21E-04	2.15E-02	3.75E-08	2.47E-05	2.42E-02	4.22E-08	2.78E-05
Fu Hang Road	L034	0500-0600	1.34E-01	2.34E-07	1.54E-04	4.98E-01	8.68E-07	5.71E-04	1.54E-02	2.69E-08	1.77E-05	1.70E-02	2.97E-08	1.95E-05
Fu Hang Road	L034	0600-0700	2.29E-01	4.00E-07	2.63E-04	7.59E-01	1.32E-06	8.71E-04	2.08E-02	3.62E-08	2.38E-05	2.28E-02	3.98E-08	2.62E-05
Fu Hang Road	L034	0700-0800	2.01E-01	7.02E-07	4.62E-04	6.96E-01	2.42E-06	1.60E-03	1.81E-02	6.32E-08	4.16E-05	1.99E-02	6.95E-08	4.58E-05
Fu Hang Road	L034	0800-0900	2.30E-01	8.00E-07	5.27E-04	7.36E-01	2.57E-06	1.69E-03	1.89E-02	6.60E-08	4.35E-05	2.08E-02	7.24E-08	4.77E-05
Fu Hang Road	L034	0900-1000	2.58E-01	4.49E-07	2.96E-04	7.92E-01	1.38E-06	9.09E-04	1.90E-02	3.31E-08	2.18E-05	2.08E-02	3.63E-08	2.39E-05
Fu Hang Road	L034	1000-1100	2.69E-01	4.69E-07	3.09E-04	7.61E-01	1.33E-06	8.73E-04	1.84E-02	3.21E-08	2.11E-05	2.01E-02	3.51E-08	2.31E-05
Fu Hang Road	L034	1100-1200	2.85E-01	4.96E-07	3.27E-04	8.55E-01	1.49E-06	9.82E-04	2.09E-02	3.65E-08	2.40E-05	2.29E-02	4.00E-08	2.63E-05
Fu Hang Road	L034	1200-1300	2.62E-01	4.57E-07	3.01E-04	8.08E-01	1.41E-06	9.27E-04	2.03E-02	3.55E-08	2.33E-05	2.23E-02	3.89E-08	2.56E-05
Fu Hang Road	L034	1300-1400	2.20E-01	3.83E-07	2.52E-04	6.98E-01	1.22E-06	8.01E-04	1.87E-02	3.26E-08	2.14E-05	2.05E-02	3.58E-08	2.36E-05
Fu Hang Road	L034	1400-1500	2.48E-01	4.33E-07	2.85E-04	7.22E-01	1.26E-06	8.29E-04	1.80E-02	3.14E-08	2.07E-05	1.97E-02	3.44E-08	2.27E-05
Fu Hang Road	L034	1500-1600	3.00E-01	5.23E-07	3.45E-04	8.78E-01	1.53E-06	1.01E-03	2.14E-02	3.73E-08	2.45E-05	2.34E-02	4.08E-08	2.69E-05
Fu Hang Road	L034	1600-1700	2.16E-01	3.77E-07	2.48E-04	6.36E-01	1.11E-06	7.30E-04	1.75E-02	3.04E-08	2.00E-05	1.92E-02	3.35E-08	2.21E-05
Fu Hang Road	L034	1700-1800	1.63E-01	2.84E-07	1.87E-04	5.42E-01	9.45E-07	6.22E-04	1.71E-02	2.98E-08	1.96E-05	1.90E-02	3.31E-08	2.18E-05
Fu Hang Road	L034	1800-1900	1.09E-01	1.90E-07	1.25E-04	4.22E-01	7.35E-07	4.84E-04	1.49E-02	2.61E-08	1.72E-05	1.66E-02	2.90E-08	1.91E-05
Fu Hang Road	L034	1900-2000	1.30E-01	2.27E-07	1.49E-04	4.91E-01	8.56E-07	5.64E-04	1.54E-02	2.69E-08	1.77E-05	1.71E-02	2.98E-08	1.96E-05
Fu Hang Road	L034	2000-2100	1.20E-01	2.09E-07	1.38E-04	4.33E-01	7.54E-07	4.96E-04	1.34E-02	2.34E-08	1.54E-05	1.49E-02	2.60E-08	1.71E-05
Fu Hang Road	L034	2100-2200	1.20E-01	2.09E-07	1.38E-04	4.72E-01	8.23E-07	5.42E-04	1.48E-02	2.58E-08	1.70E-05	1.64E-02	2.86E-08	1.89E-05
Fu Hang Road	L034	2200-2300	9.75E-02	1.70E-07	1.12E-04	3.85E-01	6.72E-07	4.42E-04	1.29E-02	2.24E-08	1.47E-05	1.43E-02	2.50E-08	1.64E-05
Fu Hang Road	L034	2300-0000	1.24E-01	2.16E-07	1.42E-04	4.32E-01	7.52E-07	4.95E-04	1.40E-02	2.44E-08	1.60E-05	1.56E-02	2.71E-08	1.78E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Fu Hang Road	L035	0000-0100	5.81E-02	1.01E-07	6.72E-05	3.29E-01	5.73E-07	3.80E-04	1.08E-02	1.89E-08	1.25E-05	1.21E-02	2.11E-08	1.40E-05
Fu Hang Road	L035	0100-0200	9.27E-02	1.62E-07	1.07E-04	4.08E-01	7.12E-07	4.72E-04	1.46E-02	2.55E-08	1.69E-05	1.64E-02	2.85E-08	1.89E-05
Fu Hang Road	L035	0200-0300	9.26E-02	1.61E-07	1.07E-04	4.08E-01	7.11E-07	4.71E-04	1.46E-02	2.55E-08	1.69E-05	1.64E-02	2.85E-08	1.89E-05
Fu Hang Road	L035	0300-0400	9.26E-02	1.61E-07	1.07E-04	4.08E-01	7.12E-07	4.72E-04	1.46E-02	2.55E-08	1.69E-05	1.64E-02	2.85E-08	1.89E-05
Fu Hang Road	L035	0400-0500	9.25E-02	1.61E-07	1.07E-04	4.08E-01	7.12E-07	4.72E-04	1.46E-02	2.55E-08	1.69E-05	1.64E-02	2.85E-08	1.89E-05
Fu Hang Road	L035	0500-0600	2.40E-01	4.18E-07	2.77E-04	8.77E-01	1.53E-06	1.01E-03	2.53E-02	4.41E-08	2.92E-05	2.78E-02	4.85E-08	3.22E-05
Fu Hang Road	L035	0600-0700	1.17E-01	2.03E-07	1.35E-04	4.94E-01	8.60E-07	5.70E-04	1.39E-02	2.42E-08	1.60E-05	1.53E-02	2.66E-08	1.76E-05
Fu Hang Road	L035	0700-0800	6.12E-02	1.07E-07	7.07E-05	3.91E-01	6.81E-07	4.52E-04	1.02E-02	1.78E-08	1.18E-05	1.13E-02	1.97E-08	1.31E-05
Fu Hang Road	L035	0800-0900	8.83E-02	1.54E-07	1.02E-04	4.45E-01	7.75E-07	5.14E-04	1.19E-02	2.07E-08	1.37E-05	1.31E-02	2.29E-08	1.52E-05
Fu Hang Road	L035	0900-1000	2.76E-01	4.81E-07	3.19E-04	8.96E-01	1.56E-06	1.04E-03	2.09E-02	3.64E-08	2.41E-05	2.28E-02	3.97E-08	2.63E-05
Fu Hang Road	L035	1000-1100	2.92E-01	5.08E-07	3.37E-04	8.90E-01	1.55E-06	1.03E-03	2.08E-02	3.62E-08	2.40E-05	2.27E-02	3.95E-08	2.62E-05
Fu Hang Road	L035	1100-1200	3.05E-01	5.31E-07	3.52E-04	1.01E+00	1.77E-06	1.17E-03	2.35E-02	4.10E-08	2.72E-05	2.57E-02	4.47E-08	2.96E-05
Fu Hang Road	L035	1200-1300	3.21E-01	5.59E-07	3.70E-04	1.03E+00	1.79E-06	1.19E-03	2.44E-02	4.25E-08	2.82E-05	2.66E-02	4.64E-08	3.07E-05
Fu Hang Road	L035	1300-1400	2.33E-01	4.06E-07	2.69E-04	7.95E-01	1.39E-06	9.18E-04	1.98E-02	3.45E-08	2.28E-05	2.16E-02	3.77E-08	2.50E-05
Fu Hang Road	L035	1400-1500	3.04E-01	5.31E-07	3.52E-04	1.01E+00	1.76E-06	1.17E-03	2.35E-02	4.10E-08	2.72E-05	2.56E-02	4.47E-08	2.96E-05
Fu Hang Road	L035	1500-1600	2.93E-01	5.11E-07	3.39E-04	9.26E-01	1.61E-06	1.07E-03	2.16E-02	3.77E-08	2.50E-05	2.36E-02	4.12E-08	2.73E-05
Fu Hang Road	L035	1600-1700	3.67E-01	6.40E-07	4.24E-04	1.10E+00	1.92E-06	1.27E-03	2.65E-02	4.62E-08	3.06E-05	2.89E-02	5.03E-08	3.34E-05
Fu Hang Road	L035	1700-1800	2.84E-01	4.95E-07	3.28E-04	8.88E-01	1.55E-06	1.03E-03	2.30E-02	4.01E-08	2.66E-05	2.52E-02	4.40E-08	2.91E-05
Fu Hang Road	L035	1800-1900	2.22E-01	3.86E-07	2.56E-04	7.43E-01	1.30E-06	8.59E-04	2.04E-02	3.56E-08	2.36E-05	2.24E-02	3.90E-08	2.59E-05
Fu Hang Road	L035	1900-2000	2.09E-01	3.65E-07	2.42E-04	7.80E-01	1.36E-06	9.01E-04	2.04E-02	3.56E-08	2.36E-05	2.24E-02	3.90E-08	2.58E-05
Fu Hang Road	L035	2000-2100	1.10E-01	1.91E-07	1.27E-04	4.17E-01	7.27E-07	4.82E-04	1.23E-02	2.15E-08	1.43E-05	1.37E-02	2.38E-08	1.58E-05
Fu Hang Road	L035	2100-2200	1.32E-01	2.31E-07	1.53E-04	5.34E-01	9.31E-07	6.17E-04	1.48E-02	2.58E-08	1.71E-05	1.63E-02	2.84E-08	1.88E-05
Fu Hang Road	L035	2200-2300	6.22E-02	1.08E-07	7.19E-05	3.21E-01	5.59E-07	3.70E-04	1.14E-02	1.99E-08	1.32E-05	1.28E-02	2.23E-08	1.48E-05
Fu Hang Road	L035	2300-0000	4.99E-02	8.70E-08	5.77E-05	2.84E-01	4.95E-07	3.28E-04	9.75E-03	1.70E-08	1.13E-05	1.08E-02	1.89E-08	1.25E-05
Castle Peak Road - Lingnan	L036	0000-0100	4.45E-02	2.35E-07	5.17E-04	4.60E-01	2.42E-06	5.34E-03	1.91E-02	1.01E-07	2.21E-04	2.08E-02	1.10E-07	2.42E-04
Castle Peak Road - Lingnan	L036	0100-0200	6.37E-02	2.01E-07	4.43E-04	5.60E-01	1.77E-06	3.90E-03	2.11E-02	6.67E-08	1.47E-04	2.30E-02	7.26E-08	1.60E-04
Castle Peak Road - Lingnan	L036	0200-0300	4.44E-02	1.40E-07	3.09E-04	4.71E-01	1.49E-06	3.28E-03	1.77E-02	5.59E-08	1.23E-04	1.92E-02	6.08E-08	1.34E-04
Castle Peak Road - Lingnan	L036	0300-0400	5.12E-02	1.08E-07	2.38E-04	3.06E-01	6.44E-07	1.42E-03	4.22E-03	8.90E-09	1.96E-05	4.60E-03	9.70E-09	2.14E-05
Castle Peak Road - Lingnan	L036	0400-0500	5.01E-02	1.06E-07	2.33E-04	2.87E-01	6.06E-07	1.33E-03	4.86E-03	1.03E-08	2.26E-05	5.32E-03	1.12E-08	2.47E-05
Castle Peak Road - Lingnan	L036	0500-0600	9.50E-02	3.00E-07	6.61E-04	8.54E-01	2.70E-06	5.94E-03	3.70E-02	1.17E-07	2.58E-04	4.03E-02	1.27E-07	2.80E-04
Castle Peak Road - Lingnan	L036	0600-0700	1.15E-01	1.09E-06	2.41E-03	6.12E-01	5.81E-06	1.28E-02	2.20E-02	2.09E-07	4.60E-04	2.40E-02	2.28E-07	5.01E-04
Castle Peak Road - Lingnan	L036	0700-0800	8.19E-02	1.55E-06	3.42E-03	4.96E-01	9.41E-06	2.07E-02	1.88E-02	3.57E-07	7.86E-04	2.05E-02	3.88E-07	8.55E-04
Castle Peak Road - Lingnan	L036	0800-0900	8.67E-02	1.55E-06	3.42E-03	4.34E-01	7.78E-06	1.71E-02	1.43E-02	2.56E-07	5.65E-04	1.56E-02	2.79E-07	6.15E-04
Castle Peak Road - Lingnan	L036	0900-1000	1.17E-01	1.61E-06	3.54E-03	6.72E-01	9.21E-06	2.03E-02	2.36E-02	3.23E-07	7.11E-04	2.57E-02	3.51E-07	7.74E-04
Castle Peak Road - Lingnan	L036	1000-1100	1.04E-01	1.21E-06	2.66E-03	5.83E-01	6.76E-06	1.49E-02	2.01E-02	2.34E-07	5.14E-04	2.19E-02	2.54E-07	5.59E-04
Castle Peak Road - Lingnan	L036	1100-1200	1.12E-01	1.30E-06	2.85E-03	6.37E-01	7.39E-06	1.63E-02	2.21E-02	2.57E-07	5.65E-04	2.41E-02	2.79E-07	6.15E-04
Castle Peak Road - Lingnan	L036	1200-1300	1.03E-01	1.08E-06	2.38E-03	5.99E-01	6.31E-06	1.39E-02	2.17E-02	2.28E-07	5.03E-04	2.36E-02	2.48E-07	5.47E-04
Castle Peak Road - Lingnan	L036	1300-1400	8.62E-02	9.09E-07	2.00E-03	5.58E-01	5.88E-06	1.29E-02	2.04E-02	2.15E-07	4.74E-04	2.22E-02	2.34E-07	5.16E-04
Castle Peak Road - Lingnan	L036	1400-1500	1.27E-01	1.47E-06	3.23E-03	6.46E-01	7.49E-06	1.65E-02	2.10E-02	2.43E-07	5.35E-04	2.28E-02	2.64E-07	5.82E-04
Castle Peak Road - Lingnan	L036	1500-1600	1.18E-01	1.50E-06	3.29E-03	6.46E-01	8.17E-06	1.80E-02	2.24E-02	2.83E-07	6.24E-04	2.44E-02	3.09E-07	6.79E-04
Castle Peak Road - Lingnan	L036	1600-1700	8.11E-02	9.41E-07	2.07E-03	4.87E-01	5.65E-06	1.24E-02	1.62E-02	1.87E-07	4.12E-04	1.76E-02	2.04E-07	4.49E-04
Castle Peak Road - Lingnan	L036	1700-1800	5.81E-02	7.35E-07	1.62E-03	4.15E-01	5.25E-06	1.16E-02	1.49E-02	1.88E-07	4.14E-04	1.62E-02	2.05E-07	4.52E-04
Castle Peak Road - Lingnan	L036	1800-1900	4.55E-02	5.76E-07	1.27E-03	3.98E-01	5.03E-06	1.11E-02	1.53E-02	1.94E-07	4.27E-04	1.67E-02	2.12E-07	4.66E-04
Castle Peak Road - Lingnan	L036	1900-2000	9.28E-02	1.17E-06	2.58E-03	5.82E-01	7.36E-06	1.62E-02	2.21E-02	2.80E-07	6.17E-04	2.41E-02	3.05E-07	6.72E-04
Castle Peak Road - Lingnan	L036	2000-2100	5.83E-02	6.76E-07	1.49E-03	4.63E-01	5.37E-06	1.18E-02	1.92E-02	2.22E-07	4.89E-04	2.09E-02	2.42E-07	5.32E-04
Castle Peak Road - Lingnan	L036	2100-2200	4.32E-02	5.47E-07	1.20E-03	4.01E-01	5.08E-06	1.12E-02	1.73E-02	2.19E-07	4.82E-04	1.89E-02	2.39E-07	5.26E-04
Castle Peak Road - Lingnan	L036	2200-2300	4.19E-02	3.53E-07	7.78E-04	4.29E-01	3.61E-06	7.96E-03	1.91E-02	1.61E-07	3.54E-04	2.08E-02	1.76E-07	3.86E-04
Castle Peak Road - Lingnan	L036	2300-0000	4.90E-02	3.10E-07	6.82E-04	4.77E-01	3.01E-06	6.64E-03	2.03E-02	1.28E-07	2.83E-04	2.21E-02	1.40E-07	3.08E-04
Castle Peak Road - Lingnan	L037	0000-0100	3.03E-02	1.27E-07	2.87E-04	4.32E-01	1.80E-06	4.09E-03	1.87E-02	7.83E-08	1.77E-04	2.05E-02	8.54E-08	1.94E-04
Castle Peak Road - Lingnan	L037	0100-0200	4.12E-02	1.29E-07	2.93E-04	5.06E-01	1.58E-06	3.59E-03	2.01E-02	6.28E-08	1.42E-04	2.19E-02	6.85E-08	1.55E-04
Castle Peak Road - Lingnan	L037	0200-0300	3.40E-02	7.10E-08	1.61E-04	4.52E-01	9.45E-07	2.14E-03	1.76E-02	3.68E-08	8.35E-05	1.92E-02	4.01E-08	9.09E-05
Castle Peak Road - Lingnan	L037	0300-0400	4.33E-02	9.04E-08	2.05E-04	4.38E-01	9.16E-07	2.08E-03	1.50E-02	3.13E-08	7.10E-05	1.63E-02	3.41E-08	7.73E-05
Castle Peak Road - Lingnan	L037	0400-0500	4.06E-02	8.48E-08	1.92E-04	4.82E-01	1.01E-06	2.28E-03	2.01E-02	4.20E-08	9.51E-05	2.19E-02	4.57E-08	1.04E-04
Castle Peak Road - Lingnan	L037	0500-0600	8.88E-02	2.78E-07	6.31E-04	8.22E-01	2.58E-06	5.84E-03	3.65E-02	1.14E-07	2.59E-04	3.97E-02	1.24E-07	2.82E-04
Castle Peak Road - Lingnan	L037	0600-0700	9.15E-02	5.73E-07	1.30E-03	5.32E-01	3.34E-06	7.56E-03	1.94E-02	1.22E-07	2.76E-04	2.12E-02	1.33E-07	3.01E-04
Castle Peak Road - Lingnan	L037	0700-0800	6.13E-02	7.04E-07	1.60E-03	4.36E-01	5.00E-06	1.13E-02	1.67E-02	1.92E-07	4.35E-04	1.82E-02	2.09E-07	4.74E-04
Castle Peak Road - Lingnan	L037	0800-0900	6.47E-02	7.44E-07	1.69E-03	3.91E-01	4.49E-06	1.02E-02	1.31E-02	1.50E-07	3.41E-04	1.43E-02	1.64E-07	3.71E-04
Castle Peak Road - Lingnan	L037	0900-1000	8.93E-02	9.32E-07	2.11E-03	5.89E-01	6.15E-06	1.40E-02	2.16E-02	2.25E-07	5.10E-04	2.35E-02	2.45E-07	5.55E-04
Castle Peak Road - Lingnan	L037	1000-1100	7.28E-02	6.84E-07	1.55E-03	5.05E-01	4.75E-06	1.08E-02	1.84E-02	1.73E-07	3.92E-04	2.00E-02	1.88E-07	4.27E-04
Castle Peak Road - Lingnan	L037	1100-1200	8.60E-02	8.08E-07	1.83E-03	5.69E-01	5.35E-06	1.21E-02	2.07E-02	1.95E-07	4.41E-04	2.26E-02	2.12E-07	4.81E-04
Castle Peak Road - Lingnan	L037	1200-1300	8.39E-02	7.01E-07	1.59E-03	5.48E-01	4.58E-06	1.04E-02	2.07E-02	1.73E-07	3.91E-04	2.25E-02	1.88E-07	4.26E-04
Castle Peak Road - Lingnan	L037	1300-1400	6.66E-02	5.56E-07	1.26E-03	4.91E-01	4.10E-06	9.30E-03	1.86E-02	1.55E-07	3.52E-04	2.02E-02	1.69E-07	3.83E-04
Castle Peak Road - Lingnan	L037	1400-1500	9.88E-02	9.29E-07	2.11E-03	5.59E-01	5.26E-06	1.19E-02	1.89E-02	1.78E-07	4.03E-04	2.06E-02	1.94E-07	4.39E-04
Castle Peak Road - Lingnan	L037	1500-1600	9.39E-02	9.81E-07	2.22E-03	5.94E-01	6.21E-06	1.41E-02	2.19E-02	2.28E-07	5.18E-04	2.38E-02	2.48E-07	5.63E-04
Castle Peak Road - Lingnan	L037	1600-1700	8.73E-02	1.09E-06	2.48E-03	5.07E-01	6.35E-06	1.44E-02	1.75E-02	2.19E-07	4.97E-04	1.90E-02	2.39E-07	5.41E-04
Castle Peak Road - Lingnan	L037	1700-1800	5.38E-02	7.30E-07	1.66E-03	4.01E-01	5.45E-06	1.23E-02	1.53E-02	2.08E-07	4.71E-04	1.67E-02	2.27E-07	5.14E-04
Castle Peak Road - Lingnan	L037	1800-1900	5.70E-02	7.74E-07	1.75E-03	4.14E-01	5.62E-06	1.27E-02	1.61E-02	2.19E-07	4.96E-04	1.76E-02	2.39E-07	5.41E-04
Castle Peak Road - Lingnan	L037	1900-2000	7.88E-02	8.23E-07	1.86E-03	5.13E-01	5.36E-06	1.21E-02	2.05E-02	2.14E-07	4.85E-04	2.23E-02	2.33E-07	5.28E-04
Castle Peak Road - Lingnan	L037	2000-2100	4.59E-02	4.32E-07	9.79E-04	4.24E-01	3.99E-06	9.04E-03	1.82E-02	1.71E-07	3.89E-04	1.99E-02	1.87E-07	4.23E-04
Castle Peak Road - Lingnan	L037	2100-2200	4.15E-02	4.33E-07	9.83E-04	3.91E-01	4.09E-06	9.27E-03	1.69E-02	1.76E-07	3.99E-04	1.84E-02	1.92E-07	4.35E-04
Castle Peak Road - Lingnan	L037	2200-2300	3.26E-02	2.04E-07	4.63E-04	3.90E-01	2.44E-06	5.53E-03	1.77E-02	1.11E-07	2.52E-04	1.93E-02	1.21E-07	2.75E-04
Castle Peak Road - Lingnan	L037	2300-0000	3.45E-02	1.80E-07	4.09E-04	4.29E-01	2.24E-06	5.08E-03	1.91E-02	9.97E-08	2.26E-04	2.08E-02	1.09E-07	2.46E-04
Castle Peak Road - Lingnan	L038	0000-0100	2.06E-02	1.68E-07	2.68E-04	2.72E-01	2.21E-06	3.53E-03	1.08E-02	8.78E-08	1.40E-04	1.17E-02	9.55E-08	1.52E-04
Castle Peak Road - Lingnan	L038	0100-0200	3.16E-02	1.93E-07	3.07E-04	3.48E-01	2.12E-06	3.38E-03	1.42E-02	8.65E-08	1.38E-04	1.54E-02	9.41E-08	1.50E-04
Castle Peak Road - Lingnan	L038	0200-0300	2.78E-02	1.41E-07	2.26E-04	3.07E-01	1.56E-06	2.49E-03	1.18E-02	5.99E-08	9.56E-05	1.28E-02	6.51E-08	1.04E-04
Castle Peak Road - Lingnan	L038	0300-0400	3.38E-02	1.37E-07	2.19E-04	3.18E-01	1.29E-06	2.07E-03	1.21E-02	4.92E-08	7.85E-05	1.31E-02	5.34E-08	8.53E-05
Castle Peak Road - Lingnan	L038	0400-0500	3.05E-02	1.24E-07	1.98E-04	3.14E-01	1.27E-06	2.03E-03	1.30E-02	5.29E-08	8.44E-05	1.41E-02	5.75E-08	9.17E-05
Castle Peak Road - Lingnan	L038	0500-0600	5.08E-02	3.09E-07	4.94E-04	5.08E-01	3.10E-06	4.95E-03	2.43E-02	1.48E-07	2.36E-04	2.64E-02	1.61E-07	2.57E-04
Castle Peak Road - Lingnan	L038	0600-0700	5.18E-02	7.90E-07	1.26E-03	3.29E-01	5.02E-06	8.01E-03	1.43E-02	2.19E-07	3.49E-04	1.56E-02	2.38E-07	3.79E-04
Castle Peak Road - Lingnan	L038	0700-0800	4.79E-02	1.51E-06	2.41E-03	3.42E-01	1.08E-05	1.72E-02	1.32E-02	4.14E-07	6.61E-04	1.43E-02	4.51E-07	7.19E-04
Castle Peak Road - Lingnan	L038	0800-0900	4.75E-02	1.45E-06	2.31E-03	3.06E-01	9.32E-06	1.49E-02	1.06E-02	3.22E-07	5.14E-04	1.15E-02	3.51E-07	5.59E-04
Castle Peak Road - Lingnan	L038	0900-1000	6.69E-02	1.70E-06	2.71E-03	4.63E-01	1.18E-05	1.88E-02	1.79E-02	4.55E-07	7.26E-04	1.95E-02	4.95E-07	7.89E-04
Castle Peak Road - Lingnan	L038	1000-1100	5.65E-02	1.20E-06	1.92E-03	3.87E-01	8.26E-06	1.32E-02	1.51E-02	3.22E-07	5.14E-04	1.64E-02	3.50E-07	5.59E-04
Castle Peak Road - Lingnan	L038	1100-1200	7.01E-02	1.50E-06	2.39E-03	4.41E-01	9.41E-06	1.50E-02	1.82E-02	3.88E-07	6.20E-04	1.98E-02	4.22E-07	6.74E-04
Castle Peak Road - Lingnan	L038	1200-1300	6.55E-02	1.33E-06	2.13E-03	4.12E-01	8.38E-06	1.34E-02	1.74E-02	3.54E-07	5.65E-04	1.89E-02	3.85E-07	6.14E-04
Castle Peak Road - Lingnan	L038	1300-1400	5.53E-02	1.12E-06	1.79E-03	3.82E-01	7.77E-06	1.24E-02	1.52E-02	3.09E-07	4.93E-04	1.66E-02	3.36E-07	5.37E-04
Castle Peak Road - Lingnan	L038	1400-1500	6.38E-02	1.36E-06	2.17E-03	3.98E-01	8.48E-06	1.35E-02	1.58E-02	3.37E-07	5.38E-04	1.72E-02	3.67E-07	5.86E-04
Castle Peak Road - Lingnan	L038	1500-1600	6.59E-02	1.54E-06	2.46E-03	4.26E-01	9.95E-06	1.59E-02	1.74E-02	4.08E-07	6.50E-04	1.90E-02	4.43E-07	7.07E-04
Castle Peak Road - Lingnan	L038	1600-1700	7.17E-02	1.90E-06	3.02E-03	4.37E-01	1.15E-05	1.84E-02	1.68E-02	4.44E-07	7.08E-04	1.82E-02	4.82E-07	7.69E-04
Castle Peak Road - Lingnan	L038	1700-1800	5.87E-02	1.73E-06	2.76E-03	3.87E-01	1.14E-05	1.82E-02	1.48E-02	4.36E-07	6.96E-04	1.61E-02	4.74E-07	7.56E-04
Castle Peak Road - Lingnan	L038	1800-1900	5.18E-02	1.53E-06	2.44E-03	3.72E-01	1.10E-05	1.75E-02	1.45E-02	4.28E-07	6.83E-04	1.58E-02	4.65E-07	7.42E-04
Castle Peak Road - Lingnan	L038	1900-2000	4.61E-02	1.08E-06	1.72E-03	3.39E-01	7.93E-06	1.26E-02	1.48E-02	3.46E-07	5.52E-04	1.61E-02	3.76E-07	6.01E-04
Castle Peak Road - Lingnan	L038	2000-2100	3.12E-02	6.65E-07	1.06E-03	2.96E-01	6.31E-06	1.01E-02	1.21E-02	2.59E-07	4.13E-04	1.32E-02	2.82E-07	4.49E-04
Castle Peak Road - Lingnan	L038	2100-2200	2.75E-02	6.43E-07	1.03E-03	2.67E-01	6.23E-06	9.94E-03	1.10E-02	2.57E-07	4.10E-04	1.20E-02	2.79E-07	4.46E-04
Castle Peak Road - Lingnan	L038	2200-2300	2.37E-02	3.62E-07	5.77E-04	2.60E-01	3.97E-06	6.33E-03	1.12E-02	1.70E-07	2.72E-04	1.21E-02	1.85E-07	2.95E-04
Castle Peak Road - Lingnan	L038	2300-0000	2.18E-02	2.43E-07	3.88E-04	2.69E-01	3.01E-06	4.80E-03	1.13E-02	1.27E-07	2.02E-04	1.23E-02	1.38E-07	2.20E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Fu Shing Street	L039	0000-0100	3.82E-02	5.05E-08	2.29E-05	5.61E-01	7.42E-07	3.37E-04	2.13E-02	2.81E-08	1.28E-05	2.42E-02	3.20E-08	1.45E-05
Fu Shing Street	L039	0100-0200	2.45E-02	3.24E-08	1.47E-05	4.65E-01	6.15E-07	2.79E-04	3.32E-02	4.39E-08	1.99E-05	3.83E-02	5.07E-08	2.30E-05
Fu Shing Street	L039	0200-0300	2.45E-02	3.24E-08	1.47E-05	4.65E-01	6.15E-07	2.79E-04	3.32E-02	4.39E-08	1.99E-05	3.83E-02	5.07E-08	2.30E-05
Fu Shing Street	L039	0300-0400	2.45E-02	3.24E-08	1.47E-05	4.66E-01	6.16E-07	2.80E-04	3.32E-02	4.39E-08	1.99E-05	3.83E-02	5.07E-08	2.30E-05
Fu Shing Street	L039	0400-0500	2.46E-02	3.26E-08	1.48E-05	4.67E-01	6.17E-07	2.80E-04	3.32E-02	4.39E-08	1.99E-05	3.83E-02	5.07E-08	2.30E-05
Fu Shing Street	L039	0500-0600	2.47E-02	3.27E-08	1.48E-05	4.69E-01	6.20E-07	2.82E-04	3.32E-02	4.39E-08	1.99E-05	3.83E-02	5.07E-08	2.30E-05
Fu Shing Street	L039	0600-0700	9.71E-02	1.28E-07	5.83E-05	6.51E-01	8.61E-07	3.91E-04	1.88E-02	2.49E-08	1.13E-05	2.07E-02	2.74E-08	1.24E-05
Fu Shing Street	L039	0700-0800	8.49E-02	1.12E-07	5.10E-05	5.84E-01	7.72E-07	3.51E-04	1.56E-02	2.06E-08	9.36E-06	1.71E-02	2.26E-08	1.03E-05
Fu Shing Street	L039	0800-0900	8.78E-02	1.16E-07	5.27E-05	6.00E-01	7.94E-07	3.60E-04	1.59E-02	2.10E-08	9.55E-06	1.74E-02	2.31E-08	1.05E-05
Fu Shing Street	L039	0900-1000	8.57E-02	1.13E-07	5.14E-05	6.73E-01	8.90E-07	4.04E-04	1.56E-02	2.06E-08	9.37E-06	1.71E-02	2.26E-08	1.03E-05
Fu Shing Street	L039	1000-1100	8.59E-02	1.14E-07	5.16E-05	6.60E-01	8.73E-07	3.96E-04	1.62E-02	2.14E-08	9.70E-06	1.78E-02	2.35E-08	1.07E-05
Fu Shing Street	L039	1100-1200	8.60E-02	1.14E-07	5.17E-05	6.60E-01	8.74E-07	3.97E-04	1.62E-02	2.14E-08	9.70E-06	1.78E-02	2.35E-08	1.07E-05
Fu Shing Street	L039	1200-1300	9.26E-02	1.22E-07	5.56E-05	6.74E-01	8.91E-07	4.05E-04	1.69E-02	2.24E-08	1.02E-05	1.86E-02	2.46E-08	1.12E-05
Fu Shing Street	L039	1300-1400	8.64E-02	1.14E-07	5.19E-05	6.64E-01	8.78E-07	3.99E-04	1.62E-02	2.14E-08	9.70E-06	1.78E-02	2.35E-08	1.07E-05
Fu Shing Street	L039	1400-1500	7.68E-02	1.02E-07	4.61E-05	6.31E-01	8.34E-07	3.79E-04	1.55E-02	2.05E-08	9.33E-06	1.71E-02	2.27E-08	1.03E-05
Fu Shing Street	L039	1500-1600	7.68E-02	1.02E-07	4.61E-05	6.30E-01	8.34E-07	3.79E-04	1.55E-02	2.05E-08	9.33E-06	1.71E-02	2.27E-08	1.03E-05
Fu Shing Street	L039	1600-1700	9.70E-02	1.28E-07	5.82E-05	7.40E-01	9.79E-07	4.45E-04	1.64E-02	2.17E-08	9.85E-06	1.79E-02	2.37E-08	1.08E-05
Fu Shing Street	L039	1700-1800	9.34E-02	1.24E-07	5.61E-05	7.31E-01	9.67E-07	4.39E-04	1.60E-02	2.12E-08	9.62E-06	1.75E-02	2.32E-08	1.05E-05
Fu Shing Street	L039	1800-1900	8.61E-02	1.14E-07	5.17E-05	7.12E-01	9.41E-07	4.27E-04	1.57E-02	2.08E-08	9.44E-06	1.72E-02	2.28E-08	1.04E-05
Fu Shing Street	L039	1900-2000	9.26E-02	1.22E-07	5.56E-05	6.64E-01	8.79E-07	3.99E-04	1.71E-02	2.26E-08	1.03E-05	1.88E-02	2.49E-08	1.13E-05
Fu Shing Street	L039	2000-2100	9.85E-02	1.30E-07	5.91E-05	6.86E-01	9.07E-07	4.12E-04	1.73E-02	2.29E-08	1.04E-05	1.90E-02	2.52E-08	1.14E-05
Fu Shing Street	L039	2100-2200	8.13E-02	1.07E-07	4.88E-05	6.27E-01	8.29E-07	3.76E-04	1.63E-02	2.16E-08	9.80E-06	1.80E-02	2.38E-08	1.08E-05
Fu Shing Street	L039	2200-2300	7.99E-02	1.06E-07	4.80E-05	5.99E-01	7.92E-07	3.60E-04	1.72E-02	2.28E-08	1.03E-05	1.90E-02	2.52E-08	1.14E-05
Fu Shing Street	L039	2300-0000	8.20E-02	1.08E-07	4.92E-05	6.75E-01	8.93E-07	4.05E-04	2.02E-02	2.67E-08	1.21E-05	2.25E-02	2.98E-08	1.35E-05
Fu Shing Street	L040	0000-0100	1.28E-02	1.65E-08	1.03E-05	2.43E-01	3.13E-07	1.96E-04	1.82E-02	2.34E-08	1.46E-05	2.09E-02	2.69E-08	1.68E-05
Fu Shing Street	L040	0100-0200	2.45E-02	3.16E-08	1.98E-05	4.65E-01	5.99E-07	3.75E-04	3.32E-02	4.28E-08	2.67E-05	3.83E-02	4.94E-08	3.09E-05
Fu Shing Street	L040	0200-0300	2.45E-02	3.16E-08	1.98E-05	4.65E-01	6.00E-07	3.75E-04	3.32E-02	4.28E-08	2.67E-05	3.83E-02	4.94E-08	3.09E-05
Fu Shing Street	L040	0300-0400	2.45E-02	3.16E-08	1.98E-05	4.66E-01	6.01E-07	3.76E-04	3.32E-02	4.28E-08	2.67E-05	3.83E-02	4.94E-08	3.09E-05
Fu Shing Street	L040	0400-0500	2.46E-02	3.17E-08	1.98E-05	4.67E-01	6.02E-07	3.76E-04	3.32E-02	4.28E-08	2.67E-05	3.83E-02	4.94E-08	3.09E-05
Fu Shing Street	L040	0500-0600	2.47E-02	3.19E-08	1.99E-05	4.69E-01	6.05E-07	3.78E-04	3.32E-02	4.28E-08	2.67E-05	3.83E-02	4.94E-08	3.09E-05
Fu Shing Street	L040	0600-0700	9.71E-02	1.25E-07	7.83E-05	6.51E-01	8.39E-07	5.25E-04	1.88E-02	2.42E-08	1.52E-05	2.07E-02	2.67E-08	1.67E-05
Fu Shing Street	L040	0700-0800	8.49E-02	1.09E-07	6.85E-05	5.84E-01	7.53E-07	4.71E-04	1.56E-02	2.01E-08	1.26E-05	1.71E-02	2.21E-08	1.38E-05
Fu Shing Street	L040	0800-0900	8.78E-02	1.13E-07	7.08E-05	6.00E-01	7.74E-07	4.84E-04	1.59E-02	2.05E-08	1.28E-05	1.74E-02	2.25E-08	1.41E-05
Fu Shing Street	L040	0900-1000	8.31E-02	1.07E-07	6.70E-05	6.10E-01	7.86E-07	4.92E-04	1.59E-02	2.04E-08	1.28E-05	1.74E-02	2.25E-08	1.41E-05
Fu Shing Street	L040	1000-1100	9.37E-02	1.21E-07	7.56E-05	6.59E-01	8.50E-07	5.32E-04	1.77E-02	2.28E-08	1.42E-05	1.95E-02	2.51E-08	1.57E-05
Fu Shing Street	L040	1100-1200	1.64E-01	2.11E-07	1.32E-04	9.03E-01	1.16E-06	7.28E-04	2.26E-02	2.91E-08	1.82E-05	2.47E-02	3.19E-08	1.99E-05
Fu Shing Street	L040	1200-1300	1.64E-01	2.12E-07	1.32E-04	9.05E-01	1.17E-06	7.30E-04	2.26E-02	2.91E-08	1.82E-05	2.47E-02	3.19E-08	1.99E-05
Fu Shing Street	L040	1300-1400	9.43E-02	1.22E-07	7.61E-05	6.63E-01	8.55E-07	5.35E-04	1.77E-02	2.28E-08	1.42E-05	1.95E-02	2.51E-08	1.57E-05
Fu Shing Street	L040	1400-1500	8.78E-02	1.13E-07	7.08E-05	6.35E-01	8.19E-07	5.12E-04	1.74E-02	2.25E-08	1.41E-05	1.92E-02	2.48E-08	1.55E-05
Fu Shing Street	L040	1500-1600	7.58E-02	9.77E-08	6.11E-05	5.50E-01	7.09E-07	4.43E-04	1.54E-02	1.99E-08	1.25E-05	1.70E-02	2.20E-08	1.37E-05
Fu Shing Street	L040	1600-1700	1.38E-01	1.78E-07	1.12E-04	8.09E-01	1.04E-06	6.52E-04	1.96E-02	2.53E-08	1.58E-05	2.14E-02	2.76E-08	1.73E-05
Fu Shing Street	L040	1700-1800	1.44E-01	1.86E-07	1.16E-04	8.24E-01	1.06E-06	6.64E-04	2.03E-02	2.62E-08	1.64E-05	2.23E-02	2.87E-08	1.79E-05
Fu Shing Street	L040	1800-1900	1.39E-01	1.80E-07	1.12E-04	8.01E-01	1.03E-06	6.46E-04	1.98E-02	2.55E-08	1.60E-05	2.17E-02	2.80E-08	1.75E-05
Fu Shing Street	L040	1900-2000	8.85E-02	1.14E-07	7.14E-05	6.13E-01	7.91E-07	4.95E-04	1.66E-02	2.14E-08	1.34E-05	1.83E-02	2.36E-08	1.47E-05
Fu Shing Street	L040	2000-2100	9.44E-02	1.22E-07	7.61E-05	6.35E-01	8.19E-07	5.12E-04	1.69E-02	2.17E-08	1.36E-05	1.85E-02	2.38E-08	1.49E-05
Fu Shing Street	L040	2100-2200	7.42E-02	9.57E-08	5.98E-05	5.38E-01	6.94E-07	4.34E-04	1.54E-02	1.99E-08	1.25E-05	1.70E-02	2.20E-08	1.37E-05
Fu Shing Street	L040	2200-2300	8.30E-02	1.07E-07	6.69E-05	5.77E-01	7.44E-07	4.65E-04	1.87E-02	2.41E-08	1.51E-05	2.07E-02	2.68E-08	1.67E-05
Fu Shing Street	L040	2300-0000	6.88E-02	8.88E-08	5.55E-05	5.10E-01	6.57E-07	4.11E-04	1.86E-02	2.40E-08	1.50E-05	2.08E-02	2.68E-08	1.68E-05
Castle Peak Road - Lam Tei	L041	0000-0100	2.31E-02	7.58E-08	2.13E-04	2.66E-01	8.74E-07	2.46E-03	9.97E-03	3.27E-08	9.21E-05	1.08E-02	3.55E-08	1.00E-04
Castle Peak Road - Lam Tei	L041	0100-0200	3.88E-02	9.55E-08	2.69E-04	3.46E-01	8.51E-07	2.40E-03	1.37E-02	3.36E-08	9.46E-05	1.48E-02	3.65E-08	1.03E-04
Castle Peak Road - Lam Tei	L041	0200-0300	3.74E-02	9.21E-08	2.59E-04	3.27E-01	8.05E-07	2.27E-03	1.24E-02	3.05E-08	8.60E-05	1.35E-02	3.32E-08	9.35E-05
Castle Peak Road - Lam Tei	L041	0300-0400	4.09E-02	6.71E-08	1.89E-04	3.39E-01	5.56E-07	1.57E-03	1.27E-02	2.08E-08	5.85E-05	1.38E-02	2.26E-08	6.36E-05
Castle Peak Road - Lam Tei	L041	0400-0500	4.03E-02	6.62E-08	1.86E-04	3.20E-01	5.25E-07	1.48E-03	1.26E-02	2.07E-08	5.83E-05	1.37E-02	2.25E-08	6.34E-05
Castle Peak Road - Lam Tei	L041	0500-0600	5.86E-02	1.44E-07	4.06E-04	4.78E-01	1.18E-06	3.31E-03	2.21E-02	5.44E-08	1.53E-04	2.40E-02	5.92E-08	1.67E-04
Castle Peak Road - Lam Tei	L041	0600-0700	6.70E-02	4.94E-07	1.39E-03	3.59E-01	2.65E-06	7.46E-03	1.69E-02	1.25E-07	3.52E-04	1.84E-02	1.36E-07	3.82E-04
Castle Peak Road - Lam Tei	L041	0700-0800	5.54E-02	7.73E-07	2.18E-03	3.26E-01	4.55E-06	1.28E-02	1.45E-02	2.03E-07	5.71E-04	1.58E-02	2.20E-07	6.20E-04
Castle Peak Road - Lam Tei	L041	0800-0900	5.44E-02	7.59E-07	2.14E-03	2.97E-01	4.14E-06	1.17E-02	1.22E-02	1.70E-07	4.80E-04	1.33E-02	1.85E-07	5.21E-04
Castle Peak Road - Lam Tei	L041	0900-1000	7.45E-02	7.95E-07	2.24E-03	4.35E-01	4.63E-06	1.31E-02	1.85E-02	1.97E-07	5.56E-04	2.01E-02	2.15E-07	6.04E-04
Castle Peak Road - Lam Tei	L041	1000-1100	6.68E-02	6.03E-07	1.70E-03	3.85E-01	3.47E-06	9.79E-03	1.59E-02	1.44E-07	4.05E-04	1.73E-02	1.56E-07	4.40E-04
Castle Peak Road - Lam Tei	L041	1100-1200	8.09E-02	7.30E-07	2.06E-03	4.47E-01	4.04E-06	1.14E-02	1.97E-02	1.78E-07	5.01E-04	2.14E-02	1.93E-07	5.45E-04
Castle Peak Road - Lam Tei	L041	1200-1300	7.64E-02	6.26E-07	1.76E-03	4.12E-01	3.38E-06	9.53E-03	1.82E-02	1.50E-07	4.21E-04	1.98E-02	1.63E-07	4.58E-04
Castle Peak Road - Lam Tei	L041	1300-1400	6.62E-02	5.43E-07	1.53E-03	3.88E-01	3.18E-06	8.95E-03	1.64E-02	1.34E-07	3.79E-04	1.78E-02	1.46E-07	4.11E-04
Castle Peak Road - Lam Tei	L041	1400-1500	7.68E-02	6.93E-07	1.95E-03	4.10E-01	3.70E-06	1.04E-02	1.77E-02	1.60E-07	4.50E-04	1.92E-02	1.74E-07	4.89E-04
Castle Peak Road - Lam Tei	L041	1500-1600	7.54E-02	7.42E-07	2.09E-03	4.19E-01	4.13E-06	1.16E-02	1.79E-02	1.76E-07	4.97E-04	1.95E-02	1.92E-07	5.40E-04
Castle Peak Road - Lam Tei	L041	1600-1700	7.43E-02	7.32E-07	2.06E-03	3.91E-01	3.85E-06	1.08E-02	1.56E-02	1.53E-07	4.32E-04	1.69E-02	1.67E-07	4.70E-04
Castle Peak Road - Lam Tei	L041	1700-1800	5.76E-02	5.67E-07	1.60E-03	3.37E-01	3.32E-06	9.34E-03	1.30E-02	1.28E-07	3.60E-04	1.41E-02	1.39E-07	3.92E-04
Castle Peak Road - Lam Tei	L041	1800-1900	5.34E-02	5.26E-07	1.48E-03	3.34E-01	3.29E-06	9.26E-03	1.34E-02	1.32E-07	3.71E-04	1.46E-02	1.43E-07	4.04E-04
Castle Peak Road - Lam Tei	L041	1900-2000	4.69E-02	4.23E-07	1.19E-03	3.21E-01	2.90E-06	8.17E-03	1.46E-02	1.32E-07	3.71E-04	1.59E-02	1.43E-07	4.03E-04
Castle Peak Road - Lam Tei	L041	2000-2100	3.65E-02	3.00E-07	8.44E-04	2.92E-01	2.39E-06	6.74E-03	1.22E-02	1.00E-07	2.82E-04	1.33E-02	1.09E-07	3.07E-04
Castle Peak Road - Lam Tei	L041	2100-2200	2.81E-02	2.53E-07	7.14E-04	2.48E-01	2.23E-06	6.29E-03	1.03E-02	9.30E-08	2.62E-04	1.12E-02	1.01E-07	2.84E-04
Castle Peak Road - Lam Tei	L041	2200-2300	2.40E-02	1.38E-07	3.89E-04	2.49E-01	1.43E-06	4.02E-03	1.05E-02	6.02E-08	1.70E-04	1.14E-02	6.55E-08	1.84E-04
Castle Peak Road - Lam Tei	L041	2300-0000	2.48E-02	1.02E-07	2.86E-04	2.65E-01	1.08E-06	3.06E-03	1.09E-02	4.46E-08	1.26E-04	1.18E-02	4.85E-08	1.36E-04
Castle Peak Road - Lam Tei	L042	0000-0100	4.14E-02	1.26E-07	2.10E-04	3.55E-01	1.08E-06	1.80E-03	1.27E-02	3.85E-08	6.41E-05	1.39E-02	4.22E-08	7.02E-05
Castle Peak Road - Lam Tei	L042	0100-0200	9.43E-02	1.91E-07	3.18E-04	5.64E-01	1.14E-06	1.90E-03	1.69E-02	3.44E-08	5.72E-05	1.85E-02	3.75E-08	6.23E-05
Castle Peak Road - Lam Tei	L042	0200-0300	8.59E-02	1.74E-07	2.90E-04	5.28E-01	1.07E-06	1.78E-03	1.51E-02	3.05E-08	5.08E-05	1.64E-02	3.33E-08	5.54E-05
Castle Peak Road - Lam Tei	L042	0300-0400	1.07E-01	2.17E-07	3.61E-04	6.04E-01	1.23E-06	2.04E-03	1.62E-02	3.28E-08	5.46E-05	1.76E-02	3.57E-08	5.95E-05
Castle Peak Road - Lam Tei	L042	0400-0500	9.34E-02	1.90E-07	3.15E-04	5.48E-01	1.11E-06	1.85E-03	1.69E-02	3.43E-08	5.71E-05	1.84E-02	3.74E-08	6.22E-05
Castle Peak Road - Lam Tei	L042	0500-0600	1.30E-01	2.64E-07	4.39E-04	7.74E-01	1.57E-06	2.61E-03	2.60E-02	5.27E-08	8.77E-05	2.83E-02	5.74E-08	9.55E-05
Castle Peak Road - Lam Tei	L042	0600-0700	1.49E-01	7.53E-07	1.25E-03	6.44E-01	3.27E-06	5.44E-03	1.78E-02	9.01E-08	1.50E-04	1.94E-02	9.83E-08	1.63E-04
Castle Peak Road - Lam Tei	L042	0700-0800	1.15E-01	1.28E-06	2.13E-03	5.47E-01	6.11E-06	1.02E-02	1.57E-02	1.75E-07	2.92E-04	1.71E-02	1.91E-07	3.18E-04
Castle Peak Road - Lam Tei	L042	0800-0900	1.06E-01	1.07E-06	1.78E-03	4.80E-01	4.87E-06	8.10E-03	1.32E-02	1.34E-07	2.23E-04	1.44E-02	1.46E-07	2.43E-04
Castle Peak Road - Lam Tei	L042	0900-1000	1.78E-01	1.81E-06	3.01E-03	7.95E-01	8.07E-06	1.34E-02	2.14E-02	2.17E-07	3.61E-04	2.33E-02	2.36E-07	3.93E-04
Castle Peak Road - Lam Tei	L042	1000-1100	1.56E-01	1.27E-06	2.11E-03	7.02E-01	5.69E-06	9.47E-03	1.90E-02	1.54E-07	2.56E-04	2.07E-02	1.68E-07	2.79E-04
Castle Peak Road - Lam Tei	L042	1100-1200	2.11E-01	1.92E-06	3.20E-03	9.16E-01	8.36E-06	1.39E-02	2.33E-02	2.13E-07	3.54E-04	2.54E-02	2.32E-07	3.86E-04
Castle Peak Road - Lam Tei	L042	1200-1300	1.95E-01	1.58E-06	2.63E-03	8.56E-01	6.94E-06	1.15E-02	2.25E-02	1.83E-07	3.04E-04	2.45E-02	1.99E-07	3.31E-04
Castle Peak Road - Lam Tei	L042	1300-1400	1.57E-01	1.27E-06	2.12E-03	7.21E-01	5.85E-06	9.74E-03	1.94E-02	1.57E-07	2.62E-04	2.12E-02	1.72E-07	2.86E-04
Castle Peak Road - Lam Tei	L042	1400-1500	1.83E-01	1.48E-06	2.47E-03	7.79E-01	6.32E-06	1.05E-02	2.01E-02	1.63E-07	2.72E-04	2.19E-02	1.78E-07	2.96E-04
Castle Peak Road - Lam Tei	L042	1500-1600	1.78E-01	1.62E-06	2.70E-03	7.71E-01	7.03E-06	1.17E-02	2.06E-02	1.88E-07	3.13E-04	2.24E-02	2.05E-07	3.41E-04
Castle Peak Road - Lam Tei	L042	1600-1700	1.82E-01	2.03E-06	3.38E-03	7.69E-01	8.58E-06	1.43E-02	2.03E-02	2.26E-07	3.76E-04	2.20E-02	2.46E-07	4.09E-04
Castle Peak Road - Lam Tei	L042	1700-1800	1.58E-01	1.92E-06	3.20E-03	7.13E-01	8.67E-06	1.44E-02	1.94E-02	2.36E-07	3.93E-04	2.12E-02	2.58E-07	4.28E-04
Castle Peak Road - Lam Tei	L042	1800-1900	1.32E-01	1.61E-06	2.68E-03	6.31E-01	7.68E-06	1.28E-02	1.85E-02	2.25E-07	3.74E-04	2.01E-02	2.45E-07	4.07E-04
Castle Peak Road - Lam Tei	L042	1900-2000	1.13E-01	1.04E-06	1.72E-03	5.50E-01	5.02E-06	8.35E-03	1.69E-02	1.55E-07	2.57E-04	1.85E-02	1.69E-07	2.80E-04
Castle Peak Road - Lam Tei	L042	2000-2100	7.03E-02	5.70E-07	9.48E-04	4.18E-01	3.39E-06	5.64E-03	1.42E-02	1.15E-07	1.91E-04	1.55E-02	1.26E-07	2.09E-04
Castle Peak Road - Lam Tei	L042	2100-2200	6.48E-02	5.26E-07	8.74E-04	3.82E-01	3.10E-06	5.15E-03	1.29E-02	1.05E-07	1.75E-04	1.42E-02	1.15E-07	1.91E-04
Castle Peak Road - Lam Tei	L042	2200-2300	5.51E-02	2.79E-07	4.65E-04	3.64E-01	1.85E-06	3.07E-03	1.32E-02	6.72E-08	1.12E-04	1.45E-02	7.34E-08	1.22E-04
Castle Peak Road - Lam Tei	L042	2300-0000	4.42E-02	1.79E-07	2.98E-04	3.37E-01	1.37E-06	2.27E-03	1.25E-02	5.06E-08	8.42E-05	1.36E-02	5.54E-08	9.21E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Access road from To Yuen Wai	L043	0000-0100	2.53E-02	3.40E-08	8.00E-05	2.80E-01	3.75E-07	8.83E-04	4.84E-03	6.50E-09	1.53E-05	5.34E-03	7.17E-09	1.69E-05
Access road from To Yuen Wai	L043	0100-0200	3.05E-02	4.10E-08	9.64E-05	3.16E-01	4.24E-07	9.98E-04	6.80E-03	9.13E-09	2.15E-05	7.65E-03	1.03E-08	2.42E-05
Access road from To Yuen Wai	L043	0200-0300	3.70E-02	4.97E-08	1.17E-04	3.27E-01	4.39E-07	1.03E-03	6.16E-03	8.27E-09	1.95E-05	6.87E-03	9.22E-09	2.17E-05
Access road from To Yuen Wai	L043	0300-0400	4.50E-02	6.04E-08	1.42E-04	3.65E-01	4.90E-07	1.15E-03	7.32E-03	9.83E-09	2.31E-05	8.17E-03	1.10E-08	2.58E-05
Access road from To Yuen Wai	L043	0400-0500	3.69E-02	4.95E-08	1.16E-04	3.22E-01	4.32E-07	1.02E-03	6.22E-03	8.36E-09	1.97E-05	6.94E-03	9.31E-09	2.19E-05
Access road from To Yuen Wai	L043	0500-0600	5.88E-02	7.89E-08	1.86E-04	3.90E-01	5.23E-07	1.23E-03	7.43E-03	9.98E-09	2.35E-05	8.20E-03	1.10E-08	2.59E-05
Access road from To Yuen Wai	L043	0600-0700	1.13E-01	1.51E-07	3.56E-04	3.81E-01	5.12E-07	1.20E-03	1.04E-02	1.40E-08	3.28E-05	1.13E-02	1.52E-08	3.58E-05
Access road from To Yuen Wai	L043	0700-0800	6.59E-02	1.77E-07	4.16E-04	2.75E-01	7.38E-07	1.73E-03	7.34E-03	1.97E-08	4.64E-05	8.00E-03	2.15E-08	5.05E-05
Access road from To Yuen Wai	L043	0800-0900	9.59E-02	2.57E-07	6.05E-04	3.59E-01	9.64E-07	2.27E-03	9.02E-03	2.42E-08	5.69E-05	9.82E-03	2.64E-08	6.20E-05
Access road from To Yuen Wai	L043	0900-1000	7.69E-02	2.06E-07	4.85E-04	4.21E-01	1.13E-06	2.66E-03	8.32E-03	2.23E-08	5.25E-05	9.11E-03	2.45E-08	5.75E-05
Access road from To Yuen Wai	L043	1000-1100	7.45E-02	2.00E-07	4.71E-04	4.09E-01	1.10E-06	2.58E-03	7.96E-03	2.14E-08	5.03E-05	8.70E-03	2.34E-08	5.50E-05
Access road from To Yuen Wai	L043	1100-1200	7.75E-02	2.08E-07	4.90E-04	4.16E-01	1.12E-06	2.63E-03	8.63E-03	2.32E-08	5.45E-05	9.47E-03	2.54E-08	5.98E-05
Access road from To Yuen Wai	L043	1200-1300	7.60E-02	2.04E-07	4.80E-04	3.90E-01	1.05E-06	2.46E-03	8.60E-03	2.31E-08	5.43E-05	9.44E-03	2.53E-08	5.96E-05
Access road from To Yuen Wai	L043	1300-1400	7.72E-02	2.07E-07	4.87E-04	4.04E-01	1.09E-06	2.55E-03	8.63E-03	2.32E-08	5.45E-05	9.47E-03	2.54E-08	5.98E-05
Access road from To Yuen Wai	L043	1400-1500	7.12E-02	1.91E-07	4.50E-04	4.00E-01	1.07E-06	2.53E-03	8.31E-03	2.23E-08	5.25E-05	9.12E-03	2.45E-08	5.76E-05
Access road from To Yuen Wai	L043	1500-1600	8.77E-02	2.35E-07	5.54E-04	4.18E-01	1.12E-06	2.64E-03	8.76E-03	2.35E-08	5.54E-05	9.59E-03	2.58E-08	6.06E-05
Access road from To Yuen Wai	L043	1600-1700	3.24E-02	8.69E-08	2.04E-04	3.90E-01	1.05E-06	2.46E-03	6.34E-03	1.70E-08	4.01E-05	7.01E-03	1.88E-08	4.43E-05
Access road from To Yuen Wai	L043	1700-1800	3.06E-02	8.22E-08	1.93E-04	3.67E-01	9.85E-07	2.32E-03	7.39E-03	1.98E-08	4.67E-05	8.24E-03	2.21E-08	5.21E-05
Access road from To Yuen Wai	L043	1800-1900	2.74E-02	7.35E-08	1.73E-04	3.57E-01	9.58E-07	2.25E-03	7.29E-03	1.96E-08	4.61E-05	8.14E-03	2.19E-08	5.14E-05
Access road from To Yuen Wai	L043	1900-2000	3.57E-02	9.58E-08	2.25E-04	2.60E-01	6.98E-07	1.64E-03	6.45E-03	1.73E-08	4.07E-05	7.10E-03	1.91E-08	4.49E-05
Access road from To Yuen Wai	L043	2000-2100	4.64E-02	1.25E-07	2.93E-04	3.03E-01	8.13E-07	1.91E-03	6.60E-03	1.77E-08	4.17E-05	7.27E-03	1.95E-08	4.59E-05
Access road from To Yuen Wai	L043	2100-2200	2.19E-02	5.88E-08	1.38E-04	2.36E-01	6.35E-07	1.49E-03	5.60E-03	1.51E-08	3.54E-05	6.21E-03	1.67E-08	3.92E-05
Access road from To Yuen Wai	L043	2200-2300	2.93E-02	3.94E-08	9.26E-05	2.43E-01	3.26E-07	7.67E-04	6.01E-03	8.07E-09	1.90E-05	6.65E-03	8.93E-09	2.10E-05
Access road from To Yuen Wai	L043	2300-0000	2.99E-02	4.01E-08	9.43E-05	2.66E-01	3.58E-07	8.41E-04	5.75E-03	7.73E-09	1.82E-05	6.38E-03	8.56E-09	2.01E-05
Castle Peak Road - Lam Tei	L044	0000-0100	3.87E-02	2.47E-07	1.37E-03	2.97E-01	1.90E-06	1.05E-02	1.06E-02	6.77E-08	3.75E-04	1.16E-02	7.42E-08	4.11E-04
Castle Peak Road - Lam Tei	L044	0100-0200	7.86E-02	3.76E-07	2.08E-03	4.67E-01	2.23E-06	1.24E-02	1.39E-02	6.65E-08	3.68E-04	1.52E-02	7.25E-08	4.02E-04
Castle Peak Road - Lam Tei	L044	0200-0300	7.08E-02	2.82E-07	1.56E-03	4.33E-01	1.72E-06	9.55E-03	1.26E-02	5.01E-08	2.77E-04	1.37E-02	5.46E-08	3.02E-04
Castle Peak Road - Lam Tei	L044	0300-0400	8.09E-02	2.58E-07	1.43E-03	4.43E-01	1.41E-06	7.82E-03	1.14E-02	3.64E-08	2.02E-04	1.24E-02	3.97E-08	2.20E-04
Castle Peak Road - Lam Tei	L044	0400-0500	7.35E-02	2.34E-07	1.30E-03	4.26E-01	1.36E-06	7.53E-03	1.31E-02	4.19E-08	2.32E-04	1.43E-02	4.57E-08	2.53E-04
Castle Peak Road - Lam Tei	L044	0500-0600	1.19E-01	5.68E-07	3.15E-03	6.55E-01	3.14E-06	1.74E-02	2.17E-02	1.04E-07	5.76E-04	2.36E-02	1.13E-07	6.27E-04
Castle Peak Road - Lam Tei	L044	0600-0700	1.47E-01	2.11E-06	1.17E-02	6.20E-01	8.90E-06	4.93E-02	1.74E-02	2.50E-07	1.39E-03	1.90E-02	2.73E-07	1.51E-03
Castle Peak Road - Lam Tei	L044	0700-0800	1.12E-01	3.31E-06	1.83E-02	5.09E-01	1.50E-05	8.32E-02	1.43E-02	4.22E-07	2.34E-03	1.56E-02	4.60E-07	2.55E-03
Castle Peak Road - Lam Tei	L044	0800-0900	1.02E-01	2.86E-06	1.58E-02	4.39E-01	1.22E-05	6.78E-02	1.22E-02	3.39E-07	1.88E-03	1.33E-02	3.70E-07	2.05E-03
Castle Peak Road - Lam Tei	L044	0900-1000	1.49E-01	3.21E-06	1.78E-02	6.47E-01	1.39E-05	7.71E-02	1.70E-02	3.66E-07	2.03E-03	1.85E-02	3.98E-07	2.20E-03
Castle Peak Road - Lam Tei	L044	1000-1100	1.31E-01	2.40E-06	1.33E-02	5.64E-01	1.03E-05	5.72E-02	1.49E-02	2.74E-07	1.52E-03	1.63E-02	2.98E-07	1.65E-03
Castle Peak Road - Lam Tei	L044	1100-1200	1.69E-01	3.24E-06	1.79E-02	7.31E-01	1.40E-05	7.75E-02	1.84E-02	3.53E-07	1.96E-03	2.01E-02	3.84E-07	2.13E-03
Castle Peak Road - Lam Tei	L044	1200-1300	1.56E-01	2.74E-06	1.52E-02	6.78E-01	1.19E-05	6.59E-02	1.77E-02	3.10E-07	1.72E-03	1.92E-02	3.37E-07	1.87E-03
Castle Peak Road - Lam Tei	L044	1300-1400	1.29E-01	2.15E-06	1.19E-02	5.79E-01	9.69E-06	5.37E-02	1.57E-02	2.62E-07	1.45E-03	1.71E-02	2.86E-07	1.58E-03
Castle Peak Road - Lam Tei	L044	1400-1500	1.63E-01	3.13E-06	1.73E-02	6.79E-01	1.30E-05	7.20E-02	1.70E-02	3.24E-07	1.80E-03	1.85E-02	3.53E-07	1.96E-03
Castle Peak Road - Lam Tei	L044	1500-1600	1.46E-01	3.04E-06	1.68E-02	6.28E-01	1.30E-05	7.21E-02	1.67E-02	3.46E-07	1.92E-03	1.82E-02	3.77E-07	2.09E-03
Castle Peak Road - Lam Tei	L044	1600-1700	1.43E-01	2.85E-06	1.58E-02	5.79E-01	1.15E-05	6.39E-02	1.43E-02	2.86E-07	1.58E-03	1.56E-02	3.11E-07	1.72E-03
Castle Peak Road - Lam Tei	L044	1700-1800	1.06E-01	2.12E-06	1.17E-02	4.74E-01	9.46E-06	5.24E-02	1.25E-02	2.48E-07	1.38E-03	1.36E-02	2.71E-07	1.50E-03
Castle Peak Road - Lam Tei	L044	1800-1900	1.06E-01	2.11E-06	1.17E-02	4.78E-01	9.53E-06	5.28E-02	1.30E-02	2.58E-07	1.43E-03	1.41E-02	2.82E-07	1.56E-03
Castle Peak Road - Lam Tei	L044	1900-2000	1.04E-01	2.00E-06	1.11E-02	4.80E-01	9.19E-06	5.09E-02	1.44E-02	2.75E-07	1.52E-03	1.57E-02	3.00E-07	1.66E-03
Castle Peak Road - Lam Tei	L044	2000-2100	6.16E-02	9.82E-07	5.44E-03	3.38E-01	5.39E-06	2.99E-02	1.14E-02	1.82E-07	1.01E-03	1.24E-02	1.98E-07	1.10E-03
Castle Peak Road - Lam Tei	L044	2100-2200	5.22E-02	9.17E-07	5.08E-03	3.01E-01	5.29E-06	2.93E-02	1.04E-02	1.82E-07	1.01E-03	1.14E-02	1.99E-07	1.10E-03
Castle Peak Road - Lam Tei	L044	2200-2300	4.57E-02	5.10E-07	2.83E-03	2.98E-01	3.33E-06	1.84E-02	1.11E-02	1.24E-07	6.87E-04	1.21E-02	1.36E-07	7.51E-04
Castle Peak Road - Lam Tei	L044	2300-0000	4.64E-02	3.70E-07	2.05E-03	3.15E-01	2.51E-06	1.39E-02	1.14E-02	9.08E-08	5.03E-04	1.24E-02	9.92E-08	5.50E-04
Castle Peak Road - Lam Tei	L045	0000-0100	2.37E-02	1.11E-07	6.40E-05	2.81E-01	1.31E-06	7.59E-04	1.10E-02	5.14E-08	2.97E-05	1.20E-02	5.59E-08	3.23E-05
Castle Peak Road - Lam Tei	L045	0100-0200	4.18E-02	1.46E-07	8.46E-05	3.68E-01	1.29E-06	7.43E-04	1.51E-02	5.29E-08	3.06E-05	1.64E-02	5.75E-08	3.32E-05
Castle Peak Road - Lam Tei	L045	0200-0300	3.58E-02	8.36E-08	4.83E-05	3.24E-01	7.57E-07	4.38E-04	1.23E-02	2.86E-08	1.65E-05	1.33E-02	3.11E-08	1.80E-05
Castle Peak Road - Lam Tei	L045	0300-0400	4.15E-02	9.68E-08	5.59E-05	3.45E-01	8.05E-07	4.65E-04	1.32E-02	3.08E-08	1.78E-05	1.43E-02	3.34E-08	1.93E-05
Castle Peak Road - Lam Tei	L045	0400-0500	3.97E-02	9.27E-08	5.36E-05	3.43E-01	8.00E-07	4.62E-04	1.43E-02	3.34E-08	1.93E-05	1.56E-02	3.63E-08	2.10E-05
Castle Peak Road - Lam Tei	L045	0500-0600	5.95E-02	2.08E-07	1.20E-04	5.11E-01	1.79E-06	1.03E-03	2.44E-02	8.54E-08	4.94E-05	2.65E-02	9.28E-08	5.36E-05
Castle Peak Road - Lam Tei	L045	0600-0700	7.34E-02	6.86E-07	3.96E-04	4.00E-01	3.74E-06	2.16E-03	1.88E-02	1.76E-07	1.02E-04	2.05E-02	1.91E-07	1.11E-04
Castle Peak Road - Lam Tei	L045	0700-0800	6.43E-02	1.13E-06	6.51E-04	3.79E-01	6.63E-06	3.83E-03	1.67E-02	2.92E-07	1.69E-04	1.81E-02	3.17E-07	1.83E-04
Castle Peak Road - Lam Tei	L045	0800-0900	6.07E-02	1.06E-06	6.14E-04	3.37E-01	5.90E-06	3.41E-03	1.37E-02	2.40E-07	1.39E-04	1.49E-02	2.61E-07	1.51E-04
Castle Peak Road - Lam Tei	L045	0900-1000	8.39E-02	1.08E-06	6.23E-04	4.81E-01	6.18E-06	3.57E-03	2.08E-02	2.67E-07	1.54E-04	2.26E-02	2.90E-07	1.67E-04
Castle Peak Road - Lam Tei	L045	1000-1100	7.58E-02	8.84E-07	5.11E-04	4.34E-01	5.06E-06	2.93E-03	1.83E-02	2.13E-07	1.23E-04	1.98E-02	2.32E-07	1.34E-04
Castle Peak Road - Lam Tei	L045	1100-1200	9.27E-02	1.08E-06	6.25E-04	5.01E-01	5.85E-06	3.38E-03	2.23E-02	2.60E-07	1.50E-04	2.42E-02	2.82E-07	1.63E-04
Castle Peak Road - Lam Tei	L045	1200-1300	8.27E-02	8.68E-07	5.02E-04	4.44E-01	4.66E-06	2.69E-03	1.99E-02	2.09E-07	1.21E-04	2.16E-02	2.27E-07	1.31E-04
Castle Peak Road - Lam Tei	L045	1300-1400	7.07E-02	7.42E-07	4.29E-04	4.14E-01	4.35E-06	2.51E-03	1.78E-02	1.87E-07	1.08E-04	1.94E-02	2.04E-07	1.18E-04
Castle Peak Road - Lam Tei	L045	1400-1500	8.81E-02	1.03E-06	5.94E-04	4.65E-01	5.42E-06	3.13E-03	2.03E-02	2.37E-07	1.37E-04	2.21E-02	2.58E-07	1.49E-04
Castle Peak Road - Lam Tei	L045	1500-1600	8.40E-02	1.08E-06	6.23E-04	4.61E-01	5.91E-06	3.42E-03	1.99E-02	2.55E-07	1.47E-04	2.16E-02	2.77E-07	1.60E-04
Castle Peak Road - Lam Tei	L045	1600-1700	8.53E-02	1.10E-06	6.33E-04	4.33E-01	5.56E-06	3.22E-03	1.78E-02	2.28E-07	1.32E-04	1.93E-02	2.48E-07	1.43E-04
Castle Peak Road - Lam Tei	L045	1700-1800	6.71E-02	8.61E-07	4.98E-04	3.76E-01	4.82E-06	2.79E-03	1.50E-02	1.93E-07	1.12E-04	1.63E-02	2.10E-07	1.21E-04
Castle Peak Road - Lam Tei	L045	1800-1900	6.31E-02	8.09E-07	4.68E-04	3.70E-01	4.75E-06	2.75E-03	1.53E-02	1.97E-07	1.14E-04	1.67E-02	2.14E-07	1.24E-04
Castle Peak Road - Lam Tei	L045	1900-2000	5.37E-02	6.27E-07	3.62E-04	3.59E-01	4.19E-06	2.42E-03	1.64E-02	1.91E-07	1.11E-04	1.78E-02	2.08E-07	1.20E-04
Castle Peak Road - Lam Tei	L045	2000-2100	3.78E-02	3.97E-07	2.29E-04	3.07E-01	3.22E-06	1.86E-03	1.31E-02	1.38E-07	7.97E-05	1.43E-02	1.50E-07	8.67E-05
Castle Peak Road - Lam Tei	L045	2100-2200	3.18E-02	3.72E-07	2.15E-04	2.79E-01	3.26E-06	1.88E-03	1.20E-02	1.40E-07	8.06E-05	1.30E-02	1.51E-07	8.75E-05
Castle Peak Road - Lam Tei	L045	2200-2300	2.71E-02	1.90E-07	1.10E-04	2.75E-01	1.93E-06	1.11E-03	1.21E-02	8.46E-08	4.89E-05	1.31E-02	9.20E-08	5.31E-05
Castle Peak Road - Lam Tei	L045	2300-0000	2.90E-02	1.69E-07	9.79E-05	2.94E-01	1.72E-06	9.92E-04	1.24E-02	7.22E-08	4.17E-05	1.35E-02	7.85E-08	4.54E-05
Lam Tei Main Street	L046	0000-0100	1.15E-02	1.38E-08	9.11E-05	2.13E-01	2.57E-07	1.70E-03	6.15E-03	7.40E-09	4.89E-05	6.89E-03	8.30E-09	5.48E-05
Lam Tei Main Street	L046	0100-0200	1.07E-02	1.29E-08	8.54E-05	2.30E-01	2.77E-07	1.83E-03	4.32E-03	5.20E-09	3.44E-05	4.82E-03	5.80E-09	3.83E-05
Lam Tei Main Street	L046	0200-0300	1.16E-02	1.39E-08	9.21E-05	2.37E-01	2.85E-07	1.88E-03	4.51E-03	5.43E-09	3.58E-05	5.02E-03	6.04E-09	3.99E-05
Lam Tei Main Street	L046	0300-0400	1.19E-02	1.43E-08	9.47E-05	2.56E-01	3.08E-07	2.04E-03	7.26E-03	8.74E-09	5.77E-05	8.24E-03	9.92E-09	6.55E-05
Lam Tei Main Street	L046	0400-0500	9.89E-03	1.19E-08	7.87E-05	2.15E-01	2.59E-07	1.71E-03	4.92E-03	5.93E-09	3.91E-05	5.52E-03	6.64E-09	4.39E-05
Lam Tei Main Street	L046	0500-0600	3.10E-02	3.73E-08	2.46E-04	2.82E-01	3.39E-07	2.24E-03	5.88E-03	7.08E-09	4.68E-05	6.51E-03	7.84E-09	5.18E-05
Lam Tei Main Street	L046	0600-0700	7.86E-03	1.89E-08	1.25E-04	1.53E-01	3.67E-07	2.43E-03	5.63E-03	1.35E-08	8.95E-05	6.30E-03	1.52E-08	1.00E-04
Lam Tei Main Street	L046	0700-0800	8.04E-03	3.87E-08	2.56E-04	1.37E-01	6.58E-07	4.35E-03	5.52E-03	2.66E-08	1.76E-04	6.13E-03	2.95E-08	1.95E-04
Lam Tei Main Street	L046	0800-0900	8.32E-03	3.01E-08	1.99E-04	1.43E-01	5.17E-07	3.42E-03	5.33E-03	1.93E-08	1.27E-04	5.91E-03	2.13E-08	1.41E-04
Lam Tei Main Street	L046	0900-1000	4.36E-02	1.05E-07	6.94E-04	3.13E-01	7.55E-07	4.99E-03	6.71E-03	1.62E-08	1.07E-04	7.37E-03	1.77E-08	1.17E-04
Lam Tei Main Street	L046	1000-1100	3.82E-02	9.21E-08	6.08E-04	3.01E-01	7.26E-07	4.79E-03	6.74E-03	1.62E-08	1.07E-04	7.42E-03	1.79E-08	1.18E-04
Lam Tei Main Street	L046	1100-1200	3.79E-02	9.14E-08	6.04E-04	2.99E-01	7.20E-07	4.76E-03	6.97E-03	1.68E-08	1.11E-04	7.70E-03	1.85E-08	1.22E-04
Lam Tei Main Street	L046	1200-1300	3.79E-02	9.12E-08	6.02E-04	2.69E-01	6.48E-07	4.28E-03	7.02E-03	1.69E-08	1.12E-04	7.75E-03	1.87E-08	1.23E-04
Lam Tei Main Street	L046	1300-1400	3.68E-02	8.86E-08	5.85E-04	2.80E-01	6.73E-07	4.45E-03	6.91E-03	1.66E-08	1.10E-04	7.62E-03	1.84E-08	1.21E-04
Lam Tei Main Street	L046	1400-1500	3.73E-02	8.99E-08	5.94E-04	2.86E-01	6.89E-07	4.55E-03	6.97E-03	1.68E-08	1.11E-04	7.70E-03	1.85E-08	1.22E-04
Lam Tei Main Street	L046	1500-1600	4.26E-02	1.03E-07	6.77E-04	2.79E-01	6.73E-07	4.44E-03	6.73E-03	1.62E-08	1.07E-04	7.40E-03	1.78E-08	1.18E-04
Lam Tei Main Street	L046	1600-1700	7.63E-02	1.84E-07	1.21E-03	4.48E-01	1.08E-06	7.13E-03	9.29E-03	2.24E-08	1.48E-04	1.02E-02	2.45E-08	1.62E-04
Lam Tei Main Street	L046	1700-1800	5.80E-02	1.40E-07	9.23E-04	3.88E-01	9.35E-07	6.17E-03	8.98E-03	2.16E-08	1.43E-04	9.92E-03	2.39E-08	1.58E-04
Lam Tei Main Street	L046	1800-1900	4.15E-02	9.99E-08	6.60E-04	3.45E-01	8.30E-07	5.49E-03	8.35E-03	2.01E-08	1.33E-04	9.27E-03	2.23E-08	1.47E-04
Lam Tei Main Street	L046	1900-2000	1.75E-02	4.22E-08	2.79E-04	1.89E-01	4.55E-07	3.01E-03	5.81E-03	1.40E-08	9.24E-05	6.43E-03	1.55E-08	1.02E-04
Lam Tei Main Street	L046	2000-2100	2.30E-02	5.54E-08	3.66E-04	2.12E-01	5.09E-07	3.36E-03	6.22E-03	1.50E-08	9.90E-05	6.90E-03	1.66E-08	1.10E-04
Lam Tei Main Street	L046	2100-2200	1.49E-02	5.38E-08	3.55E-04	1.84E-01	6.63E-07	4.38E-03	5.95E-03	2.15E-08	1.42E-04	6.59E-03	2.38E-08	1.57E-04
Lam Tei Main Street	L046	2200-2300	1.62E-02	3.91E-08	2.58E-04	1.86E-01	4.47E-07	2.95E-03	6.32E-03	1.52E-08	1.00E-04	7.05E-03	1.70E-08	1.12E-04
Lam Tei Main Street	L046	2300-0000	1.48E-02	1.78E-08	1.18E-04	1.80E-01	2.16E-07	1.43E-03	5.20E-03	6.26E-09	4.14E-05	5.77E-03	6.95E-09	4.59E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Castle Peak Road - Lam Tei	L047	0000-0100	4.02E-02	2.45E-07	1.71E-03	3.14E-01	1.91E-06	1.34E-02	1.13E-02	6.91E-08	4.83E-04	1.24E-02	7.56E-08	5.29E-04
Castle Peak Road - Lam Tei	L047	0100-0200	8.16E-02	3.55E-07	2.48E-03	4.81E-01	2.09E-06	1.46E-02	1.42E-02	6.20E-08	4.34E-04	1.55E-02	6.76E-08	4.73E-04
Castle Peak Road - Lam Tei	L047	0200-0300	7.37E-02	2.57E-07	1.79E-03	4.46E-01	1.56E-06	1.09E-02	1.27E-02	4.43E-08	3.09E-04	1.38E-02	4.82E-08	3.37E-04
Castle Peak Road - Lam Tei	L047	0300-0400	8.09E-02	2.11E-07	1.48E-03	4.53E-01	1.18E-06	8.27E-03	1.18E-02	3.08E-08	2.16E-04	1.29E-02	3.36E-08	2.35E-04
Castle Peak Road - Lam Tei	L047	0400-0500	7.89E-02	2.75E-07	1.92E-03	4.51E-01	1.57E-06	1.10E-02	1.43E-02	4.97E-08	3.47E-04	1.55E-02	5.41E-08	3.79E-04
Castle Peak Road - Lam Tei	L047	0500-0600	1.31E-01	6.85E-07	4.79E-03	7.08E-01	3.70E-06	2.59E-02	2.35E-02	1.23E-07	8.59E-04	2.56E-02	1.34E-07	9.35E-04
Castle Peak Road - Lam Tei	L047	0600-0700	1.58E-01	2.33E-06	1.63E-02	6.61E-01	9.79E-06	6.85E-02	1.85E-02	2.74E-07	1.92E-03	2.02E-02	2.99E-07	2.09E-03
Castle Peak Road - Lam Tei	L047	0700-0800	1.19E-01	3.51E-06	2.46E-02	5.37E-01	1.59E-05	1.11E-01	1.50E-02	4.45E-07	3.11E-03	1.64E-02	4.85E-07	3.39E-03
Castle Peak Road - Lam Tei	L047	0800-0900	1.10E-01	3.07E-06	2.15E-02	4.68E-01	1.31E-05	9.13E-02	1.29E-02	3.60E-07	2.52E-03	1.41E-02	3.92E-07	2.74E-03
Castle Peak Road - Lam Tei	L047	0900-1000	1.61E-01	3.51E-06	2.46E-02	6.93E-01	1.51E-05	1.06E-01	1.81E-02	3.94E-07	2.75E-03	1.97E-02	4.28E-07	2.99E-03
Castle Peak Road - Lam Tei	L047	1000-1100	1.40E-01	2.57E-06	1.80E-02	6.02E-01	1.10E-05	7.70E-02	1.59E-02	2.92E-07	2.04E-03	1.74E-02	3.17E-07	2.22E-03
Castle Peak Road - Lam Tei	L047	1100-1200	1.82E-01	3.48E-06	2.43E-02	7.81E-01	1.50E-05	1.05E-01	1.96E-02	3.76E-07	2.63E-03	2.14E-02	4.10E-07	2.86E-03
Castle Peak Road - Lam Tei	L047	1200-1300	1.67E-01	2.91E-06	2.03E-02	7.21E-01	1.26E-05	8.78E-02	1.86E-02	3.24E-07	2.27E-03	2.03E-02	3.53E-07	2.47E-03
Castle Peak Road - Lam Tei	L047	1300-1400	1.38E-01	2.29E-06	1.60E-02	6.18E-01	1.02E-05	7.15E-02	1.67E-02	2.76E-07	1.93E-03	1.82E-02	3.00E-07	2.10E-03
Castle Peak Road - Lam Tei	L047	1400-1500	1.75E-01	3.35E-06	2.35E-02	7.23E-01	1.39E-05	9.69E-02	1.80E-02	3.45E-07	2.41E-03	1.96E-02	3.75E-07	2.62E-03
Castle Peak Road - Lam Tei	L047	1500-1600	1.58E-01	3.31E-06	2.31E-02	6.73E-01	1.41E-05	9.84E-02	1.77E-02	3.71E-07	2.59E-03	1.93E-02	4.04E-07	2.82E-03
Castle Peak Road - Lam Tei	L047	1600-1700	1.54E-01	3.08E-06	2.16E-02	6.15E-01	1.23E-05	8.61E-02	1.52E-02	3.04E-07	2.12E-03	1.65E-02	3.31E-07	2.31E-03
Castle Peak Road - Lam Tei	L047	1700-1800	1.15E-01	2.30E-06	1.61E-02	5.08E-01	1.02E-05	7.11E-02	1.33E-02	2.65E-07	1.86E-03	1.45E-02	2.89E-07	2.02E-03
Castle Peak Road - Lam Tei	L047	1800-1900	1.15E-01	2.31E-06	1.61E-02	5.09E-01	1.02E-05	7.13E-02	1.35E-02	2.71E-07	1.90E-03	1.48E-02	2.96E-07	2.07E-03
Castle Peak Road - Lam Tei	L047	1900-2000	1.16E-01	2.23E-06	1.56E-02	5.26E-01	1.01E-05	7.04E-02	1.55E-02	2.97E-07	2.08E-03	1.69E-02	3.24E-07	2.26E-03
Castle Peak Road - Lam Tei	L047	2000-2100	6.78E-02	1.06E-06	7.43E-03	3.65E-01	5.72E-06	4.00E-02	1.22E-02	1.91E-07	1.34E-03	1.33E-02	2.08E-07	1.46E-03
Castle Peak Road - Lam Tei	L047	2100-2200	5.58E-02	9.72E-07	6.80E-03	3.19E-01	5.56E-06	3.89E-02	1.09E-02	1.91E-07	1.33E-03	1.19E-02	2.08E-07	1.45E-03
Castle Peak Road - Lam Tei	L047	2200-2300	4.96E-02	5.61E-07	3.93E-03	3.16E-01	3.58E-06	2.50E-02	1.16E-02	1.31E-07	9.17E-04	1.27E-02	1.43E-07	1.00E-03
Castle Peak Road - Lam Tei	L047	2300-0000	5.29E-02	4.61E-07	3.22E-03	3.44E-01	2.99E-06	2.09E-02	1.23E-02	1.07E-07	7.49E-04	1.34E-02	1.17E-07	8.18E-04
Castle Peak Road - Lam Tei	L048	0000-0100	4.36E-02	2.24E-07	2.84E-03	3.14E-01	1.61E-06	2.04E-02	1.08E-02	5.55E-08	7.03E-04	1.18E-02	6.09E-08	7.71E-04
Castle Peak Road - Lam Tei	L048	0100-0200	8.18E-02	3.50E-07	4.44E-03	4.74E-01	2.03E-06	2.57E-02	1.36E-02	5.82E-08	7.37E-04	1.48E-02	6.34E-08	8.04E-04
Castle Peak Road - Lam Tei	L048	0200-0300	6.62E-02	2.27E-07	2.87E-03	4.06E-01	1.39E-06	1.76E-02	1.12E-02	3.82E-08	4.84E-04	1.22E-02	4.17E-08	5.28E-04
Castle Peak Road - Lam Tei	L048	0300-0400	8.28E-02	2.13E-07	2.69E-03	4.49E-01	1.15E-06	1.46E-02	1.15E-02	2.96E-08	3.75E-04	1.26E-02	3.23E-08	4.09E-04
Castle Peak Road - Lam Tei	L048	0400-0500	7.28E-02	1.87E-07	2.37E-03	4.05E-01	1.04E-06	1.32E-02	1.19E-02	3.07E-08	3.89E-04	1.30E-02	3.34E-08	4.24E-04
Castle Peak Road - Lam Tei	L048	0500-0600	1.30E-01	5.55E-07	7.03E-03	6.88E-01	2.94E-06	3.73E-02	2.18E-02	9.33E-08	1.18E-03	2.37E-02	1.02E-07	1.29E-03
Castle Peak Road - Lam Tei	L048	0600-0700	1.32E-01	1.13E-06	1.43E-02	5.84E-01	5.00E-06	6.34E-02	1.62E-02	1.38E-07	1.75E-03	1.76E-02	1.51E-07	1.91E-03
Castle Peak Road - Lam Tei	L048	0700-0800	9.07E-02	1.40E-06	1.77E-02	4.40E-01	6.78E-06	8.59E-02	1.27E-02	1.96E-07	2.48E-03	1.39E-02	2.14E-07	2.71E-03
Castle Peak Road - Lam Tei	L048	0800-0900	8.58E-02	1.25E-06	1.58E-02	3.91E-01	5.69E-06	7.21E-02	1.06E-02	1.54E-07	1.96E-03	1.16E-02	1.69E-07	2.14E-03
Castle Peak Road - Lam Tei	L048	0900-1000	1.59E-01	2.87E-06	3.63E-02	6.55E-01	1.18E-05	1.49E-01	1.67E-02	3.01E-07	3.81E-03	1.82E-02	3.28E-07	4.15E-03
Castle Peak Road - Lam Tei	L048	1000-1100	1.36E-01	1.98E-06	2.51E-02	5.62E-01	8.19E-06	1.04E-01	1.46E-02	2.12E-07	2.69E-03	1.59E-02	2.31E-07	2.93E-03
Castle Peak Road - Lam Tei	L048	1100-1200	1.75E-01	2.69E-06	3.41E-02	7.29E-01	1.12E-05	1.42E-01	1.81E-02	2.78E-07	3.53E-03	1.97E-02	3.03E-07	3.84E-03
Castle Peak Road - Lam Tei	L048	1200-1300	1.64E-01	2.38E-06	3.02E-02	6.84E-01	9.96E-06	1.26E-01	1.74E-02	2.54E-07	3.21E-03	1.90E-02	2.77E-07	3.50E-03
Castle Peak Road - Lam Tei	L048	1300-1400	1.28E-01	1.75E-06	2.22E-02	5.66E-01	7.76E-06	9.83E-02	1.52E-02	2.08E-07	2.64E-03	1.66E-02	2.27E-07	2.88E-03
Castle Peak Road - Lam Tei	L048	1400-1500	1.73E-01	2.66E-06	3.37E-02	6.84E-01	1.05E-05	1.34E-01	1.68E-02	2.59E-07	3.28E-03	1.83E-02	2.82E-07	3.57E-03
Castle Peak Road - Lam Tei	L048	1500-1600	1.61E-01	2.75E-06	3.48E-02	6.51E-01	1.12E-05	1.41E-01	1.67E-02	2.86E-07	3.62E-03	1.82E-02	3.11E-07	3.95E-03
Castle Peak Road - Lam Tei	L048	1600-1700	1.56E-01	3.62E-06	4.58E-02	6.02E-01	1.39E-05	1.76E-01	1.49E-02	3.44E-07	4.36E-03	1.62E-02	3.75E-07	4.75E-03
Castle Peak Road - Lam Tei	L048	1700-1800	1.22E-01	3.03E-06	3.83E-02	5.13E-01	1.27E-05	1.61E-01	1.35E-02	3.35E-07	4.24E-03	1.47E-02	3.66E-07	4.63E-03
Castle Peak Road - Lam Tei	L048	1800-1900	1.07E-01	2.55E-06	3.24E-02	4.69E-01	1.12E-05	1.42E-01	1.31E-02	3.14E-07	3.97E-03	1.43E-02	3.42E-07	4.34E-03
Castle Peak Road - Lam Tei	L048	1900-2000	1.23E-01	1.99E-06	2.53E-02	5.30E-01	8.63E-06	1.09E-01	1.52E-02	2.47E-07	3.13E-03	1.65E-02	2.69E-07	3.41E-03
Castle Peak Road - Lam Tei	L048	2000-2100	6.72E-02	9.20E-07	1.17E-02	3.43E-01	4.70E-06	5.96E-02	1.11E-02	1.53E-07	1.94E-03	1.22E-02	1.67E-07	2.11E-03
Castle Peak Road - Lam Tei	L048	2100-2200	5.81E-02	8.46E-07	1.07E-02	3.13E-01	4.56E-06	5.77E-02	1.03E-02	1.50E-07	1.90E-03	1.13E-02	1.64E-07	2.08E-03
Castle Peak Road - Lam Tei	L048	2200-2300	4.82E-02	4.54E-07	5.75E-03	3.05E-01	2.87E-06	3.64E-02	1.09E-02	1.03E-07	1.30E-03	1.19E-02	1.12E-07	1.42E-03
Castle Peak Road - Lam Tei	L048	2300-0000	4.65E-02	3.18E-07	4.03E-03	3.07E-01	2.10E-06	2.66E-02	1.07E-02	7.33E-08	9.29E-04	1.17E-02	8.03E-08	1.02E-03
Fuk Hang Tsuen Road	L049	0000-0100	4.91E-02	1.48E-07	3.47E-04	3.31E-01	9.99E-07	2.34E-03	6.28E-03	1.89E-08	4.44E-05	6.91E-03	2.08E-08	4.88E-05
Fuk Hang Tsuen Road	L049	0100-0200	9.63E-02	2.91E-07	6.81E-04	5.26E-01	1.59E-06	3.72E-03	8.75E-03	2.64E-08	6.19E-05	9.54E-03	2.88E-08	6.74E-05
Fuk Hang Tsuen Road	L049	0200-0300	1.08E-01	3.26E-07	7.64E-04	5.54E-01	1.67E-06	3.91E-03	9.71E-03	2.93E-08	6.87E-05	1.06E-02	3.20E-08	7.50E-05
Fuk Hang Tsuen Road	L049	0300-0400	1.19E-01	1.79E-07	4.19E-04	5.97E-01	9.01E-07	2.11E-03	1.04E-02	1.56E-08	3.67E-05	1.13E-02	1.71E-08	4.00E-05
Fuk Hang Tsuen Road	L049	0400-0500	9.43E-02	1.42E-07	3.33E-04	4.79E-01	7.22E-07	1.69E-03	8.50E-03	1.28E-08	3.00E-05	9.28E-03	1.40E-08	3.28E-05
Fuk Hang Tsuen Road	L049	0500-0600	1.71E-01	5.17E-07	1.21E-03	7.49E-01	2.26E-06	5.30E-03	1.51E-02	4.56E-08	1.07E-04	1.65E-02	4.97E-08	1.16E-04
Fuk Hang Tsuen Road	L049	0600-0700	2.99E-01	2.25E-06	5.28E-03	1.06E+00	7.98E-06	1.87E-02	2.64E-02	1.99E-07	4.67E-04	2.88E-02	2.17E-07	5.08E-04
Fuk Hang Tsuen Road	L049	0700-0800	2.66E-01	3.20E-06	7.51E-03	9.97E-01	1.20E-05	2.82E-02	2.48E-02	2.99E-07	7.00E-04	2.70E-02	3.25E-07	7.63E-04
Fuk Hang Tsuen Road	L049	0800-0900	2.36E-01	2.85E-06	6.68E-03	8.56E-01	1.03E-05	2.42E-02	2.16E-02	2.61E-07	6.12E-04	2.36E-02	2.85E-07	6.67E-04
Fuk Hang Tsuen Road	L049	0900-1000	2.65E-01	2.80E-06	6.56E-03	1.03E+00	1.09E-05	2.56E-02	2.34E-02	2.48E-07	5.80E-04	2.55E-02	2.69E-07	6.31E-04
Fuk Hang Tsuen Road	L049	1000-1100	2.21E-01	2.00E-06	4.70E-03	8.66E-01	7.84E-06	1.84E-02	1.96E-02	1.78E-07	4.16E-04	2.14E-02	1.93E-07	4.53E-04
Fuk Hang Tsuen Road	L049	1100-1200	3.23E-01	3.41E-06	8.00E-03	1.25E+00	1.32E-05	3.09E-02	2.85E-02	3.01E-07	7.04E-04	3.09E-02	3.27E-07	7.66E-04
Fuk Hang Tsuen Road	L049	1200-1300	2.86E-01	2.59E-06	6.06E-03	1.10E+00	9.99E-06	2.34E-02	2.55E-02	2.31E-07	5.40E-04	2.77E-02	2.51E-07	5.88E-04
Fuk Hang Tsuen Road	L049	1300-1400	2.40E-01	2.17E-06	5.08E-03	9.46E-01	8.56E-06	2.01E-02	2.17E-02	1.96E-07	4.60E-04	2.36E-02	2.14E-07	5.01E-04
Fuk Hang Tsuen Road	L049	1400-1500	2.60E-01	2.35E-06	5.51E-03	9.99E-01	9.05E-06	2.12E-02	2.28E-02	2.07E-07	4.84E-04	2.48E-02	2.25E-07	5.27E-04
Fuk Hang Tsuen Road	L049	1500-1600	2.76E-01	2.91E-06	6.83E-03	1.06E+00	1.11E-05	2.61E-02	2.41E-02	2.55E-07	5.97E-04	2.63E-02	2.77E-07	6.50E-04
Fuk Hang Tsuen Road	L049	1600-1700	2.13E-01	2.58E-06	6.04E-03	8.42E-01	1.02E-05	2.38E-02	1.97E-02	2.38E-07	5.58E-04	2.15E-02	2.59E-07	6.08E-04
Fuk Hang Tsuen Road	L049	1700-1800	1.75E-01	2.12E-06	4.96E-03	7.51E-01	9.06E-06	2.12E-02	1.73E-02	2.09E-07	4.89E-04	1.89E-02	2.28E-07	5.33E-04
Fuk Hang Tsuen Road	L049	1800-1900	1.61E-01	1.94E-06	4.55E-03	6.82E-01	8.23E-06	1.93E-02	1.63E-02	1.97E-07	4.62E-04	1.79E-02	2.15E-07	5.05E-04
Fuk Hang Tsuen Road	L049	1900-2000	1.88E-01	1.70E-06	3.98E-03	7.43E-01	6.73E-06	1.58E-02	1.78E-02	1.61E-07	3.77E-04	1.94E-02	1.75E-07	4.11E-04
Fuk Hang Tsuen Road	L049	2000-2100	9.25E-02	6.98E-07	1.64E-03	4.39E-01	3.31E-06	7.76E-03	1.01E-02	7.65E-08	1.79E-04	1.11E-02	8.36E-08	1.96E-04
Fuk Hang Tsuen Road	L049	2100-2200	9.90E-02	8.96E-07	2.10E-03	4.66E-01	4.22E-06	9.88E-03	1.10E-02	9.95E-08	2.33E-04	1.20E-02	1.09E-07	2.54E-04
Fuk Hang Tsuen Road	L049	2200-2300	8.30E-02	5.01E-07	1.17E-03	4.08E-01	2.46E-06	5.77E-03	9.68E-03	5.84E-08	1.37E-04	1.06E-02	6.40E-08	1.50E-04
Fuk Hang Tsuen Road	L049	2300-0000	5.73E-02	2.59E-07	6.08E-04	3.36E-01	1.52E-06	3.57E-03	7.03E-03	3.18E-08	7.45E-05	7.70E-03	3.48E-08	8.16E-05
Fuk Hang Tsuen Road	L050	0000-0100	8.87E-02	2.67E-07	6.29E-04	4.87E-01	1.47E-06	3.46E-03	1.10E-02	3.30E-08	7.79E-05	1.21E-02	3.65E-08	8.61E-05
Fuk Hang Tsuen Road	L050	0100-0200	1.26E-01	1.90E-07	4.48E-04	6.21E-01	9.33E-07	2.20E-03	1.19E-02	1.79E-08	4.22E-05	1.30E-02	1.96E-08	4.62E-05
Fuk Hang Tsuen Road	L050	0200-0300	8.93E-02	1.34E-07	3.17E-04	5.20E-01	7.82E-07	1.84E-03	9.93E-03	1.49E-08	3.52E-05	1.09E-02	1.64E-08	3.88E-05
Fuk Hang Tsuen Road	L050	0300-0400	1.26E-01	1.89E-07	4.46E-04	5.80E-01	8.71E-07	2.06E-03	1.09E-02	1.64E-08	3.87E-05	1.20E-02	1.80E-08	4.24E-05
Fuk Hang Tsuen Road	L050	0400-0500	1.18E-01	1.78E-07	4.20E-04	5.45E-01	8.19E-07	1.93E-03	1.05E-02	1.58E-08	3.72E-05	1.15E-02	1.73E-08	4.07E-05
Fuk Hang Tsuen Road	L050	0500-0600	2.85E-01	8.57E-07	2.02E-03	1.11E+00	3.35E-06	7.91E-03	2.50E-02	7.51E-08	1.77E-04	2.72E-02	8.19E-08	1.93E-04
Fuk Hang Tsuen Road	L050	0600-0700	2.72E-01	1.23E-06	2.90E-03	9.87E-01	4.45E-06	1.05E-02	2.42E-02	1.09E-07	2.57E-04	2.63E-02	1.19E-07	2.80E-04
Fuk Hang Tsuen Road	L050	0700-0800	2.19E-01	1.65E-06	3.89E-03	8.59E-01	6.46E-06	1.52E-02	2.12E-02	1.59E-07	3.76E-04	2.31E-02	1.73E-07	4.09E-04
Fuk Hang Tsuen Road	L050	0800-0900	1.90E-01	1.43E-06	3.37E-03	7.40E-01	5.57E-06	1.31E-02	1.85E-02	1.39E-07	3.28E-04	2.01E-02	1.51E-07	3.57E-04
Fuk Hang Tsuen Road	L050	0900-1000	3.76E-01	2.82E-06	6.67E-03	1.38E+00	1.04E-05	2.45E-02	3.19E-02	2.40E-07	5.65E-04	3.47E-02	2.61E-07	6.15E-04
Fuk Hang Tsuen Road	L050	1000-1100	2.58E-01	1.55E-06	3.66E-03	1.00E+00	6.03E-06	1.42E-02	2.31E-02	1.39E-07	3.28E-04	2.52E-02	1.51E-07	3.58E-04
Fuk Hang Tsuen Road	L050	1100-1200	3.63E-01	2.18E-06	5.15E-03	1.37E+00	8.27E-06	1.95E-02	3.18E-02	1.91E-07	4.51E-04	3.46E-02	2.08E-07	4.92E-04
Fuk Hang Tsuen Road	L050	1200-1300	3.42E-01	2.05E-06	4.85E-03	1.28E+00	7.71E-06	1.82E-02	3.04E-02	1.83E-07	4.31E-04	3.31E-02	1.99E-07	4.71E-04
Fuk Hang Tsuen Road	L050	1300-1400	2.71E-01	1.63E-06	3.85E-03	1.06E+00	6.35E-06	1.50E-02	2.47E-02	1.49E-07	3.51E-04	2.70E-02	1.63E-07	3.84E-04
Fuk Hang Tsuen Road	L050	1400-1500	3.98E-01	2.99E-06	7.07E-03	1.43E+00	1.08E-05	2.54E-02	3.35E-02	2.52E-07	5.95E-04	3.65E-02	2.75E-07	6.48E-04
Fuk Hang Tsuen Road	L050	1500-1600	3.66E-01	2.75E-06	6.49E-03	1.34E+00	1.01E-05	2.38E-02	3.14E-02	2.36E-07	5.57E-04	3.42E-02	2.57E-07	6.06E-04
Fuk Hang Tsuen Road	L050	1600-1700	3.63E-01	2.73E-06	6.45E-03	1.30E+00	9.75E-06	2.30E-02	3.08E-02	2.31E-07	5.46E-04	3.36E-02	2.52E-07	5.96E-04
Fuk Hang Tsuen Road	L050	1700-1800	2.79E-01	2.09E-06	4.94E-03	1.09E+00	8.17E-06	1.93E-02	2.68E-02	2.02E-07	4.76E-04	2.94E-02	2.21E-07	5.22E-04
Fuk Hang Tsuen Road	L050	1800-1900	2.75E-01	2.07E-06	4.88E-03	1.06E+00	7.97E-06	1.88E-02	2.66E-02	2.00E-07	4.72E-04	2.91E-02	2.19E-07	5.17E-04
Fuk Hang Tsuen Road	L050	1900-2000	3.63E-01	2.73E-06	6.44E-03	1.30E+00	9.76E-06	2.30E-02	3.17E-02	2.38E-07	5.62E-04	3.45E-02	2.59E-07	6.12E-04
Fuk Hang Tsuen Road	L050	2000-2100	1.32E-01	5.95E-07	1.41E-03	5.69E-01	2.57E-06	6.06E-03	1.40E-02	6.32E-08	1.49E-04	1.54E-02	6.94E-08	1.64E-04
Fuk Hang Tsuen Road	L050	2100-2200	1.39E-01	8.38E-07	1.98E-03	6.03E-01	3.63E-06	8.56E-03	1.51E-02	9.08E-08	2.14E-04	1.66E-02	9.97E-08	2.35E-04
Fuk Hang Tsuen Road	L050	2200-2300	1.09E-01	4.92E-07	1.16E-03	5.27E-01	2.38E-06	5.61E-03	1.34E-02	6.06E-08	1.43E-04	1.48E-02	6.67E-08	1.57E-04
Fuk Hang Tsuen Road	L050	2300-0000	8.93E-02	2.69E-07	6.34E-04	4.66E-01	1.40E-06	3.31E-03	1.11E-02	3.34E-08	7.89E-05	1.23E-02	3.69E-08	8.71E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Castle Peak Road - Lam Tei	L051	0000-0100	1.80E-02	7.71E-08	1.44E-04	1.96E-01	8.38E-07	1.57E-03	8.52E-03	3.64E-08	6.80E-05	9.26E-03	3.96E-08	7.39E-05
Castle Peak Road - Lam Tei	L051	0100-0200	2.87E-02	1.02E-07	1.91E-04	2.60E-01	9.24E-07	1.73E-03	1.21E-02	4.30E-08	8.04E-05	1.31E-02	4.68E-08	8.74E-05
Castle Peak Road - Lam Tei	L051	0200-0300	2.51E-02	7.14E-08	1.33E-04	2.30E-01	6.56E-07	1.22E-03	9.90E-03	2.82E-08	5.27E-05	1.08E-02	3.07E-08	5.73E-05
Castle Peak Road - Lam Tei	L051	0300-0400	3.11E-02	6.65E-08	1.24E-04	2.45E-01	5.24E-07	9.79E-04	1.05E-02	2.25E-08	4.20E-05	1.14E-02	2.44E-08	4.56E-05
Castle Peak Road - Lam Tei	L051	0400-0500	2.87E-02	6.13E-08	1.14E-04	2.35E-01	5.02E-07	9.38E-04	1.08E-02	2.31E-08	4.31E-05	1.17E-02	2.51E-08	4.68E-05
Castle Peak Road - Lam Tei	L051	0500-0600	4.47E-02	1.59E-07	2.97E-04	3.71E-01	1.32E-06	2.47E-03	2.06E-02	7.35E-08	1.37E-04	2.24E-02	7.99E-08	1.49E-04
Castle Peak Road - Lam Tei	L051	0600-0700	4.49E-02	3.20E-07	5.97E-04	2.65E-01	1.89E-06	3.53E-03	1.45E-02	1.03E-07	1.92E-04	1.57E-02	1.12E-07	2.09E-04
Castle Peak Road - Lam Tei	L051	0700-0800	3.08E-02	3.95E-07	7.39E-04	2.06E-01	2.65E-06	4.94E-03	1.10E-02	1.41E-07	2.63E-04	1.19E-02	1.53E-07	2.86E-04
Castle Peak Road - Lam Tei	L051	0800-0900	3.13E-02	3.79E-07	7.07E-04	1.84E-01	2.23E-06	4.17E-03	8.86E-03	1.07E-07	2.00E-04	9.63E-03	1.17E-07	2.18E-04
Castle Peak Road - Lam Tei	L051	0900-1000	5.20E-02	7.78E-07	1.45E-03	2.86E-01	4.28E-06	8.00E-03	1.57E-02	2.35E-07	4.38E-04	1.70E-02	2.55E-07	4.76E-04
Castle Peak Road - Lam Tei	L051	1000-1100	4.73E-02	5.73E-07	1.07E-03	2.58E-01	3.12E-06	5.83E-03	1.34E-02	1.63E-07	3.04E-04	1.46E-02	1.77E-07	3.31E-04
Castle Peak Road - Lam Tei	L051	1100-1200	5.56E-02	7.12E-07	1.33E-03	3.00E-01	3.85E-06	7.19E-03	1.69E-02	2.17E-07	4.05E-04	1.84E-02	2.36E-07	4.40E-04
Castle Peak Road - Lam Tei	L051	1200-1300	5.29E-02	6.41E-07	1.20E-03	2.85E-01	3.45E-06	6.44E-03	1.60E-02	1.94E-07	3.63E-04	1.74E-02	2.11E-07	3.94E-04
Castle Peak Road - Lam Tei	L051	1300-1400	4.38E-02	4.99E-07	9.32E-04	2.55E-01	2.91E-06	5.43E-03	1.37E-02	1.56E-07	2.91E-04	1.48E-02	1.69E-07	3.16E-04
Castle Peak Road - Lam Tei	L051	1400-1500	5.52E-02	7.08E-07	1.32E-03	2.81E-01	3.61E-06	6.74E-03	1.55E-02	1.99E-07	3.72E-04	1.69E-02	2.17E-07	4.04E-04
Castle Peak Road - Lam Tei	L051	1500-1600	5.27E-02	7.50E-07	1.40E-03	2.83E-01	4.03E-06	7.53E-03	1.55E-02	2.21E-07	4.13E-04	1.69E-02	2.40E-07	4.49E-04
Castle Peak Road - Lam Tei	L051	1600-1700	5.22E-02	1.00E-06	1.87E-03	2.52E-01	4.84E-06	9.04E-03	1.36E-02	2.62E-07	4.89E-04	1.48E-02	2.85E-07	5.32E-04
Castle Peak Road - Lam Tei	L051	1700-1800	4.02E-02	8.31E-07	1.55E-03	2.17E-01	4.47E-06	8.35E-03	1.17E-02	2.42E-07	4.52E-04	1.27E-02	2.63E-07	4.91E-04
Castle Peak Road - Lam Tei	L051	1800-1900	3.49E-02	6.96E-07	1.30E-03	2.03E-01	4.05E-06	7.57E-03	1.11E-02	2.22E-07	4.14E-04	1.21E-02	2.41E-07	4.50E-04
Castle Peak Road - Lam Tei	L051	1900-2000	3.84E-02	5.20E-07	9.71E-04	2.35E-01	3.19E-06	5.95E-03	1.35E-02	1.82E-07	3.41E-04	1.46E-02	1.98E-07	3.70E-04
Castle Peak Road - Lam Tei	L051	2000-2100	2.52E-02	2.87E-07	5.36E-04	1.88E-01	2.14E-06	3.99E-03	9.32E-03	1.06E-07	1.98E-04	1.01E-02	1.15E-07	2.16E-04
Castle Peak Road - Lam Tei	L051	2100-2200	2.08E-02	2.52E-07	4.71E-04	1.67E-01	2.02E-06	3.78E-03	8.29E-03	1.00E-07	1.88E-04	9.01E-03	1.09E-07	2.04E-04
Castle Peak Road - Lam Tei	L051	2200-2300	1.82E-02	1.43E-07	2.66E-04	1.76E-01	1.38E-06	2.57E-03	8.63E-03	6.76E-08	1.26E-04	9.38E-03	7.35E-08	1.37E-04
Castle Peak Road - Lam Tei	L051	2300-0000	1.87E-02	1.07E-07	1.99E-04	1.91E-01	1.09E-06	2.03E-03	8.92E-03	5.08E-08	9.50E-05	9.70E-03	5.53E-08	1.03E-04
Kong Sham Western Highway	L052	0000-0100	1.92E-02	9.91E-08	7.16E-04	1.83E-01	9.44E-07	6.82E-03	6.98E-03	3.61E-08	2.61E-04	7.60E-03	3.93E-08	2.84E-04
Kong Sham Western Highway	L052	0100-0200	3.10E-02	1.37E-07	9.92E-04	2.32E-01	1.03E-06	7.42E-03	9.19E-03	4.07E-08	2.94E-04	9.99E-03	4.43E-08	3.20E-04
Kong Sham Western Highway	L052	0200-0300	2.34E-02	8.63E-08	6.24E-04	2.06E-01	7.61E-07	5.50E-03	7.35E-03	2.72E-08	1.96E-04	8.00E-03	2.95E-08	2.13E-04
Kong Sham Western Highway	L052	0300-0400	3.43E-02	1.01E-07	7.32E-04	2.27E-01	6.70E-07	4.84E-03	8.24E-03	2.44E-08	1.76E-04	8.96E-03	2.65E-08	1.91E-04
Kong Sham Western Highway	L052	0400-0500	3.32E-02	9.82E-08	7.10E-04	2.29E-01	6.76E-07	4.88E-03	9.40E-03	2.78E-08	2.01E-04	1.02E-02	3.02E-08	2.18E-04
Kong Sham Western Highway	L052	0500-0600	3.05E-02	1.13E-07	8.15E-04	3.05E-01	1.13E-06	8.15E-03	1.49E-02	5.50E-08	3.98E-04	1.62E-02	5.98E-08	4.32E-04
Kong Sham Western Highway	L052	0600-0700	4.10E-02	3.94E-07	2.85E-03	2.21E-01	2.13E-06	1.54E-02	9.71E-03	9.33E-08	6.74E-04	1.06E-02	1.01E-07	7.33E-04
Kong Sham Western Highway	L052	0700-0800	3.63E-02	6.16E-07	4.45E-03	1.92E-01	3.27E-06	2.36E-02	8.52E-03	1.45E-07	1.05E-03	9.26E-03	1.57E-07	1.14E-03
Kong Sham Western Highway	L052	0800-0900	4.18E-02	7.42E-07	5.36E-03	1.90E-01	3.36E-06	2.43E-02	7.62E-03	1.35E-07	9.77E-04	8.29E-03	1.47E-07	1.06E-03
Kong Sham Western Highway	L052	0900-1000	5.81E-02	1.03E-06	7.45E-03	2.60E-01	4.62E-06	3.34E-02	1.27E-02	2.25E-07	1.63E-03	1.38E-02	2.45E-07	1.77E-03
Kong Sham Western Highway	L052	1000-1100	5.87E-02	8.68E-07	6.27E-03	2.47E-01	3.64E-06	2.63E-02	1.15E-02	1.70E-07	1.23E-03	1.25E-02	1.85E-07	1.34E-03
Kong Sham Western Highway	L052	1100-1200	5.93E-02	8.77E-07	6.34E-03	2.67E-01	3.95E-06	2.86E-02	1.33E-02	1.97E-07	1.42E-03	1.45E-02	2.14E-07	1.55E-03
Kong Sham Western Highway	L052	1200-1300	5.55E-02	7.39E-07	5.34E-03	2.55E-01	3.40E-06	2.45E-02	1.28E-02	1.71E-07	1.23E-03	1.40E-02	1.86E-07	1.34E-03
Kong Sham Western Highway	L052	1300-1400	4.21E-02	5.28E-07	3.82E-03	2.22E-01	2.78E-06	2.01E-02	1.07E-02	1.34E-07	9.68E-04	1.16E-02	1.46E-07	1.05E-03
Kong Sham Western Highway	L052	1400-1500	6.00E-02	9.30E-07	6.73E-03	2.51E-01	3.90E-06	2.82E-02	1.22E-02	1.89E-07	1.37E-03	1.33E-02	2.06E-07	1.49E-03
Kong Sham Western Highway	L052	1500-1600	6.25E-02	1.06E-06	7.68E-03	2.64E-01	4.49E-06	3.25E-02	1.28E-02	2.18E-07	1.57E-03	1.39E-02	2.37E-07	1.71E-03
Kong Sham Western Highway	L052	1600-1700	5.61E-02	1.16E-06	8.38E-03	2.30E-01	4.75E-06	3.43E-02	1.17E-02	2.42E-07	1.75E-03	1.27E-02	2.63E-07	1.90E-03
Kong Sham Western Highway	L052	1700-1800	4.02E-02	8.90E-07	6.44E-03	1.87E-01	4.15E-06	3.00E-02	9.55E-03	2.12E-07	1.53E-03	1.04E-02	2.30E-07	1.66E-03
Kong Sham Western Highway	L052	1800-1900	2.84E-02	5.88E-07	4.25E-03	1.65E-01	3.41E-06	2.46E-02	8.73E-03	1.81E-07	1.31E-03	9.50E-03	1.97E-07	1.42E-03
Kong Sham Western Highway	L052	1900-2000	2.96E-02	4.37E-07	3.16E-03	1.87E-01	2.76E-06	1.99E-02	9.58E-03	1.42E-07	1.02E-03	1.04E-02	1.54E-07	1.11E-03
Kong Sham Western Highway	L052	2000-2100	2.90E-02	3.86E-07	2.79E-03	1.77E-01	2.35E-06	1.70E-02	8.09E-03	1.08E-07	7.77E-04	8.80E-03	1.17E-07	8.46E-04
Kong Sham Western Highway	L052	2100-2200	2.17E-02	3.21E-07	2.32E-03	1.52E-01	2.25E-06	1.63E-02	6.76E-03	9.99E-08	7.22E-04	7.37E-03	1.09E-07	7.87E-04
Kong Sham Western Highway	L052	2200-2300	1.78E-02	1.71E-07	1.23E-03	1.59E-01	1.52E-06	1.10E-02	6.98E-03	6.71E-08	4.85E-04	7.60E-03	7.30E-08	5.28E-04
Kong Sham Western Highway	L052	2300-0000	2.02E-02	1.49E-07	1.08E-03	1.78E-01	1.32E-06	9.52E-03	7.33E-03	5.41E-08	3.91E-04	7.98E-03	5.89E-08	4.26E-04
Kong Sham Western Highway	L053	0000-0100	2.26E-02	1.08E-07	8.51E-04	2.20E-01	1.06E-06	8.30E-03	1.04E-02	5.01E-08	3.94E-04	1.14E-02	5.45E-08	4.29E-04
Kong Sham Western Highway	L053	0100-0200	3.34E-02	1.28E-07	1.01E-03	2.71E-01	1.04E-06	8.18E-03	1.27E-02	4.87E-08	3.83E-04	1.38E-02	5.30E-08	4.16E-04
Kong Sham Western Highway	L053	0200-0300	2.70E-02	7.77E-08	6.11E-04	2.40E-01	6.91E-07	5.43E-03	1.06E-02	3.06E-08	2.41E-04	1.16E-02	3.33E-08	2.62E-04
Kong Sham Western Highway	L053	0300-0400	3.70E-02	7.10E-08	5.59E-04	2.54E-01	4.87E-07	3.83E-03	1.08E-02	2.07E-08	1.63E-04	1.17E-02	2.25E-08	1.77E-04
Kong Sham Western Highway	L053	0400-0500	3.52E-02	1.01E-07	7.97E-04	2.60E-01	7.49E-07	5.89E-03	1.24E-02	3.55E-08	2.79E-04	1.34E-02	3.87E-08	3.04E-04
Kong Sham Western Highway	L053	0500-0600	4.05E-02	1.55E-07	1.22E-03	3.95E-01	1.51E-06	1.19E-02	2.20E-02	8.44E-08	6.64E-04	2.39E-02	9.18E-08	7.22E-04
Kong Sham Western Highway	L053	0600-0700	4.98E-02	6.21E-07	4.89E-03	2.26E-01	2.82E-06	2.22E-02	1.15E-02	1.43E-07	1.13E-03	1.25E-02	1.56E-07	1.22E-03
Kong Sham Western Highway	L053	0700-0800	3.93E-02	9.43E-07	7.41E-03	1.80E-01	4.33E-06	3.40E-02	8.97E-03	2.15E-07	1.69E-03	9.76E-03	2.34E-07	1.84E-03
Kong Sham Western Highway	L053	0800-0900	4.50E-02	1.12E-06	8.82E-03	1.80E-01	4.49E-06	3.53E-02	8.25E-03	2.06E-07	1.62E-03	8.98E-03	2.24E-07	1.76E-03
Kong Sham Western Highway	L053	0900-1000	5.93E-02	9.10E-07	7.16E-03	2.83E-01	4.34E-06	3.41E-02	1.48E-02	2.28E-07	1.79E-03	1.61E-02	2.48E-07	1.95E-03
Kong Sham Western Highway	L053	1000-1100	5.74E-02	7.16E-07	5.63E-03	2.61E-01	3.25E-06	2.56E-02	1.31E-02	1.63E-07	1.28E-03	1.42E-02	1.77E-07	1.40E-03
Kong Sham Western Highway	L053	1100-1200	5.92E-02	7.38E-07	5.81E-03	2.88E-01	3.60E-06	2.83E-02	1.53E-02	1.91E-07	1.50E-03	1.66E-02	2.08E-07	1.63E-03
Kong Sham Western Highway	L053	1200-1300	5.51E-02	6.34E-07	4.99E-03	2.74E-01	3.16E-06	2.48E-02	1.46E-02	1.69E-07	1.33E-03	1.59E-02	1.83E-07	1.44E-03
Kong Sham Western Highway	L053	1300-1400	4.23E-02	4.46E-07	3.51E-03	2.38E-01	2.51E-06	1.97E-02	1.23E-02	1.29E-07	1.02E-03	1.33E-02	1.41E-07	1.11E-03
Kong Sham Western Highway	L053	1400-1500	6.16E-02	8.27E-07	6.51E-03	2.70E-01	3.62E-06	2.85E-02	1.40E-02	1.88E-07	1.48E-03	1.52E-02	2.05E-07	1.61E-03
Kong Sham Western Highway	L053	1500-1600	6.27E-02	9.02E-07	7.09E-03	2.88E-01	4.15E-06	3.26E-02	1.51E-02	2.17E-07	1.70E-03	1.64E-02	2.36E-07	1.85E-03
Kong Sham Western Highway	L053	1600-1700	4.82E-02	4.16E-07	3.27E-03	2.98E-01	2.57E-06	2.02E-02	1.65E-02	1.42E-07	1.12E-03	1.79E-02	1.54E-07	1.21E-03
Kong Sham Western Highway	L053	1700-1800	3.53E-02	3.39E-07	2.66E-03	2.54E-01	2.43E-06	1.91E-02	1.41E-02	1.36E-07	1.07E-03	1.54E-02	1.47E-07	1.16E-03
Kong Sham Western Highway	L053	1800-1900	2.91E-02	2.79E-07	2.19E-03	2.57E-01	2.46E-06	1.94E-02	1.49E-02	1.43E-07	1.12E-03	1.62E-02	1.55E-07	1.22E-03
Kong Sham Western Highway	L053	1900-2000	3.67E-02	4.93E-07	3.87E-03	2.25E-01	3.03E-06	2.38E-02	1.27E-02	1.71E-07	1.34E-03	1.39E-02	1.86E-07	1.46E-03
Kong Sham Western Highway	L053	2000-2100	2.97E-02	3.42E-07	2.69E-03	2.01E-01	2.31E-06	1.82E-02	1.03E-02	1.18E-07	9.32E-04	1.12E-02	1.29E-07	1.01E-03
Kong Sham Western Highway	L053	2100-2200	2.34E-02	3.14E-07	2.47E-03	1.74E-01	2.34E-06	1.84E-02	8.96E-03	1.20E-07	9.46E-04	9.75E-03	1.31E-07	1.03E-03
Kong Sham Western Highway	L053	2200-2300	1.90E-02	1.64E-07	1.29E-03	1.85E-01	1.59E-06	1.25E-02	9.50E-03	8.20E-08	6.45E-04	1.03E-02	8.93E-08	7.02E-04
Kong Sham Western Highway	L053	2300-0000	2.12E-02	1.22E-07	9.60E-04	2.07E-01	1.19E-06	9.36E-03	1.02E-02	5.86E-08	4.61E-04	1.11E-02	6.38E-08	5.01E-04
Castle Peak Road - Lam Tei	L054	0000-0100	1.74E-02	8.76E-08	1.63E-04	1.91E-01	9.65E-07	1.79E-03	8.23E-03	4.16E-08	7.71E-05	8.94E-03	4.52E-08	8.38E-05
Castle Peak Road - Lam Tei	L054	0100-0200	2.88E-02	1.21E-07	2.25E-04	2.56E-01	1.08E-06	2.00E-03	1.20E-02	5.04E-08	9.36E-05	1.30E-02	5.48E-08	1.02E-04
Castle Peak Road - Lam Tei	L054	0200-0300	2.52E-02	8.48E-08	1.57E-04	2.30E-01	7.73E-07	1.43E-03	9.96E-03	3.35E-08	6.22E-05	1.08E-02	3.64E-08	6.76E-05
Castle Peak Road - Lam Tei	L054	0300-0400	3.11E-02	7.84E-08	1.46E-04	2.45E-01	6.18E-07	1.15E-03	1.05E-02	2.65E-08	4.93E-05	1.14E-02	2.89E-08	5.36E-05
Castle Peak Road - Lam Tei	L054	0400-0500	2.88E-02	7.26E-08	1.35E-04	2.35E-01	5.93E-07	1.10E-03	1.08E-02	2.73E-08	5.07E-05	1.18E-02	2.97E-08	5.51E-05
Castle Peak Road - Lam Tei	L054	0500-0600	4.31E-02	1.82E-07	3.37E-04	3.66E-01	1.54E-06	2.86E-03	2.02E-02	8.51E-08	1.58E-04	2.20E-02	9.25E-08	1.72E-04
Castle Peak Road - Lam Tei	L054	0600-0700	4.40E-02	3.34E-07	6.19E-04	2.63E-01	1.99E-06	3.69E-03	1.44E-02	1.09E-07	2.03E-04	1.57E-02	1.19E-07	2.21E-04
Castle Peak Road - Lam Tei	L054	0700-0800	3.14E-02	4.23E-07	7.86E-04	2.12E-01	2.85E-06	5.29E-03	1.14E-02	1.53E-07	2.85E-04	1.24E-02	1.67E-07	3.09E-04
Castle Peak Road - Lam Tei	L054	0800-0900	3.28E-02	4.41E-07	8.19E-04	1.91E-01	2.57E-06	4.77E-03	9.33E-03	1.26E-07	2.33E-04	1.01E-02	1.37E-07	2.53E-04
Castle Peak Road - Lam Tei	L054	0900-1000	4.81E-02	8.10E-07	1.50E-03	2.76E-01	4.65E-06	8.63E-03	1.49E-02	2.51E-07	4.66E-04	1.62E-02	2.73E-07	5.07E-04
Castle Peak Road - Lam Tei	L054	1000-1100	4.57E-02	6.54E-07	1.21E-03	2.54E-01	3.63E-06	6.74E-03	1.31E-02	1.88E-07	3.49E-04	1.43E-02	2.04E-07	3.79E-04
Castle Peak Road - Lam Tei	L054	1100-1200	5.36E-02	8.13E-07	1.51E-03	2.94E-01	4.46E-06	8.27E-03	1.64E-02	2.49E-07	4.62E-04	1.79E-02	2.71E-07	5.02E-04
Castle Peak Road - Lam Tei	L054	1200-1300	5.04E-02	6.78E-07	1.26E-03	2.78E-01	3.74E-06	6.95E-03	1.56E-02	2.09E-07	3.89E-04	1.69E-02	2.28E-07	4.23E-04
Castle Peak Road - Lam Tei	L054	1300-1400	4.25E-02	5.37E-07	9.96E-04	2.53E-01	3.19E-06	5.92E-03	1.35E-02	1.70E-07	3.16E-04	1.46E-02	1.85E-07	3.43E-04
Castle Peak Road - Lam Tei	L054	1400-1500	5.08E-02	7.27E-07	1.35E-03	2.69E-01	3.84E-06	7.14E-03	1.46E-02	2.09E-07	3.88E-04	1.59E-02	2.27E-07	4.21E-04
Castle Peak Road - Lam Tei	L054	1500-1600	5.01E-02	8.01E-07	1.49E-03	2.74E-01	4.39E-06	8.14E-03	1.49E-02	2.38E-07	4.41E-04	1.61E-02	2.58E-07	4.79E-04
Castle Peak Road - Lam Tei	L054	1600-1700	4.68E-02	1.06E-06	1.98E-03	2.36E-01	5.36E-06	9.96E-03	1.25E-02	2.85E-07	5.28E-04	1.36E-02	3.09E-07	5.74E-04
Castle Peak Road - Lam Tei	L054	1700-1800	3.69E-02	9.31E-07	1.73E-03	2.06E-01	5.19E-06	9.64E-03	1.10E-02	2.77E-07	5.14E-04	1.19E-02	3.01E-07	5.59E-04
Castle Peak Road - Lam Tei	L054	1800-1900	3.03E-02	7.40E-07	1.37E-03	1.88E-01	4.60E-06	8.53E-03	1.01E-02	2.47E-07	4.58E-04	1.10E-02	2.68E-07	4.97E-04
Castle Peak Road - Lam Tei	L054	1900-2000	3.22E-02	4.88E-07	9.06E-04	2.16E-01	3.27E-06	6.08E-03	1.21E-02	1.84E-07	3.41E-04	1.32E-02	2.00E-07	3.71E-04
Castle Peak Road - Lam Tei	L054	2000-2100	2.37E-02	2.99E-07	5.56E-04	1.84E-01	2.32E-06	4.31E-03	9.11E-03	1.15E-07	2.13E-04	9.89E-03	1.25E-07	2.32E-04
Castle Peak Road - Lam Tei	L054	2100-2200	1.91E-02	2.74E-07	5.08E-04	1.63E-01	2.33E-06	4.33E-03	8.05E-03	1.15E-07	2.14E-04	8.75E-03	1.25E-07	2.32E-04
Castle Peak Road - Lam Tei	L054	2200-2300	1.77E-02	1.63E-07	3.03E-04	1.71E-01	1.58E-06	2.94E-03	8.34E-03	7.72E-08	1.43E-04	9.06E-03	8.39E-08	1.56E-04
Castle Peak Road - Lam Tei	L054	2300-0000	1.79E-02	1.20E-07	2.24E-04	1.87E-01	1.26E-06	2.33E-03	8.66E-03	5.83E-08	1.08E-04	9.41E-03	6.34E-08	1.18E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Castle Peak Road - Lam Tei	L055	0000-0100	1.87E-02	9.02E-08	1.78E-04	2.14E-01	1.03E-06	2.03E-03	1.01E-02	4.88E-08	9.61E-05	1.10E-02	5.31E-08	1.04E-04
Castle Peak Road - Lam Tei	L055	0100-0200	3.12E-02	1.25E-07	2.46E-04	2.85E-01	1.14E-06	2.25E-03	1.44E-02	5.78E-08	1.14E-04	1.56E-02	6.28E-08	1.24E-04
Castle Peak Road - Lam Tei	L055	0200-0300	2.78E-02	8.92E-08	1.75E-04	2.64E-01	8.48E-07	1.67E-03	1.29E-02	4.13E-08	8.13E-05	1.40E-02	4.49E-08	8.84E-05
Castle Peak Road - Lam Tei	L055	0300-0400	3.28E-02	7.91E-08	1.56E-04	2.58E-01	6.21E-07	1.22E-03	1.21E-02	2.91E-08	5.73E-05	1.32E-02	3.17E-08	6.24E-05
Castle Peak Road - Lam Tei	L055	0400-0500	3.14E-02	7.57E-08	1.49E-04	2.65E-01	6.39E-07	1.26E-03	1.36E-02	3.26E-08	6.42E-05	1.47E-02	3.55E-08	6.98E-05
Castle Peak Road - Lam Tei	L055	0500-0600	4.83E-02	1.94E-07	3.82E-04	4.19E-01	1.68E-06	3.31E-03	2.45E-02	9.83E-08	1.93E-04	2.66E-02	1.07E-07	2.10E-04
Castle Peak Road - Lam Tei	L055	0600-0700	5.03E-02	6.06E-07	1.19E-03	2.80E-01	3.38E-06	6.64E-03	1.67E-02	2.01E-07	3.95E-04	1.81E-02	2.18E-07	4.29E-04
Castle Peak Road - Lam Tei	L055	0700-0800	3.59E-02	8.36E-07	1.65E-03	2.27E-01	5.29E-06	1.04E-02	1.30E-02	3.03E-07	5.97E-04	1.42E-02	3.30E-07	6.49E-04
Castle Peak Road - Lam Tei	L055	0800-0900	3.66E-02	8.23E-07	1.62E-03	2.04E-01	4.59E-06	9.04E-03	1.10E-02	2.47E-07	4.85E-04	1.19E-02	2.68E-07	5.27E-04
Castle Peak Road - Lam Tei	L055	0900-1000	5.07E-02	9.37E-07	1.84E-03	3.04E-01	5.61E-06	1.10E-02	1.71E-02	3.16E-07	6.21E-04	1.86E-02	3.43E-07	6.75E-04
Castle Peak Road - Lam Tei	L055	1000-1100	4.66E-02	6.73E-07	1.32E-03	2.74E-01	3.96E-06	7.79E-03	1.48E-02	2.14E-07	4.21E-04	1.61E-02	2.33E-07	4.58E-04
Castle Peak Road - Lam Tei	L055	1100-1200	5.46E-02	8.76E-07	1.72E-03	3.17E-01	5.09E-06	1.00E-02	1.83E-02	2.93E-07	5.78E-04	1.99E-02	3.19E-07	6.28E-04
Castle Peak Road - Lam Tei	L055	1200-1300	5.16E-02	7.46E-07	1.47E-03	2.98E-01	4.30E-06	8.47E-03	1.71E-02	2.48E-07	4.87E-04	1.86E-02	2.69E-07	5.30E-04
Castle Peak Road - Lam Tei	L055	1300-1400	4.50E-02	6.14E-07	1.21E-03	2.72E-01	3.71E-06	7.30E-03	1.49E-02	2.04E-07	4.01E-04	1.62E-02	2.21E-07	4.36E-04
Castle Peak Road - Lam Tei	L055	1400-1500	5.38E-02	8.64E-07	1.70E-03	2.97E-01	4.77E-06	9.38E-03	1.70E-02	2.72E-07	5.36E-04	1.84E-02	2.96E-07	5.83E-04
Castle Peak Road - Lam Tei	L055	1500-1600	5.06E-02	8.52E-07	1.68E-03	2.96E-01	4.99E-06	9.83E-03	1.66E-02	2.81E-07	5.52E-04	1.81E-02	3.05E-07	6.00E-04
Castle Peak Road - Lam Tei	L055	1600-1700	4.89E-02	7.85E-07	1.54E-03	2.60E-01	4.17E-06	8.21E-03	1.39E-02	2.23E-07	4.38E-04	1.51E-02	2.42E-07	4.76E-04
Castle Peak Road - Lam Tei	L055	1700-1800	3.68E-02	6.20E-07	1.22E-03	2.20E-01	3.71E-06	7.31E-03	1.14E-02	1.92E-07	3.78E-04	1.24E-02	2.09E-07	4.11E-04
Castle Peak Road - Lam Tei	L055	1800-1900	3.42E-02	5.76E-07	1.13E-03	2.16E-01	3.65E-06	7.18E-03	1.16E-02	1.96E-07	3.86E-04	1.26E-02	2.13E-07	4.19E-04
Castle Peak Road - Lam Tei	L055	1900-2000	3.57E-02	5.45E-07	1.07E-03	2.43E-01	3.71E-06	7.30E-03	1.41E-02	2.16E-07	4.24E-04	1.54E-02	2.34E-07	4.61E-04
Castle Peak Road - Lam Tei	L055	2000-2100	2.53E-02	3.46E-07	6.80E-04	2.10E-01	2.86E-06	5.63E-03	1.10E-02	1.50E-07	2.96E-04	1.20E-02	1.63E-07	3.21E-04
Castle Peak Road - Lam Tei	L055	2100-2200	1.97E-02	2.85E-07	5.61E-04	1.80E-01	2.60E-06	5.12E-03	9.30E-03	1.34E-07	2.65E-04	1.01E-02	1.46E-07	2.87E-04
Castle Peak Road - Lam Tei	L055	2200-2300	1.89E-02	1.82E-07	3.58E-04	1.94E-01	1.87E-06	3.68E-03	1.01E-02	9.71E-08	1.91E-04	1.09E-02	1.05E-07	2.08E-04
Castle Peak Road - Lam Tei	L055	2300-0000	2.06E-02	1.32E-07	2.61E-04	2.18E-01	1.40E-06	2.75E-03	1.12E-02	7.16E-08	1.41E-04	1.21E-02	7.78E-08	1.53E-04
Castle Peak Road - Lam Tei	L056	0000-0100	1.67E-02	8.18E-08	6.90E-05	1.90E-01	9.30E-07	7.84E-04	8.04E-03	3.94E-08	3.32E-05	8.74E-03	4.28E-08	3.61E-05
Castle Peak Road - Lam Tei	L056	0100-0200	2.72E-02	8.90E-08	7.50E-05	2.56E-01	8.37E-07	7.05E-04	1.18E-02	3.85E-08	3.25E-05	1.28E-02	4.19E-08	3.53E-05
Castle Peak Road - Lam Tei	L056	0200-0300	2.52E-02	8.22E-08	6.93E-05	2.39E-01	7.81E-07	6.58E-04	1.06E-02	3.46E-08	2.92E-05	1.15E-02	3.76E-08	3.17E-05
Castle Peak Road - Lam Tei	L056	0300-0400	2.97E-02	7.27E-08	6.13E-05	2.42E-01	5.93E-07	4.99E-04	1.04E-02	2.54E-08	2.14E-05	1.13E-02	2.76E-08	2.32E-05
Castle Peak Road - Lam Tei	L056	0400-0500	2.95E-02	7.22E-08	6.08E-05	2.51E-01	6.14E-07	5.17E-04	1.19E-02	2.92E-08	2.46E-05	1.30E-02	3.18E-08	2.68E-05
Castle Peak Road - Lam Tei	L056	0500-0600	4.03E-02	1.32E-07	1.11E-04	3.71E-01	1.21E-06	1.02E-03	2.04E-02	6.68E-08	5.63E-05	2.22E-02	7.26E-08	6.12E-05
Castle Peak Road - Lam Tei	L056	0600-0700	4.06E-02	2.66E-07	2.24E-04	2.59E-01	1.69E-06	1.43E-03	1.42E-02	9.26E-08	7.80E-05	1.54E-02	1.01E-07	8.48E-05
Castle Peak Road - Lam Tei	L056	0700-0800	2.99E-02	3.66E-07	3.08E-04	2.06E-01	2.52E-06	2.12E-03	1.11E-02	1.36E-07	1.14E-04	1.20E-02	1.48E-07	1.24E-04
Castle Peak Road - Lam Tei	L056	0800-0900	3.02E-02	3.70E-07	3.11E-04	1.83E-01	2.25E-06	1.89E-03	8.90E-03	1.09E-07	9.19E-05	9.67E-03	1.19E-07	9.99E-05
Castle Peak Road - Lam Tei	L056	0900-1000	4.73E-02	7.35E-07	6.19E-04	2.79E-01	4.32E-06	3.64E-03	1.51E-02	2.34E-07	1.97E-04	1.64E-02	2.54E-07	2.14E-04
Castle Peak Road - Lam Tei	L056	1000-1100	4.42E-02	5.78E-07	4.87E-04	2.54E-01	3.31E-06	2.79E-03	1.31E-02	1.72E-07	1.45E-04	1.43E-02	1.86E-07	1.57E-04
Castle Peak Road - Lam Tei	L056	1100-1200	5.19E-02	7.21E-07	6.07E-04	2.94E-01	4.08E-06	3.44E-03	1.64E-02	2.28E-07	1.92E-04	1.78E-02	2.48E-07	2.09E-04
Castle Peak Road - Lam Tei	L056	1200-1300	4.95E-02	6.07E-07	5.11E-04	2.79E-01	3.42E-06	2.88E-03	1.57E-02	1.92E-07	1.62E-04	1.70E-02	2.09E-07	1.76E-04
Castle Peak Road - Lam Tei	L056	1300-1400	4.14E-02	4.73E-07	3.99E-04	2.51E-01	2.88E-06	2.42E-03	1.34E-02	1.53E-07	1.29E-04	1.45E-02	1.66E-07	1.40E-04
Castle Peak Road - Lam Tei	L056	1400-1500	4.91E-02	6.41E-07	5.40E-04	2.68E-01	3.51E-06	2.96E-03	1.46E-02	1.91E-07	1.61E-04	1.59E-02	2.07E-07	1.75E-04
Castle Peak Road - Lam Tei	L056	1500-1600	4.85E-02	7.14E-07	6.01E-04	2.75E-01	4.04E-06	3.41E-03	1.49E-02	2.19E-07	1.85E-04	1.62E-02	2.38E-07	2.01E-04
Castle Peak Road - Lam Tei	L056	1600-1700	4.61E-02	9.79E-07	8.25E-04	2.40E-01	5.10E-06	4.30E-03	1.28E-02	2.71E-07	2.28E-04	1.39E-02	2.95E-07	2.48E-04
Castle Peak Road - Lam Tei	L056	1700-1800	3.69E-02	8.44E-07	7.11E-04	2.10E-01	4.80E-06	4.05E-03	1.12E-02	2.57E-07	2.16E-04	1.22E-02	2.79E-07	2.35E-04
Castle Peak Road - Lam Tei	L056	1800-1900	3.05E-02	6.73E-07	5.67E-04	1.93E-01	4.27E-06	3.59E-03	1.04E-02	2.30E-07	1.93E-04	1.13E-02	2.49E-07	2.10E-04
Castle Peak Road - Lam Tei	L056	1900-2000	3.07E-02	4.26E-07	3.59E-04	2.14E-01	2.98E-06	2.51E-03	1.20E-02	1.67E-07	1.41E-04	1.31E-02	1.82E-07	1.53E-04
Castle Peak Road - Lam Tei	L056	2000-2100	2.29E-02	2.81E-07	2.37E-04	1.88E-01	2.30E-06	1.94E-03	9.33E-03	1.14E-07	9.63E-05	1.01E-02	1.24E-07	1.05E-04
Castle Peak Road - Lam Tei	L056	2100-2200	1.85E-02	2.42E-07	2.04E-04	1.63E-01	2.13E-06	1.79E-03	8.05E-03	1.05E-07	8.87E-05	8.75E-03	1.14E-07	9.63E-05
Castle Peak Road - Lam Tei	L056	2200-2300	1.72E-02	1.40E-07	1.18E-04	1.72E-01	1.41E-06	1.19E-03	8.37E-03	6.84E-08	5.76E-05	9.10E-03	7.43E-08	6.26E-05
Castle Peak Road - Lam Tei	L056	2300-0000	1.72E-02	1.12E-07	9.46E-05	1.87E-01	1.23E-06	1.03E-03	8.67E-03	5.67E-08	4.78E-05	9.43E-03	6.16E-08	5.19E-05
Ng Lau Road	L057	0000-0100	2.27E-02	2.56E-08	1.75E-05	2.30E-01	2.60E-07	1.78E-04	4.85E-03	5.47E-09	3.74E-06	5.34E-03	6.03E-09	4.12E-06
Ng Lau Road	L057	0100-0200	5.38E-02	6.08E-08	4.15E-05	3.83E-01	4.33E-07	2.95E-04	6.96E-03	7.86E-09	5.37E-06	7.65E-03	8.64E-09	5.90E-06
Ng Lau Road	L057	0200-0300	3.12E-02	3.52E-08	2.40E-05	2.91E-01	3.29E-07	2.25E-04	5.75E-03	6.49E-09	4.43E-06	6.37E-03	7.20E-09	4.91E-06
Ng Lau Road	L057	0300-0400	3.66E-02	4.13E-08	2.82E-05	3.10E-01	3.50E-07	2.39E-04	6.35E-03	7.17E-09	4.89E-06	7.07E-03	7.99E-09	5.45E-06
Ng Lau Road	L057	0400-0500	3.58E-02	4.04E-08	2.76E-05	2.80E-01	3.16E-07	2.16E-04	6.67E-03	7.53E-09	5.14E-06	7.41E-03	8.37E-09	5.72E-06
Ng Lau Road	L057	0500-0600	1.54E-01	1.74E-07	1.19E-04	6.98E-01	7.89E-07	5.38E-04	1.57E-02	1.78E-08	1.21E-05	1.72E-02	1.94E-08	1.33E-05
Ng Lau Road	L057	0600-0700	1.71E-01	3.86E-07	2.64E-04	6.72E-01	1.52E-06	1.04E-03	1.68E-02	3.80E-08	2.60E-05	1.83E-02	4.14E-08	2.83E-05
Ng Lau Road	L057	0700-0800	1.26E-01	4.25E-07	2.90E-04	5.23E-01	1.77E-06	1.21E-03	1.32E-02	4.46E-08	3.05E-05	1.43E-02	4.85E-08	3.31E-05
Ng Lau Road	L057	0800-0900	1.24E-01	4.22E-07	2.88E-04	5.16E-01	1.75E-06	1.19E-03	1.27E-02	4.30E-08	2.93E-05	1.38E-02	4.67E-08	3.19E-05
Ng Lau Road	L057	0900-1000	1.79E-01	6.05E-07	4.13E-04	7.82E-01	2.65E-06	1.81E-03	1.74E-02	5.90E-08	4.03E-05	1.90E-02	6.42E-08	4.38E-05
Ng Lau Road	L057	1000-1100	1.40E-01	3.16E-07	2.16E-04	6.24E-01	1.41E-06	9.62E-04	1.38E-02	3.12E-08	2.13E-05	1.50E-02	3.40E-08	2.32E-05
Ng Lau Road	L057	1100-1200	1.78E-01	4.01E-07	2.74E-04	7.62E-01	1.72E-06	1.17E-03	1.70E-02	3.84E-08	2.62E-05	1.85E-02	4.17E-08	2.85E-05
Ng Lau Road	L057	1200-1300	1.66E-01	3.75E-07	2.56E-04	6.86E-01	1.55E-06	1.06E-03	1.61E-02	3.64E-08	2.49E-05	1.76E-02	3.97E-08	2.71E-05
Ng Lau Road	L057	1300-1400	1.36E-01	3.06E-07	2.09E-04	6.18E-01	1.40E-06	9.53E-04	1.38E-02	3.11E-08	2.13E-05	1.50E-02	3.39E-08	2.31E-05
Ng Lau Road	L057	1400-1500	1.97E-01	4.45E-07	3.04E-04	8.25E-01	1.86E-06	1.27E-03	1.87E-02	4.21E-08	2.88E-05	2.03E-02	4.58E-08	3.13E-05
Ng Lau Road	L057	1500-1600	1.67E-01	3.77E-07	2.57E-04	7.03E-01	1.59E-06	1.08E-03	1.62E-02	3.65E-08	2.49E-05	1.76E-02	3.97E-08	2.71E-05
Ng Lau Road	L057	1600-1700	1.40E-01	4.74E-07	3.24E-04	6.51E-01	2.21E-06	1.51E-03	1.50E-02	5.09E-08	3.48E-05	1.64E-02	5.55E-08	3.79E-05
Ng Lau Road	L057	1700-1800	1.03E-01	3.49E-07	2.38E-04	5.09E-01	1.72E-06	1.18E-03	1.20E-02	4.08E-08	2.78E-05	1.31E-02	4.44E-08	3.03E-05
Ng Lau Road	L057	1800-1900	9.09E-02	3.08E-07	2.10E-04	4.59E-01	1.56E-06	1.06E-03	1.11E-02	3.76E-08	2.57E-05	1.21E-02	4.10E-08	2.80E-05
Ng Lau Road	L057	1900-2000	1.37E-01	3.08E-07	2.10E-04	6.01E-01	1.36E-06	9.26E-04	1.45E-02	3.28E-08	2.24E-05	1.58E-02	3.57E-08	2.43E-05
Ng Lau Road	L057	2000-2100	4.79E-02	1.08E-07	7.39E-05	2.96E-01	6.68E-07	4.56E-04	6.96E-03	1.57E-08	1.07E-05	7.59E-03	1.71E-08	1.17E-05
Ng Lau Road	L057	2100-2200	4.70E-02	1.06E-07	7.25E-05	2.88E-01	6.50E-07	4.44E-04	7.21E-03	1.63E-08	1.11E-05	7.88E-03	1.78E-08	1.21E-05
Ng Lau Road	L057	2200-2300	5.38E-02	1.21E-07	8.29E-05	3.11E-01	7.03E-07	4.80E-04	7.46E-03	1.69E-08	1.15E-05	8.16E-03	1.84E-08	1.26E-05
Ng Lau Road	L057	2300-0000	2.88E-02	3.25E-08	2.22E-05	2.29E-01	2.59E-07	1.77E-04	5.12E-03	5.79E-09	3.95E-06	5.60E-03	6.32E-09	4.31E-06
Ng Lau Road	L058	0000-0100	2.20E-02	2.49E-08	1.74E-05	2.32E-01	2.61E-07	1.83E-04	6.40E-03	7.22E-09	5.04E-06	7.17E-03	8.09E-09	5.65E-06
Ng Lau Road	L058	0100-0200	7.13E-02	8.05E-08	5.62E-05	3.44E-01	3.89E-07	2.71E-04	6.55E-03	7.39E-09	5.16E-06	7.20E-03	8.13E-09	5.67E-06
Ng Lau Road	L058	0200-0300	2.85E-02	3.21E-08	2.24E-05	2.65E-01	3.00E-07	2.09E-04	5.25E-03	5.93E-09	4.14E-06	5.83E-03	6.59E-09	4.60E-06
Ng Lau Road	L058	0300-0400	6.06E-02	6.85E-08	4.78E-05	3.39E-01	3.83E-07	2.67E-04	5.70E-03	6.43E-09	4.49E-06	6.18E-03	6.98E-09	4.87E-06
Ng Lau Road	L058	0400-0500	5.52E-02	6.23E-08	4.35E-05	3.29E-01	3.71E-07	2.59E-04	7.98E-03	9.01E-09	6.29E-06	8.84E-03	9.98E-09	6.97E-06
Ng Lau Road	L058	0500-0600	1.66E-01	1.88E-07	1.31E-04	6.46E-01	7.30E-07	5.09E-04	1.48E-02	1.67E-08	1.17E-05	1.61E-02	1.82E-08	1.27E-05
Ng Lau Road	L058	0600-0700	2.25E-01	5.07E-07	3.54E-04	8.22E-01	1.86E-06	1.30E-03	1.97E-02	4.44E-08	3.10E-05	2.14E-02	4.84E-08	3.38E-05
Ng Lau Road	L058	0700-0800	1.77E-01	5.99E-07	4.18E-04	7.08E-01	2.40E-06	1.68E-03	1.69E-02	5.71E-08	3.99E-05	1.84E-02	6.23E-08	4.35E-05
Ng Lau Road	L058	0800-0900	1.77E-01	5.99E-07	4.19E-04	6.89E-01	2.33E-06	1.63E-03	1.64E-02	5.55E-08	3.88E-05	1.79E-02	6.06E-08	4.23E-05
Ng Lau Road	L058	0900-1000	2.20E-01	7.46E-07	5.21E-04	8.14E-01	2.76E-06	1.92E-03	1.85E-02	6.27E-08	4.37E-05	2.02E-02	6.83E-08	4.77E-05
Ng Lau Road	L058	1000-1100	1.75E-01	3.95E-07	2.76E-04	6.39E-01	1.44E-06	1.01E-03	1.50E-02	3.38E-08	2.36E-05	1.63E-02	3.69E-08	2.57E-05
Ng Lau Road	L058	1100-1200	2.10E-01	4.73E-07	3.30E-04	7.83E-01	1.77E-06	1.23E-03	1.83E-02	4.13E-08	2.89E-05	2.00E-02	4.51E-08	3.15E-05
Ng Lau Road	L058	1200-1300	1.99E-01	4.49E-07	3.14E-04	7.20E-01	1.63E-06	1.14E-03	1.77E-02	4.01E-08	2.80E-05	1.94E-02	4.38E-08	3.06E-05
Ng Lau Road	L058	1300-1400	1.51E-01	3.40E-07	2.37E-04	5.84E-01	1.32E-06	9.21E-04	1.46E-02	3.30E-08	2.30E-05	1.60E-02	3.61E-08	2.52E-05
Ng Lau Road	L058	1400-1500	2.19E-01	4.94E-07	3.45E-04	7.86E-01	1.77E-06	1.24E-03	1.86E-02	4.21E-08	2.94E-05	2.04E-02	4.60E-08	3.21E-05
Ng Lau Road	L058	1500-1600	2.20E-01	7.45E-07	5.20E-04	7.79E-01	2.64E-06	1.84E-03	1.87E-02	6.32E-08	4.42E-05	2.04E-02	6.90E-08	4.82E-05
Ng Lau Road	L058	1600-1700	1.53E-01	5.18E-07	3.61E-04	5.17E-01	1.75E-06	1.22E-03	1.41E-02	4.77E-08	3.33E-05	1.54E-02	5.22E-08	3.65E-05
Ng Lau Road	L058	1700-1800	9.32E-02	3.16E-07	2.20E-04	3.55E-01	1.20E-06	8.39E-04	1.11E-02	3.76E-08	2.63E-05	1.22E-02	4.15E-08	2.90E-05
Ng Lau Road	L058	1800-1900	7.40E-02	2.51E-07	1.75E-04	3.11E-01	1.05E-06	7.35E-04	1.03E-02	3.50E-08	2.45E-05	1.14E-02	3.87E-08	2.70E-05
Ng Lau Road	L058	1900-2000	1.93E-01	6.54E-07	4.57E-04	6.91E-01	2.34E-06	1.63E-03	1.76E-02	5.96E-08	4.16E-05	1.92E-02	6.51E-08	4.55E-05
Ng Lau Road	L058	2000-2100	8.59E-02	1.94E-07	1.35E-04	3.69E-01	8.33E-07	5.81E-04	9.80E-03	2.21E-08	1.55E-05	1.08E-02	2.44E-08	1.70E-05
Ng Lau Road	L058	2100-2200	5.85E-02	1.32E-07	9.22E-05	3.04E-01	6.87E-07	4.79E-04	8.64E-03	1.95E-08	1.36E-05	9.55E-03	2.16E-08	1.51E-05
Ng Lau Road	L058	2200-2300	7.34E-02	1.66E-07	1.16E-04	3.60E-01	8.13E-07	5.68E-04	9.72E-03	2.19E-08	1.53E-05	1.07E-02	2.42E-08	1.69E-05
Ng Lau Road	L058	2300-0000	6.33E-02	7.14E-08	4.99E-05	3.13E-01	3.53E-07	2.47E-04	8.56E-03	9.66E-09	6.75E-06	9.47E-03	1.07E-08	7.46E-06

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Tung Lei Path	L059	0000-0100	9.09E-03	1.39E-08	1.37E-05	1.72E-01	2.62E-07	2.59E-04	1.34E-02	2.04E-08	2.01E-05	1.53E-02	2.33E-08	2.30E-05
Tung Lei Path	L059	0100-0200	1.28E-02	1.96E-08	1.93E-05	2.43E-01	3.71E-07	3.66E-04	1.82E-02	2.77E-08	2.73E-05	2.09E-02	3.18E-08	3.14E-05
Tung Lei Path	L059	0200-0300	1.28E-02	1.96E-08	1.93E-05	2.43E-01	3.71E-07	3.66E-04	1.82E-02	2.77E-08	2.73E-05	2.09E-02	3.18E-08	3.14E-05
Tung Lei Path	L059	0300-0400	1.29E-02	1.96E-08	1.93E-05	2.44E-01	3.72E-07	3.66E-04	1.82E-02	2.77E-08	2.73E-05	2.09E-02	3.18E-08	3.14E-05
Tung Lei Path	L059	0400-0500	1.29E-02	1.97E-08	1.94E-05	2.44E-01	3.72E-07	3.67E-04	1.82E-02	2.77E-08	2.73E-05	2.09E-02	3.18E-08	3.14E-05
Tung Lei Path	L059	0500-0600	2.57E-01	3.92E-07	3.87E-04	1.10E+00	1.68E-06	1.66E-03	3.40E-02	5.18E-08	5.11E-05	3.76E-02	5.74E-08	5.66E-05
Tung Lei Path	L059	0600-0700	2.45E-01	3.74E-07	3.69E-04	1.01E+00	1.53E-06	1.51E-03	2.74E-02	4.18E-08	4.12E-05	3.02E-02	4.60E-08	4.54E-05
Tung Lei Path	L059	0700-0800	1.73E-01	2.64E-07	2.60E-04	7.35E-01	1.12E-06	1.10E-03	1.93E-02	2.95E-08	2.91E-05	2.12E-02	3.23E-08	3.19E-05
Tung Lei Path	L059	0800-0900	1.88E-01	2.87E-07	2.83E-04	7.92E-01	1.21E-06	1.19E-03	2.05E-02	3.13E-08	3.09E-05	2.25E-02	3.43E-08	3.38E-05
Tung Lei Path	L059	0900-1000	2.34E-01	3.56E-07	3.51E-04	9.91E-01	1.51E-06	1.49E-03	2.38E-02	3.64E-08	3.59E-05	2.60E-02	3.97E-08	3.92E-05
Tung Lei Path	L059	1000-1100	1.60E-01	2.45E-07	2.41E-04	7.07E-01	1.08E-06	1.06E-03	1.89E-02	2.89E-08	2.85E-05	2.08E-02	3.17E-08	3.13E-05
Tung Lei Path	L059	1100-1200	2.35E-01	3.58E-07	3.53E-04	9.87E-01	1.50E-06	1.48E-03	2.52E-02	3.84E-08	3.79E-05	2.76E-02	4.21E-08	4.15E-05
Tung Lei Path	L059	1200-1300	1.99E-01	3.03E-07	2.99E-04	8.65E-01	1.32E-06	1.30E-03	2.34E-02	3.57E-08	3.52E-05	2.58E-02	3.93E-08	3.88E-05
Tung Lei Path	L059	1300-1400	1.64E-01	2.49E-07	2.46E-04	7.54E-01	1.15E-06	1.13E-03	2.19E-02	3.35E-08	3.30E-05	2.43E-02	3.70E-08	3.65E-05
Tung Lei Path	L059	1400-1500	2.79E-01	4.26E-07	4.20E-04	1.16E+00	1.77E-06	1.74E-03	2.99E-02	4.55E-08	4.49E-05	3.28E-02	5.00E-08	4.93E-05
Tung Lei Path	L059	1500-1600	2.43E-01	3.70E-07	3.65E-04	1.02E+00	1.56E-06	1.54E-03	2.66E-02	4.05E-08	3.99E-05	2.92E-02	4.45E-08	4.39E-05
Tung Lei Path	L059	1600-1700	1.88E-01	2.87E-07	2.83E-04	8.25E-01	1.26E-06	1.24E-03	2.05E-02	3.12E-08	3.08E-05	2.24E-02	3.41E-08	3.37E-05
Tung Lei Path	L059	1700-1800	1.01E-01	1.53E-07	1.51E-04	5.14E-01	7.84E-07	7.73E-04	1.48E-02	2.26E-08	2.23E-05	1.64E-02	2.49E-08	2.46E-05
Tung Lei Path	L059	1800-1900	1.28E-01	1.95E-07	1.93E-04	6.01E-01	9.17E-07	9.04E-04	1.66E-02	2.53E-08	2.49E-05	1.82E-02	2.78E-08	2.74E-05
Tung Lei Path	L059	1900-2000	1.70E-01	2.59E-07	2.55E-04	7.43E-01	1.13E-06	1.12E-03	2.16E-02	3.29E-08	3.24E-05	2.38E-02	3.62E-08	3.57E-05
Tung Lei Path	L059	2000-2100	8.49E-02	1.29E-07	1.28E-04	4.41E-01	6.72E-07	6.62E-04	1.51E-02	2.30E-08	2.27E-05	1.68E-02	2.56E-08	2.53E-05
Tung Lei Path	L059	2100-2200	6.75E-02	1.03E-07	1.01E-04	3.77E-01	5.75E-07	5.67E-04	1.26E-02	1.92E-08	1.89E-05	1.40E-02	2.13E-08	2.10E-05
Tung Lei Path	L059	2200-2300	7.65E-03	1.17E-08	1.15E-05	1.45E-01	2.20E-07	2.17E-04	1.16E-02	1.76E-08	1.74E-05	1.32E-02	2.01E-08	1.98E-05
Tung Lei Path	L059	2300-0000	7.19E-03	1.10E-08	1.08E-05	1.36E-01	2.07E-07	2.05E-04	1.10E-02	1.67E-08	1.65E-05	1.25E-02	1.90E-08	1.88E-05
Tung Lei Path	L060	0000-0100	2.45E-02	3.74E-08	3.75E-05	4.64E-01	7.09E-07	7.11E-04	3.32E-02	5.07E-08	5.08E-05	3.83E-02	5.85E-08	5.87E-05
Tung Lei Path	L060	0100-0200	2.45E-02	3.75E-08	3.76E-05	4.65E-01	7.10E-07	7.13E-04	3.32E-02	5.07E-08	5.08E-05	3.83E-02	5.85E-08	5.87E-05
Tung Lei Path	L060	0200-0300	2.45E-02	3.74E-08	3.76E-05	4.65E-01	7.10E-07	7.13E-04	3.32E-02	5.07E-08	5.08E-05	3.83E-02	5.85E-08	5.87E-05
Tung Lei Path	L060	0300-0400	2.45E-02	3.75E-08	3.76E-05	4.66E-01	7.12E-07	7.14E-04	3.32E-02	5.07E-08	5.08E-05	3.83E-02	5.85E-08	5.87E-05
Tung Lei Path	L060	0400-0500	2.46E-02	3.76E-08	3.77E-05	4.67E-01	7.13E-07	7.15E-04	3.32E-02	5.07E-08	5.08E-05	3.83E-02	5.85E-08	5.87E-05
Tung Lei Path	L060	0500-0600	3.78E-01	5.78E-07	5.80E-04	1.63E+00	2.48E-06	2.49E-03	4.93E-02	7.54E-08	7.56E-05	5.48E-02	8.37E-08	8.39E-05
Tung Lei Path	L060	0600-0700	1.67E-02	2.56E-08	2.57E-05	3.17E-01	4.85E-07	4.86E-04	2.30E-02	3.51E-08	3.52E-05	2.64E-02	4.04E-08	4.05E-05
Tung Lei Path	L060	0700-0800	2.06E-02	3.15E-08	3.16E-05	3.06E-01	4.67E-07	4.69E-04	1.26E-02	1.92E-08	1.93E-05	1.42E-02	2.18E-08	2.18E-05
Tung Lei Path	L060	0800-0900	2.07E-02	3.16E-08	3.17E-05	3.06E-01	4.68E-07	4.69E-04	1.26E-02	1.92E-08	1.93E-05	1.42E-02	2.18E-08	2.18E-05
Tung Lei Path	L060	0900-1000	3.37E-01	5.15E-07	5.17E-04	1.44E+00	2.20E-06	2.21E-03	3.52E-02	5.38E-08	5.40E-05	3.86E-02	5.90E-08	5.92E-05
Tung Lei Path	L060	1000-1100	2.37E-01	3.62E-07	3.63E-04	9.55E-01	1.46E-06	1.46E-03	3.32E-02	5.07E-08	5.08E-05	3.69E-02	5.64E-08	5.66E-05
Tung Lei Path	L060	1100-1200	3.06E-01	4.68E-07	4.69E-04	1.32E+00	2.01E-06	2.02E-03	4.01E-02	6.13E-08	6.15E-05	4.45E-02	6.80E-08	6.82E-05
Tung Lei Path	L060	1200-1300	2.27E-01	3.47E-07	3.48E-04	9.59E-01	1.47E-06	1.47E-03	2.68E-02	4.09E-08	4.10E-05	2.96E-02	4.52E-08	4.53E-05
Tung Lei Path	L060	1300-1400	2.61E-01	3.98E-07	4.00E-04	1.12E+00	1.71E-06	1.71E-03	3.40E-02	5.19E-08	5.21E-05	3.76E-02	5.75E-08	5.77E-05
Tung Lei Path	L060	1400-1500	4.50E-01	6.88E-07	6.90E-04	1.79E+00	2.74E-06	2.75E-03	4.66E-02	7.12E-08	7.14E-05	5.11E-02	7.81E-08	7.83E-05
Tung Lei Path	L060	1500-1600	4.08E-01	6.23E-07	6.25E-04	1.62E+00	2.47E-06	2.48E-03	4.09E-02	6.25E-08	6.26E-05	4.48E-02	6.84E-08	6.86E-05
Tung Lei Path	L060	1600-1700	4.00E-01	6.11E-07	6.13E-04	1.50E+00	2.30E-06	2.30E-03	3.83E-02	5.85E-08	5.86E-05	4.18E-02	6.39E-08	6.41E-05
Tung Lei Path	L060	1700-1800	2.46E-01	3.76E-07	3.77E-04	1.01E+00	1.54E-06	1.54E-03	2.95E-02	4.51E-08	4.52E-05	3.26E-02	4.98E-08	5.00E-05
Tung Lei Path	L060	1800-1900	3.41E-01	5.21E-07	5.22E-04	1.31E+00	2.00E-06	2.00E-03	3.57E-02	5.45E-08	5.47E-05	3.92E-02	5.99E-08	6.00E-05
Tung Lei Path	L060	1900-2000	4.87E-01	7.45E-07	7.47E-04	1.90E+00	2.91E-06	2.91E-03	4.79E-02	7.32E-08	7.35E-05	5.24E-02	8.00E-08	8.03E-05
Tung Lei Path	L060	2000-2100	2.57E-01	3.93E-07	3.94E-04	1.10E+00	1.68E-06	1.69E-03	3.40E-02	5.19E-08	5.21E-05	3.76E-02	5.75E-08	5.77E-05
Tung Lei Path	L060	2100-2200	1.53E-01	2.34E-07	2.35E-04	7.19E-01	1.10E-06	1.10E-03	2.10E-02	3.21E-08	3.22E-05	2.33E-02	3.56E-08	3.57E-05
Tung Lei Path	L060	2200-2300	2.57E-01	3.93E-07	3.94E-04	1.10E+00	1.68E-06	1.69E-03	3.40E-02	5.19E-08	5.21E-05	3.76E-02	5.75E-08	5.77E-05
Tung Lei Path	L060	2300-0000	2.02E-01	3.09E-07	3.10E-04	9.51E-01	1.45E-06	1.46E-03	3.38E-02	5.16E-08	5.18E-05	3.78E-02	5.78E-08	5.79E-05
Ng Lau Road	L061	0000-0100	5.19E-02	7.88E-08	1.42E-04	3.41E-01	5.18E-07	9.31E-04	7.34E-03	1.11E-08	2.01E-05	8.05E-03	1.22E-08	2.20E-05
Ng Lau Road	L061	0100-0200	8.29E-02	1.26E-07	2.26E-04	4.88E-01	7.40E-07	1.33E-03	9.52E-03	1.45E-08	2.60E-05	1.04E-02	1.58E-08	2.85E-05
Ng Lau Road	L061	0200-0300	2.88E-02	4.37E-08	7.86E-05	2.77E-01	4.21E-07	7.57E-04	5.13E-03	7.78E-09	1.40E-05	5.70E-03	8.65E-09	1.56E-05
Ng Lau Road	L061	0300-0400	3.66E-02	5.55E-08	1.00E-04	3.10E-01	4.70E-07	8.46E-04	6.35E-03	9.64E-09	1.73E-05	7.07E-03	1.07E-08	1.93E-05
Ng Lau Road	L061	0400-0500	3.59E-02	5.45E-08	9.82E-05	2.86E-01	4.34E-07	7.81E-04	6.60E-03	1.00E-08	1.80E-05	7.35E-03	1.12E-08	2.01E-05
Ng Lau Road	L061	0500-0600	1.55E-01	2.35E-07	4.23E-04	7.10E-01	1.08E-06	1.94E-03	1.56E-02	2.37E-08	4.27E-05	1.71E-02	2.59E-08	4.66E-05
Ng Lau Road	L061	0600-0700	1.70E-01	5.16E-07	9.29E-04	6.58E-01	2.00E-06	3.60E-03	1.67E-02	5.07E-08	9.13E-05	1.82E-02	5.53E-08	9.95E-05
Ng Lau Road	L061	0700-0800	1.33E-01	6.05E-07	1.09E-03	5.52E-01	2.51E-06	4.53E-03	1.38E-02	6.27E-08	1.13E-04	1.50E-02	6.82E-08	1.23E-04
Ng Lau Road	L061	0800-0900	1.34E-01	6.10E-07	1.10E-03	5.46E-01	2.49E-06	4.47E-03	1.34E-02	6.11E-08	1.10E-04	1.46E-02	6.65E-08	1.20E-04
Ng Lau Road	L061	0900-1000	1.72E-01	5.21E-07	9.37E-04	7.45E-01	2.26E-06	4.07E-03	1.66E-02	5.05E-08	9.09E-05	1.81E-02	5.50E-08	9.90E-05
Ng Lau Road	L061	1000-1100	1.47E-01	4.48E-07	8.06E-04	6.49E-01	1.97E-06	3.55E-03	1.44E-02	4.37E-08	7.86E-05	1.57E-02	4.76E-08	8.56E-05
Ng Lau Road	L061	1100-1200	2.00E-01	6.08E-07	1.09E-03	8.36E-01	2.54E-06	4.57E-03	1.88E-02	5.71E-08	1.03E-04	2.05E-02	6.22E-08	1.12E-04
Ng Lau Road	L061	1200-1300	1.83E-01	5.54E-07	9.97E-04	7.46E-01	2.27E-06	4.08E-03	1.74E-02	5.28E-08	9.51E-05	1.89E-02	5.75E-08	1.04E-04
Ng Lau Road	L061	1300-1400	1.51E-01	4.58E-07	8.24E-04	6.70E-01	2.03E-06	3.66E-03	1.51E-02	4.57E-08	8.23E-05	1.64E-02	4.98E-08	8.96E-05
Ng Lau Road	L061	1400-1500	2.17E-01	6.57E-07	1.18E-03	8.87E-01	2.69E-06	4.85E-03	2.02E-02	6.14E-08	1.10E-04	2.20E-02	6.68E-08	1.20E-04
Ng Lau Road	L061	1500-1600	1.76E-01	5.33E-07	9.59E-04	7.30E-01	2.21E-06	3.99E-03	1.68E-02	5.10E-08	9.18E-05	1.83E-02	5.55E-08	9.99E-05
Ng Lau Road	L061	1600-1700	1.58E-01	7.20E-07	1.30E-03	7.00E-01	3.19E-06	5.73E-03	1.64E-02	7.48E-08	1.35E-04	1.79E-02	8.15E-08	1.47E-04
Ng Lau Road	L061	1700-1800	1.11E-01	5.04E-07	9.08E-04	5.34E-01	2.43E-06	4.38E-03	1.30E-02	5.92E-08	1.07E-04	1.42E-02	6.46E-08	1.16E-04
Ng Lau Road	L061	1800-1900	1.10E-01	5.01E-07	9.02E-04	5.30E-01	2.41E-06	4.35E-03	1.31E-02	5.95E-08	1.07E-04	1.43E-02	6.49E-08	1.17E-04
Ng Lau Road	L061	1900-2000	1.52E-01	4.61E-07	8.29E-04	6.56E-01	1.99E-06	3.59E-03	1.61E-02	4.88E-08	8.78E-05	1.75E-02	5.32E-08	9.57E-05
Ng Lau Road	L061	2000-2100	6.29E-02	1.91E-07	3.44E-04	3.52E-01	1.07E-06	1.92E-03	8.73E-03	2.65E-08	4.77E-05	9.56E-03	2.90E-08	5.22E-05
Ng Lau Road	L061	2100-2200	5.06E-02	1.53E-07	2.76E-04	2.94E-01	8.93E-07	1.61E-03	7.40E-03	2.25E-08	4.04E-05	8.09E-03	2.46E-08	4.42E-05
Ng Lau Road	L061	2200-2300	7.78E-02	2.36E-07	4.25E-04	3.96E-01	1.20E-06	2.16E-03	1.00E-02	3.05E-08	5.48E-05	1.10E-02	3.34E-08	6.01E-05
Ng Lau Road	L061	2300-0000	2.89E-02	4.39E-08	7.91E-05	2.35E-01	3.57E-07	6.42E-04	5.06E-03	7.68E-09	1.38E-05	5.53E-03	8.39E-09	1.51E-05
Ng Lau Road	L062	0000-0100	2.19E-02	3.32E-08	5.89E-05	2.26E-01	3.43E-07	6.07E-04	6.46E-03	9.81E-09	1.74E-05	7.23E-03	1.10E-08	1.95E-05
Ng Lau Road	L062	0100-0200	9.49E-02	1.44E-07	2.55E-04	4.39E-01	6.67E-07	1.18E-03	8.67E-03	1.32E-08	2.33E-05	9.51E-03	1.44E-08	2.56E-05
Ng Lau Road	L062	0200-0300	2.85E-02	4.32E-08	7.66E-05	2.65E-01	4.03E-07	7.14E-04	5.25E-03	7.98E-09	1.41E-05	5.83E-03	8.86E-09	1.57E-05
Ng Lau Road	L062	0300-0400	5.57E-02	8.46E-08	1.50E-04	3.47E-01	5.26E-07	9.33E-04	7.79E-03	1.18E-08	2.10E-05	8.63E-03	1.31E-08	2.32E-05
Ng Lau Road	L062	0400-0500	4.74E-02	7.20E-08	1.28E-04	2.97E-01	4.51E-07	7.99E-04	6.75E-03	1.03E-08	1.82E-05	7.46E-03	1.13E-08	2.01E-05
Ng Lau Road	L062	0500-0600	2.05E-01	3.12E-07	5.52E-04	7.96E-01	1.21E-06	2.14E-03	1.80E-02	2.74E-08	4.85E-05	1.97E-02	2.99E-08	5.30E-05
Ng Lau Road	L062	0600-0700	2.40E-01	7.29E-07	1.29E-03	8.70E-01	2.64E-06	4.68E-03	2.04E-02	6.20E-08	1.10E-04	2.22E-02	6.74E-08	1.19E-04
Ng Lau Road	L062	0700-0800	1.92E-01	8.75E-07	1.55E-03	7.48E-01	3.41E-06	6.04E-03	1.75E-02	7.99E-08	1.42E-04	1.91E-02	8.70E-08	1.54E-04
Ng Lau Road	L062	0800-0900	1.92E-01	8.76E-07	1.55E-03	7.31E-01	3.33E-06	5.91E-03	1.70E-02	7.76E-08	1.38E-04	1.85E-02	8.45E-08	1.50E-04
Ng Lau Road	L062	0900-1000	2.36E-01	1.07E-06	1.90E-03	8.57E-01	3.91E-06	6.92E-03	1.97E-02	8.99E-08	1.59E-04	2.15E-02	9.80E-08	1.74E-04
Ng Lau Road	L062	1000-1100	1.71E-01	5.18E-07	9.18E-04	6.34E-01	1.93E-06	3.42E-03	1.50E-02	4.55E-08	8.07E-05	1.64E-02	4.97E-08	8.80E-05
Ng Lau Road	L062	1100-1200	2.13E-01	6.47E-07	1.15E-03	7.89E-01	2.40E-06	4.25E-03	1.86E-02	5.64E-08	1.00E-04	2.02E-02	6.15E-08	1.09E-04
Ng Lau Road	L062	1200-1300	1.97E-01	5.98E-07	1.06E-03	7.17E-01	2.18E-06	3.86E-03	1.75E-02	5.32E-08	9.43E-05	1.91E-02	5.81E-08	1.03E-04
Ng Lau Road	L062	1300-1400	1.62E-01	4.92E-07	8.73E-04	6.24E-01	1.90E-06	3.36E-03	1.55E-02	4.71E-08	8.34E-05	1.70E-02	5.15E-08	9.13E-05
Ng Lau Road	L062	1400-1500	2.45E-01	1.11E-06	1.97E-03	8.81E-01	4.02E-06	7.12E-03	2.09E-02	9.52E-08	1.69E-04	2.28E-02	1.04E-07	1.84E-04
Ng Lau Road	L062	1500-1600	2.30E-01	1.05E-06	1.86E-03	8.10E-01	3.69E-06	6.54E-03	1.90E-02	8.67E-08	1.54E-04	2.07E-02	9.44E-08	1.67E-04
Ng Lau Road	L062	1600-1700	1.51E-01	6.88E-07	1.22E-03	5.12E-01	2.33E-06	4.14E-03	1.38E-02	6.28E-08	1.11E-04	1.51E-02	6.87E-08	1.22E-04
Ng Lau Road	L062	1700-1800	8.91E-02	4.06E-07	7.20E-04	3.53E-01	1.61E-06	2.85E-03	1.10E-02	5.03E-08	8.92E-05	1.22E-02	5.55E-08	9.84E-05
Ng Lau Road	L062	1800-1900	7.40E-02	3.37E-07	5.98E-04	3.11E-01	1.42E-06	2.51E-03	1.03E-02	4.71E-08	8.35E-05	1.14E-02	5.21E-08	9.23E-05
Ng Lau Road	L062	1900-2000	1.87E-01	8.50E-07	1.51E-03	6.68E-01	3.04E-06	5.39E-03	1.69E-02	7.71E-08	1.37E-04	1.85E-02	8.42E-08	1.49E-04
Ng Lau Road	L062	2000-2100	8.49E-02	2.58E-07	4.57E-04	3.69E-01	1.12E-06	1.98E-03	9.76E-03	2.96E-08	5.25E-05	1.07E-02	3.26E-08	5.77E-05
Ng Lau Road	L062	2100-2200	6.54E-02	1.99E-07	3.52E-04	3.16E-01	9.59E-07	1.70E-03	8.67E-03	2.63E-08	4.67E-05	9.54E-03	2.90E-08	5.13E-05
Ng Lau Road	L062	2200-2300	7.22E-02	2.19E-07	3.89E-04	3.43E-01	1.04E-06	1.84E-03	9.62E-03	2.92E-08	5.18E-05	1.06E-02	3.22E-08	5.71E-05
Ng Lau Road	L062	2300-0000	7.11E-02	1.08E-07	1.91E-04	3.37E-01	5.12E-07	9.07E-04	8.77E-03	1.33E-08	2.36E-05	9.65E-03	1.47E-08	2.60E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Tsing Chuen Wai Road	L063	0000-0100	2.97E-02	3.60E-08	2.89E-04	2.38E-01	2.89E-07	2.32E-03	7.46E-03	9.06E-09	7.27E-05	8.32E-03	1.01E-08	8.10E-05
Tsing Chuen Wai Road	L063	0100-0200	3.57E-02	4.34E-08	3.48E-04	2.74E-01	3.33E-07	2.67E-03	6.73E-03	8.17E-09	6.55E-05	7.48E-03	9.08E-09	7.29E-05
Tsing Chuen Wai Road	L063	0200-0300	4.33E-02	5.26E-08	4.22E-04	3.00E-01	3.64E-07	2.92E-03	8.02E-03	9.73E-09	7.81E-05	8.93E-03	1.08E-08	8.69E-05
Tsing Chuen Wai Road	L063	0300-0400	4.58E-02	5.56E-08	4.46E-04	2.85E-01	3.47E-07	2.78E-03	8.18E-03	9.93E-09	7.97E-05	9.15E-03	1.11E-08	8.91E-05
Tsing Chuen Wai Road	L063	0400-0500	5.06E-02	6.15E-08	4.93E-04	3.14E-01	3.82E-07	3.06E-03	9.43E-03	1.14E-08	9.18E-05	1.05E-02	1.28E-08	1.02E-04
Tsing Chuen Wai Road	L063	0500-0600	4.35E-02	5.28E-08	4.23E-04	3.02E-01	3.67E-07	2.94E-03	8.02E-03	9.73E-09	7.81E-05	8.93E-03	1.08E-08	8.69E-05
Tsing Chuen Wai Road	L063	0600-0700	1.19E-01	1.44E-07	1.16E-03	4.60E-01	5.59E-07	4.48E-03	1.36E-02	1.65E-08	1.32E-04	1.49E-02	1.80E-08	1.45E-04
Tsing Chuen Wai Road	L063	0700-0800	7.81E-02	1.90E-07	1.52E-03	3.35E-01	8.13E-07	6.52E-03	9.28E-03	2.25E-08	1.81E-04	1.01E-02	2.45E-08	1.97E-04
Tsing Chuen Wai Road	L063	0800-0900	9.64E-02	2.34E-07	1.88E-03	3.86E-01	9.37E-07	7.52E-03	1.06E-02	2.57E-08	2.06E-04	1.15E-02	2.79E-08	2.24E-04
Tsing Chuen Wai Road	L063	0900-1000	7.63E-02	1.85E-07	1.49E-03	3.76E-01	9.12E-07	7.32E-03	8.99E-03	2.18E-08	1.75E-04	9.82E-03	2.38E-08	1.91E-04
Tsing Chuen Wai Road	L063	1000-1100	8.87E-02	2.15E-07	1.73E-03	4.05E-01	9.84E-07	7.89E-03	1.05E-02	2.55E-08	2.04E-04	1.15E-02	2.79E-08	2.24E-04
Tsing Chuen Wai Road	L063	1100-1200	9.58E-02	2.33E-07	1.87E-03	4.33E-01	1.05E-06	8.43E-03	1.11E-02	2.70E-08	2.16E-04	1.22E-02	2.95E-08	2.37E-04
Tsing Chuen Wai Road	L063	1200-1300	1.07E-01	2.59E-07	2.08E-03	4.47E-01	1.09E-06	8.71E-03	1.10E-02	2.67E-08	2.14E-04	1.20E-02	2.91E-08	2.34E-04
Tsing Chuen Wai Road	L063	1300-1400	5.77E-02	7.00E-08	5.62E-04	2.91E-01	3.53E-07	2.83E-03	7.88E-03	9.57E-09	7.67E-05	8.59E-03	1.04E-08	8.37E-05
Tsing Chuen Wai Road	L063	1400-1500	6.99E-02	8.48E-08	6.80E-04	3.20E-01	3.89E-07	3.12E-03	8.22E-03	9.97E-09	8.00E-05	8.96E-03	1.09E-08	8.72E-05
Tsing Chuen Wai Road	L063	1500-1600	8.75E-02	2.13E-07	1.71E-03	3.74E-01	9.07E-07	7.28E-03	9.22E-03	2.24E-08	1.80E-04	1.01E-02	2.44E-08	1.96E-04
Tsing Chuen Wai Road	L063	1600-1700	6.39E-02	1.55E-07	1.25E-03	3.42E-01	8.31E-07	6.66E-03	8.54E-03	2.07E-08	1.66E-04	9.31E-03	2.26E-08	1.81E-04
Tsing Chuen Wai Road	L063	1700-1800	4.78E-02	1.16E-07	9.30E-04	2.85E-01	6.93E-07	5.56E-03	7.42E-03	1.80E-08	1.45E-04	8.11E-03	1.97E-08	1.58E-04
Tsing Chuen Wai Road	L063	1800-1900	4.43E-02	1.08E-07	8.63E-04	2.66E-01	6.45E-07	5.18E-03	7.14E-03	1.73E-08	1.39E-04	7.81E-03	1.90E-08	1.52E-04
Tsing Chuen Wai Road	L063	1900-2000	3.95E-02	9.60E-08	7.70E-04	2.28E-01	5.53E-07	4.43E-03	6.83E-03	1.66E-08	1.33E-04	7.48E-03	1.82E-08	1.46E-04
Tsing Chuen Wai Road	L063	2000-2100	3.27E-02	7.95E-08	6.37E-04	2.38E-01	5.78E-07	4.64E-03	6.49E-03	1.58E-08	1.26E-04	7.11E-03	1.73E-08	1.38E-04
Tsing Chuen Wai Road	L063	2100-2200	1.99E-02	4.84E-08	3.88E-04	1.81E-01	4.40E-07	3.53E-03	5.28E-03	1.28E-08	1.03E-04	5.79E-03	1.41E-08	1.13E-04
Tsing Chuen Wai Road	L063	2200-2300	1.33E-02	1.61E-08	1.29E-04	1.39E-01	1.68E-07	1.35E-03	4.26E-03	5.17E-09	4.15E-05	4.65E-03	5.65E-09	4.53E-05
Tsing Chuen Wai Road	L063	2300-0000	2.16E-02	2.62E-08	2.11E-04	1.99E-01	2.42E-07	1.94E-03	6.30E-03	7.65E-09	6.14E-05	7.01E-03	8.51E-09	6.83E-05
Ng Lau Road	L064	0000-0100	5.14E-02	7.87E-08	1.40E-04	3.46E-01	5.30E-07	9.44E-04	7.03E-03	1.08E-08	1.92E-05	7.71E-03	1.18E-08	2.10E-05
Ng Lau Road	L064	0100-0200	1.18E-01	1.80E-07	3.21E-04	6.07E-01	9.30E-07	1.66E-03	1.27E-02	1.95E-08	3.48E-05	1.40E-02	2.14E-08	3.81E-05
Ng Lau Road	L064	0200-0300	3.67E-02	5.62E-08	1.00E-04	3.15E-01	4.82E-07	8.59E-04	6.29E-03	9.63E-09	1.71E-05	7.00E-03	1.07E-08	1.91E-05
Ng Lau Road	L064	0300-0400	3.69E-02	5.65E-08	1.01E-04	3.21E-01	4.92E-07	8.77E-04	6.22E-03	9.53E-09	1.70E-05	6.94E-03	1.06E-08	1.89E-05
Ng Lau Road	L064	0400-0500	3.62E-02	5.55E-08	9.89E-05	2.98E-01	4.56E-07	8.12E-04	6.48E-03	9.92E-09	1.77E-05	7.21E-03	1.10E-08	1.97E-05
Ng Lau Road	L064	0500-0600	2.03E-01	3.11E-07	5.54E-04	8.88E-01	1.36E-06	2.42E-03	2.02E-02	3.09E-08	5.50E-05	2.21E-02	3.38E-08	6.02E-05
Ng Lau Road	L064	0600-0700	1.83E-01	2.80E-07	4.99E-04	7.27E-01	1.11E-06	1.98E-03	1.74E-02	2.67E-08	4.75E-05	1.90E-02	2.90E-08	5.17E-05
Ng Lau Road	L064	0700-0800	1.56E-01	4.77E-07	8.49E-04	6.62E-01	2.03E-06	3.61E-03	1.58E-02	4.85E-08	8.64E-05	1.73E-02	5.30E-08	9.43E-05
Ng Lau Road	L064	0800-0900	1.50E-01	4.61E-07	8.20E-04	6.27E-01	1.92E-06	3.42E-03	1.49E-02	4.56E-08	8.12E-05	1.62E-02	4.98E-08	8.86E-05
Ng Lau Road	L064	0900-1000	2.15E-01	6.57E-07	1.17E-03	9.15E-01	2.80E-06	4.99E-03	2.02E-02	6.17E-08	1.10E-04	2.19E-02	6.72E-08	1.20E-04
Ng Lau Road	L064	1000-1100	1.81E-01	5.54E-07	9.87E-04	7.54E-01	2.31E-06	4.11E-03	1.68E-02	5.16E-08	9.19E-05	1.83E-02	5.62E-08	1.00E-04
Ng Lau Road	L064	1100-1200	2.26E-01	6.93E-07	1.23E-03	9.42E-01	2.89E-06	5.14E-03	2.09E-02	6.40E-08	1.14E-04	2.27E-02	6.96E-08	1.24E-04
Ng Lau Road	L064	1200-1300	2.13E-01	6.53E-07	1.16E-03	8.75E-01	2.68E-06	4.77E-03	2.04E-02	6.26E-08	1.12E-04	2.23E-02	6.83E-08	1.22E-04
Ng Lau Road	L064	1300-1400	1.60E-01	4.91E-07	8.74E-04	7.07E-01	2.17E-06	3.86E-03	1.62E-02	4.96E-08	8.83E-05	1.77E-02	5.41E-08	9.64E-05
Ng Lau Road	L064	1400-1500	2.58E-01	7.90E-07	1.41E-03	1.06E+00	3.24E-06	5.78E-03	2.41E-02	7.39E-08	1.32E-04	2.63E-02	8.05E-08	1.43E-04
Ng Lau Road	L064	1500-1600	2.16E-01	6.62E-07	1.18E-03	8.94E-01	2.74E-06	4.88E-03	2.07E-02	6.35E-08	1.13E-04	2.26E-02	6.92E-08	1.23E-04
Ng Lau Road	L064	1600-1700	1.66E-01	5.08E-07	9.04E-04	7.15E-01	2.19E-06	3.90E-03	1.67E-02	5.12E-08	9.12E-05	1.82E-02	5.58E-08	9.94E-05
Ng Lau Road	L064	1700-1800	1.28E-01	5.89E-07	1.05E-03	6.00E-01	2.76E-06	4.91E-03	1.45E-02	6.65E-08	1.18E-04	1.58E-02	7.27E-08	1.29E-04
Ng Lau Road	L064	1800-1900	1.31E-01	6.02E-07	1.07E-03	6.01E-01	2.76E-06	4.92E-03	1.48E-02	6.79E-08	1.21E-04	1.61E-02	7.42E-08	1.32E-04
Ng Lau Road	L064	1900-2000	2.06E-01	6.31E-07	1.12E-03	8.59E-01	2.63E-06	4.68E-03	2.09E-02	6.39E-08	1.14E-04	2.27E-02	6.96E-08	1.24E-04
Ng Lau Road	L064	2000-2100	7.57E-02	2.32E-07	4.13E-04	4.15E-01	1.27E-06	2.26E-03	9.67E-03	2.96E-08	5.28E-05	1.06E-02	3.24E-08	5.77E-05
Ng Lau Road	L064	2100-2200	7.42E-02	2.27E-07	4.05E-04	4.01E-01	1.23E-06	2.19E-03	9.48E-03	2.90E-08	5.17E-05	1.04E-02	3.18E-08	5.66E-05
Ng Lau Road	L064	2200-2300	5.91E-02	9.05E-08	1.61E-04	3.52E-01	5.39E-07	9.60E-04	8.22E-03	1.26E-08	2.24E-05	9.01E-03	1.38E-08	2.46E-05
Ng Lau Road	L064	2300-0000	5.01E-02	7.67E-08	1.37E-04	3.26E-01	4.99E-07	8.89E-04	6.97E-03	1.07E-08	1.90E-05	7.65E-03	1.17E-08	2.09E-05
Ng Lau Road	L065	0000-0100	2.24E-02	3.44E-08	6.15E-05	2.30E-01	3.52E-07	6.29E-04	5.98E-03	9.17E-09	1.64E-05	6.67E-03	1.02E-08	1.83E-05
Ng Lau Road	L065	0100-0200	8.93E-02	1.37E-07	2.45E-04	4.29E-01	6.58E-07	1.18E-03	8.42E-03	1.29E-08	2.31E-05	9.24E-03	1.42E-08	2.53E-05
Ng Lau Road	L065	0200-0300	3.53E-02	5.41E-08	9.69E-05	2.79E-01	4.28E-07	7.66E-04	5.28E-03	8.08E-09	1.45E-05	5.81E-03	8.91E-09	1.59E-05
Ng Lau Road	L065	0300-0400	4.16E-02	6.37E-08	1.14E-04	3.04E-01	4.66E-07	8.34E-04	6.06E-03	9.29E-09	1.66E-05	6.72E-03	1.03E-08	1.84E-05
Ng Lau Road	L065	0400-0500	5.26E-02	8.05E-08	1.44E-04	2.98E-01	4.56E-07	8.16E-04	6.40E-03	9.81E-09	1.76E-05	7.04E-03	1.08E-08	1.93E-05
Ng Lau Road	L065	0500-0600	1.91E-01	2.93E-07	5.25E-04	7.48E-01	1.15E-06	2.05E-03	1.70E-02	2.60E-08	4.65E-05	1.85E-02	2.84E-08	5.08E-05
Ng Lau Road	L065	0600-0700	2.09E-01	6.40E-07	1.15E-03	7.49E-01	2.29E-06	4.11E-03	1.82E-02	5.58E-08	9.99E-05	1.99E-02	6.08E-08	1.09E-04
Ng Lau Road	L065	0700-0800	1.74E-01	1.07E-06	1.91E-03	6.94E-01	4.25E-06	7.61E-03	1.68E-02	1.03E-07	1.84E-04	1.83E-02	1.12E-07	2.00E-04
Ng Lau Road	L065	0800-0900	1.80E-01	1.10E-06	1.97E-03	6.90E-01	4.22E-06	7.56E-03	1.66E-02	1.01E-07	1.82E-04	1.80E-02	1.11E-07	1.98E-04
Ng Lau Road	L065	0900-1000	2.01E-01	1.23E-06	2.20E-03	7.61E-01	4.66E-06	8.35E-03	1.78E-02	1.09E-07	1.95E-04	1.94E-02	1.19E-07	2.13E-04
Ng Lau Road	L065	1000-1100	1.53E-01	7.04E-07	1.26E-03	5.93E-01	2.72E-06	4.87E-03	1.39E-02	6.40E-08	1.15E-04	1.52E-02	6.97E-08	1.25E-04
Ng Lau Road	L065	1100-1200	1.80E-01	8.29E-07	1.48E-03	7.01E-01	3.22E-06	5.76E-03	1.66E-02	7.63E-08	1.37E-04	1.81E-02	8.33E-08	1.49E-04
Ng Lau Road	L065	1200-1300	1.69E-01	7.79E-07	1.39E-03	6.46E-01	2.97E-06	5.31E-03	1.57E-02	7.20E-08	1.29E-04	1.71E-02	7.86E-08	1.41E-04
Ng Lau Road	L065	1300-1400	1.49E-01	6.84E-07	1.22E-03	5.88E-01	2.70E-06	4.84E-03	1.46E-02	6.72E-08	1.20E-04	1.60E-02	7.34E-08	1.31E-04
Ng Lau Road	L065	1400-1500	1.92E-01	8.81E-07	1.58E-03	7.22E-01	3.32E-06	5.93E-03	1.71E-02	7.84E-08	1.40E-04	1.86E-02	8.55E-08	1.53E-04
Ng Lau Road	L065	1500-1600	1.97E-01	1.21E-06	2.16E-03	7.17E-01	4.39E-06	7.87E-03	1.71E-02	1.05E-07	1.87E-04	1.86E-02	1.14E-07	2.04E-04
Ng Lau Road	L065	1600-1700	1.22E-01	7.49E-07	1.34E-03	4.73E-01	2.90E-06	5.19E-03	1.27E-02	7.81E-08	1.40E-04	1.40E-02	8.55E-08	1.53E-04
Ng Lau Road	L065	1700-1800	8.43E-02	6.46E-07	1.16E-03	3.72E-01	2.85E-06	5.10E-03	1.12E-02	8.56E-08	1.53E-04	1.23E-02	9.39E-08	1.68E-04
Ng Lau Road	L065	1800-1900	6.32E-02	3.87E-07	6.93E-04	3.04E-01	1.86E-06	3.34E-03	9.67E-03	5.93E-08	1.06E-04	1.07E-02	6.55E-08	1.17E-04
Ng Lau Road	L065	1900-2000	1.35E-01	6.18E-07	1.11E-03	5.21E-01	2.39E-06	4.29E-03	1.36E-02	6.23E-08	1.12E-04	1.48E-02	6.81E-08	1.22E-04
Ng Lau Road	L065	2000-2100	7.13E-02	3.28E-07	5.87E-04	3.49E-01	1.60E-06	2.87E-03	9.32E-03	4.28E-08	7.67E-05	1.02E-02	4.70E-08	8.41E-05
Ng Lau Road	L065	2100-2200	5.20E-02	2.39E-07	4.28E-04	2.79E-01	1.28E-06	2.30E-03	8.10E-03	3.72E-08	6.67E-05	8.92E-03	4.10E-08	7.34E-05
Ng Lau Road	L065	2200-2300	5.27E-02	1.61E-07	2.89E-04	2.81E-01	8.61E-07	1.54E-03	8.00E-03	2.45E-08	4.39E-05	8.83E-03	2.71E-08	4.84E-05
Ng Lau Road	L065	2300-0000	7.19E-02	2.20E-07	3.94E-04	3.52E-01	1.08E-06	1.93E-03	8.70E-03	2.67E-08	4.77E-05	9.58E-03	2.93E-08	5.25E-05
Ng Lau Road	L066	0000-0100	5.31E-02	8.19E-08	4.66E-05	3.60E-01	5.55E-07	3.16E-04	7.40E-03	1.14E-08	6.50E-06	8.12E-03	1.25E-08	7.13E-06
Ng Lau Road	L066	0100-0200	8.20E-02	1.27E-07	7.20E-05	4.81E-01	7.42E-07	4.22E-04	9.33E-03	1.44E-08	8.19E-06	1.02E-02	1.58E-08	8.98E-06
Ng Lau Road	L066	0200-0300	3.06E-02	4.73E-08	2.69E-05	2.97E-01	4.58E-07	2.60E-04	5.44E-03	8.39E-09	4.77E-06	6.04E-03	9.31E-09	5.30E-06
Ng Lau Road	L066	0300-0400	3.67E-02	5.67E-08	3.22E-05	3.16E-01	4.87E-07	2.77E-04	6.29E-03	9.70E-09	5.52E-06	7.00E-03	1.08E-08	6.15E-06
Ng Lau Road	L066	0400-0500	2.85E-02	4.39E-08	2.50E-05	2.66E-01	4.10E-07	2.33E-04	5.25E-03	8.11E-09	4.61E-06	5.83E-03	9.00E-09	5.12E-06
Ng Lau Road	L066	0500-0600	1.48E-01	2.29E-07	1.30E-04	6.71E-01	1.04E-06	5.89E-04	1.48E-02	2.29E-08	1.30E-05	1.62E-02	2.50E-08	1.42E-05
Ng Lau Road	L066	0600-0700	1.79E-01	5.52E-07	3.14E-04	7.21E-01	2.23E-06	1.27E-03	1.77E-02	5.47E-08	3.11E-05	1.93E-02	5.97E-08	3.39E-05
Ng Lau Road	L066	0700-0800	1.29E-01	5.96E-07	3.39E-04	5.71E-01	2.64E-06	1.50E-03	1.36E-02	6.31E-08	3.59E-05	1.48E-02	6.87E-08	3.91E-05
Ng Lau Road	L066	0800-0900	1.28E-01	5.94E-07	3.38E-04	5.64E-01	2.61E-06	1.49E-03	1.32E-02	6.12E-08	3.48E-05	1.44E-02	6.66E-08	3.79E-05
Ng Lau Road	L066	0900-1000	1.62E-01	7.49E-07	4.26E-04	7.40E-01	3.43E-06	1.95E-03	1.62E-02	7.50E-08	4.27E-05	1.76E-02	8.16E-08	4.64E-05
Ng Lau Road	L066	1000-1100	1.37E-01	4.22E-07	2.40E-04	6.26E-01	1.93E-06	1.10E-03	1.37E-02	4.23E-08	2.41E-05	1.49E-02	4.61E-08	2.62E-05
Ng Lau Road	L066	1100-1200	1.74E-01	5.36E-07	3.05E-04	7.51E-01	2.32E-06	1.32E-03	1.68E-02	5.18E-08	2.95E-05	1.83E-02	5.64E-08	3.21E-05
Ng Lau Road	L066	1200-1300	1.57E-01	4.85E-07	2.76E-04	6.75E-01	2.08E-06	1.18E-03	1.54E-02	4.77E-08	2.71E-05	1.68E-02	5.19E-08	2.95E-05
Ng Lau Road	L066	1300-1400	1.24E-01	3.83E-07	2.18E-04	5.85E-01	1.81E-06	1.03E-03	1.30E-02	4.02E-08	2.29E-05	1.42E-02	4.38E-08	2.49E-05
Ng Lau Road	L066	1400-1500	1.93E-01	8.96E-07	5.09E-04	8.22E-01	3.81E-06	2.16E-03	1.86E-02	8.60E-08	4.89E-05	2.02E-02	9.36E-08	5.33E-05
Ng Lau Road	L066	1500-1600	1.68E-01	7.76E-07	4.41E-04	7.23E-01	3.35E-06	1.91E-03	1.64E-02	7.58E-08	4.31E-05	1.78E-02	8.25E-08	4.69E-05
Ng Lau Road	L066	1600-1700	1.35E-01	6.23E-07	3.54E-04	6.09E-01	2.82E-06	1.60E-03	1.44E-02	6.65E-08	3.78E-05	1.56E-02	7.24E-08	4.12E-05
Ng Lau Road	L066	1700-1800	1.07E-01	6.62E-07	3.76E-04	5.29E-01	3.26E-06	1.86E-03	1.28E-02	7.88E-08	4.48E-05	1.40E-02	8.61E-08	4.90E-05
Ng Lau Road	L066	1800-1900	1.12E-01	6.89E-07	3.92E-04	5.37E-01	3.31E-06	1.88E-03	1.32E-02	8.17E-08	4.65E-05	1.45E-02	8.93E-08	5.08E-05
Ng Lau Road	L066	1900-2000	1.48E-01	6.85E-07	3.90E-04	6.55E-01	3.03E-06	1.73E-03	1.60E-02	7.42E-08	4.22E-05	1.75E-02	8.08E-08	4.60E-05
Ng Lau Road	L066	2000-2100	5.94E-02	1.83E-07	1.04E-04	3.67E-01	1.13E-06	6.44E-04	8.49E-03	2.62E-08	1.49E-05	9.28E-03	2.86E-08	1.63E-05
Ng Lau Road	L066	2100-2200	5.39E-02	1.66E-07	9.46E-05	3.20E-01	9.89E-07	5.62E-04	7.78E-03	2.40E-08	1.37E-05	8.50E-03	2.62E-08	1.49E-05
Ng Lau Road	L066	2200-2300	6.71E-02	2.07E-07	1.18E-04	3.67E-01	1.13E-06	6.44E-04	8.83E-03	2.73E-08	1.55E-05	9.67E-03	2.98E-08	1.70E-05
Ng Lau Road	L066	2300-0000	3.01E-02	4.65E-08	2.64E-05	2.54E-01	3.91E-07	2.23E-04	5.12E-03	7.90E-09	4.49E-06	5.59E-03	8.63E-09	4.91E-06

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Ng Lau Road	L067	0000-0100	1.61E-02	2.48E-08	1.38E-05	2.19E-01	3.38E-07	1.88E-04	5.49E-03	8.46E-09	4.71E-06	6.13E-03	9.46E-09	5.27E-06
Ng Lau Road	L067	0100-0200	9.69E-02	1.50E-07	8.33E-05	4.64E-01	7.17E-07	3.99E-04	8.92E-03	1.38E-08	7.67E-06	9.78E-03	1.51E-08	8.41E-06
Ng Lau Road	L067	0200-0300	2.86E-02	4.42E-08	2.46E-05	2.71E-01	4.19E-07	2.33E-04	5.19E-03	8.01E-09	4.46E-06	5.77E-03	8.90E-09	4.96E-06
Ng Lau Road	L067	0300-0400	4.84E-02	7.47E-08	4.16E-05	3.32E-01	5.13E-07	2.86E-04	6.37E-03	9.83E-09	5.48E-06	7.05E-03	1.09E-08	6.06E-06
Ng Lau Road	L067	0400-0500	4.76E-02	7.34E-08	4.09E-05	3.03E-01	4.67E-07	2.60E-04	6.69E-03	1.03E-08	5.75E-06	7.39E-03	1.14E-08	6.36E-06
Ng Lau Road	L067	0500-0600	2.01E-01	3.09E-07	1.72E-04	7.77E-01	1.20E-06	6.68E-04	1.76E-02	2.71E-08	1.51E-05	1.92E-02	2.96E-08	1.65E-05
Ng Lau Road	L067	0600-0700	2.37E-01	7.31E-07	4.07E-04	8.74E-01	2.70E-06	1.50E-03	2.04E-02	6.29E-08	3.50E-05	2.22E-02	6.84E-08	3.81E-05
Ng Lau Road	L067	0700-0800	1.82E-01	8.42E-07	4.69E-04	7.53E-01	3.48E-06	1.94E-03	1.75E-02	8.09E-08	4.50E-05	1.90E-02	8.80E-08	4.90E-05
Ng Lau Road	L067	0800-0900	1.79E-01	8.31E-07	4.63E-04	7.37E-01	3.41E-06	1.90E-03	1.69E-02	7.82E-08	4.35E-05	1.84E-02	8.51E-08	4.74E-05
Ng Lau Road	L067	0900-1000	2.07E-01	9.56E-07	5.33E-04	7.84E-01	3.63E-06	2.02E-03	1.79E-02	8.27E-08	4.60E-05	1.94E-02	9.00E-08	5.01E-05
Ng Lau Road	L067	1000-1100	1.64E-01	7.61E-07	4.24E-04	6.53E-01	3.02E-06	1.68E-03	1.51E-02	6.99E-08	3.89E-05	1.65E-02	7.62E-08	4.25E-05
Ng Lau Road	L067	1100-1200	2.06E-01	9.52E-07	5.30E-04	7.86E-01	3.64E-06	2.03E-03	1.83E-02	8.46E-08	4.71E-05	1.99E-02	9.22E-08	5.14E-05
Ng Lau Road	L067	1200-1300	1.84E-01	8.54E-07	4.75E-04	7.01E-01	3.25E-06	1.81E-03	1.72E-02	7.95E-08	4.43E-05	1.87E-02	8.68E-08	4.83E-05
Ng Lau Road	L067	1300-1400	1.53E-01	4.71E-07	2.62E-04	6.12E-01	1.89E-06	1.05E-03	1.48E-02	4.56E-08	2.54E-05	1.62E-02	4.99E-08	2.78E-05
Ng Lau Road	L067	1400-1500	2.21E-01	1.02E-06	5.70E-04	8.24E-01	3.81E-06	2.12E-03	1.92E-02	8.90E-08	4.96E-05	2.10E-02	9.71E-08	5.41E-05
Ng Lau Road	L067	1500-1600	1.93E-01	8.93E-07	4.97E-04	7.22E-01	3.34E-06	1.86E-03	1.69E-02	7.82E-08	4.36E-05	1.84E-02	8.53E-08	4.75E-05
Ng Lau Road	L067	1600-1700	1.32E-01	6.12E-07	3.41E-04	4.76E-01	2.20E-06	1.23E-03	1.27E-02	5.87E-08	3.27E-05	1.39E-02	6.42E-08	3.57E-05
Ng Lau Road	L067	1700-1800	8.38E-02	5.17E-07	2.88E-04	3.57E-01	2.20E-06	1.23E-03	1.08E-02	6.66E-08	3.71E-05	1.19E-02	7.34E-08	4.09E-05
Ng Lau Road	L067	1800-1900	7.09E-02	4.37E-07	2.44E-04	3.27E-01	2.02E-06	1.12E-03	1.03E-02	6.39E-08	3.56E-05	1.14E-02	7.06E-08	3.93E-05
Ng Lau Road	L067	1900-2000	1.62E-01	7.48E-07	4.17E-04	6.24E-01	2.89E-06	1.61E-03	1.55E-02	7.16E-08	3.99E-05	1.69E-02	7.81E-08	4.35E-05
Ng Lau Road	L067	2000-2100	8.71E-02	2.69E-07	1.50E-04	3.95E-01	1.22E-06	6.79E-04	9.98E-03	3.08E-08	1.71E-05	1.09E-02	3.38E-08	1.88E-05
Ng Lau Road	L067	2100-2200	5.64E-02	2.61E-07	1.45E-04	3.05E-01	1.41E-06	7.88E-04	8.33E-03	3.86E-08	2.15E-05	9.15E-03	4.24E-08	2.36E-05
Ng Lau Road	L067	2200-2300	4.99E-02	1.54E-07	8.58E-05	2.83E-01	8.72E-07	4.86E-04	7.81E-03	2.41E-08	1.34E-05	8.62E-03	2.66E-08	1.48E-05
Ng Lau Road	L067	2300-0000	6.57E-02	1.01E-07	5.65E-05	3.39E-01	5.24E-07	2.92E-04	8.39E-03	1.29E-08	7.21E-06	9.24E-03	1.43E-08	7.94E-06
Ng Lau Road	L068	0000-0100	3.13E-02	4.72E-08	9.50E-05	2.73E-01	4.11E-07	8.29E-04	5.18E-03	7.80E-09	1.57E-05	5.66E-03	8.52E-09	1.72E-05
Ng Lau Road	L068	0100-0200	5.19E-02	7.81E-08	1.58E-04	3.70E-01	5.56E-07	1.12E-03	6.77E-03	1.02E-08	2.05E-05	7.44E-03	1.12E-08	2.26E-05
Ng Lau Road	L068	0200-0300	3.06E-02	4.61E-08	9.29E-05	2.97E-01	4.46E-07	9.00E-04	5.44E-03	8.18E-09	1.65E-05	6.04E-03	9.08E-09	1.83E-05
Ng Lau Road	L068	0300-0400	3.67E-02	5.53E-08	1.11E-04	3.16E-01	4.75E-07	9.57E-04	6.29E-03	9.46E-09	1.91E-05	7.00E-03	1.05E-08	2.12E-05
Ng Lau Road	L068	0400-0500	2.85E-02	4.28E-08	8.63E-05	2.66E-01	4.00E-07	8.07E-04	5.25E-03	7.91E-09	1.59E-05	5.83E-03	8.78E-09	1.77E-05
Ng Lau Road	L068	0500-0600	1.18E-01	1.78E-07	3.58E-04	5.60E-01	8.43E-07	1.70E-03	1.23E-02	1.85E-08	3.73E-05	1.34E-02	2.02E-08	4.07E-05
Ng Lau Road	L068	0600-0700	1.79E-01	5.38E-07	1.08E-03	7.05E-01	2.12E-06	4.28E-03	1.76E-02	5.29E-08	1.07E-04	1.91E-02	5.76E-08	1.16E-04
Ng Lau Road	L068	0700-0800	1.10E-01	4.95E-07	9.97E-04	4.88E-01	2.21E-06	4.44E-03	1.19E-02	5.39E-08	1.09E-04	1.30E-02	5.86E-08	1.18E-04
Ng Lau Road	L068	0800-0900	1.10E-01	4.96E-07	9.99E-04	4.84E-01	2.18E-06	4.40E-03	1.16E-02	5.22E-08	1.05E-04	1.26E-02	5.68E-08	1.14E-04
Ng Lau Road	L068	0900-1000	1.48E-01	6.67E-07	1.35E-03	6.90E-01	3.11E-06	6.28E-03	1.50E-02	6.79E-08	1.37E-04	1.64E-02	7.39E-08	1.49E-04
Ng Lau Road	L068	1000-1100	1.17E-01	3.51E-07	7.08E-04	5.52E-01	1.66E-06	3.35E-03	1.21E-02	3.63E-08	7.32E-05	1.31E-02	3.95E-08	7.97E-05
Ng Lau Road	L068	1100-1200	1.53E-01	4.62E-07	9.31E-04	6.78E-01	2.04E-06	4.11E-03	1.52E-02	4.56E-08	9.20E-05	1.65E-02	4.97E-08	1.00E-04
Ng Lau Road	L068	1200-1300	1.45E-01	4.35E-07	8.78E-04	6.27E-01	1.89E-06	3.81E-03	1.47E-02	4.42E-08	8.90E-05	1.60E-02	4.82E-08	9.71E-05
Ng Lau Road	L068	1300-1400	1.07E-01	3.23E-07	6.52E-04	5.23E-01	1.57E-06	3.17E-03	1.19E-02	3.58E-08	7.22E-05	1.30E-02	3.91E-08	7.87E-05
Ng Lau Road	L068	1400-1500	1.63E-01	7.35E-07	1.48E-03	7.12E-01	3.21E-06	6.48E-03	1.63E-02	7.35E-08	1.48E-04	1.77E-02	8.01E-08	1.61E-04
Ng Lau Road	L068	1500-1600	1.48E-01	6.69E-07	1.35E-03	6.57E-01	2.97E-06	5.98E-03	1.52E-02	6.85E-08	1.38E-04	1.65E-02	7.46E-08	1.50E-04
Ng Lau Road	L068	1600-1700	1.19E-01	5.38E-07	1.08E-03	5.69E-01	2.57E-06	5.18E-03	1.34E-02	6.06E-08	1.22E-04	1.46E-02	6.60E-08	1.33E-04
Ng Lau Road	L068	1700-1800	1.04E-01	6.23E-07	1.26E-03	5.24E-01	3.15E-06	6.35E-03	1.26E-02	7.61E-08	1.53E-04	1.38E-02	8.32E-08	1.68E-04
Ng Lau Road	L068	1800-1900	9.89E-02	5.96E-07	1.20E-03	4.98E-01	3.00E-06	6.04E-03	1.24E-02	7.47E-08	1.51E-04	1.36E-02	8.17E-08	1.65E-04
Ng Lau Road	L068	1900-2000	1.37E-01	6.18E-07	1.25E-03	6.15E-01	2.78E-06	5.60E-03	1.51E-02	6.83E-08	1.38E-04	1.65E-02	7.45E-08	1.50E-04
Ng Lau Road	L068	2000-2100	5.81E-02	1.75E-07	3.52E-04	3.59E-01	1.08E-06	2.18E-03	8.32E-03	2.50E-08	5.05E-05	9.09E-03	2.74E-08	5.51E-05
Ng Lau Road	L068	2100-2200	4.64E-02	1.40E-07	2.82E-04	2.97E-01	8.93E-07	1.80E-03	7.18E-03	2.16E-08	4.35E-05	7.85E-03	2.36E-08	4.76E-05
Ng Lau Road	L068	2200-2300	6.71E-02	2.02E-07	4.07E-04	3.67E-01	1.10E-06	2.23E-03	8.83E-03	2.66E-08	5.36E-05	9.67E-03	2.91E-08	5.87E-05
Ng Lau Road	L068	2300-0000	3.66E-02	5.51E-08	1.11E-04	2.70E-01	4.06E-07	8.19E-04	5.56E-03	8.36E-09	1.69E-05	6.07E-03	9.13E-09	1.84E-05
Ng Lau Road	L069	0000-0100	1.82E-02	2.74E-08	5.46E-05	2.26E-01	3.40E-07	6.78E-04	5.20E-03	7.84E-09	1.56E-05	5.78E-03	8.70E-09	1.73E-05
Ng Lau Road	L069	0100-0200	2.78E-02	4.20E-08	8.35E-05	2.90E-01	4.38E-07	8.71E-04	4.91E-03	7.40E-09	1.47E-05	5.42E-03	8.16E-09	1.63E-05
Ng Lau Road	L069	0200-0300	2.88E-02	4.33E-08	8.63E-05	2.77E-01	4.18E-07	8.31E-04	5.13E-03	7.73E-09	1.54E-05	5.70E-03	8.59E-09	1.71E-05
Ng Lau Road	L069	0300-0400	3.66E-02	5.52E-08	1.10E-04	3.30E-01	4.98E-07	9.91E-04	6.02E-03	9.06E-09	1.80E-05	6.66E-03	1.00E-08	2.00E-05
Ng Lau Road	L069	0400-0500	4.76E-02	7.17E-08	1.43E-04	3.03E-01	4.56E-07	9.09E-04	6.69E-03	1.01E-08	2.01E-05	7.39E-03	1.11E-08	2.22E-05
Ng Lau Road	L069	0500-0600	1.73E-01	2.61E-07	5.19E-04	7.12E-01	1.07E-06	2.14E-03	1.56E-02	2.34E-08	4.67E-05	1.70E-02	2.56E-08	5.10E-05
Ng Lau Road	L069	0600-0700	2.26E-01	6.82E-07	1.36E-03	8.53E-01	2.57E-06	5.12E-03	1.96E-02	5.91E-08	1.18E-04	2.14E-02	6.44E-08	1.28E-04
Ng Lau Road	L069	0700-0800	1.90E-01	8.57E-07	1.71E-03	7.93E-01	3.58E-06	7.14E-03	1.82E-02	8.21E-08	1.64E-04	1.98E-02	8.95E-08	1.78E-04
Ng Lau Road	L069	0800-0900	1.72E-01	7.76E-07	1.54E-03	7.22E-01	3.26E-06	6.49E-03	1.62E-02	7.33E-08	1.46E-04	1.77E-02	7.98E-08	1.59E-04
Ng Lau Road	L069	0900-1000	2.01E-01	9.08E-07	1.81E-03	7.80E-01	3.53E-06	7.02E-03	1.77E-02	7.99E-08	1.59E-04	1.93E-02	8.70E-08	1.73E-04
Ng Lau Road	L069	1000-1100	1.76E-01	7.97E-07	1.59E-03	7.03E-01	3.18E-06	6.33E-03	1.60E-02	7.25E-08	1.44E-04	1.75E-02	7.90E-08	1.57E-04
Ng Lau Road	L069	1100-1200	2.00E-01	9.06E-07	1.80E-03	7.90E-01	3.57E-06	7.11E-03	1.81E-02	8.20E-08	1.63E-04	1.98E-02	8.94E-08	1.78E-04
Ng Lau Road	L069	1200-1300	1.70E-01	5.11E-07	1.02E-03	6.69E-01	2.02E-06	4.02E-03	1.57E-02	4.75E-08	9.45E-05	1.72E-02	5.18E-08	1.03E-04
Ng Lau Road	L069	1300-1400	1.31E-01	3.95E-07	7.86E-04	5.57E-01	1.68E-06	3.34E-03	1.34E-02	4.04E-08	8.04E-05	1.47E-02	4.42E-08	8.80E-05
Ng Lau Road	L069	1400-1500	2.18E-01	9.87E-07	1.97E-03	8.28E-01	3.74E-06	7.45E-03	1.91E-02	8.62E-08	1.72E-04	2.08E-02	9.39E-08	1.87E-04
Ng Lau Road	L069	1500-1600	1.95E-01	8.83E-07	1.76E-03	7.39E-01	3.34E-06	6.65E-03	1.72E-02	7.79E-08	1.55E-04	1.88E-02	8.50E-08	1.69E-04
Ng Lau Road	L069	1600-1700	1.27E-01	5.74E-07	1.14E-03	4.71E-01	2.13E-06	4.24E-03	1.25E-02	5.64E-08	1.12E-04	1.37E-02	6.17E-08	1.23E-04
Ng Lau Road	L069	1700-1800	8.09E-02	4.88E-07	9.71E-04	3.52E-01	2.12E-06	4.22E-03	1.06E-02	6.39E-08	1.27E-04	1.17E-02	7.04E-08	1.40E-04
Ng Lau Road	L069	1800-1900	7.54E-02	4.54E-07	9.05E-04	3.41E-01	2.05E-06	4.09E-03	1.06E-02	6.36E-08	1.27E-04	1.16E-02	7.02E-08	1.40E-04
Ng Lau Road	L069	1900-2000	1.65E-01	7.46E-07	1.48E-03	6.30E-01	2.85E-06	5.67E-03	1.55E-02	7.01E-08	1.40E-04	1.69E-02	7.65E-08	1.52E-04
Ng Lau Road	L069	2000-2100	7.62E-02	2.30E-07	4.57E-04	3.79E-01	1.14E-06	2.27E-03	9.48E-03	2.86E-08	5.69E-05	1.04E-02	3.13E-08	6.24E-05
Ng Lau Road	L069	2100-2200	7.65E-02	3.46E-07	6.89E-04	3.64E-01	1.65E-06	3.28E-03	9.44E-03	4.27E-08	8.50E-05	1.04E-02	4.68E-08	9.33E-05
Ng Lau Road	L069	2200-2300	6.14E-02	1.85E-07	3.69E-04	3.50E-01	1.05E-06	2.10E-03	9.32E-03	2.81E-08	5.59E-05	1.03E-02	3.09E-08	6.16E-05
Ng Lau Road	L069	2300-0000	5.28E-02	7.96E-08	1.58E-04	3.27E-01	4.93E-07	9.81E-04	8.07E-03	1.22E-08	2.42E-05	8.89E-03	1.34E-08	2.67E-05
Unnamed Road	L070	0000-0100	9.09E-03	1.08E-08	7.58E-05	1.72E-01	2.04E-07	1.44E-03	1.34E-02	1.59E-08	1.12E-04	1.53E-02	1.81E-08	1.27E-04
Unnamed Road	L070	0100-0200	1.28E-02	1.52E-08	1.07E-04	2.43E-01	2.89E-07	2.03E-03	1.82E-02	2.16E-08	1.52E-04	2.09E-02	2.48E-08	1.74E-04
Unnamed Road	L070	0200-0300	1.28E-02	1.52E-08	1.07E-04	2.43E-01	2.89E-07	2.03E-03	1.82E-02	2.16E-08	1.52E-04	2.09E-02	2.48E-08	1.74E-04
Unnamed Road	L070	0300-0400	1.29E-02	1.53E-08	1.07E-04	2.44E-01	2.89E-07	2.03E-03	1.82E-02	2.16E-08	1.52E-04	2.09E-02	2.48E-08	1.74E-04
Unnamed Road	L070	0400-0500	1.29E-02	1.53E-08	1.08E-04	2.44E-01	2.90E-07	2.04E-03	1.82E-02	2.16E-08	1.52E-04	2.09E-02	2.48E-08	1.74E-04
Unnamed Road	L070	0500-0600	1.30E-02	1.54E-08	1.08E-04	2.45E-01	2.91E-07	2.05E-03	1.82E-02	2.16E-08	1.52E-04	2.09E-02	2.48E-08	1.74E-04
Unnamed Road	L070	0600-0700	2.63E-01	3.12E-07	2.19E-03	1.09E+00	1.29E-06	9.10E-03	2.92E-02	3.47E-08	2.44E-04	3.21E-02	3.81E-08	2.68E-04
Unnamed Road	L070	0700-0800	2.62E-01	3.11E-07	2.18E-03	1.06E+00	1.26E-06	8.84E-03	2.68E-02	3.18E-08	2.24E-04	2.93E-02	3.48E-08	2.45E-04
Unnamed Road	L070	0800-0900	2.32E-01	2.76E-07	1.94E-03	9.53E-01	1.13E-06	7.95E-03	2.49E-02	2.96E-08	2.08E-04	2.73E-02	3.24E-08	2.28E-04
Unnamed Road	L070	0900-1000	1.94E-01	2.30E-07	1.62E-03	8.57E-01	1.02E-06	7.15E-03	2.13E-02	2.53E-08	1.78E-04	2.33E-02	2.77E-08	1.94E-04
Unnamed Road	L070	1000-1100	1.60E-01	1.90E-07	1.34E-03	7.07E-01	8.39E-07	5.90E-03	1.89E-02	2.25E-08	1.58E-04	2.08E-02	2.47E-08	1.74E-04
Unnamed Road	L070	1100-1200	2.22E-01	2.63E-07	1.85E-03	9.45E-01	1.12E-06	7.88E-03	2.39E-02	2.84E-08	2.00E-04	2.63E-02	3.12E-08	2.19E-04
Unnamed Road	L070	1200-1300	2.22E-01	2.64E-07	1.85E-03	9.46E-01	1.12E-06	7.90E-03	2.39E-02	2.84E-08	2.00E-04	2.63E-02	3.12E-08	2.19E-04
Unnamed Road	L070	1300-1400	1.61E-01	1.91E-07	1.34E-03	7.10E-01	8.43E-07	5.92E-03	1.89E-02	2.25E-08	1.58E-04	2.08E-02	2.47E-08	1.74E-04
Unnamed Road	L070	1400-1500	1.61E-01	1.91E-07	1.34E-03	7.09E-01	8.41E-07	5.92E-03	1.89E-02	2.25E-08	1.58E-04	2.08E-02	2.47E-08	1.74E-04
Unnamed Road	L070	1500-1600	1.90E-01	2.26E-07	1.59E-03	8.09E-01	9.60E-07	6.75E-03	2.08E-02	2.47E-08	1.73E-04	2.28E-02	2.70E-08	1.90E-04
Unnamed Road	L070	1600-1700	1.02E-01	1.21E-07	8.53E-04	5.01E-01	5.95E-07	4.18E-03	1.32E-02	1.56E-08	1.10E-04	1.44E-02	1.71E-08	1.20E-04
Unnamed Road	L070	1700-1800	5.59E-02	6.63E-08	4.66E-04	3.19E-01	3.78E-07	2.66E-03	9.51E-03	1.13E-08	7.93E-05	1.04E-02	1.24E-08	8.72E-05
Unnamed Road	L070	1800-1900	8.41E-02	9.98E-08	7.02E-04	4.07E-01	4.83E-07	3.40E-03	1.12E-02	1.32E-08	9.30E-05	1.22E-02	1.45E-08	1.02E-04
Unnamed Road	L070	1900-2000	8.45E-02	1.00E-07	7.05E-04	4.23E-01	5.02E-07	3.53E-03	1.30E-02	1.55E-08	1.09E-04	1.44E-02	1.71E-08	1.20E-04
Unnamed Road	L070	2000-2100	8.54E-03	1.01E-08	7.12E-05	1.29E-01	1.53E-07	1.07E-03	6.79E-03	8.05E-09	5.66E-05	7.58E-03	9.00E-09	6.32E-05
Unnamed Road	L070	2100-2200	6.76E-02	8.02E-08	5.64E-04	3.41E-01	4.05E-07	2.85E-03	1.11E-02	1.31E-08	9.23E-05	1.22E-02	1.45E-08	1.02E-04
Unnamed Road	L070	2200-2300	4.87E-03	5.78E-09	4.06E-05	9.18E-02	1.09E-07	7.66E-04	7.97E-03	9.46E-09	6.65E-05	9.00E-03	1.07E-08	7.51E-05
Unnamed Road	L070	2300-0000	7.19E-03	8.54E-09	6.00E-05	1.36E-01	1.62E-07	1.14E-03	1.10E-02	1.30E-08	9.15E-05	1.25E-02	1.48E-08	1.04E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Unnamed Road	L071	0000-0100	1.48E-02	1.83E-08	1.24E-04	2.35E-01	2.89E-07	1.96E-03	1.24E-02	1.53E-08	1.04E-04	1.41E-02	1.74E-08	1.18E-04
Unnamed Road	L071	0100-0200	9.17E-02	1.13E-07	7.67E-04	3.49E-01	4.31E-07	2.92E-03	1.66E-02	2.05E-08	1.39E-04	1.87E-02	2.30E-08	1.56E-04
Unnamed Road	L071	0200-0300	1.28E-02	1.58E-08	1.07E-04	2.43E-01	3.00E-07	2.04E-03	1.82E-02	2.24E-08	1.52E-04	2.09E-02	2.57E-08	1.75E-04
Unnamed Road	L071	0300-0400	1.29E-02	1.59E-08	1.08E-04	2.44E-01	3.01E-07	2.04E-03	1.82E-02	2.24E-08	1.52E-04	2.09E-02	2.57E-08	1.75E-04
Unnamed Road	L071	0400-0500	1.19E-01	1.46E-07	9.93E-04	4.41E-01	5.43E-07	3.69E-03	2.02E-02	2.49E-08	1.69E-04	2.26E-02	2.79E-08	1.90E-04
Unnamed Road	L071	0500-0600	1.04E-01	1.28E-07	8.70E-04	4.98E-01	6.14E-07	4.16E-03	1.70E-02	2.10E-08	1.43E-04	1.90E-02	2.34E-08	1.59E-04
Unnamed Road	L071	0600-0700	1.68E-01	2.07E-07	1.41E-03	5.05E-01	6.22E-07	4.22E-03	1.60E-02	1.97E-08	1.34E-04	1.75E-02	2.16E-08	1.46E-04
Unnamed Road	L071	0700-0800	9.34E-02	1.15E-07	7.82E-04	3.23E-01	3.98E-07	2.70E-03	1.03E-02	1.27E-08	8.65E-05	1.13E-02	1.39E-08	9.46E-05
Unnamed Road	L071	0800-0900	1.23E-01	1.52E-07	1.03E-03	3.85E-01	4.75E-07	3.22E-03	1.23E-02	1.52E-08	1.03E-04	1.35E-02	1.66E-08	1.13E-04
Unnamed Road	L071	0900-1000	6.96E-02	8.58E-08	5.82E-04	3.67E-01	4.53E-07	3.07E-03	1.13E-02	1.39E-08	9.43E-05	1.25E-02	1.54E-08	1.04E-04
Unnamed Road	L071	1000-1100	8.75E-02	1.08E-07	7.32E-04	3.92E-01	4.83E-07	3.28E-03	1.23E-02	1.52E-08	1.03E-04	1.36E-02	1.68E-08	1.14E-04
Unnamed Road	L071	1100-1200	8.76E-02	1.08E-07	7.33E-04	3.92E-01	4.84E-07	3.28E-03	1.23E-02	1.52E-08	1.03E-04	1.36E-02	1.68E-08	1.14E-04
Unnamed Road	L071	1200-1300	7.71E-02	9.50E-08	6.45E-04	3.38E-01	4.17E-07	2.83E-03	9.81E-03	1.21E-08	8.21E-05	1.08E-02	1.33E-08	9.02E-05
Unnamed Road	L071	1300-1400	9.17E-02	1.13E-07	7.67E-04	3.67E-01	4.52E-07	3.07E-03	1.13E-02	1.40E-08	9.47E-05	1.24E-02	1.53E-08	1.04E-04
Unnamed Road	L071	1400-1500	7.48E-02	9.22E-08	6.26E-04	3.55E-01	4.38E-07	2.97E-03	1.04E-02	1.28E-08	8.68E-05	1.14E-02	1.41E-08	9.54E-05
Unnamed Road	L071	1500-1600	8.82E-02	1.09E-07	7.38E-04	3.63E-01	4.47E-07	3.03E-03	1.06E-02	1.31E-08	8.89E-05	1.17E-02	1.44E-08	9.76E-05
Unnamed Road	L071	1600-1700	1.80E-02	2.22E-08	1.51E-04	2.48E-01	3.06E-07	2.07E-03	7.90E-03	9.74E-09	6.61E-05	8.79E-03	1.08E-08	7.36E-05
Unnamed Road	L071	1700-1800	1.63E-02	2.01E-08	1.37E-04	2.30E-01	2.83E-07	1.92E-03	8.25E-03	1.02E-08	6.90E-05	9.22E-03	1.14E-08	7.71E-05
Unnamed Road	L071	1800-1900	1.52E-02	1.87E-08	1.27E-04	2.15E-01	2.66E-07	1.80E-03	8.13E-03	1.00E-08	6.80E-05	9.08E-03	1.12E-08	7.60E-05
Unnamed Road	L071	1900-2000	4.78E-02	5.89E-08	4.00E-04	2.23E-01	2.75E-07	1.87E-03	8.33E-03	1.03E-08	6.97E-05	9.17E-03	1.13E-08	7.67E-05
Unnamed Road	L071	2000-2100	5.07E-02	6.25E-08	4.24E-04	2.60E-01	3.21E-07	2.18E-03	8.70E-03	1.07E-08	7.28E-05	9.57E-03	1.18E-08	8.01E-05
Unnamed Road	L071	2100-2200	2.81E-02	3.47E-08	2.35E-04	1.73E-01	2.13E-07	1.45E-03	7.02E-03	8.66E-09	5.87E-05	7.74E-03	9.55E-09	6.48E-05
Unnamed Road	L071	2200-2300	4.11E-02	5.07E-08	3.44E-04	2.11E-01	2.60E-07	1.77E-03	8.97E-03	1.11E-08	7.50E-05	9.95E-03	1.23E-08	8.33E-05
Unnamed Road	L071	2300-0000	5.13E-02	6.33E-08	4.29E-04	2.93E-01	3.61E-07	2.45E-03	1.31E-02	1.62E-08	1.10E-04	1.47E-02	1.82E-08	1.23E-04
Access road	L072	0000-0100	9.24E-03	1.39E-08	6.41E-06	2.14E-01	3.22E-07	1.48E-04	1.01E-02	1.53E-08	7.03E-06	1.16E-02	1.75E-08	8.04E-06
Access road	L072	0100-0200	1.13E-02	1.70E-08	7.82E-06	2.64E-01	3.98E-07	1.83E-04	1.17E-02	1.76E-08	8.10E-06	1.34E-02	2.02E-08	9.31E-06
Access road	L072	0200-0300	1.13E-02	1.70E-08	7.82E-06	2.64E-01	3.98E-07	1.83E-04	1.17E-02	1.76E-08	8.10E-06	1.34E-02	2.02E-08	9.31E-06
Access road	L072	0300-0400	1.67E-02	2.52E-08	1.16E-05	3.92E-01	5.91E-07	2.72E-04	1.66E-02	2.50E-08	1.15E-05	1.92E-02	2.88E-08	1.33E-05
Access road	L072	0400-0500	1.13E-02	1.71E-08	7.85E-06	2.65E-01	3.99E-07	1.84E-04	1.17E-02	1.76E-08	8.10E-06	1.34E-02	2.02E-08	9.31E-06
Access road	L072	0500-0600	1.98E-01	2.99E-07	1.38E-04	9.16E-01	1.38E-06	6.35E-04	2.52E-02	3.79E-08	1.74E-05	2.78E-02	4.19E-08	1.93E-05
Access road	L072	0600-0700	3.14E-01	4.73E-07	2.18E-04	1.12E+00	1.68E-06	7.74E-04	2.85E-02	4.29E-08	1.97E-05	3.12E-02	4.70E-08	2.16E-05
Access road	L072	0700-0800	2.87E-01	4.32E-07	1.99E-04	9.67E-01	1.46E-06	6.71E-04	2.34E-02	3.53E-08	1.63E-05	2.56E-02	3.85E-08	1.77E-05
Access road	L072	0800-0900	2.90E-01	4.37E-07	2.01E-04	9.01E-01	1.36E-06	6.25E-04	2.14E-02	3.23E-08	1.49E-05	2.34E-02	3.52E-08	1.62E-05
Access road	L072	0900-1000	3.69E-01	5.56E-07	2.56E-04	1.30E+00	1.96E-06	9.02E-04	2.96E-02	4.45E-08	2.05E-05	3.23E-02	4.86E-08	2.24E-05
Access road	L072	1000-1100	3.14E-01	4.73E-07	2.18E-04	1.01E+00	1.53E-06	7.02E-04	2.37E-02	3.57E-08	1.65E-05	2.60E-02	3.92E-08	1.80E-05
Access road	L072	1100-1200	3.72E-01	5.61E-07	2.58E-04	1.28E+00	1.92E-06	8.85E-04	2.96E-02	4.46E-08	2.05E-05	3.24E-02	4.88E-08	2.24E-05
Access road	L072	1200-1300	3.91E-01	5.89E-07	2.71E-04	1.34E+00	2.02E-06	9.29E-04	3.12E-02	4.70E-08	2.16E-05	3.41E-02	5.13E-08	2.36E-05
Access road	L072	1300-1400	2.83E-01	4.27E-07	1.96E-04	1.01E+00	1.52E-06	7.01E-04	2.44E-02	3.68E-08	1.69E-05	2.68E-02	4.04E-08	1.86E-05
Access road	L072	1400-1500	3.71E-01	5.59E-07	2.57E-04	1.27E+00	1.91E-06	8.77E-04	2.96E-02	4.46E-08	2.05E-05	3.24E-02	4.87E-08	2.24E-05
Access road	L072	1500-1600	4.32E-01	6.51E-07	3.00E-04	1.43E+00	2.15E-06	9.92E-04	3.27E-02	4.93E-08	2.27E-05	3.57E-02	5.38E-08	2.48E-05
Access road	L072	1600-1700	1.51E-02	2.27E-08	1.05E-05	3.76E-01	5.67E-07	2.61E-04	1.33E-02	2.00E-08	9.20E-06	1.53E-02	2.31E-08	1.06E-05
Access road	L072	1700-1800	1.51E-02	2.27E-08	1.04E-05	3.75E-01	5.65E-07	2.60E-04	1.33E-02	2.00E-08	9.20E-06	1.53E-02	2.31E-08	1.06E-05
Access road	L072	1800-1900	1.50E-02	2.26E-08	1.04E-05	3.73E-01	5.62E-07	2.59E-04	1.33E-02	2.00E-08	9.20E-06	1.53E-02	2.31E-08	1.06E-05
Access road	L072	1900-2000	2.55E-01	3.84E-07	1.77E-04	1.03E+00	1.56E-06	7.18E-04	2.65E-02	3.99E-08	1.84E-05	2.90E-02	4.37E-08	2.01E-05
Access road	L072	2000-2100	9.87E-02	1.49E-07	6.84E-05	3.11E-01	4.69E-07	2.16E-04	9.82E-03	1.48E-08	6.81E-06	1.09E-02	1.65E-08	7.58E-06
Access road	L072	2100-2200	1.86E-01	2.80E-07	1.29E-04	6.93E-01	1.04E-06	4.80E-04	1.73E-02	2.61E-08	1.20E-05	1.90E-02	2.86E-08	1.32E-05
Access road	L072	2200-2300	6.09E-03	9.18E-09	4.23E-06	1.39E-01	2.09E-07	9.62E-05	7.46E-03	1.12E-08	5.17E-06	8.45E-03	1.27E-08	5.86E-06
Access road	L072	2300-0000	9.19E-03	1.38E-08	6.37E-06	2.13E-01	3.20E-07	1.47E-04	1.01E-02	1.53E-08	7.03E-06	1.16E-02	1.75E-08	8.04E-06
Access road	L073	0000-0100	7.55E-03	1.13E-08	5.24E-06	1.94E-01	2.90E-07	1.34E-04	6.89E-03	1.03E-08	4.79E-06	7.84E-03	1.18E-08	5.44E-06
Access road	L073	0100-0200	1.10E-02	1.64E-08	7.61E-06	2.79E-01	4.19E-07	1.94E-04	9.44E-03	1.42E-08	6.56E-06	1.08E-02	1.63E-08	7.54E-06
Access road	L073	0200-0300	1.13E-02	1.69E-08	7.84E-06	2.65E-01	3.97E-07	1.84E-04	1.17E-02	1.75E-08	8.12E-06	1.34E-02	2.01E-08	9.32E-06
Access road	L073	0300-0400	1.13E-02	1.70E-08	7.87E-06	2.65E-01	3.98E-07	1.84E-04	1.17E-02	1.75E-08	8.12E-06	1.34E-02	2.01E-08	9.32E-06
Access road	L073	0400-0500	1.13E-02	1.70E-08	7.88E-06	2.66E-01	3.99E-07	1.85E-04	1.17E-02	1.75E-08	8.12E-06	1.34E-02	2.01E-08	9.32E-06
Access road	L073	0500-0600	1.14E-02	1.71E-08	7.91E-06	2.67E-01	4.00E-07	1.85E-04	1.17E-02	1.75E-08	8.12E-06	1.34E-02	2.01E-08	9.32E-06
Access road	L073	0600-0700	2.05E-01	3.08E-07	1.42E-04	1.00E+00	1.51E-06	6.97E-04	2.48E-02	3.72E-08	1.72E-05	2.76E-02	4.14E-08	1.91E-05
Access road	L073	0700-0800	2.18E-01	3.27E-07	1.51E-04	9.98E-01	1.50E-06	6.93E-04	2.25E-02	3.38E-08	1.57E-05	2.48E-02	3.72E-08	1.72E-05
Access road	L073	0800-0900	2.03E-01	3.05E-07	1.41E-04	9.52E-01	1.43E-06	6.62E-04	2.06E-02	3.09E-08	1.43E-05	2.26E-02	3.39E-08	1.57E-05
Access road	L073	0900-1000	1.17E-01	1.75E-07	8.12E-05	5.26E-01	7.89E-07	3.65E-04	1.32E-02	1.98E-08	9.15E-06	1.44E-02	2.17E-08	1.00E-05
Access road	L073	1000-1100	9.50E-02	1.43E-07	6.60E-05	4.47E-01	6.71E-07	3.11E-04	1.20E-02	1.81E-08	8.36E-06	1.32E-02	1.99E-08	9.20E-06
Access road	L073	1100-1200	1.56E-01	2.34E-07	1.09E-04	6.79E-01	1.02E-06	4.72E-04	1.71E-02	2.56E-08	1.19E-05	1.88E-02	2.81E-08	1.30E-05
Access road	L073	1200-1300	1.57E-01	2.35E-07	1.09E-04	6.80E-01	1.02E-06	4.73E-04	1.71E-02	2.56E-08	1.19E-05	1.88E-02	2.81E-08	1.30E-05
Access road	L073	1300-1400	9.55E-02	1.43E-07	6.63E-05	4.49E-01	6.74E-07	3.12E-04	1.20E-02	1.81E-08	8.36E-06	1.32E-02	1.99E-08	9.20E-06
Access road	L073	1400-1500	1.40E-01	2.11E-07	9.76E-05	6.11E-01	9.16E-07	4.24E-04	1.56E-02	2.35E-08	1.09E-05	1.72E-02	2.58E-08	1.19E-05
Access road	L073	1500-1600	9.52E-02	1.43E-07	6.61E-05	4.42E-01	6.64E-07	3.07E-04	1.21E-02	1.82E-08	8.40E-06	1.33E-02	2.00E-08	9.25E-06
Access road	L073	1600-1700	6.39E-02	9.59E-08	4.44E-05	3.00E-01	4.50E-07	2.08E-04	8.85E-03	1.33E-08	6.15E-06	9.70E-03	1.46E-08	6.74E-06
Access road	L073	1700-1800	5.64E-02	8.47E-08	3.92E-05	2.72E-01	4.09E-07	1.89E-04	8.96E-03	1.34E-08	6.22E-06	9.85E-03	1.48E-08	6.85E-06
Access road	L073	1800-1900	4.96E-02	7.44E-08	3.45E-05	2.55E-01	3.82E-07	1.77E-04	8.52E-03	1.28E-08	5.92E-06	9.38E-03	1.41E-08	6.52E-06
Access road	L073	1900-2000	2.63E-02	3.94E-08	1.83E-05	1.77E-01	2.65E-07	1.23E-04	6.20E-03	9.31E-09	4.31E-06	6.86E-03	1.03E-08	4.77E-06
Access road	L073	2000-2100	7.09E-02	1.06E-07	4.92E-05	3.42E-01	5.13E-07	2.38E-04	9.75E-03	1.46E-08	6.78E-06	1.07E-02	1.61E-08	7.45E-06
Access road	L073	2100-2200	7.10E-03	1.07E-08	4.93E-06	1.44E-01	2.16E-07	1.00E-04	4.71E-03	7.06E-09	3.27E-06	5.23E-03	7.85E-09	3.63E-06
Access road	L073	2200-2300	5.64E-03	8.46E-09	3.92E-06	1.39E-01	2.09E-07	9.65E-05	6.07E-03	9.11E-09	4.22E-06	6.85E-03	1.03E-08	4.76E-06
Access road	L073	2300-0000	6.57E-03	9.86E-09	4.56E-06	1.66E-01	2.49E-07	1.15E-04	6.48E-03	9.72E-09	4.50E-06	7.35E-03	1.10E-08	5.10E-06
Ng Lau Road	L074	0000-0100	3.13E-02	4.81E-08	5.85E-05	2.79E-01	4.29E-07	5.21E-04	6.26E-03	9.63E-09	1.17E-05	6.92E-03	1.07E-08	1.29E-05
Ng Lau Road	L074	0100-0200	5.19E-02	7.99E-08	9.70E-05	3.69E-01	5.68E-07	6.91E-04	6.77E-03	1.04E-08	1.27E-05	7.44E-03	1.15E-08	1.39E-05
Ng Lau Road	L074	0200-0300	2.39E-02	3.67E-08	4.46E-05	2.78E-01	4.27E-07	5.19E-04	4.34E-03	6.68E-09	8.11E-06	4.79E-03	7.38E-09	8.96E-06
Ng Lau Road	L074	0300-0400	2.95E-02	4.53E-08	5.51E-05	3.03E-01	4.66E-07	5.66E-04	4.87E-03	7.50E-09	9.11E-06	5.42E-03	8.35E-09	1.01E-05
Ng Lau Road	L074	0400-0500	2.85E-02	4.39E-08	5.33E-05	2.67E-01	4.11E-07	4.99E-04	5.25E-03	8.09E-09	9.82E-06	5.83E-03	8.98E-09	1.09E-05
Ng Lau Road	L074	0500-0600	1.20E-01	1.84E-07	2.24E-04	5.73E-01	8.82E-07	1.07E-03	1.27E-02	1.95E-08	2.37E-05	1.38E-02	2.13E-08	2.59E-05
Ng Lau Road	L074	0600-0700	1.45E-01	4.47E-07	5.43E-04	5.95E-01	1.83E-06	2.23E-03	1.49E-02	4.60E-08	5.58E-05	1.63E-02	5.02E-08	6.09E-05
Ng Lau Road	L074	0700-0800	8.81E-02	4.07E-07	4.94E-04	4.44E-01	2.05E-06	2.49E-03	1.10E-02	5.06E-08	6.14E-05	1.20E-02	5.52E-08	6.71E-05
Ng Lau Road	L074	0800-0900	9.64E-02	4.45E-07	5.40E-04	4.59E-01	2.12E-06	2.58E-03	1.12E-02	5.16E-08	6.27E-05	1.22E-02	5.63E-08	6.84E-05
Ng Lau Road	L074	0900-1000	1.26E-01	5.81E-07	7.05E-04	6.22E-01	2.87E-06	3.49E-03	1.37E-02	6.31E-08	7.66E-05	1.49E-02	6.87E-08	8.34E-05
Ng Lau Road	L074	1000-1100	1.12E-01	5.18E-07	6.29E-04	5.58E-01	2.58E-06	3.13E-03	1.25E-02	5.76E-08	6.99E-05	1.36E-02	6.28E-08	7.62E-05
Ng Lau Road	L074	1100-1200	1.52E-01	7.02E-07	8.52E-04	6.99E-01	3.23E-06	3.92E-03	1.58E-02	7.30E-08	8.87E-05	1.72E-02	7.95E-08	9.66E-05
Ng Lau Road	L074	1200-1300	1.50E-01	6.92E-07	8.41E-04	6.64E-01	3.07E-06	3.72E-03	1.57E-02	7.24E-08	8.80E-05	1.71E-02	7.89E-08	9.59E-05
Ng Lau Road	L074	1300-1400	1.03E-01	3.19E-07	3.87E-04	5.10E-01	1.57E-06	1.91E-03	1.19E-02	3.66E-08	4.45E-05	1.30E-02	4.00E-08	4.86E-05
Ng Lau Road	L074	1400-1500	1.41E-01	6.49E-07	7.88E-04	6.54E-01	3.02E-06	3.67E-03	1.50E-02	6.92E-08	8.41E-05	1.63E-02	7.54E-08	9.16E-05
Ng Lau Road	L074	1500-1600	1.38E-01	6.39E-07	7.76E-04	6.35E-01	2.93E-06	3.56E-03	1.46E-02	6.75E-08	8.20E-05	1.59E-02	7.36E-08	8.94E-05
Ng Lau Road	L074	1600-1700	1.18E-01	7.25E-07	8.81E-04	5.72E-01	3.52E-06	4.28E-03	1.36E-02	8.40E-08	1.02E-04	1.49E-02	9.16E-08	1.11E-04
Ng Lau Road	L074	1700-1800	9.35E-02	5.75E-07	6.99E-04	4.81E-01	2.96E-06	3.60E-03	1.18E-02	7.28E-08	8.85E-05	1.29E-02	7.97E-08	9.68E-05
Ng Lau Road	L074	1800-1900	8.45E-02	5.20E-07	6.32E-04	4.42E-01	2.72E-06	3.30E-03	1.13E-02	6.99E-08	8.49E-05	1.24E-02	7.65E-08	9.29E-05
Ng Lau Road	L074	1900-2000	1.27E-01	5.85E-07	7.11E-04	5.88E-01	2.71E-06	3.30E-03	1.45E-02	6.69E-08	8.12E-05	1.58E-02	7.29E-08	8.86E-05
Ng Lau Road	L074	2000-2100	4.99E-02	1.53E-07	1.86E-04	3.28E-01	1.01E-06	1.22E-03	7.92E-03	2.44E-08	2.96E-05	8.68E-03	2.67E-08	3.25E-05
Ng Lau Road	L074	2100-2200	4.41E-02	2.04E-07	2.47E-04	2.95E-01	1.36E-06	1.65E-03	7.50E-03	3.46E-08	4.20E-05	8.22E-03	3.79E-08	4.61E-05
Ng Lau Road	L074	2200-2300	5.47E-02	1.68E-07	2.04E-04	3.24E-01	9.96E-07	1.21E-03	8.10E-03	2.49E-08	3.03E-05	8.90E-03	2.74E-08	3.33E-05
Ng Lau Road	L074	2300-0000	3.61E-02	5.55E-08	6.75E-05	2.66E-01	4.10E-07	4.98E-04	6.03E-03	9.28E-09	1.13E-05	6.63E-03	1.02E-08	1.24E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Ng Lau Road	L075	0000-0100	4.58E-02	7.04E-08	8.62E-05	2.94E-01	4.52E-07	5.53E-04	6.77E-03	1.04E-08	1.27E-05	7.48E-03	1.15E-08	1.41E-05
Ng Lau Road	L075	0100-0200	1.13E-01	1.74E-07	2.13E-04	5.42E-01	8.34E-07	1.02E-03	1.05E-02	1.62E-08	1.99E-05	1.15E-02	1.78E-08	2.17E-05
Ng Lau Road	L075	0200-0300	2.88E-02	4.43E-08	5.42E-05	2.78E-01	4.27E-07	5.23E-04	5.13E-03	7.89E-09	9.66E-06	5.70E-03	8.77E-09	1.07E-05
Ng Lau Road	L075	0300-0400	7.59E-02	1.17E-07	1.43E-04	3.86E-01	5.93E-07	7.26E-04	6.78E-03	1.04E-08	1.28E-05	7.50E-03	1.15E-08	1.41E-05
Ng Lau Road	L075	0400-0500	7.50E-02	1.15E-07	1.41E-04	3.56E-01	5.47E-07	6.70E-04	7.10E-03	1.09E-08	1.34E-05	7.84E-03	1.21E-08	1.48E-05
Ng Lau Road	L075	0500-0600	1.56E-01	2.40E-07	2.94E-04	6.72E-01	1.03E-06	1.27E-03	1.40E-02	2.15E-08	2.64E-05	1.53E-02	2.35E-08	2.88E-05
Ng Lau Road	L075	0600-0700	2.55E-01	7.83E-07	9.59E-04	9.28E-01	2.86E-06	3.50E-03	2.14E-02	6.58E-08	8.06E-05	2.33E-02	7.16E-08	8.76E-05
Ng Lau Road	L075	0700-0800	2.08E-01	9.61E-07	1.18E-03	8.25E-01	3.81E-06	4.66E-03	1.89E-02	8.74E-08	1.07E-04	2.06E-02	9.51E-08	1.16E-04
Ng Lau Road	L075	0800-0900	1.95E-01	8.99E-07	1.10E-03	7.63E-01	3.52E-06	4.31E-03	1.73E-02	7.98E-08	9.77E-05	1.88E-02	8.68E-08	1.06E-04
Ng Lau Road	L075	0900-1000	2.07E-01	9.55E-07	1.17E-03	7.91E-01	3.65E-06	4.47E-03	1.78E-02	8.20E-08	1.00E-04	1.94E-02	8.93E-08	1.09E-04
Ng Lau Road	L075	1000-1100	1.84E-01	8.51E-07	1.04E-03	7.11E-01	3.28E-06	4.02E-03	1.60E-02	7.41E-08	9.07E-05	1.75E-02	8.07E-08	9.88E-05
Ng Lau Road	L075	1100-1200	2.13E-01	9.83E-07	1.20E-03	8.28E-01	3.82E-06	4.68E-03	1.88E-02	8.70E-08	1.06E-04	2.05E-02	9.48E-08	1.16E-04
Ng Lau Road	L075	1200-1300	1.90E-01	5.84E-07	7.15E-04	7.30E-01	2.25E-06	2.75E-03	1.72E-02	5.28E-08	6.47E-05	1.87E-02	5.76E-08	7.06E-05
Ng Lau Road	L075	1300-1400	1.48E-01	4.56E-07	5.59E-04	6.19E-01	1.90E-06	2.33E-03	1.46E-02	4.50E-08	5.51E-05	1.60E-02	4.92E-08	6.03E-05
Ng Lau Road	L075	1400-1500	2.36E-01	1.09E-06	1.34E-03	8.79E-01	4.06E-06	4.97E-03	2.00E-02	9.25E-08	1.13E-04	2.18E-02	1.01E-07	1.23E-04
Ng Lau Road	L075	1500-1600	2.30E-01	1.06E-06	1.30E-03	8.37E-01	3.86E-06	4.73E-03	1.91E-02	8.83E-08	1.08E-04	2.09E-02	9.63E-08	1.18E-04
Ng Lau Road	L075	1600-1700	1.22E-01	5.65E-07	6.91E-04	4.66E-01	2.15E-06	2.63E-03	1.21E-02	5.58E-08	6.84E-05	1.32E-02	6.11E-08	7.48E-05
Ng Lau Road	L075	1700-1800	7.55E-02	4.64E-07	5.69E-04	3.47E-01	2.13E-06	2.61E-03	1.01E-02	6.24E-08	7.64E-05	1.12E-02	6.88E-08	8.42E-05
Ng Lau Road	L075	1800-1900	7.18E-02	4.42E-07	5.41E-04	3.38E-01	2.08E-06	2.55E-03	1.02E-02	6.30E-08	7.71E-05	1.13E-02	6.95E-08	8.51E-05
Ng Lau Road	L075	1900-2000	1.74E-01	8.01E-07	9.81E-04	6.74E-01	3.11E-06	3.81E-03	1.65E-02	7.64E-08	9.35E-05	1.81E-02	8.34E-08	1.02E-04
Ng Lau Road	L075	2000-2100	8.38E-02	2.58E-07	3.16E-04	3.93E-01	1.21E-06	1.48E-03	9.72E-03	2.99E-08	3.66E-05	1.07E-02	3.28E-08	4.01E-05
Ng Lau Road	L075	2100-2200	7.64E-02	3.53E-07	4.32E-04	3.68E-01	1.70E-06	2.08E-03	9.51E-03	4.39E-08	5.38E-05	1.04E-02	4.82E-08	5.90E-05
Ng Lau Road	L075	2200-2300	6.21E-02	1.91E-07	2.34E-04	3.33E-01	1.02E-06	1.25E-03	8.91E-03	2.74E-08	3.36E-05	9.83E-03	3.02E-08	3.70E-05
Ng Lau Road	L075	2300-0000	5.10E-02	7.85E-08	9.61E-05	2.90E-01	4.47E-07	5.47E-04	7.14E-03	1.10E-08	1.35E-05	7.89E-03	1.21E-08	1.49E-05
Access road	L076	0000-0100	1.13E-02	1.95E-08	6.09E-05	2.65E-01	4.58E-07	1.43E-03	1.17E-02	2.02E-08	6.30E-05	1.34E-02	2.32E-08	7.24E-05
Access road	L076	0100-0200	1.13E-02	1.95E-08	6.08E-05	2.64E-01	4.57E-07	1.42E-03	1.17E-02	2.02E-08	6.30E-05	1.34E-02	2.32E-08	7.24E-05
Access road	L076	0200-0300	1.13E-02	1.95E-08	6.09E-05	2.65E-01	4.58E-07	1.43E-03	1.17E-02	2.02E-08	6.30E-05	1.34E-02	2.32E-08	7.24E-05
Access road	L076	0300-0400	1.68E-02	2.91E-08	9.08E-05	3.94E-01	6.82E-07	2.13E-03	1.66E-02	2.87E-08	8.94E-05	1.92E-02	3.31E-08	1.03E-04
Access road	L076	0400-0500	1.68E-02	2.91E-08	9.08E-05	3.95E-01	6.82E-07	2.13E-03	1.66E-02	2.87E-08	8.94E-05	1.92E-02	3.31E-08	1.03E-04
Access road	L076	0500-0600	1.98E-01	3.43E-07	1.07E-03	9.16E-01	1.58E-06	4.94E-03	2.52E-02	4.35E-08	1.36E-04	2.78E-02	4.81E-08	1.50E-04
Access road	L076	0600-0700	3.09E-01	5.35E-07	1.67E-03	1.14E+00	1.98E-06	6.17E-03	3.08E-02	5.32E-08	1.66E-04	3.39E-02	5.86E-08	1.83E-04
Access road	L076	0700-0800	2.78E-01	4.81E-07	1.50E-03	9.12E-01	1.58E-06	4.92E-03	2.20E-02	3.80E-08	1.18E-04	2.40E-02	4.15E-08	1.29E-04
Access road	L076	0800-0900	2.97E-01	5.14E-07	1.60E-03	8.85E-01	1.53E-06	4.77E-03	2.11E-02	3.64E-08	1.14E-04	2.30E-02	3.98E-08	1.24E-04
Access road	L076	0900-1000	3.68E-01	6.36E-07	1.98E-03	1.25E+00	2.16E-06	6.72E-03	2.69E-02	4.66E-08	1.45E-04	2.93E-02	5.07E-08	1.58E-04
Access road	L076	1000-1100	3.61E-01	6.24E-07	1.95E-03	1.18E+00	2.03E-06	6.34E-03	2.73E-02	4.72E-08	1.47E-04	2.99E-02	5.18E-08	1.61E-04
Access road	L076	1100-1200	4.34E-01	7.50E-07	2.34E-03	1.50E+00	2.59E-06	8.06E-03	3.44E-02	5.95E-08	1.85E-04	3.76E-02	6.51E-08	2.03E-04
Access road	L076	1200-1300	4.35E-01	7.52E-07	2.34E-03	1.50E+00	2.59E-06	8.08E-03	3.44E-02	5.95E-08	1.85E-04	3.76E-02	6.51E-08	2.03E-04
Access road	L076	1300-1400	2.83E-01	4.89E-07	1.53E-03	1.01E+00	1.75E-06	5.44E-03	2.44E-02	4.22E-08	1.32E-04	2.68E-02	4.64E-08	1.45E-04
Access road	L076	1400-1500	4.32E-01	7.48E-07	2.33E-03	1.48E+00	2.57E-06	8.00E-03	3.44E-02	5.95E-08	1.85E-04	3.76E-02	6.50E-08	2.03E-04
Access road	L076	1500-1600	4.34E-01	7.51E-07	2.34E-03	1.40E+00	2.42E-06	7.55E-03	3.19E-02	5.51E-08	1.72E-04	3.48E-02	6.03E-08	1.88E-04
Access road	L076	1600-1700	1.30E-02	2.24E-08	7.00E-05	3.57E-01	6.18E-07	1.93E-03	8.62E-03	1.49E-08	4.65E-05	9.96E-03	1.72E-08	5.37E-05
Access road	L076	1700-1800	1.30E-02	2.24E-08	6.99E-05	3.56E-01	6.17E-07	1.92E-03	8.62E-03	1.49E-08	4.65E-05	9.96E-03	1.72E-08	5.37E-05
Access road	L076	1800-1900	1.29E-02	2.22E-08	6.93E-05	3.53E-01	6.11E-07	1.90E-03	8.62E-03	1.49E-08	4.65E-05	9.96E-03	1.72E-08	5.37E-05
Access road	L076	1900-2000	2.86E-01	4.94E-07	1.54E-03	1.17E+00	2.02E-06	6.28E-03	2.96E-02	5.11E-08	1.59E-04	3.24E-02	5.60E-08	1.74E-04
Access road	L076	2000-2100	1.15E-01	1.99E-07	6.20E-04	3.60E-01	6.22E-07	1.94E-03	1.09E-02	1.89E-08	5.89E-05	1.22E-02	2.11E-08	6.57E-05
Access road	L076	2100-2200	1.56E-01	2.70E-07	8.42E-04	5.67E-01	9.81E-07	3.06E-03	1.46E-02	2.53E-08	7.89E-05	1.61E-02	2.79E-08	8.69E-05
Access road	L076	2200-2300	7.36E-03	1.27E-08	3.97E-05	1.69E-01	2.92E-07	9.09E-04	8.53E-03	1.48E-08	4.60E-05	9.71E-03	1.68E-08	5.24E-05
Access road	L076	2300-0000	9.21E-03	1.59E-08	4.97E-05	2.13E-01	3.69E-07	1.15E-03	1.01E-02	1.75E-08	5.47E-05	1.16E-02	2.01E-08	6.25E-05
Access road	L077	0000-0100	9.27E-03	1.60E-08	4.99E-05	2.14E-01	3.71E-07	1.15E-03	1.01E-02	1.75E-08	5.46E-05	1.16E-02	2.00E-08	6.24E-05
Access road	L077	0100-0200	1.13E-02	1.95E-08	6.07E-05	2.64E-01	4.57E-07	1.42E-03	1.17E-02	2.02E-08	6.29E-05	1.34E-02	2.32E-08	7.22E-05
Access road	L077	0200-0300	1.29E-02	2.22E-08	6.93E-05	2.44E-01	4.22E-07	1.31E-03	1.82E-02	3.14E-08	9.78E-05	2.09E-02	3.60E-08	1.12E-04
Access road	L077	0300-0400	1.29E-02	2.23E-08	6.96E-05	2.45E-01	4.23E-07	1.32E-03	1.82E-02	3.14E-08	9.78E-05	2.09E-02	3.60E-08	1.12E-04
Access road	L077	0400-0500	1.29E-02	2.24E-08	6.97E-05	2.45E-01	4.24E-07	1.32E-03	1.82E-02	3.14E-08	9.78E-05	2.09E-02	3.60E-08	1.12E-04
Access road	L077	0500-0600	1.30E-02	2.24E-08	6.98E-05	2.46E-01	4.24E-07	1.32E-03	1.82E-02	3.14E-08	9.78E-05	2.09E-02	3.60E-08	1.12E-04
Access road	L077	0600-0700	3.84E-01	6.64E-07	2.07E-03	1.64E+00	2.83E-06	8.83E-03	3.28E-02	5.67E-08	1.77E-04	3.57E-02	6.17E-08	1.92E-04
Access road	L077	0700-0800	4.01E-01	6.93E-07	2.16E-03	1.69E+00	2.92E-06	9.09E-03	4.06E-02	7.01E-08	2.18E-04	4.46E-02	7.71E-08	2.40E-04
Access road	L077	0800-0900	4.02E-01	6.95E-07	2.16E-03	1.69E+00	2.92E-06	9.11E-03	4.06E-02	7.01E-08	2.18E-04	4.46E-02	7.71E-08	2.40E-04
Access road	L077	0900-1000	1.57E-01	2.71E-07	8.43E-04	6.86E-01	1.18E-06	3.69E-03	1.91E-02	3.30E-08	1.03E-04	2.10E-02	3.64E-08	1.13E-04
Access road	L077	1000-1100	1.89E-01	3.27E-07	1.02E-03	7.55E-01	1.30E-06	4.06E-03	2.02E-02	3.49E-08	1.09E-04	2.22E-02	3.83E-08	1.19E-04
Access road	L077	1100-1200	1.89E-01	3.27E-07	1.02E-03	7.55E-01	1.30E-06	4.07E-03	2.02E-02	3.49E-08	1.09E-04	2.22E-02	3.83E-08	1.19E-04
Access road	L077	1200-1300	1.90E-01	3.28E-07	1.02E-03	7.57E-01	1.31E-06	4.07E-03	2.02E-02	3.49E-08	1.09E-04	2.22E-02	3.83E-08	1.19E-04
Access road	L077	1300-1400	1.90E-01	3.28E-07	1.02E-03	7.57E-01	1.31E-06	4.08E-03	2.02E-02	3.49E-08	1.09E-04	2.22E-02	3.83E-08	1.19E-04
Access road	L077	1400-1500	1.90E-01	3.28E-07	1.02E-03	7.56E-01	1.31E-06	4.07E-03	2.02E-02	3.49E-08	1.09E-04	2.22E-02	3.83E-08	1.19E-04
Access road	L077	1500-1600	1.52E-01	2.62E-07	8.18E-04	6.09E-01	1.05E-06	3.28E-03	1.68E-02	2.90E-08	9.04E-05	1.84E-02	3.18E-08	9.92E-05
Access road	L077	1600-1700	6.34E-02	1.09E-07	3.41E-04	2.97E-01	5.14E-07	1.60E-03	1.11E-02	1.92E-08	5.99E-05	1.24E-02	2.13E-08	6.65E-05
Access road	L077	1700-1800	5.76E-02	9.95E-08	3.10E-04	2.98E-01	5.15E-07	1.60E-03	1.19E-02	2.06E-08	6.40E-05	1.33E-02	2.29E-08	7.15E-05
Access road	L077	1800-1900	5.07E-02	8.77E-08	2.73E-04	2.80E-01	4.83E-07	1.51E-03	1.15E-02	1.98E-08	6.17E-05	1.28E-02	2.21E-08	6.89E-05
Access road	L077	1900-2000	3.16E-02	5.46E-08	1.70E-04	1.81E-01	3.13E-07	9.76E-04	9.46E-03	1.63E-08	5.09E-05	1.06E-02	1.84E-08	5.72E-05
Access road	L077	2000-2100	3.15E-02	5.44E-08	1.69E-04	1.80E-01	3.11E-07	9.70E-04	9.46E-03	1.63E-08	5.09E-05	1.06E-02	1.84E-08	5.72E-05
Access road	L077	2100-2200	5.45E-03	9.42E-09	2.94E-05	1.15E-01	1.98E-07	6.17E-04	7.71E-03	1.33E-08	4.15E-05	8.73E-03	1.51E-08	4.70E-05
Access road	L077	2200-2300	8.14E-03	1.41E-08	4.38E-05	1.71E-01	2.96E-07	9.23E-04	1.06E-02	1.83E-08	5.70E-05	1.21E-02	2.09E-08	6.50E-05
Access road	L077	2300-0000	7.35E-03	1.27E-08	3.96E-05	1.69E-01	2.92E-07	9.10E-04	8.53E-03	1.47E-08	4.59E-05	9.71E-03	1.68E-08	5.23E-05
Ng Lau Road	L078	0000-0100	3.13E-02	4.71E-08	5.50E-05	2.79E-01	4.19E-07	4.91E-04	6.26E-03	9.41E-09	1.10E-05	6.92E-03	1.04E-08	1.22E-05
Ng Lau Road	L078	0100-0200	8.20E-02	1.23E-07	1.44E-04	4.81E-01	7.23E-07	8.45E-04	9.33E-03	1.40E-08	1.64E-05	1.02E-02	1.54E-08	1.80E-05
Ng Lau Road	L078	0200-0300	2.39E-02	3.59E-08	4.20E-05	2.78E-01	4.18E-07	4.89E-04	4.34E-03	6.52E-09	7.63E-06	4.79E-03	7.21E-09	8.43E-06
Ng Lau Road	L078	0300-0400	2.92E-02	4.39E-08	5.13E-05	2.91E-01	4.38E-07	5.12E-04	5.00E-03	7.52E-09	8.79E-06	5.56E-03	8.36E-09	9.78E-06
Ng Lau Road	L078	0400-0500	3.04E-02	4.57E-08	5.35E-05	2.87E-01	4.31E-07	5.04E-04	5.56E-03	8.37E-09	9.79E-06	6.17E-03	9.28E-09	1.09E-05
Ng Lau Road	L078	0500-0600	1.49E-01	2.24E-07	2.62E-04	6.72E-01	1.01E-06	1.18E-03	1.51E-02	2.27E-08	2.66E-05	1.65E-02	2.48E-08	2.90E-05
Ng Lau Road	L078	0600-0700	1.61E-01	4.86E-07	5.68E-04	6.63E-01	2.00E-06	2.33E-03	1.62E-02	4.87E-08	5.70E-05	1.77E-02	5.32E-08	6.22E-05
Ng Lau Road	L078	0700-0800	1.07E-01	4.85E-07	5.67E-04	5.21E-01	2.35E-06	2.75E-03	1.24E-02	5.59E-08	6.54E-05	1.35E-02	6.11E-08	7.14E-05
Ng Lau Road	L078	0800-0900	1.03E-01	4.63E-07	5.41E-04	4.93E-01	2.22E-06	2.60E-03	1.16E-02	5.24E-08	6.13E-05	1.27E-02	5.72E-08	6.69E-05
Ng Lau Road	L078	0900-1000	1.25E-01	5.64E-07	6.59E-04	6.20E-01	2.80E-06	3.27E-03	1.38E-02	6.24E-08	7.29E-05	1.51E-02	6.80E-08	7.95E-05
Ng Lau Road	L078	1000-1100	1.02E-01	4.59E-07	5.37E-04	5.16E-01	2.33E-06	2.72E-03	1.16E-02	5.25E-08	6.14E-05	1.27E-02	5.72E-08	6.69E-05
Ng Lau Road	L078	1100-1200	1.41E-01	6.36E-07	7.44E-04	6.59E-01	2.97E-06	3.48E-03	1.51E-02	6.83E-08	7.98E-05	1.65E-02	7.44E-08	8.70E-05
Ng Lau Road	L078	1200-1300	1.36E-01	6.13E-07	7.17E-04	6.10E-01	2.75E-06	3.22E-03	1.47E-02	6.62E-08	7.74E-05	1.60E-02	7.22E-08	8.44E-05
Ng Lau Road	L078	1300-1400	1.19E-01	5.39E-07	6.31E-04	5.73E-01	2.58E-06	3.02E-03	1.36E-02	6.16E-08	7.20E-05	1.49E-02	6.73E-08	7.87E-05
Ng Lau Road	L078	1400-1500	1.38E-01	6.21E-07	7.26E-04	6.43E-01	2.90E-06	3.39E-03	1.49E-02	6.73E-08	7.87E-05	1.63E-02	7.34E-08	8.59E-05
Ng Lau Road	L078	1500-1600	1.31E-01	5.90E-07	6.91E-04	6.08E-01	2.74E-06	3.21E-03	1.42E-02	6.41E-08	7.49E-05	1.55E-02	6.99E-08	8.17E-05
Ng Lau Road	L078	1600-1700	1.16E-01	6.99E-07	8.17E-04	5.56E-01	3.34E-06	3.91E-03	1.36E-02	8.18E-08	9.57E-05	1.49E-02	8.94E-08	1.05E-04
Ng Lau Road	L078	1700-1800	9.15E-02	6.88E-07	8.05E-04	4.77E-01	3.58E-06	4.19E-03	1.24E-02	9.31E-08	1.09E-04	1.35E-02	1.02E-07	1.19E-04
Ng Lau Road	L078	1800-1900	8.50E-02	6.39E-07	7.48E-04	4.43E-01	3.33E-06	3.89E-03	1.20E-02	9.05E-08	1.06E-04	1.32E-02	9.90E-08	1.16E-04
Ng Lau Road	L078	1900-2000	1.21E-01	5.46E-07	6.39E-04	5.65E-01	2.55E-06	2.98E-03	1.42E-02	6.39E-08	7.48E-05	1.55E-02	6.98E-08	8.17E-05
Ng Lau Road	L078	2000-2100	4.87E-02	2.20E-07	2.57E-04	3.35E-01	1.51E-06	1.77E-03	8.29E-03	3.74E-08	4.38E-05	9.10E-03	4.10E-08	4.80E-05
Ng Lau Road	L078	2100-2200	5.54E-02	2.50E-07	2.92E-04	3.38E-01	1.52E-06	1.78E-03	8.66E-03	3.91E-08	4.57E-05	9.50E-03	4.28E-08	5.01E-05
Ng Lau Road	L078	2200-2300	5.49E-02	1.65E-07	1.93E-04	3.28E-01	9.87E-07	1.15E-03	8.41E-03	2.53E-08	2.96E-05	9.25E-03	2.78E-08	3.25E-05
Ng Lau Road	L078	2300-0000	3.87E-02	1.16E-07	1.36E-04	2.86E-01	8.60E-07	1.01E-03	7.00E-03	2.11E-08	2.46E-05	7.75E-03	2.33E-08	2.73E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Ng Lau Road	L079	0000-0100	4.64E-02	6.98E-08	8.24E-05	3.09E-01	4.64E-07	5.48E-04	7.30E-03	1.10E-08	1.30E-05	8.11E-03	1.22E-08	1.44E-05
Ng Lau Road	L079	0100-0200	1.13E-01	1.70E-07	2.01E-04	5.36E-01	8.06E-07	9.52E-04	1.06E-02	1.59E-08	1.88E-05	1.16E-02	1.75E-08	2.06E-05
Ng Lau Road	L079	0200-0300	8.23E-02	1.24E-07	1.46E-04	4.24E-01	6.38E-07	7.53E-04	7.61E-03	1.14E-08	1.35E-05	8.36E-03	1.26E-08	1.48E-05
Ng Lau Road	L079	0300-0400	1.21E-01	1.82E-07	2.15E-04	5.50E-01	8.27E-07	9.76E-04	1.07E-02	1.60E-08	1.89E-05	1.17E-02	1.76E-08	2.08E-05
Ng Lau Road	L079	0400-0500	7.51E-02	1.13E-07	1.33E-04	3.56E-01	5.35E-07	6.32E-04	7.10E-03	1.07E-08	1.26E-05	7.84E-03	1.18E-08	1.39E-05
Ng Lau Road	L079	0500-0600	1.85E-01	2.78E-07	3.28E-04	7.70E-01	1.16E-06	1.37E-03	1.66E-02	2.50E-08	2.95E-05	1.81E-02	2.73E-08	3.22E-05
Ng Lau Road	L079	0600-0700	2.71E-01	8.16E-07	9.63E-04	9.73E-01	2.92E-06	3.45E-03	2.28E-02	6.86E-08	8.10E-05	2.49E-02	7.48E-08	8.83E-05
Ng Lau Road	L079	0700-0800	2.13E-01	9.62E-07	1.14E-03	8.16E-01	3.68E-06	4.35E-03	1.91E-02	8.61E-08	1.02E-04	2.08E-02	9.38E-08	1.11E-04
Ng Lau Road	L079	0800-0900	1.99E-01	8.98E-07	1.06E-03	7.47E-01	3.37E-06	3.98E-03	1.71E-02	7.71E-08	9.11E-05	1.86E-02	8.40E-08	9.92E-05
Ng Lau Road	L079	0900-1000	2.20E-01	9.90E-07	1.17E-03	8.26E-01	3.73E-06	4.40E-03	1.84E-02	8.32E-08	9.82E-05	2.01E-02	9.06E-08	1.07E-04
Ng Lau Road	L079	1000-1100	1.86E-01	8.40E-07	9.92E-04	7.07E-01	3.19E-06	3.77E-03	1.60E-02	7.20E-08	8.50E-05	1.74E-02	7.85E-08	9.27E-05
Ng Lau Road	L079	1100-1200	2.25E-01	1.02E-06	1.20E-03	8.66E-01	3.91E-06	4.61E-03	1.96E-02	8.82E-08	1.04E-04	2.13E-02	9.61E-08	1.14E-04
Ng Lau Road	L079	1200-1300	2.09E-01	9.43E-07	1.11E-03	8.01E-01	3.61E-06	4.27E-03	1.89E-02	8.52E-08	1.01E-04	2.06E-02	9.30E-08	1.10E-04
Ng Lau Road	L079	1300-1400	1.61E-01	4.83E-07	5.70E-04	6.54E-01	1.97E-06	2.32E-03	1.53E-02	4.59E-08	5.42E-05	1.67E-02	5.02E-08	5.93E-05
Ng Lau Road	L079	1400-1500	2.50E-01	1.13E-06	1.33E-03	9.12E-01	4.11E-06	4.86E-03	2.09E-02	9.44E-08	1.12E-04	2.28E-02	1.03E-07	1.22E-04
Ng Lau Road	L079	1500-1600	2.24E-01	1.01E-06	1.19E-03	8.11E-01	3.66E-06	4.32E-03	1.83E-02	8.28E-08	9.77E-05	2.00E-02	9.01E-08	1.06E-04
Ng Lau Road	L079	1600-1700	1.13E-01	5.09E-07	6.01E-04	4.48E-01	2.02E-06	2.39E-03	1.14E-02	5.14E-08	6.07E-05	1.25E-02	5.63E-08	6.65E-05
Ng Lau Road	L079	1700-1800	7.18E-02	4.32E-07	5.10E-04	3.43E-01	2.06E-06	2.43E-03	9.83E-03	5.91E-08	6.98E-05	1.08E-02	6.52E-08	7.71E-05
Ng Lau Road	L079	1800-1900	6.82E-02	4.10E-07	4.84E-04	3.36E-01	2.02E-06	2.38E-03	9.91E-03	5.96E-08	7.04E-05	1.09E-02	6.58E-08	7.77E-05
Ng Lau Road	L079	1900-2000	1.92E-01	8.68E-07	1.03E-03	7.31E-01	3.30E-06	3.90E-03	1.79E-02	8.08E-08	9.54E-05	1.95E-02	8.82E-08	1.04E-04
Ng Lau Road	L079	2000-2100	1.04E-01	4.70E-07	5.55E-04	4.50E-01	2.03E-06	2.40E-03	1.09E-02	4.93E-08	5.83E-05	1.20E-02	5.40E-08	6.38E-05
Ng Lau Road	L079	2100-2200	8.18E-02	3.69E-07	4.36E-04	3.88E-01	1.75E-06	2.07E-03	9.98E-03	4.50E-08	5.32E-05	1.09E-02	4.94E-08	5.83E-05
Ng Lau Road	L079	2200-2300	6.16E-02	1.85E-07	2.19E-04	3.29E-01	9.89E-07	1.17E-03	8.81E-03	2.65E-08	3.13E-05	9.72E-03	2.92E-08	3.45E-05
Ng Lau Road	L079	2300-0000	5.39E-02	1.62E-07	1.91E-04	3.10E-01	9.31E-07	1.10E-03	7.45E-03	2.24E-08	2.64E-05	8.23E-03	2.48E-08	2.92E-05
Ng Lau Road	L080	0000-0100	8.19E-02	1.23E-07	3.76E-04	3.98E-01	5.98E-07	1.83E-03	8.77E-03	1.32E-08	4.03E-05	9.66E-03	1.45E-08	4.43E-05
Ng Lau Road	L080	0100-0200	1.11E-01	1.67E-07	5.10E-04	5.22E-01	7.84E-07	2.40E-03	1.02E-02	1.53E-08	4.69E-05	1.12E-02	1.68E-08	5.14E-05
Ng Lau Road	L080	0200-0300	1.20E-01	1.80E-07	5.52E-04	5.30E-01	7.95E-07	2.43E-03	1.08E-02	1.63E-08	4.98E-05	1.19E-02	1.79E-08	5.47E-05
Ng Lau Road	L080	0300-0400	1.21E-01	1.81E-07	5.54E-04	5.44E-01	8.15E-07	2.50E-03	1.07E-02	1.61E-08	4.92E-05	1.18E-02	1.77E-08	5.41E-05
Ng Lau Road	L080	0400-0500	9.31E-02	1.40E-07	4.27E-04	3.78E-01	5.67E-07	1.74E-03	6.61E-03	9.91E-09	3.03E-05	7.17E-03	1.08E-08	3.29E-05
Ng Lau Road	L080	0500-0600	1.98E-01	2.96E-07	9.07E-04	7.97E-01	1.20E-06	3.66E-03	1.75E-02	2.63E-08	8.05E-05	1.92E-02	2.87E-08	8.79E-05
Ng Lau Road	L080	0600-0700	3.01E-01	9.04E-07	2.77E-03	1.08E+00	3.23E-06	9.89E-03	2.54E-02	7.61E-08	2.33E-04	2.77E-02	8.29E-08	2.54E-04
Ng Lau Road	L080	0700-0800	2.35E-01	1.06E-06	3.24E-03	8.77E-01	3.94E-06	1.21E-02	2.04E-02	9.19E-08	2.81E-04	2.22E-02	1.00E-07	3.06E-04
Ng Lau Road	L080	0800-0900	2.31E-01	1.04E-06	3.18E-03	8.22E-01	3.70E-06	1.13E-02	1.90E-02	8.53E-08	2.61E-04	2.06E-02	9.29E-08	2.84E-04
Ng Lau Road	L080	0900-1000	2.60E-01	1.17E-06	3.57E-03	9.21E-01	4.14E-06	1.27E-02	2.04E-02	9.20E-08	2.81E-04	2.22E-02	1.00E-07	3.06E-04
Ng Lau Road	L080	1000-1100	2.16E-01	9.74E-07	2.98E-03	7.74E-01	3.48E-06	1.06E-02	1.74E-02	7.83E-08	2.40E-04	1.90E-02	8.53E-08	2.61E-04
Ng Lau Road	L080	1100-1200	2.65E-01	1.19E-06	3.65E-03	9.62E-01	4.33E-06	1.32E-02	2.17E-02	9.76E-08	2.99E-04	2.36E-02	1.06E-07	3.25E-04
Ng Lau Road	L080	1200-1300	2.33E-01	7.00E-07	2.14E-03	8.41E-01	2.52E-06	7.72E-03	1.93E-02	5.78E-08	1.77E-04	2.10E-02	6.30E-08	1.93E-04
Ng Lau Road	L080	1300-1400	1.83E-01	5.47E-07	1.67E-03	7.04E-01	2.11E-06	6.46E-03	1.63E-02	4.89E-08	1.50E-04	1.78E-02	5.33E-08	1.63E-04
Ng Lau Road	L080	1400-1500	2.93E-01	1.32E-06	4.03E-03	1.02E+00	4.59E-06	1.40E-02	2.31E-02	1.04E-07	3.18E-04	2.52E-02	1.13E-07	3.47E-04
Ng Lau Road	L080	1500-1600	2.76E-01	1.24E-06	3.79E-03	9.41E-01	4.24E-06	1.30E-02	2.13E-02	9.57E-08	2.93E-04	2.32E-02	1.04E-07	3.19E-04
Ng Lau Road	L080	1600-1700	1.51E-01	6.81E-07	2.09E-03	5.23E-01	2.35E-06	7.20E-03	1.28E-02	5.77E-08	1.77E-04	1.40E-02	6.30E-08	1.93E-04
Ng Lau Road	L080	1700-1800	8.90E-02	4.00E-07	1.22E-03	3.60E-01	1.62E-06	4.95E-03	9.57E-03	4.30E-08	1.32E-04	1.05E-02	4.72E-08	1.44E-04
Ng Lau Road	L080	1800-1900	7.70E-02	3.47E-07	1.06E-03	3.32E-01	1.50E-06	4.58E-03	9.16E-03	4.12E-08	1.26E-04	1.00E-02	4.52E-08	1.38E-04
Ng Lau Road	L080	1900-2000	2.19E-01	9.85E-07	3.01E-03	7.97E-01	3.59E-06	1.10E-02	1.93E-02	8.70E-08	2.66E-04	2.11E-02	9.49E-08	2.90E-04
Ng Lau Road	L080	2000-2100	9.98E-02	2.99E-07	9.16E-04	4.20E-01	1.26E-06	3.86E-03	1.01E-02	3.02E-08	9.23E-05	1.10E-02	3.30E-08	1.01E-04
Ng Lau Road	L080	2100-2200	9.77E-02	4.40E-07	1.34E-03	4.16E-01	1.87E-06	5.73E-03	1.05E-02	4.73E-08	1.45E-04	1.15E-02	5.18E-08	1.58E-04
Ng Lau Road	L080	2200-2300	8.16E-02	2.45E-07	7.49E-04	3.83E-01	1.15E-06	3.51E-03	9.78E-03	2.93E-08	8.98E-05	1.07E-02	3.22E-08	9.86E-05
Ng Lau Road	L080	2300-0000	5.06E-02	7.58E-08	2.32E-04	2.82E-01	4.22E-07	1.29E-03	6.54E-03	9.81E-09	3.00E-05	7.19E-03	1.08E-08	3.30E-05
Ng Lau Road	L081	0000-0100	5.24E-02	7.91E-08	2.39E-04	3.51E-01	5.29E-07	1.60E-03	7.94E-03	1.20E-08	3.62E-05	8.75E-03	1.32E-08	3.99E-05
Ng Lau Road	L081	0100-0200	8.22E-02	1.24E-07	3.74E-04	4.86E-01	7.34E-07	2.22E-03	9.27E-03	1.40E-08	4.23E-05	1.02E-02	1.53E-08	4.63E-05
Ng Lau Road	L081	0200-0300	3.17E-02	4.78E-08	1.44E-04	3.10E-01	4.67E-07	1.41E-03	5.56E-03	8.39E-09	2.53E-05	6.17E-03	9.31E-09	2.81E-05
Ng Lau Road	L081	0300-0400	3.68E-02	5.56E-08	1.68E-04	3.17E-01	4.78E-07	1.44E-03	6.29E-03	9.48E-09	2.87E-05	7.00E-03	1.06E-08	3.19E-05
Ng Lau Road	L081	0400-0500	3.62E-02	5.46E-08	1.65E-04	2.93E-01	4.42E-07	1.34E-03	6.54E-03	9.86E-09	2.98E-05	7.28E-03	1.10E-08	3.32E-05
Ng Lau Road	L081	0500-0600	1.46E-01	2.20E-07	6.65E-04	6.92E-01	1.04E-06	3.15E-03	1.47E-02	2.22E-08	6.70E-05	1.61E-02	2.42E-08	7.32E-05
Ng Lau Road	L081	0600-0700	1.61E-01	2.44E-07	7.36E-04	6.54E-01	9.87E-07	2.98E-03	1.57E-02	2.37E-08	7.15E-05	1.71E-02	2.58E-08	7.79E-05
Ng Lau Road	L081	0700-0800	1.06E-01	3.19E-07	9.65E-04	5.14E-01	1.55E-06	4.69E-03	1.22E-02	3.70E-08	1.12E-04	1.34E-02	4.04E-08	1.22E-04
Ng Lau Road	L081	0800-0900	1.10E-01	3.33E-07	1.01E-03	5.17E-01	1.56E-06	4.71E-03	1.23E-02	3.70E-08	1.12E-04	1.34E-02	4.04E-08	1.22E-04
Ng Lau Road	L081	0900-1000	1.32E-01	3.99E-07	1.21E-03	6.35E-01	1.91E-06	5.78E-03	1.43E-02	4.31E-08	1.30E-04	1.56E-02	4.70E-08	1.42E-04
Ng Lau Road	L081	1000-1100	1.14E-01	3.43E-07	1.04E-03	5.55E-01	1.67E-06	5.06E-03	1.25E-02	3.76E-08	1.14E-04	1.36E-02	4.10E-08	1.24E-04
Ng Lau Road	L081	1100-1200	1.48E-01	4.48E-07	1.35E-03	6.88E-01	2.08E-06	6.27E-03	1.55E-02	4.67E-08	1.41E-04	1.69E-02	5.09E-08	1.54E-04
Ng Lau Road	L081	1200-1300	1.38E-01	4.16E-07	1.26E-03	6.28E-01	1.89E-06	5.72E-03	1.48E-02	4.45E-08	1.35E-04	1.61E-02	4.86E-08	1.47E-04
Ng Lau Road	L081	1300-1400	1.26E-01	3.79E-07	1.15E-03	5.88E-01	1.77E-06	5.36E-03	1.37E-02	4.12E-08	1.25E-04	1.49E-02	4.50E-08	1.36E-04
Ng Lau Road	L081	1400-1500	1.54E-01	4.64E-07	1.40E-03	6.98E-01	2.11E-06	6.36E-03	1.59E-02	4.80E-08	1.45E-04	1.73E-02	5.23E-08	1.58E-04
Ng Lau Road	L081	1500-1600	1.39E-01	4.19E-07	1.27E-03	6.23E-01	1.88E-06	5.68E-03	1.44E-02	4.34E-08	1.31E-04	1.57E-02	4.73E-08	1.43E-04
Ng Lau Road	L081	1600-1700	1.33E-01	8.05E-07	2.43E-03	6.15E-01	3.71E-06	1.12E-02	1.48E-02	8.95E-08	2.71E-04	1.62E-02	9.77E-08	2.95E-04
Ng Lau Road	L081	1700-1800	9.99E-02	6.03E-07	1.82E-03	4.98E-01	3.01E-06	9.09E-03	1.25E-02	7.53E-08	2.28E-04	1.37E-02	8.24E-08	2.49E-04
Ng Lau Road	L081	1800-1900	9.07E-02	5.47E-07	1.65E-03	4.58E-01	2.76E-06	8.35E-03	1.18E-02	7.14E-08	2.16E-04	1.30E-02	7.81E-08	2.36E-04
Ng Lau Road	L081	1900-2000	1.40E-01	4.24E-07	1.28E-03	6.29E-01	1.90E-06	5.74E-03	1.56E-02	4.69E-08	1.42E-04	1.70E-02	5.12E-08	1.55E-04
Ng Lau Road	L081	2000-2100	5.49E-02	1.66E-07	5.00E-04	3.49E-01	1.05E-06	3.18E-03	8.63E-03	2.60E-08	7.86E-05	9.47E-03	2.86E-08	8.63E-05
Ng Lau Road	L081	2100-2200	4.61E-02	1.39E-07	4.20E-04	2.94E-01	8.86E-07	2.68E-03	7.41E-03	2.24E-08	6.76E-05	8.13E-03	2.45E-08	7.41E-05
Ng Lau Road	L081	2200-2300	7.80E-02	2.35E-07	7.11E-04	4.03E-01	1.21E-06	3.67E-03	9.97E-03	3.01E-08	9.08E-05	1.09E-02	3.30E-08	9.96E-05
Ng Lau Road	L081	2300-0000	4.31E-02	6.50E-08	1.96E-04	2.92E-01	4.40E-07	1.33E-03	7.07E-03	1.07E-08	3.22E-05	7.80E-03	1.18E-08	3.56E-05
San Hing Road	L082	0000-0100	3.63E-02	5.47E-08	6.58E-05	2.57E-01	3.88E-07	4.66E-04	9.70E-03	1.46E-08	1.76E-05	1.09E-02	1.64E-08	1.98E-05
San Hing Road	L082	0100-0200	4.70E-02	7.09E-08	8.52E-05	2.82E-01	4.26E-07	5.12E-04	1.17E-02	1.76E-08	2.12E-05	1.32E-02	1.99E-08	2.39E-05
San Hing Road	L082	0200-0300	4.82E-02	7.27E-08	8.74E-05	3.12E-01	4.71E-07	5.66E-04	1.28E-02	1.93E-08	2.31E-05	1.44E-02	2.18E-08	2.62E-05
San Hing Road	L082	0300-0400	5.95E-02	8.99E-08	1.08E-04	3.25E-01	4.91E-07	5.90E-04	1.04E-02	1.57E-08	1.88E-05	1.16E-02	1.76E-08	2.11E-05
San Hing Road	L082	0400-0500	5.21E-02	7.86E-08	9.45E-05	2.82E-01	4.26E-07	5.12E-04	9.53E-03	1.44E-08	1.73E-05	1.07E-02	1.61E-08	1.93E-05
San Hing Road	L082	0500-0600	7.95E-02	1.20E-07	1.44E-04	3.66E-01	5.52E-07	6.63E-04	1.39E-02	2.09E-08	2.52E-05	1.56E-02	2.35E-08	2.82E-05
San Hing Road	L082	0600-0700	1.77E-01	2.68E-07	3.22E-04	5.72E-01	8.64E-07	1.04E-03	1.45E-02	2.19E-08	2.63E-05	1.58E-02	2.38E-08	2.86E-05
San Hing Road	L082	0700-0800	1.31E-01	3.95E-07	4.75E-04	4.62E-01	1.39E-06	1.67E-03	1.22E-02	3.68E-08	4.42E-05	1.33E-02	4.02E-08	4.83E-05
San Hing Road	L082	0800-0900	1.67E-01	5.05E-07	6.06E-04	5.46E-01	1.65E-06	1.98E-03	1.39E-02	4.21E-08	5.06E-05	1.52E-02	4.59E-08	5.52E-05
San Hing Road	L082	0900-1000	1.52E-01	2.29E-07	2.75E-04	5.06E-01	7.65E-07	9.19E-04	1.38E-02	2.08E-08	2.50E-05	1.51E-02	2.28E-08	2.74E-05
San Hing Road	L082	1000-1100	1.66E-01	2.50E-07	3.01E-04	5.16E-01	7.79E-07	9.36E-04	1.34E-02	2.02E-08	2.42E-05	1.46E-02	2.21E-08	2.65E-05
San Hing Road	L082	1100-1200	1.39E-01	2.10E-07	2.52E-04	4.64E-01	7.00E-07	8.41E-04	1.26E-02	1.90E-08	2.29E-05	1.38E-02	2.08E-08	2.50E-05
San Hing Road	L082	1200-1300	1.55E-01	2.34E-07	2.81E-04	5.02E-01	7.57E-07	9.10E-04	1.40E-02	2.12E-08	2.55E-05	1.54E-02	2.32E-08	2.79E-05
San Hing Road	L082	1300-1400	1.20E-01	1.81E-07	2.17E-04	4.27E-01	6.45E-07	7.75E-04	1.29E-02	1.95E-08	2.34E-05	1.42E-02	2.14E-08	2.58E-05
San Hing Road	L082	1400-1500	1.73E-01	2.60E-07	3.13E-04	5.49E-01	8.30E-07	9.97E-04	1.41E-02	2.13E-08	2.56E-05	1.54E-02	2.33E-08	2.80E-05
San Hing Road	L082	1500-1600	1.52E-01	2.29E-07	2.75E-04	4.78E-01	7.22E-07	8.67E-04	1.31E-02	1.98E-08	2.37E-05	1.43E-02	2.16E-08	2.59E-05
San Hing Road	L082	1600-1700	1.41E-01	4.26E-07	5.12E-04	4.50E-01	1.36E-06	1.63E-03	1.42E-02	4.29E-08	5.16E-05	1.57E-02	4.73E-08	5.68E-05
San Hing Road	L082	1700-1800	8.68E-02	2.62E-07	3.15E-04	3.33E-01	1.00E-06	1.21E-03	1.24E-02	3.73E-08	4.48E-05	1.38E-02	4.15E-08	4.99E-05
San Hing Road	L082	1800-1900	7.61E-02	2.30E-07	2.76E-04	3.12E-01	9.41E-07	1.13E-03	1.23E-02	3.70E-08	4.45E-05	1.37E-02	4.13E-08	4.96E-05
San Hing Road	L082	1900-2000	6.16E-02	9.30E-08	1.12E-04	2.51E-01	3.79E-07	4.56E-04	8.88E-03	1.34E-08	1.61E-05	9.81E-03	1.48E-08	1.78E-05
San Hing Road	L082	2000-2100	6.97E-02	1.05E-07	1.26E-04	2.89E-01	4.36E-07	5.24E-04	9.62E-03	1.45E-08	1.75E-05	1.06E-02	1.60E-08	1.93E-05
San Hing Road	L082	2100-2200	3.48E-02	5.26E-08	6.32E-05	1.86E-01	2.81E-07	3.37E-04	7.54E-03	1.14E-08	1.37E-05	8.41E-03	1.27E-08	1.52E-05
San Hing Road	L082	2200-2300	3.30E-02	4.98E-08	5.98E-05	2.01E-01	3.03E-07	3.64E-04	8.38E-03	1.27E-08	1.52E-05	9.36E-03	1.41E-08	1.70E-05
San Hing Road	L082	2300-0000	4.03E-02	6.08E-08	7.31E-05	2.33E-01	3.52E-07	4.22E-04	8.21E-03	1.24E-08	1.49E-05	9.14E-03	1.38E-08	1.66E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
San Hing Road	L083	0000-0100	1.21E-02	1.83E-08	2.16E-05	2.29E-01	3.45E-07	4.09E-04	6.69E-03	1.01E-08	1.19E-05	7.52E-03	1.13E-08	1.34E-05
San Hing Road	L083	0100-0200	8.94E-03	1.35E-08	1.60E-05	2.29E-01	3.45E-07	4.09E-04	7.90E-03	1.19E-08	1.41E-05	9.03E-03	1.36E-08	1.61E-05
San Hing Road	L083	0200-0300	1.10E-02	1.66E-08	1.96E-05	2.80E-01	4.22E-07	5.00E-04	9.44E-03	1.42E-08	1.69E-05	1.08E-02	1.64E-08	1.94E-05
San Hing Road	L083	0300-0400	1.14E-02	1.71E-08	2.03E-05	2.66E-01	4.02E-07	4.76E-04	1.17E-02	1.76E-08	2.09E-05	1.34E-02	2.02E-08	2.40E-05
San Hing Road	L083	0400-0500	1.14E-02	1.71E-08	2.03E-05	2.66E-01	4.02E-07	4.76E-04	1.17E-02	1.76E-08	2.09E-05	1.34E-02	2.02E-08	2.40E-05
San Hing Road	L083	0500-0600	7.40E-02	1.12E-07	1.32E-04	3.94E-01	5.95E-07	7.05E-04	1.23E-02	1.85E-08	2.19E-05	1.38E-02	2.08E-08	2.46E-05
San Hing Road	L083	0600-0700	1.10E-01	1.66E-07	1.97E-04	3.99E-01	6.01E-07	7.12E-04	1.04E-02	1.56E-08	1.85E-05	1.13E-02	1.70E-08	2.01E-05
San Hing Road	L083	0700-0800	3.91E-02	5.90E-08	6.99E-05	2.45E-01	3.69E-07	4.38E-04	6.77E-03	1.02E-08	1.21E-05	7.43E-03	1.12E-08	1.33E-05
San Hing Road	L083	0800-0900	6.72E-02	1.01E-07	1.20E-04	3.11E-01	4.69E-07	5.56E-04	8.56E-03	1.29E-08	1.53E-05	9.37E-03	1.41E-08	1.67E-05
San Hing Road	L083	0900-1000	4.50E-02	6.79E-08	8.05E-05	2.94E-01	4.43E-07	5.25E-04	8.64E-03	1.30E-08	1.54E-05	9.61E-03	1.45E-08	1.72E-05
San Hing Road	L083	1000-1100	7.32E-02	1.10E-07	1.31E-04	3.33E-01	5.03E-07	5.96E-04	9.48E-03	1.43E-08	1.69E-05	1.04E-02	1.57E-08	1.86E-05
San Hing Road	L083	1100-1200	4.98E-02	7.52E-08	8.90E-05	2.80E-01	4.23E-07	5.01E-04	7.76E-03	1.17E-08	1.39E-05	8.55E-03	1.29E-08	1.53E-05
San Hing Road	L083	1200-1300	5.00E-02	7.54E-08	8.93E-05	2.81E-01	4.24E-07	5.03E-04	7.76E-03	1.17E-08	1.39E-05	8.55E-03	1.29E-08	1.53E-05
San Hing Road	L083	1300-1400	5.00E-02	7.55E-08	8.94E-05	2.81E-01	4.24E-07	5.03E-04	7.76E-03	1.17E-08	1.39E-05	8.55E-03	1.29E-08	1.53E-05
San Hing Road	L083	1400-1500	4.98E-02	7.51E-08	8.90E-05	2.75E-01	4.14E-07	4.91E-04	7.82E-03	1.18E-08	1.40E-05	8.62E-03	1.30E-08	1.54E-05
San Hing Road	L083	1500-1600	6.20E-02	9.35E-08	1.11E-04	2.95E-01	4.45E-07	5.27E-04	8.57E-03	1.29E-08	1.53E-05	9.43E-03	1.42E-08	1.69E-05
San Hing Road	L083	1600-1700	4.17E-02	6.29E-08	7.46E-05	2.42E-01	3.66E-07	4.33E-04	8.40E-03	1.27E-08	1.50E-05	9.34E-03	1.41E-08	1.67E-05
San Hing Road	L083	1700-1800	3.48E-02	5.25E-08	6.22E-05	2.24E-01	3.38E-07	4.00E-04	9.10E-03	1.37E-08	1.63E-05	1.02E-02	1.54E-08	1.82E-05
San Hing Road	L083	1800-1900	2.80E-02	4.23E-08	5.01E-05	2.06E-01	3.11E-07	3.68E-04	8.67E-03	1.31E-08	1.55E-05	9.72E-03	1.47E-08	1.74E-05
San Hing Road	L083	1900-2000	2.27E-02	3.43E-08	4.06E-05	2.04E-01	3.07E-07	3.64E-04	7.22E-03	1.09E-08	1.29E-05	8.05E-03	1.21E-08	1.44E-05
San Hing Road	L083	2000-2100	2.93E-02	4.42E-08	5.23E-05	2.25E-01	3.39E-07	4.01E-04	7.59E-03	1.14E-08	1.36E-05	8.46E-03	1.28E-08	1.51E-05
San Hing Road	L083	2100-2200	1.98E-02	2.99E-08	3.54E-05	1.75E-01	2.65E-07	3.14E-04	6.72E-03	1.01E-08	1.20E-05	7.51E-03	1.13E-08	1.34E-05
San Hing Road	L083	2200-2300	2.79E-02	4.21E-08	4.99E-05	2.15E-01	3.24E-07	3.84E-04	7.88E-03	1.19E-08	1.41E-05	8.82E-03	1.33E-08	1.58E-05
San Hing Road	L083	2300-0000	4.32E-02	6.52E-08	7.73E-05	2.94E-01	4.43E-07	5.25E-04	8.08E-03	1.22E-08	1.44E-05	8.99E-03	1.36E-08	1.61E-05
San Tat Lane	L084	0000-0100	7.25E-03	1.12E-08	1.11E-05	1.37E-01	2.13E-07	2.10E-04	1.10E-02	1.70E-08	1.68E-05	1.25E-02	1.94E-08	1.91E-05
San Tat Lane	L084	0100-0200	1.28E-02	1.99E-08	1.97E-05	2.43E-01	3.77E-07	3.73E-04	1.82E-02	2.82E-08	2.78E-05	2.09E-02	3.24E-08	3.19E-05
San Tat Lane	L084	0200-0300	1.29E-02	2.00E-08	1.97E-05	2.44E-01	3.78E-07	3.74E-04	1.82E-02	2.82E-08	2.78E-05	2.09E-02	3.24E-08	3.19E-05
San Tat Lane	L084	0300-0400	1.29E-02	2.01E-08	1.98E-05	2.45E-01	3.80E-07	3.75E-04	1.82E-02	2.82E-08	2.78E-05	2.09E-02	3.24E-08	3.19E-05
San Tat Lane	L084	0400-0500	1.29E-02	2.01E-08	1.98E-05	2.45E-01	3.80E-07	3.75E-04	1.82E-02	2.82E-08	2.78E-05	2.09E-02	3.24E-08	3.19E-05
San Tat Lane	L084	0500-0600	2.57E-01	3.99E-07	3.94E-04	1.10E+00	1.71E-06	1.69E-03	3.40E-02	5.27E-08	5.20E-05	3.76E-02	5.84E-08	5.76E-05
San Tat Lane	L084	0600-0700	2.34E-01	3.64E-07	3.59E-04	8.55E-01	1.33E-06	1.31E-03	1.88E-02	2.92E-08	2.88E-05	2.04E-02	3.17E-08	3.13E-05
San Tat Lane	L084	0700-0800	1.61E-01	2.49E-07	2.46E-04	5.36E-01	8.31E-07	8.20E-04	1.32E-02	2.04E-08	2.02E-05	1.44E-02	2.23E-08	2.20E-05
San Tat Lane	L084	0800-0900	1.79E-01	2.78E-07	2.74E-04	5.28E-01	8.18E-07	8.08E-04	1.24E-02	1.92E-08	1.90E-05	1.35E-02	2.10E-08	2.07E-05
San Tat Lane	L084	0900-1000	1.81E-01	2.81E-07	2.78E-04	6.47E-01	1.00E-06	9.91E-04	1.70E-02	2.64E-08	2.60E-05	1.87E-02	2.90E-08	2.86E-05
San Tat Lane	L084	1000-1100	1.60E-01	2.48E-07	2.45E-04	4.48E-01	6.95E-07	6.86E-04	1.24E-02	1.92E-08	1.90E-05	1.36E-02	2.11E-08	2.09E-05
San Tat Lane	L084	1100-1200	2.65E-01	4.10E-07	4.05E-04	8.75E-01	1.36E-06	1.34E-03	2.18E-02	3.38E-08	3.34E-05	2.39E-02	3.70E-08	3.66E-05
San Tat Lane	L084	1200-1300	2.65E-01	4.11E-07	4.06E-04	8.77E-01	1.36E-06	1.34E-03	2.18E-02	3.38E-08	3.34E-05	2.39E-02	3.70E-08	3.66E-05
San Tat Lane	L084	1300-1400	1.21E-01	1.88E-07	1.86E-04	3.86E-01	5.98E-07	5.91E-04	1.18E-02	1.83E-08	1.81E-05	1.31E-02	2.03E-08	2.00E-05
San Tat Lane	L084	1400-1500	2.40E-01	3.72E-07	3.68E-04	7.68E-01	1.19E-06	1.18E-03	1.94E-02	3.01E-08	2.97E-05	2.12E-02	3.29E-08	3.25E-05
San Tat Lane	L084	1500-1600	2.57E-01	3.99E-07	3.94E-04	7.81E-01	1.21E-06	1.20E-03	1.93E-02	2.99E-08	2.95E-05	2.11E-02	3.27E-08	3.23E-05
San Tat Lane	L084	1600-1700	5.51E-02	8.55E-08	8.44E-05	2.65E-01	4.11E-07	4.06E-04	1.26E-02	1.95E-08	1.93E-05	1.41E-02	2.19E-08	2.16E-05
San Tat Lane	L084	1700-1800	4.32E-02	6.71E-08	6.62E-05	2.58E-01	4.00E-07	3.95E-04	1.35E-02	2.10E-08	2.07E-05	1.53E-02	2.37E-08	2.34E-05
San Tat Lane	L084	1800-1900	2.99E-02	4.63E-08	4.57E-05	2.23E-01	3.47E-07	3.42E-04	1.26E-02	1.96E-08	1.94E-05	1.43E-02	2.22E-08	2.19E-05
San Tat Lane	L084	1900-2000	1.44E-01	2.23E-07	2.20E-04	6.05E-01	9.39E-07	9.27E-04	1.84E-02	2.86E-08	2.82E-05	2.03E-02	3.15E-08	3.11E-05
San Tat Lane	L084	2000-2100	7.39E-02	1.15E-07	1.13E-04	2.71E-01	4.20E-07	4.15E-04	1.08E-02	1.67E-08	1.65E-05	1.20E-02	1.86E-08	1.84E-05
San Tat Lane	L084	2100-2200	9.81E-02	1.52E-07	1.50E-04	3.96E-01	6.14E-07	6.06E-04	1.24E-02	1.92E-08	1.90E-05	1.37E-02	2.13E-08	2.10E-05
San Tat Lane	L084	2200-2300	6.28E-03	9.74E-09	9.62E-06	1.18E-01	1.84E-07	1.81E-04	9.77E-03	1.51E-08	1.50E-05	1.11E-02	1.72E-08	1.70E-05
San Tat Lane	L084	2300-0000	5.81E-03	9.01E-09	8.90E-06	1.10E-01	1.71E-07	1.68E-04	9.17E-03	1.42E-08	1.40E-05	1.04E-02	1.61E-08	1.59E-05
San Tat Lane	L085	0000-0100	1.37E-02	2.13E-08	2.22E-05	2.56E-01	3.98E-07	4.14E-04	7.35E-03	1.14E-08	1.19E-05	8.29E-03	1.29E-08	1.34E-05
San Tat Lane	L085	0100-0200	8.94E-03	1.39E-08	1.44E-05	2.29E-01	3.55E-07	3.69E-04	7.90E-03	1.23E-08	1.27E-05	9.03E-03	1.40E-08	1.46E-05
San Tat Lane	L085	0200-0300	1.10E-02	1.71E-08	1.77E-05	2.80E-01	4.34E-07	4.52E-04	9.44E-03	1.47E-08	1.52E-05	1.08E-02	1.68E-08	1.75E-05
San Tat Lane	L085	0300-0400	1.14E-02	1.76E-08	1.83E-05	2.66E-01	4.13E-07	4.30E-04	1.17E-02	1.81E-08	1.89E-05	1.34E-02	2.08E-08	2.17E-05
San Tat Lane	L085	0400-0500	1.14E-02	1.76E-08	1.83E-05	2.66E-01	4.13E-07	4.30E-04	1.17E-02	1.81E-08	1.89E-05	1.34E-02	2.08E-08	2.17E-05
San Tat Lane	L085	0500-0600	1.55E-01	2.41E-07	2.50E-04	7.83E-01	1.22E-06	1.26E-03	2.04E-02	3.16E-08	3.29E-05	2.26E-02	3.51E-08	3.65E-05
San Tat Lane	L085	0600-0700	1.32E-01	2.04E-07	2.13E-04	5.95E-01	9.24E-07	9.61E-04	1.71E-02	2.65E-08	2.76E-05	1.89E-02	2.94E-08	3.06E-05
San Tat Lane	L085	0700-0800	5.57E-02	8.65E-08	9.00E-05	3.35E-01	5.20E-07	5.41E-04	8.26E-03	1.28E-08	1.33E-05	9.05E-03	1.40E-08	1.46E-05
San Tat Lane	L085	0800-0900	5.02E-02	7.80E-08	8.11E-05	2.96E-01	4.59E-07	4.78E-04	7.30E-03	1.13E-08	1.18E-05	8.00E-03	1.24E-08	1.29E-05
San Tat Lane	L085	0900-1000	1.31E-01	2.04E-07	2.12E-04	5.91E-01	9.17E-07	9.54E-04	1.20E-02	1.87E-08	1.94E-05	1.31E-02	2.03E-08	2.11E-05
San Tat Lane	L085	1000-1100	1.03E-01	1.60E-07	1.66E-04	4.12E-01	6.39E-07	6.65E-04	1.01E-02	1.57E-08	1.63E-05	1.11E-02	1.73E-08	1.80E-05
San Tat Lane	L085	1100-1200	1.24E-01	1.92E-07	2.00E-04	5.20E-01	8.08E-07	8.40E-04	1.22E-02	1.90E-08	1.97E-05	1.34E-02	2.08E-08	2.16E-05
San Tat Lane	L085	1200-1300	1.23E-01	1.91E-07	1.99E-04	5.22E-01	8.10E-07	8.43E-04	1.38E-02	2.14E-08	2.22E-05	1.52E-02	2.36E-08	2.46E-05
San Tat Lane	L085	1300-1400	3.15E-02	4.89E-08	5.09E-05	2.58E-01	4.00E-07	4.16E-04	8.25E-03	1.28E-08	1.33E-05	9.22E-03	1.43E-08	1.49E-05
San Tat Lane	L085	1400-1500	1.55E-01	2.40E-07	2.49E-04	6.51E-01	1.01E-06	1.05E-03	1.59E-02	2.47E-08	2.57E-05	1.75E-02	2.72E-08	2.83E-05
San Tat Lane	L085	1500-1600	1.31E-01	2.03E-07	2.11E-04	5.81E-01	9.01E-07	9.37E-04	1.48E-02	2.30E-08	2.39E-05	1.63E-02	2.54E-08	2.64E-05
San Tat Lane	L085	1600-1700	5.62E-02	8.72E-08	9.07E-05	2.91E-01	4.52E-07	4.70E-04	8.01E-03	1.24E-08	1.29E-05	8.87E-03	1.38E-08	1.43E-05
San Tat Lane	L085	1700-1800	5.49E-02	8.52E-08	8.86E-05	2.72E-01	4.21E-07	4.38E-04	7.95E-03	1.23E-08	1.28E-05	8.80E-03	1.37E-08	1.42E-05
San Tat Lane	L085	1800-1900	2.32E-02	3.59E-08	3.74E-05	2.02E-01	3.13E-07	3.26E-04	6.80E-03	1.06E-08	1.10E-05	7.56E-03	1.17E-08	1.22E-05
San Tat Lane	L085	1900-2000	1.12E-01	1.74E-07	1.81E-04	5.59E-01	8.67E-07	9.02E-04	1.51E-02	2.34E-08	2.43E-05	1.66E-02	2.57E-08	2.68E-05
San Tat Lane	L085	2000-2100	1.14E-02	1.77E-08	1.84E-05	2.03E-01	3.15E-07	3.27E-04	6.94E-03	1.08E-08	1.12E-05	7.80E-03	1.21E-08	1.26E-05
San Tat Lane	L085	2100-2200	3.91E-02	6.07E-08	6.31E-05	2.91E-01	4.52E-07	4.70E-04	8.71E-03	1.35E-08	1.41E-05	9.68E-03	1.50E-08	1.56E-05
San Tat Lane	L085	2200-2300	1.02E-02	1.58E-08	1.64E-05	1.99E-01	3.09E-07	3.21E-04	7.16E-03	1.11E-08	1.16E-05	8.09E-03	1.26E-08	1.31E-05
San Tat Lane	L085	2300-0000	1.09E-02	1.69E-08	1.76E-05	2.18E-01	3.38E-07	3.52E-04	5.84E-03	9.06E-09	9.42E-06	6.55E-03	1.02E-08	1.06E-05
San Hing Road	L086	0000-0100	2.94E-02	4.53E-08	3.84E-05	2.69E-01	4.16E-07	3.53E-04	7.31E-03	1.13E-08	9.57E-06	8.20E-03	1.27E-08	1.07E-05
San Hing Road	L086	0100-0200	3.66E-02	5.65E-08	4.79E-05	3.09E-01	4.77E-07	4.05E-04	6.35E-03	9.80E-09	8.31E-06	7.07E-03	1.09E-08	9.26E-06
San Hing Road	L086	0200-0300	4.41E-02	6.80E-08	5.77E-05	3.30E-01	5.09E-07	4.32E-04	7.70E-03	1.19E-08	1.01E-05	8.58E-03	1.32E-08	1.12E-05
San Hing Road	L086	0300-0400	4.69E-02	7.23E-08	6.14E-05	3.23E-01	4.98E-07	4.23E-04	7.80E-03	1.20E-08	1.02E-05	8.74E-03	1.35E-08	1.14E-05
San Hing Road	L086	0400-0500	4.59E-02	7.08E-08	6.01E-05	2.87E-01	4.43E-07	3.76E-04	8.18E-03	1.26E-08	1.07E-05	9.15E-03	1.41E-08	1.20E-05
San Hing Road	L086	0500-0600	1.20E-01	1.85E-07	1.57E-04	5.62E-01	8.67E-07	7.36E-04	1.35E-02	2.08E-08	1.76E-05	1.48E-02	2.28E-08	1.94E-05
San Hing Road	L086	0600-0700	1.55E-01	2.39E-07	2.03E-04	6.27E-01	9.67E-07	8.21E-04	1.64E-02	2.53E-08	2.14E-05	1.80E-02	2.77E-08	2.35E-05
San Hing Road	L086	0700-0800	1.01E-01	3.12E-07	2.65E-04	4.62E-01	1.42E-06	1.21E-03	1.18E-02	3.63E-08	3.08E-05	1.29E-02	3.98E-08	3.38E-05
San Hing Road	L086	0800-0900	1.09E-01	3.35E-07	2.84E-04	4.75E-01	1.47E-06	1.24E-03	1.20E-02	3.69E-08	3.13E-05	1.31E-02	4.05E-08	3.44E-05
San Hing Road	L086	0900-1000	1.92E-01	5.92E-07	5.03E-04	7.02E-01	2.17E-06	1.84E-03	1.62E-02	4.99E-08	4.24E-05	1.76E-02	5.44E-08	4.62E-05
San Hing Road	L086	1000-1100	1.48E-01	2.28E-07	1.94E-04	5.28E-01	8.15E-07	6.92E-04	1.27E-02	1.96E-08	1.67E-05	1.39E-02	2.15E-08	1.82E-05
San Hing Road	L086	1100-1200	1.45E-01	2.23E-07	1.89E-04	5.34E-01	8.25E-07	7.00E-04	1.32E-02	2.03E-08	1.72E-05	1.44E-02	2.22E-08	1.88E-05
San Hing Road	L086	1200-1300	1.28E-01	1.97E-07	1.67E-04	4.70E-01	7.25E-07	6.15E-04	1.13E-02	1.74E-08	1.48E-05	1.23E-02	1.89E-08	1.61E-05
San Hing Road	L086	1300-1400	1.15E-01	1.77E-07	1.51E-04	4.50E-01	6.94E-07	5.89E-04	1.09E-02	1.68E-08	1.42E-05	1.18E-02	1.83E-08	1.55E-05
San Hing Road	L086	1400-1500	1.86E-01	2.87E-07	2.43E-04	6.66E-01	1.03E-06	8.72E-04	1.54E-02	2.38E-08	2.02E-05	1.68E-02	2.59E-08	2.20E-05
San Hing Road	L086	1500-1600	1.82E-01	5.63E-07	4.78E-04	6.49E-01	2.00E-06	1.70E-03	1.52E-02	4.69E-08	3.98E-05	1.66E-02	5.11E-08	4.34E-05
San Hing Road	L086	1600-1700	1.71E-01	5.28E-07	4.48E-04	5.11E-01	1.58E-06	1.34E-03	1.33E-02	4.12E-08	3.49E-05	1.45E-02	4.49E-08	3.81E-05
San Hing Road	L086	1700-1800	1.18E-01	3.64E-07	3.09E-04	3.82E-01	1.18E-06	9.99E-04	1.01E-02	3.10E-08	2.63E-05	1.10E-02	3.39E-08	2.87E-05
San Hing Road	L086	1800-1900	9.78E-02	3.02E-07	2.56E-04	3.42E-01	1.06E-06	8.97E-04	9.86E-03	3.04E-08	2.58E-05	1.08E-02	3.32E-08	2.82E-05
San Hing Road	L086	1900-2000	1.43E-01	2.21E-07	1.88E-04	5.62E-01	8.67E-07	7.36E-04	1.40E-02	2.17E-08	1.84E-05	1.53E-02	2.36E-08	2.00E-05
San Hing Road	L086	2000-2100	7.84E-02	1.21E-07	1.03E-04	3.49E-01	5.39E-07	4.57E-04	8.38E-03	1.29E-08	1.10E-05	9.13E-03	1.41E-08	1.20E-05
San Hing Road	L086	2100-2200	5.71E-02	8.82E-08	7.48E-05	2.67E-01	4.13E-07	3.50E-04	6.75E-03	1.04E-08	8.84E-06	7.37E-03	1.14E-08	9.64E-06
San Hing Road	L086	2200-2300	7.12E-02	1.10E-07	9.32E-05	3.41E-01	5.26E-07	4.47E-04	8.95E-03	1.38E-08	1.17E-05	9.80E-03	1.51E-08	1.28E-05
San Hing Road	L086	2300-0000	4.96E-02	7.66E-08	6.50E-05	3.14E-01	4.85E-07	4.11E-04	8.23E-03	1.27E-08	1.08E-05	9.11E-03	1.41E-08	1.19E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
San Hing Road	L087	0000-0100	6.62E-03	1.02E-08	8.69E-06	1.67E-01	2.58E-07	2.19E-04	6.48E-03	1.00E-08	8.50E-06	7.35E-03	1.13E-08	9.64E-06
San Hing Road	L087	0100-0200	8.94E-03	1.38E-08	1.17E-05	2.29E-01	3.53E-07	3.00E-04	7.90E-03	1.22E-08	1.04E-05	9.03E-03	1.39E-08	1.18E-05
San Hing Road	L087	0200-0300	9.28E-03	1.43E-08	1.22E-05	2.15E-01	3.31E-07	2.81E-04	1.01E-02	1.57E-08	1.33E-05	1.16E-02	1.79E-08	1.52E-05
San Hing Road	L087	0300-0400	1.14E-02	1.75E-08	1.49E-05	2.66E-01	4.11E-07	3.49E-04	1.17E-02	1.80E-08	1.53E-05	1.34E-02	2.07E-08	1.76E-05
San Hing Road	L087	0400-0500	9.33E-03	1.44E-08	1.22E-05	2.16E-01	3.33E-07	2.83E-04	1.01E-02	1.57E-08	1.33E-05	1.16E-02	1.79E-08	1.52E-05
San Hing Road	L087	0500-0600	1.75E-01	2.70E-07	2.30E-04	7.13E-01	1.10E-06	9.36E-04	2.09E-02	3.23E-08	2.75E-05	2.31E-02	3.56E-08	3.03E-05
San Hing Road	L087	0600-0700	1.62E-01	2.49E-07	2.12E-04	6.07E-01	9.37E-07	7.96E-04	1.35E-02	2.08E-08	1.77E-05	1.46E-02	2.26E-08	1.92E-05
San Hing Road	L087	0700-0800	1.05E-01	1.62E-07	1.38E-04	3.66E-01	5.65E-07	4.81E-04	9.04E-03	1.40E-08	1.19E-05	9.86E-03	1.52E-08	1.29E-05
San Hing Road	L087	0800-0900	1.20E-01	1.84E-07	1.57E-04	3.85E-01	5.93E-07	5.05E-04	9.18E-03	1.42E-08	1.20E-05	1.00E-02	1.54E-08	1.31E-05
San Hing Road	L087	0900-1000	1.56E-01	2.41E-07	2.05E-04	5.70E-01	8.80E-07	7.48E-04	1.47E-02	2.27E-08	1.93E-05	1.62E-02	2.49E-08	2.12E-05
San Hing Road	L087	1000-1100	1.18E-01	1.83E-07	1.55E-04	3.71E-01	5.72E-07	4.86E-04	1.01E-02	1.55E-08	1.32E-05	1.11E-02	1.71E-08	1.45E-05
San Hing Road	L087	1100-1200	1.77E-01	2.74E-07	2.33E-04	5.79E-01	8.94E-07	7.60E-04	1.43E-02	2.21E-08	1.88E-05	1.57E-02	2.42E-08	2.06E-05
San Hing Road	L087	1200-1300	1.78E-01	2.74E-07	2.33E-04	5.81E-01	8.96E-07	7.62E-04	1.43E-02	2.21E-08	1.88E-05	1.57E-02	2.42E-08	2.06E-05
San Hing Road	L087	1300-1400	9.40E-02	1.45E-07	1.23E-04	3.26E-01	5.04E-07	4.28E-04	9.29E-03	1.43E-08	1.22E-05	1.02E-02	1.58E-08	1.34E-05
San Hing Road	L087	1400-1500	1.91E-01	2.95E-07	2.51E-04	6.29E-01	9.71E-07	8.26E-04	1.56E-02	2.40E-08	2.04E-05	1.70E-02	2.62E-08	2.23E-05
San Hing Road	L087	1500-1600	1.86E-01	2.86E-07	2.44E-04	5.85E-01	9.03E-07	7.68E-04	1.45E-02	2.24E-08	1.91E-05	1.59E-02	2.45E-08	2.08E-05
San Hing Road	L087	1600-1700	4.81E-02	7.42E-08	6.31E-05	2.49E-01	3.84E-07	3.26E-04	1.08E-02	1.66E-08	1.41E-05	1.20E-02	1.86E-08	1.58E-05
San Hing Road	L087	1700-1800	3.50E-02	5.40E-08	4.59E-05	2.23E-01	3.44E-07	2.92E-04	1.16E-02	1.80E-08	1.53E-05	1.31E-02	2.03E-08	1.72E-05
San Hing Road	L087	1800-1900	2.17E-02	3.35E-08	2.85E-05	1.88E-01	2.91E-07	2.47E-04	1.08E-02	1.66E-08	1.41E-05	1.22E-02	1.88E-08	1.60E-05
San Hing Road	L087	1900-2000	1.07E-01	1.65E-07	1.40E-04	4.71E-01	7.27E-07	6.19E-04	1.39E-02	2.15E-08	1.83E-05	1.53E-02	2.36E-08	2.01E-05
San Hing Road	L087	2000-2100	5.06E-02	7.80E-08	6.64E-05	2.20E-01	3.39E-07	2.89E-04	8.12E-03	1.25E-08	1.06E-05	9.03E-03	1.39E-08	1.18E-05
San Hing Road	L087	2100-2200	7.94E-02	1.22E-07	1.04E-04	3.27E-01	5.04E-07	4.29E-04	9.95E-03	1.53E-08	1.31E-05	1.10E-02	1.69E-08	1.44E-05
San Hing Road	L087	2200-2300	5.50E-03	8.49E-09	7.22E-06	1.24E-01	1.92E-07	1.63E-04	6.92E-03	1.07E-08	9.09E-06	7.82E-03	1.21E-08	1.03E-05
San Hing Road	L087	2300-0000	5.03E-03	7.77E-09	6.60E-06	1.25E-01	1.93E-07	1.64E-04	5.53E-03	8.54E-09	7.26E-06	6.22E-03	9.61E-09	8.17E-06
Road S1	L088	0000-0100	1.11E-02	1.61E-08	2.24E-05	1.66E-01	2.41E-07	3.36E-04	3.97E-03	5.76E-09	8.01E-06	4.29E-03	6.23E-09	8.66E-06
Road S1	L088	0100-0200	1.05E-02	1.53E-08	2.12E-05	1.71E-01	2.48E-07	3.44E-04	3.65E-03	5.31E-09	7.37E-06	3.95E-03	5.74E-09	7.97E-06
Road S1	L088	0200-0300	1.43E-02	2.08E-08	2.89E-05	1.86E-01	2.71E-07	3.76E-04	4.78E-03	6.94E-09	9.65E-06	5.17E-03	7.51E-09	1.04E-05
Road S1	L088	0300-0400	1.84E-02	2.67E-08	3.72E-05	2.38E-01	3.45E-07	4.80E-04	5.27E-03	7.66E-09	1.06E-05	5.71E-03	8.29E-09	1.15E-05
Road S1	L088	0400-0500	1.43E-02	2.09E-08	2.90E-05	1.87E-01	2.71E-07	3.77E-04	4.78E-03	6.94E-09	9.65E-06	5.17E-03	7.51E-09	1.04E-05
Road S1	L088	0500-0600	1.44E-02	2.09E-08	2.90E-05	1.87E-01	2.72E-07	3.78E-04	4.78E-03	6.94E-09	9.65E-06	5.17E-03	7.51E-09	1.04E-05
Road S1	L088	0600-0700	1.12E-02	1.63E-08	2.27E-05	1.69E-01	2.46E-07	3.41E-04	5.77E-03	8.38E-09	1.16E-05	6.38E-03	9.28E-09	1.29E-05
Road S1	L088	0700-0800	1.11E-02	1.61E-08	2.23E-05	1.53E-01	2.22E-07	3.09E-04	4.82E-03	7.00E-09	9.73E-06	5.26E-03	7.64E-09	1.06E-05
Road S1	L088	0800-0900	1.21E-02	1.76E-08	2.45E-05	1.66E-01	2.42E-07	3.36E-04	4.94E-03	7.18E-09	9.98E-06	5.39E-03	7.84E-09	1.09E-05
Road S1	L088	0900-1000	1.78E-02	2.59E-08	3.60E-05	2.35E-01	3.41E-07	4.74E-04	5.08E-03	7.39E-09	1.03E-05	5.50E-03	8.00E-09	1.11E-05
Road S1	L088	1000-1100	1.81E-02	2.62E-08	3.64E-05	2.42E-01	3.51E-07	4.88E-04	5.02E-03	7.30E-09	1.01E-05	5.43E-03	7.90E-09	1.10E-05
Road S1	L088	1100-1200	1.70E-02	2.48E-08	3.44E-05	2.29E-01	3.33E-07	4.63E-04	4.90E-03	7.12E-09	9.89E-06	5.30E-03	7.70E-09	1.07E-05
Road S1	L088	1200-1300	1.49E-02	2.17E-08	3.01E-05	2.09E-01	3.03E-07	4.21E-04	5.73E-03	8.32E-09	1.16E-05	6.29E-03	9.14E-09	1.27E-05
Road S1	L088	1300-1400	1.60E-02	2.32E-08	3.23E-05	2.22E-01	3.22E-07	4.48E-04	5.85E-03	8.50E-09	1.18E-05	6.43E-03	9.34E-09	1.30E-05
Road S1	L088	1400-1500	1.70E-02	2.47E-08	3.43E-05	2.34E-01	3.41E-07	4.73E-04	5.97E-03	8.68E-09	1.21E-05	6.56E-03	9.53E-09	1.32E-05
Road S1	L088	1500-1600	1.53E-02	2.23E-08	3.09E-05	2.06E-01	3.00E-07	4.17E-04	5.31E-03	7.72E-09	1.07E-05	5.80E-03	8.42E-09	1.17E-05
Road S1	L088	1600-1700	1.53E-02	2.22E-08	3.08E-05	2.06E-01	2.99E-07	4.15E-04	5.31E-03	7.72E-09	1.07E-05	5.80E-03	8.42E-09	1.17E-05
Road S1	L088	1700-1800	1.45E-02	4.21E-08	5.85E-05	1.98E-01	5.74E-07	7.98E-04	5.35E-03	1.55E-08	2.16E-05	5.86E-03	1.70E-08	2.37E-05
Road S1	L088	1800-1900	1.38E-02	4.01E-08	5.57E-05	1.89E-01	5.48E-07	7.62E-04	5.28E-03	1.53E-08	2.13E-05	5.79E-03	1.68E-08	2.34E-05
Road S1	L088	1900-2000	9.96E-03	1.45E-08	2.01E-05	1.39E-01	2.02E-07	2.80E-04	4.70E-03	6.82E-09	9.48E-06	5.12E-03	7.45E-09	1.03E-05
Road S1	L088	2000-2100	1.19E-02	1.73E-08	2.41E-05	1.63E-01	2.37E-07	3.30E-04	4.94E-03	7.18E-09	9.98E-06	5.39E-03	7.84E-09	1.09E-05
Road S1	L088	2100-2200	9.87E-03	1.43E-08	1.99E-05	1.37E-01	2.00E-07	2.77E-04	4.70E-03	6.82E-09	9.48E-06	5.12E-03	7.45E-09	1.03E-05
Road S1	L088	2200-2300	8.51E-03	1.24E-08	1.72E-05	1.27E-01	1.85E-07	2.57E-04	4.98E-03	7.24E-09	1.01E-05	5.49E-03	7.97E-09	1.11E-05
Road S1	L088	2300-0000	8.74E-03	1.27E-08	1.76E-05	1.28E-01	1.86E-07	2.59E-04	3.85E-03	5.59E-09	7.76E-06	4.16E-03	6.04E-09	8.39E-06
Road S1	L089	0000-0100	1.00E-02	1.43E-08	2.01E-05	1.58E-01	2.27E-07	3.19E-04	4.92E-03	7.04E-09	9.90E-06	5.41E-03	7.75E-09	1.09E-05
Road S1	L089	0100-0200	7.63E-03	1.09E-08	1.54E-05	1.38E-01	1.98E-07	2.79E-04	3.22E-03	4.61E-09	6.48E-06	3.48E-03	4.98E-09	7.00E-06
Road S1	L089	0200-0300	8.95E-03	1.28E-08	1.80E-05	1.63E-01	2.33E-07	3.28E-04	3.21E-03	4.60E-09	6.47E-06	3.47E-03	4.97E-09	7.00E-06
Road S1	L089	0300-0400	1.05E-02	1.50E-08	2.11E-05	1.94E-01	2.78E-07	3.91E-04	3.15E-03	4.51E-09	6.34E-06	3.40E-03	4.87E-09	6.85E-06
Road S1	L089	0400-0500	8.98E-03	1.29E-08	1.81E-05	1.64E-01	2.34E-07	3.30E-04	3.21E-03	4.60E-09	6.47E-06	3.47E-03	4.97E-09	7.00E-06
Road S1	L089	0500-0600	1.29E-02	1.85E-08	2.60E-05	2.09E-01	2.99E-07	4.20E-04	3.77E-03	5.40E-09	7.60E-06	4.08E-03	5.84E-09	8.22E-06
Road S1	L089	0600-0700	1.09E-02	3.14E-08	4.41E-05	1.73E-01	4.95E-07	6.96E-04	5.15E-03	1.47E-08	2.07E-05	5.69E-03	1.63E-08	2.29E-05
Road S1	L089	0700-0800	1.07E-02	4.61E-08	6.48E-05	1.57E-01	6.74E-07	9.48E-04	4.92E-03	2.12E-08	2.97E-05	5.38E-03	2.31E-08	3.25E-05
Road S1	L089	0800-0900	1.26E-02	5.43E-08	7.63E-05	1.84E-01	7.89E-07	1.11E-03	5.29E-03	2.27E-08	3.20E-05	5.80E-03	2.49E-08	3.50E-05
Road S1	L089	0900-1000	1.60E-02	4.57E-08	6.43E-05	2.25E-01	6.44E-07	9.06E-04	5.35E-03	1.53E-08	2.15E-05	5.86E-03	1.68E-08	2.36E-05
Road S1	L089	1000-1100	1.49E-02	4.28E-08	6.02E-05	2.14E-01	6.13E-07	8.62E-04	5.18E-03	1.48E-08	2.09E-05	5.68E-03	1.63E-08	2.29E-05
Road S1	L089	1100-1200	1.38E-02	3.96E-08	5.56E-05	2.00E-01	5.72E-07	8.05E-04	5.05E-03	1.44E-08	2.03E-05	5.53E-03	1.58E-08	2.23E-05
Road S1	L089	1200-1300	1.20E-02	3.45E-08	4.85E-05	1.75E-01	5.02E-07	7.06E-04	4.88E-03	1.40E-08	1.96E-05	5.35E-03	1.53E-08	2.15E-05
Road S1	L089	1300-1400	1.32E-02	3.79E-08	5.32E-05	1.90E-01	5.44E-07	7.66E-04	5.01E-03	1.44E-08	2.02E-05	5.50E-03	1.57E-08	2.21E-05
Road S1	L089	1400-1500	1.43E-02	4.09E-08	5.74E-05	2.01E-01	5.76E-07	8.10E-04	5.18E-03	1.48E-08	2.09E-05	5.68E-03	1.63E-08	2.29E-05
Road S1	L089	1500-1600	1.27E-02	3.64E-08	5.11E-05	1.85E-01	5.31E-07	7.47E-04	4.91E-03	1.41E-08	1.98E-05	5.39E-03	1.54E-08	2.17E-05
Road S1	L089	1600-1700	1.14E-02	1.64E-08	2.30E-05	1.65E-01	2.37E-07	3.33E-04	4.69E-03	6.72E-09	9.45E-06	5.12E-03	7.33E-09	1.03E-05
Road S1	L089	1700-1800	9.18E-03	1.31E-08	1.85E-05	1.33E-01	1.90E-07	2.68E-04	4.51E-03	6.46E-09	9.08E-06	4.92E-03	7.05E-09	9.91E-06
Road S1	L089	1800-1900	9.10E-03	1.30E-08	1.83E-05	1.32E-01	1.89E-07	2.65E-04	4.51E-03	6.46E-09	9.08E-06	4.92E-03	7.05E-09	9.91E-06
Road S1	L089	1900-2000	8.02E-03	2.30E-08	3.23E-05	1.18E-01	3.38E-07	4.75E-04	4.24E-03	1.21E-08	1.71E-05	4.63E-03	1.33E-08	1.86E-05
Road S1	L089	2000-2100	9.98E-03	2.86E-08	4.02E-05	1.46E-01	4.19E-07	5.89E-04	4.71E-03	1.35E-08	1.90E-05	5.17E-03	1.48E-08	2.08E-05
Road S1	L089	2100-2200	8.49E-03	2.43E-08	3.42E-05	1.29E-01	3.69E-07	5.19E-04	4.81E-03	1.38E-08	1.94E-05	5.30E-03	1.52E-08	2.13E-05
Road S1	L089	2200-2300	6.16E-03	8.82E-09	1.24E-05	9.90E-02	1.42E-07	1.99E-04	4.07E-03	5.83E-09	8.20E-06	4.45E-03	6.37E-09	8.96E-06
Road S1	L089	2300-0000	7.94E-03	1.14E-08	1.60E-05	1.32E-01	1.90E-07	2.66E-04	4.67E-03	6.69E-09	9.40E-06	5.15E-03	7.37E-09	1.04E-05
San Hing Road	L090	0000-0100	1.05E-02	1.63E-08	3.86E-05	1.87E-01	2.89E-07	6.85E-04	5.74E-03	8.86E-09	2.10E-05	6.40E-03	9.88E-09	2.34E-05
San Hing Road	L090	0100-0200	3.17E-02	4.89E-08	1.16E-04	2.83E-01	4.37E-07	1.03E-03	7.93E-03	1.22E-08	2.90E-05	8.88E-03	1.37E-08	3.25E-05
San Hing Road	L090	0200-0300	3.52E-02	5.43E-08	1.29E-04	2.56E-01	3.95E-07	9.37E-04	6.92E-03	1.07E-08	2.53E-05	7.69E-03	1.19E-08	2.81E-05
San Hing Road	L090	0300-0400	4.34E-02	6.70E-08	1.59E-04	3.01E-01	4.65E-07	1.10E-03	8.02E-03	1.24E-08	2.93E-05	8.93E-03	1.38E-08	3.27E-05
San Hing Road	L090	0400-0500	3.51E-02	5.42E-08	1.28E-04	2.51E-01	3.88E-07	9.19E-04	6.98E-03	1.08E-08	2.55E-05	7.76E-03	1.20E-08	2.84E-05
San Hing Road	L090	0500-0600	7.40E-02	1.14E-07	2.71E-04	4.17E-01	6.44E-07	1.53E-03	9.94E-03	1.53E-08	3.63E-05	1.09E-02	1.69E-08	3.99E-05
San Hing Road	L090	0600-0700	7.00E-02	2.16E-07	5.12E-04	3.31E-01	1.02E-06	2.42E-03	9.21E-03	2.84E-08	6.74E-05	1.01E-02	3.12E-08	7.39E-05
San Hing Road	L090	0700-0800	4.42E-02	2.73E-07	6.47E-04	2.81E-01	1.73E-06	4.11E-03	7.81E-03	4.82E-08	1.14E-04	8.57E-03	5.29E-08	1.25E-04
San Hing Road	L090	0800-0900	5.33E-02	3.29E-07	7.80E-04	3.16E-01	1.95E-06	4.63E-03	8.38E-03	5.17E-08	1.23E-04	9.19E-03	5.67E-08	1.34E-04
San Hing Road	L090	0900-1000	8.28E-02	2.55E-07	6.05E-04	4.05E-01	1.25E-06	2.96E-03	9.56E-03	2.95E-08	7.00E-05	1.04E-02	3.22E-08	7.64E-05
San Hing Road	L090	1000-1100	5.48E-02	1.69E-07	4.01E-04	3.16E-01	9.75E-07	2.31E-03	7.79E-03	2.40E-08	5.70E-05	8.53E-03	2.63E-08	6.24E-05
San Hing Road	L090	1100-1200	6.16E-02	1.90E-07	4.51E-04	3.31E-01	1.02E-06	2.42E-03	8.32E-03	2.57E-08	6.09E-05	9.11E-03	2.81E-08	6.67E-05
San Hing Road	L090	1200-1300	9.24E-02	2.85E-07	6.76E-04	4.03E-01	1.24E-06	2.95E-03	1.04E-02	3.21E-08	7.62E-05	1.14E-02	3.51E-08	8.33E-05
San Hing Road	L090	1300-1400	7.36E-02	2.27E-07	5.39E-04	3.50E-01	1.08E-06	2.56E-03	8.85E-03	2.73E-08	6.48E-05	9.69E-03	2.99E-08	7.09E-05
San Hing Road	L090	1400-1500	9.00E-02	2.78E-07	6.58E-04	4.38E-01	1.35E-06	3.20E-03	1.07E-02	3.31E-08	7.85E-05	1.17E-02	3.62E-08	8.58E-05
San Hing Road	L090	1500-1600	7.54E-02	2.33E-07	5.52E-04	3.59E-01	1.11E-06	2.63E-03	8.84E-03	2.73E-08	6.47E-05	9.66E-03	2.98E-08	7.06E-05
San Hing Road	L090	1600-1700	9.09E-02	2.80E-07	6.65E-04	3.51E-01	1.08E-06	2.57E-03	9.28E-03	2.87E-08	6.79E-05	1.02E-02	3.14E-08	7.45E-05
San Hing Road	L090	1700-1800	5.34E-02	1.65E-07	3.91E-04	2.55E-01	7.86E-07	1.86E-03	7.75E-03	2.39E-08	5.67E-05	8.54E-03	2.63E-08	6.24E-05
San Hing Road	L090	1800-1900	4.56E-02	1.41E-07	3.33E-04	2.37E-01	7.30E-07	1.73E-03	7.51E-03	2.32E-08	5.49E-05	8.28E-03	2.56E-08	6.06E-05
San Hing Road	L090	1900-2000	4.71E-02	1.45E-07	3.45E-04	2.75E-01	8.49E-07	2.01E-03	8.18E-03	2.52E-08	5.98E-05	8.98E-03	2.77E-08	6.57E-05
San Hing Road	L090	2000-2100	3.59E-02	1.11E-07	2.63E-04	2.26E-01	6.96E-07	1.65E-03	6.67E-03	2.06E-08	4.88E-05	7.34E-03	2.27E-08	5.37E-05
San Hing Road	L090	2100-2200	1.89E-02	5.83E-08	1.38E-04	1.65E-01	5.08E-07	1.20E-03	5.44E-03	1.68E-08	3.98E-05	5.98E-03	1.85E-08	4.38E-05
San Hing Road	L090	2200-2300	1.50E-02	4.63E-08	1.10E-04	1.56E-01	4.81E-07	1.14E-03	5.24E-03	1.62E-08	3.83E-05	5.79E-03	1.79E-08	4.23E-05
San Hing Road	L090	2300-0000	1.44E-02	2.22E-08	5.25E-05	1.63E-01	2.51E-07	5.94E-04	5.39E-03	8.32E-09	1.97E-05	5.98E-03	9.23E-09	2.19E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
San Hing Road	L091	0000-0100	6.00E-03	9.26E-09	2.18E-05	1.52E-01	2.35E-07	5.53E-04	5.94E-03	9.17E-09	2.16E-05	6.72E-03	1.04E-08	2.44E-05
San Hing Road	L091	0100-0200	8.94E-03	1.38E-08	3.24E-05	2.29E-01	3.53E-07	8.30E-04	7.90E-03	1.22E-08	2.87E-05	9.03E-03	1.39E-08	3.28E-05
San Hing Road	L091	0200-0300	9.28E-03	1.43E-08	3.37E-05	2.15E-01	3.31E-07	7.78E-04	1.01E-02	1.57E-08	3.68E-05	1.16E-02	1.79E-08	4.21E-05
San Hing Road	L091	0300-0400	1.14E-02	1.75E-08	4.12E-05	2.66E-01	4.11E-07	9.66E-04	1.17E-02	1.80E-08	4.24E-05	1.34E-02	2.07E-08	4.87E-05
San Hing Road	L091	0400-0500	9.33E-03	1.44E-08	3.39E-05	2.16E-01	3.33E-07	7.83E-04	1.01E-02	1.57E-08	3.68E-05	1.16E-02	1.79E-08	4.21E-05
San Hing Road	L091	0500-0600	1.75E-01	2.70E-07	6.35E-04	7.13E-01	1.10E-06	2.59E-03	2.09E-02	3.23E-08	7.59E-05	2.31E-02	3.56E-08	8.38E-05
San Hing Road	L091	0600-0700	2.08E-01	3.21E-07	7.54E-04	7.06E-01	1.09E-06	2.56E-03	1.70E-02	2.62E-08	6.16E-05	1.85E-02	2.85E-08	6.69E-05
San Hing Road	L091	0700-0800	1.13E-01	1.74E-07	4.08E-04	3.80E-01	5.86E-07	1.38E-03	9.66E-03	1.49E-08	3.50E-05	1.05E-02	1.63E-08	3.82E-05
San Hing Road	L091	0800-0900	1.43E-01	2.20E-07	5.18E-04	4.38E-01	6.76E-07	1.59E-03	1.09E-02	1.68E-08	3.95E-05	1.19E-02	1.83E-08	4.31E-05
San Hing Road	L091	0900-1000	1.56E-01	2.41E-07	5.67E-04	5.70E-01	8.80E-07	2.07E-03	1.47E-02	2.27E-08	5.33E-05	1.62E-02	2.49E-08	5.86E-05
San Hing Road	L091	1000-1100	1.33E-01	2.05E-07	4.81E-04	3.88E-01	5.99E-07	1.41E-03	1.04E-02	1.61E-08	3.79E-05	1.14E-02	1.76E-08	4.15E-05
San Hing Road	L091	1100-1200	1.77E-01	2.74E-07	6.43E-04	5.79E-01	8.94E-07	2.10E-03	1.43E-02	2.21E-08	5.20E-05	1.57E-02	2.42E-08	5.68E-05
San Hing Road	L091	1200-1300	1.56E-01	2.41E-07	5.66E-04	5.42E-01	8.36E-07	1.96E-03	1.46E-02	2.25E-08	5.29E-05	1.60E-02	2.47E-08	5.81E-05
San Hing Road	L091	1300-1400	8.82E-02	1.36E-07	3.20E-04	3.21E-01	4.96E-07	1.17E-03	1.01E-02	1.56E-08	3.67E-05	1.12E-02	1.73E-08	4.07E-05
San Hing Road	L091	1400-1500	1.55E-01	2.39E-07	5.62E-04	5.34E-01	8.24E-07	1.94E-03	1.46E-02	2.25E-08	5.29E-05	1.60E-02	2.47E-08	5.81E-05
San Hing Road	L091	1500-1600	1.87E-01	2.88E-07	6.77E-04	6.03E-01	9.30E-07	2.19E-03	1.57E-02	2.43E-08	5.71E-05	1.73E-02	2.66E-08	6.26E-05
San Hing Road	L091	1600-1700	4.03E-02	6.22E-08	1.46E-04	2.22E-01	3.43E-07	8.06E-04	9.48E-03	1.46E-08	3.44E-05	1.06E-02	1.64E-08	3.85E-05
San Hing Road	L091	1700-1800	3.53E-02	5.45E-08	1.28E-04	2.35E-01	3.62E-07	8.51E-04	1.15E-02	1.78E-08	4.17E-05	1.30E-02	2.00E-08	4.71E-05
San Hing Road	L091	1800-1900	2.20E-02	3.39E-08	7.98E-05	2.00E-01	3.09E-07	7.26E-04	1.06E-02	1.64E-08	3.86E-05	1.20E-02	1.86E-08	4.37E-05
San Hing Road	L091	1900-2000	1.07E-01	1.65E-07	3.87E-04	4.71E-01	7.27E-07	1.71E-03	1.39E-02	2.15E-08	5.05E-05	1.53E-02	2.36E-08	5.55E-05
San Hing Road	L091	2000-2100	5.06E-02	7.80E-08	1.83E-04	2.20E-01	3.39E-07	7.98E-04	8.12E-03	1.25E-08	2.94E-05	9.03E-03	1.39E-08	3.28E-05
San Hing Road	L091	2100-2200	7.94E-02	1.22E-07	2.88E-04	3.27E-01	5.04E-07	1.19E-03	9.95E-03	1.53E-08	3.61E-05	1.10E-02	1.69E-08	3.98E-05
San Hing Road	L091	2200-2300	5.50E-03	8.49E-09	2.00E-05	1.24E-01	1.92E-07	4.52E-04	6.92E-03	1.07E-08	2.51E-05	7.82E-03	1.21E-08	2.84E-05
San Hing Road	L091	2300-0000	5.03E-03	7.77E-09	1.83E-05	1.25E-01	1.93E-07	4.53E-04	5.53E-03	8.54E-09	2.01E-05	6.22E-03	9.61E-09	2.26E-05
Ng Lau Road	L092	0000-0100	3.34E-02	9.66E-08	1.10E-04	2.84E-01	8.22E-07	9.38E-04	6.81E-03	1.97E-08	2.25E-05	7.55E-03	2.18E-08	2.49E-05
Ng Lau Road	L092	0100-0200	5.79E-02	8.37E-08	9.54E-05	3.57E-01	5.16E-07	5.88E-04	6.86E-03	9.93E-09	1.13E-05	7.50E-03	1.08E-08	1.24E-05
Ng Lau Road	L092	0200-0300	2.32E-02	3.36E-08	3.83E-05	2.54E-01	3.67E-07	4.18E-04	4.59E-03	6.64E-09	7.57E-06	5.07E-03	7.33E-09	8.36E-06
Ng Lau Road	L092	0300-0400	2.36E-02	3.42E-08	3.90E-05	2.77E-01	4.01E-07	4.57E-04	5.48E-03	7.92E-09	9.03E-06	6.12E-03	8.85E-09	1.01E-05
Ng Lau Road	L092	0400-0500	3.48E-02	5.04E-08	5.75E-05	2.62E-01	3.79E-07	4.33E-04	5.47E-03	7.91E-09	9.02E-06	6.02E-03	8.70E-09	9.93E-06
Ng Lau Road	L092	0500-0600	1.03E-01	1.49E-07	1.70E-04	5.12E-01	7.40E-07	8.45E-04	1.08E-02	1.56E-08	1.78E-05	1.18E-02	1.70E-08	1.94E-05
Ng Lau Road	L092	0600-0700	9.74E-02	4.22E-07	4.82E-04	4.58E-01	1.99E-06	2.26E-03	1.18E-02	5.10E-08	5.82E-05	1.29E-02	5.58E-08	6.37E-05
Ng Lau Road	L092	0700-0800	5.94E-02	4.29E-07	4.90E-04	3.60E-01	2.61E-06	2.97E-03	9.40E-03	6.79E-08	7.75E-05	1.03E-02	7.42E-08	8.46E-05
Ng Lau Road	L092	0800-0900	6.69E-02	4.84E-07	5.52E-04	3.92E-01	2.84E-06	3.24E-03	9.77E-03	7.07E-08	8.06E-05	1.07E-02	7.72E-08	8.80E-05
Ng Lau Road	L092	0900-1000	1.11E-01	6.40E-07	7.30E-04	5.57E-01	3.22E-06	3.67E-03	1.26E-02	7.26E-08	8.29E-05	1.37E-02	7.93E-08	9.05E-05
Ng Lau Road	L092	1000-1100	9.66E-02	5.59E-07	6.37E-04	5.02E-01	2.90E-06	3.31E-03	1.14E-02	6.59E-08	7.52E-05	1.24E-02	7.20E-08	8.21E-05
Ng Lau Road	L092	1100-1200	1.19E-01	6.87E-07	7.84E-04	5.78E-01	3.35E-06	3.82E-03	1.34E-02	7.74E-08	8.83E-05	1.46E-02	8.46E-08	9.65E-05
Ng Lau Road	L092	1200-1300	1.06E-01	4.60E-07	5.25E-04	4.97E-01	2.16E-06	2.46E-03	1.21E-02	5.23E-08	5.97E-05	1.32E-02	5.71E-08	6.51E-05
Ng Lau Road	L092	1300-1400	9.34E-02	4.05E-07	4.62E-04	4.66E-01	2.02E-06	2.30E-03	1.12E-02	4.84E-08	5.52E-05	1.22E-02	5.29E-08	6.04E-05
Ng Lau Road	L092	1400-1500	1.23E-01	7.12E-07	8.12E-04	5.90E-01	3.41E-06	3.89E-03	1.38E-02	7.98E-08	9.11E-05	1.51E-02	8.72E-08	9.95E-05
Ng Lau Road	L092	1500-1600	1.19E-01	6.87E-07	7.83E-04	5.51E-01	3.19E-06	3.63E-03	1.30E-02	7.54E-08	8.60E-05	1.42E-02	8.24E-08	9.40E-05
Ng Lau Road	L092	1600-1700	1.32E-01	9.58E-07	1.09E-03	5.86E-01	4.23E-06	4.83E-03	1.45E-02	1.05E-07	1.20E-04	1.58E-02	1.14E-07	1.30E-04
Ng Lau Road	L092	1700-1800	9.30E-02	6.72E-07	7.67E-04	4.59E-01	3.32E-06	3.79E-03	1.20E-02	8.71E-08	9.93E-05	1.32E-02	9.51E-08	1.08E-04
Ng Lau Road	L092	1800-1900	8.35E-02	6.04E-07	6.89E-04	4.23E-01	3.06E-06	3.49E-03	1.16E-02	8.41E-08	9.59E-05	1.27E-02	9.19E-08	1.05E-04
Ng Lau Road	L092	1900-2000	9.45E-02	5.47E-07	6.24E-04	4.58E-01	2.65E-06	3.02E-03	1.23E-02	7.09E-08	8.09E-05	1.34E-02	7.76E-08	8.86E-05
Ng Lau Road	L092	2000-2100	4.72E-02	2.73E-07	3.11E-04	3.14E-01	1.82E-06	2.07E-03	8.26E-03	4.78E-08	5.45E-05	9.08E-03	5.25E-08	5.99E-05
Ng Lau Road	L092	2100-2200	3.44E-02	1.99E-07	2.27E-04	2.52E-01	1.46E-06	1.66E-03	7.21E-03	4.17E-08	4.75E-05	7.94E-03	4.59E-08	5.24E-05
Ng Lau Road	L092	2200-2300	4.27E-02	1.85E-07	2.11E-04	2.69E-01	1.17E-06	1.33E-03	7.63E-03	3.31E-08	3.77E-05	8.39E-03	3.64E-08	4.15E-05
Ng Lau Road	L092	2300-0000	2.66E-02	7.68E-08	8.76E-05	2.23E-01	6.45E-07	7.36E-04	5.67E-03	1.64E-08	1.87E-05	6.25E-03	1.81E-08	2.06E-05
Ng Lau Road	L093	0000-0100	4.60E-02	6.66E-08	7.51E-05	2.96E-01	4.28E-07	4.83E-04	7.43E-03	1.07E-08	1.21E-05	8.24E-03	1.19E-08	1.34E-05
Ng Lau Road	L093	0100-0200	1.18E-01	1.71E-07	1.93E-04	5.34E-01	7.72E-07	8.71E-04	1.10E-02	1.59E-08	1.79E-05	1.20E-02	1.74E-08	1.96E-05
Ng Lau Road	L093	0200-0300	8.19E-02	1.18E-07	1.34E-04	4.12E-01	5.95E-07	6.71E-04	7.74E-03	1.12E-08	1.26E-05	8.49E-03	1.23E-08	1.38E-05
Ng Lau Road	L093	0300-0400	1.33E-01	1.93E-07	2.17E-04	5.63E-01	8.14E-07	9.18E-04	1.17E-02	1.69E-08	1.91E-05	1.29E-02	1.86E-08	2.10E-05
Ng Lau Road	L093	0400-0500	8.76E-02	1.27E-07	1.43E-04	3.76E-01	5.43E-07	6.12E-04	8.10E-03	1.17E-08	1.32E-05	8.93E-03	1.29E-08	1.46E-05
Ng Lau Road	L093	0500-0600	1.77E-01	2.55E-07	2.88E-04	7.26E-01	1.05E-06	1.18E-03	1.59E-02	2.29E-08	2.59E-05	1.73E-02	2.50E-08	2.83E-05
Ng Lau Road	L093	0600-0700	2.61E-01	7.55E-07	8.52E-04	9.28E-01	2.68E-06	3.03E-03	2.18E-02	6.30E-08	7.11E-05	2.37E-02	6.86E-08	7.74E-05
Ng Lau Road	L093	0700-0800	2.29E-01	1.32E-06	1.49E-03	8.55E-01	4.94E-06	5.57E-03	2.04E-02	1.18E-07	1.33E-04	2.23E-02	1.29E-07	1.45E-04
Ng Lau Road	L093	0800-0900	2.18E-01	1.26E-06	1.42E-03	7.83E-01	4.53E-06	5.11E-03	1.84E-02	1.06E-07	1.20E-04	2.01E-02	1.16E-07	1.31E-04
Ng Lau Road	L093	0900-1000	2.32E-01	1.00E-06	1.13E-03	8.23E-01	3.57E-06	4.03E-03	1.88E-02	8.16E-08	9.20E-05	2.05E-02	8.89E-08	1.00E-04
Ng Lau Road	L093	1000-1100	2.11E-01	9.17E-07	1.03E-03	7.38E-01	3.20E-06	3.61E-03	1.69E-02	7.34E-08	8.28E-05	1.84E-02	8.00E-08	9.02E-05
Ng Lau Road	L093	1100-1200	2.43E-01	1.05E-06	1.19E-03	8.76E-01	3.80E-06	4.29E-03	2.03E-02	8.79E-08	9.92E-05	2.21E-02	9.59E-08	1.08E-04
Ng Lau Road	L093	1200-1300	2.30E-01	9.98E-07	1.13E-03	8.34E-01	3.62E-06	4.08E-03	1.98E-02	8.59E-08	9.68E-05	2.16E-02	9.36E-08	1.06E-04
Ng Lau Road	L093	1300-1400	1.77E-01	7.69E-07	8.67E-04	6.82E-01	2.96E-06	3.33E-03	1.64E-02	7.10E-08	8.01E-05	1.79E-02	7.76E-08	8.75E-05
Ng Lau Road	L093	1400-1500	2.61E-01	1.13E-06	1.28E-03	9.18E-01	3.98E-06	4.49E-03	2.12E-02	9.20E-08	1.04E-04	2.31E-02	1.00E-07	1.13E-04
Ng Lau Road	L093	1500-1600	2.53E-01	1.10E-06	1.24E-03	8.76E-01	3.80E-06	4.29E-03	2.01E-02	8.73E-08	9.84E-05	2.19E-02	9.51E-08	1.07E-04
Ng Lau Road	L093	1600-1700	1.46E-01	8.43E-07	9.51E-04	5.16E-01	2.98E-06	3.36E-03	1.36E-02	7.85E-08	8.85E-05	1.49E-02	8.60E-08	9.70E-05
Ng Lau Road	L093	1700-1800	8.59E-02	4.97E-07	5.60E-04	3.62E-01	2.09E-06	2.36E-03	1.07E-02	6.16E-08	6.95E-05	1.18E-02	6.80E-08	7.67E-05
Ng Lau Road	L093	1800-1900	7.05E-02	4.08E-07	4.60E-04	3.27E-01	1.89E-06	2.13E-03	1.04E-02	5.99E-08	6.75E-05	1.14E-02	6.62E-08	7.47E-05
Ng Lau Road	L093	1900-2000	1.85E-01	8.01E-07	9.03E-04	6.92E-01	3.00E-06	3.38E-03	1.76E-02	7.62E-08	8.60E-05	1.92E-02	8.33E-08	9.40E-05
Ng Lau Road	L093	2000-2100	1.02E-01	4.42E-07	4.99E-04	4.38E-01	1.90E-06	2.14E-03	1.14E-02	4.95E-08	5.58E-05	1.25E-02	5.43E-08	6.12E-05
Ng Lau Road	L093	2100-2200	8.29E-02	3.59E-07	4.05E-04	3.71E-01	1.61E-06	1.81E-03	9.99E-03	4.33E-08	4.89E-05	1.10E-02	4.76E-08	5.37E-05
Ng Lau Road	L093	2200-2300	6.44E-02	1.86E-07	2.10E-04	3.25E-01	9.39E-07	1.06E-03	9.38E-03	2.71E-08	3.06E-05	1.04E-02	2.99E-08	3.38E-05
Ng Lau Road	L093	2300-0000	5.36E-02	1.55E-07	1.75E-04	3.00E-01	8.67E-07	9.78E-04	7.55E-03	2.18E-08	2.46E-05	8.34E-03	2.41E-08	2.72E-05
Unnamed Road	L094	0000-0100	9.59E-03	1.48E-08	6.97E-06	1.60E-01	2.47E-07	1.16E-04	5.33E-03	8.23E-09	3.87E-06	5.91E-03	9.12E-09	4.30E-06
Unnamed Road	L094	0100-0200	1.01E-02	1.56E-08	7.36E-06	1.89E-01	2.91E-07	1.37E-04	6.15E-03	9.49E-09	4.47E-06	6.90E-03	1.06E-08	5.01E-06
Unnamed Road	L094	0200-0300	1.10E-02	1.69E-08	7.97E-06	1.86E-01	2.88E-07	1.35E-04	7.13E-03	1.10E-08	5.18E-06	8.00E-03	1.23E-08	5.82E-06
Unnamed Road	L094	0300-0400	7.41E-03	1.14E-08	5.38E-06	1.70E-01	2.62E-07	1.24E-04	8.53E-03	1.32E-08	6.20E-06	9.71E-03	1.50E-08	7.06E-06
Unnamed Road	L094	0400-0500	1.26E-02	1.95E-08	9.17E-06	2.14E-01	3.30E-07	1.56E-04	7.79E-03	1.20E-08	5.66E-06	8.77E-03	1.35E-08	6.37E-06
Unnamed Road	L094	0500-0600	1.10E-02	1.70E-08	8.02E-06	1.88E-01	2.90E-07	1.36E-04	7.13E-03	1.10E-08	5.18E-06	8.00E-03	1.23E-08	5.82E-06
Unnamed Road	L094	0600-0700	6.94E-02	1.07E-07	5.05E-05	3.80E-01	5.87E-07	2.76E-04	1.09E-02	1.69E-08	7.95E-06	1.20E-02	1.86E-08	8.76E-06
Unnamed Road	L094	0700-0800	5.73E-02	1.77E-07	8.34E-05	3.16E-01	9.77E-07	4.60E-04	8.62E-03	2.66E-08	1.25E-05	9.42E-03	2.91E-08	1.37E-05
Unnamed Road	L094	0800-0900	5.07E-02	1.57E-07	7.37E-05	3.07E-01	9.48E-07	4.47E-04	8.02E-03	2.48E-08	1.17E-05	8.77E-03	2.71E-08	1.27E-05
Unnamed Road	L094	0900-1000	6.21E-02	1.92E-07	9.03E-05	3.77E-01	1.16E-06	5.48E-04	8.48E-03	2.62E-08	1.23E-05	9.22E-03	2.85E-08	1.34E-05
Unnamed Road	L094	1000-1100	4.27E-02	6.59E-08	3.10E-05	2.88E-01	4.44E-07	2.09E-04	7.31E-03	1.13E-08	5.32E-06	7.97E-03	1.23E-08	5.79E-06
Unnamed Road	L094	1100-1200	5.70E-02	8.80E-08	4.14E-05	3.35E-01	5.16E-07	2.43E-04	8.44E-03	1.30E-08	6.13E-06	9.20E-03	1.42E-08	6.69E-06
Unnamed Road	L094	1200-1300	5.50E-02	8.49E-08	4.00E-05	3.09E-01	4.77E-07	2.25E-04	8.19E-03	1.26E-08	5.95E-06	8.93E-03	1.38E-08	6.49E-06
Unnamed Road	L094	1300-1400	4.19E-02	6.46E-08	3.04E-05	2.77E-01	4.27E-07	2.01E-04	7.19E-03	1.11E-08	5.23E-06	7.84E-03	1.21E-08	5.70E-06
Unnamed Road	L094	1400-1500	4.18E-02	6.45E-08	3.04E-05	2.76E-01	4.26E-07	2.01E-04	7.19E-03	1.11E-08	5.23E-06	7.84E-03	1.21E-08	5.70E-06
Unnamed Road	L094	1500-1600	5.61E-02	8.66E-08	4.08E-05	3.22E-01	4.97E-07	2.34E-04	8.31E-03	1.28E-08	6.04E-06	9.06E-03	1.40E-08	6.59E-06
Unnamed Road	L094	1600-1700	3.57E-02	1.10E-07	5.19E-05	2.53E-01	7.80E-07	3.67E-04	6.88E-03	2.12E-08	1.00E-05	7.52E-03	2.32E-08	1.09E-05
Unnamed Road	L094	1700-1800	1.83E-02	5.63E-08	2.65E-05	1.74E-01	5.37E-07	2.53E-04	5.17E-03	1.60E-08	7.52E-06	5.65E-03	1.74E-08	8.21E-06
Unnamed Road	L094	1800-1900	3.35E-02	1.03E-07	4.86E-05	2.24E-01	6.92E-07	3.26E-04	6.37E-03	1.97E-08	9.26E-06	6.95E-03	2.15E-08	1.01E-05
Unnamed Road	L094	1900-2000	2.43E-02	7.51E-08	3.54E-05	1.84E-01	5.67E-07	2.67E-04	5.88E-03	1.81E-08	8.55E-06	6.44E-03	1.99E-08	9.36E-06
Unnamed Road	L094	2000-2100	8.01E-03	1.24E-08	5.82E-06	1.18E-01	1.82E-07	8.58E-05	4.38E-03	6.77E-09	3.19E-06	4.79E-03	7.39E-09	3.48E-06
Unnamed Road	L094	2100-2200	2.32E-02	7.15E-08	3.37E-05	1.72E-01	5.30E-07	2.50E-04	5.71E-03	1.76E-08	8.30E-06	6.26E-03	1.93E-08	9.10E-06
Unnamed Road	L094	2200-2300	6.15E-03	9.50E-09	4.47E-06	9.88E-02	1.52E-07	7.18E-05	4.07E-03	6.29E-09	2.96E-06	4.45E-03	6.87E-09	3.24E-06
Unnamed Road	L094	2300-0000	6.76E-03	1.04E-08	4.92E-06	1.13E-01	1.75E-07	8.25E-05	4.61E-03	7.11E-09	3.35E-06	5.08E-03	7.84E-09	3.69E-06

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Unnamed Road	L095	0000-0100	9.99E-03	1.54E-08	6.51E-06	1.58E-01	2.44E-07	1.03E-04	4.92E-03	7.59E-09	3.21E-06	5.41E-03	8.36E-09	3.53E-06
Unnamed Road	L095	0100-0200	3.72E-02	5.74E-08	2.43E-05	2.53E-01	3.90E-07	1.65E-04	7.74E-03	1.19E-08	5.04E-06	8.57E-03	1.32E-08	5.59E-06
Unnamed Road	L095	0200-0300	1.01E-02	1.56E-08	6.59E-06	1.88E-01	2.91E-07	1.23E-04	6.15E-03	9.49E-09	4.01E-06	6.90E-03	1.06E-08	4.50E-06
Unnamed Road	L095	0300-0400	1.26E-02	1.95E-08	8.22E-06	2.14E-01	3.30E-07	1.40E-04	7.79E-03	1.20E-08	5.08E-06	8.77E-03	1.35E-08	5.71E-06
Unnamed Road	L095	0400-0500	4.17E-02	6.44E-08	2.72E-05	2.41E-01	3.71E-07	1.57E-04	8.65E-03	1.33E-08	5.64E-06	9.61E-03	1.48E-08	6.27E-06
Unnamed Road	L095	0500-0600	3.84E-02	5.93E-08	2.50E-05	2.73E-01	4.21E-07	1.78E-04	7.80E-03	1.20E-08	5.08E-06	8.64E-03	1.33E-08	5.63E-06
Unnamed Road	L095	0600-0700	5.95E-02	1.84E-07	7.76E-05	2.73E-01	8.43E-07	3.56E-04	7.74E-03	2.39E-08	1.01E-05	8.46E-03	2.61E-08	1.10E-05
Unnamed Road	L095	0700-0800	2.86E-02	1.32E-07	5.59E-05	1.95E-01	9.05E-07	3.82E-04	5.84E-03	2.71E-08	1.14E-05	6.37E-03	2.95E-08	1.25E-05
Unnamed Road	L095	0800-0900	4.22E-02	1.95E-07	8.26E-05	2.42E-01	1.12E-06	4.74E-04	6.86E-03	3.18E-08	1.34E-05	7.49E-03	3.47E-08	1.46E-05
Unnamed Road	L095	0900-1000	2.96E-02	9.14E-08	3.86E-05	2.56E-01	7.89E-07	3.33E-04	5.96E-03	1.84E-08	7.77E-06	6.50E-03	2.01E-08	8.48E-06
Unnamed Road	L095	1000-1100	3.91E-02	1.21E-07	5.10E-05	2.69E-01	8.31E-07	3.51E-04	6.84E-03	2.11E-08	8.92E-06	7.49E-03	2.31E-08	9.76E-06
Unnamed Road	L095	1100-1200	3.86E-02	1.19E-07	5.03E-05	2.62E-01	8.10E-07	3.42E-04	6.78E-03	2.09E-08	8.84E-06	7.41E-03	2.29E-08	9.67E-06
Unnamed Road	L095	1200-1300	3.43E-02	1.06E-07	4.47E-05	2.37E-01	7.32E-07	3.09E-04	6.73E-03	2.08E-08	8.77E-06	7.41E-03	2.29E-08	9.66E-06
Unnamed Road	L095	1300-1400	3.79E-02	1.17E-07	4.94E-05	2.54E-01	7.82E-07	3.31E-04	6.95E-03	2.14E-08	9.06E-06	7.62E-03	2.35E-08	9.94E-06
Unnamed Road	L095	1400-1500	3.14E-02	9.70E-08	4.10E-05	2.43E-01	7.49E-07	3.16E-04	6.56E-03	2.02E-08	8.55E-06	7.20E-03	2.22E-08	9.39E-06
Unnamed Road	L095	1500-1600	3.74E-02	1.15E-07	4.87E-05	2.48E-01	7.66E-07	3.23E-04	6.79E-03	2.09E-08	8.85E-06	7.45E-03	2.30E-08	9.71E-06
Unnamed Road	L095	1600-1700	1.46E-02	4.50E-08	1.90E-05	2.06E-01	6.36E-07	2.69E-04	5.82E-03	1.80E-08	7.59E-06	6.42E-03	1.98E-08	8.37E-06
Unnamed Road	L095	1700-1800	1.26E-02	3.89E-08	1.64E-05	1.82E-01	5.61E-07	2.37E-04	6.19E-03	1.91E-08	8.07E-06	6.87E-03	2.12E-08	8.96E-06
Unnamed Road	L095	1800-1900	1.20E-02	3.69E-08	1.56E-05	1.73E-01	5.35E-07	2.26E-04	6.12E-03	1.89E-08	7.98E-06	6.80E-03	2.10E-08	8.86E-06
Unnamed Road	L095	1900-2000	1.88E-02	5.79E-08	2.45E-05	1.53E-01	4.71E-07	1.99E-04	5.53E-03	1.71E-08	7.21E-06	6.08E-03	1.88E-08	7.93E-06
Unnamed Road	L095	2000-2100	2.05E-02	6.32E-08	2.67E-05	1.76E-01	5.44E-07	2.30E-04	5.70E-03	1.76E-08	7.43E-06	6.26E-03	1.93E-08	8.17E-06
Unnamed Road	L095	2100-2200	1.19E-02	3.68E-08	1.55E-05	1.38E-01	4.25E-07	1.79E-04	5.04E-03	1.56E-08	6.57E-06	5.55E-03	1.71E-08	7.23E-06
Unnamed Road	L095	2200-2300	1.31E-02	2.03E-08	8.56E-06	1.24E-01	1.91E-07	8.08E-05	5.11E-03	7.89E-09	3.33E-06	5.62E-03	8.68E-09	3.67E-06
Unnamed Road	L095	2300-0000	2.09E-02	3.23E-08	1.36E-05	1.65E-01	2.54E-07	1.07E-04	5.54E-03	8.55E-09	3.61E-06	6.09E-03	9.41E-09	3.97E-06
Castle Peak Road - Lam Tei	L096	0000-0100	4.29E-02	2.08E-07	1.67E-04	3.24E-01	1.57E-06	1.26E-03	1.23E-02	5.95E-08	4.80E-05	1.34E-02	6.51E-08	5.25E-05
Castle Peak Road - Lam Tei	L096	0100-0200	8.57E-02	3.46E-07	2.79E-04	5.02E-01	2.03E-06	1.63E-03	1.59E-02	6.44E-08	5.19E-05	1.74E-02	7.02E-08	5.66E-05
Castle Peak Road - Lam Tei	L096	0200-0300	7.18E-02	2.32E-07	1.87E-04	4.50E-01	1.45E-06	1.17E-03	1.42E-02	4.57E-08	3.69E-05	1.54E-02	4.99E-08	4.02E-05
Castle Peak Road - Lam Tei	L096	0300-0400	8.41E-02	2.04E-07	1.64E-04	4.58E-01	1.11E-06	8.94E-04	1.30E-02	3.14E-08	2.53E-05	1.41E-02	3.42E-08	2.75E-05
Castle Peak Road - Lam Tei	L096	0400-0500	7.74E-02	1.87E-07	1.51E-04	4.42E-01	1.07E-06	8.63E-04	1.47E-02	3.57E-08	2.87E-05	1.60E-02	3.88E-08	3.13E-05
Castle Peak Road - Lam Tei	L096	0500-0600	1.33E-01	5.35E-07	4.31E-04	7.35E-01	2.97E-06	2.39E-03	2.58E-02	1.04E-07	8.38E-05	2.80E-02	1.13E-07	9.12E-05
Castle Peak Road - Lam Tei	L096	0600-0700	1.43E-01	1.96E-06	1.58E-03	6.11E-01	8.38E-06	6.75E-03	1.76E-02	2.41E-07	1.94E-04	1.92E-02	2.63E-07	2.12E-04
Castle Peak Road - Lam Tei	L096	0700-0800	1.05E-01	2.78E-06	2.24E-03	4.84E-01	1.29E-05	1.04E-02	1.41E-02	3.76E-07	3.03E-04	1.54E-02	4.10E-07	3.30E-04
Castle Peak Road - Lam Tei	L096	0800-0900	9.91E-02	2.56E-06	2.06E-03	4.30E-01	1.11E-05	8.95E-03	1.22E-02	3.15E-07	2.53E-04	1.33E-02	3.43E-07	2.77E-04
Castle Peak Road - Lam Tei	L096	0900-1000	1.54E-01	2.86E-06	2.31E-03	6.73E-01	1.25E-05	1.01E-02	1.82E-02	3.37E-07	2.72E-04	1.98E-02	3.67E-07	2.96E-04
Castle Peak Road - Lam Tei	L096	1000-1100	1.30E-01	1.99E-06	1.61E-03	5.70E-01	8.75E-06	7.05E-03	1.57E-02	2.41E-07	1.95E-04	1.71E-02	2.63E-07	2.12E-04
Castle Peak Road - Lam Tei	L096	1100-1200	1.69E-01	2.72E-06	2.19E-03	7.36E-01	1.19E-05	9.57E-03	1.93E-02	3.12E-07	2.51E-04	2.10E-02	3.39E-07	2.73E-04
Castle Peak Road - Lam Tei	L096	1200-1300	1.56E-01	2.26E-06	1.82E-03	6.84E-01	9.94E-06	8.01E-03	1.85E-02	2.69E-07	2.17E-04	2.02E-02	2.93E-07	2.36E-04
Castle Peak Road - Lam Tei	L096	1300-1400	1.29E-01	1.77E-06	1.43E-03	5.85E-01	8.03E-06	6.47E-03	1.64E-02	2.25E-07	1.81E-04	1.79E-02	2.45E-07	1.98E-04
Castle Peak Road - Lam Tei	L096	1400-1500	1.68E-01	2.72E-06	2.19E-03	7.06E-01	1.14E-05	9.18E-03	1.80E-02	2.91E-07	2.35E-04	1.96E-02	3.17E-07	2.55E-04
Castle Peak Road - Lam Tei	L096	1500-1600	1.49E-01	2.52E-06	2.03E-03	6.43E-01	1.09E-05	8.79E-03	1.78E-02	3.01E-07	2.43E-04	1.93E-02	3.28E-07	2.64E-04
Castle Peak Road - Lam Tei	L096	1600-1700	1.44E-01	1.98E-06	1.59E-03	6.03E-01	8.27E-06	6.67E-03	1.56E-02	2.14E-07	1.72E-04	1.69E-02	2.33E-07	1.87E-04
Castle Peak Road - Lam Tei	L096	1700-1800	1.08E-01	1.57E-06	1.27E-03	4.94E-01	7.19E-06	5.79E-03	1.38E-02	2.00E-07	1.62E-04	1.50E-02	2.19E-07	1.76E-04
Castle Peak Road - Lam Tei	L096	1800-1900	1.05E-01	1.52E-06	1.23E-03	4.95E-01	7.20E-06	5.80E-03	1.42E-02	2.06E-07	1.66E-04	1.55E-02	2.25E-07	1.81E-04
Castle Peak Road - Lam Tei	L096	1900-2000	1.10E-01	1.77E-06	1.43E-03	5.09E-01	8.22E-06	6.62E-03	1.57E-02	2.53E-07	2.04E-04	1.71E-02	2.76E-07	2.22E-04
Castle Peak Road - Lam Tei	L096	2000-2100	6.52E-02	8.95E-07	7.21E-04	3.60E-01	4.94E-06	3.98E-03	1.26E-02	1.73E-07	1.40E-04	1.38E-02	1.89E-07	1.52E-04
Castle Peak Road - Lam Tei	L096	2100-2200	5.12E-02	7.44E-07	6.00E-04	3.06E-01	4.45E-06	3.58E-03	1.13E-02	1.64E-07	1.32E-04	1.23E-02	1.79E-07	1.44E-04
Castle Peak Road - Lam Tei	L096	2200-2300	4.54E-02	4.40E-07	3.54E-04	3.08E-01	2.98E-06	2.40E-03	1.22E-02	1.18E-07	9.49E-05	1.33E-02	1.29E-07	1.04E-04
Castle Peak Road - Lam Tei	L096	2300-0000	5.15E-02	3.74E-07	3.01E-04	3.48E-01	2.53E-06	2.04E-03	1.34E-02	9.77E-08	7.87E-05	1.47E-02	1.07E-07	8.60E-05
Wong Kong Wai Road	L097	0000-0100	1.28E-02	2.04E-08	3.77E-05	2.43E-01	3.87E-07	7.14E-04	1.82E-02	2.90E-08	5.34E-05	2.09E-02	3.33E-08	6.13E-05
Wong Kong Wai Road	L097	0100-0200	1.28E-02	2.05E-08	3.77E-05	2.43E-01	3.88E-07	7.15E-04	1.82E-02	2.90E-08	5.34E-05	2.09E-02	3.33E-08	6.13E-05
Wong Kong Wai Road	L097	0200-0300	1.28E-02	2.05E-08	3.77E-05	2.43E-01	3.88E-07	7.15E-04	1.82E-02	2.90E-08	5.34E-05	2.09E-02	3.33E-08	6.13E-05
Wong Kong Wai Road	L097	0300-0400	2.45E-02	3.91E-08	7.21E-05	4.66E-01	7.43E-07	1.37E-03	3.32E-02	5.29E-08	9.74E-05	3.83E-02	6.11E-08	1.13E-04
Wong Kong Wai Road	L097	0400-0500	1.29E-02	2.06E-08	3.79E-05	2.44E-01	3.89E-07	7.18E-04	1.82E-02	2.90E-08	5.34E-05	2.09E-02	3.33E-08	6.13E-05
Wong Kong Wai Road	L097	0500-0600	1.30E-02	2.07E-08	3.81E-05	2.45E-01	3.91E-07	7.21E-04	1.82E-02	2.90E-08	5.34E-05	2.09E-02	3.33E-08	6.13E-05
Wong Kong Wai Road	L097	0600-0700	2.85E-01	4.54E-07	8.36E-04	8.12E-01	1.29E-06	2.38E-03	1.50E-02	2.39E-08	4.41E-05	1.63E-02	2.60E-08	4.79E-05
Wong Kong Wai Road	L097	0700-0800	1.88E-01	3.00E-07	5.53E-04	5.90E-01	9.41E-07	1.73E-03	1.44E-02	2.30E-08	4.24E-05	1.59E-02	2.54E-08	4.68E-05
Wong Kong Wai Road	L097	0800-0900	2.50E-01	3.99E-07	7.36E-04	7.05E-01	1.13E-06	2.07E-03	1.60E-02	2.55E-08	4.70E-05	1.76E-02	2.81E-08	5.17E-05
Wong Kong Wai Road	L097	0900-1000	1.57E-01	2.51E-07	4.63E-04	5.55E-01	8.84E-07	1.63E-03	1.45E-02	2.31E-08	4.26E-05	1.62E-02	2.58E-08	4.75E-05
Wong Kong Wai Road	L097	1000-1100	1.12E-01	1.79E-07	3.30E-04	4.48E-01	7.15E-07	1.32E-03	1.18E-02	1.88E-08	3.47E-05	1.31E-02	2.09E-08	3.85E-05
Wong Kong Wai Road	L097	1100-1200	1.12E-01	1.79E-07	3.30E-04	4.49E-01	7.16E-07	1.32E-03	1.18E-02	1.88E-08	3.47E-05	1.31E-02	2.09E-08	3.85E-05
Wong Kong Wai Road	L097	1200-1300	1.23E-01	1.96E-07	3.61E-04	4.15E-01	6.61E-07	1.22E-03	1.22E-02	1.95E-08	3.60E-05	1.36E-02	2.17E-08	4.00E-05
Wong Kong Wai Road	L097	1300-1400	1.13E-01	1.80E-07	3.32E-04	4.51E-01	7.19E-07	1.33E-03	1.18E-02	1.88E-08	3.47E-05	1.31E-02	2.09E-08	3.85E-05
Wong Kong Wai Road	L097	1400-1500	1.13E-01	1.80E-07	3.31E-04	4.50E-01	7.18E-07	1.32E-03	1.18E-02	1.88E-08	3.47E-05	1.31E-02	2.09E-08	3.85E-05
Wong Kong Wai Road	L097	1500-1600	1.90E-01	3.03E-07	5.58E-04	5.95E-01	9.49E-07	1.75E-03	1.44E-02	2.30E-08	4.24E-05	1.59E-02	2.54E-08	4.68E-05
Wong Kong Wai Road	L097	1600-1700	1.38E-02	2.20E-08	4.05E-05	2.20E-01	3.51E-07	6.46E-04	8.70E-03	1.39E-08	2.56E-05	9.80E-03	1.56E-08	2.88E-05
Wong Kong Wai Road	L097	1700-1800	1.35E-02	2.15E-08	3.96E-05	2.18E-01	3.47E-07	6.40E-04	9.84E-03	1.57E-08	2.89E-05	1.11E-02	1.78E-08	3.27E-05
Wong Kong Wai Road	L097	1800-1900	1.34E-02	2.14E-08	3.94E-05	2.17E-01	3.45E-07	6.36E-04	9.84E-03	1.57E-08	2.89E-05	1.11E-02	1.78E-08	3.27E-05
Wong Kong Wai Road	L097	1900-2000	1.15E-02	1.84E-08	3.39E-05	1.73E-01	2.75E-07	5.07E-04	8.23E-03	1.31E-08	2.42E-05	9.24E-03	1.47E-08	2.72E-05
Wong Kong Wai Road	L097	2000-2100	1.04E-01	1.66E-07	3.05E-04	3.52E-01	5.62E-07	1.04E-03	1.09E-02	1.74E-08	3.21E-05	1.22E-02	1.94E-08	3.57E-05
Wong Kong Wai Road	L097	2100-2200	1.09E-02	1.74E-08	3.21E-05	1.85E-01	2.95E-07	5.44E-04	7.13E-03	1.14E-08	2.09E-05	8.00E-03	1.28E-08	2.35E-05
Wong Kong Wai Road	L097	2200-2300	1.60E-02	2.55E-08	4.69E-05	2.37E-01	3.78E-07	6.96E-04	1.04E-02	1.66E-08	3.06E-05	1.17E-02	1.87E-08	3.45E-05
Wong Kong Wai Road	L097	2300-0000	9.05E-03	1.44E-08	2.66E-05	1.71E-01	2.73E-07	5.03E-04	1.34E-02	2.13E-08	3.93E-05	1.53E-02	2.44E-08	4.49E-05
Wong Kong Wai Road	L098	0000-0100	2.15E-02	3.43E-08	6.28E-05	3.61E-01	5.77E-07	1.05E-03	1.05E-02	1.68E-08	3.08E-05	1.20E-02	1.91E-08	3.49E-05
Wong Kong Wai Road	L098	0100-0200	1.13E-02	1.80E-08	3.29E-05	2.64E-01	4.22E-07	7.71E-04	1.17E-02	1.87E-08	3.41E-05	1.34E-02	2.14E-08	3.91E-05
Wong Kong Wai Road	L098	0200-0300	1.13E-02	1.80E-08	3.29E-05	2.64E-01	4.22E-07	7.71E-04	1.17E-02	1.87E-08	3.41E-05	1.34E-02	2.14E-08	3.91E-05
Wong Kong Wai Road	L098	0300-0400	1.67E-02	2.67E-08	4.88E-05	3.92E-01	6.26E-07	1.14E-03	1.66E-02	2.65E-08	4.84E-05	1.92E-02	3.06E-08	5.59E-05
Wong Kong Wai Road	L098	0400-0500	1.13E-02	1.81E-08	3.30E-05	2.65E-01	4.23E-07	7.74E-04	1.17E-02	1.87E-08	3.41E-05	1.34E-02	2.14E-08	3.91E-05
Wong Kong Wai Road	L098	0500-0600	9.29E-02	1.48E-07	2.71E-04	4.10E-01	6.55E-07	1.20E-03	1.46E-02	2.33E-08	4.26E-05	1.64E-02	2.61E-08	4.78E-05
Wong Kong Wai Road	L098	0600-0700	1.57E-01	2.51E-07	4.59E-04	5.33E-01	8.51E-07	1.56E-03	1.67E-02	2.66E-08	4.86E-05	1.83E-02	2.93E-08	5.35E-05
Wong Kong Wai Road	L098	0700-0800	1.42E-01	2.26E-07	4.14E-04	4.92E-01	7.85E-07	1.43E-03	1.32E-02	2.10E-08	3.85E-05	1.45E-02	2.31E-08	4.22E-05
Wong Kong Wai Road	L098	0800-0900	1.83E-01	2.92E-07	5.35E-04	5.86E-01	9.35E-07	1.71E-03	1.59E-02	2.54E-08	4.64E-05	1.74E-02	2.78E-08	5.08E-05
Wong Kong Wai Road	L098	0900-1000	1.28E-01	2.04E-07	3.73E-04	5.33E-01	8.50E-07	1.55E-03	1.22E-02	1.95E-08	3.56E-05	1.34E-02	2.14E-08	3.92E-05
Wong Kong Wai Road	L098	1000-1100	1.64E-01	2.61E-07	4.77E-04	5.86E-01	9.35E-07	1.71E-03	1.48E-02	2.36E-08	4.31E-05	1.62E-02	2.59E-08	4.74E-05
Wong Kong Wai Road	L098	1100-1200	1.33E-01	2.13E-07	3.89E-04	5.20E-01	8.30E-07	1.52E-03	1.27E-02	2.03E-08	3.71E-05	1.40E-02	2.23E-08	4.08E-05
Wong Kong Wai Road	L098	1200-1300	1.53E-01	2.44E-07	4.45E-04	5.35E-01	8.54E-07	1.56E-03	1.37E-02	2.19E-08	4.01E-05	1.52E-02	2.42E-08	4.42E-05
Wong Kong Wai Road	L098	1300-1400	8.12E-02	1.30E-07	2.37E-04	3.95E-01	6.30E-07	1.15E-03	1.14E-02	1.83E-08	3.34E-05	1.27E-02	2.02E-08	3.69E-05
Wong Kong Wai Road	L098	1400-1500	1.34E-01	2.13E-07	3.90E-04	5.22E-01	8.32E-07	1.52E-03	1.27E-02	2.03E-08	3.71E-05	1.40E-02	2.23E-08	4.08E-05
Wong Kong Wai Road	L098	1500-1600	1.34E-01	2.13E-07	3.90E-04	5.21E-01	8.32E-07	1.52E-03	1.27E-02	2.03E-08	3.71E-05	1.40E-02	2.23E-08	4.08E-05
Wong Kong Wai Road	L098	1600-1700	1.96E-02	3.13E-08	5.72E-05	3.09E-01	4.93E-07	9.01E-04	9.07E-03	1.45E-08	2.65E-05	1.02E-02	1.63E-08	2.98E-05
Wong Kong Wai Road	L098	1700-1800	1.86E-02	2.96E-08	5.42E-05	3.07E-01	4.89E-07	8.95E-04	1.18E-02	1.88E-08	3.43E-05	1.34E-02	2.13E-08	3.90E-05
Wong Kong Wai Road	L098	1800-1900	1.85E-02	2.95E-08	5.39E-05	3.05E-01	4.87E-07	8.90E-04	1.18E-02	1.88E-08	3.43E-05	1.34E-02	2.13E-08	3.90E-05
Wong Kong Wai Road	L098	1900-2000	4.79E-02	7.64E-08	1.40E-04	3.27E-01	5.22E-07	9.54E-04	1.15E-02	1.84E-08	3.37E-05	1.29E-02	2.06E-08	3.77E-05
Wong Kong Wai Road	L098	2000-2100	4.77E-02	7.61E-08	1.39E-04	3.26E-01	5.20E-07	9.50E-04	1.15E-02	1.84E-08	3.37E-05	1.29E-02	2.06E-08	3.77E-05
Wong Kong Wai Road	L098	2100-2200	4.01E-02	6.41E-08	1.17E-04	3.05E-01	4.87E-07	8.90E-04	1.02E-02	1.63E-08	2.97E-05	1.14E-02	1.82E-08	3.33E-05
Wong Kong Wai Road	L098	2200-2300	1.58E-02	2.53E-08	4.62E-05	2.75E-01	4.39E-07	8.02E-04	1.20E-02	1.91E-08	3.50E-05	1.36E-02	2.18E-08	3.98E-05
Wong Kong Wai Road	L098	2300-0000	1.75E-02	2.79E-08	5.10E-05	2.95E-01	4.72E-07	8.62E-04	9.77E-03	1.56E-08	2.85E-05	1.11E-02	1.76E-08	3.23E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Man Chat Road	L099	0000-0100	7.79E-02	1.10E-07	8.80E-05	3.55E-01	5.03E-07	4.01E-04	9.96E-03	1.41E-08	1.13E-05	1.11E-02	1.57E-08	1.25E-05
Man Chat Road	L099	0100-0200	1.21E-01	1.72E-07	1.37E-04	4.62E-01	6.55E-07	5.23E-04	1.09E-02	1.55E-08	1.24E-05	1.21E-02	1.72E-08	1.37E-05
Man Chat Road	L099	0200-0300	5.09E-02	7.22E-08	5.76E-05	3.26E-01	4.61E-07	3.68E-04	9.30E-03	1.32E-08	1.05E-05	1.04E-02	1.47E-08	1.17E-05
Man Chat Road	L099	0300-0400	1.61E-01	2.29E-07	1.82E-04	5.22E-01	7.40E-07	5.90E-04	1.35E-02	1.91E-08	1.52E-05	1.50E-02	2.12E-08	1.69E-05
Man Chat Road	L099	0400-0500	1.44E-01	2.04E-07	1.63E-04	5.16E-01	7.31E-07	5.83E-04	1.29E-02	1.82E-08	1.45E-05	1.42E-02	2.02E-08	1.61E-05
Man Chat Road	L099	0500-0600	8.33E-02	1.18E-07	9.41E-05	3.97E-01	5.63E-07	4.49E-04	1.16E-02	1.65E-08	1.31E-05	1.29E-02	1.83E-08	1.46E-05
Man Chat Road	L099	0600-0700	1.02E-01	1.45E-07	1.15E-04	4.00E-01	5.67E-07	4.52E-04	1.05E-02	1.49E-08	1.19E-05	1.15E-02	1.63E-08	1.30E-05
Man Chat Road	L099	0700-0800	9.81E-02	1.39E-07	1.11E-04	3.94E-01	5.59E-07	4.46E-04	1.01E-02	1.43E-08	1.14E-05	1.10E-02	1.56E-08	1.24E-05
Man Chat Road	L099	0800-0900	1.06E-01	1.51E-07	1.20E-04	4.00E-01	5.67E-07	4.52E-04	9.97E-03	1.41E-08	1.13E-05	1.09E-02	1.54E-08	1.23E-05
Man Chat Road	L099	0900-1000	1.84E-01	5.23E-07	4.17E-04	6.43E-01	1.82E-06	1.45E-03	1.42E-02	4.03E-08	3.21E-05	1.55E-02	4.40E-08	3.51E-05
Man Chat Road	L099	1000-1100	1.92E-01	2.72E-07	2.17E-04	6.21E-01	8.80E-07	7.02E-04	1.42E-02	2.01E-08	1.60E-05	1.55E-02	2.19E-08	1.75E-05
Man Chat Road	L099	1100-1200	1.92E-01	2.72E-07	2.17E-04	6.22E-01	8.81E-07	7.03E-04	1.42E-02	2.01E-08	1.60E-05	1.55E-02	2.19E-08	1.75E-05
Man Chat Road	L099	1200-1300	1.75E-01	2.48E-07	1.98E-04	5.67E-01	8.03E-07	6.41E-04	1.29E-02	1.82E-08	1.45E-05	1.40E-02	1.99E-08	1.58E-05
Man Chat Road	L099	1300-1400	1.46E-01	2.07E-07	1.65E-04	5.32E-01	7.54E-07	6.01E-04	1.19E-02	1.69E-08	1.35E-05	1.30E-02	1.84E-08	1.47E-05
Man Chat Road	L099	1400-1500	1.86E-01	2.64E-07	2.11E-04	6.11E-01	8.66E-07	6.90E-04	1.32E-02	1.88E-08	1.50E-05	1.44E-02	2.05E-08	1.63E-05
Man Chat Road	L099	1500-1600	2.07E-01	2.93E-07	2.34E-04	6.35E-01	9.00E-07	7.18E-04	1.40E-02	1.99E-08	1.58E-05	1.53E-02	2.16E-08	1.72E-05
Man Chat Road	L099	1600-1700	1.67E-01	4.72E-07	3.77E-04	5.43E-01	1.54E-06	1.23E-03	1.19E-02	3.37E-08	2.69E-05	1.30E-02	3.68E-08	2.94E-05
Man Chat Road	L099	1700-1800	1.29E-01	3.65E-07	2.91E-04	4.51E-01	1.28E-06	1.02E-03	1.06E-02	3.01E-08	2.40E-05	1.16E-02	3.30E-08	2.63E-05
Man Chat Road	L099	1800-1900	8.12E-02	2.30E-07	1.84E-04	3.52E-01	9.98E-07	7.96E-04	9.04E-03	2.56E-08	2.04E-05	9.94E-03	2.82E-08	2.25E-05
Man Chat Road	L099	1900-2000	5.01E-02	7.10E-08	5.67E-05	2.30E-01	3.26E-07	2.60E-04	6.57E-03	9.32E-09	7.43E-06	7.17E-03	1.02E-08	8.11E-06
Man Chat Road	L099	2000-2100	7.69E-02	1.09E-07	8.69E-05	3.11E-01	4.41E-07	3.52E-04	7.47E-03	1.06E-08	8.44E-06	8.14E-03	1.15E-08	9.20E-06
Man Chat Road	L099	2100-2200	5.29E-02	7.49E-08	5.97E-05	2.41E-01	3.42E-07	2.73E-04	6.15E-03	8.71E-09	6.95E-06	6.71E-03	9.51E-09	7.58E-06
Man Chat Road	L099	2200-2300	5.34E-02	7.57E-08	6.04E-05	2.51E-01	3.56E-07	2.84E-04	6.75E-03	9.56E-09	7.63E-06	7.41E-03	1.05E-08	8.37E-06
Man Chat Road	L099	2300-0000	5.39E-02	7.64E-08	6.09E-05	2.70E-01	3.83E-07	3.05E-04	8.36E-03	1.18E-08	9.45E-06	9.30E-03	1.32E-08	1.05E-05
Man Chat Road	L100	0000-0100	2.22E-02	3.15E-08	2.49E-05	2.13E-01	3.01E-07	2.38E-04	5.04E-03	7.14E-09	5.64E-06	5.55E-03	7.86E-09	6.21E-06
Man Chat Road	L100	0100-0200	5.32E-02	7.54E-08	5.96E-05	3.59E-01	5.09E-07	4.02E-04	7.22E-03	1.02E-08	8.08E-06	7.93E-03	1.12E-08	8.87E-06
Man Chat Road	L100	0200-0300	7.32E-02	1.04E-07	8.19E-05	4.17E-01	5.91E-07	4.67E-04	9.25E-03	1.31E-08	1.04E-05	1.02E-02	1.44E-08	1.14E-05
Man Chat Road	L100	0300-0400	9.63E-02	1.36E-07	1.08E-04	5.14E-01	7.28E-07	5.75E-04	1.17E-02	1.65E-08	1.31E-05	1.29E-02	1.82E-08	1.44E-05
Man Chat Road	L100	0400-0500	2.77E-02	3.92E-08	3.10E-05	2.36E-01	3.35E-07	2.65E-04	5.57E-03	7.90E-09	6.24E-06	6.18E-03	8.75E-09	6.92E-06
Man Chat Road	L100	0500-0600	1.23E-01	1.75E-07	1.38E-04	5.59E-01	7.93E-07	6.26E-04	1.29E-02	1.83E-08	1.45E-05	1.41E-02	2.00E-08	1.58E-05
Man Chat Road	L100	0600-0700	1.77E-01	5.02E-07	3.96E-04	6.84E-01	1.94E-06	1.53E-03	1.74E-02	4.94E-08	3.91E-05	1.90E-02	5.39E-08	4.26E-05
Man Chat Road	L100	0700-0800	1.36E-01	5.78E-07	4.56E-04	5.75E-01	2.44E-06	1.93E-03	1.46E-02	6.23E-08	4.92E-05	1.60E-02	6.78E-08	5.36E-05
Man Chat Road	L100	0800-0900	1.27E-01	5.41E-07	4.27E-04	5.23E-01	2.23E-06	1.76E-03	1.35E-02	5.73E-08	4.53E-05	1.47E-02	6.24E-08	4.93E-05
Man Chat Road	L100	0900-1000	1.72E-01	7.30E-07	5.77E-04	7.05E-01	3.00E-06	2.37E-03	1.58E-02	6.74E-08	5.32E-05	1.72E-02	7.33E-08	5.79E-05
Man Chat Road	L100	1000-1100	1.42E-01	4.02E-07	3.18E-04	5.68E-01	1.61E-06	1.27E-03	1.28E-02	3.64E-08	2.87E-05	1.40E-02	3.96E-08	3.13E-05
Man Chat Road	L100	1100-1200	1.84E-01	5.22E-07	4.12E-04	7.38E-01	2.09E-06	1.65E-03	1.68E-02	4.76E-08	3.76E-05	1.83E-02	5.18E-08	4.09E-05
Man Chat Road	L100	1200-1300	1.75E-01	4.95E-07	3.91E-04	6.77E-01	1.92E-06	1.52E-03	1.62E-02	4.59E-08	3.62E-05	1.76E-02	4.99E-08	3.94E-05
Man Chat Road	L100	1300-1400	1.32E-01	3.75E-07	2.96E-04	5.61E-01	1.59E-06	1.26E-03	1.31E-02	3.71E-08	2.93E-05	1.42E-02	4.04E-08	3.19E-05
Man Chat Road	L100	1400-1500	1.64E-01	4.65E-07	3.68E-04	6.61E-01	1.87E-06	1.48E-03	1.52E-02	4.30E-08	3.40E-05	1.65E-02	4.69E-08	3.70E-05
Man Chat Road	L100	1500-1600	1.80E-01	7.67E-07	6.06E-04	6.99E-01	2.97E-06	2.35E-03	1.64E-02	6.96E-08	5.50E-05	1.78E-02	7.57E-08	5.98E-05
Man Chat Road	L100	1600-1700	1.49E-01	6.35E-07	5.02E-04	5.86E-01	2.49E-06	1.97E-03	1.36E-02	5.78E-08	4.57E-05	1.48E-02	6.29E-08	4.97E-05
Man Chat Road	L100	1700-1800	1.04E-01	4.41E-07	3.48E-04	4.38E-01	1.86E-06	1.47E-03	1.05E-02	4.48E-08	3.54E-05	1.15E-02	4.87E-08	3.85E-05
Man Chat Road	L100	1800-1900	7.68E-02	3.27E-07	2.58E-04	3.74E-01	1.59E-06	1.26E-03	9.16E-03	3.89E-08	3.08E-05	9.96E-03	4.23E-08	3.34E-05
Man Chat Road	L100	1900-2000	1.10E-01	4.67E-07	3.69E-04	4.69E-01	1.99E-06	1.58E-03	1.19E-02	5.05E-08	3.99E-05	1.29E-02	5.50E-08	4.34E-05
Man Chat Road	L100	2000-2100	5.44E-02	1.54E-07	1.22E-04	2.84E-01	8.06E-07	6.36E-04	7.16E-03	2.03E-08	1.60E-05	7.81E-03	2.21E-08	1.75E-05
Man Chat Road	L100	2100-2200	6.13E-02	2.61E-07	2.06E-04	3.03E-01	1.29E-06	1.02E-03	7.88E-03	3.35E-08	2.65E-05	8.58E-03	3.65E-08	2.88E-05
Man Chat Road	L100	2200-2300	3.38E-02	9.59E-08	7.58E-05	2.25E-01	6.38E-07	5.04E-04	5.96E-03	1.69E-08	1.34E-05	6.53E-03	1.85E-08	1.46E-05
Man Chat Road	L100	2300-0000	2.05E-02	2.91E-08	2.30E-05	1.84E-01	2.61E-07	2.06E-04	4.38E-03	6.20E-09	4.90E-06	4.78E-03	6.78E-09	5.36E-06
Fuk Hang Tsuen Road	L101	0000-0100	3.95E-02	1.21E-07	3.24E-04	3.26E-01	9.98E-07	2.67E-03	5.70E-03	1.75E-08	4.68E-05	6.29E-03	1.93E-08	5.16E-05
Fuk Hang Tsuen Road	L101	0100-0200	1.21E-01	3.71E-07	9.93E-04	6.09E-01	1.87E-06	5.00E-03	1.07E-02	3.28E-08	8.79E-05	1.17E-02	3.58E-08	9.59E-05
Fuk Hang Tsuen Road	L101	0200-0300	8.17E-02	1.25E-07	3.35E-04	5.00E-01	7.66E-07	2.05E-03	7.98E-03	1.22E-08	3.28E-05	8.72E-03	1.34E-08	3.58E-05
Fuk Hang Tsuen Road	L101	0300-0400	1.02E-01	1.57E-07	4.20E-04	5.69E-01	8.72E-07	2.33E-03	9.48E-03	1.45E-08	3.89E-05	1.04E-02	1.59E-08	4.25E-05
Fuk Hang Tsuen Road	L101	0400-0500	9.31E-02	1.43E-07	3.82E-04	5.03E-01	7.71E-07	2.06E-03	8.92E-03	1.37E-08	3.66E-05	9.74E-03	1.49E-08	4.00E-05
Fuk Hang Tsuen Road	L101	0500-0600	2.06E-01	6.32E-07	1.69E-03	8.49E-01	2.60E-06	6.97E-03	1.79E-02	5.49E-08	1.47E-04	1.95E-02	5.98E-08	1.60E-04
Fuk Hang Tsuen Road	L101	0600-0700	3.47E-01	2.13E-06	5.70E-03	1.21E+00	7.41E-06	1.98E-02	3.10E-02	1.90E-07	5.09E-04	3.38E-02	2.07E-07	5.54E-04
Fuk Hang Tsuen Road	L101	0700-0800	3.77E-01	4.05E-06	1.08E-02	1.35E+00	1.45E-05	3.88E-02	3.46E-02	3.71E-07	9.92E-04	3.76E-02	4.03E-07	1.08E-03
Fuk Hang Tsuen Road	L101	0800-0900	3.24E-01	3.48E-06	9.31E-03	1.14E+00	1.22E-05	3.26E-02	2.98E-02	3.20E-07	8.57E-04	3.25E-02	3.48E-07	9.32E-04
Fuk Hang Tsuen Road	L101	0900-1000	3.38E-01	3.10E-06	8.31E-03	1.28E+00	1.18E-05	3.15E-02	2.97E-02	2.73E-07	7.31E-04	3.23E-02	2.97E-07	7.95E-04
Fuk Hang Tsuen Road	L101	1000-1100	2.66E-01	2.04E-06	5.45E-03	1.03E+00	7.89E-06	2.11E-02	2.40E-02	1.84E-07	4.92E-04	2.61E-02	2.00E-07	5.35E-04
Fuk Hang Tsuen Road	L101	1100-1200	3.70E-01	2.84E-06	7.59E-03	1.42E+00	1.09E-05	2.92E-02	3.27E-02	2.51E-07	6.70E-04	3.56E-02	2.73E-07	7.29E-04
Fuk Hang Tsuen Road	L101	1200-1300	3.48E-01	2.67E-06	7.14E-03	1.33E+00	1.02E-05	2.73E-02	3.12E-02	2.39E-07	6.41E-04	3.40E-02	2.61E-07	6.97E-04
Fuk Hang Tsuen Road	L101	1300-1400	2.70E-01	1.66E-06	4.43E-03	1.06E+00	6.50E-06	1.74E-02	2.45E-02	1.50E-07	4.02E-04	2.67E-02	1.64E-07	4.38E-04
Fuk Hang Tsuen Road	L101	1400-1500	3.19E-01	2.45E-06	6.54E-03	1.20E+00	9.23E-06	2.47E-02	2.81E-02	2.16E-07	5.77E-04	3.06E-02	2.35E-07	6.28E-04
Fuk Hang Tsuen Road	L101	1500-1600	3.49E-01	3.21E-06	8.58E-03	1.31E+00	1.21E-05	3.23E-02	3.06E-02	2.81E-07	7.53E-04	3.33E-02	3.06E-07	8.19E-04
Fuk Hang Tsuen Road	L101	1600-1700	2.67E-01	2.46E-06	6.58E-03	1.04E+00	9.53E-06	2.55E-02	2.48E-02	2.28E-07	6.11E-04	2.70E-02	2.49E-07	6.65E-04
Fuk Hang Tsuen Road	L101	1700-1800	2.22E-01	2.04E-06	5.47E-03	9.40E-01	8.65E-06	2.31E-02	2.19E-02	2.01E-07	5.39E-04	2.39E-02	2.20E-07	5.88E-04
Fuk Hang Tsuen Road	L101	1800-1900	2.09E-01	1.93E-06	5.15E-03	8.66E-01	7.97E-06	2.13E-02	2.10E-02	1.93E-07	5.16E-04	2.29E-02	2.10E-07	5.63E-04
Fuk Hang Tsuen Road	L101	1900-2000	2.48E-01	1.90E-06	5.09E-03	9.55E-01	7.32E-06	1.96E-02	2.31E-02	1.77E-07	4.74E-04	2.52E-02	1.93E-07	5.16E-04
Fuk Hang Tsuen Road	L101	2000-2100	1.07E-01	6.58E-07	1.76E-03	5.10E-01	3.13E-06	8.38E-03	1.17E-02	7.16E-08	1.92E-04	1.28E-02	7.84E-08	2.10E-04
Fuk Hang Tsuen Road	L101	2100-2200	1.21E-01	9.27E-07	2.48E-03	5.66E-01	4.34E-06	1.16E-02	1.34E-02	1.03E-07	2.74E-04	1.46E-02	1.12E-07	3.00E-04
Fuk Hang Tsuen Road	L101	2200-2300	1.03E-01	4.73E-07	1.26E-03	4.89E-01	2.25E-06	6.02E-03	1.14E-02	5.23E-08	1.40E-04	1.24E-02	5.72E-08	1.53E-04
Fuk Hang Tsuen Road	L101	2300-0000	6.12E-02	1.88E-07	5.02E-04	3.60E-01	1.10E-06	2.95E-03	7.23E-03	2.22E-08	5.93E-05	7.95E-03	2.44E-08	6.52E-05
Fuk Hang Tsuen Road	L102	0000-0100	6.42E-02	1.97E-07	5.26E-04	4.32E-01	1.32E-06	3.53E-03	9.53E-03	2.92E-08	7.80E-05	1.06E-02	3.24E-08	8.65E-05
Fuk Hang Tsuen Road	L102	0100-0200	9.61E-02	1.47E-07	3.93E-04	5.49E-01	8.42E-07	2.25E-03	9.96E-03	1.53E-08	4.07E-05	1.09E-02	1.67E-08	4.47E-05
Fuk Hang Tsuen Road	L102	0200-0300	6.74E-02	1.03E-07	2.76E-04	4.53E-01	6.95E-07	1.86E-03	8.00E-03	1.23E-08	3.27E-05	8.83E-03	1.35E-08	3.61E-05
Fuk Hang Tsuen Road	L102	0300-0400	8.22E-02	1.26E-07	3.36E-04	5.09E-01	7.81E-07	2.08E-03	8.58E-03	1.32E-08	3.51E-05	9.42E-03	1.44E-08	3.86E-05
Fuk Hang Tsuen Road	L102	0400-0500	6.44E-02	9.87E-08	2.64E-04	4.07E-01	6.24E-07	1.67E-03	7.15E-03	1.10E-08	2.93E-05	7.85E-03	1.20E-08	3.21E-05
Fuk Hang Tsuen Road	L102	0500-0600	2.63E-01	4.03E-07	1.08E-03	1.06E+00	1.62E-06	4.32E-03	2.29E-02	3.51E-08	9.38E-05	2.50E-02	3.83E-08	1.02E-04
Fuk Hang Tsuen Road	L102	0600-0700	2.63E-01	1.21E-06	3.23E-03	9.62E-01	4.42E-06	1.18E-02	2.39E-02	1.10E-07	2.94E-04	2.61E-02	1.20E-07	3.20E-04
Fuk Hang Tsuen Road	L102	0700-0800	2.08E-01	1.59E-06	4.26E-03	8.28E-01	6.34E-06	1.69E-02	2.08E-02	1.60E-07	4.26E-04	2.27E-02	1.74E-07	4.65E-04
Fuk Hang Tsuen Road	L102	0800-0900	1.77E-01	1.35E-06	3.62E-03	7.10E-01	5.44E-06	1.45E-02	1.82E-02	1.40E-07	3.73E-04	1.99E-02	1.52E-07	4.07E-04
Fuk Hang Tsuen Road	L102	0900-1000	3.37E-01	2.07E-06	5.52E-03	1.27E+00	7.81E-06	2.09E-02	2.94E-02	1.80E-07	4.81E-04	3.20E-02	1.96E-07	5.24E-04
Fuk Hang Tsuen Road	L102	1000-1100	2.36E-01	1.45E-06	3.86E-03	9.65E-01	5.91E-06	1.58E-02	2.27E-02	1.39E-07	3.71E-04	2.47E-02	1.52E-07	4.05E-04
Fuk Hang Tsuen Road	L102	1100-1200	3.46E-01	2.12E-06	5.66E-03	1.35E+00	8.27E-06	2.21E-02	3.14E-02	1.93E-07	5.14E-04	3.43E-02	2.10E-07	5.61E-04
Fuk Hang Tsuen Road	L102	1200-1300	3.25E-01	1.99E-06	5.32E-03	1.25E+00	7.65E-06	2.04E-02	3.00E-02	1.84E-07	4.91E-04	3.27E-02	2.00E-07	5.35E-04
Fuk Hang Tsuen Road	L102	1300-1400	2.41E-01	1.11E-06	2.96E-03	9.65E-01	4.44E-06	1.19E-02	2.27E-02	1.04E-07	2.78E-04	2.48E-02	1.14E-07	3.04E-04
Fuk Hang Tsuen Road	L102	1400-1500	3.69E-01	2.26E-06	6.04E-03	1.36E+00	8.36E-06	2.23E-02	3.20E-02	1.96E-07	5.23E-04	3.48E-02	2.14E-07	5.70E-04
Fuk Hang Tsuen Road	L102	1500-1600	3.32E-01	2.03E-06	5.43E-03	1.26E+00	7.73E-06	2.06E-02	2.96E-02	1.81E-07	4.84E-04	3.23E-02	1.98E-07	5.28E-04
Fuk Hang Tsuen Road	L102	1600-1700	3.46E-01	2.12E-06	5.66E-03	1.27E+00	7.77E-06	2.08E-02	3.02E-02	1.85E-07	4.94E-04	3.30E-02	2.02E-07	5.40E-04
Fuk Hang Tsuen Road	L102	1700-1800	2.52E-01	1.55E-06	4.13E-03	1.02E+00	6.28E-06	1.68E-02	2.54E-02	1.56E-07	4.16E-04	2.79E-02	1.71E-07	4.56E-04
Fuk Hang Tsuen Road	L102	1800-1900	2.69E-01	1.65E-06	4.41E-03	1.05E+00	6.45E-06	1.72E-02	2.63E-02	1.61E-07	4.30E-04	2.88E-02	1.77E-07	4.72E-04
Fuk Hang Tsuen Road	L102	1900-2000	3.55E-01	2.17E-06	5.81E-03	1.28E+00	7.87E-06	2.10E-02	3.11E-02	1.91E-07	5.10E-04	3.40E-02	2.08E-07	5.56E-04
Fuk Hang Tsuen Road	L102	2000-2100	1.29E-01	5.93E-07	1.58E-03	5.72E-01	2.63E-06	7.03E-03	1.42E-02	6.51E-08	1.74E-04	1.55E-02	7.15E-08	1.91E-04
Fuk Hang Tsuen Road	L102	2100-2200	1.35E-01	8.28E-07	2.21E-03	6.02E-01	3.69E-06	9.86E-03	1.52E-02	9.30E-08	2.48E-04	1.67E-02	1.02E-07	2.73E-04
Fuk Hang Tsuen Road	L102	2200-2300	1.11E-01	5.09E-07	1.36E-03	5.41E-01	2.49E-06	6.65E-03	1.39E-02	6.38E-08	1.70E-04	1.53E-02	7.02E-08	1.87E-04
Fuk Hang Tsuen Road	L102	2300-0000	9.30E-02	2.85E-07	7.61E-04	5.00E-01	1.53E-06	4.09E-03	1.18E-02	3.60E-08	9.62E-05	1.30E-02	3.97E-08	1.06E-04

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Fu Hang Road	L103	0000-0100	5.71E-02	7.81E-08	5.48E-05	3.74E-01	5.11E-07	3.59E-04	1.06E-02	1.45E-08	1.02E-05	1.18E-02	1.61E-08	1.13E-05
Fu Hang Road	L103	0100-0200	1.67E-01	2.29E-07	1.61E-04	5.64E-01	7.71E-07	5.41E-04	1.48E-02	2.03E-08	1.42E-05	1.64E-02	2.25E-08	1.58E-05
Fu Hang Road	L103	0200-0300	8.23E-02	1.13E-07	7.89E-05	4.59E-01	6.27E-07	4.40E-04	1.41E-02	1.93E-08	1.36E-05	1.58E-02	2.16E-08	1.52E-05
Fu Hang Road	L103	0300-0400	8.23E-02	1.13E-07	7.90E-05	4.59E-01	6.28E-07	4.41E-04	1.41E-02	1.93E-08	1.36E-05	1.58E-02	2.16E-08	1.52E-05
Fu Hang Road	L103	0400-0500	8.22E-02	1.12E-07	7.89E-05	4.59E-01	6.28E-07	4.40E-04	1.41E-02	1.93E-08	1.36E-05	1.58E-02	2.16E-08	1.52E-05
Fu Hang Road	L103	0500-0600	2.12E-01	2.90E-07	2.04E-04	8.47E-01	1.16E-06	8.12E-04	2.31E-02	3.15E-08	2.21E-05	2.54E-02	3.47E-08	2.43E-05
Fu Hang Road	L103	0600-0700	1.14E-01	1.56E-07	1.09E-04	5.03E-01	6.88E-07	4.83E-04	1.37E-02	1.87E-08	1.31E-05	1.50E-02	2.05E-08	1.44E-05
Fu Hang Road	L103	0700-0800	8.81E-02	1.20E-07	8.45E-05	4.43E-01	6.05E-07	4.25E-04	1.04E-02	1.42E-08	9.99E-06	1.14E-02	1.56E-08	1.10E-05
Fu Hang Road	L103	0800-0900	1.03E-01	1.41E-07	9.87E-05	4.86E-01	6.65E-07	4.67E-04	1.13E-02	1.55E-08	1.09E-05	1.24E-02	1.70E-08	1.19E-05
Fu Hang Road	L103	0900-1000	2.68E-01	3.67E-07	2.58E-04	9.41E-01	1.29E-06	9.03E-04	2.07E-02	2.83E-08	1.99E-05	2.25E-02	3.08E-08	2.16E-05
Fu Hang Road	L103	1000-1100	2.43E-01	3.32E-07	2.33E-04	8.41E-01	1.15E-06	8.06E-04	1.88E-02	2.56E-08	1.80E-05	2.04E-02	2.79E-08	1.96E-05
Fu Hang Road	L103	1100-1200	2.92E-01	3.99E-07	2.80E-04	9.94E-01	1.36E-06	9.53E-04	2.26E-02	3.09E-08	2.17E-05	2.46E-02	3.36E-08	2.36E-05
Fu Hang Road	L103	1200-1300	2.48E-01	3.39E-07	2.38E-04	8.69E-01	1.19E-06	8.33E-04	2.11E-02	2.88E-08	2.02E-05	2.31E-02	3.15E-08	2.21E-05
Fu Hang Road	L103	1300-1400	2.12E-01	2.90E-07	2.03E-04	7.82E-01	1.07E-06	7.50E-04	1.87E-02	2.56E-08	1.79E-05	2.04E-02	2.79E-08	1.96E-05
Fu Hang Road	L103	1400-1500	2.68E-01	3.66E-07	2.57E-04	9.67E-01	1.32E-06	9.27E-04	2.23E-02	3.04E-08	2.14E-05	2.43E-02	3.33E-08	2.33E-05
Fu Hang Road	L103	1500-1600	2.79E-01	3.81E-07	2.67E-04	9.31E-01	1.27E-06	8.93E-04	2.16E-02	2.95E-08	2.07E-05	2.35E-02	3.22E-08	2.26E-05
Fu Hang Road	L103	1600-1700	3.31E-01	9.06E-07	6.35E-04	1.10E+00	2.99E-06	2.10E-03	2.57E-02	7.03E-08	4.93E-05	2.80E-02	7.66E-08	5.37E-05
Fu Hang Road	L103	1700-1800	2.75E-01	7.53E-07	5.28E-04	9.64E-01	2.64E-06	1.85E-03	2.39E-02	6.53E-08	4.58E-05	2.61E-02	7.14E-08	5.01E-05
Fu Hang Road	L103	1800-1900	2.37E-01	6.47E-07	4.54E-04	8.89E-01	2.43E-06	1.71E-03	2.25E-02	6.16E-08	4.32E-05	2.47E-02	6.74E-08	4.73E-05
Fu Hang Road	L103	1900-2000	1.99E-01	2.72E-07	1.91E-04	7.74E-01	1.06E-06	7.42E-04	1.93E-02	2.63E-08	1.85E-05	2.11E-02	2.88E-08	2.02E-05
Fu Hang Road	L103	2000-2100	1.53E-01	2.09E-07	1.47E-04	5.86E-01	8.01E-07	5.62E-04	1.45E-02	1.98E-08	1.39E-05	1.59E-02	2.18E-08	1.53E-05
Fu Hang Road	L103	2100-2200	1.29E-01	1.77E-07	1.24E-04	5.54E-01	7.57E-07	5.31E-04	1.43E-02	1.96E-08	1.37E-05	1.57E-02	2.15E-08	1.51E-05
Fu Hang Road	L103	2200-2300	9.90E-02	1.35E-07	9.50E-05	4.11E-01	5.61E-07	3.94E-04	1.17E-02	1.60E-08	1.12E-05	1.30E-02	1.77E-08	1.25E-05
Fu Hang Road	L103	2300-0000	1.26E-01	1.73E-07	1.21E-04	4.47E-01	6.11E-07	4.29E-04	1.21E-02	1.65E-08	1.16E-05	1.33E-02	1.82E-08	1.28E-05
Fu Hang Road	L104	0000-0100	1.06E-01	1.46E-07	5.52E-05	4.69E-01	6.45E-07	2.43E-04	1.32E-02	1.82E-08	6.87E-06	1.47E-02	2.03E-08	7.64E-06
Fu Hang Road	L104	0100-0200	1.89E-01	2.60E-07	9.82E-05	6.01E-01	8.26E-07	3.12E-04	1.62E-02	2.23E-08	8.42E-06	1.79E-02	2.46E-08	9.29E-06
Fu Hang Road	L104	0200-0300	6.61E-02	9.09E-08	3.43E-05	3.72E-01	5.11E-07	1.93E-04	1.19E-02	1.64E-08	6.20E-06	1.33E-02	1.83E-08	6.91E-06
Fu Hang Road	L104	0300-0400	2.19E-01	3.01E-07	1.14E-04	6.94E-01	9.54E-07	3.60E-04	1.83E-02	2.52E-08	9.52E-06	2.02E-02	2.78E-08	1.05E-05
Fu Hang Road	L104	0400-0500	1.89E-01	2.59E-07	9.79E-05	6.00E-01	8.25E-07	3.11E-04	1.62E-02	2.23E-08	8.42E-06	1.79E-02	2.46E-08	9.29E-06
Fu Hang Road	L104	0500-0600	1.20E-01	1.65E-07	6.23E-05	5.12E-01	7.05E-07	2.66E-04	1.47E-02	2.03E-08	7.64E-06	1.63E-02	2.24E-08	8.44E-06
Fu Hang Road	L104	0600-0700	2.33E-01	3.21E-07	1.21E-04	7.65E-01	1.05E-06	3.97E-04	2.06E-02	2.83E-08	1.07E-05	2.26E-02	3.10E-08	1.17E-05
Fu Hang Road	L104	0700-0800	1.90E-01	5.23E-07	1.97E-04	6.72E-01	1.85E-06	6.98E-04	1.71E-02	4.71E-08	1.78E-05	1.88E-02	5.17E-08	1.95E-05
Fu Hang Road	L104	0800-0900	2.34E-01	6.44E-07	2.43E-04	7.54E-01	2.07E-06	7.83E-04	1.88E-02	5.18E-08	1.95E-05	2.06E-02	5.68E-08	2.14E-05
Fu Hang Road	L104	0900-1000	2.42E-01	6.65E-07	2.51E-04	8.31E-01	2.29E-06	8.62E-04	1.92E-02	5.27E-08	1.99E-05	2.10E-02	5.77E-08	2.18E-05
Fu Hang Road	L104	1000-1100	2.58E-01	3.55E-07	1.34E-04	8.33E-01	1.15E-06	4.32E-04	1.93E-02	2.65E-08	1.00E-05	2.10E-02	2.89E-08	1.09E-05
Fu Hang Road	L104	1100-1200	2.63E-01	3.61E-07	1.36E-04	8.69E-01	1.19E-06	4.51E-04	2.07E-02	2.85E-08	1.08E-05	2.27E-02	3.12E-08	1.18E-05
Fu Hang Road	L104	1200-1300	2.46E-01	3.38E-07	1.28E-04	8.10E-01	1.11E-06	4.20E-04	1.96E-02	2.69E-08	1.02E-05	2.14E-02	2.94E-08	1.11E-05
Fu Hang Road	L104	1300-1400	2.05E-01	2.82E-07	1.07E-04	7.42E-01	1.02E-06	3.85E-04	1.88E-02	2.58E-08	9.75E-06	2.06E-02	2.84E-08	1.07E-05
Fu Hang Road	L104	1400-1500	2.45E-01	3.37E-07	1.27E-04	8.09E-01	1.11E-06	4.20E-04	1.89E-02	2.60E-08	9.79E-06	2.06E-02	2.84E-08	1.07E-05
Fu Hang Road	L104	1500-1600	2.73E-01	7.50E-07	2.83E-04	8.78E-01	2.42E-06	9.12E-04	2.07E-02	5.69E-08	2.15E-05	2.26E-02	6.22E-08	2.35E-05
Fu Hang Road	L104	1600-1700	1.93E-01	2.65E-07	1.00E-04	7.29E-01	1.00E-06	3.78E-04	1.77E-02	2.43E-08	9.18E-06	1.93E-02	2.66E-08	1.00E-05
Fu Hang Road	L104	1700-1800	1.46E-01	2.01E-07	7.60E-05	6.00E-01	8.25E-07	3.11E-04	1.65E-02	2.27E-08	8.56E-06	1.82E-02	2.50E-08	9.44E-06
Fu Hang Road	L104	1800-1900	1.26E-01	1.73E-07	6.52E-05	5.60E-01	7.70E-07	2.91E-04	1.57E-02	2.15E-08	8.13E-06	1.73E-02	2.38E-08	8.97E-06
Fu Hang Road	L104	1900-2000	9.79E-02	1.35E-07	5.08E-05	4.36E-01	5.99E-07	2.26E-04	1.28E-02	1.76E-08	6.63E-06	1.41E-02	1.94E-08	7.32E-06
Fu Hang Road	L104	2000-2100	1.08E-01	1.48E-07	5.59E-05	4.35E-01	5.98E-07	2.26E-04	1.28E-02	1.76E-08	6.66E-06	1.42E-02	1.95E-08	7.37E-06
Fu Hang Road	L104	2100-2200	1.02E-01	1.40E-07	5.29E-05	4.39E-01	6.04E-07	2.28E-04	1.30E-02	1.79E-08	6.75E-06	1.44E-02	1.98E-08	7.49E-06
Fu Hang Road	L104	2200-2300	8.37E-02	1.15E-07	4.34E-05	3.71E-01	5.10E-07	1.93E-04	1.26E-02	1.73E-08	6.53E-06	1.40E-02	1.93E-08	7.28E-06
Fu Hang Road	L104	2300-0000	1.01E-01	1.39E-07	5.23E-05	4.32E-01	5.94E-07	2.24E-04	1.38E-02	1.90E-08	7.17E-06	1.54E-02	2.12E-08	8.00E-06
Slip road from Yuen Long Highway	L105	0000-0100	1.56E-02	9.56E-08	6.94E-05	1.66E-01	1.02E-06	7.39E-04	5.98E-03	3.66E-08	2.65E-05	6.48E-03	3.96E-08	2.88E-05
Slip road from Yuen Long Highway	L105	0100-0200	2.42E-02	1.06E-07	7.67E-05	1.69E-01	7.39E-07	5.36E-04	4.56E-03	1.99E-08	1.44E-05	4.94E-03	2.16E-08	1.56E-05
Slip road from Yuen Long Highway	L105	0200-0300	2.20E-02	7.68E-08	5.57E-05	1.64E-01	5.73E-07	4.16E-04	4.25E-03	1.48E-08	1.08E-05	4.60E-03	1.61E-08	1.17E-05
Slip road from Yuen Long Highway	L105	0300-0400	2.82E-02	7.39E-08	5.36E-05	1.86E-01	4.87E-07	3.54E-04	5.23E-03	1.37E-08	9.95E-06	5.67E-03	1.49E-08	1.08E-05
Slip road from Yuen Long Highway	L105	0400-0500	2.46E-02	6.44E-08	4.67E-05	1.56E-01	4.09E-07	2.97E-04	4.42E-03	1.16E-08	8.41E-06	4.79E-03	1.26E-08	9.11E-06
Slip road from Yuen Long Highway	L105	0500-0600	3.74E-02	1.64E-07	1.19E-04	3.14E-01	1.37E-06	9.94E-04	1.45E-02	6.34E-08	4.60E-05	1.58E-02	6.88E-08	4.99E-05
Slip road from Yuen Long Highway	L105	0600-0700	3.72E-02	4.23E-07	3.07E-04	2.00E-01	2.27E-06	1.65E-03	9.03E-03	1.02E-07	7.44E-05	9.79E-03	1.11E-07	8.07E-05
Slip road from Yuen Long Highway	L105	0700-0800	2.66E-02	6.50E-07	4.71E-04	1.61E-01	3.94E-06	2.86E-03	6.85E-03	1.68E-07	1.22E-04	7.46E-03	1.82E-07	1.32E-04
Slip road from Yuen Long Highway	L105	0800-0900	2.90E-02	6.84E-07	4.97E-04	1.60E-01	3.77E-06	2.73E-03	6.25E-03	1.47E-07	1.07E-04	6.81E-03	1.61E-07	1.17E-04
Slip road from Yuen Long Highway	L105	0900-1000	4.25E-02	7.79E-07	5.66E-04	2.49E-01	4.56E-06	3.31E-03	1.08E-02	1.97E-07	1.43E-04	1.17E-02	2.14E-07	1.56E-04
Slip road from Yuen Long Highway	L105	1000-1100	4.08E-02	6.42E-07	4.66E-04	2.29E-01	3.61E-06	2.62E-03	9.65E-03	1.52E-07	1.10E-04	1.05E-02	1.65E-07	1.19E-04
Slip road from Yuen Long Highway	L105	1100-1200	4.75E-02	7.47E-07	5.42E-04	2.61E-01	4.11E-06	2.98E-03	1.19E-02	1.86E-07	1.35E-04	1.29E-02	2.02E-07	1.47E-04
Slip road from Yuen Long Highway	L105	1200-1300	4.45E-02	6.61E-07	4.80E-04	2.41E-01	3.58E-06	2.60E-03	1.10E-02	1.63E-07	1.18E-04	1.19E-02	1.77E-07	1.28E-04
Slip road from Yuen Long Highway	L105	1300-1400	3.71E-02	5.50E-07	3.99E-04	2.20E-01	3.27E-06	2.37E-03	9.42E-03	1.40E-07	1.02E-04	1.02E-02	1.52E-07	1.10E-04
Slip road from Yuen Long Highway	L105	1400-1500	4.27E-02	6.71E-07	4.87E-04	2.33E-01	3.66E-06	2.66E-03	1.01E-02	1.59E-07	1.16E-04	1.10E-02	1.73E-07	1.25E-04
Slip road from Yuen Long Highway	L105	1500-1600	4.45E-02	7.77E-07	5.64E-04	2.43E-01	4.25E-06	3.09E-03	1.08E-02	1.88E-07	1.37E-04	1.17E-02	2.05E-07	1.49E-04
Slip road from Yuen Long Highway	L105	1600-1700	4.43E-02	8.12E-07	5.90E-04	2.44E-01	4.47E-06	3.25E-03	1.05E-02	1.92E-07	1.39E-04	1.14E-02	2.09E-07	1.52E-04
Slip road from Yuen Long Highway	L105	1700-1800	3.68E-02	7.72E-07	5.61E-04	2.17E-01	4.56E-06	3.31E-03	9.39E-03	1.97E-07	1.43E-04	1.02E-02	2.13E-07	1.55E-04
Slip road from Yuen Long Highway	L105	1800-1900	2.91E-02	5.84E-07	4.24E-04	1.97E-01	3.96E-06	2.87E-03	8.55E-03	1.72E-07	1.25E-04	9.26E-03	1.86E-07	1.35E-04
Slip road from Yuen Long Highway	L105	1900-2000	2.63E-02	4.60E-07	3.34E-04	1.80E-01	3.14E-06	2.28E-03	8.36E-03	1.46E-07	1.06E-04	9.10E-03	1.59E-07	1.15E-04
Slip road from Yuen Long Highway	L105	2000-2100	2.15E-02	3.37E-07	2.45E-04	1.62E-01	2.55E-06	1.85E-03	6.78E-03	1.07E-07	7.73E-05	7.34E-03	1.15E-07	8.38E-05
Slip road from Yuen Long Highway	L105	2100-2200	1.68E-02	2.94E-07	2.13E-04	1.41E-01	2.46E-06	1.79E-03	5.92E-03	1.03E-07	7.51E-05	6.45E-03	1.13E-07	8.18E-05
Slip road from Yuen Long Highway	L105	2200-2300	1.61E-02	1.82E-07	1.32E-04	1.48E-01	1.68E-06	1.22E-03	6.21E-03	7.05E-08	5.11E-05	6.72E-03	7.64E-08	5.54E-05
Slip road from Yuen Long Highway	L105	2300-0000	1.62E-02	1.28E-07	9.27E-05	1.56E-01	1.23E-06	8.92E-04	6.09E-03	4.79E-08	3.48E-05	6.61E-03	5.19E-08	3.77E-05
Road P1	L106	0000-0100	4.80E-02	1.58E-07	3.00E-04	2.76E-01	9.07E-07	1.73E-03	6.09E-03	2.00E-08	3.81E-05	6.70E-03	2.20E-08	4.19E-05
Road P1	L106	0100-0200	7.12E-02	1.56E-07	2.97E-04	3.66E-01	8.01E-07	1.53E-03	6.45E-03	1.41E-08	2.69E-05	7.06E-03	1.54E-08	2.94E-05
Road P1	L106	0200-0300	7.37E-02	1.61E-07	3.07E-04	3.83E-01	8.37E-07	1.60E-03	7.00E-03	1.53E-08	2.92E-05	7.65E-03	1.67E-08	3.19E-05
Road P1	L106	0300-0400	8.30E-02	9.07E-08	1.73E-04	4.00E-01	4.38E-07	8.35E-04	6.61E-03	7.23E-09	1.38E-05	7.21E-03	7.89E-09	1.50E-05
Road P1	L106	0400-0500	8.26E-02	9.03E-08	1.72E-04	3.77E-01	4.12E-07	7.86E-04	6.93E-03	7.58E-09	1.45E-05	7.56E-03	8.27E-09	1.58E-05
Road P1	L106	0500-0600	1.26E-01	2.76E-07	5.26E-04	5.58E-01	1.22E-06	2.33E-03	1.12E-02	2.45E-08	4.68E-05	1.22E-02	2.68E-08	5.10E-05
Road P1	L106	0600-0700	1.45E-01	9.52E-07	1.81E-03	5.75E-01	3.77E-06	7.19E-03	1.30E-02	8.52E-08	1.62E-04	1.42E-02	9.31E-08	1.77E-04
Road P1	L106	0700-0800	1.08E-01	1.30E-06	2.48E-03	4.53E-01	5.45E-06	1.04E-02	1.04E-02	1.25E-07	2.39E-04	1.14E-02	1.37E-07	2.61E-04
Road P1	L106	0800-0900	1.03E-01	1.23E-06	2.35E-03	4.16E-01	5.01E-06	9.55E-03	9.66E-03	1.16E-07	2.22E-04	1.06E-02	1.27E-07	2.42E-04
Road P1	L106	0900-1000	1.61E-01	1.41E-06	2.69E-03	6.25E-01	5.47E-06	1.04E-02	1.31E-02	1.14E-07	2.18E-04	1.42E-02	1.24E-07	2.37E-04
Road P1	L106	1000-1100	1.39E-01	9.13E-07	1.74E-03	5.35E-01	3.51E-06	6.69E-03	1.13E-02	7.45E-08	1.42E-04	1.24E-02	8.10E-08	1.55E-04
Road P1	L106	1100-1200	1.80E-01	1.38E-06	2.63E-03	7.03E-01	5.38E-06	1.03E-02	1.47E-02	1.13E-07	2.15E-04	1.60E-02	1.23E-07	2.34E-04
Road P1	L106	1200-1300	1.64E-01	1.07E-06	2.05E-03	6.39E-01	4.19E-06	7.99E-03	1.37E-02	9.01E-08	1.72E-04	1.49E-02	9.81E-08	1.87E-04
Road P1	L106	1300-1400	1.32E-01	8.68E-07	1.66E-03	5.39E-01	3.54E-06	6.74E-03	1.19E-02	7.80E-08	1.49E-04	1.30E-02	8.50E-08	1.62E-04
Road P1	L106	1400-1500	1.75E-01	1.34E-06	2.56E-03	6.67E-01	5.10E-06	9.73E-03	1.41E-02	1.08E-07	2.05E-04	1.53E-02	1.17E-07	2.24E-04
Road P1	L106	1500-1600	1.61E-01	1.24E-06	2.36E-03	6.13E-01	4.69E-06	8.94E-03	1.29E-02	9.91E-08	1.89E-04	1.41E-02	1.08E-07	2.06E-04
Road P1	L106	1600-1700	1.42E-01	7.77E-07	1.48E-03	5.31E-01	2.90E-06	5.54E-03	1.15E-02	6.29E-08	1.20E-04	1.25E-02	6.84E-08	1.30E-04
Road P1	L106	1700-1800	1.11E-01	7.25E-07	1.38E-03	4.45E-01	2.92E-06	5.56E-03	1.01E-02	6.66E-08	1.27E-04	1.11E-02	7.25E-08	1.38E-04
Road P1	L106	1800-1900	9.08E-02	5.96E-07	1.14E-03	3.86E-01	2.53E-06	4.83E-03	9.14E-03	6.00E-08	1.14E-04	9.97E-03	6.54E-08	1.25E-04
Road P1	L106	1900-2000	1.18E-01	9.03E-07	1.72E-03	4.75E-01	3.64E-06	6.93E-03	1.10E-02	8.42E-08	1.60E-04	1.20E-02	9.17E-08	1.75E-04
Road P1	L106	2000-2100	6.80E-02	4.46E-07	8.50E-04	3.01E-01	1.98E-06	3.77E-03	7.23E-03	4.75E-08	9.05E-05	7.90E-03	5.18E-08	9.88E-05
Road P1	L106	2100-2200	5.62E-02	4.30E-07	8.20E-04	2.67E-01	2.04E-06	3.89E-03	6.64E-03	5.08E-08	9.69E-05	7.26E-03	5.56E-08	1.06E-04
Road P1	L106	2200-2300	4.31E-02	1.88E-07	3.59E-04	2.35E-01	1.03E-06	1.96E-03	5.95E-03	2.60E-08	4.97E-05	6.53E-03	2.85E-08	5.44E-05
Road P1	L106	2300-0000	4.64E-02	1.52E-07	2.90E-04	2.56E-01	8.39E-07	1.60E-03	5.87E-03	1.93E-08	3.67E-05	6.44E-03	2.11E-08	4.03E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Road P1	L107	0000-0100	3.81E-02	8.34E-08	1.52E-04	2.39E-01	5.22E-07	9.53E-04	5.64E-03	1.23E-08	2.25E-05	6.21E-03	1.36E-08	2.48E-05
Road P1	L107	0100-0200	7.91E-02	1.73E-07	3.16E-04	3.96E-01	8.66E-07	1.58E-03	7.86E-03	1.72E-08	3.14E-05	8.61E-03	1.88E-08	3.44E-05
Road P1	L107	0200-0300	6.57E-02	7.18E-08	1.31E-04	3.53E-01	3.86E-07	7.04E-04	6.23E-03	6.81E-09	1.24E-05	6.79E-03	7.43E-09	1.36E-05
Road P1	L107	0300-0400	7.52E-02	8.23E-08	1.50E-04	3.82E-01	4.18E-07	7.63E-04	6.72E-03	7.35E-09	1.34E-05	7.34E-03	8.02E-09	1.46E-05
Road P1	L107	0400-0500	6.29E-02	6.88E-08	1.26E-04	3.10E-01	3.39E-07	6.19E-04	6.14E-03	6.72E-09	1.23E-05	6.70E-03	7.32E-09	1.34E-05
Road P1	L107	0500-0600	1.45E-01	3.16E-07	5.77E-04	5.97E-01	1.31E-06	2.38E-03	1.25E-02	2.74E-08	5.00E-05	1.36E-02	2.99E-08	5.45E-05
Road P1	L107	0600-0700	1.46E-01	6.40E-07	1.17E-03	5.62E-01	2.46E-06	4.48E-03	1.32E-02	5.79E-08	1.06E-04	1.44E-02	6.31E-08	1.15E-04
Road P1	L107	0700-0800	1.03E-01	7.92E-07	1.45E-03	4.35E-01	3.33E-06	6.08E-03	1.04E-02	7.96E-08	1.45E-04	1.13E-02	8.67E-08	1.58E-04
Road P1	L107	0800-0900	9.63E-02	7.37E-07	1.34E-03	3.94E-01	3.01E-06	5.50E-03	9.72E-03	7.44E-08	1.36E-04	1.06E-02	8.11E-08	1.48E-04
Road P1	L107	0900-1000	1.52E-01	1.00E-06	1.83E-03	6.11E-01	4.01E-06	7.32E-03	1.31E-02	8.57E-08	1.56E-04	1.42E-02	9.32E-08	1.70E-04
Road P1	L107	1000-1100	1.31E-01	7.15E-07	1.31E-03	5.21E-01	2.85E-06	5.20E-03	1.14E-02	6.22E-08	1.14E-04	1.24E-02	6.77E-08	1.24E-04
Road P1	L107	1100-1200	1.66E-01	9.07E-07	1.66E-03	6.69E-01	3.66E-06	6.68E-03	1.43E-02	7.82E-08	1.43E-04	1.56E-02	8.51E-08	1.55E-04
Road P1	L107	1200-1300	1.57E-01	8.56E-07	1.56E-03	6.24E-01	3.41E-06	6.22E-03	1.37E-02	7.50E-08	1.37E-04	1.49E-02	8.17E-08	1.49E-04
Road P1	L107	1300-1400	1.27E-01	6.95E-07	1.27E-03	5.28E-01	2.88E-06	5.26E-03	1.19E-02	6.51E-08	1.19E-04	1.30E-02	7.10E-08	1.30E-04
Road P1	L107	1400-1500	1.70E-01	1.12E-06	2.04E-03	6.69E-01	4.39E-06	8.01E-03	1.44E-02	9.44E-08	1.72E-04	1.57E-02	1.03E-07	1.87E-04
Road P1	L107	1500-1600	1.48E-01	9.69E-07	1.77E-03	5.81E-01	3.81E-06	6.95E-03	1.27E-02	8.33E-08	1.52E-04	1.38E-02	9.07E-08	1.65E-04
Road P1	L107	1600-1700	1.44E-01	1.10E-06	2.01E-03	5.61E-01	4.30E-06	7.84E-03	1.24E-02	9.48E-08	1.73E-04	1.35E-02	1.03E-07	1.88E-04
Road P1	L107	1700-1800	9.86E-02	7.55E-07	1.38E-03	4.19E-01	3.21E-06	5.86E-03	9.87E-03	7.56E-08	1.38E-04	1.08E-02	8.25E-08	1.51E-04
Road P1	L107	1800-1900	9.80E-02	7.50E-07	1.37E-03	4.24E-01	3.25E-06	5.93E-03	1.01E-02	7.76E-08	1.42E-04	1.11E-02	8.47E-08	1.55E-04
Road P1	L107	1900-2000	1.12E-01	7.34E-07	1.34E-03	4.58E-01	3.01E-06	5.49E-03	1.09E-02	7.18E-08	1.31E-04	1.19E-02	7.83E-08	1.43E-04
Road P1	L107	2000-2100	6.53E-02	3.57E-07	6.52E-04	2.99E-01	1.63E-06	2.98E-03	7.48E-03	4.09E-08	7.46E-05	8.17E-03	4.47E-08	8.15E-05
Road P1	L107	2100-2200	4.40E-02	2.40E-07	4.39E-04	2.28E-01	1.25E-06	2.28E-03	6.17E-03	3.37E-08	6.16E-05	6.76E-03	3.70E-08	6.75E-05
Road P1	L107	2200-2300	4.25E-02	1.86E-07	3.40E-04	2.33E-01	1.02E-06	1.86E-03	6.29E-03	2.75E-08	5.02E-05	6.90E-03	3.02E-08	5.51E-05
Road P1	L107	2300-0000	4.73E-02	1.55E-07	2.83E-04	2.62E-01	8.59E-07	1.57E-03	6.42E-03	2.11E-08	3.85E-05	7.05E-03	2.31E-08	4.22E-05
Ng Lau Road	L108	0000-0100	1.91E-02	6.21E-08	8.55E-05	2.24E-01	7.28E-07	1.00E-03	5.73E-03	1.87E-08	2.57E-05	6.33E-03	2.06E-08	2.84E-05
Ng Lau Road	L108	0100-0200	3.61E-02	7.82E-08	1.08E-04	2.86E-01	6.21E-07	8.56E-04	5.93E-03	1.29E-08	1.77E-05	6.52E-03	1.41E-08	1.95E-05
Ng Lau Road	L108	0200-0300	1.80E-02	3.90E-08	5.37E-05	2.37E-01	5.14E-07	7.09E-04	4.10E-03	8.89E-09	1.23E-05	4.50E-03	9.77E-09	1.35E-05
Ng Lau Road	L108	0300-0400	1.52E-02	1.65E-08	2.27E-05	2.11E-01	2.29E-07	3.16E-04	3.50E-03	3.79E-09	5.23E-06	3.83E-03	4.15E-09	5.73E-06
Ng Lau Road	L108	0400-0500	2.19E-02	2.37E-08	3.27E-05	2.11E-01	2.28E-07	3.15E-04	4.37E-03	4.74E-09	6.54E-06	4.78E-03	5.19E-09	7.15E-06
Ng Lau Road	L108	0500-0600	8.06E-02	1.75E-07	2.41E-04	4.40E-01	9.55E-07	1.32E-03	9.38E-03	2.03E-08	2.80E-05	1.02E-02	2.22E-08	3.06E-05
Ng Lau Road	L108	0600-0700	7.14E-02	3.10E-07	4.27E-04	3.86E-01	1.68E-06	2.31E-03	1.02E-02	4.42E-08	6.09E-05	1.12E-02	4.84E-08	6.67E-05
Ng Lau Road	L108	0700-0800	6.71E-02	6.55E-07	9.02E-04	4.73E-01	4.61E-06	6.36E-03	1.15E-02	1.12E-07	1.55E-04	1.25E-02	1.22E-07	1.68E-04
Ng Lau Road	L108	0800-0900	7.02E-02	6.85E-07	9.44E-04	5.10E-01	4.98E-06	6.86E-03	1.15E-02	1.12E-07	1.55E-04	1.26E-02	1.23E-07	1.69E-04
Ng Lau Road	L108	0900-1000	1.05E-01	9.07E-07	1.25E-03	6.25E-01	5.42E-06	7.47E-03	1.34E-02	1.16E-07	1.60E-04	1.46E-02	1.26E-07	1.74E-04
Ng Lau Road	L108	1000-1100	7.18E-02	4.68E-07	6.44E-04	4.58E-01	2.98E-06	4.11E-03	1.02E-02	6.61E-08	9.10E-05	1.11E-02	7.20E-08	9.92E-05
Ng Lau Road	L108	1100-1200	8.58E-02	5.58E-07	7.69E-04	5.01E-01	3.26E-06	4.49E-03	1.14E-02	7.40E-08	1.02E-04	1.24E-02	8.06E-08	1.11E-04
Ng Lau Road	L108	1200-1300	8.08E-02	5.26E-07	7.24E-04	4.50E-01	2.93E-06	4.04E-03	1.11E-02	7.25E-08	1.00E-04	1.22E-02	7.92E-08	1.09E-04
Ng Lau Road	L108	1300-1400	6.85E-02	4.46E-07	6.15E-04	4.29E-01	2.79E-06	3.85E-03	1.01E-02	6.59E-08	9.09E-05	1.11E-02	7.20E-08	9.92E-05
Ng Lau Road	L108	1400-1500	9.94E-02	7.55E-07	1.04E-03	5.63E-01	4.27E-06	5.89E-03	1.29E-02	9.80E-08	1.35E-04	1.41E-02	1.07E-07	1.47E-04
Ng Lau Road	L108	1500-1600	9.30E-02	7.06E-07	9.73E-04	5.17E-01	3.93E-06	5.41E-03	1.20E-02	9.08E-08	1.25E-04	1.30E-02	9.89E-08	1.36E-04
Ng Lau Road	L108	1600-1700	1.19E-01	1.16E-06	1.60E-03	6.57E-01	6.41E-06	8.83E-03	1.55E-02	1.51E-07	2.08E-04	1.68E-02	1.64E-07	2.26E-04
Ng Lau Road	L108	1700-1800	8.37E-02	9.08E-07	1.25E-03	5.28E-01	5.73E-06	7.89E-03	1.27E-02	1.38E-07	1.90E-04	1.39E-02	1.50E-07	2.07E-04
Ng Lau Road	L108	1800-1900	7.74E-02	9.23E-07	1.27E-03	4.92E-01	5.87E-06	8.09E-03	1.24E-02	1.48E-07	2.04E-04	1.35E-02	1.61E-07	2.22E-04
Ng Lau Road	L108	1900-2000	7.58E-02	6.58E-07	9.07E-04	4.25E-01	3.68E-06	5.08E-03	1.15E-02	9.97E-08	1.37E-04	1.25E-02	1.08E-07	1.49E-04
Ng Lau Road	L108	2000-2100	4.19E-02	3.18E-07	4.38E-04	3.26E-01	2.48E-06	3.41E-03	8.53E-03	6.47E-08	8.92E-05	9.31E-03	7.07E-08	9.75E-05
Ng Lau Road	L108	2100-2200	3.35E-02	2.91E-07	4.01E-04	2.81E-01	2.44E-06	3.37E-03	8.19E-03	7.11E-08	9.79E-05	8.92E-03	7.74E-08	1.07E-04
Ng Lau Road	L108	2200-2300	2.79E-02	1.51E-07	2.09E-04	2.25E-01	1.22E-06	1.68E-03	6.68E-03	3.63E-08	5.00E-05	7.30E-03	3.96E-08	5.46E-05
Ng Lau Road	L108	2300-0000	2.01E-02	8.74E-08	1.20E-04	2.09E-01	9.08E-07	1.25E-03	5.68E-03	2.47E-08	3.40E-05	6.27E-03	2.72E-08	3.75E-05
Road S2	L109	0000-0100	9.37E-03	9.69E-09	3.27E-05	1.60E-01	1.65E-07	5.57E-04	6.47E-03	6.69E-09	2.26E-05	7.24E-03	7.48E-09	2.53E-05
Road S2	L109	0100-0200	1.26E-02	1.30E-08	4.41E-05	2.14E-01	2.21E-07	7.48E-04	7.79E-03	8.05E-09	2.72E-05	8.77E-03	9.06E-09	3.06E-05
Road S2	L109	0200-0300	1.42E-02	1.47E-08	4.98E-05	2.42E-01	2.50E-07	8.44E-04	8.45E-03	8.74E-09	2.95E-05	9.53E-03	9.85E-09	3.33E-05
Road S2	L109	0300-0400	9.33E-03	9.64E-09	3.26E-05	2.16E-01	2.23E-07	7.53E-04	1.01E-02	1.05E-08	3.54E-05	1.16E-02	1.20E-08	4.05E-05
Road S2	L109	0400-0500	1.43E-02	1.48E-08	4.99E-05	2.43E-01	2.51E-07	8.47E-04	8.45E-03	8.74E-09	2.95E-05	9.53E-03	9.85E-09	3.33E-05
Road S2	L109	0500-0600	1.43E-02	1.48E-08	5.00E-05	2.43E-01	2.51E-07	8.49E-04	8.45E-03	8.74E-09	2.95E-05	9.53E-03	9.85E-09	3.33E-05
Road S2	L109	0600-0700	1.15E-02	1.19E-08	4.01E-05	1.86E-01	1.93E-07	6.51E-04	6.72E-03	6.94E-09	2.35E-05	7.51E-03	7.76E-09	2.62E-05
Road S2	L109	0700-0800	9.16E-03	9.47E-09	3.20E-05	1.33E-01	1.38E-07	4.65E-04	4.51E-03	4.66E-09	1.57E-05	4.92E-03	5.09E-09	1.72E-05
Road S2	L109	0800-0900	1.12E-02	1.16E-08	3.93E-05	1.59E-01	1.65E-07	5.57E-04	4.76E-03	4.92E-09	1.66E-05	5.19E-03	5.37E-09	1.81E-05
Road S2	L109	0900-1000	1.51E-02	1.56E-08	5.26E-05	2.08E-01	2.15E-07	7.27E-04	4.59E-03	4.74E-09	1.60E-05	4.96E-03	5.13E-09	1.73E-05
Road S2	L109	1000-1100	1.40E-02	1.44E-08	4.88E-05	2.00E-01	2.07E-07	7.00E-04	5.54E-03	5.73E-09	1.93E-05	6.09E-03	6.30E-09	2.13E-05
Road S2	L109	1100-1200	1.29E-02	1.34E-08	4.52E-05	1.88E-01	1.94E-07	6.56E-04	5.42E-03	5.60E-09	1.89E-05	5.95E-03	6.16E-09	2.08E-05
Road S2	L109	1200-1300	1.18E-02	1.22E-08	4.12E-05	1.69E-01	1.75E-07	5.91E-04	5.36E-03	5.54E-09	1.87E-05	5.89E-03	6.09E-09	2.06E-05
Road S2	L109	1300-1400	1.30E-02	1.35E-08	4.54E-05	1.88E-01	1.95E-07	6.58E-04	5.42E-03	5.60E-09	1.89E-05	5.95E-03	6.16E-09	2.08E-05
Road S2	L109	1400-1500	1.30E-02	1.34E-08	4.54E-05	1.88E-01	1.94E-07	6.57E-04	5.42E-03	5.60E-09	1.89E-05	5.95E-03	6.16E-09	2.08E-05
Road S2	L109	1500-1600	1.19E-02	1.23E-08	4.17E-05	1.75E-01	1.81E-07	6.11E-04	5.29E-03	5.47E-09	1.85E-05	5.82E-03	6.02E-09	2.03E-05
Road S2	L109	1600-1700	1.14E-02	1.18E-08	3.99E-05	1.65E-01	1.71E-07	5.78E-04	4.69E-03	4.85E-09	1.64E-05	5.12E-03	5.30E-09	1.79E-05
Road S2	L109	1700-1800	9.18E-03	9.49E-09	3.21E-05	1.33E-01	1.38E-07	4.65E-04	4.51E-03	4.66E-09	1.57E-05	4.92E-03	5.09E-09	1.72E-05
Road S2	L109	1800-1900	9.10E-03	9.41E-09	3.18E-05	1.32E-01	1.36E-07	4.61E-04	4.51E-03	4.66E-09	1.57E-05	4.92E-03	5.09E-09	1.72E-05
Road S2	L109	1900-2000	7.20E-03	7.45E-09	2.52E-05	1.12E-01	1.16E-07	3.91E-04	4.20E-03	4.34E-09	1.47E-05	4.58E-03	4.74E-09	1.60E-05
Road S2	L109	2000-2100	9.19E-03	9.50E-09	3.21E-05	1.37E-01	1.41E-07	4.78E-04	4.45E-03	4.60E-09	1.55E-05	4.85E-03	5.02E-09	1.70E-05
Road S2	L109	2100-2200	7.13E-03	7.38E-09	2.49E-05	1.11E-01	1.15E-07	3.88E-04	4.20E-03	4.34E-09	1.47E-05	4.58E-03	4.74E-09	1.60E-05
Road S2	L109	2200-2300	6.78E-03	7.01E-09	2.37E-05	1.14E-01	1.18E-07	3.97E-04	4.61E-03	4.77E-09	1.61E-05	5.08E-03	5.25E-09	1.77E-05
Road S2	L109	2300-0000	9.11E-03	9.42E-09	3.18E-05	1.42E-01	1.47E-07	4.96E-04	5.52E-03	5.71E-09	1.93E-05	6.11E-03	6.32E-09	2.14E-05
Road S1	L110	0000-0100	9.61E-03	1.06E-08	1.11E-05	1.61E-01	1.76E-07	1.86E-04	5.33E-03	5.86E-09	6.18E-06	5.91E-03	6.50E-09	6.85E-06
Road S1	L110	0100-0200	1.04E-02	1.14E-08	1.20E-05	1.90E-01	2.08E-07	2.20E-04	5.01E-03	5.51E-09	5.81E-06	5.57E-03	6.12E-09	6.45E-06
Road S1	L110	0200-0300	1.18E-02	1.30E-08	1.37E-05	2.11E-01	2.32E-07	2.45E-04	5.74E-03	6.31E-09	6.65E-06	6.40E-03	7.03E-09	7.42E-06
Road S1	L110	0300-0400	1.09E-02	1.20E-08	1.27E-05	2.20E-01	2.41E-07	2.55E-04	5.84E-03	6.41E-09	6.76E-06	6.55E-03	7.21E-09	7.60E-06
Road S1	L110	0400-0500	8.37E-03	9.20E-09	9.70E-06	1.56E-01	1.72E-07	1.81E-04	5.56E-03	6.11E-09	6.44E-06	6.20E-03	6.82E-09	7.19E-06
Road S1	L110	0500-0600	1.19E-02	1.31E-08	1.38E-05	2.13E-01	2.34E-07	2.46E-04	5.74E-03	6.31E-09	6.65E-06	6.40E-03	7.03E-09	7.42E-06
Road S1	L110	0600-0700	1.02E-02	2.24E-08	2.37E-05	1.61E-01	3.54E-07	3.73E-04	5.25E-03	1.15E-08	1.22E-05	5.80E-03	1.27E-08	1.34E-05
Road S1	L110	0700-0800	1.05E-02	4.62E-08	4.88E-05	1.55E-01	6.80E-07	7.17E-04	4.89E-03	2.15E-08	2.27E-05	5.38E-03	2.37E-08	2.49E-05
Road S1	L110	0800-0900	1.18E-02	5.18E-08	5.47E-05	1.73E-01	7.60E-07	8.01E-04	5.00E-03	2.20E-08	2.32E-05	5.49E-03	2.41E-08	2.55E-05
Road S1	L110	0900-1000	1.43E-02	3.15E-08	3.32E-05	2.03E-01	4.45E-07	4.70E-04	4.73E-03	1.04E-08	1.10E-05	5.14E-03	1.13E-08	1.19E-05
Road S1	L110	1000-1100	1.39E-02	3.05E-08	3.22E-05	2.02E-01	4.44E-07	4.68E-04	5.18E-03	1.14E-08	1.20E-05	5.67E-03	1.25E-08	1.31E-05
Road S1	L110	1100-1200	1.28E-02	2.81E-08	2.97E-05	1.86E-01	4.10E-07	4.32E-04	5.08E-03	1.12E-08	1.18E-05	5.57E-03	1.22E-08	1.29E-05
Road S1	L110	1200-1300	1.12E-02	2.46E-08	2.60E-05	1.64E-01	3.61E-07	3.81E-04	4.93E-03	1.08E-08	1.14E-05	5.40E-03	1.19E-08	1.25E-05
Road S1	L110	1300-1400	1.23E-02	2.71E-08	2.86E-05	1.81E-01	3.97E-07	4.18E-04	5.02E-03	1.10E-08	1.16E-05	5.50E-03	1.21E-08	1.28E-05
Road S1	L110	1400-1500	1.33E-02	2.92E-08	3.08E-05	1.90E-01	4.18E-07	4.41E-04	5.18E-03	1.14E-08	1.20E-05	5.67E-03	1.25E-08	1.32E-05
Road S1	L110	1500-1600	1.16E-02	2.54E-08	2.68E-05	1.69E-01	3.72E-07	3.92E-04	4.66E-03	1.02E-08	1.08E-05	5.09E-03	1.12E-08	1.18E-05
Road S1	L110	1600-1700	1.09E-02	2.40E-08	2.53E-05	1.59E-01	3.49E-07	3.68E-04	4.63E-03	1.02E-08	1.07E-05	5.06E-03	1.11E-08	1.17E-05
Road S1	L110	1700-1800	9.49E-03	2.09E-08	2.20E-05	1.40E-01	3.09E-07	3.25E-04	4.78E-03	1.05E-08	1.11E-05	5.24E-03	1.15E-08	1.21E-05
Road S1	L110	1800-1900	8.66E-03	1.90E-08	2.01E-05	1.28E-01	2.82E-07	2.98E-04	4.41E-03	9.71E-09	1.02E-05	4.82E-03	1.06E-08	1.12E-05
Road S1	L110	1900-2000	8.15E-03	1.79E-08	1.89E-05	1.22E-01	2.68E-07	2.83E-04	4.35E-03	9.57E-09	1.01E-05	4.75E-03	1.05E-08	1.10E-05
Road S1	L110	2000-2100	9.19E-03	2.02E-08	2.13E-05	1.37E-01	3.01E-07	3.17E-04	4.45E-03	9.77E-09	1.03E-05	4.85E-03	1.07E-08	1.13E-05
Road S1	L110	2100-2200	7.13E-03	1.57E-08	1.65E-05	1.11E-01	2.44E-07	2.57E-04	4.20E-03	9.23E-09	9.73E-06	4.58E-03	1.01E-08	1.06E-05
Road S1	L110	2200-2300	7.57E-03	1.66E-08	1.75E-05	1.22E-01	2.68E-07	2.83E-04	4.43E-03	9.75E-09	1.03E-05	4.87E-03	1.07E-08	1.13E-05
Road S1	L110	2300-0000	7.94E-03	8.73E-09	9.21E-06	1.32E-01	1.46E-07	1.53E-04	4.67E-03	5.13E-09	5.41E-06	5.15E-03	5.66E-09	5.96E-06

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Hong Po Road	L111	0000-0100	3.05E-02	1.36E-07	3.47E-04	2.39E-01	1.06E-06	2.71E-03	6.11E-03	2.72E-08	6.95E-05	6.74E-03	3.00E-08	7.66E-05
Hong Po Road	L111	0100-0200	6.55E-02	2.18E-07	5.58E-04	3.55E-01	1.18E-06	3.03E-03	7.81E-03	2.61E-08	6.66E-05	8.55E-03	2.85E-08	7.29E-05
Hong Po Road	L111	0200-0300	5.03E-02	1.12E-07	2.86E-04	3.16E-01	7.02E-07	1.79E-03	6.83E-03	1.52E-08	3.88E-05	7.47E-03	1.66E-08	4.25E-05
Hong Po Road	L111	0300-0400	7.85E-02	1.75E-07	4.46E-04	3.67E-01	8.17E-07	2.09E-03	7.48E-03	1.66E-08	4.25E-05	8.17E-03	1.82E-08	4.64E-05
Hong Po Road	L111	0400-0500	7.07E-02	1.57E-07	4.02E-04	3.36E-01	7.46E-07	1.91E-03	7.78E-03	1.73E-08	4.42E-05	8.51E-03	1.89E-08	4.83E-05
Hong Po Road	L111	0500-0600	8.02E-02	1.78E-07	4.56E-04	3.96E-01	8.80E-07	2.25E-03	8.87E-03	1.97E-08	5.04E-05	9.67E-03	2.15E-08	5.50E-05
Hong Po Road	L111	0600-0700	7.62E-02	5.08E-07	1.30E-03	3.55E-01	2.37E-06	6.05E-03	9.70E-03	6.47E-08	1.65E-04	1.06E-02	7.07E-08	1.81E-04
Hong Po Road	L111	0700-0800	6.75E-02	1.05E-06	2.69E-03	3.96E-01	6.16E-06	1.58E-02	1.04E-02	1.62E-07	4.14E-04	1.13E-02	1.76E-07	4.51E-04
Hong Po Road	L111	0800-0900	7.91E-02	1.23E-06	3.15E-03	4.40E-01	6.85E-06	1.75E-02	1.11E-02	1.73E-07	4.41E-04	1.21E-02	1.88E-07	4.81E-04
Hong Po Road	L111	0900-1000	1.31E-01	1.74E-06	4.46E-03	6.36E-01	8.48E-06	2.17E-02	1.38E-02	1.85E-07	4.72E-04	1.51E-02	2.01E-07	5.13E-04
Hong Po Road	L111	1000-1100	1.17E-01	1.30E-06	3.32E-03	5.46E-01	6.07E-06	1.55E-02	1.21E-02	1.35E-07	3.44E-04	1.32E-02	1.46E-07	3.74E-04
Hong Po Road	L111	1100-1200	1.35E-01	1.50E-06	3.84E-03	6.10E-01	6.78E-06	1.73E-02	1.38E-02	1.54E-07	3.93E-04	1.51E-02	1.67E-07	4.28E-04
Hong Po Road	L111	1200-1300	1.16E-01	1.16E-06	2.96E-03	5.18E-01	5.18E-06	1.32E-02	1.24E-02	1.24E-07	3.18E-04	1.35E-02	1.35E-07	3.46E-04
Hong Po Road	L111	1300-1400	9.58E-02	9.58E-07	2.45E-03	4.80E-01	4.80E-06	1.23E-02	1.13E-02	1.13E-07	2.88E-04	1.22E-02	1.23E-07	3.13E-04
Hong Po Road	L111	1400-1500	1.23E-01	1.36E-06	3.48E-03	5.67E-01	6.30E-06	1.61E-02	1.29E-02	1.44E-07	3.68E-04	1.41E-02	1.57E-07	4.00E-04
Hong Po Road	L111	1500-1600	1.26E-01	1.55E-06	3.95E-03	5.61E-01	6.86E-06	1.75E-02	1.30E-02	1.59E-07	4.05E-04	1.41E-02	1.73E-07	4.42E-04
Hong Po Road	L111	1600-1700	1.67E-01	2.60E-06	6.64E-03	7.21E-01	1.12E-05	2.87E-02	1.69E-02	2.63E-07	6.71E-04	1.84E-02	2.86E-07	7.31E-04
Hong Po Road	L111	1700-1800	1.26E-01	2.10E-06	5.36E-03	5.89E-01	9.83E-06	2.51E-02	1.44E-02	2.40E-07	6.15E-04	1.57E-02	2.62E-07	6.71E-04
Hong Po Road	L111	1800-1900	1.05E-01	1.75E-06	4.47E-03	5.36E-01	8.94E-06	2.28E-02	1.34E-02	2.24E-07	5.72E-04	1.46E-02	2.44E-07	6.24E-04
Hong Po Road	L111	1900-2000	5.51E-02	6.74E-07	1.72E-03	3.20E-01	3.92E-06	1.00E-02	8.88E-03	1.09E-07	2.78E-04	9.70E-03	1.19E-07	3.03E-04
Hong Po Road	L111	2000-2100	5.04E-02	5.60E-07	1.43E-03	3.09E-01	3.44E-06	8.79E-03	8.07E-03	8.97E-08	2.29E-04	8.80E-03	9.78E-08	2.50E-04
Hong Po Road	L111	2100-2200	3.84E-02	4.70E-07	1.20E-03	2.58E-01	3.16E-06	8.07E-03	7.44E-03	9.10E-08	2.33E-04	8.15E-03	9.96E-08	2.55E-04
Hong Po Road	L111	2200-2300	3.10E-02	2.41E-07	6.17E-04	2.18E-01	1.69E-06	4.33E-03	6.59E-03	5.13E-08	1.31E-04	7.23E-03	5.63E-08	1.44E-04
Hong Po Road	L111	2300-0000	3.10E-02	1.72E-07	4.41E-04	2.17E-01	1.21E-06	3.08E-03	6.03E-03	3.35E-08	8.57E-05	6.63E-03	3.68E-08	9.42E-05
Hong Po Road	L112	0000-0100	3.67E-02	1.87E-07	4.45E-04	2.99E-01	1.52E-06	3.62E-03	6.68E-03	3.40E-08	8.09E-05	7.34E-03	3.73E-08	8.89E-05
Hong Po Road	L112	0100-0200	7.54E-02	2.87E-07	6.85E-04	4.15E-01	1.58E-06	3.77E-03	8.18E-03	3.12E-08	7.43E-05	8.93E-03	3.40E-08	8.11E-05
Hong Po Road	L112	0200-0300	6.51E-02	1.66E-07	3.94E-04	3.90E-01	9.91E-07	2.36E-03	7.66E-03	1.95E-08	4.64E-05	8.37E-03	2.13E-08	5.07E-05
Hong Po Road	L112	0300-0400	9.44E-02	2.40E-07	5.72E-04	4.74E-01	1.21E-06	2.87E-03	9.32E-03	2.37E-08	5.65E-05	1.02E-02	2.59E-08	6.17E-05
Hong Po Road	L112	0400-0500	7.38E-02	1.88E-07	4.47E-04	3.85E-01	9.79E-07	2.33E-03	8.04E-03	2.04E-08	4.87E-05	8.76E-03	2.23E-08	5.31E-05
Hong Po Road	L112	0500-0600	1.27E-01	4.85E-07	1.16E-03	5.97E-01	2.27E-06	5.42E-03	1.30E-02	4.95E-08	1.18E-04	1.41E-02	5.39E-08	1.28E-04
Hong Po Road	L112	0600-0700	2.59E-01	2.96E-06	7.05E-03	1.03E+00	1.18E-05	2.82E-02	2.62E-02	3.00E-07	7.15E-04	2.85E-02	3.26E-07	7.78E-04
Hong Po Road	L112	0700-0800	1.79E-01	4.10E-06	9.78E-03	8.23E-01	1.88E-05	4.49E-02	2.01E-02	4.60E-07	1.10E-03	2.19E-02	5.00E-07	1.19E-03
Hong Po Road	L112	0800-0900	1.69E-01	3.86E-06	9.19E-03	7.91E-01	1.81E-05	4.31E-02	1.87E-02	4.27E-07	1.02E-03	2.03E-02	4.64E-07	1.11E-03
Hong Po Road	L112	0900-1000	2.41E-01	3.97E-06	9.47E-03	1.16E+00	1.91E-05	4.55E-02	2.44E-02	4.04E-07	9.62E-04	2.66E-02	4.39E-07	1.05E-03
Hong Po Road	L112	1000-1100	2.10E-01	2.94E-06	7.00E-03	1.02E+00	1.42E-05	3.39E-02	2.16E-02	3.02E-07	7.20E-04	2.35E-02	3.28E-07	7.82E-04
Hong Po Road	L112	1100-1200	2.79E-01	3.91E-06	9.31E-03	1.24E+00	1.73E-05	4.13E-02	2.78E-02	3.88E-07	9.25E-04	3.02E-02	4.22E-07	1.01E-03
Hong Po Road	L112	1200-1300	2.61E-01	3.32E-06	7.90E-03	1.13E+00	1.44E-05	3.42E-02	2.64E-02	3.36E-07	7.99E-04	2.87E-02	3.65E-07	8.69E-04
Hong Po Road	L112	1300-1400	2.04E-01	2.59E-06	6.17E-03	9.87E-01	1.25E-05	2.99E-02	2.15E-02	2.74E-07	6.52E-04	2.34E-02	2.98E-07	7.09E-04
Hong Po Road	L112	1400-1500	2.49E-01	3.49E-06	8.31E-03	1.13E+00	1.58E-05	3.77E-02	2.50E-02	3.49E-07	8.33E-04	2.72E-02	3.80E-07	9.05E-04
Hong Po Road	L112	1500-1600	2.54E-01	3.87E-06	9.23E-03	1.11E+00	1.69E-05	4.03E-02	2.51E-02	3.83E-07	9.14E-04	2.73E-02	4.17E-07	9.93E-04
Hong Po Road	L112	1600-1700	1.84E-01	2.58E-06	6.14E-03	9.38E-01	1.31E-05	3.13E-02	2.01E-02	2.81E-07	6.70E-04	2.19E-02	3.06E-07	7.28E-04
Hong Po Road	L112	1700-1800	1.42E-01	2.17E-06	5.17E-03	7.89E-01	1.20E-05	2.87E-02	1.71E-02	2.61E-07	6.21E-04	1.86E-02	2.84E-07	6.76E-04
Hong Po Road	L112	1800-1900	1.17E-01	1.78E-06	4.24E-03	7.08E-01	1.08E-05	2.57E-02	1.54E-02	2.35E-07	5.59E-04	1.68E-02	2.55E-07	6.09E-04
Hong Po Road	L112	1900-2000	1.73E-01	2.63E-06	6.27E-03	8.01E-01	1.22E-05	2.91E-02	1.95E-02	2.97E-07	7.07E-04	2.12E-02	3.23E-07	7.69E-04
Hong Po Road	L112	2000-2100	1.00E-01	1.40E-06	3.34E-03	6.05E-01	8.45E-06	2.01E-02	1.32E-02	1.84E-07	4.39E-04	1.43E-02	2.01E-07	4.78E-04
Hong Po Road	L112	2100-2200	8.53E-02	1.30E-06	3.10E-03	5.25E-01	8.01E-06	1.91E-02	1.23E-02	1.88E-07	4.47E-04	1.34E-02	2.04E-07	4.87E-04
Hong Po Road	L112	2200-2300	6.11E-02	5.44E-07	1.30E-03	3.69E-01	3.28E-06	7.83E-03	9.50E-03	8.45E-08	2.01E-04	1.04E-02	9.22E-08	2.20E-04
Hong Po Road	L112	2300-0000	5.07E-02	3.22E-07	7.67E-04	3.17E-01	2.01E-06	4.80E-03	7.71E-03	4.90E-08	1.17E-04	8.41E-03	5.34E-08	1.27E-04
Access Road	L113	0000-0100	7.56E-03	1.07E-08	7.26E-06	1.94E-01	2.75E-07	1.86E-04	6.89E-03	9.76E-09	6.62E-06	7.84E-03	1.11E-08	7.53E-06
Access Road	L113	0100-0200	1.10E-02	1.55E-08	1.05E-05	2.79E-01	3.96E-07	2.68E-04	9.44E-03	1.34E-08	9.07E-06	1.08E-02	1.54E-08	1.04E-05
Access Road	L113	0200-0300	1.13E-02	1.60E-08	1.09E-05	2.65E-01	3.75E-07	2.54E-04	1.17E-02	1.66E-08	1.12E-05	1.34E-02	1.90E-08	1.29E-05
Access Road	L113	0300-0400	1.14E-02	1.61E-08	1.09E-05	2.66E-01	3.77E-07	2.56E-04	1.17E-02	1.66E-08	1.12E-05	1.34E-02	1.90E-08	1.29E-05
Access Road	L113	0400-0500	1.14E-02	1.61E-08	1.09E-05	2.66E-01	3.78E-07	2.56E-04	1.17E-02	1.66E-08	1.12E-05	1.34E-02	1.90E-08	1.29E-05
Access Road	L113	0500-0600	1.14E-02	1.61E-08	1.09E-05	2.67E-01	3.78E-07	2.56E-04	1.17E-02	1.66E-08	1.12E-05	1.34E-02	1.90E-08	1.29E-05
Access Road	L113	0600-0700	7.16E-02	1.02E-07	6.88E-05	3.41E-01	4.83E-07	3.27E-04	8.14E-03	1.15E-08	7.81E-06	8.82E-03	1.25E-08	8.47E-06
Access Road	L113	0700-0800	4.46E-02	6.32E-08	4.29E-05	2.32E-01	3.29E-07	2.23E-04	7.35E-03	1.04E-08	7.06E-06	8.06E-03	1.14E-08	7.74E-06
Access Road	L113	0800-0900	3.61E-02	5.11E-08	3.46E-05	2.20E-01	3.11E-07	2.11E-04	6.37E-03	9.03E-09	6.12E-06	6.99E-03	9.91E-09	6.72E-06
Access Road	L113	0900-1000	4.55E-02	6.45E-08	4.37E-05	3.02E-01	4.28E-07	2.90E-04	8.94E-03	1.27E-08	8.59E-06	9.94E-03	1.41E-08	9.54E-06
Access Road	L113	1000-1100	5.37E-02	7.60E-08	5.15E-05	3.03E-01	4.29E-07	2.91E-04	8.69E-03	1.23E-08	8.34E-06	9.61E-03	1.36E-08	9.23E-06
Access Road	L113	1100-1200	5.37E-02	7.61E-08	5.16E-05	3.03E-01	4.30E-07	2.91E-04	8.69E-03	1.23E-08	8.34E-06	9.61E-03	1.36E-08	9.23E-06
Access Road	L113	1200-1300	8.32E-02	1.18E-07	7.99E-05	3.85E-01	5.45E-07	3.69E-04	1.28E-02	1.81E-08	1.23E-05	1.42E-02	2.01E-08	1.36E-05
Access Road	L113	1300-1400	3.69E-02	5.22E-08	3.54E-05	2.60E-01	3.68E-07	2.50E-04	9.70E-03	1.37E-08	9.31E-06	1.09E-02	1.54E-08	1.05E-05
Access Road	L113	1400-1500	4.22E-02	5.98E-08	4.05E-05	2.64E-01	3.74E-07	2.53E-04	9.06E-03	1.28E-08	8.70E-06	1.01E-02	1.43E-08	9.70E-06
Access Road	L113	1500-1600	6.46E-02	9.16E-08	6.20E-05	3.26E-01	4.61E-07	3.13E-04	1.05E-02	1.49E-08	1.01E-05	1.16E-02	1.65E-08	1.12E-05
Access Road	L113	1600-1700	6.83E-02	9.68E-08	6.56E-05	3.73E-01	5.29E-07	3.58E-04	1.54E-02	2.19E-08	1.48E-05	1.74E-02	2.46E-08	1.67E-05
Access Road	L113	1700-1800	5.53E-02	7.83E-08	5.31E-05	3.58E-01	5.07E-07	3.43E-04	1.73E-02	2.46E-08	1.66E-05	1.96E-02	2.78E-08	1.89E-05
Access Road	L113	1800-1900	3.57E-02	5.06E-08	3.43E-05	3.15E-01	4.46E-07	3.02E-04	1.66E-02	2.35E-08	1.60E-05	1.89E-02	2.68E-08	1.82E-05
Access Road	L113	1900-2000	2.75E-02	3.90E-08	2.64E-05	1.98E-01	2.80E-07	1.90E-04	8.07E-03	1.14E-08	7.75E-06	9.02E-03	1.28E-08	8.66E-06
Access Road	L113	2000-2100	2.79E-02	3.95E-08	2.68E-05	2.14E-01	3.03E-07	2.05E-04	7.88E-03	1.12E-08	7.56E-06	8.82E-03	1.25E-08	8.47E-06
Access Road	L113	2100-2200	8.18E-03	1.16E-08	7.85E-06	1.58E-01	2.25E-07	1.52E-04	6.63E-03	9.40E-09	6.37E-06	7.46E-03	1.06E-08	7.17E-06
Access Road	L113	2200-2300	6.74E-03	9.55E-09	6.47E-06	1.54E-01	2.18E-07	1.48E-04	8.00E-03	1.13E-08	7.68E-06	9.08E-03	1.29E-08	8.72E-06
Access Road	L113	2300-0000	6.58E-03	9.32E-09	6.32E-06	1.66E-01	2.35E-07	1.59E-04	6.48E-03	9.18E-09	6.22E-06	7.35E-03	1.04E-08	7.05E-06
Access Road	L114	0000-0100	1.70E-02	2.49E-08	1.81E-05	3.18E-01	4.66E-07	3.39E-04	1.15E-02	1.69E-08	1.23E-05	1.32E-02	1.93E-08	1.40E-05
Access Road	L114	0100-0200	1.10E-02	1.60E-08	1.17E-05	2.79E-01	4.08E-07	2.97E-04	9.44E-03	1.38E-08	1.01E-05	1.08E-02	1.59E-08	1.16E-05
Access Road	L114	0200-0300	5.07E-03	7.41E-09	5.40E-06	1.70E-01	2.49E-07	1.81E-04	1.59E-03	2.32E-09	1.69E-06	1.71E-03	2.50E-09	1.82E-06
Access Road	L114	0300-0400	1.68E-02	2.46E-08	1.79E-05	3.94E-01	5.77E-07	4.20E-04	1.66E-02	2.42E-08	1.77E-05	1.92E-02	2.80E-08	2.04E-05
Access Road	L114	0400-0500	1.14E-02	1.66E-08	1.21E-05	2.66E-01	3.90E-07	2.84E-04	1.17E-02	1.71E-08	1.24E-05	1.34E-02	1.96E-08	1.43E-05
Access Road	L114	0500-0600	5.11E-03	7.48E-09	5.45E-06	1.72E-01	2.51E-07	1.83E-04	1.59E-03	2.32E-09	1.69E-06	1.71E-03	2.50E-09	1.82E-06
Access Road	L114	0600-0700	7.25E-02	1.06E-07	7.72E-05	4.61E-01	6.73E-07	4.91E-04	1.47E-02	2.15E-08	1.56E-05	1.64E-02	2.40E-08	1.75E-05
Access Road	L114	0700-0800	5.81E-02	8.49E-08	6.19E-05	4.29E-01	6.27E-07	4.56E-04	1.39E-02	2.03E-08	1.48E-05	1.55E-02	2.27E-08	1.66E-05
Access Road	L114	0800-0900	4.69E-02	6.86E-08	5.00E-05	4.21E-01	6.16E-07	4.49E-04	1.28E-02	1.87E-08	1.36E-05	1.44E-02	2.10E-08	1.53E-05
Access Road	L114	0900-1000	3.65E-02	5.34E-08	3.89E-05	3.94E-01	5.77E-07	4.20E-04	9.36E-03	1.37E-08	9.97E-06	1.04E-02	1.53E-08	1.11E-05
Access Road	L114	1000-1100	3.76E-02	5.50E-08	4.00E-05	3.82E-01	5.59E-07	4.07E-04	1.03E-02	1.50E-08	1.09E-05	1.15E-02	1.68E-08	1.23E-05
Access Road	L114	1100-1200	3.76E-02	5.50E-08	4.01E-05	3.83E-01	5.59E-07	4.07E-04	1.03E-02	1.50E-08	1.09E-05	1.15E-02	1.68E-08	1.23E-05
Access Road	L114	1200-1300	8.20E-02	1.20E-07	8.73E-05	4.48E-01	6.55E-07	4.77E-04	1.37E-02	2.00E-08	1.46E-05	1.52E-02	2.22E-08	1.62E-05
Access Road	L114	1300-1400	1.79E-02	2.61E-08	1.90E-05	3.02E-01	4.41E-07	3.21E-04	9.77E-03	1.43E-08	1.04E-05	1.11E-02	1.62E-08	1.18E-05
Access Road	L114	1400-1500	3.77E-02	5.51E-08	4.02E-05	3.83E-01	5.59E-07	4.08E-04	1.03E-02	1.50E-08	1.09E-05	1.15E-02	1.68E-08	1.23E-05
Access Road	L114	1500-1600	5.62E-02	8.22E-08	5.99E-05	3.84E-01	5.62E-07	4.09E-04	1.09E-02	1.59E-08	1.16E-05	1.21E-02	1.76E-08	1.28E-05
Access Road	L114	1600-1700	4.88E-03	7.13E-09	5.20E-06	9.19E-02	1.34E-07	9.79E-05	7.97E-03	1.16E-08	8.49E-06	9.00E-03	1.32E-08	9.59E-06
Access Road	L114	1700-1800	9.01E-03	1.32E-08	9.60E-06	1.38E-01	2.02E-07	1.47E-04	7.27E-03	1.06E-08	7.74E-06	8.16E-03	1.19E-08	8.69E-06
Access Road	L114	1800-1900	3.93E-03	5.74E-09	4.18E-06	7.40E-02	1.08E-07	7.88E-05	6.77E-03	9.90E-09	7.21E-06	7.61E-03	1.11E-08	8.10E-06
Access Road	L114	1900-2000	1.61E-02	2.36E-08	1.72E-05	2.77E-01	4.05E-07	2.95E-04	1.08E-02	1.59E-08	1.16E-05	1.23E-02	1.80E-08	1.31E-05
Access Road	L114	2000-2100	1.67E-02	2.44E-08	1.77E-05	2.99E-01	4.36E-07	3.18E-04	1.06E-02	1.55E-08	1.13E-05	1.20E-02	1.76E-08	1.28E-05
Access Road	L114	2100-2200	1.50E-02	2.19E-08	1.60E-05	2.70E-01	3.95E-07	2.88E-04	9.93E-03	1.45E-08	1.06E-05	1.13E-02	1.65E-08	1.20E-05
Access Road	L114	2200-2300	1.41E-02	2.06E-08	1.50E-05	2.60E-01	3.80E-07	2.77E-04	9.81E-03	1.43E-08	1.04E-05	1.11E-02	1.63E-08	1.19E-05
Access Road	L114	2300-0000	1.69E-02	2.48E-08	1.80E-05	3.17E-01	4.63E-07	3.38E-04	1.15E-02	1.69E-08	1.23E-05	1.32E-02	1.93E-08	1.40E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Road S3	L115	0000-0100	1.43E-02	2.05E-08	3.18E-05	2.42E-01	3.47E-07	5.40E-04	8.45E-03	1.21E-08	1.88E-05	9.53E-03	1.36E-08	2.12E-05
Road S3	L115	0100-0200	9.26E-03	1.33E-08	2.06E-05	2.14E-01	3.06E-07	4.77E-04	1.01E-02	1.45E-08	2.26E-05	1.16E-02	1.66E-08	2.59E-05
Road S3	L115	0200-0300	1.29E-02	1.84E-08	2.87E-05	2.44E-01	3.49E-07	5.44E-04	1.82E-02	2.60E-08	4.05E-05	2.09E-02	2.99E-08	4.65E-05
Road S3	L115	0300-0400	1.29E-02	1.85E-08	2.88E-05	2.45E-01	3.51E-07	5.46E-04	1.82E-02	2.60E-08	4.05E-05	2.09E-02	2.99E-08	4.65E-05
Road S3	L115	0400-0500	1.29E-02	1.85E-08	2.88E-05	2.45E-01	3.51E-07	5.46E-04	1.82E-02	2.60E-08	4.05E-05	2.09E-02	2.99E-08	4.65E-05
Road S3	L115	0500-0600	1.30E-02	1.86E-08	2.89E-05	2.46E-01	3.52E-07	5.47E-04	1.82E-02	2.60E-08	4.05E-05	2.09E-02	2.99E-08	4.65E-05
Road S3	L115	0600-0700	1.27E-02	1.82E-08	2.84E-05	2.16E-01	3.10E-07	4.82E-04	7.79E-03	1.12E-08	1.74E-05	8.77E-03	1.26E-08	1.95E-05
Road S3	L115	0700-0800	8.85E-03	1.27E-08	1.97E-05	1.30E-01	1.87E-07	2.90E-04	3.85E-03	5.51E-09	8.57E-06	4.16E-03	5.95E-09	9.26E-06
Road S3	L115	0800-0900	9.04E-03	1.29E-08	2.01E-05	1.37E-01	1.96E-07	3.05E-04	3.78E-03	5.42E-09	8.43E-06	4.09E-03	5.85E-09	9.11E-06
Road S3	L115	0900-1000	1.42E-02	2.03E-08	3.16E-05	2.01E-01	2.88E-07	4.48E-04	4.40E-03	6.30E-09	9.81E-06	4.76E-03	6.82E-09	1.06E-05
Road S3	L115	1000-1100	1.20E-02	1.71E-08	2.66E-05	1.85E-01	2.65E-07	4.13E-04	6.30E-03	9.03E-09	1.40E-05	7.01E-03	1.00E-08	1.56E-05
Road S3	L115	1100-1200	1.20E-02	1.71E-08	2.67E-05	1.85E-01	2.66E-07	4.13E-04	6.30E-03	9.03E-09	1.40E-05	7.01E-03	1.00E-08	1.56E-05
Road S3	L115	1200-1300	1.13E-02	1.62E-08	2.53E-05	1.70E-01	2.43E-07	3.78E-04	3.97E-03	5.68E-09	8.84E-06	4.29E-03	6.14E-09	9.56E-06
Road S3	L115	1300-1400	1.13E-02	1.63E-08	2.53E-05	1.70E-01	2.43E-07	3.78E-04	3.97E-03	5.68E-09	8.84E-06	4.29E-03	6.14E-09	9.56E-06
Road S3	L115	1400-1500	1.13E-02	1.62E-08	2.53E-05	1.69E-01	2.42E-07	3.77E-04	3.97E-03	5.68E-09	8.84E-06	4.29E-03	6.14E-09	9.56E-06
Road S3	L115	1500-1600	1.01E-02	1.45E-08	2.26E-05	1.50E-01	2.15E-07	3.35E-04	3.91E-03	5.59E-09	8.70E-06	4.22E-03	6.05E-09	9.41E-06
Road S3	L115	1600-1700	1.10E-02	1.57E-08	2.44E-05	1.57E-01	2.24E-07	3.49E-04	4.09E-03	5.86E-09	9.12E-06	4.42E-03	6.34E-09	9.86E-06
Road S3	L115	1700-1800	9.91E-03	1.42E-08	2.21E-05	1.43E-01	2.05E-07	3.19E-04	3.97E-03	5.68E-09	8.84E-06	4.29E-03	6.14E-09	9.56E-06
Road S3	L115	1800-1900	8.64E-03	1.24E-08	1.92E-05	1.23E-01	1.76E-07	2.74E-04	3.91E-03	5.60E-09	8.71E-06	4.22E-03	6.05E-09	9.41E-06
Road S3	L115	1900-2000	8.94E-03	1.28E-08	1.99E-05	1.35E-01	1.93E-07	3.00E-04	3.78E-03	5.42E-09	8.43E-06	4.09E-03	5.85E-09	9.11E-06
Road S3	L115	2000-2100	9.89E-03	1.42E-08	2.21E-05	1.47E-01	2.10E-07	3.27E-04	3.91E-03	5.59E-09	8.70E-06	4.22E-03	6.05E-09	9.41E-06
Road S3	L115	2100-2200	5.81E-03	8.32E-09	1.30E-05	9.53E-02	1.37E-07	2.12E-04	3.41E-03	4.88E-09	7.60E-06	3.68E-03	5.28E-09	8.21E-06
Road S3	L115	2200-2300	8.19E-03	1.17E-08	1.83E-05	1.33E-01	1.91E-07	2.97E-04	3.53E-03	5.06E-09	7.87E-06	3.82E-03	5.46E-09	8.50E-06
Road S3	L115	2300-0000	1.10E-02	1.57E-08	2.44E-05	1.86E-01	2.67E-07	4.15E-04	7.13E-03	1.02E-08	1.59E-05	8.00E-03	1.15E-08	1.78E-05
Road S3	L116	0000-0100	7.40E-03	1.00E-08	1.63E-05	1.70E-01	2.31E-07	3.74E-04	8.53E-03	1.16E-08	1.88E-05	9.71E-03	1.32E-08	2.13E-05
Road S3	L116	0100-0200	1.13E-02	1.53E-08	2.48E-05	2.64E-01	3.58E-07	5.81E-04	1.17E-02	1.59E-08	2.57E-05	1.34E-02	1.82E-08	2.95E-05
Road S3	L116	0200-0300	1.29E-02	1.75E-08	2.83E-05	2.44E-01	3.31E-07	5.36E-04	1.82E-02	2.46E-08	3.99E-05	2.09E-02	2.83E-08	4.59E-05
Road S3	L116	0300-0400	1.29E-02	1.75E-08	2.84E-05	2.45E-01	3.32E-07	5.39E-04	1.82E-02	2.46E-08	3.99E-05	2.09E-02	2.83E-08	4.59E-05
Road S3	L116	0400-0500	1.29E-02	1.76E-08	2.84E-05	2.45E-01	3.33E-07	5.39E-04	1.82E-02	2.46E-08	3.99E-05	2.09E-02	2.83E-08	4.59E-05
Road S3	L116	0500-0600	1.30E-02	1.76E-08	2.85E-05	2.46E-01	3.33E-07	5.40E-04	1.82E-02	2.46E-08	3.99E-05	2.09E-02	2.83E-08	4.59E-05
Road S3	L116	0600-0700	1.27E-02	1.73E-08	2.80E-05	2.16E-01	2.93E-07	4.76E-04	7.79E-03	1.06E-08	1.71E-05	8.77E-03	1.19E-08	1.93E-05
Road S3	L116	0700-0800	8.85E-03	1.20E-08	1.94E-05	1.30E-01	1.77E-07	2.86E-04	3.85E-03	5.22E-09	8.45E-06	4.16E-03	5.64E-09	9.14E-06
Road S3	L116	0800-0900	9.04E-03	1.23E-08	1.99E-05	1.37E-01	1.85E-07	3.01E-04	3.78E-03	5.13E-09	8.31E-06	4.09E-03	5.54E-09	8.99E-06
Road S3	L116	0900-1000	1.12E-02	1.52E-08	2.47E-05	1.68E-01	2.28E-07	3.70E-04	3.97E-03	5.38E-09	8.72E-06	4.29E-03	5.82E-09	9.43E-06
Road S3	L116	1000-1100	1.36E-02	1.85E-08	2.99E-05	2.13E-01	2.89E-07	4.68E-04	6.96E-03	9.45E-09	1.53E-05	7.78E-03	1.05E-08	1.71E-05
Road S3	L116	1100-1200	1.36E-02	1.85E-08	3.00E-05	2.13E-01	2.89E-07	4.69E-04	6.96E-03	9.45E-09	1.53E-05	7.78E-03	1.05E-08	1.71E-05
Road S3	L116	1200-1300	8.37E-03	1.14E-08	1.84E-05	1.36E-01	1.85E-07	3.00E-04	3.53E-03	4.79E-09	7.76E-06	3.82E-03	5.18E-09	8.39E-06
Road S3	L116	1300-1400	1.24E-02	1.68E-08	2.72E-05	1.83E-01	2.48E-07	4.02E-04	4.09E-03	5.55E-09	8.99E-06	4.42E-03	6.00E-09	9.72E-06
Road S3	L116	1400-1500	1.24E-02	1.68E-08	2.72E-05	1.82E-01	2.47E-07	4.01E-04	4.09E-03	5.55E-09	8.99E-06	4.42E-03	6.00E-09	9.72E-06
Road S3	L116	1500-1600	1.13E-02	1.54E-08	2.49E-05	1.69E-01	2.30E-07	3.72E-04	3.97E-03	5.38E-09	8.72E-06	4.29E-03	5.82E-09	9.43E-06
Road S3	L116	1600-1700	1.01E-02	1.37E-08	2.22E-05	1.50E-01	2.03E-07	3.29E-04	3.91E-03	5.30E-09	8.58E-06	4.22E-03	5.73E-09	9.28E-06
Road S3	L116	1700-1800	7.84E-03	1.06E-08	1.72E-05	1.17E-01	1.59E-07	2.57E-04	3.72E-03	5.05E-09	8.18E-06	4.02E-03	5.45E-09	8.84E-06
Road S3	L116	1800-1900	7.76E-03	1.05E-08	1.71E-05	1.16E-01	1.57E-07	2.55E-04	3.72E-03	5.05E-09	8.18E-06	4.02E-03	5.45E-09	8.84E-06
Road S3	L116	1900-2000	5.87E-03	7.96E-09	1.29E-05	9.63E-02	1.31E-07	2.12E-04	3.41E-03	4.63E-09	7.50E-06	3.68E-03	5.00E-09	8.10E-06
Road S3	L116	2000-2100	7.00E-03	9.49E-09	1.54E-05	1.14E-01	1.55E-07	2.51E-04	3.47E-03	4.71E-09	7.63E-06	3.75E-03	5.09E-09	8.24E-06
Road S3	L116	2100-2200	5.81E-03	7.88E-09	1.28E-05	9.53E-02	1.29E-07	2.10E-04	3.41E-03	4.63E-09	7.50E-06	3.68E-03	5.00E-09	8.10E-06
Road S3	L116	2200-2300	8.19E-03	1.11E-08	1.80E-05	1.33E-01	1.81E-07	2.93E-04	3.53E-03	4.79E-09	7.76E-06	3.82E-03	5.18E-09	8.39E-06
Road S3	L116	2300-0000	6.12E-03	8.30E-09	1.34E-05	1.39E-01	1.89E-07	3.07E-04	7.46E-03	1.01E-08	1.64E-05	8.45E-03	1.15E-08	1.86E-05
Access road	L117	0000-0100	9.12E-03	1.54E-08	6.08E-06	1.73E-01	2.92E-07	1.15E-04	1.34E-02	2.26E-08	8.92E-06	1.53E-02	2.59E-08	1.02E-05
Access road	L117	0100-0200	1.18E-03	2.00E-09	7.88E-07	2.17E-02	3.68E-08	1.45E-05	3.17E-03	5.37E-09	2.12E-06	3.42E-03	5.79E-09	2.28E-06
Access road	L117	0200-0300	1.18E-03	2.00E-09	7.88E-07	2.18E-02	3.69E-08	1.46E-05	3.17E-03	5.37E-09	2.12E-06	3.42E-03	5.79E-09	2.28E-06
Access road	L117	0300-0400	1.29E-02	2.19E-08	8.63E-06	2.45E-01	4.15E-07	1.64E-04	1.82E-02	3.08E-08	1.21E-05	2.09E-02	3.53E-08	1.39E-05
Access road	L117	0400-0500	1.20E-03	2.03E-09	8.00E-07	2.20E-02	3.72E-08	1.47E-05	3.17E-03	5.37E-09	2.12E-06	3.42E-03	5.79E-09	2.28E-06
Access road	L117	0500-0600	1.20E-03	2.03E-09	8.01E-07	2.20E-02	3.73E-08	1.47E-05	3.17E-03	5.37E-09	2.12E-06	3.42E-03	5.79E-09	2.28E-06
Access road	L117	0600-0700	3.84E-01	6.51E-07	2.56E-04	1.64E+00	2.78E-06	1.09E-03	3.28E-02	5.56E-08	2.19E-05	3.57E-02	6.05E-08	2.38E-05
Access road	L117	0700-0800	3.86E-01	6.53E-07	2.57E-04	1.65E+00	2.79E-06	1.10E-03	3.28E-02	5.56E-08	2.19E-05	3.57E-02	6.05E-08	2.38E-05
Access road	L117	0800-0900	3.87E-01	6.55E-07	2.58E-04	1.65E+00	2.80E-06	1.10E-03	3.28E-02	5.56E-08	2.19E-05	3.57E-02	6.05E-08	2.38E-05
Access road	L117	0900-1000	9.52E-02	1.61E-07	6.35E-05	4.36E-01	7.38E-07	2.91E-04	1.26E-02	2.13E-08	8.38E-06	1.38E-02	2.34E-08	9.22E-06
Access road	L117	1000-1100	1.35E-01	2.29E-07	9.03E-05	5.30E-01	8.97E-07	3.53E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1100-1200	1.35E-01	2.29E-07	9.04E-05	5.30E-01	8.98E-07	3.54E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1200-1300	1.36E-01	2.30E-07	9.06E-05	5.31E-01	9.00E-07	3.54E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1300-1400	1.36E-01	2.30E-07	9.07E-05	5.31E-01	9.00E-07	3.55E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1400-1500	1.36E-01	2.30E-07	9.06E-05	5.31E-01	8.99E-07	3.54E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1500-1600	1.36E-01	2.30E-07	9.06E-05	5.31E-01	8.99E-07	3.54E-04	1.69E-02	2.86E-08	1.13E-05	1.86E-02	3.15E-08	1.24E-05
Access road	L117	1600-1700	6.92E-02	1.17E-07	4.62E-05	2.93E-01	4.96E-07	1.96E-04	1.11E-02	1.88E-08	7.40E-06	1.23E-02	2.08E-08	8.19E-06
Access road	L117	1700-1800	6.29E-02	1.07E-07	4.20E-05	2.85E-01	4.83E-07	1.90E-04	1.13E-02	1.91E-08	7.51E-06	1.25E-02	2.12E-08	8.34E-06
Access road	L117	1800-1900	4.95E-02	8.38E-08	3.30E-05	2.50E-01	4.24E-07	1.67E-04	1.04E-02	1.76E-08	6.93E-06	1.15E-02	1.96E-08	7.70E-06
Access road	L117	1900-2000	3.62E-02	6.12E-08	2.41E-05	1.48E-01	2.50E-07	9.85E-05	8.35E-03	1.41E-08	5.57E-06	9.28E-03	1.57E-08	6.19E-06
Access road	L117	2000-2100	4.30E-02	7.28E-08	2.87E-05	1.72E-01	2.91E-07	1.15E-04	9.39E-03	1.59E-08	6.26E-06	1.05E-02	1.77E-08	6.98E-06
Access road	L117	2100-2200	4.22E-03	7.15E-09	2.82E-06	9.42E-02	1.60E-07	6.29E-05	5.85E-03	9.91E-09	3.91E-06	6.57E-03	1.11E-08	4.38E-06
Access road	L117	2200-2300	4.89E-03	8.28E-09	3.26E-06	9.20E-02	1.56E-07	6.14E-05	7.97E-03	1.35E-08	5.32E-06	9.00E-03	1.52E-08	6.01E-06
Access road	L117	2300-0000	7.20E-03	1.22E-08	4.81E-06	1.36E-01	2.31E-07	9.11E-05	1.10E-02	1.86E-08	7.32E-06	1.25E-02	2.12E-08	8.33E-06
Access road	L118	0000-0100	1.44E-02	2.44E-08	9.76E-06	3.12E-01	5.29E-07	2.12E-04	1.67E-02	2.83E-08	1.13E-05	1.93E-02	3.26E-08	1.31E-05
Access road	L118	0100-0200	9.26E-03	1.57E-08	6.27E-06	2.14E-01	3.62E-07	1.45E-04	1.01E-02	1.72E-08	6.87E-06	1.16E-02	1.96E-08	7.86E-06
Access road	L118	0200-0300	1.29E-02	2.18E-08	8.72E-06	2.44E-01	4.13E-07	1.65E-04	1.82E-02	3.08E-08	1.23E-05	2.09E-02	3.53E-08	1.41E-05
Access road	L118	0300-0400	1.29E-02	2.19E-08	8.77E-06	2.45E-01	4.15E-07	1.66E-04	1.82E-02	3.08E-08	1.23E-05	2.09E-02	3.53E-08	1.41E-05
Access road	L118	0400-0500	1.29E-02	2.19E-08	8.77E-06	2.45E-01	4.15E-07	1.66E-04	1.82E-02	3.08E-08	1.23E-05	2.09E-02	3.53E-08	1.41E-05
Access road	L118	0500-0600	2.57E-01	4.35E-07	1.74E-04	1.10E+00	1.87E-06	7.48E-04	3.40E-02	5.75E-08	2.30E-05	3.76E-02	6.37E-08	2.55E-05
Access road	L118	0600-0700	2.79E-01	4.73E-07	1.89E-04	1.01E+00	1.71E-06	6.83E-04	2.82E-02	4.77E-08	1.91E-05	3.11E-02	5.27E-08	2.11E-05
Access road	L118	0700-0800	2.94E-01	4.97E-07	1.99E-04	9.48E-01	1.61E-06	6.43E-04	2.31E-02	3.91E-08	1.56E-05	2.52E-02	4.27E-08	1.71E-05
Access road	L118	0800-0900	2.83E-01	4.79E-07	1.92E-04	8.01E-01	1.36E-06	5.43E-04	1.91E-02	3.24E-08	1.30E-05	2.09E-02	3.54E-08	1.42E-05
Access road	L118	0900-1000	3.69E-01	6.25E-07	2.50E-04	1.26E+00	2.13E-06	8.53E-04	2.96E-02	5.01E-08	2.01E-05	3.24E-02	5.48E-08	2.19E-05
Access road	L118	1000-1100	3.16E-01	5.36E-07	2.14E-04	1.06E+00	1.79E-06	7.16E-04	2.67E-02	4.53E-08	1.81E-05	2.95E-02	5.00E-08	2.00E-05
Access road	L118	1100-1200	3.74E-01	6.34E-07	2.54E-04	1.29E+00	2.19E-06	8.77E-04	3.18E-02	5.39E-08	2.15E-05	3.50E-02	5.92E-08	2.37E-05
Access road	L118	1200-1300	3.89E-01	6.59E-07	2.64E-04	1.30E+00	2.19E-06	8.78E-04	3.00E-02	5.08E-08	2.03E-05	3.28E-02	5.56E-08	2.22E-05
Access road	L118	1300-1400	2.83E-01	4.79E-07	1.92E-04	1.01E+00	1.71E-06	6.84E-04	2.44E-02	4.14E-08	1.65E-05	2.68E-02	4.54E-08	1.82E-05
Access road	L118	1400-1500	4.32E-01	7.32E-07	2.93E-04	1.48E+00	2.51E-06	1.01E-03	3.44E-02	5.82E-08	2.33E-05	3.76E-02	6.37E-08	2.55E-05
Access road	L118	1500-1600	4.34E-01	7.35E-07	2.94E-04	1.40E+00	2.37E-06	9.49E-04	3.19E-02	5.40E-08	2.16E-05	3.48E-02	5.90E-08	2.36E-05
Access road	L118	1600-1700	1.09E-02	1.85E-08	7.42E-06	2.79E-01	4.73E-07	1.89E-04	9.44E-03	1.60E-08	6.40E-06	1.08E-02	1.84E-08	7.35E-06
Access road	L118	1700-1800	1.36E-02	2.30E-08	9.20E-06	3.17E-01	5.37E-07	2.15E-04	1.39E-02	2.35E-08	9.42E-06	1.60E-02	2.71E-08	1.08E-05
Access road	L118	1800-1900	1.35E-02	2.28E-08	9.14E-06	3.15E-01	5.33E-07	2.13E-04	1.39E-02	2.35E-08	9.42E-06	1.60E-02	2.71E-08	1.08E-05
Access road	L118	1900-2000	2.54E-01	4.31E-07	1.72E-04	1.05E+00	1.78E-06	7.13E-04	2.76E-02	4.67E-08	1.87E-05	3.02E-02	5.12E-08	2.05E-05
Access road	L118	2000-2100	1.15E-01	1.95E-07	7.79E-05	3.60E-01	6.09E-07	2.44E-04	1.09E-02	1.85E-08	7.41E-06	1.22E-02	2.06E-08	8.26E-06
Access road	L118	2100-2200	1.86E-01	3.15E-07	1.26E-04	6.42E-01	1.09E-06	4.35E-04	1.73E-02	2.93E-08	1.17E-05	1.91E-02	3.23E-08	1.29E-05
Access road	L118	2200-2300	7.36E-03	1.25E-08	4.99E-06	1.69E-01	2.86E-07	1.14E-04	8.53E-03	1.45E-08	5.78E-06	9.71E-03	1.65E-08	6.58E-06
Access road	L118	2300-0000	9.21E-03	1.56E-08	6.24E-06	2.13E-01	3.61E-07	1.44E-04	1.01E-02	1.72E-08	6.87E-06	1.16E-02	1.96E-08	7.86E-06

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Access road	L119	0000-0100	1.44E-02	2.20E-08	9.94E-06	3.12E-01	4.76E-07	2.15E-04	1.67E-02	2.55E-08	1.15E-05	1.93E-02	2.94E-08	1.33E-05
Access road	L119	0100-0200	1.13E-02	1.72E-08	7.78E-06	2.64E-01	4.03E-07	1.82E-04	1.17E-02	1.78E-08	8.06E-06	1.34E-02	2.05E-08	9.26E-06
Access road	L119	0200-0300	9.13E-03	1.39E-08	6.30E-06	1.73E-01	2.64E-07	1.19E-04	1.34E-02	2.04E-08	9.22E-06	1.53E-02	2.33E-08	1.05E-05
Access road	L119	0300-0400	1.29E-02	1.97E-08	8.92E-06	2.45E-01	3.74E-07	1.69E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L119	0400-0500	1.29E-02	1.98E-08	8.93E-06	2.45E-01	3.74E-07	1.69E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L119	0500-0600	9.20E-03	1.40E-08	6.35E-06	1.74E-01	2.66E-07	1.20E-04	1.34E-02	2.04E-08	9.22E-06	1.53E-02	2.33E-08	1.05E-05
Access road	L119	0600-0700	2.08E-01	3.18E-07	1.44E-04	1.05E+00	1.60E-06	7.22E-04	2.57E-02	3.92E-08	1.77E-05	2.85E-02	4.35E-08	1.97E-05
Access road	L119	0700-0800	1.61E-01	2.46E-07	1.11E-04	8.22E-01	1.26E-06	5.68E-04	2.04E-02	3.11E-08	1.41E-05	2.26E-02	3.45E-08	1.56E-05
Access road	L119	0800-0900	1.62E-01	2.47E-07	1.12E-04	8.23E-01	1.26E-06	5.68E-04	2.04E-02	3.11E-08	1.41E-05	2.26E-02	3.45E-08	1.56E-05
Access road	L119	0900-1000	4.67E-02	7.13E-08	3.22E-05	2.55E-01	3.89E-07	1.76E-04	1.20E-02	1.83E-08	8.28E-06	1.35E-02	2.07E-08	9.34E-06
Access road	L119	1000-1100	5.50E-02	8.39E-08	3.79E-05	3.04E-01	4.64E-07	2.10E-04	1.42E-02	2.16E-08	9.78E-06	1.60E-02	2.45E-08	1.11E-05
Access road	L119	1100-1200	1.40E-01	2.13E-07	9.64E-05	6.28E-01	9.59E-07	4.34E-04	2.07E-02	3.16E-08	1.43E-05	2.31E-02	3.52E-08	1.59E-05
Access road	L119	1200-1300	1.59E-01	2.43E-07	1.10E-04	6.58E-01	1.00E-06	4.54E-04	1.87E-02	2.86E-08	1.29E-05	2.07E-02	3.15E-08	1.43E-05
Access road	L119	1300-1400	5.92E-02	9.04E-08	4.09E-05	2.74E-01	4.18E-07	1.89E-04	1.09E-02	1.67E-08	7.56E-06	1.22E-02	1.87E-08	8.45E-06
Access road	L119	1400-1500	5.91E-02	9.02E-08	4.08E-05	2.73E-01	4.17E-07	1.89E-04	1.09E-02	1.67E-08	7.56E-06	1.22E-02	1.87E-08	8.45E-06
Access road	L119	1500-1600	5.19E-02	7.92E-08	3.58E-05	2.42E-01	3.69E-07	1.67E-04	9.98E-03	1.52E-08	6.88E-06	1.11E-02	1.70E-08	7.69E-06
Access road	L119	1600-1700	3.13E-02	4.78E-08	2.16E-05	1.58E-01	2.42E-07	1.09E-04	9.71E-03	1.48E-08	6.70E-06	1.09E-02	1.66E-08	7.52E-06
Access road	L119	1700-1800	2.51E-02	3.83E-08	1.73E-05	1.51E-01	2.30E-07	1.04E-04	9.88E-03	1.51E-08	6.81E-06	1.11E-02	1.70E-08	7.67E-06
Access road	L119	1800-1900	2.49E-02	3.81E-08	1.72E-05	1.50E-01	2.29E-07	1.03E-04	9.88E-03	1.51E-08	6.81E-06	1.11E-02	1.70E-08	7.67E-06
Access road	L119	1900-2000	5.50E-03	8.39E-09	3.79E-06	1.24E-01	1.90E-07	8.59E-05	6.92E-03	1.06E-08	4.78E-06	7.82E-03	1.19E-08	5.40E-06
Access road	L119	2000-2100	6.07E-03	9.27E-09	4.19E-06	1.38E-01	2.11E-07	9.54E-05	7.46E-03	1.14E-08	5.15E-06	8.45E-03	1.29E-08	5.83E-06
Access road	L119	2100-2200	5.45E-03	8.31E-09	3.76E-06	1.23E-01	1.88E-07	8.51E-05	6.92E-03	1.06E-08	4.78E-06	7.82E-03	1.19E-08	5.40E-06
Access road	L119	2200-2300	7.36E-03	1.12E-08	5.08E-06	1.69E-01	2.57E-07	1.16E-04	8.53E-03	1.30E-08	5.89E-06	9.71E-03	1.48E-08	6.70E-06
Access road	L119	2300-0000	1.20E-02	1.83E-08	8.28E-06	2.57E-01	3.93E-07	1.78E-04	1.45E-02	2.22E-08	1.00E-05	1.67E-02	2.55E-08	1.15E-05
Access road	L120	0000-0100	1.29E-02	1.96E-08	8.85E-06	2.44E-01	3.72E-07	1.68E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	0100-0200	1.28E-02	1.96E-08	8.84E-06	2.43E-01	3.71E-07	1.68E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	0200-0300	1.29E-02	1.96E-08	8.86E-06	2.44E-01	3.72E-07	1.68E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	0300-0400	1.29E-02	1.97E-08	8.90E-06	2.45E-01	3.74E-07	1.69E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	0400-0500	1.29E-02	1.98E-08	8.91E-06	2.45E-01	3.74E-07	1.69E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	0500-0600	2.57E-01	3.92E-07	1.77E-04	1.10E+00	1.68E-06	7.59E-04	3.40E-02	5.18E-08	2.34E-05	3.76E-02	5.74E-08	2.59E-05
Access road	L120	0600-0700	2.20E-01	3.36E-07	1.51E-04	7.71E-01	1.18E-06	5.31E-04	2.43E-02	3.71E-08	1.67E-05	2.70E-02	4.13E-08	1.86E-05
Access road	L120	0700-0800	2.07E-01	3.16E-07	1.43E-04	6.17E-01	9.42E-07	4.25E-04	1.86E-02	2.84E-08	1.28E-05	2.07E-02	3.16E-08	1.42E-05
Access road	L120	0800-0900	2.27E-01	3.47E-07	1.56E-04	5.96E-01	9.09E-07	4.10E-04	1.78E-02	2.71E-08	1.22E-05	1.98E-02	3.02E-08	1.36E-05
Access road	L120	0900-1000	3.40E-01	5.20E-07	2.34E-04	1.10E+00	1.68E-06	7.56E-04	2.64E-02	4.03E-08	1.82E-05	2.90E-02	4.42E-08	1.99E-05
Access road	L120	1000-1100	3.22E-01	4.91E-07	2.22E-04	7.91E-01	1.21E-06	5.45E-04	2.06E-02	3.15E-08	1.42E-05	2.29E-02	3.49E-08	1.57E-05
Access road	L120	1100-1200	3.92E-01	5.98E-07	2.70E-04	1.12E+00	1.71E-06	7.70E-04	2.77E-02	4.22E-08	1.90E-05	3.04E-02	4.65E-08	2.10E-05
Access road	L120	1200-1300	3.33E-01	5.09E-07	2.29E-04	1.02E+00	1.55E-06	6.99E-04	2.83E-02	4.32E-08	1.95E-05	3.14E-02	4.79E-08	2.16E-05
Access road	L120	1300-1400	1.69E-01	2.58E-07	1.16E-04	5.41E-01	8.25E-07	3.72E-04	2.09E-02	3.19E-08	1.44E-05	2.36E-02	3.60E-08	1.62E-05
Access road	L120	1400-1500	4.05E-01	6.18E-07	2.79E-04	1.29E+00	1.97E-06	8.88E-04	3.34E-02	5.10E-08	2.30E-05	3.68E-02	5.62E-08	2.53E-05
Access road	L120	1500-1600	3.92E-01	5.98E-07	2.70E-04	1.18E+00	1.80E-06	8.14E-04	3.02E-02	4.61E-08	2.08E-05	3.33E-02	5.08E-08	2.29E-05
Access road	L120	1600-1700	1.12E-02	1.72E-08	7.74E-06	2.64E-01	4.03E-07	1.82E-04	1.17E-02	1.78E-08	8.04E-06	1.34E-02	2.05E-08	9.24E-06
Access road	L120	1700-1800	1.13E-02	1.72E-08	7.74E-06	2.64E-01	4.03E-07	1.82E-04	1.17E-02	1.78E-08	8.04E-06	1.34E-02	2.05E-08	9.24E-06
Access road	L120	1800-1900	1.12E-02	1.70E-08	7.69E-06	2.62E-01	4.00E-07	1.80E-04	1.17E-02	1.78E-08	8.04E-06	1.34E-02	2.05E-08	9.24E-06
Access road	L120	1900-2000	2.86E-01	4.36E-07	1.97E-04	1.19E+00	1.81E-06	8.18E-04	3.47E-02	5.29E-08	2.39E-05	3.83E-02	5.84E-08	2.63E-05
Access road	L120	2000-2100	1.34E-01	2.05E-07	9.24E-05	4.40E-01	6.72E-07	3.03E-04	1.79E-02	2.74E-08	1.23E-05	2.03E-02	3.09E-08	1.39E-05
Access road	L120	2100-2200	1.89E-01	2.89E-07	1.30E-04	7.03E-01	1.07E-06	4.84E-04	2.15E-02	3.28E-08	1.48E-05	2.40E-02	3.66E-08	1.65E-05
Access road	L120	2200-2300	1.28E-02	1.95E-08	8.80E-06	2.42E-01	3.69E-07	1.67E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Access road	L120	2300-0000	1.28E-02	1.95E-08	8.79E-06	2.43E-01	3.70E-07	1.67E-04	1.82E-02	2.77E-08	1.25E-05	2.09E-02	3.18E-08	1.44E-05
Unnamed Road	L121	0000-0100	1.29E-02	2.32E-08	1.69E-05	2.44E-01	4.39E-07	3.21E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	0100-0200	1.28E-02	2.32E-08	1.69E-05	2.43E-01	4.39E-07	3.21E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	0200-0300	1.29E-02	2.32E-08	1.70E-05	2.44E-01	4.40E-07	3.22E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	0300-0400	2.47E-02	4.45E-08	3.25E-05	4.68E-01	8.44E-07	6.17E-04	3.32E-02	5.98E-08	4.37E-05	3.83E-02	6.91E-08	5.05E-05
Unnamed Road	L121	0400-0500	1.29E-02	2.33E-08	1.71E-05	2.45E-01	4.42E-07	3.23E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	0500-0600	1.30E-02	2.34E-08	1.71E-05	2.46E-01	4.43E-07	3.24E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	0600-0700	2.67E-01	4.81E-07	3.51E-04	1.16E+00	2.10E-06	1.53E-03	3.40E-02	6.13E-08	4.48E-05	3.77E-02	6.80E-08	4.97E-05
Unnamed Road	L121	0700-0800	1.27E-01	2.29E-07	1.67E-04	5.65E-01	1.02E-06	7.45E-04	1.80E-02	3.24E-08	2.37E-05	1.99E-02	3.59E-08	2.62E-05
Unnamed Road	L121	0800-0900	1.27E-01	2.29E-07	1.67E-04	5.66E-01	1.02E-06	7.46E-04	1.80E-02	3.24E-08	2.37E-05	1.99E-02	3.59E-08	2.62E-05
Unnamed Road	L121	0900-1000	1.13E-02	2.05E-08	1.50E-05	2.66E-01	4.81E-07	3.51E-04	1.17E-02	2.11E-08	1.54E-05	1.34E-02	2.42E-08	1.77E-05
Unnamed Road	L121	1000-1100	1.29E-02	2.32E-08	1.69E-05	2.43E-01	4.39E-07	3.21E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	1100-1200	2.69E-01	4.85E-07	3.54E-04	1.17E+00	2.11E-06	1.54E-03	3.40E-02	6.13E-08	4.48E-05	3.77E-02	6.80E-08	4.97E-05
Unnamed Road	L121	1200-1300	2.70E-01	4.86E-07	3.55E-04	1.17E+00	2.12E-06	1.55E-03	3.40E-02	6.13E-08	4.48E-05	3.77E-02	6.80E-08	4.97E-05
Unnamed Road	L121	1300-1400	1.28E-02	2.32E-08	1.69E-05	2.43E-01	4.38E-07	3.20E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	1400-1500	1.28E-02	2.31E-08	1.69E-05	2.42E-01	4.37E-07	3.19E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	1500-1600	1.28E-02	2.31E-08	1.68E-05	2.42E-01	4.37E-07	3.19E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	1600-1700	1.12E-02	2.03E-08	1.48E-05	2.64E-01	4.76E-07	3.48E-04	1.17E-02	2.11E-08	1.54E-05	1.34E-02	2.42E-08	1.77E-05
Unnamed Road	L121	1700-1800	1.13E-02	2.03E-08	1.48E-05	2.64E-01	4.76E-07	3.48E-04	1.17E-02	2.11E-08	1.54E-05	1.34E-02	2.42E-08	1.77E-05
Unnamed Road	L121	1800-1900	1.12E-02	2.01E-08	1.47E-05	2.62E-01	4.72E-07	3.45E-04	1.17E-02	2.11E-08	1.54E-05	1.34E-02	2.42E-08	1.77E-05
Unnamed Road	L121	1900-2000	9.06E-03	1.63E-08	1.19E-05	1.71E-01	3.09E-07	2.26E-04	1.34E-02	2.41E-08	1.76E-05	1.53E-02	2.76E-08	2.01E-05
Unnamed Road	L121	2000-2100	1.27E-02	2.29E-08	1.67E-05	2.41E-01	4.34E-07	3.17E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	2100-2200	9.13E-03	1.65E-08	1.20E-05	2.11E-01	3.80E-07	2.78E-04	1.01E-02	1.83E-08	1.34E-05	1.16E-02	2.09E-08	1.53E-05
Unnamed Road	L121	2200-2300	1.28E-02	2.31E-08	1.69E-05	2.42E-01	4.36E-07	3.19E-04	1.82E-02	3.28E-08	2.39E-05	2.09E-02	3.76E-08	2.75E-05
Unnamed Road	L121	2300-0000	9.06E-03	1.63E-08	1.19E-05	1.72E-01	3.10E-07	2.26E-04	1.34E-02	2.41E-08	1.76E-05	1.53E-02	2.76E-08	2.01E-05
Unnamed Road	L122	0000-0100	1.29E-02	2.28E-08	1.71E-05	2.44E-01	4.33E-07	3.24E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0100-0200	1.28E-02	2.28E-08	1.71E-05	2.43E-01	4.32E-07	3.24E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0200-0300	1.29E-02	2.29E-08	1.71E-05	2.44E-01	4.34E-07	3.25E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0300-0400	1.29E-02	2.30E-08	1.72E-05	2.45E-01	4.35E-07	3.26E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0400-0500	1.29E-02	2.30E-08	1.72E-05	2.45E-01	4.36E-07	3.26E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0500-0600	1.30E-02	2.30E-08	1.73E-05	2.46E-01	4.36E-07	3.27E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	0600-0700	2.48E-02	4.41E-08	3.30E-05	4.71E-01	8.36E-07	6.26E-04	3.32E-02	5.89E-08	4.41E-05	3.83E-02	6.80E-08	5.10E-05
Unnamed Road	L122	0700-0800	2.63E-01	4.68E-07	3.50E-04	1.11E+00	1.98E-06	1.48E-03	3.29E-02	5.84E-08	4.38E-05	3.64E-02	6.47E-08	4.85E-05
Unnamed Road	L122	0800-0900	2.64E-01	4.69E-07	3.51E-04	1.11E+00	1.98E-06	1.48E-03	3.29E-02	5.84E-08	4.38E-05	3.64E-02	6.47E-08	4.85E-05
Unnamed Road	L122	0900-1000	1.26E-01	2.24E-07	1.68E-04	5.88E-01	1.04E-06	7.82E-04	1.69E-02	3.01E-08	2.25E-05	1.87E-02	3.33E-08	2.49E-05
Unnamed Road	L122	1000-1100	1.56E-01	2.78E-07	2.08E-04	6.69E-01	1.19E-06	8.91E-04	2.10E-02	3.73E-08	2.80E-05	2.33E-02	4.13E-08	3.10E-05
Unnamed Road	L122	1100-1200	2.03E-01	3.61E-07	2.70E-04	8.64E-01	1.54E-06	1.15E-03	2.63E-02	4.68E-08	3.51E-05	2.92E-02	5.19E-08	3.89E-05
Unnamed Road	L122	1200-1300	1.61E-01	2.87E-07	2.15E-04	7.60E-01	1.35E-06	1.01E-03	2.70E-02	4.80E-08	3.59E-05	3.02E-02	5.37E-08	4.02E-05
Unnamed Road	L122	1300-1400	1.62E-01	2.87E-07	2.15E-04	7.60E-01	1.35E-06	1.01E-03	2.70E-02	4.80E-08	3.59E-05	3.02E-02	5.37E-08	4.02E-05
Unnamed Road	L122	1400-1500	1.61E-01	2.87E-07	2.15E-04	7.59E-01	1.35E-06	1.01E-03	2.70E-02	4.80E-08	3.59E-05	3.02E-02	5.37E-08	4.02E-05
Unnamed Road	L122	1500-1600	1.61E-01	2.87E-07	2.15E-04	7.59E-01	1.35E-06	1.01E-03	2.70E-02	4.80E-08	3.59E-05	3.02E-02	5.37E-08	4.02E-05
Unnamed Road	L122	1600-1700	5.51E-03	9.79E-09	7.33E-06	1.25E-01	2.22E-07	1.66E-04	6.92E-03	1.23E-08	9.22E-06	7.82E-03	1.39E-08	1.04E-05
Unnamed Road	L122	1700-1800	6.60E-03	1.17E-08	8.78E-06	1.39E-01	2.48E-07	1.86E-04	8.85E-03	1.57E-08	1.18E-05	1.01E-02	1.79E-08	1.34E-05
Unnamed Road	L122	1800-1900	6.54E-03	1.16E-08	8.71E-06	1.39E-01	2.46E-07	1.84E-04	8.85E-03	1.57E-08	1.18E-05	1.01E-02	1.79E-08	1.34E-05
Unnamed Road	L122	1900-2000	1.05E-02	1.86E-08	1.39E-05	1.98E-01	3.51E-07	2.63E-04	1.52E-02	2.69E-08	2.02E-05	1.74E-02	3.09E-08	2.31E-05
Unnamed Road	L122	2000-2100	1.04E-02	1.85E-08	1.38E-05	1.97E-01	3.49E-07	2.62E-04	1.52E-02	2.69E-08	2.02E-05	1.74E-02	3.09E-08	2.31E-05
Unnamed Road	L122	2100-2200	1.02E-02	1.81E-08	1.36E-05	2.17E-01	3.85E-07	2.89E-04	1.29E-02	2.28E-08	1.71E-05	1.47E-02	2.62E-08	1.96E-05
Unnamed Road	L122	2200-2300	1.28E-02	2.27E-08	1.70E-05	2.42E-01	4.30E-07	3.22E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05
Unnamed Road	L122	2300-0000	1.28E-02	2.27E-08	1.70E-05	2.43E-01	4.31E-07	3.23E-04	1.82E-02	3.23E-08	2.42E-05	2.09E-02	3.71E-08	2.78E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Unnamed Road	L123	0000-0100	1.18E-03	2.04E-09	1.68E-06	2.17E-02	3.76E-08	3.10E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L123	0100-0200	2.45E-02	4.24E-08	3.49E-05	4.65E-01	8.04E-07	6.63E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0200-0300	2.46E-02	4.24E-08	3.50E-05	4.66E-01	8.06E-07	6.64E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0300-0400	2.47E-02	4.27E-08	3.52E-05	4.68E-01	8.09E-07	6.67E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0400-0500	2.47E-02	4.27E-08	3.52E-05	4.68E-01	8.10E-07	6.68E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0500-0600	2.47E-02	4.27E-08	3.52E-05	4.69E-01	8.11E-07	6.69E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0600-0700	2.48E-02	4.29E-08	3.54E-05	4.71E-01	8.13E-07	6.71E-04	3.32E-02	5.73E-08	4.73E-05	3.83E-02	6.62E-08	5.46E-05
Unnamed Road	L123	0700-0800	1.30E-02	2.25E-08	1.85E-05	2.46E-01	4.26E-07	3.51E-04	1.82E-02	3.14E-08	2.59E-05	2.09E-02	3.61E-08	2.97E-05
Unnamed Road	L123	0800-0900	1.30E-02	2.24E-08	1.85E-05	2.46E-01	4.25E-07	3.50E-04	1.82E-02	3.14E-08	2.59E-05	2.09E-02	3.61E-08	2.97E-05
Unnamed Road	L123	0900-1000	5.77E-02	9.97E-08	8.22E-05	2.90E-01	5.02E-07	4.14E-04	1.13E-02	1.95E-08	1.61E-05	1.26E-02	2.17E-08	1.79E-05
Unnamed Road	L123	1000-1100	1.13E-01	1.96E-07	1.61E-04	3.04E-01	5.25E-07	4.33E-04	1.06E-02	1.83E-08	1.51E-05	1.15E-02	1.99E-08	1.64E-05
Unnamed Road	L123	1100-1200	2.86E-01	4.95E-07	4.08E-04	1.01E+00	1.74E-06	1.44E-03	2.51E-02	4.34E-08	3.57E-05	2.73E-02	4.71E-08	3.89E-05
Unnamed Road	L123	1200-1300	2.87E-01	4.96E-07	4.09E-04	1.01E+00	1.75E-06	1.44E-03	2.51E-02	4.34E-08	3.57E-05	2.73E-02	4.71E-08	3.89E-05
Unnamed Road	L123	1300-1400	1.14E-01	1.97E-07	1.62E-04	3.05E-01	5.27E-07	4.35E-04	1.06E-02	1.83E-08	1.51E-05	1.15E-02	1.99E-08	1.64E-05
Unnamed Road	L123	1400-1500	1.14E-01	1.97E-07	1.62E-04	3.05E-01	5.27E-07	4.34E-04	1.06E-02	1.83E-08	1.51E-05	1.15E-02	1.99E-08	1.64E-05
Unnamed Road	L123	1500-1600	8.73E-02	1.51E-07	1.24E-04	2.38E-01	4.11E-07	3.39E-04	8.84E-03	1.53E-08	1.26E-05	9.59E-03	1.66E-08	1.37E-05
Unnamed Road	L123	1600-1700	1.39E-01	2.40E-07	1.98E-04	5.55E-01	9.59E-07	7.91E-04	1.40E-02	2.42E-08	2.00E-05	1.52E-02	2.63E-08	2.17E-05
Unnamed Road	L123	1700-1800	1.16E-01	2.00E-07	1.65E-04	4.65E-01	8.04E-07	6.63E-04	1.22E-02	2.11E-08	1.74E-05	1.33E-02	2.29E-08	1.89E-05
Unnamed Road	L123	1800-1900	1.15E-01	1.99E-07	1.64E-04	4.62E-01	7.99E-07	6.59E-04	1.22E-02	2.11E-08	1.74E-05	1.33E-02	2.29E-08	1.89E-05
Unnamed Road	L123	1900-2000	1.17E-03	2.01E-09	1.66E-06	2.15E-02	3.71E-08	3.06E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L123	2000-2100	1.16E-03	2.00E-09	1.65E-06	2.13E-02	3.68E-08	3.04E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L123	2100-2200	1.15E-03	1.99E-09	1.64E-06	2.13E-02	3.68E-08	3.04E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L123	2200-2300	1.17E-03	2.02E-09	1.66E-06	2.15E-02	3.72E-08	3.07E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L123	2300-0000	1.17E-03	2.02E-09	1.66E-06	2.16E-02	3.73E-08	3.08E-05	3.17E-03	5.48E-09	4.52E-06	3.42E-03	5.91E-09	4.88E-06
Unnamed Road	L124	0000-0100	1.29E-02	2.23E-08	1.85E-05	2.44E-01	4.22E-07	3.51E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0100-0200	1.28E-02	2.23E-08	1.85E-05	2.43E-01	4.22E-07	3.51E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0200-0300	1.29E-02	2.23E-08	1.85E-05	2.44E-01	4.23E-07	3.52E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0300-0400	1.29E-02	2.24E-08	1.86E-05	2.45E-01	4.25E-07	3.53E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0400-0500	1.29E-02	2.24E-08	1.87E-05	2.45E-01	4.25E-07	3.53E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0500-0600	1.30E-02	2.25E-08	1.87E-05	2.46E-01	4.26E-07	3.54E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	0600-0700	2.67E-01	4.62E-07	3.84E-04	1.16E+00	2.02E-06	1.68E-03	3.40E-02	5.89E-08	4.90E-05	3.77E-02	6.54E-08	5.43E-05
Unnamed Road	L124	0700-0800	2.92E-01	5.06E-07	4.20E-04	1.18E+00	2.04E-06	1.69E-03	3.01E-02	5.22E-08	4.34E-05	3.30E-02	5.72E-08	4.76E-05
Unnamed Road	L124	0800-0900	2.16E-01	3.75E-07	3.12E-04	8.89E-01	1.54E-06	1.28E-03	2.44E-02	4.23E-08	3.52E-05	2.68E-02	4.65E-08	3.87E-05
Unnamed Road	L124	0900-1000	3.10E-01	5.38E-07	4.47E-04	1.32E+00	2.29E-06	1.90E-03	3.29E-02	5.70E-08	4.74E-05	3.62E-02	6.27E-08	5.21E-05
Unnamed Road	L124	1000-1100	4.01E-01	6.95E-07	5.78E-04	1.62E+00	2.80E-06	2.33E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1100-1200	4.01E-01	6.95E-07	5.78E-04	1.62E+00	2.80E-06	2.33E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1200-1300	4.02E-01	6.97E-07	5.79E-04	1.62E+00	2.81E-06	2.34E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1300-1400	4.02E-01	6.97E-07	5.80E-04	1.62E+00	2.81E-06	2.34E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1400-1500	4.02E-01	6.97E-07	5.79E-04	1.62E+00	2.81E-06	2.33E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1500-1600	4.02E-01	6.97E-07	5.79E-04	1.62E+00	2.81E-06	2.33E-03	4.14E-02	7.17E-08	5.96E-05	4.55E-02	7.89E-08	6.56E-05
Unnamed Road	L124	1600-1700	1.12E-02	1.95E-08	1.62E-05	2.64E-01	4.58E-07	3.81E-04	1.17E-02	2.03E-08	1.68E-05	1.34E-02	2.33E-08	1.93E-05
Unnamed Road	L124	1700-1800	1.13E-02	1.95E-08	1.62E-05	2.64E-01	4.57E-07	3.80E-04	1.17E-02	2.03E-08	1.68E-05	1.34E-02	2.33E-08	1.93E-05
Unnamed Road	L124	1800-1900	1.12E-02	1.94E-08	1.61E-05	2.62E-01	4.54E-07	3.77E-04	1.17E-02	2.03E-08	1.68E-05	1.34E-02	2.33E-08	1.93E-05
Unnamed Road	L124	1900-2000	9.06E-03	1.57E-08	1.31E-05	1.71E-01	2.97E-07	2.47E-04	1.34E-02	2.32E-08	1.93E-05	1.53E-02	2.65E-08	2.20E-05
Unnamed Road	L124	2000-2100	1.27E-02	2.20E-08	1.83E-05	2.41E-01	4.17E-07	3.47E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	2100-2200	9.13E-03	1.58E-08	1.32E-05	2.11E-01	3.65E-07	3.04E-04	1.01E-02	1.76E-08	1.46E-05	1.16E-02	2.01E-08	1.67E-05
Unnamed Road	L124	2200-2300	1.28E-02	2.22E-08	1.84E-05	2.42E-01	4.19E-07	3.49E-04	1.82E-02	3.15E-08	2.62E-05	2.09E-02	3.62E-08	3.01E-05
Unnamed Road	L124	2300-0000	9.06E-03	1.57E-08	1.31E-05	1.72E-01	2.98E-07	2.48E-04	1.34E-02	2.32E-08	1.93E-05	1.53E-02	2.65E-08	2.20E-05
Fuk Hang Tsuen Lane	L125	0000-0100	1.13E-02	1.83E-08	2.02E-05	2.64E-01	4.30E-07	4.73E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L125	0100-0200	1.10E-02	1.79E-08	1.96E-05	2.79E-01	4.55E-07	5.00E-04	9.44E-03	1.54E-08	1.69E-05	1.08E-02	1.77E-08	1.94E-05
Fuk Hang Tsuen Lane	L125	0200-0300	1.13E-02	1.84E-08	2.02E-05	2.64E-01	4.30E-07	4.73E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L125	0300-0400	1.13E-02	1.84E-08	2.02E-05	2.65E-01	4.31E-07	4.74E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L125	0400-0500	1.13E-02	1.84E-08	2.03E-05	2.65E-01	4.32E-07	4.75E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L125	0500-0600	1.14E-02	1.85E-08	2.04E-05	2.67E-01	4.35E-07	4.78E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L125	0600-0700	1.62E-02	2.63E-08	2.90E-05	3.01E-01	4.90E-07	5.39E-04	1.40E-02	2.28E-08	2.51E-05	1.60E-02	2.61E-08	2.87E-05
Fuk Hang Tsuen Lane	L125	0700-0800	1.44E-02	2.35E-08	2.58E-05	2.52E-01	4.11E-07	4.51E-04	1.13E-02	1.84E-08	2.03E-05	1.29E-02	2.10E-08	2.31E-05
Fuk Hang Tsuen Lane	L125	0800-0900	1.47E-02	2.40E-08	2.64E-05	2.64E-01	4.30E-07	4.73E-04	1.12E-02	1.82E-08	2.01E-05	1.27E-02	2.08E-08	2.28E-05
Fuk Hang Tsuen Lane	L125	0900-1000	1.52E-02	2.48E-08	2.73E-05	2.75E-01	4.48E-07	4.92E-04	8.13E-03	1.32E-08	1.46E-05	9.19E-03	1.50E-08	1.65E-05
Fuk Hang Tsuen Lane	L125	1000-1100	1.78E-02	2.90E-08	3.18E-05	3.01E-01	4.90E-07	5.38E-04	9.77E-03	1.59E-08	1.75E-05	1.11E-02	1.80E-08	1.98E-05
Fuk Hang Tsuen Lane	L125	1100-1200	1.78E-02	2.90E-08	3.19E-05	3.01E-01	4.90E-07	5.39E-04	9.77E-03	1.59E-08	1.75E-05	1.11E-02	1.80E-08	1.98E-05
Fuk Hang Tsuen Lane	L125	1200-1300	1.43E-02	2.33E-08	2.56E-05	2.65E-01	4.31E-07	4.74E-04	9.81E-03	1.60E-08	1.76E-05	1.11E-02	1.82E-08	2.00E-05
Fuk Hang Tsuen Lane	L125	1300-1400	1.79E-02	2.91E-08	3.20E-05	3.02E-01	4.92E-07	5.41E-04	9.77E-03	1.59E-08	1.75E-05	1.11E-02	1.80E-08	1.98E-05
Fuk Hang Tsuen Lane	L125	1400-1500	1.78E-02	2.90E-08	3.19E-05	3.01E-01	4.91E-07	5.39E-04	9.77E-03	1.59E-08	1.75E-05	1.11E-02	1.80E-08	1.98E-05
Fuk Hang Tsuen Lane	L125	1500-1600	1.62E-02	2.63E-08	2.89E-05	2.73E-01	4.45E-07	4.89E-04	9.11E-03	1.48E-08	1.63E-05	1.03E-02	1.68E-08	1.84E-05
Fuk Hang Tsuen Lane	L125	1600-1700	1.58E-02	2.58E-08	2.83E-05	2.97E-01	4.84E-07	5.33E-04	7.88E-03	1.28E-08	1.41E-05	8.91E-03	1.45E-08	1.60E-05
Fuk Hang Tsuen Lane	L125	1700-1800	1.54E-02	2.50E-08	2.75E-05	2.90E-01	4.73E-07	5.20E-04	1.09E-02	1.77E-08	1.95E-05	1.24E-02	2.02E-08	2.22E-05
Fuk Hang Tsuen Lane	L125	1800-1900	1.53E-02	2.49E-08	2.74E-05	2.89E-01	4.70E-07	5.17E-04	1.09E-02	1.77E-08	1.95E-05	1.24E-02	2.02E-08	2.22E-05
Fuk Hang Tsuen Lane	L125	1900-2000	1.25E-02	2.04E-08	2.24E-05	2.34E-01	3.81E-07	4.19E-04	1.10E-02	1.78E-08	1.96E-05	1.25E-02	2.03E-08	2.23E-05
Fuk Hang Tsuen Lane	L125	2000-2100	1.41E-02	2.29E-08	2.52E-05	2.60E-01	4.24E-07	4.66E-04	1.16E-02	1.89E-08	2.08E-05	1.32E-02	2.16E-08	2.37E-05
Fuk Hang Tsuen Lane	L125	2100-2200	1.26E-02	2.05E-08	2.25E-05	2.47E-01	4.03E-07	4.43E-04	1.01E-02	1.64E-08	1.81E-05	1.15E-02	1.87E-08	2.06E-05
Fuk Hang Tsuen Lane	L125	2200-2300	1.40E-02	2.29E-08	2.51E-05	2.59E-01	4.22E-07	4.64E-04	9.81E-03	1.60E-08	1.76E-05	1.11E-02	1.82E-08	2.00E-05
Fuk Hang Tsuen Lane	L125	2300-0000	1.12E-02	1.82E-08	2.00E-05	2.62E-01	4.27E-07	4.70E-04	1.17E-02	1.90E-08	2.09E-05	1.34E-02	2.19E-08	2.40E-05
Fuk Hang Tsuen Lane	L126	0000-0100	1.13E-02	1.83E-08	2.03E-05	2.64E-01	4.28E-07	4.75E-04	1.17E-02	1.90E-08	2.10E-05	1.34E-02	2.18E-08	2.41E-05
Fuk Hang Tsuen Lane	L126	0100-0200	1.10E-02	1.78E-08	1.97E-05	2.79E-01	4.53E-07	5.02E-04	9.44E-03	1.53E-08	1.70E-05	1.08E-02	1.76E-08	1.95E-05
Fuk Hang Tsuen Lane	L126	0200-0300	1.13E-02	1.83E-08	2.03E-05	2.64E-01	4.29E-07	4.75E-04	1.17E-02	1.90E-08	2.10E-05	1.34E-02	2.18E-08	2.41E-05
Fuk Hang Tsuen Lane	L126	0300-0400	1.13E-02	1.83E-08	2.03E-05	2.65E-01	4.30E-07	4.76E-04	1.17E-02	1.90E-08	2.10E-05	1.34E-02	2.18E-08	2.41E-05
Fuk Hang Tsuen Lane	L126	0400-0500	9.30E-03	1.51E-08	1.67E-05	2.15E-01	3.48E-07	3.86E-04	1.01E-02	1.65E-08	1.82E-05	1.16E-02	1.88E-08	2.09E-05
Fuk Hang Tsuen Lane	L126	0500-0600	1.14E-02	1.85E-08	2.05E-05	2.67E-01	4.33E-07	4.80E-04	1.17E-02	1.90E-08	2.10E-05	1.34E-02	2.18E-08	2.41E-05
Fuk Hang Tsuen Lane	L126	0600-0700	1.06E-02	1.73E-08	1.91E-05	2.92E-01	4.74E-07	5.26E-04	7.26E-03	1.18E-08	1.31E-05	8.34E-03	1.35E-08	1.50E-05
Fuk Hang Tsuen Lane	L126	0700-0800	1.42E-02	2.30E-08	2.56E-05	2.97E-01	4.82E-07	5.35E-04	8.52E-03	1.38E-08	1.53E-05	9.70E-03	1.57E-08	1.75E-05
Fuk Hang Tsuen Lane	L126	0800-0900	1.41E-02	2.28E-08	2.53E-05	3.00E-01	4.87E-07	5.40E-04	7.79E-03	1.26E-08	1.40E-05	8.87E-03	1.44E-08	1.60E-05
Fuk Hang Tsuen Lane	L126	0900-1000	1.56E-02	2.52E-08	2.80E-05	2.87E-01	4.66E-07	5.16E-04	8.01E-03	1.30E-08	1.44E-05	9.05E-03	1.47E-08	1.63E-05
Fuk Hang Tsuen Lane	L126	1000-1100	1.34E-02	2.17E-08	2.41E-05	2.66E-01	4.31E-07	4.78E-04	8.83E-03	1.43E-08	1.59E-05	1.00E-02	1.63E-08	1.81E-05
Fuk Hang Tsuen Lane	L126	1100-1200	1.34E-02	2.17E-08	2.41E-05	2.66E-01	4.32E-07	4.79E-04	8.83E-03	1.43E-08	1.59E-05	1.00E-02	1.63E-08	1.81E-05
Fuk Hang Tsuen Lane	L126	1200-1300	1.52E-02	2.46E-08	2.73E-05	2.96E-01	4.81E-07	5.33E-04	1.13E-02	1.83E-08	2.03E-05	1.29E-02	2.09E-08	2.32E-05
Fuk Hang Tsuen Lane	L126	1300-1400	1.52E-02	2.46E-08	2.73E-05	2.96E-01	4.81E-07	5.33E-04	1.13E-02	1.83E-08	2.03E-05	1.29E-02	2.09E-08	2.32E-05
Fuk Hang Tsuen Lane	L126	1400-1500	1.51E-02	2.45E-08	2.72E-05	2.95E-01	4.79E-07	5.31E-04	1.13E-02	1.83E-08	2.03E-05	1.29E-02	2.09E-08	2.32E-05
Fuk Hang Tsuen Lane	L126	1500-1600	1.51E-02	2.45E-08	2.71E-05	2.95E-01	4.78E-07	5.30E-04	1.13E-02	1.83E-08	2.03E-05	1.29E-02	2.09E-08	2.32E-05
Fuk Hang Tsuen Lane	L126	1600-1700	1.36E-02	2.21E-08	2.45E-05	2.49E-01	4.04E-07	4.47E-04	1.11E-02	1.80E-08	1.99E-05	1.26E-02	2.05E-08	2.27E-05
Fuk Hang Tsuen Lane	L126	1700-1800	1.41E-02	2.28E-08	2.53E-05	2.58E-01	4.19E-07	4.65E-04	1.35E-02	2.19E-08	2.43E-05	1.54E-02	2.50E-08	2.77E-05
Fuk Hang Tsuen Lane	L126	1800-1900	1.40E-02	2.27E-08	2.52E-05	2.57E-01	4.17E-07	4.63E-04	1.35E-02	2.19E-08	2.43E-05	1.54E-02	2.50E-08	2.77E-05
Fuk Hang Tsuen Lane	L126	1900-2000	1.27E-02	2.05E-08	2.28E-05	2.49E-01	4.04E-07	4.48E-04	1.01E-02	1.64E-08	1.82E-05	1.15E-02	1.87E-08	2.07E-05
Fuk Hang Tsuen Lane	L126	2000-2100	1.32E-02	2.14E-08	2.37E-05	2.62E-01	4.25E-07	4.71E-04	1.06E-02	1.73E-08	1.91E-05	1.21E-02	1.97E-08	2.18E-05
Fuk Hang Tsuen Lane	L126	2100-2200	1.22E-02	1.98E-08	2.19E-05	2.49E-01	4.04E-07	4.48E-04	1.05E-02	1.71E-08	1.89E-05	1.20E-02	1.95E-08	2.16E-05
Fuk Hang Tsuen Lane	L126	2200-2300	1.04E-02	1.69E-08	1.87E-05	2.41E-01	3.92E-07	4.34E-04	1.12E-02	1.82E-08	2.02E-05	1.29E-02	2.09E-08	2.31E-05
Fuk Hang Tsuen Lane	L126	2300-0000	1.10E-02	1.79E-08	1.99E-05	2.74E-01	4.45E-07	4.93E-04	1.02E-02	1.65E-08	1.83E-05	1.17E-02	1.90E-08	2.10E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Road S4	L127	0000-0100	7.40E-03	1.13E-08	1.31E-05	1.70E-01	2.60E-07	3.00E-04	8.53E-03	1.31E-08	1.51E-05	9.71E-03	1.49E-08	1.72E-05
Road S4	L127	0100-0200	5.04E-03	7.72E-09	8.91E-06	1.70E-01	2.60E-07	3.00E-04	1.59E-03	2.43E-09	2.80E-06	1.71E-03	2.62E-09	3.02E-06
Road S4	L127	0200-0300	5.07E-03	7.76E-09	8.95E-06	1.70E-01	2.61E-07	3.01E-04	1.59E-03	2.43E-09	2.80E-06	1.71E-03	2.62E-09	3.02E-06
Road S4	L127	0300-0400	5.09E-03	7.80E-09	9.00E-06	1.71E-01	2.62E-07	3.03E-04	1.59E-03	2.43E-09	2.80E-06	1.71E-03	2.62E-09	3.02E-06
Road S4	L127	0400-0500	5.10E-03	7.81E-09	9.01E-06	1.71E-01	2.62E-07	3.03E-04	1.59E-03	2.43E-09	2.80E-06	1.71E-03	2.62E-09	3.02E-06
Road S4	L127	0500-0600	5.11E-03	7.83E-09	9.03E-06	1.72E-01	2.63E-07	3.03E-04	1.59E-03	2.43E-09	2.80E-06	1.71E-03	2.62E-09	3.02E-06
Road S4	L127	0600-0700	1.44E-02	2.20E-08	2.54E-05	2.51E-01	3.85E-07	4.44E-04	1.13E-02	1.73E-08	2.00E-05	1.29E-02	1.97E-08	2.28E-05
Road S4	L127	0700-0800	1.21E-02	1.85E-08	2.13E-05	1.98E-01	3.04E-07	3.50E-04	9.12E-03	1.40E-08	1.61E-05	1.03E-02	1.58E-08	1.82E-05
Road S4	L127	0800-0900	1.36E-02	2.08E-08	2.40E-05	2.20E-01	3.37E-07	3.89E-04	9.84E-03	1.51E-08	1.74E-05	1.11E-02	1.70E-08	1.97E-05
Road S4	L127	0900-1000	1.26E-02	1.92E-08	2.22E-05	2.09E-01	3.20E-07	3.69E-04	6.05E-03	9.27E-09	1.07E-05	6.74E-03	1.03E-08	1.19E-05
Road S4	L127	1000-1100	1.36E-02	2.09E-08	2.40E-05	2.13E-01	3.26E-07	3.76E-04	6.96E-03	1.07E-08	1.23E-05	7.78E-03	1.19E-08	1.37E-05
Road S4	L127	1100-1200	1.36E-02	2.09E-08	2.41E-05	2.13E-01	3.27E-07	3.77E-04	6.96E-03	1.07E-08	1.23E-05	7.78E-03	1.19E-08	1.37E-05
Road S4	L127	1200-1300	9.51E-03	1.46E-08	1.68E-05	1.62E-01	2.48E-07	2.86E-04	6.47E-03	9.91E-09	1.14E-05	7.24E-03	1.11E-08	1.28E-05
Road S4	L127	1300-1400	1.37E-02	2.10E-08	2.42E-05	2.14E-01	3.28E-07	3.78E-04	6.96E-03	1.07E-08	1.23E-05	7.78E-03	1.19E-08	1.37E-05
Road S4	L127	1400-1500	1.37E-02	2.09E-08	2.41E-05	2.13E-01	3.27E-07	3.77E-04	6.96E-03	1.07E-08	1.23E-05	7.78E-03	1.19E-08	1.37E-05
Road S4	L127	1500-1600	1.20E-02	1.84E-08	2.12E-05	1.86E-01	2.84E-07	3.28E-04	6.30E-03	9.65E-09	1.11E-05	7.01E-03	1.07E-08	1.24E-05
Road S4	L127	1600-1700	9.72E-03	1.49E-08	1.72E-05	1.62E-01	2.48E-07	2.86E-04	5.33E-03	8.16E-09	9.42E-06	5.91E-03	9.05E-09	1.04E-05
Road S4	L127	1700-1800	8.51E-03	1.30E-08	1.50E-05	1.43E-01	2.18E-07	2.52E-04	5.27E-03	8.07E-09	9.31E-06	5.84E-03	8.95E-09	1.03E-05
Road S4	L127	1800-1900	7.97E-03	1.22E-08	1.41E-05	1.33E-01	2.03E-07	2.34E-04	4.67E-03	7.15E-09	8.25E-06	5.15E-03	7.88E-09	9.09E-06
Road S4	L127	1900-2000	7.73E-03	1.18E-08	1.36E-05	1.32E-01	2.02E-07	2.32E-04	5.81E-03	8.90E-09	1.03E-05	6.47E-03	9.92E-09	1.14E-05
Road S4	L127	2000-2100	7.68E-03	1.18E-08	1.36E-05	1.31E-01	2.00E-07	2.31E-04	5.81E-03	8.90E-09	1.03E-05	6.47E-03	9.92E-09	1.14E-05
Road S4	L127	2100-2200	7.87E-03	1.21E-08	1.39E-05	1.47E-01	2.25E-07	2.59E-04	6.76E-03	1.04E-08	1.19E-05	7.60E-03	1.16E-08	1.34E-05
Road S4	L127	2200-2300	1.10E-02	1.68E-08	1.94E-05	1.86E-01	2.85E-07	3.29E-04	7.13E-03	1.09E-08	1.26E-05	8.00E-03	1.23E-08	1.41E-05
Road S4	L127	2300-0000	6.12E-03	9.37E-09	1.08E-05	1.39E-01	2.14E-07	2.46E-04	7.46E-03	1.14E-08	1.32E-05	8.45E-03	1.29E-08	1.49E-05
Road S4	L128	0000-0100	1.21E-02	1.85E-08	2.14E-05	2.29E-01	3.50E-07	4.04E-04	6.69E-03	1.02E-08	1.18E-05	7.52E-03	1.15E-08	1.33E-05
Road S4	L128	0100-0200	1.56E-02	2.39E-08	2.76E-05	2.95E-01	4.51E-07	5.20E-04	7.88E-03	1.21E-08	1.39E-05	8.91E-03	1.36E-08	1.57E-05
Road S4	L128	0200-0300	1.13E-02	1.73E-08	2.00E-05	2.65E-01	4.06E-07	4.68E-04	1.17E-02	1.79E-08	2.06E-05	1.34E-02	2.05E-08	2.37E-05
Road S4	L128	0300-0400	1.14E-02	1.74E-08	2.01E-05	2.66E-01	4.08E-07	4.70E-04	1.17E-02	1.79E-08	2.06E-05	1.34E-02	2.05E-08	2.37E-05
Road S4	L128	0400-0500	1.14E-02	1.74E-08	2.01E-05	2.66E-01	4.08E-07	4.70E-04	1.17E-02	1.79E-08	2.06E-05	1.34E-02	2.05E-08	2.37E-05
Road S4	L128	0500-0600	2.16E-02	3.30E-08	3.81E-05	3.63E-01	5.56E-07	6.41E-04	1.05E-02	1.62E-08	1.86E-05	1.20E-02	1.83E-08	2.11E-05
Road S4	L128	0600-0700	1.15E-02	1.76E-08	2.03E-05	2.39E-01	3.66E-07	4.23E-04	5.65E-03	8.64E-09	9.97E-06	6.35E-03	9.72E-09	1.12E-05
Road S4	L128	0700-0800	1.19E-02	1.83E-08	2.11E-05	2.04E-01	3.12E-07	3.60E-04	4.72E-03	7.23E-09	8.34E-06	5.21E-03	7.97E-09	9.19E-06
Road S4	L128	0800-0900	1.24E-02	1.90E-08	2.20E-05	2.22E-01	3.40E-07	3.92E-04	4.53E-03	6.94E-09	8.01E-06	5.00E-03	7.66E-09	8.83E-06
Road S4	L128	0900-1000	1.93E-02	2.96E-08	3.41E-05	2.91E-01	4.45E-07	5.13E-04	6.32E-03	9.67E-09	1.12E-05	6.98E-03	1.07E-08	1.23E-05
Road S4	L128	1000-1100	1.64E-02	2.51E-08	2.90E-05	2.58E-01	3.96E-07	4.56E-04	5.88E-03	9.01E-09	1.04E-05	6.51E-03	9.97E-09	1.15E-05
Road S4	L128	1100-1200	1.64E-02	2.52E-08	2.90E-05	2.59E-01	3.96E-07	4.57E-04	5.88E-03	9.01E-09	1.04E-05	6.51E-03	9.97E-09	1.15E-05
Road S4	L128	1200-1300	1.41E-02	2.16E-08	2.49E-05	2.22E-01	3.39E-07	3.91E-04	5.76E-03	8.82E-09	1.02E-05	6.38E-03	9.77E-09	1.13E-05
Road S4	L128	1300-1400	1.71E-02	2.62E-08	3.02E-05	2.55E-01	3.90E-07	4.50E-04	6.20E-03	9.49E-09	1.09E-05	6.85E-03	1.05E-08	1.21E-05
Road S4	L128	1400-1500	1.65E-02	2.52E-08	2.91E-05	2.59E-01	3.97E-07	4.58E-04	5.88E-03	9.01E-09	1.04E-05	6.51E-03	9.97E-09	1.15E-05
Road S4	L128	1500-1600	1.53E-02	2.34E-08	2.70E-05	2.40E-01	3.68E-07	4.24E-04	5.82E-03	8.91E-09	1.03E-05	6.44E-03	9.87E-09	1.14E-05
Road S4	L128	1600-1700	1.48E-02	2.27E-08	2.62E-05	2.07E-01	3.17E-07	3.66E-04	5.73E-03	8.77E-09	1.01E-05	6.29E-03	9.63E-09	1.11E-05
Road S4	L128	1700-1800	1.37E-02	2.09E-08	2.41E-05	1.98E-01	3.04E-07	3.50E-04	6.68E-03	1.02E-08	1.18E-05	7.42E-03	1.14E-08	1.31E-05
Road S4	L128	1800-1900	1.25E-02	1.92E-08	2.21E-05	1.84E-01	2.82E-07	3.25E-04	6.55E-03	1.00E-08	1.16E-05	7.28E-03	1.12E-08	1.29E-05
Road S4	L128	1900-2000	1.15E-02	1.76E-08	2.03E-05	1.80E-01	2.76E-07	3.18E-04	5.64E-03	8.64E-09	9.96E-06	6.25E-03	9.56E-09	1.10E-05
Road S4	L128	2000-2100	1.19E-02	1.82E-08	2.10E-05	1.96E-01	3.00E-07	3.46E-04	5.45E-03	8.35E-09	9.62E-06	6.04E-03	9.25E-09	1.07E-05
Road S4	L128	2100-2200	1.02E-02	1.57E-08	1.81E-05	1.68E-01	2.58E-07	2.97E-04	4.79E-03	7.34E-09	8.46E-06	5.28E-03	8.08E-09	9.32E-06
Road S4	L128	2200-2300	8.33E-03	1.28E-08	1.47E-05	1.55E-01	2.37E-07	2.74E-04	5.56E-03	8.51E-09	9.81E-06	6.20E-03	9.50E-09	1.09E-05
Road S4	L128	2300-0000	1.17E-02	1.80E-08	2.07E-05	2.16E-01	3.30E-07	3.81E-04	6.81E-03	1.04E-08	1.20E-05	7.66E-03	1.17E-08	1.35E-05
Road S1	L129	0000-0100	1.72E-02	2.47E-08	2.23E-05	2.41E-01	3.45E-07	3.13E-04	8.38E-03	1.20E-08	1.09E-05	9.35E-03	1.34E-08	1.22E-05
Road S1	L129	0100-0200	1.60E-02	2.29E-08	2.07E-05	2.37E-01	3.40E-07	3.08E-04	1.04E-02	1.49E-08	1.35E-05	1.17E-02	1.68E-08	1.53E-05
Road S1	L129	0200-0300	2.04E-02	2.92E-08	2.65E-05	3.02E-01	4.33E-07	3.92E-04	1.26E-02	1.80E-08	1.63E-05	1.42E-02	2.04E-08	1.85E-05
Road S1	L129	0300-0400	1.29E-02	1.86E-08	1.68E-05	2.45E-01	3.52E-07	3.18E-04	1.82E-02	2.61E-08	2.36E-05	2.09E-02	2.99E-08	2.71E-05
Road S1	L129	0400-0500	2.05E-02	2.93E-08	2.66E-05	3.03E-01	4.34E-07	3.93E-04	1.26E-02	1.80E-08	1.63E-05	1.42E-02	2.04E-08	1.85E-05
Road S1	L129	0500-0600	2.05E-02	2.94E-08	2.66E-05	3.03E-01	4.35E-07	3.94E-04	1.26E-02	1.80E-08	1.63E-05	1.42E-02	2.04E-08	1.85E-05
Road S1	L129	0600-0700	1.27E-02	1.82E-08	1.65E-05	1.82E-01	2.61E-07	2.36E-04	7.28E-03	1.04E-08	9.46E-06	8.12E-03	1.16E-08	1.05E-05
Road S1	L129	0700-0800	1.34E-02	1.92E-08	1.74E-05	1.81E-01	2.60E-07	2.36E-04	5.73E-03	8.22E-09	7.44E-06	6.29E-03	9.03E-09	8.18E-06
Road S1	L129	0800-0900	1.55E-02	2.23E-08	2.02E-05	2.08E-01	2.98E-07	2.70E-04	5.98E-03	8.57E-09	7.76E-06	6.56E-03	9.41E-09	8.53E-06
Road S1	L129	0900-1000	2.17E-02	3.11E-08	2.82E-05	2.85E-01	4.09E-07	3.71E-04	6.72E-03	9.64E-09	8.73E-06	7.37E-03	1.06E-08	9.57E-06
Road S1	L129	1000-1100	2.07E-02	2.98E-08	2.69E-05	2.73E-01	3.92E-07	3.55E-04	6.59E-03	9.46E-09	8.57E-06	7.23E-03	1.04E-08	9.40E-06
Road S1	L129	1100-1200	1.97E-02	2.83E-08	2.56E-05	2.61E-01	3.74E-07	3.39E-04	6.47E-03	9.28E-09	8.41E-06	7.10E-03	1.02E-08	9.22E-06
Road S1	L129	1200-1300	1.61E-02	2.31E-08	2.09E-05	2.18E-01	3.13E-07	2.84E-04	6.58E-03	9.43E-09	8.54E-06	7.26E-03	1.04E-08	9.43E-06
Road S1	L129	1300-1400	1.82E-02	2.61E-08	2.37E-05	2.45E-01	3.51E-07	3.18E-04	6.82E-03	9.79E-09	8.86E-06	7.53E-03	1.08E-08	9.78E-06
Road S1	L129	1400-1500	1.88E-02	2.69E-08	2.44E-05	2.49E-01	3.56E-07	3.23E-04	6.35E-03	9.11E-09	8.25E-06	6.97E-03	9.99E-09	9.05E-06
Road S1	L129	1500-1600	1.77E-02	2.54E-08	2.30E-05	2.35E-01	3.38E-07	3.06E-04	6.22E-03	8.93E-09	8.09E-06	6.83E-03	9.80E-09	8.88E-06
Road S1	L129	1600-1700	1.87E-02	2.68E-08	2.43E-05	2.47E-01	3.55E-07	3.22E-04	6.35E-03	9.11E-09	8.25E-06	6.97E-03	9.99E-09	9.05E-06
Road S1	L129	1700-1800	1.51E-02	2.16E-08	1.96E-05	1.99E-01	2.85E-07	2.58E-04	5.38E-03	7.71E-09	6.99E-06	5.87E-03	8.41E-09	7.62E-06
Road S1	L129	1800-1900	1.49E-02	2.14E-08	1.94E-05	1.97E-01	2.83E-07	2.56E-04	5.38E-03	7.71E-09	6.99E-06	5.87E-03	8.41E-09	7.62E-06
Road S1	L129	1900-2000	1.23E-02	1.77E-08	1.60E-05	1.67E-01	2.40E-07	2.17E-04	5.61E-03	8.04E-09	7.28E-06	6.16E-03	8.84E-09	8.00E-06
Road S1	L129	2000-2100	1.33E-02	1.90E-08	1.72E-05	1.79E-01	2.57E-07	2.32E-04	5.73E-03	8.22E-09	7.44E-06	6.29E-03	9.03E-09	8.18E-06
Road S1	L129	2100-2200	1.12E-02	1.61E-08	1.45E-05	1.53E-01	2.20E-07	1.99E-04	5.48E-03	7.86E-09	7.12E-06	6.03E-03	8.64E-09	7.83E-06
Road S1	L129	2200-2300	1.17E-02	1.68E-08	1.52E-05	1.63E-01	2.33E-07	2.11E-04	6.08E-03	8.72E-09	7.90E-06	6.72E-03	9.64E-09	8.73E-06
Road S1	L129	2300-0000	1.26E-02	1.81E-08	1.64E-05	1.80E-01	2.59E-07	2.34E-04	7.28E-03	1.04E-08	9.46E-06	8.12E-03	1.16E-08	1.05E-05
Ng Lau Road	L130	0000-0100	2.34E-02	6.12E-08	8.29E-05	2.44E-01	6.38E-07	8.64E-04	5.65E-03	1.48E-08	2.00E-05	6.24E-03	1.63E-08	2.21E-05
Ng Lau Road	L130	0100-0200	5.38E-02	7.04E-08	9.53E-05	3.50E-01	4.58E-07	6.21E-04	6.81E-03	8.92E-09	1.21E-05	7.43E-03	9.74E-09	1.32E-05
Ng Lau Road	L130	0200-0300	1.71E-02	2.24E-08	3.04E-05	2.35E-01	3.08E-07	4.17E-04	3.74E-03	4.90E-09	6.64E-06	4.10E-03	5.37E-09	7.27E-06
Ng Lau Road	L130	0300-0400	2.75E-02	3.60E-08	4.88E-05	2.79E-01	3.65E-07	4.94E-04	5.04E-03	6.60E-09	8.93E-06	5.56E-03	7.28E-09	9.85E-06
Ng Lau Road	L130	0400-0500	2.91E-02	3.81E-08	5.15E-05	2.47E-01	3.23E-07	4.37E-04	5.28E-03	6.92E-09	9.36E-06	5.82E-03	7.62E-09	1.03E-05
Ng Lau Road	L130	0500-0600	9.53E-02	1.25E-07	1.69E-04	4.82E-01	6.31E-07	8.54E-04	1.03E-02	1.35E-08	1.83E-05	1.12E-02	1.47E-08	1.99E-05
Ng Lau Road	L130	0600-0700	9.77E-02	3.84E-07	5.20E-04	4.62E-01	1.81E-06	2.45E-03	1.19E-02	4.68E-08	6.34E-05	1.30E-02	5.12E-08	6.93E-05
Ng Lau Road	L130	0700-0800	6.31E-02	4.96E-07	6.71E-04	3.87E-01	3.04E-06	4.12E-03	1.01E-02	7.90E-08	1.07E-04	1.10E-02	8.63E-08	1.17E-04
Ng Lau Road	L130	0800-0900	6.80E-02	5.34E-07	7.23E-04	4.13E-01	3.24E-06	4.39E-03	1.02E-02	8.05E-08	1.09E-04	1.12E-02	8.79E-08	1.19E-04
Ng Lau Road	L130	0900-1000	1.12E-01	7.33E-07	9.92E-04	5.81E-01	3.80E-06	5.15E-03	1.30E-02	8.54E-08	1.16E-04	1.42E-02	9.30E-08	1.26E-04
Ng Lau Road	L130	1000-1100	8.58E-02	4.49E-07	6.08E-04	4.67E-01	2.45E-06	3.31E-03	1.05E-02	5.49E-08	7.43E-05	1.14E-02	5.99E-08	8.10E-05
Ng Lau Road	L130	1100-1200	1.08E-01	5.66E-07	7.66E-04	5.44E-01	2.85E-06	3.85E-03	1.25E-02	6.53E-08	8.84E-05	1.36E-02	7.13E-08	9.65E-05
Ng Lau Road	L130	1200-1300	1.02E-01	5.36E-07	7.26E-04	4.95E-01	2.59E-06	3.51E-03	1.21E-02	6.36E-08	8.60E-05	1.33E-02	6.94E-08	9.40E-05
Ng Lau Road	L130	1300-1400	8.73E-02	4.57E-07	6.19E-04	4.63E-01	2.42E-06	3.28E-03	1.10E-02	5.76E-08	7.79E-05	1.20E-02	6.30E-08	8.53E-05
Ng Lau Road	L130	1400-1500	1.07E-01	5.62E-07	7.61E-04	5.35E-01	2.80E-06	3.79E-03	1.24E-02	6.51E-08	8.81E-05	1.36E-02	7.11E-08	9.62E-05
Ng Lau Road	L130	1500-1600	1.16E-01	7.57E-07	1.02E-03	5.50E-01	3.60E-06	4.88E-03	1.29E-02	8.46E-08	1.14E-04	1.41E-02	9.21E-08	1.25E-04
Ng Lau Road	L130	1600-1700	1.23E-01	9.69E-07	1.31E-03	5.74E-01	4.51E-06	6.10E-03	1.41E-02	1.11E-07	1.50E-04	1.54E-02	1.21E-07	1.64E-04
Ng Lau Road	L130	1700-1800	8.75E-02	6.87E-07	9.31E-04	4.50E-01	3.53E-06	4.78E-03	1.16E-02	9.12E-08	1.23E-04	1.27E-02	9.95E-08	1.35E-04
Ng Lau Road	L130	1800-1900	7.94E-02	6.24E-07	8.45E-04	4.21E-01	3.31E-06	4.48E-03	1.13E-02	8.87E-08	1.20E-04	1.23E-02	9.68E-08	1.31E-04
Ng Lau Road	L130	1900-2000	8.31E-02	5.44E-07	7.37E-04	4.22E-01	2.77E-06	3.74E-03	1.14E-02	7.46E-08	1.01E-04	1.24E-02	8.13E-08	1.10E-04
Ng Lau Road	L130	2000-2100	4.46E-02	2.34E-07	3.16E-04	3.00E-01	1.57E-06	2.13E-03	7.80E-03	4.09E-08	5.53E-05	8.56E-03	4.49E-08	6.07E-05
Ng Lau Road	L130	2100-2200	3.51E-02	2.30E-07	3.11E-04	2.58E-01	1.69E-06	2.29E-03	7.33E-03	4.80E-08	6.50E-05	8.01E-03	5.24E-08	7.10E-05
Ng Lau Road	L130	2200-2300	3.59E-02	1.41E-07	1.91E-04	2.44E-01	9.60E-07	1.30E-03	7.04E-03	2.77E-08	3.74E-05	7.73E-03	3.04E-08	4.11E-05
Ng Lau Road	L130	2300-0000	2.47E-02	6.46E-08	8.74E-05	2.19E-01	5.74E-07	7.77E-04	5.44E-03	1.43E-08	1.93E-05	5.98E-03	1.57E-08	2.12E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
Ng Lau Road	L131	0000-0100	5.41E-02	1.42E-07	1.91E-04	3.18E-01	8.34E-07	1.12E-03	8.20E-03	2.15E-08	2.89E-05	9.07E-03	2.38E-08	3.20E-05
Ng Lau Road	L131	0100-0200	8.54E-02	1.12E-07	1.50E-04	4.20E-01	5.51E-07	7.41E-04	8.62E-03	1.13E-08	1.52E-05	9.45E-03	1.24E-08	1.66E-05
Ng Lau Road	L131	0200-0300	8.88E-02	1.16E-07	1.57E-04	4.17E-01	5.47E-07	7.35E-04	8.55E-03	1.12E-08	1.51E-05	9.38E-03	1.23E-08	1.65E-05
Ng Lau Road	L131	0300-0400	9.97E-02	1.31E-07	1.76E-04	4.64E-01	6.09E-07	8.18E-04	9.37E-03	1.23E-08	1.65E-05	1.03E-02	1.35E-08	1.81E-05
Ng Lau Road	L131	0400-0500	6.59E-02	8.64E-08	1.16E-04	3.23E-01	4.24E-07	5.70E-04	6.67E-03	8.75E-09	1.18E-05	7.33E-03	9.62E-09	1.29E-05
Ng Lau Road	L131	0500-0600	1.37E-01	1.80E-07	2.42E-04	5.90E-01	7.73E-07	1.04E-03	1.31E-02	1.71E-08	2.30E-05	1.42E-02	1.87E-08	2.51E-05
Ng Lau Road	L131	0600-0700	2.16E-01	8.50E-07	1.14E-03	7.91E-01	3.11E-06	4.18E-03	1.94E-02	7.65E-08	1.03E-04	2.12E-02	8.34E-08	1.12E-04
Ng Lau Road	L131	0700-0800	1.97E-01	1.55E-06	2.09E-03	7.61E-01	5.99E-06	8.05E-03	1.89E-02	1.49E-07	2.00E-04	2.06E-02	1.62E-07	2.18E-04
Ng Lau Road	L131	0800-0900	1.91E-01	1.50E-06	2.02E-03	7.16E-01	5.63E-06	7.57E-03	1.75E-02	1.38E-07	1.85E-04	1.91E-02	1.50E-07	2.02E-04
Ng Lau Road	L131	0900-1000	2.20E-01	1.44E-06	1.94E-03	8.22E-01	5.39E-06	7.24E-03	1.90E-02	1.24E-07	1.67E-04	2.07E-02	1.35E-07	1.82E-04
Ng Lau Road	L131	1000-1100	1.72E-01	9.01E-07	1.21E-03	6.52E-01	3.42E-06	4.59E-03	1.51E-02	7.90E-08	1.06E-04	1.65E-02	8.63E-08	1.16E-04
Ng Lau Road	L131	1100-1200	2.04E-01	1.07E-06	1.44E-03	7.81E-01	4.09E-06	5.50E-03	1.83E-02	9.58E-08	1.29E-04	1.99E-02	1.05E-07	1.41E-04
Ng Lau Road	L131	1200-1300	1.91E-01	1.00E-06	1.35E-03	7.10E-01	3.72E-06	5.00E-03	1.74E-02	9.13E-08	1.23E-04	1.90E-02	9.97E-08	1.34E-04
Ng Lau Road	L131	1300-1400	1.55E-01	8.13E-07	1.09E-03	6.30E-01	3.30E-06	4.44E-03	1.54E-02	8.06E-08	1.08E-04	1.68E-02	8.82E-08	1.18E-04
Ng Lau Road	L131	1400-1500	2.18E-01	1.14E-06	1.53E-03	8.03E-01	4.21E-06	5.66E-03	1.90E-02	9.94E-08	1.34E-04	2.07E-02	1.09E-07	1.46E-04
Ng Lau Road	L131	1500-1600	2.10E-01	1.10E-06	1.48E-03	7.54E-01	3.96E-06	5.32E-03	1.77E-02	9.30E-08	1.25E-04	1.93E-02	1.01E-07	1.36E-04
Ng Lau Road	L131	1600-1700	1.20E-01	6.29E-07	8.46E-04	4.66E-01	2.44E-06	3.28E-03	1.21E-02	6.34E-08	8.53E-05	1.33E-02	6.95E-08	9.34E-05
Ng Lau Road	L131	1700-1800	7.65E-02	5.01E-07	6.74E-04	3.52E-01	2.31E-06	3.10E-03	1.03E-02	6.78E-08	9.12E-05	1.14E-02	7.45E-08	1.00E-04
Ng Lau Road	L131	1800-1900	6.24E-02	4.09E-07	5.50E-04	3.21E-01	2.11E-06	2.83E-03	9.88E-03	6.48E-08	8.70E-05	1.09E-02	7.13E-08	9.58E-05
Ng Lau Road	L131	1900-2000	1.58E-01	8.26E-07	1.11E-03	6.17E-01	3.24E-06	4.35E-03	1.60E-02	8.40E-08	1.13E-04	1.75E-02	9.18E-08	1.23E-04
Ng Lau Road	L131	2000-2100	9.09E-02	4.77E-07	6.41E-04	4.07E-01	2.14E-06	2.87E-03	1.06E-02	5.58E-08	7.50E-05	1.17E-02	6.12E-08	8.23E-05
Ng Lau Road	L131	2100-2200	5.98E-02	3.13E-07	4.21E-04	3.04E-01	1.59E-06	2.14E-03	8.68E-03	4.55E-08	6.12E-05	9.56E-03	5.01E-08	6.74E-05
Ng Lau Road	L131	2200-2300	6.75E-02	2.65E-07	3.57E-04	3.26E-01	1.28E-06	1.72E-03	9.17E-03	3.61E-08	4.85E-05	1.01E-02	3.96E-08	5.33E-05
Ng Lau Road	L131	2300-0000	7.01E-02	1.84E-07	2.47E-04	3.31E-01	8.69E-07	1.17E-03	8.59E-03	2.25E-08	3.03E-05	9.45E-03	2.48E-08	3.33E-05
To Lai Road	L132_1	0000-0100	5.20E-02	1.10E-07	6.27E-05	3.62E-01	7.64E-07	4.36E-04	8.92E-03	1.88E-08	1.08E-05	9.96E-03	2.10E-08	1.20E-05
To Lai Road	L132_1	0100-0200	7.08E-02	1.49E-07	8.54E-05	3.63E-01	7.66E-07	4.38E-04	5.63E-03	1.19E-08	6.79E-06	6.11E-03	1.29E-08	7.37E-06
To Lai Road	L132_1	0200-0300	7.06E-02	1.49E-07	8.52E-05	3.62E-01	7.65E-07	4.37E-04	5.63E-03	1.19E-08	6.79E-06	6.11E-03	1.29E-08	7.37E-06
To Lai Road	L132_1	0300-0400	8.92E-02	1.88E-07	1.08E-04	3.76E-01	7.94E-07	4.54E-04	7.32E-03	1.55E-08	8.83E-06	7.95E-03	1.68E-08	9.58E-06
To Lai Road	L132_1	0400-0500	8.91E-02	1.88E-07	1.07E-04	3.76E-01	7.94E-07	4.54E-04	7.32E-03	1.55E-08	8.83E-06	7.95E-03	1.68E-08	9.58E-06
To Lai Road	L132_1	0500-0600	1.03E-01	2.17E-07	1.24E-04	4.71E-01	9.95E-07	5.68E-04	8.75E-03	1.85E-08	1.06E-05	9.50E-03	2.01E-08	1.15E-05
To Lai Road	L132_1	0600-0700	1.25E-01	2.64E-07	1.51E-04	4.60E-01	9.71E-07	5.55E-04	1.24E-02	2.61E-08	1.49E-05	1.36E-02	2.86E-08	1.64E-05
To Lai Road	L132_1	0700-0800	7.63E-02	1.61E-07	9.20E-05	3.60E-01	7.61E-07	4.35E-04	1.00E-02	2.12E-08	1.21E-05	1.11E-02	2.34E-08	1.34E-05
To Lai Road	L132_1	0800-0900	1.02E-01	2.15E-07	1.23E-04	4.20E-01	8.88E-07	5.07E-04	1.16E-02	2.45E-08	1.40E-05	1.28E-02	2.70E-08	1.54E-05
To Lai Road	L132_1	0900-1000	8.03E-02	1.70E-07	9.69E-05	4.13E-01	8.72E-07	4.98E-04	9.14E-03	1.93E-08	1.10E-05	1.00E-02	2.11E-08	1.21E-05
To Lai Road	L132_1	1000-1100	1.06E-01	2.23E-07	1.27E-04	4.55E-01	9.61E-07	5.49E-04	1.09E-02	2.30E-08	1.31E-05	1.19E-02	2.52E-08	1.44E-05
To Lai Road	L132_1	1100-1200	1.01E-01	2.13E-07	1.22E-04	4.73E-01	9.99E-07	5.71E-04	1.11E-02	2.33E-08	1.33E-05	1.21E-02	2.56E-08	1.46E-05
To Lai Road	L132_1	1200-1300	1.05E-01	2.23E-07	1.27E-04	4.53E-01	9.57E-07	5.46E-04	1.14E-02	2.40E-08	1.37E-05	1.25E-02	2.63E-08	1.51E-05
To Lai Road	L132_1	1300-1400	1.06E-01	2.23E-07	1.27E-04	4.54E-01	9.59E-07	5.48E-04	1.14E-02	2.40E-08	1.37E-05	1.25E-02	2.63E-08	1.51E-05
To Lai Road	L132_1	1400-1500	9.40E-02	1.98E-07	1.13E-04	4.43E-01	9.35E-07	5.34E-04	1.01E-02	2.13E-08	1.22E-05	1.10E-02	2.33E-08	1.33E-05
To Lai Road	L132_1	1500-1600	1.11E-01	2.34E-07	1.34E-04	4.53E-01	9.57E-07	5.47E-04	1.10E-02	2.33E-08	1.33E-05	1.21E-02	2.55E-08	1.45E-05
To Lai Road	L132_1	1600-1700	6.73E-02	1.42E-07	8.12E-05	3.80E-01	8.02E-07	4.58E-04	8.27E-03	1.75E-08	9.98E-06	9.07E-03	1.91E-08	1.09E-05
To Lai Road	L132_1	1700-1800	6.01E-02	1.27E-07	7.24E-05	3.54E-01	7.48E-07	4.27E-04	9.04E-03	1.91E-08	1.09E-05	9.99E-03	2.11E-08	1.20E-05
To Lai Road	L132_1	1800-1900	5.43E-02	1.15E-07	6.56E-05	3.54E-01	7.48E-07	4.27E-04	8.66E-03	1.83E-08	1.04E-05	9.58E-03	2.02E-08	1.16E-05
To Lai Road	L132_1	1900-2000	6.25E-02	1.32E-07	7.54E-05	3.21E-01	6.77E-07	3.87E-04	8.50E-03	1.80E-08	1.03E-05	9.36E-03	1.98E-08	1.13E-05
To Lai Road	L132_1	2000-2100	5.18E-02	1.09E-07	6.25E-05	3.29E-01	6.95E-07	3.97E-04	7.69E-03	1.62E-08	9.27E-06	8.48E-03	1.79E-08	1.02E-05
To Lai Road	L132_1	2100-2200	4.31E-02	9.11E-08	5.20E-05	2.92E-01	6.16E-07	3.52E-04	8.08E-03	1.71E-08	9.75E-06	8.99E-03	1.90E-08	1.08E-05
To Lai Road	L132_1	2200-2300	3.57E-02	7.54E-08	4.31E-05	2.73E-01	5.76E-07	3.29E-04	6.73E-03	1.42E-08	8.12E-06	7.48E-03	1.58E-08	9.03E-06
To Lai Road	L132_1	2300-0000	4.41E-02	9.31E-08	5.32E-05	3.28E-01	6.93E-07	3.96E-04	7.70E-03	1.63E-08	9.29E-06	8.58E-03	1.81E-08	1.04E-05
To Lai Road	L132_2	0000-0100	5.20E-02	9.25E-08	2.33E-04	3.62E-01	6.43E-07	1.62E-03	8.92E-03	1.59E-08	3.99E-05	9.96E-03	1.77E-08	4.46E-05
To Lai Road	L132_2	0100-0200	7.08E-02	1.26E-07	3.17E-04	3.63E-01	6.45E-07	1.62E-03	5.63E-03	1.00E-08	2.52E-05	6.11E-03	1.09E-08	2.74E-05
To Lai Road	L132_2	0200-0300	7.06E-02	1.26E-07	3.16E-04	3.62E-01	6.44E-07	1.62E-03	5.63E-03	1.00E-08	2.52E-05	6.11E-03	1.09E-08	2.74E-05
To Lai Road	L132_2	0300-0400	8.92E-02	1.59E-07	3.99E-04	3.76E-01	6.69E-07	1.68E-03	7.32E-03	1.30E-08	3.28E-05	7.95E-03	1.41E-08	3.56E-05
To Lai Road	L132_2	0400-0500	8.91E-02	1.58E-07	3.99E-04	3.76E-01	6.69E-07	1.68E-03	7.32E-03	1.30E-08	3.28E-05	7.95E-03	1.41E-08	3.56E-05
To Lai Road	L132_2	0500-0600	1.03E-01	1.83E-07	4.60E-04	4.71E-01	8.38E-07	2.11E-03	8.75E-03	1.56E-08	3.92E-05	9.50E-03	1.69E-08	4.25E-05
To Lai Road	L132_2	0600-0700	1.25E-01	2.22E-07	5.59E-04	4.60E-01	8.18E-07	2.06E-03	1.24E-02	2.20E-08	5.54E-05	1.36E-02	2.41E-08	6.07E-05
To Lai Road	L132_2	0700-0800	7.63E-02	1.36E-07	3.41E-04	3.60E-01	6.41E-07	1.61E-03	1.00E-02	1.79E-08	4.49E-05	1.11E-02	1.97E-08	4.96E-05
To Lai Road	L132_2	0800-0900	1.02E-01	1.81E-07	4.56E-04	4.20E-01	7.47E-07	1.88E-03	1.16E-02	2.06E-08	5.19E-05	1.28E-02	2.27E-08	5.72E-05
To Lai Road	L132_2	0900-1000	8.03E-02	1.43E-07	3.59E-04	4.13E-01	7.35E-07	1.85E-03	9.14E-03	1.63E-08	4.09E-05	1.00E-02	1.78E-08	4.48E-05
To Lai Road	L132_2	1000-1100	1.06E-01	1.88E-07	4.72E-04	4.55E-01	8.09E-07	2.04E-03	1.09E-02	1.94E-08	4.87E-05	1.19E-02	2.12E-08	5.33E-05
To Lai Road	L132_2	1100-1200	1.01E-01	1.79E-07	4.52E-04	4.73E-01	8.42E-07	2.12E-03	1.11E-02	1.97E-08	4.95E-05	1.21E-02	2.16E-08	5.43E-05
To Lai Road	L132_2	1200-1300	1.05E-01	1.87E-07	4.72E-04	4.53E-01	8.06E-07	2.03E-03	1.14E-02	2.02E-08	5.09E-05	1.25E-02	2.22E-08	5.58E-05
To Lai Road	L132_2	1300-1400	1.06E-01	1.88E-07	4.73E-04	4.54E-01	8.07E-07	2.03E-03	1.14E-02	2.02E-08	5.09E-05	1.25E-02	2.22E-08	5.58E-05
To Lai Road	L132_2	1400-1500	9.40E-02	1.67E-07	4.21E-04	4.43E-01	7.87E-07	1.98E-03	1.01E-02	1.79E-08	4.51E-05	1.10E-02	1.96E-08	4.94E-05
To Lai Road	L132_2	1500-1600	1.11E-01	1.97E-07	4.96E-04	4.53E-01	8.06E-07	2.03E-03	1.10E-02	1.96E-08	4.93E-05	1.21E-02	2.14E-08	5.39E-05
To Lai Road	L132_2	1600-1700	6.73E-02	1.20E-07	3.01E-04	3.80E-01	6.75E-07	1.70E-03	8.27E-03	1.47E-08	3.70E-05	9.07E-03	1.61E-08	4.06E-05
To Lai Road	L132_2	1700-1800	6.01E-02	1.07E-07	2.69E-04	3.54E-01	6.30E-07	1.58E-03	9.04E-03	1.61E-08	4.05E-05	9.99E-03	1.78E-08	4.47E-05
To Lai Road	L132_2	1800-1900	5.43E-02	9.67E-08	2.43E-04	3.54E-01	6.30E-07	1.58E-03	8.66E-03	1.54E-08	3.88E-05	9.58E-03	1.70E-08	4.29E-05
To Lai Road	L132_2	1900-2000	6.25E-02	1.11E-07	2.80E-04	3.21E-01	5.70E-07	1.43E-03	8.50E-03	1.51E-08	3.81E-05	9.36E-03	1.67E-08	4.19E-05
To Lai Road	L132_2	2000-2100	5.18E-02	9.21E-08	2.32E-04	3.29E-01	5.85E-07	1.47E-03	7.69E-03	1.37E-08	3.44E-05	8.48E-03	1.51E-08	3.79E-05
To Lai Road	L132_2	2100-2200	4.31E-02	7.67E-08	1.93E-04	2.92E-01	5.19E-07	1.31E-03	8.08E-03	1.44E-08	3.62E-05	8.99E-03	1.60E-08	4.03E-05
To Lai Road	L132_2	2200-2300	3.57E-02	6.35E-08	1.60E-04	2.73E-01	4.85E-07	1.22E-03	6.73E-03	1.20E-08	3.01E-05	7.48E-03	1.33E-08	3.35E-05
To Lai Road	L132_2	2300-0000	4.41E-02	7.84E-08	1.97E-04	3.28E-01	5.84E-07	1.47E-03	7.70E-03	1.37E-08	3.45E-05	8.58E-03	1.53E-08	3.84E-05
To Lai Road	L133_1	0000-0100	4.42E-02	7.86E-08	1.98E-04	3.30E-01	5.87E-07	1.48E-03	7.70E-03	1.37E-08	3.45E-05	8.58E-03	1.53E-08	3.85E-05
To Lai Road	L133_1	0100-0200	5.82E-02	1.04E-07	2.61E-04	3.97E-01	7.06E-07	1.78E-03	5.25E-03	9.34E-09	2.35E-05	5.70E-03	1.01E-08	2.55E-05
To Lai Road	L133_1	0200-0300	6.51E-02	1.16E-07	2.92E-04	4.07E-01	7.24E-07	1.82E-03	6.00E-03	1.07E-08	2.69E-05	6.51E-03	1.16E-08	2.92E-05
To Lai Road	L133_1	0300-0400	7.06E-02	1.26E-07	3.17E-04	3.63E-01	6.45E-07	1.63E-03	5.63E-03	1.00E-08	2.52E-05	6.11E-03	1.09E-08	2.74E-05
To Lai Road	L133_1	0400-0500	8.91E-02	1.58E-07	3.99E-04	3.76E-01	6.69E-07	1.68E-03	7.32E-03	1.30E-08	3.28E-05	7.95E-03	1.41E-08	3.56E-05
To Lai Road	L133_1	0500-0600	1.03E-01	1.83E-07	4.60E-04	4.71E-01	8.38E-07	2.11E-03	8.75E-03	1.56E-08	3.92E-05	9.50E-03	1.69E-08	4.26E-05
To Lai Road	L133_1	0600-0700	1.50E-01	2.67E-07	6.73E-04	5.01E-01	8.91E-07	2.25E-03	1.44E-02	2.56E-08	6.44E-05	1.57E-02	2.80E-08	7.05E-05
To Lai Road	L133_1	0700-0800	9.02E-02	1.60E-07	4.04E-04	3.89E-01	6.92E-07	1.74E-03	1.01E-02	1.79E-08	4.52E-05	1.10E-02	1.96E-08	4.94E-05
To Lai Road	L133_1	0800-0900	1.22E-01	2.18E-07	5.48E-04	4.60E-01	8.18E-07	2.06E-03	1.21E-02	2.16E-08	5.44E-05	1.33E-02	2.36E-08	5.95E-05
To Lai Road	L133_1	0900-1000	8.22E-02	1.46E-07	3.68E-04	4.33E-01	7.70E-07	1.94E-03	9.45E-03	1.68E-08	4.24E-05	1.04E-02	1.84E-08	4.64E-05
To Lai Road	L133_1	1000-1100	9.35E-02	1.66E-07	4.19E-04	4.41E-01	7.84E-07	1.98E-03	1.01E-02	1.79E-08	4.52E-05	1.10E-02	1.96E-08	4.94E-05
To Lai Road	L133_1	1100-1200	8.59E-02	1.53E-07	3.85E-04	4.06E-01	7.22E-07	1.82E-03	9.58E-03	1.70E-08	4.29E-05	1.05E-02	1.87E-08	4.70E-05
To Lai Road	L133_1	1200-1300	9.86E-02	1.75E-07	4.42E-04	4.30E-01	7.65E-07	1.93E-03	1.10E-02	1.96E-08	4.93E-05	1.21E-02	2.15E-08	5.41E-05
To Lai Road	L133_1	1300-1400	8.63E-02	1.54E-07	3.87E-04	4.08E-01	7.26E-07	1.83E-03	9.58E-03	1.70E-08	4.29E-05	1.05E-02	1.87E-08	4.70E-05
To Lai Road	L133_1	1400-1500	8.82E-02	1.57E-07	3.95E-04	4.33E-01	7.70E-07	1.94E-03	9.83E-03	1.75E-08	4.40E-05	1.08E-02	1.91E-08	4.82E-05
To Lai Road	L133_1	1500-1600	9.19E-02	1.63E-07	4.12E-04	4.16E-01	7.41E-07	1.87E-03	9.83E-03	1.75E-08	4.41E-05	1.08E-02	1.91E-08	4.82E-05
To Lai Road	L133_1	1600-1700	4.95E-02	8.80E-08	2.22E-04	3.61E-01	6.41E-07	1.62E-03	8.29E-03	1.47E-08	3.71E-05	9.17E-03	1.63E-08	4.11E-05
To Lai Road	L133_1	1700-1800	4.75E-02	8.45E-08	2.13E-04	3.36E-01	5.97E-07	1.50E-03	8.70E-03	1.55E-08	3.90E-05	9.67E-03	1.72E-08	4.33E-05
To Lai Road	L133_1	1800-1900	3.40E-02	6.05E-08	1.52E-04	2.95E-01	5.24E-07	1.32E-03	7.89E-03	1.40E-08	3.54E-05	8.79E-03	1.56E-08	3.94E-05
To Lai Road	L133_1	1900-2000	5.66E-02	1.01E-07	2.53E-04	3.08E-01	5.48E-07	1.38E-03	7.59E-03	1.35E-08	3.40E-05	8.32E-03	1.48E-08	3.73E-05
To Lai Road	L133_1	2000-2100	4.51E-02	8.03E-08	2.02E-04	3.07E-01	5.46E-07	1.38E-03	7.31E-03	1.30E-08	3.28E-05	8.07E-03	1.44E-08	3.62E-05
To Lai Road	L133_1	2100-2200	3.80E-02	6.77E-08	1.70E-04	2.86E-01	5.09E-07	1.28E-03	7.35E-03	1.31E-08	3.30E-05	8.16E-03	1.45E-08	3.66E-05
To Lai Road	L133_1	2200-2300	3.18E-02	5.66E-08	1.42E-04	2.86E-01	5.08E-07	1.28E-03	6.07E-03	1.08E-08	2.72E-05	6.71E-03	1.19E-08	3.01E-05
To Lai Road	L133_1	2300-0000	4.36E-02	7.76E-08	1.96E-04	3.11E-01	5.53E-07	1.39E-03	7.89E-03	1.40E-08	3.54E-05	8.79E-03	1.56E-08	3.94E-05

Summary of Open Road Emission Rates Generated from SAMP

Road Name	Road ID	Hour	NO2 Emission			NO Emission			PM25 Emission			PM10 Emission		
			MonthlyHourMin			MonthlyHourMin			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
To Lai Road	L133_2	0000-0100	4.42E-02	9.20E-08	5.40E-05	3.30E-01	6.87E-07	4.03E-04	7.70E-03	1.60E-08	9.40E-06	8.58E-03	1.79E-08	1.05E-05
To Lai Road	L133_2	0100-0200	5.82E-02	1.21E-07	7.11E-05	3.97E-01	8.26E-07	4.85E-04	5.25E-03	1.09E-08	6.41E-06	5.70E-03	1.19E-08	6.96E-06
To Lai Road	L133_2	0200-0300	6.51E-02	1.36E-07	7.96E-05	4.07E-01	8.48E-07	4.97E-04	6.00E-03	1.25E-08	7.33E-06	6.51E-03	1.36E-08	7.95E-06
To Lai Road	L133_2	0300-0400	7.06E-02	1.47E-07	8.63E-05	3.63E-01	7.55E-07	4.43E-04	5.63E-03	1.17E-08	6.88E-06	6.11E-03	1.27E-08	7.46E-06
To Lai Road	L133_2	0400-0500	8.91E-02	1.85E-07	1.09E-04	3.76E-01	7.83E-07	4.59E-04	7.32E-03	1.52E-08	8.94E-06	7.95E-03	1.65E-08	9.70E-06
To Lai Road	L133_2	0500-0600	1.03E-01	2.14E-07	1.25E-04	4.71E-01	9.82E-07	5.76E-04	8.75E-03	1.82E-08	1.07E-05	9.50E-03	1.98E-08	1.16E-05
To Lai Road	L133_2	0600-0700	1.50E-01	3.13E-07	1.83E-04	5.01E-01	1.04E-06	6.12E-04	1.44E-02	2.99E-08	1.75E-05	1.57E-02	3.28E-08	1.92E-05
To Lai Road	L133_2	0700-0800	9.02E-02	1.88E-07	1.10E-04	3.89E-01	8.10E-07	4.75E-04	1.01E-02	2.10E-08	1.23E-05	1.10E-02	2.30E-08	1.35E-05
To Lai Road	L133_2	0800-0900	1.22E-01	2.55E-07	1.49E-04	4.60E-01	9.57E-07	5.61E-04	1.21E-02	2.53E-08	1.48E-05	1.33E-02	2.76E-08	1.62E-05
To Lai Road	L133_2	0900-1000	8.22E-02	1.71E-07	1.00E-04	4.33E-01	9.02E-07	5.29E-04	9.45E-03	1.97E-08	1.15E-05	1.04E-02	2.16E-08	1.26E-05
To Lai Road	L133_2	1000-1100	9.35E-02	1.95E-07	1.14E-04	4.41E-01	9.18E-07	5.39E-04	1.01E-02	2.10E-08	1.23E-05	1.10E-02	2.30E-08	1.35E-05
To Lai Road	L133_2	1100-1200	8.59E-02	1.79E-07	1.05E-04	4.06E-01	8.46E-07	4.96E-04	9.58E-03	2.00E-08	1.17E-05	1.05E-02	2.18E-08	1.28E-05
To Lai Road	L133_2	1200-1300	9.86E-02	2.05E-07	1.20E-04	4.30E-01	8.96E-07	5.25E-04	1.10E-02	2.29E-08	1.34E-05	1.21E-02	2.51E-08	1.47E-05
To Lai Road	L133_2	1300-1400	8.63E-02	1.80E-07	1.05E-04	4.08E-01	8.50E-07	4.98E-04	9.58E-03	2.00E-08	1.17E-05	1.05E-02	2.18E-08	1.28E-05
To Lai Road	L133_2	1400-1500	8.82E-02	1.84E-07	1.08E-04	4.33E-01	9.02E-07	5.29E-04	9.83E-03	2.05E-08	1.20E-05	1.08E-02	2.24E-08	1.31E-05
To Lai Road	L133_2	1500-1600	9.19E-02	1.91E-07	1.12E-04	4.16E-01	8.67E-07	5.08E-04	9.83E-03	2.05E-08	1.20E-05	1.08E-02	2.24E-08	1.31E-05
To Lai Road	L133_2	1600-1700	4.95E-02	1.03E-07	6.04E-05	3.61E-01	7.51E-07	4.40E-04	8.29E-03	1.73E-08	1.01E-05	9.17E-03	1.91E-08	1.12E-05
To Lai Road	L133_2	1700-1800	4.75E-02	9.89E-08	5.80E-05	3.36E-01	6.99E-07	4.10E-04	8.70E-03	1.81E-08	1.06E-05	9.67E-03	2.01E-08	1.18E-05
To Lai Road	L133_2	1800-1900	3.40E-02	7.08E-08	4.15E-05	2.95E-01	6.14E-07	3.60E-04	7.89E-03	1.64E-08	9.64E-06	8.79E-03	1.83E-08	1.07E-05
To Lai Road	L133_2	1900-2000	5.66E-02	1.18E-07	6.91E-05	3.08E-01	6.42E-07	3.76E-04	7.59E-03	1.58E-08	9.27E-06	8.32E-03	1.73E-08	1.02E-05
To Lai Road	L133_2	2000-2100	4.51E-02	9.40E-08	5.51E-05	3.07E-01	6.39E-07	3.75E-04	7.31E-03	1.52E-08	8.93E-06	8.07E-03	1.68E-08	9.86E-06
To Lai Road	L133_2	2100-2200	3.80E-02	7.92E-08	4.65E-05	2.86E-01	5.96E-07	3.50E-04	7.35E-03	1.53E-08	8.98E-06	8.16E-03	1.70E-08	9.97E-06
To Lai Road	L133_2	2200-2300	3.18E-02	6.62E-08	3.88E-05	2.86E-01	5.95E-07	3.49E-04	6.07E-03	1.26E-08	7.41E-06	6.71E-03	1.40E-08	8.20E-06
To Lai Road	L133_2	2300-0000	4.36E-02	9.09E-08	5.33E-05	3.11E-01	6.47E-07	3.79E-04	7.89E-03	1.64E-08	9.64E-06	8.79E-03	1.83E-08	1.07E-05

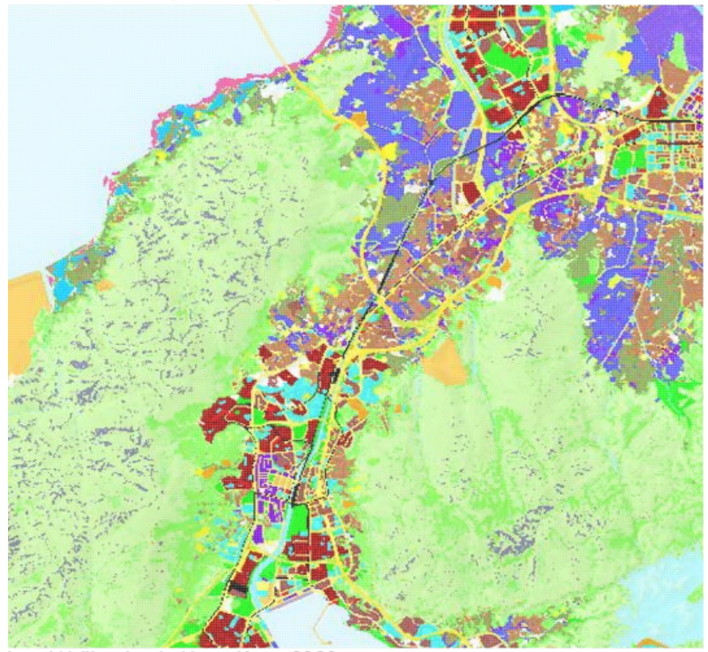
Appendix 5.4

Derivation of Land Use Implications on Albedo Value, Bowen Ratio and Surface Roughness

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	19760	1.98%	0.0035568	1.008044172
2		Public Residential	1	0.18	1.5	24298	2.43%	0.00437364	1.009900682
3		Rural Settlement	0.375	0.165	0.9	55858	5.59%	0.00921657	0.994132056
11		Commercial/Business and Office	1	0.18	1.5	2762	0.28%	0.00049716	1.001120522
21		Industrial Land	0.7	0.18	1.5	13464	1.35%	0.00242352	1.005474111
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	6137	0.61%	0.00110466	1.002491438
23		Warehouse and Open Storage	0.7	0.18	1.5	55773	5.58%	0.01003914	1.02287164
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	18737	1.87%	0.00337266	1.007626132
32		Open Space and Recreation	0.04	0.15	1	18406	1.84%	0.0027609	1
41		Roads and Transport Facilities	0.7	0.18	1.5	57577	5.76%	0.01036386	1.023620103
42		Railways	0.7	0.18	1.5	5707	0.57%	0.00102726	1.002316669
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	380	0.04%	0.0000684	1.000154089
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	6011	0.60%	0.00108198	1.002440223
52		Utilities	0.7	0.18	1.5	4516	0.45%	0.00081288	1.001832758
53		Vacant Land/Construction in Progress	0.2	0.18	1	12225	1.22%	0.0022005	1
54		Others	0.2	0.18	1	11681	1.17%	0.00210258	1
61		Agricultural Land	0.1575	0.18	0.55	34058	3.41%	0.00613044	0.979844756
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	4286	0.43%	0.0004286	0.990179658
71		Woodland	1.05	0.1625	0.75	87274	8.73%	0.014182025	0.975205398
72		Shrubland	0.3	0.18	1.25	63137	6.31%	0.01136466	1.014188327
73		Grassland	0.065	0.185	0.8	337196	33.72%	0.06238126	0.927517967
74		Mangrove/Swamp	0.065	0.14	0.225	3451	0.35%	0.00048314	0.994865526
81		Badland	0.15	0.1625	0.75	22061	2.21%	0.003584913	0.993673543
83		Rocky Shore	0.05	0.2	4.75	80	0.01%	0.000016	1.000124659
91		Reservoirs	0.001	0.1	0.1	15063	1.51%	0.0015063	0.965910751
92		Streams and Nullahs	0.001	0.1	0.1	7296	0.73%	0.0007296	0.983340667
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	112806	11.28%	0.0112806	0.77124791
				0.167090	**0.699247**	1000000			

* Non-PlanD Land Utilization categories

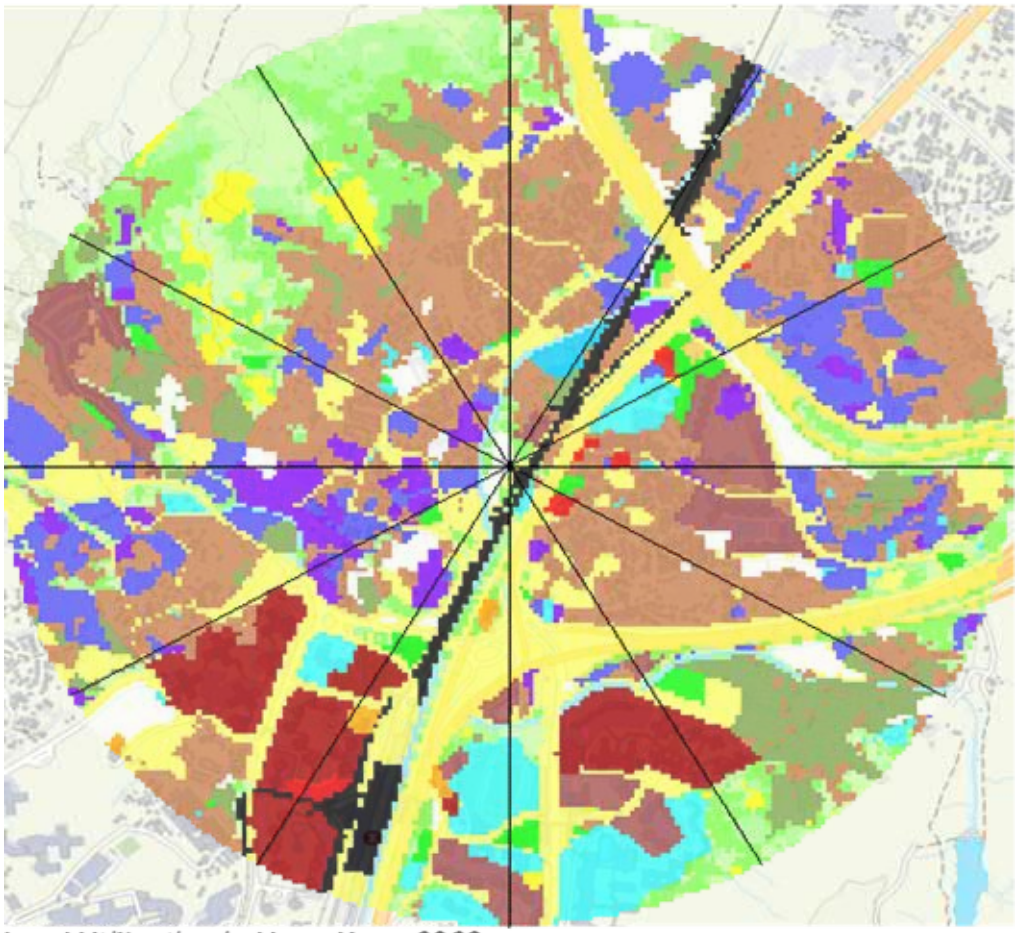
Center: X=816145, Y=831065, Z=8.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.276315**
30	30 - 60	5.31768931	**0.421834**
60	60 - 90	5.176452751	**0.500960**
90	90 - 120	5.176452751	**0.460606**
120	120 - 150	5.31768931	**0.358464**
150	150 - 180	5.176452751	**0.619153**
180	180 - 210	5.176452751	**0.474118**
210	210 - 240	5.31768931	**0.467464**
240	240 - 270	5.176452751	**0.456579**
270	270 - 300	5.176452751	**0.392295**
300	300 - 330	5.31768931	**0.324035**
330	330 - 360	5.176452751	**0.348836**

Center: X=816145, Y=831065, Z=8.0; Met Year=2019;



Land Utilization in Hong Kong 2023

Appendix 5.5

Derivation of Emission Rates and Emission Inventory of Chimney

Derivation of Emission Rates and Inventory

Wood Emission Factors:

SO_2	=	0.4	lb/ton_{wood}	
	=	0.2	kg/Mg_{wood}	
RSP	=	30.6	lb/ton_{wood}	USEPA AP-42 5th Ed Vol. I Section 1.10 - "Residential Wood Stoves", Table 1.10-1: Emission Factors for Wood Stoves
	=	15.3	kg/Mg_{wood}	
NOx	=	2.8	lb/ton_{wood}	
	=	1.4	kg/Mg_{wood}	

Derivation of Emission Rate for Chimney S1

Wood Consumption per stove	=	1.5	pallets/hr	From the approved EIA report "Development at San Hing Road and Hong Po Road, Tuen Mun (AEIAR-227/2020)"
Weight per wood pallet	=	20.0	kg/pallet	
Total Wood Consumption	=	30	kg_{wood}/hr	

		SO_2	PM	RSP	FSP	NOx
Unmitigated Total Emission Rate (g/s)	=	**0.0017**	**-**	**0.1275**	**0.1275**	**0.0117**

Emission Inventory of Industrial Emissions (Point Source)

Emission Point ID	Source Description	Source Type	Coordinates of Sources		Emission Rate					Base Elevation	Emission Height	Exhaust Temperature		Exit Velocity	Equiv. Stack dia.	Operating Period with Emissions	No. of Operating Days per Year
					NO_x	% of Initial NO_2 in NO_x	RSP	FSP	SO_2								
			X	Y	g/s		g/s	g/s	g/s	m	mAG	°C	K	m/s	m		
S1 [a]	Chimney of Roast Pig Factory	Point	816199	830877	0.01167	10.0 [c]	0.1275	0.1275	0.00167	6.00	20[e]	-	473.0	7.0	1.5	0630 - 1700[d]	365
S2 [b]	Polystyrene Foam Products Factory Limited	Point	816602	831182	0.13330	10.0 [c]	0.0072	0.0055	0.00473	12.00	10	-	373.0	6.0	0.3	0700 - 1900	365

Note: [a] Exit velocity and temperature could not be obtained from the operator. Details are therefore obtained from the EIA Development at San Hing Road and Hong Po Road, Tuen Mun (No. AEIAR-227/2020).

[b] All the emission rates, stack parameters and operating hours for S2 are obtained from the EIA Development at Route 11 (Section between Yuen Long and North Lantau) (No. AEIAR-255/2023) and the EIA Development at Hung Shui Kiu New Development Area (AEIAR-203/2016

[c] Boilers in Table 4.5 of Heathrow Airport EIA report (http://www.cerc.co.uk/environmental-software/assets/data/doc_validation/ADMS-Airport_Adding%20Capacity_Air%20Quality.pdf)

[d] The operating period is confirmed by the owner of the factory based on a site visit conducted on the 6th of March 2024

[e] The chimney height of the roast pig factory is referenced from the approved EIA report “Development at San Hing Road and Hong Po Road, Tuen Mun (No. AEIAR-227/2020)

Appendix 5.6

Derivation of Emission Rates and Emission Inventory of Bus Termini

Fu Tai Estate Bus Terminus

Minimum Hourly Temperature and Relative Humidity

Temperature: 8 °C

Relative Humidity: 16 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip) [1]																	
NOx	2.0E-01	3.6E-01	4.8E-01	6.8E-01	8.4E-01	1.1E+00	1.6E+00	2.0E+00	3.0E+00	3.9E+00	4.4E+00	5.2E+00	5.7E+00	6.0E+00	6.2E+00	6.3E+00	6.4E+00	6.4E+00
NO	1.7E-01	3.0E-01	4.1E-01	5.8E-01	7.1E-01	9.5E-01	1.4E+00	1.7E+00	2.5E+00	3.3E+00	3.7E+00	4.4E+00	4.8E+00	5.1E+00	5.2E+00	5.4E+00	5.4E+00	5.4E+00
NO2	3.2E-02	5.7E-02	7.6E-02	1.1E-01	1.3E-01	1.8E-01	2.6E-01	3.2E-01	4.7E-01	6.2E-01	6.9E-01	8.2E-01	9.0E-01	9.5E-01	9.7E-01	1.0E+00	1.0E+00	1.0E+00
RSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
FSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip) [1]																	
NOx	7.2E-01	1.3E+00	1.7E+00	2.4E+00	3.0E+00	4.0E+00	5.9E+00	7.3E+00	1.1E+01	1.4E+01	1.6E+01	1.9E+01	2.1E+01	2.2E+01	2.2E+01	2.3E+01	2.3E+01	2.3E+01
NO	6.7E-01	1.2E+00	1.6E+00	2.3E+00	2.8E+00	3.7E+00	5.5E+00	6.8E+00	1.0E+01	1.3E+01	1.5E+01	1.7E+01	1.9E+01	2.0E+01	2.1E+01	2.1E+01	2.1E+01	2.1E+01
NO2	5.0E-02	9.1E-02	1.2E-01	1.7E-01	2.1E-01	2.8E-01	4.1E-01	5.1E-01	7.5E-01	9.8E-01	1.1E+00	1.3E+00	1.4E+00	1.5E+00	1.5E+00	1.6E+00	1.6E+00	1.6E+00
RSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
FSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Soaking Time (min) / Hour	No. of Trips of FBSD [6]																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100																		
0100 - 0200																		
0200 - 0300																		
0300 - 0400																		
0400 - 0500																		
0500 - 0600																		
0600 - 0700																		
0700 - 0800																		
0800 - 0900																		
0900 - 1000																		
1000 - 1100																		
1100 - 1200																		
1200 - 1300																		
1300 - 1400																		
1400 - 1500																		
1500 - 1600																		
1600 - 1700																		
1700 - 1800																		
1800 - 1900																		
1900 - 2000																		
2000 - 2100																		
2100 - 2200																		
2200 - 2300																		
2300 - 2400																		
																Daily Total	0	

Soaking Time (min) / Hour	No. of Trips of FBDD [8]																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
0500 - 0600	0	10	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
0600 - 0700	0	20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	20	4	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0
0800 - 0900	0	20	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	12	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	12	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
																Daily Total	362	

Total Start Emission of FBSD & FBDD (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1.6E+01	1.5E+01	1.1E+00	0.0E+00	0.0E+00
3.2E+01	2.9E+01	2.2E+00	0.0E+00	0.0E+00
7.6E+01	7.1E+01	5.3E+00	0.0E+00	0.0E+00
3.2E+01	3.0E+01	2.2E+00	0.0E+00	0.0E+00
1.1E+02	9.8E+01	7.3E+00	0.0E+00	0.0E+00
3.5E+01	3.2E+01	2.4E+00	0.0E+00	0.0E+00
3.2E+01	3.0E+01	2.2E+00	0.0E+00	0.0E+00
2.9E+01	2.7E+01	2.0E+00	0.0E+00	0.0E+00
3.2E+01	3.0E+01	2.2E+00	0.0E+00	0.0E+00
3.2E+01	3.0E+01	2.2E+00	0.0E+00	0.0E+00
3.2E+01	3.0E+01	2.2E+00	0.0E+00	0.0E+00
3.3E+01	3.1E+01	2.3E+00	0.0E+00	0.0E+00
3.3E+01	3.1E+01	2.3E+00	0.0E+00	0.0E+00
3.3E+01	3.1E+01	2.3E+00	0.0E+00	0.0E+00
3.3E+01	3.1E+01	2.3E+00	0.0E+00	0.0E+00
3.3E+01	3.1E+01	2.3E+00	0.0E+00	0.0E+00
2.3E+01	2.1E+01	1.6E+00	0.0E+00	0.0E+00
2.3E+01	2.1E+01	1.6E+00	0.0E+00	0.0E+00
3.0E+01	2.8E+01	2.1E+00	0.0E+00	0.0E+00
3.0E+01	2.8E+01	2.1E+00	0.0E+00	0.0E+00

Idling Emission - Terminating Buses [1]

Idling Time for Terminating Buses	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD [8]										FBDD [8]									
	Frequency	Cold Idling Emission Factor (g/s)				Cold Idling Emission (g) [2]					Frequency	Cold Idling Emission Factor (g/s)				Cold Idling Emission (g) [2]				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E-01	7.7E+00	5.2E-01	2.2E-03	2.2E-03
0400 - 0500	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	2	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	1.6E+01	1.5E+01	1.0E+00	4.3E-03	4.3E-03
0500 - 0600	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	4	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	3.3E+01	3.1E+01	2.1E+00	8.7E-03	8.7E-03
0600 - 0700	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0700 - 0800	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	4	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	3.3E+01	3.1E+01	2.1E+00	8.7E-03	8.7E-03
0800 - 0900	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0900 - 1000	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1000 - 1100	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1100 - 1200	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1200 - 1300	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1300 - 1400	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
1400 - 1500	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
1500 - 1600	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
1600 - 1700	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
1700 - 1800	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
1800 - 1900	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
1900 - 2000	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
2000 - 2100	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	8.2E+00	7.7E+00	5.2E-01	2.2E-03	2.2E-03
2100 - 2200	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	1.6E+01	1.5E+01	1.0E+00	4.3E-03	4.3E-03
2200 - 2300	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	2	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	1.6E+01	1.5E+01	1.0E+00	4.3E-03	4.3E-03
2300 - 2400	0	7.7E-03	6.5E-03	1.2E-03	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	2	6.9E-02	6.4E-02	4.3E-03	1.8E-05	1.8E-05	1.6E+01	1.5E+01	1.0E+00	4.3E-03	4.3E-03
Daily Total	0											23										

Hour	FBSD [8]										FBDD [8]									
	Frequency	Hot Idling Emission Factor (g/s)				Hot Idling Emission (g) [2]					Frequency	Hot Idling Emission Factor (g/s)				Hot Idling Emission (g) [2]				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0400 - 0500	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0500 - 0600	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	10	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	2.7E+00	2.6E+00	1.7E-01	2.2E-02	2.2E-02
0600 - 0700	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	22	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	6.0E+00	5.6E+00	3.8E-01	4.8E-02	4.8E-02
0700 - 0800	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	27	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	7.4E+00	6.9E+00	4.7E-01	5.9E-02	5.9E-02
0800 - 0900	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	23	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	6.3E+00	5.9E+00	4.0E-01	5.0E-02	5.0E-02
0900 - 1000	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	22	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	6.0E+00	5.6E+00	3.8E-01	4.8E-02	4.8E-02
1000 - 1100	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	5.2E+00	4.9E+00	3.3E-01	4.1E-02	4.1E-02
1100 - 1200	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	5.5E+00	5.1E+00	3.4E-01	4.3E-02	4.3E-02
1200 - 1300	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	5.5E+00	5.1E+00	3.4E-01	4.3E-02	4.3E-02
1300 - 1400	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	5.5E+00	5.1E+00	3.4E-01	4.3E-02	4.3E-02
1400 - 1500	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
1500 - 1600	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
1600 - 1700	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
1700 - 1800	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
1800 - 1900	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
1900 - 2000	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	18	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	4.9E+00	4.6E+00	3.1E-01	3.9E-02	3.9E-02
2000 - 2100	0	6.3E-04	5.3E-04	9.7E-05	3.6E-06	3.6E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	12	2.3E-03	2.1E-03	1.4E-04	1.8E-05	1.8E-05	3.3E+00	3.1E+00	2.1E-01	2.6E-02	2.6E-02
2100 - 2200	0	6.3E-04	5.3E

Running Emission - Terminating Buses

Average Travelling Distance within bus terminus =	213	m
Average Travelling Speed =	10	km/h

Hour	FBSD [8]										FBDD [8]										
	Frequen	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequen	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
	cy	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	cy	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	1	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.4E+00	2.3E+00	1.5E-01	8.1E-02	7.5E-02
0400 - 0500	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	2	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.8E+00	4.5E+00	3.0E-01	1.6E-01	1.5E-01
0500 - 0600	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	14	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.4E+01	3.2E+01	2.1E+00	1.1E+00	1.0E+00
0600 - 0700	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	22	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	5.3E+01	5.0E+01	3.3E+00	1.8E+00	1.6E+00
0700 - 0800	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	31	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	7.5E+01	7.0E+01	4.7E+00	2.5E+00	2.3E+00
0800 - 0900	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	23	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	5.5E+01	5.2E+01	3.5E+00	1.9E+00	1.7E+00
0900 - 1000	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	22	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	5.3E+01	5.0E+01	3.3E+00	1.8E+00	1.6E+00
1000 - 1100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1100 - 1200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.8E+01	4.5E+01	3.0E+00	1.6E+00	1.5E+00
1200 - 1300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.8E+01	4.5E+01	3.0E+00	1.6E+00	1.5E+00
1300 - 1400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	20	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.8E+01	4.5E+01	3.0E+00	1.6E+00	1.5E+00
1400 - 1500	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1500 - 1600	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1600 - 1700	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1700 - 1800	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1800 - 1900	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
1900 - 2000	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	19	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	4.6E+01	4.3E+01	2.9E+00	1.5E+00	1.4E+00
2000 - 2100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.1E+01	2.9E+01	2.0E+00	1.1E+00	9.7E-01
2100 - 2200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.1E+01	2.9E+01	2.0E+00	1.1E+00	9.7E-01
2200 - 2300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	14	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.4E+01	3.2E+01	2.1E+00	1.1E+00	1.0E+00
2300 - 2400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	14	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.4E+01	3.2E+01	2.1E+00	1.1E+00	1.0E+00
Daily Total	0											362										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [7]					Total Emission Rate (g/s)				
	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	1.1E+01	1.0E+01	7.0E-01	8.3E-02	7.7E-02	3.1E-03	2.9E-03	1.9E-04	2.3E-05	2.1E-05
0400 - 0500	2.2E+01	2.1E+01	1.4E+00	1.7E-01	1.5E-01	6.2E-03	5.8E-03	3.9E-04	4.6E-05	4.3E-05
0500 - 0600	7.2E+01	6.7E+01	4.5E+00	1.2E+00	1.1E+00	2.0E-02	1.9E-02	1.3E-03	3.2E-04	3.0E-04
0600 - 0700	6.0E+01	5.6E+01	3.8E+00	1.8E+00	1.7E+00	1.7E-02	1.6E-02	1.1E-03	5.1E-04	4.7E-04
0700 - 0800	1.2E+02	1.1E+02	7.5E+00	2.6E+00	2.4E+00	3.3E-02	3.1E-02	2.1E-03	7.2E-04	6.6E-04
0800 - 0900	6.3E+01	5.9E+01	4.0E+00	1.9E+00	1.8E+00	1.7E-02	1.6E-02	1.1E-03	5.3E-04	4.9E-04
0900 - 1000	6.0E+01	5.6E+01	3.8E+00	1.8E+00	1.7E+00	1.7E-02	1.6E-02	1.1E-03	5.1E-04	4.7E-04
1000 - 1100	5.2E+01	4.9E+01	3.3E+00	1.6E+00	1.5E+00	1.4E-02	1.4E-02	9.1E-04	4.4E-04	4.1E-04
1100 - 1200	5.5E+01	5.1E+01	3.5E+00	1.7E+00	1.5E+00	1.5E-02	1.4E-02	9.6E-04	4.6E-04	4.3E-04
1200 - 1300	5.5E+01	5.1E+01	3.5E+00	1.7E+00	1.5E+00	1.5E-02	1.4E-02	9.6E-04	4.6E-04	4.3E-04
1300 - 1400	5.5E+01	5.1E+01	3.5E+00	1.7E+00	1.5E+00	1.5E-02	1.4E-02	9.6E-04	4.6E-04	4.3E-04
1400 - 1500	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
1500 - 1600	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
1600 - 1700	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
1700 - 1800	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
1800 - 1900	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
1900 - 2000	6.0E+01	5.6E+01	3.8E+00	1.6E+00	1.5E+00	1.7E-02	1.6E-02	1.1E-03	4.4E-04	4.1E-04
2000 - 2100	4.3E+01	4.1E+01	2.7E+00	1.1E+00	1.0E+00	1.2E-02	1.1E-02	7.6E-04	3.0E-04	2.8E-04
2100 - 2200	4.3E+01	4.1E+01	2.7E+00	1.1E+00	1.0E+00	1.2E-02	1.1E-02	7.6E-04	3.0E-04	2.8E-04
2200 - 2300	5.4E+01	5.1E+01	3.4E+00	1.2E+00	1.1E+00	1.5E-02	1.4E-02	9.5E-04	3.2E-04	3.0E-04
2300 - 2400	5.4E+01	5.1E+01	3.4E+00	1.2E+00	1.1E+00	1.5E-02	1.4E-02	9.5E-04	3.2E-04	3.0E-04
						max:	3.1E-02	2.1E-03	7.2E-04	6.6E-04

PTI opening hourly emission factor

NO	NO2	RSP	FSP
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
9.4E-02	9.4E-02	3.2E-02	3.2E-02
1.9E-01	1.9E-01	6.5E-02	6.5E-02
6.1E-01	6.1E-01	4.5E-01	4.5E-01
5.1E-01	5.1E-01	7.1E-01	7.1E-01
1.0E+00	1.0E+00	1.0E+00	1.0E+00
5.3E-01	5.3E-01	7.4E-01	7.4E-01
5.1E-01	5.1E-01	7.1E-01	7.1E-01
4.4E-01	4.4E-01	6.1E-01	6.1E-01
4.6E-01	4.6E-01	6.5E-01	6.5E-01
4.6E-01	4.6E-01	6.5E-01	6.5E-01
4.6E-01	4.6E-01	6.5E-01	6.5E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
5.1E-01	5.1E-01	6.1E-01	6.1E-01
3.7E-01	3.7E-01	4.2E-01	4.2E-01
3.7E-01	3.7E-01	4.2E-01	4.2E-01
4.6E-01	4.6E-01	4.5E-01	4.5E-01
4.6E-01	4.6E-01	4.5E-01	4.5E-01

Remarks:

[1] Idling Emission and no. of trips were referenced from the approved A/TM-LTYY/426 Planning Application on 19/05/2023 and further confirmed by a site visit in December 2023.

[2] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[3] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[4] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[5] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[7] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[8] The traffic data, including no. of trips, soak time and idling time, is based on site survey results in December 2023, approved planning application A/TM-LTYY/426 (approved on 19/05/2023), online bus schedules and bus routes

Siu Hong Estate Bus Terminus

Minimum Hourly Temperature and Relative Humidity

Temperature: 8 °C

Relative Humidity: 16 %

Start Emission

Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																		
NOx	2.0E-01	3.6E-01	4.8E-01	6.8E-01	8.4E-01	1.1E+00	1.6E+00	2.0E+00	3.0E+00	3.9E+00	4.4E+00	5.2E+00	5.7E+00	6.0E+00	6.2E+00	6.3E+00	6.4E+00	6.4E+00
NO	1.7E-01	3.0E-01	4.1E-01	5.8E-01	7.1E-01	9.5E-01	1.4E+00	1.7E+00	2.5E+00	3.3E+00	3.7E+00	4.4E+00	4.8E+00	5.1E+00	5.2E+00	5.4E+00	5.4E+00	5.4E+00
NO2	3.2E-02	5.7E-02	7.6E-02	1.1E-01	1.3E-01	1.8E-01	2.6E-01	3.2E-01	4.7E-01	6.2E-01	6.9E-01	8.2E-01	9.0E-01	9.5E-01	9.7E-01	1.0E+00	1.0E+00	1.0E+00
RSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
FSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																		
NOx	7.2E-01	1.3E+00	1.7E+00	2.4E+00	3.0E+00	4.0E+00	5.9E+00	7.3E+00	1.1E+01	1.4E+01	1.6E+01	1.9E+01	2.1E+01	2.2E+01	2.2E+01	2.3E+01	2.3E+01	2.3E+01
NO	6.7E-01	1.2E+00	1.6E+00	2.3E+00	2.8E+00	3.7E+00	5.5E+00	6.8E+00	1.0E+01	1.3E+01	1.5E+01	1.7E+01	1.9E+01	2.0E+01	2.1E+01	2.1E+01	2.1E+01	2.1E+01
NO2	5.0E-02	9.1E-02	1.2E-01	1.7E-01	2.1E-01	2.8E-01	4.1E-01	5.1E-01	7.5E-01	9.8E-01	1.1E+00	1.3E+00	1.4E+00	1.5E+00	1.5E+00	1.6E+00	1.6E+00	1.6E+00
RSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
FSP	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00

No. of Trips of FBSD [2] [8]																		
Soaking Time (min) / Hour	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100																		
0100 - 0200																		
0200 - 0300																		
0300 - 0400																		
0400 - 0500																		
0500 - 0600																		
0600 - 0700																		
0700 - 0800																		
0800 - 0900																		
0900 - 1000																		
1000 - 1100																		
1100 - 1200																		
1200 - 1300																		
1300 - 1400																		
1400 - 1500																		
1500 - 1600																		
1600 - 1700																		
1700 - 1800																		
1800 - 1900																		
1900 - 2000																		
2000 - 2100																		
2100 - 2200																		
2200 - 2300																		
2300 - 2400																		
																Daily Total	0	

No. of Trips of FBDD [1] [8]																		
Soaking Time (min) / Hour	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
0600 - 0700	0	12	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0700 - 0800	0	14	10	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
0800 - 0900	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	252	

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP	
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	
8.6E+01	8.0E+01	6.0E+00	0.0E+00	0.0E+00	
5.1E+01	4.8E+01	3.6E+00	0.0E+00	0.0E+00	
9.1E+01	8.5E+01	6.4E+00	0.0E+00	0.0E+00	
3.3E+01	3.0E+01	2.3E+00	0.0E+00	0.0E+00	
1.9E+01	1.8E+01	1

Running Emission - Terminating Buses

Average Travelling Distance within bus terminus =	220	m
Average Travelling Speed =	10	km/h

Hour	FBSD [8]											FBDD [8]										
	Frequen	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequen	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
	cy	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	cy	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0400 - 0500	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0500 - 0600	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	11	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.7E+01	2.6E+01	1.7E+00	9.2E-01	8.5E-01
0600 - 0700	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	23	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	5.7E+01	5.4E+01	3.6E+00	1.9E+00	1.8E+00
0700 - 0800	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	27	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	6.7E+01	6.3E+01	4.2E+00	2.3E+00	2.1E+00
0800 - 0900	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	22	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	5.5E+01	5.1E+01	3.4E+00	1.8E+00	1.7E+00
0900 - 1000	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1000 - 1100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1100 - 1200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1200 - 1300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1300 - 1400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1400 - 1500	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1500 - 1600	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1600 - 1700	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1700 - 1800	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	13	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.2E+01	3.0E+01	2.0E+00	1.1E+00	1.0E+00
1800 - 1900	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	12	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	3.0E+01	2.8E+01	1.9E+00	1.0E+00	9.3E-01
1900 - 2000	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	8	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.0E+01	1.9E+01	1.3E+00	6.7E-01	6.2E-01
2000 - 2100	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	8	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.0E+01	1.9E+01	1.3E+00	6.7E-01	6.2E-01
2100 - 2200	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	8	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.0E+01	1.9E+01	1.3E+00	6.7E-01	6.2E-01
2200 - 2300	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	8	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.0E+01	1.9E+01	1.3E+00	6.7E-01	6.2E-01
2300 - 2400	0	3.5E+00	3.0E+00	5.4E-01	8.3E-02	7.7E-02	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	8	1.1E+01	1.1E+01	7.1E-01	3.8E-01	3.5E-01	2.0E+01	1.9E+01	1.3E+00	6.7E-01	6.2E-01
Daily Total	0											252										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [7]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0100 - 0200	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0200 - 0300	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0300 - 0400	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0400 - 0500	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
0500 - 0600	7.7E+01	7.0E+01	4.8E+00	9.5E-01	8.7E-01	2.1E-02	1.9E-02	1.3E-03	2.6E-04	2.4E-04
0600 - 0700	8.0E+01	7.5E+01	5.1E+00	2.0E+00	1.8E+00	2.2E-02	2.1E-02	1.4E-03	5.5E-04	5.1E-04
0700 - 0800	1.1E+02	1.1E+02	7.2E+00	2.3E+00	2.1E+00	3.1E-02	2.9E-02	2.0E-03	6.4E-04	5.9E-04
0800 - 0900	6.6E+01	6.2E+01	4.2E+00	1.9E+00	1.7E+00	1.8E-02	1.7E-02	1.2E-03	5.3E-04	4.8E-04
0900 - 1000	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1000 - 1100	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1100 - 1200	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1200 - 1300	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1300 - 1400	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1400 - 1500	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1500 - 1600	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1600 - 1700	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1700 - 1800	3.9E+01	3.7E+01	2.5E+00	1.1E+00	1.0E+00	1.1E-02	1.0E-02	6.9E-04	3.1E-04	2.9E-04
1800 - 1900	3.6E+01	3.4E+01	2.3E+00	1.0E+00	9.5E-01	1.0E-02	9.4E-03	6.4E-04	2.9E-04	2.6E-04
1900 - 2000	2.4E+01	2.3E+01	1.6E+00	6.9E-01	6.3E-01	6.8E-03	6.4E-03	4.3E-04	1.9E-04	1.8E-04
2000 - 2100	2.4E+01	2.3E+01	1.6E+00	6.9E-01	6.3E-01	6.8E-03	6.4E-03	4.3E-04	1.9E-04	1.8E-04
2100 - 2200	2.4E+01	2.3E+01	1.6E+00	6.9E-01	6.3E-01	6.8E-03	6.4E-03	4.3E-04	1.9E-04	1.8E-04
2200 - 2300	2.4E+01	2.3E+01	1.6E+00	6.9E-01	6.3E-01	6.8E-03	6.4E-03	4.3E-04	1.9E-04	1.8E-04
2300 - 2400	2.4E+01	2.3E+01	1.6E+00	6.9E-01	6.3E-01	6.8E-03	6.4E-03	4.3E-04	1.9E-04	1.8E-04
						max:	2.9E-02	2.0E-03	6.4E-04	5.9E-04

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
0.0E+00	0.0E+00	0.0E+00	0.0E+00
6.7E-01	6.7E-01	4.1E-01	4.1E-01
7.1E-01	7.1E-01	8.5E-01	8.5E-01
1.0E+00	1.0E+00	1.0E+00	1.0E+00
5.9E-01	5.9E-01	8.1E-01	8.1E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.5E-01	3.5E-01	4.8E-01	4.8E-01
3.2E-01	3.2E-01	4.4E-01	4.4E-01
2.2E-01	2.2E-01	3.0E-01	3.0E-01
2.2E-01	2.2E-01	3.0E-01	3.0E-01
2.2E-01	2.2E-01	3.0E-01	3.0E-01
2.2E-01	2.2E-01	3.0E-01	3.0E-01
2.2E-01	2.2E-01	3.0E-01	3.0E-01

Remarks:

[1] Idling Emission and no. of trips were referenced from the approved A/TM-LTYY/426 Planning Application on 19/05/2023 and further confirmed by a site visit in December 2023.

[2] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[3] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[4] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[5] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[7] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[8] The traffic data, including no. of trips, soak time and idling time, is based on site survey results in December 2023, approved planning application A/TM-LTYY/426 (approved on 19/05/2023), online bus schedules and bus routes

Calculation of Idling Emission Factors

Minimum Hourly Temperature and Relative Humidity

Temperature: 8 °C

Relative Humidity: 16 %

FBSD

NO2/NOx Ratio [1] = 0.15 From EMFAC

Vehicle Emission Standard	Population [10]	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2] [5]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	0.0117	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	7.700E-03	6.519E-03	1.182E-03	3.611E-06	6.320E-04	5.350E-04	9.699E-05	3.611E-06
Euro IV	0%	0.0573	5.56E-05	2.09E-03	5.56E-05										
Euro V	0%	0.0474	2.78E-05	3.25E-03	2.78E-05										
Euro VI	100%	0.0077	2.78E-06	4.86E-04	2.78E-06										

FBDD

NO2/NOx Ratio [1] = 0.06 From EMFAC

Vehicle Emission Standard	Population [10]	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	0.0737	3.58E-04	1.17E-02	3.58E-04	1.2	1.3	6.873E-02	6.440E-02	4.329E-03	1.810E-05	2.282E-03	2.138E-03	1.437E-04	1.810E-05
Euro IV	0%	0.1535	5.56E-05	2.09E-03	5.56E-05										
Euro V	35%	0.1535	2.78E-05	3.25E-03	2.78E-05										
Euro VI	65%	0.0225	2.78E-06	4.86E-04	2.78E-06										

Remarks:

(1) NO2/NOx ratio, at the respective running speed, was calculated based on emission factors extracted from EMFAC-HK.

(2) NOx cold idling emission factors were referenced to *Calculation of Start Emissions in Air Quality Impact Assessment* published by EPD.

(3) Reference made to Table 45 of *Road Tunnels: Vehicles Emissions and Air Demand for Ventilation* (VEADV) published by World Road Association.

(4) Reference made to Table 46 of VEADV.

(5) Due to lack of information, NOx cold idling emission factor for Euro III FBSD was referenced to the corresponding hot idling emission factor.

(6) Due to lack of information, PM cold idling emission factor were referenced to the corresponding hot idling emission factor.

(7) Reference made to Table 27 of VEADV.

(8) Reference made to the approved *Liantand / Heung Yuen Wai Boundary Control Point and Associated Works EIA Report.*

(9) All RSP emissions were assumed for FSP as a conservative approach.

(10) Year 2033 was adopted in the calculation of population percentages

Calculation of Release Height and Plume Height for Emission Sources Outside Bus Terminus

Top of Plume

Top of Plume = $Vehicle\ Height * 1.7$

Vehicle Height (FBDD) = 4.4 m

Referenced from the Technical Note for Modelling Vehicular Emissions Using AERMOD Section 2.2.3.

Top of Plume = 7.48 m

Release Height

Release Height = $Top\ of\ Plume * 0.5$

Release height = 3.74 m

Referenced from the Technical Note for Modelling Vehicular Emissions Using AERMOD Section 2.2.3.

Initial Vertical Dimension

Initial Vertical Dimension (Szint) = $Top\ of\ Plume/2.15$

Release height = 3.48 m

Referenced from the Technical Note for Modelling Vehicular Emissions Using AERMOD Section 2.2.3.

Emission Inventory for AERMOD Model - Start Emission Outside Bus Terminus (Year 2030)

Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Szinit (m)	Max. Hourly Emission Rate ($g/m^2/s$) NO	NO2	RSP	FSP
Emission Outside Terminus											
Fu Tai Estate Bus Terminus	FTEAS101	AREAPOLY	816290.3	830404.8	10.5	3.74	3.48	7.92E-06	6.11E-07	0.00E+00	0.00E+00
			816290.1	830397.8							
			816391.9	830389.1							
			816392.5	830396.1							
	FTEAS102	AREAPOLY	816392.5	830396.1	11.9	3.74	3.48	7.92E-06	6.11E-07	0.00E+00	0.00E+00
			816413.0	830397.8							
			816422.8	830402.6							
			816438.9	830397.7							
			816431.8	830392.6							
			816423.5	830395.1							
			816413.0	830389.5							
			816392.0	830389.1							
	FTEAS103	AREAPOLY	816431.8	830392.6	12.1	3.74	3.48	7.92E-06	6.11E-07	0.00E+00	0.00E+00
			816431.8	830388.2							
			816401.5	830333.8							
			816407.7	830330.4							
			816438.8	830386.4							
			816438.9	830397.7							
	FTEAS104	AREAPOLY	816401.5	830333.8	11.3	3.74	3.48	7.92E-06	6.11E-07	0.00E+00	0.00E+00
			816383.8	830316.8							
			816343.3	830299.8							
			816344.5	830292.8							
			816388.0	830311.0							
			816407.7	830330.4							
	FTEAS105	AREAPOLY	816343.3	830299.8	10.7	3.74	3.48	7.92E-06	6.11E-07	0.00E+00	0.00E+00
			816249.3	830299.7							
			816251.3	830293.3							
			816344.5	830292.8							
	FTEAS106	AREAPOLY	816249.3	830299.7	12	3.74	3.48	1.02E-05	7.83E-07	0.00E+00	0.00E+00
			816238.3	830278.4							
			816235.5	830138.8							
			816242.5	830138.4							
			816245.6	830277.6							
			816251.3	830293.3							
	FTEAS107	AREAPOLY	816235.5	830138.8	13.3	3.74	3.48	1.02E-05	7.83E-07	0.00E+00	0.00E+00
			816230.0	830064.9							
			816205.6	830012.8							
			816211.6	830009.1							
			816236.9	830063.9							
			816242.5	830138.4							
	FTEAS206	AREAPOLY	816251.3	830293.3	9.5	3.74	3.48	2.10E-07	1.62E-08	0.00E+00	0.00E+00
			816225.0	830306.4							
			816225.4	830371.2							
			816232.5	830371.1							
			816232.0	830310.7							
			816249.3	830299.7							
	FTEAS207	AREAPOLY	816225.4	830371.2	9.5	3.74	3.48	2.10E-07	1.62E-08	0.00E+00	0.00E+00
			816226.7	830453.7							
			816233.8	830453.6							
			816232.5	830371.1							
	FTEAS208	AREAPOLY	816226.7	830453.7	8.3	3.74	3.48	2.10E-07	1.62E-08	0.00E+00	0.00E+00
			816239.8	830574.5							
			816246.8	830573.7							
			816233.8	830453.6							

Emission Inventory for AERMOD Model - Running Emission Outside Bus Terminus (Year 2030)

Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Szinit (m)	Travel Distance (m)	Max. Hourly Emission Rate NO ($g/m^2/s$)	NO2 ($g/m^2/s$)	RSP ($g/m^2/s$)	FSP ($g/m^2/s$)
Emission Outside Terminus												
Fu Tai Estate Bus Terminus	FTEAS101R	AREAPOLY	816290.3	830404.8	10.5	3.74	3.48	102.37	1.30E-05	8.76E-07	4.69E-07	4.31E-07
			816290.1	830397.8								
			816391.9	830389.1								
			816392.5	830396.1								
	FTEAS102R	AREAPOLY	816392.5	830396.1	11.9	3.74	3.48	45.13	1.25E-05	8.40E-07	4.49E-07	4.13E-07
			816413.0	830397.8								
			816422.8	830402.6								
			816438.9	830397.7								
			816431.8	830392.6								
			816423.5	830395.1								
			816413.0	830389.5								
			816392.0	830389.1								
	FTEAS103R	AREAPOLY	816431.8	830392.6	12.1	3.74	3.48	71.09	1.30E-05	8.72E-07	4.66E-07	4.29E-07
			816431.8	830388.2								
			816401.5	830333.8								
			816407.7	830330.4								
			816438.8	830386.4								
			816438.9	830397.7								
	FTEAS104R	AREAPOLY	816401.5	830333.8	11.3	3.74	3.48	71.57	1.32E-05	8.89E-07	4.75E-07	4.37E-07
			816383.8	830316.8								
			816343.3	830299.8								
			816344.5	830292.8								
			816388.0	830311.0								
			816407.7	830330.4								
	FTEAS105R	AREAPOLY	816343.3	830299.8	10.7	3.74	3.48	93.67	1.37E-05	9.20E-07	4.92E-07	4.53E-07
			816249.3	830299.7								
			816251.3	830293.3								
			816344.5	830292.8								
	FTEAS106R	AREAPOLY	816249.3	830299.7	12	3.74	3.48	159.69	1.28E-05	8.61E-07	4.61E-07	4.24E-07
			816238.3	830278.4								
			816235.5	830138.8								
			816242.5	830138.4								
			816245.6	830277.6								
			816251.3	830293.3								
	FTEAS107R	AREAPOLY	816235.5	830138.8	13.3	3.74	3.48	133.21	1.29E-05	8.68E-07	4.64E-07	4.27E-07
			816230.0	830064.9								
			816205.6	830012.8								
			816211.6	830009.1								
			816236.9	830063.9								
			816242.5	830138.4								
	FTEAS206R	AREAPOLY	816251.3	830293.3	9.5	3.74	3.48	87.4	2.72E-07	1.83E-08	9.77E-09	8.99E-09
			816225.0	830306.4								
			816225.4	830371.2								
			816232.5	830371.1								
			816232.0	830310.7								
			816249.3	830299.7								

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus (Year 2030)

Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Area	Max. Hourly Emission Rate			
								NO	NO2	RSP	FSP
	ID		(m)	(m)	(mPD)	(mAG)	(m2)	($g/m^2/s$)			
Emission Inside Terminus											
Fu Tai Estate Bus Terminus (Egress)	TI201	AREAPOLY	816287.4	830405.7	9.6	0	30.0	2.05E-04	1.38E-05	4.78E-06	4.41E-06
			816290.0	830405.7							
			816290.1	830394.3							
			816287.4	830394.4							
	TI202	AREAPOLY	816287.4	830405.7	9.6	2	30.0	2.05E-04	1.38E-05	4.78E-06	4.41E-06
			816290.0	830405.7							
			816290.1	830394.3							
			816287.4	830394.4							
	TI203	AREAPOLY	816287.4	830405.7	9.6	4	30.0	2.05E-04	1.38E-05	4.78E-06	4.41E-06
			816290.0	830405.7							
			816290.1	830394.3							
			816287.4	830394.4							
	TI204	AREAPOLY	816287.4	830405.7	9.6	5	30.0	2.05E-04	1.38E-05	4.78E-06	4.41E-06
			816290.0	830405.7							
			816290.1	830394.3							
			816287.4	830394.4							
	TI205	AREAPOLY	816287.4	830405.7	9.6	6.8	30.0	2.05E-04	1.38E-05	4.78E-06	4.41E-06
			816290.0	830405.7							
			816290.1	830394.3							
			816287.4	830394.4							

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus (Year 2030)

Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Area (m2)	Max. Hourly Emission Rate NO ($g/m^2/s$)	NO2 ($g/m^2/s$)	RSP ($g/m^2/s$)	FSP ($g/m^2/s$)
Fu Tai Estate Bus Terminus (Mechanical Ventilation System)	TI206	AREAPOLY	816249.0	830491.4	7.8	4	65.9	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.7	830491.4							
			816251.8	830466.5							
			816249.1	830466.6							
	TI207	AREAPOLY	816249.0	830491.4	7.8	5.2	65.9	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.7	830491.4							
			816251.8	830466.5							
			816249.1	830466.6							
	TI208	AREAPOLY	816249.0	830491.4	7.8	6.5	65.9	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.7	830491.4							
			816251.8	830466.5							
			816249.1	830466.6							
	TI209	AREAPOLY	816248.7	830452.7	7.8	4	41.4	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830452.7							
			816251.3	830437.1							
			816248.6	830437.2							
	TI210	AREAPOLY	816248.7	830452.7	7.8	5.2	41.4	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830452.7							
			816251.3	830437.1							
			816248.6	830437.2							
	TI211	AREAPOLY	816248.7	830452.7	7.8	6.5	41.4	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830452.7							
			816251.3	830437.1							
			816248.6	830437.2							
	TI212	AREAPOLY	816248.7	830429.2	7.8	4	44.6	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830429.2							
			816251.4	830412.4							
			816248.8	830412.4							
	TI213	AREAPOLY	816248.7	830429.2	7.8	5.2	44.6	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830429.2							
			816251.4	830412.4							
			816248.8	830412.4							
	TI214	AREAPOLY	816248.7	830429.2	7.8	6.5	44.6	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830429.2							
			816251.4	830412.4							
			816248.8	830412.4							
	TI215	AREAPOLY	816248.6	830404.0	7.8	4	31.7	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830404.0							
			816251.3	830392.1							
			816248.7	830392.1							
	TI216	AREAPOLY	816248.6	830404.0	7.8	5.2	31.7	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830404.0							
			816251.3	830392.1							
			816248.7	830392.1							
	TI217	AREAPOLY	816248.6	830404.0	7.8	6.5	31.7	5.58E-05	3.77E-06	1.30E-06	1.20E-06
			816251.3	830404.0							
			816251.3	830392.1							
			816248.7	830392.1							

Emission Inventory for AERMOD Model - Start Emission Outside Bus Terminus (Year 2030)

Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate			
								NO	NO2	RSP	FSP
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)			
Emission Outside Terminus											
Siu Hong Estate Bus Terminus	SHEAS01	AREAPOLY	815805.3	830563.1	7.6	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815765.0	830573.6							
			815765.9	830577.0							
			815806.3	830566.5							
	SHEAS02	AREAPOLY	815764.9	830573.6	7.8	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815725.7	830584.5							
			815726.6	830587.9							
			815765.8	830577.0							
	SHEAS03	AREAPOLY	815725.7	830584.5	8	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815695.3	830591.2							
			815696.5	830594.7							
			815726.6	830587.9							
	SHEAS04	AREAPOLY	815696.5	830594.7	8.1	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815701.6	830609.6							
			815725.5	830682.7							
			815732.3	830677.6							
			815709.1	830607.1							
			815704.3	830592.8							
	SHEAS05	AREAPOLY	815725.5	830682.7	8.1	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815762.9	830727.0							
			815766.5	830745.0							
			815782.2	830761.7							
			815809.2	830752.8							
			815805.3	830744.5							
			815786.0	830752.4							
			815775.2	830740.4							
			815769.2	830722.2							
			815732.3	830677.6							
	SHEAS06	AREAPOLY	815808.5	830753.0	8	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815919.4	830712.4							
			815918.3	830705.6							
			815805.3	830744.5							
	SHEAS07	AREAPOLY	815919.4	830712.4	8	3.74	3.48	4.03E-06	3.09E-07	0.00E+00	0.00E+00
			815967.0	830709.3							
			816039.6	830684.4							
			816037.3	830677.3							
			815966.6	830702.5							
			815918.3	830705.6							

Emission Inventory for AERMOD Model - Running Emission Outside Bus Terminus (Year 2030)

Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Szinit (m)	Travel Distance (m)	Max. Hourly Emission Rate NO ($g/m^2/s$)	NO2 ($g/m^2/s$)	RSP ($g/m^2/s$)	FSP ($g/m^2/s$)
Emission Outside Terminus												
Siu Hong Estate Bus Terminus	SHEAS01R	AREAPOLY	815805.3	830563.1	7.6	3.74	3.48	41.72	2.27E-05	1.53E-06	8.16E-07	7.51E-07
			815765.0	830573.6								
			815765.9	830577.0								
			815806.3	830566.5								
	SHEAS02R	AREAPOLY	815764.9	830573.6	7.8	3.74	3.48	40.7	2.27E-05	1.52E-06	8.15E-07	7.50E-07
			815725.7	830584.5								
			815726.6	830587.9								
			815765.8	830577.0								
	SHEAS03R	AREAPOLY	815725.7	830584.5	8	3.74	3.48	30.94	2.22E-05	1.49E-06	7.98E-07	7.34E-07
			815695.3	830591.2								
			815696.5	830594.7								
			815726.6	830587.9								

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus (Year 2030)

Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Area (m2)	Max. Hourly Emission Rate ($g/m^2/s$) NO	NO2	RSP	FSP
Emission Inside Terminus											
Siu Hong Estate Bus Terminus	TI101	AREAPOLY	815805.1	830562.3	6.8	3.9	2098.3	1.39E-05	9.54E-07	3.07E-07	2.83E-07
			815807.8	830572.2							
			815836.2	830561.6							
			815845.7	830563.4							
			815851.9	830571.1							
			815867.6	830578.7							
			815893.6	830571.9							
			815900.9	830566.9							
			815904.8	830555.1							
			815902.9	830546.9							
			815899.8	830535.9							

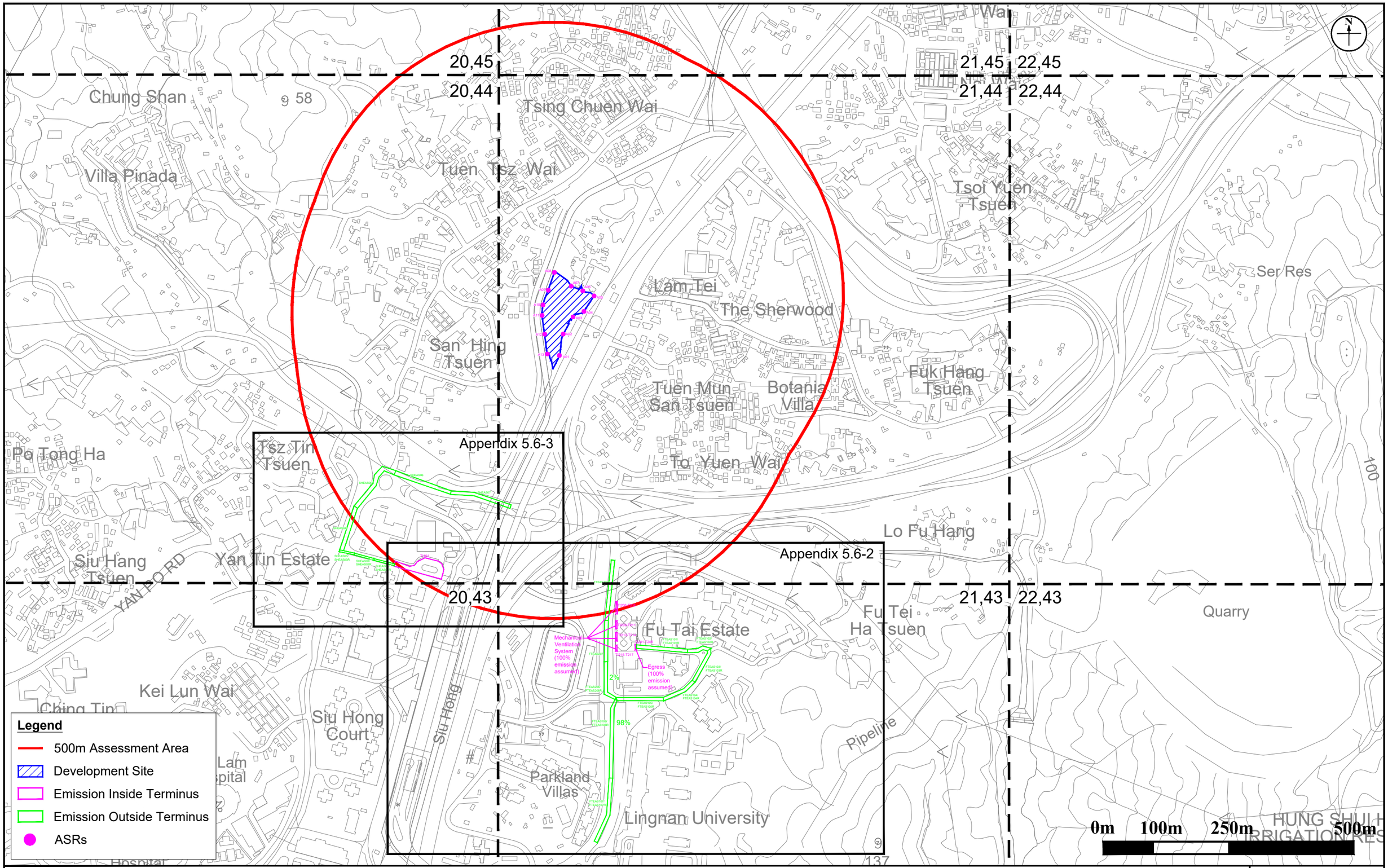


Figure: Appendix 5.6-1	RAMBOLL
Title: Emission Inventory of Public Transport Interchange	Drawn by: II
	Checked by: KY
Project: Proposed Development at D.D130, Lam Tei, Tuen Mun	Rev.: 4.0
	Date: Jul 2024

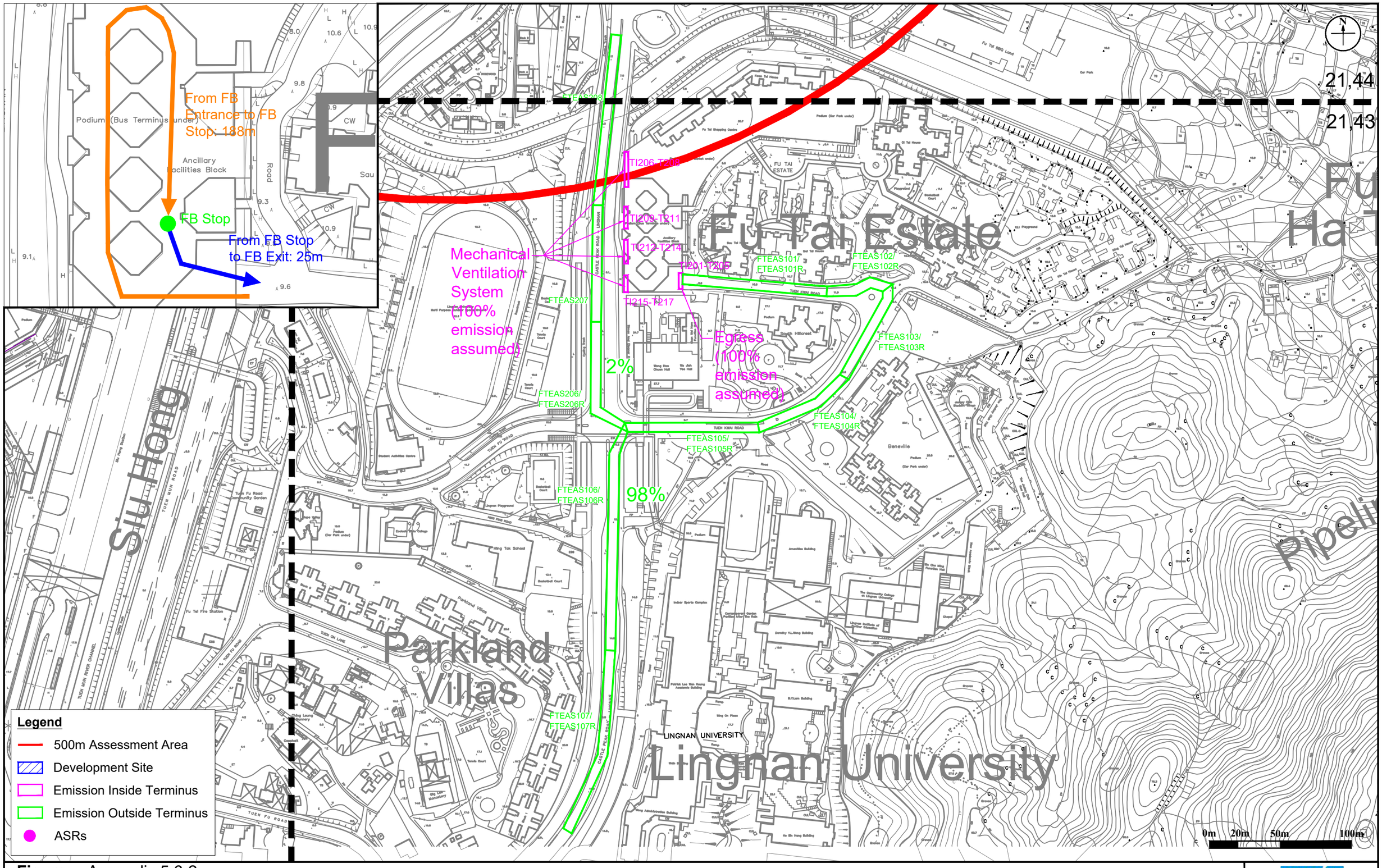


Figure: Appendix 5.6-2

Title: Emission Inventory of Public Transport Interchange (Fu Tai Estate)

Project: Proposed Development at D.D130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by:	II
Checked by:	KY
Rev.:	4.0
Date:	Jul 2024

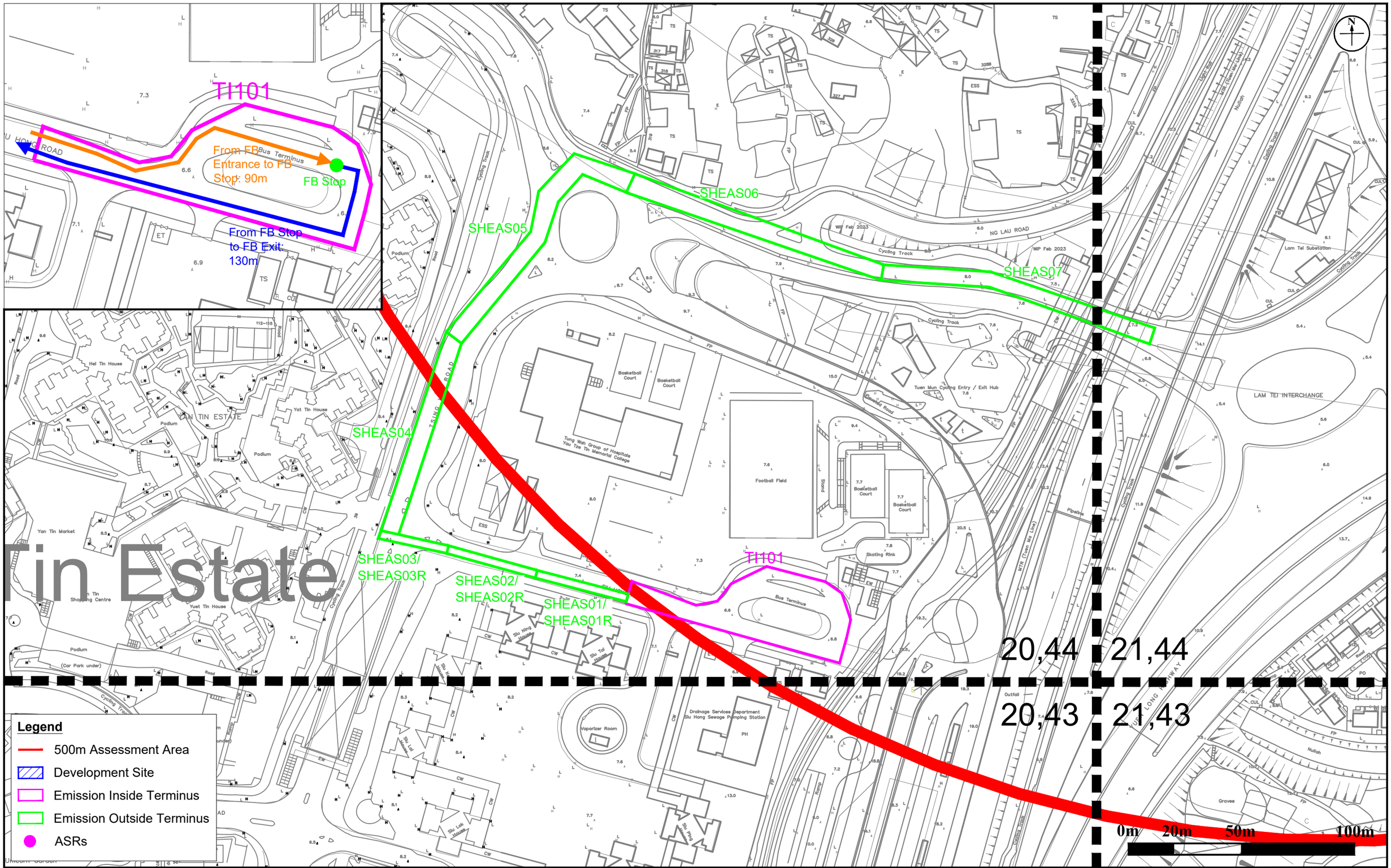


Figure: Appendix 5.6-3	RAMBOLL
Title: Emission Inventory of Public Transport Interchange (Siu Hong Court)	Drawn by: II Checked by: KY
Project: Proposed Development at D.D130, Lam Tei, Tuen Mun	Rev.: 4.0 Date: Jul 2024

Appendix 5.7

Derivation of Emission Rates and Inventory of 4km Major Point Source Emission

Derivation of Emission Rates and Inventory of 4km Major Point Sources

Emission Point ID	Source Description	Type of Fuel	Source Type	Coordinates of Sources		Emission Rate					Base Elevation	Emission Height	Exhaust Temperature		Exit Velocity	Equiv. Stack dia.	Operating Period with Emissions	No. of Operating Days per Year
						NO_x	% of Initial NO_2 in NO_x	RSP	FSP	SO_2								
				X	Y	g/s		g/s	g/s	g/s	m	mAG	°C	K	m/s	m		
AEP1 [a]	EP1 at Asphalt Plant at Lam Tei Quarry	-	Point	817361.2	830581.3	4.0	10.0 [b]	0.7333	0.0045	2.933	24.50	16	-	333.15	18.67	1.0	24hrs	365

Note:
[a] The information of the major point source (i.e. AEP1) at the asphalt plant of Lam Tei Quarry is obtained from the modelling files available on SAMP v2.0 and the SPL document of SPL no. L-15-041(2) available on the online SP Licence register under the Central Environmental Database (CED).

[b] Boilers in Table 4.5 of Heathrow Airport EIA report (http://www.cerc.co.uk/environmental-software/assets/data/doc_validation/ADMS-Airport_Adding%20Capacity_Air%20Quality.pdf)

Appendix 5.8

Predicted Air Quality Impacts

ASRs ID	PATH Grid X	PATH Grid Y	PATH Grid	Nature of Use	ASR Coordinates		Ground Level, mPD	Flag Pole Receiver Height, mAG	Predicted Cumulative Impacts (μg/m³) in Year 2033							
					x	y			SO_2		NO_2		RSP		FSP	
									10-min (AQO=500)	24-h (AQO=50)	1-h (AQO=200)	Annual (AQO=40)	24-h (AQO=100)	Annual (AQO=50)	24-h (AQO=50)	Annual (AQO=25)
					Easting	Northing			4th highest	4th highest	19th highest		10th highest		36th highest	
A01_01	21	44	21,44	Residential	816135.895	830983.119	6.7	1.5	28	8	118	30	52	20	26	13
A01_02	21	44	21,44	Residential	816135.895	830983.119	6.7	5	29	9	118	30	52	20	26	13
A01_03	21	44	21,44	Residential	816135.895	830983.119	6.7	10	29	9	117	28	52	20	26	13
A01_04	21	44	21,44	Residential	816135.895	830983.119	6.7	15	30	9	110	27	52	20	26	13
A01_05	21	44	21,44	Residential	816135.895	830983.119	6.7	20	31	9	100	25	52	20	26	13
A01_06	21	44	21,44	Residential	816135.895	830983.119	6.7	25	31	9	94	24	52	20	26	13
A01_07	21	44	21,44	Residential	816135.895	830983.119	6.7	30	31	9	90	23	52	20	26	13
A01_08	21	44	21,44	Residential	816135.895	830983.119	6.7	35	31	9	87	22	52	20	26	13
A01_09	21	44	21,44	Residential	816135.895	830983.119	6.7	40	32	9	85	21	52	20	26	13
A01_10	21	44	21,44	Residential	816135.895	830983.119	6.7	60	36	8	80	20	52	20	26	12
A01_11	21	44	21,44	Residential	816135.895	830983.119	6.7	80	36	8	80	20	51	20	26	12
A01_12	21	44	21,44	Residential	816135.895	830983.119	6.7	100	31	7	80	19	51	20	26	12
A01_13	21	44	21,44	Residential	816135.895	830983.119	6.7	105	29	7	80	19	51	20	26	12
A02_01	21	44	21,44	Residential	816143.744	831025.937	6.7	1.5	29	8	116	28	52	20	26	13
A02_02	21	44	21,44	Residential	816143.744	831025.937	6.7	5	30	8	115	28	52	20	26	13
A02_03	21	44	21,44	Residential	816143.744	831025.937	6.7	10	31	8	113	27	52	20	26	13
A02_04	21	44	21,44	Residential	816143.744	831025.937	6.7	15	32	8	107	26	52	20	26	13
A02_05	21	44	21,44	Residential	816143.744	831025.937	6.7	20	32	9	99	25	52	20	26	12
A02_06	21	44	21,44	Residential	816143.744	831025.937	6.7	25	32	8	94	23	52	20	26	12
A02_07	21	44	21,44	Residential	816143.744	831025.937	6.7	30	32	8	90	23	52	20	26	12
A02_08	21	44	21,44	Residential	816143.744	831025.937	6.7	35	32	8	87	22	52	20	26	12
A02_09	21	44	21,44	Residential	816143.744	831025.937	6.7	40	33	8	85	21	52	20	26	12
A02_10	21	44	21,44	Residential	816143.744	831025.937	6.7	60	35	8	80	20	52	20	26	12
A02_11	21	44	21,44	Residential	816143.744	831025.937	6.7	80	34	8	80	20	51	20	26	12
A02_12	21	44	21,44	Residential	816143.744	831025.937	6.7	100	31	7	80	19	51	20	26	12
A02_13	21	44	21,44	Residential	816143.744	831025.937	6.7	105	30	7	80	19	51	20	26	12
A03_01	21	44	21,44	Residential	816163.167	831060.02	6.7	1.5	30	8	115	28	52	20	26	13
A03_02	21	44	21,44	Residential	816163.167	831060.02	6.7	5	31	8	114	28	52	20	26	13
A03_03	21	44	21,44	Residential	816163.167	831060.02	6.7	10	32	8	112	27	52	20	26	13
A03_04	21	44	21,44	Residential	816163.167	831060.02	6.7	15	33	8	106	26	52	20	26	12
A03_05	21	44	21,44	Residential	816163.167	831060.02	6.7	20	33	8	99	24	52	20	26	12
A03_06	21	44	21,44	Residential	816163.167	831060.02	6.7	25	33	8	93	23	52	20	26	12
A03_07	21	44	21,44	Residential	816163.167	831060.02	6.7	30	33	8	89	22	52	20	26	12
A03_08	21	44	21,44	Residential	816163.167	831060.02	6.7	35	34	8	87	22	52	20	26	12
A03_09	21	44	21,44	Residential	816163.167	831060.02	6.7	40	34	8	85	21	52	20	26	12
A03_10	21	44	21,44	Residential	816163.167	831060.02	6.7	60	37	8	80	20	52	20	26	12
A03_11	21	44	21,44	Residential	816163.167	831060.02	6.7	80	37	8	80	20	51	20	26	12
A03_12	21	44	21,44	Residential	816163.167	831060.02	6.7	100	31	7	80	19	51	20	26	12
A03_13	21	44	21,44	Residential	816163.167	831060.02	6.7	105	30	7	80	19	51	20	26	12
A04_01	21	44	21,44	Residential	816184.976	831071.048	6.7	1.5	31	8	117	30	52	20	26	13
A04_02	21	44	21,44	Residential	816184.976	831071.048	6.7	5	31	8	116	29	52	20	26	13
A04_03	21	44	21,44	Residential	816184.976	831071.048	6.7	10	32	8	113	28	52	20	26	13
A04_04	21	44	21,44	Residential	816184.976	831071.048	6.7	15	33	8	104	26	52	20	26	12
A04_05	21	44	21,44	Residential	816184.976	831071.048	6.7	20	34	9	98	25	52	20	26	12
A04_06	21	44	21,44	Residential	816184.976	831071.048	6.7	25	34	9	93	23	52	20	26	12
A04_07	21	44	21,44	Residential	816184.976	831071.048	6.7	30	34	8	89	22	52	20	26	12
A04_08	21	44	21,44	Residential	816184.976	831071.048	6.7	35	35	8	87	22	52	20	26	12
A04_09	21	44	21,44	Residential	816184.976	831071.048	6.7	40	35	8	84	21	52	20	26	12
A04_10	21	44	21,44	Residential	816184.976	831071.048	6.7	60	39	8	80	20	52	20	26	12
A04_11	21	44	21,44	Residential	816184.976	831071.048	6.7	80	38	8	80	20	52	20	26	12
A04_12	21	44	21,44	Residential	816184.976	831071.048	6.7	100	32	7	80	19	51	20	26	12
A04_13	21	44	21,44	Residential	816184.976	831071.048	6.7	105	31	7	80	19	51	20	26	12
A05_01	21	44	21,44	Residential	816205.22	831100.238	6.7	1.5	31	8	118	30	52	20	26	13
A05_02	21	44	21,44	Residential	816205.22	831100.238	6.7	5	32	8	117	30	52	20	26	13
A05_03	21	44	21,44	Residential	816205.22	831100.238	6.7	10	32	9	113	28	52	20	26	13
A05_04	21	44	21,44	Residential	816205.22	831100.238	6.7	15	34	9	102	26	52	20	26	12
A05_05	21	44	21,44	Residential	816205.22	831100.238	6.7	20	34	9	97	24	52	20	26	12
A05_06	21	44	21,44	Residential	816205.22	831100.238	6.7	25	35	9	92	23	52	20	26	12
A05_07	21	44	21,44	Residential	816205.22	831100.238	6.7	30	35	9	89	22	52	20	26	12
A05_08	21	44	21,44	Residential	816205.22	831100.238	6.7	35	35	9	89	22	52	20	26	12
A05_09	21	44	21,44	Residential	816205.22	831100.238	6.7	40	36	9	83	21	52	20	26	12
A05_10	21	44	21,44	Residential	816205.22	831100.238	6.7	60	40	8	80	20	52	20	26	12
A05_11	21	44	21,44	Residential	816205.22	831100.238	6.7	80	40	8	80	20	51	20	26	12
A05_12	21	44	21,44	Residential	816205.22	831100.238	6.7	100	33	8	80	19	51	20	26	12
A05_13	21	44	21,44	Residential	816205.22	831100.238	6.7	105	31	7	80	19	51	20	26	12
A06_01	21	44	21,44	Residential	816182.847	831111.997	6.7	1.5	31	8	111	27	52	20	26	12
A06_02	21	44	21,44	Residential	816182.847	831111.997	6.7	5	31	8	111	27	52	20	26	12
A06_03	21	44	21,44	Residential	816182.847	831111.997	6.7	10	32	9	109	27	52	20	26	12
A06_04	21	44	21,44	Residential	816182.847	831111.997	6.7	15	33	9	103	25	52	20	26	12
A06_05	21	44	21,44	Residential	816182.847	831111.997	6.7	20	34	9	98	24	52	20	26	12
A06_06	21	44	21,44	Residential	816182.847	831111.997	6.7	25	34	9	92	23	52	20	26	12
A06_07	21	44	21,44	Residential	816182.847	831111.997	6.7	30	35	9	90	22	52	20	26	12
A06_08	21	44	21,44	Residential	816182.847	831111.997	6.7	35	35	9	88	22	52	20	26	12
A06_09	21	44	21,44	Residential	816182.847	831111.997	6.7	40	36	9	84	21	52	20	26	12
A06_10	21	44	21,44	Residential	816182.847	831111.997	6.7	60	39	8	80	20	52	20	26	12
A06_11	21	44	21,44	Residential	816182.847	831111.997	6.7	80	39	8	80	20	51	20	26	12
A06_12	21	44	21,44	Residential	816182.847	831111.997	6.7	100	32	8	80	19	51	20	26	12
A06_13	21	44	21,44	Residential	816182.847	831111.997	6.7	105	30	7	80	19	51	20	26	12
A07_01	21	44	21,44	Residential	816159.575	831121.684	6.7	1.5	31	8	106	26	52	20	26	12
A07_02	21	44	21,44	Residential	816159.575	831121.684	6.7	5	31	8	106	26	52	20	26	12
A07_03	21	44	21,44	Residential	816159.575	831121.684	6.7	10	32	8	107	25	52	20	26	12
A07_04	21	44	21,44	Residential	816159.575	831121.684	6.7	15	33	9	103	25	52	20	26	12
A07_05	21	44	21,44	Residential	816159.575	831121.684	6.7	20	34	9	98	24	52	20	26	12
A07_06	21	44	21,44	Residential	816159.575	831121.684	6.7	25	34	9	93	23	52	20	26	12
A07_07	21	44	21,44	Residential	816159.575	831121.684	6.7	30	34	9	89	22	52	20	26	12
A07_08	21	44	21,44	Residential	816159.575	831121.684	6.7	35	35	9	88	22	52	20	26	12
A07_09	21	44	21,44	Residential	816159.575	831121.684	6.7	40	35	8	85	21	52	20	26	12
A07_10	21	44	21,44	Residential	816159.575	831121.684	6.7	60	39	8	80	20	52	20	26	12
A07_11	21	44	21,44	Residential	816159.575	831121.684	6.7	80	39	8	80	20	51	20	26	12
A07_12	21	44	21,44	Residential	816159.575	831121.684	6.7	100	32	8	80	19	51	20	26	12
A07_13	21	44	21,44	Residential	816159.575	831121.684	6.7	105	30	7	80	19	51	20	26	12
A08_01	21	44	21,44	Residential	816125.955	831148.968	6.7	1.5	31	8	102	25	52	20	26	12
A08_02	21	44	21,44	Residential	816125.955	831148.968	6.7	5	31	8	102	25	52	20	26	12
A08_03	21	44	21,44	Residential	816125.955	831148.968	6.7	10	32	8	102	24	52	20	26	12
A08_04	21	44	21,44	Residential	816125.955	831148.968	6.7	15	33	9	101	24	52	20	26	12
A08_05	21	44	21,44	Residential	816125.955	831148.968	6.7	20	34	9	97	23	52	20	26	12
A08_06	21	44	21,44	Residential	816125.955	831148.968	6.7	25	34	9	95	23	52	20	26	12
A08_07	21	44	21,44	Residential	816125.955	831148.968	6.7	30	34	9	90	22	52	20	26	12
A08_08	21	44	21,44	Residential	816125.955	831148.968	6.7	35	34	8	89	21	52	20	26	12
A08_09	21	44	21,44	Residential	816125.955	831148.968	6.7	40	35	8	86	21	52	20	26	12
A08_10	21	44	21,44	Residential	816125.955	831148.968	6.7	60	38	8	80	20	52	20	26	12
A08_11	21	44	21,44	Residential	816125.955	831148.968	6.7	80	38	8	80	20	51	20	26	12
A08_12	21	44	21,44	Residential	816125.955	831148.968	6.7	100	32	7	79	19	51	20	26	12
A08_13	21	44	21,44	Residential	816125.955	831148.968	6.7	105	29	7	79	19	51	20	26	12
A09_01	21	44	21,44	Residential	816113.717	831113.472	6.7	1.5	30	8	103	25	52	20	26	12
A09_02	21	44	21,44	Residential	816113.717	831113.472	6.7	5	31	8	104	25	52	20	26	12
A09_03	21	44	21,44	Residential	816113.717	831113.472	6.7	10	32	8	104	25	52	20	26	12
A09_04	21	44	21,44	Residential	816113.717	831113.472	6.7	15	33	8	103	24	52	20	26	12
A09_05	21	44	21,44	Residential	816113.717	831113.472	6.7	20	33	8	98	23	52	20	26	12
A09_06	21	44	21,44	Residential	816113.717	831113.472	6.7	25	33	8	96	23	52	20	26	12
A09_07	21	44	21,44	Residential	816113.717	831113.472	6.7	30	33	8	90	22	52	20	26	12
A09_08	21	44	21,44	Residential	816113.717	831113.472	6.7	35	34	8	87	22	52	20	26	12
A09_09	21	44	21,44	Residential	816113.717	831113.472	6.7	40	34	8	86	21	52	20	26	12
A09_10	21	44	21,44	Residential	816113.717	831113.472	6.7	60	37	8	80	20	51	20	26	12
A09_11	21	44	21,44	Residential	816113.717	831113.472	6.7	80	37	8	80	20	51	20	26	12
A09_12	21	44	21,44	Residential	816113.717	831113.472	6.7	100	31	7	80	19	51	20	26	12
A09_13	21	44	21,44	Residential	816113.717	831113.472	6.7	105	29	7	80	19	51	20	26	12
A10_01	21	44	21,44	Residential	816103.208	831084.187	6.7	1.5	30	8	105	26	52	20	26	12
A10_02	21	44	21,44	Residential	816103.208	831084.187	6.7	5	30	8	105	26	52	20	26	12
A10_03	21	44	21,44	Residential	816103.208	831084.187	6.7	10	31	8	106	25	52	20	26	12
A10_04	21	44	21,44	Residential	816103.208	831084.187	6.7	15	32	8	103	24	52	20	26	12
A10_05	21	44	21,44	Residential	816103.208	831084.187	6.7	20	33	8	100	24	52	20	26	12
A10_06	21	44	21,44	Residential	816103.208	831084.187	6.7	25	33	8	95	23	52	20	26	12
A10_07	21	44	21,44	Residential	816103.208	831084.187	6.7	30	33	8	90	22	52	20	26	12
A10_08	21	44	21,44	Residential	816103.208	831084.187	6.7	35	33	8	87	22	52	20	26	12
A10_09	21	44	21,44	Residential	816103.208	831084.187	6.7	40	34	8	86	21	52	20	26	12
A10_10	21	44	21,44	Residential	816103.208	831084.187	6.7	60	36	8	80	20	51	20	26	12
A10_11	21	44	21,44	Residential	816103.208	831084.187	6.7	80	36	8	80	20	51	20	26	12
A10_12	21	44	21,44	Residential	816103.208	831084.187	6.7	100	30	7	80	19	51	20	26	12
A10_13	21	44	21,44	Residential	816103.208	831084.187	6.7	105	29	7	80	19	51	20	26	12

ASRs ID	PATH Grid X	PATH Grid Y	PATH Grid	Nature of Use	ASR Coordinates		Ground Level, mPD	Flag Pole Receiver Height, mAG	Predicted Cumulative Impacts (μg/m³) in Year 2033							
					x	y			SO_2		NO_2		RSP		FSP	
									10-min (AQO=500)	24-h (AQO=50)	1-h (AQO=200)	Annual (AQO=40)	24-h (AQO=100)	Annual (AQO=50)	24-h (AQO=50)	Annual (AQO=25)
					Easting	Northing			4th highest	4th highest	19th highest		10th highest		36th highest	
A11_01	21	44	21,44	Residential	816101.375	831063.033	6.7	1.5	29	8	107	26	52	20	26	12
A11_02	21	44	21,44	Residential	816101.375	831063.033	6.7	5	30	8	107	26	52	20	26	12
A11_03	21	44	21,44	Residential	816101.375	831063.033	6.7	10	31	8	107	25	52	20	26	12
A11_04	21	44	21,44	Residential	816101.375	831063.033	6.7	15	32	8	104	25	52	20	26	12
A11_05	21	44	21,44	Residential	816101.375	831063.033	6.7	20	32	8	100	24	52	20	26	12
A11_06	21	44	21,44	Residential	816101.375	831063.033	6.7	25	32	8	95	23	52	20	26	12
A11_07	21	44	21,44	Residential	816101.375	831063.033	6.7	30	32	8	90	22	52	20	26	12
A11_08	21	44	21,44	Residential	816101.375	831063.033	6.7	35	33	8	87	22	52	20	26	12
A11_09	21	44	21,44	Residential	816101.375	831063.033	6.7	40	33	8	86	21	52	20	26	12
A11_10	21	44	21,44	Residential	816101.375	831063.033	6.7	60	35	8	80	20	51	20	26	12
A11_11	21	44	21,44	Residential	816101.375	831063.033	6.7	80	35	8	80	20	51	20	26	12
A11_12	21	44	21,44	Residential	816101.375	831063.033	6.7	100	30	7	80	19	51	20	26	12
A11_13	21	44	21,44	Residential	816101.375	831063.033	6.7	105	29	7	80	19	51	20	26	12
A12_01	21	44	21,44	Residential	816106.494	831025.6	6.7	1.5	29	8	111	27	52	20	26	12
A12_02	21	44	21,44	Residential	816106.494	831025.6	6.7	5	29	8	112	27	52	20	26	12
A12_03	21	44	21,44	Residential	816106.494	831025.6	6.7	10	30	8	112	26	52	20	26	12
A12_04	21	44	21,44	Residential	816106.494	831025.6	6.7	15	31	8	107	25	52	20	26	12
A12_05	21	44	21,44	Residential	816106.494	831025.6	6.7	20	31	9	101	24	52	20	26	12
A12_06	21	44	21,44	Residential	816106.494	831025.6	6.7	25	31	8	96	23	52	20	26	12
A12_07	21	44	21,44	Residential	816106.494	831025.6	6.7	30	31	8	91	22	52	20	26	12
A12_08	21	44	21,44	Residential	816106.494	831025.6	6.7	35	31	8	87	22	52	20	26	12
A12_09	21	44	21,44	Residential	816106.494	831025.6	6.7	40	32	8	85	21	52	20	26	12
A12_10	21	44	21,44	Residential	816106.494	831025.6	6.7	60	34	8	80	20	51	20	26	12
A12_11	21	44	21,44	Residential	816106.494	831025.6	6.7	80	34	8	80	20	51	20	26	12
A12_12	21	44	21,44	Residential	816106.494	831025.6	6.7	100	30	7	80	19	51	20	26	12
A12_13	21	44	21,44	Residential	816106.494	831025.6	6.7	105	29	7	80	19	51	20	26	12
A13_01	21	44	21,44	Residential	816111.888	830985.895	6.7	1.5	28	8	117	28	52	20	26	13
A13_02	21	44	21,44	Residential	816111.888	830985.895	6.7	5	28	8	117	28	52	20	26	13
A13_03	21	44	21,44	Residential	816111.888	830985.895	6.7	10	29	9	114	27	52	20	26	13
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A13_05	21	44	21,44	Residential	816111.888	830985.895	6.7	20	30	9	102	25	52	20	26	12
A13_06	21	44	21,44	Residential	816111.888	830985.895	6.7	25	31	9	96	24	52	20	26	12
A13_07	21	44	21,44	Residential	816111.888	830985.895	6.7	30	31	9	91	23	52	20	26	12
A13_08	21	44	21,44	Residential	816111.888	830985.895	6.7	35	31	9	87	22	52	20	26	12
A13_09	21	44	21,44	Residential	816111.888	830985.895	6.7	40	32	9	85	21	52	20	26	12
A13_10	21	44	21,44	Residential	816111.888	830985.895	6.7	60	35	8	80	20	52	20	26	12
A13_11	21	44	21,44	Residential	816111.888	830985.895	6.7	80	36	8	80	20	51	20	26	12
A13_12	21	44	21,44	Residential	816111.888	830985.895	6.7	100	31	7	80	19	51	20	26	12
A13_13	21	44	21,44	Residential	816111.888	830985.895	6.7	105	29	7	80	19	51	20	26	12

Appendix D

Visual Impact Assessment

APPROVED LAM TEI AND YICK YUEN OZP
No. S/TM-LTYY/12

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

VISUAL IMPACT ASSESSMENT

October 2024

Applicant:
Wing Mau Tea House Ltd.

Prepared by:
KTA Planning Ltd.

PLANNING LIMITED
規劃顧問有限公司

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Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Visual Impact Assessment

1. INTRODUCTION

1.1 Purpose

1.1.1 This Visual Impact Assessment ("VIA") report is prepared on behalf of Wing Mau Tea House Limited (the "Applicant") in support of the proposed medium-rise residential development to include a footpath for public development ("Proposed Development") at various lots and adjacent Government Land in DD130, Lam Tei, Tuen Mun (the "Application Site").

1.1.2 The Application Site is located within an area zoned "Residential (Group B)1" ("R(B)1") in Lam Tei on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12 (the "Approved OZP"), meaning housing development is permitted as-of-right with a plot ratio ("PR") of 1.0 and building height ("BH") of 15m (up to four storeys over a single-storey car park). Besides, the Application Site is subject to an approved rezoning proposal for medium-density housing development with a domestic PR of about 2.5, a domestic GFA of about 19,650m^2, and a maximum BH of +35mPD (hereafter referred to as the "approved scheme" or "approved residential development"). **Figure 1.1** shows the site location.

1.1.3 Subsequent to the approval, the Applicant reviewed the latest planned public and private residential developments nearby as well as the capacity of the major infrastructure and considers possible to further increase the PR from 2.5 to 5 so as to better utilize the scarce land resource and to boost housing supply.

1.1.4 In light of the acute housing shortage in Hong Kong, the Applicant is proposing to increase the development intensity of the Application Site bearing in mind that the proposed residential development should remain compatible with the sub-urban character in the area. The Applicant proposes to increase the PR from 2.5 (i.e. the approved PR) to 5 with a maximum BH adjusted to not more than 27 storeys and not exceeding +107.8mPD by way of a new "Residential (Group B)4" ("R(B)4") zone.

1.1.5 To rationalize the proposed "R(B)4" zoning boundary near the proposed

ingress / egress, the Application Site (i.e. about 9,261m^2) includes an additional strip of Government Land while the Development Site is referring to the developable land accountable for PR calculation (i.e. about 8,896m^2).

1.1.6 In this connection, in accordance with the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to TPB ("TPB PG-NO.41"), this VIA will evaluate the potential visual impact of the Proposed Development to the surrounding areas against the approved scheme and concludes with recommendation on mitigation measures if necessary.

1.2 Report Structure

1.2.1 Following this introductory section, the methodology adopted in this assessment will be set out in Section 2. The baseline review of the Application Site and the surrounding area is included in Section 3. Section 4 explains the Proposed Development Scheme. The visual envelop, visually sensitive receivers and representative viewpoints will be identified in Section 5, followed by an assessment of the visual impact in Section 6. Section 7 concludes and summarizes the findings of this Visual Impact Assessment.

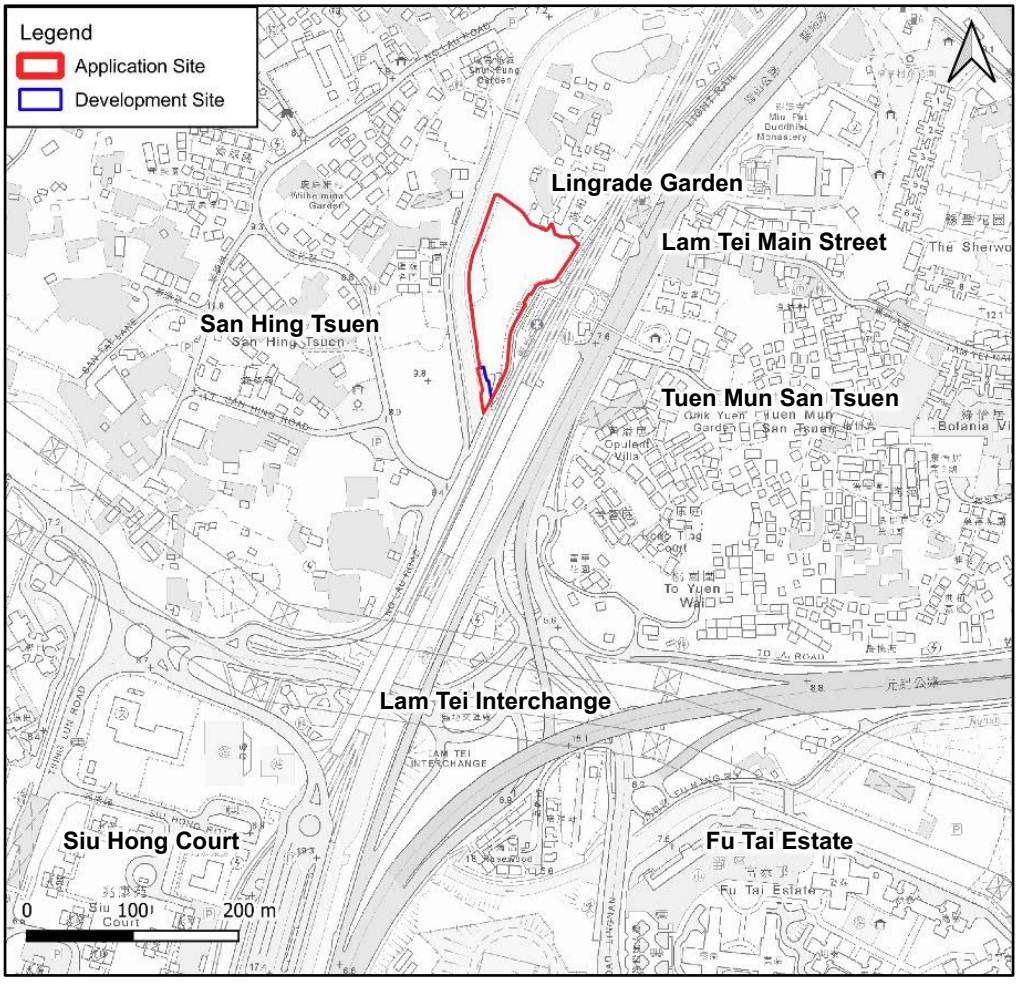


Figure 1.1 Site Location

2. METHODOLOGY

2.1 Visual Impact Assessment Approach

2.1.1 This VIA will evaluate the potential visual impact of the Proposed Development to the surrounding areas (i.e. to the visually sensitive receivers (“VSRs”)) by comparing it to the visual effect of the approved scheme with a maximum BH of +35mPD permitted on the Application Site (i.e. the Baseline Development Scheme; to be discussed in Section 2.2).

2.1.2 According to TPB PG-No. 41, the visual impact shall be assessed based on i) the sensitivity of key public viewers; ii) the degree of visual resources and visual amenities likely to be affected; iii) the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area; and iv) the planning intention and known planned developments of the area.

2.1.3 The visual impact could be either beneficial or adverse. The visual sensitivity of public viewers is determined taking into account the activity of the VSRs, the duration and distance over which the proposed development would remain visual, and the public perception of the value attached to the views being assessed. It is typically graded as high, medium or low.

2.1.4 Visual changes caused by the Proposed Development could be positive or negative and they are not necessarily mutually exclusive. In considering the effect of visual changes, it covers the following four aspects:

- the total effect on the **Visual Composition** of the surrounding context;
- the degree of **Visual Obstruction** to key public viewing points;
- the **Effect on Visual Resources**; and
- the visual **Effect on Public Viewers** (perception of value of views and magnitude in change the visual **Effect on Public Viewers** (perception of value of views and magnitude in change

2.1.5 The magnitude of visual changes will be qualitatively graded as Substantial, Moderate, Slight or Negligible. The resultant overall impact will be concluded as enhanced, partly enhanced/partly adverse, negligible, slightly adverse, moderately adverse and significantly adverse.

2.1.6 The VIA will be undertaken in the following steps:

- A baseline review will be conducted to capture the existing visual elements in the surrounding area and the planning context of the Application Site.
- The Proposed Development on the Application Site will be briefly presented.
- The Visual Envelope (“VE”) (i.e. the Assessment Area surrounding the Proposed Development from which it is visible from key sensitive viewers) and appropriate public viewpoints (“VPs”) will be identified.
- Each VP and the potential visual impact of the Proposed Development on

the VSRs will be analyzed based on the photomontages prepared for the selected VPs.

- The overall visual impact will be assessed with conclusion on the visual acceptability of the Proposed Development.

2.2 Indicative Baseline Development Scheme for Comparison

2.2.1 The Application Site is subject to an approved rezoning scheme, which was approved by the Board in September 2021 under TPB Ref. Y/TM-LTYY/9. The Applicant has proven in the approved application that it is technical feasible to put forward a residential development of 9 blocks of not more than 8 storeys to provide a total of 307 units, at a domestic PR of 2.5 and a maximum BH of +35mPD. The visual changes and impact of the current scheme will be compared against this Baseline Development Scheme.

3. BASELINE REVIEW

3.1 Site Condition

3.1.1 The Application Site is paved and flat with a general site level of +6.6mPD to +6.8mPD. It is bisected by a footpath on the Applicant's landholding heavily used by the locals across the nullah getting to and from Castle Peak Road (see **Figure 3.1** below).

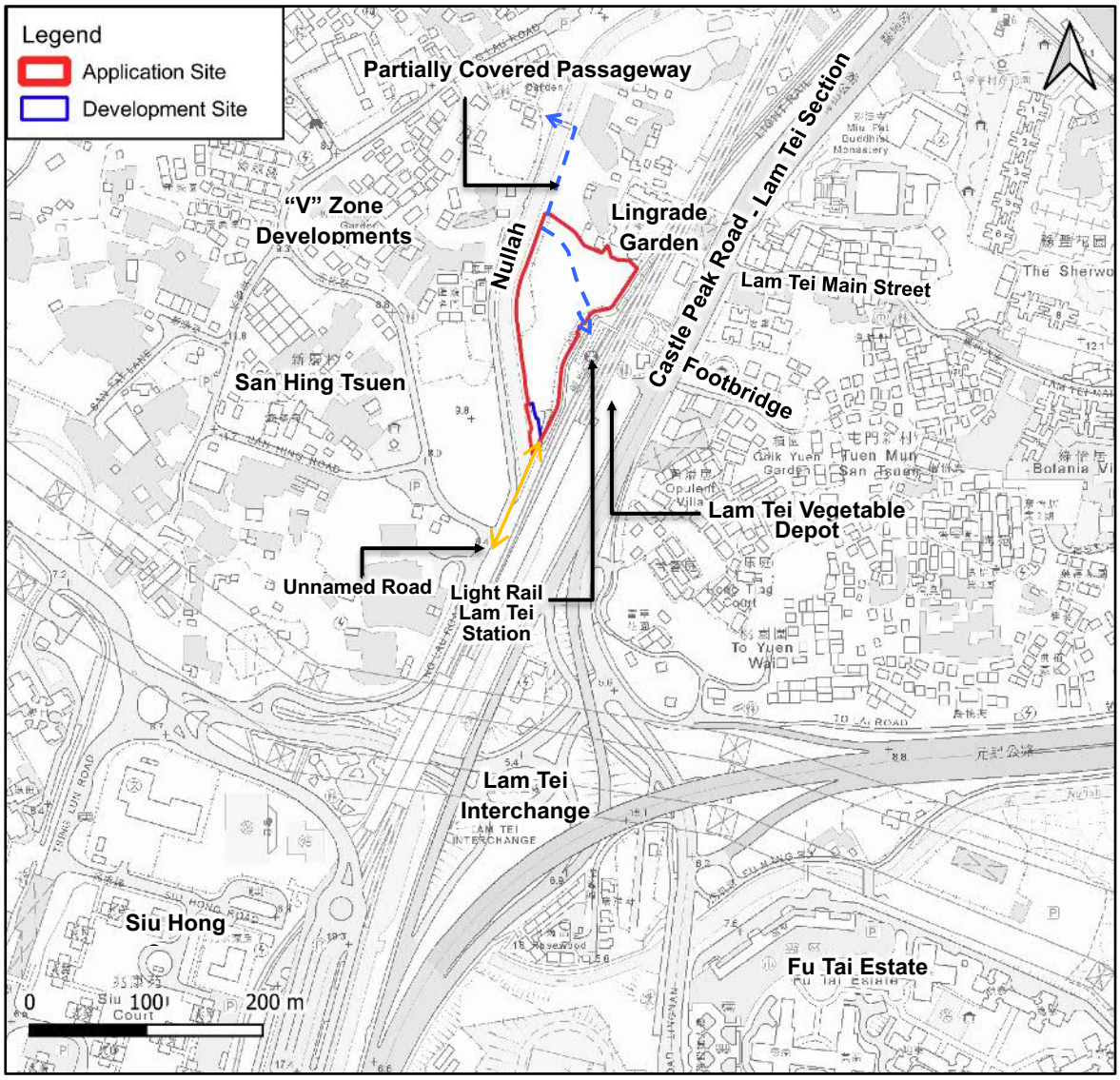


Figure 3.1 Site and Surrounding Context

3.2 Statutory Zoning and Planned Developments

Zoning

3.2.1 The Application Site falls within an area zoned "R(B)1" on the OZP. According to the Notes of the OZP, the "R(B)1" zone is imposed with a PR restriction of 1, maximum site coverage of 40%, maximum no. of storeys of 4 storeys over a single-storey car park and a BH restriction of 15m. This zone is intended primarily for sub-urban medium-density residential developments in rural area where commercial uses serving the residential neighborhood may be permitted on application to the Board. **Figure 3.2** shows the zoning context of the Application Site.

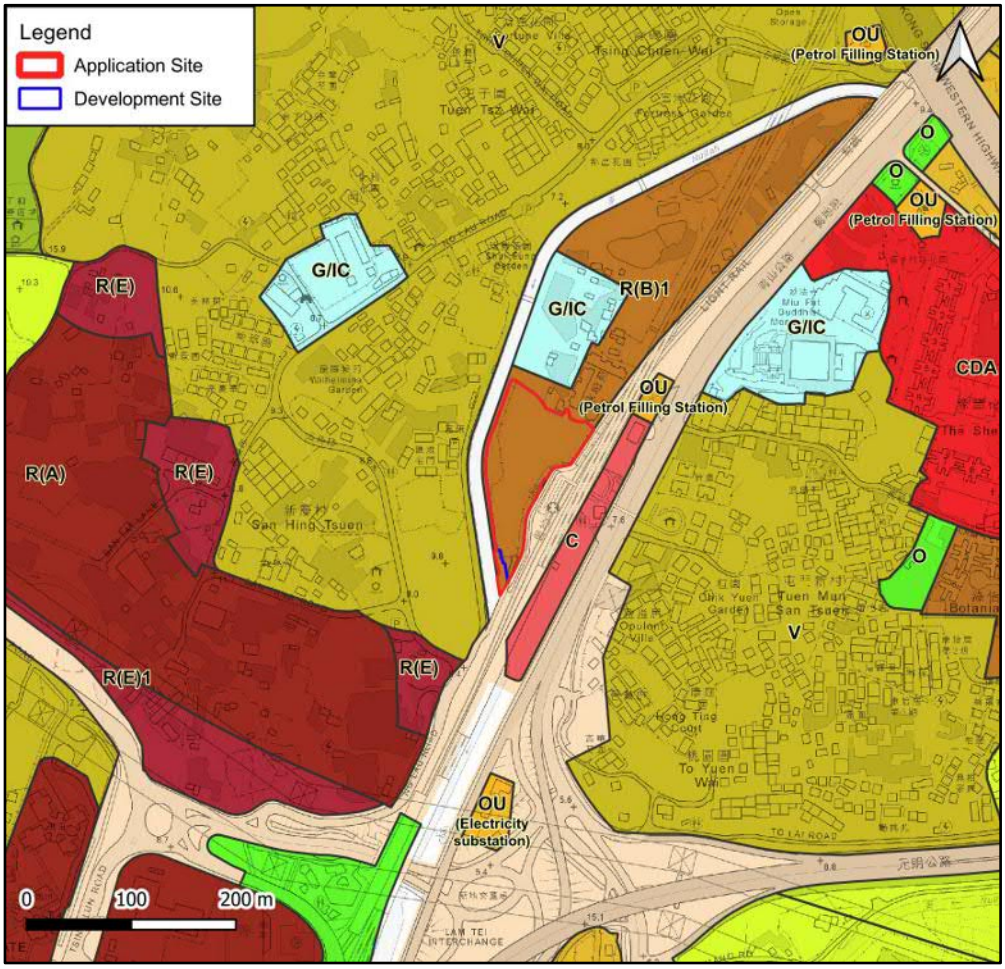


Figure 3.2 Zoning Plan (Extract from OZP No. S/TM-LTYY/12)

Planned and Committed Developments in the Vicinity

3.2.2 To the south of the Application Site across the railway, a residential development with provision of shop and services at the elongated site zoned "Commercial" ("C") was recently approved with permission for a minor relaxation of PR to 5 and BH to +64.45mPD (TPB Ref.: A/TM-LYTT/426 refers).

Stepping near towards the town center of Tuen Mun, there were three approved planning applications for high-density public housing developments in Tuen Mun Area 54 near Yan Po Road. Besides, an extensive portion of land to the south of Hong Po Road with a total area of about 21.52ha has been rezoned from “Residential (Group E)” (“R(E)”) and “Green Belt” (“GB”) zonings to “Residential (Group A)” (“R(A)”) and “Government, Institution or Community” (“G/IC”) zonings for high-density public housing developments of about 22 residential towers and 21,600 units with a maximum BH of +160mPD. The area is expected to be transformed from a sub-urban environment to a medium to high-density residential area.

3.2.3 **Figure 3.3** illustrates the planned and committed developments as well as the building height profile in south-west Lam Tei and Tuen Mun Area 54.

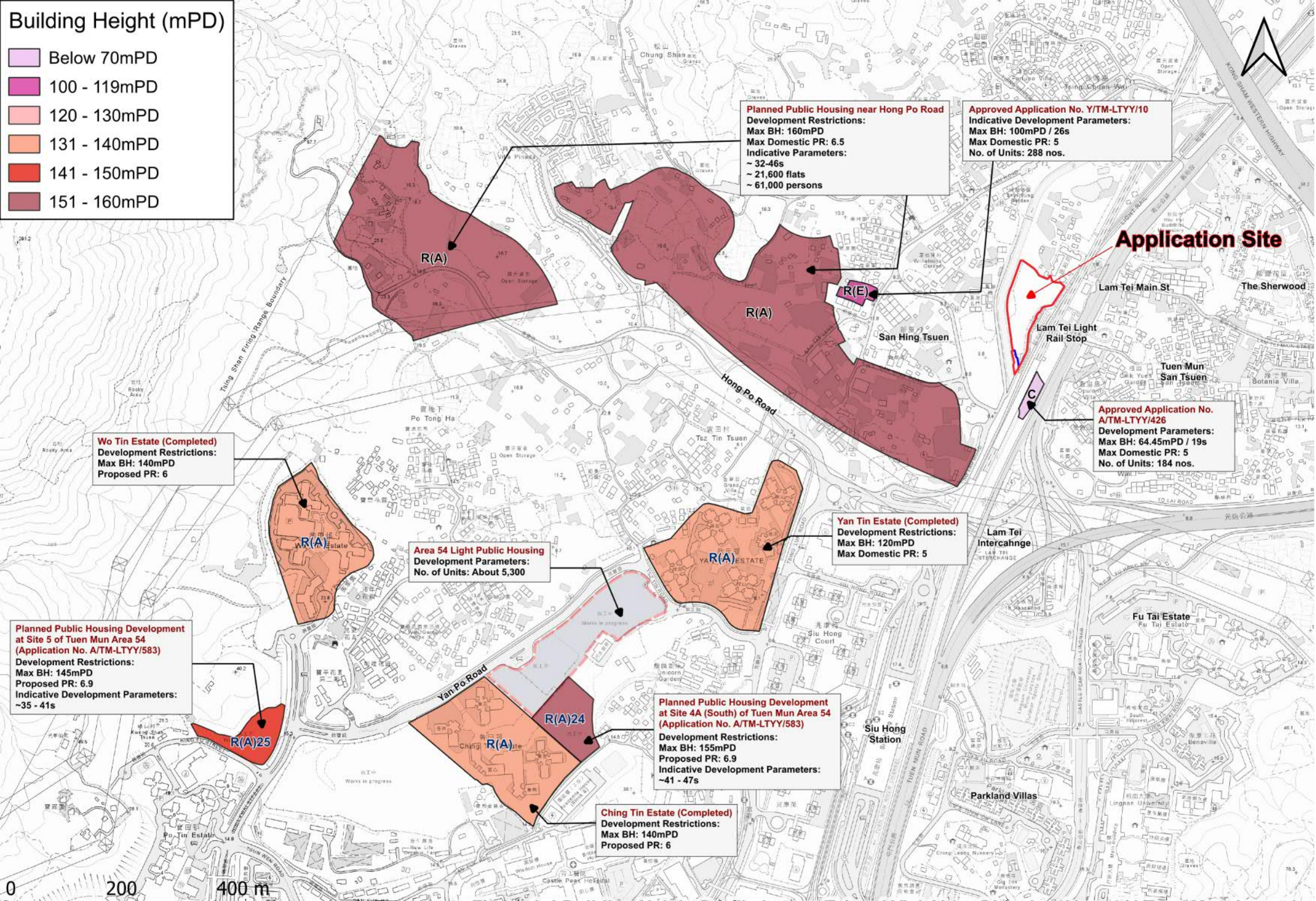


Figure 2.4 Building Height Profile in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54

3.3 Visual Elements in the Surrounding Context

3.3.1 The Application Site is immersed in a sub-urban built environment that is made up by a mix of medium-rise residential developments, village houses and brownfield sites. Located adjacent to the Tuen Ma Line viaduct, light rail track and major road network, the Application Site is highly accessible to the core of Tuen Mun New Town. **Figure 3.4** shows the surrounding land-use of the Site.

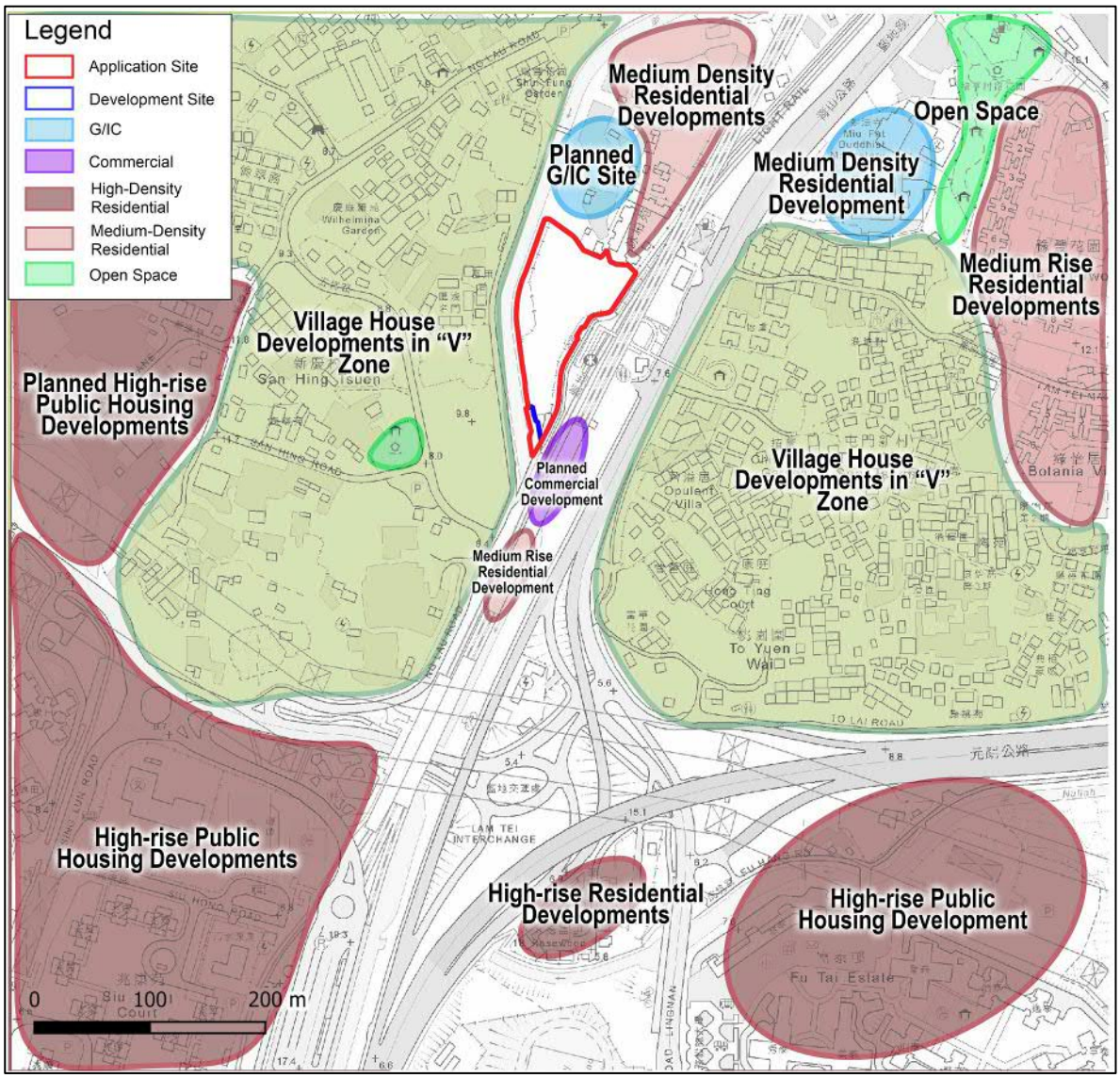


Figure 3.4 Surrounding Land Use of the Application Site

3.3.2 The visual outlook of an area is shaped by a combined composition of all the visual elements, which come into sight of the viewers. Key visual elements in the surrounding context of the Application Site are included in **Figure 3.5** and summarized below:

Positive Visual Resources

- To the west of the Application Site finds the nullah, which acts as a buffer between the village house developments and brownfield sites to the further east. The nullah provides visual permeability and openness in a north-south direction.

- One to three storeys village house developments are found nearby, including San Hing Tsuen to the west and Lingrade Garden to the north. These low-rise developments offer the sense of sub-urban tranquility in the area.

- Miu Fat Buddhist Monastery is a popular religious institution found to the north-east of the Application Site, its extraordinary building design would add visual interest to the area.

- There are some parks and playgrounds in the vicinity, such as San Hin Tsuen Children’s Playground and Fuk Hang Road Garden and Playground. The provision of greenery in these open spaces together with the on-street planting in the area could contribute to the visual amenity in the area.

Negative Visual Eyesores

- The extensive bulk of the viaduct structure of the elevated Tuen Ma Line at +21mPD is considered as a visual eyesore that reduces the visual openness of the area. It is a physical barrier that blocks views to the further east to the opposite of Castle Peak Road – Lam Tei Section.

- Lam Tei is one of the areas served by the light railway. The structure of Light Rail Lam Tei Station itself, together with the elevated pedestrian footbridge that connects to the opposite side of Castle Peak Road – Lam Tei Section, would also reduce the visual openness of the area. These features block views at street-level. Besides, as the light rail would run via the viaduct to cater the level difference between the at-grade Light Rail Lam Tei Station and the elevated Siu Hong Station, the viaduct would block views to the further south.

- Brownfield sites / operations are commonly found within the villages to the southwest of the Application Site, which they would degrade the visual quality of the environment.

4 PROPOSED DEVELOPMENT

4.3 Proposed Development Scheme

4.1.1 In light of the acute housing shortage in Hong Kong, the Applicant the Applicant is proposing to increase the development intensity of the Application Site bearing in mind that the proposed residential development should remain compatible with the sub-urban character in the area. As such, the Applicant proposes to increase the PR from 2.5 (i.e. as approved in the approved scheme) to 5.0 in providing more flats in the area. Hence, BH of the residential towers would be adjusted to a range of 14 – 27 storeys tall and not exceeding +107.8mPD to accommodate the additional PR and GFA. The indicative Master Layout Plan is shown in **Figure 4.1**.

Design Layout (see full set of Indicative Architectural Drawings in **Appendix 1**)

4.1.2 With a rationalized site boundary of an area of 8,896m^2, the Development Site is proposed for a medium-rise residential development with a PR of not more than 5 and a maximum BH of +107.8mPD. Like the approved scheme, the Proposed Development aims to provide 5 residential blocks ranging from 14 to 27 storeys above 2 storeys of basement carpark for a total of 1,385 units. A replacement footpath, which takes up a land area of 305m^2 at a minimum width of 3m, will be provided along the northern boundary. Recreational uses, in a form of residents’ clubhouse, would be provided at the G/F of Towers 1 – 4. There will also be a communal skygarden on 1/F of Tower 1 and 2.

Sensitive Design Measures

Appropriate Tower Setback

4.1.3 In order to avoid compromising the existing built environment and minimize the sense of spatial oppression, towers along the northern and western boundaries are proposed to set back to allow a smoother transition to the surroundings. In particular, Towers 1 and 4 that are fronting the nullah along the western boundary are proposed to be setback for at least 7m while Tower 2 that is abutting the re-provided public access at the northern boundary is proposed to set back for about 15m.

Careful Tower Disposition to Provide a 15m-wide Building Separation

4.1.4 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building separation of not less than 15m would be provided to enhance E-W wind penetration. A central amenity square containing a swimming pool would be provided in the corridor to provide for enjoyment. **Figure 4.2** below shows the indicative ground floor plan of the Proposed Development.

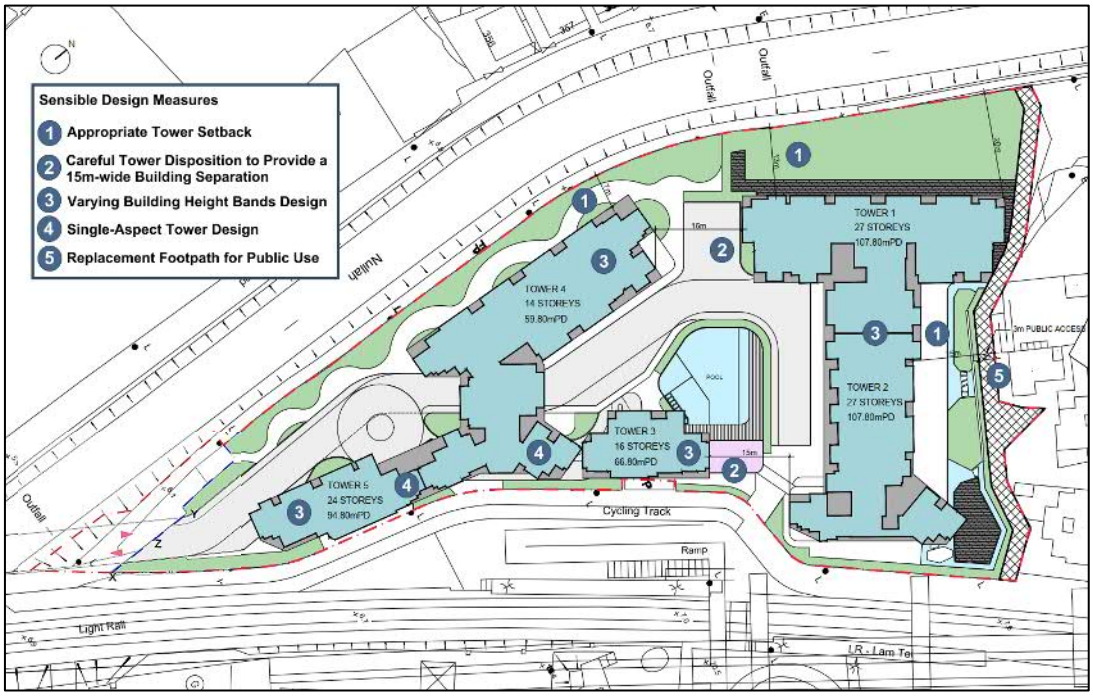


Figure 4.2 Indicative Block Plan

Varying Building Height Design

4.1.5 Considering the proximity to Lam Tei Light Rail Station and the Tuen Ma Line viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed. The varying BH design would be able to add visual interest to the surrounding.

Single-Aspect Tower Design

4.1.6 In consideration of the railway noise of Tuen Ma Line, single-aspect tower design would be carefully incorporated to reduce the railway noise impact from Tuen Ma Line and Light Rail running north-south to the east of the Application Site.

Replacement Footpath for Public Use

4.1.7 To continue to facilitate pedestrian movement between the nullah and Castle Peak Road, the Applicant proposes a 3m wide replacement footpath for public use at the northern end within the Application Site adjacent to Lingrade Garden. This will be managed and maintained by the future residential development.

Optimal Building Bulk

4.1.8 To minimize visual impact to the surrounding and to maximize at-grade open space, car parking spaces are placed within the 2 basement levels. Besides, the Applicant proposes to minimize the ground floor footprint to only underneath the towers as far as practicable.

Key Development Parameters

4.1.9 The key development parameters of the Proposed Development are summarized in **Table 4.1** below:

Table 4.1 Indicative Development Parameters

Development Parameters	Proposed Development
Application Site Area (about)	9,261m^2
Development Site Area Private Lots (85.7%) Government Land (14.3%)	8,896m^2 6,333m^2 2,563m^2
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m^2
Proposed No. of Flats	1,385
Average Flat Size	32.1m^2
Estimated Population (assuming 2.7 persons per flat)	3,740
Proposed No. of Towers	5
Proposed Site Coverage	Not more than 33.3%
Proposed No. of Storeys	14 - 27 (excluding 2s of basement carpark)
Proposed Maximum Building Height	+107.8mPD
Proposed Private Open Space	Not less than 3,740m^2
Proposed Greening Ratio	Not less than 20%

5. IDENTIFICATION OF VISUALLY SENSITIVE RECEIVERS AND SELECTION OF VIEWPOINTS

5.1 Identifying the Visual Envelope and Visually Sensitive Receivers

5.1.1 The Visual Envelope (“VE”), i.e. the Assessment Area within which the Proposed Development is highly visible from key sensitive viewers is shown in **Figure 5.1**. According to the TPB PG No. 41, the Assessment Area generally covers the area where there is direct sight towards the Proposed Development with a radius of about three times the proposed building height. As the Proposed Development proposes a maximum BH of +107.8mPD with an absolute BH of 101.1m, the Assessment Area thus has a radius of about 303.3m from the Application Site in this case.

5.1.2 Since protecting private views is not the duty of the Board, the visual assessment will focus on public VSRs only and no private VSRs, such as residents of existing housing developments, will be included in the assessment.

5.1.3 The VSRs identified within the assessment area include i) drivers, cyclists and passersby travelling on Ng Lau Road; ii) pedestrians walking over the nullah from the “V” zone to Castle Peak Road via the replacement footpath; iii) residents and drivers coming from Lam Tei Main Street onto Castle Peak Road; and iv) residents leisurely resting and playing in San Hing Tsuen Children’s Playground. **Table 5.1** summarizes the identified public VSRs and their visual sensitivity level.

5.2 Selection of Representative Viewpoints

5.2.1 Based on the identified VSRs, representative viewpoints (“VPs”) were selected for further assessment. The selected VPs cover public views from easily accessible and popular areas from different directions. When selecting VPs, priority has been given to existing/planned public open spaces, public focal points, existing/future pedestrian nodes and key pedestrian/vehicular corridors. Seven local VPs are selected within the visual envelope to evaluate the visual impact of the Proposed Development, presented in **Table 5.1** and illustrated in **Figure 5.1**.

<u>VP1 – Local Access Road along the Nullah</u>

5.2.2 VP1 is taken from the local access road along the nullah that branches off from Ng Lau Road leading to the village house developments. It is one of the major vehicular accesses to the village houses to the west of Ng Lau Road while some residents’ carparking spaces are also found along this access road. This VP mainly captures view of the vehicular access road on both sides of the channelized nullah and a considerable amount of vegetation and tree plantings at the periphery of the Application Site. VSRs identified at this VP are the drivers along this local access road.

VP2 – Footbridge across the Nullah to the North-west

5.2.3 The footbridge across the nullah is heavily used by residents from San Hing Tsuen and other village house developments. The footbridge leads pedestrians towards Light Rail Lam Tei Station and Castle Peak Road via the partially covered walkway along the nullah and the existing footpath bisecting the Application Site. While the footbridge represents an important pedestrian node in the area, it captures an open view towards the south stretching from nullah to Siu Hong Court (about +104mPD) in the background. VSRs identified at this VP are the residents commuting between their homes to Light Rail Lam Tei Station and Castle Peak Road – Lam Tei Section.

VP3 – Lam Tei Main Street

5.2.4 Lam Tei Main Street is a one-way westbound vehicular road connecting onto Castle Peak Road serving the residents of Lam Tei San Tsuen and other housing developments in the area. The intersection of Lam Tei Main Street and Castle Peak Road, being a major pedestrian node along a major transport corridor, is selected as a public viewpoint for assessment. It captures a view dominated by the road traffic at Castle Peak Road and village houses to the east of the viaduct structure of Tuen Ma Line. VSRs identified at this VP are the drivers getting onto Castle Peak Road and travelers getting to nearby public transport nodes.

VP4 – Elevated Pedestrian Footbridge Connecting to Light Rail Lam Tei Station

5.2.5 The elevated pedestrian footbridge connects Light Rail Lam Tei Station to Castle Peak Road – Lam Tei Section (southbound) where Lam Tei Main Street, To Yuen Wai, The Sherwood, Botania Villa and Miu Fat Buddhist Monastery are located. Considering it is a partially covered footbridge, it captures an enclosed view towards the front which is dominated by the internal walkway of the footbridge while the viaduct structure of is visible between the gaps of the columns of the footbridge. VSRs identified at this VP are the travellers coming from southbound Castle Peak Road – Lam Tei Section to Light Rail Lam Tei Station.

VP5 – Unnamed Vehicular Access Branching Off from Ng Lau Road

5.2.6 Branching off from Ng Lau Road finds an unnamed access road that lead to the local acess raod at VP1, that it is widely used by pedestrians, cyclists travelling to Light Rail Lam Tei Station. It also leads to the one-way vehicular access road alongside the nullah that serves the village houses and other housing developments to the west of the nullah.

VP6 – San Hing Tsuen Children’s Playground

5.2.7 San Hing Tsuen Children’s Playground is a popular public open space located in the south-west of the Application Site across Ng Lau Road. it provides both active and passive recreational space for the villagers in San Hing Tsuen and the “V” zone. At an elevated level, the central square of the playground captures a mid-range view towards the Application Site behind the newly built 3-storey village houses. VSRs identified at this VP are caregivers of the children playing and the passive recreational users resting in the playground.

VP7 – Tuen Tsz Wai Children’s Playground

5.2.8 Tuen Tsz Wai Children’s Playground is another popular public open space located in the south-west of the Application Site across Ng Lau Road. it provides a delicate recreational open space offering both active and passive facilities for the villagers in Tuen Tsz Wai and the “V” zone. At an elevated level, the playground captures a mid-range view towards the Application Site behind the San Sheng Palace. VSRs identified at this VP are caregivers of the children playing and the passive recreational users resting in the playgrounds.

Table 5.1: Selected Viewpoints Representing Identified VSRs

Viewpoints (VPs)	Represented VSRs	Distance/ Direction	Height in mPD (Approx.)	Nature of VP	Popularity by Public	Visual Sensitivity
VP1: Local Access Road along the Nullah	Drivers Travelling on the Local Access Road	Approx. 30m/ South-west	+5.9	Transient	Occasional	Low
VP2: Footbridge across the Nullah to the North-west	Residents from “V” Zone Travelling to Light Rail Lam Tei Station and Castle Peak Road	Approx. 75m/ North-west	+7.3	Transient	Frequent	Low to Medium
VP3: Lam Tei Main Street	Drivers and Pedestrians Coming from Lam Tei Man Street to Castle Peak Road	Approx. 85m/ East	+7.2	Transient	Frequent	Low
VP4: Elevated Pedestrian Footbridge Connecting to Light Rail Lam Tei Station	Travelers Travelling to Light Rail Lam Tei Station	Approx. 90m/ South-east	+13.7	Transient	Frequent	Low
VP5: Vehicular Access to Application Site Branching Off from Ng Lau Road to the South	Drivers, Cyclists and Pedestrians Travelling on Ng Lau Road	Approx. 50m/ South	+6.4	Transient	Frequent	Low to Medium
VP6: San Hing Tsuen Children’s Playground	Residents Resting and Playing at the Open Space	Approx. 100m/ South-west	+10.6	Recreational	Occasional	High
VP7: Tuen Tsz Wai Children’s Playground	Residents Resting and Playing at the Open Space	Approx. 230m/ North-west	+10.1	Recreational	Occasional	High

6 ASSESSMENT OF VISUAL IMPACTS

6.1 Subject of Assessment

6.1.1 The objective of this VIA is to evaluate the visual impact of the Proposed Development in the current scheme against the approved condition/Baseline Development Scheme in support of the rezoning proposal. Hence the assessment will focus on the approved BH of 28m or +35mPD in the Baseline Development Scheme and the proposed BH of 101.1m or +107.8mPD in the current scheme.

6.2 VP1 – Local Access Road Along the Nullah (**Figure 6.1** refers)

Visual Composition

6.2.1 The Site is currently in unattended condition with weeds and vegetations all around the western periphery. In the Baseline Development Scheme, the wall-like single aspect residential towers (i.e. T1 – T3) in the approved scheme would dominate the overall view, while the nullah and the local access road would take up the foreground view. With the Proposed Development of the current scheme in place, the visual composition would largely be the same with the residential towers dominating the view. As compared with the Baseline Development Scheme, residential towers with a proposed BH ranging from +59.8mPD to +107.8mPD would become more dominant. The effect on the overall composition of the view at VP1 is considered ***moderately adverse.***

Visual Obstruction

6.2.2 As the Site is unoccupied in present, an open sky view is captured. In terms of the openness of the sky view, the then approved residential development (i.e. at +35mPD) of the Baseline Development Scheme would have already reduced the visual permeability towards the north-east and atop, the Proposed Development in the current scheme with a higher proposed BH (i.e. max BH at +107.8mPD) and higher PR would inevitably further obstruct the sky-view. However, the proposed tower setback at T4 and T5 tries to give visual interest along the nullah as compared to the dull built form under the approved condition. The degree of visual obstruction brought by the Proposed Development is ***moderately adverse.***

Effect on Visual Resources

6.2.3 Key visual resources at this VP include the nullah and sky-view above the Application Site which has been idled for ages. The nullah is located at the foreground of this viewpoint whist the Application Site is located behind it, therefore the view towards the nullah and the openness will not be affected.

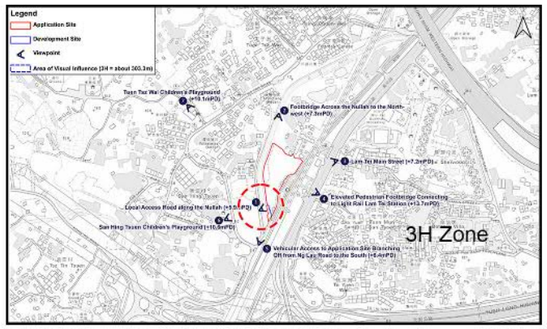
The Baseline Development Scheme would have partially blocked the sky-view and the current scheme with a higher PR would inevitably further affect the access to the sky-view. However, Applicant is committed to achieve a tree compensation ratio of 1:1 and incorporate interesting landscape arrangement in the Proposed Development, the impact on the visual resources is thus considered as ***moderately adverse.***

Effect on Public Viewers

6.2.4 This VP represents the view of the drivers travelling on the local access road. Their kinetic nature reduces the visual sensitivity. Hence the duration of impact is short and brief considering the attention of the drivers would largely be on the road condition. The visual change on public viewers is considered ***moderate.***



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development

KTA PLANNING LIMITED 規劃顧問有限公司	Viewpoint 1 – Local Access Road Along the Nullah	Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Figure 6.1
		Visual Impact Assessment	Date: 2 October 2024

6.3 VP2 – Footbridge Across the Nullah to the North-west (**Figure 6.2** refers)

Visual Composition

6.3.1 Under the existing condition, the weed along the nullah within and outside the Site shield the view towards the Site. Whilst, under the Baseline Development Scheme, two rows of the residential towers (i.e T5 and T6 in the first row; and T7 in the second row) at a universal height of +35mPD would have stand out in the middle-ground when viewing at this footbridge that leads way to the footpath to Light Rail Lam Tei Station and Castle Peak Road. Comparing with the approved condition, some taller buildings of the Proposed Development replace the group of medium-rise buildings in the middle-ground whilst the rest remains unchanged. At this short-distance view, the Proposed Development would result in a ***moderately adverse*** impact on the overall visual composition. However, with the proposed tower setback along the western and north-western boundary abutting the nullah and interesting building disposition, the overall bulk of the Proposed Development when viewing from this VP has become less intrusive.

Visual Obstruction

6.3.2 As the Site is vacant, an open sky view above weed and vegetation in this triangular-shaped area bounded by Castle Peak Road and the nullah is unobstructed. Yet, the approved development in the Baseline Development Scheme would disturb the visual openness. The residential towers in a three-rows configuration would obstruct the sky-view and overall permeability, whereas the intensified scheme (i.e. the Proposed Development) would thus inevitably block more of the sky-view above and further reduce the visual permeability. However, with the careful disposition of the residential towers and a stepped BH design, the degree of visual obstruction is tuned down to ***moderately adverse***.

Effect on Visual Resources

6.3.3 Similar to VP1, the major visual resources at this VP are the sky-view and the nullah. As abovementioned, the Proposed Development would inevitably block more sky-view as compared with the Baseline Development Scheme. However, the openness along the nullah would not be affected. The Proposed Development would provide extensive landscaping along the boundary and between the residential towers, to preserve the overall greenery of the view. The impact on the visual resources would be ***moderately adverse***.

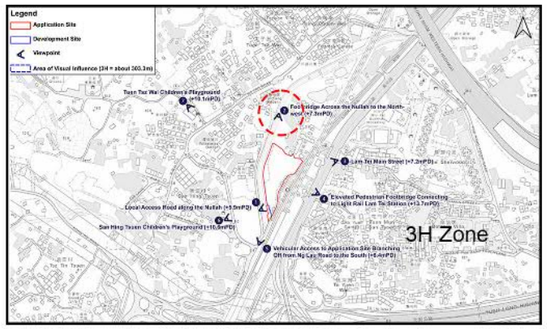
Effect on Public Viewers

6.3.4 The footbridge is heavily used by the residents traveling between their village homes and Light Rail Lam Tei Station or Castle Peak Road. However, their

duration of stay is short and is transient in nature. As they walk by, their view would largely be shielded by the lush vegetation on the side, the visual effect of the Proposed Development on the VSRs at this viewpoint is considered ***moderately adverse***.



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development

KTA PLANNING LIMITED 規劃顧問有限公司	Viewpoint 2 – Footbridge Across the Nullah to the North-west	Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Figure 6.2
		Visual Impact Assessment	Date: 2 October 2024

6.4 VP3 Lam Tei Main Street (**Figure 6.3** refers)

Visual Composition

6.4.1 The view when looking from the intersection of Lam Tei Main Street and Castle Peak Road - Lam Tei Section is composed of the busy traffic on both sides of Castle Peak Road, the mixed-use 3-storey village houses, the viaduct structure of the Tuen Ma Line and a stretch of sky-view. The Site is hidden behind the 3-storeys village houses and the Tuen Ma Line viaduct structure. In the Baseline Development Scheme, the high-zone of the residential towers in the approved residential development would slightly stand out above the viaduct structure. As compared with Baseline Development Scheme where the visual composition would already be transformed by the residential towers, the Proposed Development with a proposed BH of +107mPD would become a dominant visual component in this VP inevitably in view of the short-distance. The magnitude of change is ***adverse*** with the Proposed Development in place.

Visual Obstruction

6.4.2 Given the sub-urban context featuring the 3-storeys village houses and the Tuen Ma Line viaduct structure, an open sky view is visible atop these features under the existing condition. A portion of the residential towers would intrude into the sky-view in the background in the Baseline Development Scheme. Likewise, the Proposed Development would also encroach into the sky-view and in a higher degree given a taller BH ranging from +59.8mPD to +107.8mPD is proposed. Yet, the Proposed Development proposes a varying BH design, where above the residential towers with lower BH (i.e. T3 and T4), a portion of the sky-view could be preserved. The visual obstruction is therefore considered ***moderately adverse***.

Effect on Visual Resources

6.4.3 Road-side tree plantings and the stretch of open-sky view are the visual gems at this VP. There would be no change to the foreground view, hence, the greenery would be fully preserved. As for the sky-view, a portion of the sky-view would have already been blocked. It is undeniably that the Proposed Development would intrude more into the sky-view which make a ***moderately adverse*** impact on the visual resources available when viewing from this VP.

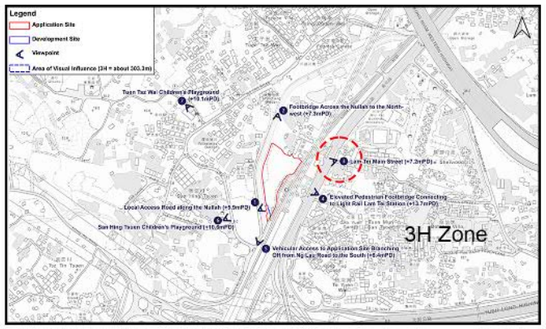
Effect on Public Viewers

6.4.4 For the drivers going onto Castle Peak Road - Lam Tei Section from Lam Tei Main Street, the Proposed Development would hardly be visible to them at drivers' angle, they would be subject to negligible impact. Meanwhile, as for pedestrians marching onto Castle Peak Road, they would either go straight

across the road to Light Rail Lam Tei Station or to the bus stops to the south, their duration of stay is short. The Proposed Development would bring ***moderate*** effect to the VSRs at this viewpoint. After all, considering the planned public and private residential developments nearby (as mentioned in Sections 2.4 and 2.5 in the Supporting Planning Statement), the Site marks the beginning of a cluster of new high-rise developments within the area.



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development

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Viewpoint 3 – Lam Tei Main Street

Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.3

Visual Impact Assessment

Date: 18 November 2024

6.5 VP4 – Elevated Pedestrian Footbridge Connecting to Lam Tei Light Rail Station (**Figure 6.4** refers)

Visual Composition

6.5.1 At this elevated pedestrian footbridge that leads to Light Rai Lam Tei Station, the steel structure of the footbridge dominates the view, only a limited view towards the Application Site is captured between the columns of the footbridge and above the viaduct structure of Tuen Ma Line under the existing condition. The topmost portion of Kong Shan (+394mPD max.) is also visible from this viewpoint above the Tuen Ma Line viaduct. Part of the Proposed Development will appear in between the columns and behind the viaduct and partially block the view towards Kong Shan. Given that the Tuen Ma Line viaduct and the footbridge structure remain the dominant features visible from this viewpoint, the Proposed Development would appear compatible to the suburban setting. The effect of the Proposed Development on the overall visual composition is ***slightly adverse***.

6.5.2

Visual Obstruction

6.5.3 Part of the ridgeline of Kong Shan and a narrow stretch of sky view are visible between the columns of the footbridge in the existing view. The Proposed Development would not affect features that dominate this viewpoint at the foreground, including the footbridge and Tuen Ma Line viaduct. However, it will partially obstruct the view towards the small portion Kong Shan. Whilst the Proposed Development and Kong Shan are both located at the background and behind major features that dominate this viewpoint (e.g. footbridge and viaduct), only a small portion are visible. The loss of view towards Kong Shan would be ***slightly adverse***, yet this would not affect the visual openness nor the sub-urban character of the area.

Effect on Visual Resources

6.5.4 The thematic tree plantings to the left of the footbridge near Lam Tei Vegetable Depot are the major visual gem when viewing from the footbridge. These green features at the foreground will remain intact. As mentioned in para. 6.5.2 above, the remaining topmost portion of Kong Shan above Tuen Ma Line viaduct at the background will be blocked by the Proposed Development. Since the dominating features at this viewpoint would remain unaffected, the impact on visual resources is considered to be ***slightly adverse***.

Effect on Public Viewers

6.5.5 Pedestrians travelling to Light Rail Lam Tei Station via this footbridge are considered as the VSRs at this VP. Under this semi-enclosed environment, the pedestrians are also transient in nature and the Proposed Development

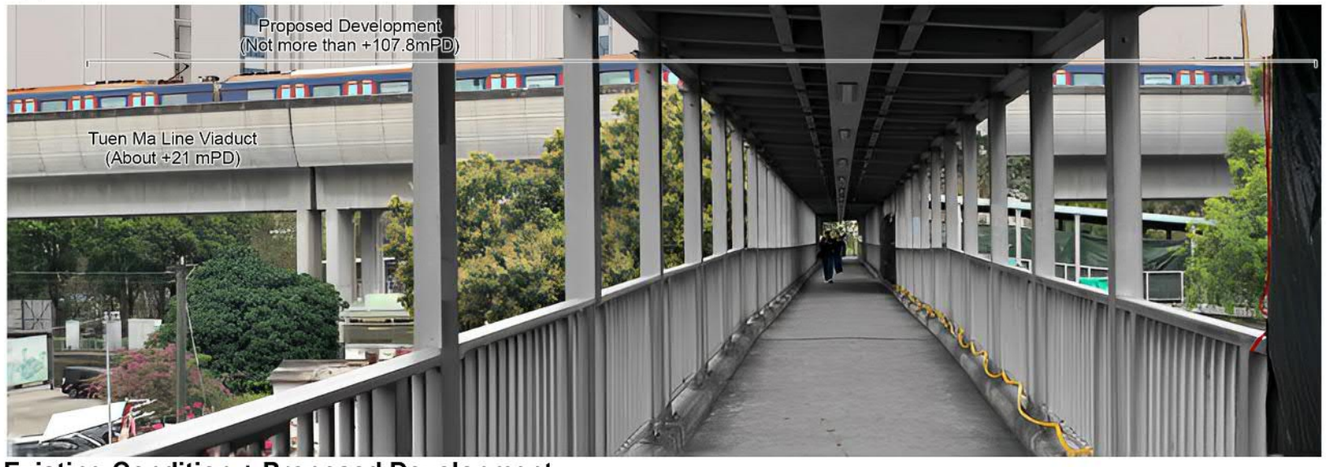
would become less visible as they march on, hence, the visual change on these VSRs is ***slight***.



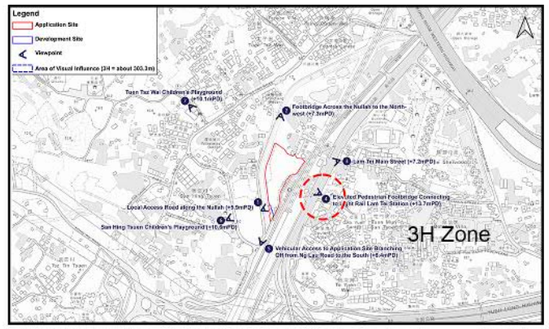
Existing Condition



Approved Scheme



Existing Condition + Proposed Development



Key Plan

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Viewpoint 4 – Elevated Pedestrian Bridge Connecting to Light Rail Lam Tei Station

Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.4

Visual Impact Assessment

Date: 2 October 2024

6.6 VP5 – Vehicular Access to Application Site Branching Off from Ng Lau Road to the South (Figure 6.5 refers)

Visual Composition

6.6.1 This VP captures a short-range view towards the Application Site from its immediate south along the unnamed road branching off Ng Lau Road leading to the local access road in VP1. The grey infrastructure including the road itself, the elevated footbridge and the viaduct structure of Tuen Ma Line make up most of the view. The Site is currently vacant and unattended with vegetations and weeds all along the periphery. In the Baseline Development Scheme, T1 – T3 of the approved residential development with a uniform height would be visible and take up the central portion of the view. The Proposed Development, would however have a more interesting built form and varied building height to add some visual interest. With the transformation of the area, including the planned high-rise residential development (with a relaxed building height from 130mPD to 175mPD approved under A/HSK/452) in Hung Shui Kiu NDA (in particular Area 25 zoned "R(A)2" which is targeted for PRH/SSF) and the approved residential development (TPB Ref.: A/TM-LTYY/426), the change from low-rise buildings in the approved condition to mid to high-rise buildings under the proposed scheme would appear compatible with the surrounding environment. The magnitude of change in the visual composition is considered ***moderate***.

Visual Obstruction

6.6.2 While the approved residential development of the Baseline Development Scheme would have blocked the sky-view to the further north as T1 – T3 stretch along the south-western tip, the Proposed Development with a higher BH ranging from +59.8mPD to +107.8mPD in a varying BH design would intrude more into the sky-view. With the careful tower disposition respecting the site configuration and nearby structures, the Proposed Development would not be incompatible in the surrounding context as being in proximity to the planned residential developments near Lam Tei Vegetable Depot over the viaduct, and the major visual corridor alongside the viaduct remains. The degree of visual obstruction is considered ***moderately adverse***.

Effect on Visual Resources

6.6.3 Main visual resources in this VP are some unattended vegetation on both sides of the nullah, lush green trees along the pavement near the footbridge, the elevated footbridge, the cable of the Light Railway, the viaduct structure of Tuen Ma Line and the sky-view. The area appears to be unattended and dilapidated. While the Proposed Development would encroach onto more sky-view atop the residential towers as compared with the Baseline Development

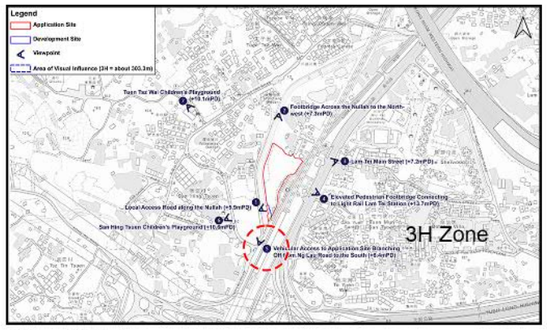
Scheme, the enhanced tower disposition and varied height create more visual interest to the surrounding. The Proposed Development would help to rejuvenate the area and the proposed scheme is considered not incompatible with the surrounding developed structures. The effect on the visual resources at VP5 is ***moderately adverse***.

Effect on Public Viewers

6.6.4 Drivers going onto the local access road and the pedestrians/cyclists heading to Light Rail Lam Tei Station are the VSRs identified at this VP, however, their duration of stay are in general short and the view is transient. The focus of the drivers would undoubtedly be on the road, the effect of the Proposed Development on them would be ***slightly adverse***. Meanwhile, at human scale, landscape arrangements of the Proposed Development and the approved residential development in the Baseline Development Scheme would both help to enhance the visual amenity and the Proposed Development would bring slightly more visual interest to the area with its varied building form and height. As such, the effects of the visual changes of the pedestrians/cyclist would be ***moderate***.



Existing Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development

KTA PLANNING LIMITED 規劃顧問有限公司

Viewpoint 5 – Vehicular Access to the Application Site Branching Off from Ng Lau Road to the South

Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.5

Visual Impact Assessment

Date: 2 October 2024

6.7 VP6 – San Hing Tsuen Children s Playground (**Figure 6.6** refers)

Visual Composition

6.7.1 At the central square of San Hing Tsuen Children's Playground, this viewpoint captures the view of the resting benches, the Arch (Pai Fong) of San Hing Tsuen and some newly built 3-story village houses in the foreground and the viaduct structure of Tuen Ma Line and an existing residential development (The Sherwood) in the background. The ridgeline of Kung Um Shan intermingles amongst these features at the back while the Site is well hidden behind the newly built 3-storeys village house.The visual composition would largely be similar among the Baseline Development Scheme and the current scheme except the Proposed Development is more prominent with a higher BH (i.e. ranging from +59.8mPD to +107.8mPD). The effect on the visual composition is ***moderately adverse***.

Visual Obstruction

6.7.2 When viewing towards the north-east, a stretch of sky view is visible above the features including the Arch, 3-storeys village houses and between the trees. Existing village houses and the vegetation at San Hing Tsuen Children's Playground block much of the view towards the Site and help to soften the building mass. The Proposed Development, with an increased height, would inevitably obstruct part of the sky view; yet the skyline above the Arch (Pai Fong) and the view towards Kung Um Shan would not be affected. The degree of visual obstruction resulted from the Proposed Development is considered ***moderately adverse***.

Effect on Visual Resources

6.7.3 The tree and other vegetation in the playground and the Arch (Pai Fong) in the foreground, the sub-urban environment featuring 3-storeys village houses and the sky-view are the visual gems at this VP. Most of these visual resources would remain, yet a portion of the sky-view would be blocked. However, no direct impact on the visual openness would be anticipated as the proposed building blocks would have largely blocked by existing trees and developments. The effect on the visual resources is considered ***moderately adverse*** at this VP.

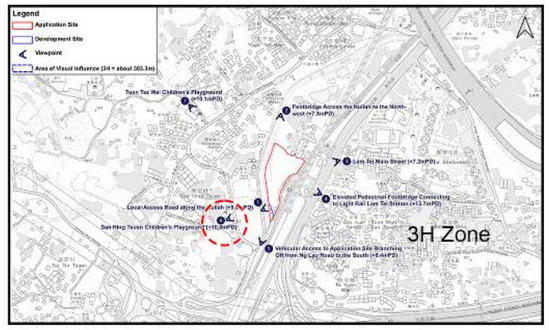
Effect on Public Viewers

6.7.4 Visual sensitivity of VSRs identified at an open space is considered to be high. Despite the increased BH at the Site, existing vegetation within the playground helps to soften the building mass and the VSRs would continue to enjoy an open sky view above the Arch (Pai Fong). As observed, a lot of these VSRs

are in fact the caregivers of the children playing in the playground, thus the focus on the caregivers would be on their children playing instead of the surrounding. The visual change to be brought by the Proposed Development to these VSRs is ***moderate***.



Exisiting Condition



Key Plan



Approved Scheme



Existing Condition + Proposed Development

KTA PLANNING LIMITED 規劃顧問有限公司	Viewpoint 6 – San Hing Tsuen Children's Playground	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Figure 6.6
		Visual Impact Assessment	Date: 2 October 2024

6.8 VP7 – Tuen Tsz Wai Children s Playground (**Figure 6.7** refers)

Visual Composition

6.8.1 At Tuen Tsz Wai Children's Playground, this viewpoint captures the view of the active and passive parts of the playground featuring the slides, spring rider and some resting benches in the foreground, the rear of San Sheng Palace and its associated temple structures in the middle-ground and a semi open-view towards north of Lam Tei in the backdrop. The Site stands behind San Sheng Palace and the 3-storeys village houses in the middle-ground. At this medium-range view, the overall visual composition would largely remain similar as compared with the Baseline Development Scheme, except for the central portion, which the Proposed Development would stand out more than the approved development given a higher BH (i.e. ranging from +59.8mPD to +107.8mPD). The degree of change is moderate and hence the effect on the visual composition is ***moderately adverse***.

Visual Obstruction

6.8.2 At this platformed open space in a sub-urban setting, an open sky view is visible above the structures. When viewing towards the Site, San Sheng Palace blocks partial views towards the Site while the low-zone of Tower 1 and Tower 2 will be screened off by the existing village houses. With the ridgeline of Kung Um Shan being obstructed by the approved development in the Baseline Development Scheme, the Proposed Development would intrude further a larger portion of the sky view inevitably as proposed with a higher BH. Yet, the overall visual environment could be well-maintained. The degree of visual obstruction resulted from the Proposed Development is considered ***moderately adverse***.

Effect on Visual Resources

6.8.3 Glimpse of the ridgeline of Kung Um Shan and the open sky view are the visual gems at this VP. Like the above, the approved development would have already blocked this remaining view towards Kung Um Shan and part of the permeable sky view, the Proposed Development would then only further block a larger portion of the sky view. The effect on the visual resources is considered ***moderately adverse*** at this VP.

Effect on Public Viewers

6.8.4 Visual sensitivity of VSRs identified at an open space is considered to be high. Despite the increased BH at the Site, San Sheng Palace helps screen of part of the Proposed Development and filter off direct impact at human-scale. Nonetheless, the Proposed Development has adopted a varied building height

profile to add visual interest. As observed, a lot of these VSRs are in fact the caregivers of the children playing in the playground, thus the focus on the caregivers would be on their children playing instead of the surrounding. The visual change to be brought by the Proposed Development to these VSRs is ***moderate***.

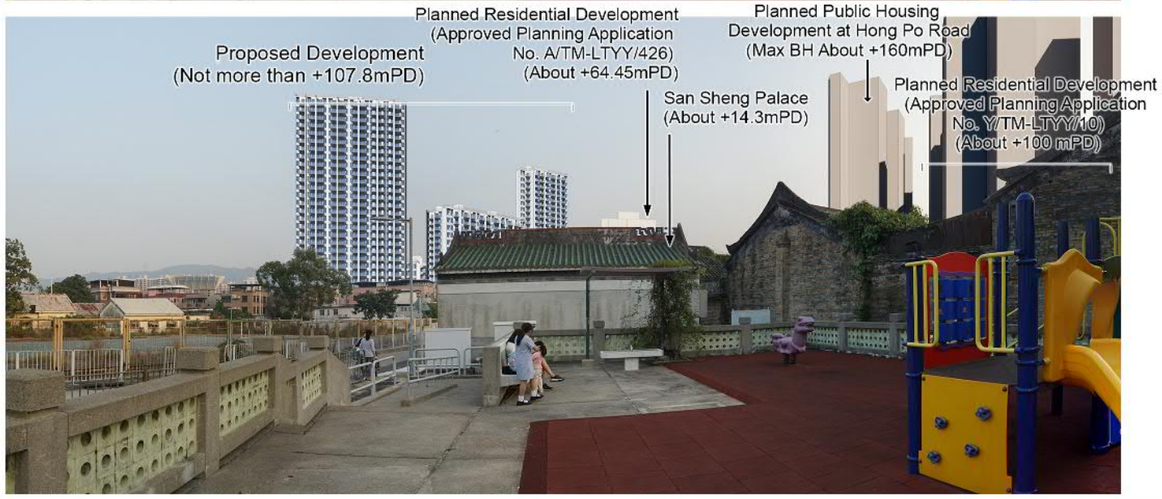
Exisiting Condition

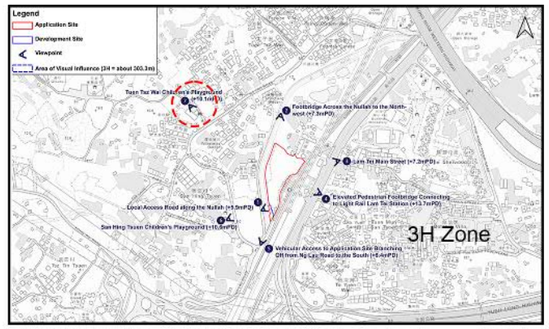


Approved Scheme



Existing Condition + Proposed Development





Key Plan

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Viewpoint 7 – Tuen Tsz Wai Children's Playground

Proposed Rezoning from "Residential (Group B)1"Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Figure 6.7

Visual Impact Assessment

Date: 2 October 2024

7 CONCLUSION

7.1 The Application Site is subject to an approved scheme that permits a PR of 2.5 and BH of 28m or +35mPD. In view of the acute housing supply and transforming development context in the surroundings, the Applicant proposes to up-zone the Application Site with a PR of 5 and a maximum BH of +107.8mPD to provide a total of 1,385 housing units.

7.2 The visual appraisal summary of comparing the Baseline Development Scheme with the Proposed Development in the current scheme is provided below.

Table 7.1: Visual Appraisal Summary

Viewpoint	Visual Composition	Visual Obstruction	Effect on Visual Resources	Effect on Public Viewers	Visual Sensitivity	Overall
VP1: Local Access Road along the Nullah	Moderately Adverse	Moderately Adverse	Moderately Adverse	Moderate	Low	Moderately Adverse
VP2: Footbridge across the Nullah to the North-west	Moderately Adverse	Moderately Adverse	Moderately Adverse	Moderately Adverse	Low to Medium	Moderately Adverse
VP3: Lam Tei Main Street	Adverse	Moderately Adverse	Moderately Adverse	Moderate	Low	Significantly Adverse
VP4: Elevated Pedestrian Footbridge Connecting to Light Rail Lam Tei Station	Slightly Adverse	Slightly Adverse	Slightly Adverse	Slight	Low	Slightly Adverse
VP5: Vehicular Access to Application Site Branching Off from Ng Lau Road to the South	Moderate	Moderately Adverse	Moderately Adverse	Moderate	Low to Medium	Moderately Adverse
VP6: San Hin Tsuen Children’s Playground	Moderately Adverse	Moderately Adverse	Moderately Adverse	Moderate	High	Moderately Adverse
VP7: Tuen Tsz Wai Children’s Playground	Moderately Adverse	Moderately Adverse	Moderately Adverse	Moderate	High	Moderately Adverse

7.3 Given the proximity of the Application Site to the vehicular roads and public transportation nodes of Lam Tei (i.e. Light Rail Lam Tei Station and bus stops along Castle Peak Road), the VSRs identified in VP1, VP2, VP3, VP4 and VP5 are mainly commuters on foot, by bicycles and by cars. Besides, as these 5 VPs are at a relatively closer distance, the Proposed Development with a proposed BH at +107.8mPD as compared with the proposed BH of +35mPD in the Baseline Development Scheme, it would inevitably bring visual impact to the VSRs. Yet, regarding the transient nature of these VSRs and their attention would largely be drawn to the road traffic and their public

transportation services. Hence, the visual impact to VP1 – VP2 and VP5 are **Moderately Adverse**, VP4 is **Slightly Adverse** as being shielded by the inner footbridge structures and VP3 is **Significantly Adverse** due to the close proximity of the viewing distance.

7.4 Meanwhile, at a relatively further distance, VP6 and VP7 both represent the public open space in the villagers, which the VSRs identified are mainly engaged in active recreational and passive leisure activities. At these public open spaces, partial of the Proposed Development would be immediately blocked by the structures in front. Considering the attention of the VSRs at VP6 and VP7 would be largely focused on the activities they are participating in, the visual change and hence visual impact brought by the Proposed Development to them is ***moderately adverse***.

7.5 Amongst the seven selected VPs, the overall visual impact anticipated with the Proposed Development in place ranges mostly from slightly adverse to moderately adverse. The Applicant is well-aware of the potential visual impact and has thoroughly considered appropriate building designs to mitigate the visual impact. In which, with the proposed tower setbacks along the western boundary / nullah, a varying BH design, a not less than 15m wide building separation, and appropriate façade design in terms of color tones and texture, the Proposed Development is considered not incompatible with the upgrading context in the surroundings.

7.6 Overall, the Proposed Development would not result in insurmountable visual impact with the implementation of the visual mitigation measures / designs.

Appendix E

Drainage Impact Assessment

Prepared for

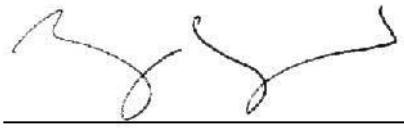
Wing Mau Tea House Limited

Prepared by

Ramboll Hong Kong Limited

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

DRAINAGE IMPACT ASSESSMENT

Date	**13 December 2024**
Prepared by	**Ken Li** **Environmental Consultant**
Signed	
Approved by	**Katie Yu** **Senior Manager**
Signed	
Project Reference	**FECLTS12EI00**
Document No.	**R9118_v4.1.docx**

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CHAPTERS

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APPENDICES

Appendix 1.1 Detailed Layout Plans of the Proposed Development
Appendix 2.1 Detailed Hydraulic Calculations for the Drainage Impact Assessment
Appendix 2.2 Detailed Hydrographic Assessment for the Estimation of Stormwater Storage Tank Size

Appendix 2.3 Pipe Capacity Checking for Proposed Stormwater Tank

1. INTRODUCTION

1.1 Project Background

1.1.1 The project proponent proposed to develop a medium density residential development at D.D.130, Lam Tei in Tuen Mun (the "Application Site").

1.1.2 In order to confirm the environmental feasibility of the Proposed Development, Ramboll Hong Kong Limited is commissioned by the project proponent to prepare a Drainage Impact Assessment (DIA) for the Proposed Development.

1.2 Project Location

1.2.1 With a development area of 8,896m^2 and zoned as Residential (Group B) 1" (R(B)1) zone, the Application Site is proposed to develop a medium density residential development. The Application Site is bounded by Castle Peak Road – Lam Tei Section and the Tuen Ma Line and Light Rail tracks to the east and Ng Lau Road and a nullah to the west. To the north of the Application Site is an existing residential development – Lingrade Garden. Village houses and some car repairing workshops are situated on the west of the Application Site separated by Ng Lau Road and a nullah.

1.2.2 The location of the Application Site is presented in **Figure 1.1**.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 5 residential towers ranging from 14 storeys to 27 storeys. The number of storeys and building height information of the residential towers are as follow:

- Tower 1: 27 storeys (+107.8 mPD)
- Tower 2: 27 storeys (+107.8 mPD)
- Tower 3: 16 storeys (+66.8 mPD)
- Tower 4: 14 storeys (+59.8 mPD)
- Tower 5: 24 storeys (+94.8 mPD)

1.3.2 The total numbers of units are 1,385 units and the tentative population intake year is 2030. Detailed plans of the Proposed Development are presented in **Appendix 1.1**.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 The aim of this study is to assess the changes of the runoff from the Application Site as a result of the Proposed Development and the potential impact on the existing drainage system and surrounding area.

2.1.2 The source of surface runoff is mainly from rainwater and would be directed to existing public storm drains. Based on the previous DIA report for land exchange purpose for the same development site which DSD has no objection (Ramboll (2019) Drainage Impact Assessment for the Proposed Residential Development at D.D.130, Lam Tei (report reference: R5889_v1.1), hereinafter "the 2019 DIA report"), a series of u-channels is proposed along the site boundary to convey the surface runoff from the site and finally discharge to the nullah through a proposed 600mm diameter outlet.

2.1.3 Based on the 2019 DIA report, the unpaved area was 20%. As the Proposed Development has an unpaved area of not less than 20%, with the possible increase in the unpaved area, the amount of surface runoff from the Application Site would decrease.

2.1.4 This DIA Report assesses the drainage impact to the existing and proposed drainage system.

2.2 Assessment Criteria and Methodology

2.2.1 The assessment is conducted in accordance with the DSD SDM (2018 Edition), SDM Corrigendum No. 1/2022 and SDM Corrigendum No. 1/2024. The Application Site is at the upstream of a major urban drainage system, therefore a 1 in 200-year return storm has been adopted in the assessment. Moreover, a 1 in 50-year return storm has also been considered for the drainage nature of the Application Site.

2.2.2 The catchment runoff has been calculated using the "Rational Method", as outlined in the DSD SDM: Q = 0.278 C i A, where

- Q = peak runoff in m^3/s
- C = runoff coefficient (dimensionless)
- i = rainfall intensity in mm/hr
- A = catchment area in km

2.2.3 The rainfall intensity parameter "i" is dependent on the return period, rainfall duration and the time of concentration of the catchment under consideration. Runoff calculations are presented in **Appendix 2.1**.

2.2.4 With reference to SDM - Corrigendum No. 1/2022, rainfall increase of 16.0% due to climate change for end of 21st century (2081-2100) has been considered in the calculations as a conservative approach.

2.3 Existing Site Condition

2.3.1 The Application Site is situated in a flat paved area at existing ground level ranging from +6.8mPD to +8.0mPD. The site area is about 8,896m^2.

2.3.2 Most area of the existing Application Site and upstream catchments are steep and unpaved (assume 70% of the area is unpaved), therefore a runoff coefficient of 0.35 (grassland, heavy soil, steep) has been adopted for the unpaved area, while 0.95 (concrete) has been adopted for the paved area within the Application Site.

2.4 Existing Drainage System

2.4.1 An existing nullah with more than 10m width is located along the western site boundary, where the surface runoff from the Application Site can be discharged to.

2.4.2 According to drainage record plans from DSD, the Application Site is currently served by pipes (diameter size ranging from 450mm to 900mm) running along the cycle track to the east of the Application Site. Based on site inspections and drainage record plans, there is no proper drainage system within the Application Site except for two catchpits (SCH1009270 and SCH1009251) and one drainage manhole (SMH1024623) outside the Application Site.

2.4.3 Catchpit no. SCH1009270 connects to an existing 300mm diameter drainage pipe. The existing 300mm diameter drainage pipe is then connected to the 750mm diameter drainage pipes which run along the cycle track to the south of the Application Site and eventually leading into the nullah.

2.4.4 Catchpit no. SCH1009251 connects with the existing 300mm diameter drainage pipe. The existing 300mm diameter drainage pipe is then connected to the 900mm diameter drainage pipes and eventually leading into the nullah.

2.4.5 The existing drainage system in the area is shown in **Figure 2.1**.

2.5 Existing Catchment

2.5.1 Existing catchments in the Application Site are shown in **Figure 2.2**. The existing surface runoff is summarised in **Table 2.1** below.

Table 2.1 Summary of Surface Runoff under Existing Condition

Catchment	Area (m^2)	Existing Runoff (m^3/s) under 1 in 50 Years Scenario
EX1 (30% paved, 70% unpaved)	6,088	0.21
EX2 (30% paved, 70% unpaved)	2,809	0.10

2.5.2 The existing runoff from the Application Site is about $0.3m^3/s$ under the 1 in 50-year storm event. The calculated runoff from the Application Site to the nullah for storm period of 1 in 50-year and 1 in 200-year are shown in **Appendix 2.1**.

2.6 Hydraulic Performance of the Existing Drainage System

2.6.1 With reference to the 2019 DIA report, the nullah has sufficient flow capacity to cater for the 1 in 20-year storm event without overflow. The Application Site is situated on the existing ground with ground levels ranging from +6.8 to +8.0 mPD. The ground level of the Application Site is about 500mm higher than the predicted water level along the nullah under 1 in 50-year storm event. Hence, it is considered that the Application Site has 50-year flood protection level under existing condition with sufficient freeboard and the Application Site will not be subject to flooding under a 1 in 50-year storm event.

2.7 Proposed Development and Proposed Drainage System

2.7.1 The Proposed Development includes residential towers, a clubhouse, access roads, as well as hard and soft landscaping. An overall runoff coefficient of 0.95 (concrete) has

been adopted for the future paved area, while the coefficient of 0.15 (grassland, sandy soil, flat) is adopted for the proposed soft landscaping.

2.7.2 U-channels are proposed along the site boundary and underground carpark to collect the surface runoff from the Application Site. The runoff will be collected and stored temporarily in a stormwater storage tank. The stormwater will be discharged to the nullah with a pump at a rate that does not exceed the maximum discharge rate of the Application under existing condition in a 1 in 50-year storm event (see **Section 2.9** for further discussion). As a new drainage system will be provided for the Proposed Development, the existing catchpits (Catchpit nos. SCH1009270 and SCH1009251) and the two 300mm diameter pipes currently serving the Application Site are proposed to be demolished.

2.7.3 The proposed drainage layout is shown in **Figure 2.3** and the future surface runoff is summarised in **Table 2.2** below. In consideration of the rainfall increase due to climate change for mid-21st century, the 1 in 50-year runoff will increase from 0.45 m^3/s to 0.50 m^3/s.

Table 2.2 Summary of Surface Runoff under Proposed Condition

Catchment	Area (m^2)	Future Runoff (m^3/s) under 1 in 50 Years Scenario	
		Base Case	With Rainfall Increase due to Climate Change for End-21st Century
Application Site	8,896	0.47	0.54

2.8 Drainage Impact Assessment and Mitigation Measures

2.8.1 As mentioned in **Section 2.1**, the unpaved area of the Proposed Development will not be less than 20% (comparing to 20% unpaved area assumed in 2019 DIA Report). With the possible increase in unpaved area, the amount of surface runoff from the Application Site would decrease.

2.8.2 After the implementation of the proposed drainage works, the total runoff to the 450mm to 900mm diameter pipes running along the cycle track to the east of the Application Site will be reduced as the surface runoff within the Application Site will be collected by the on-site stormwater storage tank. As the total runoff to the pipes is reduced while the flow capacity of the pipes is maintained, the drainage condition of the pipes is considered as an improvement. Therefore, the Proposed Development shall not induce any adverse drainage impact to the 450mm to 900mm diameter pipes.

2.8.3 The design proposed drainage system within the Application Site will be confirmed in the detailed design stage to ensure it can accommodate 1 in 50-year storm events (refer to **Appendix 2.1**). Hence, the Proposed Development will not induce any local flooding within the Application Site and to the surrounding area after the implementation of the proposed drainage works.

2.8.4 As discussed in **Section 2.6**, the Application Site has ground levels ranging from +6.8mPD to +8.0mPD which are higher than the predicted water level along the nullah under the 1 in 50-year storm by about 500mm, i.e. the Application Site will not be subject to flooding under 1 in 50-year storm events. The Application Site will have about 50-year flood protection level under proposed condition with sufficient freeboard.

2.9 Proposed Stormwater Storage Tank

2.9.1 A stormwater storage tank is proposed for attenuating the peak flow from the Application Site. The location of the proposed stormwater storage tank is presented in **Figure 2.3**.

2.9.2 As presented in **Appendix 2.2** and adopting the approach in 2019 DIA report, a hydrographic assessment for both existing and proposed conditions is conducted with reference to Table 5a of SDM Corrigendum No. 1/2024 and the development parameters of the Proposed Development to determine the existing peak flow rate and the required stormwater tank volume for the Proposed Development. **Figure 2.4** and **Figure 2.5** show the existing and future storm profile plans within the Application Site.

2.9.3 As mentioned in the Sewage Impact Assessment (SIA) report under this planning application, the treated effluent from the proposed on-site STP would be temporary stored in the proposed stormwater storage tank before discharging into the existing nullah to the west of the Application Site. The sewage peak flow including the backwash of all swimming pools is 57.6 L/s which is equivalent to 0.0576 m^3/s. Simultaneous discharge of treated effluent to the proposed stormwater tank and the collection of surface runoff during a rainfall event are assumed in determining the size of the tank, as a conservative approach.

2.9.4 The calculated required storage capacity of the stormwater storage tank under 1 in 50-year storm event is estimated to be about $104m^3$. Considering a safety factor of at least 1.5 (with reference to 2019 DIA report), it is proposed to provide a storage tank with a storage capacity of $160m^3$ and a dimension of 8m (L) x 5m (W) x 4m (D). This storage tank will also be able to cater for a 1 in 200-year storm event with a safety factor of 1.21 which the estimated storage capacity required is about $132m^3$.

2.9.5 The stormwater storage tank is proposed to be located at the most downstream of the new u-channel system. The maximum discharge rate from the stormwater storage tank would be designed not to exceed the maximum discharge rate of $0.293m^3/s$ (i.e. a flow rate not larger than the existing peak runoff of 1 in 50-year storm event as calculated in **Appendix 2.2**). The capacity checking of the pipe discharging from the proposed stormwater tank into the nullah is presented in **Appendix 2.3**. The exact discharge location and pipe design will be subject to further study and agreed with DSD during detailed design stage.

2.9.6 A control device with a fixed pump rate is proposed for the storage tank to ensure the runoff discharge rate of $0.281m^3/s$. The details of the control method will be further confirmed in the detailed design stage and the relevant design will be submitted for approval prior to the construction of storage tank.

2.9.7 With the provision of the stormwater storage tank, the maximum flow from the Application Site to the existing nullah will be controlled not to exceed the peak flow under existing condition, there will be no additional runoff to the existing nullah. Therefore, no adverse drainage impact to the existing nullah is anticipated with the provision of stormwater storage tank.

2.10 Design, Construction and Maintenance Responsibility of the Proposed Drainage System

2.10.1 The Applicant will bear the design, construction and future maintenance of the proposed drainage system within the Application Site at his own cost. The demolishing works to catchpits nos. SCH1009270 and SCH1009251 and the pipeline connecting to these catchpits will also be carried out by the Applicant.

2.10.2 The existing 450mm to 900mm diameter pipes and the existing nullah will be maintained by DSD, same as the current arrangement.

2.10.3 The detailed design of the proposed drainage works will be circulated to DSD for comment and approval in the detailed design stage.

3. CONCLUSION

3.1.1 A Drainage Impact Assessment has been conducted to evaluate the potential drainage impact due to the Proposed Development.

3.1.2 The Drainage Impact Assessment has demonstrated that subject to the implementation of the proposed drainage system, the Proposed Development would not cause adverse drainage impact or an increase in the flooding susceptibility of the adjacent areas.

3.1.3 It is concluded that the Proposed Development will not result in any adverse drainage impact to the existing drainage system.

Figures

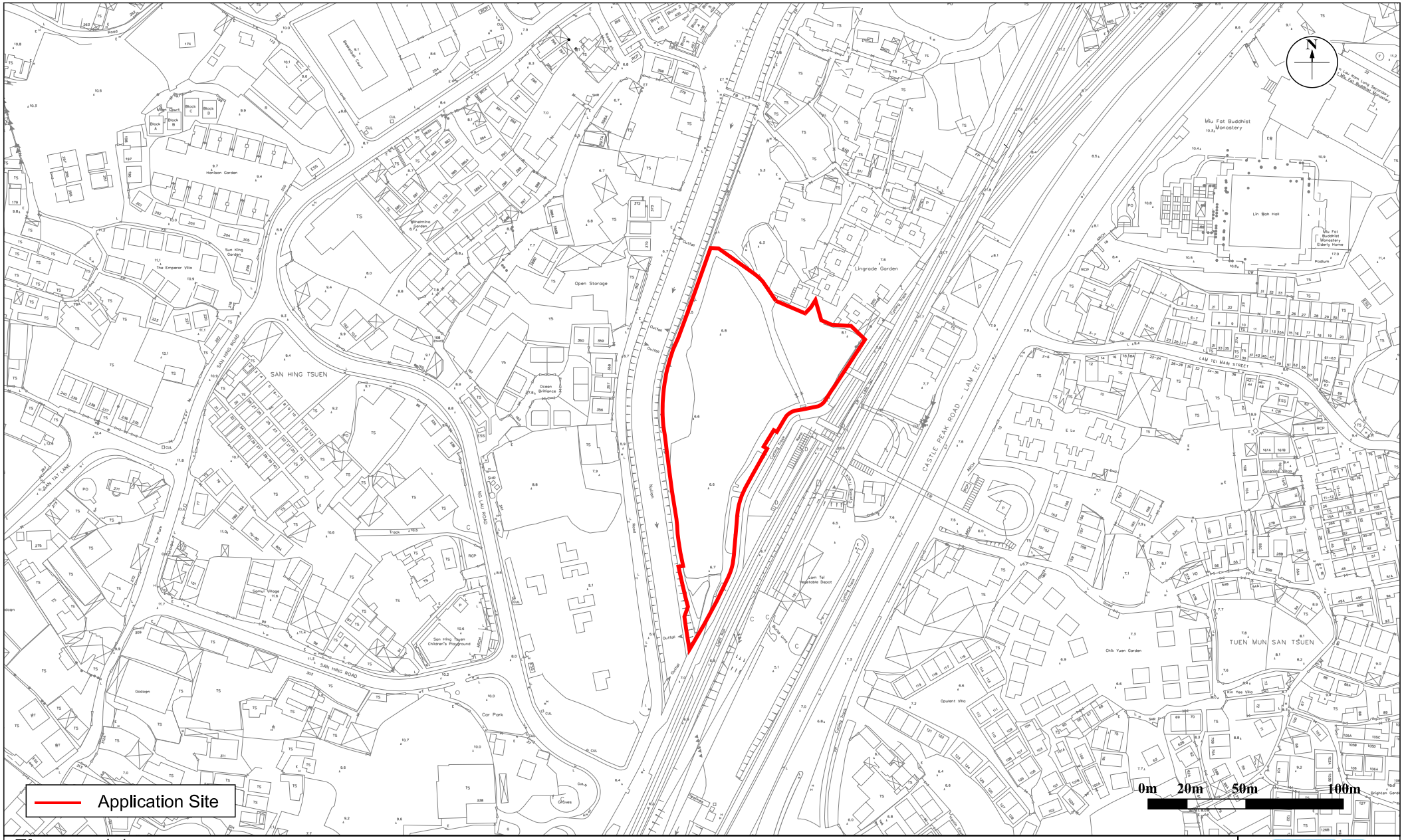

Figure: 1.1

Title: Location of Application Site and its Environ

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

Checked by: KY

Rev.: 4.1

Date: Jul 2024

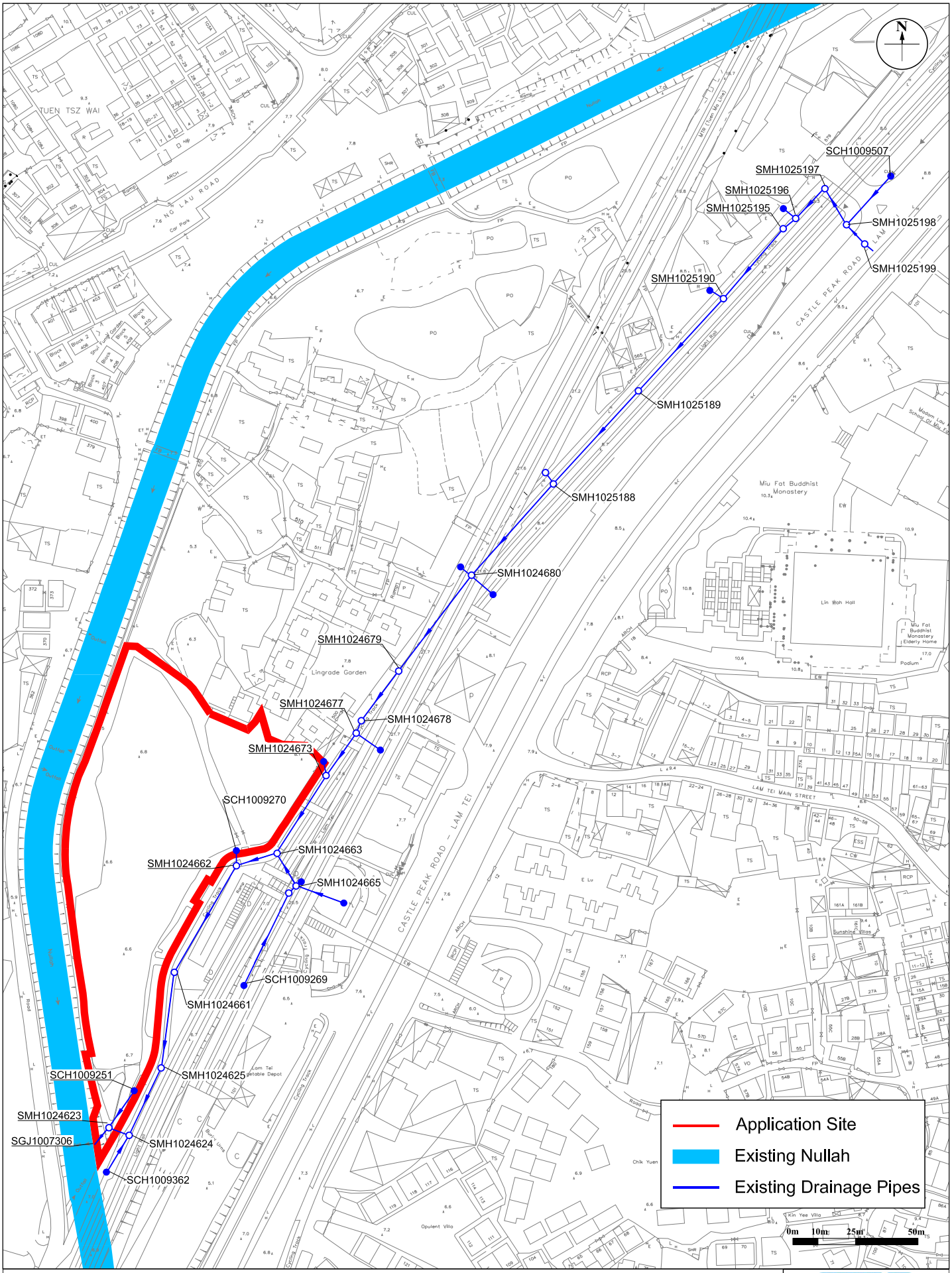

Figure: 2.1

Title: Existing Drainage Layout

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

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Rev.: 4.1

Date: Jul 2024

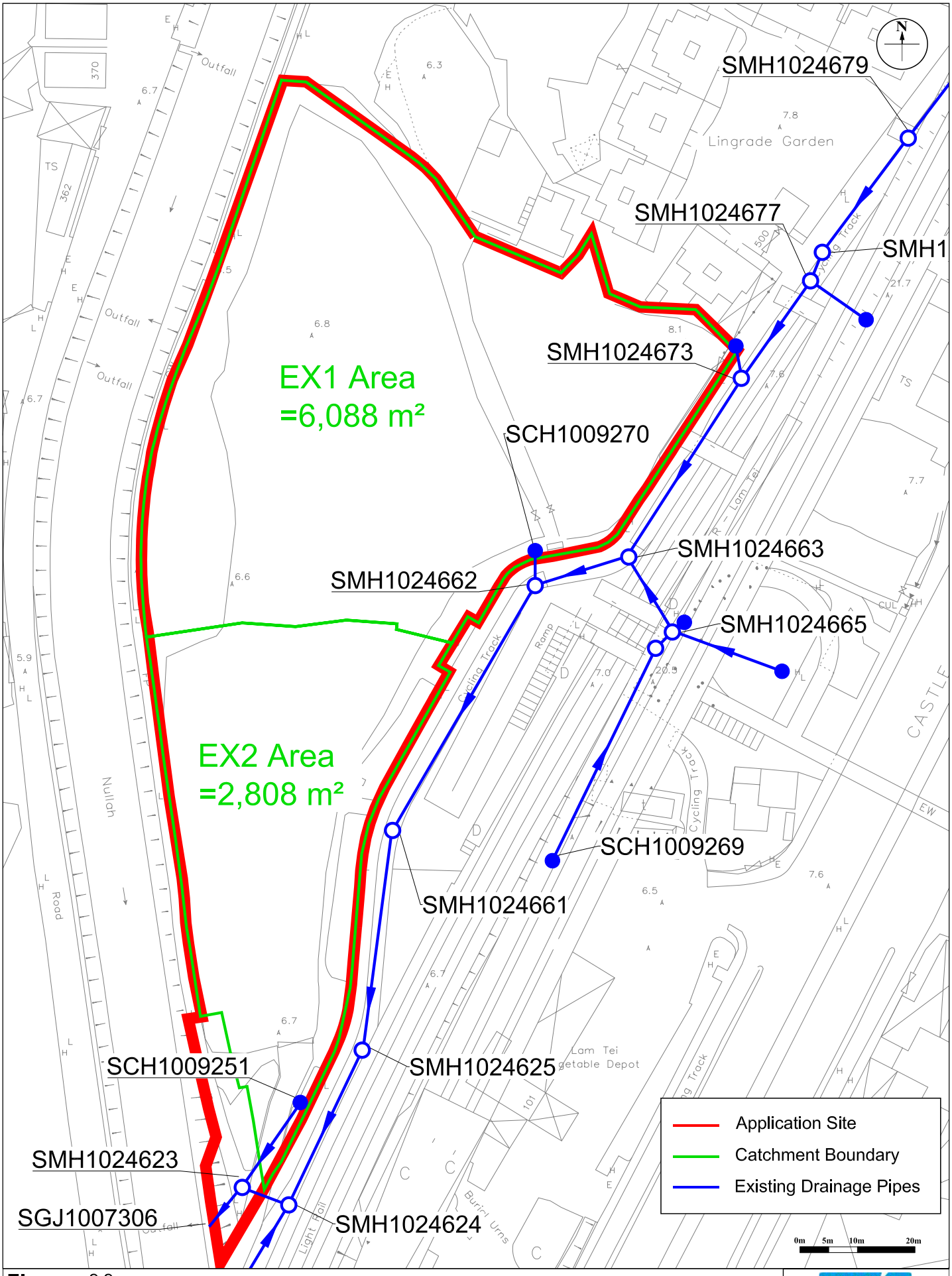


Figure: 2.2	RAMBOLL
Title: Existing Catchment Plan within the Application Site	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 4.1
	Date: Jul 2024

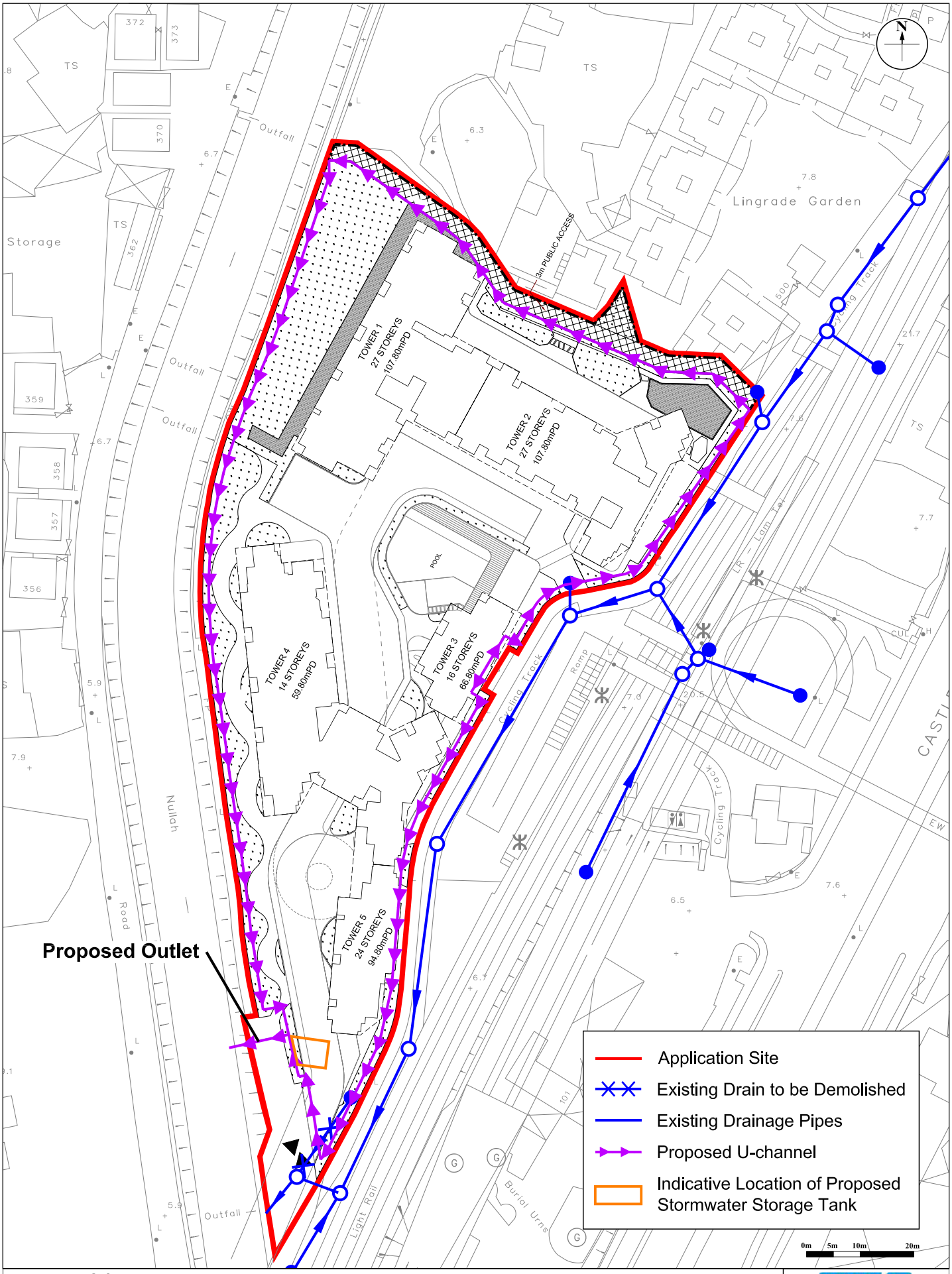


Figure: 2.3

Title: Proposed Drainage Layout

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

Checked by: KY

Rev.: 4.1

Date: Dec 2024

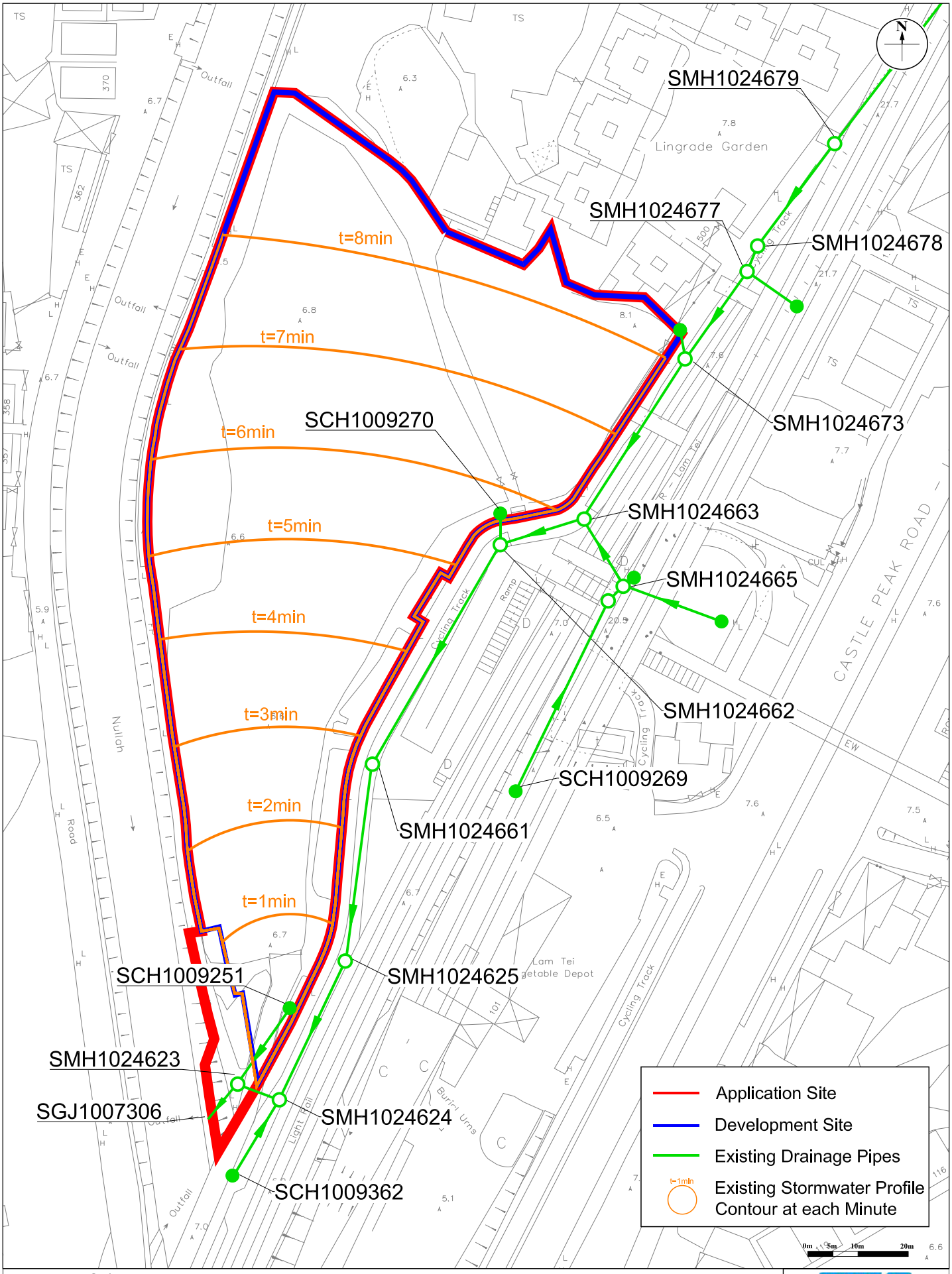


Figure: 2.4	RAMBOLL
Title: Existing Storm Profile within the Application Site	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 4.1
	Date: Jul 2024

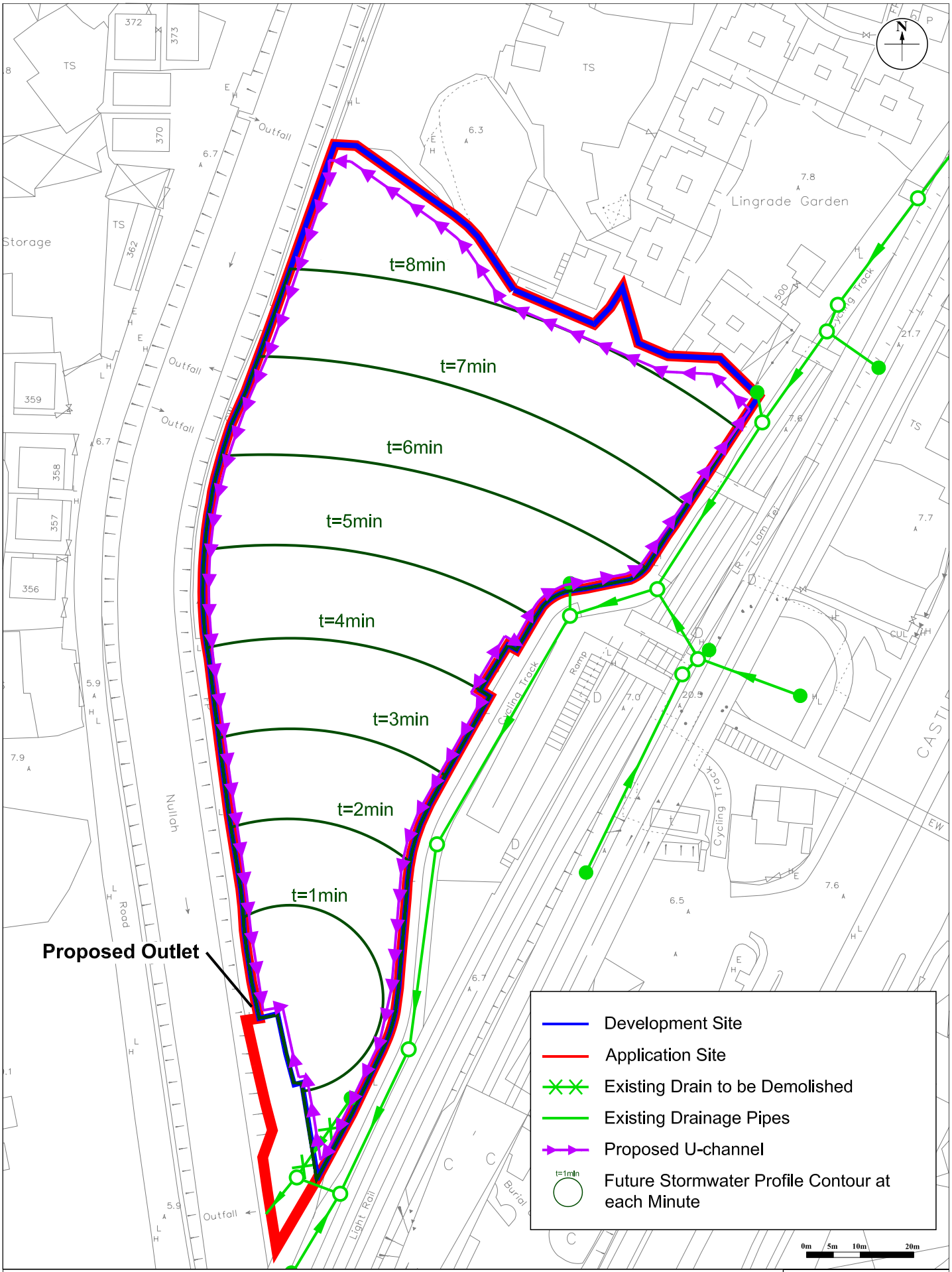


Figure: 2.5

Title: Future Storm Profile within the Application Site

Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: KL

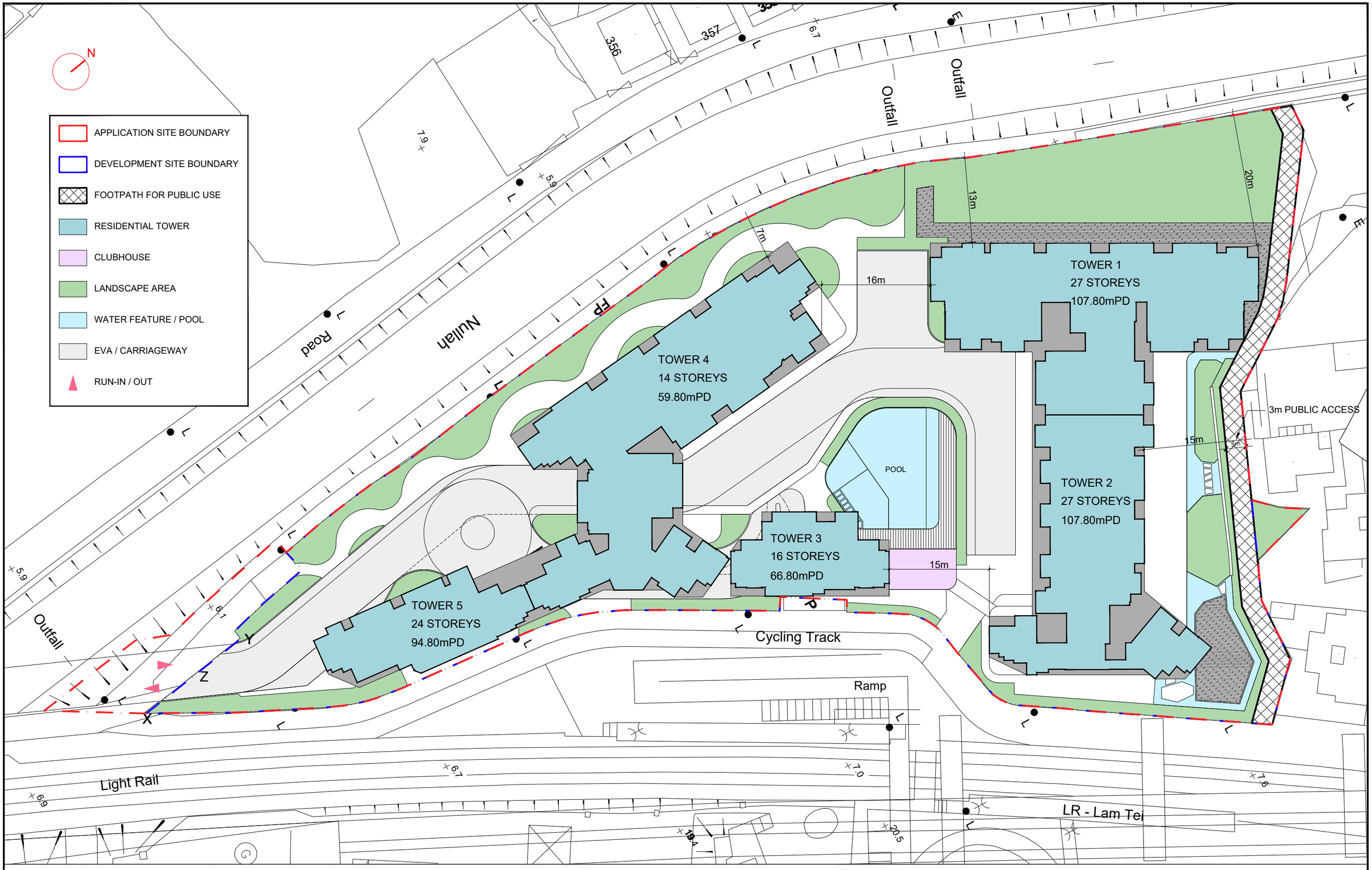
Checked by: KY

Rev.: 4.1

Date: Jul 2024

Appendix 1.1

Detailed Layout Plans of the Proposed Development



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1
LOBBY

3m PUBLIC ACCESS

LANDSCAPE AREA

TOWER 4A
LOBBY

EVA / CARRIAGEWAY

CHILDREN
POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B
LOBBY

TOWER 3
LOBBY

CLUBHOUSE

TO B1

TOWER 2
LOBBY

TOWER 5
LOBBY

Cycling Track

Ramp

Outfall

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

20-11-2024
1:500 (A3)

LWK
+PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY

BICYCLE PARKING SPACE

MOTORCYCLE PARKING SPACE



Number of car parking spaces at B1:	119
Total number of car parking spaces:	247
Total number of bicycle parking spaces:	277
Total number of motorcycle parking spaces:	18

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B1

08-11-2024
1:500 (A3)

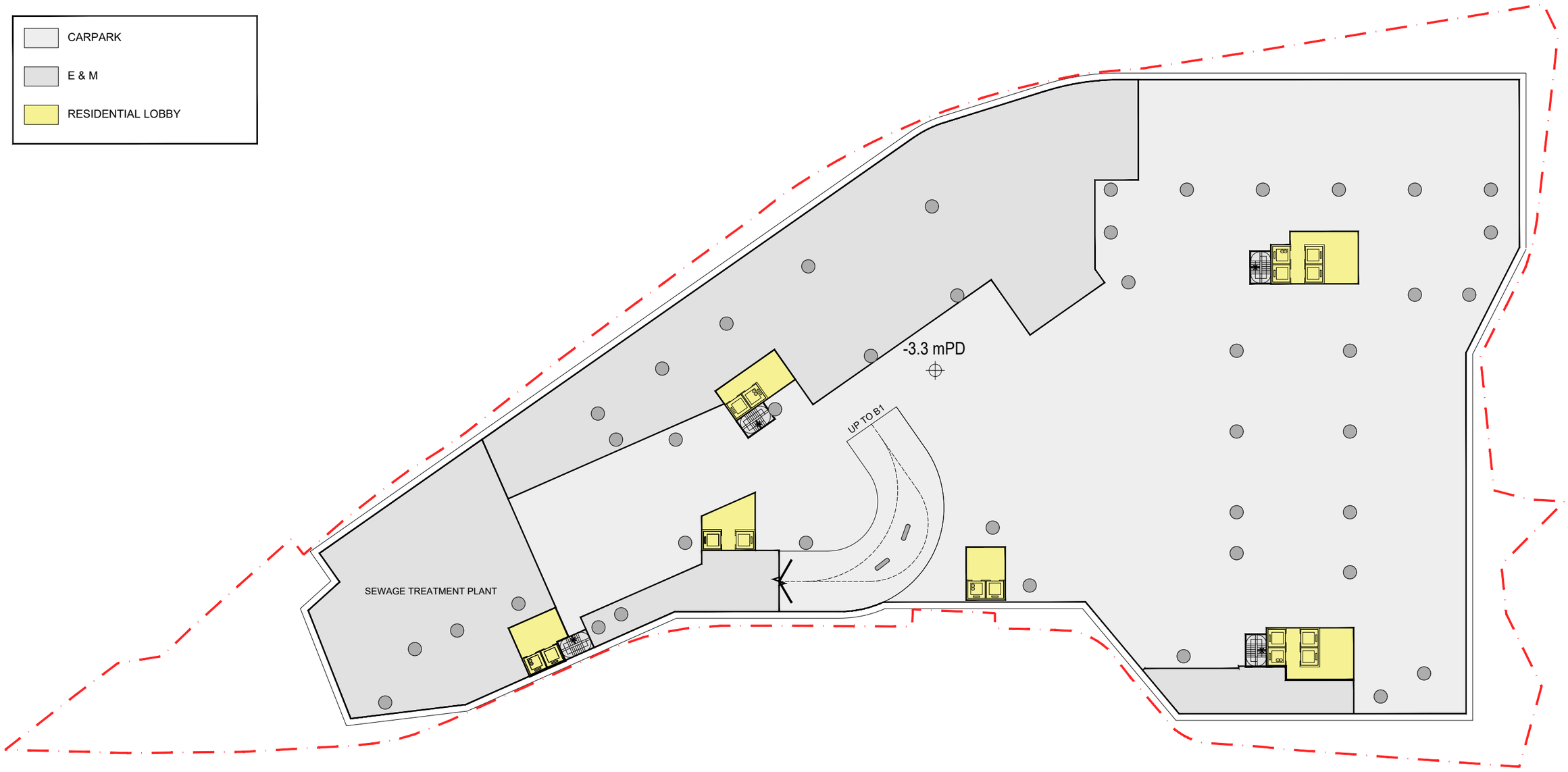
LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY



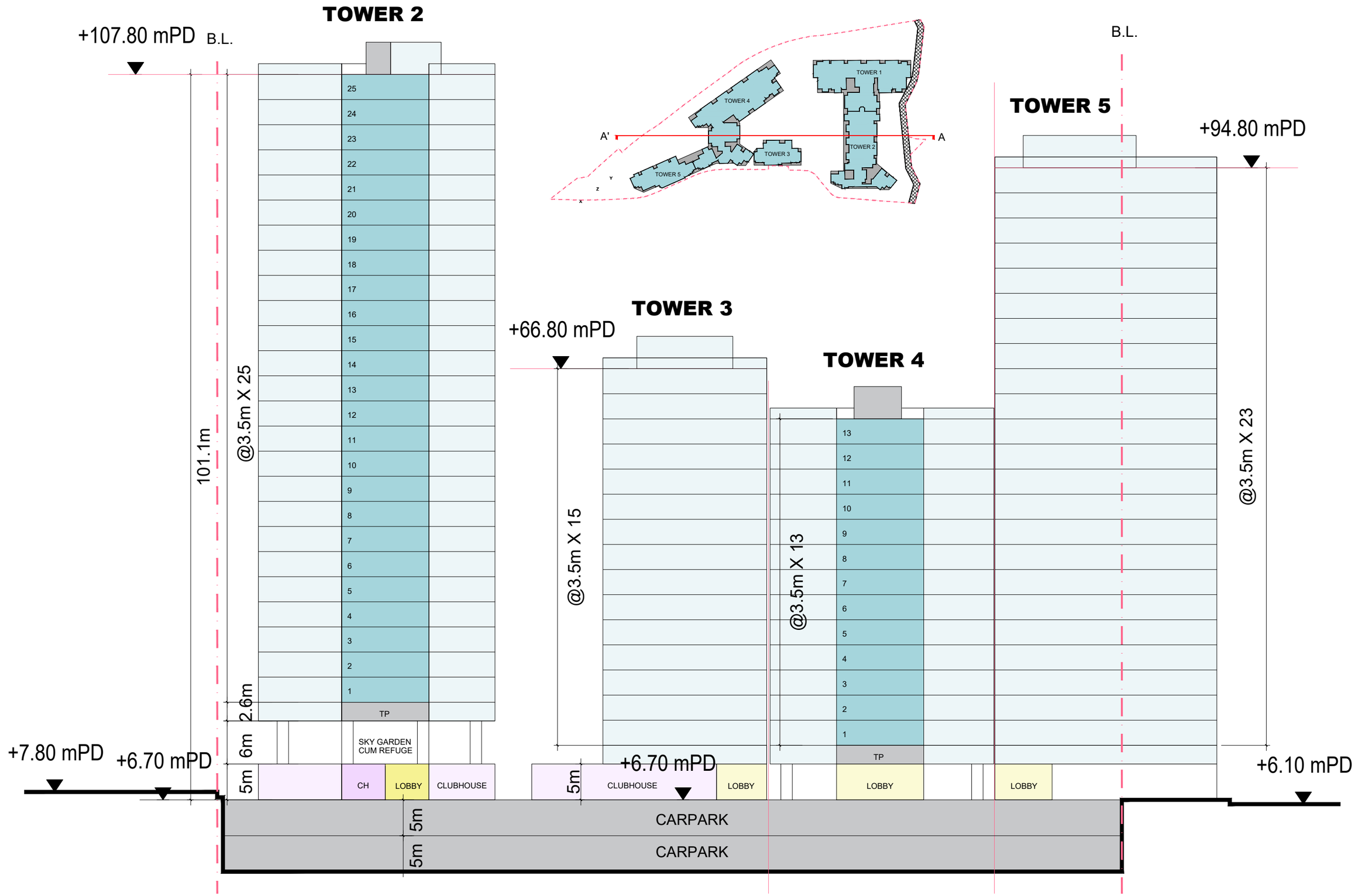
Number of car parking spaces at B1: 128
Total number of car parking spaces: 247

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B2

09-07-2024
1:500 (A3)

LWK +PARTNERS

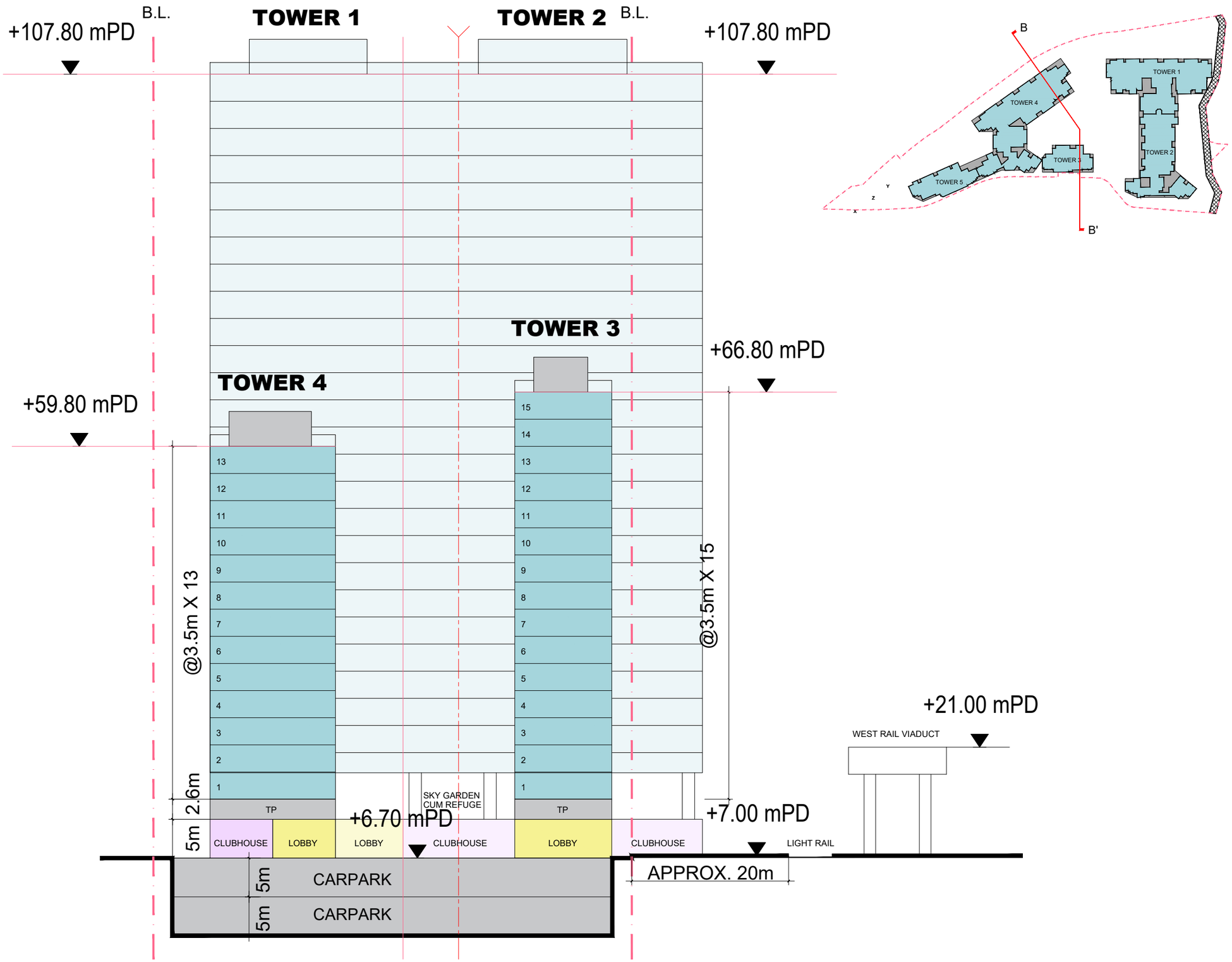


Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION A-A'

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION B-B'

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

Nullah

Road

Outfall

Outfall

Cycling Track

Ramp

POOL

Lp 64.8m

3m PUBLIC ACCESS

U = 40.16

U = 31.62

Lp = 81.1m

Light Rail

LR - Lam Tei

Max. Permissible Lp* = 200.80m

Max. Permissible Lp* = 158.10m

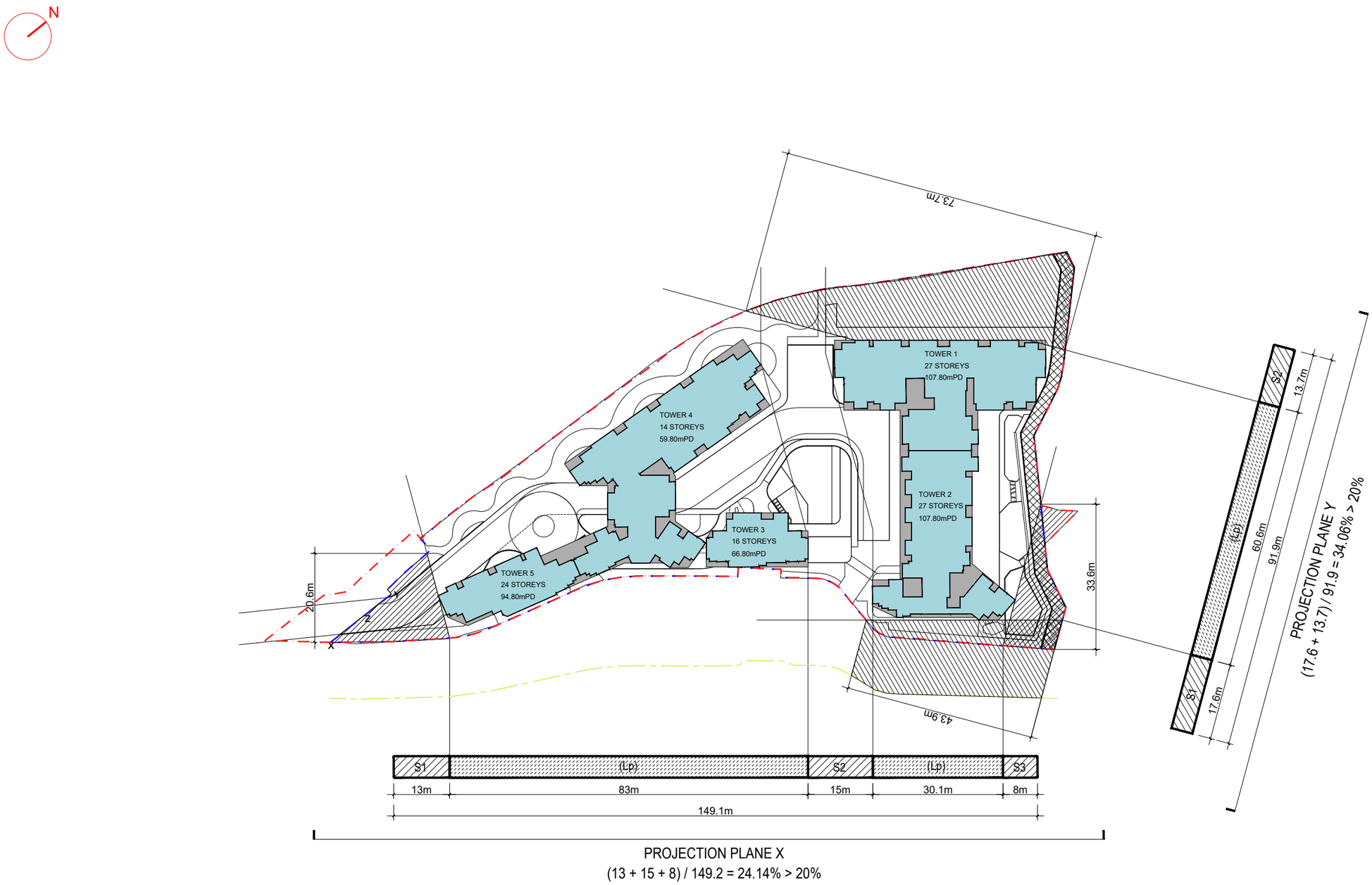
*Lp = 5U

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

BUILDING SEPARATION

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

PERMEABILITY

20-11-2024
1:1000 (A3)

LWK +PARTNERS

Appendix 2.1

Detailed Hydraulic Calculations for the Drainage Impact Assessment

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
Appendix 2.1 Detailed Hydraulic Calculations for the Drainage Impact Assessment

Catchment Areas and Run-off (1 in 50-year)

Site Area, m²: 8,896

Existing Application Site is concrete paved, C = 0.95
No Upstream Catchment
Proposed Development will include Paved Areas, C = 0.95, with Flat Soft Landscaping, C = 0.35
Catchment is small, so RatioN/Al Method is appropriate.

Catchment			Area, A	t_c [1]	Intensity, i [2]	Runoff Coefficient, C [3]	Peak Runoff, Q_p [4]	
							Base Case	End of 21st Century [5]
			(m^2)	(min)	(mm/h)		(m^3/s)	
Existing	EX1		6,088					
	Paved	30%	1,827	5	239	0.95	0.12	N/A
	Unpaved	70%	4,262	5	239	0.35	0.10	N/A
							0.21	N/A
	EX2		2,808					
	Paved	30%	842	5	239	0.95	0.05	N/A
	Unpaved	70%	1,965	5	239	0.35	0.05	N/A
							0.10	N/A
	Overall Catchment		8,896				0.31	N/A
Future	Application Site		8,896					
	Paved	80%	7,117	5	239	0.95	0.45	0.52
	Unpaved	20%	1,779	5	239	0.15	0.02	0.02
							0.47	0.54
	Overall Catchment		8,896				0.47	0.54

Remarks:

[1] The Application Site is flat. Time of concentration (td) is assumed to be 5 min.

[2] $i = \frac{a}{(t_d+b)^c}$ where i = extreme mean intensity in mm/hr
t_d = duration in minutes ($t_d \leq 240$)
a, b and c = storm constants

According to SDM - Corrigendum No. 1/2024 – Storm Constants for Different Return Periods of HKO Headquarters:

Return Period	50 years
a	505.5
b	3.29
c	0.355

[3] Value of C is made reference to Section 7.5.2 of DSD's SDM.

[4] $Q_p = 0.278\, C\, i\, A$ where Q_p = peak runoff in m^3/s
C = runoff coefficient (dimensionless)
i = rainfall intensity in mm/hr
A = catchment area in km^2

[5] The rainfall increase due to climate change for end of 21st century (16.0%) is adopted based on (k) of SDM - Corrigendum No. 1/2022

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
Appendix 2.1 Detailed Hydraulic Calculations for the Drainage Impact Assessment

Catchment Areas and Run-off (1 in 200-year)

Site Area, m²: 8,896

Existing Application Site is concrete paved, C = 0.95
No Upstream Catchment
Proposed Development will include Paved Areas, C = 0.95, with Flat Soft Landscaping, C = 0.35
Catchment is small, so RatioN/Al Method is appropriate.

Catchment			Area, A	t_c [1]	Intensity, i [2]	Runoff Coefficient, C [3]	Peak Runoff, Q_p [4]	
							Base Case	End of 21st Century [5]
			(m^2)	(min)	(mm/h)		(m^3/s)	
Existing	EX1		6,088					
	Paved	30%	1,827	5	256	0.95	0.12	N/A
	Unpaved	70%	4,262	5	256	0.35	0.11	N/A
							0.23	N/A
	EX2		2,808					
	Paved	30%	842	5	256	0.95	0.06	N/A
	Unpaved	70%	1,965	5	256	0.35	0.05	N/A
							0.11	N/A
	Overall Catchment		8,896				0.34	N/A
Future	Application Site		8,896					
	Paved	80%	7,117	5	256	0.95	0.48	0.56
	Unpaved	20%	1,779	5	256	0.15	0.02	0.02
							0.50	0.58
	Overall Catchment		8,896				0.50	0.58

Remarks:

[1] The Application Site is flat. Time of concentration (td) is assumed to be 5 min.

[2] $i = \frac{a}{(t_d+b)^c}$ where i = extreme mean intensity in mm/hr
t_d = duration in minutes ($t_d \leq 240$)
a, b and c = storm constants

According to SDM - Corrigendum No. 1/2024 – Storm Constants for Different Return Periods of HKO Headquarters:

Return Period	200 years
a	508.8
b	3.46
c	0.322

[3] Value of C is made reference to Section 7.5.2 of DSD's SDM.

[4] $Q_p = 0.278\,C\,i\,A$ where Q_p = peak runoff in m^3/s
C = runoff coefficient (dimensionless)
i = rainfall intensity in mm/hr
A = catchment area in km^2

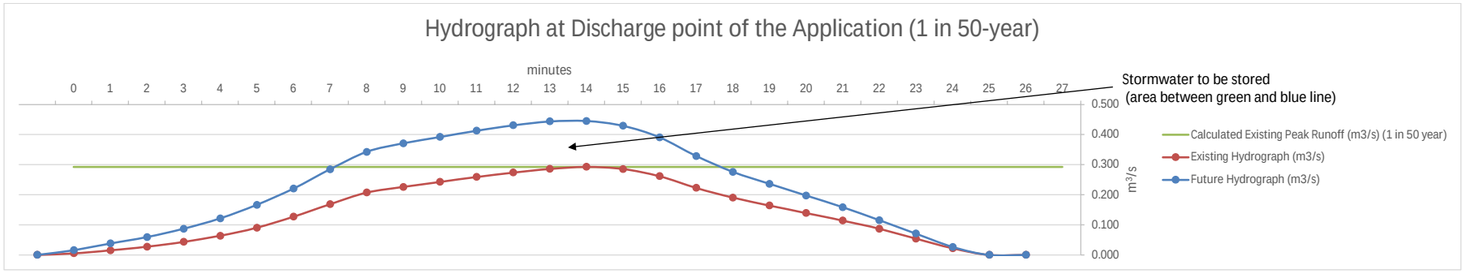
[5] The rainfall increase due to climate change for end of 21st century (16.0%) is adopted based on (k) of SDM - Corrigendum No. 1/2022

Appendix 2.2

Detailed Hydrographic Assessment for the Estimation of Stormwater Storage Tank Size

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Appendix 2.2 Detailed Hydrographic Assessment for the Estimation of Stormwater Storage Tank Size
Hydrographs - 1 in 50-year

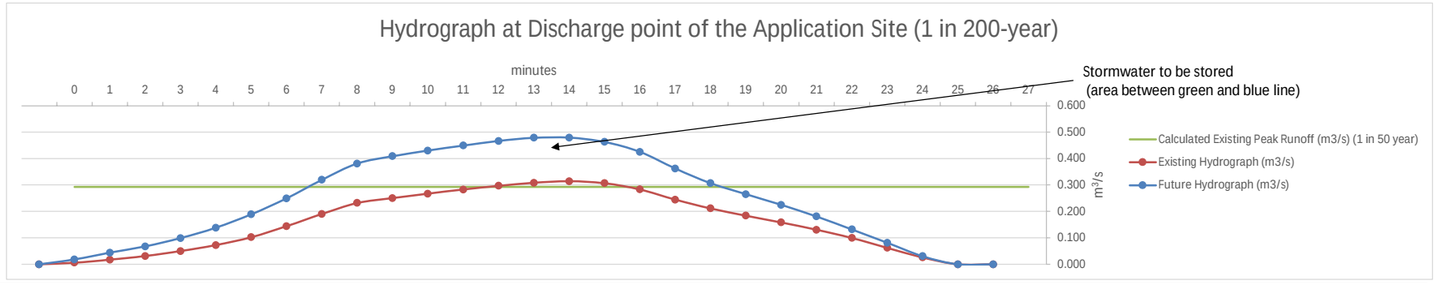


							Times (minutes)																							
							0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Catchment	t_c	Sub-Catchment	Area	Paved	Unpaved	Weighted Run-off Coefficient	Rainfall Intensity (mm/hr) - From DSD Stormwater Drainage Manual - Corrigendum No. 1/2024, Table 5a																													
	(min)		(m^2)				0	125	131	139	148	160	177	202	244	301	244	202	177	160	148	139	131	125	0	0	0	0	0	0	0	0	0	0
Existing Site	9		8,896																														
		Sub-1	286.6	30%	70%	0.530		0.317	0.332	0.352	0.375	0.405	0.448	0.512	0.618	0.763	0.618	0.512	0.448	0.405	0.375	0.352	0.332	0.317										
		Sub-2	522.2	30%	70%	0.530			0.577	0.605	0.642	0.683	0.739	0.817	0.933	1.127	1.390	1.127	0.933	0.817	0.739	0.683	0.642	0.605	0.577										
		Sub-3	612.0	30%	70%	0.530				0.676	0.709	0.752	0.801	0.866	0.958	1.093	1.320	1.628	1.320	1.093	0.958	0.866	0.801	0.752	0.709	0.676									
		Sub-4	800.8	30%	70%	0.530					0.885	0.927	0.984	1.048	1.133	1.253	1.430	1.727	2.131	1.727	1.430	1.253	1.133	1.048	0.984	0.927	0.885								
		Sub-5	956.8	30%	70%	0.530						1.057	1.108	1.176	1.252	1.353	1.497	1.709	2.064	2.546	2.064	1.709	1.497	1.353	1.252	1.176	1.108	1.057							
		Sub-6	1204.7	30%	70%	0.530							1.331	1.395	1.480	1.576	1.704	1.885	2.151	2.599	3.206	2.599	2.151	1.885	1.704	1.576	1.480	1.395	1.331						
		Sub-7	1631.6	30%	70%	0.530								1.803	1.890	2.005	2.135	2.308	2.553	2.914	3.519	4.342	3.519	2.914	2.553	2.308	2.135	2.005	1.890	1.803					
		Sub-8	1671.2	30%	70%	0.530									1.847	1.935	2.054	2.187	2.364	2.615	2.984	3.605	4.447	3.605	2.984	2.615	2.364	2.187	2.054	1.935	1.847			
		Sub-9	1210.0	30%	70%	0.530										1.337	1.401	1.487	1.583	1.711	1.893	2.161	2.610	3.220	2.610	2.161	1.893	1.711	1.583	1.487	1.401	1.337		
Existing Hydrograph (m^3/min)							0.000	0.317	0.909	1.633	2.610	3.825	5.411	7.616	10.110	12.442	13.549	14.569	15.547	16.428	17.168	17.569	17.132	15.698	13.373	11.439	9.865	8.356	6.858	5.225	3.248	1.337	0.000	0.000
Existing Hydrograph (m^3/s)							0.000	0.005	0.015	0.027	0.044	0.064	0.090	0.127	0.168	0.207	0.226	0.243	0.259	0.274	0.286	0.293	0.286	0.262	0.223	0.191	0.164	0.139	0.114	0.087	0.054	0.022	0.000	0.000
Proposed Development	9		8,896																														
		Sub-1	549.9	80%	20%	0.830		0.952	0.997	1.058	1.127	1.218	1.347	1.538	1.857	2.291	1.857	1.538	1.347	1.218	1.127	1.058	0.997	0.952										
		Sub-2	744.2	80%	20%	0.830			1.288	1.350	1.432	1.525	1.649	1.824	2.081	2.514	3.101	2.514	2.081	1.824	1.649	1.525	1.432	1.350	1.288										
		Sub-3	662.4	80%	20%	0.830				1.146	1.201	1.275	1.357	1.467	1.623	1.853	2.238	2.760	2.238	1.853	1.623	1.467	1.357	1.275	1.201	1.146									
		Sub-4	838.3	80%	20%	0.830					1.451	1.520	1.613	1.718	1.857	2.054	2.344	2.832	3.493	2.832	2.344	2.054	1.857	1.718	1.613	1.520	1.451								
		Sub-5	1008.3	80%	20%	0.830						1.745	1.829	1.940	2.066	2.233	2.471	2.820	3.406	4.202	3.406	2.820	2.471	2.233	2.066	1.940	1.829	1.745							
		Sub-6	1269.7	80%	20%	0.830							2.197	2.303	2.443	2.602	2.812	3.111	3.551	4.289	5.291	4.289	3.551	3.111	2.812	2.602	2.443	2.303	2.197						
		Sub-7	1410.7	80%	20%	0.830								2.441	2.559	2.715	2.891	3.125	3.457	3.945	4.765	5.879	4.765	3.945	3.457	3.125	2.891	2.715	2.559	2.441					
		Sub-8	1491.6	80%	20%	0.830									2.581	2.705	2.870	3.056	3.304	3.655	4.171	5.039	6.216	5.039	4.171	3.655	3.304	3.056	2.870	2.705	2.581			
		Sub-9	920.9	80%	20%	0.830										1.594	1.670	1.772	1.887	2.040	2.257	2.575	3.111	3.837	3.111	2.575	2.257	2.040	1.887	1.772	1.670	1.594		
Future Hydrograph (m^3/min)							0.000	0.952	2.285	3.554	5.211	7.283	9.992	13.231	17.068	20.561	22.255	23.528	24.764	25.857	26.633	26.706	25.757	23.460	19.720	16.564	14.174	11.858	9.513	6.919	4.251	1.594	0.000	0.000
Future Hydrograph (m^3/s)							0.000	0.016	0.038	0.059	0.087	0.121	0.167	0.221	0.284	0.343	0.371	0.392	0.413	0.431	0.444	0.445	0.429	0.391	0.329	0.276	0.236	0.198	0.159	0.115	0.071	0.027	0.000	0.000
Calculated Sewage Peak Flow Including the Backwash of All Swimming Pools							0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576
Calculated Existing Peak Runoff (m^3/s) (1 in 50 year)							0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293
Excess for Storage (m^3/s)							0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.107	0.136	0.157	0.177	0.196	0.209	0.210	0.194	0.156	0.093	0.041	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000
																																	Total Storage
Storage (m^3/min)							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.95	6.45	8.14	9.41	10.65	11.74	12.52	12.59	11.64	9.35	5.61	2.45	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cumulative Storage (m^3)							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.95	9.40	17.54	26.95	37.60	49.34	61.86	74.45	86.10	95.44	101.05	100.04	96.65	90.94	82.88	72.23	58.91	0.00	0.00	0.00

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Appendix 2.2 Detailed Hydrographic Assessment for the Estimation of Stormwater Storage Tank Size

Hydrographs - 1 in 200-year



Catchment	t_c (min)	Sub-Catchment	Area (m^2)	Paved	Unpaved	Weighted Run-off Coefficient	Times (minutes) 0	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
							Rainfall Intensity (mm/hr) - From DSD Stormwater Drainage Manual - Corrigendum No. 1/2024, Table 5a																													
							0	144	150	158	168	180	197	221	261	314	261	221	187	180	168	158	150	144	0	0	0	0	0	0	0	0	0	0
Existing Site	9		8,896																															
		Sub-1	286.6	30%	70%	0.530			0.365	0.380	0.400	0.426	0.456	0.499	0.560	0.661	0.795	0.661	0.560	0.474	0.456	0.426	0.400	0.380	0.365										
		Sub-2	522.2	30%	70%	0.530				0.665	0.693	0.729	0.776	0.831	0.910	1.020	1.205	1.450	1.205	1.020	0.863	0.831	0.776	0.729	0.693	0.665										
		Sub-3	612.0	30%	70%	0.530					0.779	0.812	0.855	0.909	0.974	1.066	1.196	1.412	1.699	1.412	1.196	1.012	0.974	0.909	0.855	0.812	0.779									
		Sub-4	800.8	30%	70%	0.530						1.019	1.062	1.119	1.189	1.274	1.395	1.565	1.848	2.223	1.848	1.565	1.324	1.274	1.189	1.119	1.062	1.019							
		Sub-5	956.8	30%	70%	0.530							1.218	1.269	1.337	1.421	1.523	1.666	1.869	2.208	2.656	2.208	1.869	1.582	1.523	1.421	1.337	1.269	1.218						
		Sub-6	1204.7	30%	70%	0.530								1.534	1.598	1.683	1.789	1.917	2.098	2.354	2.780	3.344	2.780	2.354	1.992	1.917	1.789	1.683	1.598	1.534					
		Sub-7	1631.6	30%	70%	0.530									2.077	2.164	2.279	2.423	2.596	2.841	3.188	3.765	4.529	3.765	3.188	2.697	2.596	2.423	2.279	2.164	2.077				
		Sub-8	1671.2	30%	70%	0.530										2.128	2.216	2.334	2.482	2.659	2.911	3.265	3.856	4.639	3.856	3.265	2.763	2.659	2.482	2.334	2.216	2.128			
		Sub-9	1210.0	30%	70%	0.530											1.540	1.604	1.690	1.797	1.925	2.107	2.364	2.792	3.359	2.792	2.364	2.000	1.925	1.797	1.690	1.604	1.540		
Existing Hydrograph (m^3/min)							0.000	0.365	1.045	1.872	2.986	4.367	6.160	8.644	11.417	13.938	15.033	16.047	16.989	17.822	18.522	18.872	18.424	17.018	14.687	12.690	11.054	9.502	7.829	5.983	3.732	1.540	0.000	0.000
Existing Hydrograph (m^3/s)							0.000	0.006	0.017	0.031	0.050	0.073	0.103	0.144	0.190	0.232	0.251	0.267	0.283	0.297	0.309	0.315	0.307	0.284	0.245	0.211	0.184	0.158	0.130	0.100	0.062	0.026	0.000	0.000
Proposed Development	9		8,896																															
		Sub-1	549.9	80%	20%	0.830			1.096	1.142	1.203	1.279	1.370	1.500	1.682	1.987	2.390	1.987	1.682	1.424	1.370	1.279	1.203	1.142	1.096										
		Sub-2	744.2	80%	20%	0.830				1.484	1.546	1.628	1.731	1.855	2.030	2.277	2.689	3.235	2.689	2.277	1.927	1.855	1.731	1.628	1.546	1.484										
		Sub-3	662.4	80%	20%	0.830					1.321	1.376	1.449	1.541	1.651	1.807	2.027	2.394	2.880	2.394	2.027	1.715	1.651	1.541	1.449	1.376	1.321									
		Sub-4	838.3	80%	20%	0.830						1.671	1.741	1.834	1.950	2.089	2.286	2.565	3.029	3.644	3.029	2.565	2.170	2.089	1.950	1.834	1.741	1.671							
		Sub-5	1008.3	80%	20%	0.830							2.010	2.094	2.206	2.345	2.513	2.750	3.085	3.643	4.383	3.643	3.085	2.610	2.513	2.345	2.206	2.094	2.010						
		Sub-6	1269.7	80%	20%	0.830								2.531	2.637	2.777	2.953	3.164	3.463	3.885	4.588	5.519	4.588	3.885	3.287	3.164	2.953	2.777	2.637	2.531					
		Sub-7	1410.7	80%	20%	0.830									2.812	2.930	3.086	3.281	3.516	3.848	4.316	5.097	6.133	5.097	4.316	3.652	3.516	3.281	3.086	2.930	2.812				
		Sub-8	1491.6	80%	20%	0.830										2.974	3.098	3.263	3.469	3.717	4.068	4.564	5.390	6.484	5.390	4.564	3.862	3.717	3.469	3.263	3.098	2.974			
		Sub-9	920.9	80%	20%	0.830											1.836	1.912	2.014	2.142	2.295	2.512	2.818	3.327	4.003	3.327	2.818	2.384	2.295	2.142	2.014	1.912	1.836		
Future Hydrograph (m^3/min)							0.000	1.096	2.626	4.069	5.954	8.301	11.354	14.967	19.185	22.878	24.551	25.827	26.973	28.003	28.749	28.768	27.804	25.549	21.746	18.415	15.925	13.497	10.865	7.924	4.886	1.836	0.000	0.000
Future Hydrograph (m^3/s)							0.000	0.018	0.044	0.068	0.099	0.138	0.189	0.249	0.320	0.381	0.409	0.430	0.450	0.467	0.479	0.479	0.463	0.426	0.362	0.307	0.265	0.225	0.181	0.132	0.081	0.031	0.000	0.000
Calculated Sewage Peak Flow Including the Backwash of All Swimming Pools							0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576	0.0576
Calculated Existing Peak Runoff (m^3/s) (1 in 50 year)							0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293
Excess for Storage (m^3/s)							0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.014	0.085	0.146	0.174	0.195	0.214	0.231	0.244	0.244	0.228	0.191	0.127	0.072	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Storage (m^3/min)							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	5.07	8.76	10.44	11.71	12.86	13.89	14.63	14.65	13.69	11.43	7.63	4.30	1.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cumulative Storage (m^3)							0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	5.92	14.69	25.12	36.83	49.69	63.58	78.22	92.87	106.56	117.99	125.62	126.47	124.82	120.75	114.05	104.40	91.72	75.99	0.00	0.00

Total Storage 131.73 m^3

Appendix 2.3

Pipe Capacity Checking for Proposed Stormwater Tank

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Appendix 2.3 Pipe Capacity Checking for Proposed Stormwater Tank

Colebrook-White Equation
(for circular pipes flowing full)

$$V = -\sqrt{(8gDs)}\log\left(\frac{k_s}{3.7D} + \frac{2.51\nu}{D\sqrt{(2gDs)}}\right)$$

where
V = mean velocity (m/s)
g = gravitational acceleration (m/s2)
D = internal pipe diameter (m)
ks = hydraulic pipeline roughness (m)
v = kinematic viscosity of fluid (m2/s)
s = hydraulic gradient (energy loss per unit length due to friction)

Hydraulic Capacity of Proposed Drainage Pipe for the Proposed Stormwater Tank

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	g	k_s [1]	s	Gradient	v	V	Area	Q	Q_{silt} [2]
			mm	m	m/s^2	m		1 in	m^2/s	m/s	m^2	m^3/s	m^3/s
A	Stormwater Tank	Nullah	400	11.4	9.81	0.0030	0.039	25	1E-06	2.99	0.13	0.38	0.34

Remarks:
[1] Based on Table 14 - Recommended Roughness Values in DSD's Stormwater Drainage Manual (SDM),
k_s =3.0 mm for slimed concrete, spun or vertically cast sewer under poor condition is adopted for the pipe with V ≥ 1.2 m/s.
[2] To allow sedimentation, 5% reduction in flow area if the gradient is greater than 1 in 25; or 10% reduction in flow area in other cases.

Capacity Checking for the Proposed Drainage Pipe for the Proposed Stormwater Tank

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (m^3/s)	Calculated Existing Peak Runoff (m^3/s)	Percentage of Capacity	Status
A	400	11.4	0.039	0.34	0.293	86.5%	OK

Appendix F

Sewerage Impact Assessment

Prepared for

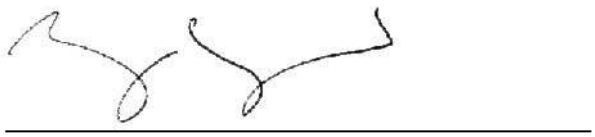
Wing Mau Tea House Limited

Prepared by

Ramboll Hong Kong Limited

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

SEWERAGE IMPACT ASSESSMENT

Date	**13 December 2024**
Prepared by	**Ken Li** **Environmental Consultant**
Signed	
Approved by	**Katie Yu** **Senior Manager**
Signed	
Project Reference	**FECLTS12EI00**
Document No.	**R9117_v3.1.docx**

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Appendix 1.1 Detailed Layout Plans of the Proposed Development

Appendix 2.1 Detailed Sewerage Impact Assessment Calculations

Appendix 2.2 Sample of Membrane Bioreactor

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Application Site is located at various lots and adjoining government land in D.D.130, Lam Tei, Tuen Mun.

1.1.2 In order to confirm the environmental feasibility of the Proposed Development, Ramboll Hong Kong Limited is commissioned to conduct the Sewerage Impact Assessment based on the information of the Proposed Development.

1.2 Application Site and its Environ

1.2.1 With a development area of 8,896m^2 and zoned as Residential (Group B) 1" (R(B)1) zone, the Application Site is currently a vacant site situated at D.D. 130, Lam Tei bounded by the Castel Peak Road - Lam Tei to the east separated by the Tuen Ma Line viaduct and LRT tracks. Existing residential development, Lingrade Garden, is located to the north of the Application Site. Some temporary carpark, open storage and village houses are located to the west of the site separated by a nullah.

1.2.2 **Figure 1.1** shows the location of the Application Site and its environ.

1.3 Proposed Development

1.3.1 The Proposed Development consists of 5 residential towers ranging from 14 storeys to 27 storeys. A clubhouse is situated below Tower 1 and Tower 3. The number of storeys and building height information of the residential towers are as follow:

- Tower 1: 27 storeys (+107.8 mPD)
- Tower 2: 27 storeys (+107.8 mPD)
- Tower 3: 16 storeys (+66.8 mPD)
- Tower 4: 14 storeys (+59.8 mPD)
- Tower 5: 24 storeys (+94.8 mPD)

1.3.2 The total numbers of units are 1,385 units with a proposed domestic GFA of 44,480m^2 (PR5.0) and the tentative population intake year is 2030. Detailed plans of the Proposed Development are presented in **Appendix 1.1**.

2. SEWERAGE IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 The Application site is currently vacant and there is no public sewer network serving the Application Site and the surrounding environment due to the isolation by a nullah.

2.1.2 The aim of this study is to evaluate the sewage flow generated from the Proposed Development and assess whether there is adverse sewerage impacts to the surrounding environment.

2.2 Assessment Criteria and Methodology

2.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.

2.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) is referred to estimate the quantity of the sewage generated from the Proposed Development and the existing development. Sewage flow parameters and global peaking factors in this document are adopted.

2.2.3 According to the Table T-1 of the said EPD Guideline, the unit flow factor (UFF) of resident (Private R2) is 0.27 m^3/day, while the UFF for employees for the clubhouse is 0.28m^3/day.

2.3 Existing Condition

2.3.1 Currently, there are no public sewerage facilities in the vicinity of the Application Site and the extension of the public sewerage system to Application Site is unlikely as the Application Site is separated from the nearest sewerage manhole by a nullah. It will therefore be necessary to provide on-site treatment facilities before discharging the treated effluent into the nearby nullah.

2.4 Future Estimated Flow

2.4.1 Under the current scheme, the Proposed Development will consist of 1,385 residential units, a clubhouse with a size of 2,002 m^2 and two swimming pools with an area of 48m^2 and 108m^2 respectively. Based on such design parameters, the Average Dry Weather Flow (ADWF) excluding the backwash of the swimming pools is estimated to be 1,028.3 m^3/day, as tabulated in **Table 2.1** below and **Appendix 2.1**.

Table 2.1 Estimated Sewage Flow from the Proposed Development

			Remarks
Residential Use			
Total number of residential units	=	1,385	
Total number of residents	=	3,740	people (average household size of 2.7 is assumed)
Design flow	=	270	litre/person/day -- (Private R2 in Table T-1 of GESF)
Sewage Generation Rate	=	1009.8	m^3/day
Clubhouse			

			Remarks
Total GFA	=	2,002	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees		66	employees
Design flow	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage Generation Rate	=	18.5	m^3/day
Proposed Adult Swimming Pool			
Assumed area of swimming pool	=	108	m^2
Average depth of water		1.2	m
Volume of swimming pool	=	129.6	m^3
Turnover rate	=	6	hr
Surface loading rate of filter	=	50	$m^3/m^2/hr$
Filter areas required		0.4	m^2 (Volume of Swimming Pool/Turnover Rate/ Surface Loading Rate of Filter)
Backwash duration	=	5	min/d
Backwash flow rate	=	30	$m^3/m^2/hr$
Design flow for swimming pool backwashing	=	1.1	m^3/day (Backwash flow rate x Filter areas required x Backwash duration)
Design flow for swimming pool backwashing	=	3.6	litre/sec (Backwash flow rate x 1000 / (Backwash duration x 60))
Proposed Children Swimming Pool			
Assumed area of swimming pool	=	48	m^2
Average depth of water		1.2	m
Volume of swimming pool	=	57.6	m^3
Turnover rate	=	6	hr
Surface loading rate of filter	=	50	$m^3/m^2/hr$
Filter areas required		0.2	m^2

			Remarks
			(Volume of Swimming Pool/Turnover Rate/ Surface Loading Rate of Filter)
Backwash duration	=	5	min/d
Backwash flow rate	=	30	$m^3/m^2/hr$
Design flow for swimming pool backwashing	=	0.5	m^3/day (Backwash flow rate x Filter areas required x Backwash duration)
Design flow for swimming pool backwashing	=	1.6	litre/sec (Backwash flow rate x 1000 / (Backwash duration x 60))
Total Flow from the Proposed Development			
Flow Rate	=	1,028.3	m^3/day
Flow Rate with P_{CIF} (Tuen Mun – 1.1)	=	1131.1	m^3/day (refer to Table T-4 of GESF - Tuen Mun - 1.1)
Contributing Population	=	4189	people
Peaking factor	=	4.0	(refer to Table T-5 of GESF for a population of <10,000 incl. stormwater allowance)
Peak flow (excluding backwash of all pools)	=	52.4	litre/sec
Peak flow (including backwash of all pools)	=	57.6	litre/sec

2.5 Proposed Sewage Treatment Facility

2.5.1 As the Application Site is not served by public sewerage system currently, it is proposed to provide on-site sewage treatment to ensure sewage can be discharged in a proper manner. Once public sewerage system is connected to the Application Site, the sewage flow from the proposed development may be discharged to the public sewerage system in the future.

2.5.2 The use of Sewage Treatment Plant (STP) is recommended for the Proposed Development. The "Guidelines for the Design of Small Sewage Treatment Plants" published by the EPD for the design, construction, operation and maintenance of STP should be followed. The effluent should be treated to acceptable standards as stated in "Technical Memorandum Standards for Effluents Discharged into Drainage and Sewerage systems, Inland and Coastal waters". As the proposed development have a population of more than 2,000, the Applicant will approach EPD to discuss the design of the STP during detailed design stage.

2.5.3 Suitable treatment for the sewage generated by the proposed development could practically be provided by a package treatment unit, i.e. treatment facilities which are supplied and installed as complete units, including all treatment stages. For example, one appropriate technology would be Membrane Bioreactor (MBR) units, followed by disinfection to achieve the required effluent standards. The treated effluent can then be discharged of into the drainage system. A sample of the MBR unit is enclosed in **Appendix 2.2**.

2.5.4 The design and operation of the STP will be in accordance with the "Guidelines for Design of Small Sewage Treatment Plants" published by the EPD, with adequate capacity to handle three times of ADWF. The area of the STP will be approximately 1,254m^2 occupying two basement floors. The treated effluent would then be temporary stored in the stormwater storage tank before discharging into the existing nullah to the west of the Application Site. **Figure 2.1** shows the indicative location of the on-site treatment plant. The exact discharge location and pipe design will be subject to further study and agreed with DSD during detailed design stage.

2.5.5 The effluent generated from the Proposed Development will go through the process of disinfection to achieve the necessary discharge standards as set out in EPD's Technical Memorandum – Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (Table 6 – Standards for Effluents Discharged into Group D Inland Waters).

2.5.6 As a good practice for sewage treatment facilities, measures will be incorporated into the design to minimise the risk of emergency overflow from the treatment plant. These measures include standby pumps, secure power supplies, appropriate alarms, as well as comprehensive Operation and Maintenance procedures in order to keep the facilities in good working order.

2.5.7 The proposed on-site MBR will be fully enclosed with deodorising system, so that the noise and odour emitted from the plant will not have adverse impact upon the surrounding residents.

2.5.8 The project proponent will be responsible for the planning, design, implementation and maintenance of the proposed STP and arrangement of the sludge from the proposed STP.

2.5.9 The detailed design and size of the MBR unit will be provided in later stage for EPD's approval.

3. CONCLUSION

3.1.1 A residential development is proposed for the Application Site at D.D.130 Lam Tei, Tuen Mun. The potential sewerage impact has been quantitatively addressed.

3.1.2 Since there is no public sewerage system available for the Proposed Development, on-site treatment will be required. Connection to the public sewer will be a long-term option after availability of trunk sewer connecting to the Application Site.

3.1.3 An on-site treatment with Membrane Bioreactor (MBR) will be used to treat effluent from the Proposed Development, the treated effluent would be temporary stored in a proposed stormwater storage tank before discharging into the nearby nullah. Relevant statutory guidelines and regulations will be followed and detail design of the MBR unit will be provided in later stage.

3.1.4 With the sewage treatment plant and proper maintenance in place, it is concluded that the Proposed Development will not have any unacceptable adverse sewerage impact to the surrounding.

Figures

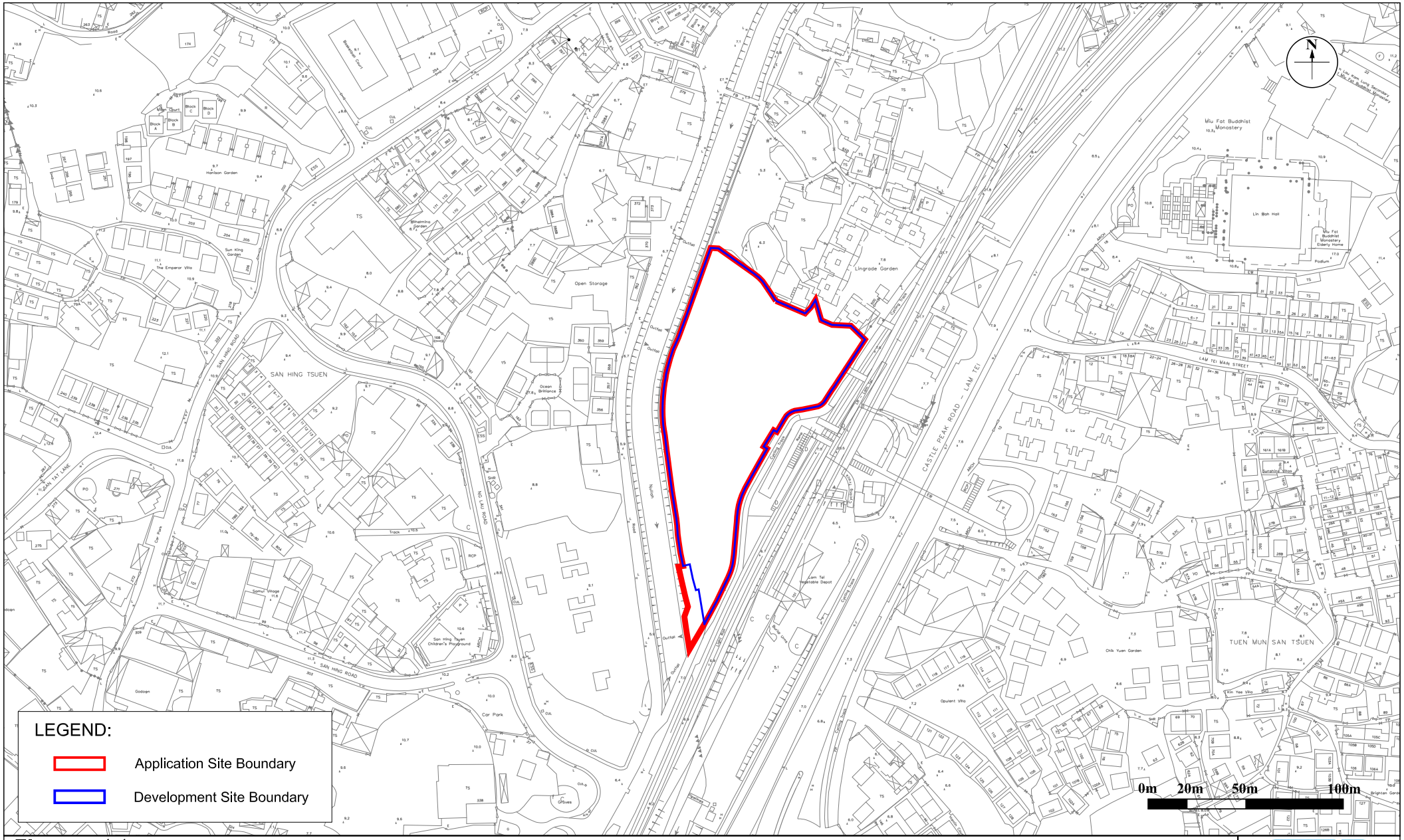


Figure: 1.1	RAMBOLL
Title: Location of Application Site and its Environ	Drawn by: KL
	Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 3.1
	Date: Jul 2024

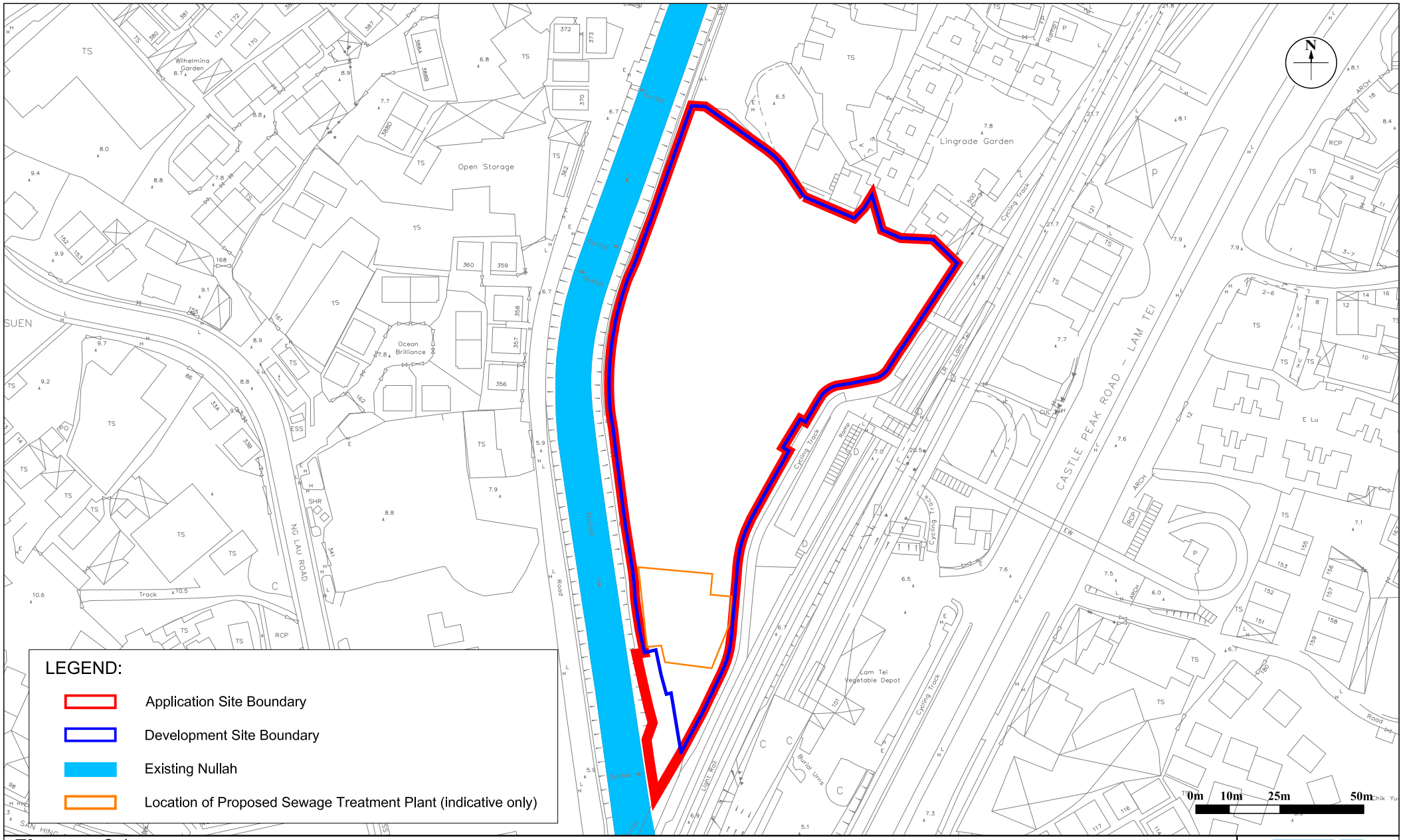
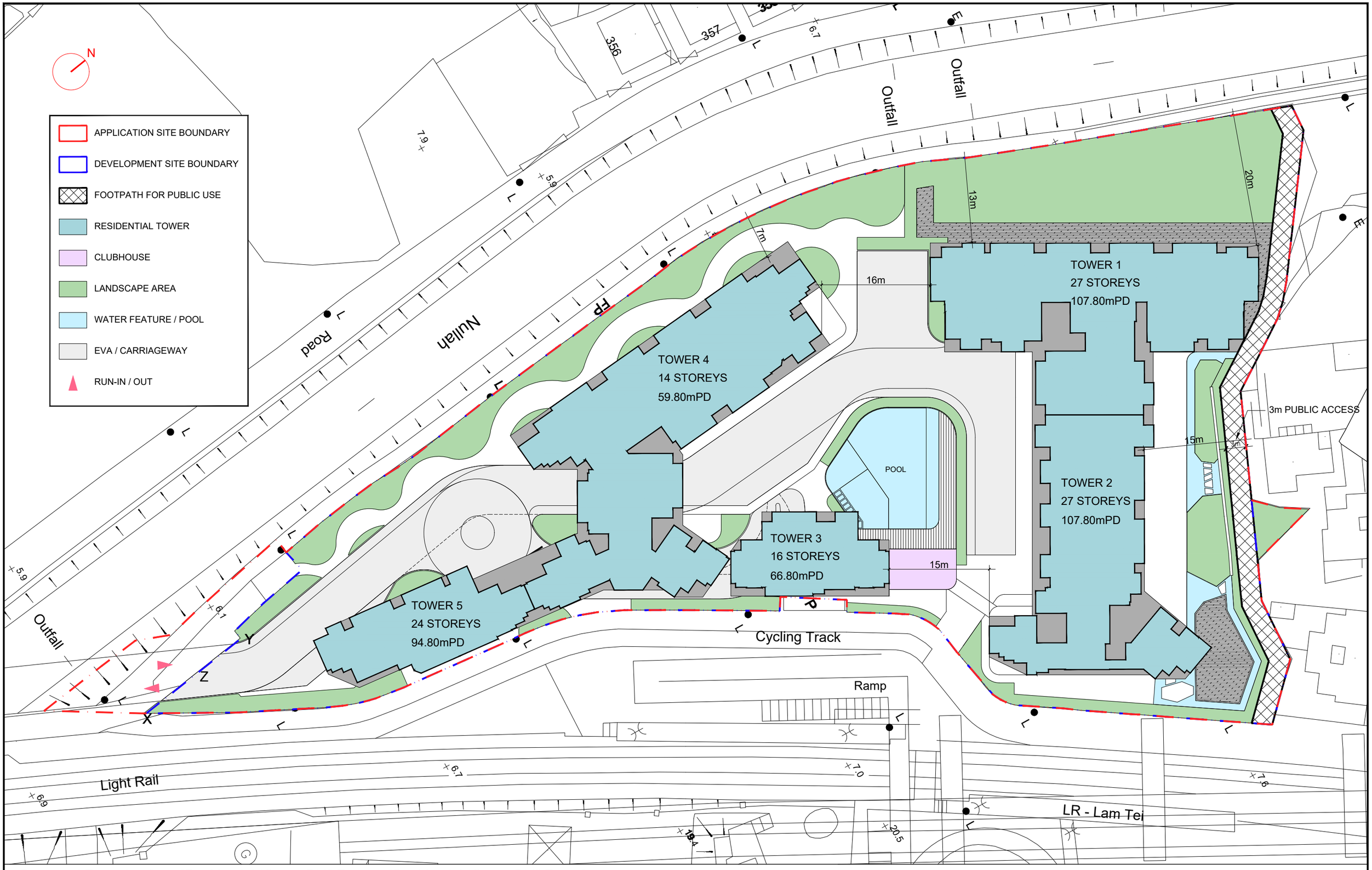


Figure: 2.1	RAMBOLL
Title: Indicative Location of Proposed Sewage Treatment Plant	Drawn by: KL Checked by: KY
Project: Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun	Rev.: 3.1 Date: Jul 2024

Appendix 1.1

Detailed Layout Plans of the Proposed Development



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1
LOBBY

3m PUBLIC ACCESS

LANDSCAPE AREA

TOWER 4A
LOBBY

EVA / CARRIAGEWAY

CHILDREN
POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B
LOBBY

TOWER 3
LOBBY

CLUBHOUSE

TO B1

TOWER 2
LOBBY

TOWER 5
LOBBY

Cycling Track

Ramp

Outfall

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

20-11-2024
1:500 (A3)

LWK
+PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY

BICYCLE PARKING SPACE

MOTORCYCLE PARKING SPACE



Number of car parking spaces at B1:	119
Total number of car parking spaces:	247
Total number of bicycle parking spaces:	277
Total number of motorcycle parking spaces:	18

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B1

08-11-2024
1:500 (A3)

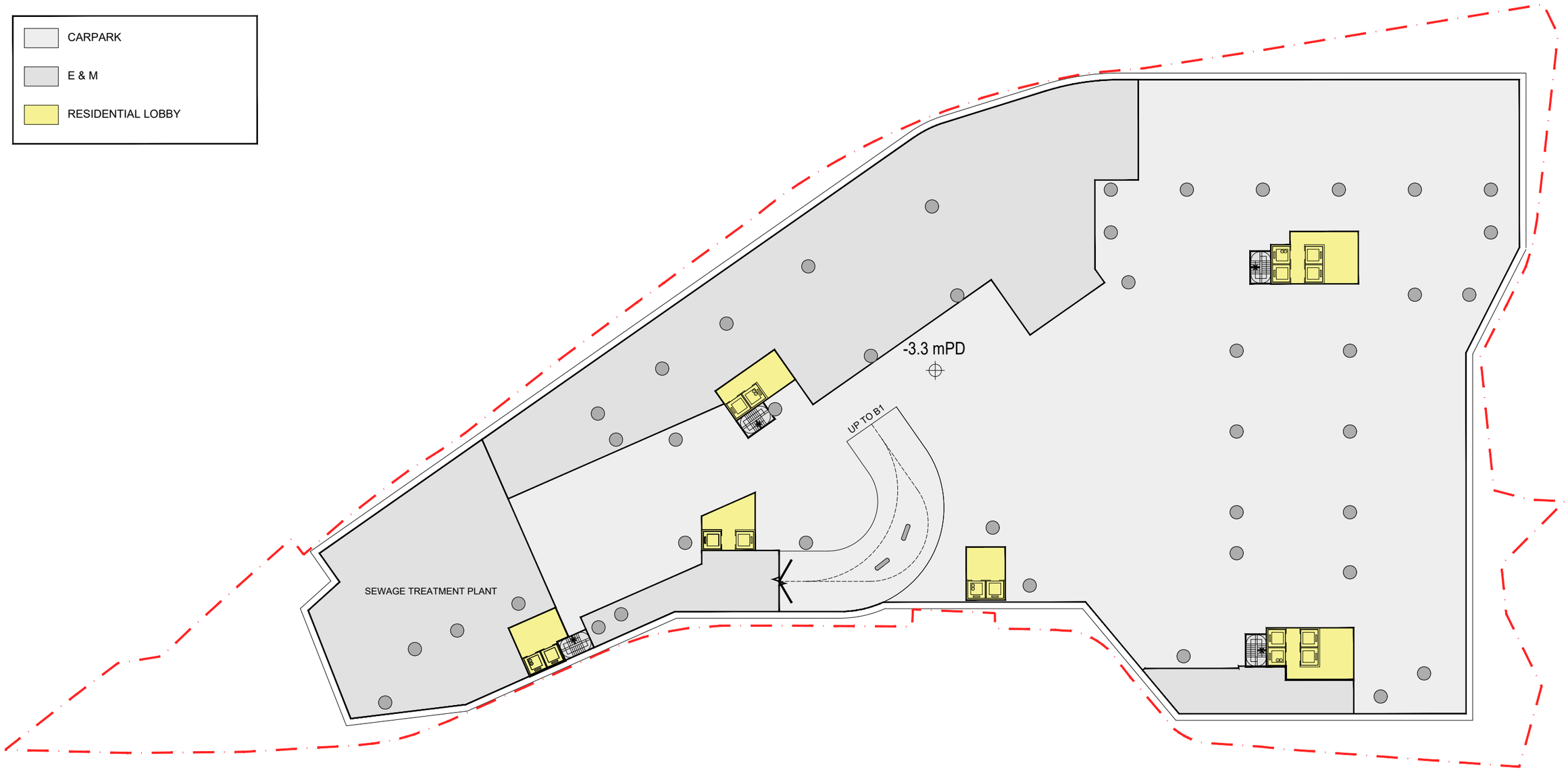
LWK +PARTNERS

N

CARPARK

E & M

RESIDENTIAL LOBBY



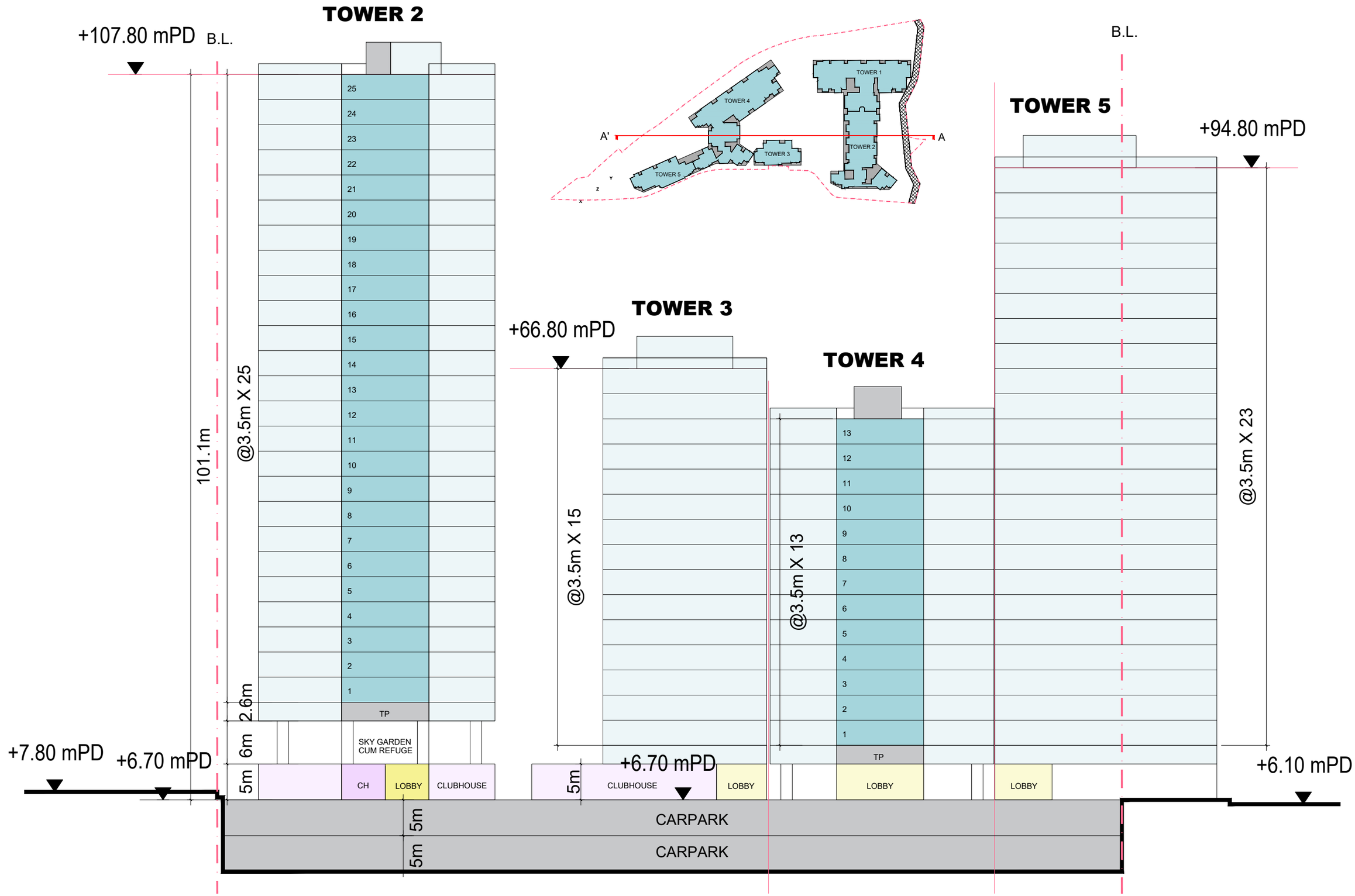
Number of car parking spaces at B1: 128
Total number of car parking spaces: 247

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

B2

09-07-2024
1:500 (A3)

LWK +PARTNERS

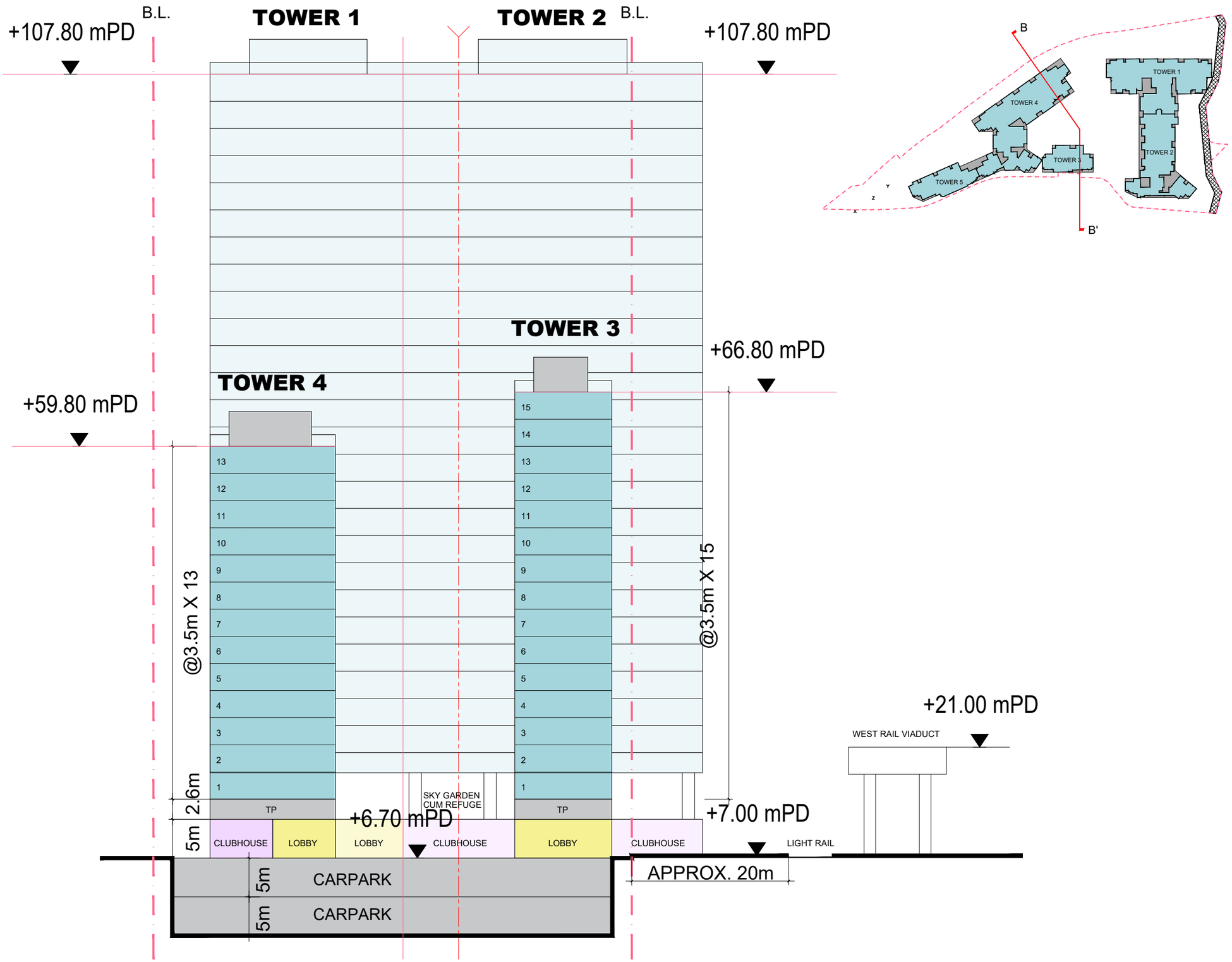


Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION A-A'

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION B-B'

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

Nullah

Road

Outfall

Outfall

Cycling Track

Ramp

POOL

Lp 64.8m

3m PUBLIC ACCESS

U = 40.16

U = 31.62

Lp = 81.1m

Light Rail

LR - Lam Tei

Max. Permissible Lp* = 200.80m

Max. Permissible Lp* = 158.10m

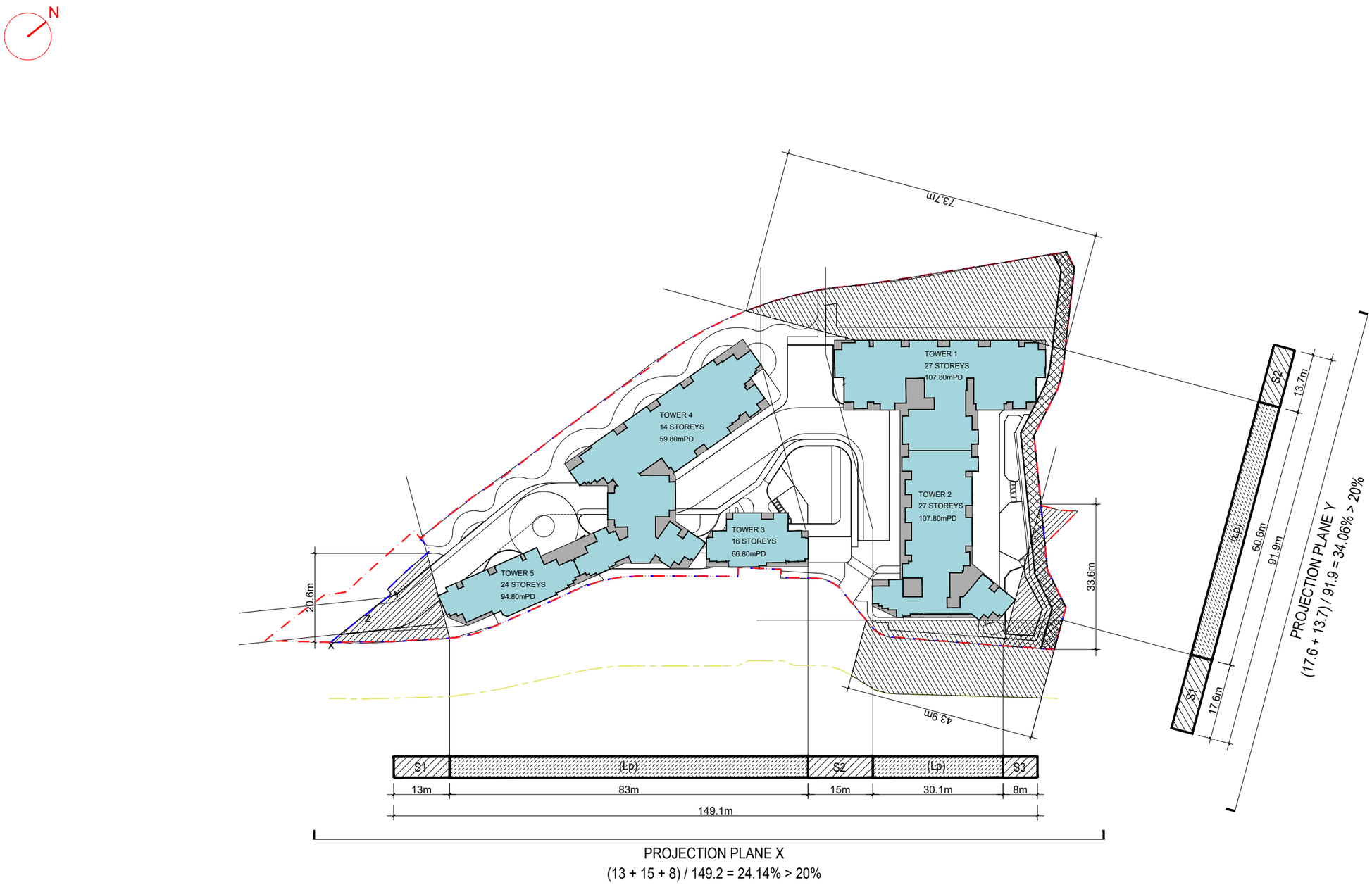
*Lp = 5U

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

BUILDING SEPARATION

20-11-2024
1:500 (A3)

LWK + PARTNERS



Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

PERMEABILITY

20-11-2024
1:1000 (A3)

LWK +PARTNERS

Appendix 2.1

Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Development at the Application Site

Residential Units			
Total number of residential units	=	1,385	units
Total number of residents	=	3740	residents (2.7 people per flat is assumed)
Design flow	=	270	litre/person/day -- (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	1,009.8	m^3/day
Clubhouse			
Total GFA	=	2,002	m^2
Assumed floor area per employee	=	30.3	m^2 per employee -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
Total number of employees	=	66	employees
Design flow for employees	=	280	litre/employee/day -- (refer to Table T-2 of GESF - J11 Community, Social & Personal Services)
Sewage generation rate	=	18.5	m^3/day
Proposed Adult Swimming Pool			
Assumed area of swimming pool	=	108	m^2
Average depth of water	=	1.2	m
Volume of swimming pool	=	129.6	m^3
Turnover rate	=	6	hr
Surface loading rate of filter	=	50	$m^3/m^2/hr$
Filter areas required	=	0.4	m^2
Backwash duration	=	5	min/d
Backwash flow rate	=	30	$m^3/m^2/hr$
Design flow for swimming pool backwashing	=	1.1	m^3/day
Design flow for swimming pool backwashing	=	3.6	litre/sec
Proposed Children Swimming Pool			
Assumed area of swimming pool	=	48	m^2
Average depth of water	=	1.2	m
Volume of swimming pool	=	57.6	m^3
Turnover rate	=	6	hr
Surface loading rate of filter	=	50	$m^3/m^2/hr$
Filter areas required	=	0.2	m^2
Backwash duration	=	5	min/d
Backwash flow rate	=	30	$m^3/m^2/hr$
Design flow for swimming pool backwashing	=	0.5	m^3/day
Design flow for swimming pool backwashing	=	1.6	litre/sec
Total Flow from the Proposed Development			
Flow rate (excluding backwash of all pools)	=	1,028.3	m^3/day
Flow rate with P_{CIF} (Tuen Mun - 1.1)	=	1131.1	m^3/day (refer to Table T-4 of GESF - Tuen Mun - 1.1)
Contributing population	=	4189	people
Peaking factor	=	4.0	(refer to Table T-5 of GESF for a population of <10,000 incl. stormwater allowance)
Peak flow (excluding backwash of all pools)	=	52.4	litre/sec
Peak flow (including backwash of all pools)	=	57.6	litre/sec

Remarks:
(1) For job type J11, the “per-employee” unit flow factor takes into account the flows of customers and tenants.

Appendix 2.2

Sample of Membrane Bioreactor

In conventional activated sludge processes, separation of treated water from the sludge is mainly achieved by sedimentation in secondary clarification tank. This requires a considerable amount of space and capital cost, and separation efficiency is low.

Using membrane to replace the secondary clarification tank, suspended solids can be completely removed from treated water, resulting in a high effluent quality. It not only concentrates slow-growing bacteria, but also retains large molecular organic compounds in reactor, thereby increasing contact time with the sludge. Thus, removal rate of COD, BOD, nitrogen and phosphorus will be greatly increased.



Raw wastewater (left) and treated water (right)

Advantanges of MBR

1 **High effluent quality**
- Permeate - free of suspended solids

2 **Small footprint, elimination of secondary clarification tank**
- Only half of the area of conventional activated sludge process is required, and capital cost is reduced
- Solve the problem of poor sedimentation in conventional activated sludge process; especially for winter

3 **Long solid retention time, easy management**
- Sludge wasting volume is greatly reduced

4 **High biomass concentration and treatment efficiency**
- Operate at biomass concentration of 10,000 - 20,000 mg/L, COD removal and denitrification occur simultaneously

5 **Easy to install in the existing aeration tank to become a MBR system**

6 **Easy for operation & maintenance**

7 **Greatly reduce the volume of aeration tank**

8 **Reduce fouling and increase water flux**

Case Studies

Wastewater Source	Parameters	Influent	Effluent	Removal Rate (%)
Food Processing	BOD (mg/L)	1590	1	99.9
	COD_{Cr} (mg/L)	2600	7	99.0
	SS/ (mg/L)	380	<1	100
Sauce Production	BOD (mg/L)	3630	5	99.9
	SS/ (mg/L)	380	<1	100
Landfill Leachate	COD_{Cr} (mg/L)	~10,000	60	99.4
	SS/ (mg/L)	<500	<1	100
Grey Water Recycling	BOD (mg/L)	<=200	<=10	95.0
	SS/ (mg/L)	<=200	< 1	100

Uses of MBR

1 **Domestic wastewater treatment / Grey water recycling**
High treatment efficiency, high effluent quality

2 **Industrial wastewater treatment**
Suitable for landfill leachate, high BOD food processing wastewater, livestock wastewater, chemical wastewater and pulp and paper wastewater

3 **Water reuse or recycling**
Direct reuse or purified with reverse osmosis

20151014/1

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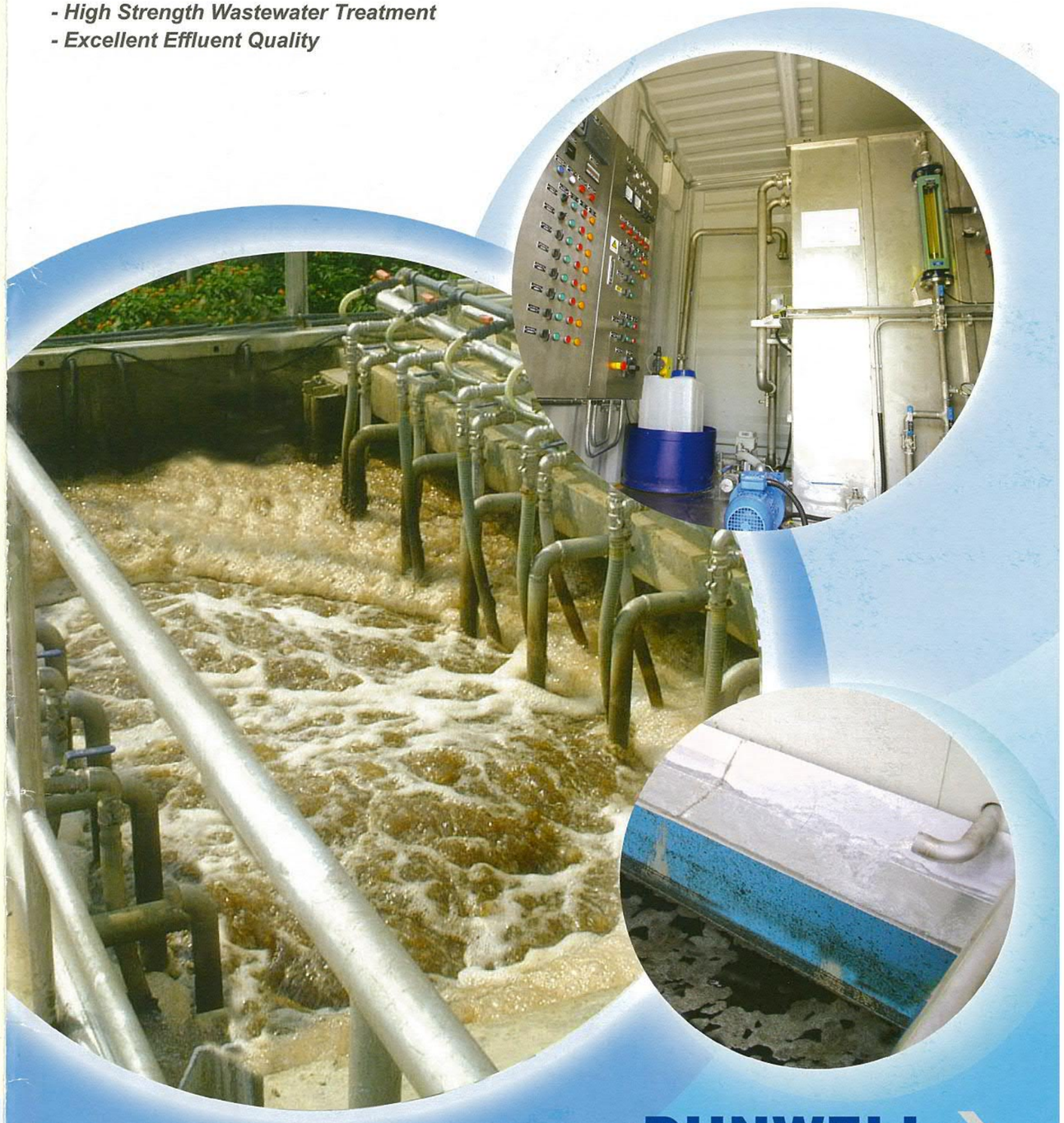
Tel : (852) 2443 8168
Fax : (852) 2789 3346
Email : decl@dunwellgroup.com
Website : www.dunwellgroup.com

DUNWELL GROUP

MBR

Membrane Bio-Reactor

- Wastewater Reuse
- High Strength Wastewater Treatment
- Excellent Effluent Quality



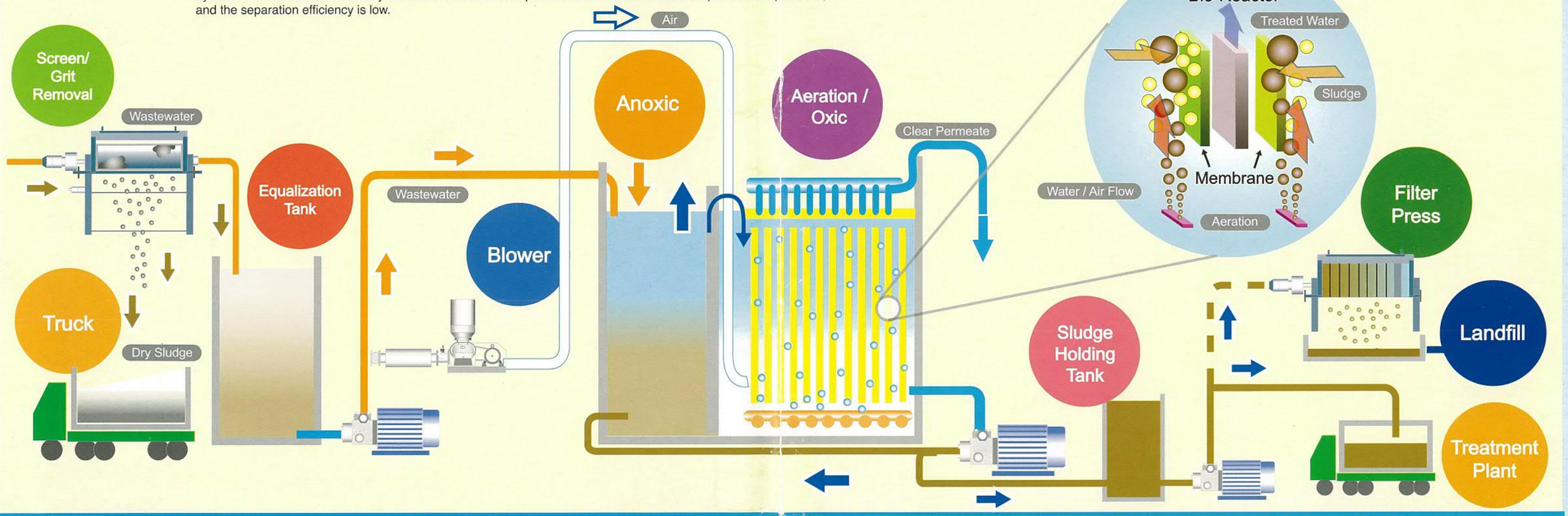
DUNWELL GROUP

MBR Membrane Bio-Reactor

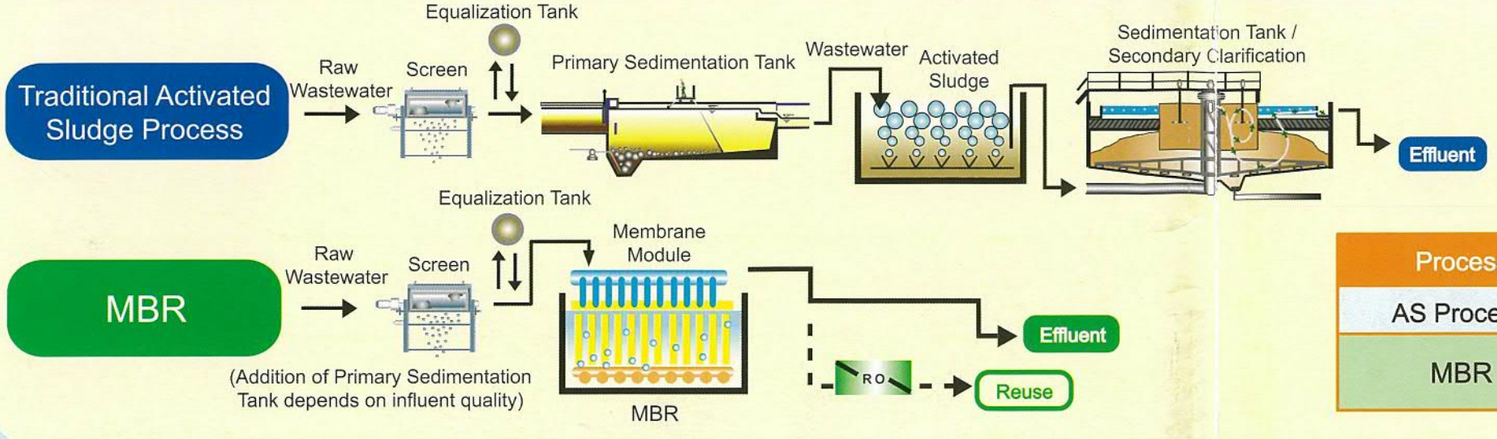


MBR is a new wastewater treatment technology, which combines biological treatment with membrane separation.

In conventional activated sludge processes, the separation of the treated water from the sludge in mainly achieved by sedimentation in the secondary clarification tank. This requires a considerable amount of space and capital cost, and the separation efficiency is low.



MBR and Traditional Activated Sludge Process Comparison



Comparison between MBR & Traditional AS Process

Process	Performance	Maintenance	Sludge Conc.	Space Saving	Direct Reuse
AS Process	Fair	Fair	Low	Fair	No
MBR	Excellent	Easy	High	Yes	Yes

Appendix G

Water Supply Impact Assessment

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in

D.D.130, Lam Tei, Tuen Mun

Water Supply Impact Assessment Report

Report No.: EB002372

Wing Mau Tea House Limited

EB002372

March 2024

Executive Summary

Client:	Wing Mau Tea House Limited
Report:	Water Supply Impact Assessment
Project:	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in D.D.130, Lam Tei, Tuen Mun
Report No:	EB002372-WSIA-01-R0

Author:	Andrew Cheung
Reviewer:	Adrian Yeung
Approver:	TK Ting

Revision History

Version	Report Date
0	September 2023
1	November 2023
2	March 2024

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1. Introduction

1.1 Background

1.1.1 The project involves medium-density housing development and a footpath for public use in "Residential (Group B)" zone (hereinafter refer to as the "proposed development") located at D.D.130 in Lam Tei, Tuen Mun (hereinafter refer to as the "project site") as shown in Figure 1-1 below. The area of the project site is 8,896 m^2 with a proposed plot ratio of 5.00. The proposed site will comprise both private lots and government land. Population intake is expected in 2030.

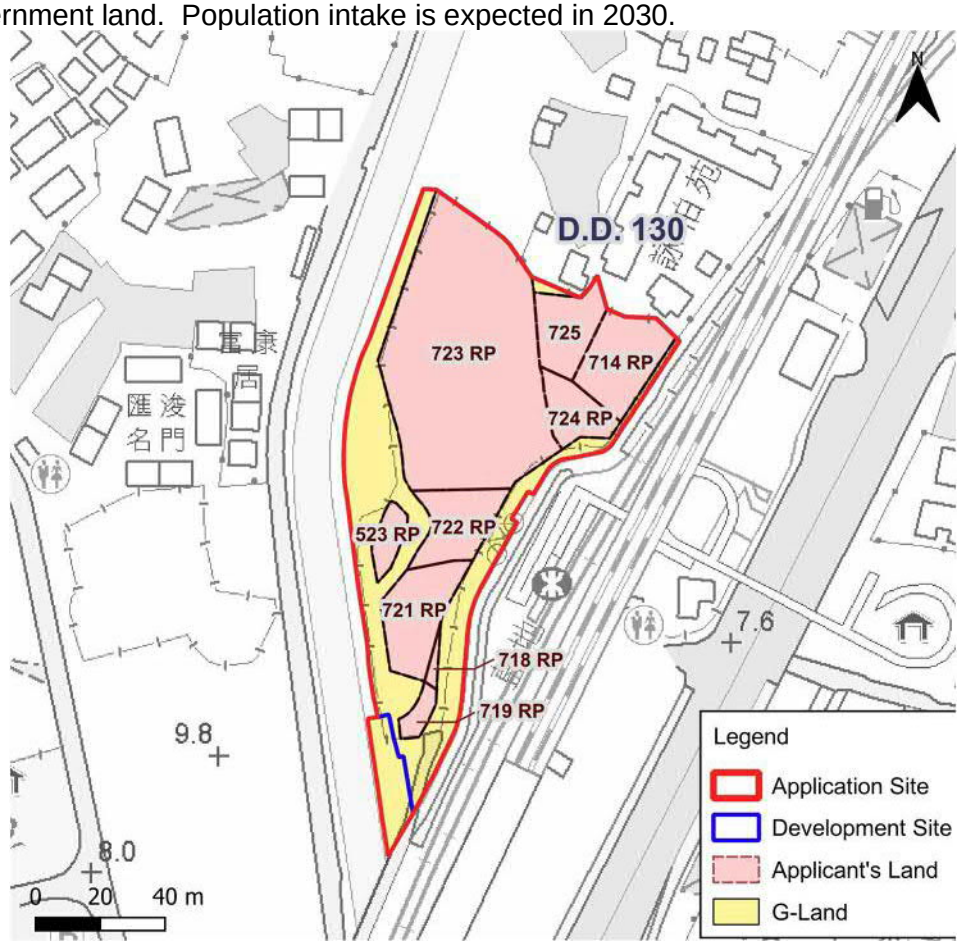

Figure 1-1 Site Location

1.1.2 As shown in Figure 1-2 below, the subject site is currently vacant with scattered vegetation. No major erected structures were built at the subject site.



Figure 1-2 Photo of Existing Development Site

1.2 Proposed Development Scheme

1.2.1 The proposed development will comprise 5 nos. of 14 to 27-storey residential blocks, leading to 1385 nos. of flats in total. The estimated population is 3740 in total (assuming 2.7 persons per flat). A shared clubhouse will be provided (assumed 2.3 workers per 100m^2 GFA).

1.3 Objectives

1.3.1 The objectives of the WSIA are as follows:

i. To assess the water demands for the proposed development.

ii. To examine whether the demand can be met by the existing waterworks facilities; and

iii. To recommend suitable mitigation measures and/or diversion schemes, if required.

1.4 Abbreviations

1.4.1 The following table lists out the abbreviations for expressions adopted in this Report:

Table 1. Abbreviations

Abbreviations	Full Expression
DI	Departmental Instruction
FSD	Fire Services Department
FWSR	Fresh Water Service Reservoir
MOD	Mean daily demand
MLD	Million litres per day
SFH	Street Fire Hydrant
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir
WSD	Water Supplies Department
WSIA	Water Supply Impact Assessment

2. Design Assumptions and Criteria

2.1 General

2.1.1 The proposed development scheme will generate significant demands for fresh and salt water. The expected impacts on the existing water supply systems and the requirement for any upgrading works to meet such demands are analysed in the assessment.

2.2 Codes of Practice and Design Manuals

2.2.1 The assessment has made reference to the relevant unit water demand in the WSD's DI No. 1309 "Design Criteria together with the Revised/ New Planning Standards following DI No. 1309".

2.3 Design Parameters

Hydraulic Design

2.3.1 Hazen-Williams ($V = 0.85\ C_{hw}\ R^{0.63}\ S_f^{0.54}$) will be used to calculate the velocity of water in a pipe.

where V is velocity of water in a Pipe
C is a Roughness Coefficient
R is the Hydraulic Radius
S is Frictional Hydraulic Gradient

1) Roughness coefficient, C of Hazen-Williams for the water pipes will be assumed as follows:

I. *For DI/MS Cement Lined Pipe with epoxy coating*

Fresh water pipe	>= 600mm diameter	120
	< 600mm diameter	110
Salt water pipe	All sizes	90

II. *For PE Pipe*

PE pipe		155

2) Minor head losses are also calculated based on the estimated number of bends, tees and valves along the water mains alignment. The minor head loss is assumed to be 20% of the frictional loss.

3) The parameters of the desirable velocities for hydraulic checking are quoted in Table 2:

Table 2. Desirable Flow Velocity Limit

Fresh Water		Salt Water	
Pipe Diameter (mm)	Max. Flow Velocity (m/s)	Pipe Diameter (mm)	Max. Flow Velocity (m/s)
> DN700	3.0	>= DN1000	3.0
DN525 - DN700	2.5	DN800 - DN900	2.5
DN375 - DN450	2.0	DN525 - DN700	2.0
DN200 - DN300	1.5	<= DN450	1.5

4) The preferably minimum velocity of 0.9 m/s for both fresh water and salt water should be achieved, as far as practicable, to prevent stagnant water problems. In case of the minimum velocity cannot be achieved, it is required to seek WSD's advice in detail on case-by-case basis.

5) The pipelines shall have a minimum gradient of 1:400. Pipes shall be laid at a minimum separation of 300mm away from existing utilities and underground structures.

6) The water mains shall be capable of withstanding the maximum head induced and pipeline materials shall be selected so as to achieve maximum overall economic performance of the supply system and shall be corresponding with the operating conditions to be expected.

7) The design of exposed water mains includes the design of water mains supports, loading protection, maintenance and access requirement and shall address expose conditions. Adequate pipe brackets shall be provided.

Peaking Factors

2.3.2 According to WSD's DI No. 1309, the following peak demand factors will be adopted for the detailed design.

1) Peak flow rate in fresh water distribution mains = 3 x mean daily demand;
2) Peak flow rate in salt water distribution mains = 2 x mean daily demand;
3) Peak flow rate in fresh water trunk mains = 1.5 x mean daily demand (for a single service reservoir);
4) Peak flow rate in fresh water trunk mains = 1.3 x mean daily demand of all the reservoir supply zones + 0.2 x mean daily demand of the largest zone (for two or more service reservoirs);
5) Peak flow rate in salt water trunk mains= 1.2 x mean daily demand.

Fire-Fighting

2.3.3 According to the recommendations from FSD, fresh water will be used for fire-fighting. Fire-fighting requirements shall be based on the WSD's Departmental Instruction No. 1309.

1) Residential Zones: 6,000 m^3/d
2) Industrial Zones: 11,000 m^3/d

Residual Heads

2.3.4 According to WSD's DI No. 1309, the fresh water and salt water supply systems for the Potential Development Areas will be designed to provide minimum residual heads at the extremity of the system as follows:

1) Fresh water - Normal: 20m (for developments on or after 1 April 2008)
2) Fresh water - Normal: 30m (for developments before 1 April 2008)
3) Fresh water - Fire Fighting: 17m
4) Salt water: 15m

Irrigation Demand

2.3.5 According to Table 3-4 of WSD's Technical Specification on Grey Water Reuse and Rainwater Harvesting, the recommended daily water consumption in landscaping irrigation design is 7 litres/day/m^2 of irrigation area.

2.4 Population

2.4.1 Under the current design scheme, the proposed development will consist of 1385 residential units with a 660m^2 clubhouse. Please refer to Table 3 for summary estimation of population at the proposed development and detailed estimation of population respectively.

Table 3. Population of Proposed Development

Type of Population	No. of Flat / Gross Floor Area	Estimated Population	Data Source
Proposed Development			
Residential	1385 units		Average household size of 2.7 in Tuen Mun District is referenced to Summary Table 1 Domestic household characteristics in Population and Household Statistics Analysed by District Council District 2020, by Census and Statistics Department HKSAR
Total		**3740 persons**	
Service Trade	660m^2		2.3 Workers per GFA (in 100 square meter) in Private Commercial for Community - Social & Personal Services in Figure 16 of CIFSUS Report, by Planning Department HKSAR
Total		**16 workers**	

3. Water Supply Impact Assessment

3.1 Existing Fresh and Salt Water Supply

3.1.1 The subject site is located within the fresh water distribution zone of Tuen Mun North FWSR located in Por Lo Shan, Tuen Mun, New Territories, Hong Kong. According to WSD, the Tuen Mun North FWSR has capacity of 60,564m^3 and is currently having an average consumption of 63 MLD. Existing salt water is supplied by Lok On Pai SWPS and Tan Kwai Tsuen SWSR.

3.1.2 According to WSD, there are existing fresh water and salt water mains identified near the vicinity of the Site, see Drawing No. 1. Existing fresh watermains are located along Ng Lau Road, San Hing Road, west bank of nullah and Castle Peak Road. Existing salt watermains are located along Ng Lau Road, San Hing Road and Castle Peak Road.

3.1.3 The WSD mains record plan in the vicinity of the proposed development and location for measured water pressure are shown in Appendix A.

3.1.4 Existing water pressures at two fire hydrants, PH10620 and PH2744, for both fresh water and saltwater, respectively, were obtained from WSD and summarized in Table 4.

Table 4. Existing Water Pressure Measured by WSD

Fire Hydrant	psi	Bar
PH10620	95	6.55
PH2744	75	5.17

3.2 Proposed Fresh / Salt Water Demand

3.2.1 With reference to Table 1 of DI No. 1309 and WSD's advice, the water demand for the proposed development is estimated in Table 5 below. It is expected that the proposed development will generate 1265m^3/day and 389m^3/day of MDD fresh and salt water.

Table 5. Estimated Daily Water Demand (m^3/day) from the Proposed Development

(a1) Population (Person)	3740	Estimated population in the proposed development
(a2) Workers (Person)	16	Estimated workers in the clubhouse of proposed development
(b1) Domestic Fresh Water Unit Demand (m^3/person/day)	0.30	Residential - R2 in Table 1 of DI No. 1309
(b2) Service Trade Unit Demand (m^3/person/day)	0.035	New Town - Tuen Mun in Table 2 of DI No. 1309
(c) Planting Area (m^2)	1,660	
(d) Irrigation consumption (litres/d/m^2)	7	WSD Technical Specification on Grey Water Reuse and Rainwater Harvesting
(e) Fresh Water Mean Daily Demand (m^3/day)	1265	(a1) x (b1+ b2) + (c) x (d)
(f) Salt Water Unit Demand (m^3/person/day)	0.104	Advised by WSD
(g) Salt Water Mean Daily Demand (m^3/day)	389	(a) x (f)

3.2.2 The total peak flow arising from the proposed development is 3794 m^3/day and 778 m^3/day for fresh water and salt water respectively as shown in Table 6.

Table 6. Estimated Peak Flow (m^3/day) from the Proposed Development

Water	Peaking Factor	Peak Flow (m^3/day)
Fresh water	3	3794
Salt water	2	778

3.3 Proposed Water Supply Scheme

3.3.1 Existing fresh and salt water supply systems are found next to the proposed development. As per discussion with WSD, proposed watermains shall be tee-off from existing fresh watermain and salt watermain for the water supply to the proposed development. Proposed watermain alignment is shown in Drawing No. 2. Location of proposed water meter room is attached in Appendix B.

3.3.2 Proposed watermains located at public road with free access will be government watermains and to be handed over to, operated and maintained by WSD. Proposed watermains located within site boundary will be maintained by the private developer.

3.3.3 The development ground levels are similar to the existing ground levels, thus the existing water supply systems shall be able to supply fresh and salt water to the proposed development with sufficient residual heads.

3.3.4 Residual head assessment for the proposed fresh and salt watermains are shown in Appendix C.

3.3.5 Fresh water demand from the development will be supplied by Tuen Mun North FWSR, while salt water demand will be supplied by Lok On Pai SWPS and Tan Kwai Tsuen SWSR.

Proposed Fresh Water Supply System

3.3.6 Proposed fresh watermain of DN200 is proposed to tee-off from existing DN450 fresh watermain at road junction of Ng Lau Road. It is proposed to run along proposed new road and along the utility trough of the proposed nullah crossing bridge and enter the proposed site area.

3.3.7 Existing fresh water street fire hydrants are observed near the proposed development area. The distribution main is considered designed with sufficient fire-fighting capacity for the proposed development.

3.3.8 In view of the existing vicinity, existing fresh water SFH are not able to provide service for the proposed development within 100m distance requirement, additional fresh water SFH are required. Two swan neck fresh water SFH are proposed for the development. Further discussion with FSD would be carried out.

Proposed Salt Water Supply System

3.3.9 Proposed salt watermain of DN100 is proposed to tee-off from existing DN250 salt watermain at road junction of Ng Lau Road, at the similar location of the proposed tee-off location of proposed fresh watermain. Similar to proposed fresh watermain, proposed salt watermain is proposed to run along proposed new road and along the utility trough of the proposed nullah crossing bridge and enter the proposed site area.

3.3.10 Existing salt water street fire hydrants are identified near the proposed development, however, no new salt water fire hydrant is considered necessary in the proposed scheme.

4. Conclusions

4.1.1 A WSIA has been conducted to evaluate the possible impacts on the existing fresh water and salt water supply facilities as a result of the Proposed Medium-Density Housing Development to include a Footpath for Public Use at Various Lots and Adjacent Government Land in D.D.130 Lam Tei, Tuen Mun, New Territories.

4.1.2 Existing fresh water and salt water mains are identified near to the proposed development, thus proposed watermains would be connected from the existing watermains at Ng Lau Road junction. Proposed fresh water and salt water watermains are proposed to run parallel along the proposed road connection to the development and enter proposed water meter room. No existing watermain diversion is required.

4.1.3 SFHs are proposed within development site and further discussed and liaised with WSD in future maybe required.

4.1.4 Since the proposed development is located similar to existing ground level, no additional pumping is required for providing sufficient residual head. Upgrading of the existing water supply system is not required.

4.1.5 Existing residual heads for both fresh water and salt water supply systems are measured by WSD and considered sufficient for proposed connection in this water supply impact assessment.

4.1.6 There is no huge water consumption facilities within the proposed development. Fresh and salt watermains are proposed and analyzed in the water impact assessment.

4.1.7 With the proposed fresh water and salt water systems and proper maintenance in place, it is concluded that the proposed development will not have any unacceptable adverse water supply impacts to the surrounding.

Drawings

LEGEND:

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- EXISTING FRESH WATERMAIN
- EXISTING SALT WATERMAIN

Project Stage:	WSIA
Drawing Status:	FOR APPROVAL

REV.	DATE	REVISIONS	DRAWN BY
1	JAN 24	SUBMISSION	AY
0	SEP 23	SUBMISSION	AY

Date Recd.

Review Status

Not Appoved (C)	Revised and Resubmit (B)	Approved (A)

Client:

WING MAU TEA HOUSE

Consultant:

asia infrastructure solutions
亞盛(亞洲)工程顧問有限公司

Asia Infrastructure Solutions LTD

Project:

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

Drawing Title:

EXISTING WATER MAIN LAYOUT

Scale:	Date:	Drawn by
1:500	JAN 2024	AY

Drawing_Number	Revision
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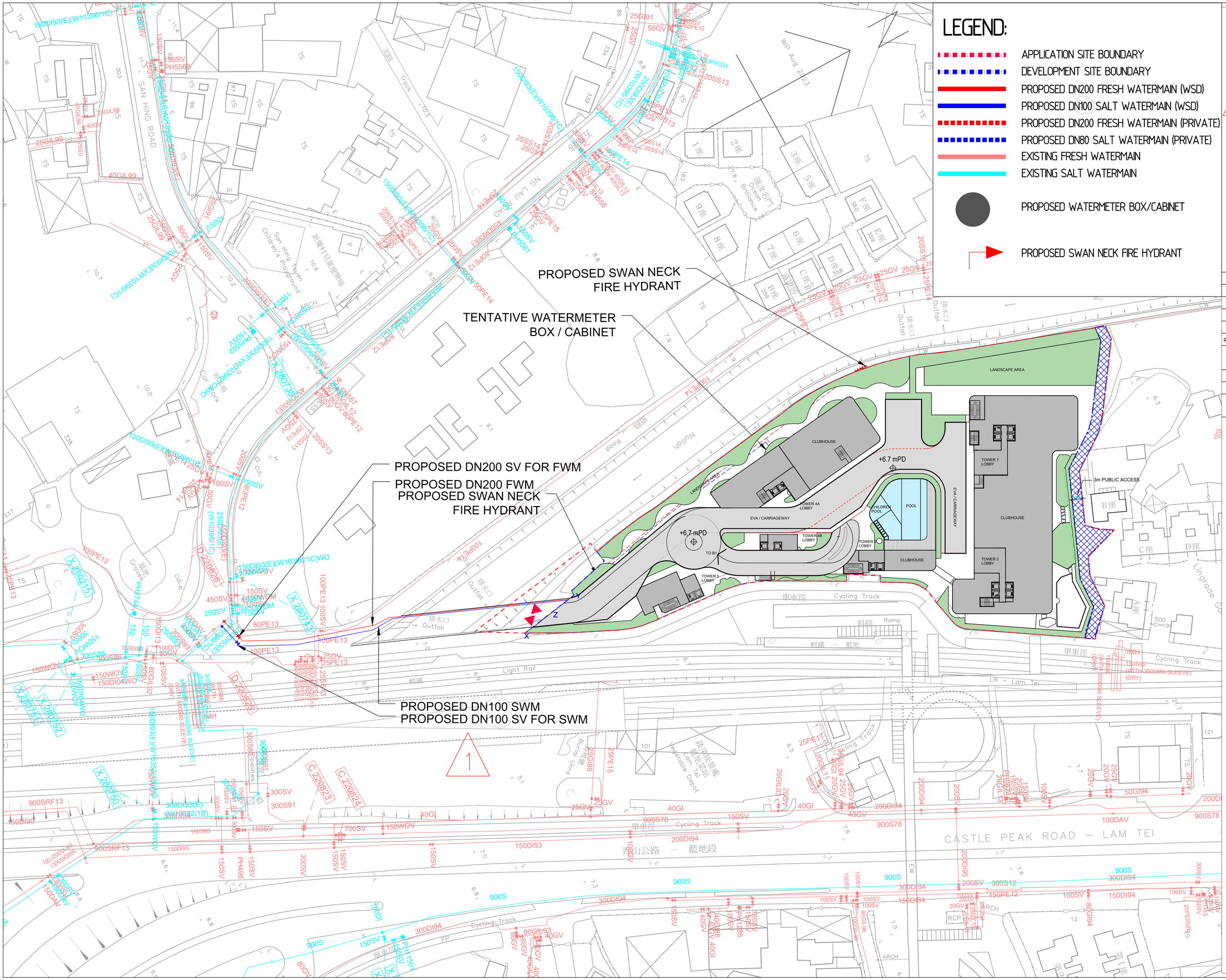

LEGEND:

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- PROPOSED DN200 FRESH WATERMAIN (WSD)
- PROPOSED DN100 SALT WATERMAIN (WSD)
- PROPOSED DN200 FRESH WATERMAIN (PRIVATE)
- PROPOSED DN80 SALT WATERMAIN (PRIVATE)
- EXISTING FRESH WATERMAIN
- EXISTING SALT WATERMAIN
- PROPOSED WATERMETER BOX/CABINET
- PROPOSED SWAN NECK FIRE HYDRANT

Project Stage:	WSIA
Drawing Status:	FOR APPROVAL

REV.	DATE	REVISIONS	DRAWN BY
1	JAN 24	SUBMISSION	AY
0	SEP 23	SUBMISSION	AY

Date Recd.

Review Status

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Client:

WING MAU TEA HOUSE

Consultant:

Consultant:

asia infrastructure solutions

Asia Infrastructure Solutions LTD

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PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

Drawing Title:

PROPOSED WATER MAINS LAYOUT

Scale:	Date:	Drawn by
1:500	JAN 2024	AY

Drawing_Number	Revision
AIS-EB002372-WSIA-02	1

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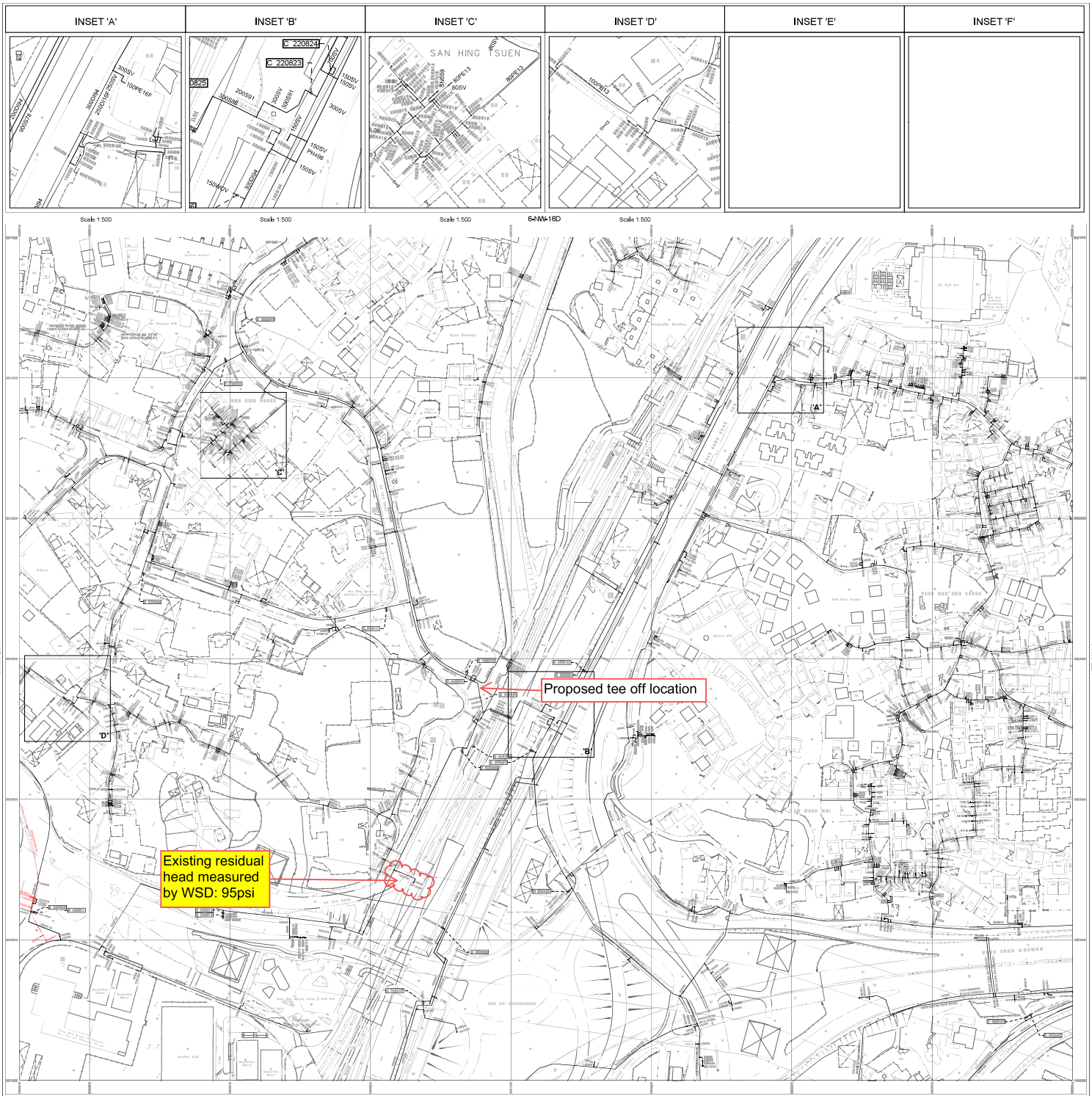
Appendix A

Existing Watermains Record Plan



NOTES:

SCALE 1:1 000

FRESH WATER MAINS RECORD PLAN

LAM TEI SAN TSUEN, LAM TEI

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DATE REVISED : 10/12/2020

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CE/MNW
01/04/1999

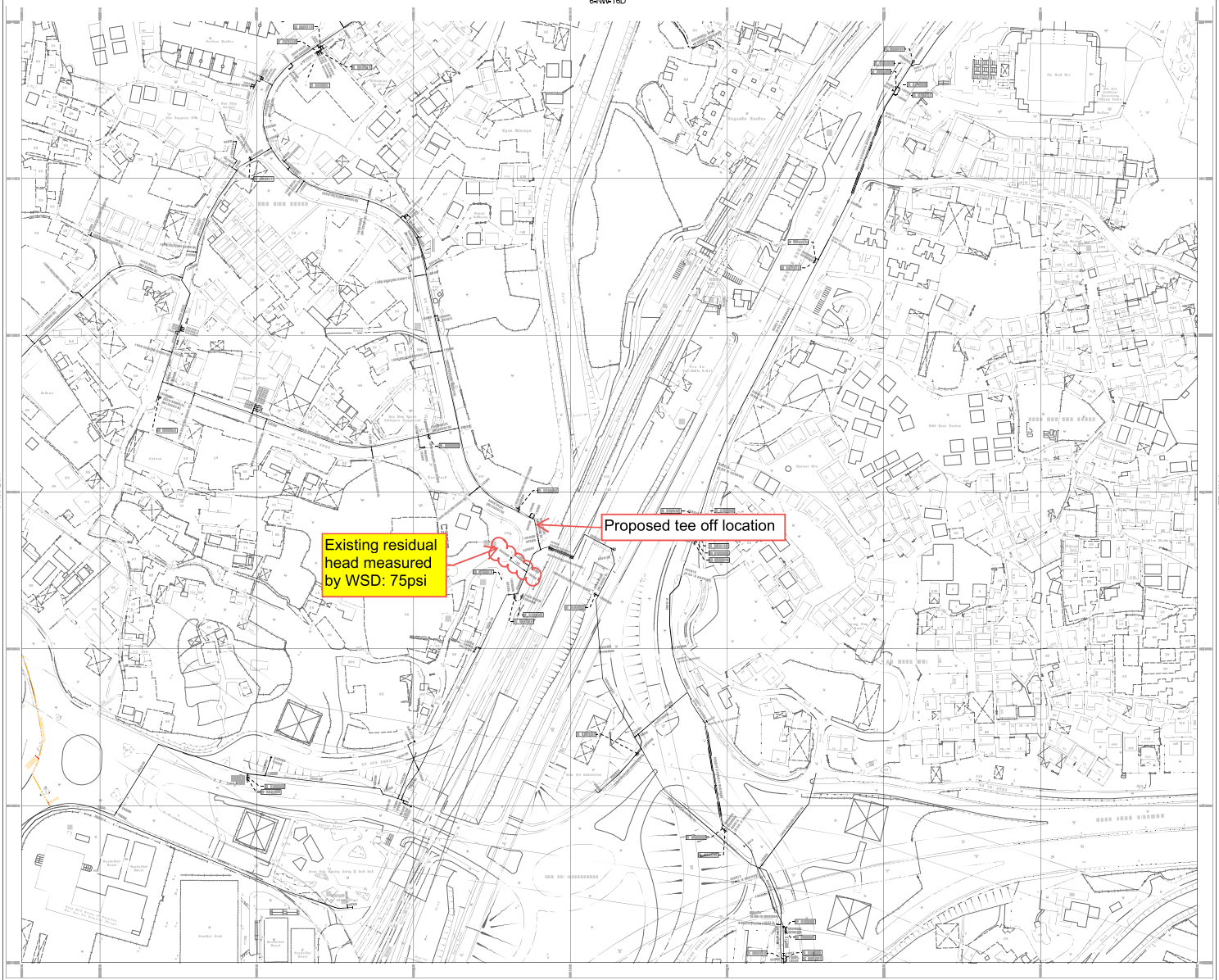
DRAWING NO.
W67880/ 6-NW-21B

Water Supplies Department
HONG KONG

INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'

6-NW-16D

6-NW-21A



6-NW-22A

6-NW-21D

NOTES:

SCALE 1:1 000

SALT WATER MAINS RECORD PLAN

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DRAWING NO. W67881/ 6-NW-21B

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Appendix B

Location Plan of Proposed Water Meter Room

LEGEND:

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- EXISTING FRESH WATERMAIN
- EXISTING SALT WATERMAIN
- PROPOSED WATERMETER BOX/CABINET

TENTATIVE WATERMETER BOX / CABINET

1	JAN 24	SUBMISSION	AY
0	SEP 23	SUBMISSION	AY
REV.	DATE	REVISIONS	DRAWN BY

Date Recd.

Review Status

Not Appoved (C) | Revised and Resubmit (B) | Approved (A)

Project Stage: WSIA

Drawing Status: FOR APPROVAL

Client:

WING MAU TEA HOUSE

Consultant:

asia infrastructure solutions
亞盛(亞洲)工程顧問有限公司

Asia Infrastructure Solutions LTD

Project:

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

Drawing Title:

TENTATIVE WATERMETER BOX/CABINET

Scale:	Date:	Drawn by
1:500	JAN 2024	AY

Drawing_Number	Revision
AIS-EB002372-WSIA-03	1

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Appendix C

Residual Head Calculation Assessment for Proposed Water Supply System

Estimation of Hydraulic Gradient and Headloss
by using Hazen-Williams Equation

V= $0.85\ C_{hw}\ R^{0.63}\ S_f^{0.54}$
Location: Fresh Water Supply from Existing Watermain to Proposed Development
Water Type: Fresh Water

Measurement of water pressure at fire hydrant	psi	bar	m
PH10620	95	6.55	66.81

From the Existing Watermains to the supply zone

Parameters	Unit	Existing Watermains			Proposed Watermains	
		DN150	DN300	DN450	DN200	
Total MDD/ fire fighting requirement for the proposed development	m^3/d				1265	
Assumed Actual Pipe Diameter, D	mm	138	282	424	200	
Assumed Velocity Under Peak Flow Condition, V	m/s	1.5	1.5	2.0		
Design Peak Flow	L/s				43.92	
Velocity Under Design Peak Flow	m/s				1.40	OK
Design Pipe Capacity	L/s				43.92	
Hydraulic Radiu, R	m	0.035	0.071	0.106	0.050	
Hazen-Williams Coefficient, C_{hw}		110	110	110	110	
Hydraulic Gradient, Sf		0.024	0.011	0.011	0.014	
or 1 in		41	95	90	73	
Travel Distance	m	19	135	19	185.0	
Estimated Headloss	m	0.5	1.4	0.2	2.5	
Frictional Loss	m				4.6	
Minor Loss*	m				0.9	
Total Head loss	m				5.5	
*Assumed as 20% of Frictional Loss						
Measured existing residual head at PH10620	m				66.8	
Level of Proposed Fresh Water Mains	m				1.6	
Residual Head at Existing and Proposed Water Mains	m				59.7	
					>20m, OK	

Note:
1. Assume Velocity for Hydraulic Assessment (For proposed pipes, velocity is calculated by water demand)

Pipe Diameter (mm)	Max. Flow Velocity (m/s)
>DN700	3.0
DN525 - DN700	2.5
DN375 - DN450	2.0
<= DN300	1.5

2. Design peak flow is 3xMDD, since there are existing fire hydrants nearby the proposed development.
3. Measured existing residual head is advised by WSD.

Estimation of Hydraulic Gradient and Headloss
by using Hazen-Williams Equation

V= $0.85\ C_{hw}\ R^{0.63}\ S_f^{0.54}$
Location: Salt Water Supply from Existing Watermain to Proposed Development
Water Type: Salt Water

Measurement of water pressure at fire hydrant	psi	bar	m
PH2744	75	5.17	52.74

From the Existing Watermains to the supply zone

Parameters	Unit	Existing Watermains			Proposed Watermains	
		DN150	DN300	DN250	DN80	
Total MDD/ fire fighting requirement for the proposed development	m^3/d				389	
Assumed Actual Pipe Diameter, D	mm	138	282	236	100	
Assumed Velocity Under Peak Flow Condition, V	m/s	1.5	1.5	1.5		
Design Peak Flow	l/s				9.00	
Velocity Under Design Peak Flow	m/s				1.15	OK
Design Pipe Capacity	l/s				9.00	
Hydraulic Radiu, R	m	0.035	0.071	0.059	0.025	
Hazen-Williams Coefficient, C_{hw}		90	90	90	90	
Hydraulic Gradient, Sf		0.035	0.015	0.019	0.031	
or 1 in		29	66	53	32	
Travel Distance	m	15	5	30	185.0	
Estimated Headloss	m	0.5	0.1	0.6	5.7	
Frictional Loss	m				6.9	
Minor Loss*	m				1.4	
Total Head loss	m				8.3	
*Assumed as 20% of Frictional Loss						
Measured existing residual head at PH10620	m				52.7	
Level of Proposed Fresh Water Mains	m				1.6	
Residual Head at Existing and Proposed Water Mains	m				42.9	
					>15m, OK	

Note:
1. Assume Velocity for Hydraulic Assessment (For proposed pipes, velocity is calculated by water demand)

Pipe Diameter (mm)	Max. Flow Velocity (m/s)
>=DN1000	3.0
DN800 - DN900	2.5
DN525 - DN700	2.0
<=DN450	1.5

2. Design peak flow is 3xMDD, since there are existing fire hydrants nearby the proposed development.
3. Measured existing residual head is advised by WSD.

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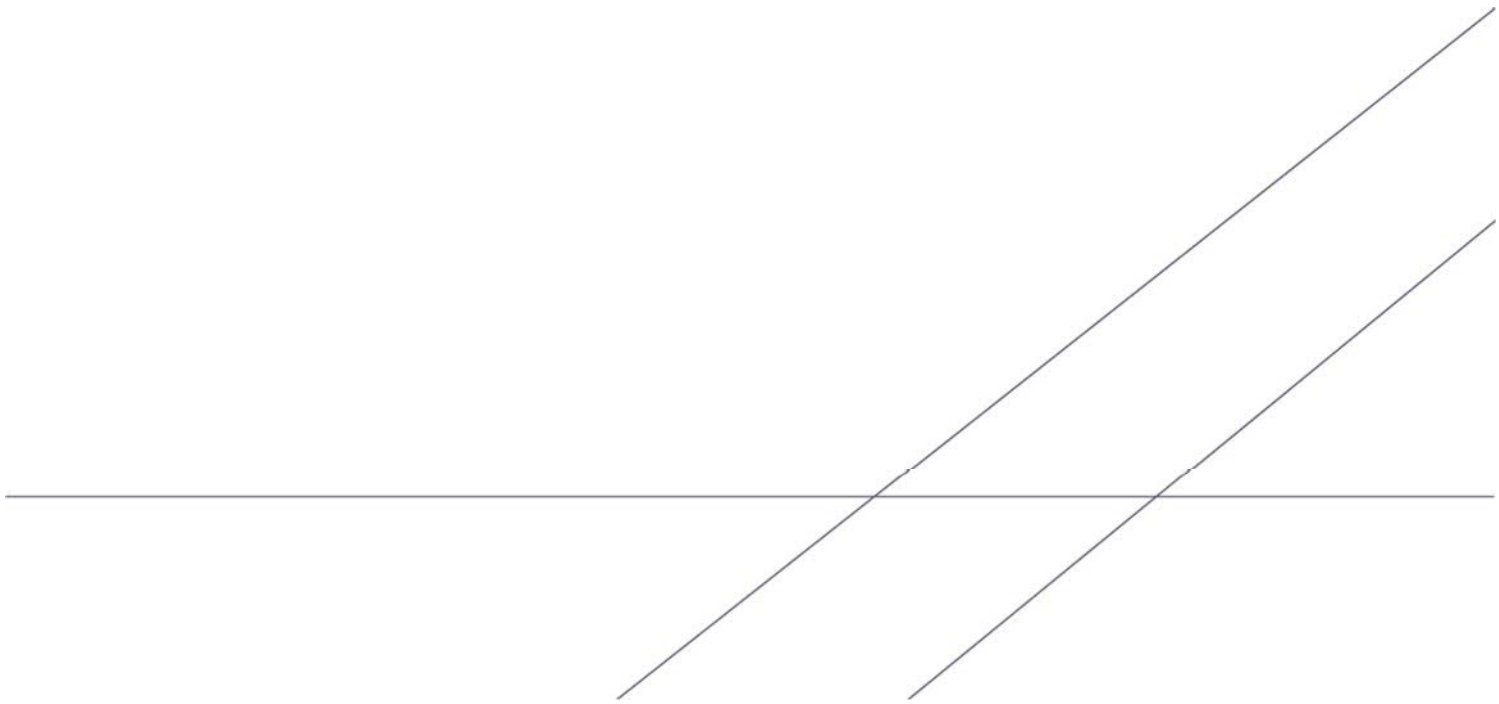

Appendix H

Landscape Master Plan

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

H PLUS LIMITED

LANDSCAPE MASTER PLAN (RESUBMISSION)

November 2024

Landscape Consultant H Plus Limited
Registered Landscape Architect Ms. Hung Yee Man (R095)

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1.0 Introduction

2.0 Assessment of the Potential Impacts on Existing Trees

3.0 Landscape Objectives

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5.2 Landscape Lighting
5.3 Design Codes, Technical Standards & Safety Provision

6.0 Soft Landscape (Planting Design / Materials)

6.1 Soft Landscape Materials
6.2 Plant Material Tables
6.3 Greening
6.4 Open Space Provision
6.5 Soil Depth and Drainage Provision for the Planted Area
6.6 Irrigation and Proposed Source of Water Supply
6.7 Future Maintenance and Management

APPENDICES

APPENDIX A Master Layout Plan

APPENDIX B Landscape Master Plan

APPENDIX C Landscape Sections

APPENDIX D Open Space Demarcation Plan

APPENDIX E Greenery Demarcation Plan

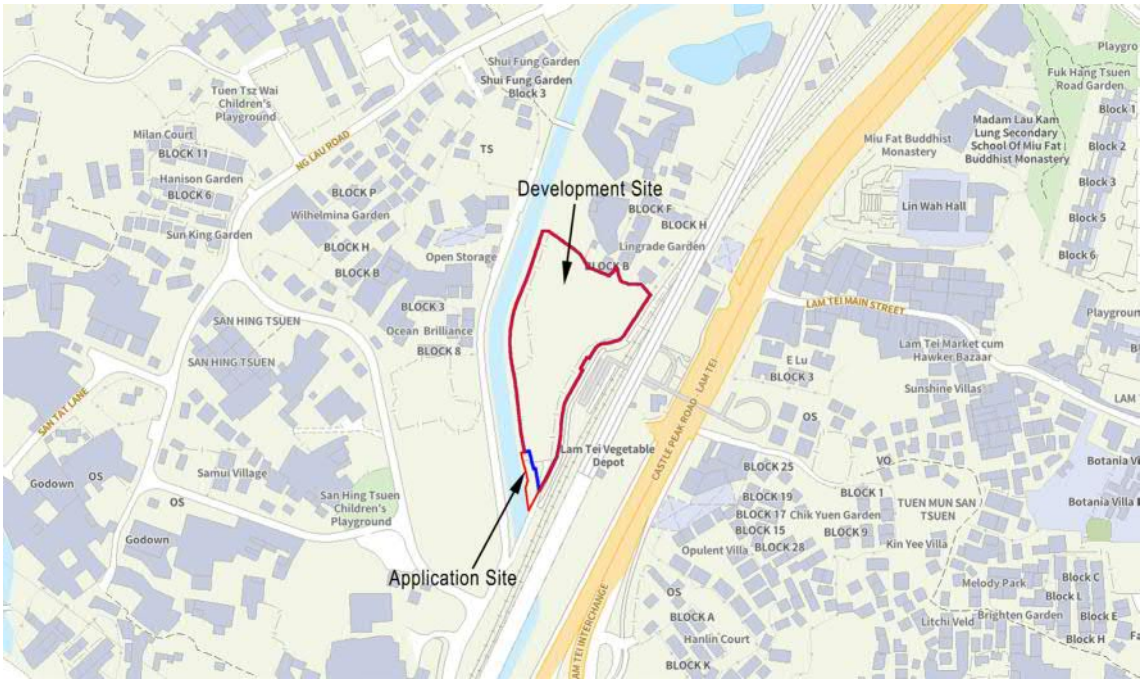
1.0 Introduction

1.1 This Landscape Master Plan Proposal, based on the latest Master Layout Plan (**Appendix A**), is submitted in support of the Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun.

1.2 The Site is gentle flat and is covered by concrete.

1.3 The Application Site, with a development site area of approx. 8,896m^2, including 6,333 m^2 of private lots and 2,563 m^2 government land. It is bounded by Castle Peak Road – Lam Tei Section on its east; Ng Lau Road from the South. The site is located in a predominantly rural environment dominated by low-rise residential development including Lingrade Garden to its immediate North, Tuen Mun San Tsuen, Chik Yuen Garden and Opulent Villa to its East. Please refer to **Figure 1**.

Figure 1 Location Plan



2.0 Assessment of the Potential Impacts on Existing Trees

2.1 There are a total of **224** nos. of trees are identified within the Lot. Among the 224 nos. of existing trees surveyed, 141 nos. of *Leucaena leucocaphala* are identified.

2.2 Besides the *Leucaena leucocephala*, 83 nos. of existing are surveyed. The most numerous of the existing trees are *Macaranga tanarius var. Tomentosa* (24 nos.) and *Callistemon viminalis* (10 nos.). More than half of the surveyed trees are in poor form and poor structural condition.

2.3 1 no. of the surveyed existing trees T157 (Mangifera indica) with DBH 1300mm is identified as "Tree of Particular Interest".

2.4 There is **no** endangered tree species identified in the tree survey under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)'. Additionally, there is **no** "Champion" trees or "Old and Valuable" trees (OVT) observed within the Surveyed Area or its periphery during the undertaking of this survey.

2.5 Of these surveyed trees within the Site, the following **Table 1** shows the tree felling and compensation proposal:

Table 1 Tree Felling and Compensation Proposal

Description	Current Scheme
Total Nos. of Trees Surveyed	224
Nos. of *Leucaena leucocephala* Proposed to be Felled	141
Nos. of Trees Proposed to be Felled (include dead trees)	83
Aggregated DBH Loss (exclude *Leucaena leucocephala*)	26.585m
Nos. of Compensatory Trees	83
Aggregated DBH Compensated	7.78m
Compensation Ratio - In terms of Quantity - In terms of Quality	 1 : 1 1 : 0.29

2.6 For detail information on tree felling and compensatory, refers to the Tree Preservation and Removal Proposal subject to more detailed tree survey.

3.0 Landscape Objectives

3.1 The primary landscape objectives are:

3.1.1 To integrate the proposed development from a landscape and visual perspective with the existing and planned landscape context;

3.1.2 To use landscape measures to soften the form of the proposed architectural scheme;

3.1.3 To provide visual integration, screening and softening effects of the built-form;

3.1.4 To provide a quality and sustainable living environment for future occupants;

3.1.5 To provide adequate open space for the future residents;

3.1.6 To maximize opportunities for the planting of new trees and shrubs;

3.1.7 To provide compensation for the proposed felling of trees required to accommodate the new development.

4.0 Landscape Master Plan

This section provides a broad description of the design, function and amenity provisions for the landscape components. Please refer to **Appendix B** for details.

4.1 Development Schedule

The proposed development components of the LMP are categorized and listed in the Development Schedule. Refer to **Table 2** below:

Table 2 Development Schedule

Development Parameters	Area (m^2) / Total
Site Area - **Private Lots (85.7%)** - **Government Land (14.3%)**	8,896 m^2 6,333 m^2 2,563 m^2
Domestic Gross Floor Area	44,480 m^2
Domestic Plot Ratio	5
Site Coverage	Not more than 33.33%
Maximum Building Height	+107.8 mPD
No. of Towers	5
No. of Residential Storeys	14 - 27 (excludes 2 basement levels)
No. of Flats	1,385
Average Flat Size	32.1 m2
Estimate Population (assuming 2.7 persons per flat)	3,740
Proposed Private Open Space	Not less than 3,740m2
Proposed Greening Ratio	Not less than 20%

*Accessible parking spaces will be provided in accordance to the requirements of HKPSG.

4.2 Residential Units

4.2.1 The proposed scheme consists of 5 residential towers of 14 to 27-storeys (excluding 2 levels of basement) for pure residential development. Clubhouse is provided in T1 and T2 for residential uses.

4.3 General Landscape Area

4.3.1 The landscape proposal within the Site is summarised as follows (refer to **Appendix B**):

- G/F –
    1. It is a major communal landscape area within the Site. To facilitate pedestrian movements at ground level, sculpture with varies height of plantings are proposed along the driveway and pedestrian walkway to maximize the visual amenity and the experience for the residents from entrance throughout the site.
    2. One row of tree planting strip with lush shrubs plantings are proposed along the east side of the boundary to provide as a buffer from the busy cycling track and the train railway.
    3. At the northeast side of the boundary, a public pathway is created to connect the surrounding residents and Ng Lau Road.
    4. Water feature is also proposed at the northeast of the site adjacent to the clubhouse at Tower 1 and 2 to increase the visual interest for the residents from the clubhouse.
    5. Besides the passive area, an outdoor swimming pool is proposed at the centre of the site adjacent to clubhouse near Tower 3 for the residents to exercise and enjoy.
    6. To provide a pleasant walking experience along west side of the site, wiggled pedestrian path serves as jogging path. New trees and compensatory trees are to be planted near the path to provide shades; To create a long open

view towards the West, varies height of shrubs and groundcover mix are proposed along the west boundary, the residents can enjoy the interesting experience while passing through the path.

- 1/F –
  1. 1/F of Tower 1 is a refuge floor and also serves as a sky garden. Mix plantings are proposed at the edges to maximize the greenery.

4.4 EVA/ Access Road

4.4.1 Vehicular access to the proposed development will be via Ng Lau Road the south.

4.4.2 The internal access road forms the central spine of the proposed development. The road has been designed to create a streetscape type character with decorative paving. The road is generally lined by street tree/ tall hedge planting and where space allows an amenity strip.

5.0 Hard Landscape (Paving Materials / Finishes)

This section provides a description of the hardscape design together with general information on hardscape related aspects of the design which relate to all phases, including lighting, levels and technical standards. Hardscape elements of the landscape include: paving; walls; site structures; site furniture and lighting.

5.1 Hard Landscape Materials

5.1.1 Hardscape materials and design are chosen to compliment the building finishes, add character to the development and provide variety to the circulation areas.

5.1.2 Natural stone materials and/ or artificial granite tiles, all suitable for outdoor uses are proposed for outdoor paving materials and wall finishes.

5.1.3 The use of varied finishes to granite and/ or artificial granite tiles provide for safe application through varied textures in the paving pattern design, including ripple texture, brush and hammered finishes.

5.1.4 Natural material textures exhibit a natural variation in material colour, adding interest to the patterns and helping to highlight entrances to different functional zones.

5.1.5 A summary of the hardscape materials is listed in the Preliminary Finishes Schedule for Hardscape. Please refer to **Table 2** below:

Table 2 Preliminary Finishes Schedule for Hardscape

Preliminary Finishes Schedule for Hardscape	
Pedestrian walkway	Artificial granite and concrete block punctuated by natural granite banding and accents
Internal roads	Concrete blocks punctuated by artificial granite paving
Landscape gardens and open spaces	Natural granite or artificial granite paving

Preliminary Finishes Schedule for Hardscape	
Planter walls	Natural granite stones or artificial granite tiles
Playground	Safety mat
Pool Deck	Non-slippery homogeneous tiles

5.2 Landscape Lighting

5.2.1 The landscape lighting design for all areas will follow an aesthetic and functional approach. Generally, lighting will be provided for the safety and security of pedestrian circulation as well as highlighting specific landscape features. Lighting will be designed in accordance to the intended use of an area, such as seating areas or play areas.

5.2.2 The desired effect for general landscape lighting in amenity areas is indirect, non-glaring and subtle, with occasional accent lighting to highlight points of interest.

5.2.3 Accent landscape lighting will be soil-recessed up-lights for trees. Signage and feature walls will be spot lit to give prominence. Surface mounted fixtures and burial up-lighters will be employed to highlight the entrance areas.

5.3 Design Codes, Technical Standards & Safety Provision

5.3.1 Hard landscape design works shall be in compliance with, or better than, government ordinances, codes and regulations, and relevant international standards. Criteria for the selection of hard landscape materials include: durability, sustainability, low maintenance, reasonable cost, contemporary theme and specific criteria for themed areas as necessary.

5.3.2 Criteria for the selection of soft landscape materials include: salinity tolerance, low maintenance, seasonal interest and appropriately selected plant stock in good health.

5.3.3 All paved areas will have adequate gradient falls for proper drainage and positive fall to drain inlets, gullies or covered channels, in accordance with accepted surface water run-off drainage practices.

5.3.4 Design of disabled access shall be in compliance with the Barrier Free Access 2008.

6.0 Soft Landscape (Planting Design / Materials)

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance. Softscape elements of the landscape include plantings, planting soil and sub-surface drainage materials. The hierarchy of landscape planting within the development is summarized as follows:

6.1 Soft Landscape Materials

6.1.1 The design incorporates a varied planting palette to yield changing variety and seasonal interest. Evergreen trees, flowering trees and shrubs, variegated foliage plants and groundcover are selected.

6.1.2 In general, shrubs and groundcovers will be mass planted in specific colour groupings, and designed to provide an engaging flowering under-storey layer beneath trees. Integral to any good landscape planting design, colour, texture and contrast of foliage will be

articulated to best showcase the planting design. Flowers and fragrance are important elements to enhance the planting design for this area. Fragrant species will be utilized alongside pathways and adjacent to seating areas to tease and raise the human sensory awareness.

6.1.3 Carefully selected species will ensure maximum greening effect with minimum maintenance requirements. Specimen trees of various sizes will be used in combination with ornamental shrub planting to create a year-round display.

6.1.4 A summary of softscape materials (categories of planting, species list, and size) is provided in section **6.2** below.

6.2 Plant Material Tables

6.2.1 The following list indicates the proposed combination of native and exotic tree species along with suitable ornamental evergreen and flowering species to strengthen the greening/ conservation.

6.2.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Please refer to **Table 3A** and **3B** below:

Table 3A Proposed Tree Planting Schedule

Proposed Species	Chinese Name	Size
Compensatory Tree Planting		
Cinnamomum burmannii	陰香	4.5m High; 2.5m Spread, DBH 0.095m
Gordonia azillaris	大頭茶	3m High; 2m Spread, DBH 0.09m
Osmanthus fragrans	桂花	3.5m High; 2m Spread, DBH 0.09m
Terminalia mantaly	細葉欖仁	3m High; 2m Spread, DBH 0.095m
Sapium sebiferum (L.) Roxb.	烏桕	5m High; 2.5m Spread; DBH 0.090m
Viburnum odoratissimum Ker Gawl.	珊瑚樹	3.5m High; 1.5m Spread; DBH 0.090m
New Tree Planting		
Cinnamomum burmannii	陰香	4.5m High; 2.5m Spread, DBH 0.095m
Gordonia azillaris	大頭茶	3m High; 2m Spread, DBH 0.09m

Table 3B Proposed Shrub and Groundcover Species

Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Bougainvillea spectabilis	簕杜鵑	600 x 600	500
Codiaeum variegatum	灑金榕	400 x 400	300
Cordyline australis	朱蕉	800 x 600	500
Duranta repens 'golden leaves'	金連翹	300 x 300	250
Ixora coccinea 'Lutea'	黃花龍船花	400 x 300	200
Murraya paniculata	九里香	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Rhododendron periclymenoides	粉紅杜鵑	600 x 500	400
Schefflera arboricola 'variegatum'	花葉八葉	600 x 500	400

Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Ground Cover Species			
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
Lantana montevidensis	小葉馬纓丹	300 x 300	200
Nephrolepsis exaltata "Bostoniensis"	波斯頓腎蕨	350 x 400	300
Ophiopogon japonicus	沿階草	100 x 150	100
Rhoeo discolour dwarf	矮種蚌花	200 x 250	200

6.3 Greening

The proposed development site has an application site area of approx. 8,896m^2 where there are approx. of 2276.846m^2 open green area is proposed in this scheme. Compensatory trees are proposed to compensate for the loss of the existing trees that are proposed to be felled. The greenery design scheme has been maximized to increase visual amenity within site. (refer to **Appendix E**).

6.4 Open Space Provision

6.4.1 Not less than 1m^2 communal open space per person will be provided in accordance with HKPSG. Therefore, not less than 3,740m^2 communal open space will be provided for a design population of 3,740.

6.4.2 Active and Passive Landscape Provision – **Table 4** show the active and passive landscape provision of the current scheme (**Appendix D**).

Table 4: Active and Passive Landscape Provision

Landscape Element	Area (m^2)
Landscape Garden (Total)	
- **Active Uses**	2353.458
- **Passive Uses**	1388.336
Total	3741.794

6.5 Soil Depth and Drainage Provision for the Planted Area

6.5.1 The need for adequate soil depths to ensure proper plant growth is taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are:

- Trees: 1200mm
- Shrub / groundcover: 600mm
- Grass / vines: 300mm

6.5.2 Structural engineers have made sufficient allowances to accommodate the necessary planting components, i.e., plant stock, soil volume and sub-surface drainage materials loading.

6.5.3 Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system.

6.5.4 The landscape works are designed to avoid obstruction of the maintenance of drainage

works. Adequate clearance between drainage works and landscape works will be maintained so as to prevent any potential damage to drainage works.

6.6 Irrigation and Proposed Source of Water Supply

6.6.1 Water points (not more than 40m apart c/c) are located throughout the Site for irrigation.

6.7 Future Maintenance and Management

Maintenance and establishment works to soft landscape areas within Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion. This will ensure the proper establishment of the planted material. Tree risk assessment will be conducted at appropriate time for appropriate tree as instructed by the owner.

Soft Landscape Maintenance Schedule

Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.

Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Remove dead fronds from palm trees. Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist decease attack.

Fertilizing: Two to three times annually, emphasis shall be in the March application. Test soil in January to analyse quality ameliorates as necessary.

Fungicide / Insecticide: Spray only as necessary with approved chemical.

Weeding: Manually or use selective non-toxic, biodegradable herbicide to keep the weed growth and its establishment under control.

Securing: Adjust tree stakes in spring and as necessary to taut up the staking. Care shall be applied to avoid chaffing of tree bark.

Mulching: Top up the mulching inside all planting beds twice a year and as necessary.

Thinning: Reduce overcrowding and transplant as necessary at selected periods:

- Evergreens: Spring
- Deciduous: Winter
- Palms: June to August

Table 5 Maintenance Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Watering	●	●	●	●	●	•	•	•	•	●	●	●
Pruning		D	GC									
Fertilizing	soil test		**X**								**X**	
Fungicide / Insecticide			**X**						**X**			**X**
Weeding		**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**		**X**
Securing			**X**									
Thinning			EG								D	

Schedule Legend:

GC Groundcover
D Deciduous
X Application
EG Evergreen
• Size proportional to quantity

APPENDIX A

Master Layout Plan

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL TOWER

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

POOL

Cycling Track

Ramp

Light Rail

LR - Lam Tei

Outfall

Outfall

Outfall

Nullah

Road

16m

15m

13m

20m

7m

3m PUBLIC ACCESS

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1 LOBBY

3m PUBLIC ACCESS

LANDSCAPE AREA

TOWER 4A LOBBY

EVA / CARRIAGEWAY

CHILDREN POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B LOBBY

TOWER 3 LOBBY

TO B1

CLUBHOUSE

TOWER 2 LOBBY

TOWER 5 LOBBY

Outfall

Cycling Track

Ramp

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

20-11-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

Light Rail

LR - Lam Tei

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

356

357

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

20-11-2024
1:500 (A3)

LWK
+PARTNERS

APPENDIX B

Landscape Master Plan



Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Landscape Plan - G/F

Dwg. No. : 2023311-LP-01c

Scale : 1:500 (A3-size)

Date : NOV 2024

H PLUS LIMITED



Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Landscape Plan - 1/F

Dwg. No. : 2023311-LP-02b

Scale : 1:500 (A3-size)

Date : NOV 2024

H PLUS LIMITED

LEGEND:

- DEVELOPMENT SITE BOUNDARY
- APPLICATION SITE BOUNDARY
- 2.5M FENCE
- PROPOSED BUILDING BLOCK
- EVA
- HARDPAVED AREA
- PLAYGROUND
- OUTDOOR GYM & YOGA DECK
- WATER FEATURE / SWIMMING POOL
- PROPOSED SHRUBS & GROUNDCOVER MIX
- PROPOSED LAWN
- TIMBER DECK
- OUTDOOR FURNITURE
- FEATURE SEATING
- SCULPTURE
- COMPENSATORY TREE
- NEW TREE
- PEDESTRIAN ENTRANCE / EXIT
- VEHICULAR ENTRANCE / EXIT
- PA PLANTING AREA
- FL FINISH LEVEL
- TS TOP SOIL LEVEL



Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Landscape Plan - Combined Plan

Dwg. No. : 2023311-LP-03c

Scale : 1:500 (A3-size)

Date : NOV 2024

File : 2023311-LP-03c-r2

H PLUS LIMITED

APPENDIX C

Landscape Sections



TOWER 2

+107.80 mPD B.L.

101.1m

@3.5m X 25

25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

TP

2.6m

6m

5m

TOWER 3

+66.80 mPD

@3.5m X 15

TOWER 4

@3.5m X 13

13 12 11 10 9 8 7 6 5 4 3 2 1

TP

TOWER 5

B.L.

+94.80 mPD

@3.5m X 23

2.5m Fence

+7.80 mPD

+6.70 mPD

SKY GARDEN CUM REFUGE

Compensatory Trees

CH

LOBBY

CLUBHOUSE

+6.70 mPD

CLUBHOUSE

LOBBY

LOBBY

LOBBY

LOBBY

2.5m Fence

+6.10 mPD

5m

5m

CARPARK

5m

CARPARK

G/F Public Path

G/F Landscape Garden

1/F Landscape Area/ Sky Garden Cum Refuge Floor

Clubhouse

G/F Sculptural Planter

Clubhouse

T3 Lobby Feature Seating Area

G/F Sculpture Garden

Lobby

G/F Sculpture Garden

G/F Jogging Path & Feature Lawn Area

0m 2m 5m 10m 20m

SCALE . 1:500

SECTION A-A'

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Landscape Section 01

Dwg. No. : 2023311-SEC-01c

Scale : 1:500 (A3-size)

Date : NOV 2024

File : 2023311-SEC-01c-r2

H PLUS LIMITED



SECTION B-B'

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Landscape Section 02

Dwg. No. : 2023311-SEC-02c

Scale : 1:500 (A3-size)

Date : Nov 2024

File : 2023311-SEC-02c-r2

H PLUS LIMITED

APPENDIX D
Open Space Demarcation Plan

LEGEND:

ACTIVE OPEN SPACE: 2,353.458 SQM

PASSIVE OPEN SPACE: 1388.336 SQM

TOTAL OPEN SPACE: 3,741.794 SQM

Nullah

Road

Outfall

Outfall

Cycling Track

Ramp

JOGGING PATH

CLUBHOUSE

TOWER 4A LOBBY

TOWER 4B LOBBY

TOWER 3 LOBBY

TOWER 5 LOBBY

TO B1

EVA / CARRIAGEWAY

EVA / CARRIAGEWAY

CHILDREN POOL

POOL

CLUBHOUSE

OUTDOOR PLAYGROUND

SKY GARDEN CUM REFUGE

OUTDOOR GYM

YOGA DECK

3m PUBLIC ACCESS

+6.7 mPD

+6.7 mPD

+11.7 mPD

FL+6.80

FL+6.85

FL+6.85

FL+6.85

FL+6.85

FL+6.85

LW

PA

FP

N

0m 2m 5m 10m 20m

SCALE . 1:500

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Open Space Demarcation Plan

Dwg. No. : 2023311-OS-01c

Scale : 1:500 (A3-size)

Date : NOV 2024

File : 2023311-OS-01c r2

H PLUS LIMITED

APPENDIX E
Greenery Demarcation Plan

LEGEND:

OPEN PLANTING AREA :
NOT LESS THAN 20% OF THE DEVELOPMENT SITE AREA

Nullah

Road

Outfall

Outfall

Cycling Track

Ramp

JOGGING PATH

CLUBHOUSE

+6.7 mPD

FL+6.85

TOWER 4A LOBBY

EVA / CARRIAGEWAY

CHILDREN POOL

POOL

+6.7 mPD

TOWER LOBBY

TO B1

TOWER LOBBY

CLUBHOUSE

FL+6.85

OUTDOOR PLAYGROUND

FL+6.85
TOWER 5 LOBBY

EVA / CARRIAGEWAY

+11.7 mPD

SKY GARDEN CUM REFUGE

3m PUBLIC ACCESS

3m

YOGA DECK
FL+6.85

OUTDOOR GYM FL+6.85

N

0m 2m 5m 10m 20m

SCALE . 1:500

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Greenery Demarcation Plan

Dwg. No. : 2023311-GDP-01c

Scale : 1:500 (A3-size)

Date : NOV 2024

File : 2023311-GDP-01c-r2

H PLUS LIMITED

Appendix I

Tree Preservation and Removal Proposal

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

H PLUS LIMITED

TREE PRESERVATION AND REMOVAL PROPOSAL (RESUBMISSION) 3

JULY 2024

Landscape Consultant H Plus Limited
Registered Landscape Architect Ms. Hung Yee Man (R095)

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1.0 Introduction

2.0 Survey Methods and Assessment Criteria

3.0 General Description of Existing Trees

4.0 Tree Felling Proposal

5.0 Tree Compensatory Proposal

6.0 New Tree Planting

7.0 Future Maintenance and Management

8.0 Summary of Tree Felling and Compensatory Proposal

APPENDIX

Appendix A Master Layout Plan

Appendix B **B1** Tree Assessment Schedule (without *Leucaena leucocephala*)
B2 Tree Assessment Schedule (*Leucaena leucocephala*)

Appendix C **C1** Photographic Record of Existing Trees (without *Leucaena leucocephala*)
C2 Photographic Record of Existing Trees (*Leucaena leucocephala*)

Appendix D Tree Survey Plan

Appendix E Compensatory Tree Planting Plan

Appendix F Typical Planter Detail

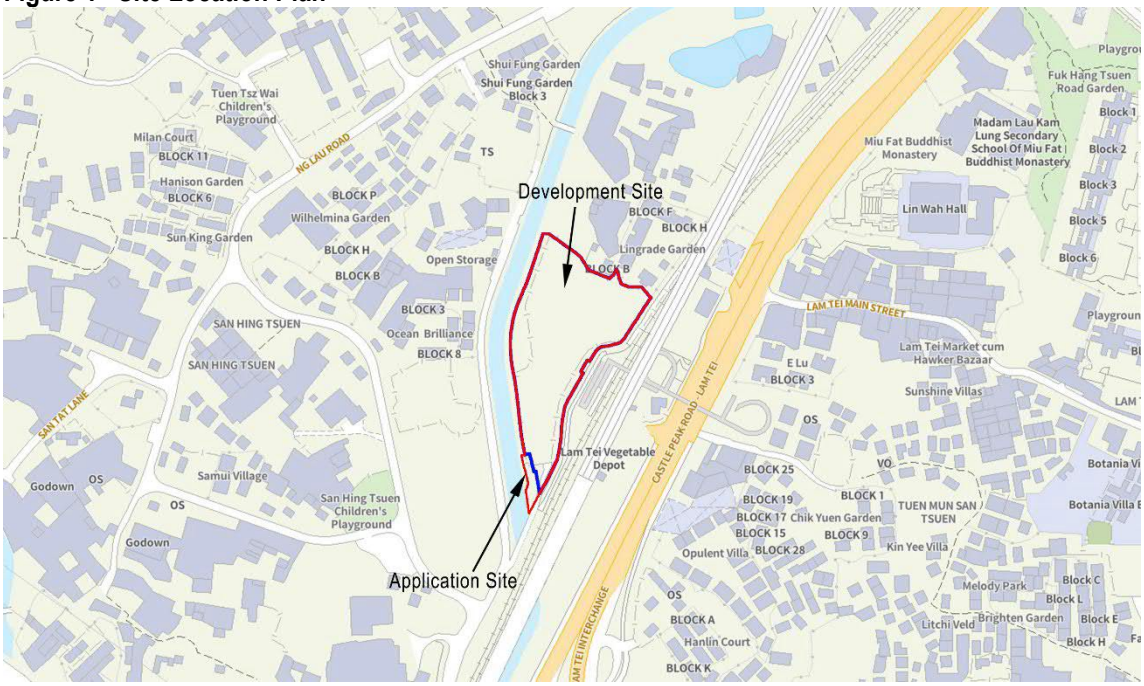
1.0 INTRODUCTION

1.1 This Tree Preservation and Removal Proposal, based on the latest Master Layout Plan (**Appendix A**), is submitted in support of the Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun.

1.2 The Site is gentle flat and is covered by concrete.

1.3 The Application Site, with a development site area of approx. 8,896m^2, including 6,333 m^2 of private lots and 2,563 m^2 government land. It is bounded by Castle Peak Road – Lam Tei Section on its east; Ng Lau Road from the South. The site is located in a predominantly rural environment dominated by low-rise residential development including Lingrade Garden to its immediate North, Tuen Mun San Tsuen, Chik Yuen Garden and Opulent Villa to its East. Please refer to **Figure 1**.

Figure 1 Site Location Plan



2.0 SURVEY METHODS AND ASSESSMENT CRITERIA

2.1 All living trees of 300mm girth (= 95mm diameter) or over (measured at 1.3m above ground level), within the Lot were studied. Each tree was identified to species level, and its girth, height and spread measured. The condition of each tree was then evaluated according to the following criteria (Webb 1991)[1]:

- Trees of good form, moderate to large size (for their species type) and in good health are classified as *Good*.
- Trees of reasonable form, with few or no visible defects or health problems are classified as *Fair*.
- Tees which are of poor form, badly damaged or clearly suffering from decay, die back, or the effects of very heavy vine growth are classified as *Poor*.

A general description of the trees on the Site follows in **Section 3**.

Webb, R(ed.) 1991 Tree Planting & Maintenance in Hong Kong, Government Printer

3.0 GENERAL DESCRIPTION OF EXISTING TREES

A tree survey was conducted in May 2022 and **224** nos. of trees within the Lot are identified. Among the 224 nos. of existing trees surveyed, 141 nos. of *Leucaena leucocaphala* are identified.

Besides the *Leucaena leucocephala*, 83 nos. of existing are surveyed. The most numerous of the existing trees are *Macaranga tanarius var. Tomentosa* (24 nos.) and *Callistemon viminalis* (10 nos.). More than half of the surveyed trees are in poor form and poor structural condition.

1 no. of the surveyed existing trees T157 (Mangifera indica) with DBH 1300mm is identified as "Tree of Particular Interest".

There is **no** endangered tree species identified in the tree survey under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)'. Additionally, there is **no** "Old and Valuable" trees (OVT) observed within the Surveyed Area or its periphery during the undertaking of this survey.

Please refer to the supporting information as follows:

- A schedule of all the trees surveyed, together with their size and condition assessment is presented in Tree Assessment Schedule in **Appendix B.**
- Photographic record of existing trees is shown in **Appendix C.**
- The Location of existing trees overlaid onto the Master Layout Plan showing those affected by the proposed development and proposed for felling are shown on the Tree Survey Plan in **Appendix D.**
- Compensatory Tree Planting Plan showing the locations of compensatory trees overlaid onto the Master Layout Plan in **Appendix E.**

4.0 TREE FELLING PROPOSAL

***Leucaena leucocephala* Proposed to be Felled (141 nos.)**

With reference to the Guideline Notes on TPRP for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease of LAO Practice Note 6/2023, para (D) Compensatory Planting Proposal under Mandatory Information to be Provided in the Submission of TPRP, "*… the total number of compensatory trees should not be less than that of the lost trees, … but excluding trees of undesirable species e.g. Leucaena leucocephala (銀合歡) which is an undesirable species characterized by its aggressive and invasive growing habits and ability to prevent natural succession of native species."*

Therefore all **141** nos. of *Leucaena leucocephala* are proposed to be felled without compensatory planting requirement.

4.1 Trees Proposed to be Felled (83 nos.)

Upon reviewing the conditions of all the affected trees within and around the Site, felling is considered only as a last resort after retention in-situ and transplanting have been precluded as no other alternate means can be found as viable to save them.

83 nos. of the individual surveyed existing tree are proposed to be felled based on the following principles:

- Trees in ***direct conflict with the proposed development layout*** e.g. building footprint, site formation works, the vehicular access, EVA and boundary fence.

- Trees of ***unrecoverable health problem and are in poor condition*** – The trees possess *Poor* Form and share common defects such as leaning and imbalanced form. These symptoms cause their structural integrity / stability of these trees and present a potential hazard in the long term.

- Trees require ***hard pruning / topping for transplanting*** – All of the proposed felling trees are with high branching canopy over 5m and tall trunk structure. Hard pruning/ topping is inevitable in order to have them transported on HK roads imposed by TD's regulations. This contravenes the requirement of LAO PN 6/2023 that not more than 25% tree crown pruning shall be conducted. Their chance of survival after transplanting becomes exceptionally low if they have to be rigidly pruned.

- ***Low survival rate after transplanting*** – All trees proposed to be felled are exceptionally low in survival rate after transplanting due to their age, species and intrinsic physiological limitation such as deep root system, inability to easily regenerate new feeder roots and lower resistance to adapt easily to transplanting shock.

- Trees of ***low amenity value and very common species*** – The trees proposed to be felled are of very common species with low amenity value.

Among the 83 nos. of proposed felling trees, **1** no. of them (T157 *Mangifera indica*) with DBH 1300mm, which it is identified as "Tree of Particular Interest (TPI)". Based on the felling criteria above, below are the reasons for felling this TPI:

1. This tree is directly conflict with the development layout.
2. Its spread reaches 12m, which requires more than 25% of tree pruning to fulfill the transportation on HK roads, therefore is not feasible for transplanting outside the site.
3. The current development has been utilized the whole site area; therefore on-site transplantation is not feasible.
4. This tree is low survival rate after transplantation.

In view of the above, felling of T157 is unavoidable.

The justifications are summarized in the **Table 1** below (to read in conjunction with the Tree Assessment Schedule in **Appendix B**, Photographic Record of Existing Trees in **Appendix C** and Tree Survey Plan in **Appendix D**).

Table 1: Proposed Tree Felling Schedule

Proposed Tree Felling Schedule	
Tree No.	**Justifications for proposed felling of existing trees**
Please refer to Tree Assessment Schedule in **Appendix B** for Tree Nos.	**141** nos. of *Leucaena leucocephala* are proposed to be felled without compensation. **83** nos. of trees are recommended for *Fell* in-situ for the following justifications: • T157 *Mangifera indica* with DBH 1300mm, is identified as "Tree of Particular Interest (TPI)", however due to the below reasons, T157 is proposed to be felled unavoidably: a. This tree is directly conflict with the development layout. b. Its spread reaches 12m, which requires more than 25% of tree pruning to fulfill the transportation on HK roads, therefore is not feasible for transplanting outside the site. c. The current development has been utilized the whole site area; therefore on-site transplantation is not feasible. d. This tree is low survival rate after transplantation.

	• Trees in ***direct conflict with the proposed development layout*** e.g. building footprint, site formation works, the vehicular access, EVA and boundary fence. • The trees **in direct conflict with the proposed development layout** due to changes in level between the existing and the proposed layout. They are with: (i) Unrecoverable health problem and are in poor condition; (ii) Poor form with severe leaning trunk or imbalanced tree form; (iii) Low amenity value and common species; (iv) Low survival rate after transplanting.

In summary, please find the following **Table 2** showing the Tree Felling Proposal:

Table 2: Summary of Tree Felling Proposal

Description	Current Scheme
Total Nos. of Trees Surveyed	224
Nos. of *Leucaena leucocephala* Proposed to be Felled	141
Nos. of Trees Proposed to be Felled (include dead trees)	83
Aggregated DBH Loss (exclude *Leucaena leucocephala*)	26.585m

5.0 TREE COMPENSATORY PROPOSAL

Major objectives of this current Tree Compensatory Proposal are listed below:

- To enhance greenery within the Site through planting compensatory trees;
- To compensate for the loss of greenery by felling of existing trees;
- To increase the species diversity to enhance greenery within the Site.

To compensate for the loss of greenery, **83** nos. of compensatory trees are proposed for compensation (Aggregated DBH Compensated is **7.78**m). The compensation ratio is 1:1 in terms of quantity and 1:0.29 in terms of quality. Please refer to **Table 3** and read in conjunction with **Appendix E** - Compensatory Tree Planting Plan.

Table 3: Proposed Compensatory Tree Planting Schedule

	Qty	Botanical Name	Chinese Name	Height (m)	Spread (m)	DBH (m)	Total DBH (m)
Compensatory Trees							
	46	* *Cinnamomum burmannii*	陰香	4.5	2.5	0.095	4.37
	5	* *Gordonia axillaris*	大頭茶	3	2	0.09	0.45
	8	*Osmanthus fragrans*	桂花	3.5	2	0.09	0.72
	16	*Terminalia mantaly*	細葉欖仁	5	2.5	0.095	1.52
	5	* *Sapium sebiferum (L.) Roxb.*	烏桕	5	2.5	0.09	0.45
	3	* *Viburnum odoratissimum Ker Gawl.*	珊瑚樹	3.5	1.5	0.09	0.27
Total	**83**						**7.78**

Remarks: * Native Tree Species

Considerations that govern the provision of planting area are explained as follows:

- Adequate space is allowed between trees to ensure penetration of sunlight for their viable growth.
- All compensatory trees will be planted at-grade or on planter with not less than 1.2m soil depth excluding drainage layer (refer to **Appendix F**).

6.0 NEW TREE PLANTING

To beautify the landscape, additional new trees are proposed to be planted at where space is allowed. 2 additional trees are proposed at the planter aside to the pedestrian path to provide more shades and increase visual greenery effect.

Table 4: Proposed New Tree Planting Schedule

	Qty	Botanical Name	Chinese Name	Height (m)	Spread (m)	DBH (m)
	1	* *Cinnamomum burmannii*	陰香	4.5	2.5	0.095
	1	* *Gordonia axillaris*	大頭茶	3	2	0.09
Total	**2**					

Remarks: * Native Tree Species

7.0 FUTURE MAINTENANCE AND MANAGEMENT

Maintenance and establishment works to soft landscape areas within Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion. This will ensure the proper establishment of the planted material. Tree risk assessment will be conducted by future property management at appropriate time for appropriate tree as instructed by the owner in accordance with the Handbook of Tree Management by DEVB.

Soft Landscape Maintenance Schedule

Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.

Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Remove dead fronds from palm trees. Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist decease attack.

Fertilizing: Two to three times annually, emphasis shall be in the March application. Test soil in January to analyse quality ameliorates as necessary.

Fungicide / Insecticide: Spray only as necessary with approved chemical.

Weeding: Manually or use selective non-toxic, biodegradable herbicide to keep the weed growth and its establishment under control.

Securing: Adjust tree stakes in spring and as necessary to taut up the staking. Care shall be applied to avoid chaffing of tree bark.

Mulching: Top up the mulching inside all planting beds twice a year and as necessary.

Thinning: Reduce overcrowding and transplant as necessary at selected periods:

- Evergreens: Spring
- Deciduous: Winter
- Palms: June to August

Table 5: Maintenance Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Watering	●	●	●	●	●	●	●	●	●	●	●	●
Pruning		D	GC									
Fertilizing	soil test		**X**								**X**	
Fungicide / Insecticide			**X**						**X**			**X**
Weeding		**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**		**X**
Securing			**X**									
Thinning			EG								D	

Remarks: Tree risk assessment will be conducted by future property management at appropriate time for appropriate tree as instructed by the owner in accordance with the Handbook of Tree Management by DEVB.

Schedule Legend:

GC	Groundcover	EG	Evergreen	D	Deciduous
●	Size proportional to quantity	**X**	Application		

8.0 SUMMARTY OF TREE FELLING AND COMPENSATORY PROPOSAL

A summary of Tree Felling and Compensatory Proposal in the Current Scheme is shown in **Table 6**:

Table 6: Tree Felling and Compensation Proposal

Description	Current Scheme
Total Nos. of Trees Surveyed	224
Nos. of *Leucaena leucocephala* Proposed to be Felled	141
Nos. of Trees Proposed to be Felled	83
Aggregated DBH Loss (exclude *Leucaena leucocephala*)	26.585m
Nos. of Compensatory Trees	83
Aggregated DBH Compensated	7.78m
Compensation Ratio - In terms of Quantity - In terms of Quality	 1 : 1 1 : 0.29

Appendix A

Master Layout Plan

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL TOWER

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

Outfall

TOWER 1
27 STOREYS
107.80mPD

TOWER 2
27 STOREYS
107.80mPD

TOWER 3
16 STOREYS
66.80mPD

TOWER 4
14 STOREYS
59.80mPD

TOWER 5
24 STOREYS
94.80mPD

POOL

Cycling Track

Ramp

Light Rail

LR - Lam Tei

3m PUBLIC ACCESS

16m

15m

13m

20m

7m

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

MLP

09-07-2024
1:500 (A3)

LWK +PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

CLUBHOUSE

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

LANDSCAPE AREA

CLUBHOUSE

+6.7 mPD

TOWER 1
LOBBY

3m PUBLIC ACCESS

TOWER 4A
LOBBY

EVA / CARRIAGEWAY

CHILDREN
POOL

POOL

EVA / CARRIAGEWAY

CLUBHOUSE

+6.7 mPD

TOWER 4B
LOBBY

TOWER 3
LOBBY

TO B1

CLUBHOUSE

TOWER 2
LOBBY

TOWER 5
LOBBY

Cycling Track

Outfall

Ramp

Light Rail

LR - Lam Tei

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

GROUND FLOOR

09-07-2024
1:500 (A3)

LWK
+PARTNERS

N

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

FOOTPATH FOR PUBLIC USE

RESIDENTIAL LOBBY

LANDSCAPE AREA

WATER FEATURE / POOL

EVA / CARRIAGEWAY

RUN-IN / OUT

Nullah

Road

Outfall

Outfall

Outfall

TRANSFER PLATE

TRANSFER PLATE

TRANSFER PLATE

Cycling Track

Ramp

Light Rail

LR - Lam Tei

3m PUBLIC ACCESS

SKY GARDEN
CUM REFUGE
+11.7 mPD

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

FIRST FLOOR

09-07-2024
1:500 (A3)

LWK
+PARTNERS

APPENDIX B

B1 Tree Assessment Schedule (without *Leucaena leucocephala*)
B2 Tree Assessment Schedule (*Leucaena leucocephala*)

Tree Assessment Schedule

Address: Lam Tei
Lot: in D.D. 130
Prepared by: Chan Ka Yin Celeste (CA No.: HK-1464A) on 14 May 2023
Field Survey was conducted / updated on : 13 May 2023
To be read in conjunction with Drawing Nos.: TSP-01 Rev.C

Tree ID number	Tree Species (in Scientific names)	Tree Species (in Chinese names)	Original Location (Lot/ GA/ YA/ GHBA, etc.)	Measurements			Amenity Value (High/Medium/Low)	Form (Good/ Average/ Poor)	Health Condition (Good/ Average/ Poor)	Structural Condition (Good/ Average /Poor)	Suitability for Transplanting (High/ Medium/ Low)	Conservation Status	Recommendation		Remarks (e.g. justification for proposed tree removal; anticipated root-ball size to be preserved (with Ø, x depth in mm), and any other on-site conditions, etc.)
				Height (m)	DBH (mm)	Crown Spread (m)							in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	
T1	*Callistemon viminalis*	串錢柳	Outside Lot	9	330	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e 20 degree leaning; Climber; Cavity; Restricted roots
T6	*Callistemon viminalis*	串錢柳	Lot	9	272	5	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Climber; Restricted roots; Co-dominant branches
T7	*Callistemon viminalis*	串錢柳	Lot	9	239	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e Climber; Restricted roots
T8	*Callistemon viminalis*	串錢柳	Lot	9	348	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	a,b, c, e Co-dominant Branches; Restricted roots
T11	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	4	351	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c Exposed dead wood; Included bark; Climber; Restricted roots
T12	Dead Tree	死樹	Lot	4	660	4	-	-	-	-	-	NIL	Fell	-	f Exposed dead wood; Climber; Restricted roots
T21	*Ficus hispida*	對葉榕	Lot	7	117	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c Multi-trunks
T40	*Bischofia javanica*	秋楓	Lot	12	420	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; Dead stubs
T41	*Morus alba*	桑	Lot	5	134	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Co-dominant trunks; Restricted roots; 15 degree leaning
T44	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	111	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, Restricted roots; 20 degree leaning; low live crown ratio
T45	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	7	187	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Restricted roots; Co-dominant trunks; 20 degree leaning; low live crown ratio
T48	*Bombax ceiba*	木棉	Lot	18	500	11	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; Crossed branches
T61	*Melia azedarach*	苦楝	Lot	8	330	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Restricted roots; Climber; Low live crown ratio
T62	*Melia azedarach*	苦楝	Lot	6	240	1	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Restricted roots; Climber; 15 degree leaning
T63	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	4	95	2	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Restricted roots; 15 degree leaning; Crossed branches
T65	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	320	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c Restricted roots; Climber; Dead branches; Low live crown ratio; 10 degree leaning
T81	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	100	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Bedning trunkl; Imbalanced tree crown
T82	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	115	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Climber; Crooked
T83	*Ficus religiosa*	菩提樹	Lot	6	100	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	On slope; Climber; 20 degree leaning; Low live crown ratio
T85	*Clausena lansium*	黃皮	Lot	7	165	5	Low	Average	Average	Poor	Low	NIL	Fell	-	a, e On slope; Climber; Hanger; Co-dominant trunks
T86	*Mangifera indica*	芒果	Lot	14	710	16	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e On slope; Broken branches; Bark crack
T87	*Mangifera indica*	芒果	Lot	18	670	16	Medium	Average	Average	Poor	Low	NIL	Fell	-	a, c, e On slope; Daed branches; Co-dominant trunks
T88	*Mangifera indica*	芒果	Lot	18	1050	8	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c, e On slope, Broken branches; Branch decay
T89	*Mangifera indica*	芒果	Lot	20	1065	17	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e On slope; 25 degree leaning; Cavity on branch
T90	*Mangifera indica*	芒果	Lot	18	660	17	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e On slope; Daed branches
T91	*Ficus variegata*	青果榕	Lot	11	195	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	Crooked; Low live crown ratio; 15 degree leaning
T92	*Ficus hispida*	對葉榕	Lot	4	140	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Exposed dead wood; Dieback; Bark cracks
T93	*Bombax ceiba*	木棉	Lot	21	825	12	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Co-dominant branches; Daed branches
T94	*Morus alba*	桑	Lot	8	330	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, e Climber; Crossed branches; Hangers; Restricted roots
T96	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	8	320	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, e Restricted roots; Co-dominant branches; Bending branches; Old wound
T97	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	7	190	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Wound; Restricted roots; Dead stubs
T98	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	7	196	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e 15 degree leaning; Crossed branches; Crooked
T99	*Bauhinia variegata*	宮粉羊蹄甲	Lot	5	115	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c 40 degree leaning; Diebacks
T100	*Ficus microcarpa*	細葉榕	Lot	9	820	14	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c e Imbalanced tree crown; Crossed branches; Dead stubs
T101	*Delonix regia*	鳳凰木	Lot	20	500	10	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e 10 degree leaning; Low live crown ratio; Crooked
T102	*Ficus hispida*	對葉榕	Lot	6	105	4	Low	Poor	Poor	Average	Low	NIL	Fell	-	a, b, c Climber; Crooked; Daed branches; Low live crown ratio
T105	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	8	205	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Uproot; Co-dominant trunks
T109	*Delonix regia*	鳳凰木	Lot	9	340	7	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c, e Uproot; Co-dominant trunks; Daed branches
T110	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	188	7	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c, e Co-dominant trunks; 45 degree leaning; Restricted roots
T111	*Morus alba*	桑	Lot	7	340	6	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; Dead stubs
T112	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	165	5	Low	Average	Average	Poor	Low	NIL	Fell	-	a , c, e Restricted roots; 15 degree leaning
T113	*Ficus hispida*	對葉榕	Lot	6	105	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c Bending trunk; Low live crown ratio; Hanger
T114	*Melia azedarach*	苦楝	Lot	12	259	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; 15 degree leaning; Low live crown ratio
T116	*Ficus hispida*	對葉榕	Lot	7	110	4	Low	Poor	Poor	Average	Low	NIL	Fell	-	a, c Low live crown ratio; Co-dominant branches

T117	*Ficus microcarpa*	細葉榕	Lot	12	650	10	Low	Average	Poor	Average	Low	NIL	Fell	-	a, c, e Phauda flammans infestation; Low live crown ratio; 15 degree leaning
T118	*Ficus microcarpa*	細葉榕	Lot	12	605	11	Low	Average	Poor	Poor	Low	NIL	Fell	-	a, b, c, e Phauda flammans infestation; Low live crown ratio; 15 degree leaning
T119	*Callistemon viminalis*	串錢柳	Lot	4	127	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Crooked; Diebacks
T120	*Callistemon viminalis*	串錢柳	Lot	4	100	3	Low	Poor	Average	Average	Low	NIL	Fell	-	a, c Crooked
T123	*Bridelia tomentosa*	土蜜樹	Lot	6	100	5	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e 25 degree leaning
T124	*Bridelia tomentosa*	土蜜樹	Lot	3	140	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c Crooked
T129	*Callistemon viminalis*	串錢柳	Lot	7	160	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e 30 degree leaning; Crooked
T130	*Bischofia javanica*	秋楓	Lot	14	391	7	Low	Poor	Poor	Average	Low	NIL	Fell	-	a, c, e Swelling trunk; Low live crown ratio
T131	*Bischofia javanica*	秋楓	Lot	14	440	8	Medium	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Co-dominant trunks; Low live crown ratio
T132	*Bischofia javanica*	秋楓	Lot	14	970	11	Medium	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Co-dominant trunks; Restricted roots
T135	Dead Tree	死樹	Lot	5	95	3	-	-	-	-	-	-	Fell	-	f Exposed dead wood; Climber
T137	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	5	95	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Crooked; Low branching
T140	*Bridelia tomentosa*	土蜜樹	Lot	7	134	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Co-dominant trunks; 15 degree leaning
T151	*Callistemon viminalis*	串錢柳	Lot	10	338	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e 22 degree leaning; Restricted roots
T152	*Callistemon viminalis*	串錢柳	Lot	9	298	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e 45 degree leaning; Restricted roots
T153	*Callistemon viminalis*	串錢柳	Lot	13	370	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; Low live crown ratio; Crooked
T157	*Ficus virens*	大葉榕	Lot	16	1300	12	Medium	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Tree with particular interset; Epicormic shoots
T158	*Litsea glutinosa*	潺槁樹	Lot	8	112	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Bending trunk
T159	*Celtis sinensis*	朴樹	Lot	7	241	2	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Wound; Crooked; Low live crown ratio
T160	*Crateva unilocularis*	樹頭菜	Lot	16	470	9	Medium	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Restricted roots; Daed branches at one side; imbalanced tree crown
T161	*Schefflera heptaphylla*	鴨腳木	Lot	3	118	3	Low	Poor	Average	Average	Low	NIL	Fell	-	a, c Bending trunk; Crooked
T162	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	7	190	6	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c, e Climber; 15 degree leaning; Bark crack; Daed branches
T163	*Litsea glutinosa*	潺槁樹	Lot	9	180	6	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e On slope; 10 degree leaning
T165	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	120	5	Low	Average	Average	Poor	Low	NIL	Fell	-	a, c, e Climber; Crooked
T168	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	5	131	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Climber; Co-dominant trunks
T184	*Ficus altissima*	高山榕	Lot	11	1350	15	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c, e Crooked; Climbers
T192	*Acacia confusa*	台灣相思	Lot	11	280	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e Co-dominant Branches; Diebacks
T212	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	131	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e Climber
T213	*Melia azedarach*	苦楝	Lot	12	750	7	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, c, e Co-dominant Branches; Restricted roots; Broken branches
T215	*Celtis sinensis*	朴樹	Lot	6	131	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	a, b, c Restricted roots, Climber, 20 degree leaning; Crooked; Decay at rooting area
T219	*Bischofia javanica*	秋楓	Lot	5	95	3	Low	Average	Poor	Poor	Low	NIL	Fell	-	a, b, c Climber; Restricted roots
T223	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	95	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e 10 degree Leaning; Low live crown ratio; Dead branches
T227	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	95	5	Low	Poor	Average	Average	Low	NIL	Fell	-	a, c, e Climber; Low live crown ratio
T230	Dead Tree	死樹	Lot	6	123	1	-	-	-	-	-	NIL	Fell	-	f Exposed dead wood
T231	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	95	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Co-dominant trunks; Low live crown ratio
T232	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	6	173	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c Multi-trunks; Climber; 10 degree Leaning
T233	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	7	130	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c, e Climber; 10 degree leaning; Crooked
T234	*Macaranga tanarius* var. *tomentosa*	血桐	Lot	5	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, c 15 degree Leaning
T235	*Delonix regia*	鳳凰木	Lot	18	430	13	Medium	Average	Poor	Poor	Low	NIL	Fell	-	a, c, e Diebacks; Climbers

*** Note for Justification**

a	Conflict with proposed layout/ site formation works/ vehicular access/ EVA/ boundary fence/ hoarding/ excavation work
b	Poor condition/ poor form
c	Low survival rate after transplanting
d	Located on steep slope and inaccessible for transplanting
e	Overpruned/ topped after transplanting
f	Dead tree
g	Leucaena leucocephala, an aggressive and invasive species

Summary:

Total Nos. of Trees Surveyed	224
Trees Proposed to be Retained	0
Trees Proposed to be Transplanted	0
Trees Proposed to be Felled (incl. DEAD trees)	83
Leucaena leucocephala	141
Total DBH Loss (m) (exclude Leucauna leucocephala)	26.585

Tree Assessment Schedule

Address: Lam Tei
Lot: in D.D. 130
Prepared by: Chan Ka Yin Celeste (CA No.: HK-1464A) on 14 May 2023
Field Survey was conducted / updated on : 13 May 2023
To be read in conjunction with Drawing Nos.: TSP-01 Rev.C

Tree ID number	Tree Species (in Scientific names)	Tree Species (in Chinese names)	Original Location (Lot/ GA/ YA/ GHBA, etc.)	Measurements			Amenity Value (High/Medium/Low)	Form (Good/ Average/ Poor)	Health Condition (Good/ Average/ Poor)	Structural Condition (Good/ Average /Poor)	Suitability for Transplanting (High/ Medium/ Low)	Conservation Status	Recommendation		Remarks (e.g. justification for proposed tree removal; anticipated root-ball size to be preserved (with Ø, x depth in mm), and any other on-site conditions, etc.)
				Height (m)	DBH (mm)	Crown Spread (m)							in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	
T3	*Leucaena leucocephala*	銀合歡	Lot	10	180	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Uproot
T4	*Leucaena leucocephala*	銀合歡	Lot	10	96	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T5	*Leucaena leucocephala*	銀合歡	Lot	10	181	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Restricted roots
T9	*Leucaena leucocephala*	銀合歡	Lot	9	155	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Multi-trunks; Climber
T10	*Leucaena leucocephala*	銀合歡	Lot	9	168	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 32 degree leaning
T13	*Leucaena leucocephala*	銀合歡	Lot	10	142	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T14	*Leucaena leucocephala*	銀合歡	Lot	10	141	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Co-dominant trunks
T15	*Leucaena leucocephala*	銀合歡	Lot	6	95	2	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T16	*Leucaena leucocephala*	銀合歡	Lot	10	184	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T17	*Leucaena leucocephala*	銀合歡	Lot	9	190	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 45 degree in leaning; Co-dominant trunks; Restricted roots; Included bark
T18	*Leucaena leucocephala*	銀合歡	Lot	10	110	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots, 38 degree leaning
T19	*Leucaena leucocephala*	銀合歡	Lot	10	116	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T20	*Leucaena leucocephala*	銀合歡	Lot	9	110	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T22	*Leucaena leucocephala*	銀合歡	Lot	10	132	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T23	*Leucaena leucocephala*	銀合歡	Lot	4	105	2	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 45 degree leaning; Restricted roots
T24	*Leucaena leucocephala*	銀合歡	Lot	5	108	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 30 degree leaning; Restricted roots
T25	*Leucaena leucocephala*	銀合歡	Lot	5	106	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 60 degree leaning; Restricted roots
T26	*Leucaena leucocephala*	銀合歡	Lot	8	110	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T27	*Leucaena leucocephala*	銀合歡	Lot	9	108	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crossed trunks; Restricted roots
T28	*Leucaena leucocephala*	銀合歡	Lot	9	107	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crossed trunks; Restricted roots
T31	*Leucaena leucocephala*	銀合歡	Outside Lot	9	154	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Restricted roots
T32	*Leucaena leucocephala*	銀合歡	Outside Lot	10	214	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T33	*Leucaena leucocephala*	銀合歡	Outside Lot	10	180	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T34	*Leucaena leucocephala*	銀合歡	Lot	8	169	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Co-dominant trunks; Restricted roots
T37	*Leucaena leucocephala*	銀合歡	Lot	7	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 50 degree leaning; Restricted roots
T38	*Leucaena leucocephala*	銀合歡	Lot	7	162	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks; Restricted roots
T42	*Leucaena leucocephala*	銀合歡	Lot	5	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; crooked trunk
T43	*Leucaena leucocephala*	銀合歡	Lot	5	100	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; 15 degree leaning
T46	*Leucaena leucocephala*	銀合歡	Lot	6	100	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T47	*Leucaena leucocephala*	銀合歡	Lot	6	119	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Climber; 45 degree leaning
T49	*Leucaena leucocephala*	銀合歡	Lot	7	105	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 15 degree leaning
T50	*Leucaena leucocephala*	銀合歡	Lot	7	95	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches
T51	*Leucaena leucocephala*	銀合歡	Lot	7	100	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches
T52	*Leucaena leucocephala*	銀合歡	Lot	7	96	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 15 degree leaning
T53	*Leucaena leucocephala*	銀合歡	Lot	7	98	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; 20 degree leaning
T54	*Leucaena leucocephala*	銀合歡	Lot	7	100	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 15 degree leaning
T55	*Leucaena leucocephala*	銀合歡	Lot	7	161	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 15 degree leaning; Climbers
T56	*Leucaena leucocephala*	銀合歡	Lot	7	120	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Crossed branches; 35 degree leaning; Climbers
T57	*Leucaena leucocephala*	銀合歡	Lot	7	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; 15 degree leaning
T58	*Leucaena leucocephala*	銀合歡	Lot	6	155	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; 15 degree leaning
T59	*Leucaena leucocephala*	銀合歡	Lot	6	135	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; Climber; 10 degree leaning
T60	*Leucaena leucocephala*	銀合歡	Lot	8	125	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots; 15 degree leaning
T66	*Leucaena leucocephala*	銀合歡	Lot	4	134	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Restricted roots; Climber; Co-dominant trunks; Low live crown ratio; 15 degree leaning
T67	*Leucaena leucocephala*	銀合歡	Lot	6	115	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Multi-trunks; Restricted roots; 20 degree leaning

T68	*Leucaena leucocephala*	銀合歡	Lot	6	122	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Restricted roots; Climber
T69	*Leucaena leucocephala*	銀合歡	Lot	6	100	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Climber; Co-dominant Branches; Restricted roots; 20 degree
T70	*Leucaena leucocephala*	銀合歡	Lot	5	120	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Restricted roots; 25 degree leaning
T72	*Leucaena leucocephala*	銀合歡	Lot	8	120	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 40 degree leaning
T73	*Leucaena leucocephala*	銀合歡	Lot	10	155	5	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 23 degree leaning; Crooked; Low live crown ratio
T74	*Leucaena leucocephala*	銀合歡	Lot	12	103	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crooked
T75	*Leucaena leucocephala*	銀合歡	Lot	7	99	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 25 degree leaning; Low live crown ratio
T76	*Leucaena leucocephala*	銀合歡	Lot	8	102	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 32 degree leaning
T77	*Leucaena leucocephala*	銀合歡	Lot	7	148	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Bending trunk; Co-dominant trunks; 45 degree leaning
T79	*Leucaena leucocephala*	銀合歡	Lot	9	210	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks; Restricted roots; Climber
T80	*Leucaena leucocephala*	銀合歡	Lot	7	145	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; 5 degree leaning
T84	*Leucaena leucocephala*	銀合歡	Lot	7	110	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g On slope; 20 degree leaning
T95	*Leucaena leucocephala*	銀合歡	Lot	9	206	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; 15 degree leaning
T103	*Leucaena leucocephala*	銀合歡	Lot	8	251	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Topped
T104	*Leucaena leucocephala*	銀合歡	Lot	8	233	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Co-dominant trunks; Bending trunk
T106	*Leucaena leucocephala*	銀合歡	Lot	8	155	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Climber; Crooked; 20 degree leaning; Dieback
T107	*Leucaena leucocephala*	銀合歡	Lot	6	155	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 40 degree leaning; Climber; Low live crown ratio
T108	*Leucaena leucocephala*	銀合歡	Lot	8	180	5	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 40 degree leaning; Climber
T115	*Leucaena leucocephala*	銀合歡	Lot	12	198	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c, e g Co-dominant Branches; Restricted roots; 30 degree leaning
T121	*Leucaena leucocephala*	銀合歡	Lot	8	125	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T122	*Leucaena leucocephala*	銀合歡	Lot	8	148	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T125	*Leucaena leucocephala*	銀合歡	Lot	5	105	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T126	*Leucaena leucocephala*	銀合歡	Lot	6	120	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Topped; Wound
T127	*Leucaena leucocephala*	銀合歡	Lot	7	129	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 25 degree leaning
T128	*Leucaena leucocephala*	銀合歡	Lot	10	373	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks; Old wounds
T133	*Leucaena leucocephala*	銀合歡	Lot	8	105	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g
T134	*Leucaena leucocephala*	銀合歡	Lot	8	111	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T136	*Leucaena leucocephala*	銀合歡	Lot	6	101	2	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Exposed dead wood; Topped, Climber
T138	*Leucaena leucocephala*	銀合歡	Lot	10	192	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Multi-trunks
T139	*Leucaena leucocephala*	銀合歡	Lot	10	170	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 22 degree leaning
T141	*Leucaena leucocephala*	銀合歡	Lot	5	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crooked; Restricted roots
T142	*Leucaena leucocephala*	銀合歡	Lot	8	100	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crooked
T143	*Leucaena leucocephala*	銀合歡	Lot	10	198	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks
T144	*Leucaena leucocephala*	銀合歡	Lot	3	120	1	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Wound
T145	*Leucaena leucocephala*	銀合歡	Lot	9	150	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 10 degree leaning
T146	*Leucaena leucocephala*	銀合歡	Lot	5	125	1	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Sparse tree crown; 10 degree leaning
T147	*Leucaena leucocephala*	銀合歡	Lot	9	146	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crooked
T148	*Leucaena leucocephala*	銀合歡	Lot	9	95	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 10 degree leaning
T149	*Leucaena leucocephala*	銀合歡	Lot	8	179	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Multi-trunks
T150	*Leucaena leucocephala*	銀合歡	Lot	6	151	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 15 degree leaning
T155	*Leucaena leucocephala*	銀合歡	Lot	7	141	2	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Co-dominant trunks; 25 degree leaning
T156	*Leucaena leucocephala*	銀合歡	Lot	3	95	1	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Climber 10 degree leaning
T164	*Leucaena leucocephala*	銀合歡	Lot	9	115	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crossed branches
T166	*Leucaena leucocephala*	銀合歡	Lot	6	270	6	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Included bark; Co-dominant trunks; Climber; Restricted roots; 15 degree leaning
T167	*Leucaena leucocephala*	銀合歡	Lot	7	155	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Climber; Co-dominant trunks
T169	*Leucaena leucocephala*	銀合歡	Lot	6	128	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 45 degree leaning
T170	*Leucaena leucocephala*	銀合歡	Lot	9	220	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; 10 degree leaning
T171	*Leucaena leucocephala*	銀合歡	Lot	11	300	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 90 degree leaning
T172	*Leucaena leucocephala*	銀合歡	Lot	8	120	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 10 degree leaning
T173	*Leucaena leucocephala*	銀合歡	Lot	9	166	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 20 degree leaning
T174	*Leucaena leucocephala*	銀合歡	Lot	10	190	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Crossed branches
T175	*Leucaena leucocephala*	銀合歡	Lot	9	300	5	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Included bark; Decay; 15 degree leaning; Crossed branches
T176	*Leucaena leucocephala*	銀合歡	Lot	9	225	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber Cavity; 10 degree leaning; Crooked
T177	*Leucaena leucocephala*	銀合歡	Lot	9	120	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; 10 degree leaning; Hangers; Crossed branches

T178	*Leucaena leucocephala*	銀合歡	Lot	9	110	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 35 degree leaning, Crooked
T179	*Leucaena leucocephala*	銀合歡	Lot	9	105	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g 10 degree leaning; Crooked
T180	*Leucaena leucocephala*	銀合歡	Lot	9	135	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 42 degree leaning; Crooked
T181	*Leucaena leucocephala*	銀合歡	Lot	9	140	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T182	*Leucaena leucocephala*	銀合歡	Lot	9	195	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 32 degree leaning; Restricted roots; Climber
T183	*Leucaena leucocephala*	銀合歡	Lot	7	185	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Uproot
T185	*Leucaena leucocephala*	銀合歡	Lot	12	111	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T186	*Leucaena leucocephala*	銀合歡	Lot	8	290	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Wound; Climber; 47 degree leaning
T187	*Leucaena leucocephala*	銀合歡	Lot	6	141	4	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Climber; Co-dominant trunks
T188	*Leucaena leucocephala*	銀合歡	Lot	6	238	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Exposed dead wood; One of trunks fallen; Climber; Multi-trunks
T189	*Leucaena leucocephala*	銀合歡	Lot	8	141	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks
T190	*Leucaena leucocephala*	銀合歡	Lot	16	346	10	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks; Climber
T191	*Leucaena leucocephala*	銀合歡	Lot	14	211	6	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Cavity; Decay
T193	*Leucaena leucocephala*	銀合歡	Lot	14	249	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Included bark; One of trunks bending; Multi-trunks
T194	*Leucaena leucocephala*	銀合歡	Lot	14	159	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Wound
T195	*Leucaena leucocephala*	銀合歡	Lot	14	200	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 40 degree leaning
T196	*Leucaena leucocephala*	銀合歡	Lot	14	165	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T197	*Leucaena leucocephala*	銀合歡	Lot	16	353	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant Branches; Climber; Co-dominant trunks; Cavity; Wound
T198	*Leucaena leucocephala*	銀合歡	Lot	14	173	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T199	*Leucaena leucocephala*	銀合歡	Lot	12	105	5	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T200	*Leucaena leucocephala*	銀合歡	Lot	11	121	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T201	*Leucaena leucocephala*	銀合歡	Lot	12	143	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T202	*Leucaena leucocephala*	銀合歡	Lot	10	136	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	a, b, c
T203	*Leucaena leucocephala*	銀合歡	Lot	4	99	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T204	*Leucaena leucocephala*	銀合歡	Lot	14	210	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant Branches; Climber
T205	*Leucaena leucocephala*	銀合歡	Lot	12	360	7	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crossed trunks; 45 degree leaning
T206	*Leucaena leucocephala*	銀合歡	Lot	14	205	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant Branches
T207	*Leucaena leucocephala*	銀合歡	Lot	12	300	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Crossed trunks; Co-dominant Branches; 60 degree leaning
T208	*Leucaena leucocephala*	銀合歡	Lot	11	290	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 50 degree leaning; Slight uproot; Co-dominant Branches
T209	*Leucaena leucocephala*	銀合歡	Lot	10	103	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g
T210	*Leucaena leucocephala*	銀合歡	Lot	14	235	6	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 36 degree leaning; Climber
T211	*Leucaena leucocephala*	銀合歡	Lot	6	200	2	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Broken trunk
T214	*Leucaena leucocephala*	銀合歡	Lot	7	128	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Restricted roots
T216	*Leucaena leucocephala*	銀合歡	Lot	5	125	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T217	*Leucaena leucocephala*	銀合歡	Lot	4	202	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Included bark; Multi-trunks; Climber
T218	*Leucaena leucocephala*	銀合歡	Lot	4	168	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Restricted roots
T220	*Leucaena leucocephala*	銀合歡	Lot	8	116	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g 45 degree leaning; Climber; Restricted roots
T221	*Leucaena leucocephala*	銀合歡	Lot	10	215	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber; Restricted roots
T222	*Leucaena leucocephala*	銀合歡	Lot	10	170	3	Low	Poor	Poor	Poor	Low	NIL	Fell	-	g Split branch; 23 degree leaning
T224	*Leucaena leucocephala*	銀合歡	Lot	13	269	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Climber
T226	*Leucaena leucocephala*	銀合歡	Lot	4	155	3	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Uprooted
T228	*Leucaena leucocephala*	銀合歡	Lot	7	178	4	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Wound; Co-dominant trunks
T229	*Leucaena leucocephala*	銀合歡	Lot	14	350	8	Low	Poor	Average	Poor	Low	NIL	Fell	-	g Co-dominant trunks; Climber

*** Note for Justification**

a	Conflict with proposed layout/ site formation works/ vehicular access/ EVA/ boundary fence/ hoarding/ excavation work
b	Poor condition/ poor form
c	Low survival rate after transplanting
d	Located on steep slope and inaccessible for transplanting
e	Overpruned/ topped after transplanting
f	Dead tree
g	Leucaena leucocephala, an aggressive and invasive species

Summary:

Total Nos. of Leucaena leucocephala Surveyed	141
Leucaena leucocephala Proposed to be Felled	141
Total DBH Loss (m)	22.391

APPENDIX C

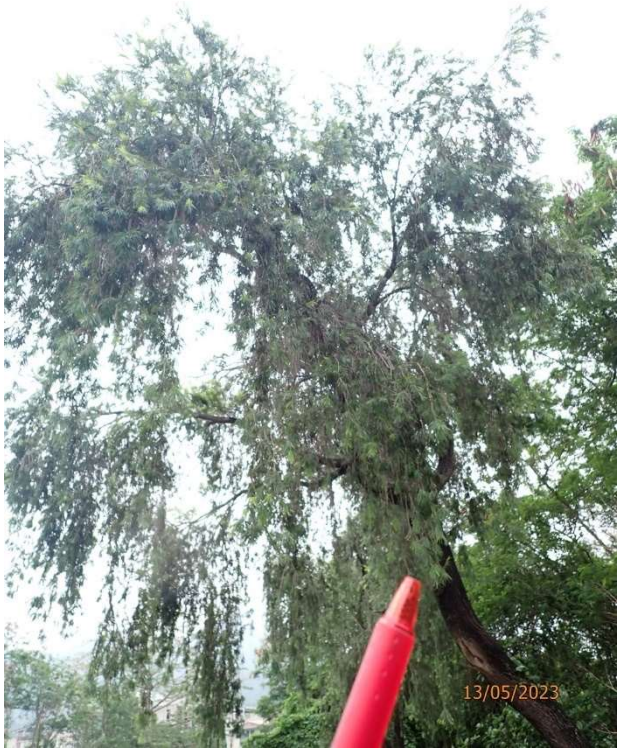
C1 Photographic Record of Existing Trees (without *Leucaena leucocephala*)
C2 Photographic Record of Existing Trees (*Leucaena leucocephala*)



(T1) Overall View



(T1) Tree Tag



(T1) Close-Up



(T1) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T6) Overall View



(T6) Tree Tag



(T6) Close-Up



(T6) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T7) Overall View



(T7) Tree Tag



(T7) Close-Up



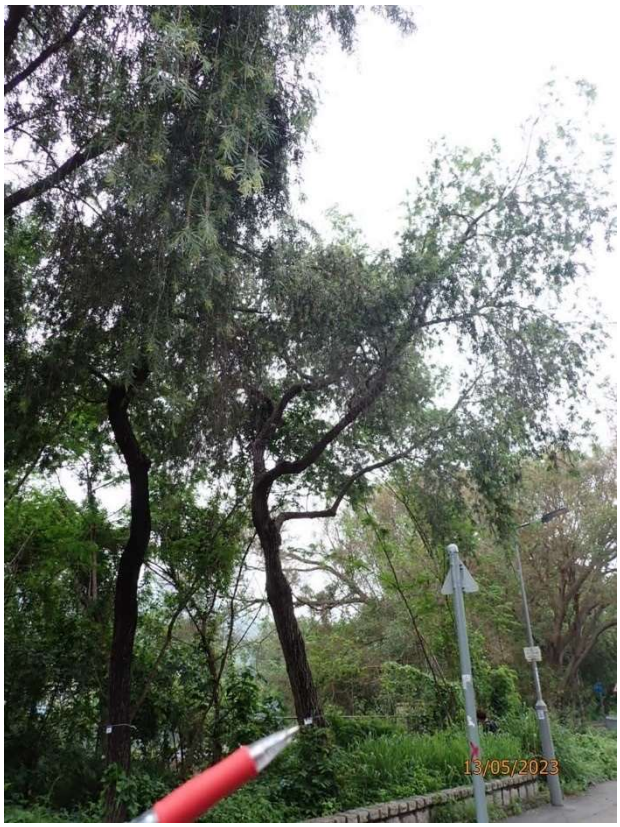
(T7) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

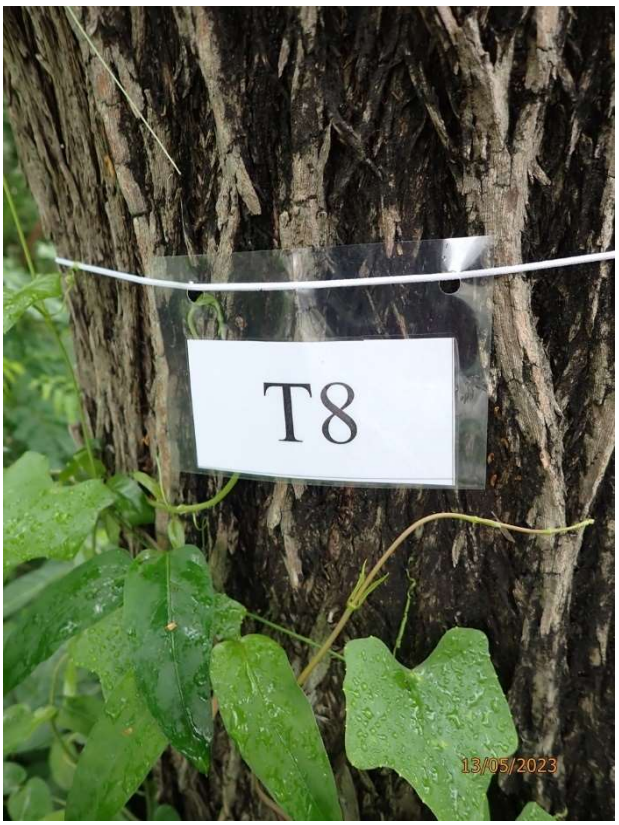
F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T8) Overall View



(T8) Tree Tag



(T8) Close-Up



(T8) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

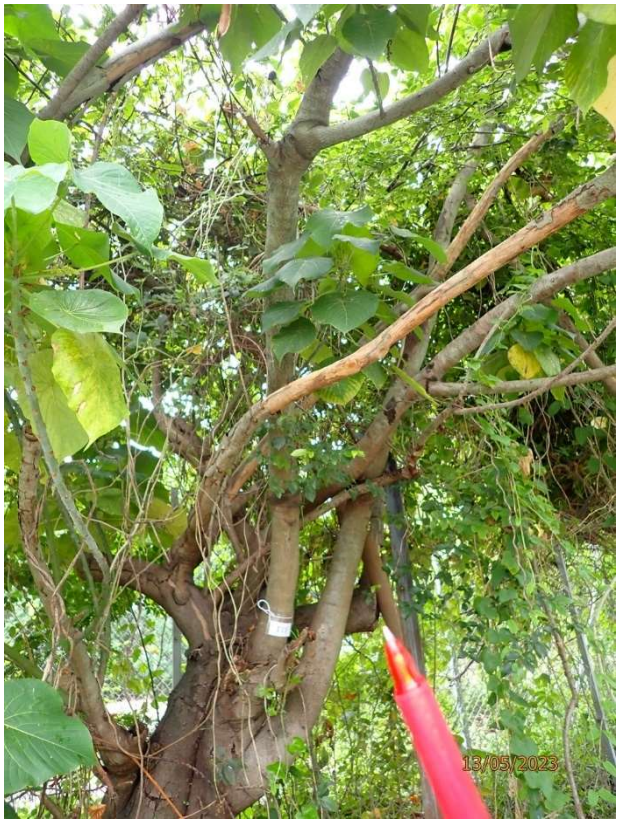
Proposed Residential Development at D.D.130, Lam Tei



(T11) Overall View



(T11) Tree Tag



(T11) Close-Up



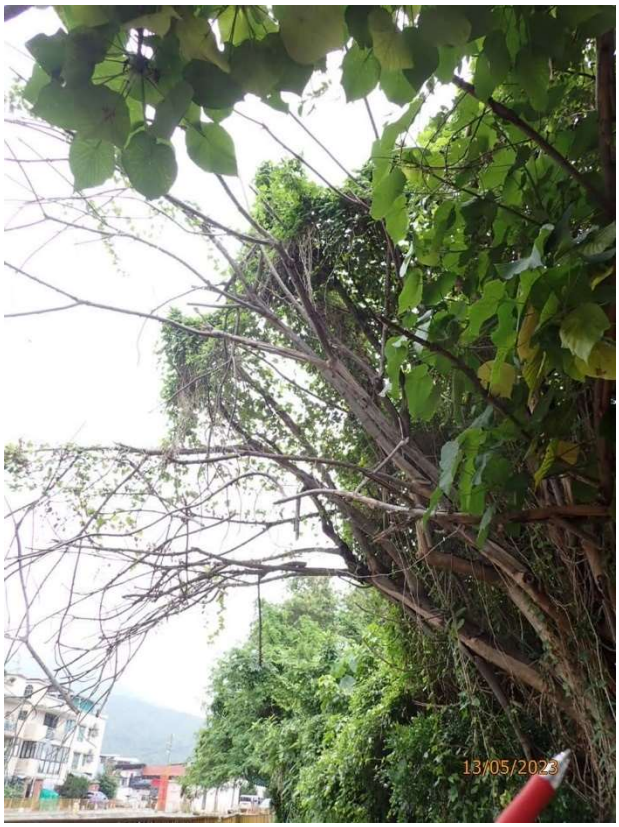
(T11) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T12) Overall View



(T12) Tree Tag



(T12) Close-Up



(T12) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

D

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T21) Overall View



(T21) Tree Tag



(T21) Close-Up



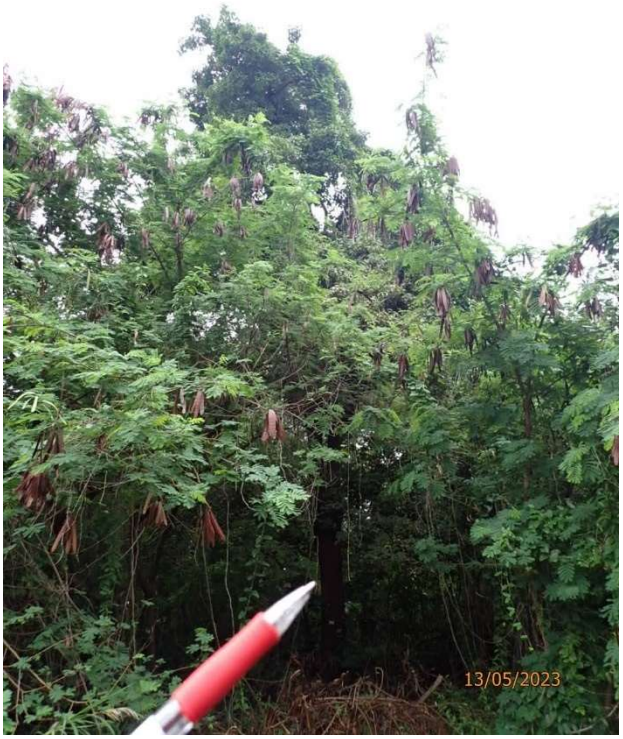
(T21) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

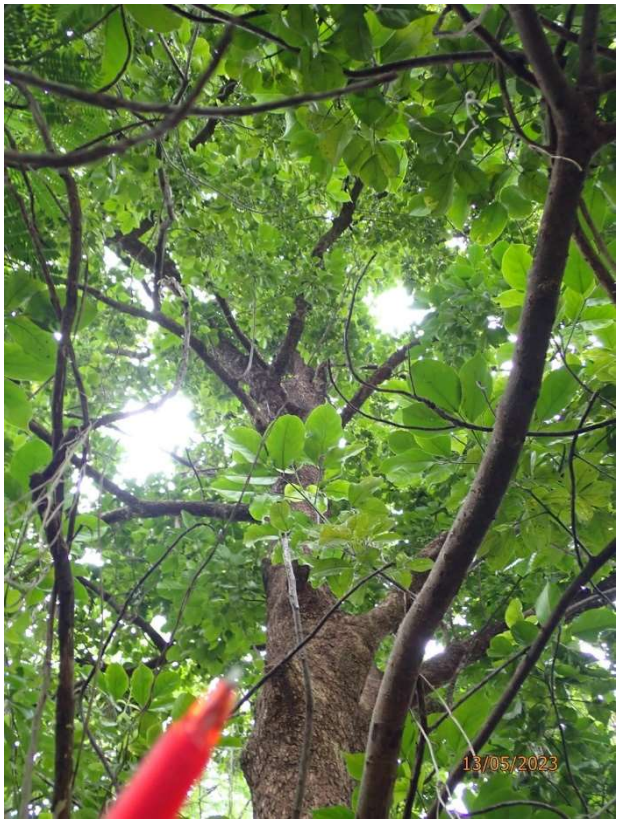
Proposed Residential Development at D.D.130, Lam Tei



(T40) Overall View



(T40) Tree Tag



(T40) Close-Up



(T40) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

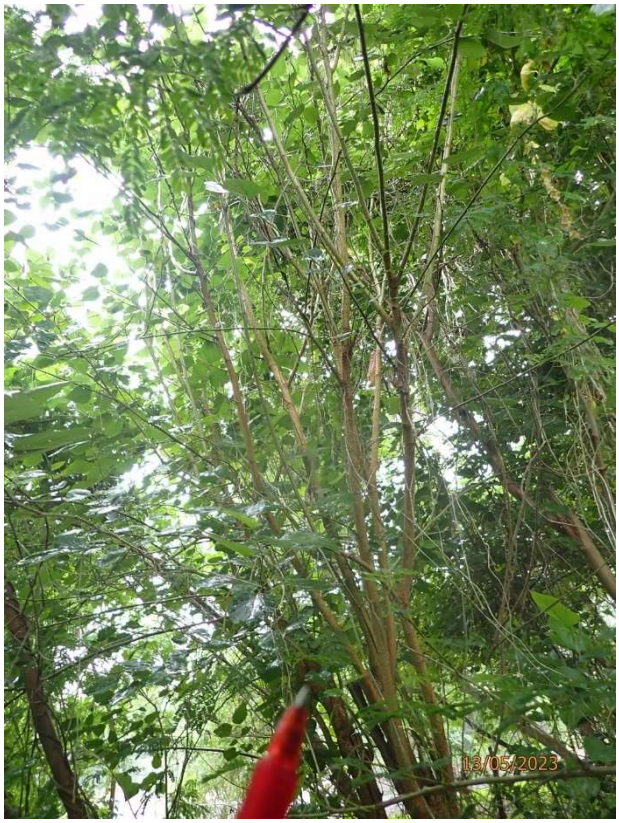
Proposed Residential Development at D.D.130, Lam Tei



(T41) Overall View



(T41) Tree Tag



(T41) Close-Up



(T41) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

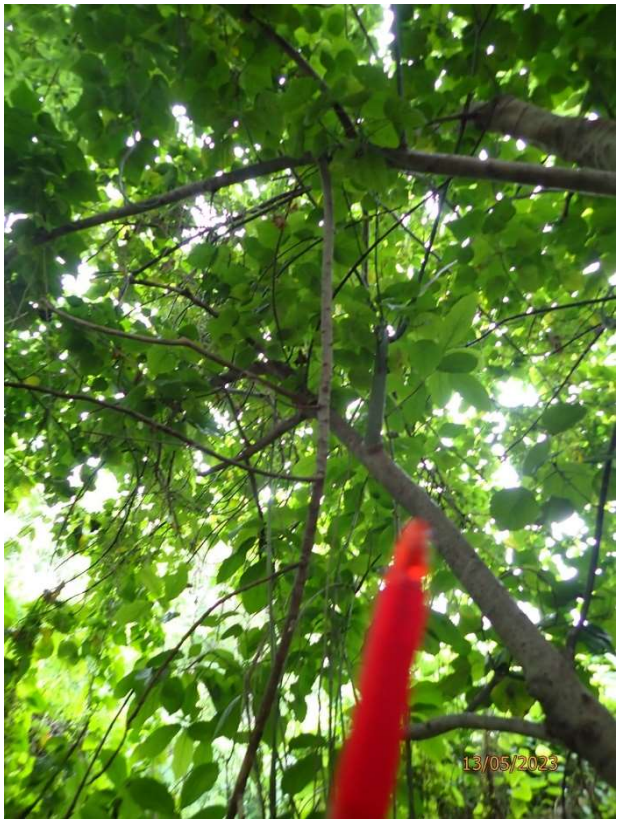
Proposed Residential Development at D.D.130, Lam Tei



(T44) Overall View



(T44) Tree Tag



(T44) Close-Up



(T44) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

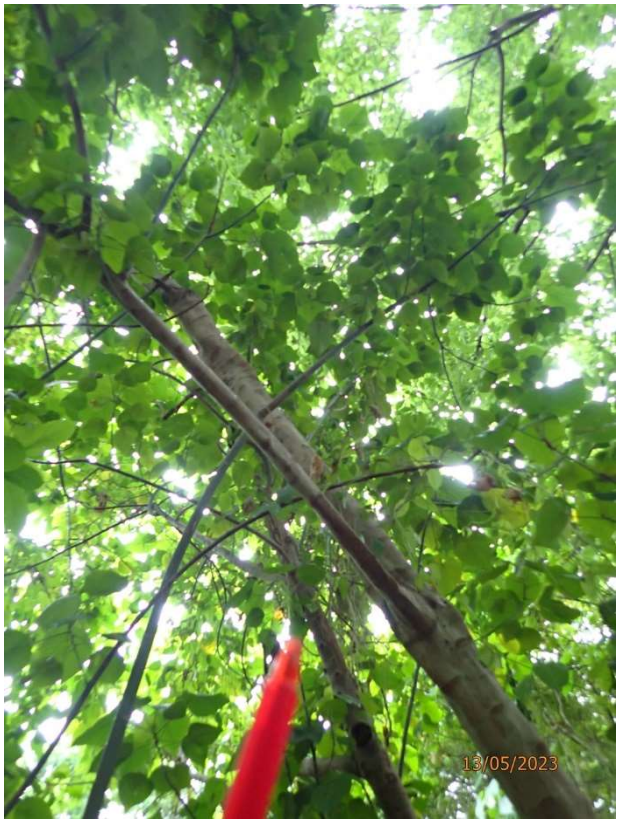
Proposed Residential Development at D.D.130, Lam Tei



(T45) Overall View



(T45) Tree Tag



(T45) Close-Up



(T45) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T48) Overall View



(T48) Tree Tag



(T48) Close-Up



(T48) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

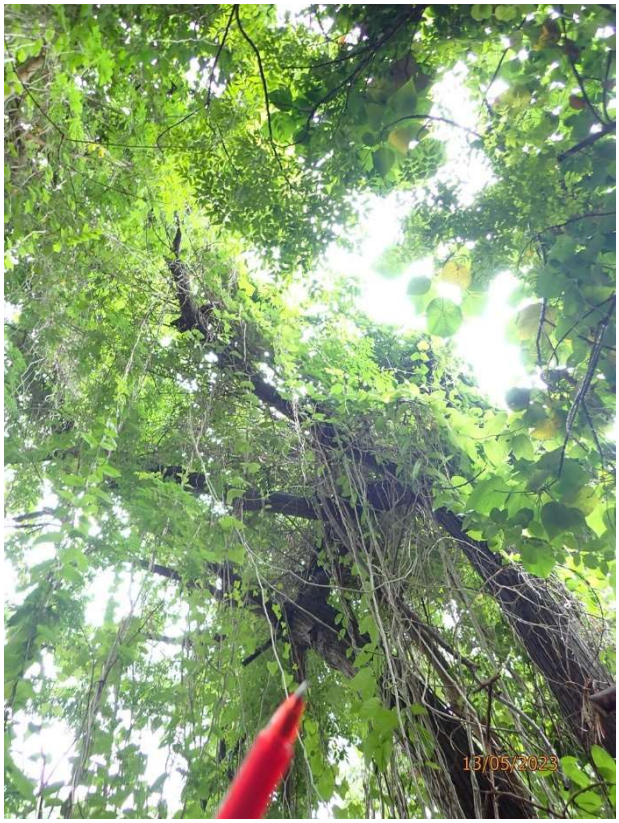
Proposed Residential Development at D.D.130, Lam Tei



(T61) Overall View



(T61) Tree Tag



(T61) Close-Up



(T61) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T62) Overall View



(T62) Tree Tag



(T62) Close-Up



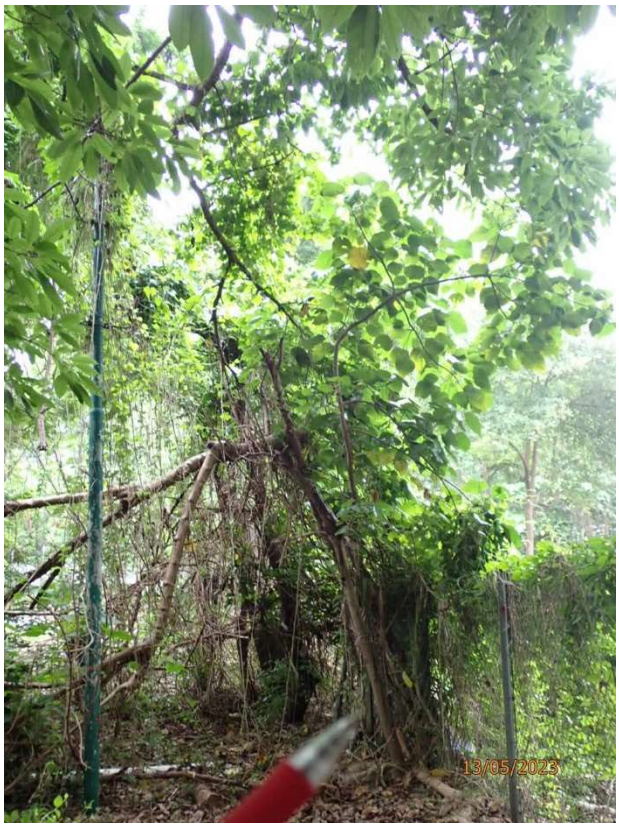
(T62) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

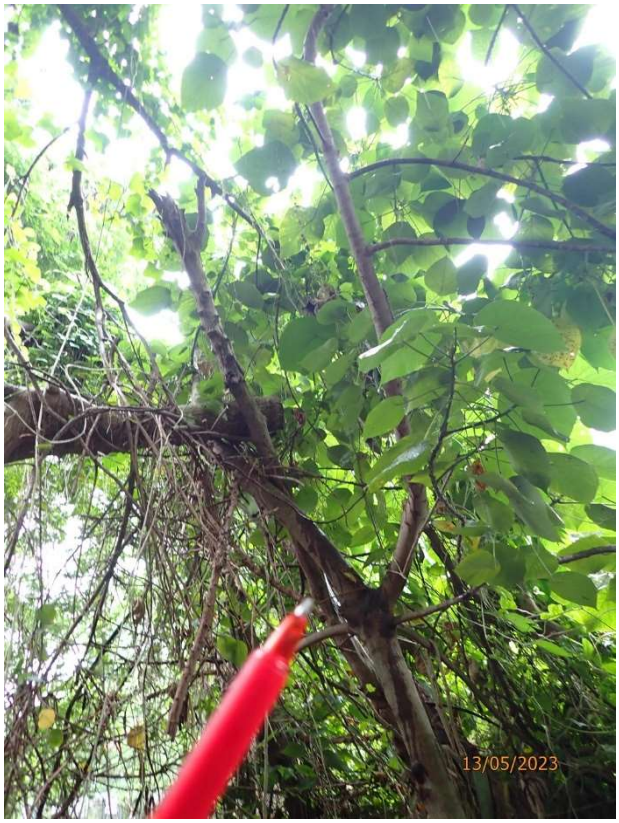
Proposed Residential Development at D.D.130, Lam Tei



(T63) Overall View



(T63) Tree Tag



(T63) Close-Up



(T63) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T65) Overall View



(T65) Tree Tag



(T65) Close-Up



(T65) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T81) Overall View



(T81) Tree Tag



(T81) Close-Up



(T81) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

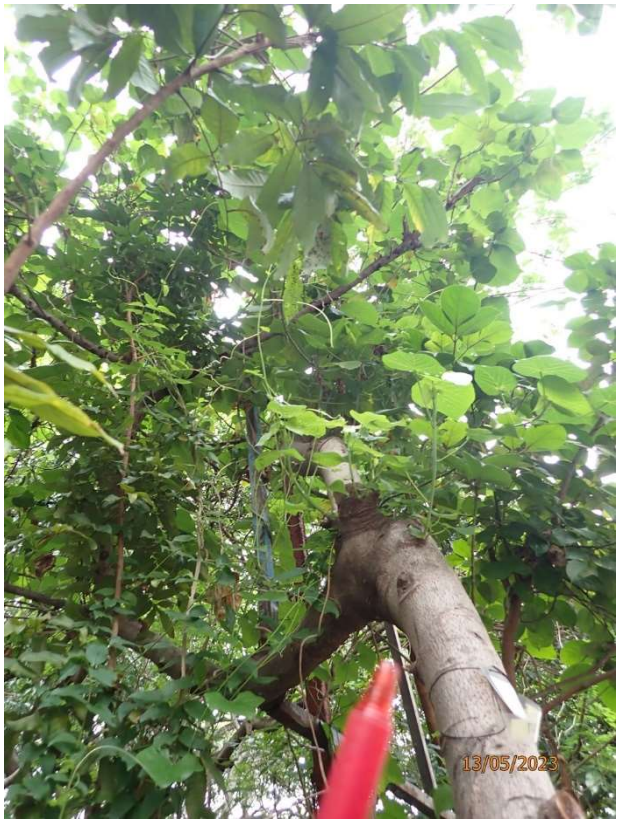
Proposed Residential Development at D.D.130, Lam Tei



(T82) Overall View



(T82) Tree Tag



(T82) Close-Up



(T82) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

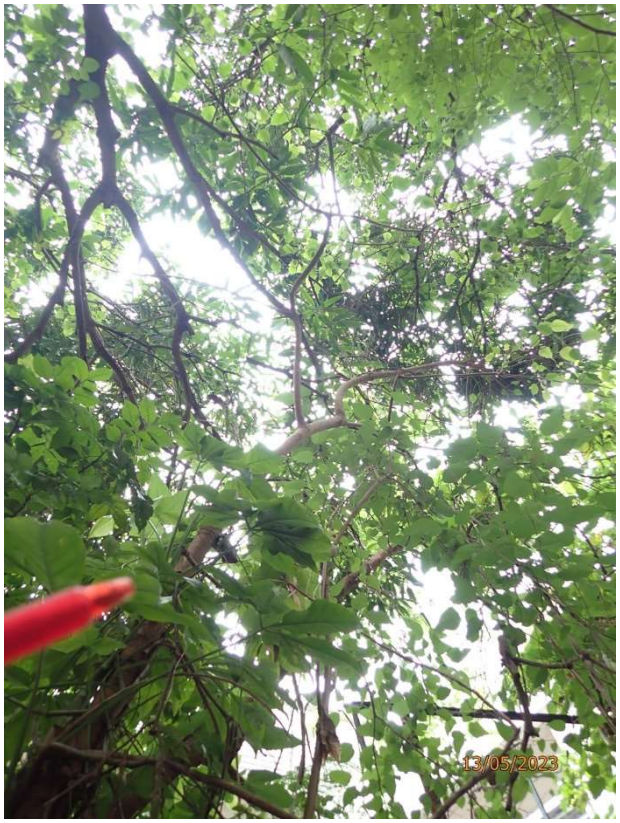
Proposed Residential Development at D.D.130, Lam Tei



(T83) Overall View



(T83) Tree Tag



(T83) Close-Up



(T83) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T85) Overall View



(T85) Tree Tag



(T85) Close-Up



(T85) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T86) Overall View



(T86) Tree Tag



(T86) Close-Up



(T86) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

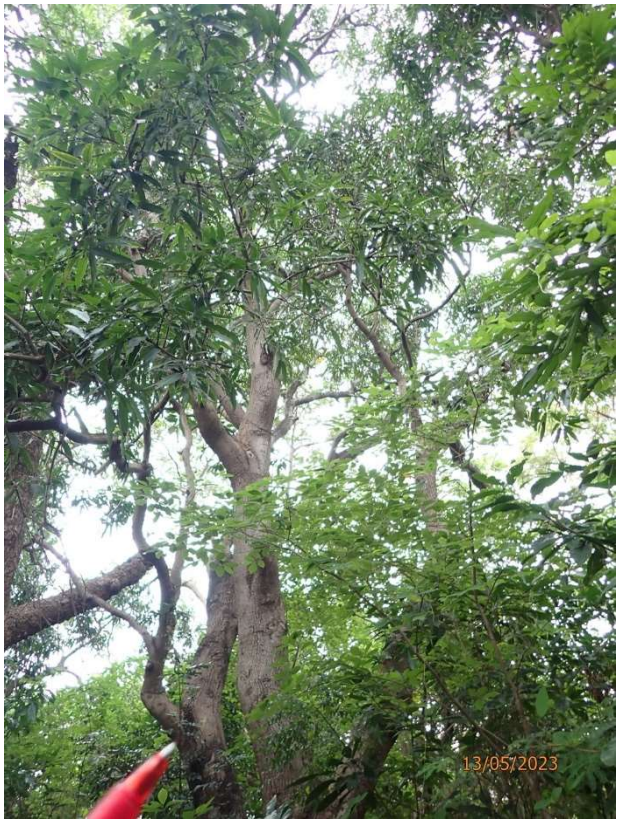
Proposed Residential Development at D.D.130, Lam Tei



(T87) Overall View



(T87) Tree Tag



(T87) Close-Up



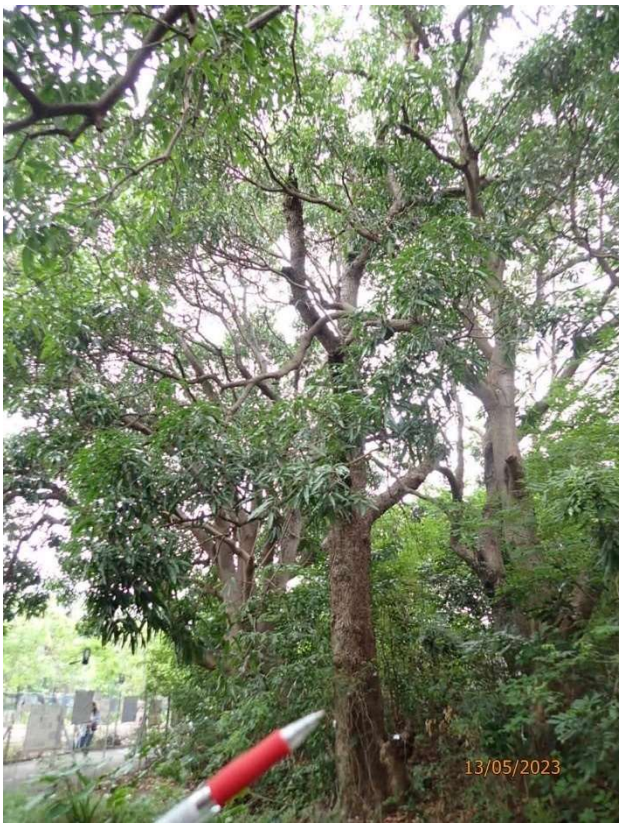
(T87) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

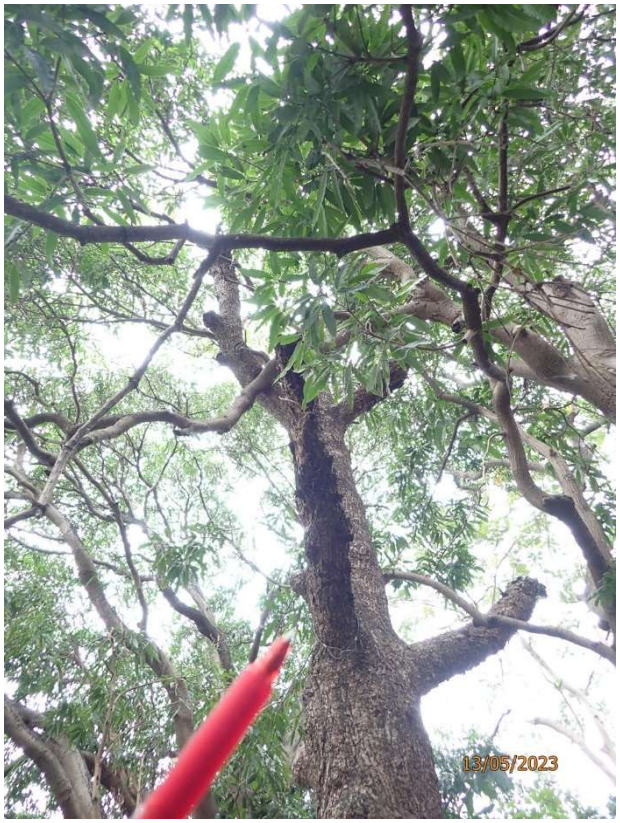
Proposed Residential Development at D.D.130, Lam Tei



(T88) Overall View



(T88) Tree Tag



(T88) Close-Up



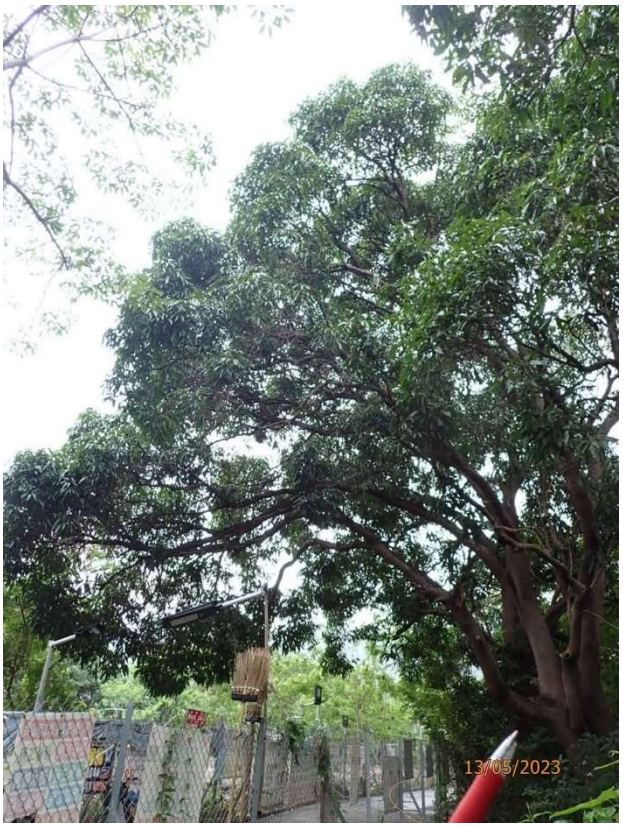
(T88) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T89) Overall View



(T89) Tree Tag



(T89) Close-Up



(T89) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

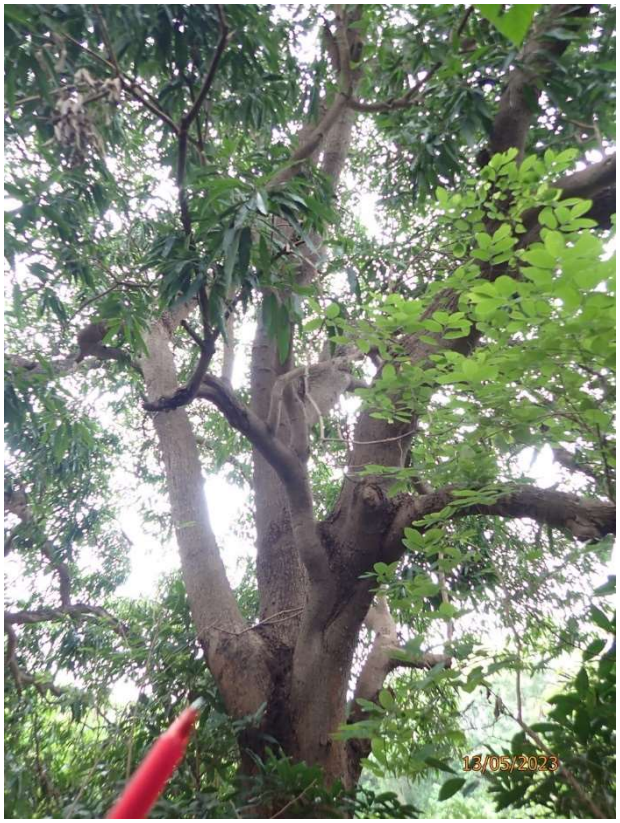
Proposed Residential Development at D.D.130, Lam Tei



(T90) Overall View



(T90) Tree Tag



(T90) Close-Up



(T90) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T91) Overall View



(T91) Tree Tag



(T91) Close-Up



(T91) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T92) Overall View



(T92) Tree Tag



(T92) Close-Up



(T92) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T93) Overall View



(T93) Tree Tag



(T93) Close-Up



(T93) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T94) Overall View



(T94) Tree Tag



(T94) Close-Up



(T94) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

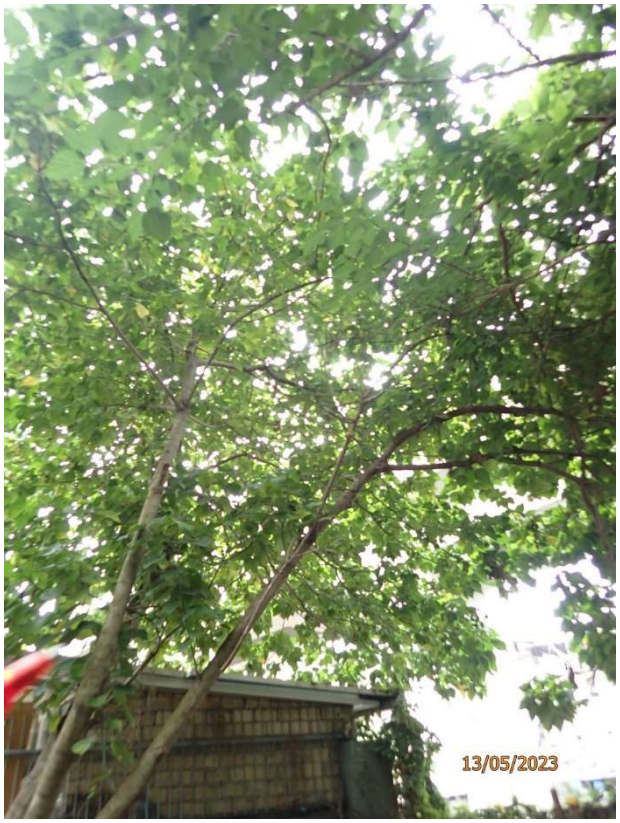
Proposed Residential Development at D.D.130, Lam Tei



(T96) Overall View



(T96) Tree Tag



(T96) Close-Up



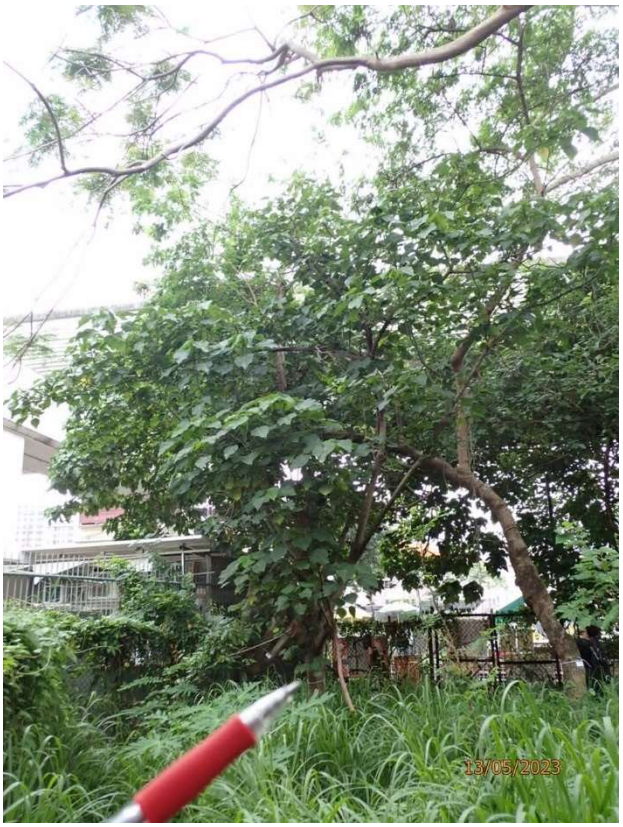
(T96) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T97) Overall View



(T97) Tree Tag



(T97) Close-Up



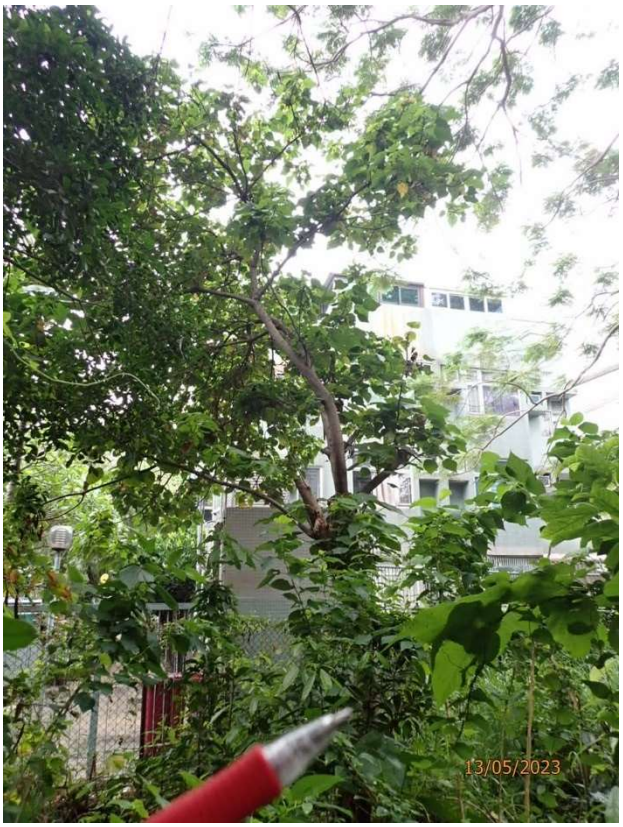
(T97) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T98) Overall View



(T98) Tree Tag



(T98) Close-Up



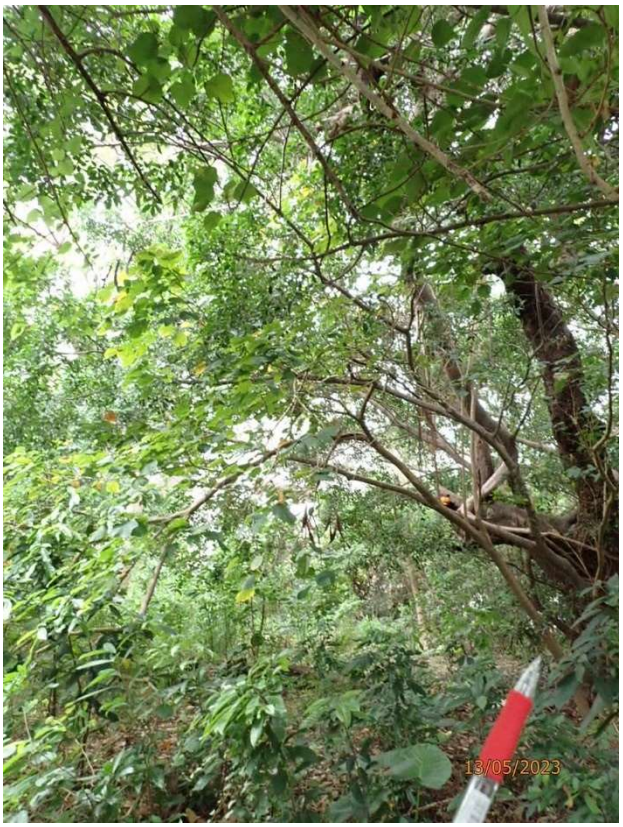
(T98) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T99) Overall View



(T99) Tree Tag



(T99) Close-Up



(T99) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

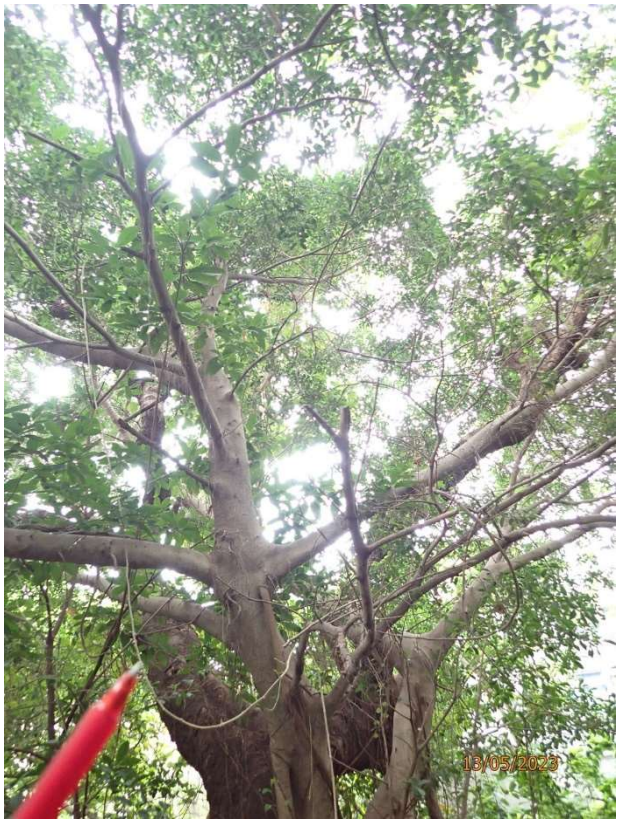
Proposed Residential Development at D.D.130, Lam Tei



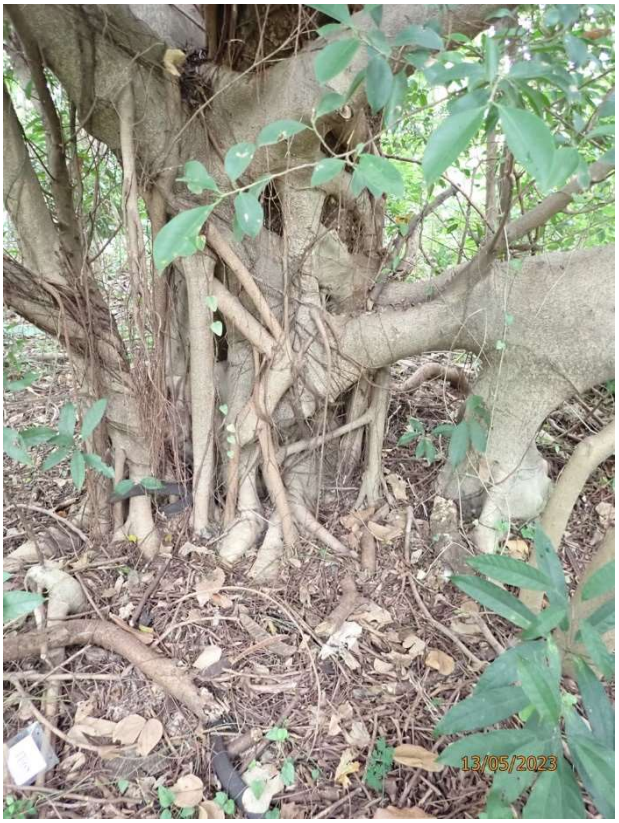
(T100) Overall View



(T100) Tree Tag



(T100) Close-Up



(T100) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T101) Overall View



(T101) Tree Tag



(T101) Close-Up



(T101) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T102) Overall View



(T102) Tree Tag



(T102) Close-Up



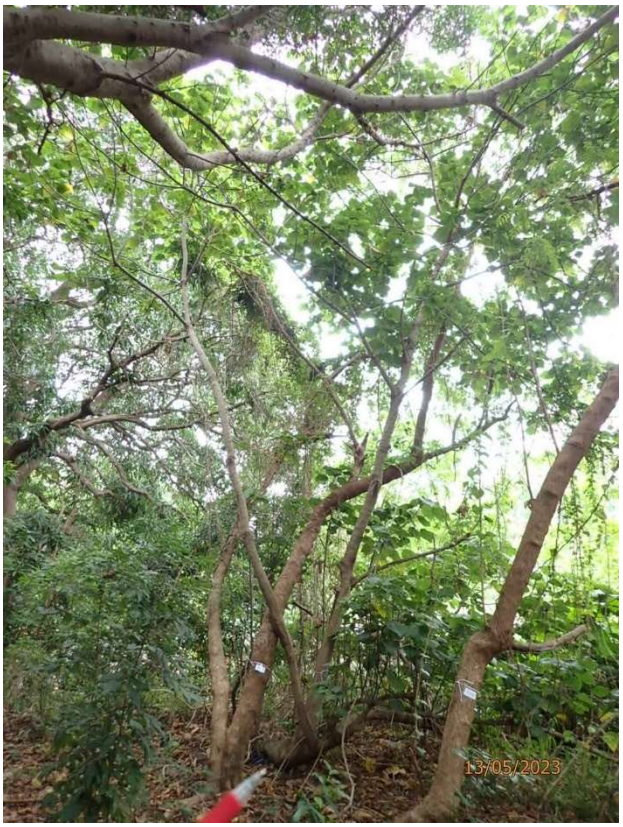
(T102) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T105) Overall View



(T105) Tree Tag



(T105) Close-Up



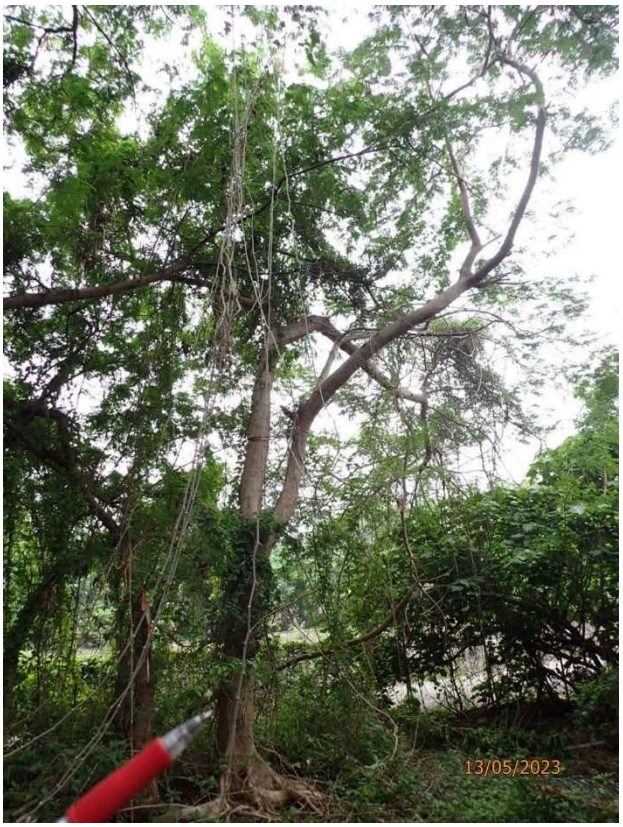
(T105) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T109) Overall View



(T109) Tree Tag



(T109) Close-Up



(T109) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T110) Overall View



(T110) Tree Tag



(T110) Close-Up



(T110) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

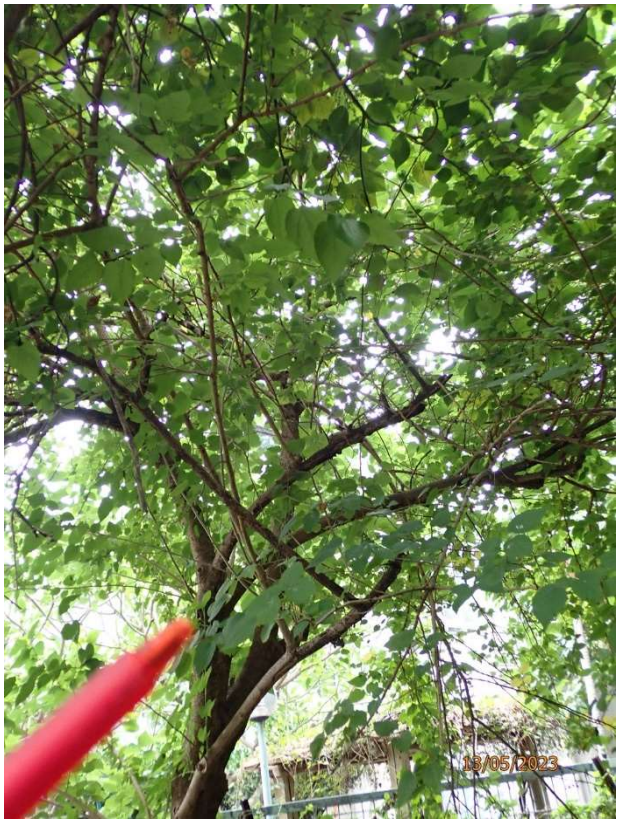
Proposed Residential Development at D.D.130, Lam Tei



(T111) Overall View



(T111) Tree Tag



(T111) Close-Up



(T111) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

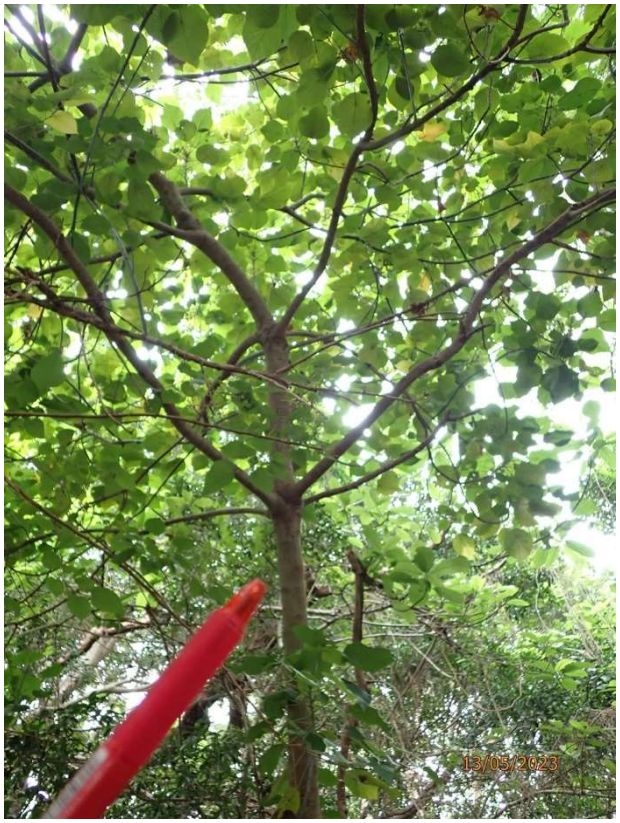
Proposed Residential Development at D.D.130, Lam Tei



(T112) Overall View



(T112) Tree Tag



(T112) Close-Up



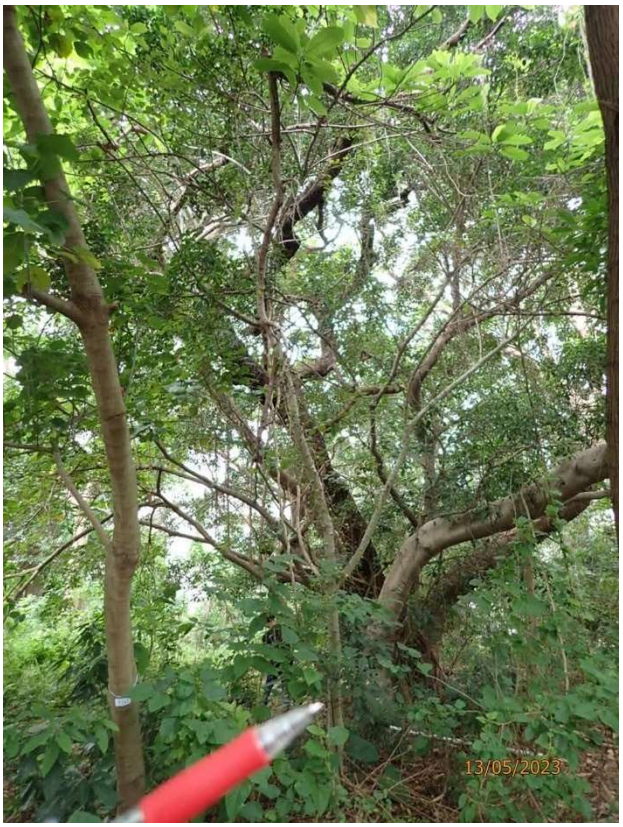
(T112) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

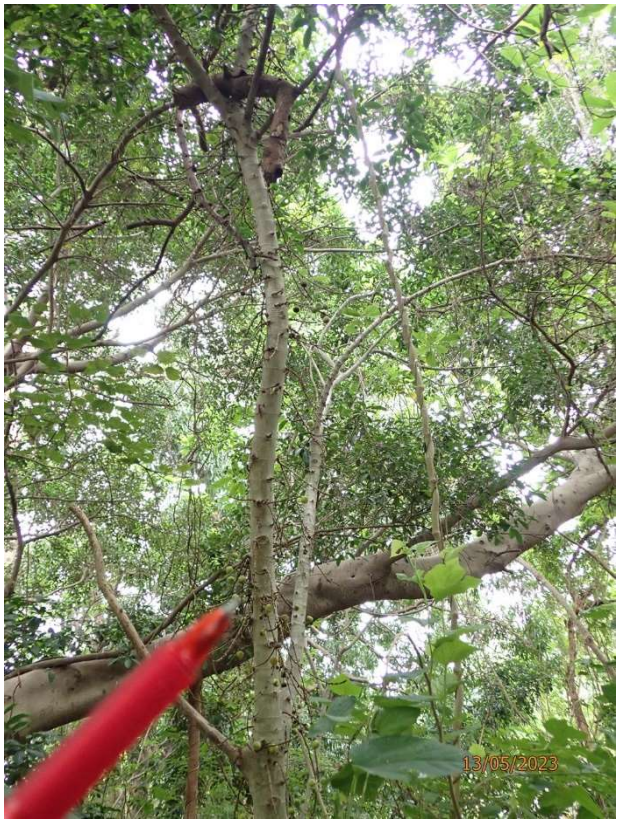
Proposed Residential Development at D.D.130, Lam Tei



(T113) Overall View



(T113) Tree Tag



(T113) Close-Up



(T113) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

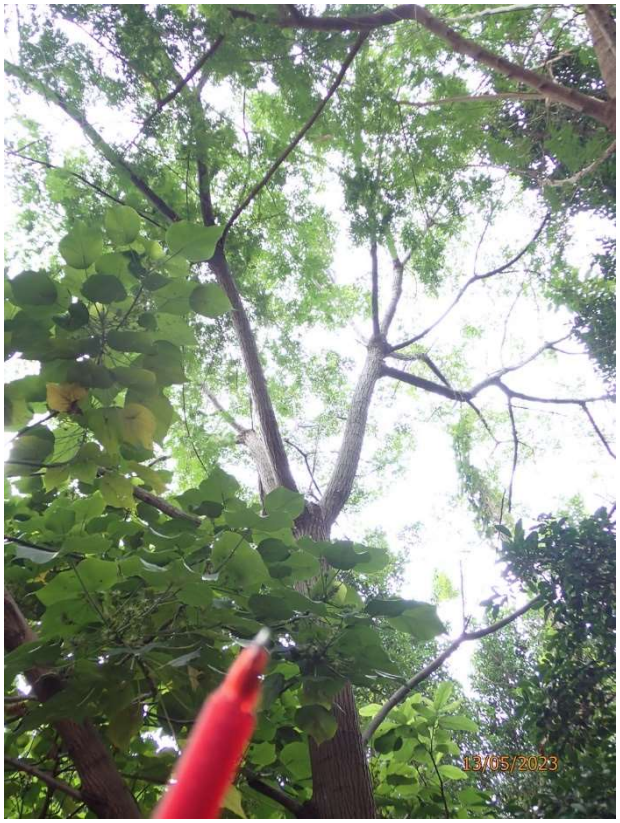
Proposed Residential Development at D.D.130, Lam Tei



(T114) Overall View



(T114) Tree Tag



(T114) Close-Up



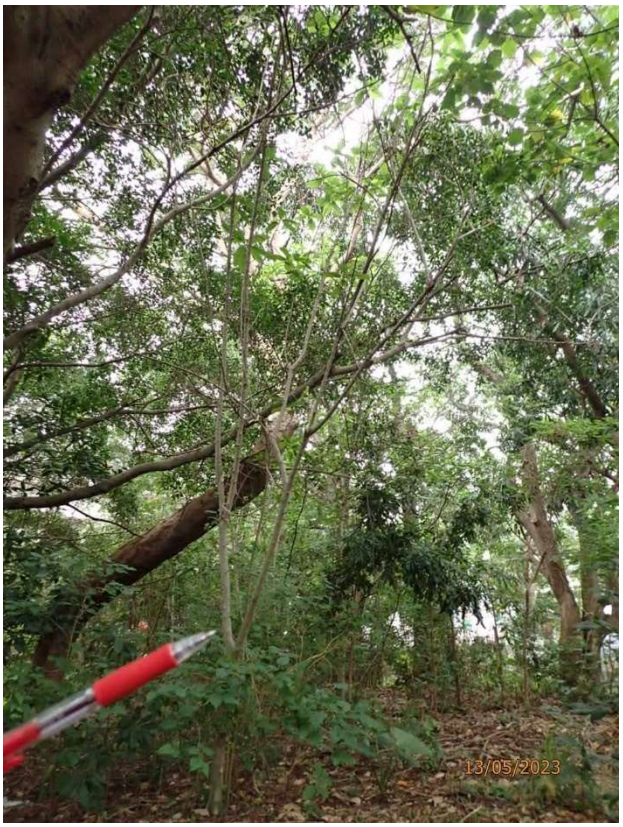
(T114) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

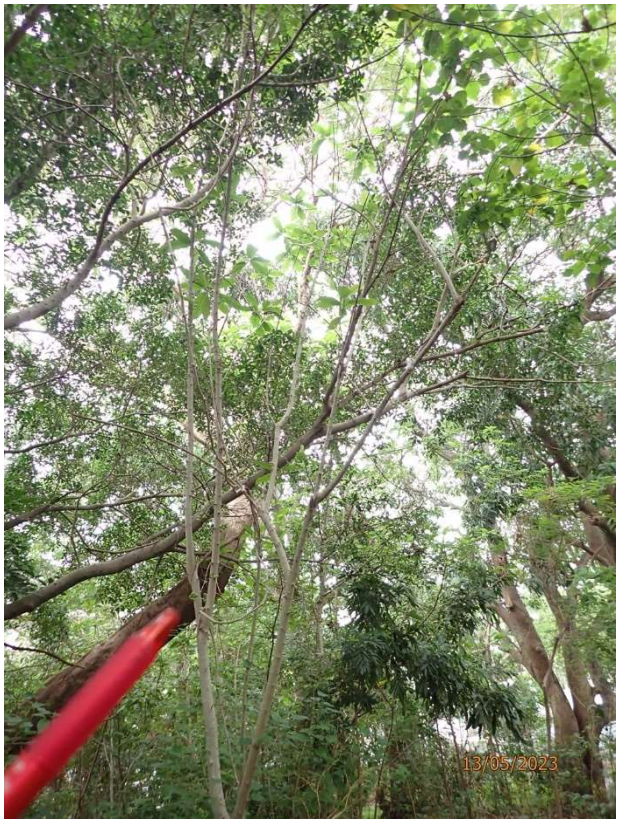
Proposed Residential Development at D.D.130, Lam Tei



(T116) Overall View



(T116) Tree Tag



(T116) Close-Up



(T116) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T117) Overall View



(T117) Tree Tag



(T117) Close-Up



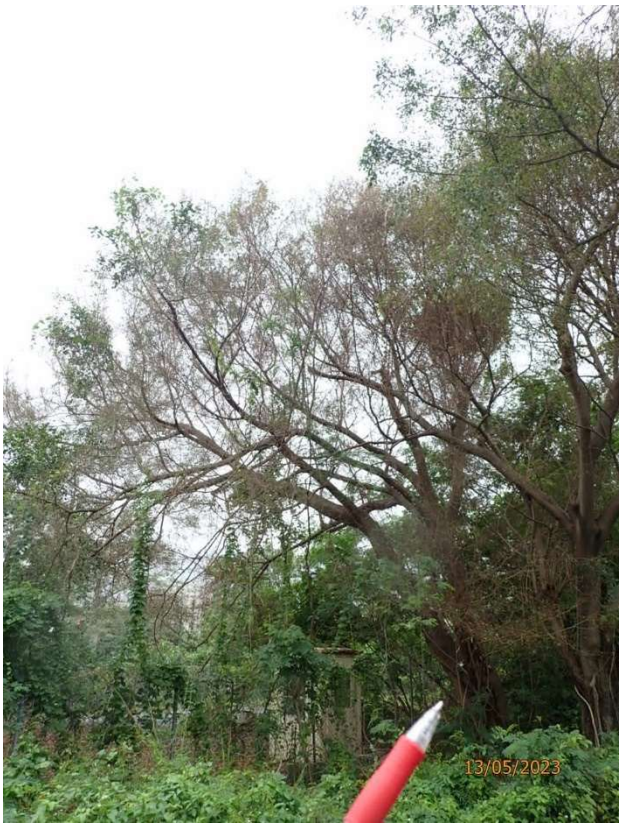
(T117) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



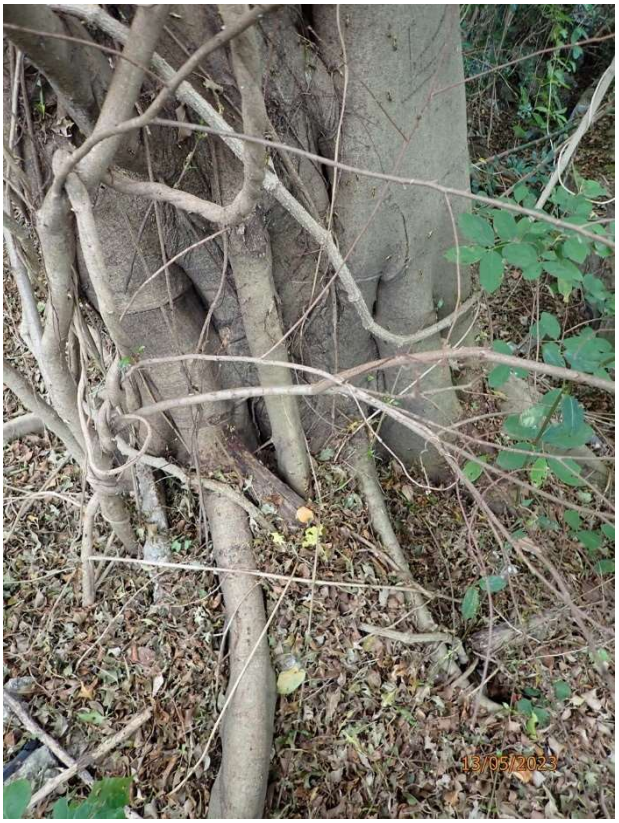
(T118) Overall View



(T118) Tree Tag



(T118) Close-Up



(T118) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T119) Overall View



(T119) Tree Tag



(T119) Close-Up



(T119) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T120) Overall View



(T120) Tree Tag



(T120) Close-Up



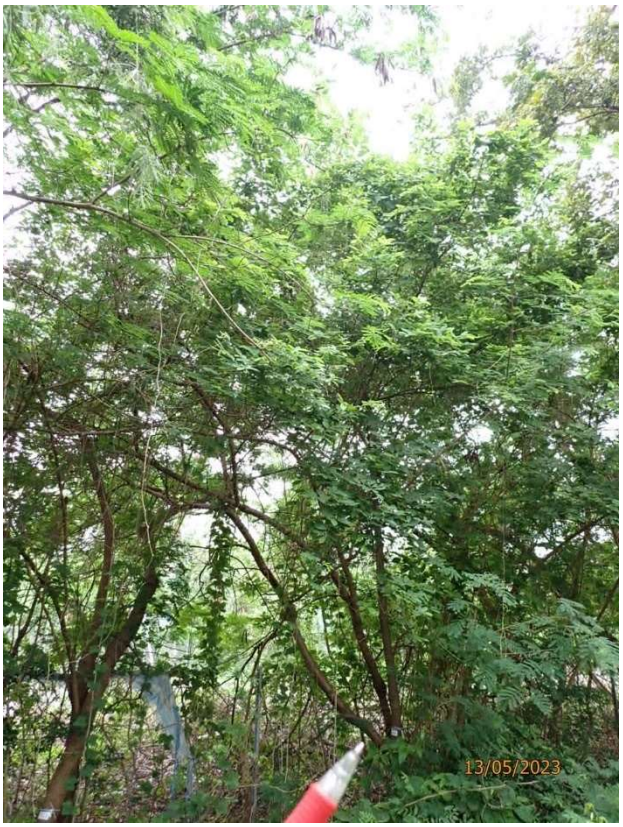
(T120) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

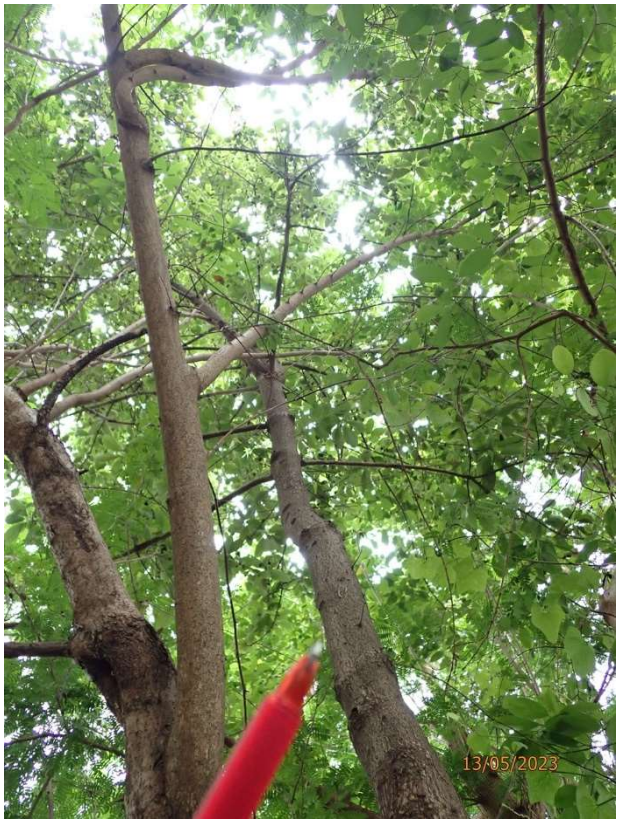
Proposed Residential Development at D.D.130, Lam Tei



(T123) Overall View



(T123) Tree Tag



(T123) Close-Up



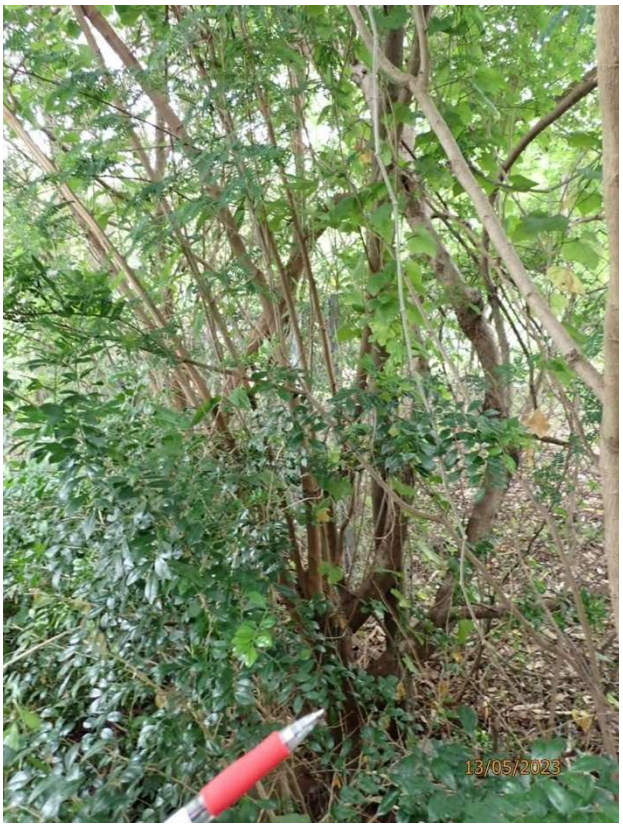
(T123) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T124) Overall View



(T124) Tree Tag



(T124) Close-Up



(T124) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T129) Overall View



(T129) Tree Tag



(T129) Close-Up



(T129) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T130) Overall View



(T130) Tree Tag



(T130) Close-Up



(T130) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T131) Overall View



(T131) Tree Tag



(T131) Close-Up



(T131) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T132) Overall View



(T132) Tree Tag



(T132) Close-Up



(T132) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

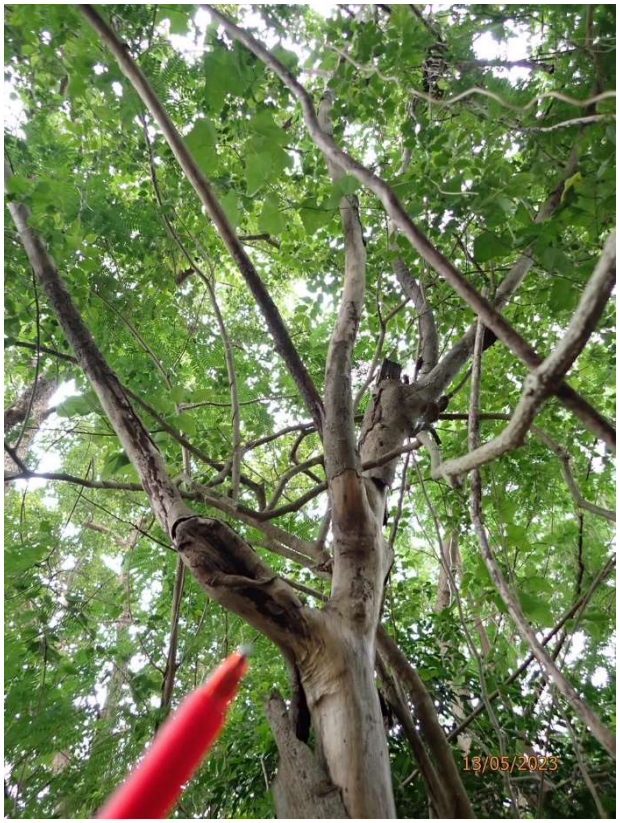
Proposed Residential Development at D.D.130, Lam Tei



(T135) Overall View



(T135) Tree Tag



(T135) Close-Up



(T135) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

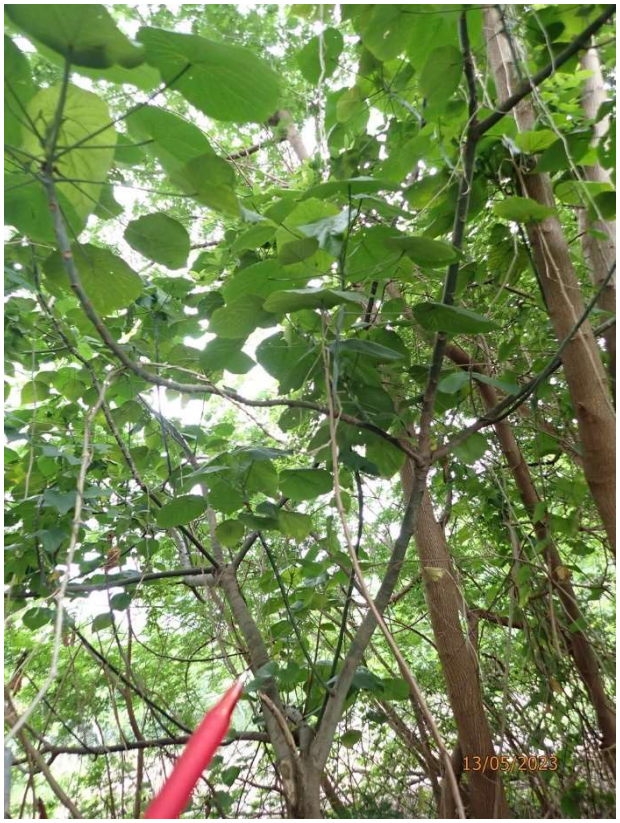
Proposed Residential Development at D.D.130, Lam Tei



(T137) Overall View



(T137) Tree Tag



(T137) Close-Up



(T137) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

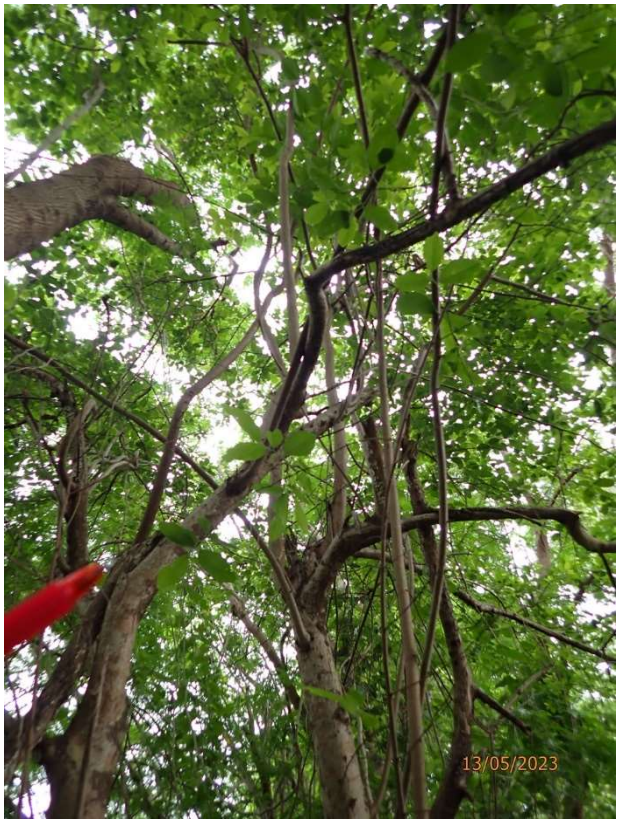
Proposed Residential Development at D.D.130, Lam Tei



(T140) Overall View



(T140) Tree Tag



(T140) Close-Up



(T140) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T151) Overall View



(T151) Tree Tag



(T151) Close-Up



(T151) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T152) Overall View



(T152) Tree Tag



(T152) Close-Up



(T152) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T153) Overall View



(T153) Tree Tag



(T153) Close-Up



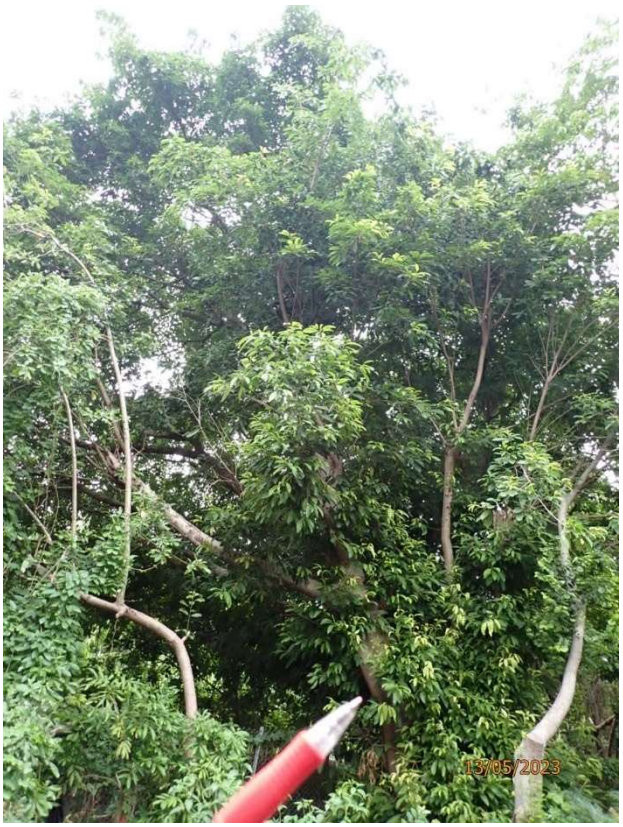
(T153) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

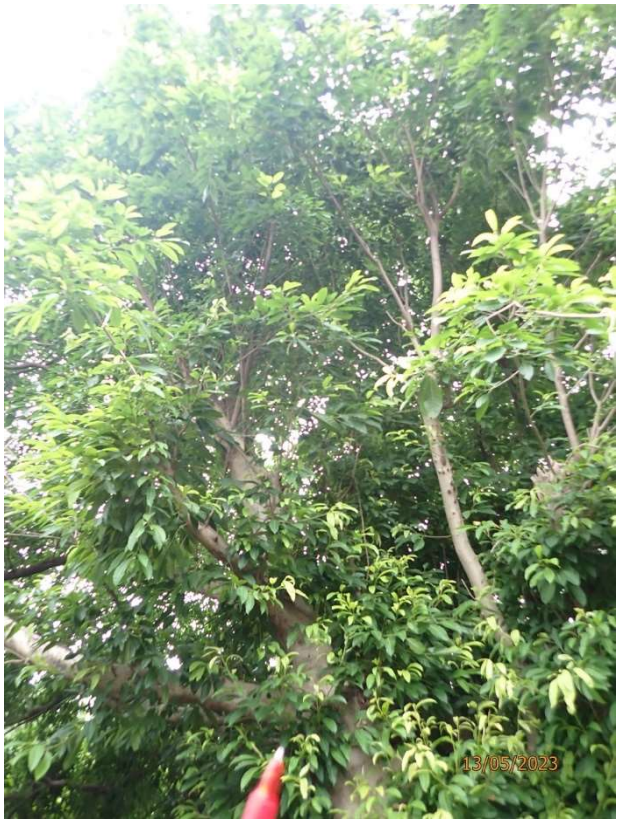
Proposed Residential Development at D.D.130, Lam Tei



(T157) Overall View



(T157) Tree Tag



(T157) Close-Up



(T157) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T158) Overall View



(T158) Tree Tag



(T158) Close-Up



(T158) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T159) Overall View



(T159) Tree Tag



(T159) Close-Up



(T159) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T160) Overall View



(T160) Tree Tag



(T160) Close-Up



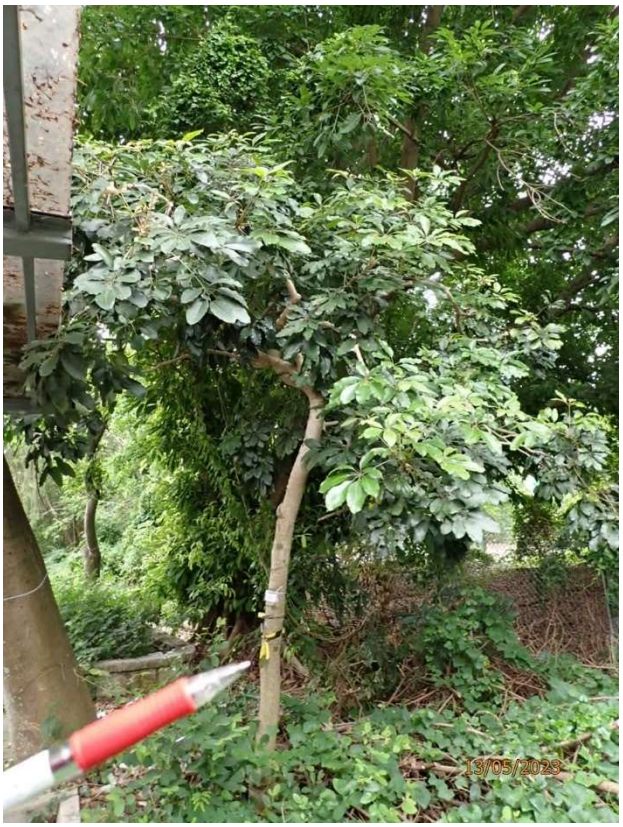
(T160) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

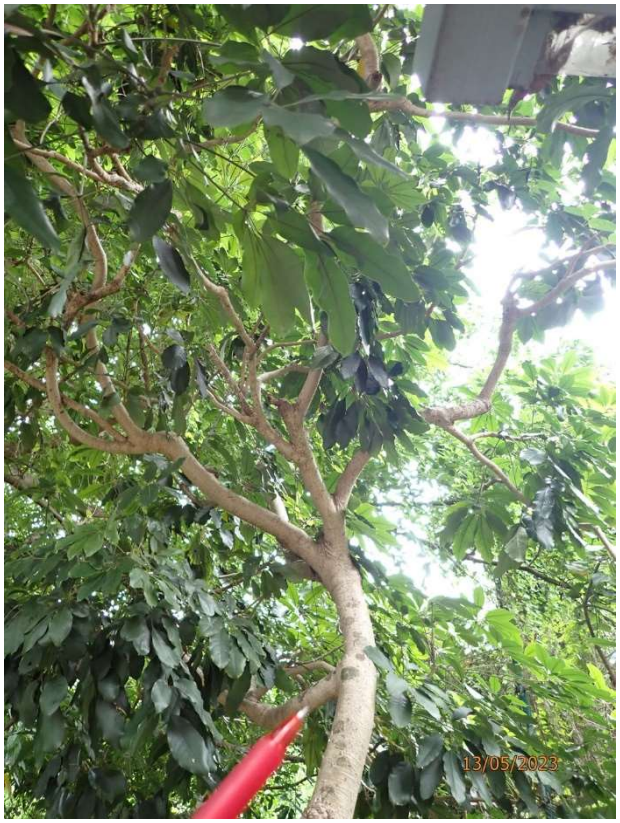
Proposed Residential Development at D.D.130, Lam Tei



(T161) Overall View



(T161) Tree Tag



(T161) Close-Up



(T161) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T162) Overall View



(T162) Tree Tag



(T162) Close-Up



(T162) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T163) Overall View



(T163) Tree Tag



(T163) Close-Up



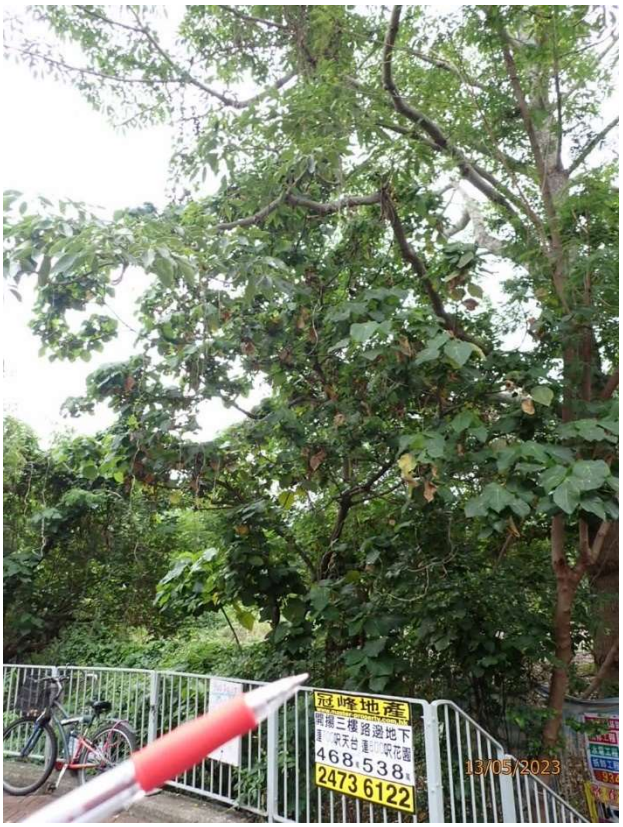
(T163) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T165) Overall View



(T165) Tree Tag



(T165) Close-Up



(T165) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



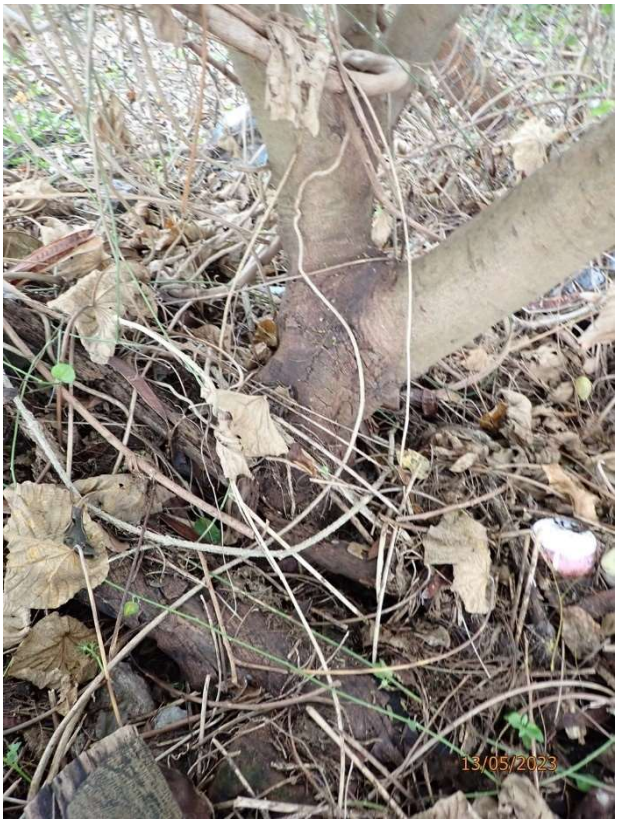
(T168) Overall View



(T168) Tree Tag



(T168) Close-Up



(T168) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T184) Overall View



(T184) Tree Tag



(T184) Close-Up



(T184) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T192) Overall View



(T192) Tree Tag



(T192) Close-Up



(T192) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T212) Overall View



(T212) Tree Tag



(T212) Close-Up



(T212) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

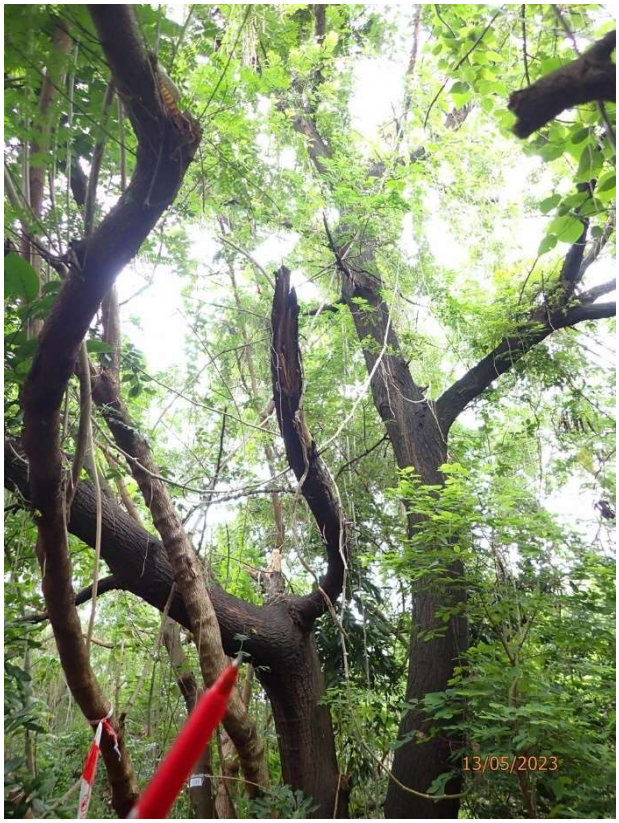
Proposed Residential Development at D.D.130, Lam Tei



(T213) Overall View



(T213) Tree Tag



(T213) Close-Up



(T213) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

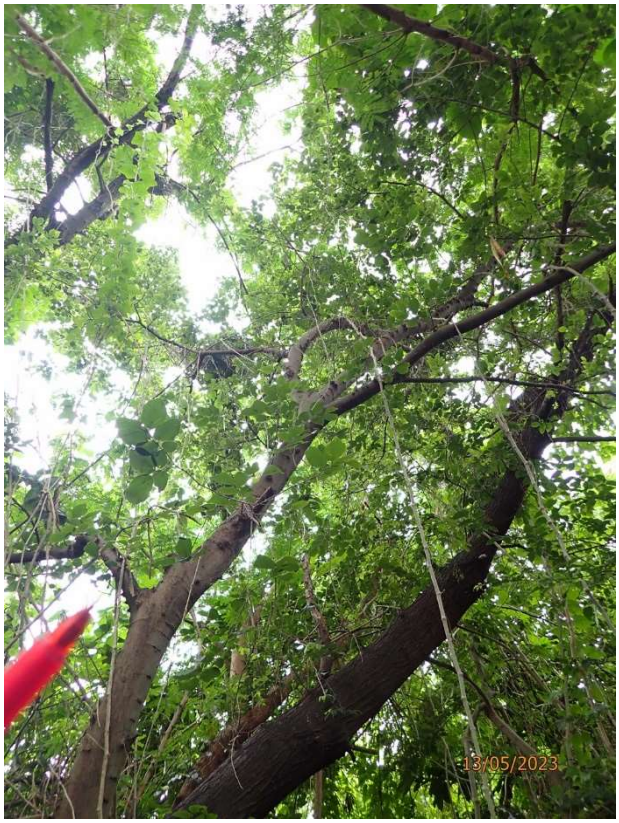
Proposed Residential Development at D.D.130, Lam Tei



(T215) Overall View



(T215) Tree Tag



(T215) Close-Up



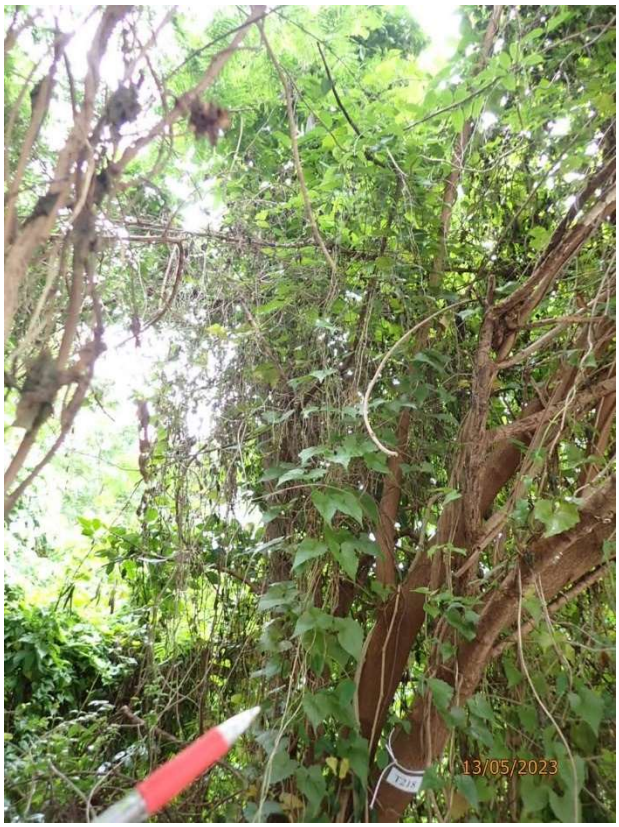
(T215) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

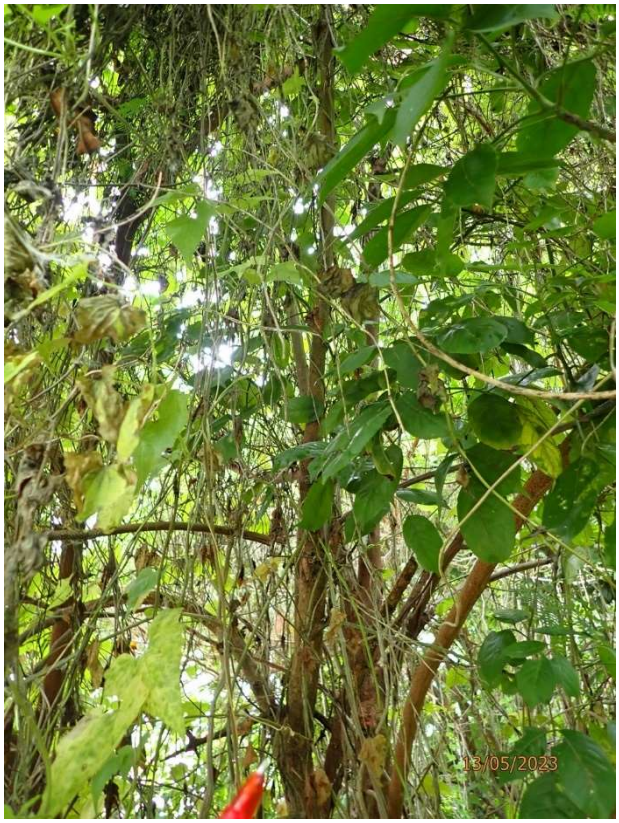
Proposed Residential Development at D.D.130, Lam Tei



(T219) Overall View



(T219) Tree Tag



(T219) Close-Up



(T219) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

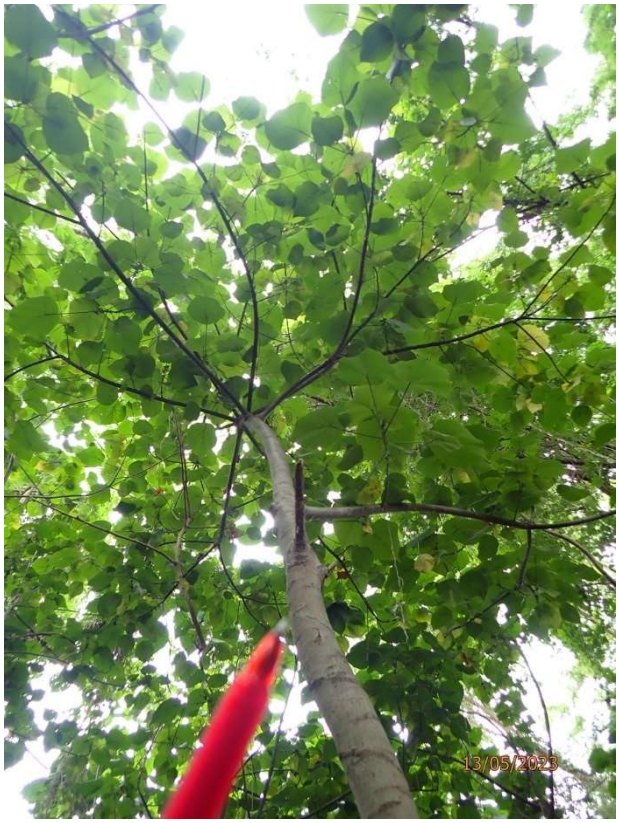
Proposed Residential Development at D.D.130, Lam Tei



(T223) Overall View



(T223) Tree Tag



(T223) Close-Up



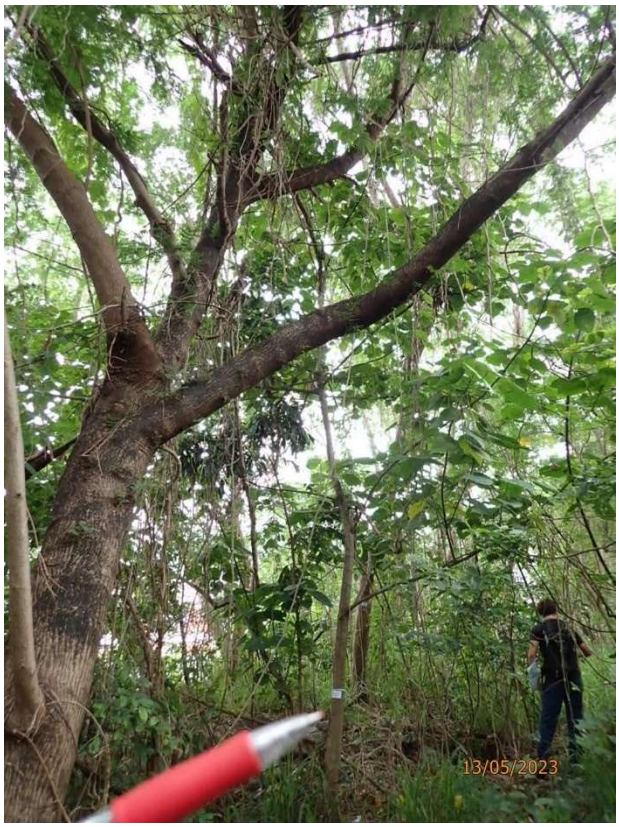
(T223) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

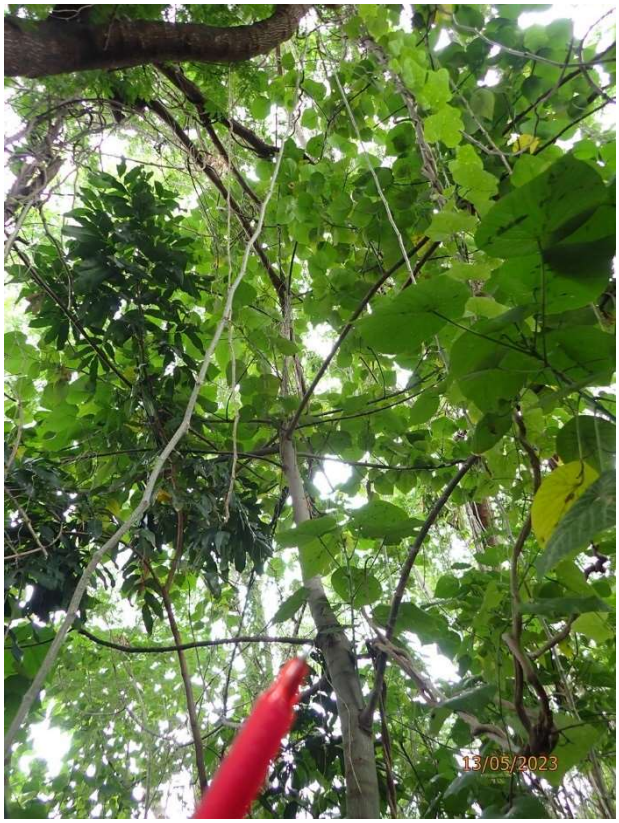
Proposed Residential Development at D.D.130, Lam Tei



(T227) Overall View



(T227) Tree Tag



(T227) Close-Up



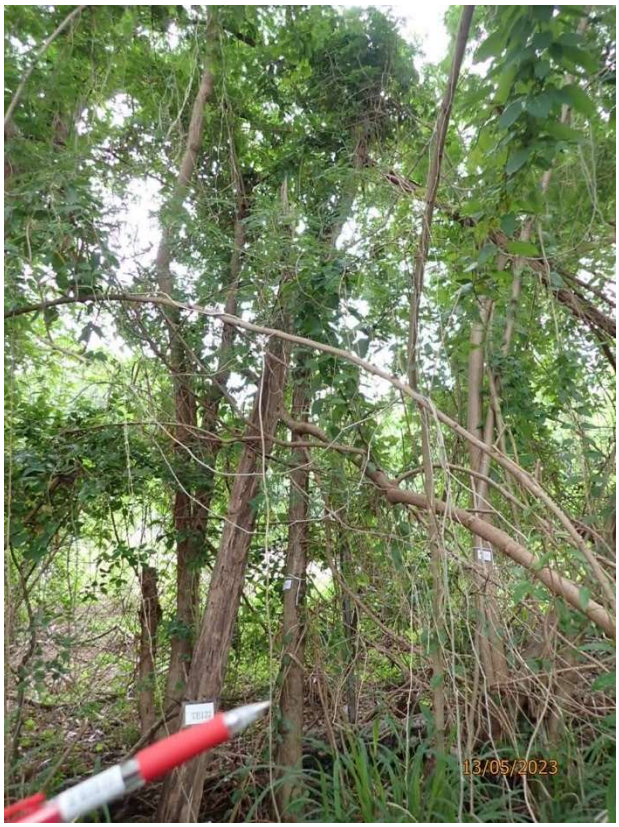
(T227) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T230) Overall View



(T230) Tree Tag



(T230) Close-Up



(T230) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

D

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T231) Overall View



(T231) Tree Tag



(T231) Close-Up



(T231) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

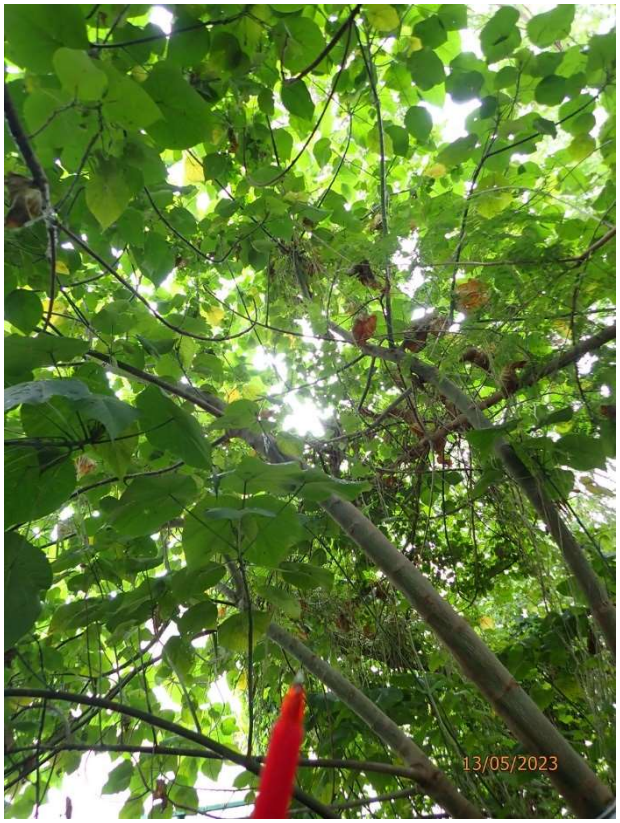
Proposed Residential Development at D.D.130, Lam Tei



(T232) Overall View



(T232) Tree Tag



(T232) Close-Up



(T232) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T233) Overall View



(T233) Tree Tag



(T233) Close-Up



(T233) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T234) Overall View



(T234) Tree Tag



(T234) Close-Up



(T234) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

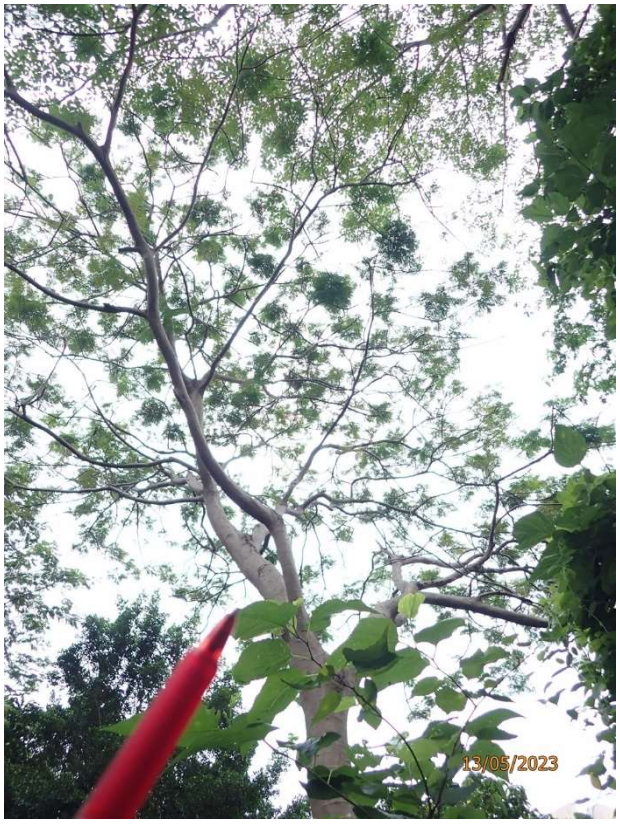
Proposed Residential Development at D.D.130, Lam Tei



(T235) Overall View



(T235) Tree Tag



(T235) Close-Up



(T235) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

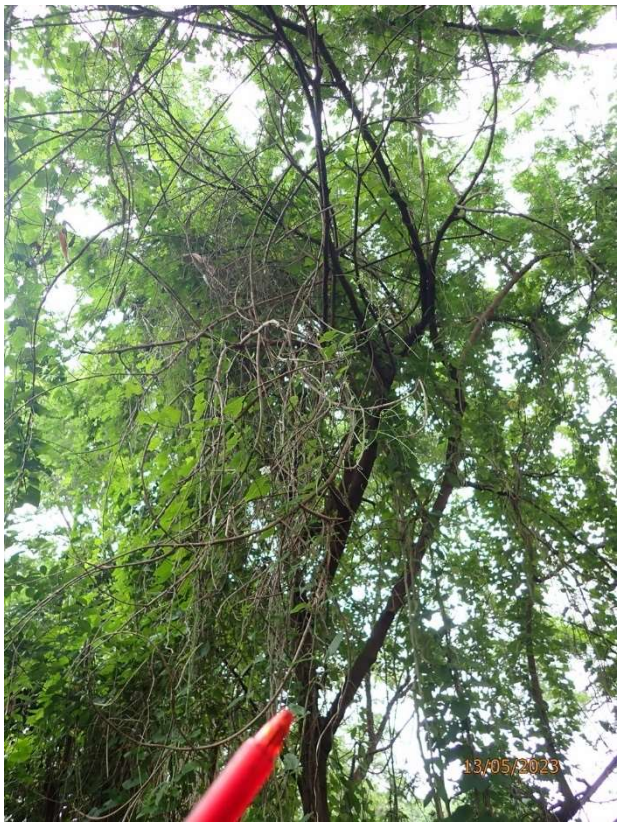
Proposed Residential Development at D.D.130, Lam Tei



(T3) Overall View



(T3) Tree Tag



(T3) Close-Up



(T3) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

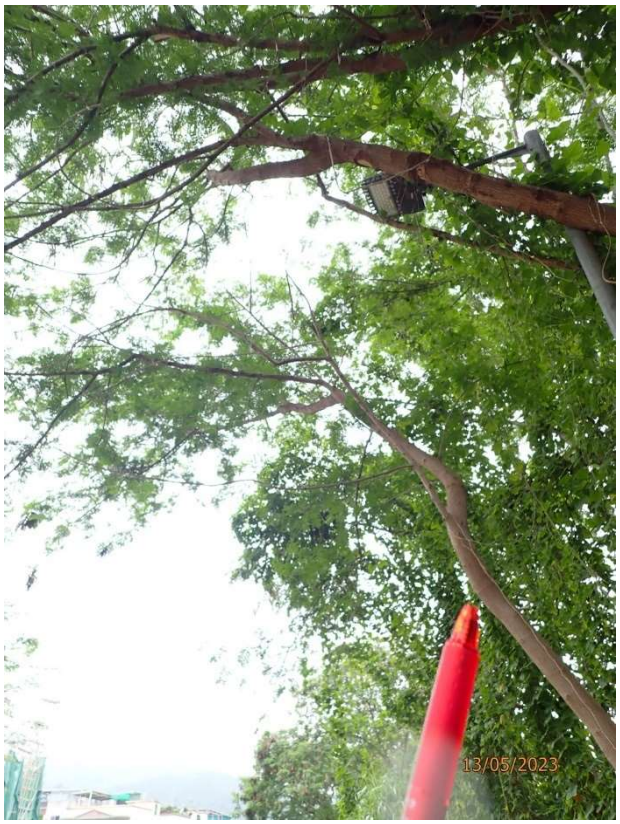
Proposed Residential Development at D.D.130, Lam Tei



(T4) Overall View



(T4) Tree Tag



(T4) Close-Up



(T4) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

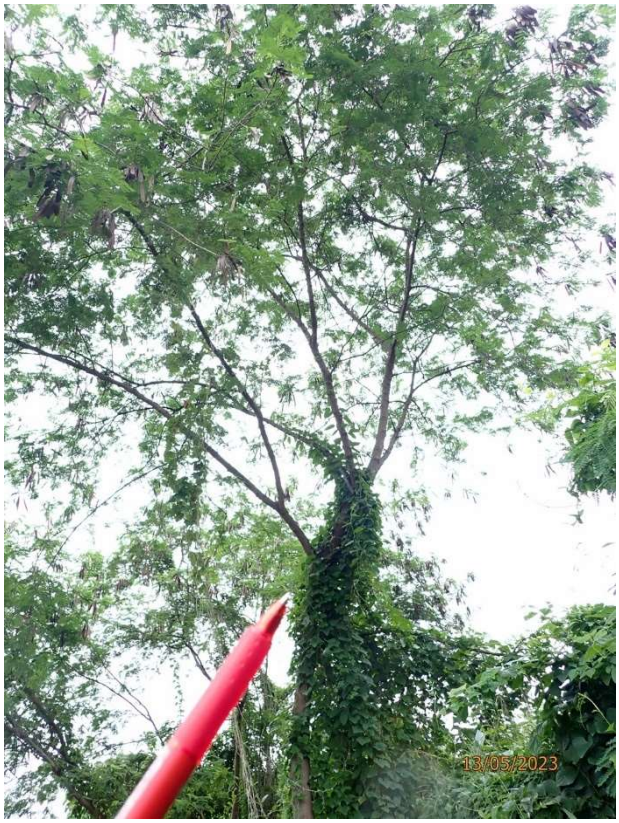
Proposed Residential Development at D.D.130, Lam Tei



(T5) Overall View



(T5) Tree Tag



(T5) Close-Up



(T5) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T9) Overall View



(T9) Tree Tag



(T9) Close-Up



(T9) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T10) Overall View



(T10) Tree Tag



(T10) Close-Up



(T10) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T13) Overall View



(T13) Tree Tag



(T13) Close-Up



(T13) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T14) Overall View



(T14) Tree Tag



(T14) Close-Up



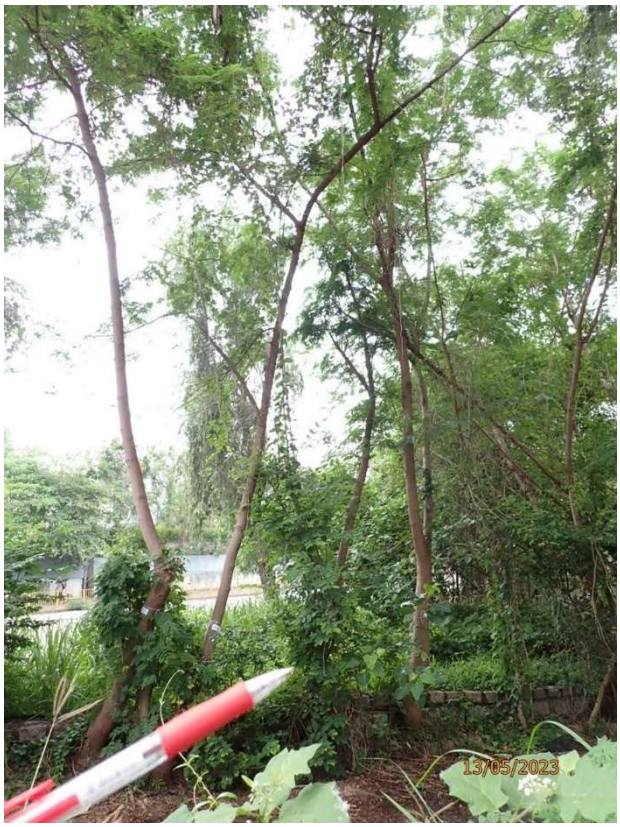
(T14) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

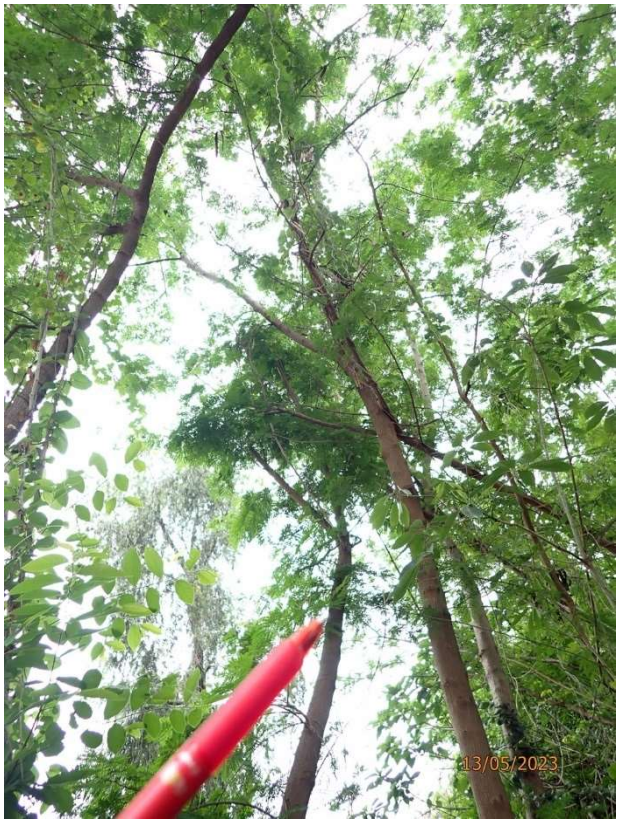
Proposed Residential Development at D.D.130, Lam Tei



(T15) Overall View



(T15) Tree Tag



(T15) Close-Up



(T15) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T16) Overall View



(T16) Tree Tag



(T16) Close-Up



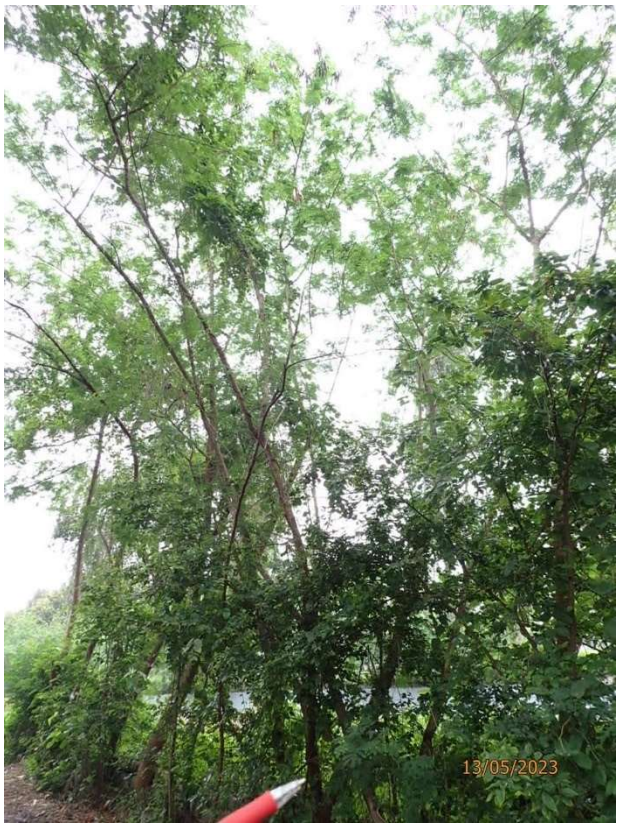
(T16) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T17) Overall View



(T17) Tree Tag



(T17) Close-Up



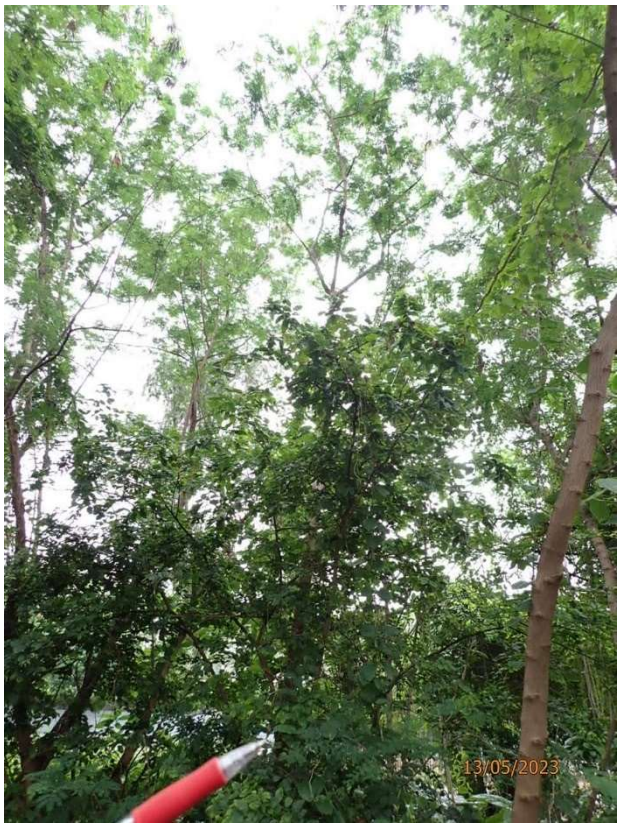
(T17) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

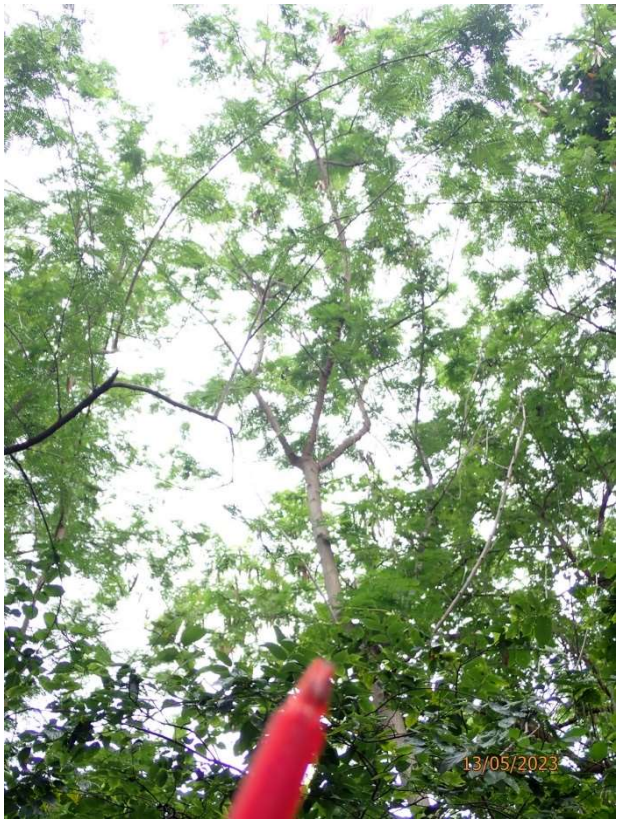
Proposed Residential Development at D.D.130, Lam Tei



(T18) Overall View



(T18) Tree Tag



(T18) Close-Up



(T18) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T19) Overall View



(T19) Tree Tag



(T19) Close-Up



(T19) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T20) Overall View



(T20) Tree Tag



(T20) Close-Up



(T20) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T22) Overall View



(T22) Tree Tag



(T22) Close-Up



(T22) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

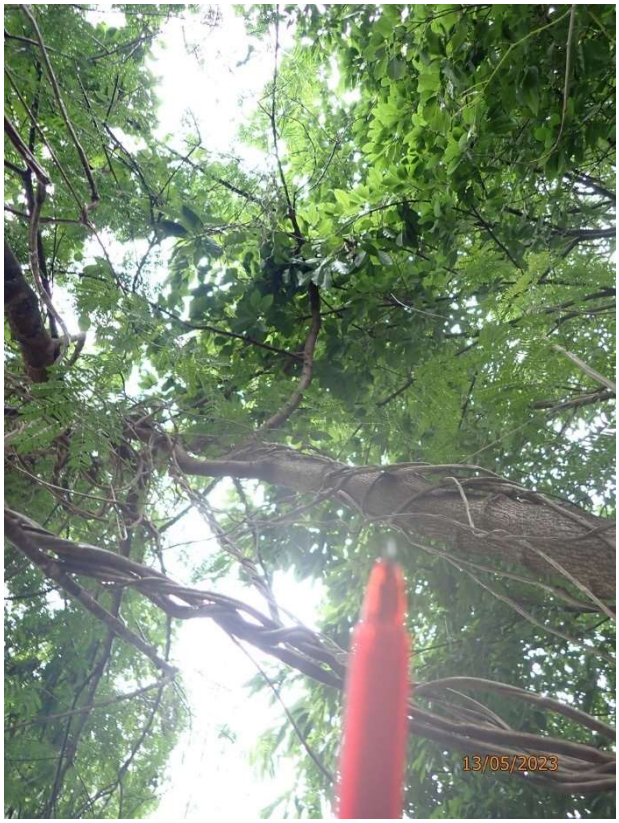
Proposed Residential Development at D.D.130, Lam Tei



(T23) Overall View



(T23) Tree Tag



(T23) Close-Up



(T23) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T24) Overall View



(T24) Tree Tag



(T24) Close-Up



(T24) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T25) Overall View



(T25) Tree Tag



(T25) Close-Up



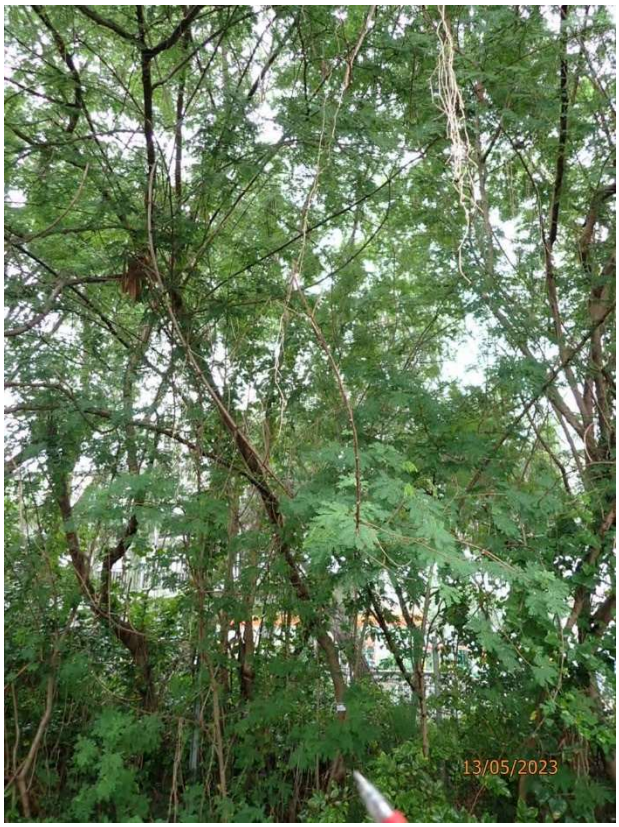
(T25) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T26) Overall View



(T26) Tree Tag



(T26) Close-Up



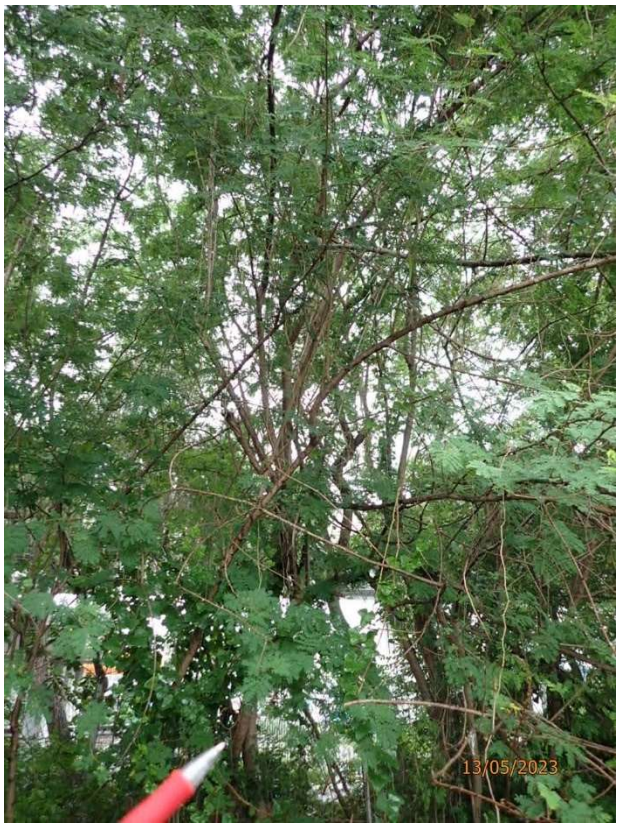
(T26) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

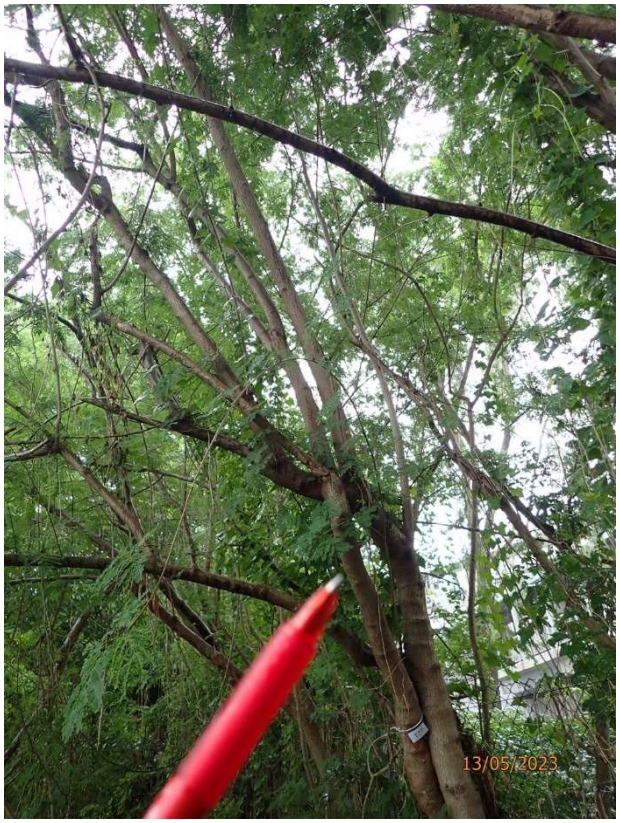
Proposed Residential Development at D.D.130, Lam Tei



(T27) Overall View



(T27) Tree Tag



(T27) Close-Up



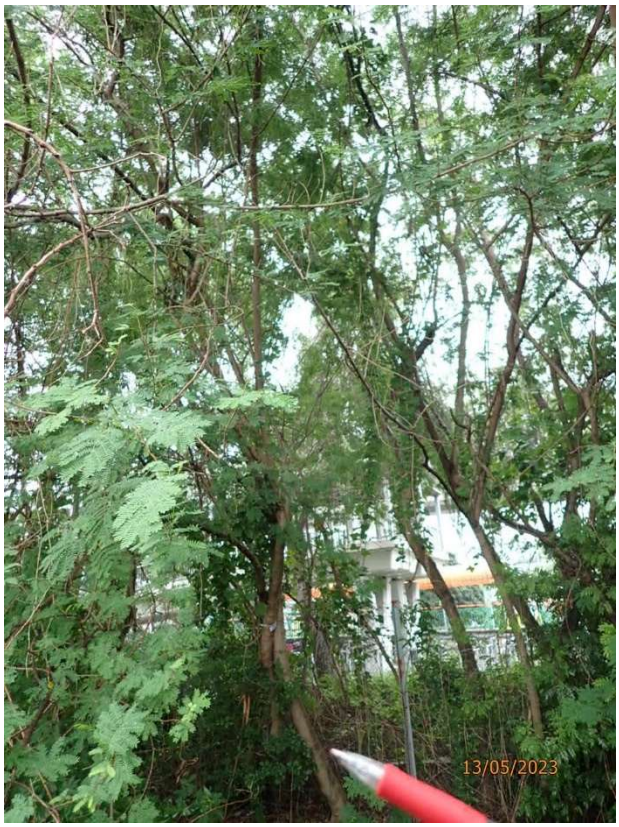
(T27) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

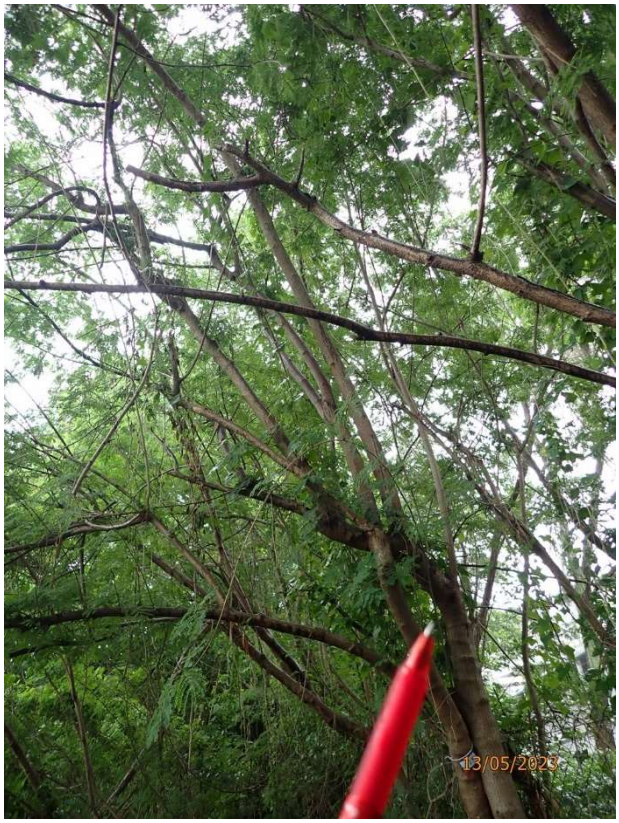
Proposed Residential Development at D.D.130, Lam Tei



(T28) Overall View



(T28) Tree Tag



(T28) Close-Up



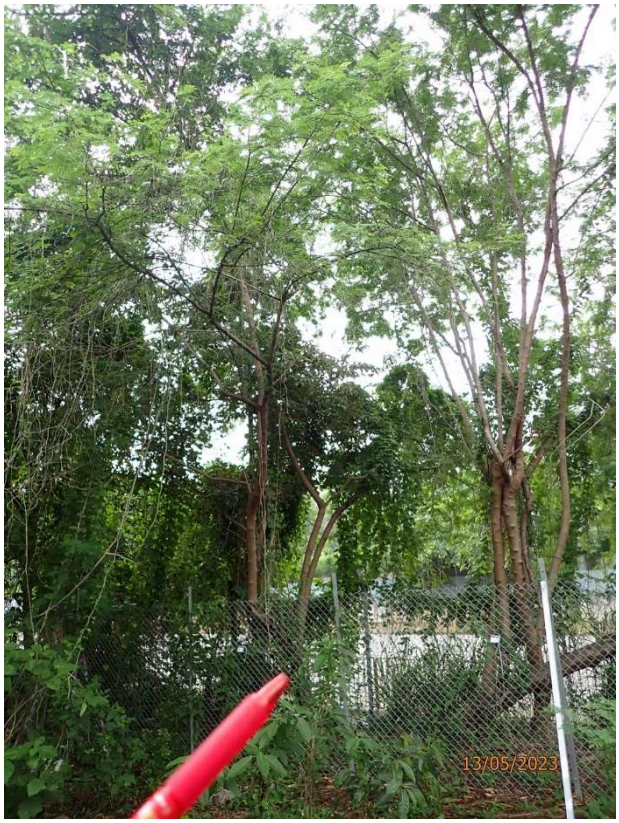
(T28) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

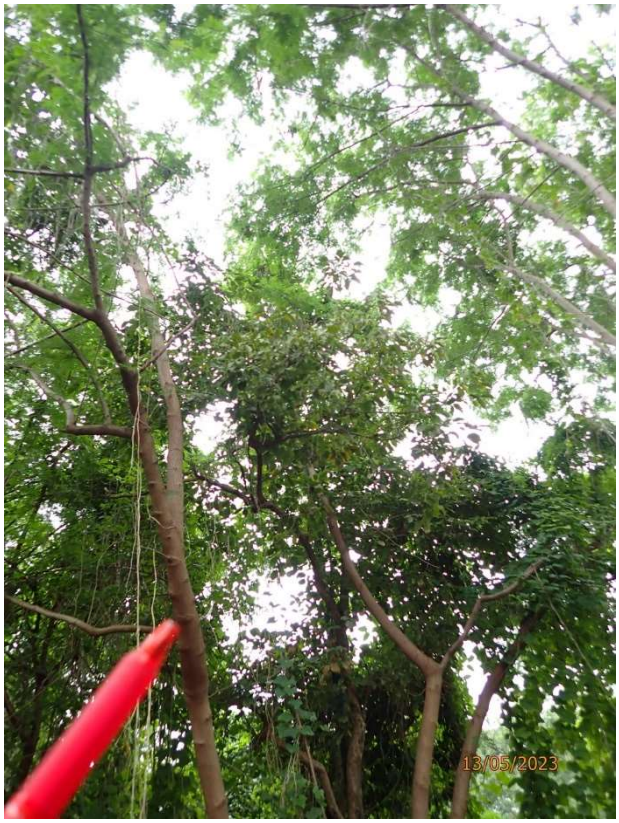
Proposed Residential Development at D.D.130, Lam Tei



(T31) Overall View



(T31) Tree Tag



(T31) Close-Up



(T31) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T32) Overall View



(T32) Tree Tag



(T32) Close-Up



(T32) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T33) Overall View



(T33) Tree Tag



(T33) Close-Up



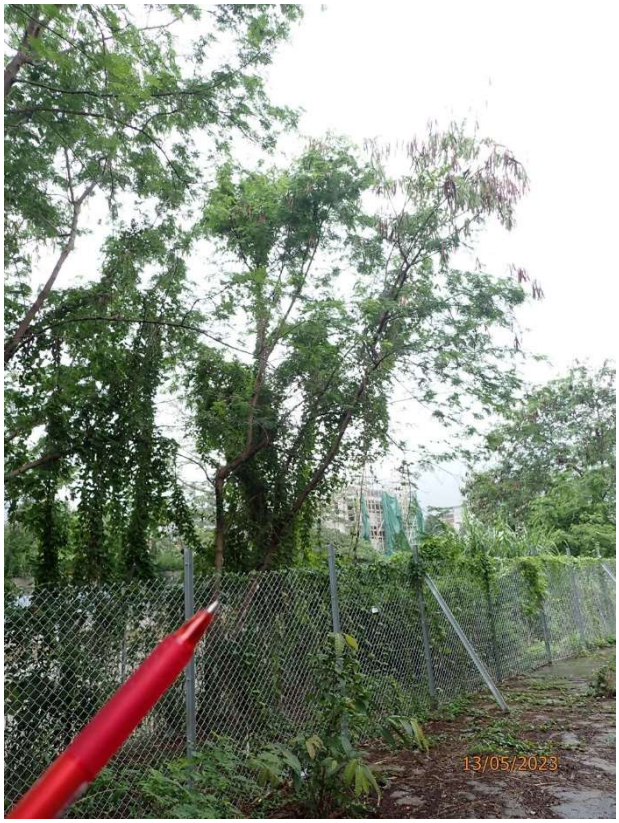
(T33) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T34) Overall View



(T34) Tree Tag



(T34) Close-Up



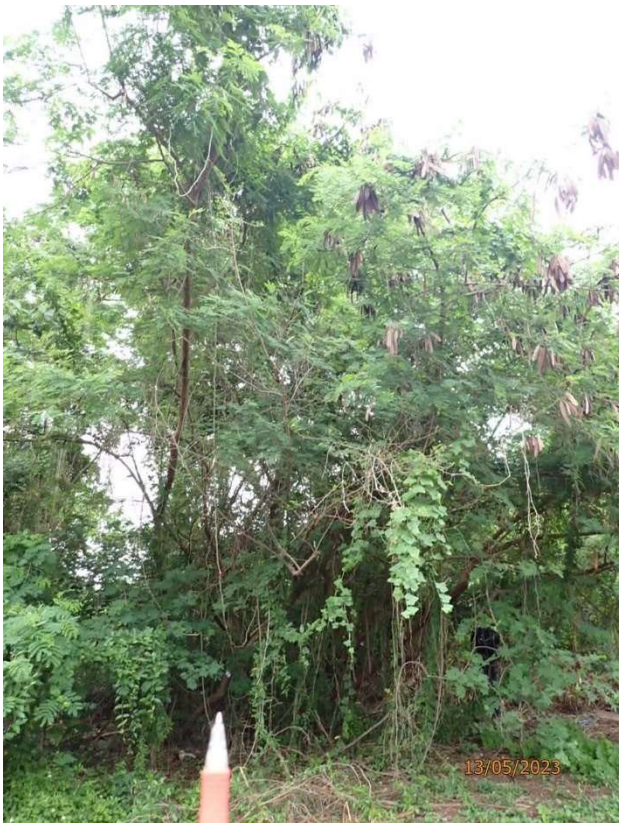
(T34) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



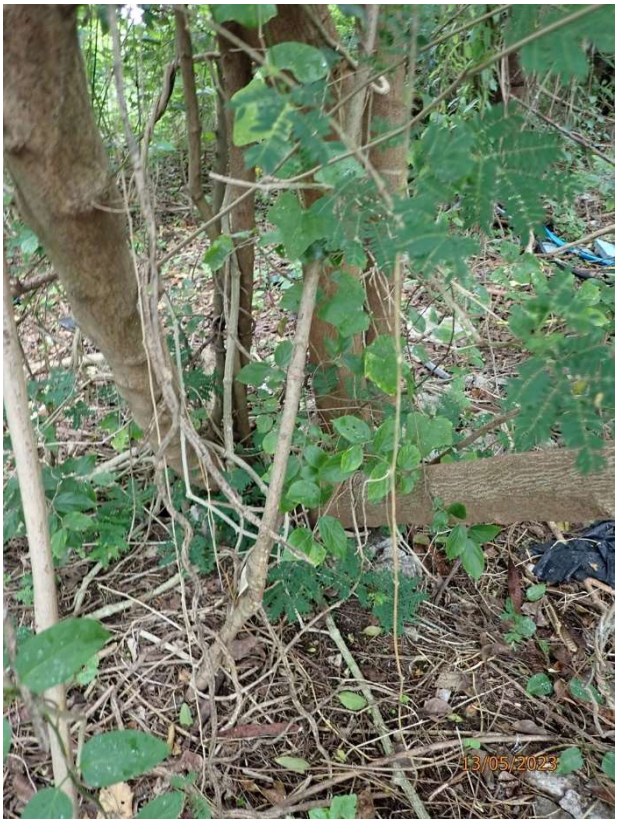
(T37) Overall View



(T37) Tree Tag



(T37) Close-Up



(T37) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T38) Overall View



(T38) Tree Tag



(T38) Close-Up



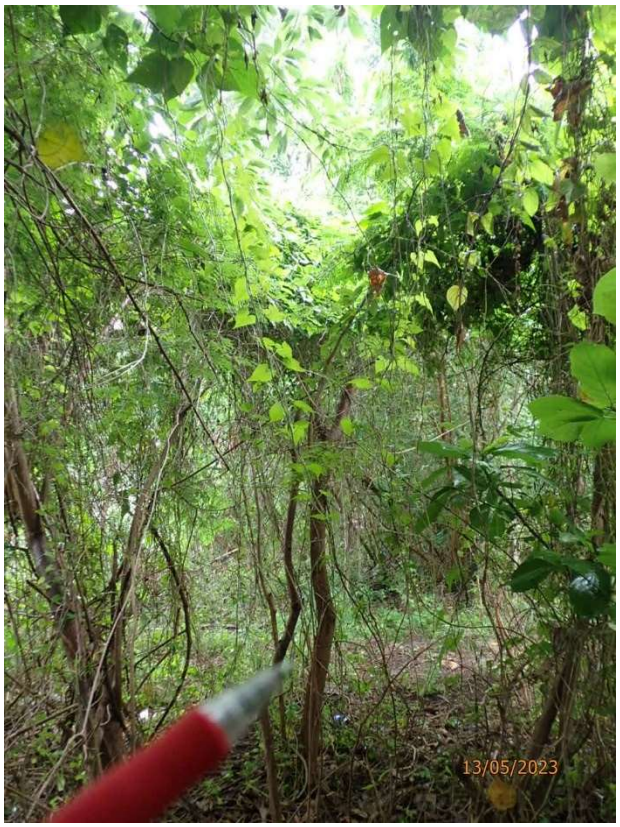
(T38) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T42) Overall View



(T42) Tree Tag



(T42) Close-Up



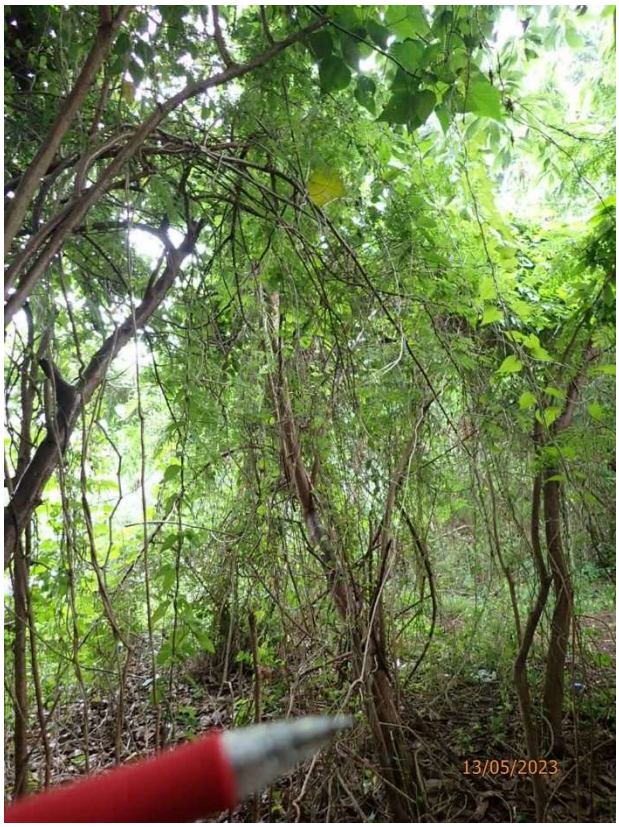
(T42) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T43) Overall View



(T43) Tree Tag



(T43) Close-Up



(T43) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T46) Overall View



(T46) Tree Tag



(T46) Close-Up



(T46) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

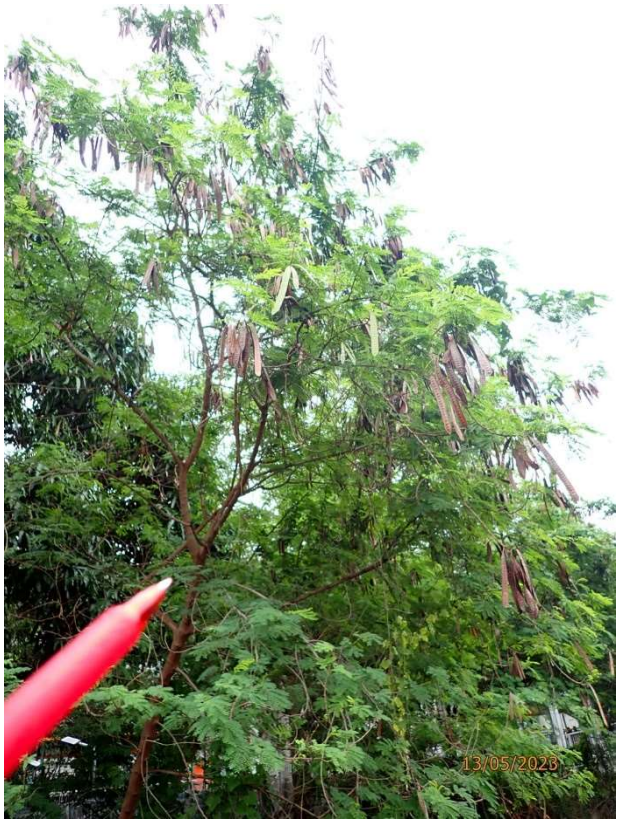
Proposed Residential Development at D.D.130, Lam Tei



(T47) Overall View



(T47) Tree Tag



(T47) Close-Up



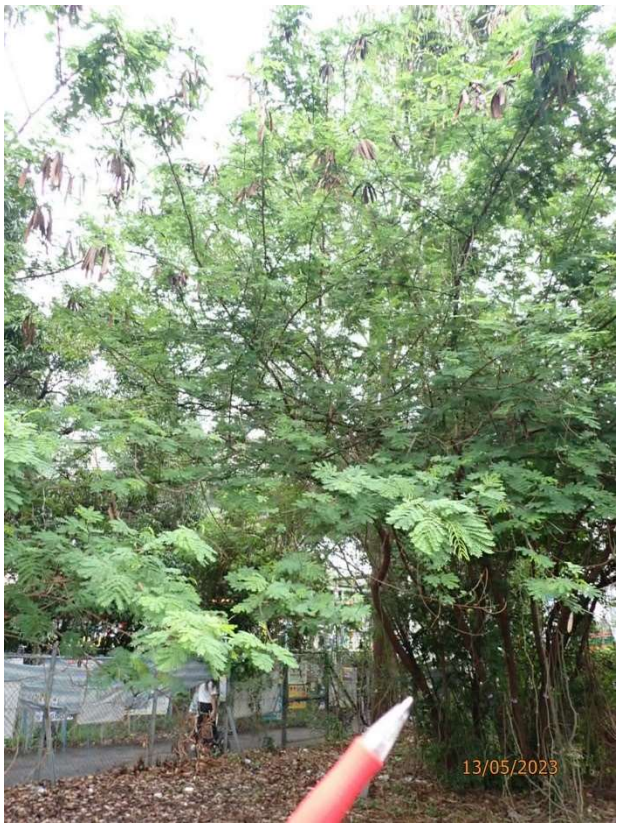
(T47) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

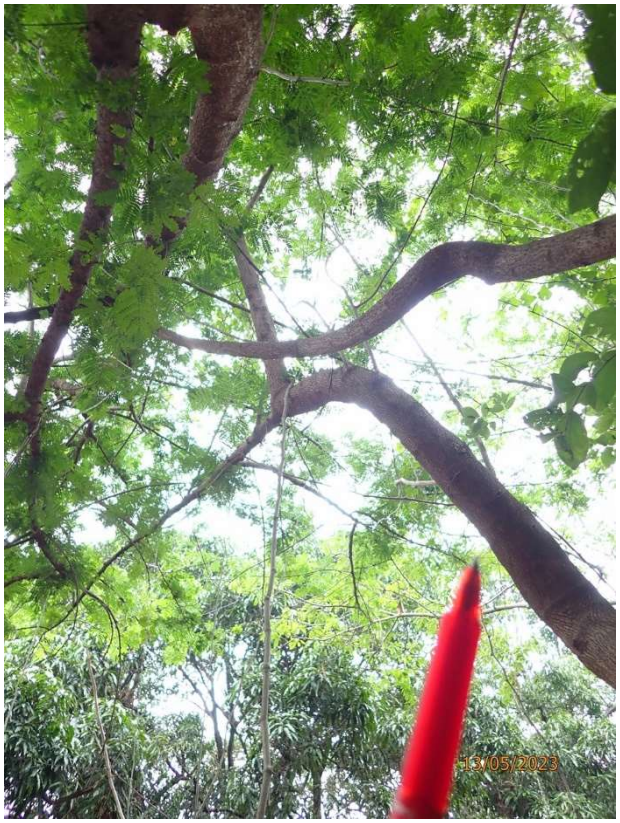
Proposed Residential Development at D.D.130, Lam Tei



(T49) Overall View



(T49) Tree Tag



(T49) Close-Up



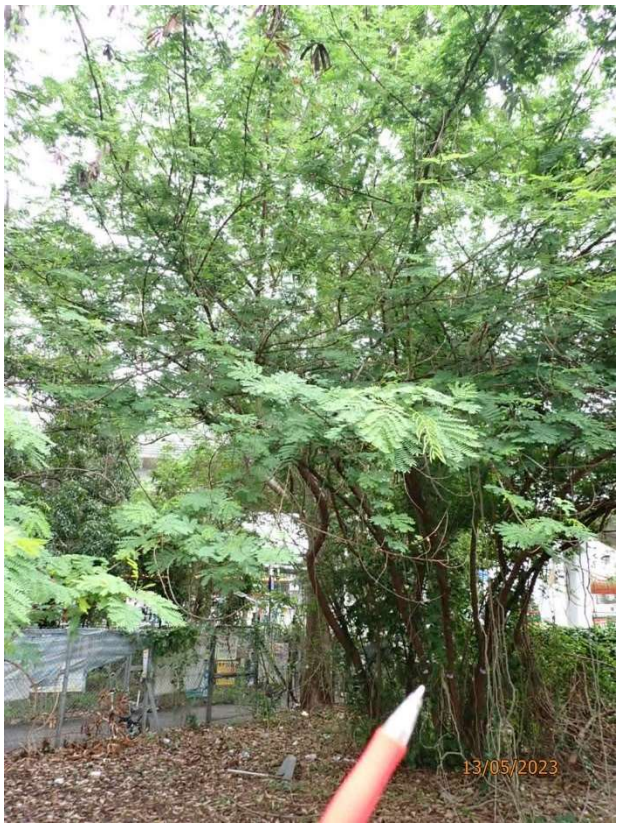
(T49) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

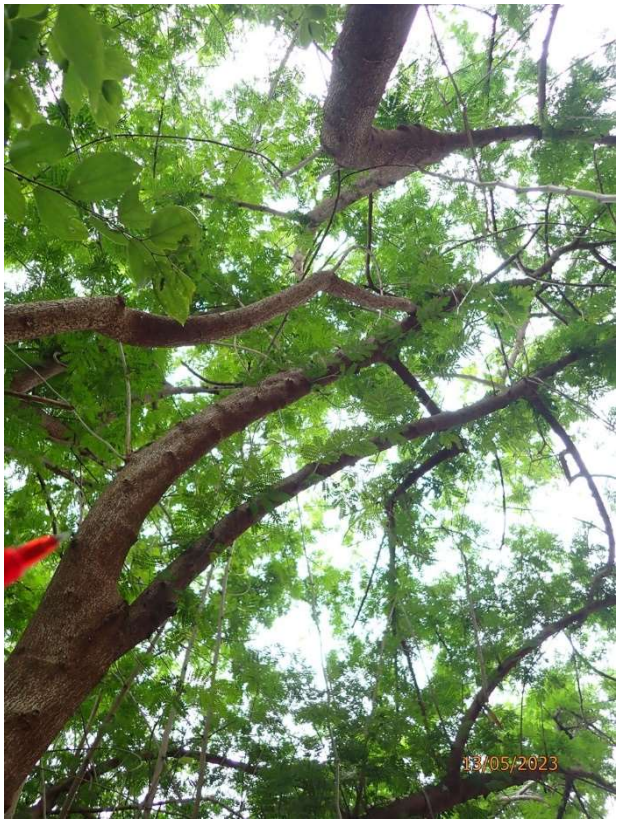
Proposed Residential Development at D.D.130, Lam Tei



(T50) Overall View



(T50) Tree Tag



(T50) Close-Up



(T50) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

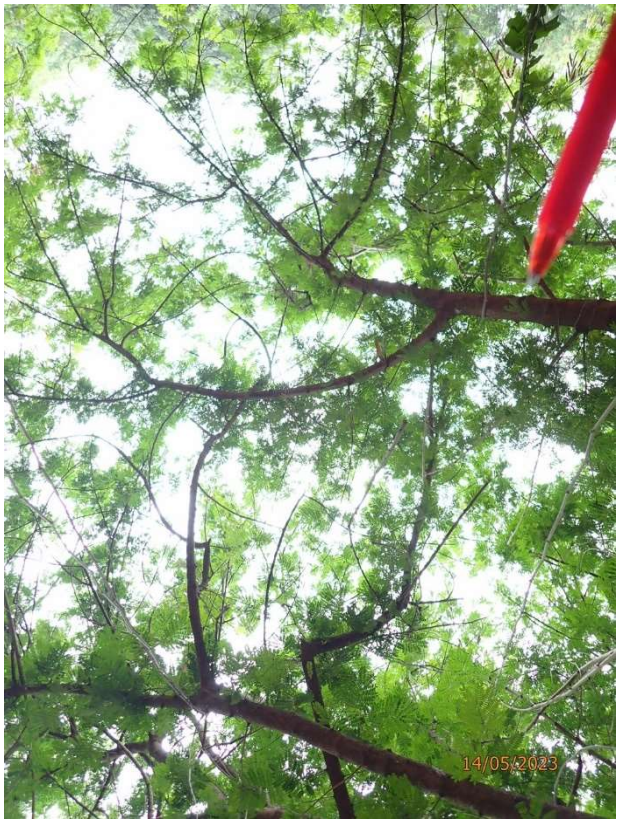
Proposed Residential Development at D.D.130, Lam Tei



(T51) Overall View



(T51) Tree Tag



(T51) Close-Up



(T51) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

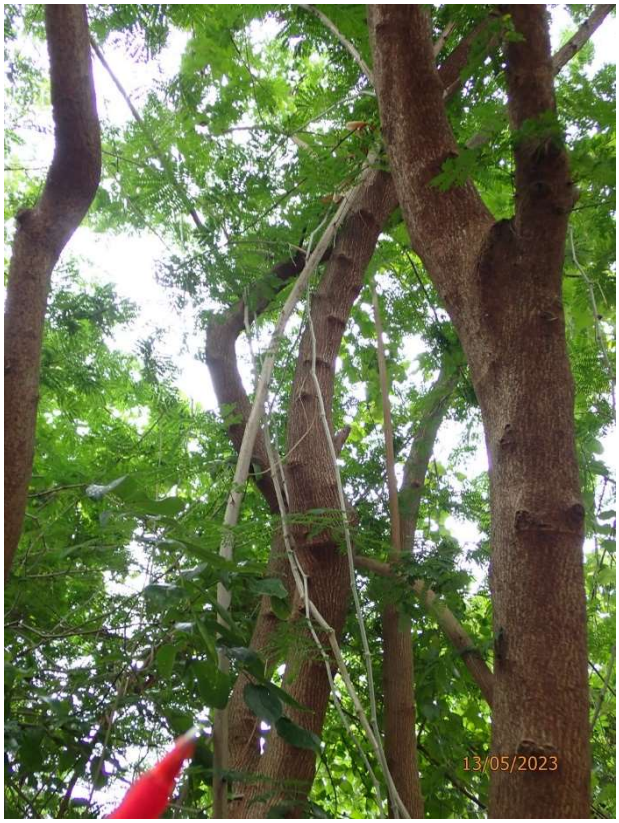
Proposed Residential Development at D.D.130, Lam Tei



(T52) Overall View



(T52) Tree Tag



(T52) Close-Up



(T52) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

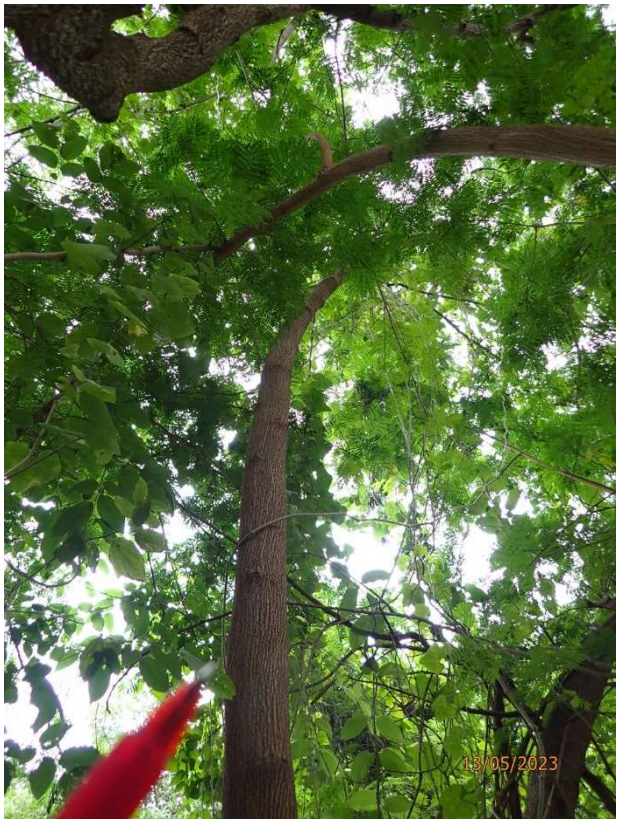
Proposed Residential Development at D.D.130, Lam Tei



(T53) Overall View



(T53) Tree Tag



(T53) Close-Up



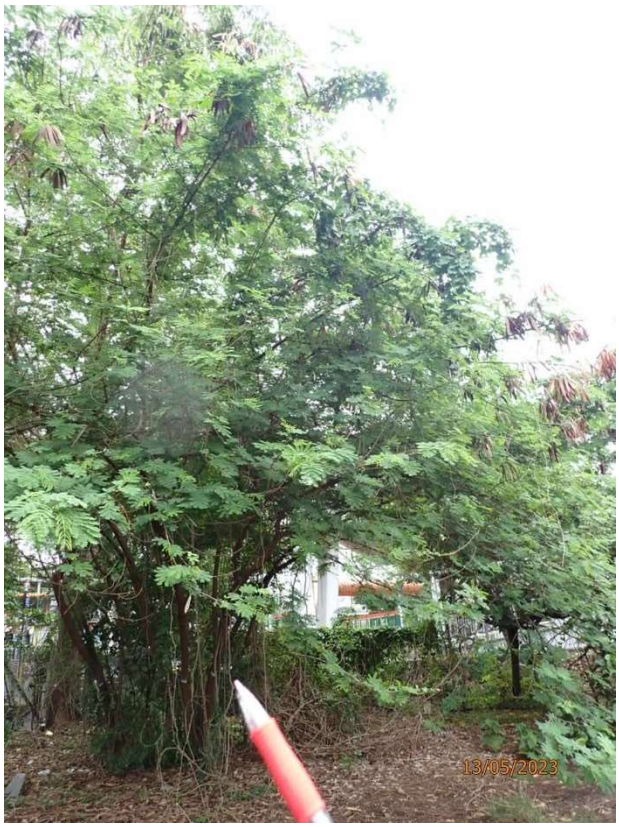
(T53) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

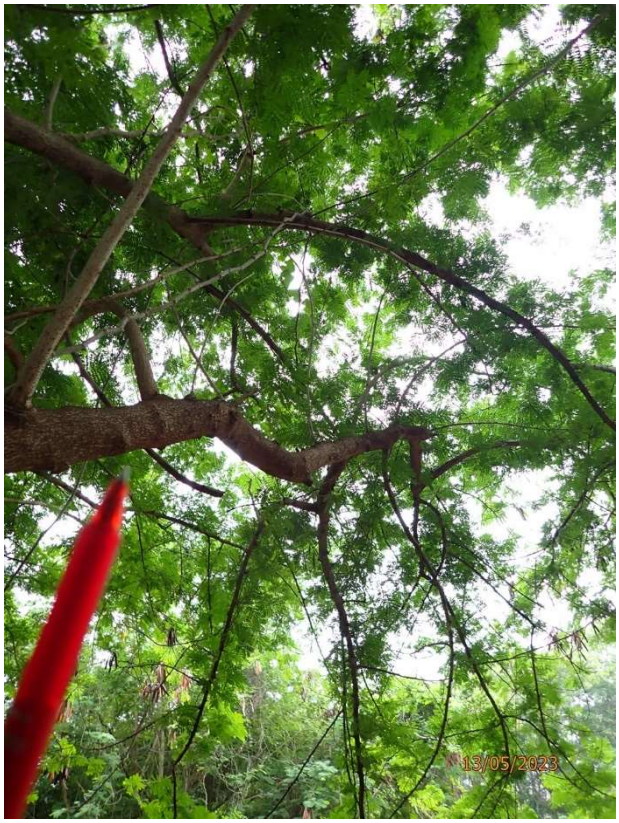
Proposed Residential Development at D.D.130, Lam Tei



(T54) Overall View



(T54) Tree Tag



(T54) Close-Up



(T54) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

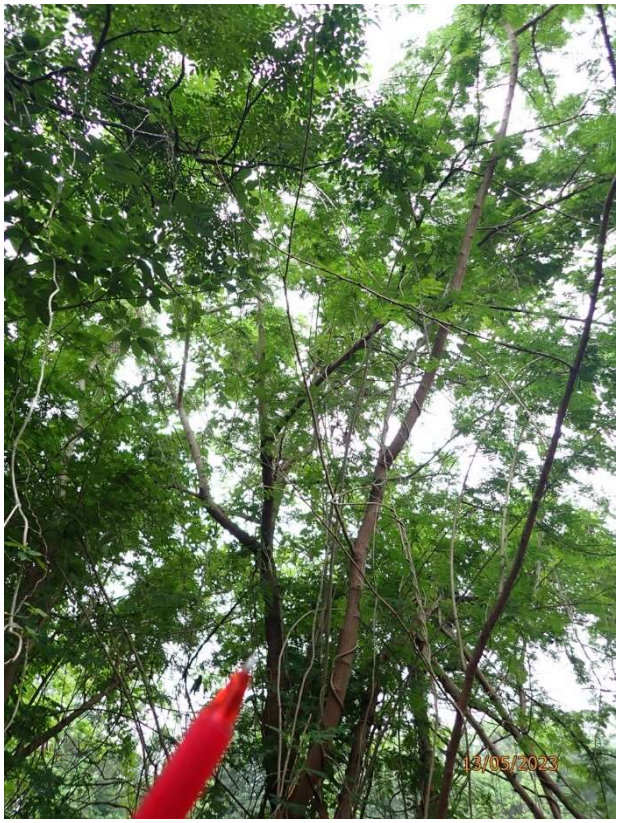
Proposed Residential Development at D.D.130, Lam Tei



(T55) Overall View



(T55) Tree Tag



(T55) Close-Up



(T55) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T56) Overall View



(T56) Tree Tag



(T56) Close-Up



(T56) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T57) Overall View



(T57) Tree Tag



(T57) Close-Up



(T57) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

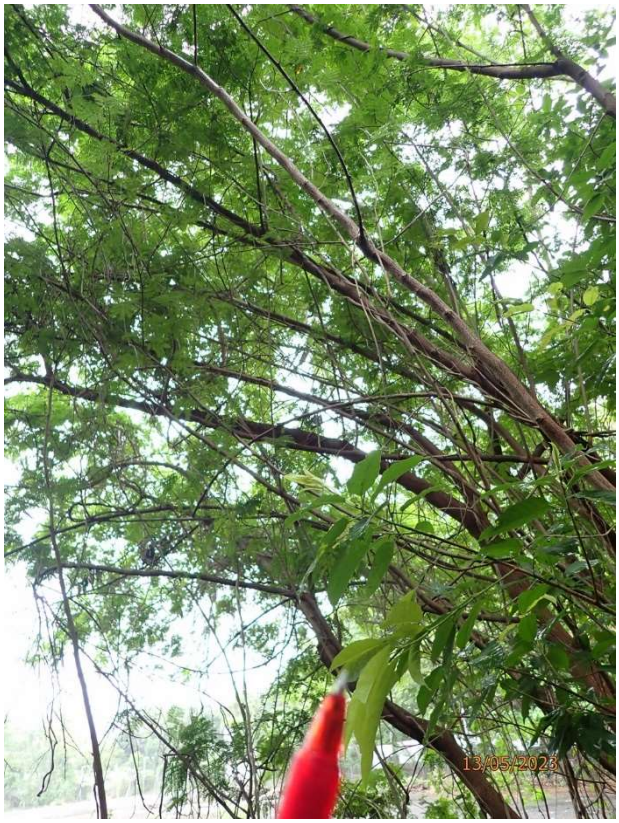
Proposed Residential Development at D.D.130, Lam Tei



(T58) Overall View



(T58) Tree Tag



(T58) Close-Up



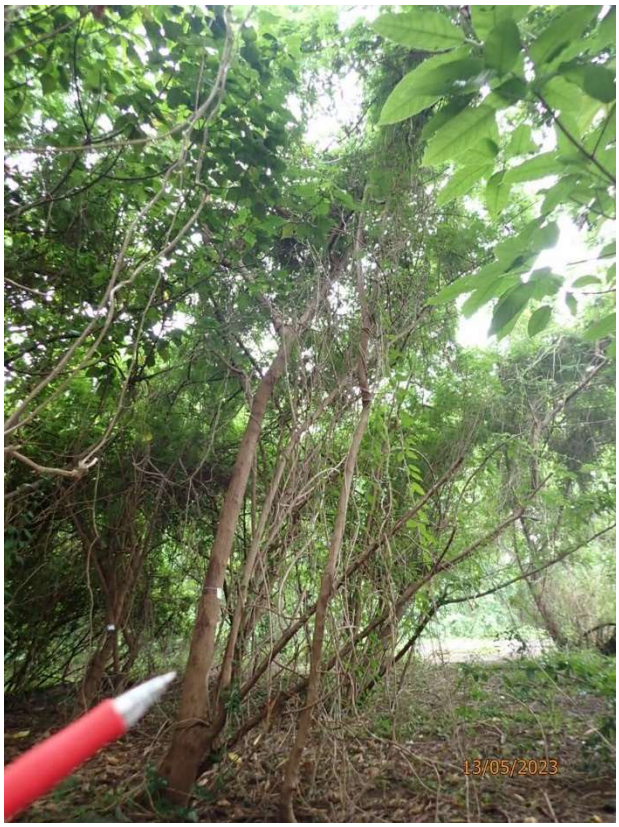
(T58) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T59) Overall View



(T59) Tree Tag



(T59) Close-Up



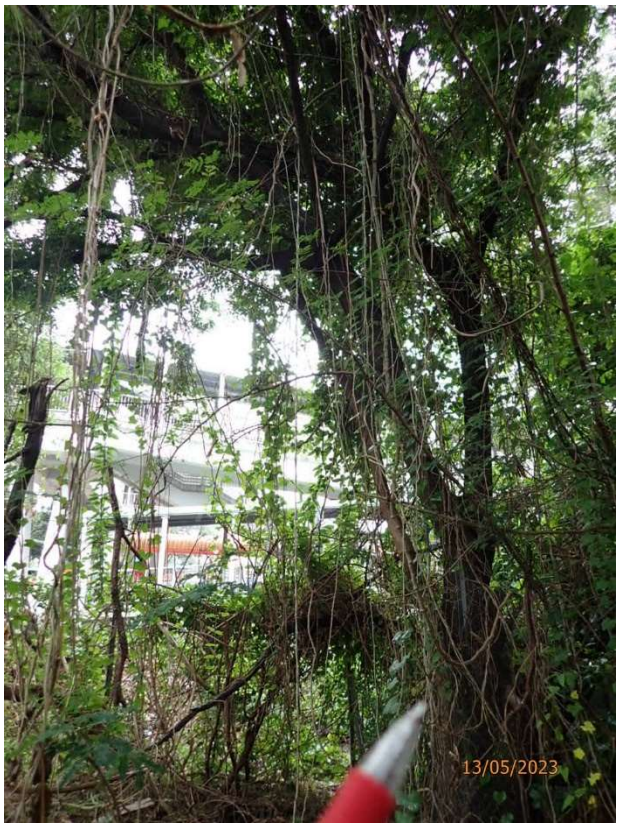
(T59) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

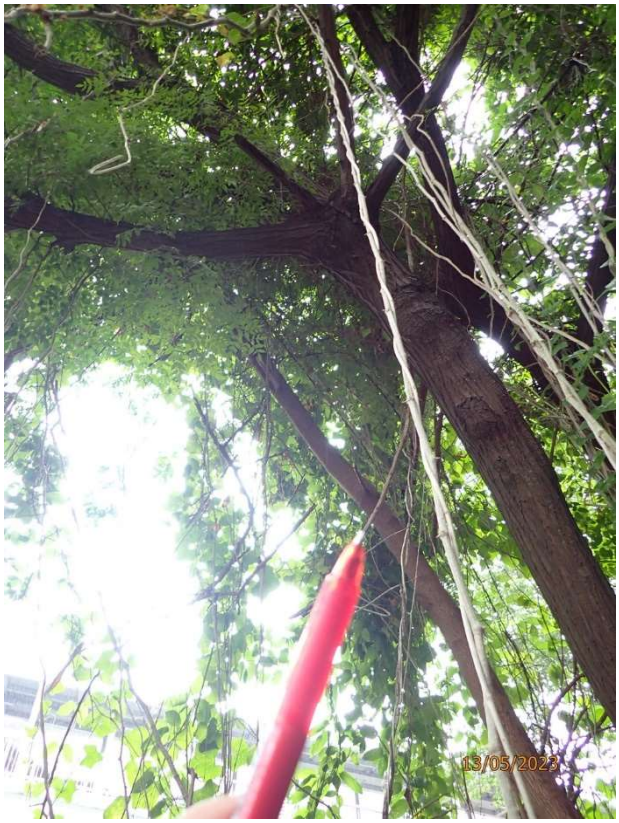
Proposed Residential Development at D.D.130, Lam Tei



(T60) Overall View



(T60) Tree Tag



(T60) Close-Up



(T60) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T66) Overall View



(T66) Tree Tag



(T66) Close-Up



(T66) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

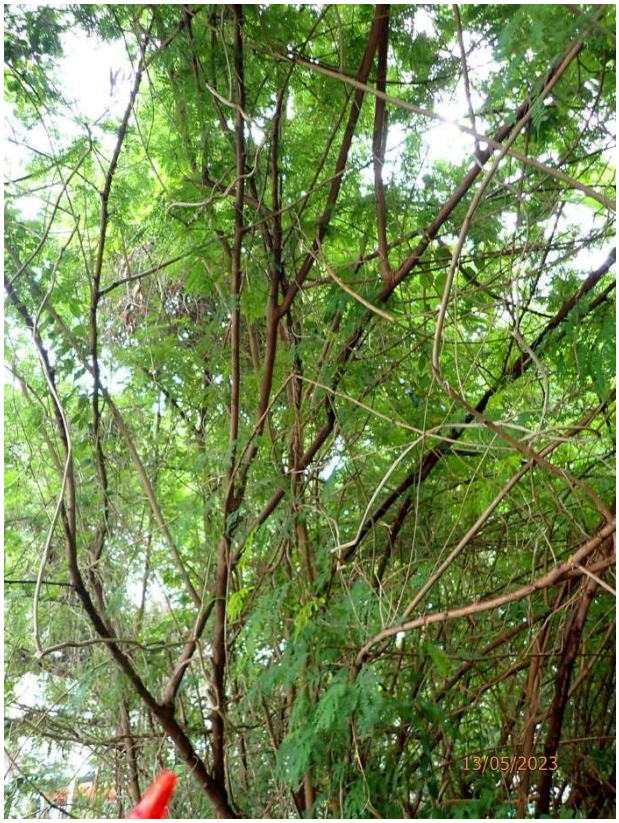
Proposed Residential Development at D.D.130, Lam Tei



(T67) Overall View



(T67) Tree Tag



(T67) Close-Up



(T67) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T68) Overall View



(T68) Tree Tag



(T68) Close-Up



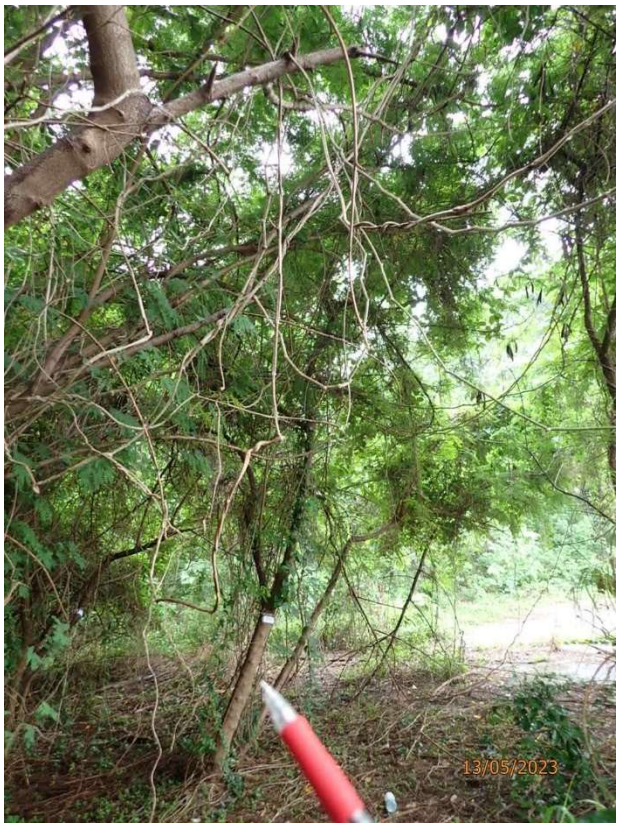
(T68) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

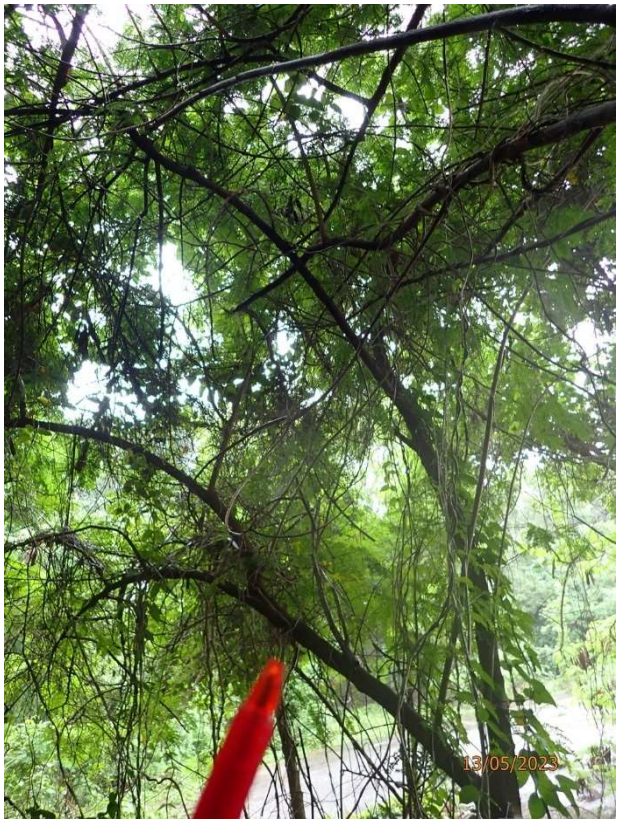
Proposed Residential Development at D.D.130, Lam Tei



(T69) Overall View



(T69) Tree Tag



(T69) Close-Up



(T69) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T70) Overall View



(T70) Tree Tag



(T70) Close-Up



(T70) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

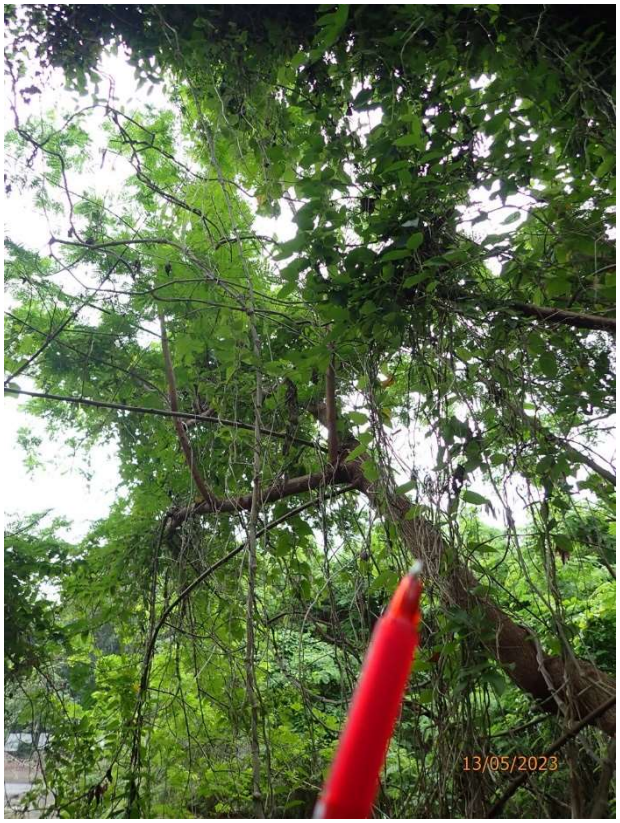
Proposed Residential Development at D.D.130, Lam Tei



(T72) Overall View



(T72) Tree Tag



(T72) Close-Up



(T72) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

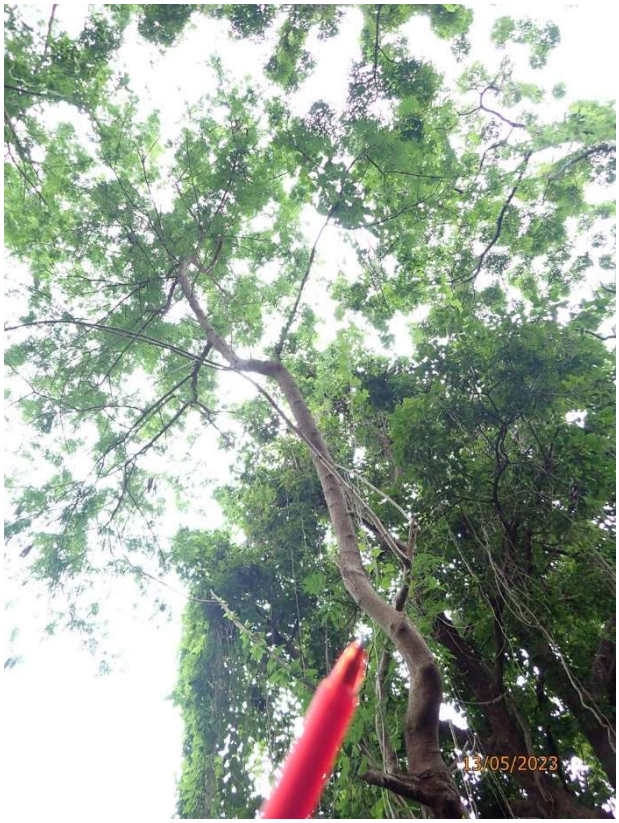
Proposed Residential Development at D.D.130, Lam Tei



(T73) Overall View



(T73) Tree Tag



(T73) Close-Up



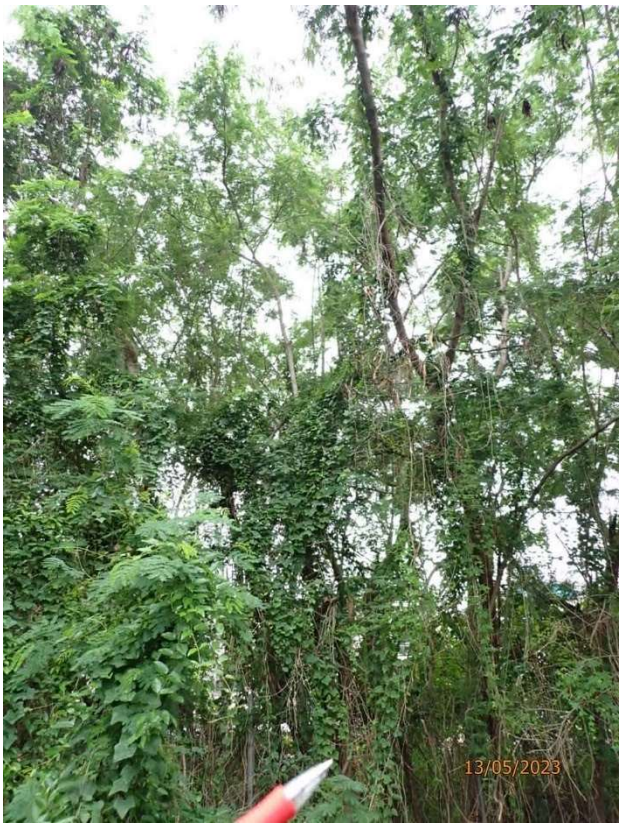
(T73) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

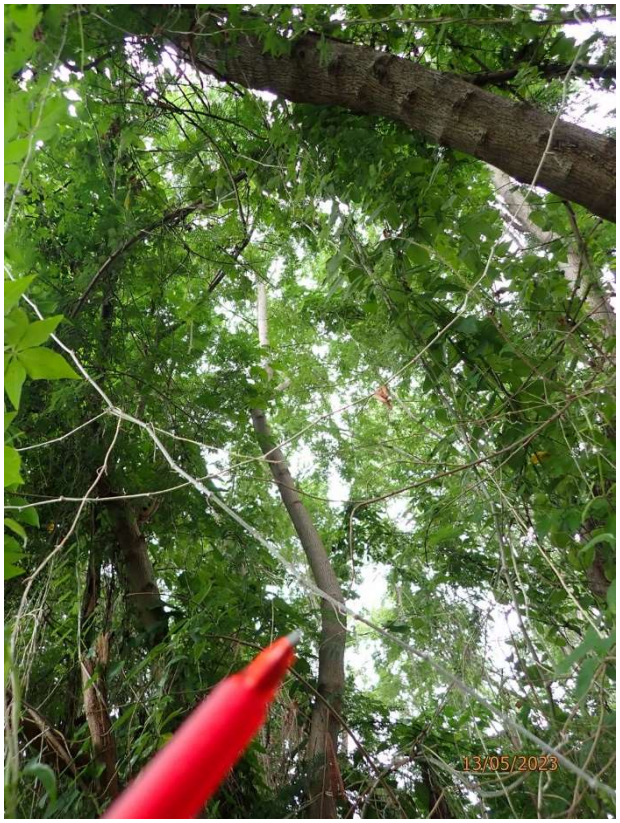
Proposed Residential Development at D.D.130, Lam Tei



(T74) Overall View



(T74) Tree Tag



(T74) Close-Up



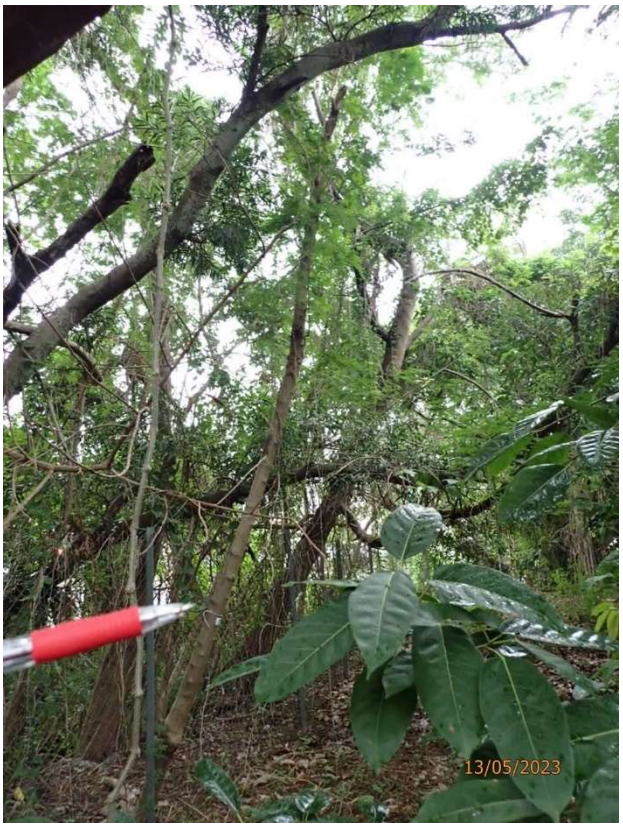
(T74) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

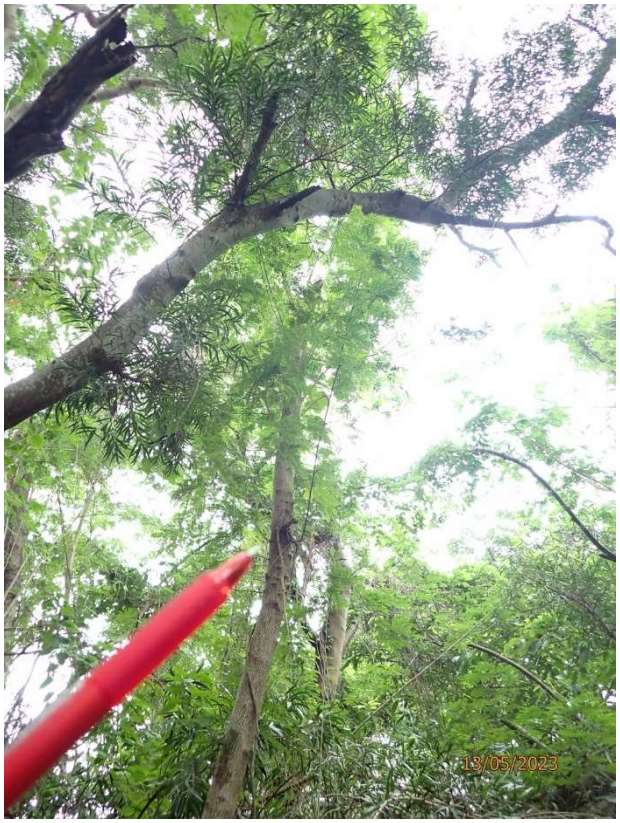
Proposed Residential Development at D.D.130, Lam Tei



(T75) Overall View



(T75) Tree Tag



(T75) Close-Up



(T75) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T76) Overall View



(T76) Tree Tag



(T76) Close-Up



(T76) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T77) Overall View



(T77) Tree Tag



(T77) Close-Up



(T77) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



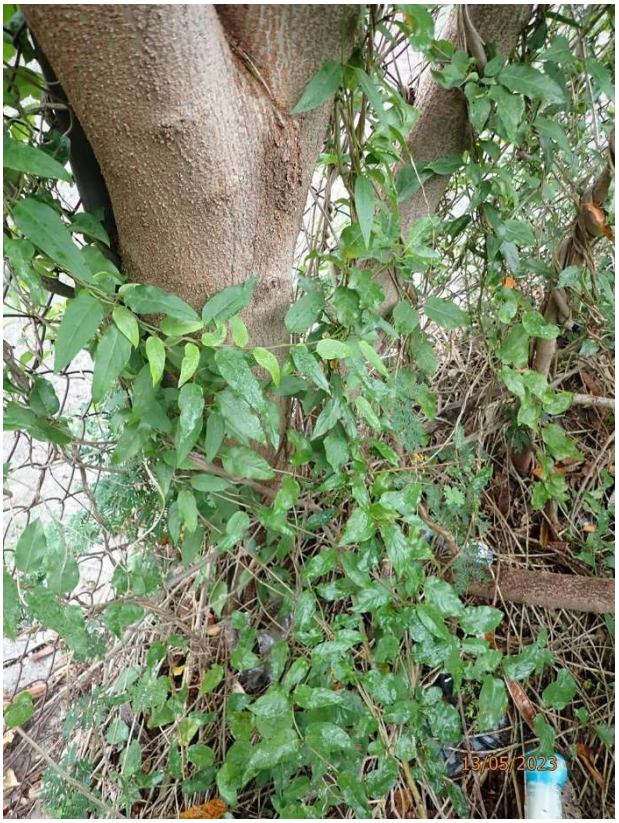
(T79) Overall View



(T79) Tree Tag



(T79) Close-Up



(T79) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T80) Overall View



(T80) Tree Tag



(T80) Close-Up



(T80) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T84) Overall View



(T84) Tree Tag



(T84) Close-Up



(T84) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T95) Overall View



(T95) Tree Tag



(T95) Close-Up



(T95) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T103) Overall View



(T103) Tree Tag



(T103) Close-Up



(T103) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

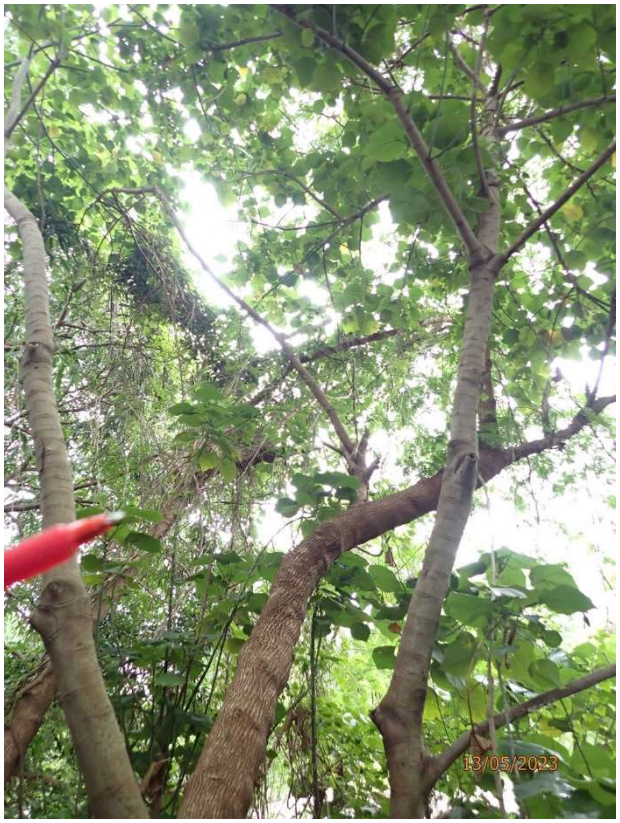
Proposed Residential Development at D.D.130, Lam Tei



(T104) Overall View



(T104) Tree Tag



(T104) Close-Up



(T104) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T106) Overall View



(T106) Tree Tag



(T106) Close-Up



(T106) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

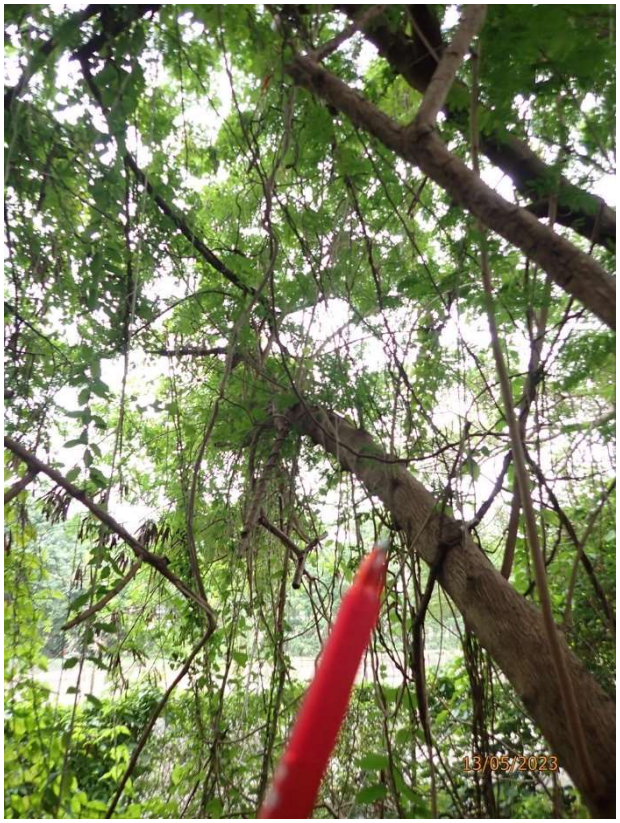
Proposed Residential Development at D.D.130, Lam Tei



(T107) Overall View



(T107) Tree Tag



(T107) Close-Up



(T107) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T108) Overall View



(T108) Tree Tag



(T108) Close-Up



(T108) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

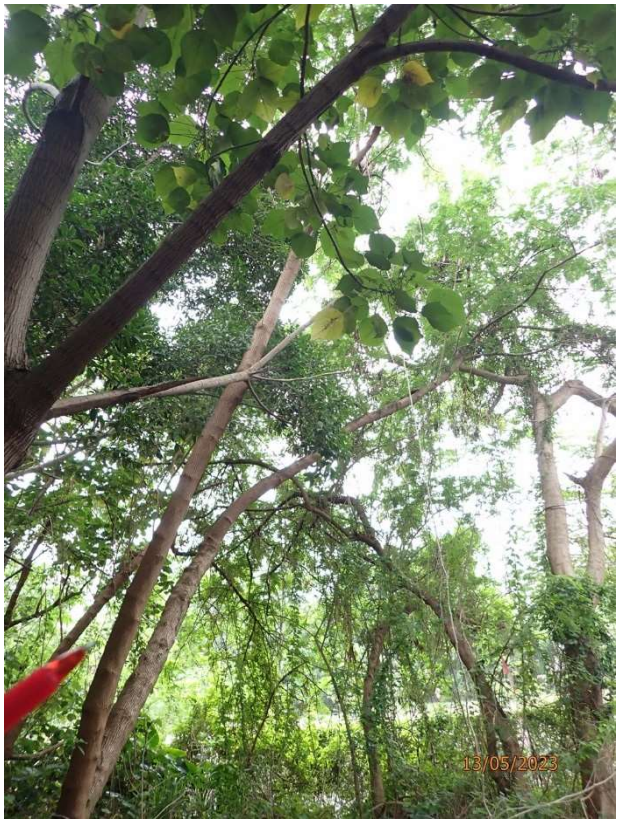
Proposed Residential Development at D.D.130, Lam Tei



(T115) Overall View



(T115) Tree Tag



(T115) Close-Up



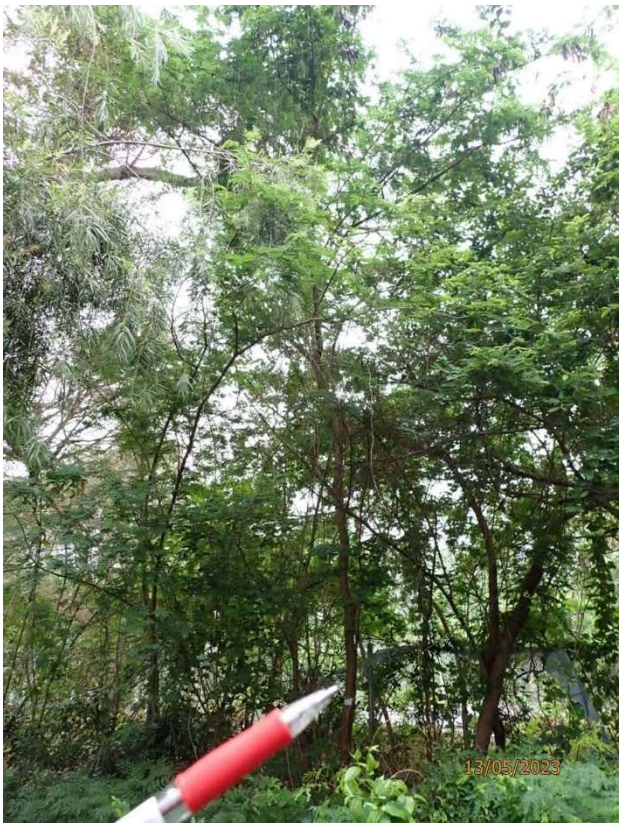
(T115) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T121) Overall View



(T121) Tree Tag



(T121) Close-Up



(T121) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

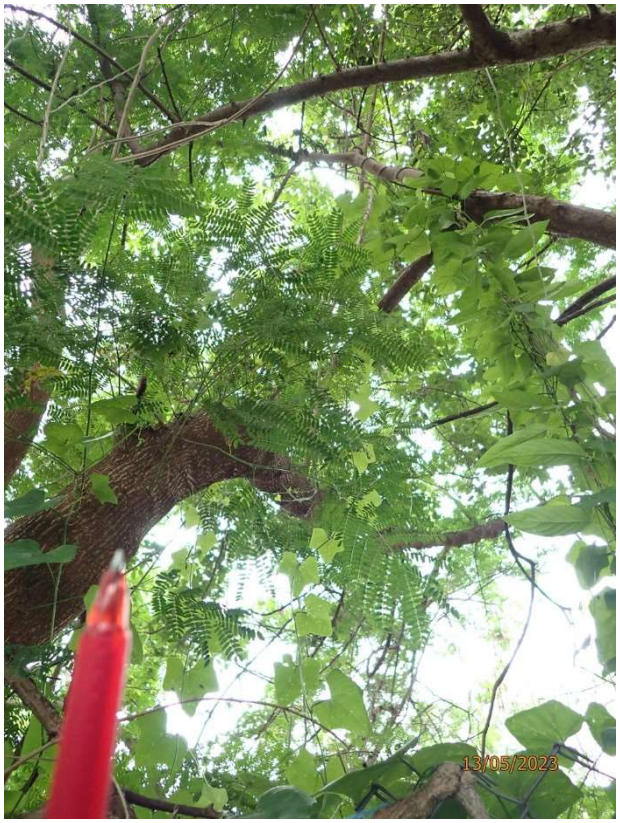
Proposed Residential Development at D.D.130, Lam Tei



(T122) Overall View



(T122) Tree Tag



(T122) Close-Up



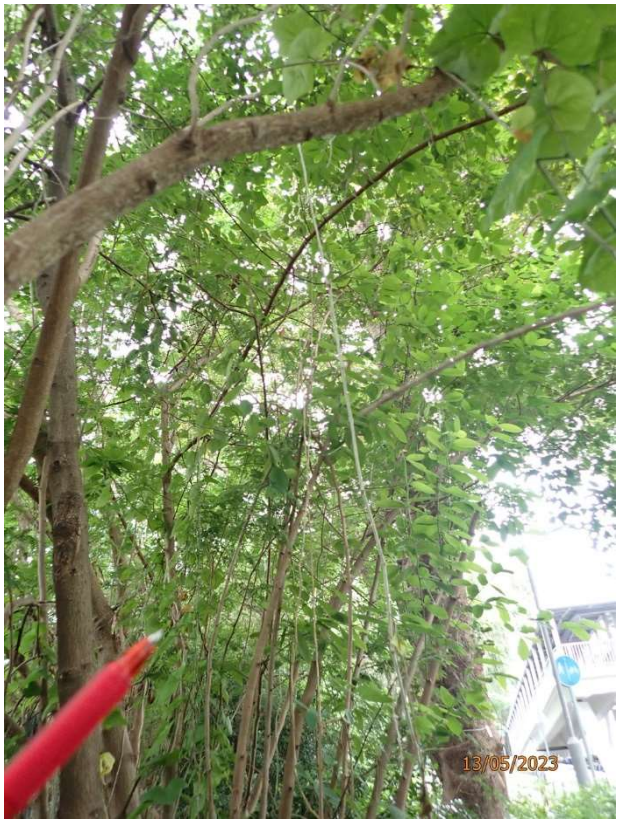
(T122) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

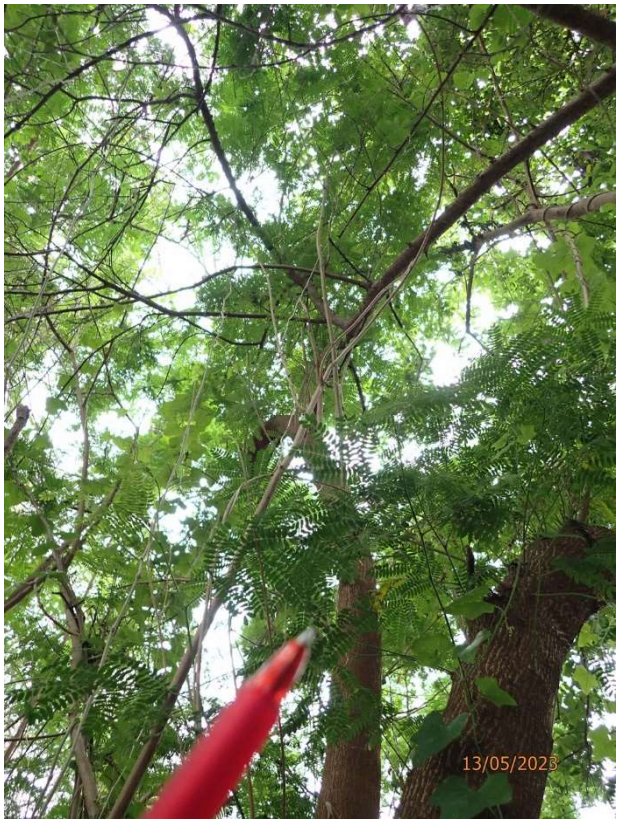
Proposed Residential Development at D.D.130, Lam Tei



(T125) Overall View



(T125) Tree Tag



(T125) Close-Up



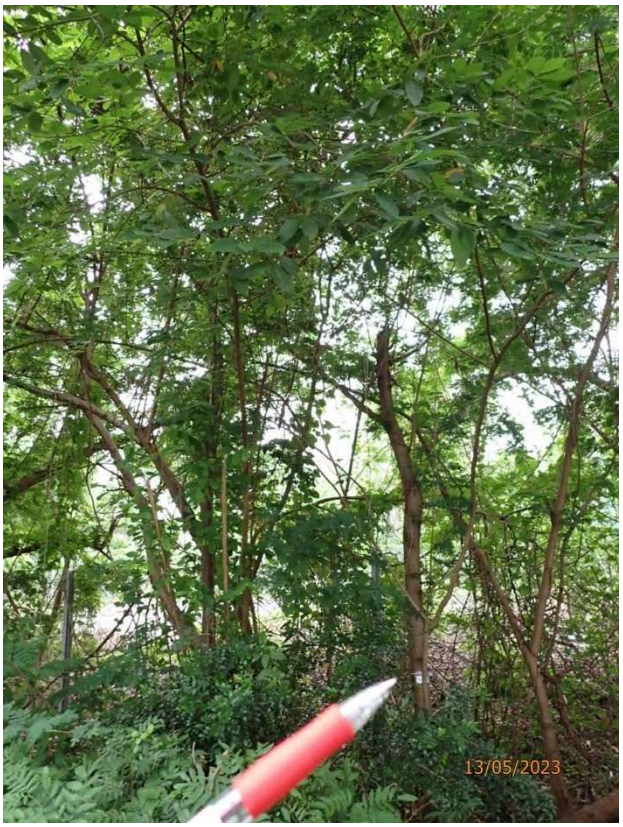
(T125) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

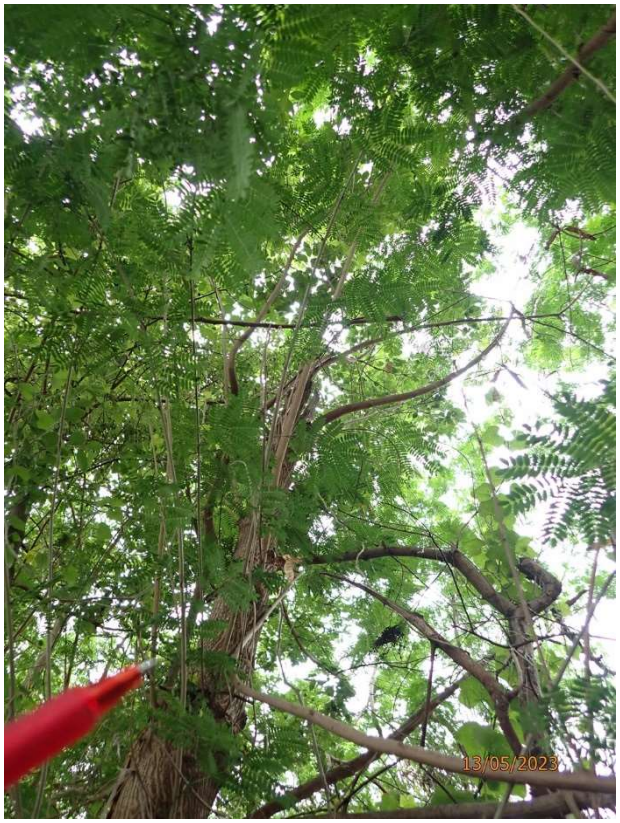
Proposed Residential Development at D.D.130, Lam Tei



(T126) Overall View



(T126) Tree Tag



(T126) Close-Up



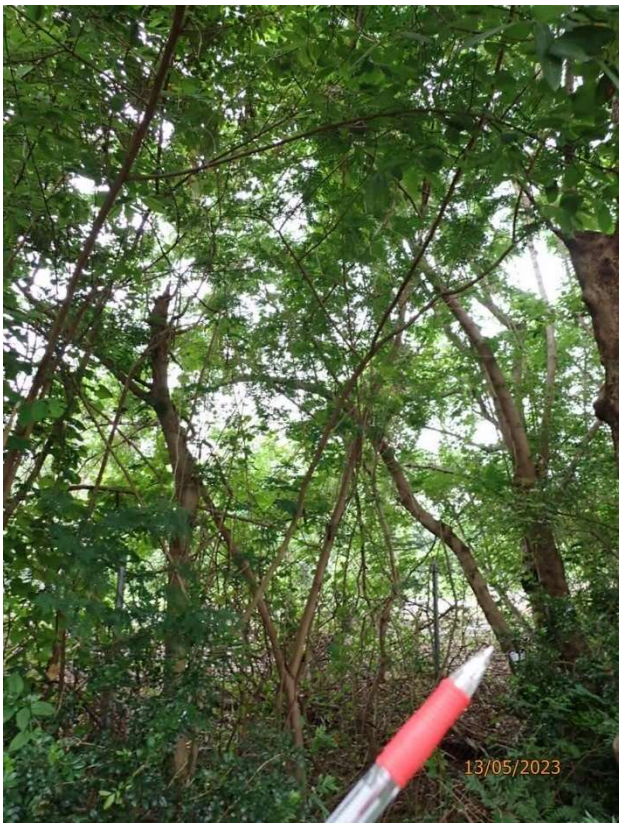
(T126) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

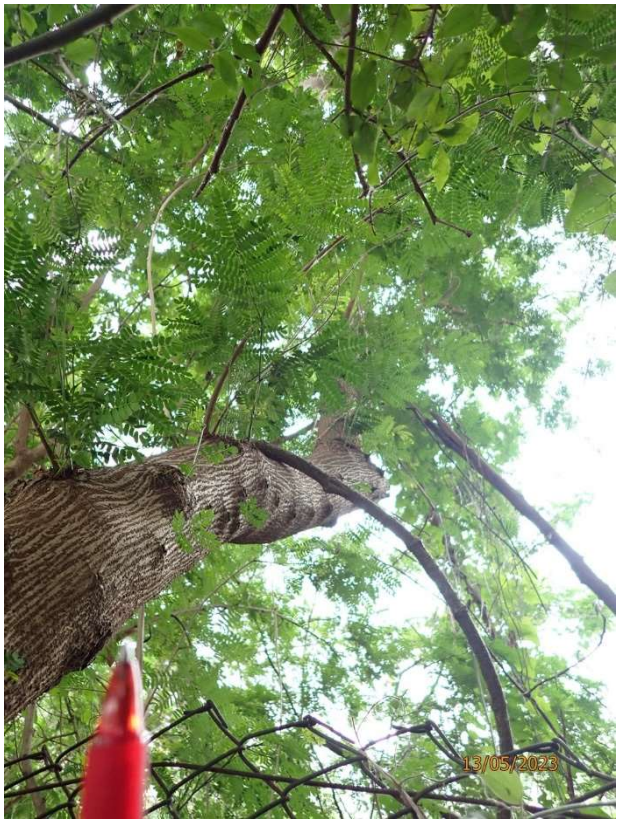
Proposed Residential Development at D.D.130, Lam Tei



(T127) Overall View



(T127) Tree Tag



(T127) Close-Up



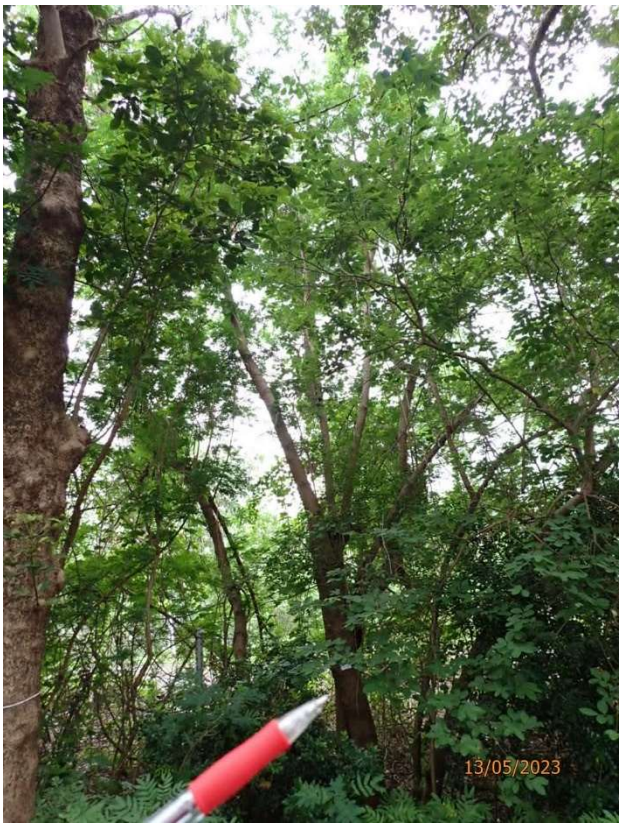
(T127) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T128) Overall View



(T128) Tree Tag



(T128) Close-Up



(T128) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

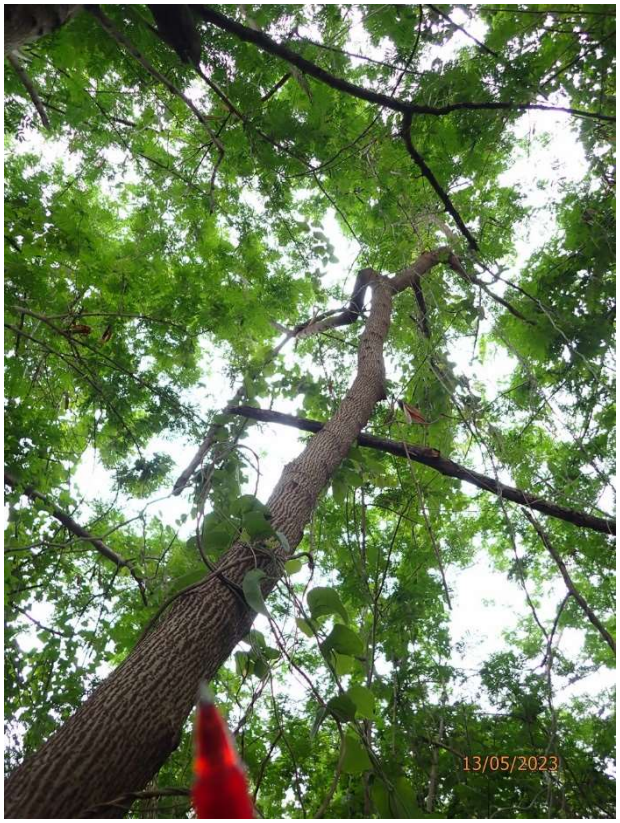
Proposed Residential Development at D.D.130, Lam Tei



(T133) Overall View



(T133) Tree Tag



(T133) Close-Up



(T133) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

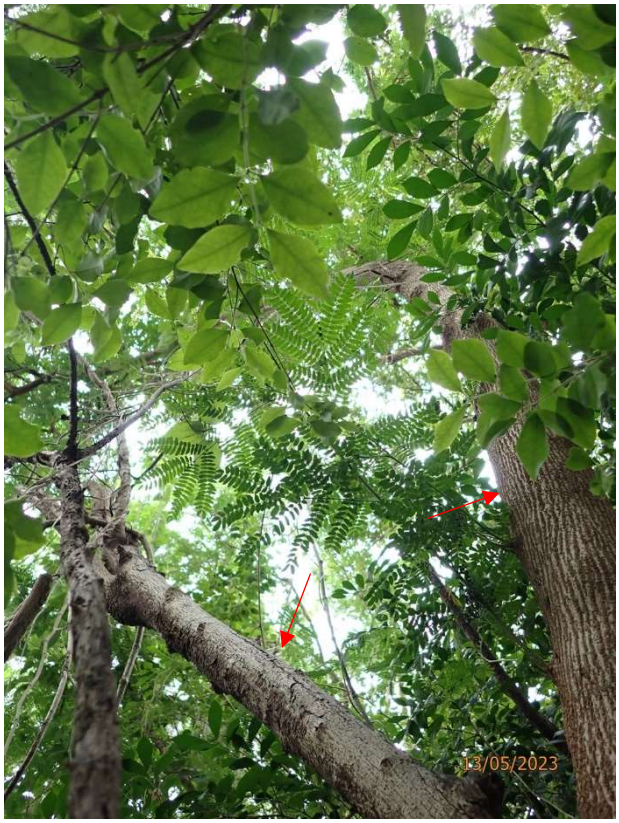
Proposed Residential Development at D.D.130, Lam Tei



(T134) Overall View



(T134) Tree Tag



(T134) Close-Up



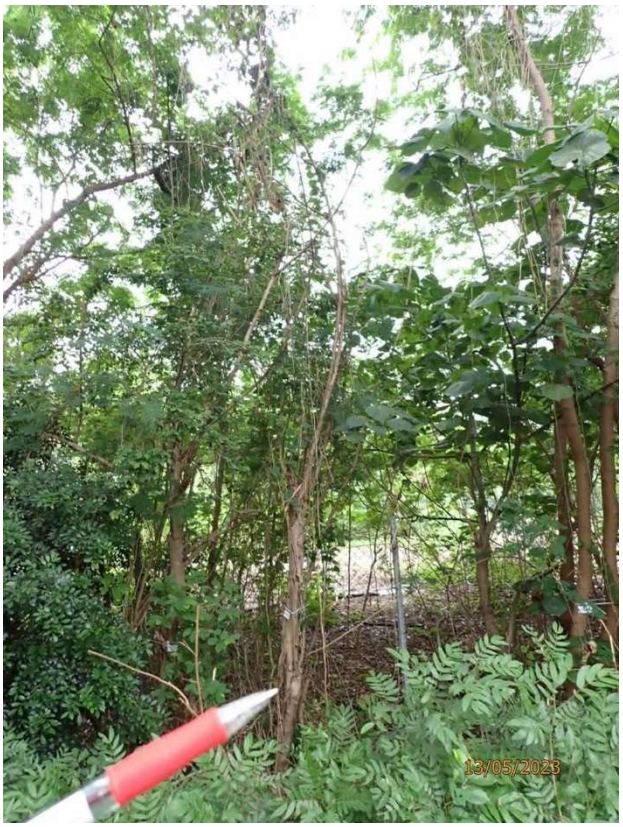
(T134) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T136) Overall View



(T136) Tree Tag



(T136) Close-Up



(T136) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

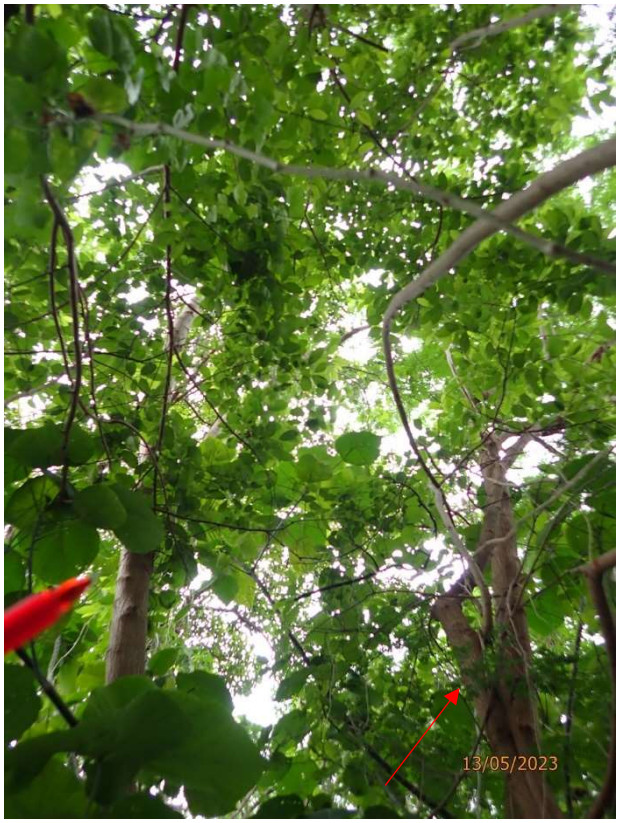
Proposed Residential Development at D.D.130, Lam Tei



(T138) Overall View



(T138) Tree Tag



(T138) Close-Up



(T138) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

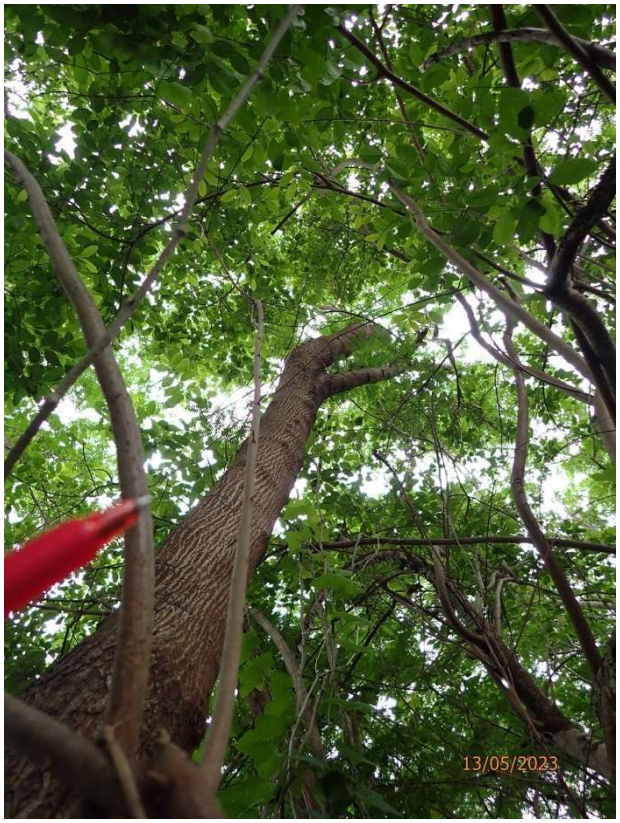
Proposed Residential Development at D.D.130, Lam Tei



(T139) Overall View



(T139) Tree Tag



(T139) Close-Up



(T139) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

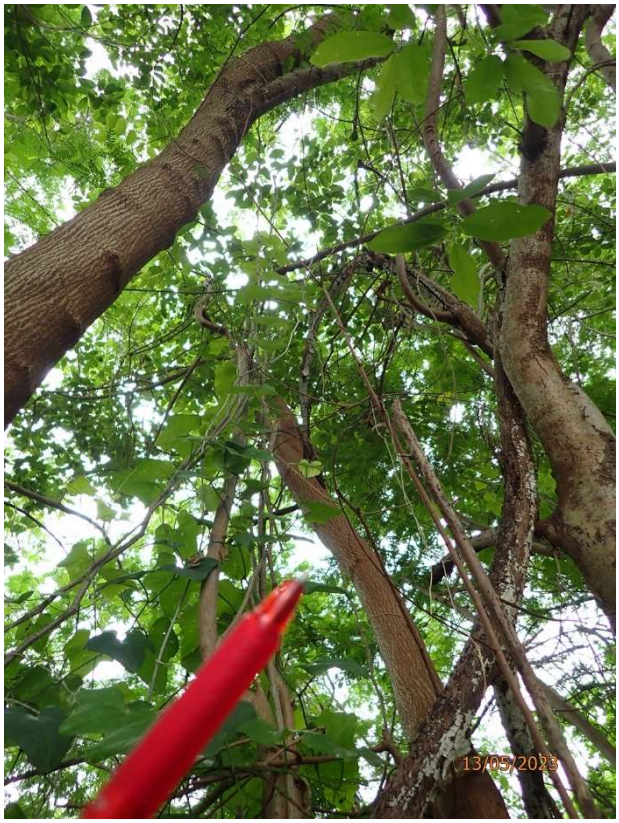
Proposed Residential Development at D.D.130, Lam Tei



(T141) Overall View



(T141) Tree Tag



(T141) Close-Up



(T141) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

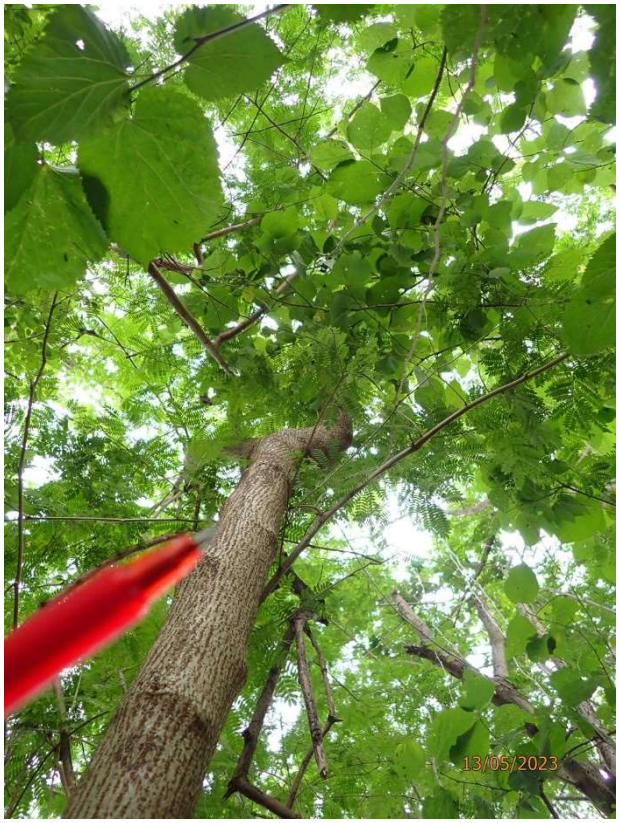
Proposed Residential Development at D.D.130, Lam Tei



(T142) Overall View



(T142) Tree Tag



(T142) Close-Up



(T142) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T143) Overall View



(T143) Tree Tag



(T143) Close-Up



(T143) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

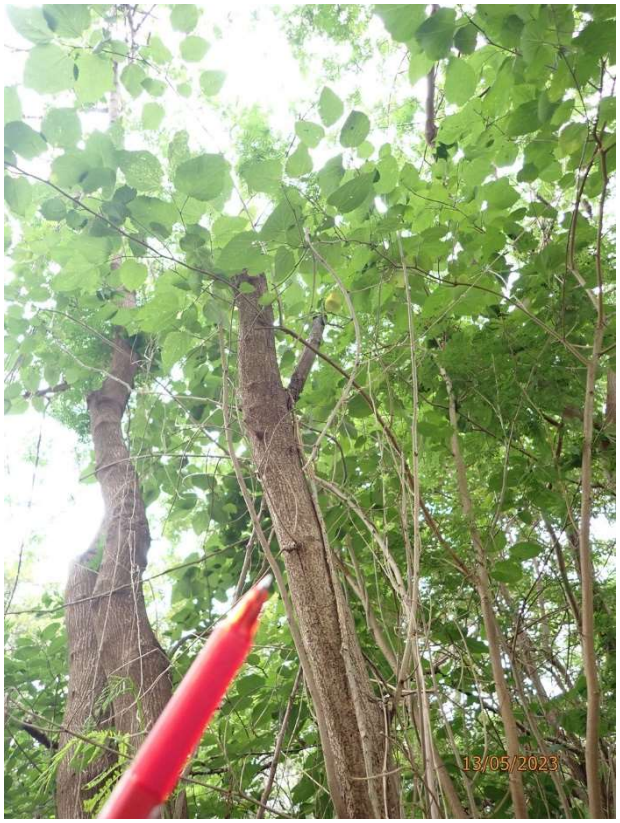
Proposed Residential Development at D.D.130, Lam Tei



(T144) Overall View



(T144) Tree Tag



(T144) Close-Up



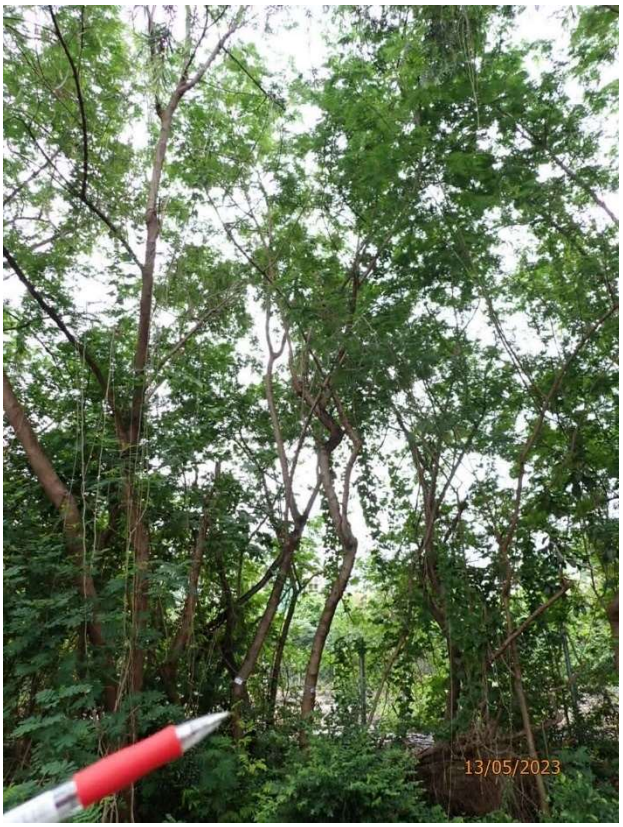
(T144) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

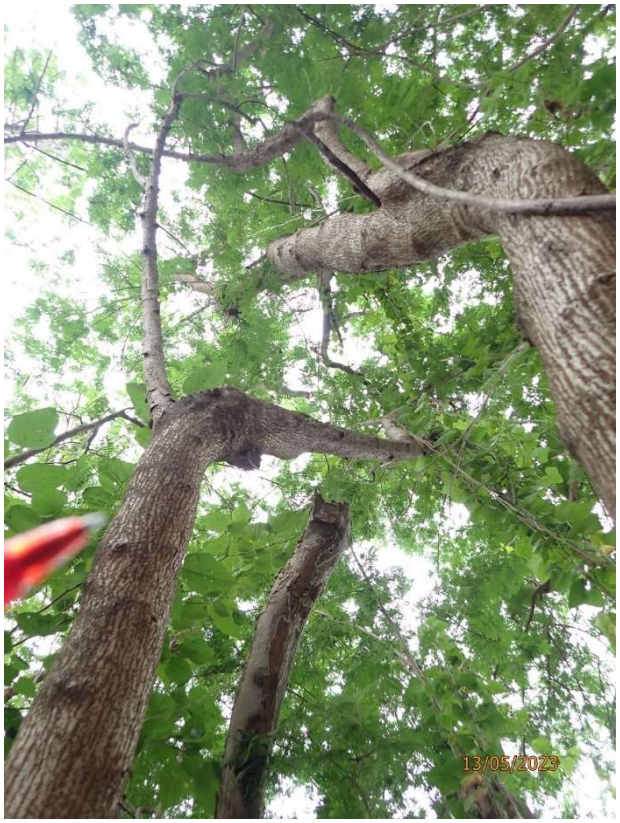
Proposed Residential Development at D.D.130, Lam Tei



(T145) Overall View



(T145) Tree Tag



(T145) Close-Up



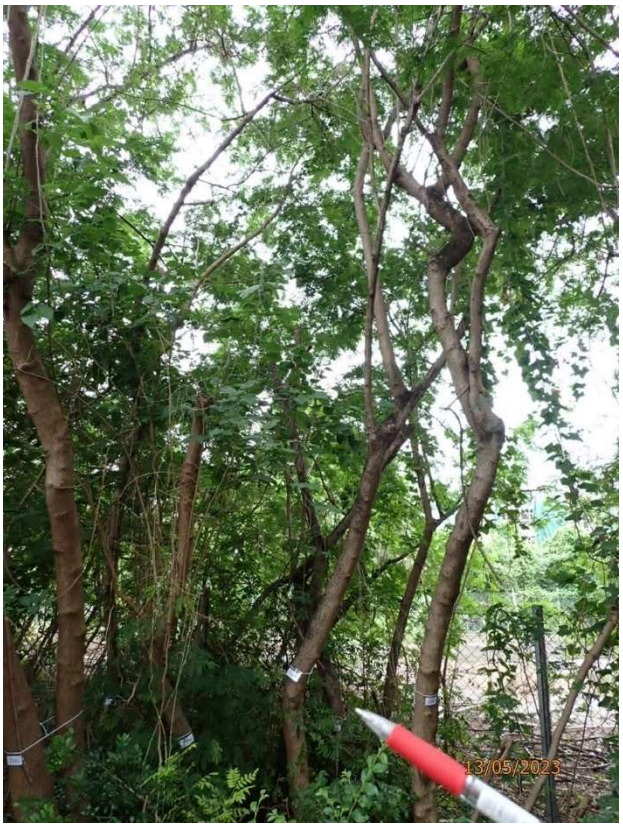
(T145) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

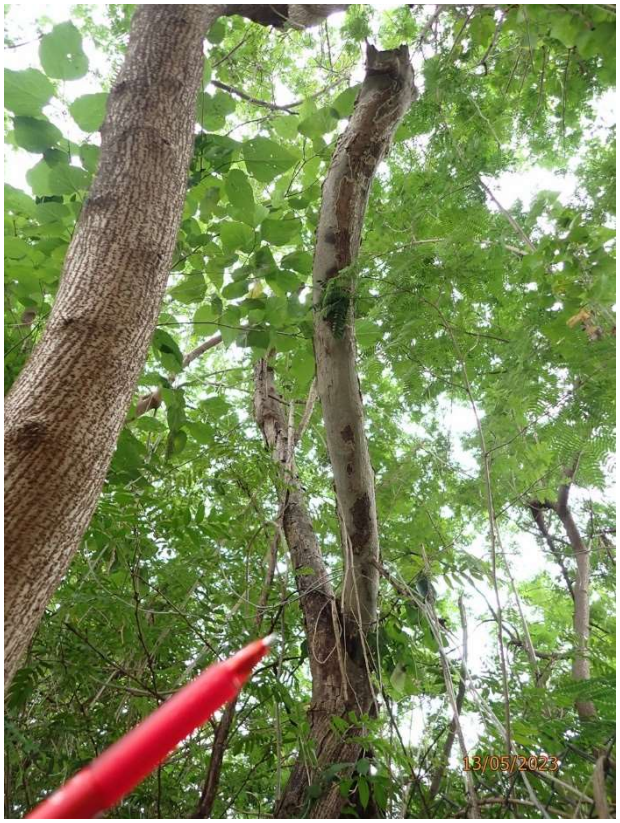
Proposed Residential Development at D.D.130, Lam Tei



(T146) Overall View



(T146) Tree Tag



(T146) Close-Up



(T146) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

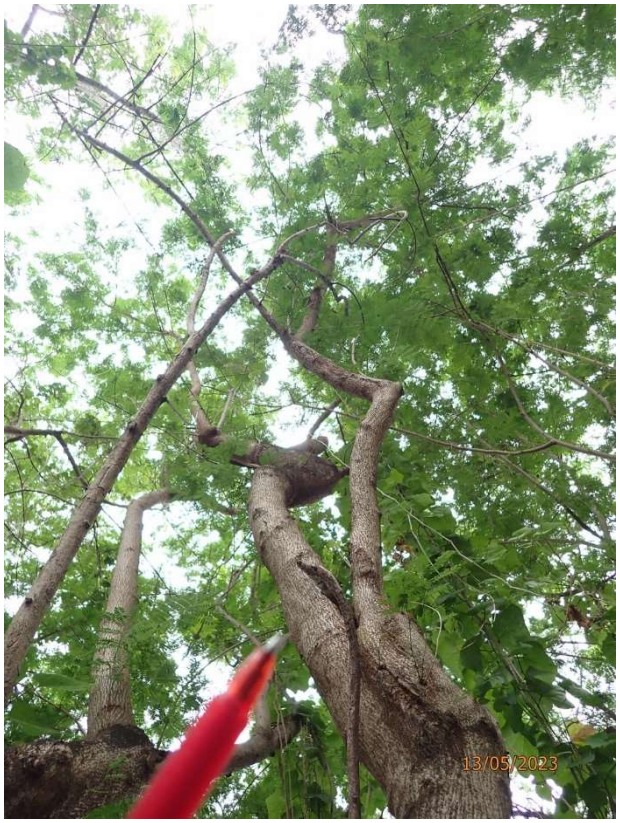
Proposed Residential Development at D.D.130, Lam Tei



(T147) Overall View



(T147) Tree Tag



(T147) Close-Up



(T147) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

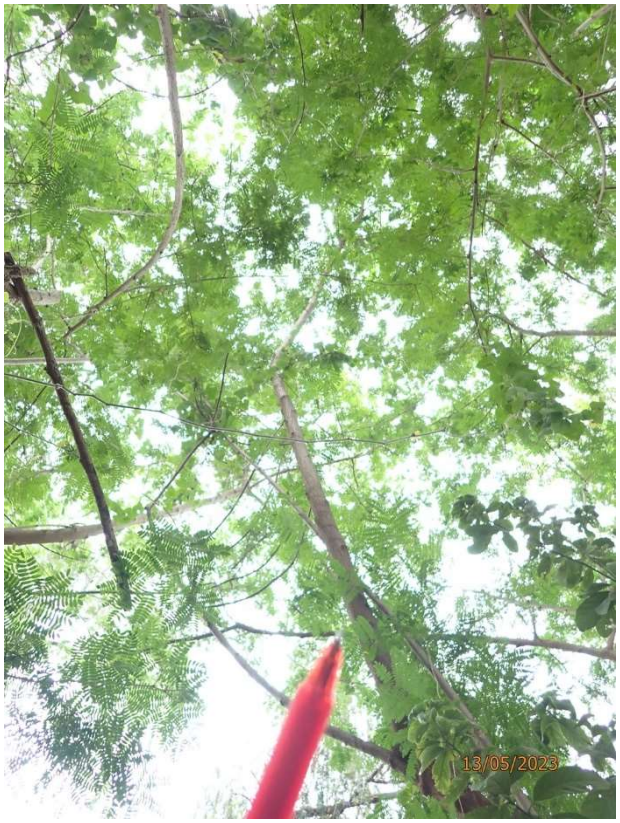
Proposed Residential Development at D.D.130, Lam Tei



(T148) Overall View



(T148) Tree Tag



(T148) Close-Up



(T148) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T149) Overall View



(T149) Tree Tag



(T149) Close-Up



(T149) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

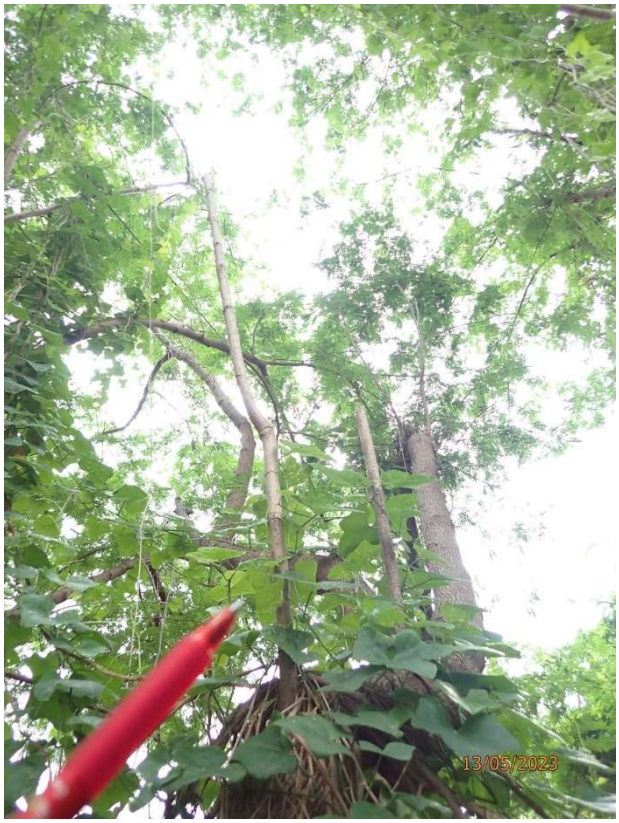
Proposed Residential Development at D.D.130, Lam Tei



(T150) Overall View



(T150) Tree Tag



(T150) Close-Up



(T150) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T155) Overall View



(T155) Tree Tag



(T155) Close-Up



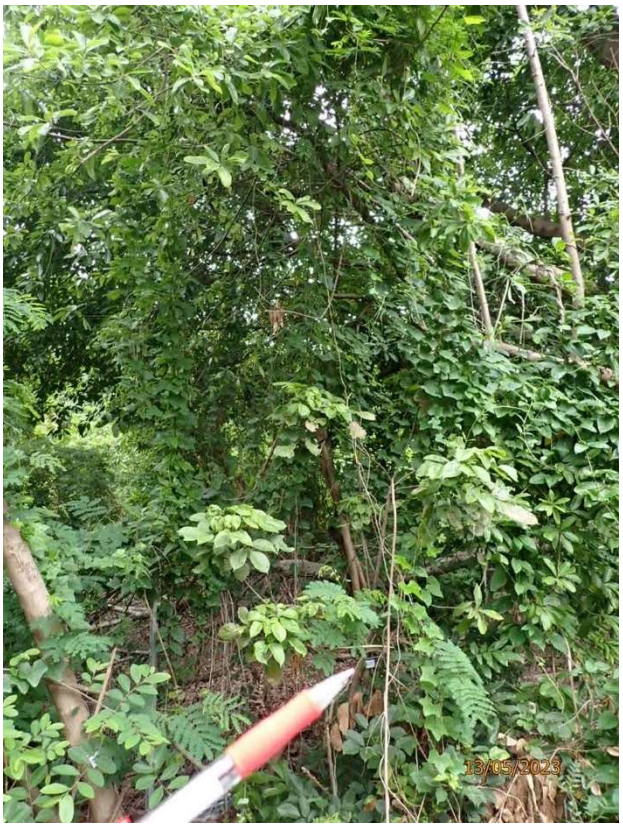
(T155) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

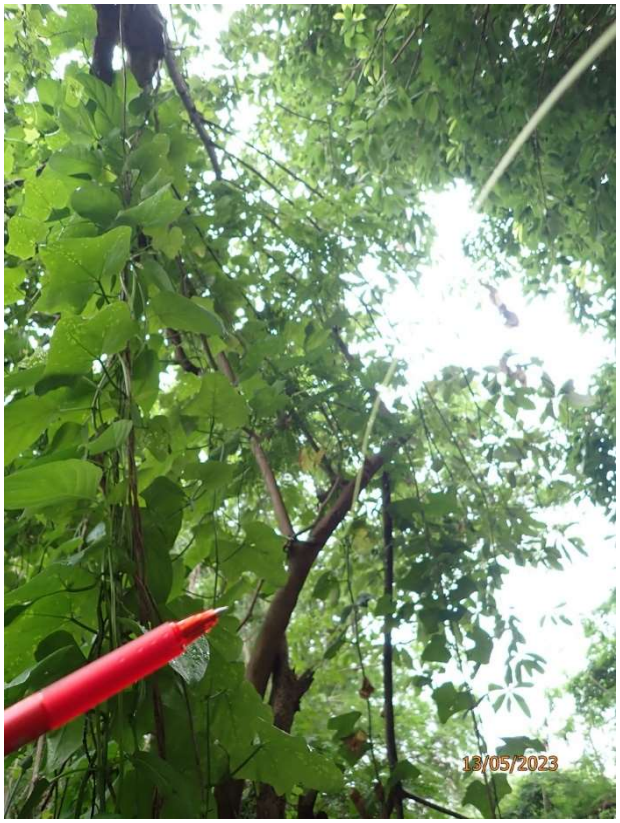
Proposed Residential Development at D.D.130, Lam Tei



(T156) Overall View



(T156) Tree Tag



(T156) Close-Up



(T156) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T164) Overall View



(T164) Tree Tag



(T164) Close-Up



(T164) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

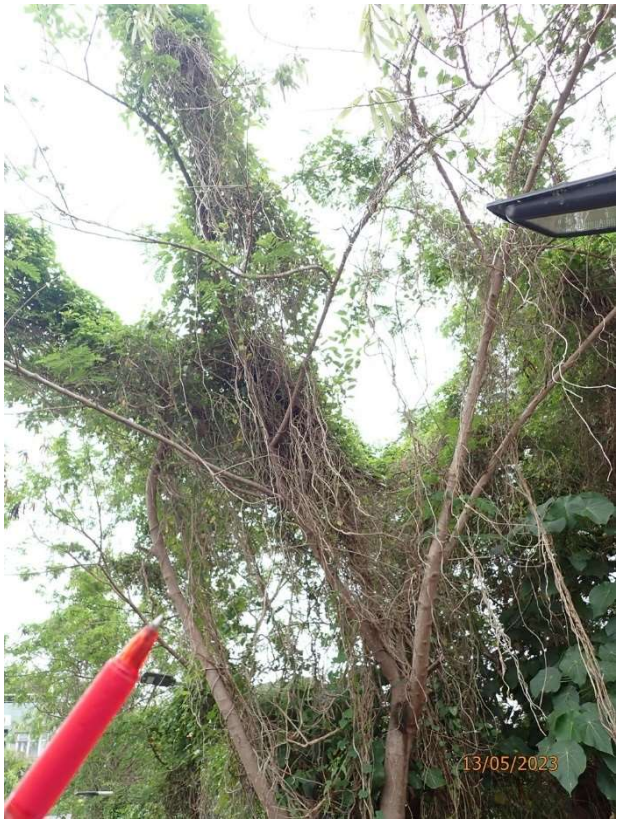
Proposed Residential Development at D.D.130, Lam Tei



(T166) Overall View



(T166) Tree Tag



(T166) Close-Up



(T166) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

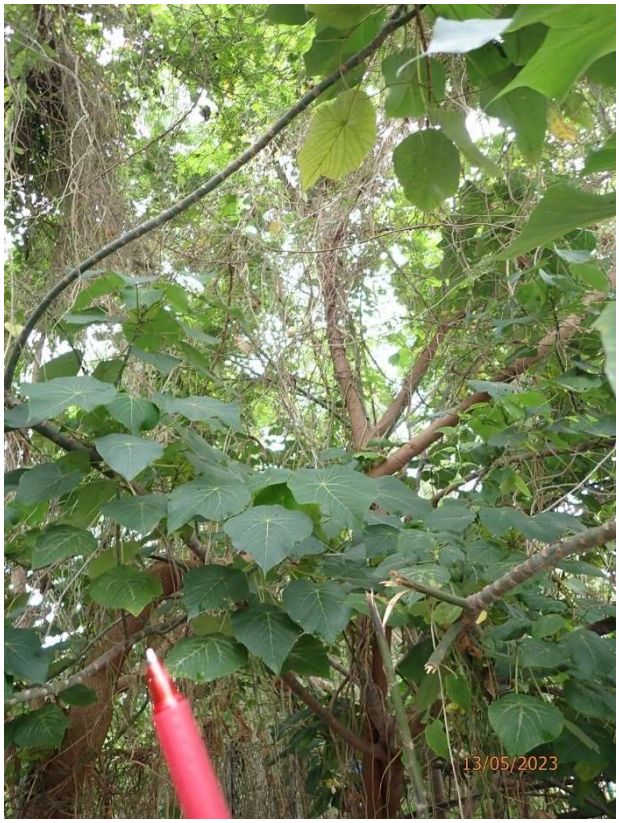
Proposed Residential Development at D.D.130, Lam Tei



(T167) Overall View



(T167) Tree Tag



(T167) Close-Up



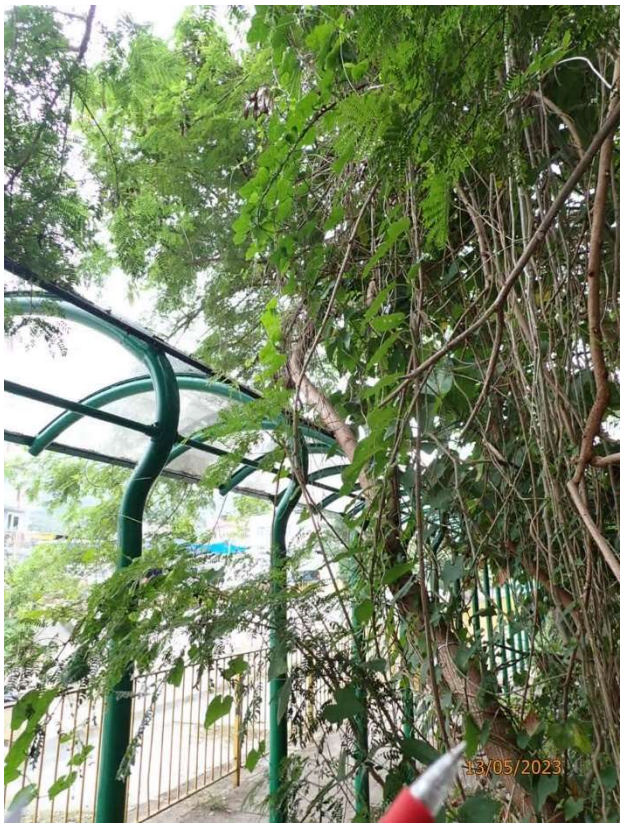
(T167) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T169) Overall View



(T169) Tree Tag



(T169) Close-Up



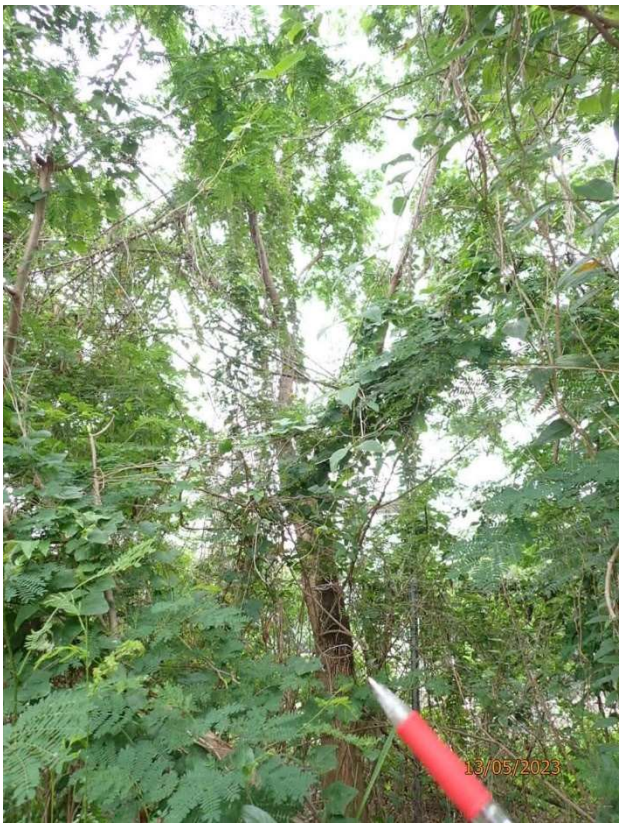
(T169) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T170) Overall View



(T170) Tree Tag



(T170) Close-Up



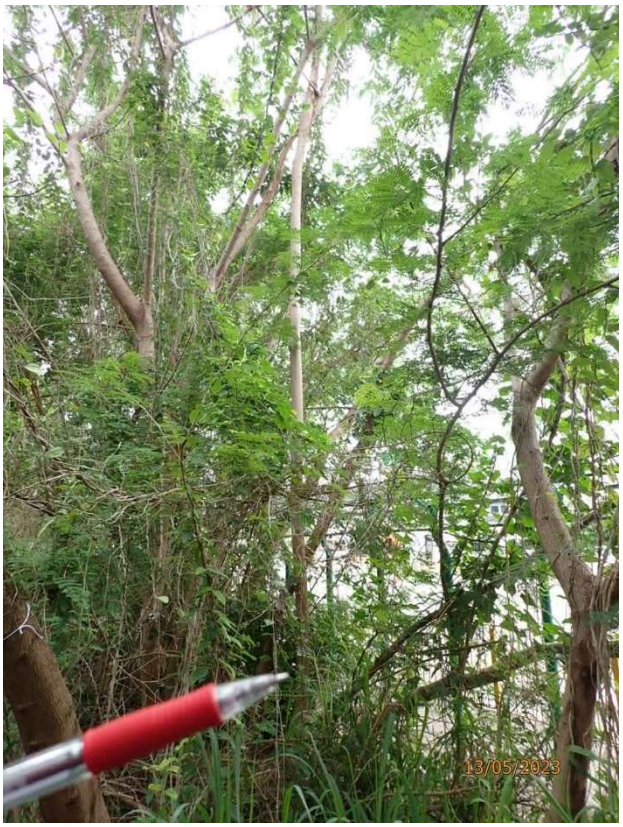
(T170) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T171) Overall View



(T171) Tree Tag



(T171) Close-Up



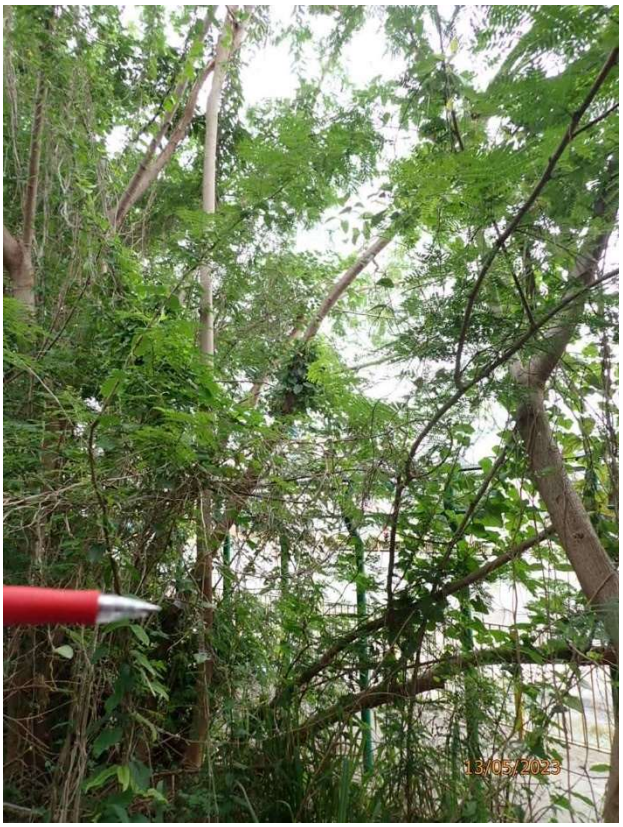
(T171) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T172) Overall View



(T172) Tree Tag



(T172) Close-Up



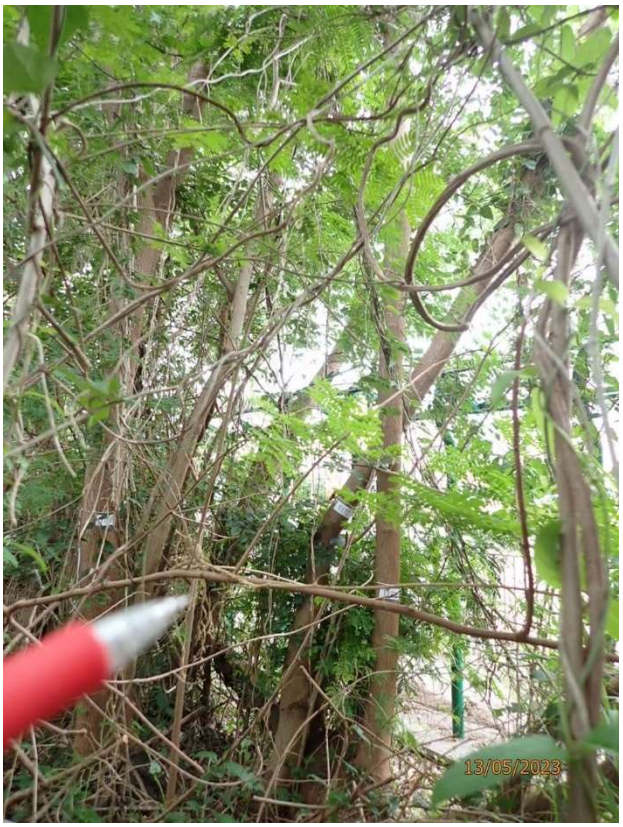
(T172) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

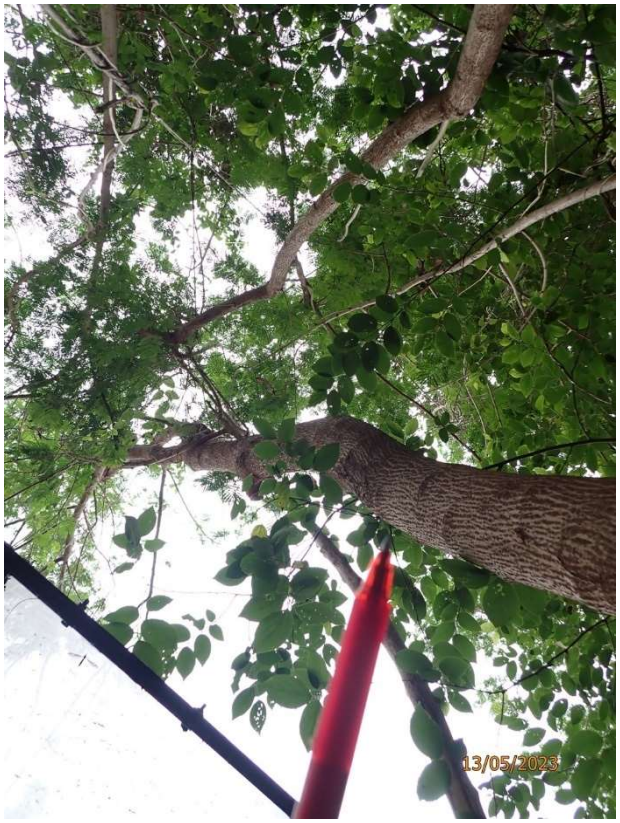
Proposed Residential Development at D.D.130, Lam Tei



(T173) Overall View



(T173) Tree Tag



(T173) Close-Up



(T173) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T174) Overall View



(T174) Tree Tag



(T174) Close-Up



(T174) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

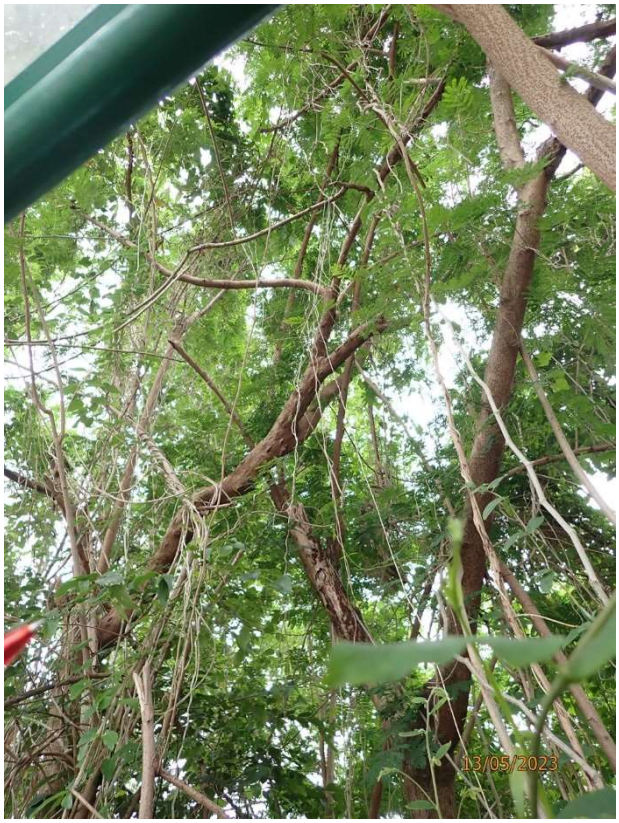
Proposed Residential Development at D.D.130, Lam Tei



(T175) Overall View



(T175) Tree Tag



(T175) Close-Up



(T175) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

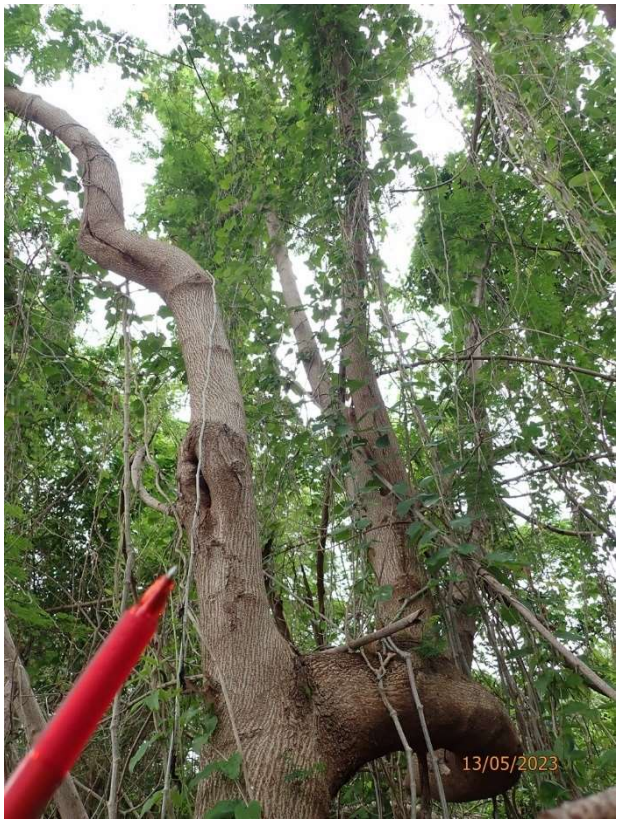
Proposed Residential Development at D.D.130, Lam Tei



(T176) Overall View



(T176) Tree Tag



(T176) Close-Up



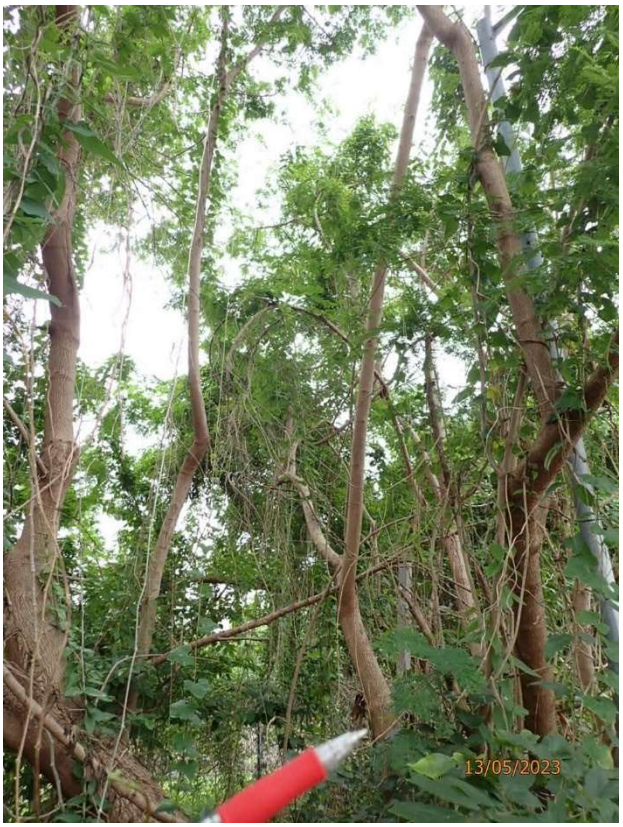
(T176) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

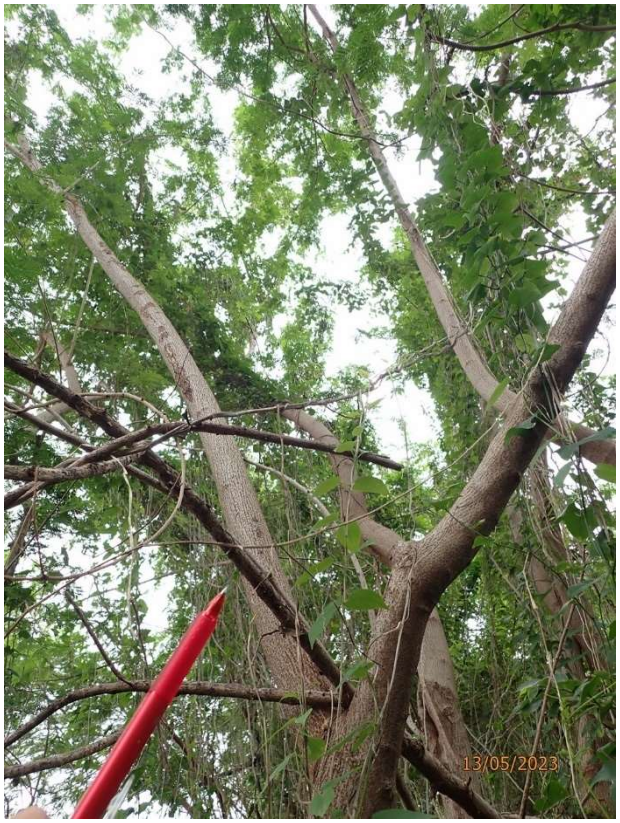
Proposed Residential Development at D.D.130, Lam Tei



(T177) Overall View



(T177) Tree Tag



(T177) Close-Up



(T177) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

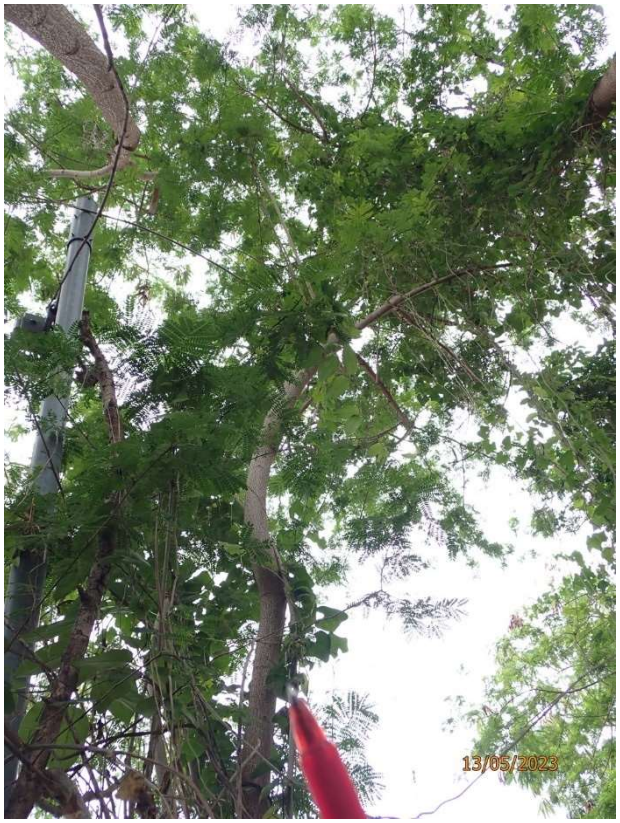
Proposed Residential Development at D.D.130, Lam Tei



(T178) Overall View



(T178) Tree Tag



(T178) Close-Up



(T178) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

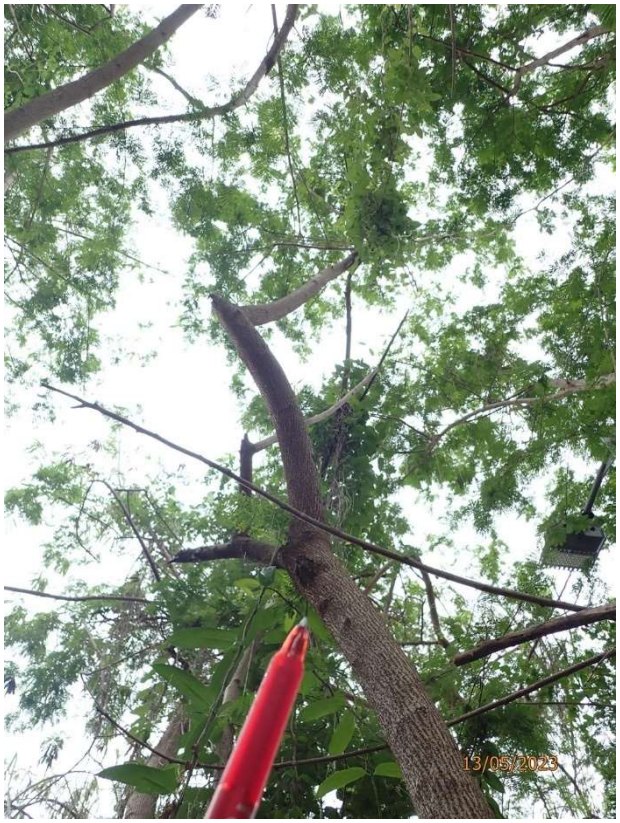
Proposed Residential Development at D.D.130, Lam Tei



(T179) Overall View



(T179) Tree Tag



(T179) Close-Up



(T179) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

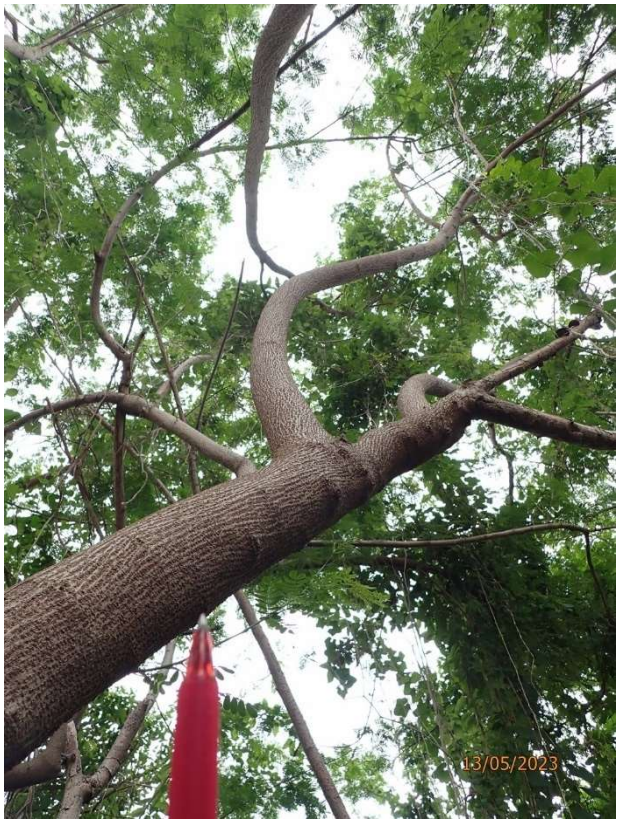
Proposed Residential Development at D.D.130, Lam Tei



(T180) Overall View



(T180) Tree Tag



(T180) Close-Up



(T180) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T181) Overall View



(T181) Tree Tag



(T181) Close-Up



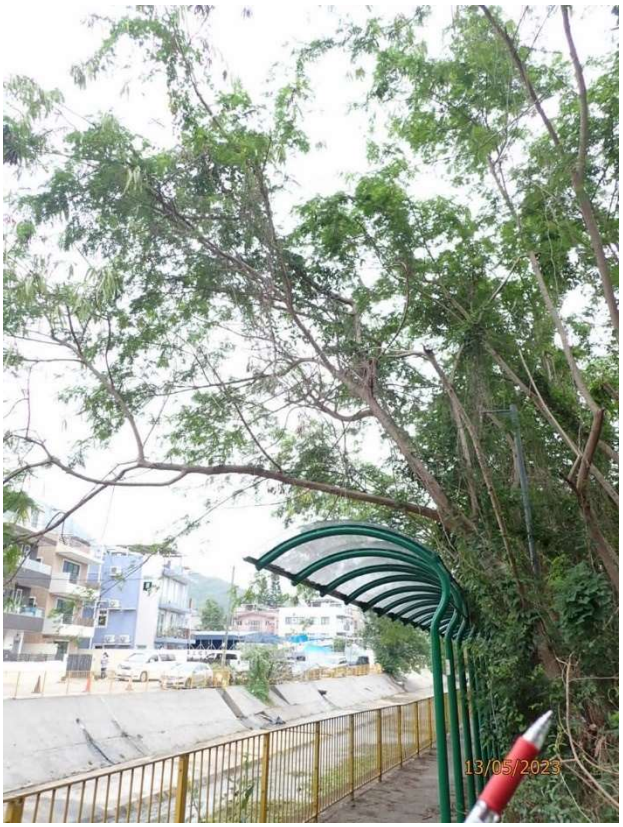
(T181) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

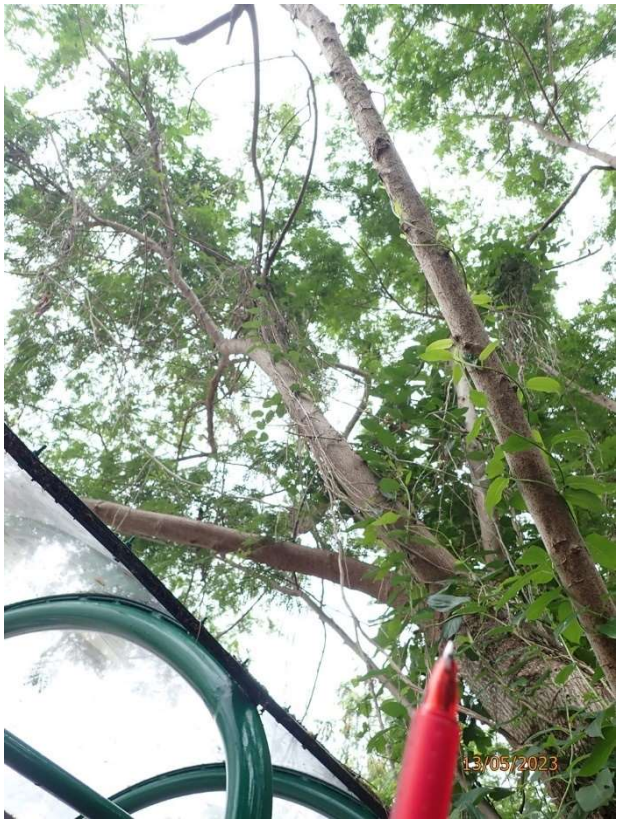
Proposed Residential Development at D.D.130, Lam Tei



(T182) Overall View



(T182) Tree Tag



(T182) Close-Up



(T182) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T183) Overall View



(T183) Tree Tag



(T183) Close-Up



(T183) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T185) Overall View



(T185) Tree Tag



(T185) Close-Up



(T185) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T186) Overall View



(T186) Tree Tag



(T186) Close-Up



(T186) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T187) Overall View



(T187) Tree Tag



(T187) Close-Up



(T187) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T188) Overall View



(T188) Tree Tag



(T188) Close-Up



(T188) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T189) Overall View



(T189) Tree Tag



(T189) Close-Up



(T189) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

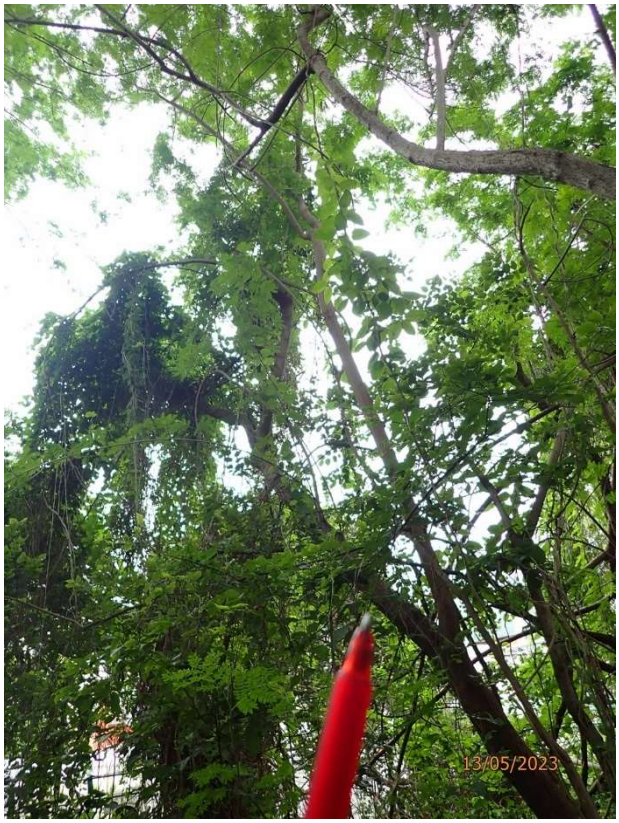
Proposed Residential Development at D.D.130, Lam Tei



(T190) Overall View



(T190) Tree Tag



(T190) Close-Up



(T190) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

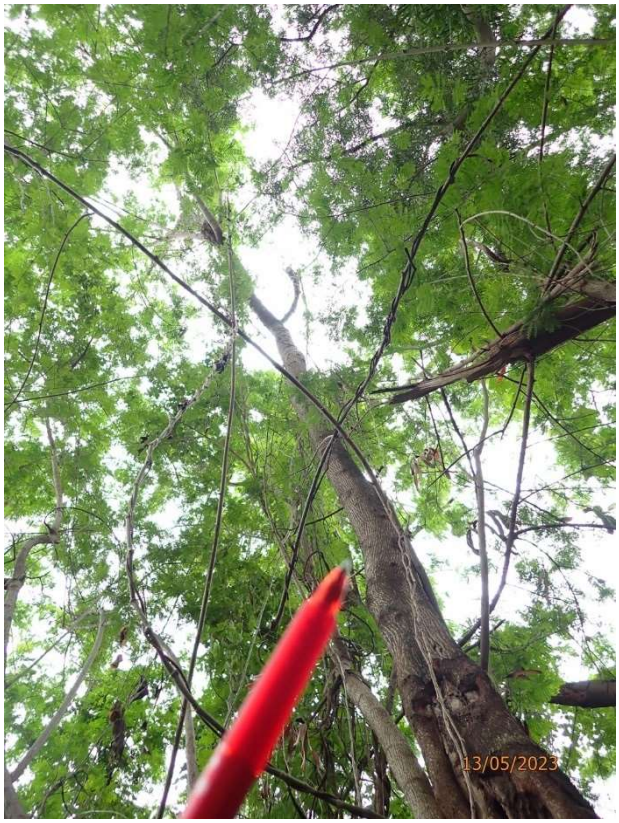
Proposed Residential Development at D.D.130, Lam Tei



(T191) Overall View



(T191) Tree Tag



(T191) Close-Up



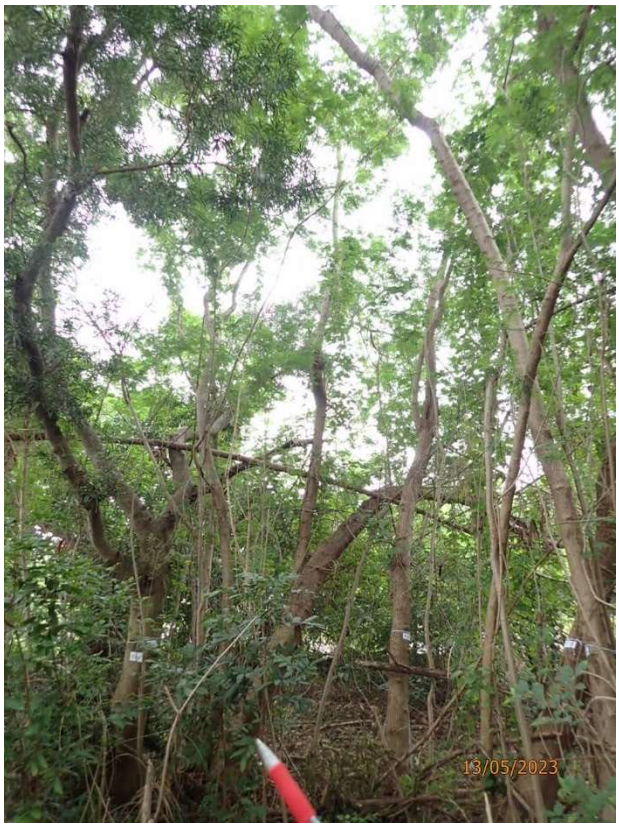
(T191) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

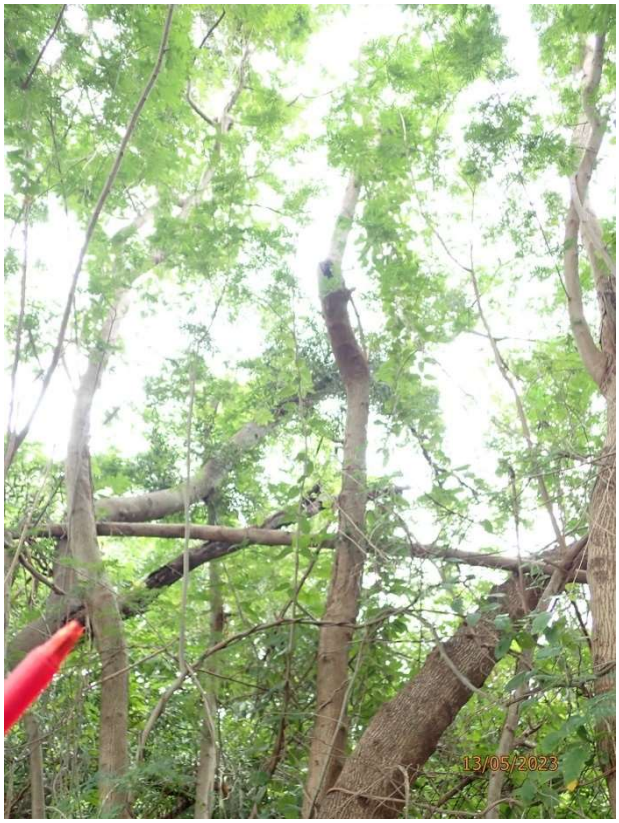
Proposed Residential Development at D.D.130, Lam Tei



(T193) Overall View



(T193) Tree Tag



(T193) Close-Up



(T193) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

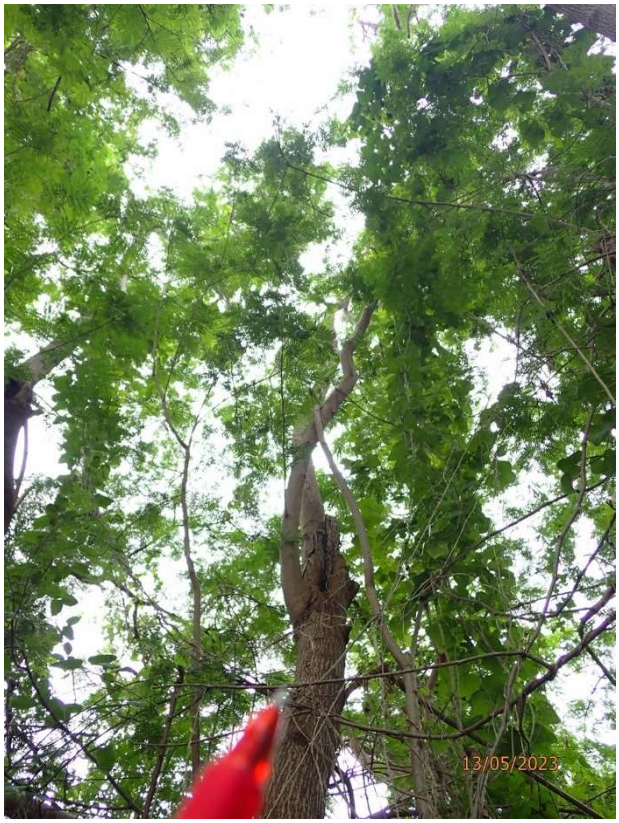
Proposed Residential Development at D.D.130, Lam Tei



(T194) Overall View



(T194) Tree Tag



(T194) Close-Up



(T194) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T195) Overall View



(T195) Tree Tag



(T195) Close-Up



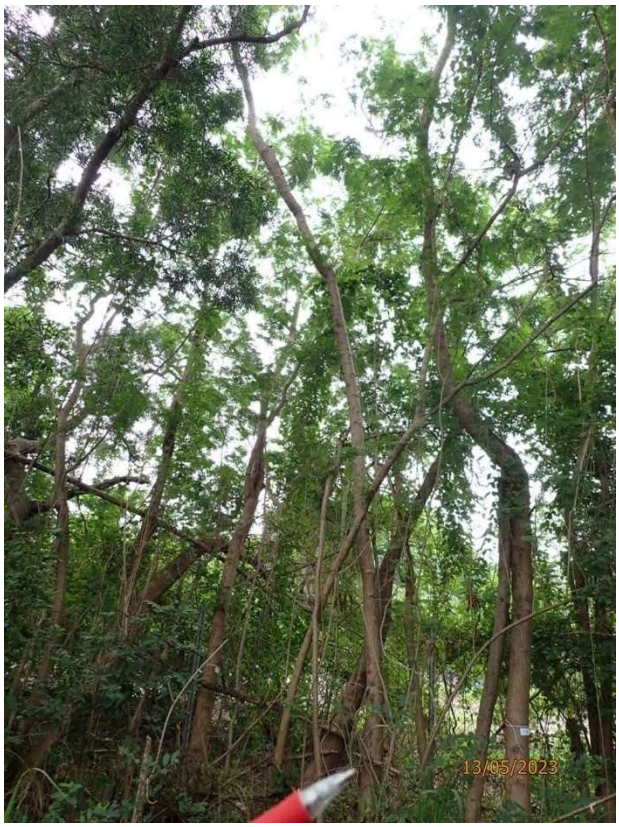
(T195) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

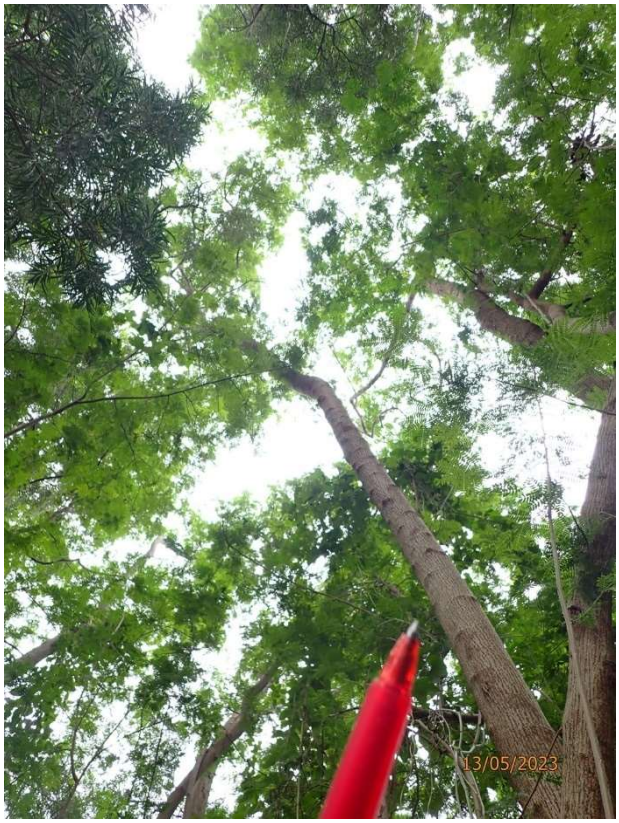
Proposed Residential Development at D.D.130, Lam Tei



(T196) Overall View



(T196) Tree Tag



(T196) Close-Up



(T196) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

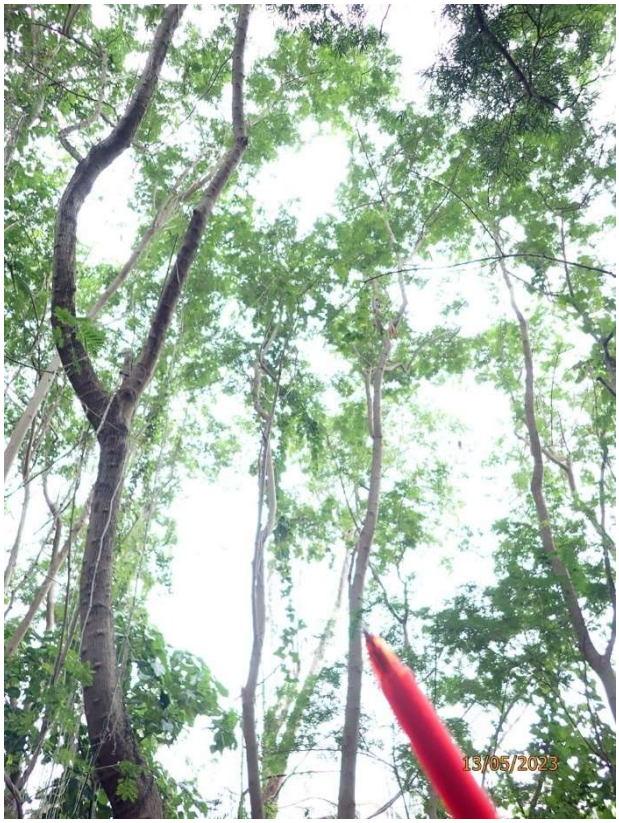
Proposed Residential Development at D.D.130, Lam Tei



(T197) Overall View



(T197) Tree Tag



(T197) Close-Up



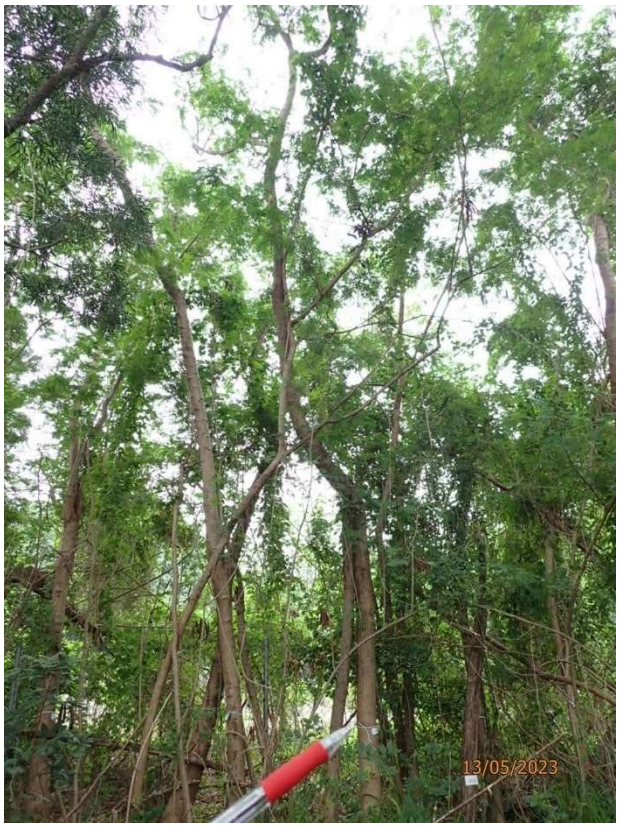
(T197) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T198) Overall View



(T198) Tree Tag



(T198) Close-Up



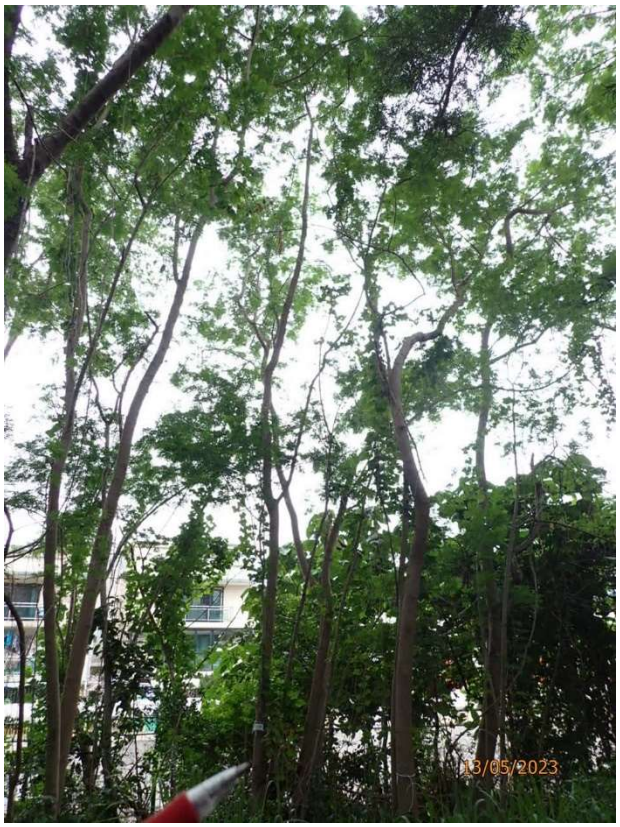
(T198) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

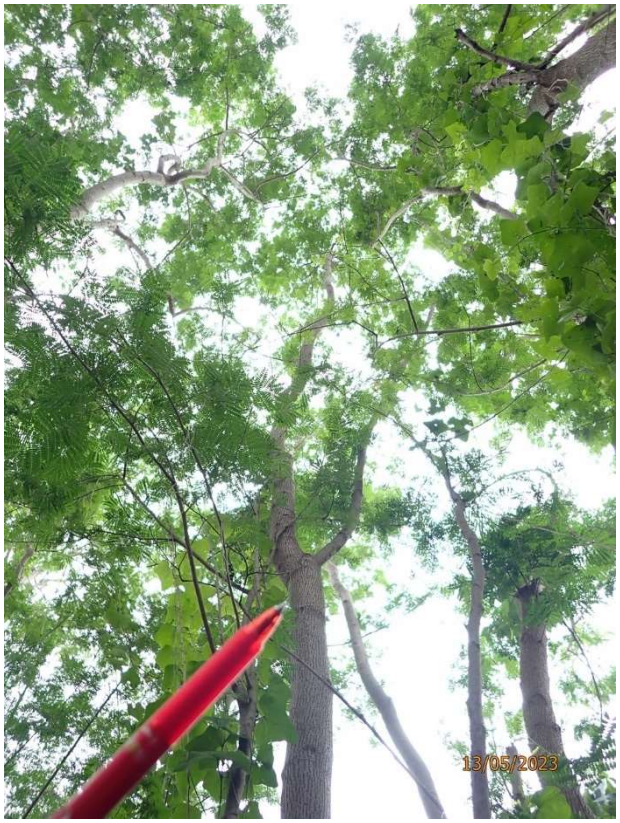
Proposed Residential Development at D.D.130, Lam Tei



(T199) Overall View



(T199) Tree Tag



(T199) Close-Up



(T199) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

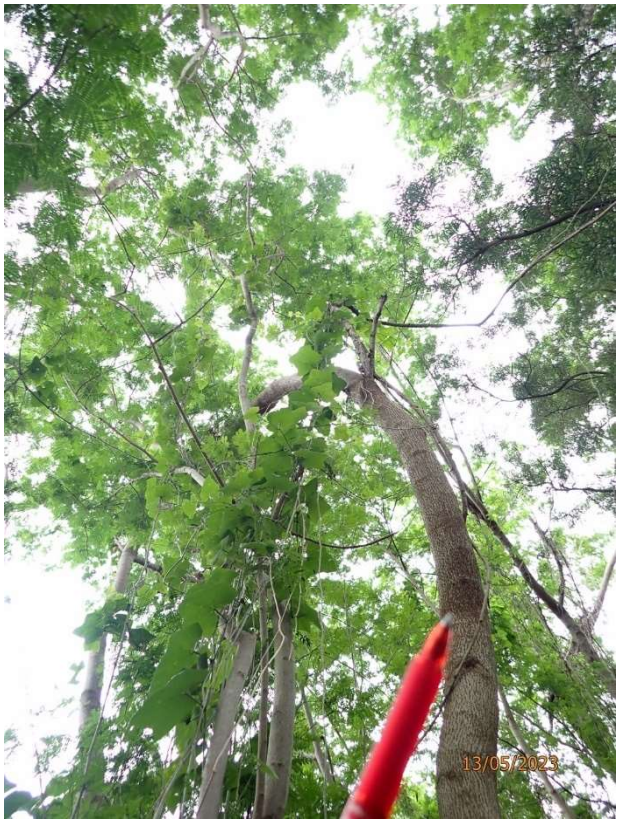
Proposed Residential Development at D.D.130, Lam Tei



(T200) Overall View



(T200) Tree Tag



(T200) Close-Up



(T200) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T201) Overall View



(T201) Tree Tag



(T201) Close-Up



(T201) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

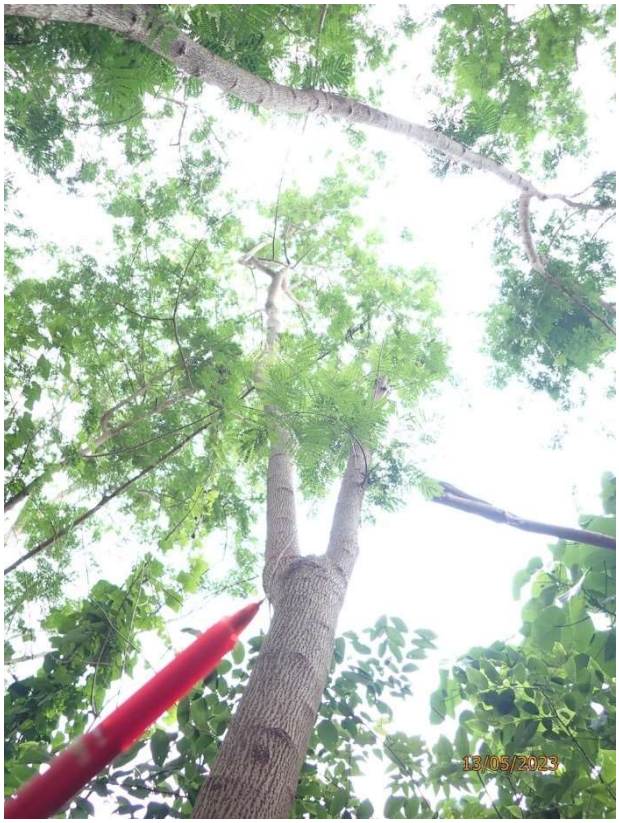
Proposed Residential Development at D.D.130, Lam Tei



(T202) Overall View



(T202) Tree Tag



(T202) Close-Up



(T202) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

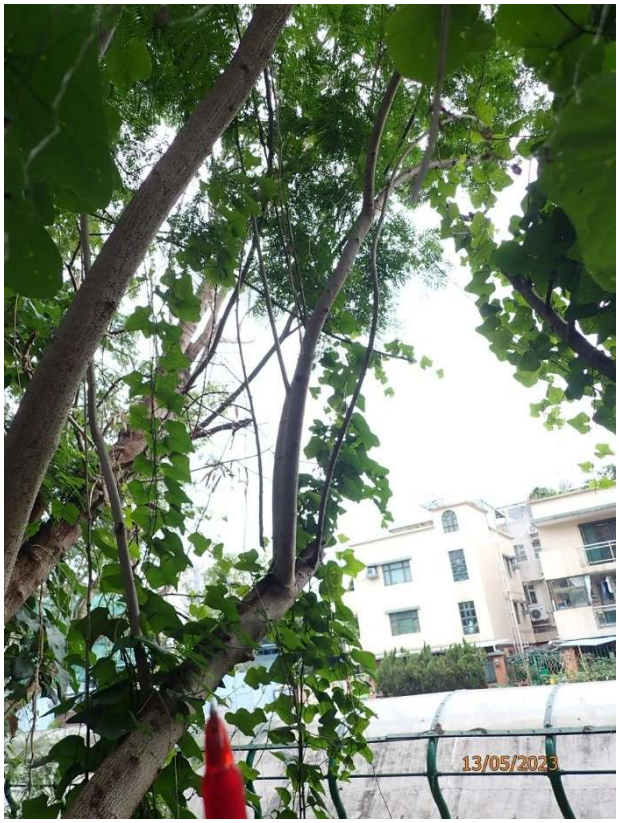
Proposed Residential Development at D.D.130, Lam Tei



(T203) Overall View



(T203) Tree Tag



(T203) Close-Up



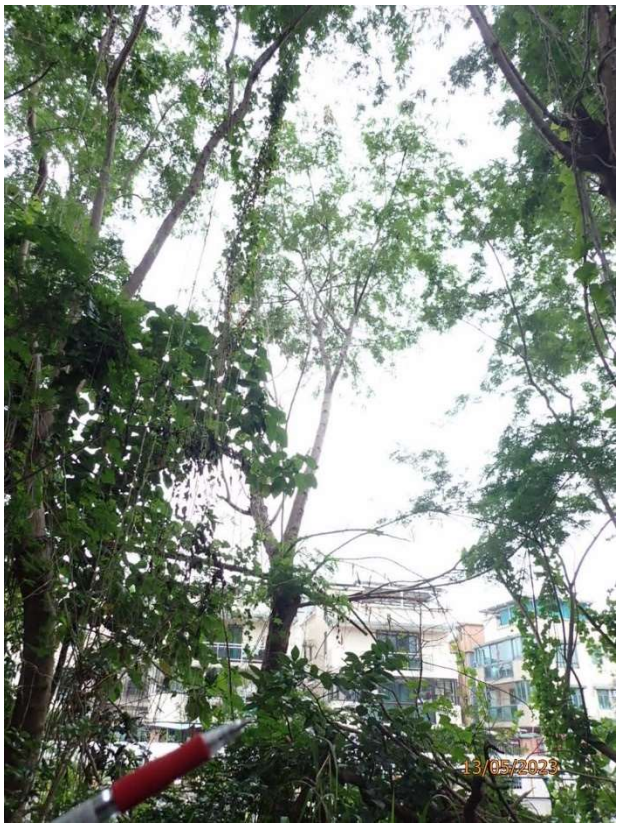
(T203) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

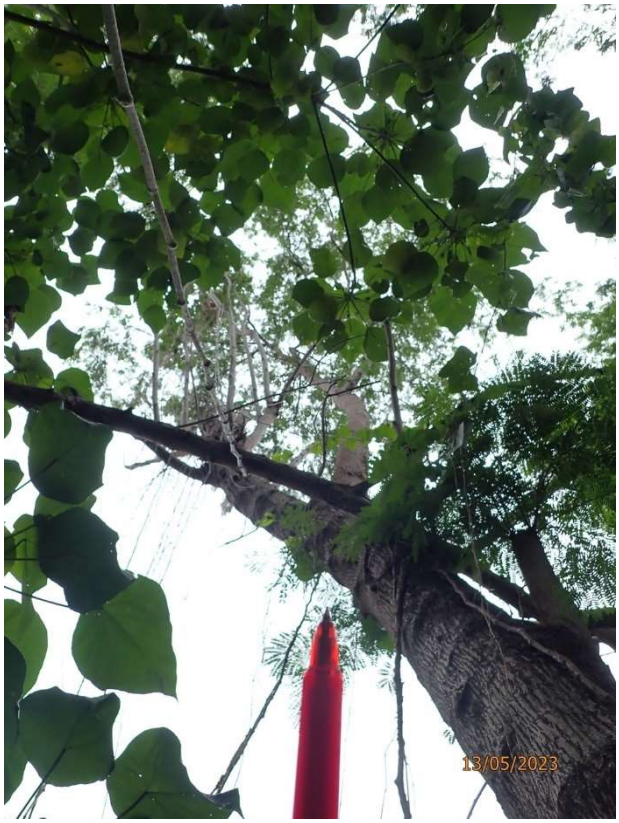
Proposed Residential Development at D.D.130, Lam Tei



(T204) Overall View



(T204) Tree Tag



(T204) Close-Up



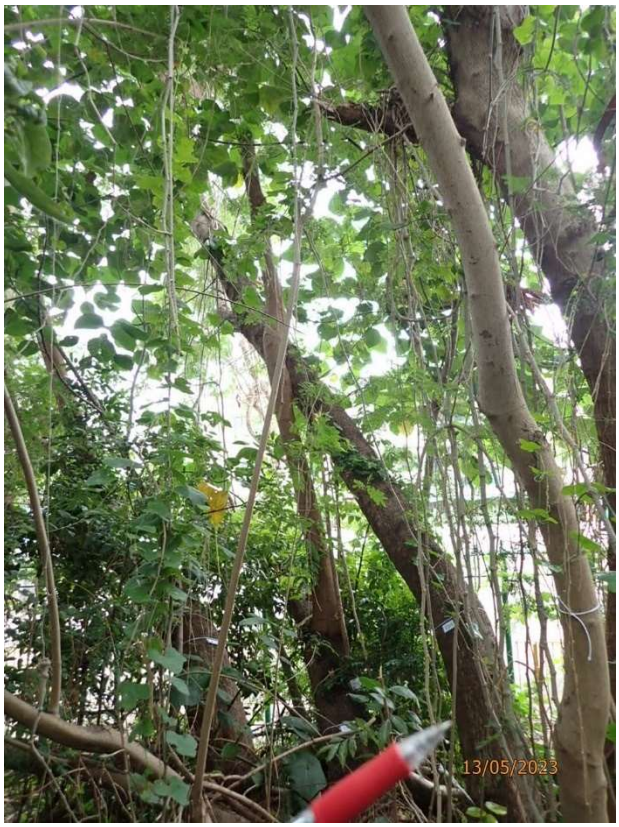
(T204) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

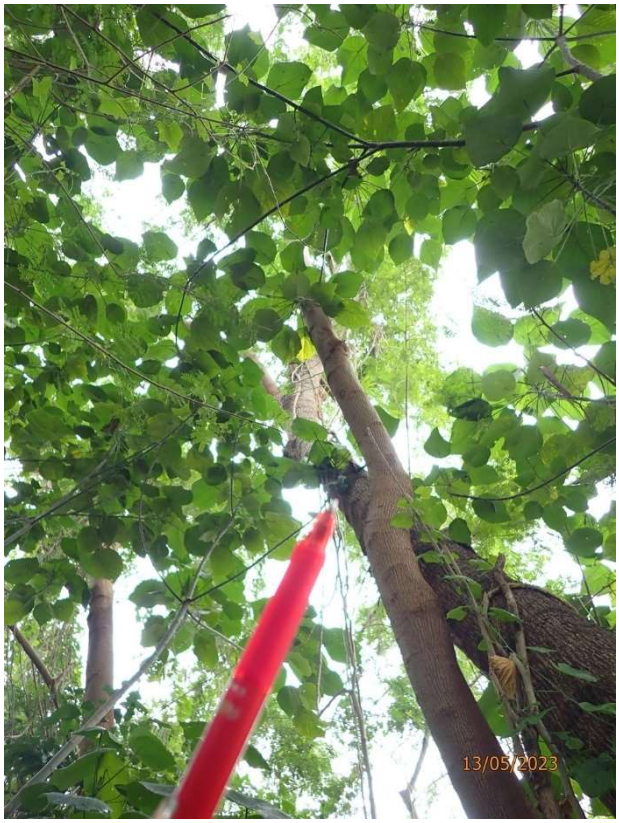
Proposed Residential Development at D.D.130, Lam Tei



(T205) Overall View



(T205) Tree Tag



(T205) Close-Up



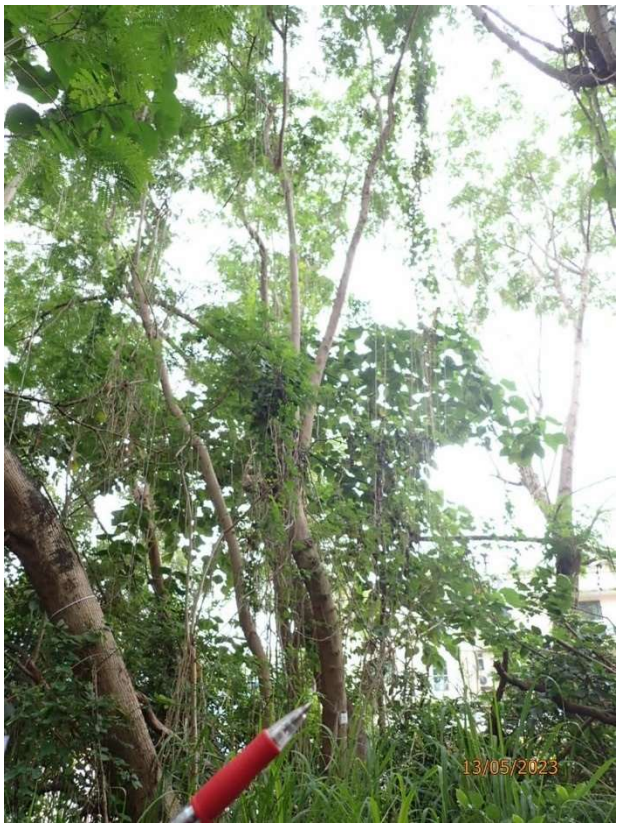
(T205) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

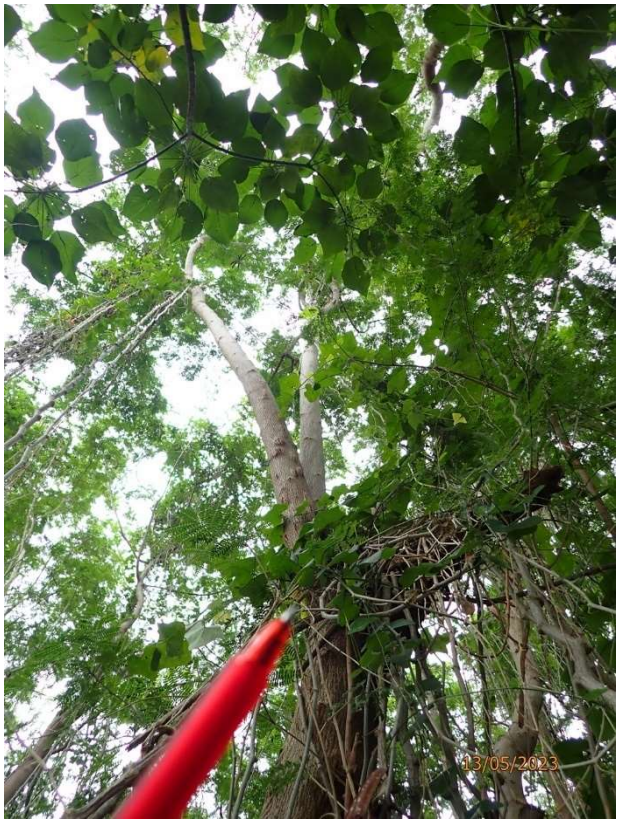
Proposed Residential Development at D.D.130, Lam Tei



(T206) Overall View



(T206) Tree Tag



(T206) Close-Up



(T206) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

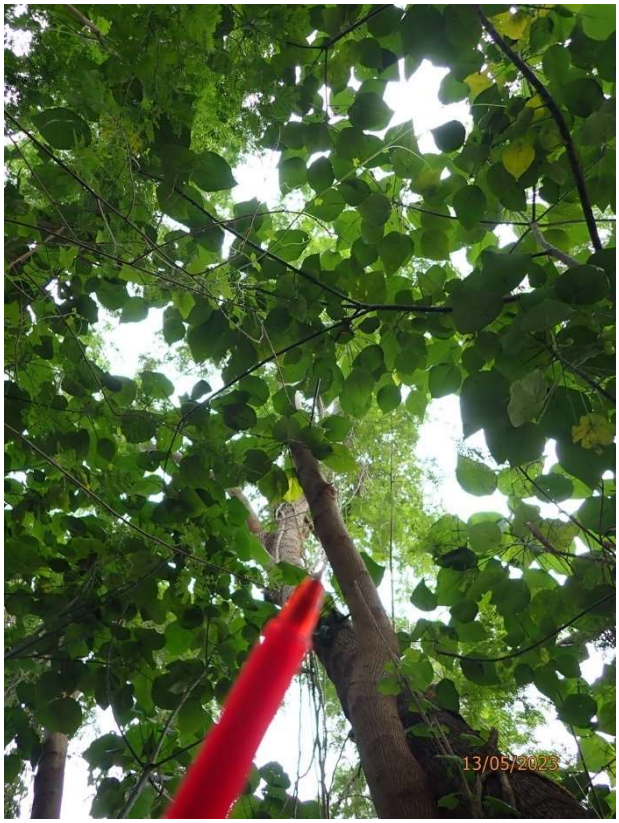
Proposed Residential Development at D.D.130, Lam Tei



(T207) Overall View



(T207) Tree Tag



(T207) Close-Up



(T207) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

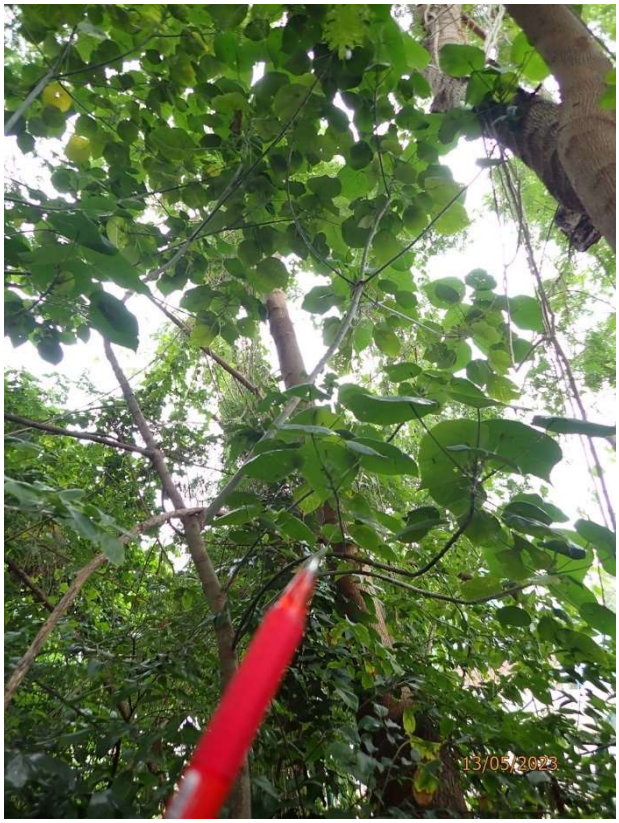
Proposed Residential Development at D.D.130, Lam Tei



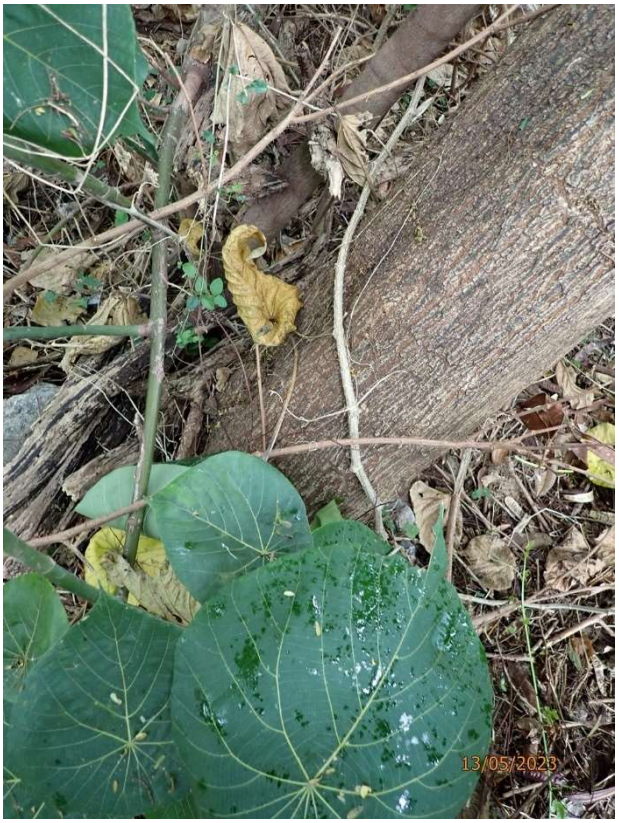
(T208) Overall View



(T208) Tree Tag



(T208) Close-Up



(T208) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T209) Overall View



(T209) Tree Tag



(T209) Close-Up



(T209) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T210) Overall View



(T210) Tree Tag



(T210) Close-Up



(T210) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T211) Overall View



(T211) Tree Tag



(T211) Close-Up



(T211) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

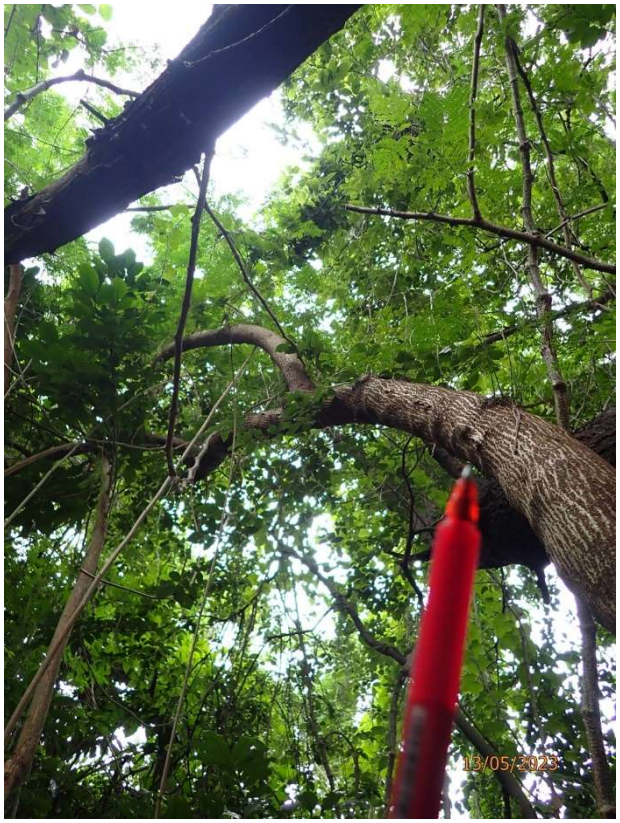
Proposed Residential Development at D.D.130, Lam Tei



(T214) Overall View



(T214) Tree Tag



(T214) Close-Up



(T214) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

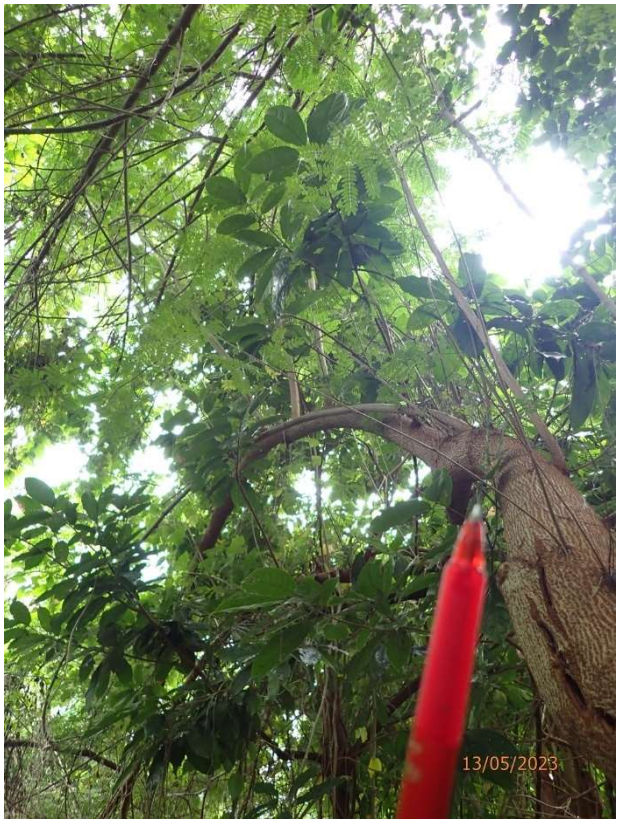
Proposed Residential Development at D.D.130, Lam Tei



(T216) Overall View



(T216) Tree Tag



(T216) Close-Up



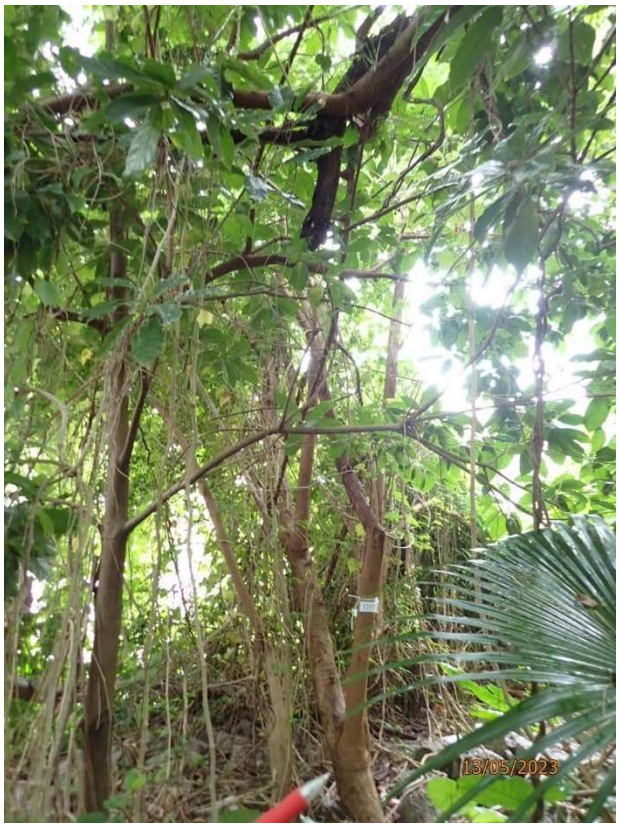
(T216) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

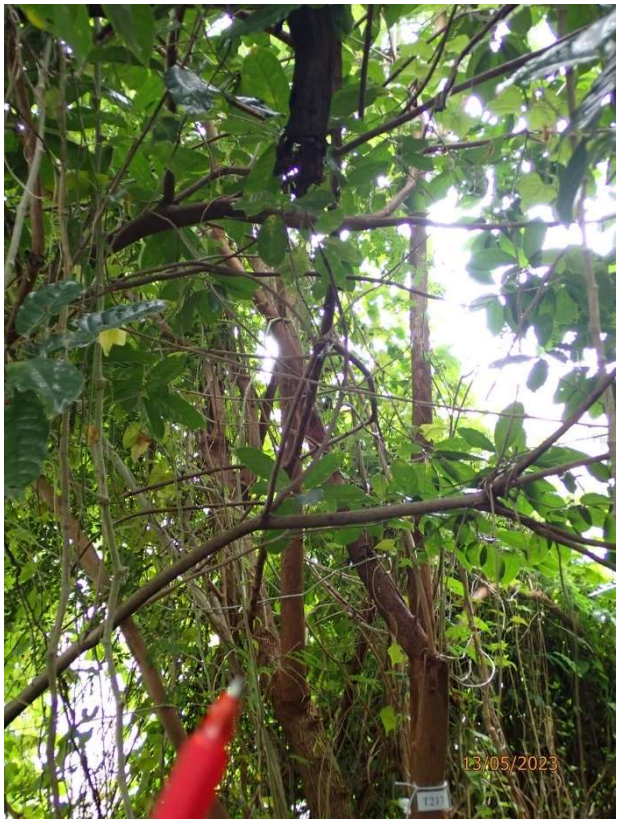
Proposed Residential Development at D.D.130, Lam Tei



(T217) Overall View



(T217) Tree Tag



(T217) Close-Up



(T217) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T218) Overall View



(T218) Tree Tag



(T218) Close-Up



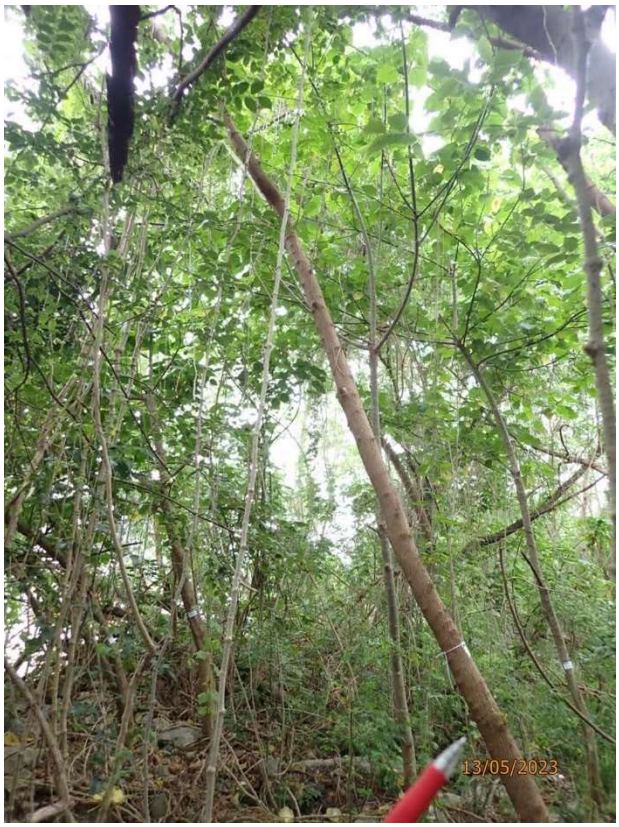
(T218) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

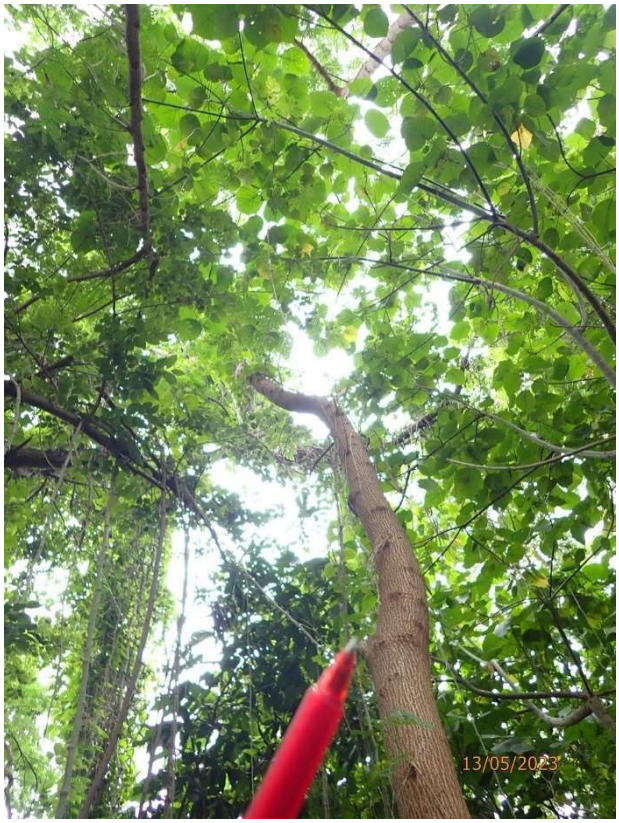
Proposed Residential Development at D.D.130, Lam Tei



(T220) Overall View



(T220) Tree Tag



(T220) Close-Up



(T220) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T221) Overall View



(T221) Tree Tag



(T221) Close-Up



(T221) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T222) Overall View



(T222) Tree Tag



(T222) Close-Up



(T222) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

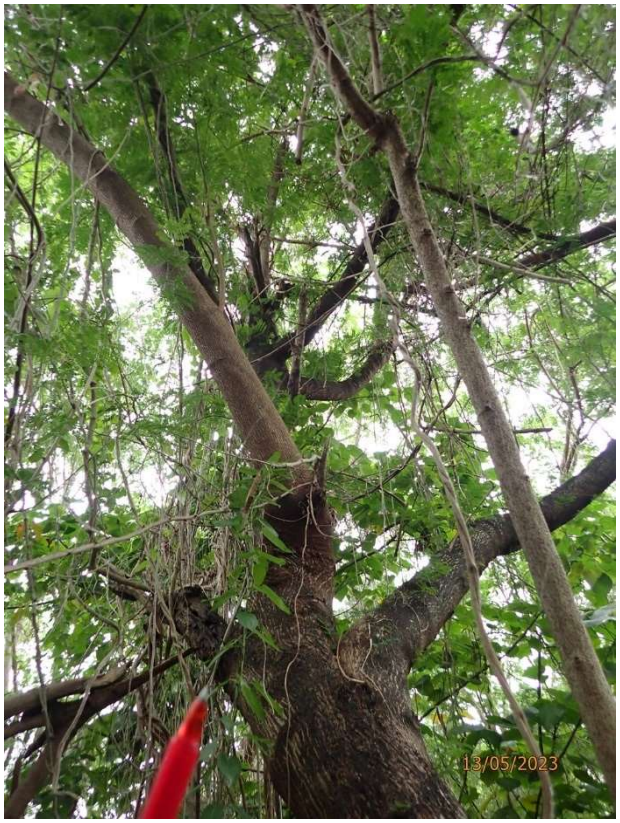
Proposed Residential Development at D.D.130, Lam Tei



(T224) Overall View



(T224) Tree Tag



(T224) Close-Up



(T224) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

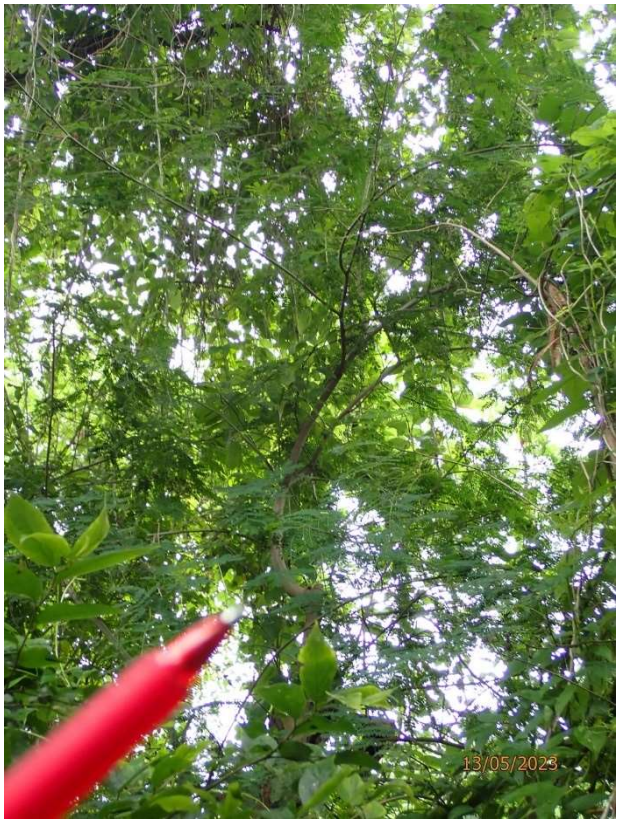
Proposed Residential Development at D.D.130, Lam Tei



(T226) Overall View



(T226) Tree Tag



(T226) Close-Up



(T226) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T228) Overall View



(T228) Tree Tag



(T228) Close-Up



(T228) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei



(T229) Overall View



(T229) Tree Tag



(T229) Close-Up



(T229) Close-Up

R = Retain T = Transplant F = Fell D = Dead Tree

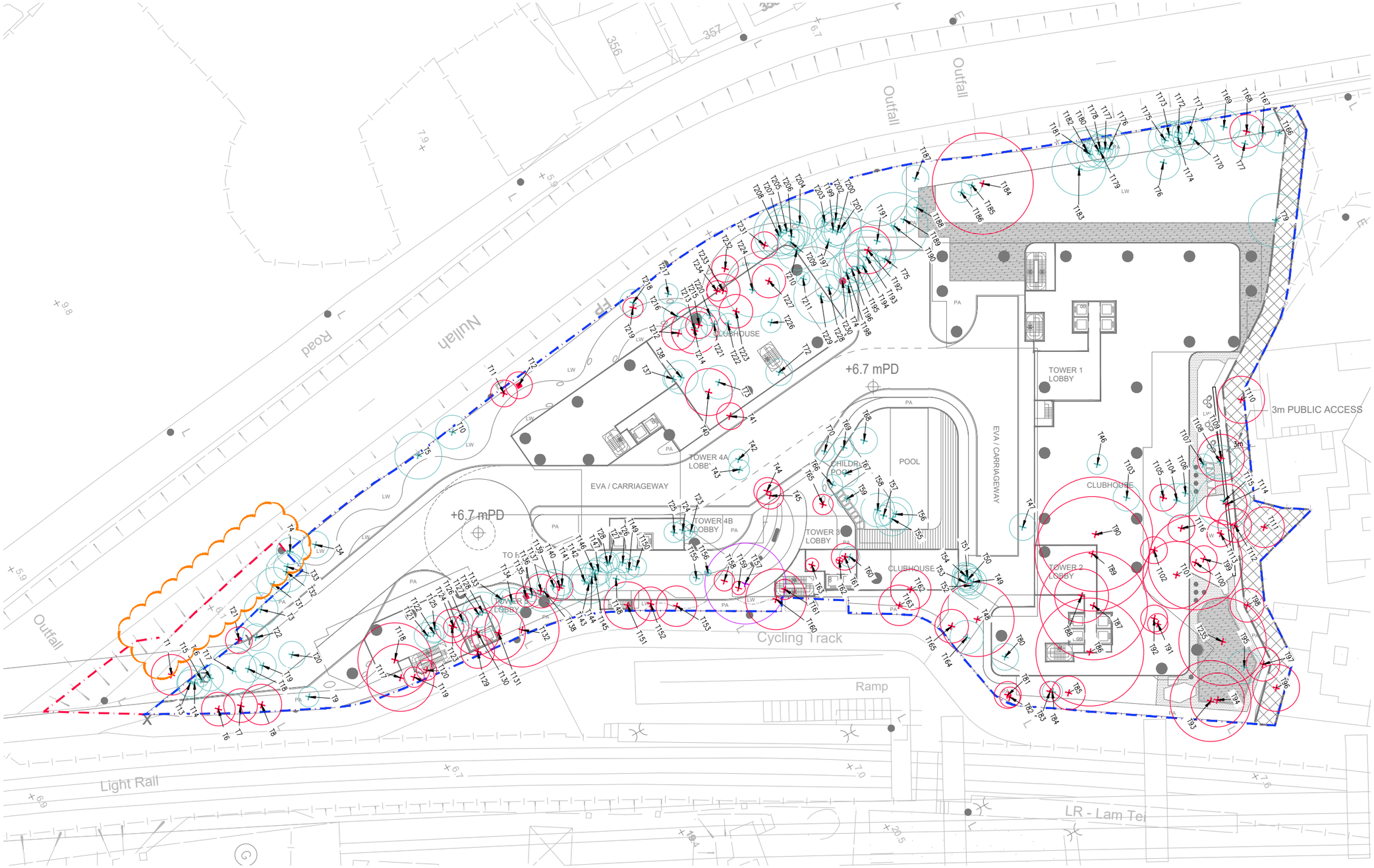
F

Tree Photographic Record

Proposed Residential Development at D.D.130, Lam Tei

APPENDIX D

Tree Survey Plan



GROUND FLOOR

A TREE SURVEY PLAN
SCALE 1:600

LEGEND:

- DEVELOPMENT SITE BOUNDARY
- APPLICATION SITE BOUNDARY
- REPROVIDED PUBLIC FOOTPATH
- 141 Nos. OF EXISTING TREE *(Leucaena leucocephala)* PROPOSED TO BE FELLED
- 79 Nos. OF EXISTING TREE PROPOSED TO BE FELLED
- T157 IDENTIFIED AS "PARTICULAR OF INTEREST" IS PROPOSED TO BE FELLED
- 3 Nos. OF EXISTING DEAD TREE

NO.	DESCRIPTION	DATE
D	GENERAL REVISED	09/07/2024
C	GENERAL REVISED	27/05/2024
B	GENERAL REVISED	11/03/2024
A	GENERAL REVISED	27/11/2023

REVISION

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PROJECT:

PROPOSED REZONING FROM "RESIDENTIAL (GROUP B)1" ZONE TO "RESIDENTIAL (GROUP B)4" ZONE FOR MEDIUM-DENSITY HOUSING DEVELOPMENT TO INCLUDE A FOOTPATH FOR PUBLIC USE AT VARIOUS LOTS AND ADJACENT GOVERNMENT LAND IN DD130, LAM TEI, TUEN MUN

DRAWING TITLE:

TREE SURVEY PLAN

Scale:	AS SHOWN
Date:	2023
Design:	SH
Drawn:	-
Checked:	SH
Project No:	2023311

Drawing No.: TSP-01

REV. D

A3 420 x 297

APPENDIX E

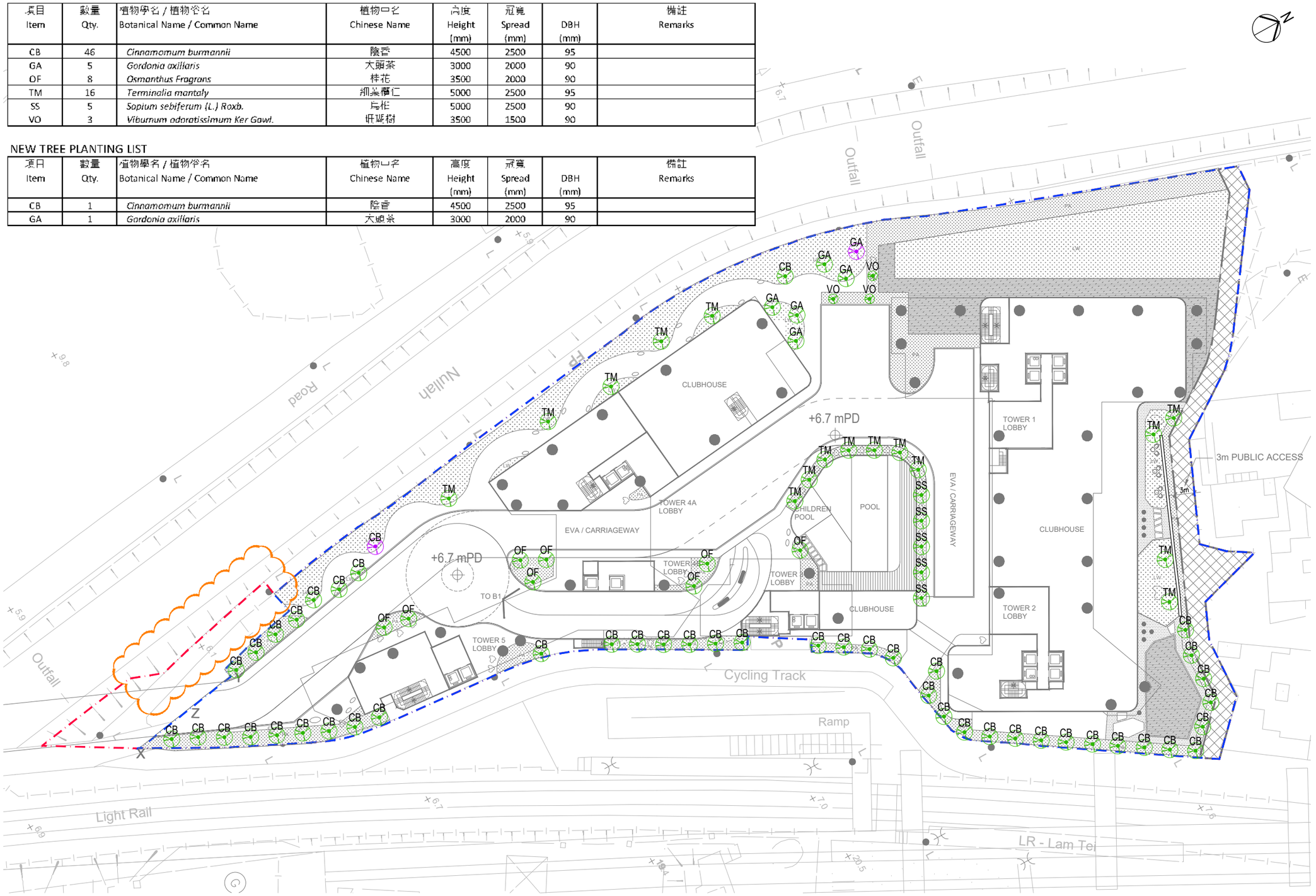
Compensatory Tree Planting Plan

COMPENSATORY TREE PLANTING LIST

項目 Item	數量 Qty.	植物學名 / 植物俗名 Botanical Name / Common Name	植物中名 Chinese Name	高度 Height (mm)	冠幅 Spread (mm)	DBH (mm)	備註 Remarks
CB	46	*Cinnamomum burmannii*	陰香	4500	2500	95	
GA	5	*Gordonia axillaris*	大頭茶	3000	2000	90	
OF	8	*Osmanthus Fragrans*	桂花	3500	2000	90	
TM	16	*Terminalia mantaly*	細葉欖仁	5000	2500	95	
SS	5	*Sapium sebiferum (L.) Roxb.*	烏桕	5000	2500	90	
VO	3	*Viburnum odoratissimum Ker Gawl.*	班麻樹	3500	1500	90	

NEW TREE PLANTING LIST

項目 Item	數量 Qty.	植物學名 / 植物俗名 Botanical Name / Common Name	植物中名 Chinese Name	高度 Height (mm)	冠幅 Spread (mm)	DBH (mm)	備註 Remarks
CB	1	*Cinnamomum burmannii*	陰香	4500	2500	95	
GA	1	*Gordonia axillaris*	大頭茶	3000	2000	90	



GROUND FLOOR

A COMPENSATORY TREE AND NEW TREE PLAN
SCALE 1:600

LEGEND:

- DEVELOPMENT SITE BOUNDARY
- APPLICATION SITE BOUNDARY
- REPROVIDED PUBLIC FOOTPATH
- 83 Nos. OF PROPOSED COMPENSATORY TREE
- 2 Nos. OF PROPOSED NEW TREE

NO.	DESCRIPTION	DATE
D	GENERAL REVISED	09/07/2024
C	GENERAL REVISED	27/05/2024
B	GENERAL REVISED	11/03/2024
A	GENERAL REVISED	27/11/2023

REVISION

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DRAWING TITLE:

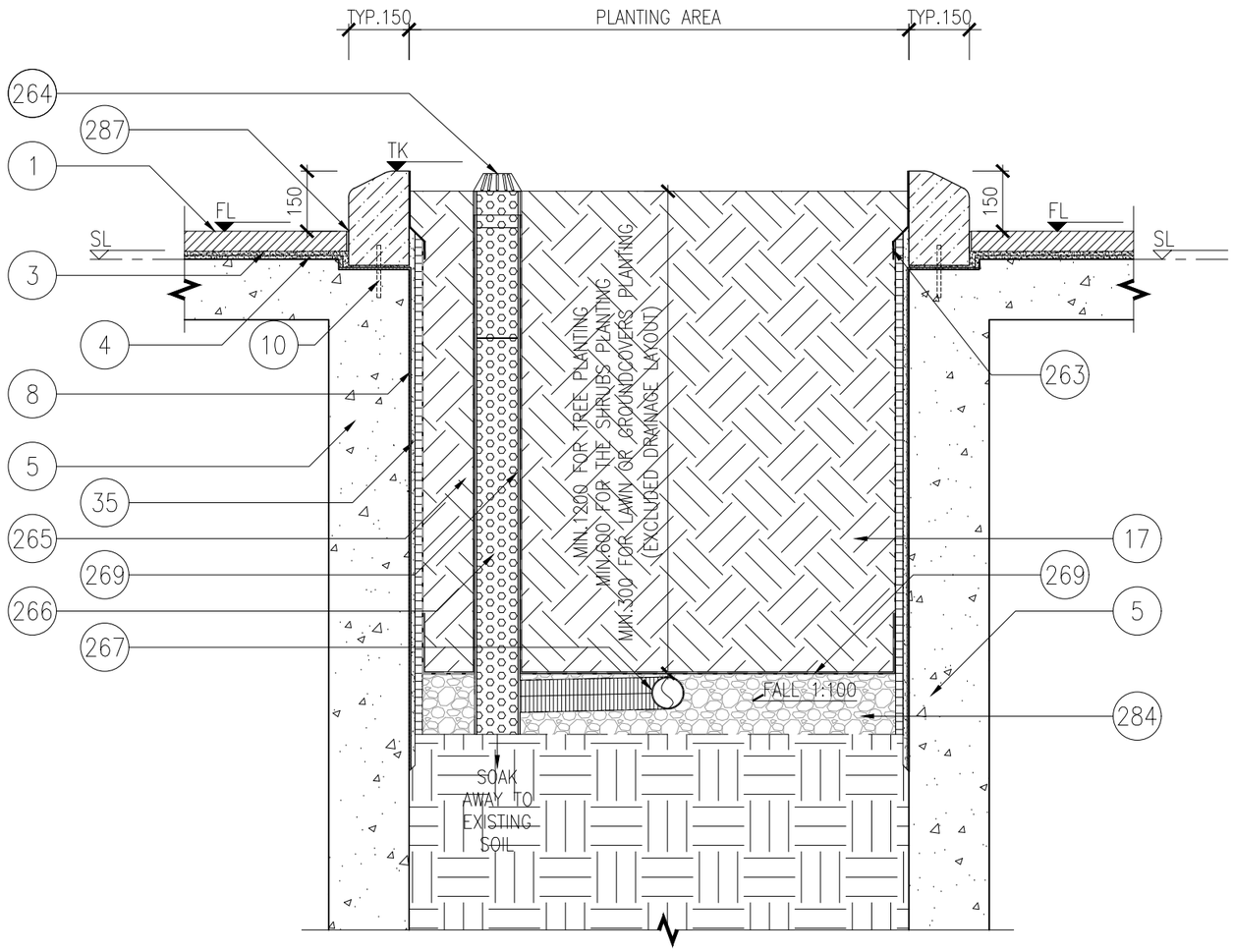
COMPENSATORY TREE AND NEW TREE PLAN

Scale:	AS SHOWN	Drawing No.:	CTP-01
Date:	2023		
Design:	SH		
Drawn:	-		
Checked:	SH		
Project No:	2023311	REV.	D

A3 420 x 297

APPENDIX F

Typical Planter Detail



A DETAIL (ON GRADE)
1:15 @A3

LEGEND:

1	APPROVED PAVING MATERIAL (REFER TO MATERIAL PLAN)
3	'KERACRETE' CEMENT MORTAR ADHESIVE OR APPROVED EQUAL
4	1:3 CEMENT & SAND SCREEDING
5	REINFORCED CONCRETE STRUCTURE TO ENGINEER'S DETAIL
8	WATERPROOFING TO ARCHITECT'S SPECIFICATION
10	STAINLESS STEEL AISI316 DOWEL
17	SOIL MIXED AS SPECIFIED
35	MiraDRAIN 9000 COMPOSITE DRAINAGE SYSTEM OR APPROVED EQUAL
263	1mm THK. STAINLESS STEEL AISI 316 FLASHING W/ LAP 100mm MAX. FIXED BY APPROVED SEALANT
264	'ADS' PVC DOME GRATING
265	DRAIN-SLEEVE® FILTER FABRIC SOCK OR EQUIVALENT
266	ø150mm 'ADS' SINGLE WALL CORRUGATED HDPE DRAINAGE PIPE TO BE CONNECTED TO BUILDING DRAINAGE SYSTEM INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS
267	ø100mm 'ADS' SINGLE HDPE DRAIN PIPE WRAPPED IN PROPRIETARY GEO-FABRIC 'ADS' DRAIN FILTER SOCK TO BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS
269	'TERRAM 700' GEO-TEXTILE FILTER FABRIC w/ LAP 150mm MAX
284	MIN.100mm THK. GRANULAR DRAINAGE LAYER BY MC
287	GROUTING

NOTES:
1. ALL STRUCTURAL, WATERPROOFING & E&M SERVICES SHOULD REFER TO ARCHITECT'S & ENGINEER'S DETAILS.

2. ALL DRAWINGS ARE FOR DESIGN INTENT ONLY. SPECIALIST TO SUBMIT SHOP DRAWINGS FOR APPROVAL.

3. ALL MATERIAL FINISHES SHOULD REFER TO MATERIAL SCHEDULE.

4. ALL CONSTRUCTION JOINTS SHOULD REFER TO ARCHITECT'S DETAIL & SPECIFICATIONS.

5. ALL PLANTER DRAINS BY SOFT LANDSCAPE CONTRACTOR.

NO.	DESCRIPTION	DATE
REVISION		

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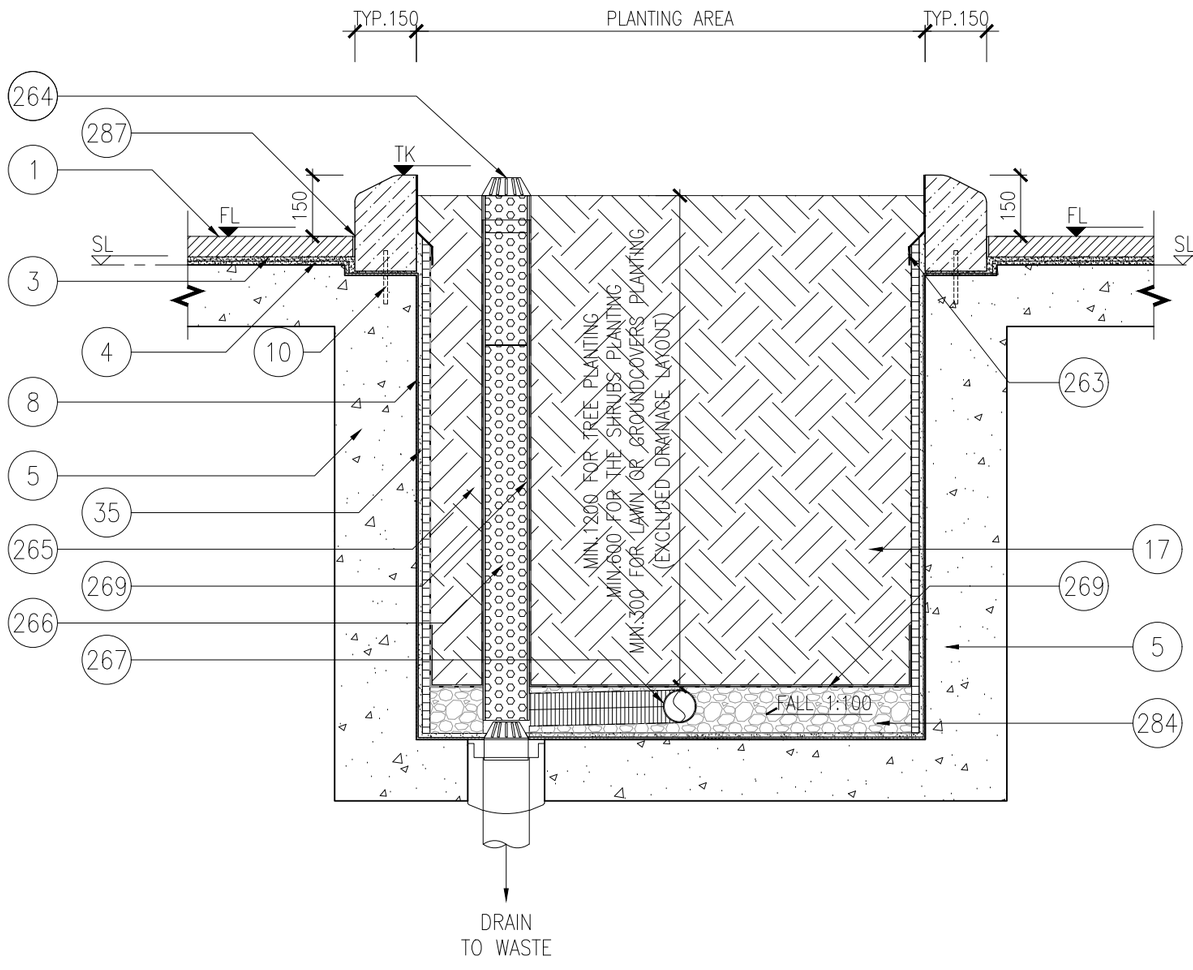
DRAWING TITLE:
TYPICAL PLANTER DETAILS (ON GRADE)

Scale:	AS SHOWN	Drawing No.:	LD-01-01
Date:	2023		
Design:	SH		
Drawn:	-		
Checked:	SH	REV.	-
Project No:	2023311		

A3 420 x 297



A DETAIL (ON STRUCTURAL)
1:15 @A3

LEGEND:

1	APPROVED PAVING MATERIAL (REFER TO MATERIAL PLAN)
3	'KERACRETE' CEMENT MORTAR ADHESIVE OR APPROVED EQUAL
4	1:3 CEMENT & SAND SCREEDING
5	REINFORCED CONCRETE STRUCTURE TO ENGINEER'S DETAIL
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5. ALL PLANTER DRAINS BY SOFT LANDSCAPE CONTRACTOR.

NO.	DESCRIPTION	DATE
REVISION		

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DRAWING TITLE:
TYPICAL PLANTER DETAILS (ON STRUCTURAL)

Scale:	AS SHOWN	Drawing No.:	
Date:	2023		LD-01-02
Design:	SH		
Drawn:	-		
Checked:	SH		REV. -
Project No:	2023311		

A3 420 x 297

Appendix J

All Response-to-Comment Tables Submitted under Various Further Information

PLANNING LIMITED
規劃顧問有限公司

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133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
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萬兆豐中心16樓K室
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傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Hand

Our Ref: S3088/LTTM/23/005Lg

27 February 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
- S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 1

Reference is made to the captioned S12A Application submitted to the Town Planning Board ("TPB") on 22 January 2024.

The Permanent Secretary for Transport and Logistics gazetted the PWP Item Nos. B764CL and B861CL Site Formation and Infrastructure Works for Public Housing Developments at San Hing Road and Hong Po Road, Tuen Mun (Road Works) on 26 January 2024. The Applicant has reviewed the gazette plan and noticed that there are changes in some of the road layout and traffic improvement measures near the Site. In order to reflect the latest road layout and traffic arrangement in the vicinity, we hereby submit a revised Traffic Impact Assessment (enclosed in **Annex A**) for consideration by the Transport Department and TPB.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8453 or our Ms Anson YING at 3426 2833.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl. (4 hard copies)

cc. the Applicant & Team

KT/GN/AY/vy

bsi ISO 9001 Quality Management Systems CERTIFIED
FS 579819

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
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By Hand

Our Ref: S3088/LTTM/23/006Lg

27 March 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
- S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 2

Reference is made to the captioned S12A Application submitted to the Town Planning Board ("TPB") on 22 January 2024 and the departmental comments conveyed via Tuen Mun and Yuen Long West District Planning Office in March 2024.

In response to the departmental comments, we hereby submit this Further Information ("FI") No.2 for the TPB's consideration. This FI submission consists of:

1) Response-to-Comment Table and Attachment A (Sample Calculation and Plan View Diagram of Representative NSR T1_RN02)
2) Annex A – Revised Environmental Assessment
3) Annex B – Replacement Pages of the Revised Sewerage Impact Assessment
4) Annex C – Replacement Pages of the Revised Drainage Impact Assessment
5) Annex D – Revised Master Layout Plan
6) Annex E – Replacement Pages of the Revised Supporting Planning Statement
7) Annex F – Replacement Pages of the Revised Visual Impact Assessment
8) Annex G – Replacement Pages of the Revised Landscape Proposal
9) Annex H – Replacement Pages of the Revised Tree and Preservation Proposal
10) Annex I – Building Separation and Permeability Plan
11) Annex J – Replacement Pages of the Revised Water Supply Impact Assessment

bsi ISO 9001 Quality Management Systems CERTIFIED
FS 579819

PLANNING LIMITED
規劃顧問有限公司

S3088/LTTM/23/006Lg
Date: 27 March 2024

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8840 or our Ms Anson YING at 3426 2833.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl. (4 hard copies)

cc. the Applicant & Team

KT/GN/AY/vy

Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Munsss
(Application No. Y/TM-LTYY/11)

– Response-to-Comments –

– Further Information No. 2 –

Item	Comments	Our Responses
Comments of Environmental Protection Department Received on 4 March 2024		
1.	Noise General Comments / Major Issues Overall, there should be no insurmountable noise problem for the applicant to meet the relevant noise criteria of HKPSG. Nevertheless, since the proposed development is still at its early planning stage, the applicant is advised to submit a quantitative noise impact assessment shall be submitted under land lease mechanism based on the exact details of the proposed development (detailed design stage) to demonstrate the compliance of the relevant noise criteria in the HKPSG, and implement all noise mitigation measures where necessary. Besides, please observe specific comments below for follow-up in the Environmental Assessment (EA).	Noted.
2.	Railway Noise Concerning railway noise calculation, please provide (i) sample calculation of the representative noise sensitive receiver (NSR T1_RN02), (ii) plan view diagram indicating the view angles and perpendicular distance(s) to the railway tracks and (iii) sectional diagram indicating the proposed development and the railway tracks for our consideration.	Sample calculation and plan view diagram of representative NSR T1_RN02, and a sectional diagram of the Site have been provided in **Attachment A** of enclosed to this RtoC.
3.	Please provide the reference case / other evidence to support the claim of "..acoustic windows (baffle type) are able to reduce noise…for buildings of similar façade,…adverse rail impact…	This statement is produced with reference to the Approved EIA Report "Development at San Hing Road and Hong Po Road, Tuen Mun" (Register No.: AEIAR-227/2020) by the Civil Engineering and Development

Item	Comments	Our Responses
	can be mitigated" in Section 2.7.1 of the EA report.	Department. In fact, based on the market knowledge of our Environmental Consultant with reference to other private development projects in Hong Kong, the claimed noise reduction can be achieved. However, the information is not available in the public domain.
4.	Fixed Noise For all the fixed noise sources, please countercheck and confirm whether there are nighttime operations.	A further night-time site survey was conducted on 6 March 2024, which reconfirmed there was no night-time operations at the identified fixed noise sources.
5.	Please check and confirm if there are any proposed fixed noise sources in the development. If so, the fixed noise impact from the proposed development (e.g. cooling towers / chillers proposed for the development on the noise sensitive receivers nearby shall also be assessed, and propose appropriate noise mitigation measures to ensure the compliance of relevant noise criteria under HKPSG). Please update the assessment accordingly.	Section 3.3.4 and 3.3.5 have been added to address the planned fixed noise sources at the proposed development. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
6.	Traffic Noise The traffic forecast adopted in the assessment shall be endorsed by Transport Department. Please incorporate TD's endorsement into the report.	TD's endorsement is pending and will be incorporated into the report once received.
7.	The Project Proponent is recommended to make reference to EPD's "Practice Note on Application of INNOVATIVE NOISE MITIGATION DESIGNS in Planning Private Residential Developments against Road Traffic Noise Impact", for the design and application of acoustic window. This Practice Note (PN) has clearly outlined the design requirements, noise performance and application of Acoustic Window / Balcony (Baffle Type).	Based on the updated traffic forecast data, the revised assessment reveals full compliance with the HKPSG standard of 70 dB(A). Mitigation measures are therefore not proposed.
8.	Water Quality It is noted that an on-site sewerage treatment plant has been proposed and the treated effluent would be discharged into an existing nullah connection to Tuen Mun River channel at	Section 2.5.5 has been revised accordingly. Please refer to the revised Sewerage Impact Assessment enclosed in **Annex B**.

Item	Comments	Our Responses
	downstream. The treated effluent should meet the standards in WPCO-TM Table 6 (for Group D inland waters) instead of Table 10b (for marine waters of North Western WCZ) as proposed by the applicant. The applicant should revise S.2.5.5 of the Sewerage Impact Assessment (SIA), as well as other relevant parts in supporting planning statement and relevant documents.	
9.	Since an onsite sewerage treatment plant has been proposed, please remind the applicant to obtain relevant discharge licence under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO.	Noted.
10.	Sewerage Section 2.4.1 and Appendix 2.1 (Appendix F – SIA) (a) For residential flow calculation, the total number of residents should be rounded up to a whole number.	The number of residents has now been rounded up to a whole number and Appendix 2.1 has been revised. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in **Annex B**.
11.	(b) For swimming pool backwash flow, 30 mins backwash duration appears to be longer than normal design. Please clarify. Meanwhile, if there is no storage / buffer tank to alleviate the peak flow, the swimming pool backwash wastewater should be assumed to be discharged during the backwash duration.	A 5 minutes backwash has now been assumed, Appendix 2.1 and Table 2.1 have been revised accordingly. The calculation has assumed the swimming pool backwash wastewater will be discharged during the backwash duration and the design of the STP has catered for this peak flow. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in **Annex B**.
12.	Since the application site is not served by public sewerage system and an on-site sewerage treatment plant has been proposed, please remind the applicant to obtain relevant discharge license under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO	Noted.

Item	Comments	Our Responses
	Air Quality	
13.	Table 5.4. Please specify whether the 10-th or 36-th highest 24-hour averaged FSP are presented in the Table.	Noted. Table 5.4 has been revised to show the 36th highest 24-hour averaged FSP. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
14.	Sections 5.3.4, 5.8.13 to 5.8.19, 5.8.33 to 5.8.36, 5.8.45, 5.8.49 (a) Please note that the PATH v3.0 model and the year 2019 WRF meteorological data are released on 31 Jan 2024 and the consultant will need to update these Sections and adopt the latest data after the 6-months transitional period. Hence it is suggested to revise the text and update the data in the report.	Noted. PATH v3.0 model has been adopted in the assessment. Relevant sections have been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
15.	(b) Please note that the use of CALINE4 for assessment in Hong Kong has been obsoleted since 31 Jan 2024 and the consultant will need to adopt AERMOD for assessing the open road emissions after the grace period (after 31 July 2024). Hence, the Consultant is recommended to adopt the AERMOD model for open road assessment for this project.	Open road emission has been modelled by AERMOD in the revised assessment.
16.	(c) Consultant should review if the assessment would be completed / no further model change by 31 July 2024. Or otherwise, PATH v3.0 and AERMOD for open road emission modelling shall be adopted.	Open road emission has been modelled by AERMOD in the revised assessment.
17.	(d) Also, Consultant is suggested to use the AERMET tool in Smart Air Modelling Platform to generate the AERMOD ready files to ensure the consistencies and accuracies.	Noted. EPD's Smart Air Modelling Platform (SAMP) has been used to generate AERMOD files.
18.	Table 5.5. The number of exceedance allowed for 1-hour averaged NO2 under the new AQOs should not be 35 times per year. Remark c shall also be applied for 8hr O3 AQO. Please check.	Noted. Table 5.5 has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.

Item	Comments	Our Responses
19.	Section 5.3.7. Please revise the last sentence to "All pollutants except O3 are below the limit values of their respective AQOs."	The last sentence of section 5.3.7 has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
20.	Section 5.5.1 and R-t-c 13. Suggest to supplement the response to Section 5.5.1: "The location of the exhaust is not available in this early planning stage and will be provided in the detailed design stage. The separation distance between the exhaust of the proposed STP and ASRs will be provided in the detailed design stage"	Section 5.5.4 (previous Section 5.5.1) has been revised to include discussion on the exhaust of the sewage treatment plant. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
21.	Section 5.5.3, 5.11.1 and R-t-c 14. Please note that no buffer distance is specified for rural road (Ng Lau Road) and it shall be considered as DD or LD. Please follow up to seek TD advice of the road type of the Ng Lau Road (LD or DD) or as a conservative approach, a 10m buffer distance shall be allowed for rural road unless justification (e.g. low traffic flow) can be given that the road should be considered Local Distributor. Please also review if this section shall be revised since quantitative assessment is conducted to evaluate the cumulative air quality impact instead of using HKPSG's buffer requirement.	Reference to HKPSG buffer distance has been removed from the paragraphs since a quantitative assessment has been conducted to identify and evaluate the air quality impact.
22.	Section 5.5.6 and R-t-c 15. Please confirm and supplement the response to Section 5.5.6: "There is no designated parking spaces or carparks for Heavy Goods Vehicles / Coaches within the 500m assessment area according to site survey conducted in December 2023 "	Noted. Section 5.5.9 (previous Section 5.5.6) has been revised to supplement the findings. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
23.	Section 5.5.7. Other than odour, please clarify if there is any air emissions from vehicle repairing workshops and Miu Fat Buddhist Monastery.	A further site survey was conducted in March 2024. Miu Fat Buddhist Monastery was confirmed to only have small incense burning and without any joss paper burning. Hence, emission from Miu Fat Buddhist Monastery has not been included in the air model. Air emissions from vehicle repairing workshop were not being identified during the site surveys. Sections 5.5.8 has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
24.	Figure 5.4 and R-t-c 18. Please supplement the response in	Noted. Figure 5.2 (previous Figure 5.4) has been revised. Please refer to the

Item	Comments	Our Responses
	Figure 5.4: "no air sensitive use of the proposed development is located to the south of A01 and A13 (entrance of the site), and at the tip north of A06 (public footpath)"	revised Environmental Assessment enclosed in **Annex A**.
25.	Section 5.8.3 (a) Please check whether the traffic flow at the Castle Peak Road - Lam Tei and Ng Lau Road for year 2033 are higher than those for year 2030 to confirm that the proposed approach would represent a worst-case scenario with the completion of the new road network.	As advised by the Traffic Consultant, the traffic flow at Castle Peak Road and Ng Lau Road will still be higher in year 2033 as compared to the year 2030 due to increase in traffic following population intake at the public housing development on San Hing Road and Hong Po Road.
26.	(b) (R-t-c 22). Please follow up to obtain TD's endorsement on the traffic data for assessment and please clarify whether the induced traffic from the proposed development has been included	TD's endorsement is pending at the moment and will be provided once received.
27.	Section 5.8.5, 5.8.32, 5.8.41. It is suggested that 2019 WRF meteorological data shall be adopted for calculating the EMFAC composite emission factors and model runs.	Noted. EMFAC composite emission factors have been generated by SAMP in the revised assessment.
28.	Section 5.8.8 and 5.8.9, Appendix 5.1 - Suggest to replace "cold start" by "start" in Section 5.8.8 and 5.8.9. - Please supplement the reason why the roads in Section 5.8.8 and Appendix 5.1 are identified to have start emission but not all the local and rural roads with post speed of 50km/hr or less to be considered with start emissions.	Sections 5.8.8 and 5.8.9 have been removed due to the adoption of SAMP. The cold start of the roads is determined and verified by the traffic consultant. A desktop review was also conducted and not all local and rural roads are considered with start emission, for example, some local roads are too narrow which parking of vehicles will hinder the flow of traffic. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
29.	Section 5.8.18 and 5.8.35. If the case will apply PATH v3.0 and MET 2019 data as input, please update the text as: - The minimum wind speed will be capped at 0.5 meter per second. The mixing height will be capped between 119 meters and 2009 meters according to the observation in Year 2019 by Hong Kong Observatory (HKO).	Noted. Sections 5.8.18 and 5.8.35 have been removed due to the adoption of SAMP. The MET 2019 data is processed by SAMP. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
30.	Section 5.8.20. Please revise "2016" in the 3rd bullet point to "2018".	The 3rd bullet point of Section 5.6.14 (previous Section 5.8.20) has been revised. Please refer to the revised Environmental Assessment enclosed in

Item	Comments	Our Responses
		Annex A.
31.	Section 5.8.39 and 5.8.43. Please supplement the date of approval of the planning application A/TM-LTYY/426 to support that the information adopted for assessment is up-to-date.	A/TM-LTYY/426 was approved on 19/05/2023. Sections 5.6.19 and 5.6.23 (previous Sections 5.8.39 and 5.8.43) have been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
32.	Section 5.8.43 and R-t-c 30. Please note that start emission from taxi and PLB in the Fu Tai Estate Bus Terminus should be included in the assessment using the broad-brush approach if they are not assessed using the precise approach. Please clarify whether these emissions have been included in the assessment or otherwise provide justification whether excluding these emissions would cause any under-estimation of the emission impact.	The emissions from taxi and PLB have been included under the open-road air model and excluded from the PTI model. Section 5.6.23 (previous Section 5.8.43) has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
33.	Section 5.8.47. Suggest to supplement the initial ratio of NO2/NOx for vehicular emission adopted in the assessment.	NO and NO_2 are modelled separately in AERMOD and the emission factors of NO and NO_2 are generated from EMFAC in SAMP.
34.	Table 5.9. Please supplement the Footnotes under Table 5.9.	The footnote reference has been deleted.
35.	Section 5.10.1. Suggest to supplement "during operation phase" to the end of the paragraph.	Section 5.8.3 (previous Section 5.10.1) has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
36.	Section 5.11.1. Suggest to replace "emissions" by "emission impact" in Line 1.	Section 5.9.2 (previous Section 5.11.1) has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
37.	Appendix 5.2 (page 315, 472, 629). The percentage of VKT for local and rural roads of 13.73% based on 2021 Annual Traffic Census does not tally with those in Section 5.8.9. Please check.	Appendix 5.2 has been updated. VKT is no longer shown in the appendix due to the utilisation of SAMP. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
38.	Appendix 5.4. Please state clearly that the Emission Inventory of Open Roads should be for year 2030 (with 2030 Emfac x 2033 Traffic).	Appendix 5.2 has been revised (previous Appendix 5.4). Please refer to the revised Environmental Assessment enclosed in **Annex A**.
39.	Appendix 5.5, page 855. Please add a note to clarify if the operating period is confirmed by the owner of the roast pig	Noted. Appendix 5.5 has been revised (previous Appendix 5.4). The operating period is confirmed by the owner of the factory based on a site visit

Item	Comments	Our Responses
	factory and the stack height is based on site survey.	conducted on the 6th of March 2024. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
40.	Appendix 5.6. Please add a note to clarify how the idling times and no. of trips for FBDD are obtained.	Appendix 5.6 has been revised. Idling Emission and no. of trips were referenced from the approved A/TM-LTYY/426 Planning Application on 19/05/2023 and further confirmed by a site visit in December 2023. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
41.	Other than the operational air quality, please address the constructional air quality impact arising from the proposed development and provide the following information in the report. - Please provide the scale of the dusty activities including the size of site formation and excavation areas, amount of excavated materials to be handled and no. of construction trucks and machinery over the site per time, etc. to justify that the dust impact would not be adverse with implementation of control measures. - Please identify the nearest ASRs in the vicinity of the proposed development and provide their separation distance from the project site boundary. - Please clarify whether there are any concurrent projects within 500m assessment area and their cumulative air quality impact shall be addressed. - Please provide the control measures to be implemented during the construction stage.	Noted. Sections 5.5.1-5.5.3 and 5.8.1-5.8.2 have been added to the EA report to discuss the potential air quality impact during construction phase. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
42.	Year of TD Annual Traffic Census and the minor road network percentage (%) presented in section 5.8.9 are inconsistent with those in Appendix 5.2 and the calculation spreadsheet. Please check.	Section 5.8.9 has been removed due to the adoption of SAMP.
43.	The data presented in Table 5.7 are inconsistent with the results in calculation spreadsheets. Please rectify.	Table 5.9 (Previously Table 5.7) has been updated with data generated from SAMP. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
44.	Section 5.8.32, please supplement the year of the HKO data adopted.	HKO data has been removed due to the adoption of SAMP.

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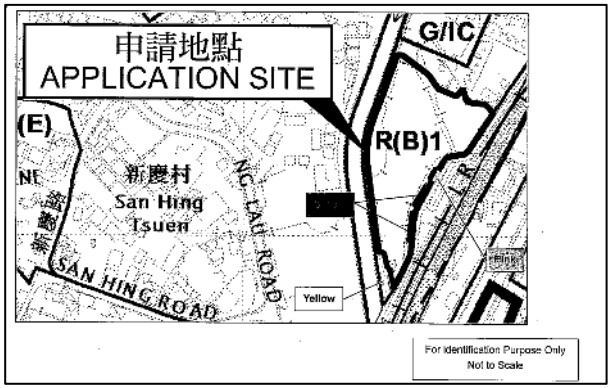
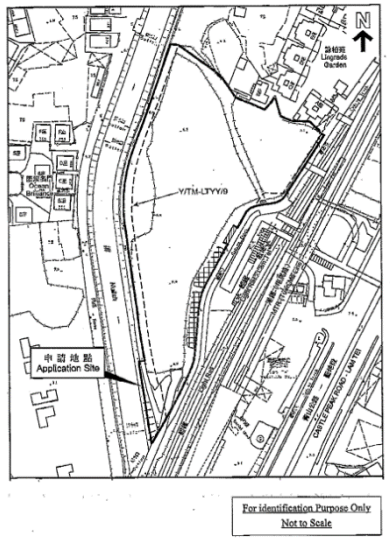
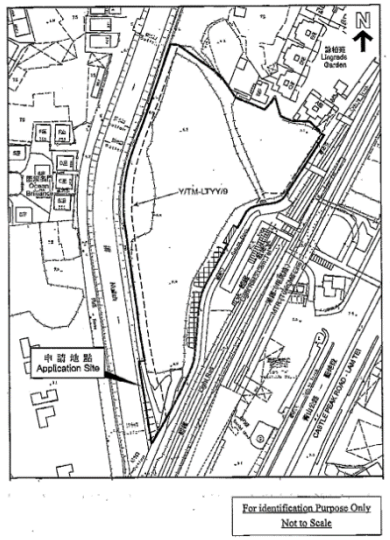
45.	Appendix 5.1 road link map, please clarify whether all the roundabouts and To Lai Road have been included in the modelling of open road emission.	Due to the tight schedule of FI, the assessment will be updated in the next round of submission to include To Lai Road in the assessment.
46.	Appendix 5.6, please supplement the calculation of idling Emission Factors.	Calculations for idling Emission Factors have been included. Appendix 5.6 has been revised. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
47.	<u>Emfac Modelling</u> In Caline, the source height is set to zero with the "fill" road type, which is not the most representative for road emissions with barriers or elevated road. Please revise the road type for these road links to "at-grade". Please provide Fig 5.5 and barrier details for checking.	Open road emission is now modelled by AERMOD. Road types have been revised in SAMP.
48.	Please provide the Figure to show the location of the Chimney. Fig 5.3 is missing in the report.	Noted. Fig 5.3 has been included in the report. Please refer to the revised Environmental Assessment enclosed in **Annex A**.
49.	In current submission, OLM is adopted for the annual NO2 assessment for the conservative approach. If the OLM is over-conservative for the assessment, then the Jenkin Method shall be adopted for the conversion of cumulative NOx to NO2 by using the functional form of an annual mean of NO2-to-NOx with reference to Review of Methods for NO to NO2 Conversion in Plumes at Short Ranges (Jenkin, 2004a) by UK Environmental Agency.	Noted.
50.	The reported roughness adopted in CALINE is 100cm which is not consistent with the model input. Please review and update as necessary.	Open road emission is now modelled by AERMOD. Surface roughness used has been generated by SAMP.
51.	The reported base elevation and the release height for PTI source is not consistent with the model input. Please review and revise.	Noted. The release height for PTI source has been updated in the model files.
52.	Results of 10 mins averaged SO2 are not correct. Please review and revise.	Noted. The results of 10 mins averaged SO_2 have been revised.
53.	Please review the VKT data in the calculation spreadsheets. Discrepancies between traffic mix and VKT are found. If the VKT percentages (%) of the 18 vehicle classes are calculated by total VKT of the road, the percentages (%) should tally with	The calculation spreadsheets have been updated. VKT has been removed due to the adoption of SAMP.

Item	Comments	Our Responses
	the traffic mix. Please check.	
54.	Trips/VKT data provided in the templates do not tally with the calculation spreadsheets. Please check and ensure the consistency of data between calculation spreadsheets and templates.	Trips/VKT data have been removed from the calculation spreadsheet and calculated in SAMP.
55.	Incorrect population percentages (%) are calculated. Please review the calculation.	Noted. Population (%) has been revised.
56.	Please clarify the year of the traffic data adopted in the calculation. If 2033 traffic data is adopted, the corresponding year of population should be adopted in the calculation of population percentages (%).	2033 traffic data was adopted for the calculation. The corresponding year of population has been revised to 2033.
57.	Please correct the typo “strat” in remarks (2), and “idlin” in remarks (6).	Noted. Remarks (2) has been revised.
Comments of Lands Department Received on 4 March 2024		
	Part A: General Comments	
58.	The site under application (“Application Site”) comprises a 9 private lots (including Lot Nos. 523 RP, 714RP, 718 RP, 719RP, 721RP, 722 RP, 723 RP, 724 RP and 725 all in DD 130), 1 temporary government land allocation to Highways Department, an unnamed road over government land allocation to unleased and unallocated Government land. All private lots, except Lot No. 725 in DD130 held under New Grant No. 293 dated 1 Feb 1954 for agricultural use, are old schedule lots held under Block Government Lease which contains the restriction that no structures is allowed to be erected without the prior approval of the Government.	Noted.
59.	The Proposed Development at the Application Site comprising 5 residential blocks ranging from 14 to 27 storeys above 2 storeys of basement carpark with a maximum building height of 107.8mPD would be in conflict with the lease governing those private lots.	Noted.

Item	Comments	Our Responses
60.	In the event the subject application under S12A of the Town Planning Ordinance is accepted or partially accepted by the Town Planning Board (TPB) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined. firmed up and further submission to the TPB (including application(s) for permission under S16 of the TPO after the corresponding amendment to the Outline Zoning Plan (OZP) has been made) is not required, the land owner may submit request for streamlined processing of land exchange application. Depending on the circumstances of each case, Lands Department (LandsD) at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the Legal Advisory and Conveyancing Office, if required) by the land owner, commence the streamlined processing of the land exchange application on a without prejudice and noncommittal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.	Noted.
	<u>Part B: Advisory Comments for the Applicant</u>	
61.	The southern tip of unleased and unallocated Government Land (the "GL") with an area of about 404m^2 (= Application Site Area of 9,300m^2 (about) – Development Site Area of 8,896m^2 (about)) is proposed to be rezoned together from "R(B)1" to "R(B)4" zone but is excluded from the GFA calculations of the Application Site. However, it is noted from Figure 3.2 of the SPS that the proposed "R(B)4" zone has a total area of 0.93ha (i.e. same site area as the Application Site) is subject to a maximum plot ratio of 5. Please clarify with the applicant in this regard. By reference to the proposed domestic plot ratio of 5 and the average flat size of 32m^2, inclusion of the GL into the development potential calculations could generate an additional GFA of 2,020m^2 and provide 63 additional units. The applicant should critically review the proposed development potential of the Application Site in order to fully utilize the scarce land resources with	There is a typo in Figure 3.2 of the SPS, which has been rectified. It is clarified that the Development Site (with blue outline) is 8,896m^2 and the Application Site (with red outline) is 9,300m^2. The domestic GFA is calculated based on a PR of 5 of the Development Site area. Please refer to the replacement pages of the Supporting Planning Statement enclosed in **Annex E**. Please note that the concerned unallocated Government Land ("GL") (with an area of about 404m^2) at the southern tip of the site falls within the Brown Area under the draft regrant plan as proposed in the DLC on 9.2.2023. Although part of such GL does not form part of the access road, in review of the proposed development intensity of the Application Site, Client does not have the intention to include such GL into development site for Plot Ratio / GFA calculation. In any case, whilst the proposed "R(B)1" zone covers the said GL, the exact

Item	Comments	Our Responses
	development potential for housing supply.	development site boundary can be further considered and confirmed at the land exchange submission.
62.	Apart from un unnamed road, the GL also comprises a section of footpath along the nullah and a section of nullah bank. According to the indicative scheme provides at Appendix A of the SPS, it appears that no works would be carried out on the GL apart from the proposed road works as mentioned in para. 3.6.2 of the SPS. To properly reflect the development site area, the applicant should review the development site boundary as indicated in Figures 2.1 and 2.5 of the Supporting Planning Statement.  	As we confirmed with the DLO/TM in January, such GL should be “brown area” as we previously proposed at the stage of PBTO issued. We have clarified that Client did not have the intention to include such GL as pink area.
63.	Benches covered by a rain shelter (“the Bench Area”) under the maintenance of DO(TM) located at the area as shown hatched black on the plan below falls within the “R(B)1” zone. To materialize its development potential under the OZP, please seek comment from DO(TM) on whether she would agree to relocate the Bench Area (at the Applicant’s own costs) so that the Sadie piece of land could be included to form part of the Application Site to better utilize its development potential for housing supply.	We confirmed with the DLO/TM in January 2024 that Client did not have the intention to include the Bench Area as part of pink area (i.e. not to be included as part of the Application Site.).

Item	Comments	Our Responses
		
64.	The proposed road works as mentioned in para. 3.6.2 of the Planning Statement would affect an existing footway of Castle Peak Road – Lam Tei, an existing bridge bearing highway structure no. N541 and unnamed road. Under the proposal, the existing footway would be shifted north-westward to accommodate a section of newly formed cycle track connecting with the current cycle track. The management and maintenance ("M&M") responsibility of all the proposed road works, including the newly formed 7.3m wide carriageway, the newly formed footway and cycle track as well as the modified bridge, should be agreed among TD, HyD and the Application at the outset before the land exchange.	Noted.
65.	Two planters under the maintenance of LCSD as shown cross-hatched black on the plan below were found located within the Application Site. Agreement should be sought from DLCS about her re-reprovision requirement, if any, of the said planters.	Noted.

Item	Comments	Our Responses
		
66.	The Application Site falls within the West Rail Protection Boundary and is in close proximity to the Lam Tei Light Rail Station. Comments should be sought from Railway Development Section and of LandsD, Railway Development Office of HyD and MTRCL.	Noted.
67.	All the measures (e.g. tree compensatory proposal) proposed under various technical assessments, which would be commented by relevant technical departments, to support the subject project shall be confined the Application Site.	Noted.
68.	There is a remark under Table 3.2 of the SPS which mentions "accessible carparking spaces". Please request the applicant to elaborate this term.	According to HKPSG Chapter 8, accessible parking spaces refer to *"off-street car parking spaces designated as parking for persons with disabilities"*.
Railway Development Section, Lands Department Received on 4 March 2024		
69.	Part of the application site falls within the West Rail protection boundary, the applicant shall consult MTR Corporation Limited (agent of the KCRC) from railway protection perspective.	Noted.

Item	Comments	Our Responses
Comments of Drainage Services Department Received on 4 March 2024		
	SIA	
70.	The hydraulic assessment needs to meet the satisfaction of EPD, the planning authority of sewerage infrastructure. DSD's comments are subject to the view and agreement of EPD.	Noted. The SIA Report has been circulated to EPD for review. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in **Annex B**.
71.	Please be reminded that the planning, design and operation of on-site sewage treatment plant should be responsible by the project proponent.	Noted.
72.	Section 2.5 - Please provide the size and preliminary layout of the proposed STP for illustration.	The layout of the proposed STP will be provided at the detailed design stage.
73.	Appendix 2.1 - Since the treated effluent would be discharged to the drainage system, the associated impact to the downstream drainage system (i.e. the nullah) should be checked and shown in the DIA report.	The treated effluent would be temporarily stored in the stormwater storage tank for controlled discharge into the nullah and has been taken into account in the revised DIA Report.
74.	Table 2.1 and Appendix 2.1 - The assumed backwash percentage for landscape pool appears too small. In general, the instantaneous peak flow from backwash operation should be considered, please review and revise accordingly.	The calculation for swimming pools backwash have been revised. Table 2.1 and Appendix 2.1 have been revised. The instantaneous peak flow from backwash operation has been included to determine the design capacity of the STP. Please refer to the replacement pages of the revised Sewerage Impact Assessment enclosed in **Annex B**.
	DIA	
75.	Section 2.2 - Please justify whether rainfall increase due to climate change for mid-21st century or end-21st century shall be used.	The population intake year is tentatively scheduled in 2030, therefore the rainfall increase due to climate change for mid-21st century (2041-2060) is adopted. Section 1.3.2 and Section 2.2.4 are revised. Please refer to the replacement pages of the revised Drainage Impact Assessment enclosed in **Annex C**.
76.	Section 2.9 - It is noted that stormwater storage tank is proposed however the location of the tank is not shown in drawing.	The indicative location of the proposed stormwater storage tank is presented in Figure 2.3. Please refer to the replacement pages of the revised Drainage Impact Assessment enclosed in **Annex C**.

Item	Comments	Our Responses
Comments of Urban Design and Landscape Unit, Planning Department Received on 4 March 2024		
	Urban Design and Visual	
77.	The Site is located to the north of Tuen Mun New Town, and sandwiched between the elevated MTR Tuen Ma Line and at grade Light Rail track on the east and the nullah on the west. It is mainly surrounded by village type developments, existing/planned private residential developments (including the approved s.12A Application No. Y/TM-LTYY/10 with a maximum BH of 100mPD to its west, the approved s.16 Application No. A/TM-LTYY/426 with a maximum BH of about 64mPD, the Sherwood and Botania Villa with existing BHs up to about 60mPD to its east) and planned public housing developments subject to a BHR of 160mPD to its southwest. In this connection, the proposed development with a maximum BH of 107.8mPD, though would be taller than its existing immediate neighborhood, is considered not incompatible with the planned surrounding environment.	Noted.
78.	To substantiate the application, the Consultant may consider providing further information of the proposed SC/justifications for optimization of the proposed BH. Besides, the Consultant may also consider exploring to reduce the long frontage of Towers 3 to 5 (up to about 90m), or providing justifications in this regard.	The Site has a long frontage that fronts onto Castle Peak Road, LTR and TML. The building layout, disposition and height have been carefully designed to combat the potential noise impact, while capturing the development opportunity arising from the transformation of the area. Please be rest assured that the design will comply with SC requirement under B(P)R and SBDG as stipulated in PNAP APP-152.
79.	Various design measures including tower setback, BH variation, provision of replacement footpath for public use, minimized ground floor footprint, peripheral landscaping, etc are proposed.	Noted.
	Detailed / Advisory Comments SPS	
80.	**Para. 3.3.1 Appropriate Tower Setback & Figure 3.4** – The width of the setbacks should be measured from the site boundaries as per para. 3.3.1, rather than from the edge of	The width of the setbacks has been revised to be measured from the site boundaries. Please refer to the revised Master Layout Plan enclosed in **Annex D.**

Item	Comments	Our Responses
	artificial slope outside the Site in Figure 3.4 to avoid confusing figures. Besides, the 14m-setback of Tower 2 from the northern site boundary as indicated in this paragraph is not shown in Figure 3.4. Please review and rectify, as appropriate.	
81.	**Para. 3.3.2 Careful Tower Disposition to Provide a 15m-wide Air Corridor & Figure 3.4** – (a) The two proposed building separations between Towers 1 and 4 as well as between Towers 2 and 3 involves change in direction and hence can hardly be considered as an effective air and view corridor penetrating through the Site. Please clarify/rectify and revise the proposed mitigation measures in Para. 4.3.3 as well as Paras. 4.1.4 and 7.3 in VIA accordingly.	Relevant paragraphs of the Supporting Planning Statement (**Annex E** refers) and VIA (**Annex F** refers) have been rectified accordingly.
82.	(b) It would be more appropriate to use the term "**building separation/gap**".	Para 3.3.2 of the Supporting Planning Statement (**Annex E** refers) has been rectified accordingly.
83.	(c) The numbering in the legend seems incorrect. Please review and rectify, as appropriate.	Figure 3.4 of the Supporting Planning Statement (**Annex E** refers) has been rectified accordingly.
84.	**Para. 3.3.3 Stepped BH Design** – Considering that Tower 4 with BH of 59.8mPD and Tower 2 with BH of 107.8mPD are located at the western and eastern portion of the Site respectively, the discussion in this paragraph (i.e. a stepped BH descending from the west to the east) might not be tenable. Please review and rectify, as appropriate.	Para 3.3.3 has been rectified; description has been rectified to 'varying building height design' (**Annex E** refers).
85.	**Para. 4.3.2 Visual Considerations** – According to the submitted Visual Impact Assessment, the total number of VPs is 7 instead of 6. Please rectify.	Para 4.3.2 has been rectified; description has been rectified to 'varying building height design' (**Annex E** refers).
86.	**Appendix A - Master Layout Plan (MLP)** – For ease of reference, please consider to clearly indicate all proposed design measures (e.g. setbacks with their widths) in the MLP.	For ease of reference, the MLP appended in Appendix A of the Supporting Planning Statement has been replaced with the MLP clearly indicating the design measures (**Annex D** refers).

Item	Comments	Our Responses
87.	VIA **General –** Please critically review and rectify the whole report including Paras. 4.1.3 to 4.1.5, 7.3 and Figure 4.2 as per our comments in Paras. 7 to 9 above. In terms of stepped BH, the consultant shall review and rectify the relevant discussions in Chapter 6 including VPs 2, 3 and 5, as appropriate.	Relevant discussions have been reviewed and rectified. Please refer to the replacement pages of the revised VIA report enclosed in **Annex F**.
88.	There are some observations of the photomontages. For examples: (a) **Figures 6.2 & 6.3 VPs 2 & 3** – It seems that the proposed development should appear to be wider (to the left-hand side). Please review and rectify, as appropriate.	Figures 6.2 and 6.3 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in **Annex F**.
89.	(b) **Figure 6.6 VP6** – The Sherwood should be blocked by the proposed development. Please review and rectify, as appropriate.	Figure 6.6 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in **Annex F**.
90.	(c) **Figure 6.7 VP7** –Tower 2 should be not visible from this VP. Please review and rectify, as appropriate.	Figure 6.7 of the VIA have been revised. Please refer to the replacement pages of the revised VIA report enclosed in **Annex F**.
91.	(d) As the approved application No. A/TM-LTYY/426 is in the proximity of the Site (i.e. to its immediate southeast), it should be shown in the relevant photomontages (e.g. VPs 1, 2, 5 and/or 6) and taken into account in the VIA according to the TPB-PG No. 41, as appropriate. Also, please clarify if the approved application No. Y/TM-LTYY/10 as well as the planned public housing development at San Hing Road and Hong Po Road will be seen at VPs 2 and/or 3.	Upon checking, the approved application No. A/TM-LTYY/426 would be visible at VP1, VP5, VP6 and VP7. Figures 6.1, 6.5, 6.6 and 6.7 have been rectified (**Annex F** refers). Whilst, as for the approved application No. Y/TM-LTYY/10, it would not be visible in VP2 given the viewing angle nor VP3 as it would hide behind the Proposed Development.
92.	(e) Please ensure the accuracy of the photomontages and review the relevant assessment as appropriate.	Noted.
93.	**Table 5.1 Selected Viewpoints Representing Identified VSRs** - With reference to the "low" sensitivity of VPs 1, 3 and 4, please advise the rationale for the "low to medium"	Sensitivity of the visual sensitive receivers at VP5 has been rated down to "low to medium". The visual sensitivity is subject to the activities they are engaging in so that where would they put their attention / focus on. Table 5.1

Item	Comments	Our Responses
	sensitivity of VP2 and the "medium to high" sensitivity of VP5, which share the similar considerations.	and Table 7.1 have been revised (**Annex F** refers).
94.	**Para. 6.3.1 VP2 –**With reference to the photomontages at this VP (Figure 6.2 refers) and the visual composition of this view, the discussion of *"the proposed development **would not appear incompatible**"* in Line 11 might not be tenable. Please review and rectify, as appropriate.	Para. 6.3.1 and the rating of VP2 in Table 7.1 have been rectified (see **Annex F**).
95.	**Section 6.4 & Table 7.1 VP3 –** As shown in the photomontages (Figure 6.3 refers), the proposed development would appear as a dominant visual component causing substantial obstruction to the open sky view, it might not be appropriate to rate the resultant overall visual impact as "**Moderately Adverse**" (Table 7.1 refers). In this connection, please critically review Section 6.4 and rectify the ratings of visual impact and relevant discussions, such as *"the proposed development in current scheme would share **similar visual composition**"* (Para. 6.4.1 refers) and *"there would be subject to **negligible impact**"* (Para. 6.4.4 refers), as appropriate.	Para. 6.4.1 and 6.4.3 and the rating of VP3 in Table 7.1 have been rectified (see **Annex F**).
96.	**Section 6.6 VP5 –** As shown in the photomontages (Figure 6.5 refers), the proposed development would appear as a prominent visual component, causing obstruction to the open sky view to a certain extent. In this connection, please critically review Section 6.5 and rectify the relevant discussions such as *"the overall visual composition **would largely be retained**"* (Para. 6.6.1 refers), *"the proposed development would be **in harmony with the surroundings**"* (Para. 6.6.2 refers), *"the proposed scheme is considered **not incompatible**"* (Para. 6.6.3 refers) and *"the effect of the proposed development on them (i.e. public viewers) would be **insignificant**"* (Para. 6.6.4 refers), as appropriate.	Para. 6.6.1 – 6.6.4 and the rating of VP5 in Table 7.1 have been rectified (see **Annex F**).
97.	**Section 6.7 VP6 –** As shown in the photomontages (Figure 6.7 refers), the proposed development would appear as a notable visual component, which causes obstruction to the open sky	Para 6.7.1 and the rating of the effect on the visual composition have been revised to "moderately adverse" (see **Annex F**).

Item	Comments	Our Responses
	view to a certain extent and is obviously taller than the existing village houses in the foreground. In this connection, please consider to revise the rating of the effect on the visual composition to "**moderately adverse**".	
98.	**Para. 7.4 Conclusion** –The conclusion of "the visual impact of the proposed development is considered acceptable" is not one of the classifications of resultant overall visual impact as suggested in the TPB PG-No. 41. Please review and revise the conclusion to according to the revisions on the VIA as per our comments above, consider to summarize the ratings of visual impacts at the selected VPs.	Section 7 has been revised (see **Annex F**).
99.	Landscape Master Plan (Appendix H) Section 6.1 and 6.2 ─ Noting only *Cinnamomum burmannii* (陰香) and *Gordonia azillaris* (大頭茶) are native species within the proposed tree planting schedule, the Applicant is reminded to take appropriate consideration of biodiversity aspect by enriching diversification of soft landscapes and to optimise the use of native trees/ shrubs species in the development.	Please note there are total 6 species proposed to be planted within site and which 4 species are native species and is approx. 73% of the proposed trees are native tree species. Please refer to the replacement pages of the revised Landscape Proposal enclosed in **Annex G**.
100.	Landscape Plan (Dwg no. 2023311-LP-01a to LP-03a) ─ (a) Noting proposed "2.5m fence" are shown on drawings 'Landscape Section' (Dwg no. 2023311-SEC-01a and SEC-02a) but without indication on plan, our previous comment b(ii) is reiterated below: "*Boundary treatment including but not limited to fence wall and buffer planting, should be shown on plan as well as blow up/ detailed section drawings*"; and the extent of the fence wall should be shown on the Landscape Plan with legend provided.	"2.5m Fence" has been marked on the updated plans, please refer to the replacement pages of the revised Landscape Master Plans enclosed in **Annex G**.
101.	(b) Legend for landscape furniture on sky garden should be provided on plan for easy reference.	Legend for landscape furniture on sky garden have been added on the plans. Please refer to the replacement pages of the revised Landscape Master Plans enclosed in **Annex G**.

Item	Comments	Our Responses
102.	Referring to the requirement regarding technical assessments to support a s.12A application as stipulated in Guidance Notes, a board brush survey on existing trees is considered adequate, and a 'Tree Preservation and Removal Proposal' is not necessarily required. Please note below our comments from landscape planning perspective on the tree information as provided in Appendix I of the application:	Noted.
103.	<u>Tree Information</u> Section 4.0 ─ Noting a *Mangifera indica* (芒果) with 1300mm DBH (i.e. T157) is identified as "Tree of Particular Interest" as marked in the 'Tree Assessment Schedule' but without mentioning in the proposal, the Applicant is required to provide discussion in Section 4.0 'Tree Felling Proposal' to justify the proposed felling of a "Tree of Particular Interest".	Information of T157 identified as "Particular of Interest" has been added in Section 3.0 of the report and an individual paragraph in Section 4.0 has also been added to justify for the proposed of felling T157. Please refer to the replacement pages of the revised Tree Preservation and Removal Proposal enclosed in **Annex H**.
104.	Tree Survey Plan (Dwg no. TSP-01) ─ TPI (T157) proposed to be felled should be indicated with a separate legend for easy reference.	Noted. A separate legend has been added in the legend for T157. Please refer to the revised Tree Preservation and Removal Proposal enclosed in **Annex H**.
105.	Compensatory Tree Plan (Dwg no. CTP-01) ─ It is observed sufficient planting areas are allowed more tree planting/ trees with larger DBH within the Site. In accordance with the principles/ guidelines for compensatory tree plantings in Appendix C Item I(v)b.2 of DEVB TC(W) No. 4/2020, the Applicant is advised to review the compensatory tree planting proposal so as to further enhance the 1:0.28 compensation ratio in quality (aggregated DBH) for the proposed development.	Noted. According to the latest compensatory proposal, the compensatory ratio in terms of quantity meets 1:1 and the compensatory ratio in terms of quality is raised from 1:0.28 to 1:0.29. After reviewing, 2 nos. of new trees are proposed along the western side of the site, and the long open view towards the west are proposed at the common open area for the residents to enjoy and lookout. Please refer to the replacement pages of the revised Landscape Proposal enclosed in **Annex G**.
106.	<u>Advisory Comments to the Applicant</u> The Applicant is reminded that approval of the s.12A application by the TPB does not imply approval of the site coverage of greenery requirements under PNAP APP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/removal scheme	Noted.

Item	Comments	Our Responses
	and compensatory proposal, the Applicant should approach relevant authority direct to obtain necessary approval as appropriate.	
Comments of Agriculture, Fisheries and Conservation Department Received on 4 March 2024		
107.	S.3.5.2 of the TPRP, typo Line 5: "…trees of ~~desirable~~ undesirable species, …".	S.3.5.2 has been rectified accordingly. Please refer to the replacement pages of the supporting planning statement enclosed in **Annex E**.
Comments of Architectural Services Department Received on 4 March 2024		
108.	Based on the information provided, we have the following comments from architectural and visual impact point of view for your consideration: (a) It is noted that the applicant proposed to rezone the application site form "R(B)1" to "R(B)4" with the maximum Building Height Restriction (BHR) of the proposed housing development amended from 35mPD to 107.8mPD. As mentioned in our previous memo dated 10 November 2023 to the pre-submission application, it appears from the photomontages enclosed in the submitted VIA that there may be some visual impact to the nearby existing low to medium rise buildings, subject to PlanD's view. The full height of the proposed development should be shown in the photomontages in the VIA.	The photomontages have been rectified, please refer to the replacement pages of the revised VIA enclosed in **Annex F**.
109.	(b) To avoid adverse impact on the ventilation and air permeability, the applicant is reminded to avoid screen wall design and comply with the building separation requirements and the sustainable design guidelines promulgated under PNAP APP-152.	The design complies with SBDG as stipulated in PNAP APP-152, please refer to the Building Separation and Permeability calculations in **Annex I**.
Comments of Home Affairs Department Received on 4 March 2024		
110.	It is suggested that the 3m wide footpath should be barrier-free and wheelchair friendly. The footpath should maintain 24-7	Noted. The operation details of the footpath will be explored in subsequent detailed design stage.

Item	Comments	Our Responses
	open the public. The footpath should also provide basic facilities such as surface channel and light poles, etc.	
111.	Besides, as the proposed development site is surrounded by low-density residential developments, it is envisaged that the residents living in the vicinity might raise concerns about the potential adverse impacts brought about by the medium-density housing development such as visual, noise and traffic impacts. In particular, the light rail Lam Tei Station is overloaded during peak hours, if there are 1,385 units of residents moving in, the traffic conditions like the congestion of Castle Peak Road (Lam Tei Section) will deteriorate provided that no traffic improvement scheme will be implemented.	Please refer to assessment on public transport in Chapter 5 of the submitted Traffic Impact Assessment. The result shows that there is negligible impact to public transport due to Proposed Development.
Comments of Railway Development Office, Highways Department Received on 4 March 2024		
112.	Please advise the traffic impact on the existing / planned railway networks arising from the proposed rezoning in the TIA.	Please refer to assessment on public transport impact in Chapter 5 submitted Traffic Impact Assessment. The result shows that there is negligible impact to public transport due to Proposed Development.
113.	As a reminder, the captioned site falls within the protection boundary of the existing Tuen Ma Line, please note that the operation of existing railway system is not under the jurisdiction of this office. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTRCL with respect to the operation, maintenance, safety and any future works required for the existing railways.	Noted.
Comments of Highways Department Received on 12 March 2024		
114.	The proposed access arrangement, if any, of the application site should be commented and approved by TD.	Noted.
115.	Noting that an existing access road connecting the captioned site and Ng Lau Road is not a public road, the applicant should	Noted.

Item	Comments	Our Responses
	be responsible for his own access arraignment. HyD is not / shall not be responsible for the maintenance of any access connecting the site to any public roads.	
116.	Please seek comments and approval from TD on the submitted TIA, including the proposed traffic improvement works in Appendix B of TIA.	Noted.
117.	For any proposed improvement works on public roads approved by TD and will be handed over to TD/HyD for management and maintenance, the applicant should ensure the works are designed and constructed in accordance with the latest version of HyD Standards and up to the satisfaction of TD and HyD. The proposed works design shall be circulated to TD and HyD for comments and approval.	Noted.
118.	Adequate drainage measures should be provided to prevent surface water running from the application site to the nearby public roads and drains, if necessary.	Noted.
119.	Noting that the whole existing HyD Structure N541 will be handed over to the proponent for new elevated carriageway construction, management and maintenance, please ensure the reconstructed elevated carriageway and its associate dfeatures will not fall within HyD area.	Noted.
120.	A final handover meeting of HyD features including N541 before works commencement shall be arranged with HyD.	Noted.
121.	Noting that the proposed works in green area will be handed over to the Government upon completion, the road works shall be designed and constructed up to HyD Standard and the proposed works design shall be circulated to TD and HyD for comments and approval.	Noted.
122.	Pleas amend typo “construction of elevated carriageway” as shown in attached page.	Noted.

Item	Comments	Our Responses
123.	TD's comments / agreement should be sought on the proposed gazette documents.	Noted.
124.	As a reminder, the captioned site falls within the protection boundary of the existing Tuen Ma Line, please note that the operation of existing railway system is not under the jurisdiction of this office. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, please consult MTRCL with respect to the operation, maintenance, safety and any future works required for the existing railways.	Noted.
Comments of Water Supply Department Received on 27 March 2024		
125.	Table 5 (item e) – The total fresh water demand should instead be (a1) x (b1 + b2) + (c) x (d). Please update.	Table 5 (item e) and Table 6 are revised accordingly and there will be no change in the proposed pipe sizes. Residual head calculation in Appendix C has also been updated. Please refer to the replacement pages of the Revised Water Supply Impact Assessment enclosed in **Annex J**.
126.	Please update sections 3 and 4 according to the above comments.	Sections 3 and 4 are updated accordingly. Please refer to the replacement pages of the Revised Water Supply Impact Assessment enclosed in **Annex J**.

Encl.:
Attachment A – Sample Calculation and Plan View Diagram of Representative NSR T1_RN02
Annex A – Revised Environmental Assessment
Annex B – Replacement Pages of the Revised Sewerage Impact Assessment
Annex C – Replacement Pages of the Revised Drainage Impact Assessment
Annex D – Revised Master Layout Plan
Annex E – Replacement Pages of the Revised Supporting Planning Statement
Annex F – Replacement Pages of the Revised Visual Impact Assessment
Annex G – Replacement Pages of the Revised Landscape Proposal
Annex H – Replacement Pages of the Revised Tree and Preservation Proposal
Annex I – Building Separation and Permeability Plan
Annex J – Replacement Pages of the Revised Water Supply Impact Assessment

Compiled by: KTA Planning Limited
Date: 27 March 2024
File Ref: 20240315_S3088_RtoC_FI(2)

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By Email and Hand

Our Ref: S3088_LTTM_23_009Lg

7 June 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
– S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 3

We refer to the captioned planning application submitted to the Town Planning Board ("TPB") on 22 January 2024 and the comments from Environmental Protection Departmental ("EPD") conveyed by Tuen Mun and Yuen Long West District Planning Office, Planning Department via emails on 3 May, 5 May and 20 May 2024.

In response to the comments from EPD on Further Information No.2, we hereby submit a Response-to-Comments table enclosed with a revised Environmental Assessment in **Annex A**, for consideration by EPD and TPB.

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact the undersigned at 3426 8840 or Ms Anson YING at 3426 2833. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/AY/vy

bsi ISO 9001 Quality Management Systems CERTIFIED
FS 579819

Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
Further Information No. 3
– Response-to-Comments –

Item	Comments	Our Responses
Comments of Environmental Protection Department Received on 3 May, 5 May and 20 May 2024		
1.	**Water Quality and Sewerage** No further comment on the Revised SIA. Nevertheless, as advised in my memo on 20.11.2023, it is noted that an on-site sewerage treatment plant has been proposed. We would like to remind the applicant to obtain relevant discharge licence under Water Pollution Control Ordinance (WPCO) and observe relevant discharge standards under WPCO.	Noted with thanks. Relevant discharge licence under Water Pollution Control Ordinance (WPCO) will be obtained when applicable and relevant discharge standards under WPCO will be observed.
2.	**Air Assessment** Table 5.5, The future background concentration presented in Table 5.5 do not tally with those from the PATH v3.0 model. Please check.	Table 5.5 has been revised.
3.	Table 5.5 and R-t-c 18, Footnote (b) (not to be exceeded more than 35 times per year) should not apply to 1-hour averaged NO2. Please check.	Table 5.5 has been revised.
4.	Section 5.3.8. Suggest to revise as: vehicular and chimney emission impact.	Section 5.3.8 has been revised.
5.	Section 5.4.3. Suggest to revise as "are air sensitive receivers" in Line 2.	The Proposed Development is a singular noun, so using "is" is considered appropriate.
6.	Section 5.5.2. Suggest to remove "small" in Line 2 noting that the site formation area of 9,000 m2 is not considered small. Please also supplement the no. of construction/ dump trucks per time to justify if the scale of works is not large and adverse air quality impact is unlikely with implementation of control measures. Other than the dust impact, please also address the air quality impact arising from the PME/NRMM used on-site	The word "small" has been removed. Section 5.5.2 has been revised to address the impact from PME/NRMM. Section 5.5.2 has been revised to include the number of construction/dump trucks per time, which is 2-3 trucks. The quantity of the PME/NRMM cannot be estimated at this early planning

Item	Comments	Our Responses
	during the construction site and clarify if limited PME/NRMM (please estimate the quantity) will be used at a time.	stage. In view of the scale of development, the number of PME/NRMM operating concurrently shall be limited. All NRMMs shall comply with the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation to use ultra-low sulphur diesel to minimise emission impacts. Section 5.5.2 has been revised accordingly.
7.	Section 5.5.3. Apart from the planned public housing development at San Hing Road and its associated infrastructure works, please check whether there are other concurrent projects within the 500 m assessment area which will result in adverse cumulative constructional air quality impact.	Apart from the planned public housing development at San Hing Road and its associated infrastructure works, there is no other concurrent project within the 500 m assessment area which will result in adverse cumulative construction air quality impact with reference to the records on the OZP portal and EIAO website.
8.	Section 5.5.4: - Please elaborate whether negative pressure will be maintained within the enclosure at the basement level for minimization of odour impact from the proposed sewage treatment plant. - Suggest to revise the last sentence as "Further quantitative odour impact assessment <u>is considered not necessary for</u> this EA"	Negative pressure will be maintained by the ventilation system within the STP. The last sentence has been revised to “Further quantitative odour impact assessment is considered not necessary for this EA”. Section 5.5.4 has been revised.
9.	Section 5.5.8. Please provide support to verify that there is no joss paper burning activity at the Miu Fat Buddhist Monastery.	The Environmental Consultant conducted a site visit in March 2024 and confirmed that there was no joss paper burning activity at the Miu Fat Buddhist Monastery. Section 5.5.8 has been revised.
10.	Section 5.6.4 and R-t-c 26. Please follow up to obtain TD's endorsement on the traffic data for assessment and please clarify whether the induced traffic from the proposed development has been included in the traffic data as commented in R-t-c 26.	TD’s endorsement on the traffic data will be provided once available. The induced traffic from the Proposed Development has been included in the traffic data. Section 5.6.4 has been revised.
11.	Section 5.6.19. Please clarify if the traffic data (including soak time, idling time and no. of trips) shall be based on the site survey conducted in Dec 2023 and bus schedule instead of the planning application A/TM-LTYY/426 which was approved 1 year ago.	Section 5.6.19 has been reordered as Section 5.6.20. The traffic data for the PTI assessment is based on both the site survey in Dec 2023, the information from planning application A/TM-LTYY/426 as well as online bus schedules and bus routes.

Item	Comments	Our Responses
12.	Section 5.6.23 and R-t-c 32. Please clarify whether the meaning should be "as for both vehicle types" in the 2nd-last Line. For these two vehicle types (taxi and PLB), please supplement that start emissions have been included in the air model for open road emission using the broad-brush approach.	Section 5.6.23 has been reordered as Section 5.6.24. Section 5.6.24 has been revised to mention the start emissions from PLB and taxi have been included in the air model for open road emission using the broad-brush approach.
13.	Section 5.6.27 and R-t-c 33. Suggest to supplement the response to Section 5.6.27: the NO and NO2 from vehicular emissions adopted in the assessment are generated from EMFAC in SAMP.	Section 5.6.27 has been reordered as Section 5.6.28. Section 5.6.27 is added to mention NO_x and NO_2 emission factors are generated from EMFAC in SAMP and NO is derived by subtracting NO_2 from NO_x, and NO and NO_2 are modelled separately in AERMOD.
14.	Section 5.6.29. Please check whether the statement is correct noting that some of the tier-3 emission impacts are not modelled by the Gaussian models.	Section 5.6.29 has been reordered as Section 5.6.30. Section 5.6.29 has been revised to avoid confusion as the background pollutant is not modelled by AERMOD.
15.	Table 5.10 and R-t-c 34. Please clarify the meaning of note [2] to [5]. Please clarify whether the maximum or the 19-th highest 1-hour averaged NO2 is presented in the Table.	The footnotes have been deleted. The NO_2 concentrations presented are in terms of 1 hour (19th highest). Table 5.10 has been revised.
16.	Section 5.8.1 - Please fix the typo: sit practices - Please supplement that the applicant shall also consider connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable to minimize air quality impact arising from these equipments. It is also recommended that exempted NRMM shall not be used.	The typo has been rectified in Section 5.8.1. Section 5.8.2 has been added to state that the construction plant and equipment shall be connected to mains electricity supply and the use of diesel generators and diesel-powered equipment and exempted NRMM shall be avoided as far as practicable.
17.	Section 5.8.2. Noting that Lingrade Garden is less than 5 m from the project boundary, it is recommended to erect hoarding higher than 2.4 m above ground along the site boundary close to Lingrade Garden for minimization of the Construction air quality impact on this ASR.	Section 5.8.2 has been reordered to Section 5.8.3. The first bullet point of Section 5.8.3 has been revised accordingly.
18.	Section 5.9.1. Section 2.10.1 is not found in the report. Please check. Please also revise "dust" in line 3 to "air quality".	Section 2.10.1 should refer to Section 5.8 instead. Section 5.9.1 has been revised accordingly.

Item	Comments	Our Responses
19.	Figure 5.4. Please clarify the meaning of the legend "Noise barrier has been excluded from the assessment due to the 3m mixing zone" and clarify which noise barrier has been excluded.	The legend under Figure 5.4 has been revised to “Noise barrier effect is not applicable due to the separation distance between the barrier and the assessed road is larger than the 3m mixing zone.”
20.	Appendix 5.3. There is no emission inventory shown in the Appendix. Please check whether the title and labels should be revised.	The title of Appendix 5.3 has been revised to “Inventory of Open Roads”.
21.	Appendix 5.5 and R-t-c 39. Please supplement the source of information of the chimney height of the roast pig factory. Please clarify if there is any update of the wood consumption rate by the latest site surveys or confirmation from the operator. Please state clearly if all the emission rates, stack parameters and operating hours for S2 are obtained from the EIA Development at Route 11 (Section between Yuen Long and North Lantau) (No. AEIAR-255/2023) and the EIA Development at Hung Shui Kiu New Development Area (AEIAR-203/2016) in note b.	The chimney height of the roast pig factory is referenced from the approved EIA report “Development at San Hing Road and Hong Po Road, Tuen Mun (No. AEIAR-227/2020)”. A note has been added to Appendix 5.5. It was unable to verify the wood consumption rate with the operator on site. Therefore, the wood consumption information of the roast pig factory was referenced from the approved EIA report “Development at San Hing Road and Hong Po Road, Tuen Mun (No. AEIAR-227/2020)”. Note b in Appendix 5.5 has been revised to state all the emission rates, stack parameters and operating hours for S2 are obtained from the EIA Development at Route 11 (Section between Yuen Long and North Lantau) (AEIAR-255/2023) and the EIA Development at Hung Shui Kiu New Development Area (AEIAR-203/2016).
22.	Appendix 5.6. - Please add remarks in the relevant tables to state clearly how the no. of trips, soak time and idling time at the 2 bus terminus are determined. - Please show the locations of emissions from the enclosed PTI at Fu Tai Estate with 100% emission from the exhaust louver and another 100% from the egress in the map.	Remark #8 has been added in Appendix 5.6 to state the traffic data, including no. of trips, soak time and idling time, is based on site survey results in December 2023, approved planning application A/TM-LTYY/426 (approved on 19/05/2023), online bus schedules and bus routes. Annotations have been added in Appendix 5.6 to indicate egress and exhaust air louvres as well as the assumption of 100% emission at both locations. 100% of the emission from the Fu Tai Estate Bus Terminus has been adopted in the model at the egress (TI201-T205) and the mechanical ventilation system (TI206-TI217) respectively as a conservative approach. The sum of the emission rates of TI201-T205 and TI206-TI217 are the same.

Item	Comments	Our Responses
		For example, the total FSP emission rate from Fu Tai Estate Bus Terminus is "6.6E-04 g/s" as shown in the table "Total Emission Rate (g/s)" of Page 2 in Appendix 5.6. The same value can be obtained by multiplying the emission rate at the egress with the total emission area of the egress "4.41E-06 g/s/m^2 x ($30m^2$ x 5)" or by multiplying the emission rate at the mechanical ventilation system with the total emission area of the mechanical ventilation system "1.2E-06 x (65.9 x 3 + 41.4 x3 + 44.6 x 3 + 31.7 x 3)" respectively.
23.	Please note that R-t-c item 45 has not been addressed.	To Lai Road has now been included in the assessment.
24.	Please highlight all the changes/amendments in the next submission.	All the changes/amendments have been highlighted.
25.	**Air Modeling** Annex A EA report Table 5.5: The presented future background concentrations of all pollutants is not correct. Please also clarify if the presented concentration for 8-hour O3 represents 10th highest 8-hour O3, same for CO. The note (a) to (c) is suggested to revise as "Not to **exceed** more"	Table 5.5 has been revised.
26.	Annex A EA report S 5.6.16: Please revise Line 4 as "For cantilever noise barriers and vertical noise barriers along one side of the road,..." and Line 6 "...shifting the road section towards the tip of the ~~cantilever~~ barrier."	Section 5.6.16 has been revised.
27.	Annex A EA Report Figure 5.4: Please review the noise barrier type for the noise barrier between the two lanes along Kong Sham Western Highway.	The noise barrier between the two lanes along Kong Sham Western Highway is a cantilever noise barrier.
28.	Annex A EA Report Figure 5.4 and Road AERMOD model: The noise barriers along the Hong Po Road near the Interchange (other than the presented 2m vertical noise barriers) are missing in the assessment. Please check and reflect in the model.	The noise barrier along Hong Po Road has been added and reflected in the model.
29.	Annex A EA Report Figure 5.4 Asterisk: Suggest to rephrase the note "Noise barrier being excluded from the assessment	Figure 5.4 has been revised.

Item	Comments	Our Responses
	due to the 3m mixing zone." as "Noise barrier effect is not applicable due to the separation distance between the barrier and the assessed road is larger than the 3m mixing zone." Please also indicate the asterisk at the barriers applicable to the above statement (eg L004_4).	The remark regarding the inapplicability of the noise barrier if the distance between the barriers and the nearby roads are more the 3m has been added, while an asterisk has been added to the barriers applicable to the noise barrier effect.
30.	Annex A EA Report S5.6.21: The Siu Hong Court Bus Terminus and the Fu Tai Bus Terminus located in Path Grid 20,44 and 21,43 respectively. Please provide justifications for adopting the annual minimum temperature and relative humidity of PATH 21,44 as stated in S5.6.21.	The annual lowest temperature and RH among the PATH grids within the 500m assessment area have been adopted in the PTI assessment (i.e. 8°C and 16%). S.5.6.22 (formerly Section 5.6.21) and relevant modelling files have been updated.
31.	Annex A EA Report S5.6.26: Section 5.6.26 is empty. Please review.	Section 5.6.27 (formerly Section 5.6.26) has now been added to describe the derivation of the emission factors of NO_x, NO and NO_2.
32.	Annex A EA Report S5.6.28: Please revise "extracted from PATH" as "extracted from PATH v3.0"	Section 5.6.29 (formerly Section 5.6.28) has been revised.
33.	Annex A EA Report Table 5.10: The notes marked after the averaging time (i.e. [1] to [5]) are missing. Please also indicate the fourth row is the AQO criteria.	Notes for Table 5.10 have been removed. The fourth row is now indicated as the AQO criteria.
34.	Annex A EA Report Appendix 5.3: Please also present the road elevation (m), the road height (mAG) and the emission factor in Appendix 5.3.	Road elevation and road height inputted in SAMP have now been included in Appendix 5.3.
35.	Road AERMOD Model: (i) The noise barrier effect in assessing road L003_2, L028, L028_2, L111, L111_2, L111_3, L053 to L053_3 is missing. Please review.	Noise barrier effects have now been considered for L003_2, L028, and L053. The noise barrier effect is not applicable to road L111. With reference to the Approved Road Gazette Plan No. 5208968-SHHP-GAZ-1003, the noise barrier along road L111 is outside the 3m mixing zone of road L111 which does not affect the dispersion of the vehicular emission of road L111.
36.	(ii) Please adjust the release height of Kong Sham Western Highway Southbound (i.e. L052 to L052_3) according to the cantilever instead of the vertical barrier, given that the assessed ASRs are at the west of the road source. For	The release height for L052 and L053 has been adjusted. The open road model has been revised.

Item	Comments	Our Responses
	the road width, please revise to be the exact physical road width and omit the 3m mixing width at both sides (i.e. 6m) since the road is between 2 noise barriers. The centerline shall be shifted accordingly. Same approach for L053 to L053_3 (i.e. please apply the effect of the cantilever at the west (5m + 1.99m))	
37.	(iii) A section of road between L033_2 and L105 is missing.	The missing road section has been added and the model has been revised.
38.	Cumulative Results: Results of 10mins averaged SO2 are still not correct. Please review. Meanwhile, please also update the results according to the comments on modelling above.	The post-processing files of SO_2 has been revised according to the 2030 background SO_2 concentration and stability class.
39.	**Air quality - Emfac modelling** Section 5.6.5, please specify the version of SAMP used for the calculation of open road emission rates.	SAMP version 1.1 was used for the calculation of open road emission rates. Section 5.6.5 has been revised.
40.	Please elaborate the criteria for determining which road shall apply start emission. Please clarify whether the start emissions of all 18 vehicle classes have been included in the assessment.	Start emission is assumed for all open roads except Castle Peak Road, Yuen Long Highway, Tuen Mun Road, Lam Tei Interchange, slip roads for Castle Peak Road, Yuen Long Highway, Tuen Mun Road. However, start emission is also assumed for the road segments of Castle Peak Road – Lingnan adjacent to Fu Tai Bus Terminus (following EPD's comment on Section 5.6.23, RtC #63 below) and the roads connected to egress or ingress of parking sites. All 18 vehicle classes except FBSD and FBDD are assumed to have start emission as the start emission of these two vehicle classes are included in the PTI emission. Section 5.6.17 has been added to elaborate the criteria for determining which road shall apply start emission.
41.	Section 5.6.21, please clarify why the lowest temperature and RH from PATH grid (21,44), instead of other grids covered in the assessment area, is adopted for the PTI emission calculation.	The lowest annual temperature and RH (8°C and 16%) among the 6 grids covered in the assessment area have been adopted for the PTI emission calculation. Section 5.6.22 (formerly Section 5.6.21) has been revised.
42.	Section 5.6.23 and RtC #32, please include start emissions on the road segments of Castle Peak Road – Lingnan adjacent to	Although the distance between the egress and Castle Peak Road -Lingnan is more than 150m (i.e. start emission spread distance for Taxi and PLB),

Item	Comments	Our Responses
	Fu Tai Bus Terminus (including L036 and L037), to account for the start emissions of Taxi and PLB from Fu Tai Bus Terminus.	following your comment, L036 and L037 are assumed to have start emission as a conservative approach.
43.	Appendix 5.3, please supplement the composite emission factors and emission rates in worksheet "Summary" of the Summary excel file generated from SAMP for review.	The summary tab generated from SAMP has been added to Appendix 5.3.
44.	Appendix 5.2: (i) Please clarify whether the numbers presented on the road link map should be "Road Labels" or "Road Numbers".	The numbers on the road link map are the road labels.
45.	(ii) RtC #28 second point, please confirm that there are no egress or ingress of parking sites connecting to those roads without start emission calculation. Otherwise, start emissions shall be included for these roads to account for the emissions resulting from starting activities at these locations.	As a conservative approach, all local and rural roads are now considered with start emission. Meanwhile, Castle Peak Road, Yuen Long Highway, Tuen Mun Road, Lam Tei Interchange, and slip roads for Castle Peak Road, Yuen Long Highway, Tuen Mun Road are assumed to have no start emission. However, sections of these roads connected to an egress or ingress of parking sites are assumed to have start emissions.
46.	Appendix 5.2 and Appendix 5.6, please show the location of PATH grids with label of the grids on the road link map and Figures of the bus termini.	Appendix 5.2 and 5.6 have been revised. The PATH grids are now presented in both figures.
47.	Appendix 5.6: (i) RtC #46 has not been addressed. Please supplement the calculation of idling emissions factors in the Appendix.	Calculations of idling emission factors have already been added to Page 5 of Appendix 5.6 in the last submission.
48.	(ii) For the calculation of Idling emission factors, please supplement a remark to indicate the year of the population percentages (%).	Note 10 has been added to Appendix 5.3, indicating the assessment year of 2033.
49.	(iii) In the Figures for PTI emission sources (PDF P. 233 - 234), please indicate the travelling routes of buses within the bus termini.	Travelling routes of buses within the bus termini have been added. The figure in Appendix 5.6 has been revised.
50.	**Noise** Since the Proposed Development is still at its early planning	Noted.

Item	Comments	Our Responses
	stage, a quantitative noise impact assessment shall be submitted under proper lands mechanism based on the exact details of the proposed development (detailed design stage) to demonstrate the compliance of the relevant noise criteria in the HKPSG, and implement all noise mitigation measures where necessary. We will impose NIA submission clause under the land lease mechanism.	
51.	Regarding Traffic Noise Impact Assessment, we noticed that the base scenario (unmitigated scenario) shows no exceedance. Please elaborate on the reasons why there is no exceedance and the changes in the current planning submission.	The building heights of the proposed buildings and the traffic flow of the surrounding roads have been rectified. Therefore, the traffic noise model has been rerun and the results showed full compliance to the noise criteria.
52.	For Railway Noise, please indicate whether there is noise exceedance in Attachment A-Sample Calculation for clarity.	Further annotation has been marked in Attachment A – Sample Calculation (please refer to **Attachment A**).
53.	In Section 2.7.1, the exceedance shall be up to 3 dB(A) rather than 2 dB(A).	Noted, the relevant section has been revised.
54.	Please incorporate the TD's endorsement on the traffic data into the report.	TD's endorsement on the traffic data will be provided once available.

Encl.:
Attachment A – Sample Calculation
Annex A – Revised Environmental Assessment

Compiled by: KTA
Date: 07 June 2024
File Ref: 20240606_S3088_RtoC_FI(3)

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By Email and Hand

Our Ref: S3088_LTTM_23_010Lg

24 July 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
– S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 4

We refer to the captioned planning application submitted to the Town Planning Board ("TPB") on 22 January 2024 and various departmental comments conveyed by the Tuen Mun and Yuen Long West District Planning Office, Planning Department via emails in July 2024.

In response to the departmental comments received, please find attached 4 hard copies of the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table
Annex A – Revised Traffic Impact Assessment
Annex B – Updated Architectural Drawings
Annex C – Updated Figures in the Supporting Planning Statement
Annex D – Revised Visual Impact Assessment
Annex E – Revised Landscape Master Plan and Tree Preservation and Removal Proposal
Annex F – Finalised Sewerage Impact Assessment
Annex G – Revised Drainage Impact Assessment
Annex H – Revised Environmental Assessment

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8840. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

bsi ISO 9001 Quality Management Systems certified
FS 579819

Response-to-Comment Table

Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (TPB Ref.: Y/TM-LTYY/11)
Further Information No. 4
– Response-to-Comments –

Item	Comments	Our Responses
Comments from Home Affairs Department Received on 22 April 2024		
1.	The proposed footpath for public use should be equipped with sufficient lighting facilities. The developer/ owners should maintain the footpath and the facilities at their own cost.	Noted.
Comments of Architectural Services Department Received on 22 April 2024		
2.	Based on the information provided, we have the following comments from architectural and visual impact point of view for your consideration:	Noted.
3.	It is noted that the applicant proposed to rezone the application site form "R(B)1" to "R(B)4" with the maximum Building Height Restriction of the proposed housing development amended from 35mPD to 107.mPD. As mentioned in our previous memo dated 10 November 2023 to the pre-submission application, it appears from the photomontages enclosed in the submitted VIA that there may be some visual impact to the nearby existing low to medium rise buildings, subject to PlanD's view. The full height of the proposed development should be shown in the photomontages in the VIA.	Noted.
4.	To avoid adverse impact on the ventilation and air permeability, the applicant is reminded to avoid screen wall design and comply with the building separation requirements and the sustainable design guidelines promulgated under PNAP APP-152.	Noted.
Comments of Lands Department Received on 3 May 2024		
5.	Re item no.61 of the RtoC, KTA advised there was a typo in "Figure 3.2"of the Supporting Planning statement and suggested referring to the replacement pages of the SPS enclosed in Annex E. However, "Figure 3.2" could not be found in the replacement pages of the SPS. KTA is suggested again to criticially review the conrrectness of the "total are of 0.93ha" for "R(B)4" zone under the Figure 3.2 of the SPS since under the subject	Noted.

Item	Comments	Our Responses
	application, oly the "Development Site" with an area of about 8,896m^2 but not the "Appkication Site" with an area of about 9,300m^2 would be used to count for the maximum development potential of the proposed "R(B)4" zone.	
6.	Re item no.62 of the RtoC, the issue under concern is about the western boundary of the "Application Site" has been extended beyond the proposed brown area as shown on the darft-grant plan attached to the Provisional Basic Term Offer issued ot the lot owner on 13.6.2023. The application is suggested to review and revise the boundary of the "Application Site".	The Applicantion Site boundary has been revised to only include the proposed Brown Area under in the draft lease plan. Please refer to the updated Architectural Drawings in Annex B and updated figures in the Supporting Planning Statement in Annex C.
7.	Please be advised that previous comments remains valid.	Noted.
Comments of Urban Design and Landscape Unit, Planning Department Received on 3 May 2024		
8.	<u>Urban Design and Visual</u> The Site is located to the north of Tuen Mun New Town, and sandwiched between the elevated MTR Tuen Ma Line and at grade Light Rail track on the east and the nullah on the west. It is mainly surrounded by village type developments, existing/planned private residential developments (including the approved s.12A Application No. Y/TM-LTYY/10 with a maximum BH of 100mPD to its west, the approved s.16 Application No. A/TM-LTYY/426 with a maximum BH of about 64mPD, the Sherwood and Botania Villa with existing BHs up to about 60mPD to its east) and planned public housing developments subject to a BHR of 160mPD to its southwest. In this connection, the proposed development with a maximum BH of 107.8mPD, though would be taller than its existing immediate neighborhood, is considered not incompatible with the planned surrounding environment.	Noted.
9.	According to the submitted visual impact assessment (VIA), most of the seven selected public viewing points (VPs) are in close proximity to the Site. As compared with the approved planning application (No. Y/TM-LTYY/9), the proposed scheme would inevitably have additional visual impacts ranging from slightly to moderately adverse to most of the VPs and significantly adverse to the remaining one VP.	Noted.

Item	Comments	Our Responses
10.	Various design/mitigation measures including tower setbacks, BH variation, provision of replacement footpath for public use, minimized ground floor footprint, peripheral landscaping, etc. are proposed. According to the applicant's response (Item No. 78 of the R-to-C Table refers), the proposed development will comply with the requirements under the Sustainable Building Design Guidelines.	Noted.
11.	<u>Detailed Comments</u> Having reviewed this FI submission, our comments on the replacement pages of the revised VIA (Appendix F refers) are as follows:	
	(a) **VP3** – With reference to the revised photomontage (Figure 6.3 refers), the proposed development would appear as a dominant visual component causing substantial obstruction to the open sky view. It would be more appropriate to consider the overall visual impact as "significantly adverse" rather than "moderately adverse" for VP3.	Noted. The overall visual impact rating for VP3 has been revised to "significantly adverse". Please see the reivsed VIA enclosed in Annex D.
	(b) As observations on the VIA, part of the planned public housing development at San Hing Road and Hong Po Road shall be visible in the photomontages at VPs 2 and 3.	Photomontages of VP2 and VP3 have been updated. The photomontages are ecnlosed in Annex D for your information.
	(c) However, the summary of the VIA in Para. 5 above remains generally applicable.	Noted. A full VIA report is attached in Annex D (with Application Site boundary updated) for your record.
12.	To facilitate TPB's consideration on the application, please note below our advisory comments from landscape planning perspective for your consideration:	
	<u>Tree Information</u> (a) After review the tree photos provided in Appendix C 'Photographic Record of Existing Trees', several claimed are not clearly shown in the photos for identification (i.e. T7, T8, T205, T207, T208…etc.), the Applicant is advised to review the concerned photos/ species and separate all identified Leucaena leucocephala 銀合歡 from other existing trees in a separate appendix for easy reference.	The Tree Schedule and Tree Photo have been reviewed again, some trees identifications have been rectified (i.e.T7, T8, T135, T157 and T212). As requested, Leucaena leucocephala (銀合歡) in Tree Assessment Schedule and Tree Photo have been separated from other existing trees. Please refer to the revised Tree Assessment Schedule in Appendix B1, B2 and revised Photographic Record of Existing Trees in Appendix C1 & C2 of the Tree Preservation and Removal Proposal in Annex E.

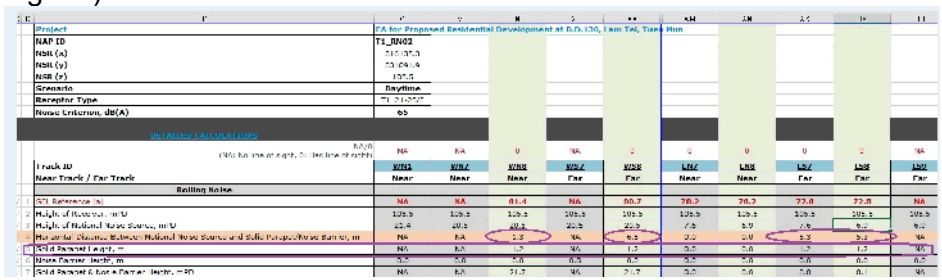
Item	Comments	Our Responses
	(b) Compensatory Tree Plan (Dwg no. CTP-01) ─ Noting 2 nos. additional new trees are proposed but without providing information in the report, please indicate the proposed new trees on the 'Compensatory Tree Plan' with a separate legend and incorporate the proposed species and size at the 'Tree Planting List' of the drawing.	The 2 nos. of additional proposed new trees information are added to the updated CTP-01 and the TPRP report accordingly (please refer to Annex E).
	(c) Further to our previous comment (i.e. R-to-C Item 105), the Applicant is advised to further explore the opportunity for additional tree plantings to enhance the 1:0.29 compensation ratio in quality (aggregated DBH) for the proposed development, especially at the planter areas along the nullah since sufficient planting areas to allow more tree planting/ trees with larger DBH are observed.	Opportunity of planting more trees would be further explored at detailed stage.
Comments of Drainage Services Department Received on 9 May and 13 May 2024		
13.	Annex B- Replacement pages of the Revised Sewerage Impact Assessment We have no further comment on the submission from sewerage planning point of view.	The 'no further comment' is noted. A full Sewerage Impact Assessment (with Application Site boundary updated) is attached in Annex F for your record.
14.	Annex C - Replacement Pages of the Revised Drainage Impact Assessment Section 2.9.1 (i) Please advise the dimension of proposed stormwater storage tank.	The tentative dimension of the proposed stormwater tank is 8m (L) x 5m (W) x 4m (D) and is added to Section 2.9.4 (Annex G refers). However, the actual dimension of the proposed stormwater tank may subject to adjustment during detailed design stage.
	(ii) It appears that the location and details of pumping facilities are missing in the layout plan.	The location of the stormwater tank is now shown in B1/F layout plan in Appendix 1.1 (Annex G refers).
15.	Section 2.9.4 (i) Please provide detailed calculation to elaborate the basis of each figure as shown in appendix 2.2.	The adopted safety factors are referenced from the 2019 DIA report for land exchange purpose for the same development site which DSD has no objection.

Item	Comments	Our Responses
		Section 2.9.4 has been revised (Annex G refers).
	(ii) Please provide detailed calculation to elaborate the existing peak runoff for 1 in 50yr storm event.	The detailed calculation for estimating the peak runoff for 1 in 50 years storm event is conducted based on the parameters in Table 5a of Stormwater Drainage Manual (SDM) Corrigendum No. 1/2024 and following the approach in the 2019 DIA report. Section 2.9.2 has been revised (Annex G refers).
16.	<u>Appendix 2.2</u>	
	(i) Please advise the basis of hydrograph as stated in this Appendix.	The hydrograph is derived based on the parameters in Table 5a of SDM Corrigendum No. 1/2024 and following the approach in the 2019 DIA report.
	(ii) Please provide the detailed breakdown and calculation of stormwater to be stored.	The detailed breakdown and calculation of stormwater to be stored have already been presented in the rows "Excess for Storage (m^3/s)", "Storage (m^3/min)" and "Cumulative Storage (m^3)" of Appendix 2.2 (Annex G refers). The stormwater excess for storage per minute is derived by: "Future Runoff derived from Hydrograph" + "Calculated Sewage Peak Flow Including the Backwash of All Swimming Po − "$Calculated\ Existing\ Peak\ Runoff\ (1\ in\ 50\ year)$". By summing up the stormwater excess for storage per minute, the total stormwater to be stored is then obtained.
	(iii) Please elaborate how to tackle the scenario in which the stormwater runoff is greater than that as estimated in this Appendix (e.g. overflow of storage tank).	The calculation has adopted the values in Table 5a of SDM - Corrigendum No. 1/2024. It is understood that the purpose document is to update the parameters of the SDM to cater for intensified storm events (i.e. leading to more runoff) due to climate change. Moreover the safety factor mentioned in Section 2.9.4 is also applied to cater for the situation of excessive stormwater runoff in addition to those estimated following DSD's SDM. As the size of the storage tank has taken into account the safety factor, the situation where the storage tank is overflow is unlikely to be anticipated.

Item	Comments	Our Responses
17.	Section 2.2 – RtoC Item 75 Please justify the reason of adopting the rainfall increase due to climate change for mid-21st century (2041-2060). Would the proposed development is still in used after 2060? Please also incorporate the latest SDM corrigendum No. 1/2024.	The rainfall increase due to climate change for end of 21st century (2081-2100) has now been adopted. Section 2.2.4 and Appendix 2.1 have been revised (Annex G refers).
18.	Section 2.9 – RtoC Item 75 Please elaborate the assumption and calculation on the assessment of the size of storage tank	The size of the stormwater storage tank is determined based on the estimated excess stormwater runoff which needs to be stored as shown in the calculations in Appendix 2.2 (Annex G refers), such that the discharge to the nearby nullah is no more than that under the existing condition. As mentioned in Section 2.9.2, the hydrographic assessment is conducted by adopting the approach in the 2019 DIA report and with reference to Table 5a of SDM Corrigendum No. 1/2024 and the development parameters of the Proposed Development.
Comments of Environmental Protection Department Received on 5, 8 and 11 July 2024		
	Air Quality (Air assessment)	
19.	Section 5.3.2. Suggest to replace "from the perspective of the HKAQOs" by "of the respective AQOs"	Section 5.3.2 has been revised (Annex H refers).
20.	Section 5.3.3. Please revise the first sentence noting that there is no 5-year arithmetic mean of the ambient air quality levels shown in Table 5.4.	Section 5.3.3 has been revised. “5-year arithmetic mean” has been removed from line 1 (Annex H refers).
21.	Section 5.3.4. Suggest to remove "in perspective" in Line 2 or clarify in which perspective the statement refers to.	Section 5.3.4 has been revised accordingly. “In perspective” has been removed from line 2 (Annex H refers).
22.	Section 5.4.3 and R-t-c 5. Suggest to revise the first sentence as: Air sensitive uses of the proposed development, with residential dwellings at the five towers, open space for passive/ active recreational uses and the clubhouse, are air sensitive receivers.	Section 5.4.3 has been revised (Annex H refers).

Item	Comments	Our Responses
23.	Section 5.5.2. Please replace "dust impact" by "air quality impact" in the last sentence.	Section 5.5.2 has been revised (Annex H refers).
24.	Section 5.5.3 and R-t-c 7. Please supplement the response to Section 5.5.3: Apart from the planned public housing development at San Hing Road and its associated infrastructure works, there is no other concurrent projects within the 500 m assessment area identified with reference to the records on the OZP portal and EIAO website.	Section 5.5.3 has been revised. The response has been supplemented in Section 5.5.3 (Annex H refers).
25.	Section 5.5.8. One site visit is not sufficient to verify if there is no joss paper burning activities at Miu Fat Buddhist Monastery. Please check with the owner/management of the Monastery to confirm if there is no joss paper furnace or carry out site visits during the special festivals/events such as Ching Ming festival, Chung Yeung festival and Buddhism Birthday, etc. to confirm if there is no joss paper burning activities. Suggest to revise the last sentence as: Adverse air quality impact from the Miu Fat Buddhist Monastery on the proposed development is thus not expected.	During the site visit in March 2024, staff from the management office of the Monastery confirmed that the burning of joss paper is not practiced in the premises and the policy remains effective at all times. Section 5.5.8 has been revised (Annex H refers).
26.	Section 5.5.12. Suggest to replace "from 4km of the Project" by "within 4 km from the Project" in the title and revise "existing asphalt plant at Lam Tei Quarry" in the last sentence to "Lam Tei Underground Quarry".	The title of Section 5.5.12 has been revised to “Major Air Emission Sources within 4km from the Project”.
27.	Section 5.6.4 and R-t-c 10. Please follow up to obtain TD's endorsement on the traffic data for assessment and supplement in the Appendix. Please state clearly if the new road network is included in the worst case assessment year for assessment.	TD’s endorsement will be provided once obtained. The road network of Year 2033 (including the new road network due to the nearby public residential housing development) has been considered in the worst case assessment year for assessment. Section 5.6.4 is revised (Annex H refers).
28.	Section 5.6.19 - Please remove "and assumed" in Line 1 - Apart from May 2023, please supplement that site surveys were also conducted in January and March 2024 for identification of industrial chimneys as mentioned in Section 5.5.7	Section 5.6.19 has been revised. Site visits were conducted in May 2023, January 2024, and March 2024.

Item	Comments	Our Responses
29.	Section 5.6.24. Please state clearly if there is any under-estimation by using broadbrush approach to estimate the emissions of taxis and LPB from the bus terminus in the text.	Section 5.6.24 has been revised (Annex H refers). The broad-brush approach is a conservative approach which will not cause any under-estimation of the start emissions of taxi and PLB.
30.	Section 5.6.27. The meaning of "post-processing NOx to NO/NO2 is not required" is unclear. Please clarify whether the ozone limiting method or Jenkins method have been applied for the atmospheric chemistry of conversion from NO to NO2. Please note that even though NO and NO2 are modelled separately in AERMOD for the atmospheric dispersion, the atmospheric chemistry of conversion from NO to NO2 need to be accounted for otherwise there would be under-estimation of the NO2 emission impact.	Ozone limiting method has been applied to the atmospheric chemistry of conversion from NO to NO_2. "Post-processing NO_x to NO/NO_2 is not required" has been removed from the text. Section 5.6.27 to Section 5.6.31 have been revised to include the details of the ozone limiting method (Annex H refers).
31.	Section 5.6.30. Please clarify whether "data" in Line 1 refer to "background concentration" and suggest to replace "data" by "background concentration"	Section 5.6.30 has been reordered as Section 5.33. Section 5.6.33 has been revised accordingly (Annex H refers).
32.	Section 5.8.1. Please supplement "and Air Pollution Control (Construction Dust) regulation" after "Recommended Pollution Control Clauses for Construction Contract issued by the EPD" in Line 4.	Section 5.8.1 has been revised accordingly (Annex H refers).
33.	Section 5.8.5. Please supplement that the sewage treatment plant shall be enclosed and maintaining negative pressure by the ventilation system in the STP enclosure	Section 5.8.5 has been revised accordingly (Annex H refers).
34.	Appendix 5.2. Please show the road links with start and without start emissions in different colors.	Appendix 5.2 has been revised (Annex H refers). Roads with start emissions are shown in magenta while roads without start emissions are shown in dark green.
35.	Please highlight all the changes/amendments in the next submission.	Noted, changes have been highlighted.
	<u>Noise</u> ***<u>[General Comments/ Major Issues]</u>***	
	Railway Noise Assessment	
36.	Table 2.3 item 4 Reference is made to "Equation 15.21 in E". Please clarify this reference.	The reference has been revised to "Equation 15.21 in (4)".

Item	Comments	Our Responses
37.	The circled figure showed that solid parapet correction was applied between some NSRs and the West Rail Line Track/ Light Rail Track. Please provide more information, if there is any solid structures between the track and NSR, and it should be showed clearly in all figures (pointing out with suitable legend). 	The location of solid parapet and full enclosure for TML and LRT have been added to Figures 2.1 and 2.2. With reference to the information in the West Rail Operational Train Noise Assessment Report and EIA Report for Development of San Hing Road and Hong Po Road, Tuen Mun (AEIAR-227/2020), solid parapet with a height of 1.2m has been assumed for all TML segments and some LRT segments within the assessment area.
38.	For T5_RN01, only track segment LN9, LS9, partial WN10, WS10 was shown in Fig 2.2. Please provide a clear figure to show the relationship between T5_RN01 and all mentioned track segments in the sample calculation worksheet.	Please find the sample calculation worksheet of T5_RN01 in Attachment A.
39.	Appendix 4.1, the traffic forecast data is for Year 2033, while in Section 4.2.1, the projected traffic year is in year 2045, please confirm which year is adopted for road traffic noise assessment and check the traffic data input in noise model.	The typo in Appendix 4.1 has been revised, the traffic forecast data adopted is Year 2045 which tallies with Section 4.2.1. As the traffic data provided by the traffic consultant has been revised, the traffic noise prediction has also been updated.
	<u>Air Model Comments</u>	
40.	**PTI AERMOD Model:** Please estimate both the release height and initial vertical dimension of the running emission sources outside bus terminus (e.g. FTEAS101 to FTEAS208 and SHEAS01 to SHEAS07) according to the Technical Note for Modelling Vehicular Emissions Using AERMOD Section 2.2.3 and rerun the model.	The release height and initial vertical dimension (Szinit) have been revised according to Section 2.2.3 of the Technical Note for Modelling Vehicular Emissions Using AERMOD. The air model has been revised.
41.	**Road AERMOD Model:** Following comment 35 (i), the release height for roads along L111 to L111_3 shall be adjusted to the <u>2m</u> planned vertical noise barrier tip although the barrier is outside 3m mixing zone. Please update and rerun the model.	The release height for roads L111 to L111_3 have been revised to consider the 2m planned vertical noise barrier which is outside the 3m mixing zone. The release height has been updated in the AERMOD input file.

Item	Comments	Our Responses
		Moreover, with reference to the gazetted plans of "PWP Item Nos. B764CL and B861CL", the 5.5m+3.5m cantilevered noise barrier along eastbound Hong Po Road is now removed from the assessment and the air model has been rerun.
42.	**Annex A EA Report Appendix 5.6 Emission Inventory for AERMOD Model:** The presented x, y of source FTEAS207 does not tally with model. Please revise the typo.	Noted. Appendix 5.6 has been revised. The typo of source FTEAS207 now tallies with the air model.
43.	**Annex A EA Report Appendix 5.3:** Comment 34 is not addressed. Please present the road elevation, release height, width, initial vertical dimension and the emission rates <u>in the AERMOD input file</u> instead of the input values to SAMP for checking.	Appendix 5.3 has been revised to include the road elevation, release height, width, initial vertical dimension and the emission rates of the AERMOD input files.
Comments of Transport Department Received on 22 April 2024		
44.	Figure 2.1 - L2 (Castle Peak Road - Lingnan), L3 (Yuen Long Highway) and L4(Tuen Mun Road) should be covered in AOI.	Noted and revised in **Figure 2.1** in revised TIA.
45.	Figure 2.14 and 4.2 to 4.4 - Flows at L2, L3 and L4 should be provided.	Existing and Year 2033 link flows are presented in **Figures 2.15 and 4.8** in revised TIA.
46.	Section 2.9 - Please state clearly (i) the date/period of the road link survey conducted. The consultant should adopt the ATC figures, if available.	Manual classified surveys for junction and road link were conducted at 0700 – 0900 and 1700 – 1900 hours, on Tuesday, 18th April 2023, Wednesday, 19th April 2023, Wednesday, 26th April 2023 and Wednesday, 8th May 2024. In view that the latest Annual Traffic Census ("ATC") has traffic information for up to 2022, when the traffic flow is affected by the COVID-19 pandemic, we have not adopted the latest ATC figures. However, year 2024 traffic flows obtained from the traffic survey reflect the normal condition, i.e., after the COVID-19 pandemic. Hence, the traffic flows from the survey is adopted.
47.	<u>Table 2.2 (2023 base year)</u> Please state whether the traffic demand is based on traffic survey, ATC or modelled data.	Please be advised that the traffic demand is based on traffic survey.

<table>
<tr><th>Item</th><th>Comments</th><th>Our Responses</th></tr>
<tr><td>48.</td><td>Please provide the calculation for the Adjusted Design Flow of road links (e.g. 4,371 veh/hr, 2,604 veh/hr and 1,767 veh/hr). Adjusted Design Flow of the L3 Yuen Long Highway (S/B) in AM peak (i.e. 4,700 veh/hr) and PM peak (i.e. 4,462 veh/hr) should not be different.</td><td>With reference to paragraph 2.4.1.2 and table 2.4.1.2, Chapter 2.4, Volume 2 of TPDM, the design flow should be reduced when the expected proportion of heavy vehicles exceeds 15%. The table below presents the adjusted design flow based on the proportion of heavy vehicles (HV%).

<table>
<tr><th rowspan="2">Road Type</th><th rowspan="2">Design Flow (veh/hr)</th><th colspan="3">Adjusted Design Flow (veh/hr)</th></tr>
<tr><th>0-15 HV%
0% reduction</th><th>15-20 HV%
7% reduction</th><th>20-25 HV%
10% reduction</th></tr>
<tr><td>Expressway / trunk road
(Dual 3 lanes – 11m-wide)</td><td>4,700</td><td>4,700</td><td>4,371</td><td>4,230</td></tr>
<tr><td>Primary Distributor
(Dual 3 lanes – 7.3m-wide)</td><td>2,800</td><td>2,800</td><td>2,604</td><td>2,520</td></tr>
<tr><td>District Distributor
(Single 4 lanes – 13.5m-wide)</td><td>1,900</td><td>1,900</td><td>1,767</td><td>1,710</td></tr>
<tr><td>Local Roads
(Single 2 lanes)</td><td>800</td><td>800</td><td>744</td><td>720</td></tr>
</table>

Based on the updated traffic survey result, the adjusted design flow has been updated in Tables 2.3 and 4.10 of revised TIA (Annex A refers). In view that the HV% are different in AM peak and PM peak, the % reduction of design flows are considered separately.</td></tr>
<tr><td>49.</td><td>It may not be convincing that the traffic demand of L4 (Tuen Mun Road) to SB direction (i.e. 4,360 veh/hr) is less than NB direction (i.e. 4,821 veh/hr) in AM peak.</td><td>Traffic survey for Tuen Mun Road and Yuen Long Highway are re-conducted on Wednesday, 8th May 2024. The traffic data have been updated in Table 2.2 of revised TIA.</td></tr>
<tr><td></td><td>Section 2.10</td><td></td></tr>
<tr><td>50.</td><td>Please note that a v/c ratio equal to or less than 1.0 indicates that a road has sufficient capacity to cope with the volume of vehicular traffic. Thus, L3 (Yuen Long Highway) with a v/c of 1.02 also does not operate with sufficient capacity.</td><td>Ditto.</td></tr>
</table>

Item	Comments	Our Responses
51.	L3 (Yuen Long Highway) & L4 (Tuen Mun Road) with V/C ratios at 1.02 and 1.24 during peak hours in base year 2023 look too high.	Ditto.
	<u>Table 4.9 & Section 4.22 (2033 design year)</u>	
52.	Some Adjusted Design Flows shown in Table 4.9 are slightly different to those shown in Table 2.2 (e.g. L3 and L4).	Based on the revised traffic survey for Tuen Mun Road, adjusted design flows have been revised and updated in **Table 4.10** of revised TIA.
53.	V/C of L3 and L4 at 1.36 and 1.59 during peak hours in design year 2033 look too high, even under "without Proposed Development" scenario.	Based on the revised traffic survey for Tuen Mun Road, year 2033 traffic data have been revised and updated in **Table 4.10** in revised TIA.
54.	The conclusion in Section 4.22 and 7.7 appears premature. The consultant should reassess the v/c ratio of L3 and L4 in the year 2033 under the "without development" scenario and provide additional information, such as estimated number of pcu generated from and attracted to the proposed development, the v/c ratio of L3 and L4 after the implementation of the planned strategic road improvement works (such as Route 11, Tuen Mun Bypass, and the widening of Yuen Long Highway between Lam Tei and Tong Yan San Tsuen).	As shown in **Table 4.10** in revised TIA, the Proposed Development and Year 2033 with Proposed Development has negligible traffic impact to L3 and L4 in year 2033. It is found in LC paper no. CB(4)619/20-21(03) of Legislative Council Panel on Transport that the planned Route 11 would reduce v/c in Year 2036 from 1.2 to 1.0 at Tuen Mun Road (Siu Lam Section) in morning peak, which indicates the traffic congestion at Tuen Mun Road will be relieved by planned Route 11. In addition to the above, other strategic road improvements, including, Tuen Mun Bypass and Yuen Long Highway (between Lam Tei and Tong Yan San Tsuen) are planned to be implemented. The traffic condition at L3 and L4 would be further improved by these planned strategic road.
Comments of Transport Department Received on 24 May 2024		
55.	About 1/3 of the traffic generated from the proposed development is assumed to be diverted to Ng Lau Road northbound and the remaining 2/3 to Lam Tei Interchange. The assumed split does not reflect the actual condition where the traffic from the nearby unnamed road all go to Lam Tei Interchange. As Lam Tei Interchange provides the most direct route to strategic road network, we consider most of the traffic from/to the development will use Lam Tei Interchange.	The distribution of Approved Scheme and Proposed Development have been revised and presented in **Figures 4.2 and 4.3** in revised TIA respectively (Annex A refers).

Item	Comments	Our Responses
56.	The calculation of Lam Tei Interchange (J5) and Tsing Lun Road/ Hong Po Road/ Lam Tei Interchange (J4) in Appendix A did not include all flows to these roundabouts.	Please be clarified that traffic flows using exclusive left turn lane have been excluded from junction capacity analysis. The junction capacity assessment have been updated in **Appendix A** of revised TIA (Annex A refers).
57.	LOS assessment of footpath refers. Footpaths along San Hing Road and Ng Lau Road should also be considered.	Footpaths along San Hing Road and Ng Lau Road have been assessed and presented in **Tables 2.8 and 6.2** of revised TIA (Annex A refers).
58.	*Figure 2.14 refers.* The surveyed traffic flow in Apr 2023 is relatively low compared with TIA reports for other development projects in vicinity. Please review. In particular, the traffic condition of junctions near Lam Tei Interchange is of prime concern of residents in Tuen Mun District. Please check if the junction assessments are under-estimated.	The manual classified survey date for junction and road link were re-conducted on Wednesday, 8th May 2024. The traffic flow is updated in **Figure 2.14** in revised TIA. The junction assessments are updated and presented in **Table 2.1** in revised TIA (Annex A refers).
59.	*Table 4.3 refers.* (i) Please clarify how the traffic impact of Site 4A (East) and 4A (West), which become LPH sites, is incorporated into your assessment. (ii) NOVOLAND has its population intake since 2023.	(i) The traffic generation rate of subsidised housing with average flat size of 40m^2 in TPDM is adopted to estimate the traffic generation of Light Public Housing (LPH) at Site 4A (East) and 4A (West). The traffic generation of the LPH is distributed with similar traffic pattern of the developments in vicinity. (ii) According to the sales info, some 1,500 and 1,650 were occupied starting June 2023 and May 2024 respectively. In the 2033 traffic flows, all 4,600 flats in NOVOLAND and its retail facilities are assumed to be occupied.
60.	*Sect 4.6, 5 and 6 refer.* The annual average growth rates of population adopted between 2024 to 2033 are much lower than those adopted in the TIA reports for other development projects in Tuen Mun District. Please review.	In view of the number of planned / committed developments and road improvement works found in the vicinity between 2024 and 2033, it is more appropriate to use the Base District Traffic Model ("BDTM"), which has traffic flows for 2019, 2026 and 2031, to prepare the 2033 traffic flows. To produce the 2033 traffic flows from 2031, the population growth of Hong Kong has been adopted. To demonstrate that the 2033 traffic flows produced are conservative, i.e., on the high side, the traffic flows of major roads in the Area of Influence for 2 scenarios are compared in the Table below.

Item	Comments	Our Responses

Major road links in the area of influence (2-way)	2024 Observed Traffic Flows (pcu / hour)		2033 Traffic Flows without Proposed Development (pcu / hr)		Average Annual Growth from 2024 - 2033	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Tuen Mun Road	10,338	10,057	13,882	13,725	3.3%	3.5%
Yuen Long Highway	9,035	8,838	12,184	12,048	3.4%	3.5%
Castle Peak Road – Lam Tei	2,836	2,719	3,469	3,477	2.3%	2.8%
Ng Lau Road	329	424	805	820	10.5%	7.6%
Tsing Lun Road	1,610	1,386	2,504	1,893	5.0%	3.5%
Lam Tei Interchange	2,612	2,267	4,246	3,446	5.5%	4.8%
Total	**26,760**	**25,691**	**37,090**	**35,409**	**3.7%**	**3.6%**

The above table shows that the average annual growth in the study area are 3.7% and 3.6% during AM and PM peak respectively.

61. In addition, apart from the quoted sources stated in Sect 5.2, please also make reference to ATC and TPEDM to acquire appropriate growth rates for the traffic forecast.

ATC does not provide information to predict public transport passenger demand growth and pedestrian growth. The TPEDM information does not reflect the local condition, hence, this is not used.

62. *Table 4.4 refers.* J7 is to be carried out by another CEDD Contract No. CV/2019/04 instead of CE 39/2021 (CE).

Noted and updated in **Table 4.4** of the revised TIA (Annex A refers).

63. *Tables 4.5, 4.6 and 4.7 refers.* The adopted traffic generation and attraction rates are expressed in terms of pcu/hr. Whereas, your link capacity assessments are conducted in terms of veh/hr which is not comparable.

The traffic generation in terms of veh/hr has been presented in **Tables 4.5 - 4.8** of revised TIA (Annex A refers).

64. *Table 5.4 refers.* Some of the figures are incorrect.

Noted and updated in revised TIA (Annex A refers).

65. *Sect 5.14 and 7.6 refer.* Without detail assessment, your conclusion of sufficient public transport provided in nearby developments to support the proposed development is not justified.

Noted. Public transport impact assessment is found in Chapter 5 of the revised TIA (Annex A refers).

66. *Sect 5.16 refers*. Please clarify if "2033 with the Proposed Development" should also include the net increase in traffic generation in Table 4.7. To avoid confusion, it is suggested to supplement a table showing the total additional trip rates applied on the existing scenario, the approved scheme and the new scheme as easy reference.

Additional bus trip due to the road-based public transport demand is presented in **Table 5.9 and Figure 5.1** in revised TIA (Annex A refers).

<table>
<tr><th>Item</th><th>Comments</th><th>Our Responses</th></tr>
<tr><td>67.</td><td>Table 6.1 refers.
(i) Please clarify how these figures are derived from.

(ii) Please also present the adopted trip rate of the pedestrian generation and attraction by the proposed site in unit of ped/hr/flat. In addition, please justify the reasonableness of the adopted trip rate by comparing with other private developments of similar scale and locations.</td><td>(i) The peak 15-mins pedestrian generation in Table 6.1 is derived by applying peak hour factor of 33% to the peak hour public transport demand of Approved Scheme and Proposed Development.

(ii) The pedestrian generation rate is presented in Table 6.1 of revised TIA. In-house pedestrian survey of COO Residence (8 Kai Fat Path, Tuen Mun), which have similar average flat size and travel characteristic (100m to Pui To LRT stop), is referred. The pedestrian generation and pedestrian generation rates in ped/ flat /hour is shown in Table R2C1.

TABLE R2C1 COO RESIDENCE PEDESTRIAN GENERATION AND PEDESTRIAN GENERATION RATES
<table>
<tr><th rowspan="2">COO residence (204 Flats, avg. flat size of 30 m^2)</th><th rowspan="2">Parameter</th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>Generation</th><th>Attraction</th><th>Generation</th><th>Attraction</th></tr>
<tr><td>Pedestrian Generation</td><td>ped / hour</td><td>37</td><td>5</td><td>10</td><td>25</td></tr>
<tr><td rowspan="2">Pedestrian Generation rates</td><td rowspan="2">ped / flat / hour</td><td>0.1814</td><td>0.0245</td><td>0.0490</td><td>0.1225</td></tr>
<tr><td colspan="2">0.2059 (2-way)</td><td colspan="2">0.1716 (2-way)</td></tr>
</table>

The above table shows that COO residence are having pedestrian generation rates of 0.2059 and 0.1716 ped/flat/hour (2-way) during AM and PM peak, which is comparable to the adopted pedestrian generation rate of 0.2189 ped/flat/hour (2-way) in both AM and PM peaks as shown in Table 6.4 of revised TIA (Annex A refers).</td></tr>
<tr><td>68.</td><td>Sect 7.5 refers. Vehicular trip rates of public transport service is omitted.</td><td>Additional bus trip has been updated in Paragraph 7.5 in revised TIA (Annex A refers).</td></tr>
<tr><td>69.</td><td>Please supplement a figure in the report showing the total trip generation and attraction of the development in the AOI, arising from the TPDM trip rates and the additional public transport demand.</td><td>The traffic generation of the Approved Scheme and Proposed Development is shown in Figures 4.2 and 4.3 respectively in revised TIA. Year 2033 proposed additional bus trips is shown in Figure 4.4 in revised TIA (Annex A refers).</td></tr>
<tr><td>70.</td><td>The assessment of justifying the need of shuttle service should also be presented.</td><td>Based on the public transport assessment result, it is <u>not necessary</u> to provide shuttle bus service.</td></tr>
</table>

Item	Comments	Our Responses
71.	Comments from BRB *Para 2.14, 2.15 and Table 2.5 refer.* Please note there is updated operation performance for Tuen Ma Line in 2023: (https://www.tlb.gov.hk/eng/legislative/transport/special/land/TLB-2-e1.pdf)	Noted and updated in revised TIA (Annex A refers).
72.	Comments from TONT *Table 2.3 refers.* The headway/frequency of CTB 50, 56, 56A, 950, KMB 960P, 960X, N260, LWB A34, NA33 and NLB B2 are not correct. CTB N50 is missing.	Noted and updated in revised TIA (Annex A refers).
73.	*Para 2.12 refers.* Appendix B has no detail information regarding the survey result given. Please advise the survey result in respect of each routes.	AM and PM peak hours and survey location and of each bus / GMB route has been presented in **Appendix B** of revised TIA (Annex A refers).
74.	*Chapter 5 refers.* Under the chapter 5 of the revised TIA, there is no clear indication if the residents will make use of the public transport services in the vicinity of the development. Assuming that the residents will take LRT and franchised bus services, the consultant should conduct an assessment on the capacity of public transport facilities (e.g. passenger waiting/queuing areas at bus stop /LRT platform and length of the laybys for bus/GMB)? Please elaborate the assessment and recommended enhancement in a new section.	The modified transport mode of the Proposed Development is presented in **Paragraphs 5.1 – 5.3** of revised TIA (Annex A refers). The review of public transport facilities capacity is conducted in **Chapter 5** of revised TIA.
75.	Regarding the residents who would take rail-based transport (44%), the consultant should advise the estimated proportion/% passenger taking LRT or other feeder services (e.g. bus/GMB) to the nearby railway station i.e. Siu Hong Station and assess the impact to LRT/other feeder services and ascertain if any enhancement of services would be required.	In view that the LRT services are provided at only 50m from the Proposed Development, it is assumed that 100% of the residents who use MTR would use LRT services to MTR station. The assessment has been provided in **Paragraph 5.22** of revised TIA (Annex A refers).
76.	*Table 5.4 refers.* The population under "approved scheme" and "proposed development" shall be 799 and 3601? Subject to the updates to the population / relevant proposed PT services, sufficient PT facilities should be provided to support the operation of the proposed bus/GMB service	Typo. The population of Approved Scheme and Proposed Development are 799 and 3,601, has been updated in revised TIA.

Item	Comments	Our Responses
77.	Please advise the calculation D=AxBxC under "estimated peak hour mechanized trip generation".	Typo. The calculation should be "F= C x D x E" and has been updated in revised TIA.
78.	For remark (2) and (3), there is no table 3.3 and Para 3.3.7 in the report.	Please refer to pages 11 and 12 of Travel Characteristic Survey 2011 (TCS 2011). https://www.td.gov.hk/filemanager/en/content_4652/tcs2011_eng.pdf
	Table 5.5 refers.	
79.	Please advise the blank cell under "The Subject Site". Is it the passenger demand under approved scheme?	Please be advised that the cell is revised as "Estimated Peak Hour Transport Demand (Passenger/hr)" in **Table 5.3** of revised TIA (Annex A refers).
80.	For remark (2), there is no table 3.6 in the report.	Please refer to page 14 of Travel Characteristic Survey 2011 (TCS 2011). https://www.td.gov.hk/filemanager/en/content_4652/tcs2011_eng.pdf
81.	Please provide details of remark (2) adjustment based on local PT provision near the subject site.	The details on transport mode of the Subject Site have been provided in **Chapter 5** of revised TIA (Annex A refers).
	Para 5.14 and 5.17 refer:	
82.	Please specify the passenger demand (by PT mode) during AM/PM peak hour so generated/attracted to review whether the existing PT services are sufficient to cater for the additional demand.	Passenger demand of Proposed Development has been presented in **Paragraphs 5.5 – 5.10** of revised TIA.
83.	Detail assessment on the PT (by routes) shall be conducted to ascertain the adequacy of public transport service for additional population brought by the development and the planned/ committed developments in the vicinity e.g. San Hing Road and Hong Po Road. Please propose enhancement of existing PT services or new PT services to cater for the new PT demand generated from the subject site if needed.	Revised public transport assessment has been presented in Chapter 5 of revised TIA (Annex A refers). 4 additional bus trips due to population intake of the Proposed Development would be required as presented in **Paragraph 5.13 – 5.19** of revised TIA.
84.	*Figure 2.15 refers.* Please liaise with the project proponent of San Hing Road/ Hong Po Road site to see if any modification works will be carried out for the bus stop at Lam Tei Interchange eastbound. As stated in your assessment, around 300 pax (791x38%) will use the concerned bus stop for road-based transport. Please assess if the passenger facilities nearby is enough for cater for the population intake in the vicinity and the subject site.	Reference has been made to the gazette plan of "Site Formation and Infrastructure Works for Public Housing Developments at San Hing Road and Hong Po Road, Tuen Mun (Road Works)" . The queuing area of the planned bus layby has not been affected (Please refer to **Appendix E** of revised TIA).

Item	Comments	Our Responses
		Chapter 5 has been revised and public transport facilities are reviewed to ascertain that the public transport facilities are sufficient.
Comments of Railway Division, Highways Department Received on 22 April 2024		
85.	Table 5.2: There is arithmetic error on the calculation of population for the Propsoed Development	Noted and revised.
86.	Table 5.5: (i) Subtitle of the first column under "The Subject Site" is missing.	Noted and revised.
87.	(ii) Please specify the unit of figures in the table.	Noted and specified.

Encl.:
Annex A – Revised Traffic Impact Assessment
Annex B – Updated Architectural Drawings
Annex C – Updated Figures in the Supporting Planning Statement
Annex D – Revised Visual Impact Assessment
Annex E – Revised Landscape Master Plan and Tree Preservation and Removal Proposal
Annex F – Finalised Sewerage Impact Assessment
Annex G – Revised Drainage Impact Assessment
Annex H – Revised Environmental Assessment

Compiled by: KTA Planning Limited
Date: 24 July 2024
File Ref: 20240711_S3088_RtoC_FI(4)

Attachment A

Tower 1
27 Storeys
107.80 mPD

Tower 2
27 Storeys
107.80 mPD

Tower 3
16 Storeys
66.80 mPD

Tower 4
14 Storeys
59.80 mPD

Tower 5
24 Storeys
94.80 mPD

T1_RN02

66m

62m

72m

76m

LN6

LS6

LN7

WN7

LS7

WS7

LN8

WN8

LS8

WS8

Outfall

Outfall

Nullah

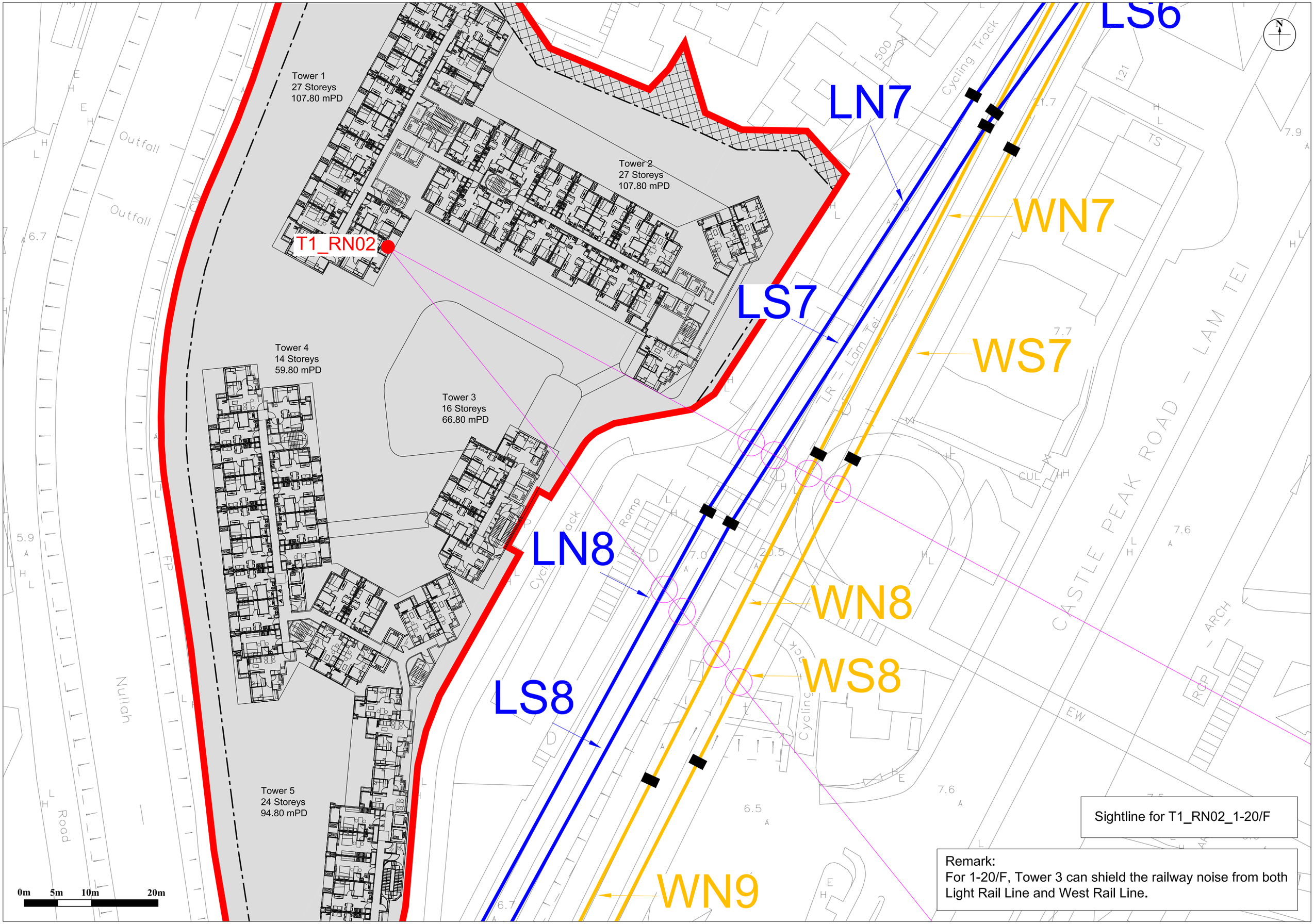
Road

Cycling Track

Ramp

CASTLE PEAK ROAD

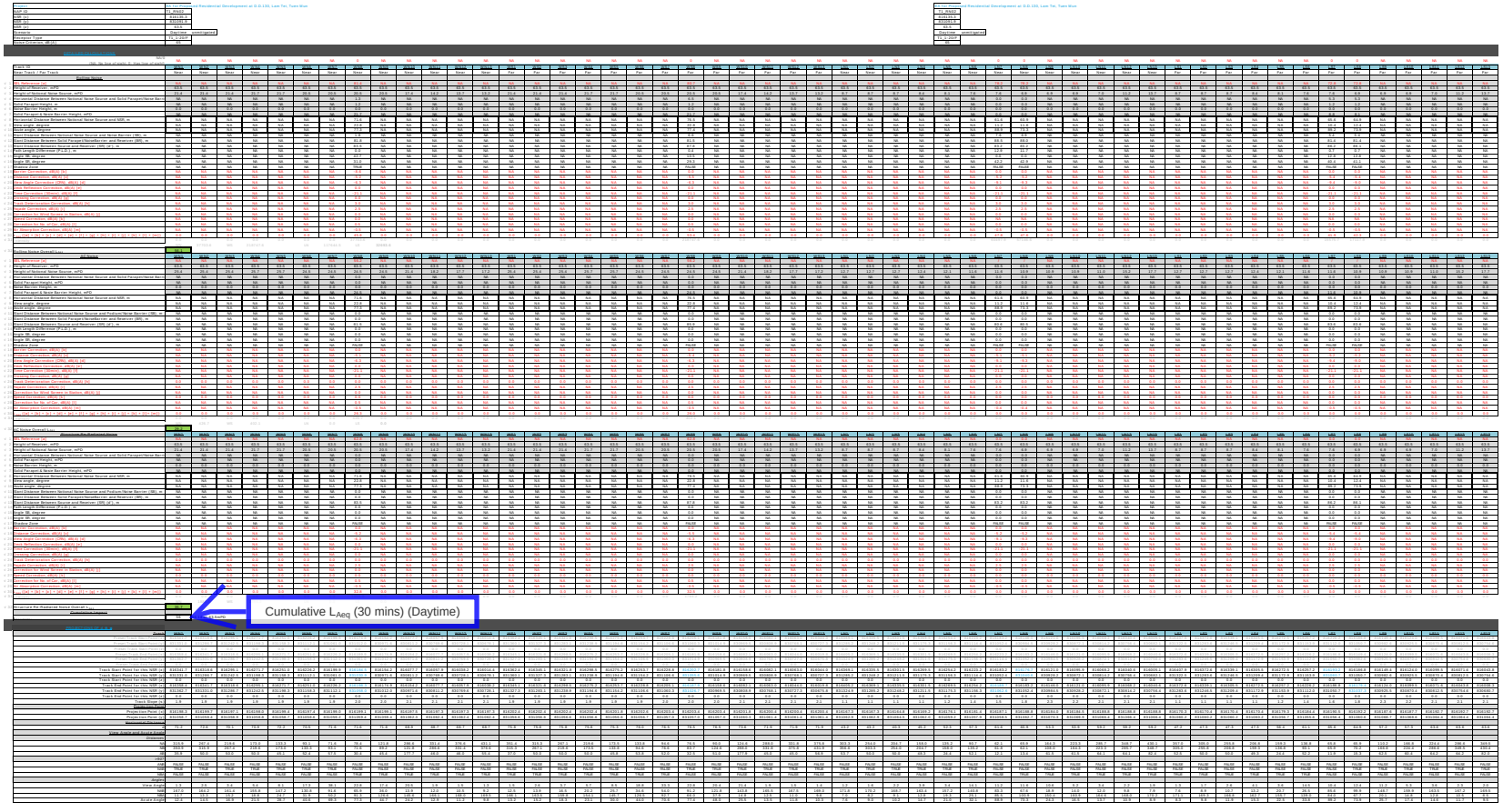
0m 5m 10m 20m



Sightline for T1_RN02_1-20/F

Remark:
For 1-20/F, Tower 3 can shield the railway noise from both Light Rail Line and West Rail Line.

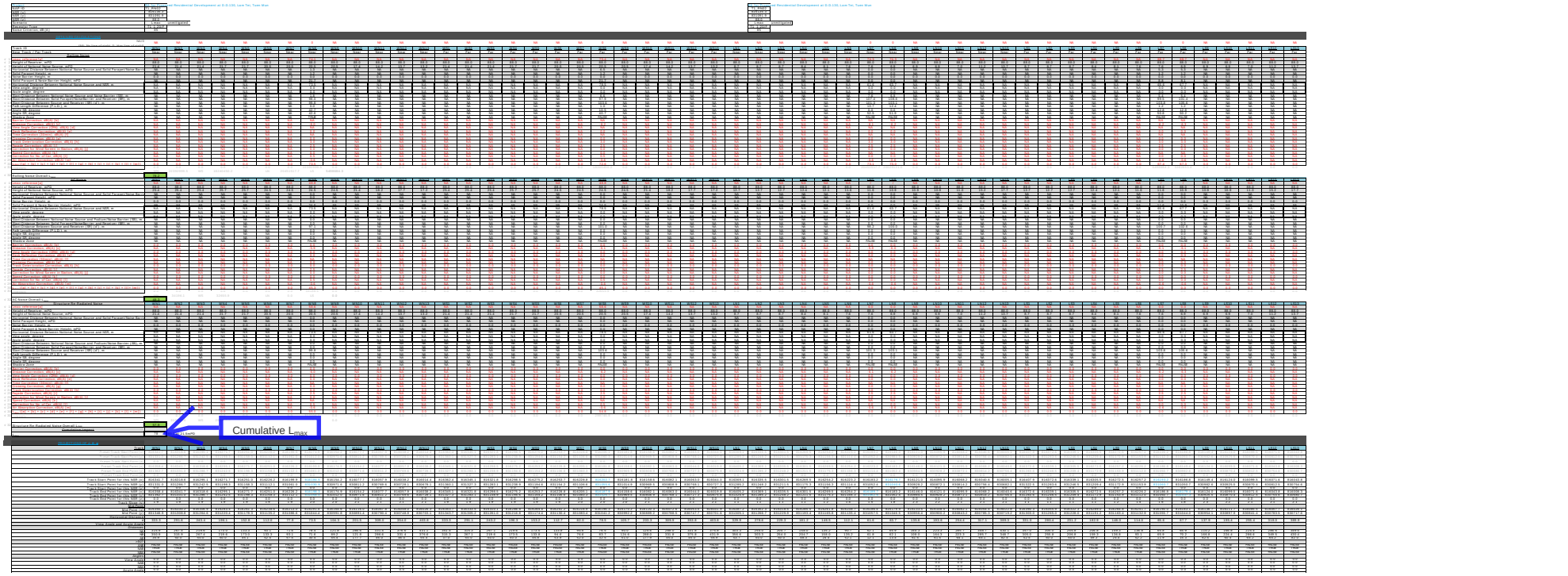
Sample Calculation for T1_RN02 at 13/F (63.5 mPD)
(Daytime Scenario)



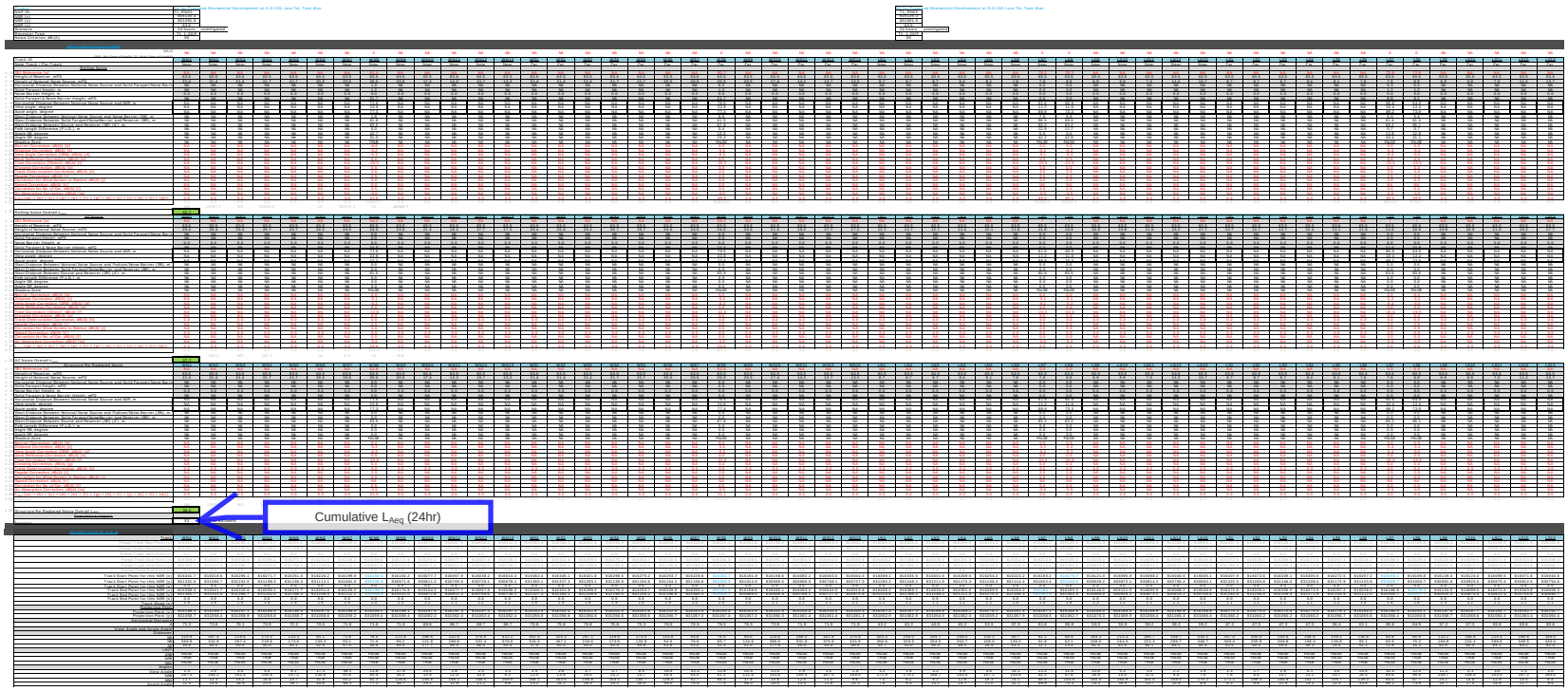
Sample Calculation for T1_RN02 at 13/F (63.5 mPD)
(Night-time Scenario)

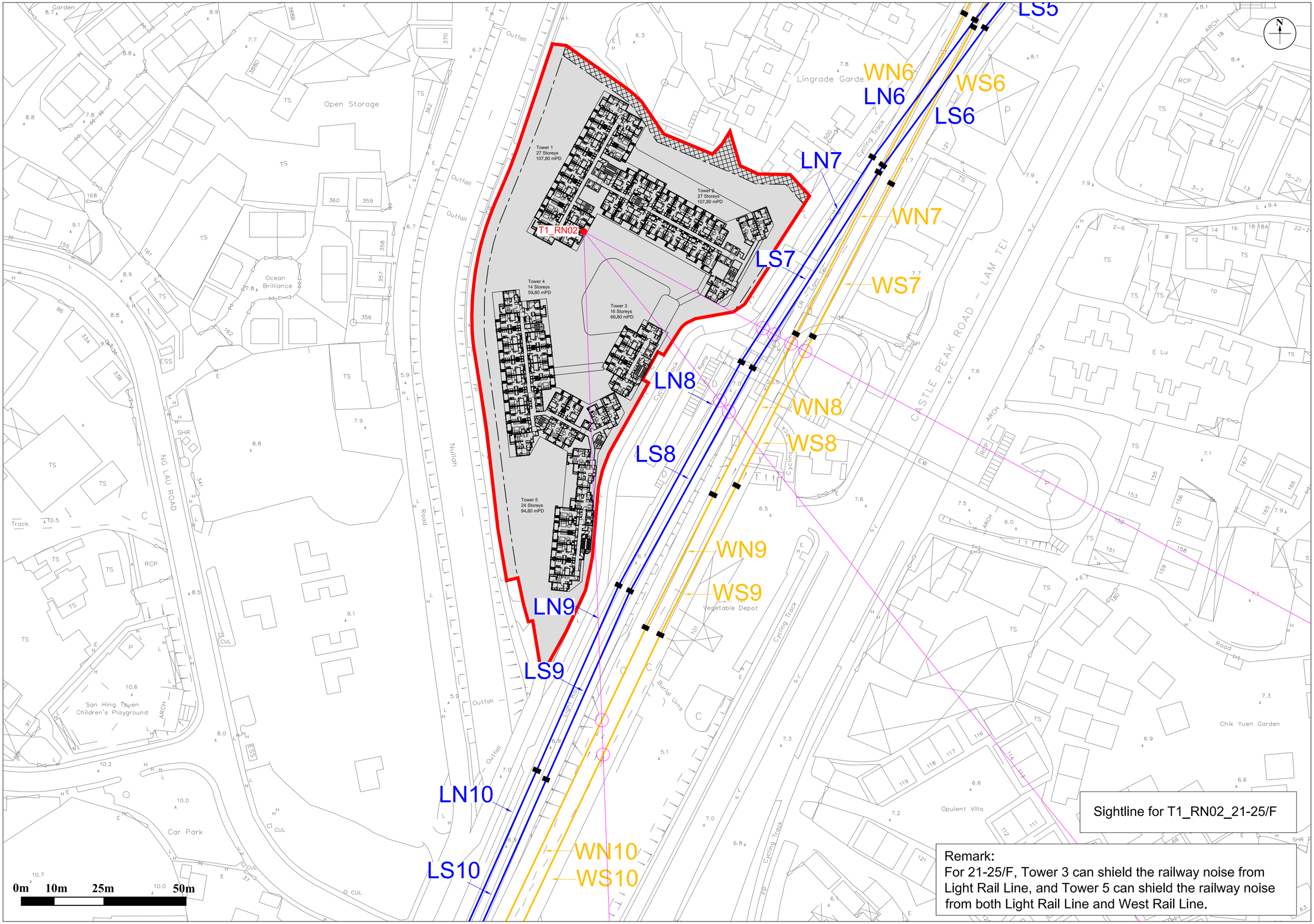


Sample Calculation for T1_RN02 at 13/F (63.5 mPD) (L_{max} Scenario)



Sample Calculation for T1_RN02 at 13/F (63.5 mPD)
(24 hr Scenario)

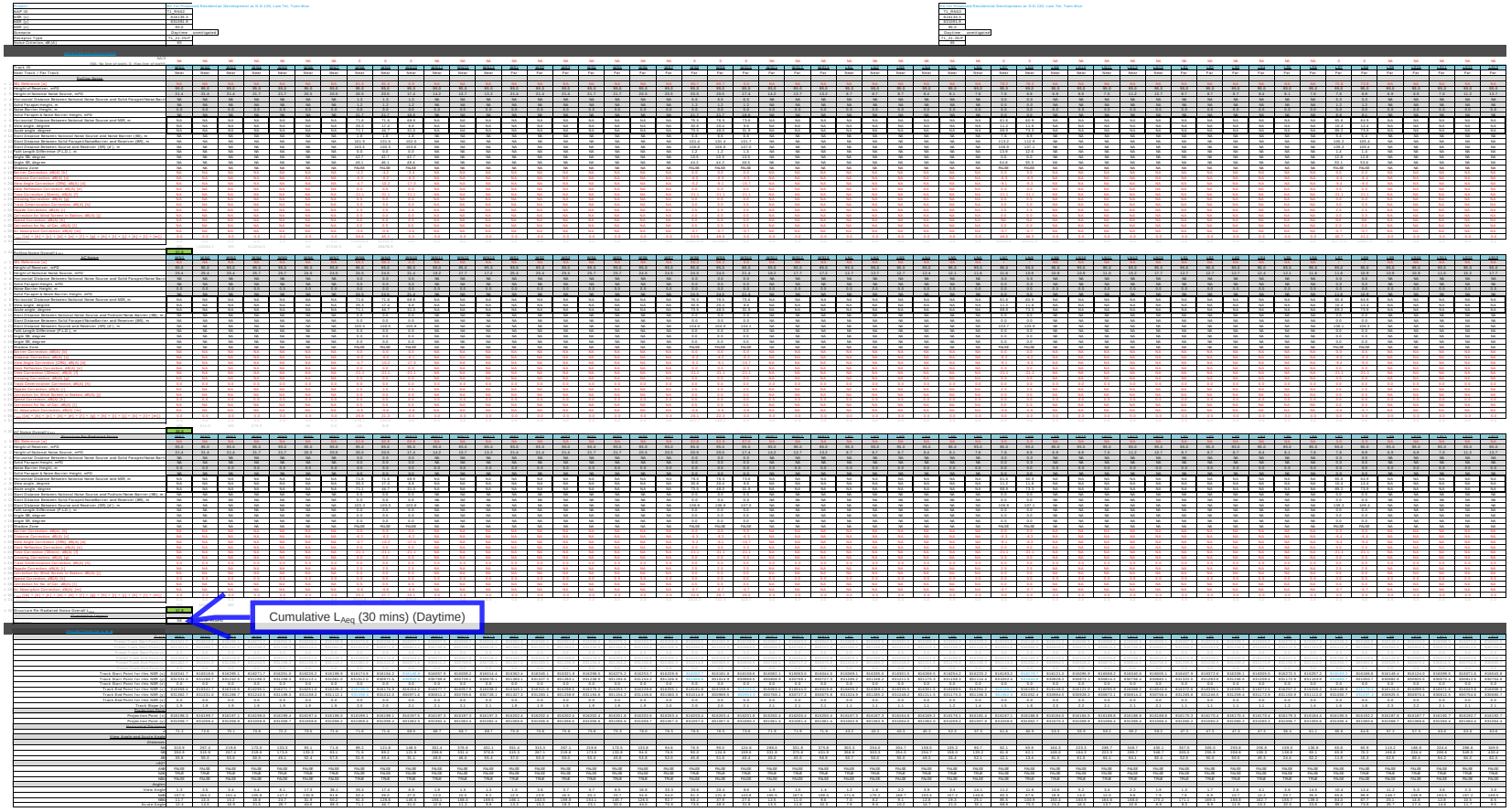




Sightline for T1_RN02_21-25/F

Remark:
For 21-25/F, Tower 3 can shield the railway noise from Light Rail Line, and Tower 5 can shield the railway noise from both Light Rail Line and West Rail Line.

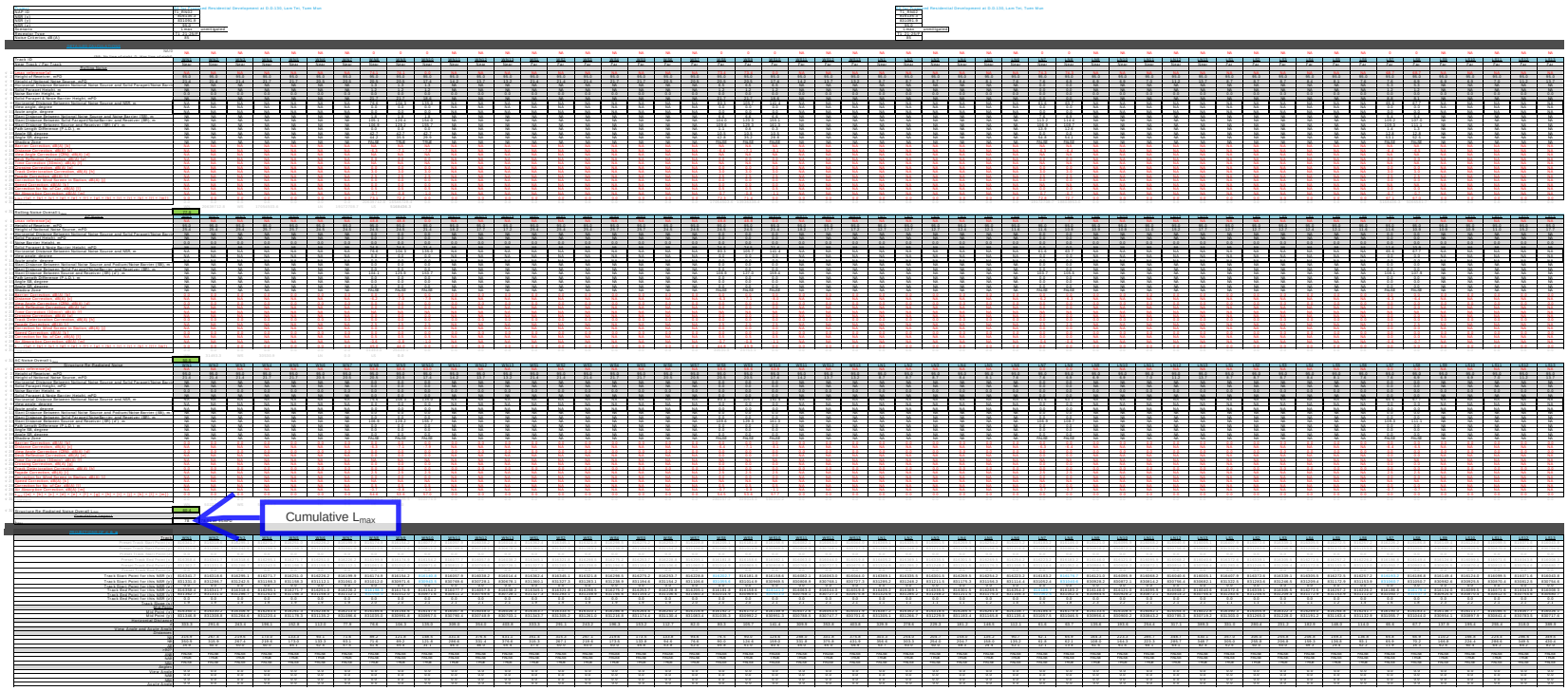
Sample Calculation for T1_RN02 at 22/F (95 mPD)
(Daytime Scenario)



Sample Calculation for T1_RN02 at 22/F (95 mPD)
(Night-time Scenario)

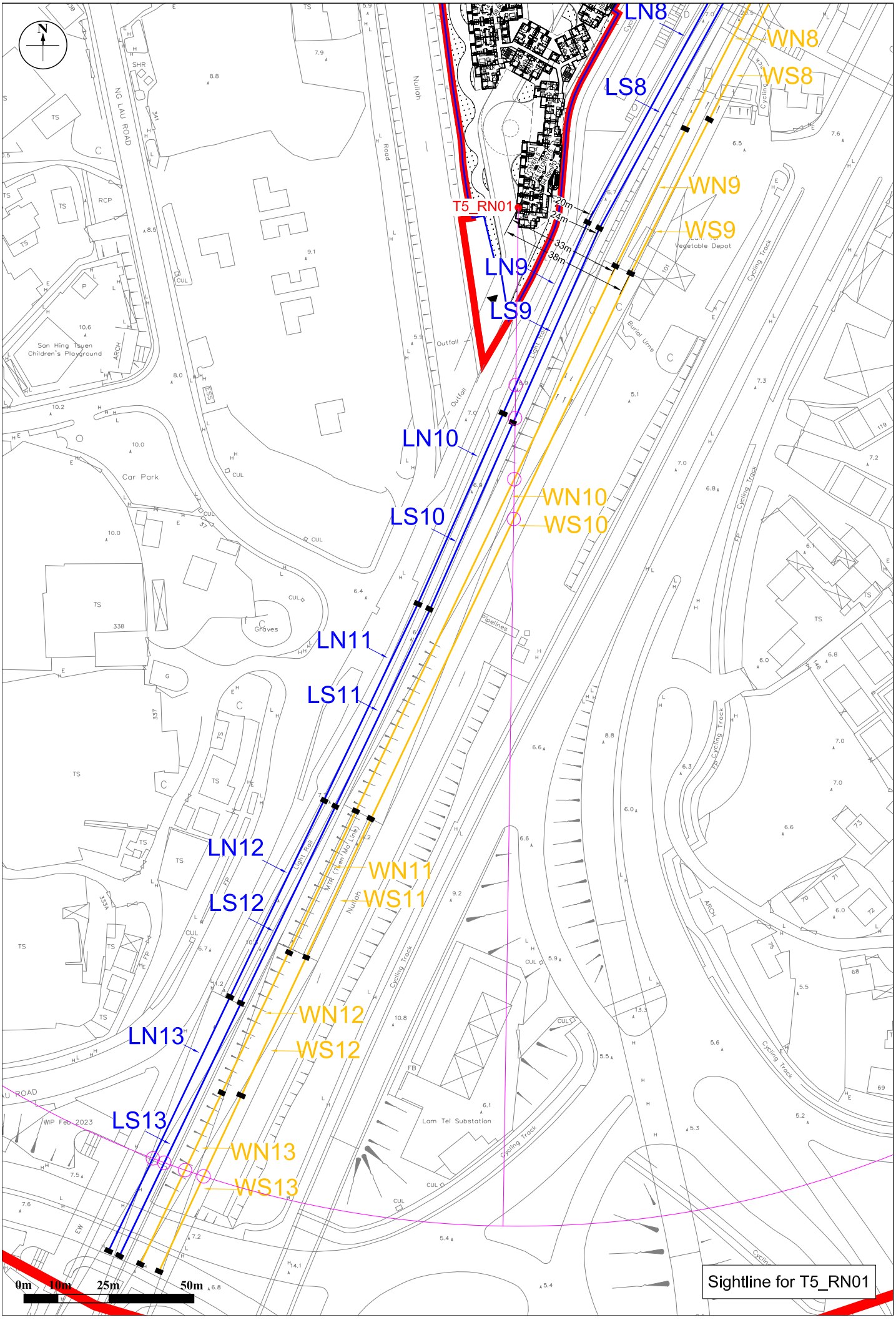


Sample Calculation for T1_RN02 at 22/F (95 mPD) (L_{max} Scenario)



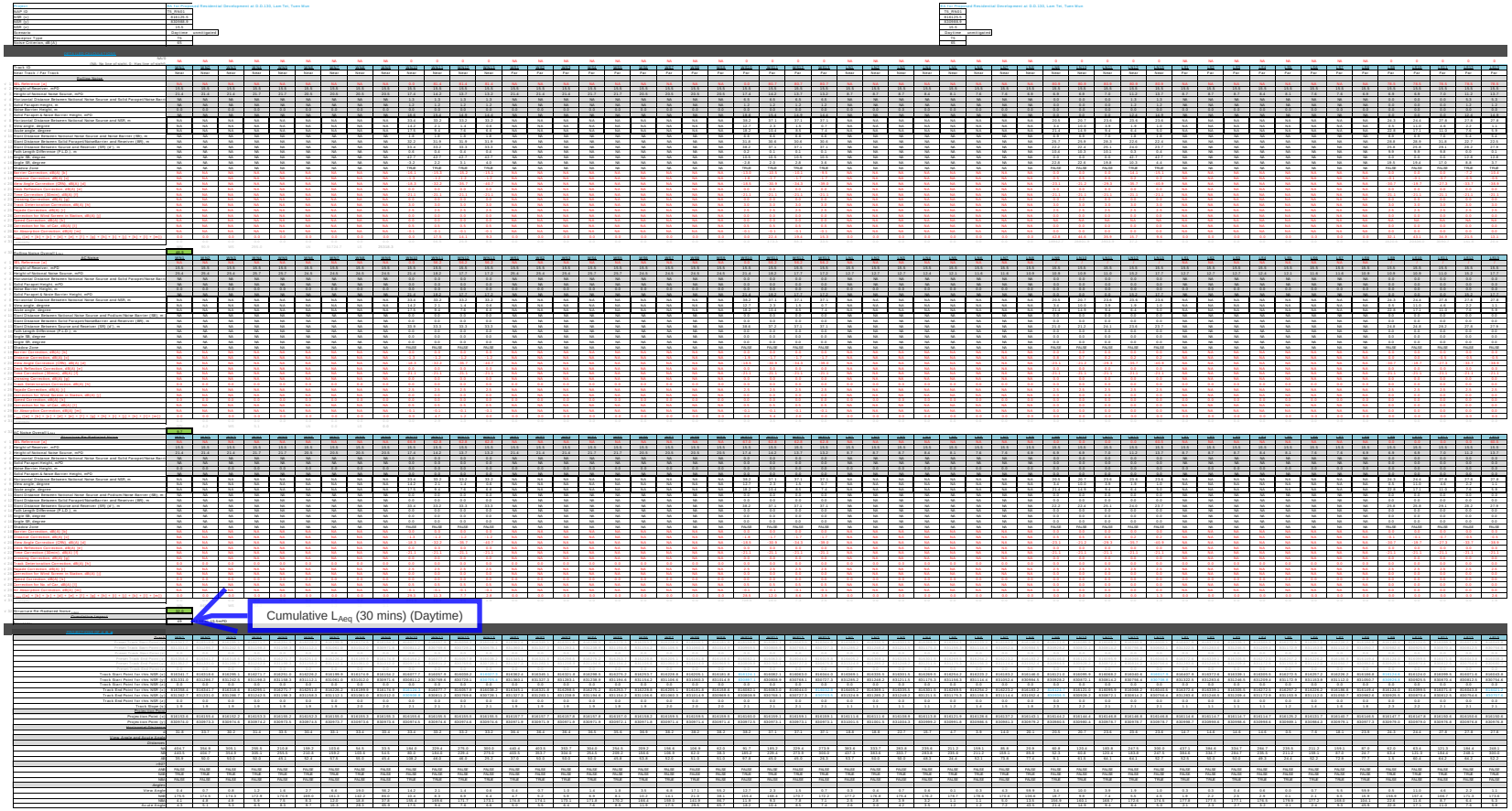
Sample Calculation for T1_RN02 at 22/F (95 mPD)
(24 hr Scenario)



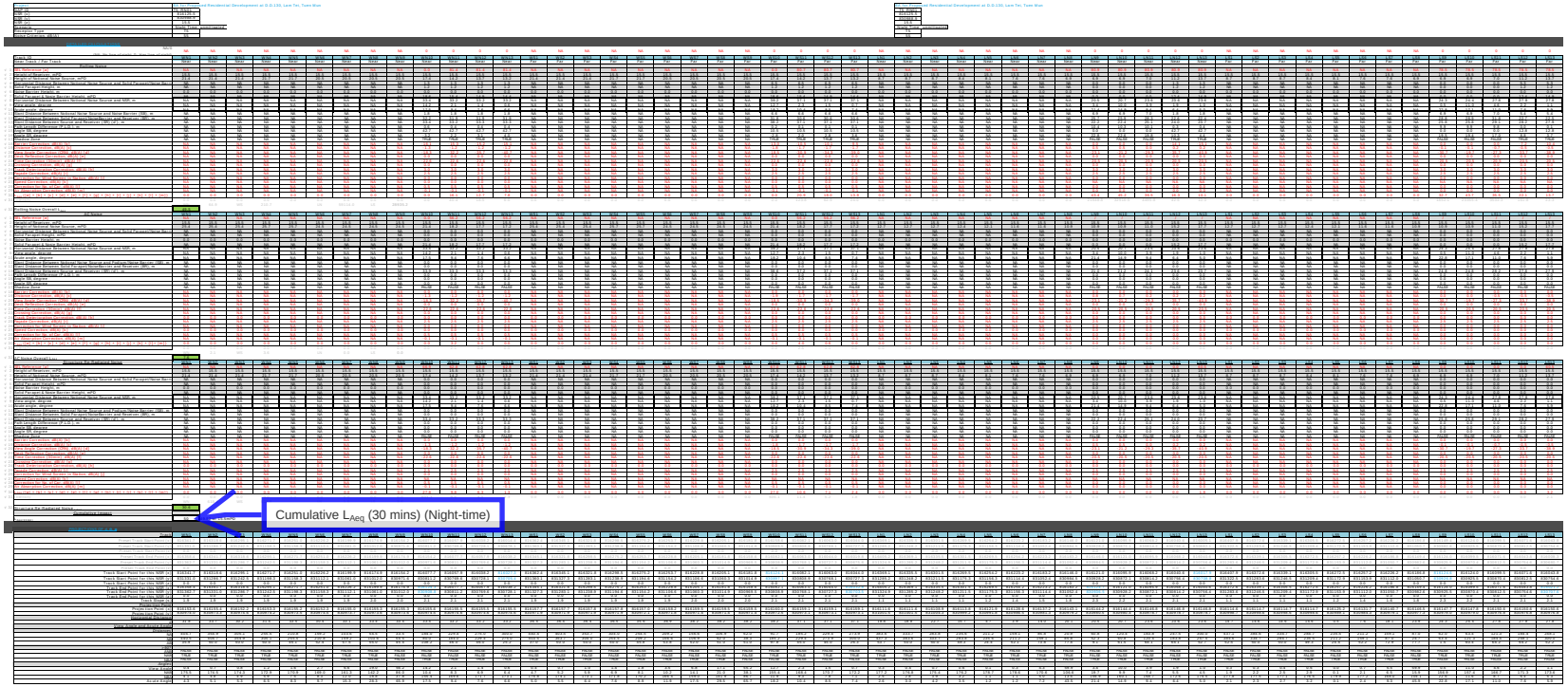


N
LN8
WN8
WS8
LS8
WN9
WS9
T5_RN01
20m
24m
33m
38m
LN9
LS9
LN10
WN10
WS10
LS10
LN11
LS11
LN12
WN11
WS11
LS12
WN12
WS12
LN13
LS13
WN13
WS13
NG LAU ROAD
Nullah
Road
Outfall
Light Rail
Cycling Track
Burial Urns
Vegetable Depot
San Hing Tsuen Children's Playground
Car Park
Graves
Pipelines
MTR (Tuen Ma Line)
Lam Tei Substation
WIP Feb 2023
0m
10m
25m
50m
Sightline for T5_RN01

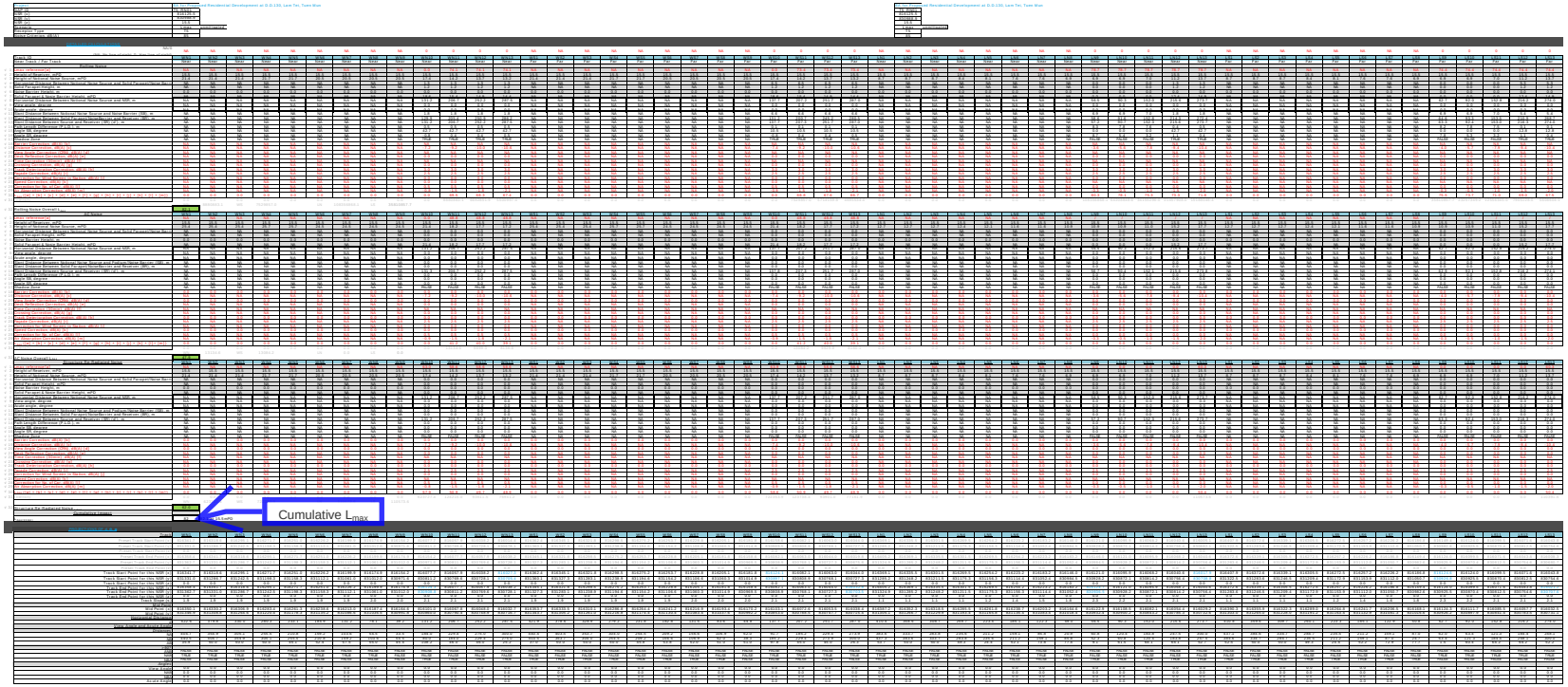
Sample Calculation for T5_RN01 at 1/F (15.5 mPD) (Daytime Scenario)



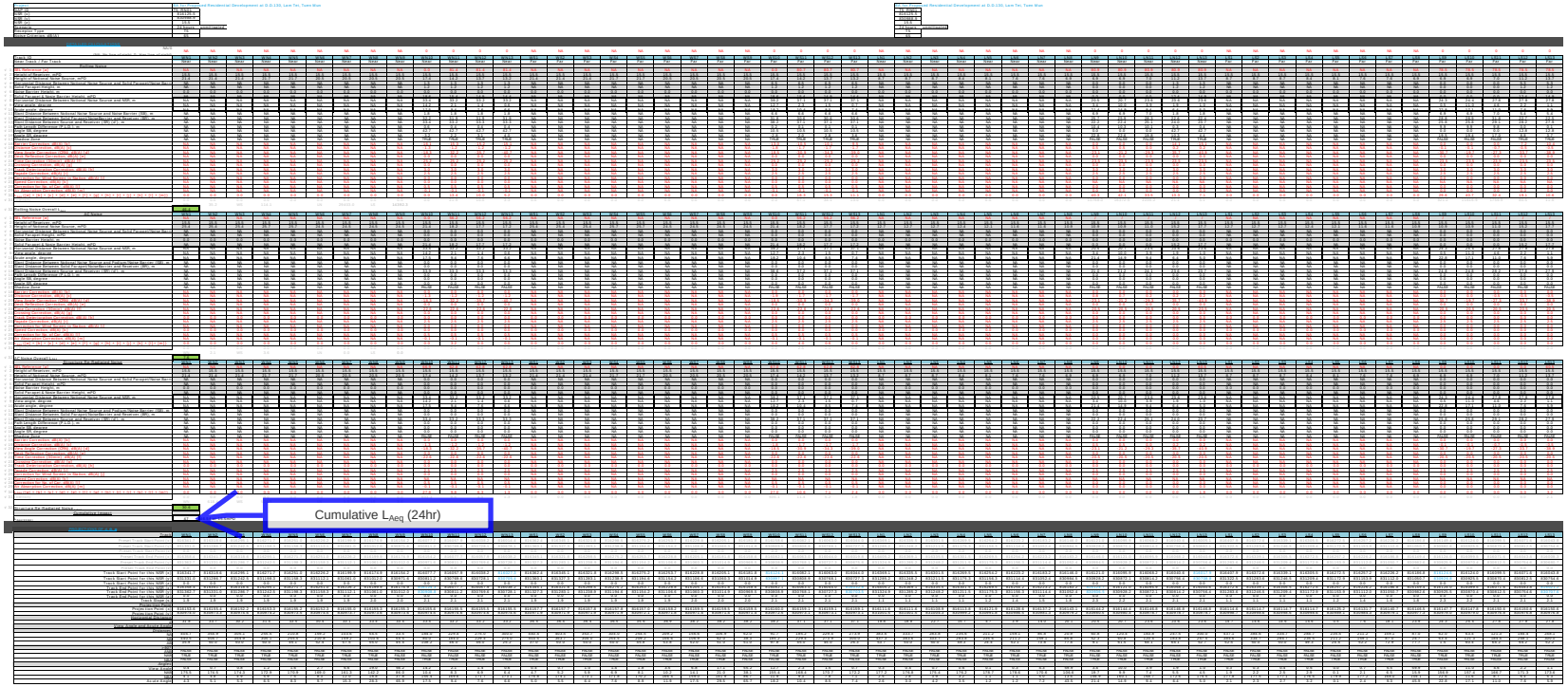
Sample Calculation for T5_RN01 at 1/F (15.5 mPD) (Night-time Scenario)

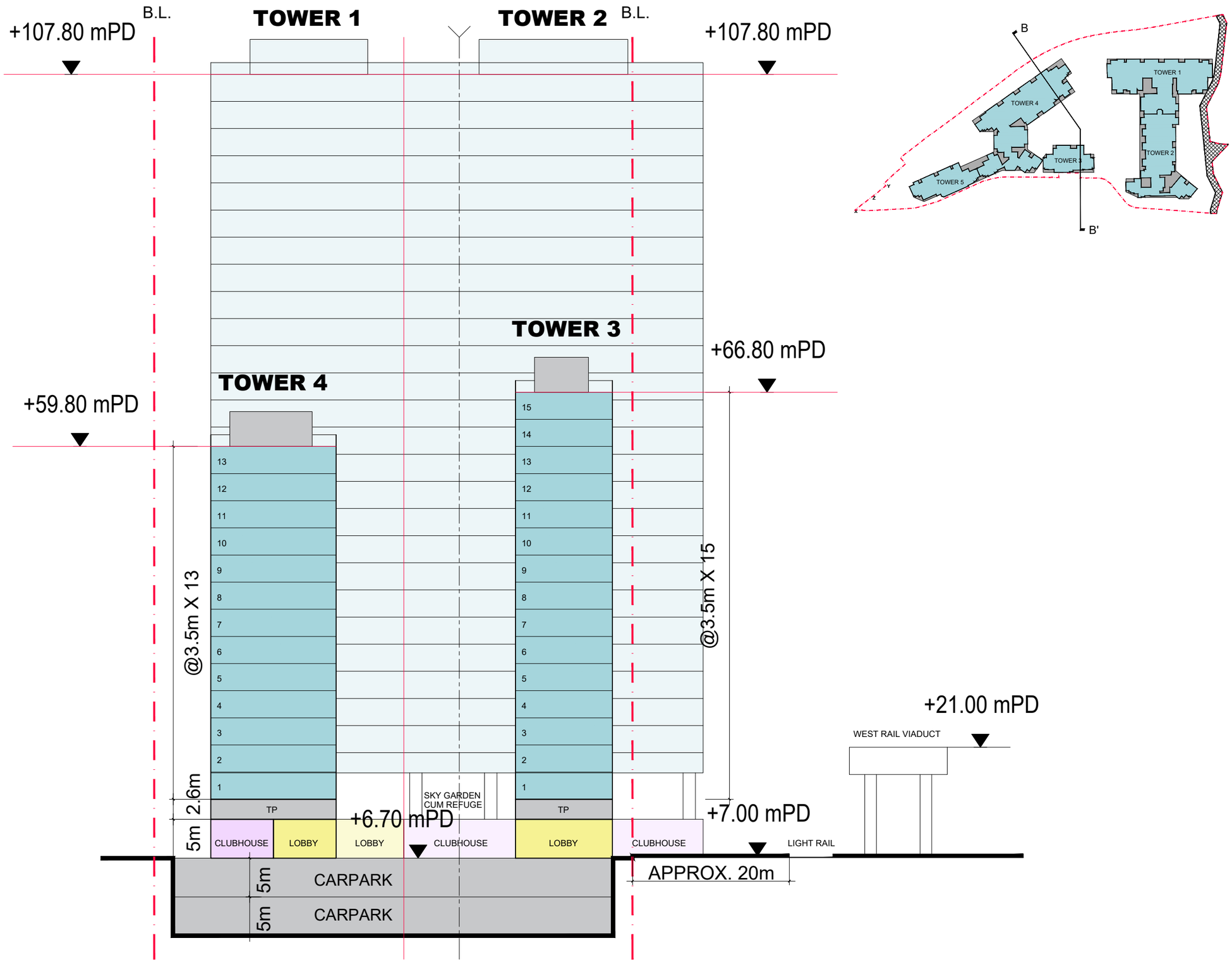


Sample Calculation for T5_RN01 at 1/F (15.5 mPD) (L_{max} Scenario)



Sample Calculation for T5_RN01 at 1/F (15.5 mPD) (24 hr Scenario)





Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for
Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

SCHEMATIC SECTION - SECTION B-B'

11-03-2024
1:500 (A3)

LWK + PARTNERS

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By Email and Hand

Our Ref: S3088_LTTM_23_012Lg

9 October 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
– S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 5

We refer to the captioned planning application submitted to the Town Planning Board ("TPB") on 22 January 2024 and the departmental comments received on 16, 22 & 26 August and 2 & 24 September 2024.

In response to the departmental comments received, please find attached 4 hard copies of the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table
Appendix I – Replacement pages of the Visual Impact Assessment
Appendix II – Revised Environmental Assessment
Appendix III – Revised Traffic Impact Assessment
Appendix IV – Replacement pages of the Supporting Planning Statement

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at 3426 8840. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

FS 579819

Response-to-Comment Table

Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (TPB Ref.: Y/TM-LTYY/11)
Further Information No. 5
– Response-to-Comments –

Item	Comments	Responses
Comments from Urban Design and Landscape Section, Planning Department Received on 16 August 2024		
1.	Our previous comments have not been fully addressed. As an observation to the photomontage at VP3, the planned public housing development at San Hing Road and Hong Po Road shall be shifted to the right (i.e. between the proposed residential towers to the left and with similar height of the lamp pole) in the photomontage at VP3.	Noted, please refer to the replacement pages of the VIA in *Appendix I*.
2.	However, the summary of the revised VIA in Para. 5 above remains generally applicable.	Noted.
Comments from the Drainage Services Department Received on 20 August 2024		
3.	Our previous comments vide our two emails dated 26 Feb 2024 and 8 May 2024 are yet to be addressed. Copies of our two aforesaid emails are attached at Annex I and II for reference.	Please note the previous comments dated 26 Feb 2024 and 8 May 2024 have been addressed in Further Information No.2 (submitted to TPB on 28 March 2024) and Further Information No.4 (submitted to TPB 24 July 2024). Our Environmental Consultant re-issued the RtC tables by email (Attn: Alice Fung, email: alicefung@dsd.gov.hk) on 27 August 2024.
4.	Section 2.1 Please incorporate new SDM Corrigendum No. 1/2024 for new rainfall profile.	The rainfall profile of SDM Corrigendum No. 1/2024 has been incorporated in the calculations, which has also been stated in Section 2.21 and Appendix 2.2 of the submitted DIA report.
5.	It is noted from SIA report that sewerage treatment facilities are proposed for the captioned development and treated effluent would be discharged to the nearby nullah. Howerver, it appears that the relevant description/drawings and calculation to include the discharge of treated effluent into surface runoff for the assessment of drainage system are missing the DIA report.	Treated sewage effluent has already been included in the total stormwater runoff calculation for the estimation of storage tank size as stated in Section 2.9.3 and Appendix 2.2 of the submitted DIA report.

Item	Comments	Responses
6.	Besides, we haveno further comment on the Sewerage Impact Assessment Report (Appendix F of Further Information).	Noted.
Comments from the Environmental Protection Department Received on 26 August 2024		
	Air Quality ***Comment on Air Assessment***	
7.	Section 5.2.7. Suggest to replace “Vehicular Emissions” by “Vehicular Emission Impact” I nthe Title	Noted, relevant text has been updated accordingly (*Appendix II* refers).
8.	(Section 5.2.8). Suggest to replace “Industrail Air Pollution” by “Industrial Air Pollution impact” in the Title	Noted, relevant text has been updated accordingly (*Appendix II* refers).
9.	Section 5.3.2, 5.3.3, 5.3.6, Table 5.4. Please note that the air quality monitoring data up to 2023 is now available. Please present the latest five year data and revise Section 5.3.2, 5.3.3, 5.3.6, Table 5.4.	Sections 5.3.2, 5.3.3, Section 5.3.6 and Table 5.4 have been revised based on 2019-2023 data.
10.	Section 5.3.3. Please add "10-minute" before "1h" in Line 2.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
11.	Section 5.3.5. Suggest to replace "relationship" by "relation" in Line 2	Noted, relevant text has been updated accordingly (*Appendix II* refers).
12.	Section 5.5.3. Suggest moving “Apart from the planned public housing development at San Hing Road and its associated infrastructure works, there are no other concurrent projects within the 500m assessment area identified with reference to the records on the OZP portal and the EIAO website” after Hence, cumulative air quality impact is not anticipated from the planned development at San Hing Road” in the last sentence.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
13.	Section 5.5.4. Sugest adding “including those” before” on the oppsite side of the nullah” in the 2nd-last Line. Please also address how the sludge/waste from the proposed STP will be handled and disposed of theensure no adverse odor impact on any nearby ASRs.	Noted, relevant text has been updated accordingly (*Appendix II* refers). The sludge will be handled in the enclosed STP with deodorisation equipment and negative pressure maintained, and eventually be

Item	Comments	Responses
		collected by a specialist contractor and transported to licensed treatment facilities for disposal. Section 5.5.4 has been revised (*Appendix II* refers).
14.	Section 5.5.8. and R-t-c 25. Please supplement the response to Section 5.5.8. Staff from the management office of the Monastery confirmed that the burning of joss paper is not practiced in the premises and the policy remains effective at all times. Section 5.5.12.	Section 5.5.8 has been updated to include the response from #25 of the previous RtC.
15.	The Project Profile (PP-643.2022) of the Lam Tei Underground Quarry has been replaced by (PP-669/2024). Please update the relevant information.	The information has been updated in Sections 5.5.12 and 5.5.25 to 5.5.27 (*Appendix II* refers). Hence, the asphalt plant will be assumed as above-ground in its current location and its cumulative impact will be assessed based on the existing information obtained from EPD's Specified Process Licence Register to avoid any under-estimation of the air quality impact. Section 5.5.12 has been revised and Sections 5.6.25 to Sections 5.6.27 have been added.
16.	The construction phase of the Lam Tei UYnderground Quarry should be in 2025 and commencement of operation (including the asphalt plant) should be in 2026 according to latest information in the Project Profile. Please check.	According to the Project Profile (PP-669/2024), the operation of Lam Tei Underground Quarry will commence in Q1 2026 and hence it has now been included in the assessment.
17.	According to the Project Profile, the production scale of the asphalt plant of the Lam Tei Underground Quarry will be similar to that of the existing asphalt plant at Lam Tei Quarry.	The design of Lam Tei Underground Quarry as well as the emission location and parameters of the asphalt plant are not available in the Project Profile and cannot be confirmed at the time of preparing this EA report, while the production scale of the asphalt plant of the Lam Tei Underground Quarry will be similar to that of the existing asphalt plant at Lam Tei Quarry as stated in the Project Profile.

Item	Comments	Responses
18.	Since the asphalt plant of the Lam Tei Underground Quarry would start operation in 2026 before the population in take of the proposed development in 2030, please check whether not assessing the cumulative impact from the asphalt plant would cause any under-estimation of emission impact.	The emission impact from the asphalt plant of the Lam Tei Underground Quarry has now been included in the assessment to avoid any under-estimation.
19.	Section 5.6.1. Please replace “NO2” by “NOx” in Line 2 and 3 Sction 5.6.4. and R-t-c 27	Noted, relevant text has been updated accordingly (*Appendix II* refers).
20.	Please foolow up to obtain TD’s endorsement of the traffic data	TD’s endorsement will be provided once obtained.
21.	Please clarify whether the traffic dad of Year 2033 has included traffic from the Route 11 and Tuen Mun Bypass on the road network.	As confirmed by the traffic consultant, Route 11 and Tuen Mun Bypass would not induce traffic to the traffic data of this Project, instead Route 11 and Tuen Mun Bypass will draw away the traffic within the assessment area. Therefore, the traffic forecast data in 2033 before the opening of Route 11 and Tuen Mun Bypass has been adopted as a worst-case scenario to avoid under-estimation of air quality impact.
22.	Please clarify if there are only new roads added to the road network but no change of existing roads from Year 2030 to 2033. Otherwise, a vehicular impact assessment based on Year 2030 scenario shall also be conducted.	As confirmed by the traffic consultant, there are only new roads added to the road network without changing the existing roads from Year 2030 to 2033.
23.	Section 5.6.5. Please not that SAMP v2.0 has been released and please check if an updated version shall be adopted.	SAMP v2.0 has been adopted and the air quality impact assessment has been updated. Section 5.6.5 has been revised (*Appendix II* refers).
24.	Section 5.6.7. Suggest adding “of the future scenarios” after “torepresent the emissions” in Line3-4.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
25.	Section 5.6.12. Suggest to remove “the use of” in Line 1, and replace “ considered conservative” by “adopted” in Line 2-3.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
26.	Section 5.6.13. Suggest to replace “within” by “from” in Line 1	Noted, relevant text has been updated accordingly (*Appendix II* refers).

Item	Comments	Responses
27.	Section 5.6.17. (Line 5). Please clarify which parking sited are referred to noting that no parking spaces or carparks for HGV and coaches are identified within the 500 m assessment area according to Section 5.5.10. Section 5.6.24	There is no designated parking spaces or carparks for Heavy Goods Vehicles / Coaches within the 500m assessment area. Section 5.6.17 has been revised to remove “and the roads connected to egress or ingress of parking sites”.
28.	Please supplement the source of infromation for Negative pressure within the Fu Tai Estate Bus Terminus, or replace “Negative pressure shall be induced by the mechanical ventilation system such that” by “ With the mechanical ventilation system, “ InLine 8-9.	“Negative pressure shall be induced by the mechanical ventilation system such that” is replaced by “With the mechanical ventilation system,”. Section 5.6.24 has been revised.
29.	Please remove “also” in Line 12.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
30.	Suggest to revise the last sentence as: Considering the separation distance from the bus termini t the proposed development, the broad-brush approach would not cause under-estimation of emission impact from start emissioon of taxt and PLB.	Noted, relevant text has been updated accordingly (*Appendix I* refers).
31.	Section 5.6.27. Suggest to remove “Therefore” in Line 2	Section 5.6.27 has been reordered as 5.6.30. The relevant text has been updated accordingly (*Appendix II* refers).
32.	Section 5.8.1. Please add “Regulation” after “Air Pollution Control (Construction Dust)” in Line 3-4.	Noted, relevant text has been updated accordingly (*Appendix II* refers).
33.	Please highlight all the changes/amendements in the next submission.	Noted, the changes have been highlighted.
	Comment on Emfac Modelling	
34.	It is noted that the sensitivity test results in Table 5.9 have been updated, please clarify whether the traffic data has been revised. TD’s endorsement should be sought for any revisions to the traffic data. Please provide the updated SAMP teamplates for checking.	The traffic data used in R9116_v5.0 is different from the data used in R9116_v4.0. The traffic data used in R9116_v6.0 is the same with R9116_v5.0. TD’s endorsement will be provided once available.

Item	Comments	Responses
		The SAMP templates have been provided and zipped in the calculation and modelling files.
	Noise	
35.	Based on the EA report, the estimated noise level for Road Traffic Noise assessment under unmitigated scenario is 69 dB(A) and is 100% compliance to HKPSG requirement. The current Railway Nosie Impact assessment was conducted based on the preliminary project layout. An exceedance up to 3dB(A) was observed for the planned NSRs, according to the approved EIA AEIAR-227/2020 – Development at San Hing Road and Hong Po Road, Tuen Mun). it is technically feasible to achieve the noise criteria by application of acoustic window/ balcony. Overall, there should be no insurmountable noise impact for the Applicant to meet the relevant noise criteria of HKPSG with the application of all necessary noise mitigation measures for the proposed development. Nevertheless, please include the below statement in to EA report to cater for the changes in the detail design stage.	Noted.
	Section 2.7.1.	
36.	Please include the statement, “However, the noise attenuation performance will subject to building layout, train operating frequency, train speed, number of train car etc. A quantitive railway noise assessment would be conducted and take into account the future layout design and re-confirm with MTRC on appropriate railway operation parameters. According to HKPSG table 1.3, adequate railway noise sensitive uses away from the MTR Lines and LRT lines will be followed, proper design guidelines to reduce noise exposure wuch as self-protecting building design, integrated building and noise sourcedesign, purpose-built noise barriers and acoustic insulation of buildings will be reviewed and considered in a practicable and effective manner to ensure there will be no insurmountable railway noise impact and comply with NCO. During the detail design stage, if exceedance in railway noise assessment is anticipeted under unmitigated scenario, full justifications together with technical documents (e.g. mock-up test report, onsite noise measurement report) to verify the required noise reduction for the proposed development would be provided.”	The statement has been added to Section 2.7.4.

Item	Comments	Responses
37.	Since the Propsed Development is still at its early planning stage, a quantitative noise impact assessment shall be submitted under proper lands mechanism based on the exact details of the proposed development (detailed design stage) to demonstrate the compliance of the relevant noise criteria in the HKPSG, and implement all noise mitigation measured where necessary. We will impose NIA submission clause under the land lease mechanism. ***Remaining comment on other air quality perspective (Air Modelling) is provided below-***	Noted.
38.	Appendix 5.3 and Road AERMOD model – The width of L009, L019-2, L031, L052 and L053 in model do not match with those in appendix 5.3. Please check and rerun the model.	The model has been rerun with SAMP v2.0. Appendix 5.3 has been revised.
39.	PTI AERMOD Model – Please apply the revised release height and initial vertical dimentsion to all the vehicular emission sources outside bus terminus (i.e. including FTEAS104R to FTEAS206R, SHEAS01R to SHEAS03R).	Release height and initial vertical dimension have been applied and revised to all the vehicular emission sources outside the bus terminus.
40.	Appendix 5.3 – Under Table Inventory of Open Roads for 2030 EMFAC x 2033 Traffic, please revise “Rose Width (m)” to – “Modelled Width (m)”.	“Rose Width (m)” has been revised to – “Modelled Width (m)”. Appendix 5.3 has been revised.
41.	Appendix 5.3 – Please present the emission rates by road segment Figure 5.4	The emission rates generated from SAMPv2.0 has been presented by road link as shown in Appendix 5.3. Although it is not presented by road segment, there is no manual adjustment made to the emission rates generated from SAMP v2.0; therefore, the emission rates contained in the modelling files tally with the ones generated from SAMP v2.0.
42.	The noted for asterisk “Noise barrier has no effect on the dispersion of the vehicular emission as it is outside the 3m mixing zone of the nearby road” in the legend box is missing. Please revise.	The asterisk for “Noise barrier has no effect on the dispersion of the vehicular emission as it is outside the 3m mixing zone of the nearby road” has been added to Figure 5.4.
43.	Please also clarify if asterisk note is still applicable to the planned barrier along L111 as stated in submission in May 2024 since the model includes the 3m mixing zone on both sides. If positive, please revise the figure.	The asterisk is still applicable to the planned barrier along L111. Figure 5.4 has been revised.

Item	Comments	Responses
Comments from the Transport Department Received on 2 September 2024		
	Figure 4.3	
44.	The vehicular traffic split of about 1 (towards Ng Lau Road north):5 (towards Ng Lau Road south) is noted. Please clarify such design assumption.	The vehicular traffic split is based on the origin – destination of the traffic zones located in the vicinity, where some 17% would travel to Tuen Mun central and south-west. In future, the shortest route from the Proposed Development to Tuen Mun central and south-west, is via Ng Lau Road, Tsing Lun Road and Hong Po Road.
	Table 2.9 and 6.2	
45.	Please clarify if the effective width of footpath P1 should be 1.0m instead of 1.5m.	1.0m has been adopted as effective width of footpath P1.
	Sect 3.2 Table 3.2	
46.	As the subject site is in vicinity to the existing cycle track, please review if bicycle parking spaces could be provided at a rate of 1 space per 5 flats with flat size <70m2.	Noted, Table 3.2 of the revised TIA has been updated accordingly (*Appendix III* refers).
	Sect 4.4 Table 4.2 and R-t-C #60	
47.	It is noted your clarification that Hong Kong Population Projections 2022-2046 is adopted for projecting the estimated traffic growth rate (0.53%) between 2031-2033. Nevertheless, the adopted rate represents only the average within the territory and may not genuinely reflect the local district condition, and is relatively low compared with other nearby developments in Tuen Mun District. Please review by making reference to ATC, TPEDM as well as relevant sources from CSD and PlanD as considered appropriate.	The annual growth rate between 2031 – 2033 has been updated to 1% taking into account references from ATC, TPEDM, and "Hong Kong Population Projection". Paras. 4.6 – 4.10 of the revised TIA in *Appendix III* refer.
	Sect 5.7 Table 5.4 and 5.5	
48.	The AM peak generation/attraction rates of road based public transport demand is identical to that of PM peak attraction/generation rates. Please review and update the assessment in the aforementioned and associated tables.	Noted. The generation and attraction rates have been revised based on pedestrian generation survey conducted as described in Chapters 5 and 6 of revised TIA (*Appendix III* refers).

Item	Comments	Responses
	Sect 5.23 to 5.30, Sect 6.2	
49.	Similar to our comment on Table 4.2, the adopted rates are relatively low compared with other nearby developments in Tuen Mun District and are significantly different from 3.6%-3.7% as per your R-t-C #60. Please review by making reference to ATC, TPEDM as well as relevant sources from CSD and PlanD as considered appropriate.	Noted. The review of TPEDM and relevant sources from C&SD and PlanD have been incorporated in Chapter 5 of revised TIA (*Appendix III* refers).
	Sect 5.35	
50.	Please clarify if the effect of the expansion of Lam Tei LRT platform has been considered.	The effect of the expansion of Lam Tei LRT platform (Tuen Mun bound) has been considered.
	Sect 6.4 Table 6.1	
51.	The AM peak pedestrian generation/attraction rates is identical to that of PM pedestrian peak attraction/generation rates. In particular, the rates are far lower than the nearby public and private housing developments near Tuen Mun Area 54 as well as the newly proposed developments in vicinity to yours. Please review the assessment.	Additional traffic generation survey was conducted at nearby development and the updated Pedestrian Generation Rate have been incorporated in Table 6.1 (*Appendix III* refers).
52.	Please justify the assumption of applying 33% peak hour factor as per R-t-C #67.	This assumption has been revised based on the survey recently conducted at the nearby development. The updated peak hour pedestrian generation have been incorporated in Table 6.1 of revised TIA (*Appendix III* refers).
53.	The quoted reference (8 Kai Fat Path of Tuen Mun) appears not comparable in terms of its development scale, and the pedestrian generation/attraction rates are much lower than the nearby newly proposed developments. Please advise if any other sources of traffic data can be quoted as reference.	The survey results of 8 Kai Fat Path, Tuen Mun has been excluded. Additional traffic generation survey was conducted, the results have been incorporated in Table 6.1 of revised TIA (*Appendix III* refers).
	R-t-C #70	
54.	Please supplement a subsection in the TIA report to justify that shuttle service is not necessary for the proposed development.	Justification on not providing shuttle service for the Proposed Development have been included in Paragraph 5.40.
	Table 6.2 and Figure 6.1	

Item	Comments	Responses
55.	The third rows in Figure 6.1 should read as “with Proposed Development”.	Noted, relevant text has been revised.
56.	There should be at least minimal pedestrian generation/attraction on P1, P4 and P5 instead none. Further, there will be a PTI at San Hing Road public housing development which should attract some pedestrian flow from/to the proposed development. Junction assessment sheets refer.	As advised by the Transport Operation Division of the Transport Department, the new public transport planned for San Hing Road and Hong Po Road and Tuen Mun Area 54, are to cater for their demand but not for the Proposed Development. Nevertheless, a 10% of pedestrians generated by the Proposed Development have been assumed to use P1, P4 and P5.
57.	Please provide flow diagrams of the roundabouts J4 and J5 to ease reference.	Flow diagrams of the roundabouts J4 and J5 can be found in Appendix A.
58.	For J6, the naming of movement arms in the diagram does not match with the phase in the assessment table.	Noted, relevant text has been revised.
59.	J12 refers. Please clarify why junction RC% of 2033 without development is lower than that of 2033 with approved scheme or 2033 with proposed scheme.	The junction analysis for J12 without development in Year 2033 has been updated.
	<u>Comments from TONT and BRB</u>	
60.	Table 4.3 refers. Please update the planned / committed developments listed.	Table 4.4 in revised TIA has been checked, which included the latest planned / committed developments.
61.	Please note that Tuen Mun Area 54, San Hing Road and Hong Po Road should be excluded (e.g. para. 5.11 and 5.20) in view that (i) the concerned site have their own PTIs, (ii) the bus networks between the subject site and Tuen Mun Area 54/San Hing Road/Hong Po Road are different, and (iii) walking distance from Tuen Mun Area 54/San Hing Road/Hong Po Road to the concerned bus bay at Castle Peak Road. Re. the public transport plan under San Hing Road and Hong Po Road and Tuen Mun Area 54, new services are planned to cater for the passenger demand generated by the above developments but not this subject site.	Noted and this has been excluded in Chapter 5.
62.	Para. 5.6 - 5.10 refers. It is confusing to conduct the assessment with reference to the "Net Increase" between the approved scheme and proposed	Noted, relevant text has been revised.

Item	Comments	Responses
	development. The consultant should conduct the assessment based on the latest no. of flats.	
63.	Table 5.9 refers. Please add the occupancy rate of proposed bus routes before and after the population intake. In addition, please identify and justify the proposed bus routes to be further enhanced, subject to the projected demand. It is unreasonable to assume the new population intake would only take one/two bus routes to HKI/KLN/NT without any assumption on the modal choice and passengers' preference.	Table 5.9 has been revised accordingly. The proposed bus route has been identified by the highest demand of bus route for each district. The arrangement of the bus service will be reviewed based on the latest condition near intake of the Proposed Development and discuss with transport operator in later stage. The modal choice of bus for passenger of the Proposed Development was taken from the working and student population using bus as main mode in Tuen Mun, which was extracted from "Population Census 2021", and has been presented in Table 5.7 in revised TIA (*Appendix III* refers).
64.	Table 5.15 refers. Table 2.7.6.1 under Vol. 9 of TPDM quoted examples of Stand Capacities in Manchester, UK and shall not be applicable to the current case. Please revise.	The assessment on length of the laybys for bus stops has been revised (Chapter 5 of the revised TIA refers).
65.	Appendix B refers. Please clarify if the survey location for services from Area 54 (outbound) should be LTI - EB instead of LTI - WB. For KMB 960A, it has service during PM peak from HKI only. For KMB 267X, 960C and CTB 950, they have service during PM peak for Tuen Mun bound. For the occupancy rate, please also provide the average occupancy rate in a half-hour basis. Please advise the rationale of picking 0715 - 0815 hours as the surveying hours. <u>Comments from RMD</u>	The typo has been revised. Appendix B has been revised accordingly. The average occupancy rate in a half-hour basis has been shown in Table B2 of Appendix B. The peak hours are determined based on the highest number of bus trips observed at the surveyed bus stops during survey hours i.e. 0700-0900 and 1800-2000. Based on the survey results, 0715-0815 and 1830-1930 have been identified as AM peak and PM peak respectively.

Item	Comments	Responses
	Table 5.13	
66.	Why the additional boarding demand of LR Lam Tei LRT Stop (YL bound) is zero?	To be conservative, boarding was assumed to be zero, so that 100% would board at Lam Tei Stop (Tuen Mun bound) and travel towards Siu Hong MTR station. Nevertheless, the additional boarding demand of LRT at Lam Tei stop has now been revised to be in proportion to the surveyed boarding demand at each Lam Tei stop LRT platform.
	Table 5.14	
67.	Which period does the utilization rate referring to? Both AM and PM peaks should be covered separately.	The AM and PM peak periods survey were conducted from 0700 – 0900 and 1800 – 2000 hours respectively.
	Para. 5.22	
68.	It should refer to Table 2.7 instead of Table 2.6.	Noted, relevant text has been revised.
69.	Please use a table to illustrate the change of o/c rate during AM and PM peak for each bound service with and without the Approved Scheme / Proposed Development by 2033 (should have considered the natural growth of Light Rail demand).	The AM and PM peak hour occupancy rate in Year 2033 have been presented in Table 5.12 of revised TIA (*Appendix III* refers).
Comments from the Transport Department Received on 24 September 2024		
70.	Table 2.3 and Table 2.10 - Please consider to add a footnote for any reduction made due to the high HGV proportion as mentioned in the R-t-C.	Footnote on reduction made due to high HV proportion has been added to Tables 2.3 and 4.11 in revised TIA (*Appendix III* refers).
71.	Section 4.24 - The statement "The above results show that the assessed road links operate with sufficient capacity, except for Yuen Long Highway (L3) and Tuen Mun Road (L4), both which operate with V/C ratios at 1.2 or above during the AM and PM peak hours in Year 2033" is incorrect. As shown in Table 4.10, v/c of YLH (L3) is less than 1.2 in 2033.	Noted. The relevant paragraph has been revised accordingly.
72.	Section 4.24 - The statement "In view that there are <u>no</u> changes on the V/C ratios to L3 and L4 for cases without Proposed Development, with Approved Scheme and with Proposed Development" is incorrect. As shown in Table 4.10, there is a slight difference of 0.1 in v/c among different cases for L3 and L4.	Noted. The relevant paragraph has been revised accordingly .

Item	Comments	Responses
73.	Section 4.27 - Please revise as "With the planned strategic road improvement works, both Yuen Long Highway (L3) and Tuen Mun Road (L4) are expected to operate with sufficient capacity ~~in Year 2033~~ " if appropriate.	Noted. The relevant paragraph has been revised accordingly .
Comments from the District Planning Office, Planning Department Received on 24 September 2024		
	General Comments:	
74.	It is noted that the application site boundary had been revised with the latest FI dated 24.7.2024. However, the application site area is still 9,300m^2 as stated in the replacement page of the planning statement contained in the FI. Please clarify/confirm and update the information on application site area and update all text across all submitted documents (e.g. including but not limited to Table 3.1, Figs 2.1 and 3.4 in Supporting Planning Statement; Fig. 3.4 & Table 4.1 in VIA).	Please be kindly confirmed that the Application Site boundary is about 9,261m^2, while the Development Site remains unchanged. Relevant text and drawings have been updated accordingly (*Appendix IV* refers).
75.	Please advise the differences in site area for the original and revised application site boundary.	The Application Site boundary has been amended with reference to the comments from the District Lands Office as well as the demarcation of different coloured areas in the draft lease plan.
76.	Further to the previous comments of DO(TM), please clarify the opening hours and ancillary facilities of the proposed 3-m pedestrian footpath.	The pedestrian footpath will be opened 24 hours every day.
77.	As advised by Railway Development Section, Lands Department and Railway Development Office, Highways Department, the Applicant should consult MTRCL regarding the captioned application. Please advise (if any) the comments from MTRCL.	The Traffic Impact Assessment has included an assessment on the rail-based public transport services and concluded that the additional passenger demand created by the proposed development is negligible. The Applicant would further liaise with MTRCL along the process of the proposed development.
78.	Please update the information presented in Supporting Planning Statement to tally with the revised findings across various technical assessment (e.g. no. of trees to be felled as proposed under TPRP, parking provision under TIA etc.).	Noted. Please refer to the revised pages of the Supporting Planning Statement in *Appendix IV*.

Item	Comments	Responses
	TIA	
79.	Please clarify the location of loading/unloading spaces, motorcycle parking spaces and bicycle parking spaces, whether these facilities are on the underground floors and/or ground floor.	The loading/unloading bays will be located on ground floor whilst car, motorcycle and bicycle parking space will be located at the basement.
80.	Table 3.2: Please clarify the number of motorcycle parking spaces whether 14 or 18 nos.	There will be 18 nos. of motorcycle parking space.
	VIA	
81.	Please consider to revise "Approved Condition" to "Approved Scheme/Development".	Noted, please refer to the replacement pages of the VIA in *Appendix I*.
82.	Viewpoints 1 and 3: Please correct the typo of "Tun Ma Line Viaduct".	Noted, please refer to the replacement pages of the VIA in *Appendix I*.
83.	Viewpoint 4: If the existing development is hidden by the proposed development in the photomontage, please provide a remark clarifying the situation.	Noted, please refer to the replacement pages of the VIA in *Appendix I*.
84.	Please consider adopt the same photo for 'Approved Condition' and 'Existing Condition'/'Existing Condition + Proposed Development' for same VP for all VPS.	The images that represent the approved condition are the same as (or similar to) those being considered by the TPB under the approved planning application (i.e. Y/TM-LTYY/9 approved in September 2021). The differences in the background photos between the 'Approved Condition' and 'Existing Condition'/'Existing Condition + Proposed Development' demonstrate the planning circumstance have changed over the years and more approved/committed high-rise developments will take place in the vicinity.
85.	Please supplement the planned development for the 'Approved Scheme/Development' for Viewpoints 5 and 7.	
86.	The VIA did not reflect all approved planning applications visible from the VPs. For example, approved planning application No. A/HSK/452 was missing. Please review the planned / approved developments in the vicinity of the application site and update the assessment as appropriate.	Noted, all approved planning applications visible from the VPs have been updated.

Encl.:
Appendix I – Replacement pages of the Visual Impact Assessment
Appendix II – Revised Environmental Assessment
Appendix III – Revised Traffic Impact Assessment
Appendix IV – Replacement pages of the Supporting Planning Statement

Compiled by: KTA Planning Limited
Date: 08 October 2024
File Ref: 20240913_S3088_RtoC_FI(5)

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By Email and Hand

Our Ref: S3088_LTTM_23_013Lg

20 November 2024

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

Dear Sir/Madam,

Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun
– S12A Amendment of Plan Application –
TPB Ref.: Y/TM-LTYY/11
Further Information No. 6

We refer to the captioned planning application submitted to the Town Planning Board ("TPB") on 22 January 2024 and the departmental comments received on 25, 29 & 31October and 8 & 11 November 2024.

In response to the departmental comments received, please find attached 4 hard copies of the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table
Appendix I – Updated Indicative Architectural Drawings
Appendix II – Updated Landscape Master Plan
Appendix III – Replacement pages of the Visual Impact Assessment
Appendix IV – Replacement pages of the Supporting Planning Statement
Appendix V – Revised Environmental Assessment
Appendix VI – Revised Traffic Impact Assessment

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at 3426 8840. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD.

Gladys Ng

Encl.

cc. the Applicant & Team

KT/GN/vy

FS 579819

Response-to-Comment Table

Section 12A Amendment of Plan Application under Town Planning Ordinance for Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (TPB Ref.: Y/TM-LTYY/11)
Further Information No. 5
– Response-to-Comments –

Item	Comments	Responses
Comments from the Highways Department Received on 25 October 2024		
1.	In the revised TIA, please confirm the applicant or the developer of the captioned development will be the implementation agent of the proposed improvement on the length of CPR bus laybys in Figure 5.2	The Applicant will be responsible for the implementation of the proposed improvement on the length of CPR bus laybys.
Comments from the District Planning Office, Planning Department Received on 25 October 2024		
	Major Comments:	
2.	Compared with the development restrictions for the existing "R(B)1" zone and the previously agreed scheme under planning application No. Y/TM-LTYY/9, the development bulk of the current application increases substantially. As such, please confirm if any planning gains/merits will be provided, such as provision of social welfare facilities, to support the current rezoning proposal.	The user clause under the draft lease is 'Private residential purpose', thus there will not be provision of social welfare facilities. To further improve the amenity and walking environment, the Applicant will provide a planter of about 35sqm at the triangular portion of the public footpath (*Appendix I* and *II* refer).
3.	As shown on the indicative scheme, the existing local track will be improved to 7.3m wide road carriageway together with a 2m wide footpath and a 2m wide cycle track. You have responded "Noted" to the previous comments of HyD that "*the existing access road connecting the Site and Ng Lau Road is not a public road, the applicant should be responsible for his own access arrangement. HyD is not/shall not be responsible for the maintenance of any access connecting the Site to any public roads.*" Please confirm the construction/implementation, management and maintenance responsibility of the proposed road improvement works as well as the access road.	The Applicant will be responsible for the construction/implementation, management and maintenance responsibility of the proposed road improvement works as well as the access road.

Item	Comments	Responses
4.	Similarly, please advise the future management and maintenance arrangement of the proposed footpath, i.e. by the applicant for the whole lease term or by the individual owners of the future residential development.	Responsibility of the future management and maintenance of the proposed footpath will be stated in the DMC and to be borne by the individual owners.
5.	Noted in Para. 2.6, Figure 2.5 and Table 3.1 of the Supplementary Planning Statement (SPS), the applicant intends to rationalize the development potential of the private lots and available GL within the subject "R(B)1" zone. The site areas of the application site and development site are 9,261m^2 and 8,896m^2 respectively. However, it is not known why the portion of GL located at the southern tip of the application site is not included into the development site. Similarly, please also clarify why the proposed access road mentioned above is not included in the application site and/or development site.	Please be kindly confirmed that the Development Site conforms to the pink area and yellow area of the draft lease plan, while the area within the Application Site but outside the Development Site are some GL within the existing "R(B)1" zone that is coloured brown in the draft lease plan (and not included for GFA calculation). According to the conditions under the draft lease, the brown area is a right of way to be granted to the grantee to construct a paved way; the same is also a right of way given to the owners of other lots in the vicinity.
6.	Please formally clarify the latest Government land (GL) involved in the application area (in terms of site area).	Please be kindly confirmed that the application site area is about 9,261sqm (including about 2,928sqm of Government land).
	R-to-C	
7.	R-to-C No. 74: With the application site area reduced from 9,300m^2 to 9,261m^2, please clarify the changes in GL *for the application site area*.	GL within the Site has been reduced from 2,967sqm to 2,928sqm.
8.	R-to-C No. 76: Further to the response to the previous comments of DO(TM) that the proposed 3m pedestrian footpath located at the northern tip of the application site will be opened 24 hours daily. However, the ancillary facilities within the pedestrian footpath are not yet responded, please supplement.	The pedestrian footpath and the ancillary facilities (e.g. lighting) will be opened and in place 24 hours every day.
9.	R-to-C No. 79: Please indicate the location of the motorcycle and bicycle parking spaces on a drawings for reference.	The B1/F Plan has been updated to indicate the location of the motorcycle and bicycle parking spaces (*Appendix I* refers).
10.	R-to-C No. 82: Typo of "Tun Ma Line Viaduct" is still spotted at Figure 6.3 for Viewpoint 3 of the VIA.	Figure 6.3 has been amended accordingly (*Appendix III* refers).

Item	Comments	Responses
	Supporting Planning Statement (SPS)	
11.	Para 1.1.3, 2.6.2, Table 3.1: Please rectify the typo ("9,2619,261m^2") regarding the application site area.	The typos have been rectified (*Appendix IV* refers).
12.	Para. 2.6.2 and Table 3.1: Please clarify if any changes involved to the GL with the changes in application site area.	The total of additional GL has been updated accordingly (*Appendix IV* refers).
13.	Compare with the original SPS, please also tally all text and figures (e.g. Figures 2.4 and 5.1 in the original SPS) with the latest application site boundary.	Application Site boundary shown in Figures 2.4 and 5.1 have been updated accordingly (*Appendix IV* refers).
	VIA	
14.	R-to-C No. 85 and 86: The planned developments, including applications No. A/HSK/452 and A/TM-LTYY/426 as well as the public housing development at Hong Po Road, are not indicated for the 'Approved Scheme/Development' for Viewpoints 5 and 7.	Please kindly note that the photomontages of the 'Approved Scheme/Development' were those being considered by the TPB on 24.9.2021, which was well before applications No. A/HSK/452 and A/TM-LTYY/426 were being considered (i.e. 23.06.2023 and 19.05.2023 respectively). There were no planned/committed high-rise developments by that time. The differences in the background photos demonstrate the planning circumstances have changed over the years and more approved/committed high-rise developments will take place in the vicinity. Not least, this also shows that the Proposed Development at the Site is trying to evolve with reference to the changing planning circumstances.
15.	Viewpoint 5: While the planned public housing development under planning application No. A/HSK/452 is now included in the photomontage, relevant discussion related to this planned development had yet been supplemented in the VIA. Please supplement relevant discussion in the VIA.	Section 6.6 has been updated accordingly (*Appendix III* refers).
16.	Table 4.1: Please clarify if any changes involved to the GL with the changes in application site area.	Please be confirmed that there is no change to the GL within the Development Site stated in Table 4.1
	TIA	

Item	Comments	Responses
17.	Please update the number of surveyed junctions as presented in the SPS to tally the information with the revised TIA.	J10 to J12 have been added to the list accordingly (*Appendix IV* refers).
Comments from the Environmental Protection Department Received on 28 October 2024 and 29 October 2024		
	<u>Air Quality</u>	
18.	Section 5.2.2. The consultant please note that a new set of AQOs shall become effective in 2025 tentatively and the air quality assessment may need to make refer the new AQOs depending on when the report is finalized	Noted.
19.	Section 5.4.3. **Please remove** "passive/ active" in Line 2	Section 5.4.3 has been revised (*Appendix V* refers).
20.	Section 5.5.1. **Please add** "and air emission from Construction vehicles and machinery" to the end of the paragraph	Section 5.5.1 has been revised (*Appendix V* refers).
21.	Section 5.5.2 and 5.5.3 - **Please replace** "dust" by "air quality" in Line 5 and 8 of Section 5.5.2 and Line 5 and 6 of Section 5.5.3	- Section 5.5.2 and 5.5.3 has been revised (*Appendix V* refers).
	- **Please replace** "to use" by "and use" in Line 7 of Section 5.5.2	- Section 5.5.3 has been revised (*Appendix V* refers).
22.	Section 5.6.4 and R-t-c 20. Please follow up to obtain TD's endorsement of the traffic data	TD's endorsement of traffic data will be provided once received.
23.	Section 5.6.4 and R-t-c 21 - **Please supplement** the response to Section 5.6.4: "As confirmed by the traffic consultant, Route 11 and Tuen Mun Bypass would not induce traffic to the traffic data of this Project, instead Route 11 and Tuen Mun Bypass will draw away the traffic within the assessment area". Please seek TD's advice whether this is correct or not and please note that this is outside EPD's ambit	Section 5.6.4 has been revised. The response from the previous R-t-C has been supplemented. TD's confirmation record will be provided once received.
	- **Please clarify and state clearly** in Section 5.6.4 that the traffic forecast data in 2033 is before the opening of Route 11 and Tuen	Section 5.6.4 has been revised. It is now stated that traffic data for years 2033, 2037, and 2045 has excluded traffic from both Route 11 and Tuen Mun Bypass projects. TD's confirmation record will be provided once received.

Item	Comments	Responses
	Mun Bypass hence the traffic data of year 2033 has excluded traffic from the Route 11 and Tuen Mun Bypass on the road network. - Please confirm that the traffic forecast data in 2033 is higher than those for year 2030 to confirm that the traffic data in 2033 would represent a worst-case scenario otherwise another scenario with 2030 traffic should be provided to determine the worst case assessment year.	Section 5.6.4 has been revised. The traffic forecast data in 2033 is higher than that of 2030 which would represent a worst-case scenario.
24.	Section 5.6.4, R-t-c 21 and 22. According to R-t-c 21, the traffic forecast data in 2033 is before the opening of Route 11 and Tuen Mun Bypass. Please clarify whether Route 11 and Tuen Mun Bypass traffic are excluded in the 2033 traffic data but are included in the 2037 and 2045 traffic data and supplement in the text - (Appendix 5.2 and R-t-c 22). Please clarify whether the road network of the 2033, 2037, and 2045 are identical or there are new roads added to the network. If the road network of the 2033, 2037, and 2045 are not the same, please provide different road link maps for the different years and additional scenarios for assessment may be required if the new roads are close to the project site.	Section 5.6.4 has been revised (*Appendix V* refers). As confirmed by the traffic consultant, Route 11 and Tuen Mun Bypass would have an overall effect of drawing away traffic from the assessment area. Hence, as a conservative approach, traffic from the two projects is excluded from the traffic data for all three years. The road network of 2033, 2037, and 2045 within the assessment area are the same and no new roads are planned to be added to the network.
25.	Section 5.6.6. **Suggest to remove** "Vehicle Classifications used in EMFAC-HK" in Line 3	Section 5.6.6 has been revised (*Appendix V* refers).
26.	Section 5.6.7. **Suggest to replace** "monthly hourly minimum temperature and relative humidity" by "minimum temperature and relative humidity for each month and hour" in the first bullet	Section 5.6.7 has been revised (*Appendix V* refers).
27.	Sections 5.6.7, 5.6.8, 5.6.22. Please specify the version of SAMP used and clarify if zero emission vehicle option has been selected to compute the vehicular emissions.	Sections 5.6.7, 5.6.8, and 5.6.22 has been revised. SAMP v2.0 have already been used in the assessment. Clarification on the use of zero-emission vehicle option has been added to section 5.6.7.
28.	Section 5.6.10. **Suggest to revise** the title as: Air Modelling Approach and Methodology	The title for Section 5.6.10 has been revised (*Appendix V* refers).

Item	Comments	Responses
29.	Section 5.6.20. Please clarify whether the latest online bus schedules and bus routes are referred to and **suggest adding** "latest" before "online bus schedules and bus routes " in Line 8-9.	The latest online bus schedule and bus routes have been referred to and clarified in Section 5.6.20 (*Appendix V* refers).
30.	Section 5.6.24. **Please replace** "would not" by "is not expected to" in Line 15, and add "impact " after "start emission" in Line 16	Section 5.6.24 has been revised.
31.	Section 5.6.25. **Please replace** "from 4km of" by "within 4km from" in the Title.	Section 5.6.25 has been revised.
32.	Section 5.6.26. **Please add** "of the future Lam Tei Underground Quarry" after "asphalt plant" in Line 1	Section 5.6.26 has been revised.
33.	Section 5.7.1. **Please add** "representative" before "ASRs" in Line 3	Section 5.7.1 has been revised.
34.	Section 5.7.1. Please justify if all the air-sensitive uses of the proposed development can comply with the AQOs. Otherwise, please present the contour plots of air pollutants (at least NO2) to demonstrate full compliance of AQOs.	Section 5.7.1 has been revised. Assessment points have been assigned along the site boundary, except the northern and southern tips of the Application Site where no air sensitive uses are proposed. No exceedance of AQOs is predicted at the representative ASRs, hence, it is anticipated that all the air-sensitive uses of the Proposed Development within the Application Site boundary would comply with the AQOs.
35.	Section 5.9.2 - **Please replace** "all heights" by "all assessment heights" in Line 5. Please clarify whether the assessment height of 1.5 to 105 mAG has covered all air sensitive uses of the 27 storeys building - **Please replace** "all pollutants" by "RSP, FSP, NO2, SO2" in Line 5	Section 5.9.2 has been revised. The Proposed Development have a maximum building height of 107.8 mPD, while the modelled assessment heights ranged from 8.20 mPD to 111.7 mPD (with 6.70 mPD base elevation considered). Hence, the assessment heights of 1.5 to 105 mAG have covered all air sensitive uses of the 27 storey building. Section 5.9.2 has been revised. “all pollutants” have been replaced by "RSP, FSP, NO_2, SO_2".
36.	Figure 5.4. **Please indicate** clearly the road links with start and without start emissions in the figure or add a new map.	The map showing road links with start and without start emissions has been included in Appendix 5.2. Reference to Appendix 5.2 has been added to **Section 5.6.17**.
37.	Figure 5.6. **Please supplement** the date of the latest APCP	The location of the major point source at the asphalt plant of Lam Tei Quarry is now referenced from the modelling files available on SAMP v2.0.

Item	Comments	Responses
		The note in Figure 5.6 has been revised.
38.	Appendix 5.7 - **Please supplement** the date of the latest Specified Process License of the Asphalt Plant at Lam Tei Quarry - The NOx, RSP, FSP emission rate, emission height, and exit velocity for EP1 do not tally with those from the latest SP-Licence of the Asphalt plant at Lam Tei Quarry (2023). Please check.	The information of the major point source (i.e. AEP1) at the asphalt plant of Lam Tei Quarry has been obtained from the modelling files available on SAMP v2.0 and the SPL document of SPL no. L-15-041(2) available on the online SP Licence register under the Central Environmental Database (CED). The NOx, RSP, FSP emission rates, emission heights, and exit velocities for AEP1 have been revised according to the modelling files available on SAMP v2.0. The model has been re-run.
	<u>Comment on Emfac Modelling</u>	
39.	Response-to-Comments #34 TD's endorsement for traffic data is to be provided.	TD's endorsement of traffic data will be provided once received.
40.	Calculation Excel "PTI Assessment_LT_v6.0" Worksheets "FTE" & "SHE", Running and Idling Emissions of Bypass Buses are not taken into account. Please confirm that there is no Bypass Bus entering the Bus Termini.	Based on the findings of site survey in 2023 and latest bus route information online, there are no bypass buses at both bus termini. Hence, 'Running and Idling Emissions of Bypass Buses' has not been included in the calculation of emissions of bus termini.
	<u>AERMOD Model</u>	
41.	AERMOD Model Chimney – The adopted exhaust temperature and exit velocity of Emission Point ID D1 are different from the referred EIA for Development at San Hing Road and Hong Po Road, Tuen Mun (No. AEIAR-227/2020). Please revise and rerun the model.	The adopted exhaust temperature and exit velocity of Emission Point S1 have been revised with reference to the approved EIA report (AEIAR-227/2020). The model has been re-run.
	<u>Textual Comments</u>	
42.	**Appendix 5.1** – Please also present the minimum RH and temperature among 20,43 21,43 21,44 which is generated in Summary.xlsx from SAMP. A footnote should be added to explain the minimum RH and temperature among the 3 grids is adopted for Road L013 spanning across the 3 grids.	Appendix 5.1 has been revised. The minimum RH and temperature among 20,43 21,43 21,44 have been presented. The footnote has been added to explain the minimum RH and temperature among the 3 grids is adopted for Road L013 spanning across the 3 grids.
43.	**Appendix 5.3 Inventory of Open Roads for 2030 EMFAC x 2033 Traffic** – Please change the table name "Inventory of Open Roads	Appendix 5.3 has been revised (*Appendix V* refers). The table name has been revised to "Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic".

Item	Comments	Responses
	for 2030 EMFAC x 2033 Traffic" to "Modelling Parameters of Open Roads for 2030 EMFAC x 2033 Traffic"	
44.	**Appendix 5.3 Inventory of Open Roads for 2030 EMFAC x 2033 Traffic** – The presented values in the Appendix 5.3 do not match the values in the model, for example: (i) xy coordinates: Index 2, 10 - 13, 72, 82, 83, 86 - 89, 114, 115, 118 – 125, 185 – 190, 198 200, 201, 411 – 413, 424 – 426	(i) Appendix 5.3 has been revised. XY coordinates for Index 2, 10 - 13, 72, 82, 83, 86 - 89, 114, 115, 118 – 125, 185 – 190, 198 200, 201, 411 – 413, 424 – 426 generated by SAMP is presented in the Appendix excel.
	(ii) Modelled Width: Index 39 – 41, 44- 45, 190 Please check, revise and ensure all the presented values in the appendix match with those in model.	(ii) Appendix 5.3 has been revised. Modelled width for Index 39 – 41, 44- 45, 190 generated by SAMP is presented in the Appendix.
45.	**Appendix 5.3 Summary of Open Road Emission Rates Generated from SAMP** – Please only present the emission rates adopted in the model (i.e. MonthlyHourMin) and delete the unused ones to avoid confusion.	Appendix 5.3 has been revised. Only the modelled emission rates are presented (i.e. NO MonthlyHourMin, NO2 MonthlyHourMin, RSP AnnualHourMin, and FSP AnnualHourMin)
46.	**Appendix 5.6 Emission Inventory for AERMOD Model Start Emission Outside Bus Terminus (Year 2030)** – Please revise the incorrect xy coordinates of FTEAS207.	Appendix 5.6 has been revised. The coordinates of FTEAS207 have been updated in the appendix.
47.	**Section 5.6.16** – Please remove "Therefore, the alignment of the road section has been shifted by a distance of 1.5m… in the AERMOD model." This sentence is not universally true. The shifting distance of the road section depends much on the DCL.	Section 5.6.16 has been revised (*Appendix V* refers).
48.	**Section 5.6.31 to Section 5.6.33** – Please note that Section 5.6.31 to 5.6.33 could be mistakenly comprehended as the predicted [NO_2] = [NO_2] predicted vehicle + [NO_2] predicted chimney, which is not necessarily true. Suggest to combine Section 5.6.31 to Section 5.6.33 into 1 paragraph and express the cumulative [NO_2] in one equation as below: [NO_2]predicted = ([NO_2]initial vehicle + 10% [NO_x]initial chimney) + Min {([NO]initial vehicle+90%[NO_x]initial chimney) or 46/48 [O_3]PATH}	Noted. Sections 5.6.31 to 5.6.33 have been combined and the cumulative NO_2 equation has been revised as suggested.

<table>
<tr><th>Item</th><th>Comments</th><th>Responses</th></tr>
<tr><td>49.</td><td>Appendix 5.7, Figure 5.6, Section 5.6.25 to 5.6.27 – Please provide the date of the APCP and the license number of the SP License referred to for our further comments.</td><td>The information of the major point source (i.e. AEP1) at the asphalt plant of Lam Tei Quarry is now obtained from the modelling files available on SAMP v2.0 and the SPL document of SPL no. L-15-041(2) available on the online SP Licence register under the Central Environmental Database (CED).</td></tr>
<tr><td colspan="3">Comments of Transport Department
Received on 7 November 2024</td></tr>
<tr><td>50.</td><td>Sect 4.10 refers. It should read as “Table 4.2 shows that the annual average traffic growth of 0.66%”.</td><td>Paragraph 4.10 has been revised (Appendix VI refers).</td></tr>
<tr><td>51.</td><td>Sect 4.22 refers. It appears traffic generation figures shown in Figure 4.3 refers to the overall of the Proposed Development as per Table 4.6, instead of the net increase as per Table 4.8. If affirmative, Item C should be revised as [A] + estimated traffic generation by Proposed Development + Additional Bus Trips for clarity.</td><td>Paragraph 4.22 is revised (Appendix VI refers).</td></tr>
<tr><td>52.</td><td>Table 4.10 refers. RC% of J12 which will be constructed by CEDD CE 39/2021 (CE) appears to be on the very high side for the three scenarios. Please review.</td><td>The junction capacity analysis for J12 has been revised and this can be found in Appendix A. The revised TIA has been amended accordingly (Appendix VI refers).</td></tr>
<tr><td>53.</td><td>Table 5.4 and 5.5 refer. Please review the derived generation and attraction of PM peak.</td><td>Although the results of AM attraction and sPM generation of road-based public transport demand are the same. These are estimated with reference to the adopted pedestrian generation rates in Table 6.1 of revised TIA. Tables R2C1 and R2C2 show the calculation to achieve the results presented in Tables 5.4 and 5.5.
TABLE R2C1 CALCULATION ON ESTIMATED ROAD-BASED PUBLIC TRANSPORT DEMAND
<table>
<tr><th rowspan="2">Calculation</th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>Generation</th><th>Attraction</th><th>Generation</th><th>Attraction</th></tr>
<tr><td>AM peak road-based public transport demand (2-way) (from Table 5.1) [a]</td><td>301</td><td>301</td><td>301</td><td>301</td></tr>
<tr><td>Conversion between AM and PM peak using adopted 2-way pedestrian generation rate (from Table 6.1) [b]</td><td>= 0.9273 / 0.9273 =100%</td><td>= 0.9273 / 0.9273 =100%</td><td>= 0.7233 / 0.9273 =78%</td><td>= 0.7233 / 0.9273 =78%</td></tr>
<tr><td>Conversion to “generation” and “attraction” using adopted pedestrian generation rate in respective peak (from Table 6.1) [c]</td><td>= 0.6581 / 0.9273 =71%</td><td>= 0.2692 / 0.9273 =29%</td><td>= 0.2662 / 0.7233 =37%</td><td>= 0.4571 / 0.7233 =63%</td></tr>
</table></td></tr>
</table>

Item	Comments	Responses

Estimated Road-Based Public Transport Demand [d] = [a] x [b] x [c]	301 x 100% x 71% = 213.71, says 214	301 x 100% x 29% = 87.29, says 87	301 x 78% x 37% = 86.87, says 87	301 x 78% x 63% = 147.91, says 148
	301 (2-way)		235 (2-way)	

TABLE R2C2 CALCULATION ON ESTIMATED RAIL-BASED PUBLIC TRANSPORT DEMAND

Calculation Step	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
AM peak rail-based public transport demand (2-way) (from **Table 5.1**) [a]	348	348	348	348
Conversion between AM and PM peak using adopted 2-way pedestrian generation rate (from **Table 6.1**) [b]	= 0.9273 / 0.9273 =100%	= 0.9273 / 0.9273 =100%	= 0.7233 / 0.9273 =78%	= 0.7233 / 0.9273 =78%
Conversion to "generation" and "attraction" using adopted pedestrian generation rate in respective peak (from **Table 6.1**) [c]	= 0.6581 / 0.9273 =71%	= 0.2692 / 0.9273 =29%	= 0.2662 / 0.7233 =37%	= 0.4571 / 0.7233 =63%
Estimated Rail-Based Public Transport Demand [d] = [a] x [b] x [c]	348 x 100% x 71% = 247.08, says 247	348 x 100% x 29% = 100.92, says 101	348 x 78% x 37% = 100.43, says 100	348 x 78% x 63% = 171.01, says 172
	348 (2-way)		**272 (2-way)**	

54.	Table 6.3 refers. Please adopt and specify the same unit of the assessed flow / flow rate as per Table 2.9.	Table 6.3 has been revised accordingly (*Appendix VI* refers).
55.	Sect 7.7 refers. Please supplement that construction of footpath and cycle track on top of the unnamed access road as another improvement work.	Section 7.7 has been updated accordingly (*Appendix VI* refers).
56.	Junction assessment for J4 and J5 refer. To ease referencing, the flow diagrams should indicate the name of movement arms.	The flow diagrams for J4 and J5 have been revised (*Appendix VI* refers).
Comments from RMD, Transport Department Received on 7 November 2024		
57.	Table 2.6 – Please indicate that maximum and existing carrying capacity are calculated under 6 ppsm	Footnote in Table 2.6 has been revised accordingly (*Appendix VI* refers).

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58.	Para. 5.29 – From Table 5.12, under the scenario with the proposed development, the LR service (TM bound) will reach a o/c rate of 97%. To address the issue, it is suggested to convert single LRV to coupled-set LRV. Due to the high passenger demand during peak hours, the additional LRV deployment may not be feasible. Please examine if other PT services shall be further enhanced.	Although the estimated occupancy of the light rail services Tuen Mun bound would reach 97% in AM peak and Yuen Long bound would reach 90% in PM peak at Lam Tei LRT Stop in Year 2033, some measures could be adopted relieve the occupancy, including: 1. (1) The planned Hung Shui Kiu MTR Station of Tuen Ma Line will be completed in Year 2030; and (2) Hung Shui Kiu New Development Area ("HSKNDA") will provide (i) Smart and Green Transit System", and (ii) pedestrian network connecting to Hung Shui Kui and Tin Shui Wai MTR Stations. With the above planned public transport facilities, feeder service passenger demand to Siu Hong MTR Station in HSKNDA (including Nai Wai, Chung Uk Tsuen and Hung Shui Kiu LRT stops, is expected to be diverted. Hence, the occupancies of the LR services (both Tuen Mun and Yuen Long bound) are expected to reduce. Based on the on-site observation at Siu Hong LRT stop, over 50% of the existing LRT (Tuen Mun bound) passengers would interchange at the Siu Hong Station, to switch to the Tuen Ma Line, and vice versa to Yuen Long bound. In view that the planned Hung Shui Kiu Station is located to the north of the LRT service, it is assumed that 25% of total occupancy will be diverted to the planned Hung Shui Kiu MTR Station. As a result, the year 2033 LRT (Tuen Mun bound) occupancy at Lam Tei LRT Stop is expected to reduce from 97% to 74% (calculation: 97% x (100%-25%)). For Yuen Long bound, the year 2033 LRT occupancy at Lam Tei LRT Stop is expected to reduce from 90% to 68% (calculation: 90% x (100%-25%)). 2. Year 2024 of LRT occupancy survey at the Lam Tei LRT stop found that 10 out of 24 Tuen Mun bound LRT trips have occupancies which are less than 80% (Appendix B in revised TIA refers). In addition, it is observed that the busiest period occurred between 0730 and 0800 hours, additional trips could be considered in conjunction with the actual passenger demand. It is noted that at present two scheduled 751P (from Tin Yat to Siu Hong) trips are operated during the AM peak. To further enhance the capacity at

Item	Comments	Responses
		the LRT Lam Tei LRT Stop (Tuen Mun bound) in the AM peak, additional special departure of LRT route 751P, i.e., from Tin Yat to Siu Hong, could be considered. Hence, the LRT (Tuen Mun bound) passenger demand of the Proposed Development could be accommodated. In view that the Proposed Development is a small-scale development, the passenger demand generated would have negligible impact to the occupancy of the LRT service; hence, the Proposed Development is considered acceptable.
Comments from TONT and BRB, Transport Department Received on 11 November 2024		
59.	● The occupancy rate of proposed bus routes before the population intake was not indicated in Table 5.9. ● It is unreasonable to assume the new population intake generated will only take one/two bus routes to HKI/KLN/NT. Consultant shall provide assessment with assumptions on the modal choice and passengers' preference to bus routes along CPR based on the assumption provided in para 5.18.	The occupancy rate of the bus routes before and after the population intake is now included in Table 5.10 of revised TIA (*Appendix VI* refers). The relevant paragraphs have been revised in Chapter 5. The assessment is now assessed with reference to existing service.
60.	Table 5.15 and 5.16 refers. Please advise the calculation of "average dwell time". In addition, only AM peak hour transport demand was forecasted. Please advise the calculation basis for 4 bus trips in PM peak. According to table 5.4, there are fewer number of passengers in PM peak.	The average dwell time is calculated by sum of time of each bus (1) approaching to the bus stop, (2) boarding / alighting at the bus stop, (3) departing from the bus stop, and divided by total number of bus conducted boarding / alighting during peak hours. The road-based public transport demand in AM and PM peaks have been estimated in Table 5.10 in the revised TIA (*Appendix V* refers). Based on the latest assessment, additional bus trips are proposed for: - KMB 68A outward bound in AM peak; - KMB 63X inward bound in PM peak; and - KMB 63X inward bound in PM peak.
61.	● The occupancy rate [c] in Table B2 shall be revised: ■ GMB 42 (to other districts) (AM peak) ■ GMB 42 (from other districts) (AM peak) ■ GMB 42 (to other districts) (PM peak)	Table B2 has been updated accordingly (*Appendix VI* refers).

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	● The direction of Table B1 and B2 shall be revised as "Outward bound" and "Inward bound" instead of "To other districts" and "From other districts". GMB 42 is provided intra-district services between Tsing Chuen Wai and Tuen Mun Town Centre.	Tables B1 and B2 have been updated.
	Please show the total of capacities [a] and occupied [b] in both tables according to table 2.5.	Tables 2.5, B1 and B2 have been updated accordingly.
62.	Table 2.4 refers. ● There are only 6 departures for CTB 55 during AM peak on normal weekdays. ● The frequency of CTB 56 (both bounds) is 20-30 mins. ● The frequency of CTB 56A is 10-20 mins (Fanling bound) and 15-30 mins (Tuen Mun bound). ● The frequency of KMB 68A is 12-30 mins. ● 3 departures of KMB 960P (Tuen Mun bound). ● The frequency of KMB N260 is 30 mins.	Table 2.4 has been updated accordingly (*Appendix VI* refers).
63.	Table 5.4 refers. Please advise the calculation of "Generation" and "Attraction".	Please refer to our responses-to-comments **item 53**.
64.	Table 5.9 refers. Notes (3), …"2 bus~~es~~ routes ~~to~~ ~~be~~ is providing services…"	The assessment method has been updated and the relevant table has been omitted.
65.	Para 5.38 refers. Please advise the rationale for extending the length of bus stop given the utilization rate stated in table 5.15.	Based on the latest bus utilization result, the bus laybys would have sufficient capacity in year 2033. Hence, the relevant paragraphs have been omitted.
	Please also review para 7.7.	Paragraph 7.7 has been updated (*Appendix VI* refers).
66.	Figure 5.1 refers. The arrows were incorrect. Please revise.	Figure 5.1 has been revised (*Appendix VI* refers).
67.	Table B2 refers. Missing bound under GMB 42's survey location.	Table B2 has been updated (*Appendix VI* refers).

Item	Comments	Responses
68.	**Additional Comment from BRB** Para. 5.11 - 5.19 refers. It should take into account the service level and occupancy rate of the existing bus routes and assess whether they could absorb the demand generated by the new population intake. If the additional demand can be catered by existing service, it might not be reasonable to deploy additional trip to cater for the new population intake exclusively.	The relevant paragraphs have been revised in Chapter 5. The assessment is now assessed with reference to existing service.
Comments of Drainage Services Department Received on 8 November 2024		
	Please find our comments on the DIA as follows:	
69.	B1 – Noted. No further comment.	The no further comment is noted.
70.	B2 – Please clarify the mechanism of stormwater storage tank and whether pumping equipment is required. It seems that the tank is 4m in depth which would be possible submerged if pumps are not equipped.	Pumping equipment will be provided for the stormwater storage tank
Comments of Home Affairs Department Received on 7 November 2024		
71.	Without possessing necessary technical knowledge, this office does not have specific comments on the planning proposal, provided that the proposed 24/7 public access is barrier-free, has adequate road utilities (e.g. street light and trach bin). The public access should also be maintained by the applicant.	Noted.
Further Comments from the Environmental Protection Department Received on 15 November 2024		
72.	Section 5.5.3. Please add "adverse" before "cumulative" in line 6.	Section 5.5.3 has been revised (*Appendix V* refers).
73.	Section 5.5.4. Please make reference to the assessment results of other project with similar nature of STP as support to confirm no adverse odour impact on the nearby ASRs including the air-sensitive uses of the proposed development since it is a STP. Please also provide the nearest separation distance between the exhaust and ASRs.	The location of the exhaust will be located at the southwestern side of the Development Site boundary as shown in a newly added Figure 5.9. The shortest separation distance (~18m) to the nearby planned ASRs within the Proposed Development and existing ASRs is shown in Figure 5.9. The available reference of STP odour assessment results is from a project with less population and therefore the capacity of the STP is substantially smaller than the one for the Proposed Development, which is therefore not suitable for

Item	Comments	Responses
		reference. Instead, odour assessment results from sewage treatment works with larger treatment capacity have been quoted for reference. With reference to Table 3.3 of the Approved EIA report "Expansion of Sha Tau Kok Sewage Treatment Works (AEIAR-207/2017)", the shortest separation distance between the nearest ASR (i.e. A8) and site boundary of the sewage treatment works with a design ADWF of 5000m^3/day is 20m. The predicted 5-second odour concentrations at the ASR A8 would be in the range of 0.03OU to 0.13OU at the heights of 1.5m to 10.5m above ground as stated in Table 3.7 of the approved EIA report AEIAR-207/2017, which is well below the odour criterion of 5OU. With reference to Table 3.4 of the approved EIA report "Outlying Island Sewerage Stage 2 - Upgrading of Cheung Chau Sewage Collection, Treatment and Disposal Facilities (AEIAR-181/2013)", the separation distance between the downwind location (i.e. ASR CCSTW_DW) at Cheung Chau Sewage Treatment Works with a design ADWF of 9800 m^3/day and the works area is 18m. The predicted 5-second odour concentrations at the downwind location would be in the range of 1.2OU to 3.5OU at the heights of 1.5m to 25m above ground as stated in Table 3.12 of the approved EIA report AEIAR-181/2013, which is also well below the odour criterion of 5OU. The design ADWF of STKSTW is 5000m^3/day and the design ADWF of Cheung Chau STW is 9800 m^3/day, which are ~4 times and ~9 times of the proposed STP (i.e. 1131 m^3/day) respectively. Therefore, it is considered as a conservative approach to review the potential odour impacts due to the proposed STP by making reference to the odour impact assessment findings of the above approved EIA reports concerning STKSTW and Cheung Chau STW. Given i) both STWs are of similar treatment design to the proposed STP (i.e. MBR treatment), ii) the proposed STP will be located underground, iii) comparatively lower sewage generation of the proposed STP and iv) similar separation distances between the proposed STP and nearby ASRs, the potential odour impact at the nearby ASRs is expected to be conservatively comparable to those predicted at the ASRs A8 and CCSTW-DW in the two approved EIA, i.e. well below the odour criterion of 5OU. Deodorisation equipment to remove at least 99% (for H2S) of odour from the ventilation

Item	Comments	Responses
		exhaust will also be provided, therefore no adverse odour impact on the nearby ASRs including the ASRs of the Proposed Development is expected.
74.	Sections 5.5.10 and 5.6.20, Appendix 5.6 (remarks 1 and 8). Please carry out an updated site survey for the two bus termini since the last survey was conducted about a year ago.	Section 5.5.10 has been reordered as Section 5.5.14. A site survey has been conducted in Nov 2024 to verify the findings. Sections 5.5.14, 5.6.20 and 5.6.24 have been revised.
75.	Sections 5.5.12 and 5.6.26. Please check if more updated information is available now for the Lam Tei Underground Quarry project for assessment. On the other hand, the consultant may review if there is any direct impact on the proposed development owing to the terrain and high rise buildings in between.	Section 5.5.12 has been reordered as Section 5.5.16. The most updated and best available information for Lam Tei Underground Quarry project is still its Project Profile (PP-669/2024) and SPL information (SP Licence no. L-15-041(2)) from SAMP v2.0 and the online SP Licence register on CED. No notable terrain and high-rise buildings are identified in between the Proposed Development and the Lam Tei Underground Quarry site. Section 5.5.16 has been revised.
76.	Section 5.6.4 and R-t-c 5. Please follow up to obtain TD's endorsement of the traffic data. Other than the increase in traffic, please also confirm if there is no alternation/demolition of roads close to the proposed development before Year 2033 owing to the new road network to be implemented in Year 2033.	TD's endorsement of the traffic data will be provided once available. As confirmed by the traffic consultant, there are no alternation/demolition of roads close to the proposed development before Year 2033 owing to the new road network to be implemented in Year 2033.
77.	Section 5.6.4 and R-t-c 6 • Please confirm and add "and TD" after "confirmed by the traffic consultant" in Line 12	Section 5.6.4 has been revised.
78.	• (Line 15-17). Please clarify whether Route 11 and Tuen Mun Bypass would have an overall effect of drawing away traffic from the assessment area is valid for all years from 2033 to 2045 hence excluding traffic from the Route 11 and Tuen Mun Bypass for year 2037 and 2045 is a conservative approach	The overall effect of drawing away traffic from the assessment area due to Route 11 and Tuen Mun Bypass is valid for traffic data of Year 2033, Year 2033 and Year 2045, therefore excluding traffic from the Route 11 and Tuen Mun Bypass for Years 2037 and 2045 is a conservative approach. Section 5.6.4 has been revised.

Item	Comments	Responses
79.	Table 5.9. The FSP emission burden should not be higher than the RSP emission burden. Please check whether this is correct.	The typo in Table 5.9 has been revised.
80.	Section 5.7.1. Please present the contour plots of the annual NO2 at the worst hit level to ensure that the air-sensitive uses of the proposed development will not be subject to adverse air quality impact. If this project will need to follow the new AQOs, the annual FSP contour plot at the worst hit level shall also be presented.	The contour plots at the worst hit level (6.7mPD +1.5mAG) for annual NO_2 and annual FSP have been presented in Figures 5.7 to 5.8.
	Comment on Air Modelling	
81.	Section 5.6.31 - Please revise the typo "[NO2] predicted vehicle" to "[NO2] predicted" in the equation.	The typo has been revised.
82.	Appendix 5.3 Inventory of Open Roads for 2030 EMFAC x 2033 Traffic – The presented values of modelled width for Index 39 – 41, 44 - 45 still do not match the values in the model. Please revise.	Noted and reviewed. The presented values now match with the values in the model.

Encl.:
Appendix I – Updated Indicative Architectural Drawings
Appendix II – Updated Landscape Master Plan
Appendix III – Replacement pages of the Visual Impact Assessment
Appendix IV – Replacement pages of the Supporting Planning Statement
Appendix V – Revised Environmental Assessment
Appendix VI – Revised Traffic Impact Assessment

Compiled by: KTA Planning Limited
Date: 20 November 2024
File Ref: 20241028_S3088_RtoC_FI(6)