

Appendix 3

Air Quality Impact Assessment

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM “COMMERCIAL(1)” (“C(1)”) AND “OTHER SPECIFIED USES” ANNOTATED “BUSINESS”(“OU(B)”) TO “COMMERCIAL (3)” (“C(3)”) ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

AIR QUALITY IMPACT ASSESSMENT

15 March 2024

Report No.: RT22054-AQIA-01_v1

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone: (852) 3568-4701
Address: Unit 2001-05, APEC Plaza
49 Hoi Yuen Road, Kwun Tong
Kowloon, Hong Kong

Email: info@beexergy.com



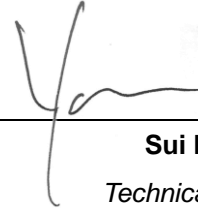
Project:	SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM “COMMERCIAL(1)” (“C(1)”) AND “OTHER SPECIFIED USES” ANNOTATED “BUSINESS”(“OU(B)”) TO “COMMERCIAL (3)” (“C(3)”) ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG				
	AIR QUALITY IMPACT ASSESSMENT				
Report No.:	RT22054-AQIA-01_v1				
Revision	Issue Date	Description	Author	Checker	Approver
0	23/01/2024	Issued for Comment	KCC	ZC	HM
1	15/03/2024	Updated based on Latest Scheme	LY	YS	HM

Prepared By:



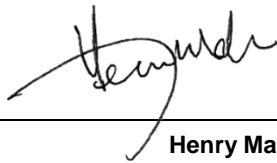
Leo Yu
Consultant

Checked by



Sui Hang Yan
Technical Director

Approved by:



Henry Mak
Director

Disclaimer:

- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

TABLE OF CONTENT

1.	INTRODUCTION.....	1
1.1.	BACKGROUND.....	1
1.2.	PROJECT LOCATION.....	1
1.3.	PROJECT DESCRIPTION.....	1
1.4.	STRUCTURE OF THE REPORT.....	2
2.	AIR QUALITY IMPACT ASSESSMENT.....	3
2.1.	INTRODUCTION.....	3
2.2.	RELEVANT LEGISLATION, STANDARDS AND GUIDELINES.....	3
2.3.	BASELINE CONDITION.....	6
2.4.	AIR SENSITIVE RECEIVERS.....	8
2.5.	SCOPE OF OPERATION PHASE ASSESSMENT.....	10
2.6.	METHODOLOGY.....	12
3.	ASSESSMENT RESULTS.....	17
4.	CONCLUSION.....	19

FIGURES

Figure 1.1	Location of Project Site and Its Environs
Figure 2.1	500m and 4km Assessment Area
Figure 2.2	Buffer Distance to King Yip Street and Hung To Road
Figure 2.3	Location of Representative Air Sensitive Receivers
Figure 2.4	Location of Industrial Chimney identified in AEIAR-130/2009
Figure 2.5	Location of Piers and Ferries Travelling Routes
Figure 2.6	Location of Major Point Sources
Figure 3.1	Contour Map of 10-minute and 24-hour SO ₂
Figure 3.2	Contour Map of 1-hour and Annual NO ₂
Figure 3.3	Contour Map of 24-hour and Annual RSP
Figure 3.4	Contour Map of 24-hour and Annual FSP

APPENDICES

Appendix 1.1	Master Layout Plan
Appendix 2.1	Figure 6.2 and Appendix 6.1 of AEIAR-130/2009
Appendix 2.2	Site Survey and Desktop Study Record
Appendix 2.3	EPD's CED Record on Specific Process License
Appendix 2.4	Traffic Data endorsed by the Transport Department
Appendix 2.5	Detail Calculation of Marine Traffic Emissions
Appendix 2.6	Detail Calculation of Major Point Sources Emissions
Appendix 2.7	Detail Calculation of Vehicular Emissions
Appendix 2.8	Road Links Inventory
Appendix 3.1	Modeling Results of 10-minute and 24-hour SO ₂
Appendix 3.2	Modeling Results of 1-hour and Annual NO ₂
Appendix 3.3	Modeling Results of 24-hour and Annual RSP
Appendix 3.4	Modeling Results of 24-hour and Annual FSP

1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. The Merry Gain International Limited, Kind Rich International Limited, and China Full Treasure Limited (the Project Proponents) propose to rezone from “Commercial(1)” (“C(1)”) and “Other Specified Uses” annotated “Business”(“OU(B)”) to “Commercial (3)” (“C(3)”) zone for a proposed Social Welfare Facility (Residential Care Home For People With Disabilities) (RCHD) and ancillary office and staff quarters development at Kwun Tong Inland Lot No. 203, portion of G/F and 1/F to 7/F, 90 Hung To Road, Kwun Tong (hereafter called “the Proposed Development”).
- 1.1.2. BeeXergy Consulting Limited was commissioned by Capital Rich Land Development Company Limited (the Project Architect) to undertake an Air Quality Impact Assessment (AQIA) supporting its planning application under Section 12A of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

- 1.2.1. The Project Site is located in Kwun Tong district, with site area of approximately 465m². It is currently bounded by an industrial building to the North, Hung To Road to the East, King Yip Street to the South, and a commercial building to the West. The Project Site is currently zoned as “Commercial(1)” (“C(1)”) and “Other Specified Uses” annotated “Business”(“OU(B)”) under the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/25. **Figure 1.1** shows the location of the Project Site and its environs.

1.3. PROJECT DESCRIPTION

- 1.3.1. The Proposed Development will partially convert the existing permitted use to dormitory, ancillary office, and staff quarters for RCHD. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan provided by the DeSPACE (International) Limited (the Project Town Planner) is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	7
Total Gross Floor Area (GFA)	Total: 3,044m ² G/F: about 22m ² 1/F to 5/F: about 2,290m ² 6/F to 7/F: about 732m ²
Building Height	About 31.4m

No. of Parking Spaces	Nil	
Proposed Floor Use	Existing Permitted Use	In-situ Partial Conversion
G/F	Ancillary Office	Ancillary Office for RCHD
1/F to 5/F	Restaurants	RCHD
6/F to 7/F	Quarters for persons employed on the premises	Ancillary Staff Quarters for RCHD
No. of Bed Spaces in RCHD	120 – 180	
No. of Bed Spaces in the Staff Quarter	20 - 30	
Tentative Population Intake Year	2025	

1.4. STRUCTURE OF THE REPORT

1.4.1. This AQIA Report includes the following sections:

- Section 1 introduces the project background;
- Section 2 evaluates the air quality impact approach and methodology;
- Section 3 presents the air quality impact assessment results;
- Section 4 summarizes the conclusion of this AQIA.

2. AIR QUALITY IMPACT ASSESSMENT

2.1. INTRODUCTION

2.1.1. This section identifies the potential air quality impact associated with the operation of the Proposed Development.

2.1.2. This AQIA considers surrounding emissions from nearby chimneys (if any), vehicular emissions, and marine traffic emissions within the 500m assessment area and major point sources identified within the 4km assessment area. The 500m and 4km assessment areas of the Project Site are shown in **Figure 2.1**.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards, and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- EPD's Guidelines for Local-Scale Air Quality Assessment Using Models;
- EPD's Guidelines on Assessing the 'Total' Air Quality Impacts;
- EPD's Guidelines on Choice of Models and Model Parameters;
- EPD's Guidelines on the Use of Alternative Computer Models in Air Quality Assessment;
- EPD's Guidelines on the Estimation of 10-minute Average SO₂ Concentration for Air Quality Assessment in Hong Kong;
- EPD's Technical Notes on Air Quality Modelling;
- EPD's Technical Note for Modelling Vehicular Emissions Using AERMOD;
- EPD's Technical Note for Modelling Industrial Emissions;
- EPD's Vehicular Emission Modelling Introduction on 12-Jan-2024;
- EPD's PATH Data Dissemination;
- EPD's Smart Air Modelling Platform (SAMP);
- EPD's User Guide for the ROAD tool in SAMP;
- EPD's Guideline on Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction; and
- EPD's Technical Note on Calculation of Start Emissions in Air Quality Impact Assessment.

Air Quality Objectives

2.2.2. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the preventative/mitigation measures for air pollution sources. The AQOs stipulate concentration for a range of pollutants, which are summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit ^[i] ($\mu\text{g}/\text{m}^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP) ^[ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates (FSP) ^[iii]	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead	Annual	0.5	N/A
Notes: [i] All measurements of the concentration of gaseous air pollutants, i.e., SO_2 , NO_2 , O_3 , and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa. [ii] RSP means suspended particles in air with a nominal aerodynamic diameter of $10\mu\text{m}$ or less. [iii] FSP means suspended particles in air with a nominal aerodynamic diameter of $2.5\mu\text{m}$ or less.			

Hong Kong Planning Standards and Guidelines

2.2.3. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendations on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing, and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing land use planning and recommends buffer distances for land uses.

2.2.4. Buffer distances on usage of open space sites for active and passive recreational uses are also recommended. Evaluation of the potential air quality impact on the

Proposed Development due to the open road emissions and industrial emissions shall refer to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG are extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	<i>Type of Road</i>	/	
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses
		< 10m	Passive Recreational Uses
Roads and Highways	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	Passive Recreational Uses
Industrial Areas	<i>Difference in Height between Industrial Chimney Exit and the Site</i>	/	
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses
Remarks: <ol style="list-style-type: none"> In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available. The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites. The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments. Amenity areas are permitted in any situation. 			

2.3. BASELINE CONDITION

Existing Ambient Air Quality

2.3.1. The nearest EPD General Air Quality Monitoring Station (AQMS) to the Project Site is the Kwun Tong AQMS located at Kwun Tong Police Station, which is approximately 0.67km to the northeast of the Project Site. The concentrations of the key air pollutants relevant to the Project in the recent five years (2018 – 2022) at Kwun Tong AQMS extracted from EPD’s SAMP are summarized in **Table 2.3**, which depicts the trend in ambient air quality.

Table 2.3 Air Quality Monitoring Data at Kwun Tong General AQMS Station

Pollutant [1]	Averaging Time	Concentration ($\mu\text{g}/\text{m}^3$) [2]					2014-2021 AQOs [3] ($\mu\text{g}/\text{m}^3$)	Prevailing AQOs [4] ($\mu\text{g}/\text{m}^3$)
		2018	2019	2020	2021	2022		
NO ₂	1-hour (19 th highest)	178	184	153	164	145	200	200
	Annual	<u>43</u>	<u>45</u>	<u>43</u>	<u>49</u>	<u>45</u>	40	40
SO ₂	10-min (4 th highest)	51	41	24	24	19	500	500
	24-hour (4 th highest)	12	11	8	7	11	125	50
RSP	24-hour (10 th highest)	78	73	67	72	49	100	100
	Annual	38	38	32	31	24	50	50
FSP	24-hour (36 th highest)	34	34	27	28	26	N/A	50
	Annual	22	21	16	17	14	35	25
O ₃	8-hour (10 th highest)	130	150	126	136	148	160	160

Notes:

- [1] CO is not being monitored at Kwun Tong General AQMS Station.
- [2] Underlined and bolded figures indicate the exceedance recorded.
- [3] AQOs that were effective from 2014 to 2021
- [4] Prevailing AQOs implemented on 1 January 2022.

2.3.2. As shown in **Table 2.3**, the monitored air pollutant concentrations from 2018 to 2022 could comply with the prevailing AQOs except for the annual NO₂ concentrations from 2018 to 2022.

Predicted Background Air Quality

2.3.3. Apart from the air quality monitoring data, EPD also provides a set of regional background concentrations for key pollutants in the “Pollutants in the Atmosphere and their Transport over Hong Kong” (PATH) model. Given that the tentative intake year of the Proposed Development would be in the Year 2025, the background air quality predicted by PATH v2.1 for the Year 2025 will be presented as the future background air quality during the operation phase as a worst-case scenario.

2.3.4. The 500m assessment area is covered by the PATH grid (45,32). The predicted Year 2025 background concentrations extracted from EPD’s SAMP at the PATH grid are summarized in Error! Reference source not found. and compared against the prevailing AQOs. Based on the results presented in **Table 2.4** below, the predicted background concentrations in Year 2025 are expected to be lower than their respective AQOs except for 8-hour O₃.

Table 2.4 Background Air Pollutant Concentrations Predicted by PATH v2.1 Model in Year 2025

Pollutant	Averaging Time	PATH Grid (45, 32)	Prevailing AQOs
		Concentration (µg/m ³)	
NO ₂	1-hour (19 th highest)	110	200
	Annual	18	40
SO ₂	10-min (4 th highest)	45	500
	24-hour (4 th highest)	10	50
RSP	24-hour (10 th highest)	64	100
	Annual	27	50
FSP	24-hour (36 th highest)	23	50
	Annual	14	25
O ₃	8-hour	<u>190</u>	160

Pollutant	Averaging Time	PATH Grid (45, 32)	Prevailing AQOs
		Concentration ($\mu\text{g}/\text{m}^3$)	
	(10 th highest)		
CO	1-hour (1 st highest)	869	30,000
	8-hour (1 st highest)	792	10,000

Note:

[1] Underlined and bolded figures indicate the exceedance recorded.

[2] Concentration adjustments for RSP (24-hour and Annual) and FSP (Annual) are made in accordance with EPD's Briefing on the release of updated PATH modelling system and air quality modelling guidelines for PATH v2.1 on 22 June 2021.

Recommended Buffer Distance in HKPSG

2.3.5. The Project Site is bounded by King Yip Street and Hung To Road, vehicular emission from existing open roads is the potential source of air quality impact to the Proposed Development.

2.3.6. The road type of King Yip Street and Hung To Road, the recommended buffer distance in HKPSG, and the buffer distance allowed for the Proposed Development are summarized in **Table 2.5** below and shown in **Figure 2.2**

Table 2.5 Recommended Buffer in HKPSG

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance Allowed for the Proposed Development
King Yip Road	Local Distributor	>5m	<5m
Hung To Road	Local Distributor	>5m	<5m

Note:

1. Classification of road types of King Yip Road and Hung To Road are proposed by the Project's Traffic Consultant and agreed with the Transportation Department (TD).

2.4. AIR SENSITIVE RECEIVERS

2.4.1. According to Clause 2 in Annex 12 – Guidelines for Air Quality Assessment of the Technical Memorandum of Environmental Impact Assessment under Environmental Impact Assessment (EIAO-TM), the determination of air sensitive receivers (ASRs) shall follow the below criteria:

- a) Any domestic premises, hotel, hostel, hospital, clinic, nursery, temporary

housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium, or performing arts centre shall be considered to be air sensitive receiver. Places/premises in which exposure is transient in nature (for example, cycle track, pedestrian walkway, bus stop, mini-bus stop, and taxi stand) are not considered to be air sensitive receivers; and

- b) Any other premises or place with which, in terms of duration or number of people affected, has a similar sensitivity to the air pollutants as the aforesaid premises and places shall also be considered to be a sensitive receiver.

2.4.2. To allow flexibility in the development at this early stage, ASRs are evenly distributed horizontally surrounding the Project Site. Since the proposed Ancillary Office for RCHD at ground level is located in the middle of the building and no openable window for ventilation will be provided, no ASRs will be assigned at the ground level. The elevations of ASRs are then assigned at the Low Zone (10mAG, +14.3mPD), Mid Zone (20mAG, +24.3mPD), and High Zone (30mAG, +34.3mPD) of the Project Site. Details of the identified representative ASRs are summarized in **Table 2.6** below and their locations are shown in **Figure 2.3**.

Table 2.6 Representative Air Sensitive Receivers

ASR ID	Coordinates		Elevation	
	Easting	Northing	mPD	mAG
ASR01	841197.60	818753.65	Low Zone (14.3mPD) Mid Zone (24.3mPD) High Zone (34.3mPD)	Low Zone (10mAG) Mid Zone (20mAG) High Zone (30mAG)
ASR02	841202.26	818748.00		
ASR03	841206.91	818742.34		
ASR04	841206.25	818735.97		
ASR05	841205.56	818729.56		
ASR06	841198.69	818723.82		
ASR07	841191.10	818732.94		
ASR08	841183.52	818742.06		
ASR09	841190.56	818747.86		
Remark: Base elevation of all ASRs is +4.3mPD based on Topographic Map provided by the Lands Department.				

2.5. SCOPE OF OPERATION PHASE ASSESSMENT

Overview of Assessment Approach

- 2.5.1. A quantitative assessment is carried out to evaluate the operational air quality impact at the identified ASRs according to the EPD's Guidelines for Local-Scale Air Quality Assessment Using Models.
- 2.5.2. Cumulative air quality impact assessment is undertaken with reference to EPD's Guidelines on Assessing the 'TOTAL' Air Quality Impacts. According to the above-mentioned Guidelines, three (3) tiers of emission sources are considered. These including:
- a) Tier 1 Contributions – Project-induced emissions;
 - b) Tier 2 Contributions – Emissions within the 500m and 4km Assessment Area that may have the potential to contribute to the cumulative air quality impact;
 - c) Tier 3 Contributions – represents background contributions which include other potential emission sources not captured by Tier 1 and Tier 2 contributions.

Identification of Tier 1 Contributions – Emissions induced by the Project

- 2.5.3. The Proposed Development is proposed to rezone from “Commercial(1)” (“C(1)”) and “Other Specified Uses” annotated “Business”(“OU(B)”) to “Commercial (3)” (“C(3)”) zone for a proposed RCHD, ancillary office and staff quarters development only. Based on the latest development scheme, no emission will be induced by the Project. Hence, no Tier 1 Contribution is considered in this AQIA.

Identification of Tier 2 Contributions – Industrial Emissions from Chimneys

- 2.5.4. To identify the Tier 2 Contribution from industrial emissions, desktop studies, and site survey is conducted to verify the presence of chimneys.
- 2.5.5. Figure 6.2 and Appendix 6.1 of the Approved Environmental Impact Assessment (EIA) Report AEIAR-130/2009 - Kai Tak Development indicated the location of emission sources (including industrial chimneys, hospital, cruise, typhoon shelters, and heliport) in Kai Tak and Kwun Tong Area. Among those emission sources identified in AEIAR-130/2009, ten (10) industrial chimneys are located within the 500m Assessment Area. Figure 6.2 and Appendix 6.1 of AEIAR-130/2009 are enclosed in **Appendix 2.1**. The location of the industrial chimneys identified in AEIAR-13/2009 is shown in **Figure 2.4**.
- 2.5.6. A site survey and desktop study using Lands Department 3D Digital (Open3Dhk) were conducted on 16 January 2024 to verify the presence of industrial chimneys in AEIAR-130/2009 and identify the presence of other industrial chimneys within the

500m Assessment Area (if any). Based on the results of the site survey, the ten (10) industrial chimneys are no longer present. Also, no other industrial chimney is identified during the site survey and desktop study. Hence, no Tier 2 Contributions from industrial chimneys emission is considered in this AQIA. Details of the site survey and desktop study record is enclosed in **Appendix 2.2**.

Identification of Tier 2 Contributions – Emissions from Specified Process

2.5.7. The latest record (last updated on 1 December 2023) from EPD's Environmental Database Central Portal (CED) regarding the Specified Process License was reviewed. No Specified Process License is registered and recorded within the 500m Assessment Area. Hence, no Tier 2 Contributions from specified process emissions are considered in this AQIA. The latest record from EPD's CED is enclosed in **Appendix 2.3**.

Identification of Tier 2 Contributions – Vehicular Emissions

2.5.8. Vehicular emissions from existing road networks within the 500m Assessment Area are considered as Tier 2 Contributions in this AQIA. Based on the tentative development programme of the Proposed Development, the completed year of the Proposed Development will be in 2025. Vehicular emission is predicted based on the maximum traffic flow within 15 years upon commencement of operation of the Proposed Development (2040). The traffic forecast provided by the Project's Traffic Consultant and endorsed by the Transport Department is enclosed in **Appendix 2.4**.

2.5.9. Given that ultra-low sulphur fuel is used for all types of vehicles in Hong Kong and the fact that SO₂ from vehicular emissions contributed only 1% of the total emissions according to the 2021 Hong Kong Emission Inventory Report by EPD, SO₂ is not considered a key air pollutant of concern arising from vehicular emissions. Therefore, only NO₂, RSP, and FSP are considered as key air pollutants for vehicular emissions inventory in this AQIA.

Identification of Tier 2 Contributions – Marine Traffic Emissions

2.5.10. Kwun Tong Ferry Pier, Kwun Tong Public Pier, and Kwun Tong Vehicular Ferry Pier are located within the 500m Assessment Area. Three (3) routine ferry routes are identified using the above-mentioned piers including:

- a) Sai Wan Ho - Kwun Tong route at Kwun Tong Public Pier;
- b) North Point – Kwun Tong – Kai Tak route at Kwun Tong Ferry Pier; and
- c) North Point – North Point – Kwun Tong route at Kwun Tong Vehicular Ferry Pier.

2.5.11. The location of identified piers and expected traveling routes are shown in **Figure 2.5**.

2.5.11. The pollutants including NO₂, SO₂, RSP, and FSP are considered as key air pollutants

for marine traffic emissions inventory in this AQIA. Detailed calculations of emission inventory for marine traffic emissions are provided in **Appendix 2.5**.

Identification of Tier 2 Contributions – Emissions from Major Point Sources

2.5.12. According to EPD's SAMP, two (2) major point sources are identified within the 4km Assessment Area including:

- a) Kai Tak Cruise Terminal Hoteling Emissions; and
- b) Towngas Mau Tau Kok Control Centre

2.5.13. The location of the identified major point sources is shown in **Figure 2.6**. The pollutants including NO₂, SO₂, RSP, and FSP are considered as key air pollutants for major point sources inventory in this AQIA. Detailed calculations and emission inventory of the major point source emissions are provided in **Appendix 2.6**.

Identification of Tier 3 Contributions – Background Emissions

2.5.14. The 500m assessment area is covered by the PATH grids (45,32). Given the completion year of the Proposed Development will be in 2025, the predicted hourly background concentration in 2025 is considered as Tier 3 Contribution from background missions to estimate the "TOTAL" air quality impact. The pollutants in Error! Reference source not found. including NO₂, SO₂, RSP, and FSP are considered as key air pollutants for background emission inventory in this AQIA.

2.6. METHODOLOGY

Selection of Modeling System

2.6.1. Modelling systems in Schedule 1 of EPS's Guidelines on Choice of Models and Model Parameters including AERMOD, PATH v2.1, and PATH v3.0 are adopted in this AQIA. Other than the modeling systems mentioned above, the latest version of EMFAC-HK Model (Version 4.3), released by EPD also adopted to calculate the vehicular emissions for subsequent modeling using AERMOD.

Model Setup for EMFAC-HK

2.6.2. EMFAC-HK model (Version v4.3) is used to predict the vehicular emission factors of NO, NO₂, RSP, and FSP for the 18 vehicle types in 2040 (i.e. the year with the predicted highest vehicular emissions within 15 years of commencement of operation).

2.6.3. Traffic data provided by the Project's Traffic Consultant in **Appendix 2.4** is input following the User guide for the ROAD tool in SAMP and processing using EPD's SAMP. The output data takes the annual minimum temperature and relative humidity diurnal profiles, which will produce the most conservative results, are adopted in this AQIA. Details of vehicular emissions are shown in **Appendix 2.7**.

Model Setup for AERMOD

- 2.6.4. AERMOD is used to model the vehicular emissions from existing road networks, marine emissions within the 500m Assessment Area, and major point source emissions within the 4km Assessment Area.
- 2.6.5. AERMET, the meteorological pre-processor of AERMOD, is used to generate AERMOD-ready meteorological data for AERMOD model input. The landuse parameters, including surface roughness, Albedo and Bowen Ratio, are required inputs for AERMET.
- 2.6.6. The surface characteristics based on the 2022 land utilization from the Planning Department are used to determine the surface roughness, Albedo, and Bowen Ratio.
- 2.6.7. The determination of the surface roughness length is based on an inverse distance weighted geometric mean for a default upwind distance of 1 kilometer relative to the covered PATH Grid. The sector widths are no smaller than 30 degrees.
- 2.6.8. The determination of the Albedo is based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for the same representative domain as defined for Bowen Ratio, with a default domain defined by a 10km by 10km region centered on the covered PATH Grid.
- 2.6.9. The determination of the Bowen Ratio is based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region centered on the covered PATH Grid.
- 2.6.10. Meteorological data from PATH v3.0 Grid (45, 32) in 2019 are adopted in AERMOD. It is noted that actual mixing heights recorded by the Hong Kong Observatory were in the range of 119m to 2,009m. Mixing heights from PATH data that are lower than 119m or higher than 2,009m were adjusted to 119m and 2,009m, respectively. Wind speed lower than 0.5m/s is set as 0.5m/s.
- 2.6.11. AERMOD provides “urban” option to account for the more convective boundary layer from the urban heat island effect by enhancing the turbulence for urban night-time conditions which is adopted in this AQIA. “ELEVATED” mode is adopted in the AERMOD and based elevation in mPD are input based on Topographic Map provided by the Lands Department.
- 2.6.12. Marine emissions and emissions from major point sources are input in AERMOD based on the information and calculation results in **Appendix 2.5** (Marine Emissions) and **Appendix 2.6** (Emissions from Major Point Sources). To illustrate the worst-case scenario, it is assumed that the marine emissions and emissions from major point sources will operate continuously for 24 hours a day and 365 days a year.

2.6.13. For vehicular emissions from existing road networks, the Average Vehicle Height, Top of Plume Height, Initial Vertical Dimension of Plume, and Release Height of At-grade Roads/Elevated Roads/Flyovers are determined based on the equations in **Table 2.7** below. Details of the road links inventory for AERMOD are enclosed in **Appendix 2.8**.

Table 2.7 Equations Adopted in AERMOD

Parameters	Equations
Average Vehicle Height	$\frac{\sum_{Vehicle\ class} Number\ of\ Vehicle \times Vehicle\ Height}{\sum_{Vehicle\ class} Number\ of\ Vehicle}$ Where: Vehicle Height reference from Table 1 in EPD's Technical Note for Modelling Vehicular Emissions Using AERMOD
Top of Plume Height	$Average\ Vehicle\ Height \times 1.7$
Initial Vertical Dimension of Plume	$\frac{Top\ of\ Plume\ Height}{2.15}$
Release Height	$Top\ of\ Plume\ Height \times 0.5 + Road\ Surface\ Height$ Where: For At-grade Roads: Road Surface Height = 0 For Elevated Roads/Flyovers: Road Surface Height = Height of the Elevated Road (in meter above ground)

2.6.14. For road links with noise barrier, the release height and width of vehicular emissions are adjusted based on the below principal:

Release Height

- If Barrier Height (Vertical/Cantilevered) \geq Top of Plume Height, Modelled Release Height = Height of Barrier; and
- If Top of Plume Height $>$ Barrier Height (Vertical/Cantilevered), Modelled Release Height will be:

$$\frac{(\text{Top of Plume} - \text{Height of Barrier})}{2} + \text{Barrier Height}$$

Width of Vehicular Emissions

- At-grade Roads: +3m at both sides of the road links
- Roads with Vertical Noise Barrier: +3m on the side without the barrier; and
- Roads with Cantilevered Barrier: +3m on the side without the barrier, and the modeled roads were shifted by the horizontal extent of the cantilever to the uncovered side with the emission height at the top of cantilevered barriers.

Model Setup for Background Concentration (PATH v2.1)

2.6.15. Data from PATH v2.1 Grid (45, 32) at Level 1 (0 to 17m above model ground) in 2025 are selected to represent the background emissions.

2.6.16. As per EPD's Briefing on the release of updated PATH modelling system and air quality modelling guidelines for PATH v2.1 on 22 June 2021, the RSP and FSP concentration from PATH v2.1 were adjusted as below:

- 10th highest daily RSP concentration: add 11.0 $\mu\text{g}/\text{m}^3$;
- Annual RSP concentration: add 10.3 $\mu\text{g}/\text{m}^3$;
- 19th and 36th highest daily FSP concentration: Nil; and
- Annual FSP concentration: add 3.5 $\mu\text{g}/\text{m}^3$.

Post-processing of Modelling Results

2.6.17. According to EPD's Guidelines on Assessing the 'TOTAL' Air Quality Impacts, the total air quality impacts from 3 major contributions (Tier 1 - Primary Contributions, Tier 2- Secondary Contributions, and Tier 3 – Background Contributions) shall be considered.

2.6.18. For this AQIA, since no emissions will be induced by the Proposed Development, the total air quality impacts will be the summation of vehicular emissions (Tier 2 – Secondary Contributions modeled using AERMOD), marine traffic emissions (Tier 2 –

Secondary Contributions modeled using AERMOD), emissions from major point sources (Tier 2 – Secondary Contributions modeled using AERMOD), and background emissions (Tier 3 – Background Contributions extracted from PATH v2.1).

2.6.19. The Limiting Method (OLM) is adopted in this AQIA. The NO_2/NO_x Ratio is assumed to be 1:9 according to EPD's Guidelines on Choice of Models and Model Parameters for vehicular emissions.

2.6.20. The 10-minute Average SO_2 concentration is estimated according to EPD's Guidelines on the Estimation of 10-minute Average SO_2 Concentration for Air Quality Assessment in Hong Kong which the total 1-hour SO_2 shall be multiplied by conversion factors according to the prevailing atmospheric stability class in **Table 2.8** below:

Table 2.8 Conversion Factor for 10-minute SO_2

Stability Class	Conversion Factor
A	2.45
B	2.45
C	1.82
D	1.43
E	1.35
F	1.35

3. ASSESSMENT RESULTS

3.1.1. Based on the modeling results summarized in **Table 3.1** below, the predicted concentration of SO₂, NO₂, RSP, and FSP at all ASRs will comply with the relevant AQOs, and no adverse air quality impact is anticipated. Details of modeling results are enclosed in **Appendix 3.1** to **Appendix 3.4**. Contour plots of the assessment results are shown in **Figure 3.1** to **Figure 3.4**.

Table 3.1 Summary of Modeling Results

Elevation	ASR ID	AQOs (µg/m ³)							
		10-minute SO ₂	24-hour SO ₂	1-hour NO ₂	Annual NO ₂	24-hour RSP	Annual RSP	24-hour FSP	Annual FSP
		500	50	200	40	100	50	50	25
		No. of exceedances allowed		No. of exceedances allowed		No. of exceedances allowed		No. of exceedances allowed	
		3	3	18	-	9	-	35	-
		Predicted Concentration (µg/m ³)							
		4 th Highest 10-minute SO ₂	4 th Highest 24-hour SO ₂	19 th Highest 1-hour NO ₂	Annual NO ₂	10 th Highest 24-hour RSP	Annual RSP	36 th Highest 24-hour FSP	Annual FSP
Low Zone	ASR01	37.91	9.72	118.04	26.70	55.15	27.47	23.28	14.74
	ASR02	37.91	9.72	117.09	26.77	55.15	27.48	23.29	14.74
	ASR03	37.91	9.72	116.76	26.78	55.15	27.48	23.29	14.75
	ASR04	37.91	9.72	116.81	26.78	55.15	27.49	23.29	14.75
	ASR05	37.91	9.72	116.70	26.80	55.15	27.49	23.29	14.76
	ASR06	37.91	9.72	116.67	26.82	55.15	27.49	23.29	14.76
	ASR07	37.91	9.72	117.07	26.84	55.15	27.48	23.29	14.75
	ASR08	37.91	9.72	118.69	26.77	55.14	27.47	23.28	14.74
	ASR09	37.91	9.72	118.32	26.74	55.15	27.47	23.28	14.74
Mid Zone	ASR01	37.90	9.72	112.30	22.31	55.03	27.38	23.19	14.65
	ASR02	37.90	9.72	112.29	22.29	55.03	27.38	23.19	14.65
	ASR03	37.90	9.72	112.29	22.28	55.03	27.38	23.19	14.66
	ASR04	37.90	9.72	112.28	22.27	55.02	27.38	23.19	14.66
	ASR05	37.90	9.72	112.28	22.26	55.02	27.38	23.19	14.66
	ASR06	37.90	9.72	112.27	22.26	55.02	27.38	23.18	14.66
	ASR07	37.91	9.72	112.28	22.28	55.03	27.38	23.19	14.66
	ASR08	37.91	9.72	112.30	22.31	55.03	27.38	23.19	14.65
	ASR09	37.91	9.72	112.30	22.31	55.03	27.38	23.19	14.65

High Zone	ASR01	37.90	9.72	110.80	20.34	54.97	27.33	23.12	14.61
	ASR02	37.90	9.72	110.78	20.30	54.96	27.33	23.12	14.61
	ASR03	37.90	9.72	110.76	20.27	54.96	27.33	23.12	14.60
	ASR04	37.90	9.72	110.75	20.25	54.96	27.33	23.11	14.60
	ASR05	37.90	9.72	110.73	20.22	54.96	27.32	23.11	14.60
	ASR06	37.90	9.72	110.73	20.22	54.96	27.32	23.11	14.60
	ASR07	37.90	9.72	110.76	20.28	54.96	27.33	23.11	14.60
	ASR08	37.90	9.72	110.79	20.33	54.96	27.33	23.12	14.61
	ASR09	37.90	9.72	110.79	20.33	54.97	27.33	23.12	14.61

4. CONCLUSION

- 4.1.1. The Project Proponents propose to rezone from “Commercial(1)” (“C(1)”) and “Other Specified Uses” annotated “Business”(“OU(B)”) to “Commercial (3)” (“C(3)”) zone for a proposed Social Welfare Facility (Residential Care Home For People With Disabilities) (RCHD) and ancillary office and staff quarters development at Kwun Tong Inland Lot No. 203, portion of G/F and 1/F to 7/F, 90 Hung To Road, Kwun Tong.
- 4.1.2. Air pollution sources including vehicular emissions, marine traffic emissions, major point sources emissions, and background emissions are identified and the concentrations of SO₂, NO₂, RSP, and FSP are predicted using modeling tools according to relevant guidelines.
- 4.1.3. Based on the modeling results, the predicted concentrations of SO₂, NO₂, RSP, and FSP at all ASRs will comply with the relevant AQOs, and no adverse air quality impact is anticipated.

FIGURE 1.1
LOCATION OF PROJECT SITE AND ITS
ENVIRONS



Copyright by BeeXergy Consulting Limited

Legend

Project Site

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240306	240306	240306

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

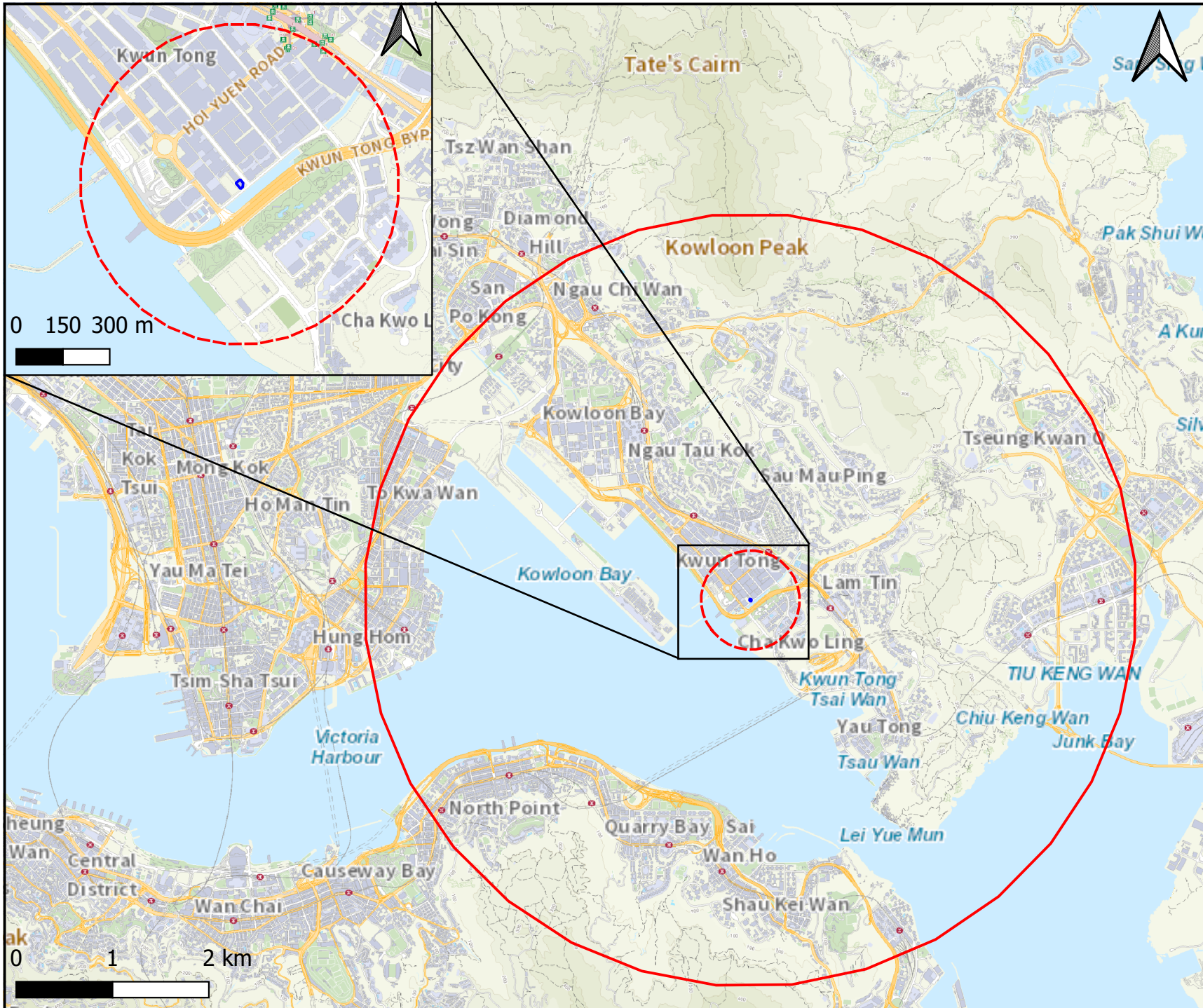
Figure Title

Location of Project Site and Its Environs

Figure No.	Rev.
Figure 1.1	1

BXG
 BeeXergy Consulting Limited

FIGURE 2.1
500M AND 4KM ASSESSMENT AREA



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4km Assessment Area

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240315	240315	240315

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 500m and 4km Assessment Area

Figure No.	Rev.
Figure 2.1	1



BeeXergy Consulting Limited

FIGURE 2.2
BUFFER DISTANCE TO KING YIP STREET AND
HUNG TO ROAD



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 5m Buffer Zone

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Buffer Distance to King Yip Street and Hung To Road

Figure No.	Rev.
Figure 2.2	1



FIGURE 2.3
LOCATION OF REPRESENTATIVE AIR
SENSITIVE RECEIVERS

Legend

- Project Site
- Air Sensitive Receiver

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240116	240116	240116

Project Title

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title

Location of Representative Air Sensitive Receivers

Figure No.	Rev.
Figure 2.3	0



BeeXergy Consulting Limited



ASR ID	Coordinates		Elevation	
	Easting	Northing	mPD	mAG
ASR01	841197.60	818753.65		
ASR02	841202.26	818748.00		
ASR03	841206.91	818742.34	Low Zone	Low Zone
ASR04	841206.25	818735.97	(14.3mPD)	(10mAG)
ASR05	841205.56	818729.56	Mid Zone	Mid Zone
ASR06	841198.69	818723.82	(24.3mPD)	(20mAG)
ASR07	841191.10	818732.94	High Zone	High Zone
ASR08	841183.52	818742.06	(34.3mPD)	(30mAG)
ASR09	841190.56	818747.86		

FIGURE 2.4
LOCATION OF INDUSTRIAL CHIMNEY
IDENTIFIED IN AEIAR-130/2009



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Chimney identified in AEIAR-130/2009

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240306	240306	240306

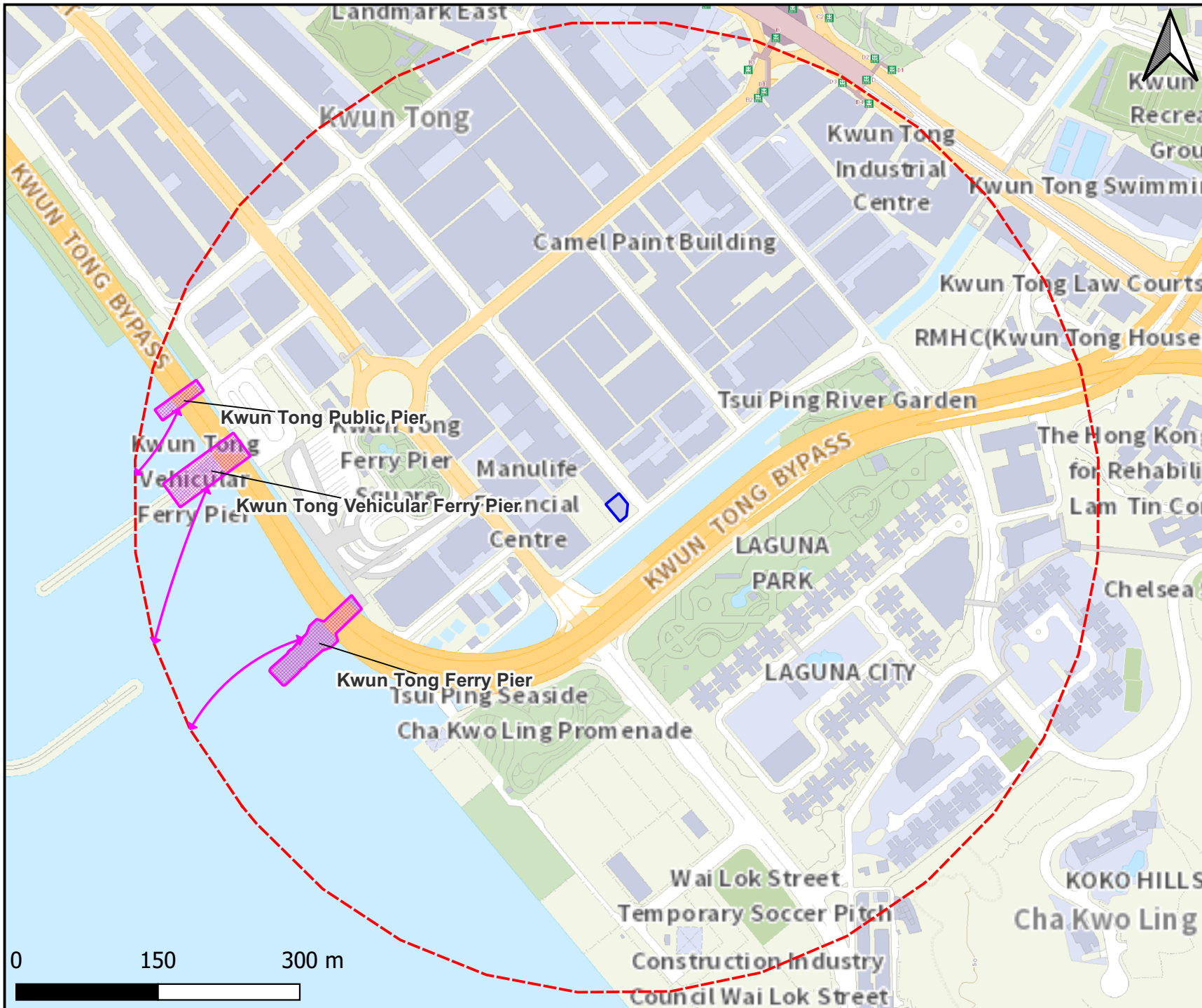
Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Location of Industrial Chimney identified in AEIAR-130/2009

Figure No.	Rev.
Figure 2.4	1



FIGURE 2.5
LOCATION OF PIERS AND FERRIES
TRAVELING ROUTES



Copyright by BeeXergy Consulting Limited

- Legend**
- Project Site
 - 500m Assessment Area
 - Pier
 - ↔ Ferry Travelling Route

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240306	240306	240306

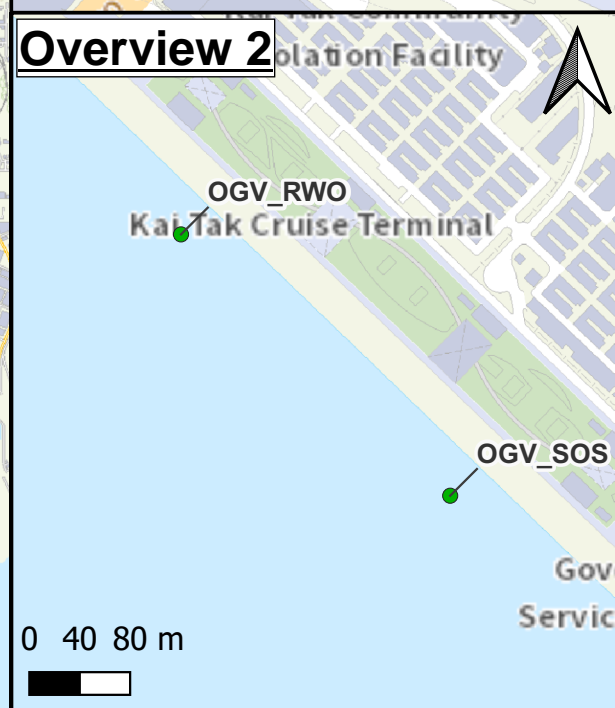
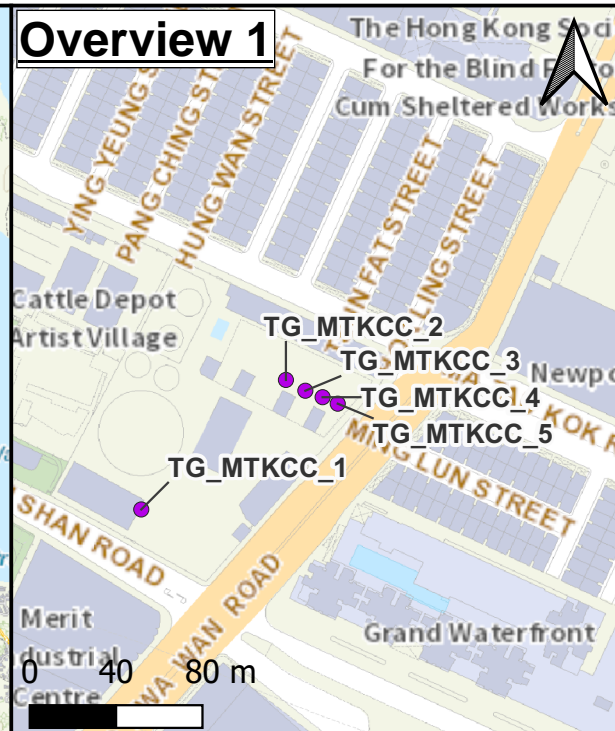
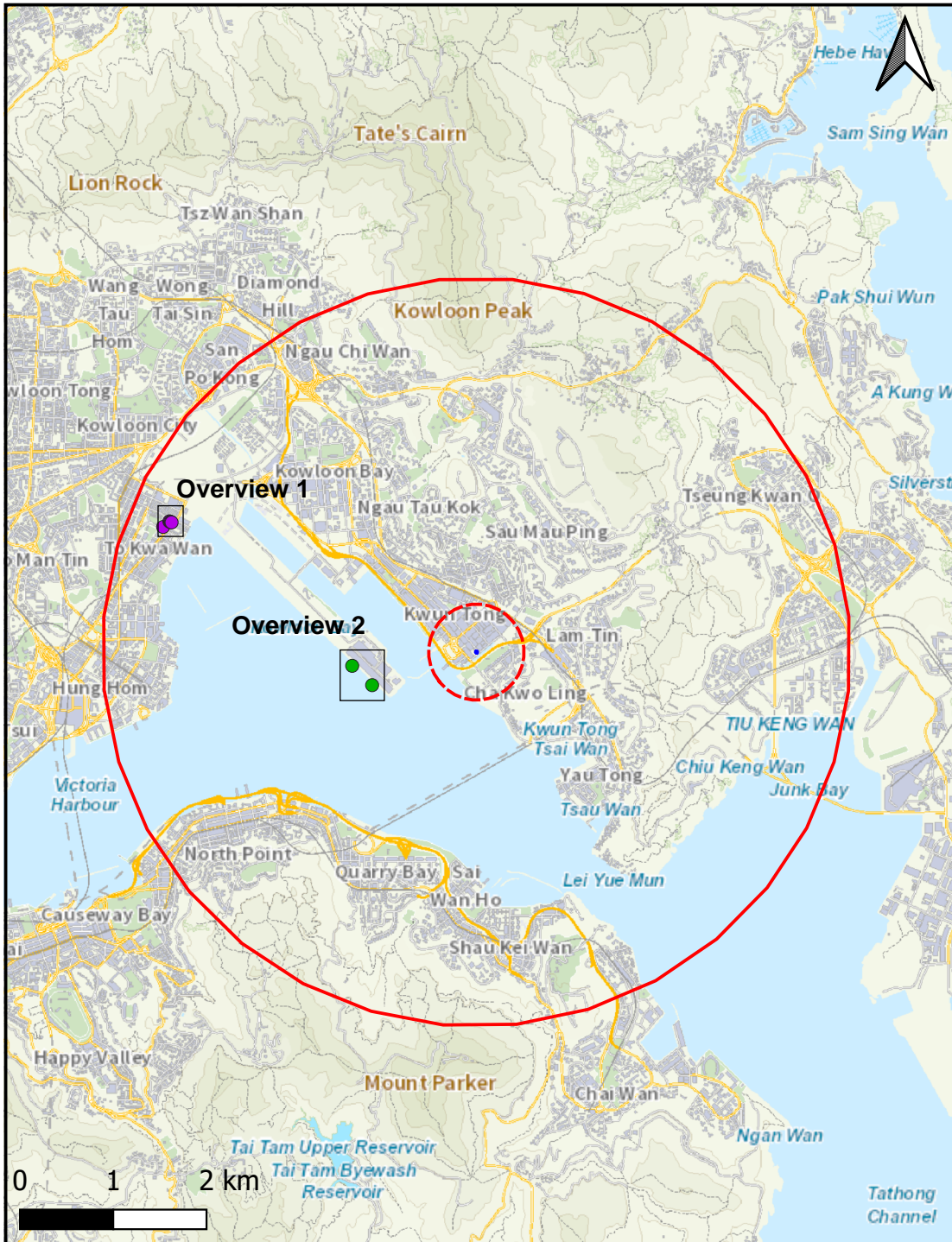
Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Location of Piers and Ferries Travelling Routes

Figure No.	Rev.
Figure 2.5	1



FIGURE 2.6
LOCATION OF MAJOR POINT SOURCES



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4km Assessment Area
- Kai Tak Cruise Terminal Hotelling Emission
- Towngas Ma Tau Kok Control Centre

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240306	240306	240306

Project Title

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

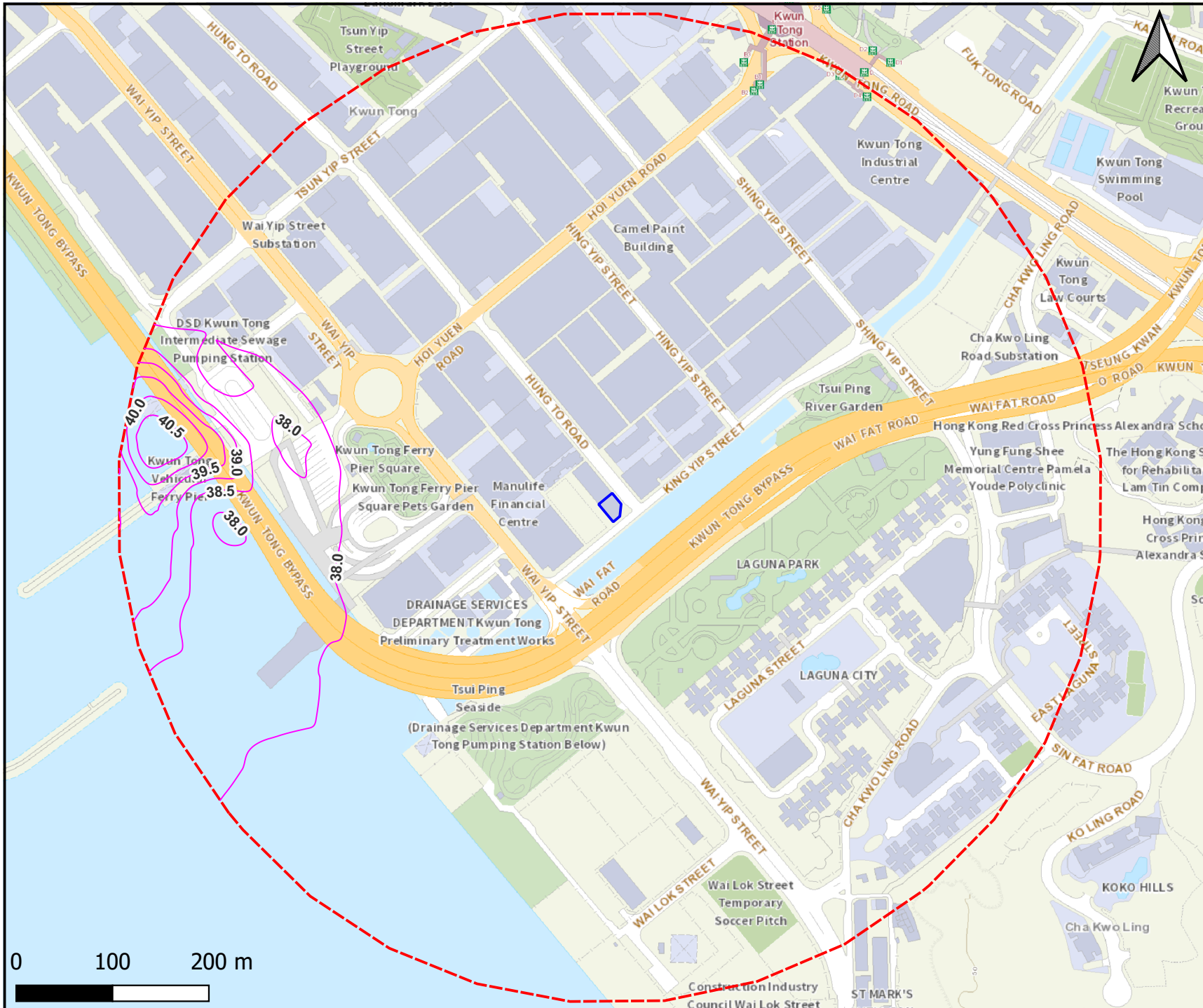
Figure Title

Location of Major Point Sources

Figure No.	Rev.
Figure 2.6	1

BeeXergy Consulting Limited

FIGURE 3.1
CONTOUR MAP OF 10-MINUTE AND 24-HOUR
SO₂



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 10-minute SO2

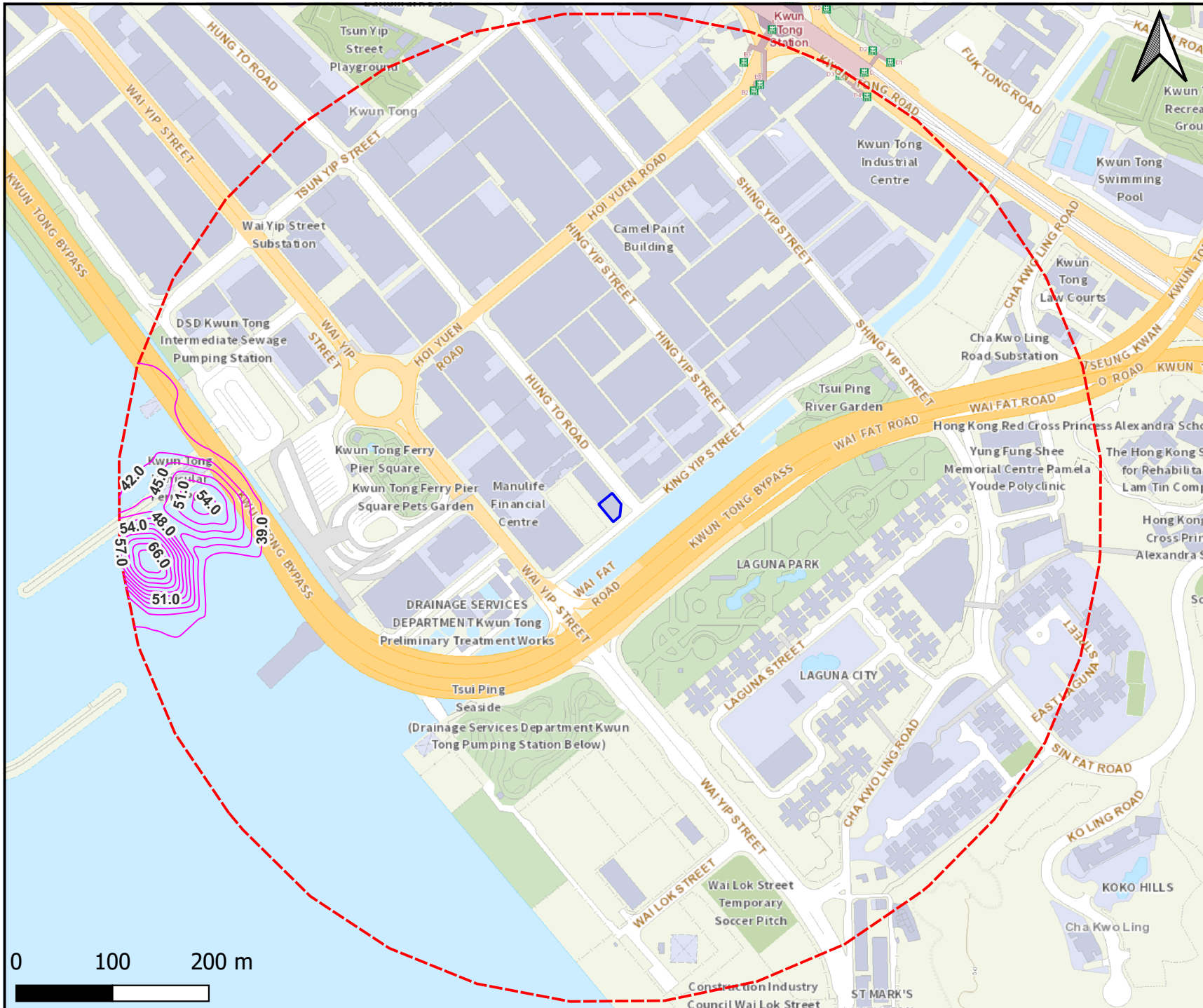
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 4th Highest 10-minute SO2 (10mAG)

Figure No.	Rev.
Figure 3.1a	1


 BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 10-minute SO2

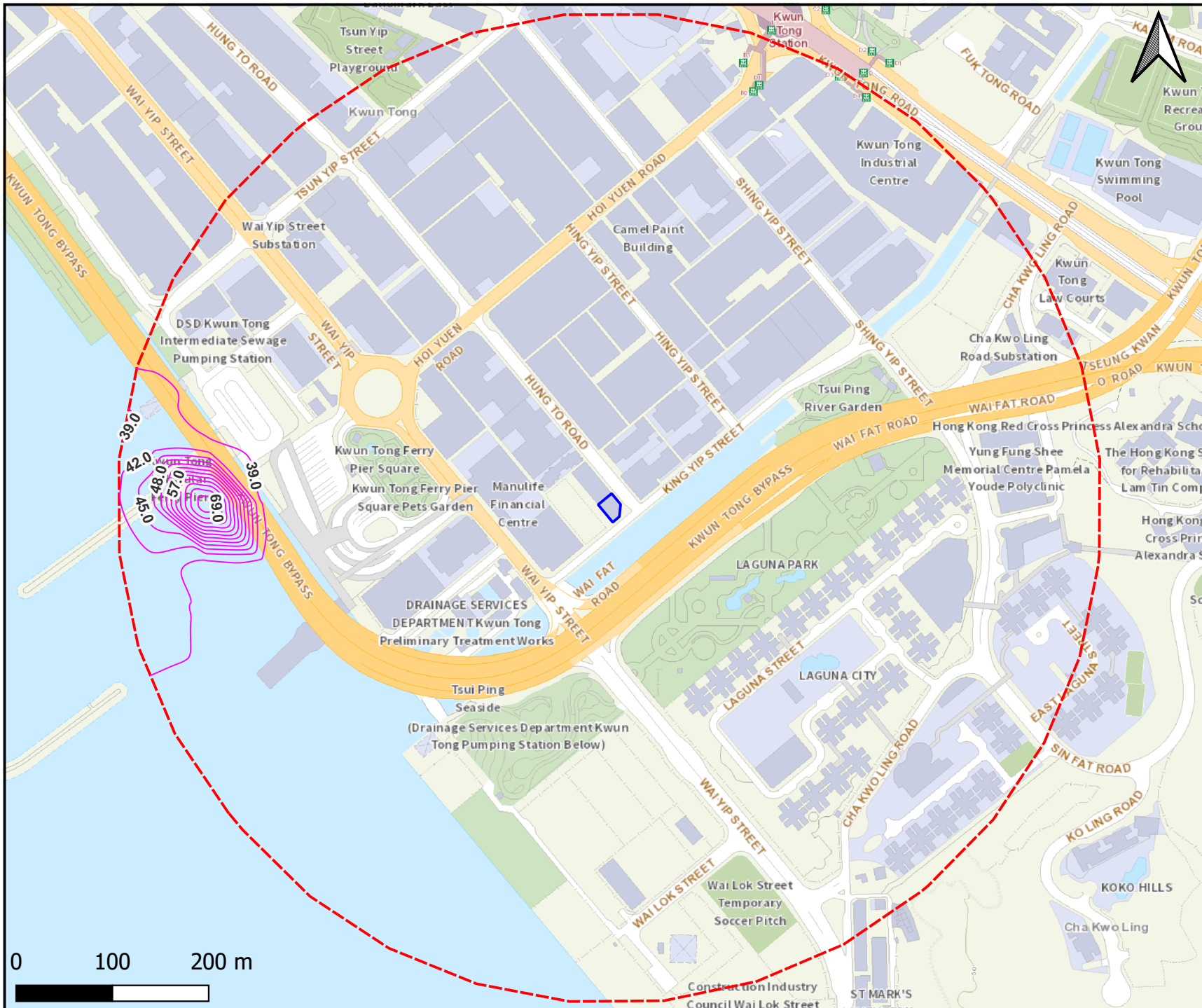
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 4th Highest 10-minute SO2 (20mAG)

Figure No.	Rev.
Figure 3.1b	1


 BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 10-minute SO2



	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 4th Highest 10-minute SO2 (30mAG)

Figure No.	Rev.
Figure 3.1c	1





Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 24-hour SO2

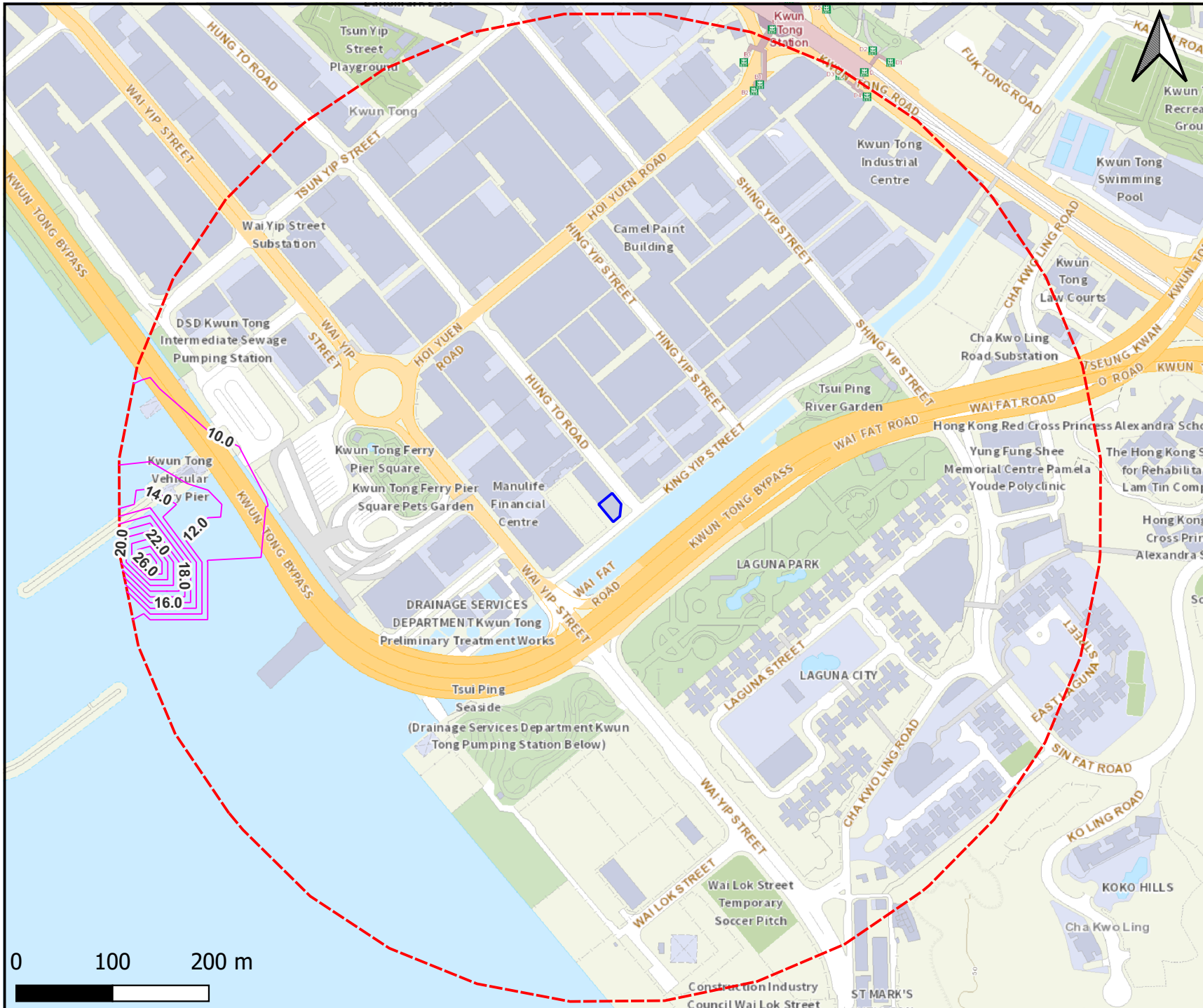
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 4th Highest 24-hour SO2 (10mAG)

Figure No.	Rev.
Figure 3.1d	1

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 24-hour SO2

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

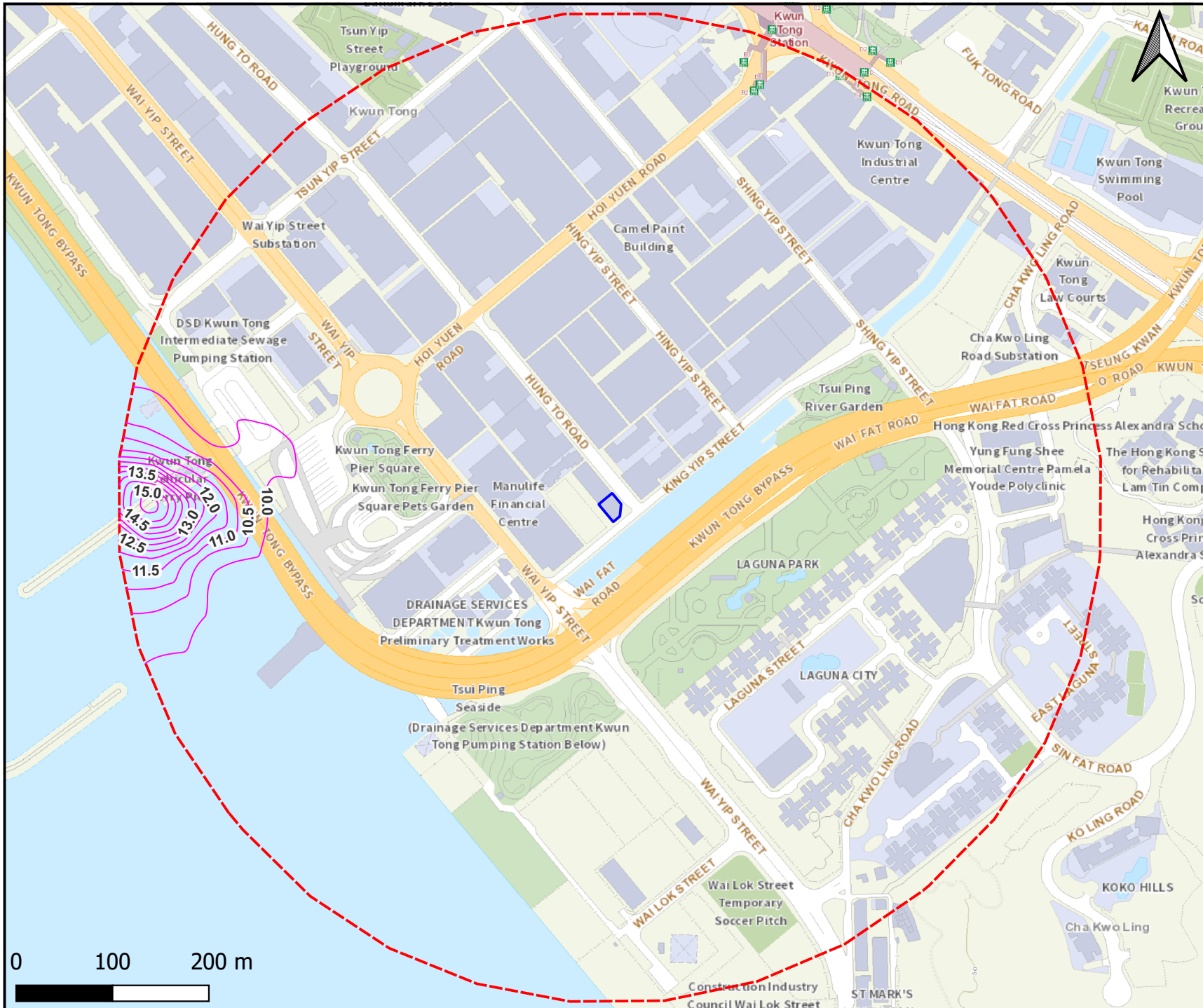
Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 4th Highest 24-hour SO2 (20mAG)

Figure No. Figure 3.1e	Rev. 1
----------------------------------	------------------

BeeXergy Consulting Limited





Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 4th Highest 24-hour SO2

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 4th Highest 24-hour SO2 (30mAG)

Figure No. Figure 3.1f	Rev. 1
----------------------------------	------------------

BXC
BeeXergy Consulting Limited

FIGURE 3.2

CONTOUR MAP OF 1-HOUR AND ANNUAL NO₂



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 19th Highest 1-hour NO2

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

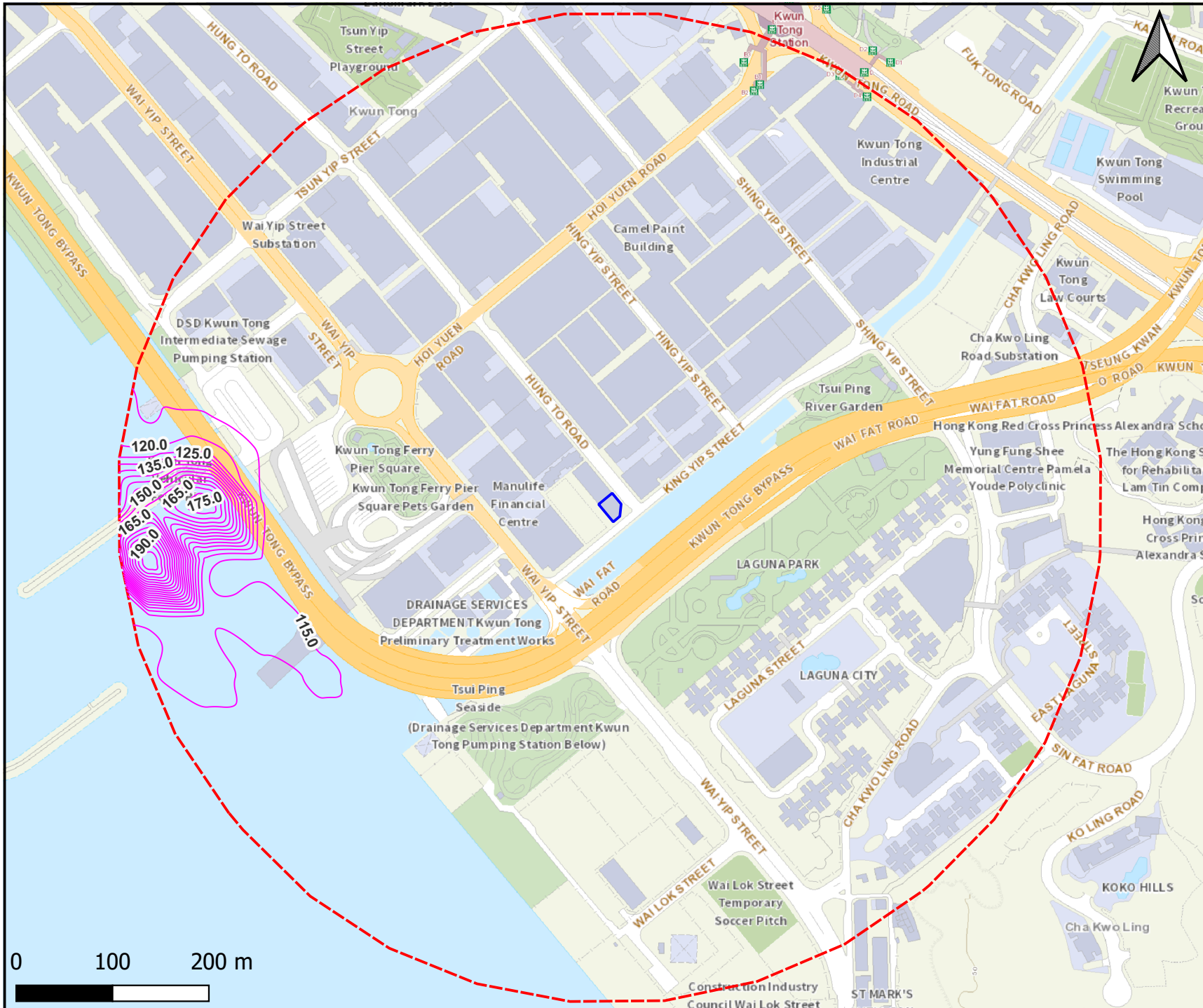
Figure Title

Contour Map of 19th Highest 1-hour NO2 (10mAG)

Figure No.	Rev.
Figure 3.2a	1

BeeXergy Consulting Limited





Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 19th Highest 1-hour NO2

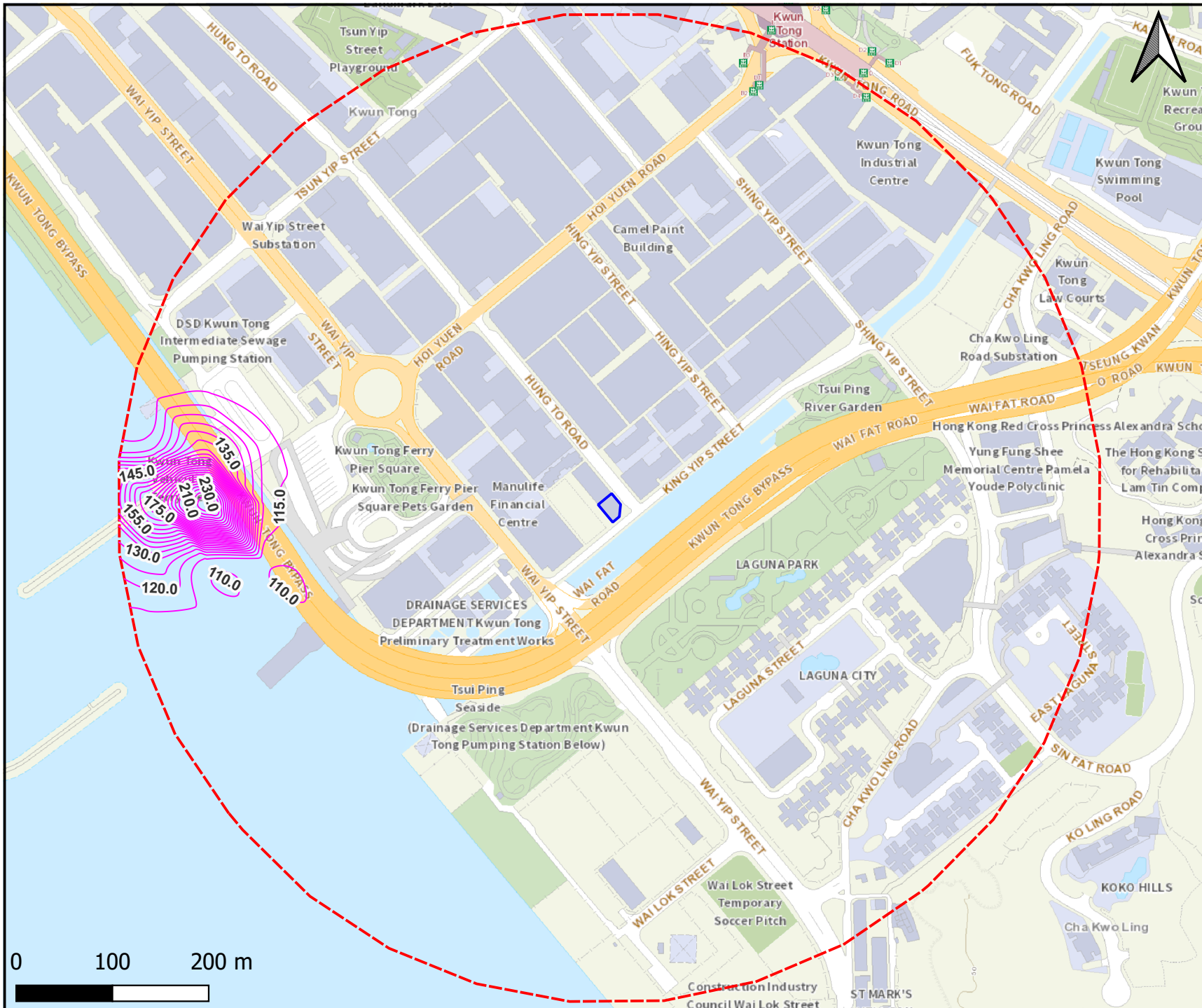
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 19th Highest 1-hour NO2 (20mAG)

Figure No. Figure 3.2b	Rev. 1
----------------------------------	------------------

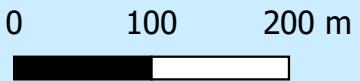
BXC
BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 19th Highest 1-hour NO2



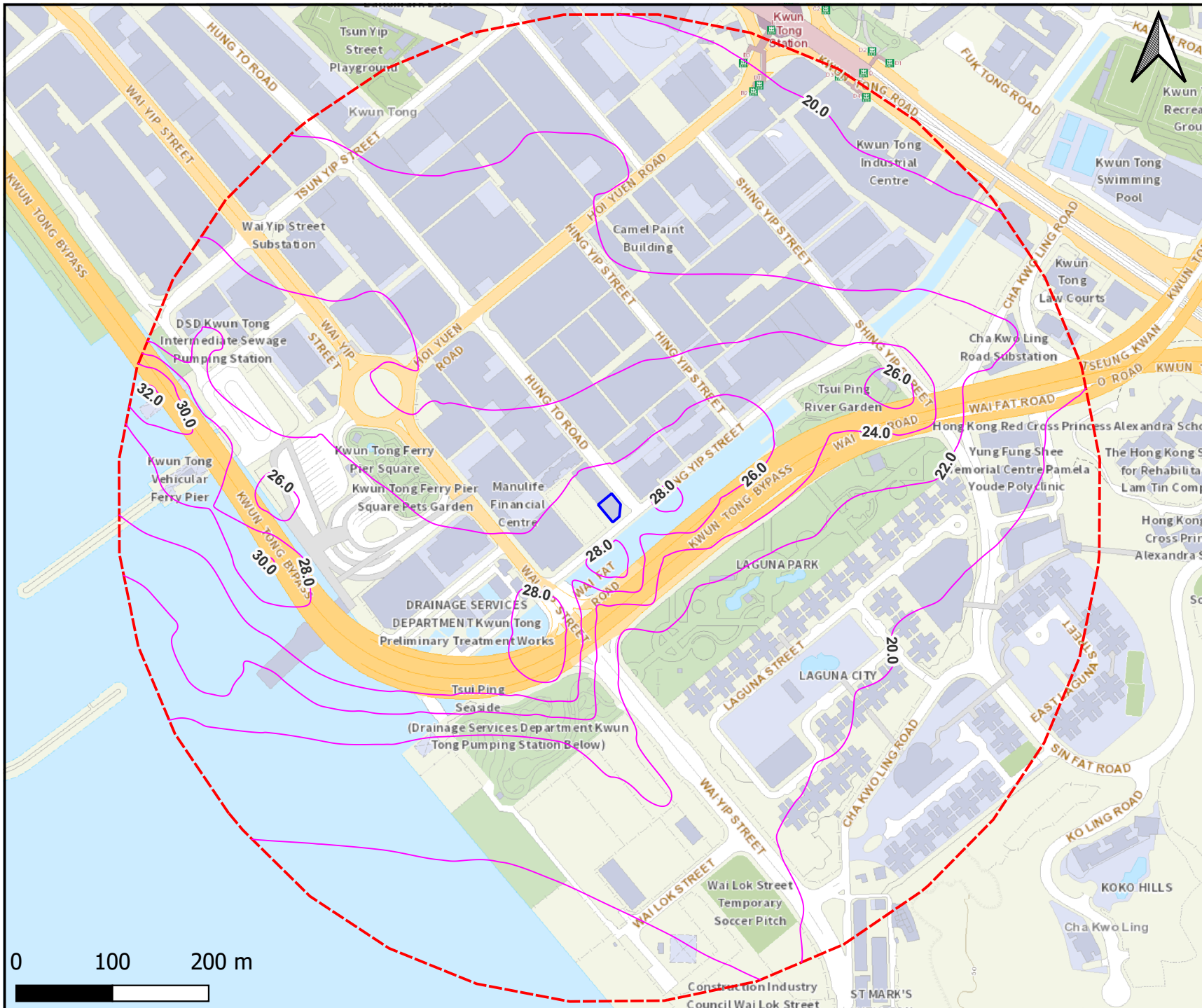
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 19th Highest 1-hour NO2 (30mAG)

Figure No.	Rev.
Figure 3.2c	1





Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual NO₂

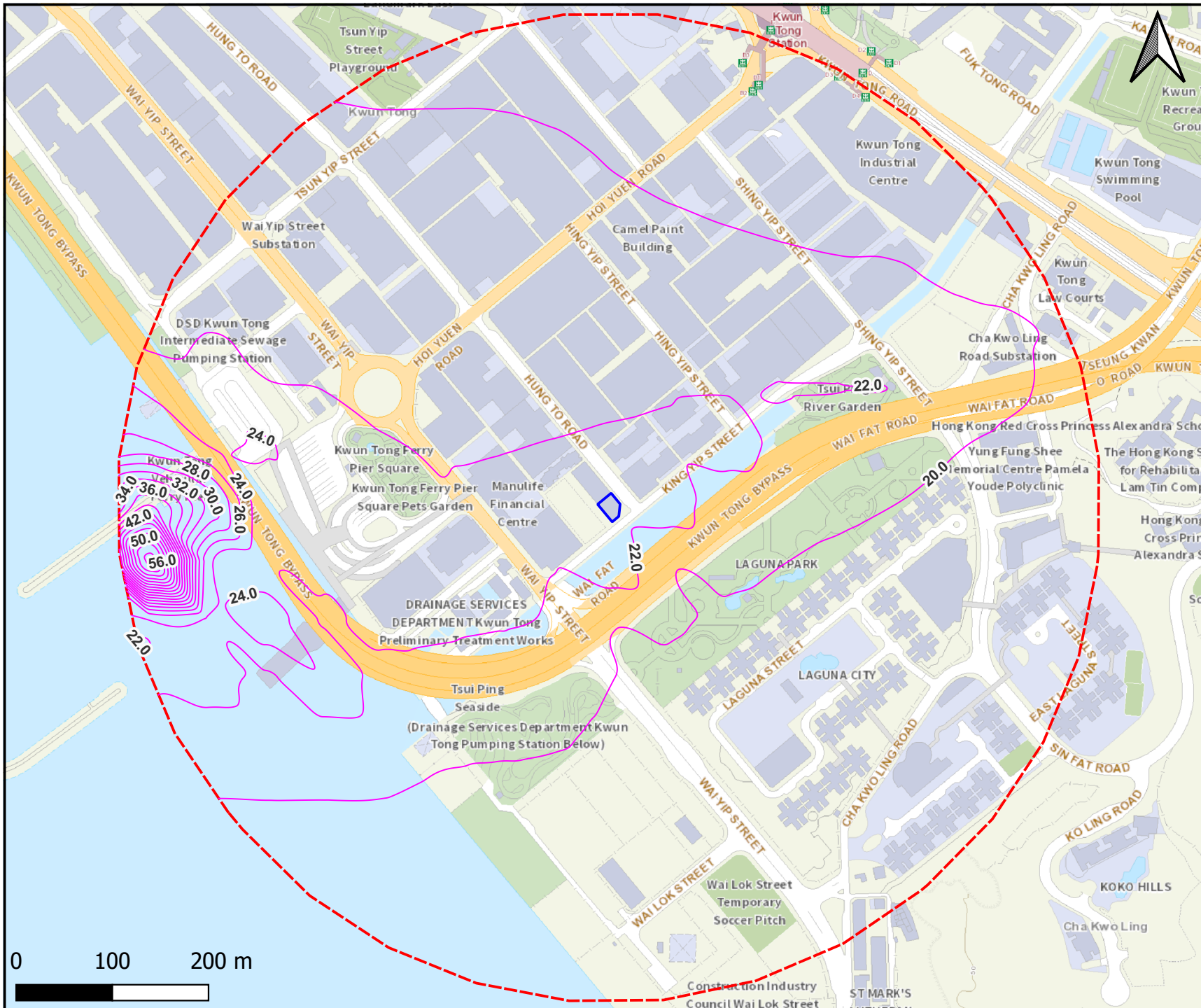
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of Annual NO₂ (10mAG)

Figure No.	Rev.
Figure 3.2d	1


 BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual NO₂

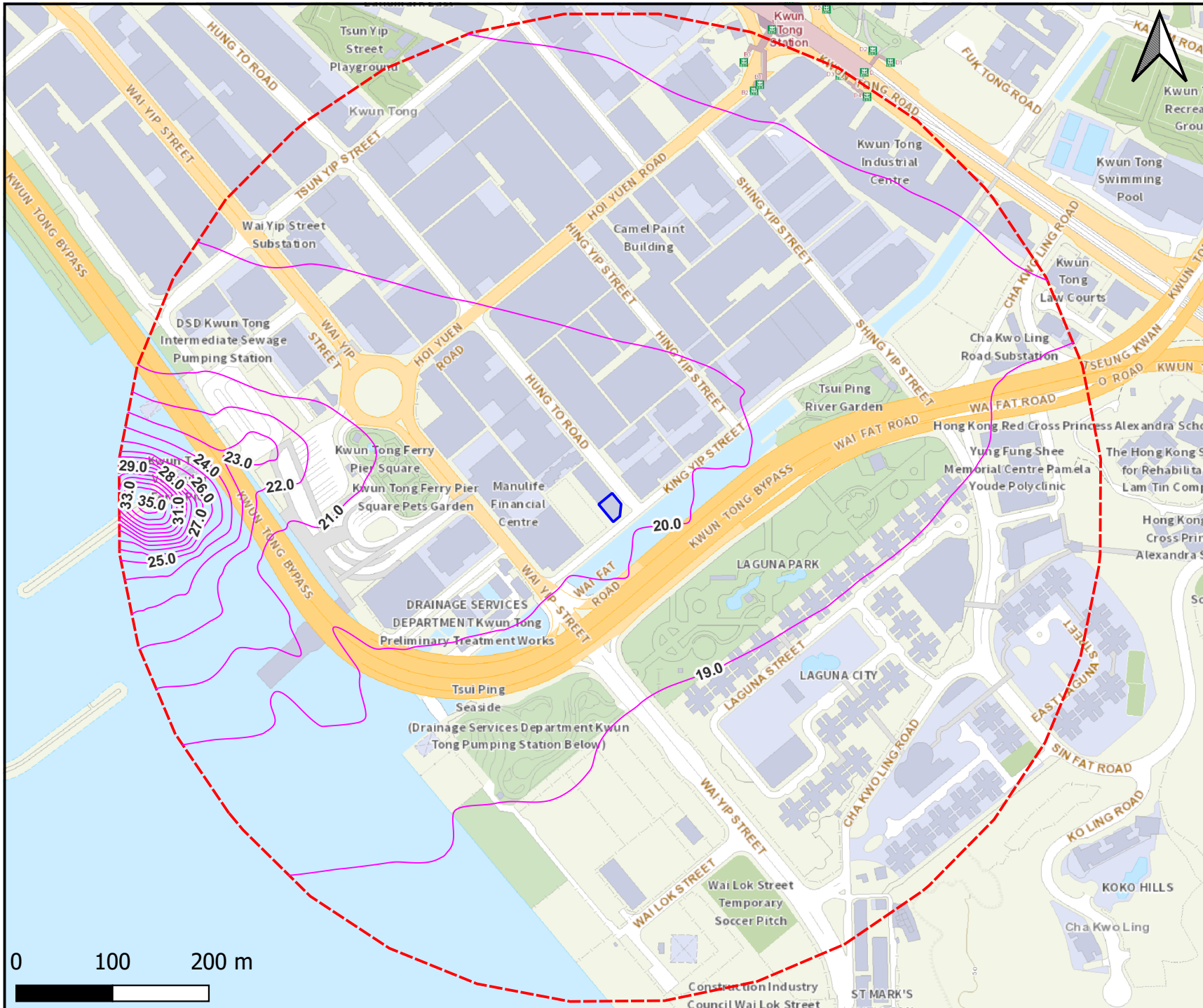
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of Annual NO₂ (20mAG)

Figure No.	Rev.
Figure 3.2e	1





Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual NO2

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of Annual NO2 (30mAG)

Figure No.	Rev.
Figure 3.2f	1


 BeeXergy Consulting Limited

FIGURE 3.3
CONTOUR MAP OF 24-HOUR AND ANNUAL
RSP



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 10th Highest 24-hour RSP

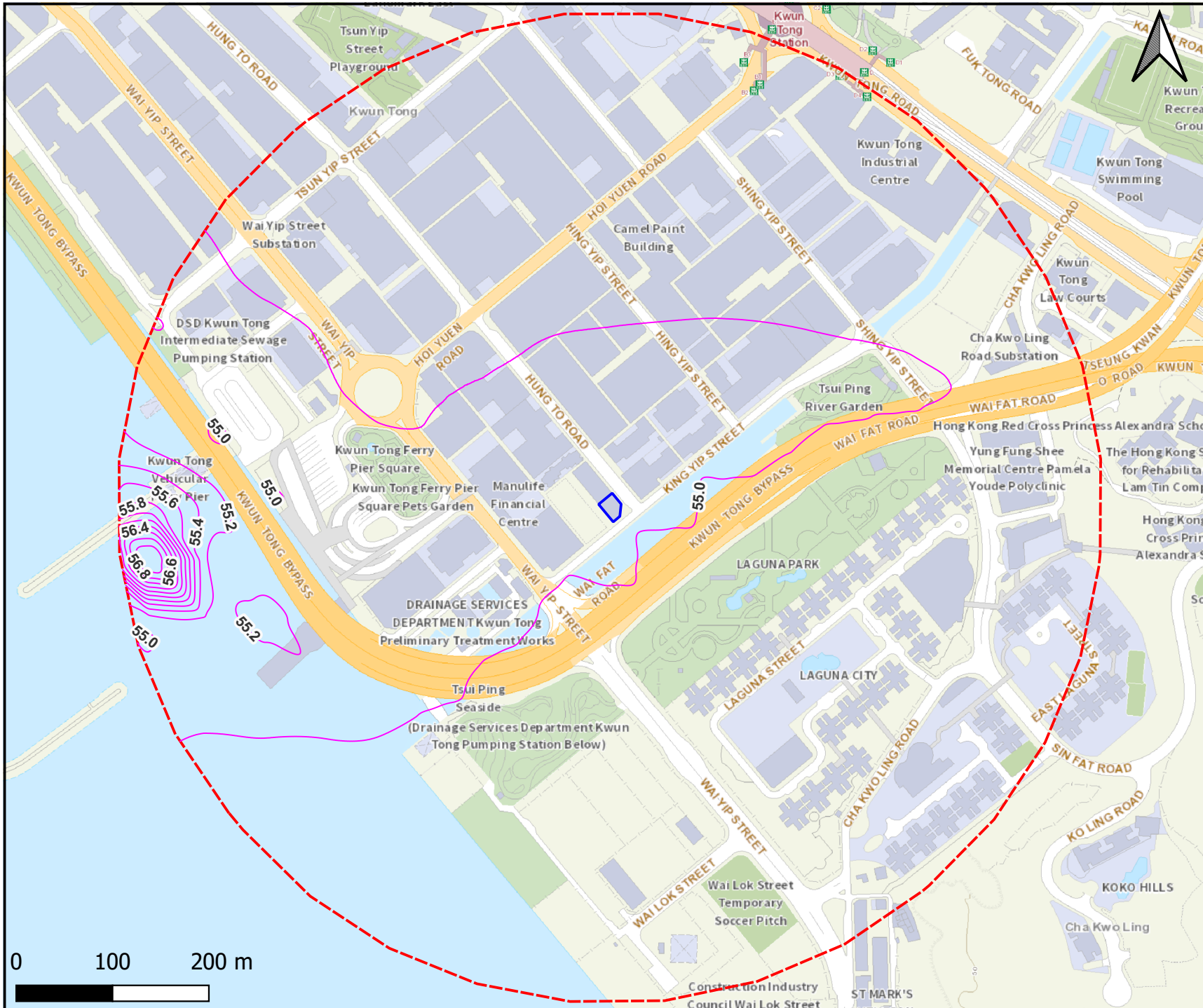
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 10th Highest 24-hour RSP (10mAG)

Figure No.	Rev.
Figure 3.3a	1


 BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 10th Highest 24-hour RSP

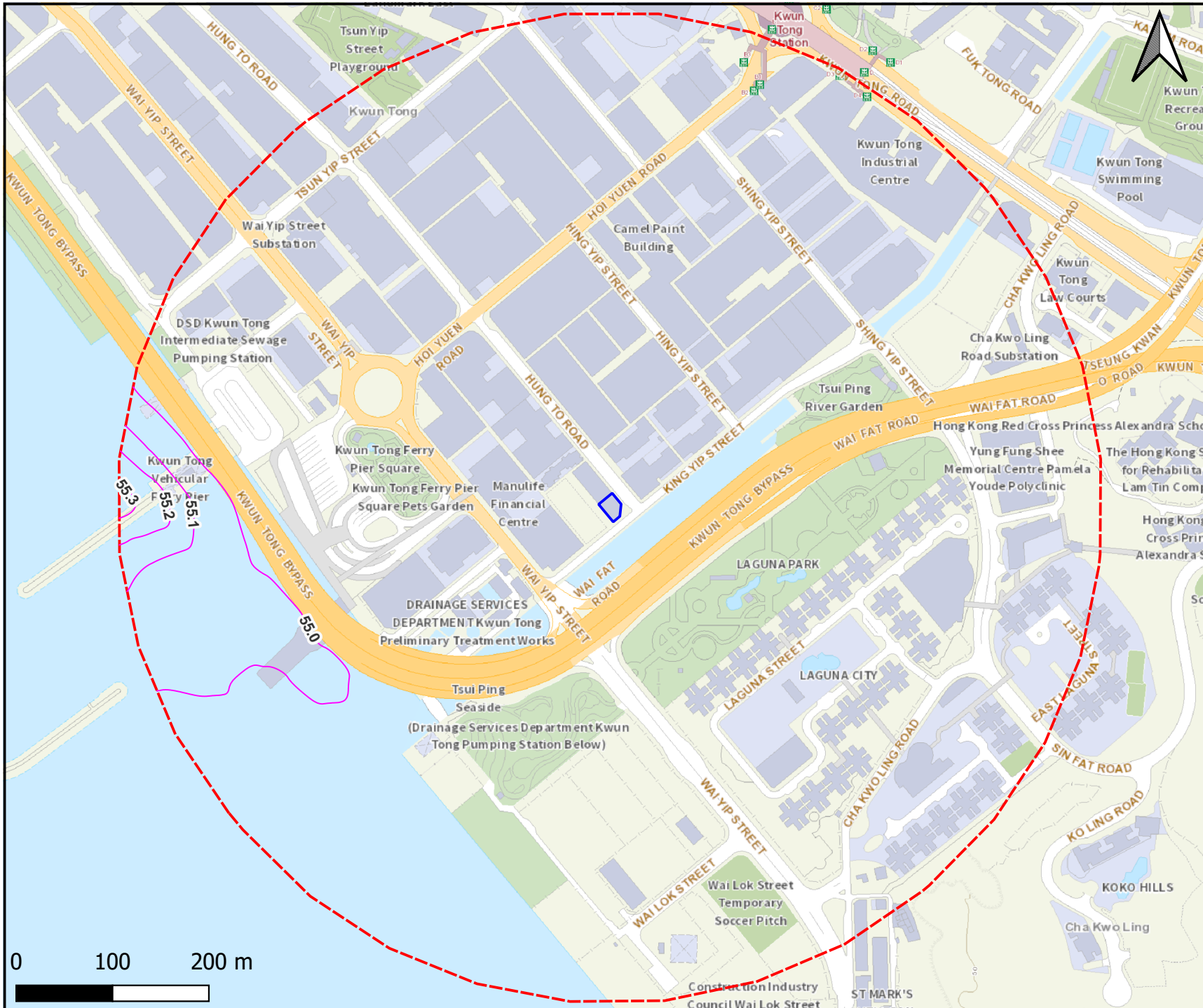
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of 10th Highest 24-hour RSP (20mAG)

Figure No.	Rev.
Figure 3.3b	1

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 10th Highest 24-hour RSP

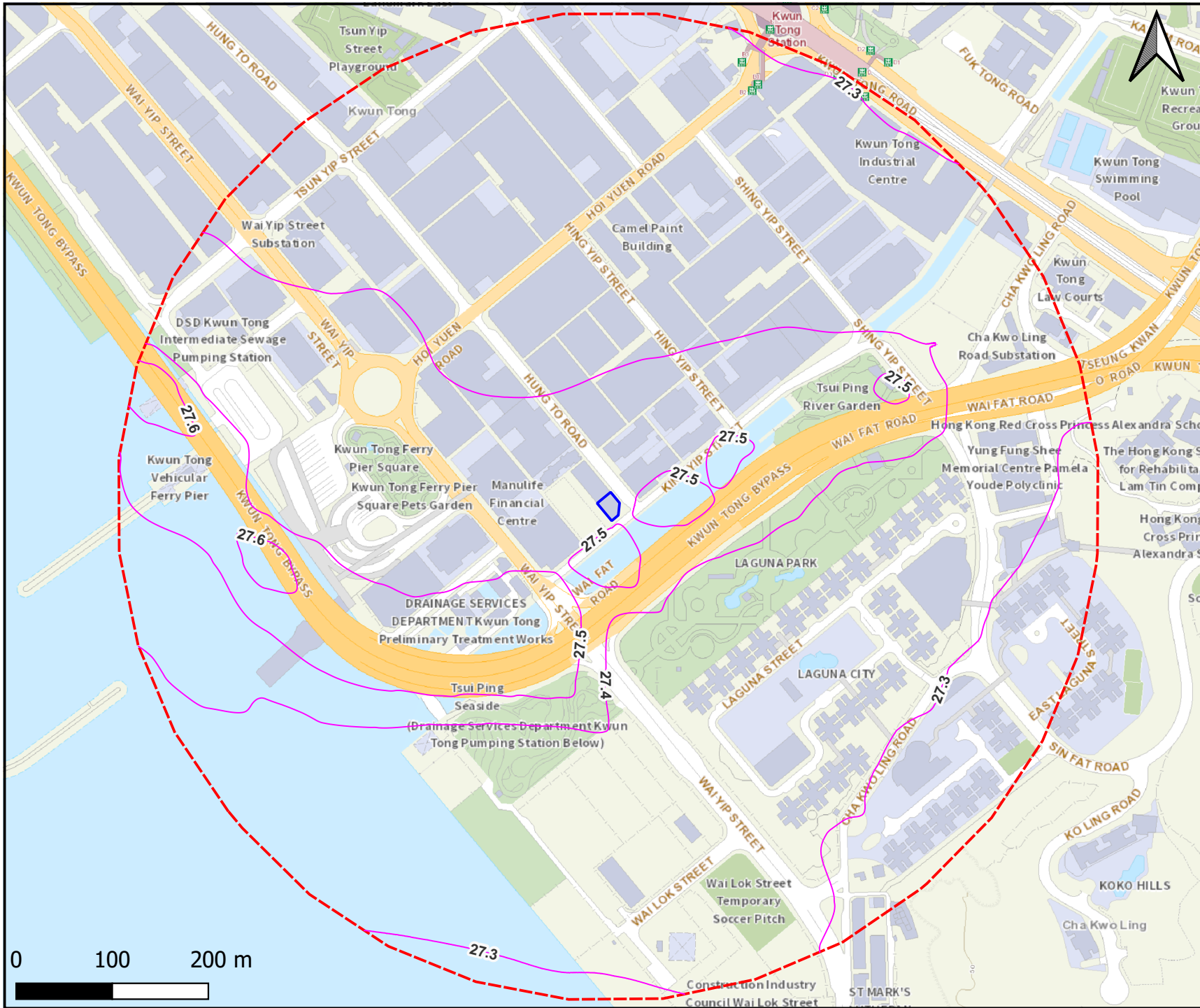
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 10th Highest 24-hour RSP (30mAG)

Figure No. Figure 3.3c	Rev. 1
----------------------------------	------------------

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual RSP

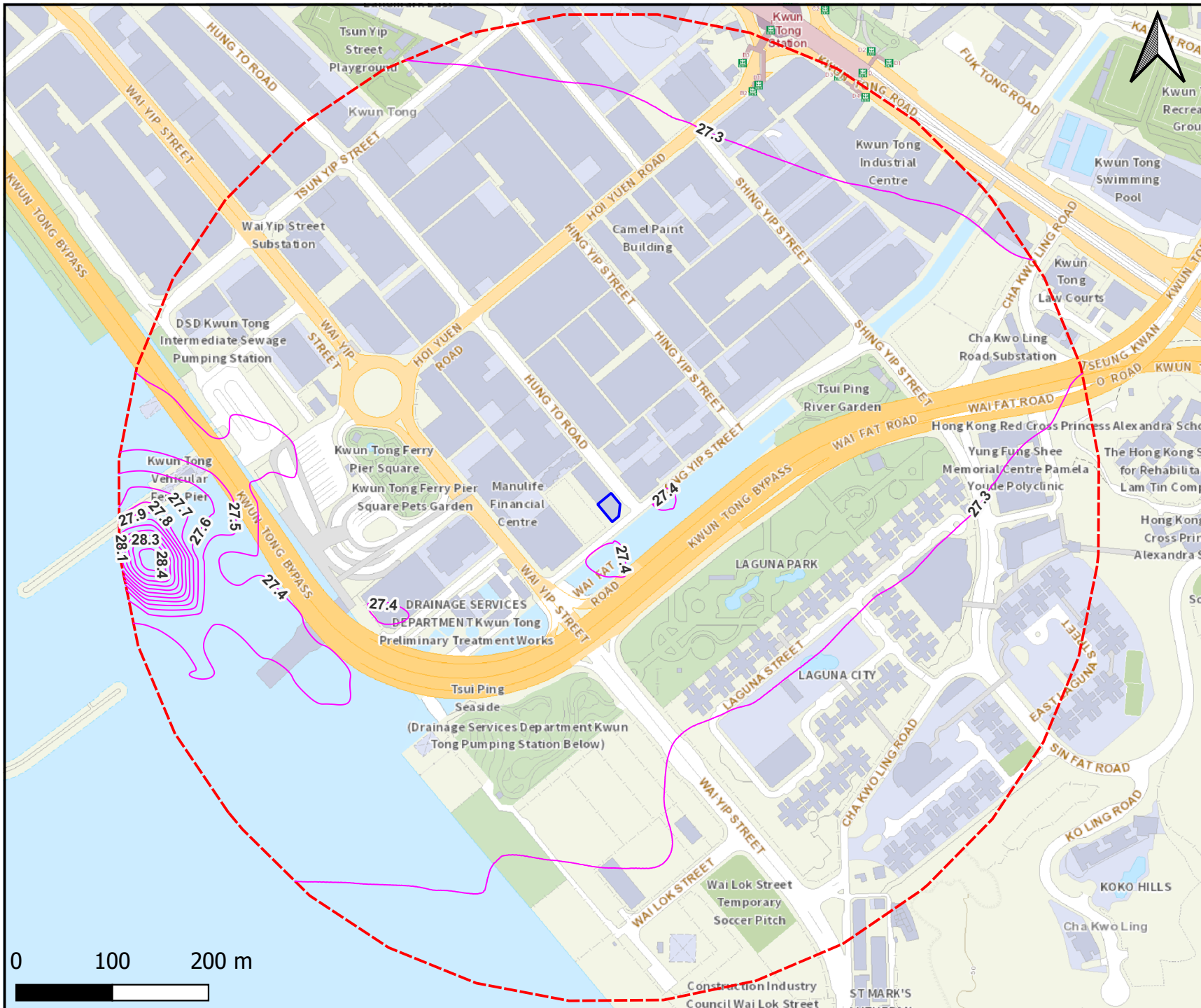
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of Annual RSP (10mAG)

Figure No.	Rev.
Figure 3.3d	1

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual RSP

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

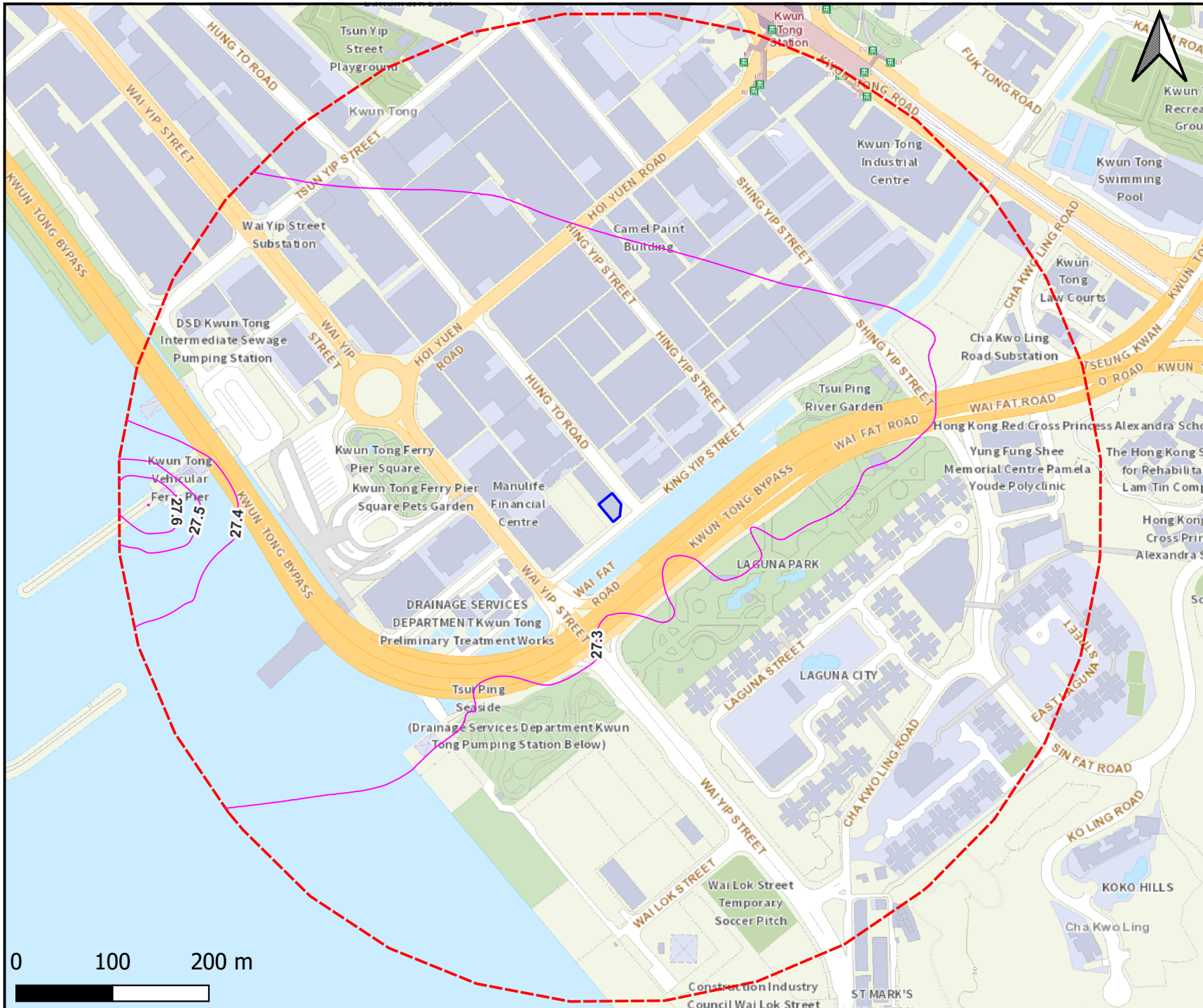
Figure Title

Contour Map of Annual RSP (20mAG)

Figure No.	Rev.
Figure 3.3e	1



BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual RSP

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

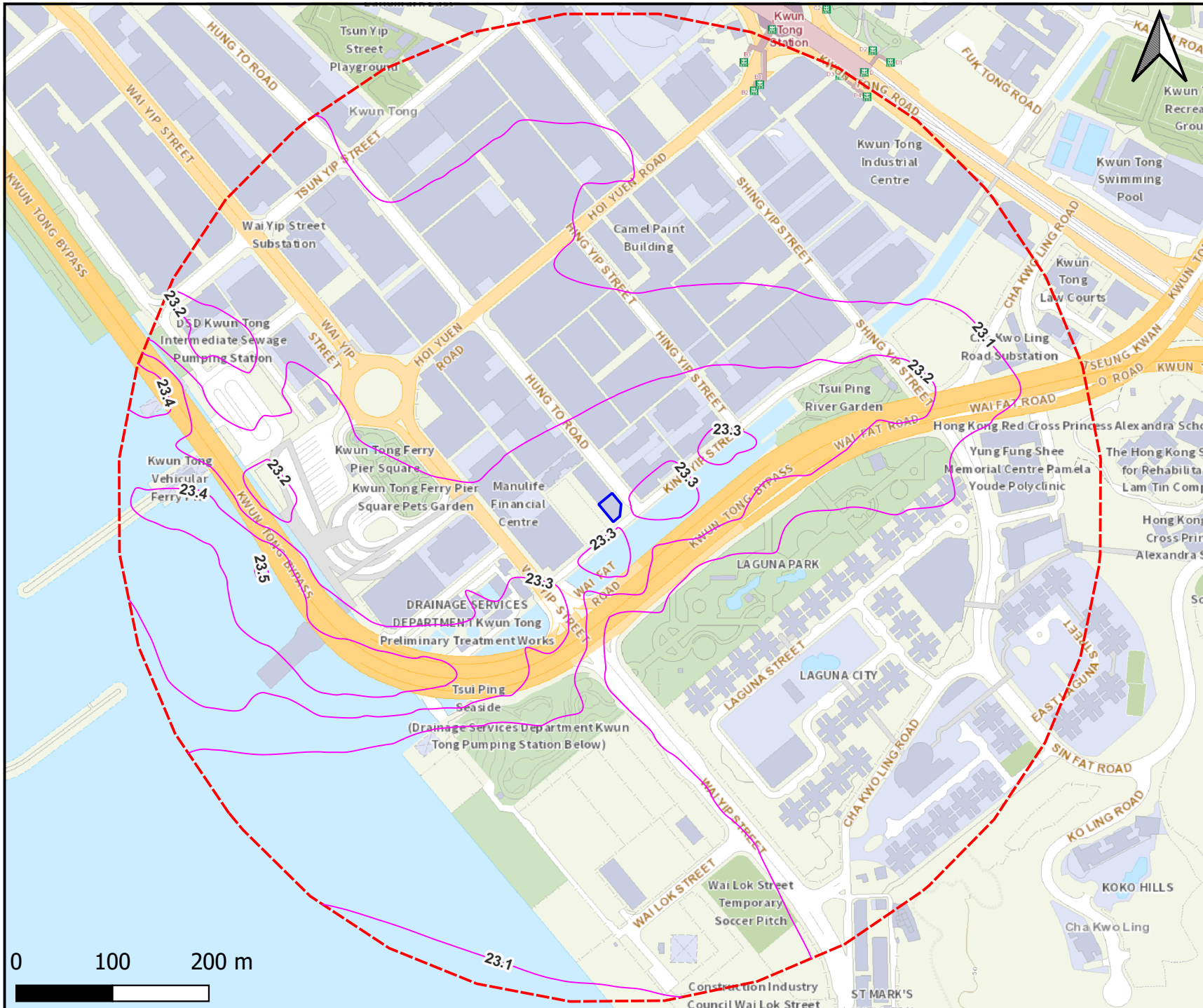
Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of Annual RSP (30mAG)

Figure No. Figure 3.3f	Rev. 1
----------------------------------	------------------

BXC
BeeXergy Consulting Limited

FIGURE 3.4
CONTOUR MAP OF 24-HOUR AND ANNUAL
FSP



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 36th Highest 24-hour FSP

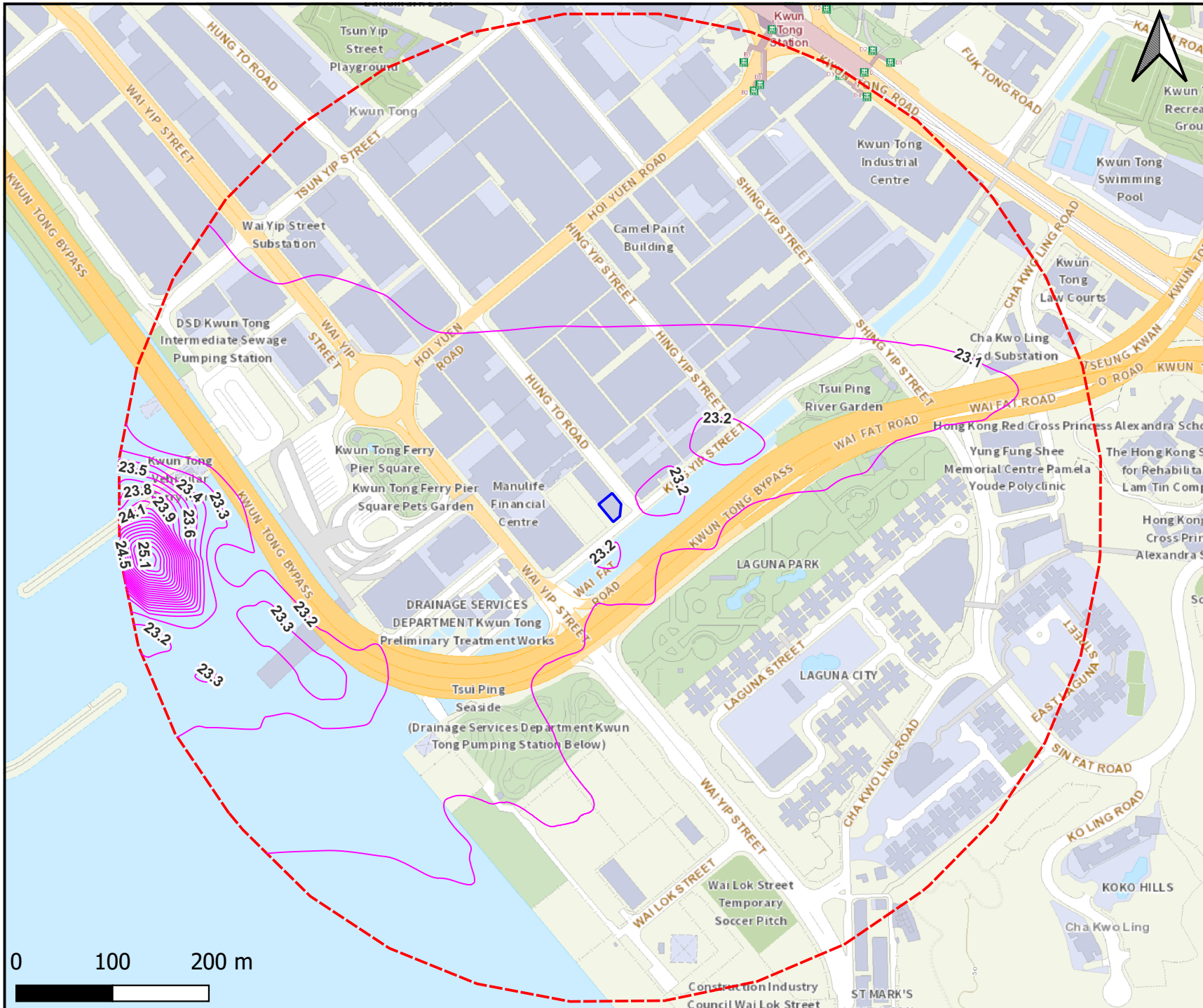
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 36th Highest 24-hour FSP (10mAG)

Figure No. Figure 3.4a	Rev. 1
----------------------------------	------------------

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 36th Highest 24-hour FSP

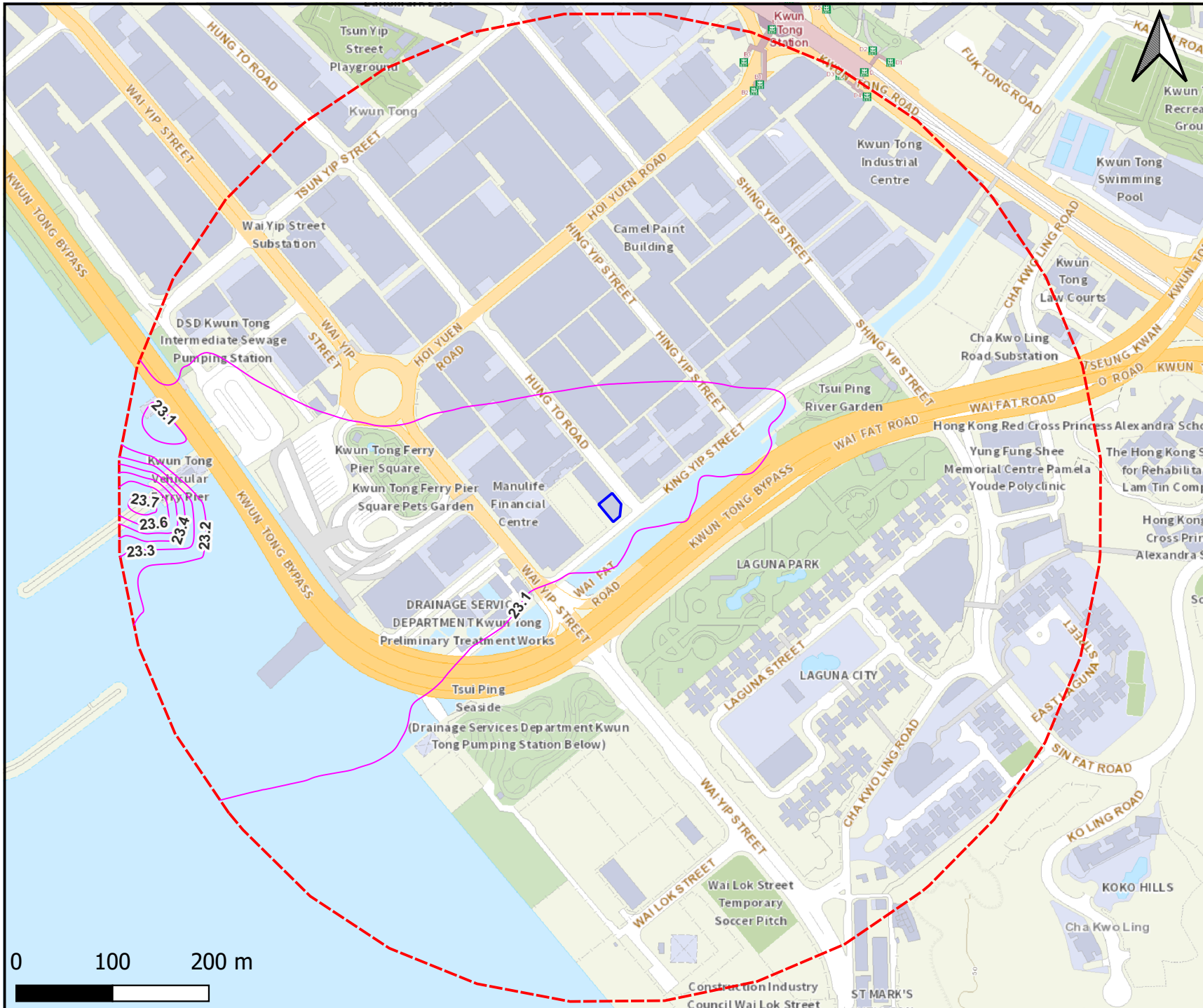
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 36th Highest 24-hour FSP (20mAG)

Figure No. Figure 3.4b	Rev. 1
----------------------------------	------------------

BXC
BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- 36th Highest 24-hour FSP

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
Contour Map of 36th Highest 24-hour FSP (30mAG)

Figure No. Figure 3.4c	Rev. 1
----------------------------------	------------------

BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual FSP

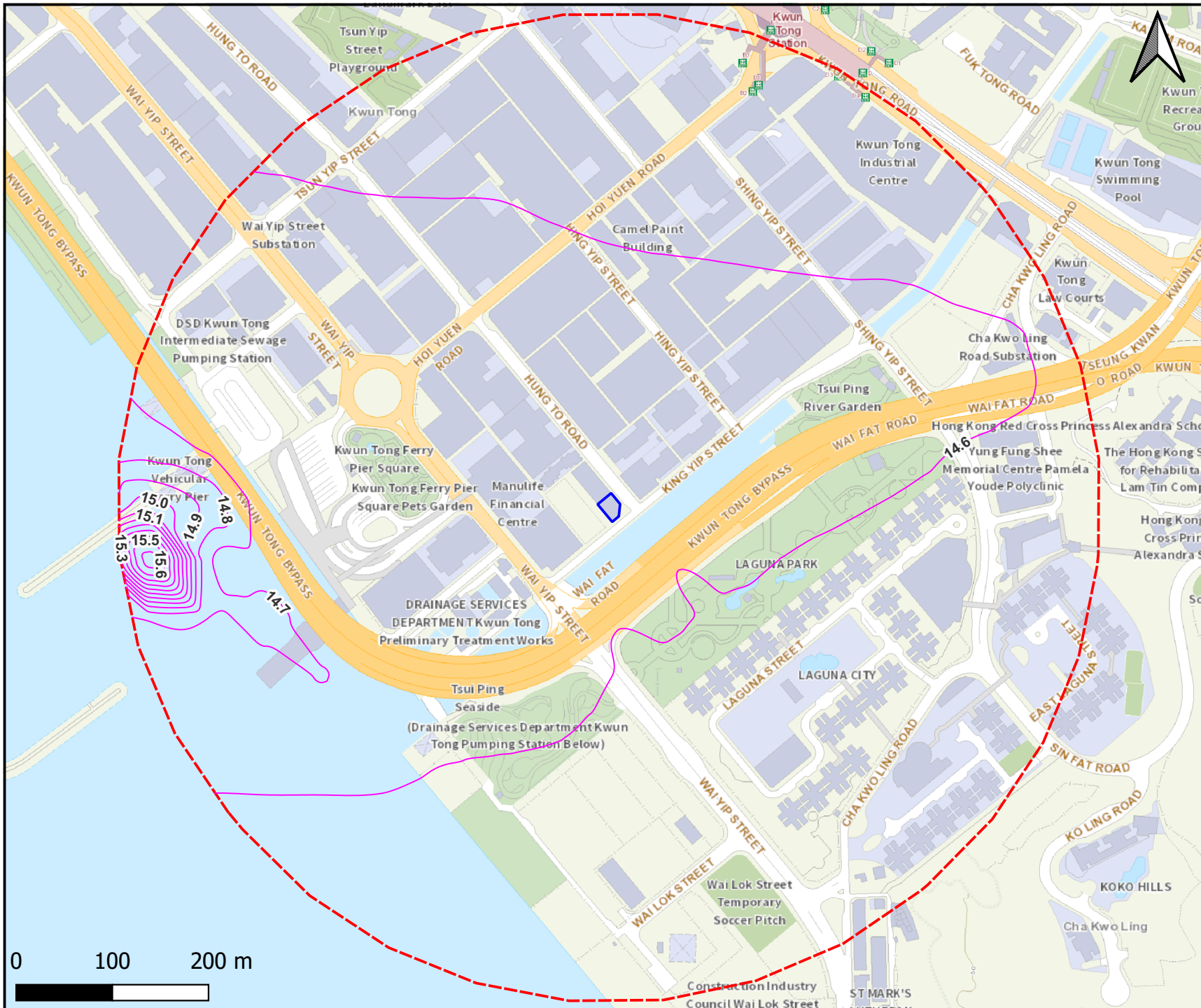
	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

Figure Title
 Contour Map of Annual FSP (10mAG)

Figure No.	Rev.
Figure 3.4d	1


 BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual FSP



	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title

SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

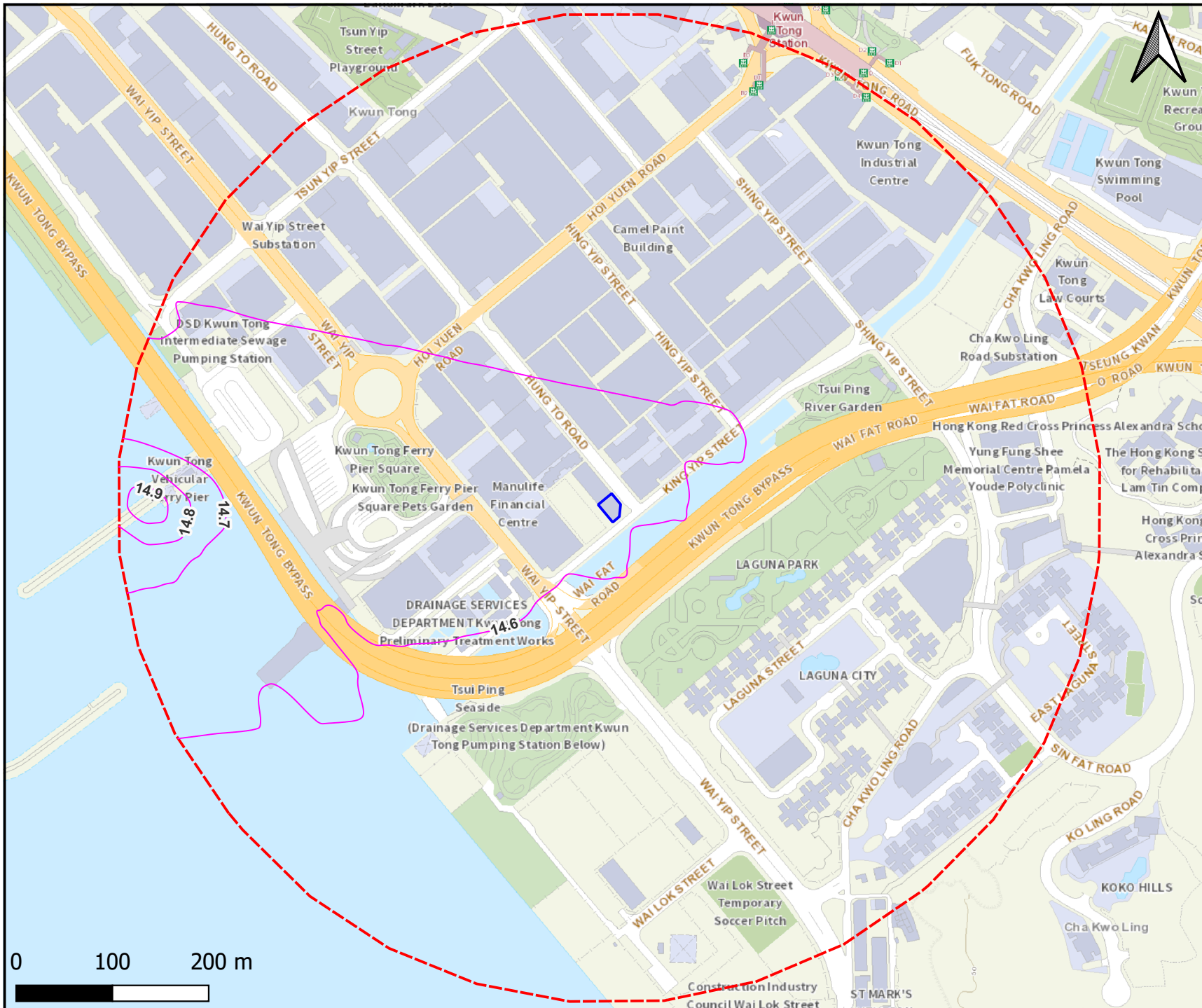
Figure Title

Contour Map of Annual FSP (20mAG)

Figure No.	Rev.
Figure 3.4e	1



BeeXergy Consulting Limited



Copyright by BeeXergy Consulting Limited

Legend

- Project Site
- 500m Assessment Area
- Annual FSP

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240311	240311	240311

Project Title
 SECTION 12A PLANNING APPLICATION FOR PROPOSED REZONING FROM "COMMERCIAL(1)" ("C(1)") AND "OTHER SPECIFIED USES" ANNOTATED "BUSINESS"("OU(B)") TO "COMMERCIAL (3)" ("C(3)") ZONE FOR A PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PEOPLE WITH DISABILITIES) (RCHD) AND ANCILLARY OFFICE AND STAFF QUARTERS DEVELOPMENT AT KWUN TONG INLAND LOT NO. 203, PORTION OF G/F AND 1/F TO 7/F, 90 HUNG TO ROAD, KWUN TONG

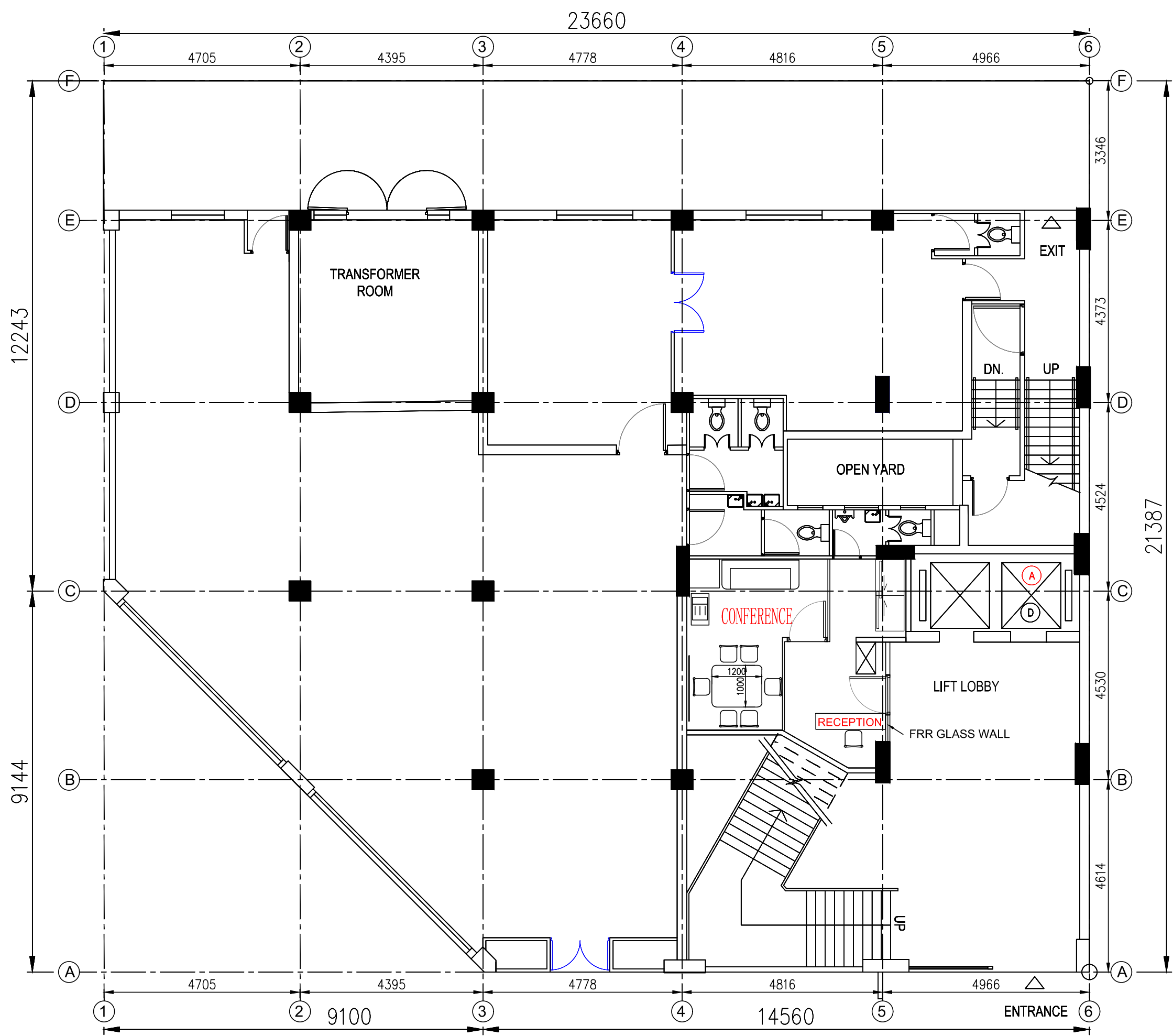
Figure Title
 Contour Map of Annual FSP (30mAG)

Figure No.	Rev.
Figure 3.4f	1



APPENDIX 1.1

MASTER LAYOUT PLAN



BD REF. : 2/4023/62
 BIM REF. :
 FSD REF. :

NOTES:
 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 2) ALL DIM. MUST BE CHECKED ON SITE.
 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 4) DO NOT SCALE OFF DRAWINGS.
 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.

REV.	DATE	AMENDMENT

PROJECT:
 ALTERATIONS & ADDITIONAL WORKS TO
 K.T.I.L. 203, 90 HUNG TO ROAD,
 KING YIP STREET, KWON TONG,
 KOWLOON

TITLE:
 G/F PLAN

CAPITAL RICH LAND
 DEVELOPMENT
 COMPANY LIMITED

BD OFFICIAL USE :

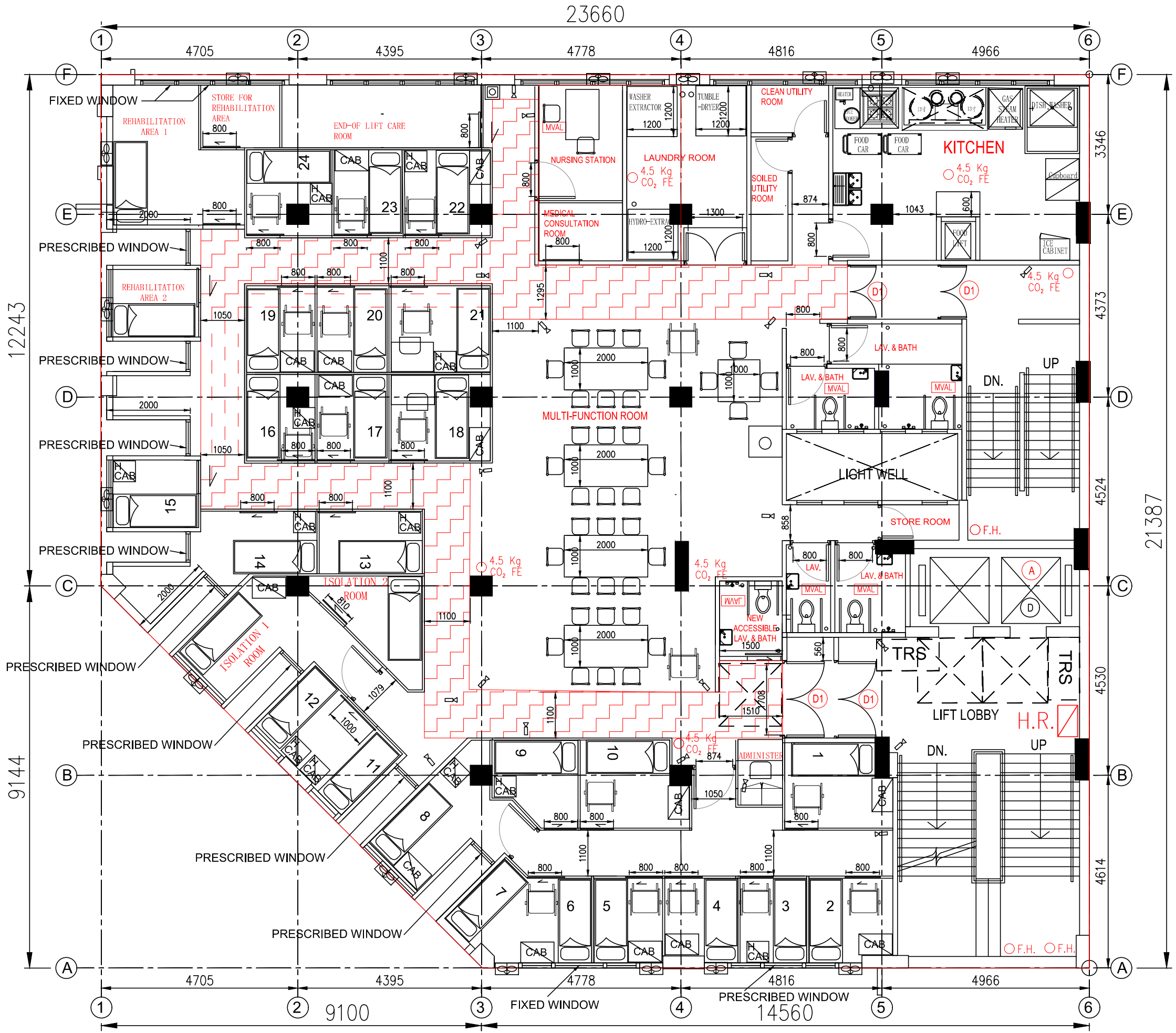
K.T.I.L. 203 HUNG TO ROAD

G/F PLAN

09042024 REV-25

SCALE 1 : 100 0/AS
 DRAWN SUNNY YUE
 CHKD
 DRG NO AA01

- NOTES:
- 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 - 2) ALL DIM. MUST BE CHECKED ON SITE.
 - 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 - 4) DO NOT SCALE OFF DRAWINGS.
 - 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.



PASSAGE

24 BEDS

K.T.I.L. 203 HUNG TO ROAD

1/F PLAN

10042024 REV-26

REV.	DATE	AMENDMENT

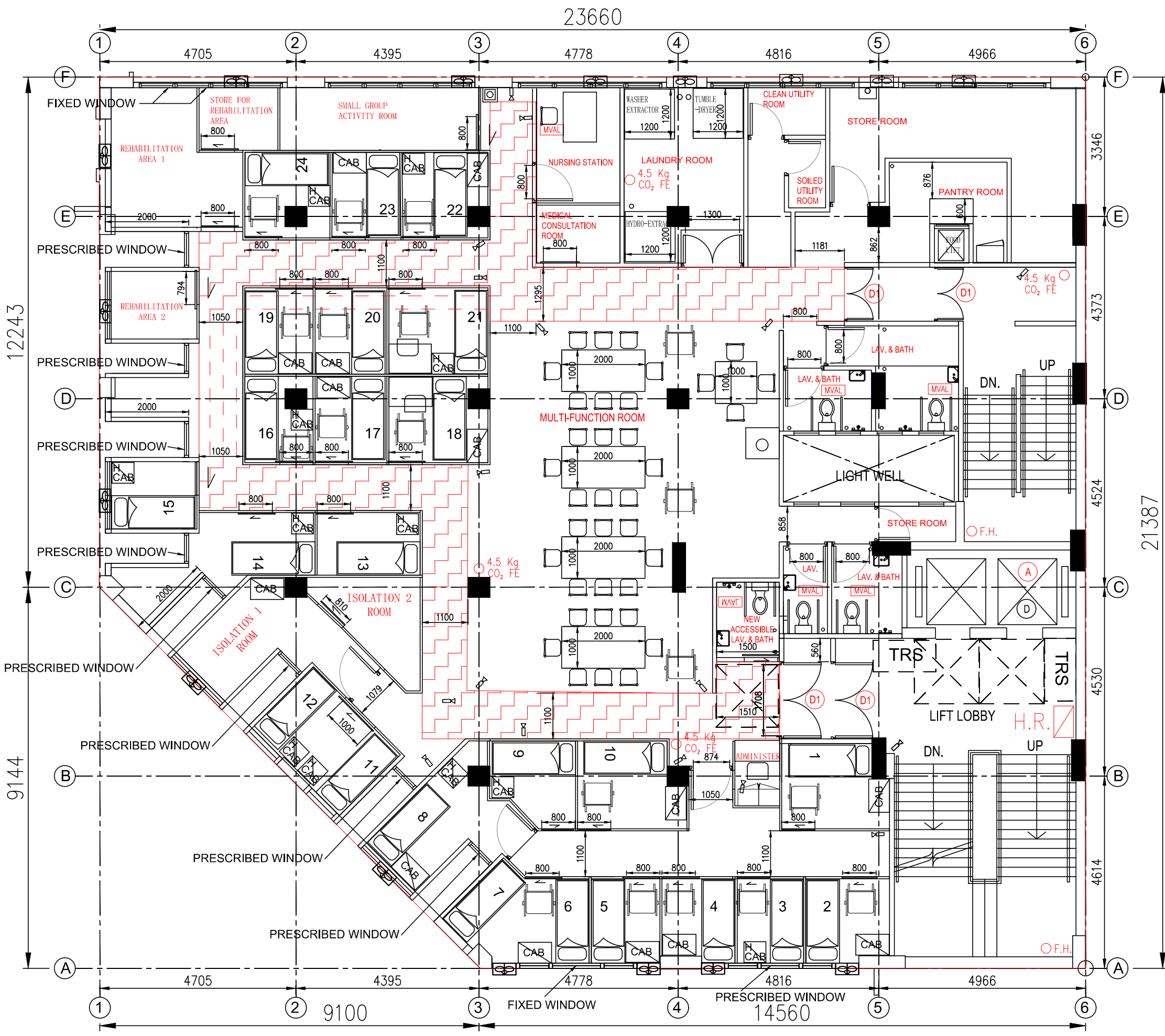
PROJECT:
ALTERATIONS & ADDITIONAL WORKS TO
K.T.I.L. 203, 90 HUNG TO ROAD,
KING YIP STREET, KWON TONG,
KOWLOON

TITLE:
1/F PLAN

CAPITAL RICH LAND
DEVELOPMENT
COMPANY LIMITED

BD OFFICIAL USE:

- NOTES:
- 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 - 2) ALL DIM. MUST BE CHECKED ON SITE.
 - 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 - 4) DO NOT SCALE OFF DRAWINGS.
 - 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.



PASSAGE

24 BEDS

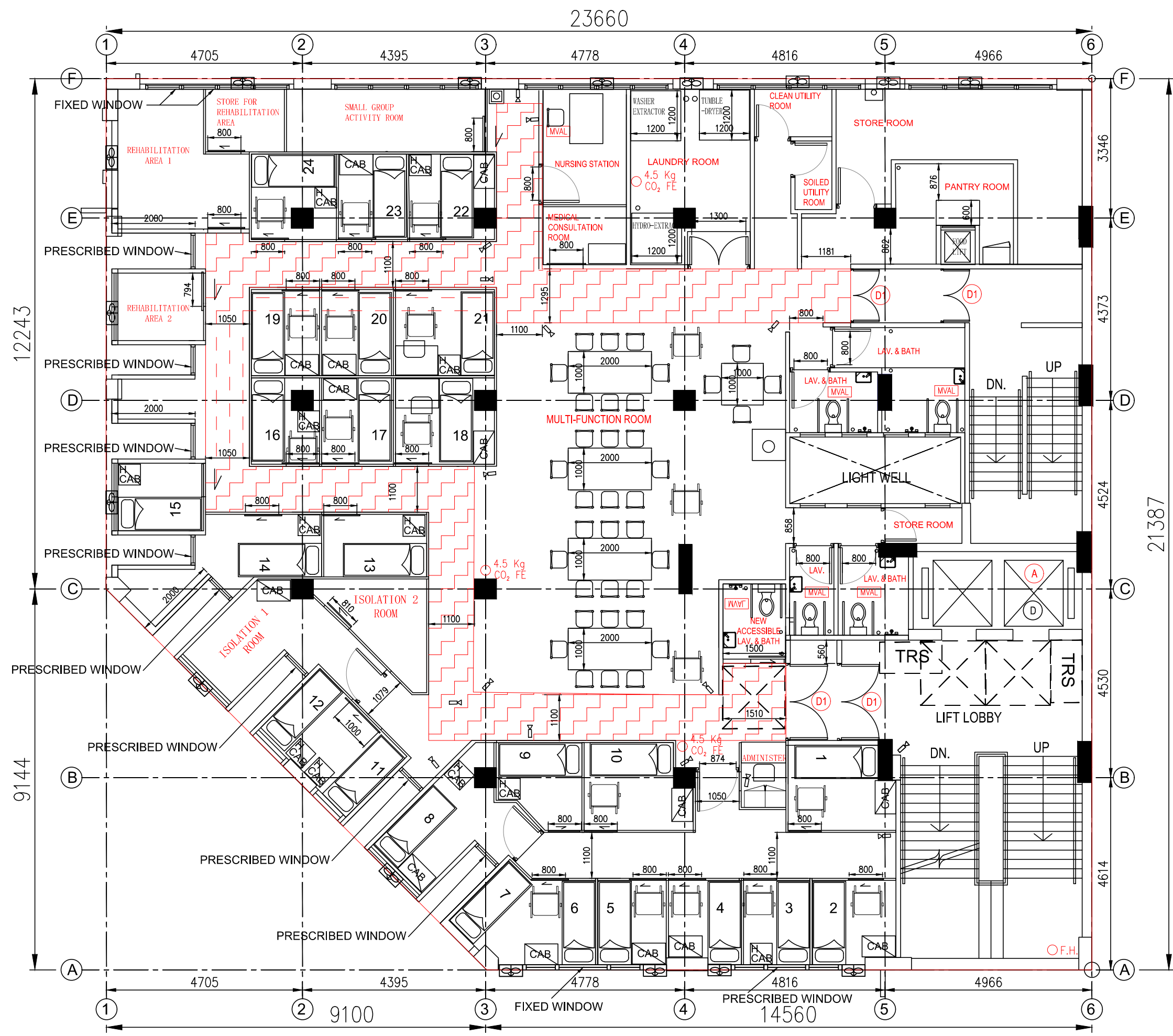
REV.	DATE	AMENDMENT

PROJECT:
ALTERATIONS & ADDITIONAL WORKS TO
K.T.I.L. 203, 90 HUNG TO ROAD,
KING YIP STREET, KWON TONG,
KOWLOON

TITLE:
2/F PLAN

**CAPITAL RICH LAND
DEVELOPMENT
COMPANY LIMITED**

BD OFFICIAL USE:



BD REF. : 2/4023/62
 BIM REF. :
 FSD REF. :
 NOTES:
 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 2) ALL DIM. MUST BE CHECKED ON SITE.
 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 4) DO NOT SCALE OFF DRAWINGS.
 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.

PASSAGE

24 BEDS

REV.	DATE	AMENDMENT

PROJECT:
 ALTERATIONS & ADDITIONAL WORKS TO
 K.T.I.L. 203, 90 HUNG TO ROAD,
 KING YIP STREET, KWON TONG,
 KOWLOON

TITLE:
3/F PLAN

**CAPITAL RICH LAND
 DEVELOPMENT
 COMPANY LIMITED**

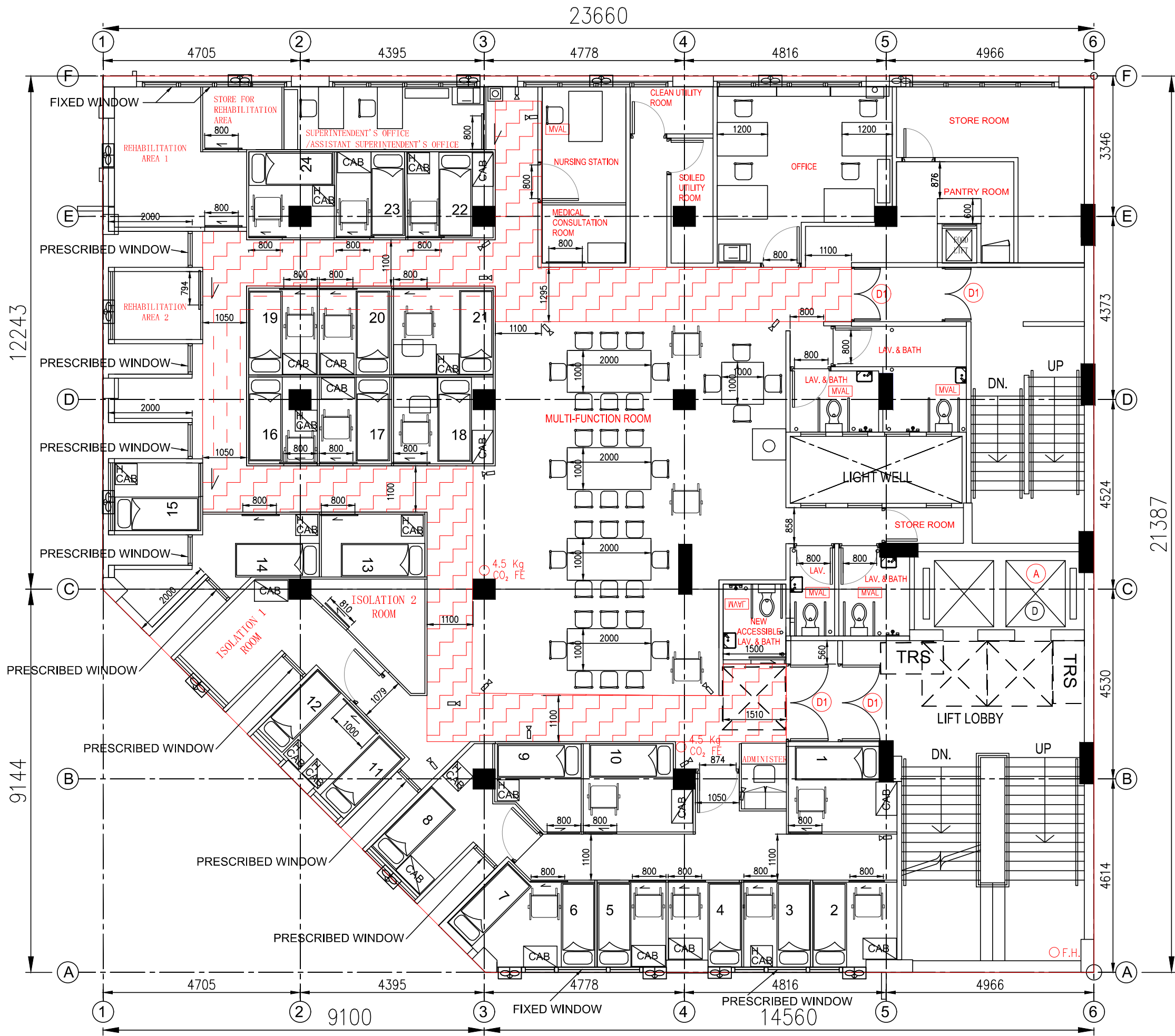
BD OFFICIAL USE :

K.T.I.L. 203 HUNG TO ROAD

3/F PLAN

10042024 REV-26

SCALE: 1:100
 DRAWN: SUNNY YUE
 DRG NO: AA04



BD REF. : 2/4023/62
 BIM REF. :
 FSD REF. :

- NOTES:
 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 2) ALL DIM. MUST BE CHECKED ON SITE.
 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 4) DO NOT SCALE OFF DRAWINGS.
 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.

PASSAGE

24 BEDS

REV.	DATE	AMENDMENT

PROJECT:
 ALTERATIONS & ADDITIONAL WORKS TO
 K.T.I.L. 203, 90 HUNG TO ROAD,
 KING YIP STREET, KWON TONG,
 KOWLOON

TITLE:
 4/F AND 5/F PLAN

**CAPITAL RICH LAND
 DEVELOPMENT
 COMPANY LIMITED**

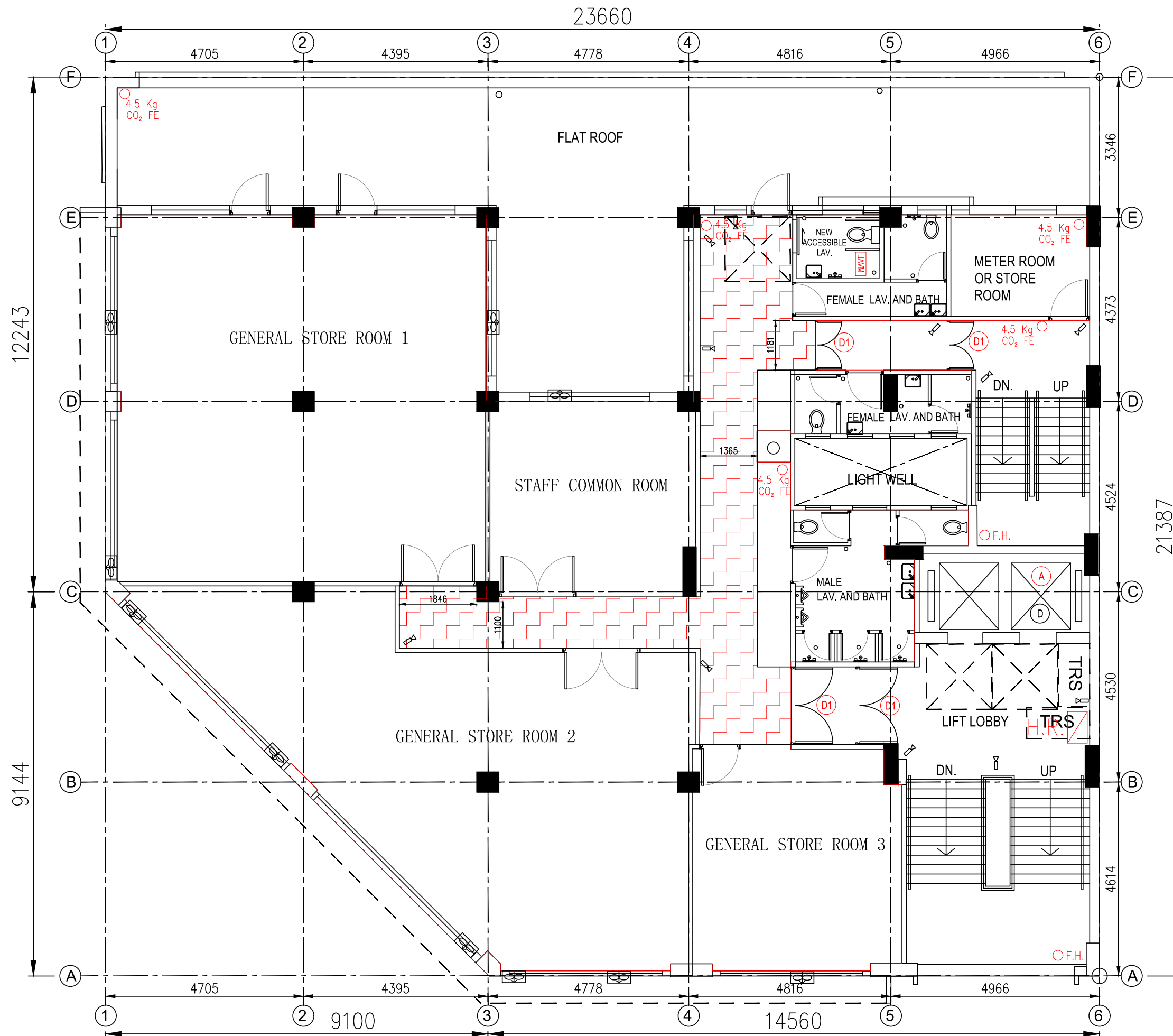
BD OFFICIAL USE :

K.T.I.L. 203 HUNG TO ROAD

4/F & 5/F PLAN

10042024 REV-26

SCALE 1 : 100 DRG NO AA05
 DRAWN SUNNY YUE
 CHKD



 **PASSAGE**

BD REF. : 2/4023/62
 BIM REF. :
 FSD REF. :
 NOTES:
 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 2) ALL DIM. MUST BE CHECKED ON SITE.
 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 4) DO NOT SCALE OFF DRAWINGS.
 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.

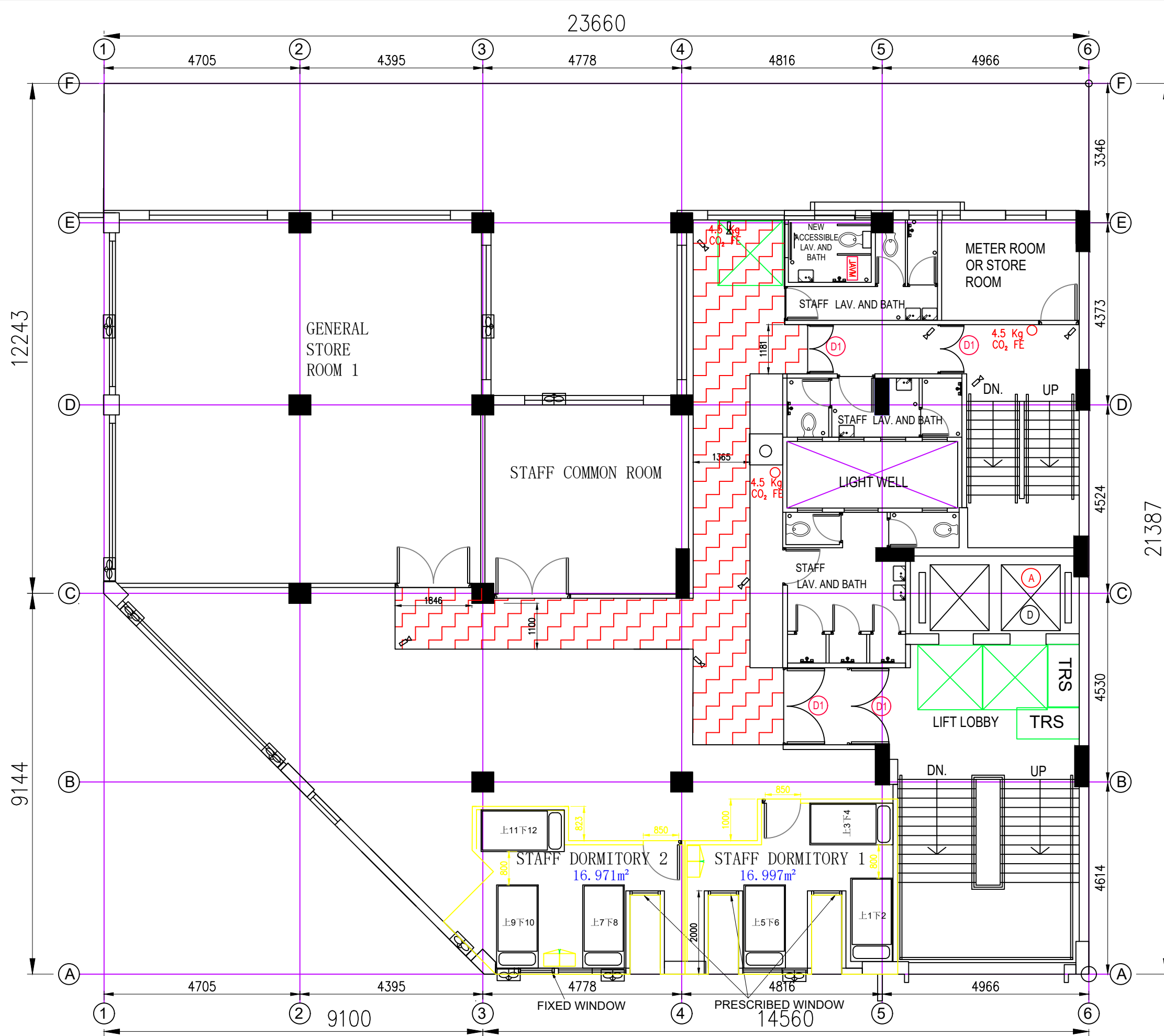
REV.	DATE	AMENDMENT

PROJECT:
 ALTERATIONS & ADDITIONAL WORKS TO
 K.T.I.L. 203, 90 HUNG TO ROAD,
 KING YIP STREET, KWON TONG,
 KOWLOON

TITLE:
 6/F PLAN

CAPITAL RICH LAND
 DEVELOPMENT
 COMPANY LIMITED

BD OFFICIAL USE :



BD REF. : 2/4023/62
 BIM REF. :
 FSD REF. :
 NOTES:
 1) ALL DIM. ARE IN MM UNLESS OTHERWISE STATED.
 2) ALL DIM. MUST BE CHECKED ON SITE.
 3) ALL ELEVATION ARE VIEWED FROM OUTSIDE.
 4) DO NOT SCALE OFF DRAWINGS.
 5) STRUCTURAL SUBMISSIONS TO BE MADE SEPARATELY.

REV.	DATE	AMENDMENT

PROJECT:
 ALTERATIONS & ADDITIONAL WORKS TO
 K.T.I.L. 203, 90 HUNG TO ROAD,
 KING YIP STREET, KWON TONG,
 KOWLOON

TITLE:
 7/F PLAN
 CAPITAL RICH LAND
 DEVELOPMENT
 COMPANY LIMITED

BD OFFICIAL USE :

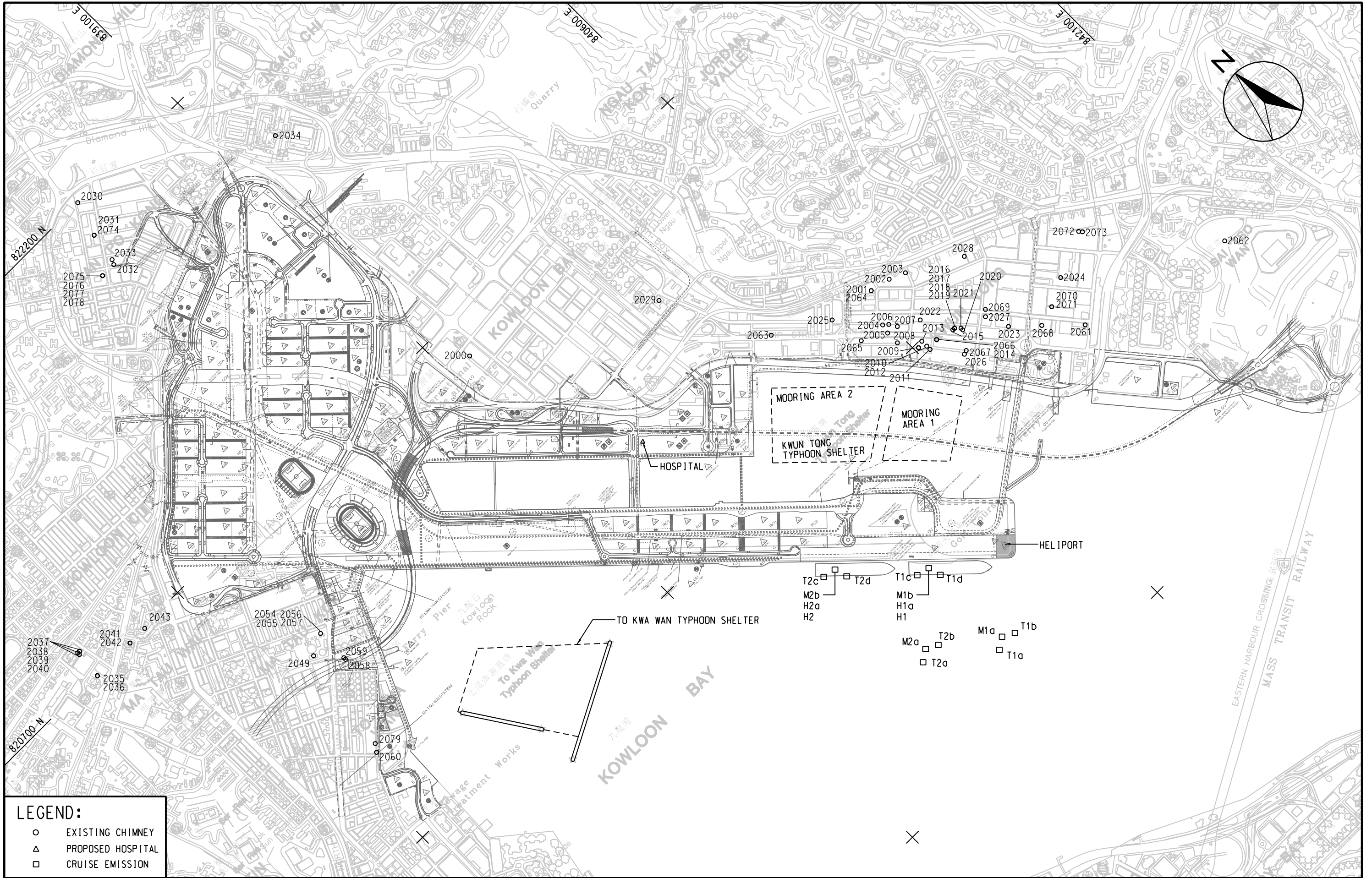
K.T.I.L. 203 HUNG TO ROAD

7/F PLAN

18042024 REV-28

APPENDIX 2.1

FIGURE 6.2 AND APPENDIX 6.1 OF AEIAR-130/2009



LEGEND:

- EXISTING CHIMNEY
- △ PROPOSED HOSPITAL
- CRUISE EMISSION

DATE 2008-8-29 10:16:04 LINC

MAUNSELL | AECOM
Maunsell Consultants Asia Ltd

AGREEMENT NO. CE 35/2006 (CE)
KAI TAK DEVELOPMENT ENGINEERING STUDY CUM DESIGN AND
CONSTRUCTION OF ADVANCE WORKS-INVESTIGATION, DESIGN AND CONSTRUCTION
**LOCATIONS OF EMISSION SOURCES (INCLUDING INDUSTRIAL
CHIMNEYS, HOSPITAL, CRUISE, TYPHOON SHELTERS & PROPOSED HELIPORT)**

SCALE	A3 1:15000	DATE	MAY 2008
CHECK	-	DRAWN	JY
JOB No.	60022503	DRAWING No.	6.2
		REV	-

Appendix 6.1

Detailed Chimney Emission Inventory

Appendix 6.1 Calculations of Chimney Emissions

Max. sulphur content of EPD = 0.5 %
 Density = 845 kg/m³
 Emission Factor of SO₂ of AP-42 (Table 1.3-1) = 71 lb/10³ gal
 Emission Factor of NO_x of AP-42 (Table 1.3-1) = 28 lb/10³ gal
 Emission Factor of PM of AP-42 (Table 1.3-1) = 2 lb/10³ gal
 conversion factor to kg/10³ L = 0.12

ID	X	Y	HEIGHTAG	TOPDIA	GTEMP_EXIT	BO_MRATE	GO_MRATE	Velocity	SO ₂ Emission Rate	NO _x Emission Rate	RSP Emission Rate
2000	839220	820530	25.1	559	331	0	62	6	0.1467	0.0083	0.0041
2001	840650	819500	47.4	560	331	0	420	6	0.9940	0.0560	0.0280
2002	840740	819480	47.4	520	450	0	347	6	0.8212	0.0463	0.0231
2003	840810	819450	30.4	433	373	0	26	6	0.0615	0.0035	0.0017
2004	840580	819360	59.3	387	322	215	0	6	0.5088	0.0287	0.0143
2005	840570	819320	47.5	783	473	0	315	6	0.7455	0.0420	0.0210
2006	840600	819343	47.7	584	364	0	420	6	0.9940	0.0560	0.0280
2007	840620	819310	47.2	740	332	0	315	6	0.7455	0.0420	0.0210
2008	840570	819260	47.6	652	310	215	0	6	0.5088	0.0287	0.0143
2009	840620	819180	47.7	680	330	0	110	6	0.2603	0.0147	0.0073
2010	840620	819180	47.7	680	330	0	100	6	0.2367	0.0133	0.0067
2011	840650	819140	47.2	714	324	0	315	6	0.7455	0.0420	0.0210
2012	840650	819160	47.2	515	319	0	147	6	0.3479	0.0196	0.0098
2013	840650	819190	47.2	741	323	0	315	6	0.7455	0.0420	0.0210
2014	840700	819150	53.6	400	407	215	0	6	0.5088	0.0287	0.0143
2015	840780	819130	58.4	496	373	315	0	6	0.7455	0.0420	0.0210
2016	840790	819130	47.9	967	320	0	461	6	1.0910	0.0615	0.0307
2017	840790	819130	47.9	948	314	0	347	6	0.8212	0.0463	0.0231
2018	840790	819130	47.9	992	324	0	508	6	1.2023	0.0677	0.0339
2019	840790	819130	65.0	300	373	0	134	6	0.3171	0.0179	0.0089
2020	840810	819100	47.9	895	327	0	381	6	0.9017	0.0508	0.0254
2021	840810	819110	47.9	880	326	0	461	6	1.0910	0.0615	0.0307
2022	840710	819260	47.3	691	322	215	0	6	0.5088	0.0287	0.0143
2023	840960	818970	47.5	508	368	0	347	6	0.8212	0.0463	0.0231
2024	841270	818960	55.7	280	398	0	122	6	0.2887	0.0163	0.0081
2025	840440	819530	46.6	864	319	0	215	6	0.5088	0.0287	0.0143
2026	840740	819020	47.5	830	329	0	508	6	1.2023	0.0677	0.0339
2027	840920	819070	30.9	300	373	0	91	6	0.2154	0.0121	0.0061
2028	841040	819320	47.0	254	341	0	69	6	0.1633	0.0092	0.0046
2029	839970	820120	47.2	280	342	0	57	6	0.1349	0.0076	0.0038
2030	838490	822200	61.7	300	422	0	134	6	0.3171	0.0179	0.0089
2031	838440	822050	53.7	457	440	0	215	6	0.5088	0.0287	0.0143
2032	838410	821900	42.1	406	479	178	0	6	0.4213	0.0237	0.0119
2033	838420	821920	45.7	500	479	260	0	6	0.6153	0.0347	0.0173
2034	839300	821800	21.3	356	373	0	26	6	0.0615	0.0035	0.0017
2035	837100	820690	28.7	460	339	0	162	6	0.3834	0.0216	0.0108
2036	837100	820690	28.7	460	339	0	162	6	0.3834	0.0216	0.0108
2037	837110	820810	40.6	440	475	0	162	6	0.3834	0.0216	0.0108
2038	837110	820820	40.6	440	475	0	162	6	0.3834	0.0216	0.0108
2039	837120	820820	40.6	440	475	0	162	6	0.3834	0.0216	0.0108
2040	837120	820820	40.6	440	475	0	162	6	0.3834	0.0216	0.0108
2041	837300	820690	32.0	381	330	0	47	6	0.1112	0.0063	0.0031
2042	837300	820690	32.0	381	330	0	69	6	0.1633	0.0092	0.0046
2043	837390	820690	18.0	203	373	0	32	6	0.0757	0.0043	0.0021
2049	837837	820081	44.5	500	450	0	0	20.4	0.0000	0.0333	0.0000
2054	837904	820141	34.0	1000	473	0	0	5.5	0.0000	0.0694	0.0000
2055	837913	820136	34.0	1000	473	0	0	5.5	0.0000	0.0694	0.0000
2056	837921	820133	34.0	1000	473	0	0	5.5	0.0000	0.0694	0.0000
2057	837928	820138	34.0	1000	473	0	0	5.5	0.0000	0.0694	0.0000
2058	837910	819980	41.1	490	331	0	134	6	0.3171	0.0179	0.0089
2059	837910	819990	39.4	402	325	0	75	6	0.1775	0.0100	0.0050
2060	837720	819600	41.2	876	397	0	508	6	1.2023	0.0677	0.0339
2061	841200	818740	27.0	200	473	0	211	6	0.4994	0.0281	0.0141
2062	845946	817672	6.0	1000	1173	0	0	6.759	0.0053	0.4247	0.2654
2063	840207	819670	33.0	300	373	0	220	6	0.5210	0.0294	0.0147
2064	840650	819500	47.4	560	373	0	220	6	0.5210	0.0294	0.0147
2065	840466	819377	30.0	400	373	0	220	6	0.5210	0.0294	0.0147
2066	840700	819150	53.6	400	373	0	220	6	0.5210	0.0294	0.0147
2067	840757	819026	33.0	300	373	0	220	6	0.5210	0.0294	0.0147
2068	841066	818871	30.0	400	373	0	220	6	0.5210	0.0294	0.0147
2069	840942	819093	48.0	450	373	0	220	6	0.5210	0.0294	0.0147
2070	841153	818898	39.0	650	373	0	220	6	0.5210	0.0294	0.0147
2071	841153	818898	39.0	650	373	0	220	6	0.5210	0.0294	0.0147
2072	841467	819046	42.0	500	373	0	220	6	0.5210	0.0294	0.0147
2073	841477	819034	42.0	500	373	0	220	6	0.5210	0.0294	0.0147
2074	838440	822050	53.7	457	373	0	220	6	0.5210	0.0294	0.0147
2075	838342	821900	30.0	450	373	0	220	6	0.5210	0.0294	0.0147
2076	838342	821900	30.0	450	373	0	220	6	0.5210	0.0294	0.0147
2077	838342	821900	30.0	450	373	0	220	6	0.5210	0.0294	0.0147
2078	838342	821900	30.0	450	373	0	220	6	0.5210	0.0294	0.0147
2079	837743	819631	39.0	350	373	0	220	6	0.5210	0.0294	0.0147
215	839486	819737	60.0	500	298	0	600	6	1.4200	0.0800	0.0400

- Notes: (1) Chimney ID 2000 - 2062 are extracted from the approved SEKDCFS EIA report.
 (2) Fuel consumption rates of chimney ID 2063-2079 are the average consumption rates of chimney ID 2000-2062, except 2054-2057.
 (3) Chimney ID 2062 are extracted from the approved TKO EIA report
 (4) From SP License (No. L-8-004(1)), SO₂ and Fugitive Emission from chimney ID 2054-2057 is found to be 0
 (5) From SP License (No. L-8-004(1)), Maximum NO_x Emission from chimney ID 2054-2057 is 1.25kg/hr, and from chimney ID 2049 is 0.6 kg/hr
 (6) The velocity of chimney ID 2049,2054-2057 equals Exhaust Flowrate/3600/3.14radius². From SP License (No. L-8-004(1)), the flowrate of ID 2049 is 14444 m³/hr, while for ID 2054-2057 is 15451 m³/hr.

Calculations of Sai Tso Wan Landfill Gas Flaring Plant

Parameters

Emission Limit of Nox (mg/m ³)	400
Emission Limit of RSP (mg/m ³)	50
Emission Limit of SO ₂ (mg/m ³)	1
Exhaust Volume Flow Rate (m ³ /hr)	19110

SO₂ Emission Rate

$$\begin{aligned}\text{SO}_2 \text{ Emission Rate (g/s)} &= \frac{\text{Flow Rate (m}^3\text{/hr)} * \text{Emission Limit of SO}_2 \text{ (mg/m}^3\text{)}}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= \frac{19110 \text{ (m}^3\text{/hr)} * 1 \text{ (mg/m}^3\text{)}}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= 0.0053 \text{ (g/s)}\end{aligned}$$

NO₂ Emission Rate

$$\begin{aligned}\text{NO}_2 \text{ Emission Rate (g/s)} &= \frac{\text{Flow Rate (m}^3\text{/hr)} * \text{Emission Limit of NO}_x \text{ (mg/m}^3\text{)} * 0.2}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= \frac{19110 \text{ (m}^3\text{/hr)} * 400 \text{ (mg/m}^3\text{)} * 0.2}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= 0.4247 \text{ (g/s)}\end{aligned}$$

RSP Emission Rate

$$\begin{aligned}\text{RSP Emission Rate (g/s)} &= \frac{\text{Flow Rate (m}^3\text{/hr)} * \text{Emission Limit of RSP (mg/m}^3\text{)}}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= \frac{19110 \text{ (m}^3\text{/hr)} * 50 \text{ (mg/m}^3\text{)}}{1000 \text{ (mg/g)} * 3600 \text{ (s/hr)}} \\ &= 0.2654 \text{ (g/s)}\end{aligned}$$

Emission Parameter and calculation method are made reference from *Approved Further Development of Tseung Kwan O Feasibility Study EIA Report*.


APPENDIX 2.2

SITE SURVEY AND DESKTOP STUDY RECORD

Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	Career and Kenson Industrial Mansion
Emission Source ID in AEIAR-130/2009	2023
Site Survey Record and Desktop Study Record	
<u>Site Photo</u>	
	
<u>Record in Open3Dhk</u>	
	
Observation	
The industrial chimney (2023) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.	

Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024 13:54
Description	Chung Mei Centre
Emission Source ID in AEIAR-130/2009	2024
Site Survey Record and Desktop Study Record	
<u>Site Photo</u>	
	
<u>Record in Open3Dhk</u>	
	
Observation	
The industrial chimney (2024) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.	

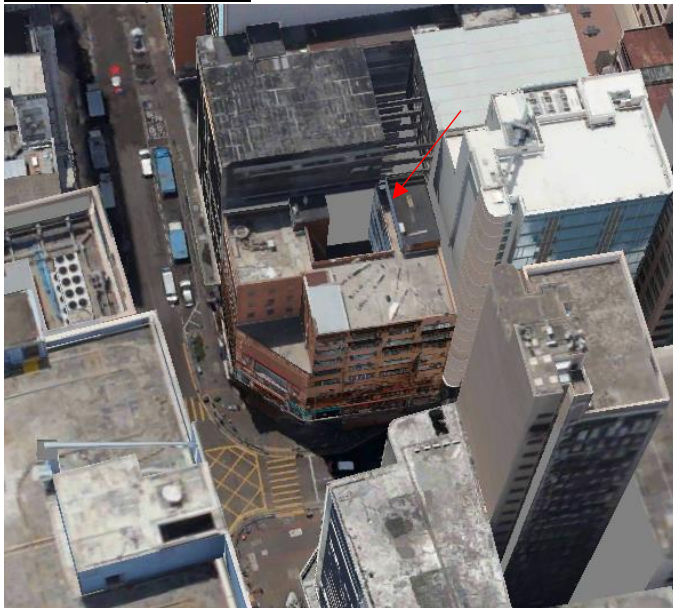
Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	Sun Wing Building
Emission Source ID in AEIAR-130/2009	2027
Site Survey Record and Desktop Study Record	

Site Photo





Record in Open3Dhk




Observation

The industrial chimney (2027) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.


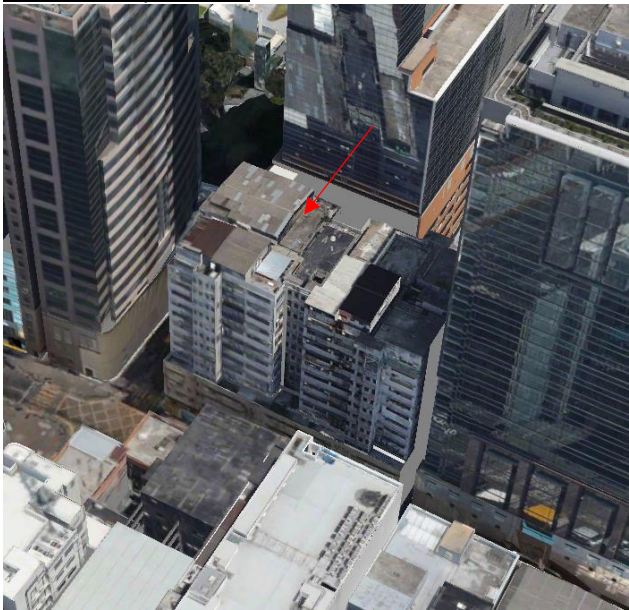
Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	90 Hung To Road
Emission Source ID in AEIAR-130/2009	2061
Site Survey Record and Desktop Study Record	
<u>Site Photo</u>	
	
<u>Record in Open3Dhk</u>	
	
Observation	
The industrial chimney (2061) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.	

Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	Lee On Industrial Building
Emission Source ID in AEIAR-130/2009	2068
Site Survey Record and Desktop Study Record	
<u>Site Photo</u>	
	
<u>Record in Open3Dhk</u>	
	
Observation	
The industrial chimney (2068) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.	

Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	Winner Factory Building
Emission Source ID in AEIAR-130/2009	2069
Site Survey Record and Desktop Study Record	
Site Photo	
	
Record in Open3Dhk	
	
Observation	
The industrial chimney (2069) identified in AEIAR-130/2009 is no longer presented on-site and no other industrial chimney is identified.	

Appendix 2.2 – Site Survey and Desktop Study

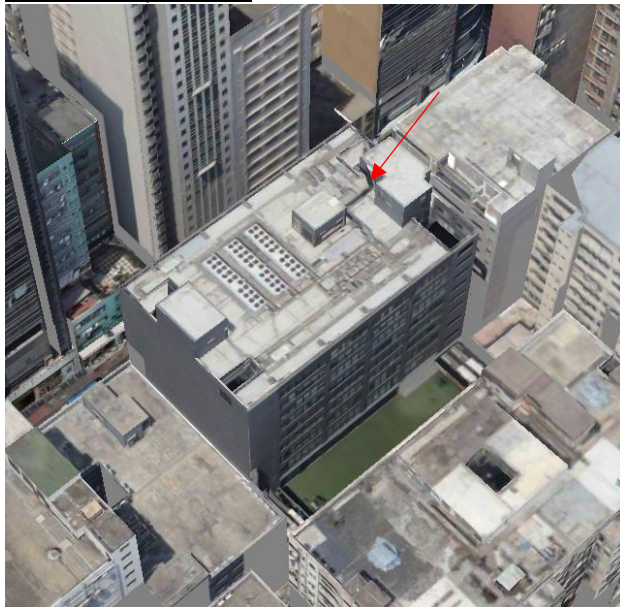
Survey Date	16 January 2024
Description	KOHO
Emission Source ID in AEIAR-130/2009	2070, 2071

Site Survey Record and Desktop Study Record

Site Photo



Record in Open3Dhk



Observation

The industrial chimneys (2070, 2071) identified in AEIAR-130/2009 are no longer presented on-site and no other industrial chimney is identified.

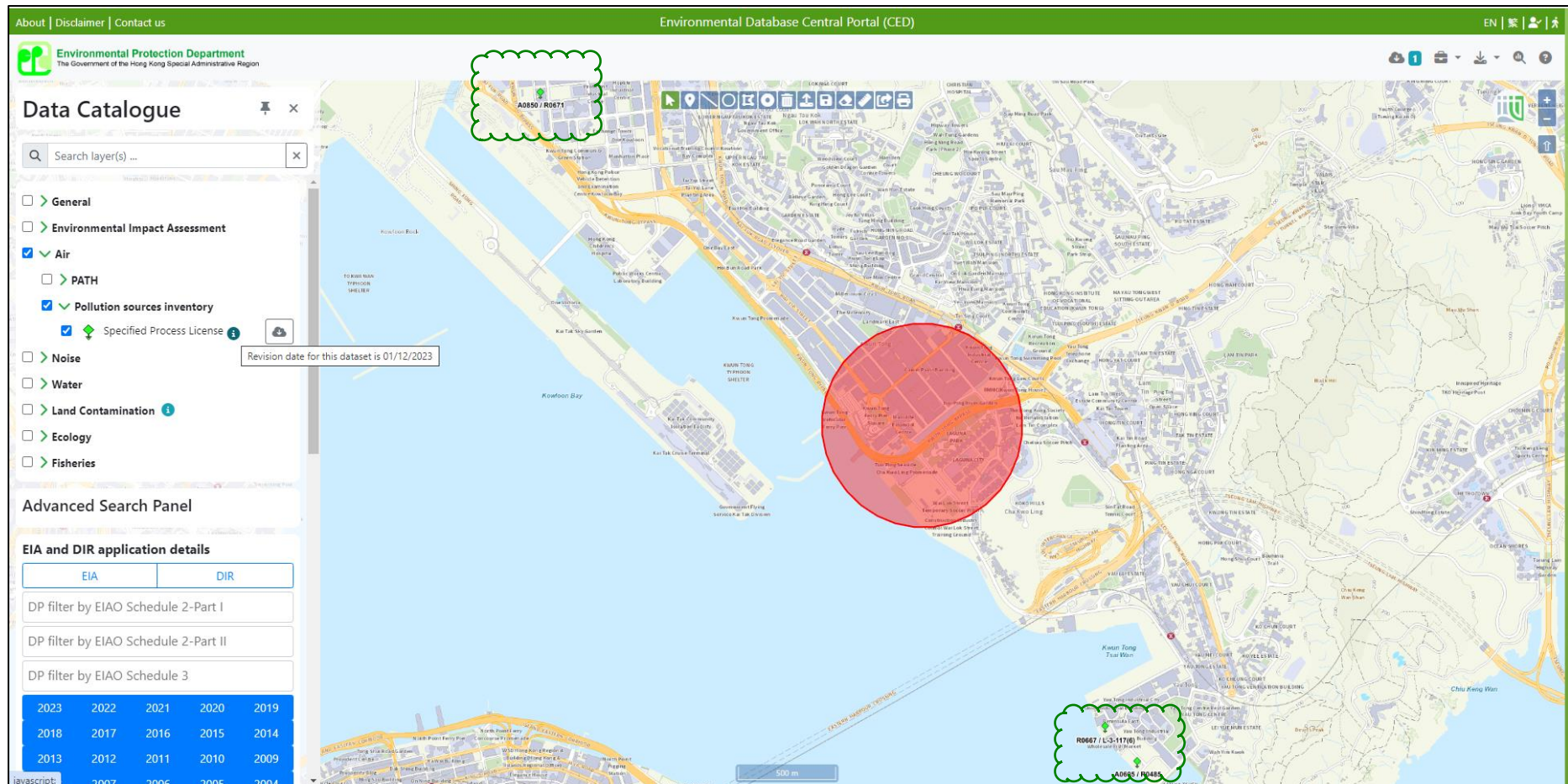
Appendix 2.2 – Site Survey and Desktop Study

Survey Date	16 January 2024
Description	Shing Yip Industrial Building
Emission Source ID in AEIAR-130/2009	2072, 2073
Site Survey Record and Desktop Study Record	
<u>Site Photo</u>	
	
<u>Record in Open3Dhk</u>	
	
Observation	
The industrial chimneys (2072, 2073) identified in AEIAR-130/2009 are no longer presented on-site and no other industrial chimney is identified.	

APPENDIX 2.3

EPD'S CED RECORD ON SPECIFIC PROCESS LICENSE

Appendix 2.3 – EPD’s CED Record on Specific Process License



Based on EPD’s CED Specified Process License last updated on 1 December 2023, no specified process license was registered within the 500m Assessment Area.

APPENDIX 2.4

TRAFFIC DATA ENDORSED BY THE TRANSPORT DEPARTMENT

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
1	Hoi Yuen Road (between How Ming Street & Hing Yip Street)	Southwest	95	00:00 ~ 01:00	420	28%	21%	15%	12%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%		
				01:00 ~ 02:00	330	28%	21%	15%	8%	8%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				02:00 ~ 03:00	245	28%	21%	16%	9%	8%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				03:00 ~ 04:00	220	29%	21%	16%	9%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				04:00 ~ 05:00	230	28%	20%	16%	9%	8%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				05:00 ~ 06:00	210	30%	21%	16%	9%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	6%	0%	0%
				06:00 ~ 07:00	280	29%	21%	15%	9%	8%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				07:00 ~ 08:00	715	32%	16%	15%	7%	8%	4%	1%	1%	0%	1%	0%	0%	0%	0%	1%	10%	4%	0%	0%	
				08:00 ~ 09:00	810	36%	13%	13%	8%	6%	3%	1%	2%	0%	0%	0%	0%	1%	0%	0%	14%	4%	0%	0%	
				09:00 ~ 10:00	1210	26%	17%	14%	12%	10%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%	
				10:00 ~ 11:00	1325	27%	15%	13%	14%	12%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	6%	5%	0%	0%	
				11:00 ~ 12:00	1105	23%	15%	19%	11%	10%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%	
				12:00 ~ 13:00	1050	22%	17%	20%	10%	11%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%	
				13:00 ~ 14:00	1075	22%	20%	19%	8%	9%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	
				14:00 ~ 15:00	1110	23%	20%	19%	10%	10%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%	
				15:00 ~ 16:00	1080	26%	21%	16%	12%	9%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%	
				16:00 ~ 17:00	1180	30%	19%	17%	13%	7%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%	
				17:00 ~ 18:00	1280	32%	22%	18%	9%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	
				18:00 ~ 19:00	1090	37%	21%	14%	6%	4%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	9%	0%	0%	
				19:00 ~ 20:00	900	36%	23%	11%	5%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	8%	10%	0%	0%	
20:00 ~ 21:00	685	34%	31%	8%	4%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	8%	10%	0%	0%					
21:00 ~ 22:00	625	34%	33%	8%	3%	2%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%	0%					
22:00 ~ 23:00	560	33%	39%	6%	3%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%					
23:00 ~ 00:00	415	30%	21%	16%	9%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	7%	6%	0%	0%					

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
2	Hoi Yuen Road (between Hing Yip Street & Hung To Road)	Southwest	135	00:00 ~ 01:00	330	23%	22%	16%	11%	8%	5%	0%	2%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%	
				01:00 ~ 02:00	250	25%	22%	16%	7%	8%	4%	0%	2%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				02:00 ~ 03:00	185	26%	23%	17%	7%	8%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				03:00 ~ 04:00	165	27%	24%	18%	8%	8%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				04:00 ~ 05:00	175	26%	22%	17%	7%	8%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				05:00 ~ 06:00	155	27%	24%	17%	8%	8%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	9%	5%	0%	0%
				06:00 ~ 07:00	225	27%	22%	16%	7%	8%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%
				07:00 ~ 08:00	670	36%	17%	15%	4%	7%	1%	1%	1%	0%	1%	0%	0%	0%	0%	1%	10%	4%	0%	0%
				08:00 ~ 09:00	750	39%	13%	12%	6%	5%	2%	1%	2%	0%	0%	0%	0%	1%	0%	0%	15%	4%	1%	0%
				09:00 ~ 10:00	965	26%	17%	14%	10%	10%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	12%	4%	0%	0%
				10:00 ~ 11:00	1060	29%	16%	12%	13%	12%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				11:00 ~ 12:00	905	27%	15%	20%	7%	11%	9%	1%	2%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
				12:00 ~ 13:00	815	21%	19%	22%	8%	11%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%
				13:00 ~ 14:00	855	22%	22%	20%	7%	9%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%
				14:00 ~ 15:00	820	20%	24%	20%	7%	11%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%
				15:00 ~ 16:00	825	26%	22%	18%	11%	9%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%
				16:00 ~ 17:00	975	29%	21%	18%	11%	7%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
				17:00 ~ 18:00	1045	31%	23%	19%	8%	7%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
				18:00 ~ 19:00	885	36%	23%	14%	5%	5%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	6%	7%	0%	0%
				19:00 ~ 20:00	690	35%	25%	11%	3%	4%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	11%	7%	0%	0%
20:00 ~ 21:00	530	34%	32%	8%	3%	2%	1%	1%	2%	0%	0%	0%	0%	0%	0%	0%	11%	6%	0%	0%				
21:00 ~ 22:00	490	29%	34%	9%	4%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	10%	7%	0%	0%				
22:00 ~ 23:00	430	32%	38%	7%	2%	3%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	11%	4%	0%	0%				
23:00 ~ 00:00	305	26%	24%	17%	8%	9%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
3	Hoi Yuen Road (between Hung To Road & Wai Yip Street)	Southwest	95	00:00 ~ 01:00	415	33%	17%	13%	13%	7%	7%	0%	1%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%		
				01:00 ~ 02:00	310	33%	17%	13%	10%	7%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				02:00 ~ 03:00	230	35%	18%	13%	9%	7%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%
				03:00 ~ 04:00	210	35%	18%	13%	11%	7%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				04:00 ~ 05:00	225	34%	17%	12%	10%	7%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				05:00 ~ 06:00	200	36%	18%	13%	10%	7%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				06:00 ~ 07:00	270	35%	17%	13%	10%	7%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%
				07:00 ~ 08:00	755	32%	15%	14%	7%	7%	6%	1%	1%	0%	1%	0%	2%	2%	1%	9%	3%	0%	0%		
				08:00 ~ 09:00	985	32%	9%	9%	10%	10%	8%	3%	2%	0%	0%	0%	1%	1%	0%	11%	3%	2%	0%		
				09:00 ~ 10:00	1185	24%	14%	12%	15%	9%	8%	1%	1%	0%	0%	0%	0%	0%	1%	1%	10%	3%	0%	0%	
				10:00 ~ 11:00	1355	28%	15%	10%	18%	10%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%	
				11:00 ~ 12:00	1045	23%	14%	19%	9%	12%	12%	0%	2%	0%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%	
				12:00 ~ 13:00	865	22%	14%	18%	11%	10%	7%	2%	2%	0%	0%	0%	0%	0%	0%	0%	6%	8%	0%	0%	
				13:00 ~ 14:00	1070	23%	21%	19%	9%	10%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	5%	2%	0%	0%	
				14:00 ~ 15:00	915	22%	20%	17%	11%	9%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%	
				15:00 ~ 16:00	1155	35%	14%	13%	15%	8%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	5%	2%	0%	0%	
				16:00 ~ 17:00	1255	31%	17%	15%	16%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%	
				17:00 ~ 18:00	1300	36%	18%	15%	10%	7%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	
				18:00 ~ 19:00	1320	50%	17%	9%	5%	5%	2%	0%	1%	0%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%	
				19:00 ~ 20:00	945	47%	19%	9%	3%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%	
20:00 ~ 21:00	695	43%	23%	6%	5%	2%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%	0%					
21:00 ~ 22:00	560	35%	27%	8%	7%	2%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	9%	7%	0%	0%					
22:00 ~ 23:00	460	33%	33%	7%	4%	2%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%					
23:00 ~ 00:00	415	33%	17%	13%	14%	7%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	7%	3%	0%	0%					

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
4	King Yip Street (between Hung To Road & Wai Yip Street)	Northeast	125	00:00 ~ 01:00	215	40%	19%	5%	8%	4%	6%	0%	0%	0%	0%	0%	2%	2%	0%	11%	4%	0%	0%	
				01:00 ~ 02:00	165	41%	19%	5%	8%	4%	5%	0%	1%	0%	0%	0%	0%	2%	1%	0%	11%	4%	0%	0%
				02:00 ~ 03:00	125	42%	19%	5%	6%	4%	6%	0%	1%	0%	0%	0%	2%	2%	0%	10%	4%	0%	0%	
				03:00 ~ 04:00	120	41%	19%	5%	8%	4%	6%	0%	1%	0%	0%	0%	2%	1%	0%	10%	4%	0%	0%	
				04:00 ~ 05:00	120	42%	19%	4%	8%	4%	6%	0%	1%	0%	0%	0%	2%	1%	0%	10%	4%	0%	0%	
				05:00 ~ 06:00	115	43%	18%	4%	7%	4%	5%	0%	1%	0%	0%	0%	2%	1%	0%	10%	4%	0%	0%	
				06:00 ~ 07:00	145	42%	19%	5%	8%	4%	5%	0%	1%	0%	0%	0%	1%	1%	0%	10%	4%	0%	0%	
				07:00 ~ 08:00	210	18%	13%	11%	9%	3%	15%	0%	2%	0%	2%	0%	0%	1%	1%	22%	2%	0%	0%	
				08:00 ~ 09:00	420	29%	24%	6%	9%	4%	5%	0%	1%	0%	0%	0%	3%	5%	0%	11%	3%	0%	0%	
				09:00 ~ 10:00	570	33%	21%	7%	10%	5%	8%	1%	1%	0%	0%	0%	3%	2%	0%	8%	1%	0%	0%	
				10:00 ~ 11:00	565	31%	21%	8%	9%	7%	8%	1%	1%	0%	0%	0%	2%	1%	0%	8%	2%	0%	0%	
				11:00 ~ 12:00	375	38%	17%	0%	13%	8%	6%	0%	0%	0%	0%	0%	0%	3%	1%	0%	11%	4%	0%	0%
				12:00 ~ 13:00	490	37%	10%	4%	11%	9%	7%	0%	0%	0%	0%	0%	3%	1%	0%	10%	7%	0%	0%	
				13:00 ~ 14:00	505	34%	18%	4%	11%	5%	8%	0%	1%	0%	0%	0%	2%	1%	0%	9%	7%	0%	0%	
				14:00 ~ 15:00	665	36%	26%	6%	11%	4%	3%	0%	1%	0%	0%	0%	2%	1%	0%	7%	3%	0%	0%	
				15:00 ~ 16:00	590	38%	20%	9%	8%	3%	9%	0%	1%	0%	0%	0%	2%	1%	0%	7%	3%	0%	0%	
				16:00 ~ 17:00	505	48%	10%	7%	5%	3%	8%	1%	1%	0%	0%	0%	2%	1%	0%	10%	3%	0%	0%	
				17:00 ~ 18:00	705	50%	15%	4%	6%	3%	3%	1%	0%	0%	0%	0%	2%	1%	0%	12%	3%	0%	0%	
				18:00 ~ 19:00	760	61%	11%	3%	4%	0%	2%	0%	0%	0%	0%	0%	2%	2%	0%	11%	4%	0%	0%	
				19:00 ~ 20:00	525	49%	17%	3%	4%	1%	2%	0%	0%	0%	0%	0%	1%	1%	0%	11%	10%	0%	0%	
20:00 ~ 21:00	370	44%	25%	2%	2%	1%	2%	0%	1%	0%	0%	0%	1%	2%	0%	14%	5%	0%	0%					
21:00 ~ 22:00	330	40%	31%	5%	1%	1%	3%	0%	1%	0%	0%	0%	0%	0%	2%	0%	13%	4%	0%	0%				
22:00 ~ 23:00	275	29%	40%	3%	2%	2%	1%	0%	1%	0%	0%	0%	0%	0%	2%	1%	15%	5%	0%	0%				
23:00 ~ 00:00	220	41%	19%	5%	8%	4%	5%	0%	0%	0%	0%	0%	0%	2%	2%	0%	10%	4%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
5	King Yip Street (between Hing Yip Street & Hung To Road)	Northeast	135	00:00 ~ 01:00	280	41%	20%	6%	8%	4%	5%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%		
				01:00 ~ 02:00	215	40%	20%	6%	8%	4%	5%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	8%	4%	0%	0%
				02:00 ~ 03:00	160	42%	21%	6%	8%	4%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				03:00 ~ 04:00	150	41%	21%	6%	8%	4%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				04:00 ~ 05:00	150	42%	21%	5%	8%	4%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				05:00 ~ 06:00	145	42%	21%	6%	8%	4%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				06:00 ~ 07:00	180	41%	21%	6%	8%	4%	5%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				07:00 ~ 08:00	270	24%	14%	9%	9%	4%	14%	0%	2%	0%	1%	0%	0%	0%	1%	1%	1%	17%	4%	0%	0%
				08:00 ~ 09:00	535	35%	24%	6%	9%	4%	4%	0%	1%	0%	0%	0%	0%	0%	2%	4%	0%	9%	3%	0%	0%
				09:00 ~ 10:00	730	35%	21%	7%	11%	5%	6%	1%	1%	0%	0%	0%	0%	0%	2%	2%	0%	6%	2%	0%	0%
				10:00 ~ 11:00	730	34%	22%	7%	9%	7%	8%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	6%	3%	0%	0%
				11:00 ~ 12:00	620	38%	17%	6%	12%	6%	7%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	6%	5%	0%	0%
				12:00 ~ 13:00	700	36%	14%	9%	10%	8%	7%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	7%	6%	0%	0%
				13:00 ~ 14:00	710	35%	19%	9%	9%	5%	8%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	6%	6%	0%	0%
				14:00 ~ 15:00	830	36%	24%	7%	9%	4%	5%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	6%	4%	0%	0%
				15:00 ~ 16:00	730	38%	22%	7%	10%	3%	7%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	6%	4%	0%	0%
				16:00 ~ 17:00	650	49%	11%	7%	8%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%
				17:00 ~ 18:00	815	50%	17%	4%	7%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	10%	3%	0%	0%
				18:00 ~ 19:00	840	61%	11%	3%	4%	0%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	10%	4%	0%	0%
				19:00 ~ 20:00	610	49%	19%	4%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	10%	9%	0%	0%
20:00 ~ 21:00	465	42%	30%	2%	3%	1%	2%	0%	1%	0%	0%	0%	0%	0%	1%	2%	0%	11%	5%	0%	0%				
21:00 ~ 22:00	410	38%	36%	4%	2%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	11%	4%	0%	0%				
22:00 ~ 23:00	385	27%	48%	2%	2%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%	10%	5%	0%	0%				
23:00 ~ 00:00	280	40%	21%	6%	8%	4%	5%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
6	King Yip Street (between Shing Yip Street & Hing Yip Street)	Northeast	150	00:00 ~ 01:00	385	40%	19%	7%	9%	4%	6%	0%	0%	0%	0%	0%	1%	1%	0%	6%	5%	0%	0%		
				01:00 ~ 02:00	295	40%	19%	7%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	6%	6%	0%	0%
				02:00 ~ 03:00	220	40%	19%	8%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	6%	6%	0%	0%
				03:00 ~ 04:00	205	40%	19%	7%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	6%	5%	0%	0%
				04:00 ~ 05:00	205	41%	19%	7%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	6%	5%	0%	0%
				05:00 ~ 06:00	200	41%	19%	7%	9%	5%	6%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	6%	6%	0%	0%
				06:00 ~ 07:00	250	40%	19%	7%	10%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	6%	6%	0%	0%
				07:00 ~ 08:00	360	24%	13%	8%	12%	5%	16%	0%	1%	0%	1%	0%	0%	0%	1%	1%	1%	13%	5%	0%	0%
				08:00 ~ 09:00	685	36%	22%	8%	9%	5%	5%	0%	1%	0%	0%	0%	0%	0%	2%	3%	0%	7%	3%	0%	0%
				09:00 ~ 10:00	1040	35%	19%	8%	12%	6%	8%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	5%	4%	0%	0%
				10:00 ~ 11:00	1055	32%	20%	9%	12%	8%	9%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				11:00 ~ 12:00	885	33%	16%	8%	15%	6%	10%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	6%	0%	0%
				12:00 ~ 13:00	980	35%	13%	9%	11%	8%	9%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	5%	7%	0%	0%
				13:00 ~ 14:00	975	34%	16%	11%	10%	5%	9%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	8%	0%	0%
				14:00 ~ 15:00	1155	36%	19%	10%	12%	5%	6%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				15:00 ~ 16:00	1025	37%	20%	8%	11%	4%	8%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				16:00 ~ 17:00	910	47%	10%	7%	11%	4%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	6%	5%	0%	0%
				17:00 ~ 18:00	1125	49%	16%	6%	8%	4%	4%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	7%	3%	0%	0%
				18:00 ~ 19:00	1110	58%	12%	5%	5%	1%	3%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	7%	6%	0%	0%
				19:00 ~ 20:00	865	49%	18%	5%	5%	1%	2%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	7%	11%	0%	0%
20:00 ~ 21:00	665	43%	28%	3%	4%	1%	2%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	8%	9%	0%	0%				
21:00 ~ 22:00	585	44%	33%	3%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%	5%	0%	0%			
22:00 ~ 23:00	530	30%	46%	3%	3%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	8%	7%	0%	0%			
23:00 ~ 00:00	390	40%	19%	7%	9%	4%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	6%	5%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
7	Hung To Road (between Tsun Yip Street & Hoi Yuen Road)	Southeast	70	00:00 ~ 01:00	200	49%	14%	5%	14%	5%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%			
				01:00 ~ 02:00	160	49%	13%	4%	14%	4%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				02:00 ~ 03:00	120	51%	14%	4%	14%	4%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				03:00 ~ 04:00	110	48%	13%	5%	14%	5%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
				04:00 ~ 05:00	115	49%	12%	4%	13%	4%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				05:00 ~ 06:00	110	47%	13%	5%	13%	5%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
				06:00 ~ 07:00	140	49%	14%	5%	14%	5%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				07:00 ~ 08:00	265	37%	9%	2%	15%	6%	19%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	2%	0%	0%	
				08:00 ~ 09:00	575	37%	11%	3%	14%	13%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	0%
				09:00 ~ 10:00	615	36%	10%	4%	22%	6%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%	0%
				10:00 ~ 11:00	680	32%	17%	3%	23%	8%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
				11:00 ~ 12:00	620	29%	14%	15%	11%	8%	14%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				12:00 ~ 13:00	430	41%	10%	10%	7%	4%	10%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	
				13:00 ~ 14:00	625	33%	18%	17%	7%	8%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	
				14:00 ~ 15:00	455	40%	13%	9%	13%	2%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				15:00 ~ 16:00	680	47%	10%	3%	21%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
				16:00 ~ 17:00	650	44%	10%	6%	25%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
				17:00 ~ 18:00	585	49%	13%	2%	17%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
				18:00 ~ 19:00	700	70%	8%	1%	7%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	0%	0%
				19:00 ~ 20:00	490	66%	13%	6%	3%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
20:00 ~ 21:00	395	55%	22%	1%	8%	2%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%					
21:00 ~ 22:00	280	45%	28%	0%	12%	1%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%					
22:00 ~ 23:00	230	30%	50%	0%	7%	0%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%					
23:00 ~ 00:00	230	45%	12%	4%	20%	4%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
8	Hung To Road (between Hoi Yuen Road & King Yip Street)	Southeast	265	00:00 ~ 01:00	65	43%	26%	9%	8%	3%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%		
				01:00 ~ 02:00	50	42%	26%	10%	8%	4%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	
				02:00 ~ 03:00	40	45%	23%	10%	10%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				03:00 ~ 04:00	35	49%	23%	11%	6%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				04:00 ~ 05:00	35	49%	23%	11%	6%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				05:00 ~ 06:00	30	40%	27%	13%	7%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				06:00 ~ 07:00	40	38%	28%	10%	10%	3%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				07:00 ~ 08:00	65	48%	18%	2%	8%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
				08:00 ~ 09:00	120	56%	23%	3%	9%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				09:00 ~ 10:00	165	45%	21%	5%	14%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				10:00 ~ 11:00	170	44%	25%	4%	8%	7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				11:00 ~ 12:00	280	33%	15%	19%	10%	3%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	0%
				12:00 ~ 13:00	220	32%	23%	18%	7%	5%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				13:00 ~ 14:00	215	34%	20%	20%	3%	4%	7%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				14:00 ~ 15:00	175	37%	15%	14%	4%	5%	11%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%
				15:00 ~ 16:00	140	39%	29%	3%	18%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				16:00 ~ 17:00	145	52%	14%	6%	17%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				17:00 ~ 18:00	110	45%	30%	5%	10%	5%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				18:00 ~ 19:00	80	58%	15%	5%	6%	1%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
				19:00 ~ 20:00	90	51%	33%	10%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
20:00 ~ 21:00	95	35%	52%	1%	5%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%				
21:00 ~ 22:00	80	29%	58%	0%	8%	0%	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%				
22:00 ~ 23:00	110	25%	69%	0%	1%	0%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	4%	0%	0%				
23:00 ~ 00:00	65	43%	26%	9%	8%	3%	3%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
9	Hing Yip Street (between Hoi Yuen Road & King Yip Street)	Southeast	265	00:00 ~ 01:00	105	39%	14%	10%	13%	6%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%			
				01:00 ~ 02:00	85	41%	14%	9%	13%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	
				02:00 ~ 03:00	65	40%	12%	11%	12%	6%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	
				03:00 ~ 04:00	60	42%	13%	10%	12%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	
				04:00 ~ 05:00	60	42%	13%	10%	12%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	
				05:00 ~ 06:00	60	42%	13%	10%	12%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	
				06:00 ~ 07:00	70	41%	13%	10%	13%	6%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	
				07:00 ~ 08:00	90	27%	8%	7%	23%	9%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				08:00 ~ 09:00	150	43%	12%	14%	11%	8%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	0%	0%
				09:00 ~ 10:00	315	36%	13%	10%	16%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				10:00 ~ 11:00	325	29%	14%	13%	18%	9%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				11:00 ~ 12:00	270	24%	13%	11%	20%	5%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
				12:00 ~ 13:00	280	33%	10%	11%	12%	10%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
				13:00 ~ 14:00	265	34%	9%	15%	12%	7%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
				14:00 ~ 15:00	330	37%	7%	16%	17%	6%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				15:00 ~ 16:00	300	34%	15%	10%	15%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
				16:00 ~ 17:00	265	43%	8%	9%	17%	5%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
				17:00 ~ 18:00	310	46%	13%	11%	12%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				18:00 ~ 19:00	275	50%	12%	12%	9%	1%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%
				19:00 ~ 20:00	255	49%	16%	8%	8%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%
20:00 ~ 21:00	200	45%	24%	5%	6%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	0%				
21:00 ~ 22:00	180	59%	24%	1%	1%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%				
22:00 ~ 23:00	145	39%	39%	3%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%				
23:00 ~ 00:00	110	41%	14%	11%	13%	5%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
10	Wai Yip Street (between Hoi Yuen Road & Proposed Road L2)	Two-way	130	00:00 ~ 01:00	805	47%	18%	10%	9%	4%	5%	1%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%				
				01:00 ~ 02:00	535	43%	21%	9%	8%	4%	6%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%	0%	
				02:00 ~ 03:00	415	46%	20%	8%	8%	5%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%	
				03:00 ~ 04:00	385	46%	21%	8%	9%	4%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%	0%
				04:00 ~ 05:00	375	42%	21%	8%	9%	5%	7%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	5%	0%	0%	
				05:00 ~ 06:00	360	45%	21%	8%	9%	4%	5%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%	
				06:00 ~ 07:00	480	45%	20%	8%	8%	5%	5%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%	0%	
				07:00 ~ 08:00	1360	46%	15%	8%	5%	4%	6%	2%	0%	0%	1%	1%	2%	3%	0%	1%	3%	1%	0%	1%	3%	1%	0%
				08:00 ~ 09:00	2285	51%	15%	5%	7%	4%	5%	2%	0%	0%	0%	0%	0%	2%	2%	0%	1%	3%	0%	1%	3%	0%	0%
				09:00 ~ 10:00	2505	41%	22%	7%	12%	5%	6%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	2%	2%	0%	0%
				10:00 ~ 11:00	2280	39%	20%	7%	11%	8%	6%	2%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%	2%	3%	0%	0%
				11:00 ~ 12:00	1790	32%	18%	13%	14%	8%	9%	2%	1%	0%	0%	0%	0%	2%	0%	0%	1%	2%	0%	1%	2%	0%	0%
				12:00 ~ 13:00	1550	34%	16%	12%	11%	6%	9%	2%	0%	0%	1%	0%	0%	2%	0%	0%	1%	6%	0%	1%	6%	0%	0%
				13:00 ~ 14:00	1700	32%	23%	12%	8%	7%	7%	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	4%	1%	0%	4%	1%	0%
				14:00 ~ 15:00	1820	35%	22%	11%	11%	6%	7%	2%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%	1%	3%	0%	0%
				15:00 ~ 16:00	1865	43%	18%	9%	13%	5%	5%	1%	0%	0%	0%	0%	0%	1%	1%	0%	1%	2%	0%	1%	2%	0%	0%
				16:00 ~ 17:00	1835	40%	18%	9%	13%	6%	6%	1%	0%	0%	1%	0%	0%	1%	0%	0%	2%	3%	0%	2%	3%	0%	0%
				17:00 ~ 18:00	1970	45%	16%	10%	10%	4%	4%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	2%	4%	1%	0%
				18:00 ~ 19:00	2315	61%	13%	6%	6%	1%	2%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	0%	2%	4%	0%	0%
				19:00 ~ 20:00	1745	57%	21%	5%	4%	2%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	5%	0%	2%	5%	0%	0%
20:00 ~ 21:00	1260	52%	26%	3%	5%	2%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	2%	5%	0%	2%	5%	0%	0%				
21:00 ~ 22:00	1195	53%	27%	4%	4%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	2%	5%	0%	0%			
22:00 ~ 23:00	835	44%	37%	4%	4%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	2%	4%	0%	0%			
23:00 ~ 00:00	745	40%	20%	8%	11%	4%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
11	Wai Yip Street (between Proposed Road L2 & Wing Yip Street)	Two-way	80	00:00 ~ 01:00	735	42%	22%	7%	8%	5%	5%	1%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%		
				01:00 ~ 02:00	560	42%	21%	7%	8%	5%	6%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%
				02:00 ~ 03:00	420	41%	22%	7%	8%	5%	6%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				03:00 ~ 04:00	395	41%	21%	8%	8%	5%	6%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				04:00 ~ 05:00	400	42%	21%	7%	8%	5%	6%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				05:00 ~ 06:00	380	42%	22%	7%	8%	5%	6%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%
				06:00 ~ 07:00	495	43%	21%	7%	8%	4%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	4%	0%	0%
				07:00 ~ 08:00	1085	39%	15%	9%	6%	5%	7%	2%	1%	0%	1%	1%	0%	0%	0%	0%	0%	6%	5%	1%	0%
				08:00 ~ 09:00	1885	44%	21%	5%	7%	4%	4%	1%	1%	0%	0%	0%	0%	0%	1%	2%	0%	4%	3%	1%	0%
				09:00 ~ 10:00	2125	37%	23%	8%	11%	6%	5%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	3%	2%	1%	0%
				10:00 ~ 11:00	1925	33%	23%	9%	11%	7%	8%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%	0%
				11:00 ~ 12:00	1770	39%	16%	8%	11%	7%	11%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				12:00 ~ 13:00	1770	39%	15%	8%	11%	6%	7%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	6%	0%	0%
				13:00 ~ 14:00	1775	35%	17%	10%	11%	6%	9%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	5%	1%	0%
				14:00 ~ 15:00	1985	37%	21%	9%	11%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				15:00 ~ 16:00	1960	45%	19%	7%	9%	4%	7%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				16:00 ~ 17:00	1955	48%	14%	9%	7%	4%	6%	2%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				17:00 ~ 18:00	2235	55%	14%	6%	6%	4%	3%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%
				18:00 ~ 19:00	2580	61%	14%	5%	4%	2%	2%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	4%	5%	0%	0%
				19:00 ~ 20:00	2045	51%	24%	4%	2%	2%	3%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	7%	0%	0%
20:00 ~ 21:00	1430	49%	30%	4%	2%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	6%	0%	0%			
21:00 ~ 22:00	1255	45%	35%	4%	2%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%			
22:00 ~ 23:00	1145	41%	39%	3%	3%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%	0%			
23:00 ~ 00:00	755	43%	21%	7%	8%	5%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%		

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
12	Wai Yip Street (between Wing Yip Street & King Yip Street)	Two-way	60	00:00 ~ 01:00	1030	43%	21%	6%	7%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%		
				01:00 ~ 02:00	795	43%	21%	6%	7%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				02:00 ~ 03:00	595	43%	22%	6%	7%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				03:00 ~ 04:00	565	43%	21%	6%	7%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				04:00 ~ 05:00	560	43%	21%	6%	7%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				05:00 ~ 06:00	540	43%	21%	6%	7%	5%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				06:00 ~ 07:00	695	44%	21%	6%	7%	4%	6%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				07:00 ~ 08:00	1650	42%	15%	7%	5%	5%	8%	2%	1%	0%	1%	1%	0%	0%	1%	1%	0%	5%	4%	1%	0%
				08:00 ~ 09:00	2990	51%	18%	4%	6%	4%	4%	1%	1%	0%	0%	0%	0%	0%	2%	2%	0%	3%	3%	1%	0%
				09:00 ~ 10:00	3200	42%	21%	7%	9%	5%	5%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	3%	3%	0%	0%
				10:00 ~ 11:00	2815	36%	21%	9%	10%	7%	8%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%	0%
				11:00 ~ 12:00	2360	40%	16%	6%	10%	7%	12%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	3%	3%	0%	0%
				12:00 ~ 13:00	2345	38%	16%	7%	10%	7%	8%	1%	1%	0%	0%	0%	0%	0%	2%	0%	0%	3%	6%	0%	0%
				13:00 ~ 14:00	2375	37%	19%	8%	10%	6%	8%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	5%	1%	0%
				14:00 ~ 15:00	2725	38%	22%	8%	10%	6%	8%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	0%	0%
				15:00 ~ 16:00	2705	42%	20%	7%	9%	4%	8%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	3%	0%	0%
				16:00 ~ 17:00	2700	44%	16%	8%	7%	4%	7%	2%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				17:00 ~ 18:00	2970	51%	16%	6%	6%	4%	4%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	4%	4%	0%	0%
				18:00 ~ 19:00	3265	57%	16%	5%	4%	2%	3%	0%	1%	0%	0%	0%	0%	0%	2%	2%	0%	4%	5%	0%	0%
				19:00 ~ 20:00	2680	51%	25%	3%	2%	2%	3%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	4%	7%	0%	0%
20:00 ~ 21:00	1910	48%	30%	3%	2%	1%	2%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	6%	0%	0%				
21:00 ~ 22:00	1705	46%	34%	4%	2%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%			
22:00 ~ 23:00	1475	41%	39%	3%	3%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	5%	5%	0%	0%			
23:00 ~ 00:00	1060	44%	21%	6%	7%	4%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	0%	0%		

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
13	Wing Yip Street (from Wai Yip Street)	Two-way	170	00:00 ~ 01:00	100	36%	24%	5%	11%	5%	7%	0%	0%	0%	0%	0%	5%	0%	0%	0%	7%	0%	0%		
				01:00 ~ 02:00	75	37%	24%	3%	11%	3%	7%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	9%	0%	0%
				02:00 ~ 03:00	55	35%	25%	4%	11%	4%	9%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	9%	0%	0%
				03:00 ~ 04:00	50	36%	24%	4%	10%	4%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	10%	0%	0%
				04:00 ~ 05:00	50	36%	24%	4%	10%	4%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	10%	0%	0%
				05:00 ~ 06:00	50	36%	24%	4%	10%	4%	8%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	10%	0%	0%
				06:00 ~ 07:00	60	35%	23%	3%	12%	3%	8%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	8%	0%	0%
				07:00 ~ 08:00	185	42%	22%	4%	8%	4%	7%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	5%	0%	0%
				08:00 ~ 09:00	290	33%	33%	4%	10%	2%	5%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	6%	0%	0%
				09:00 ~ 10:00	290	28%	38%	3%	11%	4%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%	0%
				10:00 ~ 11:00	310	33%	23%	10%	9%	8%	8%	1%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	4%	0%	0%
				11:00 ~ 12:00	225	30%	19%	5%	14%	6%	12%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	8%	0%	0%
				12:00 ~ 13:00	235	27%	20%	5%	11%	6%	11%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	11%	0%	0%
				13:00 ~ 14:00	225	28%	25%	5%	11%	6%	9%	1%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	9%	0%	0%
				14:00 ~ 15:00	235	29%	24%	5%	14%	6%	10%	1%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	7%	0%	0%
				15:00 ~ 16:00	245	30%	24%	4%	15%	5%	8%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	7%	0%	0%
				16:00 ~ 17:00	215	31%	11%	6%	19%	5%	12%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	11%	0%	0%
				17:00 ~ 18:00	235	51%	5%	3%	14%	2%	8%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	9%	0%	0%
				18:00 ~ 19:00	205	49%	9%	2%	9%	4%	4%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	12%	0%	0%
				19:00 ~ 20:00	210	41%	27%	2%	6%	2%	3%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	15%	0%	0%
20:00 ~ 21:00	170	41%	33%	1%	4%	1%	3%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	14%	0%	0%				
21:00 ~ 22:00	155	47%	35%	1%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%				
22:00 ~ 23:00	130	38%	45%	2%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%				
23:00 ~ 00:00	100	34%	24%	5%	11%	5%	7%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	9%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
14	Wai Yip Street (between Wai Lok Street & Wai Fat Road)	Two-way	240	00:00 ~ 01:00	1090	42%	20%	6%	4%	5%	10%	2%	2%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%
				01:00 ~ 02:00	850	42%	20%	6%	4%	5%	10%	3%	2%	0%	1%	0%	1%	1%	0%	2%	3%	1%	0%
				02:00 ~ 03:00	650	41%	19%	6%	4%	6%	10%	3%	2%	0%	1%	0%	1%	1%	0%	1%	3%	2%	0%
				03:00 ~ 04:00	600	42%	20%	6%	4%	6%	10%	3%	2%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%
				04:00 ~ 05:00	595	42%	20%	6%	4%	6%	10%	3%	2%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%
				05:00 ~ 06:00	600	40%	19%	6%	4%	5%	9%	6%	2%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%
				06:00 ~ 07:00	800	44%	19%	6%	4%	5%	9%	6%	2%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%
				07:00 ~ 08:00	3115	54%	12%	6%	3%	3%	6%	4%	1%	0%	1%	1%	1%	2%	0%	2%	2%	1%	0%
				08:00 ~ 09:00	3865	56%	11%	4%	3%	5%	6%	6%	1%	0%	1%	1%	1%	1%	0%	1%	3%	1%	0%
				09:00 ~ 10:00	3520	48%	14%	5%	6%	6%	8%	5%	1%	0%	0%	1%	1%	1%	0%	1%	2%	0%	0%
				10:00 ~ 11:00	2990	42%	14%	7%	5%	7%	12%	7%	1%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%
				11:00 ~ 12:00	2660	40%	13%	7%	4%	8%	13%	5%	3%	0%	0%	0%	1%	0%	0%	1%	3%	0%	0%
				12:00 ~ 13:00	2745	32%	18%	7%	4%	9%	13%	7%	3%	0%	1%	0%	1%	0%	0%	1%	4%	0%	0%
				13:00 ~ 14:00	2795	33%	21%	7%	4%	7%	11%	10%	2%	0%	0%	0%	1%	1%	0%	1%	2%	1%	0%
				14:00 ~ 15:00	2925	32%	21%	7%	5%	7%	13%	10%	1%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%
				15:00 ~ 16:00	3055	38%	23%	6%	5%	5%	11%	4%	1%	0%	1%	0%	1%	1%	0%	1%	2%	0%	0%
				16:00 ~ 17:00	3380	38%	21%	7%	3%	4%	10%	8%	1%	0%	1%	0%	2%	1%	0%	1%	3%	0%	0%
				17:00 ~ 18:00	3560	47%	19%	5%	3%	4%	8%	6%	1%	0%	0%	0%	1%	1%	0%	1%	4%	0%	0%
				18:00 ~ 19:00	3545	57%	15%	4%	2%	3%	5%	3%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%
				19:00 ~ 20:00	2895	53%	20%	4%	2%	2%	5%	2%	2%	0%	0%	0%	2%	1%	0%	2%	5%	0%	0%
20:00 ~ 21:00	2005	55%	25%	3%	1%	1%	2%	1%	5%	0%	0%	0%	1%	0%	0%	1%	5%	0%	0%				
21:00 ~ 22:00	2015	56%	26%	3%	0%	1%	2%	1%	4%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%			
22:00 ~ 23:00	1535	49%	33%	2%	1%	2%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%			
23:00 ~ 00:00	1100	42%	20%	6%	4%	5%	10%	2%	2%	0%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	1%	0%	

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
15	Wai Fat Road (between Slip Road from Kwun Tong Bypass & Wai Yip Street)	Southwest	175	00:00 ~ 01:00	440	43%	21%	8%	6%	4%	5%	2%	2%	0%	0%	0%	1%	1%	0%	1%	4%	0%	0%	
				01:00 ~ 02:00	340	43%	21%	8%	6%	4%	6%	1%	2%	0%	1%	0%	1%	2%	0%	1%	4%	0%	0%	
				02:00 ~ 03:00	255	43%	22%	8%	6%	5%	5%	2%	2%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%	
				03:00 ~ 04:00	240	43%	21%	8%	6%	4%	5%	2%	2%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%	
				04:00 ~ 05:00	235	43%	21%	8%	6%	4%	6%	2%	2%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%	
				05:00 ~ 06:00	230	43%	22%	8%	7%	4%	6%	2%	2%	0%	0%	0%	2%	1%	0%	1%	3%	0%	0%	
				06:00 ~ 07:00	300	44%	21%	8%	6%	4%	5%	1%	2%	0%	1%	0%	1%	1%	0%	1%	4%	0%	0%	
				07:00 ~ 08:00	930	39%	15%	8%	6%	3%	6%	2%	1%	1%	3%	3%	4%	2%	1%	3%	4%	1%	0%	
				08:00 ~ 09:00	1305	54%	19%	6%	4%	3%	3%	1%	1%	0%	1%	1%	1%	1%	2%	0%	1%	4%	0%	0%
				09:00 ~ 10:00	1280	50%	20%	5%	7%	5%	4%	0%	1%	0%	0%	1%	1%	1%	0%	1%	3%	0%	0%	
				10:00 ~ 11:00	1290	40%	18%	9%	8%	7%	8%	2%	1%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%	
				11:00 ~ 12:00	1210	42%	15%	10%	8%	6%	10%	1%	2%	0%	0%	0%	2%	1%	0%	1%	3%	0%	0%	
				12:00 ~ 13:00	1110	36%	17%	8%	7%	8%	8%	3%	3%	0%	2%	0%	2%	1%	0%	1%	4%	0%	0%	
				13:00 ~ 14:00	1065	41%	18%	8%	9%	5%	6%	2%	2%	0%	1%	1%	1%	1%	0%	1%	4%	0%	0%	
				14:00 ~ 15:00	1210	39%	19%	9%	8%	6%	8%	2%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%	
				15:00 ~ 16:00	1130	38%	20%	9%	7%	5%	7%	2%	1%	0%	1%	0%	3%	2%	0%	1%	4%	0%	0%	
				16:00 ~ 17:00	1265	41%	17%	10%	6%	4%	7%	3%	0%	0%	1%	1%	3%	2%	0%	1%	4%	0%	0%	
				17:00 ~ 18:00	1325	47%	19%	7%	5%	3%	6%	1%	1%	0%	1%	0%	2%	2%	0%	1%	5%	0%	0%	
				18:00 ~ 19:00	1285	54%	19%	6%	4%	2%	4%	1%	2%	0%	0%	0%	1%	1%	0%	1%	4%	0%	0%	
				19:00 ~ 20:00	990	48%	25%	5%	5%	2%	3%	1%	2%	0%	0%	0%	1%	1%	0%	1%	5%	0%	0%	
20:00 ~ 21:00	770	49%	31%	5%	1%	1%	1%	1%	4%	0%	0%	0%	1%	1%	0%	1%	6%	0%	0%					
21:00 ~ 22:00	700	51%	31%	4%	1%	1%	1%	1%	4%	0%	0%	0%	0%	0%	2%	0%	1%	4%	0%	0%				
22:00 ~ 23:00	625	44%	39%	2%	1%	1%	1%	0%	5%	0%	0%	0%	0%	1%	0%	1%	4%	0%	0%					
23:00 ~ 00:00	440	42%	21%	8%	6%	4%	5%	2%	2%	0%	0%	0%	0%	1%	1%	0%	1%	4%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
16	Wai Fat Road (between Cha Kwo Ling Road & Slip Road from Kwun Tong Bypass)	Southwest	225	00:00 ~ 01:00	300	45%	18%	7%	8%	3%	8%	1%	2%	0%	0%	0%	2%	2%	0%	1%	5%	0%	0%
				01:00 ~ 02:00	235	45%	18%	6%	8%	3%	7%	1%	2%	0%	0%	0%	2%	2%	0%	1%	5%	0%	0%
				02:00 ~ 03:00	175	45%	18%	7%	8%	2%	7%	1%	1%	0%	0%	0%	2%	2%	0%	1%	5%	0%	0%
				03:00 ~ 04:00	165	46%	18%	7%	7%	2%	7%	1%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%
				04:00 ~ 05:00	165	46%	18%	7%	7%	2%	7%	1%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%
				05:00 ~ 06:00	155	46%	18%	7%	8%	3%	7%	1%	1%	0%	0%	0%	3%	1%	0%	1%	5%	0%	0%
				06:00 ~ 07:00	200	47%	19%	7%	7%	2%	7%	1%	1%	0%	0%	0%	3%	2%	0%	1%	5%	0%	0%
				07:00 ~ 08:00	480	41%	13%	4%	5%	5%	7%	2%	1%	0%	4%	0%	8%	3%	0%	3%	5%	0%	0%
				08:00 ~ 09:00	785	53%	19%	4%	4%	2%	5%	0%	1%	0%	0%	0%	3%	2%	0%	2%	4%	0%	0%
				09:00 ~ 10:00	695	37%	24%	7%	9%	3%	9%	1%	1%	0%	0%	1%	1%	2%	0%	1%	4%	0%	0%
				10:00 ~ 11:00	890	37%	20%	10%	9%	3%	12%	2%	1%	0%	0%	0%	1%	1%	0%	1%	3%	0%	0%
				11:00 ~ 12:00	830	37%	16%	9%	10%	3%	12%	1%	1%	0%	0%	0%	2%	1%	0%	2%	5%	0%	0%
				12:00 ~ 13:00	735	36%	18%	8%	9%	2%	12%	1%	2%	0%	1%	0%	4%	1%	0%	1%	5%	0%	0%
				13:00 ~ 14:00	740	41%	19%	9%	8%	2%	8%	2%	1%	0%	0%	1%	3%	1%	0%	1%	4%	0%	0%
				14:00 ~ 15:00	760	40%	19%	9%	9%	4%	9%	1%	1%	0%	1%	0%	2%	1%	0%	1%	4%	0%	0%
				15:00 ~ 16:00	840	37%	20%	8%	10%	4%	8%	1%	1%	0%	0%	0%	3%	2%	0%	1%	5%	0%	0%
				16:00 ~ 17:00	850	43%	13%	9%	9%	4%	7%	1%	1%	0%	1%	0%	4%	1%	0%	1%	6%	0%	0%
				17:00 ~ 18:00	930	52%	15%	5%	8%	2%	6%	1%	2%	0%	0%	0%	2%	2%	0%	1%	5%	0%	0%
				18:00 ~ 19:00	825	59%	14%	6%	5%	1%	3%	0%	2%	0%	0%	0%	1%	3%	0%	2%	4%	0%	0%
				19:00 ~ 20:00	680	61%	13%	4%	6%	1%	2%	0%	2%	0%	0%	0%	2%	2%	0%	1%	6%	0%	0%
20:00 ~ 21:00	460	54%	28%	1%	2%	1%	1%	0%	3%	0%	0%	0%	2%	1%	0%	1%	6%	0%	0%				
21:00 ~ 22:00	425	53%	22%	4%	3%	2%	2%	0%	3%	0%	0%	0%	0%	0%	3%	0%	1%	7%	0%	0%			
22:00 ~ 23:00	255	48%	28%	2%	2%	2%	2%	2%	3%	0%	0%	0%	0%	0%	3%	0%	2%	6%	0%	0%			
23:00 ~ 00:00	310	45%	18%	7%	8%	3%	7%	1%	2%	0%	0%	0%	0%	2%	2%	0%	1%	5%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
17	Wai Fat Road (between Cha Kwo Ling Road & Wai Yip Street)	Northeast	400	00:00 ~ 01:00	80	50%	16%	5%	8%	1%	8%	1%	3%	0%	0%	0%	1%	0%	0%	5%	3%	0%	0%		
				01:00 ~ 02:00	55	51%	16%	4%	9%	0%	9%	0%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	4%	0%	0%
				02:00 ~ 03:00	45	51%	16%	4%	9%	0%	9%	0%	2%	0%	0%	0%	0%	0%	2%	0%	0%	4%	2%	0%	0%
				03:00 ~ 04:00	40	50%	18%	5%	10%	0%	10%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
				04:00 ~ 05:00	40	50%	18%	5%	10%	0%	10%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
				05:00 ~ 06:00	40	50%	18%	5%	10%	0%	10%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
				06:00 ~ 07:00	55	58%	15%	4%	7%	0%	7%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	4%	2%	0%	0%
				07:00 ~ 08:00	155	53%	9%	8%	3%	2%	4%	2%	1%	1%	1%	1%	1%	1%	3%	0%	8%	4%	1%	0%	
				08:00 ~ 09:00	265	65%	9%	5%	5%	2%	5%	1%	0%	0%	0%	0%	3%	1%	0%	3%	2%	0%	0%		
				09:00 ~ 10:00	305	57%	7%	5%	11%	2%	9%	2%	2%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%		
				10:00 ~ 11:00	240	50%	13%	6%	11%	1%	8%	3%	2%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%		
				11:00 ~ 12:00	230	45%	10%	4%	13%	1%	13%	1%	5%	0%	0%	2%	0%	0%	0%	3%	3%	0%	0%		
				12:00 ~ 13:00	230	44%	16%	4%	13%	1%	11%	1%	2%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%		
				13:00 ~ 14:00	240	45%	23%	3%	8%	1%	8%	1%	2%	0%	0%	0%	2%	1%	0%	5%	3%	0%	0%		
				14:00 ~ 15:00	190	45%	19%	4%	13%	3%	7%	2%	0%	0%	0%	0%	1%	0%	0%	5%	3%	0%	0%		
				15:00 ~ 16:00	235	39%	25%	6%	8%	1%	14%	2%	0%	0%	0%	0%	0%	2%	0%	2%	1%	0%	0%		
				16:00 ~ 17:00	255	45%	25%	5%	5%	0%	6%	0%	0%	0%	3%	1%	0%	4%	4%	0%	0%				
				17:00 ~ 18:00	180	58%	19%	3%	4%	1%	3%	2%	1%	0%	0%	0%	1%	0%	0%	3%	4%	1%	0%		
				18:00 ~ 19:00	245	64%	11%	5%	3%	1%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	3%	
				19:00 ~ 20:00	145	65%	16%	1%	2%	1%	1%	1%	4%	0%	0%	0%	0%	0%	0%	3%	6%	0%	0%		
20:00 ~ 21:00	170	56%	18%	1%	3%	1%	5%	1%	6%	0%	0%	0%	1%	0%	0%	5%	4%	1%	0%						
21:00 ~ 22:00	115	54%	19%	1%	2%	1%	1%	1%	10%	0%	0%	0%	0%	1%	0%	5%	6%	0%	0%						
22:00 ~ 23:00	75	40%	28%	0%	3%	0%	3%	0%	11%	7%	0%	0%	7%	0%	0%	3%	0%	0%							
23:00 ~ 00:00	80	50%	16%	5%	8%	1%	8%	1%	3%	0%	0%	0%	1%	0%	0%	5%	3%	0%	0%						

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
18	Traffic Link (from Wai Yip Street to Wai Fat Road)	One-way	50	00:00 ~ 01:00	190	47%	24%	4%	10%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%	
				01:00 ~ 02:00	150	49%	23%	5%	9%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				02:00 ~ 03:00	115	50%	23%	4%	10%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				03:00 ~ 04:00	110	48%	23%	5%	10%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				04:00 ~ 05:00	105	47%	23%	5%	10%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%
				05:00 ~ 06:00	105	49%	23%	5%	9%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%
				06:00 ~ 07:00	130	48%	23%	5%	10%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%
				07:00 ~ 08:00	230	53%	17%	5%	3%	8%	3%	0%	0%	0%	2%	0%	0%	0%	1%	0%	3%	3%	2%	0%
				08:00 ~ 09:00	465	42%	25%	3%	8%	8%	5%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	3%	0%	0%
				09:00 ~ 10:00	495	26%	30%	11%	16%	5%	4%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	4%	1%	0%
				10:00 ~ 11:00	485	27%	30%	11%	15%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
				11:00 ~ 12:00	430	41%	21%	4%	16%	7%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				12:00 ~ 13:00	345	41%	22%	2%	16%	6%	6%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%	0%
				13:00 ~ 14:00	435	39%	20%	7%	12%	7%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%
				14:00 ~ 15:00	395	39%	15%	4%	17%	10%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	1%	0%
				15:00 ~ 16:00	490	53%	14%	5%	13%	4%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				16:00 ~ 17:00	490	53%	14%	2%	13%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	1%	0%
				17:00 ~ 18:00	570	62%	14%	2%	10%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				18:00 ~ 19:00	805	67%	14%	5%	4%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%
				19:00 ~ 20:00	605	62%	22%	1%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%	0%	0%
20:00 ~ 21:00	475	52%	30%	2%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%				
21:00 ~ 22:00	430	47%	38%	1%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%				
22:00 ~ 23:00	370	48%	35%	2%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%	0%				
23:00 ~ 00:00	195	49%	23%	4%	10%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
19	Traffic Link (from Wai Yip Street to Wai Fat Road)	One-way	45	00:00 ~ 01:00	250	42%	20%	10%	3%	6%	8%	2%	1%	0%	0%	0%	2%	0%	0%	2%	4%	0%	0%
				01:00 ~ 02:00	195	43%	19%	10%	4%	6%	8%	2%	1%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%
				02:00 ~ 03:00	145	45%	19%	10%	3%	6%	8%	1%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				03:00 ~ 04:00	135	43%	19%	10%	4%	6%	8%	1%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				04:00 ~ 05:00	135	43%	19%	10%	4%	6%	8%	1%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				05:00 ~ 06:00	135	44%	19%	10%	4%	6%	8%	1%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				06:00 ~ 07:00	170	45%	19%	10%	4%	5%	8%	1%	1%	0%	0%	0%	1%	0%	0%	2%	4%	0%	0%
				07:00 ~ 08:00	520	43%	18%	8%	4%	4%	7%	5%	2%	0%	2%	1%	0%	2%	0%	1%	3%	1%	0%
				08:00 ~ 09:00	605	45%	19%	6%	4%	4%	5%	3%	1%	0%	0%	1%	2%	2%	0%	3%	3%	1%	0%
				09:00 ~ 10:00	715	38%	23%	8%	7%	8%	6%	1%	1%	0%	0%	0%	2%	1%	0%	2%	2%	0%	0%
				10:00 ~ 11:00	600	33%	22%	14%	5%	10%	11%	1%	1%	0%	0%	0%	1%	0%	0%	1%	1%	1%	0%
				11:00 ~ 12:00	615	36%	13%	11%	3%	8%	20%	2%	1%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				12:00 ~ 13:00	625	39%	16%	13%	3%	6%	9%	3%	1%	0%	0%	0%	1%	0%	0%	1%	7%	0%	0%
				13:00 ~ 14:00	580	33%	14%	14%	5%	8%	12%	3%	1%	0%	0%	0%	1%	0%	0%	2%	4%	1%	0%
				14:00 ~ 15:00	660	40%	21%	11%	4%	6%	10%	3%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%
				15:00 ~ 16:00	645	45%	18%	11%	3%	6%	9%	1%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%
				16:00 ~ 17:00	730	44%	16%	13%	3%	5%	8%	4%	0%	0%	0%	0%	1%	0%	0%	1%	4%	0%	0%
				17:00 ~ 18:00	725	52%	12%	10%	3%	6%	5%	1%	0%	0%	1%	0%	2%	0%	0%	1%	6%	0%	0%
				18:00 ~ 19:00	825	54%	15%	9%	3%	4%	4%	0%	1%	0%	0%	0%	3%	0%	0%	1%	6%	0%	0%
				19:00 ~ 20:00	750	49%	22%	6%	3%	3%	5%	0%	1%	0%	0%	0%	3%	0%	0%	2%	7%	0%	0%
20:00 ~ 21:00	435	53%	25%	6%	0%	2%	2%	0%	1%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%				
21:00 ~ 22:00	380	56%	23%	7%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%				
22:00 ~ 23:00	335	51%	36%	5%	0%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%				
23:00 ~ 00:00	255	43%	20%	10%	3%	5%	8%	2%	1%	0%	0%	0%	0%	2%	0%	0%	2%	4%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
20	Traffic Link (from Kwun Tong Bypass to Wai Yip Street)	One-way	40	00:00 ~ 01:00	115	57%	12%	6%	8%	4%	6%	1%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	0%	
				01:00 ~ 02:00	90	60%	12%	6%	8%	4%	6%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	
				02:00 ~ 03:00	65	58%	12%	6%	9%	3%	6%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				03:00 ~ 04:00	65	62%	11%	6%	8%	3%	6%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				04:00 ~ 05:00	65	62%	11%	6%	8%	3%	6%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				05:00 ~ 06:00	60	58%	12%	7%	8%	3%	7%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				06:00 ~ 07:00	80	60%	11%	6%	8%	5%	6%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	
				07:00 ~ 08:00	200	57%	13%	6%	7%	4%	5%	1%	2%	0%	0%	1%	0%	0%	0%	2%	4%	0%	0%	
				08:00 ~ 09:00	635	69%	12%	2%	7%	2%	2%	0%	1%	1%	0%	0%	1%	1%	0%	0%	2%	0%	0%	
				09:00 ~ 10:00	585	65%	16%	4%	5%	3%	2%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	0%	0%
				10:00 ~ 11:00	450	52%	17%	5%	10%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				11:00 ~ 12:00	340	54%	11%	6%	10%	4%	11%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%	
				12:00 ~ 13:00	280	53%	13%	5%	14%	4%	6%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	1%	0%	
				13:00 ~ 14:00	270	59%	12%	6%	7%	5%	7%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	
				14:00 ~ 15:00	340	51%	12%	10%	11%	5%	6%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	
				15:00 ~ 16:00	300	55%	10%	6%	8%	3%	12%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				16:00 ~ 17:00	325	52%	7%	7%	9%	6%	7%	2%	0%	0%	1%	0%	2%	1%	0%	2%	3%	0%	0%	
				17:00 ~ 18:00	300	64%	8%	7%	5%	2%	3%	2%	0%	0%	0%	0%	1%	2%	0%	4%	3%	0%	0%	
				18:00 ~ 19:00	225	69%	9%	5%	6%	3%	3%	0%	0%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	
				19:00 ~ 20:00	190	70%	12%	3%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%	0%	
20:00 ~ 21:00	125	66%	8%	5%	2%	0%	7%	1%	0%	0%	0%	0%	2%	1%	0%	5%	5%	0%	0%					
21:00 ~ 22:00	85	61%	13%	5%	1%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	5%	6%	0%	0%					
22:00 ~ 23:00	80	48%	9%	5%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	19%	5%	0%	0%					
23:00 ~ 00:00	135	64%	10%	5%	7%	4%	5%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
21	Traffic Link (between Wai Fat Road & Wai Fat Road)	Two-way	35	00:00 ~ 01:00	870	40%	23%	6%	5%	4%	9%	2%	2%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%		
				01:00 ~ 02:00	675	40%	23%	6%	5%	4%	9%	2%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%
				02:00 ~ 03:00	515	40%	23%	6%	5%	5%	9%	3%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	3%	1%	0%
				03:00 ~ 04:00	475	40%	23%	6%	5%	4%	9%	2%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%
				04:00 ~ 05:00	475	40%	23%	6%	5%	4%	9%	2%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%
				05:00 ~ 06:00	465	39%	23%	6%	5%	4%	8%	5%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%
				06:00 ~ 07:00	625	41%	22%	6%	4%	4%	8%	5%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	3%	1%	0%
				07:00 ~ 08:00	2010	48%	14%	5%	3%	5%	8%	5%	1%	0%	1%	1%	1%	1%	2%	0%	3%	4%	1%	0%	
				08:00 ~ 09:00	2700	54%	12%	4%	4%	4%	5%	5%	0%	0%	1%	1%	1%	1%	1%	0%	2%	4%	1%	0%	
				09:00 ~ 10:00	2650	44%	17%	6%	7%	5%	7%	5%	1%	0%	0%	1%	1%	1%	0%	2%	3%	1%	0%		
				10:00 ~ 11:00	2305	37%	17%	8%	7%	7%	11%	7%	1%	0%	0%	0%	0%	1%	0%	0%	1%	2%	1%	0%	
				11:00 ~ 12:00	2250	37%	15%	7%	6%	6%	14%	5%	3%	0%	0%	0%	0%	1%	0%	0%	1%	3%	1%	0%	
				12:00 ~ 13:00	2275	33%	20%	7%	6%	6%	11%	5%	3%	0%	1%	0%	1%	0%	0%	1%	5%	0%	0%		
				13:00 ~ 14:00	2225	31%	24%	7%	7%	5%	9%	8%	2%	0%	0%	0%	1%	0%	0%	1%	3%	1%	0%		
				14:00 ~ 15:00	2355	34%	23%	7%	6%	6%	12%	7%	1%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%		
				15:00 ~ 16:00	2335	37%	25%	5%	6%	4%	11%	4%	1%	0%	1%	0%	2%	1%	0%	1%	3%	0%	0%		
				16:00 ~ 17:00	2655	37%	24%	7%	4%	3%	9%	6%	1%	0%	1%	0%	2%	1%	0%	2%	3%	0%	0%		
				17:00 ~ 18:00	2695	44%	21%	5%	4%	3%	8%	5%	1%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%		
				18:00 ~ 19:00	2780	55%	18%	5%	3%	2%	4%	2%	1%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%		
				19:00 ~ 20:00	2410	50%	25%	4%	2%	1%	5%	1%	2%	0%	0%	0%	2%	1%	0%	2%	5%	0%	0%		
20:00 ~ 21:00	1675	51%	30%	3%	1%	1%	2%	1%	4%	0%	0%	0%	1%	0%	0%	1%	5%	0%	0%						
21:00 ~ 22:00	1630	52%	30%	3%	1%	1%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%					
22:00 ~ 23:00	1350	47%	38%	2%	2%	1%	2%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%					
23:00 ~ 00:00	880	40%	23%	6%	5%	4%	9%	2%	2%	0%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	1%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
22	Traffic Link (from Kwun Tong Bypass to Wai Fat Road)	One-way	20	00:00 ~ 01:00	280	49%	15%	5%	4%	4%	13%	2%	1%	0%	0%	0%	1%	0%	0%	2%	3%	1%	0%	
				01:00 ~ 02:00	225	49%	14%	5%	4%	4%	12%	3%	2%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
				02:00 ~ 03:00	175	47%	14%	5%	4%	4%	12%	3%	1%	0%	1%	0%	1%	1%	0%	2%	3%	3%	0%	
				03:00 ~ 04:00	160	49%	14%	5%	4%	4%	13%	3%	1%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%	
				04:00 ~ 05:00	160	49%	14%	5%	4%	4%	13%	3%	1%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%	
				05:00 ~ 06:00	165	45%	13%	5%	4%	4%	12%	10%	1%	0%	1%	0%	1%	1%	0%	1%	3%	1%	0%	
				06:00 ~ 07:00	230	50%	13%	4%	3%	3%	10%	9%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%
				07:00 ~ 08:00	820	56%	8%	3%	1%	4%	10%	8%	0%	0%	1%	1%	1%	1%	1%	0%	2%	3%	0%	0%
				08:00 ~ 09:00	1060	57%	7%	4%	4%	4%	6%	10%	0%	0%	0%	1%	1%	1%	1%	0%	1%	5%	0%	0%
				09:00 ~ 10:00	965	52%	8%	5%	6%	5%	9%	11%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				10:00 ~ 11:00	825	43%	8%	5%	5%	5%	14%	15%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				11:00 ~ 12:00	820	43%	10%	6%	5%	5%	14%	10%	2%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%
				12:00 ~ 13:00	855	38%	15%	6%	4%	6%	16%	7%	2%	0%	1%	0%	1%	0%	0%	1%	3%	0%	0%	
				13:00 ~ 14:00	825	39%	16%	4%	4%	5%	9%	17%	1%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
				14:00 ~ 15:00	845	37%	13%	6%	5%	6%	16%	14%	1%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%	
				15:00 ~ 16:00	735	43%	16%	4%	4%	3%	14%	7%	1%	0%	2%	0%	1%	1%	0%	1%	2%	0%	0%	
				16:00 ~ 17:00	970	44%	15%	5%	2%	2%	12%	11%	1%	0%	1%	0%	2%	1%	0%	1%	3%	0%	0%	
				17:00 ~ 18:00	1025	49%	13%	3%	2%	2%	13%	9%	1%	0%	0%	0%	1%	1%	0%	1%	3%	0%	0%	
				18:00 ~ 19:00	1200	66%	11%	3%	2%	1%	5%	4%	1%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%	
				19:00 ~ 20:00	945	62%	15%	3%	2%	2%	6%	2%	1%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%	
20:00 ~ 21:00	600	66%	19%	1%	1%	1%	3%	1%	3%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%				
21:00 ~ 22:00	635	67%	20%	2%	0%	1%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%				
22:00 ~ 23:00	445	65%	22%	1%	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%				
23:00 ~ 00:00	285	49%	14%	5%	4%	5%	13%	2%	1%	0%	0%	0%	0%	0%	0%	1%	0%	2%	2%	1%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
23	Traffic Link (from Wai Fat Road to Wai Yip Street)	One-way	15	00:00 ~ 01:00	120	36%	23%	4%	5%	3%	11%	5%	5%	0%	1%	1%	2%	2%	0%	0%	3%	0%	0%		
				01:00 ~ 02:00	95	38%	22%	4%	5%	2%	12%	5%	5%	0%	1%	0%	1%	2%	0%	0%	2%	0%	2%	0%	0%
				02:00 ~ 03:00	70	39%	21%	3%	6%	3%	10%	6%	6%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
				03:00 ~ 04:00	70	39%	21%	3%	6%	3%	10%	6%	6%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
				04:00 ~ 05:00	65	35%	22%	3%	6%	3%	11%	6%	6%	0%	2%	0%	2%	2%	0%	0%	0%	0%	3%	0%	0%
				05:00 ~ 06:00	65	35%	22%	3%	6%	3%	11%	6%	6%	0%	2%	0%	2%	2%	0%	0%	0%	0%	3%	0%	0%
				06:00 ~ 07:00	80	40%	23%	3%	6%	3%	10%	5%	5%	0%	1%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
				07:00 ~ 08:00	225	52%	10%	4%	3%	1%	9%	3%	2%	0%	2%	3%	6%	2%	0%	0%	0%	0%	3%	0%	0%
				08:00 ~ 09:00	340	58%	16%	2%	2%	2%	6%	3%	1%	0%	1%	2%	1%	2%	0%	0%	0%	0%	4%	1%	0%
				09:00 ~ 10:00	360	49%	19%	4%	8%	3%	8%	1%	1%	0%	0%	1%	2%	2%	0%	0%	0%	0%	2%	0%	0%
				10:00 ~ 11:00	305	41%	17%	6%	8%	1%	12%	8%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%	2%	0%	0%
				11:00 ~ 12:00	310	41%	13%	5%	6%	5%	13%	5%	6%	0%	2%	0%	1%	1%	0%	0%	0%	0%	3%	0%	0%
				12:00 ~ 13:00	320	32%	20%	4%	5%	5%	11%	8%	8%	0%	3%	0%	2%	2%	0%	0%	0%	0%	3%	0%	0%
				13:00 ~ 14:00	310	35%	24%	5%	4%	2%	10%	8%	4%	0%	2%	0%	1%	2%	0%	0%	0%	0%	3%	0%	0%
				14:00 ~ 15:00	335	30%	24%	4%	7%	5%	13%	7%	1%	0%	1%	0%	2%	1%	0%	0%	0%	0%	3%	0%	0%
				15:00 ~ 16:00	375	29%	28%	3%	4%	3%	13%	6%	1%	0%	1%	1%	4%	3%	0%	0%	0%	0%	3%	0%	0%
				16:00 ~ 17:00	390	33%	23%	4%	4%	2%	15%	8%	1%	0%	2%	0%	4%	2%	0%	0%	0%	0%	3%	0%	0%
				17:00 ~ 18:00	385	39%	22%	4%	5%	3%	13%	3%	2%	0%	2%	0%	2%	2%	0%	0%	0%	0%	3%	0%	0%
				18:00 ~ 19:00	375	47%	18%	3%	4%	3%	10%	3%	5%	0%	0%	0%	1%	2%	0%	1%	4%	0%	4%	0%	0%
				19:00 ~ 20:00	295	43%	18%	2%	8%	4%	8%	2%	7%	0%	0%	0%	1%	2%	0%	0%	0%	0%	4%	0%	0%
20:00 ~ 21:00	215	43%	28%	2%	1%	0%	2%	2%	14%	0%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%				
21:00 ~ 22:00	200	47%	31%	0%	0%	1%	2%	1%	12%	0%	0%	0%	0%	3%	0%	0%	0%	0%	4%	0%	0%				
22:00 ~ 23:00	160	33%	41%	0%	1%	0%	1%	0%	16%	0%	0%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%				
23:00 ~ 00:00	120	36%	23%	4%	5%	3%	11%	5%	5%	0%	1%	1%	2%	2%	0%	0%	0%	0%	3%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
24	Traffic Link (from Wai Fat Road to Wai Yip Street)	One-way	20	00:00 ~ 01:00	255	45%	21%	10%	7%	5%	4%	0%	1%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%	
				01:00 ~ 02:00	195	46%	21%	10%	6%	5%	4%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	4%	0%	0%
				02:00 ~ 03:00	150	45%	21%	10%	6%	5%	3%	0%	1%	0%	0%	0%	1%	1%	0%	0%	3%	4%	0%	0%
				03:00 ~ 04:00	135	44%	21%	10%	7%	4%	4%	0%	1%	0%	0%	0%	1%	1%	0%	0%	3%	4%	0%	0%
				04:00 ~ 05:00	135	44%	21%	10%	7%	4%	4%	0%	1%	0%	0%	0%	1%	1%	0%	0%	3%	4%	0%	0%
				05:00 ~ 06:00	130	45%	22%	11%	7%	5%	4%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	4%	0%	0%
				06:00 ~ 07:00	170	45%	21%	11%	6%	5%	4%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	4%	0%	0%
				07:00 ~ 08:00	565	33%	15%	11%	8%	5%	5%	1%	0%	1%	2%	2%	3%	1%	1%	5%	4%	1%	0%	
				08:00 ~ 09:00	800	52%	19%	9%	4%	3%	2%	0%	1%	0%	1%	0%	1%	2%	0%	0%	2%	5%	0%	0%
				09:00 ~ 10:00	730	51%	20%	4%	6%	5%	3%	0%	1%	0%	0%	0%	1%	1%	0%	0%	3%	4%	0%	0%
				10:00 ~ 11:00	750	41%	16%	11%	9%	8%	7%	1%	1%	0%	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%
				11:00 ~ 12:00	735	41%	15%	11%	7%	6%	11%	0%	1%	0%	0%	0%	2%	1%	0%	0%	1%	3%	0%	0%
				12:00 ~ 13:00	630	37%	14%	10%	9%	10%	7%	1%	1%	0%	1%	0%	2%	0%	0%	0%	2%	5%	0%	0%
				13:00 ~ 14:00	585	43%	15%	11%	12%	6%	5%	0%	1%	0%	0%	1%	1%	0%	0%	1%	4%	0%	0%	
				14:00 ~ 15:00	715	43%	16%	12%	8%	7%	6%	1%	1%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%	
				15:00 ~ 16:00	605	44%	16%	13%	7%	6%	3%	0%	1%	0%	1%	0%	2%	1%	0%	2%	3%	0%	0%	
				16:00 ~ 17:00	660	43%	15%	16%	7%	5%	4%	0%	1%	0%	1%	0%	1%	2%	1%	0%	1%	4%	0%	0%
				17:00 ~ 18:00	710	46%	19%	12%	6%	3%	4%	0%	1%	0%	0%	1%	1%	1%	0%	0%	2%	5%	0%	0%
				18:00 ~ 19:00	675	53%	22%	8%	4%	1%	2%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	4%	0%	0%
				19:00 ~ 20:00	550	47%	31%	7%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%
20:00 ~ 21:00	440	51%	32%	7%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	2%	5%	0%	0%			
21:00 ~ 22:00	415	51%	31%	6%	1%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%	4%	0%	0%		
22:00 ~ 23:00	385	46%	41%	3%	2%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%	3%	0%	0%		
23:00 ~ 00:00	255	44%	21%	11%	7%	5%	4%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%	

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
25	Traffic Link (from Wai Yip Street to Wai Fat Road)	One-way	15	00:00 ~ 01:00	230	30%	33%	3%	6%	5%	6%	3%	3%	0%	0%	0%	2%	2%	0%	3%	3%	1%	0%	
				01:00 ~ 02:00	180	29%	33%	3%	6%	4%	7%	3%	3%	0%	1%	1%	1%	2%	0%	3%	3%	1%	0%	
				02:00 ~ 03:00	135	30%	33%	4%	6%	4%	6%	4%	4%	0%	0%	1%	1%	1%	0%	3%	3%	1%	0%	
				03:00 ~ 04:00	125	31%	33%	3%	6%	5%	6%	3%	4%	0%	0%	1%	1%	1%	0%	2%	3%	1%	0%	
				04:00 ~ 05:00	125	31%	33%	3%	6%	5%	6%	3%	4%	0%	0%	1%	1%	1%	0%	2%	3%	1%	0%	
				05:00 ~ 06:00	120	32%	33%	3%	7%	4%	6%	3%	4%	0%	0%	1%	1%	1%	0%	2%	3%	0%	0%	
				06:00 ~ 07:00	155	32%	33%	3%	6%	5%	6%	4%	4%	0%	0%	1%	1%	1%	0%	3%	3%	1%	0%	
				07:00 ~ 08:00	475	48%	17%	4%	5%	6%	4%	1%	1%	0%	1%	1%	1%	1%	2%	0%	4%	3%	1%	0%
				08:00 ~ 09:00	670	56%	12%	3%	4%	6%	3%	2%	0%	1%	2%	1%	1%	2%	0%	3%	2%	3%	0%	
				09:00 ~ 10:00	630	40%	18%	6%	8%	5%	6%	3%	3%	0%	0%	2%	2%	1%	0%	1%	2%	2%	0%	
				10:00 ~ 11:00	505	35%	21%	6%	7%	7%	7%	6%	3%	0%	0%	2%	1%	1%	0%	2%	2%	0%	0%	
				11:00 ~ 12:00	520	30%	20%	4%	7%	7%	10%	5%	9%	0%	0%	0%	1%	1%	0%	2%	2%	1%	0%	
				12:00 ~ 13:00	565	24%	29%	3%	7%	6%	8%	5%	8%	0%	1%	0%	1%	1%	0%	2%	4%	1%	0%	
				13:00 ~ 14:00	620	21%	42%	2%	8%	5%	7%	4%	4%	0%	0%	1%	1%	1%	0%	2%	2%	1%	0%	
				14:00 ~ 15:00	585	21%	38%	3%	9%	7%	11%	4%	1%	0%	0%	0%	1%	0%	0%	2%	2%	1%	0%	
				15:00 ~ 16:00	790	27%	37%	2%	10%	4%	9%	3%	1%	0%	0%	1%	1%	1%	0%	1%	3%	0%	0%	
				16:00 ~ 17:00	750	27%	41%	3%	4%	3%	5%	5%	1%	0%	1%	1%	2%	2%	0%	2%	2%	1%	0%	
				17:00 ~ 18:00	715	33%	36%	2%	5%	4%	5%	4%	1%	0%	0%	1%	2%	2%	0%	2%	3%	1%	0%	
				18:00 ~ 19:00	580	43%	28%	3%	4%	2%	3%	2%	2%	0%	0%	0%	3%	4%	0%	2%	2%	1%	0%	
				19:00 ~ 20:00	500	40%	37%	2%	2%	0%	3%	1%	4%	0%	0%	0%	2%	2%	0%	2%	4%	0%	0%	
				20:00 ~ 21:00	455	39%	38%	1%	2%	0%	1%	1%	8%	0%	0%	0%	2%	0%	0%	2%	5%	0%	0%	
				21:00 ~ 22:00	430	38%	40%	1%	1%	1%	1%	0%	9%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%	
				22:00 ~ 23:00	355	30%	47%	1%	5%	2%	2%	0%	7%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	
23:00 ~ 00:00	235	30%	33%	3%	6%	5%	6%	3%	3%	0%	0%	0%	0%	0%	2%	2%	0%	3%	3%	1%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
26	Traffic Link (from Wai Yip Street to Kwun Tong Bypass)	One-way	20	00:00 ~ 01:00	335	51%	11%	10%	2%	9%	8%	1%	1%	0%	1%	0%	0%	1%	0%	1%	2%	1%	0%		
				01:00 ~ 02:00	260	50%	11%	10%	2%	9%	9%	2%	1%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%		
				02:00 ~ 03:00	205	50%	10%	9%	2%	9%	8%	2%	1%	0%	0%	0%	0%	0%	0%	1%	2%	3%	0%		
				03:00 ~ 04:00	185	51%	11%	10%	3%	9%	8%	1%	1%	0%	1%	1%	0%	1%	0%	1%	2%	1%	0%		
				04:00 ~ 05:00	185	51%	11%	10%	3%	9%	8%	1%	1%	0%	1%	1%	0%	1%	1%	0%	1%	2%	1%	0%	
				05:00 ~ 06:00	185	48%	10%	10%	3%	8%	8%	6%	1%	0%	1%	1%	1%	1%	0%	1%	2%	1%	0%		
				06:00 ~ 07:00	255	52%	11%	8%	2%	8%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	1%	0%	
				07:00 ~ 08:00	1310	58%	11%	9%	4%	3%	2%	2%	2%	1%	2%	1%	1%	1%	1%	1%	1%	2%	0%	0%	
				08:00 ~ 09:00	1520	60%	9%	4%	1%	6%	7%	5%	1%	0%	1%	1%	0%	1%	0%	1%	0%	1%	3%	0%	0%
				09:00 ~ 10:00	1225	60%	8%	4%	3%	8%	8%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	
				10:00 ~ 11:00	1085	50%	10%	9%	3%	10%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	
				11:00 ~ 12:00	855	48%	9%	10%	2%	12%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	
				12:00 ~ 13:00	760	33%	10%	12%	2%	17%	14%	7%	1%	0%	1%	0%	1%	0%	0%	0%	1%	2%	0%	0%	
				13:00 ~ 14:00	815	44%	7%	9%	2%	12%	11%	10%	0%	0%	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%	
				14:00 ~ 15:00	880	40%	10%	10%	1%	10%	12%	11%	1%	0%	0%	0%	1%	1%	0%	0%	1%	2%	0%	0%	
				15:00 ~ 16:00	920	49%	11%	12%	3%	11%	7%	3%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%	0%	
				16:00 ~ 17:00	980	46%	10%	11%	4%	8%	8%	8%	1%	0%	1%	1%	0%	0%	0%	0%	1%	2%	0%	0%	
				17:00 ~ 18:00	1185	58%	10%	8%	2%	6%	5%	5%	1%	0%	0%	0%	0%	0%	1%	0%	1%	3%	0%	0%	
				18:00 ~ 19:00	1085	64%	9%	8%	1%	4%	4%	3%	1%	0%	1%	0%	0%	0%	0%	0%	1%	3%	0%	0%	
				19:00 ~ 20:00	745	63%	12%	8%	1%	4%	2%	2%	1%	0%	0%	1%	0%	0%	1%	0%	2%	5%	0%	0%	
				20:00 ~ 21:00	565	65%	16%	6%	1%	2%	1%	1%	2%	0%	0%	0%	0%	0%	0%	1%	0%	1%	4%	0%	0%
				21:00 ~ 22:00	600	64%	17%	6%	0%	2%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				22:00 ~ 23:00	395	58%	23%	5%	1%	5%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
23:00 ~ 00:00	340	51%	11%	10%	2%	9%	8%	1%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	2%	1%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
27	Access Road to the PTI (between Wai Yip Street & Proposed Road L1)	Southwest	50	00:00 ~ 01:00	85	26%	9%	5%	7%	2%	2%	0%	5%	0%	0%	0%	1%	0%	1%	39%	2%	0%	0%		
				01:00 ~ 02:00	65	23%	11%	2%	8%	2%	3%	0%	6%	0%	0%	0%	0%	0%	2%	0%	2%	42%	2%	0%	0%
				02:00 ~ 03:00	50	30%	10%	0%	8%	2%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	42%	2%	0%	0%
				03:00 ~ 04:00	45	29%	11%	0%	9%	2%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	40%	2%	0%	0%
				04:00 ~ 05:00	45	29%	11%	0%	9%	2%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	40%	2%	0%	0%
				05:00 ~ 06:00	45	29%	11%	0%	9%	2%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	40%	2%	0%	0%
				06:00 ~ 07:00	55	27%	11%	0%	7%	2%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%	42%	2%	0%	0%
				07:00 ~ 08:00	190	21%	6%	1%	4%	1%	4%	1%	4%	0%	1%	1%	1%	1%	1%	1%	3%	50%	2%	1%	0%
				08:00 ~ 09:00	250	21%	8%	2%	5%	2%	3%	2%	4%	0%	0%	0%	2%	2%	1%	1%	1%	47%	2%	0%	0%
				09:00 ~ 10:00	250	18%	12%	2%	10%	2%	4%	0%	4%	0%	0%	0%	1%	1%	2%	2%	1%	44%	1%	0%	0%
				10:00 ~ 11:00	225	19%	13%	3%	9%	5%	5%	0%	3%	0%	0%	0%	0%	0%	1%	1%	1%	38%	2%	0%	0%
				11:00 ~ 12:00	185	21%	11%	3%	10%	3%	4%	1%	7%	0%	0%	0%	0%	1%	0%	1%	1%	38%	1%	1%	0%
				12:00 ~ 13:00	185	22%	8%	2%	9%	3%	5%	1%	6%	0%	0%	0%	2%	0%	1%	1%	1%	39%	3%	0%	0%
				13:00 ~ 14:00	180	23%	11%	1%	8%	3%	4%	1%	4%	0%	0%	0%	1%	0%	1%	1%	1%	40%	3%	1%	0%
				14:00 ~ 15:00	205	23%	12%	3%	10%	4%	4%	1%	3%	0%	0%	0%	1%	0%	0%	0%	0%	35%	2%	0%	0%
				15:00 ~ 16:00	190	28%	10%	1%	10%	2%	4%	1%	3%	0%	0%	0%	1%	1%	1%	1%	1%	37%	2%	0%	0%
				16:00 ~ 17:00	185	29%	8%	1%	8%	2%	4%	0%	4%	0%	1%	0%	0%	1%	0%	1%	1%	39%	3%	0%	0%
				17:00 ~ 18:00	210	31%	9%	0%	7%	2%	3%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	39%	3%	0%	0%
				18:00 ~ 19:00	215	41%	8%	2%	6%	0%	2%	0%	4%	0%	0%	0%	0%	2%	0%	0%	0%	31%	3%	0%	0%
19:00 ~ 20:00	200	32%	10%	0%	4%	1%	2%	0%	4%	0%	0%	0%	1%	1%	1%	1%	1%	43%	3%	0%	0%				
20:00 ~ 21:00	155	27%	12%	0%	4%	1%	1%	0%	7%	0%	0%	0%	1%	0%	1%	1%	1%	44%	3%	0%	0%				
21:00 ~ 22:00	145	27%	13%	1%	3%	1%	1%	1%	0%	8%	0%	0%	0%	0%	0%	1%	1%	44%	3%	0%	0%				
22:00 ~ 23:00	120	27%	15%	0%	3%	0%	1%	0%	7%	0%	0%	0%	0%	0%	0%	2%	2%	45%	1%	0%	0%				
23:00 ~ 00:00	85	28%	9%	1%	7%	2%	2%	0%	5%	0%	0%	0%	0%	0%	0%	1%	0%	1%	40%	2%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
28	Access Road to the PTI (between Wai Yip Street & Proposed Road L1)	Southwest	55	00:00 ~ 01:00	165	38%	19%	9%	8%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%		
				01:00 ~ 02:00	155	48%	15%	8%	8%	5%	6%	1%	0%	0%	0%	0%	0%	1%	1%	0%	3%	5%	0%	0%	
				02:00 ~ 03:00	95	37%	19%	9%	8%	6%	7%	1%	0%	0%	0%	0%	1%	1%	0%	0%	4%	5%	0%	0%	
				03:00 ~ 04:00	90	37%	19%	8%	9%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	0%	4%	6%	0%	0%	
				04:00 ~ 05:00	90	37%	19%	8%	9%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	0%	4%	6%	0%	0%	
				05:00 ~ 06:00	85	36%	18%	8%	8%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	0%	5%	6%	0%	0%	
				06:00 ~ 07:00	115	39%	18%	10%	8%	6%	7%	1%	0%	0%	0%	0%	1%	1%	0%	0%	4%	5%	0%	0%	
				07:00 ~ 08:00	300	45%	15%	8%	6%	6%	8%	1%	0%	0%	0%	0%	1%	3%	0%	0%	2%	5%	0%	0%	
				08:00 ~ 09:00	445	51%	11%	3%	7%	3%	6%	2%	0%	0%	0%	0%	1%	4%	0%	0%	8%	4%	0%	0%	
				09:00 ~ 10:00	525	41%	8%	10%	12%	7%	10%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	5%	0%	0%
				10:00 ~ 11:00	505	34%	16%	12%	12%	9%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
				11:00 ~ 12:00	450	38%	14%	11%	10%	8%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				12:00 ~ 13:00	430	33%	16%	11%	9%	9%	10%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	2%	7%	0%	0%
				13:00 ~ 14:00	480	42%	17%	10%	8%	7%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				14:00 ~ 15:00	445	34%	18%	11%	10%	8%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				15:00 ~ 16:00	470	39%	18%	9%	11%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	2%	4%	0%	0%
				16:00 ~ 17:00	550	45%	18%	10%	8%	4%	7%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	4%	0%	0%
				17:00 ~ 18:00	585	46%	21%	5%	7%	4%	4%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	6%	4%	0%	0%
				18:00 ~ 19:00	505	48%	20%	6%	5%	6%	2%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	6%	0%	0%
19:00 ~ 20:00	370	46%	21%	6%	4%	2%	4%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	5%	9%	0%	0%				
20:00 ~ 21:00	295	46%	27%	4%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	5%	9%	0%	0%				
21:00 ~ 22:00	255	45%	31%	4%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	8%	0%	0%				
22:00 ~ 23:00	215	40%	37%	3%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	6%	6%	0%	0%				
23:00 ~ 00:00	200	49%	16%	8%	7%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
29	Proposed Road L1 (between Access Road to the PTI & Proposed Road L2)	Two-way	95	00:00 ~ 01:00	165	38%	19%	9%	8%	7%	8%	1%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%		
				01:00 ~ 02:00	155	48%	15%	8%	8%	5%	6%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	5%	0%	0%
				02:00 ~ 03:00	95	37%	19%	9%	8%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%
				03:00 ~ 04:00	90	37%	19%	8%	9%	7%	8%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	6%	0%	0%
				04:00 ~ 05:00	90	37%	19%	8%	9%	7%	8%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	6%	0%	0%
				05:00 ~ 06:00	85	36%	18%	8%	8%	7%	8%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	5%	6%	0%	0%
				06:00 ~ 07:00	135	46%	17%	8%	7%	5%	6%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%
				07:00 ~ 08:00	405	55%	14%	6%	5%	4%	6%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	5%	0%	0%
				08:00 ~ 09:00	645	62%	10%	2%	5%	2%	4%	1%	0%	0%	0%	0%	0%	0%	1%	3%	0%	6%	4%	0%	0%
				09:00 ~ 10:00	665	50%	9%	8%	10%	5%	8%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	5%	0%	0%
				10:00 ~ 11:00	635	44%	15%	9%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%
				11:00 ~ 12:00	595	49%	13%	8%	8%	6%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				12:00 ~ 13:00	520	43%	15%	9%	8%	8%	9%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	6%	0%	0%
				13:00 ~ 14:00	575	49%	15%	9%	6%	6%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
				14:00 ~ 15:00	520	42%	17%	10%	9%	7%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				15:00 ~ 16:00	565	47%	16%	7%	9%	5%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	2%	4%	0%	0%
				16:00 ~ 17:00	685	53%	17%	8%	7%	3%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				17:00 ~ 18:00	750	55%	18%	4%	5%	3%	3%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	5%	4%	0%	0%
				18:00 ~ 19:00	660	57%	18%	4%	4%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	5%	0%	0%
				19:00 ~ 20:00	470	54%	19%	4%	3%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	8%	0%	0%
20:00 ~ 21:00	405	57%	22%	3%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	8%	0%	0%				
21:00 ~ 22:00	335	55%	26%	3%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	3%	7%	0%	0%				
22:00 ~ 23:00	240	45%	34%	3%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	5%	6%	0%	0%				
23:00 ~ 00:00	200	49%	16%	8%	7%	6%	7%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
30	Proposed Road L2 (between Proposed Road L1 & Wai Yip Street)	Two-way	70	00:00 ~ 01:00	175	36%	14%	3%	11%	2%	1%	1%	1%	0%	0%	0%	2%	1%	1%	25%	3%	0%	0%			
				01:00 ~ 02:00	120	34%	12%	3%	12%	2%	2%	1%	1%	1%	0%	0%	0%	0%	2%	2%	1%	27%	3%	0%	0%	
				02:00 ~ 03:00	85	24%	16%	6%	13%	2%	1%	1%	1%	1%	0%	0%	0%	0%	2%	1%	0%	28%	2%	1%	0%	
				03:00 ~ 04:00	75	24%	16%	3%	12%	1%	1%	1%	1%	1%	0%	0%	0%	0%	3%	1%	0%	32%	3%	1%	0%	
				04:00 ~ 05:00	80	28%	16%	3%	11%	1%	1%	1%	1%	1%	0%	0%	0%	0%	3%	1%	0%	30%	3%	1%	0%	
				05:00 ~ 06:00	75	28%	16%	3%	15%	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%	0%	28%	3%	0%	0%	
				06:00 ~ 07:00	115	34%	16%	5%	10%	2%	2%	1%	1%	1%	0%	0%	0%	0%	2%	1%	1%	23%	2%	1%	0%	
				07:00 ~ 08:00	340	28%	5%	8%	10%	1%	2%	0%	3%	0%	0%	1%	0%	0%	2%	0%	0%	32%	6%	1%	0%	
				08:00 ~ 09:00	870	52%	14%	2%	5%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	1%	2%	0%	14%	3%	2%	0%
				09:00 ~ 10:00	805	50%	16%	3%	7%	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	0%	0%	14%	2%	2%	0%	
				10:00 ~ 11:00	565	46%	13%	1%	13%	2%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%	0%	18%	1%	0%	0%	
				11:00 ~ 12:00	475	45%	8%	5%	12%	3%	3%	1%	1%	1%	0%	0%	0%	0%	2%	1%	0%	15%	2%	1%	0%	
				12:00 ~ 13:00	475	41%	7%	0%	21%	3%	2%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	17%	5%	1%	0%	
				13:00 ~ 14:00	395	40%	7%	4%	17%	2%	2%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	20%	1%	2%	0%	
				14:00 ~ 15:00	490	34%	16%	7%	16%	1%	2%	1%	1%	0%	0%	0%	0%	0%	2%	0%	0%	17%	3%	0%	0%	
				15:00 ~ 16:00	465	43%	15%	1%	12%	1%	1%	1%	1%	0%	0%	0%	0%	0%	2%	0%	1%	17%	4%	0%	0%	
				16:00 ~ 17:00	480	44%	6%	9%	5%	3%	1%	1%	1%	0%	0%	0%	0%	0%	2%	2%	1%	20%	4%	0%	0%	
				17:00 ~ 18:00	565	49%	3%	2%	7%	2%	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	0%	24%	5%	0%	0%	
				18:00 ~ 19:00	530	56%	9%	0%	3%	0%	1%	0%	2%	0%	0%	0%	0%	0%	2%	3%	0%	19%	4%	0%	0%	
				19:00 ~ 20:00	400	32%	30%	1%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%	1%	2%	1%	26%	3%	0%	0%	
20:00 ~ 21:00	310	42%	20%	5%	0%	1%	1%	0%	4%	0%	0%	0%	0%	0%	1%	1%	1%	25%	1%	0%	0%					
21:00 ~ 22:00	255	35%	23%	2%	0%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	2%	2%	30%	2%	0%	0%				
22:00 ~ 23:00	195	20%	18%	1%	8%	1%	1%	1%	2%	0%	0%	0%	0%	0%	0%	2%	1%	42%	5%	0%	0%					
23:00 ~ 00:00	180	38%	11%	4%	11%	2%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	1%	1%	24%	3%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
31	Traffic Link (from Wai Yip Street to Hoi Yuen Road)	Two-way	45	00:00 ~ 01:00	340	43%	18%	7%	13%	4%	6%	1%	0%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%		
				01:00 ~ 02:00	250	46%	19%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%
				02:00 ~ 03:00	190	46%	19%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	1%	0%
				03:00 ~ 04:00	180	46%	18%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	1%	0%
				04:00 ~ 05:00	180	46%	18%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	1%	0%
				05:00 ~ 06:00	175	46%	18%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	1%	0%
				06:00 ~ 07:00	225	48%	18%	2%	12%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	4%	0%	0%
				07:00 ~ 08:00	620	50%	12%	2%	8%	3%	8%	3%	0%	0%	1%	1%	1%	1%	2%	0%	1%	5%	2%	0%	
				08:00 ~ 09:00	980	46%	17%	2%	10%	3%	6%	2%	1%	0%	0%	0%	0%	2%	3%	0%	4%	3%	1%	0%	
				09:00 ~ 10:00	985	37%	23%	4%	18%	5%	7%	1%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	0%		
				10:00 ~ 11:00	980	36%	22%	5%	16%	7%	8%	1%	0%	0%	0%	0%	1%	0%	0%	1%	3%	1%	0%		
				11:00 ~ 12:00	775	39%	19%	4%	17%	6%	7%	1%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%	1%	0%	
				12:00 ~ 13:00	735	40%	15%	3%	16%	6%	9%	1%	0%	0%	0%	1%	3%	0%	0%	1%	4%	0%	0%		
				13:00 ~ 14:00	750	41%	19%	2%	15%	5%	7%	1%	1%	0%	0%	0%	3%	0%	0%	1%	6%	1%	0%		
				14:00 ~ 15:00	950	38%	19%	5%	16%	7%	7%	1%	0%	0%	0%	1%	1%	0%	0%	1%	3%	1%	0%		
				15:00 ~ 16:00	830	48%	16%	2%	16%	3%	7%	1%	0%	0%	0%	0%	2%	1%	0%	1%	3%	0%	0%		
				16:00 ~ 17:00	835	50%	13%	2%	14%	3%	7%	1%	0%	0%	1%	0%	2%	0%	0%	2%	5%	0%	0%		
				17:00 ~ 18:00	1010	53%	14%	1%	11%	3%	4%	1%	0%	0%	0%	0%	2%	0%	0%	4%	5%	0%	0%		
				18:00 ~ 19:00	1090	62%	12%	3%	9%	1%	2%	0%	0%	0%	0%	0%	2%	1%	0%	2%	5%	0%	0%		
				19:00 ~ 20:00	830	58%	18%	0%	7%	2%	3%	1%	0%	0%	0%	0%	2%	1%	0%	2%	6%	0%	0%		
20:00 ~ 21:00	590	55%	24%	1%	7%	2%	2%	0%	0%	0%	0%	0%	1%	1%	0%	2%	5%	0%	0%						
21:00 ~ 22:00	545	57%	26%	1%	4%	1%	2%	1%	1%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%						
22:00 ~ 23:00	410	53%	30%	0%	6%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%						
23:00 ~ 00:00	330	45%	19%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	4%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
32	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	One-way	45	00:00 ~ 01:00	485	35%	23%	4%	12%	5%	8%	2%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%
				01:00 ~ 02:00	420	42%	20%	4%	10%	5%	7%	2%	1%	0%	0%	0%	1%	1%	0%	0%	5%	0%	0%
				02:00 ~ 03:00	315	42%	21%	4%	10%	5%	7%	2%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%
				03:00 ~ 04:00	295	42%	20%	4%	10%	5%	7%	2%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%
				04:00 ~ 05:00	295	42%	20%	4%	10%	5%	7%	2%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%
				05:00 ~ 06:00	280	42%	20%	5%	10%	5%	7%	2%	1%	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%
				06:00 ~ 07:00	355	41%	20%	5%	10%	5%	7%	2%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%
				07:00 ~ 08:00	905	43%	16%	4%	8%	5%	7%	2%	1%	1%	0%	0%	3%	3%	0%	1%	3%	1%	0%
				08:00 ~ 09:00	1550	53%	10%	4%	10%	6%	5%	3%	1%	0%	0%	0%	2%	1%	0%	1%	4%	1%	0%
				09:00 ~ 10:00	1555	45%	16%	5%	9%	6%	6%	3%	1%	0%	0%	0%	1%	2%	0%	1%	4%	1%	0%
				10:00 ~ 11:00	1505	33%	16%	7%	17%	7%	10%	3%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%	0%
				11:00 ~ 12:00	1190	39%	17%	7%	7%	8%	12%	1%	1%	0%	0%	0%	2%	1%	0%	1%	4%	1%	0%
				12:00 ~ 13:00	1165	30%	20%	7%	11%	9%	8%	3%	1%	0%	0%	0%	3%	1%	0%	1%	7%	1%	0%
				13:00 ~ 14:00	1285	34%	21%	6%	11%	7%	9%	4%	1%	0%	0%	0%	1%	1%	0%	1%	5%	0%	0%
				14:00 ~ 15:00	1325	34%	20%	6%	12%	7%	9%	4%	1%	0%	0%	0%	1%	1%	0%	1%	4%	1%	0%
				15:00 ~ 16:00	1325	33%	21%	5%	14%	6%	8%	3%	1%	0%	0%	0%	2%	2%	0%	1%	4%	0%	0%
				16:00 ~ 17:00	1420	36%	20%	6%	15%	5%	8%	3%	0%	0%	0%	0%	1%	1%	0%	0%	4%	0%	0%
				17:00 ~ 18:00	1380	39%	23%	5%	10%	4%	7%	2%	0%	0%	0%	1%	2%	2%	0%	1%	3%	0%	0%
				18:00 ~ 19:00	1180	41%	25%	5%	9%	4%	4%	1%	0%	0%	0%	0%	2%	3%	0%	1%	5%	0%	0%
				19:00 ~ 20:00	1055	45%	25%	4%	6%	2%	4%	1%	1%	0%	0%	0%	1%	2%	0%	1%	9%	0%	0%
20:00 ~ 21:00	815	42%	33%	2%	5%	1%	3%	1%	2%	0%	0%	0%	1%	1%	0%	1%	9%	0%	0%				
21:00 ~ 22:00	690	38%	38%	3%	4%	2%	2%	1%	2%	0%	0%	0%	0%	0%	1%	0%	1%	7%	0%	0%			
22:00 ~ 23:00	650	37%	43%	2%	4%	2%	2%	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%	6%	0%	0%			
23:00 ~ 00:00	550	41%	21%	4%	10%	5%	7%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	1%	4%	0%	0%		

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
33	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	One-way	25	00:00 ~ 01:00	265	18%	21%	5%	15%	8%	10%	2%	2%	0%	0%	0%	1%	2%	0%	10%	5%	0%	0%		
				01:00 ~ 02:00	280	38%	15%	5%	11%	6%	7%	2%	2%	0%	0%	0%	0%	0%	0%	1%	0%	8%	5%	0%	0%
				02:00 ~ 03:00	195	31%	17%	6%	12%	6%	7%	2%	2%	0%	0%	0%	0%	0%	2%	1%	0%	9%	4%	1%	0%
				03:00 ~ 04:00	180	32%	17%	6%	12%	7%	8%	2%	2%	0%	0%	0%	1%	1%	0%	8%	4%	1%	0%		
				04:00 ~ 05:00	190	36%	16%	6%	11%	6%	7%	2%	2%	0%	0%	0%	1%	1%	0%	7%	4%	1%	0%		
				05:00 ~ 06:00	170	32%	16%	6%	12%	7%	8%	1%	2%	0%	0%	0%	1%	1%	0%	8%	4%	1%	0%		
				06:00 ~ 07:00	210	29%	17%	7%	13%	7%	7%	2%	2%	0%	0%	0%	1%	1%	0%	9%	5%	0%	0%		
				07:00 ~ 08:00	540	26%	14%	6%	11%	7%	7%	1%	2%	1%	0%	0%	2%	2%	1%	14%	3%	0%	0%		
				08:00 ~ 09:00	645	28%	4%	4%	15%	9%	8%	4%	3%	0%	0%	0%	1%	2%	0%	16%	3%	2%	0%		
				09:00 ~ 10:00	735	23%	4%	9%	15%	9%	10%	3%	3%	1%	0%	0%	0%	0%	3%	1%	13%	5%	1%	0%	
				10:00 ~ 11:00	900	18%	12%	10%	23%	9%	13%	1%	1%	0%	0%	0%	1%	0%	0%	8%	3%	0%	0%		
				11:00 ~ 12:00	715	30%	13%	8%	5%	11%	15%	0%	3%	0%	0%	0%	0%	1%	1%	0%	8%	5%	0%	0%	
				12:00 ~ 13:00	725	22%	16%	8%	12%	12%	8%	2%	2%	0%	0%	0%	1%	1%	0%	8%	7%	1%	0%		
				13:00 ~ 14:00	840	30%	16%	8%	12%	8%	9%	2%	2%	0%	0%	0%	0%	1%	0%	7%	4%	0%	0%		
				14:00 ~ 15:00	785	25%	17%	7%	15%	9%	11%	2%	1%	0%	0%	0%	1%	1%	0%	7%	4%	1%	0%		
				15:00 ~ 16:00	840	27%	17%	6%	16%	8%	9%	2%	1%	0%	0%	0%	1%	1%	0%	7%	3%	0%	0%		
				16:00 ~ 17:00	980	33%	18%	8%	16%	5%	7%	2%	1%	0%	0%	0%	0%	1%	0%	5%	3%	0%	0%		
				17:00 ~ 18:00	965	36%	24%	6%	10%	6%	6%	0%	0%	0%	1%	1%	1%	0%	0%	5%	4%	0%	0%		
				18:00 ~ 19:00	725	27%	27%	7%	9%	8%	4%	0%	1%	0%	0%	0%	0%	0%	2%	0%	6%	7%	0%	0%	
				19:00 ~ 20:00	610	32%	22%	5%	7%	3%	4%	1%	2%	0%	0%	0%	0%	0%	1%	0%	11%	11%	0%	0%	
20:00 ~ 21:00	470	29%	29%	3%	6%	2%	3%	1%	4%	0%	0%	0%	0%	0%	1%	0%	11%	10%	0%	0%					
21:00 ~ 22:00	355	15%	38%	4%	6%	3%	3%	1%	5%	0%	0%	0%	0%	0%	1%	0%	15%	9%	0%	0%					
22:00 ~ 23:00	410	31%	36%	3%	4%	3%	1%	0%	3%	0%	0%	0%	0%	0%	1%	0%	11%	6%	0%	0%					
23:00 ~ 00:00	340	39%	17%	5%	12%	6%	2%	1%	2%	0%	0%	0%	0%	0%	1%	1%	0%	8%	4%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
34	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	One-way	50	00:00 ~ 01:00	165	55%	8%	23%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%			
				01:00 ~ 02:00	45	0%	27%	60%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
				02:00 ~ 03:00	55	44%	15%	33%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
				03:00 ~ 04:00	55	40%	15%	33%	2%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				04:00 ~ 05:00	50	22%	16%	36%	2%	8%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	
				05:00 ~ 06:00	45	42%	18%	33%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
				06:00 ~ 07:00	70	43%	17%	30%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	
				07:00 ~ 08:00	240	41%	16%	30%	0%	5%	2%	0%	0%	0%	0%	4%	1%	1%	1%	0%	0%	0%	1%	0%	0%	
				08:00 ~ 09:00	345	39%	19%	19%	1%	11%	6%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				09:00 ~ 10:00	480	25%	27%	17%	15%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
				10:00 ~ 11:00	470	45%	21%	9%	7%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				11:00 ~ 12:00	345	5%	16%	41%	16%	15%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				12:00 ~ 13:00	165	20%	0%	59%	5%	0%	1%	0%	0%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
				13:00 ~ 14:00	275	1%	33%	49%	0%	15%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
				14:00 ~ 15:00	185	7%	31%	52%	0%	7%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				15:00 ~ 16:00	360	49%	6%	27%	11%	7%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				16:00 ~ 17:00	325	22%	14%	32%	16%	14%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
				17:00 ~ 18:00	370	34%	2%	37%	11%	8%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	5%	1%	0%
				18:00 ~ 19:00	615	76%	4%	12%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	3%	0%	0%
				19:00 ~ 20:00	375	68%	13%	15%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
20:00 ~ 21:00	235	67%	11%	11%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%				
21:00 ~ 22:00	215	64%	8%	15%	7%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%				
22:00 ~ 23:00	65	45%	11%	29%	2%	0%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%				
23:00 ~ 00:00	90	7%	16%	38%	20%	9%	9%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
35	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	One-way	30	00:00 ~ 01:00	290	44%	18%	7%	13%	4%	6%	1%	0%	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%		
				01:00 ~ 02:00	210	47%	19%	2%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%
				02:00 ~ 03:00	160	46%	19%	3%	13%	4%	7%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	4%	1%	0%
				03:00 ~ 04:00	150	47%	19%	3%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	4%	1%	0%
				04:00 ~ 05:00	150	47%	19%	3%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	4%	1%	0%
				05:00 ~ 06:00	145	46%	19%	3%	13%	4%	6%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%	4%	1%	0%
				06:00 ~ 07:00	185	48%	18%	2%	14%	4%	6%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	1%	0%
				07:00 ~ 08:00	495	48%	13%	2%	8%	4%	9%	4%	0%	0%	1%	1%	1%	1%	2%	0%	0%	0%	4%	2%	0%
				08:00 ~ 09:00	730	44%	18%	3%	12%	4%	7%	3%	1%	0%	0%	1%	2%	3%	0%	0%	0%	3%	1%	0%	
				09:00 ~ 10:00	790	34%	24%	5%	19%	5%	7%	1%	0%	0%	0%	0%	2%	1%	0%	0%	0%	2%	0%	0%	
				10:00 ~ 11:00	795	33%	23%	5%	17%	8%	8%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	1%	0%	
				11:00 ~ 12:00	615	36%	20%	5%	18%	7%	8%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	1%	0%	
				12:00 ~ 13:00	595	38%	15%	3%	17%	6%	10%	1%	0%	0%	0%	1%	3%	0%	0%	0%	0%	4%	1%	0%	
				13:00 ~ 14:00	610	39%	19%	2%	15%	6%	8%	1%	1%	0%	0%	0%	3%	0%	0%	0%	0%	6%	1%	0%	
				14:00 ~ 15:00	785	37%	20%	5%	17%	8%	7%	2%	0%	0%	0%	1%	2%	0%	0%	0%	0%	3%	1%	0%	
				15:00 ~ 16:00	675	47%	17%	2%	17%	3%	7%	1%	0%	0%	0%	0%	2%	1%	0%	0%	0%	3%	0%	0%	
				16:00 ~ 17:00	660	49%	14%	2%	15%	4%	8%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	5%	0%	0%	
				17:00 ~ 18:00	780	53%	15%	1%	13%	3%	5%	1%	0%	0%	1%	0%	2%	1%	0%	0%	0%	5%	0%	0%	
				18:00 ~ 19:00	880	62%	13%	3%	10%	1%	3%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	5%	0%	0%	
				19:00 ~ 20:00	665	58%	19%	0%	8%	2%	3%	1%	0%	0%	0%	0%	2%	1%	0%	0%	0%	6%	0%	0%	
20:00 ~ 21:00	460	53%	25%	1%	8%	2%	3%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	5%	0%	0%					
21:00 ~ 22:00	435	55%	27%	1%	4%	2%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%					
22:00 ~ 23:00	335	54%	32%	1%	7%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%					
23:00 ~ 00:00	280	46%	19%	2%	14%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
36	Traffic Link (from Wai Yip Street to Hoi Yuen Road)	One-way	30	00:00 ~ 01:00	360	46%	21%	5%	7%	4%	6%	2%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%			
				01:00 ~ 02:00	280	46%	21%	5%	6%	4%	6%	2%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%	
				02:00 ~ 03:00	210	46%	21%	5%	7%	4%	6%	2%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%	
				03:00 ~ 04:00	195	46%	22%	5%	7%	4%	6%	3%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%	
				04:00 ~ 05:00	185	44%	22%	5%	7%	4%	6%	3%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%	
				05:00 ~ 06:00	180	44%	22%	5%	7%	4%	7%	3%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%	
				06:00 ~ 07:00	230	44%	22%	5%	7%	4%	6%	3%	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	4%	0%	0%	
				07:00 ~ 08:00	625	48%	16%	5%	5%	4%	6%	2%	1%	0%	1%	0%	3%	3%	0%	1%	3%	1%	3%	1%	0%	
				08:00 ~ 09:00	1205	60%	13%	3%	6%	3%	4%	2%	1%	0%	0%	0%	2%	1%	0%	1%	3%	0%	1%	3%	0%	0%
				09:00 ~ 10:00	1250	52%	18%	5%	6%	4%	5%	2%	1%	0%	0%	0%	0%	1%	1%	0%	1%	3%	0%	0%		
				10:00 ~ 11:00	990	42%	19%	7%	8%	6%	8%	4%	0%	0%	0%	0%	1%	1%	0%	1%	3%	0%	1%	3%	0%	0%
				11:00 ~ 12:00	825	40%	17%	7%	9%	5%	10%	2%	1%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%		
				12:00 ~ 13:00	790	33%	20%	8%	8%	6%	10%	3%	1%	0%	1%	0%	3%	1%	0%	1%	6%	0%	1%	6%	0%	0%
				13:00 ~ 14:00	835	38%	22%	7%	7%	5%	8%	4%	1%	0%	0%	0%	2%	1%	0%	1%	4%	0%	1%	4%	0%	0%
				14:00 ~ 15:00	880	39%	22%	7%	8%	5%	8%	4%	0%	0%	0%	0%	1%	1%	0%	1%	3%	0%	1%	3%	0%	0%
				15:00 ~ 16:00	850	36%	23%	6%	10%	5%	8%	3%	0%	0%	0%	0%	2%	2%	0%	1%	3%	0%	1%	3%	0%	0%
				16:00 ~ 17:00	860	39%	22%	6%	9%	5%	8%	2%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	1%	4%	0%	0%
				17:00 ~ 18:00	815	42%	23%	5%	8%	2%	7%	2%	0%	0%	0%	1%	2%	3%	0%	1%	3%	1%	1%	4%	1%	0%
				18:00 ~ 19:00	790	49%	22%	3%	6%	2%	4%	1%	1%	0%	0%	0%	3%	3%	0%	1%	4%	0%	1%	4%	0%	0%
				19:00 ~ 20:00	720	50%	26%	4%	3%	2%	3%	1%	1%	0%	0%	0%	2%	2%	0%	1%	7%	0%	1%	7%	0%	0%
20:00 ~ 21:00	555	45%	34%	3%	3%	1%	2%	1%	1%	0%	0%	0%	1%	1%	0%	1%	7%	0%	1%	7%	0%	0%				
21:00 ~ 22:00	535	48%	35%	2%	2%	1%	2%	1%	1%	0%	0%	0%	1%	0%	0%	1%	6%	0%	1%	6%	0%	0%				
22:00 ~ 23:00	430	38%	45%	2%	3%	1%	2%	0%	1%	0%	0%	0%	1%	0%	0%	1%	5%	0%	1%	5%	0%	0%				
23:00 ~ 00:00	385	44%	20%	5%	6%	4%	11%	2%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	0%	0%					

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
37	Traffic Link (from Wai Yip Street to Access Road to the PTI)	One-way	45	00:00 ~ 01:00	10	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	10%	0%	0%			
				01:00 ~ 02:00	10	20%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	10%	0%	0%	
				02:00 ~ 03:00	10	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	10%	0%	0%	
				03:00 ~ 04:00	10	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	10%	0%	0%	
				04:00 ~ 05:00	10	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	10%	0%	0%	
				05:00 ~ 06:00	10	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	10%	0%	0%
				06:00 ~ 07:00	10	30%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	10%	0%	0%
				07:00 ~ 08:00	30	27%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	63%	7%	0%	0%
				08:00 ~ 09:00	55	64%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%	9%	0%	0%
				09:00 ~ 10:00	45	53%	2%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	31%	2%	0%	0%
				10:00 ~ 11:00	35	11%	6%	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	54%	17%	0%	0%
				11:00 ~ 12:00	30	20%	0%	13%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	13%	0%	0%
				12:00 ~ 13:00	30	20%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	17%	0%	0%
				13:00 ~ 14:00	30	17%	3%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	17%	0%	0%
				14:00 ~ 15:00	30	17%	3%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	13%	0%	0%
				15:00 ~ 16:00	30	27%	3%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	13%	0%	0%
				16:00 ~ 17:00	40	20%	0%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	5%	0%	0%
				17:00 ~ 18:00	45	7%	0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	71%	9%	0%	0%
				18:00 ~ 19:00	40	25%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	58%	13%	0%	0%
				19:00 ~ 20:00	35	23%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	54%	17%	0%	0%
20:00 ~ 21:00	30	27%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	17%	0%	0%				
21:00 ~ 22:00	25	24%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	52%	16%	0%	0%				
22:00 ~ 23:00	20	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
23:00 ~ 00:00	10	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	10%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
38	Kwun Tong Bypass (between One Harbour Square & Hoi Bun Industrial Building)	Southeast	400	00:00 ~ 01:00	1285	51%	16%	6%	7%	4%	7%	3%	1%	0%	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%		
				01:00 ~ 02:00	800	51%	15%	6%	7%	5%	7%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%
				02:00 ~ 03:00	690	52%	15%	6%	7%	4%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				03:00 ~ 04:00	490	52%	15%	6%	7%	4%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				04:00 ~ 05:00	510	51%	15%	6%	6%	5%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				05:00 ~ 06:00	670	51%	14%	6%	7%	4%	6%	4%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	4%	0%	0%
				06:00 ~ 07:00	1755	46%	16%	6%	6%	4%	7%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	6%	0%	0%
				07:00 ~ 08:00	4860	50%	12%	5%	5%	3%	7%	2%	1%	2%	3%	0%	2%	1%	0%	2%	1%	0%	3%	4%	0%	0%
				08:00 ~ 09:00	5975	55%	12%	5%	6%	4%	7%	2%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	3%	2%	0%	0%
				09:00 ~ 10:00	5455	41%	12%	10%	11%	7%	9%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				10:00 ~ 11:00	4620	49%	14%	7%	7%	5%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				11:00 ~ 12:00	4555	48%	15%	8%	8%	6%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				12:00 ~ 13:00	3885	45%	16%	7%	7%	5%	8%	3%	1%	1%	1%	0%	1%	1%	0%	1%	0%	0%	2%	2%	0%	0%
				13:00 ~ 14:00	3815	46%	14%	6%	6%	4%	9%	3%	1%	1%	2%	0%	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				14:00 ~ 15:00	4280	38%	15%	10%	11%	7%	8%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				15:00 ~ 16:00	4475	51%	14%	5%	5%	3%	10%	4%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				16:00 ~ 17:00	4685	51%	15%	6%	6%	4%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				17:00 ~ 18:00	5385	51%	12%	6%	7%	4%	6%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	6%	0%	0%
				18:00 ~ 19:00	5785	43%	18%	5%	5%	4%	5%	2%	3%	0%	0%	0%	0%	1%	1%	0%	0%	0%	3%	9%	0%	0%
				19:00 ~ 20:00	4300	74%	15%	1%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
20:00 ~ 21:00	3060	56%	23%	2%	3%	2%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%				
21:00 ~ 22:00	2810	56%	23%	4%	4%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%				
22:00 ~ 23:00	2730	56%	22%	2%	3%	2%	2%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	6%	0%	0%				
23:00 ~ 00:00	2320	57%	13%	6%	6%	4%	2%	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	1%	0%	4%	3%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
39	Slip Road from Kwun Tong Bypass (between Hoi Bun Industrial Building & Wai Yip Street)	Northeast	200	00:00 ~ 01:00	400	51%	14%	5%	5%	4%	11%	2%	1%	0%	0%	0%	1%	1%	0%	2%	2%	1%	0%				
				01:00 ~ 02:00	310	52%	14%	5%	5%	4%	10%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%		
				02:00 ~ 03:00	240	50%	13%	5%	5%	4%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	3%	0%	0%	
				03:00 ~ 04:00	220	51%	14%	5%	5%	4%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%	
				04:00 ~ 05:00	220	51%	14%	5%	5%	4%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%	
				05:00 ~ 06:00	225	48%	12%	5%	5%	4%	10%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%	
				06:00 ~ 07:00	310	52%	13%	5%	4%	4%	9%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	0%	0%	
				07:00 ~ 08:00	1020	56%	9%	3%	2%	4%	9%	7%	1%	0%	1%	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%	
				08:00 ~ 09:00	1695	62%	9%	3%	5%	3%	5%	6%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	3%	0%	0%	0%
				09:00 ~ 10:00	1550	57%	11%	5%	6%	4%	6%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%
				10:00 ~ 11:00	1275	46%	11%	5%	7%	6%	11%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%
				11:00 ~ 12:00	1160	46%	10%	6%	7%	5%	13%	7%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%	0%
				12:00 ~ 13:00	1130	41%	14%	6%	7%	6%	14%	6%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%
				13:00 ~ 14:00	1095	44%	15%	5%	5%	5%	9%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%
				14:00 ~ 15:00	1180	41%	13%	7%	7%	6%	13%	10%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%	0%
				15:00 ~ 16:00	1030	46%	15%	5%	5%	3%	14%	6%	1%	0%	1%	0%	1%	1%	0%	1%	1%	0%	1%	2%	0%	0%	0%
				16:00 ~ 17:00	1290	46%	13%	6%	4%	3%	11%	9%	1%	0%	1%	0%	2%	1%	0%	2%	3%	0%	2%	3%	0%	0%	0%
				17:00 ~ 18:00	1325	52%	12%	4%	3%	2%	11%	8%	1%	0%	0%	0%	0%	1%	1%	0%	0%	2%	3%	3%	0%	0%	0%
				18:00 ~ 19:00	1420	66%	11%	3%	3%	2%	4%	4%	0%	0%	0%	0%	0%	1%	1%	0%	0%	2%	4%	4%	0%	0%	0%
				19:00 ~ 20:00	1130	63%	14%	3%	2%	2%	5%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	2%	4%	4%	0%	0%	0%
20:00 ~ 21:00	720	66%	17%	2%	1%	1%	4%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%				
21:00 ~ 22:00	720	66%	19%	2%	1%	1%	2%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%				
22:00 ~ 23:00	520	62%	20%	2%	1%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%	0%				
23:00 ~ 00:00	420	53%	13%	5%	5%	4%	10%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
40	Slip Road to Kwun Tong Bypass (between Laguna City Block 12 & Laguna City Block 5)	Northeast	225	00:00 ~ 01:00	330	43%	27%	4%	8%	6%	2%	0%	2%	0%	1%	1%	0%	1%	0%	1%	5%	0%	0%				
				01:00 ~ 02:00	260	42%	27%	3%	8%	7%	2%	1%	2%	0%	1%	1%	0%	1%	0%	1%	0%	2%	5%	0%	0%		
				02:00 ~ 03:00	190	44%	28%	4%	8%	6%	3%	1%	1%	0%	0%	1%	0%	0%	0%	0%	1%	4%	0%	0%	0%		
				03:00 ~ 04:00	180	43%	27%	4%	8%	6%	3%	1%	1%	0%	0%	1%	0%	0%	0%	0%	1%	4%	0%	0%	0%		
				04:00 ~ 05:00	175	43%	27%	3%	9%	6%	3%	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	1%	5%	0%	0%	0%	
				05:00 ~ 06:00	170	44%	28%	4%	8%	5%	3%	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	1%	5%	0%	0%	0%	
				06:00 ~ 07:00	230	44%	26%	3%	8%	6%	2%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	2%	5%	0%	0%	0%	
				07:00 ~ 08:00	535	50%	22%	0%	4%	5%	2%	0%	0%	0%	4%	1%	3%	1%	0%	0%	0%	2%	4%	1%	0%	0%	
				08:00 ~ 09:00	840	48%	22%	2%	6%	8%	2%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	3%	3%	1%	0%	0%	
				09:00 ~ 10:00	860	34%	27%	9%	12%	9%	0%	1%	1%	0%	0%	2%	0%	0%	1%	0%	0%	1%	3%	1%	0%	0%	
				10:00 ~ 11:00	875	29%	30%	8%	9%	10%	4%	1%	2%	1%	0%	2%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%	
				11:00 ~ 12:00	810	41%	21%	5%	11%	9%	2%	1%	4%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%	
				12:00 ~ 13:00	690	34%	28%	2%	9%	6%	4%	1%	5%	0%	2%	1%	1%	1%	0%	0%	0%	1%	4%	0%	0%	0%	
				13:00 ~ 14:00	850	34%	28%	5%	10%	8%	5%	2%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
				14:00 ~ 15:00	775	33%	25%	3%	13%	9%	5%	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	5%	1%	0%	0%
				15:00 ~ 16:00	885	44%	22%	3%	11%	6%	3%	2%	1%	0%	1%	1%	1%	1%	0%	0%	0%	0%	1%	4%	0%	0%	0%
				16:00 ~ 17:00	995	45%	24%	1%	10%	6%	2%	1%	0%	0%	2%	1%	1%	1%	0%	0%	0%	0%	1%	5%	1%	0%	0%
				17:00 ~ 18:00	1160	53%	21%	1%	8%	5%	2%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	1%	5%	1%	0%	0%
				18:00 ~ 19:00	1250	64%	16%	4%	5%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%	0%
				19:00 ~ 20:00	915	58%	24%	1%	2%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	7%	0%	0%	0%
20:00 ~ 21:00	720	48%	31%	1%	4%	2%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%	0%	0%	0%				
21:00 ~ 22:00	665	46%	36%	1%	3%	1%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%	0%	0%				
22:00 ~ 23:00	595	45%	38%	2%	4%	1%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%	0%				
23:00 ~ 00:00	335	43%	27%	4%	8%	6%	2%	0%	1%	0%	0%	0%	1%	0%	1%	1%	0%	0%	1%	4%	0%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
41	Kwun Tong Bypass (between Laguna City Block 5 & Yau Shun Street)	Northeast	330	00:00 ~ 01:00	1220	48%	19%	6%	7%	5%	5%	2%	1%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%			
				01:00 ~ 02:00	755	48%	19%	6%	8%	5%	4%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	3%	0%	0%	
				02:00 ~ 03:00	645	49%	19%	6%	7%	5%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	
				03:00 ~ 04:00	455	48%	20%	5%	8%	5%	2%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	
				04:00 ~ 05:00	470	48%	20%	5%	8%	5%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	
				05:00 ~ 06:00	620	49%	18%	5%	8%	5%	3%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	2%	5%	0%	0%	
				06:00 ~ 07:00	1675	44%	18%	6%	7%	5%	5%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	3%	6%	0%	0%	
				07:00 ~ 08:00	4380	48%	14%	4%	5%	3%	6%	1%	1%	2%	4%	0%	2%	1%	0%	0%	0%	3%	4%	0%	0%	
				08:00 ~ 09:00	5115	51%	14%	6%	6%	5%	7%	1%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	3%	2%	0%	0%
				09:00 ~ 10:00	4770	34%	15%	11%	12%	9%	9%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%
				10:00 ~ 11:00	4225	46%	18%	8%	8%	6%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				11:00 ~ 12:00	4205	47%	17%	7%	9%	6%	4%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				12:00 ~ 13:00	3440	44%	19%	6%	8%	5%	5%	2%	2%	1%	2%	0%	1%	1%	0%	1%	1%	0%	2%	3%	0%	0%
				13:00 ~ 14:00	3565	44%	17%	6%	7%	5%	8%	0%	2%	2%	2%	0%	1%	0%	0%	0%	0%	2%	4%	0%	0%	
				14:00 ~ 15:00	3880	36%	17%	9%	12%	8%	6%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%
				15:00 ~ 16:00	4325	51%	16%	4%	6%	4%	7%	3%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				16:00 ~ 17:00	4390	51%	17%	5%	8%	5%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				17:00 ~ 18:00	5220	51%	14%	6%	8%	5%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	7%	0%	0%
				18:00 ~ 19:00	5610	42%	19%	5%	6%	4%	4%	1%	3%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	10%	0%	0%
				19:00 ~ 20:00	4120	73%	17%	1%	2%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
20:00 ~ 21:00	3055	52%	27%	2%	3%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	6%	0%	0%				
21:00 ~ 22:00	2765	51%	27%	3%	5%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%				
22:00 ~ 23:00	2800	53%	25%	2%	3%	2%	2%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	4%	6%	0%	0%				
23:00 ~ 00:00	2230	55%	15%	5%	7%	4%	0%	1%	1%	2%	0%	1%	1%	2%	0%	1%	1%	0%	4%	3%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
42	Kwun Tong Bypass (between Hoi Bun Industrial Building & Laguna City Block 5)	Northeast	485	00:00 ~ 01:00	895	51%	16%	6%	7%	4%	6%	3%	1%	0%	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%		
				01:00 ~ 02:00	500	51%	15%	7%	7%	5%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%
				02:00 ~ 03:00	455	51%	16%	7%	7%	5%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				03:00 ~ 04:00	275	52%	16%	7%	8%	5%	1%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
				04:00 ~ 05:00	295	52%	16%	6%	8%	5%	4%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
				05:00 ~ 06:00	450	52%	14%	6%	7%	5%	3%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	5%	0%	0%
				06:00 ~ 07:00	1445	44%	17%	6%	7%	4%	6%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	7%	0%	0%
				07:00 ~ 08:00	3845	48%	13%	5%	6%	3%	6%	1%	1%	2%	3%	0%	2%	1%	0%	0%	0%	0%	3%	4%	0%	0%
				08:00 ~ 09:00	4280	52%	13%	6%	6%	4%	8%	1%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	3%	2%	0%	0%
				09:00 ~ 10:00	3910	34%	12%	12%	13%	8%	10%	2%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	0%
				10:00 ~ 11:00	3350	50%	15%	7%	8%	5%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%
				11:00 ~ 12:00	3400	48%	16%	8%	9%	6%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%
				12:00 ~ 13:00	2755	47%	17%	7%	7%	4%	6%	2%	1%	1%	2%	0%	1%	1%	0%	1%	1%	0%	3%	2%	0%	0%
				13:00 ~ 14:00	2735	47%	14%	6%	7%	4%	10%	0%	1%	2%	3%	0%	1%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				14:00 ~ 15:00	3105	37%	15%	11%	12%	8%	7%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	5%	0%	0%
				15:00 ~ 16:00	3445	53%	14%	4%	5%	3%	9%	3%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				16:00 ~ 17:00	3400	53%	15%	6%	7%	5%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				17:00 ~ 18:00	4065	50%	12%	7%	8%	5%	4%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	7%	0%	0%
				18:00 ~ 19:00	4365	36%	20%	5%	6%	4%	5%	1%	3%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	11%	0%	0%
				19:00 ~ 20:00	3215	76%	15%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
20:00 ~ 21:00	2340	53%	25%	2%	3%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	0%	0%				
21:00 ~ 22:00	2105	53%	24%	4%	5%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%				
22:00 ~ 23:00	2210	55%	22%	3%	3%	2%	2%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	4%	6%	0%	0%			
23:00 ~ 00:00	1900	58%	12%	6%	6%	4%	0%	1%	1%	2%	0%	1%	1%	2%	0%	1%	1%	0%	4%	3%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
43	Kwun Tong Bypass (between Laguna City Block 4 & Hoi Bun Industrial Building)	Southwest	590	00:00 ~ 01:00	610	57%	14%	1%	11%	1%	6%	4%	1%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%			
				01:00 ~ 02:00	305	57%	13%	0%	13%	0%	6%	4%	1%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%	
				02:00 ~ 03:00	300	60%	13%	1%	12%	1%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				03:00 ~ 04:00	155	60%	12%	0%	15%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%	0%
				04:00 ~ 05:00	175	59%	13%	0%	12%	0%	5%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	3%	0%	0%
				05:00 ~ 06:00	305	61%	12%	2%	11%	2%	3%	3%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	5%	0%	0%
				06:00 ~ 07:00	1165	50%	15%	5%	8%	4%	5%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	6%	0%	0%
				07:00 ~ 08:00	2565	50%	17%	1%	5%	4%	6%	1%	0%	1%	1%	0%	3%	1%	0%	0%	0%	0%	2%	8%	0%	0%
				08:00 ~ 09:00	3370	46%	17%	5%	8%	3%	8%	2%	1%	1%	1%	0%	2%	1%	1%	1%	1%	1%	1%	5%	0%	0%
				09:00 ~ 10:00	3225	49%	16%	7%	8%	2%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
				10:00 ~ 11:00	2570	44%	15%	5%	12%	3%	7%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				11:00 ~ 12:00	2555	40%	17%	8%	15%	5%	1%	4%	1%	1%	1%	0%	1%	1%	1%	0%	1%	0%	2%	3%	0%	0%
				12:00 ~ 13:00	2140	39%	21%	6%	15%	1%	9%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				13:00 ~ 14:00	2115	41%	11%	8%	14%	4%	11%	2%	1%	1%	1%	0%	1%	1%	0%	1%	1%	0%	2%	3%	0%	0%
				14:00 ~ 15:00	2330	42%	11%	8%	16%	5%	8%	1%	1%	2%	2%	0%	1%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				15:00 ~ 16:00	2430	44%	14%	5%	14%	5%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				16:00 ~ 17:00	2530	54%	11%	3%	11%	4%	6%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				17:00 ~ 18:00	2900	57%	7%	3%	9%	3%	6%	1%	0%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	8%	0%	0%
				18:00 ~ 19:00	3345	72%	6%	1%	6%	2%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
				19:00 ~ 20:00	2675	75%	14%	0%	2%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	4%	3%	0%
20:00 ~ 21:00	1865	72%	16%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%				
21:00 ~ 22:00	1595	61%	18%	2%	6%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%				
22:00 ~ 23:00	1775	76%	14%	0%	2%	0%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	4%	2%	0%	0%			
23:00 ~ 00:00	1335	52%	11%	4%	9%	3%	7%	1%	1%	1%	1%	0%	1%	1%	1%	0%	1%	0%	4%	3%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
44	Kwun Tong Bypass (between Laguna City Block 2 & Laguna City Block 4)	Southwest	100	00:00 ~ 01:00	745	53%	17%	3%	9%	3%	5%	4%	1%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%			
				01:00 ~ 02:00	400	54%	18%	2%	10%	2%	5%	4%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%
				02:00 ~ 03:00	380	55%	17%	2%	10%	3%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				03:00 ~ 04:00	215	56%	19%	0%	12%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				04:00 ~ 05:00	235	56%	18%	0%	11%	0%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				05:00 ~ 06:00	380	56%	15%	3%	10%	3%	3%	3%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%	4%	0%	0%
				06:00 ~ 07:00	1265	50%	15%	5%	8%	4%	5%	2%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%	6%	0%	0%
				07:00 ~ 08:00	3010	48%	17%	3%	5%	3%	6%	1%	0%	1%	1%	1%	3%	1%	0%	0%	3%	1%	3%	7%	0%	0%
				08:00 ~ 09:00	3890	47%	17%	5%	7%	3%	7%	2%	1%	1%	1%	0%	2%	1%	1%	0%	2%	1%	1%	5%	0%	0%
				09:00 ~ 10:00	3800	52%	15%	6%	7%	3%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				10:00 ~ 11:00	2970	45%	15%	6%	11%	5%	6%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				11:00 ~ 12:00	2940	42%	16%	8%	13%	6%	2%	4%	2%	1%	1%	0%	1%	1%	0%	1%	0%	0%	2%	3%	0%	0%
				12:00 ~ 13:00	2515	39%	20%	6%	13%	4%	7%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				13:00 ~ 14:00	2435	41%	11%	8%	14%	5%	9%	2%	1%	1%	1%	0%	1%	1%	0%	1%	1%	0%	2%	3%	0%	0%
				14:00 ~ 15:00	2780	41%	12%	8%	14%	6%	8%	1%	1%	1%	2%	0%	1%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				15:00 ~ 16:00	2725	44%	15%	6%	12%	5%	8%	3%	1%	0%	1%	0%	1%	0%	0%	0%	1%	0%	2%	2%	0%	0%
				16:00 ~ 17:00	2945	52%	13%	5%	9%	4%	6%	1%	0%	1%	2%	0%	1%	0%	0%	0%	1%	0%	2%	3%	0%	0%
				17:00 ~ 18:00	3300	54%	10%	4%	8%	4%	6%	1%	0%	0%	1%	0%	0%	0%	1%	1%	0%	0%	2%	7%	0%	0%
				18:00 ~ 19:00	3810	68%	8%	1%	5%	2%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
				19:00 ~ 20:00	2965	70%	18%	0%	2%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	3%	0%	0%
20:00 ~ 21:00	2155	68%	19%	1%	3%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	2%	0%	0%				
21:00 ~ 22:00	1865	59%	22%	2%	5%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%				
22:00 ~ 23:00	2145	70%	20%	0%	1%	0%	1%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	3%	2%	0%	0%				
23:00 ~ 00:00	1470	51%	13%	5%	8%	4%	6%	1%	1%	1%	1%	0%	1%	1%	1%	0%	1%	0%	4%	3%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
45	Slip Road from Kwun Tong Bypass (between Laguna City Block 4 & Laguna City Block 8)	Southwest	120	00:00 ~ 01:00	145	39%	27%	10%	3%	8%	1%	3%	3%	0%	1%	1%	0%	1%	0%	1%	1%	0%	0%			
				01:00 ~ 02:00	105	39%	30%	10%	2%	8%	2%	2%	2%	0%	2%	1%	0%	1%	0%	1%	0%	1%	1%	0%	0%	
				02:00 ~ 03:00	80	40%	30%	9%	1%	11%	0%	3%	3%	0%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	
				03:00 ~ 04:00	75	39%	28%	9%	5%	8%	1%	3%	3%	0%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	
				04:00 ~ 05:00	75	41%	27%	8%	5%	8%	1%	3%	3%	0%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	
				05:00 ~ 06:00	75	39%	28%	9%	5%	8%	3%	3%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
				06:00 ~ 07:00	100	43%	25%	9%	5%	9%	1%	1%	2%	0%	2%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	
				07:00 ~ 08:00	455	37%	17%	11%	8%	2%	4%	1%	0%	2%	3%	5%	1%	0%	1%	4%	2%	1%	0%	0%	0%	
				08:00 ~ 09:00	530	55%	18%	9%	3%	4%	0%	1%	1%	0%	2%	1%	0%	1%	0%	0%	0%	0%	4%	0%	0%	
				09:00 ~ 10:00	590	64%	13%	2%	4%	7%	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	2%	2%	1%	0%	0%	
				10:00 ~ 11:00	405	47%	14%	6%	7%	15%	0%	3%	3%	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	0%	0%	
				11:00 ~ 12:00	385	51%	11%	10%	2%	11%	5%	2%	3%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
				12:00 ~ 13:00	385	36%	16%	8%	5%	20%	0%	5%	5%	0%	2%	0%	0%	1%	0%	1%	1%	0%	0%	0%		
				13:00 ~ 14:00	330	41%	15%	6%	11%	12%	1%	4%	3%	0%	2%	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	
				14:00 ~ 15:00	450	38%	18%	10%	6%	10%	6%	4%	0%	0%	0%	1%	0%	0%	0%	1%	3%	0%	0%	0%		
				15:00 ~ 16:00	305	42%	20%	10%	0%	6%	5%	6%	0%	1%	4%	0%	3%	1%	0%	2%	1%	0%	0%	0%		
				16:00 ~ 17:00	420	38%	25%	14%	0%	4%	7%	6%	0%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
				17:00 ~ 18:00	400	36%	29%	13%	0%	6%	4%	1%	0%	0%	2%	1%	0%	2%	0%	2%	0%	2%	4%	0%	0%	
				18:00 ~ 19:00	465	46%	28%	6%	3%	3%	6%	3%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%	
				19:00 ~ 20:00	320	20%	51%	5%	2%	5%	7%	2%	3%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%		
20:00 ~ 21:00	315	41%	34%	10%	1%	0%	2%	1%	6%	0%	0%	0%	0%	1%	0%	1%	4%	0%	0%							
21:00 ~ 22:00	285	47%	43%	2%	0%	0%	0%	1%	5%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%							
22:00 ~ 23:00	380	41%	46%	2%	1%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%							
23:00 ~ 00:00	135	37%	28%	10%	3%	8%	1%	4%	3%	0%	1%	0%	1%	1%	0%	1%	0%	1%	1%	0%	0%					
46	Slip Road to Kwun Tong Bypass (between Wai Yip Street & Hoi Bun Industrial Building)	Southwest	220	00:00 ~ 01:00	535	51%	12%	12%	3%	8%	7%	1%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%	0%			
				01:00 ~ 02:00	415	50%	12%	12%	3%	9%	7%	1%	1%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%			
				02:00 ~ 03:00	320	50%	12%	12%	3%	8%	6%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%			
				03:00 ~ 04:00	295	51%	12%	12%	3%	8%	6%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%			
				04:00 ~ 05:00	295	51%	12%	12%	3%	8%	6%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%			
				05:00 ~ 06:00	290	49%	11%	12%	3%	8%	6%	4%	1%	0%	0%	0%	0%	0%	0%	2%	2%	1%	0%			
				06:00 ~ 07:00	395	52%	12%	11%	3%	8%	6%	3%	1%	0%	0%	0%	0%	1%	0%	1%	2%	1%	0%			
				07:00 ~ 08:00	1755	52%	12%	10%	5%	3%	3%	2%	2%	1%	2%	1%	1%	1%	1%	1%	2%	2%	0%	0%		
				08:00 ~ 09:00	1975	57%	12%	6%	1%	5%	6%	4%	1%	0%	1%	0%	0%	2%	0%	2%	2%	0%	0%			
				09:00 ~ 10:00	1630	58%	10%	5%	3%	9%	7%	3%	1%	0%	0%	0%	0%	1%	0%	2%	2%	0%	0%			
				10:00 ~ 11:00	1535	47%	11%	13%	4%	11%	9%	2%	1%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%			
				11:00 ~ 12:00	1500	44%	9%	12%	2%	11%	17%	1%	1%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%			
				12:00 ~ 13:00	1305	37%	10%	15%	2%	16%	11%	4%	1%	0%	1%	0%	0%	0%	0%	1%	2%	0%	0%			
				13:00 ~ 14:00	1280	46%	8%	11%	3%	11%	9%	7%	1%	0%	0%	1%	0%	0%	0%	1%	2%	0%	0%			
				14:00 ~ 15:00	1475	44%	10%	13%	2%	11%	9%	7%	1%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%			
				15:00 ~ 16:00	1550	49%	11%	15%	3%	10%	5%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%			
				16:00 ~ 17:00	1630	49%	10%	14%	4%	7%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%			
				17:00 ~ 18:00	1880	58%	10%	11%	2%	6%	4%	3%	1%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%			
				18:00 ~ 19:00	1765	62%	11%	10%	2%	4%	3%	2%	1%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%			
				19:00 ~ 20:00	1195	63%	13%	9%	2%	4%	2%	2%	1%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%			
20:00 ~ 21:00	895	63%	17%	7%	1%	2%	1%	1%	1%	0%	0%	0%	0%	1%	0%	1%	3%	0%	0%							
21:00 ~ 22:00	925	65%	16%	7%	1%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%							
22:00 ~ 23:00	650	60%	23%	6%	1%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%							
23:00 ~ 00:00	540	51%	12%	12%	3%	9%	7%	1%	1%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%							

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
47	Hoi Yuen Road (between Kwun Tong Road & Shing Yip Street)	Southwest	120	00:00 ~ 01:00	395	23%	21%	21%	11%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%		
				01:00 ~ 02:00	300	24%	21%	21%	8%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%
				02:00 ~ 03:00	225	24%	21%	21%	8%	12%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	0%	0%
				03:00 ~ 04:00	210	25%	21%	21%	8%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	3%	0%	0%
				04:00 ~ 05:00	210	25%	21%	21%	8%	11%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	8%	3%	0%	0%
				05:00 ~ 06:00	195	25%	22%	21%	8%	12%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%
				06:00 ~ 07:00	255	25%	21%	21%	8%	12%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%
				07:00 ~ 08:00	680	26%	16%	20%	6%	11%	3%	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%	11%	3%	0%	0%
				08:00 ~ 09:00	860	35%	13%	15%	6%	10%	1%	1%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	13%	4%	0%	0%
				09:00 ~ 10:00	1265	29%	15%	18%	9%	13%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				10:00 ~ 11:00	1435	29%	15%	17%	13%	15%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	3%	0%	0%
				11:00 ~ 12:00	1005	19%	15%	26%	10%	15%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
				12:00 ~ 13:00	990	18%	17%	27%	8%	16%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	5%	0%	0%
				13:00 ~ 14:00	990	18%	20%	27%	8%	14%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%	0%
				14:00 ~ 15:00	1045	19%	20%	26%	9%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
				15:00 ~ 16:00	990	22%	21%	22%	11%	13%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
				16:00 ~ 17:00	905	20%	23%	25%	12%	11%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%
				17:00 ~ 18:00	1010	15%	25%	26%	11%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%	0%	0%
				18:00 ~ 19:00	820	24%	23%	24%	4%	10%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	4%	0%	0%
				19:00 ~ 20:00	790	31%	25%	15%	4%	5%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	7%	0%	0%
20:00 ~ 21:00	600	29%	33%	11%	4%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	7%	0%	0%				
21:00 ~ 22:00	555	30%	35%	11%	3%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%				
22:00 ~ 23:00	510	29%	41%	9%	3%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	4%	0%	0%				
23:00 ~ 00:00	385	24%	22%	21%	8%	12%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	4%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
48	Hoi Yuen Road (between Shing Yip Street & How Ming Street)	Southwest	70	00:00 ~ 01:00	590	29%	22%	16%	11%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%		
				01:00 ~ 02:00	460	29%	22%	16%	9%	8%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%
				02:00 ~ 03:00	350	29%	21%	16%	9%	8%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
				03:00 ~ 04:00	315	30%	22%	17%	10%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
				04:00 ~ 05:00	315	30%	22%	17%	10%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%
				05:00 ~ 06:00	300	31%	22%	17%	9%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%
				06:00 ~ 07:00	395	30%	22%	16%	9%	8%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%
				07:00 ~ 08:00	985	32%	17%	16%	7%	8%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	4%	0%	0%
				08:00 ~ 09:00	1190	38%	13%	13%	8%	8%	4%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	9%	4%	0%	0%
				09:00 ~ 10:00	1745	30%	16%	16%	11%	10%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	4%	0%	0%
				10:00 ~ 11:00	1975	29%	16%	15%	14%	12%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
				11:00 ~ 12:00	1525	23%	16%	21%	11%	11%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
				12:00 ~ 13:00	1500	22%	18%	21%	10%	12%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	6%	0%	0%
				13:00 ~ 14:00	1495	23%	21%	21%	9%	10%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%
				14:00 ~ 15:00	1585	23%	20%	20%	10%	10%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
				15:00 ~ 16:00	1535	26%	21%	17%	12%	9%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%
				16:00 ~ 17:00	1590	30%	20%	17%	14%	7%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%
				17:00 ~ 18:00	1745	30%	25%	18%	9%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
				18:00 ~ 19:00	1425	35%	22%	15%	6%	6%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
				19:00 ~ 20:00	1250	38%	25%	12%	5%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	8%	0%	0%
20:00 ~ 21:00	940	35%	33%	8%	4%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	9%	0%	0%				
21:00 ~ 22:00	870	36%	35%	8%	3%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	7%	0%	0%				
22:00 ~ 23:00	775	32%	42%	7%	3%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	5%	0%	0%				
23:00 ~ 00:00	585	30%	22%	17%	9%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
49	How Ming Street (between Hoi Yuen Road & Tsun Yip Street)	Northwest	205	00:00 ~ 01:00	170	31%	24%	19%	10%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%		
				01:00 ~ 02:00	135	33%	24%	19%	10%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
				02:00 ~ 03:00	105	32%	23%	18%	9%	9%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				03:00 ~ 04:00	95	34%	24%	19%	9%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				04:00 ~ 05:00	95	34%	24%	19%	9%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				05:00 ~ 06:00	90	34%	23%	19%	9%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				06:00 ~ 07:00	115	33%	23%	18%	10%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%
				07:00 ~ 08:00	275	36%	20%	19%	8%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				08:00 ~ 09:00	385	43%	13%	13%	9%	12%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				09:00 ~ 10:00	535	40%	14%	21%	10%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				10:00 ~ 11:00	650	32%	18%	19%	14%	11%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
				11:00 ~ 12:00	420	26%	18%	25%	13%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				12:00 ~ 13:00	450	23%	19%	23%	10%	13%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				13:00 ~ 14:00	425	25%	23%	24%	10%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				14:00 ~ 15:00	475	24%	22%	23%	11%	11%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				15:00 ~ 16:00	460	27%	23%	19%	13%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				16:00 ~ 17:00	415	30%	25%	16%	15%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				17:00 ~ 18:00	470	24%	33%	19%	9%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				18:00 ~ 19:00	340	32%	25%	17%	6%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%	0%
				19:00 ~ 20:00	350	42%	28%	13%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%
20:00 ~ 21:00	260	38%	38%	10%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%				
21:00 ~ 22:00	245	40%	40%	9%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	4%	0%	0%				
22:00 ~ 23:00	215	32%	48%	8%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%				
23:00 ~ 00:00	175	33%	23%	18%	10%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
50	Tsun Yip Street (between Hung To Road & How Ming Street)	Northeast	215	00:00 ~ 01:00	150	46%	19%	10%	9%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%		
				01:00 ~ 02:00	120	45%	19%	10%	9%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				02:00 ~ 03:00	90	44%	19%	10%	9%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				03:00 ~ 04:00	85	46%	18%	9%	8%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				04:00 ~ 05:00	85	46%	18%	9%	8%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				05:00 ~ 06:00	80	45%	18%	10%	9%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				06:00 ~ 07:00	100	47%	19%	9%	8%	5%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				07:00 ~ 08:00	250	47%	16%	10%	7%	5%	6%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				08:00 ~ 09:00	440	59%	12%	7%	9%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				09:00 ~ 10:00	430	43%	17%	11%	12%	7%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				10:00 ~ 11:00	425	35%	21%	13%	12%	8%	7%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				11:00 ~ 12:00	360	38%	15%	14%	12%	8%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				12:00 ~ 13:00	360	34%	16%	14%	10%	8%	8%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
				13:00 ~ 14:00	355	36%	19%	14%	9%	7%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				14:00 ~ 15:00	375	37%	19%	14%	11%	7%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				15:00 ~ 16:00	385	39%	19%	10%	13%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				16:00 ~ 17:00	385	44%	15%	11%	11%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				17:00 ~ 18:00	395	46%	20%	9%	7%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				18:00 ~ 19:00	365	52%	16%	7%	8%	3%	5%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				19:00 ~ 20:00	335	53%	21%	7%	4%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
20:00 ~ 21:00	250	50%	28%	5%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%				
21:00 ~ 22:00	230	51%	30%	5%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
22:00 ~ 23:00	195	44%	37%	4%	4%	2%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%				
23:00 ~ 00:00	150	46%	19%	10%	9%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
51	Tsun Yip Street (between Wai Yip Street & Hung To Road)	Northeast	120	00:00 ~ 01:00	235	42%	19%	11%	9%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%		
				01:00 ~ 02:00	185	42%	19%	11%	8%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	6%	0%	0%
				02:00 ~ 03:00	140	44%	19%	11%	9%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				03:00 ~ 04:00	130	43%	19%	10%	8%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				04:00 ~ 05:00	130	43%	19%	10%	8%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				05:00 ~ 06:00	125	42%	19%	10%	9%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				06:00 ~ 07:00	155	44%	19%	10%	8%	6%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				07:00 ~ 08:00	390	46%	15%	10%	7%	6%	8%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%
				08:00 ~ 09:00	640	54%	17%	7%	8%	4%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%
				09:00 ~ 10:00	705	47%	15%	10%	9%	5%	7%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				10:00 ~ 11:00	685	34%	19%	12%	12%	9%	10%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%	0%
				11:00 ~ 12:00	570	35%	15%	14%	11%	8%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				12:00 ~ 13:00	565	32%	17%	15%	9%	9%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				13:00 ~ 14:00	565	34%	19%	14%	9%	8%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				14:00 ~ 15:00	595	34%	19%	14%	10%	8%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				15:00 ~ 16:00	605	37%	19%	11%	12%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%
				16:00 ~ 17:00	590	42%	13%	13%	11%	8%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				17:00 ~ 18:00	580	41%	20%	11%	8%	5%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				18:00 ~ 19:00	610	47%	17%	8%	8%	4%	5%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	8%	0%	0%
				19:00 ~ 20:00	515	51%	21%	7%	4%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	10%	0%	0%
20:00 ~ 21:00	380	48%	29%	5%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%				
21:00 ~ 22:00	350	49%	31%	5%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
22:00 ~ 23:00	295	43%	39%	4%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				
23:00 ~ 00:00	240	43%	19%	10%	8%	6%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
52	Tsun Yip Street (between Hoi Bun Road & Wai Yip Street)	Northeast	125	00:00 ~ 01:00	265	41%	17%	10%	9%	7%	9%	1%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%		
				01:00 ~ 02:00	210	41%	18%	10%	10%	7%	9%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%
				02:00 ~ 03:00	155	41%	17%	11%	10%	8%	8%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				03:00 ~ 04:00	145	41%	18%	10%	10%	6%	9%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				04:00 ~ 05:00	145	41%	18%	10%	10%	6%	9%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				05:00 ~ 06:00	140	41%	18%	10%	9%	6%	9%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				06:00 ~ 07:00	175	41%	18%	10%	11%	7%	9%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	0%	0%
				07:00 ~ 08:00	440	43%	14%	10%	8%	7%	9%	1%	0%	0%	1%	0%	0%	3%	0%	0%	0%	0%	3%	0%	0%
				08:00 ~ 09:00	680	41%	15%	9%	10%	8%	10%	1%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%
				09:00 ~ 10:00	890	39%	17%	10%	12%	8%	9%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
				10:00 ~ 11:00	830	33%	17%	11%	11%	11%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
				11:00 ~ 12:00	670	32%	13%	13%	13%	9%	14%	1%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
				12:00 ~ 13:00	660	30%	15%	14%	11%	10%	12%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%
				13:00 ~ 14:00	645	31%	18%	14%	10%	9%	11%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%
				14:00 ~ 15:00	690	32%	17%	13%	11%	9%	11%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
				15:00 ~ 16:00	690	35%	18%	11%	13%	8%	10%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
				16:00 ~ 17:00	670	42%	12%	13%	13%	7%	7%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	5%	0%	0%
				17:00 ~ 18:00	605	45%	18%	8%	10%	5%	6%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%
				18:00 ~ 19:00	655	53%	15%	9%	7%	3%	5%	0%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%
				19:00 ~ 20:00	555	51%	21%	7%	5%	3%	4%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	7%	0%	0%
20:00 ~ 21:00	405	48%	28%	5%	5%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
21:00 ~ 22:00	375	49%	30%	5%	3%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				
22:00 ~ 23:00	315	43%	38%	5%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%				
23:00 ~ 00:00	270	40%	18%	10%	10%	7%	9%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
53	Hung To Road (between How Ming Street & Tsun Yip Street)	Southeast	55	00:00 ~ 01:00	100	38%	18%	13%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%		
				01:00 ~ 02:00	75	37%	17%	12%	11%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				02:00 ~ 03:00	60	40%	15%	13%	10%	7%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				03:00 ~ 04:00	55	36%	16%	13%	11%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				04:00 ~ 05:00	55	36%	16%	13%	11%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				05:00 ~ 06:00	55	38%	15%	13%	11%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				06:00 ~ 07:00	70	40%	17%	11%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				07:00 ~ 08:00	165	41%	15%	13%	8%	7%	9%	0%	0%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				08:00 ~ 09:00	310	58%	6%	9%	11%	4%	5%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				09:00 ~ 10:00	245	27%	13%	17%	14%	12%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
				10:00 ~ 11:00	280	27%	16%	16%	16%	11%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
				11:00 ~ 12:00	250	29%	13%	16%	13%	10%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				12:00 ~ 13:00	255	28%	15%	17%	10%	10%	12%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				13:00 ~ 14:00	245	31%	18%	16%	10%	9%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				14:00 ~ 15:00	260	30%	17%	17%	12%	9%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				15:00 ~ 16:00	260	33%	17%	13%	14%	8%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				16:00 ~ 17:00	250	35%	15%	16%	10%	7%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				17:00 ~ 18:00	260	39%	25%	9%	7%	9%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				18:00 ~ 19:00	275	49%	18%	9%	7%	2%	5%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	9%	0%	0%
				19:00 ~ 20:00	210	48%	20%	9%	5%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
20:00 ~ 21:00	150	45%	27%	6%	4%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%				
21:00 ~ 22:00	145	48%	28%	6%	4%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
22:00 ~ 23:00	120	39%	38%	6%	4%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%				
23:00 ~ 00:00	100	38%	18%	13%	9%	7%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
54	Wai Yip Street (between How Ming Street & Tsun Yip Street)	Two-way	40	00:00 ~ 01:00	545	34%	23%	6%	12%	6%	7%	1%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%		
				01:00 ~ 02:00	450	42%	22%	2%	12%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	3%	0%	0%
				02:00 ~ 03:00	335	42%	22%	1%	11%	5%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	0%	0%
				03:00 ~ 04:00	315	41%	22%	2%	12%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	0%	0%
				04:00 ~ 05:00	315	42%	22%	2%	12%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	0%	0%
				05:00 ~ 06:00	300	42%	22%	2%	11%	6%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	4%	0%	0%
				06:00 ~ 07:00	390	44%	22%	1%	11%	5%	6%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				07:00 ~ 08:00	1145	47%	15%	2%	7%	5%	7%	3%	0%	1%	0%	0%	0%	1%	3%	0%	0%	5%	3%	1%	0%
				08:00 ~ 09:00	1865	50%	14%	3%	9%	5%	4%	2%	0%	0%	0%	0%	0%	1%	2%	0%	0%	5%	3%	1%	0%
				09:00 ~ 10:00	1670	40%	20%	4%	13%	6%	7%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	4%	2%	0%	0%
				10:00 ~ 11:00	1705	31%	19%	6%	18%	8%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	1%	0%
				11:00 ~ 12:00	1315	41%	21%	4%	8%	8%	10%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	3%	1%	0%
				12:00 ~ 13:00	1205	35%	20%	3%	12%	10%	9%	2%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	5%	0%	0%
				13:00 ~ 14:00	1390	37%	22%	2%	12%	7%	8%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	5%	0%	0%
				14:00 ~ 15:00	1555	35%	22%	4%	14%	9%	8%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%
				15:00 ~ 16:00	1455	39%	21%	2%	14%	6%	8%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	3%	3%	0%	0%
				16:00 ~ 17:00	1500	41%	19%	2%	15%	6%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%
				17:00 ~ 18:00	1720	44%	21%	3%	9%	5%	6%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	4%	0%	0%
				18:00 ~ 19:00	1530	47%	23%	3%	9%	3%	4%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	2%	6%	0%	0%
				19:00 ~ 20:00	1365	51%	23%	1%	6%	2%	3%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	6%	0%	0%
20:00 ~ 21:00	1025	47%	31%	0%	6%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	5%	0%	0%			
21:00 ~ 22:00	920	46%	34%	1%	4%	1%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%			
22:00 ~ 23:00	780	43%	40%	1%	5%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%			
23:00 ~ 00:00	590	41%	22%	2%	12%	5%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	3%	3%	0%	0%		

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
55	Wai Yip Street (between Tsun Yip Street & Kei Yip Street)	Two-way	90	00:00 ~ 01:00	485	35%	22%	5%	12%	5%	7%	1%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%		
				01:00 ~ 02:00	400	43%	21%	1%	12%	5%	7%	2%	0%	0%	0%	0%	0%	0%	2%	1%	0%	4%	3%	0%	0%
				02:00 ~ 03:00	300	44%	21%	0%	11%	5%	7%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	4%	3%	0%	0%
				03:00 ~ 04:00	280	43%	21%	1%	12%	5%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	3%	0%	0%
				04:00 ~ 05:00	280	44%	21%	1%	12%	5%	7%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	3%	0%	0%
				05:00 ~ 06:00	270	44%	21%	1%	11%	6%	7%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	3%	3%	0%	0%
				06:00 ~ 07:00	355	45%	21%	0%	11%	5%	7%	2%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	4%	0%	0%
				07:00 ~ 08:00	1055	48%	14%	1%	6%	5%	7%	3%	0%	1%	0%	0%	0%	0%	2%	3%	0%	5%	3%	1%	0%
				08:00 ~ 09:00	1580	50%	12%	2%	8%	6%	5%	3%	0%	0%	0%	0%	0%	0%	2%	2%	0%	6%	2%	1%	0%
				09:00 ~ 10:00	1470	38%	20%	3%	14%	6%	7%	2%	0%	0%	0%	0%	0%	0%	1%	2%	0%	5%	2%	0%	0%
				10:00 ~ 11:00	1565	31%	19%	5%	18%	7%	10%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	1%	0%
				11:00 ~ 12:00	1170	43%	21%	2%	8%	8%	10%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	3%	1%	0%
				12:00 ~ 13:00	1065	36%	19%	2%	12%	9%	9%	2%	1%	0%	0%	0%	0%	0%	3%	0%	0%	3%	4%	0%	0%
				13:00 ~ 14:00	1240	38%	21%	1%	13%	7%	8%	2%	1%	0%	0%	0%	0%	0%	2%	0%	0%	3%	5%	0%	0%
				14:00 ~ 15:00	1395	37%	21%	3%	14%	8%	8%	3%	0%	0%	0%	1%	1%	0%	0%	0%	0%	3%	2%	0%	0%
				15:00 ~ 16:00	1300	41%	20%	1%	14%	5%	8%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%	3%	3%	0%	0%
				16:00 ~ 17:00	1410	43%	18%	1%	15%	5%	8%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	4%	0%	0%
				17:00 ~ 18:00	1590	47%	20%	2%	9%	4%	6%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	5%	4%	0%	0%
				18:00 ~ 19:00	1425	52%	21%	2%	8%	2%	3%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	6%	0%	0%
				19:00 ~ 20:00	1235	52%	22%	0%	6%	2%	3%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	5%	5%	0%	0%
20:00 ~ 21:00	925	49%	30%	0%	6%	2%	2%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%				
21:00 ~ 22:00	820	47%	33%	1%	4%	1%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%			
22:00 ~ 23:00	695	46%	38%	0%	5%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	0%	0%			
23:00 ~ 00:00	525	42%	21%	1%	12%	5%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	3%	0%	0%		

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
56	Wai Yip Street (between Kei Yip Street & Hoi Yuen Road)	Two-way	60	00:00 ~ 01:00	640	42%	18%	7%	12%	4%	6%	1%	1%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%		
				01:00 ~ 02:00	490	43%	18%	5%	12%	4%	7%	1%	1%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%
				02:00 ~ 03:00	365	43%	18%	5%	12%	4%	7%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%
				03:00 ~ 04:00	340	43%	18%	5%	12%	4%	7%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%
				04:00 ~ 05:00	340	43%	18%	5%	12%	4%	7%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%
				05:00 ~ 06:00	325	42%	18%	5%	12%	4%	6%	2%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	5%	1%	0%
				06:00 ~ 07:00	430	44%	18%	5%	12%	4%	7%	2%	1%	0%	0%	0%	0%	0%	2%	0%	0%	1%	5%	0%	0%
				07:00 ~ 08:00	1140	46%	13%	5%	8%	4%	8%	3%	1%	0%	1%	1%	1%	2%	2%	0%	1%	5%	2%	0%	
				08:00 ~ 09:00	1810	47%	14%	4%	11%	3%	7%	3%	1%	0%	0%	0%	0%	0%	2%	2%	0%	2%	5%	0%	0%
				09:00 ~ 10:00	1905	39%	18%	7%	15%	5%	7%	2%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	3%	2%	0%
				10:00 ~ 11:00	1850	35%	19%	7%	14%	8%	8%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	1%	0%
				11:00 ~ 12:00	1540	36%	16%	8%	16%	6%	9%	2%	1%	0%	0%	0%	0%	0%	2%	0%	0%	1%	4%	1%	0%
				12:00 ~ 13:00	1480	35%	15%	7%	14%	6%	10%	2%	1%	0%	0%	0%	0%	0%	3%	0%	0%	1%	6%	1%	0%
				13:00 ~ 14:00	1495	36%	18%	7%	13%	5%	8%	2%	1%	0%	0%	0%	0%	0%	2%	0%	0%	1%	6%	1%	0%
				14:00 ~ 15:00	1725	35%	18%	8%	15%	6%	8%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	4%	1%	0%
				15:00 ~ 16:00	1630	42%	17%	5%	16%	4%	7%	2%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	4%	1%	0%
				16:00 ~ 17:00	1630	44%	15%	5%	13%	4%	8%	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	5%	0%	0%
				17:00 ~ 18:00	1795	47%	16%	4%	12%	3%	5%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	3%	5%	0%	0%
				18:00 ~ 19:00	1935	56%	13%	5%	10%	2%	3%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	5%	0%	0%
				19:00 ~ 20:00	1490	54%	19%	3%	6%	2%	3%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	8%	0%	0%
20:00 ~ 21:00	1085	50%	25%	2%	6%	1%	2%	1%	1%	0%	0%	0%	0%	0%	1%	1%	0%	2%	7%	0%	0%				
21:00 ~ 22:00	990	52%	27%	3%	4%	1%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%			
22:00 ~ 23:00	775	48%	33%	2%	6%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%			
23:00 ~ 00:00	635	42%	18%	5%	12%	4%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	5%	1%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
57	Shing Yip Street (between King Yip Street & Hoi Yuen Road)	Northwest	275	00:00 ~ 01:00	200	43%	23%	8%	12%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%			
				01:00 ~ 02:00	165	39%	22%	7%	11%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
				02:00 ~ 03:00	125	40%	22%	7%	11%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
				03:00 ~ 04:00	115	40%	22%	7%	11%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
				04:00 ~ 05:00	115	40%	22%	7%	11%	2%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
				05:00 ~ 06:00	105	44%	23%	8%	11%	2%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
				06:00 ~ 07:00	140	39%	22%	8%	11%	1%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	
				07:00 ~ 08:00	310	49%	20%	8%	10%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	
				08:00 ~ 09:00	335	43%	14%	10%	12%	3%	13%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	3%	0%	0%
				09:00 ~ 10:00	480	33%	17%	10%	18%	1%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	3%	0%	0%
				10:00 ~ 11:00	540	28%	20%	8%	17%	2%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				11:00 ~ 12:00	525	32%	16%	10%	14%	3%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				12:00 ~ 13:00	515	30%	18%	10%	12%	3%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
				13:00 ~ 14:00	510	32%	22%	10%	11%	3%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%
				14:00 ~ 15:00	545	32%	21%	10%	13%	3%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				15:00 ~ 16:00	555	35%	21%	8%	15%	2%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				16:00 ~ 17:00	685	43%	16%	6%	15%	1%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				17:00 ~ 18:00	740	49%	24%	8%	6%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				18:00 ~ 19:00	620	51%	20%	4%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%
				19:00 ~ 20:00	470	48%	24%	5%	5%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
20:00 ~ 21:00	350	45%	32%	3%	5%	1%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%				
21:00 ~ 22:00	320	46%	34%	3%	4%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
22:00 ~ 23:00	275	40%	42%	3%	4%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%				
23:00 ~ 00:00	200	43%	23%	8%	12%	3%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
58	Shing Yip Street (between King Yip Street & Cha Kwo Ling Road)	Two-way	65	00:00 ~ 01:00	350	41%	20%	6%	11%	2%	8%	0%	1%	0%	0%	0%	1%	1%	0%	1%	7%	0%	0%			
				01:00 ~ 02:00	280	42%	20%	6%	11%	2%	8%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	6%	0%	0%	
				02:00 ~ 03:00	210	41%	20%	7%	11%	2%	8%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	6%	0%	0%	
				03:00 ~ 04:00	195	42%	20%	7%	11%	2%	7%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	3%	7%	0%	0%
				04:00 ~ 05:00	195	42%	20%	7%	11%	2%	7%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	3%	7%	0%	0%
				05:00 ~ 06:00	195	41%	19%	7%	10%	2%	7%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	6%	6%	0%	0%
				06:00 ~ 07:00	245	40%	20%	6%	11%	2%	7%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	6%	6%	0%	0%
				07:00 ~ 08:00	280	33%	13%	7%	10%	3%	9%	1%	1%	0%	1%	0%	1%	0%	2%	2%	1%	14%	3%	3%	0%	1%
				08:00 ~ 09:00	760	39%	21%	6%	11%	2%	8%	0%	1%	0%	0%	0%	0%	0%	1%	3%	0%	0%	4%	4%	0%	0%
				09:00 ~ 10:00	930	36%	21%	7%	16%	3%	9%	0%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	3%	3%	0%	0%
				10:00 ~ 11:00	1060	34%	21%	7%	14%	1%	12%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	4%	0%	0%
				11:00 ~ 12:00	1065	31%	16%	7%	18%	4%	10%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	4%	7%	0%	0%
				12:00 ~ 13:00	870	35%	16%	7%	11%	3%	11%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	10%	0%	0%
				13:00 ~ 14:00	930	35%	19%	9%	11%	2%	8%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	8%	0%	0%
				14:00 ~ 15:00	1080	36%	19%	6%	14%	2%	7%	1%	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	5%	6%	0%	0%
				15:00 ~ 16:00	985	36%	21%	7%	12%	2%	10%	0%	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	4%	4%	0%	0%
				16:00 ~ 17:00	980	40%	14%	8%	13%	2%	9%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	7%	5%	0%	0%
				17:00 ~ 18:00	1185	47%	21%	5%	8%	2%	5%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	5%	4%	0%	0%
				18:00 ~ 19:00	1095	54%	14%	5%	7%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	8%	6%	0%	0%
				19:00 ~ 20:00	805	51%	19%	3%	4%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	8%	8%	0%	0%
20:00 ~ 21:00	580	44%	28%	1%	4%	0%	2%	0%	1%	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	6%	12%	0%	0%			
21:00 ~ 22:00	470	44%	28%	2%	4%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	9%	8%	0%	0%			
22:00 ~ 23:00	350	36%	39%	2%	3%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	8%	7%	0%	0%			
23:00 ~ 00:00	375	40%	19%	6%	11%	2%	7%	0%	1%	0%	0%	0%	1%	0%	0%	0%	2%	1%	0%	6%	6%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
59	Cha Kwo Ling Road (between Wai Fat Road & Lei Yue Mun Road)	Northeast	155	00:00 ~ 01:00	250	42%	18%	5%	10%	2%	6%	0%	3%	0%	0%	0%	2%	0%	0%	5%	6%	0%	0%	
				01:00 ~ 02:00	195	43%	17%	6%	10%	1%	7%	0%	2%	0%	0%	1%	3%	1%	1%	4%	6%	0%	0%	
				02:00 ~ 03:00	145	41%	17%	6%	10%	1%	6%	0%	3%	0%	0%	1%	3%	0%	0%	8%	5%	0%	0%	
				03:00 ~ 04:00	135	42%	19%	6%	10%	1%	6%	0%	3%	0%	0%	1%	1%	0%	0%	7%	5%	0%	0%	
				04:00 ~ 05:00	135	42%	19%	6%	10%	1%	6%	0%	3%	0%	0%	1%	1%	0%	0%	7%	5%	0%	0%	
				05:00 ~ 06:00	135	39%	18%	6%	10%	1%	6%	0%	3%	0%	0%	1%	1%	0%	0%	10%	5%	0%	0%	
				06:00 ~ 07:00	215	47%	16%	4%	7%	1%	6%	0%	2%	0%	0%	0%	2%	0%	0%	9%	5%	0%	0%	
				07:00 ~ 08:00	600	56%	11%	5%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	0%	11%	3%	1%	0%
				08:00 ~ 09:00	1145	57%	14%	4%	5%	2%	3%	1%	1%	0%	0%	1%	2%	1%	0%	5%	5%	0%	0%	
				09:00 ~ 10:00	1095	48%	15%	5%	12%	3%	5%	1%	1%	0%	0%	1%	1%	0%	0%	4%	4%	0%	0%	
				10:00 ~ 11:00	965	44%	15%	5%	10%	1%	7%	1%	1%	0%	0%	0%	1%	0%	0%	7%	4%	1%	0%	
				11:00 ~ 12:00	945	42%	13%	5%	13%	3%	8%	1%	2%	0%	0%	1%	1%	0%	0%	6%	5%	0%	0%	
				12:00 ~ 13:00	820	44%	15%	4%	10%	3%	5%	1%	1%	0%	0%	1%	3%	0%	0%	6%	6%	0%	0%	
				13:00 ~ 14:00	840	42%	18%	4%	6%	3%	6%	1%	2%	0%	0%	0%	3%	1%	0%	8%	6%	0%	0%	
				14:00 ~ 15:00	840	40%	18%	6%	12%	2%	6%	1%	1%	0%	0%	1%	1%	0%	0%	8%	5%	0%	0%	
				15:00 ~ 16:00	880	43%	18%	4%	9%	1%	9%	1%	1%	0%	0%	1%	1%	1%	0%	6%	3%	0%	0%	
				16:00 ~ 17:00	995	45%	15%	4%	9%	1%	5%	1%	1%	0%	0%	1%	3%	1%	0%	9%	5%	0%	0%	
				17:00 ~ 18:00	1020	53%	14%	4%	7%	1%	4%	1%	1%	0%	0%	1%	3%	0%	0%	8%	3%	0%	0%	
				18:00 ~ 19:00	1060	54%	11%	4%	5%	1%	3%	1%	1%	0%	0%	0%	1%	1%	0%	9%	6%	0%	1%	
				19:00 ~ 20:00	650	55%	15%	2%	3%	1%	2%	1%	2%	0%	0%	0%	0%	0%	0%	11%	8%	0%	0%	
20:00 ~ 21:00	640	55%	15%	1%	3%	1%	3%	1%	4%	0%	0%	0%	1%	0%	0%	8%	8%	0%	0%					
21:00 ~ 22:00	510	51%	20%	1%	2%	1%	1%	1%	4%	0%	0%	0%	0%	0%	0%	10%	8%	0%	0%					
22:00 ~ 23:00	310	45%	22%	0%	2%	1%	2%	0%	4%	2%	0%	0%	2%	0%	2%	12%	6%	0%	0%					
23:00 ~ 00:00	270	39%	17%	5%	9%	1%	6%	0%	3%	0%	0%	0%	0%	0%	0%	11%	5%	0%	0%					

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
60	Cha Kwo Ling Road (between Wai Fat Road & Yau Hong Street)	Two-way	105	00:00 ~ 01:00	230	36%	26%	4%	6%	2%	5%	0%	5%	0%	0%	2%	4%	2%	0%	3%	6%	0%	0%
				01:00 ~ 02:00	175	38%	26%	4%	7%	1%	3%	0%	5%	0%	0%	3%	4%	1%	0%	3%	5%	0%	0%
				02:00 ~ 03:00	140	39%	24%	4%	6%	1%	4%	0%	5%	0%	0%	3%	4%	1%	0%	4%	6%	0%	0%
				03:00 ~ 04:00	130	36%	25%	5%	6%	2%	5%	0%	5%	0%	0%	3%	4%	2%	0%	3%	6%	0%	0%
				04:00 ~ 05:00	130	36%	25%	5%	6%	2%	5%	0%	5%	0%	0%	3%	4%	2%	0%	3%	6%	0%	0%
				05:00 ~ 06:00	130	36%	25%	5%	6%	2%	5%	0%	5%	0%	0%	3%	4%	2%	0%	3%	6%	0%	0%
				06:00 ~ 07:00	165	42%	25%	4%	5%	1%	4%	0%	4%	0%	0%	2%	3%	1%	0%	3%	5%	0%	0%
				07:00 ~ 08:00	630	44%	21%	1%	1%	1%	1%	0%	5%	1%	2%	2%	9%	4%	0%	5%	2%	0%	0%
				08:00 ~ 09:00	825	53%	17%	3%	4%	2%	2%	0%	4%	0%	0%	3%	5%	1%	0%	3%	4%	0%	0%
				09:00 ~ 10:00	720	39%	24%	5%	7%	3%	5%	0%	4%	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%
				10:00 ~ 11:00	680	41%	22%	6%	9%	3%	6%	0%	4%	0%	0%	3%	1%	0%	0%	2%	3%	0%	0%
				11:00 ~ 12:00	595	42%	19%	2%	8%	2%	7%	0%	6%	0%	0%	2%	4%	0%	0%	2%	7%	0%	0%
				12:00 ~ 13:00	665	33%	22%	4%	4%	3%	6%	0%	5%	0%	1%	3%	8%	0%	0%	3%	8%	0%	0%
				13:00 ~ 14:00	575	33%	28%	4%	7%	3%	6%	0%	4%	0%	0%	2%	3%	0%	0%	3%	7%	0%	0%
				14:00 ~ 15:00	525	30%	30%	7%	9%	2%	5%	2%	3%	0%	0%	2%	2%	0%	0%	3%	3%	0%	0%
				15:00 ~ 16:00	640	39%	23%	3%	7%	4%	4%	0%	2%	0%	1%	3%	5%	3%	0%	2%	4%	0%	0%
				16:00 ~ 17:00	745	41%	20%	4%	6%	1%	4%	0%	3%	0%	2%	3%	6%	3%	0%	2%	5%	0%	0%
				17:00 ~ 18:00	780	47%	20%	4%	7%	2%	2%	0%	3%	0%	0%	2%	4%	1%	0%	2%	5%	0%	0%
				18:00 ~ 19:00	700	53%	18%	3%	6%	1%	2%	0%	4%	0%	0%	1%	1%	2%	0%	3%	7%	0%	0%
				19:00 ~ 20:00	590	47%	25%	2%	3%	0%	1%	0%	5%	0%	0%	0%	0%	2%	0%	3%	11%	0%	0%
20:00 ~ 21:00	495	48%	26%	1%	1%	0%	0%	0%	5%	0%	0%	0%	0%	1%	0%	3%	13%	0%	0%				
21:00 ~ 22:00	465	49%	29%	1%	2%	1%	0%	0%	6%	0%	0%	0%	0%	1%	0%	3%	8%	0%	0%				
22:00 ~ 23:00	360	42%	41%	1%	1%	0%	1%	0%	6%	0%	0%	0%	0%	1%	0%	5%	4%	0%	0%				
23:00 ~ 00:00	235	37%	25%	4%	6%	2%	5%	0%	5%	0%	0%	0%	0%	0%	0%	2%	4%	2%	0%	3%	6%	0%	0%

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
61	Cha Kwo Ling Road (between Yau Hong Street & Sin Fat Road)	Two-way	145	00:00 ~ 01:00	260	35%	22%	3%	5%	3%	3%	0%	7%	0%	0%	2%	7%	3%	0%	5%	5%	0%	0%
				01:00 ~ 02:00	200	35%	23%	4%	6%	4%	3%	0%	7%	0%	0%	2%	7%	3%	0%	5%	5%	0%	0%
				02:00 ~ 03:00	160	34%	21%	3%	5%	4%	4%	0%	7%	0%	0%	3%	7%	3%	0%	4%	5%	0%	0%
				03:00 ~ 04:00	140	36%	22%	4%	5%	4%	4%	0%	6%	0%	0%	1%	6%	1%	0%	4%	6%	0%	0%
				04:00 ~ 05:00	140	36%	22%	4%	5%	4%	4%	0%	6%	0%	0%	1%	6%	1%	0%	4%	6%	0%	0%
				05:00 ~ 06:00	130	34%	24%	4%	5%	5%	4%	0%	6%	0%	0%	2%	6%	2%	0%	5%	5%	0%	0%
				06:00 ~ 07:00	190	39%	21%	3%	5%	3%	3%	0%	7%	0%	0%	2%	6%	3%	0%	4%	5%	0%	0%
				07:00 ~ 08:00	710	43%	21%	1%	1%	2%	0%	0%	7%	0%	0%	0%	13%	5%	0%	5%	2%	0%	0%
				08:00 ~ 09:00	945	51%	17%	3%	3%	2%	2%	0%	4%	0%	0%	2%	8%	2%	0%	3%	2%	0%	0%
				09:00 ~ 10:00	835	35%	24%	6%	5%	4%	5%	0%	5%	0%	0%	4%	5%	2%	0%	3%	2%	0%	0%
				10:00 ~ 11:00	670	38%	22%	3%	6%	6%	5%	0%	7%	0%	0%	2%	2%	2%	0%	4%	3%	0%	0%
				11:00 ~ 12:00	705	40%	17%	4%	7%	3%	4%	0%	9%	0%	0%	1%	6%	1%	0%	3%	5%	0%	0%
				12:00 ~ 13:00	675	31%	19%	5%	6%	4%	5%	1%	8%	0%	0%	2%	9%	2%	0%	4%	5%	0%	0%
				13:00 ~ 14:00	675	34%	25%	3%	7%	4%	4%	0%	6%	0%	0%	0%	5%	2%	0%	4%	5%	0%	0%
				14:00 ~ 15:00	550	32%	22%	4%	8%	5%	5%	0%	7%	0%	0%	2%	3%	2%	0%	4%	5%	0%	0%
				15:00 ~ 16:00	670	34%	18%	3%	8%	5%	2%	1%	4%	1%	1%	4%	8%	6%	0%	3%	3%	0%	0%
				16:00 ~ 17:00	795	42%	15%	2%	6%	2%	3%	1%	4%	1%	1%	2%	9%	4%	0%	4%	5%	0%	0%
				17:00 ~ 18:00	840	44%	19%	3%	6%	3%	2%	0%	4%	0%	0%	1%	7%	3%	0%	3%	5%	0%	0%
				18:00 ~ 19:00	735	50%	15%	3%	3%	2%	1%	0%	5%	0%	0%	0%	6%	4%	0%	4%	6%	0%	0%
				19:00 ~ 20:00	675	45%	21%	1%	4%	2%	1%	0%	6%	0%	0%	0%	5%	3%	0%	5%	8%	0%	0%
20:00 ~ 21:00	565	44%	23%	3%	2%	1%	0%	0%	7%	0%	0%	0%	1%	1%	0%	5%	13%	0%	0%				
21:00 ~ 22:00	480	50%	26%	1%	1%	0%	0%	0%	9%	0%	0%	0%	0%	1%	0%	4%	7%	0%	0%				
22:00 ~ 23:00	395	38%	37%	2%	1%	1%	1%	0%	9%	0%	0%	0%	0%	1%	0%	6%	3%	0%	0%				
23:00 ~ 00:00	260	34%	22%	3%	5%	3%	3%	0%	7%	0%	0%	2%	7%	3%	0%	5%	5%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
62	Cha Kwo Ling Road (between Sin Fat Road & Wai Yip Street)	Two-way	355	00:00 ~ 01:00	250	34%	22%	3%	5%	3%	3%	0%	8%	0%	0%	1%	7%	4%	0%	6%	4%	0%	0%
				01:00 ~ 02:00	195	34%	22%	3%	6%	4%	3%	0%	8%	0%	0%	1%	7%	3%	0%	7%	4%	0%	0%
				02:00 ~ 03:00	155	32%	21%	3%	5%	4%	4%	0%	8%	0%	0%	3%	7%	3%	0%	6%	4%	0%	0%
				03:00 ~ 04:00	135	35%	21%	3%	5%	4%	4%	0%	8%	0%	0%	1%	7%	1%	0%	6%	4%	0%	0%
				04:00 ~ 05:00	135	35%	21%	3%	5%	4%	4%	0%	8%	0%	0%	1%	7%	1%	0%	6%	4%	0%	0%
				05:00 ~ 06:00	125	33%	22%	3%	5%	5%	4%	0%	7%	0%	0%	2%	6%	2%	0%	6%	5%	0%	0%
				06:00 ~ 07:00	170	34%	22%	2%	5%	4%	4%	0%	9%	0%	0%	2%	6%	3%	0%	5%	4%	0%	0%
				07:00 ~ 08:00	625	37%	22%	0%	1%	2%	0%	0%	9%	0%	0%	0%	15%	5%	0%	7%	1%	0%	0%
				08:00 ~ 09:00	780	42%	18%	3%	4%	3%	3%	1%	6%	0%	0%	2%	10%	2%	0%	5%	1%	0%	0%
				09:00 ~ 10:00	700	27%	26%	5%	5%	5%	6%	0%	7%	0%	0%	4%	5%	2%	0%	6%	0%	0%	
				10:00 ~ 11:00	540	31%	23%	1%	7%	7%	6%	0%	10%	0%	0%	3%	2%	2%	0%	6%	1%	0%	0%
				11:00 ~ 12:00	585	31%	17%	4%	8%	4%	5%	0%	13%	0%	0%	1%	7%	1%	0%	5%	4%	0%	0%
				12:00 ~ 13:00	590	24%	20%	4%	7%	5%	5%	1%	11%	0%	0%	2%	10%	2%	0%	5%	5%	0%	0%
				13:00 ~ 14:00	590	28%	26%	2%	8%	5%	4%	0%	8%	0%	0%	0%	5%	2%	0%	6%	5%	0%	0%
				14:00 ~ 15:00	470	24%	24%	3%	9%	6%	6%	0%	9%	0%	0%	2%	4%	2%	0%	7%	4%	0%	0%
				15:00 ~ 16:00	575	27%	18%	2%	9%	5%	3%	1%	6%	1%	1%	4%	9%	6%	0%	5%	2%	0%	0%
				16:00 ~ 17:00	670	35%	15%	2%	7%	3%	3%	1%	6%	1%	1%	1%	10%	5%	0%	6%	4%	0%	0%
				17:00 ~ 18:00	700	36%	21%	4%	7%	3%	2%	0%	5%	0%	0%	1%	8%	4%	0%	5%	5%	0%	0%
				18:00 ~ 19:00	630	42%	16%	3%	3%	2%	1%	0%	7%	0%	0%	0%	7%	5%	0%	6%	7%	0%	0%
				19:00 ~ 20:00	590	39%	22%	1%	5%	2%	1%	0%	8%	0%	0%	0%	5%	3%	0%	8%	7%	0%	0%
20:00 ~ 21:00	480	36%	24%	3%	2%	1%	0%	0%	10%	0%	0%	0%	1%	1%	0%	7%	13%	0%	0%				
21:00 ~ 22:00	420	44%	26%	1%	1%	0%	0%	0%	13%	0%	0%	0%	0%	1%	0%	7%	6%	0%	0%				
22:00 ~ 23:00	375	35%	37%	2%	1%	1%	1%	0%	12%	0%	0%	0%	0%	1%	0%	8%	2%	0%	0%				
23:00 ~ 00:00	250	33%	22%	2%	5%	3%	3%	0%	9%	0%	0%	1%	7%	4%	0%	6%	4%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
65	Slip Road from Kwun Tong Bypass (between New Kwun Tong Driving School & Kwun Tong Law Courts)	One-way	115	00:00 ~ 01:00	480	58%	15%	6%	4%	5%	5%	3%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	0%			
				01:00 ~ 02:00	305	59%	13%	6%	4%	6%	5%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	3%	0%	0%	0%	
				02:00 ~ 03:00	210	48%	13%	6%	4%	7%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				03:00 ~ 04:00	135	47%	10%	6%	4%	8%	10%	13%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
				04:00 ~ 05:00	125	66%	10%	5%	2%	7%	5%	4%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
				05:00 ~ 06:00	225	48%	11%	6%	5%	6%	10%	10%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%
				06:00 ~ 07:00	845	40%	17%	6%	6%	5%	11%	6%	1%	0%	0%	0%	1%	1%	0%	1%	1%	0%	1%	4%	0%	0%
				07:00 ~ 08:00	1650	59%	9%	5%	7%	4%	2%	1%	2%	1%	1%	0%	2%	1%	0%	2%	1%	0%	2%	6%	0%	0%
				08:00 ~ 09:00	1400	57%	11%	5%	6%	5%	4%	2%	1%	1%	1%	0%	1%	1%	0%	1%	0%	0%	3%	3%	0%	0%
				09:00 ~ 10:00	1190	52%	15%	6%	1%	5%	9%	4%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	2%	0%	0%
				10:00 ~ 11:00	1275	44%	17%	9%	7%	9%	7%	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
				11:00 ~ 12:00	1200	53%	12%	8%	3%	6%	10%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%
				12:00 ~ 13:00	1175	50%	12%	8%	5%	6%	8%	4%	0%	1%	1%	1%	0%	0%	1%	0%	1%	0%	2%	1%	0%	0%
				13:00 ~ 14:00	1245	42%	10%	9%	9%	7%	9%	4%	1%	1%	1%	1%	1%	1%	2%	0%	1%	0%	1%	0%	0%	0%
				14:00 ~ 15:00	1200	50%	8%	7%	4%	7%	11%	5%	1%	1%	2%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	0%
				15:00 ~ 16:00	1220	49%	8%	7%	4%	7%	12%	6%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%
				16:00 ~ 17:00	1290	45%	11%	10%	8%	9%	9%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
				17:00 ~ 18:00	1485	59%	9%	5%	4%	5%	5%	2%	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	7%	0%	0%
				18:00 ~ 19:00	1390	68%	16%	2%	2%	3%	4%	2%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
				19:00 ~ 20:00	1270	58%	20%	5%	5%	4%	1%	0%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%
20:00 ~ 21:00	975	59%	26%	4%	4%	3%	2%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%				
21:00 ~ 22:00	985	57%	28%	4%	4%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%				
22:00 ~ 23:00	1035	55%	32%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%				
23:00 ~ 00:00	725	42%	13%	7%	6%	6%	16%	2%	1%	1%	2%	0%	1%	2%	0%	1%	1%	0%	1%	1%	1%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
66	Yau Hong Street (from Cha Kwo Ling Road)	Two-way	170	00:00 ~ 01:00	190	38%	17%	4%	6%	3%	3%	0%	9%	0%	0%	3%	9%	5%	0%	0%	4%	0%	0%
				01:00 ~ 02:00	155	39%	16%	4%	5%	3%	3%	0%	9%	0%	0%	4%	9%	5%	0%	0%	3%	0%	0%
				02:00 ~ 03:00	120	39%	17%	4%	5%	4%	2%	0%	8%	0%	0%	4%	8%	6%	0%	0%	4%	0%	0%
				03:00 ~ 04:00	110	38%	17%	5%	5%	5%	2%	0%	8%	0%	0%	4%	8%	5%	0%	0%	5%	0%	0%
				04:00 ~ 05:00	110	38%	17%	5%	5%	5%	2%	0%	8%	0%	0%	4%	8%	5%	0%	0%	5%	0%	0%
				05:00 ~ 06:00	105	38%	17%	5%	5%	4%	2%	0%	9%	0%	0%	4%	8%	5%	0%	0%	5%	0%	0%
				06:00 ~ 07:00	135	39%	18%	4%	5%	4%	1%	0%	9%	0%	0%	4%	8%	5%	0%	0%	4%	0%	0%
				07:00 ~ 08:00	535	37%	21%	1%	1%	1%	0%	0%	11%	0%	0%	3%	16%	6%	0%	1%	0%	0%	0%
				08:00 ~ 09:00	680	44%	13%	4%	2%	2%	2%	0%	10%	0%	0%	4%	11%	4%	0%	1%	1%	0%	0%
				09:00 ~ 10:00	565	28%	25%	6%	6%	5%	4%	0%	8%	0%	0%	5%	7%	3%	0%	1%	0%	0%	0%
				10:00 ~ 11:00	370	33%	19%	5%	8%	4%	5%	1%	11%	0%	0%	6%	4%	4%	0%	0%	2%	0%	0%
				11:00 ~ 12:00	435	34%	16%	6%	10%	2%	6%	0%	10%	0%	0%	2%	9%	1%	0%	0%	4%	0%	0%
				12:00 ~ 13:00	445	29%	13%	6%	7%	3%	4%	0%	11%	0%	0%	4%	13%	3%	0%	0%	6%	0%	0%
				13:00 ~ 14:00	395	34%	19%	4%	7%	5%	4%	1%	10%	0%	0%	2%	8%	3%	0%	0%	5%	0%	0%
				14:00 ~ 15:00	355	33%	19%	4%	9%	5%	3%	1%	11%	0%	0%	3%	5%	4%	0%	0%	3%	0%	0%
				15:00 ~ 16:00	480	34%	11%	5%	11%	2%	2%	0%	7%	0%	1%	7%	11%	7%	0%	0%	1%	0%	0%
				16:00 ~ 17:00	570	33%	13%	5%	7%	2%	3%	1%	6%	0%	1%	5%	14%	6%	0%	0%	3%	0%	0%
				17:00 ~ 18:00	525	43%	11%	4%	6%	3%	1%	0%	7%	0%	0%	5%	11%	6%	0%	0%	3%	0%	0%
				18:00 ~ 19:00	450	50%	10%	2%	3%	2%	0%	0%	9%	0%	0%	1%	10%	8%	0%	0%	4%	0%	0%
				19:00 ~ 20:00	420	43%	19%	2%	4%	2%	0%	0%	6%	0%	0%	0%	8%	7%	0%	0%	9%	0%	0%
20:00 ~ 21:00	310	44%	26%	2%	2%	0%	0%	0%	8%	0%	0%	0%	2%	5%	0%	0%	11%	0%	0%				
21:00 ~ 22:00	335	54%	21%	1%	2%	0%	0%	0%	11%	0%	0%	0%	0%	3%	0%	0%	7%	0%	0%				
22:00 ~ 23:00	285	48%	29%	2%	2%	1%	0%	0%	11%	0%	0%	0%	1%	3%	0%	0%	2%	0%	0%				
23:00 ~ 00:00	195	39%	17%	4%	6%	3%	3%	0%	9%	0%	0%	3%	9%	5%	0%	0%	4%	0%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
67	Sin Fat Road (between Cha Kwo Ling Road & S Laguna Street)	Two-way	85	00:00 ~ 01:00	50	40%	14%	10%	8%	0%	0%	0%	8%	0%	0%	2%	0%	0%	0%	8%	10%	0%	0%		
				01:00 ~ 02:00	40	38%	13%	13%	10%	0%	0%	0%	5%	0%	0%	3%	0%	0%	0%	0%	10%	10%	0%	0%	
				02:00 ~ 03:00	25	44%	16%	16%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%	0%
				03:00 ~ 04:00	20	40%	10%	20%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%
				04:00 ~ 05:00	20	40%	10%	20%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%
				05:00 ~ 06:00	20	50%	10%	20%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
				06:00 ~ 07:00	50	58%	12%	10%	2%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	4%	10%	0%	0%
				07:00 ~ 08:00	165	58%	10%	7%	2%	0%	0%	0%	4%	0%	1%	5%	3%	0%	0%	0%	0%	5%	5%	0%	0%
				08:00 ~ 09:00	285	69%	8%	4%	2%	1%	0%	0%	3%	0%	0%	2%	2%	0%	0%	0%	0%	4%	5%	0%	0%
				09:00 ~ 10:00	280	43%	11%	18%	5%	0%	0%	0%	3%	0%	0%	6%	3%	0%	0%	0%	0%	6%	5%	0%	0%
				10:00 ~ 11:00	225	47%	18%	9%	6%	0%	3%	0%	4%	0%	0%	4%	1%	0%	0%	0%	0%	4%	5%	0%	0%
				11:00 ~ 12:00	220	56%	10%	9%	4%	0%	2%	0%	5%	0%	0%	2%	2%	0%	0%	0%	0%	3%	6%	0%	0%
				12:00 ~ 13:00	180	48%	11%	11%	4%	1%	1%	0%	5%	0%	0%	3%	3%	0%	0%	0%	0%	4%	9%	0%	0%
				13:00 ~ 14:00	175	51%	12%	11%	5%	1%	1%	0%	4%	0%	0%	1%	2%	0%	0%	0%	0%	4%	8%	0%	0%
				14:00 ~ 15:00	170	49%	11%	12%	5%	1%	1%	0%	4%	0%	0%	3%	2%	0%	0%	0%	0%	5%	7%	0%	0%
				15:00 ~ 16:00	190	52%	12%	9%	6%	1%	1%	0%	3%	0%	0%	4%	3%	0%	0%	0%	0%	4%	7%	0%	0%
				16:00 ~ 17:00	220	55%	11%	5%	4%	0%	2%	0%	3%	0%	0%	4%	4%	0%	0%	0%	0%	6%	6%	0%	0%
				17:00 ~ 18:00	255	67%	10%	3%	3%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	0%	0%
				18:00 ~ 19:00	190	74%	6%	1%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	6%	7%	0%	0%
				19:00 ~ 20:00	180	57%	12%	6%	2%	0%	0%	0%	4%	0%	0%	0%	1%	0%	0%	0%	0%	6%	12%	0%	0%
20:00 ~ 21:00	160	61%	14%	3%	1%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	5%	11%	0%	0%				
21:00 ~ 22:00	130	59%	15%	4%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	5%	9%	0%	0%				
22:00 ~ 23:00	75	47%	21%	5%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	8%	9%	0%	0%				
23:00 ~ 00:00	50	38%	14%	12%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	2%	0%	0%	8%	10%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
68	Kei Yip Street (between Wai Yip Street & Kei Yip Lane)	Two-way	65	00:00 ~ 01:00	345	41%	17%	8%	11%	4%	7%	2%	1%	0%	0%	0%	2%	0%	0%	0%	6%	1%	0%		
				01:00 ~ 02:00	270	41%	17%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%	
				02:00 ~ 03:00	200	41%	18%	8%	12%	4%	7%	2%	1%	0%	0%	0%	1%	1%	0%	1%	0%	1%	6%	1%	0%
				03:00 ~ 04:00	185	41%	18%	7%	11%	4%	7%	2%	1%	0%	0%	0%	1%	1%	0%	1%	0%	1%	6%	1%	0%
				04:00 ~ 05:00	185	41%	18%	7%	11%	4%	7%	2%	1%	0%	0%	0%	1%	1%	0%	1%	0%	1%	6%	1%	0%
				05:00 ~ 06:00	180	41%	18%	7%	12%	4%	7%	2%	1%	0%	0%	0%	1%	1%	0%	1%	0%	1%	6%	1%	0%
				06:00 ~ 07:00	240	43%	17%	8%	11%	4%	7%	2%	1%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%	
				07:00 ~ 08:00	625	46%	14%	7%	8%	4%	7%	2%	1%	0%	0%	0%	2%	1%	0%	1%	0%	1%	5%	1%	0%
				08:00 ~ 09:00	990	50%	12%	5%	11%	3%	7%	3%	1%	0%	0%	0%	2%	1%	0%	0%	0%	6%	0%	0%	
				09:00 ~ 10:00	1075	42%	14%	9%	12%	5%	6%	2%	1%	0%	0%	0%	1%	1%	0%	0%	0%	5%	3%	0%	
				10:00 ~ 11:00	1025	37%	17%	9%	13%	7%	9%	3%	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%	
				11:00 ~ 12:00	890	36%	14%	10%	14%	5%	10%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	5%	1%	0%	
				12:00 ~ 13:00	865	33%	14%	10%	12%	6%	10%	3%	1%	0%	0%	0%	2%	0%	0%	0%	0%	7%	1%	0%	
				13:00 ~ 14:00	865	34%	17%	10%	11%	5%	8%	3%	1%	0%	0%	0%	1%	0%	0%	0%	0%	6%	1%	0%	
				14:00 ~ 15:00	925	35%	17%	10%	13%	6%	9%	3%	1%	0%	0%	0%	1%	0%	0%	0%	0%	4%	1%	0%	
				15:00 ~ 16:00	935	38%	17%	8%	15%	4%	7%	2%	1%	0%	0%	0%	2%	1%	0%	0%	0%	4%	1%	0%	
				16:00 ~ 17:00	930	42%	16%	8%	12%	3%	8%	2%	1%	0%	0%	0%	2%	1%	0%	0%	0%	5%	0%	0%	
				17:00 ~ 18:00	945	44%	19%	7%	12%	3%	5%	1%	1%	0%	0%	0%	2%	1%	0%	1%	0%	1%	4%	0%	0%
				18:00 ~ 19:00	1020	54%	14%	6%	10%	3%	3%	0%	1%	0%	0%	0%	2%	1%	0%	1%	0%	1%	5%	0%	0%
				19:00 ~ 20:00	790	52%	19%	5%	6%	2%	3%	1%	1%	0%	0%	0%	1%	1%	0%	1%	0%	1%	9%	0%	0%
20:00 ~ 21:00	590	50%	25%	3%	5%	1%	2%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	1%	9%	0%	0%				
21:00 ~ 22:00	535	51%	27%	4%	4%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%				
22:00 ~ 23:00	425	45%	36%	3%	5%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				
23:00 ~ 00:00	350	41%	18%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	1%	0%				

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
69	Kei Yip Street (from Kei Yip Lane)	Southwest	60	00:00 ~ 01:00	300	40%	17%	8%	11%	4%	7%	2%	1%	0%	0%	0%	2%	0%	0%	0%	0%	6%	1%	0%				
				01:00 ~ 02:00	240	40%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	6%	1%	0%	
				02:00 ~ 03:00	180	39%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	7%	1%	0%	
				03:00 ~ 04:00	170	41%	16%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	6%	1%	0%	
				04:00 ~ 05:00	170	41%	16%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	6%	1%	0%	
				05:00 ~ 06:00	160	39%	17%	9%	11%	4%	7%	3%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	7%	1%	0%	
				06:00 ~ 07:00	205	39%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%
				07:00 ~ 08:00	515	43%	14%	9%	9%	4%	7%	3%	1%	0%	0%	0%	0%	0%	0%	3%	1%	0%	1%	1%	5%	2%	0%	
				08:00 ~ 09:00	820	48%	11%	6%	12%	3%	7%	3%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	6%	0%	0%	
				09:00 ~ 10:00	910	41%	13%	10%	12%	5%	6%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	5%	3%	0%	
				10:00 ~ 11:00	860	34%	16%	10%	13%	8%	9%	3%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	5%	0%	0%	
				11:00 ~ 12:00	755	33%	13%	12%	14%	5%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	5%	1%	0%	
				12:00 ~ 13:00	750	30%	14%	12%	12%	6%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	8%	1%	0%	
				13:00 ~ 14:00	750	31%	17%	12%	11%	5%	9%	4%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	7%	1%	0%	
				14:00 ~ 15:00	785	32%	17%	12%	13%	5%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	5%	1%	0%	
				15:00 ~ 16:00	800	35%	17%	9%	15%	5%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%	
				16:00 ~ 17:00	795	38%	17%	10%	13%	4%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	5%	1%	0%	
				17:00 ~ 18:00	775	39%	20%	8%	13%	3%	6%	1%	1%	0%	0%	0%	1%	0%	0%	1%	2%	1%	0%	1%	5%	0%	0%	
				18:00 ~ 19:00	835	50%	14%	7%	11%	3%	3%	1%	1%	0%	0%	0%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%	
				19:00 ~ 20:00	665	49%	19%	6%	6%	2%	3%	1%	1%	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	1%	11%	0%	0%	
20:00 ~ 21:00	490	46%	26%	4%	5%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	1%	0%	0%	1%	11%	0%	0%					
21:00 ~ 22:00	445	48%	29%	4%	4%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%					
22:00 ~ 23:00	370	42%	36%	4%	5%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%					
23:00 ~ 00:00	310	40%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	6%	1%	0%					

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
70	Hoi Bun Road (between Kei Yip Street & Tsun Yip Street)	Northwest	75	00:00 ~ 01:00	300	40%	17%	8%	11%	4%	7%	2%	1%	0%	0%	0%	2%	0%	0%	0%	0%	6%	1%	0%				
				01:00 ~ 02:00	240	40%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	6%	1%	0%	
				02:00 ~ 03:00	180	39%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	7%	1%	0%	
				03:00 ~ 04:00	170	41%	16%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	6%	1%	0%	
				04:00 ~ 05:00	170	41%	16%	8%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	6%	1%	0%	
				05:00 ~ 06:00	160	39%	17%	9%	11%	4%	7%	3%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	1%	7%	1%	0%	
				06:00 ~ 07:00	205	39%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	6%	0%	0%
				07:00 ~ 08:00	515	43%	14%	9%	9%	4%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	1%	5%	2%	0%	
				08:00 ~ 09:00	820	48%	11%	6%	12%	3%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	6%	0%	0%	
				09:00 ~ 10:00	910	41%	13%	10%	12%	5%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	5%	3%	0%	
				10:00 ~ 11:00	860	34%	16%	10%	13%	8%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%	
				11:00 ~ 12:00	755	33%	13%	12%	14%	5%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	5%	1%	0%	
				12:00 ~ 13:00	750	30%	14%	12%	12%	6%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	8%	1%	0%	
				13:00 ~ 14:00	750	31%	17%	12%	11%	5%	9%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	7%	1%	0%	
				14:00 ~ 15:00	785	32%	17%	12%	13%	5%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	5%	1%	0%	
				15:00 ~ 16:00	800	35%	17%	9%	15%	5%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	5%	1%	0%	
				16:00 ~ 17:00	795	38%	17%	10%	13%	4%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	0%	5%	1%	0%	
				17:00 ~ 18:00	775	39%	20%	8%	13%	3%	6%	1%	1%	0%	0%	0%	1%	0%	0%	1%	2%	1%	0%	1%	5%	0%	0%	
				18:00 ~ 19:00	835	50%	14%	7%	11%	3%	3%	1%	1%	0%	0%	0%	1%	0%	0%	0%	2%	1%	0%	1%	5%	0%	0%	
				19:00 ~ 20:00	665	49%	19%	6%	6%	2%	3%	1%	1%	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	1%	11%	0%	0%	
20:00 ~ 21:00	490	46%	26%	4%	5%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	1%	0%	0%	1%	11%	0%	0%					
21:00 ~ 22:00	445	48%	29%	4%	4%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%					
22:00 ~ 23:00	370	42%	36%	4%	5%	1%	2%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%	7%	0%	0%					
23:00 ~ 00:00	310	40%	17%	9%	11%	4%	7%	2%	1%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	6%	1%	0%					

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
71	Kei Yip Lane (from Kei Yip Street)	Northwest	100	00:00 ~ 01:00	55	49%	15%	9%	11%	4%	4%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	7%	0%	0%		
				01:00 ~ 02:00	40	50%	18%	5%	13%	3%	5%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	5%	0%	0%
				02:00 ~ 03:00	30	53%	17%	3%	13%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				03:00 ~ 04:00	30	53%	17%	3%	13%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				04:00 ~ 05:00	30	53%	17%	3%	13%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				05:00 ~ 06:00	30	53%	17%	3%	13%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
				06:00 ~ 07:00	40	58%	18%	3%	10%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
				07:00 ~ 08:00	125	59%	12%	4%	6%	2%	6%	2%	0%	0%	1%	1%	1%	2%	0%	0%	0%	0%	0%	6%	1%	0%
				08:00 ~ 09:00	205	58%	14%	4%	7%	3%	3%	2%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	5%	0%	0%
				09:00 ~ 10:00	190	47%	19%	5%	13%	3%	6%	1%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	4%	0%	0%
				10:00 ~ 11:00	190	46%	19%	5%	11%	6%	7%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	5%	1%	0%
				11:00 ~ 12:00	170	53%	15%	5%	11%	4%	5%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	5%	1%	0%
				12:00 ~ 13:00	145	48%	12%	6%	12%	4%	8%	1%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	7%	0%	0%
				13:00 ~ 14:00	145	48%	16%	5%	12%	3%	6%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	8%	1%	0%
				14:00 ~ 15:00	170	45%	17%	6%	14%	5%	5%	1%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	4%	0%	0%
				15:00 ~ 16:00	160	54%	15%	3%	13%	3%	5%	1%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	5%	0%	0%
				16:00 ~ 17:00	175	60%	11%	5%	10%	2%	5%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
				17:00 ~ 18:00	205	60%	12%	3%	9%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%	0%	0%
				18:00 ~ 19:00	220	70%	11%	2%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%	0%	0%
				19:00 ~ 20:00	160	65%	16%	1%	5%	1%	3%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	8%	0%	0%
20:00 ~ 21:00	120	64%	20%	1%	5%	1%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	8%	0%	0%				
21:00 ~ 22:00	110	65%	21%	2%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				
22:00 ~ 23:00	70	57%	29%	1%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%				
23:00 ~ 00:00	50	50%	16%	4%	12%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	8%	0%	0%			

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
72	Wai Fat Road (between Yau Shun Street & Shing Yip Street)	Southwest	145	00:00 ~ 01:00	335	39%	21%	5%	8%	3%	6%	1%	3%	0%	1%	1%	2%	1%	0%	4%	6%	0%	0%
				01:00 ~ 02:00	255	39%	22%	5%	8%	3%	7%	1%	3%	0%	0%	2%	2%	1%	0%	3%	5%	0%	0%
				02:00 ~ 03:00	195	40%	22%	6%	7%	3%	6%	1%	3%	0%	1%	1%	2%	1%	0%	4%	5%	0%	0%
				03:00 ~ 04:00	180	40%	22%	6%	7%	3%	6%	1%	3%	0%	1%	1%	1%	1%	0%	4%	5%	0%	0%
				04:00 ~ 05:00	180	40%	22%	6%	7%	3%	6%	1%	3%	0%	1%	1%	1%	1%	0%	4%	5%	0%	0%
				05:00 ~ 06:00	170	41%	22%	5%	7%	4%	5%	1%	3%	0%	1%	1%	1%	1%	0%	4%	5%	0%	0%
				06:00 ~ 07:00	240	43%	20%	5%	7%	3%	6%	1%	3%	0%	0%	1%	2%	1%	0%	3%	5%	0%	0%
				07:00 ~ 08:00	655	44%	17%	3%	3%	4%	4%	1%	2%	0%	4%	1%	4%	3%	0%	5%	5%	0%	0%
				08:00 ~ 09:00	1250	52%	14%	4%	6%	3%	5%	1%	1%	0%	1%	2%	3%	1%	0%	3%	4%	0%	0%
				09:00 ~ 10:00	1045	42%	20%	7%	10%	3%	6%	1%	1%	0%	0%	2%	0%	1%	0%	2%	4%	0%	0%
				10:00 ~ 11:00	1000	40%	19%	5%	9%	5%	9%	2%	3%	0%	0%	2%	1%	0%	0%	3%	3%	0%	0%
				11:00 ~ 12:00	1050	42%	16%	5%	9%	5%	9%	1%	3%	0%	1%	1%	1%	0%	0%	3%	5%	0%	0%
				12:00 ~ 13:00	890	35%	18%	6%	8%	3%	9%	1%	3%	0%	3%	1%	3%	0%	0%	3%	7%	0%	0%
				13:00 ~ 14:00	945	35%	24%	6%	9%	4%	8%	2%	2%	0%	0%	1%	1%	0%	0%	3%	4%	0%	0%
				14:00 ~ 15:00	840	43%	21%	6%	8%	3%	8%	1%	2%	0%	0%	1%	1%	0%	0%	2%	5%	0%	0%
				15:00 ~ 16:00	920	37%	24%	5%	10%	4%	4%	1%	2%	0%	1%	2%	2%	2%	0%	3%	3%	0%	0%
				16:00 ~ 17:00	1120	43%	16%	6%	8%	3%	6%	1%	2%	0%	1%	1%	4%	2%	0%	2%	5%	0%	0%
				17:00 ~ 18:00	1095	43%	24%	5%	5%	3%	4%	1%	2%	0%	0%	1%	3%	1%	0%	2%	5%	0%	0%
				18:00 ~ 19:00	815	51%	17%	4%	3%	2%	4%	0%	3%	0%	0%	0%	1%	2%	0%	5%	6%	0%	0%
				19:00 ~ 20:00	755	50%	19%	2%	5%	1%	2%	0%	4%	0%	0%	0%	0%	2%	0%	4%	10%	0%	0%
20:00 ~ 21:00	680	49%	25%	3%	3%	1%	1%	0%	4%	0%	0%	0%	0%	0%	0%	3%	10%	0%	0%				
21:00 ~ 22:00	535	52%	23%	3%	3%	1%	1%	0%	6%	0%	0%	0%	0%	0%	1%	5%	5%	0%	0%				
22:00 ~ 23:00	405	42%	39%	1%	2%	1%	0%	1%	4%	0%	0%	0%	0%	0%	0%	4%	5%	0%	0%				
23:00 ~ 00:00	335	39%	21%	5%	8%	3%	6%	1%	3%	0%	1%	1%	1%	2%	1%	0%	4%	6%	0%	0%			

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
73	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	Southwest	175	00:00 ~ 01:00	550	51%	17%	3%	11%	2%	6%	5%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%					
				01:00 ~ 02:00	275	49%	18%	0%	13%	0%	7%	5%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%		
				02:00 ~ 03:00	290	55%	16%	2%	11%	3%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%	
				03:00 ~ 04:00	160	53%	19%	0%	14%	0%	0%	8%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	3%	0%	0%	0%	
				04:00 ~ 05:00	185	53%	18%	0%	12%	0%	5%	6%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%	0%	
				05:00 ~ 06:00	300	55%	15%	3%	11%	3%	3%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	5%	0%	0%	0%	0%
				06:00 ~ 07:00	965	49%	15%	5%	9%	4%	5%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	6%	0%	0%	0%	0%
				07:00 ~ 08:00	2095	45%	18%	2%	6%	4%	8%	2%	0%	1%	0%	1%	2%	1%	0%	0%	0%	0%	2%	8%	0%	0%	0%	0%
				08:00 ~ 09:00	2715	37%	20%	6%	9%	3%	9%	2%	1%	1%	2%	0%	2%	0%	2%	0%	1%	1%	1%	7%	0%	0%	0%	0%
				09:00 ~ 10:00	2815	48%	16%	7%	8%	3%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%	0%
				10:00 ~ 11:00	2060	39%	14%	6%	14%	6%	6%	3%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	5%	0%	0%	0%	0%
				11:00 ~ 12:00	1980	39%	14%	9%	17%	6%	1%	5%	2%	1%	1%	0%	1%	0%	1%	0%	0%	0%	2%	3%	0%	0%	0%	0%
				12:00 ~ 13:00	1640	31%	21%	6%	17%	4%	9%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%
				13:00 ~ 14:00	1560	36%	8%	9%	18%	6%	12%	2%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%	0%
				14:00 ~ 15:00	1830	37%	9%	8%	17%	5%	11%	1%	1%	2%	3%	0%	1%	0%	0%	0%	0%	0%	2%	3%	0%	0%	0%	0%
				15:00 ~ 16:00	1770	40%	14%	5%	14%	4%	11%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%
				16:00 ~ 17:00	1870	50%	13%	4%	10%	4%	8%	1%	0%	1%	2%	0%	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%	0%	0%
				17:00 ~ 18:00	2170	48%	11%	3%	9%	4%	8%	1%	1%	0%	1%	0%	0%	1%	1%	0%	0%	0%	2%	9%	0%	0%	0%	0%
				18:00 ~ 19:00	2665	68%	7%	1%	6%	3%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	0%	0%
				19:00 ~ 20:00	2095	67%	20%	0%	3%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	0%	0%
20:00 ~ 21:00	1600	68%	18%	1%	4%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%	0%	0%				
21:00 ~ 22:00	1370	58%	20%	2%	6%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	3%	0%	0%	0%	0%				
22:00 ~ 23:00	1685	73%	17%	0%	2%	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	2%	0%	0%	0%				
23:00 ~ 00:00	1140	50%	12%	5%	9%	4%	6%	2%	1%	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	4%	3%	0%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
74	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	Southwest	190	00:00 ~ 01:00	195	63%	17%	4%	5%	3%	3%	1%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	0%					
				01:00 ~ 02:00	130	64%	16%	5%	5%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	2%	2%	0%	0%		
				02:00 ~ 03:00	95	60%	16%	5%	5%	4%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	
				03:00 ~ 04:00	65	60%	17%	6%	6%	3%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	
				04:00 ~ 05:00	55	69%	16%	4%	4%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	
				05:00 ~ 06:00	75	61%	16%	5%	5%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%	
				06:00 ~ 07:00	300	55%	18%	5%	5%	4%	4%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	4%	0%	0%	0%	
				07:00 ~ 08:00	915	53%	17%	3%	4%	3%	1%	0%	0%	2%	3%	1%	3%	2%	0%	3%	2%	0%	3%	6%	0%	0%	0%	
				08:00 ~ 09:00	1175	71%	10%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	2%	1%	0%	2%	1%	0%	2%	2%	0%	0%	0%
				09:00 ~ 10:00	1005	63%	13%	5%	5%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	2%	3%	0%	0%	0%	
				10:00 ~ 11:00	915	58%	17%	4%	5%	3%	5%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%	0%	0%	0%	
				11:00 ~ 12:00	955	49%	20%	6%	7%	5%	4%	1%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	2%	3%	0%	0%	0%	
				12:00 ~ 13:00	885	53%	18%	6%	7%	4%	4%	1%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	2%	2%	0%	0%	0%	
				13:00 ~ 14:00	875	51%	18%	5%	5%	4%	5%	2%	0%	1%	2%	0%	2%	1%	0%	2%	1%	0%	2%	1%	0%	0%	0%	
				14:00 ~ 15:00	945	50%	18%	8%	9%	6%	3%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	2%	0%	0%	0%	
				15:00 ~ 16:00	960	51%	17%	8%	8%	6%	2%	1%	0%	0%	1%	0%	0%	1%	1%	0%	1%	0%	1%	2%	0%	0%	0%	
				16:00 ~ 17:00	1080	54%	15%	7%	8%	5%	2%	1%	0%	1%	1%	0%	1%	1%	0%	1%	1%	0%	2%	4%	0%	0%	0%	
				17:00 ~ 18:00	1130	68%	7%	5%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	2%	4%	0%	0%	0%	
				18:00 ~ 19:00	1155	69%	11%	3%	3%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	4%	5%	0%	0%	0%	
				19:00 ~ 20:00	885	75%	13%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%	
20:00 ~ 21:00	560	68%	22%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%					
21:00 ~ 22:00	495	65%	28%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%					
22:00 ~ 23:00	470	62%	30%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%					
23:00 ~ 00:00	330	55%	15%	5%	5%	4%	5%	1%	0%	1%	2%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%	0%	0%					

Year 2040 Traffic Flows

Link ID	Description	Bound	Road Length (m)	Hour	Total Flow	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PrLB(4)	PrLB(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
75	Kwun Tong Bypass (between Hoi Bun Industrial Building & One Harbour Square)	Northwest	370	00:00 ~ 01:00	1135	54%	13%	6%	7%	5%	6%	2%	1%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%		
				01:00 ~ 02:00	710	54%	13%	6%	7%	5%	6%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%	0%	0%
				02:00 ~ 03:00	610	55%	13%	7%	7%	5%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				03:00 ~ 04:00	430	56%	12%	7%	7%	5%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				04:00 ~ 05:00	450	56%	13%	6%	7%	4%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				05:00 ~ 06:00	590	55%	12%	7%	7%	5%	4%	3%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	4%	0%	0%
				06:00 ~ 07:00	1545	51%	14%	7%	7%	5%	5%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	2%	5%	0%	0%
				07:00 ~ 08:00	4265	50%	15%	5%	5%	3%	5%	2%	1%	1%	1%	0%	2%	1%	0%	0%	0%	2%	6%	0%	0%
				08:00 ~ 09:00	5255	49%	15%	5%	5%	4%	7%	3%	1%	1%	1%	0%	2%	1%	0%	0%	0%	2%	4%	0%	0%
				09:00 ~ 10:00	4780	52%	14%	6%	7%	4%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	0%
				10:00 ~ 11:00	4045	45%	14%	8%	9%	6%	8%	3%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				11:00 ~ 12:00	3985	41%	14%	10%	10%	7%	7%	3%	1%	0%	1%	0%	1%	0%	0%	0%	0%	2%	3%	0%	0%
				12:00 ~ 13:00	3400	38%	17%	9%	10%	7%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				13:00 ~ 14:00	3345	42%	10%	9%	10%	7%	10%	4%	1%	1%	1%	0%	1%	1%	0%	0%	0%	2%	2%	0%	0%
				14:00 ~ 15:00	3765	42%	10%	10%	11%	7%	8%	3%	1%	1%	1%	0%	1%	0%	0%	0%	0%	2%	2%	0%	0%
				15:00 ~ 16:00	3925	46%	13%	9%	10%	7%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
				16:00 ~ 17:00	4100	52%	11%	8%	8%	6%	6%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%
				17:00 ~ 18:00	4710	57%	8%	6%	7%	4%	5%	2%	1%	0%	0%	0%	1%	1%	0%	0%	0%	2%	6%	0%	0%
				18:00 ~ 19:00	5030	68%	7%	4%	4%	3%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%
				19:00 ~ 20:00	3770	72%	14%	2%	2%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%
20:00 ~ 21:00	2675	70%	16%	2%	2%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%				
21:00 ~ 22:00	2470	62%	18%	4%	4%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	0%	0%				
22:00 ~ 23:00	2405	72%	17%	1%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%				
23:00 ~ 00:00	1875	52%	12%	7%	7%	5%	7%	1%	1%	1%	1%	0%	1%	1%	1%	0%	1%	1%	0%	3%	3%	0%	0%		

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
1	Hoi Yuen Road (between How Ming Street & Hing Yip Street)	Southwest	95	00:00 ~ 01:00	40	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
				01:00 ~ 02:00	31	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
				02:00 ~ 03:00	23	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				03:00 ~ 04:00	21	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				04:00 ~ 05:00	22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				05:00 ~ 06:00	20	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				06:00 ~ 07:00	27	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				07:00 ~ 08:00	68	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				08:00 ~ 09:00	77	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				09:00 ~ 10:00	115	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				10:00 ~ 11:00	126	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				11:00 ~ 12:00	105	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				12:00 ~ 13:00	100	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				13:00 ~ 14:00	102	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				14:00 ~ 15:00	105	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				15:00 ~ 16:00	103	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				16:00 ~ 17:00	112	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				17:00 ~ 18:00	122	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				18:00 ~ 19:00	104	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
				19:00 ~ 20:00	86	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20:00 ~ 21:00	65	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
21:00 ~ 22:00	59	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
22:00 ~ 23:00	53	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
23:00 ~ 00:00	39	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
2	Hoi Yuen Road (between Hing Yip Street & Hung To Road)	Southwest	135	00:00 ~ 01:00	45	10	10	7	5	4	2	0	1	0	0	0	0	0	0	4	2	0	0	0			
				01:00 ~ 02:00	34	9	8	6	2	3	1	0	1	0	0	1	0	0	0	0	0	3	1	0	0	0	0
				02:00 ~ 03:00	25	6	6	4	2	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
				03:00 ~ 04:00	22	6	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
				04:00 ~ 05:00	24	6	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
				05:00 ~ 06:00	21	6	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
				06:00 ~ 07:00	30	8	7	5	2	3	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
				07:00 ~ 08:00	90	32	15	14	4	6	1	1	1	0	1	0	1	0	0	0	1	9	4	0	0	0	0
				08:00 ~ 09:00	101	40	13	12	6	5	2	1	2	0	0	1	2	0	0	0	1	15	4	1	0	0	0
				09:00 ~ 10:00	130	34	22	18	14	13	4	1	1	0	0	0	1	0	0	0	1	15	5	0	0	0	0
				10:00 ~ 11:00	143	42	22	18	18	17	6	2	1	0	0	0	1	0	0	0	0	11	6	0	0	0	0
				11:00 ~ 12:00	122	32	18	25	9	13	10	1	2	0	0	0	2	0	0	0	0	7	4	0	0	0	0
				12:00 ~ 13:00	110	23	21	25	9	12	3	1	2	0	0	0	2	0	0	0	0	8	6	0	0	0	0
				13:00 ~ 14:00	115	25	26	23	8	11	6	4	1	0	0	0	1	0	0	0	0	8	4	0	0	0	0
				14:00 ~ 15:00	111	22	26	22	8	12	7	1	1	0	0	0	1	0	0	0	0	8	4	0	0	0	0
				15:00 ~ 16:00	111	29	25	20	12	10	3	1	1	0	0	0	1	0	0	0	0	8	3	0	0	0	0
				16:00 ~ 17:00	132	38	28	24	14	10	5	1	1	0	0	0	1	0	0	0	0	8	3	0	0	0	0
				17:00 ~ 18:00	141	43	33	26	11	11	1	1	1	0	1	0	1	0	0	0	0	8	5	0	0	0	0
				18:00 ~ 19:00	119	43	27	17	6	6	3	1	1	0	0	0	1	0	0	0	0	7	8	0	0	0	0
				19:00 ~ 20:00	93	33	23	11	3	4	1	1	1	0	0	0	1	0	0	0	0	10	7	0	0	0	0
20:00 ~ 21:00	72	24	23	6	2	2	0	0	2	0	0	0	2	0	0	0	0	8	4	0	0	0	0				
21:00 ~ 22:00	66	19	23	6	3	1	0	0	2	0	0	0	2	0	0	0	0	7	5	0	0	0	0				
22:00 ~ 23:00	58	18	22	4	1	2	0	0	1	0	0	0	1	0	0	0	0	6	2	0	0	0	0				
23:00 ~ 00:00	41	11	10	7	3	4	0	0	4	0	0	0	1	0	0	0	0	4	2	0	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
3	Hoi Yuen Road (between Hung To Road & Wai Yip Street)	Southwest	95	00:00 ~ 01:00	39	13	7	5	5	3	3	0	0	0	0	0	0	0	0	0	3	1	0	0		
				01:00 ~ 02:00	29	10	5	4	3	2	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	
				02:00 ~ 03:00	22	8	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	
				03:00 ~ 04:00	20	7	4	3	2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
				04:00 ~ 05:00	21	7	4	3	2	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
				05:00 ~ 06:00	19	7	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
				06:00 ~ 07:00	26	9	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	
				07:00 ~ 08:00	72	23	11	10	5	5	4	1	1	0	0	0	0	0	0	1	1	0	7	2	0	0
				08:00 ~ 09:00	94	30	9	9	10	9	7	3	1	0	0	0	0	0	0	1	1	0	10	3	1	0
				09:00 ~ 10:00	113	27	15	14	17	10	9	1	1	0	0	0	0	0	0	0	1	1	11	3	0	0
				10:00 ~ 11:00	129	35	19	13	23	13	10	1	1	0	0	0	0	0	0	0	0	0	7	4	0	0
				11:00 ~ 12:00	99	23	14	19	9	12	12	0	2	0	0	0	0	0	0	0	0	0	5	3	0	0
				12:00 ~ 13:00	82	18	11	15	9	8	6	1	1	0	0	0	0	0	0	0	0	0	5	6	0	0
				13:00 ~ 14:00	102	23	22	19	9	10	8	2	1	0	0	0	0	0	0	0	0	0	5	2	0	0
				14:00 ~ 15:00	87	19	18	15	10	8	8	1	1	0	0	0	0	0	0	0	0	0	5	2	0	0
				15:00 ~ 16:00	110	38	16	15	16	9	6	1	1	0	0	0	0	0	0	0	0	0	5	2	0	0
				16:00 ~ 17:00	119	37	21	18	20	9	6	1	0	0	0	0	0	0	0	0	0	0	5	2	0	0
				17:00 ~ 18:00	124	44	23	19	13	8	4	0	1	0	0	0	0	0	0	0	0	0	5	5	0	0
				18:00 ~ 19:00	125	63	21	12	7	6	3	0	1	0	0	0	0	0	0	1	0	0	5	6	0	0
				19:00 ~ 20:00	90	42	17	8	3	3	2	0	1	0	0	0	0	0	0	0	0	0	7	6	0	0
20:00 ~ 21:00	66	29	15	4	3	2	2	0	1	0	0	0	0	0	0	0	0	0	5	4	0	0				
21:00 ~ 22:00	53	18	14	4	4	1	1	1	1	0	0	0	0	0	0	0	0	0	5	4	0	0				
22:00 ~ 23:00	44	14	15	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	4	2	0	0				
23:00 ~ 00:00	39	13	7	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
4	King Yip Street (between Hung To Road & Wai Yip Street)	Northeast	125	00:00 ~ 01:00	27	11	5	1	2	1	2	0	0	0	0	0	1	1	0	3	1	0	0		
				01:00 ~ 02:00	21	8	4	1	2	1	1	0	0	0	0	0	0	0	0	1	0	2	1	0	0
				02:00 ~ 03:00	16	7	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				03:00 ~ 04:00	15	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				04:00 ~ 05:00	15	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				05:00 ~ 06:00	14	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				06:00 ~ 07:00	18	8	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				07:00 ~ 08:00	26	5	3	3	2	1	4	0	1	0	1	0	0	0	0	0	0	6	1	0	0
				08:00 ~ 09:00	53	15	13	3	5	2	2	0	1	0	0	0	0	0	2	2	0	6	1	0	0
				09:00 ~ 10:00	71	24	15	5	7	4	6	1	1	0	0	0	0	0	2	1	0	6	1	0	0
				10:00 ~ 11:00	71	22	15	6	6	5	6	1	1	0	0	0	0	0	1	1	0	6	2	0	0
				11:00 ~ 12:00	47	18	8	0	6	4	3	0	0	0	0	0	0	0	1	1	0	5	2	0	0
				12:00 ~ 13:00	61	23	6	3	7	6	4	0	0	0	0	0	0	0	2	1	0	6	4	0	0
				13:00 ~ 14:00	63	22	11	3	7	3	5	0	1	0	0	0	0	0	1	1	0	6	4	0	0
				14:00 ~ 15:00	83	30	22	5	9	3	3	0	1	0	0	0	0	0	2	1	0	6	3	0	0
				15:00 ~ 16:00	74	28	15	6	6	2	6	0	1	0	0	0	0	0	2	1	0	5	2	0	0
				16:00 ~ 17:00	63	30	6	5	3	2	5	1	1	0	0	0	0	0	1	1	0	7	2	0	0
				17:00 ~ 18:00	88	44	13	4	6	3	3	1	0	0	0	0	0	0	2	1	0	10	2	0	0
				18:00 ~ 19:00	95	58	11	3	4	0	2	0	0	0	0	0	0	0	2	2	0	10	3	0	0
				19:00 ~ 20:00	66	32	11	2	2	1	1	0	0	0	0	0	0	0	1	1	0	7	7	0	0
20:00 ~ 21:00	46	21	12	1	1	0	1	0	1	0	0	0	0	0	1	1	0	7	2	0	0				
21:00 ~ 22:00	41	17	13	2	0	1	1	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0			
22:00 ~ 23:00	34	10	14	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0			
23:00 ~ 00:00	28	11	5	1	2	1	2	0	0	0	0	0	0	0	0	0	1	1	0	3	1	0	0		

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
5	King Yip Street (between Hing Yip Street & Hung To Road)	Northeast	135	00:00 ~ 01:00	38	15	8	2	3	1	2	0	0	0	0	0	0	1	1	0	3	2	0	0		
				01:00 ~ 02:00	29	12	6	2	2	1	1	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0
				02:00 ~ 03:00	22	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				03:00 ~ 04:00	20	8	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				04:00 ~ 05:00	20	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				05:00 ~ 06:00	20	8	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				06:00 ~ 07:00	24	10	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				07:00 ~ 08:00	36	9	5	3	3	1	5	0	1	0	1	0	0	0	0	0	0	0	6	2	0	0
				08:00 ~ 09:00	72	25	18	4	7	3	3	0	1	0	0	0	0	0	0	2	3	0	6	2	0	0
				09:00 ~ 10:00	99	35	21	7	11	5	6	1	1	0	0	0	0	0	0	2	1	0	6	2	0	0
				10:00 ~ 11:00	99	33	22	7	9	7	8	1	1	0	0	0	0	0	0	1	1	0	6	3	0	0
				11:00 ~ 12:00	84	31	14	5	10	5	6	0	0	0	0	0	0	0	0	1	1	0	5	4	0	0
				12:00 ~ 13:00	95	34	14	8	9	7	7	0	0	0	0	0	0	0	0	2	1	0	6	6	0	0
				13:00 ~ 14:00	96	33	18	9	9	4	8	0	1	0	0	0	0	0	2	1	0	0	6	6	0	0
				14:00 ~ 15:00	112	41	27	8	11	5	6	1	1	0	0	0	0	0	2	1	0	0	7	4	0	0
				15:00 ~ 16:00	99	38	21	7	10	3	7	0	1	0	0	0	0	0	2	1	0	0	6	4	0	0
				16:00 ~ 17:00	88	43	10	6	7	3	5	1	1	0	0	0	0	0	1	1	0	0	7	3	0	0
				17:00 ~ 18:00	110	55	19	5	8	4	3	1	0	0	0	0	0	0	0	2	1	0	11	3	0	0
18:00 ~ 19:00	113	69	13	4	5	1	3	0	0	0	0	0	0	0	0	2	2	0	11	5	0	0				
19:00 ~ 20:00	82	40	16	3	3	1	2	0	0	0	0	0	0	0	0	1	1	0	8	8	0	0				
20:00 ~ 21:00	63	26	19	1	2	1	1	0	1	0	0	0	0	0	0	1	1	0	7	3	0	0				
21:00 ~ 22:00	55	21	20	2	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0			
22:00 ~ 23:00	52	14	25	1	1	1	1	0	1	0	0	0	0	0	0	0	0	1	0	5	3	0	0			
23:00 ~ 00:00	38	15	8	2	3	1	2	0	0	0	0	0	0	0	0	0	1	1	0	3	2	0	0			
6	King Yip Street (between Shing Yip Street & Hing Yip Street)	Northeast	150	00:00 ~ 01:00	58	23	11	4	5	3	4	0	0	0	0	0	1	1	0	3	3	0	0			
				01:00 ~ 02:00	44	18	8	3	4	2	3	0	0	0	0	0	0	0	0	1	0	0	3	3	0	0
				02:00 ~ 03:00	33	13	6	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				03:00 ~ 04:00	31	12	6	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				04:00 ~ 05:00	31	13	6	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				05:00 ~ 06:00	30	12	6	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				06:00 ~ 07:00	38	15	7	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				07:00 ~ 08:00	54	13	7	5	7	3	8	0	1	0	1	0	0	0	0	0	0	0	7	3	0	0
				08:00 ~ 09:00	103	38	22	8	10	5	5	0	1	0	0	0	0	0	2	3	0	0	7	3	0	0
				09:00 ~ 10:00	156	55	29	12	19	10	12	1	1	0	0	0	0	0	2	2	0	0	7	6	0	0
				10:00 ~ 11:00	158	51	31	14	18	12	15	1	1	0	0	0	0	0	2	1	0	0	7	6	0	0
				11:00 ~ 12:00	133	44	21	10	19	8	13	0	0	0	0	0	0	0	2	1	0	0	6	8	0	0
				12:00 ~ 13:00	147	51	19	14	15	12	14	0	0	0	0	0	0	0	3	1	0	0	7	11	0	0
				13:00 ~ 14:00	146	50	23	16	14	8	13	1	1	0	0	0	0	2	1	0	0	0	7	12	0	0
				14:00 ~ 15:00	173	63	34	17	20	8	11	1	1	0	0	0	0	2	1	0	0	0	7	8	0	0
				15:00 ~ 16:00	154	57	30	13	17	7	12	0	1	0	0	0	0	2	1	0	0	0	6	8	0	0
				16:00 ~ 17:00	137	65	14	10	15	6	9	1	1	0	0	0	0	0	1	1	0	0	8	7	0	0
				17:00 ~ 18:00	169	82	27	11	14	7	7	1	0	0	0	0	0	0	0	2	1	0	12	5	0	0
18:00 ~ 19:00	167	97	19	9	9	1	5	0	0	0	0	0	0	0	2	3	0	0	12	11	0	0				
19:00 ~ 20:00	130	63	24	7	6	1	3	0	0	0	0	0	0	0	1	1	0	0	9	14	0	0				
20:00 ~ 21:00	100	43	28	3	4	1	2	0	1	0	0	0	0	0	1	1	0	0	8	9	0	0				
21:00 ~ 22:00	88	38	29	3	1	1	3	0	0	0	0	0	0	0	0	0	1	0	7	4	0	0				
22:00 ~ 23:00	80	24	36	2	2	1	1	0	1	0	0	0	0	0	0	0	0	1	0	6	5	0	0			
23:00 ~ 00:00	59	24	11	4	5	3	4	0	0	0	0	0	0	0	0	0	1	1	0	3	3	0	0			

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
7	Hung To Road (between Tsun Yip Street & Hoi Yuen Road)	Southeast	70	00:00 ~ 01:00	14	7	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	11	6	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				03:00 ~ 04:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				04:00 ~ 05:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				05:00 ~ 06:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				06:00 ~ 07:00	10	5	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				07:00 ~ 08:00	19	7	2	0	3	1	4	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
				08:00 ~ 09:00	40	15	4	1	5	5	5	2	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
				09:00 ~ 10:00	43	15	4	2	10	3	6	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
				10:00 ~ 11:00	48	15	8	1	11	4	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				11:00 ~ 12:00	43	13	6	6	5	3	6	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	
				12:00 ~ 13:00	30	12	3	3	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
				13:00 ~ 14:00	44	14	8	7	3	3	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				14:00 ~ 15:00	32	13	4	3	4	1	4	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				15:00 ~ 16:00	48	22	5	1	10	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				16:00 ~ 17:00	46	20	4	3	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				17:00 ~ 18:00	41	20	5	1	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
18:00 ~ 19:00	49	35	4	0	3	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0				
19:00 ~ 20:00	34	23	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					
20:00 ~ 21:00	28	15	6	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0					
21:00 ~ 22:00	20	9	5	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0					
22:00 ~ 23:00	16	5	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0					
23:00 ~ 00:00	16	7	2	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
8	Hung To Road (between Hoi Yuen Road & King Yip Street)	Southeast	265	00:00 ~ 01:00	17	7	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0		
				01:00 ~ 02:00	13	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				02:00 ~ 03:00	11	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	8	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	11	4	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	17	8	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				08:00 ~ 09:00	32	18	7	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				09:00 ~ 10:00	44	20	9	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
				10:00 ~ 11:00	45	20	11	2	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				11:00 ~ 12:00	74	24	11	14	7	2	5	4	1	0	0	0	0	0	0	0	0	0	0	4	1	0
				12:00 ~ 13:00	58	19	13	11	4	3	5	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				13:00 ~ 14:00	57	19	12	11	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
				14:00 ~ 15:00	46	17	7	6	2	2	5	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0
				15:00 ~ 16:00	37	14	11	1	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				16:00 ~ 17:00	38	20	6	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				17:00 ~ 18:00	29	13	9	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
18:00 ~ 19:00	21	12	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
19:00 ~ 20:00	24	12	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
20:00 ~ 21:00	25	9	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
21:00 ~ 22:00	21	6	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
22:00 ~ 23:00	29	7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
23:00 ~ 00:00	17	7	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
9	Hing Yip Street (between Hoi Yuen Road & King Yip Street)	Southeast	265	00:00 ~ 01:00	28	11	4	3	4	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0			
				01:00 ~ 02:00	23	9	3	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
				02:00 ~ 03:00	17	7	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
				03:00 ~ 04:00	16	7	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				04:00 ~ 05:00	16	7	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				05:00 ~ 06:00	16	7	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				06:00 ~ 07:00	19	8	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
				07:00 ~ 08:00	24	6	2	2	6	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				08:00 ~ 09:00	40	17	5	6	5	3	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
				09:00 ~ 10:00	83	30	11	8	13	7	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
				10:00 ~ 11:00	86	25	12	11	16	7	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	
				11:00 ~ 12:00	72	17	10	8	14	3	12	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
				12:00 ~ 13:00	74	24	7	8	9	7	11	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
				13:00 ~ 14:00	70	24	6	11	8	5	7	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
				14:00 ~ 15:00	87	33	6	14	15	5	8	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
				15:00 ~ 16:00	80	27	12	8	12	6	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
				16:00 ~ 17:00	70	30	6	6	12	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
				17:00 ~ 18:00	82	38	10	9	10	6	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
18:00 ~ 19:00	73	37	8	9	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0					
19:00 ~ 20:00	68	33	11	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0					
20:00 ~ 21:00	53	24	12	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0					
21:00 ~ 22:00	48	28	12	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0					
22:00 ~ 23:00	38	15	15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0					
23:00 ~ 00:00	29	12	4	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
10	Wai Yip Street (between Hoi Yuen Road & Proposed Road L2)	Two-way	130	00:00 ~ 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				01:00 ~ 02:00	70	30	15	6	6	3	4	1	0	0	0	0	0	0	1	0	0	1	2	0	0
				02:00 ~ 03:00	54	25	11	4	4	3	3	0	0	0	0	0	0	0	1	0	0	1	2	0	0
				03:00 ~ 04:00	50	23	10	4	4	2	2	0	0	0	0	0	0	0	1	0	0	1	2	0	0
				04:00 ~ 05:00	49	20	10	4	4	2	4	0	0	0	0	0	0	0	1	0	0	1	2	0	0
				05:00 ~ 06:00	47	21	10	4	4	2	2	1	0	0	0	0	0	0	1	0	0	1	2	0	0
				06:00 ~ 07:00	62	28	13	5	5	3	3	1	0	0	0	0	0	0	1	0	0	1	2	0	0
				07:00 ~ 08:00	177	82	27	15	9	7	11	4	1	0	2	1	3	4	0	3	6	2	0		
				08:00 ~ 09:00	297	153	46	16	21	13	14	6	1	0	1	1	6	5	0	4	9	1	0		
				09:00 ~ 10:00	326	134	71	23	39	16	19	3	1	0	0	0	1	4	2	0	5	7	0	0	
				10:00 ~ 11:00	296	117	60	20	32	24	19	6	0	0	0	1	2	1	0	5	9	1	0		
				11:00 ~ 12:00	233	74	42	30	32	18	20	4	2	0	1	0	4	1	0	2	5	0	0		
				12:00 ~ 13:00	202	68	32	23	23	11	18	4	1	0	1	1	5	0	0	2	12	0	0		
				13:00 ~ 14:00	221	71	51	28	19	15	15	6	1	0	0	0	4	0	0	2	8	1	0		
				14:00 ~ 15:00	237	83	53	26	25	15	16	5	0	0	1	1	3	0	0	3	6	0	0		
				15:00 ~ 16:00	242	104	43	21	31	11	13	3	1	0	1	1	3	2	0	2	6	0	0		
				16:00 ~ 17:00	239	95	42	23	30	14	14	2	0	0	2	1	3	1	0	4	8	1	0		
				17:00 ~ 18:00	256	114	40	25	26	10	11	3	1	0	1	0	3	3	0	6	11	1	0		
18:00 ~ 19:00	301	184	40	17	17	4	7	1	1	0	0	1	7	4	0	5	13	0	0						
19:00 ~ 20:00	227	130	47	11	8	4	5	1	0	0	0	0	3	1	0	4	11	0	0						
20:00 ~ 21:00	164	85	43	6	8	3	4	1	1	0	0	0	1	1	0	3	9	0	0						
21:00 ~ 22:00	155	83	42	7	6	2	2	2	1	0	0	0	1	0	0	2	8	0	0						
22:00 ~ 23:00	109	48	40	4	5	1	2	1	0	0	0	0	0	0	0	3	4	0	0						
23:00 ~ 00:00	97	39	19	8	10	4	9	1	0	0	0	0	0	0	1	0	3	0	0						

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
11	Wai Yip Street (between Proposed Road L2 & Wing Yip Street)	Two-way	80	00:00 ~ 01:00	59	25	13	4	5	3	3	0	0	0	0	0	0	1	0	0	2	3	0	0		
				01:00 ~ 02:00	45	19	9	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				02:00 ~ 03:00	34	14	7	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				03:00 ~ 04:00	32	13	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				04:00 ~ 05:00	32	14	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				05:00 ~ 06:00	30	13	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				06:00 ~ 07:00	40	17	8	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				07:00 ~ 08:00	87	34	13	8	5	4	6	2	1	0	1	1	1	0	1	0	0	0	5	4	1	0
				08:00 ~ 09:00	151	66	32	7	10	7	6	2	1	1	1	1	1	2	3	0	0	0	6	5	2	0
				09:00 ~ 10:00	170	62	39	14	19	10	9	1	1	0	0	0	0	2	1	0	0	0	6	4	1	0
				10:00 ~ 11:00	154	51	36	14	17	11	12	1	1	0	0	0	0	1	0	0	0	0	5	4	1	0
				11:00 ~ 12:00	142	56	22	11	15	9	15	1	0	0	0	0	0	1	1	0	0	0	4	5	1	0
				12:00 ~ 13:00	142	56	22	11	16	9	10	1	1	0	0	0	0	2	0	0	0	0	5	9	0	0
				13:00 ~ 14:00	142	50	24	14	15	9	12	2	1	0	0	0	0	1	0	0	0	0	5	8	1	0
				14:00 ~ 15:00	159	59	33	14	17	9	11	2	0	0	0	0	0	2	0	0	0	0	5	6	0	0
				15:00 ~ 16:00	157	70	29	12	14	7	10	1	0	0	0	0	0	2	0	0	0	0	4	6	0	0
				16:00 ~ 17:00	156	75	21	14	11	7	9	3	1	0	0	0	0	1	1	0	0	0	6	7	0	0
				17:00 ~ 18:00	179	98	25	11	11	7	5	1	1	0	0	0	0	2	1	0	0	0	8	9	0	0
				18:00 ~ 19:00	206	125	28	11	8	4	5	0	1	0	0	0	0	3	2	0	0	0	8	11	0	0
19:00 ~ 20:00	164	84	40	6	3	3	4	0	1	0	0	0	0	2	1	0	0	0	6	12	0	0				
20:00 ~ 21:00	114	56	34	4	2	2	2	0	1	0	0	0	0	0	0	1	0	0	5	6	0	0				
21:00 ~ 22:00	100	46	35	4	2	1	2	0	1	0	0	0	0	0	0	0	0	0	4	5	0	0				
22:00 ~ 23:00	92	38	36	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0				
23:00 ~ 00:00	60	26	13	4	5	3	3	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0			

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
12	Wai Yip Street (between Wing Yip Street & King Yip Street)	Two-way	60	00:00 ~ 01:00	62	26	13	4	5	3	4	1	0	0	0	0	1	1	0	2	3	0	0		
				01:00 ~ 02:00	48	21	10	3	3	2	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				02:00 ~ 03:00	36	15	8	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				03:00 ~ 04:00	34	15	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				04:00 ~ 05:00	34	15	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				05:00 ~ 06:00	32	14	7	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				06:00 ~ 07:00	42	18	9	3	3	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0
				07:00 ~ 08:00	99	42	15	7	5	5	7	2	1	0	1	1	1	1	1	0	0	5	4	1	0
				08:00 ~ 09:00	179	91	31	8	11	7	7	2	1	0	1	0	3	3	0	0	0	6	6	1	0
				09:00 ~ 10:00	192	81	41	13	17	10	10	2	2	0	0	0	3	2	0	0	0	5	5	1	0
				10:00 ~ 11:00	169	61	36	15	16	12	14	3	0	0	0	0	2	1	0	0	0	5	4	1	0
				11:00 ~ 12:00	142	57	23	8	14	10	16	1	0	0	0	0	2	1	0	0	0	4	5	0	0
				12:00 ~ 13:00	141	54	23	9	15	10	11	2	1	0	0	0	3	0	0	0	0	4	9	0	0
				13:00 ~ 14:00	143	52	27	11	14	9	12	2	1	0	0	0	2	1	0	0	0	5	7	1	0
				14:00 ~ 15:00	164	62	36	12	16	10	13	2	0	0	0	0	2	0	0	0	0	5	5	0	0
				15:00 ~ 16:00	162	69	32	11	14	6	14	2	0	0	0	0	2	1	0	0	0	4	6	0	0
				16:00 ~ 17:00	162	71	26	13	11	7	11	4	1	0	0	0	2	1	0	0	0	6	7	0	0
				17:00 ~ 18:00	178	91	29	10	11	6	7	2	1	0	0	1	3	2	0	0	0	8	8	0	0
				18:00 ~ 19:00	196	112	32	10	8	3	5	1	1	0	0	0	4	3	0	0	0	7	9	0	0
19:00 ~ 20:00	161	81	40	6	4	3	4	0	1	0	0	0	2	2	0	0	0	6	12	0	0				
20:00 ~ 21:00	115	55	34	4	2	1	2	0	1	0	0	0	1	1	0	0	0	5	7	0	0				
21:00 ~ 22:00	102	47	35	4	2	1	2	0	1	0	0	0	1	0	0	0	0	4	5	0	0				
22:00 ~ 23:00	89	36	35	3	2	1	1	0	1	0	0	0	0	0	0	0	0	5	4	0	0				
23:00 ~ 00:00	64	28	13	4	5	3	4	1	0	0	0	0	0	0	0	0	1	1	0	2	3	0	0		

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
13	Wing Yip Street (from Wai Yip Street)	Two-way	170	00:00 ~ 01:00	17	6	4	1	2	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0		
				01:00 ~ 02:00	13	5	3	0	1	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
				02:00 ~ 03:00	9	3	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	9	3	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	9	3	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
				05:00 ~ 06:00	9	3	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
				06:00 ~ 07:00	10	4	2	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0
				07:00 ~ 08:00	31	13	7	1	2	1	2	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0
				08:00 ~ 09:00	49	16	16	2	5	1	3	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0
				09:00 ~ 10:00	49	14	19	1	5	2	3	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0
				10:00 ~ 11:00	53	18	12	5	5	4	4	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0
				11:00 ~ 12:00	38	12	7	2	5	2	5	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0
				12:00 ~ 13:00	40	11	8	2	5	3	4	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0
				13:00 ~ 14:00	38	11	10	2	4	2	4	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0
				14:00 ~ 15:00	40	12	10	2	5	2	4	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0
				15:00 ~ 16:00	42	12	10	2	6	2	3	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0
				16:00 ~ 17:00	37	11	4	2	7	2	4	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0
				17:00 ~ 18:00	40	20	2	1	6	1	3	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0
				18:00 ~ 19:00	35	17	3	1	3	2	2	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0
19:00 ~ 20:00	36	15	10	1	2	1	1	0	0	0	0	0	0	0	0	0	2	0	0	5	0	0				
20:00 ~ 21:00	29	12	10	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0				
21:00 ~ 22:00	26	12	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
22:00 ~ 23:00	22	8	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	17	6	4	1	2	1	1	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)	
14	Wai Yip Street (between Wai Lok Street & Wai Fat Road)	Two-way	240	00:00 ~ 01:00	262	110	52	17	10	14	25	6	6	0	1	1	3	3	0	4	7	2	0	
				01:00 ~ 02:00	204	85	40	12	8	11	20	6	4	0	1	1	1	2	2	0	3	6	2	0
				02:00 ~ 03:00	156	65	30	9	6	9	15	5	3	0	1	0	2	1	0	2	4	3	0	
				03:00 ~ 04:00	144	60	28	9	6	8	14	4	3	0	1	0	2	1	0	2	4	1	0	
				04:00 ~ 05:00	143	60	28	9	6	8	14	4	3	0	1	0	2	1	0	2	4	1	0	
				05:00 ~ 06:00	144	58	27	9	6	7	13	9	3	0	1	0	2	1	0	2	4	1	0	
				06:00 ~ 07:00	192	84	36	11	7	9	17	11	4	0	1	0	2	1	0	3	6	1	0	
				07:00 ~ 08:00	748	401	93	45	24	25	43	31	10	3	11	9	8	11	2	11	18	4	0	
				08:00 ~ 09:00	928	521	101	33	28	42	55	51	8	1	8	8	10	11	0	13	31	7	0	
				09:00 ~ 10:00	845	408	118	42	49	52	70	44	10	0	1	5	10	6	0	9	16	4	0	
				10:00 ~ 11:00	718	299	100	52	36	48	85	51	10	0	1	3	6	3	0	6	13	3	0	
				11:00 ~ 12:00	638	257	85	46	26	50	84	33	21	0	3	0	5	2	0	6	16	3	0	
				12:00 ~ 13:00	659	208	119	46	24	57	87	43	23	0	8	1	6	3	0	7	24	2	0	
				13:00 ~ 14:00	671	222	139	44	27	45	72	69	13	0	2	1	5	3	0	7	17	4	0	
				14:00 ~ 15:00	702	226	145	46	34	47	94	68	6	0	1	0	7	3	0	7	14	3	0	
				15:00 ~ 16:00	733	277	166	44	35	38	80	32	6	1	6	3	10	8	0	7	17	2	0	
				16:00 ~ 17:00	811	310	171	55	24	32	82	68	6	0	8	3	12	7	0	9	21	3	0	
				17:00 ~ 18:00	854	400	159	40	23	35	72	49	8	0	4	3	12	8	0	9	30	3	0	
				18:00 ~ 19:00	851	489	126	38	18	25	45	27	11	0	2	1	14	10	0	11	33	2	0	
19:00 ~ 20:00	695	369	141	28	15	15	33	12	14	0	0	1	11	6	0	12	34	1	0					
20:00 ~ 21:00	481	264	122	14	4	3	9	5	24	0	0	1	3	2	0	6	22	1	0					
21:00 ~ 22:00	484	270	125	16	2	6	7	3	22	0	0	0	0	2	0	6	22	1	0					
22:00 ~ 23:00	368	181	122	9	6	8	6	0	16	0	0	0	0	2	0	7	13	0	0					
23:00 ~ 00:00	264	111	53	17	10	14	26	6	6	0	1	1	3	3	0	4	7	2	0					

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
15	Wai Fat Road (between Slip Road from Kwun Tong Bypass & Wai Yip Street)	Southwest	175	00:00 ~ 01:00	77	33	16	6	5	3	4	1	1	0	0	0	1	1	0	1	3	0	0			
				01:00 ~ 02:00	60	26	13	5	4	2	3	1	1	0	0	0	0	0	1	1	0	1	2	0	0	
				02:00 ~ 03:00	45	19	10	4	3	2	2	1	1	0	0	0	0	0	1	0	0	1	2	0	0	
				03:00 ~ 04:00	42	18	9	3	3	2	2	1	1	0	0	0	0	0	1	0	0	1	2	0	0	
				04:00 ~ 05:00	41	18	9	3	3	2	2	1	1	0	0	0	0	0	1	0	0	0	1	2	0	0
				05:00 ~ 06:00	40	17	9	3	3	2	2	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0
				06:00 ~ 07:00	53	23	11	4	3	2	3	1	1	0	0	0	0	0	1	1	0	1	2	0	0	
				07:00 ~ 08:00	163	64	24	12	10	5	9	2	1	1	5	4	7	3	1	6	6	1	6	6	1	0
				08:00 ~ 09:00	228	124	43	14	9	6	6	2	2	0	2	1	2	4	0	3	9	1	0	0		
				09:00 ~ 10:00	224	113	44	11	16	11	9	1	1	0	0	2	3	2	0	3	7	1	0	0		
				10:00 ~ 11:00	226	91	42	20	18	15	18	5	3	0	0	1	2	0	0	3	5	0	0	0		
				11:00 ~ 12:00	212	88	31	20	16	12	22	3	4	0	1	1	4	1	0	2	6	0	0	0		
				12:00 ~ 13:00	194	70	34	16	14	16	16	5	5	0	3	1	4	2	0	2	7	0	0	0		
				13:00 ~ 14:00	186	77	34	15	17	10	11	5	3	0	1	1	2	1	0	1	7	0	0	0		
				14:00 ~ 15:00	212	83	40	19	16	13	17	5	2	0	1	1	3	1	0	2	8	0	0	0		
				15:00 ~ 16:00	198	76	40	17	14	9	14	5	2	0	2	1	6	4	0	2	7	0	0	0		
				16:00 ~ 17:00	221	92	38	23	14	9	15	6	1	0	3	2	6	3	0	1	9	0	0	0		
				17:00 ~ 18:00	232	109	45	17	13	7	13	2	3	0	1	1	4	4	0	3	11	0	0	0		
				18:00 ~ 19:00	225	123	42	13	10	4	9	3	4	0	0	0	3	3	0	3	8	0	0	0		
19:00 ~ 20:00	173	84	44	8	8	3	6	1	4	0	0	0	1	2	0	2	9	0	0	0						
20:00 ~ 21:00	135	65	41	6	2	1	1	1	5	0	0	0	1	2	0	1	8	0	0	0						
21:00 ~ 22:00	123	63	38	4	1	1	1	1	5	0	0	0	0	2	0	1	5	0	0	0						
22:00 ~ 23:00	109	49	43	2	2	1	1	0	5	0	0	0	0	1	0	1	5	0	0	0						
23:00 ~ 00:00	77	32	16	6	5	3	4	1	1	0	0	0	0	0	0	1	1	0	1	3	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
16	Wai Fat Road (between Cha Kwo Ling Road & Slip Road from Kwun Tong Bypass)	Southwest	225	00:00 ~ 01:00	68	30	12	5	5	2	5	0	1	0	0	0	2	1	0	1	3	0	0		
				01:00 ~ 02:00	53	24	10	3	4	1	4	0	1	0	0	0	0	0	1	1	0	0	3	0	0
				02:00 ~ 03:00	39	18	7	3	3	1	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0
				03:00 ~ 04:00	37	17	7	3	3	1	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				04:00 ~ 05:00	37	17	7	3	3	1	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				05:00 ~ 06:00	35	16	6	2	3	1	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				06:00 ~ 07:00	45	21	8	3	3	1	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0
				07:00 ~ 08:00	108	44	14	5	5	5	7	2	1	0	4	0	8	3	0	3	6	0	0	0	
				08:00 ~ 09:00	177	93	34	8	8	3	9	0	2	0	0	0	5	4	0	4	7	0	0	0	
				09:00 ~ 10:00	156	58	38	11	15	5	14	2	1	0	0	1	2	2	0	2	6	0	0	0	
				10:00 ~ 11:00	200	74	40	20	18	6	24	4	2	0	0	1	1	1	0	2	7	0	0	0	
				11:00 ~ 12:00	187	69	30	18	19	6	23	2	3	0	0	1	4	1	0	3	9	0	0	0	
				12:00 ~ 13:00	165	60	29	13	14	3	20	2	3	0	2	0	7	2	0	2	9	0	0	0	
				13:00 ~ 14:00	167	68	32	15	14	4	14	3	2	0	0	1	5	1	0	2	7	0	0	0	
				14:00 ~ 15:00	171	68	33	15	15	6	15	2	2	0	1	0	4	1	0	1	7	0	0	0	
				15:00 ~ 16:00	189	70	37	15	20	8	14	2	2	0	0	1	5	4	0	1	9	0	0	0	
				16:00 ~ 17:00	191	83	25	16	17	8	13	2	2	0	2	1	8	2	0	1	11	0	0	0	
				17:00 ~ 18:00	209	108	31	11	16	4	13	2	3	0	0	0	4	3	0	2	10	0	0	0	
				18:00 ~ 19:00	186	110	25	10	10	2	5	1	4	0	0	0	3	5	0	4	7	0	0	0	
19:00 ~ 20:00	153	94	20	7	9	1	3	0	2	0	0	0	2	3	0	2	9	0	0	0					
20:00 ~ 21:00	104	56	29	1	2	1	1	0	3	0	0	0	2	1	0	1	6	0	0	0					
21:00 ~ 22:00	96	50	21	4	3	2	2	0	3	0	0	0	0	2	0	1	7	0	0	0					
22:00 ~ 23:00	57	27	16	1	1	1	1	1	2	0	0	0	0	2	0	1	3	0	0	0					
23:00 ~ 00:00	70	31	13	5	5	2	5	0	1	0	0	0	0	0	0	2	1	0	1	3	0	0			

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
17	Wai Fat Road (between Cha Kwo Ling Road & Wai Yip Street)	Northeast	400	00:00 ~ 01:00	32	16	5	2	2	0	2	0	1	0	0	0	0	0	0	2	1	0	0		
				01:00 ~ 02:00	22	11	4	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				02:00 ~ 03:00	18	9	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				03:00 ~ 04:00	16	8	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	16	8	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	16	8	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	22	13	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				07:00 ~ 08:00	62	33	6	5	2	1	2	1	0	0	0	0	0	0	0	2	0	5	2	0	0
				08:00 ~ 09:00	106	68	10	5	6	2	6	1	0	0	0	0	0	0	3	1	0	3	2	0	0
				09:00 ~ 10:00	122	70	9	6	14	2	11	2	2	0	0	0	0	0	0	0	0	2	3	0	0
				10:00 ~ 11:00	96	48	12	6	11	1	7	2	2	0	0	0	0	0	0	0	0	4	2	0	0
				11:00 ~ 12:00	92	41	9	4	12	1	12	1	5	0	0	2	0	0	0	0	0	2	2	0	0
				12:00 ~ 13:00	92	40	14	4	12	1	10	1	2	0	0	0	0	0	0	0	0	2	5	0	0
				13:00 ~ 14:00	96	43	22	2	7	1	8	1	2	0	0	0	2	1	0	0	5	2	0	0	
				14:00 ~ 15:00	76	34	14	3	10	2	5	1	0	0	0	0	1	0	0	4	2	0	0		
				15:00 ~ 16:00	94	36	24	5	7	1	14	2	0	0	0	0	0	2	0	2	1	0	0		
				16:00 ~ 17:00	102	46	25	6	6	0	6	0	0	0	0	3	1	0	4	4	0	0			
				17:00 ~ 18:00	72	42	14	2	3	0	2	1	0	0	0	0	0	1	0	0	2	3	0	0	
				18:00 ~ 19:00	98	63	11	5	3	1	2	0	2	0	0	0	0	0	0	0	0	6	0	3	
19:00 ~ 20:00	58	38	9	1	1	1	0	0	2	0	0	0	0	0	0	0	2	4	0	0					
20:00 ~ 21:00	68	38	12	0	2	0	3	0	4	0	0	0	1	0	0	4	2	0	0						
21:00 ~ 22:00	46	25	9	0	1	0	0	0	4	0	0	0	0	0	0	2	3	0	0						
22:00 ~ 23:00	30	12	8	0	1	0	1	0	3	2	0	0	2	0	0	1	0	0	0	0					
23:00 ~ 00:00	32	16	5	2	2	0	2	0	1	0	0	0	0	0	0	0	0	2	1	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
18	Traffic Link (from Wai Yip Street to Wai Fat Road)	One-way	50	00:00 ~ 01:00	10	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	8	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	7	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	12	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				08:00 ~ 09:00	23	10	6	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				09:00 ~ 10:00	25	7	8	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				10:00 ~ 11:00	24	6	7	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				11:00 ~ 12:00	22	9	5	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				12:00 ~ 13:00	17	7	4	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				13:00 ~ 14:00	22	8	4	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				14:00 ~ 15:00	20	8	3	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				15:00 ~ 16:00	25	13	3	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				16:00 ~ 17:00	25	13	3	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
				17:00 ~ 18:00	29	18	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				18:00 ~ 19:00	40	27	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
19:00 ~ 20:00	30	19	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0				
20:00 ~ 21:00	24	12	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0				
21:00 ~ 22:00	22	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0				
22:00 ~ 23:00	19	9	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
23:00 ~ 00:00	10	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
29	Proposed Road L1 (between Access Road to the PTI & Proposed Road L2)	Two-way	95	00:00 ~ 01:00	16	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0			
				01:00 ~ 02:00	15	7	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	9	3	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	9	3	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	9	3	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	8	3	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	13	6	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				07:00 ~ 08:00	38	21	5	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0
				08:00 ~ 09:00	61	38	6	1	3	1	2	1	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0
				09:00 ~ 10:00	63	32	6	5	6	3	5	1	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0
				10:00 ~ 11:00	60	27	9	6	6	4	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0
				11:00 ~ 12:00	57	28	7	5	4	3	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0
				12:00 ~ 13:00	49	21	7	5	4	4	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0
				13:00 ~ 14:00	55	27	8	5	4	3	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0
				14:00 ~ 15:00	49	21	8	5	4	3	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0
				15:00 ~ 16:00	54	25	9	4	5	3	4	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0
				16:00 ~ 17:00	65	34	11	5	4	2	3	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0
				17:00 ~ 18:00	71	39	13	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0
				18:00 ~ 19:00	63	35	11	3	2	3	1	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0
19:00 ~ 20:00	45	24	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0				
20:00 ~ 21:00	38	22	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0				
21:00 ~ 22:00	32	18	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0				
22:00 ~ 23:00	23	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0				
23:00 ~ 00:00	19	9	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
30	Proposed Road L2 (between Proposed Road L1 & Wai Yip Street)	Two-way	70	00:00 ~ 01:00	12	4	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0				
				01:00 ~ 02:00	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				02:00 ~ 03:00	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				03:00 ~ 04:00	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				04:00 ~ 05:00	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				05:00 ~ 06:00	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
				06:00 ~ 07:00	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				07:00 ~ 08:00	24	7	1	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	8	2	0	0	0	
				08:00 ~ 09:00	61	31	9	1	3	1	0	0	0	0	0	0	1	0	0	0	1	1	0	9	2	1	0	0
				09:00 ~ 10:00	56	28	9	2	4	1	0	0	0	0	0	0	1	0	0	0	1	0	8	1	1	0	0	
				10:00 ~ 11:00	40	18	5	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	
				11:00 ~ 12:00	33	15	3	2	4	1	1	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	
				12:00 ~ 13:00	33	14	2	0	7	1	1	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	
				13:00 ~ 14:00	28	11	2	1	5	1	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	
				14:00 ~ 15:00	34	12	5	2	5	0	1	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	
				15:00 ~ 16:00	33	14	5	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	
				16:00 ~ 17:00	34	15	2	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	7	1	0	0	0
				17:00 ~ 18:00	40	19	1	1	3	1	1	0	0	0	0	0	0	0	0	0	1	1	0	9	2	0	0	0
				18:00 ~ 19:00	37	21	3	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	7	1	0	0	0
19:00 ~ 20:00	28	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0				
20:00 ~ 21:00	22	9	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0				
21:00 ~ 22:00	18	6	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0				
22:00 ~ 23:00	14	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0				
23:00 ~ 00:00	13	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
31	Traffic Link (from Wai Yip Street to Hoi Yuen Road)	Two-way	45	00:00 ~ 01:00	15	7	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	11	5	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	9	4	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	8	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	10	5	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	28	14	3	1	2	1	2	1	2	1	0	0	0	0	0	0	0	1	0	0	1	1	0
				08:00 ~ 09:00	44	20	7	1	4	1	2	1	2	1	0	0	0	0	0	0	1	1	0	2	1	0	0
				09:00 ~ 10:00	44	16	10	2	8	2	3	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0
				10:00 ~ 11:00	44	16	10	2	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				11:00 ~ 12:00	35	14	7	1	6	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
				12:00 ~ 13:00	33	13	5	1	5	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
				13:00 ~ 14:00	34	14	6	1	5	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				14:00 ~ 15:00	43	16	8	2	7	3	3	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
				15:00 ~ 16:00	37	18	6	1	6	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
				16:00 ~ 17:00	38	19	5	1	5	1	3	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0
				17:00 ~ 18:00	45	24	6	0	5	1	2	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	0
				18:00 ~ 19:00	49	30	6	1	4	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0
19:00 ~ 20:00	37	22	7	0	3	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0				
20:00 ~ 21:00	27	14	6	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0				
21:00 ~ 22:00	25	14	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
22:00 ~ 23:00	18	10	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
23:00 ~ 00:00	15	7	3	0	2	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
32	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	One-way	45	00:00 ~ 01:00	22	8	5	1	3	1	2	1	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	19	8	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	14	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				03:00 ~ 04:00	13	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				04:00 ~ 05:00	13	6	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				05:00 ~ 06:00	13	5	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				06:00 ~ 07:00	16	7	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				07:00 ~ 08:00	41	17	7	2	3	2	3	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0
				08:00 ~ 09:00	70	37	7	3	7	4	4	2	1	0	0	0	0	0	0	0	2	1	0	0	3	1	0
				09:00 ~ 10:00	70	31	11	4	7	4	4	2	1	0	0	0	0	0	0	0	1	1	0	0	3	0	0
				10:00 ~ 11:00	68	23	11	5	11	5	7	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				11:00 ~ 12:00	54	21	9	4	4	4	7	1	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				12:00 ~ 13:00	52	16	10	4	6	5	4	2	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				13:00 ~ 14:00	58	20	12	4	6	4	5	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				14:00 ~ 15:00	60	21	12	4	7	4	6	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				15:00 ~ 16:00	60	20	13	3	8	4	5	2	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0
				16:00 ~ 17:00	64	23	13	4	9	3	5	2	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0
				17:00 ~ 18:00	62	24	14	3	6	3	4	1	0	0	0	0	0	0	0	0	1	1	0	1	2	0	0
				18:00 ~ 19:00	53	22	13	3	5	2	2	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0
19:00 ~ 20:00	47	22	12	2	3	1	2	0	0	0	0	0	0	0	0	0	1	1	0	0	4	0	0				
20:00 ~ 21:00	37	15	12	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
21:00 ~ 22:00	31	12	12	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
22:00 ~ 23:00	29	11	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	25	10	5	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
37	Traffic Link (from Wai Yip Street to Access Road to the PTI)	One-way	45	00:00 ~ 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				01:00 ~ 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				08:00 ~ 09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				09:00 ~ 10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				10:00 ~ 11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				11:00 ~ 12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				12:00 ~ 13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				13:00 ~ 14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				14:00 ~ 15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				15:00 ~ 16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				16:00 ~ 17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				17:00 ~ 18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				18:00 ~ 19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				19:00 ~ 20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
20:00 ~ 21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
21:00 ~ 22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
22:00 ~ 23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
23:00 ~ 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
38	Kwun Tong Bypass (between One Harbour Square & Hoi Bun Industrial Building)	Southeast	400	00:00 ~ 01:00	514	260	80	31	34	23	38	13	6	0	0	0	3	2	0	11	12	1	0		
				01:00 ~ 02:00	320	163	47	20	21	14	23	8	4	0	0	0	0	0	2	1	0	7	9	0	0
				02:00 ~ 03:00	276	142	41	16	18	12	23	3	2	0	0	0	0	0	1	0	0	6	9	0	0
				03:00 ~ 04:00	196	102	29	12	13	8	11	8	2	0	0	0	0	0	1	0	0	4	6	0	0
				04:00 ~ 05:00	204	105	30	12	13	9	15	5	2	0	0	0	0	0	1	0	0	5	6	0	0
				05:00 ~ 06:00	268	136	36	16	18	12	15	11	3	0	0	0	0	0	2	1	0	6	12	0	0
				06:00 ~ 07:00	702	320	116	42	45	30	46	22	7	1	2	1	5	3	0	20	42	2	0	0	0
				07:00 ~ 08:00	1944	964	240	89	96	65	132	48	17	38	56	6	30	18	4	56	80	3	0	0	0
				08:00 ~ 09:00	2390	1308	276	131	142	96	163	59	7	13	19	6	28	16	5	61	58	4	0	0	0
				09:00 ~ 10:00	2182	884	253	217	234	158	201	73	29	10	15	0	2	2	8	52	38	5	0	0	0
				10:00 ~ 11:00	1848	901	263	126	135	91	170	62	21	2	2	0	2	1	3	36	30	4	0	0	0
				11:00 ~ 12:00	1822	866	265	138	149	100	130	47	19	4	6	2	8	5	2	38	39	3	0	0	0
				12:00 ~ 13:00	1554	701	249	102	111	75	124	45	15	16	23	2	11	7	2	33	36	2	0	0	0
				13:00 ~ 14:00	1526	700	220	85	92	62	143	52	19	22	33	2	10	6	1	29	48	3	0	0	0
				14:00 ~ 15:00	1712	648	253	168	181	122	142	52	10	8	12	1	6	3	1	37	67	3	0	0	0
				15:00 ~ 16:00	1790	919	255	81	88	59	175	64	8	11	16	2	8	5	1	34	62	3	0	0	0
				16:00 ~ 17:00	1874	962	273	108	116	78	143	52	9	4	5	2	8	5	2	41	64	3	0	0	0
				17:00 ~ 18:00	2154	1096	265	133	144	96	128	47	16	2	4	3	16	10	4	52	134	3	0	0	0
				18:00 ~ 19:00	2314	1006	414	112	121	82	121	44	62	5	8	5	24	14	4	78	213	3	0	0	0
				19:00 ~ 20:00	1720	1268	255	23	26	17	10	2	20	2	2	2	8	5	0	36	44	0	0	0	0
20:00 ~ 21:00	1224	684	286	28	31	21	25	4	14	0	0	1	4	2	0	65	60	0	0	0	0				
21:00 ~ 22:00	1124	631	255	42	46	31	6	1	18	3	4	0	0	0	0	42	46	0	0	0	0				
22:00 ~ 23:00	1092	615	235	27	29	20	26	4	15	0	0	2	8	5	0	46	60	0	0	0	0				
23:00 ~ 00:00	928	528	116	51	56	38	18	11	9	9	13	2	9	5	0	33	28	2	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
39	Slip Road from Kwun Tong Bypass (between Hoi Bun Industrial Building & Wai Yip Street)	Northeast	200	00:00 ~ 01:00	80	41	11	4	4	3	9	1	1	0	0	0	1	0	0	0	1	2	0	0			
				01:00 ~ 02:00	62	32	9	3	3	3	6	1	1	0	0	0	0	0	0	0	0	1	2	0	0		
				02:00 ~ 03:00	48	24	6	2	3	2	5	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	
				03:00 ~ 04:00	44	23	6	2	2	2	5	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	
				04:00 ~ 05:00	44	23	6	2	2	2	5	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
				05:00 ~ 06:00	45	22	6	2	2	2	5	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
				06:00 ~ 07:00	62	32	8	3	3	2	6	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	
				07:00 ~ 08:00	204	115	19	7	5	8	18	14	1	0	2	2	1	2	0	3	7	0	0				
				08:00 ~ 09:00	339	209	30	10	17	11	16	21	1	1	1	2	3	3	0	2	12	1	0				
				09:00 ~ 10:00	310	175	34	15	18	13	19	21	2	0	0	0	0	1	0	2	7	1	0				
				10:00 ~ 11:00	255	117	28	13	17	14	28	25	2	0	0	0	0	0	0	3	6	1	0				
				11:00 ~ 12:00	232	107	24	14	15	12	30	17	3	0	0	0	1	0	2	5	1	0					
				12:00 ~ 13:00	226	93	32	13	15	13	31	13	3	0	2	0	1	0	2	6	1	0					
				13:00 ~ 14:00	219	95	33	11	10	11	19	28	2	0	0	0	0	1	0	2	5	0	0				
				14:00 ~ 15:00	236	96	30	16	16	13	31	24	1	0	0	0	1	0	2	4	0	0					
				15:00 ~ 16:00	206	95	30	9	10	6	28	11	2	0	3	0	2	2	0	3	4	0	0				
				16:00 ~ 17:00	258	119	33	14	10	8	27	23	2	0	3	0	5	1	0	4	7	1	0				
				17:00 ~ 18:00	265	139	32	11	8	6	28	20	2	0	1	0	3	2	0	5	7	1	0				
				18:00 ~ 19:00	284	188	30	9	8	4	12	10	1	0	0	0	2	2	0	5	11	1	0				
				19:00 ~ 20:00	226	142	32	8	4	4	11	4	2	0	0	0	3	1	0	5	10	0	0				
20:00 ~ 21:00	144	95	24	3	2	1	6	1	4	0	0	0	0	0	0	3	4	0	0								
21:00 ~ 22:00	144	95	28	3	1	2	3	1	3	0	0	0	0	0	0	3	5	0	0								
22:00 ~ 23:00	104	64	21	2	1	1	2	0	1	0	0	0	0	0	0	5	5	0	0								
23:00 ~ 00:00	84	45	11	4	4	4	9	1	1	0	0	0	0	0	0	1	2	0	0								

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
40	Slip Road to Kwun Tong Bypass (between Laguna City Block 12 & Laguna City Block 5)	Northeast	225	00:00 ~ 01:00	74	32	20	3	6	5	1	0	1	0	0	0	0	0	0	1	3	0	0				
				01:00 ~ 02:00	59	24	16	2	5	4	1	0	1	0	0	0	0	0	0	0	0	1	3	0	0		
				02:00 ~ 03:00	43	19	12	2	3	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				03:00 ~ 04:00	41	18	11	2	3	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
				04:00 ~ 05:00	39	17	11	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
				05:00 ~ 06:00	38	17	11	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
				06:00 ~ 07:00	52	23	13	2	4	3	1	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0
				07:00 ~ 08:00	120	61	26	0	5	6	2	0	0	0	5	1	4	2	0	2	5	1	0				
				08:00 ~ 09:00	189	92	42	5	12	15	3	1	0	0	3	2	0	2	0	6	5	1	0				
				09:00 ~ 10:00	194	65	52	18	23	17	0	2	2	0	0	4	0	1	0	2	5	2	0				
				10:00 ~ 11:00	197	58	59	16	18	20	8	1	5	1	0	3	0	0	2	6	0	0					
				11:00 ~ 12:00	182	75	38	8	21	16	4	2	7	0	0	0	2	1	0	3	4	1	0				
				12:00 ~ 13:00	155	53	43	3	14	10	6	2	8	0	3	1	2	1	0	1	7	0	0				
				13:00 ~ 14:00	191	66	54	10	19	14	9	3	4	0	1	2	0	0	0	1	8	0	0				
				14:00 ~ 15:00	174	58	43	6	23	16	9	2	1	0	0	1	1	0	2	9	2	0					
				15:00 ~ 16:00	199	88	43	7	23	12	6	3	1	0	2	1	2	1	0	2	8	1	0				
				16:00 ~ 17:00	224	100	54	3	22	13	5	3	0	0	3	2	2	2	0	2	11	2	0				
				17:00 ~ 18:00	261	139	55	3	22	12	4	3	0	0	1	2	2	1	0	2	13	1	0				
				18:00 ~ 19:00	281	179	45	10	13	6	2	2	2	0	0	0	1	1	0	4	14	1	0				
				19:00 ~ 20:00	206	119	50	3	4	4	2	0	3	0	0	0	0	0	0	4	15	0	0				
20:00 ~ 21:00	162	78	50	2	7	3	2	1	4	0	0	0	0	0	0	1	13	0	0								
21:00 ~ 22:00	150	68	54	2	5	2	2	0	5	0	0	0	0	0	0	2	9	0	0								
22:00 ~ 23:00	134	60	50	2	5	1	2	0	3	0	0	0	0	0	0	3	7	0	0								
23:00 ~ 00:00	75	32	20	3	6	5	2	0	1	0	0	0	0	0	0	0	1	3	0	0							

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
41	Kwun Tong Bypass (between Laguna City Block 5 & Yau Shun Street)	Northeast	330	00:00 ~ 01:00	403	194	78	23	30	20	19	9	5	0	0	1	2	2	0	8	12	0	0
				01:00 ~ 02:00	249	119	48	14	19	13	11	6	3	0	0	1	1	1	0	5	9	0	0
				02:00 ~ 03:00	213	105	41	12	16	11	13	1	2	0	0	0	0	0	0	4	8	0	0
				03:00 ~ 04:00	150	72	30	8	12	8	3	6	2	0	0	0	1	0	0	3	6	0	0
				04:00 ~ 05:00	155	74	31	8	13	8	6	3	2	0	0	0	1	0	0	4	6	0	0
				05:00 ~ 06:00	205	101	36	11	16	10	7	4	2	0	0	1	2	0	0	5	11	0	0
				06:00 ~ 07:00	553	245	102	32	39	26	30	11	6	1	1	2	4	2	0	16	35	0	0
				07:00 ~ 08:00	1445	695	205	63	78	50	82	17	12	30	51	4	29	15	3	45	62	4	0
				08:00 ~ 09:00	1688	868	240	98	106	83	113	17	4	9	18	5	17	12	4	55	36	3	0
				09:00 ~ 10:00	1574	536	231	181	196	134	134	27	23	8	12	6	2	1	6	43	27	6	0
				10:00 ~ 11:00	1394	638	257	106	109	81	106	11	21	3	1	5	0	1	3	27	24	2	0
				11:00 ~ 12:00	1388	648	236	103	128	86	62	15	22	4	5	1	7	5	2	32	30	2	0
				12:00 ~ 13:00	1135	501	215	68	87	54	60	20	19	13	21	3	10	7	1	25	29	1	0
				13:00 ~ 14:00	1176	514	205	68	87	54	99	1	18	18	28	4	8	4	1	21	44	2	0
				14:00 ~ 15:00	1280	462	222	120	156	102	81	6	7	7	10	3	4	4	1	29	62	4	0
				15:00 ~ 16:00	1427	729	224	61	89	57	106	38	6	9	11	3	7	2	1	27	56	3	0
				16:00 ~ 17:00	1449	743	251	69	111	71	81	9	5	3	4	3	2	4	2	30	58	5	0
				17:00 ~ 18:00	1723	879	246	96	138	88	66	10	11	2	3	4	11	6	4	38	118	3	0
				18:00 ~ 19:00	1851	780	358	93	106	68	82	22	52	4	6	4	19	9	4	62	178	3	0
				19:00 ~ 20:00	1360	986	231	11	21	13	0	0	17	1	2	1	4	3	0	29	42	0	0
20:00 ~ 21:00	1008	520	270	22	32	19	14	2	11	0	0	0	3	2	0	51	62	0	0				
21:00 ~ 22:00	912	465	245	32	44	25	2	0	18	2	3	0	0	0	0	33	43	0	0				
22:00 ~ 23:00	924	488	233	22	29	16	19	3	15	0	0	2	6	4	0	35	51	0	0				
23:00 ~ 00:00	736	408	107	39	48	32	3	7	8	8	11	2	7	4	0	26	25	1	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)
42	Kwun Tong Bypass (between Hoi Bun Industrial Building & Laguna City Block 5)	Northeast	485	00:00 ~ 01:00	434	220	71	28	31	19	25	13	5	0	0	0	2	1	0	10	10	0	0
				01:00 ~ 02:00	243	124	37	16	17	11	13	7	3	0	0	0	0	0	0	6	7	0	0
				02:00 ~ 03:00	221	113	34	15	16	10	16	0	2	0	0	0	0	0	0	5	8	0	0
				03:00 ~ 04:00	133	69	21	9	10	6	2	7	1	0	0	0	0	0	0	3	4	0	0
				04:00 ~ 05:00	143	74	22	9	11	7	6	4	1	0	0	0	0	0	0	4	4	0	0
				05:00 ~ 06:00	218	113	31	14	16	10	7	4	2	0	0	0	2	0	0	6	12	0	0
				06:00 ~ 07:00	701	311	121	44	48	31	42	16	7	1	1	1	6	3	0	22	47	0	0
				07:00 ~ 08:00	1865	891	245	92	105	60	116	25	18	46	65	2	34	18	4	60	81	2	0
				08:00 ~ 09:00	2076	1080	261	134	130	89	159	22	4	14	21	3	26	14	6	68	43	2	0
				09:00 ~ 10:00	1896	647	226	227	240	161	197	37	31	12	18	0	2	0	9	59	28	4	0
				10:00 ~ 11:00	1625	811	251	122	122	76	138	15	21	2	2	0	1	0	4	35	23	3	0
				11:00 ~ 12:00	1649	792	264	134	144	93	84	17	16	5	6	1	6	5	2	42	34	2	0
				12:00 ~ 13:00	1336	623	224	93	98	58	75	24	12	18	24	2	10	8	2	35	28	0	0
				13:00 ~ 14:00	1326	617	186	77	87	49	127	0	18	26	39	2	12	6	1	30	47	2	0
				14:00 ~ 15:00	1506	554	233	164	180	116	98	4	9	10	14	1	4	4	1	40	71	2	0
				15:00 ~ 16:00	1671	885	236	75	83	58	143	49	6	13	13	1	5	1	1	35	64	3	0
				16:00 ~ 17:00	1649	878	252	96	116	75	107	7	6	4	0	0	0	2	2	40	60	2	0
				17:00 ~ 18:00	1972	993	243	134	155	103	88	8	15	3	2	3	13	6	5	52	146	2	0
				18:00 ~ 19:00	2117	763	428	115	128	88	116	29	72	6	9	4	25	12	5	83	232	2	0
				19:00 ~ 20:00	1559	1192	231	9	21	10	0	0	19	2	2	2	4	3	0	33	31	0	0
20:00 ~ 21:00	1135	598	289	28	32	22	16	2	7	0	0	0	3	2	0	72	63	0	0				
21:00 ~ 22:00	1021	536	243	43	53	33	0	0	16	3	4	0	0	0	0	44	44	0	0				
22:00 ~ 23:00	1072	590	234	28	32	20	25	4	16	0	0	2	10	6	0	44	61	0	0				
23:00 ~ 00:00	922	533	113	52	57	37	1	10	9	11	16	2	9	5	0	37	29	1	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
43	Kwun Tong Bypass (between Laguna City Block 4 & Hoi Bun Industrial Building)	Southwest	590	00:00 ~ 01:00	360	205	51	5	38	5	22	14	2	0	0	0	4	1	0	7	6	0	0		
				01:00 ~ 02:00	180	103	23	0	23	0	11	8	2	0	0	0	0	0	2	0	0	4	4	0	0
				02:00 ~ 03:00	177	106	23	1	21	1	12	1	1	0	0	0	0	0	1	0	0	4	6	0	0
				03:00 ~ 04:00	91	55	11	0	14	0	0	7	0	0	0	0	0	0	1	0	0	1	3	0	0
				04:00 ~ 05:00	103	61	14	0	12	0	5	5	0	0	0	0	0	0	1	0	0	2	3	0	0
				05:00 ~ 06:00	180	109	21	3	19	3	5	5	1	0	0	0	0	0	1	1	0	4	9	0	0
				06:00 ~ 07:00	687	347	101	34	57	26	34	15	5	1	1	1	1	6	3	0	17	41	0	0	
				07:00 ~ 08:00	1513	749	263	18	74	54	94	22	4	11	8	0	43	19	0	33	120	0	0		
				08:00 ~ 09:00	1988	908	330	91	154	53	151	33	12	22	24	5	50	10	11	25	107	2	0		
				09:00 ~ 10:00	1903	941	300	127	152	42	177	58	14	0	0	0	0	0	8	27	53	4	0		
				10:00 ~ 11:00	1516	672	235	83	185	50	103	43	12	9	12	0	4	2	5	32	68	2	0		
				11:00 ~ 12:00	1507	610	249	122	225	71	18	55	22	9	15	2	12	8	2	37	49	1	0		
				12:00 ~ 13:00	1263	493	263	72	185	15	110	37	14	6	4	1	5	3	2	24	26	3	0		
				13:00 ~ 14:00	1248	513	133	100	176	47	135	24	11	11	16	0	15	8	1	25	31	3	0		
				14:00 ~ 15:00	1375	573	149	106	217	65	114	8	8	21	30	2	12	5	1	30	31	2	0		
				15:00 ~ 16:00	1434	634	204	74	199	65	121	43	14	2	4	0	5	1	1	30	34	2	0		
				16:00 ~ 17:00	1493	807	171	52	162	64	84	1	3	21	26	0	7	5	2	34	54	1	0		
				17:00 ~ 18:00	1711	975	120	47	159	60	99	14	8	6	9	4	22	11	5	35	137	1	0		
				18:00 ~ 19:00	1974	1413	114	12	114	48	88	20	9	0	0	0	2	0	5	58	88	1	0		
				19:00 ~ 20:00	1578	1183	222	0	38	8	3	0	12	0	0	0	8	2	0	60	41	0	0		
20:00 ~ 21:00	1100	795	175	0	35	15	0	0	4	2	3	1	2	0	0	47	22	0	0						
21:00 ~ 22:00	941	573	174	16	55	30	0	0	15	0	0	1	1	1	0	42	34	0	0						
22:00 ~ 23:00	1047	798	146	0	16	0	11	1	11	0	0	1	5	3	0	38	17	1	0						
23:00 ~ 00:00	788	412	90	34	70	26	53	9	5	8	11	1	11	5	0	30	24	1	0						

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
44	Kwun Tong Bypass (between Laguna City Block 2 & Laguna City Block 4)	Southwest	100	00:00 ~ 01:00	75	40	13	2	7	2	4	3	1	0	0	0	1	0	0	1	1	0	0			
				01:00 ~ 02:00	40	21	7	1	4	1	2	2	1	0	0	0	0	0	0	0	1	1	0	0		
				02:00 ~ 03:00	38	21	6	1	4	1	2	1	0	0	0	0	0	0	0	1	1	0	0	0	0	
				03:00 ~ 04:00	22	12	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				04:00 ~ 05:00	24	13	4	0	3	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	
				05:00 ~ 06:00	38	21	6	1	4	1	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	
				06:00 ~ 07:00	127	63	20	7	10	5	6	3	1	0	0	0	1	1	0	3	7	0	0	0	0	
				07:00 ~ 08:00	301	143	52	8	16	10	18	4	1	3	3	2	8	4	1	8	21	1	0	0	0	
				08:00 ~ 09:00	389	183	65	20	28	11	25	6	2	4	5	2	8	2	2	4	20	1	0	0	0	
				09:00 ~ 10:00	380	198	59	23	28	11	29	10	3	0	0	0	1	0	1	6	10	1	0	0	0	
				10:00 ~ 11:00	297	133	46	17	34	15	17	9	3	2	2	0	1	0	1	6	12	1	0	0	0	
				11:00 ~ 12:00	294	123	47	24	39	16	5	10	5	2	3	1	3	1	0	6	8	0	0	0	0	
				12:00 ~ 13:00	252	97	51	15	33	10	19	8	4	1	1	0	0	1	0	5	5	1	0	0	0	
				13:00 ~ 14:00	244	100	28	19	33	12	23	5	3	2	3	0	2	1	0	4	6	1	0	0	0	
				14:00 ~ 15:00	278	114	34	22	40	16	22	3	2	4	5	1	2	1	0	6	7	1	0	0	0	
				15:00 ~ 16:00	273	120	41	16	33	13	22	9	2	1	2	0	2	1	0	6	6	1	0	0	0	
				16:00 ~ 17:00	295	152	39	14	28	12	17	3	0	4	5	1	1	2	0	6	9	0	0	0	0	
				17:00 ~ 18:00	330	180	32	13	27	13	19	3	1	1	2	1	4	3	1	7	25	0	0	0	0	
				18:00 ~ 19:00	381	261	32	5	21	9	18	5	2	0	0	0	1	0	1	10	17	0	0	0	0	
				19:00 ~ 20:00	297	207	54	0	7	3	3	0	3	0	0	0	1	0	0	11	8	0	0	0	0	
20:00 ~ 21:00	216	147	40	2	6	2	0	0	2	0	1	0	0	0	0	8	5	0	0	0	0					
21:00 ~ 22:00	187	111	42	3	9	5	0	0	4	0	0	0	0	0	0	7	5	0	0	0	0					
22:00 ~ 23:00	215	151	42	0	3	0	2	0	4	0	0	1	1	0	7	4	0	0	0	0	0					
23:00 ~ 00:00	147	75	19	7	12	5	9	2	1	1	2	1	2	1	2	1	0	5	4	0	0					

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
45	Slip Road from Kwun Tong Bypass (between Laguna City Block 4 & Laguna City Block 8)	Southwest	120	00:00 ~ 01:00	17	7	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
				01:00 ~ 02:00	13	5	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	10	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	9	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	9	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	9	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	12	5	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	55	20	9	6	4	1	2	1	0	1	1	3	1	0	1	2	1	1	0	0	0	0	0
				08:00 ~ 09:00	64	35	11	6	2	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0
				09:00 ~ 10:00	71	46	9	2	3	5	0	0	1	0	0	1	0	0	1	1	0	0	1	2	1	0	0
				10:00 ~ 11:00	49	23	7	3	3	7	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				11:00 ~ 12:00	46	24	5	4	1	5	3	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
				12:00 ~ 13:00	46	17	7	4	2	9	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
				13:00 ~ 14:00	40	16	6	3	4	5	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0
				14:00 ~ 15:00	54	21	10	5	3	6	3	2	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0
				15:00 ~ 16:00	37	15	7	4	0	2	2	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0
				16:00 ~ 17:00	50	19	12	7	0	2	4	3	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0
				17:00 ~ 18:00	48	17	14	6	0	3	2	0	0	0	0	1	1	0	0	1	0	0	1	2	0	0	0
				18:00 ~ 19:00	56	26	15	3	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
				19:00 ~ 20:00	38	8	19	2	1	2	3	1	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0
20:00 ~ 21:00	38	15	13	4	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0				
21:00 ~ 22:00	34	16	15	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
22:00 ~ 23:00	46	19	21	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
23:00 ~ 00:00	16	6	5	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
46	Slip Road to Kwun Tong Bypass (between Wai Yip Street & Hoi Bun Industrial Building)	Southwest	220	00:00 ~ 01:00	118	60	14	14	3	10	8	1	1	0	0	0	0	1	0	2	3	0	0				
				01:00 ~ 02:00	91	46	11	11	2	8	6	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	
				02:00 ~ 03:00	70	35	8	8	2	6	4	1	1	0	0	0	0	0	0	0	0	0	1	1	2	0	0
				03:00 ~ 04:00	65	33	7	8	2	6	4	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0
				04:00 ~ 05:00	65	33	7	8	2	6	4	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0
				05:00 ~ 06:00	64	31	7	7	2	5	4	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0
				06:00 ~ 07:00	87	45	10	9	2	7	5	3	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0
				07:00 ~ 08:00	386	199	46	37	19	12	10	8	7	4	9	5	5	5	3	6	9	1	0	0	0	0	0
				08:00 ~ 09:00	435	247	50	25	6	23	24	17	6	0	3	2	2	8	0	9	10	1	0	0	0	0	0
				09:00 ~ 10:00	359	206	37	16	12	31	24	11	3	0	1	1	2	0	6	6	1	0	0	0	0	0	0
				10:00 ~ 11:00	338	159	36	44	12	36	29	8	2	0	0	1	0	0	3	5	1	0	0	0	0	0	0
				11:00 ~ 12:00	330	145	29	39	8	35	56	2	2	1	0	0	1	0	0	3	6	1	0	0	0	0	0
				12:00 ~ 13:00	287	106	28	43	6	45	30	12	3	0	2	0	1	1	0	3	6	1	0	0	0	0	0
				13:00 ~ 14:00	282	129	23	30	7	32	26	18	2	0	1	2	1	1	0	3	5	1	0	0	0	0	0
				14:00 ~ 15:00	325	142	32	42	7	35	28	23	3	0	1	0	1	1	0	3	6	1	0	0	0	0	0
				15:00 ~ 16:00	341	169	37	51	11	33	18	7	3	0	1	1	1	2	0	3	4	1	0	0	0	0	0
				16:00 ~ 17:00	359	176	38	50	14	26	20	18	2	0	2	1	2	0	1	7	1	0	0	0	0	0	0
				17:00 ~ 18:00	414	238	43	45	9	24	15	14	3	0	0	0	1	2	0	3	17	1	0	0	0	0	0
				18:00 ~ 19:00	388	242	41	41	6	15	11	9	2	0	1	0	0	1	0	3	15	1	0	0	0	0	0
				19:00 ~ 20:00	263	165	33	25	4	9	4	4	1	0	0	1	0	1	0	4	10	1	0	0	0	0	0
20:00 ~ 21:00	197	124	33	15	2	5	3	2	3	0	0	0	0	1	0	3	7	1	0	0	0	0	0				
21:00 ~ 22:00	204	133	33	15	2	4	2	1	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0				
22:00 ~ 23:00	143	86	33	8	1	5	1	0	2	0	0	0	0	0	0	3	4	0	0	0	0	0	0				
23:00 ~ 00:00	119	60	14	15	3	10	8	1	1	0	0	0	0	0	0	0	1	0	2	3	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
47	Hoi Yuen Road (between Kwun Tong Road & Shing Yip Street)	Southwest	120	00:00 ~ 01:00	47	11	10	10	5	5	0	0	1	0	0	0	0	0	0	4	2	0	0		
				01:00 ~ 02:00	36	9	8	8	3	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0
				02:00 ~ 03:00	27	6	6	6	2	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				03:00 ~ 04:00	25	6	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				04:00 ~ 05:00	25	6	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				05:00 ~ 06:00	23	6	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				06:00 ~ 07:00	31	8	6	6	2	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				07:00 ~ 08:00	82	21	13	16	5	9	3	0	1	0	0	0	0	0	0	0	1	9	2	0	0
				08:00 ~ 09:00	103	36	13	15	6	10	1	1	2	0	0	0	0	0	0	0	13	4	0	0	
				09:00 ~ 10:00	152	44	23	28	14	19	1	1	1	0	0	0	0	0	0	0	13	6	0	0	
				10:00 ~ 11:00	172	50	26	30	23	26	0	1	1	0	0	0	0	0	0	0	9	5	0	0	
				11:00 ~ 12:00	121	23	18	32	12	18	4	1	2	0	0	0	0	0	0	0	7	3	0	0	
				12:00 ~ 13:00	119	21	20	32	10	19	1	1	2	0	0	0	0	0	0	0	7	6	0	0	
				13:00 ~ 14:00	119	22	24	32	9	16	0	3	1	0	0	0	0	0	0	0	7	5	0	0	
				14:00 ~ 15:00	125	24	25	32	11	18	3	1	1	0	0	0	0	0	0	0	7	3	0	0	
				15:00 ~ 16:00	119	26	25	26	13	16	0	1	1	0	0	0	0	0	0	0	7	3	0	0	
				16:00 ~ 17:00	109	21	25	27	14	12	0	1	0	0	0	0	0	0	0	0	6	2	0	0	
				17:00 ~ 18:00	121	19	30	32	13	13	0	0	1	0	0	1	0	1	0	0	7	4	0	0	
18:00 ~ 19:00	98	24	23	23	4	9	0	0	1	0	0	0	0	0	0	0	9	4	0	0					
19:00 ~ 20:00	95	30	24	15	4	5	0	0	1	0	0	0	0	0	0	0	9	7	0	0					
20:00 ~ 21:00	72	21	24	8	3	2	0	0	1	0	0	0	0	0	0	0	7	5	0	0					
21:00 ~ 22:00	67	20	24	7	2	2	0	0	1	0	0	0	0	0	0	0	6	3	0	0					
22:00 ~ 23:00	61	18	25	5	2	2	0	0	1	0	0	0	0	0	0	0	6	2	0	0					
23:00 ~ 00:00	46	11	10	10	4	5	0	0	1	0	0	0	0	0	0	0	4	2	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
48	Hoi Yuen Road (between Shing Yip Street & How Ming Street)	Southwest	70	00:00 ~ 01:00	41	12	9	7	5	3	1	0	0	0	0	0	0	0	0	2	2	0	0		
				01:00 ~ 02:00	32	9	7	5	3	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0
				02:00 ~ 03:00	25	7	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				03:00 ~ 04:00	22	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				04:00 ~ 05:00	22	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				05:00 ~ 06:00	21	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				06:00 ~ 07:00	28	8	6	4	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				07:00 ~ 08:00	69	22	12	11	5	6	2	0	1	0	0	0	0	0	0	0	0	5	3	0	0
				08:00 ~ 09:00	83	31	11	11	7	7	3	1	1	0	0	0	0	0	0	0	0	8	3	0	0
				09:00 ~ 10:00	122	37	19	20	14	12	6	1	1	0	0	0	0	0	0	0	0	8	5	0	0
				10:00 ~ 11:00	138	39	23	21	20	16	8	1	0	0	0	0	0	0	0	0	0	5	5	0	0
				11:00 ~ 12:00	107	25	17	22	12	11	10	0	1	0	0	0	0	0	0	0	0	4	4	0	0
				12:00 ~ 13:00	105	23	18	22	10	12	7	1	1	0	0	0	0	0	0	0	0	4	6	0	0
				13:00 ~ 14:00	105	24	22	22	9	10	6	2	1	0	0	0	0	0	0	0	0	4	5	0	0
				14:00 ~ 15:00	111	26	22	23	11	11	8	1	0	0	0	0	0	0	0	0	0	4	4	0	0
				15:00 ~ 16:00	107	28	23	18	13	10	5	0	0	0	0	0	0	0	0	0	0	4	4	0	0
				16:00 ~ 17:00	111	33	23	19	15	8	6	0	0	0	0	0	0	0	0	0	0	4	3	0	0
				17:00 ~ 18:00	122	36	30	22	11	10	2	0	1	0	0	0	0	0	0	0	0	4	5	0	0
18:00 ~ 19:00	100	35	22	15	6	6	2	0	1	0	0	0	0	0	0	0	0	5	7	0	0				
19:00 ~ 20:00	88	33	22	10	4	3	1	0	1	0	0	0	0	0	0	0	0	5	7	0	0				
20:00 ~ 21:00	66	23	22	5	3	2	1	0	1	0	0	0	0	0	0	0	0	4	6	0	0				
21:00 ~ 22:00	61	22	21	5	2	2	0	0	1	0	0	0	0	0	0	0	0	4	4	0	0				
22:00 ~ 23:00	54	18	23	4	2	1	0	0	1	0	0	0	0	0	0	0	0	3	3	0	0				
23:00 ~ 00:00	41	12	9	7	4	4	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
49	How Ming Street (between Hoi Yuen Road & Tsun Yip Street)	Northwest	205	00:00 ~ 01:00	35	11	8	7	3	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	28	9	7	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	22	7	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	19	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	19	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	18	6	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	24	8	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	56	21	11	11	5	6	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
				08:00 ~ 09:00	79	34	10	10	7	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
				09:00 ~ 10:00	110	44	15	24	10	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				10:00 ~ 11:00	133	42	25	25	18	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				11:00 ~ 12:00	86	22	16	21	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				12:00 ~ 13:00	92	21	17	22	9	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
				13:00 ~ 14:00	87	22	20	21	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				14:00 ~ 15:00	97	23	21	22	10	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				15:00 ~ 16:00	94	26	22	18	12	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				16:00 ~ 17:00	85	25	21	14	13	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				17:00 ~ 18:00	96	24	32	19	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
				18:00 ~ 19:00	70	22	18	12	4	8	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
				19:00 ~ 20:00	72	30	20	10	4	3	1	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0
20:00 ~ 21:00	53	20	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
21:00 ~ 22:00	50	20	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
22:00 ~ 23:00	44	14	21	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				
23:00 ~ 00:00	36	12	8	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
50	Tsun Yip Street (between Hung To Road & How Ming Street)	Northeast	215	00:00 ~ 01:00	32	15	6	3	3	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0			
				01:00 ~ 02:00	26	12	5	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
				02:00 ~ 03:00	19	9	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	18	8	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	18	8	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				05:00 ~ 06:00	17	8	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				06:00 ~ 07:00	22	10	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	54	25	8	5	4	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0
				08:00 ~ 09:00	95	56	11	6	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
				09:00 ~ 10:00	92	40	15	10	11	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
				10:00 ~ 11:00	91	32	19	12	11	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
				11:00 ~ 12:00	77	29	11	11	9	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
				12:00 ~ 13:00	77	26	13	11	8	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
				13:00 ~ 14:00	76	27	15	11	7	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
				14:00 ~ 15:00	81	29	15	11	9	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
				15:00 ~ 16:00	83	32	16	9	11	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
				16:00 ~ 17:00	83	36	12	9	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
				17:00 ~ 18:00	85	39	17	8	6	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
				18:00 ~ 19:00	78	41	13	6	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
				19:00 ~ 20:00	72	38	15	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0
20:00 ~ 21:00	54	27	15	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0				
21:00 ~ 22:00	49	25	15	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0				
22:00 ~ 23:00	42	18	15	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
23:00 ~ 00:00	32	15	6	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
51	Tsun Yip Street (between Wai Yip Street & Hung To Road)	Northeast	120	00:00 ~ 01:00	28	12	5	3	2	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0			
				01:00 ~ 02:00	22	9	4	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	17	7	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				03:00 ~ 04:00	16	7	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				04:00 ~ 05:00	16	7	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				05:00 ~ 06:00	15	6	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				06:00 ~ 07:00	19	8	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				07:00 ~ 08:00	47	22	7	5	3	3	4	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
				08:00 ~ 09:00	77	42	13	5	6	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0
				09:00 ~ 10:00	85	39	13	9	8	5	6	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0
				10:00 ~ 11:00	82	28	15	9	9	7	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
				11:00 ~ 12:00	68	24	10	10	8	6	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
				12:00 ~ 13:00	68	22	11	10	6	6	7	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	
				13:00 ~ 14:00	68	23	13	10	6	5	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
				14:00 ~ 15:00	71	24	14	10	7	6	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
				15:00 ~ 16:00	73	27	14	8	9	5	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
				16:00 ~ 17:00	71	30	9	9	8	6	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
				17:00 ~ 18:00	70	29	14	8	6	4	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
				18:00 ~ 19:00	73	35	13	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
				19:00 ~ 20:00	62	31	13	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
20:00 ~ 21:00	46	22	13	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0					
21:00 ~ 22:00	42	21	13	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0					
22:00 ~ 23:00	35	15	14	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					
23:00 ~ 00:00	29	12	6	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
52	Tsun Yip Street (between Hoi Bun Road & Wai Yip Street)	Northeast	125	00:00 ~ 01:00	33	14	6	3	3	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0		
				01:00 ~ 02:00	26	11	5	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	19	8	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	18	7	3	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	18	8	3	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				05:00 ~ 06:00	18	7	3	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				06:00 ~ 07:00	22	9	4	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	55	24	8	6	4	4	5	1	0	0	1	0	0	1	0	1	0	0	0	2	0	0
				08:00 ~ 09:00	85	35	13	8	9	7	9	1	0	0	1	0	0	1	0	2	0	0	0	2	0	0
				09:00 ~ 10:00	111	44	19	11	13	9	10	1	0	0	0	0	0	0	0	1	1	0	0	3	0	0
				10:00 ~ 11:00	104	35	17	12	12	11	12	2	0	0	0	0	0	0	1	0	0	0	0	3	0	0
				11:00 ~ 12:00	84	27	11	11	11	8	11	1	1	0	0	0	0	0	1	0	0	0	0	3	0	0
				12:00 ~ 13:00	83	25	12	11	9	9	10	1	0	0	0	0	0	0	1	0	0	0	0	4	0	0
				13:00 ~ 14:00	81	25	14	11	8	7	9	1	0	0	0	0	0	0	1	0	0	0	0	4	0	0
				14:00 ~ 15:00	86	28	15	12	10	8	10	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0
				15:00 ~ 16:00	86	30	15	9	12	7	9	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0
				16:00 ~ 17:00	84	35	10	11	11	6	6	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0
				17:00 ~ 18:00	76	34	14	6	8	4	5	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0
				18:00 ~ 19:00	82	43	13	7	6	3	4	0	1	0	0	0	0	0	2	0	0	0	0	4	0	0
				19:00 ~ 20:00	69	35	14	5	4	2	3	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0
20:00 ~ 21:00	51	24	14	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0				
21:00 ~ 22:00	47	23	14	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
22:00 ~ 23:00	39	17	15	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	34	14	6	4	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
53	Hung To Road (between How Ming Street & Tsun Yip Street)	Southeast	55	00:00 ~ 01:00	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				01:00 ~ 02:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				02:00 ~ 03:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				03:00 ~ 04:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				04:00 ~ 05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				05:00 ~ 06:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	9	4	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				08:00 ~ 09:00	17	10	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				09:00 ~ 10:00	13	4	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				10:00 ~ 11:00	15	4	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				11:00 ~ 12:00	14	4	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				12:00 ~ 13:00	14	4	2	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				13:00 ~ 14:00	13	4	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				14:00 ~ 15:00	14	4	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				15:00 ~ 16:00	14	5	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				16:00 ~ 17:00	14	5	2	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				17:00 ~ 18:00	14	6	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				18:00 ~ 19:00	15	7	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
19:00 ~ 20:00	12	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
20:00 ~ 21:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
21:00 ~ 22:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
22:00 ~ 23:00	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:00 ~ 00:00	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
54	Wai Yip Street (between How Ming Street & Tsun Yip Street)	Two-way	40	00:00 ~ 01:00	22	7	5	1	3	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0			
				01:00 ~ 02:00	18	8	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	
				02:00 ~ 03:00	13	6	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	13	5	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	13	5	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	12	5	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	16	7	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
				07:00 ~ 08:00	46	21	7	1	3	2	3	1	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0
				08:00 ~ 09:00	75	37	10	2	6	4	3	2	0	0	0	0	0	0	0	1	2	0	4	2	1	0	0
				09:00 ~ 10:00	67	27	13	2	9	4	5	1	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0
				10:00 ~ 11:00	68	21	13	4	12	5	7	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0
				11:00 ~ 12:00	53	22	11	2	4	4	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0
				12:00 ~ 13:00	48	17	10	2	6	5	4	1	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0
				13:00 ~ 14:00	56	20	12	1	7	4	5	1	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0
				14:00 ~ 15:00	62	22	13	2	9	6	5	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
				15:00 ~ 16:00	58	23	12	1	8	3	5	1	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0
				16:00 ~ 17:00	60	25	11	1	9	3	4	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0
				17:00 ~ 18:00	69	30	15	2	6	3	4	1	0	0	0	0	0	0	0	1	1	0	3	3	0	0	0
				18:00 ~ 19:00	61	29	14	2	5	2	2	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0
19:00 ~ 20:00	55	28	13	1	3	1	2	0	0	0	0	0	0	0	0	1	1	0	2	3	0	0	0				
20:00 ~ 21:00	41	19	13	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0				
21:00 ~ 22:00	37	17	13	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0				
22:00 ~ 23:00	31	14	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0				
23:00 ~ 00:00	24	10	5	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
55	Wai Yip Street (between Tsun Yip Street & Kei Yip Street)	Two-way	90	00:00 ~ 01:00	44	15	10	2	5	2	3	1	0	0	0	0	0	1	1	0	2	2	0	0		
				01:00 ~ 02:00	36	16	8	0	4	2	2	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0
				02:00 ~ 03:00	27	12	6	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				03:00 ~ 04:00	25	11	5	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				04:00 ~ 05:00	25	11	5	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				05:00 ~ 06:00	24	11	5	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				06:00 ~ 07:00	32	14	7	0	4	2	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
				07:00 ~ 08:00	95	45	14	1	6	4	7	3	0	1	0	0	0	2	3	0	5	3	1	0	0	
				08:00 ~ 09:00	142	71	17	3	12	9	7	4	1	0	0	0	3	3	0	8	3	1	0	0		
				09:00 ~ 10:00	132	50	26	4	18	8	10	2	0	1	0	0	2	3	0	6	3	0	0	0	0	
				10:00 ~ 11:00	141	44	27	7	26	10	15	2	0	0	0	0	1	0	0	5	4	1	0	0	0	
				11:00 ~ 12:00	105	45	22	2	8	8	10	1	1	0	0	0	0	1	0	0	3	3	1	0	0	
				12:00 ~ 13:00	96	35	18	2	12	8	8	2	1	0	0	0	3	0	0	3	4	0	0	0	0	
				13:00 ~ 14:00	112	43	24	1	14	7	9	2	1	0	0	0	2	0	0	3	5	0	0	0	0	
				14:00 ~ 15:00	126	46	26	3	18	11	10	3	0	0	0	1	1	0	0	3	3	0	0	0	0	
				15:00 ~ 16:00	117	48	23	1	17	6	9	2	0	0	0	0	2	2	0	3	3	0	0	0	0	
				16:00 ~ 17:00	127	54	23	2	19	6	10	1	0	0	1	0	1	0	0	4	5	0	0	0	0	
				17:00 ~ 18:00	143	67	28	2	13	6	8	1	0	0	0	0	1	2	1	0	6	6	1	0	0	
				18:00 ~ 19:00	128	67	28	3	10	3	4	0	0	0	0	0	2	3	0	3	7	0	0	0	0	
				19:00 ~ 20:00	111	58	24	0	7	2	4	1	0	0	0	0	2	1	0	5	6	0	0	0	0	
20:00 ~ 21:00	83	41	25	0	5	1	2	1	0	0	0	0	1	0	0	3	4	0	0	0	0					
21:00 ~ 22:00	74	35	25	1	3	1	1	1	1	0	0	0	0	0	0	3	3	0	0	0	0					
22:00 ~ 23:00	63	29	23	0	3	1	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0					
23:00 ~ 00:00	47	20	10	0	6	2	3	1	0	0	0	0	0	0	0	2	2	0	0	0	0					
56	Wai Yip Street (between Kei Yip Street & Hoi Yuen Road)	Two-way	60	00:00 ~ 01:00	38	16	7	3	5	2	2	1	0	0	0	0	1	0	0	0	2	0	0			
				01:00 ~ 02:00	29	13	5	2	4	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				02:00 ~ 03:00	22	9	4	1	3	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				03:00 ~ 04:00	20	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				04:00 ~ 05:00	20	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				05:00 ~ 06:00	20	8	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				06:00 ~ 07:00	26	11	5	1	3	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				07:00 ~ 08:00	68	32	9	3	6	3	6	2	0	0	0	0	1	1	0	1	3	1	0	0	0	
				08:00 ~ 09:00	109	51	15	4	12	3	7	3	1	0	0	0	2	2	0	2	5	1	0	0	0	
				09:00 ~ 10:00	114	44	20	8	17	6	8	2	0	0	0	0	1	1	0	1	4	2	0	0	0	
				10:00 ~ 11:00	111	39	21	8	16	8	9	2	0	0	0	0	1	0	0	0	4	1	0	0	0	
				11:00 ~ 12:00	92	33	15	7	14	5	8	2	1	0	0	0	2	0	0	1	3	1	0	0	0	
				12:00 ~ 13:00	89	31	13	7	13	5	9	2	1	0	0	0	2	0	0	1	5	1	0	0	0	
				13:00 ~ 14:00	90	32	16	6	12	5	7	2	1	0	0	0	2	0	0	1	5	1	0	0	0	
				14:00 ~ 15:00	104	37	19	8	15	7	8	3	0	0	0	0	1	0	0	1	4	1	0	0	0	
				15:00 ~ 16:00	98	41	16	5	15	4	7	2	0	0	0	0	2	1	0	1	4	1	0	0	0	
				16:00 ~ 17:00	98	43	15	5	13	3	8	2	0	0	0	0	2	0	0	1	5	0	0	0	0	
				17:00 ~ 18:00	108	51	18	4	13	3	6	1	0	0	0	0	2	1	0	3	5	0	0	0	0	
				18:00 ~ 19:00	116	65	15	6	11	2	3	1	0	0	0	0	3	1	0	2	6	0	0	0	0	
				19:00 ~ 20:00	89	49	17	3	6	2	3	1	0	0	0	0	1	0	0	1	7	0	0	0	0	
20:00 ~ 21:00	65	33	16	2	4	1	2	0	1	0	0	0	1	0	0	1	5	0	0	0	0					
21:00 ~ 22:00	59	31	16	2	2	1	1	0	1	0	0	0	0	0	0	1	4	0	0	0	0					
22:00 ~ 23:00	47	22	15	1	3	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0					
23:00 ~ 00:00	38	16	7	2	5	2	2	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
57	Shing Yip Street (between King Yip Street & Hoi Yuen Road)	Northwest	275	00:00 ~ 01:00	55	23	13	4	7	1	3	0	0	0	0	0	0	0	0	0	0	4	0	0			
				01:00 ~ 02:00	45	18	10	3	5	1	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0		
				02:00 ~ 03:00	34	14	7	2	4	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
				03:00 ~ 04:00	32	13	7	2	4	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
				04:00 ~ 05:00	32	13	7	2	4	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
				05:00 ~ 06:00	29	13	7	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
				06:00 ~ 07:00	39	15	9	3	4	1	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
				07:00 ~ 08:00	85	42	17	7	9	2	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0		
				08:00 ~ 09:00	92	40	13	9	11	2	12	0	0	0	0	0	0	0	0	1	1	1	0	0	2	0	0
				09:00 ~ 10:00	132	43	23	14	23	2	21	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0
				10:00 ~ 11:00	149	41	29	12	25	4	29	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
				11:00 ~ 12:00	144	46	24	14	21	4	28	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
				12:00 ~ 13:00	142	43	26	14	17	4	25	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	
				13:00 ~ 14:00	140	45	31	14	16	4	22	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	
				14:00 ~ 15:00	150	49	32	14	19	4	24	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
				15:00 ~ 16:00	153	54	32	12	23	3	21	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
				16:00 ~ 17:00	188	81	31	11	28	2	24	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	
				17:00 ~ 18:00	204	100	49	15	12	9	7	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	
				18:00 ~ 19:00	171	87	35	7	14	0	11	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	
19:00 ~ 20:00	129	62	31	7	7	1	7	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0					
20:00 ~ 21:00	96	43	31	3	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0					
21:00 ~ 22:00	88	40	30	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0					
22:00 ~ 23:00	76	31	32	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0					
23:00 ~ 00:00	55	23	13	4	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
58	Shing Yip Street (between King Yip Street & Cha Kwo Ling Road)	Two-way	65	00:00 ~ 01:00	23	9	5	1	3	0	2	0	0	0	0	0	0	0	0	0	1	0	0				
				01:00 ~ 02:00	18	8	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
				02:00 ~ 03:00	14	6	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
				03:00 ~ 04:00	13	5	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
				04:00 ~ 05:00	13	5	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
				05:00 ~ 06:00	13	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0		
				06:00 ~ 07:00	16	6	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0		
				07:00 ~ 08:00	18	6	2	1	2	1	2	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	
				08:00 ~ 09:00	49	19	11	3	5	1	4	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	
				09:00 ~ 10:00	60	22	12	4	9	2	6	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	
				10:00 ~ 11:00	69	24	14	5	10	1	8	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	
				11:00 ~ 12:00	69	21	11	5	12	3	7	0	1	0	0	0	0	0	0	1	0	0	3	5	0	0	
				12:00 ~ 13:00	57	20	9	4	6	2	6	0	0	0	0	0	0	0	0	0	1	0	2	6	0	0	
				13:00 ~ 14:00	60	21	11	5	7	1	5	0	0	0	0	0	0	0	0	0	1	0	3	5	0	0	
				14:00 ~ 15:00	70	25	14	4	10	2	5	1	1	0	0	0	0	0	0	1	0	0	3	4	0	0	
				15:00 ~ 16:00	64	23	13	5	8	1	6	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	
				16:00 ~ 17:00	64	26	9	5	8	1	6	0	0	0	0	0	0	0	0	0	1	1	0	4	3	0	0
				17:00 ~ 18:00	77	36	16	4	6	1	4	0	0	0	0	0	0	0	0	0	1	0	4	3	0	0	
				18:00 ~ 19:00	71	39	10	3	5	0	2	0	0	0	0	0	0	0	0	0	1	1	0	6	5	0	0
19:00 ~ 20:00	52	27	10	2	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0	0				
20:00 ~ 21:00	38	17	10	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	2	4	0	0					
21:00 ~ 22:00	31	13	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0					
22:00 ~ 23:00	23	8	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0					
23:00 ~ 00:00	24	10	5	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0					

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
59	Cha Kwo Ling Road (between Wai Fat Road & Lei Yue Mun Road)	Northeast	155	00:00 ~ 01:00	39	16	7	2	4	1	2	0	1	0	0	0	1	0	0	2	2	0	0			
				01:00 ~ 02:00	30	13	5	2	3	0	2	0	1	0	0	1	0	0	1	0	0	1	2	0	0	
				02:00 ~ 03:00	22	9	4	1	2	0	1	0	1	0	0	1	0	0	1	0	0	2	1	0	0	
				03:00 ~ 04:00	21	9	4	1	2	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	
				04:00 ~ 05:00	21	9	4	1	2	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	
				05:00 ~ 06:00	21	8	4	1	2	0	1	0	1	0	0	1	0	0	0	0	0	2	1	0	0	
				06:00 ~ 07:00	33	16	5	1	2	0	2	0	1	0	0	1	0	0	0	1	0	3	2	0	0	
				07:00 ~ 08:00	93	52	10	5	1	2	2	2	1	1	1	1	1	1	1	1	1	0	10	3	0	0
				08:00 ~ 09:00	177	100	25	7	8	3	5	2	1	0	1	2	3	3	0	0	0	8	8	1	0	
				09:00 ~ 10:00	170	81	25	9	20	5	9	2	2	0	0	1	2	0	0	0	0	6	6	1	0	
				10:00 ~ 11:00	150	65	23	8	15	2	11	2	2	0	0	1	1	0	0	1	1	11	7	1	0	
				11:00 ~ 12:00	146	62	20	7	18	4	11	1	4	0	0	1	1	0	0	0	0	9	7	1	0	
				12:00 ~ 13:00	127	56	18	5	13	4	6	1	2	0	0	1	4	0	0	0	0	8	7	0	0	
				13:00 ~ 14:00	130	55	24	5	8	3	7	1	2	0	0	0	4	1	0	0	0	10	8	0	0	
				14:00 ~ 15:00	130	53	23	8	15	2	7	1	1	0	0	1	2	0	0	0	0	10	6	0	0	
				15:00 ~ 16:00	136	59	25	5	13	1	13	1	2	0	0	1	2	2	0	0	0	8	5	0	0	
				16:00 ~ 17:00	154	69	23	7	14	2	8	1	1	0	0	1	5	2	1	1	13	8	1	0		
				17:00 ~ 18:00	158	83	22	7	11	2	6	2	1	0	0	1	5	0	0	0	0	12	5	1	0	
18:00 ~ 19:00	164	89	19	7	9	2	5	1	2	1	0	1	1	1	0	0	0	15	10	1	1					
19:00 ~ 20:00	101	55	15	2	3	1	2	1	2	0	0	0	0	0	0	0	0	11	8	0	0					
20:00 ~ 21:00	99	55	15	1	3	1	3	1	4	0	0	0	1	0	0	0	0	8	8	0	0					
21:00 ~ 22:00	79	40	16	1	2	1	1	0	3	0	0	0	0	0	0	0	0	8	6	0	0					
22:00 ~ 23:00	48	22	11	0	1	0	1	0	2	1	0	0	1	0	0	1	0	6	3	0	0					
23:00 ~ 00:00	42	16	7	2	4	1	2	0	1	0	0	0	1	0	0	0	0	5	2	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
60	Cha Kwo Ling Road (between Wai Fat Road & Yau Hong Street)	Two-way	105	00:00 ~ 01:00	24	9	6	1	1	1	1	0	1	0	0	1	1	0	0	1	1	0	0			
				01:00 ~ 02:00	18	7	5	1	1	0	1	0	1	0	0	1	0	0	1	1	0	1	1	0	0	
				02:00 ~ 03:00	15	6	3	1	1	0	1	0	1	0	0	1	0	0	0	1	0	1	1	0	0	
				03:00 ~ 04:00	14	5	3	1	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
				04:00 ~ 05:00	14	5	3	1	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
				05:00 ~ 06:00	14	5	3	1	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
				06:00 ~ 07:00	17	7	4	1	1	0	1	0	1	0	0	1	0	0	0	1	0	1	1	0	0	
				07:00 ~ 08:00	66	29	14	1	1	1	1	0	3	1	1	1	6	3	0	3	1	0	3	1	0	0
				08:00 ~ 09:00	87	46	15	2	3	1	2	0	3	0	0	3	4	1	0	3	3	0	3	3	0	0
				09:00 ~ 10:00	76	30	18	4	5	3	4	0	3	0	0	3	2	0	0	2	2	0	2	2	0	0
				10:00 ~ 11:00	71	30	16	4	6	2	4	0	3	0	0	2	0	0	0	0	0	2	2	2	0	0
				11:00 ~ 12:00	62	26	12	1	5	1	4	0	3	0	0	1	2	0	0	0	0	1	4	0	0	
				12:00 ~ 13:00	70	23	16	3	3	2	4	0	3	0	1	2	5	0	0	0	0	2	6	0	0	
				13:00 ~ 14:00	60	20	17	2	4	2	4	0	3	0	0	1	2	0	0	0	0	2	4	0	0	
				14:00 ~ 15:00	55	17	17	4	5	1	3	1	2	0	0	1	1	0	0	0	0	2	2	0	0	
				15:00 ~ 16:00	67	26	15	2	5	3	3	0	1	0	1	2	3	2	0	1	3	0	1	3	0	0
				16:00 ~ 17:00	78	32	15	3	5	1	3	0	2	0	1	2	5	2	0	2	4	0	2	4	0	0
				17:00 ~ 18:00	82	39	16	3	5	1	2	0	2	0	0	2	4	1	0	2	4	0	2	4	0	0
18:00 ~ 19:00	74	39	13	2	5	1	2	0	3	0	0	1	1	1	0	2	5	0	2	5	0	0				
19:00 ~ 20:00	62	29	15	1	2	0	1	0	3	0	0	0	0	1	0	0	2	7	0	7	0	0				
20:00 ~ 21:00	52	25	14	1	0	0	0	0	3	0	0	0	0	0	0	0	0	2	7	0	0					
21:00 ~ 22:00	49	24	14	0	1	0	0	0	3	0	0	0	0	0	1	0	1	4	0	4	0	0				
22:00 ~ 23:00	38	16	15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	1	0	0				
23:00 ~ 00:00	25	9	6	1	1	1	1	1	1	0	0	1	0	0	1	1	0	0	1	1	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
61	Cha Kwo Ling Road (between Yau Hong Street & Sin Fat Road)	Two-way	145	00:00 ~ 01:00	38	13	8	1	2	1	1	0	3	0	0	1	3	1	0	2	2	0	0			
				01:00 ~ 02:00	29	10	7	1	2	1	1	0	2	0	0	2	0	0	1	2	1	0	1	1	0	0
				02:00 ~ 03:00	23	8	5	1	1	1	1	0	2	0	0	2	0	0	1	2	1	0	1	1	0	0
				03:00 ~ 04:00	20	7	4	1	1	1	1	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0
				04:00 ~ 05:00	20	7	4	1	1	1	1	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0
				05:00 ~ 06:00	19	6	4	1	1	1	1	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0
				06:00 ~ 07:00	28	11	6	1	1	1	1	0	2	0	0	2	0	0	1	2	1	0	1	1	0	0
				07:00 ~ 08:00	103	44	21	1	1	2	0	0	7	0	0	7	0	0	0	14	5	0	5	2	0	0
				08:00 ~ 09:00	137	69	23	4	4	3	3	1	6	0	0	6	0	0	3	11	2	0	4	3	0	0
				09:00 ~ 10:00	121	42	29	7	6	5	6	0	6	0	0	6	0	0	5	6	2	0	4	2	0	0
				10:00 ~ 11:00	97	37	22	3	6	6	5	0	7	0	0	7	0	0	2	2	2	0	4	2	0	0
				11:00 ~ 12:00	102	41	17	4	7	3	4	0	9	0	0	9	0	0	1	6	1	0	3	5	0	0
				12:00 ~ 13:00	98	30	19	5	6	4	5	1	8	0	0	8	0	0	2	8	2	0	4	5	0	0
				13:00 ~ 14:00	98	33	25	3	7	4	4	0	6	0	0	6	0	0	0	5	2	0	4	5	0	0
				14:00 ~ 15:00	80	25	18	3	6	4	4	0	6	0	0	6	0	0	2	3	2	0	3	4	0	0
				15:00 ~ 16:00	97	33	17	3	8	4	2	1	4	1	1	4	1	1	3	8	5	0	3	3	0	0
				16:00 ~ 17:00	115	48	17	3	7	3	3	1	5	1	1	5	1	1	3	10	5	0	4	5	0	0
				17:00 ~ 18:00	122	54	24	3	7	3	2	0	4	0	0	4	0	0	1	8	4	0	4	6	0	0
				18:00 ~ 19:00	107	53	16	3	4	2	1	0	6	0	0	6	0	0	0	7	4	0	4	7	0	0
				19:00 ~ 20:00	98	44	21	1	4	2	1	0	6	0	0	6	0	0	0	5	3	0	5	7	0	0
20:00 ~ 21:00	82	36	19	2	2	1	0	0	6	0	0	6	0	0	0	1	1	0	4	11	0	0				
21:00 ~ 22:00	70	35	18	1	1	0	0	0	7	0	0	7	0	0	0	0	0	1	0	3	5	0	0			
22:00 ~ 23:00	57	22	21	1	1	0	1	0	5	0	0	5	0	0	0	0	0	1	0	3	2	0	0			
23:00 ~ 00:00	38	13	8	1	2	1	1	0	3	0	0	3	0	0	1	3	1	0	2	2	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
62	Cha Kwo Ling Road (between Sin Fat Road & Wai Yip Street)	Two-way	355	00:00 ~ 01:00	89	30	20	2	5	3	3	0	7	0	0	1	6	3	0	5	3	0	0			
				01:00 ~ 02:00	69	23	15	2	4	2	2	0	5	0	0	5	0	0	1	5	2	0	5	3	0	0
				02:00 ~ 03:00	55	18	12	1	3	2	2	0	5	0	0	5	0	0	1	4	2	0	3	2	0	0
				03:00 ~ 04:00	48	17	10	1	2	2	2	0	4	0	0	4	0	0	1	3	1	0	3	2	0	0
				04:00 ~ 05:00	48	17	10	1	2	2	2	0	4	0	0	4	0	0	1	3	1	0	3	2	0	0
				05:00 ~ 06:00	44	15	10	1	2	2	2	0	3	0	0	3	0	0	1	3	1	0	3	2	0	0
				06:00 ~ 07:00	60	21	13	1	3	2	2	0	5	0	0	5	0	0	1	4	2	0	3	2	0	0
				07:00 ~ 08:00	222	81	48	1	3	4	1	1	20	1	0	20	1	0	0	33	11	0	15	2	0	0
				08:00 ~ 09:00	277	117	50	9	10	7	7	1	18	0	0	18	0	0	7	27	6	0	13	3	0	0
				09:00 ~ 10:00	249	66	66	12	12	13	14	0	18	0	0	18	0	0	11	12	6	0	16	1	0	0
				10:00 ~ 11:00	192	59	43	2	13	14	11	0	20	0	0	20	0	0	5	5	4	0	11	2	0	0
				11:00 ~ 12:00	208	64	36	8	16	7	10	0	27	0	0	27	0	0	2	14	2	0	11	9	0	0
				12:00 ~ 13:00	209	50	41	9	15	10	11	1	22	0	0	22	0	0	4	20	5	0	11	10	0	0
				13:00 ~ 14:00	209	59	55	5	16	10	9	0	18	0	0	18	0	0	1	11	4	0	12	10	0	0
				14:00 ~ 15:00	167	41	39	5	14	10	10	0	16	0	0	16	0	0	3	6	4	0	11	7	0	0
				15:00 ~ 16:00	204	55	37	5	19	11	5	1	11	1	2	11	1	2	8	19	13	0	11	5	0	0
				16:00 ~ 17:00	238	83	36	4	17	6	8	1	14	1	3	14	1	3	3	24	12	0	14	10	0	0
				17:00 ~ 18:00	249	89	51	9	17	6	6	0	13	0	0	13	0	0	3	21	9	0	12	12	0	0
				18:00 ~ 19:00	224	94	36	7	8	4	3	0	16	1	0	16	1	0	0	16	11	0	13	15	0	0
				19:00 ~ 20:00	209	82	45	2	10	4	3	0	16	0	0	16	0	0	0	11	7	0	16	14	0	0
20:00 ~ 21:00	170	62	42	5	4	1	0	0	18	0	0	18	0	0	0	2	2	0	12	22	0	0				
21:00 ~ 22:00	149	65	39	2	2	1	0	0	19	0	0	19	0	0	0	0	2	0	10	10	0	0				
22:00 ~ 23:00	133	47	49	2	2	1	1	0	16	0	0	16	0	0	0	0	2	0	11	3	0	0				
23:00 ~ 00:00	89	29	20	2	5	3	3	0	8	0	0	8	0	0	1	6	3	0	5	3	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
65	Slip Road from Kwun Tong Bypass (between New Kwun Tong Driving School & Kwun Tong Law Courts)	One-way	115	00:00 ~ 01:00	55	32	8	3	2	3	3	1	0	0	0	0	0	0	0	0	1	0	0	0			
				01:00 ~ 02:00	35	21	5	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				02:00 ~ 03:00	24	12	3	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	16	7	2	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	14	10	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	26	12	3	1	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	97	39	16	6	6	5	11	6	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0
				07:00 ~ 08:00	190	112	16	9	13	8	4	1	3	1	1	1	0	4	2	0	3	11	0	0	0	0	0
				08:00 ~ 09:00	161	91	17	9	9	8	6	3	2	2	2	0	1	0	0	0	0	0	0	5	5	0	0
				09:00 ~ 10:00	137	71	20	8	2	7	12	6	1	0	0	0	0	0	0	0	0	0	0	5	2	0	0
				10:00 ~ 11:00	147	64	24	14	11	13	10	6	0	1	1	1	0	0	0	0	0	0	0	2	0	0	0
				11:00 ~ 12:00	138	73	16	11	3	9	13	7	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0
				12:00 ~ 13:00	135	68	17	10	6	7	11	5	0	1	1	1	0	0	0	0	0	0	0	2	1	0	0
				13:00 ~ 14:00	143	61	14	13	13	10	13	6	2	1	2	2	2	2	2	0	1	0	0	1	0	0	0
				14:00 ~ 15:00	138	68	11	10	6	10	15	7	2	2	3	0	1	1	0	0	0	0	0	1	1	0	0
				15:00 ~ 16:00	140	69	11	10	6	9	16	8	1	1	2	0	0	0	0	0	0	0	0	4	2	1	0
				16:00 ~ 17:00	148	67	16	15	11	13	13	6	2	1	1	0	0	0	0	0	0	0	0	1	1	0	0
				17:00 ~ 18:00	171	101	16	8	6	8	8	4	2	1	1	0	0	0	0	0	0	0	0	1	13	0	0
				18:00 ~ 19:00	160	109	25	3	3	5	6	3	1	0	0	1	2	1	0	0	0	0	0	0	1	0	0
				19:00 ~ 20:00	146	85	29	7	7	6	2	0	3	0	0	1	4	2	0	0	0	0	0	0	0	0	0
				20:00 ~ 21:00	112	66	29	5	4	4	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:00 ~ 22:00	113	65	32	5	5	4	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0				
22:00 ~ 23:00	119	65	38	4	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	83	35	11	6	5	5	13	2	1	1	1	1	0	1	1	1	0	1	0	1	1	0	0				
66	Yau Hong Street (from Cha Kwo Ling Road)	Two-way	170	00:00 ~ 01:00	32	12	6	1	2	1	1	0	3	0	0	1	3	2	0	0	1	0	0				
				01:00 ~ 02:00	26	10	4	1	1	1	1	0	2	0	0	1	2	1	0	0	0	0	1	0	0		
				02:00 ~ 03:00	20	8	3	1	1	1	0	0	2	0	0	1	2	1	0	0	0	0	1	0	0	0	
				03:00 ~ 04:00	19	7	3	1	1	1	0	0	2	0	0	1	2	1	0	0	0	0	1	0	0	0	
				04:00 ~ 05:00	19	7	3	1	1	1	0	0	2	0	0	1	2	1	0	0	0	0	1	0	0	0	
				05:00 ~ 06:00	18	7	3	1	1	1	0	0	2	0	0	1	1	1	0	0	0	0	1	0	0	0	
				06:00 ~ 07:00	23	9	4	1	1	1	0	0	2	0	0	1	2	1	0	0	0	0	1	0	0	0	
				07:00 ~ 08:00	91	34	20	1	1	1	0	0	10	0	0	3	14	6	0	1	0	0	0	0	0	0	
				08:00 ~ 09:00	116	51	15	5	2	2	2	0	12	0	0	5	13	4	0	1	2	0	0	2	0	0	
				09:00 ~ 10:00	96	27	24	6	6	5	3	0	8	0	0	5	6	3	0	1	0	0	0	0	0	0	
				10:00 ~ 11:00	63	21	12	3	5	2	3	0	7	0	0	4	2	2	0	0	0	0	0	1	0	0	
				11:00 ~ 12:00	74	25	12	5	7	1	4	0	7	0	0	2	6	1	0	0	0	0	0	3	0	0	
				12:00 ~ 13:00	76	22	10	4	6	2	3	0	8	0	0	3	10	2	0	0	0	0	0	5	0	0	
				13:00 ~ 14:00	67	23	13	2	4	3	3	0	6	0	0	1	5	2	0	0	0	0	0	3	0	0	
				14:00 ~ 15:00	60	20	12	2	5	3	2	0	7	0	0	2	3	2	0	0	0	0	0	2	0	0	
				15:00 ~ 16:00	82	28	9	4	9	2	2	0	5	0	1	6	9	6	0	0	0	0	0	1	0	0	
				16:00 ~ 17:00	97	32	13	5	6	2	3	1	6	0	1	4	13	6	0	0	0	0	0	3	0	0	
				17:00 ~ 18:00	89	39	10	3	5	2	1	0	6	0	0	4	10	6	0	0	0	0	0	3	0	0	
				18:00 ~ 19:00	77	38	7	2	3	2	0	0	7	0	0	1	8	6	0	0	0	0	0	3	0	0	
				19:00 ~ 20:00	71	30	13	1	3	1	0	0	4	0	0	0	6	5	0	0	0	0	0	6	0	0	
				20:00 ~ 21:00	53	23	14	1	1	0	0	0	4	0	0	0	1	2	0	0	0	0	0	6	0	0	
21:00 ~ 22:00	57	31	12	1	1	0	0	0	6	0	0	0	0	2	0	0	0	0	0	4	0	0					
22:00 ~ 23:00	48	23	14	1	1	0	0	0	5	0	0	0	0	2	0	0	0	0	0	1	0	0					
23:00 ~ 00:00	33	13	6	1	2	1	1	0	3	0	0	1	3	2	0	0	0	0	0	1	0	0					

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
67	Sin Fat Road (between Cha Kwo Ling Road & S Laguna Street)	Two-way	85	00:00 ~ 01:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				01:00 ~ 02:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				02:00 ~ 03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				03:00 ~ 04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				04:00 ~ 05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				05:00 ~ 06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	14	8	1	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	1	0	0	0
				08:00 ~ 09:00	24	17	2	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0
				09:00 ~ 10:00	24	10	3	4	1	0	0	1	0	0	1	0	1	0	0	1	1	0	0	1	1	0	0	0
				10:00 ~ 11:00	19	9	3	2	1	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0
				11:00 ~ 12:00	19	10	2	2	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0
				12:00 ~ 13:00	15	7	2	2	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0
				13:00 ~ 14:00	15	8	2	2	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0
				14:00 ~ 15:00	14	7	2	2	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0
				15:00 ~ 16:00	16	8	2	2	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0
				16:00 ~ 17:00	19	10	2	1	1	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	0	0	0
				17:00 ~ 18:00	22	14	2	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	0
				18:00 ~ 19:00	16	12	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0
				19:00 ~ 20:00	15	9	2	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	0
20:00 ~ 21:00	14	8	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0				
21:00 ~ 22:00	11	7	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0				
22:00 ~ 23:00	6	3	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0				
23:00 ~ 00:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)					
68	Kei Yip Street (between Wai Yip Street & Kei Yip Lane)	Two-way	65	00:00 ~ 01:00	22	9	4	2	3	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0				
				01:00 ~ 02:00	18	7	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
				02:00 ~ 03:00	13	5	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				03:00 ~ 04:00	12	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				04:00 ~ 05:00	12	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				05:00 ~ 06:00	12	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				06:00 ~ 07:00	16	7	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
				07:00 ~ 08:00	41	19	6	3	3	1	3	1	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	
				08:00 ~ 09:00	64	32	8	3	7	2	4	2	1	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0
				09:00 ~ 10:00	70	29	10	6	9	3	4	1	0	0	0	0	1	0	0	0	1	1	0	0	3	2	0	0
				10:00 ~ 11:00	67	24	11	6	9	5	6	2	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
				11:00 ~ 12:00	58	21	8	6	8	3	6	1	1	0	0	0	1	0	0	0	1	0	0	0	3	1	0	0
				12:00 ~ 13:00	56	19	8	6	7	3	5	2	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
				13:00 ~ 14:00	56	19	10	6	6	3	5	2	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0
				14:00 ~ 15:00	60	21	10	6	8	3	5	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
				15:00 ~ 16:00	61	23	10	5	9	3	4	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
				16:00 ~ 17:00	60	25	10	5	7	2	5	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
				17:00 ~ 18:00	61	27	12	4	7	2	3	1	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0
				18:00 ~ 19:00	66	36	9	4	7	2	2	0	0	0	0	0	0	0	0	0	2	1	0	1	3	0	0	0
				19:00 ~ 20:00	51	27	10	2	3	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0
20:00 ~ 21:00	38	19	10	1	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0				
21:00 ~ 22:00	35	18	10	1	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0				
22:00 ~ 23:00	28	12	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0				
23:00 ~ 00:00	23	9	4	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
69	Kei Yip Street (from Kei Yip Lane)	Southwest	60	00:00 ~ 01:00	18	7	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	14	6	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	11	4	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	10	4	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	10	4	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				05:00 ~ 06:00	10	4	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				06:00 ~ 07:00	12	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	31	13	4	3	3	1	2	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				08:00 ~ 09:00	49	23	5	3	6	1	4	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				09:00 ~ 10:00	55	22	7	6	7	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0
				10:00 ~ 11:00	52	18	8	5	7	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
				11:00 ~ 12:00	45	15	6	5	7	2	5	1	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				12:00 ~ 13:00	45	14	6	5	6	3	5	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				13:00 ~ 14:00	45	14	8	5	5	2	4	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				14:00 ~ 15:00	47	15	8	5	6	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
				15:00 ~ 16:00	48	17	8	4	7	2	4	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				16:00 ~ 17:00	48	18	8	5	6	2	4	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				17:00 ~ 18:00	47	18	9	4	6	1	3	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
				18:00 ~ 19:00	50	25	7	4	6	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0
				19:00 ~ 20:00	40	20	8	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
20:00 ~ 21:00	29	14	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0				
21:00 ~ 22:00	27	13	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
22:00 ~ 23:00	22	9	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	19	8	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
70	Hoi Bun Road (between Kei Yip Street & Tsun Yip Street)	Northwest	75	00:00 ~ 01:00	23	9	4	2	2	1	2	1	0	0	0	0	0	0	0	0	0	1	0	0			
				01:00 ~ 02:00	18	7	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
				02:00 ~ 03:00	14	5	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				03:00 ~ 04:00	13	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	13	5	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				05:00 ~ 06:00	12	5	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				06:00 ~ 07:00	15	6	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
				07:00 ~ 08:00	39	17	5	3	3	2	3	1	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0
				08:00 ~ 09:00	62	29	7	4	7	2	5	2	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0
				09:00 ~ 10:00	68	28	9	7	8	3	4	1	1	0	0	0	0	0	0	0	1	1	0	0	3	2	0
				10:00 ~ 11:00	65	22	11	6	8	5	6	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				11:00 ~ 12:00	57	19	7	7	8	3	6	1	1	0	0	0	0	0	0	0	1	0	0	0	3	1	0
				12:00 ~ 13:00	56	17	8	7	7	3	6	2	1	0	0	0	0	0	0	0	1	0	0	0	4	1	0
				13:00 ~ 14:00	56	18	10	7	6	3	5	2	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0
				14:00 ~ 15:00	59	19	10	7	8	3	5	2	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0
				15:00 ~ 16:00	60	21	10	5	9	3	5	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				16:00 ~ 17:00	60	22	10	6	8	2	5	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
				17:00 ~ 18:00	58	23	11	5	7	2	3	1	0	0	0	0	0	0	0	0	1	1	0	1	3	0	0
				18:00 ~ 19:00	63	31	9	5	7	2	2	0	0	0	0	0	0	0	0	0	2	1	0	1	3	0	0
				19:00 ~ 20:00	50	25	10	3	3	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0
20:00 ~ 21:00	37	17	10	2	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0				
21:00 ~ 22:00	33	16	10	2	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0				
22:00 ~ 23:00	28	12	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0				
23:00 ~ 00:00	23	9	4	2	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
71	Kei Yip Lane (from Kei Yip Street)	Northwest	100	00:00 ~ 01:00	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				01:00 ~ 02:00	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				02:00 ~ 03:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				07:00 ~ 08:00	13	7	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				08:00 ~ 09:00	21	12	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				09:00 ~ 10:00	19	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				10:00 ~ 11:00	19	9	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				11:00 ~ 12:00	17	9	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				12:00 ~ 13:00	15	7	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				13:00 ~ 14:00	15	7	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				14:00 ~ 15:00	17	8	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				15:00 ~ 16:00	16	9	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				16:00 ~ 17:00	18	11	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				17:00 ~ 18:00	21	12	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
				18:00 ~ 19:00	22	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
				19:00 ~ 20:00	16	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
20:00 ~ 21:00	12	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
21:00 ~ 22:00	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0				
22:00 ~ 23:00	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:00 ~ 00:00	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
72	Wai Fat Road (between Yau Shun Street & Shing Yip Street)	Southwest	145	00:00 ~ 01:00	49	19	10	2	4	2	3	0	1	0	0	1	1	1	0	2	3	0	0	0			
				01:00 ~ 02:00	37	14	8	2	3	1	2	0	1	0	0	1	0	0	1	1	0	1	2	0	0	0	
				02:00 ~ 03:00	28	11	6	2	2	1	2	0	1	0	0	1	0	0	0	0	1	1	1	0	0	0	
				03:00 ~ 04:00	26	10	6	2	2	1	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	
				04:00 ~ 05:00	26	10	6	2	2	1	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	
				05:00 ~ 06:00	25	10	5	1	2	1	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	
				06:00 ~ 07:00	35	15	7	2	2	1	2	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	
				07:00 ~ 08:00	95	42	16	3	3	4	4	1	2	0	3	1	4	2	0	5	5	0	5	5	0	0	
				08:00 ~ 09:00	181	95	26	7	10	5	9	1	2	0	1	4	5	2	0	6	8	1	6	8	1	0	
				09:00 ~ 10:00	152	64	31	11	15	4	9	1	2	0	1	3	1	1	0	3	6	0	3	6	0	0	
				10:00 ~ 11:00	145	58	28	8	13	7	13	3	4	0	0	3	1	0	0	4	4	0	4	4	0	0	
				11:00 ~ 12:00	152	64	24	8	14	7	13	2	5	0	1	2	2	0	0	4	7	0	4	7	0	0	
				12:00 ~ 13:00	129	46	23	7	10	4	12	1	4	0	3	2	3	0	0	4	9	0	4	9	0	0	
				13:00 ~ 14:00	137	48	33	9	12	5	11	2	3	0	1	1	2	0	0	3	6	0	3	6	0	0	
				14:00 ~ 15:00	122	52	26	7	9	3	9	1	2	0	0	1	1	0	0	3	6	0	3	6	0	0	
				15:00 ~ 16:00	133	49	31	7	13	6	6	1	3	0	1	3	0	1	3	2	0	3	5	0	0	0	
				16:00 ~ 17:00	162	69	26	10	12	5	10	1	3	0	2	7	3	0	3	0	3	9	0	3	9	0	0
				17:00 ~ 18:00	159	68	38	8	8	5	7	1	3	0	0	2	4	2	0	4	8	0	4	8	0	0	0
				18:00 ~ 19:00	118	60	20	5	4	2	4	1	4	0	0	1	1	3	0	6	8	0	6	8	0	0	0
				19:00 ~ 20:00	109	55	21	2	6	1	2	0	4	0	0	0	0	2	0	5	11	0	5	11	0	0	0
20:00 ~ 21:00	99	48	25	3	3	1	1	0	4	0	0	0	0	0	0	3	10	0	3	10	0	0	0				
21:00 ~ 22:00	78	40	18	2	2	1	1	0	4	0	0	0	0	0	1	4	4	0	4	4	0	0	0				
22:00 ~ 23:00	59	25	23	1	1	1	0	1	2	0	1	2	0	0	0	2	3	0	2	3	0	0	0				
23:00 ~ 00:00	49	19	10	3	4	2	3	0	1	0	0	1	0	0	1	1	1	0	2	3	0	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)				
73	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	Southwest	175	00:00 ~ 01:00	96	49	16	2	11	2	6	5	1	0	0	0	0	0	0	0	2	2	0	0			
				01:00 ~ 02:00	48	24	9	0	6	0	3	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	
				02:00 ~ 03:00	51	28	8	1	6	1	3	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				03:00 ~ 04:00	28	15	5	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0
				04:00 ~ 05:00	32	17	6	0	4	0	2	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0
				05:00 ~ 06:00	53	29	8	1	6	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	2	0	0
				06:00 ~ 07:00	169	82	25	9	15	8	8	4	2	0	0	0	0	0	0	1	1	0	4	10	0	0	
				07:00 ~ 08:00	367	166	65	8	22	13	30	7	1	2	0	2	9	4	1	9	28	1	9	28	1	0	
				08:00 ~ 09:00	475	174	93	29	41	15	42	10	4	6	8	2	10	2	3	4	32	1	0	0	0	0	
				09:00 ~ 10:00	493	235	80	32	41	14	46	15	5	0	0	0	0	0	2	7	13	2	0	0	0	0	
				10:00 ~ 11:00	361	139	52	22	52	20	22	12	5	3	3	0	1	0	1	8	19	1	0	0	0	0	
				11:00 ~ 12:00	347	134	48	32	57	21	2	16	8	2	4	1	3	2	0	8	9	0	0	0	0	0	
				12:00 ~ 13:00	287	89	61	18	48	11	27	13	7	1	1	0	0	0	0	5	6	1	0	0	0	0	
				13:00 ~ 14:00	273	97	21	26	50	15	32	6	5	1	3	0	0	1	0	5	9	1	0	0	0	0	
				14:00 ~ 15:00	320	117	29	25	54	17	35	4	2	6	9	1	2	1	0	7	9	1	0	0	0	0	
				15:00 ~ 16:00	310	125	43	15	44	13	35	14	4	0	2	0	1	0	0	7	6	1	0	0	0	0	
				16:00 ~ 17:00	327	165	41	12	34	12	27	4	0	5	7	1	0	2	0	7	9	1	0	0	0	0	
				17:00 ~ 18:00	380	181	41	12	36	14	30	4	2	1	3	1	5	3	1	8	36	1	0	0	0	0	
				18:00 ~ 19:00	466	318	35	3	30	12	28	7	2	0	0	0	0	0	1	11	20	0	0	0	0	0	
				19:00 ~ 20:00	367	246	74	0	10	4	3	0	5	0	0	0	2	0	0	13	10	0	0	0	0	0	
20:00 ~ 21:00	280	191	50	3	10	3	0	0	4	1	1	0	0	0	0	11	6	0	0	0	0	0					
21:00 ~ 22:00	240	138	49	6	15	8	0	0	6	0	0	0	0	0	0	10	7	0	0	0	0	0					
22:00 ~ 23:00	295	214	49	0	5	0	3	0	7	0	0	0	2	1	0	9	5	0	0	0	0	0					
23:00 ~ 00:00	200	99	25	9	18	8	13	3	2	2	3	1	2	1	0	7	6	0	0	0	0	0					

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)			
74	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	Southwest	190	00:00 ~ 01:00	37	23	6	2	2	1	1	0	0	0	0	0	0	0	0	1	1	0	0			
				01:00 ~ 02:00	25	16	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				02:00 ~ 03:00	18	11	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				03:00 ~ 04:00	12	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				04:00 ~ 05:00	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				05:00 ~ 06:00	14	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				06:00 ~ 07:00	57	31	10	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0
				07:00 ~ 08:00	174	93	29	6	6	5	2	1	0	3	4	1	5	3	0	5	10	0	0	0	0	0
				08:00 ~ 09:00	223	159	23	7	8	5	2	1	1	1	1	1	4	2	0	4	4	0	0	0	0	0
				09:00 ~ 10:00	191	121	25	9	10	6	5	2	0	1	1	0	2	1	0	3	6	0	0	0	0	0
				10:00 ~ 11:00	174	101	30	8	9	6	9	3	0	0	1	0	1	1	0	3	1	0	0	0	0	0
				11:00 ~ 12:00	181	89	36	11	12	8	7	2	0	1	1	0	2	1	0	3	6	0	0	0	0	0
				12:00 ~ 13:00	168	90	30	10	11	7	6	2	0	1	1	0	2	1	0	3	3	0	0	0	0	0
				13:00 ~ 14:00	166	85	30	8	9	6	9	3	0	2	4	1	3	2	0	3	2	0	0	0	0	0
				14:00 ~ 15:00	180	90	32	15	16	11	5	2	0	0	0	0	1	1	0	3	3	0	0	0	0	0
				15:00 ~ 16:00	182	93	31	14	15	10	4	2	0	1	1	0	2	1	0	3	4	0	0	0	0	0
				16:00 ~ 17:00	205	111	30	14	16	11	3	1	0	1	2	0	2	1	0	4	8	0	0	0	0	0
				17:00 ~ 18:00	215	145	16	11	12	8	3	1	1	0	1	0	2	1	0	4	8	0	0	0	0	0
				18:00 ~ 19:00	219	151	23	6	7	5	3	1	2	0	0	0	2	1	0	8	10	0	0	0	0	0
				19:00 ~ 20:00	168	126	22	2	2	2	2	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0
20:00 ~ 21:00	106	73	23	1	1	1	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0				
21:00 ~ 22:00	94	61	26	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0				
22:00 ~ 23:00	89	56	26	0	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0				
23:00 ~ 00:00	63	35	10	3	3	2	3	0	0	0	0	0	0	1	0	1	0	0	2	2	0	0				

Year 2040 VKT

Link ID	Description	Bound	Road Length (m)	Hour	VKT (km)	PC	TAXI	LGV(3)	LGV(4)	LGV(6)	HGV(7)	HGV(8)	PLB	PV(4)	PV(5)	NFB(6)	NFB(7)	NFB(8)	FBSD	FBDD	MC	HGV(9)	NFB(9)		
75	Kwun Tong Bypass (between Hoi Bun Industrial Building & One Harbour Square)	Northwest	370	00:00 ~ 01:00	420	228	56	27	29	20	27	10	3	0	0	0	3	2	0	7	9	0	0		
				01:00 ~ 02:00	263	142	33	17	19	12	17	6	3	0	0	0	0	0	2	1	0	4	6	0	0
				02:00 ~ 03:00	226	124	28	15	16	11	15	2	2	0	0	0	0	0	1	0	0	4	6	0	0
				03:00 ~ 04:00	159	89	20	10	11	7	7	5	1	0	0	0	0	0	1	0	0	3	4	0	0
				04:00 ~ 05:00	167	94	21	10	11	7	10	4	1	0	0	0	0	0	1	0	0	3	4	0	0
				05:00 ~ 06:00	218	120	26	14	15	10	10	7	2	0	0	0	0	0	1	1	0	4	8	0	0
				06:00 ~ 07:00	572	289	80	37	40	27	29	14	4	1	1	1	1	1	4	3	0	12	28	1	0
				07:00 ~ 08:00	1578	791	242	73	79	53	76	27	14	13	19	7	35	21	5	31	90	2	0	0	
				08:00 ~ 09:00	1944	958	289	98	107	72	135	49	17	14	21	7	34	20	7	31	83	3	0	0	
				09:00 ~ 10:00	1769	920	249	107	115	78	151	55	14	0	0	0	2	1	5	26	42	3	0	0	
				10:00 ~ 11:00	1497	672	205	126	136	91	113	41	11	6	9	0	3	1	3	26	50	2	0	0	
				11:00 ~ 12:00	1474	607	203	142	154	103	105	38	17	7	10	2	10	6	1	28	40	2	0	0	
				12:00 ~ 13:00	1258	475	210	117	126	85	120	43	14	4	6	1	5	3	1	21	25	3	0	0	
				13:00 ~ 14:00	1238	524	120	114	122	83	128	46	11	8	11	2	11	7	0	21	27	3	0	0	
				14:00 ~ 15:00	1393	587	146	137	147	99	118	43	10	14	21	2	9	5	1	23	28	3	0	0	
				15:00 ~ 16:00	1452	668	189	131	142	96	105	38	13	2	3	1	6	3	1	24	27	2	0	0	
				16:00 ~ 17:00	1517	784	169	115	125	84	86	31	6	13	19	1	7	4	1	23	45	2	0	0	
				17:00 ~ 18:00	1743	992	144	105	114	77	88	31	10	4	6	3	16	10	3	27	112	2	0	0	
				18:00 ~ 19:00	1861	1273	139	76	82	55	72	26	9	0	0	0	2	1	3	42	78	1	0	0	
				19:00 ~ 20:00	1395	1006	194	28	31	21	8	1	10	0	0	1	5	3	0	45	43	0	0	0	
20:00 ~ 21:00	990	692	163	22	24	17	0	0	7	1	2	0	2	1	0	34	24	0	0	0					
21:00 ~ 22:00	914	571	164	35	37	25	0	0	13	0	0	0	2	1	0	30	35	0	0	0					
22:00 ~ 23:00	890	640	148	10	11	7	9	1	10	0	0	1	3	2	0	29	17	0	0	0					
23:00 ~ 00:00	694	359	80	46	49	33	46	7	6	5	8	1	7	4	0	21	19	1	0	0					

Year 2040 Average Speed For Each Road Section

Link ID	Description	Road Type	Speed Limit	Bound	Year 2040 Average Speed																								
					00:00 ~ 01:00	01:00 ~ 02:00	02:00 ~ 03:00	03:00 ~ 04:00	04:00 ~ 05:00	05:00 ~ 06:00	06:00 ~ 07:00	07:00 ~ 08:00	08:00 ~ 09:00	09:00 ~ 10:00	10:00 ~ 11:00	11:00 ~ 12:00	12:00 ~ 13:00	13:00 ~ 14:00	14:00 ~ 15:00	15:00 ~ 16:00	16:00 ~ 17:00	17:00 ~ 18:00	18:00 ~ 19:00	19:00 ~ 20:00	20:00 ~ 21:00	21:00 ~ 22:00	22:00 ~ 23:00	23:00 ~ 00:00	
1	Hoi Yuen Road (between How Ming Street & Hing Yip Street)	DD	50	Southwest	39	40	41	42	41	42	40	37	36	33	32	34	34	34	34	34	33	33	34	35	37	37	38	38	
2	Hoi Yuen Road (between Hing Yip Street & Hung To Road)	DD	50	Southwest	40	41	43	44	44	44	42	37	36	35	34	35	36	36	36	36	36	35	34	35	37	38	38	39	39
3	Hoi Yuen Road (between Hung To Road & Wai Yip Street)	DD	50	Southwest	39	40	41	42	42	43	40	36	35	33	32	34	36	34	35	33	33	32	32	35	37	38	39	39	
4	King Yip Street (between Hung To Road & Wai Yip Street)	LD	50	Northeast	29	30	33	33	33	34	30	29	26	24	24	27	25	25	23	24	25	22	21	25	27	27	28	28	
5	King Yip Street (between Hing Yip Street & Hung To Road)	LD	50	Northeast	28	29	30	30	30	30	30	28	25	22	22	23	22	22	20	22	23	21	20	24	26	26	27	27	
6	King Yip Street (between Shing Yip Street & Hing Yip Street)	LD	50	Northeast	27	28	29	29	29	29	29	27	22	18	17	20	18	18	16	18	19	16	17	20	23	24	25	25	
7	Hung To Road (between Tsun Yip Street & Hoi Yuen Road)	LD	50	Southeast	29	30	33	35	34	35	31	28	24	23	23	23	26	23	26	23	23	24	22	25	27	28	29	29	
8	Hung To Road (between Hoi Yuen Road & King Yip Street)	LD	50	Southeast	32	36	39	40	40	42	39	32	29	27	27	24	26	26	27	28	28	29	30	30	29	30	29	29	
9	Hing Yip Street (between Hoi Yuen Road & King Yip Street)	LD	50	Southeast	35	38	41	42	42	42	40	38	30	28	27	28	28	28	27	28	28	28	28	28	29	30	30	30	
10	Wai Yip Street (between Hoi Yuen Road & Proposed Road L2)	DD	50	Two-way	38	40	41	41	42	42	40	36	32	31	32	34	35	34	34	34	34	33	32	34	36	37	38	38	
11	Wai Yip Street (between Proposed Road L2 & Wing Yip Street)	DD	50	Two-way	38	39	40	40	40	40	39	36	32	30	31	32	32	32	31	31	31	30	28	31	34	35	36	36	
12	Wai Yip Street (between Wing Yip Street & King Yip Street)	DD	50	Two-way	36	38	39	39	39	39	38	33	25	24	26	29	29	29	27	27	27	26	24	27	31	33	34	34	
13	Wing Yip Street (from Wai Yip Street)	LD	50	Two-way	36	40	42	43	43	43	42	29	28	28	28	29	29	29	29	29	29	29	29	29	30	30	32	32	
14	Wai Yip Street (between Wai Lok Street & Wai Fat Road)	DD	50	Two-way	37	38	39	39	39	39	38	28	25	26	29	30	30	30	29	28	27	26	26	29	33	33	35	35	
15	Wai Fat Road (between Slip Road from Kwun Tong Bypass & Wai Yip Street)	DD	50	Southwest	40	41	43	43	43	44	42	37	35	35	35	35	36	36	35	36	35	35	35	37	38	38	39	39	
16	Wai Fat Road (between Cha Kwo Ling Road & Slip Road from Kwun Tong Bypass)	DD	50	Southwest	39	39	40	41	41	41	40	37	33	34	32	33	34	34	34	33	33	32	33	34	37	37	39	39	
17	Wai Fat Road (between Cha Kwo Ling Road & Wai Yip Street)	DD	50	Northeast	46	47	48	48	48	48	47	41	39	39	39	39	39	39	40	39	39	40	39	42	41	44	46	46	

Year 2040 Average Speed For Each Road Section

Link ID	Description	Road Type	Speed Limit	Bound	Year 2040 Average Speed																							
					00:00 ~ 01:00	01:00 ~ 02:00	02:00 ~ 03:00	03:00 ~ 04:00	04:00 ~ 05:00	05:00 ~ 06:00	06:00 ~ 07:00	07:00 ~ 08:00	08:00 ~ 09:00	09:00 ~ 10:00	10:00 ~ 11:00	11:00 ~ 12:00	12:00 ~ 13:00	13:00 ~ 14:00	14:00 ~ 15:00	15:00 ~ 16:00	16:00 ~ 17:00	17:00 ~ 18:00	18:00 ~ 19:00	19:00 ~ 20:00	20:00 ~ 21:00	21:00 ~ 22:00	22:00 ~ 23:00	23:00 ~ 00:00
18	Traffic Link (from Wai Yip Street to Wai Fat Road)	DD	50	One-way	40	42	44	44	44	44	43	39	37	37	37	37	38	37	38	37	37	36	33	35	37	37	38	38
19	Traffic Link (from Wai Yip Street to Wai Fat Road)	DD	50	One-way	39	40	42	43	43	43	41	36	35	34	35	35	35	36	35	35	34	34	33	34	37	38	38	38
20	Traffic Link (from Kwun Tong Bypass to Wai Yip Street)	DD	50	One-way	39	40	43	43	43	43	41	38	28	29	32	34	36	36	34	35	35	35	37	38	39	41	41	41
21	Traffic Link (between Wai Fat Road & Wai Fat Road)	DD	50	Two-way	38	39	40	40	40	40	39	33	30	30	32	32	32	32	32	32	30	30	30	31	35	35	36	36
22	Traffic Link (from Kwun Tong Bypass to Wai Fat Road)	DD	50	One-way	39	40	40	41	41	41	39	33	30	31	33	33	33	33	33	34	31	31	29	32	35	35	37	37
23	Traffic Link (from Wai Fat Road to Wai Yip Street)	DD	50	One-way	39	40	42	42	43	43	41	37	34	34	35	35	35	35	35	34	33	33	34	35	37	38	38	38
24	Traffic Link (from Wai Fat Road to Wai Yip Street)	DD	50	One-way	41	43	44	45	45	45	44	38	36	37	36	37	37	38	37	38	37	37	37	38	39	39	39	39
25	Traffic Link (from Wai Yip Street to Wai Fat Road)	DD	50	One-way	41	43	45	45	45	46	44	38	37	37	38	38	38	37	38	36	36	37	38	38	39	39	39	39
26	Traffic Link (from Wai Yip Street to Kwun Tong Bypass)	DD	50	One-way	35	36	37	38	38	38	36	22	22	22	22	23	25	24	22	38	32	22	22	25	29	29	33	33
27	Access Road to the PTI (between Wai Yip Street & Proposed Road L1)	LD	50	Southwest	38	41	43	44	44	44	42	29	29	29	29	29	29	30	29	29	29	29	29	30	30	33	33	
28	Access Road to the PTI (between Wai Yip Street & Proposed Road L1)	LD	50	Southwest	27	28	29	30	30	30	29	24	20	17	18	20	20	19	20	19	17	16	18	22	24	25	26	26
29	Proposed Road L1 (between Access Road to the PTI & Proposed Road L2)	LD	50	Two-way	30	30	37	38	38	38	31	26	23	23	23	24	25	24	25	24	22	22	23	25	26	27	29	29
30	Proposed Road L2 (between Proposed Road L1 & Wai Yip Street)	LD	50	Two-way	40	43	45	46	46	46	44	31	27	28	29	29	29	30	29	29	29	29	30	33	36	39	39	
31	Traffic Link (from Wai Yip Street to Hoi Yuen Road)	DD	50	One-way	41	43	45	45	45	45	44	39	37	37	37	38	38	38	37	37	37	36	36	37	39	39	40	40
32	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	DD	50	One-way	37	37	39	39	39	39	38	32	25	25	25	29	29	28	27	27	26	27	29	30	33	34	35	35
33	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	DD	50	One-way	40	40	43	43	43	44	42	38	37	37	35	37	37	36	36	36	35	35	37	37	39	39	39	39
34	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	DD	50	One-way	38	45	44	44	44	45	42	37	34	31	32	34	38	36	38	34	35	34	28	34	37	37	43	43

Year 2040 Average Speed For Each Road Section

Link ID	Description	Road Type	Speed Limit	Bound	Year 2040 Average Speed																							
					00:00 ~ 01:00	01:00 ~ 02:00	02:00 ~ 03:00	03:00 ~ 04:00	04:00 ~ 05:00	05:00 ~ 06:00	06:00 ~ 07:00	07:00 ~ 08:00	08:00 ~ 09:00	09:00 ~ 10:00	10:00 ~ 11:00	11:00 ~ 12:00	12:00 ~ 13:00	13:00 ~ 14:00	14:00 ~ 15:00	15:00 ~ 16:00	16:00 ~ 17:00	17:00 ~ 18:00	18:00 ~ 19:00	19:00 ~ 20:00	20:00 ~ 21:00	21:00 ~ 22:00	22:00 ~ 23:00	23:00 ~ 00:00
35	Traffic Link (from Hoi Yuen Road to Wai Yip Street)	DD	50	One-way	39	40	41	42	42	42	40	37	34	33	33	35	35	35	33	35	35	33	32	35	37	37	38	38
36	Traffic Link (from Wai Yip Street to Hoi Yuen Road)	DD	50	One-way	38	39	40	40	40	40	39	35	29	28	31	33	33	33	32	33	32	33	33	34	36	36	37	37
37	Traffic Link (from Wai Yip Street to Access Road to the PTI)	DD	50	One-way	49	49	49	49	49	49	49	47	44	45	46	47	47	47	47	47	46	45	46	46	47	47	48	48
38	Kwun Tong Bypass (between One Harbour Square & Hoi Bun Industrial Building)	EX	70	Southeast	70	70	70	70	70	70	70	63	60	60	66	66	61	62	70	67	65	60	60	69	65	66	66	66
39	Slip Road from Kwun Tong Bypass (between Hoi Bun Industrial Building & Wai Yip Street)	PD	50	Northeast	38	39	40	41	41	41	39	30	27	27	39	28	29	29	28	30	38	37	32	29	34	34	37	37
40	Slip Road to Kwun Tong Bypass (between Laguna City Block 12 & Laguna City Block 5)	PD	50	Northeast	43	45	46	46	47	47	45	40	38	38	38	38	39	38	38	38	37	36	35	37	39	39	39	39
41	Kwun Tong Bypass (between Laguna City Block 5 & Yau Shun Street)	EX	70	Northeast	70	70	70	70	70	70	70	64	62	63	64	64	67	66	65	64	64	61	60	65	68	69	68	68
42	Kwun Tong Bypass (between Hoi Bun Industrial Building & Laguna City Block 5)	EX	70	Northeast	70	70	70	70	70	70	70	62	70	61	64	63	66	66	64	63	63	61	69	64	67	68	68	68
43	Kwun Tong Bypass (between Laguna City Block 4 & Hoi Bun Industrial Building)	EX	70	Southwest	70	70	70	70	70	70	70	67	63	64	67	67	68	68	68	67	67	65	64	66	69	70	70	70
44	Kwun Tong Bypass (between Laguna City Block 2 & Laguna City Block 4)	EX	70	Southwest	70	70	70	70	70	70	70	68	65	65	68	68	69	70	68	69	68	67	65	68	70	70	70	70
45	Slip Road from Kwun Tong Bypass (between Laguna City Block 4 & Laguna City Block 8)	PD	50	Southwest	47	48	48	49	49	49	48	41	40	39	42	42	42	43	41	44	42	42	41	44	44	44	42	42
46	Slip Road to Kwun Tong Bypass (between Wai Yip Street & Hoi Bun Industrial Building)	PD	50	Southwest	36	38	39	39	39	40	38	27	27	27	27	28	38	39	29	27	27	27	27	28	32	31	35	35
47	Hoi Yuen Road (between Kwun Tong Road & Shing Yip Street)	DD	50	Southwest	39	40	42	42	42	43	41	37	36	33	31	35	35	35	34	35	35	35	36	36	38	38	38	38
48	Hoi Yuen Road (between Shing Yip Street & How Ming Street)	DD	50	Southwest	38	39	39	40	40	40	39	35	33	29	27	31	31	31	30	31	30	29	31	33	35	36	36	36
49	How Ming Street (between Hoi Yuen Road & Tsun Yip Street)	LD	50	Northwest	27	28	29	29	29	30	29	24	21	17	14	20	20	20	19	19	20	19	23	22	25	25	26	26
50	Tsun Yip Street (between Hung To Road & How Ming Street)	LD	50	Northeast	28	29	30	30	30	30	29	25	20	20	20	22	22	22	22	21	21	21	22	23	25	26	27	27
51	Tsun Yip Street (between Wai Yip Street & Hung To Road)	LD	50	Northeast	29	29	31	32	32	33	30	27	23	22	22	24	24	24	24	24	24	24	24	25	27	27	28	28

Year 2040 Average Speed For Each Road Section

Link ID	Description	Road Type	Speed Limit	Bound	Year 2040 Average Speed																								
					00:00 ~ 01:00	01:00 ~ 02:00	02:00 ~ 03:00	03:00 ~ 04:00	04:00 ~ 05:00	05:00 ~ 06:00	06:00 ~ 07:00	07:00 ~ 08:00	08:00 ~ 09:00	09:00 ~ 10:00	10:00 ~ 11:00	11:00 ~ 12:00	12:00 ~ 13:00	13:00 ~ 14:00	14:00 ~ 15:00	15:00 ~ 16:00	16:00 ~ 17:00	17:00 ~ 18:00	18:00 ~ 19:00	19:00 ~ 20:00	20:00 ~ 21:00	21:00 ~ 22:00	22:00 ~ 23:00	23:00 ~ 00:00	
52	Tsun Yip Street (between Hoi Bun Road & Wai Yip Street)	LD	50	Northeast	30	31	36	37	37	37	34	28	26	24	24	26	26	26	26	26	26	26	26	26	27	28	29	29	29
53	Hung To Road (between How Ming Street & Tsun Yip Street)	LD	50	Southeast	36	40	42	42	42	42	40	30	28	29	28	29	28	29	28	28	28	29	28	28	29	30	30	33	33
54	Wai Yip Street (between How Ming Street & Tsun Yip Street)	DD	50	Two-way	40	42	44	44	44	44	43	38	35	36	36	37	38	37	36	37	36	36	36	36	37	38	39	39	39
55	Wai Yip Street (between Tsun Yip Street & Kei Yip Street)	DD	50	Two-way	41	43	44	45	45	45	43	38	36	37	36	38	38	37	37	37	37	36	37	37	37	39	39	39	39
56	Wai Yip Street (between Kei Yip Street & Hoi Yuen Road)	DD	50	Two-way	38	39	40	41	41	41	40	36	32	31	32	33	34	34	32	33	33	32	31	34	36	37	38	38	
57	Shing Yip Street (between King Yip Street & Hoi Yuen Road)	DD	50	Northwest	43	44	45	46	46	46	45	40	40	38	38	38	38	38	38	38	37	37	37	37	39	39	40	40	40
58	Shing Yip Street (between King Yip Street & Cha Kwo Ling Road)	DD	50	Two-way	40	42	44	45	45	45	43	42	38	37	36	36	37	37	36	37	37	35	36	38	39	39	40	40	
59	Cha Kwo Ling Road (between Wai Fat Road & Lei Yue Mun Road)	DD	50	Northeast	39	40	42	43	43	43	40	35	29	30	31	32	33	33	33	32	31	31	30	35	35	36	39	39	
60	Cha Kwo Ling Road (between Wai Fat Road & Yau Hong Street)	DD	50	Two-way	44	45	46	46	46	46	45	39	37	38	38	39	38	39	39	38	38	38	38	39	39	39	40	40	
61	Cha Kwo Ling Road (between Yau Hong Street & Sin Fat Road)	DD	50	Two-way	43	44	46	46	46	46	45	38	37	37	38	38	38	38	39	38	38	37	38	38	39	39	40	40	
62	Cha Kwo Ling Road (between Sin Fat Road & Wai Yip Street)	DD	50	Two-way	39	40	41	43	43	43	41	35	33	34	36	36	35	35	37	36	35	34	35	35	37	37	38	38	
63	Wai Yip Street (between Cha Kwo Ling Road & Wai Lok Street)	DD	50	Two-way	38	39	40	40	40	40	39	31	29	30	32	33	33	33	32	32	31	30	30	32	35	35	37	37	
64	Access Road for proposed Vocational Training Council (VTC) Campus (from Wai Yip Street)	LD	50	Two-way	50	50	50	50	50	50	49	48	46	47	47	47	48	48	48	48	47	47	46	48	48	48	49	49	
65	Slip Road from Kwun Tong Bypass (between New Kwun Tong Driving School & Kwun Tong Law Courts)	PD	50	One-way	37	39	42	45	45	41	32	27	33	28	39	28	28	27	28	28	38	28	33	39	31	31	30	30	
66	Yau Hong Street (from Cha Kwo Ling Road)	LD	50	Two-way	27	28	29	29	29	29	28	17	13	16	22	20	20	21	22	19	16	17	20	20	23	23	24	24	
67	Sin Fat Road (between Cha Kwo Ling Road & S Laguna Street)	LD	50	Two-way	47	47	48	49	49	49	47	39	30	31	34	35	38	38	38	37	35	32	37	38	39	41	45	45	
68	Kei Yip Street (between Wai Yip Street & Kei Yip Lane)	LD	50	Two-way	27	28	29	29	29	30	29	23	18	17	18	20	20	20	19	19	19	19	18	21	24	25	26	26	

Year 2040 Average Speed For Each Road Section

Link ID	Description	Road Type	Speed Limit	Bound	Year 2040 Average Speed																							
					00:00 ~ 01:00	01:00 ~ 02:00	02:00 ~ 03:00	03:00 ~ 04:00	04:00 ~ 05:00	05:00 ~ 06:00	06:00 ~ 07:00	07:00 ~ 08:00	08:00 ~ 09:00	09:00 ~ 10:00	10:00 ~ 11:00	11:00 ~ 12:00	12:00 ~ 13:00	13:00 ~ 14:00	14:00 ~ 15:00	15:00 ~ 16:00	16:00 ~ 17:00	17:00 ~ 18:00	18:00 ~ 19:00	19:00 ~ 20:00	20:00 ~ 21:00	21:00 ~ 22:00	22:00 ~ 23:00	23:00 ~ 00:00
69	Kei Yip Street (from Kei Yip Lane)	LD	50	Southwest	24	25	27	27	27	28	26	18	18	12	13	26	26	26	22	20	21	23	16	14	18	20	22	22
70	Hoi Bun Road (between Kei Yip Street & Tsun Yip Street)	LD	50	Northwest	28	29	30	30	30	30	29	25	21	19	20	22	22	22	21	21	21	21	20	23	25	26	27	27
71	Kei Yip Lane (from Kei Yip Street)	LD	50	Northwest	42	44	46	46	46	46	44	33	29	29	29	30	30	30	30	30	30	29	29	30	33	35	40	40
72	Wai Fat Road (between Yau Shun Street & Shing Yip Street)	DD	50	Southwest	40	41	43	43	43	44	41	37	33	34	35	34	35	35	36	35	34	34	36	36	37	38	39	39
73	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	EX	70	Southwest	70	70	70	70	70	70	70	64	61	60	65	65	67	67	66	66	66	64	61	64	67	69	67	67
74	Kwun Tong Bypass (between New Kwun Tong Driving School & Laguna City Block 1)	EX	70	Southwest	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
75	Kwun Tong Bypass (between Hoi Bun Industrial Building & One Harbour Square)	EX	70	Northwest	70	70	70	70	70	70	70	70	60	64	61	61	63	64	62	61	61	65	61	62	66	67	67	67

- Road Type
- EX Expressway
 - UT Urban Trunk Road
 - RT Rural Trunk Road
 - PD Primary Distributor
 - DD District Distributor
 - RR Rural Road
 - LD Local Distributor
 - LR Local Road
 - FR Feeder Road
 - SR Service Road

Traffic Forecast For Environmental Assessment For Application For Amendment Of Plan Under Section 12A Of The Town Planning Ordinance For Proposed Rezoning From "Commercial (1)" And "Other Specified Uses" Annotated "Business" To "Commercial (3)" For A Proposed Social Welfare Facility (Residential Care Home For People With Disabilities) With Ancillary Office And Ancillary Staff Quarters Development At Kwun Tong Inland Lot No. 203, G/F(Part), 1/F To 7/F, 90 Hung To Road, Kwun Tong

STUDY AREA FOR ENVIRONMENTAL ASSESSMENT

FIGURE 1.1

Scale : 1:5000 (A3)

Date : DEC 2023

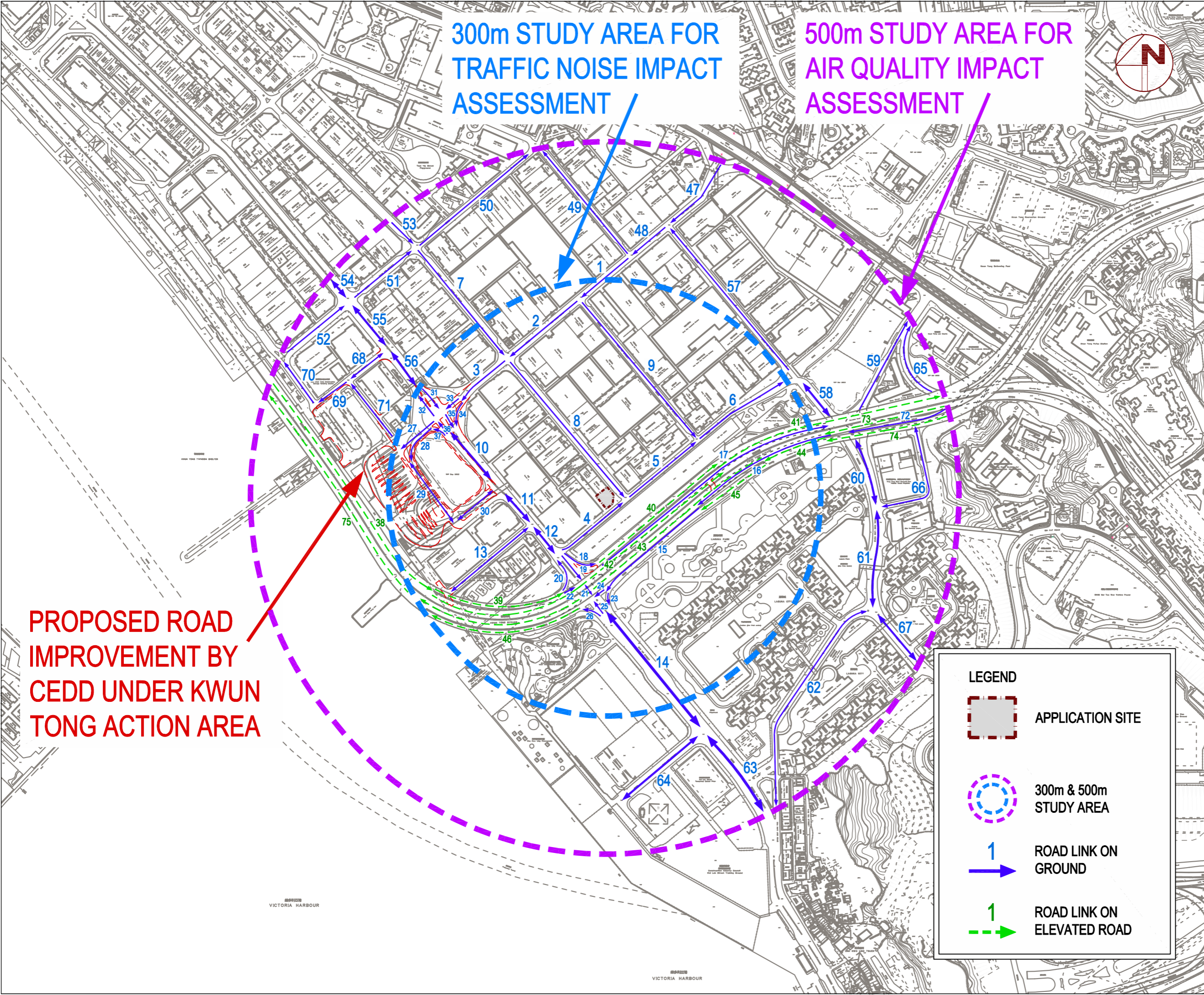
Rev. :







300m STUDY AREA FOR TRAFFIC NOISE IMPACT ASSESSMENT

500m STUDY AREA FOR AIR QUALITY IMPACT ASSESSMENT

PROPOSED ROAD IMPROVEMENT BY CEDD UNDER KWUN TONG ACTION AREA



LEGEND

-  APPLICATION SITE
-  300m & 500m STUDY AREA
-  ROAD LINK ON GROUND
-  ROAD LINK ON ELEVATED ROAD

X:\PROJECT\131028 NO. 90 HUNG TO ROAD, KWUN TONG - AQIA + TIA\DATA\DRAWING\2023-12-19\FIGURE 1.1 - INDEX PLAN.DWG

APPENDIX 2.5

DETAIL CALCULATION OF MARINE EMISSIONS

Appendix 2.5 - Detail Calculation of Marine Traffic Emissions - Emission Factors

Basic Information													
Vessel ID	Unit	PaV_NP-KT				PaV_SWH-KT				VF_NP-KT			
Vessel Type	-	Passenger Vessel				Passenger Vessel				Vehicle Ferry			
Description	-	Passenger Vessel (North Point - Kwun Tong)				Passenger Vessel (Sai Wan Ho - Kwun Tong)				Licensed Dangerous Goods Vehicular Ferry (North Point - Kwun Tong)			
Stack Height	mAG	8				8				16			
Exit Temperature	K	555				555				558			
Exit Velocity	m/s	8				8				8			
Stack Diameter	m	0.8				0.8				0.8			
Exhaust Direction	-	Vertical				Vertical				Vertical			
Operation Schedule	hr	0700-1900				0600-2100				0200-1900, 2200-2300			
Operation Hour	hr	13				16				20			
Hourly Emission Profile	%	100				100				100			
Main Engine (ME) Emission													
Operation Mode	-	Maneuvering				Maneuvering				Maneuvering			
Speed Range	Knot	1 to below 8				1 to below 8				1 to below 8			
Fuel Type	-	MGO				MGO				HFO			
ME Power Rating	kW	786.0				786.0				7250.0			
ME Load Factor	-	0.020				0.020				0.020			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
ME Emission Factor	gkWh/Vessel	1.98	13.20	0.31	0.29	1.98	13.20	0.31	0.29	11.24	14.00	1.43	1.32
ME Effective Emission Factor	gkWh/Vessel	31.13	207.50	4.87	4.56	31.13	207.50	4.87	4.56	1629.80	2030.00	207.35	191.40
Auxiliary Engine (AE) Emission													
Operation Mode	-	Maneuvering				Maneuvering				Maneuvering			
Speed Range	Knot	1 to below 8				1 to below 8				1 to below 8			
Fuel Type	-	MGO				MGO				MGO			
AE Power Rating	kW	60.0				60.0				1878.0			
AE Load Factor	-	0.320				0.320				0.450			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AE Emission Factor	gkWh/Vessel	2.12	13.90	0.32	0.29	2.12	13.90	0.32	0.29	2.12	13.90	0.32	0.29
AE Effective Emission Factor	gkWh/Vessel	40.70	266.88	6.14	5.57	40.70	266.88	6.14	5.57	1791.61	11746.89	270.43	245.08
Operation Mode	-	Hotelling				Hotelling				Hotelling			
Speed Range	Knot	-				-				-			
Fuel Type	-	MGO				MGO				MGO			
AE Power Rating	kW	60.0				60.0				1878.0			
AE Load Factor	-	0.320				0.320				0.260			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AE Emission Factor	gkWh/Vessel	2.12	13.90	0.32	0.29	2.12	13.90	0.32	0.29	2.12	13.90	0.32	0.29
AE Effective Emission Factor	gkWh/Vessel	40.70	266.88	6.14	5.57	1035.15	6787.09	156.25	141.60				
Auxiliary Boiler (AB) Emission													
Operation Mode	-	-				-				Maneuvering			
Speed Range	Knot	-				-				1 to below 8			
Fuel Type	-	-				-				MGO			
AB Power Rating	kW	-				-				282.0			
AB Load Factor	-	-				-				0.200			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AB Emission Factor	gkWh/Vessel	-	-	-	-	-	-	-	-	2.83	2.00	0.19	0.14
AB Effective Emission Factor	gkWh/Vessel	-	-	-	-	-	-	-	-	159.61	112.80	10.72	7.90
Operation Mode	-	-				-				Hotelling			
Speed Range	Knot	-				-				-			
Fuel Type	-	-				-				MGO			
AB Power Rating	kW	-				-				282.0			
AB Load Factor	-	-				-				0.200			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AB Emission Factor	gkWh/Vessel	-	-	-	-	-	-	-	-	2.83	2.00	0.19	0.14
AB Effective Emission Factor	gkWh/Vessel	-	-	-	-	-	-	-	-	159.61	112.80	10.72	7.90
Total Emission Rate													
Vessel ID	Unit	PaV_NP-KT				PaV_SWH-KT				VF_NP-KT			
Operation Mode	-	Maneuvering				Maneuvering				Maneuvering			
Speed	Knot	5				5				5			
Distance Travelled within 500m Assessment Area	m	161.0				85.5				106.3			
Time-in-Mode	hr	0.0174				0.0092				0.0115			
Daily Flow	No.	26				34				25			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
ME Emission Rate	gDay	14.07	93.80	2.20	2.06	9.77	65.14	1.53	1.43	467.73	582.58	59.51	54.93
AE Emission Rate	gDay	18.40	120.64	2.78	2.52	12.78	83.78	1.93	1.75	514.17	3371.21	77.61	70.33
AB Emission Rate	gDay	-	-	-	-	-	-	-	-	45.81	32.37	3.08	2.27
Total Emission Rate	gDay	32.47	214.45	4.98	4.58	22.55	148.92	3.46	3.18	1027.71	3986.16	140.19	127.53
Hourly Total Emission Rate	g/s	6.9E-04	4.6E-03	1.1E-04	9.8E-05	3.9E-04	2.6E-03	6.0E-05	5.5E-05	1.4E-02	5.5E-02	1.9E-03	1.8E-03
Operation Mode	-	Hotelling				Hotelling				Hotelling			
Time-in-Mode	hr	0.0833				0.0833				0.0833			
Daily Flow	No.	26				34				25			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
ME Emission Rate	gDay	-	-	-	-	-	-	-	-	-	-	-	-
AE Emission Rate	gDay	88.19	578.24	13.31	12.06	115.33	756.16	17.41	15.78	2156.57	14139.78	325.52	295.00
AB Emission Rate	gDay	-	-	-	-	-	-	-	-	332.53	235.00	22.33	16.45
Total Emission Rate	gDay	88.19	578.24	13.31	12.06	115.33	756.16	17.41	15.78	2489.10	14374.78	347.85	311.45
Hourly Total Emission Rate	g/s	1.9E-03	1.2E-02	2.8E-04	2.6E-04	2.0E-03	1.3E-02	3.0E-04	2.7E-04	3.5E-02	2.0E-01	4.8E-03	4.3E-03

- Remark:
- (1) Stack Height is based on observation during survey.
 - (2) Exit temperature, stack diameter and exhaust direction of Passenger Vessel are made reference to the "Launches and Ferries" identified in the approved EIA AEIAR-219/2018 - Lei Yue Mun Waterfront Enhancement Project - Appendix 3.5.
 - (3) Exit temperature, stack diameter and exhaust direction of Vehicle Ferry are made reference to the "Roll On/ Roll Off" identified in the approved EIA AEIAR-236/2022 - Tuen Mun South Extension - Appendix 3.6.
 - (4) Operation Schedule of Passenger Vessel (North Point - Kwun Tong): https://www.fortuneferry.com.hk/assets/uploads/info/UsF2mJz6-20230904%20sySSf0be-NEW%20upload_merged.pdf
 - (5) Operation Schedule of Passenger Vessel (Sai Wan Ho - Kwun Tong): <https://www.coralseaferryservice.com.hk/timetable>
 - (6) Operation Schedule of Licensed Dangerous Goods Vehicular Ferry: https://www.hkd.com/static/timetables/timetable_v3_20230902_tc.pdf
 - (7) Based on site survey, single vessel is using for the route from the North Point to Kwun Tong and from Kwun Tong to North Point.
 - (8) To demonstrate the worst-case scenario, the Hourly Emission Profile for all vessels are assumed to be 100%.
 - (9) Operation mode and the corresponding speed range were made reference to Table 3-24 of Study on Marine Vessels Emission Inventory (MVEIS).
 - (10) Marine Gas Oil denoted as MGO. Heavy Fuel Oil denoted as HFO.
 - (11) According to MVEIS Section 3.2.22, it is assumed that only vessels with Main Engine power greater than 1,100 kW will use HFO while others will use MGO for Main Engine and Auxiliary Engine.
 - (12) ME Power Ratings are reference to Table 3-15 of MVEIS (Passenger Vessel reference to "Pleasure Vessel" and Vehicle Ferry reference to "Roll On/ Roll Off").
 - (13) ME Load Factors are reference to Table 3-18 of MVEIS (Passenger Vessel reference to "Pleasure Vessel" and Vehicle Ferry reference to "Roll On/ Roll Off").
 - (14) Main Engine Speed of all vessel/ferry in this assessment are assumed to be Medium Speed Diesel (MSD).
 - (15) ME Emission Factors are reference to Table 3-27 of MVEIS.
 - (16) ME Effective Emission Factor is calculated by Emission Factor x Power Rating x Loading Factor.
 - (17) AE are used for starting up main engines, and for providing on-board lighting and air conditioning which would generate emission during Maneuvering and Hotelling.
 - (18) AE Power Ratings are reference to Table 3-20 of MVEIS (Passenger Vessel reference to "Pleasure Vessel" and Vehicle Ferry reference to "Roll On/ Roll Off").
 - (19) AE Load Factors are reference to Table 3-21 of MVEIS (Passenger Vessel reference to "Pleasure Vessel" and Vehicle Ferry reference to "Roll On/ Roll Off").
 - (20) AE Emission Factors are reference to Table 3-28 of MVEIS.
 - (21) AE Effective Emission Factor is calculated by Emission Factor x Power Rating x Loading Factor.
 - (22) AB Power Ratings are reference to Table 3-23 of MVEIS (Vehicle Ferry reference to "Roll On/ Roll Off - Auto Carrier") and no boiler for Passenger Vessel.
 - (23) According to 3.2.20 of MVEIS, AB energy defaults were assumed to be the same during maneuvering and hotelling when ME load factor was 0.2 or below
 - (24) AB Emission Factors are reference to Table 3-29 of MVEIS.
 - (25) AB Effective Emission Factor is calculated by Emission Factor x Power Rating x Loading Factor.
 - (26) According Cap. 313A Shipping and Port Control Regulations 19 (3), the maximum permitted speed when underway in the entrance to or within a typhoon shelter shall not exceed 5 knots.
 - (27) Maneuvering Time-in-Mode = Speed / Distance Travelled within 500m Assessment Area.
 - (28) Hotelling Time-in-Mode is based on site survey which each vessel type to be 5 minutes.
 - (29) Daily flow based on survey of vessel schedule.
 - (30) ME / AE / AB Emission Rate = Time-in-Mode x Daily Flow x ME / AE / AB Effective Emission Rate
 - (31) Total Emission Rate = ME Emission Rate + AE Emission Rate + AB Emission Rate
 - (32) Hourly Total Emission Rate = Total Emission Rate / 86400 x 24 / Operation Hours.

Appendix 2.5 - Detail Calculation of Marine Traffic Emissions - Emission Inventory

Source ID	Operation Mode	Coordinate		Base Elevation	Stack Height		Exit Temperature	Exit Velocity	Stack Diameter	Exhaust Direction	Maximum Emission Rate					
		X	Y	mPD	mPD	mAG	K	m/s	m	-	SO ₂	NO _x	NO ₂	NO	PM ₁₀	PM _{2.5}
											g/s	g/s	g/s	g/s	g/s	g/s
PaV_NP-KT_1	Maneuvering	840743.9	818503.9	+0.0	+4.7	4.7	555	8	0.8	Vertical	3.469092E-04	2.291091E-03	2.291091E-04	2.061982E-03	5.320882E-05	4.890853E-05
PaV_NP-KT_2	Maneuvering	840793.2	818562.7	+0.0	+4.7	4.7	555	8	0.8	Vertical	3.469092E-04	2.291091E-03	2.291091E-04	2.061982E-03	5.320882E-05	4.890853E-05
PaV_NP-KT_3	Hotelling	840863.4	818600.0	+0.0	+4.7	4.7	555	8	0.8	Vertical	1.884444E-03	1.235556E-02	1.235556E-03	1.112000E-02	2.844444E-04	2.577778E-04
PaV_SWH-KT_1	Maneuvering	840685.8	818772.9	+0.0	+4.7	4.7	555	8	0.8	Vertical	1.957424E-04	1.292741E-03	1.292741E-04	1.163467E-03	3.002291E-05	2.759649E-05
PaV_SWH-KT_2	Maneuvering	840713.3	818807.7	+0.0	+4.7	4.7	555	8	0.8	Vertical	1.957424E-04	1.292741E-03	1.292741E-04	1.163467E-03	3.002291E-05	2.759649E-05
PaV_SWH-KT_3	Hotelling	840732.0	818843.2	+0.0	+4.7	4.7	555	8	0.8	Vertical	2.002222E-03	1.312778E-02	1.312778E-03	1.181500E-02	3.022222E-04	2.738889E-04
VF_NP-KT_1	Maneuvering	840705.8	818594.5	+0.0	+12.7	12.7	558	8	0.8	Vertical	7.136858E-03	2.768167E-02	2.768167E-03	2.491351E-02	9.735597E-04	8.856241E-04
VF_NP-KT_2	Maneuvering	840732.1	818680.3	+0.0	+12.7	12.7	558	8	0.8	Vertical	7.136858E-03	2.768167E-02	2.768167E-03	2.491351E-02	9.735597E-04	8.856241E-04
VF_NP-KT_3	Hotelling	840762.5	818760.1	+0.0	+12.7	12.7	558	8	0.8	Vertical	3.457076E-02	1.996497E-01	1.996497E-02	1.796847E-01	4.831181E-03	4.325729E-03

Remark:

- (1) Maximum Emission Rate = Hourly Total Emission Rate / Number of Emission Sources
- (2) Assume NO₂/NO_x Ratio = 1:9
- (3) Maximum Emission Rate (NO₂) = Maximum Emission Rate (NO_x) x 0.1
- (4) Maximum Emission Rate (NO) = Maximum Emission Rate (NO_x) - Maximum Emission Rate (NO₂)

APPENDIX 2.6

DETAIL CALCULATION OF MAJOR POINT SOURCES EMISSIONS

Appendix 2.6a - Detail Calculation of Major Point Sources Emissions - Emission Inventory (Towngas Mau Tau Kok Control Centre)

Source ID	Operation Mode	Coordinate		Base Elevation mPD	Stack Height		Exit Temperature K	Exit Velocity m/s	Stack Diameter m	Exhaust Direction -	Maximum Emission Rate					
		X	Y		mPD	mAG					SO ₂	NO _x	NO ₂	NO	PM ₁₀	PM _{2.5}
											g/s	g/s	g/s	g/s	g/s	g/s
TG_MTKCC_1	Normal	837837.00	820081.00	+5.0	+40.0	35.0	450	20.4	0.5	Vertical	0.000000E+00	1.667000E-01	1.667000E-02	1.500300E-01	0.000000E+00	0.000000E+00
TG_MTKCC_2	Normal	837904.00	820141.00	+5.0	+29.5	24.5	473	5.5	1.0	Vertical	0.000000E+00	3.472000E-01	3.472000E-02	3.124800E-01	0.000000E+00	0.000000E+00
TG_MTKCC_3	Normal	837913.00	820136.00	+5.0	+29.5	24.5	473	5.5	1.0	Vertical	0.000000E+00	3.472000E-01	3.472000E-02	3.124800E-01	0.000000E+00	0.000000E+00
TG_MTKCC_4	Normal	837921.00	820133.00	+5.0	+29.5	24.5	473	5.5	1.0	Vertical	0.000000E+00	3.472000E-01	3.472000E-02	3.124800E-01	0.000000E+00	0.000000E+00
TG_MTKCC_5	Normal	837928.00	820130.00	+5.0	+29.5	24.5	473	5.5	1.0	Vertical	0.000000E+00	3.472000E-01	3.472000E-02	3.124800E-01	0.000000E+00	0.000000E+00

Remark:

- (1) Location, emission inventory and emission rates of TG_MTKCC_1 refer to ID 1049 in Appendix 3.5 of AEIAR-204/2017 - Kai Tak Multi-purpose Sports Complex.
- (2) Location, emission inventory and emission rates of TG_MTKCC_2 refer to ID 1054 in Appendix 3.5 of AEIAR-204/2017 - Kai Tak Multi-purpose Sports Complex.
- (3) Location, emission inventory and emission rates of TG_MTKCC_2 refer to ID 1055 in Appendix 3.5 of AEIAR-204/2017 - Kai Tak Multi-purpose Sports Complex.
- (4) Location, emission inventory and emission rates of TG_MTKCC_2 refer to ID 1056 in Appendix 3.5 of AEIAR-204/2017 - Kai Tak Multi-purpose Sports Complex.
- (5) Location, emission inventory and emission rates of TG_MTKCC_2 refer to ID 1057 in Appendix 3.5 of AEIAR-204/2017 - Kai Tak Multi-purpose Sports Complex.
- (6) To demonstrate the worst-case scenario, the emission of Towngas Ma Tau Kok Control Centre are assumed to operate 24 hours every day of the year.
- (7) Assume NO₂/NO_x Ratio = 1:9
- (8) Maximum Emission Rate (NO₂) = Maximum Emission Rate (NO_x) x 0.1
- (9) Maximum Emission Rate (NO) = Maximum Emission Rate (NO_x) - Maximum Emission Rate (NO₂)

Appendix 2.6b - Detail Calculation of Major Point Sources Emissions - Emission Factors (Kai Tak Cruise Terminal Emissions)

Basic Information									
Vessel ID	-	OGV_RWO				OGV_SOS			
Vessel Type	-	Ocean-going Vessel				Ocean-going Vessel			
Description	-	Resorts World One				Spectrum of the Seas			
Main Engine Power Rating	kW	58,800				67,200			
Passenger Carrying Capacity	People	2,800				4,905			
Stack Height	mAG	49.6				41.2			
Exit Temperature	K	537				537			
Exit Velocity	m/s	24.6				24.6			
Stack Diameter	m	1.9				1.9			
Exhaust Direction	-	Vertical				Vertical			
Operation Schedule	hr	0000-2400				0000-2400			
Operation Hour	hr	24				24			
Hourly Emission Profile	%	100				100			
Auxiliary Engine (AE) Emission									
Operation Mode	-	Hotelling				Hotelling			
Speed Range	Knot	-				-			
Fuel Type	-	MGO				MGO			
AE Power Ratio	-	0.278				0.278			
AE Power Rating	kW	16346.4				18681.6			
AE Load Factor	-	0.416				0.416			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AE Emission Factor	g/kWh/Vessel	2.12	13.90	0.32	0.29	2.12	13.90	0.32	0.29
AE Effective Emission Factor	g/kWh/Vessel	14416.22	94521.42	2176.03	1972.03	16475.68	108024.48	2486.89	2253.75
Auxiliary Boiler (AB) Emission									
Operation Mode	-	Hotelling				Hotelling			
Speed Range	Knot	-				-			
Fuel Type	-	MGO				MGO			
AB Power Rating	kW	1000.0				1000.0			
AB Load Factor	-	1.000				1.000			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AB Emission Factor	g/kWh/Vessel	2.83	2.00	0.19	0.14	2.83	2.00	0.19	0.14
AB Effective Emission Factor	g/kWh/Vessel	2830.00	2000.00	190.00	140.00	2830.00	2000.00	190.00	140.00
Total Emission Rate									
Vessel ID	Unit	OGV_RWO				OGV_SOS			
Operation Mode	-	Hotelling				Hotelling			
Time-in-Mode	hr	1.0000				1.0000			
Daily Flow	No.	1				1			
Pollutants	-	SO ₂	NO _x	PM ₁₀	PM _{2.5}	SO ₂	NO _x	PM ₁₀	PM _{2.5}
AE Emission Rate	g/Day	14416.22	94521.42	2176.03	1972.03	16475.68	108024.48	2486.89	2253.75
AB Emission Rate	g/Day	2830.00	2000.00	190.00	140.00	2830.00	2000.00	190.00	140.00
Total Emission Rate	g/Day	17246.22	96521.42	2366.03	2112.03	19305.68	110024.48	2676.89	2393.75
Hourly Total Emission Rate	g/s	2.00E-01	1.12E+00	2.74E-02	2.44E-02	2.23E-01	1.27E+00	3.10E-02	2.77E-02

Remark:

- (1) Ship Calls in 2024 was adopted in the calculation of Ocean-going Vessel Emissions at Kai Tak Cruise Terminal since the Ship Call in 2023 was affected by COVID-19 restriction.
- (2) According to the 2024 Ship Calls, "Resorts World One" and "Spectrum of the Seas" will be the most frequent visitors to Kai Tak Cruise Terminal and will be adopted in this calculation.
- (3) Main Engine Power Rating is based on desktop review of Ocean-going Vessel specification.
- (4) Stack Height is based desktop review of Ocean-going Vessel specification.
- (5) Exit temperature, stack diameter, and exhaust direction of Ocean-going Vessel are reference to Section 6.5.29 of AEIAR-130/2009 - Kai Tak Development.
- (6) To demonstrate the worst-case scenario, all Ocean-going Vessels are assumed to be hotelling at the Kai Tak Cruise Terminal for 24 hours every day of the year.
- (7) According to Study on Marine Vessels Emission Inventory (MVEIS) Section 3.1.12, during hotelling mode at the terminal, the Ocean-going Vessel's Main Engine will be switched off.
- (8) Marine Gas Oil denoted as MGO. Heavy Fuel Oil denoted as HFO.
- (9) According to MVEIS Section 3.2.22, it is assumed that only vessels with Main Engine power greater than 1,100 kW will use HFO while others will use MGO for Main Engine and Auxiliary Engine.
- (10) AE Power Ratio is reference to Table 3-20 of MVEIS (Ocean-going Vessel reference to "Cruise/Ferry").
- (11) AE Load Factor is reference to Table 3-21 of MVEIS (Ocean-going Vessel reference to "Cruise/Ferry").
- (12) AE Emission Factors are reference to Table 3-28 of MVEIS.
- (13) AE Effective Emission Factor is calculated by Emission Factor x Power Rating x Loading Factor.
- (14) According to MVEIS Table 3-23, AB Power Rating for passenger carrying capacity \geq 2600 will be 1,000kW.
- (15) AB Loading Factor is assumed to be 1 as a conservative approach.
- (16) AB Effective Emission Factor is calculated by Emission Factor x Power Rating x Loading Factor.
- (17) Total Emission Rate = ME Emission Rate + AE Emission Rate + AB Emission Rate
- (18) Hourly Total Emission Rate = Total Emission Rate / 86400.

Appendix 2.6b - Detail Calculation of Major Point Sources Emissions - Emission Inventory (Kai Tak Cruise Terminal Emissions)

Source ID	Operation Mode	Coordinate		Base Elevation	Stack Height		Exit Temperature	Exit Velocity	Stack Diameter	Exhaust Direction	Maximum Emission Rate					
		X	Y		mPD	mPD					mAG	K	m/s	m	-	SO ₂
OGV_RWO	Hotelling	839864.3	818591.6	+0.0	+45.2	45.2	537	24.6	1.9	Vertical	1.996090E-01	1.117146E+00	1.117146E-01	1.005431E+00	2.738464E-02	2.444479E-02
OGV_SOS	Hotelling	840078.0	818384.1	+0.0	+36.8	36.8	537	24.6	1.9	Vertical	2.234453E-01	1.273432E+00	1.273432E-01	1.146068E+00	3.098258E-02	2.770542E-02

Remark:

- (1) Assume NO₂/NO_x Ratio = 1:9
- (2) Maximum Emission Rate (NO₂) = Maximum Emission Rate (NO_x) x 0.1
- (3) Maximum Emission Rate (NO) = Maximum Emission Rate (NO_x) - Maximum Emission Rate (NO₂)

APPENDIX 2.7

DETAIL CALCULATION OF VEHICULAR EMISSIONS

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Trips per VKT

Local and Rural Roads % within HKSAR 14%

Index	Class	VKT by Vehicle and Fuel (km)			Trips by Vehicle and Fuel (Trip)			Trips per VKT (Overall)	
		Code	Petrol	Diesel	LPG	Petrol	Diesel		LPG
1	Private Cars	PC	22123176.0000	318368.5000	0.0000	1168451.0000	17168.7800	0.0000	0.3685
2	Taxi	TAXI	11.0372	0.0000	7866192.0000	0.1027	0.0000	73208.5600	0.0649
3	Light Goods Vehicles	LGV3	1353.5420	40921.4500	0.0000	83.0446	2452.1920	0.0000	0.4182
4	Lt Goods Vehicles 2.5-3.5t	LGV4	92047.9300	4007316.0000	0.0000	5610.4330	237144.7000	0.0000	0.4130
5	Light Goods Vehicles >3.5t	LGV6	0.0000	2132708.0000	0.0000	0.0000	87170.8000	0.0000	0.2851
6	Medium Goods Vehicles <=15t	HGV7	0.0000	1202582.0000	0.0000	0.0000	56083.1200	0.0000	0.3252
7	Medium Goods Vehicles 15-24t	HGV8	0.0000	2370340.0000	0.0000	0.0000	110251.5000	0.0000	0.3244
8	Public Light Buses	PLB	0.0000	1031748.0000	10533.0500	0.0000	17117.2500	174.7837	0.1157
9	Private Light Bus <=3.5t	PV4	894.5410	45598.6200	0.0000	50.4092	1385.9910	0.0000	0.2155
10	Private Light Bus >3.5t	PV5	35.0086	302989.4000	4490.8860	2.2693	10922.5900	288.0189	0.2543
11	Non-franchised Bus<=6.4t	NFB6	0.0000	313695.5000	0.0000	0.0000	10185.9600	0.0000	0.2265
12	Non-franchised Bus 6.4-15t	NFB7	0.0000	212235.1000	0.0000	0.0000	7066.5860	0.0000	0.2322
13	Non-franchised Bus 15-24t	NFB8	0.0000	464442.7000	0.0000	0.0000	15512.9000	0.0000	0.2329
14	Franchised Bus (SD)	FBSD	0.0000	49208.7400	0.0000	0.0000	2933.6630	0.0000	0.4158
15	Franchised Bus (DD)	FBDD	0.0000	1319474.0000	0.0000	0.0000	62351.0600	0.0000	0.3296
16	Motorcycles (MC)	MC	1310851.0000	0.0000	0.0000	481755.5000	0.0000	0.0000	2.5631
17	Heavy Goods Vehicles>24t	HGV9	0.0000	618736.6000	0.0000	0.0000	28802.5900	0.0000	0.3247
18	Non-franchised Bus >24t	NFB9	0.0000	239.8465	0.0000	0.0000	7.9984	0.0000	0.2326

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Road Classification by Start Emission

Road Link	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10
Start Emission	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE

Road Link	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20
Start Emission	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

Road Link	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30
Start Emission	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	TRUE

Road Link	L31	L32	L33	L34	L35	L36	L37	L38	L39	L40
Start Emission	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

Road Link	L41	L42	L43	L44	L45	L46	L47	L48	L49	L50
Start Emission	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE

Road Link	L51	L52	L53	L54	L55	L56	L57	L58	L59	L60
Start Emission	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

Road Link	L61	L62	L63	L64	L65	L66	L67	L68	L69	L70
Start Emission	FALSE	FALSE	FALSE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE

Road Link	L71	L72	L73	L74	L75
Start Emission	TRUE	FALSE	FALSE	FALSE	FALSE

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Emission Factor (NO_x)

NO₂ g/miles

Hour	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30
0 - 1	0.0590	0.0716	0.0663	0.3679	0.3082	0.2703	0.1537	0.0805	0.1254	0.0423	0.0539	0.0594	0.1429	0.0669	0.0490	0.0514	0.0474	0.0270	0.0530	0.0420	0.0614	0.0626	0.0726	0.0389	0.0643	0.0609	0.8685	0.2604	0.2491	0.5694
1 - 2	0.0644	0.0709	0.0665	0.3535	0.3042	0.2650	0.1522	0.0928	0.1177	0.0444	0.0541	0.0559	0.1367	0.0674	0.0479	0.0503	0.0406	0.0266	0.0529	0.0328	0.0613	0.0611	0.0703	0.0355	0.0647	0.0622	0.9239	0.1972	0.1915	0.6115
2 - 3	0.0620	0.0656	0.0614	0.3348	0.2867	0.2537	0.1170	0.0750	0.1245	0.0382	0.0507	0.0530	0.1383	0.0681	0.0434	0.0498	0.0432	0.0235	0.0440	0.0332	0.0610	0.0726	0.0645	0.0352	0.0556	0.0681	0.8863	0.2530	0.2259	0.6457
3 - 4	0.0547	0.0576	0.0554	0.3231	0.2838	0.2495	0.1487	0.0806	0.1166	0.0360	0.0518	0.0525	0.1312	0.0628	0.0439	0.0448	0.0356	0.0243	0.0442	0.0324	0.0565	0.0583	0.0645	0.0359	0.0516	0.0561	0.8475	0.2614	0.2349	0.7210
4 - 5	0.0614	0.0636	0.0619	0.3227	0.2834	0.2492	0.1611	0.0806	0.1166	0.0419	0.0510	0.0527	0.1312	0.0633	0.0446	0.0448	0.0356	0.0253	0.0442	0.0324	0.0565	0.0583	0.0645	0.0359	0.0516	0.0561	0.8475	0.2614	0.2349	0.6764
5 - 6	0.0533	0.0573	0.0543	0.3230	0.2852	0.2496	0.1658	0.0913	0.1166	0.0371	0.0494	0.0522	0.1312	0.0725	0.0411	0.0458	0.0356	0.0246	0.0438	0.0350	0.0636	0.0794	0.0670	0.0317	0.0479	0.0704	0.8475	0.2754	0.2476	0.6205
6 - 7	0.0611	0.0622	0.0613	0.3359	0.2895	0.2508	0.1420	0.0990	0.1178	0.0417	0.0497	0.0538	0.1519	0.0704	0.0441	0.0480	0.0367	0.0264	0.0458	0.0346	0.0641	0.0772	0.0618	0.0354	0.0564	0.0668	0.9168	0.2442	0.1999	0.5496
7 - 8	0.0815	0.0781	0.0967	0.7092	0.5887	0.5222	0.3568	0.1181	0.2508	0.0690	0.0827	0.0903	0.1932	0.0965	0.0820	0.0874	0.0713	0.0479	0.0744	0.0374	0.0902	0.0941	0.0783	0.0829	0.0667	0.9928	1.2166	0.2514	0.1813	0.7801
8 - 9	0.0951	0.0963	0.1170	0.4316	0.3557	0.3206	0.3368	0.0511	0.1367	0.0644	0.0782	0.0931	0.1505	0.1133	0.0457	0.0582	0.0443	0.0517	0.0770	0.0375	0.0878	0.1009	0.0574	0.0421	0.0652	0.1227	1.1378	0.4029	0.2631	0.4173
9 - 10	0.0959	0.0972	0.1120	0.3962	0.3368	0.3245	0.2711	0.0633	0.1773	0.0624	0.0816	0.0984	0.1580	0.1142	0.0476	0.0622	0.0482	0.0479	0.0692	0.0331	0.0944	0.1023	0.0605	0.0422	0.0736	0.1158	1.0531	0.3387	0.2324	0.3948
10 - 11	0.0870	0.0836	0.0901	0.3921	0.3475	0.2769	0.1905	0.1305	0.2402	0.0871	0.0756	0.1036	0.2032	0.1200	0.0634	0.0746	0.0582	0.0454	0.0692	0.0500	0.1000	0.1270	0.0843	0.0541	0.0805	0.1250	0.9459	0.2697	0.1945	0.4840
11 - 12	0.0882	0.0851	0.0926	0.3924	0.3139	0.2441	0.2422	0.2364	0.0582	0.0781	0.0976	0.2304	0.1137	0.0673	0.0761	0.0650	0.0437	0.0690	0.0511	0.1029	0.1089	0.0828	0.0605	0.0899	0.1023	0.9440	0.2830	0.1855	0.4519	
12 - 13	0.0796	0.0768	0.0848	0.4043	0.3459	0.3474	0.2396	0.1919	0.2259	0.0672	0.0705	0.0911	0.2436	0.1262	0.0727	0.0779	0.0555	0.0368	0.0662	0.0424	0.0945	0.1037	0.0998	0.0612	0.0834	0.1707	0.9666	0.2816	0.2120	0.4524
13 - 14	0.0840	0.0837	0.0869	0.3747	0.3279	0.3224	0.2463	0.1963	0.1828	0.0659	0.0791	0.0918	0.2079	0.1300	0.0569	0.0639	0.0616	0.0448	0.0809	0.0416	0.1007	0.1222	0.0913	0.0431	0.0765	0.1746	0.9622	0.2310	0.1747	0.5440
14 - 15	0.0789	0.0821	0.0849	0.2913	0.2952	0.2929	0.2685	0.2805	0.1584	0.0612	0.0711	0.0908	0.2026	0.1394	0.0637	0.0612	0.0535	0.0489	0.0637	0.0463	0.0981	0.1271	0.0947	0.0494	0.0776	0.2034	0.8698	0.2713	0.2110	0.4496
15 - 16	0.0713	0.0715	0.0727	0.3410	0.2987	0.2927	0.1582	0.0815	0.1706	0.0543	0.0629	0.0919	0.2007	0.1117	0.0677	0.0712	0.0646	0.0349	0.0597	0.0621	0.0847	0.0970	0.1048	0.0472	0.0675	0.0584	0.8975	0.2599	0.1947	0.4549
16 - 17	0.0695	0.0682	0.0693	0.4012	0.3358	0.3085	0.1272	0.0530	0.1444	0.0583	0.0726	0.0999	0.2162	0.1333	0.0678	0.0676	0.0530	0.0364	0.0672	0.0652	0.1043	0.1198	0.1160	0.0471	0.0746	0.0910	0.9404	0.2406	0.1753	0.5453
17 - 18	0.0617	0.0612	0.0636	0.3873	0.3501	0.3402	0.1506	0.0598	0.1486	0.0610	0.0631	0.0875	0.1861	0.1136	0.0534	0.0577	0.0364	0.0234	0.0503	0.0546	0.0935	0.1100	0.0852	0.0436	0.0677	0.1065	0.9220	0.3063	0.2098	0.6127
18 - 19	0.0533	0.0581	0.0526	0.3453	0.3265	0.2889	0.0964	0.0752	0.0711	0.0442	0.0579	0.0788	0.1786	0.0841	0.0453	0.0512	0.0312	0.0226	0.0449	0.0277	0.0686	0.0669	0.0733	0.0366	0.0640	0.0821	0.7278	0.2424	0.1677	0.4992
19 - 20	0.0622	0.0704	0.0591	0.3243	0.2920	0.2404	0.0778	0.0525	0.0566	0.0352	0.0495	0.0621	0.1027	0.0658	0.0391	0.0393	0.0262	0.0199	0.0484	0.0195	0.0559	0.0549	0.0673	0.0312	0.0499	0.0607	0.9846	0.2287	0.1727	0.6253
20 - 21	0.0568	0.0658	0.0604	0.3922	0.3253	0.2548	0.1093	0.0380	0.0525	0.0343	0.0422	0.0481	0.0809	0.0382	0.0303	0.0296	0.0504	0.0219	0.0291	0.0495	0.0334	0.0313	0.0480	0.0232	0.0399	0.0418	0.9960	0.1745	0.1257	0.5876
21 - 22	0.0562	0.0646	0.0646	0.3657	0.3100	0.2473	0.1313	0.0599	0.0741	0.0275	0.0404	0.0367	0.0335	0.0314	0.0275	0.0438	0.0203	0.0250	0.0410	0.0324	0.0279	0.0423	0.0292	0.0376	0.0324	0.9912	0.1485	0.1116	0.6785	
22 - 23	0.0526	0.0633	0.0643	0.3803	0.3877	0.2226	0.1027	0.0321	0.0278	0.0309	0.0425	0.0447	0.0400	0.0329	0.0277	0.0443	0.0523	0.0226	0.0211	0.0933	0.0284	0.0217	0.0452	0.0243	0.0393	0.0355	0.9954	0.1954	0.1696	0.9045
23 - 24	0.0600	0.0666	0.0605	0.3641	0.2124	0.2753	0.1580	0.0877	0.1344	0.0534	0.0564	0.0627	0.1516	0.0726	0.0507	0.0504	0.0474	0.0279	0.0550	0.0339	0.0663	0.0663	0.0750	0.0243	0.0697	0.0351	0.9164	0.2190	0.2091	0.5666

Hour	L31	L32	L33	L34	L35	L36	L37	L38	L39	L40	L41	L42	L43	L44	L45	L46	L47	L48	L49	L50	L51	L52	L53	L54	L55	L56	L57	L58	L59	L60	
0 - 1	0.0445	0.0622	0.0991	0.0285	0.0407	0.0510	0.2335	0.0272	0.0585	0.0324	0.0246	0.0261	0.0245	0.0245	0.0401	0.0531	0.0643	0.0543	0.1172	0.1051	0.1313	0.1640	0.1321	0.0601	0.0607	0.0510	0.0259	0.0440	0.0600	0.0541	
1 - 2	0.0433	0.0546	0.0754	0.0444	0.0411	0.0489	0.2009	0.0269	0.0556	0.0349	0.0245	0.0258	0.0253	0.0250	0.0358	0.0499	0.0637	0.0573	0.1064	0.1023	0.1302	0.1498	0.1215	0.0513	0.0523	0.0505	0.0354	0.0397	0.0542	0.0507	
2 - 3	0.0402	0.0517	0.0789	0.0233	0.0404	0.0464	0.1684	0.0253	0.0628	0.0268	0.0218	0.0234	0.0194	0.0205	0.0330	0.0545	0.0639	0.0589	0.1575	0.1050	0.1091	0.1312	0.1170	0.0477	0.0497	0.0495	0.0470	0.0334	0.0431	0.0640	0.0518
3 - 4	0.0404	0.0525	0.0761	0.0288	0.0380	0.0475	0.1330	0.0267	0.0542	0.0285	0.0229	0.0247	0.0199	0.0210	0.0337	0.0491	0.0598	0.0516	0.1120	0.1091	0.1138	0.1315	0.1286	0.0474	0.0490	0.0470	0.0329	0.0399	0.0543	0.0520	
4 - 5	0.0404	0.0524	0.0722	0.0528	0.0390	0.0498	0.1330	0.0268	0.0542	0.0293	0.0235	0.0245	0.0232	0.0232	0.0331	0.0491	0.0598	0.0516	0.1120	0.1091	0.1138	0.1312	0.1286	0.0473	0.0489	0.0471	0.0329	0.0399	0.0543	0.0520	
5 - 6	0.0413	0.0514	0.0737	0.0192	0.0399	0.0486	0.1330	0.0276	0.0598	0.0278	0.0230	0.0241	0.0190	0.0201	0.0314	0.0569	0.0573	0.0496	0.1140	0.1150	0.1160	0.1351	0.1283	0.0460	0.0469	0.0474	0.0227	0.0486	0.0676	0.0520	
6 - 7	0.0400	0.0539	0.0793	0.0289	0.0399	0.0519	0.1684	0.0299	0.0673	0.0317	0.0282	0.0290	0.0248	0.0248	0.0313	0.0542	0.0599	0.0551	0.1094	0.1077	0.1282	0.1389	0.1226	0.0466	0.0500	0.0483	0.0348	0.0519	0.0671	0.0459	
7 - 8	0.0652	0.0864	0.1200	0.0406	0.0705	0.0742	0.2164	0.0361	0.0996	0.0499	0.0350	0.0368	0.0280	0.0301	0.0698	0.0857	0.0896	0.0752	0.1439	0.1398	0.1613	0.1956	0.1615	0.0776	0.0822	0.0717	0.0246	0.1018	0.0870	0.0818	
8 - 9	0.0717	0.0969	0.1437	0.0582	0.0737	0.0638	0.0994	0.0321	0.0875	0.0481	0.0318	0.0303	0.0298	0.0271	0.0309	0.0978	0.0907	0.0877	0.1774	0.1010	0.1167	0.2045	0.1056	0.0748	0.0823	0.0782	0.0485	0.0836	0.0763	0.0567	
9 - 10	0.0558	0.1021	0.1335	0.0697	0.0617	0.0703	0.1200	0.0380	0.0936	0.0446	0.0366	0.0407	0.0268	0.0248	0.0333	0.0889	0.0855	0.0984	0.1572	0.1453	0.1592	0.1993	0.2045	0.0701	0.0746	0.0747	0.0566				

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Emission Factor (NO)

NO	g/miles																													
Hour	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30
0 - 1	0.4372	0.4571	0.4112	1.1212	1.0263	0.9758	0.6728	0.5728	0.6143	0.3294	0.3598	0.3716	0.6490	0.3469	0.3278	0.3221	0.2673	0.3005	0.3292	0.2634	0.3570	0.2938	0.3575	0.3164	0.3920	0.3067	2.0493	0.9626	0.9055	1.4412
1 - 2	0.4188	0.4355	0.3974	1.0835	1.0104	0.9651	0.6571	0.5583	0.5650	0.3319	0.3520	0.3511	0.6060	0.3408	0.3163	0.3195	0.2516	0.2825	0.3220	0.2381	0.3495	0.2833	0.3446	0.2972	0.3788	0.3037	2.1448	0.7716	0.7407	1.5092
2 - 3	0.4096	0.4152	0.3798	1.0016	0.9804	0.9246	0.6512	0.4929	0.5572	0.3047	0.3435	0.3404	0.6147	0.3351	0.3038	0.3194	0.2506	0.3047	0.2657	0.2391	0.3195	0.2927	0.3250	0.2927	0.3593	0.3025	2.0490	0.9300	0.7894	1.6110
3 - 4	0.3992	0.4076	0.3744	0.9872	0.9605	0.9044	0.5904	0.4741	0.5317	0.2811	0.3453	0.3405	0.5897	0.3281	0.3036	0.3003	0.2502	0.2715	0.2391	0.2194	0.3363	0.2737	0.3254	0.2926	0.3475	0.2829	1.9749	0.9276	0.7966	1.7458
4 - 5	0.4071	0.4033	0.3706	0.9802	0.9539	0.9096	0.6114	0.4741	0.5317	0.3181	0.3393	0.3390	0.5897	0.3296	0.3047	0.3003	0.2502	0.2780	0.2936	0.2194	0.3363	0.2737	0.3254	0.2926	0.3475	0.2829	1.9749	0.9276	0.7966	1.6486
5 - 6	0.3936	0.4044	0.3594	0.9413	0.9578	0.9106	0.6183	0.5249	0.5317	0.3042	0.3397	0.3387	0.5897	0.3427	0.2955	0.3027	0.2502	0.2677	0.2855	0.2351	0.3469	0.3048	0.3254	0.2882	0.3408	0.3078	1.9749	0.9477	0.8157	1.5470
6 - 7	0.4153	0.4166	0.3866	1.0436	0.9774	0.9193	0.6173	0.5726	0.5480	0.3171	0.3455	0.3480	0.6254	0.3345	0.3046	0.3060	0.2238	0.2830	0.3041	0.2329	0.3445	0.2989	0.3233	0.2957	0.3588	0.2994	2.1192	0.9025	0.7462	1.3925
7 - 8	0.4481	0.4299	0.4652	1.8515	1.1717	1.4971	1.0242	0.5684	0.8184	0.3503	0.3989	0.4135	0.7531	0.4159	0.3814	0.3502	0.3007	0.2746	0.3640	0.2627	0.3701	0.3097	0.2906	0.4154	0.3247	0.4893	2.7691	0.9045	0.6905	1.9373
8 - 9	0.4598	0.4429	0.4731	1.3470	1.1945	1.1872	1.0637	0.4840	0.6835	0.3594	0.4238	0.4896	0.7946	0.4313	0.3109	0.3396	0.2300	0.3568	0.3720	0.2895	0.3833	0.3606	0.2846	0.3176	0.2879	0.4357	2.6277	1.1704	0.8140	1.1533
9 - 10	0.4598	0.5158	0.5623	1.2761	1.1997	1.2655	1.0508	0.6046	0.8207	0.4518	0.5500	0.5920	0.8322	0.4896	0.3300	0.4246	0.2635	0.4675	0.4185	0.3024	0.4582	0.3836	0.2476	0.3063	0.3737	0.4371	2.5224	1.2374	0.8628	1.1308
10 - 11	0.5303	0.4877	0.5353	1.2796	1.2129	1.3484	1.0420	0.6843	0.9408	0.4344	0.5027	0.6060	0.8572	0.4901	0.3869	0.4541	0.3208	0.4556	0.4251	0.3528	0.4511	0.4101	0.3890	0.3696	0.3873	0.5391	2.3118	1.1734	0.8537	1.2887
11 - 12	0.5182	0.4859	0.5092	1.1817	1.1259	1.2277	1.0877	1.0102	1.0022	0.4623	0.4362	0.4985	0.8980	0.4608	0.3731	0.4328	0.3257	0.3713	0.3864	0.3102	0.4385	0.3959	0.3563	0.3584	0.3970	0.5101	2.2857	1.0664	0.7751	1.2522
12 - 13	0.5223	0.5112	0.4914	1.2160	1.1963	1.2758	0.8657	0.9224	0.8857	0.4240	0.4320	0.5077	0.9250	0.5145	0.3862	0.4174	0.3321	0.3428	0.3819	0.3143	0.4549	0.4079	0.4153	0.3658	0.4343	0.6185	2.3051	1.1244	0.8517	1.2981
13 - 14	0.5290	0.5147	0.5315	1.2074	1.1851	1.2597	1.0332	0.9039	0.8380	0.4539	0.4658	0.5297	0.8795	0.5324	0.3694	0.4002	0.3432	0.3635	0.4082	0.2735	0.4924	0.4381	0.4180	0.3439	0.4846	0.5779	2.2977	0.9995	0.7630	1.4516
14 - 15	0.5257	0.5193	0.5232	1.1259	1.1715	1.2801	0.9540	0.9569	0.8230	0.4410	0.4729	0.5615	0.8728	0.5627	0.3894	0.3974	0.3376	0.3491	0.3872	0.3470	0.4472	0.4440	0.4452	0.3502	0.4712	0.6844	2.1475	1.1226	0.8717	1.3605
15 - 16	0.5107	0.4977	0.4812	1.1503	1.1200	1.2005	0.7942	0.6544	0.8187	0.3998	0.4166	0.5255	0.8648	0.5256	0.3895	0.4363	0.3713	0.2965	0.3529	0.3078	0.4787	0.3822	0.4628	0.3507	0.4618	0.2977	2.1654	1.0858	0.8222	1.2905
16 - 17	0.5115	0.4944	0.5127	1.1495	1.0702	1.1084	0.8125	0.5375	0.7217	0.4153	0.4057	0.5190	0.8796	0.5565	0.3842	0.3865	0.3437	0.2871	0.3818	0.3209	0.5064	0.4267	0.4619	0.3555	0.4691	0.3927	2.2277	1.0655	0.7838	1.4274
17 - 18	0.4935	0.4906	0.4818	1.1750	1.1342	1.2209	0.7312	0.5793	0.7027	0.4048	0.3777	0.4730	0.6803	0.4850	0.3468	0.3502	0.2568	0.2442	0.3084	0.2729	0.4462	0.3886	0.4057	0.3463	0.4135	0.4737	2.1864	1.1672	0.8162	1.5010
18 - 19	0.4309	0.4311	0.3703	1.0152	0.9955	1.0092	0.4658	0.4823	0.5694	0.2989	0.3518	0.4405	0.6648	0.3922	0.3089	0.3062	0.2144	0.2370	0.3112	0.2094	0.3670	0.2977	0.3434	0.3083	0.3612	0.4009	1.7717	0.9875	0.7122	1.2426
19 - 20	0.4282	0.4304	0.3712	1.0232	0.9845	0.9522	0.4680	0.5165	0.5467	0.2983	0.3533	0.4148	0.6322	0.3737	0.3200	0.2721	0.1992	0.2380	0.3347	0.1828	0.3672	0.2820	0.3462	0.3344	0.3685	0.3565	2.3003	0.9148	0.7178	1.6544
20 - 21	0.4218	0.4309	0.3735	1.1681	1.0840	0.9848	0.5702	0.6227	0.5461	0.3143	0.3511	0.3813	0.5985	0.3041	0.3103	0.2810	0.2583	0.2984	0.2848	0.2225	0.3111	0.2264	0.3213	0.3085	0.3501	0.3029	2.3403	0.8070	0.6169	1.4939
21 - 22	0.4243	0.4359	0.4228	1.1634	1.0968	0.9508	0.6891	0.6921	0.4581	0.2992	0.3706	0.3820	0.5017	0.2972	0.3022	0.2912	0.2484	0.3290	0.2700	0.2283	0.3116	0.2281	0.3005	0.3064	0.3571	0.2894	2.3334	0.7560	0.5976	1.6862
22 - 23	0.4327	0.4348	0.4268	1.1425	1.0968	0.9583	0.7424	0.6845	0.4581	0.2992	0.3706	0.3820	0.5017	0.2972	0.3022	0.2912	0.2484	0.3290	0.2700	0.2283	0.3116	0.2281	0.3005	0.3064	0.3571	0.2894	2.3334	0.7560	0.5976	1.6862
23 - 24	0.4373	0.4602	0.4126	1.1196	1.0481	1.0104	0.7203	0.6333	0.6948	0.3624	0.3705	0.3861	0.7095	0.3674	0.3391	0.3247	0.2673	0.3078	0.3346	0.2174	0.3751	0.3064	0.3670	0.3348	0.4079	0.3259	2.1560	0.8247	0.7750	1.4224

Hour	L31	L32	L33	L34	L35	L36	L37	L38	L39	L40	L41	L42	L43	L44	L45	L46	L47	L48	L49	L50	L51	L52	L53	L54	L55	L56	L57	L58	L59	L60
0 - 1	0.3268	0.3902	0.4777	0.3902	0.3280	0.3272	0.6371	0.1733	0.2922	0.3047	0.1859	0.1760	0.1584	0.1716	0.3016	0.3073	0.4708	0.4389	0.8163	0.6417	0.6908	0.7271	0.6216	0.3846	0.3732	0.3530	0.3044	0.3341	0.3529	0.3294
1 - 2	0.2939	0.3519	0.3677	0.5256	0.3029	0.3164	0.5598	0.1702	0.2817	0.2975	0.1871	0.1732	0.1573	0.1734	0.2967	0.2931	0.4504	0.4215	0.7679	0.6331	0.6888	0.6762	0.5766	0.3221	0.3105	0.3359	0.3052	0.3123	0.3343	0.3240
2 - 3	0.2804	0.3366	0.3802	0.3030	0.2997	0.3089	0.4825	0.1680	0.2893	0.2795	0.1812	0.1710	0.1490	0.1641	0.2848	0.2919	0.4278	0.4223	0.8246	0.6265	0.6082	0.6049	0.5415	0.3072	0.2991	0.3260	0.2958	0.3129	0.3438	0.3096
3 - 4	0.2797	0.3364	0.3711	0.3283	0.2887	0.3117	0.3592	0.1697	0.2706	0.2828	0.1880	0.1741	0.1510	0.1720	0.2916	0.2830	0.4288	0.4125	0.7623	0.6174	0.6049	0.5966	0.5749	0.3107	0.2977	0.3193	0.2896	0.3021	0.3273	0.3185
4 - 5	0.2797	0.3344	0.3532	0.3983	0.2887	0.3207	0.3592	0.1702	0.2706	0.2760	0.1887	0.1732	0.1539	0.1711	0.2788	0.2830	0.4288	0.4125	0.7623	0.6174	0.6049	0.5921	0.5749	0.3107	0.2959	0.3193	0.2896	0.3021	0.3273	0.3185
5 - 6	0.2809	0.3340	0.3612	0.3106	0.2898	0.3158	0.3592	0.1698	0.2934	0.2780	0.1808	0.1695	0.1456	0.1611	0.2851	0.2906	0.4159	0.4035	0.7399	0.6337	0.6602	0.5964	0.5630	0.3045	0.2913	0.3225	0.2806	0.3168	0.3551	0.3185
6 - 7	0.2759	0.3488	0.3979	0.3293	0.2992	0.3278	0.4825	0.1890	0.2878	0.2863	0.1962	0.1941	0.1734	0.1764	0.2741	0.2900	0.4326	0.4175	0.7559	0.6219	0.6605	0.6330	0.2741	0.3070	0.2996	0.3219	0.3004	0.3318	0.3329	0.2990
7 - 8	0.2945	0.4143	0.4762	0.3872	0.3170	0.3486	0.5659	0.1850	0.3562	0.2835	0.1913	0.1957	0.1785	0.1864	0.3754	0.4595	0.4866	0.4634	0.8757	0.7106	0.7188	0.7711	0.7194	0.3350	0.3319	0.3422	0.2957	0.4082	0.3401	0.3388
8 - 9	0.3541	0.4689	0.4864	0.4102	0.3903	0.3423	0.2806	0.1761	0.3670	0.3148	0.1865	0.1961	0.1960	0.1885	0.2630	0.3986	0.4491	0.4649	0.8713	0.6364	0.6525	0.8303	0.2514	0.3509	0.3463	0.3970	0.3236	0.3879	0.3818	0.2969
9 - 10	0.4064	0.5418	0.5019	0.5969	0.4693	0.4175	0.3629	0.2157	0.4167	0.4020	0.2299	0.2329	0.1846	0.1751	0.2163	0.3786	0.5194	0.6195	1.0424	0.8680	0.8021	0.8865	0.9040	0.4007	0.4022	0.4736	0.4053	0.4096	0.4458	0.3635
10 - 11	0.3910	0.6677																												

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Emission Factor (RSP)

RSP	g/miles																													
Hour	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30
0 - 1	0.0094	0.0108	0.0109	0.0185	0.0178	0.0183	0.0167	0.0135	0.0165	0.0089	0.0094	0.0102	0.0158	0.0125	0.0100	0.0107	0.0093	0.0062	0.0104	0.0092	0.0113	0.0123	0.0142	0.0080	0.0113	0.0120	0.0205	0.0184	0.0175	0.0169
1 - 2	0.0103	0.0105	0.0107	0.0180	0.0174	0.0180	0.0165	0.0124	0.0158	0.0090	0.0095	0.0099	0.0163	0.0126	0.0100	0.0107	0.0087	0.0062	0.0102	0.0079	0.0114	0.0121	0.0140	0.0076	0.0116	0.0120	0.0204	0.0170	0.0165	0.0174
2 - 3	0.0190	0.0098	0.0190	0.0171	0.0169	0.0177	0.0150	0.0123	0.0182	0.0091	0.0091	0.0096	0.0156	0.0127	0.0092	0.0105	0.0091	0.0058	0.0093	0.0079	0.0113	0.0103	0.0134	0.0073	0.0102	0.0130	0.0189	0.0180	0.0168	0.0168
3 - 4	0.0089	0.0085	0.0092	0.0168	0.0165	0.0172	0.0159	0.0115	0.0154	0.0076	0.0082	0.0086	0.0158	0.0122	0.0093	0.0093	0.0069	0.0059	0.0094	0.0078	0.0108	0.0119	0.0140	0.0074	0.0101	0.0116	0.0185	0.0181	0.0162	0.0177
4 - 5	0.0101	0.0099	0.0106	0.0167	0.0165	0.0172	0.0164	0.0115	0.0154	0.0087	0.0091	0.0096	0.0158	0.0123	0.0094	0.0097	0.0083	0.0061	0.0094	0.0078	0.0108	0.0119	0.0140	0.0074	0.0101	0.0116	0.0185	0.0181	0.0162	0.0171
5 - 6	0.0087	0.0084	0.0091	0.0116	0.0165	0.0172	0.0165	0.0114	0.0154	0.0080	0.0090	0.0095	0.0158	0.0133	0.0091	0.0099	0.0083	0.0060	0.0094	0.0081	0.0118	0.0145	0.0140	0.0072	0.0096	0.0132	0.0185	0.0187	0.0168	0.0162
6 - 7	0.0098	0.0100	0.0100	0.0176	0.0168	0.0173	0.0162	0.0125	0.0158	0.0086	0.0089	0.0096	0.0162	0.0127	0.0095	0.0102	0.0081	0.0060	0.0092	0.0082	0.0116	0.0137	0.0127	0.0075	0.0104	0.0125	0.0193	0.0177	0.0165	0.0156
7 - 8	0.0116	0.0108	0.0140	0.0239	0.0230	0.0232	0.0243	0.0173	0.0192	0.0127	0.0129	0.0140	0.0180	0.0151	0.0143	0.0157	0.0115	0.0092	0.0132	0.0086	0.0145	0.0154	0.0158	0.0134	0.0117	0.0155	0.0280	0.0209	0.0186	0.0240
8 - 9	0.0126	0.0124	0.0161	0.0205	0.0192	0.0203	0.0231	0.0122	0.0164	0.0118	0.0122	0.0136	0.0157	0.0163	0.0094	0.0108	0.0095	0.0092	0.0130	0.0093	0.0137	0.0154	0.0117	0.0086	0.0116	0.0174	0.0270	0.0251	0.0210	0.0195
9 - 10	0.0132	0.0128	0.0154	0.0201	0.0200	0.0222	0.0223	0.0148	0.0187	0.0109	0.0121	0.0138	0.0146	0.0161	0.0096	0.0113	0.0107	0.0089	0.0118	0.0085	0.0143	0.0158	0.0120	0.0084	0.0136	0.0166	0.0245	0.0264	0.0213	0.0177
10 - 11	0.0130	0.0122	0.0136	0.0198	0.0198	0.0225	0.0195	0.0150	0.0188	0.0114	0.0119	0.0140	0.0173	0.0170	0.0118	0.0130	0.0130	0.0107	0.0086	0.0124	0.0098	0.0157	0.0191	0.0149	0.0106	0.0142	0.0234	0.0219	0.0188	0.0177
11 - 12	0.0142	0.0135	0.0149	0.0195	0.0208	0.0224	0.0221	0.0207	0.0212	0.0125	0.0130	0.0142	0.0200	0.0171	0.0130	0.0137	0.0136	0.0087	0.0156	0.0110	0.0167	0.0173	0.0159	0.0120	0.0166	0.0170	0.0246	0.0216	0.0187	0.0200
12 - 13	0.0125	0.0117	0.0134	0.0230	0.0222	0.0247	0.0234	0.0170	0.0215	0.0125	0.0120	0.0134	0.0220	0.0180	0.0135	0.0142	0.0110	0.0080	0.0122	0.0094	0.0153	0.0167	0.0175	0.0119	0.0146	0.0210	0.0259	0.0226	0.0195	0.0200
13 - 14	0.0127	0.0123	0.0130	0.0212	0.0213	0.0240	0.0193	0.0184	0.0215	0.0114	0.0129	0.0133	0.0194	0.0175	0.0113	0.0120	0.0105	0.0091	0.0141	0.0095	0.0150	0.0175	0.0155	0.0095	0.0122	0.0212	0.0245	0.0210	0.0183	0.0203
14 - 15	0.0123	0.0120	0.0129	0.0174	0.0192	0.0220	0.0209	0.0215	0.0192	0.0110	0.0115	0.0129	0.0183	0.0181	0.0119	0.0117	0.0094	0.0100	0.0115	0.0098	0.0148	0.0188	0.0156	0.0101	0.0121	0.0229	0.0230	0.0209	0.0182	0.0182
15 - 16	0.0112	0.0107	0.0119	0.0195	0.0192	0.0215	0.0182	0.0127	0.0187	0.0106	0.0109	0.0134	0.0185	0.0155	0.0125	0.0130	0.0118	0.0083	0.0112	0.0120	0.0135	0.0159	0.0166	0.0098	0.0111	0.0118	0.0235	0.0215	0.0185	0.0185
16 - 17	0.0112	0.0106	0.0113	0.0214	0.0208	0.0226	0.0173	0.0138	0.0191	0.0109	0.0120	0.0141	0.0220	0.0173	0.0127	0.0130	0.0092	0.0081	0.0120	0.0123	0.0147	0.0176	0.0179	0.0102	0.0111	0.0149	0.0244	0.0202	0.0176	0.0217
17 - 18	0.0100	0.0095	0.0106	0.0201	0.0196	0.0220	0.0181	0.0117	0.0161	0.0111	0.0106	0.0128	0.0217	0.0156	0.0106	0.0116	0.0073	0.0068	0.0104	0.0105	0.0138	0.0167	0.0148	0.0090	0.0109	0.0155	0.0238	0.0211	0.0176	0.0230
18 - 19	0.0090	0.0092	0.0096	0.0213	0.0216	0.0232	0.0188	0.0167	0.0183	0.0095	0.0104	0.0124	0.0225	0.0134	0.0094	0.0106	0.0083	0.0068	0.0096	0.0078	0.0115	0.0116	0.0137	0.0076	0.0113	0.0139	0.0225	0.0205	0.0176	0.0212
19 - 20	0.0089	0.0092	0.0089	0.0207	0.0199	0.0215	0.0164	0.0109	0.0186	0.0075	0.0085	0.0098	0.0184	0.0113	0.0082	0.0092	0.0065	0.0054	0.0093	0.0059	0.0099	0.0105	0.0136	0.0061	0.0089	0.0113	0.0243	0.0199	0.0179	0.0180
20 - 21	0.0077	0.0083	0.0089	0.0182	0.0186	0.0184	0.0156	0.0090	0.0185	0.0069	0.0070	0.0079	0.0165	0.0086	0.0070	0.0069	0.0097	0.0050	0.0066	0.0096	0.0073	0.0079	0.0115	0.0050	0.0080	0.0091	0.0239	0.0170	0.0160	0.0173
21 - 22	0.0075	0.0080	0.0089	0.0160	0.0147	0.0154	0.0150	0.0078	0.0143	0.0080	0.0084	0.0069	0.0134	0.0078	0.0070	0.0083	0.0089	0.0042	0.0061	0.0075	0.0070	0.0069	0.0103	0.0059	0.0080	0.0238	0.0154	0.0147	0.0172	0.0172
22 - 23	0.0066	0.0065	0.0081	0.0130	0.0125	0.0118	0.0081	0.0116	0.0085	0.0065	0.0070	0.0084	0.0122	0.0078	0.0061	0.0086	0.0105	0.0046	0.0048	0.0115	0.0058	0.0057	0.0068	0.0046	0.0069	0.0272	0.0215	0.0138	0.0134	0.0202
23 - 24	0.0094	0.0095	0.0099	0.0186	0.0181	0.0189	0.0167	0.0141	0.0175	0.0104	0.0097	0.0106	0.0174	0.0130	0.0102	0.0106	0.0093	0.0065	0.0106	0.0081	0.0118	0.0126	0.0145	0.0084	0.0120	0.0124	0.0223	0.0178	0.0169	0.0176

Hour	L31	L32	L33	L34	L35	L36	L37	L38	L39	L40	L41	L42	L43	L44	L45	L46	L47	L48	L49	L50	L51	L52	L53	L54	L55	L56	L57	L58	L59	L60	
0 - 1	0.0092	0.0115	0.0146	0.0077	0.0093	0.0100	0.0189	0.0074	0.0116	0.0071	0.0066	0.0070	0.0068	0.0067	0.0084	0.0109	0.0098	0.0091	0.0135	0.0155	0.0161	0.0163	0.0151	0.0105	0.0106	0.0103	0.0066	0.0092	0.0108	0.0110	
1 - 2	0.0091	0.0108	0.0121	0.0089	0.0093	0.0099	0.0168	0.0074	0.0112	0.0074	0.0066	0.0070	0.0070	0.0068	0.0076	0.0104	0.0096	0.0096	0.0131	0.0151	0.0161	0.0158	0.0145	0.0096	0.0097	0.0103	0.0084	0.0089	0.0103	0.0103	
2 - 3	0.0086	0.0104	0.0127	0.0086	0.0092	0.0094	0.0147	0.0070	0.0120	0.0061	0.0059	0.0063	0.0055	0.0058	0.0070	0.0111	0.0100	0.0099	0.0140	0.0151	0.0161	0.0154	0.0145	0.0091	0.0093	0.0096	0.0082	0.0087	0.0107	0.0107	
3 - 4	0.0086	0.0105	0.0126	0.0069	0.0089	0.0089	0.0095	0.0120	0.0072	0.0110	0.0065	0.0060	0.0064	0.0057	0.0055	0.0073	0.0104	0.0092	0.0086	0.0125	0.0158	0.0151	0.0146	0.0149	0.0089	0.0092	0.0097	0.0081	0.0082	0.0097	0.0109
4 - 5	0.0086	0.0105	0.0121	0.0069	0.0089	0.0089	0.0120	0.0072	0.0110	0.0064	0.0061	0.0064	0.0062	0.0060	0.0073	0.0104	0.0092	0.0086	0.0125	0.0158	0.0151	0.0146	0.0149	0.0090	0.0092	0.0097	0.0081	0.0082	0.0097	0.0109	
5 - 6	0.0087	0.0105	0.0123	0.0057	0.0091	0.0099	0.0120	0.0075	0.0130	0.0063	0.0061	0.0064	0.0054	0.0058	0.0074	0.0113	0.0089	0.0085	0.0126	0.0157	0.0148	0.0148	0.0149	0.0151	0.0090	0.0092	0.0097	0.0061	0.0087	0.0105	0.0109
6 - 7	0.0085	0.0107	0.0125	0.0069	0.0091	0.0102	0.0147	0.0076	0.0124	0.0068	0.0070	0.0072	0.0066	0.0066	0.0072	0.0109	0.0091	0.0093	0.0132	0.0154	0.0154	0.0149	0.0149	0.0149	0.0087	0.0093	0.0099	0.0084	0.0092	0.0106	0.0096
7 - 8	0.0127	0.0144	0.0160	0.0095	0.0135	0.0134	0.0176	0.0087	0.0154	0.0097	0.0082	0.0085	0.0073	0.0075	0.0122	0.0142	0.0124	0.0112	0.0149	0.0173	0.0176	0.0180	0.0169	0.0128	0.0134	0.0133	0.0066	0.0146	0.0123	0.0147	
8 - 9	0.0124	0.0150	0.0192	0.0106	0.0134	0.0117	0.0100	0.0080	0.0140	0.0088	0.0077	0.0077	0.0079	0.0074	0.0076	0.0149	0.0121	0.0125	0.0189	0.0184	0.0171	0.0183	0.0174	0.0121	0.0131	0.0133	0.0112	0.0112	0.0122	0.0116	
9 - 10	0.0106	0.0150	0.0188	0.0107	0.0114	0.0119	0.0123	0.0095	0.0143	0.0088	0.0092	0.0099	0.0074	0.0069	0.0077	0.0140	0.0119	0.0133	0.0191	0.0186	0.0189	0.0182	0.0178	0.0116	0.0122	0.0128	0.0120	0.0109	0.0120	0.0111	

Appendix 2.7 - Detail Calculation of Vehicular Emissions - Emission Factor (FSP)

FSP		g/miles																													
Hour	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30	
0 - 1	0.0087	0.0100	0.0100	0.0170	0.0164	0.0168	0.0154	0.0124	0.0152	0.0082	0.0087	0.0094	0.0145	0.0115	0.0092	0.0099	0.0085	0.0058	0.0095	0.0085	0.0104	0.0113	0.0131	0.0074	0.0104	0.0111	0.0189	0.0169	0.0161	0.0156	
1 - 2	0.0095	0.0095	0.0099	0.0166	0.0160	0.0166	0.0152	0.0114	0.0146	0.0093	0.0087	0.0091	0.0150	0.0116	0.0092	0.0098	0.0080	0.0057	0.0094	0.0073	0.0105	0.0112	0.0129	0.0070	0.0107	0.0111	0.0188	0.0157	0.0152	0.0160	
2 - 3	0.0092	0.0090	0.0097	0.0156	0.0156	0.0163	0.0139	0.0114	0.0149	0.0075	0.0084	0.0086	0.0143	0.0117	0.0094	0.0097	0.0093	0.0053	0.0086	0.0072	0.0104	0.0123	0.0133	0.0067	0.0094	0.0120	0.0174	0.0165	0.0148	0.0155	
3 - 4	0.0081	0.0079	0.0084	0.0155	0.0152	0.0158	0.0147	0.0106	0.0141	0.0070	0.0085	0.0088	0.0145	0.0112	0.0095	0.0090	0.0076	0.0055	0.0086	0.0072	0.0100	0.0109	0.0123	0.0069	0.0094	0.0107	0.0170	0.0166	0.0149	0.0157	
4 - 5	0.0093	0.0091	0.0098	0.0154	0.0152	0.0158	0.0152	0.0106	0.0141	0.0080	0.0084	0.0088	0.0145	0.0113	0.0086	0.0090	0.0076	0.0056	0.0086	0.0072	0.0100	0.0109	0.0128	0.0069	0.0094	0.0107	0.0170	0.0166	0.0149	0.0157	
5 - 6	0.0080	0.0077	0.0084	0.0107	0.0152	0.0158	0.0152	0.0104	0.0141	0.0074	0.0083	0.0088	0.0145	0.0123	0.0084	0.0091	0.0076	0.0055	0.0086	0.0075	0.0108	0.0133	0.0128	0.0067	0.0088	0.0122	0.0170	0.0172	0.0155	0.0149	
6 - 7	0.0090	0.0092	0.0092	0.0162	0.0155	0.0160	0.0149	0.0115	0.0145	0.0079	0.0082	0.0089	0.0149	0.0118	0.0087	0.0094	0.0075	0.0055	0.0084	0.0075	0.0106	0.0126	0.0117	0.0069	0.0096	0.0116	0.0178	0.0162	0.0152	0.0144	
7 - 8	0.0107	0.0099	0.0129	0.0220	0.0212	0.0213	0.0223	0.0159	0.0177	0.0118	0.0119	0.0129	0.0166	0.0139	0.0132	0.0145	0.0106	0.0085	0.0122	0.0080	0.0135	0.0143	0.0146	0.0124	0.0108	0.0143	0.0258	0.0193	0.0172	0.0220	
8 - 9	0.0116	0.0114	0.0148	0.0189	0.0177	0.0186	0.0213	0.0113	0.0151	0.0109	0.0112	0.0126	0.0145	0.0150	0.0087	0.0100	0.0087	0.0085	0.0120	0.0086	0.0127	0.0142	0.0108	0.0080	0.0107	0.0160	0.0248	0.0231	0.0193	0.0179	
9 - 10	0.0122	0.0118	0.0142	0.0185	0.0184	0.0204	0.0205	0.0135	0.0172	0.0100	0.0112	0.0127	0.0135	0.0149	0.0088	0.0104	0.0098	0.0082	0.0109	0.0079	0.0131	0.0145	0.0111	0.0077	0.0126	0.0153	0.0226	0.0242	0.0196	0.0163	
10 - 11	0.0120	0.0113	0.0125	0.0183	0.0182	0.0207	0.0179	0.0138	0.0173	0.0105	0.0110	0.0129	0.0160	0.0157	0.0109	0.0119	0.0099	0.0079	0.0114	0.0090	0.0144	0.0176	0.0137	0.0098	0.0131	0.0158	0.0215	0.0202	0.0173	0.0164	
11 - 12	0.0131	0.0125	0.0138	0.0179	0.0186	0.0206	0.0203	0.0191	0.0195	0.0115	0.0120	0.0131	0.0184	0.0157	0.0120	0.0127	0.0125	0.0081	0.0144	0.0102	0.0154	0.0160	0.0146	0.0110	0.0154	0.0156	0.0226	0.0200	0.0173	0.0184	
12 - 13	0.0116	0.0108	0.0123	0.0212	0.0204	0.0227	0.0216	0.0157	0.0198	0.0115	0.0110	0.0124	0.0202	0.0165	0.0125	0.0131	0.0102	0.0074	0.0112	0.0087	0.0141	0.0154	0.0162	0.0109	0.0135	0.0194	0.0238	0.0208	0.0180	0.0184	
13 - 14	0.0117	0.0113	0.0120	0.0196	0.0196	0.0221	0.0178	0.0170	0.0198	0.0106	0.0118	0.0123	0.0178	0.0161	0.0104	0.0111	0.0097	0.0084	0.0130	0.0087	0.0138	0.0161	0.0143	0.0088	0.0112	0.0195	0.0226	0.0194	0.0169	0.0187	
14 - 15	0.0113	0.0111	0.0118	0.0160	0.0177	0.0203	0.0193	0.0197	0.0176	0.0102	0.0105	0.0118	0.0168	0.0166	0.0110	0.0108	0.0087	0.0092	0.0106	0.0091	0.0136	0.0174	0.0144	0.0093	0.0112	0.0211	0.0211	0.0193	0.0168	0.0168	
15 - 16	0.0103	0.0099	0.0110	0.0180	0.0176	0.0198	0.0168	0.0117	0.0172	0.0098	0.0100	0.0123	0.0170	0.0143	0.0116	0.0120	0.0108	0.0076	0.0103	0.0111	0.0124	0.0147	0.0153	0.0090	0.0102	0.0216	0.0216	0.0198	0.0171	0.0170	
16 - 17	0.0103	0.0098	0.0105	0.0197	0.0191	0.0209	0.0159	0.0128	0.0176	0.0101	0.0110	0.0130	0.0202	0.0159	0.0118	0.0120	0.0085	0.0075	0.0111	0.0114	0.0135	0.0161	0.0165	0.0094	0.0103	0.0137	0.0225	0.0186	0.0162	0.0200	
17 - 18	0.0093	0.0088	0.0098	0.0186	0.0181	0.0204	0.0168	0.0108	0.0149	0.0103	0.0097	0.0119	0.0200	0.0144	0.0098	0.0107	0.0068	0.0063	0.0096	0.0097	0.0127	0.0153	0.0137	0.0083	0.0100	0.0143	0.0219	0.0195	0.0163	0.0212	
18 - 19	0.0083	0.0084	0.0088	0.0197	0.0200	0.0214	0.0173	0.0154	0.0168	0.0088	0.0096	0.0115	0.0207	0.0124	0.0087	0.0098	0.0076	0.0064	0.0089	0.0072	0.0106	0.0107	0.0126	0.0070	0.0104	0.0128	0.0207	0.0189	0.0162	0.0195	
19 - 20	0.0082	0.0085	0.0082	0.0191	0.0184	0.0198	0.0152	0.0100	0.0172	0.0069	0.0078	0.0090	0.0169	0.0104	0.0076	0.0086	0.0060	0.0050	0.0086	0.0055	0.0091	0.0096	0.0126	0.0056	0.0082	0.0105	0.0224	0.0183	0.0166	0.0166	
20 - 21	0.0071	0.0076	0.0082	0.0167	0.0153	0.0169	0.0143	0.0083	0.0170	0.0064	0.0065	0.0073	0.0151	0.0079	0.0064	0.0064	0.0090	0.0046	0.0061	0.0088	0.0068	0.0073	0.0106	0.0047	0.0074	0.0084	0.0220	0.0157	0.0148	0.0160	
21 - 22	0.0070	0.0074	0.0082	0.0147	0.0136	0.0142	0.0139	0.0072	0.0132	0.0055	0.0059	0.0064	0.0123	0.0072	0.0064	0.0077	0.0082	0.0039	0.0057	0.0069	0.0065	0.0064	0.0070	0.0074	0.0074	0.0219	0.0142	0.0135	0.0159	0.0159	
22 - 23	0.0061	0.0069	0.0075	0.0139	0.0149	0.0125	0.0108	0.0069	0.0119	0.0051	0.0055	0.0065	0.0065	0.0065	0.0065	0.0079	0.0096	0.0042	0.0044	0.0106	0.0054	0.0052	0.0099	0.0043	0.0064	0.0067	0.0199	0.0128	0.0123	0.0185	
23 - 24	0.0087	0.0087	0.0091	0.0171	0.0166	0.0174	0.0154	0.0130	0.0161	0.0096	0.0089	0.0098	0.0160	0.0120	0.0094	0.0097	0.0085	0.0060	0.0098	0.0075	0.0109	0.0116	0.0133	0.0077	0.0110	0.0115	0.0206	0.0165	0.0156	0.0162	

Hour	L31	L32	L33	L34	L35	L36	L37	L38	L39	L40	L41	L42	L43	L44	L45	L46	L47	L48	L49	L50	L51	L52	L53	L54	L55	L56	L57	L58	L59	L60	
0 - 1	0.0085	0.0106	0.0134	0.0071	0.0086	0.0092	0.0175	0.0068	0.0107	0.0065	0.0060	0.0064	0.0062	0.0061	0.0078	0.0101	0.0090	0.0084	0.0124	0.0143	0.0148	0.0150	0.0139	0.0097	0.0097	0.0095	0.0061	0.0085	0.0099	0.0101	
1 - 2	0.0084	0.0099	0.0111	0.0081	0.0085	0.0091	0.0155	0.0067	0.0103	0.0068	0.0060	0.0063	0.0064	0.0062	0.0072	0.0097	0.0089	0.0089	0.0120	0.0139	0.0148	0.0145	0.0134	0.0088	0.0089	0.0094	0.0078	0.0082	0.0095	0.0095	
2 - 3	0.0079	0.0096	0.0117	0.0061	0.0084	0.0087	0.0135	0.0064	0.0110	0.0056	0.0054	0.0058	0.0050	0.0052	0.0064	0.0102	0.0091	0.0091	0.0129	0.0142	0.0138	0.0135	0.0133	0.0084	0.0086	0.0089	0.0075	0.0080	0.0099	0.0099	
3 - 4	0.0080	0.0097	0.0116	0.0063	0.0082	0.0088	0.0111	0.0066	0.0101	0.0059	0.0055	0.0058	0.0052	0.0050	0.0068	0.0096	0.0084	0.0080	0.0115	0.0146	0.0139	0.0135	0.0137	0.0082	0.0085	0.0089	0.0075	0.0076	0.0089	0.0100	
4 - 5	0.0080	0.0097	0.0112	0.0102	0.0082	0.0091	0.0111	0.0066	0.0101	0.0060	0.0055	0.0058	0.0056	0.0055	0.0067	0.0096	0.0084	0.0080	0.0115	0.0146	0.0139	0.0135	0.0137	0.0082	0.0086	0.0089	0.0075	0.0076	0.0089	0.0100	
5 - 6	0.0081	0.0097	0.0113	0.0053	0.0083	0.0091	0.0111	0.0068	0.0119	0.0058	0.0055	0.0058	0.0049	0.0053	0.0069	0.0104	0.0082	0.0078	0.0116	0.0144	0.0136	0.0136	0.0138	0.0083	0.0085	0.0089	0.0056	0.0081	0.0097	0.0100	
6 - 7	0.0078	0.0098	0.0115	0.0063	0.0084	0.0094	0.0135	0.0069	0.0114	0.0063	0.0064	0.0066	0.0060	0.0060	0.0066	0.0101	0.0084	0.0086	0.0121	0.0142	0.0142	0.0138	0.0137	0.0080	0.0085	0.0091	0.0078	0.0084	0.0098	0.0089	
7 - 8	0.0117	0.0133	0.0147	0.0088	0.0125	0.0123	0.0162	0.0080	0.0141	0.0090	0.0076	0.0079	0.0067	0.0070	0.0112	0.0130	0.0114	0.0103	0.0138	0.0160	0.0162	0.0166	0.0156	0.0118	0.0124	0.0123	0.0061	0.0134	0.0113	0.0135	
8 - 9	0.0114	0.0138	0.0177	0.0098	0.0124	0.0108	0.0092	0.0074	0.0129	0.0081	0.0071	0.0070	0.0072	0.0068	0.0070	0.0137	0.0111	0.0111	0.0116	0.0174	0.0170	0.0157	0.0169	0.0160	0.0112	0.0121	0.0123	0.0103	0.0103	0.0112	0.0107
9 - 10	0.0097	0.0138	0.0173	0.0098	0.0106	0.0109	0.0114	0.0088	0.0131	0.0082	0.0084	0.0092	0.0068	0.0064	0.0071	0.0128	0.0110	0.0122	0.0176	0.0172	0.0174	0.0169	0.0164	0.0107	0.0112	0.0117	0.				

APPENDIX 2.8

ROAD LINK INVENTORY

Appendix 2.8 - Road Link Inventory

Road Name	Road ID	Road Type	Starting		Ending		Road Height	Physical Road Width	Base Elevation	Start Emission Estimated by Broad Brush Approach	With barrier	Barrier Height
			Easting	Northing	Easting	Northing						
			m	m	m	m						
L1	L1_00	DD	841231.1	819087.9	841157.3	819026.6	0.0	12.0	+4.0	N	N	0.0
L2	L2_00	DD	841157.3	819026.6	841051.9	818939.2	0.0	12.0	+4.0	N	N	0.0
L3	L3_00	DD	841051.9	818939.2	840981.9	818877.4	0.0	12.0	+4.0	N	N	0.0
L4	L4_00	LD	841126.3	818653.7	841226.1	818733.9	0.0	7.5	+4.0	Y	N	0.0
L5	L5_00	LD	841226.1	818733.9	841329.0	818818.9	0.0	7.5	+4.0	Y	N	0.0
L6	L6_00	LD	841329.0	818818.9	841380.4	818863.4	0.0	7.5	+4.0	Y	N	0.0
L7	L7_00	LD	841380.4	818863.4	841465.4	818917.4	0.0	7.5	+4.0	Y	N	0.0
L8	L8_00	LD	841051.9	818939.2	841226.1	818733.9	0.0	12.0	+4.0	Y	N	0.0
L9	L9_00	LD	841157.3	819026.6	841329.0	818818.9	0.0	12.0	+4.0	Y	N	0.0
L10	L10_00	DD	840985.0	818819.5	841041.5	818750.8	0.0	18.6	+4.0	N	N	0.0
L11	L11_00	DD	841041.5	818750.8	841087.3	818699.6	0.0	18.6	+4.0	N	N	0.0
L12	L12_00	DD	841087.3	818699.6	841126.3	818653.7	0.0	18.6	+4.0	N	N	0.0
L13	L13_00	LD	841087.3	818699.6	840955.4	818594.4	0.0	7.5	+4.0	Y	N	0.0
L14	L14_00	DD	841200.1	818566.0	841337.7	818400.4	0.0	22.0	+4.0	N	N	0.0
L15	L15_00	DD	841311.3	818712.1	841203.5	818618.3	0.0	14.7	+4.0	N	N	0.0
L16	L16_00	DD	841531.7	818842.7	841416.2	818795.5	0.0	12.0	+4.0	N	N	0.0
L16	L16_01	DD	841416.2	818795.5	841311.3	818712.1	0.0	12.0	+4.0	N	N	0.0
L17	L17_00	DD	841177.7	818639.1	841240.3	818673.9	0.0	13.0	+4.0	N	N	0.0
L17	L17_01	DD	841240.3	818673.9	841358.8	818773.5	0.0	13.0	+4.0	N	N	0.0
L17	L17_02	DD	841358.8	818773.5	841405.9	818803.2	0.0	13.0	+4.0	N	N	0.0
L17	L17_03	DD	841405.9	818803.2	841531.7	818842.7	0.0	13.0	+4.0	N	N	0.0
L18	L18_00	DD	841126.3	818653.7	841159.9	818638.2	0.0	10.1	+4.0	N	N	0.0
L18	L18_01	DD	841159.9	818638.2	841177.7	818639.1	0.0	10.1	+4.0	N	N	0.0
L19	L19_00	DD	841126.3	818653.7	841158.1	818616.9	0.0	19.8	+4.0	N	N	0.0
L20	L20_00	DD	841121.6	818592.5	841138.4	818612.4	0.0	6.5	+4.0	N	N	0.0
L20	L20_01	DD	841138.4	818612.4	841138.6	818628.8	0.0	6.5	+4.0	N	N	0.0
L20	L20_02	DD	841085.0	818592.5	841149.3	818653.7	0.0	6.5	+4.0	N	N	0.0
L21	L21_00	DD	841158.1	818616.9	841175.4	818596.0	0.0	19.8	+4.0	N	N	0.0
L22	L22_00	DD	841121.6	818592.5	841158.1	818616.9	0.0	7.5	+4.0	N	N	0.0
L23	L23_00	DD	841203.5	818618.3	841199.0	818597.2	0.0	5.9	+4.0	N	N	0.0
L23	L23_01	DD	841199.0	818597.2	841200.1	818566.0	0.0	5.9	+4.0	N	N	0.0
L24	L24_00	DD	841203.5	818618.3	841175.4	818596.0	0.0	15.0	+4.0	N	N	0.0
L25	L25_00	DD	841200.1	818566.0	841175.4	818596.0	0.0	19.6	+4.0	N	N	0.0
L26	L26_00	DD	841120.1	818566.0	841130.1	818532.0	0.0	5.5	+4.0	N	N	0.0
L26	L26_01	DD	841178.0	818573.2	841153.8	818578.9	0.0	5.5	+4.0	N	N	0.0
L27	L27_00	LD	840952.7	81855.8	840900.0	818811.0	0.0	15.0	+4.0	Y	N	0.0
L28	L28_00	LD	840936.3	818832.1	840920.9	818821.7	0.0	5.5	+4.0	Y	N	0.0
L28	L28_01	LD	840920.9	818821.7	840917.1	818815.6	0.0	5.5	+4.0	Y	N	0.0
L28	L28_02	LD	840917.1	818815.6	840918.7	818800.8	0.0	5.5	+4.0	Y	N	0.0
L29	L29_00	LD	840918.7	818800.8	840983.4	818710.1	0.0	5.5	+4.0	Y	N	0.0
L30	L30_00	DD	841138.6	818918.5	841103.1	818903.2	0.0	19.6	+4.0	Y	N	0.0
L31	L31_00	DD	840918.3	818905.6	840959.6	818861.1	0.0	12.0	+4.0	N	N	0.0
L32	L32_00	DD	840949.5	818853.1	840918.3	818905.6	0.0	12.0	+4.0	N	N	0.0
L33	L33_00	DD	840981.9	818877.4	840952.7	818855.8	0.0	12.0	+4.0	N	N	0.0
L34	L34_00	DD	840981.9	818877.4	840981.3	818852.5	0.0	7.5	+4.0	N	N	0.0
L34	L34_01	DD	840981.3	818852.5	840985.0	818819.5	0.0	7.5	+4.0	N	N	0.0
L35	L35_00	DD	840959.6	818861.1	840985.0	818819.5	0.0	12.0	+4.0	N	N	0.0
L36	L36_00	DD	840985.0	818918.5	840949.5	818903.2	0.0	12.0	+4.0	N	N	0.0
L37	L37_00	DD	840985.0	818918.5	840957.6	818828.4	0.0	7.5	+4.0	N	N	0.0
L37	L37_01	DD	840957.6	818828.4	840936.3	818832.1	0.0	7.5	+4.0	N	N	0.0
L38	L38_00	EX	840692.7	818932.1	840891.1	818646.8	10.0	16.0	+4.0	N	N	0.0
L38	L38_01	EX	840891.1	818646.8	840925.4	818614.1	10.0	16.0	+4.0	N	N	0.0
L39	L39_00	PD	840925.4	818614.1	840983.3	818590.4	10.0	16.0	+4.0	N	N	0.0
L39	L39_01	PD	840983.3	818590.4	841024.6	818580.9	10.0	16.0	+4.0	N	N	0.0
L39	L39_02	PD	841024.6	818580.9	841038.5	818581.2	10.0	16.0	+4.0	N	N	0.0
L39	L39_03	PD	841038.5	818581.2	841121.6	818592.5	10.0	16.0	+4.0	N	N	0.0
L40	L40_00	PD	841177.7	818639.1	841246.9	818696.5	10.0	16.0	+4.0	N	N	0.0
L40	L40_01	PD	841246.9	818696.5	841344.6	818778.7	10.0	16.0	+4.0	N	N	0.0
L40	L40_02	PD	841344.6	818778.7	841382.5	818800.1	10.0	16.0	+4.0	N	N	0.0
L41	L41_00	EX	841382.5	818800.1	841445.4	818829.2	10.0	16.0	+4.0	N	N	6.0
L41	L41_01	EX	841445.4	818829.2	841508.7	818847.4	10.0	16.0	+4.0	N	N	6.0
L41	L41_02	EX	841508.7	818847.4	841634.5	818864.5	10.0	16.0	+4.0	N	N	6.0
L42	L42_00	EX	840925.4	818614.1	840967.6	818582.3	10.0	16.0	+4.0	N	N	6.0
L42	L42_01	EX	840967.6	818582.3	841031.3	818569.2	10.0	16.0	+4.0	N	N	6.0
L42	L42_02	EX	841031.3	818569.2	841074.7	818570.5	10.0	16.0	+4.0	N	N	0.0
L42	L42_03	EX	841074.7	818570.5	841128.1	818588.4	10.0	16.0	+4.0	N	N	0.0
L42	L42_04	EX	841128.1	818588.4	841169.7	818617.4	10.0	16.0	+4.0	N	N	0.0
L42	L42_05	EX	841169.7	818617.4	841329.0	818750.6	10.0	16.0	+4.0	N	N	0.0
L42	L42_06	EX	841329.0	818750.6	841382.5	818800.1	10.0	16.0	+4.0	N	N	0.0
L43	L43_00	EX	841443.2	818900.3	841411.7	818788.7	10.0	16.0	+4.0	N	N	4.0
L43	L43_01	EX	841411.7	818788.7	841343.7	818744.7	10.0	16.0	+4.0	N	N	4.0
L43	L43_02	EX	841343.7	818744.7	841167.6	818596.4	10.0	16.0	+4.0	N	N	4.0
L43	L43_03	EX	841167.6	818596.4	841107.9	818565.9	10.0	16.0	+4.0	N	N	0.0
L43	L43_04	EX	841107.9	818565.9	841061.9	818554.5	10.0	16.0	+4.0	N	N	0.0
L43	L43_05	EX	841061.9	818554.5	840997.5	818559.3	10.0	16.0	+4.0	N	N	0.0
L43	L43_06	EX	840997.5	818559.3	840941.2	818581.2	10.0	16.0	+4.0	N	N	0.0
L43	L43_07	EX	840941.2	818581.2	840908.9	818600.0	10.0	16.0	+4.0	N	N	0.0
L44	L44_00	EX	841494.4	818818.2	841443.2	818800.3	10.0	16.0	+4.0	N	N	4.0
L45	L45_00	PD	841443.2	818800.3	841412.9	818776.5	10.0	16.0	+4.0	N	N	4.0
L45	L45_01	PD	841412.9	818776.5	841377.3	818752.3	10.0	16.0	+4.0	N	N	4.0
L45	L45_02	PD	841377.3	818752.3	841332.7	818719.2	10.0	16.0	+4.0	N	N	4.0
L45	L45_03	PD	841332.7	818719.2	841311.3	818712.1	10.0	16.0	+4.0	N	N	0.0
L46	L46_00	PD	841153.8	818576.9	841118.2	818571.9	10.0	16.0	+4.0	N	N	0.0
L46	L46_01	PD	841118.2	818571.9	841080.8	818543.5	10.0	16.0	+4.0	N	N	0.0
L46	L46_02	PD	841080.8	818543.5	841052.2	818543.5	10.0	16.0	+4.0	N	N	0.0
L46	L46_03	PD	841052.2	818543.5	840992.5	818549.3	10.0	16.0	+4.0	N	N	0.0
L46	L46_04	PD	840992.5	818549.3	840966.9	818558.2	10.0	16.0	+4.0	N	N	0.0
L46	L46_05	PD	840966.9	818558.2	840932.5	818575.3	10.0	16.0	+4.0	N	N	0.0
L46	L46_06	PD	840932.5	818575.3	840908.9	818600.0	10.0	16.0	+4.0	N	N	0.0
L47	L47_00	DD	84137.6	818300.0	841332.1	818712.1	0.0	10.8	+4.0	N	N	0.0
L47	L47_01	DD	841332.1	818712.1	841284.6	818733.9	0.0	10.8	+4.0	N	N	0.0
L48	L48_00	DD	841284.6	818733.9	841231.1	819087.9	0.0	10.8	+4.0	N	N	0.0
L49	L49_00	LD	841231.1	819087.9	841098.0	819247.1	0.0	7.5	+4.0	Y	N	0.0
L50	L50_00	LD	840920.2	819102.0	841098.0	819247.1	0.0	9.2	+4.0	Y	N	0.0
L51	L51_00	LD	840824.0	819022.9	840920.2	819102.0	0.0	6.8	+4.0	Y	N	0.0
L52	L52_00	LD	840725.1	818941.6	840824.0	819022.9	0.0	14.0	+4.0	Y	N	0.0
L53	L53_00	LD	84137.6	818300.0	840820.2	819102.0	0.0	12.5	+4.0	Y	N	0.0
L54	L54_00	DD	840824.0	819022.9	840766.8	819052.4	0.0	18.9	+4.0	N	N	0.0
L55	L55_00											

APPENDIX 3.1

MODELING RESULTS OF 10-MINUTE AND 24-HOUR SO₂

Appendix 3.1a - Modeling Results of 10min SO₂

ASR ID	Coordinates		Elevation		AQO		4th Highest 10min SO ₂	Exceedance of AQO
	Easting	Northing	mPD	mAG	10min SO ₂	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR02	841202.26	818748.00	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR03	841206.91	818742.34	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR04	841206.25	818735.97	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR05	841205.56	818729.56	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR06	841198.69	818723.82	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.90	No
			+34.3	30	500	3	37.90	No
ASR07	841191.10	818732.94	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.91	No
			+34.3	30	500	3	37.90	No
ASR08	841183.52	818742.06	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.91	No
			+34.3	30	500	3	37.90	No
ASR09	841190.56	818747.86	+14.3	10	500	3	37.91	No
			+24.3	20	500	3	37.91	No
			+34.3	30	500	3	37.90	No

Appendix 3.1b - Modeling Results of 24hr SO₂

ASR ID	Coordinates		Elevation		AQO		4th Highest 24hr SO ₂	Exceedance of AQO
	Eastings	Northing	mPD	mAG	24hr SO ₂	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR02	841202.26	818748.00	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR03	841206.91	818742.34	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR04	841206.25	818735.97	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR05	841205.56	818729.56	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR06	841198.69	818723.82	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR07	841191.10	818732.94	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR08	841183.52	818742.06	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No
ASR09	841190.56	818747.86	+14.3	10	50	3	9.72	No
			+24.3	20	50	3	9.72	No
			+34.3	30	50	3	9.72	No

APPENDIX 3.2

MODELING RESULTS OF 1-HOUR AND ANNUAL NO₂

Appendix 3.2a - Modeling Results of 1hr NO₂

ASR ID	Coordinates		Elevation		AQO		19th Highest 1hr NO ₂	Exceedance of AQO
	Easting	Northing	mPD	mAG	1hr NO ₂	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	200	18	118.04	No
			+24.3	20	200	18	112.30	No
			+34.3	30	200	18	110.80	No
ASR02	841202.26	818748.00	+14.3	10	200	18	117.09	No
			+24.3	20	200	18	112.29	No
			+34.3	30	200	18	110.78	No
ASR03	841206.91	818742.34	+14.3	10	200	18	116.76	No
			+24.3	20	200	18	112.29	No
			+34.3	30	200	18	110.76	No
ASR04	841206.25	818735.97	+14.3	10	200	18	116.81	No
			+24.3	20	200	18	112.28	No
			+34.3	30	200	18	110.75	No
ASR05	841205.56	818729.56	+14.3	10	200	18	116.70	No
			+24.3	20	200	18	112.28	No
			+34.3	30	200	18	110.73	No
ASR06	841198.69	818723.82	+14.3	10	200	18	116.67	No
			+24.3	20	200	18	112.27	No
			+34.3	30	200	18	110.73	No
ASR07	841191.10	818732.94	+14.3	10	200	18	117.07	No
			+24.3	20	200	18	112.28	No
			+34.3	30	200	18	110.76	No
ASR08	841183.52	818742.06	+14.3	10	200	18	118.69	No
			+24.3	20	200	18	112.30	No
			+34.3	30	200	18	110.79	No
ASR09	841190.56	818747.86	+14.3	10	200	18	118.32	No
			+24.3	20	200	18	112.30	No
			+34.3	30	200	18	110.79	No

Appendix 3.2b - Modeling Results of Annual NO₂

ASR ID	Coordinates		Elevation		AQO		Annual NO ₂	Exceedane of AQO
	Eastings	Northing	mPD	mAG	Annual NO ₂	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	40	-	26.70	No
			+24.3	20	40	-	22.31	No
			+34.3	30	40	-	20.34	No
ASR02	841202.26	818748.00	+14.3	10	40	-	26.77	No
			+24.3	20	40	-	22.29	No
			+34.3	30	40	-	20.30	No
ASR03	841206.91	818742.34	+14.3	10	40	-	26.78	No
			+24.3	20	40	-	22.28	No
			+34.3	30	40	-	20.27	No
ASR04	841206.25	818735.97	+14.3	10	40	-	26.78	No
			+24.3	20	40	-	22.27	No
			+34.3	30	40	-	20.25	No
ASR05	841205.56	818729.56	+14.3	10	40	-	26.80	No
			+24.3	20	40	-	22.26	No
			+34.3	30	40	-	20.22	No
ASR06	841198.69	818723.82	+14.3	10	40	-	26.82	No
			+24.3	20	40	-	22.26	No
			+34.3	30	40	-	20.22	No
ASR07	841191.10	818732.94	+14.3	10	40	-	26.84	No
			+24.3	20	40	-	22.28	No
			+34.3	30	40	-	20.28	No
ASR08	841183.52	818742.06	+14.3	10	40	-	26.77	No
			+24.3	20	40	-	22.31	No
			+34.3	30	40	-	20.33	No
ASR09	841190.56	818747.86	+14.3	10	40	-	26.74	No
			+24.3	20	40	-	22.31	No
			+34.3	30	40	-	20.33	No

APPENDIX 3.3

MODELING RESULTS OF 24-HOUR AND ANNUAL RSP

Appendix 3.3a - Modeling Results of 24hr RSP

ASR ID	Coordinates		Elevation		AQO		10th Highest 24hr RSP	Exceedance of AQO
	Eastings	Northing	mPD	mAG	24hr RSP	No. of exceedance allowed	$\mu\text{g}/\text{m}^3$	
ASR01	841197.60	818753.65	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.97	No
ASR02	841202.26	818748.00	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.96	No
ASR03	841206.91	818742.34	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.96	No
ASR04	841206.25	818735.97	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.02	No
			+34.3	30	100	9	54.96	No
ASR05	841205.56	818729.56	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.02	No
			+34.3	30	100	9	54.96	No
ASR06	841198.69	818723.82	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.02	No
			+34.3	30	100	9	54.96	No
ASR07	841191.10	818732.94	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.96	No
ASR08	841183.52	818742.06	+14.3	10	100	9	55.14	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.96	No
ASR09	841190.56	818747.86	+14.3	10	100	9	55.15	No
			+24.3	20	100	9	55.03	No
			+34.3	30	100	9	54.97	No

Appendix 3.3b - Modeling Results of Annual RSP

ASR ID	Coordinates		Elevation		AQO		Annual RSP	Exceedance of AQO
	Eastings	Northing	mPD	mAG	Annual RSP	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	50	-	27.47	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR02	841202.26	818748.00	+14.3	10	50	-	27.48	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR03	841206.91	818742.34	+14.3	10	50	-	27.48	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR04	841206.25	818735.97	+14.3	10	50	-	27.49	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR05	841205.56	818729.56	+14.3	10	50	-	27.49	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.32	No
ASR06	841198.69	818723.82	+14.3	10	50	-	27.49	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.32	No
ASR07	841191.10	818732.94	+14.3	10	50	-	27.48	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR08	841183.52	818742.06	+14.3	10	50	-	27.47	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No
ASR09	841190.56	818747.86	+14.3	10	50	-	27.47	No
			+24.3	20	50	-	27.38	No
			+34.3	30	50	-	27.33	No

APPENDIX 3.4

MODELING RESULTS OF 24-HOUR AND ANNUAL FSP

Appendix 3.4a - Modeling Results of 24hr FSP

ASR ID	Coordinates		Elevation		AQO		36th Highest 24hr FSP	Exceedance of AQO
	Eastings	Northing	mPD	mAG	24hr FSP	No. of exceedance allowed	$\mu\text{g}/\text{m}^3$	
ASR01	841197.60	818753.65	+14.3	10	50	35	23.28	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.12	No
ASR02	841202.26	818748.00	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.12	No
ASR03	841206.91	818742.34	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.12	No
ASR04	841206.25	818735.97	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.11	No
ASR05	841205.56	818729.56	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.11	No
ASR06	841198.69	818723.82	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.18	No
			+34.3	30	50	35	23.11	No
ASR07	841191.10	818732.94	+14.3	10	50	35	23.29	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.11	No
ASR08	841183.52	818742.06	+14.3	10	50	35	23.28	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.12	No
ASR09	841190.56	818747.86	+14.3	10	50	35	23.28	No
			+24.3	20	50	35	23.19	No
			+34.3	30	50	35	23.12	No

Appendix 3.4b - Modeling Results of Annual FSP

ASR ID	Coordinates		Elevation		AQO		Annual FSP	Exceedance of AQO
	Eastings	Northing	mPD	mAG	Annual FSP	No. of exceedance allowed	µg/m ³	
ASR01	841197.60	818753.65	+14.3	10	25	-	14.74	No
			+24.3	20	25	-	14.65	No
			+34.3	30	25	-	14.61	No
ASR02	841202.26	818748.00	+14.3	10	25	-	14.74	No
			+24.3	20	25	-	14.65	No
			+34.3	30	25	-	14.61	No
ASR03	841206.91	818742.34	+14.3	10	25	-	14.75	No
			+24.3	20	25	-	14.66	No
			+34.3	30	25	-	14.60	No
ASR04	841206.25	818735.97	+14.3	10	25	-	14.75	No
			+24.3	20	25	-	14.66	No
			+34.3	30	25	-	14.60	No
ASR05	841205.56	818729.56	+14.3	10	25	-	14.76	No
			+24.3	20	25	-	14.66	No
			+34.3	30	25	-	14.60	No
ASR06	841198.69	818723.82	+14.3	10	25	-	14.76	No
			+24.3	20	25	-	14.66	No
			+34.3	30	25	-	14.60	No
ASR07	841191.10	818732.94	+14.3	10	25	-	14.75	No
			+24.3	20	25	-	14.66	No
			+34.3	30	25	-	14.60	No
ASR08	841183.52	818742.06	+14.3	10	25	-	14.74	No
			+24.3	20	25	-	14.65	No
			+34.3	30	25	-	14.61	No
ASR09	841190.56	818747.86	+14.3	10	25	-	14.74	No
			+24.3	20	25	-	14.65	No
			+34.3	30	25	-	14.61	No