Appendix C

Air Quality Impact Assessment

Prepared for

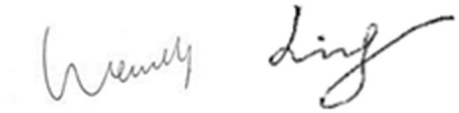
Leverson Ltd.

Prepared by

Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION FOR SUBMISSION OF LAYOUT PLAN FOR PERMITTED 'FLAT' AND 'SOCIAL WELFARE FACILITY' USES AT TSUEN WAN INLAND LOT 5 AND LOT NO. 429 IN D.D. 399, TING KAU, TSUEN WAN

AIR QUALITY IMPACT ASSESSMENT

Date	**July 2024**
Prepared by	**Wendy Tin/ Tony Ling** **Environmental Consultant/ Assistant Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**SHKTKBHSEI00**
Document No.	**R9264_V1.1**

Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

Q:\Projects\SHKTKBHSEI00\04 Deliverables\02 AQIA Report\R9264_V1.1.docx

CHAPTERS

TABLES

FIGURES

APPENDIX

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Subject Site falls in "Residential (Group B) 2" ("R(B)2") Zone at TWIL 5 and Lot No. 429 in D.D. 399, Ting Kau, Tsuen Wan according to the approved Tsuen Wan West Outline Zoning Plan ("OZP") No. S/TWW/21 gazetted under section 9(1)(a) of Town Planning Ordinance.

1.1.2 Ramboll Hong Kong Limited is commissioned by the project proponent to conduct the Air Quality Impact Assessment ("AQIA") to support the planning application for the proposed redevelopment. This AQIA report is prepared based upon the proposed master layout plan. Corresponding mitigation measures will be proposed if it is required. The potential noise impact upon the proposed master layout plan will be addressed by a separate assessment report.

1.2 Subject Site and its Environs

1.2.1 The Subject Site is located to the east of Tsing Long Highway (Toll Road) and south of Castle Peak Road (Ting Kau) as well as between Lido Beach and Ting Kau Beach. **Figure 1.1** shows the location of the Subject Site and its environs.

1.2.2 The Proposed Redevelopment is tentatively scheduled for completion in 2028.

1.3 Proposed Redevelopment

1.3.1 The development site area of Proposed Redevelopment is approximately 6,066 m^2 and consists of two residential blocks (Tower 1 and 2), a social welfare facility underneath Tower 1 and a car park at the basement. The Proposed Redevelopment will provide a total number of not more than 674 residential units. **Appendix 1.1** shows the MLP of the Proposed Development.

1.4 Appraisal on Air Quality Impact

Construction Phase

1.4.1 During the construction phase, the potential air quality impacts would be mainly caused by the dust emissions generated during construction activities. A qualitative air impact assessment for construction phase is prepared and will be discussed in subsequent sections of this report.

Operation Phase

1.4.2 With respect to the potential vehicular emission impact, the Subject Site is affected by nearby carriageways such as Castle Peak Road – Ting Kau and Tsing Long Highway. In addition, a site visit was conducted in November 2023 to identify presence of any active chimney within 500m from the Subject Site. The study also considers the major point sources within 4km assessment area from the Subject Site.

1.4.3 A quantitative air quality impact assessment for operation phase is prepared to address the potential air quality impact under Hong Kong Air Quality Objectives (AQOs) and will be discussed in subsequent sections of this report.

2. AIR QUALITY IMPACT ASSESSMENT

2.1 Scope of Work

2.1.1 This assessment predicts air quality pollutant concentration at the Proposed Development, informing the provision of air quality mitigation measures to ensure future residents are not exposed to unacceptable levels of air quality. Potential air quality impacts associated with the surrounding road carriageways, industrial emission and marine vessel emission (if any) within 500m assessment area shall be identified and assessed.

2.1.2 With reference to EPD's Guidelines on Assessing the 'Total' Air Quality Impact, any major point sources which are within 4km from the Subject Site and identified to have direct impact to the ASRs, have also been considered in this assessment.

2.1.3 The key air pollutants of vehicular emission are Nitrogen Dioxide (NO_2), Respirable Suspended Particulate (RSP) and Fine Suspended Particulate (FSP). Concentrations of these pollutants are predicted at air sensitive receivers (ASRs) within the Proposed Redevelopment through the use of quantitative computer modelling and are compared with the relevant AQOs.

2.1.4 The assessment area of 500m from the Subject Site is shown in **Figure 2.1**.

2.1.5 Appropriate mitigation measures will be recommended if exceedances of AQOs are identified.

2.1.6 The air quality control measures during the construction phase of Proposed Redevelopment are also addressed in this chapter.

2.2 Relevant Legislations, Standards and Guidelines

2.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality impacts and the type of works that are subject to air pollution control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulation
- Recommended Pollution Control Clauses for Construction Contracts
- Development Bureau Technical Circular (Works) No.13/2020, Timely Application of Temporary Electricity and Water Supply for Public Works Contracts and Wider Use of Electric Vehicles in Public Works Contracts (DEVB TC No. 13/2020)
- Development Bureau Technical Circular (Works) No.1/2015, Emissions Control of NRMM in Capital Works Contracts of Public Work (DEVB TC No. 1/2015)
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

<u>Air Pollution Control Ordinance (CAP 311)</u>

2.2.2 To achieve as soon as reasonably practicable and to maintain thereafter to safeguard the health of the community, a set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The latest set of AQOs that came into effect on 1 January 2022 is presented in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutants	Average Time	Standard [i] ($\mu g/m^3$)	No. of exceedances allowed
SO_2	10-min	500	3
	24-Hour	50	3
RSP (PM_{10}) [ii]	24-Hour	100	9
	Annual	50	NA
FSP ($PM_{2.5}$) [iii]	24-Hour	50	35
	Annual	25	NA
NO_2	1-Hour	200	18
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

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

[ii] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[iii] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

Air Pollution Control (Construction Dust) Regulation

2.2.3 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

2.2.4 The proposed construction works for the proposed 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 under Parts I to IV of the Schedule on Dust Control Requirements.

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

2.2.5 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.

2.2.6 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.

Air Pollution Control (Fuel Restriction) Regulation

2.2.7 The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in

commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels.

Development Bureau Technical Circular (Works) No.13/2020, Timely Application of Temporary Electricity and Water Supply for Public Works Contracts and Wider Use of Electric Vehicles in Public Works Contracts (DEVB TC No. 13/2020)

2.2.8 DEVB TC no. 13/2020, effective from 1 February 2021 and onwards, requires timely provision of electricity and water supply in all public works contracts which helps reducing the carbon emission and water and noise pollution from the operation of diesel generators as well as personal hygienic matters. It requires the electrical cables and watermains laying works to be completed before the commencement of the works contract. The Contractor shall also specify the number of electric vehicles to be used with reference to the requirement in the TC.

Development Bureau Technical Circular No.1/2015 "Emissions Control of NRMM in Capital Works Contracts of Public Works" (DEVB TC No.1/2015)

2.2.9 DEVB TC No.1/2015 stipulates additional requirement on the use of NRMM approved under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation for all public works contract with an aim on deploying more approved NRMM in the execution of public works. The use of exempted NRMM regrading generators, air compressors, excavators and crawler cranes have been banned on or after 1 June 2015.

Practice Note on Control of Air Pollution in Car Parks

2.2.10 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 2.2**.

Table 2.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:
i. *All limits are expressed as at reference conditions of 298K and 101.325kPa.

2.3 Existing and Simulated Air Quality in Tsuen Wan District

2.3.1 The nearest air quality monitoring station (AQMS) to the Proposed Redevelopment is the Tsuen Wan (TWN) AQMS. The five most recent years of air quality monitoring data, 2018 to 2022, from this station are summarized in . According to the AQMS monitoring data presented in **Table 2.3**, exceedance in NO_2 and O_3 concentrations are recorded.

Table 2.3 Air Quality Monitoring Data at Tsuen Wan AQMS

Air Pollutant	Averaging Time	AQO[a] [b]	Concentration Level (µg/m³)				
			2018	2019	2020	2021	2022
SO_2	10-min (4th highest)	500 (3)	113	45	24	23	32
	24-hr (4th highest)	50 (3)	21	13	10	8	12
RSP	24-hr (10th highest)	100 (9)	71	65	54	60	52
	Annual	50	30	30	24	24	22
FSP	24-hr (19th highest)	50 (35)	34	34	27	27	26
	Annual	25	20	20	15	16	14
NO_2	1-hr (19th highest)	200 (18)	181	177	142	151	140
	Annual	40	**45**	**46**	36	**44**	39
O_3	8-hr (10th highest)	160 (9)	148	**171**	130	130	152
CO [d]	1-hr (1st highest)	30,000	1680	1970	1440	1240	1430
	8-hr (1st highest)	10,000	1421	1835	1355	1164	1390

Notes:
a. The measured concentrations are benchmarked against the prevailing AQOs.
b. Numbers in brackets is the number of exceedances allowed per year.
c. Bolded values exceed the relevant AQO.
d. Data extracted from EPD's Smart Air Modelling Platform (VIA)
e. Kwun Tong AQMS does not measure CO.

2.3.2 The future background air quality data was extracted from the Pollutants in the Atmosphere and their Transport over Hong Kong model version 3.0 (PATH v3.0) released by EPD in January 2024.

2.3.3 As the tentative year of completion of the Proposed Redevelopment is 2028, the year of 2025 hourly background concentrations of NO_2, RSP and FSP in Grid 30, 38 and Grid 30, 39 which has been adopted for the purpose of this assessment is summarized in **Table 2.4**. With respect to the future background air quality predicted by PATH in **Table 2.4**, all values are below the relevant AQOs except O_3.

Table 2.4 Year 2025 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Air Pollutant	Averaging Time	Concentration Level (µg/m³)[b]		AQO[a]
		Grid 30, 38	Grid 30, 39	
SO_2	10-min (4th highest)	33	27	500 (3)
	24-hr	8	7	50 (3)
RSP	24-hr (10th highest)	55	56	100 (9)
	Annual	21	21	50
FSP	24-hr (19th highest)	28	28	50 (35)
	Annual	13	13	25
NO_2	1-hr (19th highest)	102	98	200 (18)

Air Pollutant	Averaging Time	Concentration Level (μg/m³)(b)		AQO(a)
		Grid 30, 38	Grid 30, 39	
	Annual	28	23	40
O_3	8-hr (10th highest)	**176**	**175**	160 (9)
CO	1-hr (1st highest)	578	579	30,000
	8-hr (1st highest)	562	559	10,000
(a) Numbers in brackets is the number of exceedances allowed per year (b) Bolded values exceed the relevant AQO (c) Data extracted from EPD's Smart Air Modelling Platform (VIA)				

2.4 Identification of Air Sensitive Receivers (ASRs) during Construction Phase

2.4.1 There are a number of residential buildings located within 500m of the Proposed Development. The representative ASRs are tabulated in **Table 2.5**. The location of these ASRs can be referred to **Figure 2.2**.

Table 2.5 Representative ASRs during Construction Phase

Ref	Descriptions	Type	Approximate minimum horizontal distance to Subject Site
1	Sea Cliff Lodge	Residential	16m
2	Aztec Lodge House 5	Residential	36m
3	Ting Kau Sitting-out Area	Recreation	67m
4	113 Ting Kau	Residential	50m
5	115 Ting Kau	Residential	59m
6	117 Ting Kau	Residential	62m
7	Grand Riviera	Residential	151m
8	Lindo Green Lam's	Residential	128m
9	Lido Beach Office	Commercial	137m
10	Edinburgh Villa	Residential	248m
11	Riviera Apartment	Residential	255m
12	DEAUVILLE	Residential	308m
13	Ting Kau Village Playground	Recreation	135m

2.5 Identification of Potential Emissions during Construction Phase and Recommended Mitigation Measures

Identification of Potential Emissions

2.5.1 Fugitive dust will be the potential major source of air quality impact during the construction phase. Besides, the Subject Site is located at developed urban area where supply of electricity is available for the Subject Site. Therefore, it is anticipated that the number of diesel/ petroleum fuelled machinery operated at the Subject Site can be minimized as practically as possible with the availability of the supply of electricity. Moreover, under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulation and its amendment, using liquid fuel with a sulphur content of less than 0.005% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled to control the SO_2 and PM emissions. Travelling of the dump trucks is another potential source of construction dust. At this planning application stage, there is no detailed information on the construction program or amount of excavated material to be handled. An EM&A programme will be implemented to ensure that the nearby ASRs will not be subject to adverse air quality impact during the construction stage. In addition, the number of PME shall be provided to justify that the number is limited.

Mitigation Measures for Fugitive Dust Emission

2.5.2 Since paved roads are already existing within the Subject Site, it is expected that the construction dust to be generated by vehicle movement within the Subject Site are limited. Fugitive dust emission mostly arises from construction activities and can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations for demolition and construction of the project. With the adaptation of good practices, it is expected that emission of construction dust can be kept at an acceptable level. Mitigation measures including but not limited to the followings with respect to demolition, infrastructure construction of a building should be implemented as appropriate.

In the case of demolition works:

- The area at which demolition work takes place shall be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the demolition activities so as to maintain the entire surface wet;
- For any wall of the building to be demolished that abuts or fronts upon a street, service lane or other open area accessible to the public, impervious dust screens or sheeting shall be used to enclose the whole wall to a height of at least 1m higher than the highest level of the structure being demolished;
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets.

In the case of infrastructure construction works:

- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting shall be provided to enclose the scaffolding from the ground floor level of the building;

- Any skip hoist for material transport shall be totally enclosed by impervious sheeting;
- Any relevant requirements set outs in Parts III and IV of Air Pollution Control (Construction Dust) Regulations shall be met;
- Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point;
- Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided along the entire length of that portion of the site boundary except for a site entrance or exit;
- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- Erect higher hoarding at the locations with ASRs in immediate proximity to the project site boundary;
- Avoid using exempted non-road mobile machineries;
- Consider connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable.

The recommended dust mitigation measures are described below:

Monitoring and Auditing

2.5.3 Monitoring and auditing program will be implemented to ensure that mitigation measures are in place and there is no significant air quality impact arising from the construction activities of the Proposed Redevelopment on the nearby ASRs during the construction phase.

General Site Management

2.5.4 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

2.5.5 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

2.5.6 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Vehicles

2.5.7 Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided along the entire length of that portion of the site boundary except for a site entrance or exit.

Material Stockpiling and Handling

2.5.8 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

Dust Emissions from Site Traffic

2.5.9 Dust emission from construction traffic is generated predominantly from the travelling of waste removal lorries. Areas within the Subject Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Subject Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Subject Site.

2.5.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.5.11 With the adoption of good practices, it is expected that emission of construction fugitive dust can be kept to an acceptable level.

2.6 Identification of Air Sensitive Receivers (ASRs) during Operational Phase

2.6.1 Representative ASRs within the Proposed Redevelopment as shown in **Figure 2.3** are selected to assess the air quality at the Proposed Redevelopment and determine the appropriate fresh air intake locations for the podium of the Proposed Development. Assessment Height for the ASRs scattered around the Proposed Redevelopment are taken starting from the local ground level (1.5m breathing zone added if applicable, i.e. (27.50mPD + 1.50 = 29.0mPD).

2.6.2 Details of these representative ASRs are shown in **Table 2.6** below.

Table 2.6 Details of Representative ASRs for Air Quality Impact Assessment

Grid	ASR ID	Local Ground Level, mPD	Flagpole Height, mAG	Assessment Height, mPD
30,39	A1 to A9	27.50	1.50 – 48.65	29.0 – 76.15
30,38	A10			

2.7 Identification of Pollution Sources During Operational Phase

General

2.7.1 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", all three tiers of emissions that will contribute to the total air quality impacts on ASRs within the assessment area have been identified, including:

(1) Primary Contribution: Project induced

(2) Secondary Contributions: Pollutant-emitting activities in the immediate neighbourhood

(3) Background Contributions: Pollution not accounted for by (1) and (2)

2.7.2 Primary and secondary contributions are near-field source impacts due to sources within the assessment area such as vehicular emission from existing road network

and proposed roads, industrial emissions from identified chimneys as well as marine vessel emissions (if any). Background contributions are far-field source impacts outside the assessment area and are predicted using the PATH v3.0. The cumulative air quality impact assessment for operation phase is a combination of all three tiers of contributions and thus has taken into account the near-field and far-field sources.

2.7.3 Within the 4km radius area of the Subject Site, one major point source, i.e. Asphalt Plant (AP-05), has been identified within the 4km radius area of the Subject Site.

Source Description and Emission Inventory

2.7.4 As mentioned in **Section 2.1**, emissions from open roads, industrial emission, marine vessel emission and major point source have been considered and assessed if applicable.

(i) Open Roads Emissions

2.7.5 Air pollutant concentration at the Subject Site due to the emission from the nearby road networks (vehicular tailpipe emissions) was assessed. The traffic data is provided by the Project Traffic Consultant (see **Appendix 2.1**) while Transport Department's (TD) endorsement letter would be provided when available. The emission rate of each road within 500m from the Subject Site is calculated from the latest EMFAC-HK issued by EPD. According to the "Guidelines on Choice of Models and Model Parameters", the open road emissions would be modelled by AERMOD. Its modelling methodology is referred to the "Technical Note for Modelling Vehicular Emissions using AERMOD".

(ii) Industrial Emissions

2.7.6 A site visit was conducted in November 2023 to verify the presence of chimneys. Upon visit, there is no chimney or industrial activities identified within 500m assessment area from the Subject Site. Besides, there will not be any proposed air emission sources within the Site anticipated.

(iii) Marine Vessel Emissions

2.7.7 Based on the desktop review and a site visit was conducted in November 2023, there is no marine vessel activities identified within 500m assessment area from the Subject Site.

(iv) Emissions from Public Transport Interchanges and Open Carparks

2.7.8 No public transport interchanges are found within the 500m assessment area from the Subject Site. Ting Kau Car Park is located at around 80m north of the Subject Site. The utilisation rate of the open carpark is low, and there are no parking spaces assigned for FBDD and FBSD according to site survey. Nevertheless, start emission of all 18 vehicle classes (except FBDD and FBSD) have been assigned to the road connecting to the open carpark (i.e. Road L6, L7, L8, L9, L10, L11, L15, L16, L7, L15, L16, L17, L18, L19, L20, L21, L22 and L23) as broad-brush approach to prevent any underestimation of emission from the open carpark.

(v) Major Point Source within 4km

2.7.9 Asphalt Plant (AP-05) at Tsing Yi was identified as a major point source about 1.87km from the Subject Site. However, the emission from asphalt plant (AP-5) would not have a direct impact to the representative ASRs of the Application Site due to screening by natural terrain. Therefore, the emission source from AP-5 would be excluded in the assessment.

2.8 Dispersion Modelling and Modelling Approach for Emission Sources

AERMOD

2.8.1 The dispersion of NO, NO_2, RSP and FSP were modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD and is used in this assessment to predict both concentration and deposition of pollutants from line sources. As discussed in **Section 1.1.1** and **2.3.3**, PATH v3.0 was adopted to provide the background pollutant concentrations in assessing the total air quality impact on the representative ASRs. In addition, met data including temperature and relative humidity extracted from the EPD's Smart Air Modelling Platform (VIA) were also adopted for modelling.

2.8.2 The Application Site and its 500m assessment area fall within the PATH grids (30,38), (30,39), (31,38) and (31,39). The predicted meteorological data for the relevant PATH grids from PATH v3.0 obtained from EPD's website were used for model input. The WRF meteorological data, including wind data, temperature, relative humidity, pressure, cloud cover, mixing height and Pasquill stability classes, for Year 2019 extracted from the PATH v3.0 released by EPD in January 2024 at the relevant grids have been adopted as on-site data into AERMET.

2.8.3 Land use types surrounding the Proposed Development, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the VIA. The relevant information is provided in **Appendix 2.2**.

2.8.4 AERMET and AERMOD model input parameters and assumptions for the operation phase are summarised in **Table 2.7**.

Table 2.7 Model Input Parameters and Assumptions for Operation Phase

Input Parameters & Assumptions	Descriptions
Type of Sources	• Vehicular Emissions: Line sources
Assessment Parameters	• Hourly and annual NO and NO_2 • Daily and annual RSP • Daily and annual FSP
Meteorological data	• Year 2019 WRF data from PATH v3.0 • PATH grids: (30,38), (30,39) • Mixing height values recorded by HKO in 2019 were in the range of 119m to 2009m. Mixing heights from WRF data which are lower than 119 or higher than 2009 were adjusted to 119m and 2009m, respectively • Wind speed <0.5m/s adjusted to 0.5m/s • Anemometer height of WRF data: 8.5m

EMFAC-HK

2.8.5 2028 is chosen as the Model Year for EMFAC-HK year in the VIA to represent the worst case scenario emission.

2.8.6 In accordance with a Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction published by EPD in March 2021, the monthly minimum temperature and relative humidity (RH) were applied for both short-term (i.e. hourly/ daily average) and long-term (i.e. annual average) air quality impact of NO_2, RSP and FSP. Summary of met data is shown in **Appendix 2.3**.

Traffic Data

2.8.7 Four sets traffic data predicted by the project traffic consultant, AECOM Asia Company Limited, includes hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions". Traffic forecast of Year 2028, 2033, 2038 and 2043, based on the traffic count are included in **Appendix 2.1**, which shows the hourly Vehicle Kilometre Travelled (VKT), the number of trips travelled, and the hourly average speed (kph) of road carriageways respectively.

2.8.8 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Vehicle Licensed Number by Age and Technology Group Fractions".

2.8.9 All concerned roadways shall be characterized with speed limits. Average speeds of 24 hours were prepared for each road.

2.8.10 The roadway network within the 500m study area consists of 20 distinct roadway links. The established road traffic data, including traffic flow, 24-hour vehicle mix and 24-hour average speed is provided by the Project Traffic Consultant. Relevant correspondence of the endorsement and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when it is available.

Comparison of Calculated Total Vehicular Emissions

2.8.11 The air quality impact of the vehicular emissions are typically calculated based on the highest emission strength from the traffic forecast data within the first 15 years after the completion of the Proposed Redevelopment. The assessment year is selected to represent the highest emission scenario given the combination of vehicular emission factors and traffic flow for the same year. The worst assessment year has been determined based on the highest NO, NO_2, RSP and FSP emission scenario using the EMFAC-HK model. Sensitivity tests have been conducted to determine the worst-case scenario given the combination of vehicular emission factors and the projected traffic flow for the following selected years within 15 years after the completion of the Proposed Redevelopment. The representative years are 2028 (i.e. commissioning), 2033 (i.e. five year after commissioning), 2038 (i.e. ten year after commissioning) and 2043 (i.e. fifteen year after commissioning).

2.8.12 The calculated total vehicular emissions of NO, NO_2, RSP and FSP from the roads within 500m assessment area of the above modelling years generated from VIA have been compared and summarized in **Table 2.8**.

Table 2.8 Summary of Total Vehicular Pollutant Emissions

Assessment Year	Predicted Traffic Forecast Year	Total Vehicular Emission (tonnes/ year)			
		NO_2	NO	RSP	FSP
2028	2028	**5.1**	**34.7**	**2.1**	**1.9**
2033	2033	2.5	15.4	1.1	1.0
2038	2038	2.7	10.3	0.6	0.6
2043	2043	3.1	11.6	0.7	0.6

2.8.13 The highest vehicle emission year was found to be Year 2028, and hence has been selected as the assessment year for the operation phase air quality impact assessment to represent the worst-case scenario.

Noise Barrier

2.8.14 No vertical or cantilevered noise barriers are found within 500m from the Site.

2.9 Post-processing of Modelling Results and Background Pollutant Contribution

2.9.1

2.9.1 Pollutant dispersion from vehicular and industrial emissions have been simulated using the AERMOD model. Dispersion results and background pollutant contributions have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

2.9.2 The conversion of NO_x to NO_2 is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO_x emissions. To determine vehicular emission impacts, the emission factors of NO_2 are extracted from the results of the EMFAC-HK Model version 4.3 and the emission factors of NO are calculated from the emission factors of NO_x and NO_2 for all motor vehicle types.

2.9.3 For NO_x in particularly, an algorithm has been built-in to convert a portion of NO_x predicted at ASRs into NO_2 using the Ozone Limiting Method (OLM) when they mix with the ambient O_3. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O_3 levels, and hence the latter can be used to predict the maximum convertible NO_2 from NO_x for superimposing onto the initial "out-of-tailpipe / in-stack" NO_2 levels as the base level. OLM has been applied for the sum of the vehicular and industrial sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} = [NO_2]_{initial} + Min([NO]_{Predicted}\ or\ \frac{46}{48}[O_3]_{PATH})$$

where

$[NO_2]_{Predicted}$	is the predicted NO_2 Concentration;
$[NO_2]_{initial}$	is the initial NO_2 Concentration;
Min	means the minimum of the two values within the bracket;
$[O_3]_{PATH}$	is the representative O_3 PATH Concentration (from other contribution;
$\frac{46}{48}$	is the molecular weight of NO_2 divided by the molecular weight of O_3.

Jenkin Method for Long-term Cumulative NO_2 Assessment

2.9.4 For the long-term cumulative NO_2 assessment (i.e. predictions of annual average NO_2 concentration), Jenkin Method was adopted for the conversion of cumulative annual average NOx to cumulative annual average NO_2. The details of Jenkin Method for this assessment extracted from the VIA are shown in **Appendix 2.4**.

Background Pollutant Contribution

2.9.5 The latest Pollutants in the Atmosphere and their Transport over Hong Kong model (PATH v3.0) released by EPD is used to estimate the background air quality. Since

Year 2028 has been selected as the assessment year, PATH v3.0 for Year 2025 of Grid 30,38 and Grid 30,39 have been adopted as the background concentration.

2.9.6 In this assessment, data of different PATH levels with respect to the assessment height of ASRs have been adopted and summarized in **Table 2.9**.

Table 2.9 Summary of PATH Level Adopted for Air Quality Impact Assessment

PATH Level	Height above Model Ground (m)	Flag Pole Receiver Height (mAG)	Floor
L1	0 to 17	1.5 – 15.35	Level 1 to Level 7
L2	17 to 35	18.35 – 33.35	Level 8 to Level 15
L3	35 to 55	36.35 – 48.65	Level 16 to Level 19, Roof Floor

2.10 Assessment Results

2.10.1 The predicted air pollutant concentrations resulting from the surrounding vehicular emissions have been quantitatively assessed separately for NO_2, RSP and FSP. The predicted discrete results of NO_2, RSP and FSP at all predetermined ASRs are summarized in **Appendix 2.5**.

2.10.2 The fresh air intake for the Proposed Redevelopment is recommended to be located at or above 1.5mAG. The contour plots for hourly/ daily and annual average NO_2, RSP and FSP at 1.5mAG are shown in **Appendix 2.6**. The contour plots show that there is no exceedance within the Subject Site at 1.5mAG, the future occupant will not be subject to adverse air quality impact.

NO_2

2.10.3 The predicted results of 19th highest 1-hour average NO_2 and annual average NO_2 concentrations for all selected ASRs at selected levels are summarized in **Appendix 2.5**. The results indicate that NO_2 concentrations at all of the Proposed Redevelopment comply with the relevant AQOs.

RSP

2.10.4 The predicted results of the 10^{th} highest 24-hour average and annual average RSP concentrations for all selected ASRs at selected levels are summarized in **Appendix 2.5**. The results indicate that RSP concentrations at all locations of the Proposed Redevelopment comply with the relevant AQOs.

FSP

2.10.5 The predicted results of the 36^{th} highest 24-hour average and annual average FSP concentrations for all selected ASRs at selected levels are summarized in **Appendix 2.5**. The results indicate that FSP concentrations at all locations of the Proposed Redevelopment comply with the relevant AQOs.

2.11 Review on Impact from Proposed Carpark

2.11.1 Basement carpark has been proposed for the Site. The air quality inside the basement carpark should satisfy the air pollutant standards as recommended by the ProPECC PN 2/96 Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark should be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark should also be designed by facing away from all the nearby ASRs as far as practicable to ensure not to cause a nuisance to the occupants/ residents of the air sensitive uses including the surrounding developments and the Proposed Redevelopment. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is yet available.

3. OVERALL CONCLUSION

3.1.1 Based on the assessment results, the predicted air quality pollutant concentration at all levels starting from the local ground level (1.5mAG) of the Proposed Redevelopment comply with the relevant AQOs. Besides, the fresh air intake for the Proposed Redevelopment is recommended to be located at or above 1.5mAG. The contour plots show that there is no exceedance within the Subject Site, therefore, the future occupants of the Proposed Redevelopment will not be subjected to insurmountable air quality impact.

3.1.2 Based on above conclusion, it confirms the feasibility and acceptability of the Proposed Redevelopment from an environmental perspective.

Figures

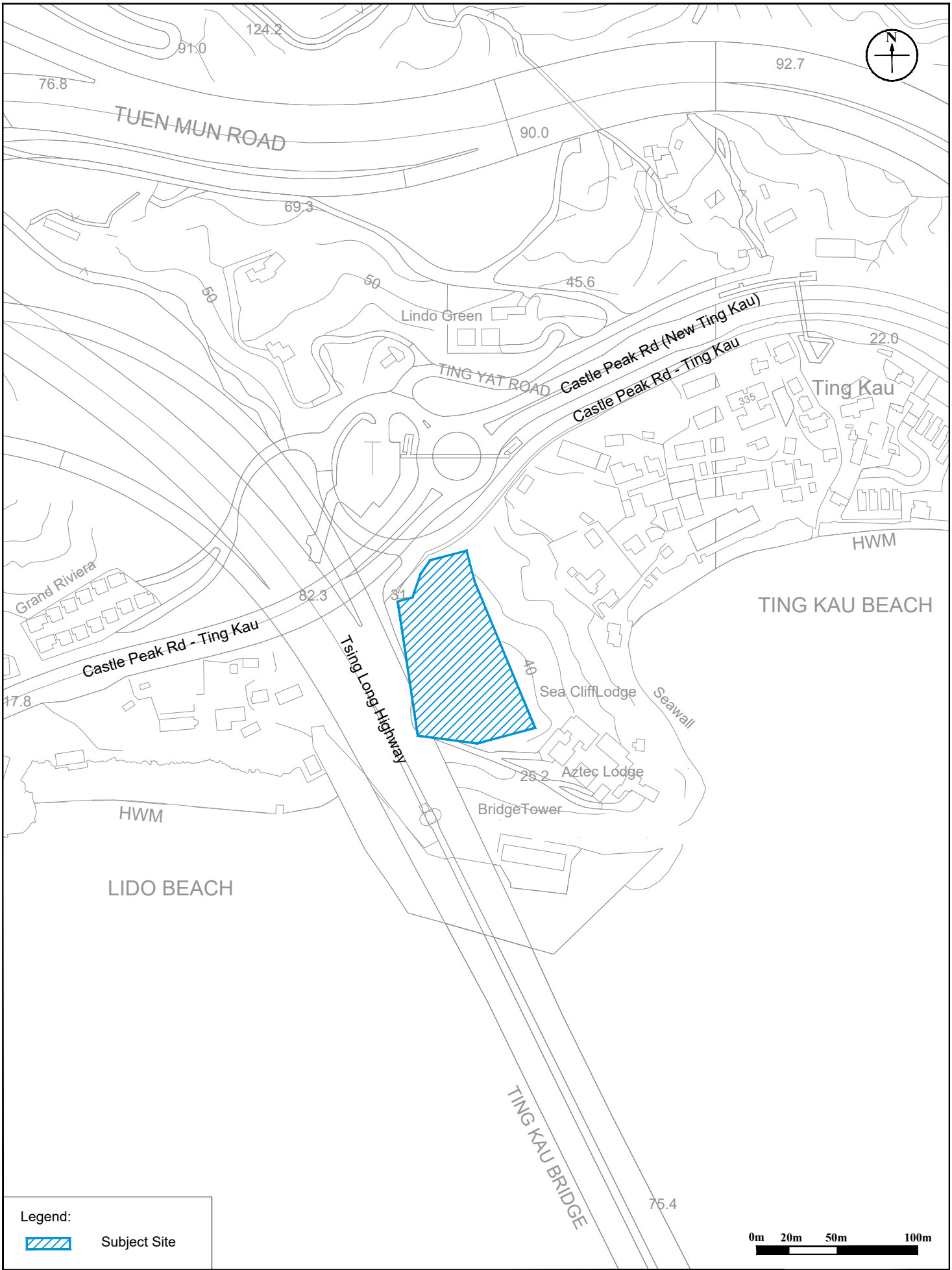


Figure: 1.1	RAMBOLL
Title: Location of Subject Site and its Environs	Drawn by: WT
	Checked by: TC
Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tsuen Wan Inland Lot 5 and Lot No. 429 in D.D. 399, Ting Kau, Tsuen Wan	Rev.: 1.0
	Date: Dec 2023

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\V2.0\AQIA_20230821.dwg

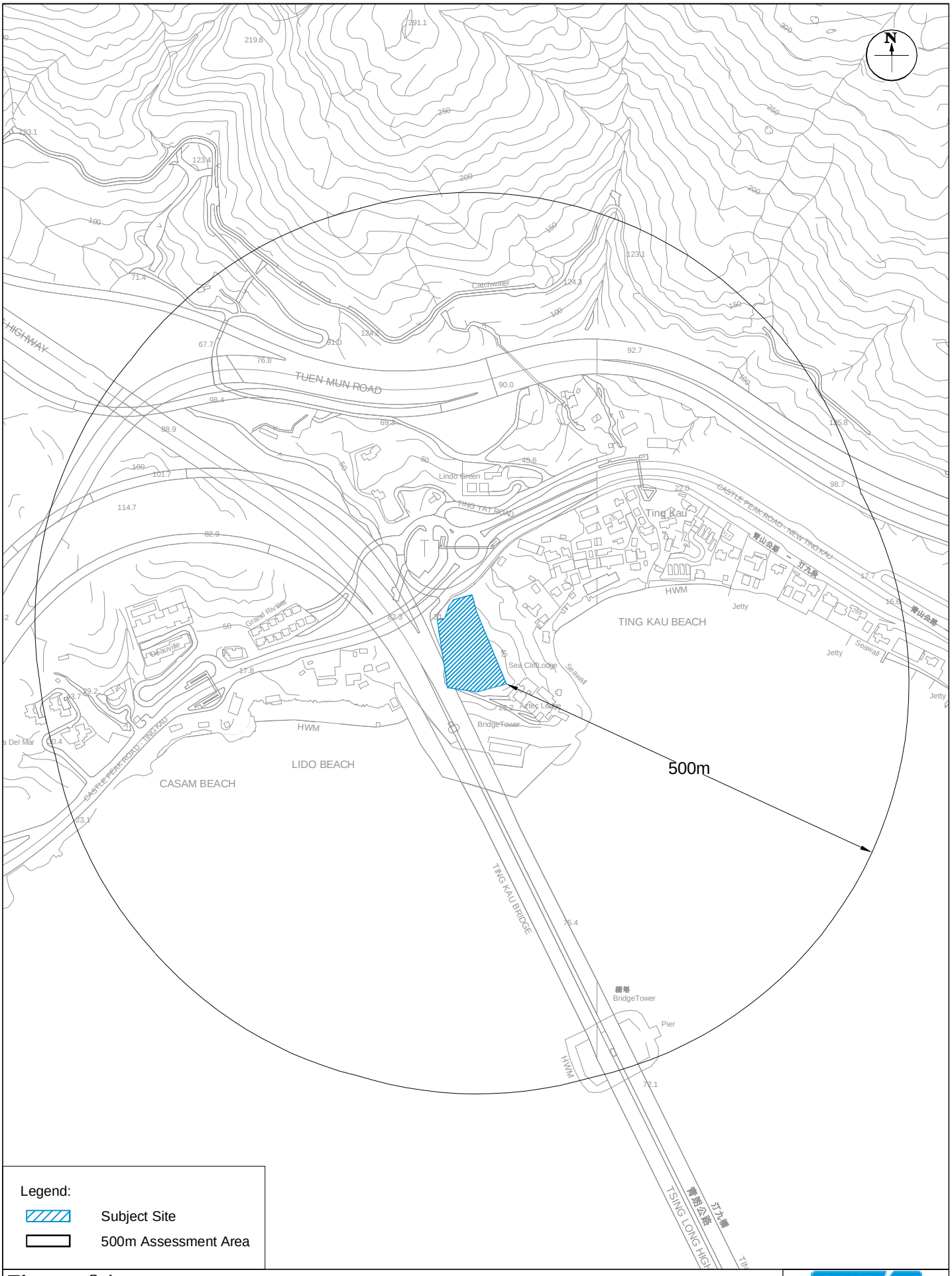


Figure: 2.1

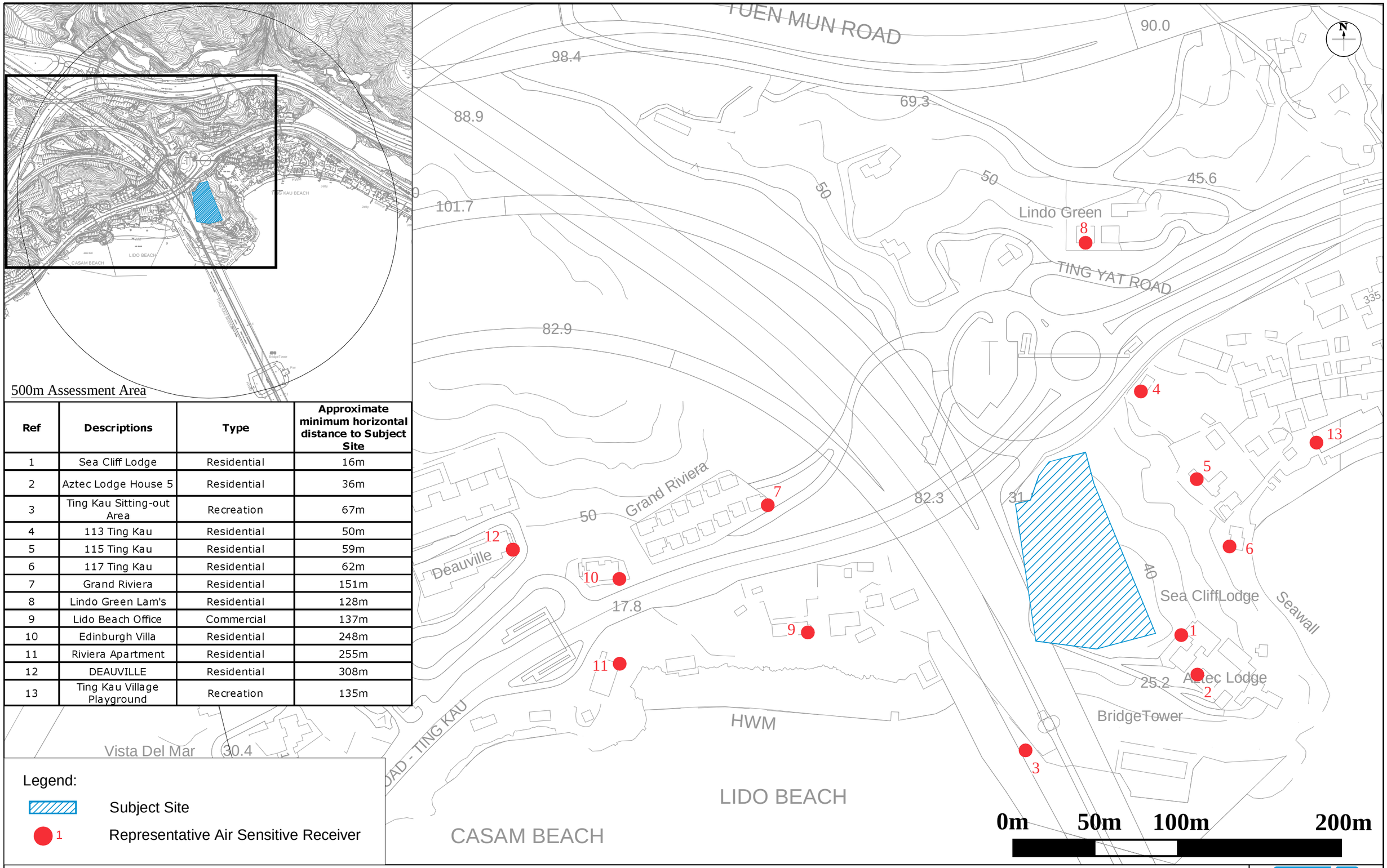
Title: Assessment Area of 500m from the Subject Site

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tsuen Wan Inland Lot 5 and Lot No. 429 in D.D. 399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.0
Date:	Dec 2023

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\V2.0\AQIA_20230821.dwg



Ref	Descriptions	Type	Approximate minimum horizontal distance to Subject Site
1	Sea Cliff Lodge	Residential	16m
2	Aztec Lodge House 5	Residential	36m
3	Ting Kau Sitting-out Area	Recreation	67m
4	113 Ting Kau	Residential	50m
5	115 Ting Kau	Residential	59m
6	117 Ting Kau	Residential	62m
7	Grand Riviera	Residential	151m
8	Lindo Green Lam's	Residential	128m
9	Lido Beach Office	Commercial	137m
10	Edinburgh Villa	Residential	248m
11	Riviera Apartment	Residential	255m
12	DEAUVILLE	Residential	308m
13	Ting Kau Village Playground	Recreation	135m

Legend:

Subject Site

1 Representative Air Sensitive Receiver

Figure: 2.2

Title: Location of Representative Air Sensitive Receivers during Construction Phase

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tsuen Wan Inland Lot 5 and Lot No. 429 in D.D. 399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by: WT

Checked by: TC

Rev.: 1.0

Date: Dec 2023

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\V2.0\AQIA_20230821.dwg

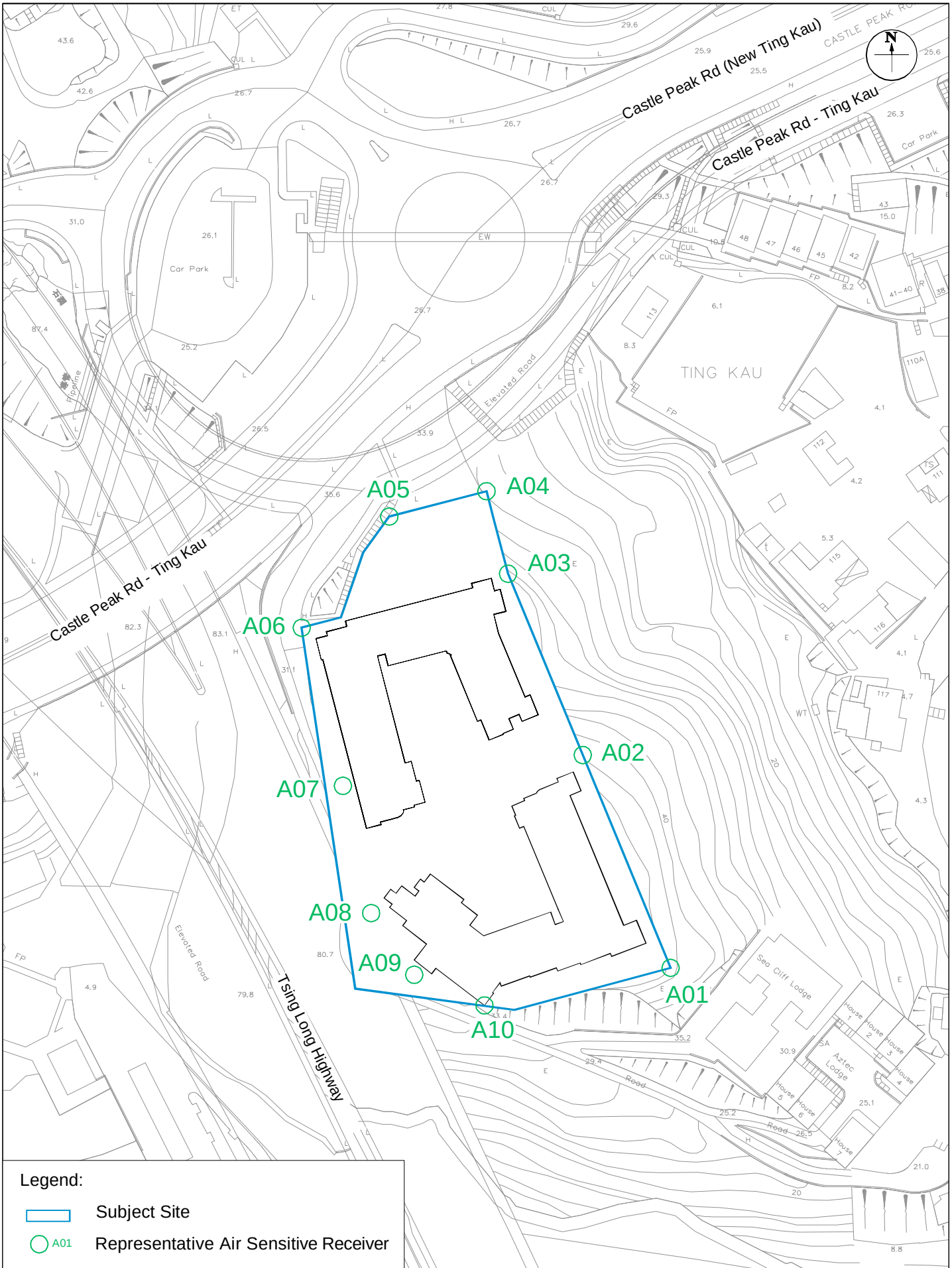


Figure:	2.3	RAMBOLL
Title:	Location of Representative Air Sensitive Receivers during Operation Phase	Drawn by: WT
		Checked by: TC
Project:	Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan	Rev.: 1.1
		Date: Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg

Appendix 1.1 Layout Plans of the Proposed Redevelopment

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- FOOTPATH / COVERED AREA
- CARPARK / DRIVEWAY
- RESIDENTIAL USE
- LANDSCAPE AREA
- PRIVATE FLAT ROOF / PRIVATE GARDEN

ABBREVIATION:

DE = DAY CARE CENTRE FOR THE ELDERLY

LMR = LIFT MACHINE ROOM

N

INDICATIVE MASTER LAYOUT PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024

1 : 400 (A3)

ARCHI+

ARCHIPLUS INTERNATIONAL LIMITED

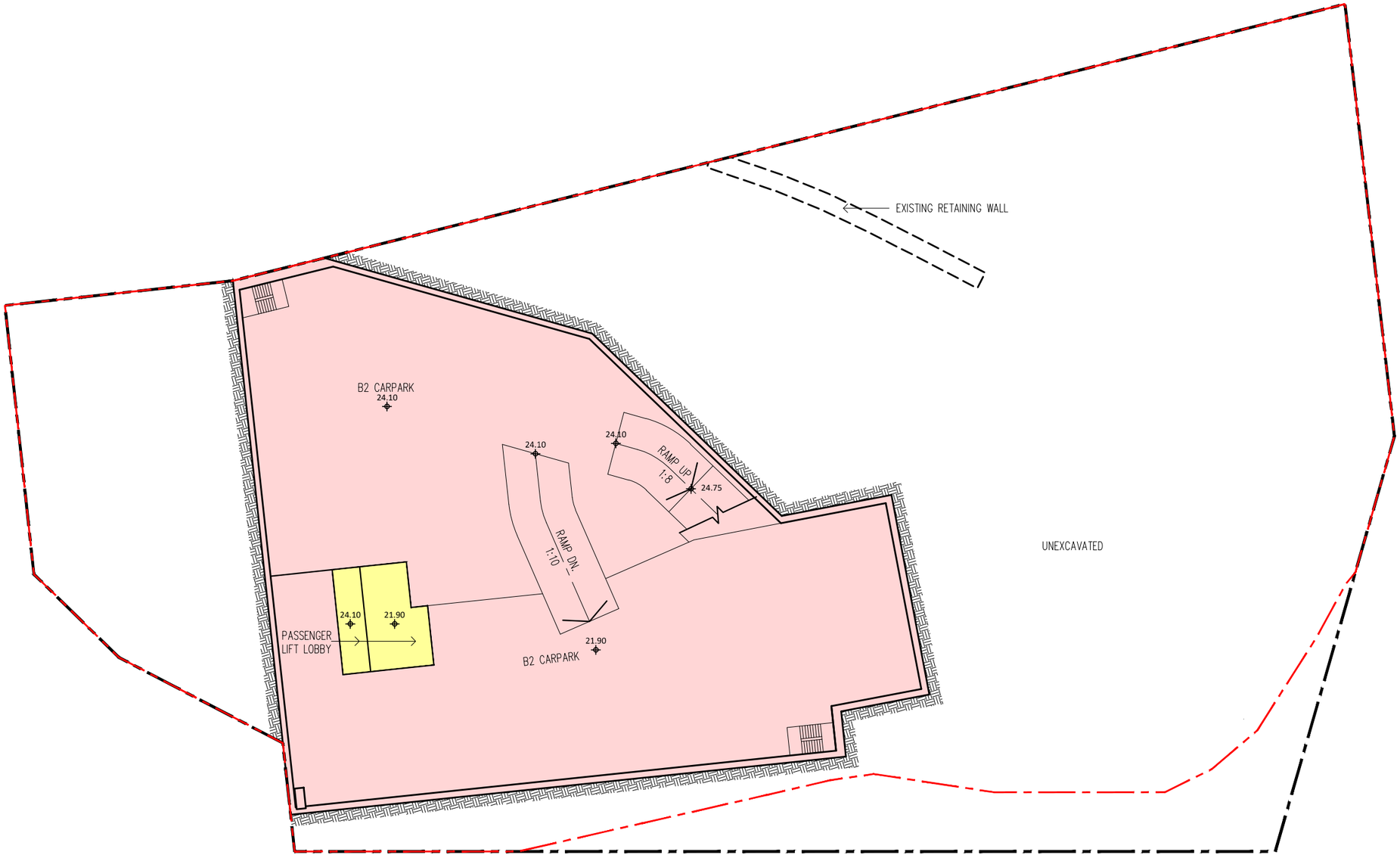
LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

CARPARK / DRIVEWAY

RESIDENTIAL USE



N

INDICATIVE BASEMENT 2 FLOOR PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024

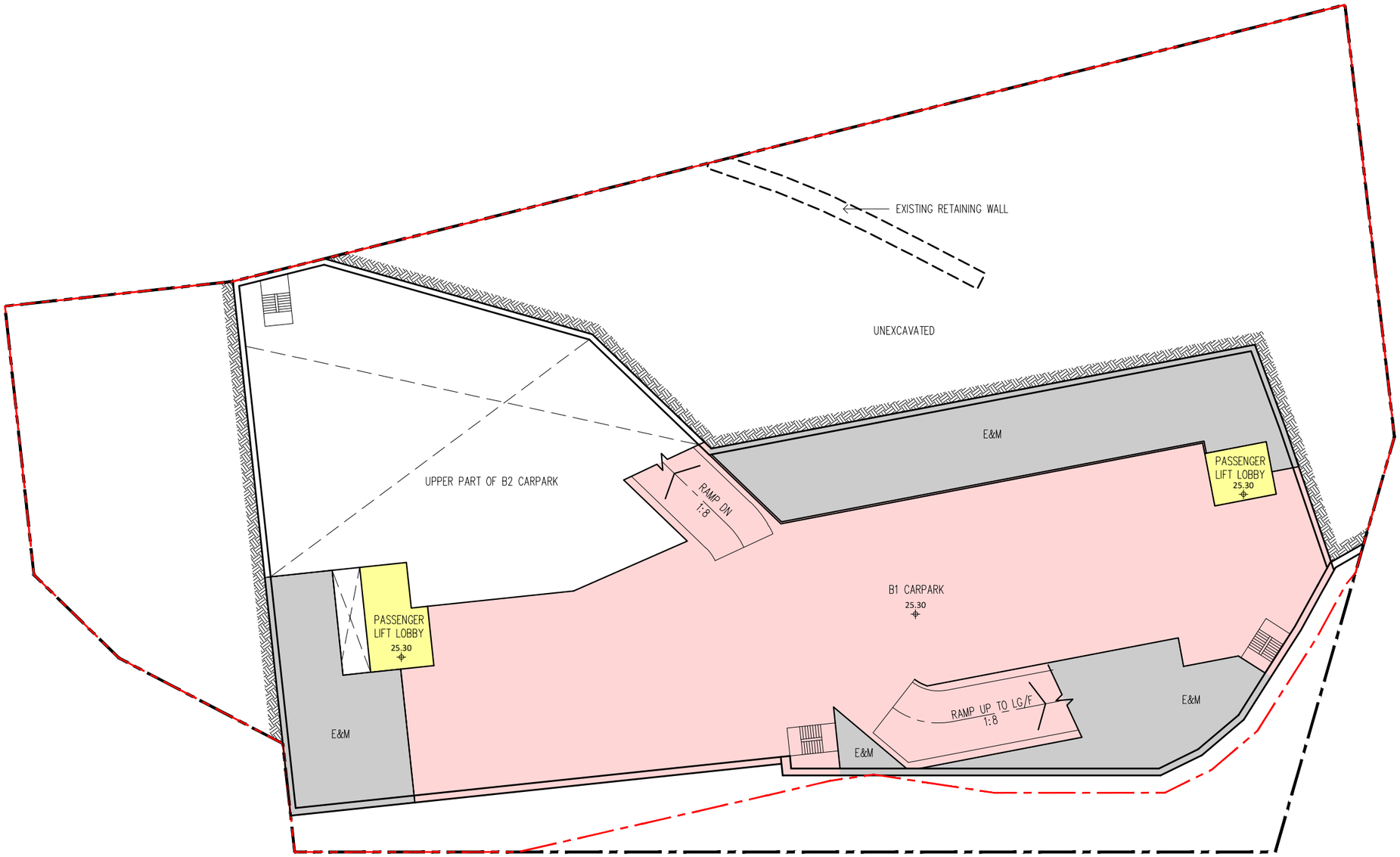
1 : 400 (A3)

ARCHI+

ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- CARPARK / DRIVEWAY
- RESIDENTIAL USE
- VOID/LIGHT WELL
- E&M AREA



N

INDICATIVE BASEMENT 1 FLOOR PLAN

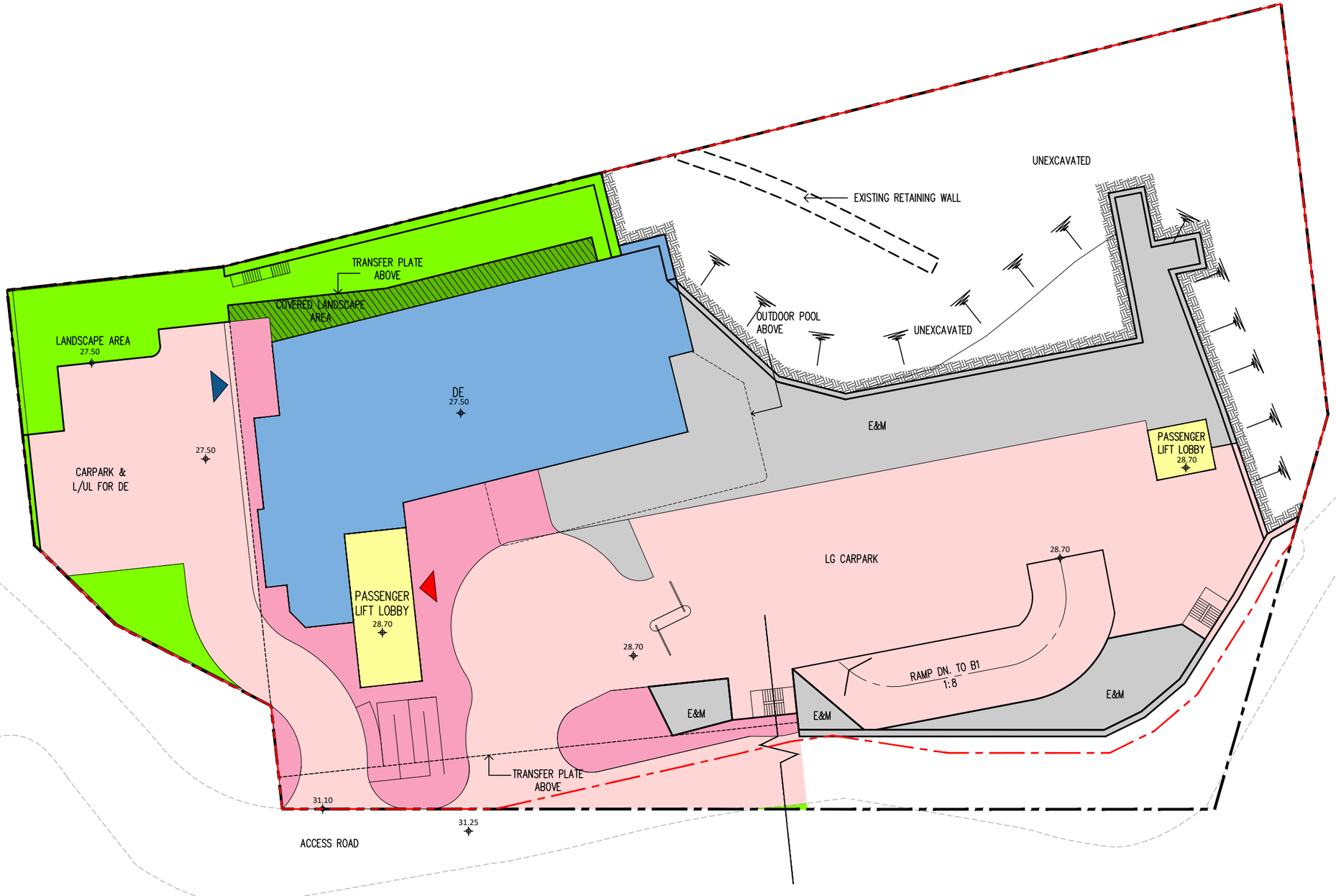
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- CARPARK / DRIVEWAY
- FOOTPATH / COVERED AREA
- DAY CARE CENTRE FOR THE ELDERLY (DE)
- RESIDENTIAL USE
- E&M AREA
- LANDSCAPE AREA
- COVERED LANDSCAPE AREA
- ENTRANCE TO RESIDENTIAL UNITS
- ENTRANCE TO DE



N

INDICATIVE LOWER GROUND FLOOR PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- CARPARK / DRIVEWAY
- FOOTPATH / COVERED AREA
- CLUB HOUSE
- RESIDENTIAL USE
- E&M AREA
- TRANSFER PLATE
- LANDSCAPE AREA
- PRIVATE GARDEN
- ENTRANCE TO RESIDENTIAL UNITS
- ENTRANCE TO CLUB HOUSE

N

INDICATIVE GROUND FLOOR PLAN

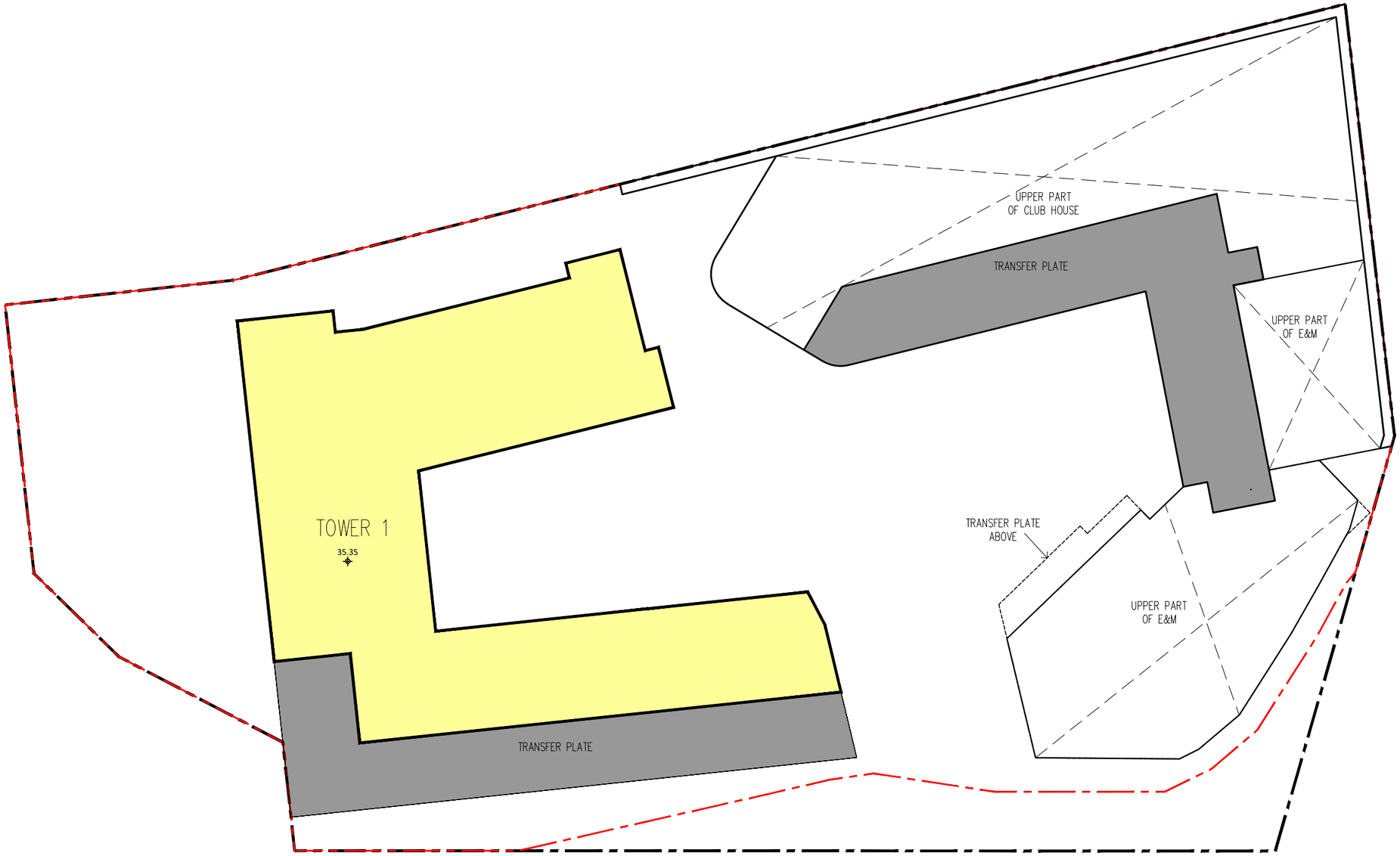
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- TRANSFER PLATE
- VOID/LIGHT WELL



N

INDICATIVE T1 1st. & T2 UPPER PART OF CLUB HOUSE FLOOR PLAN

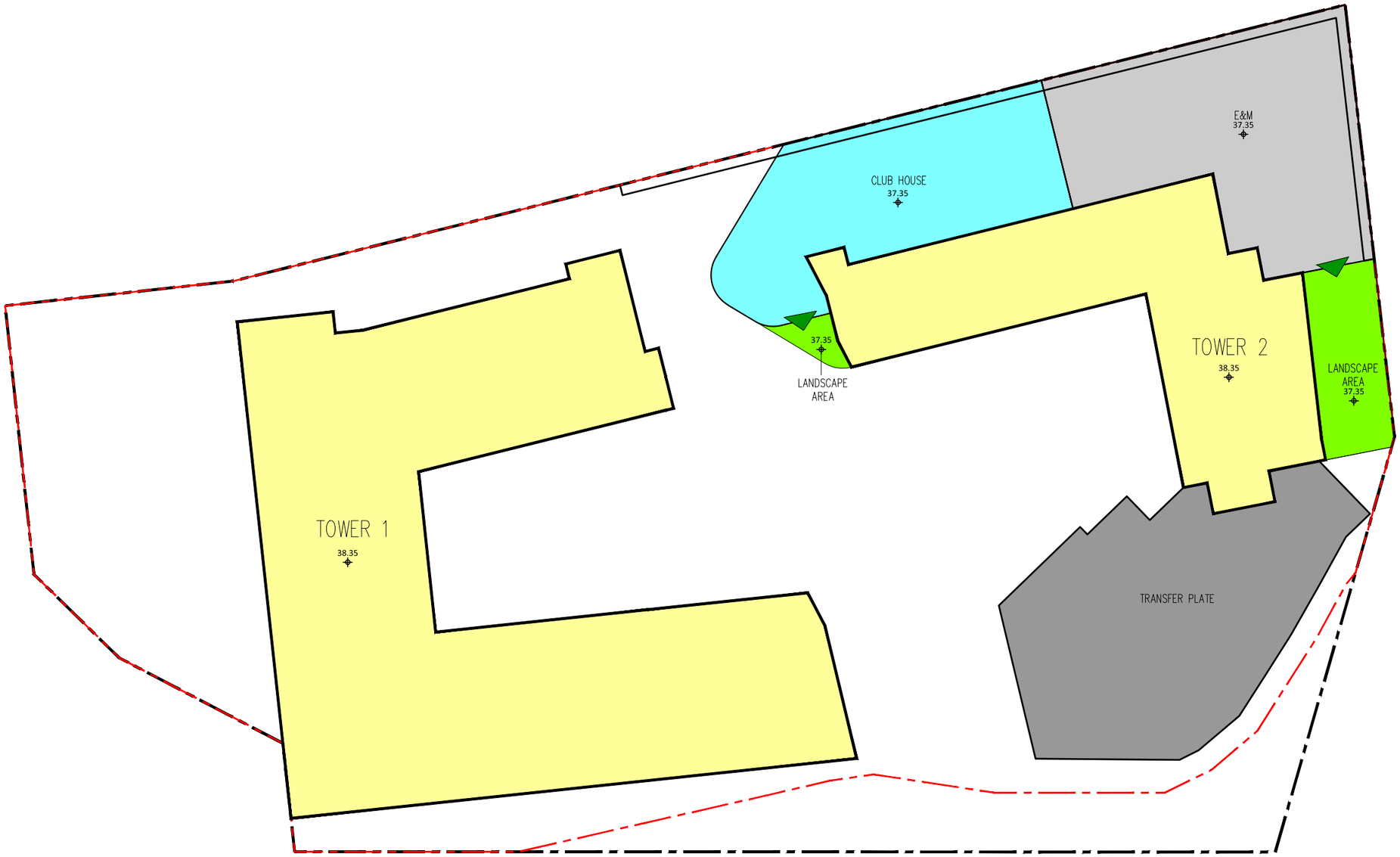
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- CLUB HOUSE
- E&M AREA
- TRANSFER PLATE
- LANDSCAPE AREA
- ACCESS TO LANDSCAPE AREA



N

INDICATIVE T1 2nd. & T2 1st. FLOOR PLAN

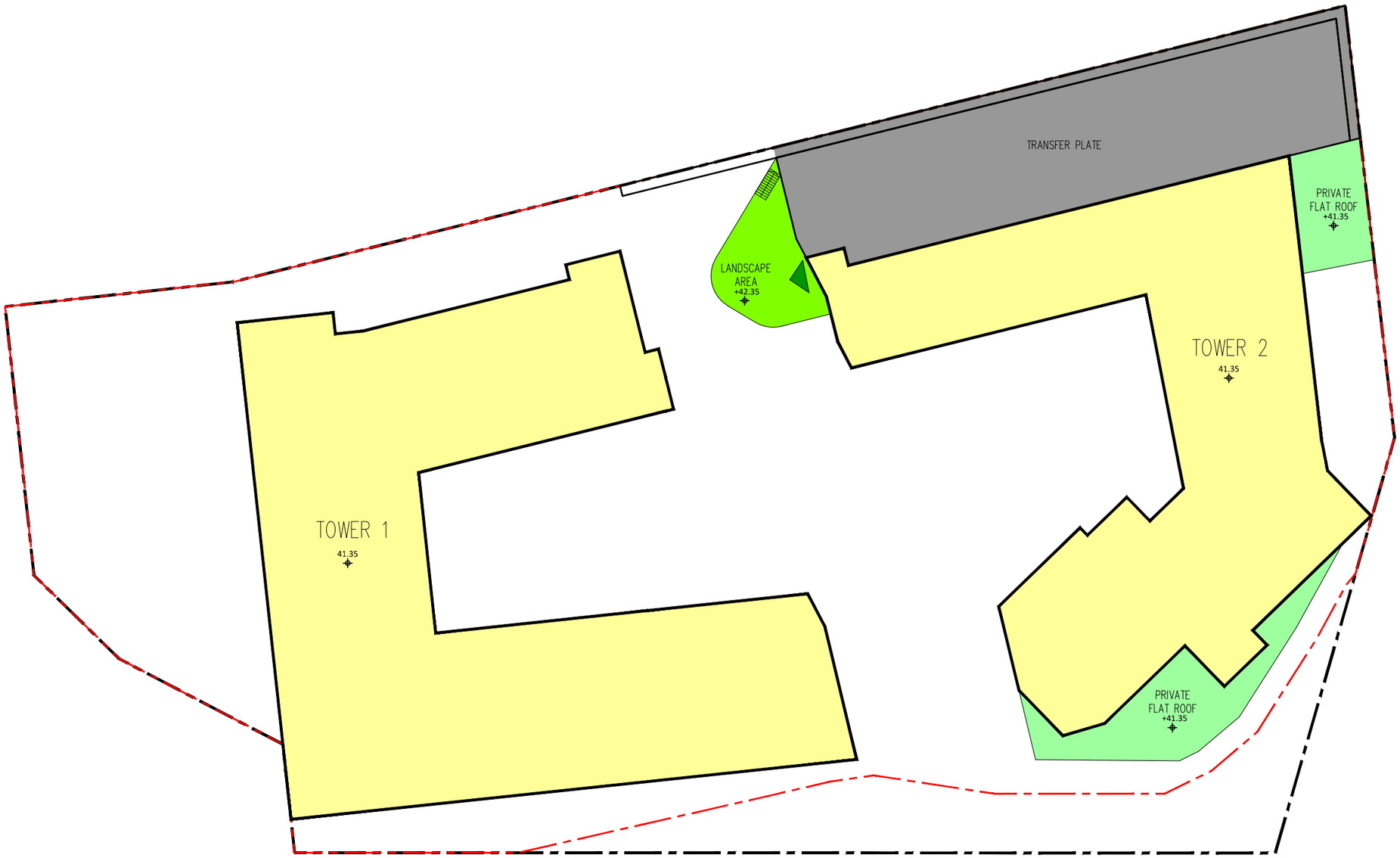
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- TRANSFER PLATE
- PRIVATE FLAT ROOF
- LANDSCAPE AREA
- ACCESS TO LANDSCAPE AREA



INDICATIVE T1 3rd. & T2 2nd. FLOOR PLAN

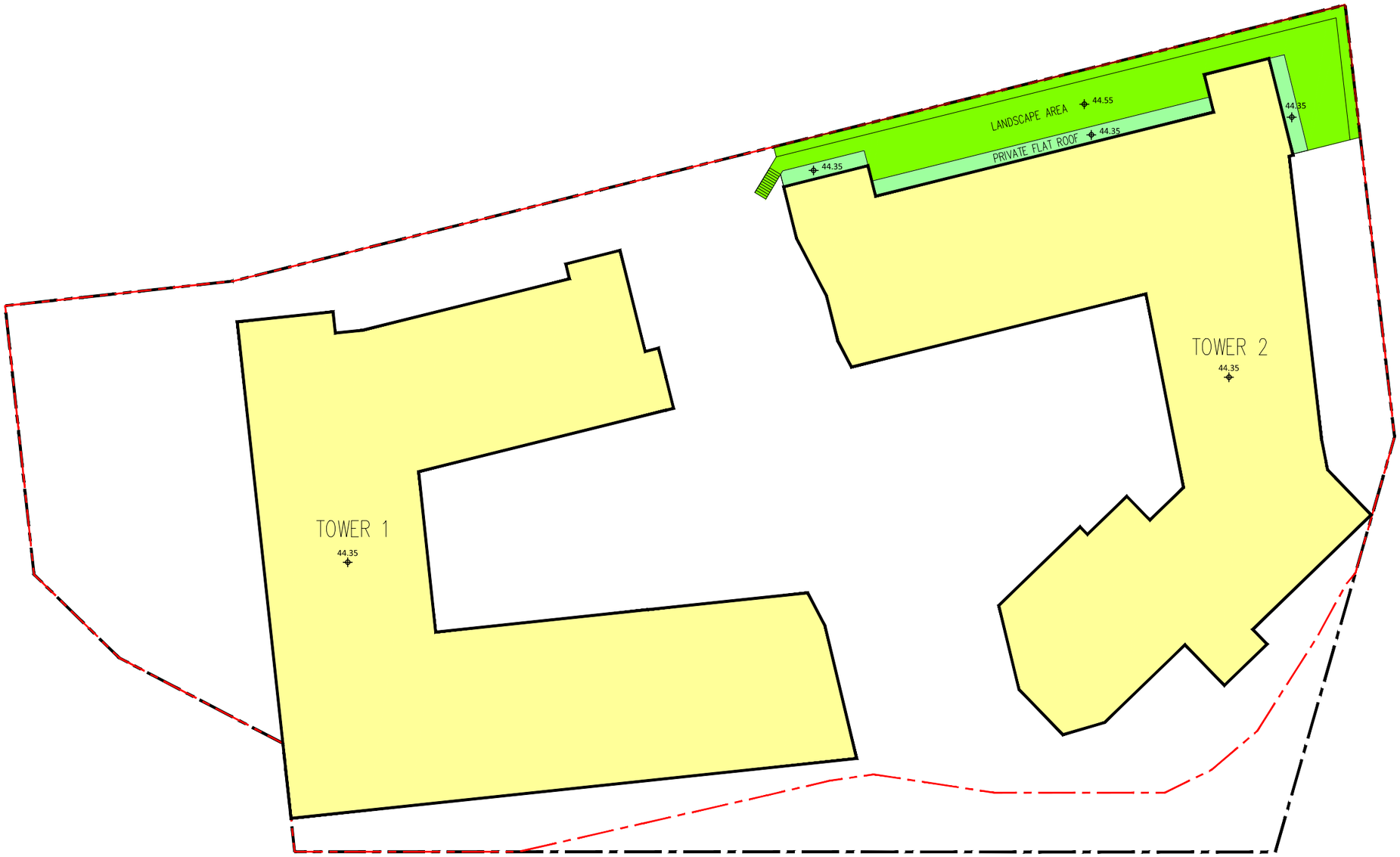
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- PRIVATE FLAT ROOF
- LANDSCAPE AREA



INDICATIVE T1 4th. & T2 3rd. FLOOR PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

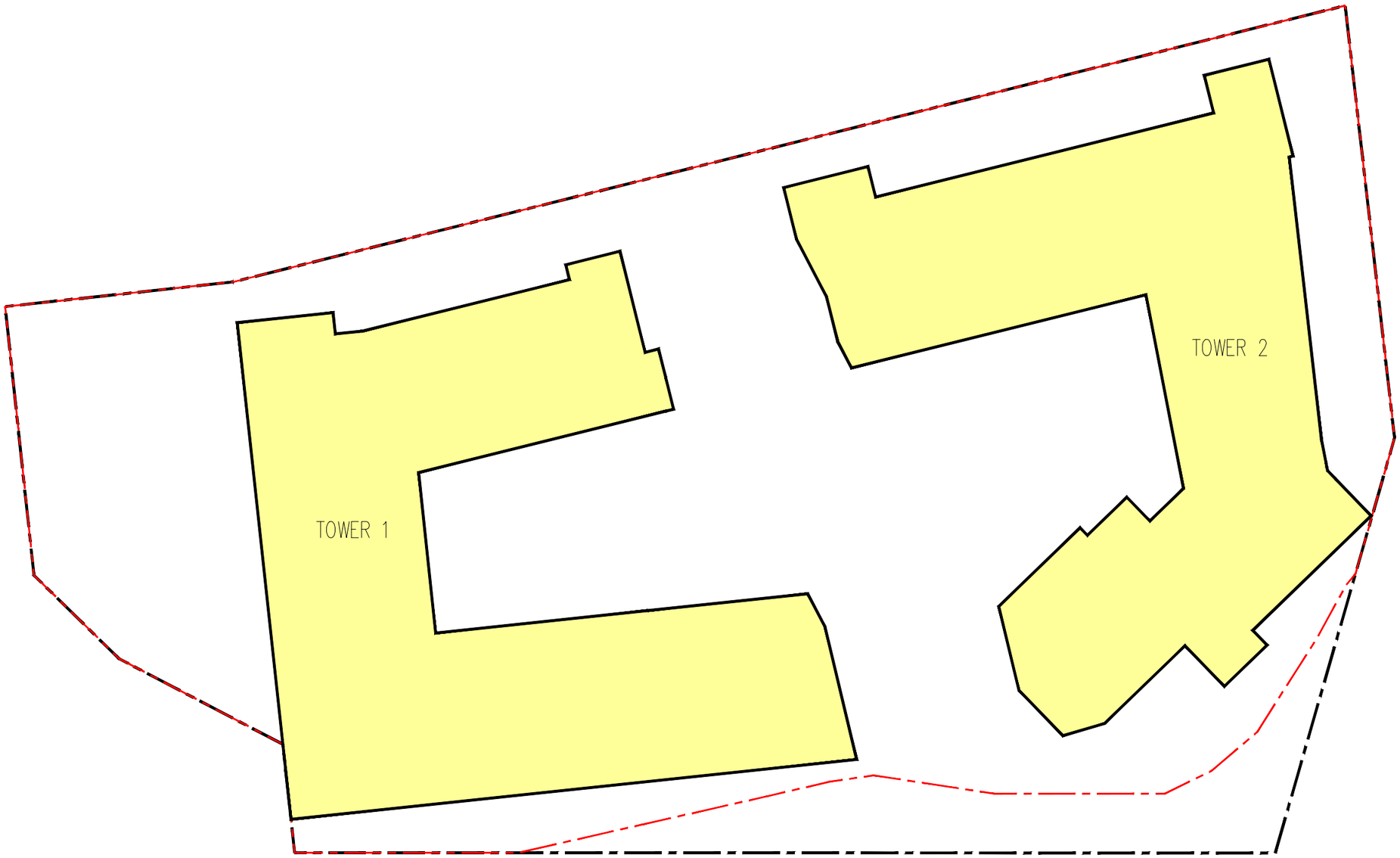
ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

RESIDENTIAL USE



N

INDICATIVE TYPICAL FLOOR PLAN

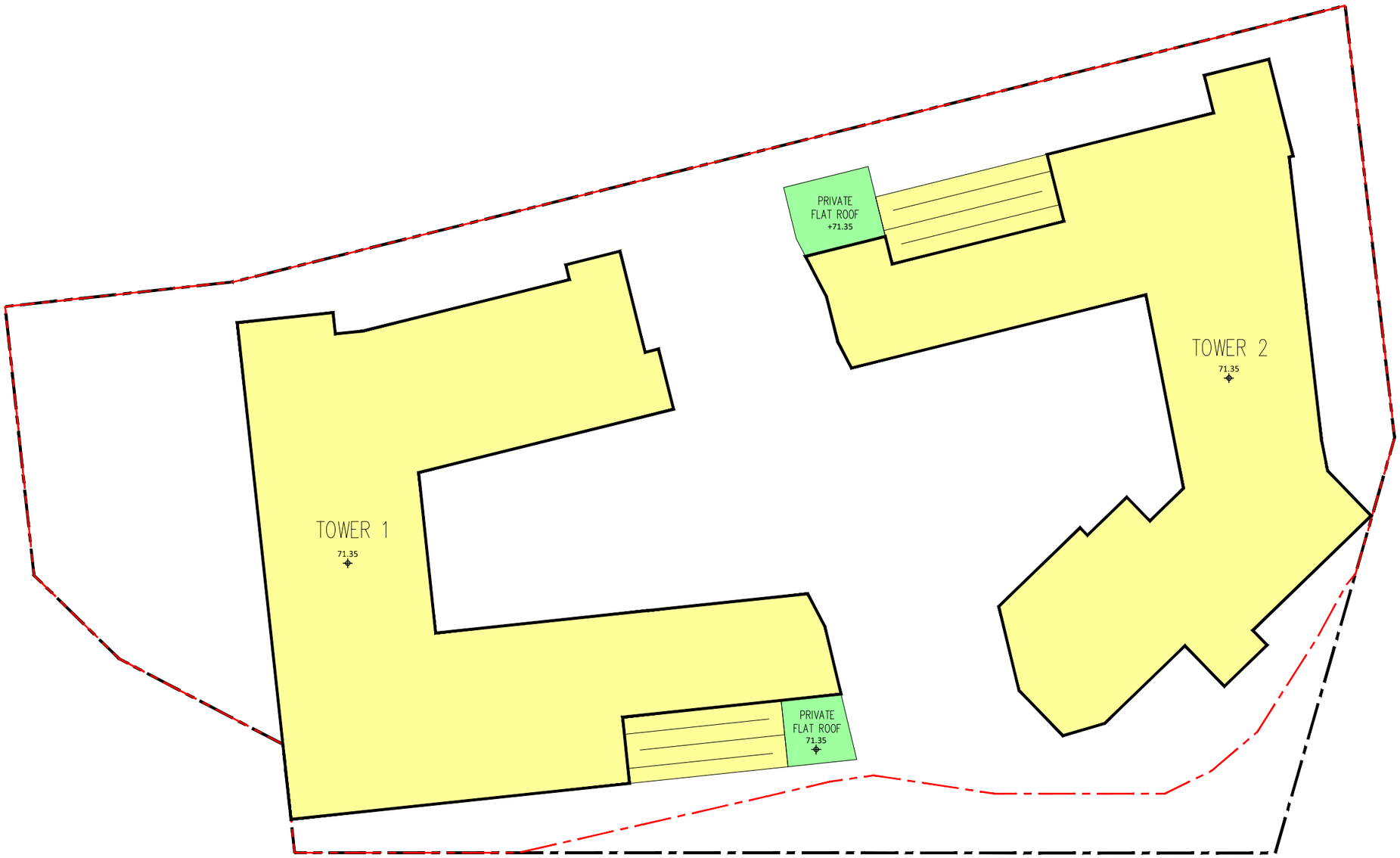
PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- PRIVATE FLAT ROOF



N

INDICATIVE T1 13th. & T2 12th. FLOOR PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

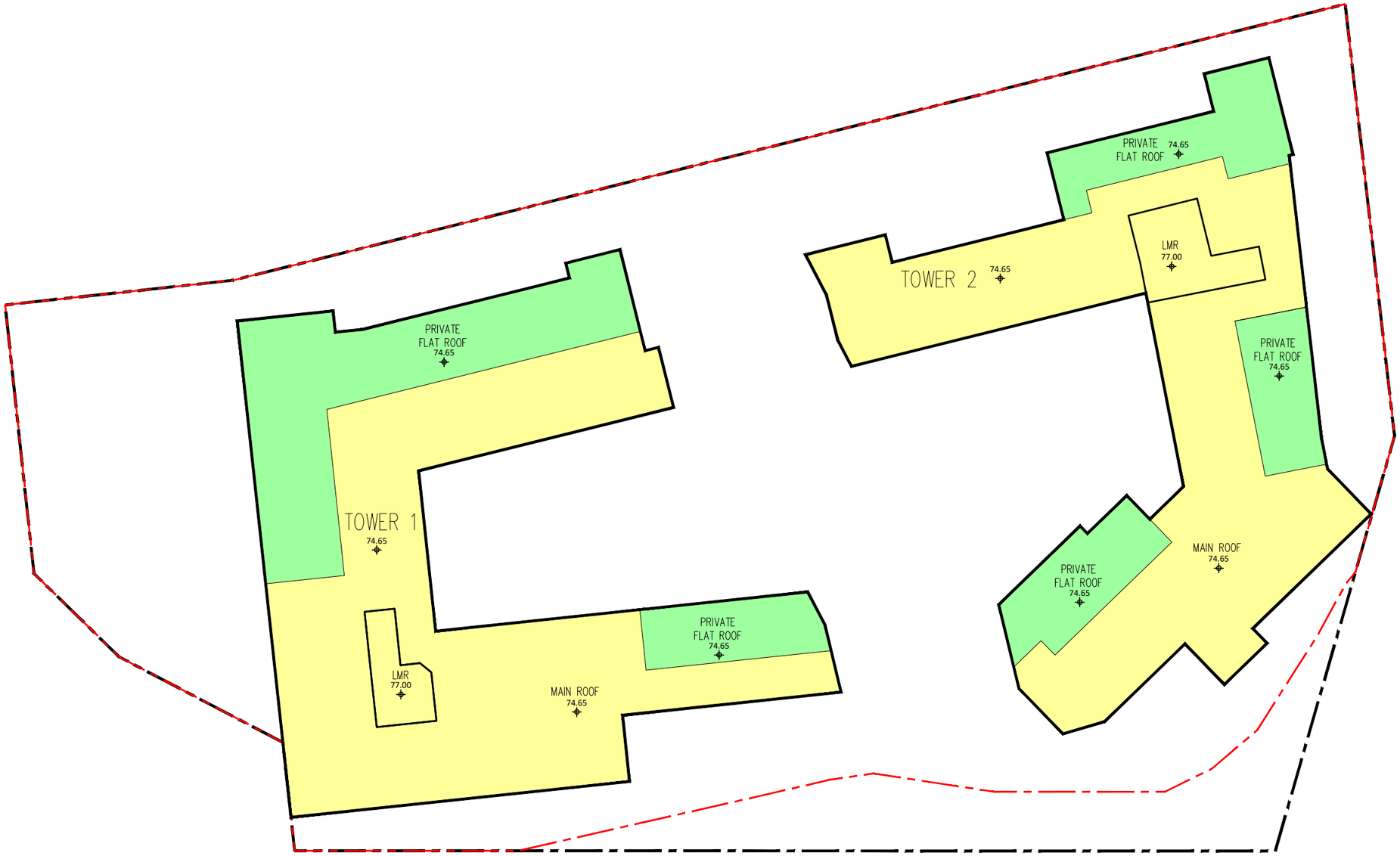
LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

RESIDENTIAL USE

PRIVATE FLAT ROOF



ABBREVIATION:

LMR = LIFT MACHINE ROOM

N

INDICATIVE ROOF FLOOR PLAN

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024

1 : 400 (A3)

ARCHI+

ARCHIPLUS INTERNATIONAL LIMITED

LEGEND

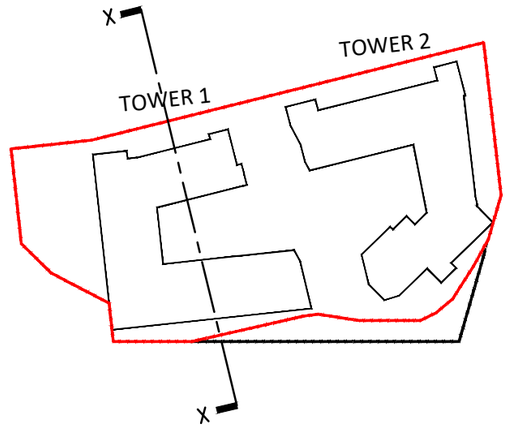
APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

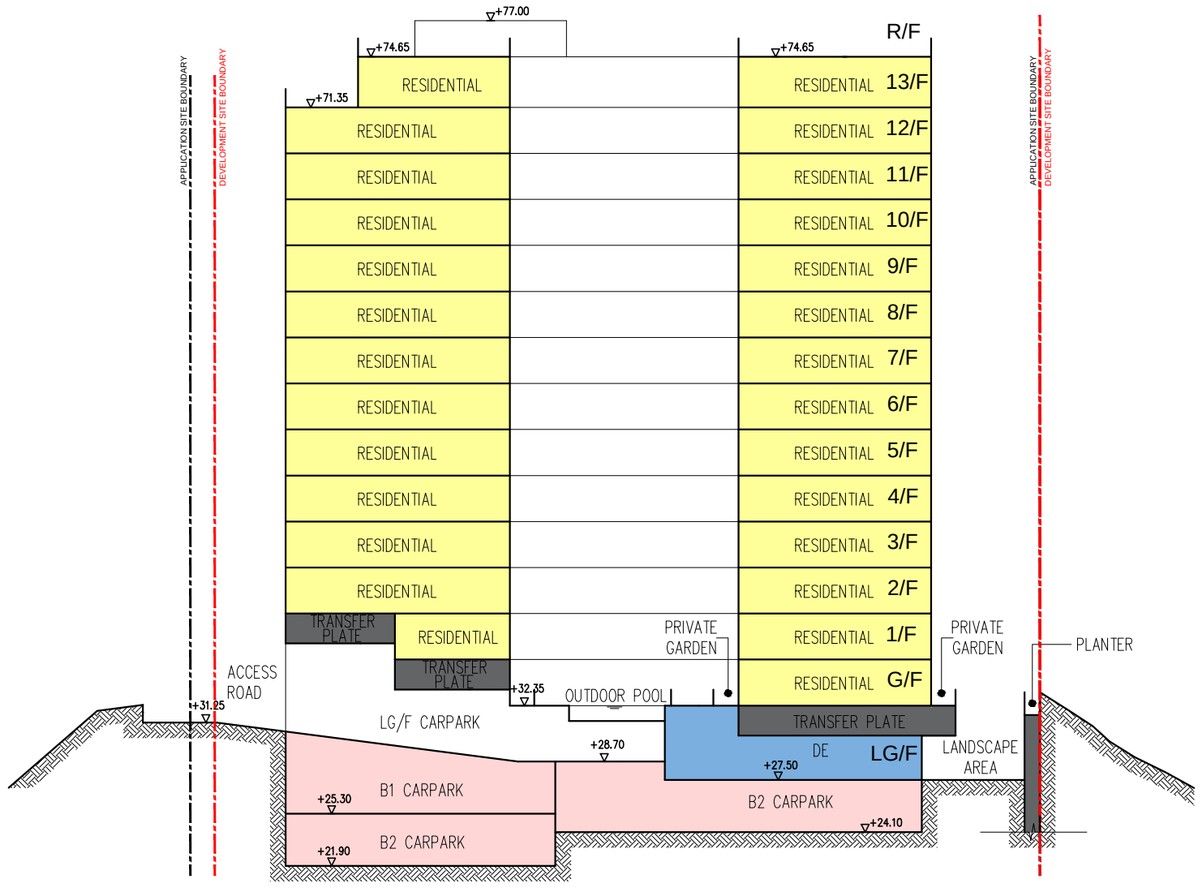
RESIDENTIAL USE

DAY CARE CENTRE FOR THE ELDERLY (DE)

CARPARK / DRIVEWAY



TOWER 1
14 STOREYS RESIDENTIAL FLOOR

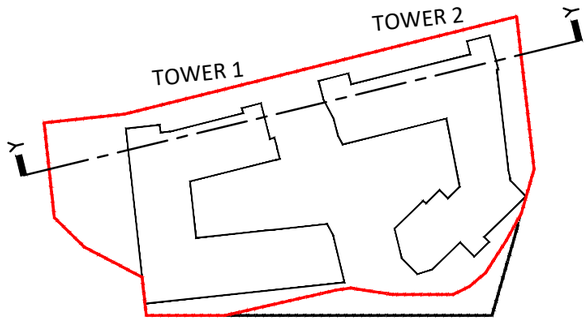


INDICATIVE SITE SECTION X-X

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

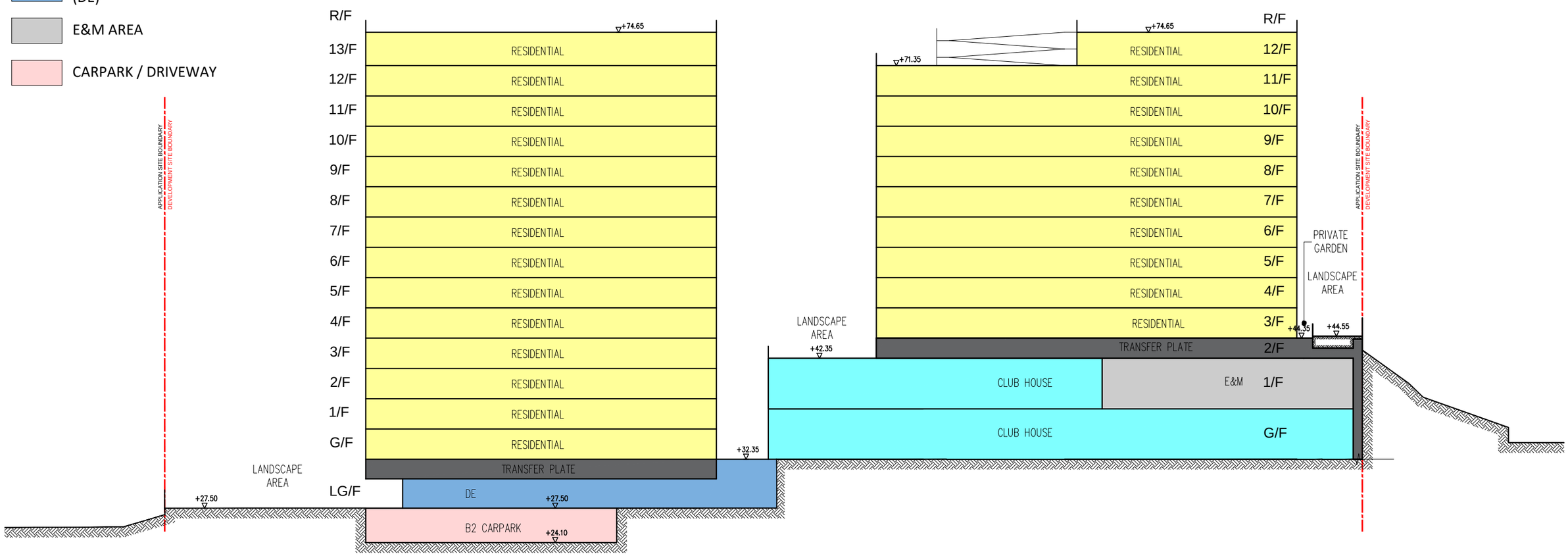


LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- CLUB HOUSE
- DAY CARE CENTRE FOR THE ELDERLY (DE)
- E&M AREA
- CARPARK / DRIVEWAY

TOWER 1
14 STOREYS RESIDENTIAL FLOOR

TOWER 2
12 STOREYS RESIDENTIAL FLOOR



INDICATIVE SITE SECTION Y-Y

PROPOSED REDEVELOPMENT AT ROYAL VIEW HOTEL AT TING KAU, N.T.

DATE : 23/07/2024
1 : 400 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

Appendix 2.1 **Traffic Forecasts (Year 2028, 2033, 2038 & 2043) for Air Quality Impact Assessment**

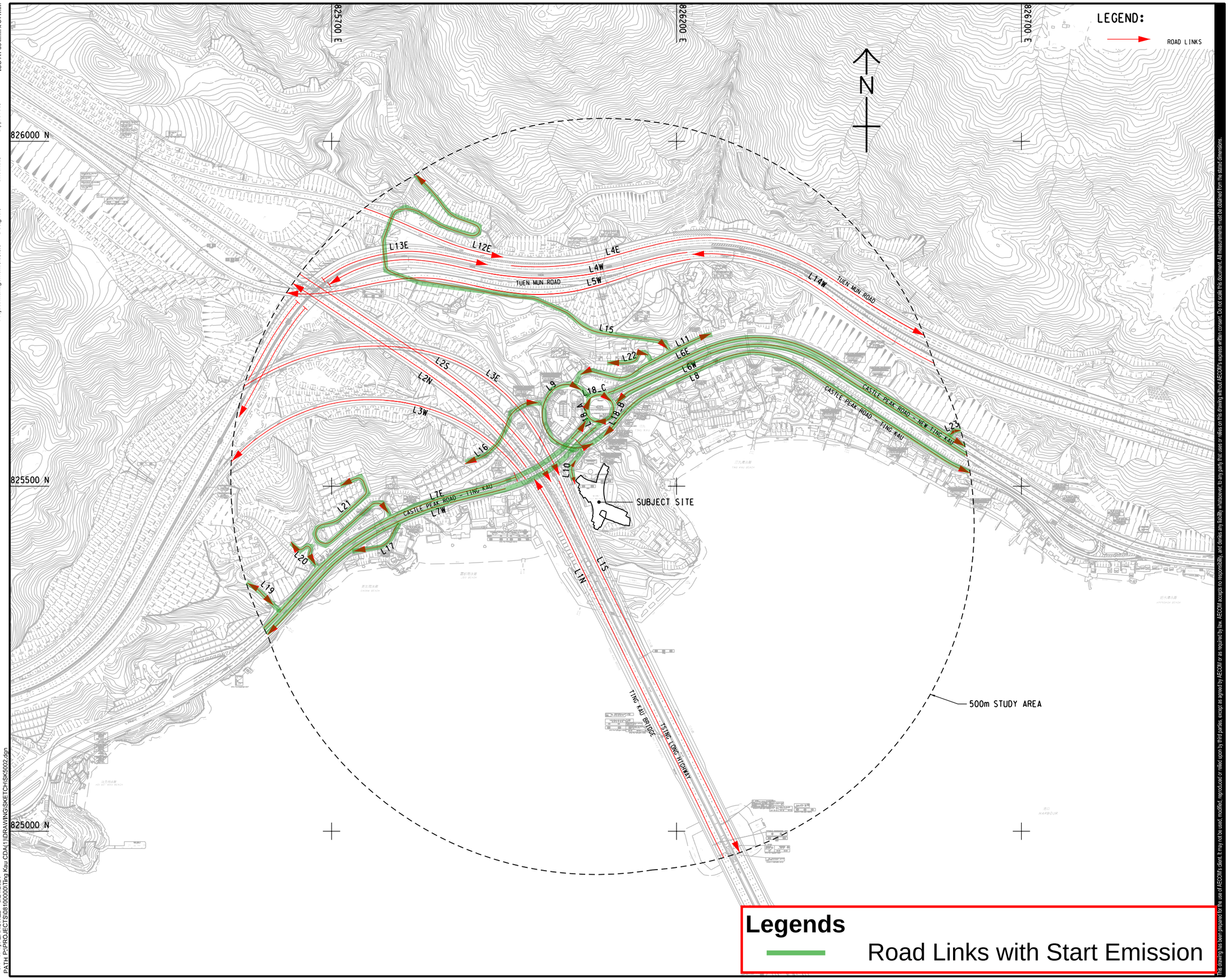
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



Legends

Road Links with Start Emission

Plot File by: ZHAOHQ2 3/21/2024
PATH P:\PROJECTS\60610000\Ting Kau CDA(1)\DRAWING\SKETCH\SK5002.dgn

AECOM

PROJECT
項目

SECTION 16 PLANNING APPLICATION FOR SUBMISSION OF LAYOUT PLAN FOR PERMITTED 'FLAT' AND 'SOCIAL WELFARE FACILITY' USES AT TSUEN WAN INLAND LOT 5 AND LOT NO. 429 IN D.D. 399, TING KAU, TSUEN WAN, NEW TERRITORIES

CLIENT
業主

CONSULTANT
土木顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判土木顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 修改說明	CHK. 核核

STATUS
階段

SCALE 比例
A3 1 : 5000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

INDEX PLAN FOR
AQIA ROAD LINKS

SHEET NUMBER
圖紙編號

TING KAU CDA(1)/SK5002

Speed Limit and Road Classification

Road Link Ref.	Road Link	From	To	Speed Limit (km/hr)	Road Classification	Cold Start? (Y/N)
L1N	Tsing Long Highway	North West Tsing Yi Interchange	Tuen Mun Road / Tai Lam Tunnel	80	Expressway	N
L1S	Tsing Long Highway	Tuen Mun Road / Tai Lam Tunnel	North West Tsing Yi Interchange	80	Expressway	N
L2N	Tsing Long Highway	Ting Kau Bridge	Tai Lam Tunnel	80	Expressway	N
L2S	Tsing Long Highway	Tai Lam Tunnel	Ting Kau Bridge	80	Expressway	N
L3E	Slip Road	Tuen Mun Road	Ting Kau Bridge	70	Expressway	N
L3W	Slip Road	Ting Kau Bridge	Tuen Mun Road	70	Expressway	N
L4E	Tuen Mun Road	Tuen Mun Road / Tai Lam Tunnel	Tsuen Wan Road	70	Expressway	N
L4W	Tuen Mun Road	Tsuen Wan Road	Sham Tseung	70	Expressway	N
L5W	Slip Road	Tuen Mun Road	Tai Lam Tunnel	70	Expressway	N
L6E	Castle Peak Road - New Ting Kau	Castle Peak Road - Ting Kau	Hoi On Road	70	Rural Road	N
L6W	Castle Peak Road - New Ting Kau	Hoi On Road	Castle Peak Road - Ting Kau	70	Rural Road	N
L7E	Castle Peak Road - New Ting Kau	Castle Peak Road - Sham Tseng	Castle Peak Road - New Ting Kau	70	Rural Road	N
L7W	Castle Peak Road - New Ting Kau	Castle Peak Road - New Ting Kau	Castle Peak Road - Sham Tseng	70	Rural Road	N
L8	Castle Peak Road - Ting Kau	Hoi On Road	Castle Peak Road - Ting Kau	50	Rural Road	Y
L9	Castle Peak Road - Ting Kau (Flyover)	Castle Peak Road - Ting Kau	Castle Peak Road - Ting Kau	50	Rural Road	N
L10	Access Road to Subject Site	Subject Site	Castle Peak Road - Ting Kau	50	Rural Road	Y
L11	Ting Yat Road	Castle Peak Road - Ting Kau	La Casetta	50	Rural Road	Y
L12E	Slip Road	Tai Lam Tunnel	Tuen Mun Road	70	Expressway	N
L13E	Tuen Mun Road	Sham Tseung	Tsuen Wan Road	70	Expressway	N
L14W	Tuen Mun Road	Tsuen Wan Road	Tuen Mun Road / Tai Lam Tunnel	70	Expressway	N

Hourly Traffic Flows (Year 2028)

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1N	0000 - 0100	621	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	420	60%	10%	0%	8%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	319	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	255	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	234	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0500 - 0600	322	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	916	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2403	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	2715	51%	7%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2370	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2063	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	1952	40%	8%	0%	18%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	3000	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3074	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3278	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3337	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3581	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4073	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4270	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	1900 - 2000	3291	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
	2000 - 2100	2419	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2100 - 2200	2163	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2200 - 2300	2076	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1560	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1S	0000 - 0100	1245	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	841	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	638	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	509	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
	0400 - 0500	467	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0500 - 0600	641	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0600 - 0700	1821	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	4768	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	5370	53%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	4659	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4024	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	3812	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	2123	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	3%	1%	3%	0%
	1300 - 1400	2153	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1400 - 1500	2288	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	2341	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	2511	46%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
	1700 - 1800	2936	53%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	3%	5%	2%	0%
	1800 - 1900	3180	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	1900 - 2000	2464	68%	7%	0%	7%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
	2000 - 2100	1798	63%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	2100 - 2200	1609	64%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2200 - 2300	1555	65%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2300 - 0000	1164	64%	11%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2N	0000 - 0100	182	61%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	123	60%	10%	0%	7%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	93	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	75	57%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0400 - 0500	68	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	94	54%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	267	53%	7%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	699	51%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0800 - 0900	785	52%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	6%	4%	2%	0%
	0900 - 1000	678	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	583	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	551	42%	8%	0%	17%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1200 - 1300	1214	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	6%	1%	3%	0%
	1300 - 1400	1241	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	6%	1%	3%	0%
	1400 - 1500	1324	35%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	1347	38%	6%	0%	18%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	1447	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1700 - 1800	1649	46%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	7%	4%	2%	0%
	1800 - 1900	1735	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	8%	4%	1%	0%
	1900 - 2000	1337	61%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	980	56%	9%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	881	57%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	10%	3%	1%	0%
	2200 - 2300	838	59%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	630	57%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2S	0000 - 0100	537	63%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	363	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	275	60%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	220	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	202	57%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	277	56%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	786	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	2059	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	2315	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2002	50%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	1720	41%	8%	0%	18%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	1628	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	700	47%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	710	44%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1400 - 1500	754	41%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
	1500 - 1600	771	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	828	45%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
	1700 - 1800	969	52%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	1050	64%	4%	0%	9%	3%	2%	4%	0%	0%	0%	0%	1%	0%	1%	5%	4%	1%	0%
	1900 - 2000	815	67%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	595	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	6%	4%	1%	0%
	2100 - 2200	535	63%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	7%	4%	1%	0%
	2200 - 2300	514	64%	12%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	385	63%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3E	0000 - 0100	708	62%	11%	0%	7%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	478	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	363	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	290	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	265	56%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	0500 - 0600	364	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	1035	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	2709	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3055	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2658	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2304	39%	8%	0%	19%	7%	5%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2183	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	1423	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	2%	1%	3%	0%
	1300 - 1400	1443	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1400 - 1500	1534	42%	7%	0%	18%	7%	6%	11%	0%	0%	1%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	1570	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	1683	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	1%	0%	2%	3%	3%	0%
	1700 - 1800	1967	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	0%	0%	1%	0%	2%	5%	2%	0%
	1800 - 1900	2130	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	2%	5%	1%	0%
	1900 - 2000	1648	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%	0%
	2000 - 2100	1203	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
	2100 - 2200	1074	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2200 - 2300	1041	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2300 - 0000	779	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3W	0000 - 0100	438	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	297	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	226	58%	10%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	180	57%	9%	0%	10%	4%	3%	6%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	166	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	0%	1%	0%	3%	5%	2%	0%
	0500 - 0600	228	54%	8%	0%	12%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	649	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%
	0700 - 0800	1704	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	2%	5%	2%	0%
	0800 - 0900	1930	51%	6%	0%	13%	5%	5%	9%	0%	0%	0%	1%	0%	1%	0%	2%	4%	2%	0%
	0900 - 1000	1692	47%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	0%	0%	2%	3%	2%	0%
	1000 - 1100	1480	38%	8%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1100 - 1200	1401	40%	8%	0%	19%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1787	41%	6%	0%	16%	6%	7%	13%	1%	0%	1%	0%	0%	0%	0%	4%	1%	3%	0%
	1300 - 1400	1832	38%	6%	0%	20%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
	1400 - 1500	1953	36%	6%	0%	21%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	1990	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	2134	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	2424	46%	5%	0%	18%	7%	4%	7%	1%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	2535	59%	4%	0%	11%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	1900 - 2000	1955	62%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1438	56%	9%	0%	10%	3%	3%	5%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2100 - 2200	1282	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2200 - 2300	1238	59%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	930	58%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4E	0000 - 0100	1070	66%	11%	0%	4%	2%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	718	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	542	63%	10%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	430	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	392	61%	9%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	534	60%	9%	0%	6%	2%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	5%	1%	0%
	0600 - 0700	1507	59%	8%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	3919	58%	8%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	4345	59%	8%	0%	7%	3%	3%	5%	0%	0%	1%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	3653	57%	8%	0%	10%	4%	3%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	3020	48%	10%	0%	13%	5%	4%	7%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	2870	51%	10%	0%	12%	4%	4%	7%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	1974	40%	6%	0%	17%	6%	7%	13%	0%	0%	1%	1%	0%	1%	0%	4%	1%	4%	0%
	1300 - 1400	2019	37%	6%	0%	21%	8%	6%	12%	0%	0%	0%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	2169	34%	6%	0%	22%	8%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	2194	37%	6%	0%	20%	7%	7%	13%	0%	0%	1%	0%	0%	1%	0%	4%	2%	3%	0%
	1600 - 1700	2352	38%	4%	0%	21%	8%	6%	12%	0%	0%	1%	0%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	2649	45%	4%	0%	19%	7%	4%	7%	0%	0%	1%	1%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	2755	57%	4%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	4%	2%	0%
	1900 - 2000	2095	61%	6%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1534	56%	9%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2100 - 2200	1365	58%	9%	0%	10%	3%	2%	5%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2200 - 2300	1298	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	980	58%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4W	0000 - 0100	481	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0100 - 0200	325	61%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0200 - 0300	247	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	197	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	5%	1%	0%
	0400 - 0500	180	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	248	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	704	53%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	1842	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	2070	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	5%	4%	2%	0%
	0900 - 1000	1789	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	1537	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	1454	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	1893	46%	7%	0%	14%	5%	5%	11%	0%	0%	1%	0%	0%	1%	0%	7%	1%	3%	0%
	1300 - 1400	1920	43%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1400 - 1500	2036	40%	7%	0%	18%	6%	6%	11%	0%	0%	1%	0%	0%	1%	0%	6%	2%	3%	0%
	1500 - 1600	2084	43%	6%	0%	16%	6%	5%	11%	0%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
	1600 - 1700	2241	44%	5%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	1700 - 1800	2621	50%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	7%	5%	2%	0%
	1800 - 1900	2840	61%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	8%	4%	1%	0%
	1900 - 2000	2212	64%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1612	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	9%	3%	1%	0%
	2100 - 2200	1454	60%	10%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	0%	0%	10%	4%	1%	0%
	2200 - 2300	1392	62%	11%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	1042	60%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L5W	0000 - 0100	239	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	162	61%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	123	59%	10%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	99	57%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	91	56%	9%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	125	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	355	53%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	933	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	1055	51%	7%	0%	13%	5%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	922	48%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	802	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	759	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1135	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	1178	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1400 - 1500	1272	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
	1500 - 1600	1278	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1600 - 1700	1368	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	1492	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	4%	4%	2%	0%
	1800 - 1900	1485	53%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	1115	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	6%	2%	2%	0%
	2000 - 2100	828	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	733	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	692	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	524	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6E	0000 - 0100	146	56%	17%	0%	3%	1%	0%	0%	3%	0%	0%	2%	1%	2%	4%	8%	2%	0%	0%
	0100 - 0200	95	54%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	3%	4%	9%	2%	0%	0%
	0200 - 0300	71	52%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	1%	3%	4%	10%	2%	0%	0%
	0300 - 0400	51	49%	12%	0%	6%	2%	1%	1%	3%	0%	1%	2%	2%	4%	4%	11%	2%	0%	0%
	0400 - 0500	48	47%	11%	0%	7%	2%	1%	1%	4%	0%	1%	3%	2%	4%	4%	12%	2%	0%	0%
	0500 - 0600	74	45%	9%	0%	8%	3%	1%	1%	4%	0%	1%	3%	2%	4%	4%	13%	2%	0%	0%
	0600 - 0700	175	42%	8%	0%	8%	3%	1%	2%	4%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%
	0700 - 0800	458	40%	6%	0%	9%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%
	0800 - 0900	524	51%	11%	0%	7%	2%	2%	3%	3%	0%	3%	2%	1%	2%	3%	5%	4%	1%	0%
	0900 - 1000	409	56%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	374	52%	9%	0%	12%	4%	0%	1%	3%	0%	1%	1%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	375	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	1%	3%	5%	1%	0%	0%
	1200 - 1300	216	35%	12%	0%	6%	2%	0%	0%	2%	1%	5%	7%	5%	10%	5%	9%	1%	0%	0%
	1300 - 1400	268	31%	10%	0%	4%	1%	0%	0%	2%	1%	10%	9%	6%	13%	3%	9%	2%	0%	0%
	1400 - 1500	229	37%	9%	0%	7%	3%	0%	0%	2%	0%	3%	7%	5%	11%	5%	9%	1%	0%	0%
	1500 - 1600	228	40%	15%	0%	3%	1%	0%	0%	2%	1%	9%	4%	3%	7%	4%	9%	1%	0%	0%
	1600 - 1700	276	34%	8%	0%	4%	1%	0%	0%	2%	1%	11%	5%	4%	8%	6%	13%	2%	0%	0%
	1700 - 1800	246	55%	12%	0%	4%	2%	0%	0%	2%	0%	0%	3%	2%	5%	3%	9%	4%	0%	0%
	1800 - 1900	304	58%	11%	0%	4%	1%	0%	0%	3%	0%	2%	2%	2%	4%	3%	9%	1%	0%	0%
	1900 - 2000	288	59%	14%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	4%	10%	1%	0%	0%
	2000 - 2100	215	52%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	5%	5%	14%	1%	0%	0%
	2100 - 2200	205	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	3%	7%	4%	10%	5%	0%	0%
	2200 - 2300	199	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	5%	3%	7%	5%	9%	1%	0%	0%
	2300 - 0000	141	46%	15%	0%	1%	0%	0%	0%	2%	0%	1%	5%	4%	8%	5%	11%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6W	0000 - 0100	118	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%
	0100 - 0200	77	50%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%
	0200 - 0300	58	48%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0300 - 0400	41	46%	11%	0%	3%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	39	44%	10%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	3%	6%	19%	2%	0%	0%
	0500 - 0600	61	41%	9%	0%	4%	2%	0%	1%	5%	0%	1%	2%	2%	4%	6%	21%	2%	0%	0%
	0600 - 0700	143	39%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	377	37%	6%	0%	5%	2%	1%	1%	6%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	399	50%	11%	0%	4%	1%	1%	2%	4%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	319	54%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	283	52%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	4%	10%	2%	0%	0%
	1100 - 1200	280	51%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	4%	9%	1%	0%	0%
	1200 - 1300	267	45%	15%	0%	7%	3%	0%	0%	1%	0%	3%	4%	3%	7%	3%	6%	2%	0%	0%
	1300 - 1400	314	43%	13%	0%	4%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	284	47%	11%	0%	8%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	292	50%	19%	0%	3%	1%	0%	1%	1%	1%	5%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	329	46%	10%	0%	5%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	9%	3%	0%	0%
	1700 - 1800	344	63%	13%	0%	4%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	424	67%	12%	0%	4%	1%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	405	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	290	61%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	277	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	269	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	185	57%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7E	0000 - 0100	124	54%	16%	0%	3%	1%	0%	0%	3%	0%	1%	2%	2%	3%	4%	8%	2%	0%	0%
	0100 - 0200	81	52%	15%	0%	4%	2%	0%	1%	3%	0%	1%	3%	2%	4%	4%	9%	2%	0%	0%
	0200 - 0300	61	49%	13%	0%	5%	2%	0%	1%	3%	0%	1%	3%	2%	4%	4%	10%	2%	0%	0%
	0300 - 0400	44	46%	12%	0%	6%	2%	1%	1%	4%	0%	1%	3%	2%	5%	4%	11%	2%	0%	0%
	0400 - 0500	42	44%	10%	0%	7%	3%	1%	1%	4%	0%	1%	3%	2%	5%	4%	12%	2%	0%	0%
	0500 - 0600	66	41%	9%	0%	8%	3%	1%	1%	4%	0%	2%	4%	3%	6%	4%	13%	2%	0%	0%
	0600 - 0700	155	39%	7%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	14%	2%	0%	0%
	0700 - 0800	409	37%	6%	0%	10%	3%	1%	2%	4%	0%	2%	4%	3%	7%	4%	15%	2%	0%	0%
	0800 - 0900	457	48%	10%	0%	7%	3%	2%	4%	3%	1%	5%	2%	1%	3%	3%	5%	3%	1%	0%
	0900 - 1000	351	53%	14%	0%	8%	3%	0%	1%	3%	0%	3%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	324	49%	9%	0%	13%	5%	1%	1%	4%	0%	2%	2%	1%	3%	3%	6%	2%	0%	0%
	1100 - 1200	323	48%	14%	0%	14%	5%	1%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%
	1200 - 1300	198	35%	12%	0%	8%	3%	0%	0%	2%	1%	4%	6%	4%	9%	6%	10%	1%	0%	0%
	1300 - 1400	238	33%	10%	0%	5%	2%	0%	0%	2%	1%	8%	7%	5%	11%	4%	11%	2%	0%	0%
	1400 - 1500	211	37%	9%	0%	8%	3%	0%	1%	2%	0%	3%	6%	4%	9%	5%	11%	1%	0%	0%
	1500 - 1600	209	40%	16%	0%	3%	1%	0%	1%	2%	1%	7%	4%	3%	6%	4%	11%	1%	0%	0%
	1600 - 1700	252	34%	8%	0%	5%	2%	0%	0%	2%	1%	9%	5%	3%	7%	7%	15%	2%	0%	0%
	1700 - 1800	230	54%	11%	0%	5%	2%	0%	0%	2%	0%	0%	3%	2%	4%	4%	10%	4%	0%	0%
	1800 - 1900	284	57%	11%	0%	5%	2%	0%	0%	3%	0%	2%	2%	1%	3%	3%	10%	1%	0%	0%
	1900 - 2000	269	58%	13%	0%	2%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	12%	1%	0%	0%
	2000 - 2100	202	50%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	6%	16%	1%	0%	0%
	2100 - 2200	190	43%	17%	0%	3%	1%	0%	0%	2%	0%	0%	4%	3%	6%	5%	12%	5%	0%	0%
	2200 - 2300	184	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	4%	3%	6%	6%	11%	1%	0%	0%
	2300 - 0000	130	46%	15%	0%	1%	0%	0%	0%	2%	0%	1%	4%	3%	7%	6%	12%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7W	0000 - 0100	134	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	1%	1%	2%	6%	14%	2%	0%	0%
	0100 - 0200	87	49%	14%	0%	2%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0200 - 0300	66	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	17%	2%	0%	0%
	0300 - 0400	47	45%	11%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0400 - 0500	45	42%	10%	0%	4%	1%	0%	1%	4%	0%	1%	2%	2%	3%	7%	21%	2%	0%	0%
	0500 - 0600	70	40%	8%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	4%	7%	22%	2%	0%	0%
	0600 - 0700	164	38%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0700 - 0800	433	36%	6%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	26%	2%	0%	0%
	0800 - 0900	451	49%	11%	0%	4%	1%	1%	2%	3%	0%	3%	1%	1%	2%	6%	10%	3%	1%	0%
	0900 - 1000	360	53%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	2%	3%	14%	0%	0%	0%
	1000 - 1100	319	51%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	5%	11%	2%	0%	0%
	1100 - 1200	316	50%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	5%	10%	1%	0%	0%
	1200 - 1300	272	44%	15%	0%	8%	3%	0%	0%	1%	0%	4%	4%	3%	7%	3%	6%	1%	0%	0%
	1300 - 1400	319	42%	13%	0%	5%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	290	46%	11%	0%	9%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	294	49%	19%	0%	4%	1%	0%	1%	1%	1%	6%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	334	44%	10%	0%	6%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	9%	3%	0%	0%
	1700 - 1800	345	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	425	66%	12%	0%	5%	2%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	403	67%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	290	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	278	50%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	268	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	185	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L8	0000 - 0100	30	58%	17%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	11%	2%	0%	0%
	0100 - 0200	19	56%	16%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	13%	2%	0%	0%
	0200 - 0300	14	54%	15%	0%	2%	1%	0%	0%	0%	0%	1%	1%	1%	2%	5%	15%	2%	0%	0%
	0300 - 0400	10	52%	13%	0%	3%	1%	0%	1%	0%	0%	1%	2%	1%	2%	6%	16%	2%	0%	0%
	0400 - 0500	9	50%	12%	0%	3%	1%	0%	1%	0%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0500 - 0600	15	48%	10%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	6%	20%	2%	0%	0%
	0600 - 0700	34	46%	8%	0%	4%	2%	0%	1%	0%	0%	1%	2%	2%	3%	6%	21%	2%	0%	0%
	0700 - 0800	88	44%	7%	0%	5%	2%	0%	1%	0%	0%	1%	2%	2%	4%	6%	23%	2%	0%	0%
	0800 - 0900	100	56%	12%	0%	4%	1%	1%	2%	0%	0%	2%	1%	1%	2%	5%	8%	4%	0%	0%
	0900 - 1000	81	60%	16%	0%	4%	1%	0%	0%	0%	0%	2%	1%	1%	1%	2%	12%	0%	0%	0%
	1000 - 1100	70	59%	10%	0%	7%	2%	0%	1%	0%	0%	1%	1%	1%	2%	4%	9%	3%	0%	0%
	1100 - 1200	71	56%	17%	0%	7%	2%	0%	0%	0%	0%	1%	1%	0%	1%	4%	8%	1%	0%	0%
	1200 - 1300	83	33%	11%	0%	9%	3%	0%	0%	0%	1%	8%	10%	7%	15%	1%	1%	1%	0%	0%
	1300 - 1400	108	28%	9%	0%	5%	2%	0%	0%	0%	2%	13%	12%	8%	18%	0%	1%	1%	0%	0%
	1400 - 1500	88	35%	8%	0%	10%	3%	0%	1%	0%	1%	5%	11%	7%	16%	1%	1%	1%	0%	0%
	1500 - 1600	85	39%	15%	0%	4%	1%	0%	1%	0%	2%	13%	7%	5%	10%	1%	2%	1%	0%	0%
	1600 - 1700	102	34%	7%	0%	6%	2%	0%	0%	0%	2%	16%	8%	6%	12%	1%	2%	2%	0%	0%
	1700 - 1800	86	57%	12%	0%	6%	2%	0%	0%	0%	0%	0%	5%	3%	7%	1%	2%	4%	0%	0%
	1800 - 1900	106	60%	11%	0%	6%	2%	0%	0%	0%	0%	4%	4%	3%	6%	0%	2%	1%	0%	0%
	1900 - 2000	96	64%	15%	0%	2%	1%	0%	0%	0%	0%	0%	4%	3%	7%	1%	2%	1%	0%	0%
	2000 - 2100	70	58%	14%	0%	3%	1%	0%	0%	0%	0%	0%	6%	4%	9%	1%	3%	1%	0%	0%
	2100 - 2200	71	45%	19%	0%	4%	2%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	5%	0%	0%
	2200 - 2300	68	53%	17%	0%	1%	0%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	2%	0%	0%
	2300 - 0000	49	49%	15%	0%	2%	1%	0%	0%	0%	0%	1%	9%	6%	13%	1%	2%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L9	0000 - 0100	62	66%	20%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	2%	0%	0%
	0100 - 0200	39	64%	18%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	6%	2%	0%	0%
	0200 - 0300	29	63%	17%	0%	4%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	7%	2%	0%	0%
	0300 - 0400	20	62%	15%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	1%	3%	8%	2%	0%	0%
	0400 - 0500	18	60%	14%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	1%	3%	9%	2%	0%	0%
	0500 - 0600	28	59%	12%	0%	7%	3%	1%	1%	0%	0%	0%	0%	0%	1%	3%	10%	2%	0%	0%
	0600 - 0700	64	57%	11%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	1%	3%	11%	2%	0%	0%
	0700 - 0800	162	56%	9%	0%	9%	3%	1%	2%	0%	0%	0%	1%	0%	1%	3%	12%	2%	0%	0%
	0800 - 0900	211	62%	13%	0%	6%	2%	1%	3%	0%	0%	0%	0%	0%	0%	2%	4%	4%	1%	0%
	0900 - 1000	170	66%	17%	0%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
	1000 - 1100	152	64%	11%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%	0%	0%
	1100 - 1200	156	59%	18%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%
	1200 - 1300	126	43%	14%	0%	9%	3%	0%	0%	0%	1%	5%	7%	5%	10%	0%	1%	1%	0%	0%
	1300 - 1400	155	39%	12%	0%	5%	2%	0%	0%	0%	1%	10%	9%	6%	13%	0%	1%	2%	0%	0%
	1400 - 1500	134	45%	11%	0%	10%	4%	0%	1%	0%	0%	3%	7%	5%	11%	0%	1%	2%	0%	0%
	1500 - 1600	134	48%	19%	0%	4%	1%	0%	1%	0%	1%	9%	4%	3%	7%	0%	1%	1%	0%	0%
	1600 - 1700	151	44%	10%	0%	6%	2%	0%	0%	0%	1%	12%	6%	4%	9%	1%	1%	3%	0%	0%
	1700 - 1800	151	64%	13%	0%	6%	2%	0%	0%	0%	0%	0%	3%	2%	4%	0%	1%	4%	0%	0%
	1800 - 1900	187	68%	13%	0%	5%	2%	0%	0%	0%	0%	2%	2%	2%	3%	0%	1%	1%	0%	0%
	1900 - 2000	173	70%	16%	0%	2%	1%	0%	0%	0%	0%	0%	3%	2%	4%	0%	1%	1%	0%	0%
	2000 - 2100	122	65%	16%	0%	3%	1%	0%	0%	0%	0%	0%	3%	2%	5%	0%	1%	2%	0%	0%
	2100 - 2200	122	52%	21%	0%	4%	1%	0%	0%	0%	0%	0%	4%	3%	7%	0%	1%	6%	0%	0%
	2200 - 2300	117	61%	20%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	1%	2%	0%	0%
	2300 - 0000	81	58%	18%	0%	2%	1%	0%	0%	0%	0%	1%	5%	4%	8%	0%	1%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L10	0000 - 0100	38	72%	22%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	0%	0%
	0100 - 0200	24	72%	21%	0%	2%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	0%	0%
	0200 - 0300	17	72%	19%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	2%	0%	0%
	0300 - 0400	12	72%	18%	0%	3%	1%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0400 - 0500	10	72%	16%	0%	3%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0500 - 0600	16	71%	15%	0%	4%	1%	0%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0600 - 0700	35	71%	13%	0%	5%	2%	0%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0700 - 0800	86	71%	11%	0%	6%	2%	1%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0800 - 0900	126	70%	15%	0%	3%	1%	1%	2%	0%	0%	1%	1%	0%	1%	0%	0%	5%	0%	0%
	0900 - 1000	103	74%	19%	0%	3%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%
	1000 - 1100	89	73%	13%	0%	6%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	3%	0%	0%
	1100 - 1200	92	68%	20%	0%	6%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	58	50%	17%	0%	0%	0%	0%	0%	0%	1%	6%	8%	5%	12%	0%	0%	2%	0%	0%
	1300 - 1400	76	44%	13%	0%	0%	0%	0%	0%	0%	1%	10%	9%	6%	14%	0%	0%	2%	0%	0%
	1400 - 1500	60	54%	13%	0%	0%	0%	0%	0%	0%	0%	4%	8%	6%	13%	0%	0%	2%	0%	0%
	1500 - 1600	66	53%	21%	0%	0%	0%	0%	0%	0%	1%	9%	5%	3%	7%	0%	0%	1%	0%	0%
	1600 - 1700	72	51%	11%	0%	0%	0%	0%	0%	0%	2%	13%	6%	4%	10%	0%	0%	4%	0%	0%
	1700 - 1800	74	70%	15%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	5%	0%	0%
	1800 - 1900	92	75%	14%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	0%	0%	1%	0%	0%
	1900 - 2000	90	74%	17%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%	0%	1%	0%	0%
	2000 - 2100	62	70%	17%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	2%	0%	0%
	2100 - 2200	61	56%	23%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	6%	0%	0%
	2200 - 2300	61	63%	21%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%
	2300 - 0000	42	61%	19%	0%	0%	0%	0%	0%	0%	0%	1%	5%	4%	8%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L11	0000 - 0100	3	63%	19%	0%	3%	1%	0%	0%	0%	0%	1%	3%	2%	5%	0%	0%	2%	0%	0%
	0100 - 0200	2	61%	17%	0%	4%	1%	0%	1%	0%	0%	1%	4%	2%	5%	0%	0%	2%	0%	0%
	0200 - 0300	2	59%	16%	0%	5%	2%	0%	1%	0%	0%	1%	4%	3%	6%	0%	0%	2%	0%	0%
	0300 - 0400	1	57%	14%	0%	6%	2%	1%	1%	0%	0%	2%	5%	3%	7%	0%	0%	2%	0%	0%
	0400 - 0500	1	55%	13%	0%	7%	2%	1%	1%	0%	0%	2%	5%	4%	8%	0%	0%	2%	0%	0%
	0500 - 0600	2	53%	11%	0%	8%	3%	1%	1%	0%	0%	3%	6%	4%	9%	0%	0%	2%	0%	0%
	0600 - 0700	4	51%	9%	0%	9%	3%	1%	2%	0%	0%	3%	6%	4%	9%	0%	0%	2%	0%	0%
	0700 - 0800	9	48%	8%	0%	10%	3%	1%	2%	0%	0%	3%	7%	5%	10%	0%	0%	2%	0%	0%
	0800 - 0900	12	54%	12%	0%	6%	2%	2%	3%	0%	1%	6%	3%	2%	4%	0%	0%	4%	1%	0%
	0900 - 1000	9	62%	16%	0%	8%	3%	0%	1%	0%	1%	4%	2%	1%	3%	0%	0%	0%	0%	0%
	1000 - 1100	8	58%	10%	0%	12%	4%	0%	1%	0%	0%	3%	3%	2%	4%	0%	0%	3%	0%	0%
	1100 - 1200	8	55%	17%	0%	12%	4%	0%	1%	0%	0%	3%	2%	1%	3%	0%	0%	1%	0%	0%
	1200 - 1300	16	34%	11%	0%	4%	1%	0%	0%	0%	1%	9%	12%	8%	18%	0%	0%	1%	0%	0%
	1300 - 1400	22	28%	8%	0%	2%	1%	0%	0%	0%	2%	15%	13%	9%	20%	0%	0%	1%	0%	0%
	1400 - 1500	17	36%	9%	0%	4%	2%	0%	0%	0%	1%	6%	13%	9%	19%	0%	0%	1%	0%	0%
	1500 - 1600	17	39%	15%	0%	2%	1%	0%	0%	0%	2%	15%	8%	5%	12%	0%	0%	1%	0%	0%
	1600 - 1700	20	34%	8%	0%	2%	1%	0%	0%	0%	2%	19%	10%	7%	15%	0%	0%	2%	0%	0%
	1700 - 1800	16	60%	13%	0%	3%	1%	0%	0%	0%	0%	0%	6%	4%	9%	0%	0%	4%	0%	0%
	1800 - 1900	20	63%	12%	0%	3%	1%	0%	0%	0%	1%	5%	4%	3%	7%	0%	0%	1%	0%	0%
	1900 - 2000	19	66%	15%	0%	1%	0%	0%	0%	0%	0%	0%	5%	4%	8%	0%	0%	1%	0%	0%
	2000 - 2100	13	60%	15%	0%	1%	1%	0%	0%	0%	0%	0%	7%	5%	10%	0%	0%	2%	0%	0%
	2100 - 2200	14	46%	19%	0%	2%	1%	0%	0%	0%	0%	0%	8%	6%	13%	0%	0%	5%	0%	0%
	2200 - 2300	14	53%	17%	0%	0%	0%	0%	0%	0%	0%	0%	8%	6%	13%	0%	0%	2%	0%	0%
	2300 - 0000	10	49%	15%	0%	1%	0%	0%	0%	0%	0%	1%	10%	7%	15%	0%	0%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L12E	0000 - 0100	296	68%	12%	0%	3%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	0%	0%
	0100 - 0200	198	67%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0200 - 0300	149	67%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0300 - 0400	117	66%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	107	65%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	145	64%	9%	0%	4%	2%	1%	2%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0600 - 0700	407	63%	9%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	1054	62%	8%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	1160	64%	8%	0%	5%	2%	2%	4%	0%	0%	1%	1%	1%	2%	0%	7%	5%	1%	0%
	0900 - 1000	959	63%	9%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	771	54%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	1%	0%	7%	3%	1%	0%
	1100 - 1200	736	57%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	1%	0%	6%	2%	1%	0%
	1200 - 1300	632	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	656	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1400 - 1500	708	28%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1500 - 1600	712	31%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1600 - 1700	762	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
	1700 - 1800	830	39%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	5%	4%	2%	0%
	1800 - 1900	825	52%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	619	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	7%	2%	2%	0%
	2000 - 2100	460	51%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	407	53%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	384	55%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	291	53%	10%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L13E	0000 - 0100	774	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	520	63%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	393	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	312	61%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	285	60%	9%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	389	59%	9%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	5%	1%	0%
	0600 - 0700	1100	57%	8%	0%	8%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	2865	56%	7%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	3185	57%	7%	0%	8%	3%	3%	6%	0%	0%	1%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	2694	55%	8%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	2%	0%
	1000 - 1100	2249	46%	10%	0%	14%	5%	4%	8%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	2134	49%	9%	0%	13%	5%	4%	8%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	1342	42%	6%	0%	16%	6%	6%	12%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1362	39%	6%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	1461	37%	6%	0%	20%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	1482	40%	6%	0%	18%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	1590	40%	5%	0%	20%	7%	5%	11%	0%	0%	1%	1%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	1820	48%	5%	0%	18%	6%	3%	7%	0%	0%	1%	1%	1%	1%	0%	4%	5%	2%	0%
	1800 - 1900	1930	59%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	1%	2%	0%	4%	4%	1%	0%
	1900 - 2000	1475	63%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	5%	3%	1%	0%
	2000 - 2100	1074	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
	2100 - 2200	958	60%	10%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2200 - 2300	914	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2300 - 0000	689	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L14W	0000 - 0100	720	62%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	487	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	370	59%	10%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	295	58%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	271	56%	9%	0%	10%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	373	55%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	1059	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	2%	0%
	0700 - 0800	2775	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	3125	52%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2711	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	2339	40%	8%	0%	19%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	2213	42%	8%	0%	18%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	3028	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3098	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3307	36%	6%	0%	21%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	3362	39%	6%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3609	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4112	47%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4325	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	1900 - 2000	3327	62%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
	2000 - 2100	2439	57%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2100 - 2200	2188	58%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2200 - 2300	2084	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1567	58%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Average Speed (Year 2028)

Road Link Ref.	Average Speed (km/h)																							
	00:00 | 01:00	01:00 | 02:00	02:00 | 03:00	03:00 | 04:00	04:00 | 05:00	05:00 | 06:00	06:00 | 07:00	07:00 | 08:00	08:00 | 09:00	09:00 | 10:00	10:00 | 11:00	11:00 | 12:00	12:00 | 13:00	13:00 | 14:00	14:00 | 15:00	15:00 | 16:00	16:00 | 17:00	17:00 | 18:00	18:00 | 19:00	19:00 | 20:00	20:00 | 21:00	21:00 | 22:00	22:00 | 23:00	23:00 | 00:00
L1N	80	80	80	80	80	80	80	80	80	80	80	80	76	76	74	74	72	71	71	77	80	80	80	80
L1S	80	80	80	80	80	80	80	66	40	63	70	71	80	80	80	80	80	80	79	80	80	80	80	80
L2N	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L2S	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L3E	70	70	70	70	70	70	70	63	58	63	64	66	70	70	70	70	70	69	69	70	70	70	70	70
L3W	70	70	70	70	70	70	70	70	69	70	70	70	68	68	67	67	65	64	65	69	70	70	70	70
L4E	70	70	70	70	70	70	70	70	68	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L4W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L5W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L6E	69	70	70	70	70	70	69	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69
L6W	69	70	70	70	70	70	69	68	68	69	69	69	69	69	69	69	68	69	68	68	69	69	69	69
L7E	69	70	70	70	70	70	69	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
L7W	69	70	70	70	70	70	69	68	68	68	68	69	69	69	69	69	68	69	68	68	69	69	69	69
L8	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50
L9	50	50	50	50	50	50	49	49	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
L10	50	50	50	50	50	50	50	49	49	49	49	49	50	49	50	49	49	49	49	49	50	50	50	50
L11	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L12E	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L13E	70	70	70	70	70	70	70	70	68	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L14W	70	70	70	70	70	70	70	70	68	70	70	70	67	66	65	65	63	62	62	67	70	70	70	70

Hourly Traffic Flows (Year 2033)

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1N	0000 - 0100	631	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	427	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	324	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	259	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	238	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0500 - 0600	327	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	932	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2444	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	2760	51%	6%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2408	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2097	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	1984	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	3127	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3203	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3416	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3478	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3732	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4244	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4450	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	1900 - 2000	3430	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
	2000 - 2100	2520	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2100 - 2200	2254	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2200 - 2300	2164	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1625	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1S	0000 - 0100	1277	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	862	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	654	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	523	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
	0400 - 0500	479	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0500 - 0600	658	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0600 - 0700	1869	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	4893	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	5510	53%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	4780	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4128	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	3910	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	2276	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	3%	1%	3%	0%
	1300 - 1400	2309	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1400 - 1500	2454	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	2511	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	2693	46%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
	1700 - 1800	3149	53%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	3%	5%	2%	0%
	1800 - 1900	3410	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	1900 - 2000	2642	68%	7%	0%	7%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
	2000 - 2100	1928	63%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	2100 - 2200	1726	64%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2200 - 2300	1668	65%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2300 - 0000	1248	64%	11%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2N	0000 - 0100	187	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	126	60%	10%	0%	7%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	96	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	77	57%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0400 - 0500	70	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	96	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	274	53%	7%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	717	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0800 - 0900	805	52%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	6%	4%	2%	0%
	0900 - 1000	695	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	598	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	565	42%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1200 - 1300	1280	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	6%	1%	3%	0%
	1300 - 1400	1310	38%	6%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	1%	3%	0%
	1400 - 1500	1397	35%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	1421	38%	6%	0%	18%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	1526	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1700 - 1800	1740	46%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	7%	4%	2%	0%
	1800 - 1900	1830	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	8%	4%	1%	0%
	1900 - 2000	1410	61%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1035	56%	9%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	930	57%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	10%	3%	1%	0%
	2200 - 2300	884	59%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	665	57%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2S	0000 - 0100	539	63%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	364	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	276	60%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	221	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	202	57%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	278	56%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	790	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	2068	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	2325	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2010	50%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	1727	41%	8%	0%	18%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	1635	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	743	47%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	754	44%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1400 - 1500	801	41%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
	1500 - 1600	819	44%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	879	45%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
	1700 - 1800	1029	52%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	1115	63%	4%	0%	9%	3%	2%	4%	0%	0%	0%	0%	1%	1%	0%	5%	4%	1%	0%
	1900 - 2000	865	66%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	631	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2100 - 2200	567	63%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	7%	4%	1%	0%
	2200 - 2300	545	64%	12%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	408	63%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3E	0000 - 0100	738	62%	11%	0%	7%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	498	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	378	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	302	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	277	56%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	0500 - 0600	380	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	1079	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0700 - 0800	2825	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3185	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2770	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2401	39%	8%	0%	19%	7%	5%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2275	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	1533	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	2%	1%	3%	0%
	1300 - 1400	1555	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1400 - 1500	1653	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	1692	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	1813	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
	1700 - 1800	2120	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	0%	0%	1%	0%	2%	5%	2%	0%
	1800 - 1900	2295	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	2%	5%	1%	0%
	1900 - 2000	1777	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%	0%
	2000 - 2100	1297	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
	2100 - 2200	1158	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2200 - 2300	1123	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2300 - 0000	840	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3W	0000 - 0100	443	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	300	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	228	58%	10%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	183	57%	9%	0%	10%	4%	3%	6%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	168	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	231	54%	8%	0%	12%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	658	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%
	0700 - 0800	1727	50%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	2%	5%	2%	0%
	0800 - 0900	1955	51%	6%	0%	13%	5%	5%	9%	0%	0%	0%	1%	1%	1%	0%	2%	4%	2%	0%
	0900 - 1000	1713	47%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	1499	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	2%	2%	3%	0%
	1100 - 1200	1419	40%	8%	0%	19%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1847	41%	6%	0%	16%	6%	7%	13%	1%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1893	38%	6%	0%	20%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
	1400 - 1500	2019	35%	6%	0%	21%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	2057	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	2206	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	2505	46%	5%	0%	18%	7%	4%	7%	1%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	2620	59%	4%	0%	11%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	1900 - 2000	2020	62%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1486	56%	9%	0%	10%	3%	3%	5%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2100 - 2200	1325	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2200 - 2300	1279	59%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	960	58%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4E	0000 - 0100	1215	66%	11%	0%	4%	2%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	815	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	615	64%	10%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	487	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	444	61%	9%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	606	60%	9%	0%	6%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1709	59%	8%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	4443	58%	8%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	4930	59%	8%	0%	7%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	4151	57%	8%	0%	10%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	3434	48%	10%	0%	13%	5%	4%	7%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	3263	51%	10%	0%	12%	4%	4%	7%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	2153	40%	6%	0%	17%	6%	7%	13%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	2200	37%	6%	0%	21%	8%	6%	12%	0%	0%	0%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	2364	34%	6%	0%	22%	8%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	2392	37%	6%	0%	20%	7%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	2564	38%	4%	0%	21%	8%	6%	12%	0%	0%	1%	0%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	2891	45%	4%	0%	19%	7%	4%	7%	0%	0%	1%	1%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	3010	57%	4%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	4%	2%	0%
	1900 - 2000	2289	61%	6%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1675	56%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2100 - 2200	1490	58%	9%	0%	10%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2200 - 2300	1417	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	1070	58%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4W	0000 - 0100	523	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0100 - 0200	353	61%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0200 - 0300	268	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	214	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	5%	1%	0%
	0400 - 0500	196	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	269	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	765	54%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	2003	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	2250	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	5%	4%	2%	0%
	0900 - 1000	1944	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	1671	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	1581	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	2000	46%	7%	0%	14%	5%	5%	11%	0%	0%	1%	0%	0%	1%	0%	7%	1%	3%	0%
	1300 - 1400	2029	43%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1400 - 1500	2151	40%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
	1500 - 1600	2202	43%	6%	0%	16%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	2368	44%	5%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	1700 - 1800	2769	50%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	7%	5%	2%	0%
	1800 - 1900	3000	61%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	8%	4%	1%	0%
	1900 - 2000	2337	64%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1705	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	1539	60%	10%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	10%	4%	1%	0%
	2200 - 2300	1473	62%	11%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	1103	60%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L5W	0000 - 0100	245	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	166	60%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	126	59%	10%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	101	57%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	93	56%	9%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	128	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	364	53%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	955	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	1080	51%	7%	0%	13%	5%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	943	48%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	820	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	776	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1242	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	1289	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1400 - 1500	1391	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
	1500 - 1600	1398	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1600 - 1700	1497	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	1632	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	4%	4%	2%	0%
	1800 - 1900	1625	53%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	1220	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	6%	2%	2%	0%
	2000 - 2100	905	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	802	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	756	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	573	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6E	0000 - 0100	163	56%	17%	0%	3%	1%	0%	0%	3%	0%	0%	2%	1%	2%	4%	8%	2%	0%	0%
	0100 - 0200	106	54%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	3%	4%	9%	2%	0%	0%
	0200 - 0300	79	52%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	1%	3%	4%	10%	2%	0%	0%
	0300 - 0400	57	49%	12%	0%	6%	2%	1%	1%	3%	0%	1%	2%	2%	4%	4%	11%	2%	0%	0%
	0400 - 0500	53	47%	11%	0%	7%	2%	1%	1%	4%	0%	1%	3%	2%	4%	4%	12%	2%	0%	0%
	0500 - 0600	83	45%	9%	0%	8%	3%	1%	1%	4%	0%	1%	3%	2%	4%	4%	13%	2%	0%	0%
	0600 - 0700	195	42%	8%	0%	8%	3%	1%	2%	4%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%
	0700 - 0800	512	40%	6%	0%	9%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%
	0800 - 0900	586	51%	11%	0%	7%	2%	2%	3%	3%	0%	3%	2%	1%	2%	3%	5%	4%	1%	0%
	0900 - 1000	457	56%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	418	52%	9%	0%	12%	4%	0%	1%	3%	0%	1%	1%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	419	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	1%	3%	5%	1%	0%	0%
	1200 - 1300	241	35%	12%	0%	6%	2%	0%	0%	2%	1%	5%	7%	5%	10%	5%	9%	1%	0%	0%
	1300 - 1400	299	32%	10%	0%	4%	1%	0%	0%	2%	1%	10%	9%	6%	13%	3%	9%	2%	0%	0%
	1400 - 1500	256	37%	9%	0%	7%	3%	0%	0%	2%	0%	3%	7%	5%	11%	5%	9%	1%	0%	0%
	1500 - 1600	255	40%	16%	0%	3%	1%	0%	0%	2%	1%	9%	4%	3%	7%	4%	9%	1%	0%	0%
	1600 - 1700	307	34%	8%	0%	4%	1%	0%	0%	2%	1%	11%	5%	4%	8%	6%	13%	2%	0%	0%
	1700 - 1800	275	55%	12%	0%	4%	2%	0%	0%	2%	0%	0%	3%	2%	5%	3%	9%	4%	0%	0%
	1800 - 1900	340	58%	11%	0%	4%	1%	0%	0%	3%	0%	2%	2%	2%	3%	3%	9%	1%	0%	0%
	1900 - 2000	322	59%	14%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	4%	10%	1%	0%	0%
	2000 - 2100	241	52%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	5%	5%	14%	1%	0%	0%
	2100 - 2200	229	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	3%	7%	4%	10%	5%	0%	0%
	2200 - 2300	223	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	5%	3%	7%	5%	9%	1%	0%	0%
	2300 - 0000	157	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	5%	4%	8%	5%	11%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6W	0000 - 0100	134	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%
	0100 - 0200	87	51%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%
	0200 - 0300	65	48%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0300 - 0400	47	46%	11%	0%	3%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	44	44%	10%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	3%	6%	19%	2%	0%	0%
	0500 - 0600	69	41%	9%	0%	4%	2%	0%	1%	5%	0%	1%	2%	2%	4%	6%	21%	2%	0%	0%
	0600 - 0700	161	39%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	425	37%	6%	0%	5%	2%	1%	1%	6%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	451	51%	11%	0%	4%	1%	1%	2%	4%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	360	54%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	320	53%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	4%	10%	2%	0%	0%
	1100 - 1200	316	51%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	4%	9%	1%	0%	0%
	1200 - 1300	302	45%	15%	0%	7%	3%	0%	0%	1%	0%	3%	4%	3%	7%	3%	6%	2%	0%	0%
	1300 - 1400	356	43%	13%	0%	4%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	321	47%	11%	0%	8%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	330	50%	19%	0%	3%	1%	0%	1%	1%	1%	6%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	372	46%	10%	0%	5%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	9%	3%	0%	0%
	1700 - 1800	389	63%	13%	0%	4%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	479	67%	12%	0%	4%	1%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	458	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	328	61%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	313	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	305	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	209	57%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7E	0000 - 0100	140	54%	16%	0%	3%	1%	0%	0%	3%	0%	1%	2%	2%	3%	4%	8%	2%	0%	0%
	0100 - 0200	92	52%	15%	0%	4%	2%	0%	1%	3%	0%	1%	2%	2%	4%	4%	9%	2%	0%	0%
	0200 - 0300	69	49%	13%	0%	5%	2%	0%	1%	3%	0%	1%	3%	2%	4%	4%	10%	2%	0%	0%
	0300 - 0400	50	47%	12%	0%	6%	2%	1%	1%	4%	0%	1%	3%	2%	5%	4%	11%	2%	0%	0%
	0400 - 0500	47	44%	10%	0%	7%	3%	1%	1%	4%	0%	1%	3%	2%	5%	4%	12%	2%	0%	0%
	0500 - 0600	74	42%	9%	0%	8%	3%	1%	1%	4%	0%	2%	4%	3%	6%	4%	13%	2%	0%	0%
	0600 - 0700	174	39%	7%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	14%	2%	0%	0%
	0700 - 0800	460	37%	6%	0%	10%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	15%	2%	0%	0%
	0800 - 0900	515	48%	10%	0%	7%	3%	2%	4%	3%	1%	4%	2%	1%	3%	3%	5%	3%	1%	0%
	0900 - 1000	396	53%	14%	0%	8%	3%	0%	1%	3%	0%	3%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	366	50%	9%	0%	13%	5%	1%	1%	4%	0%	2%	2%	1%	3%	3%	6%	2%	0%	0%
	1100 - 1200	365	48%	14%	0%	14%	5%	1%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%
	1200 - 1300	221	35%	12%	0%	8%	3%	0%	0%	2%	1%	4%	5%	4%	8%	6%	10%	1%	0%	0%
	1300 - 1400	265	33%	10%	0%	5%	2%	0%	0%	2%	1%	8%	7%	5%	11%	4%	11%	2%	0%	0%
	1400 - 1500	235	37%	9%	0%	8%	3%	0%	1%	2%	0%	3%	6%	4%	9%	5%	11%	1%	0%	0%
	1500 - 1600	233	40%	16%	0%	3%	1%	0%	1%	2%	1%	7%	4%	2%	5%	4%	11%	1%	0%	0%
	1600 - 1700	281	35%	8%	0%	5%	2%	0%	0%	2%	1%	9%	4%	3%	7%	7%	15%	2%	0%	0%
	1700 - 1800	259	54%	11%	0%	5%	2%	0%	0%	2%	0%	0%	2%	2%	4%	4%	10%	4%	0%	0%
	1800 - 1900	319	57%	11%	0%	5%	2%	0%	0%	3%	0%	2%	2%	1%	3%	3%	10%	1%	0%	0%
	1900 - 2000	302	58%	14%	0%	2%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	12%	1%	0%	0%
	2000 - 2100	227	51%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	6%	16%	1%	0%	0%
	2100 - 2200	214	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	2%	5%	5%	12%	5%	0%	0%
	2200 - 2300	206	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	4%	3%	6%	6%	11%	1%	0%	0%
	2300 - 0000	146	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	4%	3%	7%	6%	13%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7W	0000 - 0100	150	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	1%	1%	2%	6%	14%	2%	0%	0%
	0100 - 0200	98	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	16%	2%	0%	0%
	0200 - 0300	74	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	17%	2%	0%	0%
	0300 - 0400	53	45%	11%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0400 - 0500	50	42%	10%	0%	4%	1%	0%	1%	4%	0%	1%	2%	2%	3%	7%	21%	2%	0%	0%
	0500 - 0600	78	40%	8%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	4%	7%	22%	2%	0%	0%
	0600 - 0700	184	38%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0700 - 0800	485	36%	6%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	26%	2%	0%	0%
	0800 - 0900	506	50%	11%	0%	4%	1%	1%	2%	3%	0%	3%	1%	1%	2%	6%	10%	3%	1%	0%
	0900 - 1000	404	53%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	14%	0%	0%	0%
	1000 - 1100	358	52%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	5%	11%	2%	0%	0%
	1100 - 1200	354	50%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	5%	10%	1%	0%	0%
	1200 - 1300	304	44%	15%	0%	8%	3%	0%	0%	1%	0%	3%	4%	3%	6%	3%	6%	1%	0%	0%
	1300 - 1400	355	43%	13%	0%	5%	2%	0%	0%	1%	1%	6%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	324	46%	11%	0%	9%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	329	49%	19%	0%	4%	1%	0%	1%	1%	1%	5%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	372	45%	10%	0%	6%	2%	0%	0%	1%	1%	7%	4%	2%	5%	4%	9%	3%	0%	0%
	1700 - 1800	388	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	478	66%	12%	0%	5%	2%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	454	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	326	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	312	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	301	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	207	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L8	0000 - 0100	33	59%	18%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	1%	5%	11%	2%	0%	0%
	0100 - 0200	21	57%	16%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	13%	2%	0%	0%
	0200 - 0300	16	55%	15%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	15%	2%	0%	0%
	0300 - 0400	11	53%	13%	0%	3%	1%	0%	1%	0%	0%	1%	1%	1%	2%	6%	16%	2%	0%	0%
	0400 - 0500	10	51%	12%	0%	3%	1%	0%	1%	0%	0%	1%	2%	1%	2%	6%	18%	2%	0%	0%
	0500 - 0600	16	49%	10%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	6%	20%	2%	0%	0%
	0600 - 0700	36	47%	9%	0%	4%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	22%	2%	0%	0%
	0700 - 0800	95	45%	7%	0%	5%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	23%	2%	0%	0%
	0800 - 0900	108	57%	12%	0%	4%	1%	1%	2%	0%	0%	2%	1%	1%	1%	5%	8%	4%	0%	0%
	0900 - 1000	87	61%	16%	0%	4%	1%	0%	0%	0%	0%	1%	1%	0%	1%	2%	12%	0%	0%	0%
	1000 - 1100	76	60%	10%	0%	7%	2%	0%	0%	0%	0%	1%	1%	1%	1%	4%	9%	3%	0%	0%
	1100 - 1200	77	57%	17%	0%	7%	2%	0%	0%	0%	0%	1%	1%	0%	1%	4%	8%	1%	0%	0%
	1200 - 1300	88	33%	11%	0%	9%	3%	0%	0%	0%	1%	8%	10%	7%	15%	1%	1%	1%	0%	0%
	1300 - 1400	115	29%	9%	0%	5%	2%	0%	0%	0%	2%	13%	12%	8%	18%	0%	1%	1%	0%	0%
	1400 - 1500	94	35%	8%	0%	10%	3%	0%	1%	0%	1%	5%	10%	7%	16%	1%	1%	1%	0%	0%
	1500 - 1600	90	39%	15%	0%	4%	1%	0%	1%	0%	2%	13%	7%	5%	10%	1%	2%	1%	0%	0%
	1600 - 1700	109	34%	7%	0%	6%	2%	0%	0%	0%	2%	16%	8%	6%	12%	1%	2%	2%	0%	0%
	1700 - 1800	92	57%	12%	0%	6%	2%	0%	0%	0%	0%	0%	5%	3%	7%	1%	2%	4%	0%	0%
	1800 - 1900	113	61%	11%	0%	6%	2%	0%	0%	0%	0%	4%	4%	3%	6%	0%	2%	1%	0%	0%
	1900 - 2000	103	64%	15%	0%	2%	1%	0%	0%	0%	0%	0%	4%	3%	7%	1%	2%	1%	0%	0%
	2000 - 2100	75	58%	14%	0%	3%	1%	0%	0%	0%	0%	0%	6%	4%	9%	1%	3%	1%	0%	0%
	2100 - 2200	76	45%	19%	0%	4%	2%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	5%	0%	0%
	2200 - 2300	73	53%	18%	0%	1%	0%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	2%	0%	0%
	2300 - 0000	52	49%	15%	0%	2%	1%	0%	0%	0%	0%	1%	9%	6%	13%	1%	2%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L9	0000 - 0100	67	66%	20%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	2%	0%	0%
	0100 - 0200	42	65%	18%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	6%	2%	0%	0%
	0200 - 0300	31	63%	17%	0%	4%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	7%	2%	0%	0%
	0300 - 0400	21	62%	16%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	8%	2%	0%	0%
	0400 - 0500	20	61%	14%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	3%	9%	2%	0%	0%
	0500 - 0600	30	59%	12%	0%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	3%	10%	2%	0%	0%
	0600 - 0700	68	58%	11%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	11%	2%	0%	0%
	0700 - 0800	175	56%	9%	0%	9%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	12%	2%	0%	0%
	0800 - 0900	227	62%	13%	0%	6%	2%	1%	3%	0%	0%	0%	0%	0%	0%	2%	4%	4%	1%	0%
	0900 - 1000	184	66%	17%	0%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
	1000 - 1100	164	64%	11%	0%	10%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%	0%	0%
	1100 - 1200	169	59%	18%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%
	1200 - 1300	138	43%	14%	0%	9%	3%	0%	0%	0%	1%	5%	7%	5%	10%	0%	1%	1%	0%	0%
	1300 - 1400	169	39%	12%	0%	5%	2%	0%	0%	0%	1%	10%	9%	6%	13%	0%	1%	2%	0%	0%
	1400 - 1500	147	45%	11%	0%	10%	4%	0%	1%	0%	0%	3%	7%	5%	11%	0%	1%	2%	0%	0%
	1500 - 1600	147	49%	19%	0%	4%	1%	0%	1%	0%	1%	9%	4%	3%	7%	0%	1%	1%	0%	0%
	1600 - 1700	165	45%	10%	0%	6%	2%	0%	0%	0%	1%	11%	6%	4%	9%	1%	1%	3%	0%	0%
	1700 - 1800	166	64%	14%	0%	6%	2%	0%	0%	0%	0%	0%	3%	2%	4%	0%	1%	5%	0%	0%
	1800 - 1900	205	68%	13%	0%	5%	2%	0%	0%	0%	0%	2%	2%	1%	3%	0%	1%	1%	0%	0%
	1900 - 2000	190	71%	16%	0%	2%	1%	0%	0%	0%	0%	0%	2%	2%	4%	0%	1%	1%	0%	0%
	2000 - 2100	134	65%	16%	0%	3%	1%	0%	0%	0%	0%	0%	3%	2%	5%	0%	1%	2%	0%	0%
	2100 - 2200	133	52%	21%	0%	4%	1%	0%	0%	0%	0%	0%	4%	3%	6%	0%	1%	6%	0%	0%
	2200 - 2300	128	61%	20%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	1%	2%	0%	0%
	2300 - 0000	89	58%	18%	0%	2%	1%	0%	0%	0%	0%	1%	5%	4%	8%	0%	1%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L10	0000 - 0100	39	72%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0100 - 0200	24	72%	21%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0200 - 0300	17	72%	19%	0%	2%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	0%	0%
	0300 - 0400	12	72%	18%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
	0400 - 0500	11	72%	17%	0%	3%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0500 - 0600	16	72%	15%	0%	4%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0600 - 0700	35	72%	13%	0%	5%	2%	0%	1%	0%	0%	0%	1%	1%	2%	0%	0%	3%	0%	0%
	0700 - 0800	88	72%	11%	0%	6%	2%	1%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0800 - 0900	130	70%	15%	0%	3%	1%	1%	2%	0%	0%	1%	0%	0%	1%	0%	0%	5%	0%	0%
	0900 - 1000	106	74%	19%	0%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	91	74%	13%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
	1100 - 1200	95	68%	21%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	59	51%	17%	0%	0%	0%	0%	0%	0%	1%	6%	7%	5%	11%	0%	0%	2%	0%	0%
	1300 - 1400	77	44%	13%	0%	0%	0%	0%	0%	0%	1%	10%	9%	6%	14%	0%	0%	2%	0%	0%
	1400 - 1500	61	55%	13%	0%	0%	0%	0%	0%	0%	0%	4%	8%	6%	12%	0%	0%	2%	0%	0%
	1500 - 1600	67	54%	21%	0%	0%	0%	0%	0%	0%	1%	9%	4%	3%	7%	0%	0%	1%	0%	0%
	1600 - 1700	73	51%	11%	0%	0%	0%	0%	0%	0%	2%	12%	6%	4%	9%	0%	0%	4%	0%	0%
	1700 - 1800	76	71%	15%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	5%	0%	0%
	1800 - 1900	94	75%	14%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	0%	0%	1%	0%	0%
	1900 - 2000	92	74%	17%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%	0%	1%	0%	0%
	2000 - 2100	63	70%	17%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	2%	0%	0%
	2100 - 2200	62	57%	23%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	6%	0%	0%
	2200 - 2300	63	63%	21%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%
	2300 - 0000	43	61%	19%	0%	0%	0%	0%	0%	0%	0%	1%	5%	4%	8%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	0%	0%	2%	1%	3%	0%	0%	2%	0%	0%
	0100 - 0200	2	66%	19%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	0%	0%	2%	0%	0%
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	1%	2%	2%	3%	0%	0%	2%	0%	0%
	0300 - 0400	1	63%	16%	0%	6%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0400 - 0500	1	61%	14%	0%	7%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0500 - 0600	2	60%	12%	0%	8%	3%	1%	1%	0%	0%	1%	3%	2%	5%	0%	0%	2%	0%	0%
	0600 - 0700	4	58%	11%	0%	9%	3%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	0%	0%
	0700 - 0800	10	56%	9%	0%	10%	4%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	1%	0%
	0800 - 0900	13	60%	13%	0%	6%	2%	2%	3%	0%	0%	3%	2%	1%	2%	0%	0%	4%	1%	0%
	0900 - 1000	10	66%	17%	0%	7%	3%	0%	0%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	0%
	1000 - 1100	9	63%	11%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	2%	0%	0%	3%	0%	0%
	1100 - 1200	10	59%	18%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	1%	0%	0%	1%	0%	0%
	1200 - 1300	18	36%	12%	0%	4%	1%	0%	0%	0%	1%	9%	11%	8%	17%	0%	0%	1%	0%	0%
	1300 - 1400	25	30%	9%	0%	2%	1%	0%	0%	0%	2%	14%	13%	9%	19%	0%	0%	2%	0%	0%
	1400 - 1500	19	39%	9%	0%	4%	2%	0%	0%	0%	1%	5%	12%	8%	18%	0%	0%	1%	0%	0%
	1500 - 1600	19	41%	16%	0%	2%	1%	0%	0%	0%	2%	14%	7%	5%	11%	0%	0%	1%	0%	0%
	1600 - 1700	23	36%	8%	0%	3%	1%	0%	0%	0%	2%	18%	9%	6%	14%	0%	0%	3%	0%	0%
	1700 - 1800	19	61%	13%	0%	3%	1%	0%	0%	0%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%
	1800 - 1900	23	65%	12%	0%	3%	1%	0%	0%	0%	1%	4%	4%	3%	6%	0%	0%	1%	0%	0%
	1900 - 2000	22	67%	16%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	7%	0%	0%	1%	0%	0%
	2000 - 2100	16	61%	15%	0%	1%	1%	0%	0%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%
	2100 - 2200	16	48%	20%	0%	2%	1%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%
	2200 - 2300	16	55%	18%	0%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	2%	0%	0%
	2300 - 0000	11	51%	16%	0%	1%	0%	0%	0%	0%	0%	1%	9%	6%	14%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L12E	0000 - 0100	307	68%	12%	0%	3%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	0%	0%
	0100 - 0200	205	68%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0200 - 0300	154	67%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0300 - 0400	122	66%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	110	65%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	150	64%	9%	0%	4%	2%	1%	2%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0600 - 0700	421	63%	9%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	1090	62%	8%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	1200	64%	8%	0%	5%	2%	2%	4%	0%	0%	1%	1%	1%	1%	0%	7%	5%	1%	0%
	0900 - 1000	993	63%	9%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	799	55%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	0%	0%	7%	3%	1%	0%
	1100 - 1200	762	57%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	1%	0%	6%	2%	1%	0%
	1200 - 1300	651	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	676	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1400 - 1500	730	28%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1500 - 1600	734	31%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1600 - 1700	785	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
	1700 - 1800	855	39%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	5%	4%	2%	0%
	1800 - 1900	850	52%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	638	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	7%	2%	2%	0%
	2000 - 2100	474	51%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	420	53%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	396	55%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	300	53%	10%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L13E	0000 - 0100	908	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	610	64%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	461	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	366	61%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	334	60%	9%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	456	59%	9%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1288	58%	8%	0%	8%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	3353	56%	8%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	3730	58%	7%	0%	8%	3%	3%	6%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	3158	55%	8%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	2%	0%
	1000 - 1100	2635	46%	10%	0%	14%	5%	4%	8%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	2501	49%	9%	0%	13%	5%	4%	8%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	1502	42%	6%	0%	16%	6%	6%	12%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1524	39%	6%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	1635	36%	6%	0%	20%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	1659	40%	6%	0%	18%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	1779	40%	5%	0%	20%	7%	5%	11%	0%	0%	1%	1%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	2036	48%	5%	0%	18%	6%	3%	7%	0%	0%	1%	1%	1%	1%	0%	4%	5%	2%	0%
	1800 - 1900	2160	59%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	1%	2%	0%	4%	4%	1%	0%
	1900 - 2000	1650	63%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	5%	3%	1%	0%
	2000 - 2100	1201	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
	2100 - 2200	1070	60%	10%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2200 - 2300	1021	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2300 - 0000	770	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L14W	0000 - 0100	768	62%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	519	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	394	59%	10%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	315	58%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	289	56%	9%	0%	10%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	397	55%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	1129	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0700 - 0800	2958	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	3330	52%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2888	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	2492	40%	8%	0%	19%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	2357	42%	8%	0%	18%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	3242	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3318	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3542	36%	6%	0%	21%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	3600	39%	6%	0%	19%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3865	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4401	47%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4625	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	1900 - 2000	3557	62%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
	2000 - 2100	2610	57%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2100 - 2200	2341	58%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2200 - 2300	2229	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1676	58%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Average Speed (Year 2033)

Road Link Ref.	Average Speed (km/h)																							
	00:00 | 01:00	01:00 | 02:00	02:00 | 03:00	03:00 | 04:00	04:00 | 05:00	05:00 | 06:00	06:00 | 07:00	07:00 | 08:00	08:00 | 09:00	09:00 | 10:00	10:00 | 11:00	11:00 | 12:00	12:00 | 13:00	13:00 | 14:00	14:00 | 15:00	15:00 | 16:00	16:00 | 17:00	17:00 | 18:00	18:00 | 19:00	19:00 | 20:00	20:00 | 21:00	21:00 | 22:00	22:00 | 23:00	23:00 | 00:00
L1N	80	80	80	80	80	80	80	80	80	80	80	80	75	75	73	73	71	69	70	76	80	80	80	80
L1S	80	80	80	80	80	80	80	62	35	59	69	71	80	80	80	80	80	78	78	80	80	80	80	80
L2N	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L2S	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L3E	70	70	70	70	70	70	70	62	51	62	64	65	70	70	70	70	69	68	68	70	70	70	70	70
L3W	70	70	70	70	70	70	70	70	69	70	70	70	68	68	66	66	65	64	64	69	70	70	70	70
L4E	70	70	70	70	70	70	70	68	66	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L4W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	70	70	70	70	70
L5W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L6E	69	70	70	70	70	70	69	67	67	68	68	68	69	69	69	69	68	69	68	69	69	69	69	69
L6W	69	70	70	70	70	70	69	68	68	68	69	69	69	68	69	69	68	68	68	68	69	69	69	69
L7E	69	70	70	70	70	70	69	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69
L7W	69	70	70	70	70	70	69	67	68	68	68	68	69	68	69	69	68	68	68	68	69	69	69	69
L8	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50
L9	49	50	50	50	50	50	49	48	48	49	49	49	49	49	49	49	49	49	48	49	49	49	49	49
L10	50	50	50	50	50	50	50	49	49	49	49	49	50	49	50	49	49	49	49	49	50	50	50	50
L11	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L12E	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L13E	70	70	70	70	70	70	70	68	65	68	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L14W	70	70	70	70	70	70	70	69	67	69	70	70	65	65	63	63	62	60	60	66	70	70	70	70

Hourly Traffic Flows (Year 2038)

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1N	0000 - 0100	663	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	448	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	341	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	272	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	250	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0500 - 0600	344	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	979	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2568	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	2900	51%	6%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2531	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2203	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2085	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	3285	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3365	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3588	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3653	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3920	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4459	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4675	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	1900 - 2000	3604	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
	2000 - 2100	2648	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2100 - 2200	2368	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2200 - 2300	2273	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1707	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1S	0000 - 0100	1342	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	906	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	688	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	549	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
	0400 - 0500	504	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0500 - 0600	691	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0600 - 0700	1964	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	5142	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	5790	53%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	5023	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4338	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	4109	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	2393	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	3%	1%	3%	0%
	1300 - 1400	2427	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1400 - 1500	2580	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	2639	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	2831	46%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
	1700 - 1800	3310	53%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	3%	5%	2%	0%
	1800 - 1900	3585	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	1900 - 2000	2778	68%	7%	0%	7%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
	2000 - 2100	2027	63%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	2100 - 2200	1814	64%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2200 - 2300	1754	65%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2300 - 0000	1312	64%	11%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2N	0000 - 0100	196	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	133	60%	10%	0%	7%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	101	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	80	57%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0400 - 0500	74	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	101	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	287	53%	7%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	752	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0800 - 0900	845	52%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	6%	4%	2%	0%
	0900 - 1000	730	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	628	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	593	42%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1200 - 1300	1343	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	6%	1%	3%	0%
	1300 - 1400	1374	38%	6%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	1%	3%	0%
	1400 - 1500	1465	35%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	1491	38%	6%	0%	18%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	1601	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1700 - 1800	1825	46%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	7%	4%	2%	0%
	1800 - 1900	1920	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	8%	4%	1%	0%
	1900 - 2000	1480	61%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1085	56%	9%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	975	57%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	10%	3%	1%	0%
	2200 - 2300	928	59%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	697	57%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2S	0000 - 0100	567	63%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	383	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	291	60%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	232	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	213	57%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	292	56%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	830	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	2174	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	2445	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2115	50%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	1816	41%	8%	0%	18%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	1720	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	783	47%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	794	44%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1400 - 1500	844	41%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
	1500 - 1600	863	44%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	927	45%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
	1700 - 1800	1084	52%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	1175	63%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	5%	4%	1%	0%
	1900 - 2000	912	66%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	665	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2100 - 2200	598	63%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	7%	4%	1%	0%
	2200 - 2300	574	64%	12%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	430	63%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3E	0000 - 0100	775	62%	11%	0%	7%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	523	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	397	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	317	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	291	56%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	0500 - 0600	399	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	1133	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0700 - 0800	2967	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3345	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2909	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2522	39%	8%	0%	19%	7%	5%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2390	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	1610	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	2%	1%	3%	0%
	1300 - 1400	1633	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1400 - 1500	1736	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	1776	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	1904	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
	1700 - 1800	2226	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	0%	0%	1%	0%	2%	5%	2%	0%
	1800 - 1900	2410	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	2%	5%	1%	0%
	1900 - 2000	1866	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%	0%
	2000 - 2100	1362	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
	2100 - 2200	1216	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2200 - 2300	1179	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2300 - 0000	882	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3W	0000 - 0100	466	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	316	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	240	58%	10%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	192	57%	9%	0%	10%	4%	3%	6%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	177	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	243	54%	8%	0%	12%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	692	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%
	0700 - 0800	1815	50%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	2%	5%	2%	0%
	0800 - 0900	2055	51%	6%	0%	13%	5%	5%	9%	0%	0%	0%	1%	1%	1%	0%	2%	4%	2%	0%
	0900 - 1000	1801	47%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	1575	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	2%	2%	3%	0%
	1100 - 1200	1491	40%	8%	0%	19%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1942	41%	6%	0%	16%	6%	7%	13%	1%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1991	38%	6%	0%	20%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
	1400 - 1500	2123	35%	6%	0%	21%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	2163	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	2319	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	2634	46%	5%	0%	18%	7%	4%	7%	1%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	2755	59%	4%	0%	11%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	1900 - 2000	2124	62%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1562	56%	9%	0%	10%	3%	3%	5%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2100 - 2200	1393	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2200 - 2300	1345	59%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	1010	58%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4E	0000 - 0100	1276	66%	11%	0%	4%	2%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	857	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	646	64%	10%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	512	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	467	61%	9%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	636	60%	9%	0%	6%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1795	59%	8%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	4669	58%	8%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	5180	59%	8%	0%	7%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	4362	57%	8%	0%	10%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	3608	48%	10%	0%	13%	5%	4%	7%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	3428	51%	10%	0%	12%	4%	4%	7%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	2264	40%	6%	0%	17%	6%	7%	13%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	2314	37%	6%	0%	21%	8%	6%	12%	0%	0%	0%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	2486	34%	6%	0%	22%	8%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	2515	37%	6%	0%	20%	7%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	2696	38%	4%	0%	21%	8%	6%	12%	0%	0%	1%	0%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	3040	45%	4%	0%	19%	7%	4%	7%	0%	0%	1%	1%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	3165	57%	4%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	4%	2%	0%
	1900 - 2000	2407	61%	6%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1761	56%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2100 - 2200	1567	58%	9%	0%	10%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2200 - 2300	1490	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	1125	58%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4W	0000 - 0100	549	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0100 - 0200	371	61%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0200 - 0300	281	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	224	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	5%	1%	0%
	0400 - 0500	206	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	282	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	802	54%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	2100	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	2360	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	5%	4%	2%	0%
	0900 - 1000	2039	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	1753	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	1658	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	2106	46%	7%	0%	14%	5%	5%	11%	0%	0%	1%	0%	0%	1%	0%	7%	1%	3%	0%
	1300 - 1400	2137	43%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1400 - 1500	2265	40%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
	1500 - 1600	2319	43%	6%	0%	16%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	2495	44%	5%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	1700 - 1800	2917	50%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	7%	5%	2%	0%
	1800 - 1900	3160	61%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	8%	4%	1%	0%
	1900 - 2000	2462	64%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1796	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	1621	60%	10%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	10%	4%	1%	0%
	2200 - 2300	1552	62%	11%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	1161	60%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L5W	0000 - 0100	257	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	174	60%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	132	59%	10%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	106	57%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	98	56%	9%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	134	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	382	53%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	1004	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	1135	51%	7%	0%	13%	5%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	991	48%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	862	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	816	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1303	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	1352	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1400 - 1500	1460	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
	1500 - 1600	1467	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1600 - 1700	1570	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	1712	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	1705	53%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	1280	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	6%	2%	2%	0%
	2000 - 2100	949	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	841	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	793	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	601	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6E	0000 - 0100	171	56%	17%	0%	3%	1%	0%	0%	3%	0%	0%	2%	1%	2%	4%	8%	2%	0%	0%
	0100 - 0200	111	54%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	3%	4%	9%	2%	0%	0%
	0200 - 0300	83	52%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	1%	3%	4%	10%	2%	0%	0%
	0300 - 0400	59	49%	12%	0%	6%	2%	1%	1%	3%	0%	1%	2%	2%	4%	4%	11%	2%	0%	0%
	0400 - 0500	56	47%	11%	0%	7%	2%	1%	1%	4%	0%	1%	3%	2%	4%	4%	12%	2%	0%	0%
	0500 - 0600	87	45%	9%	0%	8%	3%	1%	1%	4%	0%	1%	3%	2%	4%	4%	13%	2%	0%	0%
	0600 - 0700	205	42%	8%	0%	8%	3%	1%	2%	4%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%
	0700 - 0800	538	40%	6%	0%	9%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%
	0800 - 0900	615	51%	11%	0%	7%	2%	2%	3%	3%	0%	3%	2%	1%	2%	3%	5%	4%	1%	0%
	0900 - 1000	480	56%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	439	52%	9%	0%	12%	4%	0%	1%	3%	0%	1%	1%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	440	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	1%	3%	5%	1%	0%	0%
	1200 - 1300	254	35%	12%	0%	6%	2%	0%	0%	2%	1%	5%	7%	5%	10%	5%	9%	1%	0%	0%
	1300 - 1400	314	32%	10%	0%	4%	1%	0%	0%	2%	1%	10%	9%	6%	13%	3%	9%	2%	0%	0%
	1400 - 1500	269	37%	9%	0%	7%	3%	0%	0%	2%	0%	3%	7%	5%	11%	5%	9%	1%	0%	0%
	1500 - 1600	268	40%	16%	0%	3%	1%	0%	0%	2%	1%	9%	4%	3%	7%	4%	9%	1%	0%	0%
	1600 - 1700	323	34%	8%	0%	4%	1%	0%	0%	2%	1%	11%	5%	4%	8%	6%	13%	2%	0%	0%
	1700 - 1800	289	55%	12%	0%	4%	2%	0%	0%	2%	0%	0%	3%	2%	5%	3%	9%	4%	0%	0%
	1800 - 1900	357	58%	11%	0%	4%	1%	0%	0%	3%	0%	2%	2%	2%	3%	3%	9%	1%	0%	0%
	1900 - 2000	338	59%	14%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	4%	10%	1%	0%	0%
	2000 - 2100	253	52%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	5%	5%	14%	1%	0%	0%
	2100 - 2200	241	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	3%	7%	4%	10%	5%	0%	0%
	2200 - 2300	234	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	5%	3%	7%	5%	9%	1%	0%	0%
	2300 - 0000	166	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	5%	4%	8%	5%	11%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6W	0000 - 0100	141	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%
	0100 - 0200	91	51%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%
	0200 - 0300	68	48%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0300 - 0400	49	46%	11%	0%	3%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	46	44%	10%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	3%	6%	19%	2%	0%	0%
	0500 - 0600	72	41%	9%	0%	4%	2%	0%	1%	5%	0%	1%	2%	2%	4%	6%	21%	2%	0%	0%
	0600 - 0700	170	39%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	447	37%	6%	0%	5%	2%	1%	1%	6%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	474	51%	11%	0%	4%	1%	1%	2%	4%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	379	54%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	336	53%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	4%	10%	2%	0%	0%
	1100 - 1200	332	51%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	4%	9%	1%	0%	0%
	1200 - 1300	318	45%	15%	0%	7%	3%	0%	0%	1%	0%	3%	4%	3%	7%	3%	6%	2%	0%	0%
	1300 - 1400	374	43%	13%	0%	4%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	337	47%	11%	0%	8%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	347	50%	19%	0%	3%	1%	0%	1%	1%	1%	6%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	391	46%	10%	0%	5%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	9%	3%	0%	0%
	1700 - 1800	408	63%	13%	0%	4%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	504	67%	12%	0%	4%	1%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	481	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	345	61%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	329	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	320	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	220	57%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7E	0000 - 0100	147	54%	16%	0%	3%	1%	0%	0%	3%	0%	1%	2%	2%	3%	4%	8%	2%	0%	0%
	0100 - 0200	96	52%	15%	0%	4%	2%	0%	1%	3%	0%	1%	2%	2%	4%	4%	9%	2%	0%	0%
	0200 - 0300	73	49%	13%	0%	5%	2%	0%	1%	3%	0%	1%	3%	2%	4%	4%	10%	2%	0%	0%
	0300 - 0400	52	47%	12%	0%	6%	2%	1%	1%	4%	0%	1%	3%	2%	5%	4%	11%	2%	0%	0%
	0400 - 0500	50	44%	10%	0%	7%	3%	1%	1%	4%	0%	1%	3%	2%	5%	4%	12%	2%	0%	0%
	0500 - 0600	78	42%	9%	0%	8%	3%	1%	1%	4%	0%	2%	4%	3%	6%	4%	13%	2%	0%	0%
	0600 - 0700	183	39%	7%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	14%	2%	0%	0%
	0700 - 0800	484	37%	6%	0%	10%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	15%	2%	0%	0%
	0800 - 0900	541	48%	10%	0%	7%	3%	2%	4%	3%	1%	4%	2%	1%	3%	3%	5%	3%	1%	0%
	0900 - 1000	417	53%	14%	0%	8%	3%	0%	1%	3%	0%	3%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	384	50%	9%	0%	13%	5%	1%	1%	4%	0%	2%	2%	1%	3%	3%	6%	2%	0%	0%
	1100 - 1200	383	48%	14%	0%	14%	5%	1%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%
	1200 - 1300	233	35%	12%	0%	8%	3%	0%	0%	2%	1%	4%	5%	4%	8%	6%	10%	1%	0%	0%
	1300 - 1400	279	33%	10%	0%	5%	2%	0%	0%	2%	1%	8%	7%	5%	11%	4%	11%	2%	0%	0%
	1400 - 1500	247	37%	9%	0%	8%	3%	0%	1%	2%	0%	3%	6%	4%	9%	5%	11%	1%	0%	0%
	1500 - 1600	245	40%	16%	0%	3%	1%	0%	1%	2%	1%	7%	4%	2%	5%	4%	11%	1%	0%	0%
	1600 - 1700	296	35%	8%	0%	5%	2%	0%	0%	2%	1%	9%	4%	3%	7%	7%	15%	2%	0%	0%
	1700 - 1800	272	54%	11%	0%	5%	2%	0%	0%	2%	0%	0%	2%	2%	4%	4%	10%	4%	0%	0%
	1800 - 1900	336	57%	11%	0%	5%	2%	0%	0%	3%	0%	2%	2%	1%	3%	3%	10%	1%	0%	0%
	1900 - 2000	318	58%	14%	0%	2%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	12%	1%	0%	0%
	2000 - 2100	239	51%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	6%	16%	1%	0%	0%
	2100 - 2200	224	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	2%	5%	5%	12%	5%	0%	0%
	2200 - 2300	217	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	4%	3%	6%	6%	11%	1%	0%	0%
	2300 - 0000	153	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	4%	3%	7%	6%	13%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7W	0000 - 0100	158	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	1%	1%	2%	6%	14%	2%	0%	0%
	0100 - 0200	103	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	16%	2%	0%	0%
	0200 - 0300	77	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	17%	2%	0%	0%
	0300 - 0400	55	45%	11%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0400 - 0500	53	42%	10%	0%	4%	1%	0%	1%	4%	0%	1%	2%	2%	3%	7%	21%	2%	0%	0%
	0500 - 0600	82	40%	8%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	4%	7%	22%	2%	0%	0%
	0600 - 0700	193	38%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0700 - 0800	510	36%	6%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	26%	2%	0%	0%
	0800 - 0900	532	50%	11%	0%	4%	1%	1%	2%	3%	0%	3%	1%	1%	2%	6%	10%	3%	1%	0%
	0900 - 1000	425	53%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	14%	0%	0%	0%
	1000 - 1100	376	52%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	5%	11%	2%	0%	0%
	1100 - 1200	372	50%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	5%	10%	1%	0%	0%
	1200 - 1300	319	44%	15%	0%	8%	3%	0%	0%	1%	0%	3%	4%	3%	6%	3%	6%	1%	0%	0%
	1300 - 1400	373	43%	13%	0%	5%	2%	0%	0%	1%	1%	6%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	340	46%	11%	0%	9%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	346	49%	19%	0%	4%	1%	0%	1%	1%	1%	5%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	391	45%	10%	0%	6%	2%	0%	0%	1%	1%	7%	4%	2%	5%	4%	9%	3%	0%	0%
	1700 - 1800	408	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	503	66%	12%	0%	5%	2%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	477	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	342	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	328	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	317	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	218	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L8	0000 - 0100	34	59%	18%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	1%	5%	11%	2%	0%	0%
	0100 - 0200	22	57%	16%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	13%	2%	0%	0%
	0200 - 0300	16	55%	15%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	15%	2%	0%	0%
	0300 - 0400	12	53%	13%	0%	3%	1%	0%	1%	0%	0%	1%	1%	1%	2%	6%	16%	2%	0%	0%
	0400 - 0500	11	51%	12%	0%	3%	1%	0%	1%	0%	0%	1%	2%	1%	2%	6%	18%	2%	0%	0%
	0500 - 0600	17	49%	10%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	6%	20%	2%	0%	0%
	0600 - 0700	38	47%	9%	0%	4%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	22%	2%	0%	0%
	0700 - 0800	100	45%	7%	0%	5%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	23%	2%	0%	0%
	0800 - 0900	114	57%	12%	0%	4%	1%	1%	2%	0%	0%	2%	1%	1%	1%	5%	8%	4%	0%	0%
	0900 - 1000	92	61%	16%	0%	4%	1%	0%	0%	0%	0%	1%	1%	0%	1%	2%	12%	0%	0%	0%
	1000 - 1100	80	60%	10%	0%	7%	2%	0%	0%	0%	0%	1%	1%	1%	1%	4%	9%	3%	0%	0%
	1100 - 1200	81	57%	17%	0%	7%	2%	0%	0%	0%	0%	1%	1%	0%	1%	4%	8%	1%	0%	0%
	1200 - 1300	93	33%	11%	0%	9%	3%	0%	0%	0%	1%	8%	10%	7%	15%	1%	1%	1%	0%	0%
	1300 - 1400	121	29%	9%	0%	5%	2%	0%	0%	0%	2%	13%	12%	8%	18%	0%	1%	1%	0%	0%
	1400 - 1500	98	35%	8%	0%	10%	3%	0%	1%	0%	1%	5%	10%	7%	16%	1%	1%	1%	0%	0%
	1500 - 1600	95	39%	15%	0%	4%	1%	0%	1%	0%	2%	13%	7%	5%	10%	1%	2%	1%	0%	0%
	1600 - 1700	114	34%	7%	0%	6%	2%	0%	0%	0%	2%	16%	8%	6%	12%	1%	2%	2%	0%	0%
	1700 - 1800	96	57%	12%	0%	6%	2%	0%	0%	0%	0%	0%	5%	3%	7%	1%	2%	4%	0%	0%
	1800 - 1900	119	61%	11%	0%	6%	2%	0%	0%	0%	0%	4%	4%	3%	6%	0%	2%	1%	0%	0%
	1900 - 2000	108	64%	15%	0%	2%	1%	0%	0%	0%	0%	0%	4%	3%	7%	1%	2%	1%	0%	0%
	2000 - 2100	78	58%	14%	0%	3%	1%	0%	0%	0%	0%	0%	6%	4%	9%	1%	3%	1%	0%	0%
	2100 - 2200	80	45%	19%	0%	4%	2%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	5%	0%	0%
	2200 - 2300	76	53%	18%	0%	1%	0%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	2%	0%	0%
	2300 - 0000	55	49%	15%	0%	2%	1%	0%	0%	0%	0%	1%	9%	6%	13%	1%	2%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L9	0000 - 0100	70	66%	20%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	2%	0%	0%
	0100 - 0200	44	65%	18%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	6%	2%	0%	0%
	0200 - 0300	32	63%	17%	0%	4%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	7%	2%	0%	0%
	0300 - 0400	23	62%	16%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	8%	2%	0%	0%
	0400 - 0500	21	61%	14%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	3%	9%	2%	0%	0%
	0500 - 0600	31	59%	12%	0%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	3%	10%	2%	0%	0%
	0600 - 0700	72	58%	11%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	11%	2%	0%	0%
	0700 - 0800	183	56%	9%	0%	9%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	12%	2%	0%	0%
	0800 - 0900	239	62%	13%	0%	6%	2%	1%	3%	0%	0%	0%	0%	0%	0%	2%	4%	4%	1%	0%
	0900 - 1000	194	66%	17%	0%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
	1000 - 1100	172	64%	11%	0%	10%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%	0%	0%
	1100 - 1200	178	59%	18%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%
	1200 - 1300	145	43%	14%	0%	9%	3%	0%	0%	0%	1%	5%	7%	5%	10%	0%	1%	1%	0%	0%
	1300 - 1400	178	39%	12%	0%	5%	2%	0%	0%	0%	1%	10%	9%	6%	13%	0%	1%	2%	0%	0%
	1400 - 1500	154	45%	11%	0%	10%	4%	0%	1%	0%	0%	3%	7%	5%	11%	0%	1%	2%	0%	0%
	1500 - 1600	154	49%	19%	0%	4%	1%	0%	1%	0%	1%	9%	4%	3%	7%	0%	1%	1%	0%	0%
	1600 - 1700	174	45%	10%	0%	6%	2%	0%	0%	0%	1%	11%	6%	4%	9%	1%	1%	3%	0%	0%
	1700 - 1800	174	64%	14%	0%	6%	2%	0%	0%	0%	0%	0%	3%	2%	4%	0%	1%	5%	0%	0%
	1800 - 1900	215	68%	13%	0%	5%	2%	0%	0%	0%	0%	2%	2%	1%	3%	0%	1%	1%	0%	0%
	1900 - 2000	200	71%	16%	0%	2%	1%	0%	0%	0%	0%	0%	2%	2%	4%	0%	1%	1%	0%	0%
	2000 - 2100	140	65%	16%	0%	3%	1%	0%	0%	0%	0%	0%	3%	2%	5%	0%	1%	2%	0%	0%
	2100 - 2200	140	52%	21%	0%	4%	1%	0%	0%	0%	0%	0%	4%	3%	6%	0%	1%	6%	0%	0%
	2200 - 2300	135	61%	20%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	1%	2%	0%	0%
	2300 - 0000	93	58%	18%	0%	2%	1%	0%	0%	0%	0%	1%	5%	4%	8%	0%	1%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L10	0000 - 0100	41	72%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0100 - 0200	26	72%	21%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0200 - 0300	18	72%	19%	0%	2%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	0%	0%
	0300 - 0400	12	72%	18%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
	0400 - 0500	11	72%	17%	0%	3%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0500 - 0600	17	72%	15%	0%	4%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0600 - 0700	37	72%	13%	0%	5%	2%	0%	1%	0%	0%	0%	1%	1%	2%	0%	0%	3%	0%	0%
	0700 - 0800	92	72%	11%	0%	6%	2%	1%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0800 - 0900	136	70%	15%	0%	3%	1%	1%	2%	0%	0%	1%	0%	0%	1%	0%	0%	5%	0%	0%
	0900 - 1000	111	74%	19%	0%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	96	74%	13%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
	1100 - 1200	100	68%	21%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	62	51%	17%	0%	0%	0%	0%	0%	0%	1%	6%	7%	5%	11%	0%	0%	2%	0%	0%
	1300 - 1400	81	44%	13%	0%	0%	0%	0%	0%	0%	1%	10%	9%	6%	14%	0%	0%	2%	0%	0%
	1400 - 1500	64	55%	13%	0%	0%	0%	0%	0%	0%	0%	4%	8%	6%	12%	0%	0%	2%	0%	0%
	1500 - 1600	71	54%	21%	0%	0%	0%	0%	0%	0%	1%	9%	4%	3%	7%	0%	0%	1%	0%	0%
	1600 - 1700	77	51%	11%	0%	0%	0%	0%	0%	0%	2%	12%	6%	4%	9%	0%	0%	4%	0%	0%
	1700 - 1800	80	71%	15%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	5%	0%	0%
	1800 - 1900	99	75%	14%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	0%	0%	1%	0%	0%
	1900 - 2000	97	74%	17%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%	0%	1%	0%	0%
	2000 - 2100	66	70%	17%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	2%	0%	0%
	2100 - 2200	66	57%	23%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	6%	0%	0%
	2200 - 2300	66	63%	21%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%
	2300 - 0000	45	61%	19%	0%	0%	0%	0%	0%	0%	0%	1%	5%	4%	8%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	0%	0%	2%	1%	3%	0%	0%	2%	0%	0%
	0100 - 0200	2	66%	19%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	0%	0%	2%	0%	0%
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	1%	2%	2%	3%	0%	0%	2%	0%	0%
	0300 - 0400	1	63%	16%	0%	6%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0400 - 0500	1	61%	14%	0%	7%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0500 - 0600	2	60%	12%	0%	8%	3%	1%	1%	0%	0%	1%	3%	2%	5%	0%	0%	2%	0%	0%
	0600 - 0700	4	58%	11%	0%	9%	3%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	0%	0%
	0700 - 0800	10	56%	9%	0%	10%	4%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	1%	0%
	0800 - 0900	14	60%	13%	0%	6%	2%	2%	3%	0%	0%	3%	2%	1%	2%	0%	0%	4%	1%	0%
	0900 - 1000	11	66%	17%	0%	7%	3%	0%	0%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	0%
	1000 - 1100	10	63%	11%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	2%	0%	0%	3%	0%	0%
	1100 - 1200	10	59%	18%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	1%	0%	0%	1%	0%	0%
	1200 - 1300	19	36%	12%	0%	4%	1%	0%	0%	0%	1%	9%	11%	8%	17%	0%	0%	1%	0%	0%
	1300 - 1400	26	30%	9%	0%	2%	1%	0%	0%	0%	2%	14%	13%	9%	19%	0%	0%	2%	0%	0%
	1400 - 1500	20	39%	9%	0%	4%	2%	0%	0%	0%	1%	5%	12%	8%	18%	0%	0%	1%	0%	0%
	1500 - 1600	20	41%	16%	0%	2%	1%	0%	0%	0%	2%	14%	7%	5%	11%	0%	0%	1%	0%	0%
	1600 - 1700	24	36%	8%	0%	3%	1%	0%	0%	0%	2%	18%	9%	6%	14%	0%	0%	3%	0%	0%
	1700 - 1800	20	61%	13%	0%	3%	1%	0%	0%	0%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%
	1800 - 1900	25	65%	12%	0%	3%	1%	0%	0%	0%	1%	4%	4%	3%	6%	0%	0%	1%	0%	0%
	1900 - 2000	23	67%	16%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	7%	0%	0%	1%	0%	0%
	2000 - 2100	16	61%	15%	0%	1%	1%	0%	0%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%
	2100 - 2200	17	48%	20%	0%	2%	1%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%
	2200 - 2300	17	55%	18%	0%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	2%	0%	0%
	2300 - 0000	12	51%	16%	0%	1%	0%	0%	0%	0%	0%	1%	9%	6%	14%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L12E	0000 - 0100	322	68%	12%	0%	3%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	0%	0%
	0100 - 0200	215	68%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0200 - 0300	162	67%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0300 - 0400	128	66%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	116	65%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	157	64%	9%	0%	4%	2%	1%	2%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0600 - 0700	442	63%	9%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	1144	62%	8%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	1260	64%	8%	0%	5%	2%	2%	4%	0%	0%	1%	1%	1%	1%	0%	7%	5%	1%	0%
	0900 - 1000	1043	63%	9%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	839	55%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	0%	0%	7%	3%	1%	0%
	1100 - 1200	800	57%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	1%	0%	6%	2%	1%	0%
	1200 - 1300	686	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	712	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1400 - 1500	769	28%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1500 - 1600	772	31%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1600 - 1700	827	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
	1700 - 1800	900	39%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	5%	4%	2%	0%
	1800 - 1900	895	52%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	672	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	7%	2%	2%	0%
	2000 - 2100	499	51%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	442	53%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	417	55%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	316	53%	10%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L13E	0000 - 0100	955	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	641	64%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	484	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	385	61%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	351	60%	9%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	479	59%	9%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1353	58%	8%	0%	8%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	3524	56%	8%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	3920	58%	7%	0%	8%	3%	3%	6%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	3319	55%	8%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	2%	0%
	1000 - 1100	2770	46%	10%	0%	14%	5%	4%	8%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	2628	49%	9%	0%	13%	5%	4%	8%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	1578	42%	6%	0%	16%	6%	6%	12%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1602	39%	6%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	1718	36%	6%	0%	20%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	1743	40%	6%	0%	18%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	1870	40%	5%	0%	20%	7%	5%	11%	0%	0%	1%	1%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	2140	48%	5%	0%	18%	6%	3%	7%	0%	0%	1%	1%	1%	1%	0%	4%	5%	2%	0%
	1800 - 1900	2270	59%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	1%	2%	0%	4%	4%	1%	0%
	1900 - 2000	1734	63%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	5%	3%	1%	0%
	2000 - 2100	1262	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
	2100 - 2200	1125	60%	10%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2200 - 2300	1073	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2300 - 0000	809	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L14W	0000 - 0100	806	62%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	545	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	414	59%	10%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	330	58%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	303	56%	9%	0%	10%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	417	55%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	1185	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0700 - 0800	3104	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	3495	52%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	3031	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	2615	40%	8%	0%	19%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	2474	42%	8%	0%	18%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	3410	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3489	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3725	36%	6%	0%	21%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	3786	39%	6%	0%	19%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	4065	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4629	47%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4865	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	1900 - 2000	3742	62%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
	2000 - 2100	2745	57%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2100 - 2200	2462	58%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2200 - 2300	2345	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1763	58%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Average Speed (Year 2038)

Road Link Ref.	Average Speed (km/h)																							
	00:00 | 01:00	01:00 | 02:00	02:00 | 03:00	03:00 | 04:00	04:00 | 05:00	05:00 | 06:00	06:00 | 07:00	07:00 | 08:00	08:00 | 09:00	09:00 | 10:00	10:00 | 11:00	11:00 | 12:00	12:00 | 13:00	13:00 | 14:00	14:00 | 15:00	15:00 | 16:00	16:00 | 17:00	17:00 | 18:00	18:00 | 19:00	19:00 | 20:00	20:00 | 21:00	21:00 | 22:00	22:00 | 23:00	23:00 | 00:00
L1N	80	80	80	80	80	80	80	80	79	80	80	80	74	74	72	71	70	68	68	75	80	80	80	80
L1S	80	80	80	80	80	80	80	53	24	50	66	69	80	80	80	80	79	77	77	80	80	80	80	80
L2N	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L2S	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L3E	70	70	70	70	70	70	70	61	43	60	62	64	70	70	70	70	69	67	67	70	70	70	70	70
L3W	70	70	70	70	70	70	70	70	68	70	70	70	67	67	65	65	64	63	63	68	70	70	70	70
L4E	70	70	70	70	70	70	70	67	65	68	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L4W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	68	70	70	70	70	70
L5W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L6E	69	70	70	70	70	70	69	67	67	68	68	68	69	68	69	69	68	69	68	69	69	69	69	69
L6W	69	70	70	70	70	70	69	68	68	68	68	68	69	68	68	68	68	68	68	68	69	69	69	69
L7E	69	70	70	70	70	70	69	67	67	68	68	68	69	69	69	69	68	69	68	69	69	69	69	69
L7W	69	70	70	70	70	70	69	67	67	68	68	68	69	68	68	68	68	68	68	68	69	69	69	69
L8	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50
L9	49	50	50	50	50	50	49	48	48	49	49	49	49	48	49	49	49	49	48	49	49	49	49	49
L10	50	50	50	50	50	50	50	49	49	49	49	49	50	49	50	49	49	49	49	49	50	50	50	50
L11	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L12E	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L13E	70	70	70	70	70	70	70	67	64	67	69	70	70	70	70	70	70	70	70	70	70	70	70	70
L14W	70	70	70	70	70	70	70	68	66	68	70	70	64	64	62	62	61	55	55	65	70	70	70	70

Hourly Traffic Flows (Year 2043)

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1N	0000 - 0100	697	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	471	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	358	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	286	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	263	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0500 - 0600	362	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	1030	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2701	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3050	51%	6%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2661	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2317	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2193	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	3453	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3538	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3773	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3841	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	4122	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4688	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4915	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	1900 - 2000	3789	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
	2000 - 2100	2784	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2100 - 2200	2490	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2200 - 2300	2390	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1795	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L1S	0000 - 0100	1410	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	952	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	723	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	577	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
	0400 - 0500	529	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0500 - 0600	727	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0600 - 0700	2064	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	5404	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	6085	53%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	5279	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4559	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	4318	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	2513	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	3%	1%	3%	0%
	1300 - 1400	2549	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1400 - 1500	2709	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	2772	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	2973	46%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	3%	3%	3%	0%
	1700 - 1800	3477	53%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	3%	5%	2%	0%
	1800 - 1900	3765	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	1900 - 2000	2917	68%	7%	0%	7%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	4%	3%	1%	0%
	2000 - 2100	2128	63%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	2100 - 2200	1905	64%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2200 - 2300	1842	65%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%
	2300 - 0000	1378	64%	11%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	4%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2N	0000 - 0100	207	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	140	60%	10%	0%	7%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	106	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	85	57%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0400 - 0500	78	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	107	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	303	53%	7%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	793	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0800 - 0900	890	52%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	6%	4%	2%	0%
	0900 - 1000	769	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	661	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	625	42%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1200 - 1300	1413	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	6%	1%	3%	0%
	1300 - 1400	1446	38%	6%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	1%	3%	0%
	1400 - 1500	1542	35%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	1568	38%	6%	0%	18%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	1684	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1700 - 1800	1920	46%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	7%	4%	2%	0%
	1800 - 1900	2020	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	8%	4%	1%	0%
	1900 - 2000	1557	61%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1142	56%	9%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	1026	57%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	10%	3%	1%	0%
	2200 - 2300	976	59%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	734	57%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L2S	0000 - 0100	596	63%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	402	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	305	60%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	244	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0400 - 0500	224	57%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	307	56%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	873	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0700 - 0800	2286	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%
	0800 - 0900	2570	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	2222	50%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	1909	41%	8%	0%	18%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	1807	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	823	47%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	835	44%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1400 - 1500	887	41%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	4%	2%	3%	0%
	1500 - 1600	907	44%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	974	45%	5%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	3%	2%	0%
	1700 - 1800	1140	52%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	1235	63%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	5%	4%	1%	0%
	1900 - 2000	959	66%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	699	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2100 - 2200	628	63%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	7%	4%	1%	0%
	2200 - 2300	604	64%	12%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	452	63%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	6%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3E	0000 - 0100	815	62%	11%	0%	7%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	550	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	417	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	333	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0400 - 0500	305	56%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	1%	1%	0%	3%	5%	1%	0%
	0500 - 0600	419	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	1191	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	3118	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3515	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	3057	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2650	39%	8%	0%	19%	7%	5%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	2511	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	1690	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	1%	0%	2%	1%	3%	0%
	1300 - 1400	1714	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1400 - 1500	1823	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1500 - 1600	1865	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0%
	1600 - 1700	1999	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%
	1700 - 1800	2337	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	0%	0%	1%	0%	2%	5%	2%	0%
	1800 - 1900	2530	65%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	2%	5%	1%	0%
	1900 - 2000	1959	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	0%	1%	0%	2%	3%	1%	0%
	2000 - 2100	1430	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	2%	4%	1%	0%
	2100 - 2200	1277	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2200 - 2300	1238	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2300 - 0000	926	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L3W	0000 - 0100	490	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	332	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	252	58%	10%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	202	57%	9%	0%	10%	4%	3%	6%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	186	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	255	54%	8%	0%	12%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	727	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%
	0700 - 0800	1908	50%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	2%	5%	2%	0%
	0800 - 0900	2160	51%	6%	0%	13%	5%	5%	9%	0%	0%	0%	1%	1%	1%	0%	2%	4%	2%	0%
	0900 - 1000	1893	47%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	1656	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	2%	2%	3%	0%
	1100 - 1200	1568	40%	8%	0%	19%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	2041	41%	6%	0%	16%	6%	7%	13%	1%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	2092	38%	6%	0%	20%	7%	6%	12%	1%	0%	0%	0%	0%	0%	0%	4%	1%	3%	0%
	1400 - 1500	2231	35%	6%	0%	21%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	2273	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1600 - 1700	2437	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	2768	46%	5%	0%	18%	7%	4%	7%	1%	0%	0%	0%	0%	1%	0%	5%	5%	2%	0%
	1800 - 1900	2895	59%	4%	0%	11%	4%	3%	5%	1%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	1900 - 2000	2232	62%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1642	56%	9%	0%	10%	3%	3%	5%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2100 - 2200	1464	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2200 - 2300	1413	59%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	1061	58%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4E	0000 - 0100	1342	66%	11%	0%	4%	2%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	900	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	679	64%	10%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	538	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	490	61%	9%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	669	60%	9%	0%	6%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1887	59%	8%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	4907	58%	8%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	5445	59%	8%	0%	7%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	4585	57%	8%	0%	10%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	3793	48%	10%	0%	13%	5%	4%	7%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	3603	51%	10%	0%	12%	4%	4%	7%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	2382	40%	6%	0%	17%	6%	7%	13%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	2434	37%	6%	0%	21%	8%	6%	12%	0%	0%	0%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	2616	34%	6%	0%	22%	8%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	2646	37%	6%	0%	20%	7%	7%	13%	0%	0%	1%	0%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	2837	38%	4%	0%	21%	8%	6%	12%	0%	0%	1%	0%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	3198	45%	4%	0%	19%	7%	4%	7%	0%	0%	1%	1%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	3330	57%	4%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	4%	2%	0%
	1900 - 2000	2532	61%	6%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	3%	1%	0%
	2000 - 2100	1853	56%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	3%	1%	0%
	2100 - 2200	1649	58%	9%	0%	10%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2200 - 2300	1568	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	1184	58%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L4W	0000 - 0100	578	62%	11%	0%	7%	2%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0100 - 0200	390	61%	10%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	0200 - 0300	296	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	0300 - 0400	236	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	6%	5%	1%	0%
	0400 - 0500	217	56%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0500 - 0600	297	55%	8%	0%	10%	4%	3%	5%	0%	0%	0%	1%	1%	1%	0%	6%	5%	1%	0%
	0600 - 0700	845	54%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	6%	5%	2%	0%
	0700 - 0800	2212	52%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	2485	53%	7%	0%	11%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	5%	4%	2%	0%
	0900 - 1000	2147	49%	7%	0%	15%	5%	4%	8%	0%	0%	0%	0%	0%	1%	0%	5%	3%	2%	0%
	1000 - 1100	1846	40%	8%	0%	18%	6%	5%	10%	0%	0%	1%	0%	0%	0%	0%	5%	2%	3%	0%
	1100 - 1200	1746	43%	8%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	2210	46%	7%	0%	14%	5%	5%	11%	0%	0%	1%	0%	0%	1%	0%	7%	1%	3%	0%
	1300 - 1400	2242	43%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1400 - 1500	2376	40%	7%	0%	18%	6%	6%	11%	0%	0%	0%	0%	0%	1%	0%	6%	2%	3%	0%
	1500 - 1600	2433	43%	6%	0%	16%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	6%	2%	3%	0%
	1600 - 1700	2617	44%	5%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	1700 - 1800	3060	50%	5%	0%	15%	5%	3%	6%	0%	0%	0%	0%	0%	1%	0%	7%	5%	2%	0%
	1800 - 1900	3315	61%	4%	0%	9%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	8%	4%	1%	0%
	1900 - 2000	2583	64%	7%	0%	6%	2%	2%	4%	0%	0%	0%	1%	0%	1%	0%	9%	3%	1%	0%
	2000 - 2100	1884	59%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2100 - 2200	1700	60%	10%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	10%	4%	1%	0%
	2200 - 2300	1628	62%	11%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2300 - 0000	1218	60%	11%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	9%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L5W	0000 - 0100	270	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	183	60%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	139	59%	10%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	111	57%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	102	56%	9%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0500 - 0600	141	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	401	53%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	1053	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	1190	51%	7%	0%	13%	5%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	1039	48%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	904	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	855	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	2%	2%	3%	0%
	1200 - 1300	1372	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	1423	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1400 - 1500	1537	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%
	1500 - 1600	1545	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1600 - 1700	1653	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1700 - 1800	1803	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	1%	0%	4%	4%	2%	0%
	1800 - 1900	1795	53%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	1347	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	6%	2%	2%	0%
	2000 - 2100	999	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	885	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	835	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%
	2300 - 0000	633	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6E	0000 - 0100	180	56%	17%	0%	3%	1%	0%	0%	3%	0%	0%	2%	1%	2%	4%	8%	2%	0%	0%
	0100 - 0200	117	54%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	3%	4%	9%	2%	0%	0%
	0200 - 0300	87	52%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	1%	3%	4%	10%	2%	0%	0%
	0300 - 0400	62	49%	12%	0%	6%	2%	1%	1%	3%	0%	1%	2%	2%	4%	4%	11%	2%	0%	0%
	0400 - 0500	59	47%	11%	0%	7%	2%	1%	1%	4%	0%	1%	3%	2%	4%	4%	12%	2%	0%	0%
	0500 - 0600	92	45%	9%	0%	8%	3%	1%	1%	4%	0%	1%	3%	2%	4%	4%	13%	2%	0%	0%
	0600 - 0700	215	42%	8%	0%	8%	3%	1%	2%	4%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%
	0700 - 0800	566	40%	6%	0%	9%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%
	0800 - 0900	647	51%	11%	0%	7%	2%	2%	3%	3%	0%	3%	2%	1%	2%	3%	5%	4%	1%	0%
	0900 - 1000	505	56%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	462	52%	9%	0%	12%	4%	0%	1%	3%	0%	1%	1%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	463	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	1%	3%	5%	1%	0%	0%
	1200 - 1300	267	35%	12%	0%	6%	2%	0%	0%	2%	1%	5%	7%	5%	10%	5%	9%	1%	0%	0%
	1300 - 1400	330	32%	10%	0%	4%	1%	0%	0%	2%	1%	10%	9%	6%	13%	3%	9%	2%	0%	0%
	1400 - 1500	282	37%	9%	0%	7%	3%	0%	0%	2%	0%	3%	7%	5%	11%	5%	9%	1%	0%	0%
	1500 - 1600	282	40%	16%	0%	3%	1%	0%	0%	2%	1%	9%	4%	3%	7%	4%	9%	1%	0%	0%
	1600 - 1700	340	34%	8%	0%	4%	1%	0%	0%	2%	1%	11%	5%	4%	8%	6%	13%	2%	0%	0%
	1700 - 1800	304	55%	12%	0%	4%	2%	0%	0%	2%	0%	0%	3%	2%	5%	3%	9%	4%	0%	0%
	1800 - 1900	375	58%	11%	0%	4%	1%	0%	0%	3%	0%	2%	2%	2%	3%	3%	9%	1%	0%	0%
	1900 - 2000	356	59%	14%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	4%	10%	1%	0%	0%
	2000 - 2100	266	52%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	5%	5%	14%	1%	0%	0%
	2100 - 2200	253	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	3%	7%	4%	10%	5%	0%	0%
	2200 - 2300	246	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	5%	3%	7%	5%	9%	1%	0%	0%
	2300 - 0000	174	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	5%	4%	8%	5%	11%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L6W	0000 - 0100	148	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%
	0100 - 0200	96	51%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%
	0200 - 0300	72	48%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0300 - 0400	51	46%	11%	0%	3%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	49	44%	10%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	3%	6%	19%	2%	0%	0%
	0500 - 0600	76	41%	9%	0%	4%	2%	0%	1%	5%	0%	1%	2%	2%	4%	6%	21%	2%	0%	0%
	0600 - 0700	178	39%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	469	37%	6%	0%	5%	2%	1%	1%	6%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	498	51%	11%	0%	4%	1%	1%	2%	4%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	398	54%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	353	53%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	4%	10%	2%	0%	0%
	1100 - 1200	349	51%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	4%	9%	1%	0%	0%
	1200 - 1300	334	45%	15%	0%	7%	3%	0%	0%	1%	0%	3%	4%	3%	7%	3%	6%	2%	0%	0%
	1300 - 1400	393	43%	13%	0%	4%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	355	47%	11%	0%	8%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	365	50%	19%	0%	3%	1%	0%	1%	1%	1%	6%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	411	46%	10%	0%	5%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	9%	3%	0%	0%
	1700 - 1800	429	63%	13%	0%	4%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	530	67%	12%	0%	4%	1%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	506	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	362	61%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	346	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	336	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	231	57%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7E	0000 - 0100	155	54%	16%	0%	3%	1%	0%	0%	3%	0%	1%	2%	2%	3%	4%	8%	2%	0%	0%
	0100 - 0200	101	52%	15%	0%	4%	2%	0%	1%	3%	0%	1%	2%	2%	4%	4%	9%	2%	0%	0%
	0200 - 0300	76	49%	13%	0%	5%	2%	0%	1%	3%	0%	1%	3%	2%	4%	4%	10%	2%	0%	0%
	0300 - 0400	55	47%	12%	0%	6%	2%	1%	1%	4%	0%	1%	3%	2%	5%	4%	11%	2%	0%	0%
	0400 - 0500	52	44%	10%	0%	7%	3%	1%	1%	4%	0%	1%	3%	2%	5%	4%	12%	2%	0%	0%
	0500 - 0600	82	42%	9%	0%	8%	3%	1%	1%	4%	0%	2%	4%	3%	6%	4%	13%	2%	0%	0%
	0600 - 0700	192	39%	7%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	14%	2%	0%	0%
	0700 - 0800	508	37%	6%	0%	10%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	15%	2%	0%	0%
	0800 - 0900	569	48%	10%	0%	7%	3%	2%	4%	3%	1%	4%	2%	1%	3%	3%	5%	3%	1%	0%
	0900 - 1000	438	53%	14%	0%	8%	3%	0%	1%	3%	0%	3%	1%	1%	2%	2%	8%	0%	0%	0%
	1000 - 1100	404	50%	9%	0%	13%	5%	1%	1%	4%	0%	2%	2%	1%	3%	3%	6%	2%	0%	0%
	1100 - 1200	403	48%	14%	0%	14%	5%	1%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%
	1200 - 1300	245	35%	12%	0%	8%	3%	0%	0%	2%	1%	4%	5%	4%	8%	6%	10%	1%	0%	0%
	1300 - 1400	293	33%	10%	0%	5%	2%	0%	0%	2%	1%	8%	7%	5%	11%	4%	11%	2%	0%	0%
	1400 - 1500	260	37%	9%	0%	8%	3%	0%	1%	2%	0%	3%	6%	4%	9%	5%	11%	1%	0%	0%
	1500 - 1600	258	40%	16%	0%	3%	1%	0%	1%	2%	1%	7%	4%	2%	5%	4%	11%	1%	0%	0%
	1600 - 1700	311	35%	8%	0%	5%	2%	0%	0%	2%	1%	9%	4%	3%	7%	7%	15%	2%	0%	0%
	1700 - 1800	286	54%	11%	0%	5%	2%	0%	0%	2%	0%	0%	2%	2%	4%	4%	10%	4%	0%	0%
	1800 - 1900	353	57%	11%	0%	5%	2%	0%	0%	3%	0%	2%	2%	1%	3%	3%	10%	1%	0%	0%
	1900 - 2000	334	58%	14%	0%	2%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	12%	1%	0%	0%
	2000 - 2100	251	51%	13%	0%	2%	1%	0%	0%	2%	0%	0%	3%	2%	4%	6%	16%	1%	0%	0%
	2100 - 2200	236	43%	18%	0%	3%	1%	0%	0%	2%	0%	0%	4%	2%	5%	5%	12%	5%	0%	0%
	2200 - 2300	228	50%	16%	0%	1%	0%	0%	0%	2%	0%	0%	4%	3%	6%	6%	11%	1%	0%	0%
	2300 - 0000	161	47%	15%	0%	1%	0%	0%	0%	2%	0%	1%	4%	3%	7%	6%	13%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L7W	0000 - 0100	166	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	1%	1%	2%	6%	14%	2%	0%	0%
	0100 - 0200	108	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	16%	2%	0%	0%
	0200 - 0300	81	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	17%	2%	0%	0%
	0300 - 0400	58	45%	11%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0400 - 0500	55	42%	10%	0%	4%	1%	0%	1%	4%	0%	1%	2%	2%	3%	7%	21%	2%	0%	0%
	0500 - 0600	86	40%	8%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	4%	7%	22%	2%	0%	0%
	0600 - 0700	203	38%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0700 - 0800	536	36%	6%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	26%	2%	0%	0%
	0800 - 0900	559	50%	11%	0%	4%	1%	1%	2%	3%	0%	3%	1%	1%	2%	6%	10%	3%	1%	0%
	0900 - 1000	446	53%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	14%	0%	0%	0%
	1000 - 1100	396	52%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	1%	2%	5%	11%	2%	0%	0%
	1100 - 1200	391	50%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	1%	5%	10%	1%	0%	0%
	1200 - 1300	336	44%	15%	0%	8%	3%	0%	0%	1%	0%	3%	4%	3%	6%	3%	6%	1%	0%	0%
	1300 - 1400	392	43%	13%	0%	5%	2%	0%	0%	1%	1%	6%	6%	4%	9%	2%	6%	2%	0%	0%
	1400 - 1500	357	46%	11%	0%	9%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%
	1500 - 1600	363	49%	19%	0%	4%	1%	0%	1%	1%	1%	5%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	411	45%	10%	0%	6%	2%	0%	0%	1%	1%	7%	4%	2%	5%	4%	9%	3%	0%	0%
	1700 - 1800	428	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	528	66%	12%	0%	5%	2%	0%	0%	1%	0%	1%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	501	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	360	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	344	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%	0%
	2200 - 2300	333	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%	0%
	2300 - 0000	229	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	3%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L8	0000 - 0100	36	59%	18%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	1%	5%	11%	2%	0%	0%
	0100 - 0200	23	57%	16%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	13%	2%	0%	0%
	0200 - 0300	17	55%	15%	0%	2%	1%	0%	0%	0%	0%	0%	1%	1%	2%	5%	15%	2%	0%	0%
	0300 - 0400	12	53%	13%	0%	3%	1%	0%	1%	0%	0%	1%	1%	1%	2%	6%	16%	2%	0%	0%
	0400 - 0500	11	51%	12%	0%	3%	1%	0%	1%	0%	0%	1%	2%	1%	2%	6%	18%	2%	0%	0%
	0500 - 0600	17	49%	10%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	6%	20%	2%	0%	0%
	0600 - 0700	40	47%	9%	0%	4%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	22%	2%	0%	0%
	0700 - 0800	105	45%	7%	0%	5%	2%	0%	1%	0%	0%	1%	2%	1%	3%	6%	23%	2%	0%	0%
	0800 - 0900	119	57%	12%	0%	4%	1%	1%	2%	0%	0%	2%	1%	1%	1%	5%	8%	4%	0%	0%
	0900 - 1000	97	61%	16%	0%	4%	1%	0%	0%	0%	0%	1%	1%	0%	1%	2%	12%	0%	0%	0%
	1000 - 1100	84	60%	10%	0%	7%	2%	0%	0%	0%	0%	1%	1%	1%	1%	4%	9%	3%	0%	0%
	1100 - 1200	85	57%	17%	0%	7%	2%	0%	0%	0%	0%	1%	1%	0%	1%	4%	8%	1%	0%	0%
	1200 - 1300	98	33%	11%	0%	9%	3%	0%	0%	0%	1%	8%	10%	7%	15%	1%	1%	1%	0%	0%
	1300 - 1400	127	29%	9%	0%	5%	2%	0%	0%	0%	2%	13%	12%	8%	18%	0%	1%	1%	0%	0%
	1400 - 1500	103	35%	8%	0%	10%	3%	0%	1%	0%	1%	5%	10%	7%	16%	1%	1%	1%	0%	0%
	1500 - 1600	100	39%	15%	0%	4%	1%	0%	1%	0%	2%	13%	7%	5%	10%	1%	2%	1%	0%	0%
	1600 - 1700	120	34%	7%	0%	6%	2%	0%	0%	0%	2%	16%	8%	6%	12%	1%	2%	2%	0%	0%
	1700 - 1800	101	57%	12%	0%	6%	2%	0%	0%	0%	0%	0%	5%	3%	7%	1%	2%	4%	0%	0%
	1800 - 1900	125	61%	11%	0%	6%	2%	0%	0%	0%	0%	4%	4%	3%	6%	0%	2%	1%	0%	0%
	1900 - 2000	114	64%	15%	0%	2%	1%	0%	0%	0%	0%	0%	4%	3%	7%	1%	2%	1%	0%	0%
	2000 - 2100	82	58%	14%	0%	3%	1%	0%	0%	0%	0%	0%	6%	4%	9%	1%	3%	1%	0%	0%
	2100 - 2200	84	45%	19%	0%	4%	2%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	5%	0%	0%
	2200 - 2300	80	53%	18%	0%	1%	0%	0%	0%	0%	0%	0%	7%	5%	11%	1%	2%	2%	0%	0%
	2300 - 0000	57	49%	15%	0%	2%	1%	0%	0%	0%	0%	1%	9%	6%	13%	1%	2%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L9	0000 - 0100	74	66%	20%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	2%	0%	0%
	0100 - 0200	47	65%	18%	0%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	6%	2%	0%	0%
	0200 - 0300	34	63%	17%	0%	4%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	7%	2%	0%	0%
	0300 - 0400	24	62%	16%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	3%	8%	2%	0%	0%
	0400 - 0500	22	61%	14%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	3%	9%	2%	0%	0%
	0500 - 0600	33	59%	12%	0%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	3%	10%	2%	0%	0%
	0600 - 0700	75	58%	11%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	11%	2%	0%	0%
	0700 - 0800	193	56%	9%	0%	9%	3%	1%	2%	0%	0%	0%	0%	0%	0%	3%	12%	2%	0%	0%
	0800 - 0900	251	62%	13%	0%	6%	2%	1%	3%	0%	0%	0%	0%	0%	0%	2%	4%	4%	1%	0%
	0900 - 1000	204	66%	17%	0%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
	1000 - 1100	181	64%	11%	0%	10%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	4%	3%	0%	0%
	1100 - 1200	187	59%	18%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%
	1200 - 1300	153	43%	14%	0%	9%	3%	0%	0%	0%	1%	5%	7%	5%	10%	0%	1%	1%	0%	0%
	1300 - 1400	187	39%	12%	0%	5%	2%	0%	0%	0%	1%	10%	9%	6%	13%	0%	1%	2%	0%	0%
	1400 - 1500	162	45%	11%	0%	10%	4%	0%	1%	0%	0%	3%	7%	5%	11%	0%	1%	2%	0%	0%
	1500 - 1600	162	49%	19%	0%	4%	1%	0%	1%	0%	1%	9%	4%	3%	7%	0%	1%	1%	0%	0%
	1600 - 1700	183	45%	10%	0%	6%	2%	0%	0%	0%	1%	11%	6%	4%	9%	1%	1%	3%	0%	0%
	1700 - 1800	183	64%	14%	0%	6%	2%	0%	0%	0%	0%	0%	3%	2%	4%	0%	1%	5%	0%	0%
	1800 - 1900	226	68%	13%	0%	5%	2%	0%	0%	0%	0%	2%	2%	1%	3%	0%	1%	1%	0%	0%
	1900 - 2000	210	71%	16%	0%	2%	1%	0%	0%	0%	0%	0%	2%	2%	4%	0%	1%	1%	0%	0%
	2000 - 2100	148	65%	16%	0%	3%	1%	0%	0%	0%	0%	0%	3%	2%	5%	0%	1%	2%	0%	0%
	2100 - 2200	147	52%	21%	0%	4%	1%	0%	0%	0%	0%	0%	4%	3%	6%	0%	1%	6%	0%	0%
	2200 - 2300	142	61%	20%	0%	1%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	1%	2%	0%	0%
	2300 - 0000	98	58%	18%	0%	2%	1%	0%	0%	0%	0%	1%	5%	4%	8%	0%	1%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L10	0000 - 0100	43	72%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0100 - 0200	27	72%	21%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%
	0200 - 0300	19	72%	19%	0%	2%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	2%	0%	0%
	0300 - 0400	13	72%	18%	0%	3%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	3%	0%	0%
	0400 - 0500	12	72%	17%	0%	3%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0500 - 0600	18	72%	15%	0%	4%	1%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
	0600 - 0700	39	72%	13%	0%	5%	2%	0%	1%	0%	0%	0%	1%	1%	2%	0%	0%	3%	0%	0%
	0700 - 0800	97	72%	11%	0%	6%	2%	1%	1%	0%	0%	1%	1%	1%	2%	0%	0%	3%	0%	0%
	0800 - 0900	143	70%	15%	0%	3%	1%	1%	2%	0%	0%	1%	0%	0%	1%	0%	0%	5%	0%	0%
	0900 - 1000	117	74%	19%	0%	3%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	101	74%	13%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
	1100 - 1200	105	68%	21%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	65	51%	17%	0%	0%	0%	0%	0%	0%	1%	6%	7%	5%	11%	0%	0%	2%	0%	0%
	1300 - 1400	85	44%	13%	0%	0%	0%	0%	0%	0%	1%	10%	9%	6%	14%	0%	0%	2%	0%	0%
	1400 - 1500	68	55%	13%	0%	0%	0%	0%	0%	0%	0%	4%	8%	6%	12%	0%	0%	2%	0%	0%
	1500 - 1600	75	54%	21%	0%	0%	0%	0%	0%	0%	1%	9%	4%	3%	7%	0%	0%	1%	0%	0%
	1600 - 1700	81	51%	11%	0%	0%	0%	0%	0%	0%	2%	12%	6%	4%	9%	0%	0%	4%	0%	0%
	1700 - 1800	84	71%	15%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	5%	0%	0%
	1800 - 1900	104	75%	14%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	0%	0%	1%	0%	0%
	1900 - 2000	101	74%	17%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%	0%	1%	0%	0%
	2000 - 2100	70	70%	17%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	2%	0%	0%
	2100 - 2200	69	57%	23%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	6%	0%	0%
	2200 - 2300	69	63%	21%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%
	2300 - 0000	47	61%	19%	0%	0%	0%	0%	0%	0%	0%	1%	5%	4%	8%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	0%	0%	2%	1%	3%	0%	0%	2%	0%	0%
	0100 - 0200	3	66%	19%	0%	4%	1%	0%	1%	0%	0%	1%	2%	1%	3%	0%	0%	2%	0%	0%
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	1%	2%	2%	3%	0%	0%	2%	0%	0%
	0300 - 0400	1	63%	16%	0%	6%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0400 - 0500	1	61%	14%	0%	7%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	0%	2%	0%	0%
	0500 - 0600	2	60%	12%	0%	8%	3%	1%	1%	0%	0%	1%	3%	2%	5%	0%	0%	2%	0%	0%
	0600 - 0700	4	58%	11%	0%	9%	3%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	0%	0%
	0700 - 0800	11	56%	9%	0%	10%	4%	1%	2%	0%	0%	2%	4%	3%	6%	0%	0%	2%	1%	0%
	0800 - 0900	15	60%	13%	0%	6%	2%	2%	3%	0%	0%	3%	2%	1%	2%	0%	0%	4%	1%	0%
	0900 - 1000	11	66%	17%	0%	7%	3%	0%	0%	0%	0%	2%	1%	1%	2%	0%	0%	0%	0%	0%
	1000 - 1100	10	63%	11%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	2%	0%	0%	3%	0%	0%
	1100 - 1200	11	59%	18%	0%	12%	4%	0%	1%	0%	0%	2%	1%	1%	1%	0%	0%	1%	0%	0%
	1200 - 1300	20	36%	12%	0%	4%	1%	0%	0%	0%	1%	9%	11%	8%	17%	0%	0%	1%	0%	0%
	1300 - 1400	27	30%	9%	0%	2%	1%	0%	0%	0%	2%	14%	13%	9%	19%	0%	0%	2%	0%	0%
	1400 - 1500	21	39%	9%	0%	4%	2%	0%	0%	0%	1%	5%	12%	8%	18%	0%	0%	1%	0%	0%
	1500 - 1600	21	41%	16%	0%	2%	1%	0%	0%	0%	2%	14%	7%	5%	11%	0%	0%	1%	0%	0%
	1600 - 1700	25	36%	8%	0%	3%	1%	0%	0%	0%	2%	18%	9%	6%	14%	0%	0%	3%	0%	0%
	1700 - 1800	21	61%	13%	0%	3%	1%	0%	0%	0%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%
	1800 - 1900	26	65%	12%	0%	3%	1%	0%	0%	0%	1%	4%	4%	3%	6%	0%	0%	1%	0%	0%
	1900 - 2000	24	67%	16%	0%	1%	0%	0%	0%	0%	0%	0%	5%	3%	7%	0%	0%	1%	0%	0%
	2000 - 2100	17	61%	15%	0%	1%	1%	0%	0%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%
	2100 - 2200	18	48%	20%	0%	2%	1%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%
	2200 - 2300	17	55%	18%	0%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	2%	0%	0%
	2300 - 0000	12	51%	16%	0%	1%	0%	0%	0%	0%	0%	1%	9%	6%	14%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L12E	0000 - 0100	338	68%	12%	0%	3%	1%	1%	2%	0%	0%	0%	0%	0%	1%	0%	7%	4%	0%	0%
	0100 - 0200	226	68%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0200 - 0300	170	67%	11%	0%	3%	1%	1%	2%	0%	0%	0%	1%	0%	1%	0%	7%	5%	0%	0%
	0300 - 0400	134	66%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	122	65%	10%	0%	4%	1%	1%	2%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	165	64%	9%	0%	4%	2%	1%	2%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0600 - 0700	465	63%	9%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	1204	62%	8%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	1325	64%	8%	0%	5%	2%	2%	4%	0%	0%	1%	1%	1%	1%	0%	7%	5%	1%	0%
	0900 - 1000	1097	63%	9%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	1000 - 1100	882	55%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	0%	0%	7%	3%	1%	0%
	1100 - 1200	841	57%	11%	0%	9%	3%	3%	5%	0%	0%	1%	0%	0%	1%	0%	6%	2%	1%	0%
	1200 - 1300	720	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	0%	0%	4%	1%	4%	0%
	1300 - 1400	748	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1400 - 1500	807	28%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%
	1500 - 1600	811	31%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%
	1600 - 1700	868	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	4%	0%
	1700 - 1800	946	39%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	0%	0%	5%	4%	2%	0%
	1800 - 1900	940	52%	4%	0%	15%	5%	4%	7%	0%	0%	0%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	706	57%	6%	0%	11%	4%	3%	7%	0%	0%	0%	1%	0%	1%	0%	7%	2%	2%	0%
	2000 - 2100	524	51%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%
	2100 - 2200	465	53%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%
	2200 - 2300	438	55%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2300 - 0000	332	53%	10%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L13E	0000 - 0100	1003	65%	11%	0%	5%	2%	1%	3%	0%	0%	0%	0%	0%	1%	0%	7%	4%	1%	0%
	0100 - 0200	674	64%	11%	0%	5%	2%	1%	3%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	0200 - 0300	509	62%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	0%	1%	0%	7%	5%	1%	0%
	0300 - 0400	404	61%	10%	0%	6%	2%	2%	3%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0400 - 0500	369	60%	9%	0%	7%	2%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0500 - 0600	503	59%	9%	0%	7%	3%	2%	4%	0%	0%	0%	1%	1%	1%	0%	7%	5%	1%	0%
	0600 - 0700	1422	58%	8%	0%	8%	3%	2%	4%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0700 - 0800	3704	56%	8%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	7%	6%	1%	0%
	0800 - 0900	4120	58%	7%	0%	8%	3%	3%	6%	0%	0%	0%	1%	1%	1%	0%	6%	4%	1%	0%
	0900 - 1000	3488	55%	8%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	1%	0%	6%	3%	2%	0%
	1000 - 1100	2911	46%	10%	0%	14%	5%	4%	8%	0%	0%	1%	0%	0%	0%	0%	7%	3%	2%	0%
	1100 - 1200	2762	49%	9%	0%	13%	5%	4%	8%	0%	0%	1%	0%	0%	1%	0%	6%	2%	2%	0%
	1200 - 1300	1661	42%	6%	0%	16%	6%	6%	12%	0%	0%	1%	1%	0%	1%	0%	4%	1%	3%	0%
	1300 - 1400	1687	39%	6%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	1%	0%	4%	1%	3%	0%
	1400 - 1500	1809	36%	6%	0%	20%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1500 - 1600	1835	40%	6%	0%	18%	7%	6%	12%	0%	0%	1%	1%	0%	1%	0%	3%	2%	3%	0%
	1600 - 1700	1968	40%	5%	0%	20%	7%	5%	11%	0%	0%	1%	1%	0%	1%	0%	4%	2%	3%	0%
	1700 - 1800	2253	48%	5%	0%	18%	6%	3%	7%	0%	0%	1%	1%	1%	1%	0%	4%	5%	2%	0%
	1800 - 1900	2390	59%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	1%	2%	0%	4%	4%	1%	0%
	1900 - 2000	1826	63%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	1%	2%	0%	5%	3%	1%	0%
	2000 - 2100	1329	58%	9%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%
	2100 - 2200	1184	60%	10%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	4%	1%	0%
	2200 - 2300	1130	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	6%	3%	1%	0%
	2300 - 0000	852	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t				>24t	>24t
L14W	0000 - 0100	847	62%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0100 - 0200	573	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%
	0200 - 0300	435	59%	10%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%
	0300 - 0400	347	58%	9%	0%	9%	3%	3%	5%	0%	0%	0%	1%	0%	1%	0%	5%	5%	1%	0%
	0400 - 0500	319	56%	9%	0%	10%	3%	3%	5%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0500 - 0600	438	55%	8%	0%	10%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	5%	5%	1%	0%
	0600 - 0700	1246	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0700 - 0800	3264	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	2%	0%	5%	5%	2%	0%
	0800 - 0900	3675	52%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	4%	4%	2%	0%
	0900 - 1000	3187	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%
	1000 - 1100	2750	40%	8%	0%	19%	7%	5%	10%	0%	0%	1%	0%	0%	0%	0%	4%	2%	3%	0%
	1100 - 1200	2601	42%	8%	0%	18%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1200 - 1300	3582	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	1%	0%	5%	1%	3%	0%
	1300 - 1400	3665	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3913	36%	6%	0%	21%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1500 - 1600	3978	39%	6%	0%	19%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	4270	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4863	47%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	5110	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%
	1900 - 2000	3930	62%	6%	0%	8%	3%	2%	5%	0%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%
	2000 - 2100	2883	57%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2100 - 2200	2586	58%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%
	2200 - 2300	2463	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1852	58%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Average Speed (Year 2043)

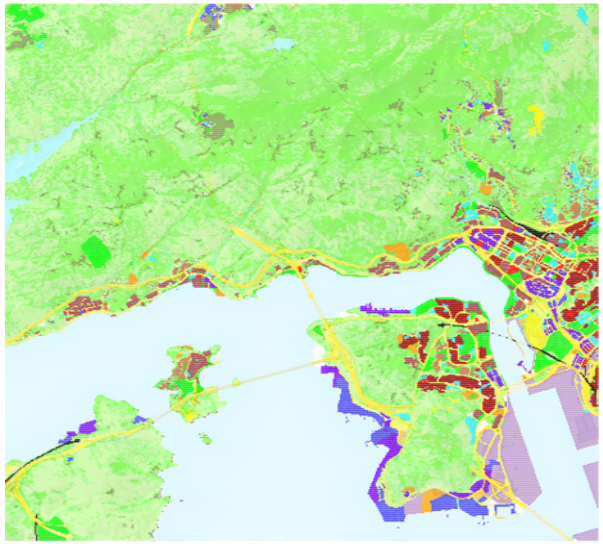
Road Link Ref.	Average Speed (km/h)																							
	00:00 | 01:00	01:00 | 02:00	02:00 | 03:00	03:00 | 04:00	04:00 | 05:00	05:00 | 06:00	06:00 | 07:00	07:00 | 08:00	08:00 | 09:00	09:00 | 10:00	10:00 | 11:00	11:00 | 12:00	12:00 | 13:00	13:00 | 14:00	14:00 | 15:00	15:00 | 16:00	16:00 | 17:00	17:00 | 18:00	18:00 | 19:00	19:00 | 20:00	20:00 | 21:00	21:00 | 22:00	22:00 | 23:00	23:00 | 00:00
L1N	80	80	80	80	80	80	80	80	78	80	80	80	73	72	70	70	68	59	60	74	80	80	80	80
L1S	80	80	80	80	80	80	80	43	14	40	57	67	80	80	79	79	78	76	76	80	80	80	80	80
L2N	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L2S	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L3E	70	70	70	70	70	70	70	58	34	55	61	63	70	70	69	69	68	66	66	70	70	70	70	70
L3W	70	70	70	70	70	70	70	69	67	69	70	70	66	66	64	64	63	61	62	67	70	70	70	70
L4E	70	70	70	70	70	70	70	66	64	67	69	70	70	70	70	70	70	70	70	70	70	70	70	70
L4W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	68	68	70	70	70	70	70
L5W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	70	70	70	70	70	70
L6E	69	69	70	70	70	70	69	67	67	68	68	68	69	68	69	69	68	69	68	68	69	69	69	69
L6W	69	70	70	70	70	70	69	67	68	68	68	68	69	68	68	68	68	68	68	68	68	69	69	69
L7E	69	70	70	70	70	70	69	67	67	68	68	68	69	69	69	69	68	69	68	69	69	69	69	69
L7W	69	69	70	70	70	70	69	67	67	68	68	68	68	68	68	68	68	68	68	68	68	69	69	69
L8	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50
L9	49	50	50	50	50	50	49	48	48	48	49	49	49	48	49	49	48	49	48	49	49	49	49	49
L10	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	50	50	50	50
L11	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L12E	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L13E	70	70	70	70	70	70	70	66	63	66	69	70	70	70	70	70	70	70	70	70	70	70	70	70
L14W	70	70	70	70	70	70	70	68	65	67	69	70	63	63	61	61	56	46	47	64	70	70	70	70

Appendix 2.2 **Detailed calculations of Albedo, Bowen ratio and surface roughness generated by Smart Air Modelling Platform (VIA)**

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	14403	1.44%	0.00259254	1.005856999
2		Public Residential	1	0.18	1.5	11577	1.16%	0.00208386	1.004705104
3		Rural Settlement	0.375	0.165	0.9	6886	0.69%	0.00113619	0.999274751
11		Commercial/Business and Office	1	0.18	1.5	1914	0.19%	0.00034452	1.000776361
21		Industrial Land	0.7	0.18	1.5	9514	0.95%	0.00171252	1.003865045
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	0	0.00%	0	1
23		Warehouse and Open Storage	0.7	0.18	1.5	9868	0.99%	0.00177624	1.004009145
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	8286	0.83%	0.00149148	1.003365334
32		Open Space and Recreation	0.04	0.15	1	19496	1.95%	0.0029244	1
41		Roads and Transport Facilities	0.7	0.18	1.5	43254	4.33%	0.00778572	1.017692681
42		Railways	0.7	0.18	1.5	1729	0.17%	0.00031122	1.000701295
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	20602	2.06%	0.00370836	1.008388379
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	3374	0.34%	0.00060732	1.001368975
52		Utilities	0.7	0.18	1.5	5631	0.56%	0.00101358	1.002285782
53		Vacant Land/Construction in Progress	0.2	0.18	1	3233	0.32%	0.00058194	1
54		Others	0.2	0.18	1	1054	0.11%	0.00018972	1
61		Agricultural Land	0.1575	0.18	0.55	14521	1.45%	0.00261378	0.991356382
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	244683	24.47%	0.039760988	0.932029407
72		Shrubland	0.3	0.18	1.25	170767	17.08%	0.03073806	1.038840882
73		Grassland	0.065	0.185	0.8	139433	13.94%	0.025795105	0.969365471
74		Mangrove/Swamp	0.065	0.14	0.225	47	0.00%	0.00000658	0.999929895
81		Badland	0.15	0.1625	0.75	42	0.00%	0.000006825	0.999987917
83		Rocky Shore	0.05	0.2	4.75	260	0.03%	0.000052	1.0004052
91		Reservoirs	0.001	0.1	0.1	6988	0.70%	0.0006988	0.984038295
92		Streams and Nullahs	0.001	0.1	0.1	1838	0.18%	0.0001838	0.995776792
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	260600	26.06%	0.02606	0.548782179
				0.154176	**0.527247**	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=826095, Y=825435, , Z=44.0; Met Year=2019;

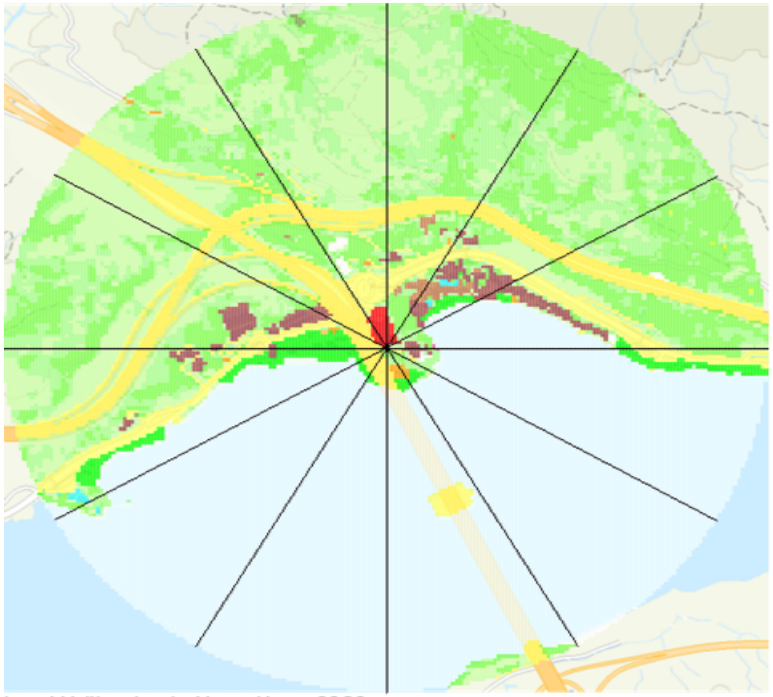


Land Utilization in Hong Kong 2022

Grid 30,38

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.414579**
30	30 - 60	5.31768931	**0.338515**
60	60 - 90	5.176452751	**0.072736**
90	90 - 120	5.176452751	**0.003084**
120	120 - 150	5.31768931	**0.002473**
150	150 - 180	5.176452751	**0.003002**
180	180 - 210	5.176452751	**0.001883**
210	210 - 240	5.31768931	**0.002013**
240	240 - 270	5.176452751	**0.035679**
270	270 - 300	5.176452751	**0.268145**
300	300 - 330	5.31768931	**0.406240**
330	330 - 360	5.176452751	**0.268581**

Center: X=826095, Y=825435, , Z=44.0; Met Year=2019;



Land Utilization in Hong Kong 2022

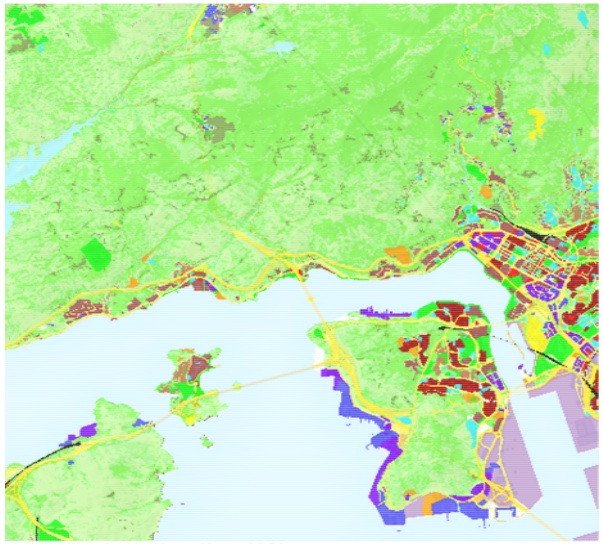
Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1		Private Residential	1	0.18	1.5
2		Public Residential	1	0.18	1.5
3		Rural Settlement	0.375	0.165	0.9
11		Commercial/Business and Office	1	0.18	1.5
21		Industrial Land	0.7	0.18	1.5
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23		Warehouse and Open Storage	0.7	0.18	1.5
31		Government, Institutional and Community Facilities	0.7	0.18	1.5
32		Open Space and Recreation	0.04	0.15	1
41		Roads and Transport Facilities	0.7	0.18	1.5
42		Railways	0.7	0.18	1.5
43		Airport	0.07	0.18	1.5
44		Port Facilities	0.7	0.18	1.5
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5
52		Utilities	0.7	0.18	1.5
53		Vacant Land/Construction in Progress	0.2	0.18	1
54		Others	0.2	0.18	1
61		Agricultural Land	0.1575	0.18	0.55
62		Fish Ponds/Gei Wais	0.001	0.1	0.1
71		Woodland	1.05	0.1625	0.75
72		Shrubland	0.3	0.18	1.25
73		Grassland	0.065	0.185	0.8
74		Mangrove/Swamp	0.065	0.14	0.225
81		Badland	0.15	0.1625	0.75
83		Rocky Shore	0.05	0.2	4.75
91		Reservoirs	0.001	0.1	0.1
92		Streams and Nullahs	0.001	0.1	0.1
99		SZ Residential *	1	0.18	1.5
0		Open Sea *	0.001	0.1	0.1

* Outside Hong Kong border, not belong to PlanD categories.

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	14395	1.44%	0.0025911	1.005853737
2		Public Residential	1	0.18	1.5	11466	1.15%	0.00206388	1.004659887
3		Rural Settlement	0.375	0.165	0.9	7089	0.71%	0.001169685	0.999253378
11		Commercial/Business and Office	1	0.18	1.5	1896	0.19%	0.00034128	1.000769057
21		Industrial Land	0.7	0.18	1.5	9514	0.95%	0.00171252	1.003865045
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	0	0.00%	0	1
23		Warehouse and Open Storage	0.7	0.18	1.5	9955	1.00%	0.0017919	1.004044562
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	8223	0.82%	0.00148014	1.003339704
32		Open Space and Recreation	0.04	0.15	1	19176	1.92%	0.0028764	1
41		Roads and Transport Facilities	0.7	0.18	1.5	43246	4.32%	0.00778428	1.01768938
42		Railways	0.7	0.18	1.5	1720	0.17%	0.0003096	1.000697643
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	20210	2.02%	0.0036378	1.008228116
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	3393	0.34%	0.00061074	1.00137669
52		Utilities	0.7	0.18	1.5	5634	0.56%	0.00101412	1.002287002
53		Vacant Land/Construction in Progress	0.2	0.18	1	3227	0.32%	0.00058086	1
54		Others	0.2	0.18	1	1053	0.11%	0.00018954	1
61		Agricultural Land	0.1575	0.18	0.55	14651	1.47%	0.00263718	0.991279338
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	246851	24.69%	0.040113288	0.931448286
72		Shrubland	0.3	0.18	1.25	172086	17.21%	0.03097548	1.039146685
73		Grassland	0.065	0.185	0.8	140354	14.04%	0.02596549	0.969166272
74		Mangrove/Swamp	0.065	0.14	0.225	42	0.00%	0.00000588	0.999937352
81		Badland	0.15	0.1625	0.75	54	0.01%	0.000008775	0.999984465
83		Rocky Shore	0.05	0.2	4.75	255	0.03%	0.000051	1.000397406
91		Reservoirs	0.001	0.1	0.1	7112	0.71%	0.0007112	0.983757372
92		Streams and Nullahs	0.001	0.1	0.1	1848	0.18%	0.0001848	0.995753863
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	256550	25.66%	0.025655	0.553923767
				0.154462	**0.531575**	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=826085, Y=825495, , Z=34.0; Met Year=2019;

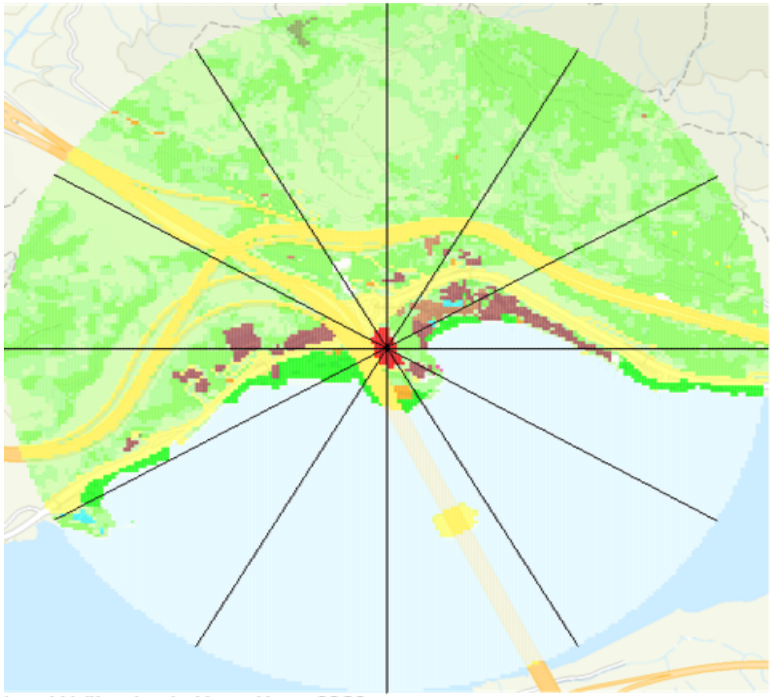


Land Utilization in Hong Kong 2022

Grid 30,39

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.386382**
30	30 - 60	5.31768931	**0.429702**
60	60 - 90	5.176452751	**0.184270**
90	90 - 120	5.176452751	**0.004491**
120	120 - 150	5.31768931	**0.003313**
150	150 - 180	5.176452751	**0.003636**
180	180 - 210	5.176452751	**0.002468**
210	210 - 240	5.31768931	**0.002799**
240	240 - 270	5.176452751	**0.126997**
270	270 - 300	5.176452751	**0.302976**
300	300 - 330	5.31768931	**0.407404**
330	330 - 360	5.176452751	**0.241191**

Center: X=826085, Y=825495, , Z=34.0; Met Year=2019;



Land Utilization in Hong Kong 2022

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1		Private Residential	1	0.18	1.5
2		Public Residential	1	0.18	1.5
3		Rural Settlement	0.375	0.165	0.9
11		Commercial/Business and Office	1	0.18	1.5
21		Industrial Land	0.7	0.18	1.5
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23		Warehouse and Open Storage	0.7	0.18	1.5
31		Government, Institutional and Community Facilities	0.7	0.18	1.5
32		Open Space and Recreation	0.04	0.15	1
41		Roads and Transport Facilities	0.7	0.18	1.5
42		Railways	0.7	0.18	1.5
43		Airport	0.07	0.18	1.5
44		Port Facilities	0.7	0.18	1.5
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5
52		Utilities	0.7	0.18	1.5
53		Vacant Land/Construction in Progress	0.2	0.18	1
54		Others	0.2	0.18	1
61		Agricultural Land	0.1575	0.18	0.55
62		Fish Ponds/Gei Wais	0.001	0.1	0.1
71		Woodland	1.05	0.1625	0.75
72		Shrubland	0.3	0.18	1.25
73		Grassland	0.065	0.185	0.8
74		Mangrove/Swamp	0.065	0.14	0.225
81		Badland	0.15	0.1625	0.75
83		Rocky Shore	0.05	0.2	4.75
91		Reservoirs	0.001	0.1	0.1
92		Streams and Nullahs	0.001	0.1	0.1
99		SZ Residential *	1	0.18	1.5
0		Open Sea *	0.001	0.1	0.1

* Outside Hong Kong border, not belong to PlanD categories.

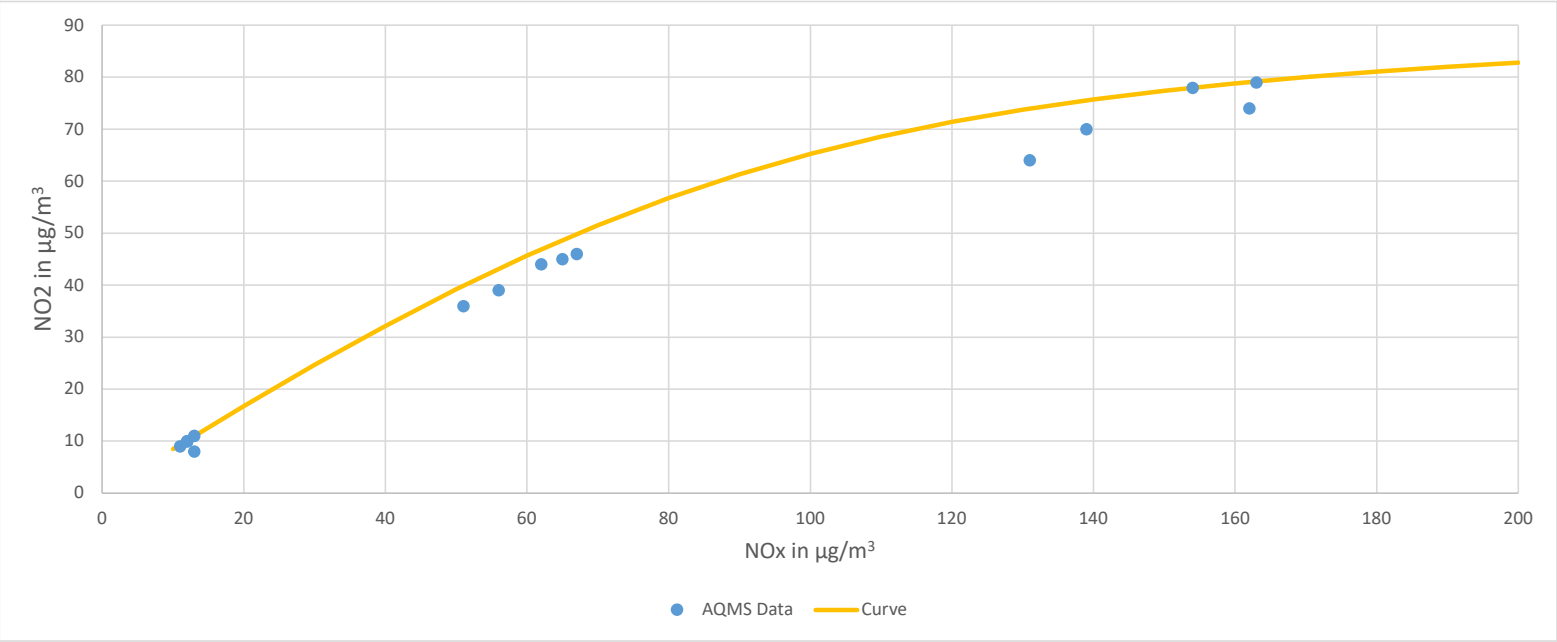
Appendix 2.3 Summary of Met Data generated by Smart Air Modelling Platform (VIA)

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
30,39	0000-0100	12	37	16	62	17	71	20	71	21	68	26	72	27	73	26	70	24	37	21	42	17	45	12	27
30,39	0100-0200	12	38	16	62	17	75	20	73	21	68	24	79	27	75	26	71	24	39	21	54	17	47	12	27
30,39	0200-0300	12	42	16	62	17	64	20	70	20	70	25	74	27	78	26	74	23	40	21	53	16	48	11	25
30,39	0300-0400	11	39	16	60	17	54	20	77	20	68	25	73	27	80	25	74	23	39	21	52	16	47	11	25
30,39	0400-0500	11	39	15	59	17	55	20	75	21	63	25	73	27	78	26	77	23	38	20	52	16	48	10	24
30,39	0500-0600	11	42	15	60	17	49	20	74	21	63	25	75	26	76	26	77	22	39	20	52	16	44	10	24
30,39	0600-0700	11	45	16	61	16	42	20	72	21	58	25	74	26	73	26	75	22	42	20	47	15	48	10	24
30,39	0700-0800	12	48	16	63	17	40	20	65	22	54	24	71	27	65	27	71	23	41	20	45	16	44	11	25
30,39	0800-0900	13	47	16	64	18	40	20	67	23	49	24	67	26	61	27	63	24	35	21	42	17	40	12	26
30,39	0900-1000	14	45	17	63	19	40	21	62	23	50	24	60	27	58	28	56	25	33	23	39	18	39	13	26
30,39	1000-1100	15	41	18	59	19	38	21	58	24	47	24	59	27	55	28	48	25	31	24	38	18	38	14	23
30,39	1100-1200	16	38	18	56	19	40	21	57	24	44	25	59	28	54	29	45	26	30	25	39	19	37	14	22
30,39	1200-1300	16	36	19	54	19	39	21	57	24	44	26	52	26	55	27	48	28	28	26	37	20	36	15	19
30,39	1300-1400	16	36	20	54	18	43	22	59	23	45	27	47	27	52	28	48	28	28	26	38	20	35	15	19
30,39	1400-1500	16	34	19	53	18	46	21	58	23	45	26	46	27	52	28	44	27	30	26	38	21	33	15	21
30,39	1500-1600	17	34	19	56	18	49	21	59	23	46	27	51	27	50	26	50	27	27	25	40	21	36	16	21
30,39	1600-1700	16	35	20	57	18	51	21	60	22	47	26	55	26	55	27	49	27	26	25	42	21	37	15	23
30,39	1700-1800	16	36	19	58	18	55	20	60	22	50	26	54	26	60	26	55	27	25	24	45	20	37	16	21
30,39	1800-1900	16	35	19	63	18	60	20	62	22	58	26	68	26	64	27	60	26	28	23	50	19	38	16	20
30,39	1900-2000	16	36	18	65	17	63	20	69	21	61	26	66	27	66	26	59	26	29	23	53	18	37	15	21
30,39	2000-2100	15	36	17	69	17	66	20	69	22	65	25	68	27	70	27	65	26	30	23	53	18	39	15	22
30,39	2100-2200	16	41	18	73	17	69	20	71	22	70	25	72	27	69	25	63	25	31	23	48	18	42	14	23
30,39	2200-2300	15	36	18	75	17	71	20	71	22	72	25	75	26	61	24	62	25	34	22	51	18	42	13	24
30,39	2300-0000	15	36	17	77	17	74	19	72	21	70	26	75	26	69	25	68	24	35	22	44	18	44	13	26
30,38	0000-0100	14	39	17	63	18	73	21	71	22	70	26	71	28	73	27	71	25	40	23	44	18	47	14	29
30,38	0100-0200	13	40	17	63	17	74	21	73	22	70	24	77	28	75	27	71	25	42	22	55	18	49	13	29
30,38	0200-0300	13	43	17	63	18	67	21	72	21	70	26	75	28	79	27	73	24	43	22	55	18	50	13	28
30,38	0300-0400	13	40	17	62	18	60	21	76	21	69	26	73	27	79	26	74	24	41	22	54	17	49	12	27
30,38	0400-0500	12	41	16	61	18	56	21	74	21	63	26	73	28	76	26	76	24	40	21	54	17	49	12	27
30,38	0500-0600	12	44	16	61	17	53	20	73	21	61	25	75	27	75	27	76	24	41	21	53	17	45	12	26
30,38	0600-0700	12	47	17	63	17	46	20	72	22	59	26	75	27	73	27	76	23	44	21	48	17	48	11	26
30,38	0700-0800	13	49	17	64	17	45	21	70	22	56	24	72	28	66	27	72	24	43	21	46	17	44	12	28
30,38	0800-0900	14	49	17	66	18	44	21	70	23	60	25	70	27	62	27	65	24	38	22	44	17	42	13	29
30,38	0900-1000	15	48	18	67	19	44	21	67	23	60	25	66	28	60	28	61	26	36	24	41	18	43	13	30
30,38	1000-1100	15	46	18	68	20	50	21	64	24	60	24	69	27	58	28	60	25	35	24	41	19	42	15	27
30,38	1100-1200	16	47	18	67	19	59	22	70	24	60	26	67	28	60	28	61	27	35	25	42	19	40	15	26
30,38	1200-1300	16	49	19	67	19	56	22	69	24	60	26	68	27	61	28	59	27	34	26	42	20	40	16	23
30,38	1300-1400	16	52	20	67	19	61	22	71	23	61	26	66	28	57	28	62	27	33	26	41	20	39	16	25
30,38	1400-1500	17	37	20	58	18	55	22	62	23	50	27	56	27	56	28	53	27	34	26	42	21	36	16	25
30,38	1500-1600	17	38	20	61	19	55	22	62	23	54	27	59	27	53	27	53	28	31	26	42	22	39	17	24
30,38	1600-1700	17	37	20	60	19	55	22	63	23	51	27	59	27	59	27	52	28	29	26	44	22	39	16	26
30,38	1700-1800	17	38	20	60	19	57	21	61	23	53	27	58	27	62	27	57	28	27	25	47	21	40	17	24
30,38	1800-1900	17	37	20	64	18	61	21	62	22	60	26	69	26	65	28	61	27	31	25	51	20	41	17	24
30,38	1900-2000	17	38	18	65	18	63	21	71	22	63	27	68	27	66	27	62	27	31	24	55	19	40	16	24
30,38	2000-2100	16	41	18	69	18	69	21	72	22	73	26	71	27	71	28	69	27	33	24	55	19	42	16	26
30,38	2100-2200	17	43	19	72	18	71	21	73	22	73	26	72	27	70	25	66	26	34	24	52	19	44	15	26
30,38	2200-2300	17	39	18	76	18	71	21	73	22	73	26	75	27	63	25	63	26	38	24	51	19	45	14	27
30,38	2300-0000	16	39	18	76	18	73	20	71	22	72	26	76	27	70	26	68	25	38	23	45	19	46	14	29

Appendix 2.4 **Details of Jenkin Method extracted from Smart Air Modelling Platform (VIA)**

AQMS Data of the Past 5 Years				
Year	Station	NO2 (ug/m3)	NOx (ug/m3)	Conversion
2018	TSUEN WAN	45	65	48.7
2019	TSUEN WAN	46	67	49.8
2020	TSUEN WAN	36	51	39.8
2021	TSUEN WAN	44	62	46.9
2022	TSUEN WAN	39	56	43.1
2018	TAP MUN	11	13	11.0
2019	TAP MUN	10	12	10.2
2020	TAP MUN	9	11	9.3
2021	TAP MUN	10	12	10.2
2022	TAP MUN	8	13	11.0
2018	MONG KOK	79	163	79.2
2019	MONG KOK	78	154	78.0
2020	MONG KOK	74	162	79.1
2021	MONG KOK	70	139	75.5
2022	MONG KOK	64	131	74.0

OX	93.37
J/K	14.9759



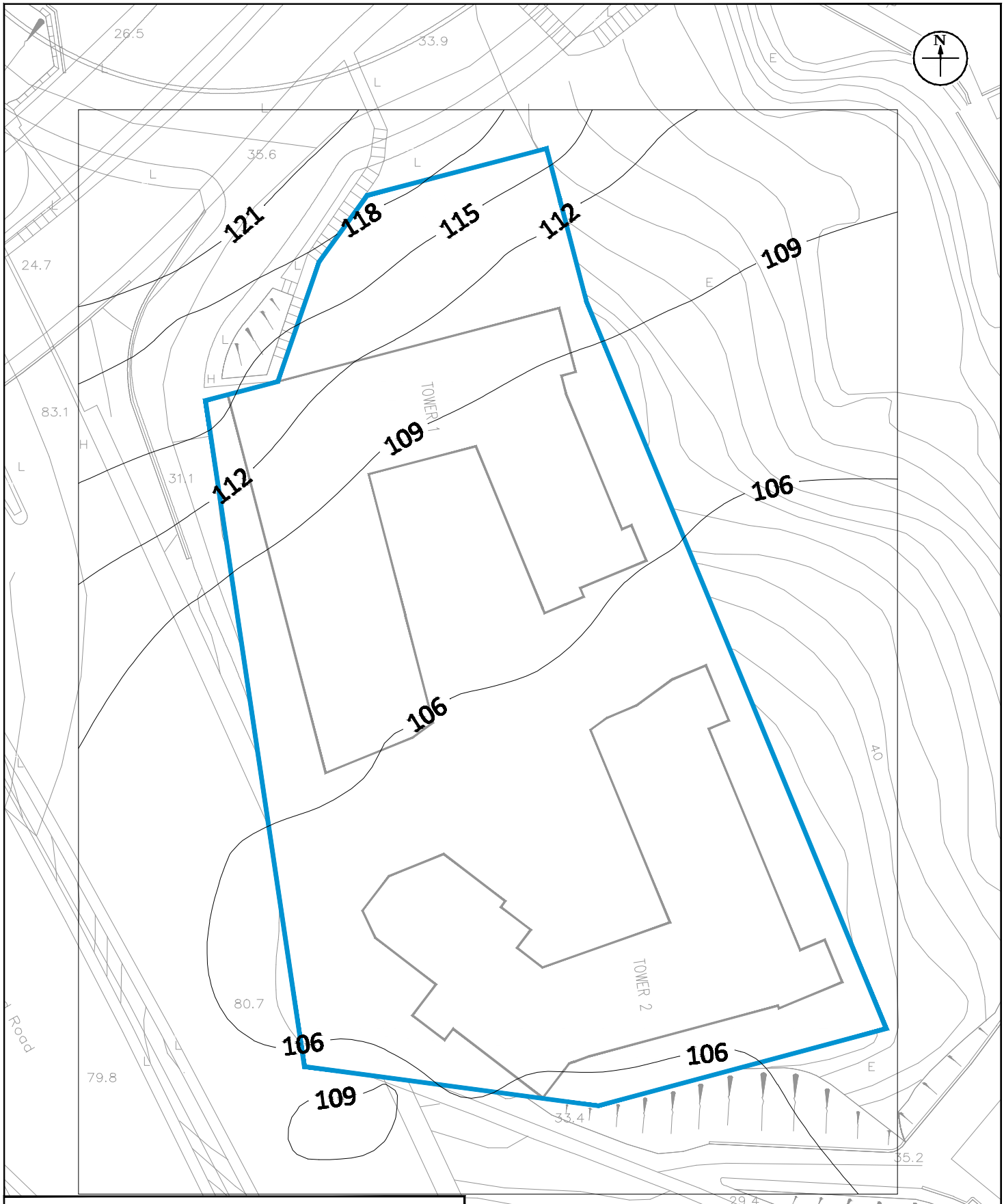
Appendix 2.5 Predicted Air Quality Impact Assessment Results

ASRs ID	PATH Grid	PATH Level	ASR Coordinates		Level	Base Elevation, mPD	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Predicted Cumulative Impacts (μg/m^3) in Year 2028					
									NO_2		RSP (PM 10)		FSP (PM 2.5)	
			x	y					1-h (AQO=200)	Annual (AQO=40) Jenkin	24-h (AQO=100)	Annual (AQO=50)	24-h (AQO=50)	Annual (AQO=25)
			Easting	Northing					19th highest		10th highest		36th highest	
A1-01	30,39	L1	826137	825443	Level 1	27.5	1.50	29.00	103	24	56	21	29	13
A1-02	30,39	L1	826137	825443	Level 2	27.5	6.35	33.85	103	24	56	21	29	13
A1-03	30,39	L1	826137	825443	Level 5	27.5	9.35	36.85	103	24	56	21	29	13
A1-04	30,39	L1	826137	825443	Level 6	27.5	12.35	39.85	102	24	56	21	29	13
A1-05	30,39	L1	826137	825443	Level 7	27.5	15.35	42.85	102	24	56	21	29	13
A1-06	30,39	L2	826137	825443	Level 8	27.5	18.35	45.85	99	21	55	21	28	13
A1-07	30,39	L2	826137	825443	Level 9	27.5	21.35	48.85	99	21	55	21	28	13
A1-08	30,39	L2	826137	825443	Level 10	27.5	24.35	51.85	99	21	55	21	28	13
A1-09	30,39	L2	826137	825443	Level 11	27.5	27.35	54.85	99	21	55	21	28	13
A1-10	30,39	L2	826137	825443	Level 12	27.5	30.35	57.85	99	21	55	21	28	13
A1-11	30,39	L2	826137	825443	Level 15	27.5	33.35	60.85	99	21	55	21	28	13
A1-12	30,39	L3	826137	825443	Level 16	27.5	36.35	63.85	98	19	55	20	28	13
A1-13	30,39	L3	826137	825443	Level 17	27.5	39.35	66.85	98	19	55	20	28	13
A1-14	30,39	L3	826137	825443	Level 18	27.5	42.35	69.85	98	19	55	20	28	13
A1-15	30,39	L3	826137	825443	Level 19	27.5	45.65	73.15	98	19	55	20	28	13
A1-16	30,39	L3	826137	825443	Roof Floor	27.5	48.65	76.15	98	19	55	20	28	13
A2-01	30,39	L1	826117	825492	Level 1	27.5	1.50	29.00	105	24	56	21	29	13
A2-02	30,39	L1	826117	825492	Level 2	27.5	6.35	33.85	105	24	56	21	29	13
A2-03	30,39	L1	826117	825492	Level 5	27.5	9.35	36.85	105	24	56	21	29	13
A2-04	30,39	L1	826117	825492	Level 6	27.5	12.35	39.85	104	24	56	21	29	13
A2-05	30,39	L1	826117	825492	Level 7	27.5	15.35	42.85	104	24	56	21	29	13
A2-06	30,39	L2	826117	825492	Level 8	27.5	18.35	45.85	99	21	55	21	28	13
A2-07	30,39	L2	826117	825492	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A2-08	30,39	L2	826117	825492	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A2-09	30,39	L2	826117	825492	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A2-10	30,39	L2	826117	825492	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A2-11	30,39	L2	826117	825492	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A2-12	30,39	L3	826117	825492	Level 16	27.5	36.35	63.85	98	19	55	20	28	13
A2-13	30,39	L3	826117	825492	Level 17	27.5	39.35	66.85	98	19	55	20	28	13
A2-14	30,39	L3	826117	825492	Level 18	27.5	42.35	69.85	99	19	55	20	28	13
A2-15	30,39	L3	826117	825492	Level 19	27.5	45.65	73.15	98	20	55	20	28	13
A2-16	30,39	L3	826117	825492	Roof Floor	27.5	48.65	76.15	98	20	55	20	28	13
A3-01	30,39	L1	826100	825534	Level 1	27.5	1.50	29.00	110	25	56	21	29	13
A3-02	30,39	L1	826100	825534	Level 2	27.5	6.35	33.85	108	25	56	21	29	13
A3-03	30,39	L1	826100	825534	Level 5	27.5	9.35	36.85	106	25	56	21	29	13
A3-04	30,39	L1	826100	825534	Level 6	27.5	12.35	39.85	106	24	56	21	29	13
A3-05	30,39	L1	826100	825534	Level 7	27.5	15.35	42.85	105	24	56	21	29	13
A3-06	30,39	L2	826100	825534	Level 8	27.5	18.35	45.85	100	21	55	21	28	13
A3-07	30,39	L2	826100	825534	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A3-08	30,39	L2	826100	825534	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A3-09	30,39	L2	826100	825534	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A3-10	30,39	L2	826100	825534	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A3-11	30,39	L2	826100	825534	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A3-12	30,39	L3	826100	825534	Level 16	27.5	36.35	63.85	99	19	55	20	28	13
A3-13	30,39	L3	826100	825534	Level 17	27.5	39.35	66.85	99	20	55	20	28	13
A3-14	30,39	L3	826100	825534	Level 18	27.5	42.35	69.85	99	20	55	20	28	13
A3-15	30,39	L3	826100	825534	Level 19	27.5	45.65	73.15	99	20	55	20	28	13
A3-16	30,39	L3	826100	825534	Roof Floor	27.5	48.65	76.15	99	20	55	20	28	13
A4-01	30,39	L1	826095	825554	Level 1	27.5	1.50	29.00	116	26	56	21	29	14
A4-02	30,39	L1	826095	825554	Level 2	27.5	6.35	33.85	111	25	56	21	29	13
A4-03	30,39	L1	826095	825554	Level 5	27.5	9.35	36.85	108	25	56	21	29	13
A4-04	30,39	L1	826095	825554	Level 6	27.5	12.35	39.85	106	25	56	21	29	13
A4-05	30,39	L1	826095	825554	Level 7	27.5	15.35	42.85	104	24	56	21	29	13
A4-06	30,39	L2	826095	825554	Level 8	27.5	18.35	45.85	100	21	55	21	28	13
A4-07	30,39	L2	826095	825554	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A4-08	30,39	L2	826095	825554	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A4-09	30,39	L2	826095	825554	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A4-10	30,39	L2	826095	825554	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A4-11	30,39	L2	826095	825554	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A4-12	30,39	L3	826095	825554	Level 16	27.5	36.35	63.85	99	20	55	20	28	13
A4-13	30,39	L3	826095	825554	Level 17	27.5	39.35	66.85	99	20	55	20	28	13
A4-14	30,39	L3	826095	825554	Level 18	27.5	42.35	69.85	99	20	55	20	28	13
A4-15	30,39	L3	826095	825554	Level 19	27.5	45.65	73.15	99	20	55	20	28	13
A4-16	30,39	L3	826095	825554	Roof Floor	27.5	48.65	76.15	99	20	55	20	28	13
A5-01	30,39	L1	826072	825548	Level 1	27.5	1.50	29.00	***119***	26	***56***	***21***	***29***	***14***
A5-02	30,39	L1	826072	825548	Level 2	27.5	6.35	33.85	111	25	56	21	29	14
A5-03	30,39	L1	826072	825548	Level 5	27.5	9.35	36.85	109	25	56	21	29	13
A5-04	30,39	L1	826072	825548	Level 6	27.5	12.35	39.85	107	25	56	21	29	13
A5-05	30,39	L1	826072	825548	Level 7	27.5	15.35	42.85	105	25	56	21	29	13
A5-06	30,39	L2	826072	825548	Level 8	27.5	18.35	45.85	100	21	55	21	28	13
A5-07	30,39	L2	826072	825548	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A5-08	30,39	L2	826072	825548	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A5-09	30,39	L2	826072	825548	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A5-10	30,39	L2	826072	825548	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A5-11	30,39	L2	826072	825548	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A5-12	30,39	L3	826072	825548	Level 16	27.5	36.35	63.85	99	20	55	21	28	13
A5-13	30,39	L3	826072	825548	Level 17	27.5	39.35	66.85	99	20	55	21	28	13
A5-14	30,39	L3	826072	825548	Level 18	27.5	42.35	69.85	99	20	55	21	28	13
A5-15	30,39	L3	826072	825548	Level 19	27.5	45.65	73.15	100	20	55	21	28	13
A5-16	30,39	L3	826072	825548	Roof Floor	27.5	48.65	76.15	100	20	55	21	28	13
A6-01	30,39	L1	826052	825522	Level 1	27.5	1.50	29.00	116	26	56	21	29	14
A6-02	30,39	L1	826052	825522	Level 2	27.5	6.35	33.85	111	25	56	21	29	13
A6-03	30,39	L1	826052	825522	Level 5	27.5	9.35	36.85	110	25	56	21	29	13
A6-04	30,39	L1	826052	825522	Level 6	27.5	12.35	39.85	108	25	56	21	29	13
A6-05	30,39	L1	826052	825522	Level 7	27.5	15.35	42.85	107	25	56	21	29	13
A6-06	30,39	L2	826052	825522	Level 8	27.5	18.35	45.85	102	21	55	21	28	13
A6-07	30,39	L2	826052	825522	Level 9	27.5	21.35	48.85	102	21	55	21	28	13
A6-08	30,39	L2	826052	825522	Level 10	27.5	24.35	51.85	101	21	55	21	28	13
A6-09	30,39	L2	826052	825522	Level 11	27.5	27.35	54.85	101	21	55	21	28	13
A6-10	30,39	L2	826052	825522	Level 12	27.5	30.35	57.85	101	21	55	21	28	13
A6-11	30,39	L2	826052	825522	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A6-12	30,39	L3	826052	825522	Level 16	27.5	36.35	63.85	99	20	55	21	28	13
A6-13	30,39	L3	826052	825522	Level 17	27.5	39.35	66.85	99	20	55	21	28	13
A6-14	30,39	L3	826052	825522	Level 18	27.5	42.35	69.85	100	20	55	21	28	13
A6-15	30,39	L3	826052	825522	Level 19	27.5	45.65	73.15	100	21	55	21	28	13
A6-16	30,39	L3	826052	825522	Roof Floor	27.5	48.65	76.15	101	21	55	21	28	13

ASRs ID	PATH Grid	PATH Level	ASR Coordinates		Level	Base Elevation, mPD	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Predicted Cumulative Impacts (μg/m^3) in Year 2028					
			x	y					NO_2		RSP (PM 10)		FSP (PM 2.5)	
									1-h (AQO=200)	Annual (AQO=40) Jenkin	24-h (AQO=100)	Annual (AQO=50)	24-h (AQO=50)	Annual (AQO=25)
			Easting	Northing					19th highest		10th highest		36th highest	
A7-01	30,39	L1	826061	825485	Level 1	27.5	1.50	29.00	107	25	56	21	29	13
A7-02	30,39	L1	826061	825485	Level 2	27.5	6.35	33.85	106	24	56	21	29	13
A7-03	30,39	L1	826061	825485	Level 5	27.5	9.35	36.85	106	24	56	21	29	13
A7-04	30,39	L1	826061	825485	Level 6	27.5	12.35	39.85	105	24	56	21	29	13
A7-05	30,39	L1	826061	825485	Level 7	27.5	15.35	42.85	105	24	56	21	29	13
A7-06	30,39	L2	826061	825485	Level 8	27.5	18.35	45.85	100	21	55	21	28	13
A7-07	30,39	L2	826061	825485	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A7-08	30,39	L2	826061	825485	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A7-09	30,39	L2	826061	825485	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A7-10	30,39	L2	826061	825485	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A7-11	30,39	L2	826061	825485	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A7-12	30,39	L3	826061	825485	Level 16	27.5	36.35	63.85	99	20	55	21	28	13
A7-13	30,39	L3	826061	825485	Level 17	27.5	39.35	66.85	99	20	55	21	28	13
A7-14	30,39	L3	826061	825485	Level 18	27.5	42.35	69.85	99	20	55	21	28	13
A7-15	30,39	L3	826061	825485	Level 19	27.5	45.65	73.15	100	21	55	21	28	13
A7-16	30,39	L3	826061	825485	Roof Floor	27.5	48.65	76.15	103	21	55	21	28	13
A8-01	30,39	L1	826068	825456	Level 1	27.5	1.50	29.00	105	24	56	21	29	13
A8-02	30,39	L1	826068	825456	Level 2	27.5	6.35	33.85	104	24	56	21	29	13
A8-03	30,39	L1	826068	825456	Level 5	27.5	9.35	36.85	104	24	56	21	29	13
A8-04	30,39	L1	826068	825456	Level 6	27.5	12.35	39.85	103	24	56	21	29	13
A8-05	30,39	L1	826068	825456	Level 7	27.5	15.35	42.85	103	24	56	21	29	13
A8-06	30,39	L2	826068	825456	Level 8	27.5	18.35	45.85	100	21	55	21	28	13
A8-07	30,39	L2	826068	825456	Level 9	27.5	21.35	48.85	100	21	55	21	28	13
A8-08	30,39	L2	826068	825456	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A8-09	30,39	L2	826068	825456	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A8-10	30,39	L2	826068	825456	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A8-11	30,39	L2	826068	825456	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A8-12	30,39	L3	826068	825456	Level 16	27.5	36.35	63.85	99	20	55	20	28	13
A8-13	30,39	L3	826068	825456	Level 17	27.5	39.35	66.85	99	20	55	21	28	13
A8-14	30,39	L3	826068	825456	Level 18	27.5	42.35	69.85	99	20	55	21	28	13
A8-15	30,39	L3	826068	825456	Level 19	27.5	45.65	73.15	100	21	55	21	28	13
A8-16	30,39	L3	826068	825456	Roof Floor	27.5	48.65	76.15	104	21	55	21	28	13
A9-01	30,39	L1	826078	825441	Level 1	27.5	1.50	29.00	104	24	56	21	29	13
A9-02	30,39	L1	826078	825441	Level 2	27.5	6.35	33.85	103	24	56	21	29	13
A9-03	30,39	L1	826078	825441	Level 5	27.5	9.35	36.85	103	24	56	21	29	13
A9-04	30,39	L1	826078	825441	Level 6	27.5	12.35	39.85	103	24	56	21	29	13
A9-05	30,39	L1	826078	825441	Level 7	27.5	15.35	42.85	103	24	56	21	29	13
A9-06	30,39	L2	826078	825441	Level 8	27.5	18.35	45.85	99	21	55	21	28	13
A9-07	30,39	L2	826078	825441	Level 9	27.5	21.35	48.85	99	21	55	21	28	13
A9-08	30,39	L2	826078	825441	Level 10	27.5	24.35	51.85	100	21	55	21	28	13
A9-09	30,39	L2	826078	825441	Level 11	27.5	27.35	54.85	100	21	55	21	28	13
A9-10	30,39	L2	826078	825441	Level 12	27.5	30.35	57.85	100	21	55	21	28	13
A9-11	30,39	L2	826078	825441	Level 15	27.5	33.35	60.85	100	21	55	21	28	13
A9-12	30,39	L3	826078	825441	Level 16	27.5	36.35	63.85	98	20	55	20	28	13
A9-13	30,39	L3	826078	825441	Level 17	27.5	39.35	66.85	98	20	55	21	28	13
A9-14	30,39	L3	826078	825441	Level 18	27.5	42.35	69.85	99	20	55	21	28	13
A9-15	30,39	L3	826078	825441	Level 19	27.5	45.65	73.15	99	20	55	21	28	13
A9-16	30,39	L3	826078	825441	Roof Floor	27.5	48.65	76.15	104	21	55	21	28	13
A10-01	30,38	L1	826094	825434	Level 1	27.5	1.50	29.00	109	30	55	21	28	13
A10-02	30,38	L1	826094	825434	Level 2	27.5	6.35	33.85	108	30	55	21	28	13
A10-03	30,38	L1	826094	825434	Level 5	27.5	9.35	36.85	108	30	55	21	28	13
A10-04	30,38	L1	826094	825434	Level 6	27.5	12.35	39.85	107	30	55	21	28	13
A10-05	30,38	L1	826094	825434	Level 7	27.5	15.35	42.85	107	30	55	21	28	13
A10-06	30,38	L2	826094	825434	Level 8	27.5	18.35	45.85	103	27	54	21	28	13
A10-07	30,38	L2	826094	825434	Level 9	27.5	21.35	48.85	103	27	54	21	28	13
A10-08	30,38	L2	826094	825434	Level 10	27.5	24.35	51.85	103	27	54	21	28	13
A10-09	30,38	L2	826094	825434	Level 11	27.5	27.35	54.85	102	27	54	21	28	13
A10-10	30,38	L2	826094	825434	Level 12	27.5	30.35	57.85	102	27	54	21	28	13
A10-11	30,38	L2	826094	825434	Level 15	27.5	33.35	60.85	103	27	54	21	28	13
A10-12	30,38	L3	826094	825434	Level 16	27.5	36.35	63.85	102	26	54	21	28	13
A10-13	30,38	L3	826094	825434	Level 17	27.5	39.35	66.85	102	26	54	21	28	13
A10-14	30,38	L3	826094	825434	Level 18	27.5	42.35	69.85	104	26	54	21	28	13
A10-15	30,38	L3	826094	825434	Level 19	27.5	45.65	73.15	105	27	54	21	28	13
A10-16	30,38	L3	826094	825434	Roof Floor	27.5	48.65	76.15	108	27	54	21	28	13
								Max.	119	30	56	21	29	14
								Min.	98	19	54	20	28	13

Note:
Shaded cell denotes the predicted air quality exceeds the relevant HKAQOs
Bolded cell denotes the largest value

Appendix 2.6 Contour Map of NO_2, RSP and FSP



Legend

- Subject Site
- Contour Lines without AQO Exceedances
- Contour Lines with AQO Exceedances

Appendix: 2.6a

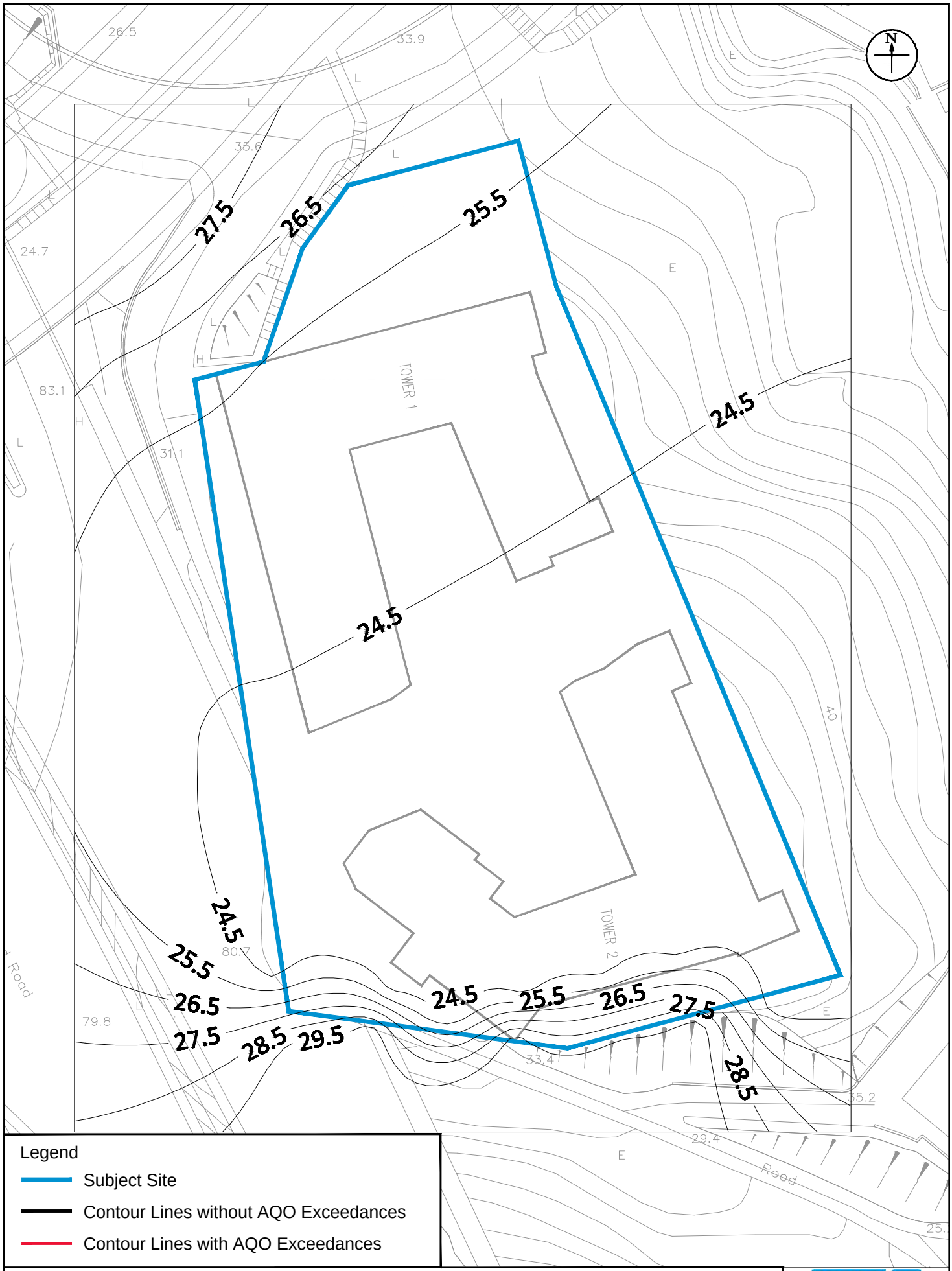
Title: Contour Map of the 19th Highest Hourly Average Concentration of NO_2 in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 200 µgm-3)

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg



Appendix: 2.6b

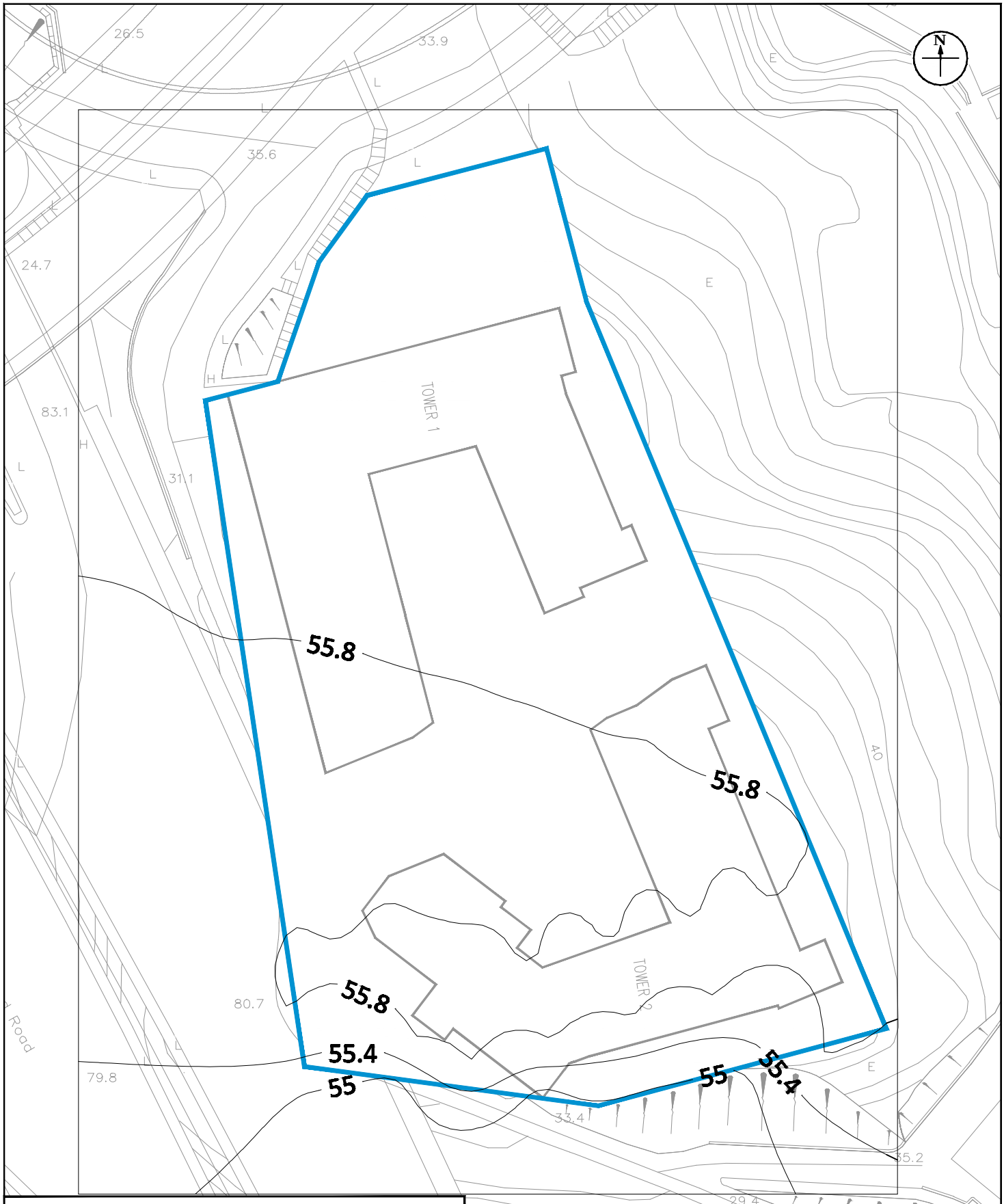
Title: Contour Map of the Annual Average Concentration of NO_2 in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 40 µgm-3)

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg



Legend

- Subject Site
- Contour Lines without AQO Exceedances
- Contour Lines with AQO Exceedances

Appendix: 2.6c

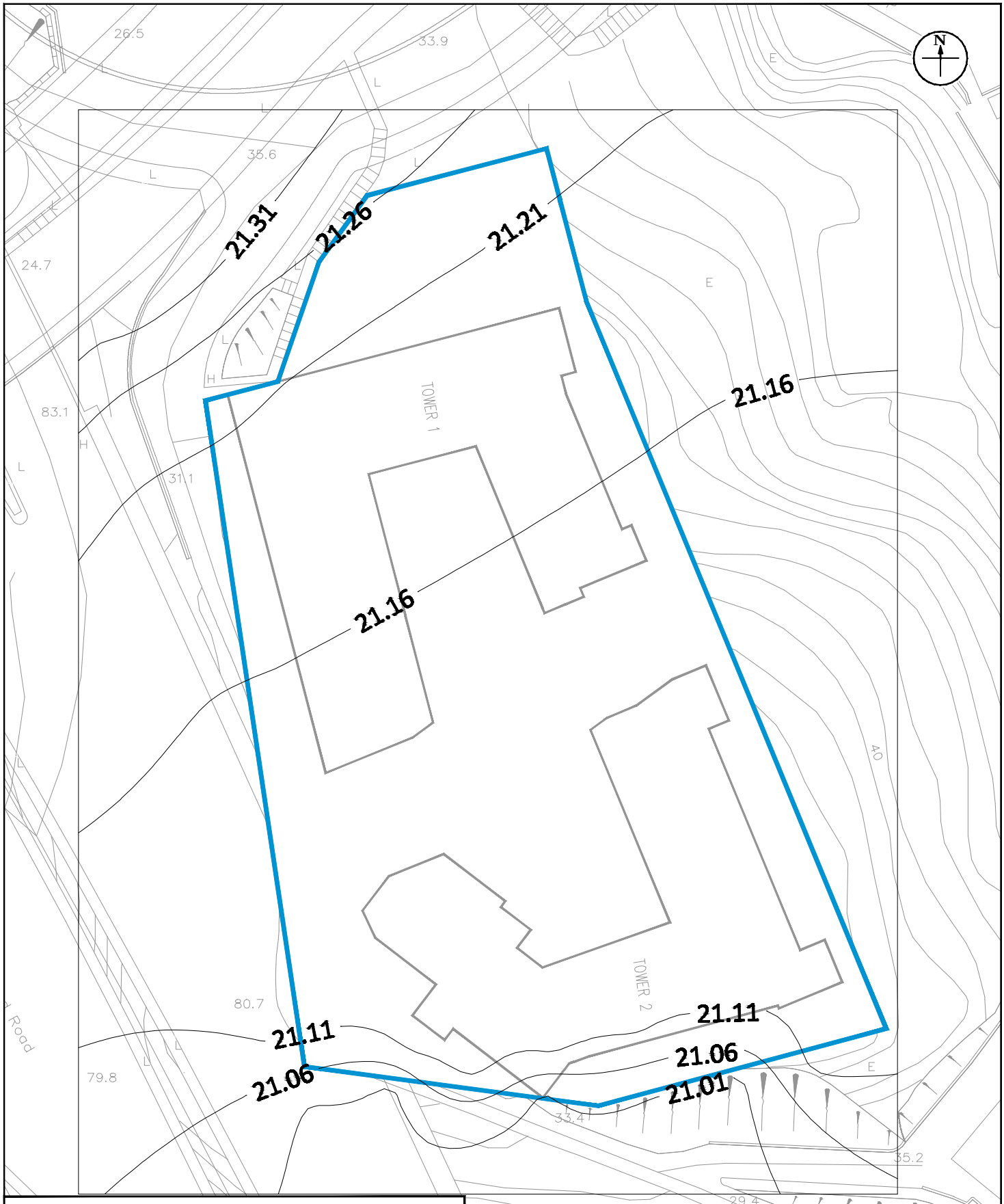
Title: Contour Map of 10th Highest Daily Average Concentration of RSP in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 100 µgm-3)

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg



Legend

- Subject Site
- Contour Lines without AQO Exceedances
- Contour Lines with AQO Exceedances

Appendix: 2.6d

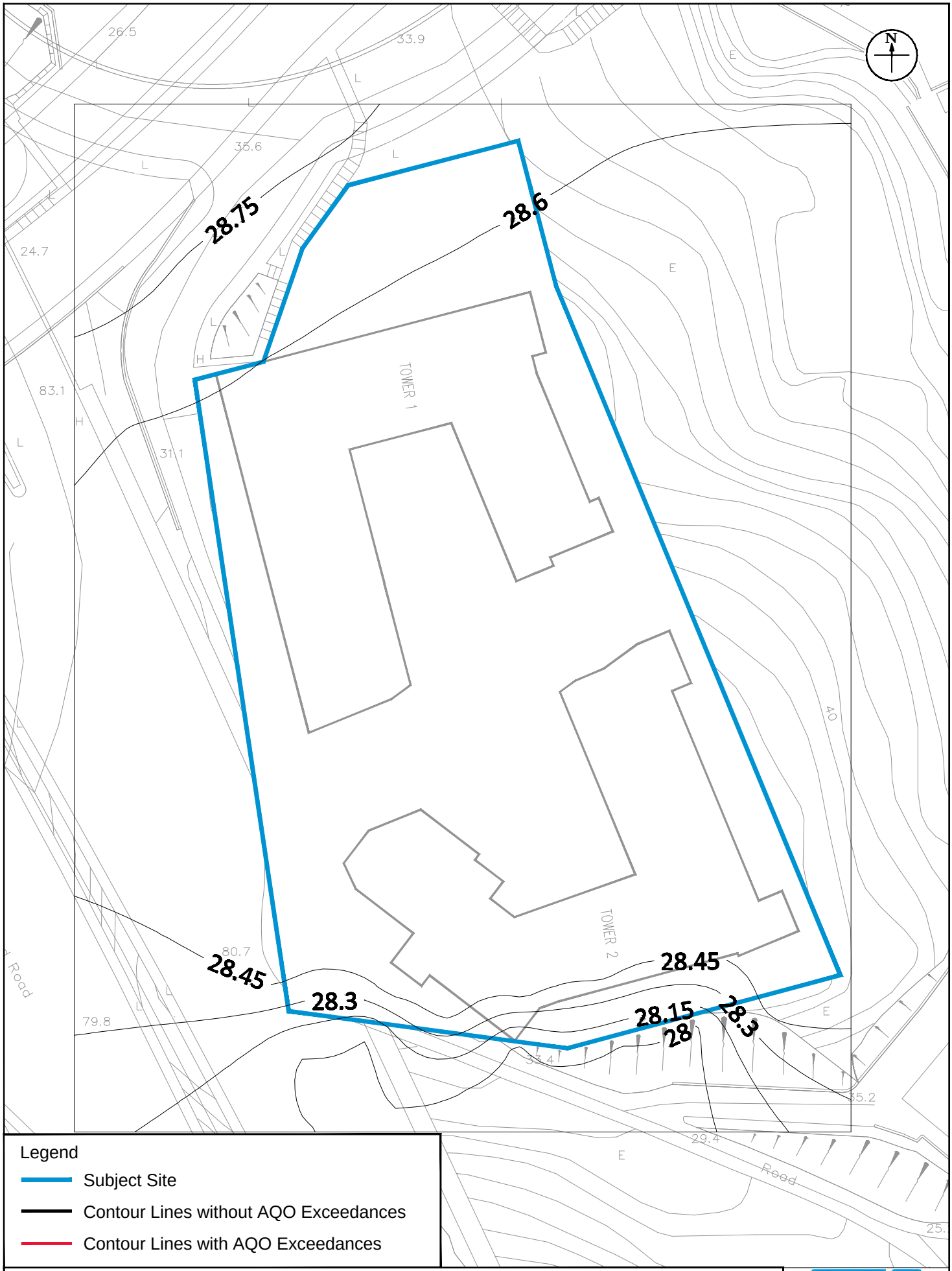
Title: Contour Map of Annual Average Concentration of RSP in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 50 µgm-3)

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg



Appendix: 2.6e

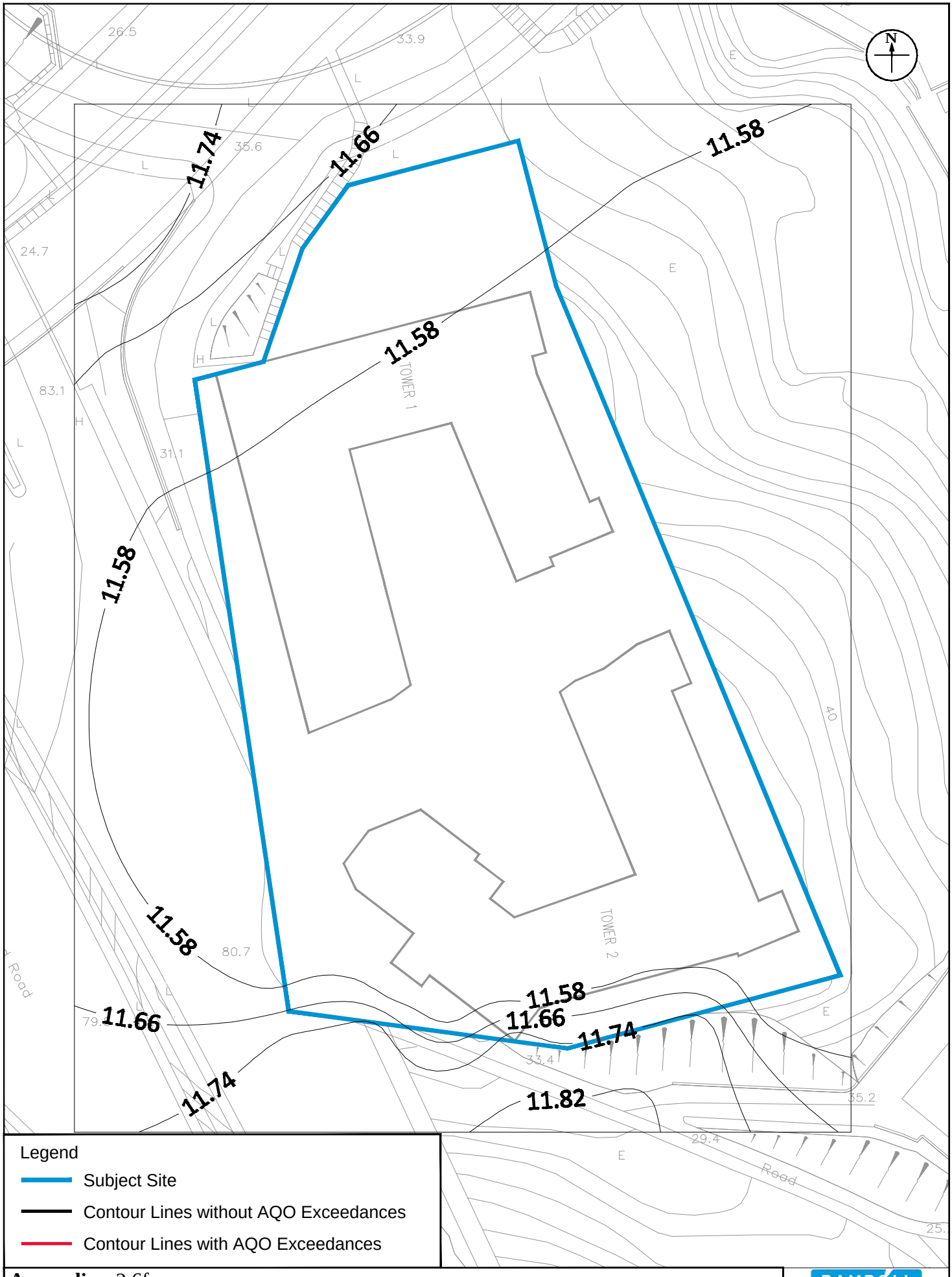
Title: Contour Map of 36th Highest Daily Average Concentration of FSP in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 50 µgm-3)

Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan

RAMBOLL

Drawn by:	WT
Checked by:	TC
Rev.:	1.1
Date:	Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg



Appendix: 2.6f	RAMBOLL
Title: Contour Map of Annual Concentration of FSP in µgm-3 (Assessment Level: 1.5m Above Ground) (AQO standard: 25 µgm-3)	Drawn by: WT Checked by: TC
Project: Section 16 Planning Application for Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses at Tseun Wan Inland Lot 5 and Lot No. 429 in D.D.399, Ting Kau, Tsuen Wan	Rev.: 1.1 Date: Apr 2024

Q:\Projects\SHKTKBHSEI00\05 Assessments\01 Air\02 ASR & Emission Inventory\R9264_V1.0\AQIA_240402_contour.dwg