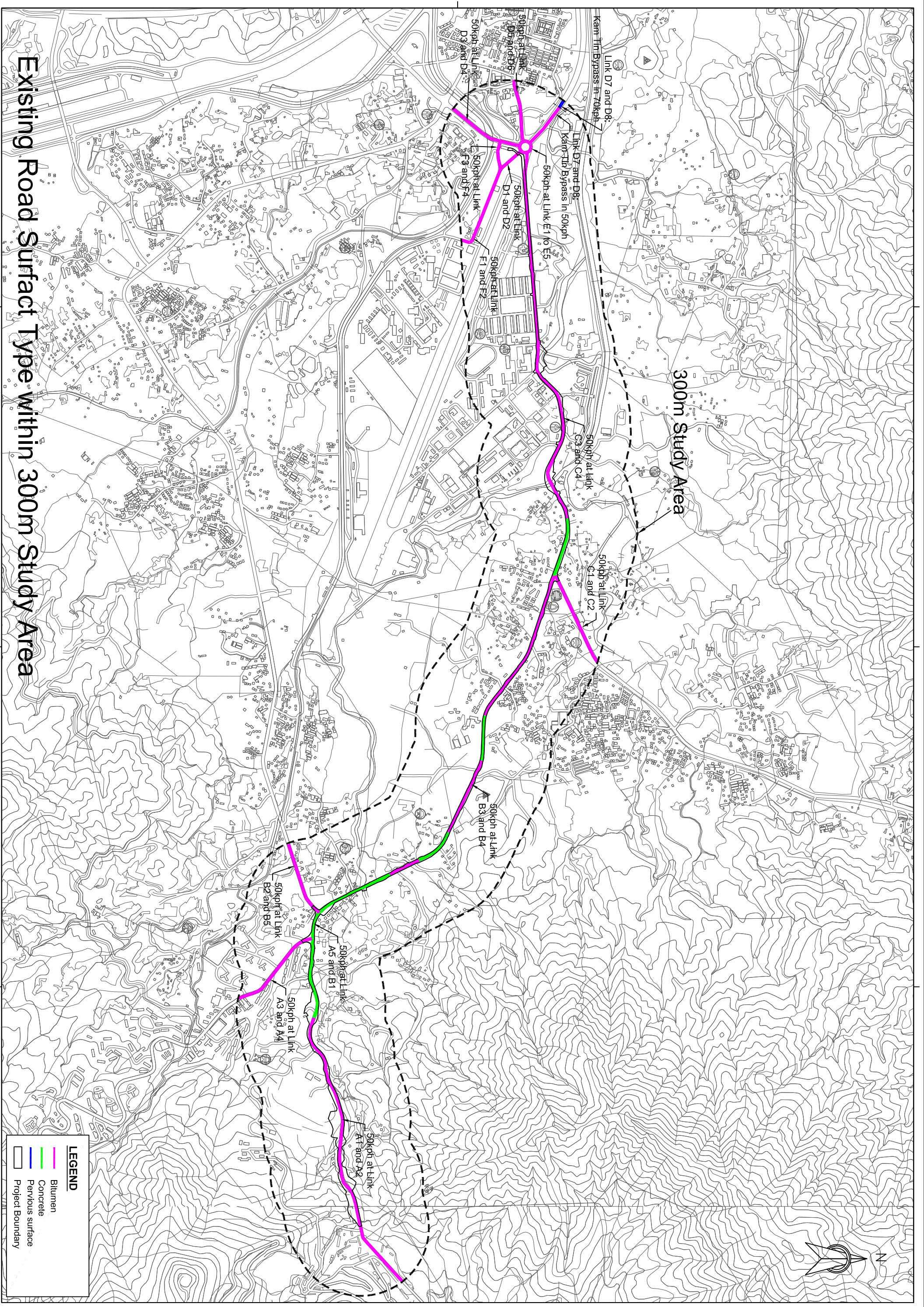


Legend:

### Symbolized Traffic Flow

Drawing number	C1020/TF/007	Scale	N.T.S. @ A3	Rev
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Existing Road Surface Type within 300m Study Area

**LEGEND**

- Bitumen
- Concrete
- Pervious surface
- Project Boundary

**Hourly Peak Traffic Flow in 2030 AM**

Road Link	Vehicle Type																Total	% of HV	Combined Road Link	Total	% of HV
	1 *	2 *	3 *	4	5	6	7	8	9	10	11	12	13	14	15	16					
A1	105	83	83	17	64	85	36	9	17	83	6	3	2	2	3	0	598	51.6%	A1A2	995	50.9%
A2	73	58	58	15	44	38	17	11	9	58	6	3	2	2	3	0	397	49.8%			
A3	39	32	32	6	23	20	8	3	33	32	3	2	0	0	2	0	235	41.7%	A3A4	363	42.6%
A4	23	18	18	6	14	6	3	3	12	18	3	2	0	0	2	0	128	44.3%			
A5	152	121	121	24	91	86	38	21	47	121	9	5	3	3	8	0	850	47.8%	A5B1	1609	49.0%
B1	133	106	106	21	80	86	36	26	29	106	8	3	5	5	9	0	759	50.4%			
B2	55	42	42	0	32	29	12	20	9	42	0	0	3	3	6	0	295	49.7%	B2B5	631	49.6%
B5	62	48	48	0	36	32	14	23	11	48	0	0	3	3	8	0	336	49.5%			
B3	49	38	38	0	29	70	30	14	27	38	0	0	3	3	5	0	344	55.7%	B3B4	1033	55.2%
B4	114	91	91	12	68	132	56	8	12	91	5	2	2	2	3	0	689	55.0%			
C1	100	80	80	23	61	77	33	3	3	80	9	3	0	0	2	0	554	52.2%	C1C2	1199	51.6%
C2	117	94	94	15	70	97	42	3	8	94	6	3	0	0	2	0	645	51.1%			
C3	164	130	130	21	99	129	56	8	11	130	8	3	2	2	3	0	896	51.1%	C3C4	1668	53.8%
C4	123	99	99	32	74	141	61	11	9	99	12	5	2	2	3	0	772	56.9%			
D1	5	5	5	2	3	6	3	0	0	5	0	0	0	0	0	0	34	54.4%	D1D2	82	56.7%
D2	8	6	6	2	5	8	3	2	0	6	2	0	0	0	0	0	48	58.3%			
D3	30	24	24	8	18	35	15	3	2	24	3	2	0	0	2	0	190	57.6%	D5D6	712	57.0%
D4	26	21	21	8	15	30	12	2	2	21	3	2	0	0	0	0	163	56.7%			
D5	50	39	39	12	30	58	24	3	3	39	5	2	0	0	2	0	306	57.0%			
D6	64	52	52	17	38	73	32	6	5	52	6	3	2	2	2	0	406	57.0%			
D7	76	61	61	21	45	88	38	6	6	61	8	3	2	2	2	0	480	57.2%			
D8	89	71	71	24	53	103	44	8	6	71	9	3	2	2	3	0	559	57.3%			
E1	168	133	133	44	100	192	82	14	12	133	17	8	3	3	5	0	1047	57.1%			
E2	146	117	117	38	88	168	71	12	11	117	15	6	2	2	5	0	915	56.9%			
E3	147	118	118	39	88	168	73	12	11	118	15	6	2	2	5	0	922	56.9%			
E4	141	112	112	38	85	161	70	12	11	112	15	6	2	2	5	0	884	57.2%			
E5	155	123	123	41	92	177	76	12	11	123	15	6	2	2	5	0	963	56.9%			
F1	8	6	6	2	5	3	2	2	2	6	0	0	0	0	0	0	42	47.6%	F1F2	78	51.0%
F2	6	5	5	2	5	2	2	2	0	5	2	0	0	0	0	0	36	55.0%			
F3	8	6	6	3	5	2	2	2	3	6	2	0	0	0	0	0	45	48.9%	F3F4	90	50.0%
F4	8	6	6	3	5	3	2	2	2	6	2	0	0	0	0	0	45	51.1%			

Type 1 – Petrol Private Cars (PC) & Light Goods Vehicles (LGV). Type 2 – Diesel Private Cars & Light Goods Vehicles  
 Type 3 – Diesel Private Cars & Light Goods Vehicles. Type 4 – Public Light Buses. Type 5 – Light Goods Vehicles  
 Type 6 – Medium & Heavy Goods Vehicles with GVW<15 tonne. Type 7 – Medium & Heavy Goods Vehicles with GVW>=15 tonne  
 Type 8 – Double Deck Franchised Buses. Type 9 – Motor Cycles. Type 10 – Taxi. Type 11 – Private Light Buses  
 Type 12 – Private Light Buses. Type 13 – Non-franchised Bus <6.4t. Type 14 – Non-franchised Bus 6.4t<15t  
 Type 15 – Non-franchised Bus >15t. Type 16 – Single Deck Franchised Buses

Note: \* Based on the observation on site, the percentage of private car and LGV are about 70% and 30 % respectively

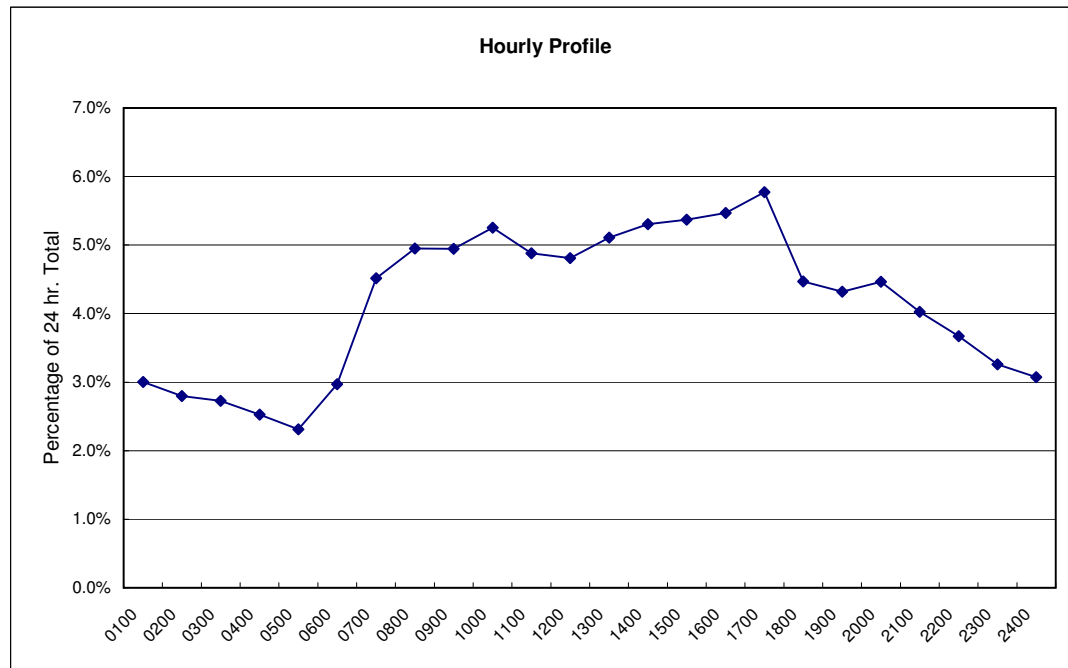
**Hourly Peak Traffic Flow in 2030 PM**

Road Link	Vehicle Type																Total	% of HV	Combined Road Link	Total	% of HV
	1 *	2 *	3 *	4	5	6	7	8	9	10	11	12	13	14	15	16					
A1	89	71	71	6	53	45	20	5	12	71	3	2	2	2	2	0	454	46.1%	A1A2	801	50.0%
A2	55	44	44	8	32	59	26	11	12	44	3	2	2	2	3	0	347	55.0%			
A3	44	35	35	8	26	17	8	2	27	35	3	2	0	0	0	0	242	41.4%	A3A4	425	46.3%
A4	27	21	21	8	17	23	11	6	17	21	3	2	2	2	2	0	183	52.8%			
A5	136	109	109	15	82	73	30	11	29	109	6	3	2	2	3	0	719	46.3%	A5B1	1620	48.8%
B1	164	130	130	14	99	115	49	26	17	130	6	2	5	5	9	0	901	50.7%			
B2	39	32	32	5	24	58	24	29	2	32	2	0	5	5	9	0	298	64.4%	B2B5	554	64.1%
B5	32	26	26	0	20	70	30	11	8	26	0	0	2	2	3	0	256	63.8%			
B3	146	117	117	14	88	136	58	9	9	117	6	2	2	2	3	0	826	52.5%	B3B4	1162	51.7%
B4	62	48	48	0	36	32	14	23	11	48	0	0	3	3	8	0	336	49.5%			
C1	114	91	91	24	68	76	32	5	12	91	9	3	2	2	2	0	622	50.1%	C1C2	1374	51.6%
C2	133	106	106	21	80	118	50	6	8	106	9	3	2	2	2	0	752	52.7%			
C3	173	138	138	32	103	171	73	12	18	138	12	5	2	2	5	0	1022	54.0%	C3C4	1922	53.6%
C4	156	124	124	35	94	133	58	11	14	124	14	6	2	2	3	0	900	53.2%			
D1	8	6	6	2	5	9	3	2	0	6	2	0	0	0	0	0	49	59.2%	D1D2	141	58.7%
D2	14	11	11	5	9	17	8	2	2	11	2	0	0	0	0	0	92	58.5%			
D3	38	30	30	11	23	44	18	3	3	30	5	2	0	0	2	0	239	57.5%	D5D6	865	57.3%
D4	27	23	23	8	17	32	14	2	2	23	3	2	0	0	0	0	176	56.8%			
D5	59	47	47	15	35	68	29	5	0	47	6	3	2	2	2	0	367	58.0%			
D6	79	64	64	21	47	91	39	6	6	64	8	3	2	2	2	0	498	56.8%			
D7	88	70	70	24	53	102	44	8	6	70	9	3	2	2	3	0	554	57.5%			
D8	103	82	82	27	62	118	50	8	8	82	11	5	2	2	3	0	645	57.1%			
E1	276	220	220	73	165	317	135	23	15	220	29	11	5	5	8	0	1722	57.2%			
E2	164	130	130	44	99	188	80	14	12	130	17	6	3	3	5	0	1025	57.2%			
E3	174	139	139	47	105	200	85	15	12	139	18	8	3	3	5	0	1092	57.2%			
E4	164	130	130	44	99	188	80	14	12	130	17	6	3	3	5	0	1025	57.2%			
E5	183	147	147	49	111	211	91	15	14	147	18	8	3	3	5	0	1152	57.0%			
F1	8	6	6	2	5	3	2	2	0	6	2	0	0	0	0	0	42	52.4%	F1F2	84	50.0%
F2	8	6	6	3	5	2	0	2	2	6	2	0	0	0	0	0	42	47.6%			
F3	9	6	6	2	5	3	2	2	2	6	2	0	0	0	0	0	45	49.6%	F3F4	85	50.7%
F4	6	5	5	3	5	2	2	2	3	5	2	0	0	0	0	0	40	52.0%			

Type 1 – Petrol Private Cars (PC) & Light Goods Vehicles (LGV). Type 2 – Diesel Private Cars & Light Goods Vehicles  
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 Type 15 – Non-franchised Bus >15t. Type 16 – Single Deck Franchised Buses

Note: \* Based on the observation on site, the percentage of private car and LGV are about 70% and 30 % respectively

**Hourly Traffic Profile of Kam Tin Road in 2008**



Hour	Total Flow	% of 24 hr. Total
0000-0100	607	3.0%
0100-0200	565	2.8%
0200-0300	551	2.7%
0300-0400	510	2.5%
0400-0500	467	2.3%
0500-0600	600	3.0%
0600-0700	912	4.5%
0700-0800	1000	5.0%
0800-0900	999	4.9%
0900-1000	1061	5.3%
1000-1100	986	4.9%
1100-1200	972	4.8%
1200-1300	1032	5.1%
1300-1400	1072	5.3%
1400-1500	1085	5.4%
1500-1600	1105	5.5%
1600-1700	1166	5.8%
1700-1800	903	4.5%
1800-1900	873	4.3%
1900-2000	902	4.5%
2000-2100	813	4.0%
2100-2200	741	3.7%
2200-2300	658	3.3%
2300-2400	621	3.1%