

**Attachment 3**

Revised Air Quality Impact Assessment

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**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**

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## 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<sup>2</sup> 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, site visits were conducted on **23 November 2023 and 27 September 2024** 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<sub>2</sub>), 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
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)

#### Air Pollution Control Ordinance (CAP 311)

- 2.2.2 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] ( $\mu\text{g}/\text{m}^3$ )	No. of exceedances allowed
SO <sub>2</sub>	10-min	500	3
	24-Hour	50	3
RSP (PM <sub>10</sub> ) [ii]	24-Hour	100	9
	Annual	50	NA
FSP (PM <sub>2.5</sub> ) [iii]	24-Hour	50	35
	Annual	25	NA
NO <sub>2</sub>	1-Hour	200	18
	Annual	40	NA
Ozone (O <sub>3</sub> )	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  $\mu\text{m}$  or less.
- [iii] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5  $\mu\text{m}$  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<sub>2</sub>) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels.

#### Practice Note on Control of Air Pollution in Car Parks

2.2.8 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 ( $\mu\text{g}/\text{m}^3$ ) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO <sub>2</sub> )	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, 2019 to 2023, from this station are summarized in **Table 2.3**. According to the AQMS monitoring data presented in **Table 2.3**, exceedance in NO<sub>2</sub> and O<sub>3</sub> concentrations are recorded.

**Table 2.3 Air Quality Monitoring Data at Tsuen Wan AQMS**

Air Pollutant	Averaging Time	AQO <sup>(a)</sup> (b)	Concentration Level ( $\mu\text{g}/\text{m}^3$ )				
			2019	2020	2021	2022	2023
SO <sub>2</sub>	10-min (4 <sup>th</sup> highest)	500 (3)	45	24	23	32	36
	24-hr (4 <sup>th</sup> highest)	50 (3)	13	10	8	12	10
RSP	24-hr (10 <sup>th</sup> highest)	100 (9)	65	54	60	52	53
	Annual	50	30	24	24	22	24
FSP	24-hr (36 <sup>th</sup> highest)	50 (35)	34	27	27	26	25
	Annual	25	20	15	16	14	15
NO <sub>2</sub>	1-hr (19 <sup>th</sup> highest)	200 (18)	177	142	151	140	158
	Annual	40	46	36	44	39	40
O <sub>3</sub>	8-hr (10 <sup>th</sup> highest)	160 (9)	171	130	130	152	127
CO	1-hr (1 <sup>st</sup> highest)	30,000	1970	1440	1240	1430	1480
	8-hr (1 <sup>st</sup> highest)	10,000	1835	1355	1164	1390	1175

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 v2.0 (SAMP v2.0).

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<sub>2</sub>, 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<sub>3</sub>.

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

Air Pollutant	Averaging Time	Concentration Level ( $\mu\text{g}/\text{m}^3$ ) <sup>(b)</sup>		AQO <sup>(a)</sup>
		Grid 30, 38	Grid 30, 39	
SO <sub>2</sub>	10-min (4 <sup>th</sup> highest)	33	27	500 (3)
	24-hr (4 <sup>th</sup> highest)	8	7	50 (3)
RSP	24-hr (10 <sup>th</sup> highest)	55	56	100 (9)
	Annual	21	21	50
FSP	24-hr (36 <sup>th</sup> highest)	28	28	50 (35)
	Annual	13	13	25
NO <sub>2</sub>	1-hr (19 <sup>th</sup> highest)	102	98	200 (18)
	Annual	28	23	40

Air Pollutant	Averaging Time	Concentration Level ( $\mu\text{g}/\text{m}^3$ ) <sup>(b)</sup>		AQO <sup>(a)</sup>
		Grid 30, 38	Grid 30, 39	
O <sub>3</sub>	8-hr (10 <sup>th</sup> highest)	176	175	160 (9)
	1-hr (1 <sup>st</sup> highest)	578	579	30,000
	8-hr (1 <sup>st</sup> highest)	562	559	10,000

Notes:  
(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 SAMP v2.0

## 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<sub>2</sub> and PM emissions. Travelling of the dump trucks is another potential source of construction dust and gaseous emissions. At this planning application stage, there is no detailed information on the construction program or amount of excavated material to be handled; however, with reference to other similar scale projects, there is likely to be around 5 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site. 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.

#### 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 out 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.

Concurrent Project

2.5.11 There are 6 potential concurrent Projects identified within 500m from project site boundary, as indicated in **Figure 2.5** and summarised in **Table 2.6**.

- Item P1 (A/TWW/114) is access road construction. It is about 114m separated from proposed development.
- Items P2, P3 and P4 are house developments with site area ranges from 579m<sup>2</sup> to 1285m<sup>2</sup> only. All of them are separated from proposed development by Castle Peak Road. Based on site inspection on 27 September 2024, construction works at Item P2 and P3 has yet begun while construction works for Item P4 has commenced.
- Item P5 is application for change of premises use from Residential Group (C) to eating place with 113 sqm restaurant only. The Item P5 location is distant from proposed development.
- Item P6 is Cycle Track between Tsuen Wan and Tuen Mun (Stage 1 section (between Ting Kau and Bayview Garden in Tsuen Wan)). As stated in CEDD's website (<https://www.cedd.gov.hk/eng/our-projects/major-projects/index-id-42.html>), Stage 1 section is under detailed design stage. No detailed information/ programme is available.

**Table 2.6 Potential Concurrent Project**

Project(s)	Site Area [2]	Details	Shortest Distance from Site Boundary, m
P1	A/TWW/114 [1]	About 1662 m <sup>2</sup> Access Road for Residential Development	114m
P2	A/TWW/124 [1]	About 579.9 m <sup>2</sup> House Development (2 block, 3 storeys)	136m
P3	A/TWW/110-1 [1]	About 1285 m <sup>2</sup> House Development (2 blocks, 3 storeys)	238m

Project(s)	Site Area [2]	Details	Shortest Distance from Site Boundary, m
P4	A/TWW/127 [1]	About 1215.3 m <sup>2</sup> (1 Block, 2 storeys)	House Development 480m
P5	A/TWW/128 [1]	Not Available [2]	Eating Place 62m
P6	Cycle Track between Tsuen Wan and Tuen Mun (Stage 1 section (between Ting Kau and Bayview Garden in Tsuen Wan)) [3]	Not Available	To implement the cycle track between Tsuen Wan and Tuen Mun. Not Available

**Note:**

[1] Information referenced to Town Planning Board Statutory Planning Portal 3 (TPBSPP). Application number is quoted.

[2] Site Area not available based on TPBSPP gist information, while restaurant area is 113m<sup>2</sup>.

[3] Information referenced to CEDD's website (<https://www.cedd.gov.hk/eng/our-projects/major-projects/index-id-42.html>). Stage 1 section is under detailed design stage. No detailed information/ programme is available.

2.5.12 **In view of the separation from the potential concurrent projects to the proposed development, the development nature and site area of potential concurrent projects as abovementioned, the additional contribution to the construction phase air quality impact arising from the proposed development is considered limited and insignificant..**

2.5.13 With the implementation of recommended mitigation measures and good site practices, the construction fugitive dust and gaseous emissions can be minimized and no adverse air quality impact during the construction phase is anticipated.

**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 2.7** below.

**Table 2.7 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						
<b>Note:</b>							
(a) The highest levels of the ASRs have been considered in the assessment.							

## 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 **vehicular emissions**, industrial emission, marine vessel emission and major point source have been considered and assessed if applicable.

#### (i) Vehicular Emissions from Open Roads

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 is provided in **Appendix 2.8**. 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 Site visits were conducted on **23 November 2023 and 27 September 2024** to verify the presence of chimneys. Upon visits, 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) Vehicular 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. According to the parking information from HKEMobility, there are several types of parking space for cars/ light goods vehicles/ light buses, Buses/ Coach and motorcycles, no parking spaces assigned for FBDD and FBSD. However, the utilisation rate of the Ting Kau Car Park is low based on several site visits. Nevertheless, start emission of all 18 vehicle classes (except FBDD and FBSD) have been assigned to all roads except expressway which 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. The location of roads with start emissions are marked in **Appendix 2.1**.

#### (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<sub>2</sub>, 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 2.3.2** 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 **SAMP v2.0** 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 **SAMP v2.0**. 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 2.8**.

**Table 2.8 Model Input Parameters and Assumptions for Operation Phase**

Input Parameters & Assumptions	Descriptions
Type of Sources	<ul style="list-style-type: none"> <li>Vehicular Emissions:</li> <li>Line sources</li> </ul>
Assessment Parameters	<ul style="list-style-type: none"> <li>Hourly and annual NO and NO<sub>2</sub></li> <li>Daily and annual RSP</li> <li>Daily and annual FSP</li> </ul>
Meteorological data	<ul style="list-style-type: none"> <li>Year 2019 WRF data from PATH v3.0</li> <li>PATH grids: (30,38), (30,39)</li> <li>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</li> <li>Wind speed &lt;0.5m/s adjusted to 0.5m/s</li> <li>Anemometer height of WRF data: 8.5m</li> </ul>

**EMFAC-HK (embedded in SAMP v2.0)**

2.8.5 2028 is chosen as the Model Year for EMFAC-HK year in the **SAMP v2.0** 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)** (i.e. ranging from 10°C – 26°C and 19% to 57%) were applied for both short-term (i.e. hourly) and long-term (i.e. annual average) air quality impact of NO<sub>2</sub> while annual minimum temperature and RH (i.e. 10°C and 19%) were applied for both short-term (i.e. daily average) and long-term (i.e. annual average) air quality impact of 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 is provided in **Appendix 2.8**.

**Calculation of 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<sub>2</sub>, 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 road segments within 500m assessment area and their corresponding predicted traffic flow were imported into SAMP v2.0. Tin Kau Bridge with the use of hard shoulder as a traffic lane has been considered in the assessment. Setting of the road width and centreline XY for all roads within 500m assessment area are followed the "Modelling Open Road Emissions using AERMOD" published by EPD. Zero emission vehicle scenario was not used in the assessment. The total composite emission rate calculated by SAMP contains the running emissions and start emissions by broad-brush approach. For calculations of start emissions by the broad-brush approach, start emissions for each vehicle class are assumed directly proportional to Trips per Vehicle-kilometre-travelled ratio (Trip/VKT) with consideration of the proportion of local and rural roads within Hong Kong based on the Annual Traffic Census (ATC) prepared by the TD. For SAMP v2.0, default trip and VKT values from EMFAC-HK model v4.3 are used in the calculations and the proportion of local and rural roads within Hong Kong of 14.34% is assumed based on ATC 2022.

**Comparison of Calculated Total Vehicular Emissions**

2.8.13 The calculated total vehicular emissions of NO, NO<sub>2</sub>, RSP and FSP from the roads within 500m assessment area of the above modelling years generated from **SAMP v2.0** have been compared and summarized in **Table 2.9**.

**Table 2.9 Summary of Total Vehicular Pollutant Emissions**

Assessment Year	Predicted Traffic Forecast Year	Total Vehicular Emission (tonnes/ year)			
		NO <sub>2</sub>	NO	RSP	FSP
2028	2028	<u>5.1</u>	<u>34.7</u>	<u>2.1</u>	<u>1.9</u>
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

2.8.14 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**

2.8.15 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 Pollutant dispersion from **vehicular 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<sub>2</sub> Assessment

2.9.2 The conversion of NO<sub>x</sub> to NO<sub>2</sub> is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO<sub>x</sub> emissions. To determine vehicular emission impacts, the emission factors of NO<sub>2</sub> 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<sub>x</sub> and NO<sub>2</sub> for all motor vehicle types.

2.9.3 For NO<sub>x</sub> in particular, an algorithm has been built-in to convert a portion of NO<sub>x</sub> predicted at ASRs into NO<sub>2</sub> using the Ozone Limiting Method (OLM) when they mix with the ambient O<sub>3</sub>. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O<sub>3</sub> levels, and hence the latter can be used to predict the maximum convertible NO<sub>2</sub> from NO<sub>x</sub> for superimposing onto the initial "out-of-tailpipe / in-stack" NO<sub>2</sub> 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<sub>2</sub>.

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

where

[NO<sub>2</sub>]<sub>Predicted</sub>

is the predicted NO<sub>2</sub> Concentration;

[NO<sub>2</sub>]<sub>Initial</sub>

is the initial NO<sub>2</sub> Concentration;

Min

means the minimum of the two values within the bracket;

[O<sub>3</sub>]<sub>PATH</sub>

is the representative O<sub>3</sub> PATH Concentration (from other contribution);

$\frac{46}{48}$

is the molecular weight of NO<sub>2</sub> divided by the molecular weight of O<sub>3</sub>.

### Jenkin Method for Long-term Cumulative NO<sub>2</sub> Assessment

2.9.4 For the long-term cumulative NO<sub>2</sub> assessment (i.e. predictions of annual average NO<sub>2</sub> concentration), Jenkin Method was adopted for the conversion of cumulative annual average NO<sub>x</sub> to cumulative annual average NO<sub>2</sub>. The details of Jenkin Method for this assessment extracted from the **SAMP v2.0** 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 2.10**.

**Table 2.10 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 discrete results of cumulative air quality impact have been quantitatively assessed separately for NO<sub>2</sub>, RSP and FSP at all predetermined ASRs and 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<sub>2</sub>, 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<sub>2</sub>

2.10.3 The predicted results of 19th highest 1-hour average NO<sub>2</sub> and annual average NO<sub>2</sub> concentrations for all selected ASRs at selected levels are summarized in **Appendix 2.5**. The results indicate that NO<sub>2</sub> concentrations at all of the Proposed Redevelopment comply with the relevant AQOs.

### RSP

2.10.4 The predicted results of the 10<sup>th</sup> 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<sup>th</sup> 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.

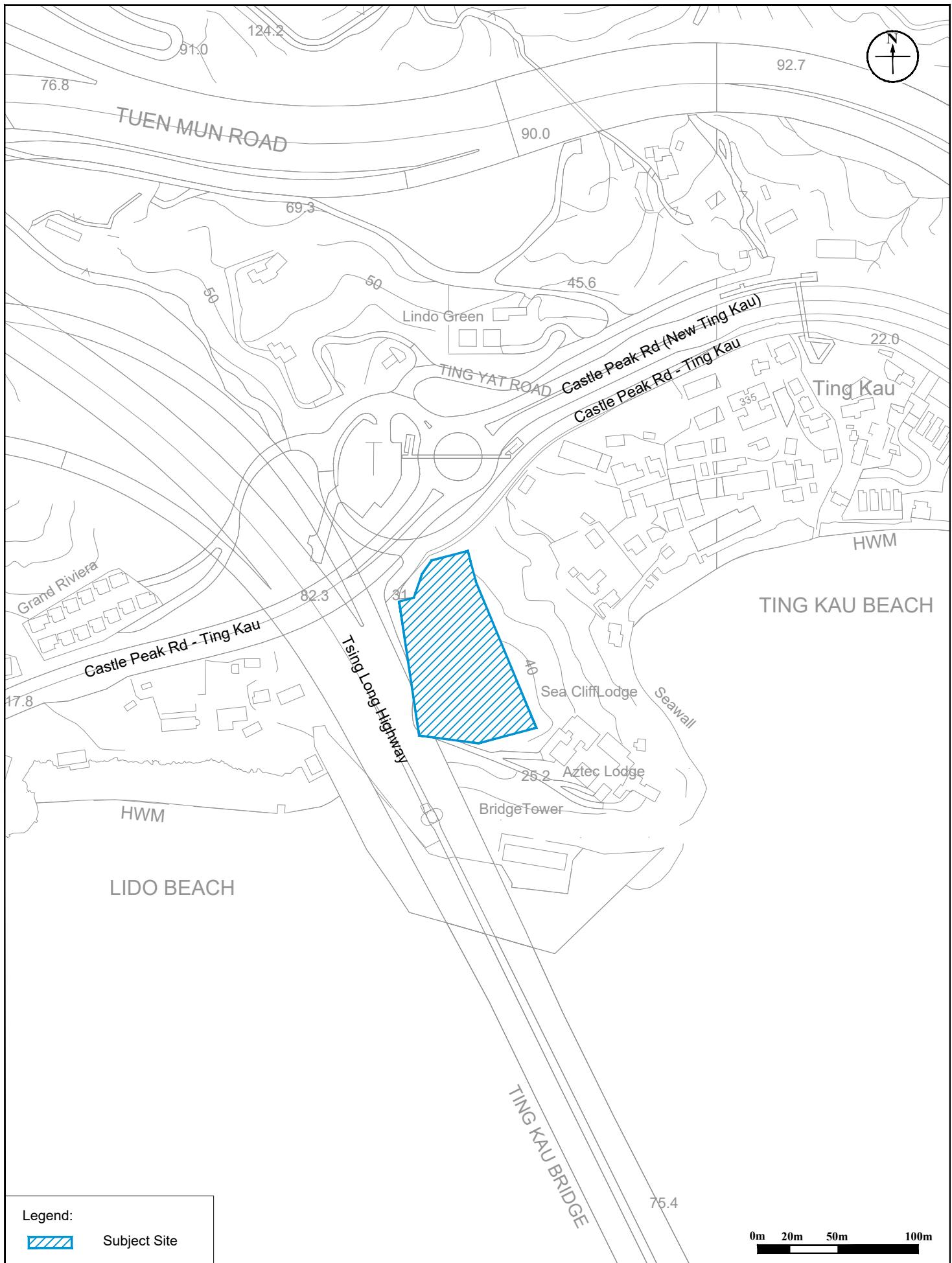
## 2.12 Review on Potential Odour Impact

- 2.12.1 Lido Beach Sewage Pumping Station is located at Lido Beach which about 100m west of the Subject Site. The sewage pumping station has two sewage pumps that operate in a 1 duty and 1 standby mode with each pump having a design capacity of 0.0152 m<sup>3</sup>/s which is relatively low.
- 2.12.2 A site visit was conducted on 27 September 2024 (between noon to 2pm) to identify any noticeable odour of the concerned sewage pumping station. **Figure 2.4** shows the location of Lido Beach Sewage Pumping Station and inspection route. Lido Beach Sewage Pumping Station is a fully enclosed structure based on site observation. No identifiable odour were detected at the boundary of Lido sewage pumping station, Lido Beach Office, pedestrian walkway at Castle Peak Road – Ting Kau facing to Lido Beach, entry of Ting Kau Sitting-Out Area near Lido Beach and the access road to Subject Site. Furthermore, an enquiry for the odour complaint related to the potential odour emission source(s) within 200m assessment area from the boundary of Subject Site to EPD's regional officer has been sought. It is confirmed that there is no complaint record at the concerned sewage pumping station. The reply from EPD regarding odour complaint is provided in **Appendix 2.7**. Therefore, the future occupant will not be subject to adverse odour impact.

## 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 adverse 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**

**Title:** Location of Subject Site and its Environs

**RAMBOLL**

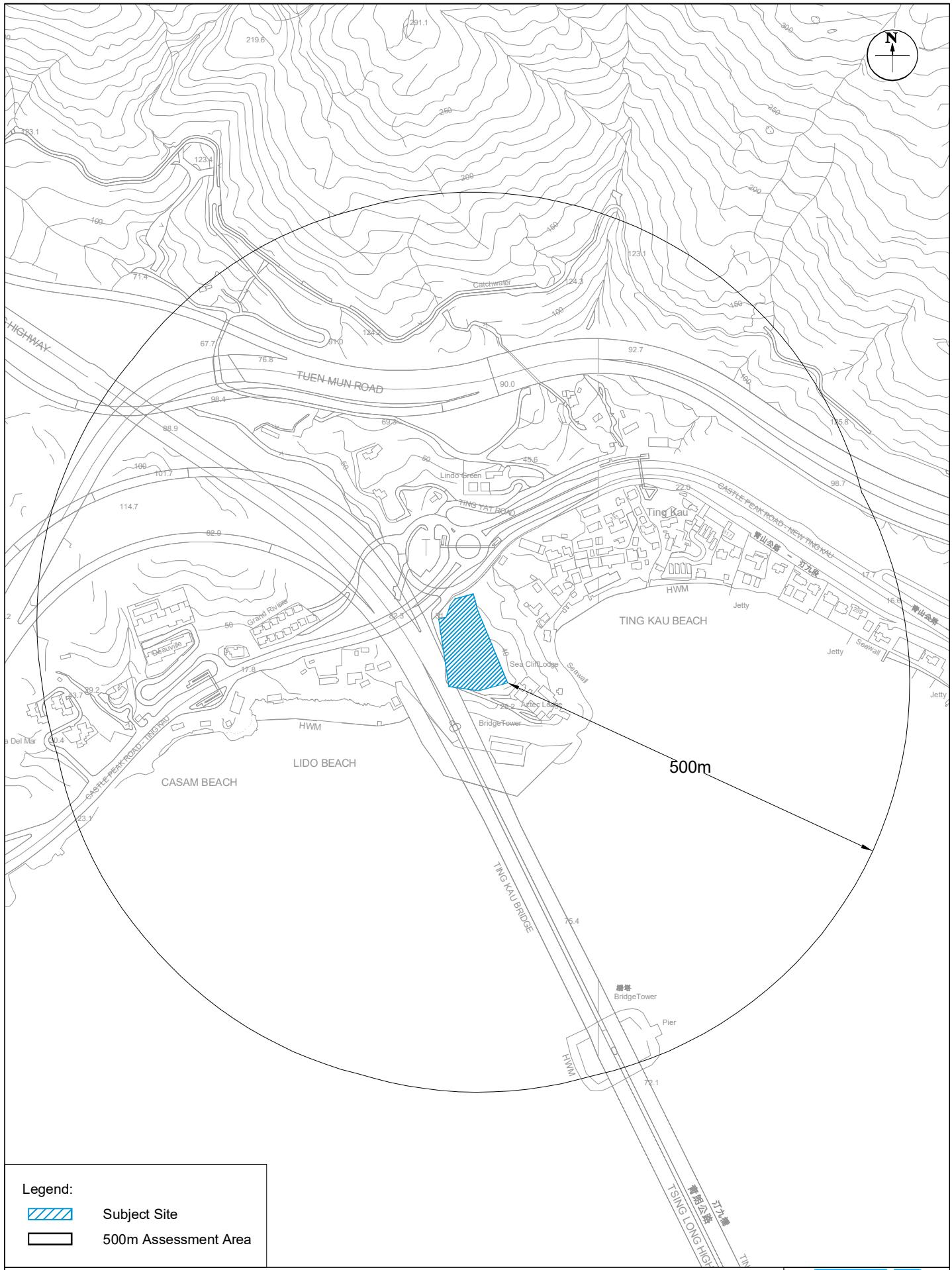
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Checked by: TC

**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



**Figure: 2.1**

**Title:** Assessment Area of 500m from the Subject Site

**RAMBOLL**

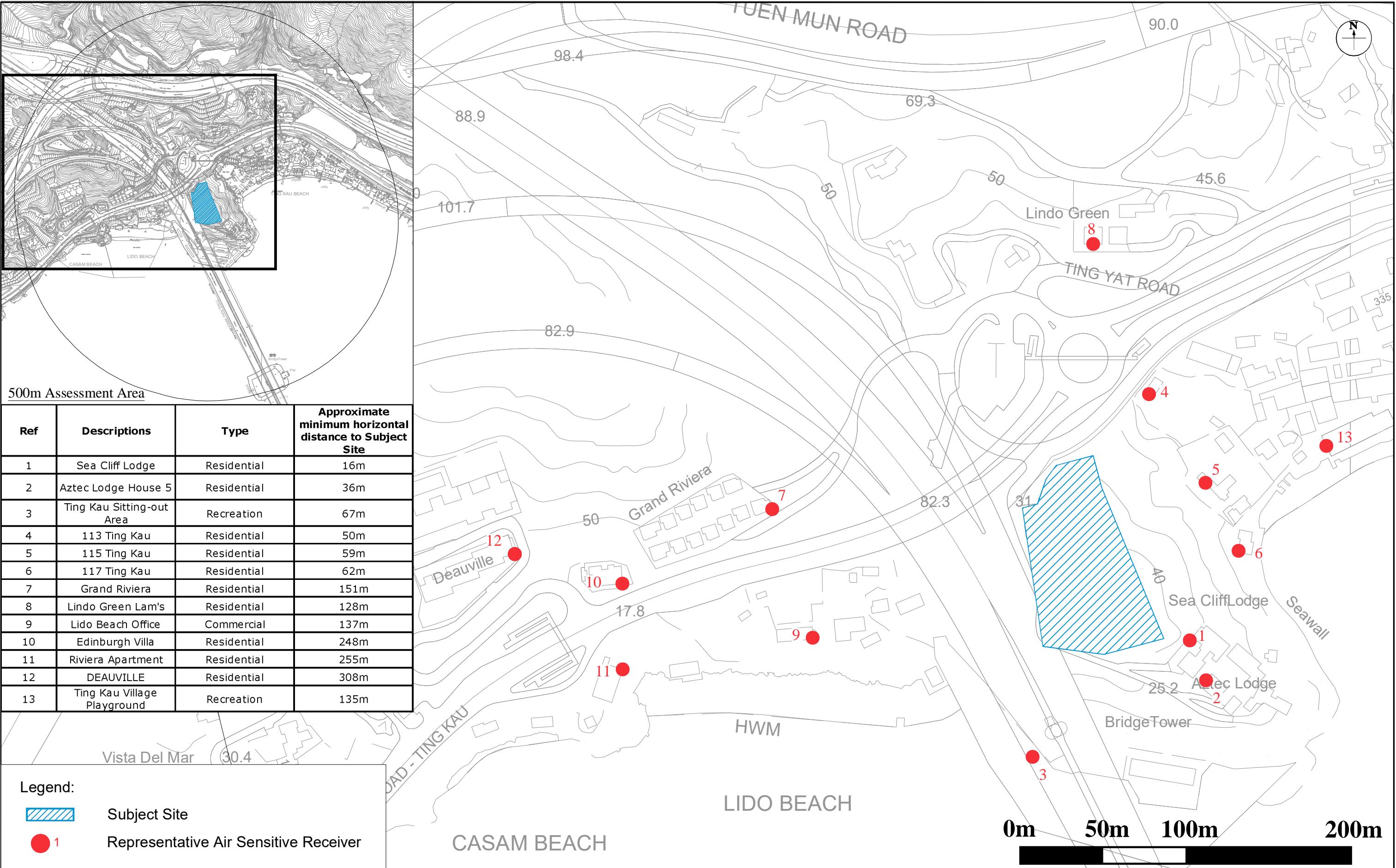
Drawn by: WT

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



**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

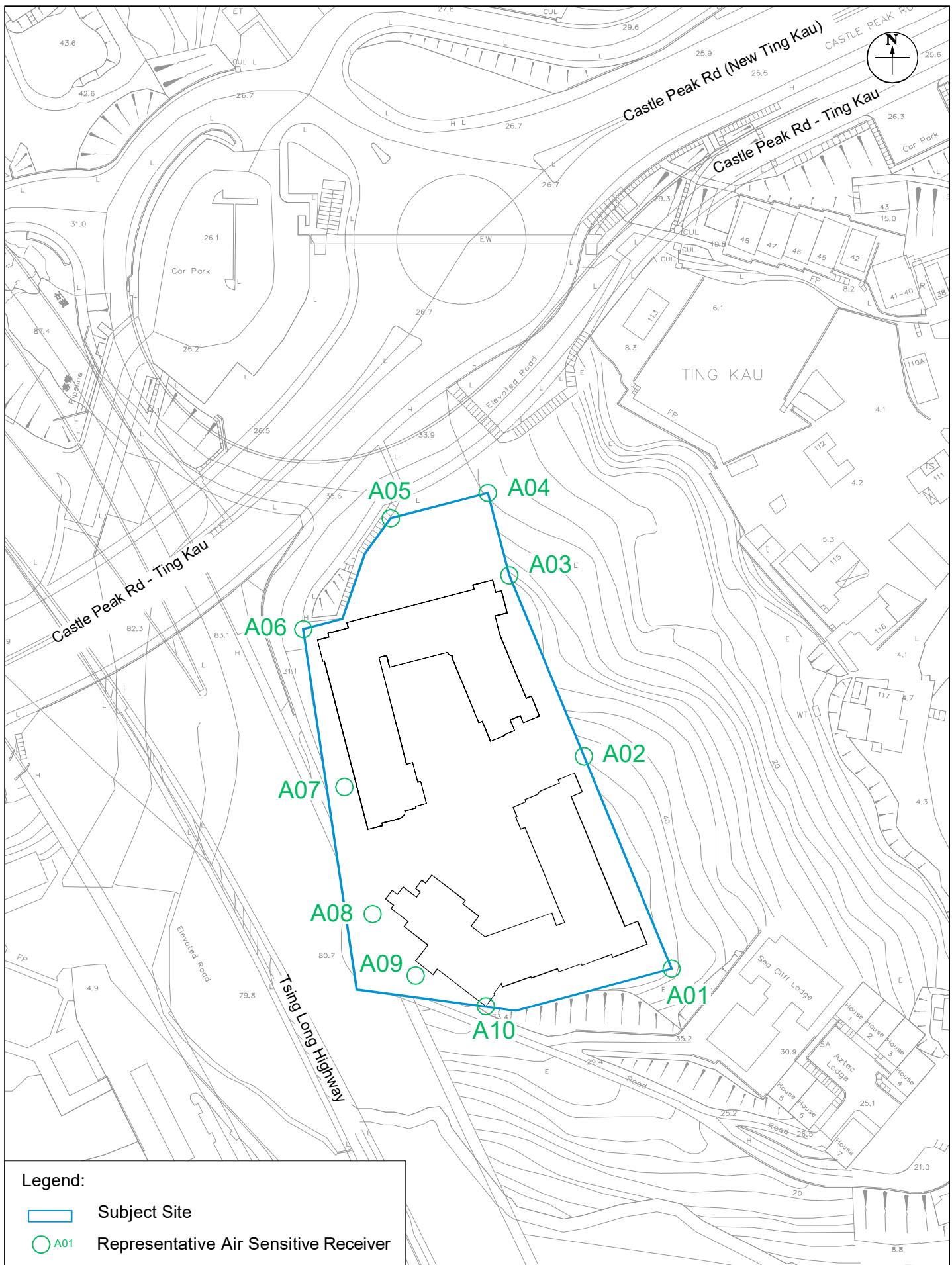
**RAMBOLL**

Drawn by: WT

Checked by: TC

Rev.: 1.0

Date: Dec 2023



**Legend:**

- Subject Site
- A01 Representative Air Sensitive Receiver

**Figure:** 2.3

**Title:** Location of Representative Air Sensitive Receivers during Operation Phase

**RAMBOLL**

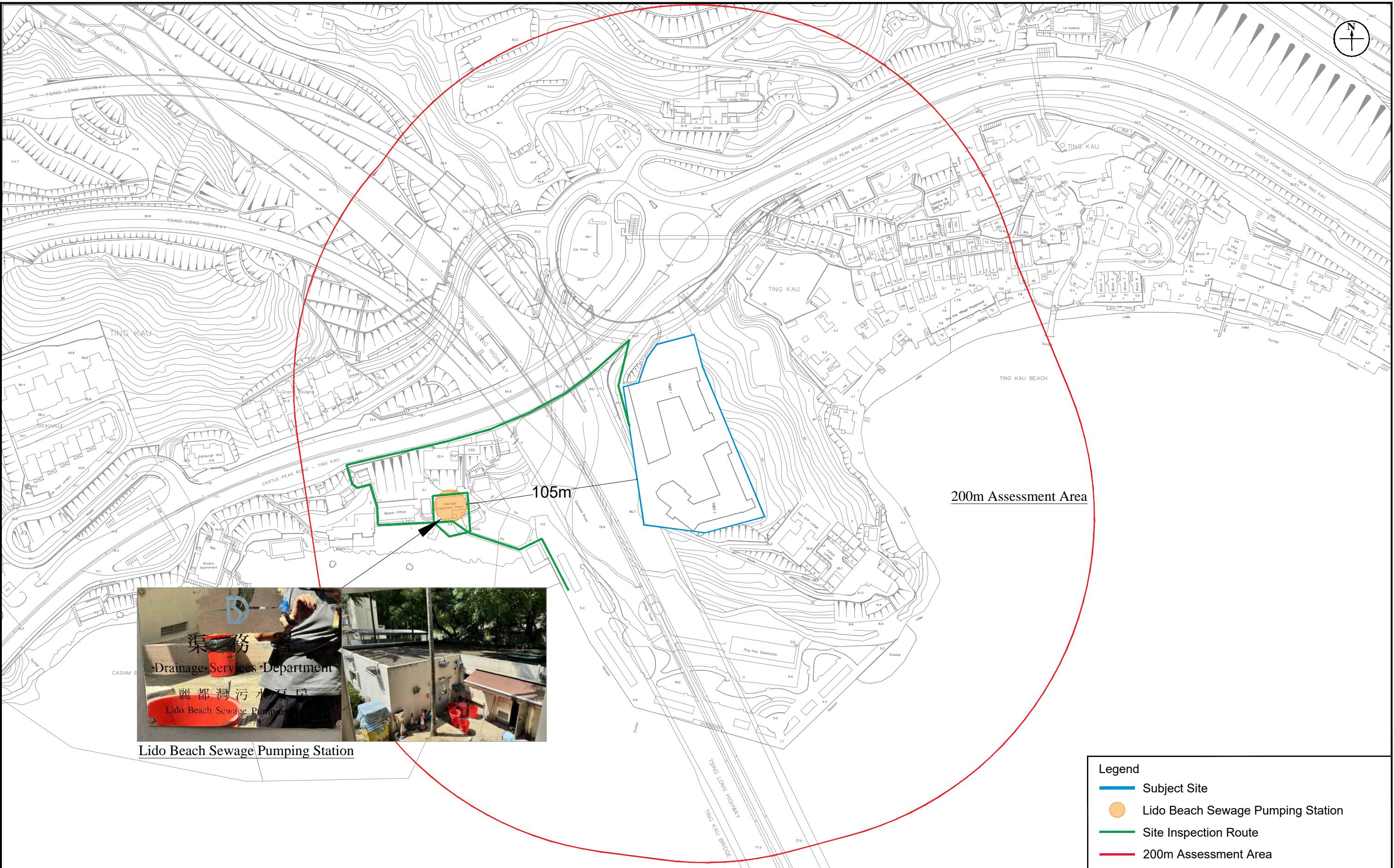
Drawn by: WT

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



**Figure:** 2.4

**Title:** Location of Lido Beach Sewage Pump Station and Inspection

**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: TL

Checked by: TC

Rev.: 1.2

Date: Sep 2024



**Note:**

The 20-kilometre cycle track between Tsuen Wan and Tuen Mun is being implemented in phases and the detailed design of the Stage 2B section (from So Kwun Wat to Ting Kau) within 2024, and continuing with the detailed design of the Stage 1 section (between Ting Kau and Bayview Garden in Tsuen Wan).

### Legend:

## Subject Site

## Potential Concurrent Project

500m Assessment Area

**Figure:** 2.5

**Title:** Location of Potential Concurrent Projects

RAMBOLL

Drawn by: TL

**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

Checked by:

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Date: Sep 2024

Appendix 1.1      Layout Plans of the Proposed Redevelopment

LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Pink Box] FOOTPATH / COVERED AREA
- [Light Pink Box] CARPARK / DRIVEWAY
- [Yellow Box] RESIDENTIAL USE
- [Green Box] LANDSCAPE AREA
- [Light Green Box] PRIVATE FLAT ROOF / PRIVATE GARDEN

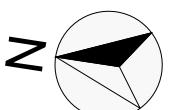
Castle Peak Road (Ting Kau)



ABBREVIATION:

DE = DAY CARE CENTRE FOR THE ELDERLY

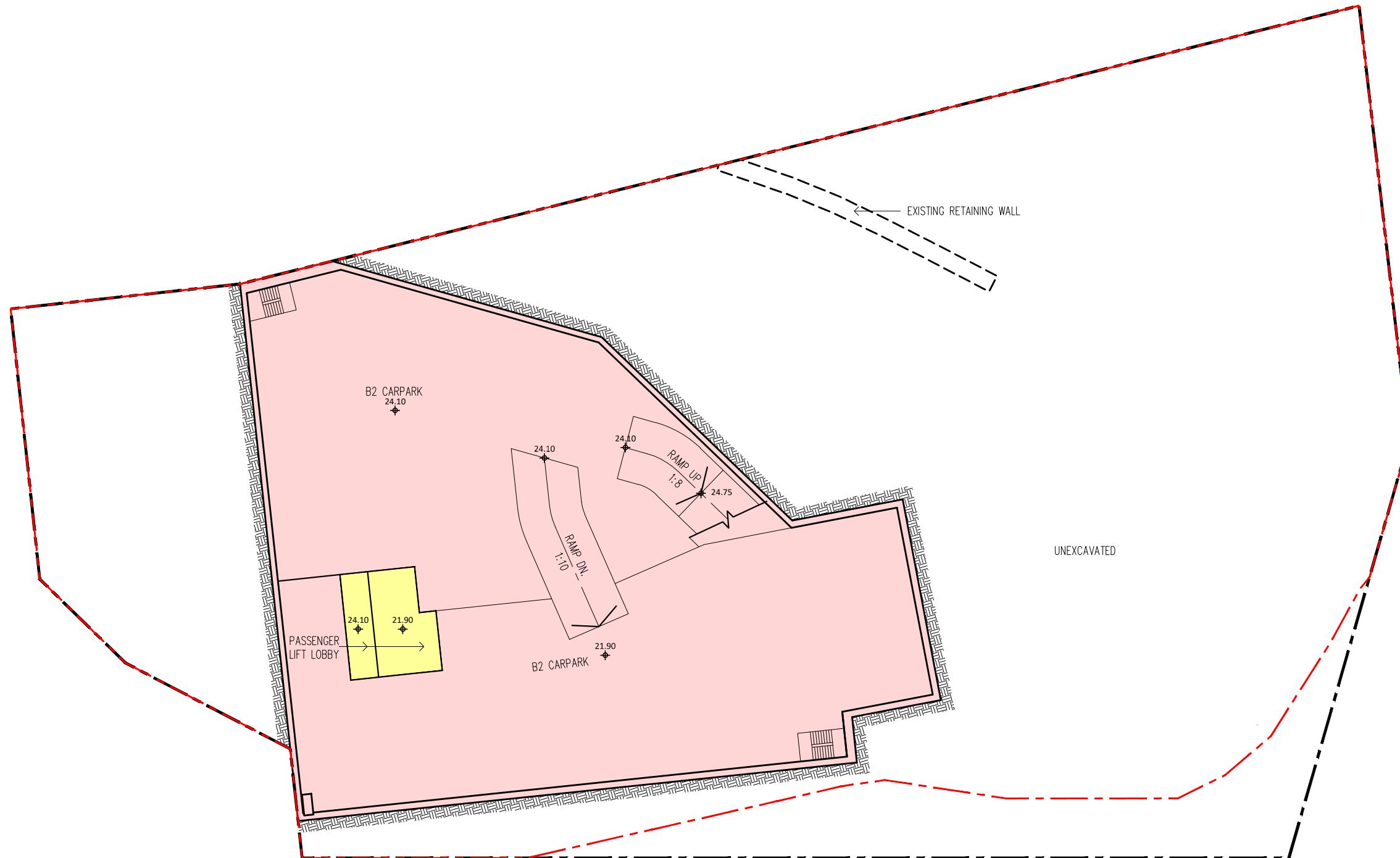
LMR = LIFT MACHINE ROOM



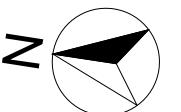
**INDICATIVE MASTER LAYOUT PLAN**

LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Pink Box] CARPARK / DRIVEWAY
- [Yellow Box] RESIDENTIAL USE

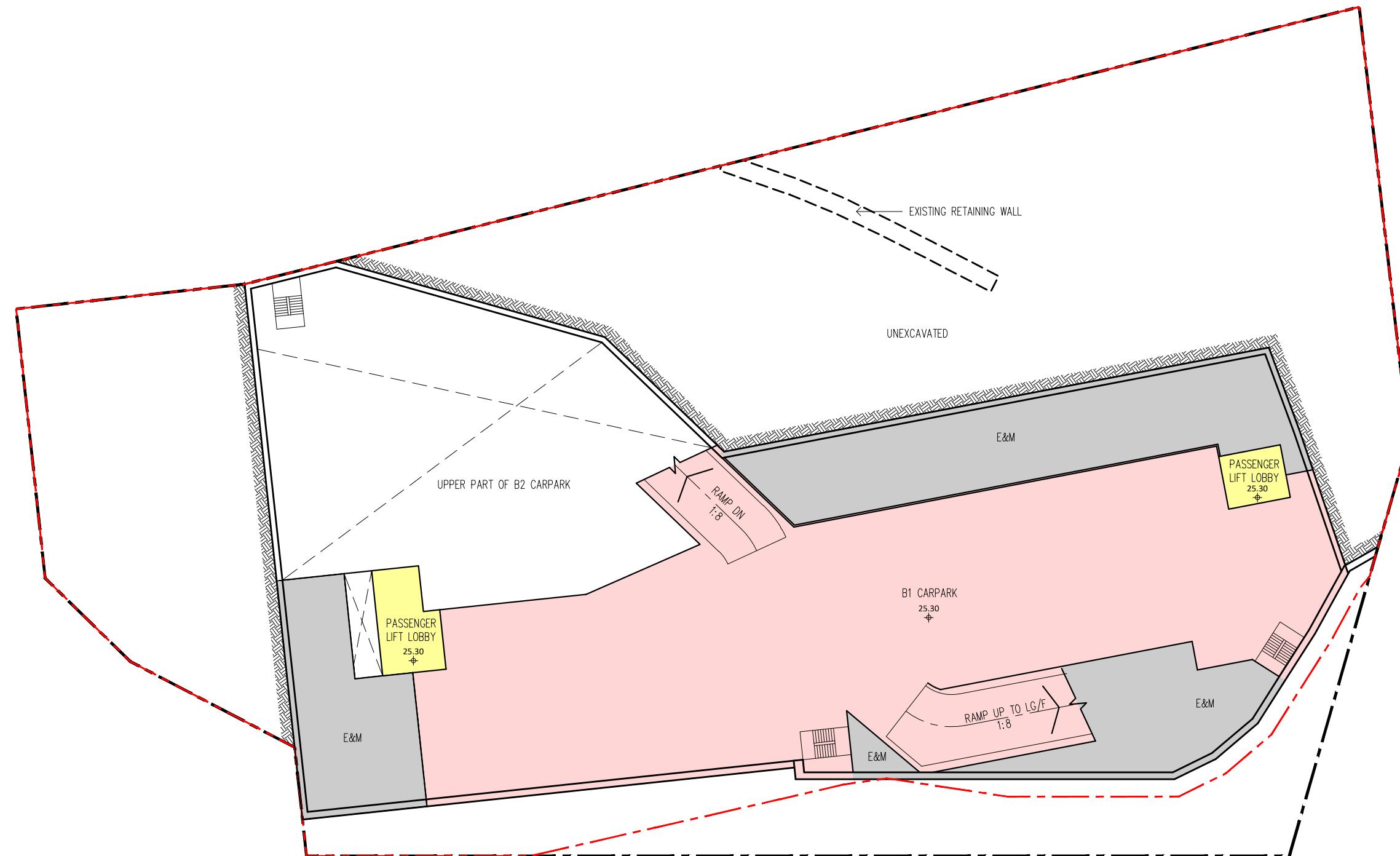


INDICATIVE BASEMENT 2 FLOOR PLAN

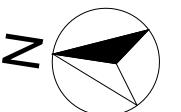


LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Pink Box] CARPARK / DRIVEWAY
- [Yellow Box] RESIDENTIAL USE
- [X Pattern Box] VOID/LIGHT WELL
- [Grey Box] E&M AREA



INDICATIVE BASEMENT 1 FLOOR PLAN



LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

CAR PARK / DRIVEWAY

FOOTPATH / COVERED AREA

DAY CARE CENTRE FOR THE ELDERLY (DE)

RESIDENTIAL USE

E&M AREA

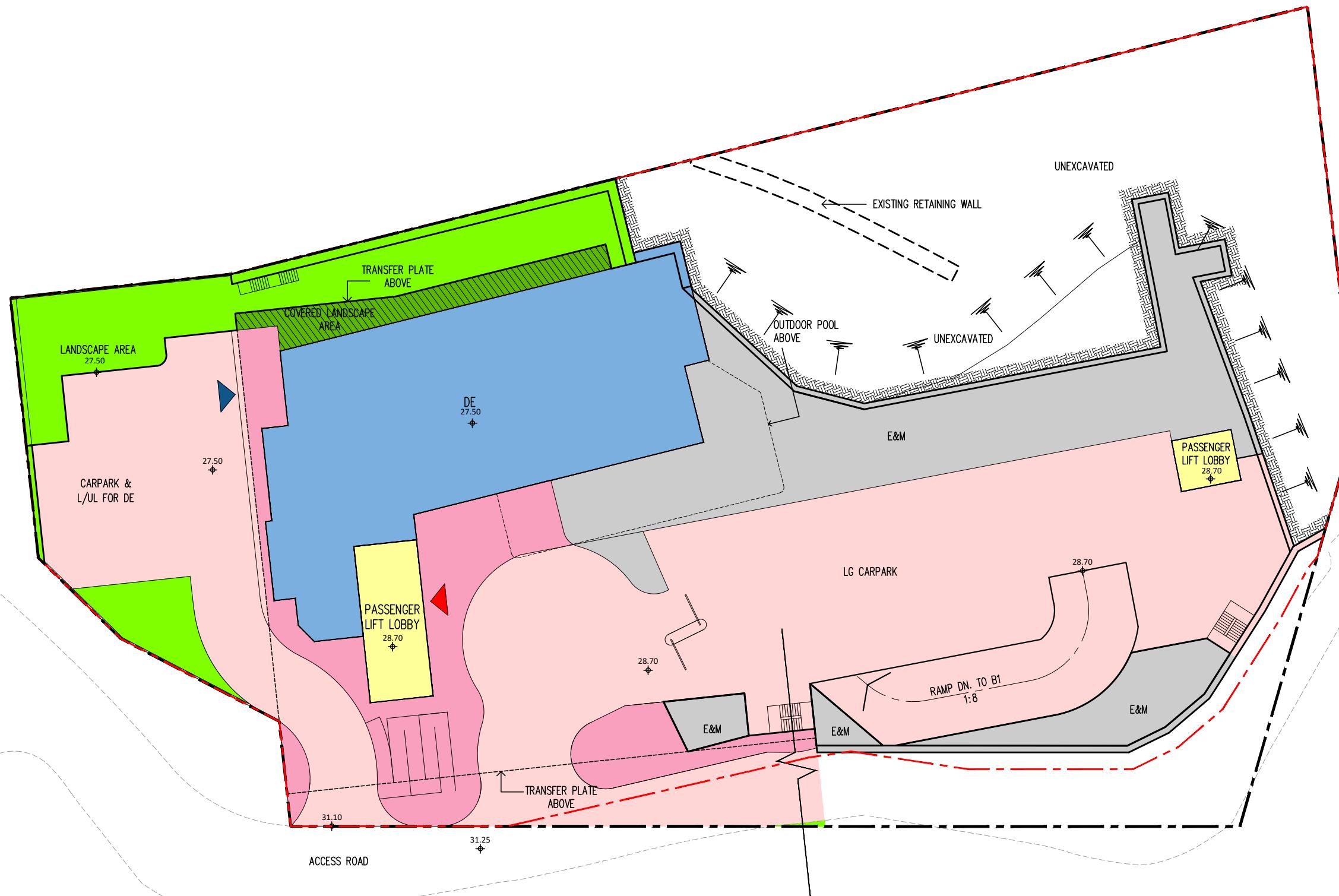
LANDSCAPE AREA

COVERED LANDSCAPE AREA

ENTRANCE TO RESIDENTIAL UNITS

ENTRANCE TO DE

Castle Peak Road (Ting Kau)



INDICATIVE LOWER GROUND FLOOR PLAN

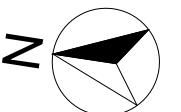
LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Light Pink Box] CARPARK / DRIVEWAY
- [Pink Box] FOOTPATH / COVERED AREA
- [Light Blue Box] CLUB HOUSE
- [Yellow Box] RESIDENTIAL USE
- [Grey Box] E&M AREA
- [Dark Grey Box] TRANSFER PLATE
- [Green Box] LANDSCAPE AREA
- [Light Green Box] PRIVATE GARDEN
- [Red Triangle] ENTRANCE TO RESIDENTIAL UNITS
- [Blue Triangle] ENTRANCE TO CLUB HOUSE

Castle Peak Road (Ting Kau)

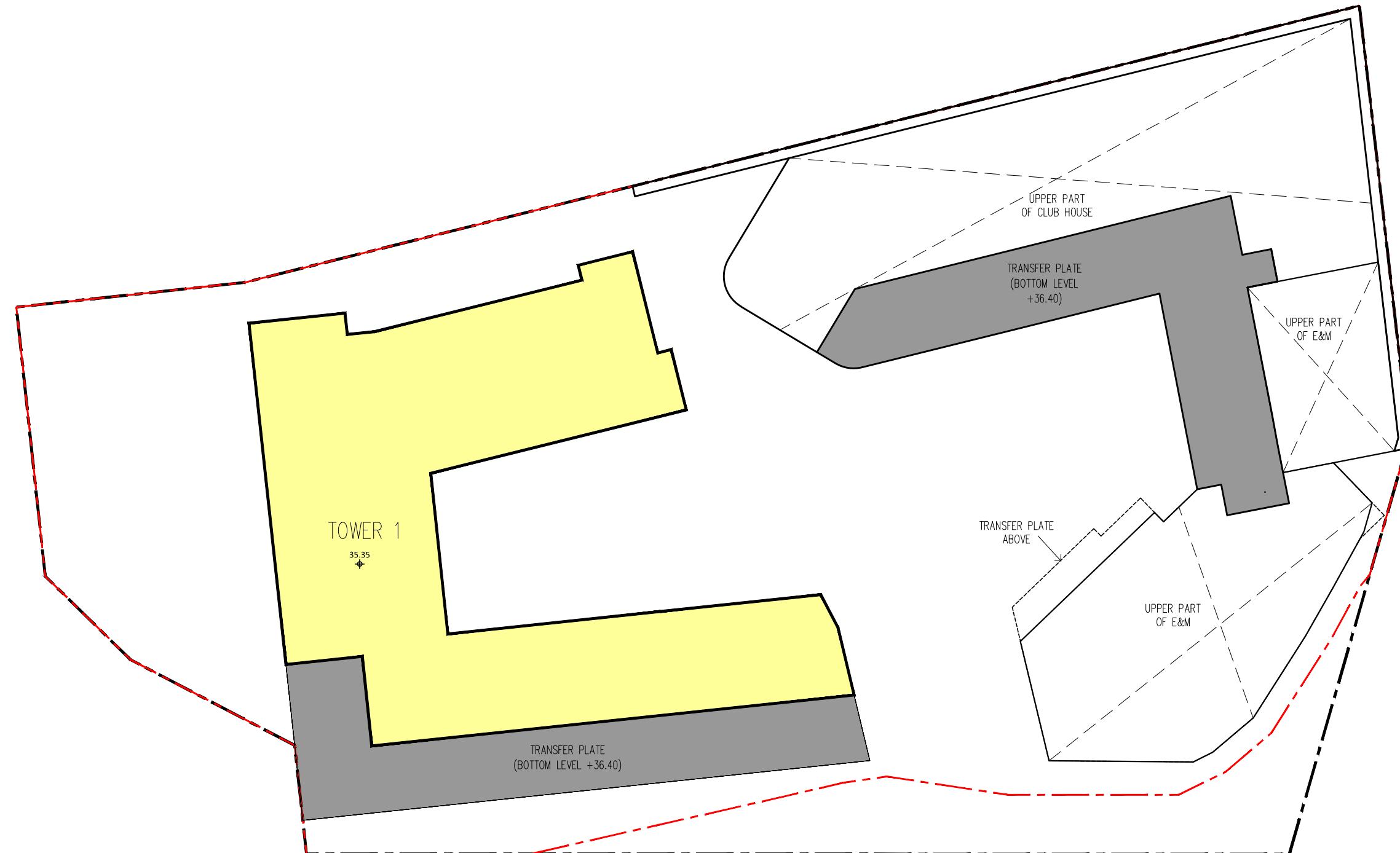


INDICATIVE GROUND FLOOR PLAN

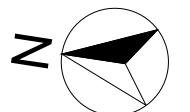


LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Yellow Box] RESIDENTIAL USE
- [Grey Box] TRANSFER PLATE
- [Crossed Box] VOID/LIGHT WELL



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



LEGEND

 APPLICATION SITE BOUNDARY

 DEVELOPMENT SITE BOUNDARY

 RESIDENTIAL USE

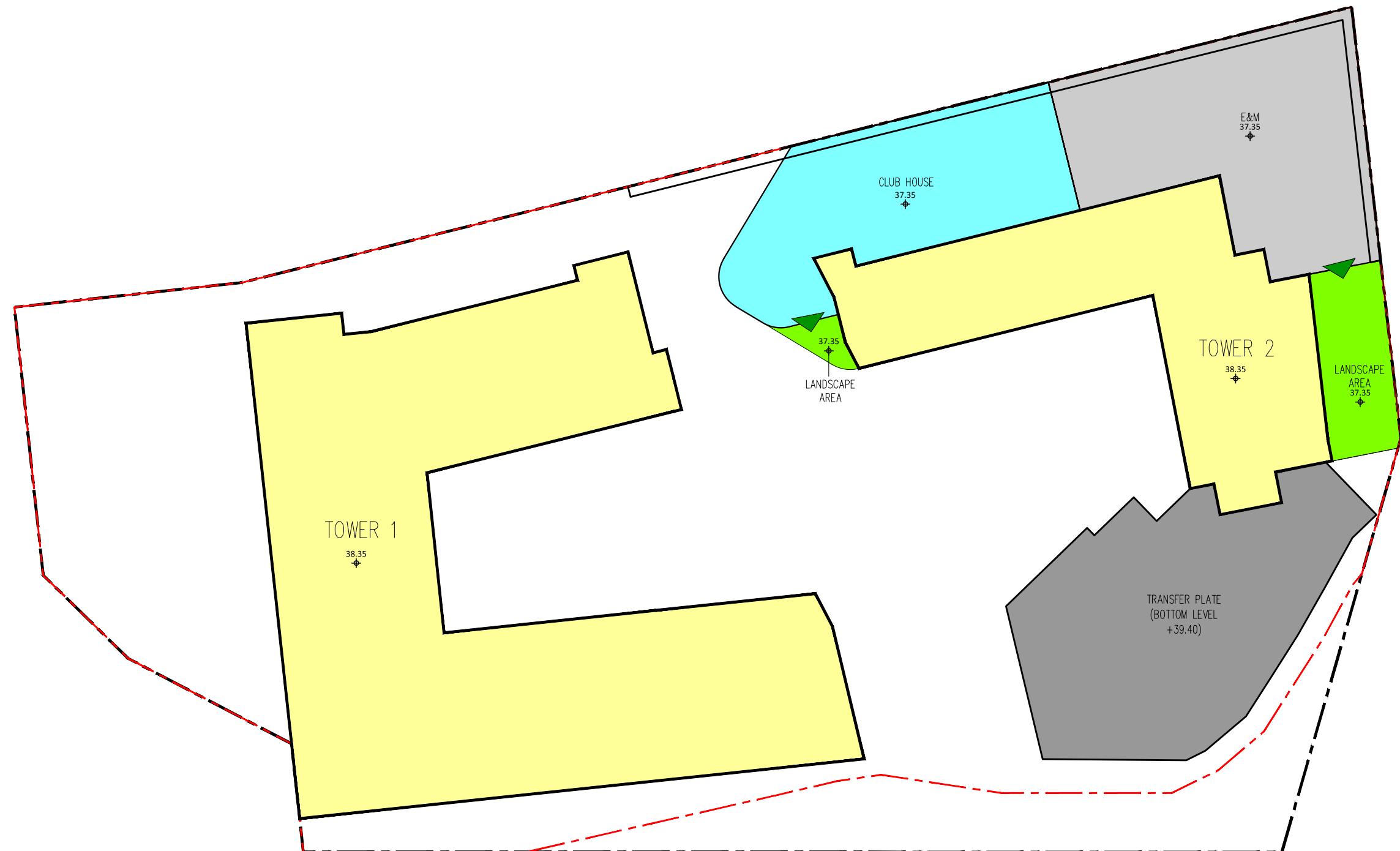
 CLUB HOUSE

 E&M AREA

 TRANSFER PLATE

 LANDSCAPE AREA

 ACCESS TO LANDSCAPE AREA



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

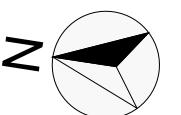


LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Yellow Box] RESIDENTIAL USE
- [Grey Box] TRANSFER PLATE
- [Light Green Box] PRIVATE FLAT ROOF
- [Green Box] LANDSCAPE AREA
- [Green Triangle] ACCESS TO LANDSCAPE AREA

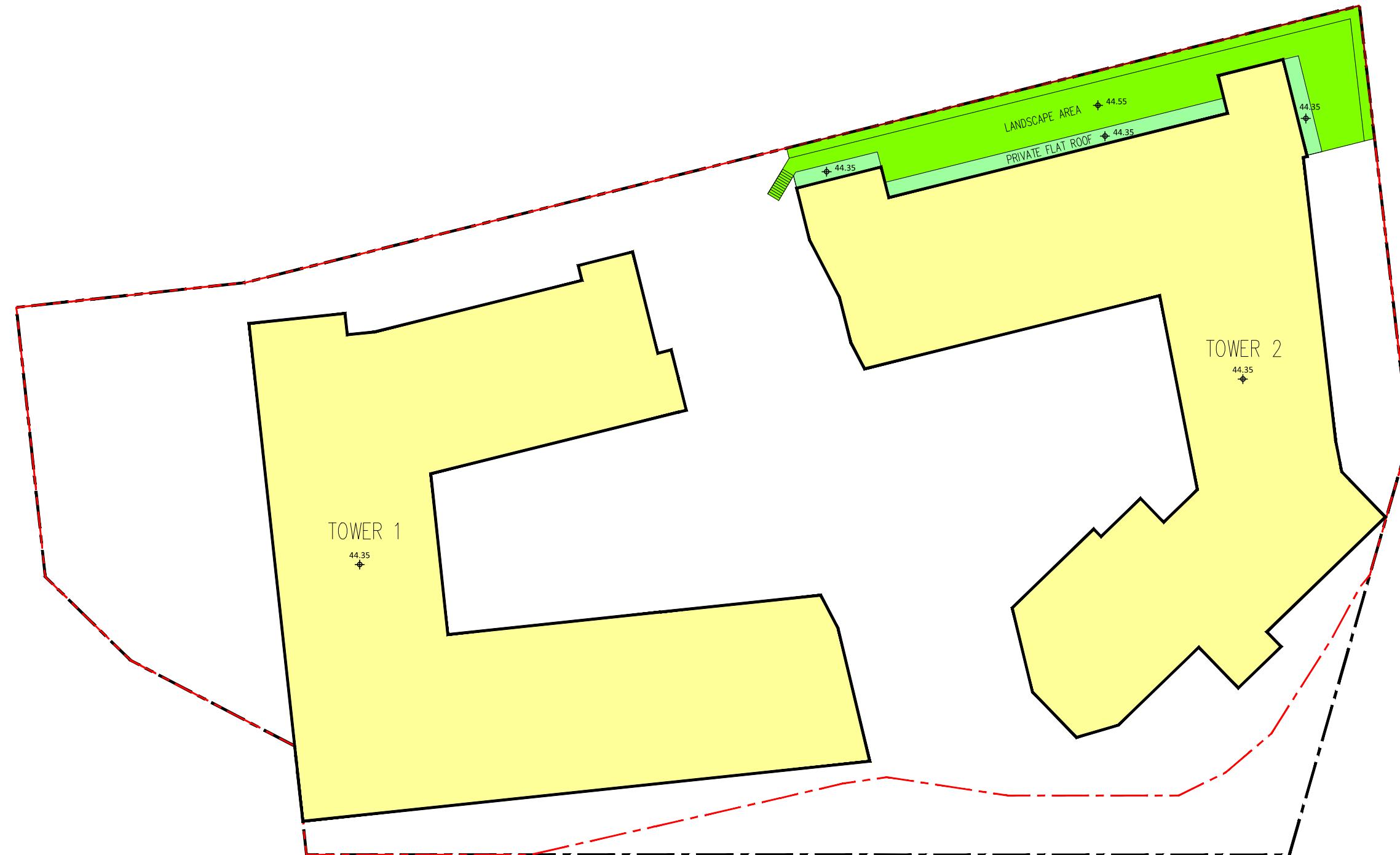


INDICATIVE T1 3rd. & T2 2nd. FLOOR PLAN

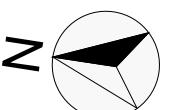


LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Yellow Box] RESIDENTIAL USE
- [Light Green Box] PRIVATE FLAT ROOF
- [Green Box] LANDSCAPE AREA



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

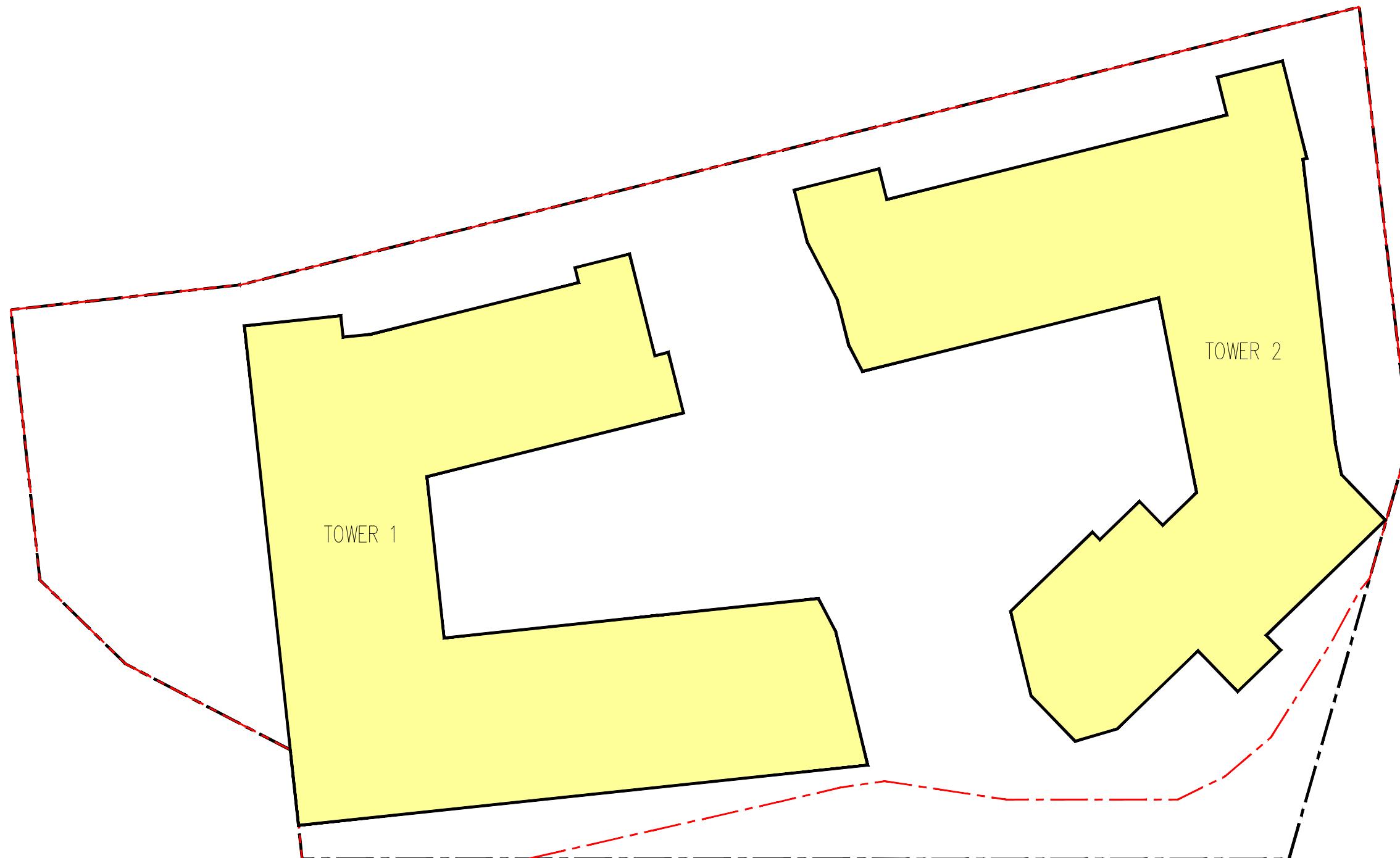


LEGEND

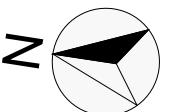
 APPLICATION SITE BOUNDARY

 DEVELOPMENT SITE BOUNDARY

 RESIDENTIAL USE

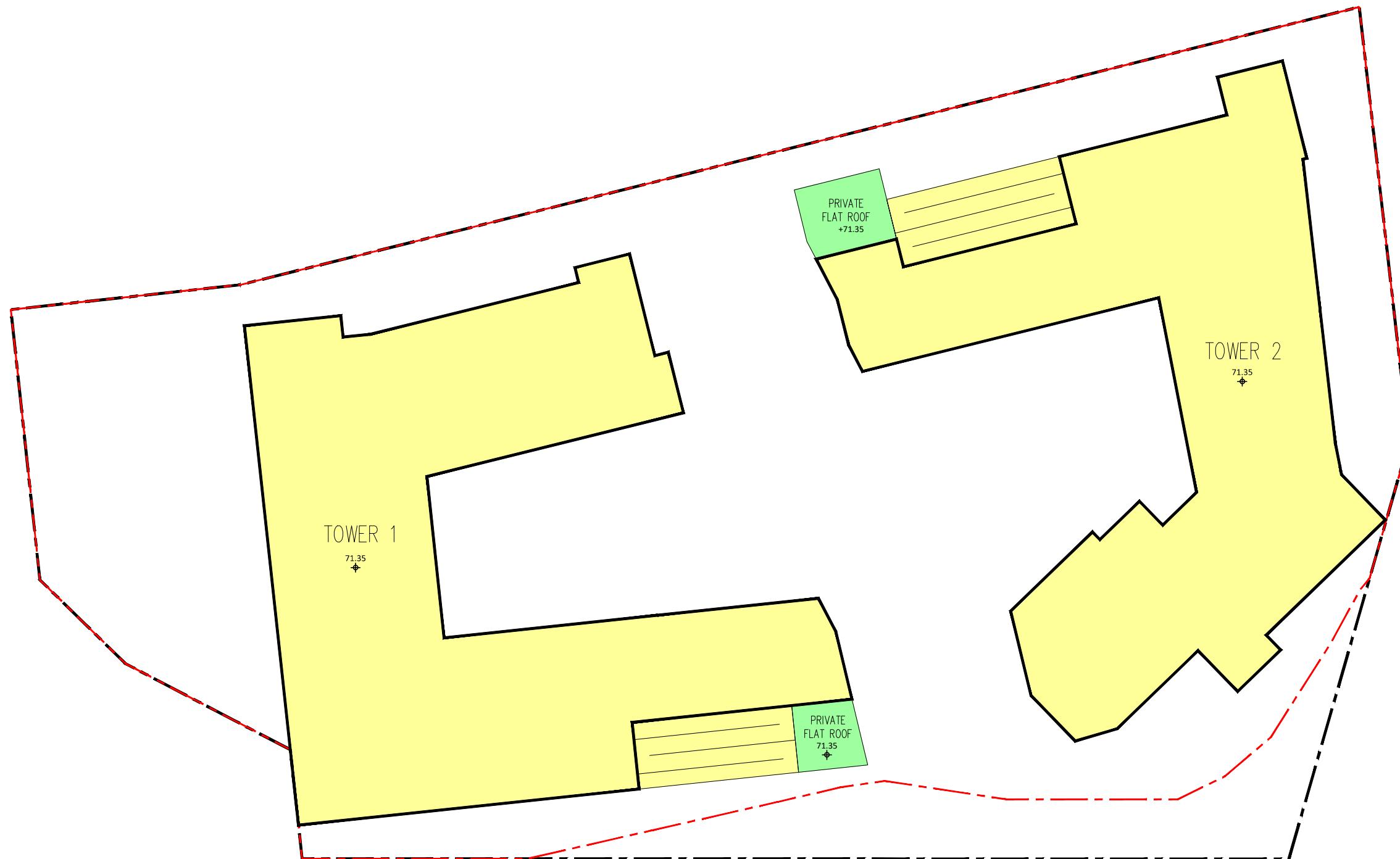


INDICATIVE TYPICAL FLOOR PLAN

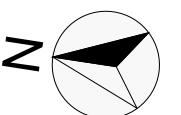


LEGEND

- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Yellow Box] RESIDENTIAL USE
- [Green Box] PRIVATE FLAT ROOF

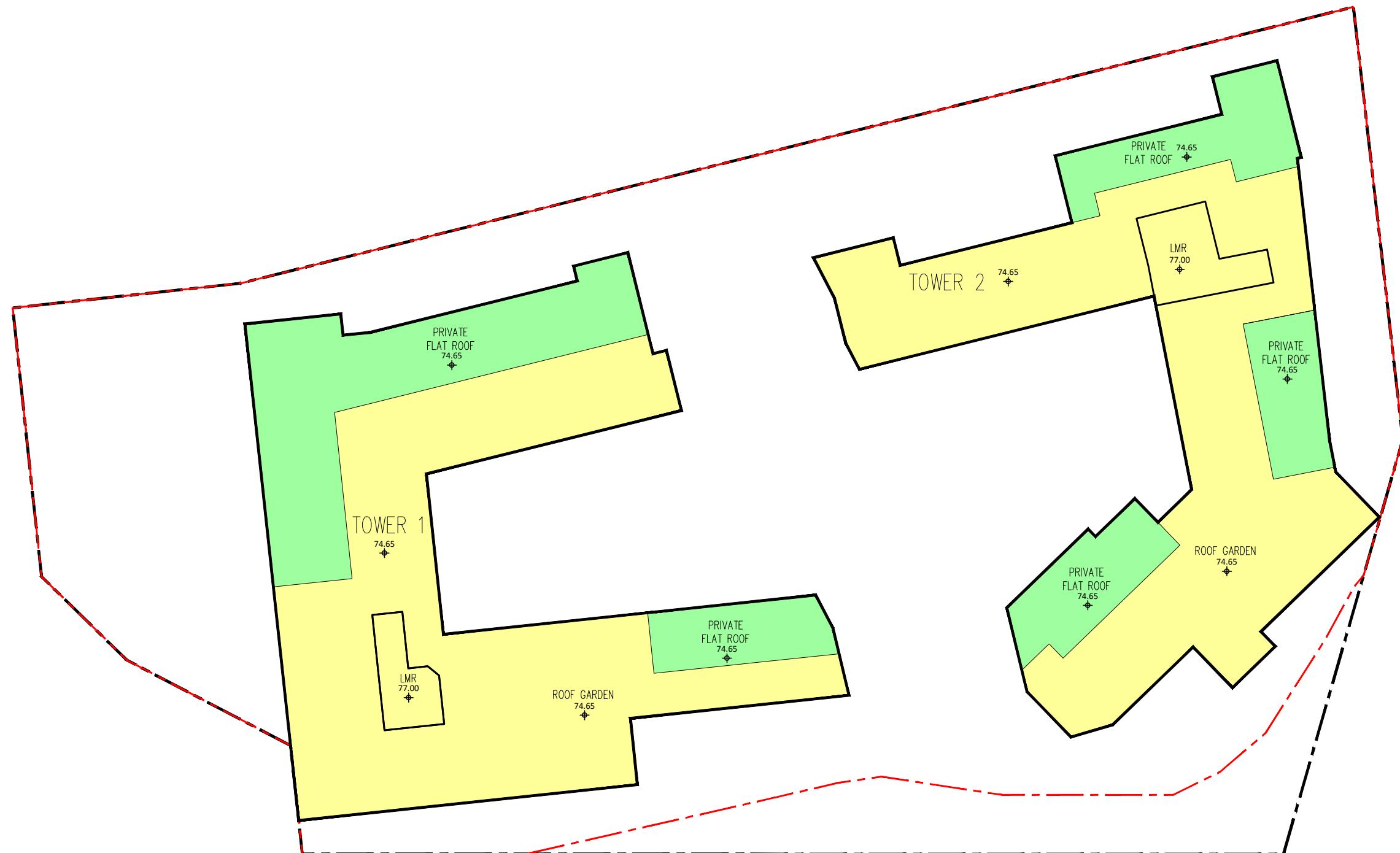


INDICATIVE T1 13th. & T2 12th. FLOOR PLAN



LEGEND

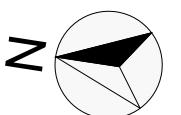
- [Dashed Box] APPLICATION SITE BOUNDARY
- [Red Dashed Box] DEVELOPMENT SITE BOUNDARY
- [Yellow Box] RESIDENTIAL USE
- [Green Box] PRIVATE FLAT ROOF



ABBREVIATION:

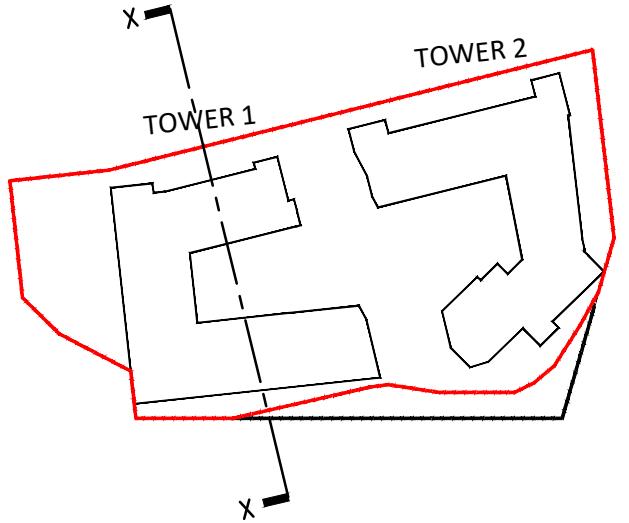
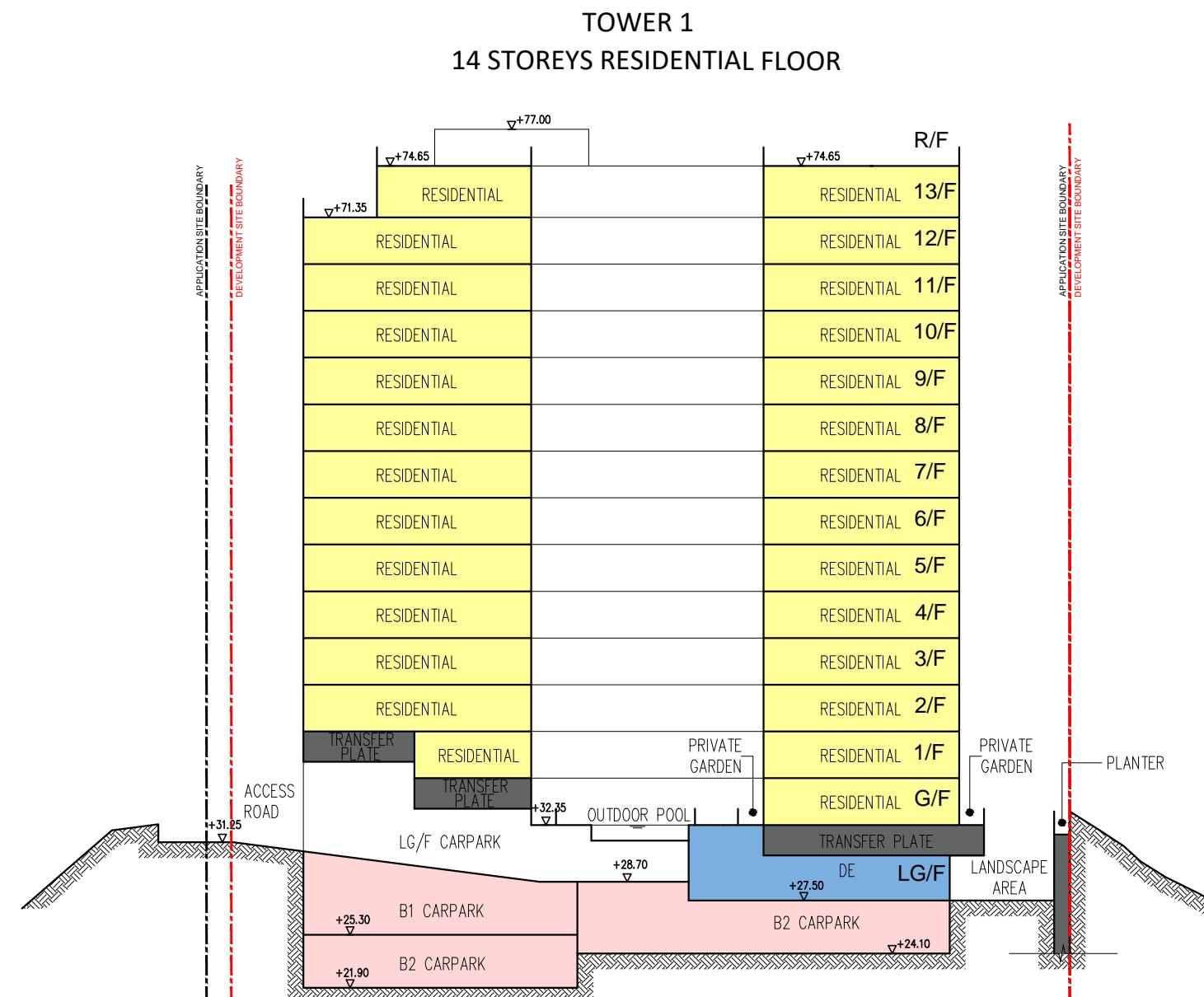
LMR = LIFT MACHINE ROOM

**INDICATIVE ROOF FLOOR PLAN**

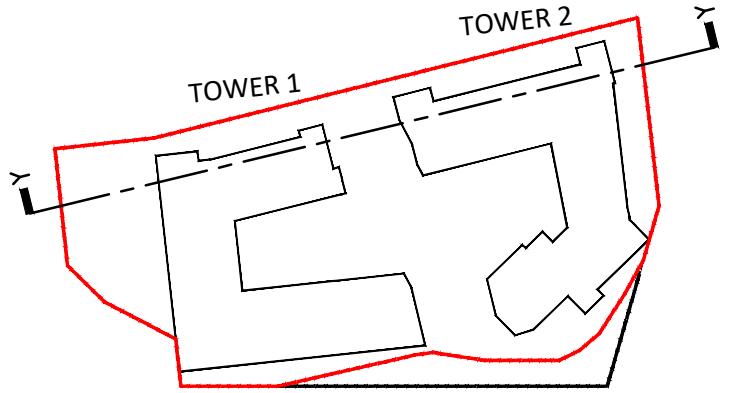


LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- RESIDENTIAL USE
- DAY CARE CENTRE FOR THE ELDERLY (DE)
- CARPARK / DRIVEWAY



INDICATIVE SITE SECTION X-X



LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY

RESIDENTIAL USE

CLUB HOUSE

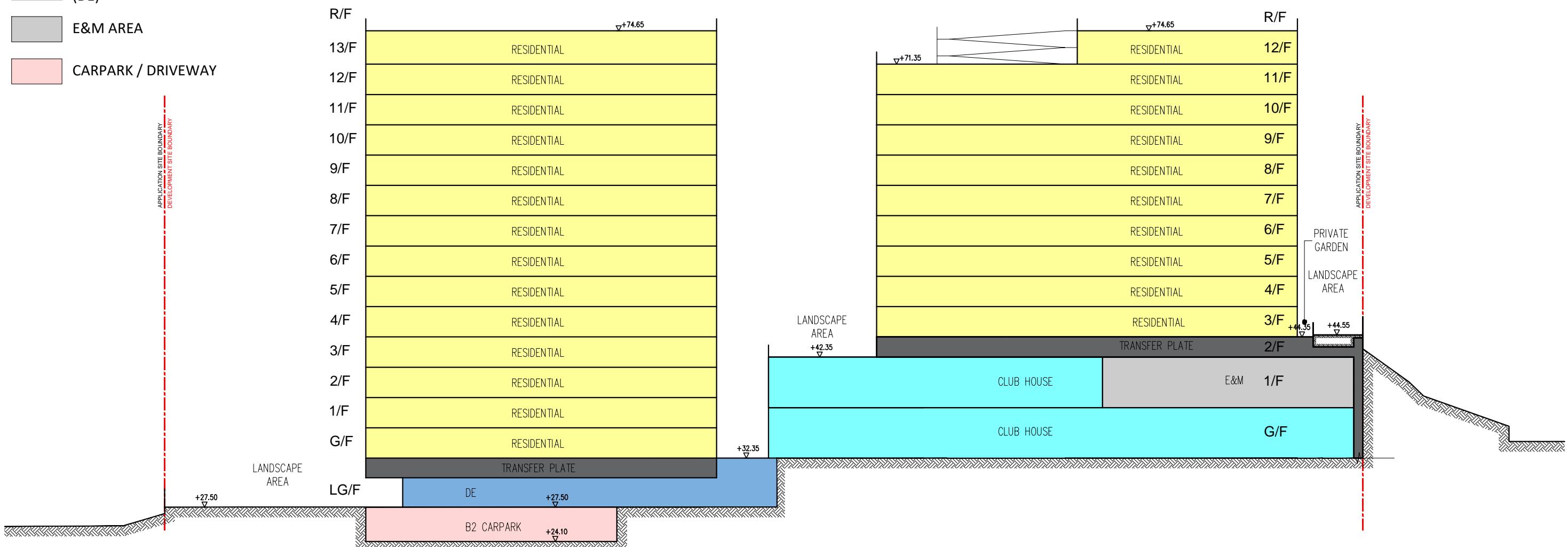
DAY CARE CENTRE FOR THE ELDERLY (DE)

E&M AREA

CARPARK / DRIVEWAY

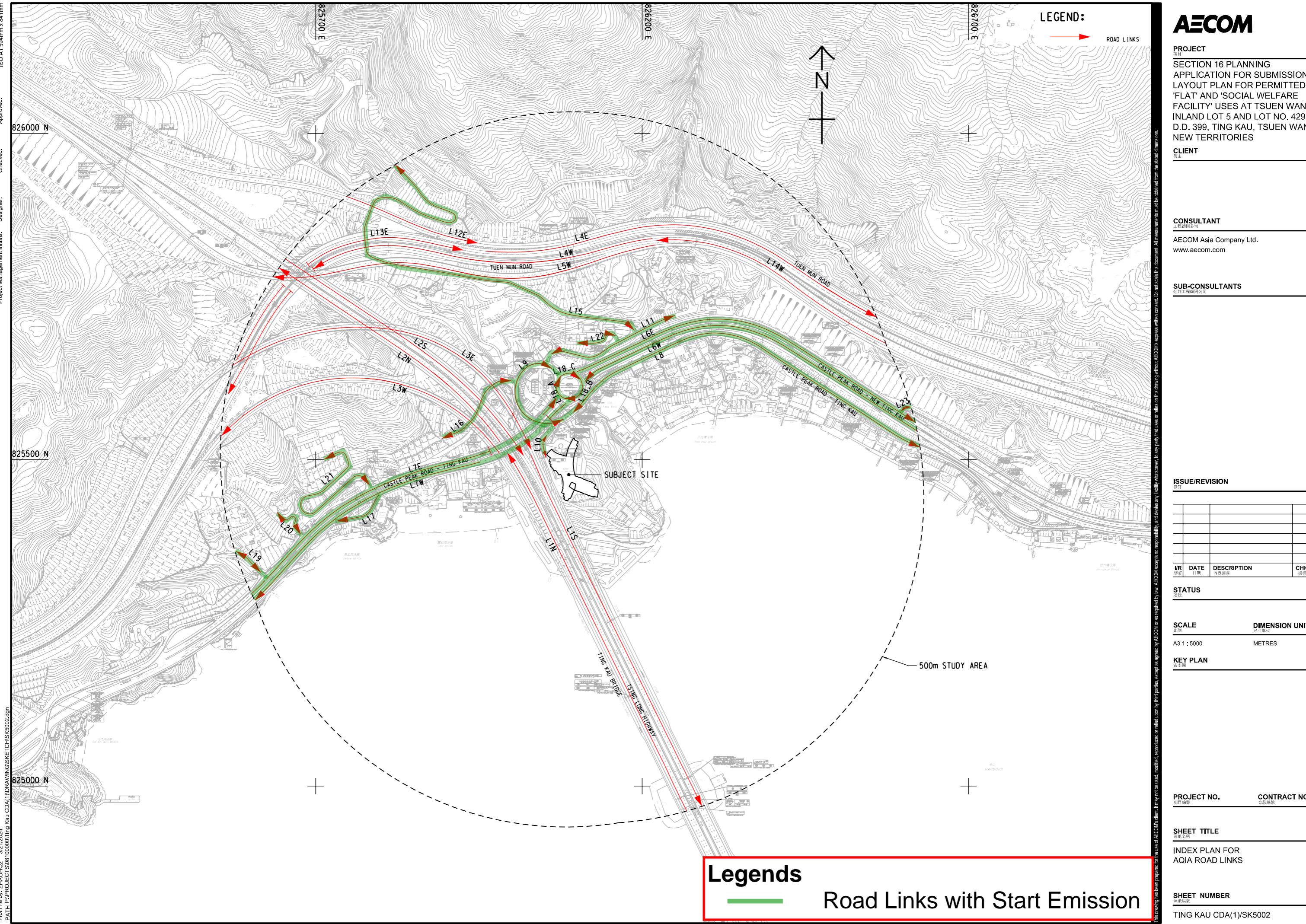
TOWER 1  
14 STOREYS RESIDENTIAL FLOOR

TOWER 2  
12 STOREYS RESIDENTIAL FLOOR



INDICATIVE SITE SECTION Y-Y

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



## Speed Limit and Road Classification

Road Link Ref.	Road Link	Speed Limit (km/hr)	Road Classification	Cold Start? (Y/N)
L1N	Tsing Long Highway	80	Expressway	N
L1S	Tsing Long Highway	80	Expressway	N
L2N	Tsing Long Highway	80	Expressway	N
L2S	Tsing Long Highway	80	Expressway	N
L3E	Slip Road	70	Expressway	N
L3W	Slip Road	70	Expressway	N
L4E	Tuen Mun Road	70	Expressway	N
L4W	Tuen Mun Road	70	Expressway	N
L5W	Slip Road	70	Expressway	N
L6E	Castle Peak Road - New Ting Kau	70	Rural Road	N
L6W	Castle Peak Road - New Ting Kau	70	Rural Road	N
L7E	Castle Peak Road - New Ting Kau	70	Rural Road	N
L7W	Castle Peak Road - New Ting Kau	70	Rural Road	Y
L8	Castle Peak Road - Ting Kau (Flyover)	50	Rural Road	N
L9	Castle Peak Road - Ting Kau (Flyover)	50	Rural Road	Y
L10	Access Road to Subject Site	50	Rural Road	N
L11	Ting Yat Road	50	Rural Road	Y
L12E	Slip Road from Tai Lam Tunnel to Tuen Mun Road (East)	70	Expressway	N
L13E	Tuen Mun Road	70	Expressway	N
L14W	Tuen Mun Road	70	Expressway	N
L15	Private Road Near Ting Yat Road	50	Rural Road	Y
L16	Access Road to Grand Riviera	50	Rural Road	Y
L17	Slip Road from Castle Peak Road - Ting Kau to Castle Peak Road	50	Rural Road	Y
L18_A	Castle Peak Road - Ting Kau (Roundabout)	50	Rural Road	N
L18_B	Castle Peak Road - Ting Kau (Roundabout)	50	Rural Road	N
L18_C	Castle Peak Road - Ting Kau (Roundabout)	50	Rural Road	Y
L19	Access Road to Vista De Mar	50	Rural Road	Y
L20	Access Road to Villamar	50	Rural Road	Y
L21	Access Road to Deauville	50	Rural Road	Y
L22	Access Road to Lindo Green	50	Rural Road	Y
L23	Slip Road from Castle Peak Road - New Ting Kau	50	Rural Road	Y

Q:\Projects\SHKTKTBHSE\00\03 Info\04 Traffic Data\240321\Traffic Data for AQIA\_2028\_Ting Kau.xlsx

Hourly Traffic Flows (Year 2028)

Road Link Ref.	Hour	Total Flow	PC	Taxi	Hourly Project Traffic Flow Composition (%)														
					LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	<=3.5t	>3.5t	<=6.4t	6.4t-15t	>15t	FBSD	FBDD	MC	HGV9 >24t
L1N	0000 - 0100	621	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	420	60%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	
	0200 - 0300	319	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	
	0300 - 0400	255	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	
	0400 - 0500	234	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	0%	4%	5%	2%	0%	
	0500 - 0600	322	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	0%	4%	5%	2%	0%	
	0600 - 0700	916	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2403	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	2%	0%	5%	2%	0%
	0800 - 0900	2715	51%	7%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2370	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	1%	0%	3%	3%	2%	0%	
	1000 - 1100	2063	38%	8%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	3%	0%	
	1100 - 1200	1952	40%	8%	0%	18%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	2%	0%	
	1200 - 1300	3000	41%	6%	0%	16%	6%	6%	13%	0%	0%	0%	1%	0%	0%	5%	1%	0%	
	1300 - 1400	3074	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	5%	1%	0%	
	1400 - 1500	3275	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	1%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3337	38%	6%	0%	19%	7%	6%	13%	1%	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%	5%	2%	3%	0%
	1700 - 1800	4073	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	0%	6%	5%	2%	0%
	1800 - 1900	4270	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	0%	6%	4%	1%	0%
	1900 - 2000	3291	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	0%	7%	3%	1%	0%
	2000 - 2100	2419	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	7%	3%	1%	0%
	2100 - 2200	2163	56%	9%	0%	9%	3%	2%	4%	1%	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%	8%	3%	1%	0%
	2300 - 0000	1560	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Total Flow	PC	Taxi	Hourly Project Traffic Flow Composition (%)														
					LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	<=3.5t	>3.5t	<=6.4t	6.4t-15t	>15t	FBSD	FBDD	MC	HGV9 >24t
L1S	0000 - 0100	1245	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	841	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	638	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	0%	4%	4%	1%	0%
	0300 - 0400	509	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	0%	5%	5%	1%	0%
	0400 - 0500	467	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	0%	5%	5%	1%	0%
	0500 - 0600	641	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%						

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=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	476	60%	10%	0%	6%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	0%	0%	
	0200 - 0300	363	59%	10%	0%	6%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%	
	0300 - 0400	290	58%	9%	0%	6%	3%	2%	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%	4%	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%	1%	0%	2%	4%	2%	0%	
	0800 - 0900	3054	52%	7%	0%	12%	4%	4%	8%	1%	0%	1%	1%	1%	1%	0%	3%	4%	2%	0%	
	0900 - 1000	2654	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%	
	1000 - 1100	2304	39%	8%	0%	19%	7%	5%	11%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%	
	1100 - 1200	2183	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%	
	1200 - 1300	1423	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	1%	1%	0%	3%	4%	1%	0%	
	1300 - 1400	1443	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	2%	0%	3%	4%	0%	0%	
	1400 - 1500	1534	42%	7%	0%	18%	7%	6%	11%	0%	0%	1%	0%	1%	2%	0%	3%	4%	0%	0%	
	1500 - 1600	1570	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	1%	0%	2%	0%	3%	4%	0%	0%	
	1600 - 1700	1683	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	1%	0%	2%	0%	3%	4%	0%	0%	
	1700 - 1800	1967	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	1%	0%	2%	0%	3%	4%	0%	0%	
	1800 - 1900	2130	65%	4%	0%	9%	3%	2%	4%	0%	0%	1%	1%	1%	0%	1%	0%	5%	4%	2%	0%
	1900 - 2000	1646	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	1%	1%	0%	2%	3%	2%	0%	
	2000 - 2100	1203	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	1%	0%	2%	0%	4%	1%	0%	0%	
	2100 - 2200	1074	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	3%	0%	4%	1%	0%	0%	
	2200 - 2300	1041	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	3%	0%	4%	1%	0%	0%	
	2300 - 0000	779	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	3%	0%	4%	1%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=24t	>24t
L3W	0000 - 0100	438	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	3%	4%	1%	0%	
	0100 - 0200	297	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	0%	0%
	0200 - 0300	226	58%	10%	0%	10%	3%	3%	5%	1%	0%	1%	0%	1%	1%	0%	3%	4%	0%	0%
	0300 - 0400	180	57%	9%	0%	10%	4%	3%	6%	1%	0%	1%	0%	1%	1%	0%	3%	4%	0%	0%
	0400 - 0500	166	55%	8%	0%	11%	4%	3%	6%	1%	0%	1%	0%	1%	1%	0%	3%	4%	0%	0%
	0500 - 0600	228	54%	8%	0%	12%	4%	3%	6%	1%	0%	1%	0%	1%	1%	0%	3%	4%	0%	0%
	0600 - 0700	649	52%	7%	0%	12%	4%	3%	7%	1%	0%	1%	1%	1%	1%	0%	2%	3%	0%	0%
	0700 - 0800	1704	51%	7%	0%	13%	5%	4%	7%	0%	0%	1%	1%	1%	1%	0%	2%	3%	0%	0%
	0800 - 0900	1930	51%	6%	0%	13%	5%	5%	9%	0%	0%	1%	0%	1%	1%	0%	2%	3%	0%	0%
	0900 - 1000	1692	47%	7%	0%	17%	6%	5%	9%	0%	0%	1%	0%	1%	1%	0%	2%	3%	0%	0%
	1000 - 1100	1480	38%	8%	0%	20%	7%	6%	11%	1%	0%	0%	0%	1%</						

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrlB4	PrlB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=24t	>24t
L7W	0000 - 0100	134	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	1%	1%	1%	2%	6%	14%	0%	0%
	0100 - 0200	87	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	1%	2%	6%	16%	2%	0%
	0200 - 0300	66	47%	13%	0%	3%	1%	0%	0%	4%	0%	0%	1%	2%	1%	3%	6%	17%	2%	0%
	0300 - 0400	47	45%	11%	0%	3%	1%	0%	0%	4%	0%	0%	1%	2%	1%	3%	6%	19%	2%	0%
	0400 - 0500	45	42%	10%	0%	4%	1%	0%	0%	4%	0%	0%	1%	2%	2%	3%	7%	21%	2%	0%
	0500 - 0600	70	40%	8%	0%	4%	1%	0%	0%	5%	0%	0%	1%	2%	2%	3%	7%	22%	2%	0%
	0600 - 0700	164	38%	7%	0%	5%	2%	0%	0%	5%	0%	0%	1%	3%	2%	4%	7%	24%	2%	0%
	0700 - 0800	433	36%	6%	0%	5%	2%	0%	0%	5%	0%	0%	1%	3%	2%	4%	7%	26%	2%	0%
	0800 - 0900	451	49%	11%	0%	4%	1%	1%	2%	3%	0%	0%	1%	1%	2%	3%	6%	10%	3%	0%
	0900 - 1000	360	53%	14%	0%	5%	2%	0%	0%	4%	0%	0%	1%	2%	3%	4%	14%	0%	0%	0%
	1000 - 1100	319	51%	9%	0%	7%	3%	0%	0%	5%	0%	0%	1%	1%	1%	2%	5%	11%	2%	0%
	1100 - 1200	316	50%	15%	0%	8%	3%	0%	0%	5%	0%	0%	1%	2%	1%	3%	6%	10%	1%	0%
	1200 - 1300	272	44%	15%	0%	8%	3%	0%	0%	1%	0%	0%	4%	4%	3%	7%	3%	6%	1%	0%
	1300 - 1400	319	42%	13%	0%	5%	2%	0%	0%	1%	0%	0%	1%	7%	6%	4%	9%	2%	0%	0%
	1400 - 1500	290	46%	11%	0%	9%	3%	0%	0%	1%	0%	0%	2%	2%	3%	7%	3%	6%	1%	0%
	1500 - 1600	294	49%	19%	0%	4%	1%	0%	1%	1%	0%	0%	6%	3%	2%	4%	2%	1%	0%	0%
	1600 - 1700	334	44%	10%	0%	6%	2%	0%	0%	1%	1%	0%	7%	4%	3%	6%	4%	9%	3%	0%
	1700 - 1800	345	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	5%	4%	1%	0%	0%
	1800 - 1900	425	66%	12%	0%	5%	2%	0%	0%	1%	0%	0%	2%	2%	5%	1%	0%	0%	1%	0%
	1900 - 2000	403	67%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	2%	6%	1%	0%	0%	0%
	2000 - 2100	290	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	9%	2%	0%	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%	6%	2%	0%	0%	0%	0%
	2300 - 0000	185	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	7%	2%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrlB4	PrlB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=24t	>24t
L8	0000 - 0100	30	58%	17%	0%	2%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	5%	11%	2%	0%
	0100 - 0200	19	56%	16%	0%	2%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	5%	13%	2%	0%
	0200 - 0300	14	54%	15%	0%	2%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	5%	15%	2%	0%
	0300 - 0400	10	52%	13%	0%	3%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	6%	16%	2%	0%
	0400 - 0500	9	50%	12%	0%	3%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	6%	18%	2%	0%
	0500 - 0600	15	48%	10%	0%	4%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	6%	20%	2%	0%
	0600 - 0700	34	46%	8%	0%	4%	2%	0%	0%	1%	1%	1%	1%	2%	2%	6%	21%	2%	0%	
	0700 - 0800	88	44%	7%	0%	5%	2%	0%	0%	1%	1%	1%	1%	2%	2%	6%	23%	2%	0%	
	0800 - 0900	100	56%	12%	0%	4%	1%	1%	2%	0%	0%	2%	1%	1%	1%	2%	6%	25%	2%	0%
	0900 - 1000	81	60%	16%	0%	4%	1%	0%	0%	0%	1%	1%	1%	1%	1%	2%	6%	27%	2%	0%
	1000 - 1100	70	59%	10%	0%	7%	2%	0%	0%	1%	1%	1%	1%	2%	4%	4%	9%	3%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t	<=24t	>24t	
L15	0000 - 0100	3	71%	21%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
	0100 - 0200	2	70%	20%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
	0200 - 0300	1	69%	18%	0%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	
	0300 - 0400	1	68%	17%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
	0400 - 0500	1	67%	15%	0%	9%	3%	1%	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	
	0500 - 0600	1	66%	14%	0%	11%	4%	1%	2%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	
	0600 - 0700	3	65%	12%	0%	12%	4%	1%	2%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	
	0700 - 0800	8	63%	10%	0%	14%	5%	1%	2%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	
	0800 - 0900	11	64%	14%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	4%	1%	0%	0%	
	0900 - 1000	9	68%	19%	0%	9%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	8	64%	11%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	
	1100 - 1200	8	59%	18%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	
	1200 - 1300	9	39%	13%	0%	15%	5%	0%	0%	1%	5%	6%	4%	9%	0%	1%	0%	0%	0%	
	1300 - 1400	11	37%	11%	0%	9%	3%	0%	0%	0%	1%	9%	6%	13%	0%	2%	0%	0%	0%	
	1400 - 1500	10	40%	10%	0%	16%	6%	1%	1%	0%	0%	3%	6%	4%	10%	0%	2%	0%	0%	
	1500 - 1600	9	46%	18%	0%	7%	3%	1%	1%	0%	1%	8%	4%	3%	6%	1%	0%	0%	0%	
	1600 - 1700	11	42%	9%	0%	11%	4%	0%	1%	11%	5%	4%	8%	0%	0%	3%	0%	0%	0%	
	1700 - 1800	11	60%	13%	0%	10%	4%	0%	0%	0%	3%	2%	4%	0%	0%	4%	0%	0%	0%	
	1800 - 1900	13	64%	12%	0%	9%	3%	0%	1%	0%	2%	2%	1%	3%	0%	1%	0%	0%	0%	
	1900 - 2000	12	70%	16%	0%	4%	1%	0%	0%	0%	2%	2%	4%	0%	0%	1%	0%	0%	0%	
	2000 - 2100	8	64%	16%	0%	6%	2%	0%	0%	0%	3%	2%	5%	0%	0%	2%	0%	0%	0%	
	2100 - 2200	8	50%	21%	0%	7%	3%	0%	0%	0%	4%	3%	6%	0%	0%	6%	0%	0%	0%	
	2200 - 2300	8	61%	20%	0%	2%	1%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%	0%	
	2300 - 0000	5	58%	18%	0%	3%	1%	0%	0%	0%	1%	5%	4%	8%	0%	2%	0%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t	<=24t	>24t	
L18_B	0000 - 0100	173	53%	18%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	2%	0%	0%	
	0100 - 0200	113	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	5%	1%	0%	0%	
	0200 - 0300	84	48%	13%	0%	3%	1%	0%	0%	4%	0%	0%	1%	1%	2%	5%	1%	0%	0%	
	0300 - 0400	60	46%	11%	0%	4%	1%	0%	0%	5%	0%	0%	1%	1%	3%	6%	1%	0%	0%	
	0400 - 0500	57	43%	10%	0%	4%	1%	0%	0%	5%	0%	0%	1%	1%	2%	5%	1%	0%	0%	
	0500 - 0600	89	41%	9%	0%	5%	1%	0%	0%	5%	0%	0%	1%	1%	2%	4%	1%	0%	0%	
	0600 - 0700	210	39%	7%	0%	5%	1%	0%	0%	5%	0%	0%	1%	1%	2%	4%	1%	0%	0%	
	0700 - 0800	554	37%	6%	0%	5%	1%	0%	0%	5%	0%	0%	1%	1%	2%	4%	1%	0%	0%	
	0800 - 0900	587	50%	11%	0%	4%	2%	0%	0%	5%	0%	0%	1%	1%	2%	5%	3%	1%	0%	
	0900 - 1000	468	54%	14%	0%	5%	2%	0%	0%	4%	0%	0%	1%	1%	3%	12%	0%	0%	0%	
	1000 - 1100	418	52%	9%	0%	8%	3%	0%	1%	5%	0%	0%	1%	1%	2%	4%	10%	2%	0%	
	1100 - 1200	414	50%	15%	0%	9%	3%	0%	1%	5%	0%	0%	1%	1%	2%	4%	9%	1%	0%	
	1200 - 1300	266	31%	10%	0%	6%	2%	0%	1%	5%	0%	0%	1%	1%	2%	5%	15%	3%	5%	
	1																			

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	<=3.5t	>3.5t	<=5t	>5t	<=15t	>15t	15-24t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t									
L21	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	0100 - 0200	1	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0700 - 0800	4	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	0800 - 0900	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%						
	0900 - 1000	5	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	1000 - 1100	4	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	1100 - 1200	4	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1200 - 1300	3	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	1300 - 1400	3	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	1400 - 1500	3	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	1500 - 1600	4	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1600 - 1700	3	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%						
	1700 - 1800	5	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%						
	1800 - 1900	6	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1900 - 2000	6	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	2000 - 2100	4	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	2100 - 2200	4	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%						
	2200 - 2300	4	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	2300 - 0000	2	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																															
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB		PRB4		PRB5		NFB6		NFB7		NFB8		FBSD	FBDD	MC	HGV9		NFB9	
					<=2.5t	2.5-3.5t	>3.5t	<=3.5t	>3.5t	<=5t	>5t	<=15t	>15t	<=24t	>24t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t	>24t			>24t						
L22	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
	0100 - 0200	1	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	0700 - 0800	4	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%								
	0800 - 0900	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%							
	0900 - 1000	5	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
	1000 - 1100	4	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%							
	1100 - 1200	4	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1200 - 1300	3	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
	1300 - 1400	3	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%							
	1400 - 1500	3	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%							
	1500 - 1600	4	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1600 - 1700	3	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%							
	1700 - 1800	5	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%							
	1800 - 1900	6	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1900 - 2000	6	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	2000 - 2100	4	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
	2100 - 2200	4	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%							
	2200 - 2300	4	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							
	2300 - 0000	2	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%							

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		FBSD		FBDD		MC		HGV9 >24t		NFB9 >24t								
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB		PrlB4		PrlB5		PrlB6		NFB7		NFB8		FBSD		FBDD		MC		HGV9 >24t		NFB9 >24t	
					<=2.5t	2.5-3.5t	<=3.5t	>3.5t	<=5t	>5t	<=15t	>15t	<=24t	>24t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t						
L23	0000 - 0100	1	35%	10%	0%	33%	12%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%							
	0100 - 0200	1	29%	8%	0%	38%	14%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%							
	0200 - 0300	1	25%	7%	0%	41%	15%	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							
	0300 - 0400	0	21%	5%	0%	43%	16%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							
	0400 - 0500	0	18%	4%	0%	45%	16%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							
	0500 - 0600	1	16%	3%	0%	47%	17%	4%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							
	0600 - 0700	2	14%	3%	1%	49%	17%	5%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							
	0700 - 0800	5	12%	2%	1%	50%	18%	5%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%							
	0800 - 0900	6	16%	3%	0%	36%	13%	9%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%							
	0900 - 1000	4	20%	5%	1%	50%	18%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1000 - 1100	5	14%	2%	1%	55%	20%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%							
	1100 - 1200	5	13%	4%	1%	56%	20%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%							
	1200 - 1300	6	7%	2%	1%	63%	23%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1300 - 1400	4	11%	3%	1%	62%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%							
	1400 - 1500	7	7%	2%	1%	61%	22%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%							
	1500 - 1600	4	14%	6%	0%	48%	17%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%								
	1600 - 1700	5	10%	2%	1%	57%	21%	2%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%								
	1700 - 1800	5	16%	3%	1%	56%	20%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%								
	1800 - 1900	6	17%	3%	1%	53%	19%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%								
	1900 - 2000	3	34%	8%	0%	42%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%								
	2000 - 2100	2	26%	6%	1%	49%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%								
	2100 - 2200	3	17%	7%	1%	54%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%								
	2200 - 2300	1	46%	15%	0%	28%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%								
	2300 - 0000	1	34%	11%	0%	36%	13%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%								

### Average speed (Year 2028)

**Hourly Traffic Flows (Year 2033)**

Road Link Ref.	Hour	Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	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	
L1N	0000 - 0100	631	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%	
	0100 - 0200	427	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%	
	0200 - 0300	324	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	4%	4%	1%	0%	0%	
	0300 - 0400	259	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	4%	4%	1%	0%	0%	
	0400 - 0500	238	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%	0%	
	0500 - 0600	327	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%	0%	
	0600 - 0700	932	52%	7%	0%	12%	4%	3%	7%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%	0%	
	0700 - 0800	2444	51%	7%	0%	12%	4%	4%	7%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%	0%	
	0800 - 0900	2760	51%	6%	0%	12%	4%	4%	9%	0%	0%	1%	1%	0%	0%	3%	4%	2%	0%	0%	
	0900 - 1000	2406	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	1%	0%	3%	6%	1%	0%	0%	
	1000 - 1100	2097	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	3%	2%	3%	0%	0%	
	1100 - 1200	1984	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	2%	3%	0%	0%	
	1200 - 1300	3127	41%	6%	0%	16%	6%	13%	0%	0%	1%	0%	0%	5%	1%	3%	0%	2%	3%	0%	
	1300 - 1400	3203	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	5%	1%	3%	0%	2%	3%	0%	
	1400 - 1500	3416	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	4%	2%	3%	0%	0%	0%	
	1500 - 1600	3478	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%	
	1600 - 1700	3732	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%	
	1700 - 1800	4244	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	6%	5%	2%	0%	0%	0%	
	1800 - 1900	4450	58%	4%	0%	11%	4%	3%	5%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%	0%	
	1900 - 2000	3430	61%	6%	0%	8%	3%	2%	5%	1%	0%	1%	0%	1%	0%	7%	3%	1%	0%	0%	
	2000 - 2100	2520	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	7%	3%	1%	0%	0%	0%	
	2100 - 2200	2254	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	
	2200 - 2300	2164	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	
	2300 - 0000	1625	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	

Road Link Ref.	Hour	Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	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	
L1S	0000 - 0100	1277	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%	
	0100 - 0200	862	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	1%	0%	4%	4%	1%	0%	0%	0%	
	0200 - 0300	654	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	0%	0%	
	0300 - 0400	523	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	4%	5%	1%	0%	0%	0%	
	0400 - 0500	479	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%	0%	
	0500 - 0600	658	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%	0%	
	0600 - 0700	1869	54%	8%	0%	11%	4%	3%	6%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%	0%	
	0700 - 0800	4893	52%	7%	0%	12%	4%	3%	6%	0%	0%	1%	1%	2%	0%	4%	5%	1%	0%	0%	
	0800 - 0900	5510	53%	7%	0%	12%	4%	4%	8%	0%	0%	1%	1%	3%	0%	4%	5%	1%	0%	0%	
	0900 - 1000	4780	49%	7%	0%	15%	6%	4%	8%	0%	0%	1%	1%	3%	0%	4%	5%	1%	0%	0%	
	1000 - 1100	4128	40%	8%	0%	19%	7%	5%	10%	1%	0%	0%	0%	3%	0%	3%	0%	1%	0%	0%	
	1100 - 1200	3910	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	3%	0%	3%	0%	1%	0%	0%	
	1200 - 1300	2276	48%	7%	0%	1															

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t
L5W	0000 - 0100	245	62%	11%	0%	3%	2%	4%	0%	0%	0%	1%	0%	3%	4%	1%	0%	0%	0%	
	0100 - 0200	166	60%	10%	0%	3%	2%	5%	0%	0%	0%	1%	0%	3%	4%	1%	0%	0%	0%	
	0200 - 0300	126	59%	10%	0%	3%	3%	5%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%	0%	
	0300 - 0400	101	57%	9%	0%	10%	4%	3%	5%	0%	0%	1%	0%	1%	4%	1%	0%	0%	0%	
	0400 - 0500	93	56%	9%	0%	11%	4%	3%	6%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%	
	0500 - 0600	128	54%	8%	0%	11%	4%	3%	6%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%	
	0600 - 0700	364	53%	7%	0%	12%	4%	3%	7%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%	
	0700 - 0800	055	51%	7%	0%	13%	5%	4%	7%	0%	0%	1%	1%	0%	2%	5%	2%	0%	0%	
	0800 - 0900	1080	51%	7%	0%	13%	5%	4%	7%	0%	0%	1%	1%	0%	3%	4%	2%	0%	0%	
	0900 - 1000	943	48%	7%	0%	17%	6%	5%	0%	0%	0%	1%	0%	2%	3%	2%	0%	0%	0%	
	1000 - 1100	820	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%	
	1100 - 1200	776	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%	
	1200 - 1300	1242	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	4%	0%	0%	0%	0%	
	1300 - 1400	1288	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	3%	4%	0%	0%	0%	
	1400 - 1500	1391	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	3%	4%	0%	0%	0%	
	1500 - 1600	1398	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	3%	4%	0%	0%	0%	
	1600 - 1700	1497	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	4%	2%	0%	0%	0%	
	1700 - 1800	1632	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	0%	0%	4%	2%	0%	0%	0%	
	1800 - 1900	1625	53%	4%	0%	15%	5%	4%	7%	0%	0%	1%	0%	1%	5%	4%	2%	0%	0%	
	1900 - 2000	1220	57%	6%	0%	11%	4%	3%	7%	0%	0%	1%	0%	1%	6%	2%	0%	0%	0%	
	2000 - 2100	905	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	6%	3%	2%	0%	0%	
	2100 - 2200	802	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	7%	3%	2%	0%	0%	
	2200 - 2300	756	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	6%	3%	1%	0%	0%	
	2300 - 0000	573	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	6%	3%	2%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t
L7W	0000 - 0100	150	52%	18%	0%	2%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	6%	14%	2%	0%
	0100 - 0200	98	49%	14%	0%	2%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	12%	2%	0%
	0200 - 0300	74	47%	13%	0%	3%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	11%	2%	0%
	0300 - 0400	53	45%	11%	0%	3%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	10%	1%	0%
	0400 - 0500	50	42%	10%	0%	2%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	9%	1%	0%
	0500 - 0600	78	40%	8%	0%	2%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	4%	8%	1%	0%
	0600 - 0700	184	38%	7%	0%	5%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	4%	7%	1%	0%
	0700 - 0800	485	36%	6%	0%	5%	5%	0%	0%	0%	1%	1%	0%	1%	1%	2%	4%	7%	1%	0%
	0800 - 0900	506	35%	11%	0%	4%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	6%	10%	3%	1%
	0900 - 1000	404	53%	14%	0%	5%	2%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	14%	0%	0%
	1000 - 1100	358	52%	9%	0%	7%	3%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	11%	2%	0%
	1100 - 1200	354	50%	15%	0%	8%	3%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	10%	1%	0%
	1200 -																			

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

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=6.4t	>3.5t	<=6.4t	6.4t-15t	<=6.4t	>3.5t	<=6.4t	6.4t-15t	<=6.4t	>24t
L12E	0000 - 0100	307	68%	12%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0100 - 0200	205	68%	11%	0%	3%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0200 - 0300	154	67%	11%	0%	3%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0300 - 0400	122	66%	10%	0%	4%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	110	65%	10%	0%	4%	1%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0500 - 0600	150	64%	9%	0%	4%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0600 - 0700	421	63%	9%	0%	5%	2%	1%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%
	0700 - 0800	1090	62%	8%	0%	5%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0800 - 0900	1200	64%	8%	0%	5%	2%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	0900 - 1000	993	63%	9%	0%	7%	3%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	799	55%	11%	0%	9%	3%	3%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t		
L18_B	0000 - 0100	193	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	
	0100 - 0200	325	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	
	0200 - 0300	94	48%	13%	0%	3%	1%	0%	0%	4%	0%	0%	1%	2%	1%	3%	6%	16%	2%	0%
	0300 - 0400	67	46%	11%	0%	4%	1%	0%	0%	5%	0%	0%	2%	1%	3%	6%	18%	2%	0%	
	0400 - 0500	64	43%	10%	0%	4%	1%	0%	0%	5%	0%	0%	2%	1%	3%	6%	19%	2%	0%	
	0500 - 0600	100	41%	9%	0%	5%	2%	0%	0%	5%	0%	0%	1%	2%	2%	3%	6%	21%	2%	0%
	0600 - 0700	234	39%	7%	0%	5%	2%	1%	0%	5%	0%	0%	1%	2%	2%	3%	6%	22%	2%	0%
	0700 - 0800	616	37%	6%	0%	6%	2%	1%	0%	6%	0%	0%	1%	2%	2%	4%	7%	24%	2%	0%
	0800 - 0900	653	50%	11%	0%	4%	2%	1%	0%	2%	0%	0%	1%	2%	2%	5%	9%	3%	1%	0%
	0900 - 1000	521	54%	14%	0%	5%	2%	0%	0%	4%	0%	0%	2%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	465	52%	9%	0%	8%	3%	0%	0%	1%	0%	0%	5%	0%	1%	1%	1%	2%	0%	0%
	1100 - 1200	460	50%	15%	0%	9%	3%	0%	0%	1%	0%	0%	3%	0%	1%	1%	1%	1%	0%	0%
	1200 - 1300	293	32%	11%	0%	6%	2%	0%	0%	1%	0%	0%	1%	7%	0%	7%	14%	3%	5%	0%
	1300 - 1400	385	27%	8%	0%	3%	1%	0%	0%	1%	0%	0%	2%	13%	11%	8%	17%	2%	5%	0%
	1400 - 1500	309	34%	8%	0%	6%	2%	0%	0%	1%	0%	0%	1%	4%	10%	7%	16%	3%	6%	0%
	1500 - 1600	304	37%	14%	0%	3%	1%	0%	0%	1%	0%	0%	2%	13%	6%	4%	10%	2%	6%	0%
	1600 - 1700	372	31%	7%	0%	4%	1%	0%	0%	1%	0%	0%	2%	15%	8%	5%	12%	4%	8%	0%
	1700 - 1800	306	54%	12%	0%	4%	2%	0%	0%	5%	0%	0%	3%	7%	2%	6%	4%	0%	0%	0%
	1800 - 1900	378	58%	11%	0%	4%	1%	0%	0%	1%	0%	0%	4%	4%	2%	5%	2%	1%	0%	0%
	1900 - 2000	353	60%	14%	0%	2%	1%	0%	0%	1%	0%	0%	3%	3%	6%	3%	7%	1%	0%	0%
	2000 - 2100	262	52%	13%	0%	2%	1%	0%	0%	1%	0%	0%	5%	4%	8%	3%	9%	1%	0%	0%
	2100 - 2200	259	42%	17%	0%	3%	1%	0%	0%	1%	0%	0%	7%	5%	10%	3%	7%	5%	0%	0%
	2200 - 2300	252	49%	16%	0%	1%	0%	0%	0%	1%	0%	0%	7%	5%	10%	4%	6%	1%	0%	0%
	2300 - 0000	181	45%	14%	0%	1%	0%	0%	0%	1%	0%	0%	8%	5%	12%	3%	7%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t		
L18_C	0000 - 0100	144	56%	17%	0%	3%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	8%	2%	0%	
	0100 - 0200	94	53%	15%	0%	4%	1%	0%	1%	3%	0%	0%	2%	1%	3%	4%	9%	2%	0%	
	0200 - 0300	70	51%	14%	0%	5%	2%	0%	1%	3%	0%	0%	2%	2%	4%	4%	10%	2%	0%	
	0300 - 0400	50	48%	12%	0%	6%	2%	1%	1%	3%	0%	0%	3%	2%	4%	4%	11%	2%	0%	
	0400 - 0500	47	46%	11%	0%	7%	2%	1%	1%	3%	0%	0%	1%	3%	2%	4%	13%	2%	0%	
	0500 - 0600	74	44%	9%	0%	7%	3%	1%	1%	3%	0%	0%	3%	2%	5%	4%	14%	2%	0%	
	0600 - 0700	174	41%	8%	0%	8%	3%	1%	2%	4%	0%	0%	2%	3%	2%	5%	4%	15%	2%	0%
	0700 - 0800	458	39%	6%	0%	9%	3%	1%	2%	4%	0%	0%	2%	4%	3%	6%	16%	2%	0%	
	0800 - 0900	519	50%	11%	0%	7%	2%	2%	3%	2%	0%	0%	4%	2%	3%	3%	6%	3%	1%	0%
	0900 - 1000	403	55%	14%	0%	8%	3%	0%	1%	3%	0%	0%	2%	1%	1%	2%	8%	0%	0%	0%
	1000 - 1100	369	52%	9%	0%	12%	4%	0%	1%	3%	0%	0%	2%	2%	3%	6%	2%	0%	0%	0%
	1100 - 1200	369	49%	15%	0%	13%	5%	0%	1%	2%	0%	0%	2%	1%	1%	2%	3%	5%	1%	0%

### Average Speed (Year 2033)

Road Link Ref.	Hour	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
L1N	01:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L1S	02:00	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L2N	03:00	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	04:00	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	05:00	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L3W	06:00	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
L4E	07:00	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L4W	08:00	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	09:00	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	10:00	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
L6W	11:00	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L7E	12:00	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L7W	13:00	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L8	14:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L9	15:00	49	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L10	16:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L11	17:00	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	18:00	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	19:00	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L14W	20:00	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
L15	21:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L16	22:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L17	23:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L18 A	00:00	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
L18 B	01:00	48	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
L18 C	02:00	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
L19	03:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L20	04:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L21	05:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L22	06:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L23	07:00	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Hourly Traffic Flows (Year 2038)

Road Link Ref.	Hour	Total Flow	PC	Taxi	Hourly Project Traffic Flow Composition (%)																			
					LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 3.5t- ≤4t	HGV7 4t- ≤5t	HGV8 5t- ≤15t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	≤3.5t	>3.5t	≤4.5t	4.5t- ≤15t	≤15t	FBS8	FBDD	MC	HGV9 >24t
L1N	00:00 - 0100	663	61%</td																					

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																				
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t		
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=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%	6%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%		
	0200 - 0300	397	59%	10%	0%	6%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%		
	0300 - 0400	317	57%	9%	0%	6%	3%	2%	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%	1%	0%		
	0600 - 0700	1133	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%		
	0700 - 0800	2067	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	1%	0%	2%	5%	2%	0%		
	0800 - 0900	3345	52%	7%	0%	12%	4%	4%	8%	1%	0%	1%	1%	1%	1%	0%	3%	4%	2%	0%		
	0900 - 1000	2909	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	1%	1%	1%	0%	3%	3%	2%	0%		
	1000 - 1100	2522	39%	8%	0%	19%	7%	5%	11%	1%	0%	0%	0%	0%	2%	0%	3%	3%	0%	0%		
	1100 - 1200	2390	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	2%	0%	3%	3%	0%	0%		
	1200 - 1300	1610	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	1%	1%	0%	0%	4%	1%	0%		
	1300 - 1400	1633	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	0%		
	1400 - 1500	1736	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	1%	0%	2%	0%	3%	0%	0%	0%		
	1500 - 1600	1776	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	1%	0%	2%	0%	3%	0%	0%	0%		
	1600 - 1700	1904	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	0%		
	1700 - 1800	2226	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	1%	0%	2%	0%	5%	2%	0%	0%		
	1800 - 1900	2410	65%	4%	0%	9%	3%	2%	4%	0%	0%	1%	1%	1%	0%	1%	0%	5%	4%	2%	0%	
	1900 - 2000	1866	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	1%	1%	0%	2%	3%	2%	0%		
	2000 - 2100	1362	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	1%	1%	1%	0%	2%	4%	1%	0%		
	2100 - 2200	1216	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	1%	1%	1%	0%	3%	4%	1%	0%		
	2200 - 2300	1173	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	3%	4%	1%	0%	6%	3%	1%	0%
	2300 - 0000	882	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	3%	4%	1%	0%	3%	4%	1%	0%		

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	<=24t	>24t
L5W	0000 - 0100	257	62%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0100 - 0200	174	60%	10%	0%	9%	3%	2%	4%	2%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	132	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0300 - 0400	106	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	3%	4%	1%	0%
	0400 - 0500	98	56%	9%	0%	11%	4%	4%	5%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
	0500 - 0600	134	54%	8%	0%	11%	4%	4%	6%	1%	0%	0%	0%	0%	1%	0%	3%	5%	1%	0%
	0600 - 0700	382	53%	7%	0%	12%	4%	4%	7%	1%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0700 - 0800	1004	51%	7%	0%	13%	4%	4%	8%	1%	0%	0%	0%	0%	1%	0%	3%	5%	2%	0%
	0800 - 0900	1135	51%	7%	0%	13%	5%	4%	9%	1%	0%	0%	0%	0%	1%	0%	3%	4%	2%	0%
	0900 - 1000	991	49%	7%	0%	17%	6%	5%	9%	0%	0%	0%	0%	0%	1%	0%	2%	3%	2%	0%
	1000 - 1100	862	49%	8%	0%	20%	7%	6%	11%	0%	0%	0								

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																				
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrlB4	PrlB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t		
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-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%	1%	2%	6%	14%	2%	0%	0%	0%
	0100 - 0200	103	49%	14%	0%	2%	1%	0%	0%	3%	0%	0%	2%	1%	1%	2%	6%	13%	2%	0%	0%	0%
	0200 - 0300	77	47%	13%	0%	3%	1%	0%	0%	4%	0%	0%	1%	2%	1%	3%	6%	17%	0%	0%	0%	0%
	0300 - 0400	55	45%	11%	0%	3%	1%	0%	0%	4%	0%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%	0%
	0400 - 0500	53	42%	10%	0%	4%	1%	0%	0%	4%	0%	0%	1%	2%	2%	3%	7%	21%	2%	0%	0%	0%
	0500 - 0600	82	40%	8%	0%	4%	1%	0%	0%	5%	0%	0%	1%	2%	2%	3%	7%	22%	2%	0%	0%	0%
	0600 - 0700	193	38%	7%	0%	5%	2%	0%	0%	5%	0%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%	0%
	0700 - 0800	510	36%	6%	0%	5%	2%	0%	0%	5%	0%	0%	1%	3%	2%	4%	7%	26%	2%	0%	0%	0%
	0800 - 0900	532	50%	11%	0%	4%	1%	1%	2%	3%	0%	0%	1%	2%	2%	3%	6%	10%	3%	1%	0%	0%
	0900 - 1000	425	53%	14%	0%	5%	2%	0%	0%	4%	0%	0%	1%	3%	1%	4%	7%	14%	0%	0%	0%	0%
	1000 - 1100	376	52%	9%	0%	7%	3%	0%	0%	1%	5%	0%	0%	1%	1%	1%	5%	11%	2%	0%	0%	0%
	1100 - 1200	372	50%	15%	0%	8%	3%	0%	0%	1%	3%	0%	0%	2%	1%	1%	5%	10%	1%	0%	0%	0%
	1200 - 1300	319	44%	15%	0%	8%	3%	0%	0%	1%	3%	0%	0%	4%	3%	6%	1%	6%	1%	0%	0%	0%
	1300 - 1400	373	43%	13%	0%	5%	2%	0%	0%	1%	1%	0%	0%	6%	4%	9%	2%	6%	0%	0%	0%	0%
	1400 - 1500	340	46%	11%	0%	9%	3%	0%	0%	1%	0%	0%	2%	5%	3%	7%	3%	6%	2%	0%	0%	0%
	1500 - 1600	346	49%	19%	0%	4%	1%	0%	1%	1%	0%	0%	5%	3%	2%	4%	2%	6%	1%	0%	0%	0%
	1600 - 1700	391	45%	10%	0%	6%	2%	0%	0%	1%	1%	0%	0%	4%	2%	5%	9%	3%	0%	0%	0%	0%
	1700 - 1800	408	62%	13%	0%	5%	2%	0%	0%	1%	0%	0%	2%	1%	3%	5%	4%	0%	0%	0%	0%	0%
	1800 - 1900	503	66%	12%	0%	5%	2%	0%	0%	1%	0%	0%	1%	1%	2%	5%	1%	0%	0%	0%	0%	0%
	1900 - 2000	477	67%	16%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	6%	1%	0%	0%	0%	0%	0%
	2000 - 2100	342	61%	15%	0%	3%	1%	0%	0%	1%	0%	0%	2%	1%	3%	9%	2%	0%	0%	0%	0%	0%
	2100 - 2200	328	51%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	7%	6%	0%	0%	0%	0%	0%
	2200 - 2300	317	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	6%	2%	0%	0%	0%	0%	0%	0%
	2300 - 0000	218	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	7%	2%	0%	0%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrlB4	PrlB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-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%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0100 - 0200	2	66%	19%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0300 - 0400	1	63%	16%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	1	61%	14%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0500 - 0600	2	60%	12%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0600 - 0700	4	58%	11%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0700 - 0800	10	56%	9%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0800 - 0900	14	60%	13%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0900 - 1000	11	66%	17%	0%</td																

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	>24t
L15	0000 - 0100	4	71%	21%	0%	3%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	0100 - 0200	2	71%	20%	0%	4%	1%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	0200 - 0300	2	70%	19%	0%	5%	2%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	0300 - 0400	1	69%	17%	0%	6%	2%	1%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	1	69%	16%	0%	8%	3%	1%	1%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
	0500 - 0600	2	68%	14%	0%	9%	3%	1%	2%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
	0600 - 0700	4	67%	12%	0%	10%	4%	1%	2%	0%	0%	0%	0%	3%	1%	0%	0%	0%	0%	0%
	0700 - 0800	9	66%	10%	0%	12%	4%	1%	2%	0%	0%	0%	0%	3%	1%	0%	0%	0%	0%	0%
	0800 - 0900	13	66%	14%	0%	7%	2%	2%	3%	0%	0%	0%	5%	1%	0%	0%	0%	0%	0%	0%
	0900 - 1000	10	70%	19%	0%	8%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	9	67%	12%	0%	12%	4%	0%	1%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
	1100 - 1200	10	62%	19%	0%	12%	4%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
	1200 - 1300	11	34%	11%	0%	14%	5%	0%	0%	1%	6%	8%	6%	12%	0%	1%	0%	0%	0%	0%
	1300 - 1400	14	32%	10%	0%	8%	3%	0%	0%	1%	11%	10%	7%	16%	0%	2%	0%	0%	0%	0%
	1400 - 1500	12	36%	9%	0%	15%	5%	1%	1%	0%	4%	8%	6%	13%	0%	1%	0%	0%	0%	0%
	1500 - 1600	11	42%	16%	0%	7%	2%	1%	1%	0%	1%	11%	6%	4%	8%	0%	1%	0%	0%	0%
	1600 - 1700	13	37%	8%	0%	10%	4%	0%	1%	0%	2%	14%	7%	5%	11%	0%	3%	0%	0%	0%
	1700 - 1800	12	57%	12%	0%	10%	4%	0%	0%	0%	0%	4%	3%	6%	0%	4%	0%	0%	0%	0%
	1800 - 1900	15	61%	11%	0%	9%	3%	0%	1%	0%	3%	3%	2%	4%	0%	1%	0%	0%	0%	0%
	1900 - 2000	13	67%	15%	0%	4%	1%	0%	0%	0%	0%	4%	2%	5%	0%	1%	0%	0%	0%	0%
	2000 - 2100	9	61%	15%	0%	5%	2%	0%	0%	0%	0%	5%	3%	7%	0%	2%	0%	0%	0%	0%
	2100 - 2200	10	47%	19%	0%	7%	3%	0%	0%	0%	0%	6%	4%	9%	0%	5%	0%	0%	0%	0%
	2200 - 2300	9	57%	19%	0%	2%	1%	0%	0%	0%	0%	6%	4%	9%	0%	2%	0%	0%	0%	0%
	2300 - 0000	6	53%	17%	0%	3%	1%	0%	0%	0%	1%	7%	5%	11%	0%	2%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	>24t
L18_B	0000 - 0100	202	53%	18%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%
	0100 - 0200	132	50%	14%	0%	3%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%
	0200 - 0300	99	48%	13%	0%	3%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%
	0300 - 0400	71	46%	11%	0%	4%	1%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0400 - 0500	67	43%	10%	0%	4%	1%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0500 - 0600	104	41%	9%	0%	5%	1%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0600 - 0700	245	39%	7%	0%	5%	2%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0700 - 0800	646	37%	6%	0%	5%	2%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0800 - 0900	686	30%	11%	0%	4%	2%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	0900 - 1000	549	54%	14%	0%	5%	2%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%
	1000 - 1100	488	52%	9%	0%	8%	3%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																													
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB		PrtB4		PrtB5		NF6B		NF7B		NF8B		FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=3.5t	>3.5t	<=5t	>5t	<=15t	>15t	<=24t	>24t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t								
L21	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%						
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%						
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%						
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%						
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%						
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%						
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%						
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%						

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																													
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB		PRB4		PRB5		NFB6		NFB7		NFB8		FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
					<=2.5t	2.5-3.5t	>3.5t	<=5t	>5t	<=15t	>15t	15-24t	<=3.5t	>3.5t	<=6.4t	>6.4t	6.4t-15t	>15t	15-24t	<=3.5t	>3.5t	<=6.4t	>6.4t	6.4t-15t	>15t	15-24t					
L22	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%					
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%					
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%					
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%					
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%					
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%					
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					
	2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%					
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%					

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																														
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB	PRB4		PRB5		PRB6		NFB7		NFB8		FBSD	FBDD	MC	HGV9		NFB9	
					<=2.5t	2.5-3.5t	>3.5t	<=3.5t	>3.5t	<=5t	>5t	<=15t	>15t	<=3.5t	>3.5t	<=6.4t	>6.4t	<=15t	>15t	<=24t	>24t	>24t	>24t									
L23	0000 - 0100	1	51%	15%	0%	20%	7%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	0%						
	0100 - 0200	1	46%	13%	0%	24%	9%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	0200 - 0300	1	41%	11%	0%	28%	10%	2%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	0300 - 0400	1	37%	9%	0%	31%	11%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	0400 - 0500	1	33%	8%	0%	34%	12%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%						
	0500 - 0600	1	30%	6%	0%	37%	13%	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%						
	0600 - 0700	2	27%	5%	0%	39%	14%	4%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%						
	0700 - 0800	7	25%	4%	0%	41%	15%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%						
	0800 - 0900	8	29%	6%	0%	28%	10%	7%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	0%	0%						
	0900 - 1000	6	36%	9%	0%	37%	13%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	1000 - 1100	6	27%	5%	0%	45%	16%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	1100 - 1200	7	25%	7%	0%	45%	16%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%						
	1200 - 1300	7	15%	5%	1%	55%	20%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%						
	1300 - 1400	5	22%	7%	1%	51%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%						
	1400 - 1500	8	15%	3%	1%	54%	20%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	1500 - 1600	5	27%	10%	0%	37%	13%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%						
	1600 - 1700	6	21%	5%	1%	48%	17%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	1700 - 1800	6	29%	6%	0%	44%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%						
	1800 - 1900	8	31%	6%	0%	41%	15%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						
	1900 - 2000	5	51%	12%	0%	26%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%						
	2000 - 2100	4	43%	11%	0%	33%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%						
	2100 - 2200	4	30%	12%	0%	39%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%						
	2200 - 2300	2	59%	19%	0%	15%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%						
	2300 - 0000	2	49%	16%	0%	22%	8%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%						

### Average Speed (Year 2038)

**Hourly Traffic Flows (Year 2043)**

Road Link Ref.	Hour	Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	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	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t		
L1N	0000 - 0100	697	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%		
	0100 - 0200	471	60%	10%	0%	9%	3%	2%	5%	1%	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%	4%	4%	1%	0%		
	0300 - 0400	286	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	1%	4%	4%	1%	0%		
	0400 - 0500	263	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%		
	0500 - 0600	362	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%		
	0600 - 0700	1030	52%	7%	0%	12%	4%	3%	7%	0%	0%	1%	1%	0%	1%	4%	5%	2%	0%		
	0700 - 0800	2701	51%	7%	0%	12%	4%	4%	7%	0%	0%	1%	1%	2%	0%	3%	5%	2%	0%		
	0800 - 0900	3050	51%	6%	0%	12%	4%	4%	9%	0%	0%	1%	1%	0%	0%	4%	4%	1%	0%		
	0900 - 1000	2661	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	1%	0%	3%	5%	1%	0%			
	1000 - 1100	2317	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	3%	5%	1%	0%		
	1100 - 1200	2193	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	5%	1%	0%		
	1200 - 1300	3453	41%	6%	0%	16%	6%	13%	0%	0%	1%	0%	0%	5%	1%	3%	5%	1%	0%		
	1300 - 1400	3538	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	1%	3%	0%	3%	5%	0%		
	1400 - 1500	3773	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	3%	0%	3%	0%		
	1500 - 1600	3841	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	5%	2%	3%	0%		
	1600 - 1700	4122	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	5%	2%	3%	0%			
	1700 - 1800	4684	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	1%	0%	6%	2%	5%	1%		
	1800 - 1900	4915	58%	4%	0%	11%	4%	3%	5%	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%	7%	3%	1%	0%			
	2000 - 2100	2784	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	7%	3%	1%	0%			
	2100 - 2200	2490	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%			
	2200 - 2300	2390	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%			
	2300 - 0000	1795	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%			

Road Link Ref.	Hour	Total Flow	PC	Taxi	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	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	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t	<24t	>24t		
L1S	0000 - 0100	1410	62%	11%	0%	7%	3%	2%	4%	1%	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%		
	0200 - 0300	723	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%		
	0300 - 0400	577	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%		
	0400 - 0500	529	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%		
	0500 - 0600	727	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%		
	0600 - 0700	2064	54%	8%	0%	11%	4%	3%	6%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%		
	0700 - 0800	5404	52%	7%	0%	12%	4%	3%	6%	0%	0%	1%	1%	0%	1%	0%	4%	5%	1%		
	0800 - 0900	6088	53%	7%	0%	12%	4%	4%	8%	0%	0%	1%	1%	0%	1%	0%	4%	5%	1%		
	0900 - 1000	5279	49%	7%	0%	15%	6%	4%	8%	0%	0%	1%	1%	0%	1%	0%	4%	5%	1%		
	1000 - 1100	4558	40%	8%	0%	19%	7%	5%	10%	1%	0%	0%	0%	3%	0%	3%	0%	4%	0%		
	1100 - 1200	4318	42%	8%</td																	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	FBDD	MC	HGV9 <=24t	NFB9 >24t	
		<2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	
L5W	0000 - 0100	270	62%	11%	0%	3%	2%	4%	0%	0%	0%	1%	0%	3%	4%	1%	0%	1%	2%	0%	
	0100 - 0200	185	60%	10%	0%	3%	2%	5%	0%	0%	0%	1%	0%	3%	4%	1%	0%	2%	1%	0%	
	0200 - 0300	139	59%	10%	0%	3%	3%	5%	0%	0%	0%	1%	0%	3%	4%	1%	0%	2%	1%	0%	
	0300 - 0400	111	57%	9%	0%	10%	4%	3%	0%	0%	0%	1%	0%	3%	4%	1%	0%	2%	1%	0%	
	0400 - 0500	102	56%	9%	0%	11%	4%	3%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	2%	1%	0%
	0500 - 0600	141	54%	8%	0%	11%	4%	3%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	2%	1%	0%
	0600 - 0700	401	53%	7%	0%	12%	4%	3%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	2%	1%	0%
	0700 - 0800	1053	51%	7%	0%	13%	5%	4%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	2%	1%	0%
	0800 - 0900	1190	51%	7%	0%	13%	5%	4%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%	2%	1%	0%
	0900 - 1000	1036	48%	7%	0%	17%	6%	5%	0%	0%	0%	1%	1%	0%	2%	3%	2%	0%	2%	1%	0%
	1000 - 1100	904	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	3%	7%	3%	0%	3%	1%	0%
	1100 - 1200	855	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	3%	8%	3%	0%	3%	1%	0%
	1200 - 1300	1372	34%	5%	0%	20%	7%	8%	16%	0%	0%	1%	0%	0%	4%	4%	4%	0%	4%	1%	0%
	1300 - 1400	1423	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	3%	4%	4%	0%	4%	1%	0%
	1400 - 1500	1537	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	3%	2%	4%	0%	4%	1%	0%
	1500 - 1600	1545	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	3%	1%	4%	0%	4%	1%	0%
	1600 - 1700	1653	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	4%	2%	3%	0%	4%	1%	0%
	1700 - 1800	1803	40%	4%	0%	23%	8%	4%	9%	0%	0%	1%	0%	0%	4%	4%	2%	0%	4%	1%	0%
	1800 - 1900	1795	53%	4%	0%	15%	5%	4%	7%	0%	0%	1%	0%	0%	5%	4%	2%	0%	4%	1%	0%
	1900 - 2000	1347	57%	6%	0%	11%	4%	3%	7%	0%	0%	1%	0%	0%	6%	2%	2%	0%	6%	1%	0%
	2000 - 2100	999	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	6%	3%	2%	0%	6%	2%	0%
	2100 - 2200	885	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	7%	3%	2%	0%	7%	2%	0%
	2200 - 2300	835	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	6%	3%	1%	0%	6%	2%	0%
	2300 - 0000	633	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	6%	3%	2%	0%	6%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS	FBDD	MC	HGV9 <=24t	NFB9 >24t
		<2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t
L7W	0000 - 0100	166	52%	18%	0%	2%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	6%	14%	2%	0%
	0100 - 0200	109	49%	14%	0%	2%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	12%	2%	0%
	0200 - 0300	81	47%	13%	0%	3%	1%	0%	0%	0%	1%	1%	0%	1%	1%	3%	6%	17%	2%	0%
	0300 - 0400	58	45%	11%	0%	3%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	10%	1%	0%
	0400 - 0500	55	42%	10%	0%	4%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	21%	2%	0%
	0500 - 0600	86	40%	8%	0%	4%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	4%	7%	22%	0%
	0600 - 0700	203	38%	7%	0%	5%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	24%	2%	0%
	0700 - 0800	536	36%	6%	0%	5%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	4%	7%	26%	0%
	0800 - 0900	559	30%	11%	0%	4%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	6%	10%	3%	0%
	0900 - 1000	446	29%	14%	0%	5%	1%	0%	0%	0%	1%	1%	0%	1%	1%	2%	5%	14%	0%	0%
	1000 - 1100	396																		

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																													
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HG8V		PLB		PLB4		PLB5		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	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t					
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	3%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0100 - 0200	3	66%	19%	0%	4%	1%	0%	1%	0%	0%	0%	1%	0%	2%	1%	3%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	0%	1%	0%	2%	2%	3%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0300 - 0400	1	63%	16%	0%	6%	2%	1%	1%	0%	0%	0%	1%	0%	3%	2%	4%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0400 - 0500	1	61%	14%	0%	7%	2%	1%	1%	0%	0%	0%	1%	0%	3%	2%	4%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0500 - 0600	2	60%	12%	0%	8%	3%	1%	1%	0%	0%	0%	1%	0%	3%	2%	5%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0600 - 0700	4	58%	11%	0%	9%	3%	1%	2%	0%	0%	0%	2%	0%	4%	3%	6%	0%	0%	0%	2%	0%	0%	0%	0%	0%					
	0700 - 0800	11	56%	9%	0%	10%	4%	1%	2%	0%	0%	0%	2%	0%	4%	3%	6%	0%	0%	0%	2%	1%	0%	0%	0%	0%					
	0800 - 0900	15	60%	13%	0%	6%	2%	2%	3%	0%	0%	0%	3%	0%	2%	1%	2%	0%	0%	0%	4%	1%	0%	0%	0%	0%					
	0900 - 1000	11	66%	17%	0%	7%	3%	0%	0%	0%	0%	0%	0%	0%	1%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
	1000 - 1100	10	63%	11%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	2%	1%	1%	2%	0%	0%	3%	0%	0%	0%	0%	0%					
	1100 - 1200	11	59%	18%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%					
	1200 - 1300	20	36%	12%	0%	4%	1%	0%	0%	0%	0%	0%	1%	9%	11%	8%	17%	0%	0%	1%	0%	0%	0%	0%	0%	0%					
	1300 - 1400	27	30%	9%	0%	2%	1%	0%	0%	0%	0%	0%	2%	14%	13%	9%	19%	0%	0%	2%	0%	0%	0%	0%	0%	0%					
	1400 - 1500	21	39%	9%	0%	4%	2%	0%	0%	0%	0%	0%	1%	5%	12%	8%	18%	0%	0%	1%	0%	0%	0%	0%	0%	0%					
	1500 - 1600	21	41%	16%	0%	2%	1%	0%	0%	0%	0%	0%	2%	14%	7%	5%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%					
	1600 - 1700	25	36%	8%	0%	3%	1%	0%	0%	0%	0%	0%	2%	18%	9%	6%	14%	0%	0%	3%	0%	0%	0%	0%	0%	0%					
	1700 - 1800	21	61%	13%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%	0%	0%	0%	0%					
	1800 - 1900	26	65%	12%	0%	3%	1%	0%	0%	0%	0%	0%	1%	4%	4%	3%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%					
	1900 - 2000	24	67%	16%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	3%	7%	0%	0%	1%	0%	0%	0%	0%	0%	0%					
	2000 - 2100	17	61%	15%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%	0%	0%	0%	0%					
	2100 - 2200	18	48%	20%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%	0%	0%	0%	0%					
	2200 - 2300	17	55%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	2%	0%	0%	0%	0%	0%	0%					
	2300 - 0000	12	51%	16%	0%	1%	0%	0%	0%	0%	0%	0%	1%	9%	6%	14%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%					

Hour	Hourly Project Traffic Flow Composition (%)																	
	Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 k<=15t	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 3.5t-6.4t	NFB6 6.4t-15t	NFB7 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
0000 - 0100	4	72%	22%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0100 - 0200	3	71%	20%	0%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0200 - 0300	2	71%	19%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0300 - 0400	1	70%	18%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0400 - 0500	1	69%	16%	0%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0500 - 0600	2	69%	14%	0%	8%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0600 - 0700	4	68%	12%	0%	10%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0700 - 0800	10	67%	11%	0%	11%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
0800 - 0900	14	67%	14%	0%	6%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%
0900 - 1000	11	71%	19%	0%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1000 - 1100	10	68%	12%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
1100 - 1200	11	63%	19%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1200 - 1300	12	36%	12%	0%	15%	5%	0%	0%	0%	1%	6%	7%	5%	11%	0%	1%	0%	0%
1300 - 1400	14	34%	10%	0%	9%	3%	0%	0%	0%	1%	11%	9%	7%	14%	0%	2%	0%	0%
1400 - 1500	13	38%	9%	0%	16%	6%	1%	1%	0%	0%	3%	8%	5%	12%	0%	1%	0%	0%
1500 - 1600	12	44%	17%	0%	7%	2%	1%	1%	0%	1%	10%	5%	3%	8%	0%	1%	0%	0%
1600 - 1700	14	39%	9%	0%	10%	4%	0%	1%	0%	2%	13%	6%	4%	10%	0%	3%	0%	0%
1700 - 1800	13	59%	12%	0%	10%	4%	0%	0%	0%	0%	3%	2%	5%	0%	0%	4%	0%	0%
1800 - 1900	16	62%	12%	0%	9%	3%	0%	1%	0%	0%	3%	3%	2%	4%	0%	1%	0%	0%
1900 - 2000	14	68%	16%	0%	4%	1%	0%	0%	0%	0%	3%	2%	5%	0%	1%	0%	0%	0%
2000 - 2100	10	62%	15%	0%	6%	2%	0%	0%	0%	0%	0%	4%	3%	6%	0%	2%	0%	0%
2100 - 2200	10	49%	20%	0%	7%	3%	0%	0%	0%	0%	0%	5%	3%	8%	0%	6%	0%	0%
2200 - 2300	10	59%	19%	0%	2%	1%	0%	0%	0%	0%	0%	5%	4%	8%	0%	2%	0%	0%
2300 - 0000	7	55%	17%	0%	3%	1%	0%	0%	0%	1%	6%	4%	10%	0%	2%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																													
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGVS		PLB		PLB4		PLB5		NFB6		NFB7		NFB8		FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=1st	15-24t	PLB	<=3.5t	>3.5t	NFB6	6.4t-15t	NFB7	15-24t	FBSD	FBDD	MC	>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%	1%	0%	7%	5%	1%	0%										
	0500 - 0600	165	64%	9%	0%	4%	2%	1%	2%	0%	0%	0%	1%	1%	1%	2%	0%	7%	6%	1%	0%										
	0600 - 0700	465	63%	9%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	1%	2%	0%	7%	6%	1%	0%										
	0700 - 0800	1204	62%	8%	0%	5%	2%	1%	3%	0%	0%	0%	1%	1%	1%	2%	0%	7%	6%	1%	0%										
	0800 - 0900	1325	64%	8%	0%	5%	2%	2%	4%	0%	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%	1%	0%	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%											

Hour	Hourly Project Traffic Flow Composition (%)																	
	Total Flow	PC	Taxi	LGV3 ≤2.5t	LGV4 2.5-3.5t	LGV6 ≥3.5t	HGV7 ≤5t	HGV8 5-24t	PLB	PrLB4 ≤3.5t	PrLB5 3.5-6t	NFB6 ≤6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 ≥24t
0000 - 0100	0	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0100 - 0200	0	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0200 - 0300	0	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0300 - 0400	0	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0500 - 0600	0	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0600 - 0700	0	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0700 - 0800	1	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
0800 - 0900	1	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
0900 - 1000	1	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1000 - 1100	1	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1100 - 1200	1	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1200 - 1300	0	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
1300 - 1400	1	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1400 - 1500	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
1500 - 1600	1	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1600 - 1700	1	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
1700 - 1800	1	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
1800 - 1900	1	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1900 - 2000	1	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
2000 - 2100	1	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2100 - 2200	1	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
2200 - 2300	1	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2300 - 0000	0	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																														
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB	PLB4		PLB5		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	<=2.5t	2.5-3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=2.5t	2.5-3.5t	>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%	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%	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%	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%	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	1626	63%	6%	0%	8%	3%	2%	5%	0%	0%	1%	1%	1%	2%	0%	5%	3%	1%	0%												
	2000 - 2100	1329	58%	9%	0%	9%	3%	2%	5%	0%	0%	1%	0%	1%	0%	5%	3%	1%	0%													
	2100 - 2200	1184	60%	10%	0%	9%	3%	2%	4%	0%	0%	0%	1%	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%	1%	0%	1%	0%	5%	3%	1%	0%													

Hour	Hourly Project Traffic Flow Composition (%)																		
	Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB7 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																													
		Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HGV8		PLB		PLB4		PLB5		NFB6		NFB7		NFB8		FBSD	FBDD	MC	HGV9	NFB9
					<=2.5t	2.5-3.5t	>3.5t	<=1st	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=4.5t	>4.5t	<=6.4t	6.4t-15t	15-24t	<=4.5t	>4.5t	<=6.4t	6.4t-15t	15-24t	<=4.5t	>4.5t	<=6.4t	6.4t-15t	15-24t		
L14W	0000 - 0100	847	62%	11%	0%	7%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	0100 - 0200	573	61%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	1%	0%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	0200 - 0300	435	59%	10%	0%	8%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	1%	0%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%			
	0300 - 0400	347	58%	9%	0%	9%	3%	3%	5%	0%	0%	0%	0%	0%	1%	0%	5%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
	0400 - 0500	319	56%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	1%	1%	1%	1%	0%	5%	5%	1%	0%	0%	0%	0%	0%	0%			
	0500 - 0600	438	55%	8%	0%	10%	4%	3%	6%	0%	0%	0%	0%	0%	1%	1%	1%	1%	0%	5%	5%	1%	0%	0%	0%	0%	0%	0%			
	0600 - 0700	1246	53%	7%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	1%	1%	1%	2%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%			
	0700 - 0800	3264	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	1%	1%	1%	2%	0%	5%	5%	2%	0%	0%	0%	0%	0%	0%			
	0800 - 0900	3675	52%	7%	0%	12%	4%	4%	8%	0%	0%	0%	0%	0%	1%	1%	1%	1%	0%	4%	4%	2%	0%	0%	0%	0%	0%	0%			
	0900 - 1000	3187	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	3%	2%	0%	0%	0%	0%	0%	0%		
	1000 - 1100	2750	40%	8%	0%	19%	7%	5%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%	0%	0%	0%	0%	0%		
	1100 - 1200	2601	42%	8%	0%	18%	6%	5%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%	0%	0%	0%	0%	0%		
	1200 - 1300	3582	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%	0%	0%	0%	0%	0%			
	1300 - 1400	3665	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%	0%	0%	0%	0%	0%			
	1400 - 1500	3913	36%	6%	0%	21%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%	0%	0%	0%	0%			
	1500 - 1600	3978	39%	6%	0%	19%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%	0%	0%	0%	0%			
	1600 - 1700	4270	39%	5%	0%	20%	7%	6%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%	0%	0%	0%	0%			
	1700 - 1800	4963	47%	5%	0%	18%	6%	3%	7%	0%	0%	0%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%	0%	0%	0%	0%	0%	0%			
	1800 - 1900	5110	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	7%	4%	1%	0%	0%	0%	0%	0%	0%		
	1900 - 2000	3930	62%	6%	0%	8%	3%	2%	5%	0%	0%	0%	0%	0%	1%	0%	1%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%			
	2000 - 2100	2883	57%	9%	0%	10%	3%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%			
	2100 - 2200	2586	58%	9%	0%	9%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%			
	2200 - 2300	2463	60%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%			
	2300 - 0000	1852	58%	10%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%			

Hour	Hourly Project Traffic Flow Composition (%)																		
	Total Flow	PC	Taxi	LGV3 ≤=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 ≤=15t	HGV8 15-24t	PLB	PrLB4 ≤=3.5t	PrLB5 3.5-6t	NFB6 ≤=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
	0000 - 0100	164	53%	16%	0%	3%	1%	0%	0%	3%	0%	0%	2%	1%	3%	5%	10%	2%	0%
0100 - 0200	107	50%	14%	0%	3%	1%	0%	1%	3%	0%	1%	2%	2%	4%	5%	12%	2%	0%	0%
0200 - 0300	81	48%	13%	0%	4%	1%	0%	1%	4%	0%	1%	3%	2%	4%	5%	13%	2%	0%	0%
0300 - 0400	58	45%	11%	0%	5%	2%	0%	1%	4%	0%	1%	3%	2%	4%	5%	14%	2%	0%	0%
0400 - 0500	55	43%	10%	0%	6%	2%	1%	1%	4%	0%	1%	3%	2%	5%	5%	15%	2%	0%	0%
0500 - 0600	86	41%	8%	0%	6%	2%	1%	1%	4%	0%	2%	3%	2%	5%	5%	17%	2%	0%	0%
0600 - 0700	204	38%	7%	0%	7%	2%	1%	1%	4%	0%	2%	4%	3%	6%	5%	18%	2%	0%	0%
0700 - 0800	538	36%	6%	0%	8%	3%	1%	1%	5%	0%	2%	4%	3%	6%	5%	19%	2%	0%	0%
0800 - 0900	584	48%	10%	0%	6%	2%	1%	3%	3%	1%	4%	2%	1%	3%	4%	7%	3%	1%	0%
0900 - 1000	455	53%	14%	0%	7%	2%	0%	0%	3%	0%	3%	1%	1%	2%	2%	10%	0%	0%	0%
1000 - 1100	413	50%	9%	0%	11%	4%	0%	1%	4%	0%	2%	2%	1%	3%	3%	8%	2%	0%	0%
1100 - 1200	410	48%	15%	0%	11%	4%	0%	1%	3%	0%	2%	1%	1%	2%	3%	7%	1%	0%	0%
1200 - 1300	303	40%	13%	0%	9%	3%	0%	0%	2%	0%	3%	4%	3%	6%	5%	8%	1%	0%	0%
1300 - 1400	350	39%	12%	0%	6%	2%	0%	0%	1%	1%	6%	6%	4%	9%	3%	9%	2%	0%	0%
1400 - 1500	323	42%	10%	0%	10%	4%	0%	1%	1%	0%	2%	4%	3%	7%	4%	9%	2%	0%	0%
1500 - 1600	322	46%	18%	0%	4%	1%	0%	1%	2%	1%	5%	3%	2%	4%	3%	9%	1%	0%	0%
1600 - 1700	375	41%	9%	0%	6%	2%	0%	0%	1%	1%	7%	3%	2%	5%	6%	13%	3%	0%	0%
1700 - 1800	375	58%	12%	0%	6%	2%	0%	0%	1%	0%	0%	2%	1%	3%	3%	8%	4%	0%	0%
1800 - 1900	463	62%	12%	0%	5%	2%	0%	0%	2%	0%	1%	1%	1%	2%	2%	8%	1%	0%	0%
1900 - 2000	437	63%	15%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	9%	1%	0%	0%
2000 - 2100	321	56%	14%	0%	3%	1%	0%	0%	2%	0%	0%	2%	1%	3%	5%	12%	1%	0%	0%
2100 - 2200	303	47%	19%	0%	4%	1%	0%	0%	1%	0%	0%	3%	2%	4%	4%	10%	5%	0%	0%
2200 - 2300	292	55%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	5%	9%	2%	0%	0%
2300 - 0000	203	52%	16%	0%	2%	1%	0%	0%	1%	0%	0%	3%	2%	5%	5%	10%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t		
L18_B	0000 - 0100	213	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	
	0100 - 0200	136	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	
	0200 - 0300	104	48%	13%	0%	3%	1%	0%	0%	5%	0%	0%	1%	1%	2%	6%	16%	2%	0%	
	0300 - 0400	74	46%	11%	0%	4%	1%	0%	0%	5%	0%	0%	2%	1%	3%	6%	18%	2%	0%	
	0400 - 0500	70	43%	10%	0%	4%	1%	0%	0%	5%	0%	0%	2%	1%	3%	6%	19%	2%	0%	
	0500 - 0600	110	41%	9%	0%	5%	2%	0%	0%	5%	0%	0%	2%	2%	3%	6%	21%	2%	0%	
	0600 - 0700	258	39%	7%	0%	5%	2%	1%	0%	5%	0%	0%	2%	2%	3%	6%	22%	2%	0%	
	0700 - 0800	679	37%	6%	0%	6%	2%	1%	0%	6%	0%	0%	2%	2%	4%	7%	24%	2%	0%	
	0800 - 0900	721	50%	11%	0%	4%	2%	1%	0%	5%	0%	0%	2%	2%	5%	9%	3%	1%	0%	
	0900 - 1000	575	54%	14%	0%	5%	2%	0%	0%	4%	0%	0%	2%	1%	3%	13%	0%	0%	0%	
	1000 - 1100	513	52%	9%	0%	8%	3%	0%	0%	5%	0%	0%	1%	1%	2%	4%	10%	2%	0%	
	1100 - 1200	508	50%	15%	0%	9%	3%	0%	0%	5%	0%	0%	1%	1%	1%	1%	1%	0%	0%	
	1200 - 1300	344	36%	12%	0%	6%	2%	0%	0%	1%	0%	0%	6%	6%	12%	3%	6%	1%	0%	
	1300 - 1400	435	32%	10%	0%	4%	1%	0%	0%	1%	0%	0%	1%	11%	0%	7%	14%	2%	0%	
	1400 - 1500	364	38%	9%	0%	7%	3%	0%	0%	1%	0%	0%	4%	8%	6%	12%	3%	6%	0%	
	1500 - 1600	364	42%	16%	0%	3%	1%	0%	0%	1%	0%	0%	10%	5%	3%	8%	2%	0%	0%	
	1600 - 1700	433	36%	8%	0%	4%	1%	0%	0%	1%	0%	0%	12%	6%	4%	9%	8%	3%	0%	
	1700 - 1800	389	58%	12%	0%	4%	2%	0%	0%	1%	0%	0%	3%	2%	5%	2%	6%	4%	0%	
	1800 - 1900	481	61%	11%	0%	4%	1%	0%	0%	1%	0%	0%	3%	3%	2%	4%	6%	1%	0%	
	1900 - 2000	204	53%	14%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	2%	2%	7%	1%	0%	
	2000 - 2100	333	56%	14%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	4%	3%	6%	3%	0%	
	2100 - 2200	323	46%	19%	0%	3%	1%	0%	0%	1%	0%	0%	0%	0%	5%	3%	7%	5%	0%	
	2200 - 2300	314	53%	17%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	5%	4%	6%	2%	0%	
	2300 - 0000	222	49%	15%	0%	1%	0%	0%	0%	1%	0%	0%	6%	4%	9%	7%	1%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
		<=2.5t	2.5-3.5t	>3.5t	<=15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=24t	>24t		
L18_C	0000 - 0100	159	56%	17%	0%	3%	1%	0%	0%	2%	0%	2%	1%	3%	4%	8%	2%	0%	0%	
	0100 - 0200	103	53%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	4%	9%	2%	0%	0%	
	0200 - 0300	78	51%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	2%	4%	10%	2%	0%	0%	
	0300 - 0400	55	48%	12%	0%	6%	2%	1%	1%	3%	0%	1%	3%	2%	4%	11%	2%	0%	0%	
	0400 - 0500	53	46%	11%	0%	7%	2%	1%	1%	3%	0%	1%	3%	2%	4%	13%	2%	0%	0%	
	0500 - 0600	82	44%	9%	0%	7%	3%	1%	1%	3%	0%	1%	3%	2%	4%	14%	2%	0%	0%	
	0600 - 0700	192	41%	8%	0%	8%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	
	0700 - 0800	507	39%	6%	0%	9%	3%	1%	2%	4%	0%	2%	3%	2%	4%	16%	2%	0%	0%	
	0800 - 0900	574	50%	11%	0%	7%	2%	2%	3%	2%	0%	4%	2%	1%	3%	6%	3%	1%	0%	
	0900 - 1000	446	55%	14%	0%	8%	3%	0%	1%	3%	0%	1%	2%	2%	4%	8%	0%	0%	0%	
	1000 - 1100	408	52%	9%	0%	12%	4%	0%	1%	3%	0%	2%	2%	3%	6%	2%	0%	0%	0%	
	1100 - 1200	409	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	3%	7%	1%	0%	0%	
	1200 - 1300	362	44%	15%	0%	7%	3%	0%	1%	0%	3%	4%	3%	4%	6%	1%	0%	0%	0%	
	1																			

**Average Speed (Year 2043)**

Road Link	Average Speed (km/h)																								
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
I	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-
Ref.	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	
L1N	80	80	80	80	80	80	80	80	80	80	80	80	80	73	72	70	70	68	59	60	74	80	80	80	80
L1S	80	80	80	80	80	80	80	80	80	80	80	80	80	79	79	78	76	76	80	80	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	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	80
L3E	70	70	70	70	70	70	70	70	70	70	70	70	70	63	61	61	61	61	66	66	66	70	70	70	70
L3W	70	70	70	70	70	70	70	70	70	70	70	70	70	66	66	64	64	63	61	62	67	70	70	70	70
L4E	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	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	68	68	70	70	70	70	70
L5W	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69	70	70	70	70	70
L6E	69	69	70	70	70	70	69	69	67	67	68	68	68	69	69	68	68	68	68	68	68	69	69	69	69
L6W	69	70	70	70	70	70	69	69	67	68	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69
L7E	69	70	70	70	70	70	69	69	67	68	68	68	68	69	69	69	69	69	69	69	69	69	69	69	69
L7W	69	69	70	70	70	70	69	69	67	67	68	68	68	68	68	68	68	68	68	68	68	69	69	69	69
L8	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
L9	49	50	50	50	50	50	49	48	48	48	49	49	49	48	49	49	49	48	49	49	49	49	49	49	49
L10	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	50	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	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	70
L13E	70	70	70	70	70	70	70	70	70	70	70	70	70	63	66	69	70	70	70	70	70	70	70	70	70
L14W	70	70	70	70	70	70	68	65	67	69	70	63	61	61	61	56	46	47	64	70	70	70	70	70	70
L15	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L16	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L17	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L18 A	49	49	49	49	49	49	49	48	48	44	45	46	46	47	47	46	47	46	46	47	47	47	48	48	48
L18 B	48	49	49	49	49	49	49	49	47	42	43	45	45	46	47	47	46	47	46	46	47	47	47	48	48
L18 C	49	49	49	49	49	49	49	48	45	45	46	46	47	47	46	47	47	46	46	45	46	47	47	48	48
L19	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L21	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L22	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
L23	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Confidential

Appendix 2.2      Detailed calculations of Albedo, Bowen ratio and surface roughness generated by SAMP v2.0

Grid 30.38

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo * Percent/m²/Sn
1	1	Private Residential	1	0.18	1.5	14403	1.44%	0.00255224 1.005856099
2	2	Public Residential	1	0.18	1.5	11577	1.16%	0.00208386 1.004705104
3	3	Rural Settlement	0.375	0.165	0.9	6886	0.69%	0.001313619 0.99224751
11	11	Commercial/Business and Office	1	0.18	1.5	1914	0.19%	0.000334452 1.003776361
21	21	Industrial Land	0.7	0.18	1.5	9514	0.95%	0.001712522 1.003865045
22	22	Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	0	0.00%	0 0
23	23	Warehouse and Open Storage	0.7	0.18	1.5	9868	0.99%	0.00177624 1.00400945
31	31	Governments, Institutional and Community Facilities	0.7	0.18	1.5	8286	0.83%	0.00149148 1.003365334
32	32	Open Space and Recreation	0.04	0.15	1	19696	1.95%	0.0029244 1
41	41	Roads and Transport Facilities	0.7	0.18	1.5	43254	0.56%	0.00778572 1.017692681
42	42	Railways	0.7	0.18	1.5	1729	0.17%	0.00031122 1.000701295
43	43	Airport	0.07	0.18	1.5	0	0.00%	0 0
44	44	Port Facilities	0.7	0.18	1.5	26602	2.05%	0.00570836 1.003588379
51	51	Cemeteries/Funeral Facilities	0.7	0.18	1.5	3374	0.34%	0.00060732 1.003636897
52	52	Utilities	0.7	0.18	1.5	5631	0.56%	0.00101358 1.002285782
53	53	Vacant Land/Construction in Progress	0.2	0.18	1	3233	0.32%	0.000581394 1
54	54	Others	0.2	0.18	1	1054	0.11%	0.00028972 1
61	61	Agricultural Land	0.1575	0.18	0.55	14521	1.45%	0.00261378 0.991356382
62	62	Fish Ponds/Cel Wals	0.001	0.1	0.1	0	0.00%	0 0
71	71	Woodland	1.05	0.1625	0.75	244683	24.47%	0.039760988 0.932029407
72	72	Shrubland	0.3	0.18	1.25	130767	17.08%	0.03073806 1.038840882
73	73	Grassland	0.065	0.185	0.8	139433	13.94%	0.025795105 0.963365471
81	81	Badland	0.15	0.1625	0.75	42	0.00%	0.000006825 0.999929895
83	83	Rocky Shore	0.05	0.2	4.75	260	0.03%	0.00000532 1.000404052
91	91	Reservoirs	0.001	0.1	0.1	6988	0.70%	0.00065988 0.984028395
92	92	Streams and Nullahs	0.001	0.1	0.1	1838	0.18%	0.0001888 0.995776792
99	99	SZ Residential *	1	0.18	1.5	0	0.00%	0 1
0	0	Open Sea *	0.001	0.1	0.1	26060	26.05%	0.02606 0.546782179
			0.154476	0.5227247	1000000			

\* Non-PlanD Land Utilization categories

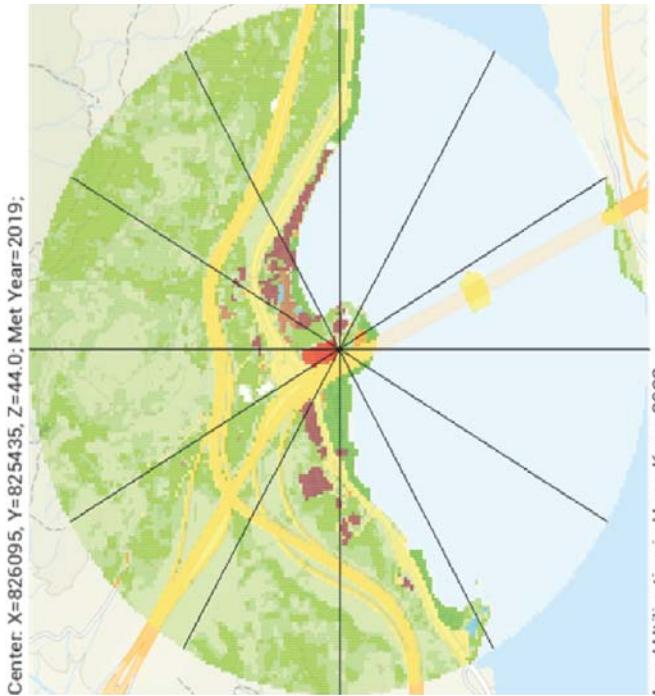
Grid 30.38



Grid 30.38

Angle	Group	Inverse-distance Roughness
0 - 30	5.176452751	0.414579
30 - 60	5.31768931	0.338515
60 - 90	5.176452751	0.072736
90 - 120	5.176452751	0.030384
120 - 150	5.31768931	0.024743
150 - 180	5.176452751	0.003002
180 - 210	5.176452751	0.01883
210 - 240	5.31768931	0.002013
240 - 270	5.176452751	0.035679
270 - 300	5.176452751	0.268145
300 - 330	5.31768931	0.406240
330 - 360	5.176452751	0.268581

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



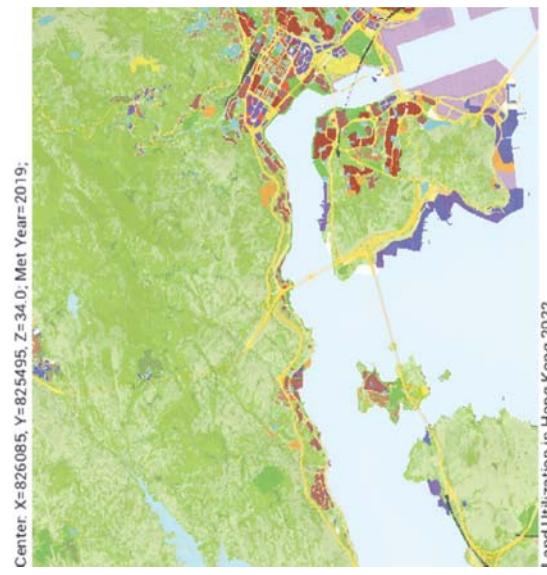
Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio
1	1	Private Residential	0.99%	0.18	1.5
2	2	Public Residential	0.69%	0.18	1.5
3	3	Rural Settlement	0.375	0.165	0.9
11	11	Commercial/Business and Office	1	0.18	1.5
21	21	Industrial Land	0.7	0.18	1.5
22	22	Industrial Estates/Science and Technology Parks	0.7	0.18	1.5
23	23	Warehouse and Open Storage	0.7	0.18	1.5
31	31	Governments, Institutional and Community Facilities	0.7	0.18	1.5
32	32	Open Space and Recreation	0.7	0.18	1.5
41	41	Roads and Transport Facilities	0.7	0.18	1.5
42	42	Railways	0.7	0.18	1.5
43	43	Airport	0.7	0.18	1.5
51	51	Port Facilities	0.7	0.18	1.5
52	52	Cemeteries/Funeral Facilities	0.7	0.18	1.5
53	53	Vacant Land/Construction in Progress	0.2	0.18	1
54	54	Others	0.2	0.18	1
61	61	Agricultural Land	0.1575	0.18	0.55
62	62	Fish Ponds/Gel Wais	0.001	0.1	0.1
71	71	Woodland	1.05	0.1625	0.75
72	72	Shrubland	0.3	0.185	0.8
73	73	Grassland	0.065	0.185	0.225
81	81	Badland	0.15	0.1625	0.75
83	83	Rocky Shore	0.05	0.2	4.75
91	91	Reservoirs	0.001	0.1	0.1
92	92	Streams and Nullahs	0.001	0.1	0.1
99	99	SZ Residential *	1	0.18	1.5
0	0	Open Sea *	0.001	0.1	0.1

\* Non-PlanD Land Utilization categories

Grid 30.39

Code	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo * Percent	Albedo * Percent/Sn
1	Private Residential	1	0.18	1.5	1495	1.44%	0.002991	1.000853227
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	0.73%	0.001169685	0.999253378
11	Commercial/Business and Office	1	0.18	1.5	1896	0.19%	0.00034138	1.000758957
21	Industrial Land	0.7	0.18	1.5	9514	0.95%	0.00171252	1.003885045
22	Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	0	0.00%	0	0
23	Warehouse and Open Storage	0.7	0.18	1.5	995	1.06%	0.0017949	1.000844562
31	Governments, Institutional and Community Facilities	0.7	0.18	1.5	8223	0.82%	0.00148034	1.000339704
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%	0.0003028	1.000697643
43	Airport	0.07	0.18	1.5	0	0.00%	0	0
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%	0.00101432	1.002287002
53	Vacant Land/Construction in Progress	0.2	0.18	1	3227	0.32%	0.00058036	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%	0.00263738	0.9912729338
62	Fish Ponds/Cel Walls	0.001	0.1	0.1	0	0.00%	0	0
71	Woodland	1.05	0.1625	0.75	246851	24.69%	0.040113288	0.931448286
72	Shrubland	0.3	0.18	1.25	122086	17.21%	0.3097548	1.032146683
73	Grassland	0.065	0.185	0.8	140354	14.04%	0.02596549	0.963166272
74	Mangrove/ Swamp	0.065	0.14	0.225	42	0.00%	0.00000588	0.999997352
81	Badland	0.15	0.1625	0.75	54	0.01%	0.0000875	0.999984465
83	Rocky Shore	0.05	0.2	4.75	255	0.03%	0.0000551	1.0000397406
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	0.995753663
99	SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0	Open Sea *	0.001	0.1	0.1	256550	25.65%	0.025655	0.555923767
		0.154462	0.531575	1000000				

\* Non-PlanD Land Utilization categories



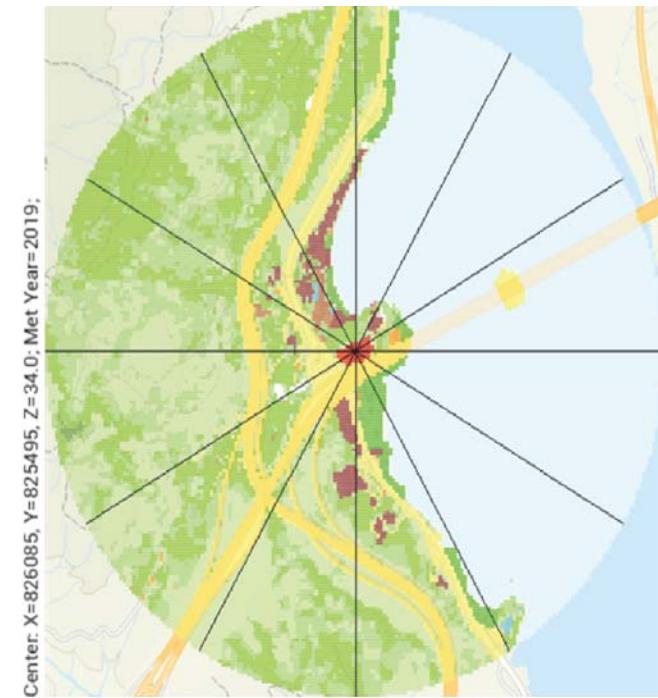
Center: X=826085, Y=825495, Z=34.0; Met Year=2019;

Grid 30.39

Angle	Group	Inverse-distance Roughness
0 - 30	5.176452751	0.386382
30 - 60	5.31768931	0.429702
60 - 90	5.176452751	0.1842270
90 - 120	5.176452751	0.004491
120 - 150	5.31768931	0.003313
150 - 180	5.176452751	0.003636
180 - 210	5.176452751	0.024468
210 - 240	5.31768931	0.002799
240 - 270	5.176452751	0.1268997
270 - 300	5.176452751	0.302976
300 - 330	5.31768931	0.407404
330 - 360	5.176452751	0.241191

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

\* Non-PlanD Land Utilization categories



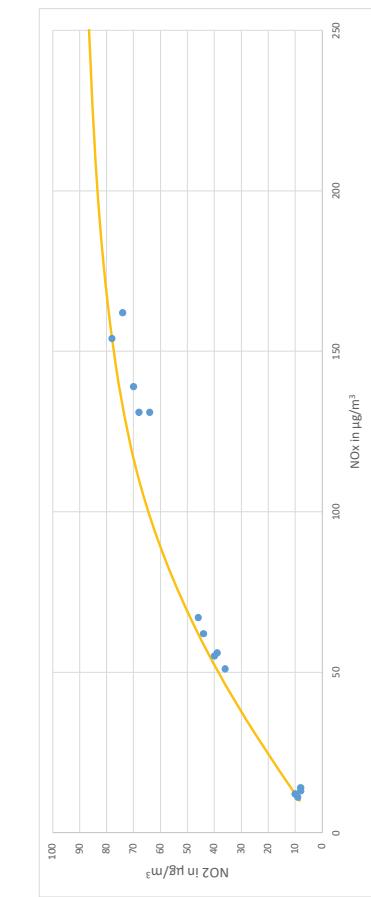
Center: X=826085, Y=825495, Z=34.0; Met Year=2019;

Appendix 2.3      Summary of Met Data generated by SAMP v2.0



## Appendix 2.4

## Details of Jenkin Method extracted from SAMP v2.0



OX JK

AQMS Data of the Past 5 Years			
Year	Station	NO <sub>2</sub> (µg/m³)	NOx (µg/m³)
2019	TSUEN WAN	46	67
2020	TSUEN WAN	36	51
2021	TSUEN WAN	44	62
2022	TSUEN WAN	39	56
2023	TSUEN WAN	40	55
2019	TAP MIN	10	12
2020	TAP MIN	9	11
2021	TAP MIN	10	12
2022	TAP MIN	8	13
2023	TAP MIN	8	14
2019	MONG KOK	78	154
2020	MONG KOK	74	162
2021	MONG KOK	70	139
2022	MONG KOK	64	131
2023	MONG KOK	68	131

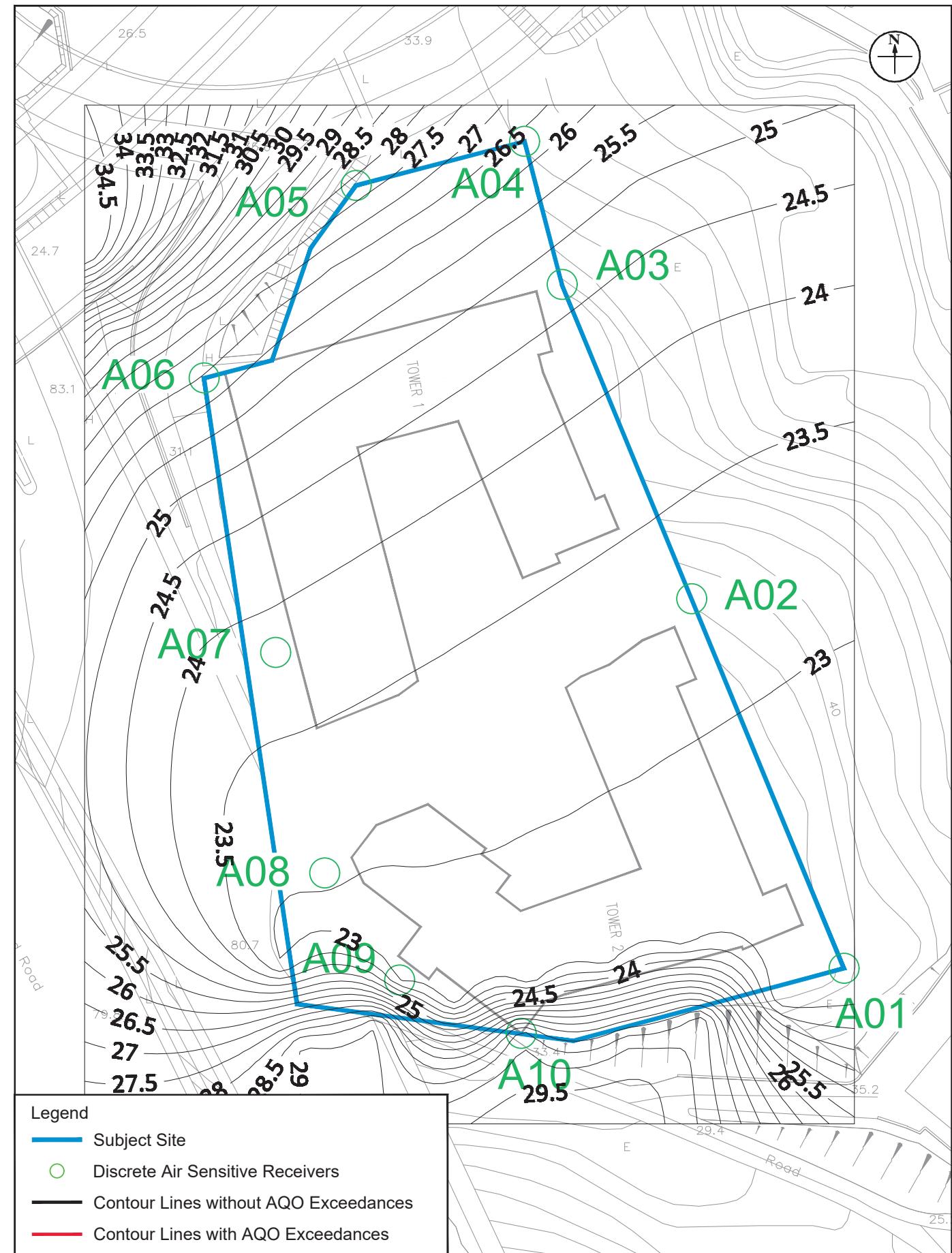
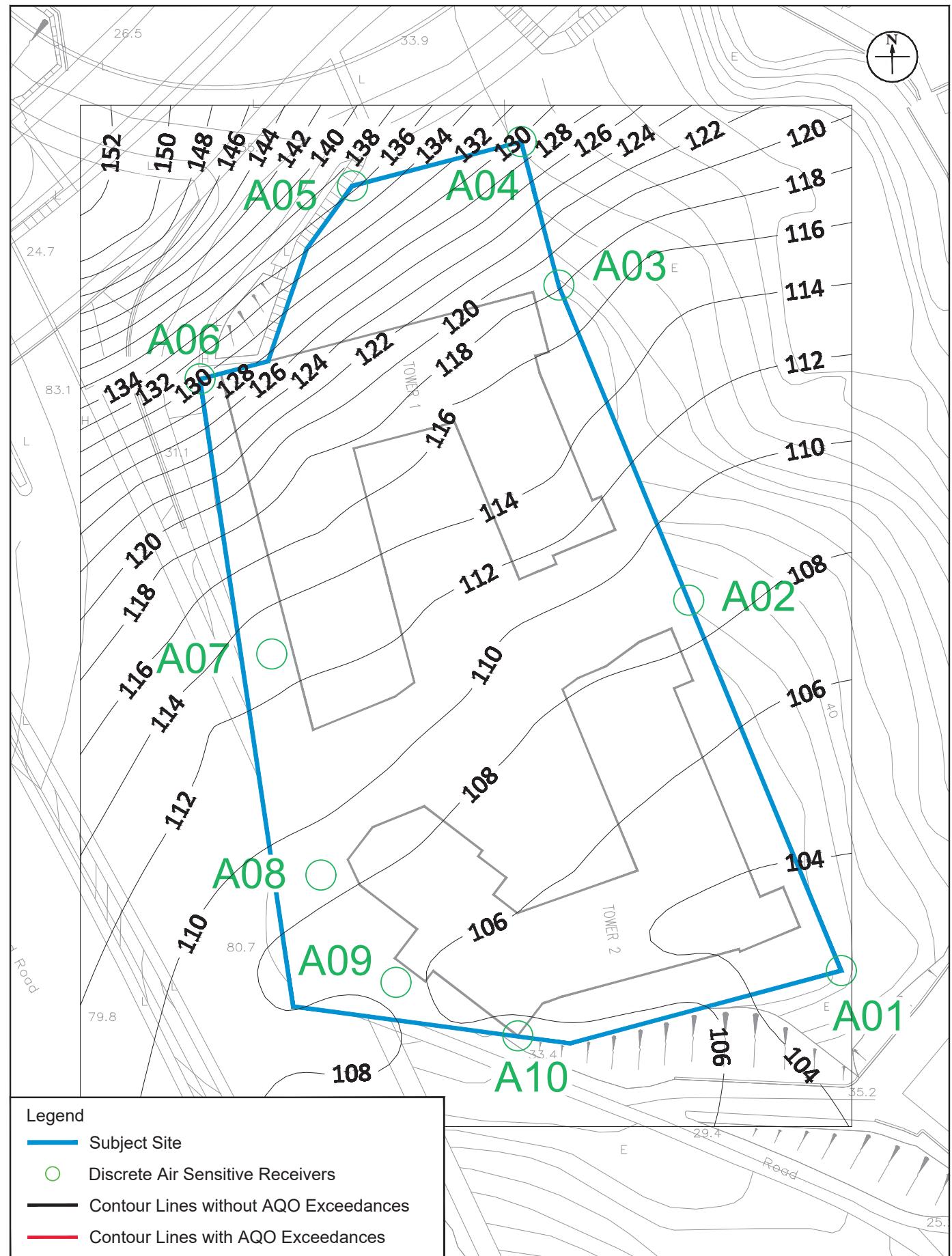
Section 16 Planning Application for  
Submission of Layout Plan for Permitted 'Flat' and 'Social Welfare Facility' Uses  
at Tsuen Wan Inland Lot 5 and Lot No. 429 in D.D. 399, Ting Kau, Tsuen Wan

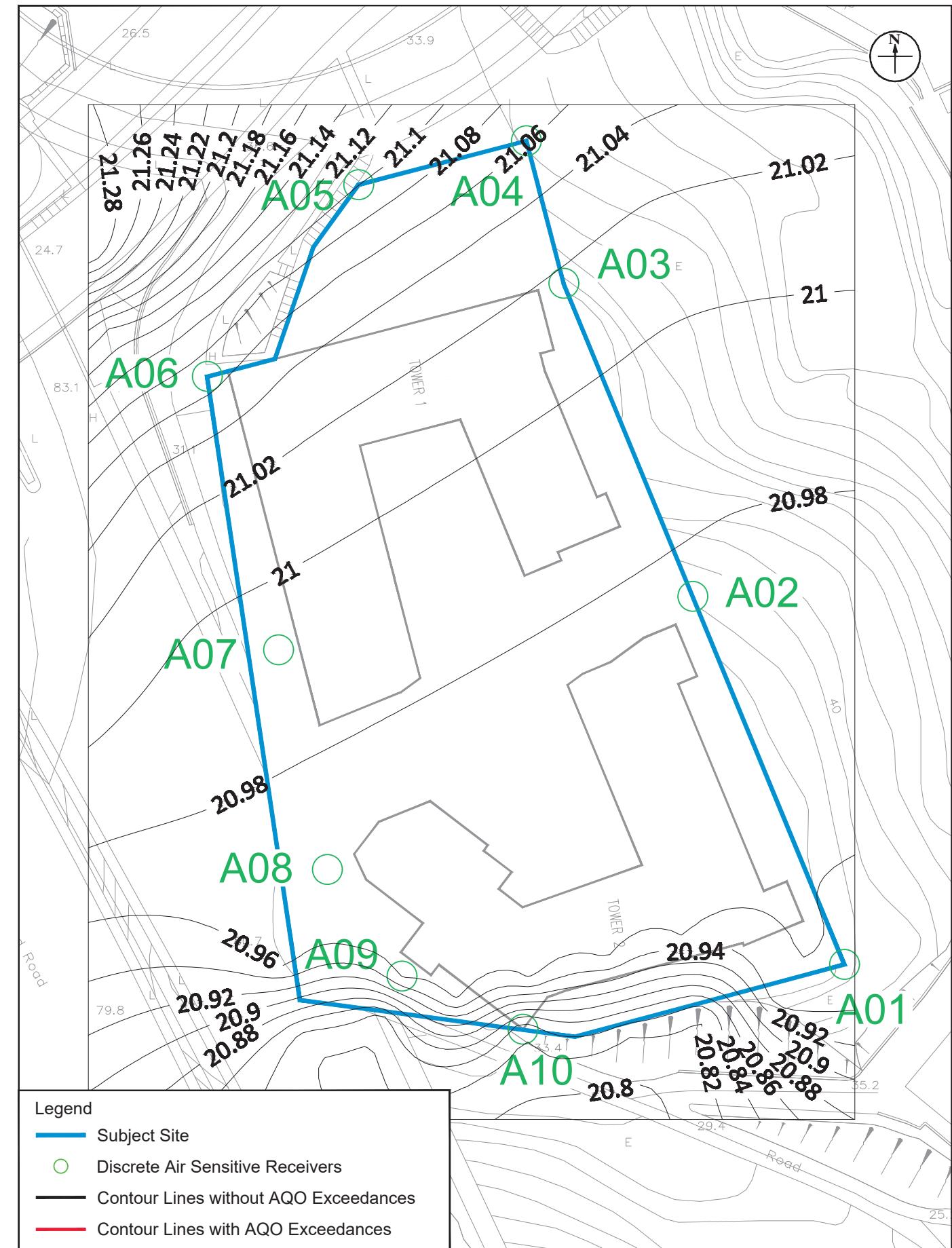
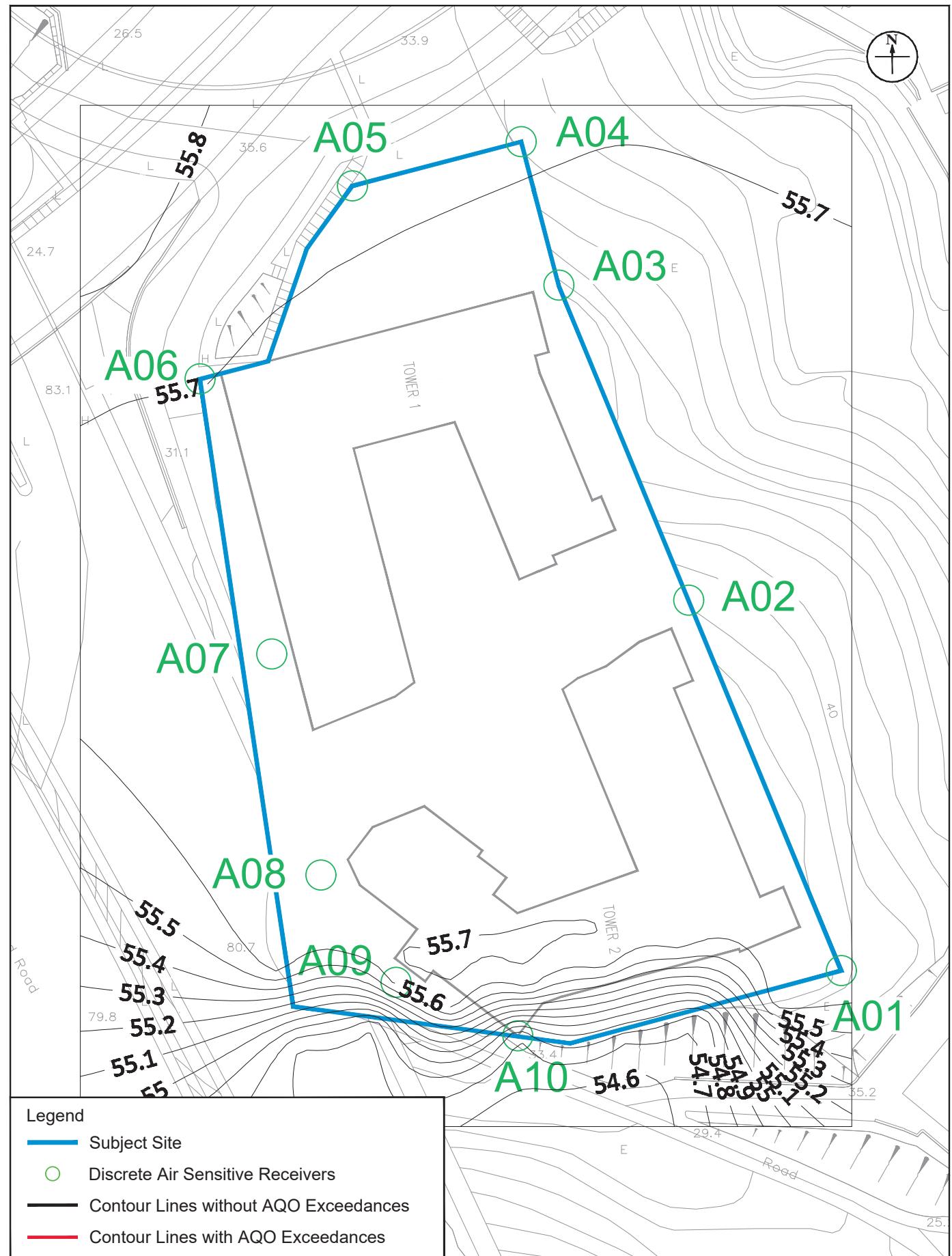
## Appendix 2.5

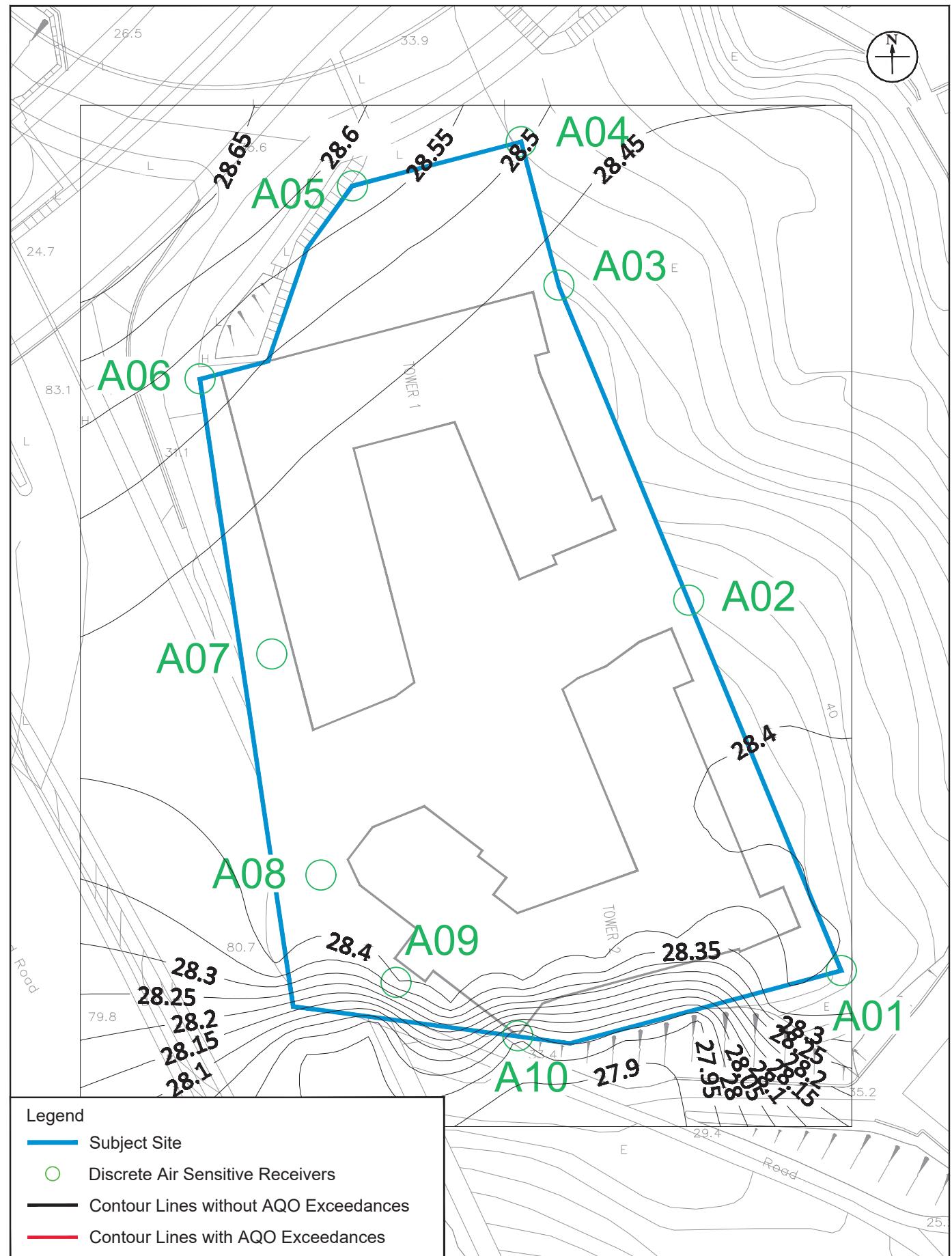
## Predicted Air Quality Impact Assessment Results

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 ( $\mu\text{g}/\text{m}^3$ ) in Year 2028						
			x	y					NO <sub>2</sub>		RSP (PM 10)		FSP (PM 2.5)		
			Easting	Northing					1-h (AQO=200)	Annual (AQO=40)	Jenkin	24-h (AQO=100)	Annual (AQO=50)	24-h (AQO=50)	36-h (AQO=25)
A1-01	30.39	L1	826137	825443	Level 1	27.5	1.50	29.00	103	23	56	21	28	13	
A1-02	30.39	L1	826137	825443	Level 2	27.5	6.35	33.85	103	23	56	21	28	13	
A1-03	30.39	L1	826137	825443	Level 5	27.5	9.35	36.85	102	23	56	21	28	13	
A1-04	30.39	L1	826137	825443	Level 6	27.5	12.35	39.85	101	22	56	21	28	13	
A1-05	30.39	L1	826137	825443	Level 7	27.5	15.35	42.85	100	22	56	21	28	13	
A1-06	30.39	L2	826137	825443	Level 8	27.5	18.35	45.85	98	20	55	21	28	13	
A1-07	30.39	L2	826137	825443	Level 9	27.5	21.35	48.85	97	20	55	21	28	13	
A1-08	30.39	L2	826137	825443	Level 10	27.5	24.35	51.85	97	20	55	21	28	13	
A1-09	30.39	L2	826137	825443	Level 11	27.5	27.35	54.85	96	20	55	21	28	13	
A1-10	30.39	L2	826137	825443	Level 12	27.5	30.35	57.85	96	19	55	21	28	13	
A1-11	30.39	L2	826137	825443	Level 15	27.5	33.35	60.85	96	20	55	21	28	13	
A1-12	30.39	L3	826137	825443	Level 16	27.5	36.35	63.85	95	18	55	20	28	13	
A1-13	30.39	L3	826137	825443	Level 17	27.5	39.35	66.85	95	18	55	20	28	13	
A1-14	30.39	L3	826137	825443	Level 18	27.5	42.35	69.85	96	18	55	20	28	13	
A1-15	30.39	L3	826137	825443	Level 19	27.5	45.65	73.15	96	18	55	20	28	13	
A1-16	30.39	L3	826137	825443	Roof Floor	27.5	48.65	76.15	96	18	55	20	28	13	
A2-01	30.39	L1	826117	825492	Level 1	27.5	1.50	29.00	109	23	56	21	28	13	
A2-02	30.39	L1	826117	825492	Level 2	27.5	6.35	33.85	107	23	56	21	28	13	
A2-03	30.39	L1	826117	825492	Level 5	27.5	9.35	36.85	106	23	56	21	28	13	
A2-04	30.39	L1	826117	825492	Level 6	27.5	12.35	39.85	104	23	56	21	28	13	
A2-05	30.39	L1	826117	825492	Level 7	27.5	15.35	42.85	102	23	56	21	28	13	
A2-06	30.39	L2	826117	825492	Level 8	27.5	18.35	45.85	98	20	55	21	28	13	
A2-07	30.39	L2	826117	825492	Level 9	27.5	21.35	48.85	97	20	55	21	28	13	
A2-08	30.39	L2	826117	825492	Level 10	27.5	24.35	51.85	96	20	55	21	28	13	
A2-09	30.39	L2	826117	825492	Level 11	27.5	27.35	54.85	96	20	55	21	28	13	
A2-10	30.39	L2	826117	825492	Level 12	27.5	30.35	57.85	97	20	55	21	28	13	
A2-11	30.39	L2	826117	825492	Level 15	27.5	33.35	60.85	96	20	55	21	28	13	
A2-12	30.39	L3	826117	825492	Level 16	27.5	36.35	63.85	95	18	55	20	28	13	
A2-13	30.39	L3	826117	825492	Level 17	27.5	39.35	66.85	96	18	55	20	28	13	
A2-14	30.39	L3	826117	825492	Level 18	27.5	42.35	69.85	96	18	55	20	28	13	
A2-15	30.39	L3	826117	825492	Level 19	27.5	45.65	73.15	96	18	55	20	28	13	
A2-16	30.39	L3	826117	825492	Roof Floor	27.5	48.65	76.15	96	18	55	20	28	13	
A3-01	30.39	L1	826100	825534	Level 1	27.5	1.50	29.00	118	25	56	21	28	13	
A3-02	30.39	L1	826100	825534	Level 2	27.5	6.35	33.85	114	24	56	21	28	13	
A3-03	30.39	L1	826100	825534	Level 5	27.5	9.35	36.85	111	24	56	21	28	13	
A3-04	30.39	L1	826100	825534	Level 6	27.5	12.35	39.85	107	23	56	21	28	13	
A3-05	30.39	L1	826100	825534	Level 7	27.5	15.35	42.85	102	23	56	21	28	13	
A3-06	30.39	L2	826100	825534	Level 8	27.5	18.35	45.85	98	20	55	21	28	13	
A3-07	30.39	L2	826100	825534	Level 9	27.5	21.35	48.85	97	20	55	21	28	13	
A3-08	30.39	L2	826100	825534	Level 10	27.5	24.35	51.85	97	20	55	21	28	13	
A3-09	30.39	L2	826100	825534	Level 11	27.5	27.35	54.85	97	20	55	21	28	13	
A3-10	30.39	L2	826100	825534	Level 12	27.5	30.35	57.85	97	20	55	21	28	13	
A3-11	30.39	L2	826100	825534	Level 15	27.5	33.35	60.85	97	20	55	21	28	13	
A3-12	30.39	L3	826100	825534	Level 16	27.5	36.35	63.85	95	18	55	20	28	13	
A3-13	30.39	L3	826100	825534	Level 17	27.5	39.35	66.85	96	18	55	20	28	13	
A3-14	30.39	L3	826100	825534	Level 18	27.5	42.35	69.85	96	18	55	20	28	13	
A3-15	30.39	L3	826100	825534	Level 19	27.5	45.65	73.15	96	18	55	20	28	13	
A3-16	30.39	L3	826100	825534	Roof Floor	27.5	48.65	76.15	96	18	55	20	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 ( $\mu\text{g}/\text{m}^3$ ) in Year 2028										
			x	y					NO <sub>2</sub>		RSP (PM 10)		FSP (PM 2.5)		1-h (AQO=200) 19 <sup>th</sup> highest	Annual (AQO=40) Jenkin	24-h (AQO=100) 10 <sup>th</sup> highest	Annual (AQO=50) 24-h (AQO=50)	36 <sup>th</sup> highest Annual (AQO=25)
			Easting	Northing					NO <sub>2</sub>	NO <sub>2</sub>	RSP	PM 10	FSP	PM 2.5					
A7-01	30.39	L1	826061	825485	Level 1	27.5	1.50	29.00	113	24	56	21	28	13					
A7-02	30.39	L1	826061	825485	Level 2	27.5	6.35	33.85	111	24	56	21	28	13					
A7-03	30.39	L1	826061	825485	Level 5	27.5	9.35	36.85	108	23	56	21	28	13					
A7-04	30.39	L1	826061	825485	Level 6	27.5	12.35	39.85	105	23	56	21	28	13					
A7-05	30.39	L1	826061	825485	Level 7	27.5	15.35	42.85	103	23	56	21	28	13					
A7-06	30.39	L2	826061	825485	Level 8	27.5	18.35	45.85	99	20	55	21	28	13					
A7-07	30.39	L2	826061	825485	Level 9	27.5	21.35	48.85	98	20	55	21	28	13					
A7-08	30.39	L2	826061	825485	Level 10	27.5	24.35	51.85	98	20	55	21	28	13					
A7-09	30.39	L2	826061	825485	Level 11	27.5	27.35	54.85	98	20	55	21	28	13					
A7-10	30.39	L2	826061	825485	Level 12	27.5	30.35	57.85	98	20	55	21	28	13					
A7-11	30.39	L2	826061	825485	Level 15	27.5	33.35	60.85	97	20	55	21	28	13					
A7-12	30.39	L3	826061	825485	Level 16	27.5	36.35	63.85	96	19	55	20	28	13					
A7-13	30.39	L3	826061	825485	Level 17	27.5	39.35	66.85	96	19	55	20	28	13					
A7-14	30.39	L3	826061	825485	Level 18	27.5	42.35	69.85	97	19	55	20	28	13					
A7-15	30.39	L3	826061	825485	Level 19	27.5	45.65	73.15	98	19	55	20	28	13					
A7-16	30.39	L3	826061	825485	Roof Floor	27.5	48.65	76.15	99	20	55	20	28	13					
A8-01	30.39	L1	826068	825456	Level 1	27.5	1.50	29.00	109	23	56	21	28	13					
A8-02	30.39	L1	826068	825456	Level 2	27.5	6.35	33.85	108	23	56	21	28	13					
A8-03	30.39	L1	826068	825456	Level 5	27.5	9.35	36.85	107	23	56	21	28	13					
A8-04	30.39	L1	826068	825456	Level 6	27.5	12.35	39.85	103	23	56	21	28	13					
A8-05	30.39	L1	826068	825456	Level 7	27.5	15.35	42.85	101	23	56	21	28	13					
A8-06	30.39	L2	826068	825456	Level 8	27.5	18.35	45.85	99	20	55	21	28	13					
A8-07	30.39	L2	826068	825456	Level 9	27.5	21.35	48.85	97	20	55	21	28	13					
A8-08	30.39	L2	826068	825456	Level 10	27.5	24.35	51.85	97	20	55	21	28	13					
A8-09	30.39	L2	826068	825456	Level 11	27.5	27.35	54.85	97	20	55	21	28	13					
A8-10	30.39	L2	826068	825456	Level 12	27.5	30.35	57.85	97	20	55	21	28	13					
A8-11	30.39	L2	826068	825456	Level 15	27.5	33.35	60.85	97	20	55	21	28	13					
A8-12	30.39	L3	826068	825456	Level 16	27.5	36.35	63.85	94	18	55	20	28	13					
A8-13	30.39	L3	826068	825456	Level 17	27.5	39.35	66.85	95	19	55	20	28	13					
A8-14	30.39	L3	826068	825456	Level 18	27.5	42.35	69.85	96	19	55	20	28	13					
A8-15	30.39	L3	826068	825456	Level 19	27.5	45.65	73.15	98	19	55	20	28	13					
A8-16	30.39	L3	826068	825456	Roof Floor	27.5	48.65	76.15	100	20	55	21	28	13					
A9-01	30.39	L1	826078	825441	Level 1	27.5	1.50	29.00	107	23	56	21	28	13					
A9-02	30.39	L1	826078	825441	Level 2	27.5	6.35	33.85	106	23	56	21	28	13					
A9-03	30.39	L1	826078	825441	Level 5	27.5	9.35	36.85	104	23	56	21	28	13					
A9-04	30.39	L1	826078	825441	Level 6	27.5	12.35	39.85	102	23	56	21	28	13					
A9-05	30.39	L1	826078	825441	Level 7	27.5	15.35	42.85	100	23	56	21	28	13					
A9-06	30.39	L2	826078	825441	Level 8	27.5	18.35	45.85	99	20	55	21	28	13					
A9-07	30.39	L2	826078	825441	Level 9	27.5	21.35	48.85	97	20	55	21	28	13					
A9-08	30.39	L2	826078	825441	Level 10	27.5	24.35	51.85	97	20	55	21	28	13					
A9-09	30.39	L2	826078	825441	Level 11	27.5	27.35	54.85	97	20	55	21	28	13					
A9-10	30.39	L2	826078	825441	Level 12	27.5	30.35	57.85	96	20	55	21	28	13					
A9-11	30.39	L2	826078	825441															







**Tony Ling**

**From:** Wednesday, October 2, 2024 10:48 AM  
**Sent:** Tony Ling  
**To:** Wendy Tin; "AE[RW]11"@Not\_For\_Reply\_From\_Internet.hksarg.hk;  
**Cc:** "SI[RW]21"@Not\_For\_Reply\_From\_Internet.hksarg.hk;  
**Subject:** RE: Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

You don't often get email from wendywshung@epd.gov.hk. [Learn why this is important](#)

Dear Tony,

Please note that there is no complaint record in our system is found at the concerned potential odour emission source/Area.

Regards,  
 Wendy Hung  
 RWG / EPD

Appendix 2.7      Reply from EPD regarding Odour Complaint Record at Lido Beach Sewage Pumping Station

From: Tony Ling  
 To:  
 Cc: ""SI[RW]21\"@Not\_For\_Reply\_From\_Internet.hksarg.hk" <"SI[RW]21"@Not\_For\_Reply\_From\_Internet.hksarg.hk>;  
 Wendy Tin  
 Date: 30/09/2024 15:49  
 Subject: RE: Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

Dear Wendy,

As discussed, please find the said RtoC (file: 20240920 - EPD(AQ).docx) from EPD for your information.

Please note that based on Comment#22, EPD verbally requested us to check with the Regional Office whether there are any odour complaints in past five years. Therefore, we would be grateful if you could provide the odour complaints about the potential odour emission source/Area within 200m assessment area from the Development Site, if any.

Project: Ting Kau Hotel Re-development - S16 Application (60 place DE scheme)  
 Application No.: A/TWW/130

Should you have any queries, please do not hesitate to contact Tony Ling at 3465 2881. Thank you for your attention.

Best Regards,  
**Tony Ling**

Environmental Consultant

Ramboll Hong Kong Limited

Classification: Confidential

**From:** Tony Ling  
**Sent:** Monday, September 30, 2024 2:01 PM  
**To:** Tony Ling  
**Cc:** "SI[RW]21"@Not\_For\_Reply\_From\_Internet.hksarg.hk  
**Subject:** Fw: Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

You don't often get email from [Learn why this is important](#)  
Dear Tony,

Please provide supporting documents (e.g Contract No., appointment letter, request/comments from the said EPD colleague and letter of request for information) for our follow up.

Regards,  
Wendy Hung  
RWG / EPD

----- Forwarded by Wendy WS HUNG/EPD/HKSARG on 30/09/2024 14:02 -----

From: Tony Ling  
To:  
Cc: Wendy Tin  
Date: 26/09/2024 17:35  
Subject: Enquiry for the Odour Complaints related to Potential Odour Emission Source/Area

Dear Mr. Ng,

Since we have received comments from EPD on Ting Kau Hotel Re-development (**See the attachment**), they requested us to check with the Regional Office whether there are any odour complaints in past five years.

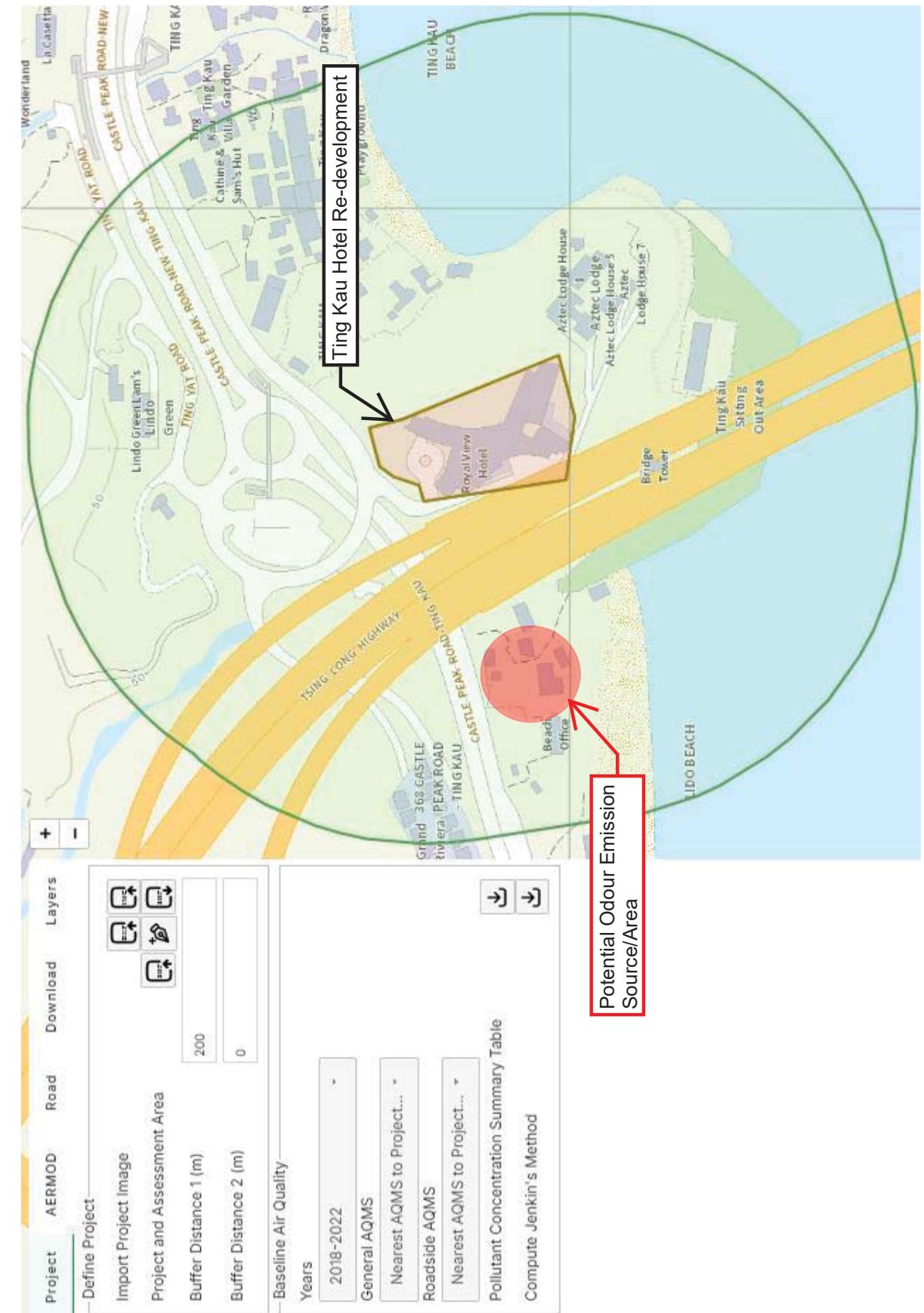
Therefore, we would be grateful if you could provide the odour complaints about the potential odour emission source/Area within 200m assessment area from the Development Site, if any.

Should you have any queries, please do not hesitate to contact Tony Ling at [\[redacted\]](#). Thank you for your attention.

Best Regards,  
**Tony Ling**  
Environmental Consultant

Ramboll Hong Kong Limited

Classification: Confidential[attachment "Location of Project Site & Potential Odour Emission Source\_240926.pdf" deleted by Wendy WS HUNG/EPD/HKSARG] [attachment "20240920 - EPD(AQ).docx" deleted by Wendy WS HUNG/EPD/HKSARG] [attachment "Location of Project Site & Potential Odour Emission Source\_240926.pdf" deleted by Wendy WS HUNG/EPD/HKSARG]



**Yeung, David**

**From:** Ho Pong SIN  
**Sent:** Tuesday, October 8, 2024 11:36 AM  
**To:** Yeung, David  
**Cc:** Lei, Gary  
**Subject:** Re: 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, N.T. -  
**Attachments:** 2024014892L-TD\_Traffic Forecast for AQIA.pdf  
**Importance:** High

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This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Report Suspicious](#)

**To : AECOM**

**(Attn: David Yeung)**

**Appendix 2.8 TD's Endorsement and the Confirmation Letter from Traffic Consultant on the Validity of the Traffic Data**

I refer to your letter dated 7 October 2024 enclosed in the preceding e-mail for the captioned Subject.

It is noted that the Traffic Forecast will be used for Air Quality Impact Assessment only and I have no in-principle objection for the Traffic Forecast Methodology adopted in the submission to EPD.

Regards,  
 Stanley SIN  
 E/TW2, TD

From: "Yeung, David"  
 To: Ho Pong SIN  
 Cc: "Lei, Gary"  
 Date: 2024/10/07 上午 10:45  
 Subject: 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, N.T. -

Dear Mr. Sin,

Further to your approval on the Traffic Noise Impact Assessment (TNIA) on the captioned projected on 24 September 2024, we would like to ask your endorsement on the Air Quality Impact Assessment (AQIA) as per EPD's comments.

To provide the traffic forecast for AQIA, similar methodology of estimating traffic forecast for TNIA is adopted with 5 different years (i.e. 2028, 2029, 2033, 2038 and 2043) within 500m-radius Study Area. Please find attached Technical Note regarding the methodology and results of the traffic forecast adopted in the AQIA for your consideration.

Should you have any queries or require further information, please feel free to call me or our Mr. Gary Lei at \_\_\_\_\_

The hard copy of the same will be delivered to your office in parallel.

Thank you for your kind assistance.

Regards,

**David Yeung**  
Senior Engineer, Traffic & Transport Planning,  
Land Supply / Municipal, Hong Kong

**AECOM**  
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+852 3922 9797 fax

Our Ref : DYPK:GLYF:wtsk:60648191-2024014892L

7 October 2024

**By Hand**

Transport Department  
NT Regional Office  
Traffic Survey & Support Division  
Tsuen Wan Section  
Rm 1015 ,10/F, Mongkok Government Offices  
30 Luen Wan Street, Mongkok, Kowloon

Attn: Mr. SIN Ho Pong, Stanley (Engr/Tsuen Wan 2)

Dear Sir,

**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**  
**(Section 16 Planning Application No. A/TWW/130)**

**Technical Note of Traffic Forecast for Air Quality Impact Assessment**

We, AECOM Asia Co. Ltd., are the Traffic Consultant commissioned by the developer, to provide traffic forecast for Air Quality Impact Assessment (AQIA) for the captioned Proposed Comprehensive Development Area for your further comment and approval.

The Proposed Development is tentatively scheduled for completion in 2028. A traffic forecast for 15 years after the tentative in-take year including 2028, 2029, 2033, 2038 and 2043 is adopted for AQIA study purpose.

Please find enclosed Technical Note regarding the methodology and results of the traffic forecast adopted in the AQIA for your consideration. Should you have any queries or require further information, please feel free to contact our Mr. Gary Lei at \_\_\_\_\_ or the undersigned at \_\_\_\_\_

Thank you very much for your kind assistance.

Yours faithfully,  
For and on behalf of  
AECOM Asia Co. Ltd.

David Yeung  
Senior Engineer, Traffic and Transport Planning  
Land Supply / Municipal

Encl.

## METHODOLOGY OF ESTIMATING TRAFFIC FORECASTS FOR AIR QUALITY IMPACT ASSESSMENT

### 1 BACKGROUND

- 1.1 The subject site is zoned "Residential ((Group B) 2" (i.e. "R(B)2") under the current Tsuen Wan West Outline Zoning Plan (OZP) No. S/TWW/21. Is at TWIL 5 and Lot No. 429 in D.D. 399 as indicated in **Appendix A**.
- 1.2 The Applicant now proposed a higher flat number comprises 674 nos. of residential units with an average flat size of about 43.6m<sup>2</sup>.
- 1.3 AECOM Asia Company Limited was commissioned by the Applicant to provide traffic forecasts for Air Quality Impact Assessment (AQIA) for the Subject Site.
- 1.4 Purposes of this Technical Note are to elaborate the methodology of estimating traffic forecast for AQIA and present the results of traffic forecast.

### 2 METHODOLOGY

- 2.1 The proposed Subject Site is tentatively scheduled for completion in year 2028. Thus 5 years between year 2028 and year 2043 (i.e. year 2028 + 15 years), which include 2028, 2029, 2033, 2038 and 2043 are adopted as the assessment years for the AQIA.
- 2.2 As mentioned in the Traffic Impact Assessment of the subject Planning Application, the traffic forecast is made reference to Average Annual Daily Traffic (AADT) Data from ATC, the traffic flow extracted from 2019-Based District Traffic Model (BDTM) and the planning data in 2019-based Territorial Population and Employment Data Matrix (TPEDM) which is available in Planning Department's website.
- 2.3 Additional trips generated by the proposed development itself and the planned / potential future developments as listed in **Table 4.7** and **Table 4.5** of the TIA report respectively.
- 2.4 As mentioned in **Section 2.1**, year 2028, 2029, 2033, 2038 and 2043 traffic forecasts would be required for the AQIA. Since both reference growth rate data / models has no information between year 2031 to 2043, annual traffic growth rate was derived with reference to the Hong Kong Population Projections 2020-2069 (2020 Edition) published by Census and Statistics Department as listed in **Table 2.1**.

**Table 2.1 Hong Kong Population Projections 2020 - 2069**

Year	Year 2031	Year 2043	Growth Rate Per Annum
Hong Kong Resident Population	7,945,800	8,106,100	~0.17% / year

- 2.5 As shown in **Table 2.1**, the annual growth of population in the territory from years 2031 to 2043 is about 0.17% per annum. Thus, a conservative annual growth rate of 1% per annum is adopted for projecting the peak hour traffic flows from 2031 to 2043.

### 3 TRAFFIC FORECAST

- 3.1 By adopting the methodology in **Chapter 2**, the 2028, 2029, 2033, 2038 and 2043 peak hour traffic flows for the road sections within 500m-radius Study Area are derived.
- 3.2 The peak hour traffic flows are projected to 24 hours traffic flows by referencing the daily traffic profile available in ATC core stations in the vicinity of the study area.
- 3.3 The produced traffic forecasts were required to convert from Passenger Car Unit (PCU) to vehicle for the purpose of AQIA. Based on the PCU conversion factors shown in **Table 3.1**, the traffic flows were converted from PCU to vehicle.

**Table 3.1 Vehicle Groupings and PCU Conversion Factors**

Vehicle Group	Individual Vehicle Class	PCU Factor
PV	Motorcycle	0.75
	Private Car	1.00
	Taxi	1.00
	Private Light Buses	1.50
	Non-Franchised Buses	2.00
GV	Light Goods Vehicles (LGV)	1.50
	Medium/Heavy Goods Vehicles (MGV/HGV)	2.25
PT	Public Light Buses (PLB)	1.50
	Franchised Buses	2.50

- 3.4 For the AQIA, vehicles are required to be further classified by weight. The proportion of licensed vehicle number by weight is adopted to split the traffic flows as shown in **Table 3.2**.

**Table 3.2 Vehicle Class by Weight**

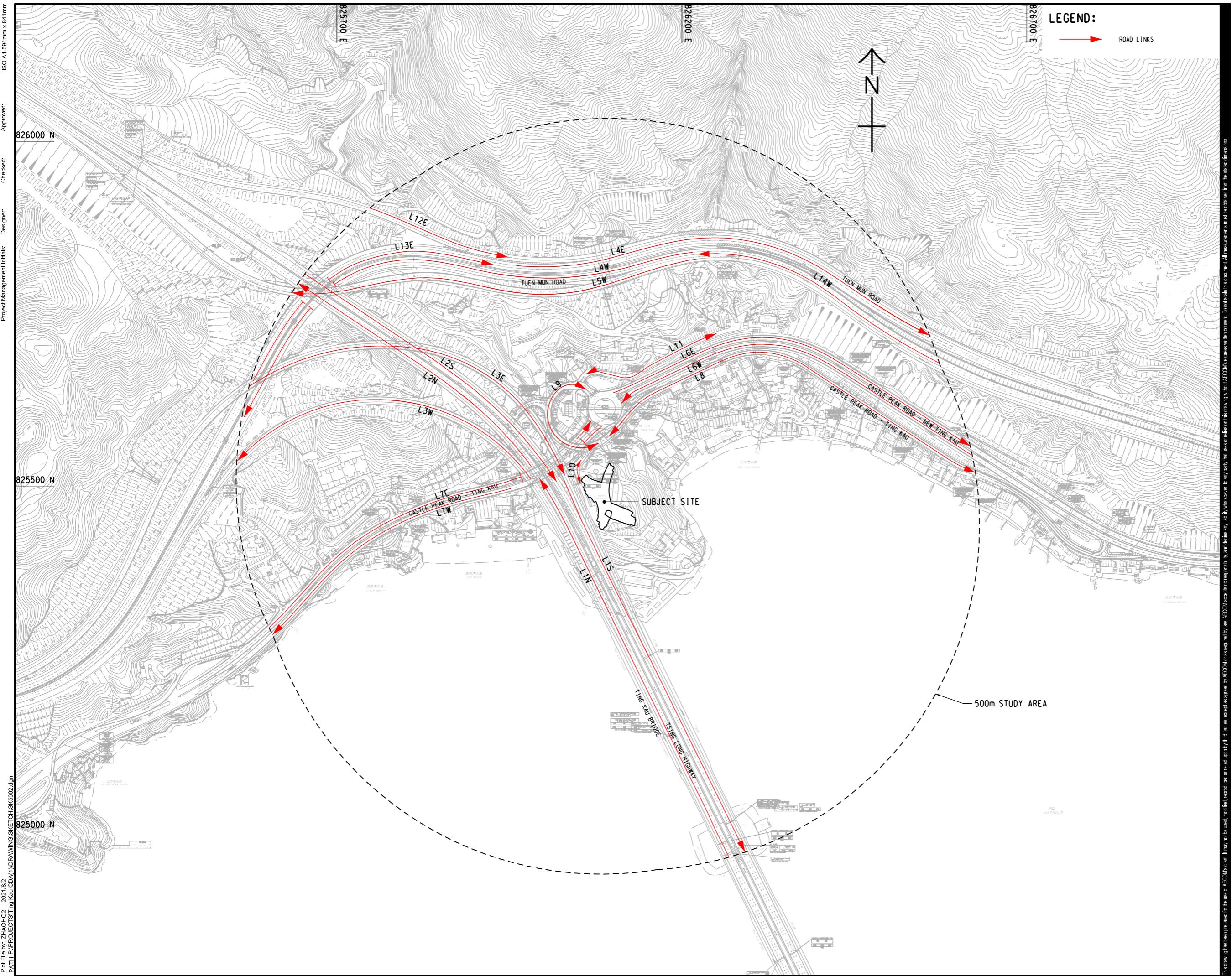
Vehicle Class	Vehicle Class by weight	Notation
Motorcycle	Motorcycle	MC
Private Car	Private Car	PC
Taxi	Taxi	TAXI
Private Light Buses	Private Light Buses (<=3.5t) Private Light Buses (>3.5t)	PV4 PV5
Non-Franchised Buses	Non-franchised Buses (<6.4t) Non-franchised Buses (6.4-15t) Non-franchised Buses (15-24t) Non-franchised Buses (>24t)	NFB6 NFB7 NFB8 NFB9
Light Goods Vehicles	Light Goods Vehicles (<=2.5t) Light Goods Vehicles (2.5-3.5t) Light Goods Vehicles (3.5-5.5t)	LGV3 LGV4 LGV6
Medium/Heavy Goods Vehicles	Medium Goods Vehicles (5.5-15t) Medium Goods Vehicles (15-24t) Heavy Goods Vehicles (>24t)	HGV7 HGV8 HGV9
Public Light Buses	Public Light Buses	PLB
Franchised Buses	Single Deck Franchised Buses Double Deck Franchised Buses	FBSD FBDD

- 3.5 For the AQIA, travel speed for each road link is required. The speed flow curves in BDTM are adopted to calculate the travel speed.
- 3.6 To calculate the vehicle kilometers travelled for AQIA, the traffic flows are multiplied by the distance of each link.
- 3.7 The traffic flow of the road links within the 500m Study Area together with vehicle composition by weight, the vehicle kilometer travelled, and travel speed, are presented in **Appendix B**.

## ***Appendix A***

### ***Site Location Plan***

---



***Year 2028 Traffic Data***

---

## ***Appendix B***

***Traffic Data for AQIA***

---

**Hourly Traffic Flows**

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L1N	0000 - 0100	621	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	420	60%	10%	0%	8%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0200 - 0300	319	58%	10%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	0%	
	0300 - 0400	255	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	0%	
	0400 - 0500	234	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%	0%
	0500 - 0600	322	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	2%	0%	0%
	0600 - 0700	916	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%	0%
	0700 - 0800	2403	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	2%	0%	3%	5%	2%	0%	0%
	0800 - 0900	2715	51%	7%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%	0%
	0900 - 1000	2370	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	1%	0%	3%	3%	2%	0%	0%	0%
	1000 - 1100	2063	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	3%	2%	3%	0%	0%	0%
	1100 - 1200	1952	40%	8%	0%	18%	7%	6%	11%	1%	0%	0%	0%	0%	3%	2%	3%	0%	0%	0%
	1200 - 1300	3000	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	1%	5%	1%	3%	0%	0%	0%
	1300 - 1400	3074	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	5%	1%	3%	0%	0%	0%
	1400 - 1500	3278	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	4%	2%	3%	0%	0%	0%
	1500 - 1600	3337	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%
	1600 - 1700	3581	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	5%	2%	3%	0%	0%	0%
	1700 - 1800	4073	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	1%	0%	6%	5%	2%	0%	0%
	1800 - 1900	4270	58%	4%	0%	11%	4%	3%	5%	0%	0%	1%	0%	0%	6%	4%	1%	0%	0%	0%
	1900 - 2000	3291	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	7%	3%	1%	0%	0%	0%
	2000 - 2100	2419	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	7%	3%	1%	0%	0%	0%
	2100 - 2200	2163	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%
	2200 - 2300	2076	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%
	2300 - 0000	1560	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	8%	3%	1%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L1S	0000 - 0100	1245	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	841	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0200 - 0300	638	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	4%	4%	1%	0%	0%	0%
	0300 - 0400	509	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	4%	5%	1%	0%	0%	0%
	0400 - 0500	467	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%	0%
	0500 - 0600	641	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%	0%
	0600 - 0700	1821	54%	8%	0%	11%	4%	3%	6%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%	0%
	0700 - 0800	4768	52%	7%	0%	12%	4%	3%	6%	0%	0%	1%	1%	2%	0%	4%	5%	2%	0%	0%
	0800 - 0900	5370	53%	7%	0%	12%	4%	4%	8%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%	0%
	0900 - 1000	4659	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	3%	3%	2%	0%	0%	0%
	1000 - 1100	4024	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	3%	2%	3%	0%	0%
	1100 - 1200	3812	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	3%	2%	3%	0%	0%	0%
	1200 - 1300	2123	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	3%	1%	3%	0%	0%	0%
	1300 - 1400	2153	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	3%	2%	3%	0%	0%	0%
	1400 - 1500	2288	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	1%	0%	2%	2%	3%	0%	0%	0%
	1500 - 1600	2341	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	1%	0%	2%	2%	3%	0	

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

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L7W	0000 - 0100	134	52%	16%	0%	2%	1%	0%	0%	3%	1%	0%	1%	2%	6%	14%	2%	0%	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%	0%	1%	0%	1%	2%	3%	6%	19%	2%	0%	0%
	0400 - 0500	45	42%	10%	0%	3%	1%	0%	1%	0%	1%	0%	1%	2%	2%	7%	21%	2%	0%	0%
	0500 - 0600	70	40%	8%	0%	4%	1%	0%	1%	0%	1%	0%	1%	2%	2%	4%	7%	22%	2%	0%
	0600 - 0700	164	38%	7%	0%	5%	1%	0%	1%	0%	1%	0%	1%	2%	2%	4%	7%	24%	2%	0%
	0700 - 0800	433	36%	6%	0%	5%	1%	0%	1%	0%	1%	0%	1%	2%	2%	4%	7%	26%	2%	0%
	0800 - 0900	451	49%	11%	0%	4%	1%	0%	1%	0%	1%	0%	1%	2%	3%	6%	10%	3%	1%	0%
	0900 - 1000	360	53%	14%	0%	5%	2%	0%	1%	0%	1%	0%	1%	2%	3%	14%	0%	0%	0%	0%
	1000 - 1100	319	51%	9%	0%	7%	3%	0%	1%	0%	1%	0%	1%	2%	5%	11%	2%	0%	0%	0%
	1100 - 1200	316	50%	15%	0%	8%	3%	0%	1%	0%	1%	0%	1%	2%	5%	10%	1%	0%	0%	0%
	1200 - 1300	272	44%	15%	0%	8%	3%	0%	1%	0%	1%	0%	1%	2%	4%	7%	3%	6%	1%	0%
	1300 - 1400	319	42%	13%	0%	8%	3%	0%	1%	0%	1%	0%	1%	2%	4%	7%	6%	4%	2%	0%

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

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L15	0000 - 0100	3	71%	21%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0100 - 0200	2	70%	20%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0200 - 0300	1	69%	18%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0300 - 0400	1	68%	17%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0400 - 0500	1	67%	15%	0%	9%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0500 - 0600	1	66%	14%	0%	9%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%
	0600 - 0700	3	65%	12%	0%	10%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0700 - 0800	8	63%	10%	0%	12%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	0800 - 0900	11	64%	14%	0%	8%	3%	2%	3%	0%	1%	6%	3%	2%	4%	0%	0%	4%	1%	0%	0%
	0900 - 1000	9	68%	18%	0%	9%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	8	64%	11%	0%	14%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	1100 - 1200	8	59%	18%	0%	14%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	1200 - 1300	9	39%	13%	0%	15%	4%	0%	1%	0%	0%	0									

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L18_B	0000 - 0100	173	53%	16%	0%	2%	3%	1%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%	
	0100 - 0200	113	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%	
	0200 - 0300	84	48%	13%	0%	3%	1%	0%	1%	4%	0%	0%	1%	2%	3%	6%	16%	2%	0%	0%	
	0300 - 0400	60	46%	11%	0%	4%	1%	0%	1%	5%	0%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	57	43%	10%	0%	4%	1%	0%	1%	5%	0%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0500 - 0600	89	41%	9%	0%	5%	2%	0%	1%	5%	0%	0%	1%	2%	2%	4%	6%	21%	2%	0%	0%
	0600 - 0700	210	39%	7%	0%	5%	2%	1%	1%	5%	0%	0%	1%	2%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	554	37%	6%	0%	6%	2%	1%	1%	6%	0%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	587	50%	11%	0%	4%	2%	1%	2%	4%	0%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	468	54%	14%	0%	5%	2%	0%	0%	4%	0%	0%	2%	1%	1%	3%	13%	0%	0%	0%	0%
	1000 - 1100	418	52%	9%	0%	8%	3%	0%	1%	5%	0%	0%	1%	1%	2%	4%	10%	2%	0%	0%	0%
	1100 - 1200	414	50%	15%	0%	9%	3%	0%	1%	3%	0%	1%	1%	1%	1%	4%	9%	1%	0%	0%	0%
	1200 - 1300	266	31%	10%	0%	6%	2%	0%	0%	1%	8%	0%	0%	1%	7%	15%	3%	5%	1%	0%	0%
	1300 - 1400	351	27%	8%	0%	3%	1%	0%	0%	1%	2%	1%	12%	8%	18%	2%	5%	1%	0%	0%	0%
	1400 - 1500	280	33%	8%	0%	6%	2%	0%	0%	1%	1%	4%	10%	7%	16%	3%	6%	1%	0%	0%	0%
	1500 - 1600	276	37%	14%	0%	3%	1%	0%	0%	1%	2%	13%	6%	4%	10%	2%	6%	1%	0%	0%	0%
	1600 - 1700	338	31%	7%	0%	4%	1%	0%	0%	1%	2%	16%	8%	5%	12%	4%	8%	2%	0%	0%	0%
	1700 - 1800	276	54%	11%	0%	4%	2%	0%	0%	1%	0%	0%	5%	3%	7%	2%	6%	4%	0%	0%	0%
	1800 - 1900	341	57%	11%	0%	4%	1%	0%	0%	1%	0%	0%	4%	3%	6%	2%	6%	1%	0%	0%	0%
	1900 - 2000	318	59%	14%	0%	2%	1%	0%	0%	1%	0%	0%	4%	3%	6%	3%	7%	1%	0%	0%	0%
	2000 - 2100	237	52%	13%	0%	2%	1%	0%	0%	1%	0%	0%	5%	4%	8%	3%	9%	1%	0%	0%	0%
	2100 - 2200	234	42%	17%	0%	3%	1%	0%	0%	1%	0%	0%	7%	5%	10%	3%	7%	5%	0%	0%	0%
	2200 - 2300	227	49%	16%	0%	1%	0%	0%	0%	1%	0%	0%	7%	5%	11%	4%	6%	1%	0%	0%	0%
	2300 - 0000	163	45%	14%	0%	1%	0%	0%	0%	1%	0%	0%	8%	6%	12%	3%	7%	1%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L21	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0100 - 0200	1	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0500 - 0600	66	44%	9%	0%	7%	3%	1%	1%	3%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%	0%
	0600 - 0700	156	41%	8%	0%	3%	1%	2%	4%	0%	2%	3%	2%	4%	5%	4%	15%	2%	0%	0%	0%
	0700 - 0800	410	39%	6%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	16%	2%	0%	0%	0%
	0800 - 0900	464	50%	11%	0%	7%	2%	2%	3%	2%	0%	4%	2%	1%	3%	3%	6%	3%	1%	0%	0%
	0900 - 1000	360	55%	14%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%	0%
	1000 - 1100	330	52%	9%	0%	12%	4%	0%	1%	3%	0%	2%	1%	2%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	330	49%	15%	0%	13%	5%	0%	1%	2%	0%	1%	2%	1%	1%	2%	3%	5%	1%	0%	0%
	1200 - 1300	293	44%	15%	0%	7%	3%	0													

## Year 2029 Traffic Data

Road Link Ref.	Hour	Hourly Traffic Flows																		
		Hourly Project Traffic Flow Composition (%)									Hourly Actual Traffic Flow Composition (%)									
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrL84 <=3.5t	PrL85 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSd	FBDD	MC	HGV9 >24t	NFB9 >24t
L1N	0000 - 0100	619	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	419	60%	10%	0%	8%	3%	2%	5%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	318	58%	10%	0%	8%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	255	57%	9%	0%	10%	4%	4%	3%	5%	1%	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	915	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2399	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	1%	1%	1%	0%	3%	5%	2%	0%
	0800 - 0900	2710	51%	7%	0%	12%	4%	4%	9%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2365	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	1%	1%	0%	3%	3%	2%	0%
	1000 - 1100	2059	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	0%	3%	2%	3%	0%
	1100 - 1200	1948	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	3021	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	1%	0%	0%	5%	1%	3%	0%
	1300 - 1400	3095	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%
	1400 - 1500	3301	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%
	1500 - 1600	3360	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1600 - 1700	3606	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	0%	5%	2%	3%	0%
	1700 - 1800	4101	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	0%	1%	0%	6%	5%	2%	0%
	1800 - 1900	4300	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	1%	0%	6%	4%	1%	0%
	1900 - 2000	3315	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	7%	3%	1%	0%
	2000 - 2100	2436	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%
	2100 - 2200	2178	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2200 - 2300	2091	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%
	2300 - 0000	1570	58%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	0%	8%	3%	1%	0%

Road Link Ref.	Hour	Hourly Traffic Flows																		
		Hourly Project Traffic Flow Composition (%)									Hourly Actual Traffic Flow Composition (%)									
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrL84 <=3.5t	PrL85 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSd	FBDD	MC	HGV9 >24t	NFB9 >24t
L1S	0000 - 0100	1247	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	842	61%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	639	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	1%	0%	4%	4%	1%	0%
	0300 - 0400	510	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	0%	4%	5%	1%	0%
	0400 - 0500	468	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0500 - 0600	642	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	1%	0%	4%	5%	1%	0%
	0600 - 0700	1825	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	4778	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	1%	0%	4%	5%	2%	0%
	0800 - 0900	5380	53%	7%	0%	12%	4%	4%	8%	0%	0%	0%	1%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	4667	49%	7%	0%	15%	6%	6%	8%	0%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4031	40%	8%	0%	19%	7%	5%	10%	1%	0%	0%	1%	1%	1%	0%	3%	2%	3%	0%
	1100 - 1200	3818	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	0%	3%	2%	3%	0%
	1200 - 1300	2159	48%	7%	0%	14%	5%	6%	11%	0%	0%	0%	1%	1%	1%	0%	3%	1%	3%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																	
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrLB4 >3.5t	PrLB5 <=6.4t	NFB6 6.4t-15t	NFB7 15-24t	NFB8 FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L3E	0000 - 0100	713	62%	11%	0%	8%	3%	2%	4%	2%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0100 - 0200	482	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	1%	0%	4%	4%	1%	0%
	0200 - 0300	366	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	0%	4%	4%	1%	0%
	0300 - 0400	292	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	0%	4%	4%	1%	0%
	0400 - 0500	268	56%	9%	0%	10%	4%	3%	5%	1%	0%	0%	1%	1%	0%	3%	5%	1%	0%
	0500 - 0600	367	55%	8%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	0%	3%	5%	2%	0%
	0600 - 0700	1044	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	0%	3%	5%	2%	0%
	0700 - 0800	2733	52%	7%	0%	12%	4%	3%	7%	1%	0%	0%	1%	1%	0%	3%	5%	2%	0%
	0800 - 0900	3080	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2678	49%	7%	0%	16%	6%	4%	8%	1%	0%	0%	1%	0%	0%	3%	3%	2%	0%
	1000 - 1100	2322	39%	8%	0%	19%	7%	5%	11%	1%	0%	1%	0%	0%	0%	3%	3%	0%	0%
	1100 - 1200	2200	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	0%	0%	3%	3%	0%	0%
	1200 - 1300	1450	49%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%
	1300 - 1400	1470	45%	7%	0%	18%	6%	5%	10%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
	1400 - 1500	1563	42%	7%	0%	18%	7%	6%	11%	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%
	1500 - 1600	1599	46%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	1%	0%	2%	3%	0%	0%
	1600 - 1700	1714	46%	6%	0%	18%	6%	5%	10%	0%	0%	0%	1%	0%	0%	3%	3%	0%	0%
	1700 - 1800	2004	54%	5%	0%	15%	6%	3%	6%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%
	1800 - 1900	2170	65%	4%	0%	9%	3%	2%	4%	0%	0%	1%	1%	0%	0%	2%	5%	1%	0%
	1900 - 2000	1679	69%	7%	0%	7%	2%	2%	4%	1%	0%	0%	1%	0%	0%	2%	3%	1%	0%
	2000 - 2100	1225	63%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	2%	4%	1%	0%
	2100 - 2200	1094	65%	10%	0%	7%	3%	2%	4%	1%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2200 - 2300	1061	66%	12%	0%	6%	2%	2%	3%	1%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	2300 - 0000	794	64%	12%	0%	7%	2%	2%	4%	1%	0%	0%	0%	0%	0%	3%	4%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																	
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrLB4 >3.5t	PrLB5 <=6.4t	NFB6 6.4t-15t	NFB7 15-24t	NFB8 FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L5W	0000 - 0100	239	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	0100 - 0200	162	60%	10%	0%	9%	3%	3%	2%	5%	0%	0%	0%	1%	0%	3%	4%	1%	0%
	0200 - 0300	123	59%	10%	0%	9%	3%	2%	5%	0%	0%	0%	1%	0%	0%	3%	4%	1%	0%
	0300 - 0400	99	57%	9%	0%	10%	4%	3%	5%	0%	0%	0%	1%	0%	0%	3%	4%	1%	0%
	0400 - 0500	91	56%	9%	0%	11%	4%	4%	5%	0%	0%	0%	1%	0%	0%	3%	5%	2%	0%
	0500 - 0600	125	54%	8%	0%	11%	4%	4%	5%	0%	0%	0%	1%	0%	0%	3%	4%	1%	0%
	0600 - 0700	355	53%	7%	0%	12%	4%	3%	5%	0%	0%	0%	1%	0%	0%	3%	5%	2%	0%
	0700 - 0800	933	51%	7%	0%	13%	5%	4%	5%	0%	0%	0%	1%	0%	0%	2%	3%	1%	0%
	0800 - 0900	1055	51%	7%	0%	13%	5%	5%	4%	0%	0%	0%	1%	0%	0%	3%	4%	2%	0%
	0900 - 1000	921	48%	7%	0%	17%	6%	5%	6%	0%	0%	0%	1%	0%	0%	2%	3%	2%	0%
	1000 - 1100	801	38%	8%	0%	20%	7%	6%	11%	0%	0%	0%	1%	0%	0%	3%	3%	0%	0%
	1100 - 1200	758	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
	1200 - 1300	1162	34%	5%	0%	20%	7%	8%	16%	0%	0%	0%	1%	0%	0%	4%	4%	1%	0%
	1300 - 1400	1206	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	3%	4%	1%	0%
	1400 - 1500	1302	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
	1500 - 1600	1308	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	3%</			

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																	
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrLB4 <=3.5t	PrLB5 <=6.4t	NFB6 6.41-15t	NFB7 15-24t	NFB8 FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L7W	0000 - 0100	138	52%	16%	0%	2%	1%	0%	0%	3%	0%	1%	1%	2%	6%	14%	2%	0%	0%
	0100 - 0200	90	49%	14%	0%	2%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%
	0200 - 0300	68	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	3%	6%	17%	2%	0%
	0300 - 0400	49	45%	11%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	19%	2%	0%
	0400 - 0500	46	42%	10%	0%	4%	1%	0%	1%	4%	0%	1%	2%	2%	3%	7%	21%	2%	0%
	0500 - 0600	72	40%	8%	0%	4%	1%	0%	1%	5%	0%	1%	2%	2%	4%	7%	22%	2%	0%
	0600 - 0700	170	38%	7%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	24%	2%	0%
	0700 - 0800	447	36%	6%	0%	5%	2%	0%	1%	5%	0%	1%	3%	2%	4%	7%	26%	2%	0%
	0800 - 0900	466	49%	11%	0%	4%	1%	1%	2%	3%	0%	3%	1%	1%	2%	6%	10%	3%	1%
	0900 - 1000	372	53%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	2%	3%	14%	0%	0%
	1000 - 1100	329	51%	9%	0%	7%	3%	0%	1%	5%	0%	1%	1%	2%	5%	11%	2%	0%	0%
	1100 - 1200	326	50%	15%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	5%	10%	1%	0%	0%
	1200 - 1300	281	44%	15%	0%	8%	3%	0%	0%	1%	0%	3%	4%	3%	7%	3%	6%	1%	0%
	1300 - 1400	329	42%	13%	0%	5%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	6%	2%	0%
	1400 - 1500	299	46%	11%	0%	9%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	6%	2%	0%
	1500 - 1600	304	49%	19%	0%	4%	1%	0%	1%	1%	6%	3%	2%	4%	2%	6%	1%	0%	0%
	1600 - 1700	344	45%	10%	0%	6%	2%	0%	0%	1%	1%	7%	4%	3%	9%	3%	0%	0%	0%
	1700 - 1800	356	62%	13%	0%	5%	2%	0%	0%	1%	0%	2%	1%	3%	2%	5%	4%	0%	0%
	1800 - 1900	440	66%	12%	0%	5%	2%	0%	0%	1%	0%	1%	1%	2%	2%	5%	1%	0%	0%
	1900 - 2000	417	67%	15%	0%	2%	1%	0%	0%	1%	0%	2%	1%	2%	2%	6%	1%	0%	0%
	2000 - 2100	299	61%	15%	0%	3%	1%	0%	0%	1%	0%	2%	1%	3%	3%	9%	2%	0%	0%
	2100 - 2200	287	50%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	2%	7%	6%	0%
	2200 - 2300	277	59%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	3%	6%	2%	0%
	2300 - 0000	191	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	7%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																	
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrLB4 <=3.5t	PrLB5 <=6.4t	NFB6 6.41-15t	NFB7 15-24t	NFB8 FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L11	0000 - 0100	3	63%	19%	0%	3%	1%	0%	0%	0%	0%	1%	3%	2%	5%	0%	0%	2%	0%
	0100 - 0200	2	61%	17%	0%	4%	1%	0%	1%	0%	0%	1%	4%	2%	5%	0%	0%	2%	0%
	0200 - 0300	2	59%	16%	0%	5%	2%	0%	1%	0%	0%	1%	4%	3%	6%	0%	0%	2%	0%
	0300 - 0400	1	57%	14%	0%	6%	2%	0%	1%	1%	0%	0%	2%	5%	3%	7%	0%	0%	2%
	0400 - 0500	1	55%	13%	0%	7%	2%	0%	1%	1%	0%	0%	2%	5%	4%	8%	0%	0%	0%
	0500 - 0600	2	53%	11%	0%	8%	3%	0%	1%	1%	0%	0%	2%	5%	3%	6%	4%	9%	0%
	0600 - 0700	4	51%	9%	0%	9%	3%	0%	1%	1%	0%	0%	2%	5%	4%	9%	0%	0%	0%
	0700 - 0800	10	48%	8%	0%	10%	3%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	0800 - 0900	12	54%	12%	0%	10%	3%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	0900 - 1000	9	62%	16%	0%	8%	3%	0%	1%	1%	0%	0%	3%	3%	0%	1%	0%	0%	0%
	1000 - 1100	8	58%	10%	0%	12%	4%	0%	1%	1%	0%	0%	3%	3%	2%	4%	0%	0%	0%
	1100 - 1200	9	55%	17%	0%	12%	4%	0%	1%	1%	0%	0%	3%	3%	2%	4%	0%	0%	0%
	1200 - 1300	17	34%	11%	0%	4%	4%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	1300 - 1400	23	28%	8%	0%	4%	4%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	1400 - 1500	23	28%	8%	0%	4%	4%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	1500 - 1600	23	28%	8%	0%	4%	4%	0%	1%	1%	0%	0%	3%	3%	1%	1%	0%	0%	0%
	1600 - 1700	2																	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																				
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t		
L15	0000 - 0100	3	71%	21%	0%	4%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
	0100 - 0200	2	70%	20%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
	0200 - 0300	1	69%	18%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
	0300 - 0400	1	68%	17%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
	0400 - 0500	1	67%	15%	0%	9%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
	0500 - 0600	1	66%	14%	0%	11%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	0%	
	0600 - 0700	3	65%	12%	0%	12%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	0%	
	0700 - 0800	8	63%	10%	0%	14%	5%	1%	3%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	0%	
	0800 - 0900	11	64%	14%	0%	8%	3%	2%	4%	0%	0%	0%	0%	0%	0%	0%	4%	1%	0%	0%	0%	
	0900 - 1000	9	68%	18%	0%	9%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	8	64%	11%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
	1100 - 1200	8	59%	18%	0%	14%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	
	1200 - 1300	9	41%	14%	0%	16%	6%	0%	1%	0%	1%	4%	5%	4%	8%	0%	1%	0%	0%	0%	0%	
	1300 - 1400	11	40%	12%	0%	10%	3%	0%	0%	0%	1%	8%	7%	5%	11%	0%	2%	0%	0%	0%	0%	
	1400 - 1500	10	43%	10%	0%	17%	6%	1%	1%	0%	0%	2%	5%	4%	8%	0%	2%	0%	0%	0%	0%	
	1500 - 1600	10	49%	19%	0%	7%	3%	1%	1%	0%	7%	4%	2%	5%	0%	0%	1%	0%	0%	0%	0%	
	1600 - 1700	11	45%	10%	0%	11%	4%	0%	1%	0%	9%	5%	3%	7%	0%	0%	3%	0%	0%	0%	0%	
	1700 - 1800	11	61%	13%	0%	10%	4%	0%	0%	0%	2%	2%	3%	0%	0%	4%	0%	0%	0%	0%	0%	
	1800 - 1900	14	65%	12%	0%	9%	3%	0%	1%	0%	0%	2%	2%	1%	3%	0%	1%	0%	0%	0%	0%	
	1900 - 2000	12	71%	16%	0%	4%	1%	0%	0%	0%	0%	2%	1%	3%	0%	0%	1%	0%	0%	0%	0%	
	2000 - 2100	9	66%	16%	0%	6%	2%	0%	0%	0%	0%	3%	2%	4%	0%	0%	2%	0%	0%	0%	0%	
	2100 - 2200	9	52%	21%	0%	7%	3%	0%	0%	0%	0%	0%	3%	2%	5%	0%	0%	6%	0%	0%	0%	0%
	2200 - 2300	8	63%	21%	0%	2%	1%	0%	0%	0%	0%	4%	3%	6%	0%	0%	2%	0%	0%	11%	0%	
	2300 - 0000	6	60%	19%	0%	3%	1%	0%	0%	0%	4%	3%	7%	0%	0%	2%	0%	0%	0%	12%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																					
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t			
L18_B	0000 - 0100	178	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	0%	0%	0%	1%	2%	6%	13%	2%	0%		
	0100 - 0200	116	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	0%	0%	0%	0%	1%	2%	6%	14%	2%	0%	
	0200 - 0300	87	48%	13%	0%	3%	1%	0%	1%	4%	0%	0%	0%	0%	0%	0%	1%	3%	6%	16%	2%	0%	
	0300 - 0400	62	46%	11%	0%	4%	1%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	3%	6%	18%	2%	0%	
	0400 - 0500	59	43%	10%	0%	4%	1%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	3%	6%	19%	2%	0%	
	0500 - 0600	92	41%	9%	0%	5%	1%	0%	1%	4%	0%	0%	0%	0%	0%	0%	1%	3%	6%	21%	2%	0%	
	0600 - 0700	216	39%	7%	0%	5%	2%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	2%	4%	6%	22%	2%	0%
	0700 - 0800	569	37%	6%	0%	6%	2%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	2%	4%	7%	24%	2%	0%
	0800 - 0900	604	50%	11%	0%	4%	2%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	2%	5%	9%	3%	1%	
	0900 - 1000	482	54%	14%	0%	5%	2%	0%	0%	4%	0%	0%	0%	0%	0%	0%	1%	3%	13%	0%	0%	0%	
	1000 - 1100	430	52%	9%	0%	8%	3%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	2%	4%	10%	2%	0%	
	1100 - 1200	426	50%	15%	0%	9%	3%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	1%	4%	9%	1%	0%</	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <>1st	HGV8 15-24t	PLB	PrlB4 <=3.5t	PrlB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L21	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0100 - 0200	1	75%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0300 - 0400	1	75%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0700 - 0800	4	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	0800 - 0900	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
	0900 - 1000	5	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	4	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	1100 - 1200	4	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	1200 - 1300	3	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	1300 - 1400	3	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	1400 - 1500	3	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	1500 - 1600	4	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1600 - 1700	3	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
	1700 - 1800	5	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
	1800 - 1900	6	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	1900 - 2000	6	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	2000 - 2100	4	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	2100 - 2200	4	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
	2200 - 2300	4	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	2300 - 0000	2	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%

## Year 2033 Traffic Data

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <>1st	HGV8 15-24t	PLB	PrlB4 <=3.5t	PrlB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L22	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0100 - 0200	1	75%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0300 - 0400	1	75%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0400 - 0500	0	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
	0700 - 0800	4	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	0800 - 0900	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
	0900 - 1000	5	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	1000 - 1100	4	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	1100 - 1200	4	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
	1200 - 1300	3	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
	1300 - 1400	3	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
	1400 - 1500	3	78%	19%	0%	0%	0%	0%													

**Hourly Traffic Flows**

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L1N	0000 - 0100	631	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	427	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0200 - 0300	324	58%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0300 - 0400	259	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0400 - 0500	238	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0500 - 0600	327	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	932	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2444	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	0%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	2760	51%	6%	0%	12%	4%	4%	9%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2408	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%	0%
	1000 - 1100	2097	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	3%	2%	3%	0%	0%
	1100 - 1200	1984	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	2%	3%	0%	0%
	1200 - 1300	3127	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	1%	0%	5%	1%	3%	0%	0%
	1300 - 1400	3203	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%	0%
	1400 - 1500	3416	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%	0%
	1500 - 1600	3478	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	5%	2%	3%	0%	0%
	1600 - 1700	3732	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	5%	2%	3%	0%	0%
	1700 - 1800	4244	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	1%	0%	6%	5%	2%	0%	0%
	1800 - 1900	4450	58%	4%	0%	11%	4%	3%	5%	0%	0%	0%	1%	0%	0%	6%	4%	1%	0%	0%
	1900 - 2000	3430	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	0%	7%	3%	1%	0%	0%
	2000 - 2100	2520	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	7%	3%	1%	0%	0%
	2100 - 2200	2254	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%
	2200 - 2300	2164	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%
	2300 - 0000	1625	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L3E	0000 - 0100	738	62%	11%	0%	7%	3%	2%	4%	2%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	498	60%	10%	0%	8%	3%	2%	4%	2%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0200 - 0300	378	59%	10%	0%	9%	3%	2%	5%	1%	0%	0%	1%	0%	1%	4%	4%	1%	0%	0%
	0300 - 0400	302	57%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	1%	4%	4%	1%	0%	0%
	0400 - 0500	277	56%	9%	0%	10%	4%	4%	5%	1%	0%	0%	1%	1%	1%	5%	1%	0%	0%	0%
	0500 - 0600	380	55%	8%	0%	11%	4%	4%	6%	1%	0%	0%	1%	1%	1%	5%	2%	0%	0%	0%
	0600 - 0700	1079	53%	7%	0%	11%	4%	3%	6%	1%	0%	0%	1%	1%	1%	5%	2%	0%	0%	0%
	0700 - 0800	2825	52%	7%	0%	12%	4%	4%	7%	1%	0%	0%	1%	1%	1%	5%	2%	0%	0%	0%
	0800 - 0900	3185	52%	7%	0%	12%	4%	4%	8%	1%	0%	0%	1%	1%	1%	4%	2%	0%	0%	0%
	0900 - 1000	2770	49%	7%	0%	16%	6%	6%	4%	8%	1%	0%	0%	1%	1%	3%	3%	2%	0%	0%
	1000 - 1100	2401	39%	8%	0%	19%	7%	5%	11%	1%	0%	0%	1%	1%	1%	3%	2%	3%	0%	0%
	1100 - 1200	2275	42%	8%	0%	18%	6%	6%	11%	1%	0%	0%	0%	1%	1%	3%	2%	3%	0%	0%
	1200 - 1300	1533	49%	7%	0%	14%	5%	5%	6%	1%	0%	0%	1%	1%	1%	3%	1%	0%	0%	0%
	1300 - 1400	1555	45%	7%	0%	18%	6%	6%	5%	1%	0%	0%	0%	1%	1%	3%	2%	3%	0%	0%
	1400 - 1500	1653	42%	7%	0%	18%	6%	6%	11%	1%	0%	0%	0%	1%	1%	3%	2%	3%	0%	0%
	1500 - 1600	1692	46%	7%	0%	16%	6%	6%	6%	1%	0%	0%	0%	1%	1%	2%	2%			

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

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrLB4 >3.5t	PrLB5 <=6.4t	NFB6 >6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L7W	0000 - 0100	150	52%	16%	0%	2%	1%	0%	0%	3%	0%	0%	0%	1%	0%	2%	6%	14%	2%	0%
	0100 - 0200	98	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	0%	2%	1%	0%	6%	16%	2%	0%
	0200 - 0300	74	47%	13%	0%	3%	1%	0%	0%	4%	0%	0%	0%	1%	0%	3%	6%	17%	2%	0%
	0300 - 0400	53	45%	11%	0%	3%	1%	0%	0%	4%	0%	0%	0%	1%	0%	2%	3%	19%	2%	0%
	0400 - 0500	50	42%	10%	0%	3%	1%	0%	0%	4%	0%	0%	0%	1%	0%	2%	3%	21%	2%	0%
	0500 - 0600	78	40%	8%	0%	4%	1%	0%	0%	5%	0%	0%	0%	1%	0%	2%	4%	22%	2%	0%
	0600 - 0700	184	38%	7%	0%	5%	2%	0%	0%	6%	0%	0%	0%	1%	0%	3%	6%	24%	2%	0%
	0700 - 0800	485	36%	6%	0%	5%	2%	0%	0%	7%	0%	0%	0%	1%	0%	3%	5%	26%	2%	0%
	0800 - 0900	506	50%	11%	0%	4%	1%	0%	0%	8%	0%	0%	0%	1%	0%	3%	6%	10%	3%	0%
	0900 - 1000	404	53%	14%	0%	5%	2%	0%	0%	9%	0%	0%	0%	1%	0%	3%	14%	0%	0%	0%
	1000 - 1100	358	52%	9%	0%	7%	3%	0%	0%	1%	0%	0%	0%	1%	0%	2%	5%	11%	2%	0%
	1100 - 1200	354	50%	15%	0%	8%	3%	0%	0%	1%	0%	0%	0%	1%	0%	2%	5%	10%	1%	0%
	1200 - 1300	304	44%	15%	0%	8%	3%	0%	0%	1%	0%	0%	0%	1%	0%	3%	6%	15%	2%	0%
	1300 - 1400	355	43%	13%	0%	5%	2%	0%	0%	1%	0%	0%	0%	1%	0%	6%	4%	9%	2%	0%
	1400 - 1500	324	46%	11%	0%	9%	3%	0%	0%	1%	0%	0%	0%	1%	0%	2%	5%	13		

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	2%	1%	3%	0%	0%	2%	0%	0%	0%	0%	
	0100 - 0200	2	66%	19%	0%	4%	1%	0%	1%	0%	1%	2%	1%	3%	0%	0%	2%	0%	0%	0%	
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	2%	2%	3%	0%	0%	2%	0%	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%	4%	1%	0%	0%	
	0900 - 1000	10	66%	17%	0%	7%	3%	0%	0%	0%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	9	63%	11%	0%	12%	4%	0%	1%	0%	2%	1%	2%	0%	0%	3%	0%	0%	0%	0%	
	1100 - 1200	10	59%	18%	0%	12%	4%	0%	1%	0%	2%	1%	1%	0%	0%	1%	0%	0%	0%	0%	
	1200 - 1300	18	36%	12%	0%	4%	1%	0%	0%	1%	9%	11%	8%	17%	0%	1%	0%	0%	0%	0%	
	1300 - 1400	25	30%	9%	0%	2%	1%	0%	0%	0%	2%	14%	13%	9%	19%	0%	2%	0%	0%	0%	
	1400 - 1500	19	39%	9%	0%	4%	2%	0%	0%	1%	5%	12%	8%	18%	0%	1%	0%	0%	0%	0%	
	1500 - 1600	19	41%	16%	0%	2%	1%	0%	0%	0%	2%	14%	7%	5%	11%	0%	1%	0%	0%	0%	
	1600 - 1700	23	36%	8%	0%	3%	1%	0%	0%	0%	2%	18%	9%	6%	14%	0%	3%	0%	0%	0%	
	1700 - 1800	19	61%	13%	0%	3%	1%	0%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%	0%	0%	
	1800 - 1900	23	65%	12%	0%	3%	1%	0%	0%	1%	4%	3%	6%	0%	0%	1%	0%	0%	0%	0%	
	1900 - 2000	22	67%	16%	0%	1%	0%	0%	0%	0%	5%	3%	7%	0%	0%	1%	0%	0%	0%	0%	
	2000 - 2100	16	61%	15%	0%	1%	1%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%	0%	0%	
	2100 - 2200	16	46%	20%	0%	2%	1%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%	0%	0%
	2200 - 2300	16	55%	18%	0%	0%	0%	0%	0%	0%	0%	8%	5%	12%	0%	0%	2%	0%	0%	0%	0%
	2300 - 0000	11	51%	16%	0%	1%	0%	0%	0%	1%	9%	6%	14%	0%	0%	2%	0%	0%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L15	0000 - 0100	3	71%	21%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0100 - 0200	2	70%	20%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0200 - 0300	2	70%	19%	0%	6%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0300 - 0400	1	69%	17%	0%	7%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	1	68%	16%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0500 - 0600	1	67%	14%	0%	10%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0600 - 0700	3	66%	12%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0700 - 0800	8	65%	10%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0800 - 0900	12	65%	14%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	0900 - 1000	10	69%	18%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	9	66%	11%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	1100 - 1200	9	61%	18%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	11	32%	11%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1300 - 1400	14	29%	9%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	1400 - 1500	12	34%</td																	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L18_B	0000 - 0100	193	53%	16%	0%	2%	3%	1%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%	
	0100 - 0200	125	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%	
	0200 - 0300	94	48%	13%	0%	3%	1%	0%	1%	4%	0%	0%	1%	2%	3%	6%	16%	2%	0%	0%	
	0300 - 0400	67	46%	11%	0%	4%	1%	0%	1%	5%	0%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	64	43%	10%	0%	4%	1%	0%	1%	5%	0%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0500 - 0600	100	41%	9%	0%	5%	2%	0%	1%	5%	0%	0%	1%	2%	2%	3%	6%	21%	2%	0%	0%
	0600 - 0700	234	39%	7%	0%	5%	2%	1%	1%	5%	0%	0%	1%	2%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	616	37%	6%	0%	6%	2%	1%	1%	6%	0%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	653	50%	11%	0%	4%	2%	1%	2%	4%	0%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	521	54%	14%	0%	5%	2%	0%	4%	0%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%	0%
	1000 - 1100	465	52%	9%	0%	8%	3%	0%	1%	5%	0%	0%	1%	1%	2%	4%	10%	2%	0%	0%	0%
	1100 - 1200	460	50%	15%	0%	9%	3%	0%	1%	3%	0%	1%	1%	1%	4%	9%	1%	0%	0%	0%	0%
	1200 - 1300	293	32%	11%	0%	6%	2%	0%	0%	1%	1%	1%	7%	7%	14%	3%	5%	1%	0%	0%	0%
	1300 - 1400	385	27%	8%	0%	3%	1%	0%	0%	1%	2%	1%	11%	8%	17%	2%	5%	1%	0%	0%	0%
	1400 - 1500	309	34%	8%	0%	6%	2%	0%	0%	1%	1%	1%	10%	7%	16%	3%	6%	1%	0%	0%	0%
	1500 - 1600	304	37%	14%	0%	3%	1%	0%	0%	1%	2%	13%	6%	4%	10%	2%	6%	1%	0%	0%	0%
	1600 - 1700	372	31%	7%	0%	4%	1%	0%	0%	1%	2%	15%	8%	5%	12%	4%	8%	2%	0%	0%	0%
	1700 - 1800	306	54%	12%	0%	4%	2%	0%	1%	0%	0%	5%	3%	7%	2%	6%	4%	0%	0%	0%	0%
	1800 - 1900	378	58%	11%	0%	4%	1%	0%	0%	1%	0%	4%	4%	2%	5%	6%	1%	0%	0%	0%	0%
	1900 - 2000	353	60%	14%	0%	2%	1%	0%	0%	1%	0%	0%	4%	3%	6%	3%	7%	1%	0%	0%	0%
	2000 - 2100	262	52%	13%	0%	2%	1%	0%	0%	1%	0%	0%	0%	5%	4%	8%	3%	9%	1%	0%	0%
	2100 - 2200	259	42%	17%	0%	3%	1%	0%	0%	1%	0%	0%	7%	5%	10%	3%	7%	5%	0%	0%	0%
	2200 - 2300	252	49%	16%	0%	1%	0%	0%	0%	1%	0%	0%	7%	5%	10%	4%	6%	1%	0%	0%	0%
	2300 - 0000	181	45%	14%	0%	1%	0%	0%	1%	0%	1%	8%	5%	12%	3%	7%	1%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L21	0000 - 0100	2	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0100 - 0200	1	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	0500 - 0600	74	44%	9%	0%	7%	3%	1%	1%	3%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%	0%
	0600 - 0700	174	41%	8%	0%	8%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%	0%
	0700 - 0800	458	39%	6%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	16%	2%	0%	0%	0%
	0800 - 0900	519	50%	11%	0%	7%	2%	2%	3%	2%	0%	4%	2%	1%	3%	3%	6%	3%	1%	0%	0%
	0900 - 1000	403	55%	14%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%	0%
	1000 - 1100	369	52%	9%	0%	12%	4%	0%	1%	3%	0%	2%	1%	2%	1%	2%	3%	6%	2%	0%	0%
	1100 - 1200	369	49%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%	0%
	1200 - 1300	328	44%	15%	0%	7%	3%														

## Year 2038 Traffic Data

		Hourly Traffic Flows																			
Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrL84 <=3.5t	PrL85 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSd	FBDD	MC	HGV9 >24t	NFB9 >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%	8%	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%	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%	1%	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%	1%	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%	1%	0%	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%	3%	1%	0%	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%	

		Hourly Traffic Flows																		
Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrL84 <=3.5t	PrL85 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSd	FBDD	MC	HGV9 >24t	NFB9 >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%	1%	0%	4%	5%	2%	0%
	0700 - 0800	5142	52%	7%	0%	12%	4%	3%	6%	0%	0%	0%	1%	1%	1%	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%	6%	4%	8%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%
	1000 - 1100	4338	40%	8%	0%	19%	7%	5%	10%	1%	0%	0%	1%	1%	1%	0%	3%	2%	3%	0%
	1100 - 1200	4109	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	1%	0%	3%	2%	3%	0%
	1200 - 1300	2393	48%	7%	0%	14%	5%	6%	11%	0%	0%	0%	1%	1%	1%	0%	3%	1%	3%	0%
	13																			

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

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

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

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

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L15	0000 - 0100	4	71%	21%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
	0100 - 0200	2	71%	20%	0%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
	0200 - 0300	2	70%	19%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
	0300 - 0400	1	69%	17%	0%	6%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
	0400 - 0500	1	69%	16%	0%	8%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
	0500 - 0600	2	68%	14%	0%	9%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
	0600 - 0700	4	67%	12%	0%	10%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	0%
	0700 - 0800	9	66%	10%	0%	12%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	0%
	0800 - 0900	13	66%	14%	0%	7%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%	0%
	0900 - 1000	10	70%	18%	0%	8%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	9	67%	12%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
	1100 - 1200	10	62%	19%	0%	12%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
	1200 - 1300	11	34%	11%	0%	14%	5%	0%	0%	1%	6%	6%	12%	0%	0%	0%	1%	0%	0%	0%	0%
	1300 - 1400	14	32%	10%	0%	8%	3%	0%	0%	0%	1%	11%	10%	7%	16%	0%	2%	0%	0%	0%	0%
	1400 - 1500	12	36%	9%	0%	15%	5%	1%	1%	0%	0%	4%	6%	13%	0%	0%	1%	0%	0%	0%	0%
	1500 - 1600	11	42%	16%	0%	7%	2%	1%	1%	0%	1%	11%	6%	4%	8%	0%	1%	0%	0%	0%	0%
	1600 - 1700	13	37%	8%	0%	10%	4%	0%	1%	0%	2%	14%	7%	5%	11%	0%	3%	0%	0%	0%	0%
	1700 - 1800	12	57%	12%	0%	10%	4%	0%	0%	0%	4%	3%	6%	0%	0%	4%	0%	0%	0%	0%	0%
	1800 - 1900	15	61%	11%	0%	9%	3%	0%	1%	0%	0%	3%	3%	2%	4%	0%	1%	0%	0%	0%	0%
	1900 - 2000	13	67%	15%	0%	4%	1%	0%	0%	0%	0%	4%	2%	5%	0%	0%	1%	0%	0%	0%	0%
	2000 - 2100	9	61%	15%	0%	5%	2%	0%	0%	0%	0%	5%	3%	7%	0%	0%	2%	0%	0%	0%	0%
	2100 - 2200	10	47%	19%	0%	7%	3%	0%	0%	0%	0%	6%	4%	9%	0%	0%	5%	0%	0%	0%	0%
	2200 - 2300	9	57%	19%	0%	2%	1%	0%	0%	0%	0%	6%	4%	9%	0%	0%	2%	0%	0%	0%	0%
	2300 - 0000	6	53%	17%	0%	3%	1%	0%	0%	0%	1%	7%	5%	11%	0%	0%	2%	0%	0%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L18_B	0000 - 0100	202	53%	16%	0%	2%	1%	0%	0%	0%	4%	0%	0%	0%	0%	1%	2%	6%	13%	2%	0%
	0100 - 0200	132	50%	14%	0%	1%	1%	0%	0%	0%	4%	0%	0%	0%	0%	1%	2%	6%	14%	2%	0%
	0200 - 0300	99	48%	13%	0%	3%	1%	1%	0%	1%	4%	0%	0%	0%	0%	1%	3%	6%	16%	2%	0%
	0300 - 0400	71	46%	11%	0%	4%	1%	0%	1%	0%	5%	0%	0%	0%	0%	1%	2%	6%	18%	2%	0%
	0400 - 0500	67	43%	10%	0%	4%	1%	0%	1%	0%	5%	0%	0%	0%	0%	1%	3%	6%	19%	2%	0%
	0500 - 0600	104	41%	9%	0%	5%	2%	0%	1%	0%	5%	0%	0%	0%	0%	1%	2%	6%	21%	2%	0%
	0600 - 0700	245	39%	7%	0%	5%	2%	0%	1%	0%	5%	0%	0%	0%	0%	1%	2%	6%	22%	2%	0%
	0700 - 0800	646	37%	6%	0%	6%	2%	0%	1%	0%	6%	0%	0%	0%	0%	1%	2%	6%	23%	2%	0%
	0800 - 0900	686	50%	11%	0%	4%	2%	1%	0%	1%	4%	0%	0%	0%	0%	1%	1%	5%	3%	1%	0%
	0900 - 1000	548	54%	14%	0%	5%	2%	0%	1%	0%	4%	0%	0%	0%	0%	1%	3%	13%	0%	0%	0%
	1000 - 1100	488	52%	9%	0%	8%	3%	0%	1%	0%	5%	0%	0%	0%	0%	1%	2%	4%	10%	2%	0%
	1100 - 1200	484	50%	15%	0%	9%	3%	0%	1%	0%	5%	0%	0%	0%	0%	1%	1%	4%	9%	1%	0%
	1200 - 1300	308	32%	11%	0%	6%	6%	2%													

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LVG3 <=2.5t	LVG4 2.5-3.5t	LVG6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLBa	PrLBs	NFB6	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t	
L21	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	

## **Year 2043 Traffic Data**

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																					
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t			
		0000 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200
L22	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	2100 - 2200	5	68%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4	PrLB5	NFB6	NFB7	NFB8	FBS2	FBDD	MC	HGV9 >24t	NFB9 >24t
L23	0000 - 0100	1	51%	15%	0%	20%	7%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%
	0100 - 0200	1	46%	13%	0%	24%	9%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	0200 - 0300	1	41%	11%	0%	28%	10%	2%	5%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	0300 - 0400	1	37%	9%	0%	31%	11%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	0400 - 0500	1	33%	8%	0%	34%	12%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
	0500 - 0600	1	30%	6%	0%	37%	13%	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
	0600 - 0700	2	27%	5%	0%	39%	14%	4%	7%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
	0700 - 0800	7	25%	4%	0%	41%	15%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
	0800 - 0900	8	29%	6%	0%	28%	10%	7%	14%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
	0900 - 1000	6	36%	9%	0%	37%	13%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	1000 - 1100	6	27%	5%	0%	45%	16%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	1100 - 1200	7	25%	7%	0%	45%	16%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	1200 - 1300	7	15%	5%	1%	55%	20%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1300 - 1400	5	22%	7%	1%	51%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1400 - 1500	8	15%	3%	1%	54%	20%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	1500 - 1600	5	27%	10%	0%	37%	13%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	1600 - 1700	6	21%	5%	1%	48%	17%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	1700 - 1800	6	29%	6%	0%	44%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	1800 - 1900	8	31%	6%	0%	41%	15%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
	1900 - 2000	5	51%	12%	0%	26%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	2000 - 2100	4	43%	11%	0%	33%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	2100 - 2200	4	30%	12%	0%	39%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	2200 - 2300	2	59%	19%	0%	15%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	2300 - 0000	2	49%	16%	0%	22%	8%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%

**Hourly Traffic Flows**

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L1N	0000 - 0100	697	61%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	471	60%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0200 - 0300	358	58%	10%	0%	9%	3%	2%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0300 - 0400	286	57%	9%	0%	10%	4%	3%	5%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0400 - 0500	263	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	0%	1%	0%	4%	5%	2%	0%	0%
	0500 - 0600	362	54%	8%	0%	11%	4%	3%	6%	1%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0600 - 0700	1030	52%	7%	0%	12%	4%	3%	7%	0%	0%	0%	0%	1%	1%	0%	4%	5%	2%	0%
	0700 - 0800	2701	51%	7%	0%	12%	4%	4%	7%	0%	0%	0%	0%	1%	2%	0%	3%	5%	2%	0%
	0800 - 0900	3050	51%	6%	0%	12%	4%	4%	9%	0%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%
	0900 - 1000	2661	48%	7%	0%	16%	6%	5%	9%	0%	0%	0%	0%	1%	0%	3%	3%	2%	0%	0%
	1000 - 1100	2317	38%	8%	0%	20%	7%	6%	11%	1%	0%	1%	0%	0%	0%	3%	2%	0%	3%	0%
	1100 - 1200	2193	40%	8%	0%	19%	7%	6%	11%	1%	0%	0%	0%	0%	0%	3%	2%	0%	3%	0%
	1200 - 1300	3453	41%	6%	0%	16%	6%	6%	13%	0%	0%	1%	0%	0%	0%	5%	1%	3%	0%	0%
	1300 - 1400	3538	38%	6%	0%	20%	7%	6%	12%	0%	0%	0%	0%	0%	0%	5%	1%	3%	0%	0%
	1400 - 1500	3773	35%	6%	0%	21%	7%	6%	13%	0%	0%	0%	0%	0%	0%	4%	2%	0%	3%	0%
	1500 - 1600	3841	38%	6%	0%	19%	7%	6%	13%	1%	0%	0%	0%	0%	0%	5%	2%	0%	3%	0%
	1600 - 1700	4122	39%	5%	0%	20%	7%	6%	11%	1%	0%	0%	0%	0%	0%	5%	2%	0%	3%	0%
	1700 - 1800	4688	46%	5%	0%	18%	6%	4%	7%	1%	0%	0%	0%	1%	0%	6%	5%	2%	0%	0%
	1800 - 1900	4915	58%	4%	0%	11%	4%	3%	5%	0%	0%	1%	0%	0%	0%	6%	4%	1%	0%	0%
	1900 - 2000	3789	61%	6%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	0%	7%	3%	1%	0%	0%
	2000 - 2100	2784	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	0%	0%	0%	7%	3%	1%	0%	0%
	2100 - 2200	2490	58%	9%	0%	9%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%
	2200 - 2300	2390	59%	11%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%
	2300 - 0000	1795	57%	10%	0%	8%	3%	2%	4%	1%	0%	0%	0%	0%	0%	8%	3%	1%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB <=3.5t	PrL84 >3.5t	PrL85 <=6.4t	NFB6 6.4t-1st	NFB7 15-24t	NFB8 >24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L1S	0000 - 0100	1410	62%	11%	0%	7%	3%	2%	4%	1%	0%	0%	0%	1%	0%	4%	4%	1%	0%	0%
	0100 - 0200	952	61%	10%	0%	8%	3%	2%	4%	1%	0%	1%	0%	0%	0%	4%	4%	1%	0%	0%
	0200 - 0300	723	59%	10%	0%	8%	3%	2%	5%	1%	0%	0%	1%	0%	0%	4%	4%	1%	0%	0%
	0300 - 0400	577	58%	9%	0%	9%	3%	3%	5%	1%	0%	0%	1%	0%	0%	4%	5%	1%	0%	0%
	0400 - 0500	529	56%	9%	0%	10%	3%	3%	5%	1%	0%	0%	1%	0%	0%	4%	5%	1%	0%	0%
	0500 - 0600	727	55%	8%	0%	10%	4%	3%	6%	1%	0%	0%	1%	1%	0%	4%	5%	1%	0%	0%
	0600 - 0700	2064	54%	8%	0%	11%	4%	3%	6%	0%	0%	1%	2%	0%	0%	4%	5%	2%	0%	0%
	0700 - 0800	5404	52%	7%	0%	12%	4%	3%	6%	0%	0%	1%	2%	0%	0%	4%	5%	2%	0%	0%
	0800 - 0900	6085	53%	7%	0%	12%	4%	4%	8%	0%	0%	1%	1%	0%	0%	3%	4%	2%	0%	0%
	0900 - 1000	5279	49%	7%	0%	15%	6%	4%	8%	0%	0%	0%	0%	0%	0%	3%	3%	2%	0%	0%
	1000 - 1100	4559	40%	8%	0%	19%	7%	5%	10%	1%	0%	1%	0%	0%	0%	3%	2%	0%	3%	0%
	1100 - 1200	4318	42%	8%	0%	17%	6%	5%	11%	1%	0%	0%	0%	0%	0%	3%	2%	0%	3%	0%
	1200 - 1300	2513	48%	7%	0%	14%	5%	6%	11%	0%	0%	1%	0%	0%	0%	3%	1%	0%	3%	0%
	1300 - 1400	2549	45%	7%	0%	17%	6%	5%	10%	0%	0%	0%	0%	0%	0%	3%	2%	0%	3%	0%
	1400 - 1500	2709	42%	7%	0%	18%	7%	6%	11%	0%	0%	0%	0%	0%	0%	2%	2%	0%	3%	0%
	1500 - 1600	2772	45%	7%	0%	16%	6%	6%	11%	0%	0%	0%	0%	0%	0%	2%				

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L5W	0000 - 0100	270	62%	11%	0%	8%	3%	2%	4%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%	0%
	0100 - 0200	183	60%	10%	0%	9%	3%	2%	5%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%	0%
	0200 - 0300	139	59%	10%	0%	9%	3%	3%	5%	0%	0%	0%	0%	1%	0%	3%	4%	1%	0%	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%	0%	3%	5%	2%	0%	0%
	0500 - 0600	141	54%	8%	0%	11%	4%	3%	6%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%
	0600 - 0700	401	53%	7%	0%	12%	4%	3%	7%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%
	0700 - 0800	1053	51%	7%	0%	13%	5%	4%	7%	0%	0%	0%	1%	1%	0%	3%	5%	2%	0%	0%
	0800 - 0900	1190	51%	7%	0%	13%	5%	4%	9%	0%	0%	0%	1%	1%	0%	3%	4%	2%	0%	0%
	0900 - 1000	1039	48%	7%	0%	17%	6%	5%	9%	0%	0%	0%	1%	0%	0%	2%	3%	2%	0%	0%
	1000 - 1100	904	38%	8%	0%	20%	7%	6%	11%	0%	0%	1%	0%	0%	0%	3%	2%	3%	0%	0%
	1100 - 1200	855	41%	8%	0%	19%	7%	6%	12%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%
	1200 - 1300	1372	34%	5%	0%	20%	7%	8%	16%	0%	0%	0%	0%	0%	0%	4%	1%	4%	0%	0%
	1300 - 1400	1423	31%	5%	0%	24%	9%	7%	14%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%	0%
	1400 - 1500	1537	29%	5%	0%	25%	9%	8%	15%	0%	0%	0%	0%	0%	0%	3%	2%	4%	0%	0%
	1500 - 1600	1645	32%	5%	0%	23%	8%	8%	15%	0%	0%	0%	0%	0%	0%	3%	1%	4%	0%	0%
	1600 - 1700	1653	32%	4%	0%	25%	9%	7%	13%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%
	1700 - 1800	1803	40%	4%	0%	23%	8%	4%	9%	0%	0%	0%	1%	0%	0%	4%	2%	0%	0%	0%
	1800 - 1900	1795	53%	4%	0%	15%	5%	4%	7%	0%	0%	1%	0%	0%	0%	5%	4%	2%	0%	0%
	1900 - 2000	1347	57%	6%	0%	11%	4%	3%	7%	0%	0%	1%	0%	1%	0%	6%	2%	2%	0%	0%
	2000 - 2100	999	52%	8%	0%	13%	5%	3%	7%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%	0%
	2100 - 2200	885	54%	9%	0%	12%	4%	3%	6%	0%	0%	0%	0%	0%	0%	7%	3%	2%	0%	0%
	2200 - 2300	835	56%	10%	0%	11%	4%	3%	5%	0%	0%	0%	0%	0%	0%	6%	3%	1%	0%	0%
	2300 - 0000	633	54%	10%	0%	11%	4%	3%	6%	0%	0%	0%	0%	0%	0%	6%	3%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 >6.4t-1st	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L7W	0000 - 0100	166	52%	16%	0%	2%	1%	0%	0%	3%	1%	0%	1%	1%	0%	2%	6%	14%	2%	0%
	0100 - 0200	108	49%	14%	0%	2%	1%	0%	0%	4%	0%	0%	2%	1%	0%	2%	6%	16%	2%	0%
	0200 - 0300	81	47%	13%	0%	3%	1%	0%	0%	4%	0%	1%	2%	1%	0%	3%	6%	17%	2%	0%
	0300 - 0400	58	45%	11%	0%	3%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	6%	19%	2%	0%
	0400 - 0500	55	42%	10%	0%	3%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	6%	21%	2%	0%
	0500 - 0600	86	40%	8%	0%	4%	1%	0%	1%	0%	1%	0%	1%	1%	0%	2%	4%	7%	22%	2%
	0600 - 0700	203	38%	7%	0%	5%	1%	0%	1%	0%	1%	0%	1%	1%	0%	3%	6%	24%	2%	0%
	0700 - 0800	536	36%	6%	0%	5%	1%	0%	1%	0%	1%	0%	1%	1%	0%	3%	5%	26%	2%	0%
	0800 - 0900	559	50%	11%	0%	4%	1%	0%	1%	0%	1%	0%	1%	1%	0%	3%	1%	1%	2%	0%
	0900 - 1000	446	53%	14%	0%	5%	2%	0%	1%	0%	1%	0%	1%	1%	0%	3%	14%	0%	0%	0%
	1000 - 1100	396	52%	9%	0%	7%	3%	0%	1%	0%	1%	0%	1%	1%	0%	2%	5%	11%	2%	0%
	1100 - 1200	391	50%	15%	0%	8%	3%	0%	1%	0%	1%	0%	1%	1%	0%	2%	5%	10%	1%	0%
	1200 - 1300	336	44%	15%	0%	8%	3%	0%	1%	0%	1%	0%	1%	1%	0%	3%	6%	15%	2%	0%
	1300 - 1400	392	43%	13%	0%	5%	2%	0%	1%	0%	1%	0%	1%	1%	0%	6%	4%	9%	2%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L11	0000 - 0100	4	67%	20%	0%	3%	1%	0%	0%	0%	2%	1%	3%	0%	0%	2%	0%	0%	0%	
	0100 - 0200	3	66%	19%	0%	4%	1%	0%	1%	0%	1%	2%	1%	3%	0%	0%	2%	0%	0%	
	0200 - 0300	2	64%	17%	0%	5%	2%	0%	1%	0%	0%	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%	2%	0%	0%	
	0400 - 0500	1	61%	14%	0%	7%	2%	1%	1%	0%	0%	1%	3%	2%	4%	0%	2%	0%	0%	
	0500 - 0600	2	60%	12%	0%	8%	3%	1%	1%	0%	0%	1%	3%	2%	5%	0%	2%	0%	0%	
	0600 - 0700	4	58%	11%	0%	9%	3%	1%	2%	0%	0%	2%	4%	3%	6%	0%	2%	0%	0%	
	0700 - 0800	11	56%	9%	0%	10%	4%	1%	2%	0%	0%	2%	4%	3%	6%	0%	2%	1%	0%	
	0800 - 0900	15	60%	13%	0%	6%	2%	2%	3%	0%	0%	3%	2%	1%	2%	0%	4%	1%	0%	
	0900 - 1000	11	66%	17%	0%	7%	3%	0%	0%	0%	2%	1%	2%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	10	63%	11%	0%	12%	4%	0%	1%	0%	2%	1%	2%	0%	0%	3%	0%	0%	0%	
	1100 - 1200	11	59%	18%	0%	12%	4%	0%	1%	0%	2%	1%	1%	0%	1%	0%	0%	0%	0%	
	1200 - 1300	20	36%	12%	0%	4%	1%	0%	0%	1%	9%	11%	8%	17%	0%	1%	0%	0%	0%	
	1300 - 1400	27	30%	9%	0%	2%	1%	0%	0%	2%	1%	14%	13%	9%	19%	0%	2%	0%	0%	
	1400 - 1500	21	39%	9%	0%	4%	2%	0%	0%	1%	5%	12%	8%	18%	0%	1%	0%	0%	0%	
	1500 - 1600	21	41%	16%	0%	2%	1%	0%	0%	2%	14%	7%	5%	11%	0%	1%	0%	0%	0%	
	1600 - 1700	25	36%	8%	0%	3%	1%	0%	0%	2%	18%	9%	6%	14%	0%	3%	0%	0%	0%	
	1700 - 1800	21	61%	13%	0%	3%	1%	0%	0%	5%	4%	8%	0%	0%	4%	0%	0%	0%	0%	
	1800 - 1900	26	65%	12%	0%	3%	1%	0%	0%	1%	4%	3%	6%	0%	1%	0%	0%	0%	0%	
	1900 - 2000	24	67%	16%	0%	1%	0%	0%	0%	0%	5%	3%	7%	0%	1%	0%	0%	0%	0%	
	2000 - 2100	17	61%	15%	0%	1%	1%	0%	0%	0%	6%	4%	9%	0%	2%	0%	0%	0%	0%	
	2100 - 2200	18	48%	20%	0%	2%	1%	0%	0%	0%	0%	8%	5%	12%	0%	0%	5%	0%	0%	
	2200 - 2300	17	55%	18%	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%	1%	9%	6%	14%	0%	2%	0%	0%	0%	0%	

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=1st	HGV8 15-24t	PLB	PrLB4 <=3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.41-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L15	0000 - 0100	4	72%	22%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0100 - 0200	3	71%	20%	0%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0200 - 0300	2	71%	19%	0%	5%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
	0300 - 0400	1	70%	18%	0%	6%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	
	0400 - 0500	1	69%	16%	0%	7%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0500 - 0600	2	69%	14%	0%	8%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
	0600 - 0700	4	68%	12%	0%	9%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	0700 - 0800	10	67%	11%	0%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	0800 - 0900	14	67%	14%	0%	6%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	
	0900 - 1000	11	71%	19%	0%	7%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	1000 - 1100	10	68%	12%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
	1100 - 1200	11	63%	19%	0%	11%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1200 - 1300	12	36%	12%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	
	1300 - 1400	14	34%	10%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
	1400 - 1500	21	41%	16%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	
	1500 - 1600	25	36%	8%	0%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%	
	160																			

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 ≤2.5t	LGV4 2.5-3.5t	LGV6 ≥3.5t	HGV7 ≤15t	HGV8 15-24t	PLB	PRLB4 ≤3.5t	PRLB5 3.5-6t	NFB6 ≤6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 ≥24t	NFB9 ≥24t
L18_B	0000 - 0100	213	53%	16%	0%	2%	1%	0%	0%	4%	0%	0%	1%	1%	2%	6%	13%	2%	0%	0%
	0100 - 0200	138	50%	14%	0%	3%	1%	0%	0%	4%	0%	0%	2%	1%	2%	6%	14%	2%	0%	0%
	0200 - 0300	104	48%	13%	0%	3%	1%	0%	1%	4%	0%	1%	2%	1%	3%	6%	16%	2%	0%	0%
	0300 - 0400	74	46%	11%	0%	4%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	18%	2%	0%	0%
	0400 - 0500	70	43%	10%	0%	4%	1%	0%	1%	5%	0%	1%	2%	1%	3%	6%	19%	2%	0%	0%
	0500 - 0600	110	41%	9%	0%	5%	2%	0%	1%	5%	0%	1%	2%	2%	3%	6%	21%	2%	0%	0%
	0600 - 0700	256	39%	7%	0%	5%	2%	1%	1%	5%	0%	1%	2%	2%	4%	6%	22%	2%	0%	0%
	0700 - 0800	679	37%	6%	0%	6%	2%	1%	1%	6%	0%	1%	3%	2%	4%	7%	24%	2%	0%	0%
	0800 - 0900	721	50%	11%	0%	4%	2%	1%	2%	4%	0%	3%	1%	1%	2%	5%	9%	3%	1%	0%
	0900 - 1000	575	54%	14%	0%	5%	2%	0%	0%	4%	0%	2%	1%	1%	1%	3%	13%	0%	0%	0%
	1000 - 1100	513	52%	9%	0%	8%	3%	0%	1%	5%	0%	1%	1%	1%	2%	4%	10%	2%	0%	0%
	1100 - 1200	508	50%	15%	0%	9%	3%	0%	1%	3%	0%	1%	1%	1%	1%	4%	9%	1%	0%	0%
	1200 - 1300	344	36%	12%	0%	6%	2%	0%	0%	1%	1%	6%	8%	5%	12%	3%	6%	1%	0%	0%
	1300 - 1400	435	32%	10%	0%	4%	1%	0%	0%	1%	1%	11%	9%	7%	14%	2%	6%	2%	0%	0%
	1400 - 1500	364	38%	9%	0%	7%	3%	0%	0%	1%	0%	4%	8%	6%	12%	3%	6%	1%	0%	0%
	1500 - 1600	364	42%	16%	0%	3%	1%	0%	0%	1%	1%	10%	5%	3%	8%	2%	6%	1%	0%	0%
	1600 - 1700	433	36%	8%	0%	4%	1%	0%	0%	1%	2%	12%	6%	4%	9%	4%	8%	3%	0%	0%
	1700 - 1800	389	58%	12%	0%	4%	2%	0%	0%	1%	0%	0%	3%	2%	5%	2%	6%	4%	0%	0%
	1800 - 1900	481	61%	11%	0%	4%	1%	0%	0%	1%	0%	3%	3%	2%	4%	2%	6%	1%	0%	0%
	1900 - 2000	454	63%	14%	0%	2%	1%	0%	0%	1%	0%	0%	3%	2%	5%	2%	7%	1%	0%	0%
	2000 - 2100	333	56%	14%	0%	2%	1%	0%	0%	1%	0%	0%	4%	3%	6%	3%	9%	1%	0%	0%
	2100 - 2200	323	46%	19%	0%	3%	1%	0%	0%	1%	0%	0%	5%	3%	8%	3%	7%	5%	0%	0%
	2200 - 2300	314	53%	17%	0%	1%	0%	0%	0%	1%	0%	0%	5%	4%	8%	4%	6%	2%	0%	0%
	2300 - 0000	222	49%	15%	0%	1%	0%	0%	0%	1%	0%	1%	6%	4%	9%	4%	7%	1%	0%	0%

Hour	Hourly Project Traffic Flow Composition (%)																		
	Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PRLB4 <=3.5t	PRLB5 3.5t ->6.4t	NFB6 6.4t-15t	NFB7 15-24t	NFB8	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																			
		Total Flow	PC	Taxi	LGV3 ≤2.5t	LGV4 2.5-3.5t	LGV6 ≥3.5t	HGV7 ≤15t	HGV8 15-24t	PLB	PRLB4 ≤3.5t	PRLB5 3.5-6t	NFB6	NFB7 ≤6.4t	NFB8 6.4t-15t	NFB9 15-24t	FBSD	FBDD	MC	HGV9 ≥24t	NFB9 ≥24t
L18_C	0000 - 0100	159	56%	17%	0%	3%	1%	0%	0%	2%	0%	0%	2%	1%	3%	4%	8%	2%	0%	0%	
	0100 - 0200	103	53%	15%	0%	4%	1%	0%	1%	3%	0%	1%	2%	1%	3%	4%	9%	2%	0%	0%	
	0200 - 0300	78	51%	14%	0%	5%	2%	0%	1%	3%	0%	1%	2%	2%	4%	4%	10%	2%	0%	0%	
	0300 - 0400	55	48%	12%	0%	6%	2%	1%	1%	3%	0%	1%	3%	2%	4%	4%	11%	2%	0%	0%	
	0400 - 0500	53	46%	11%	0%	7%	2%	1%	1%	3%	0%	1%	3%	2%	4%	4%	13%	2%	0%	0%	
	0500 - 0600	82	44%	9%	0%	7%	3%	1%	1%	3%	0%	1%	3%	2%	5%	4%	14%	2%	0%	0%	
	0600 - 0700	192	41%	8%	0%	8%	3%	1%	2%	4%	0%	2%	3%	2%	5%	4%	15%	2%	0%	0%	
	0700 - 0800	507	39%	6%	0%	9%	3%	1%	2%	4%	0%	2%	4%	3%	6%	4%	16%	2%	0%	0%	
	0800 - 0900	574	50%	11%	0%	7%	2%	2%	3%	2%	0%	4%	2%	1%	3%	3%	6%	3%	1%	0%	
	0900 - 1000	446	55%	14%	0%	8%	3%	0%	1%	3%	0%	2%	1%	1%	2%	2%	8%	0%	0%	0%	
	1000 - 1100	408	52%	9%	0%	12%	4%	0%	1%	3%	0%	2%	2%	1%	2%	3%	6%	2%	0%	0%	
	1100 - 1200	409	50%	15%	0%	13%	5%	0%	1%	2%	0%	2%	1%	1%	2%	3%	5%	1%	0%	0%	
	1200 - 1300	362	44%	15%	0%	7%	3%	0%	0%	1%	0%	3%	4%	3%	7%	4%	6%	1%	0%	0%	
	1300 - 1400	426	42%	13%	0%	4%	2%	0%	0%	1%	1%	7%	6%	4%	9%	2%	7%	2%	0%	0%	
	1400 - 1500	385	47%	11%	0%	8%	3%	0%	1%	1%	0%	2%	5%	3%	7%	3%	7%	2%	0%	0%	
	1500 - 1600	395	49%	19%	0%	3%	1%	0%	1%	1%	1%	1%	6%	3%	2%	4%	3%	7%	1%	0%	0%
	1600 - 1700	447	45%	10%	0%	5%	2%	0%	0%	1%	1%	7%	4%	3%	6%	4%	10%	3%	0%	0%	
	1700 - 1800	464	62%	13%	0%	4%	2%	0%	0%	1%	0%	0%	2%	1%	3%	2%	6%	4%	0%	0%	
	1800 - 1900	572	66%	12%	0%	4%	1%	0%	0%	1%	0%	1%	1%	1%	2%	2%	6%	1%	0%	0%	
	1900 - 2000	546	67%	15%	0%	2%	1%	0%	0%	1%	0%	0%	1%	1%	2%	2%	7%	1%	0%	0%	
	2000 - 2100	393	60%	15%	0%	2%	1%	0%	0%	1%	0%	0%	2%	1%	3%	3%	9%	2%	0%	0%	
	2100 - 2200	374	50%	21%	0%	3%	1%	0%	0%	1%	0%	0%	3%	2%	4%	3%	7%	6%	0%	0%	
	2200 - 2300	364	58%	19%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	4%	4%	6%	2%	0%	0%	
	2300 - 0000	251	56%	18%	0%	1%	0%	0%	0%	1%	0%	0%	3%	2%	5%	4%	8%	2%	0%	0%	

Hour	Hourly Project Traffic Flow Composition (%)																														
	Total Flow	PC	Taxi	LGV3		LGV4		LGV6		HGV7		HG8V		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		<=3.5t	>3.5t	<=6.4t	6.4t-15t	15-24t	<=3.5t	>3.5t	<=6.4t	6.4t-15t	>15t	>24t	>24t					
0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%				
0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%				
0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%				
1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%				
1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%				
1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%				
1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%				
1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%				
1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%				
1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%				
1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%				
2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%				
2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																		
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4 <>3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
L19	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%

Hour	Hourly Project Traffic Flow Composition (%)																		
	Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PrLB4 <>3.5t	PrLB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t	NFB9 >24t
0000 - 0100	1	44%	13%	0%	26%	9%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
0100 - 0200	1	38%	11%	0%	30%	11%	2%	5%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
0200 - 0300	1	34%	9%	0%	34%	12%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
0300 - 0400	1	30%	7%	0%	37%	13%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
0400 - 0500	1	26%	6%	0%	40%	14%	4%	7%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
0500 - 0600	1	23%	5%	0%	42%	15%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
0600 - 0700	2	21%	4%	0%	44%	16%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
0700 - 0800	7	18%	3%	0%	45%	16%	4%	9%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%
0800 - 0900	8	23%	5%	0%	32%	11%	8%	16%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%
0900 - 1000	5	29%	8%	0%	43%	15%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
1000 - 1100	7	20%	3%	1%	50%	18%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
1100 - 1200	7	19%	6%	1%	50%	18%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
1200 - 1300	7	11%	4%	1%	59%	21%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
1300 - 1400	5	17%	5%	1%	56%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
1400 - 1500	9	11%	3%	1%	58%	21%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
1500 - 1600	5	21%	8%	0%	42%	15%	4%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
1600 - 1700	7	15%	3%	1%	53%	19%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
1700 - 1800	6	23%	5%	1%	50%	18%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
1800 - 1900	8	24%	5%	0%	47%	17%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
1900 - 2000	4	44%	10%	0%	33%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
2000 - 2100	3	35%	9%	0%	40%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
2100 - 2200	4	24%	10%	0%	46%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
2200 - 2300	2	54%	18%	0%	20%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
2300 - 0000	2	43%	13%	0%	28%	10%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%

Road Link Ref.	Hour	Hourly Project Traffic Flow Composition (%)																	
		Total Flow	PC	Taxi	LGV3 <=2.5t	LGV4 2.5-3.5t	LGV6 >3.5t	HGV7 <=15t	HGV8 15-24t	PLB	PRB4 <>3.5t	PRB5 >3.5t	NFB6 <=6.4t	NFB7 6.4t-15t	NFB8 15-24t	FBSD	FBDD	MC	HGV9 >24t
L20	0000 - 0100	3	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0100 - 0200	2	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	0200 - 0300	1	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0300 - 0400	1	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0400 - 0500	1	79%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0500 - 0600	1	80%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0600 - 0700	2	82%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	0700 - 0800	5	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	0800 - 0900	8	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
	0900 - 1000	7	79%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	1000 - 1100	6	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	1100 - 1200	6	76%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1200 - 1300	4	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	1300 - 1400	4	74%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
	1400 - 1500	4	78%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
	1500 - 1600	5	71%	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1600 - 1700	5	77%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
	1700 - 1800	6	78%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
	1800 - 1900	8	83%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	1900 - 2000	8	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
	2000 - 2100	5	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	2100 - 2200	5	66%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
	2200 - 2300	5	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
	2300 - 0000	3	74%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%